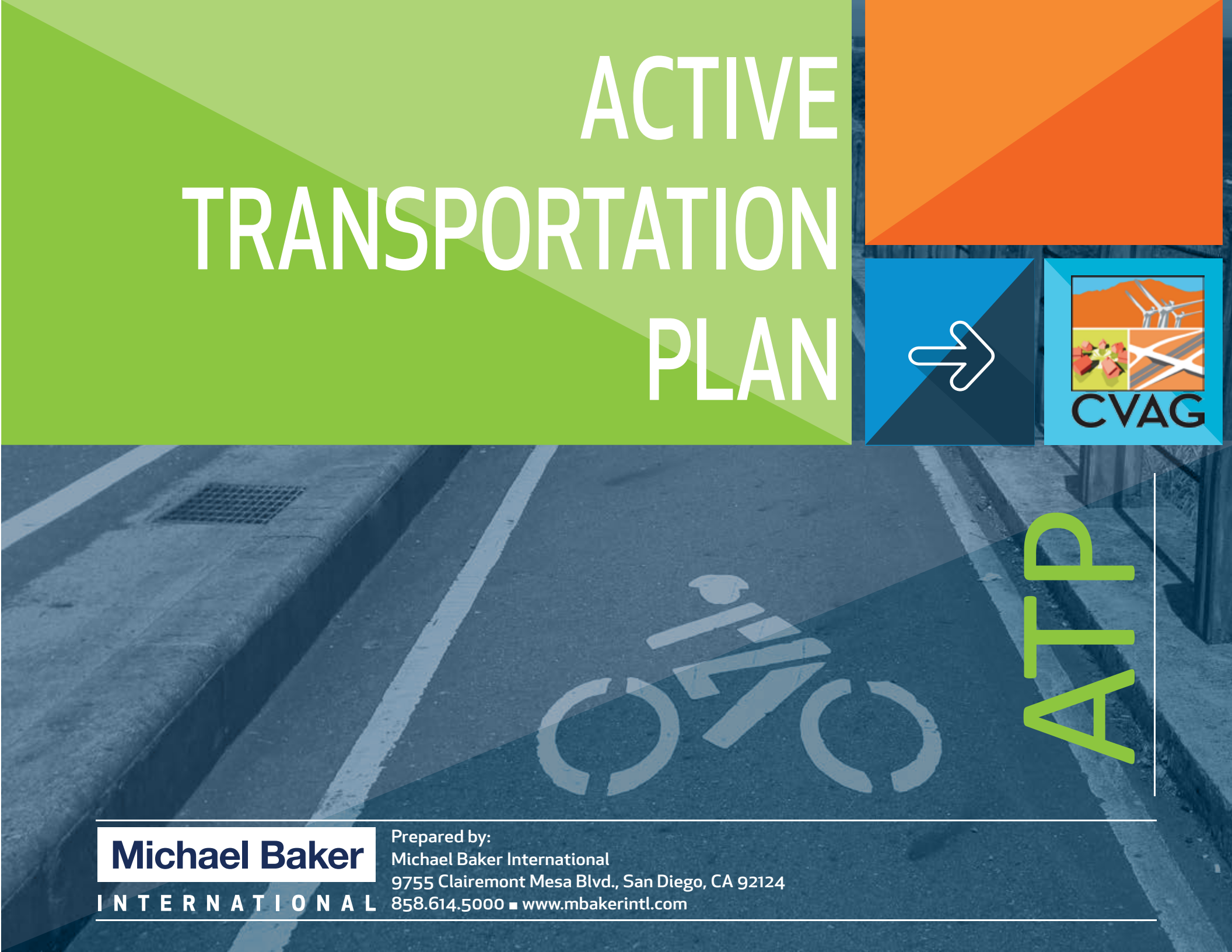
ACTIVE TRANSPORTATION PLAN

CVAG

ATP



Michael Baker INTERNATIONAL

Prepared by:
Michael Baker International
9755 Clairemont Mesa Blvd., San Diego, CA 92124
858.614.5000 ■ www.mbakerintl.com

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Prepared for:
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite #200
Palm Desert, CA 92260
760.346.1127 ■ www.cvag.org

Prepared by:
Michael Baker International
9755 Clairemont Mesa Blvd.
San Diego, CA 92124
858.614.5000
www.mbakerintl.com

With assistance from:
EPS
transpogroup
FEHR & PEERS
RODRIGUEZ CONSULTING GROUP

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CHAPTER 1.

INTRODUCTION

The Coachella Valley Association of Governments (CVAG) recognizes the value of providing opportunities for local residents and visitors to bicycle for transportation and recreation and to have attractive opportunities to walk to transit stops, as well as to encourage people to use neighborhood electric vehicles (NEVs). Such opportunities help reduce auto trips, improve the environment, promote healthy lifestyles, and create livable communities. As this Active Transportation Plan (Plan or ATP) is implemented, it will transform the Coachella and Palo Verde Valleys into places where more people use a bicycle to get to work, to school, or to the store. The ATP will bring more recreational opportunities to valley residents. In the long run, Plan implementation will create a full network of bikeways serving nearly every neighborhood. It will improve pedestrian access to the five major transit hubs in the Coachella Valley. It will expand opportunities to use NEVs around town and along the Whitewater River. The Plan will enhance the reputation of the Coachella and Palo Verde Valleys as tourist meccas. Future tourists may be able to pick up a bicycle at their hotel and ride for fun, to restaurants, and even to the area's spectacular canyons. More children will be able to ride a bicycle safely to school. Many retirees will experience enhanced lifestyles as their bicycling options expand.

This Active Transportation Plan updates the Non-Motorized Transportation Plan for bikeways that was first completed in 2001, then updated in 2010. It revises the regional bikeway plan as well as bicycle plans for each jurisdiction. The bicycle plans will keep each city and the County of Riverside eligible for various bikeway funds. Palm Springs, Cathedral City, and Palm Desert will also improve their chances of receiving funds for the pedestrian improvements around the five major SunLine Transit transfer points in this Plan. Those points are:

- South Palm Canyon Drive at Baristo Road in Palm Springs
- Baristo Road at Farrell Drive in Palm Springs
- B Street at Buddy Rogers Avenue in Cathedral City
- Town Center Way at Hahn Road in Palm Desert

Plans for all of the facilities contained herein provide opportunities to include them along with future development.

PROCESS

As an update of the 2001 and 2010 plans, this Plan relied primarily on information from the local jurisdictions and the general public. The primary fieldwork that was conducted related to the pedestrian improvements at the transit hubs.

Public Outreach

A series of workshops was conducted to solicit input from the general public.

The workshops introduced the planning process for the entire Coachella and Palo Verde Valleys and gathered both general and location-specific comments with marked-up maps. Identical workshops were presented to participants in the western, central, and eastern Coachella Valley. An additional workshop was held in the Palo Verde Valley.

Results from the workshops are displayed in Appendix A.

Meetings with Local Jurisdictions

The planning consultant met with each of the cities in the Coachella Valley, the City of Blythe, and the County of Riverside to determine what has been constructed since the 2010 plan and to determine what they would like added in this ATP. The consultant also met with the Agua Caliente Band of Cahuilla Indians and the Torres Martinez Desert Cahuilla Indians. The consultant included the projects suggested by the public for consideration.

The results of the meetings with local jurisdictions determined the projects that are included in this Plan. Drafts of each local alternative transportation plan were shared with local jurisdictions, with feedback incorporated into the final document.

PLAN ORGANIZATION

- Chapter 2 describes the planning context with other related plans that are either completed or in process.
- Chapter 3 reiterates and modifies the goals and objectives from the 2010 Non-Motorized Transportation Plan.
- Chapter 4 discusses the individual bicycle plans for each jurisdiction.
- Chapter 5 presents the entire bikeway plan in both the Coachella and Palo Verde Valleys. It also identifies coordination between this Plan and the Neighborhood Electric Vehicle Plan.
- Chapter 6 presents the plans for pedestrian improvements near the major transit hubs.

- Chapter 7 describes eligible funding sources.
- Chapter 8 provides design guidance.
- The Appendix displays results of the public outreach effort and of meetings with local jurisdictions.

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CHAPTER 2. PLANNING CONTEXT

INTRODUCTION

This Active Transportation Plan (Plan or ATP) takes place within an active planning environment in the Coachella and Palo Verde Valleys. It is being produced in conjunction with an update of the Transportation Project Prioritization Study, the Regional Arterial Cost Estimate, and the Transportation Uniform Mitigation Fee Nexus Study. These efforts will determine future needs for Coachella Valley and Palo Verde Valley streets, their costs, and the means of funding them. Since the ATP is produced as part of a larger effort, the appropriate projects identified in the Plan will be included as part of the other plans. As a result, appropriate regionally significant projects will be potentially eligible for the same funding sources.

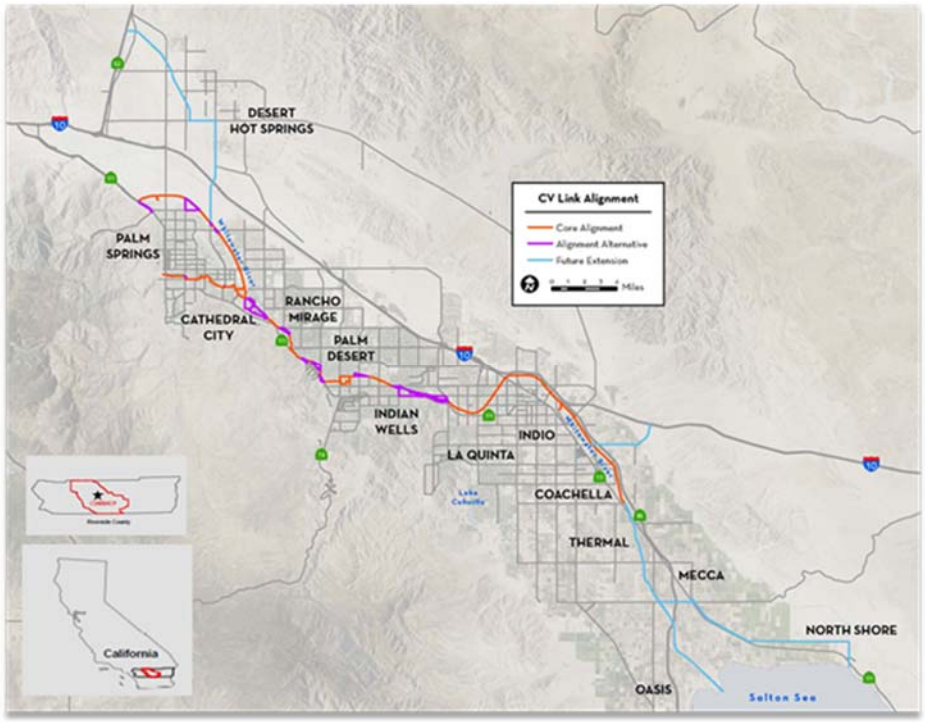
The following briefly describe other recent plans that relate to this Plan. This Active Transportation Plan is produced in such a way as to ensure consistency among plans.

CV LINK CONCEPTUAL MASTER PLAN

The Coachella Valley Link (CV Link) Conceptual Master Plan proposes improvements along the Whitewater River and connecting alignments that will include a paved path for bicycles, pedestrians, and low-speed electric vehicles (LSEVs). LSEVs include electric golf carts and neighborhood electric vehicles (NEVs) that travel up to 25 miles per hour (mph). The CV Link project will connect with eight of nine Coachella Valley cities and three Indian reservations.

The Active Transportation Plan will propose bikeways and NEV routes that will serve as connectors to the CV Link Conceptual Master Plan project. The CV Link Conceptual Plan is shown in **Figure 2-1**.

Figure 2-1. CV Link Conceptual Master Plan



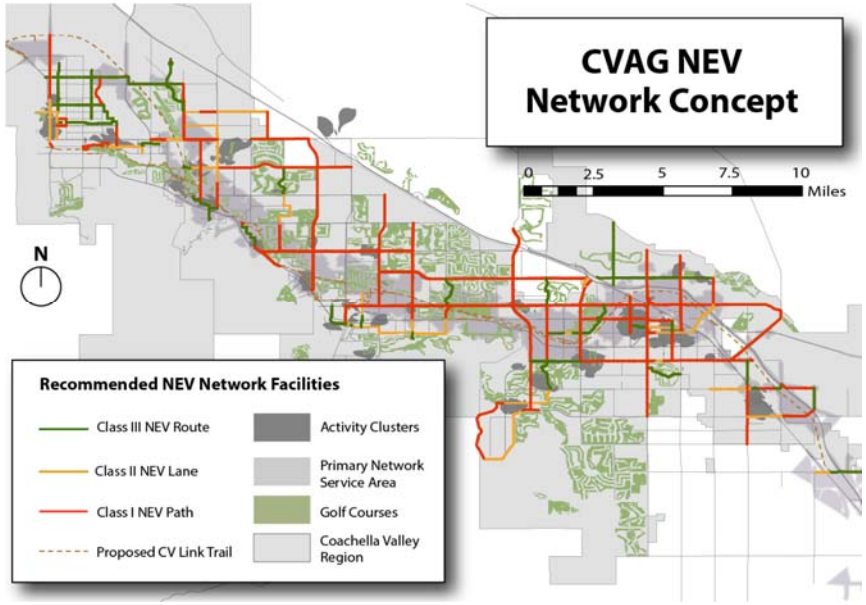
NEIGHBORHOOD ELECTRIC VEHICLE (NEV) PLAN

CVAG has completed a Neighborhood Electric Vehicle (NEV) Plan for the Coachella Valley that proposes a network of NEV routes along surface streets and along rights-of-way that can be used for paths. Per California Streets and Highways Code Chapter 6, cities in Riverside County may create an NEV plan that identifies NEV/bicycle routes.

NEVs are permitted to run on streets with speed limits of less than 35 mph. This constraint limits travel within the Coachella Valley, as a large number of the arterial streets traversing the valley have speed limits of up to 45 to 55 mph. NEVs are also permitted to operate on streets that have dedicated lanes with widths of 7 feet or greater. These lanes can be shared with bicycles. Dedicated off-road paths along waterways or other continuous rights-of-way may also be shared with NEVs, if so designated. Generally, off-road paths are restricted to non-motorized devices but they can be designated to permit operation of NEVs as well. NEVs may also share roadways with motor vehicles and bicycles on streets with speed limits of 35 mph or less as described above. Per another section of California Streets and Highways Code Chapter 6, the City of Palm Desert has a golf cart plan that allows the City to permit golf carts with a special city license on any designated golf cart/bicycle route or golf cart/bicycle lane. Every on-street bikeway in Palm Desert also permits golf carts.

This ATP will integrate the NEV Plan along with bikeway planning. The following map, **Figure 2-2,** shows the NEV Plan routes.

Figure 2-2. CVAG NEV Network Concept



WHITEWATER RIVER, COACHELLA CANAL, AND DILLON ROAD

The Coachella Valley Recreation and Parks District and the Riverside County Regional Park and Open-Space District contracted with a consultant to develop a more detailed plan for the following three alignments in Coachella Valley:

- Whitewater River
- Coachella Canal
- Dillon Road

The plan detailed the alignments, bikeway, trail types, and access points for these three corridors. The bikeway alignments are included in this Plan. The CV Link Conceptual Master Plan updates and adds much more detail to the Whitewater River plan.

RIVERSIDE COUNTY TRAILS PLAN FOR THE COACHELLA VALLEY

The Riverside County Regional Park and Open-Space District incorporated an updated Trails Plan into the County's 2009 General Plan update. This ATP includes the bikeway alignments from that plan.

CITY OF INDIO 2009 TRAILS FEASIBILITY STUDY

In 2009, the City of Indio conducted a Trails Feasibility Study that planned new bikeways and trails. This ATP includes the bikeways from that plan.

COMPLETE STREETS ACT OF 2008

In 2008, the State of California adopted the Complete Streets Act of 2008. The law requires local governments to consider all users in planning for all streets. Governments must plan for bicyclists, pedestrians, and transit users as well as for motorists. They also are required to plan for all ages and physical abilities. Such accommodations may include sidewalks, bike lanes, crosswalks, pedestrian crossing improvements, wide shoulders, medians, bus bulbs, and audible pedestrian signals, among others. As of 2011, whenever local governments revise their general plan circulation elements, the provisions of this law take effect. By adopting the bicycle plans contained in this Plan into their circulation elements, cities and the County would comply with that part of the law.

ASSEMBLY BILL 32 – THE GLOBAL WARMING SOLUTIONS ACT

In 2008, the State of California adopted Assembly Bill (AB) 32, which requires the California Air Resources Board (CARB) to develop regulations and market mechanisms to reduce California's greenhouse gas emissions by 25 percent by 2020 and by 80 percent by 2050 below 1990 levels. By adopting and implementing the bicycle plans contained in this Plan into their circulation elements, cities and the County would progress toward these objectives.

SENATE BILL 375

In 2008, the State of California adopted Senate Bill (SB) 375 aimed at reducing greenhouse gases caused by motor vehicles. The bill calls on regional governments to develop plans to reduce sprawl and develop bicycle, pedestrian, and transit transportation modes. SB 375 offers cities and developers incentives to develop in a more compact form. By adopting and implementing the bicycle plans

contained in this ATP into their circulation elements, cities and the County would progress toward the intent of this law. Cities and the County can also make progress toward the law's intent by adopting "smart growth" strategies in their land use planning to mold new development into a form that makes new neighborhoods walkable and bicycle friendly.

SENATE BILL 99

In 2013, the State of California adopted SB 99, updating Chapter 8 of Division 3 of California's Streets and Highways Code: Active Transportation Program, which includes:

- Section 2380. There is hereby established the Active Transportation Program in the department for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. It is the intent of the Legislature that the program achieve all of the following goals:
  1. Increase the proportion of trips accomplished by biking and walking.
  2. Increase safety and mobility for non-motorized users.
  3. Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals.
  4. Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
  5. Ensure that disadvantaged communities fully share in the benefits of the program.
  6. Provide a broad spectrum of projects to benefit many types of active transportation users.

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CHAPTER 3. GOALS AND OBJECTIVES

INTRODUCTION

These goals and objectives update those from the 2010 Non-Motorized Transportation Plan. They include the bicycle and pedestrian elements.

Goals provide the context for the specific objectives and policy guidelines discussed in the Active Transportation Plan (Plan or ATP). The goals provide the long-term vision and serve as the foundation of the Plan. Goals are broad statements of purpose that do not provide specific action statements, while policy guidelines provide a bridge between general policies and actual implementation guidelines, which are provided in the following sections. As with Plan recommendations, none of the goals or objectives is funded at this time. This ATP and the goals, objectives, and policy guidelines herein do not mandate any specific action by the Coachella Valley Association of Governments or local jurisdictions. The goals and objectives are meant as guidelines and are not required actions by the jurisdictions.

GOAL 1: BICYCLE TRANSPORTATION

Provide a friendly environment for bicycling in the Coachella and Palo Verde Valleys and make bicycling an integral part of the transportation network by implementing and maintaining a

connected bikeway network, providing for ancillary facilities, and encouraging bicycling as a convenient and safe mode of transportation for all residents and visitors and for those of all skill levels.

The following objectives address this goal in detail. More detailed plans for implementation of this goal are contained in the following sections.

Goal 1 Objectives

Objective A

Implement the Bicycle Transportation Plan, which identifies existing and future needs and provides specific recommendations for facilities and programs over the next 20 years.

Objective A Policy Guidelines

1. Encourage local agencies to assign a full- or part-time bicycle coordinator who could help implement their plans, act as a liaison to the public, and pursue funding for bicycle facilities projects.
2. Ensure the compatibility of bicycle planning efforts among local agencies.
3. Encourage local agencies to update their plans periodically to reflect new policies and/or requirements for non-motorized transportation funding.
4. Encourage local agencies to coordinate among all municipalities, schools, and community organizations to review and comment on bicycle issues.
5. Encourage local agencies to regularly monitor bicycle-related crash levels, and seek a per-bicycle-mile reduction over the next 20 years.
6. Work with local advocacy organizations and other stakeholders in the process of formulating bicycle master plans for cities in the CVAG region.
7. Encourage public involvement in the planning and implementation process by utilizing workshops, surveys, and other means.
8. Ensure that disadvantaged communities and neighborhoods have ample opportunity to participate in public involvement.

Objective B

Complete a network of bikeways that is feasible, fundable, and serves bicyclists' needs, especially for travel to employment centers, schools, commercial districts, transit stations, and recreational destinations.

Objective B Policy Guidelines

1. Seek funding for bikeway projects through current local, regional, state, and federal funding programs. Encourage multijurisdictional funding applications.
2. Develop and fund a wayfinding signing system for the bikeway network.
3. Coordinate with local jurisdictions and developers in the Coachella and Palo Verde Valleys to ensure that appropriate opportunities for bicycle connections are planned, constructed, and maintained.
4. Recognize and accommodate other key activities on shared-use paths, such as pedestrian and NEV uses.
5. Implement the CV Link Conceptual Master Plan project to create a long distance cycling corridor as an alternate to State Route 111 to provide for valley-wide connectivity

and for long distance commuting and recreational opportunities for bicyclists of varying skill levels.

6. Provide connections to regional paths that serve adjacent areas, such as Desert Center and Blythe, the Salton Sea Basin, the Yucca Valley area, and the San Gorgonio Pass area.
7. Develop and update a regional map showing all bikeways in the Coachella and Palo Verde Valleys and identify major activity centers on it that are accessible via the bikeway network.
8. Encourage local agencies to adopt standards for construction of new roadways that incorporate bikeways.
9. Encourage local agencies to seek opportunities to implement new bikeway types including wide, colored, buffered, and protected bike lanes to further enhance the experience of riding on local streets.

Objective C

Maintain and improve the quality, operation, and integrity of the bikeway network and facilities.

Objective C Policy Guidelines

1. Encourage local agencies to undertake routine maintenance of the bikeway network and facilities, such as sweeping bicycle lanes, routinely repairing surfaces, and replacing signs, as funding and priorities allow.
2. Encourage local agencies to ensure that repair and construction of transportation facilities minimize disruption to the cycling environment to the extent practical.
3. Provide designs that ensure the safety of bicyclists and others who use shared-use paths.
4. Encourage local agencies to eliminate hazards such as unsafe drainage grates, poor drainage, dangerous railroad track crossings, etc.
5. Encourage local agencies to establish or incorporate advisory committees that meet regularly and address bicycle issues.

Objective D

Provide short- and long-term bicycle parking in employment and commercial areas, in multifamily housing, at schools, and at recreation and transit facilities.

Objective D Policy Guidelines

1. Encourage local agencies to consider adopting zoning code ordinances or other developer requirements for safe, secure bicycle parking facilities as part of new development projects.
2. Fund and encourage local agencies to install short- and long-term bicycle parking in the public right-of-way.
3. Encourage local agencies to work with area elementary, middle, and high schools to promote bicycle commuting and to assist in purchasing and siting long- and short-term bicycle parking.
4. Encourage local agencies to consider adopting zoning or developer requirements for clothing lockers and showers in new buildings.
5. Encourage local agencies to require bicycle parking at major events to help mitigate traffic and parking impacts.

6. Fund long- and short-term parking facilities at intermodal centers, such as at the two Amtrak stations and at major transit stops.
7. Seek funds to initiate and operate bike-sharing systems.

Objective E

Increase the number of bicycle-transit trips.

Objective E Policy Guidelines

1. Support and promote bicycle use on the SunLine Transit system in the Coachella Valley.
2. Assist transit providers in maintaining existing bicycle racks and providing lockers in the transit system to encourage bicycle use.
3. Encourage local agencies to consider bike rental opportunities in downtown areas, at key recreation destinations, and in other locations where visitors are entering the Coachella and Palo Verde Valleys.
4. Support the development of bike-sharing systems that connect to recreation destinations and bus stops.
5. Encourage SunLine Transit to monitor bicycle utilization on transit buses to ensure that adequate capacity is available for users.

Objective F

Develop and implement education and encouragement plans aimed at youth, adult cyclists, pedestrians, and motorists. Increase public awareness of the benefits of bicycling and of available resources and facilities.

Objective F Policy Guidelines

1. Encourage local agencies to develop adult and youth bicycle and pedestrian education, encouragement, and safety programs. These programs could be provided at schools, senior centers, and recreational areas.
2. Encourage local agencies to market the health benefits of bicycling.
3. Encourage local agencies to market the natural landscape and climate as incentives to travel by bicycle, especially for visitors and recreational riders.
4. Encourage local agencies to educate motorists as to the rights of bicyclists.
5. Encourage SunLine Transit to educate its bus drivers on how to interact with bicyclists.

Objective G

Develop and implement a safety program with the development of shared-use paths.

Objective G Policy Guidelines

1. Coordinate with local law enforcement to create a plan to regularly patrol shared-use paths.
2. Post a hotline telephone number along paths to provide security and a quick response to incidents by appropriate public agencies and services.
3. Encourage local agencies to collaborate with law enforcement on appropriate designs that enhance the safety of paths as they are developed.

GOAL 2: THE PEDESTRIAN REALM

Provide a safe, convenient, and friendly environment for pedestrian movement in the Coachella and Palo Verde Valleys that includes all users of the pedestrian environment, such as older adults, children, persons with disabilities, tourists, and others.

The following objectives address these goals and provide guidelines for local jurisdictions to follow. More detailed plans for implementation of these goals and objectives are contained in the following sections.

Goal 2 Objectives

Objective A

Implement Chapter 6 of the ATP that recommends pedestrian facilities near five major transit hubs.

Objective A Policy Guidelines

1. Seek funding for pedestrian projects identified in the ATP.
2. Maintain pedestrian projects identified in the ATP.

Objective B

Plan improvements so that people can walk throughout the Coachella and Palo Verde Valleys.

Objective B Policy Guidelines

1. Develop plans for projects that improve pedestrian crossings and close missing sidewalk gaps throughout the Coachella and Palo Verde Valleys.
2. Encourage public involvement in the planning and implementation process by utilizing workshops, surveys, and other means.
3. Ensure that disadvantaged communities have ample opportunity to provide input into planning processes and that their needs are prioritized.
4. Adopt guidelines and requirements that encourage developers to plan for pedestrian-friendly designs in new developments and other future needs of the city.
5. Encourage local jurisdictions to develop and implement Safe Routes to School plans for all of their schools.
6. Seek funding for planned pedestrian projects.
7. Whenever any modifications are made to streets or intersections, integrate and prioritize the needs of people who would walk there.

Objective C

Implement pedestrian designs that encourage walking and contribute to a positive walking environment for all people.

Objective C Policy Guidelines

1. Encourage local jurisdictions to adopt street design guidelines and standards that integrate the needs of pedestrians.
2. Encourage local jurisdictions to adopt sidewalk design guidelines that include the "four-zone" (curb, furniture, pedestrian, frontage) system.
3. Encourage local jurisdictions to adopt street network design standards that require short, interconnected blocks in new development.
4. All pedestrian facilities and designs should be accessible to everyone and should meet the standards of the Americans with Disabilities Act.

5. Sidewalks should be provided in residential and commercial areas at a width sufficient to provide adequate room for comfortable pedestrian movement.
6. Pedestrian activity should be planned and accommodated in denser commercial districts. This will foster a more walkable environment for pedestrians.
7. Commercial office buildings should provide for ground-floor retail to attract pedestrian activity.
8. The main entrances to buildings and retail establishments should be pedestrian oriented and located on the street, and parking should be encouraged to be located in the back of or underneath buildings.
9. Architectural design standards should be adopted for commercial, retail, and multifamily residential developments, as well as for commercial signage. Design review boards could also be created to guide these new standards.
10. Design standards should be used as a guide for attractive landscaping and streetscape amenities. These standards should be aesthetically pleasing, consistent, and compatible with surrounding designs and uses.
11. Pedestrian amenities, such as street lighting, bus shelters, street furniture, and refuse receptacles, should be added in retail districts where they are absent.
12. Encourage farmers' markets, arts and crafts, and other events in public spaces.

Objective D

Ensure and enhance the safety of pedestrians at intersections and other specific locations.

Objective D Policy Guidelines

1. Intersection designs should include crosswalks, adequate lighting, and other features that enhance the safety of pedestrians.
2. The number of driveways should be reduced in areas of the city where there is a high level of pedestrian activity, such as in a downtown business district.
3. Street lighting should be considered along streets.
4. Raised medians and crossing islands should be considered when planning for pedestrian street crossings, especially the crossing of a wide arterial street.
5. Consideration should be given to bulb-outs at intersections to decrease the distance pedestrians need to travel across an intersection.

CHAPTER 4. LOCAL BICYCLE PLANS

INTRODUCTION

This section of the Coachella Valley Association of Governments Active Transportation Plan (ATP or Plan) contains the individual cities' bicycle plans and Riverside County's bicycle plan for the unincorporated areas of the Coachella and Palo Verde Valleys. The elements of the plans fulfill the requirements of the Caltrans Active Transportation Program. Compliance with these requirements and adoption of this Plan makes jurisdictions eligible to use Active Transportation Program funding. The requirements for bicycle plans include the following:

1. Estimate the number of existing and estimated bicycle trips that will result from plan implementation.
2. Include bicycle crash data.
3. Map and describe existing and proposed land uses.
4. Map and describe existing and proposed bikeways.
5. Map and describe existing and proposed bicycle parking.
6. Describe existing and proposed policies related to bicycle parking in public locations.

7. Map and describe existing and proposed bicycle links to other transportation modes.
8. Describe bicycle and pedestrian wayfinding signage programs.
9. Describe policies and procedures for maintaining existing and proposed bicycle facilities.
10. Describe bicycle safety, education, and encouragement programs.
11. Describe citizen and community involvement.
12. Describe coordination with neighboring jurisdictions.
13. Describe regional-level projects and programs and priorities.
14. Describe past and future expenditures and bicycle facilities.
15. Develop planning-level cost estimates.
16. Develop an implementation plan and reporting process.
17. Introduce a resolution adopting the plan.

Although each plan is presented individually, the bicycle ridership forecast and bicycle collision data analysis sections of the plans can be found at the end of this introductory section. These two analyses are handled with all the cities and the unincorporated county areas together in the following two sections.

Each plan contains all the bikeway projects along with their length and planning-level cost estimates. As noted in Chapter 5, these cost estimates use average costs per mile. More detailed cost estimates of each project will need to be conducted later, taking into account the unique circumstances of each project. For planning purposes, the per mile costs presented in **Table 4-1** will be used.

Table 4-1. Per Mile Costs

Bikeway Type	Cost per Mile*
Buffered Bike Lane	$100,320
Buffered Bike/NEV Lane	$100,320
Bike Lane	$79,200
Bike/NEV Lane	$79,200
Bike Lanes/Golf Cart Lanes	$79,200
Bike Path	$950,400
Bike/NEV Path	$1,525,920
Bike Path/Golf Cart Path	$1,525,920
Bike Route	$36,960
Colored, Buffered Bike Lane	$158,400
Colored, Buffered Bike/NEV Lane	$195,360
Colored Bike Lane	$132,000
Colored Bike/NEV Lane	$174,240
Double-Colored, Buffered Bike Lane	$158,400
Greenback Sharrow	$68,640
Widened Existing Bike Lane	$36,960
One-Way Cycletrack	$844,800
Two-Way Cycletrack	$1,071,840
Shared Lane Marking Street	$26,400
Wayfinding Signage	$5,280
Multipurpose Path/NEV Path	$1,135,200
Multipurpose Path/Golf Cart Path	$1,135,200
Multipurpose Path	$1,092,960
Sidewalk Path/NEV Path	$929,280

* Unit costs for CV Link segments are not shown here. They are detailed in the CV Link Conceptual Master Plan.

The bicycle plans also establish a blueprint for jurisdictions to implement policies and actions that can make their bicycling environment friendlier. Bicycling is recognized as a growing mode of transportation in most cities across the nation, and especially in California. Whether for recreational or utilitarian trips, bicycling is becoming more popular. The topography of the Coachella and Palo Verde Valleys creates a relatively easy environment for bicycling. Most destinations are accessible over relatively flat terrain. More challenging routes are also available for the more experienced recreational cyclist. The region's climate is very

conducive to bicycling in the mild winter months, and during the hot summer months, many bicyclists ride at night when temperatures are more moderate. Bicyclists in the Coachella and Palo Verde Valleys could benefit from a more bicycle-friendly physical environment to make cycling in the valleys a more enjoyable and efficient mode of transportation for years to come.

The regional bikeways were selected from each of the local jurisdictional bikeway plans applying the following criteria:

- North–south, east–west corridors that traverse two or more cities
- Project segments from the 2015 CVAG TPPS
- SunLine Transit routes
- Key destinations such as commercial centers, colleges, high-density residential development, and civic centers
- CV Link and connections to it

CV Link segments are illustrated but detailed information and costs can be found in the CV Link Conceptual Master Plan.

Existing and proposed improvements on tribal lands have been included in the jurisdictional boundaries in which they are located.

BICYCLE COMMUTING

The ATP sets an objective to reach 5 percent of all trips to be made by bicycle region-wide. This objective is also applicable to each of the local jurisdictions. Although it is recognized that it is an ambitious goal, the objective is achievable with complete implementation of the ATP. According to the most recent US Census 2013 American Community Survey estimates, the percentage of bicycle commuters for each jurisdiction is as follows:

- Blythe: 0.2%
- Cathedral City: 0.2%
- Coachella: 0.1%
- Desert Hot Springs: 0.0%
- Indian Wells: 0.0%
- Indio: 0.3%
- La Quinta: 1.4%
- Palm Desert: 0.6%
- Palm Springs: 0.9%
- Rancho Mirage: 0.0%
- Riverside County (includes entire county): 0.4%

Other cities in California and across the United States have reached these the 5 percent goal by implementing the projects recommended in the ATP.

CONSISTENCY WITH OTHER TRANSPORTATION, AIR QUALITY, AND ENERGY PLANS

Local and Regional Bikeway and Transportation Plans

Since the ATP contains a regional bicycle plan, as well as local bicycle plans for every jurisdiction, by process, local and regional efforts are coordinated. Each of the local jurisdictions supplied input on the ATP, and their comments were incorporated. The Plan offers local jurisdictions the option to incorporate their bicycle plans into their general plan circulation elements.

The ATP supports regional transportation goals, including those of the Riverside County Transportation Commission (RCTC), and the

Regional Transportation Plan (RTP) put forth by the Southern California Association of Governments (SCAG).

Regional Air Quality and Energy Plan Consistency

The South Coast Air Quality Management District (SCAQMD) delegates its transportation planning to SCAG through its RTP document, which identifies goals and objectives that promote bicycling to reduce air emissions. An emphasis on utilitarian bicycling, including supporting amenities and infrastructure, is an important aspect of meeting these goals. Since the ATP contains bikeways, bicycle parking, links to transit, and amenities, it encourages utilitarian cycling and is consistent with SCAQMD efforts.

By encouraging utilitarian bicycling, the ATP will also reduce energy consumption. Because transportation consumes the largest portion of consumed energy and many trips are within bicycling distance, the potential to reduce energy consumption is significant.

Whitewater River Bike Path

The Coachella Valley Recreation and Parks District and the Riverside County Park and Open-Space District plans for the Whitewater River include a concept for a bike path the entire length of the river in the Coachella Valley, with the exception of several stretches in Rancho Mirage, Palm Desert, and Indian Wells. The districts concluded that while challenges exist, particularly where private entities own the land along the river, it may be feasible to put a bike path along the river through some cooperative planning efforts or developer agreements. However, the Cities of Rancho Mirage, Palm Desert, and Indian Wells prefer to leave such a bike path off their local bicycle plans in these areas, so they are not shown in the ATP. This preference leaves open future opportunities for landowners to negotiate with cities regarding the bike path. The Whitewater River Bike Path was followed by the Coachella Valley Link (CV Link) Conceptual Master Plan as subsequently described.

Coachella Valley Link (CV Link) Conceptual Master Plan

The CV Link Conceptual Master Plan is a 50-mile multimodal transportation facility that will follow the Whitewater River Channel. The CV Link will serve the needs of residents throughout the Coachella Valley, spanning eight of the nine cities and three tribal governments. The facility serves bicycles, pedestrians, and low-speed neighborhood electric vehicles (LSEVs). LSEVs include golf carts and neighborhood electric vehicles (NEVs) that can travel up to 25 miles per hour. Future route segments include connections to Desert Hot Springs, Mecca, and the Salton Sea.

The CV Link Conceptual Master Plan and proposed bicycle and NEV connections to it were incorporated.

Neighborhood Electric Vehicle (NEV) Plan

The Neighborhood Electric Vehicle (NEV) Transportation Plan is Volume IV of the CV Link Conceptual Master Plan. The NEV Plan describes the specific duties required of NEV operators, the current state of NEV development, and the future incorporation of NEV infrastructure in the Coachella Valley region.

Where sufficient street width exists, bike lanes and NEV lanes from the NEV Plan were incorporated in the Active Transportation Plan.

BICYCLE CRASH ANALYSIS

Table 4-2 shows the number and rate of crashes (collisions in Statewide Integrated Traffic Records System terminology) involving bicyclists in each city and the unincorporated areas in the CVAG region for the four most current years for which data is

available: 2010, 2011, 2012, and 2013. This information was gathered from the California Highway Patrol's Transportation Injury Mapping System (TIMS) website, which provides crash information by jurisdiction. Population data was obtained from the 2010 U.S. Census. As the table shows, three jurisdictions (Indian Wells, Palm Desert, and Palm Springs) had bicycle crash rates higher than the state average. Further research would be needed to determine the reasons for this higher rate. However, cities with more cyclists generally have greater numbers of crashes. Further, Palm Springs likely has many cycling tourists who may not be familiar with the local environment. No other discernable patterns emerge from this data.

Blythe, Cathedral City, Coachella, Desert Hot Springs, Indio, La Quinta, Palm Desert, Palm Springs, and Riverside County have bicycle safety education programs. Only Indian Wells and Rancho Mirage do not provide these programs. The Riverside County Department of Public Health provides bicycle and pedestrian safety education at public schools in Desert Hot Springs, Cathedral City, and the unincorporated areas of Thousand Palms, Thermal, and Mecca through federal Safe Routes to School grant funding.

The police in all of the local jurisdictions enforce traffic laws, including those impacting bicycles. Since no clear crash pattern surfaced from the data, no conclusions can be drawn as to whether bicycle safety education programs or police enforcement has had any effect on the number of bicyclists involved in crashes.

Crash maps are shown in each local jurisdiction's plan. Bike crash data is provided in **Table 4-2**.

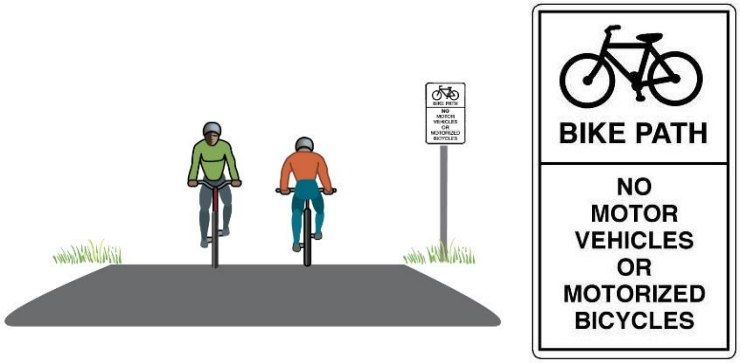
Table 4-2. Bicycle Crash Analysis

Jurisdiction	Number of Bicycle Involved Collisions								Total # of Bicycle Collisions for 4 Years	Average # of Bicycle Collisions per Year	2010 Census Population	Collisions per 1000 people/yr.	Index (relative to state avg. of 0.35/1000)
	2010 (TIMS 2010)		2011 (TIMS 2011)		2012 (TIMS 2012)		2013 (TIMS 2013)						
	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury					
Blythe	0	1	1	0	0	0	1	0	3	0.8	20,817	0.04	0.10
Cathedral City	0	9	0	10	0	6	1	12	38	9.5	51,200	0.19	0.53
Coachella	0	3	1	5	0	0	0	0	9	2.3	40,704	0.06	0.16
Desert Hot Springs	0	2	1	0	0	4	0	4	11	2.8	25,938	0.11	0.30
Indian Wells	0	1	0	1	1	1	0	3	7	1.8	4,958	0.35	1.01
Indio	0	9	0	9	1	10	0	13	42	10.5	76,036	0.14	0.39
La Quinta	1	7	0	5	0	3	0	2	18	4.5	37,467	0.12	0.34
Palm Desert	0	17	0	16	0	15	0	23	71	17.8	48,445	0.37	1.05
Palm Springs	2	19	0	14	1	28	0	20	84	21.0	44,552	0.47	1.35
Rancho Mirage	0	0	1	2	2	4	0	3	12	3.0	17,218	0.17	0.50
Unincorporated County	0	3	1	3	0	6	0	2	15	3.8	84,478	0.04	0.13
TOTAL	**3**	**73**	**4**	**64**	**6**	**75**	**2**	**83**	**310**	**77.5**	**451,813**	**0.17**	**0.49**

DEFINITIONS

Bike Paths – Class I Bikeways

Class I bikeways are referred to as bike paths, shared-use paths, or multipurpose trails. They provide for bicycle travel on a paved right-of-way completely separated from any street or highway. Other users may also be found on this type of facility (see Design Guidelines in Chapter 8).

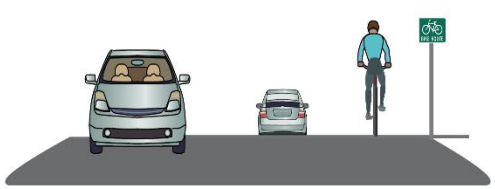


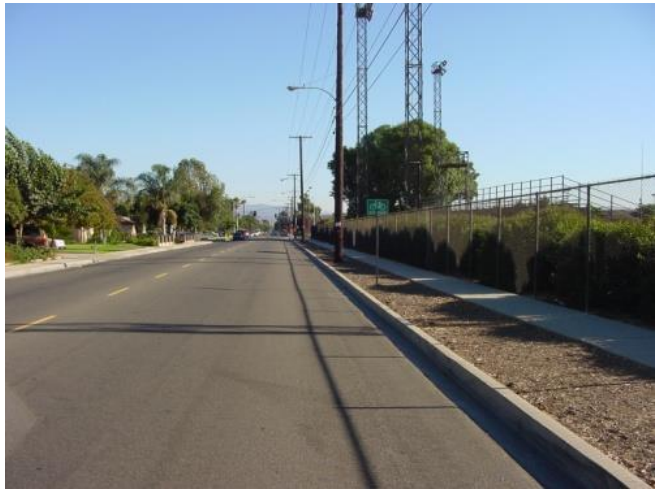
Bike Lanes – Class II Bikeways

A Class II bikeway provides a striped lane for one-way bicycle travel on a street or highway (see Design Guidelines in Chapter 8).

Bike Routes – Class III Bikeways

Class III bikeways are referred to as bike routes. A bike route provides for shared use with pedestrian or motor vehicle traffic (see Design Guidelines in Chapter 8).





Colored Bike Lanes

Colored bike lanes are simply bike lanes with an approved color (see Design Guidelines in Chapter 8).

Buffered Bike Lanes

Buffered bike lanes provide a painted area between the bike lane and either the travel lane or the parking lane. Double-buffered bike lanes incorporate a painted buffer on both the travel lane and the parking lane. These bike lanes may also be colored (see Design Guidelines in Chapter 8).

Protected Bike Lanes

Protected bike lanes provide a physical barrier between the bike lane and other lanes. If there is on-street parking, the lane is placed between the sidewalk and the parking area. Protected bike lanes may be one-way or two-way. They may also be at the level of the street, at the level of the sidewalk, or between the two (see Design Guidelines in Chapter 8).

Greenback Sharrows

Greenback sharrows are a more prominent shared lane marking than the standard shared lane marking. Prominence may be achieved through augmentation of the shared lane marking with side lines, a larger stencil, more frequent placement, and/or paint underneath (see Design Guidelines in Chapter 8).

Paved Multipurpose Paths

Paved multipurpose paths are similar to Class I bike paths, but they are intended for multiple users (bicycles, pedestrians, roller bladers, and other non-motorized users) and do not meet Caltrans bike path standards.

Sidewalk Paths

Sidewalk paths are wide sidewalks that can be used by joggers, pedestrians, bicyclists, and other non-motorized users.

NEV Paths

NEV paths are paved off-street paths that permit use by neighborhood electric vehicles (NEVs) and low-speed electric vehicles (LSEVs) such as golf carts, as well as by bicycles and pedestrians.

NEV Lanes

NEV lanes are striped lanes that permit use by NEVs and LSEVs such as golf carts, as well as by bicycles.

Golf Cart Paths

Golf cart paths are paved off-street paths that permit use by golf carts, bicycles, and pedestrians, but not by NEVs.

Golf Cart/Bike Paths

Golf cart/bike paths are striped lanes that permit use by golf carts, bicycles, and pedestrians, but not by NEVs.

Golf Cart/Bike Routes

Golf cart/bike routes are signed routes that permit both golf carts and bicycles.

CITY OF BLYTHE

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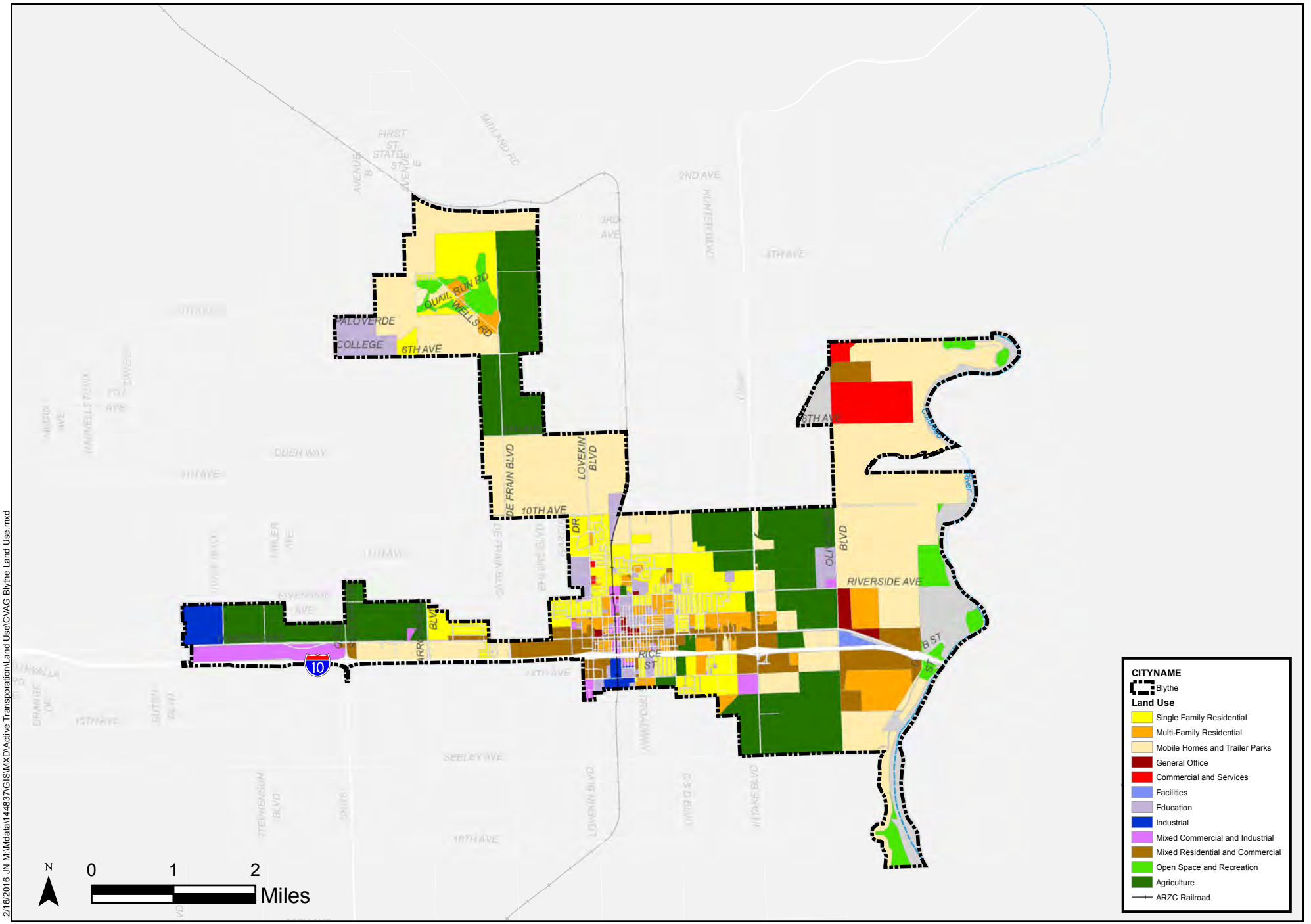
CITY OF BLYTHE BICYCLE PLAN

With a year 2015 population of 18,909 per the California Department of Finance, Blythe is a small city located in the Palo Verde Valley adjacent to the Colorado River. The city has a grid network of arterial streets that connect to the surrounding agricultural unincorporated areas. The main arterial streets in the city include Chanslor Way, Hobsonway, 6th, 10th, and 14th Avenues, De Frain, Lovekin, and Intake Boulevards, Broadway, and Main and 7th Streets. Most of Blythe's destinations are located in the downtown area along Hobsonway, Main Street, and Broadway.

Land Use

Figure 4-1 shows the current and future land use patterns in Blythe. The city consists primarily of low- to medium-density residential and agricultural land uses. Commercial uses are located primarily along Hobsonway. Future low-density residential is planned for the undeveloped northeastern portion of the city. Agricultural uses are planned for the future in many areas in the east and northwestern portions of Blythe.

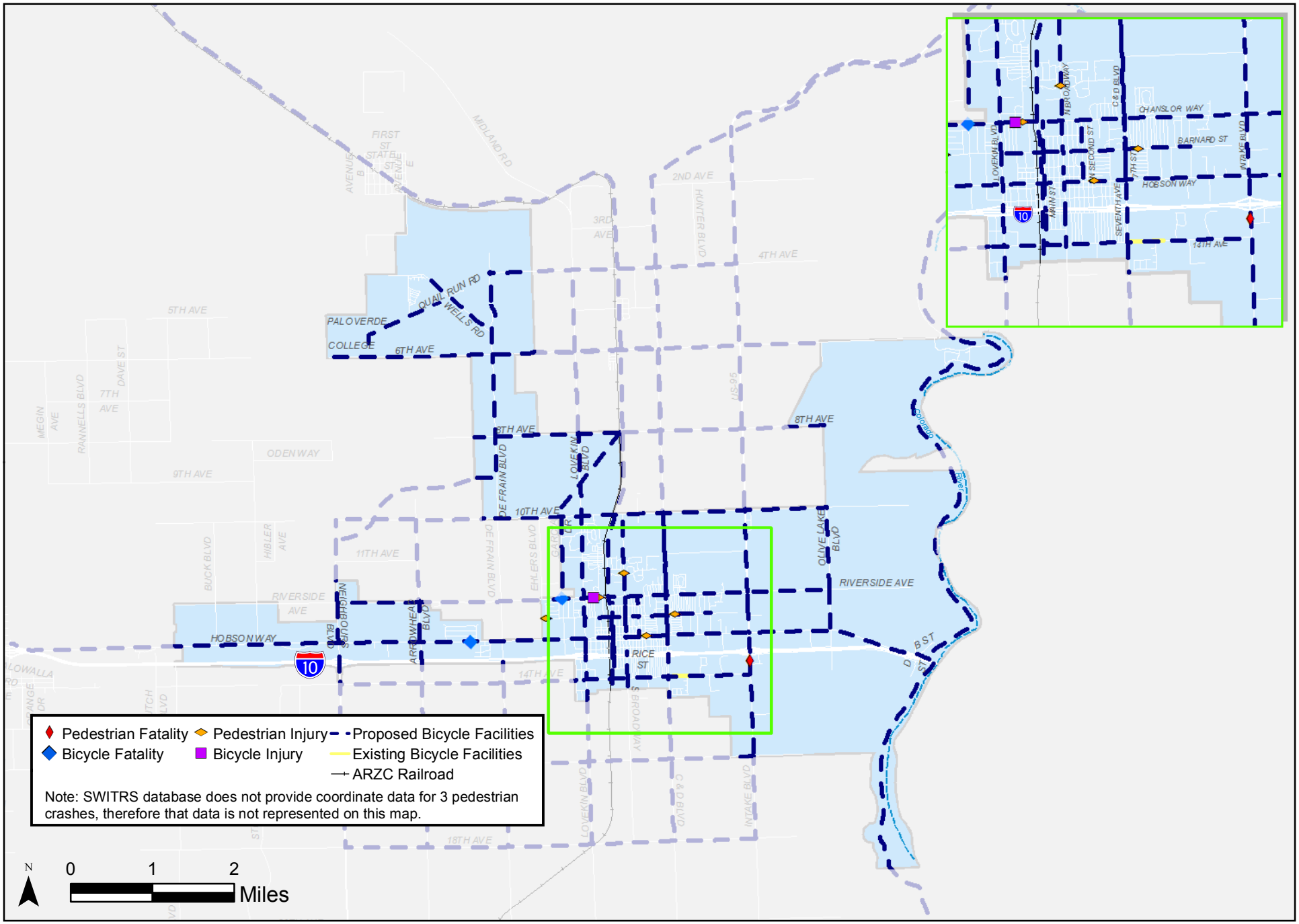


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Blythe Land Use

Figure 4-1



CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Blythe Crash Map

Figure 4-2

Bikeways

Existing

Blythe currently has no existing bikeways.

Proposed

The City of Blythe has proposed a number of bikeway projects to be included in this Plan. The projects are listed in Table 4-3.

Project costs are based on past expenditures for bikeways throughout California and on feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

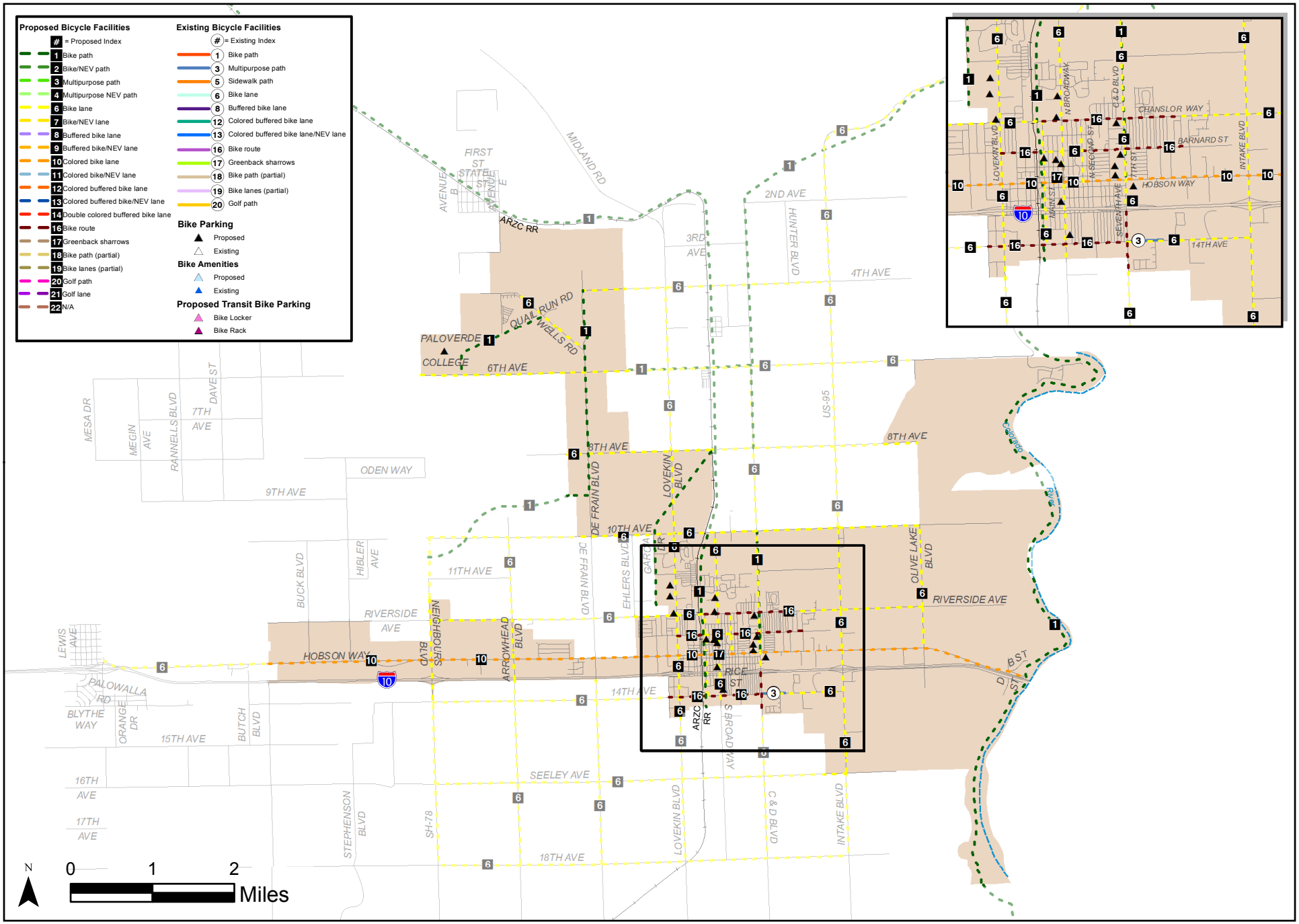
Figure 4-3 shows existing and proposed bikeways, bicycle parking, and amenities.

Table 4-3. City of Blythe Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
BL01	Colorado River	Blythe Northern city limit (6th Ave)	Blythe Southern city limit (Parallel with South end of Riviera Dr)	Bike path	No	8.7	$8,562,470
BL02	Hobson Way	Blythe Western city limit (2640 feet west of Buck Blvd)	950 feet east of Summer Dr	Colored bike lanes	No	9.3	$1,227,600
BL03	4th Ave	De Frain Blvd.	Blythe Eastern city limit (2660 feet west of N Lovekin Blvd)	Bike lanes	No	0.5	$39,600
BL04	Chanslor Way	Ehlers Blvd. to Main St	El Dorado St to Olive Lake Blvd.	Bike lanes	No	1.4	$110,880
BL05	Chanslor Way	Main St	El Dorado St	Bike route	No	1.1	$40,656
BL06	De Frain Blvd.	4th Ave	Blythe Western city limit (860 feet west of De Frain Blvd)	Bike path	No	2.8	$2,755,738
BL07	Lovekin Blvd.	8th Ave	Blythe Southern city limit (Commercial St)	Bike lanes	No	3.3	$261,360
BL08	6th Ave	Blythe Western city limit (2220 feet west of College Dr)	Blythe Eastern city limit (1320 feet east of De Frain Blvd)	Bike lanes	No	2.5	$198,000
BL09	Wells Rd	4th Ave	De Frain Blvd.	Bike lanes	No	1.3	$102,960
BL10	14th Ave	Blythe Western city limit (Solano Ave)	7th St/C&D Blvd.	Bike routes	No	1.1	$40,656
BL11	14th Ave	7th St	Intake Blvd.	Bike lanes	No	1.0	$79,200
BL12	Intake Blvd.	10th Ave	16th St./Seeley Ave	Bike lanes	No	3.0	$237,600
BL13	Broadway	10th Ave	Murphy St	Bike lanes	No	1.4	$110,880
BL14	Broadway	Murphy St	Hobsonway	Greenback sharrows	No	0.1	$6,864
BL15	Broadway	Hobsonway	Blythe Southern city limit (340 feet south of entrance to Broadway Manor Apartments)	Bike lanes	No	0.6	$47,520
BL16	7th St/C&D Blvd.	10th Ave	I-10 Freeway	Bike lanes	No	1.7	$134,640
BL17	Barnard St	AZ&CA Railroad Corridor	2nd St	Bike lanes	No	0.4	$31,680

Table 4-3, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
BL18	Barnard St	Lovekin Blvd to AZ&CA Railroad Corridor	2nd St to Tesoro Ln.	Bike route	No	1.1	$40,656
BL19	C Canal Path	8th Ave at AZ & CA Railroad Corridor	.25 miles north of Chanslor Way	Bike path	No	2.1	$2,066,803
BL20	Quail Run	Palo Verde Community College	Wells Rd	Bike path	No	1.4	$1,377,869
BL21A	AZ&CA Railroad Corridor	Blythe Northern city limit (8th Ave)	Blythe Southern city limit (690 feet south of W 14th Ave)	Bike path	No	3.2	$3,149,414
BL22	Main St	Chanslor Way	14th Ave	Bike lanes	No	1.0	$79,200
BL23	2nd St	Chanslor Way	Hobson Way	Bike lanes	No	0.5	$39,600
BL24	8th Ave	Blythe Western city limit (1340 feet west of De Frain Blvd)	Blythe Eastern city limit (2730 feet east of Lovekin Blvd)	Bike lanes	No	1.8	$142,560
BL25	Olive Lake Blvd.	10th Ave	Hobson Way	Bike lanes	No	1.5	$118,800
BL26	7th St/C&D Blvd.	I-10 Freeway	Blythe Southern city limit (1330 feet south of 14th Ave)	Bike route	No	0.5	$18,480
BL27	10th Ave	Blythe Western city limit (930 feet west of De Frain Blvd)	Olive Lake Blvd.	Bike lanes	No	4.2	$332,640
BL28	7th St/C&D Blvd.	10th Ave	Hobson Way	Bike path	No	1.5	$1,476,288
BL29	Arrowhead Blvd.	Riverside Ave	Blythe Southern city limit (I-10)	Bike lanes	No	0.8	$63,360
BL30	Hwy 78/Neighbours Blvd.	Blythe Northern city limit (1330 feet north of Riverside Ave)	Blythe Southern city limit (200 feet north of 14th Ave)	Bike lanes	No	1.2	$95,040
BL31	Riverside Ave	Neighbours Blvd.	Arrowhead Blvd.	Bike lanes	No	1.0	$79,200
RIV134	Ave 8	2630 feet west of N C and D Blvd	5300 feet east of SR-95	Bike lanes	No	2.1	$166,320
RIV135	Seeley Ave	SR-78	Intake Blvd.	Bike lanes	No	5.0	$396,000
WSBL	Wayfinding Signage						$276,000
BPBL	Bicycle Parking Program						$25,000
						TOTAL	$23,931,534

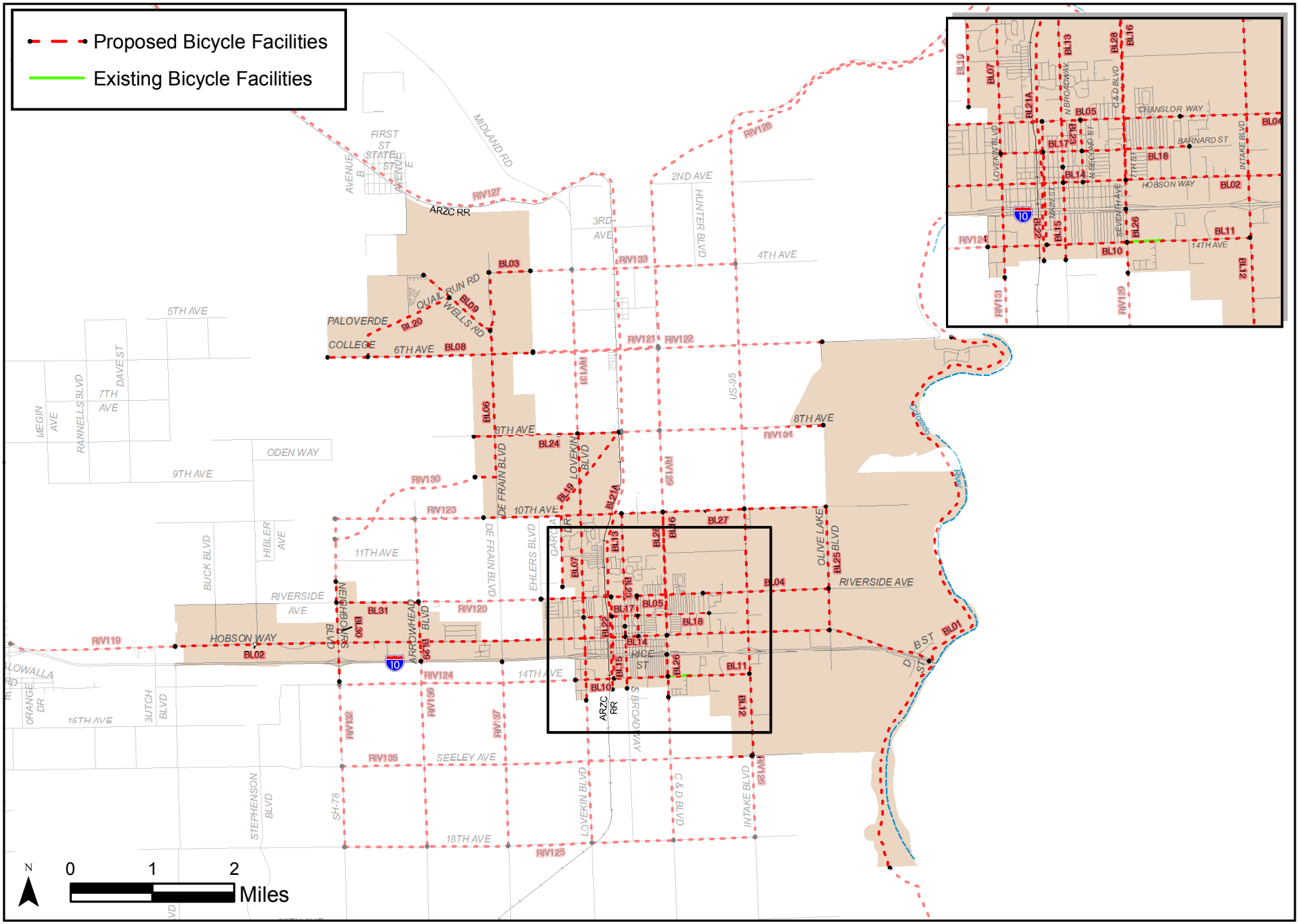


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Blythe Local Network

Figure 4-3



See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Blythe
Local Network with ATP IDs

Figure 4-3a

Bicycle Parking

Existing

No existing bicycle parking facilities have been identified in Blythe.

Proposed

The City of Blythe has no requirements for bicycle parking in new buildings. The City will apply to fund a public bicycle parking program at retail and civic locations as well as at all schools. Part of this program will include shelters to shade bicycles from the sun.

Links to Other Transportation Modes

The city is served by Palo Verde Valley Transit buses, all of which have bicycle racks.

Bicycle Amenities

Although no existing shower and clothing locker facilities have been identified, the City may pursue these facilities in the future, but none are planned now. The City of Blythe has no requirements for bicycle amenities in new buildings.

Bicycle Safety Education and Police Enforcement

The Blythe Police Department provides bicycle safety education to K–8 students at the schools. Every year, each student attends either an assembly or a class where this education is provided. Occasionally, the Police Department holds bicycle rodeos to give children practice on their bicycles outside. In the bike rodeo setting, parents also learn about bicycle safety. The Police Department also gives free bicycle helmets to any child who needs one. In addition, the City of Blythe won a federal Safe Routes to School grant, part of which has been used to enhance the bicycle safety curriculum since 2010. The City will continue to apply for funding for Safe Routes to School programs.

Wayfinding Signage

The City will seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Expenditures for Bicycle Facilities

The City of Blythe has not identified any past expenditures for bicycle facilities in the past five years.

Maintenance Policies

The City of Blythe maintains the bikeways along with the streets.

Other Related Policies

The City of Blythe has no other related policies.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of Blythe has the following future financial needs:

- Total proposed bikeways 69.1 miles
- Total proposed bikeways cost $23,630,534
- Bicycle parking program $25,000
- Wayfinding signage $276,000
- Total capital financial need $23,931,534
- Annual bike path maintenance budget 19.7 miles, $197,000/year
- Safe Routes to School program $50,000/year

Grant Reporting Policies

The City of Blythe follows specific reporting guidelines for each grant it receives.

CITY OF CATHEDRAL CITY

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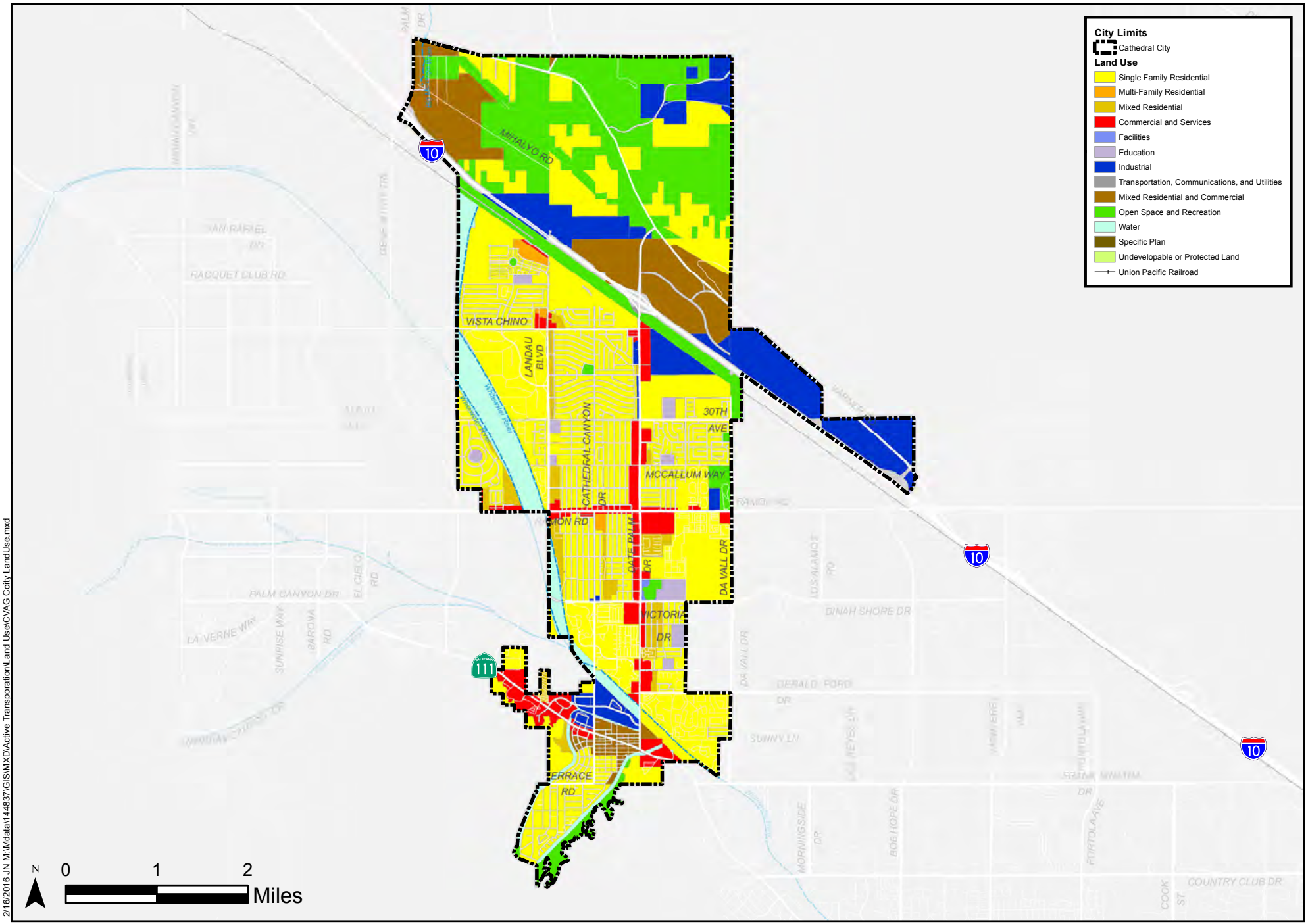
CITY OF CATHEDRAL CITY BICYCLE PLAN

With a year 2015 population of 52,903 per the California Department of Finance, Cathedral City is a city that has undergone significant residential development over the past 25 years. The city has a network of arterial streets that connects to its two neighboring cities, Palm Springs and Rancho Mirage. Arterial streets include Date Palm and Cathedral Canyon Drives, Vista Chino and Ramon Roads, and Dinah Shore and East Palm Canyon Drives. Most of Cathedral City's destinations are located along the arterial street network.

Land Use

Figure 4-4 shows the current and future land use patterns in Cathedral City. The city consists primarily of medium- and low-density residential, with some existing retail and office uses located along East Palm Canyon Drive, Ramon Road, and Date Palm Drive. Some industrial uses are located along Perez Road. Future residential, industrial, and commercial development is planned near Interstate 10 (I-10), and both commercial and residential development is planned for areas in the northern part of the city.



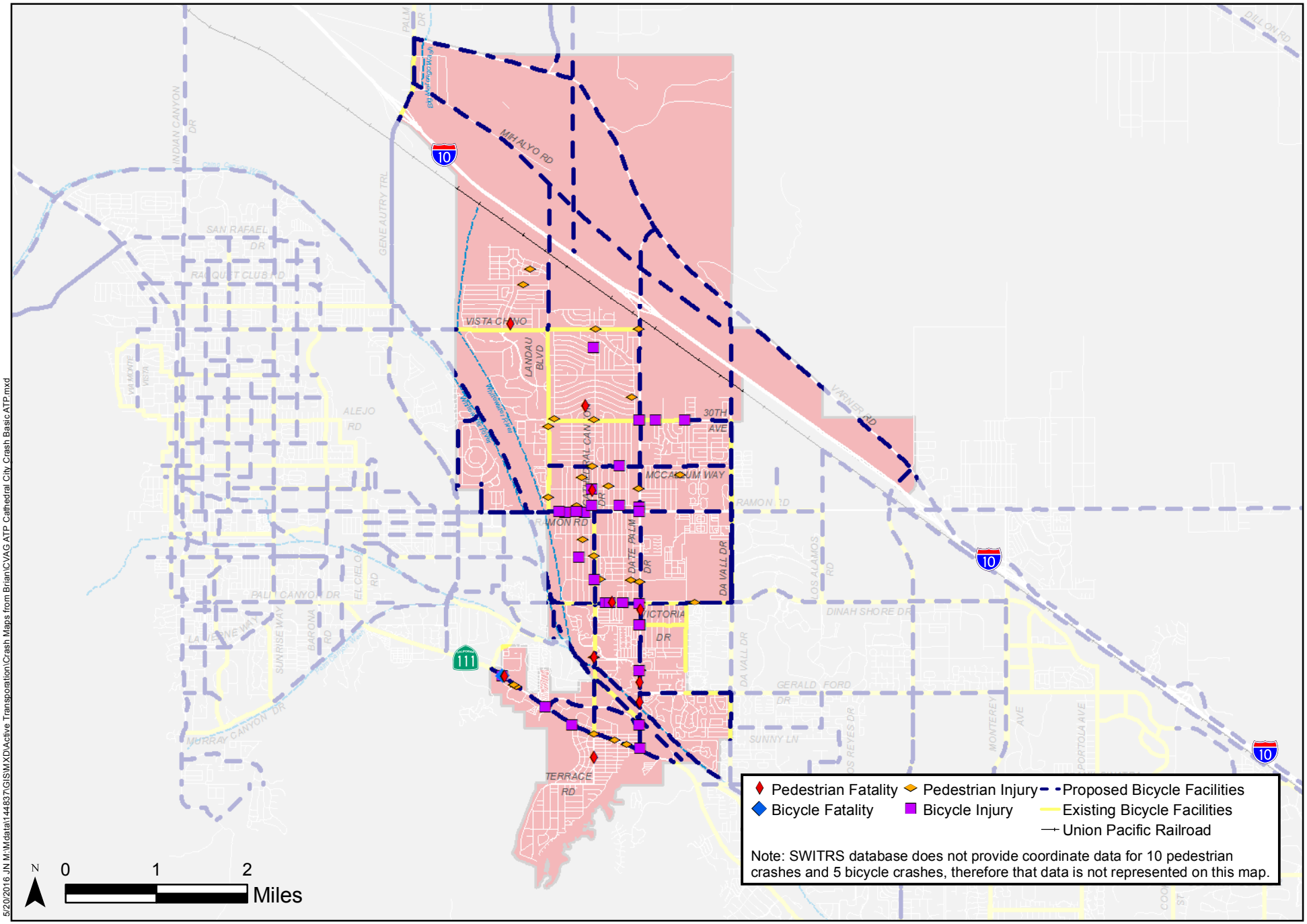
2/16/2016 JN M:\Mdata\144837\GIS\MXD\Active Transporation\Land Use\CVAG Ccity LandUse.mxd

CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Cathedral City Land Use

Figure 4-4



CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Cathedral City Crash Map

Figure 4-5

Bikeways

Existing

Cathedral City currently has one Class I (bike path) and six Class II (bike lane) bikeways, totaling 10 miles in length. Table 4-4 lists each bikeway's location and length.

Proposed

Cathedral City bikeway projects shown in Table 4-5 are included in this Plan. Project costs are based on past expenditures for bikeways throughout California and on feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

Figure 4-6 shows existing and proposed bikeways, bicycle parking, and amenities.

Table 4-4. City of Cathedral City Existing Bikeways

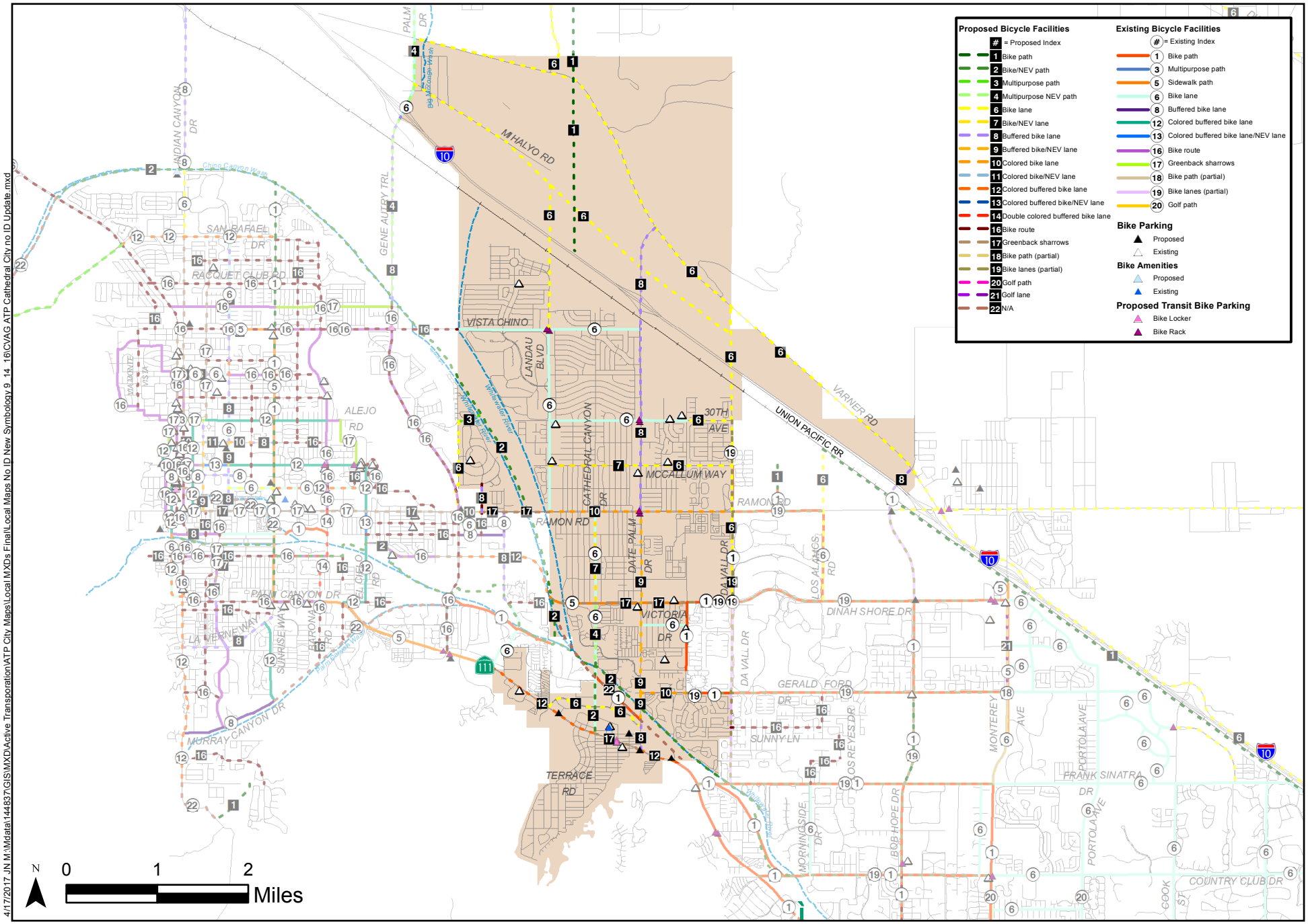
ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
CC01E	Whitewater River (south Bank)	Cathedral Canyon Dr	East of Date Palm Dr	Bike path	No	0.7
CC02E	Vista Chino Rd	Cathedral City Western city limit (1160 feet west of Carmela Dr)	Date Palm Dr	Bike lanes	Yes	2.0
CC03E	30th Ave	Landau Blvd.	Santoro Dr	Bike lanes	Yes	1.5
CC05E	Landau Blvd.	Vista Chino Rd	Ramon Rd	Bike lanes	Yes	2.3
CC06E	Cathedral Canyon Dr	Ramon Rd	Hwy 111	Bike lanes	Yes	2.4
CC07E	Victoria Dr	Date Palm Dr	Plumley Rd	Bike lanes	Yes	0.5
PG03E	Palm Dr	Desert Hot Springs City Limit (Camino Aventura)	I-10	Bike lanes	Yes	2.1
RM107E	Da Vall Dr	30th Ave	Frank Sinatra Dr	Bike path	Yes	4.0
RM108E	DaVall Dr	30th Ave	Frank Sinatra Dr	Bike lanes (partial)	Yes	4.0
RM114E	Gerald Ford Dr	Plumley Rd	Monterey Ave	Bike lanes (partial)	Yes	3.5
RM115E	Gerald Ford Dr	Plumley Rd	Monterey Ave	Bike path	Yes	3.5
RM124E	Plumley Rd	Dinah Shore Dr	Converse Rd	Bike path	No	0.8
RM125E	Ramon Rd	Da Vall Dr	Los Alamos Dr	Bike lanes (partial)	Yes	1.0
RM126E	Ramon Rd	Da Vall Dr	Los Alamos	Bike path	Yes	1.0

Table 4-5. City of Cathedral City Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
AMCC	Diamond Rd	San Joaquin Rd	Whitewater River	Multipurpose Path	Yes	0.3	$300,960
CC08	Dinah Shore Dr	Cathedral Western city limit (1450 feet west of Whispering Palms Trail)	Da Vall Dr	Greenback sharrows	Yes	2.0	$137,280
CC09	Date Palm Dr	Perez Rd	Hwy 111	Buffered bike lanes	Yes	0.3	$30,096
CC10	Whitewater River and Abrams-Butler Trails	Whitewater Confluence with Tahquitz Creek	Country Club Dr	Bike path/NEV path	Yes	4.1	N/A (CV Link)
CC11	E. Palm Canyon Dr	Golf Club Dr.	Cathedral Canyon Dr	Colored buffered bike lanes	Yes	1.3	$205,920
CC13	E. Palm Canyon Dr	Cathedral Canyon Dr	Date Palm Dr	Greenback sharrows	Yes	0.5	$34,320
CC14	E. Palm Canyon Dr	Date Palm Dr	Cathedral City Eastern city limit (80 feet East of Buddy Rogers Ave)	Colored buffered bike lanes	Yes	0.4	$63,360
CC15	Date Palm Dr	Varner Rd	Ramon Rd	Buffered bike lanes (would require a road diet where 6 lanes)	Yes	3.2	$321,024
CC16	Date Palm Dr	Ramon Rd	35th Ave	Buffered bike lanes (would require a road diet where 6 lanes)/NEV	Yes	1.4	$140,448
CC17	Date Palm Dr	35th Ave	Perez Rd	Buffered bike lanes (would require a road diet where 6 lanes)/NEV lanes	Yes	0.9	$90,288
CC18	Perez Rd	East Palm Canyon Dr	Date Palm Dr	Bike lanes	Yes	1.1	$87,120
CC19	Cathedral Canyon Dr	Ramon Rd	Dinah Shore	Bike lanes/NEV lanes	Yes	1.0	$79,200
CC20	Cathedral Canyon Dr	Dinah Shore Dr	Whitewater River	Multipurpose path/NEV path	Yes	0.8	$1,022,208
CC21	Cathedral Canyon Dr	Canyon Shores Dr	E. Palm Canyon Dr /Hwy 111	Bike path/NEV path	Yes	0.6	$1,039,104
CC22	30th Ave	Santoro Dr	Da Vall Dr	Bike lanes	Yes	0.5	$39,600
CC23	Landau Blvd.	Vista Chino	Mihalyo Rd	Bike lanes	Yes	1.7	$134,640
CC24	Varner Rd	Palm Dr	Cathedral City Eastern city limit (6310 feet east of Date Palm Dr)	Bike lanes	Yes	4.6	$364,320
CC25	Long Canyon Path	Cathedral City Northern city limit (1350 feet north of Varner Rd)	I-10 parallel path	Bike path	Yes	1.8	$1,824,768
CC27	Mihalyo Rd	Palm Dr	Da Vall Dr	Bike lanes	No	4.5	$356,400
CC28	Ramon Rd	West City Limit (Landau Blvd.)	East City Limit (Da Vall Dr)	Colored bike lanes	Yes	2.0	$264,000
CC29	Gerald Ford Dr	Date Palm Dr	Cathedral City Eastern city limit (Plumley Rd)	Colored bike lanes	Yes	0.5	$66,000
CC30	Da Vall Dr	Varner Rd.	Dinah Shore Dr	Bike lanes	Yes	3.3	$261,360
CC31	McCallum Way	Landau Blvd.	Avenida Los Ninos	Bike lanes/NEV lanes	No	0.9	$71,280
CC32	McCallum Way	Avenida Los Ninos	DaVall Dr	Bike lanes	Yes	1.1	$87,120

Table 4-5, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
CCECC	Cathedral Canyon Channel East*	Whitewater River	2 mi. southwest along Cathedral Canyon Channel East	Bike lanes/NEV lanes	Yes	2.0	$158,400
RM33	Da Vall Dr	Ramon Rd	Dinah Shore Dr	Bike lanes	Yes	1.0	$79,200
SJDCC	San Joaquin Rd	Diamond Rd	Southern end of golf course	Bike lanes	Yes	1.0	$79,200
PG03	Palm Dr	Dillon Rd	I-10 Fwy.	Multipurpose path/NEV path	Yes	3.8	$4,602,682
PS167	La Verne Way	S. Palm Canyon Dr	S. Sunrise Way	Buffered bike lanes (with road diet)	No	1.1	$110,352
PS196	Ramon Rd	Gene Autry Trail	San Luis Rey Rd	Greenback sharrows	Yes	0.3	$17,846
PS196A	Ramon Rd	Gene Autry Trail	San Luis Rey Rd	Colored bike lanes	Yes	0.3	$34,320
PS197	Ramon Rd	San Luis Rey Rd	Crossley Rd	Greenback sharrows	Yes	0.2	$16,474
PS197A	Ramon Rd	San Luis Rey Rd	Crossley Rd	Colored buffered bike lanes/NEV lanes	Yes	0.2	$46,886
PS203	San Luis Rey Rd	Mission Dr	E. Ramon Rd	Bike route	Yes	0.3	$11,088
PS203A	San Luis Rey Rd	Mission Dr	E. Ramon Rd	Buffered bike lanes	Yes	0.3	$30,096
PS56	Ramon Rd	Crossley Rd	Palm Springs East City Limit (Landau Blvd.)	Greenback sharrows	Yes	0.5	$34,320
PS56A	Ramon Rd	Crossley Rd	Palm Springs East City Limit (Landau Blvd.)	Colored buffered bike lanes	Yes	0.5	$79,200
PS61	Whitewater River	Vista Chino	Tahquitz Creek	Bike path/NEV path	Yes	4.3	N/A (CV Link)
RIV04	Mountain View Rd	20th Ave	Varner Rd	Bike lanes	Yes	1.3	$102,960
RIV06	Bob Hope Dr	Varner Rd	Ramon Rd	Buffered bike lanes	Yes	0.5	$50,160
RIV25	Varner Rd	Da Vall Dr	Indio western city limit (1020 feet west of 40th Ave)	Bike lanes	Yes	11.0	$871,200
RM134	DaVall Dr	30th Ave	Frank Sinatra Dr	Bike lanes (partial)**	Yes	4.0	$158,404
RM137	Gerald Ford Dr	Plumley Rd	Monterey Ave	Bike lanes (partial)**	Yes	3.5	$139,633
RM148	Ramon Rd	Da Vall Dr	Los Alamos Dr	Bike lanes (partial)**	Yes	1.0	$39,628
WSCC	Wayfinding Signage						$304,000
BPCC	Bicycle Parking Program						$25,000
						TOTAL	$14,011,864



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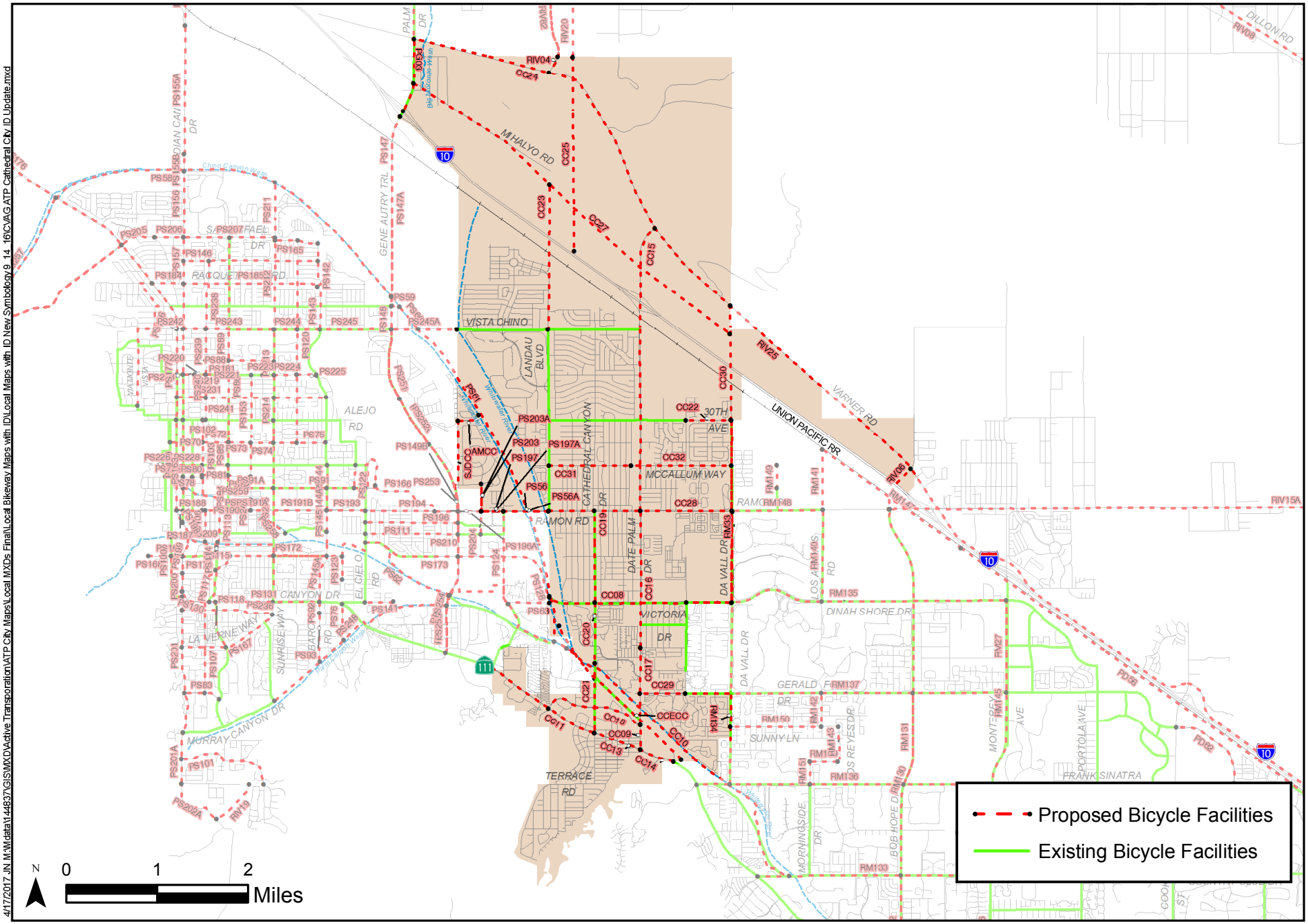
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Cathedral City Local Network

Figure 4-6



See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Cathedral City
Local Network with ATP IDs

Figure 4-6a

Bicycle Parking

Existing

Cathedral City has identified several locations where bicycle parking facilities exist. They are listed below.

- City Hall
- Several racks in the downtown area
- Cathedral City Marketplace Shopping Center
- Golden Mile Shopping Center
- Canyon Plaza Shopping Center
- Cathedral City High School
- Rio Vista Elementary School
- 30th Avenue Soccer Park (north side of 30th Avenue east of San Eljay Avenue)

Proposed

The City indicates that future bicycle parking facilities will be sought by working with developers to provide facilities on a case-by-case basis. Cathedral City will also apply for funding under the ATP program to assist employers in providing bicycle parking for their employees. Specific locations identified for proposed bicycle parking include the following:

- Cathedral City Senior Center
- Along State Route 111 east of Date Palm Drive in front of stores and other businesses

Links to Other Transportation Modes

The city is served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient to use for the bicyclist. No transit stations or park-and-ride facilities currently exist in the city or are planned in the future.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the city, as shown in Table 4-6.

Table 4-6. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in Cathedral City

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
32	Vista Chino	Landau Blvd	160	EB	NS	Bike rack
32	Vista Chino	Landau Blvd	167	WB	FS	Bike rack
31/ 111	B St	Buddy Rogers	147	WB	NS	Bike locker
32	Date Palm Dr	30th Ave	274	SB	FS	Bike rack
32	30th Ave	Date Palm Dr	278	WB	FS	Bike rack
30	Date Palm Dr	Ramon Rd	517	SB	FS	Bike rack
30	Ramon Rd	Date Palm Dr	596	WB	FS	Bike rack

* Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

The City of Cathedral City currently has identified one shower and locker facility at City Hall that may be used by employees who bicycle to work. No other facilities have been identified, and none are planned in the future.

Bicycle Safety Education and Police Enforcement

Riverside County Department of Public Health won a federal Safe Routes to School grant in 2011 (Cycle 3) and provided bicycle and

pedestrian safety education at public schools in Cathedral City. The grant was used to:

- hire a Safe Routes to School coordinator;
- conduct safety education assemblies;
- host International Walk to School Days, bike rodeos, Walking School Buses, and Walking Wednesdays events;
- provide printed materials and conduct Safe Routes to School workshops; and
- increase law enforcement during school pickup and drop-off times.

The program also requests donations from local establishments to provide prizes for students who walk to school. The program started in federal Fiscal Year 2010–2011.

The Cathedral City Police Department enforces all traffic laws for bicycles and motor vehicles as part of regular duties. Police officers ticket violators as they see them. This includes bicyclists who break traffic laws, as well as motorists who disobey traffic laws and make the cycling environment more dangerous. The level of enforcement depends on the availability of officers. The Police Department also responds to particular needs and problems as they arise. In addition, the department dispatches a fleet of bicycle-mounted officers during special events in the city. These officers have had special training in bicycle safety and assist in enforcing traffic laws. The Police Department also strictly enforces helmet laws, especially among young bicyclists.

The City will continue to apply for funds to operate Safe Routes to School and bicycle safety education programs.

Wayfinding Signage

The City will seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Funding for Bicycle Facilities

The City of Cathedral City received two Bicycle Transportation Account funds totaling $700,000 for a bike path along Whitewater River between Vista Chino and Ramon Road.

The Riverside County Department of Public Health won a $500,000 federal Safe Routes to School grant to provide bicycle and pedestrian safety education at public schools in Cathedral City and unincorporated Riverside County.

Maintenance Policies

The City of Cathedral City Department of Public Works has an ongoing program, with restriping done approximately every four years. The City resurfaces streets, replaces signs, and trims vegetation as needed.

Other Related Policies

The City of Cathedral City currently has no Safe Routes to School (SRTS) plan, but the City is in the process of updating its Americans with Disabilities Act (ADA) Transition Plan and General Plan Circulation Element. The element will be prepared with Complete Streets principles and is anticipated to be finished in 2016.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of Cathedral City has the following future financial needs:

- Total proposed bikeways 75.9 miles
- Total proposed bikeways cost $13,682,864
- Bicycle parking program $25,000
- Wayfinding signage $304,000
- Total capital financial need $14,011,864
- Annual bike path maintenance budget 1.8 miles, $18,000/year
- Annual Safe Routes to School program budget $50,000/year

Grant Reporting Policies

The City of Cathedral City follows specific reporting guidelines for each grant it receives.

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CITY OF COACHELLA

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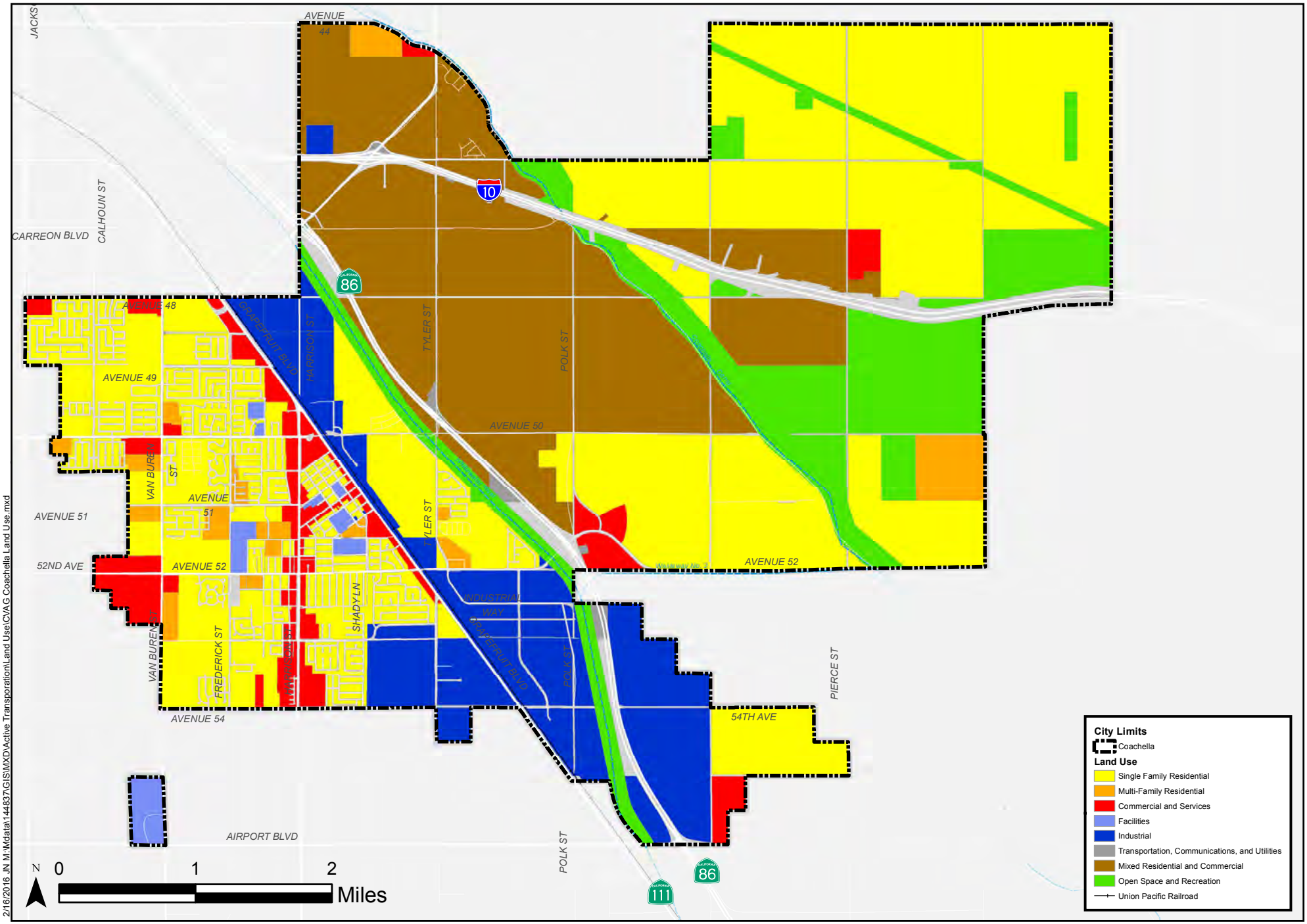
CITY OF COACHELLA BICYCLE PLAN

With a year 2015 population of 43,917 per the California Department of Finance, Coachella is a small city in the southeast corner of the Coachella Valley. The city has a grid network of arterial streets that connect to its neighboring cities, Indio and La Quinta, as well as to points south along State Routes 86 and 111, which lead to the Salton Sea and the Imperial Valley. The main arterial streets in the network include Grapefruit Boulevard/SR 111, Harrison Street, Avenues 50, 52, and 54, and Van Buren and Tyler Streets. Most of Coachella's destinations are located along the arterial street network.

Land Use

Figure 4-7 shows the current and future land use patterns in Coachella. The city consists primarily of low-density residential, commercial, and industrial land uses. Most of the industrial uses are located along the Southern Pacific railway corridor, and most of the retail commercial is located along Harrison and 6th Streets as well as along Grapefruit Boulevard/SR 111. Future commercial development is planned near Interstate 10 and east of the Whitewater River. A square-mile section of southwestern Coachella is zoned for agricultural uses.



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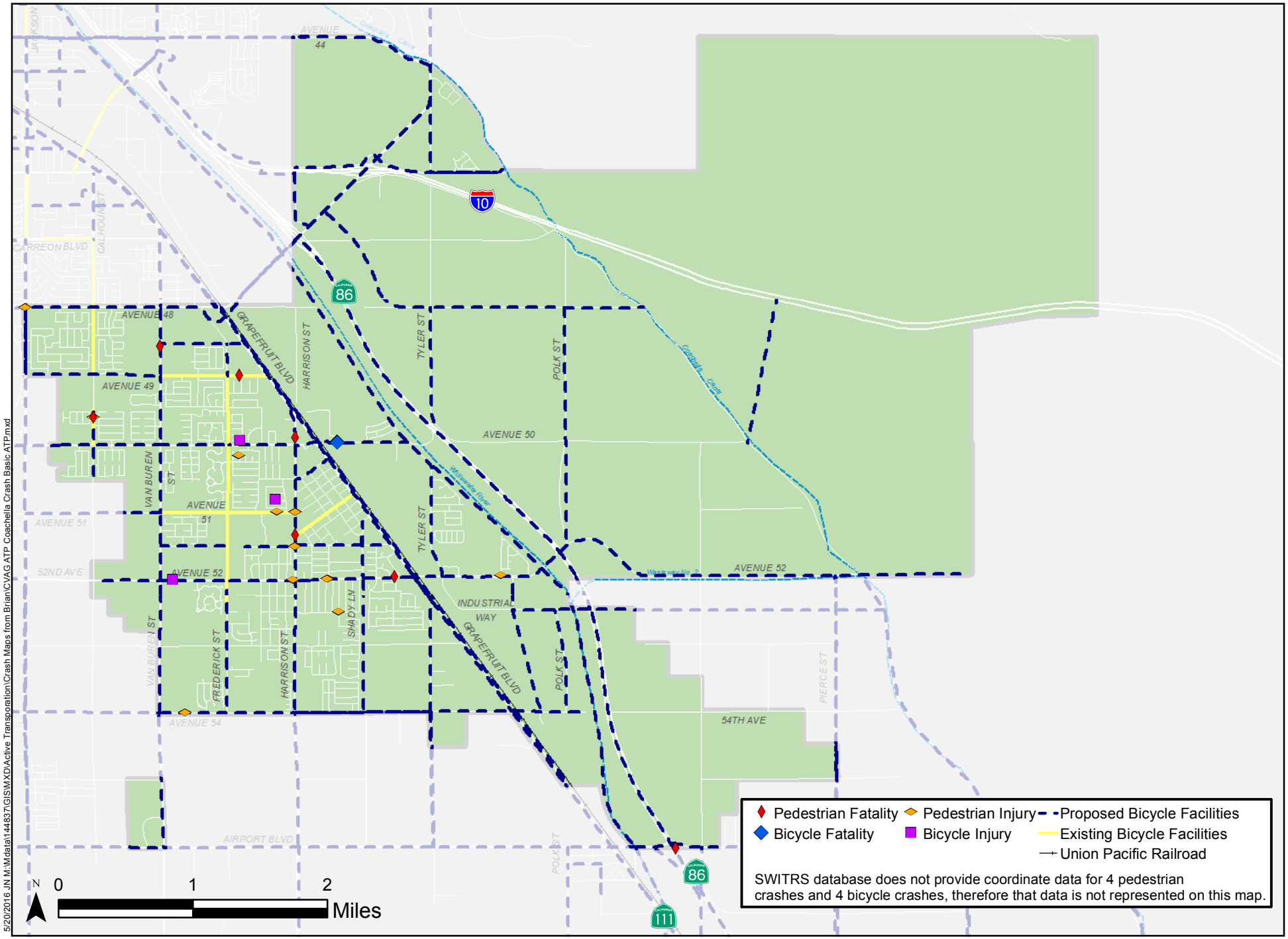
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Coachella Land Use

Figure 4-7



CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Coachella Crash Map

Figure 4-8

Bikeways

Existing

Coachella currently has four Class II (bike lane) bikeways, totaling 3.4 miles in length. Table 4-7 lists each bikeway's location and length.

Proposed

The City of Coachella has proposed over 50 bikeway projects to be included in this Plan. The projects are listed in Table 4-8. Project costs are based on past expenditures for bikeways throughout California and from feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

Figure 4-9 shows existing and proposed bikeways, bicycle parking, and amenities.

Table 4-7. City of Coachella Existing Bikeways

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
COA01E	Calhoun St	Ave 48	Ave 49	Bike lanes	Yes	0.5
COA02E	Frederick St	Ave 49	¼ mile south of Ave 52	Bike lanes	No	1.7
COA03E	Ave 49	Van Buren St	Grapefruit Blvd.	Bike lanes	Yes	0.7
COA04E	Ave 51	Van Buren St	Harrison Blvd.	Bike lanes	No	0.5
COA14	6th St	Harrison St	Grapefruit Blvd.	Sidewalk Path	No	0.5
COA38	Calhoun St	Ave 49	Coachella Southern city limit (540 feet south of Sagrado St)	Bike lanes	Yes	0.8
COA38AE	Calhoun St	1425' North of Ave 50	Ave 50	Bike lanes (southbound)	Yes	0.3

Table 4-8. City of Coachella Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
COA02	Frederick St	Ave 52	Ave 54	Bike lanes	No	1.0	$79,200
COA06	Dillon Rd	Ave 44	Harrison Pl	Bike lanes	Yes	1.5	$118,800
COA08	Harrison St	Hwy 111	Ave 54	Buffered bike lanes/NEV lanes	Yes	2.2	$220,704
COA09	Shady Lane	Orchard St	Ave 52	Bike lanes	No	0.5	$39,600
COA10	Ave 52	Coachella Western city limit (Calhoun St)	Harrison St	Bike lanes	Yes	1.5	$118,800
COA100	Jackson St	Ave 48	Ave 49	Bike lanes	Yes	0.5	$39,600
COA11	Ave 52	Tripoli Way	Tyler St	Bike lanes/NEV lanes	Yes	0.6	$50,688
COA12	Ave 52	Tyler St	Whitewater River	Bike lanes	Yes	1.2	$95,040

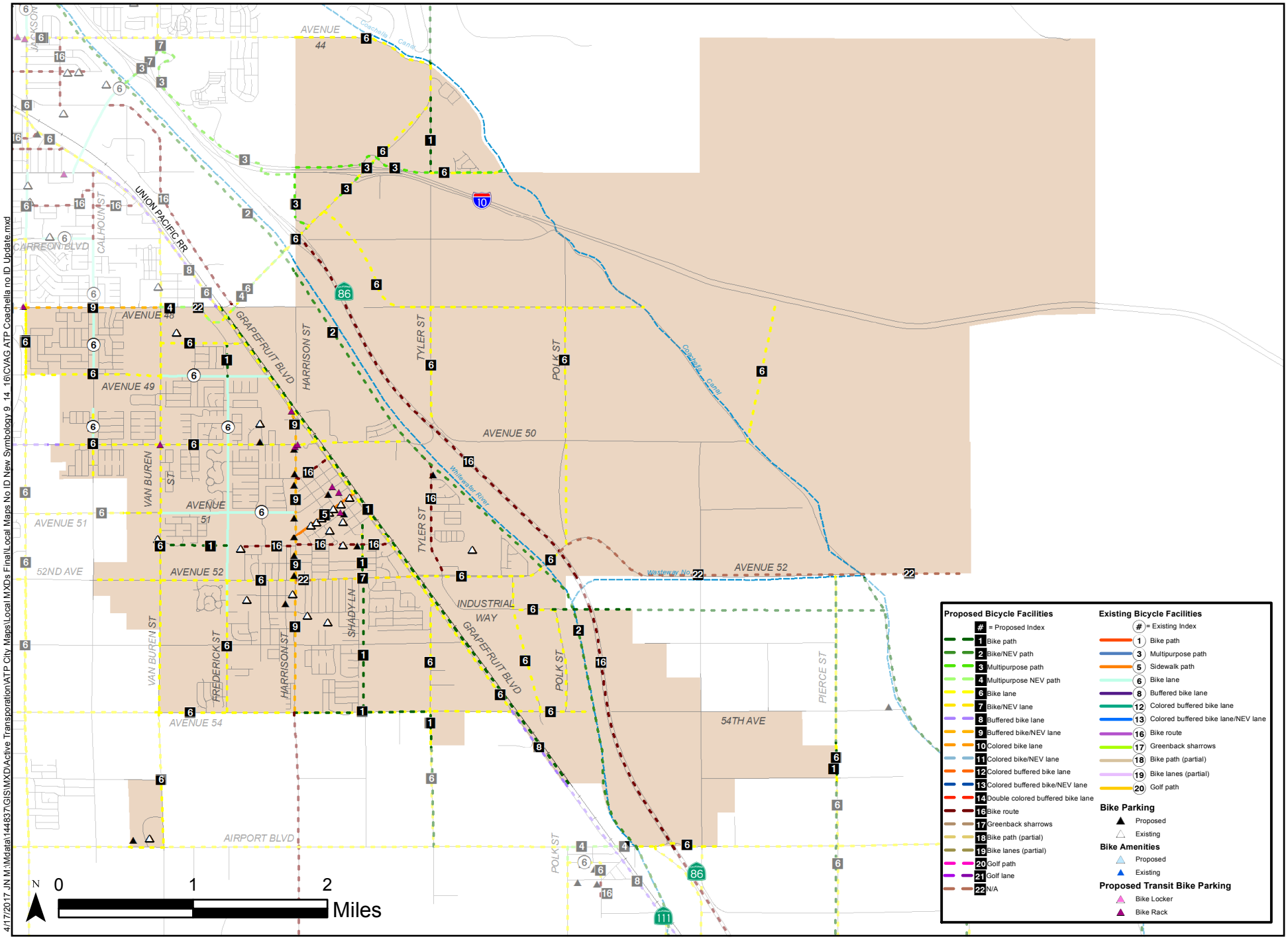
Table 4-8, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
COA15	1st St	Harrison St	Grapefruit Blvd.	Bike route	Yes	0.3	$11,088
COA16	East side of Shady Ln.	9th St	Ave 54	Bike path	Yes	1.5	$1,476,288
COA18	Hwy 111	Ave 54	3,520' south of Ave 54 (South City Limit)	Buffered bike lanes	Yes	0.7	$70,224
COA19	Industrial Way	Enterprise Way	Polk St	Bike lanes	No	0.3	$23,760
COA20	Polk St	Industrial Way	Ave 54	Bike lanes	No	0.8	$63,360
COA22	Enterprise Way	Ave 52	Ave 54	Bike lanes	No	1.0	$79,200
COA23	Ave 51	Coachella Western city limit (1330 feet west of Van Buren St.)	Van Buren St	Bike lanes	No	0.2	$15,840
COA24	Shadow View Blvd.	Dillon Rd	Tyler St	Bike lanes	Yes	1.2	$95,040
COA25	Bagdad Ave	Douma St	Grapefruit Blvd.	Bike route	Yes	1.1	$40,656
COA26	SR-86S Expressway	Dillon Rd	Coachella Southern city limit (Airport Blvd)	Bike route	No	5.2	$192,192
COA27	Frederick St	Ed Mitchell Dr	Ave 49	Bike path	No	0.5	$492,096
COA29	Ave 49	Jackson St	Van Buren St	Bike lanes	Yes	1.0	$79,200
COA30	Ave 50	Coachella Western city limit (1010 feet east of Jackson St)	Whitewater River	Bike lanes	Yes	2.6	$205,920
COA31	Ave 44	Harrison St	Dillon Rd	Bike lanes	Yes	1.0	$79,200
COA32	Whitewater River	Tyler St	Airport Blvd	Bike path/NEV path	Yes	4.0	N/A (CV Link)
COA33	Dillon Rd	Whitewater River	Ave 48	Bike lanes	Yes	1.4	$110,880
COA34	Midblock between Ave 51 and Ave 52	Van Buren St	Frederick St	Bike path	No	0.5	$492,096
COA35	Connector to Coachella Canal	Polk St	1930 feet west of Pierce St	Bike path	No	2.4	$2,362,061
COA36	Mitchell Dr	Grapefruit Blvd.	Van Buren St	Bike lanes	No	0.6	$47,520
COA37	Ave 54	Van Buren St	Whitewater River	Bike lanes	Yes	3.2	$253,440
COA38A	Calhoun St	San Mateo Ave	South City Limit	Bike lanes	Yes	0.5	$39,600
COA39	Van Buren St	Ave 48	Ave 54	Bike lanes	Yes	3.0	$237,600
COA40	Polk St	Ave 48	Ave 52	Bike lanes	Yes	2.0	$158,400
COA41	Tyler St	Dillon Rd	Vista del Norte	Bike path	Yes	0.5	$492,096
COA42	Vista del Norte	Tyler St	Coachella Canal	Bike lanes	No	0.6	$47,520
COA43	Tyler St	Ave 48	Ave 50	Bike lanes	Yes	1.0	$79,200
COA44	Tyler St	Ave 50	Ave 52	Bike route	Yes	1.0	$36,960
COA45	Ave 48	Tyler St	Coachella Canal	Bike lanes	Yes	1.6	$126,720
COA46	Tyler St	Grapefruit Blvd.	54th Ave	Bike lanes	Yes	1.2	$95,040
COA49	Connector to I-10	Ave 50	I-10	Bike lanes	Yes	1.1	$87,120
COA50	Pierce St	Coachella Northern city limit (1320 feet north of Ave 55)	Coachella Southern city limit (Ave 55)	Bike lanes	Yes	0.2	$15,840
COA51	Ave 48	Van Buren St	Dillon Rd	Multipurpose path/NEV path	Yes	0.3	$363,370
COA52	Dillon Rd	Ave 48	Whitewater River	Sidewalk path/NEV path	Yes	1.0	$1,030,656
COA68	Ave 48	Jackson St	Van Buren St	Buffered Bike/NEV lane	Yes	1.0	$100,320

Table 4-8, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
COACC	Ave 52*	Harrison St	Tripoli Way	Bike lanes/NEV lanes	Yes	0.1	$10,425
DRCC	Dillon Rd*	Harrison Pl	Whitewater River	Bike lanes/NEV lanes	Yes	0.3	$23,760
H11131	Grapefruit Blvd.	Western city limit (Dillon Rd/Ave 48)	Eastern city limit (Ave 54)	Bike lanes	Yes	4.4	$348,480
ISDCC3	Access Road Along East Side of Spotlight 29 Casino*	Just south of I-10	Harrison Pl	Bike lanes/NEV lanes	Yes	1.1	$87,120
ISDCC4	Harrison Pl	Access road along east side of Spotlight 29 Casino	Dillon Rd	Bike lanes/NEV lanes	Yes	0.3	$23,760
LECC1	Ave 52	Whitewater River	SR-86S	Bike lanes	Yes	0.2	$15,840
LECC2	Ave 52*	SR-86S	Eastern end road	Bike lanes/NEV lanes	Yes	0.2	$15,000
LECC3	Unpaved Road*	Ave 52	Future extension to La Entrada	Bike lanes/NEV lanes	Yes	4.7	$375,000
IN52	Ave 44	Monroe St	Harrison St	Buffered bike lanes	Yes	4.0	$401,280
IN52A	Ave 45	Monroe St	Harrison St	Bike lanes	Yes	3.2	$256,370
RIV09	Whitewater River	Eastern Indio city limits (1340 feet east of Van Buren St)	Tyler St	Bike path/NEV path	Yes	3.6	N/A (CV Link)
RIV203	Airport Blvd	Orange St	Buchanan St	Bike lanes	No	2.5	$198,000
RIV74	Pierce St	Ave 52 to Ave 60	Ave 66 to Harrison St	Bike lanes	Yes	11.9	$942,480
RIV75B	Pierce St	1000' North of 55 Ave	55 Ave	Bike path	No	0.2	$186,400
RIV78	Airport Blvd	Monroe St	Polk St	Bike lanes	Yes	5.0	$396,000
RIV84	Ave 54	Harrison St	Tyler St	Bike path	Yes	1.3	$1,279,450
RIV85	Tyler St	Ave 54	Airport Blvd.	Bike path	Yes	1.0	$984,192
RIV86	Tyler St	Ave 54	Airport Blvd.	Bike lanes	Yes	1.0	$79,200
RIV92	Van Buren St	54th Ave	Airport Blvd.	Bike lanes	Yes	1.0	$79,200
WSCOA	Wayfinding Signage						$398,000
BPCOA	Bicycle Parking Program						$25,000
						TOTAL	**$15,987,891**

*Planned regional active transportation project with assumed facility type for costing purposes.



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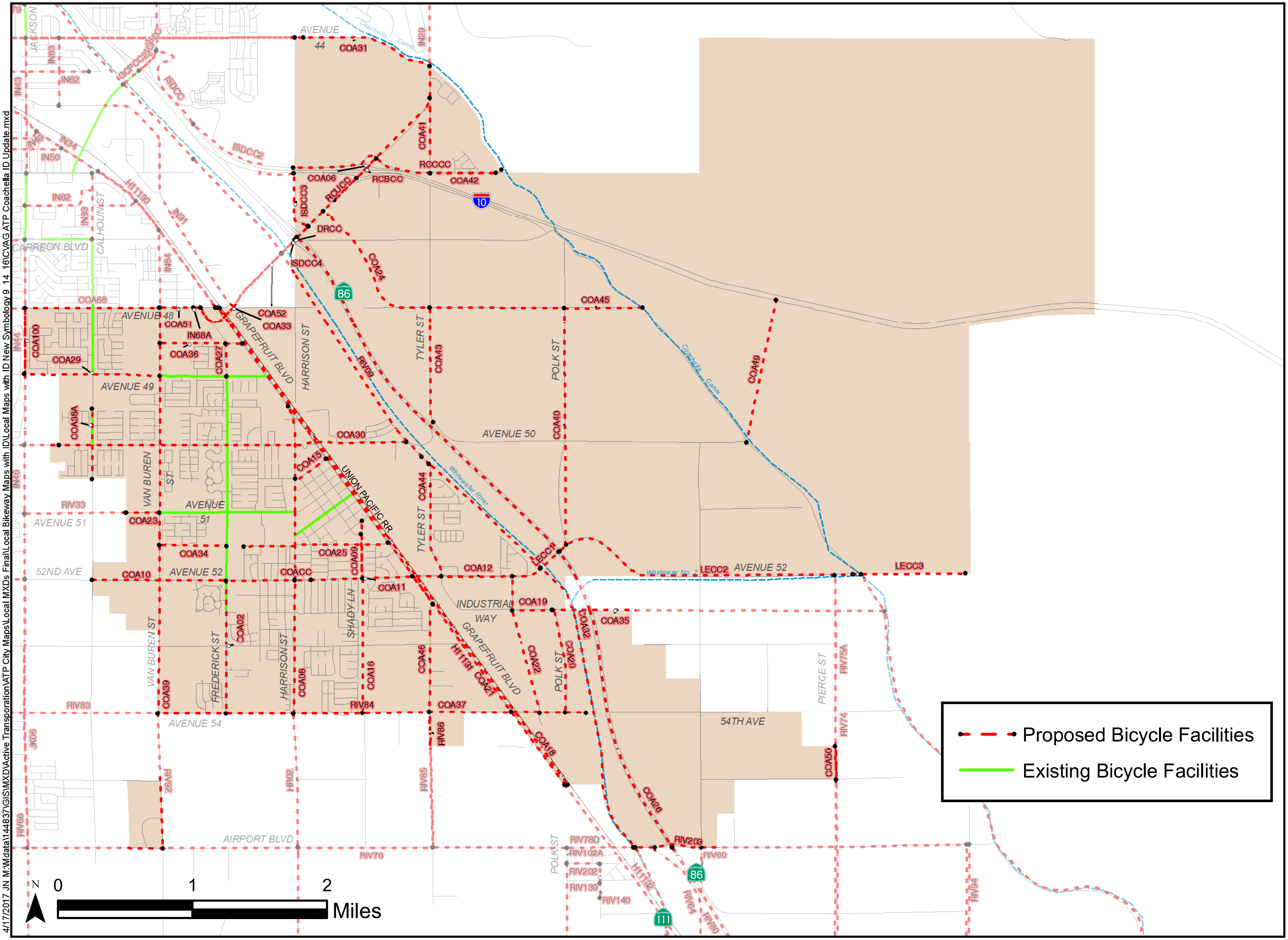
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Coachella Local Network

Figure 4-9



See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Coachella
Local Network with ATP IDs

Figure 4-9a

Bicycle Parking

Existing

The City of Coachella has identified several locations where bicycle parking facilities exist. They are listed below.

- Rancho Las Flores Park
- Bagdouma Park
- 6th Street (at eight locations between Date Street and Grapefruit Boulevard)

Proposed

The City plans to put bicycle racks at the following locations:

- Schools
- City parks
- Civic Center/Veteran Park Expansion Project
- Corporate Yard
- Harrison Boulevard (south of Avenue 49 to Avenue 52)

The City presently has no requirements for bicycle parking in new buildings. However, the City is considering enacting requirements.

Links to Other Transportation Modes

The City is served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient to use for the bicyclist. No transit stations or park-and-ride facilities currently exist in the city or are planned in the future.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the city. These locations are presented in Table 4-9.

Table 4-9. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in Coachella

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
91	Harrison St	Grapefruit Blvd	304	SB	FS	Bike rack
91	Harrison St	Grapefruit Blvd	305	NB	FS	Bike rack
90/91	Harrison St	Ave 50	356	SB	FS	Bike rack
90/111	Orchard Ave	5th St	361	NB	FS	Bike rack
90	Orchard Ave	5th St	452	SB	NS	Bike rack
90	Van Buren St	Ave 50	453	NB	FS	Bike rack
90/91	Harrison St	Ave 50	815	NB	NS	Bike rack
90	7th St	Orchard Ave	968	EB	FS	Bike rack
90/111	7th St	Orchard Ave	514	WB	NS	Bike rack

* Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

There are currently no bicycle commuter–related showers or clothing lockers. The City of Coachella has no requirements for bicycle amenities in new buildings. However, the City is considering enacting requirements for showers and clothing lockers in industrial parks.

Bicycle Safety Education and Police Enforcement

Coachella has not had a bicycle safety education program. However, the Coachella Valley Association of Governments, partnering with the Riverside County Department of Public Health and the Palm Springs Unified School District, won a federal Safe Routes to School grant to provide bicycle and pedestrian safety

education at public schools in Coachella. The program started in 2008. The grant was used to:

- hire a Safe Routes to School Coordinator;
- conduct safety education assemblies;
- host International Walk to School Days, bike rodeos, Walking School Buses, and Walking Wednesdays events;
- provide printed materials and conduct Safe Routes to School workshops; and
- increase law enforcement during school pickup and drop-off times.

The City will continue to apply for funds to operate these programs.

Wayfinding Signage

The City will seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Funding for Bicycle Facilities

The City of Coachella received approximately $2,000,000 in funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program for traffic signal, bike lane, and electric vehicle station improvements.

The Riverside County Department of Public Health won a $496,100 federal Safe Routes to School grant in 2011 to provide bicycle and pedestrian safety education at public schools in the Coachella Valley.

Maintenance Policies

The City of Coachella restripes all major arterial and local streets annually.

Other Related Policies

The City of Coachella has an existing Safe Routes to School (SRTS) Plan and an updated General Plan Circulation Element that aligns with Complete Streets principles. The City currently has no Americans with Disabilities Act (ADA) Transition Plan.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of Coachella has the following future financial needs:

- Total proposed bikeways 99.6 miles
- Total proposed bikeways cost $15,564,891
- Bicycle parking program $25,000
- Wayfinding signage $398,000
- Total capital financial need $15,987,891
- Annual bike path maintenance budget 7.9 miles, $79,000/year
- Annual Safe Routes to School program budget $50,000/year

Grant Reporting Policies

The City of Coachella follows specific reporting guidelines for each grant it receives.

CITY OF DESERT HOT SPRINGS

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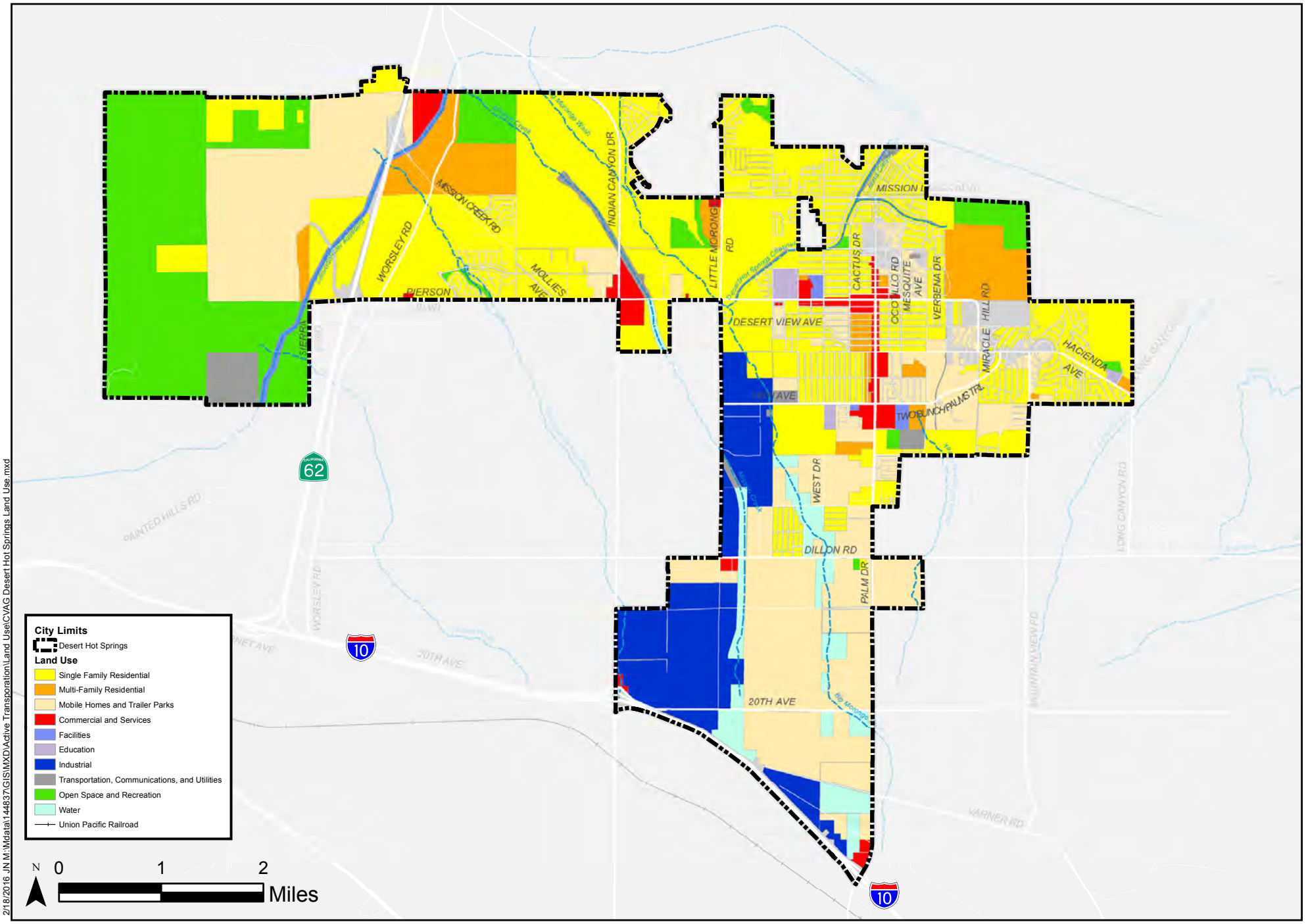
CITY OF DESERT HOT SPRINGS BICYCLE PLAN

With a year 2015 population of 28,134 per the California Department of Finance, Desert Hot Springs is located in the northwestern corner of the Coachella Valley. The city has a small network of arterial streets that connect to the surrounding unincorporated areas. The city's main arterial is Palm Drive, which serves as the primarily link to Interstate 10 and Palm Springs to the south. Other arterials include Pierson Boulevard, Hacienda Avenue, West Drive, Mission Lakes Boulevard, and Two Bunch Palms Trail. Most of the city's destinations are located along Palm Drive and Pierson Boulevard.

Land Use

Figure 4-10 shows the current and future land use patterns in Desert Hot Springs. The city consists primarily of low-density residential and resort spa hotel uses. Commercial office and retail uses are located along Palm Drive and Pierson Boulevard. Some industrial uses are located in the south central part of the city. New residential development has sprung up and more is planned in the western and northern parts of Desert Hot Springs.



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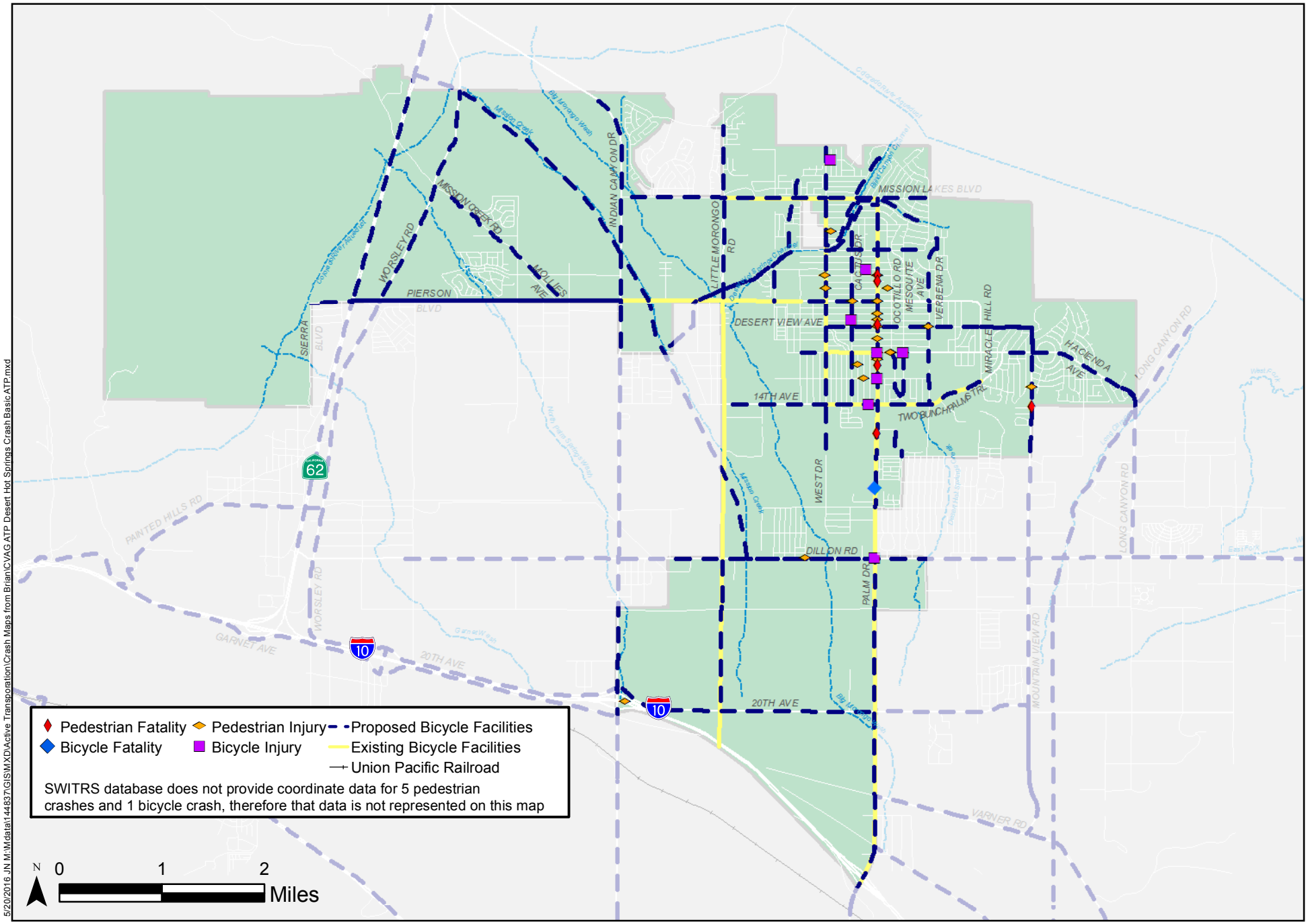
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Desert Hot Springs
Land Use

Figure 4-10



CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Desert Hot Springs Crash Map

Figure 4-11

Bikeways

Existing

Desert Hot Springs currently has seven bikeway facilities—four Class II (bike lane) and three Class II (bike route) bikeways—totaling 14.8 miles in length. Table 4-10 lists each facility's location and length.

Proposed

The City has proposed 34 bikeway projects to be included in this Plan. The projects are listed in Table 4-11. Project costs are based on past expenditures for bikeways throughout California and from feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

Figure 4-12 shows existing and proposed bikeways, bicycle parking, and amenities.

Table 4-10. City of Desert Hot Springs Existing Bikeways

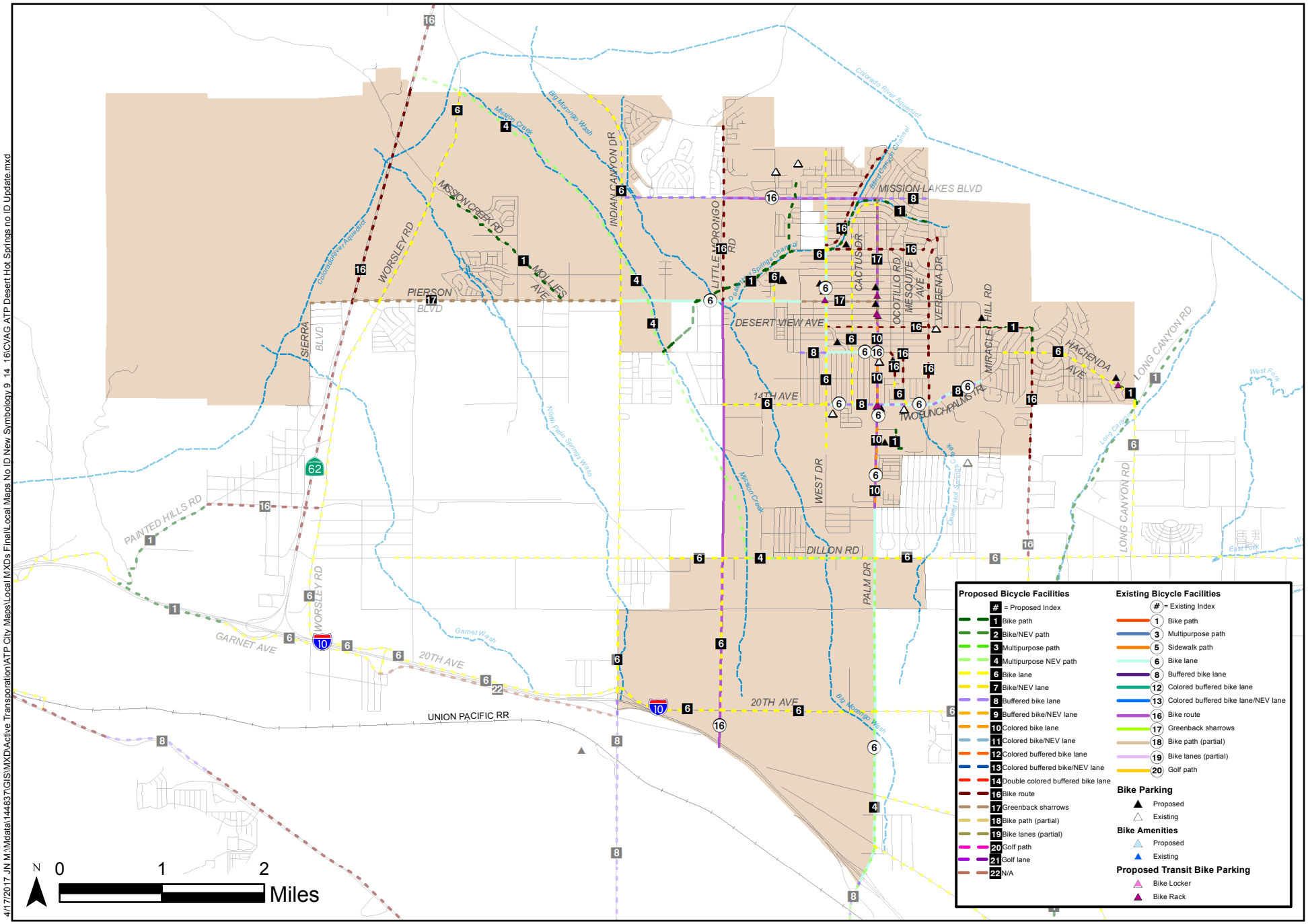
ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
DHS01E	Pierson Blvd	Indian Ave / N. Indian Canyon Dr	Cholla Dr	Bike lanes	Yes	1.8
DHS02E	Palm Dr	250 feet north of Park Ln	Desert Hot Springs Southern city limit (Camino Aventura)	Bike lanes	Yes	4.4
DHS03E	Little Morongo Rd	Pierson Blvd.	1860 feet south of 20th Ave	Bike route	Yes	1.8
DHS04E	Palm Dr	Mission Lakes Blvd.	Camino Aventura	Bike route	Yes	2.2
DHS05E	Mission Lakes Blvd	Little Morongo Rd	Palm Dr	Bike route	Yes	1.5
DHS08E	West Dr	Mission Lakes Blvd	Ironwood Dr	Bike lanes	Yes	1.0
PG03E	Palm Dr	Desert Hot Springs City Limit (Camino Aventura)	I-10	Bike lanes	Yes	2.1

Table 4-11. City of Desert Hot Springs Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
DHS06A	Pierson Blvd., Miracle Hill Rd	Sierra Blvd. to Indian Canyon Rd	Cholla Dr to Palm Dr	Greenback Sharrows (Buffered bike lanes with road diet)	Yes	5.0	$343,200
DHS07	Indian Canyon Dr	Desert Hot Springs Northern city limit (5990 feet north of Mission Lakes Blvd)	Pierson Blvd.	Bike lanes	Yes	2.2	$174,240
DHS08	West Dr	Desert Hot Springs northern city limit (650 feet north of Avenida Jalisco)	15th Ave	Bike lanes	Yes	3.5	$277,200
DHS09	Worsley Rd	Desert Hot Springs Northern city limit (5110 feet north of Mission Creek Rd)	Desert Hot Springs Southern city limit (Pierson Blvd)	Bike lanes	Yes	2.2	$174,240
DHS10	Mountain View Rd	Desert View Ave	Camino Campanero	Bike route	Yes	1.3	$48,048
DHS100	Ave 20	N Indian Canyon Dr	Palm Dr	Bike lanes	Yes	4.1	$324,720
DHS11	Palm Dr	Cahuilla Ave	Camino Aventura	Colored bike lanes	Yes	1.8	$237,600
DHS12	Palm Dr	Mission Lakes Blvd	Cahuilla Ave	Greenback sharrows	Yes	1.2	$82,368
DHS13	8th St	West Dr	Blind Canyon	Bike lanes	No	0.2	$15,840
DHS14	Hacienda Ave	Cholla Dr	West Dr	Buffered bike lanes	Yes	0.3	$30,096
DHS15	Hacienda Ave	Agua Cayendo Rd	Long Canyon Rd	Bike lanes	Yes	1.5	$118,800
DHS16	2 Bunch Palms Trail	West Dr	Miracle Hill Rd	Buffered bike lanes	Yes	1.6	$160,512
DHS17	2 Bunch Palms Trail	Little Morongo Rd	West Dr	Bike lanes	Yes	1.0	$79,200
DHS18	Blind Canyon	40 feet north of 13th Ave and 595 feet east of Calle De Familia	New schools north of Mission Lakes Blvd.	Bike path	No	0.9	$885,773
DHS19	Flood control channel	Blind Canyon	Verbena Dr	Bike path	No	0.7	$688,934
DHS20	North side of Hacienda Ave	Long Canyon	Julius Corsini Elementary School	Bike path	Yes	0.3	$295,258
DHS21	Atlantic Ave	5th St	Pierson Blvd.	Bike lanes	No	0.3	$23,760
DHS22	Ocotillo Rd	2 Bunch Palms Trail	Ironwood Dr	Bike lanes	No	0.3	$23,760
DHS23	Ocotillo Rd	Hacienda Dr	Ironwood Dr	Bike route	No	0.3	$11,088
DHS24	Mesquite Ave	Hacienda Dr	Ocotillo Rd	Bike route	No	0.4	$14,784
DHS25	Cactus Dr	Palm Dr	2 Bunch Palms Trail	Bike lanes	No	2.1	$166,320
DHS26	Verbena Dr, Ambrosia Dr, San Ardo Rd	2 Bunch Palms Trail	8th St	Bike route	No	2.0	$73,920
DHS27	8th St	West Dr	Verbena Dr	Bike route	No	1.0	$36,960
DHS28	Mission Springs Park	Park Lane through the park	Camino Campanero 50 feet west of Avenida Descanso	Bike path	No	0.3	$295,258
DHS29	Little Morongo Rd	Augusta Ave	Pierson Blvd.	Bike route	Yes	1.7	$62,832
DHS30	Mission Creek/Molly Rd	Mission Lakes Blvd.	Pierson Blvd.	Bike path	No	1.2	$1,181,030
DHS31	Mission Lakes Blvd	Indian Ave	Verbena Dr	Buffered bike lanes	Yes	4.1	$411,312

Table 4-11, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
DHS32	SR-62 (Twentynine Palms Hwy)	Desert Hot Springs northern city limit (Casa Grande)	Desert Hot Springs southern city limit (West Dr)	Bike route	No	2.1	$77,616
DHS33	Santa Cruz Rd	Desert Hot Springs northern city limit (Casa Grande)	West Dr	Bike route	No	1.1	$40,656
DHS34	Desert View Ave	West Dr	Mountain View Rd	Bike route	No	2.0	$73,920
DHS35	Desert View Ave	Miracle Hill Rd	Mountain View Rd	Bike path	No	0.5	$492,096
DHS36	Mountain View Rd	Desert View Ave	Hacienda Ave	Bike path	Yes	0.2	$196,838
DHS37	Mission Creek	Trailhead at Twenty Nine Palms Hwy	Pierson Blvd.	Multipurpose path/NEV path	Yes	3.3	$3,997,066
PIER01	Pierson Blvd	SR-62	N. Indian Canyon Dr	Greenback sharrows (Buffered bike lanes with road diet)	Yes	2.6	$178,464
PIER03	Pierson Blvd	Cholla Dr	Palm Dr	Greenback sharrows (Buffered bike lanes with road diet)	Yes	0.8	$54,912
RIV03	Ave 20	Palm Dr	Mountain View Rd	Bike lanes	Yes	4.1	$324,720
RIV138	Dillon Rd	Mission Creek	Palm Dr	Multipurpose path/NEV path	Yes	1.3	$1,574,602
RIV21	Mission Creek	Pierson Blvd.	Dillon Rd	Multipurpose path/NEV path	Yes	2.7	$5,935,037
RIV24	Blind Canyon	Mission Creek	Intersection of 8th St and Cholla Dr	Bike path	No	0.7	$688,934
RIV70	Little Morongo Rd	Dillon Rd	Ave 20	Bike lanes	Yes	1.7	$134,640
RIV05	Indian Ave/ N. Indian Canyon Dr	Pierson Blvd.	I-10 Fwy.	Bike lanes	Yes	3.9	$308,880
RIV08	Dillon Rd	Eastern Palm Springs city limit (2660 feet east of Karen Ave)	Northern Indio city limit (7450 feet south of Old Aqueduct Rd)	Bike lanes	Yes	26.8	$2,122,560
PG03	Palm Dr	Dillon Rd	I-10 Fwy.	Multipurpose path/NEV path	Yes	3.8	$4,602,682
WSDHS	Wayfinding Signage						$396,000
BPDHS	Bicycle Parking Program						$25,000
						TOTAL	**$27,461,675**



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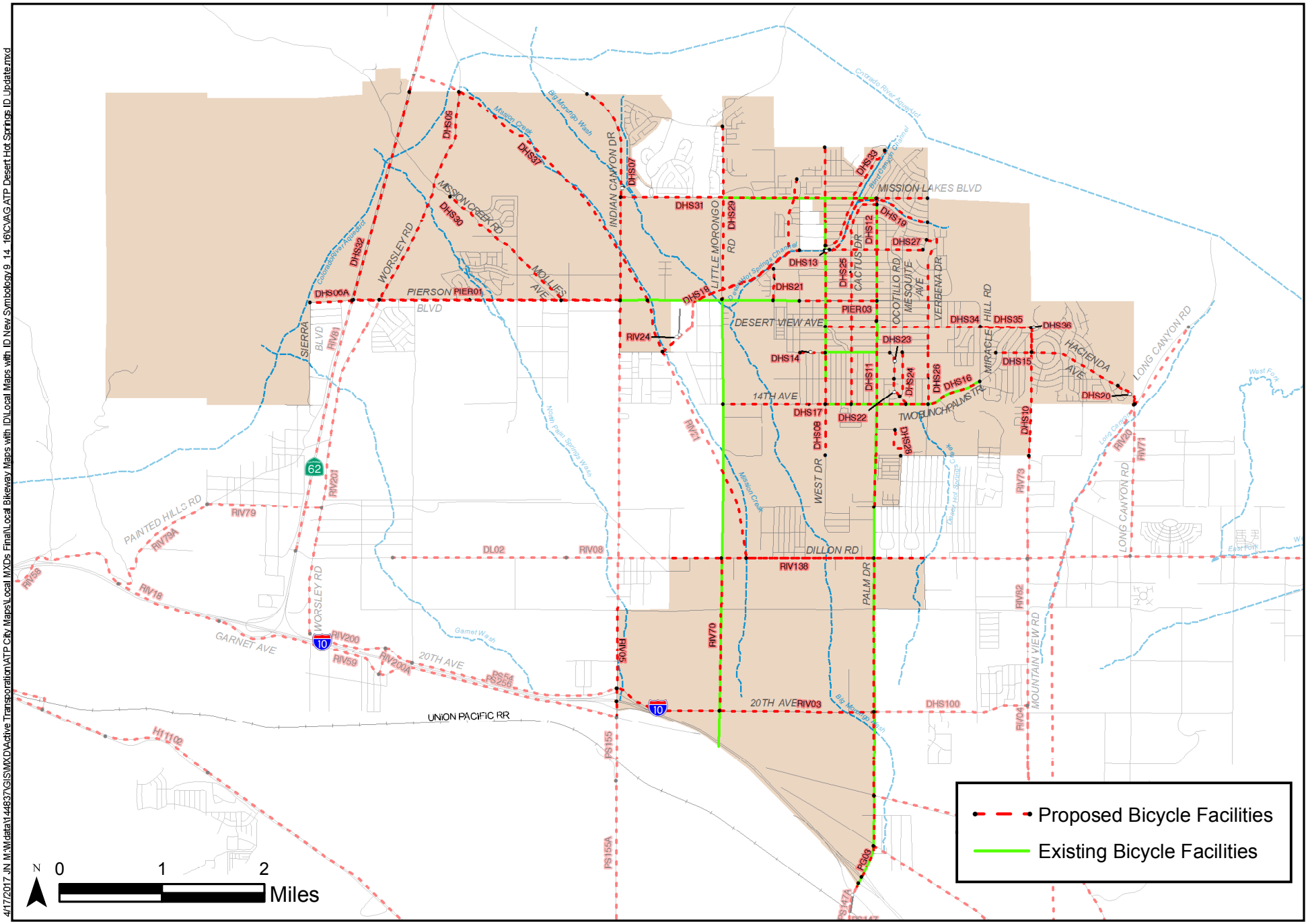
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Desert Hot Springs Local Network

Figure 4-12



See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Desert Hot Springs
Local Network with ATP IDs

Figure 4-12a

Bicycle Parking

Existing

The City of Desert Hot Springs has not identified any existing bicycle parking facilities within the city.

Proposed

The City will initiate a bicycle parking program to put bike racks at:

- All schools
- Wardman Park
- Mission Springs Park
- Tedesco Park
- City Hall
- Downtown

The City currently has no requirements for bicycle parking in new buildings.

Links to Other Transportation Modes

The City is served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient to use for the bicyclist. No transit stations or park-and-ride facilities currently exist in the city.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the city. These locations are presented in the Table 4-12.

Table 4-12. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in Desert Hot Springs

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
14	Palm Dr	Two Bunch Palms Dr	1	NB	NS	Bike rack
14	Palm Dr	Hacienda Ave	2	NB	NS	Bike rack
14/15	Palm Dr	Hacienda Ave	5	SB	FS	Bike rack
14/15	Palm Dr	Buena Vista Ave	483	SB	NS	Bike rack
14	Palm Dr	Buena Vista Ave	621	NB	NS	Bike rack
14	Palm Dr	Pierson Blvd	763	SB	NS	Bike rack
14	Palm Dr	Two Bunch Palms Dr	765	SB	FS	Bike rack
14	Palm Dr	1st St	822	NB	FS	Bike rack
15	Hacienda Ave	Don English Way	859	WB	FS	Bike rack

*Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

There are currently no bicycle commuter–related amenities such as showers or clothing lockers. The City will consider adding requirements for bicycle amenities in new commercial buildings.

Bicycle Safety Education and Police Enforcement

The City of Desert Hot Springs won a $500,000 (Cycle 3) federal Safe Routes to School grant to provide bicycle and pedestrian safety education at public schools in Desert Hot Springs. The grant was used to:

- hire a Safe Routes to School coordinator;
- conduct safety education assemblies;

- host International Walk to School Days, bike rodeos, Walking School Buses, and Walking Wednesdays events;
- provide printed materials and conduct Safe Routes to School workshops; and
- increase law enforcement during school pickup and drop-off times.

The program also requests donations from local establishments to provide prizes for students who walk to school. The program started in federal Fiscal Year 2010–2011. The City will continue to apply for funds to operate these programs.

The Desert Hot Springs Police Department enforces all traffic laws for bicycle and motor vehicles as part of their regular duties. Officers ticket violators as they see them. This includes bicyclists who break traffic laws, as well as motorists who disobey traffic laws and make the cycling environment more dangerous. The level of enforcement depends on the availability of officers. The Police Department also responds to particular needs and problems as they arise.

Wayfinding Signage

The City will seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Expenditures for Bicycle Facilities

Table 4-13 reflects the past expenditures for bicycle projects. The City used its own funds to add bike lanes to Palm Drive from Camino Aventura to Camino Idilio.

Table 4-13. Past Expenditures for Bicycle Projects in Desert Hot Springs

Project Name	Description	Funding Source	Total Cost	Status
8th Street Widening	New sidewalks and bike lanes, matched with City funds	SB 821	$69,000	Complete
Pierson Boulevard Bike Lanes	Bike lanes	SB 821	$195,000	Complete
Hacienda Ave Rehabilitation Project # 2008-08	New bike lane along Hacienda Ave – Palm to West	Federal STP - STPL 5384-004	$278,061.75	Complete
Safe Routes to School – Cycle 8	Pedestrian ADA and safety improvements – various locations	State SR2S	$461,025.55	Complete
Safe Routes to School – Cycle 9	New sidewalk and pedestrian ADA and safety improvements – 4th St – Cholla to West	State SR2S	$245,579.00	Complete
Safe Routes to School – Cycle 2	Pedestrian ADA and safety improvements – various locations, new bike lanes along West from Palm to 8th St , and Two Bunch Palms from West to Miracle Hill Rd	Federal SRTS	$491,166.77	Complete
Safe Routes to School – Cycle 3	New sidewalk and pedestrian ADA and safety improvements – 4th St – West to Cactus, and Cactus from 4th St to 8th St	Federal SRTS	$500,000	Ongoing
Citywide Restriping and Signage	Citywide restriping and new bike lanes and signage – various locations	Measure A	$170,000	Complete

Maintenance Policies

The City of Desert Hot Springs follows the Pavement Management Plan, with maintenance done on an as-needed basis. The City restripes roadways every three years and resurfaces roadways based on the Pavement Management Plan. Sign replacement is done by visual inspection every two years, with signs replaced as needed.

Other Related Policies

The City of Desert Hot Spring has a Safe Routes to School (SRTS) Plan, but does not have an Americans with Disabilities Act (ADA) Transition Plan. The City anticipates that its Citywide Bicycle and Pedestrian Plan will be completed in 2016 and is in the process of updating its Circulation Element alongside the General Plan update with a Complete Streets approach.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of Desert Hot Springs has the following future financial needs:

- Total proposed bikeways 99.1 miles
- Total proposed bikeways cost $27,040,675
- Bicycle parking program $25,000
- Wayfinding signage $396,000
- Total capital financial need $27,461,675
- Annual Class I bike path maintenance 4.8 miles, $48,000/year
- Safe Routes to School Program $50,000/year

Grant Reporting Policies

The City of Desert Hot Springs follows specific reporting guidelines for each grant it receives.

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CITY OF INDIAN WELLS

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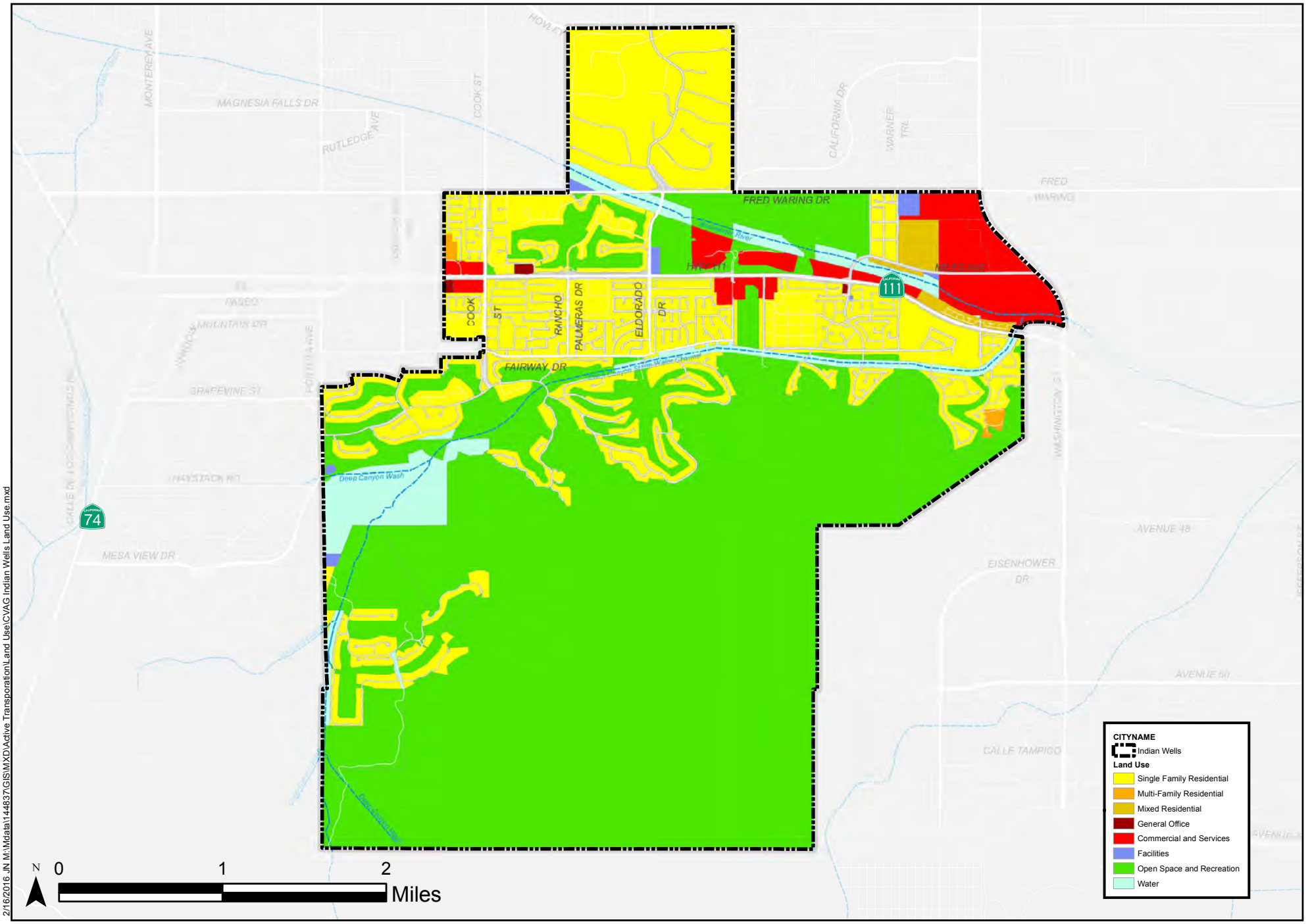
CITY OF INDIAN WELLS BICYCLE PLAN

With a year 2015 population of 5,194 per the California Department of Finance, Indian Wells is a city primarily of residential, resort, and golf course communities. The city has a small network of arterial streets that connect to its two neighboring cities, Palm Desert and La Quinta. The city's main arterial is State Route 111, which is the primary east–west arterial through the city. Other arterials include Fred Waring Drive, Cook Street, and Eldorado Drive. Most of Indian Wells' destinations are located along SR 111.

Land Use

Figure 4-13 shows the current and future land use patterns in Indian Wells. The city consists primarily of low-density residential, golf course communities, and resort uses with some existing commercial office and retail uses located along SR 111 and at the Tennis Stadium near Miles Avenue and Washington Street. The city has no industrial uses. Future commercial development is planned near State Route 111 and Miles Avenue. The southern mountains are zoned as undeveloped land.



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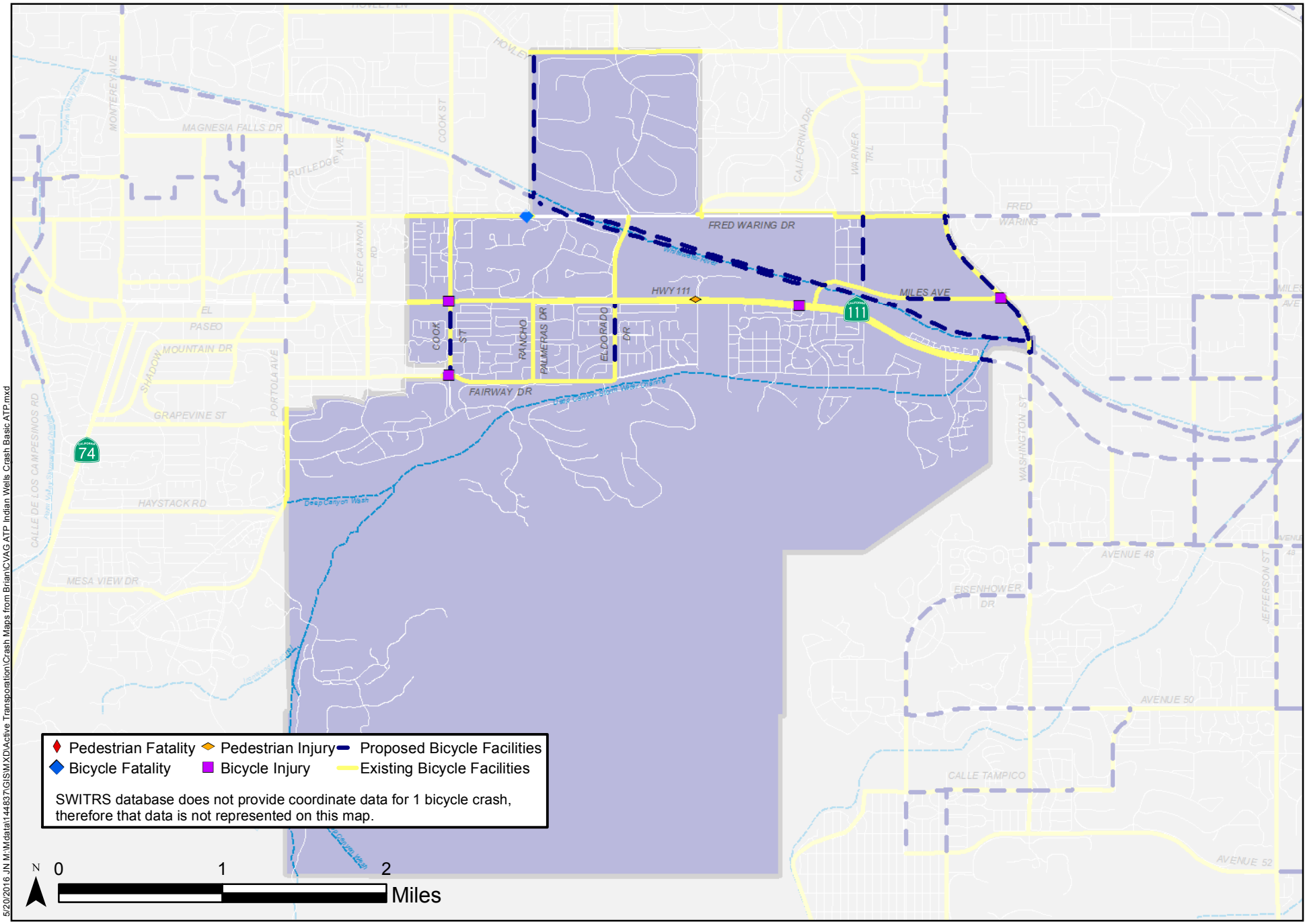
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Indian Wells Land Use

Figure 4-13



CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Indian Wells Crash Map

Figure 4-14

Bikeways

Existing

Indian Wells currently has several existing bikeways. They include Class II (bike lane) and Class II (bike route) facilities, totaling 16.5 miles in length. Existing bikeway facilities are listed in Table 4-14.

Proposed

The proposed bikeway projects in Indian Wells are included in this Plan and are listed in Table 4-15. Project costs are based on past expenditures for bikeways throughout California and from feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

Figure 4-15 shows existing and proposed bikeways, bicycle parking, and amenities.

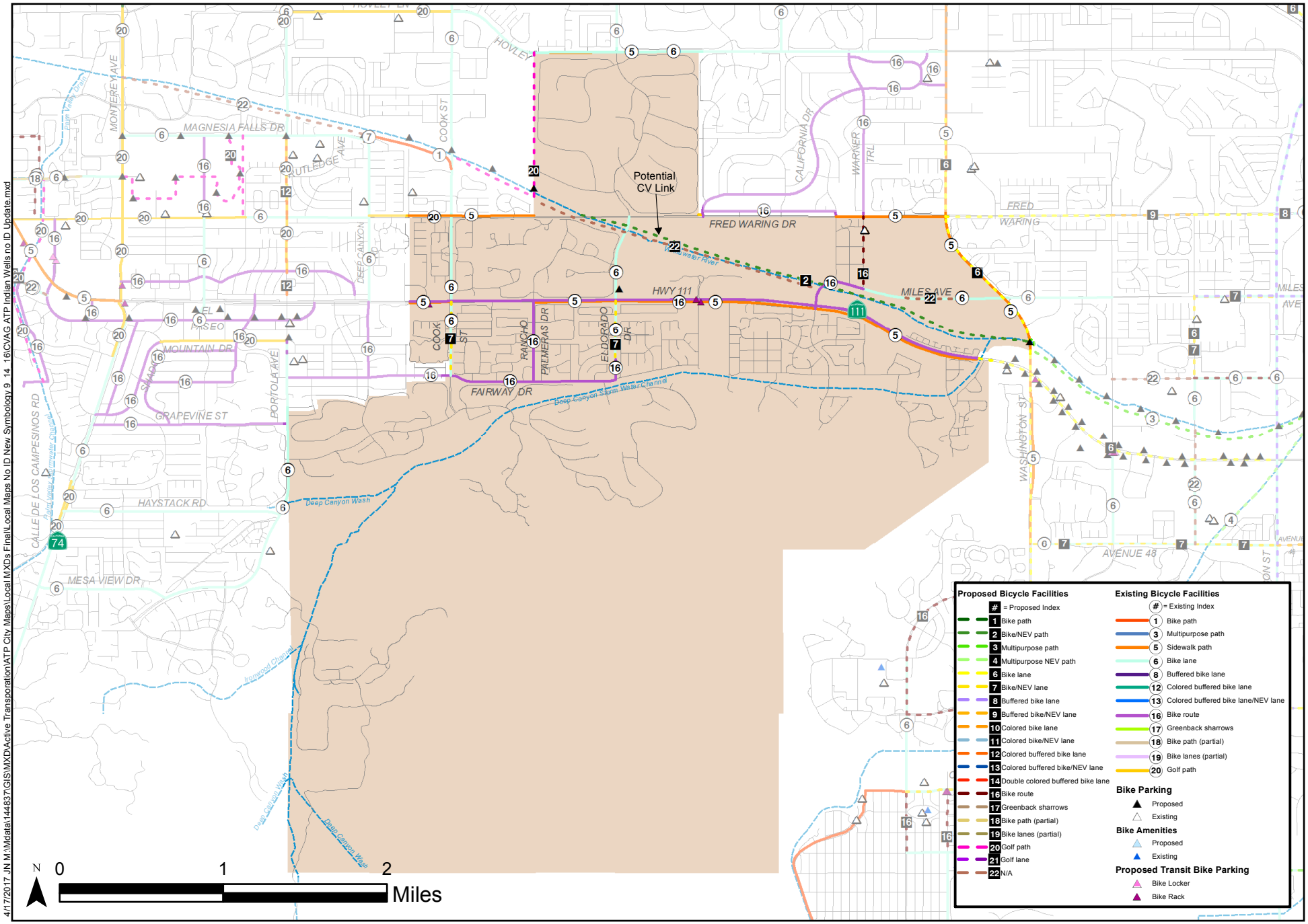
Table 4-14. City of Indian Wells Existing Bikeways

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
IW01E	Cook St	Fred Waring Dr	Hwy 111	Bike lanes	Yes	0.6
IW02E	Cook St	Hwy 111	Fairway Dr	Bike lanes	Yes	0.5
IW03E	Eldorado Dr	Fred Waring Dr	Hwy 111	Bike lanes	No	0.5
IW04E	Eldorado Dr	Hwy 111	640 feet north of Fairway Dr	Bike lanes	No	0.4
IW05E	Eldorado Dr	North of Fairway Dr	Fairway Dr	Bike route	No	0.1
IW06E	Miles Ave	Warner Trail	Washington St	Bike lanes	Yes	0.9
IW07E	Fairway Dr	Cook St	Eldorado Dr	Bike route	No	1.0
IW08E	Rancho Palmeras Dr	Hwy 111	Fairway Dr	Bike route	No	0.5
IW09E	Miles Ave	Hwy 111	Warner Trail	Bike route	Yes	0.4
IW10E	Portola Ave	Grapevine St	Haystack Rd	Bike lanes	Yes	0.5
IW11E	Hwy 111	Indian Wells Eastern city limit (Brad Ryland Dr)	Indian Wells Western city limit (540 feet west of Village Center Dr)	Bike route	Yes	3.5
IW12E	Hovley Ln.	Indian Wells Western city limit (140 feet west of Hemingway Ct)	Via Orvieto	Bike lanes/Sidewalk path	Yes	0.9
IW14E	Hwy 111	Indian Wells Western city limit (540 feet west of Village Center Dr)	Cook St	Sidewalk path	Yes	0.2
PD13E	Hovley Ln East	Cook St	Washington St	Bike Lanes	Yes	3.1
PD23E	Portola Ave	Shadow Mountain Dr	Mesa View Dr	Bike Lanes	Yes	2.1

Table 4-15. City of Indian Wells Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
FPCC	Freedom Park Community Connector (optional connector for Indian Wells)*	Whitewater River	Unspecified	Bike lanes/NEV lanes	Yes	0.9	$75,000
IW16	Left bank Whitewater River	Fred Waring Dr	Washington St	Bike path/NEV path	Yes	3.6	N/A (CV Link)
IW17	Cook St	Hwy 111	Fairway Dr	Bike lanes/NEV lanes	Yes	0.5	$39,600
IW18	Eldorado Dr	Hwy 111	640 feet north of Fairway Dr	Bike lanes/NEV lanes	No	0.4	$31,680
IW21	Warner Trail	Fred Waring Dr	Miles Ave	Bike route	Yes	0.4	$14,784
TGCC	Tennis Garden Community Connector (optional connector for Indian Wells)*	Tennis Garden	Miles Ave	Bike path/NEV path	Yes	0.2	$402,304
LQ23	Washington St	La Quinta Northern City Limit	Eisenhower Dr	Bike lanes	Yes	3.1	$245,520
PD61	Whitewater Channel	Magnesia Falls Dr	Fred Waring Dr	Bike path/NEV path	Yes	1.6	N/A (CV Link)
WSIW	Wayfinding Signage						$43,000
BPIW	Bicycle Parking Program						$250
						TOTAL	**$852,138**

*Planned regional active transportation project with assumed facility type for costing purposes.

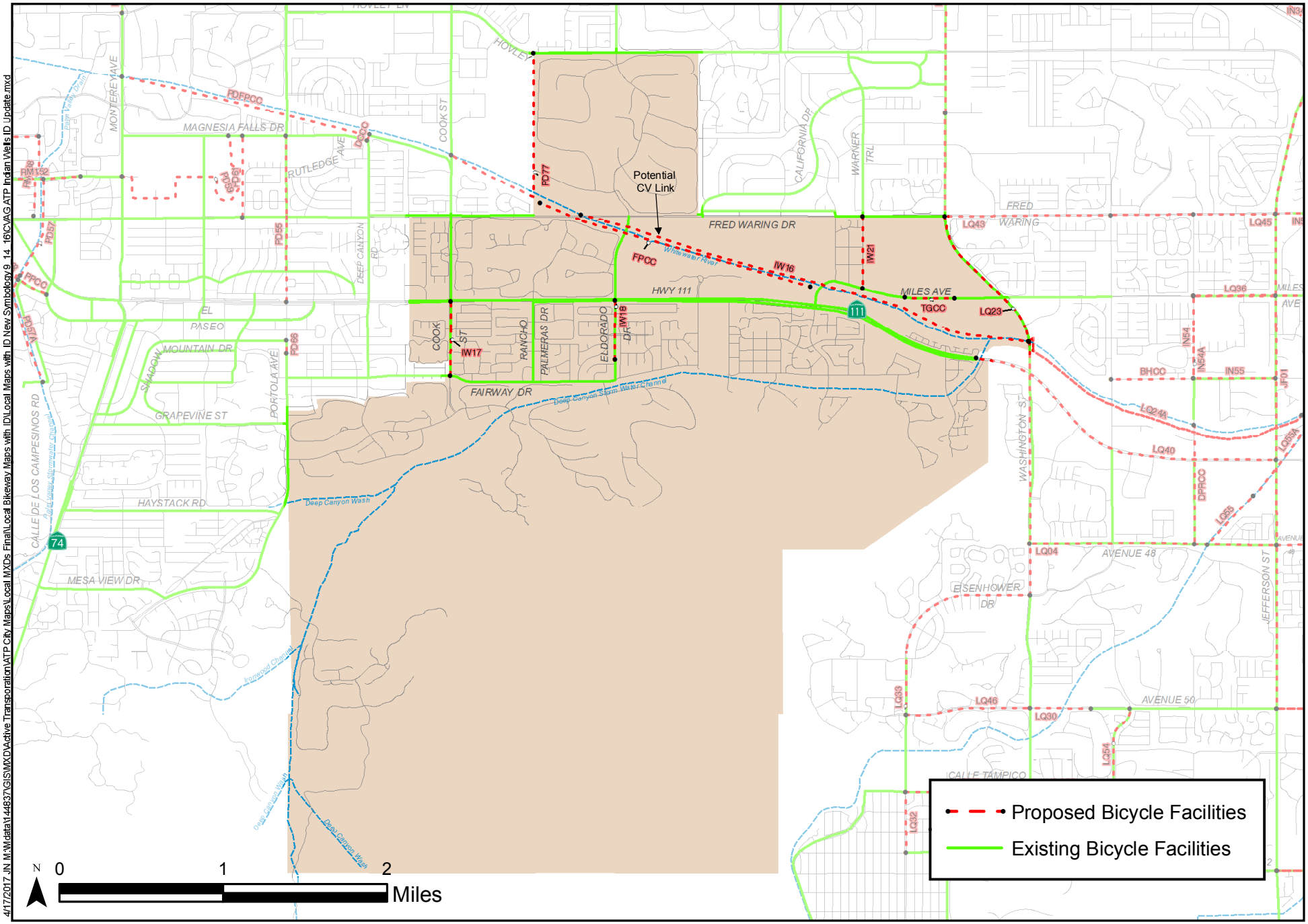


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Indian Wells Local Network

Figure 4-15



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See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Indian Wells
Local Network with ATP IDs

Figure 4-15a

Bicycle Parking

Existing

The City of Indian Wells has not identified any existing bicycle parking facilities.

Proposed

The City may put bike racks at City Hall.

The City of Indian Wells has no requirements for bicycle parking in new buildings, but will consider requirements in new commercial development.

Links to Other Transportation Modes

The City is served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient to use for the bicyclist. No transit stations or park-and-ride facilities currently exist in the city.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the city. These locations are presented in Table 4-16.

Table 4-16. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in Indian Wells

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
111/53	SR 111	Village Center Dr	253	EB	FS	Bike rack
111/53	SR 111	Village Center Dr	254	WB	NS	Bike rack
111	SR 111	Indian Wells Ln	544	EB	FS	Bike rack
111	SR 111	Indian Wells Ln	564	WB	FS	Bike rack

* Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

The City of Indian Wells has no requirements for bicycle amenities in new buildings.

Bicycle Safety Education and Police Enforcement

Indian Wells currently has no bicycle safety education program, but the City will seek funds for such a program.

Wayfinding Signage

The City will seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Funding for Bicycle Facilities

All existing bikeways were funded from the City's General Fund. The City of Indian Wells has a record of a bikeway project that took place in the early 1990s when an 8-foot-wide Class I bike path was constructed on the south side of State Route 111 between Cook Street and Manitou Drive, a distance of approximately 11,500 linear feet. SB 821 funds in the amount of $121,780 were received from RCTC for this two-phase project. As the City normally would provide half of the money, the total project cost was $243,560.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Maintenance Policies

The City of Indian Wells sweeps all streets weekly and follows a pavement management program for resurfacing streets. Sign replacement is on a three-year cycle, with signs replaced on an as-needed basis.

NEVs are not prohibited from using the sidewalks, but the sidewalks are not signed to allow for their use.

Other Related Policies

The City of Indian Wells General Plan was updated in 2013 with a Complete Streets approach. The City is currently working on an Americans with Disabilities Act (ADA) Transition Plan.

Future Financial Needs

The City of Indian Wells has the following future financial needs:

- Total proposed bikeways 10.8 miles
- Total proposed bikeways cost $808,888
- Bicycle parking program $250
- Wayfinding signage $43,000
- Total capital financial need $852,138
- Annual Class I bike path maintenance 0.0 miles, $0/year
- Safe Routes to School Program $50,000/year

Grant Reporting Policies

The City of Indian Wells follows specific reporting guidelines for each grant it receives.

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CITY OF INDIO

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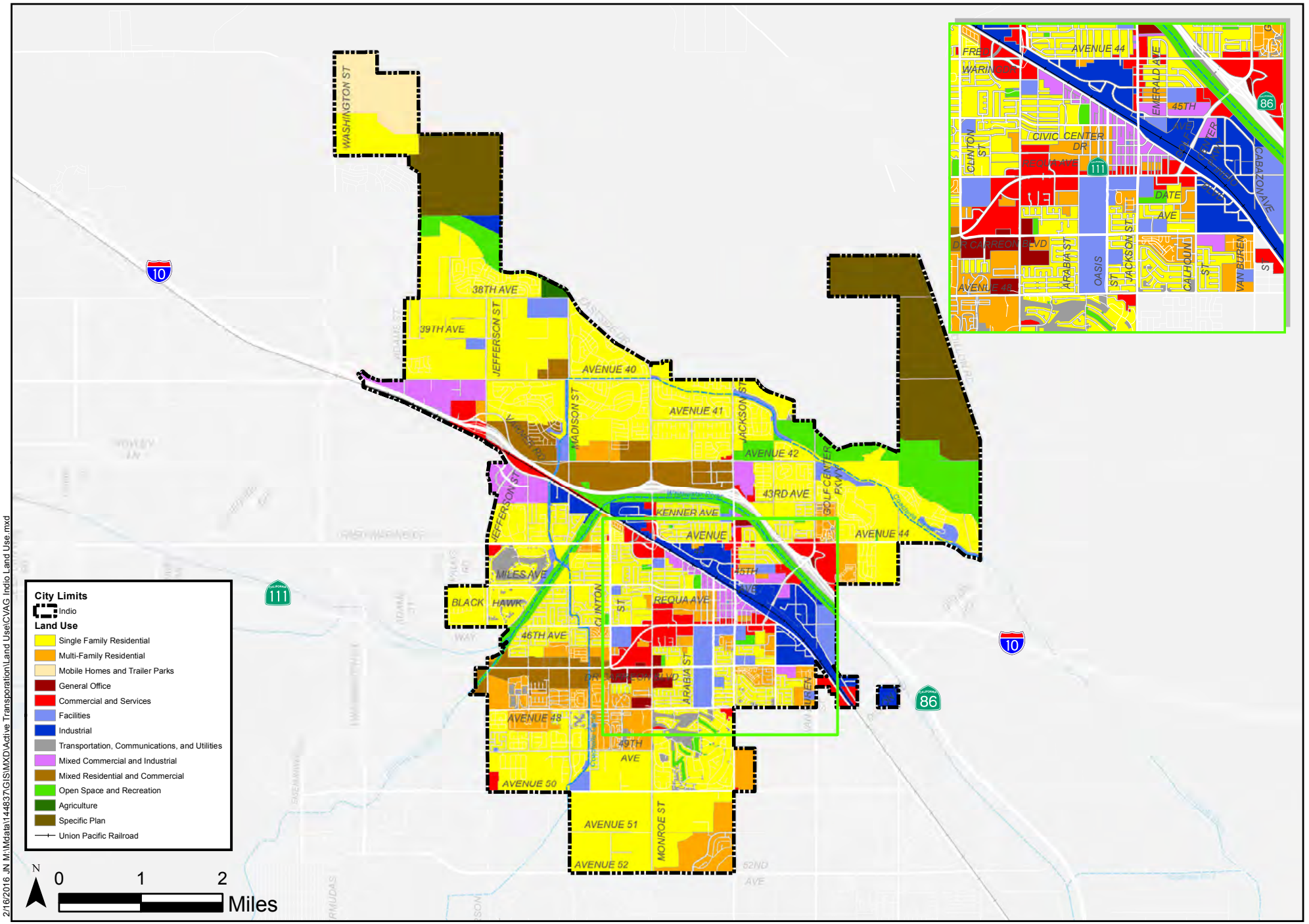
CITY OF INDIO BICYCLE PLAN

With a year 2015 population of 84,201 per the California Department of Finance, Indio is a residential and industrial city that has undergone much residential development over the past 20 years. The city has a developed grid network of arterial streets that connect to its two neighboring cities, La Quinta and Coachella, as well as to the surrounding unincorporated areas. The main arterial streets in the network include Jefferson, Monroe, and Jackson Streets, Avenues 42, 46, 48, and 50, State Route 111, Fred Waring Drive, Indio Boulevard, and Dillon Road. Most of Indio's destinations are located along the arterial street network.

Land Use

Figure 4-16 shows the current and future land use patterns in Indio. The city consists primarily of medium- and low-density residential with industrial uses being located along Indio Boulevard and the Southern Pacific rail corridor. Commercial office and retail uses are located along the SR 111 corridor, along Indio Boulevard, and on Jackson Street north of Interstate 10. Future commercial development is planned north of I-10, and residential development is planned in most other undeveloped areas that are not along the Indio Boulevard industrial corridor. The area in the northern part of the city that was recently annexed is currently shown as zoned for very low-density residential and agricultural uses.

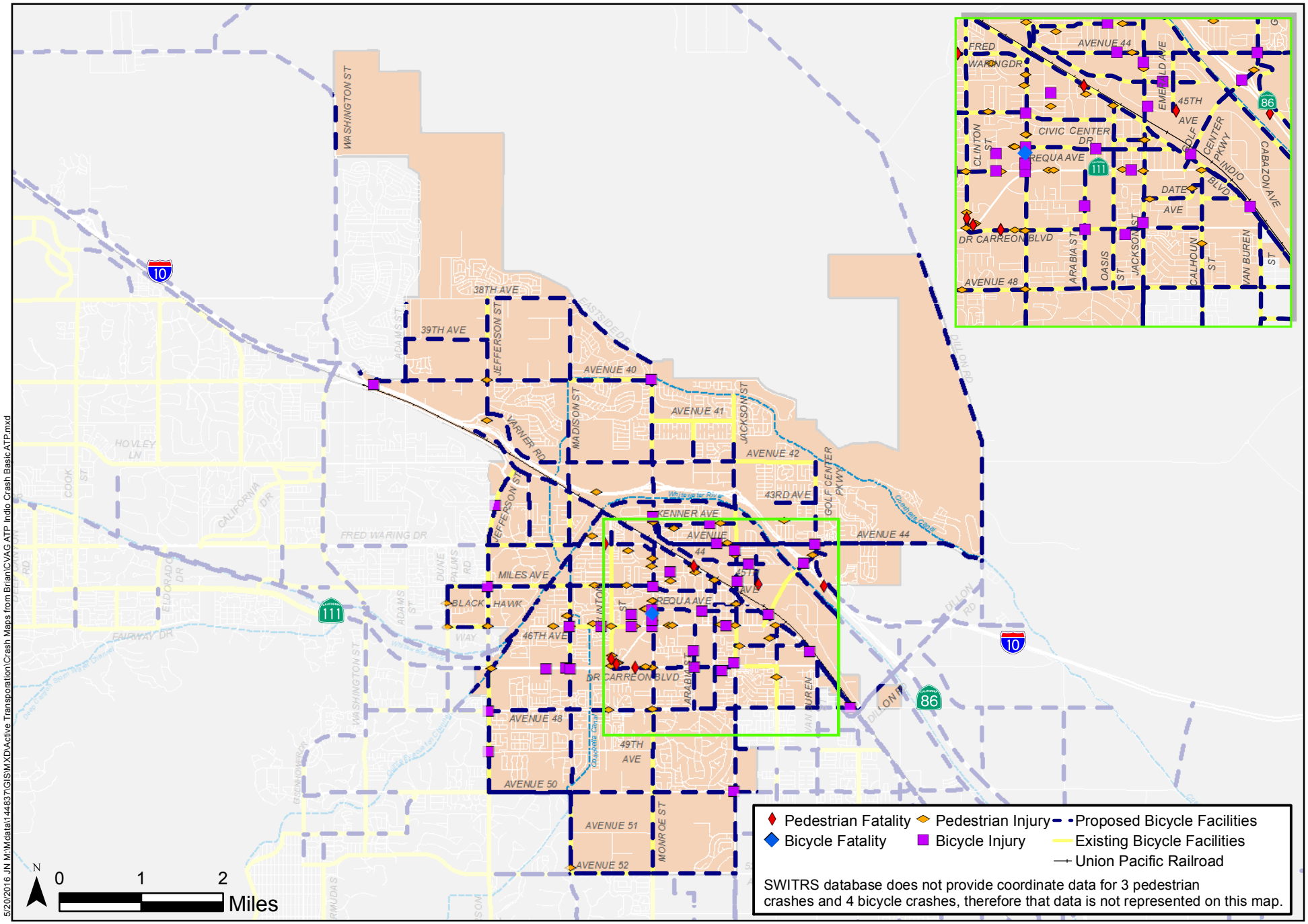


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Indio
Land Use

Figure 4-16



CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Indio Crash Map

Figure 4-17

Bikeways

Existing

Indio currently has several existing bikeways. They total 25.4 miles in length. Existing bikeways are listed in Table 4-17.

Proposed

The City of Indio has over 50 proposed bikeway projects to be included in this Plan, including top priority projects and other long-term projects. Table 4-18 lists the proposed projects. Project costs are based on past expenditures for bikeways throughout California and from feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

Figure 4-18 shows existing and proposed bikeways, bicycle parking, and amenities.

Table 4-17. City of Indio Existing Bikeways

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
IN01AE	Jefferson St	Indio Blvd.	Ave 50	Bike lanes	Yes	4.0
IN02E	Jefferson St (west side)	Ave 38	Ave 39	Bike path	Yes	0.5
IN03E	Madison St	Indio Blvd.	Fred Waring Dr	Bike lanes	Yes	0.6
IN04E	Madison St	Miles Ave	Hwy 111	Bike lanes	Yes	1.0
IN05E	Clinton St	Fred Waring Dr	Hwy 111	Bike lanes	No	1.5
IN06E	Monroe St	Ave 40	1000' N of Ave 42	Bike lanes	Yes	1.0
IN08E	Calhoun St	Doctor Carreon Blvd.	Ave 48	Bike lanes	Yes	0.5
IN09E	Ave 41	Monroe St	Jackson St	Bike lanes	No	1.0
IN10E	Ave 42	Jackson St	Golf Center Pkwy.	Bike lanes	Yes	1.0
IN11E	Doctor Carreon Blvd.	Bristol St	Calhoun St	Bike lanes	Yes	0.4
IN12E	Fred Waring Dr	600' E of Jefferson St	Madison St	Bike lanes	Yes	0.9
IN13E	Golf Center Pkwy.	Ave 42	Ave 43	Bike lanes	Yes	0.5
IN14E	Jackson St	1000' N of Ave 41	800' N of Ave 42	Bike lanes	Yes	0.5
IN15E	Jackson St	I-10	Whitewater River CV Link	Bike lanes	Yes	0.6
IN17E	Ave 40	Madison St	Monroe St	Bike lanes	Yes	1.0
IN18E	Ave 46	Madison St	Aladdin St	Bike lanes	Yes	0.8
IN19AE	Miles Ave	Dune Palms Rd	Clinton St	Bike lanes	Yes	2.0
IN20E	Gore St	Ave 41	1000' N of Ave 42	Bike lanes	No	0.3
IN21E	Golf Center Pkwy.	I-10	Hwy 111	Bike lanes	Yes	0.9
IN22E	Monroe St	Ave 48	Ave 52	Bike lanes	Yes	2.0
IN23E	Jackson St	Hwy 111	Dr Carreon Blvd	Bike lanes	Yes	0.5
IN87E	Madison St	Ave 50	Ave 52	Bike lanes	Yes	1.0
JK01E	Jackson St	Whitewater River	Ave 44	Bike lanes	Yes	0.4
LQ03E	Westward Ho Dr	Dune Palms Rd	Jefferson St	Bike lanes	Yes	0.5

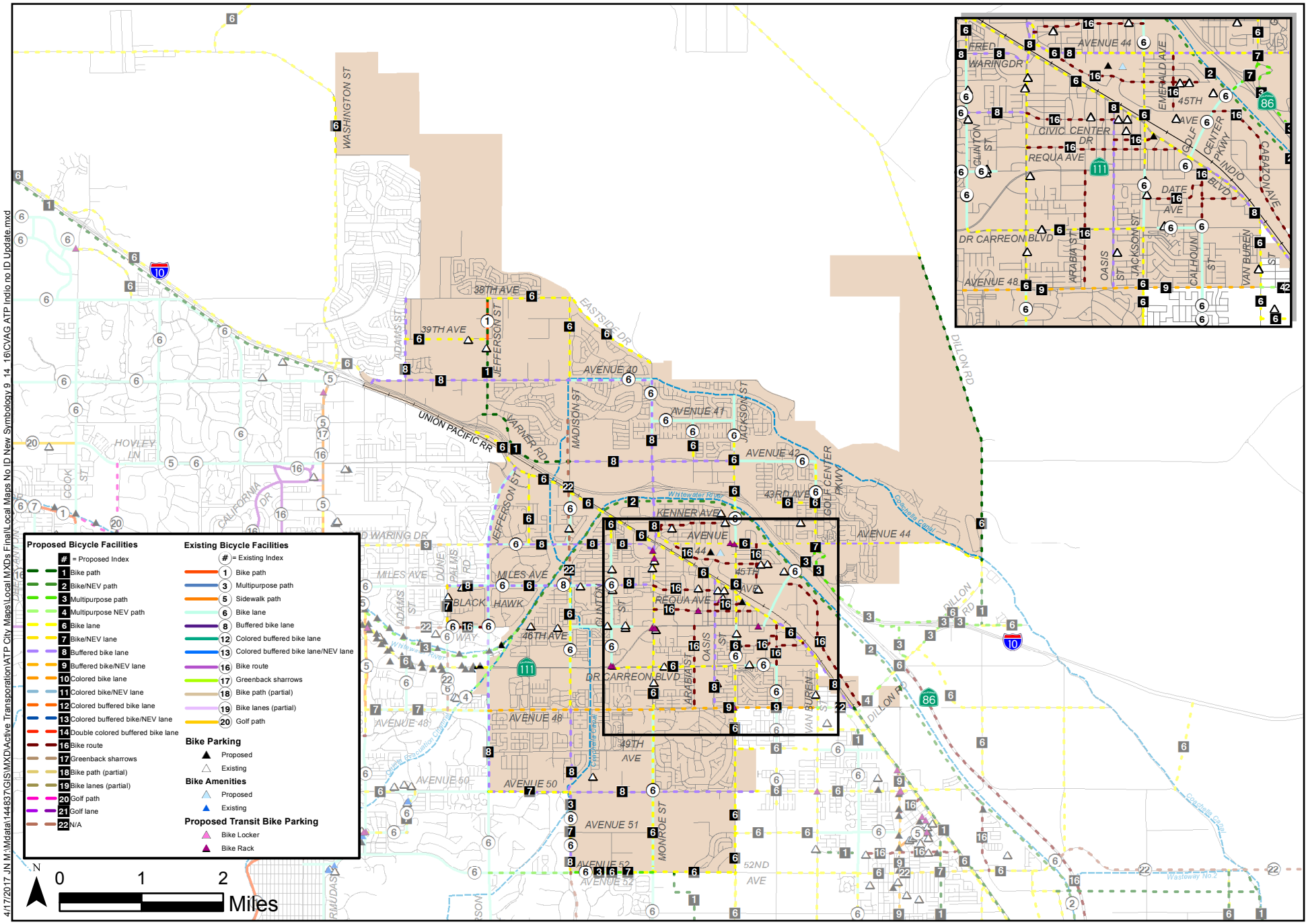
Table 4-18. City of Indio Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
CCCC	Madison St.*	Whitewater River	Miles Ave	Bike lanes/NEV lanes	Yes	1.7	$138,030
CGCPCC2	Golf Center Pkwy.*	I-10	Whitewater River	Bike lanes/NEV lanes	Yes	0.2	$13,464
GCPCC	Golf Center Pkwy.*	Indio Springs Dr	I-10	Bike lanes/NEV lanes (CV Link)	Yes	0.2	$15,840
IN29	Dillon Rd	Northern city limit (7450 feet south of Old Aqueduct Rd)	Ave 44	Bike Path	Yes	0.5	$506,880
IN30	Whitewater River	Western Indio city limits (800 feet east of Jefferson St)	Eastern Indio city limits (1340 feet east of Van Buren St)	Bike path/NEV path	Yes	5.6	N/A (CV Link)
IN31	Miles Ave	Clinton St	Monroe St	Buffered bike lanes	Yes	0.5	$50,160
IN32	Miles Ave	Dune Palms	Clinton St	Buffered bike lanes	Yes	2.0	$200,640
IN34	Indio Blvd.	Jefferson St	Dillon Rd	Bike lanes	Yes	5.1	$403,920
IN37	Jefferson St	Ave 38	Varner Rd	Bike path	Yes	1.4	$1,439,539
IN38	Monroe St	Ave 40	I-10 (CV Link)	Buffered bike lanes	Yes	1.5	$150,480
IN40	Monroe St	Whitewater River (CV Link)	Fred Waring Dr	Buffered bike lanes	Yes	0.6	$59,189
IN41	Monroe St	Fred Waring Dr	Ave 52	Bike lanes	Yes	4.0	$312,840
IN42	Jackson St	Desert Trace Way	Pacific Indio Shopping Center	Bike lanes	Yes	0.7	$51,480
IN43	Jackson St	Ave 44	Hwy 111	Bike lanes	No	1.0	$79,200
IN44	Jackson St	Dr Carreon Blvd	Ave 50	Bike lanes	Yes	1.5	$121,176
IN46	Jackson St	Ave 50	Ave 52	Bike lanes	Yes	1.0	$79,200
IN47	Oasis St	Indio Blvd.	Ave 48	Buffered bike lanes	Yes	1.6	$157,502
IN49	Civic Center Dr	Oasis St	Indio Blvd.	Bike route	Yes	0.4	$14,784
IN50	Requa Ave	Monroe St	Indio Blvd.	Bike route	Yes	1.3	$48,048
IN51	Fred Waring Dr	Jefferson St	Monroe St	Buffered bike lanes	Yes	1.0	$100,320
IN52	Ave 44	Monroe St	Harrison St	Buffered bike lanes	Yes	4.0	$401,280
IN52A	Ave 45	Monroe St	Harrison St	Bike lanes	Yes	3.2	$256,370
IN53	Gore St	Trace St	Ave 42	Bike lanes	No	0.4	$29,304
IN54A	Dune Palms Rd	Miles Ave	Westward Ho Dr	Bike lanes	Yes	0.5	$39,600
IN57	Ave 43	Calhoun St	Golf Center Pkwy.	Bike lanes	No	0.3	$23,760
IN58	Doctor Carreon Blvd.	Hwy 111	Jackson St	Bike lanes	Yes	1.5	$118,800
IN59	Clinton St	Indio Blvd.	Fred Waring Dr	Bike lanes	No	0.3	$26,136
IN60	Ave 39	Adams St	Jefferson St	Bike lanes	No	1.0	$79,200
IN62	Market St/ Dillon Ave	Ave 44	Emerald Ave	Bike route	No	1.3	$48,048
IN63	Palo Verde Ave	Ave 44	Ave 45	Bike route	No	0.5	$18,480
IN64	Ave 40/ Fifties Way	Varner Rd	Monroe St	Buffered bike lanes	Yes	3.5	$351,120
IN65B	Ave 50	Polo Grounds	Indio Eastern city limit (1010 feet east of Jackson St)	Buffered bike lanes	Yes	3.3	$331,056

Table 4-18, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
IN66	Varner Rd	Jefferson St	Thousand Palm Canyon Wash	Bike path	Yes	1.6	$1,571,328
IN67	Ave 42	400 Feet East of Madison St	Jackson St	Buffered bike lanes	Yes	1.9	$193,618
IN68	Ave 48	Jefferson St	Jackson St	Buffered Bike/NEV lane	Yes	3.0	$300,960
IN68A	Ave 48*	Bataan St	Dillon Rd	Bike lanes/NEV lanes	Yes	0.1	$3,960
IN69	Arabia St	Hwy 111	Ave 48	Bike route	Yes	1.0	$36,960
IN70	Golf Center Pkwy.	Ave 42	Ave 44	Bike lanes	Yes	1.0	$79,200
IN71	Golf Center Pkwy.	Ave 44	Indio Springs Dr	Bike lanes/NEV lanes	Yes	0.1	$7,920
IN72	Miles Ave	Monroe St	Oasis St	Bike route	Yes	0.8	$29,568
IN73	Ave 38	Jefferson St	Madison St	Bike lanes	No	1.0	$79,200
IN74	Adams St	Ave 38	Ave 40	Buffered bike lanes	No	1.0	$100,320
IN75	Madison St	Ave 38	Ave 40	Bike lanes	No	1.0	$79,200
IN76	Burr St	Indio Blvd.	Fred Waring Dr	Bike lanes	No	0.8	$63,360
IN77	Madison St	Miles St	Ave 48	Bike lanes	Yes	1.6	$122,760
IN79	Kenner Ave	Ave 44 (via Saguaro St/ Adobe Rd)	Jackson St	Bike route	No	1.0	$36,960
IN81	Ave 45/ Van Buren St/ Cabazon Rd	Golf Center Pkwy.	Dillon Rd	Bike route	Yes	1.9	$70,224
IN82	Date Ave	Jackson St	Indio Blvd.	Bike route	No	1.7	$62,832
IN83	Calhoun St	Hwy 111	Doctor Carreon Blvd.	Buffered bike lanes	Yes	0.5	$50,160
IN84	Van Buren St	Indio Blvd.	Ave 48	Bike lanes	Yes	0.5	$39,600
IN85	Ave 52	Monroe St	Jackson St	Bike lanes	Yes	1.0	$79,200
ISDCC	Indio Springs Dr*	Golf Center Pkwy.	Access Road along I-10	Bike lanes/NEV lanes	Yes	0.8	$63,360
ISDCC2	Access Road Along I-10*	Indio Springs Dr	Indio East City Limit	Bike lanes/NEV lanes	Yes	0.9	$73,656
JF01	Jefferson St	Indio Blvd	Ave 50	Buffered bike lanes	Yes	4.0	$401,280
LQ35B	Ave 52	Madison St	Monroe St	Bike lane	Yes	1.0	$79,200
LQ42B	Madison St	Ave 51	Ave 52	Buffered Bike Lanes	No	0.5	$50,160
LQ42C	Madison St	Ave 48	Ave 51/Polo Grounds	Buffered bike lanes	Yes	1.5	$150,480
LQ55A	La Quinta Evac Channel	Whitewater River	Indio West City Limit	Multipurpose path/NEV path	Yes	0.8	$1,022,208
NICC	Jackson St	Pacific Indio Shopping Center	I-10	Bike lanes	Yes	0.1	$7,920
NICC2	Jackson St*	I-10	Whitewater River	Bike lanes/NEV lanes	Yes	0.5	$36,750
SCCC	Channel*	Whitewater River	Extends north (not enough information in CV Conceptual Master Plan)	Bike path/NEV path	Yes	1.2	$2,023,760
IN55	Westward Ho Dr	Dune Palms Rd	Jefferson St	Bike route	Yes	0.5	$18,480
COA06	Dillon Rd	Ave 44	Harrison Pl	Bike lanes	Yes	1.5	$118,800
WSIN	Wayfinding Signage						$345,000
BPIN	Bicycle Parking Program						$50,000
						TOTAL	**$13,114,230**

*Planned regional active transportation project with assumed facility type for costing purposes.



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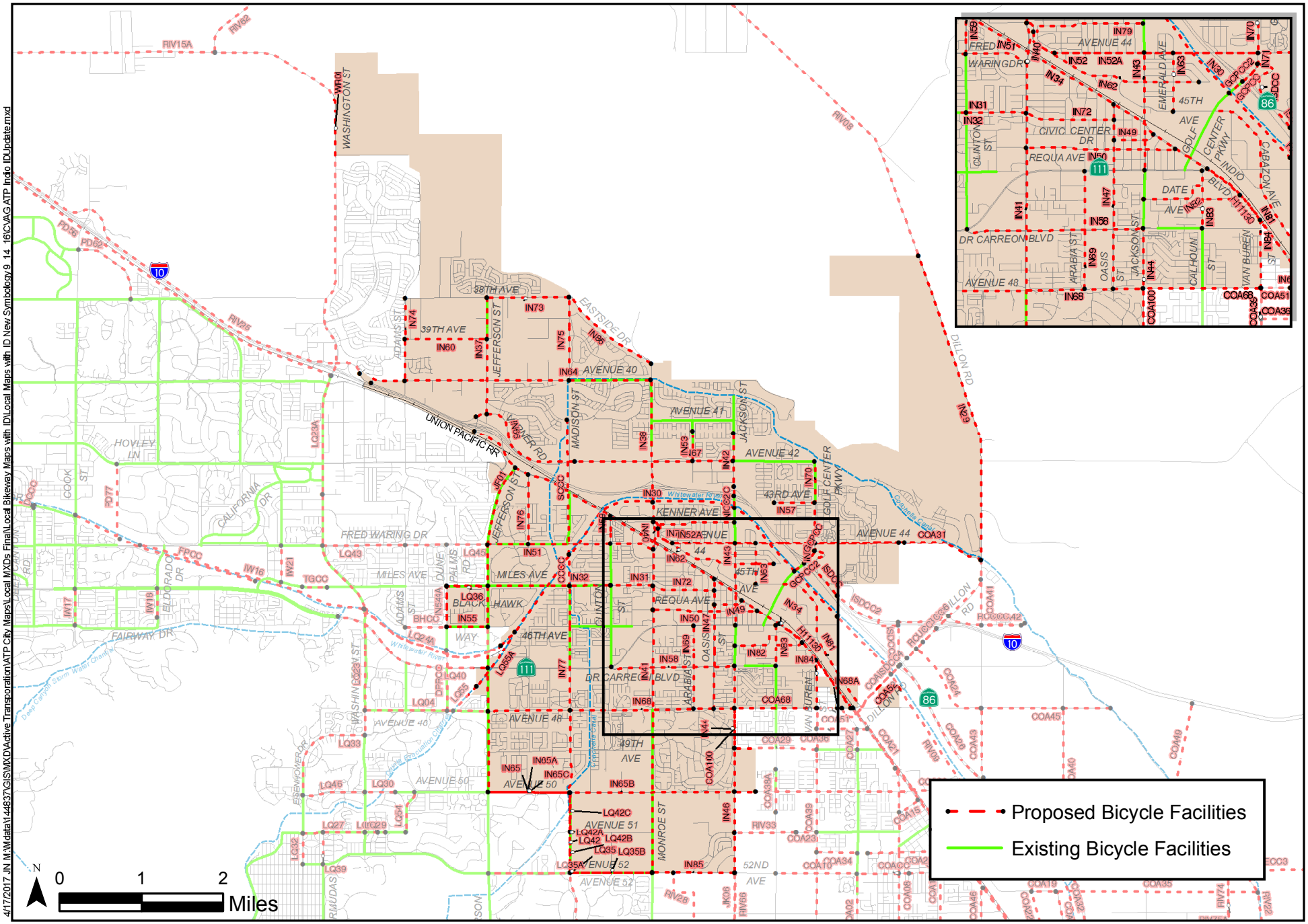
Source: County of Riverside, CVAG

CVAG ATP City of Indio Local Network

Figure 4-18



CVAG

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Indio
Local Network with ATP IDs

Figure 4-18a

Bicycle Parking

Existing

The city of Indio has identified locations where bicycle parking facilities exist. They are listed below.

- City Hall
- Indio Fashion Mall
- Riverside County Administrative Center
- City of Indio Teen Center
- Miles Avenue between Oasis Street and Towne Street, and between Towne Street and Smurr Street

Proposed

The City will add bicycle parking at:

- All parks
- The downtown transportation center
- Recreational District facilities

The City Planning Code requires bicycle parking at all new commercial development. This is also a standard condition of approval on each development project.

Links to Other Transportation Modes

Indio is served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient to use for the bicyclist. An Amtrak and Greyhound multimodal transit station is planned on Indio Boulevard near Jackson Street. No park-and-ride facilities currently exist in the city or are planned in the future.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the city. These locations are presented in Table 4-19.

Table 4-19. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in Indio

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
111/ 80	SR 111	Dr. Carreon Blvd	93	EB	MB	Bike rack
111	SR 111	Monroe St.	100	WB	MB	Bike rack
80/54	Monroe St	Hoover St	107	NB	FS	Bike rack
80/54/ 81	Monroe St	Fred Waring Dr	321	SB	FS	Bike rack
81/ 111	SR 111	Clinton St	333	WB	MB	Bike rack
80	Ave 48	Jackson St	374	WB	FS	Bike rack
111	SR 111	Monroe St	550	EB	FS	Bike rack
81	Ave 44	Jackson St	790	WB	FS	Bike rack
54/80/ 81/ 90/91/ 95/ 111	SR 111	Flower St	835	EB	FS	Bike rack

* Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

There are currently no bicycle commuter–related showers or clothing lockers. The City will add amenities at a new park between Market Street, Avenue 44, and Dillon Avenue.

The City will add showers and clothing lockers downtown.

The City also has a Transportation Demand Management (TDM) ordinance that provides credit to developers that preserve 2 percent of the gross floor area for showers and clothing lockers, as one of 26 TDM options.

Bicycle Safety Education and Police Enforcement

The Riverside County Department of Public Health won a Riverside County Safe Routes to School plan grant of $500,000 to provide bicycle and pedestrian safety education at 15 public schools in Indio. The grant will be used for:

- Walk audits and reporting
- Bicycle and pedestrian safety
- Bike skills and maintenance

The program started in federal Fiscal Year 2015 and will continue until 2017. The City will continue to apply for funds to operate these programs.

The Coachella Valley Community Trust funds bicycle safety education that is delivered by the City Police Department. The Police Department hands out bicycle safety information at events, festivals, neighborhood watch meetings, and other community meetings. If requested by a school or other community organization, the Police Traffic Team has a bicycle safety presentation that they give. The Police Department also posts bicycle safety information on the department website. The Police Department's education outreach is expected to continue indefinitely.

The City will apply for grant funding for Safe Routes to School programs.

Wayfinding Signage

The City will seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Funding for Bicycle Facilities

New bikeways have been incorporated into other street projects, along with regular maintenance.

The Riverside County Department of Public Health won a Riverside County Safe Routes to School plan grant of $500,000 to provide bicycle and pedestrian safety education at public schools in Indio.

Maintenance Policies

The City of Indio restripes roadways annually and sweeps major roadways twice a month. The City replaces signs and lighting when needed.

Street Maintenance spends $24,000 per year citywide on striping 190,000 linear feet of 6-inch white paint and 120 legends. Sign replacement costs about $800 per month. There is no special sweeping of bike lanes. Total estimated operations and maintenance is $33,600 per year for 36 miles of bike and golf cart lanes.

Other Related Policies

The City of Indio is currently undergoing a General Plan update, including the Circulation Element. This update will be prepared with Complete Streets principles.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of Indio has the following future financial needs:

- Total proposed bikeways 86.2 miles
- Total proposed bikeways cost $12,719,230
- Bicycle parking program $50,000
- Wayfinding signage $345,000
- Total capital financial need $13,114,230
- Annual Class I bike path maintenance budget 3.5 miles, $35,000/year
- Safe Routes to School Program $50,000/year

Grant Reporting Policies

The City of Indio follows specific reporting guidelines for each grant it receives.

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CITY OF LA QUINTA

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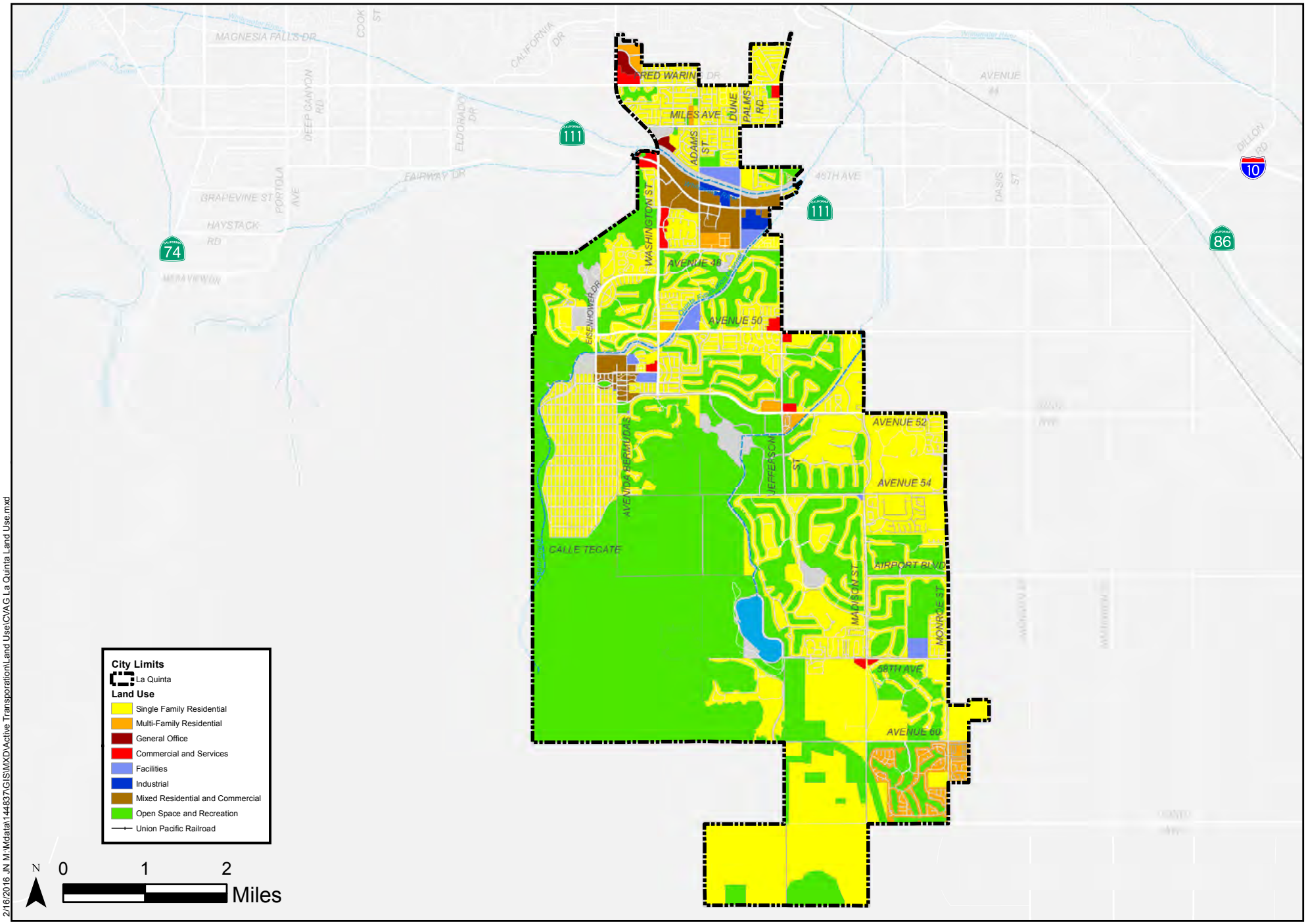
CITY OF LA QUINTA BICYCLE PLAN

With a year 2015 population of 39,694 per the California Department of Finance, La Quinta is a residential and resort city in the southern portion of the Coachella Valley. The city has a grid network of arterial streets that connect to its neighboring cities: Indio, Indian Wells, and Coachella. The main arterial streets in the network include Fred Waring Drive, Miles Avenue, State Route 111, Avenues 48, 50, and 52, and Washington, Madison, and Jefferson Streets. Most of La Quinta's destinations are located along the arterial street network.

Land Use

Figure 4-19 shows the current and future land use patterns in a Quinta. The city consists primarily of low- and medium-density residential, commercial, and golf resort land uses. Most of the retail and office commercial uses are located along or near SR 111. A new retail center, called the Village District, has been built near the Civic Center. Medium-density residential is located in La Quinta Cove in the west part of the city, and many golf course communities are located in the central and southern parts of La Quinta. Undeveloped areas are currently zoned for low-density residential in the valley areas and agricultural or open space in the hills.



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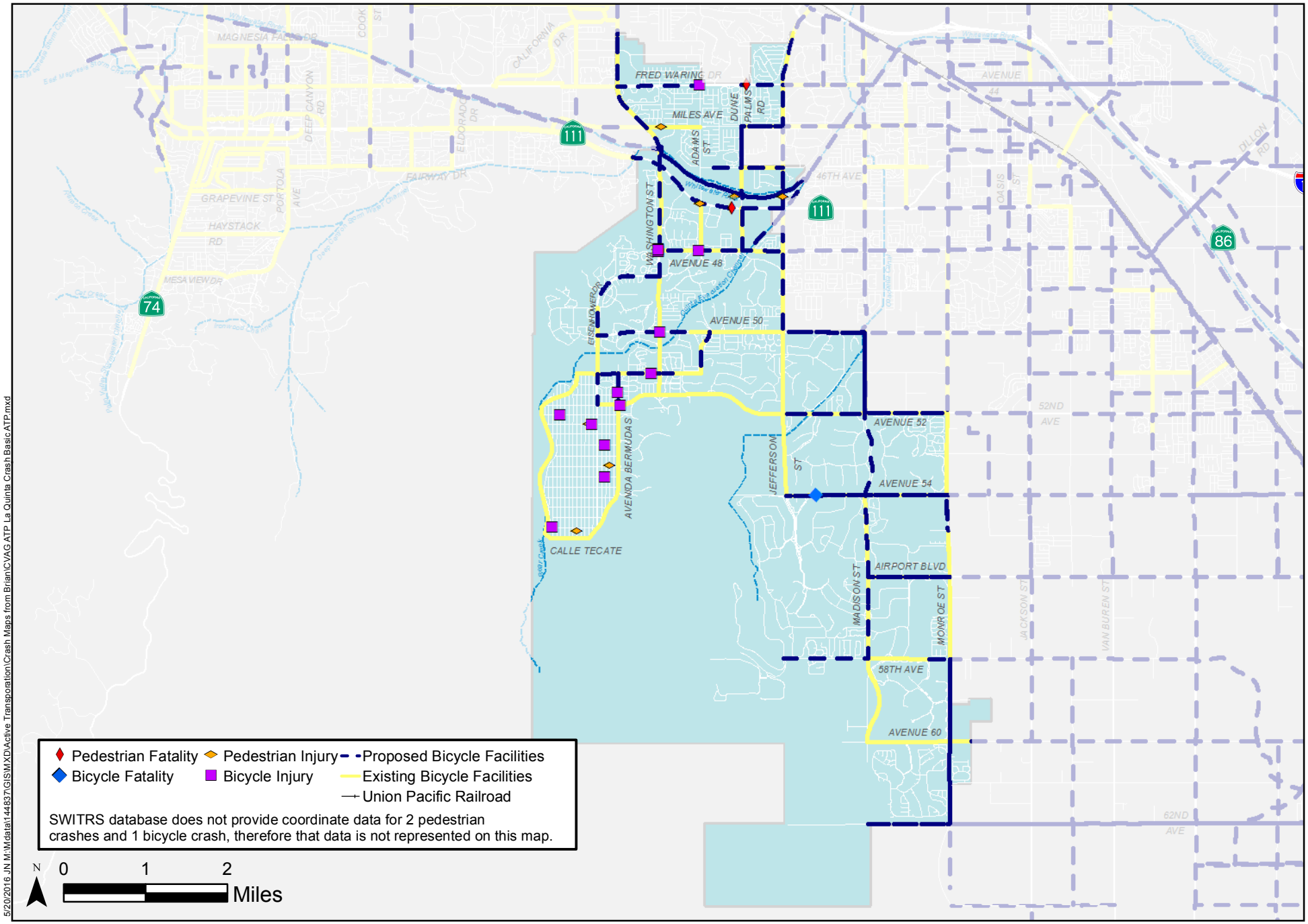
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of La Quinta
Land Use

Figure 4-19



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CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of La Quinta Crash Map

Figure 4-20

Bikeways

Existing

La Quinta's existing bikeways total 34 miles in length. Existing facilities are listed in Table 4-20.

Proposed

Table 4-21 lists the proposed bikeway projects in this Plan for the City of La Quinta. Project costs are based on past expenditures for bikeways throughout California and from feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

Figure 4-21 shows existing and proposed bikeways, bicycle parking, and amenities.

Table 4-20. City of La Quinta Existing Bikeways

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
AV5201E	Ave 52	Eisenhower Dr	Monroe St.	Bike lanes	Yes	2.3
LQ01E	Bear Creek Trail	Eisenhower Dr	Calle Tecate	Bike path	No	2.7
LQ02E	Miles Ave	Washington St to Adams St	Dune Palms Rd to Jefferson St	Bike lanes	Yes	1.2
LQ03E	Westward Ho Dr	Dune Palms Rd	Jefferson St	Bike lanes	Yes	0.5
LQ04E	Ave 48	Washington St	Jefferson St	Bike lanes	Yes	1.5
LQ05E	Ave 50	1240 feet west of Park Ave	Jefferson St	Bike lanes	Yes	1.0
LQ06E	Calle Tampico	Eisenhower Dr	Washington St	Bike lanes	Yes	0.8
LQ07E	Calle Tampico	Washington St	Park Ave	Bike lanes	Yes	0.6
LQ09E	Ave 54	Jefferson St	Monroe St	Bike lanes	Yes	2.0
LQ10E	Airport Blvd	Madison St	Monroe St	Bike lanes	Yes	1.0
LQ11E	Ave 58	Madison St	Almonte Dr	Bike lanes	Yes	0.7
LQ12E	Ave 60	Madison St	La Quinta Eastern city limit (630 feet east of Wyndemere Way)	Bike lanes	Yes	1.0
LQ13E	Calle Tecate/ Avenida Bermudas	Avenida Madero	Calle Sinaloa	Bike lanes	No	2.2
LQ14E	Washington St	Eisenhower Dr	Ave 52	Bike lanes	Yes	1.5
LQ15E	Eisenhower Dr	Avenida Fernando	Calle Tampico	Bike lanes	Yes	0.8
LQ16E	Park Ave	Ave 50	Calle Tampico	Bike lanes	No	0.5
LQ17E	Adams St	Hwy 111	Ave 48	Bike lanes	Yes	0.6
LQ18AE	Dune Palms Rd	Westward Ho Dr	Whitewater River	Bike lanes	Yes	0.3
LQ18BE	Dune Palms Rd	Hwy 111	Ave 48	Bike lanes	Yes	0.5
LQ19E	Jefferson St	Ave 50	Ave 54	Bike lanes	Yes	4.8
LQ20E	Madison St	Ave 52	Ave 60	Bike lanes	Yes	4.1
LQ21E	Monroe St	Ave 52	Ave 54	Bike lanes	Yes	1.0
LQ22E	Monroe St	Mountain View Ln.	Ave 58	Bike lanes	Yes	1.6
IN01AE	Jefferson St	Indio Blvd.	Ave 50	Bike lanes	Yes	4.0

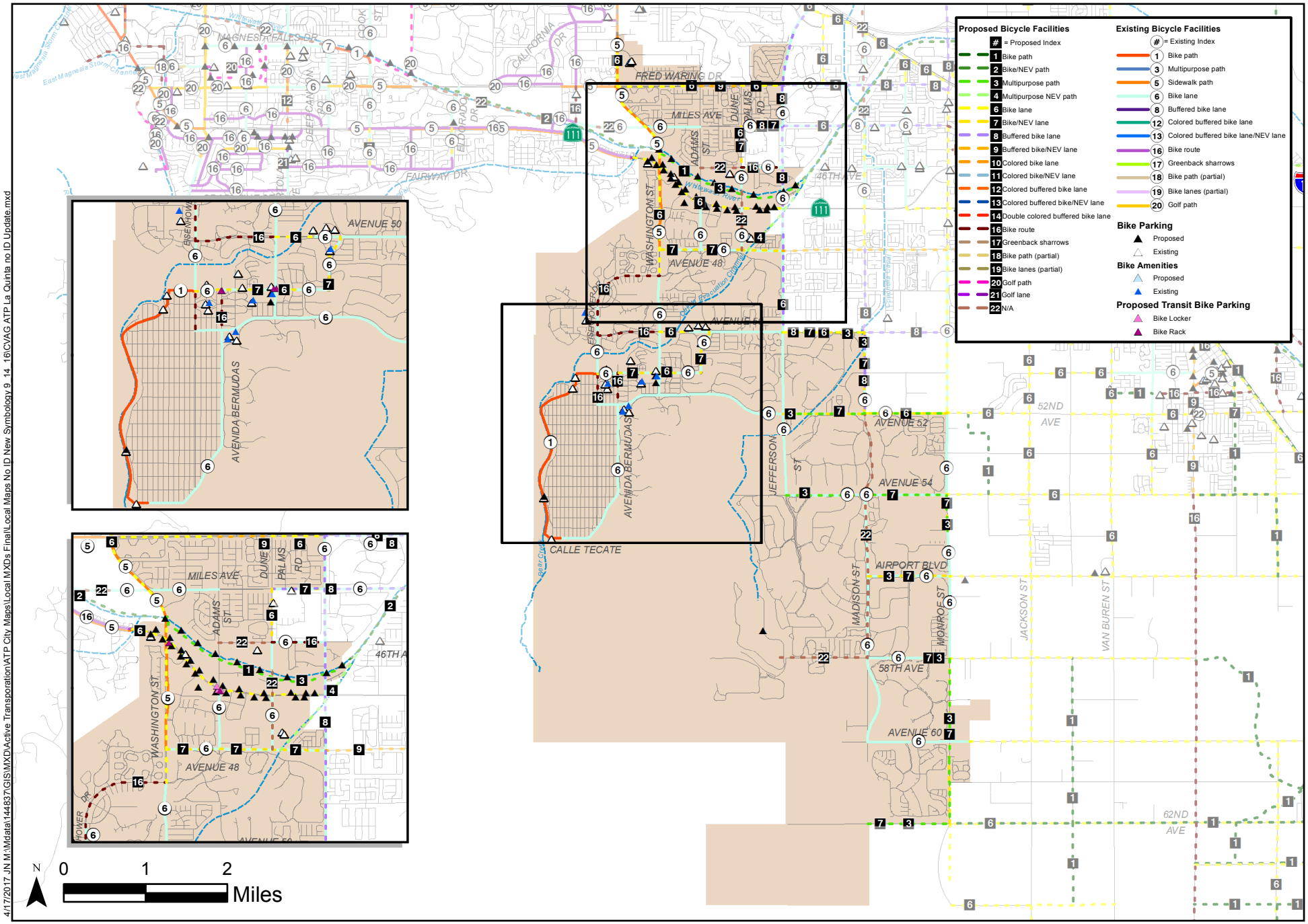
Table 4-21. City of La Quinta Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
IN54	Dune Palms Rd	Miles Ave	Westward Ho Dr	Bike lanes/NEV lanes	Yes	0.5	$39,600
IN55	Westward Ho Dr	Dune Palms Rd	Jefferson St	Bike route	Yes	0.5	$18,480
IN65	Ave 50	Jefferson St	Madison St	Bike lanes/NEV lanes	Yes	1.0	$79,200
IN65A	Ave 50	Jefferson St	Madison St	Multipurpose Path	Yes	1.0	$1,292,544
LCCC	Ave 58*	Madison St	Lake Cahuilla	Bike lanes/NEV lanes	Yes	1.1	$87,120
LQ04	Ave 48	Washington St	Jefferson St	Bike lanes/NEV lanes	Yes	1.5	$118,800
LQ23	Washington St	La Quinta Northern City Limit	Eisenhower Dr	Bike lanes	Yes	3.1	$245,520
LQ24A	South bank Whitewater River	West City Limits	East City Limits	Multipurpose path	Yes	1.9	N/A (CV Link)
LQ24B	South bank Whitewater River	West City Limits	East City Limits	Bike path	Yes	1.9	N/A (CV Link)
LQ27	Calle Tampico	Eisenhower Dr	Washington St	Bike lanes/NEV lanes	Yes	0.8	$63,360
LQ28	Calle Tampico	Washington St	Calle Quito	Bike lanes	Yes	0.1	$7,920
LQ29	Calle Tampico	Calle Quito	Calle Rondo	Bike lanes/NEV lanes	Yes	0.2	$15,840
LQ30	Ave 50	Washington St	1240 feet west of Park Ave	Bike lanes	Yes	0.6	$47,520
LQ32	Eisenhower Dr	Calle Tampico	Calle Sinaloa	Bike route	Yes	0.4	$14,784
LQ33	Eisenhower Dr	Washington St	Avenue 50	Bike route	Yes	1.0	$36,960
LQ35	Ave 52	Jefferson St	Monroe St	Bike lanes/NEV lanes	Yes	2.0	$158,400
LQ35A	Ave 52	Jefferson St	Monroe St	Multipurpose path	Yes	2.0	$2,585,088
LQ36	Miles Ave	Dune Palms Rd	Jefferson St	Bike lanes/NEV lanes	Yes	0.5	$39,600
LQ39	Avenida Bermudas (Southbound only)	Calle Tampico	Calle Sinaloa	Bike route	No	0.4	$14,784
LQ40	Hwy 111	La Quinta Western city limit (Brad Ryland Dr)	La Quinta Eastern city limit (Jefferson St)	Bike lanes	Yes	1.7	$134,640
LQ42	Madison St	Ave 50	Entrance to Polo Grounds at south terminus of trail	Multipurpose Path	Yes	0.5	$646,272
LQ42A	Madison St	Ave 50	Entrance to Polo Grounds at south terminus of trail	Bike lanes/NEV lanes	Yes	0.5	$39,600
LQ43	Fred Waring Dr	Washington St	Adam St	Bike lanes	Yes	1.0	$79,200
LQ44	Fred Waring Dr (Southbound Only)	Adam St	Dune Palms Rd	Buffered bike lanes/NEV lanes	Yes	0.5	$50,160
LQ45	Fred Waring Dr	Dune Palms Rd	Jefferson St	Bike lanes	Yes	0.5	$39,600
LQ46	Ave 50	Eisenhower Dr	Washington St	Bike route	Yes	0.8	$29,568
LQ47	Ave 54	Jefferson St	Monroe St	Bike lanes/NEV lanes	Yes	2.0	$158,400
LQ47A	Ave 54	Jefferson St	Monroe St	Multipurpose path	Yes	2.0	$2,585,088
LQ48	Airport Blvd	Madison St	Monroe St	Multipurpose path	Yes	1.0	$1,292,544
LQ48A	Airport Blvd	Madison St	Monroe St	Bike lanes/NEV lanes	Yes	1.0	$79,200
LQ49	Ave 58	Almonte	Monroe St	Bike lanes/NEV lanes	Yes	0.3	$23,760
LQ49A	Ave 58	Almonte	Monroe St	Multipurpose path	Yes	0.3	$387,763

Table 4-21, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
LQ51	Ave 62	Madison St	Monroe St	Bike lanes/NEV lanes	Yes	1.0	$79,200
LQ51A	Ave 62	Madison St	Monroe St	Multipurpose path	Yes	1.0	$1,292,544
LQ52	Monroe St	Ave 54	Mountain View Ln.	Bike lanes/NEV lanes	Yes	0.5	$39,600
LQ52A	Monroe St	Ave 54	Mountain View Ln.	Multipurpose path	Yes	0.5	$646,272
LQ53	Monroe St	Ave 58	Ave 62	Bike lanes/NEV lanes	No	2.0	$158,400
LQ53A	Monroe St	Ave 58	Ave 62	Multipurpose path	No	2.0	$2,585,088
LQ54	Park Ave	Ave 50	Calle Tampico	Bike lanes/NEV lanes	No	0.5	$39,600
LQ55	La Quinta Evac Channel	La Quinta East City Limit	Ave 48	Multipurpose path/NEV path	Yes	0.4	$556,723
BHCC	Blackhawk Way*	Adams St	Dune Palms Rd	Bike lanes/NEV lanes	No	0.5	$42,225
MCC	Madison St*	Ave 52	Ave 58	Bike lanes/NEV lanes	Yes	3.0	$237,600
DPRCC	Dune Palms Rd*	Ave 48	Whitewater River	Bike lanes/NEV lanes	No	0.2	$18,750
JF01	Jefferson St	Indio Blvd	Ave 50	Buffered bike lanes	Yes	4.0	$401,280
WSLQ	Wayfinding Signage						$193,000
BPLQ	Bicycle Parking Program						$25,000
						TOTAL	**$16,726,597**

*Planned regional active transportation project with assumed facility type for costing purposes.



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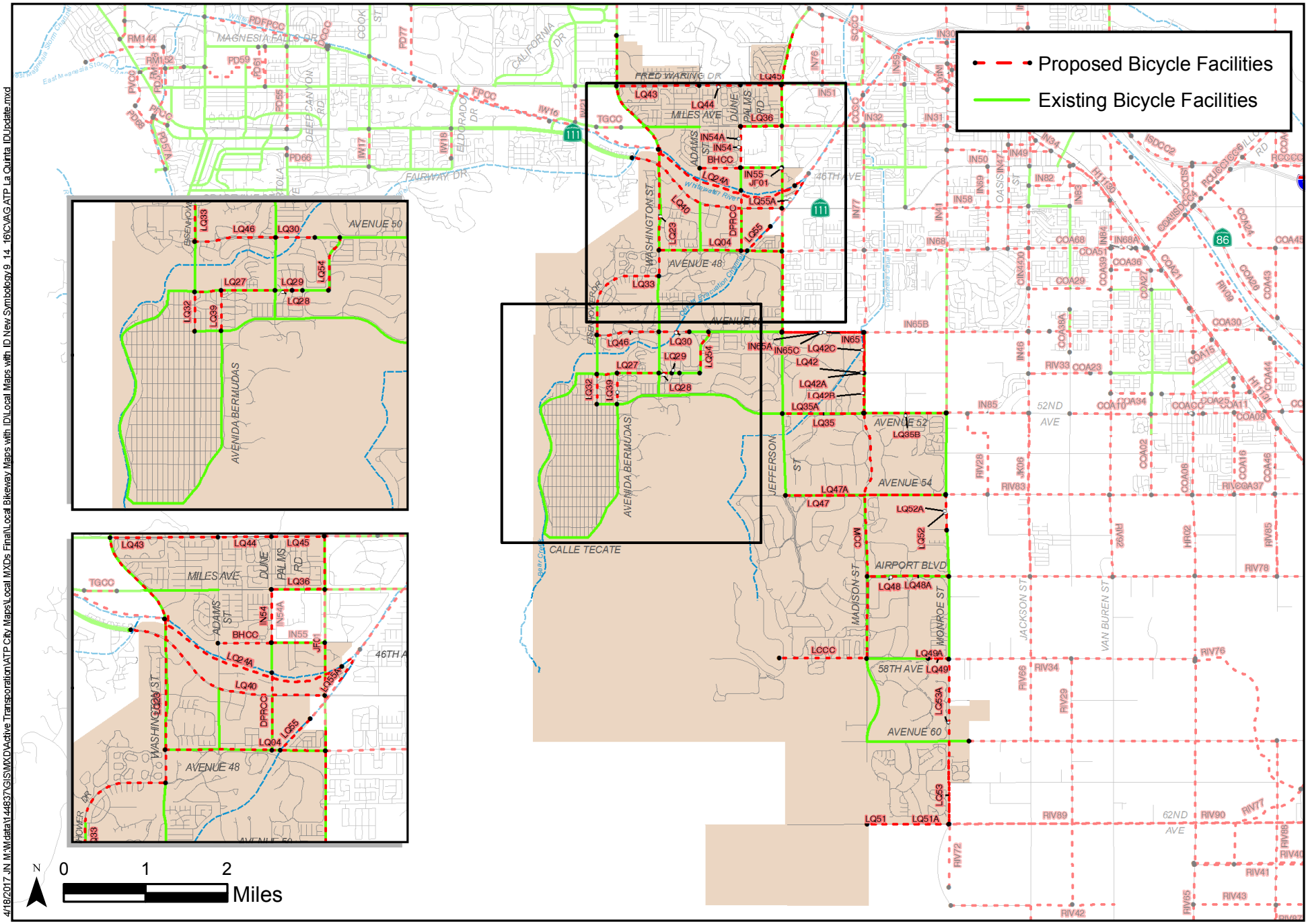
Source: County of Riverside, CVAG

CVAG ATP City of La Quinta Local Network

Figure 4-21



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See CVAG ATP Chapter 5
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of La Quinta
Local Network with ATP IDs

Figure 4-21a

Bicycle Parking

Existing

The City of La Quinta has identified the following locations of existing bicycle parking facilities:

- Boys and Girls Club of the Coachella Valley
- La Quinta Village District
- One Eleven La Quinta shopping center
- La Quinta Plaza shopping center
- Most major shopping centers along State Route 111
- La Quinta Resort and Club
- Riverside County Fire Department
- Library
- Sports complex at the end of Park Avenue
- La Quinta Park
- Fritz Burns Park
- La Quinta Museum
- All schools
- Four rest stops along Bear Creek path
- The Wellness Center (formerly La Quinta Senior Center)

Proposed

La Quinta Municipal Code Section 9.50.160 requires bicycle racks at new nonresidential developments. The requirements vary according to land use.

Specific locations for proposed bicycle parking include the following:

- City Hall
- CV Link
- Fred Wolff Bear Creek Nature Preserve (Avenida Montezuma and Calle Chillon)
- Shopping centers along State Route 111

Links to Other Transportation Modes

The City is served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient for bicyclists to use. No transit stations or park-and-ride facilities currently exist in the city or are planned in the future.

Bike racks and/or bike lockers proposed by SunLine Transit at selected bus stop locations in the city are presented in Table 4-22.

Table 4-22. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in La Quinta

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
70	Adams St	SR 111	84	SB	FS	Bike locker
70	Avenida Bermudas	Calle Tampico	87	NB	NS	Bike rack
70	Avenida Bermudas	Calle Tampico	88	SB	FS	Bike rack
70	Washington St	Calle Tampico	298	NB	FS	Bike rack
111	SR 111	Washington St	547	EB	FS	Bike rack
111	SR 111	Adams St	561	WB	FS	Bike locker
111	SR 111	Adams St	571	EB	FS	Bike locker
70	Calle Tampico	Washington St	869	WB	FS	Bike rack
70	Adams St	SR 111	891	NB	NS	Bike rack

* Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

The following four locations have been identified that provide showers and clothing lockers for employees and/or patrons:

- Boys and Girls Club of the Coachella Valley
- La Quinta Resort and Club
- Riverside County Fire Department
- La Quinta Fitness Center
- City Hall
- The Wellness Center
- Fritz Burns Pool

La Quinta also has a Transportation Demand Management (TDM) ordinance that requires developers to preserve 2 percent of gross floor area for showers and clothing lockers.

Bicycle Safety Education and Police Enforcement

The City of La Quinta Police Department holds an annual bicycle safety fair for youth.

Wayfinding Signage

The City has wayfinding signs for the Village and intends to add wayfinding signs to direct people to, from, and along the CV Link.

Past Expenditures for Bicycle Facilities

All existing bike lanes have been constructed from development exactions. Some trails, such as the Bear Creek Trail, have used a variety of public funds.

Maintenance Policies

The City updates the pavement management plan every five years. The City applies a pavement management index (PMI) that shows the results of reflectometer tests assessing reflectivity. The City prioritizes repaving according to this index and repaves as needed. All bikeways are repaved and restriped as part of the street. The City also replaces signs as needed.

Other Related Policies

The City has an Americans with Disabilities Act (ADA) Transition Plan and is looking into partnering with the school district to create a Safe Routes to School (SRTS) Plan.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of La Quinta has the following future financial needs:

- Total proposed bikeways 48.3 miles
- Total proposed bikeways cost $16,508,597
- Bicycle parking program $25,000
- Wayfinding signage $193,000
- Total capital financial need $16,726,597
- Annual Class I bike path maintenance budget 1.9 miles, $19,000/year
- Safe Routes to School Program $50,000/year

Grant Reporting Policies

The City follows specific reporting guidelines for each grant it receives.

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CITY OF PALM DESERT

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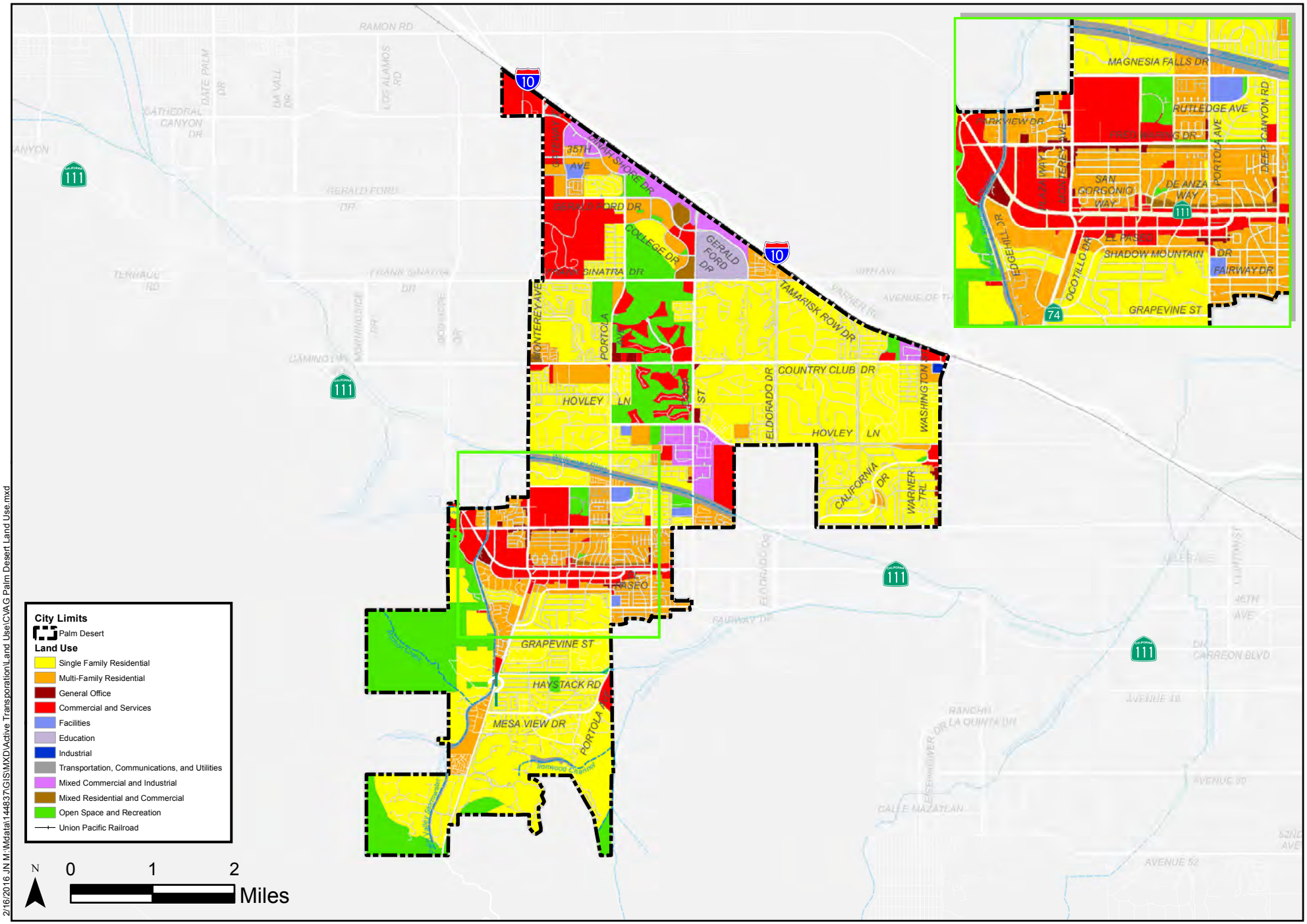
CITY OF PALM DESERT BICYCLE PLAN

With a year 2015 population of 51,053 per the California Department of Finance, Palm Desert is a multifaceted community with College of the Desert, regional retail, government agency, residential, and resort uses. The city has a grid network of arterial streets that connect to its two neighboring cities, Rancho Mirage and Indian Wells, as well as to the surrounding unincorporated areas, such as Bermuda Dunes and Thousand Palms. The main arterial streets in the network include Gerald Ford, Frank Sinatra, and Fred Waring Drives, Hovley Lane, Monterey and Portola Avenues, Cook Street, and State Routes 111 and 74. Most of Palm Desert's destinations lie along the arterial street network.

Land Use

Figure 4-22 shows the current and future land use patterns in Palm Desert. The city consists of low-density residential, civic buildings, regional retail centers, and resort uses, with most of the commercial uses located along State Route 111, Monterey Avenue, and El Paseo. Some industrial uses are located along Cook Street. College of the Desert is adjacent to the civic center and enrolls students from around the Coachella Valley. Palm Desert also has art galleries and the Living Desert Reserve. Future industrial and commercial development is planned near Interstate 10 in the north of the city, and residential development is planned for the north central and eastern areas of Palm Desert. The University of California, Riverside, and California State University, San Bernardino, have extension campuses at the intersection of Cook Street and Gerald Ford Drive.



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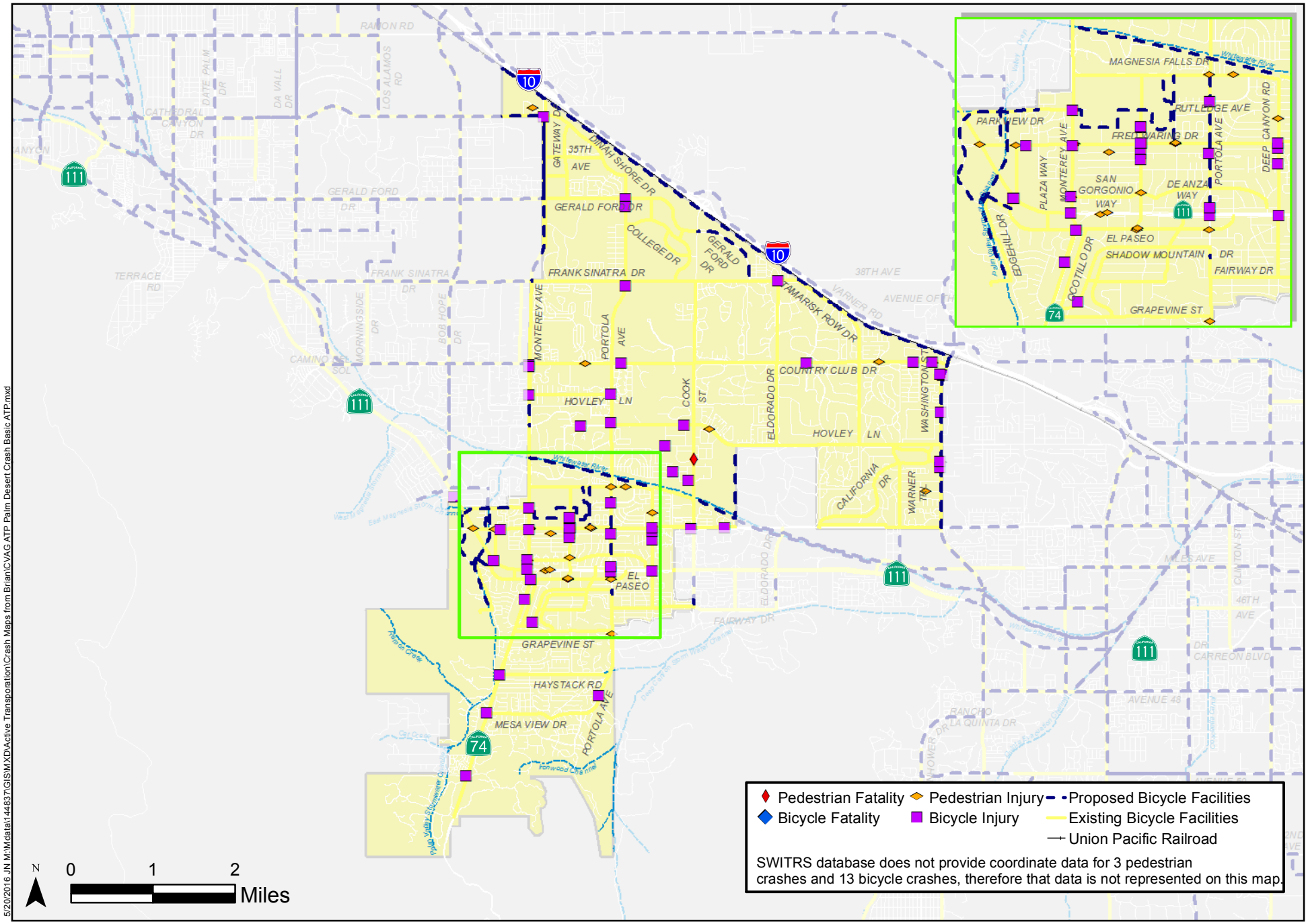
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Desert Land Use

Figure 4-22



Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Palm Desert Crash Map

Figure 4-23

Bikeways

Existing

Palm Desert currently has many existing bikeways totaling 62.9 miles in length. Existing bikeways are listed in Table 4-23.

All bike lanes are shared bikeway/golf lanes that permit bicycles; all bike routes allow golf carts.

Proposed

Palm Desert has proposed bikeway projects to be included in this Plan, divided into top priority projects and other long-term projects. The projects are listed in Table 4-24. Project costs are based on past expenditures for bikeways throughout California and from feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

A bike path along the Whitewater River is a potential future project for the City. Much of the land along the river is privately owned. Constructing a bike path along the river would require negotiation or a developer agreement for this to happen.

Figure 4-24 shows existing and proposed bikeways, bicycle parking, and amenities.

Table 4-23. City of Palm Desert Existing Bikeways

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
FW04E	Fred Waring Dr	Indian Wells western city limit (Phyllis Jackson Ln.)	Eldorado Dr	Sidewalk path	Yes	1.3
PD01E	Dinah Shore Dr	Monterey Ave	Portola Ave/Gerald Ford Dr	Bike Lanes	Yes	0.9
PD02E	Gateway Dr	Dinah Shore Dr	Gerald Ford Dr	Bike Lanes	No	0.9
PD03E	Gerald Ford Dr	Monterey Ave	Cook St	Bike Lanes	Yes	2.0
PD04E	Pacific Ave	Gerald Ford Dr	College Dr	Bike Lanes	No	0.3
PD05E	College Dr	Portola Ave	Frank Sinatra Dr	Bike Lanes	No	1.4
PD06E	Technology Dr	College Dr	Gerald Ford Dr	Bike Lanes	No	0.1
PD07E	Frank Sinatra Dr	Monterey Ave	Tamarisk Row Dr	Bike Lanes	Yes	3.3
PD08E	Tamarisk Row Dr	Frank Sinatra Dr	Country Club Dr	Bike Lanes	Yes	1.4
PD09E	Country Club Dr	Monterey Ave	Cook St	Bike Lanes	Yes	2.0
PD10E	Country Club Dr	Cook St	Washington St	Bike Lanes	Yes	3.1
PD11E	Oasis Club Dr	Country Club Dr	Hovley Ln East	Bike Lanes	Yes	1.0
PD12E	Hovley Ln West	Monterey Ave	Portola Ave	Bike Lanes	No	1.0
PD13E	Hovley Ln East	Cook St	Washington St	Bike Lanes	Yes	3.1
PD14E	Magnesia Falls Dr	Monterey Ave	Deep Canyon Rd	Bike Lanes	Yes	1.5
PD15E	Fred Waring Dr	San Pascual Ave	Deep Canyon Rd	Bike Lanes	Yes	0.8
PD16E	Haystack Rd	Hwy 74	Portola Ave	Bike Lanes	No	1.3
PD17E	Mesa View Dr	Hwy 74	Portola Ave	Bike Lanes	Yes	0.8
PD18E	Hwy 74	El Paseo	Palowet Dr	Bike Lanes	Yes	3.1

Table 4-23, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
PD19AE	San Pablo Ave	El Paseo (El Paseo Shopping & Dining Center)	Hwy 111	Bike Lanes	Yes	0.1
PD19E	San Pablo Ave	Fred Waring Dr	El Paseo (El Paseo Shopping & Dining Center)	Bike Lanes	Yes	0.5
PD20E	Portola Ave	Dinah Shore Dr	Country Club Dr	Bike Lanes	Yes	2.4
PD21E	Portola Ave	Country Club Dr	Magnesia Falls Dr	Bike Lanes	Yes	1.5
PD23E	Portola Ave	Shadow Mountain Dr	Mesa View Dr	Bike Lanes	Yes	2.1
PD24E	35th Ave/Dick Kelly Dr	Monterey Ave	Dinah Shore Dr	Bike Lanes	No	0.7
PD25E	Cook St	Frank Sinatra Dr	Fred Waring Dr	Bike Lanes	Yes	3.0
PD26E	Deep Canyon Rd	Magnesia Falls Dr	Hwy 111	Bike Lanes	Yes	1.0
PD27E	Eldorado Dr	Frank Sinatra Dr	Hovley Ln East	Bike Lanes	No	2.0
PD28E	A St	Monterey Ave	Gateway Dr	Bike Lanes	No	0.3
PD29E	University Park Dr	College Dr	Cook St	Bike Lanes	No	0.5
PD30E	Park View Dr	Hwy 111	Monterey Ave	Bike Lanes	Yes	0.8
PD31E	California Dr/ Ave of the States	Fred Waring Dr	Washington St	Bike route	No	2.1
PD32E	Florida Ave, Elkhorn Trail	California Dr	Fred Waring Dr	Bike route	Yes	1.0
PD33E	Fairway Dr	Portola Ave	Cook St	Bike route	No	1.0
PD34E	Warner Trail	Hovley Lane East	Fred Waring Dr	Bike route	Yes	1.0
PD35E	Whitewater River	Deep Canyon Rd	Cook St	Bike path	Yes	0.5
PD36E	Michigan Dr	Warner Trail	Ave of the States	Bike route	No	0.4
PD37E	Painters Path	Edgehill Dr	El Paseo	Bike Lanes	No	0.3
PD38E	De Anza Way	San Carlos Ave	Alessandro Dr	Bike route	No	1.0
PD39E	Deep Canyon Rd	Hwy 111	Fairway Dr	Bike route	Yes	0.5
PD40E	El Paseo	Hwy 111 (West)	Hwy 111 (East)	Bike route	Yes	1.9
PD41E	Grapevine St	Hwy 74	Portola Ave	Bike route	No	1.2
PD42E	Idaho St	Michigan Dr	Hovley Ln. (East)	Bike route	No	0.1
PD43E	Plaza Way	Hwy 111	El Paseo	Bike route	No	0.2
PD44E	San Gorgonio Way	Monterey Ave	San Carlos Ave	Bike route	No	0.5
PD45E	San Pablo Ave	Magnesia Falls Dr	700' north of Fred Waring Dr	Bike route	Yes	0.4
PD46E	Shadow Mountain Dr	Hwy 74	Tumbleweed Ln.	Bike route	No	0.8
PD47E	Shadow Mountain Dr	Tumbleweed Ln.	Portola Ave	Bike route/Golf Cart route	No	0.8
PD49E	Ocotillo Dr	El Paseo	Shadow Mountain Dr	Bike route	No	0.6
PD50E	Edgehill Dr	Painters Path	Tierra del Oro	Bike route	No	0.7
PD51E	Town Center Way	Fred Waring Dr	Hwy 111	Bike route	Yes	0.5
PD60E	Joshua Tree St	San Luis Rey Ave	Grapevine St	Bike route	No	1.0
PD61E	Ironwood St	Shadow Mountain Dr	San Luis Rey Ave	Bike route	No	0.6
PD62E	San Luis Rey Ave	Alessandro Dr	Ironwood St	Bike route	No	0.6
SPCCE	San Pablo Ave	700' north of Fred Waring Dr	Fred Waring Dr	Bike route	Yes	0.1

Table 4-23, continued

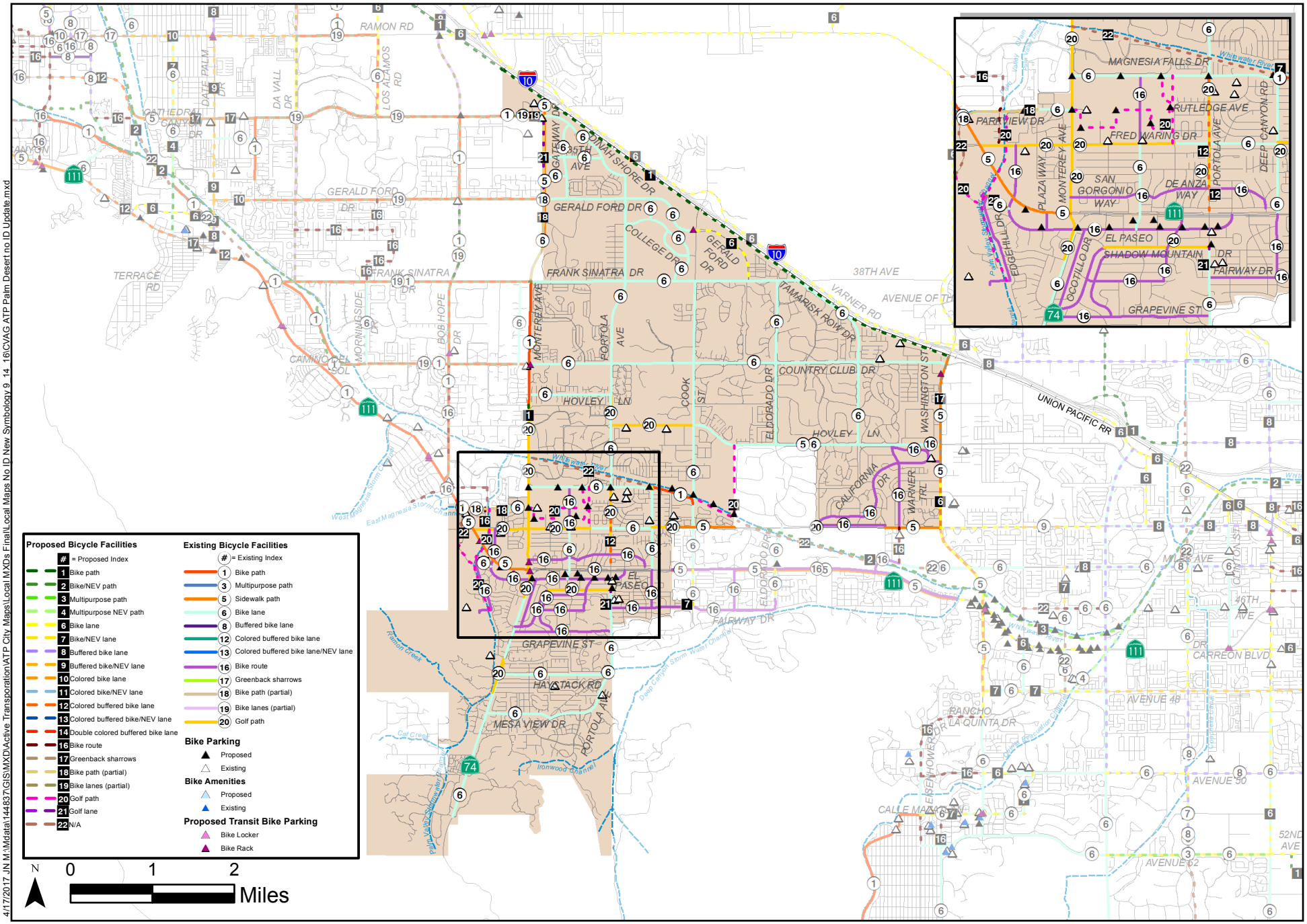
ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
IW02E	Cook St	Hwy 111	Fairway Dr	Bike lanes	Yes	0.5
IW10E	Portola Ave	Grapevine St	Haystack Rd	Bike lanes	Yes	0.5
IW12E	Hovley Ln.	Indian Wells Western city limit (140 feet west of Hemingway Ct)	Via Orvieto	Bike lanes/Sidewalk path	Yes	0.9
RM118E	Monterey Ave	Dinah Shore Dr	Country Club Dr	Bike lanes	Yes	3.1
RM119E	Monterey Ave	Dinah Shore Dr	Frank Sinatra Dr	Bike path (partial)	Yes	2.1
RM120E	Monterey Ave	Frank Sinatra Dr	Verbania Rd	Bike path	Yes	1.5
RM122E	Parkview Dr	Hwy 111	East City Limit	Bike lanes	Yes	0.6
RM123E	Parkview Dr	Hwy 111	East City Limit	Bike path (partial)	Yes	0.6

Table 4-24. City of Palm Desert Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
DCCC	Deep Canyon Rd*	Whitewater River	Magnesia Falls Dr	Bike lanes/NEV lanes	Yes	1.0	$77,700
PDFPCC	Whitewater River*	Unspecified	Unspecified connection in CV Link Conceptual Master Plan	Bike lanes/NEV lanes	No	3.6	$285,000
PD55	Portola Ave	Magnesia Falls Dr	Hwy 111	Colored buffered bike lanes (with road diet)	Yes	1.8	$285,120
PD56	Mid-Valley Bike Path (SPRR corridor)	Palm Desert Western city limit (3250 feet nrothwest of Monterey Ave)	Palm Desert Eastern city limit (Washington St)	Bike path	Yes	7.0	$7,451,136
PD57	Palm Valley Channel	Painters Path	Edgehill Dr	Multipurpose Path/Golf Cart Path	Yes	0.7	$867,610
PD57A	Palm Valley Channel	Edgehill Dr	Tierra del Oro	Multipurpose Path/Golf Cart Path	Yes	0.7	$894,305
PD59	College of the Desert/ Civic Center Park Loop	Monterey Ave	Magnesia Falls Dr	Bike path/Golf Cart Path	Yes	1.7	N/A (CV Link)
PD61	Whitewater Channel	Magnesia Falls Dr	Fred Waring Dr	Bike path/NEV path	Yes	1.6	N/A (CV Link)
PD62	Gerald Ford Dr	Cook St	Frank Sinatra Dr	Bike lanes	Yes	1.0	$79,200
PD66	Portola Ave	Shadow Mountain Dr	Chicory St	Bike lanes/Golf Cart lanes	Yes	0.1	$7,920
PD68	Painters Path	Bridge over Palm Valley Channel	Mike Schuler Trail/Bump'n Grind Trailhead	Multipurpose Path/Golf Cart Path	Yes	0.4	$533,914
PD77	Eldorado West Bike Path	Fred Waring Dr	Hovley Lane East	Bike path/Golf Cart Path	Yes	1.5	$2,750,035
PPCC	Painters Path*	Palm Valley Channel	El Paseo	Bike lanes/NEV lanes	Yes	0.2	$14,250
PVCC	Palm Valley Channel*	Parkview Dr	Painters Path (approximate)	Bike path/NEV path	Yes	0.6	$1,181,768
RM27	Monterey Ave	Dinah Shore Dr	Gerald Ford Dr	Bike lanes/Golf Cart lanes	Yes	1.0	$79,200
RM138	Joshua Rd	Magnesia Falls Dr	End of Joshua Rd	Bike route	Yes	0.5	$18,176
RM145	Monterey Ave	Dinah Shore Dr	Frank Sinatra Dr	Bike path (partial)**	Yes	2.1	$1,209,828
RM146	Monterey Ave	Verbenia Rd	Clancy Ln	Bike path	Yes	0.3	$267,723
RM152	Parkview Dr	Hwy 111	East City Limit	Bike path (partial)**	Yes	0.6	$328,774
WSPD	Wayfinding Signage						$104,000
BPPD	Bicycle Parking Program						$75,000
						TOTAL	$16,510,659

*Planned regional active transportation project with assumed facility type for costing purposes.

**Bike facilities will not exist on both sides of the road for the complete section under the proposed condition.

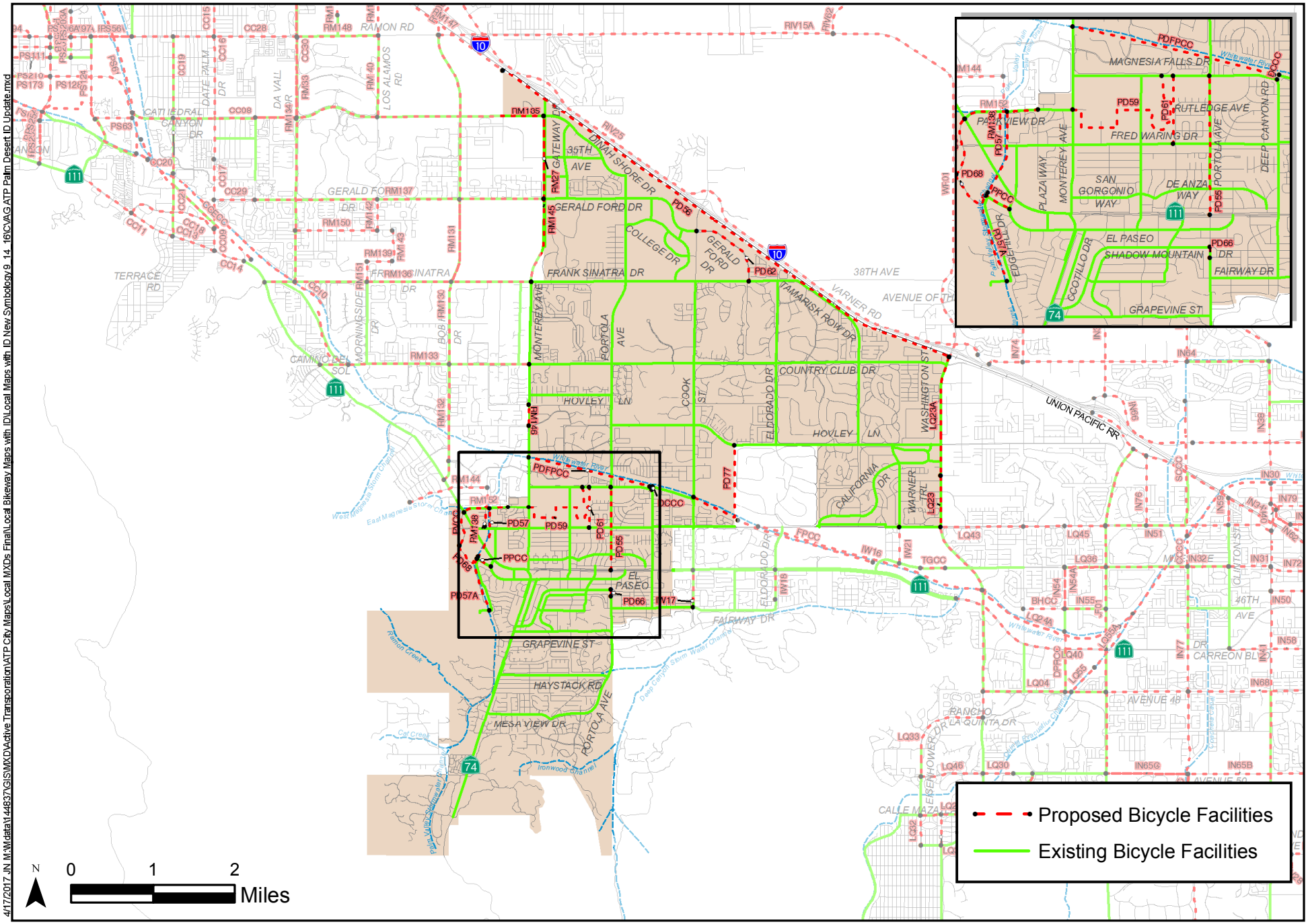


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Desert Local Network

Figure 4-24



CVAG

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Palm Desert
Local Network with ATP IDs

Figure 4-24a

Bicycle Parking

Existing

The city of Palm Desert has identified several locations where bicycle parking facilities exist. They are listed below.

- City Hall
- College of the Desert
- California State University, San Bernardino, extension campus
- University of California, Riverside, extension campus
- The Living Desert
- Several locations along El Paseo
- Monterey Shore Plaza shopping center
- Entrepreneur and Enfield Lanes
- Post Office
- Hovley and Washington Streets
- Waring Shopping Center
- Palm Desert Town Center
- Portola Community Center
- All schools
- All parks

Proposed

Bicycle parking will be added:

- At College of the Desert
- Along El Paseo
- Along CV Link
- At planned trailheads

The City also has a Transportation Demand Management (TDM) ordinance that requires bicycle parking spaces to equal 5 percent of auto parking spaces at new commercial developments.

Links to Other Transportation Modes

The City is served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient to use for the bicyclist. No transit stations or park-and-ride facilities currently exist in the city.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the city. These are presented in Table 4-25.

Table 4-25. Proposed Bus Stop Locations for Bike Racks and/ or Bike Lockers in Palm Desert

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
111/52/32	Town Center Way	Hahn	65	NB	NS	Bike locker
111/54	Town Center Way	Hahn	67	SB	FS	Bike locker
32	Gerald Ford Dr	Cook St	205	WB	FS	Bike rack
53/111	SR 111	Desert Crossing	536	EB	FS	Bike rack
111	Monterey Ave	San Gorgonio Way	778	NB	NS	Bike rack
70	Harris Ln	Washington St	839	WB	FS	Bike rack
111	SR 111	Monterey Ave	873	EB	FS	Bike rack
32	Dinah Shore Dr	Shoppers Ln	938	WB	FS	Bike rack

* Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

Showers and clothing lockers will be available to bicycle commuters at College of the Desert. The City of Palm Desert Transportation Demand Management ordinance requires new nonresidential developments to preserve 2 percent of the gross floor area ratio for employee locker and shower facilities.

Bicycle Safety Education and Police Enforcement

The Sheriff's Department has a bicycle safety education program. The department has a full-time public information officer who promotes bicycle safety issues to anyone who is interested. Generally, the department gives the program to elementary school students in grades 4 through 7. The department provides basic information about safe riding techniques and the vehicle code. Parents are encouraged to attend so they can support the safety message to their children. The Sheriff's Department gives out helmets to students who do not have one.

The officer provides a helmet instruction course and shows safety videos whenever someone wants to view them. Videos are typically shown at the Sheriff's Department. Law enforcement officers also hold a bike rodeo at the Annual Palm Desert Safety Fair. Helmets are also given out at the bike rodeo.

Palm Desert is applying to become recognized by the League of American Bicyclists as a Bicycle-Friendly Community. The League has certified instructors in Palm Desert who plan to go to schools to host bicycle safety education events.

The County Sheriff's Department enforces all traffic laws for bicycles and motor vehicles as part of regular duties in Palm Desert. Officers ticket violators as they see them. This includes bicyclists who break traffic laws, as well as motorists who disobey traffic laws and make the cycling environment more dangerous. The level of enforcement depends on the availability of officers. The Sheriff's Department uses targeted enforcement to encourage motorists and cyclists to share the road. Officers also respond to particular needs and problems as they arise. In addition, the Sheriff's Department dispatches a fleet of bicycle-mounted officers in the city. These officers have had special training in bicycle safety and assist in enforcing traffic laws.

Wayfinding Signage

The City will seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Expenditures for Bicycle Facilities

Palm Desert received $2.3 million in Congestion Management and Air Quality funds for the Mid-Valley Bike Path along the right-of-way next to the railroad track parallel to I-10. The City has funded bike lanes from its own General Fund, as well as from other funds. Since 2001, approximately 23 miles of bike lanes have been added. The Police Department, which is served under a contract with the Sheriff's Department, receives a grant that supports the cost of presentations at elementary schools.

Maintenance Policies

The City of Palm Desert deals with maintenance on a case-by-case basis. The City restripes all streets every 12 to 18 months and uses a pavement management system every five to seven years.

Streetlights are mostly located at signalized intersections. Southern California Edison maintains streetlight bulbs on a case-by-case basis and checks signal lights every two years.

Other Related Policies

The City of Palm Desert is completing a General Plan update that incorporates a Complete Streets approach. The City currently has an Americans with Disabilities Act (ADA) Transition Plan. The City does not have a Safe Routes to School (SRTS) Plan.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of Palm Desert has the following future financial needs:

- Total proposed bikeways 26.1 miles
- Total proposed bikeways cost $16,331,659
- Bicycle parking program $75,000
- Wayfinding signage $104,000
- Total capital financial need $16,510,659
- Annual Class I bike path maintenance budget 10.4 miles, $104,000/year
- Safe Routes to School Program $50,000/year

Grant Reporting Policies

The City of Palm Desert follows specific reporting guidelines for each grant it receives.

CITY OF PALM SPRINGS

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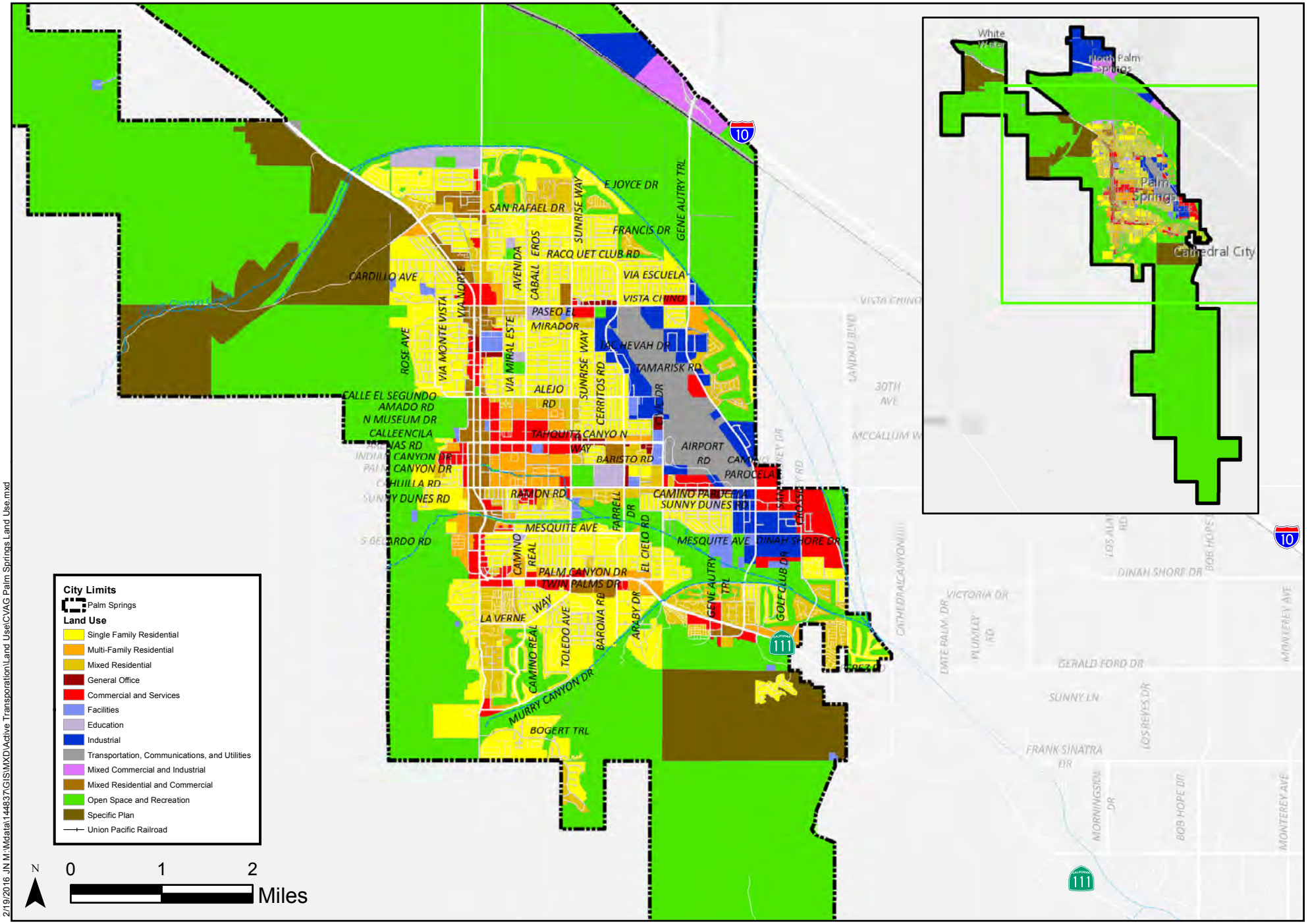
CITY OF PALM SPRINGS BICYCLE PLAN

With a year 2015 population of 46,611 per the California Department of Finance, Palm Springs is a major tourist destination city, with resorts and golf communities as well as an established residential base. The city has a developed grid network of arterial streets that connect to Cathedral City as well as to the surrounding unincorporated areas. The main arterial streets in the network include Vista Chino, Ramon Road, North, South, and East Palm Canyon Drives, Sunrise Way, Farrell Drive, Racquet Club Road, and Indian Canyon Drive. Most of the city's destinations are located along the arterial street network, especially along Palm Canyon and Indian Canyon Drives in the downtown retail district.

Land Use

Figure 4-25 shows the current and future land use patterns in Palm Springs. The city consists primarily of medium- and low-density residential, with many resort uses near the downtown area. Commercial office and retail uses are primarily located along Ramon Road and North and East Palm Canyon Drives, especially in the downtown area. The city is home to Palm Springs International Airport, and many industrial uses are located near the airport. The far northern part of the city contains utility uses, which include a wind farm for renewable energy. Future residential development is planned in the northern part of the existing developed area of the city. College of the Desert plans to open a new campus near the Whitewater River and Indian Canyon Drive. Outlying areas are planned for very low-density residential, such as on Indian reservation land, and undeveloped land.



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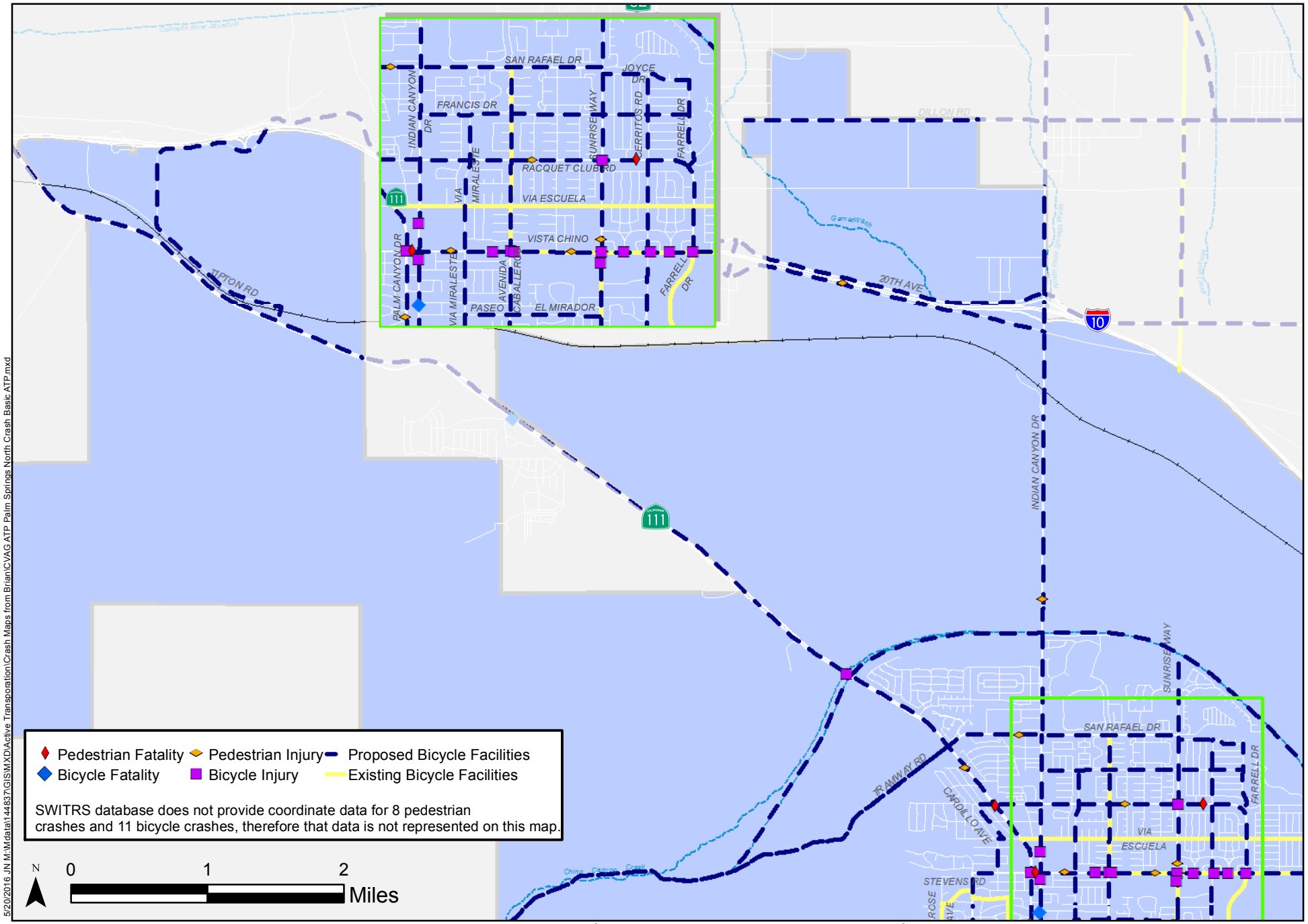
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs Land Use

Figure 4-25



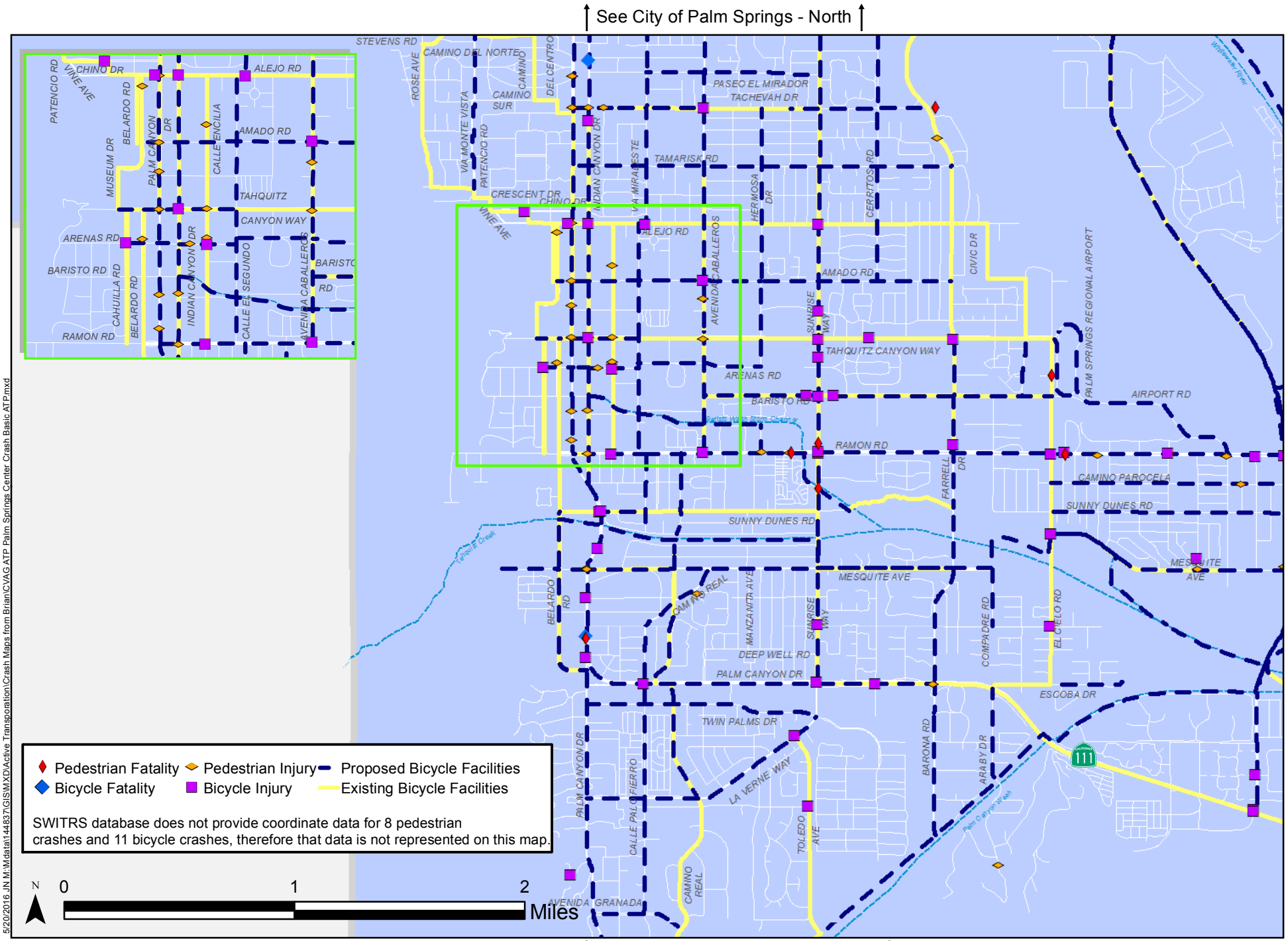
See City of Palm Springs - Center

CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Palm Springs Crash Map

Figure 4-26a



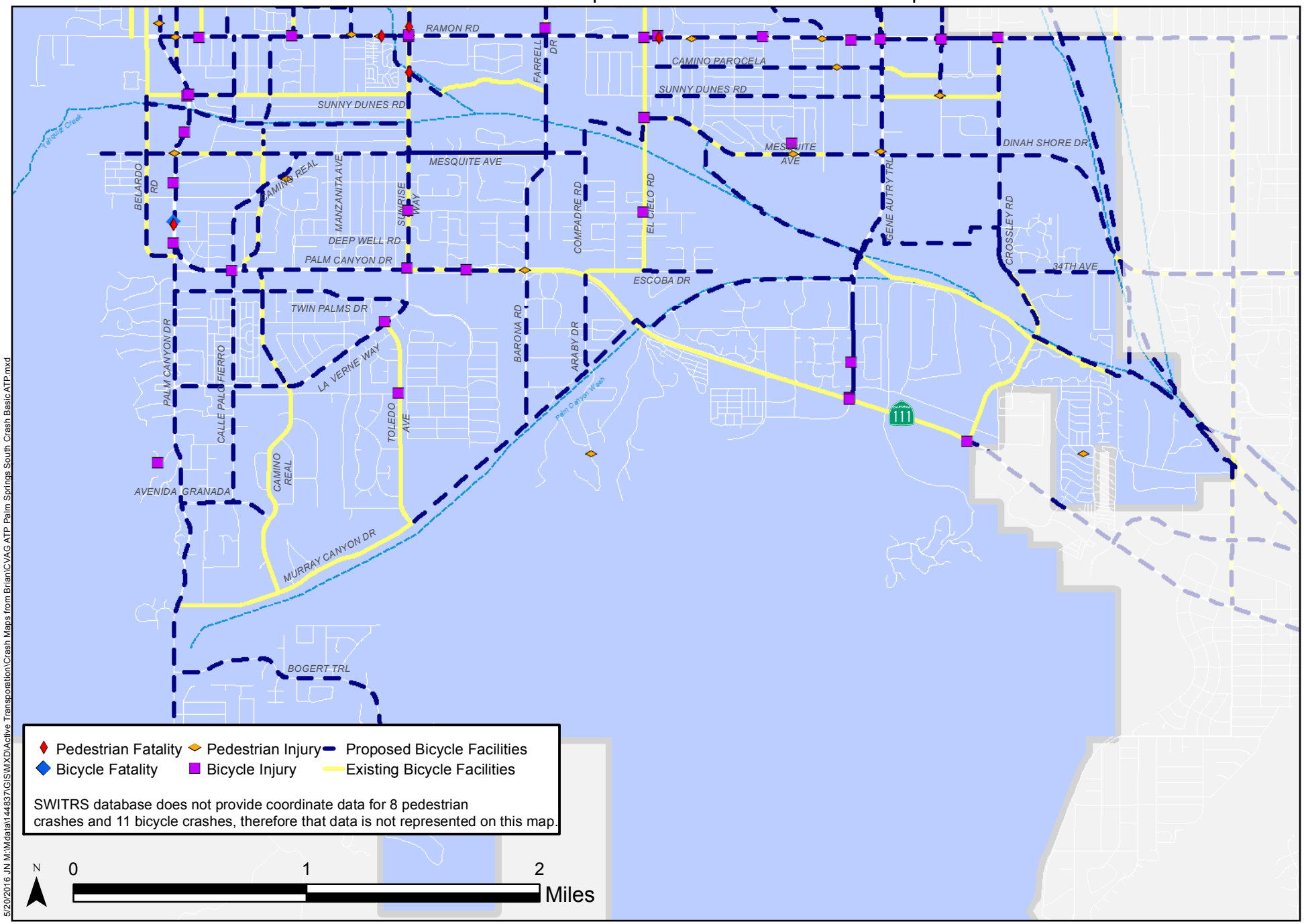
5/20/2016 JN M:\Mdata\144837\GIS\MXD\Active Transporation\Crash Maps from Brian\CVAG ATP Palm Springs Center Crash Basic ATP.mxd

CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Palm Springs Crash Map

Figure 4-26b



CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Palm Springs Crash Map

Figure 4-26c

Bikeways

Existing

Palm Springs currently has numerous bikeways. Several designated loop routes in the central portion of the city are primarily geared toward the tourist visitor. These loop routes consist of Class I (bike paths), Class II (bike lanes), and Class III (bike routes) facilities totaling 40 miles in length. Existing bicycle and trail facilities are listed in Table 4-26.

Proposed

The City of Palm Springs has identified a number of proposed bikeway projects to be included in this Plan. The projects are listed in Table 4-27. Project costs are based on past expenditures for bikeways throughout California, as well as discussions with local jurisdictions. Costs for individual projects will vary by location and complexity.

Figure 4-27 shows existing and proposed bikeways and parking facilities, schools, and attractions, which primarily include shopping centers, government buildings, and other retail districts.

Table 4-26. City of Palm Springs Existing Bikeways

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
PS01E	Tahquitz Creek	Calle Palo Fierro to Sunrise Way	Sunny Dunes Rd to Farrell Dr	Bike path	No	1.3
PS02E	Palm Canyon Wash	Gene Autry Trail	Landau Blvd. (Landau Blvd. Does not extend this far south) ZP	Bike path	No	1.2
PS03E	Alejo Rd	Belardo Rd	N. Palm Canyon Dr	Greenback Sharrows	No	0.1
PS04E	Alejo Rd	Via Miraleste	N. Farrell Dr	Colored buffered bike lanes (with road diet)	No	1.3
PS05E	Alejo Rd	N. Farrell Dr	N. Civic Dr	Bike route	No	0.2
PS06E	Avenida Caballeros	W. Ramon Rd	E. Tamarisk Rd	Bike lanes	Yes	1.3
PS07E	Avenida Caballeros	E. Vista Chino	E. San Rafael Dr	Bike lanes	Yes	1.0
PS08E	Baristo Rd	El Cielo Rd	S. Avenida Caballeros	Bike lanes	Yes	1.5
PS09E	Belardo Rd	W. Alejo Rd	W. Amado Rd	Sidewalk Path	No	0.3
PS09A	Belardo Rd	W. Alejo Rd	W. Amado Rd	Greenback sharrows	No	0.3
PS104	Calle Encilia	E. Alejo Rd	E. Arenas Rd	Colored buffered bike lanes	No	0.7
PS10E	Belardo Rd	W. Tahquitz Canyon Way	W. Baristo Rd	Greenback sharrows	No	0.3
PS112	Camino Parocela	Gene Autry Trail	San Luis Rey Rd	Bike lanes	No	0.3
PS116	Camino Real	E. Mesquite Ave	Calle Palo Fierro	Greenback sharrows	Yes	0.1
PS11E	Belardo Rd	E. Sunny Dunes Rd	S. Palm Canyon Dr	Bike lanes	Yes	0.8
PS12E	Cahuilla Rd	E. Tahquitz Canyon Way	E. Ramon Rd	Bike route	No	0.5

Table 4-26, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
PS137	El Cielo Rd	E. Tahquitz Canyon Way	E. Ramon Rd	Colored buffered bike lanes	Yes	0.5
PS138	El Cielo Rd	E. Ramon Rd	E. Sunny Dunes Rd	Colored buffered bike lanes/NEV lanes (with road diet)	No	0.2
PS139	El Cielo Rd	E. Sunny Dunes Rd	Escoba Dr	Colored buffered bike lanes (with road diet)	No	0.8
PS13E	Calle Encilia	E. Arenas Rd	Ramon Rd	Colored buffered bike lanes	No	0.4
PS140	Escoba Dr	E. Palm Canyon Dr	El Cielo Rd	Colored buffered bike lanes	Yes	0.3
PS15E	Camino Real	Riverside Dr	E. Palm Canyon Dr	Bike route	Yes	0.7
PS16E	Camino Real	E. Palm Canyon Dr	Murray Canyon Dr	Bike route	Yes	1.4
PS175	Murray Canyon Dr	S. Palm Canyon Dr	Toledo Ave	Buffered bike lanes (with road diet)	No	1.1
PS18E	Civic Dr	E. Alejo Rd	E. Tahquitz Canyon Way	Greenback sharrows	Yes	0.7
PS19E	E. Palm Canyon Dr	S. Sunrise Way	Farrell Dr/ Barona Rd	Bike route	Yes	0.6
PS21E	E. Palm Canyon Dr	Farrell Dr	Golf Club Dr	Sidewalk path	Yes	2.1
PS22E	Farrell Dr	E. Vista Chino	E. Ramon Rd	Bike route	Yes	2.1
PS237	Via Escuela	N. Sunrise Way	N. Gene Autry Trail	Greenback sharrows	Yes	1.3
PS24E	Gene Autry Trail	E. Vista Chino	E. Ramon Rd	Bike route	Yes	2.2
PS25E	Golf Club Dr	34th Ave	E. Palm Canyon Dr	Bike lanes	Yes	0.9
PS26E	Indian Canyon Dr	E. Tachevah Dr	E. Camino Parocela	Bike route	Yes	1.6
PS29E	Las Palmas Trail: Via Lola, Camino del Corte, Camino Sur, Camino Cerrito, Camino Norte, Vine Ave, Stevens Rd, Rose Ave, Crescent Dr, Belardo Rd, Alejo Rd			Bike route	No	2.7
PS30E	Mesquite Ave	S. Palm Canyon Dr	S. Camino Real	Bike route	Yes	0.4
PS31E	Mesquite Ave	S. Sunrise Way	S. Farrell Dr	Bike route	Yes	0.6
PS32E	Mesquite Ave	El Cielo Rd	Vella Rd	Bike route	Yes	0.8
PS33E	Ramon Rd	S. Palm Canyon Dr	S. Indian Canyon Dr	Bike route	Yes	0.1
PS34E	Sunny Dunes Rd	Gene Autry Dr	Crossley Rd	Buffered bike lanes	No	0.5
PS35E	Sunny Dunes Rd	S Belardo Rd	S. Camino Real	Bike route	No	0.6
PS38E	Sunny Dunes Rd	S. Camino Real	S. Sunrise Way	Bike lanes	No	0.6
PS39E	Sunrise Way	Vista Chino	E. Palm Canyon Dr	Sidewalk path	Yes	3.0
PS40E	Tachevah Dr	N. Palm Canyon Rd	N. Indian Canyon Dr	Bike route	Yes	0.1
PS41E	Tachevah Dr	1/ 2 way between N. Indian Canyon Dr and N. Via Miraleste	N. Via Miraleste	Bike lanes	No	0.1
PS42E	Tachevah Dr	N. Via Miraleste	N. Avenida Caballeros	Bike lanes	No	0.3
PS43E	Tachevah Dr	N. Avenida Caballeros	N. Sunrise Way	Bike route	No	0.5

Table 4-26, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
PS45E	Tahquitz Canyon Way	Indian Canyon Dr	N. Calle El Segundo	Bike route	Yes	0.2
PS46E	Tahquitz Canyon Way	N. Calle El Segundo	Avenida Caballeros	Colored buffered bike lanes/NEV lanes	Yes	0.3
PS47E	Tahquitz Canyon Way	Avenida Caballeros	El Cielo Rd	Colored buffered bike lanes	Yes	1.5
PS48E	Toledo Ave	S. La Verne Way	Murray Canyon Dr	Colored bike lanes (with road diet)	No	0.9
PS49E	Via Escuela	E Via Escuela	Hwy 111	Bike route	Yes	1.2
PS50E	Vista Chino	N. Avenida Caballeros	N. Sunrise Way	Sidewalk path	Yes	0.5
PS51E	Vista Chino	N. Sunrise Way	N. Gene Autry Trail	Bike route	Yes	1.3
PS65	Alejo Rd	N. Palm Canyon Rd	Indian Canyon Dr	Colored buffered bike lanes/NEV lanes	Yes	0.1
PS66	Alejo Rd	Indian Canyon Dr	Via Miraleste	Greenback sharrows	Yes	0.3
PS95	Belardo Rd	W. Amado Rd	W. Tahquitz Canyon Way	Colored buffered bike lanes	No	0.3
PS98	Belardo Rd	W. Baristo Rd	W. Ramon Rd	Colored buffered bike lanes (7')	No	0.3
PS99	Belardo Rd	W. Ramon Rd	E. Sunny Dunes Rd	Colored buffered bike lanes	No	0.3
CC06E	Cathedral Canyon Dr	Ramon Rd	Hwy 111	Bike lanes	Yes	2.4

Table 4-27. City of Palm Springs Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
DL02	Dillon Rd	Palm Springs Western city limit (990 feet west of Diablo Rd)	Eastern city limit (2660 feet east of Karen Ave)	Bike lanes	Yes	1.5	$118,800
PS100	Belardo Rd	E. Sunny Dunes Rd	S. Palm Canyon Dr	Colored buffered bike lanes	Yes	0.8	$126,720
PS101	Bogert Trail	S. Palm Canyon Dr	Palm Spring City limit (210 feet south of Avenida Sevilla)	Bike route	No	1.8	$66,528
PS102	Calle El Segundo	E. Alejo Rd	E. Amado Rd	Buffered bike lanes	No	0.3	$30,096
PS103	Calle El Segundo	E. Amado Rd	Ramon Rd	Buffered Bike Lanes / NEV lanes (with road diet)	No	0.8	$80,256
PS106	Calle Palo Fierro	E. Ramon Rd	N. Riverside Dr	Bike route	No	0.3	$11,088
PS107	Calle Palo Fierro	E. Mesquite Rd	Ave Granada	Bike route	No	1.6	$59,136
PS111	Camino Parocela	El Cielo Rd	Gene Autry Trail	Bike route	No	0.5	$18,480
PS113	Camino Real	Ramon Rd	N. Riverside Dr	Bike route	No	0.4	$14,784
PS114	Camino Real	S. Riverside Dr	San Lorenzo Rd	Greenback sharrows	Yes	0.1	$6,864
PS115	Camino Real	San Lorenzo Rd	E. Mesquite Ave	Greenback sharrows	Yes	0.1	$6,864
PS117	Camino Real	Calle Palo Fierro	E. Palm Canyon Dr	Greenback sharrows	Yes	0.4	$27,456
PS118	Camino Real	E. Palm Canyon Dr	E. La Verne Way	Buffered bike lanes (with road diet)	Yes	0.5	$50,160
PS120	Cerritos Dr	Joyce Dr	Amado Rd	Bike route	No	2.2	$81,312
PS122	Civic Dr	E. Tahquitz Canyon Way	E. Baristo Rd	Bike route	Yes	0.3	$11,088
PS123	Compadre Rd	E. Mesquite Ave	Sonora Rd	Bike route	No	0.3	$11,088
PS124	Crossley Rd	E. Ramon Rd	34th Ave	Buffered bike lanes (with road diet)	Yes	1.1	$110,352
PS128	Dinah Shore Dr	Gene Autry Trail	East Palm Springs City Limit (1450 feet west of Whispering Palms Trail)	Colored buffered bike lanes	Yes	1.0	$158,400
PS130	E. Palm Canyon Dr	S. Palm Canyon Dr	S. Indian Trail	Bike route	Yes	0.4	$14,784
PS131	E. Palm Canyon Dr	S. Indian Trail	Farrell Dr	Bike route	Yes	1.2	$44,352
PS141	Escoba Dr	El Cielo Rd	End	Bike route	No	0.3	$11,088
PS142	Farrell Dr	E. Joyce Rd	E. Racquet Club Dr	Bike route	Yes	0.5	$18,480
PS143	Farrell Dr	E. Racquet Club Dr	E. Vista Chino	Bike route	Yes	0.5	$18,480
PS144	Farrell Dr	E. Tahquitz Canyon Way	Baristo Rd	Bike route	Yes	0.3	$11,088
PS144A	Farrell Dr	Baristo Rd	E Ramon Rd	Bike route	Yes	0.3	$11,088
PS145	Farrell Dr	E. Ramon Rd	Tahquitz Creek Trail	Double colored buffered bike lanes (with road diet)	Yes	0.2	$31,680
PS145A	Farrell Dr	Tahquitz Creek Trail	E. Palm Canyon Dr	Double colored buffered bike lanes (with road diet)	Yes	0.8	$126,720
PS146	Francis Dr	N. Indian Canyon Dr	N. Farrell Dr	Bike route	No	1.5	$55,440
PS256	Garnet Ave*	Garnet Rd	Indian Canyon Dr	Bike lanes/NEV lanes	No	2.4	$190,080

Table 4-27, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
PS147	Gene Autry Trail	I-10	E. Via Escuela	Buffered bike lanes (add 4' buffer)	Yes	2.1	$210,672
PS147A	Gene Autry Trail	I-10 Overpass	Whitewater River	Multipurpose path/NEV path	Yes	2.1	$2,683,296
PS148	Gene Autry Trail	E. Via Escuela	E. Vista Chino	Bike route	Yes	0.3	$11,088
PS149	Gene Autry Trail	E. Vista Chino	Palm Springs Air Museum	Bike path	Yes	0.8	$805,167
PS149A	Gene Autry Trail	Palm Springs Air Museum	0.6 mi south of Gene Autry Trail/south end of golf course	Bike path	Yes	0.6	$610,184
PS149B	Gene Autry Trail	0.6 mi south of Gene Autry Trail/south end of golf course	Tahquitz Creek Channel	Bike path	Yes	1.8	$1,786,281
PS149C	Gene Autry Trail	Tahquitz Creek Channel	600' south of Tahquitz Creek Channel	Bike path	Yes	0.1	$119,698
PS149D	Gene Autry Trail	600' south of Tahquitz Creek Channel	E. Palm Canyon Dr	Bike path	Yes	0.5	$528,046
PS251	Gene Autry Trail	E. Vista Chino	Palm Springs Air Museum	Bike route	Yes	0.8	$29,568
PS252	Gene Autry Trail	Palm Springs Air Museum	0.6 mi south of Gene Autry Trail/south end of golf course	Bike route	Yes	36.0	$1,330,560
PS253	Gene Autry Trail	0.6 mi south of Gene Autry Trail/south end of golf course	Tahquitz Creek Channel	Bike route	Yes	1.8	$66,528
PS254	Gene Autry Trail	Tahquitz Creek Channel	600' south of Tahquitz Creek Channel	Bike route	Yes	0.1	$3,696
PS255	Gene Autry Trail	600' south of Tahquitz Creek Channel	E. Palm Canyon Dr	Bike route	Yes	0.5	$18,480
PS153	Hermosa Dr	E. Tachevah Dr	E. Arenas Rd	Bike route	No	1.2	$44,352
PS249	Hermosa Dr*	Baristo Channel	Ramon Rd	Bike lanes/NEV lanes	No	0.1	$7,920
PS155	Indian Canyon Dr	I-10	Amtrak Station	Buffered bike lanes (add 4' buffer)	Yes	0.8	$80,256
PS155A	Indian Canyon Dr	Amtrak Station	Whitewater River	Buffered bike lanes (add 4' buffer)	Yes	1.4	$140,448
PS155B	Indian Canyon Dr	Whitewater River	Sunrise Pkwy	Buffered bike lanes (add 4' buffer)	Yes	0.0	$2,006
PS156	Indian Canyon Dr	Sunrise Pkwy.	San Rafael Dr	Bike lanes (with road diet)	Yes	0.7	$55,440
PS157	Indian Canyon Dr	San Rafael Dr	E. Alejo Rd	Greenback sharrows	Yes	2.1	$144,144
PS163	Indian Canyon Dr	E. Alejo Rd	E. Camino Parocela	Bike route	Yes	1.1	$40,656
PS165	Joyce Rd	N. Sunrise Way	N. Farrell Dr	Bike route	No	0.5	$18,480
PS166	Kirk Douglas Way/ Airport	E. Tahquitz Canyon Way	E. Ramon Rd	Bike route	Yes	1.6	$59,136
PS167	La Verne Way	S. Palm Canyon Dr	S. Sunrise Way	Buffered bike lanes (with road diet)	No	1.1	$110,352

Table 4-27, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
PS168	Mesquite Ave	West End	S. Belardo Rd	Bike route	Yes	0.3	$11,088
PS169	Mesquite Ave	S. Belardo Rd	S. Palm Canyon Dr	Bike route	Yes	0.1	$3,696
PS170	Mesquite Ave	S. Palm Canyon Dr	S. Sunrise Way	Bike route	Yes	1.0	$36,960
PS172	Mesquite Ave	S. Sunrise Way	S. Farrell Dr	Double colored buffered bike lanes (with road diet)	Yes	0.6	$95,040
PS173	Mesquite Ave	El Cielo Rd	S. Gene Autry Trail	Greenback sharrows	Yes	1.1	$75,504
PS176	N. Palm Canyon	Palm Springs North City Limit (3270 feet north of Overture Dr)	Vista Chino	Bike route	Yes	5.3	$195,888
PS177	N. Palm Canyon	Vista Chino	Alejo Rd	Greenback sharrows	Yes	1.0	$68,640
PS180	N./ S. Palm Canyon Rd	Alejo Rd	Ramon Rd	Bike route	Yes	1.2	$44,352
PS248	Palm Canyon Wash*	S. Toledo Ave	Gene Autry	Bike lanes/NEV lanes	No	2.4	$190,080
PS181	Paseo El Mirador	N. Via Miraleste	N. Sunrise Way	Bike route	No	0.8	$29,568
PS184	Racquet Club Dr	N. Palm Canyon Dr	N. Indian Canyon Dr	Bike route	Yes	0.3	$11,088
PS185	Racquet Club Dr	N. Indian Canyon Dr	N. Farrell Dr	Bike route	No	1.5	$55,440
PS186	Racquet Club Rd, Cardillo Ave, Via Escuela, Via Norte, Vista Chino, Via Monte Vista	N. Palm Canyon Dr	Crescent Dr	Bike route	Yes	2.5	$92,400
PS187	Ramon Rd	S. Palm Canyon Dr	S. Indian Canyon Dr	Greenback sharrows	Yes	0.1	$6,864
PS188	Ramon Rd	S. Indian Canyon Dr	Calle Palo Fierro	Greenback sharrows	Yes	0.2	$13,728
PS190	Ramon Rd	Calle Palo Fierro	S. Avenida Caballeros	Greenback sharrows	Yes	0.3	$20,592
PS191	Ramon Rd	S. Avenida Caballeros	Hermosa Dr	Greenback sharrows	Yes	1.1	$75,504
PS191A	Ramon Rd	Hermosa Dr	Baristo Channel	Greenback sharrows	Yes	0.2	$13,728
PS191B	Ramon Rd	Baristo Channel	S. Farrell Dr	Greenback sharrows	Yes	0.6	$41,184
PS193	Ramon Rd	S. Farrell Dr	El Cielo Rd	Greenback sharrows	Yes	0.4	$27,456
PS194	Ramon Rd	El Cielo Rd	Gene Autry Trail	Greenback sharrows	Yes	1.0	$68,640
PS196	Ramon Rd	Gene Autry Trail	San Luis Rey Rd	Greenback sharrows	Yes	0.3	$17,846
PS196A	Ramon Rd	Gene Autry Trail	San Luis Rey Rd	Colored bike lanes	Yes	0.3	$34,320
PS197	Ramon Rd	San Luis Rey Rd	Crossley Rd	Greenback sharrows	Yes	0.2	$16,474
PS197A	Ramon Rd	San Luis Rey Rd	Crossley Rd	Colored buffered bike lanes/NEV lanes	Yes	0.2	$46,886
PS198	S. Palm Canyon Dr	W. Ramon Rd	E. Camino Parocela	Bike route	Yes	0.2	$7,392
PS199	S. Palm Canyon Dr	E. Camino Parocela	Morongo Rd	Bike route	Yes	0.6	$22,176
PS200	S. Palm Canyon Dr	Morongo Rd	E. Palm Canyon Dr	Bike route	Yes	0.2	$7,392
PS201	S. Palm Canyon Dr	E. Palm Canyon Dr	Murray Canyon Dr	Colored buffered bike lanes (with road diet)	No	1.6	$253,440
PS201A	S. Palm Canyon Dr	Murray Canyon Dr	Palm Springs South City Limit (Acanto Dr)	Colored buffered bike lanes (with road diet)	No	0.6	$95,040
PS202A	S. Palm Canyon Dr*	Palm Springs South City Limit (Acanto Dr)	Indian Canyons (38500 S Palm Canyon Dr)	Bike lanes/NEV lanes	No	0.7	$55,440

Table 4-27, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
PS203	San Luis Rey Rd	Mission Dr	E. Ramon Rd	Bike route	Yes	0.3	$11,088
PS203A	San Luis Rey Rd	Mission Dr	E. Ramon Rd	Buffered bike lanes	Yes	0.3	$30,096
PS204	San Luis Rey Rd	E. Ramon Rd	Sunny Dunes Rd	Buffered bike lanes/NEV lanes	No	0.3	$30,096
PS205	San Rafael Dr	N. Palm Canyon Rd	N. Virginia Rd	Buffered bike lanes (with road diet)	No	0.4	$40,128
PS206	San Rafael Dr	N. Virginia Rd	Indian Canyon Dr	Bike route	No	0.3	$11,088
PS207	San Rafael Dr	N. Indian Canyon Dr	N. Sunrise Way	Buffered bike lanes (with road diet)	No	1.0	$100,320
PS209	Sunny Dunes Rd	S. Palm Canyon Dr	Calle Palo Fierro	Buffered bike lanes	No	0.2	$20,064
PS210	Sunny Dunes Rd	El Cielo Rd	Gene Autry Trail	Bike route	No	1.0	$36,960
PS211	Sunrise Way	Whitewater River	E. San Rafael Dr	Buffered bike lanes	Yes	0.6	$60,192
PS212	Sunrise Way	E. San Rafael Dr	E. Vista Chino	Buffered bike lanes (with road diet)	Yes	1.0	$100,320
PS213	Sunrise Way	E. Vista Chino	E. Tamarisk Rd	Colored buffered bike lanes	Yes	0.8	$126,720
PS214	Sunrise Way	E. Tamarisk Rd	E. Alejo Rd	Colored bike lanes	Yes	0.3	$39,600
PS215	Sunrise Way	E. Alejo Rd	E. Palm Canyon Dr	Colored buffered bike lanes	Yes	2.1	$332,640
PS218	Tachevah Dr	N. Palm Canyon Rd	N. Indian Canyon Dr	Bike lane (with road diet)	Yes	0.1	$7,920
PS219	Tachevah Dr	N. Indian Canyon Dr	1/ 2 way to N. Via Miraleste	Bike lane (remove center-turn lane)	No	0.1	$7,920
PS220	Tachevah Dr	1/ 2 way between N. Indian Canyon Dr and N. Via Miraleste	N. Via Miraleste	Buffered bike lanes (remove center-turn lane)	No	0.1	$10,032
PS221	Tachevah Dr	N. Via Miraleste	N. Avenida Caballeros	Buffered bike lanes (remove center-turn lane)	No	0.3	$30,096
PS223	Tachevah Dr	N. Paseo de Anza	N. Sunrise Way	Colored bike lanes (6'-7')	No	0.1	$13,200
PS224	Tachevah Dr	N. Sunrise Way	Cerritos Dr	Buffered bike lanes	No	0.3	$30,096
PS225	Tachevah Dr	Cerritos Dr	N. Farrell Dr	Bike route	No	0.3	$11,088
PS226	Tahquitz Canyon Way	N. Museum Dr	N. Indian Canyon Dr	Colored bike lanes	Yes	0.3	$39,600
PS228	Tahquitz Canyon Way	N. Indian Canyon Dr	N. Calle El Segundo	Greenback sharrows	Yes	0.2	$13,728
PS231	Tamarisk Rd	N. Palm Canyon Dr	N. Farrell Dr	Bike route	Yes	1.7	$62,832
PS246	Tramway Rd	West End of Tramway Rd (Aerial Tram)	Hwy 111	Two-way multipurpose path	No	3.7	$4,454,208
PS236	Twin Palms Dr	S. Palm Canyon Dr	S. La Verne Way	Bike route	No	1.0	$36,960
PS238	Via Miraleste	E. Francis Dr	E. Vista Chino	Greenback sharrows	No	0.8	$54,912
PS239	Via Miraleste	E. Vista Chino	E. Tachevah Dr	Colored buffered bike lanes	No	0.5	$79,200
PS240	Via Miraleste	E. Tachevah Dr	E. Tamarisk Rd	Colored bike lanes	No	0.3	$39,600
PS241	Via Miraleste	E. Tamarisk Rd	E. Alejo Rd	Greenback sharrows	No	0.3	$20,592

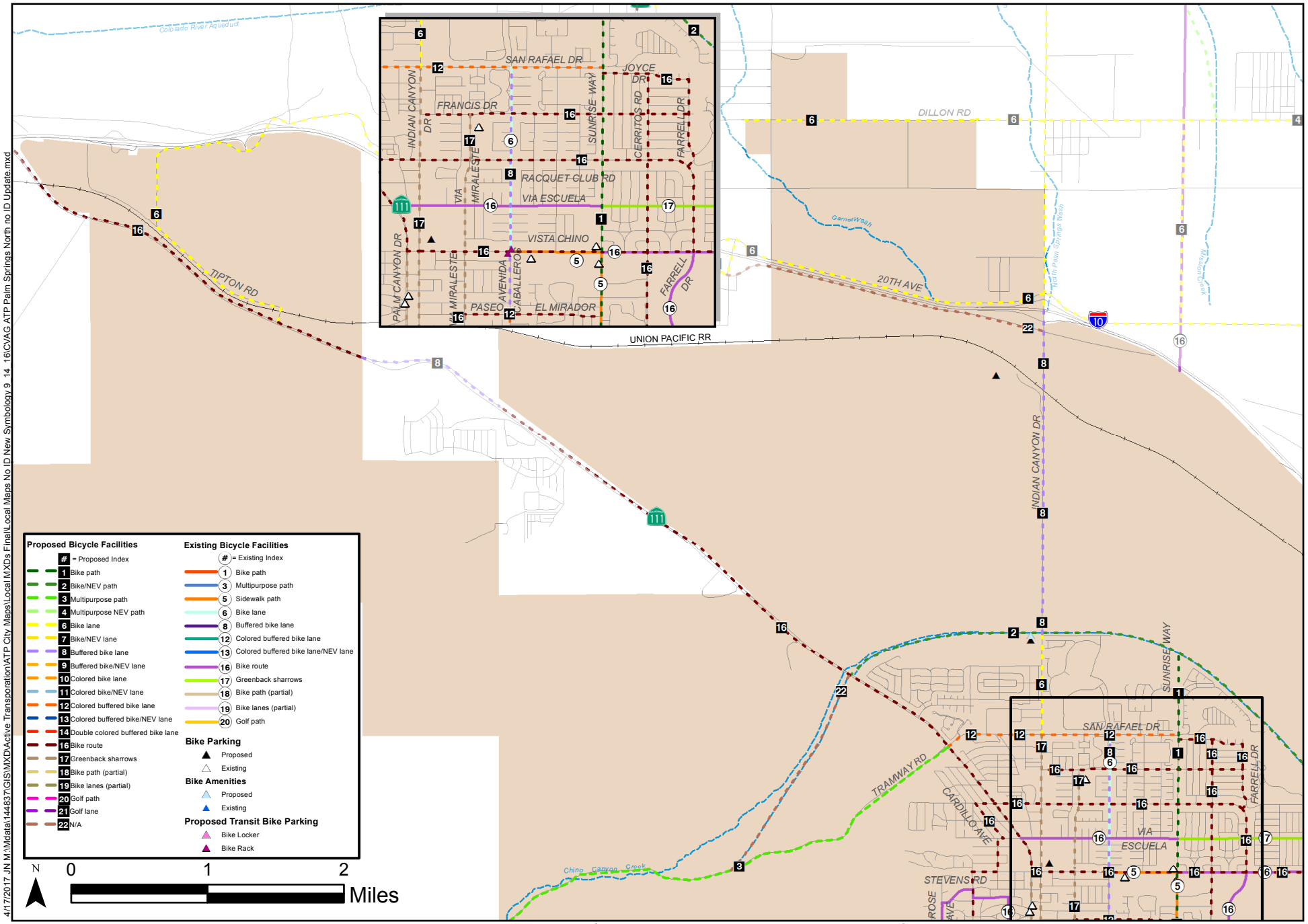
Table 4-27, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
PS242	Vista Chino	N. Palm Canyon Rd	N. Indian Canyon Dr	Colored buffered bike lanes	Yes	0.1	$15,840
PS243	Vista Chino	N. Indian Canyon Dr	N. Sunrise Way	Double colored buffered bike lanes	Yes	1.0	$158,400
PS244	Vista Chino	N. Sunrise Way	Cerritos Rd	Greenback sharrows	Yes	0.3	$20,592
PS245	Vista Chino	Cerritos Rd	Gene Autry Trail	Bike route	Yes	1.0	$36,960
PS245A	Vista Chino	Gene Autry Trail	Palm Springs Eastern city limit	Bike route	Yes	0.7	$25,872
PS53	Hwy 111	Haugen-Lehmann Way	Gap between Palm Springs city limit in northwest (3560 feet east of Tipton Rd)	Bike route	Yes	3.8	$140,448
PS54	Ave 20	Diablo Rd	N. Indian Canyon Dr	Bike lanes	Yes	2.0	$158,400
PS56	Ramon Rd	Crossley Rd	Palm Springs East City Limit (Landau Blvd.)	Greenback sharrows	Yes	0.5	$34,320
PS56A	Ramon Rd	Crossley Rd	Palm Springs East City Limit (Landau Blvd.)	Colored buffered bike lanes	Yes	0.5	$79,200
PS58	Chino Wash	Hwy 111/ Chino Wash	Gene Autry Trail	Bike path/NEV path	Yes	4.5	N/A (CV Link)
PS59	Gene Autry/ Via Escuela	Chino Wash	Whitewater River	Bike path/NEV path	Yes	0.2	N/A (CV Link)
PS60	Whitewater River	Via Escuela	Vista Chino	Bike path/NEV path	Yes	0.3	N/A (CV Link)
PS61	Whitewater River	Vista Chino	Tahquitz Creek	Bike path/NEV path	Yes	4.3	N/A (CV Link)
PS62	Tahquitz Creek Trail	Belardo Rd	Whitewater River	Bike path/NEV path	Yes	6.0	N/A (CV Link)
PS63	34th Ave	Crossley Rd	Whitewater River	Bike route	No	0.5	$18,480
PS70	Amado Rd	N. Belardo Rd	N. Calle El Segundo	Colored bike lanes	Yes	0.4	$52,800
PS72	Amado Rd	N. Calle El Segundo	N. Avenida Caballeros	Colored bike lanes/ NEV lanes	No	0.3	$52,272
PS73	Amado Rd	N. Avenida Caballeros	N. Hermosa Dr	Colored bike lanes	No	0.3	$39,600
PS74	Amado Rd	N. Hermosa Dr	N. Sunrise Way	Buffered bike lanes	No	0.3	$30,096
PS75	Amado Rd	N. Sunrise Way	N. Farrell Dr	Bike route	No	0.6	$22,176
PS76	Araby Rd	E. Palm Canyon Dr	Murray Canyon Dr	Bike route	Yes	0.4	$14,784
PS77	Arenas Rd	S. Cahuilla Rd	S. Palm Canyon Dr	Buffered bike lanes (with road diet)	Yes	0.1	$10,032
PS78	Arenas Rd	S. Palm Canyon Dr	S. Indian Canyon Dr	Colored bike lanes	Yes	0.1	$13,200
PS79	Arenas Rd	S. Indian Canyon Dr	S. Calle Encilia	Buffered bike lanes (with road diet)	No	0.1	$10,032
PS80	Arenas Rd	S. Calle Encilia	S. Calle El Segundo	Buffered bike lanes (with road diet)	No	0.1	$10,032
PS81	Arenas Rd	S. Calle El Segundo	S. Avenida Caballeros	Buffered bike lanes (with road diet)	No	0.3	$30,096
PS82	Arenas Rd	S. Avenida Caballeros	N. Hermosa Dr	Buffered bike lanes (with road diet)	No	0.3	$30,096

Table 4-27, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
PS83	Avenida Granada	S. Palm Canyon Dr	S. Camino Real	Bike route	No	0.4	$14,784
PS84	Avenida Caballeros	W. Ramon Rd	E. Tahquitz Canyon Way	Buffered bike lanes (with road diet)	Yes	0.5	$50,160
PS85	Avenida Caballeros	E. Tahquitz Canyon Way	E. Amado Rd	Buffered bike lanes/NEV lanes (with road diet)	Yes	0.2	$20,064
PS86	Avenida Caballeros	E. Amado Rd	E. Tachevah Dr	Buffered bike lanes (with road diet)	Yes	0.8	$80,256
PS88	Avenida Caballeros	E. Tachevah Dr	E. Paseo El Mirador	Colored buffered bike lanes (with road diet)	Yes	0.2	$31,680
PS89	Avenida Caballeros	E. Paseo El Mirador	E. San Rafael Dr	Buffered bike lanes (with road diet)	Yes	1.3	$130,416
PS91	Baristo Rd	El Cielo Rd	Sunrise Way	Colored buffered bike lanes (with road diet)	Yes	1.0	$158,400
PS91A	Baristo Rd	Sunrise Way	Ave. Caballeros	Bike lanes (with road diet)	Yes	0.5	$39,600
PS92	Barona Rd	E. Palm Canyon Dr	Sandcliff Rd	Bike route	Yes	0.1	$3,696
PS93	Barona Rd	Sandcliff Rd	South end	Bike route	Yes	0.5	$18,480
PS259	Baristo Channel	N. Indian Canyon Rd	Hermosa Dr	Bike path/NEV path	No	0.8	$1,385,472
PS258	Baristo Channel	Ramon Rd	Tahquitz Creek Trail	Bike path/NEV path	No	0.4	$692,736
PS257	Chino Wash*	Tramway Rd	Hwy 111	Bike Path	No	1.7	$1,723,392
CC10	Whitewater River and Abrams-Butler Trails	Whitewater Confluence with Tahquitz Creek	Country Club Dr	Bike path/NEV path	Yes	4.1	N/A (CV Link)
RIV58	Tipton Rd, Whitewater Cutoff	Hwy 111	I-10/ SR-62 connector	Bike lanes	No	1.1	$87,120
RIV05	Indian Ave/ N. Indian Canyon Dr	Pierson Blvd.	I-10 Fwy.	Bike lanes	Yes	3.9	$308,880
WSPS	Wayfinding Signage						$832,000
BPPS	Bicycle Parking Program						$75,000
						TOTAL	**$24,670,213**

*Planned regional active transportation project with assumed facility type for costing purposes.



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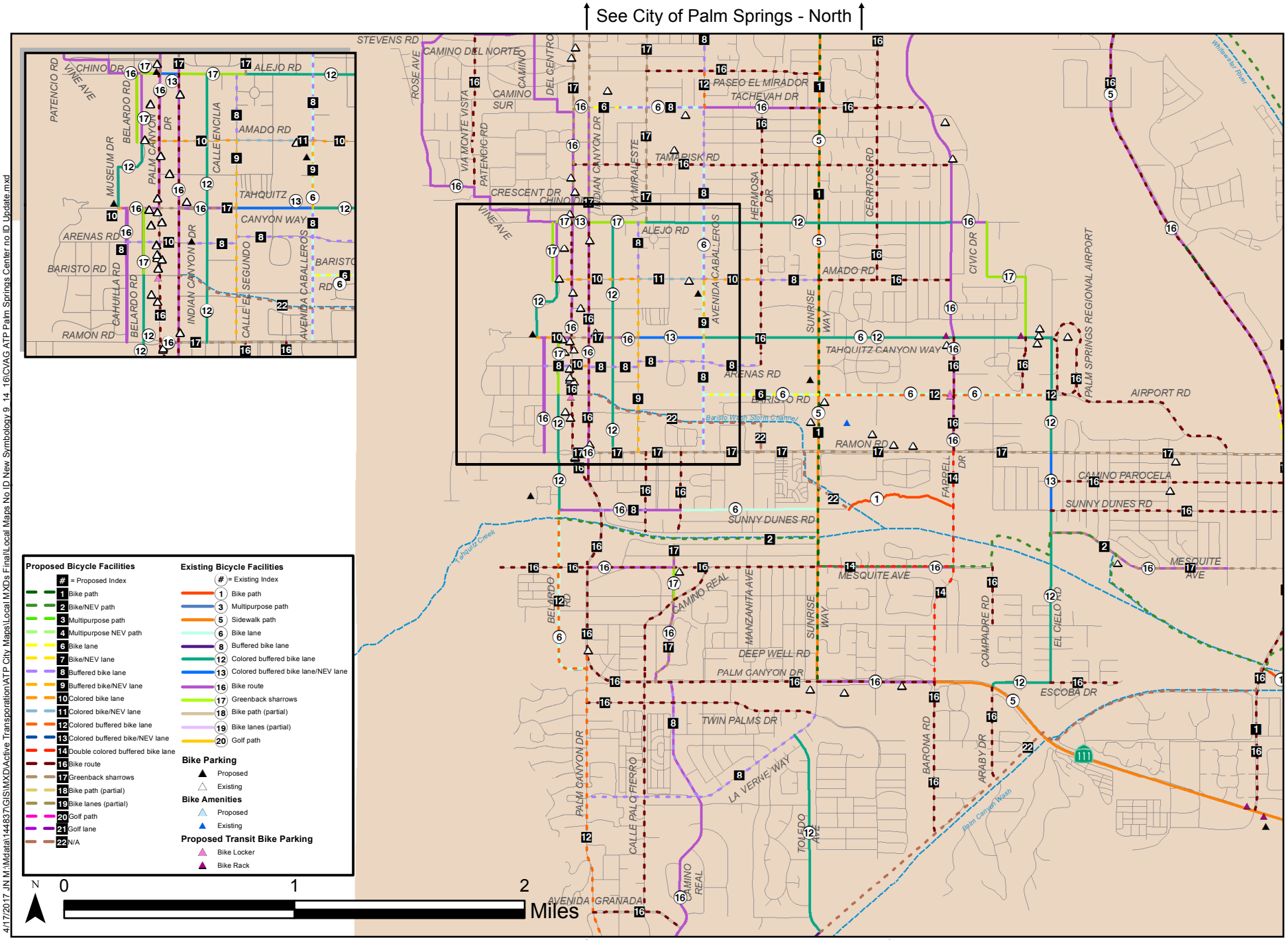
See City of Palm Springs - Center

CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs Local Network

Figure 4-27a



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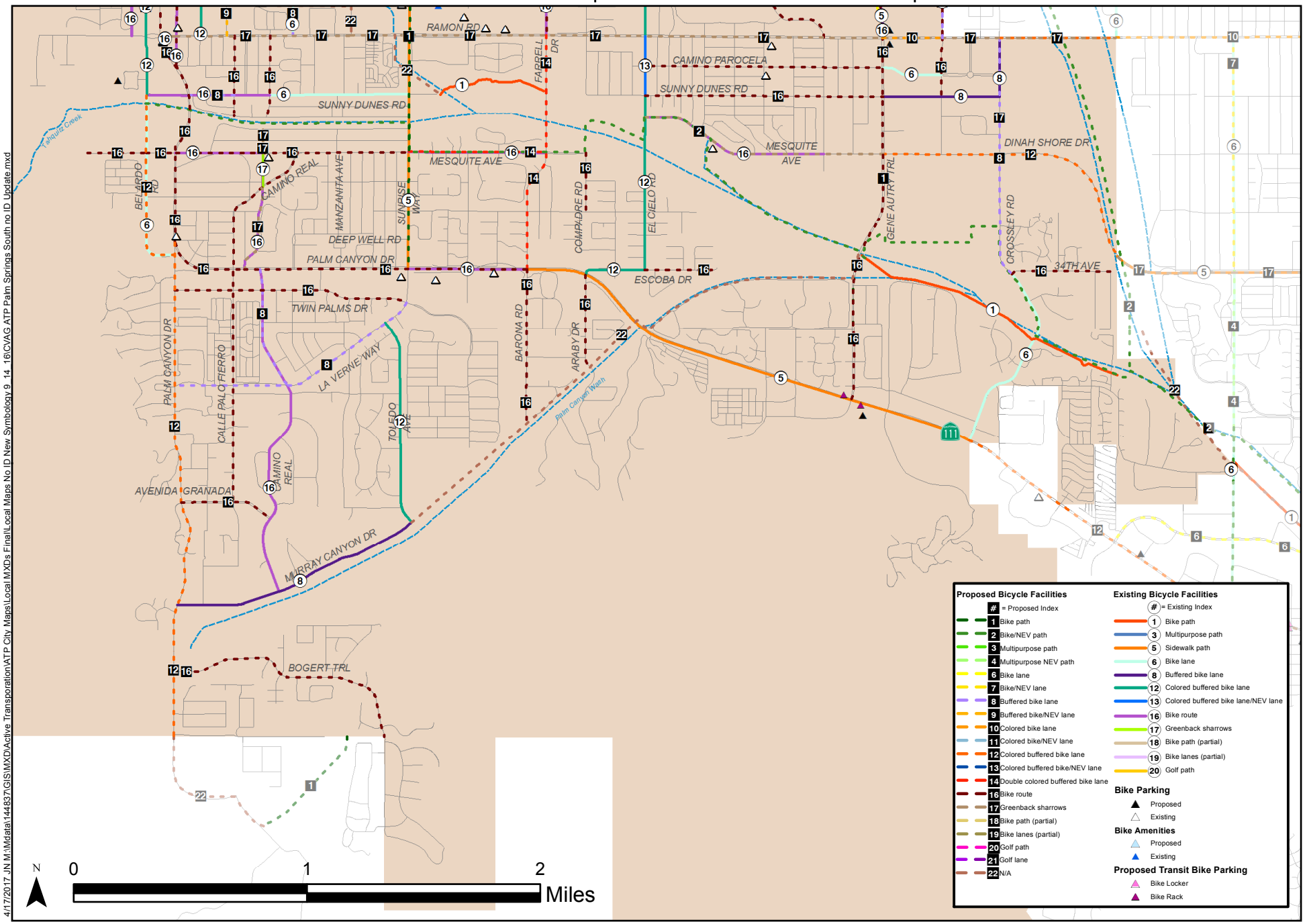
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs Local Network

Figure 4-27b

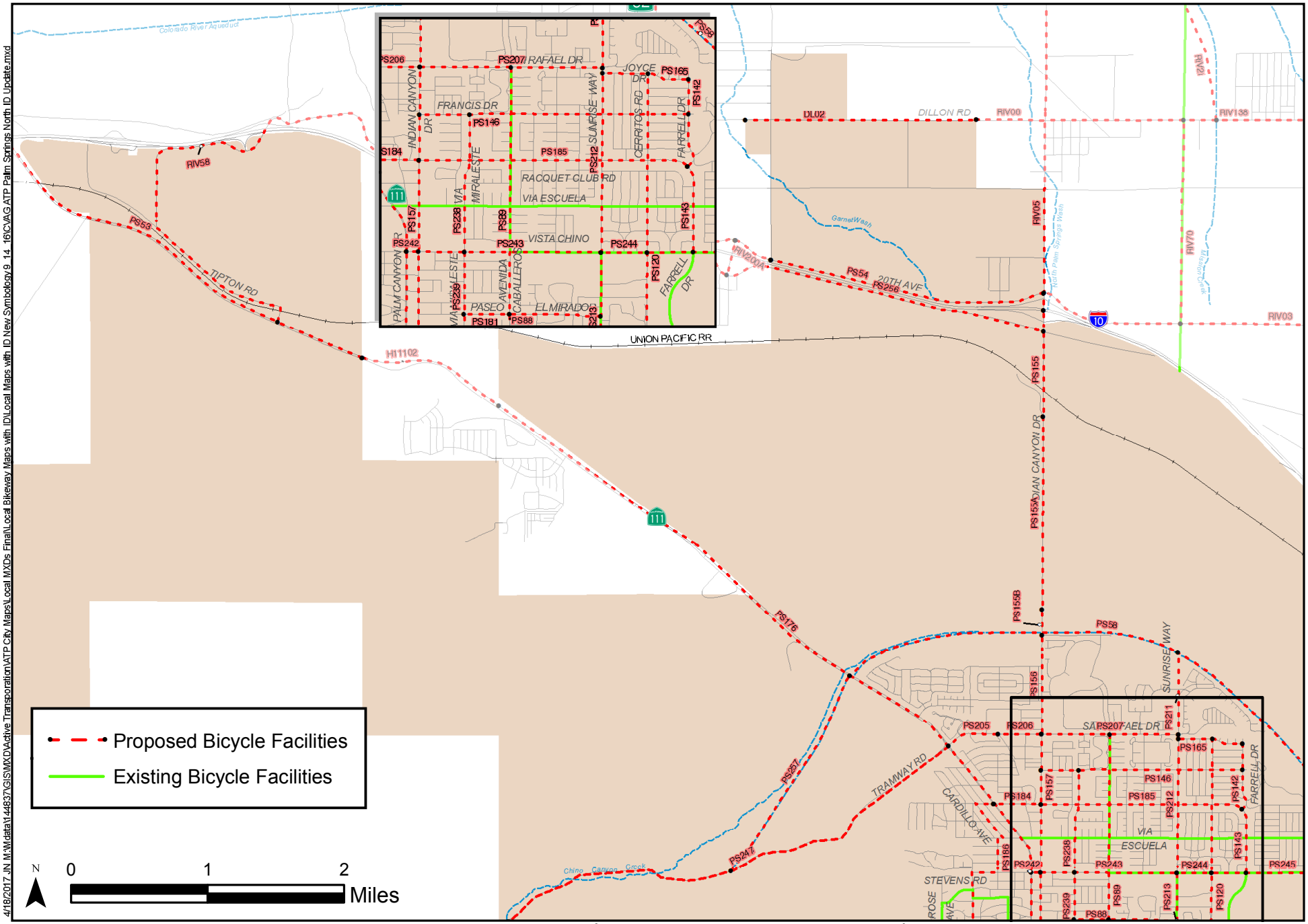


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs Local Network

Figure 4-27c



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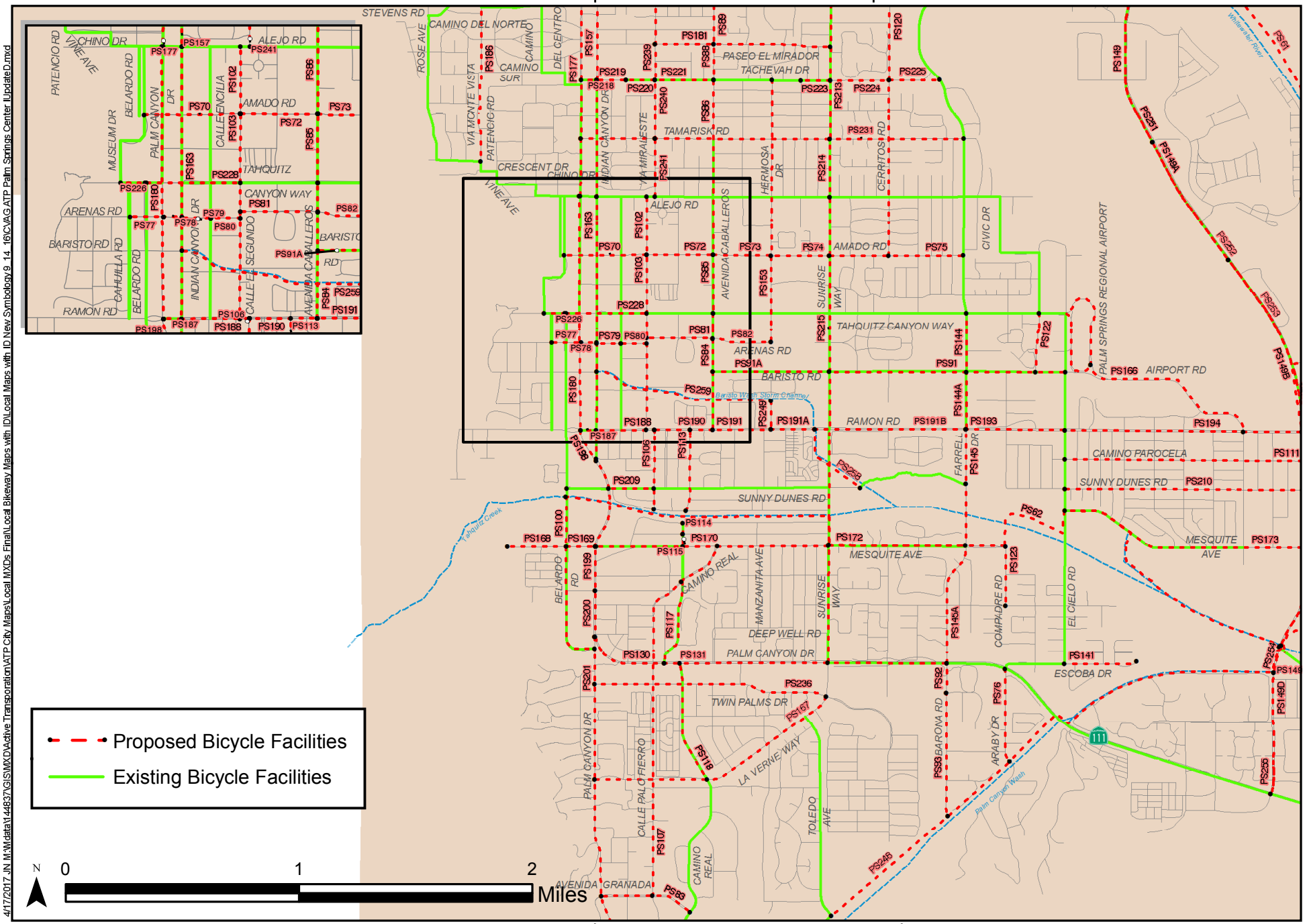
See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Palm Springs - North Local Network with ATP IDs

Figure 4-27d



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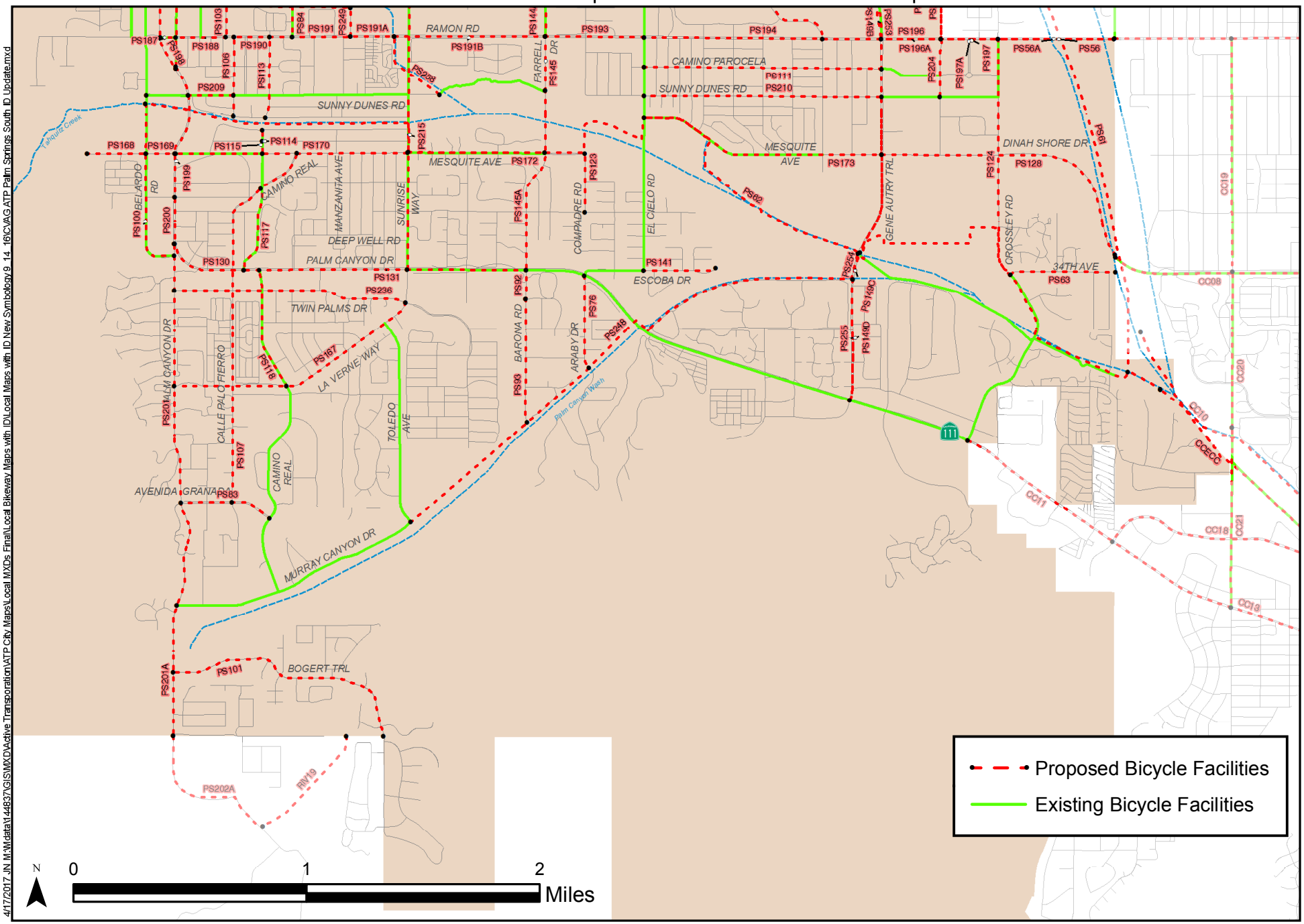
See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Palm Springs - Center
Local Network with ATP IDs

Figure 4-27e



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See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Palm Springs - South
Local Network with ATP IDs

Figure 4-27f

Bicycle Parking

Existing

The City of Palm Springs has identified several locations where bicycle parking facilities exist. They are listed in Table 4-28.

Table 4-28. Bicycle Parking Facility Locations in Palm Springs

Location	Address
Cheeky's	622 N Palm Canyon Dr
James O. Jesse Center	480 W Tramview Rd
Wellwood Murray Library	100 S Palm Canyon Dr
	101 S Palm Canyon Dr
	119 N Palm Canyon Dr
	1345 N Palm Canyon Dr
	140 S Palm Canyon Dr
	1414 N Palm Canyon Dr
	1414 N Palm Canyon Dr
Hacienda	1555 S Palm Canyon Dr
	158 Tahquitz Canyon Way
	1584 S Palm Canyon Dr
	1695 N Sunrise Way
Stater Brothers	1717 E Vista Chino
Kaiser Grill	205 S Palm Canyon Dr
	235 S Palm Canyon Dr
	245 S Palm Canyon Dr
	2465 E Palm Canyon Dr
	256 S Palm Canyon Dr
	268 N Palm Canyon Dr
Convention Center	277 N Avenida Caballeros
	285 S Palm Canyon Dr
James O Jesse Center	480 W Tramview Rd
	500 S Palm Canyon Dr
	515 N Palm Canyon Dr
Nature's	555 S Sunrise Way
	707 N Palm Canyon Dr
	810 N Farrell Dr
Sunrise Park	
Demuth Park	
Ruth Hardy Park	
Sunrise Marketplace Shopping Center	
Smoke Tree Village Center Shopping Center	
City Hall and other City buildings	
Desert Hospital	
Leisure Center	
Police Department	
Palm Springs Mall	
Riverside County Administrative Center	
Palm Springs International Airport	
Main Branch Library	
Amado Park	
Desert Inn Fashion Plaza Mall	
Starbucks Café	
Plaza Parking Lot	
Department of Motor Vehicles	
Lower Tram Station	
Office building on the southeast corner of Ramon Road and Paseo Dorotea	

Proposed

The City proposed to add new bicycle parking to the locations listed in Table 4-29.

Table 4-29. Proposed Locations for New Bicycle Parking in Palm Springs

Location	Address
Azul	369 N Palm Canyon Dr
Antique Gallery Palm Springs	505 E Industrial Place
Shops at Palm Springs Marketplace	1717 E Vista Chino, #B
Plaza Investment Company	194 S Indian Canyon
John Wessman	555 S Sunrise Way, #301
Rim Rock Plaza	4711 B Unit Sunny Dunes
Plaza Racquet Club	1300 E Baristo
Kerson Gallery	2699 N Palm Canyon Dr
David Bell Enterprises	370 W San Rafael

The City currently has no requirements or plans for bicycle parking in new buildings.

Links to Other Transportation Modes

Palm Springs is served by SunLine Transit, which has bicycle racks on every bus in its fleet. These state-of-the-art bike racks can carry up to two bicycles per bus and are very convenient to use for the bicyclist. An Amtrak station is located near Indian Canyon Drive in the northern part of the city, and a Greyhound bus station is located near the downtown area. Bicycle parking is planned at both locations.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the city. These locations are listed in Table 4-30.

Bicycle Amenities

Shower and clothing lockers exist at Sunrise Park. The new College of the Desert campus will have bicycle amenities. The City currently has no requirements for bicycle amenities in new buildings.

Bicycle Safety Education and Police Enforcement

Palm Springs has not had a bicycle safety education program. However, the Coachella Valley Association of Governments, partnering with the Riverside County Department of Public Health and the Palm Springs Unified School District, has won a federal Safe Routes to School grant to provide bicycle and pedestrian safety education at public schools in Palm Springs. The program started in federal Fiscal Year 2010–2011.

Table 4-30. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in Palm Springs

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
111	E Palm Canyon Dr	Gene Autry Trail	15	EB	FS	Bike rack
24	Tahquitz Canyon Way	Civic Dr	29	WB	FS	Bike rack
14/30/111	Palm Canyon Dr	Baristo Rd	128	SB	FS	Bike locker
14	Gene Autry Trail	E Vista Chino	490	SB	NS	Bike locker
24	Avenida Caballeros	Vista Chino	496	NB	FS	Bike rack
24	Vista Chino	Avenida Caballeros	609	EB	FS	Bike rack
14	Gene Autry Trail	Vista Chino	614	NB	FS	Bike locker
111	Palm Canyon Dr	Gene Autry Trail	667	WB	FS	Bike rack
14/30/24	Baristo Rd	Farrell Dr	780	WB	MB	Bike locker
14/24/30	Baristo Rd	Farrell Dr	889	EB	NS	Bike locker

* Position refers to the near side (NS) or far side (FS) of the intersection

Wayfinding Signage

The City will seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Expenditures for Bicycle Facilities

Palm Springs had one project funded with SB 821 funds in 1996. This project was for a bike lane and signage project for all city bikeways in the amount of $79,000. In the early 1990s, Palm Springs received $383,000 from Measure A and SB 821 funds for a bicycle bridge over Palm Canyon Wash.

Palm Springs also received a $140,000 MSRC grant for parking, education, outreach, maps and signage.

Maintenance Policies

The City of Palm Springs maintains bike paths as part of the streets on an as-needed basis. Bike paths are maintained by the Parks and Recreation Department.

Other Related Policies

The City of Palm Springs has a Safe Routes to School (SRTS) Plan.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of Palm Springs has the following future financial needs:

- Total proposed bikeways 172.6 miles
- Total proposed bikeways cost $23,763,213
- Bicycle parking program $75,000
- Wayfinding signage $832,000
- Total capital financial need $24,670,213
- Annual Class I bike path maintenance budget 5.5 miles, $55,000/year
- Safe Routes to School Program $50,000/year

Grant Reporting Policies

The City of Palm Springs follows specific reporting guidelines for each grant it receives.

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CITY OF RANCHO MIRAGE

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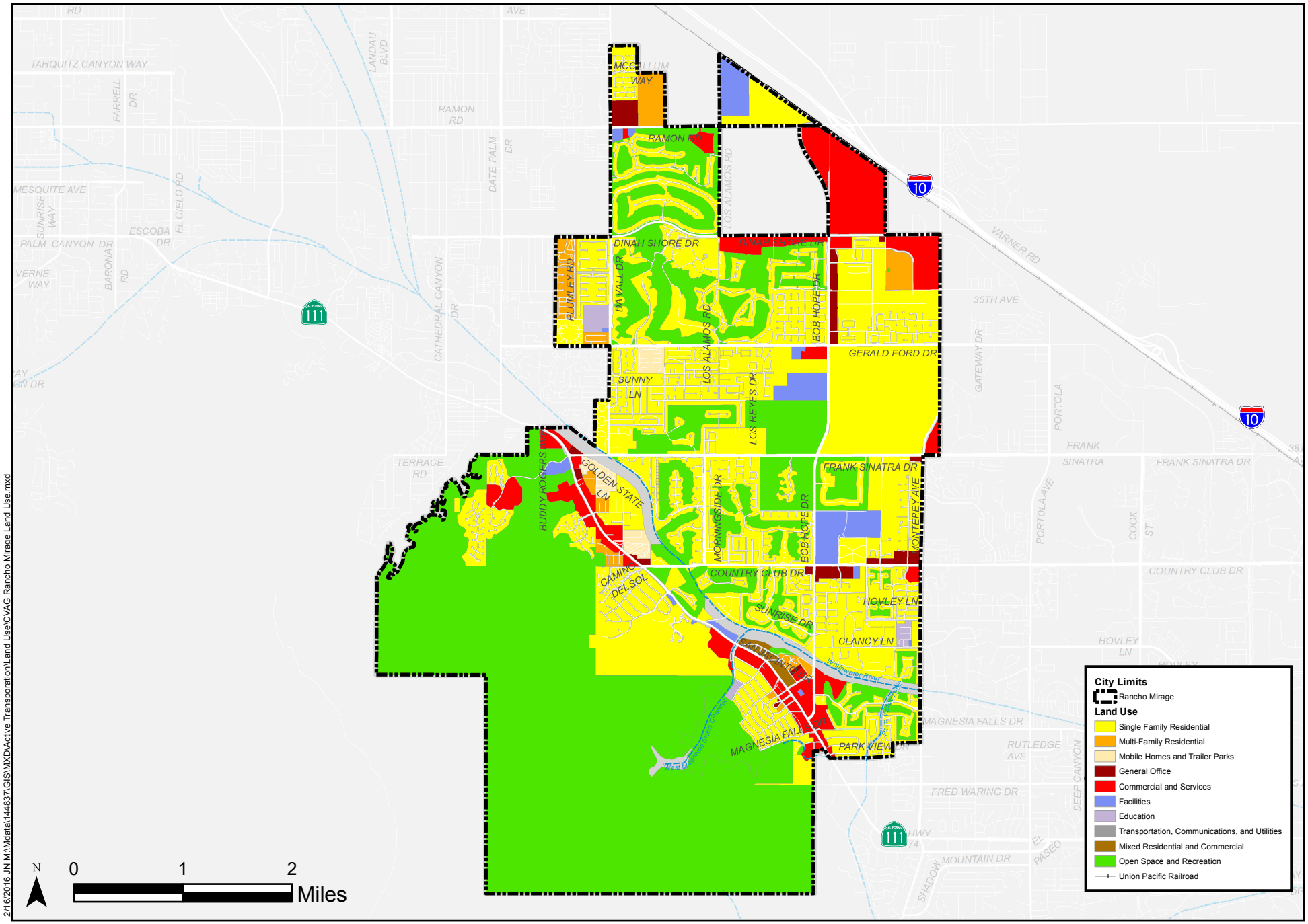
CITY OF RANCHO MIRAGE BICYCLE PLAN

With a year 2015 population of 17,889 per the California Department of Finance, Rancho Mirage is made up of primarily resort communities. The city has a grid network of arterial streets that connect to the neighboring cities of Cathedral City and Palm Desert, as well as to surrounding unincorporated areas. The city's main arterial streets include State Route 111, Da Vall and Bob Hope Drives, Monterey Avenue, Ramon Road, and Dinah Shore, Gerald Ford, Frank Sinatra, and Country Club Drives. Most of the city's destinations are located along SR 111.

Land Use

Figure 4-28 shows the current and future land use patterns in Rancho Mirage. The city consists primarily of low- and very low-density residential and resort uses. Commercial office and retail uses are located along SR 111. Golf communities are located throughout the city.



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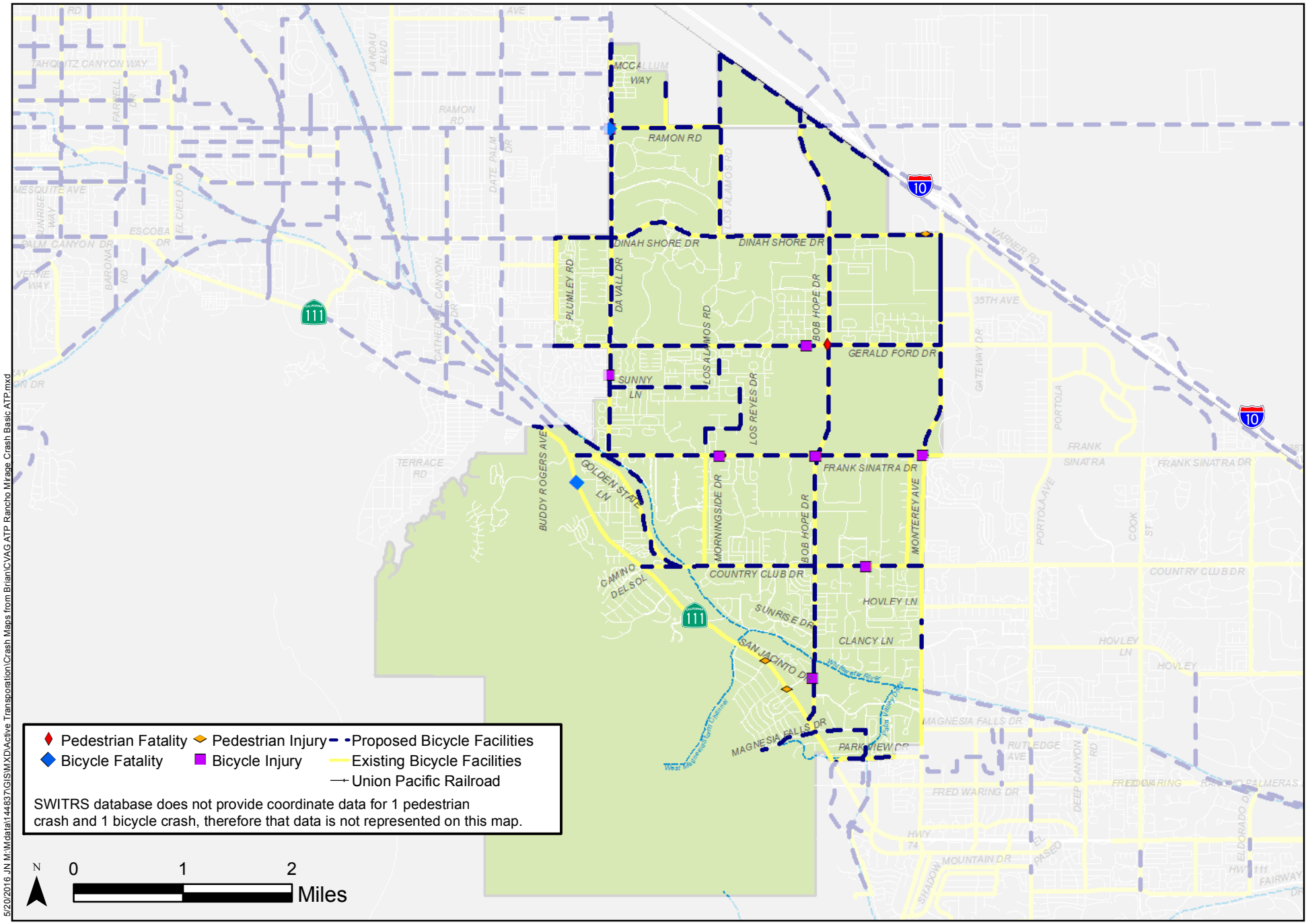
CVAG

Source: County of Riverside, CVAG

CVAG ATP - Land Use
City of Rancho Mirage

Figure 4-28



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CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP City of Rancho Mirage Crash Map

Figure 4-29

Bikeways

Existing

Rancho Mirage currently has several existing bikeways, totaling 21.1 miles in length, as listed in Table 4-31.

Proposed

The City has proposed the bikeway projects listed in Table 4-32 to be included in this Plan. Project costs are based on past expenditures for bikeways throughout California and from feedback received from local jurisdictions. Costs for individual projects will vary by location and complexity.

Figure 4-30 shows existing and proposed bikeways, bicycle parking, and amenities.

Table 4-31. City of Rancho Mirage Existing Bikeways

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
RM101E	Bob Hope Dr	Ramon Rd	Hwy 111	Bike lanes (partial)	Yes	5.5
RM102E	Bob Hope Dr	Dinah Shore Dr	Gerald Ford Dr	Bike path	Yes	1.0
RM103E	Bob Hope Dr	Frank Sinatra Dr	Hwy 111	Bike path	Yes	2.4
RM104E	Country Club Dr	Hwy 111	Monterey Ave	Bike lanes (partial)	Yes	2.6
RM105E	Country Club Dr	Hwy 111	Whitewater River	Bike path	Yes	0.4
RM106E	Country Club Dr	Whitewater River	Monterey Ave	Bike path	Yes	2.2
RM107E	Da Vall Dr	30th Ave	Frank Sinatra Dr	Bike path	Yes	4.0
RM108E	DaVall Dr	30th Ave	Frank Sinatra Dr	Bike lanes (partial)	Yes	4.0
RM109E	Dinah Shore Dr	Plumley Rd	Monterey Ave	Bike lanes (partial)	Yes	3.6
RM110E	Dinah Shore Dr	Plumely Rd	Monterey AVe	Bike path	Yes	3.6
RM111E	Frank Sinatra Dr	Hwy 111	Monterey Ave	Bike lanes (partial)	Yes	3.3
RM112E	Frank Sinatra Dr	Hwy 111	Whitewater River	Bike path	Yes	0.3
RM113E	Frank Sinatra Dr	Da Vall Dr	Monterey Ave	Bike path	Yes	3.0
RM114E	Gerald Ford Dr	Plumley Rd	Monterey Ave	Bike lanes (partial)	Yes	3.5
RM115E	Gerald Ford Dr	Plumley Rd	Monterey Ave	Bike path	Yes	3.5
RM116E	Hwy 111	North City Limit	South City Limit	Bike path	Yes	4.2
RM117E	Los Alamos Dr	Ramon Rd	Dinah Shore Dr	Bike path	No	1.0
RM118E	Monterey Ave	Dinah Shore Dr	Country Club Dr	Bike lanes	Yes	3.1
RM119E	Monterey Ave	Dinah Shore Dr	Frank Sinatra Dr	Bike path (partial)	Yes	2.1
RM120E	Monterey Ave	Frank Sinatra Dr	Verbania Rd	Bike path	Yes	1.5
RM121E	Morningside Dr	Country Club Dr	Frank Sinatra Dr	Bike lanes	No	1.0
RM122E	Parkview Dr	Hwy 111	East City Limit	Bike lanes	Yes	0.6
RM123E	Parkview Dr	Hwy 111	East City Limit	Bike path (partial)	Yes	0.6
RM124E	Plumley Rd	Dinah Shore Dr	Converse Rd	Bike path	No	0.8
RM125E	Ramon Rd	Da Vall Dr	Los Alamos Dr	Bike lanes (partial)	Yes	1.0
RM126E	Ramon Rd	Da Vall Dr	Los Alamos	Bike path	Yes	1.0

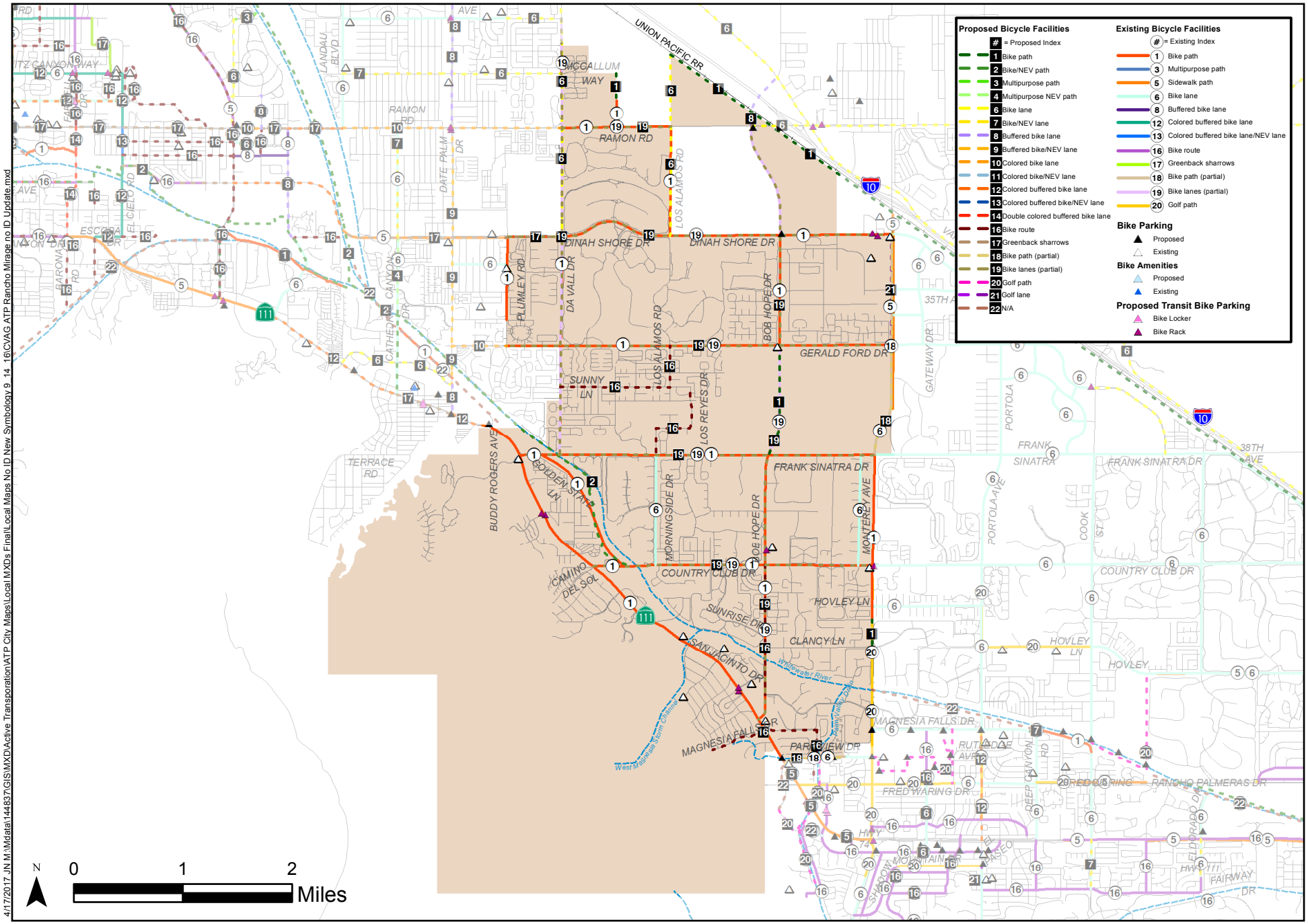
Table 4-31, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
RM127E	Rattler Rd	Street s/o Rancho Mirage High School	Ramon Rd	Bike path	No	0.3
RM128E	Vista Dunes Rd	Frank Sinatra Dr	Country Club Dr	Bike lanes	No	1.0
RM129E	Whitewater River (Butler-Abrams Trail)	Frank Sinatra Dr	Country Club Dr	Bike path	Yes	1.3

Table 4-32. City of Rancho Mirage Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
RM130	Bob Hope Dr	Ramon Rd	Hwy 111	Bike lanes (partial)**	Yes	5.5	$219,644
RM131	Bob Hope Dr	Gerald Ford Dr	Frank Sinatra Dr	Bike path	Yes	1.0	$1,090,941
RM132	Bob Hope Dr	Country Club Dr	Torremolinos Dr	Bike route	Yes	1.2	$44,078
RM133	Country Club Dr	Hwy 111	Monterey Ave	Bike lanes (partial)**	Yes	2.6	$101,242
RM134	DaVall Dr	30th Ave	Frank Sinatra Dr	Bike lanes (partial)**	Yes	4.0	$158,404
RM135	Dinah Shore Dr	Plumley Rd	Monterey Ave	Bike lanes (partial)**	Yes	3.6	$141,534
RM136	Frank Sinatra Dr	Hwy 111	Monterey Ave	Bike lanes (partial)**	Yes	3.3	$128,806
RM137	Gerald Ford Dr	Plumley Rd	Monterey Ave	Bike lanes (partial)**	Yes	3.5	$139,633
RM138	Joshua Rd	Magnesia Falls Dr	End of Joshua Rd	Bike route	Yes	0.5	$18,176
RM139	La Paz Rd	Thompson Rd	Los Reyes Dr	Bike route	No	0.3	$11,408
RM140	Los Alamos Dr	Ramon Rd	Dinah Shore Dr	Bike lanes	No	1.0	$79,568
RM141	Los Alamos Rd	RR ROW	Ramon Rd	Bike lanes	No	0.7	$52,294
RM142	Los Alamos Rd	Gerald Ford Dr	Sunny Ln	Bike route	No	0.4	$13,998
RM143	Los Reyes Dr	Sunny Ln	La Paz Rd	Bike route	No	0.4	$14,102
RM144	Magnesia Falls Dr	Gardess Rd	Joshua Rd	Bike route	Yes	1.0	$36,661
RM145	Monterey Ave	Dinah Shore Dr	Frank Sinatra Dr	Bike path (partial)**	Yes	2.1	$1,209,828
RM146	Monterey Ave	Verbenia Rd	Clancy Ln	Bike path	Yes	0.3	$267,723
RM147	Railroad Alignment	West City Limit	East City Limit	Bike path	No	1.9	$1,989,776
RM148	Ramon Rd	Da Vall Dr	Los Alamos Dr	Bike lanes (partial)**	Yes	1.0	$39,628
RM149	Rattler Rd	North City Limit	Street s/o Rancho Mirage High School	Bike path	No	0.2	$264,557
RM150	Sunny Ln	Da Vall Dr	Los Reyes	Bike route	No	1.0	$36,970
RM151	Thompson Rd	La Paz Rd	Frank Sinatra Dr	Bike route	No	0.2	$9,212
RM152	Parkview Dr	Hwy 111	East City Limit	Bike path (partial)**	Yes	0.6	$328,774
WSRM	Wayfinding Signage						$144,000
BPRM	Bicycle Parking Program						$25,000
						TOTAL	$6,565,955

**Bike facilities will not exist on both sides of the road for the complete section under the proposed condition.



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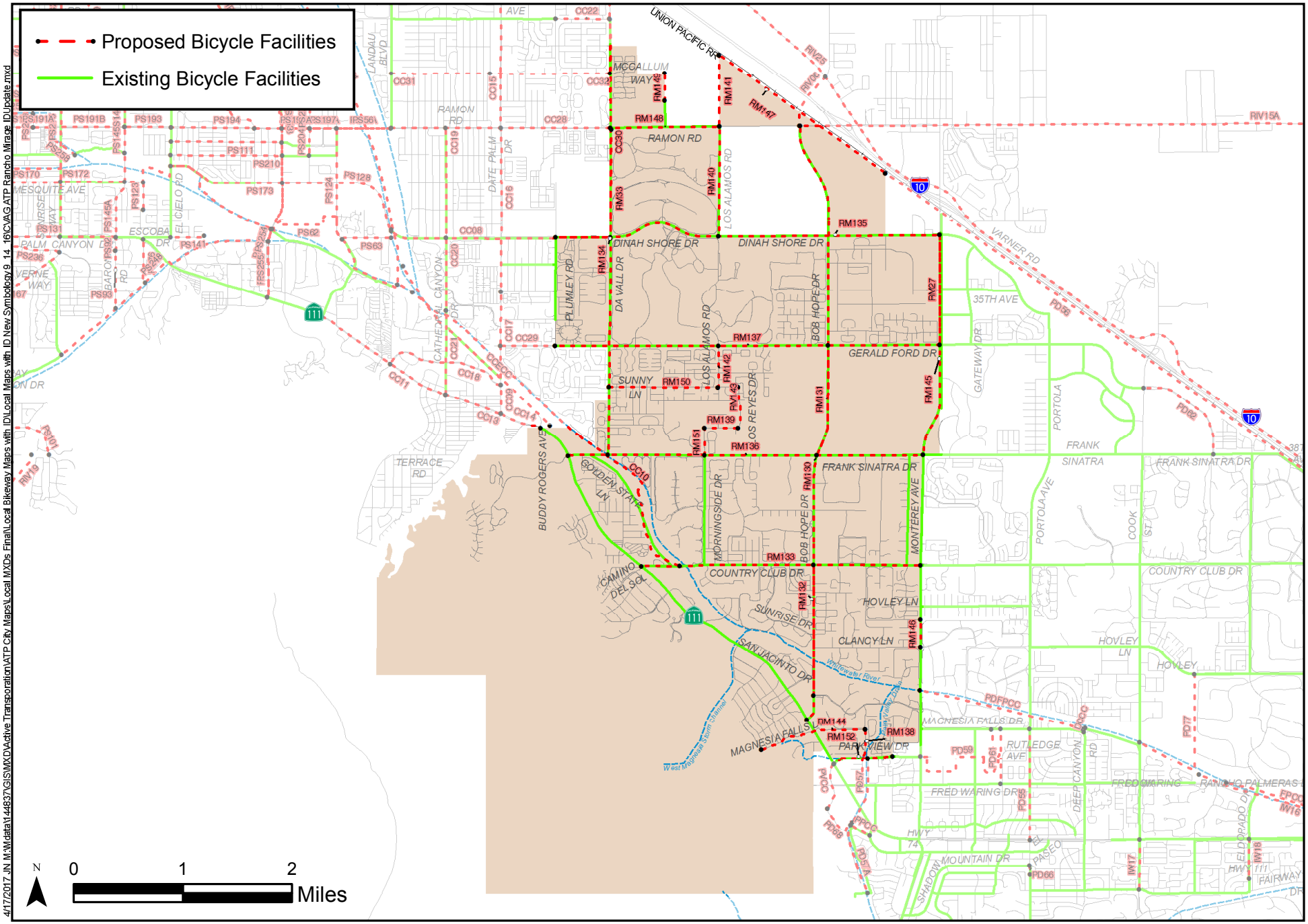
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Rancho Mirage Local Network

Figure 4-30



See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

City of Rancho Mirage
Local Network with ATP IDs

Figure 4-30a

Bicycle Parking

Existing

The City of Rancho Mirage has bicycle parking at the following locations:

- City Hall
- The River shopping center
- The library
- Eisenhower Medical Center
- Albertson's at the southwest corner of Country Club Drive and Monterey Avenue
- Whitewater Park
- Monterey Market Place
- Pavilions shopping center at the southwest corner of Gerald Ford Drive and Bob Hope Drive
- At the activity center at the southwest corner of Dinah Shore Drive and Monterey Avenue

Proposed

New bicycle parking will be added by the property owners at the intersection of Dinah Shore Drive and Bob Hope Drive and at the casino at the intersection of Ramon Road and Bob Hope Drive. The City also requires bicycle parking by ordinance in new office and commercial developments. One bicycle rack is required for every 40 auto parking spaces.

Links to Other Transportation Modes

The City is served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient to use for the bicyclist. No transit stations or park-and-ride facilities currently exist in the city, nor are any planned.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the city, as listed in Table 4-33.

Table 4-33. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in Rancho Mirage

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
53	Bob Hope Dr	Hospital	582	NB	FS	Bike rack
111	SR 111	Mirage Cove Dr	643	EB	FS	Bike rack
111	SR 111	Rancho Las Palmas	650	EB	NS	Bike rack
111	SR 111	Rancho Las Palmas	659	WB	NS	Bike rack
111	SR 111	Mirage Cove Dr	663	WB	FS	Bike rack
32	Dinah Shore Dr	Shoppers Lane	939	EB	FS	Bike rack

* Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

Rancho Mirage has no bicycle commuter–related showers or clothing lockers. The City currently has no requirements for bicycle amenities.

Bicycle Safety Education and Police Enforcement

There are no bicycle safety education or special police enforcement programs in Rancho Mirage.

Wayfinding Signage

The City has no plans for wayfinding signage.

Past Expenditures for Bicycle Facilities

All previous bikeways have been funded by the City's General Fund or from development impact fees. The City does not keep direct records of expenditures.

Maintenance Policies

The City of Rancho Mirage does an annual inspection of all roadways and makes repairs as needed. The City also inspects properties fronting the roadways and sends requests to property owners for repairs.

Class II (bike lanes) bikeways are maintained under the pavement management plan. The City conducts surveys once every five years to determine what maintenance needs to be done.

Inventory is conducted to check for sign replacement and restriping. The City maintained an average of 80 on the Pavement Condition Index.

Other Related Policies

The City of Rancho Mirage has a Safe Routes to School (SRTS) Plan. Both schools in the city have had improvements completed.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The City of Rancho Mirage has the following future financial needs:

- Total proposed bikeways 36.1 miles
- Total proposed bikeways cost $6,396,955
- Bicycle parking program $25,000
- Wayfinding signage $144,000
- Total capital financial need $6,565,955
- Annual Class I bike path maintenance budget 3.4 miles, $34,000/year
- Safe Routes to School Program $50,000/year

Grant Reporting Policies

The City of Rancho Mirage follows specific reporting guidelines for each grant it receives.

UNINCORPORATED RIVERSIDE COUNTY

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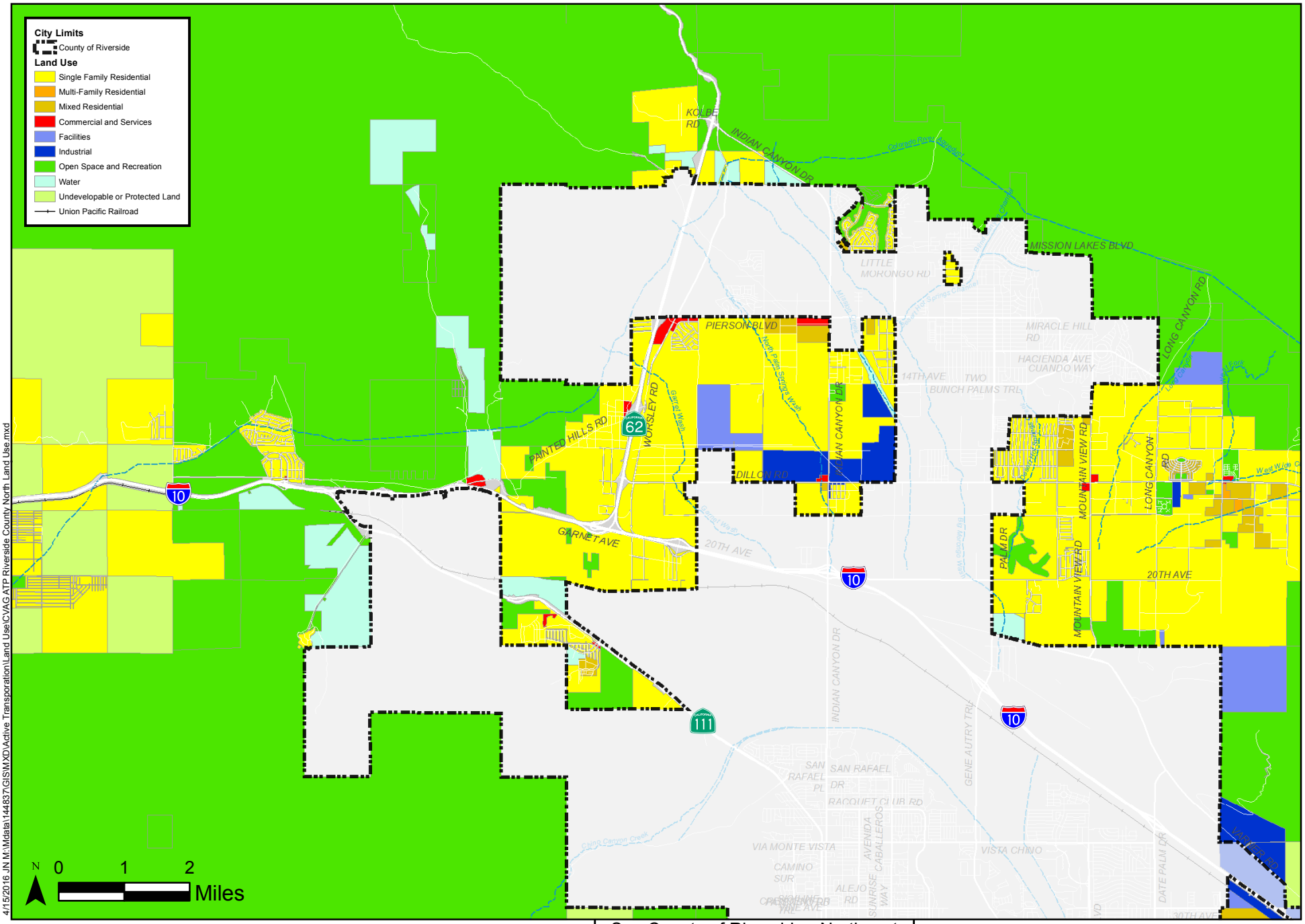
UNINCORPORATED RIVERSIDE COUNTY BICYCLE PLAN

For the purposes of this Active Transportation Plan, areas of the Coachella and Palo Verde Valleys that fall outside existing city boundaries are referred to as unincorporated Riverside County. In the Coachella Valley, this area is bounded by the Little San Bernardino Mountains and Joshua Tree National Park to the north, the Santa Rosa Mountains to the south, Verbenia Avenue to the west, and the hills just east of Indio and Coachella. Some of the main arterials in this area include State Routes 62, 111, and 86, Dillon Road, Monroe, Van Buren, Fillmore, and Pierce Streets, Avenues 52, 54, 58, 62, and 66, and Airport Boulevard. According to the California Department of Finance and the CVAG website, in 2010 the unincorporated area of Riverside County had a population of 317,307, with 84,478 residents living within the CVAG boundary.

The Palo Verde Valley is bounded by the Main Diversion Dam to the north, the Imperial County line to the south, the Colorado River to the east, and Palo Verde Mesa to the west. In this area, some of the main arterial streets include State Route 78 and US Route 95, Hobsonway, 4th, 6th, 10th, 14th, and 18th Avenues, and De Frain, Neighbours, Lovekin, Intake, and Olive Lake Boulevards. Most of the roads in the unincorporated areas are two-lane rural roads with pavement widths that vary between 24 and 28 feet. Some roads have paved shoulders, but most do not. State highways, such as State Routes 111, 62, 86, 78, and US Route 95 tend to have widened shoulders.

Land Use

Figures 4-31 and 4-32 show the current and future land use patterns in the unincorporated areas of the Coachella and Palo Verde Valleys. Most of the unincorporated areas have existing agricultural or open space land uses. Several small urbanized areas include some commercial, industrial, and residential uses. Some of these small locations are labeled on the map and include Thousand Palms, Bermuda Dunes, Thermal, Mecca, North Shore, Ripley, and Mesa Verde. A large area of medium- and low-density residential land uses is located in North Palm Springs and Sky Valley. Some commercial uses are located along SR 111 south of Thermal, and industrial uses are located in North Palm Springs, north of Rancho Mirage, and near Thermal. The checkerboard pattern of land use and zoning corresponds with the pattern of Indian reservation land in the western part of the Coachella Valley. Indian land is zoned for low-density residential, and the alternating mile squares are zoned for agricultural or open space uses.



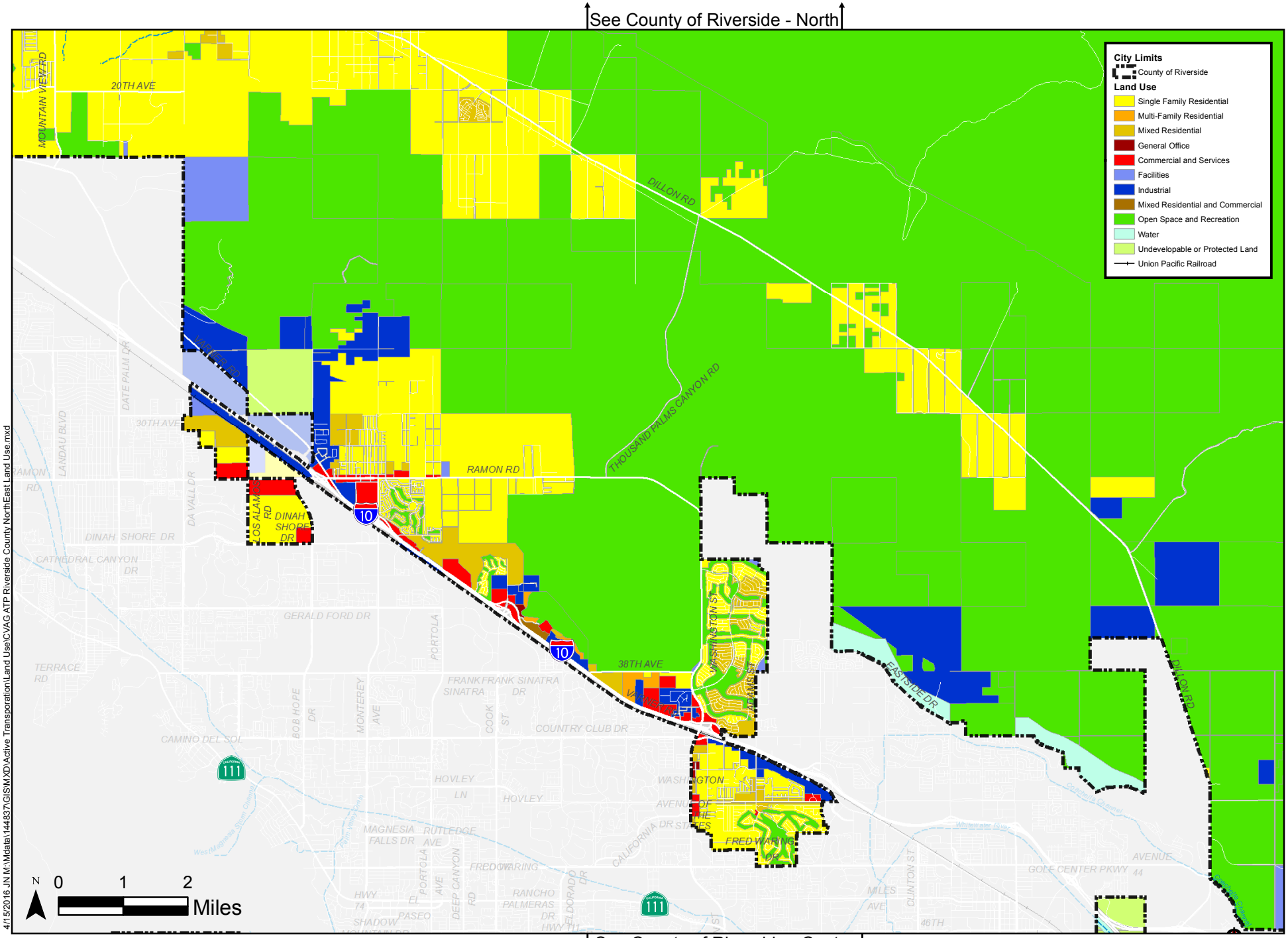
See County of Riverside - Northeast

CVAG

Source: County of Riverside, CVAG

CVAG ATP - LAND USE
County of Riverside - North

Figure 4-31a

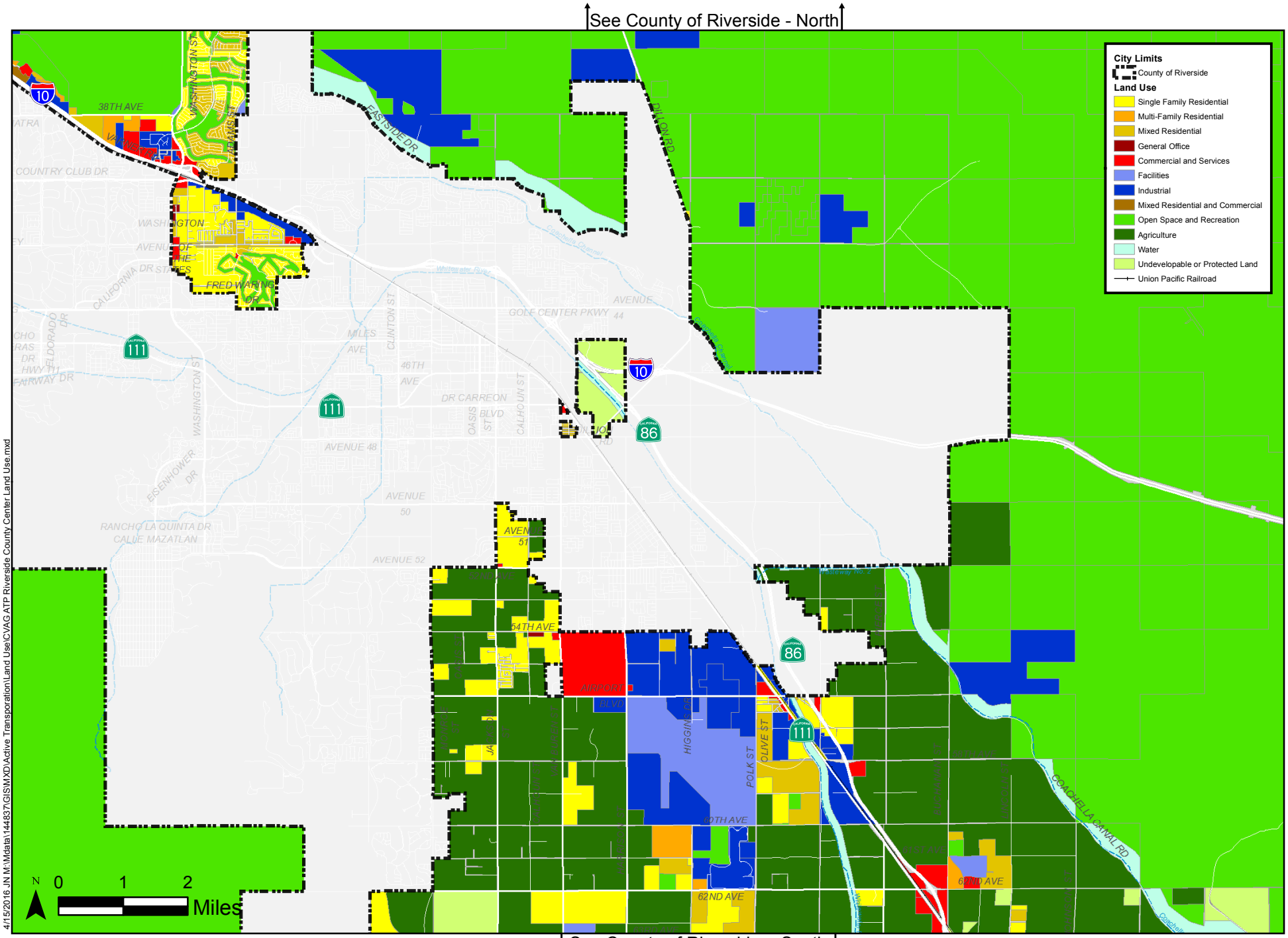


CVAG

Source: County of Riverside, CVAG

CVAG ATP - LAND USE
County of Riverside - Northeast

Figure 4-31b

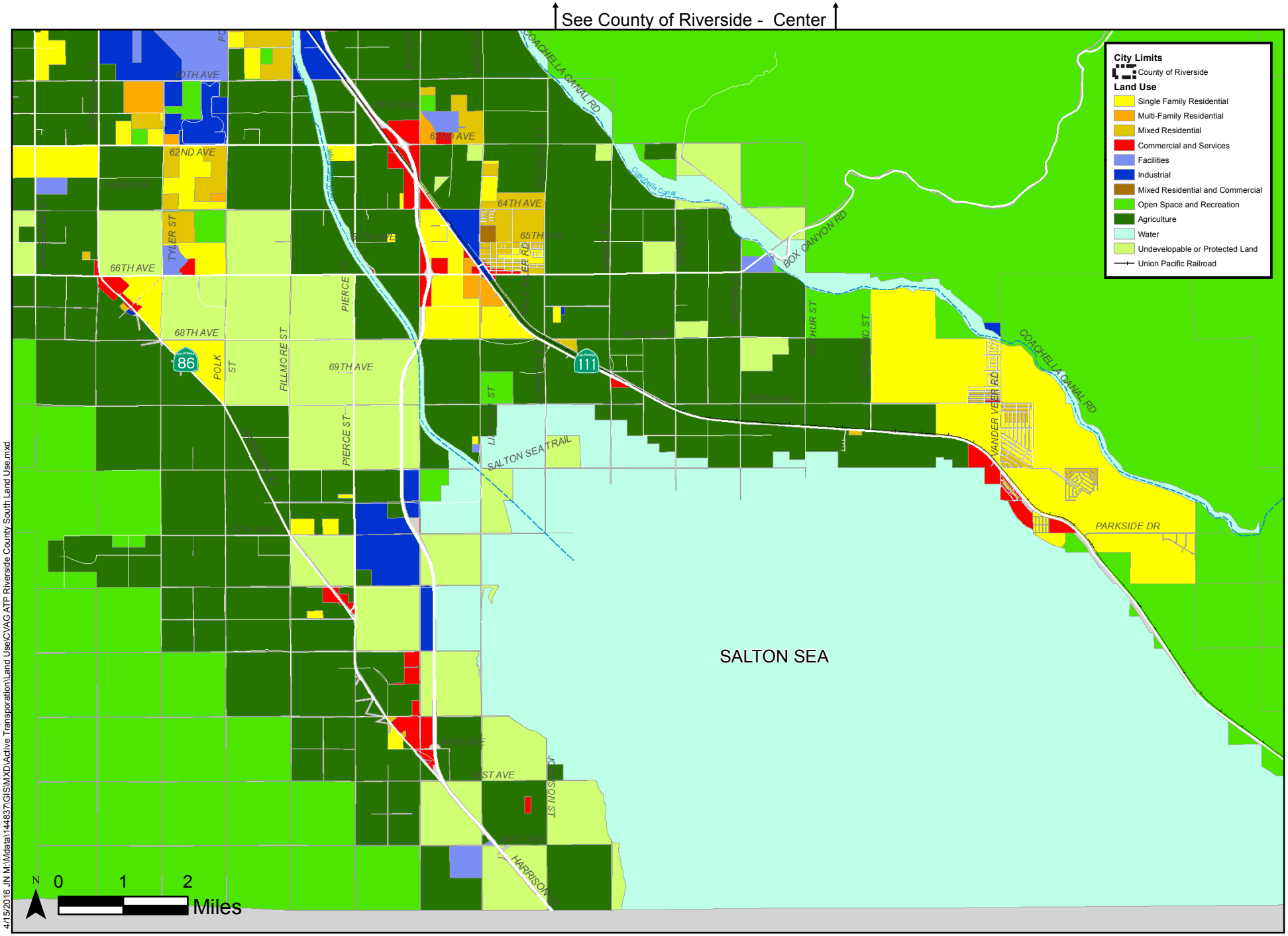


CVAG

Source: County of Riverside, CVAG

CVAG ATP - LAND USE
County of Riverside - Center

Figure 4-31c

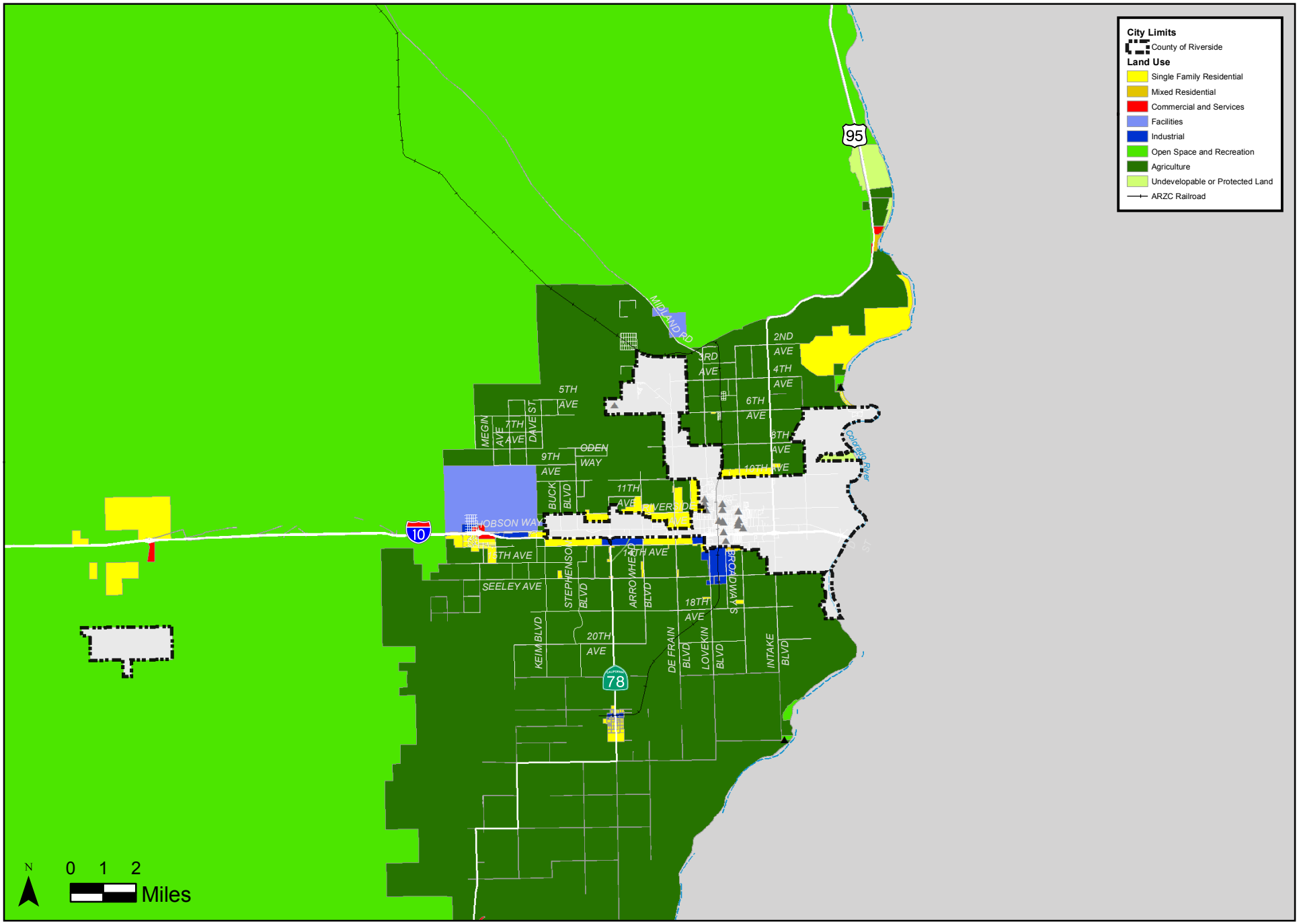


CVAG

Source: County of Riverside, CVAG

CVAG ATP - LAND USE
County of Riverside - South

Figure 4-31d

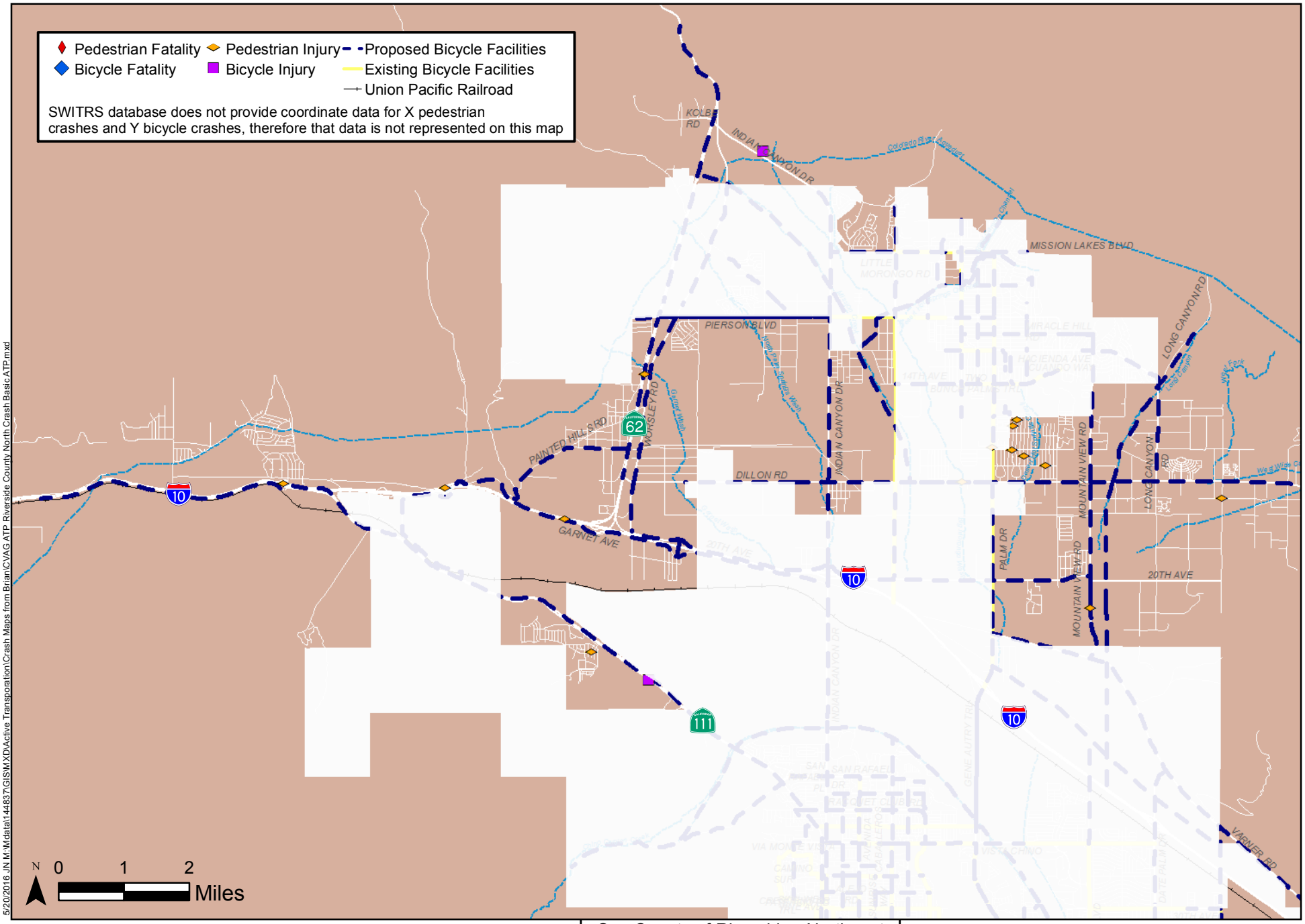


CVAG

Source: County of Riverside, CVAG

CVAG ATP - Land Use
County of Riverside - East

Figure 4-32



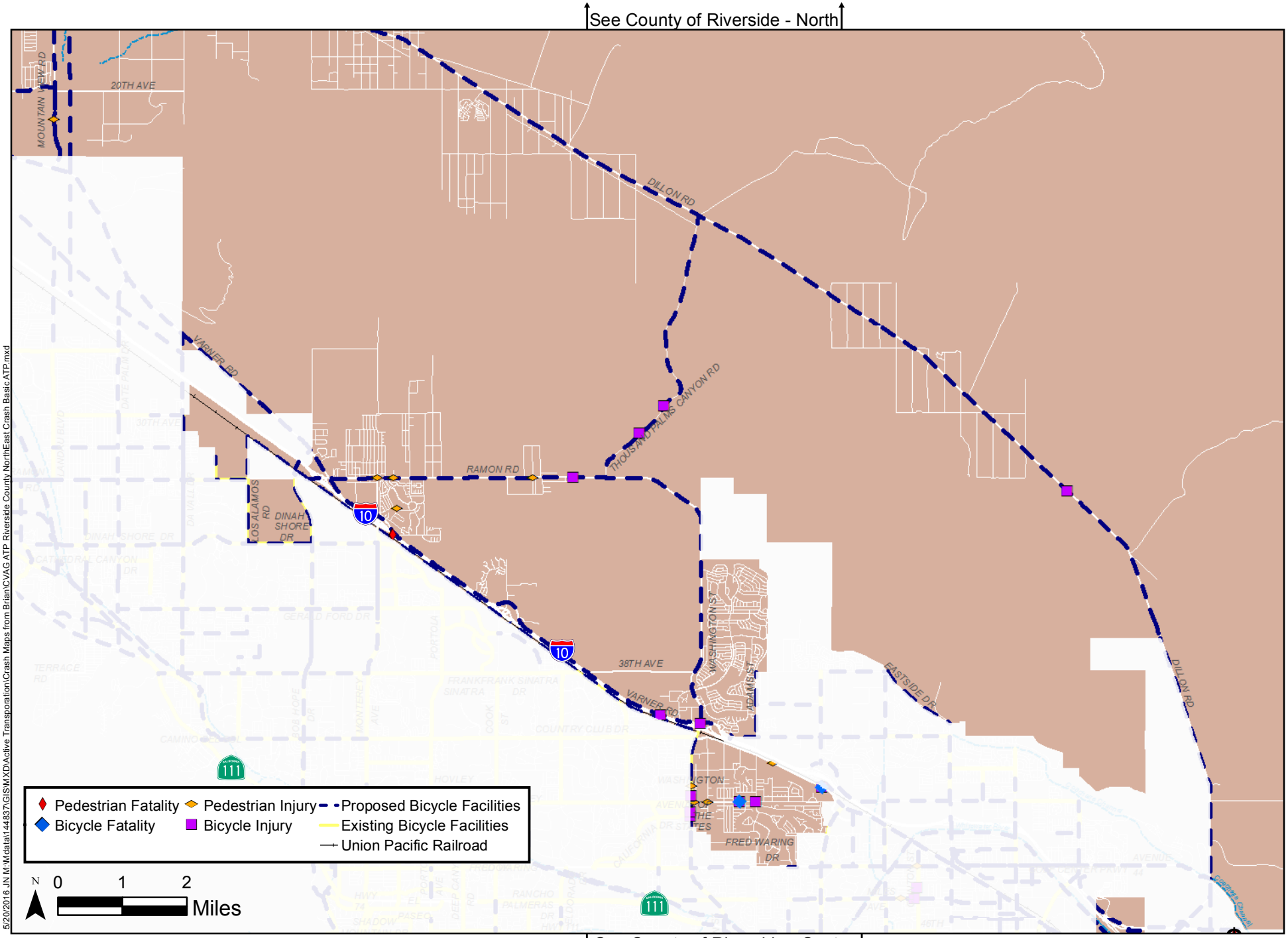
See County of Riverside - Northeast

CVAG

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Crash Map

Figure 4-33a

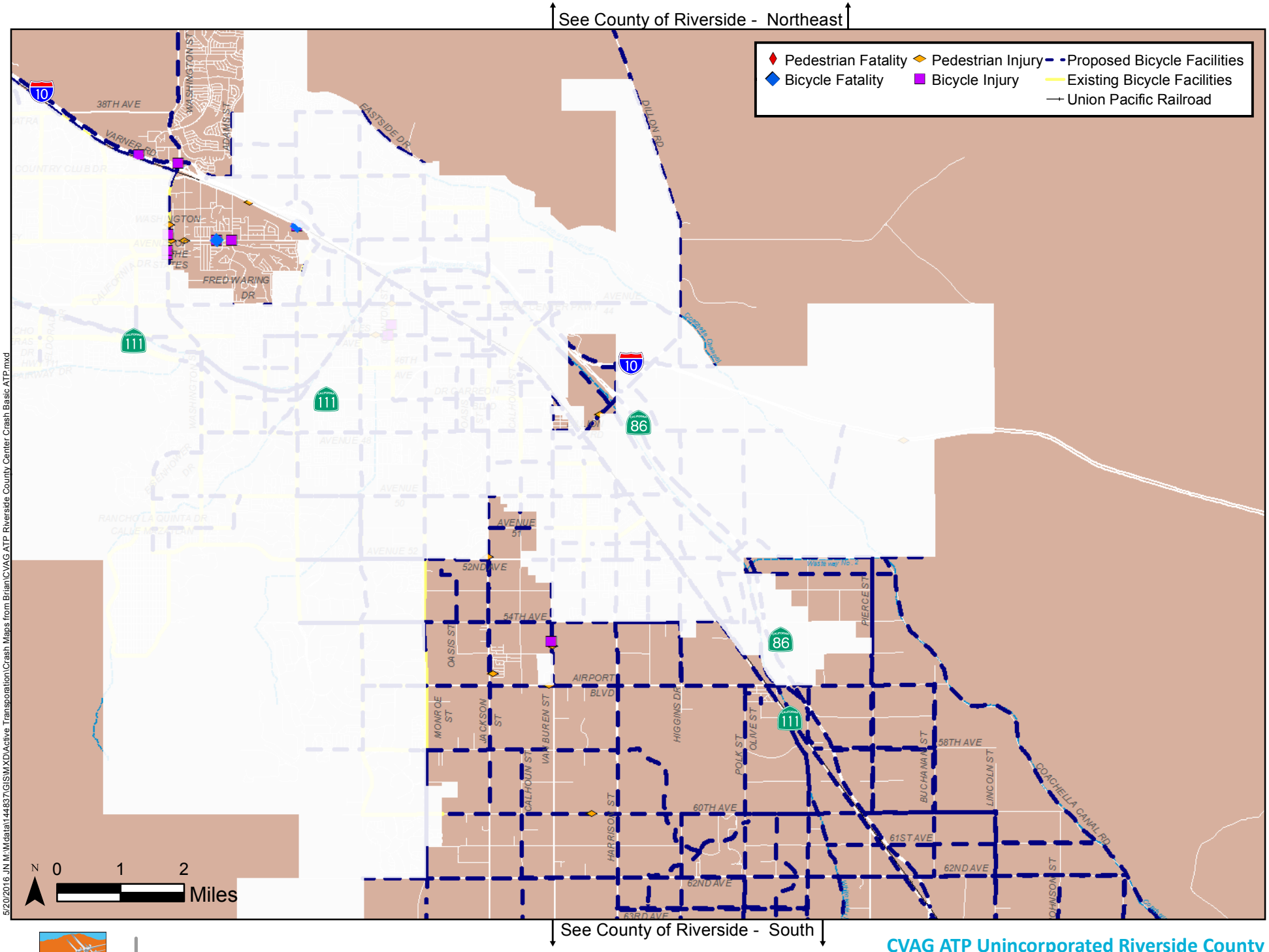


CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP Unincorporated Riverside County Crash Map

Figure 4-33b



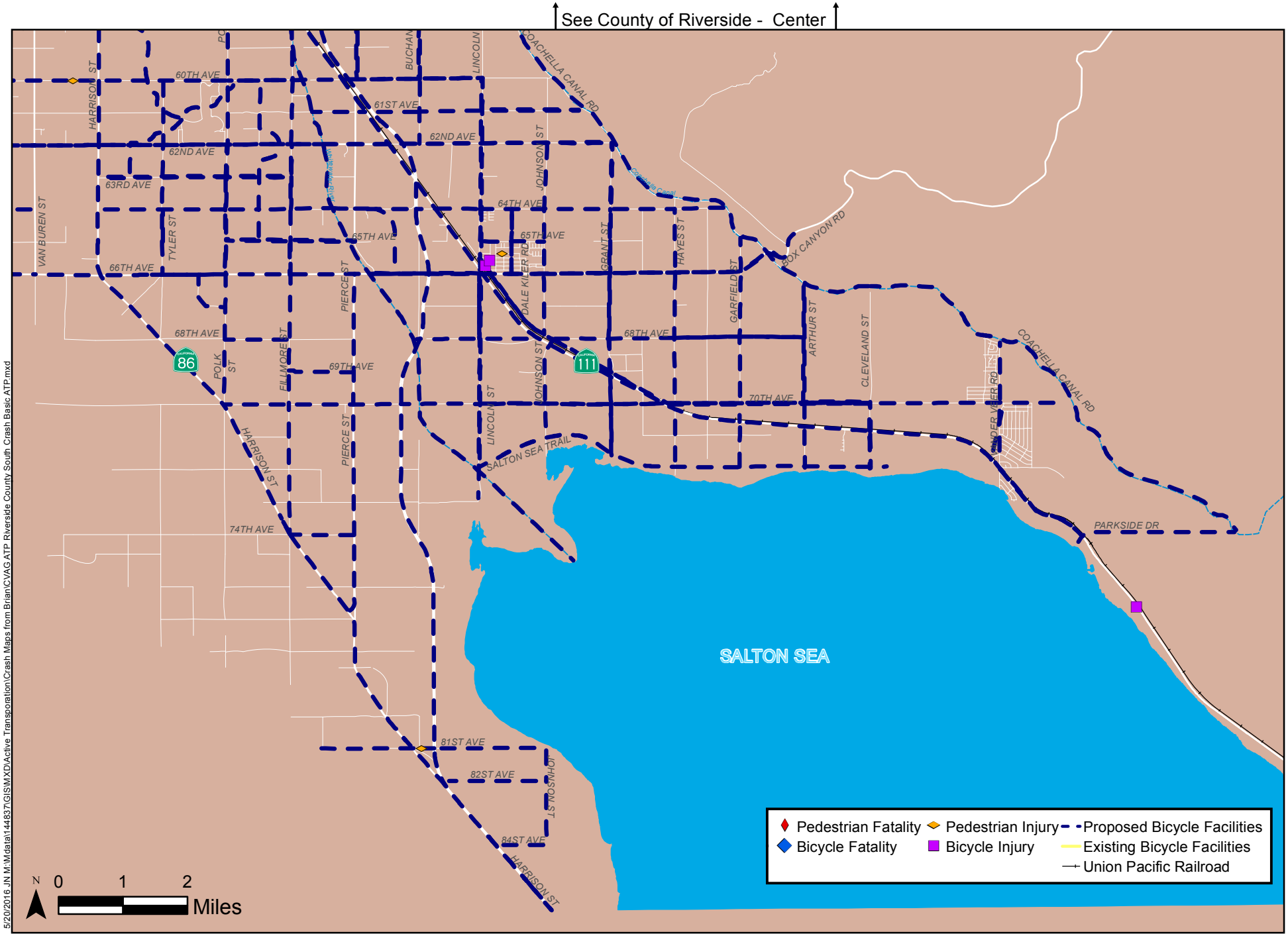
5/20/2016 JN M:\data\144837\GIS\MXD\Active Transporation\Crash Maps from Brian\CVAG ATP Riverside County Center Crash Basic ATP.mxd

CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP Unincorporated Riverside County Crash Map

Figure 4-33c

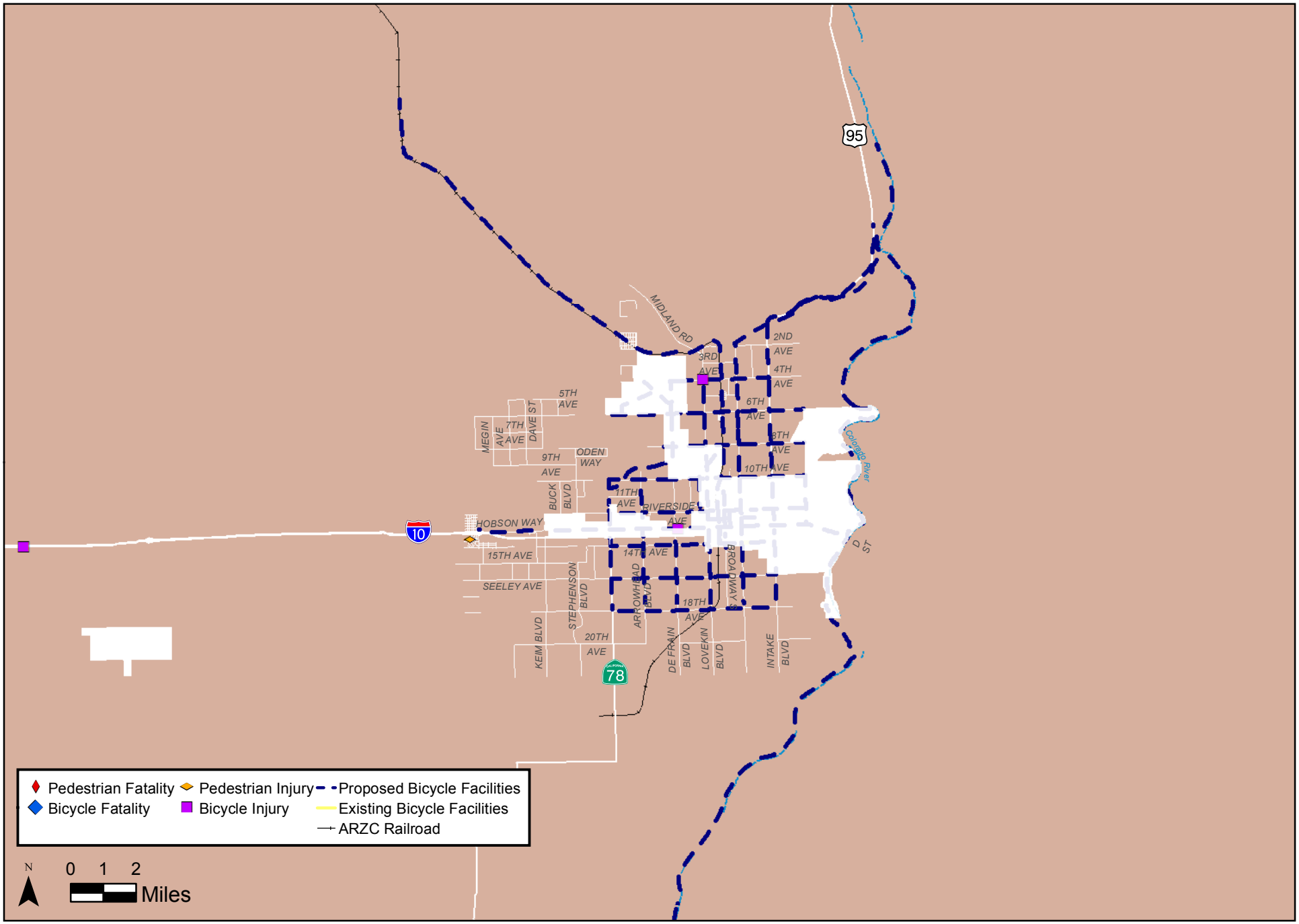


CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP Unincorporated Riverside County Crash Map

Figure 4-33d



CVAG

Source: County of Riverside, CVAG, SWITRS

CVAG ATP Unincorporated Riverside County Crash Map

Figure 4-34

Bikeways

Riverside County currently has existing bikeway facilities stretching over 23.2 miles, as listed in Table 4-34.

The County of Riverside has the proposed bikeway projects included in Table 4-35.

Figure 4-35 shows existing and proposed bikeways and parking facilities. Most of the projects are proposed on rural two-lane roads with pavement widths of 24–28 feet. There are three primary options for improving these roads and upgrading them to accommodate bicycle lanes or establishing Class III bike routes. The options for rural roads are listed below.

- Since SR 111 is a high priority project, costs were calculated to include 8 feet of additional asphalt.
- Designate the routes as Class III bike route facilities with signage, and provide safety signage advising motorists of the presence of bicyclists on the road. Accelerated maintenance schedules could also be implemented along these routes.
- Widen the roadway to 36–40 feet either to include wide shoulders for a Class III bike route or to install Class II bike lanes.
- When the surrounding areas is developed, incorporate bike lanes or wide shoulders for a Class III bike route facility into the design of the roadway so that the road is widened to a sufficient width to accommodate a bicycle facility.

Table 4-34. County of Riverside Existing Bikeways

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)
MN05E	Monroe St	Mountain View Ln.	Airport Blvd	Bike lanes	Yes	0.6
PG03E	Palm Dr	Desert Hot Springs City Limit (Camino Aventura)	I-10	Bike lanes	Yes	2.1
DHS01E	Pierson Blvd	Indian Ave / N. Indian Canyon Dr	Cholla Dr	Bike lanes	Yes	1.8
DHS03E	Little Morongo Rd	Pierson Blvd.	1860 feet south of 20th Ave	Bike route	Yes	1.8
DHS05E	Mission Lakes Blvd	Little Morongo Rd	Palm Dr	Bike route	Yes	1.5
DHS08E	West Dr	Mission Lakes Blvd	Ironwood Dr	Bike lanes	Yes	1.0
LQ21E	Monroe St	Ave 52	Ave 54	Bike lanes	Yes	1.0
LQ22E	Monroe St	Mountain View Ln.	Ave 58	Bike lanes	Yes	1.6
PD08E	Tamarisk Row Dr	Frank Sinatra Dr	Country Club Dr	Bike Lanes	Yes	1.4
RM101E	Bob Hope Dr	Ramon Rd	Hwy 111	Bike lanes (partial)	Yes	5.5
RM109E	Dinah Shore Dr	Plumley Rd	Monterey Ave	Bike lanes (partial)	Yes	3.6
RM110E	Dinah Shore Dr	Plumely Rd	Monterey AVe	Bike path	Yes	3.6
RM117E	Los Alamos Dr	Ramon Rd	Dinah Shore Dr	Bike path	No	1.0
RM127E	Rattler Rd	Street s/o Rancho Mirage High School	Ramon Rd	Bike path	No	0.3
IN01AE	Jefferson St	Indio Blvd.	Ave 50	Bike lanes	Yes	4.0

Table 4-35. County of Riverside Proposed Bikeway Projects

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
IN65C	Ave 50	Jefferson St	Indio Eastern city limit (1010 feet east of Jackson St)	Bike Lanes	Yes	1.0	$79,200
IN85	Ave 52	Monroe St	Jackson St	Bike lanes	Yes	1.0	$79,200
ISDCC3	Access Road Along East Side of Spotlight 29 Casino*	Just south of I-10	Harrison Pl	Bike lanes/NEV lanes	Yes	1.1	$87,120
RCBCC	Bridge Access Across I-10*	Vista del Norte	Unpaved path along southern side of I-10	Bike lanes/NEV lanes	Yes	0.1	$6,000
RCCCC	Access Road Along I-10*	County/City limit	Vista del Norte	Bike lanes/NEV lanes	Yes	0.3	$20,625
RCUCC	Unpaved path along southern side of I-10*	Bridge Access	0.2 mi along path	Bike lanes/NEV lanes	Yes	0.3	$26,250
RIV90B	Ave 62	Buchanan St	Coachella Canal	Bike path	Yes	3.0	$2,952,576
RIV06	Bob Hope Dr	Varner Rd	Ramon Rd	Buffered bike lanes	Yes	0.5	$50,160
COA32	Whitewater River	Tyler St	Airport Blvd	Bike path/NEV path	Yes	4.0	N/A (CV Link)
RIV09	Whitewater River	Eastern Indio city limits (1340 feet east of Van Buren St)	Tyler St	Bike path/NEV path	Yes	3.6	N/A (CV Link)
RIV32	Whitewater River	Airport Blvd	Salton Sea	Bike path/NEV path	Yes	11.1	N/A (CV Link)
DHS37	Mission Creek	Trailhead at Twenty Nine Palms Hwy	Pierson Blvd.	Multipurpose path/NEV path	Yes	3.3	$3,997,066
PG03	Palm Dr	Dillon Rd	I-10 Fwy.	Multipurpose path/NEV path	Yes	3.8	$4,602,682
COA06	Dillon Rd	Ave 44	Harrison Pl	Bike lanes	Yes	1.5	$118,800
DL02	Dillon Rd	Palm Springs Western city limit (990 feet west of Diablo Rd)	Eastern city limit (2660 feet east of Karen Ave)	Bike lanes	Yes	1.5	$118,800
IN29	Dillon Rd	Northern city limit (7450 feet south of Old Aqueduct Rd)	Ave 44	Bike Path	Yes	0.5	$506,880
RIV08	Dillon Rd	Eastern Palm Springs city limit (2660 feet east of Karen Ave)	Northern Indio city limit (7450 feet south of Old Aqueduct Rd)	Bike lanes	Yes	26.8	$2,122,560
CC24	Varner Rd	Palm Dr	Cathedral City Eastern city limit (6310 feet east of Date Palm Dr)	Bike lanes	Yes	4.6	$364,320
COA51	Ave 48	Van Buren St	Dillon Rd	Multipurpose path/NEV path	Yes	0.3	$363,370
COA52	Dillon Rd	Ave 48	Whitewater River	Sidewalk path/NEV path	Yes	1.0	$1,030,656

Table 4-35, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
LQ44	Fred Waring Dr (Southbound Only)	Adam St	Dune Palms Rd	Buffered bike lanes/NEV lanes	Yes	0.5	$50,160
LQ45	Fred Waring Dr	Dune Palms Rd	Jefferson St	Bike lanes	Yes	0.5	$39,600
HR02	Harrison St	Ave 54	Airport Blvd.	Bike route	Yes	1.0	$36,960
H11102	Hwy 111	Gap between Palm Springs city limit in northwest (3560 feet east of Tipton Rd)	Gap between Palm Springs city linit in northwest (3270 feet north of Overture Dr)	Buffered bike lanes	Yes	1.1	$110,352
H11130	Indio Blvd.	I-10	Indio Eastern city limit (Dillon Rd/Ave 48)	Buffered bike lanes	Yes	1.3	$130,416
H11132	Hwy 111	3,520' south of Ave 54	Ave 58	Buffered bike lanes	Yes	1.8	$180,576
H11133	Hwy 111	Ave 58	Parkside Dr	Bike route	Yes	15.6	$576,576
PS176	N. Palm Canyon	Palm Springs North City Limit (3270 feet north of Overture Dr)	Vista Chino	Bike route	Yes	5.3	$195,888
PS53	Hwy 111	Haugen-Lehmann Way	Gap between Palm Springs city limit in northwest (3560 feet east of Tipton Rd)	Bike route	Yes	3.8	$140,448
RIV05	Indian Ave/ N. Indian Canyon Dr	Pierson Blvd.	I-10 Fwy.	Bike lanes	Yes	3.9	$308,880
IN46	Jackson St	Ave 50	Ave 52	Bike lanes	Yes	1.0	$79,200
JK06	Jackson St	Ave 52	Airport Blvd	Bike lanes	Yes	2.0	$158,400
LQ52	Monroe St	Ave 54	Mountain View Ln.	Bike lanes/NEV lanes	Yes	0.5	$39,600
LQ52A	Monroe St	Ave 54	Mountain View Ln.	Multipurpose path	Yes	0.5	$646,272
BL01	Colorado River	Blythe Northern city limit (6th Ave)	Blythe Southern city limit (Parallel with South end of Riviera Dr)	Bike path	No	8.7	$8,562,470
BL02	Hobson Way	Blythe Western city limit (2640 feet west of Buck Blvd)	950 feet east of Summer Dr	Colored bike lanes	No	9.3	$1,227,600
BL04	Chanslor Way	Ehlers Blvd. to Main St	El Dorado St to Olive Lake Blvd.	Bike lanes	No	1.4	$110,880
BL06	De Frain Blvd.	4th Ave	Blythe Western city limit (860 feet west of De Frain Blvd)	Bike path	No	2.8	$2,755,738
BL08	6th Ave	Blythe Western city limit (2220 feet west of College Dr)	Blythe Eastern city limit (1320 feet east of De Frain Blvd)	Bike lanes	No	2.5	$198,000

Table 4-35, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
BL21A	AZ&CA Railroad Corridor	Blythe Northern city limit (8th Ave)	Blythe Southern city limit (690 feet south of W 14th Ave)	Bike path	No	3.2	$3,149,414
BL24	8th Ave	Blythe Western city limit (1340 feet west of De Frain Blvd)	Blythe Eastern city limit (2730 feet east of Lovekin Blvd)	Bike lanes	No	1.8	$142,560
BL26	7th St/C&D Blvd.	I-10 Freeway	Blythe Southern city limit (1330 feet south of 14th Ave)	Bike route	No	0.5	$18,480
BL27	10th Ave	Blythe Western city limit (930 feet west of De Frain Blvd)	Olive Lake Blvd.	Bike lanes	No	4.2	$332,640
BL30	Hwy 78/Neighbours Blvd.	Blythe Northern city limit (1330 feet north of Riverside Ave)	Blythe Southern city limit (200 feet north of 14th Ave)	Bike lanes	No	1.2	$95,040
BL31	Riverside Ave	Neighbours Blvd.	Arrowhead Blvd.	Bike lanes	No	1.0	$79,200
CC30	Da Vall Dr	Varner Rd.	Dinah Shore Dr	Bike lanes	Yes	3.3	$261,360
COA21	West side of Southern Pacific RR corridor	Coachella Northern city limit (Ave 48)	Coachella Southern city limit (3520 feet south of Ave 54)	Bike path	Yes	4.4	$4,330,445
COA26	SR-86S Expressway	Dillon Rd	Coachella Southern city limit (Airport Blvd)	Bike route	No	5.2	$192,192
COA35	Connector to Coachella Canal	Polk St	1930 feet west of Pierce St	Bike path	No	2.4	$2,362,061
COA37	Ave 54	Van Buren St	Whitewater River	Bike lanes	Yes	3.2	$253,440
COA39	Van Buren St	Ave 48	Ave 54	Bike lanes	Yes	3.0	$237,600
COA50	Pierce St	Coachella Northern city limit (1320 feet north of Ave 55)	Coachella Southern city limit (Ave 55)	Bike lanes	Yes	0.2	$15,840
DHS06A	Pierson Blvd., Miracle Hill Rd	Sierra Blvd. to Indian Canyon Rd	Cholla Dr to Palm Dr	Greenback Sharrows (Buffered bike lanes with road diet)	Yes	5.0	$343,200
DHS08	West Dr	Desert Hot Springs northern city limit (650 feet north of Avenida Jalisco)	15th Ave	Bike lanes	Yes	3.5	$277,200
DHS10	Mountain View Rd	Desert View Ave	Camino Campanero	Bike route	Yes	1.3	$48,048
DHS13	8th St	West Dr	Blind Canyon	Bike lanes	No	0.2	$15,840
DHS18	Blind Canyon	40 feet north of 13th Ave and 595 feet east of Calle De Familia	New schools north of Mission Lakes Blvd.	Bike path	No	0.9	$885,773

Table 4-35, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
DHS20	North side of Hacienda Ave	Long Canyon	Julius Corsini Elementary School	Bike path	Yes	0.3	$295,258
DHS29	Little Morongo Rd	Augusta Ave	Pierson Blvd.	Bike route	Yes	1.7	$62,832
DHS31	Mission Lakes Blvd	Indian Ave	Verbena Dr	Buffered bike lanes	Yes	4.1	$411,312
IN34	Indio Blvd.	Jefferson St	Dillon Rd	Bike lanes	Yes	5.1	$403,920
IN64	Ave 40/ Fifties Way	Varner Rd	Monroe St	Buffered bike lanes	Yes	3.5	$351,120
IN74	Adams St	Ave 38	Ave 40	Buffered bike lanes	No	1.0	$100,320
IN81	Ave 45/ Van Buren St/ Cabazon Rd	Golf Center Pkwy.	Dillon Rd	Bike route	Yes	1.9	$70,224
IN84	Van Buren St	Indio Blvd.	Ave 48	Bike lanes	Yes	0.5	$39,600
IN86	Eastside Dr	Madison St	Monroe St	Bike lanes	No	1.2	$91,080
LQ23A	Washington St	Palm Desert city limit (80 feet North of Country Club Dr)	La Quinta Northern City Limit	Greenback sharrows	Yes	1.5	$102,960
LQ51	Ave 62	Madison St	Monroe St	Bike lanes/NEV lanes	Yes	1.0	$79,200
LQ51A	Ave 62	Madison St	Monroe St	Multipurpose path	Yes	1.0	$1,292,544
LQ53	Monroe St	Ave 58	Ave 62	Bike lanes/NEV lanes	No	2.0	$158,400
LQ53A	Monroe St	Ave 58	Ave 62	Multipurpose path	No	2.0	$2,585,088
PD56	Mid-Valley Bike Path (SPRR corridor)	Palm Desert Western city limit (3250 feet nrothwest of Monterey Ave)	Palm Desert Eastern city limit (Washington St)	Bike path	Yes	7.0	$7,451,136
RIV12	Hwy 111*	Future Extension to Mecca-North Shore	Salton Sea State Park	Bike Path	Yes	18.0	$17,708,000
RIV200A	Ave 20	Wall Rd	Diablo Rd	Bike lanes	Yes	0.3	$23,760
RM130	Bob Hope Dr	Ramon Rd	Hwy 111	Bike lanes (partial)**	Yes	5.5	$219,644
RM135	Dinah Shore Dr	Plumley Rd	Monterey Ave	Bike lanes (partial)**	Yes	3.6	$141,534
RM140	Los Alamos Dr	Ramon Rd	Dinah Shore Dr	Bike lanes	No	1.0	$79,568
RM141	Los Alamos Rd	RR ROW	Ramon Rd	Bike lanes	No	0.7	$52,294
PIER01	Pierson Blvd	SR-62	N. Indian Canyon Dr	Greenback sharrows (Buffered bike lanes with road diet)	Yes	2.6	$178,464
RIV15A	Ramon Rd	Bob Hope Dr	Washington St	Bike lanes	Yes	4.8	$380,160
RIV139	Olive St	Center St	South of Church St	Bike lane/NEV lane	Yes	0.1	$7,920
RIV140	Olive St	South of Church St	Thermal Ball Park	Bike route	Yes	0.1	$3,696
RIV202	Center St	Polk St	Olive St	Bike lanes	Yes	0.1	$7,920
WR01	Ramon Rd/Washington St	Ramon Rd	Palm Desert city limit (580 feet North of Country Club Dr)	Bike lanes	Yes	5.2	$411,840
RIV200	Ave 20	Worsley Rd	Wall Rd	Bike lanes	Yes	0.8	$61,776
RIV201	Worsley Rd	Ave 20	Pierson Blvd.	Bike lanes	Yes	1.8	$142,560
Coachella Valley							

Table 4-35, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
RIV203	Airport Blvd	Orange St	Buchanan St	Bike lanes	No	2.5	$198,000
RIV78	Airport Blvd	Monroe St	Polk St	Bike lanes	Yes	5.0	$396,000
DHS100	Ave 20	N Indian Canyon Dr	Palm Dr	Bike lanes	Yes	4.1	$324,720
RIV100	Hayes St	Hwy 111	Salton Sea Trail	Bike lanes	No	0.8	$63,360
RIV101	Polk St	Ave 62	Ave 66	Bike path	Yes	2.0	$1,968,384
RIV103	Dale Killer Rd	Ave 64	Ave 66	Bike path	No	1.0	$984,192
RIV104	Dale Killer Rd	Ave 64	Ave 66	Bike lanes	No	1.0	$79,200
RIV105	Garfield St	Coachella Canal	Salton Sea Trail	Bike lanes	No	3.5	$277,200
RIV106	Arthur St	Ave 66	Ave 70	Bike path	No	1.8	$1,771,546
RIV107	Arthur St	Coachella Canal	Salton Sea Trail	Bike lanes	No	2.7	$213,840
RIV108	Lincoln St	Ave 66	Ave 68	Bike path	No	1.0	$984,192
RIV109	Lincoln St	Ave 66	Ave 68	Bike lanes	No	1.0	$79,200
RIV11	Salton Sea Trail	Whitewater River	Cleveland St	Bike path	No	6.3	$6,200,410
RIV110	Ave 68	Hayes St	Arthur St	Bike lanes	No	2.0	$158,400
RIV111	Ave 70	Lincoln St	Cleveland St	Bike lanes	No	6.0	$475,200
RIV112	Ave 70	Arthur St	Cleveland St	Bike path	No	1.0	$984,192
RIV113	Cleveland St	Ave 70	Salton Sea Trail	Bike path	No	0.5	$492,096
RIV114	Cleveland St	Ave 70	Hwy 111	Bike lanes	No	0.5	$39,600
RIV115	Vander Veer Rd	Coachella Canal	Hwy 111	Bike lanes	No	1.8	$142,560
RIV116	Parkside Dr	Coachella Canal	Salton Sea Trail	Bike lanes	No	2.5	$198,000
RIV141	Martinez Rd	Ave 66	Polk St	Bike lanes	No	0.8	$63,360
RIV17	70th Ave	86th Ave	Imperial County limit	Bike route	No	16.6	$613,536
RIV18	I-10 parallel	Whitewater River	Garnet Ave	Bike path	No	1.0	$984,192
RIV19	Palm Canyon Wash	Palm Springs city limit (290 feet southwest of Corsica Ct)	South Palm Canyon Dr	Bike path	No	0.5	$492,096
RIV20	Long Canyon Wash	Joshua Tree National Park	Cathedral City city limit (1680 feet south of Moon Ranch Rd)	Bike path	Yes	5.2	$5,117,798
RIV22	Coachella Canal	Coachella city limit (Ave 52)	Parkside Dr	Bike path	No	16.0	$15,747,072
RIV24	Blind Canyon	Mission Creek	Intersection of 8th St and Cholla Dr	Bike path	No	0.7	$688,934
RIV28	Mid-way between Monroe and Jackson Streets	Ave 52	Ave 54	Bike path	No	1.2	$1,181,030
RIV29	Mid-way between Jackson and Van Buren Streets	Ave 58	Ave 64	Bike path	No	2.0	$1,968,384
RIV30	Midway between Polk St and Fillmore St	Ave 60	Ave 65	Bike path	No	3.0	$2,952,576

Table 4-35, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
RIV33	Ave 51	Jackson St	Eastern city limit (1360 feet east of Calhoun St)	Bike lanes	No	0.8	$63,360
RIV34	Ave 58	Monroe St to Harrison St and	Fillmore St to Buchanan St	Bike lanes	Yes	4.9	$388,080
RIV35	Ave 58	SR-86	Buchanan St	Bike path	Yes	1.6	$1,574,707
RIV36	Ave 60	La Quinta city limit (1320 feet west of Monroe St)	Lincoln St	Bike lanes	Yes	8.6	$681,120
RIV37	Ave 60	Polk St to Whitewater River	Pierce to Lincoln St	Bike path	Yes	3.1	$3,050,995
RIV38	Ave 61	Whitewater River	Coachella Canal	Bike lanes	No	4.1	$324,720
RIV39	Ave 61	Lincoln St	Coachella Canal	Bike path	No	1.5	$1,476,288
RIV40	Ave 63	Harrison St	Fillmore St	Bike path	No	3.0	$2,952,576
RIV41	Ave 63	Harrison St	Fillmore St	Bike lanes	No	3.0	$237,600
RIV42	Ave 64	Monroe St to Van Buren St	Pierce St to Coachella Canal	Bike lanes	No	11.7	$926,640
RIV43	Ave 64	Harrison St	Pierce St and to Ave 66	Bike path	No	5.5	$5,413,056
RIV44	Ave 65	Polk St to Pierce St	Lincoln St to Johnson St	Bike lanes	No	3.0	$237,600
RIV45	Ave 65	Polk St	Pierce St	Bike path	No	2.0	$1,968,384
RIV46	Ave 66, Box Canyon Rd	Jackson St	470 feet east of Painted Canyon Rd	Bike lanes	No	13.2	$1,045,440
RIV47	Ave 66	East of Tyler St to Polk St	Whitewater River to Lincoln St and to 1480 feet east of Arthur Rd	Bike path	No	8.6	$8,464,051
RIV48	Ave 68	Polk St to Fillmore St	Buchanan St to Arthur St	Bike lanes	No	7.0	$554,400
RIV49	Ave 69	Fillmore St	Pierce St	Bike lanes	No	1.0	$79,200
RIV50	Ave 70	Harrison St to Cleveland St	Vander Veer Rd to Coachella Canal	Bike lanes	No	13.1	$1,037,520
RIV51	Ave 70	Arthur St	Cleveland St	Bike path	No	1.0	$984,192
RIV52	Ave 74	Fillmore St	Pierce St	Bike lanes	No	1.0	$79,200
RIV53	Ave 81	Johnson St	Pierce St	Bike lanes	No	3.0	$237,600
RIV54	Ave 82	Ave 81	Johnson St	Bike lanes	No	2.0	$158,400
RIV55	Ave 84	SR-86S	Johnson St	Bike lanes	No	0.8	$63,360
RIV56	Cleveland St	Hwy 111	Salton Sea north shore path	Bike lanes	No	0.6	$47,520
RIV57	Railroad Ave	Cabazon	Haugen Lehman Way	Bike lanes	No	3.9	$308,880
RIV58	Tipton Rd, Whitewater Cutoff	Hwy 111	I-10/ SR-62 connector	Bike lanes	No	1.1	$87,120
RIV60	Fillmore St	Airport Blvd. to Ave 58	Hwy 111 to Ave 74	Bike lanes	No	9.9	$784,080
RIV61	Fillmore St	Ave 62 to Ave 64	Ave 65 to Ave66	Bike path	No	1.5	$1,476,288
RIV62	1000 Palms Canyon Rd	Dillon Rd	Ramon Rd	Bike lanes	Yes	4.7	$372,240

Table 4-35, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
RIV64	Desert Cactus Dr	Airport Blvd.	Ave 58	Bike lanes	No	0.7	$55,440
RIV65	Harrison St	Airport Blvd.	70th Ave	Bike route	Yes	18.2	$672,672
RIV66	Jackson St	Ave 52 to Ave 60	Ave 64 to Ave 66	Bike lanes	Yes	5.0	$396,000
RIV67	Johnson St	Ave 62 to Salton Sea Trail	Ave 81 to Ave 84	Bike lanes	No	6.1	$483,120
RIV68	Lincoln St	Ave 60	Whitewater River	Bike lanes	No	4.9	$388,080
RIV69	Lincoln St	Ave 60	Salton Sea Trail	Bike path	No	5.0	$4,920,960
RIV71	Long Canyon Rd	Desert Hot Springs city limit (1320 feet north of Camino Zangri)	Dillon Rd	Bike lanes	Yes	1.5	$118,800
RIV72	Monroe St	Ave 62	Ave 64	Bike lanes	Yes	1.0	$79,200
RIV73	Mountain View Rd	Desert Hot Springs city limit (1330 feet north of Louisan St)	Dillon Rd	Bike route	Yes	0.2	$7,392
RIV74	Pierce St	Ave 52 to Ave 60	Ave 66 to Harrison St	Bike lanes	Yes	11.9	$942,480
RIV75A	Pierce St	52 Ave	60 Ave	Bike path	No	4.0	$3,936,768
RIV75B	Pierce St	1000' North of 55 Ave	55 Ave	Bike path	No	0.2	$186,400
RIV75C	Pierce St	Ave 52	1000' North of 55 Ave	Bike path	No	0.2	$186,400
RIV76	Ave 58/ Ave 61 diagonal path	Ave 58/ Hwy 86	Ave 60/ Ave 65 diagonal path	Bike path	No	2.5	$2,460,480
RIV77	Ave 60/ Ave 65 diagonal path	Ave 60	Ave 63	Bike path	No	2.5	$2,460,480
RIV79	16th Ave	Windhaven Dr	Worsley Rd	Bike Route	No	2.4	$2,362,061
RIV79A	Painted Hills Rd	Whitewater Cutoff	16th Ave	Bike path	No	2.4	$2,362,061
RIV81	SR-62	Dillon Rd to Desert Hot Springs city limit (Pierson Blvd)	Desert Hot Springs city limit (2570 feet north of Mission Creek Rd) to 3.2 miles north of Mission Creek Rd	Bike route	No	5.2	$192,192
RIV82	Mountain View Rd	Dillon Rd	Cathedral City city limit (410 feet north of Varner Rd)	Bike lanes	Yes	2.5	$198,000
RIV83	Ave 54	Monroe St	Van Buren St	Bike lanes	Yes	2.0	$158,400
RIV84	Ave 54	Harrison St	Tyler St	Bike path	Yes	1.3	$1,279,450
RIV85	Tyler St	Ave 54	Airport Blvd.	Bike path	Yes	1.0	$984,192
RIV86	Tyler St	Ave 54	Airport Blvd.	Bike lanes	Yes	1.0	$79,200
RIV87	Tyler St	Ave 64	Ave 65	Bike path	No	0.5	$492,096
RIV88	Tyler St	Ave60	Ave 66	Bike lanes	No	3.0	$237,600
RIV89	Ave 62	Monroe St	Coachella Canal	Bike lanes	Yes	11.0	$871,200
RIV90	Ave 62	Monroe St	Whitewater River	Bike path	Yes	6.4	$6,298,829
RIV91	Hammond Rd	Lincoln St	Ave 70	Bike lanes	No	3.9	$308,880
RIV92	Van Buren St	54th Ave	Airport Blvd.	Bike lanes	Yes	1.0	$79,200

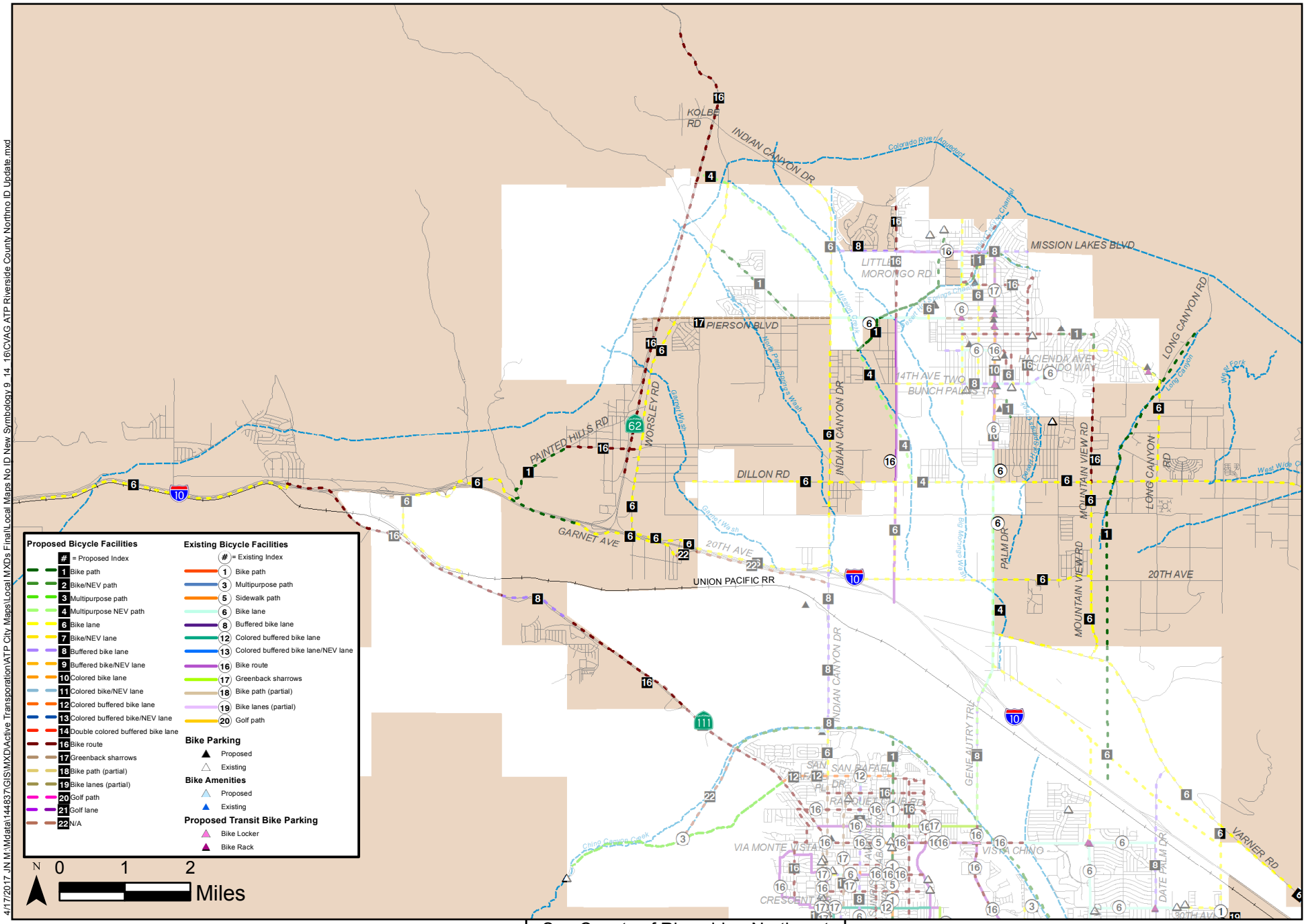
Table 4-35, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
RIV93	Buchanan St	Airport Blvd.	Ave 60	Bike lanes	No	2.0	$158,400
RIV94	Buchanan St	Airport Blvd.	Ave 60	Bike path	No	2.0	$1,968,384
RIV95	Grant St	Ave 62	Hammond Rd	Bike lanes	No	3.5	$277,200
RIV96	Grant St	Ave 62	Hammond Rd	Bike path	No	3.5	$3,444,672
RIV97	Grant St	Hwy 111	Salton Sea Trail	Bike lanes	No	1.7	$134,640
RIV98	Grant St	Hwy 111	Salton Sea Trail	Bike path	No	1.7	$1,673,126
RIV99	Hayes St	Ave 64	Ave 70	Bike lanes	No	3.0	$237,600
RIV102B	Polk St	Center St	Ave 70	Bike lanes	Yes	6.7	$530,640
BSCC	Buchanan St	Ave 60	Ave 62	Bike lanes	No	1.0	$79,200
RIV90A	Ave 62	Whitewater River	Buchanan St	Bike path	Yes	1.5	$1,476,288
RIV21	Mission Creek	Pierson Blvd.	Dillon Rd	Multipurpose path/NEV path	Yes	2.7	$5,935,037
RIV04	Mountain View Rd	20th Ave	Varner Rd	Bike lanes	Yes	1.3	$102,960
RIV25	Varner Rd	Da Vall Dr	Indio western city limit (1020 feet west of 40th Ave)	Bike lanes	Yes	11.0	$871,200
RIV102A	Polk St	Airport Blvd.	Center St	Multipurpose path/NEV path	Yes	0.3	$363,370
RIV78D	Airport Blvd	Polk St	Whitewater River	Multipurpose path/NEV path	Yes	0.5	$605,616
RIV80	SR-86 parallel	Airport Blvd	Hwy 111	Bike Route	No	10.9	$402,864
RIV59	Wall Rd, Garnet Ave	West end of Garnet Ave	Ave 20	Bike lanes	No	1.1	$87,120
BPRIV01	Bicycle Parking Program						$10,000
WSRIV01	Wayfinding Signage						$2,964,000
Palo Verde Valley							
RIV117	Colorado River	Clark Ranch Rd to Northern Blythe city limit (6th Ave)	Southern Blythe city limit (700 feet east of southern end of Riviera Dr) to Imperial County line (38th Ave)	Bike path	No	22.2	$21,849,062
RIV118	US-95	north end of Palo Verde Valley (3.5 miles south of Cotton Tail Ln)	Blythe city limit (10th Ave)	Bike lanes	No	5.2	$411,840
RIV119	Hobsonway, Blackrock Rd	Mesa Dr	Blythe city limit (2640 feet west of Buck Blvd)	Bike lanes	No	2.0	$158,400
RIV120	Riverside Ave	Arrowhead Blvd.	Blythe city limit (Ehlers Blvd)	Bike lanes	No	1.5	$118,800
RIV121	Ave 6	Blythe city limit (2680 feet east of Lovekin Blvd)	C&D Blvd.	Bike path	No	2.0	$1,968,384
RIV122	Ave 6	1 mile east of De Frain Blvd.	Olive Lake Blvd.	Bike lanes	No	3.5	$277,200

Table 4-35, continued

ID #	Street/Path	From	To	Class	Regionally Significant?	Length (mi.)	Estimated Cost
RIV123	Ave 10	Neighbours Blvd.	Blythe city limit (880 feet west of De Frain Blvd)	Bike lanes	No	1.8	$142,560
RIV124	Ave 14	Neighbours Blvd.	Solano Ave	Bike lanes	No	2.9	$229,680
RIV125	Ave 18	SR-78	Intake Blvd.	Bike lanes	No	5.0	$396,000
RIV126	Intake Blvd.	Seeley Ave	Ave 18	Bike lanes	No	1.0	$79,200
RIV127	AZ & CA Railroad	Arlington Mine Rd	Blythe city limit (Ave 8)	Bike path	No	20.5	$20,175,936
RIV128	Main Canal	Ave 8	Colorado River	Bike path	No	10.1	$9,940,339
RIV129	7th St/C&D Blvd.	Ave 6 to Ave 10	Blythe city limit (1320 feet south of 11th Ave) to Ave 18	Bike lanes	No	3.8	$300,960
RIV130	Canal Path	Neighbours Blvd.	Blythe city limit (1300 feet west of De Frain Blvd)	Bike path	No	1.0	$984,192
RIV131	Lovekin Blvd.	Ave 4 to Blythe city limit (8th Ave)	Blythe city limit (Commercial St) to Ave 18	Bike lanes	No	3.8	$300,960
RIV132	Hwy 78	I-10	Ave 18	Bike lanes	No	2.8	$221,760
RIV133	Ave 4	Blythe city limit (2700 feet east of De Frain Blvd)	US-95	Bike lanes	No	2.5	$198,000
RIV134	Ave 8	2630 feet west of N C and D Blvd	5300 feet east of SR-95	Bike lanes	No	2.1	$166,320
RIV135	Seeley Ave	SR-78	Intake Blvd.	Bike lanes	No	5.0	$396,000
RIV136	Arrowhead Blvd.	Ave 10 to Riverside Ave	I-10 Fwy. to Ave 18	Bike lanes	No	3.3	$261,360
RIV137	De Frain Blvd.	Blythe city limit (I-10)	Ave 18	Bike lanes	No	2.3	$182,160
						TOTAL	**$272,222,092**

*Planned regional active transportation project with assumed facility type for costing purposes.



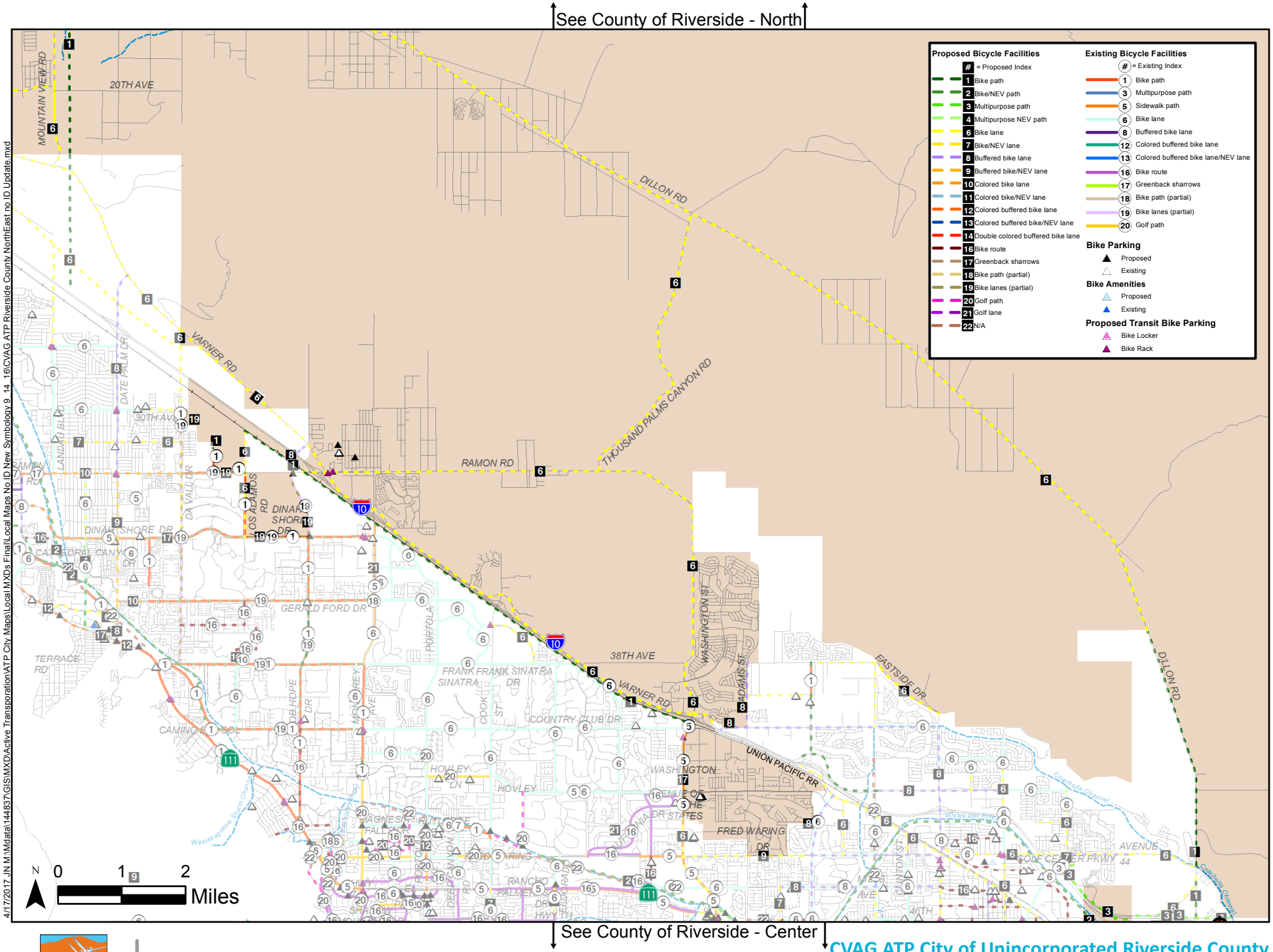
See County of Riverside - Northeast

CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Unincorporated Riverside County Local Network

Figure 4-35a

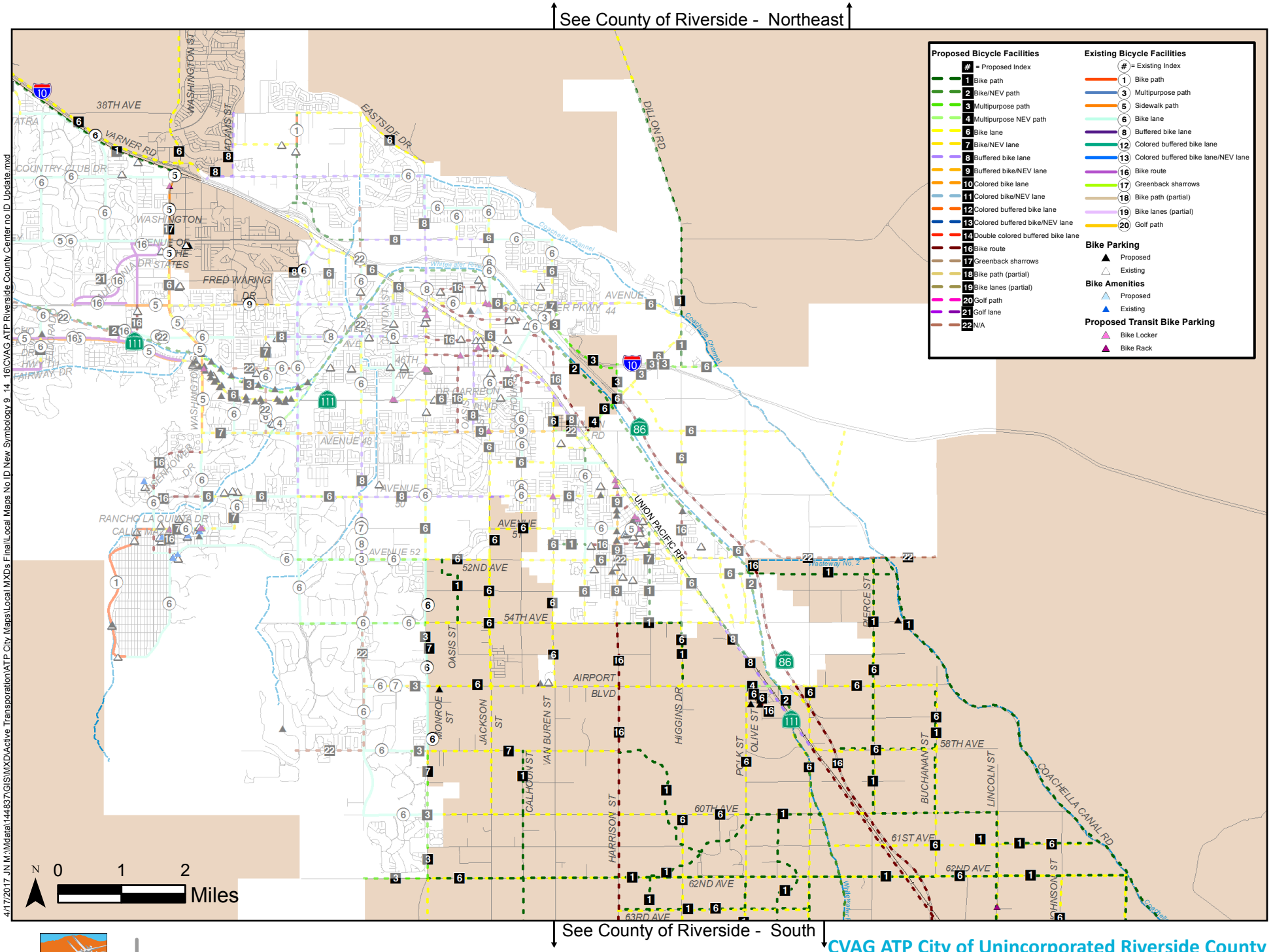


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Unincorporated Riverside County Local Network

Figure 4-35b

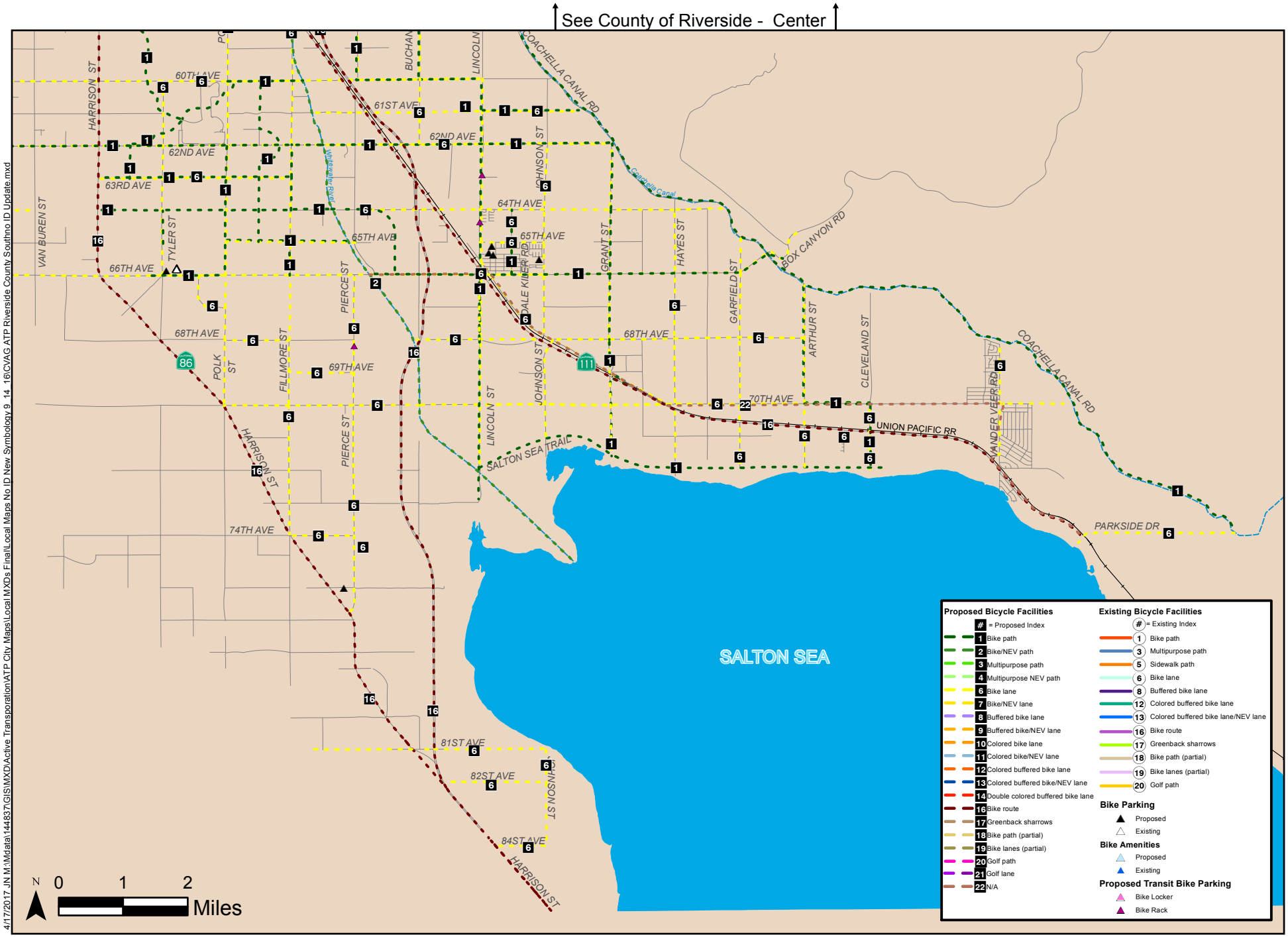


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Unincorporated Riverside County Local Network

Figure 4-35c



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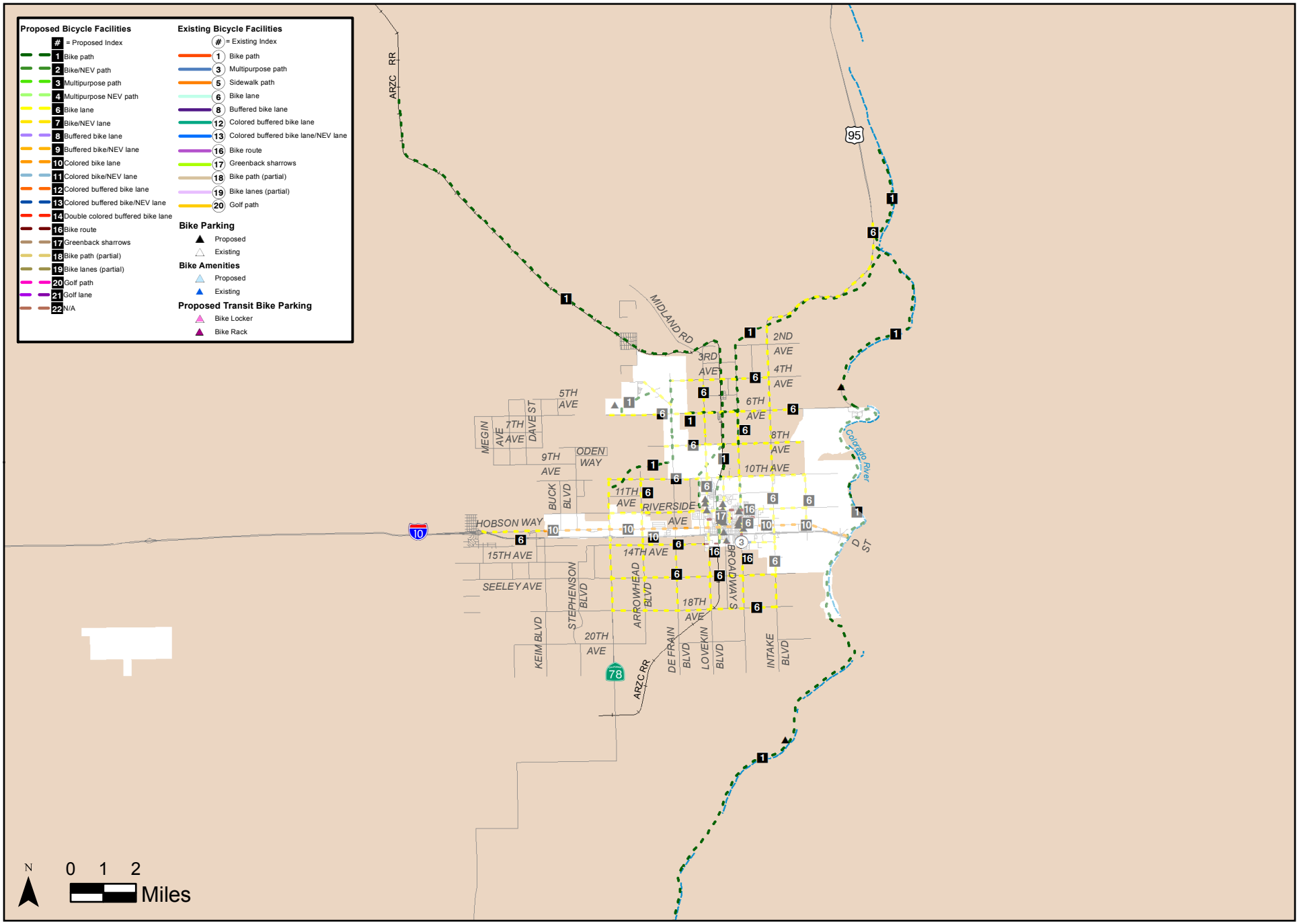
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Unincorporated Riverside County Local Network

Figure 4-35d

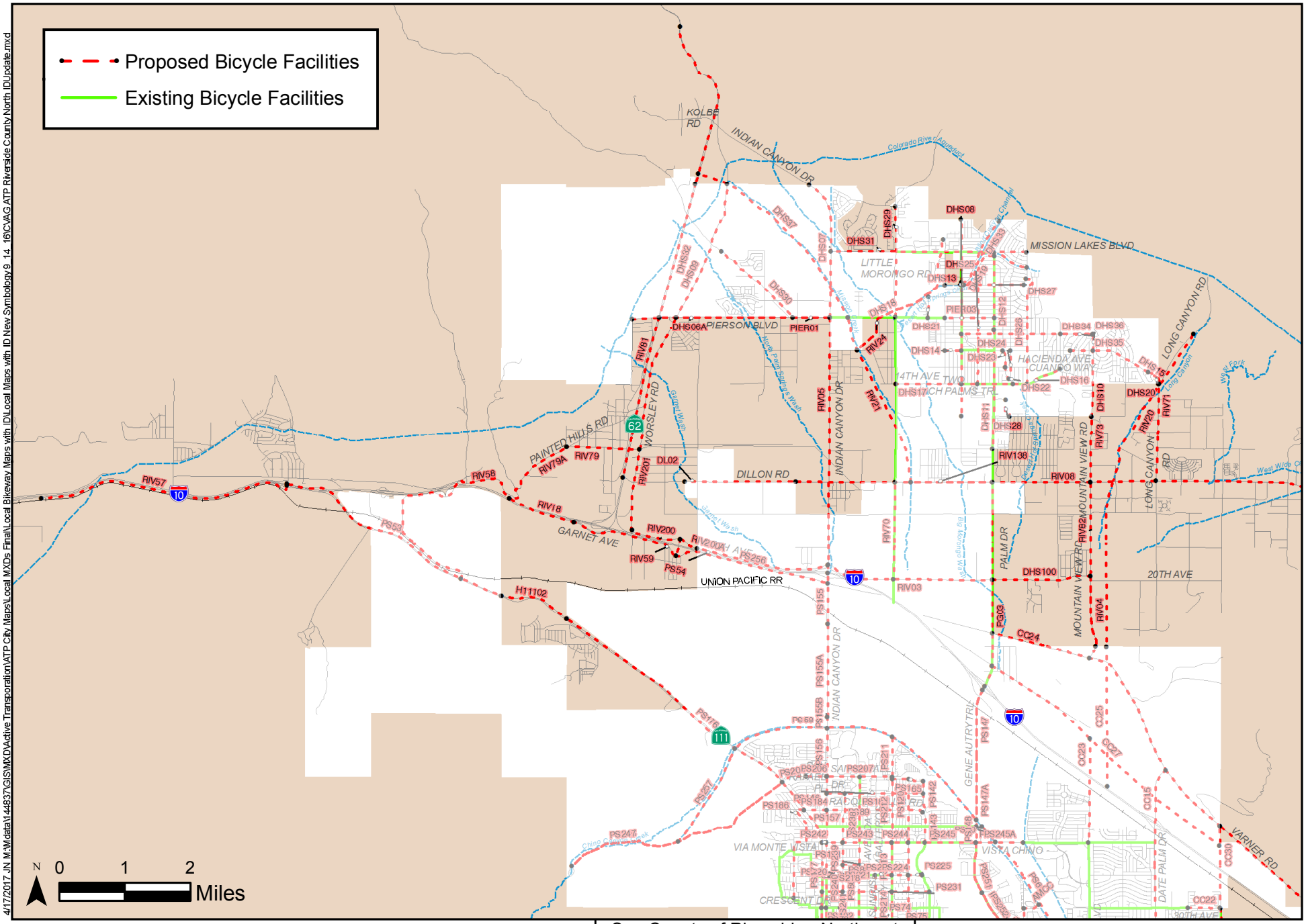


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Unincorporated Riverside County Local Network

Figure 4-35e



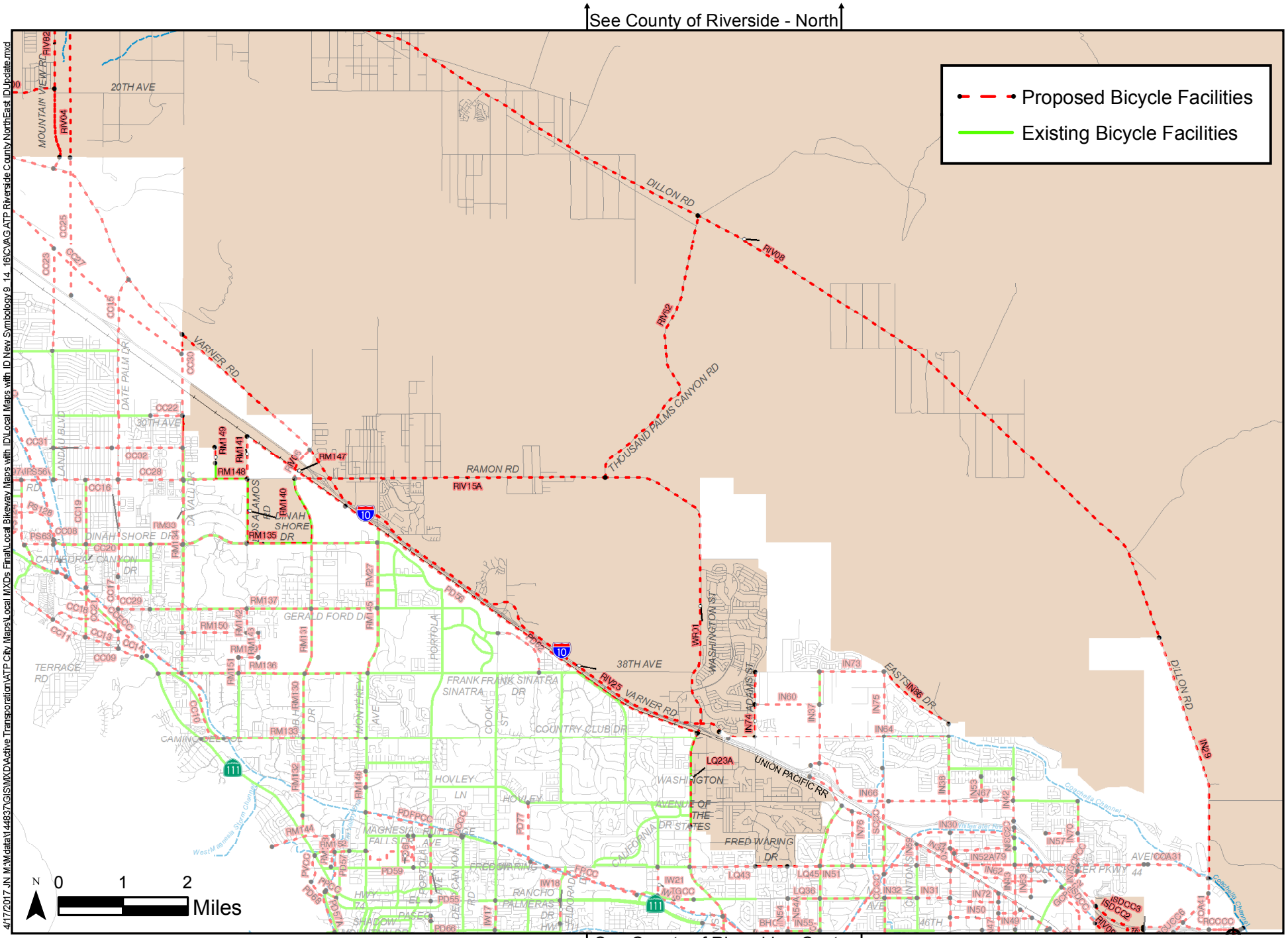
See County of Riverside - Northeast

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

Unincorporated Riverside County - North
Local Network with ATP IDs

Figure 4-35f

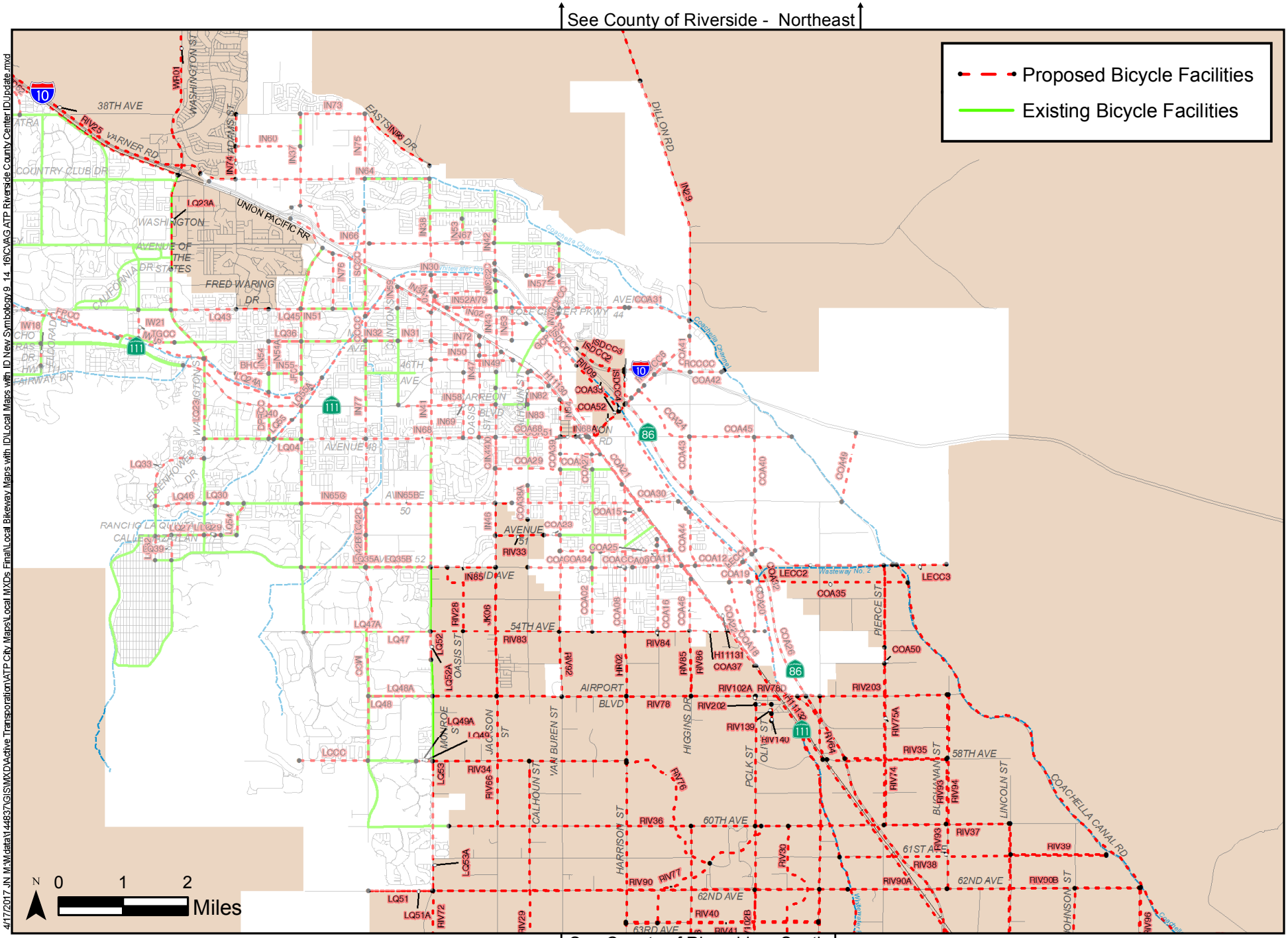


See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

Unincorporated Riverside County - Northeast Local Network with ATP IDs

Figure 4-35g



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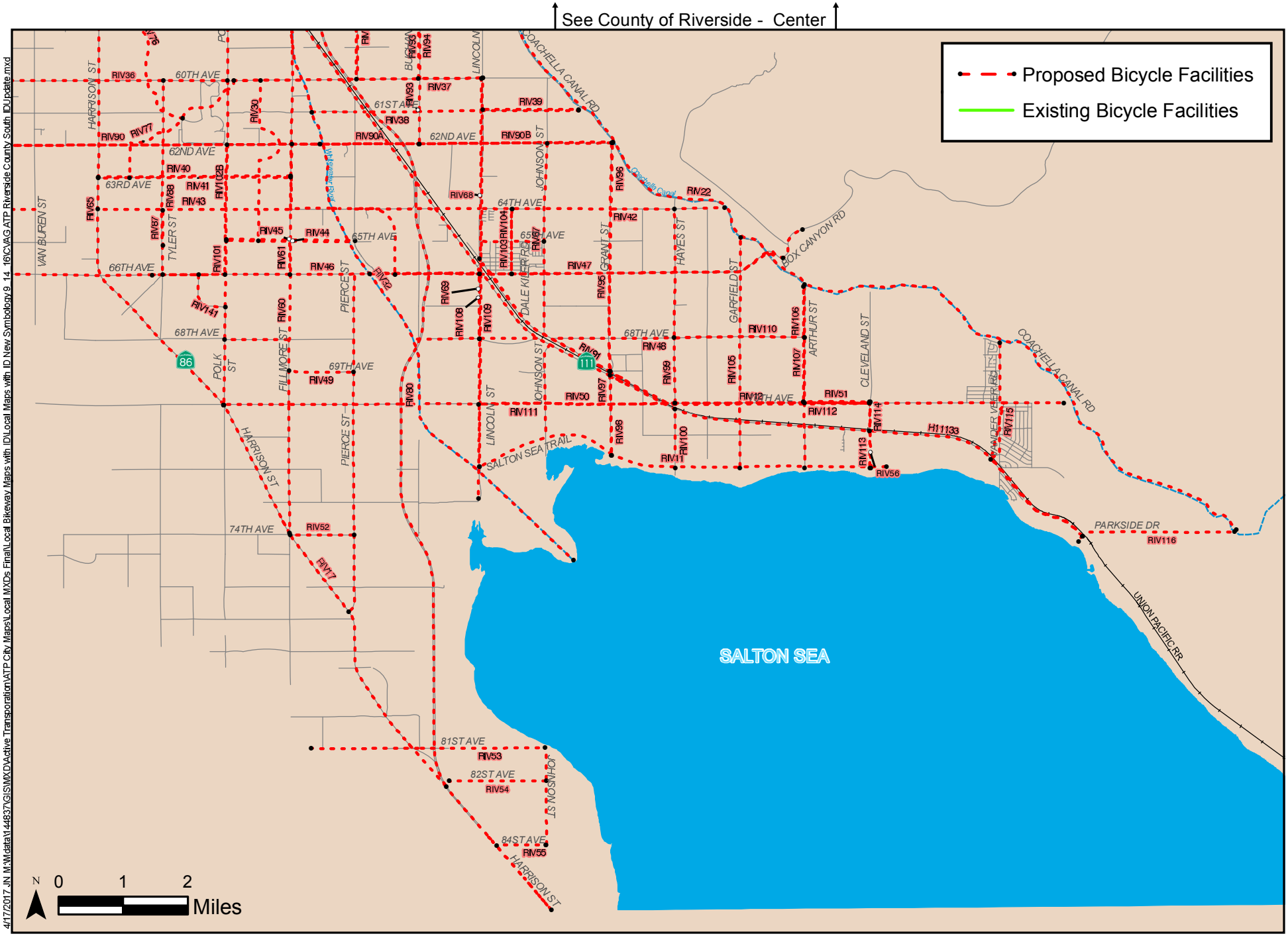
CVAG

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

Unincorporated Riverside County - Center
Local Network with ATP IDs

Figure 4-35h



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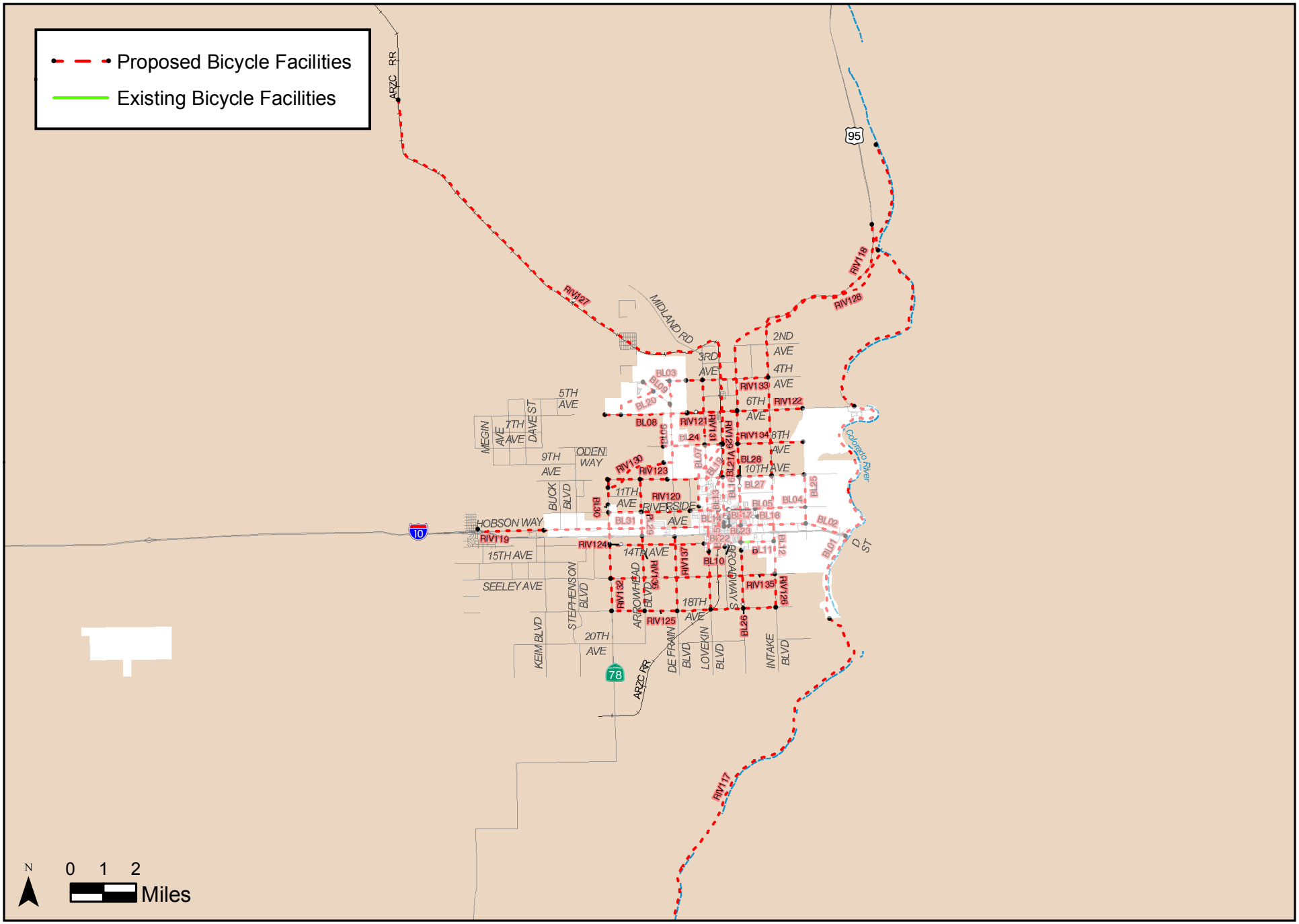
See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

Unincorporated Riverside County - South
Local Network with ATP IDs

Figure 4-35i



See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

County of Riverside - East
Local Network with ATP IDs

Figure 4-36a

Bicycle Parking

Existing

Riverside County has bicycle parking at schools in the Desert Sands Unified School District. Bicycle parking has been identified at the following schools:

- Martin Van Buren Elementary School, 47733 Van Buren Street, Indio
- Theodore Roosevelt Elementary School, 83200 Dr. Carreon Blvd., Indio
- Thomas Jefferson Middle School, 83-089 Highway 111, Indio
- Indio High School, 81750 Avenue 46, Indio
- Dr. Carreon Academy, 47368 Monroe Street, Indio
- Herbert Hoover Elementary School, 44300 Monroe Street, Indio
- Indio Middle School, 81195 Miles Avenue, Indio
- Lyndon B. Johnson Elementary School, 44640 Clinton Street, Indio
- Carrillo Ranch Elementary School, 43775 Madison Street, Indio
- John Kennedy Elementary School, 45100 Clinton Street, Indio
- James Madison Elementary School, 80845 Avenue 46, Indio
- Amelia Earhart Elementary School, 45250 Dune Palms Road. Indio
- John Glenn Middle School, 79655 Miles Avenue, Indio
- Desert Ridge Academy, 79-767 Avenue 39, Indio
- Shadow Hills High School, 39,225 Jefferson Street, Indio
- Amidtad High School, 83501 Dillon Avenue, Indio
- Andrew Jackson Elementary School, 82-850 Kenner Street, Indio
- Colonel Mitchell Paige Middle School, 43495 Palm Royale Drive, La Quinta
- La Quinta High School, 79255 Westward Ho Drive, La Quinta
- Harry Truman Elementary School, 78870 Avenue 50, La Quinta
- La Quinta Middle School, 78900 Avenue 50, La Quinta
- John Adams Elementary School, 50800 Desert Club Drive, La Quinta
- Benjamin Franklin Elementary School, 77800 Calle Tampico, La Quinta
- Horizon School, 43-300 Palm Royale Drive, La Quinta
- Summit High School, 43-330 Palm Royale Drive, La Quinta
- Gerald Ford Elementary School, 44210 Warner Trail, Indian Wells
- Palm Desert High School, 74910 Aztec Road, Palm Desert
- Ronald Reagan Elementary School, 39800 Liberty Drive, Palm Desert
- James Carter Elementary School, 74251 E. Hovley Lane, Palm Desert
- Palm Desert Charter Middle School, 74200 Rutledge Way, Palm Desert
- Abraham Lincoln Elementary School, 74100 Rutledge Way, Palm Desert

- George Washington Charter School, 45768 Portola Avenue, Palm Desert
- James Monroe Elementary School, 42100 Yucca Lane, Bermuda Dunes
- Dwight Eisenhower Elementary School, 83-391 Dillon Avenue, Unincorporated County

Proposed

The County of Riverside proposes bicycle parking facilities at:

- Parks
- Schools
- High-density residential areas
- Public buildings
- Lake Cahuilla
- Maclnyre
- Mayflower

Links to Other Transportation Modes

The unincorporated areas of the county in the Coachella Valley are served by SunLine Transit, which has bicycle racks on every bus in its fleet. The older SunLine bus racks hold two bicycles, but the new state-of-the-art racks will hold three bicycles per bus and are very convenient to use for the bicyclist. No public transit operator currently provides transit services in the Palo Verde Valley. No transit stations or park-and-ride facilities currently exist in the unincorporated areas of the Coachella and Palo Verde Valleys.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in unincorporated portions of the CVAG region. The locations are presented in Table 4-36.

Table 4-36. Proposed Bus Stop Locations for Bike Racks and/or Bike Lockers in Unincorporated Riverside County

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
32	Ramon Rd	Shelter Dr	427	WB	FS	Bike rack
32	Ramon Rd	Varner Rd	429	EB	FS	Bike rack
91/95	Lincoln St	Gardenia Ct	867	NB	NS	Bike rack
91/95	Lincoln St	63rd Ave	979	NB	FS	Bike rack

* Position refers to the near side (NS) or far side (FS) of the intersection

Bicycle Amenities

There are currently no bicycle commuter–related showers or clothing lockers in the unincorporated areas. The County currently has no requirements for bicycle amenities in new buildings.

Bicycle Safety Education and Police Enforcement

The Riverside County Department of Public Health won a federal Safe Routes to School grant to provide bicycle and pedestrian safety education at multiple schools in Mecca, Thermal, and Thousand Palms. The grant was used to:

- hire a Safe Routes to School Coordinator;
- conduct safety education assemblies;
- host International Walk to School Days, bike rodeos, Walking School Buses, and Walking Wednesdays events;
- provide printed materials;
- conduct Safe Routes to School workshops; and
- increase law enforcement during school pickup and drop-off times.

The program also requests donations from local establishments to provide prizes for students who walk to school. The program started in federal Fiscal Year 2010–2011 and has been completed. The County will continue to apply for funds to operate these programs.

Wayfinding Signage

The County may seek funds for a citywide bikeway wayfinding signage program. The wayfinding signage will connect with CV Link and with downtown.

Past Expenditures for Bicycle Facilities

A Class I bike lane bicycle facility is located in the Coachella Valley along Palm Drive between the Desert Hot Springs city limit and Interstate 10. There are no records as to how this bike lane was funded.

Maintenance Policies

The County of Riverside inspects and sweeps the Santa Ana River Class I bike paths weekly. Future maintenance of the bike paths depends on the outcome of the Riverside County Comprehensive Trails Plan that is now in process.

On-street striping is done with regular road maintenance. Roadways are resurfaced when funds are available, approximately every 20 years.

Other Related Policies

The County of Riverside has no other related policies.

Coordination with Neighboring Jurisdictions

Since this Plan covers the entire Coachella and Palo Verde Valleys, the plans of neighboring cities and the unincorporated county were coordinated to ensure links.

Future Financial Needs

The County of Riverside has the following future financial needs:

- Total proposed bikeways 741.0 miles
- Total proposed bikeways cost $269,248,092
- Bicycle parking program $10,000
- Wayfinding signage $2,888,000
- Total capital financial need $272,222,092
- Annual Class I bike path maintenance 212.7 miles, $2,127,000/year
- Safe Routes to School Program $50,000/year

Grant Reporting Policies

The County of Riverside follows specific reporting guidelines for each grant it receives.

CHAPTER 5. REGIONAL BIKEWAY PLAN

INTRODUCTION

This chapter presents the regional bikeway plan with integration of the Coachella Valley Link (CV Link) Conceptual Master Plan and neighborhood electric vehicle (NEV) lanes as proposed in the Coachella Valley Association of Governments (CVAG) NEV Plan.

Cities in the Coachella Valley have constructed a variety of bikeway types and accommodations for golf carts. This Active Transportation Plan (ATP or Plan) will follow the definitions of the different types of facilities as described below.

BIKEWAY PLAN

The planning effort described in Chapter 1 yielded a comprehensive network of bikeways of all types in the Coachella and Palo Verde Valleys. The ATP includes all active transportation projects that have been planned in the region or forwarded by member jurisdictions. It is necessary to distinguish the ATP projects that can be utilized by users throughout the region from the projects that benefit the local transportation system. Regional significance was approved by the Technical Planning Subcommittee (TPS) to include active transportation project corridors that coincide with regional arterials in the Transportation

Project Prioritization Study (TPPS) or meet a minimum number of other conditions, including traversing multiple jurisdictions, interaction with transit lines, connections to key destinations, or providing direct access to the CV Link or its community connector extensions.

ATP Corridors

For the purposes of this report, ATP projects were combined into corridors that defined a continual facility for users. Some corridors are simply projects combined along the same street, while others are on different streets that create a continuous linear route. It is important to make corridors for the regional significance assessment process, so that there aren't gaps in a regional network, should some ATP projects within a corridor qualify for regional significance while others do not.

Regional Significance

The regional bikeways were prioritized from each of the local jurisdictional bikeway plans applying the following criteria to the ATP corridors:

- Project segments along roadways identified in the CVAG TPPS are considered regional through transitive property

Or if two of the following four criteria are met for an ATP corridor:

- Corridor traverses two or more cities in a north–south or east–west direction
- Corridor connects to SunLine Transit route stops
- Corridor connects key destinations such as commercial centers, colleges, high-density residential development, civic centers
- Corridor ties directly into the CV Link or its planned extensions

If one ATP project within a corridor meets the regional significance conditions, the entire corridor was considered qualified for regional significance.

Table 5-1 lists the primary regional corridors for the Coachella Valley that meet regional significance criteria. The table lists the major corridors for the region, although many other qualifying regional corridors on shorter segments do not appear on this table.

ATP Regional Network

Table 5-2 lists all of the regional bikeways and their costs in the Coachella Valley, and the following maps illustrate the regional bikeways.

The following tables and maps display the regional network by facility type. They also depict the facilities that exist and those that are planned. These facilities will have high priority in implementation and funding. They will be eligible for regional funds that are identified.

Please note: CV Link project costs are designated with "N/A." These costs are reflected in the CV Link Master Conceptual Plan and are not included in the project costs for the regional bikeway plan.

Table 5-1. Regional Bikeway/NEV

Street/Corridor	From	To	Jurisdictions Traversed
CV Link	Hwy 111 Visitor Center	Airport Blvd (south of Coachella)	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, and Unincorporated County (East Native Lands)
Desert Hot Springs Future Regional Extension	Trailhead at TwentyNine Palms Hwy	Whitewater River	Unincorporated County, Desert Hot Springs, Palm Springs, and Cathedral City
East Valley Community Connectors	Washington St	Whitewater River	Indio, Coachella, La Quinta, and Unincorporated County
Dillon Rd	Hwy 62	Ave 48	Palm Springs, Unincorporated County, Indio, Coachella, and Desert Hot Springs
Pierson Blvd	Hwy 62	Palm Dr	Desert Hot Springs and Unincorporated County
Hwy. 111 (Also: N Palm Canyon, E Vista Chino, Gene Autry Trail, Indio Blvd, Grapefruit Blvd)	Hwy 111: Haugen-Lehmann Way	Hwy 111: Imperial County Line	Coachella, Unincorporated County, Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, and Indio
Dillon Rd/Ave 20/Mountain View Rd/Varner Rd/Ave 42	Hwy 62	Golf Center Pkwy	Unincorporated County, Palm Springs, Desert Hot Springs, Cathedral City, and Indio
Vista Chino	Gene Autry Trail	Date Palm Dr	Cathedral City
Ramon Rd	Palm Canyon Dr	Washington St	Palm Springs, Cathedral City, and Unincorporated County
Dinah Shore Dr	Hwy 111	Gerald Ford Dr	Palm Springs and Cathedral City
Fred Waring Dr/Monroe St/Ave 44	Hwy 111	Dillon Rd	La Quinta, Unincorporated County, Indio, and Coachella
Ave 50	Washington St	Hwy 111	La Quinta and Unincorporated County
Ave 52	Eisenhower Dr	Hwy 111	Indio, Unincorporated County, La Quinta, and Coachella
Airport Blvd	Monroe St	Hwy 111	Unincorporated County and Coachella
Indian Ave/N. Indian Canyon Dr	Pierson Blvd	Ramon Rd	Unincorporated County, Desert Hot Springs, and Palm Springs
Palm Dr/N. Gene Autry Trail	Pierson Blvd	E. Vista Chino	Desert Hot Springs and Palm Springs
N. Sunrise Way	E. Vista Chino	E. Palm Canyon Dr	Palm Springs
Date Palm Dr	Varner Rd	Hwy 111	Cathedral City
Portola Ave	Dinah Shore Dr	Hwy 111	Palm Desert
Washington St	Ramon Rd	Ave 52	Unincorporated County
Jefferson St	Fred Waring Dr	Ave 52	Indio and La Quinta
Monroe St	Whitewater Wash	Airport Blvd	Indio, La Quinta, and Unincorporated County
Jackson St	Whitewater Wash	Airport Blvd	Indio and Unincorporated County
Harrison St	Hwy 111	Airport Blvd	Coachella and Unincorporated County

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
	CV Link	**Hwy 111 Visitor Center**	**Airport Blvd (south of Coachella)**	**Palm Springs, Cathedral City, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, and Unincorporated County (East Native Lands)**			**N/A* (CV Link)**
						Refer to CV Link Conceptual Master Plan for Details	
	Desert Hot Springs Future Regional Extension	**Trailhead at TwentyNine Palms Hwy**	**Whitewater River**	**Unincorporated County, Desert Hot Springs, Palm Springs, and Cathedral City**	**13.20**		**$18,792,682**
DHS37	Mission Creek	Trailhead at Twenty Nine Palms Hwy	Pierson Blvd.	Desert Hot Springs and Unincorporated County	3.30	Multipurpose path/NEV path	$3,997,066
PG03	Palm Dr	Dillon Rd	I-10 Fwy.	Unincorporated County, Cathedral City, and Desert Hot Springs	3.80	Multipurpose path/NEV path	$4,602,682
PS147A	Gene Autry Trail	I-10 Overpass	Whitewater River	Palm Springs	2.10	Multipurpose path/NEV path	$2,683,296
RIV138	Dillon Rd	Mission Creek	Palm Dr	Desert Hot Springs	1.30	Multipurpose path/NEV path	$1,574,602
RIV21	Mission Creek	Pierson Blvd.	Dillon Rd	Desert Hot Springs and Unincorporated County	2.70	Multipurpose path/NEV path	$5,935,037
	East Valley Community Connectors	**Washington St**	**Whitewater River**	**Indio, Coachella, La Quinta, and Unincorporated County**			**$3,496,997**
COA51	Ave 48	Van Buren St	Dillon Rd	Coachella and Unincorporated County	0.30	Multipurpose path/NEV path	$363,370
COA52	Dillon Rd	Ave 48	Whitewater River	Coachella and Unincorporated County	1.00	Sidewalk path/NEV path	$1,030,656
COA68	Ave 48	Jackson St	Van Buren St	Coachella	1.00	Buffered Bike/NEV lane	$100,320
IN68	Ave 48	Jefferson St	Jackson St	Indio	3.00	Buffered Bike/NEV lane	$300,960
IN68A	Ave 48*	Bataan St	Dillon Rd	Indio	0.05	Unspecified connection in CV Link Conceptual Master Plan	$3,960
LQ04	Ave 48	Washington St	Jefferson St	La Quinta	1.50	Bike lanes/NEV lanes	$118,800
LQ55	La Quinta Evac Channel	La Quinta East City Limit	Ave 48	La Quinta	0.40	Multipurpose path/NEV path	$556,723
LQ55A	La Quinta Evac Channel	Whitewater River	Indio West City Limit	Indio	0.80	Multipurpose path/NEV path	$1,022,208
	Dillon Rd	**Hwy 62**	**Ave 48**	**Palm Springs, Unincorporated County, Indio, Coachella, and Desert Hot Springs**			**$2,867,040**
COA06	Dillon Rd	Ave 44	Harrison Pl	Coachella, Unincorporated County, and Indio	1.50	Bike lanes	$118,800
DL02	Dillon Rd	Palm Springs Western city limit (990 feet west of Diablo Rd)	Eastern city limit (2660 feet east of Karen Ave)	Palm Springs and Unincorporated County	1.50	Bike lanes	$118,800
RIV08	Dillon Rd	Eastern Palm Springs city limit (2660 feet east of Karen Ave)	Northern Indio city limit (7450 feet south of Old Aqueduct Rd)	Unincorporated County and Desert Hot Springs	26.80	Bike lanes	$2,122,560
IN29	Dillon Rd	Northern city limit (7450 feet south of Old Aqueduct Rd)	Ave 44	Indio and Unincorporated County	0.50	Bike Path	$506,880
	Pierson Blvd	**Hwy 62**	**Palm Dr**	**Desert Hot Springs and Unincorporated County**			**$233,376**
PIER01	Pierson Blvd	SR-62	N. Indian Canyon Dr	Desert Hot Springs and Unincorporated County	2.60	Greenback sharrows (Buffered bike lanes with road diet)	$178,464
PIER03	Pierson Blvd	Cholla Dr	Palm Dr	Desert Hot Springs	0.80	Greenback sharrows (Buffered bike lanes with road diet)	$54,912

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
	Hwy. 111 (Also: N Palm Canyon, E Vista Chino, Gene Autry Trail, Indio Blvd, Grapefruit Blvd)	**Hwy 111: Haugen-Lehmann Way**	**Hwy 111: Imperial County Line**	**Coachella, Unincorporated County, Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, and Indio**			**$2,550,768**
CC11	E. Palm Canyon Dr	Golf Club Dr.	Cathedral Canyon Dr	Cathedral City	1.30	Colored buffered bike lanes	$205,920
CC13	E. Palm Canyon Dr	Cathedral Canyon Dr	Date Palm Dr	Cathedral City	0.50	Greenback sharrows	$34,320
CC14	E. Palm Canyon Dr	Date Palm Dr	Cathedral City Eastern city limit (80 feet East of Buddy Rogers Ave)	Cathedral City	0.40	Colored buffered bike lanes	$63,360
H11102	Hwy 111	Gap between Palm Springs city limit in northwest (3560 feet east of Tipton Rd)	Gap between Palm Springs city linit in northwest (3270 feet north of Overture Dr)	Unincorporated County	1.10	Buffered bike lanes	$110,352
H11130	Indio Blvd.	I-10	Indio Eastern city limit (Dillon Rd/Ave 48)	Unincorporated County	1.30	Buffered bike lanes	$130,416
H11131	Grapefruit Blvd.	Western city limit (Dillon Rd/Ave 48)	Eastern city limit (Ave 54)	Coachella	4.40	Bike lanes	$348,480
H11132	Hwy 111	3,520' south of Ave 54	Ave 58	Unincorporated County	1.80	Buffered bike lanes	$180,576
H11133	Hwy 111	Ave 58	Parkside Dr	Unincorporated County	15.60	Bike route	$576,576
LQ40	Hwy 111	La Quinta Western city limit (Brad Ryland Dr)	La Quinta Eastern city limit (Jefferson St)	La Quinta	1.70	Bike lanes	$134,640
PS176	N. Palm Canyon	Palm Springs North City Limit (3270 feet north of Overture Dr)	Vista Chino	Palm Springs and Unincorporated County	5.30	Bike route	$195,888
PS177	N. Palm Canyon	Vista Chino	Alejo Rd	Palm Springs	1.00	Greenback sharrows	$68,640
PS242	Vista Chino	N. Palm Canyon Rd	N. Indian Canyon Dr	Palm Springs	0.10	Colored buffered bike lanes	$15,840
PS243	Vista Chino	N. Indian Canyon Dr	N. Sunrise Way	Palm Springs	1.00	Double colored buffered bike lanes	$158,400
PS244	Vista Chino	N. Sunrise Way	Cerritos Rd	Palm Springs	0.30	Greenback sharrows	$20,592
PS245	Vista Chino	Cerritos Rd	Gene Autry Trail	Palm Springs	1.00	Bike route	$36,960
PS245A	Vista Chino	Gene Autry Trail	Palm Springs Eastern city limit	Palm Springs	0.70	Bike route	$25,872
PS53	Hwy 111	Haugen-Lehmann Way	Gap between Palm Springs city limit in northwest (3560 feet east of Tipton Rd)	Palm Springs and Unincorporated County	3.80	Bike route	$140,448
PS130	E. Palm Canyon Dr	S. Palm Canyon Dr	S. Indian Trail	Palm Springs	0.40	Bike route	$14,784
PS131	E. Palm Canyon Dr	S. Indian Trail	Farrell Dr	Palm Springs	1.20	Bike route	$44,352
PS180	N./ S. Palm Canyon Rd	Alejo Rd	Ramon Rd	Palm Springs	1.20	Bike route	$44,352
	Dillon Rd/Ave 20/Mountain View Rd/Varner Rd/Ave 42	**Hwy 62**	**Golf Center Pkwy**	**Unincorporated County, Palm Springs, Desert Hot Springs, Cathedral City, and Indio**			**$3,911,266**
CC24	Varner Rd	Palm Dr	Cathedral City Eastern city limit (6310 feet east of Date Palm Dr)	Cathedral City and Unincorporated County	4.60	Bike lanes	$364,320
IN66	Varner Rd	Jefferson St	Thousand Palm Canyon Wash	Indio	1.55	Bike path	$1,571,328
RIV04	Mountain View Rd	20th Ave	Varner Rd	Unincorporated County and Cathedral City	1.30	Bike lanes	$102,960
RIV25	Varner Rd	Da Vall Dr	Indio western city limit (1020 feet west of 40th Ave)	Unincorporated County and Cathedral City	11.00	Bike lanes	$871,200
DHS100	Ave 20	N Indian Canyon Dr	Palm Dr	Desert Hot Springs and Unincorporated County	4.10	Bike lanes	$324,720
IN67	Ave 42	400 Feet East of Madison St	Jackson St	Indio	1.93	Buffered bike lanes	$193,618
PS54	Ave 20	Diablo Rd	N. Indian Canyon Dr	Palm Springs	2.00	Bike lanes	$158,400
RIV03	Ave 20	Palm Dr	Mountain View Rd	Desert Hot Springs	4.10	Bike lanes	$324,720

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
	Ramon Rd	**Palm Canyon Dr**	**Washington St**	**Palm Springs, Cathedral City, and Unincorporated County**			**$1,127,174**
CC28	Ramon Rd	West City Limit (Landau Blvd.)	East City Limit (Da Vall Dr)	Cathedral City	2.00	Colored bike lanes	$264,000
PS187	Ramon Rd	S. Palm Canyon Dr	S. Indian Canyon Dr	Palm Springs	0.10	Greenback sharrows	$6,864
PS188	Ramon Rd	S. Indian Canyon Dr	Calle Palo Fierro	Palm Springs	0.20	Greenback sharrows	$13,728
PS190	Ramon Rd	Calle Palo Fierro	S. Avenida Caballeros	Palm Springs	0.30	Greenback sharrows	$20,592
PS191	Ramon Rd	S. Avenida Caballeros	Hermosa Dr	Palm Springs	1.10	Greenback sharrows	$75,504
PS191B	Ramon Rd	Baristo Channel	S. Farrell Dr	Palm Springs	0.60	Greenback sharrows	$41,184
PS193	Ramon Rd	S. Farrell Dr	El Cielo Rd	Palm Springs	0.40	Greenback sharrows	$27,456
PS194	Ramon Rd	El Cielo Rd	Gene Autry Trail	Palm Springs	1.00	Greenback sharrows	$68,640
PS196	Ramon Rd	Gene Autry Trail	San Luis Rey Rd	Palm Springs and Cathedral City	0.26	Greenback sharrows	$17,846
PS196A	Ramon Rd	Gene Autry Trail	San Luis Rey Rd	Palm Springs and Cathedral City	0.26	Colored bike lanes	$34,320
PS197	Ramon Rd	San Luis Rey Rd	Crossley Rd	Palm Springs and Cathedral City	0.24	Greenback sharrows	$16,474
PS197A	Ramon Rd	San Luis Rey Rd	Crossley Rd	Palm Springs and Cathedral City	0.24	Colored buffered bike lanes/NEV lanes	$46,886
PS56	Ramon Rd	Crossley Rd	Palm Springs East City Limit (Landau Blvd.)	Palm Springs and Cathedral City	0.50	Greenback sharrows	$34,320
PS56A	Ramon Rd	Crossley Rd	Palm Springs East City Limit (Landau Blvd.)	Palm Springs and Cathedral City	0.50	Colored buffered bike lanes	$79,200
RIV15A	Ramon Rd	Bob Hope Dr	Washington St	Unincorporated County	4.80	Bike lanes	$380,160
	Dinah Shore Dr	**Hwy 111**	**Gerald Ford Dr**	**Palm Springs and Cathedral City**			**$295,680**
CC08	Dinah Shore Dr	Cathedral Western city limit (1450 feet west of Whispering Palms Trail)	Da Vall Dr	Cathedral City	2.00	Greenback sharrows	$137,280
PS128	Dinah Shore Dr	Gene Autry Trail	East Palm Springs City Limit (1450 feet west of Whispering Palms Trail)	Palm Springs	1.00	Colored buffered bike lanes	$158,400
	Fred Waring Dr/Monroe St/Ave 44	**Hwy 111**	**Dillon Rd**	**La Quinta, Unincorporated County, Indio, and Coachella**			**$926,930**
IN51	Fred Waring Dr	Jefferson St	Monroe St	Indio	1.00	Buffered bike lanes	$100,320
IN52	Ave 44	Monroe St	Harrison St	Indio and Coachella	4.00	Buffered bike lanes	$401,280
LQ43	Fred Waring Dr	Washington St	Adam St	La Quinta	1.00	Bike lanes	$79,200
LQ44	Fred Waring Dr (Southbound Only)	Adam St	Dune Palms Rd	La Quinta and Unincorporated County	0.50	Buffered bike lanes/NEV lanes	$50,160
LQ45	Fred Waring Dr	Dune Palms Rd	Jefferson St	La Quinta and Unincorporated County	0.50	Bike lanes	$39,600
IN52A	Ave 45	Monroe St	Harrison St	Indio and Coachella	3.24	Bike lanes	$256,370
	Ave 50	**Washington St**	**Hwy 111**	**La Quinta and Unincorporated County**			**$1,450,944**
IN65	Ave 50	Jefferson St	Madison St	La Quinta	1.00	Bike lanes/NEV lanes	$79,200
IN65A	Ave 50	Jefferson St	Madison St	La Quinta	1.00	Multipurpose Path	$1,292,544
IN65C	Ave 50	Jefferson St	Indio Eastern city limit (1010 feet east of Jackson St)	Unincorporated County	1.00	Bike Lanes	$79,200
	Ave 52	**Eisenhower Dr**	**Hwy 111**	**Indio, Unincorporated County, La Quinta, and Coachella**			**$3,020,688**
COA10	Ave 52	Coachella Western city limit (Calhoun St)	Harrison St	Coachella	1.50	Bike lanes	$118,800
IN85	Ave 52	Monroe St	Jackson St	Indio and Unincorporated County	1.00	Bike lanes	$79,200
LQ35	Ave 52	Jefferson St	Monroe St	La Quinta	2.00	Bike lanes/NEV lanes	$158,400
LQ35A	Ave 52	Jefferson St	Monroe St	La Quinta	2.00	Multipurpose path	$2,585,088
LQ35B	Ave 52	Madison St	Monroe St	Indio	1.00	Bike lane	$79,200
	Airport Blvd	**Monroe St**	**Hwy 111**	**Unincorporated County and Coachella**			**$396,000**
RIV78	Airport Blvd	Monroe St	Polk St	Unincorporated County and Coachella	5.00	Bike lanes	$396,000

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
	Indian Ave/N. Indian Canyon Dr	**Pierson Blvd**	**Ramon Rd**	**Unincorporated County, Desert Hot Springs, and Palm Springs**			**$549,120**
PS156	Indian Canyon Dr	Sunrise Pkwy.	San Rafael Dr	Palm Springs	0.70	Bike lanes (with road diet)	$55,440
PS157	Indian Canyon Dr	San Rafael Dr	E. Alejo Rd	Palm Springs	2.10	Greenback sharrows	$144,144
PS163	Indian Canyon Dr	E. Alejo Rd	E. Camino Parocela	Palm Springs	1.10	Bike route	$40,656
RIV05	Indian Ave/ N. Indian Canyon Dr	Pierson Blvd.	I-10 Fwy.	Unincorporated County, Desert Hot Springs, and Palm Springs	3.90	Bike lanes	$308,880
	Palm Dr/N. Gene Autry Trail	**Pierson Blvd**	**E. Vista Chino**	**Desert Hot Springs and Palm Springs**			**$541,728**
DHS11	Palm Dr	Cahuilla Ave	Camino Aventura	Desert Hot Springs	1.80	Colored bike lanes	$237,600
DHS12	Palm Dr	Mission Lakes Blvd	Cahuilla Ave	Desert Hot Springs	1.20	Greenback sharrows	$82,368
PS147	Gene Autry Trail	I-10	E. Via Escuela	Palm Springs	2.10	Buffered bike lanes (add 4' buffer)	$210,672
PS148	Gene Autry Trail	E. Via Escuela	E. Vista Chino	Palm Springs	0.30	Bike route	$11,088
	N. Sunrise Way	**E. Vista Chino**	**E. Palm Canyon Dr**	**Palm Springs**			**$498,960**
PS213	Sunrise Way	E. Vista Chino	E. Tamarisk Rd	Palm Springs	0.80	Colored buffered bike lanes	$126,720
PS214	Sunrise Way	E. Tamarisk Rd	E. Alejo Rd	Palm Springs	0.30	Colored bike lanes	$39,600
PS215	Sunrise Way	E. Alejo Rd	E. Palm Canyon Dr	Palm Springs	2.10	Colored buffered bike lanes	$332,640
	Date Palm Dr	**Varner Rd**	**Hwy 111**	**Cathedral City**			**$581,856**
CC09	Date Palm Dr	Perez Rd	Hwy 111	Cathedral City	0.30	Buffered bike lanes	$30,096
CC15	Date Palm Dr	Varner Rd	Ramon Rd	Cathedral City	3.20	Buffered bike lanes (would require a road diet where 6 lanes)	$321,024
CC16	Date Palm Dr	Ramon Rd	35th Ave	Cathedral City	1.40	Buffered bike lanes (would require a road diet where 6 lanes)/NEV	$140,448
CC17	Date Palm Dr	35th Ave	Perez Rd	Cathedral City	0.90	Buffered bike lanes (would require a road diet where 6 lanes)/NEV lanes	$90,288
	Portola Ave	**Dinah Shore Dr**	**Hwy 111**	**Palm Desert**			**$285,120**
PD55	Portola Ave	Magnesia Falls Dr	Hwy 111	Palm Desert	1.80	Colored buffered bike lanes (with road diet)	$285,120
	Washington St	**Ramon Rd**	**Ave 52**	**Unincorporated County**			**$411,840**
WR01	Ramon Rd/Washington St	Ramon Rd	Palm Desert city limit (580 feet North of Country Club Dr)	Unincorporated County	5.20	Bike lanes	$411,840
	Jefferson St	**Fred Waring Dr**	**Ave 52**	**Indio and La Quinta**			**$401,280**
JF01	Jefferson St	Indio Blvd	Ave 50	Indio and La Quinta	4.00	Buffered bike lanes	$401,280
	Monroe St	**Whitewater Wash**	**Airport Blvd**	**Indio, La Quinta, and Unincorporated County**			**$998,712**
IN41	Monroe St	Fred Waring Dr	Ave 52	Indio	3.95	Bike lanes	$312,840
LQ52	Monroe St	Ave 54	Mountain View Ln.	La Quinta and Unincorporated County	0.50	Bike lanes/NEV lanes	$39,600
LQ52A	Monroe St	Ave 54	Mountain View Ln.	La Quinta and Unincorporated County	0.50	Multipurpose path	$646,272
	Jackson St	**Whitewater Wash**	**Airport Blvd**	**Indio and Unincorporated County**			**$358,776**
IN44	Jackson St	Dr Carreon Blvd	Ave 50	Indio	1.53	Bike lanes	$121,176
IN46	Jackson St	Ave 50	Ave 52	Indio and Unincorporated County	1.00	Bike lanes	$79,200
JK06	Jackson St	Ave 52	Airport Blvd	Unincorporated County	2.00	Bike lanes	$158,400
	Harrison St	**Hwy 111**	**Airport Blvd**	**Coachella and Unincorporated County**			**$257,664**
COA08	Harrison St	Hwy 111	Ave 54	Coachella	2.20	Buffered bike lanes/NEV lanes	$220,704
HR02	Harrison St	Ave 54	Airport Blvd.	Unincorporated County	1.00	Bike route	$36,960

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
	Other Connectors						**$13,196,522**
AMCC	Air Museum Community Connector: Diamond Rd	San Joaquin Rd	Whitewater River	Cathedral City	0.25	Multipurpose Path	$300,960
SJDCC	Air Museum Community Connector: San Joaquin Rd	Diamond Rd	Southern end of golf course	Cathedral City	1.00	Bike lanes	$79,200
PS155	Amtrak Station Community Connector: Indian Canyon Dr	I-10	Amtrak Station	Palm Springs	0.80	Buffered bike lanes (add 4' buffer)	$80,256
PS155A	Amtrak Station Community Connector: Indian Canyon Dr	Amtrak Station	Whitewater River	Palm Springs	1.40	Buffered bike lanes (add 4' buffer)	$140,448
PS155B	Amtrak Station Community Connector: Indian Canyon Dr	Whitewater River	Sunrise Pkwy	Palm Springs	0.02	Buffered bike lanes (add 4' buffer)	$2,006
COA30	Ave 50-Polo Grounds Community Connector: Ave 50	Coachella Western city limit (1010 feet east of Jackson St)	Whitewater River	Coachella	2.60	Bike lanes	$205,920
IN65B	Ave 50-Polo Grounds Community Connector: Ave 50	Polo Grounds	Indio Eastern city limit (1010 feet east of Jackson St)	Indio	3.30	Buffered bike lanes	$331,056
LECC1	Ave 52-La Entrada Community Connector: Ave 52	Whitewater River	SR-86S	Coachella	0.20	Bike lanes	$15,840
LECC2	Ave 52-La Entrada Community Connector: Ave 52*	SR-86S	Eastern end road	Coachella	0.19	Unspecified connection in CV Link Conceptual Master Plan	$15,000
LECC3	Ave 52-La Entrada Community Connector: Unpaved Road*	Ave 52	Future extension to La Entrada	Coachella	4.73	Unspecified connection in CV Link Conceptual Master Plan	$375,000
CGCPCC2	Casino Loop Community Connector: Golf Center Pkwy.*	I-10	Whitewater River	Indio	0.17	14' shared use path on one side (CV Link)	$13,464
DRCC	Casino Loop Community Connector: Dillon Rd*	Harrison Pl	Whitewater River	Coachella	0.30	Bike lanes (CV Link)	$23,760
GCPCC	Casino Loop Community Connector: Golf Center Pkwy.*	Indio Springs Dr	I-10	Indio	0.20	Bike lanes/NEV lanes (CV Link)	$15,840
ISDCC	Casino Loop Community Connector: Indio Springs Dr*	Golf Center Pkwy.	Access Road along I-10	Indio	0.80	Multipurpose Path (14' shared-use path on one side) Note: Proposed bikeway class for the Casino Loop Community Connector was listed in the CV Link Conceptual Master Plan. This is subject to a feasibility study, as explained in the CV Link Conceptual Master Plan.	$63,360

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
ISDCC2	Casino Loop Community Connector: Access Road Along I-10*	Indio Springs Dr	Indio East City Limit	Indio	0.93	Multipurpose Path (14' shared-use path on one side) Note: Proposed bikeway class for the Casino Loop Community Connector was listed in the CV Link Conceptual Master Plan. This is subject to a feasibility study, as explained in the CV Link Conceptual Master Plan.	$73,656
ISDCC3	Casino Loop Community Connector: Access Road Along East Side of Spotlight 29 Casino*	Just south of I-10	Harrison Pl	Coachella and Unincorporated County	1.10	Multipurpose Path (14' shared-use path on one side) NOTE: Proposed bikeway class for the Casino Loop Community Connector was listed in the CV Link Conceptual Master Plan. This is subject to a feasibility study, as explained in the CV Link Conceptual Master Plan.	$87,120
ISDCC4	Casino Loop Community Connector: Harrison Pl	Access road along east side of Spotlight 29 Casino	Dillon Rd	Coachella	0.30	Multipurpose Path (14' shared-use path on one side) NOTE: Proposed bikeway class for the Casino Loop Community Connector was listed in the CV Link Conceptual Master Plan. This is subject to a feasibility study, as explained in the CV Link Conceptual Master Plan.	$23,760
RCBCC	Casino Loop Community Connector: Bridge Access Across I-10*	Vista del Norte	Unpaved path along southern side of I-10	Unincorporated County	0.08	Multipurpose Path (14' shared-use path on one side) (CV Link)	$6,000
RCCCC	Casino Loop Community Connector: Access Road Along I-10*	County/City limit	Vista del Norte	Unincorporated County	0.26	Multipurpose Path (14' shared-use path on one side) (CV Link)	$20,625
RCUCC	Casino Loop Community Connector: Unpaved path along southern side of I-10*	Bridge Access	0.2 mi along path	Unincorporated County	0.33	Multipurpose Path (14' shared-use path on one side) (CV Link)	$26,250
CCECC	Cathedral Canyon Cove Community Connector: Cathedral Canyon Channel East*	Whitewater River	2 mi. southwest along Cathedral Canyon Channel East	Cathedral City	2.00	Unspecified connection in CV Link Conceptual Master Plan	$158,400
COA11	Coachella City Center Community Connector: Ave 52	Tripoli Way	Tyler St	Coachella	0.64	Bike lanes/NEV lanes	$50,688
COA12	Coachella City Center Community Connector: Ave 52	Tyler St	Whitewater River	Coachella	1.20	Bike lanes	$95,040
COACC	Coachella City Center Community Connector: Ave 52*	Harrison St	Tripoli Way	Coachella	0.13	Unspecified connection in CV Link Conceptual Master Plan	$10,425
RIV90A	College of the Desert East Valley Campus Community Connector: Ave 62	Whitewater River	Buchanan St	Unincorporated County	1.50	Bike path	$1,476,288

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
DCCC	Deep Canyon Road Community Connector: Deep Canyon Rd*	Whitewater River	Magnesia Falls Dr	Palm Desert	0.98	On-street LSEV/Bike Lanes (Note: Proposed bikeway class for the Deep Canyon Road Community Connector was listed in the CV Link Conceptual Master Plan. This is subject to a feasibility study, as explained in the CV Link Conceptual Master Plan.)	$77,700
PS191A	Downtown Palm Springs Community Connector: Ramon Rd	Hermosa Dr	Baristo Channel	Palm Springs	0.20	Greenback sharrows	$13,728
FPCC	Freedom Park Community Connector: Freedom Park Community Connector (optional connector for Indian Wells)*	Whitewater River	Unspecified	Indian Wells	0.95	Unspecified connection in CV Link Conceptual Master Plan	$75,000
IW21	Gerald Ford School Community Connector: Warner Trail	Fred Waring Dr	Miles Ave	Indian Wells	0.40	Bike route	$14,784
LCCC	Lake Cahuilla Community Connector: Ave 58*	Madison St	Lake Cahuilla	La Quinta	1.10	Unspecified connection in CV Link Conceptual Master Plan	$87,120
LQ42	Lake Cahuilla Community Connector: Madison St	Ave 50	Entrance to Polo Grounds at south terminus of trail	La Quinta	0.50	Multipurpose Path	$646,272
LQ42A	Lake Cahuilla Community Connector: Madison St	Ave 50	Entrance to Polo Grounds at south terminus of trail	La Quinta	0.50	Bike lanes/NEV lanes	$39,600
MCC	Lake Cahuilla Community Connector: Madison St*	Ave 52	Ave 58	La Quinta	3.00	Unspecified connection in CV Link Conceptual Master Plan	$237,600
CCCC	Madison-Polo Grounds Community Connector: Madison St.*	Whitewater River	Miles Ave	Indio	1.74	Unspecified connection in CV Link Conceptual Master Plan	$138,030
IN77	Madison-Polo Grounds Community Connector: Madison St	Miles St	Ave 48	Indio	1.55	Bike lanes	$122,760
LQ42C	Madison-Polo Grounds Community Connector: Madison St	Ave 48	Ave 51/Polo Grounds	Indio	1.50	Buffered bike lanes	$150,480
NICC	North Indio Community Connector: Jackson St	Pacific Indio Shopping Center	I-10	Indio	0.10	Bike lanes	$7,920
NICC2	North Indio Community Connector: Jackson St*	I-10	Whitewater River	Indio	0.46	Unspecified connection in CV Link Conceptual Master Plan	$36,750
PS144A	Palm Springs High School Community Connector: Farrell Dr	Baristo Rd	E Ramon Rd	Palm Springs	0.30	Bike route	$11,088
PS145	Palm Springs High School Community Connector: Farrell Dr	E. Ramon Rd	Tahquitz Creek Trail	Palm Springs	0.20	Double colored buffered bike lanes (with road diet)	$31,680
PD57	Palm Valley Channel Community Connector : Palm Valley Channel	Painters Path	Edgehill Dr	Palm Desert	0.65	Multipurpose Path/Golf Cart Path	$867,610
PD57A	Palm Valley Channel Community Connector : Palm Valley Channel	Edgehill Dr	Tierra del Oro	Palm Desert	0.67	Multipurpose Path/Golf Cart Path	$894,305

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
PD68	Palm Valley Channel Community Connector : Painters Path	Bridge over Palm Valley Channel	Mike Schuler Trail/Bump'n Grind Trailhead	Palm Desert	0.40	Multipurpose Path/Golf Cart Path	$533,914
PPCC	Palm Valley Channel Community Connector : Painters Path*	Palm Valley Channel	El Paseo	Palm Desert	0.18	Unspecified connection in CV Link Conceptual Master Plan	$14,250
PVCC	Palm Valley Channel Community Connector : Palm Valley Channel*	Parkview Dr	Painters Path (approximate)	Palm Desert	0.62	Unspecified connection in CV Link Conceptual Master Plan	$1,181,768
SCCC	Sun City Shadow Hills Community Connector: Channel*	Whitewater River	Extends north (not enough information in CV Conceptual Master Plan)	Indio	1.17	Unspecified connection in CV Link Conceptual Master Plan	$2,023,760
TGCC	Tennis Garden Community Connector: Tennis Garden Community Connector (optional connector for Indian Wells)*	Tennis Garden	Miles Ave	Indian Wells	0.21	Unspecified connection in CV Link Conceptual Master Plan	$402,304
RIV102A	Thermal Town Center Community Connector: Polk St	Airport Blvd.	Center St	Unincorporated County	0.30	Multipurpose path/NEV path	$363,370
RIV102B	Thermal Town Center Community Connector: Polk St	Center St	Ave 70	Unincorporated County	6.70	Multipurpose path/NEV path	$530,640
RIV139	Thermal Town Center Community Connector: Olive St	Center St	South of Church St	Unincorporated County	0.10	Bike lane/NEV lane	$7,920
RIV140	Thermal Town Center Community Connector: Olive St	South of Church St	Thermal Ball Park	Unincorporated County	0.10	Bike route	$3,696
RIV202	Thermal Town Center Community Connector: Center St	Polk St	Olive St	Unincorporated County	0.10	Bike lanes	$7,920
RIV78D	Thermal Town Center Community Connector: Airport Blvd	Polk St	Whitewater River	Unincorporated County	0.50	Multipurpose path/NEV path	$605,616
DHS09	Worsley Road Community Connector: Worsley Rd	Desert Hot Springs Northern city limit (5110 feet north of Mission Creek Rd)	Desert Hot Springs Southern city limit (Pierson Blvd)	Desert Hot Springs	2.20	Bike lanes	$174,240
RIV200	Worsley Road Community Connector: Ave 20	Worsley Rd	Wall Rd	Unincorporated County	0.78	Bike lanes	$61,776
RIV201	Worsley Road Community Connector: Worsley Rd	Ave 20	Pierson Blvd.	Unincorporated County	1.80	Bike lanes	$142,560
	Other Notable Street Corridors						**$92,535,332**
RIV62	1000 Palms Canyon Rd	Dillon Rd	Ramon Rd	Unincorporated County	4.70	Bike lanes	$372,240
COA15	1st St	Harrison St	Grapefruit Blvd.	Coachella	0.30	Bike route	$11,088
DHS16	2 Bunch Palms Trail	West Dr	Miracle Hill Rd	Desert Hot Springs	1.60	Buffered bike lanes	$160,512
DHS17	2 Bunch Palms Trail	Little Morongo Rd	West Dr	Desert Hot Springs	1.00	Bike lanes	$79,200
CC22	30th Ave	Santoro Dr	Da Vall Dr	Cathedral City	0.50	Bike lanes	$39,600
LQ48	Airport Blvd	Madison St	Monroe St	La Quinta	1.00	Multipurpose path	$1,292,544
LQ48A	Airport Blvd	Madison St	Monroe St	La Quinta	1.00	Bike lanes/NEV lanes	$79,200
PS70	Amado Rd	N. Belardo Rd	N. Calle El Segundo	Palm Springs	0.40	Colored bike lanes	$52,800
IN69	Arabia St	Hwy 111	Ave 48	Indio	1.00	Bike route	$36,960

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
PS76	Araby Rd	E. Palm Canyon Dr	Murray Canyon Dr	Palm Springs	0.40	Bike route	$14,784
PS78	Arenas Rd	S. Palm Canyon Dr	S. Indian Canyon Dr	Palm Springs	0.10	Colored bike lanes	$13,200
PS77	Arenas Rd	S. Cahuilla Rd	S. Palm Canyon Dr	Palm Springs	0.10	Buffered bike lanes (with road diet)	$10,032
RIV200A	Ave 20	Wall Rd	Diablo Rd	Unincorporated County	0.30	Bike lanes	$23,760
IN64	Ave 40/ Fifties Way	Varner Rd	Monroe St	Indio and Unincorporated County	3.50	Buffered bike lanes	$351,120
COA31	Ave 44	Harrison St	Dillon Rd	Coachella	1.00	Bike lanes	$79,200
IN81	Ave 45/ Van Buren St/ Cabazon Rd	Golf Center Pkwy.	Dillon Rd	Indio and Unincorporated County	1.90	Bike route	$70,224
COA45	Ave 48	Tyler St	Coachella Canal	Coachella	1.60	Bike lanes	$126,720
COA29	Ave 49	Jackson St	Van Buren St	Coachella	1.00	Bike lanes	$79,200
LQ30	Ave 50	Washington St	1240 feet west of Park Ave	La Quinta	0.60	Bike lanes	$47,520
LQ46	Ave 50	Eisenhower Dr	Washington St	La Quinta	0.80	Bike route	$29,568
RIV83	Ave 54	Monroe St	Van Buren St	Unincorporated County	2.00	Bike lanes	$158,400
RIV84	Ave 54	Harrison St	Tyler St	Unincorporated County and Coachella	1.30	Bike path	$1,279,450
COA37	Ave 54	Van Buren St	Whitewater River	Coachella and Unincorporated County	3.20	Bike lanes	$253,440
LQ47	Ave 54	Jefferson St	Monroe St	La Quinta	2.00	Bike lanes/NEV lanes	$158,400
LQ47A	Ave 54	Jefferson St	Monroe St	La Quinta	2.00	Multipurpose path	$2,585,088
RIV34	Ave 58	Monroe St to Harrison St and	Fillmore St to Buchanan St	Unincorporated County	4.90	Bike lanes	$388,080
RIV35	Ave 58	SR-86	Buchanan St	Unincorporated County	1.60	Bike path	$1,574,707
LQ49	Ave 58	Almonte	Monroe St	La Quinta	0.30	Bike lanes/NEV lanes	$23,760
LQ49A	Ave 58	Almonte	Monroe St	La Quinta	0.30	Multipurpose path	$387,763
RIV36	Ave 60	La Quinta city limit (1320 feet west of Monroe St)	Lincoln St	Unincorporated County	8.60	Bike lanes	$681,120
RIV37	Ave 60	Polk St to Whitewater River	Pierce to Lincoln St	Unincorporated County	3.10	Bike path	$3,050,995
RIV89	Ave 62	Monroe St	Coachella Canal	Unincorporated County	11.00	Bike lanes	$871,200
RIV90	Ave 62	Monroe St	Whitewater River	Unincorporated County	6.40	Bike path	$6,298,829
RIV90B	Ave 62	Buchanan St	Coachella Canal	Unincorporated County	3.00	Bike path	$2,952,576
LQ51	Ave 62	Madison St	Monroe St	La Quinta and Unincorporated County	1.00	Bike lanes/NEV lanes	$79,200
LQ51A	Ave 62	Madison St	Monroe St	La Quinta and Unincorporated County	1.00	Multipurpose path	$1,292,544
PS84	Avenida Caballeros	W. Ramon Rd	E. Tahquitz Canyon Way	Palm Springs	0.50	Buffered bike lanes (with road diet)	$50,160
PS85	Avenida Caballeros	E. Tahquitz Canyon Way	E. Amado Rd	Palm Springs	0.20	Buffered bike lanes/NEV lanes (with road diet)	$20,064
PS86	Avenida Caballeros	E. Amado Rd	E. Tachevah Dr	Palm Springs	0.80	Buffered bike lanes (with road diet)	$80,256
PS88	Avenida Caballeros	E. Tachevah Dr	E. Paseo El Mirador	Palm Springs	0.20	Colored buffered bike lanes (with road diet)	$31,680
PS89	Avenida Caballeros	E. Paseo El Mirador	E. San Rafael Dr	Palm Springs	1.30	Buffered bike lanes (with road diet)	$130,416
COA25	Bagdad Ave	Douma St	Grapefruit Blvd.	Coachella	1.10	Bike route	$40,656
PS91	Baristo Rd	El Cielo Rd	Sunrise Way	Palm Springs	1.00	Colored buffered bike lanes (with road diet)	$158,400
PS91A	Baristo Rd	Sunrise Way	Ave. Caballeros	Palm Springs	0.50	Bike lanes (with road diet)	$39,600
PS92	Barona Rd	E. Palm Canyon Dr	Sandcliff Rd	Palm Springs	0.10	Bike route	$3,696
PS93	Barona Rd	Sandcliff Rd	South end	Palm Springs	0.50	Bike route	$18,480
PS100	Belardo Rd	E. Sunny Dunes Rd	S. Palm Canyon Dr	Palm Springs	0.80	Colored buffered bike lanes	$126,720
RIV06	Bob Hope Dr	Varner Rd	Ramon Rd	Unincorporated County and Cathedral City	0.50	Buffered bike lanes	$50,160
RM130	Bob Hope Dr	Ramon Rd	Hwy 111	Rancho Mirage and Unincorporated County	5.55	Bike lanes (partial)	$219,644

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
RM131	Bob Hope Dr	Gerald Ford Dr	Frank Sinatra Dr	Rancho Mirage	1.02	Bike path	$1,090,941
RM132	Bob Hope Dr	Country Club Dr	Torremolinos Dr	Rancho Mirage	1.19	Bike route	$44,078
COA38A	Calhoun St	San Mateo Ave	South City Limit	Coachella	0.50	Bike lanes	$39,600
IN83	Calhoun St	Hwy 111	Doctor Carreon Blvd.	Indio	0.50	Buffered bike lanes	$50,160
LQ27	Calle Tampico	Eisenhower Dr	Washington St	La Quinta	0.80	Bike lanes/NEV lanes	$63,360
LQ28	Calle Tampico	Washington St	Calle Quito	La Quinta	0.10	Bike lanes	$7,920
LQ29	Calle Tampico	Calle Quito	Calle Rondo	La Quinta	0.20	Bike lanes/NEV lanes	$15,840
PS114	Camino Real	S. Riverside Dr	San Lorenzo Rd	Palm Springs	0.10	Greenback sharrows	$6,864
PS115	Camino Real	San Lorenzo Rd	E. Mesquite Ave	Palm Springs	0.10	Greenback sharrows	$6,864
PS117	Camino Real	Calle Palo Fierro	E. Palm Canyon Dr	Palm Springs	0.40	Greenback sharrows	$27,456
PS118	Camino Real	E. Palm Canyon Dr	E. La Verne Way	Palm Springs	0.50	Buffered bike lanes (with road diet)	$50,160
CC19	Cathedral Canyon Dr	Ramon Rd	Dinah Shore	Cathedral City	1.00	Bike lanes/NEV lanes	$79,200
CC21	Cathedral Canyon Dr	Canyon Shores Dr	E. Palm Canyon Dr /Hwy 111	Cathedral City	0.60	Bike path/NEV path	$1,039,104
CC20	Cathedral Canyon Dr	Dinah Shore Dr	Whitewater River	Cathedral City	0.80	Multipurpose path/NEV path	$1,022,208
IN49	Civic Center Dr	Oasis St	Indio Blvd.	Indio	0.40	Bike route	$14,784
PS122	Civic Dr	E. Tahquitz Canyon Way	E. Baristo Rd	Palm Springs	0.30	Bike route	$11,088
COA49	Connector to I-10	Ave 50	I-10	Coachella	1.10	Bike lanes	$87,120
IW17	Cook St	Hwy 111	Fairway Dr	Indian Wells	0.50	Bike lanes/NEV lanes	$39,600
RM133	Country Club Dr	Hwy 111	Monterey Ave	Rancho Mirage	2.56	Bike lanes (partial)	$101,242
PS124	Crossley Rd	E. Ramon Rd	34th Ave	Palm Springs	1.10	Buffered bike lanes (with road diet)	$110,352
CC30	Da Vall Dr	Varner Rd.	Dinah Shore Dr	Cathedral City and Unincorporated County	3.30	Bike lanes	$261,360
RM33	Da Vall Dr	Ramon Rd	Dinah Shore Dr	Cathedral City	1.00	Bike lanes	$79,200
RM134	DaVall Dr	30th Ave	Frank Sinatra Dr	Rancho Mirage and Cathedral City	4.00	Bike lanes (partial)	$158,404
COA33	Dillon Rd	Whitewater River	Ave 48	Coachella	1.40	Bike lanes	$110,880
RM135	Dinah Shore Dr	Plumley Rd	Monterey Ave	Rancho Mirage and Unincorporated County	3.57	Bike lanes (partial)	$141,534
IN58	Doctor Carreon Blvd.	Hwy 111	Jackson St	Indio	1.50	Bike lanes	$118,800
IN54	Dune Palms Rd	Miles Ave	Westward Ho Dr	La Quinta	0.50	Bike lanes/NEV lanes	$39,600
IN54A	Dune Palms Rd	Miles Ave	Westward Ho Dr	Indio	0.50	Bike lanes	$39,600
COA16	East side of Shady Ln.	9th St	Ave 54	Coachella	1.50	Bike path	$1,476,288
LQ32	Eisenhower Dr	Calle Tampico	Calle Sinaloa	La Quinta	0.40	Bike route	$14,784
LQ33	Eisenhower Dr	Washington St	Avenue 50	La Quinta	1.00	Bike route	$36,960
PD77	Eldorado West Bike Path	Fred Waring Dr	Hovley Lane East	Palm Desert	1.45	Bike path/Golf Cart Path	$2,750,035
PS145A	Farrell Dr	Tahquitz Creek Trail	E. Palm Canyon Dr	Palm Springs	0.80	Double colored buffered bike lanes (with road diet)	$126,720
PS142	Farrell Dr	E. Joyce Rd	E. Racquet Club Dr	Palm Springs	0.50	Bike route	$18,480
PS143	Farrell Dr	E. Racquet Club Dr	E. Vista Chino	Palm Springs	0.50	Bike route	$18,480
PS144	Farrell Dr	E. Tahquitz Canyon Way	Baristo Rd	Palm Springs	0.30	Bike route	$11,088
RM136	Frank Sinatra Dr	Hwy 111	Monterey Ave	Rancho Mirage	3.25	Bike lanes (partial)	$128,806
PS149	Gene Autry Trail	E. Vista Chino	Palm Springs Air Museum	Palm Springs	0.80	Bike path	$805,167
PS149A	Gene Autry Trail	Palm Springs Air Museum	0.6 mi south of Gene Autry Trail/south end of golf course	Palm Springs	0.60	Bike path	$610,184
PS149B	Gene Autry Trail	0.6 mi south of Gene Autry Trail/south end of golf course	Tahquitz Creek Channel	Palm Springs	1.80	Bike path	$1,786,281
PS149C	Gene Autry Trail	Tahquitz Creek Channel	600' south of Tahquitz Creek Channel	Palm Springs	0.10	Bike path	$119,698
PS149D	Gene Autry Trail	600' south of Tahquitz Creek Channel	E. Palm Canyon Dr	Palm Springs	0.50	Bike path	$528,046
PS251	Gene Autry Trail	E. Vista Chino	Palm Springs Air Museum	Palm Springs	0.80	Bike route	$29,568

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
PS252	Gene Autry Trail	Palm Springs Air Museum	0.6 mi south of Gene Autry Trail/south end of golf course	Palm Springs	36.00	Bike route	$1,330,560
PS253	Gene Autry Trail	0.6 mi south of Gene Autry Trail/south end of golf course	Tahquitz Creek Channel	Palm Springs	1.80	Bike route	$66,528
PS254	Gene Autry Trail	Tahquitz Creek Channel	600' south of Tahquitz Creek Channel	Palm Springs	0.10	Bike route	$3,696
PS255	Gene Autry Trail	600' south of Tahquitz Creek Channel	E. Palm Canyon Dr	Palm Springs	0.50	Bike route	$18,480
CC29	Gerald Ford Dr	Date Palm Dr	Cathedral City Eastern city limit (Plumley Rd)	Cathedral City	0.50	Colored bike lanes	$66,000
PD62	Gerald Ford Dr	Cook St	Frank Sinatra Dr	Palm Desert	1.00	Bike lanes	$79,200
RM137	Gerald Ford Dr	Plumley Rd	Monterey Ave	Rancho Mirage and Cathedral City	3.53	Bike lanes (partial)	$139,633
IN70	Golf Center Pkwy.	Ave 42	Ave 44	Indio	1.00	Bike lanes	$79,200
IN71	Golf Center Pkwy.	Ave 44	Indio Springs Dr	Indio	0.10	Bike lanes/NEV lanes	$7,920
DHS14	Hacienda Ave	Cholla Dr	West Dr	Desert Hot Springs	0.30	Buffered bike lanes	$30,096
DHS15	Hacienda Ave	Agua Cayendo Rd	Long Canyon Rd	Desert Hot Springs	1.50	Bike lanes	$118,800
RIV65	Harrison St	Airport Blvd.	70th Ave	Unincorporated County	18.20	Bike route	$672,672
COA18	Hwy 111	Ave 54	3,520' south of Ave 54 (South City Limit)	Coachella	0.70	Buffered bike lanes	$70,224
RIV12	Hwy 111*	Future Extension to Mecca-North Shore	Salton Sea State Park	Unincorporated County	17.99	Unspecified connection in CV Link Conceptual Master Plan	$17,708,000
DHS07	Indian Canyon Dr	Desert Hot Springs Northern city limit (5990 feet north of Mission Lakes Blvd)	Pierson Blvd.	Desert Hot Springs	2.20	Bike lanes	$174,240
IN34	Indio Blvd.	Jefferson St	Dillon Rd	Indio and Unincorporated County	5.10	Bike lanes	$403,920
RIV66	Jackson St	Ave 52 to Ave 60	Ave 64 to Ave 66	Unincorporated County	5.00	Bike lanes	$396,000
COA100	Jackson St	Ave 48	Ave 49	Coachella	0.50	Bike lanes	$39,600
IN42	Jackson St	Desert Trace Way	Pacific Indio Shopping Center	Indio	0.65	Bike lanes	$51,480
IN37	Jefferson St	Ave 38	Varner Rd	Indio	1.42	Bike path	$1,439,539
RM138	Joshua Rd	Magnesia Falls Dr	End of Joshua Rd	Rancho Mirage and Palm Desert	0.49	Bike route	$18,176
PS166	Kirk Douglas Way/ Airport	E. Tahquitz Canyon Way	E. Ramon Rd	Palm Springs	1.60	Bike route	$59,136
CC23	Landau Blvd.	Vista Chino	Mihalyo Rd	Cathedral City	1.70	Bike lanes	$134,640
RIV70	Little Morongo Rd	Dillon Rd	Ave 20	Desert Hot Springs	1.70	Bike lanes	$134,640
DHS29	Little Morongo Rd	Augusta Ave	Pierson Blvd.	Desert Hot Springs and Unincorporated County	1.70	Bike route	$62,832
CC25	Long Canyon Path	Cathedral City Northern city limit (1350 feet north of Varner Rd)	I-10 parallel path	Cathedral City	1.80	Bike path	$1,824,768
RIV71	Long Canyon Rd	Desert Hot Springs city limit (1320 feet north of Camino Zangri)	Dillon Rd	Unincorporated County	1.50	Bike lanes	$118,800
RIV20	Long Canyon Wash	Joshua Tree National Park	Cathedral City city limit (1680 feet south of Moon Ranch Rd)	Unincorporated County	5.20	Bike path	$5,117,798
RM144	Magnesia Falls Dr	Gardess Rd	Joshua Rd	Rancho Mirage	0.99	Bike route	$36,661
CC32	McCallum Way	Avenida Los Ninos	DaVall Dr	Cathedral City	1.10	Bike lanes	$87,120
PS168	Mesquite Ave	West End	S. Belardo Rd	Palm Springs	0.30	Bike route	$11,088
PS169	Mesquite Ave	S. Belardo Rd	S. Palm Canyon Dr	Palm Springs	0.10	Bike route	$3,696
PS170	Mesquite Ave	S. Palm Canyon Dr	S. Sunrise Way	Palm Springs	1.00	Bike route	$36,960
PS172	Mesquite Ave	S. Sunrise Way	S. Farrell Dr	Palm Springs	0.60	Double colored buffered bike lanes (with road diet)	$95,040
PS173	Mesquite Ave	El Cielo Rd	S. Gene Autry Trail	Palm Springs	1.10	Greenback sharrows	$75,504
PD56	Mid-Valley Bike Path (SPRR corridor)	Palm Desert Western city limit (3250 feet nrothwest of Monterey Ave)	Palm Desert Eastern city limit (Washington St)	Palm Desert and Unincorporated County	7.00	Bike path	$7,451,136
IN31	Miles Ave	Clinton St	Monroe St	Indio	0.50	Buffered bike lanes	$50,160
IN32	Miles Ave	Dune Palms	Clinton St	Indio	2.00	Buffered bike lanes	$200,640
IN72	Miles Ave	Monroe St	Oasis St	Indio	0.80	Bike route	$29,568

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
LQ36	Miles Ave	Dune Palms Rd	Jefferson St	La Quinta	0.50	Bike lanes/NEV lanes	$39,600
DHS31	Mission Lakes Blvd	Indian Ave	Verbena Dr	Desert Hot Springs and Unincorporated County	4.10	Buffered bike lanes	$411,312
RIV72	Monroe St	Ave 62	Ave 64	Unincorporated County	1.00	Bike lanes	$79,200
IN38	Monroe St	Ave 40	I-10 (CV Link)	Indio	1.50	Buffered bike lanes	$150,480
IN40	Monroe St	Whitewater River (CV Link)	Fred Waring Dr	Indio	0.59	Buffered bike lanes	$59,189
RM145	Monterey Ave	Dinah Shore Dr	Frank Sinatra Dr	Rancho Mirage and Palm Desert	2.05	Bike path (partial)	$1,209,828
RM146	Monterey Ave	Verbenia Rd	Clancy Ln	Rancho Mirage and Palm Desert	0.25	Bike path	$267,723
RM27	Monterey Ave	Dinah Shore Dr	Gerald Ford Dr	Palm Desert	1.00	Bike lanes/Golf Cart lanes	$79,200
RIV73	Mountain View Rd	Desert Hot Springs city limit (1330 feet north of Louisan St)	Dillon Rd	Unincorporated County	0.20	Bike route	$7,392
RIV82	Mountain View Rd	Dillon Rd	Cathedral City city limit (410 feet north of Varner Rd)	Unincorporated County	2.50	Bike lanes	$198,000
DHS10	Mountain View Rd	Desert View Ave	Camino Campanero	Desert Hot Springs and Unincorporated County	1.30	Bike route	$48,048
DHS36	Mountain View Rd	Desert View Ave	Hacienda Ave	Desert Hot Springs	0.20	Bike path	$196,838
DHS20	North side of Hacienda Ave	Long Canyon	Julius Corsini Elementary School	Desert Hot Springs and Unincorporated County	0.30	Bike path	$295,258
IN47	Oasis St	Indio Blvd.	Ave 48	Indio	1.57	Buffered bike lanes	$157,502
RM152	Parkview Dr	Hwy 111	East City Limit	Rancho Mirage and Palm Desert	0.56	Bike path (partial)	$328,774
CC18	Perez Rd	East Palm Canyon Dr	Date Palm Dr	Cathedral City	1.10	Bike lanes	$87,120
RIV74	Pierce St	Ave 52 to Ave 60	Ave 66 to Harrison St	Unincorporated County and Coachella	11.90	Bike lanes	$942,480
COA50	Pierce St	Coachella Northern city limit (1320 feet north of Ave 55)	Coachella Southern city limit (Ave 55)	Coachella and Unincorporated County	0.20	Bike lanes	$15,840
DHS06A	Pierson Blvd., Miracle Hill Rd	Sierra Blvd. to Indian Canyon Rd	Cholla Dr to Palm Dr	Desert Hot Springs and Unincorporated County	5.00	Greenback Sharrows (Buffered bike lanes with road diet)	$343,200
RIV101	Polk St	Ave 62	Ave 66	Unincorporated County	2.00	Bike path	$1,968,384
COA40	Polk St	Ave 48	Ave 52	Coachella	2.00	Bike lanes	$158,400
PD66	Portola Ave	Shadow Mountain Dr	Chicory St	Palm Desert	0.10	Bike lanes/Golf Cart lanes	$7,920
PS184	Racquet Club Dr	N. Palm Canyon Dr	N. Indian Canyon Dr	Palm Springs	0.30	Bike route	$11,088
PS186	Racquet Club Rd, Cardillo Ave, Via Escuela, Via Norte, Vista Chino, Via Monte Vista	N. Palm Canyon Dr	Crescent Dr	Palm Springs	2.50	Bike route	$92,400
RM148	Ramon Rd	Da Vall Dr	Los Alamos Dr	Rancho Mirage and Cathedral City	1.00	Bike lanes (partial)	$39,628
IN50	Requa Ave	Monroe St	Indio Blvd.	Indio	1.30	Bike route	$48,048
PS198	S. Palm Canyon Dr	W. Ramon Rd	E. Camino Parocela	Palm Springs	0.20	Bike route	$7,392
PS199	S. Palm Canyon Dr	E. Camino Parocela	Morongo Rd	Palm Springs	0.60	Bike route	$22,176
PS200	S. Palm Canyon Dr	Morongo Rd	E. Palm Canyon Dr	Palm Springs	0.20	Bike route	$7,392
PS203	San Luis Rey Rd	Mission Dr	E. Ramon Rd	Palm Springs and Cathedral City	0.30	Bike route	$11,088
PS203A	San Luis Rey Rd	Mission Dr	E. Ramon Rd	Palm Springs and Cathedral City	0.30	Buffered bike lanes	$30,096
COA24	Shadow View Blvd.	Dillon Rd	Tyler St	Coachella	1.20	Bike lanes	$95,040
PS211	Sunrise Way	Whitewater River	E. San Rafael Dr	Palm Springs	0.60	Buffered bike lanes	$60,192
PS212	Sunrise Way	E. San Rafael Dr	E. Vista Chino	Palm Springs	1.00	Buffered bike lanes (with road diet)	$100,320
PS218	Tachevah Dr	N. Palm Canyon Rd	N. Indian Canyon Dr	Palm Springs	0.10	Bike lane (with road diet)	$7,920
PS226	Tahquitz Canyon Way	N. Museum Dr	N. Indian Canyon Dr	Palm Springs	0.30	Colored bike lanes	$39,600
PS228	Tahquitz Canyon Way	N. Indian Canyon Dr	N. Calle El Segundo	Palm Springs	0.20	Greenback sharrows	$13,728
PS231	Tamarisk Rd	N. Palm Canyon Dr	N. Farrell Dr	Palm Springs	1.70	Bike route	$62,832
RIV85	Tyler St	Ave 54	Airport Blvd.	Unincorporated County and Coachella	1.00	Bike path	$984,192
RIV86	Tyler St	Ave 54	Airport Blvd.	Unincorporated County and Coachella	1.00	Bike lanes	$79,200
COA41	Tyler St	Dillon Rd	Vista del Norte	Coachella	0.50	Bike path	$492,096

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
COA44	Tyler St	Ave 50	Ave 52	Coachella	1.00	Bike route	$36,960
COA46	Tyler St	Grapefruit Blvd.	54th Ave	Coachella	1.20	Bike lanes	$95,040
COA43	Tyler St	Ave 48	Ave 50	Coachella	1.00	Bike lanes	$79,200
RIV92	Van Buren St	54th Ave	Airport Blvd.	Unincorporated County and Coachella	1.00	Bike lanes	$79,200
COA39	Van Buren St	Ave 48	Ave 54	Coachella and Unincorporated County	3.00	Bike lanes	$237,600
IN84	Van Buren St	Indio Blvd.	Ave 48	Indio and Unincorporated County	0.50	Bike lanes	$39,600
LQ23	Washington St	La Quinta Northern City Limit	Eisenhower Dr	La Quinta and Indian Wells	3.10	Bike lanes	$245,520
LQ23A	Washington St	Palm Desert city limit (80 feet North of Country Club Dr)	La Quinta Northern City Limit	Unincorporated County	1.50	Greenback sharrows	$102,960
DHS08	West Dr	Desert Hot Springs northern city limit (650 feet north of Avenida Jalisco)	15th Ave	Desert Hot Springs and Unincorporated County	3.50	Bike lanes	$277,200
COA21	West side of Southern Pacific RR corridor	Coachella Northern city limit (Ave 48)	Coachella Southern city limit (3520 feet south of Ave 54)	Unincorporated County	4.40	Bike path	$4,330,445
IN55	Westward Ho Dr	Dune Palms Rd	Jefferson St	La Quinta and Indio	0.50	Bike route	$18,480
	Pedestrian Improvement Projects						**$8,002,450**
PEDA01	Palm Canyon Drive and Tahquitz Canyon Way	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$245,700
PEDA02	Palm Canyon Drive and Arenas Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$245,700
PEDA03	Palm Canyon Drive and Baristo Road	N/A - Intersection Project		Palm Springs	Transit Hub	Transit Hub	$245,700
PEDA04	Baristo Road and Belardo Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$163,800
PEDA05	Palm Canyon Drive and Ramon Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$245,700
PEDA06	Palm Canyon Drive and Camino Parocela and Indian Canyon Drive	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$245,700
PEDA07	Indian Canyon Drive and Ramon Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$245,700
PEDA08	Indian Canyon Drive and Baristo Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$245,700
PEDA09	Indian Canyon Drive and Arenas Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$327,600
PEDA10	Indian Canyon Drive and Tahquitz Canyon Way	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$327,600
PEDB00A	Farrell Drive	Tahquitz Canyon Way	Ramon Road	Palm Springs	New Pedestrian Level Street Lighting	New Pedestrian Level Street Lighting	$316,800
PEDB00B	Baristo Road	Sunrise Way	El Cielo Road	Palm Springs	New Pedestrian Level Street Lighting	New Pedestrian Level Street Lighting	$633,600
PEDB00C	Baristo Road (South Side)	El Cielo Road	Farrell Drive	Palm Springs	New Sidewalks, Curbs, and Gutters	New Sidewalks, Curbs, and Gutters	$199,950
PEDB00D	Baristo Road (North Side)	Pavilion Way	320' East	Palm Springs	New Sidewalks	New Sidewalks	$21,000
PEDB01	Baristo Road and Farrell Drive	N/A - Intersection Project		Palm Springs	Transit Hub	Transit Hub	$327,600

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

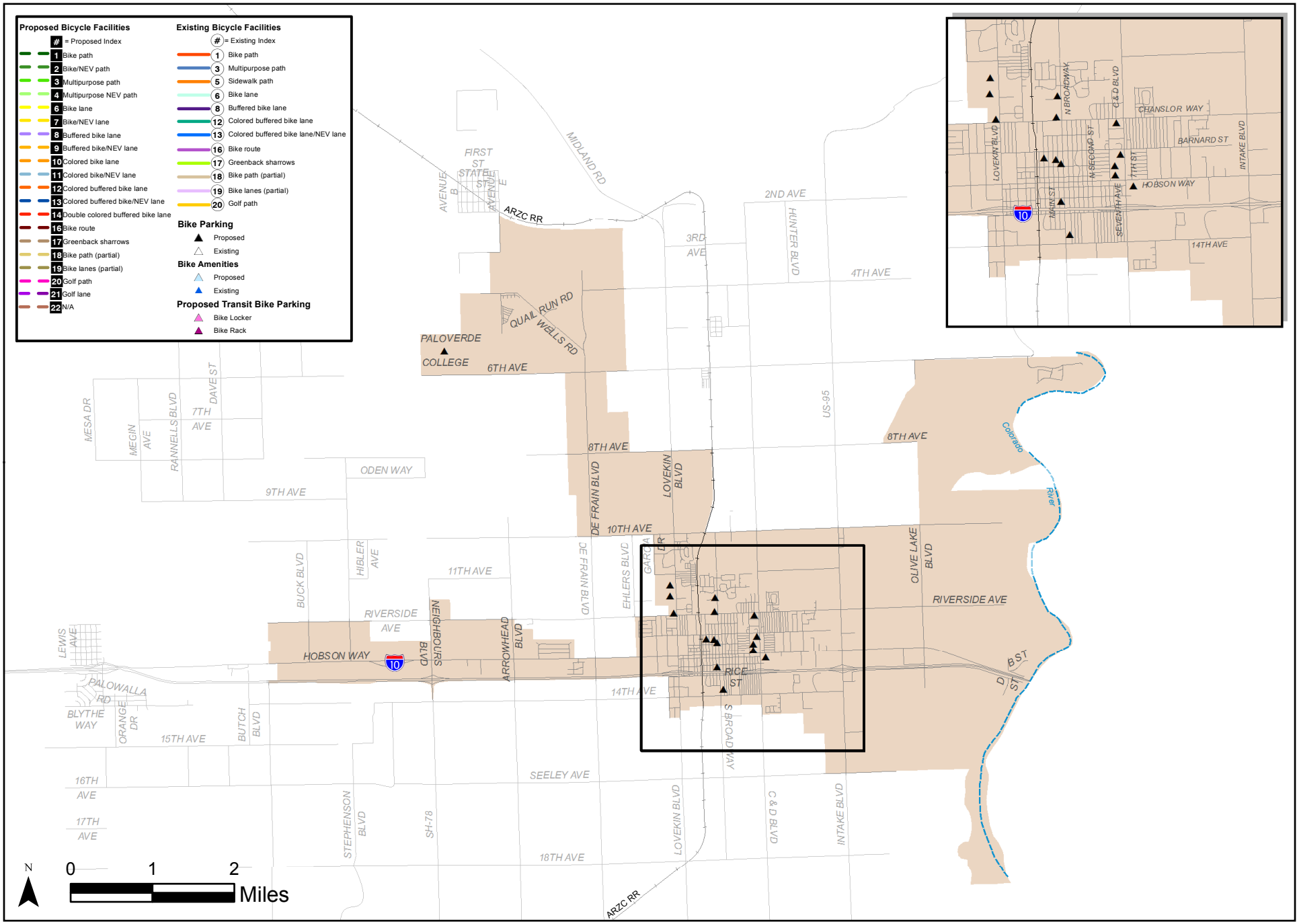
ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
PEDB02	Farrell Drive and Tahquitz Canyon Way	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$81,900
PEDB03	Baristo Road and Cielo Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$163,800
PEDB04	Baristo Road and Civic Drive	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$81,900
PEDB05	Baristo Road and Compadre Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$81,900
PEDB06	Baristo Road and the Palm Springs High School Entrance	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$163,800
PEDB07	Baristo Road and Cerritos Drive/Pavilion Way	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$245,700
PEDB08	Farrell Drive and Ramon Road	N/A - Intersection Project		Palm Springs	Intersection Project	Intersection Project	$81,900
PEDC00A	Buddy Rogers Ave.	Palm Canyon Drive	B Street	Cathedral City	New Sidewalks	New Sidewalks	$95,200
PEDC00B	B Street (North Side)	Bus Shelter	Further East	Cathedral City	New Sidewalks	New Sidewalks	$6,000
PEDC00C	W. Buddy Rogers Ave (east side)	Palm Canyon Drive	Buddy Rogers Ave (becomes George Montgomery Ave north of Palm Canyon Dr)	Cathedral City	New Sidewalks	New Sidewalks	$18,000
PEDC00D	W. Buddy Rogers Ave (west side)	Palm Canyon Drive	Lalo Guerrero	Cathedral City	New Sidewalks	New Sidewalks	$9,000
PEDC00E	Palm Canyon Drive (North Side)	Buddy Rogers Ave	Cathedral Canyon Dr	Cathedral City	New Sidewalks	New Sidewalks	$36,000
PEDC01	B Street and Buddy Rogers Avenue	N/A - Intersection Project		Cathedral City	Transit Hub	Transit Hub	$245,700
PEDC02	Van Fleet Street/Monty Hall Drive and Palm Canyon Drive	N/A - Intersection Project		Cathedral City	Intersection Project	Intersection Project	$163,800
PEDC03	Palm Canyon Drive and Buddy Rogers Avenue	N/A - Intersection Project		Cathedral City	Intersection Project	Intersection Project	$81,900
PEDC04	Palm Canyon Drive and Cathedral Canyon Drive	N/A - Intersection Project		Cathedral City	Intersection Project	Intersection Project	$81,900
PEDD00A	Fred Waring Drive	Highway 111	San Pablo Avenue	Palm Desert	New Pedestrian Level Street Lighting	New Pedestrian Level Street Lighting	$726,000
PEDD00B	Town Center Way	Highway 111	Fred Waring Drive	Palm Desert	New Pedestrian Level Street Lighting	New Pedestrian Level Street Lighting	$222,000
PEDD00C	Highway 111	Fred Waring Drive	Monterey Ave.	Palm Desert	New Pedestrian Level Street Lighting	New Pedestrian Level Street Lighting	$570,000
PEDD00D	Monterey Avenue	Highway 111	Fred Waring Drive	Palm Desert	New Pedestrian Level Street Lighting	New Pedestrian Level Street Lighting	$316,800
PEDD01	Highway 111 and Monterey Avenue	N/A - Intersection Project		Palm Desert	Intersection Project	Intersection Project	$81,900

**Planned regional active transportation project with assumed facility type for costing purposes.*

Table 5-2. Regional Bikeway/NEV Costs

ID #	Street/Corridor	From	To	Jurisdictions Traversed	Miles	Bikeway Type	Costs
PEDD02	Monterey Avenue and Hahn Road	N/A - Intersection Project		Palm Desert	Intersection Project	Intersection Project	$81,900
PEDD03	Town Center Way and Hahn Road	N/A - Intersection Project		Palm Desert	Transit Hub	Transit Hub	$81,900
PEDD04	Monterey Avenue and Fred Waring Drive	N/A - Intersection Project		Palm Desert	Intersection Project	Intersection Project	$81,900
PEDD05	Fred Waring Drive and Town Center Way	N/A - Intersection Project		Palm Desert	Intersection Project	Intersection Project	$81,900
PEDD06	Highway 111 and Town Center Way	N/A - Intersection Project		Palm Desert	Intersection Project	Intersection Project	$81,900
						Total:	**$157,688,905**

**Planned regional active transportation project with assumed facility type for costing purposes.*

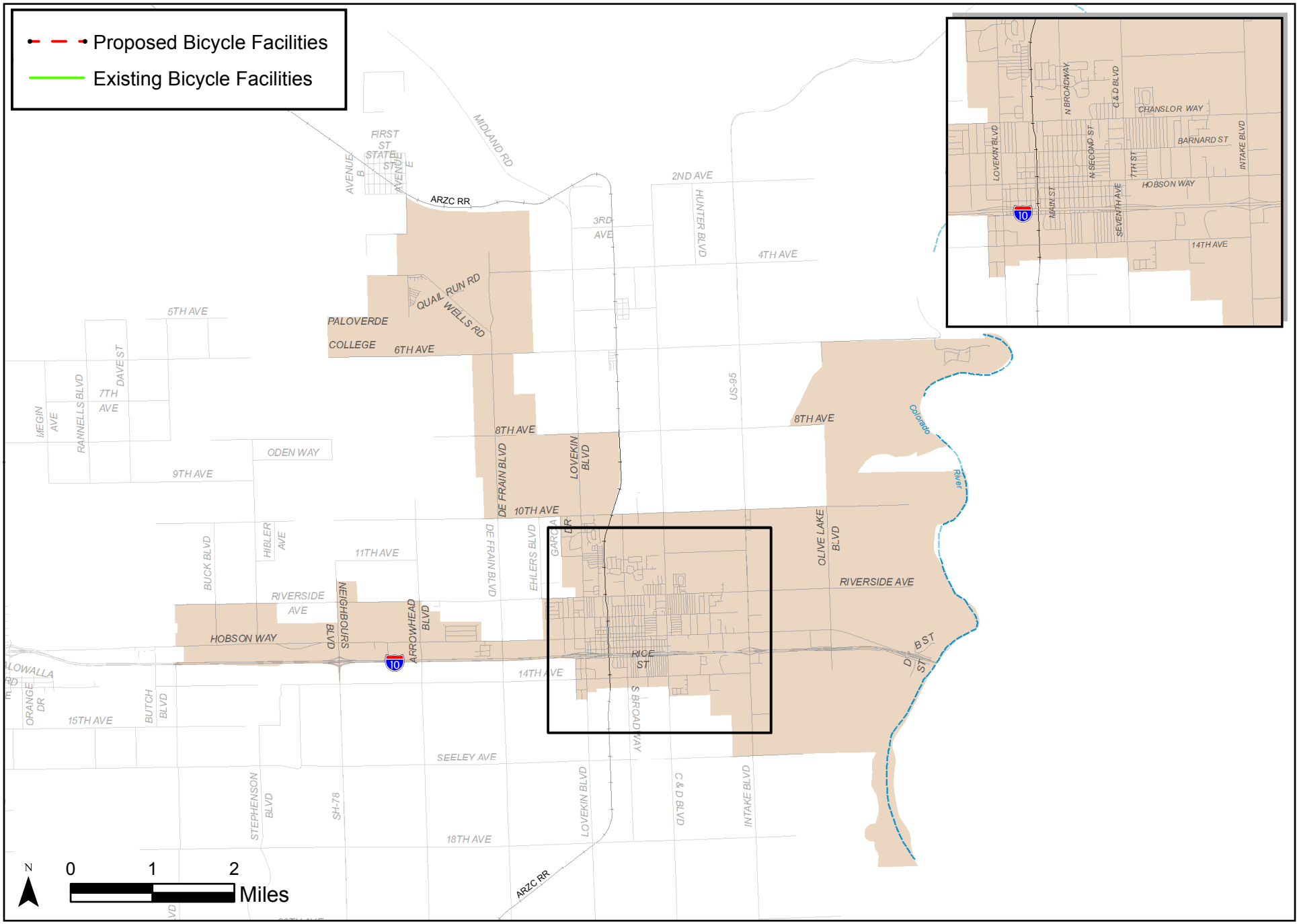


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Blythe
Regionally Significant ATP Facilities

Figure 5-1

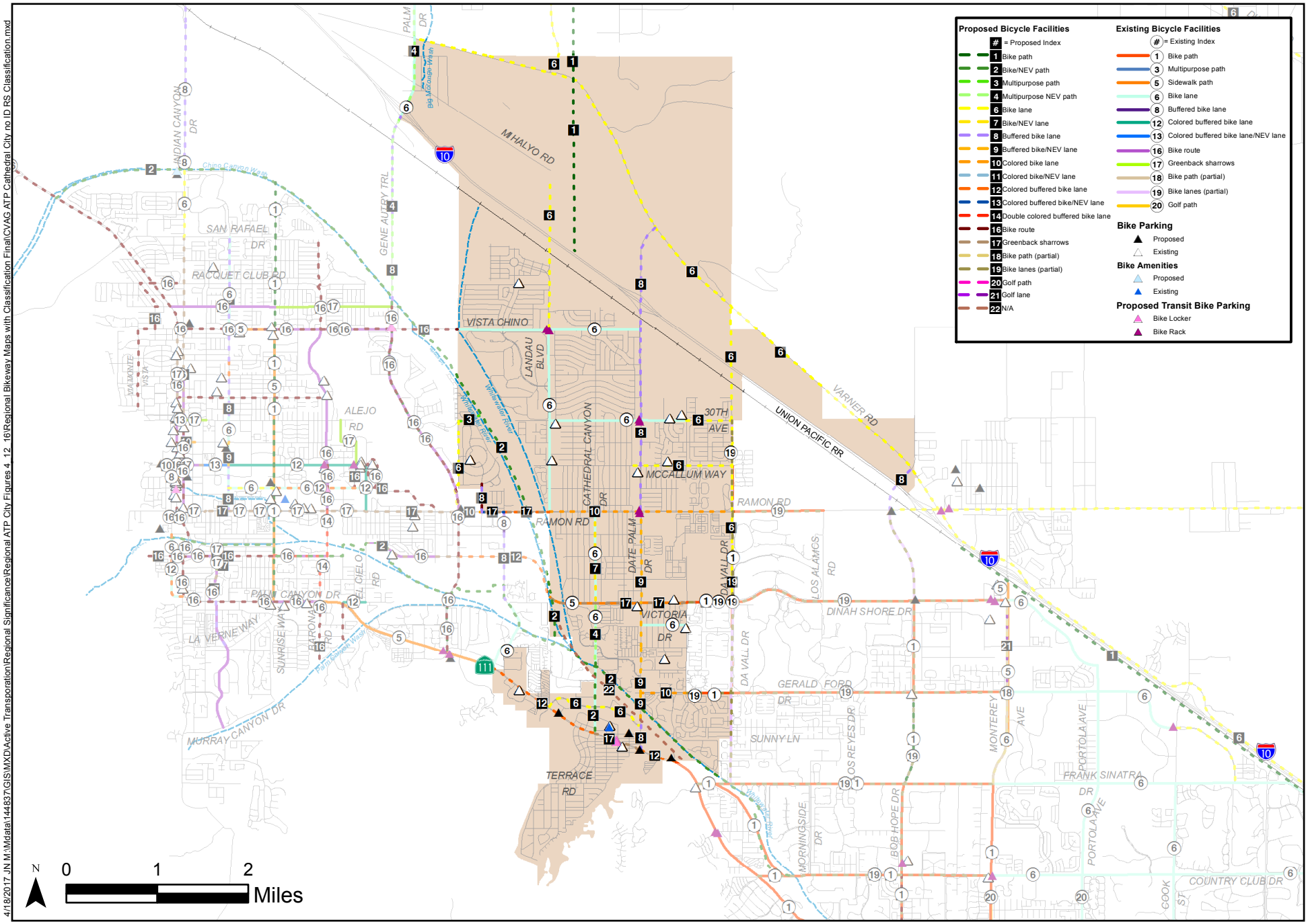


See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Blythe
Regionally Significant ATP with Facility ID

Figure 5-1a



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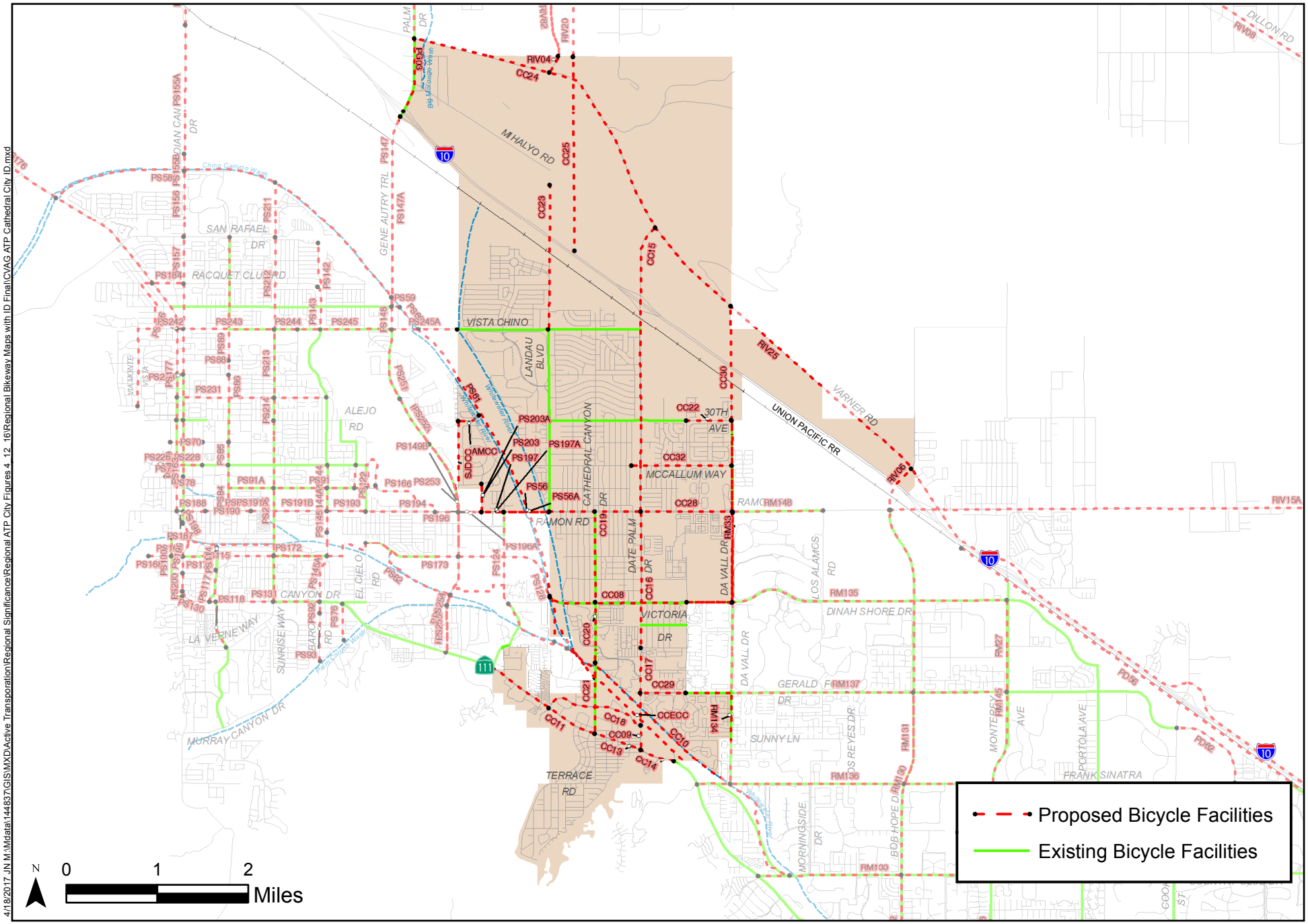
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Cathedral City
Regionally Significant ATP Facilities

Figure 5-2



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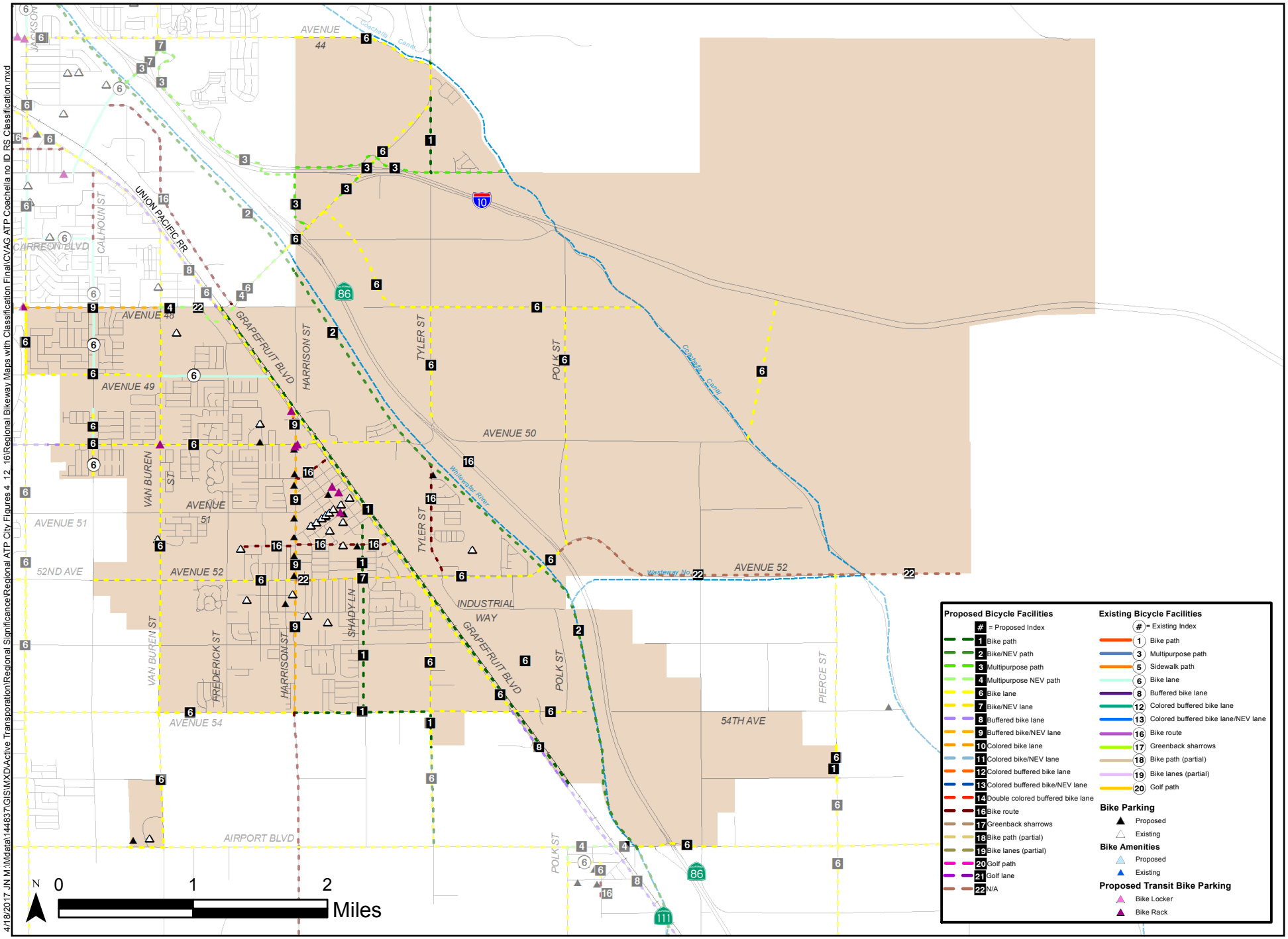
CVAG

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Cathedral City
Regionally Significant ATP with Facility ID

Figure 5-2a



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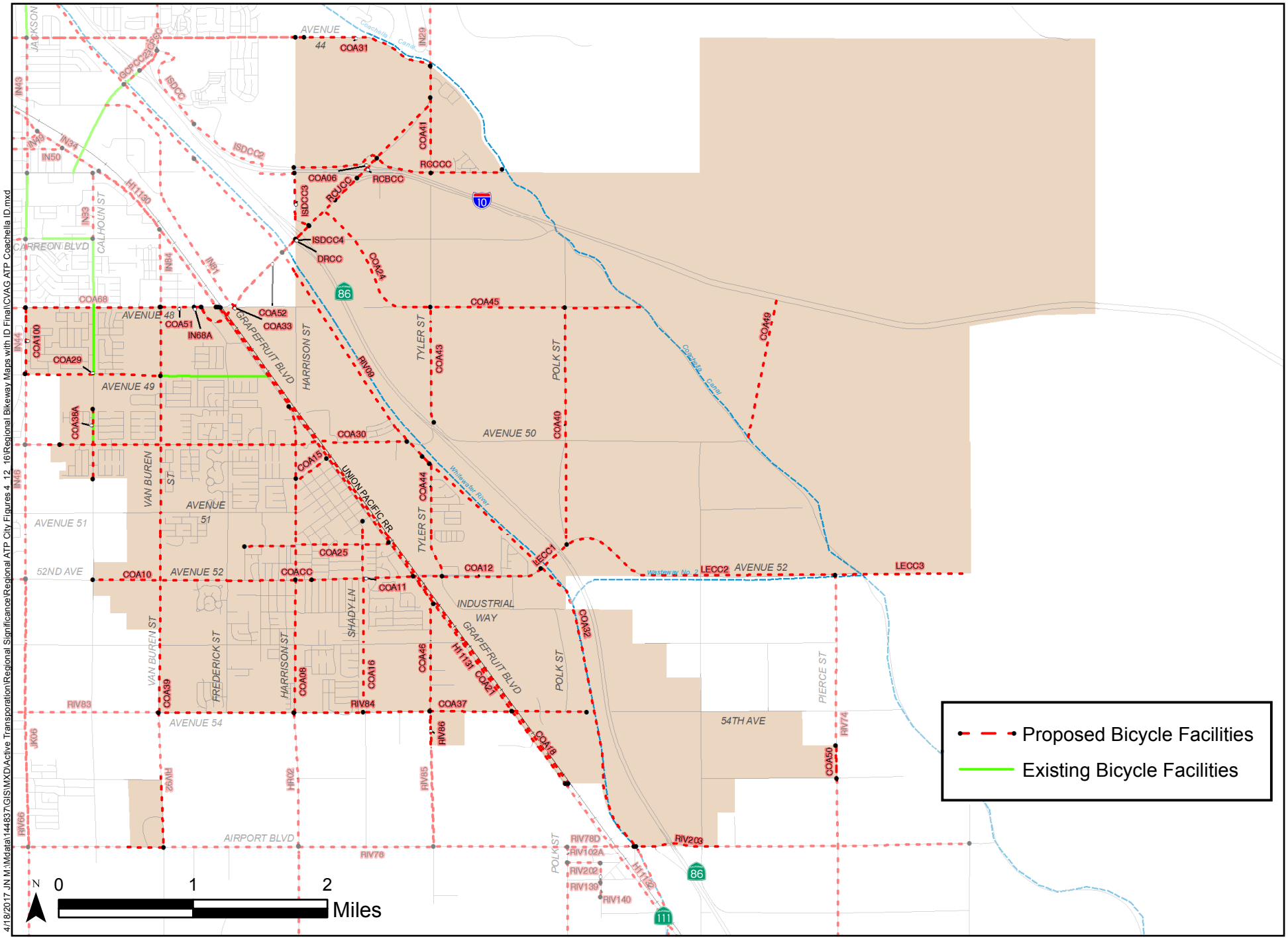
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Coachella
Regionally Significant ATP Facilities

Figure 5-3



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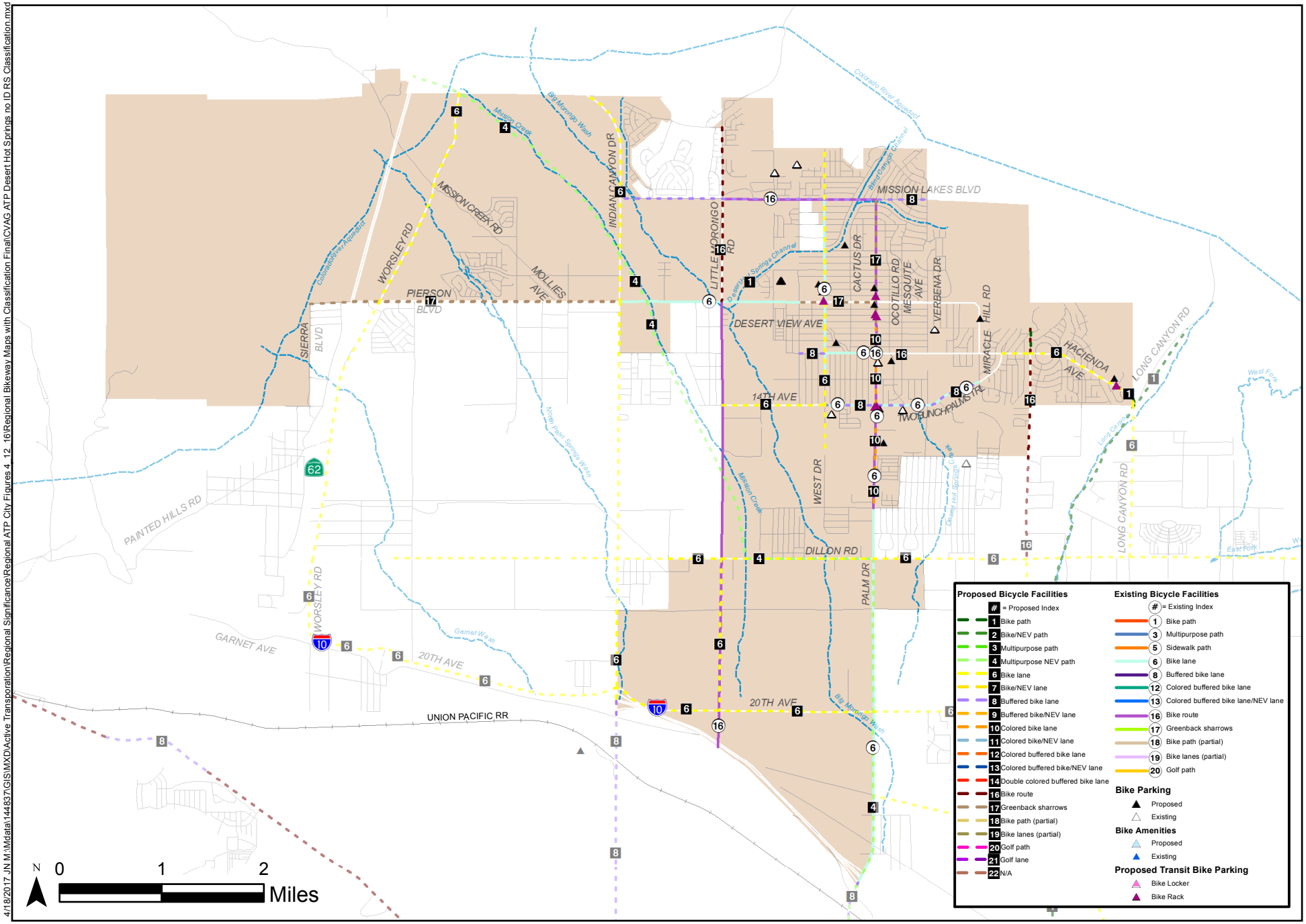
See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Coachella
Regionally Significant ATP with Facility ID

Figure 5-3a

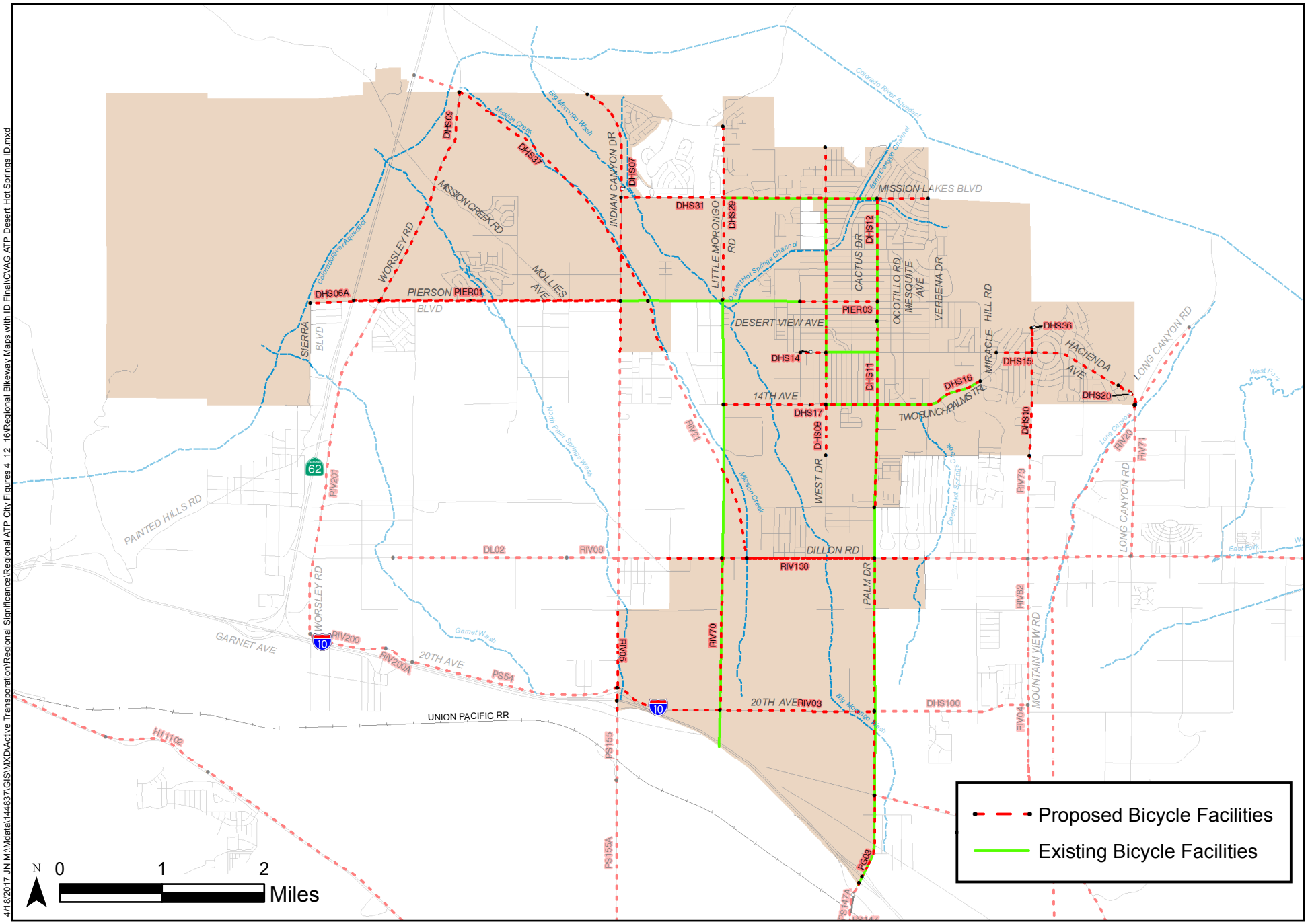


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Desert Hot Springs Regionally Significant ATP Facilities

Figure 5-4



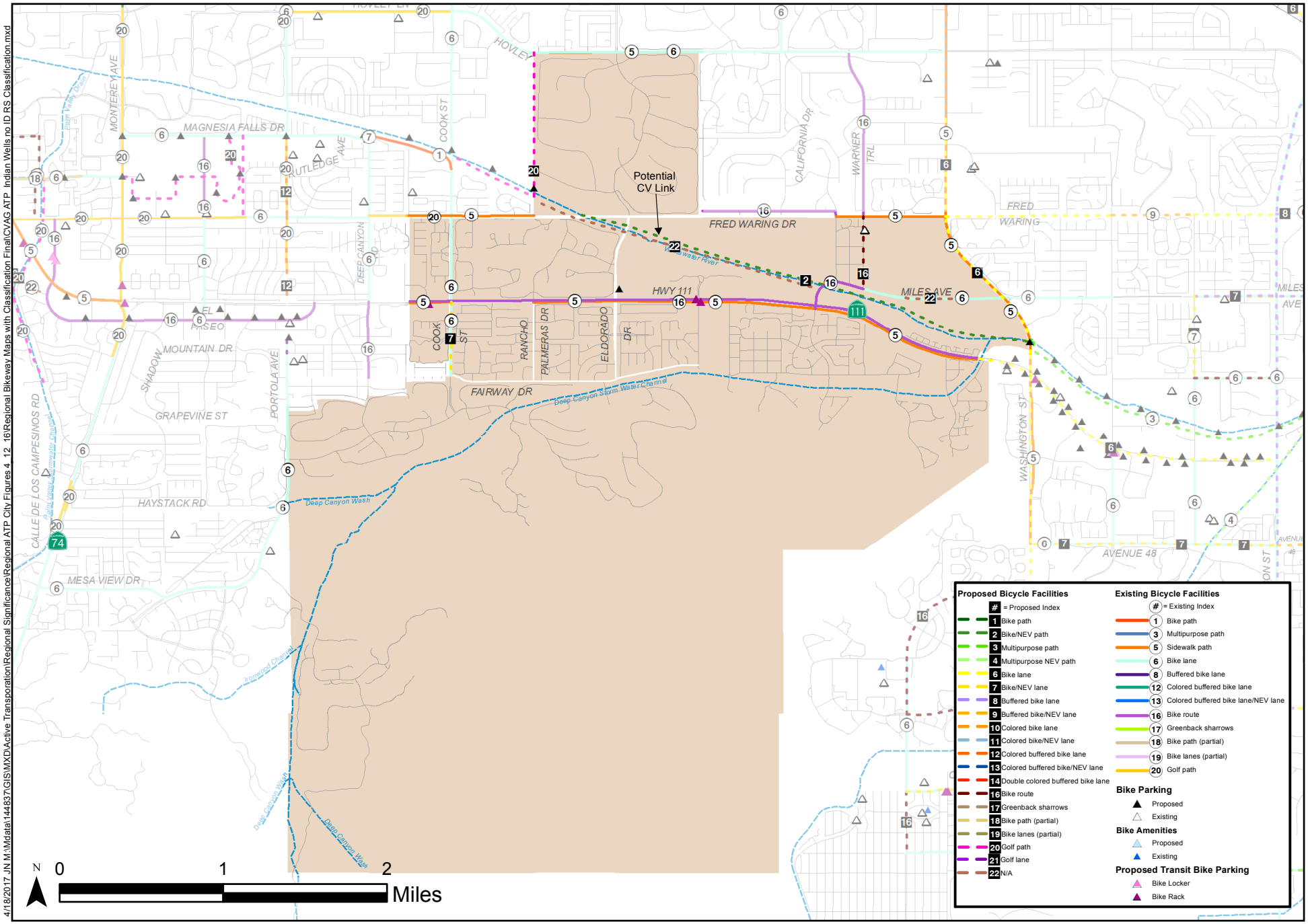
CVAG

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Desert Hot Springs
Regionally Significant ATP with Facility ID

Figure 5-4a



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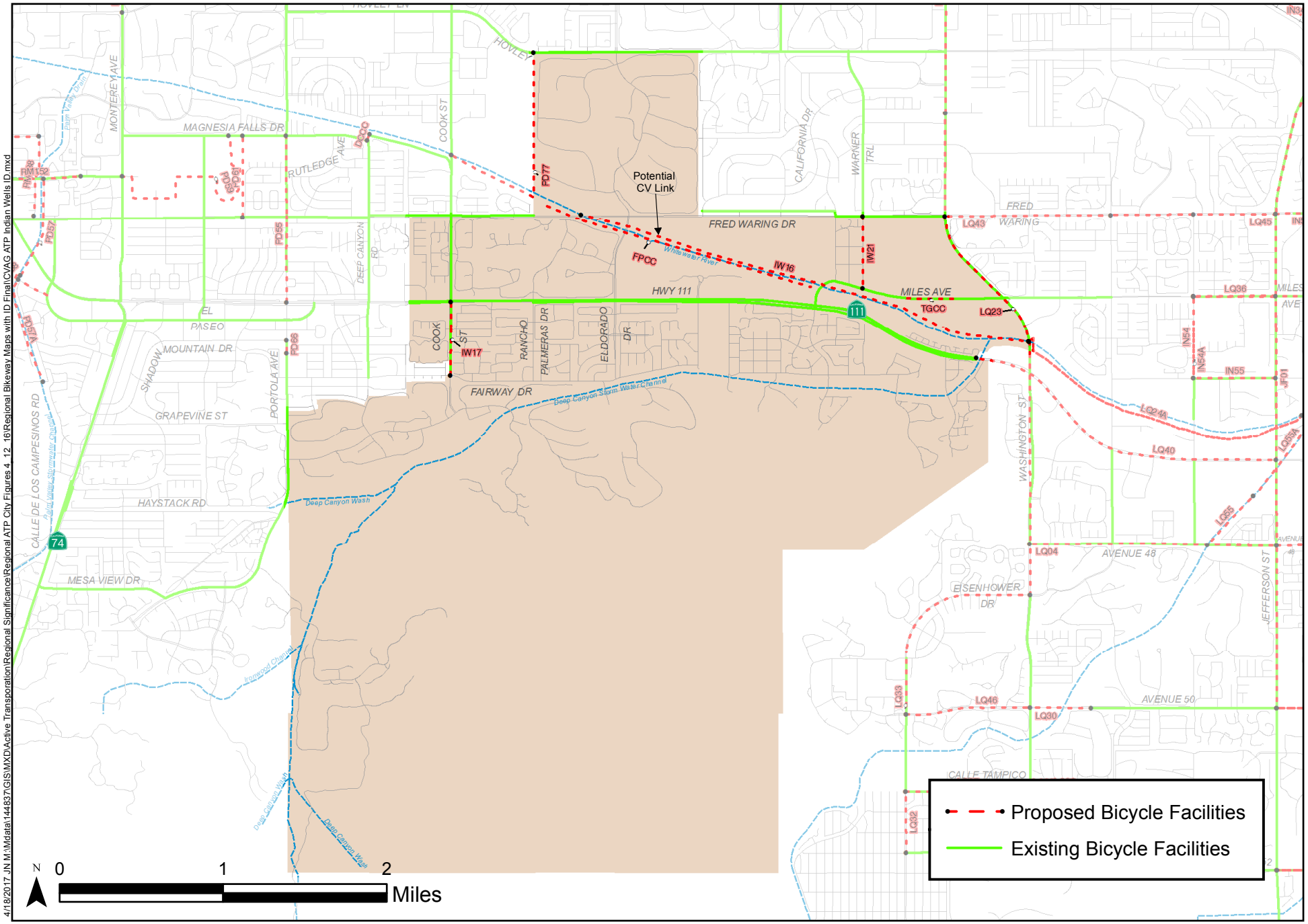
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Indian Wells
Regionally Significant ATP Facilities

Figure 5-5



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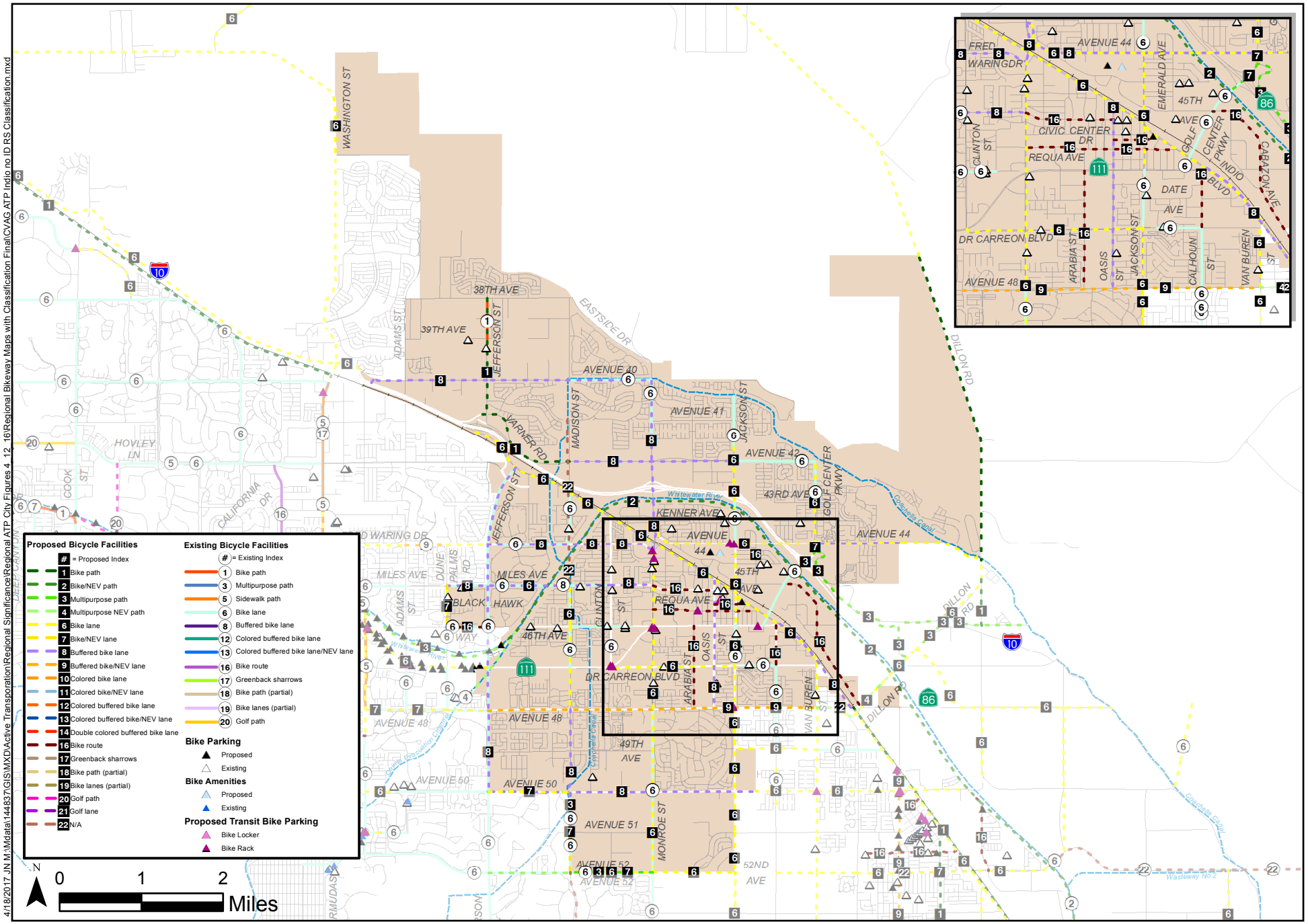
See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Indian Wells
Regionally Significant ATP with Facility ID

Figure 5-5a

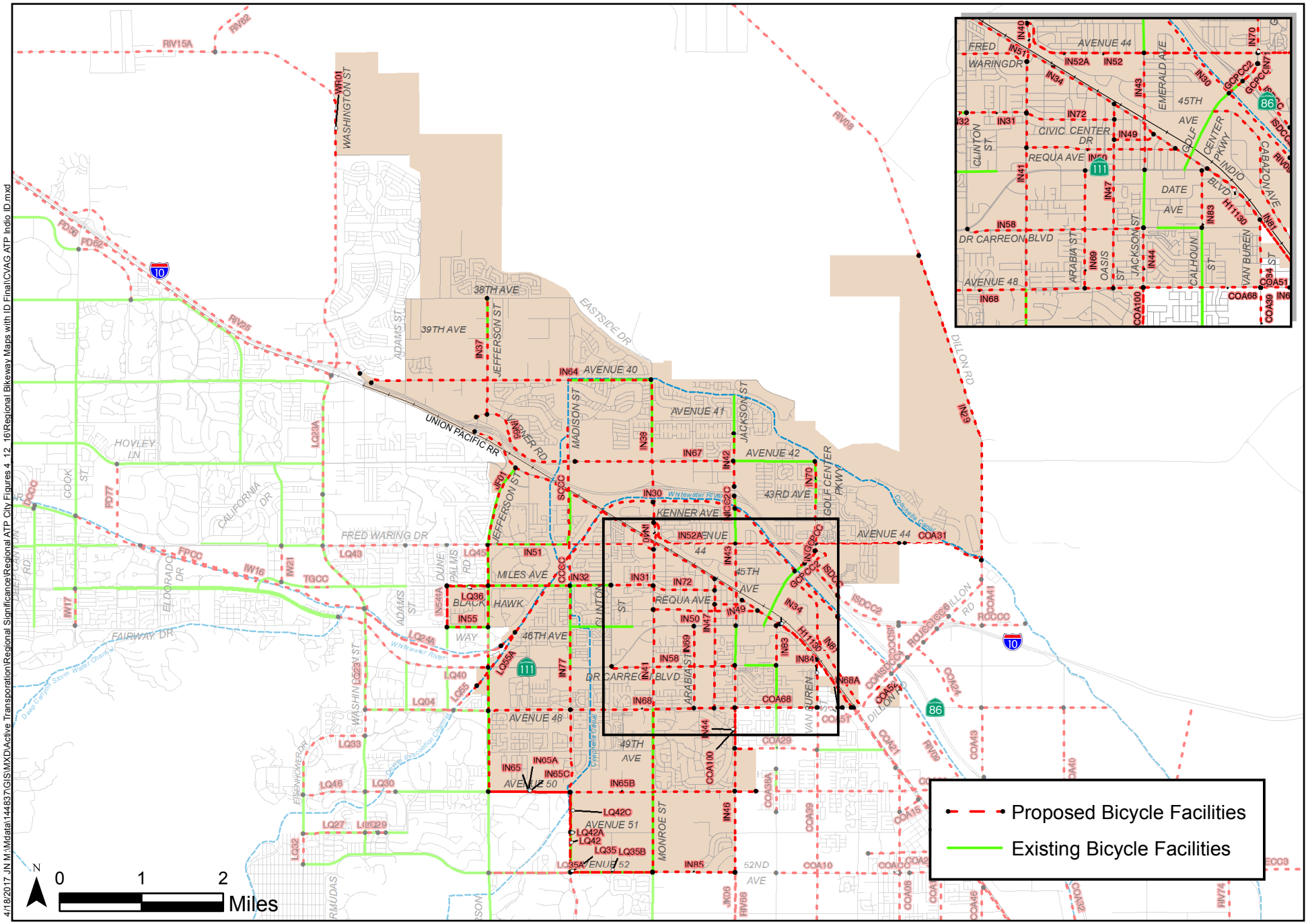


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Indio
Regionally Significant ATP Facilities

Figure 5-6

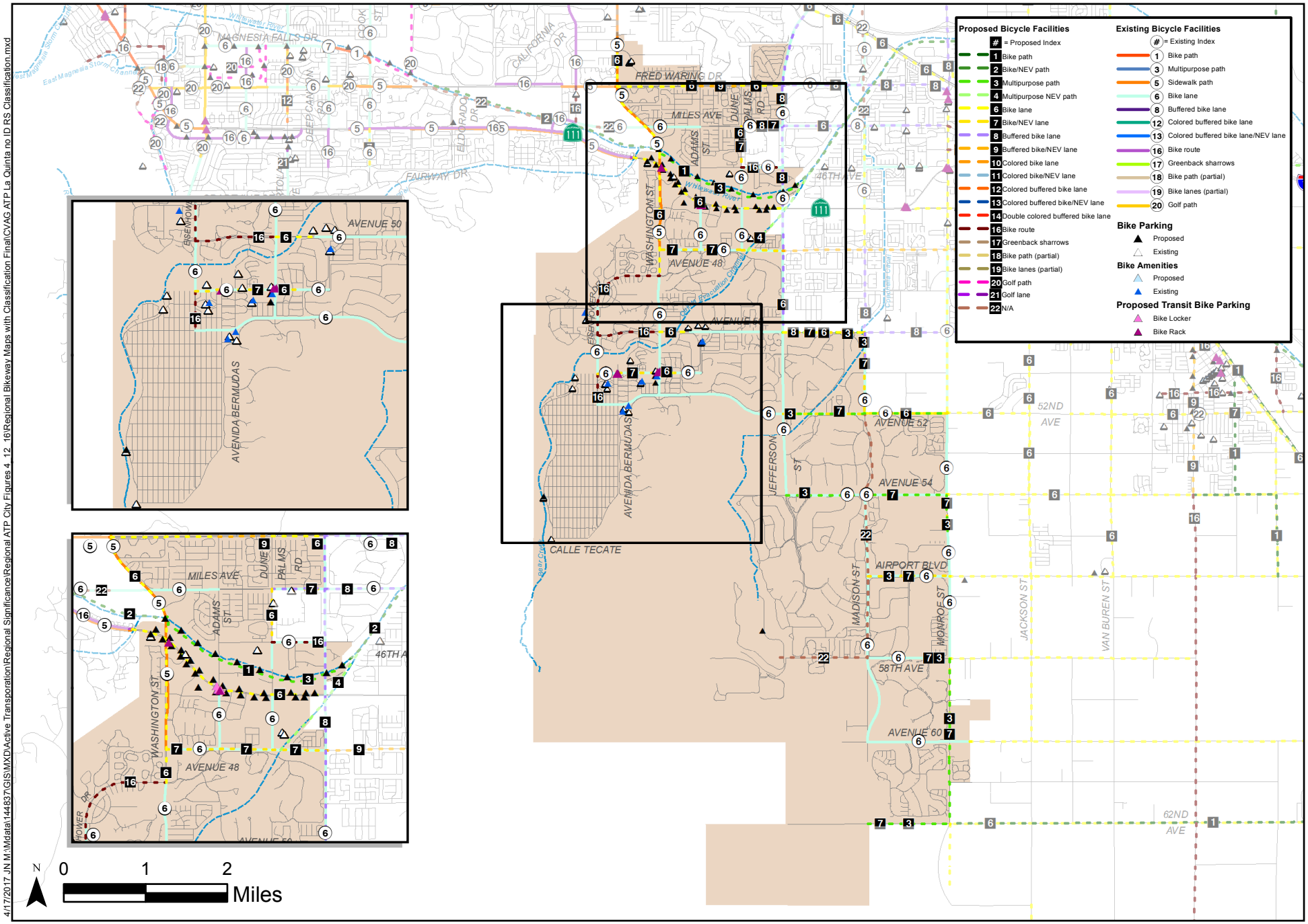


See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Indio
Regionally Significant ATP with Facility ID

Figure 5-6a



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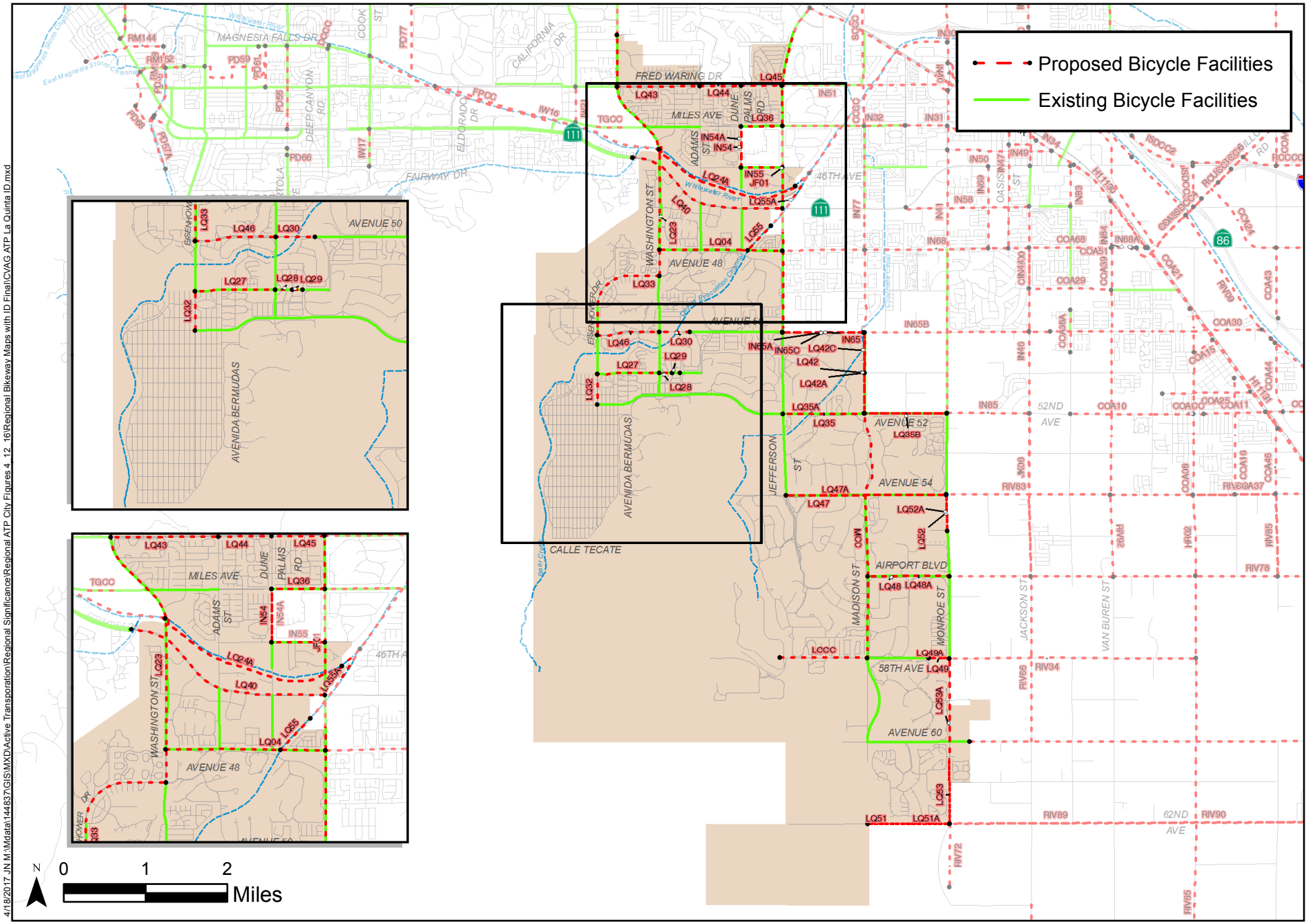
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of La Quinta
Regionally Significant ATP Facilities

Figure 5-7

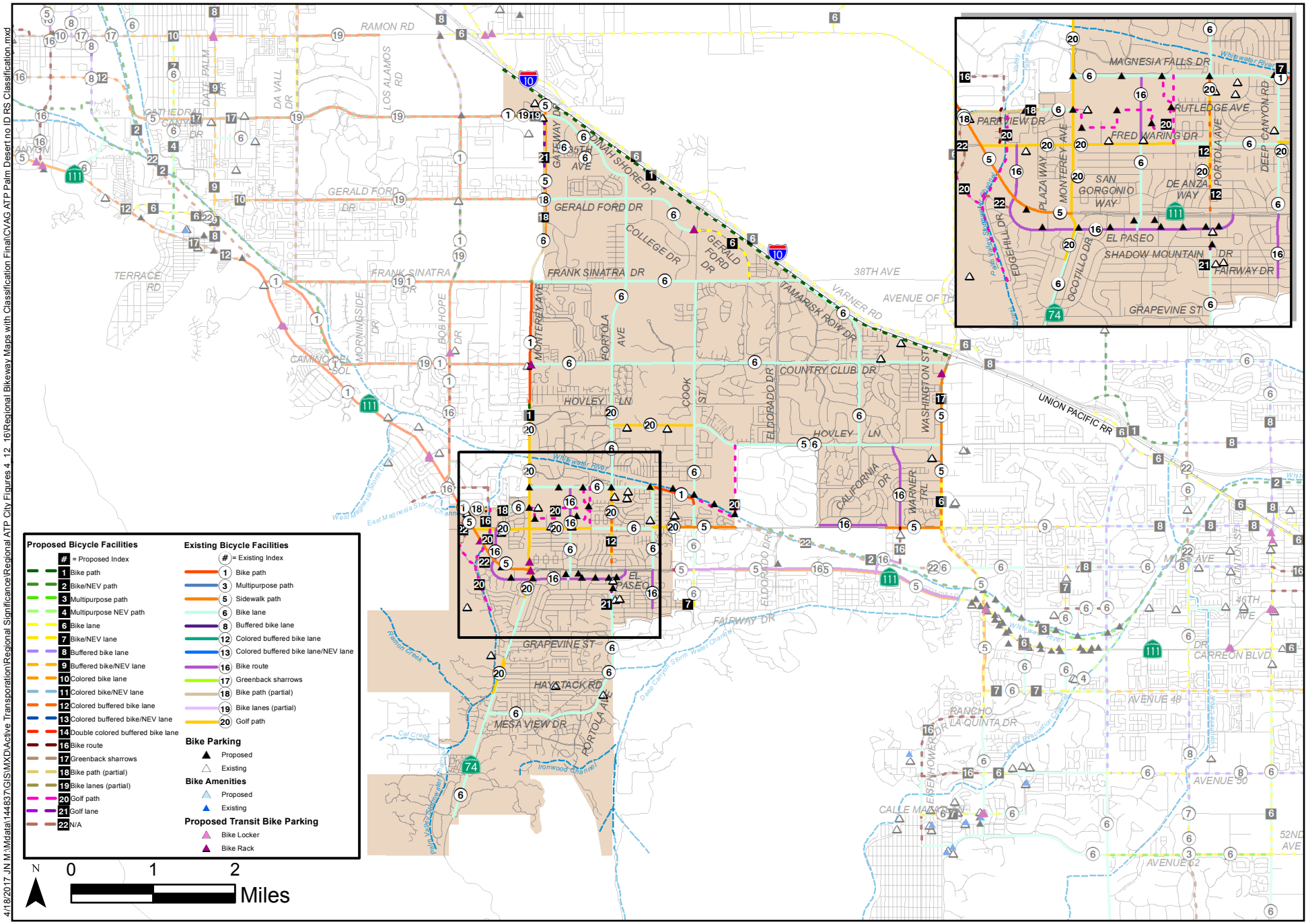


See CVAG ATP Chapter 5
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of La Quinta
Regionally Significant ATP with Facility ID

Figure 5-7a

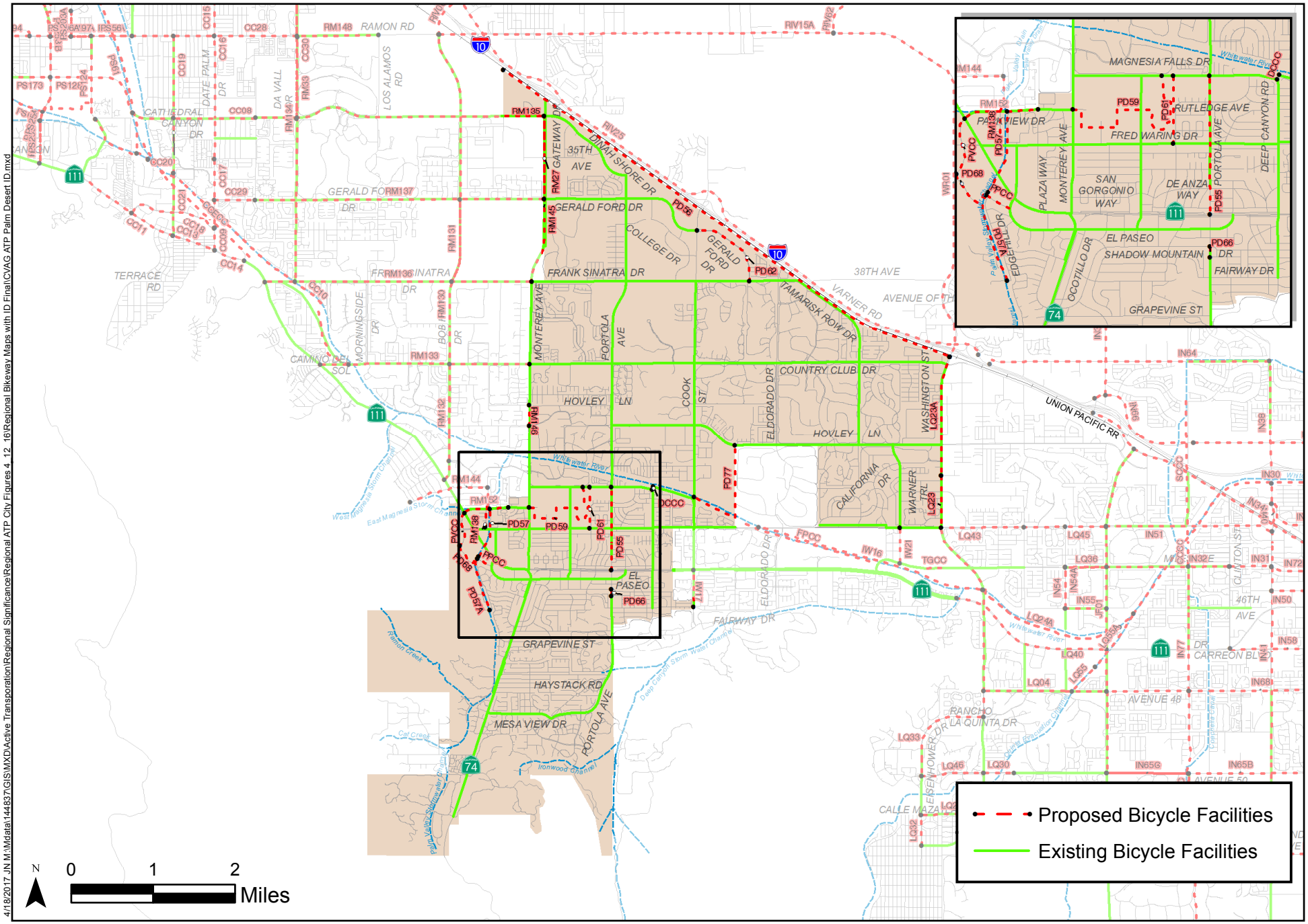


CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Desert
Regionally Significant ATP Facilities

Figure 5-8

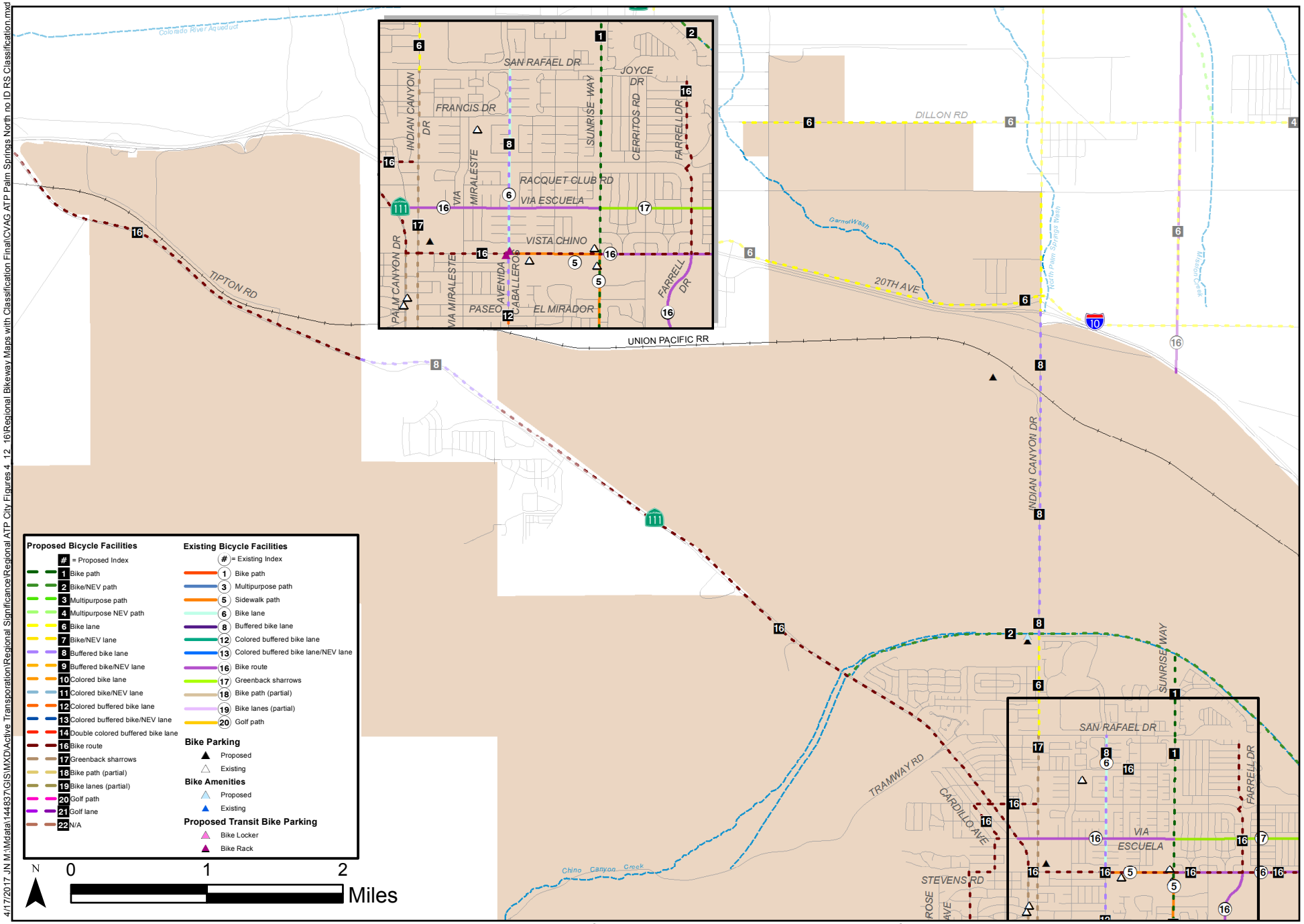


See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Palm Desert
Regionally Significant ATP with Facility ID

Figure 5-8a



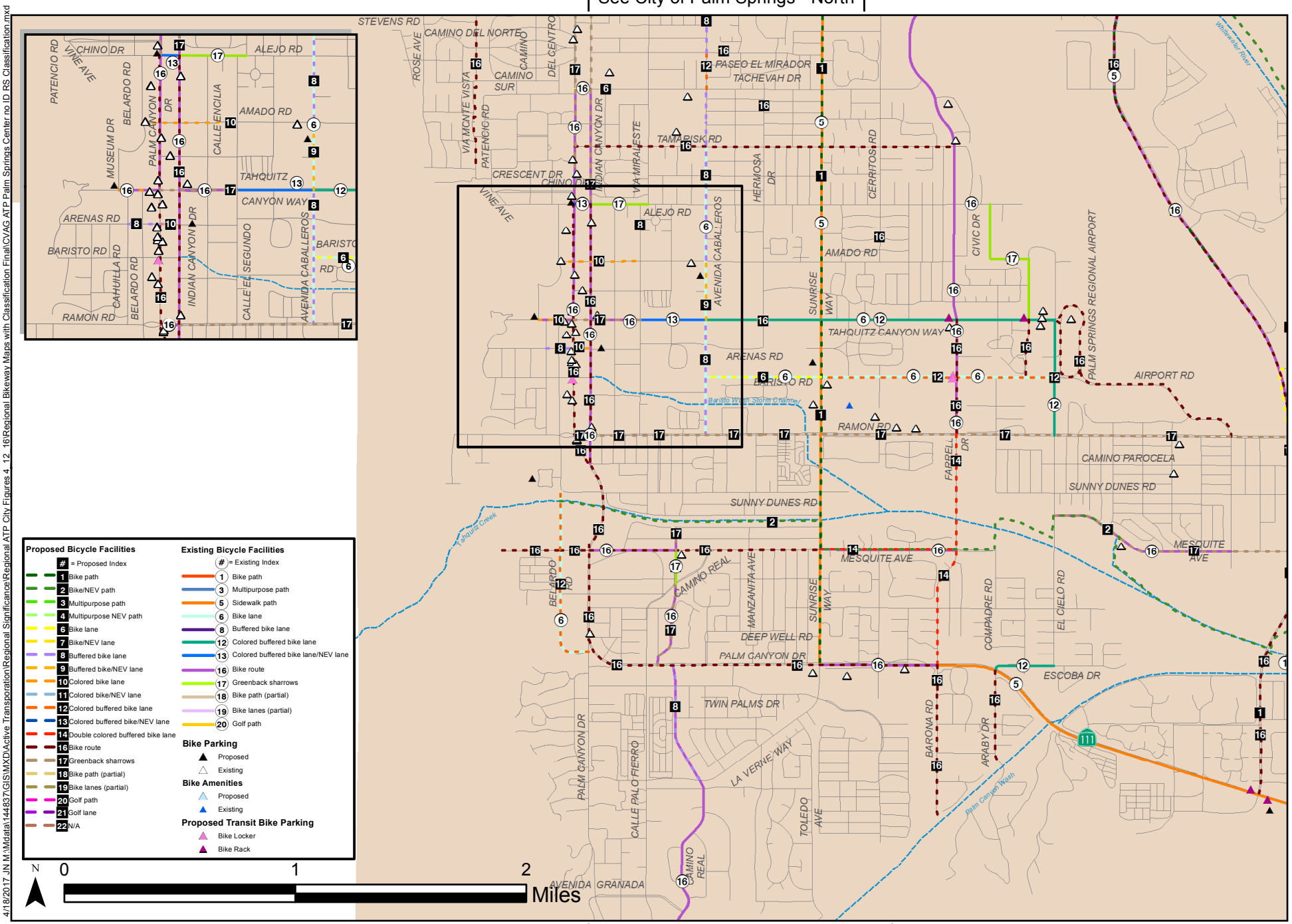
See City of Palm Springs - Center

CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs
Regionally Significant ATP Facilities

Figure 5-9a



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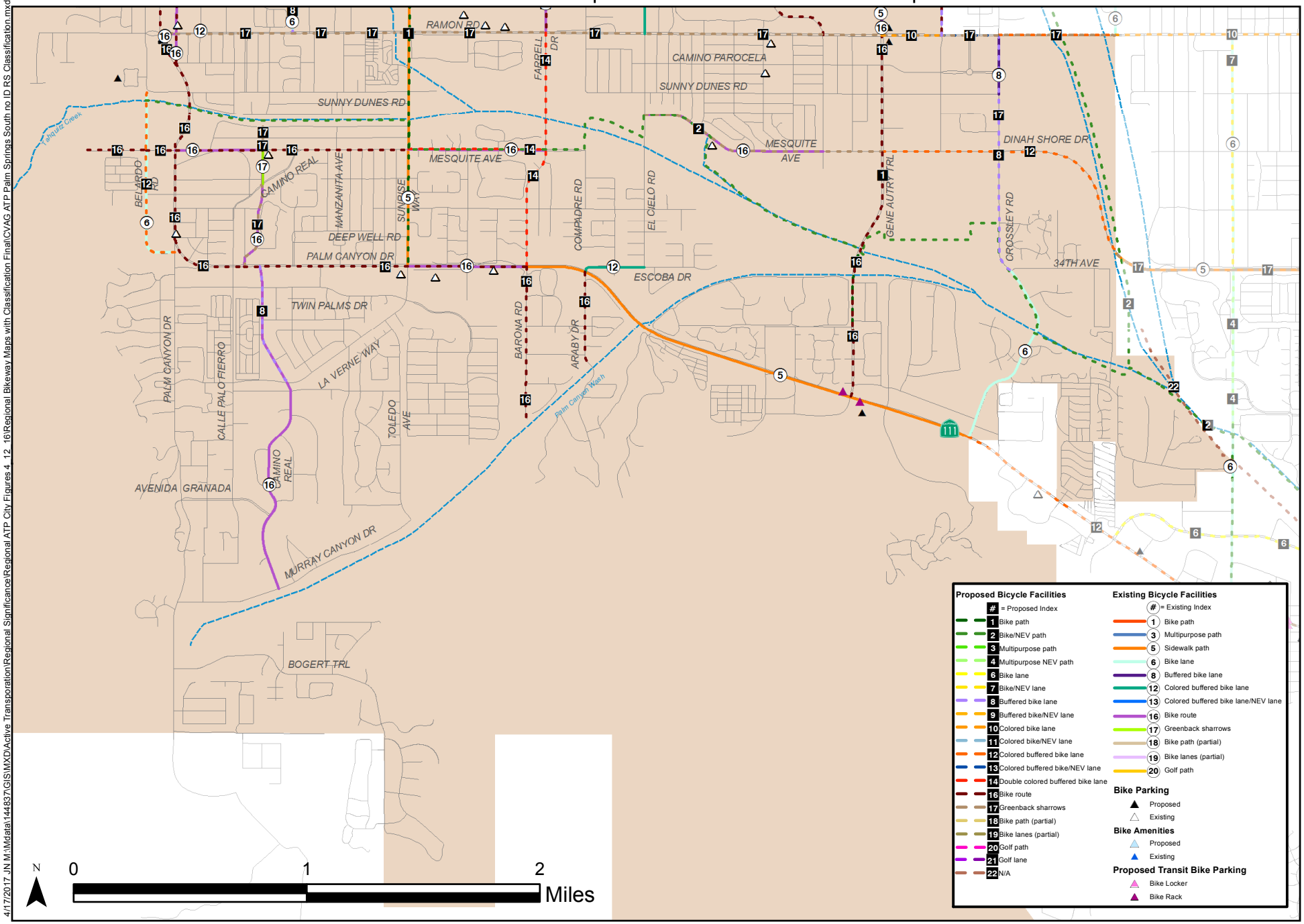
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs Regionally Significant ATP Facilities

Figure 5-9b

See City of Palm Springs - Center



Proposed Bicycle Facilities

#	Proposed Index
1	Bike path
2	Bike/NEV path
3	Multipurpose path
4	Multipurpose NEV path
6	Bike lane
7	Bike/NEV lane
8	Buffered bike lane
9	Buffered bike/NEV lane
10	Colored bike lane
11	Colored bike/NEV lane
12	Colored buffered bike lane
13	Colored buffered bike/NEV lane
14	Double colored buffered bike lane
16	Bike route
17	Greenback sharrows
18	Bike path (partial)
19	Bike lanes (partial)
20	Golf path
21	Golf lane
22	N/A

Existing Bicycle Facilities

#	= Existing Index
1	Bike path
3	Multipurpose path
5	Sidewalk path
6	Bike lane
8	Buffered bike lane
12	Colored buffered bike lane
13	Colored buffered bike lane/NEV lane
16	Bike route
17	Greenback sharrows
18	Bike path (partial)
19	Bike lanes (partial)
20	Golf path

Bike Parking
- Proposed
- Existing

Bike Amenities
- Proposed
- Existing

Proposed Transit Bike Parking
- Bike Locker
- Bike Rack

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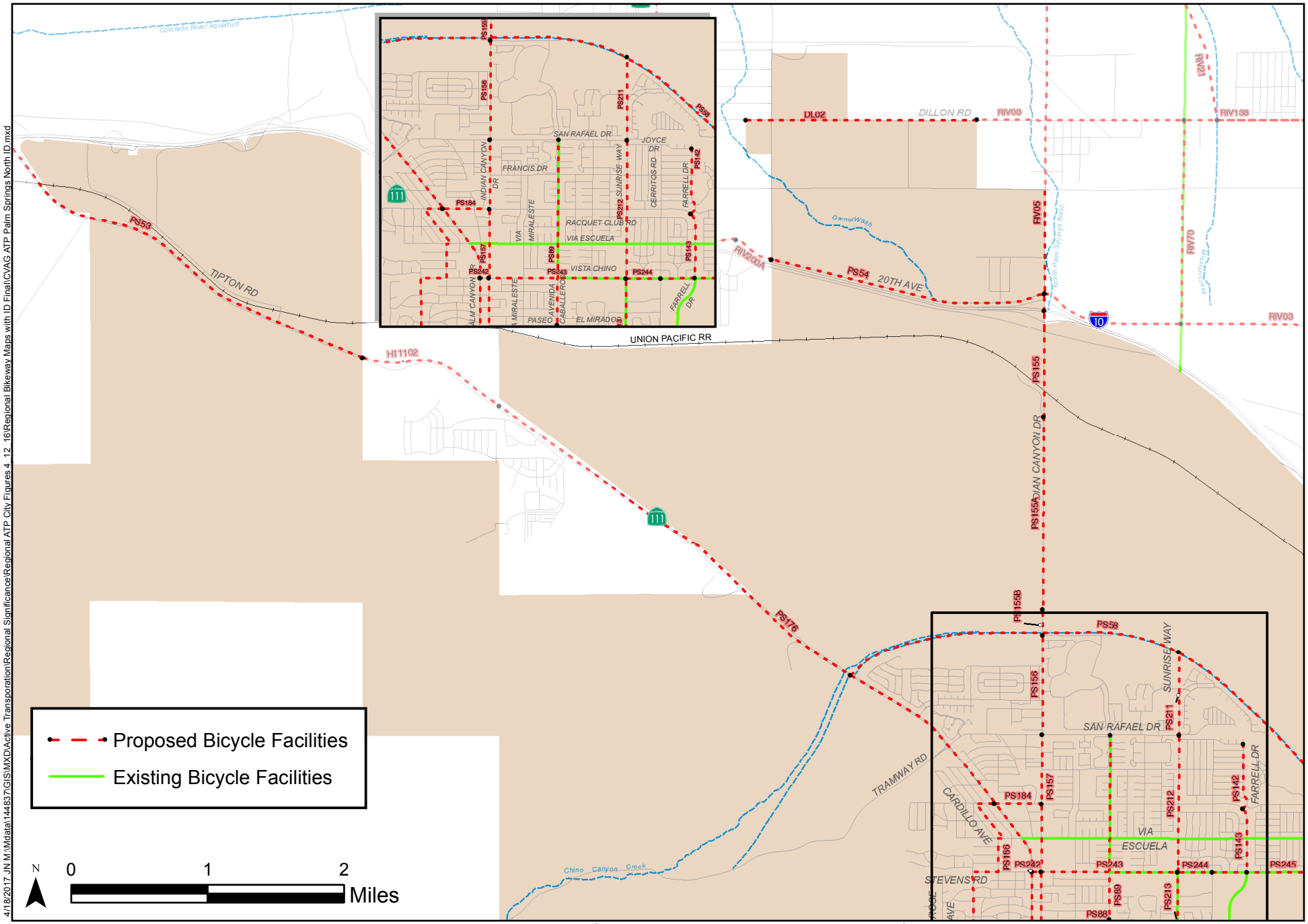
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs
Regionally Significant ATP Facilities

Figure 5-9c



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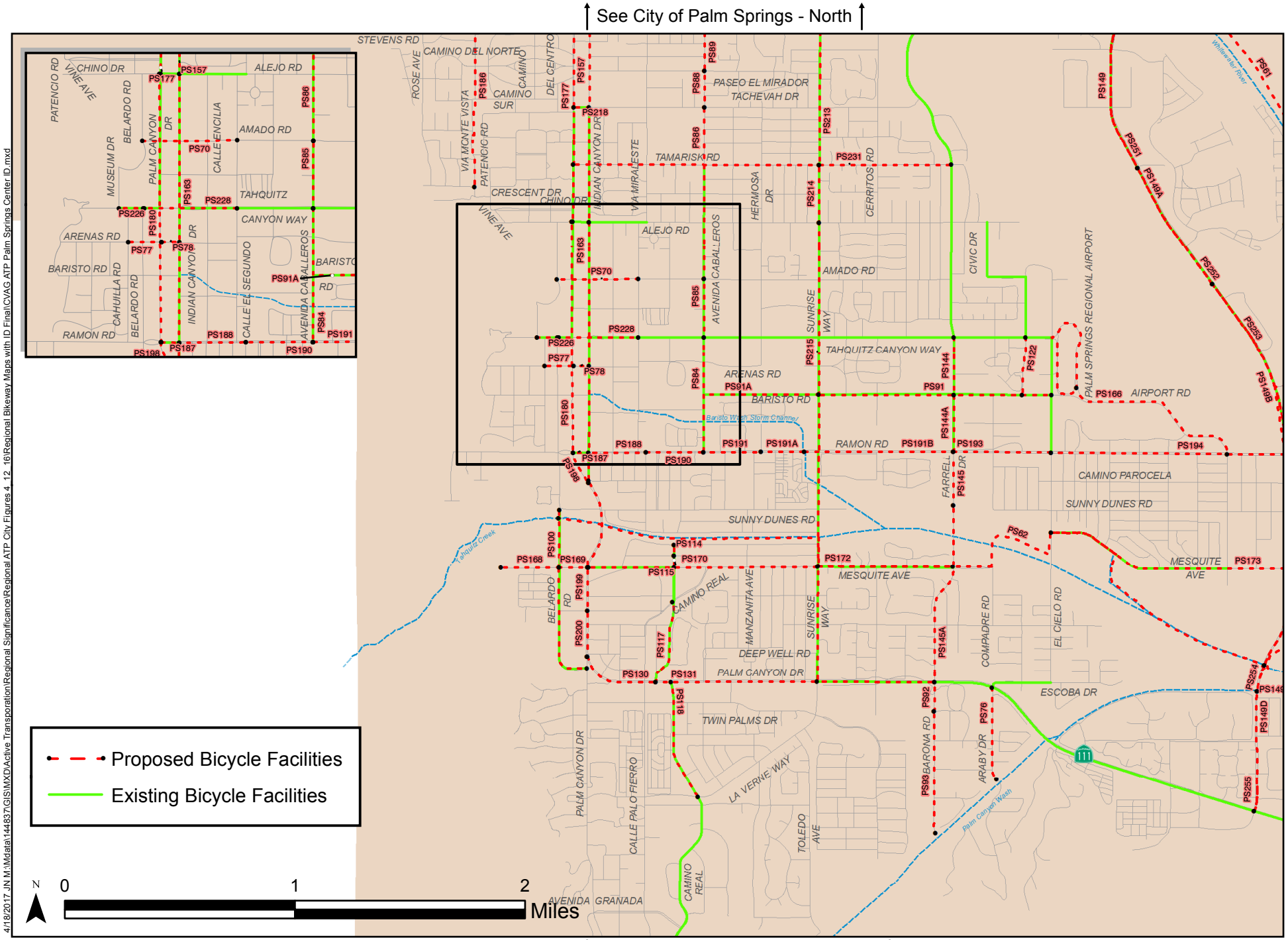
See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs - North
Regionally Significant ATP with Facility ID

Figure 5-9d



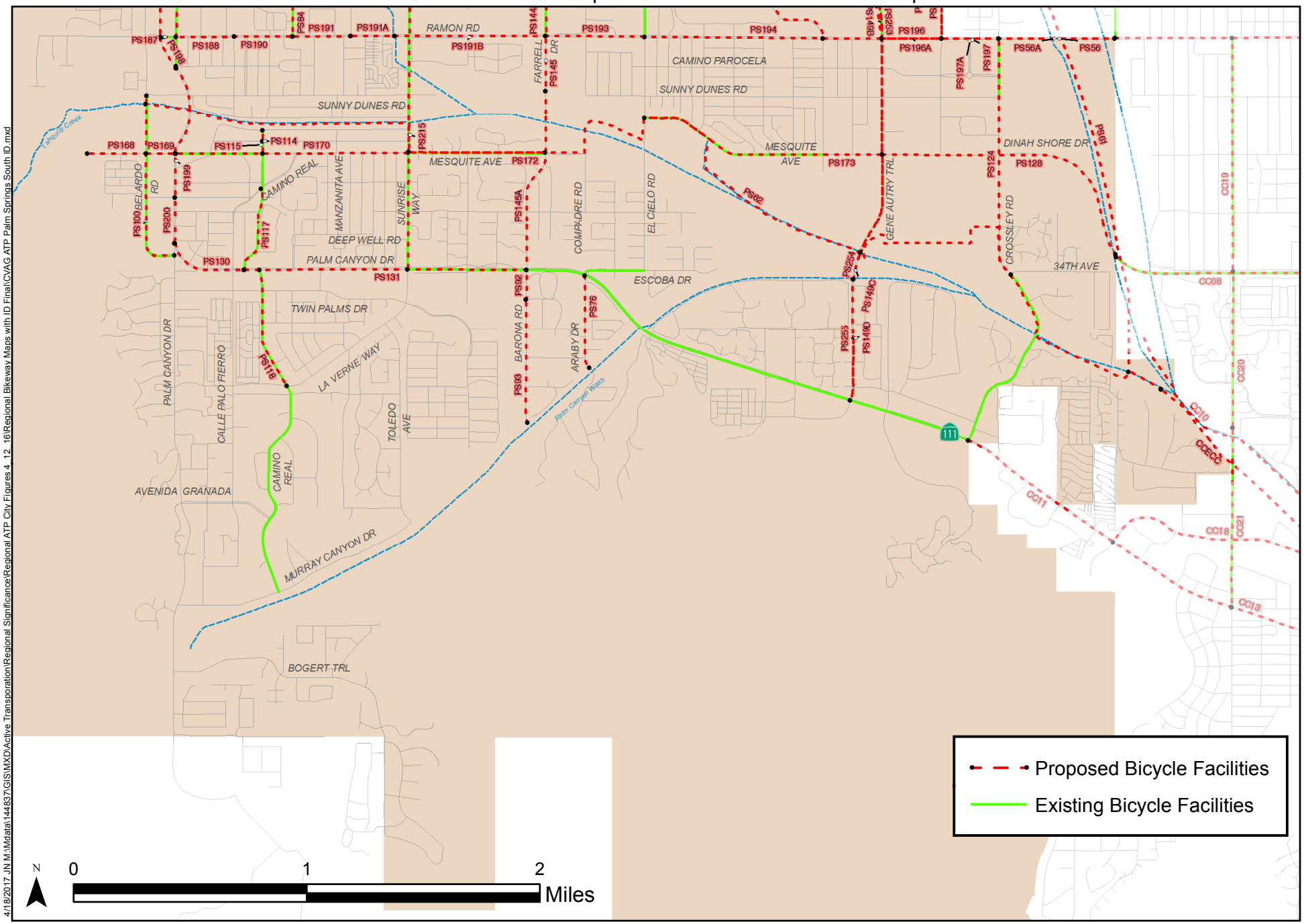
CVAG

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs - Center
Regionally Significant ATP with Facility ID

Figure 5-9e



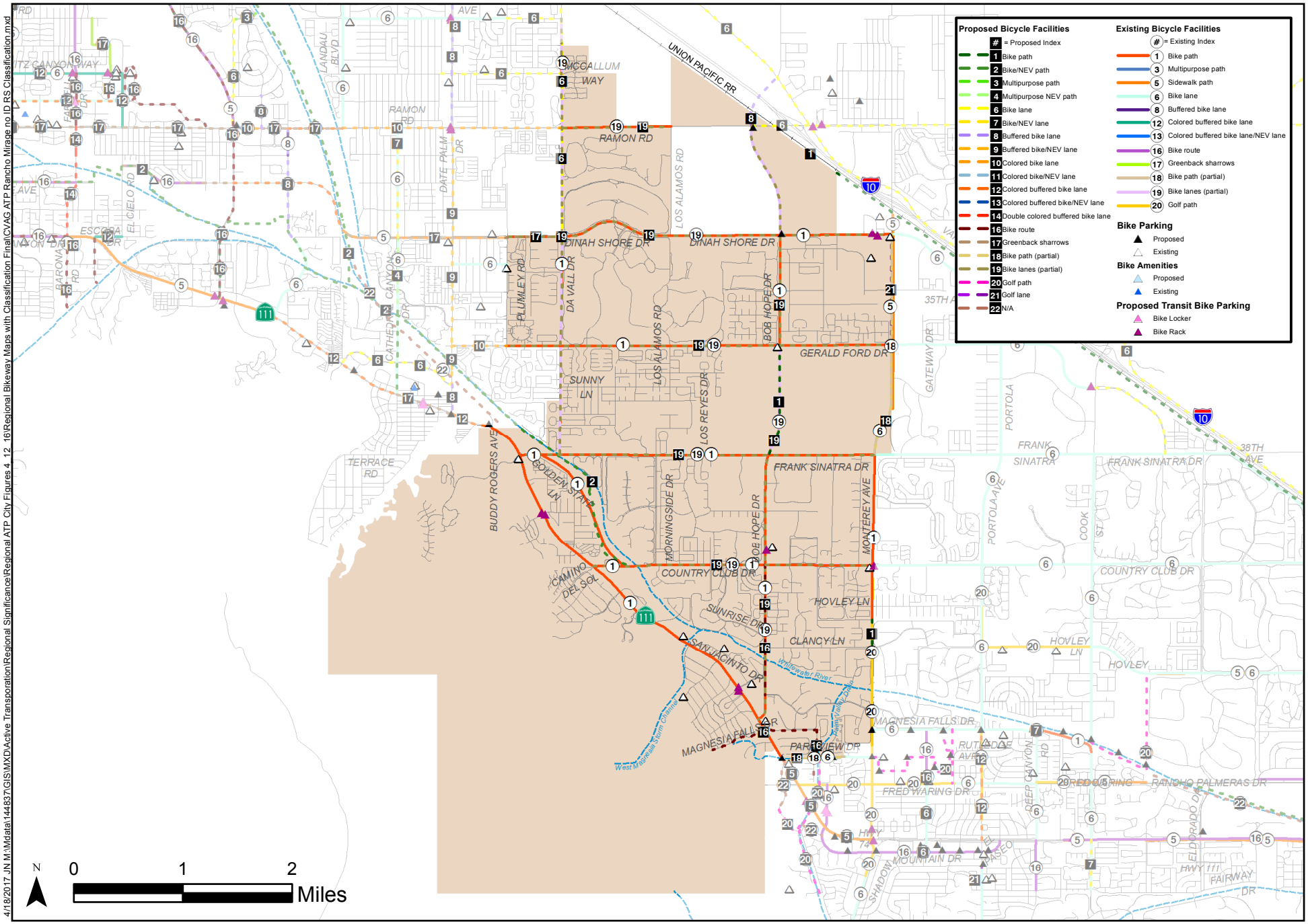
4/18/2017 JN M:\Mdata\144837\GIS\MXD\Active Transporation\Regional Significance\Regional ATP City Figures 4_12_16\Regional Bikeway Maps with ID Final\CVAG ATP Palm Springs South ID.mxd

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Palm Springs - South
Regionally Significant ATP with Facility ID

Figure 5-9f



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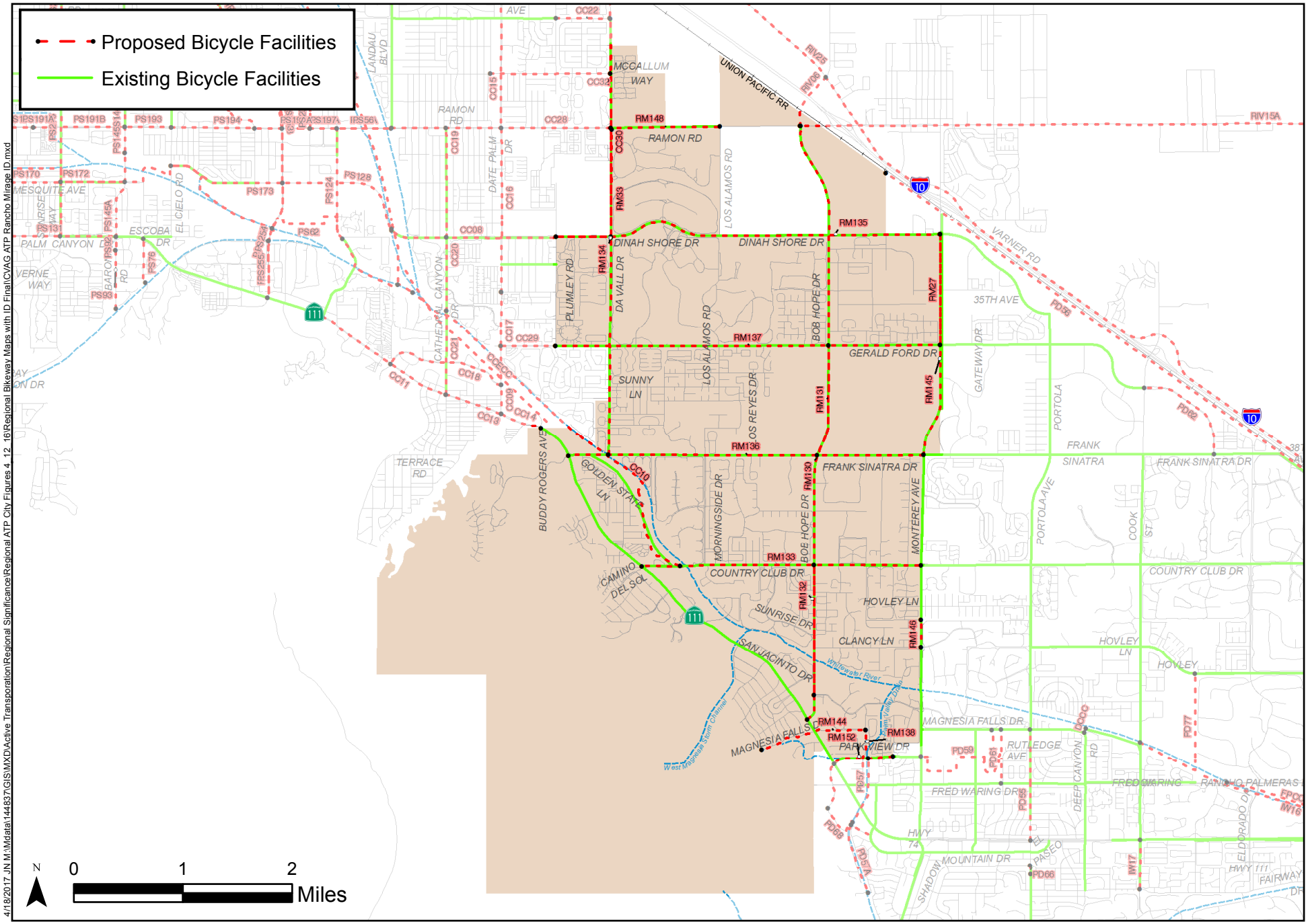
CVAG

Source: County of Riverside, CVAG

CVAG ATP City of Rancho Mirage
Regionally Significant ATP Facilities

Figure 5-10



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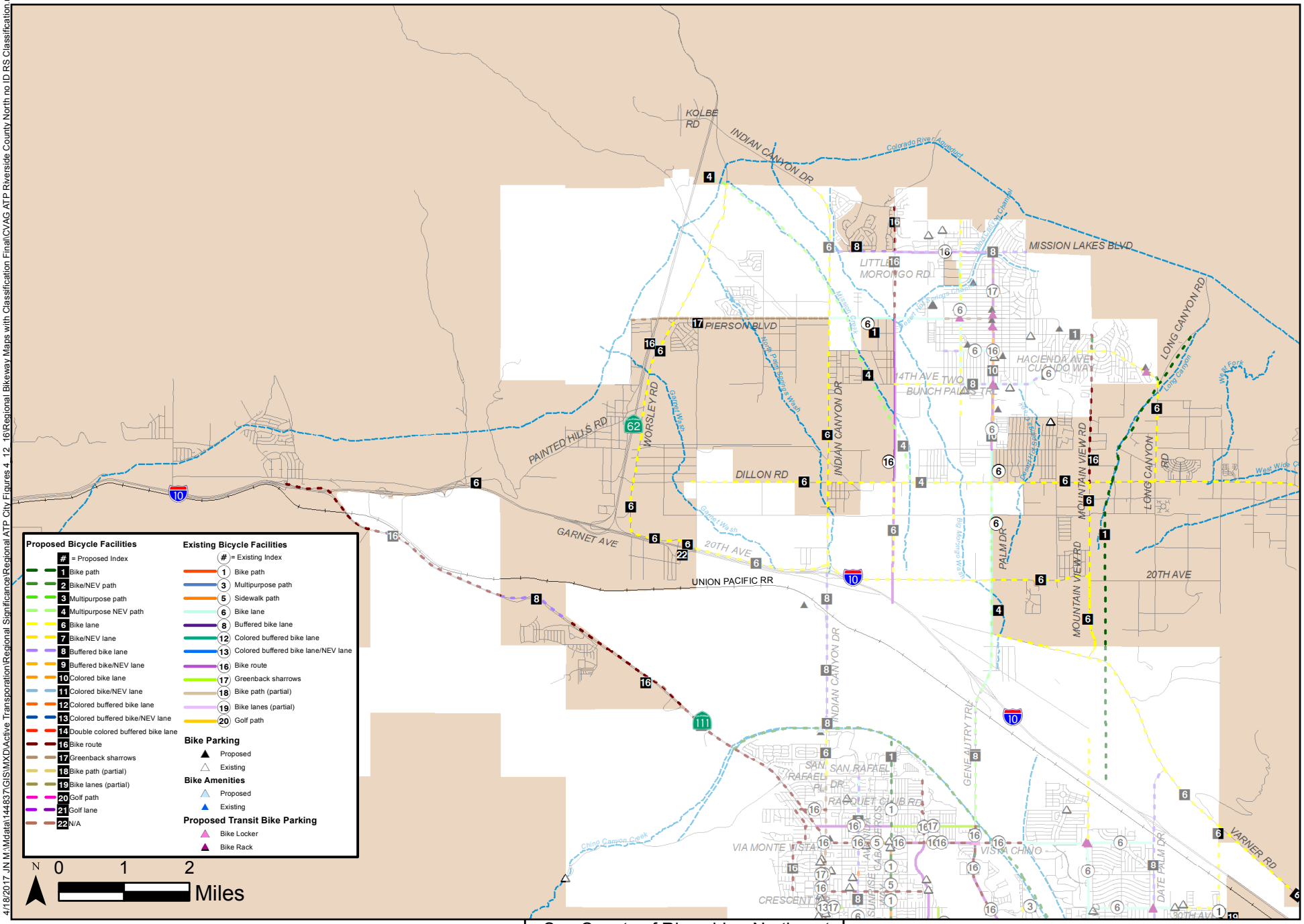
CVAG

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP City of Rancho Mirage
Regionally Significant ATP with Facility ID

Figure 5-10a



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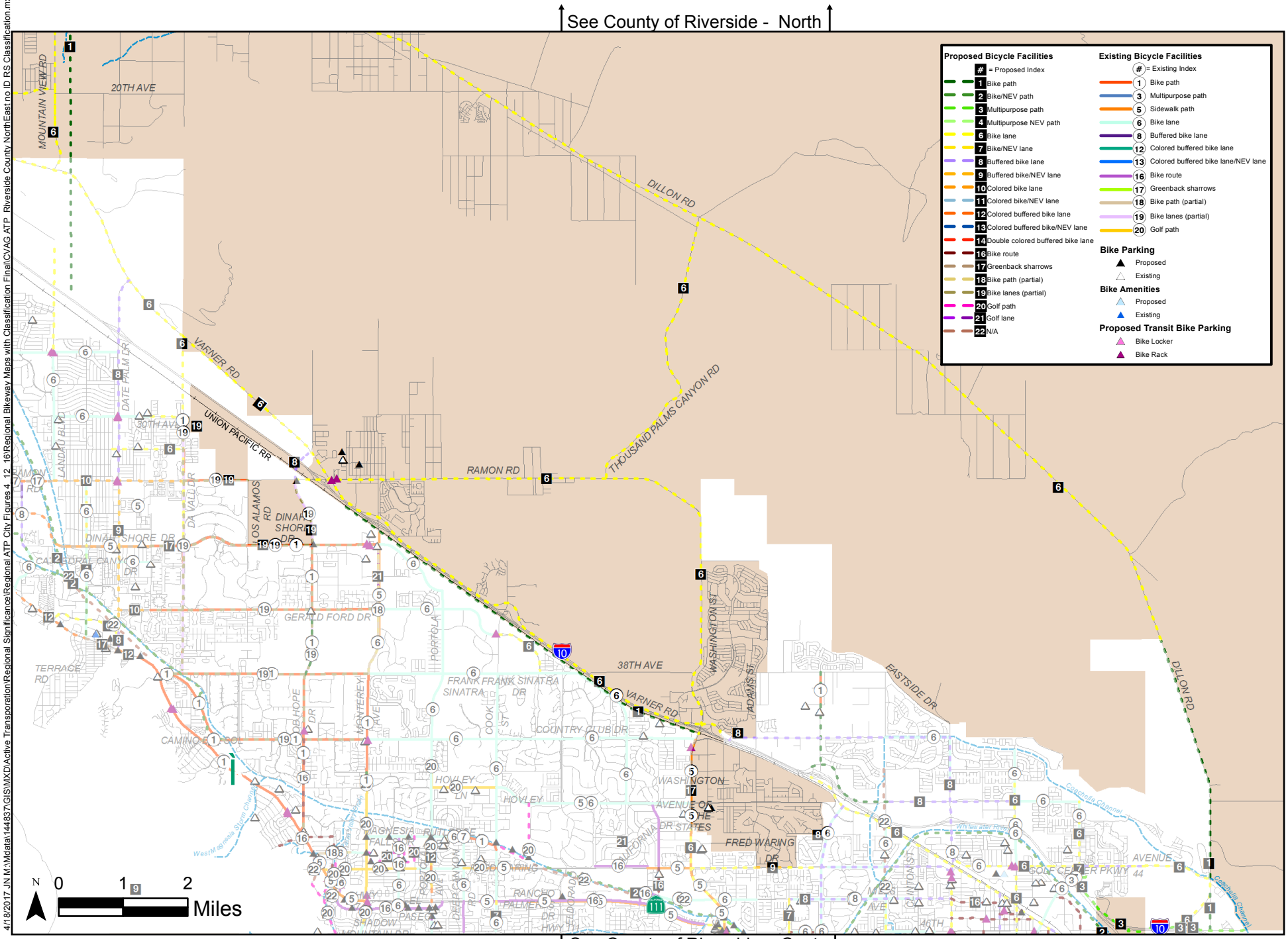
CVAG

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP Facilities

Figure 5-11a



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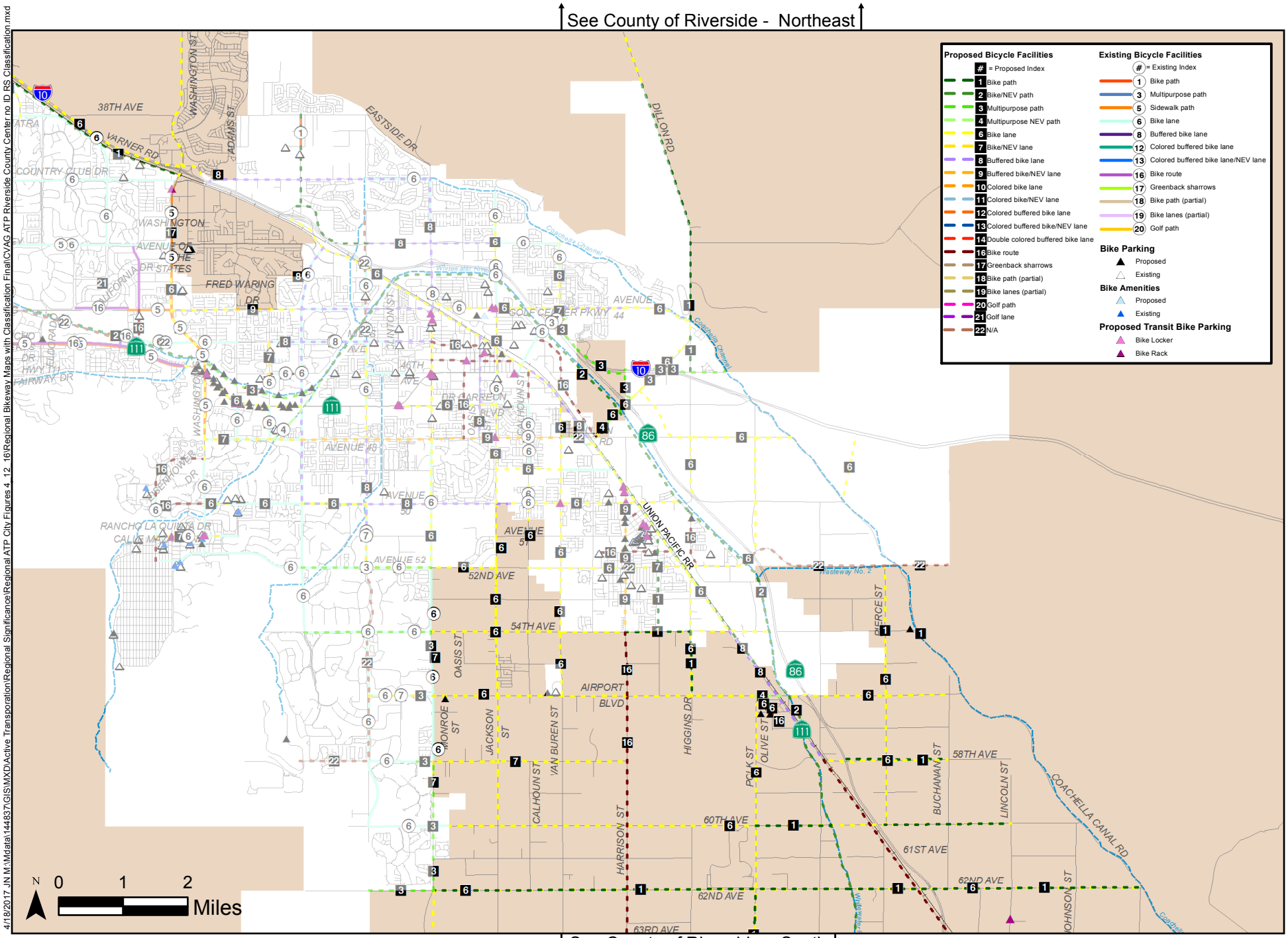
CVAG

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP Facilities

Figure 5-11b

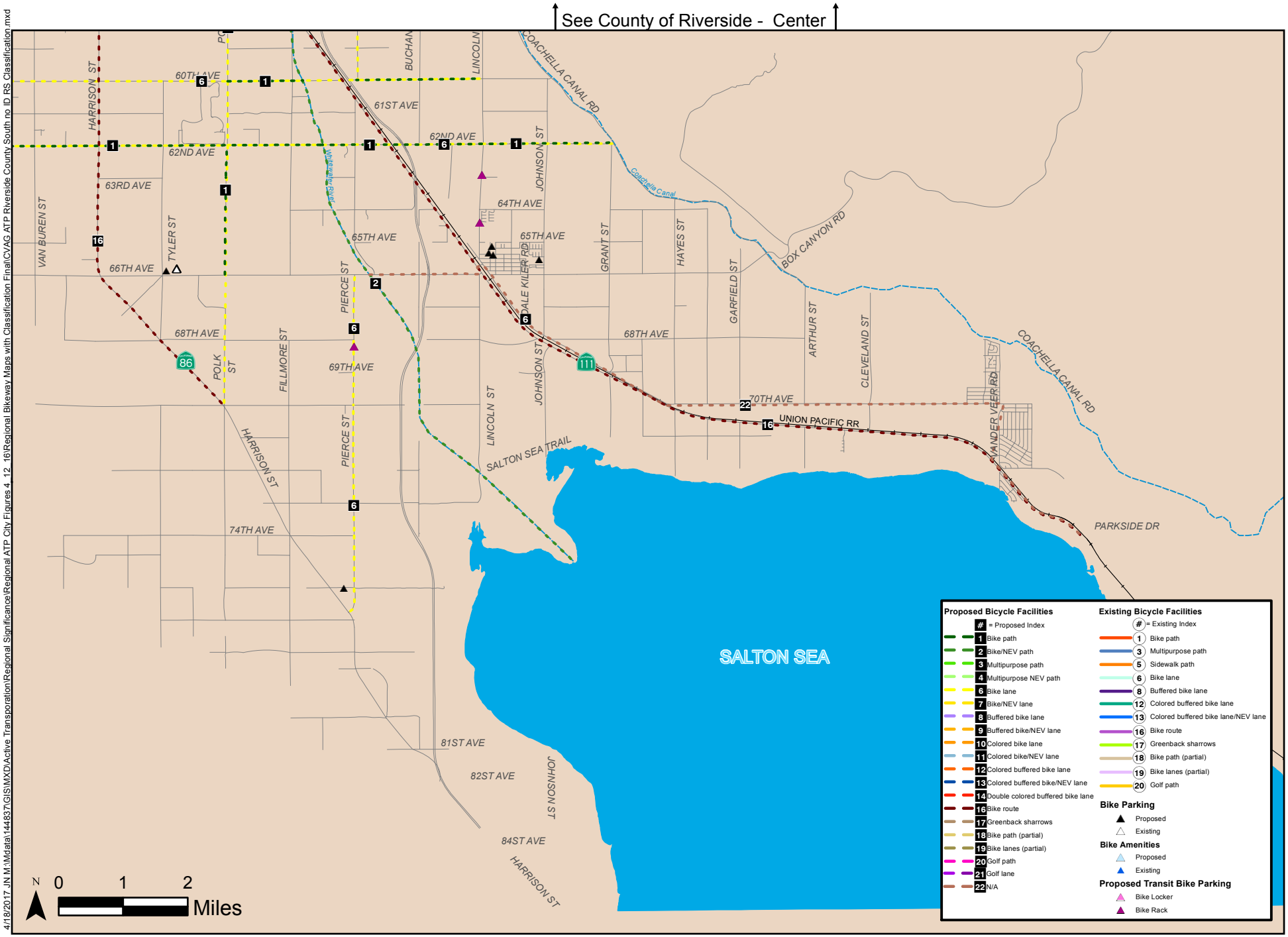


CVAG

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP Facilities

Figure 5-11c



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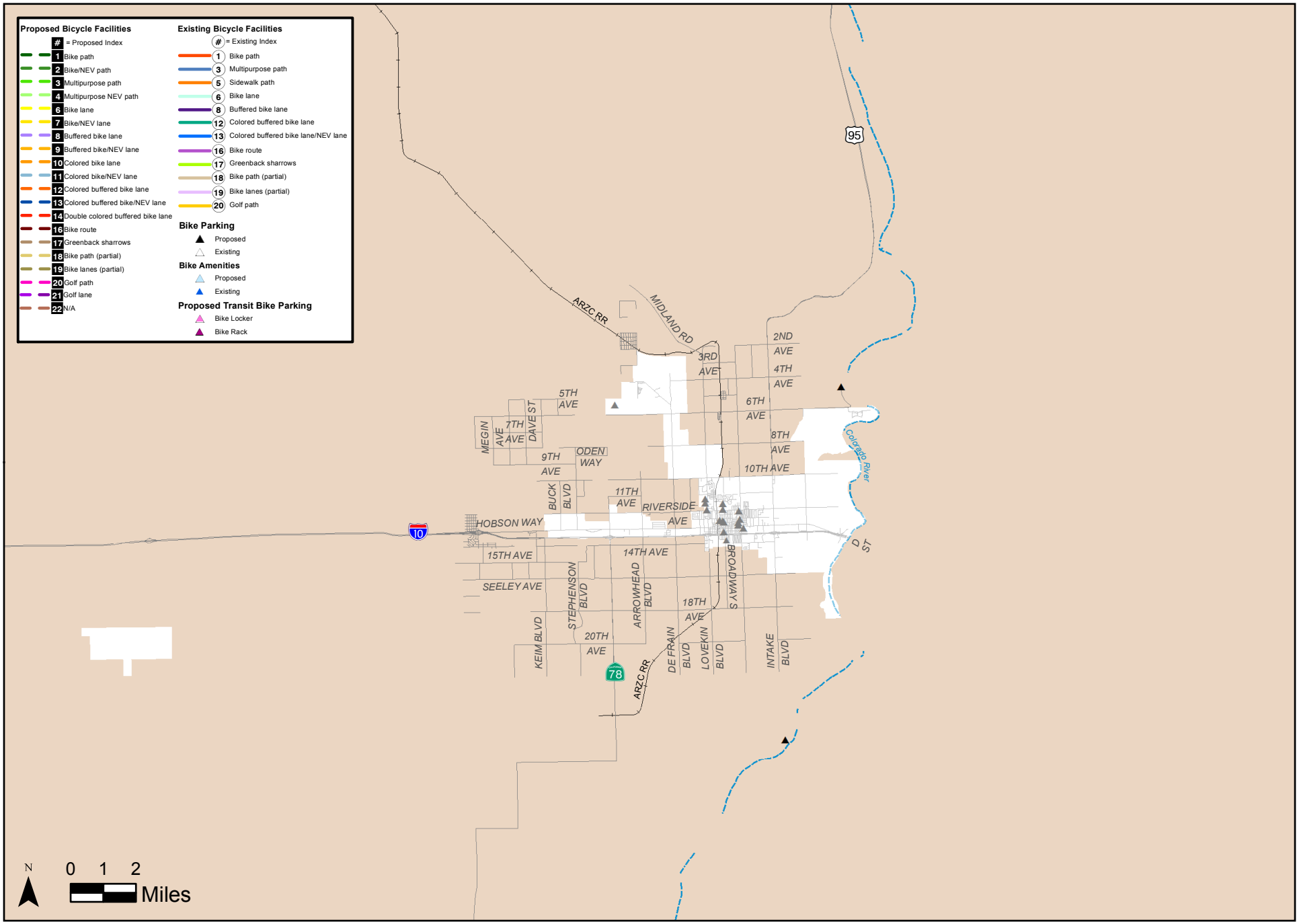
CVAG

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP Facilities

Figure 5-11d

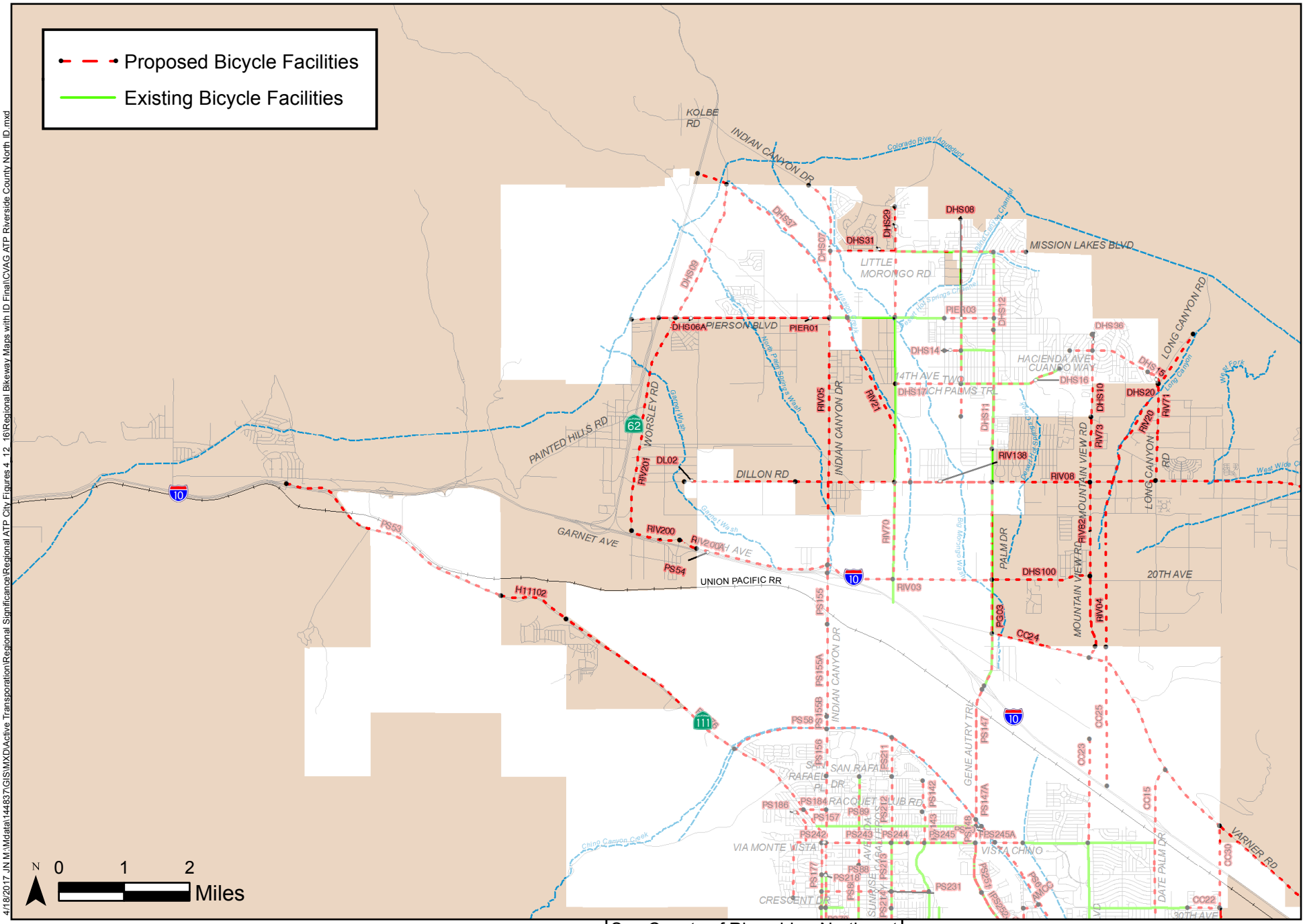


CVAG

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP Facilities

Figure 5-11e



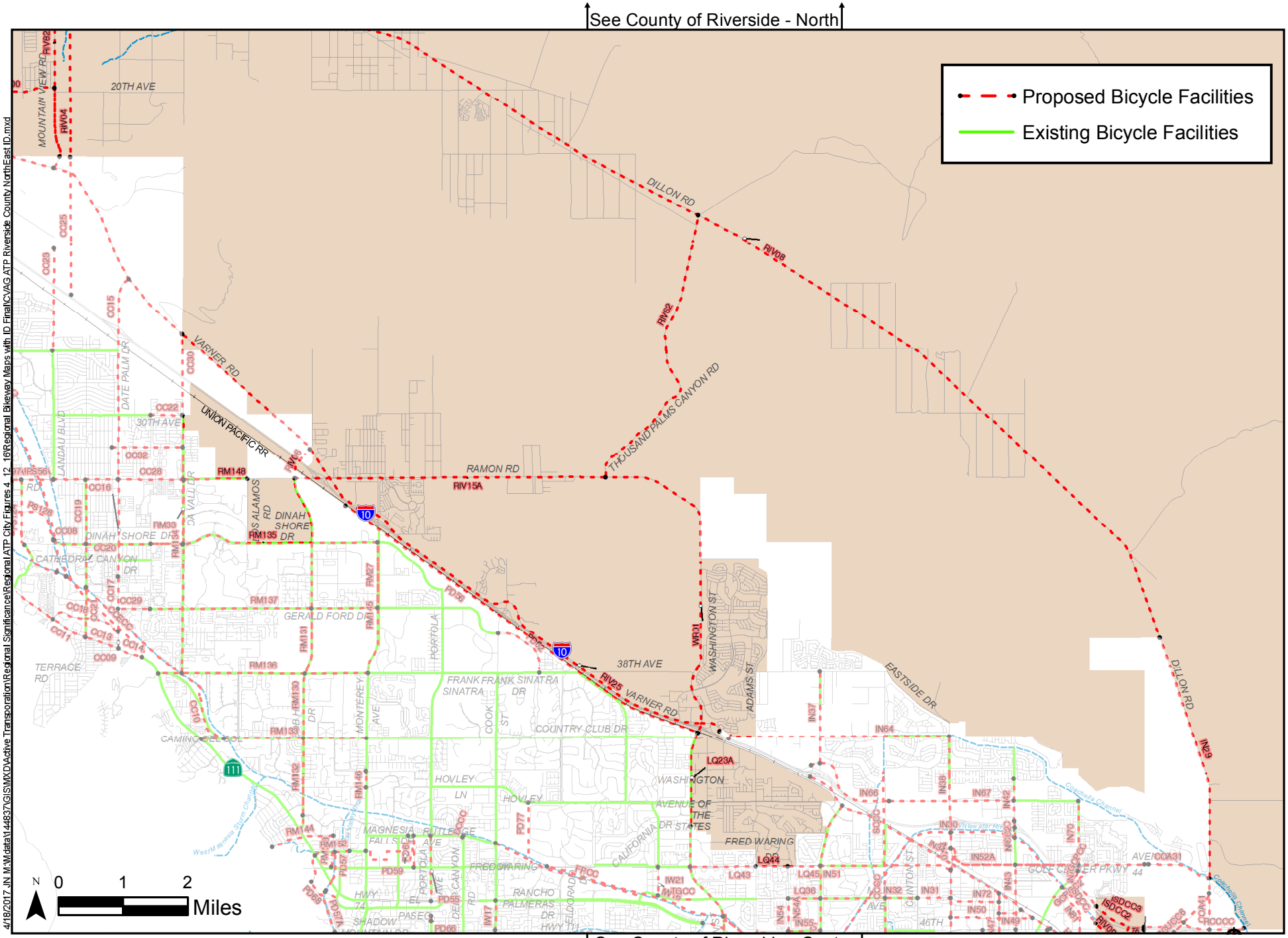
See County of Riverside - Northeast

See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP with Facility ID

Figure 5-11f

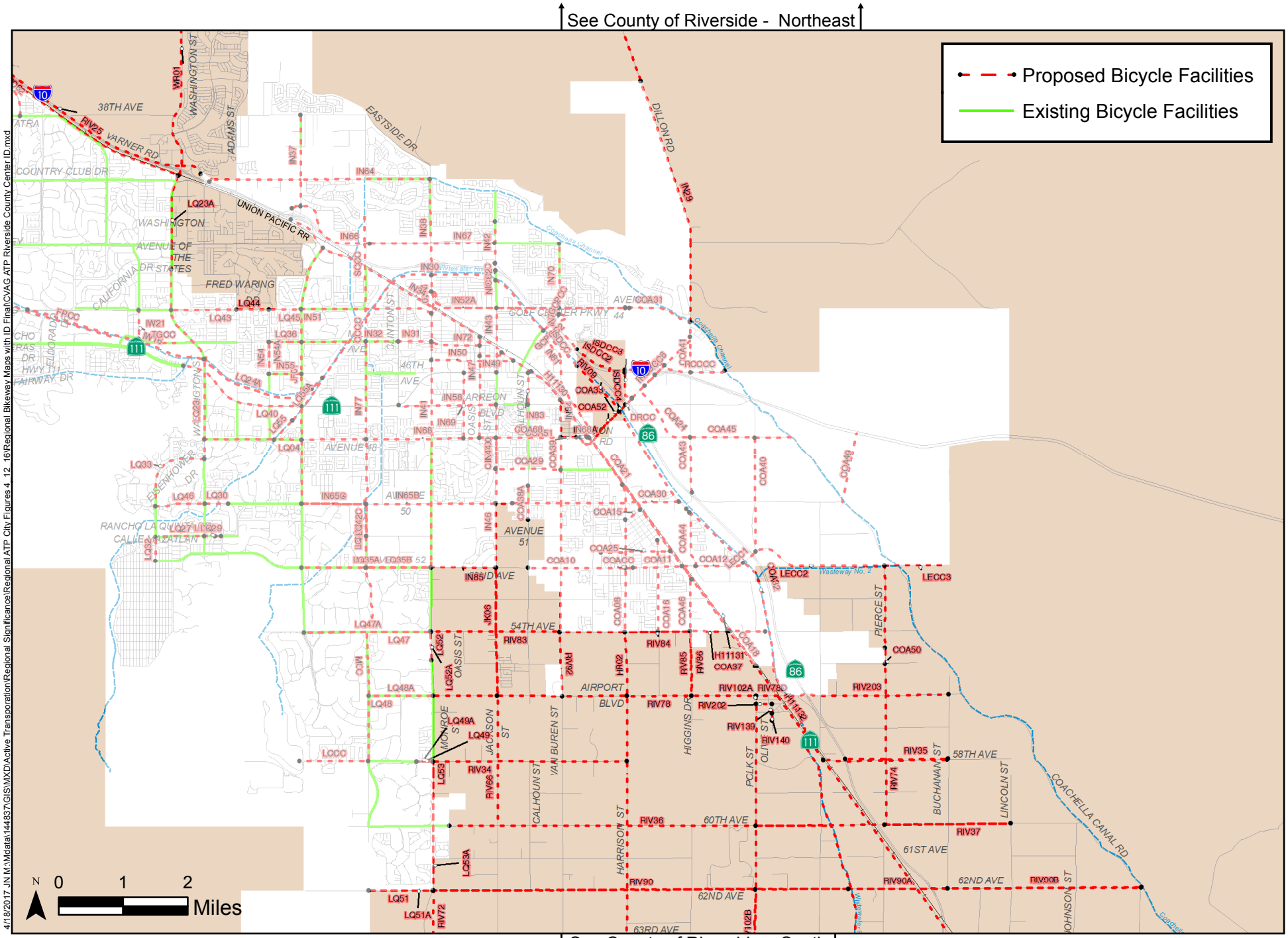


See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP with Facility ID

Figure 5-11g

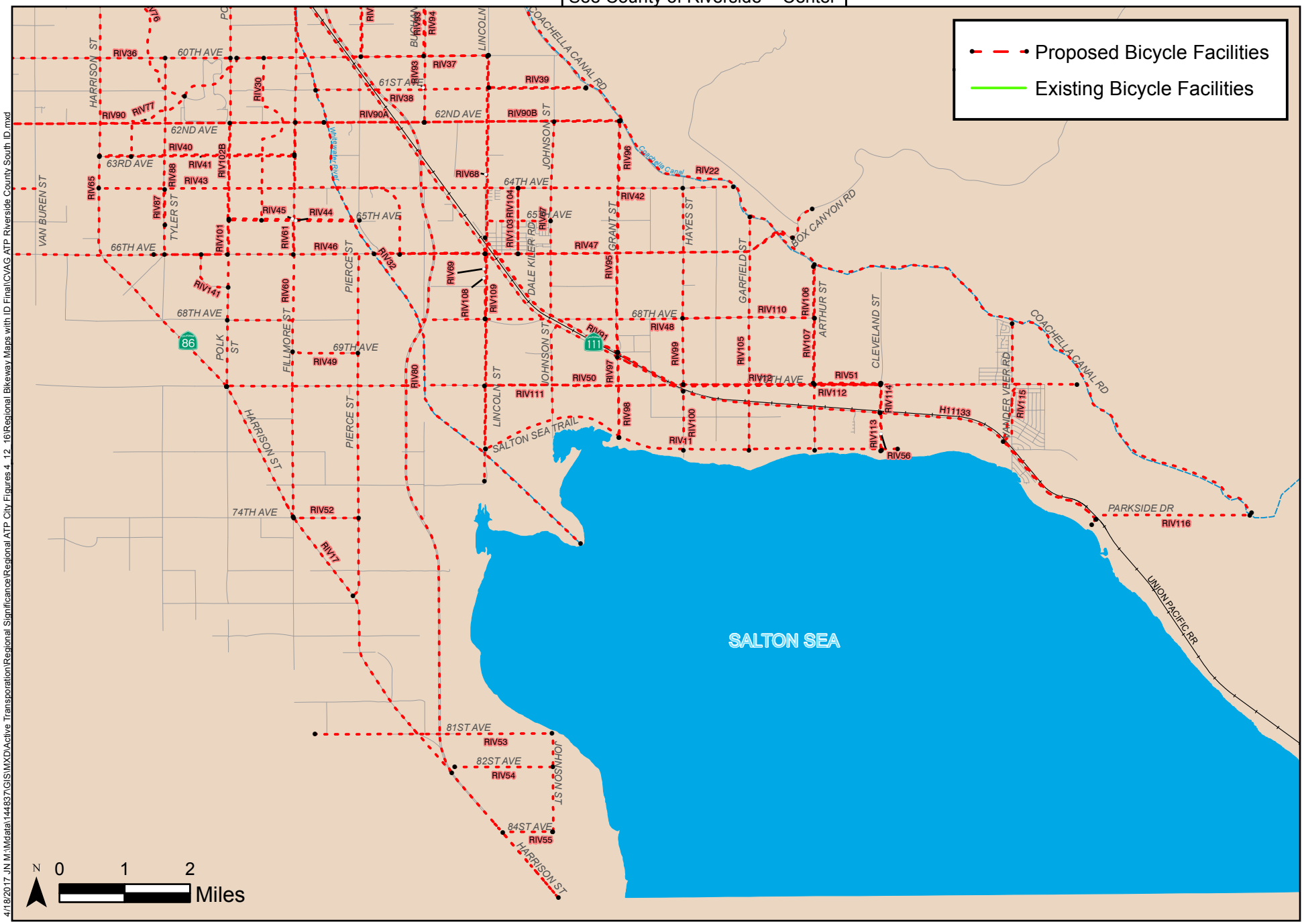


See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP with Facility ID

Figure 5-11h

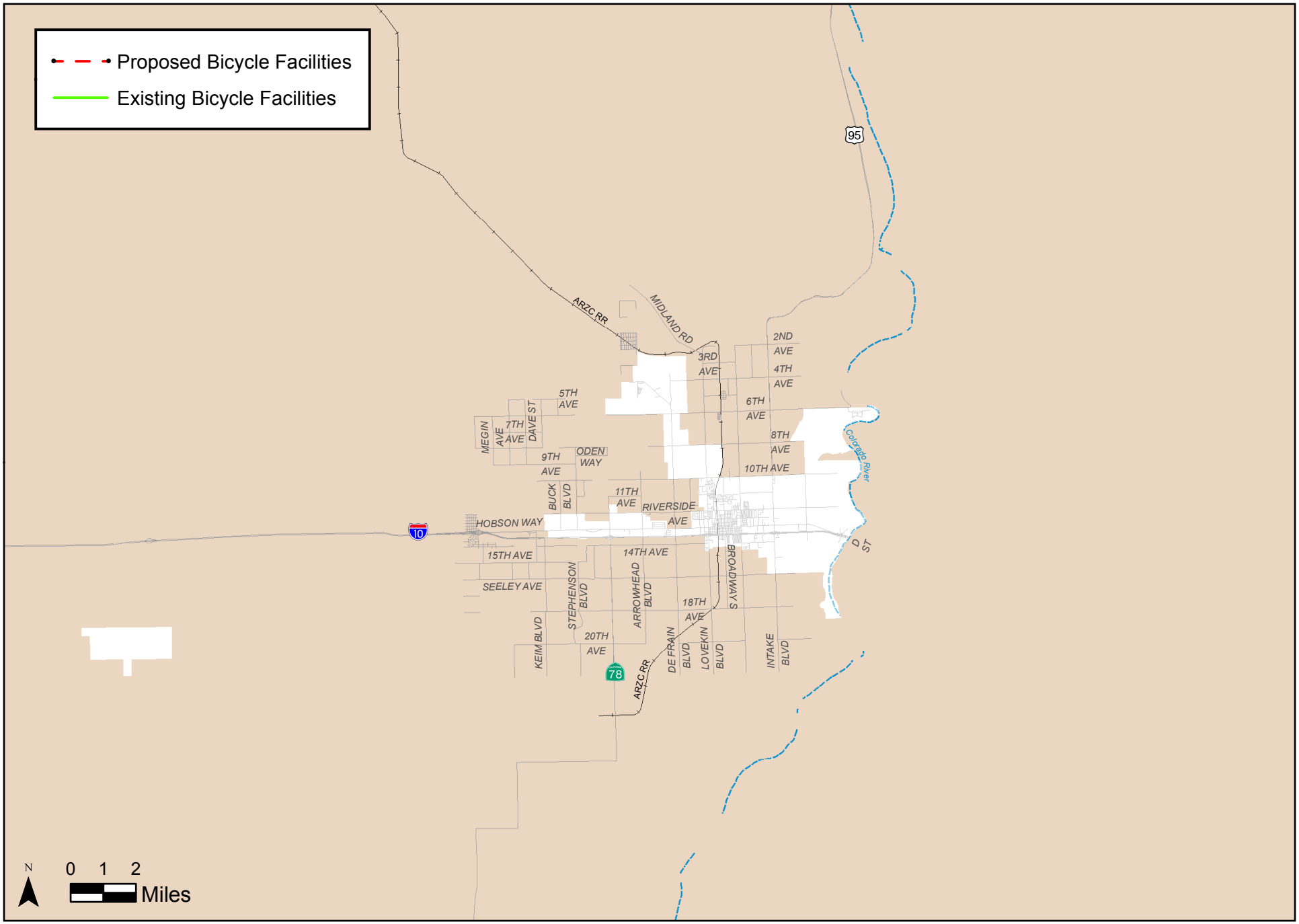


See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP with Facility ID

Figure 5-11i



See CVAG ATP Chapter 4
Table for Facility ID Reference

Source: County of Riverside, CVAG

CVAG ATP Unincorporated Riverside County Regionally Significant ATP with Facility ID

Figure 5-11j

CHAPTER 6. PEDESTRIAN IMPROVEMENTS TO MAJOR TRANSIT HUBS

INTRODUCTION

SunLine Transit provides the Coachella Valley with bus service. It runs 15 lines throughout the valley. There are four locations where at least two lines meet and passengers can transfer between bus lines. Table 6-1 shows these locations and the bus lines served by them. No public transit operator currently provides transit services in the Palo Verde Valley.

Table 6-1. Four Major Transit Transfer Points

	Transfer Point	City	Bus Lines
A.	Palm Canyon Dr. @ Baristo Rd.	Palm Springs	14, 30, 111
B.	Baristo Rd. @ Farrell Dr.	Palm Springs	14, 30, 24
C.	B St. @ Buddy Rogers Ave.	Cathedral City	30, 111
D.	Town Center Way @ Hahn Rd.	Palm Desert	32, 53, 54, 111, 220

Plans for improving pedestrian access to each of these transfer points are discussed in the following text.

A. PALM CANYON DRIVE AT BARISTO ROAD, PALM SPRINGS

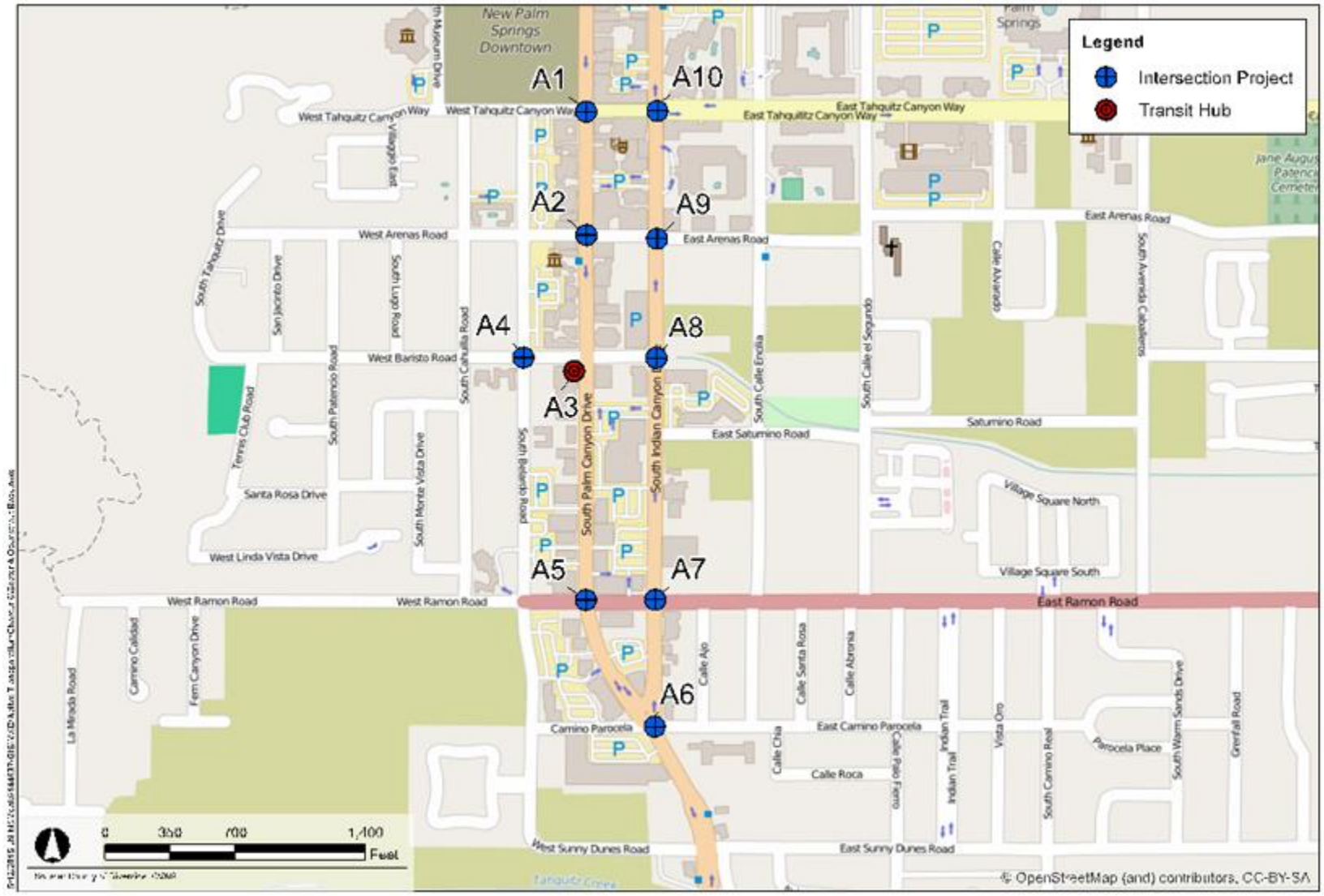


Figure 6-A. Pedestrian Improvements to Major Transit Hubs: Palm Springs

A1. Palm Canyon Drive and Tahquitz Canyon Way

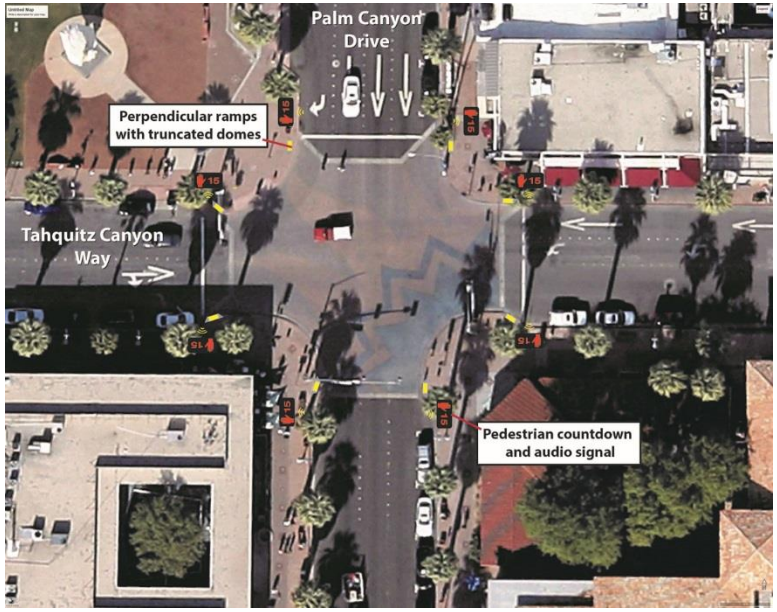
Existing

- Signalized intersection
- Curb extensions on the south, east, and west legs
- Textured crosswalks
- Advance stop lines on all legs

Proposed

- Add color to all the crosswalks (4)
- Add perpendicular ramps to existing curb extensions (5)
- Add countdown signals to all legs (8)
- Add audio signals to all legs (8)
- Remove push buttons on pedestrian heads (8)
- Add leading pedestrian intervals to all legs (4)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Palm Canyon Drive. All curb extensions would be moved out to the protective islands as protected bike lanes are installed.



Proposed Improvements for Palm Canyon Drive and Tahquitz Canyon Way

A2. Palm Canyon Drive and Arenas Road

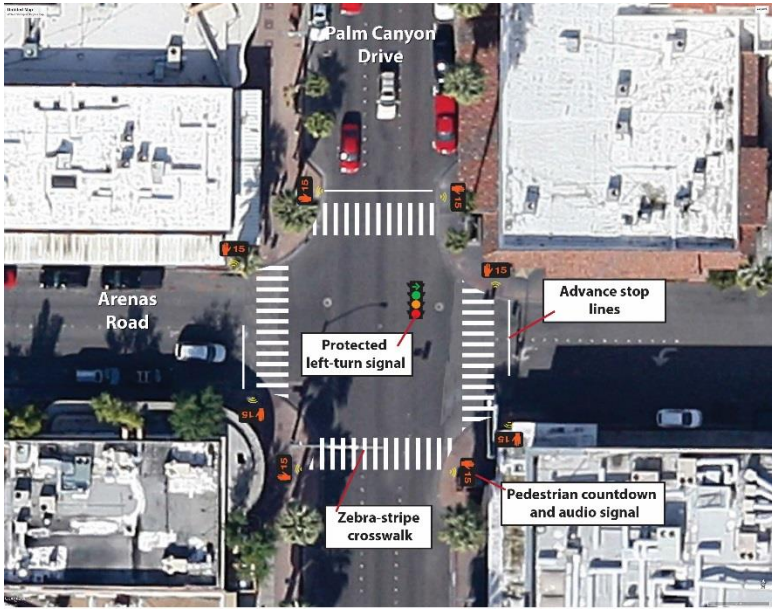
Existing

- Signalized intersection
- Curb extensions on the north, south, and east legs
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to north, east, and west legs (3)
- Add countdown signals to all legs (8)
- Add audio signals to all legs (8)
- Remove push buttons on pedestrian heads (8)
- Add a protected left turn on the south leg for pedestrians crossing the east leg (1)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Palm Canyon Drive. All curb extensions would be moved out to the protective islands as protected bike lanes are installed.



Proposed Improvements for Palm Canyon Drive and Arenas Road

A3. Palm Canyon Drive and Baristo Road

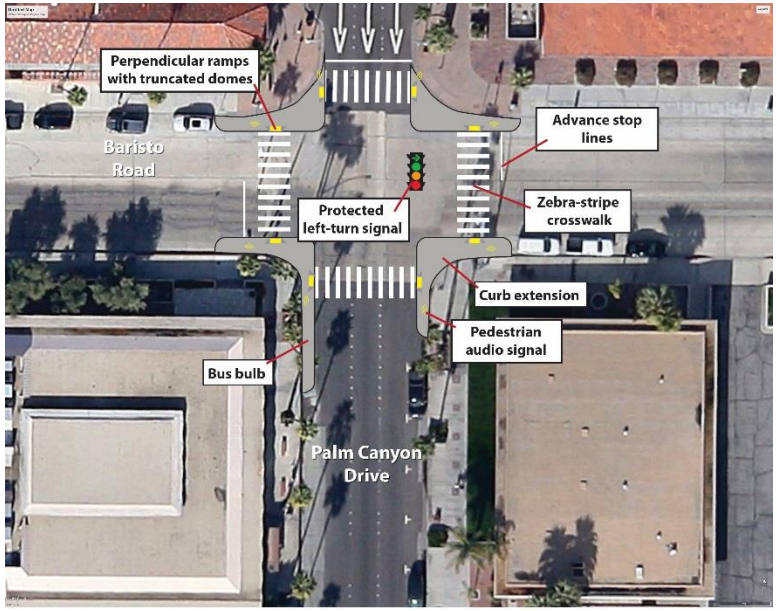
Existing

- Signalized intersection
- Curb extensions on the north leg
- Transverse-line crosswalks on all legs
- Countdown signals

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to north, east, and west legs (3)
- Add audio signals to all legs (8)
- Remove push buttons on pedestrian heads (8)
- Add curb extensions on the east, west, and south (southeast corner) legs (5)
- Add a bus bulb on the south leg on the southwest corner (1)
- Add a protected left turn on the south leg for pedestrians crossing the east leg (1)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Palm Canyon Drive. All curb extensions would be moved out to the protective islands as protected bike lanes are installed.



Proposed Improvements for Palm Canyon Drive and Baristo Road

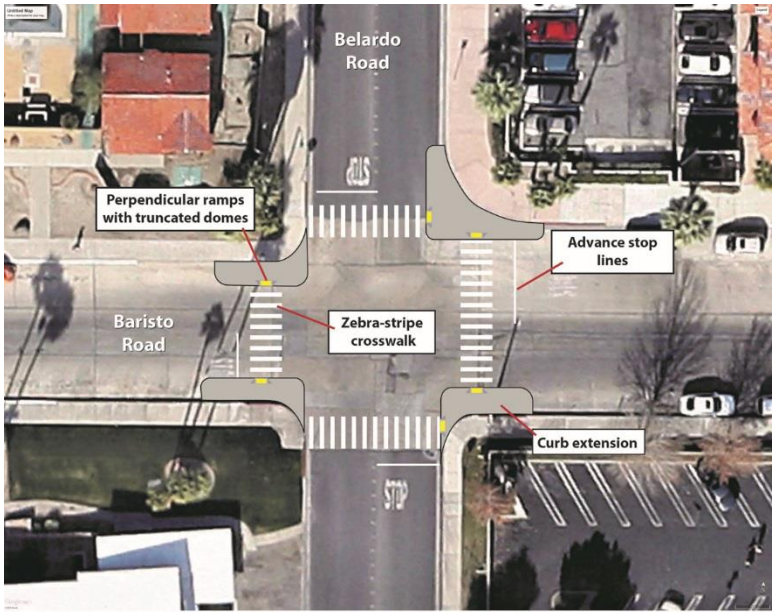
A4. Baristo Road and Belardo Road

Existing

- Four-way stop

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add curb extensions to the east and west legs (4)
- Add curb extensions to the north leg on the northeast corner to cross Belardo Road (1)



Proposed Improvements for Baristo Road and Belardo Road

A5. Palm Canyon Drive and Ramon Road

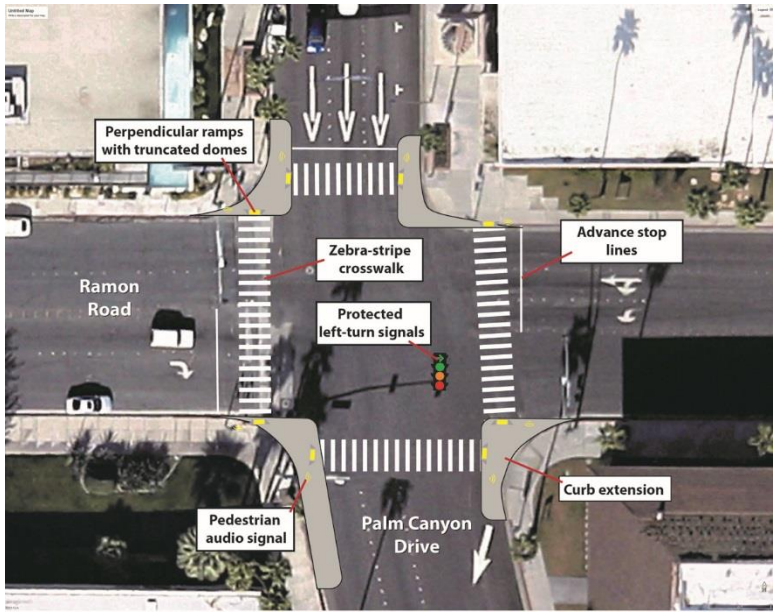
Existing

- Signalized intersection
- Transverse-line crosswalks on all legs
- Countdown signals
- Protected left turns on the east and west legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to north, east, and west legs (3)
- Add audio signals to all legs (8)
- Remove push buttons on pedestrian heads (8)
- Add curb extensions on the north and south (southeast corner) legs (3)
- Add a bus bulb on the south leg on the southwest corner (1)
- Add a protected left turn on the south leg for pedestrians crossing the east leg (1)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Palm Canyon Drive. All curb extensions would be moved out to the protective islands as protected bike lanes are installed.



Proposed Improvements for Palm Canyon Drive and Ramon Road

A6. Palm Canyon Drive and Camino Parocela and Indian Canyon Drive

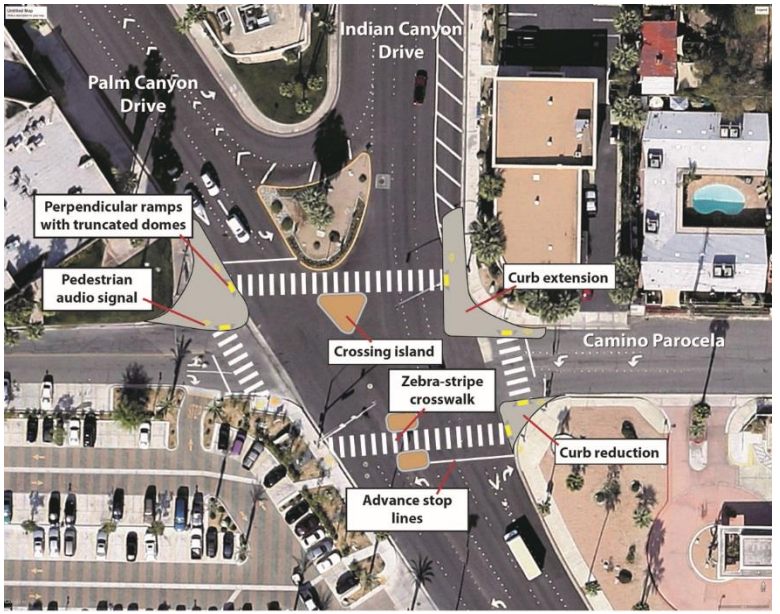
Existing

- Signalized intersection
- Pedestrian crossings only on the east, west, and south legs
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (includes a new marked crosswalk on the north leg) (4)
- Add advance stop lines to all legs (4)
- Add audio signals to all legs (8)
- Add an island on the south leg (1)
- Add large curb extensions on the northeast and northwest corners (2)
- Reduce the curb return on the southeast corner (1)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Palm Canyon Drive and Indian Canyon Drive. All curb extensions would be moved out to the protective islands as protected bike lanes are installed.



Proposed Improvements for Palm Canyon Drive and Camino Parocela and Indian Canyon Drive

A7. Indian Canyon Drive and Ramon Road

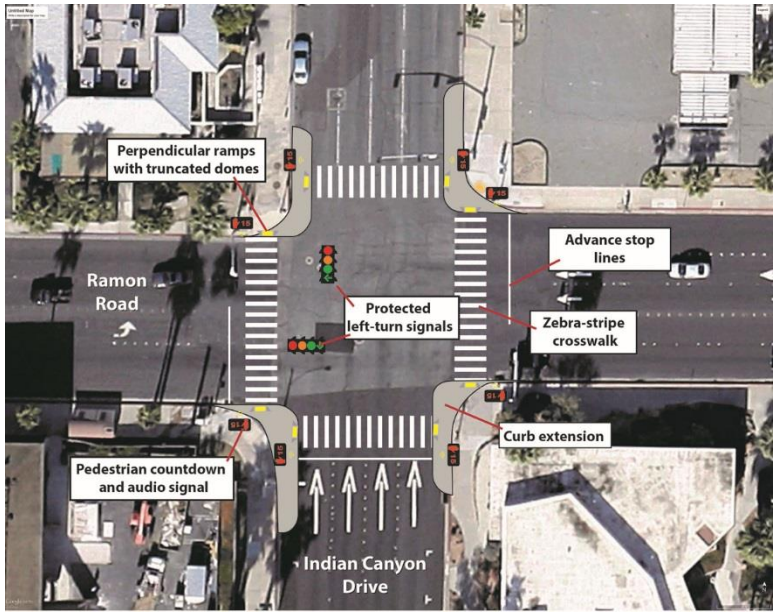
Existing

- Signalized intersection
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to south, east, and west legs (3)
- Add countdown signals to all legs (8)
- Add audio signals to all legs (8)
- Add curb extensions on the north and south legs (4)
- Add protected left turns on the north and west legs for pedestrians crossing the west and north legs (2)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Indian Canyon Drive. All curb extensions would be moved out to the protective islands as protected bike lanes are installed.



Proposed Improvements for Indian Canyon Drive and Ramon Road

A8. Indian Canyon Drive and Baristo Road

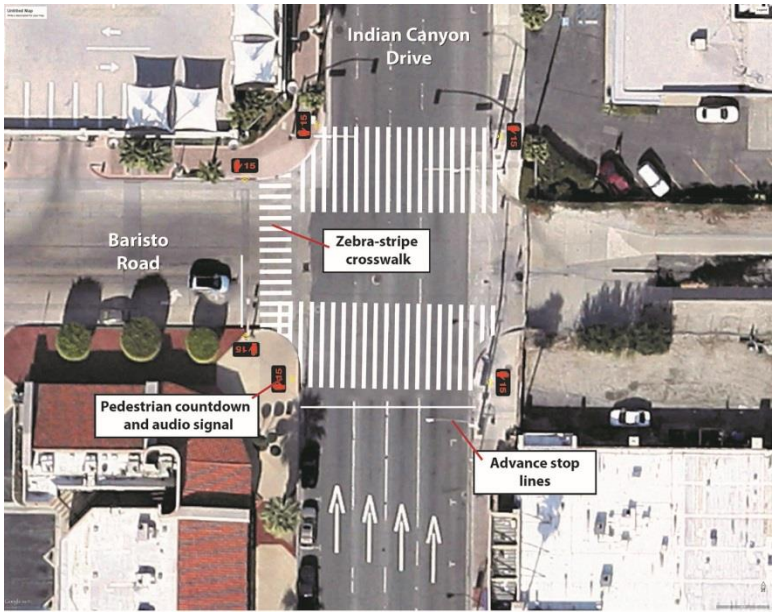
Existing

- T-intersection
- Signalized intersection
- Transverse-line crosswalks on the south and west legs

Proposed

- Add zebra-stripe bicycle/pedestrian crosswalks to the north and south legs (assumes that the bike path will go in along the channel on the east side) (2)
- Add a zebra-stripe crosswalk to the west leg (1)
- Add advance stop lines to south and west legs (2)
- Add countdown signals to all legs (6)
- Add audio signals to all legs (6)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Indian Canyon Drive.



Proposed Improvements for Indian Canyon Drive and Baristo Road

A9. Indian Canyon Drive and Arenas Road

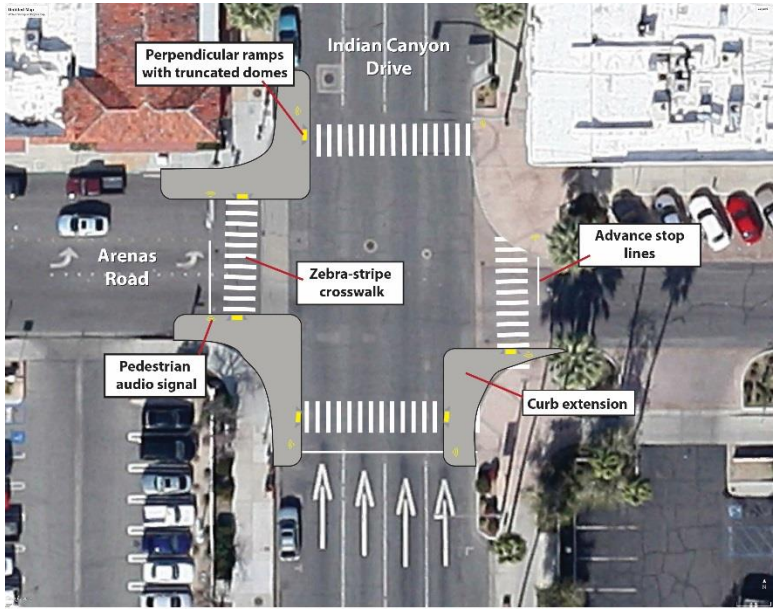
Existing

- Signalized intersection
- Countdown signals
- Transverse-line crosswalks on the north, south, and west legs
- Concrete crosswalk on the east leg
- Curb extensions on the northeast corner of the north leg and on the southeast corner of the east leg

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to south, east, and west legs (3)
- Add audio signals to all legs (8)
- Add curb extensions on the north (northwest corner), south, and west legs (5)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Indian Canyon Drive. All curb extensions would be moved out to the protective islands as protected bike lanes are installed.



Proposed Improvements for Indian Canyon Drive and Arenas Road

A10. Indian Canyon Drive and Tahquitz Canyon Way

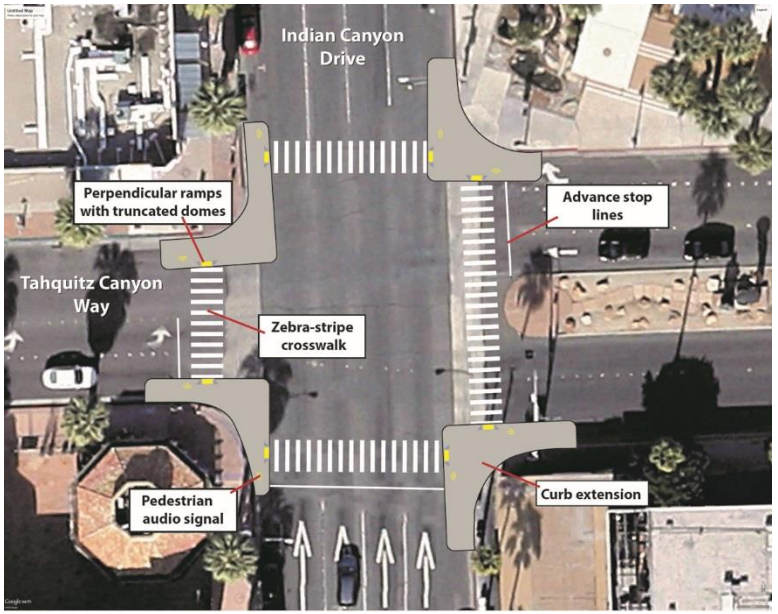
Existing

- Signalized intersection
- Countdown signals
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to south, east, and west legs (3)
- Add audio signals to all legs (8)
- Add curb extensions to all legs (8)
- Remove push buttons on pedestrian heads (8)

Design of this improvement will have to coordinate with design of bikeway or protected bike lanes on Indian Canyon Drive. All curb extensions would be moved out to the protective islands as protected bike lanes are installed.



Proposed Improvements for Indian Canyon Drive and Tahquitz Canyon Way

B. BARISTO ROAD AT FARRELL DRIVE, PALM SPRINGS

Figure 6-B. Pedestrian Improvements to Major Transit Hubs: Palm Springs

Farrell Drive from Tahquitz Canyon Way to Ramon Road, and Baristo Road from Sunrise Way to El Cielo Road

- No streetlights exist except at signalized intersections
- Add sidewalk-level streetlights (3 miles)

South Side of Baristo Road from El Cielo Road to Farrell Drive

- No sidewalks, curb, or gutter
- Add sidewalks with curb and gutter (approximately 2,150 feet)

North Side of Baristo Road from Pavilion Way to 320 Feet East

- No sidewalks, but curb exists
- Add sidewalks (approximately 350 feet)

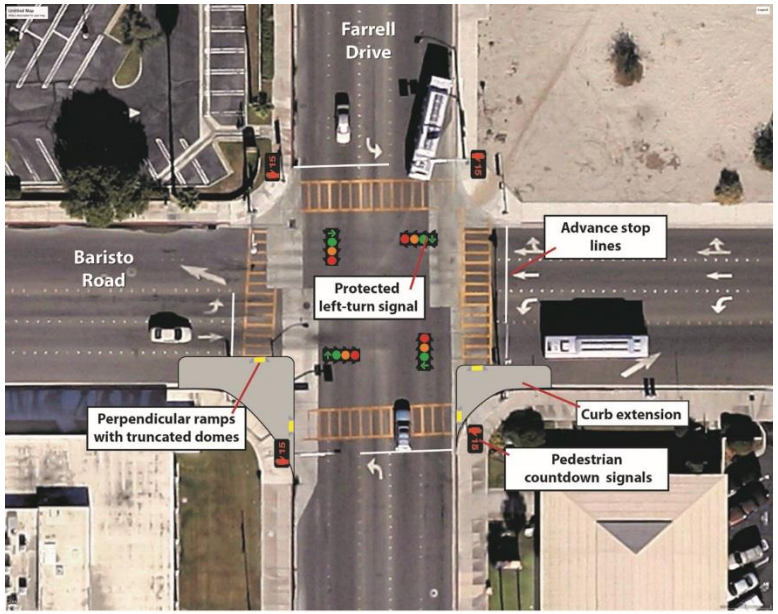
B1. Baristo Road and Farrell Drive

Existing

- Signalized intersection
- Yellow ladder crosswalks on all legs
- Countdown signals on Farrell Drive
- Audio signals

Proposed

- Add advance stop lines to all legs (4)
- Add countdown signals to the east and west legs (4)
- Add protected left turns on all legs (4)
- Add a curb extension on the southeast corner to cross Baristo Road (1)
- Replace the right turn lane on the southwest corner with a wide curb extension to cross Baristo Road (1)



Proposed Improvements for Baristo Road and Farrell Drive

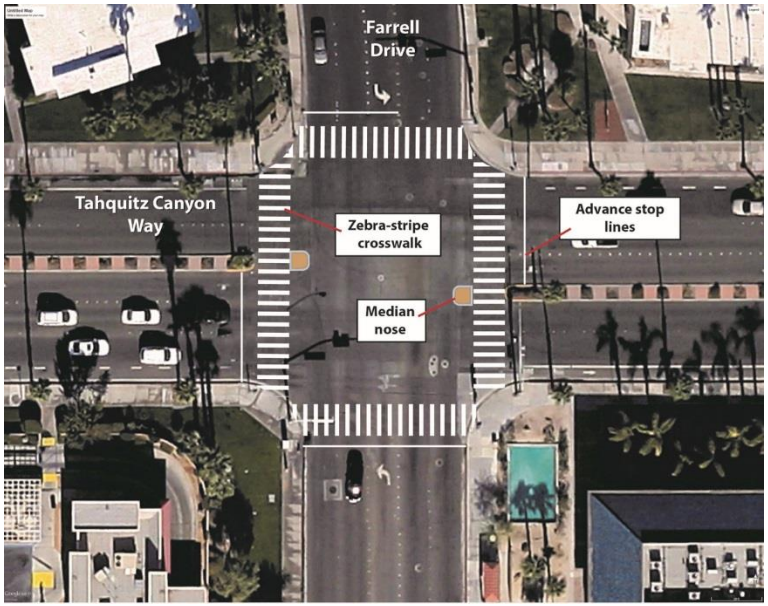
B2. Farrell Drive and Tahquitz Canyon Way

Existing

- Signalized intersection
- Protected left turns
- Countdown signals
- Audio signals
- Transverse-line crosswalks

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add median noses to the east and west legs (2)



Proposed Improvements for Farrell Drive and Tahquitz Canyon Way

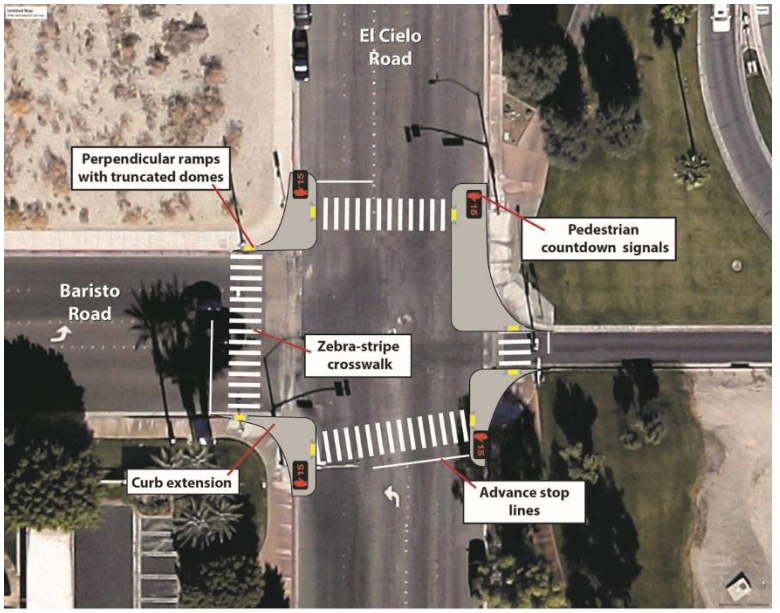
B3. Baristo Road and El Cielo Road

Existing

- Signalized intersection
- Countdown signals to cross Baristo Road
- Audio signals
- Transverse-line crosswalks on north, south, and west legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add countdown signals to cross Farrell Drive (4)
- Add curb extensions to the north and south legs (2)



Proposed Improvements for Baristo Road and El Cielo Road

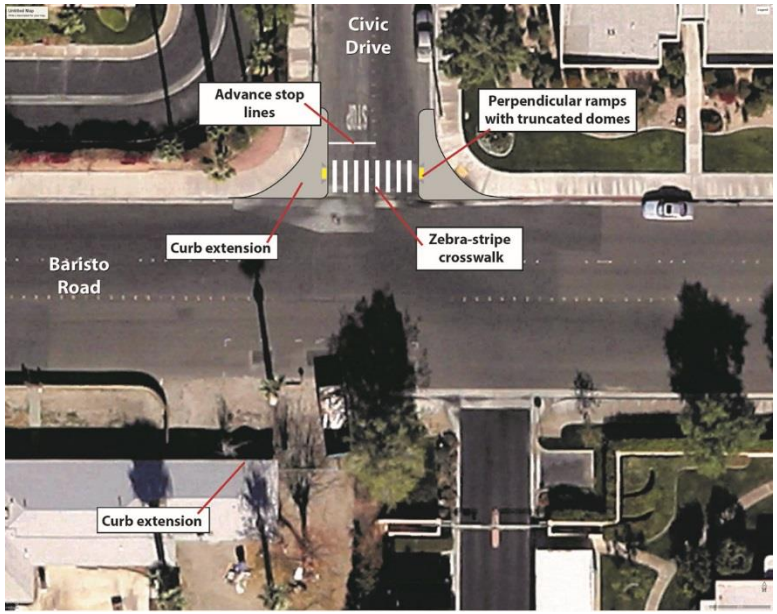
B4. Baristo Road and Civic Drive

Existing

- T-intersection
- One-way stop for Civic Drive

Proposed

- Add a zebra-stripe crosswalk to the north leg (1)
- Add an advance stop line to the north leg (1)
- Add curb extensions to the north leg (2)



Proposed Improvements for Baristo Road and Civic Drive

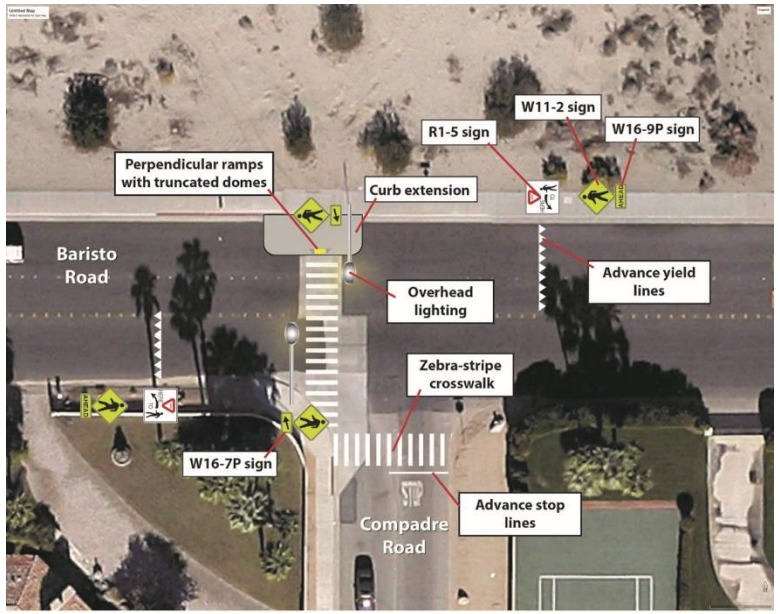
B5. Baristo Road and Compadre Road

Existing

- T-intersection
- One-way stop for Compadre Road
- Yellow ladder crosswalk on west leg

Proposed

- Add a zebra-stripe crosswalk to the south leg (1)
- Replace the yellow crosswalk on the west leg with a white zebra-stripe crosswalk (1)
- Add an advance stop line to the south leg (1)
- Add a curb extension to the northwest corner of the west leg (1)
- Add overhead lighting of this crosswalk (1 set)
- Add advance yield lines to the west leg (2)
- Add R1-5 signs to the west leg (2)
- Add W11-2 signs with W16-P9 and W16-7P plaques to the west leg (4)



Proposed Improvements for Baristo Road and Compadre Road

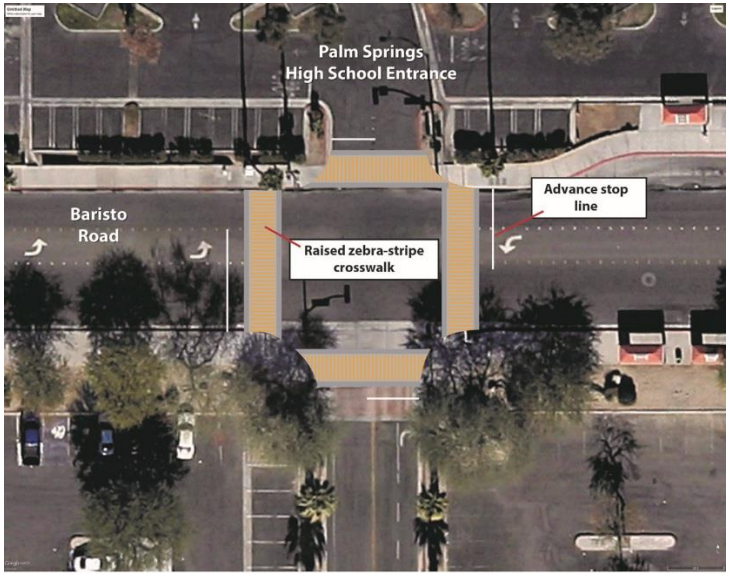
B6. Baristo Road and the Palm Springs High School Entrance

Existing

- Signalized intersection
- Countdown signals
- Audio signals
- Yellow transverse-line crosswalks
- Overhead lighting

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add raised crosswalks to all legs (4)



Proposed Improvements for Baristo Road and the Palm Springs High School Entrance

B7. Baristo Road and Cerritos Drive/Pavilion Way

Existing

- Four-way stop
- No marked crosswalks

Proposed Option 1

- Replace the four-way stop with a roundabout
- Add overhead lighting of the intersection

Proposed Option 2

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add curb extensions to the north and south legs (4)
- Add overhead lighting

Proposed Improvements for Baristo Road and Cerritos Drive/Pavilion Way

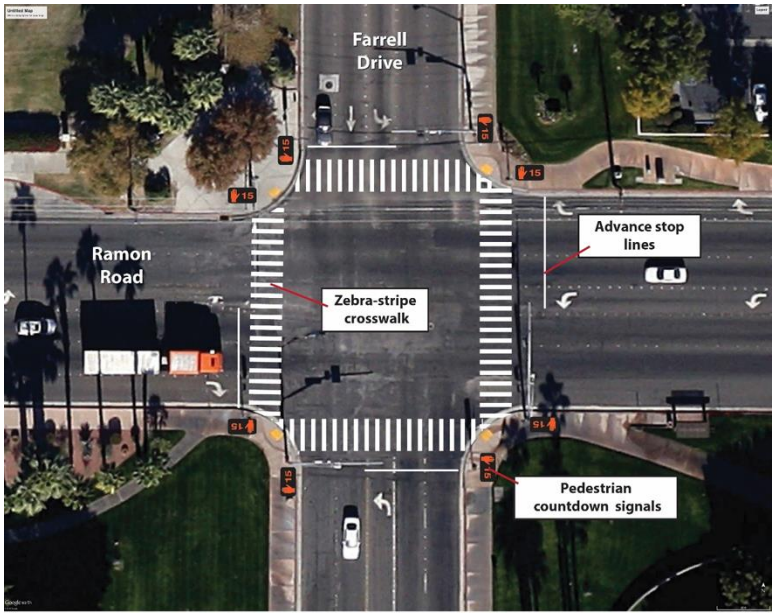
B8. Farrell Drive and Ramon Road

Existing

- Signalized intersection
- Protected left turns
- Audio signals
- Transverse-line crosswalks

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add countdown signals to all legs (8)



Proposed Improvements for Farrell Drive and Ramon Road

C. B STREET AT BUDDY ROGERS AVENUE, CATHEDRAL CITY

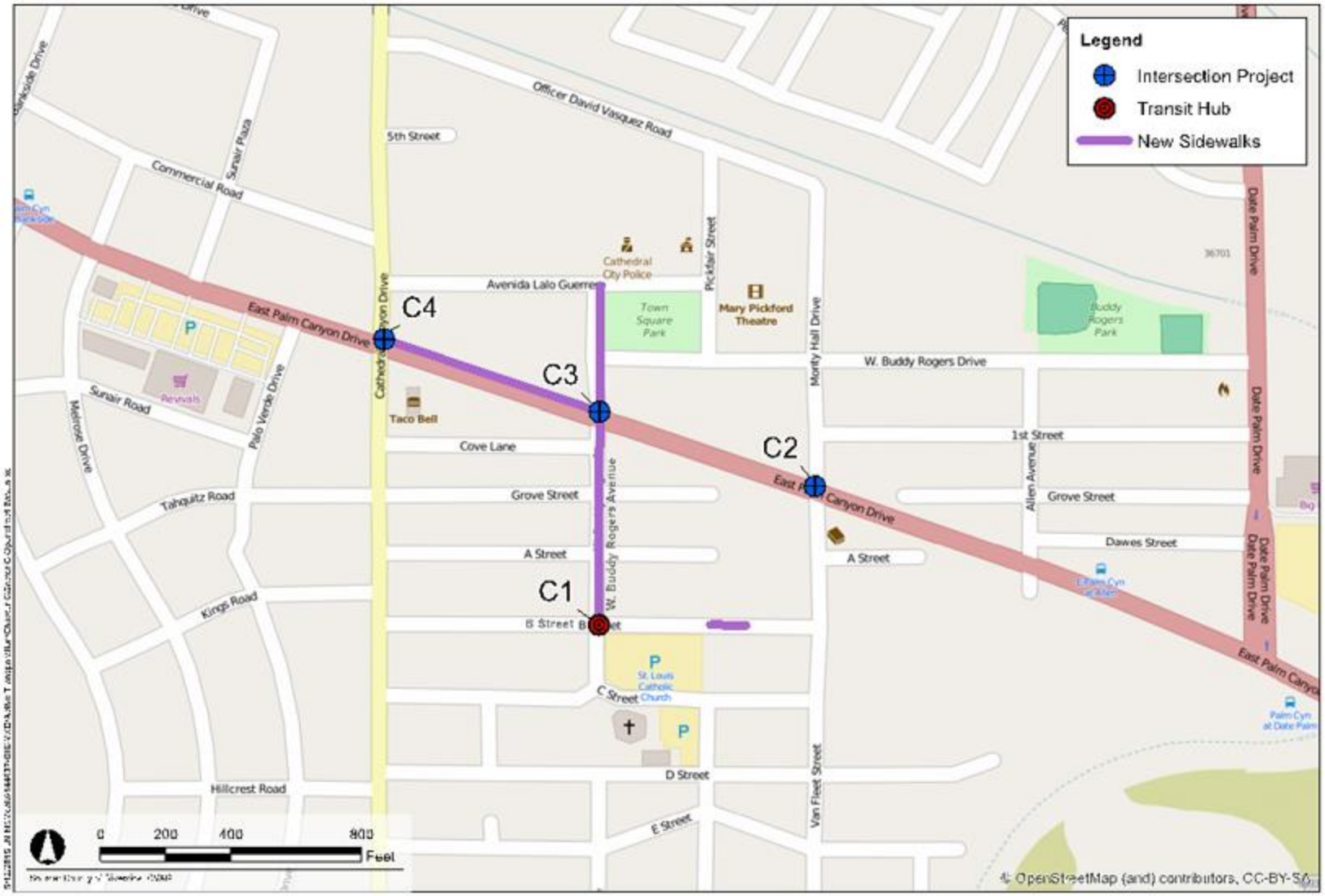


Figure 6-C. Pedestrian Improvements to Major Transit Hubs: Cathedral City

- Missing sidewalks to be added (curbs and gutter exist)
    - Buddy Rogers Avenue from Palm Canyon Drive to B Street on the east side (approximately 540 feet)
    - B Street on the north side from the bus shelter to farther east (approximately 110 feet)
    - W. Buddy Rogers Avenue on the east side from Palm Canyon Drive to Buddy Rogers Avenue (becomes George Montgomery Avenue north of Palm Canyon Drive) (approximately 100 feet)
    - W. Buddy Rogers Avenue on the west side from Palm Canyon Drive to Avenue Lalo Guerrero (approximately 320 feet)
    - Palm Canyon Drive on the north side from Buddy Rogers Avenue to Cathedral Canyon Drive (approximately 600 feet)

C1. B Street and Buddy Rogers Avenue

Existing

- Four-way stop
- No marked crosswalks

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add curb extensions to the north and south legs (4)
- Add overhead lighting (4 units)

Proposed Improvements for B Street and Buddy Rogers Avenue

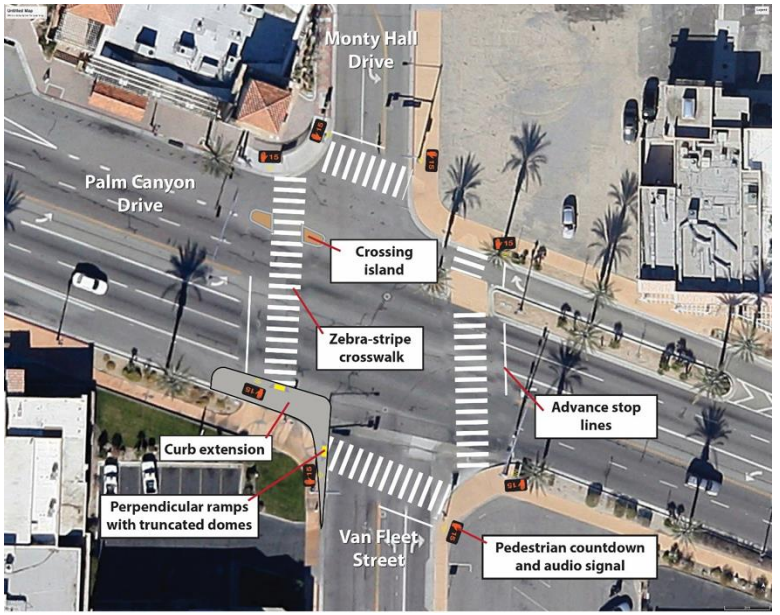
C2. Van Fleet Street/Monty Hall Drive and Palm Canyon Drive

Existing

- Signalized intersection
- Protected left turns from Palm Canyon Drive
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add countdown signals to all legs (8)
- Add audio signals all legs (8)
- Replace right turn lane on the southwest corner with a curb extension to cross Palm Canyon Drive (1)
- Add islands on the northwest corner in parallel with the frontage road islands (1 pair)



Proposed Improvements for Van Fleet Street/Monty Hall Drive and Palm Canyon Drive

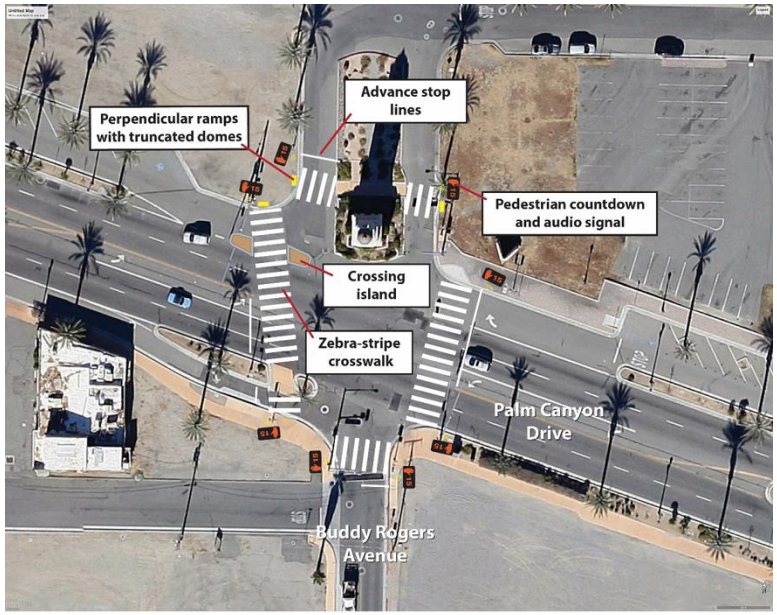
C3. Palm Canyon Drive and Buddy Rogers Avenue

Existing

- Signalized intersection
- Transverse-line crosswalks on all legs
- No curb ramp on the north leg on the east side

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add countdown signals to all legs (8)
- Add audio signals all legs (8)
- Add islands on the northwest corner in parallel with the frontage road islands (1 pair)



Proposed Improvements for Palm Canyon Drive and Buddy Rogers Avenue

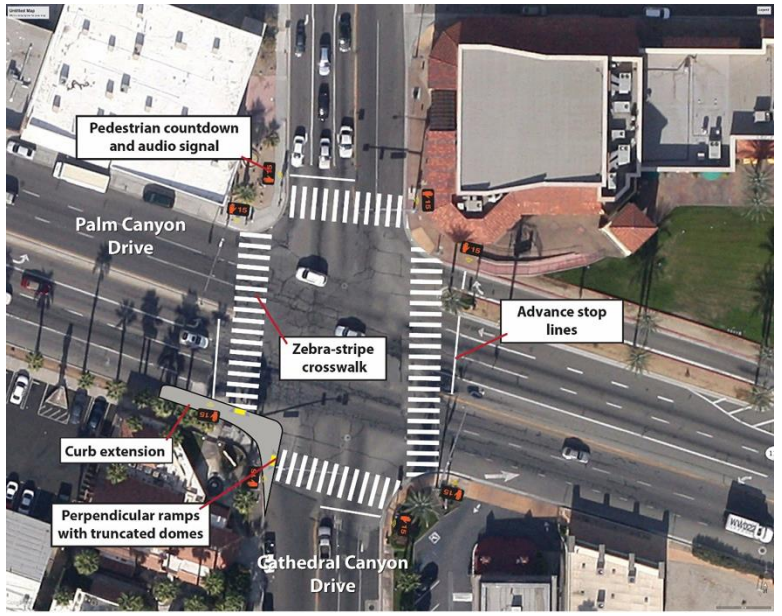
C4. Palm Canyon Drive and Cathedral Canyon Drive

Existing

- Signalized intersection
- Protected left turns from Palm Canyon Drive
- Transverse-line crosswalks on all legs
- Curb extension on the northwest corner to cross Palm Canyon Drive
- No ADA-compliant curb ramp on southwest corner

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advance stop lines to all legs (4)
- Add countdown signals to all legs (8)
- Add audio signals all legs (8)
- Replace right turn lane on southwest corner with a curb extension to cross Palm Canyon Drive (1)



Proposed Improvements for Palm Canyon Drive and Cathedral Canyon Drive

D. TOWN CENTER WAY AT HAHN ROAD, PALM DESERT

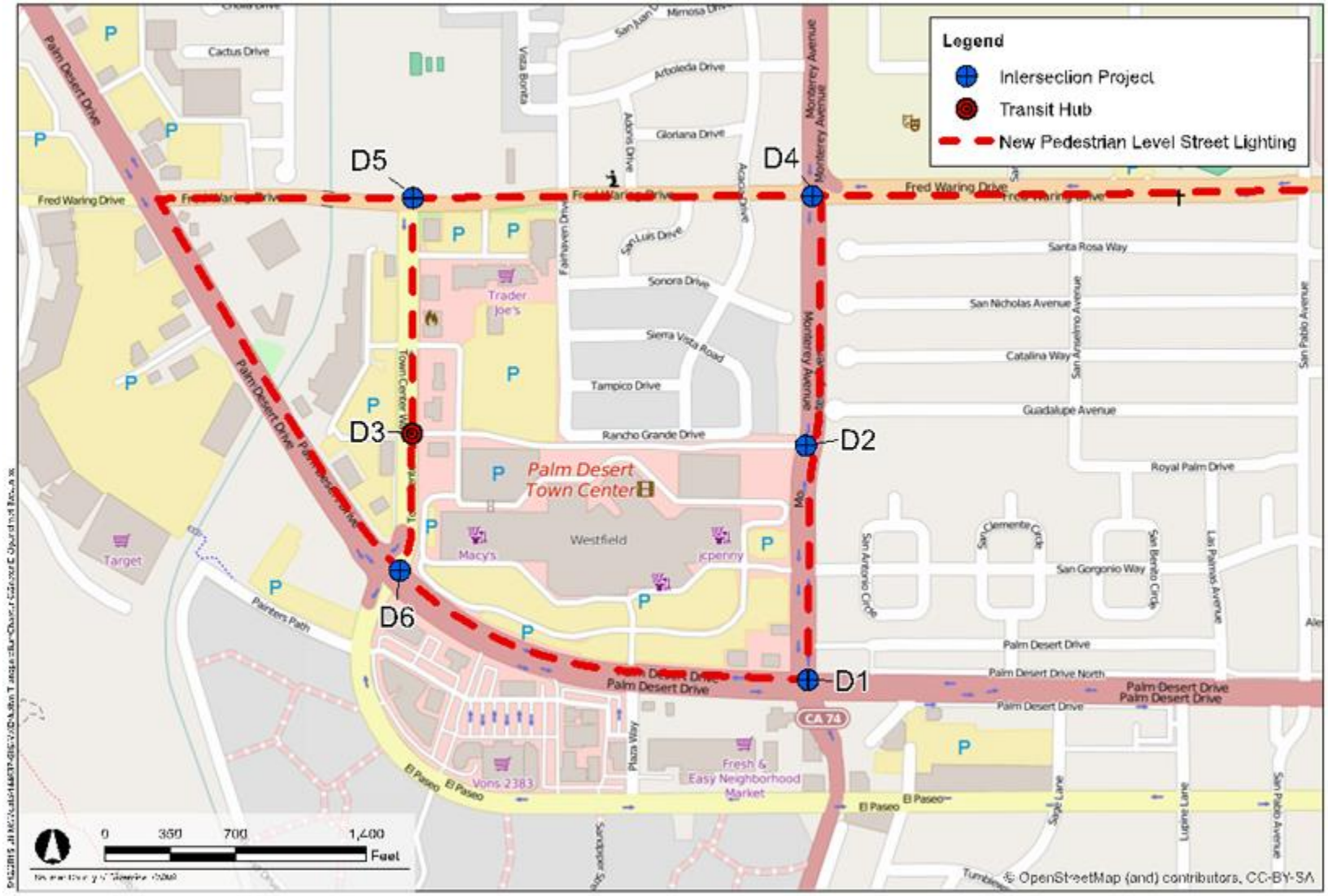


Figure 6-D. Pedestrian Improvements to Major Transit Hubs: Palm Desert

Fred Waring Drive from Highway 111 to San Pablo Avenue

- No street lighting except at intersections
- Add pedestrian-level street lighting (1.15 miles)

Town Center Way from Highway 111 to Fred Waring Drive

- No street lighting except at intersections
- Add pedestrian-level street lighting (0.35 mile)

Highway 111 from Fred Waring Drive to Monterey Avenue

- No street lighting except at intersections
- Add pedestrian-level street lighting (0.9 mile)

Monterey Avenue from Highway 111 to Fred Waring Drive

- No street lighting except at intersections
- Add pedestrian-level street lighting (0.5 mile)

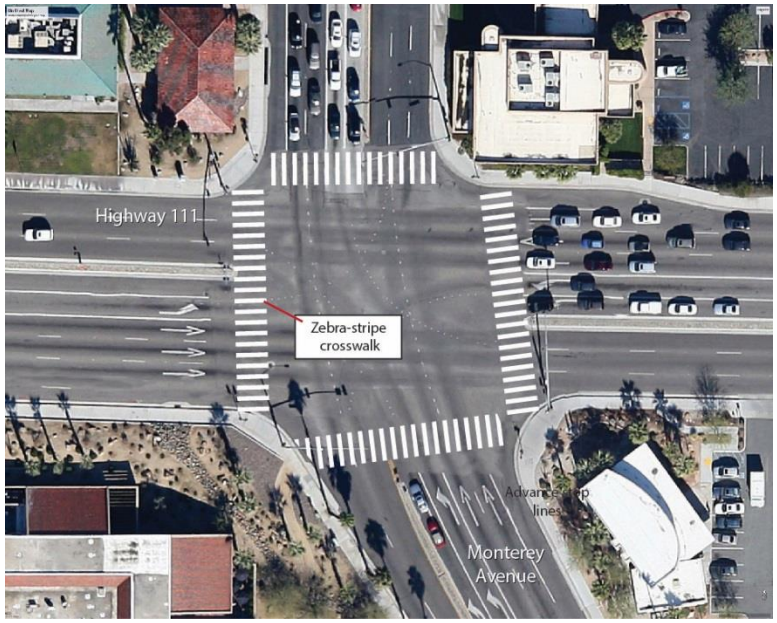
D1. Highway 111 and Monterey Avenue

Existing

- Signalized intersection
- Protected left turns
- Countdown signals
- Audio signals
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)



Proposed Improvements for SR 111 and Monterey Avenue

D2. Monterey Avenue and Hahn Road

Existing

- Signalized intersection
- Protected left turns from Monterey Avenue
- Countdown signals
- Audio signals
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)

Proposed Improvements for Monterey Avenue and Hahn Road

D3. Town Center Way and Hahn Road

Existing

- Signalized intersection
- Protected left turns from Town Center Way
- Countdown signals
- Audio signals
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)

Proposed Improvements for Town Center Way and Hahn Road

D4. Monterey Avenue and Fred Waring Drive

Existing

- Signalized intersection
- Protected left turns on all legs
- Countdown signals
- Audio signals
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)

Proposed Improvements for Monterey Avenue and Fred Waring Drive

D5. Fred Waring Drive and Town Center Way

Existing

- Signalized intersection
- Protected left turns on all legs
- Countdown signals
- Audio signals
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)

Proposed Improvements for Fred Waring Drive and Town Center Way

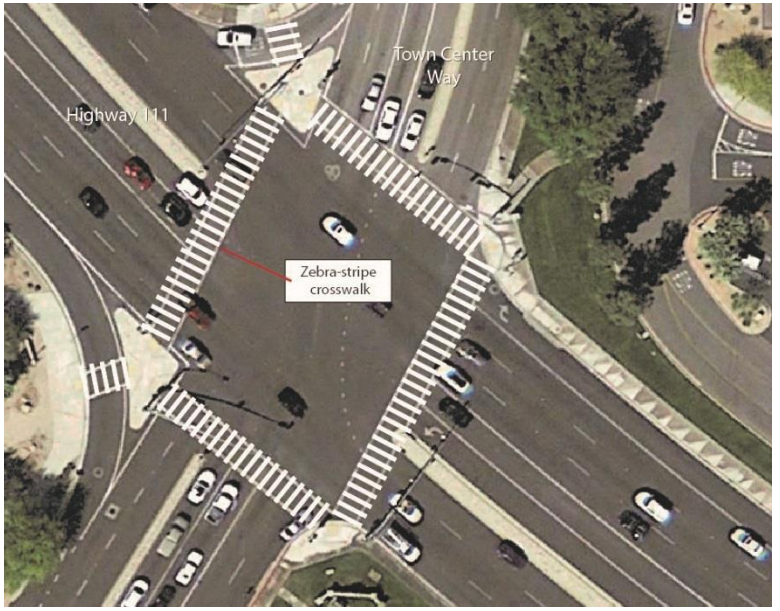
D6. Highway 111 and Town Center Way

Existing

- Signalized intersection
- Protected left turns
- Countdown signals
- Audio signals
- Transverse-line crosswalks on all legs
- Right turn slip lanes on northwest and southwest corners

Proposed

- Add zebra-stripe crosswalks to all legs (4)



Proposed Improvements for SR 111 and Town Center Way

SUMMARY

A summary of the pedestrian improvements proposed around these major transit hubs is included in Table 6-2, listed by municipality. Because these improvements are all planned around regional transit hubs, they are all considered regionally significant projects.

Table 6-3 lists improvements for bicycle amenities around the transit stations, listed by municipality.

Table 6-2. Proposed Pedestrian Improvements by City

ID #	Street/Path	From	To	Category	Length (mi)	Existing Condition	Proposed Condition	Regionally Significant?	Estimated Cost
CATHEDRAL CITY									
PEDC00A	Buddy Rogers Ave.	Palm Canyon Drive	B Street	New Sidewalks	0.2			Yes	$95,200
PEDC00B	B Street (North Side)	Bus Shelter	Further East	New Sidewalks	0.0			Yes	$6,000
PEDC00C	W. Buddy Rogers Ave (east side)	Palm Canyon Drive	Buddy Rogers Ave (becomes George Montgomery Ave north of Palm Canyon Dr)	New Sidewalks	0.1			Yes	$18,000
PEDC00D	W. Buddy Rogers Ave (west side)	Palm Canyon Drive	Lalo Guerrero	New Sidewalks	0.0			Yes	$9,000
PEDC00E	Palm Canyon Drive (North Side)	Buddy Rogers Ave	Cathedral Canyon Dr	New Sidewalks	0.1			Yes	$36,000
C1	B Street and Buddy Rogers Avenue	N/A - Intersection Project		Transit Hub		4-way stop; No marked crosswalks .	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add curb extensions to the north and south legs (4); Add overhead lighting (4 units).	Yes	$245,700
C2	Van Fleet Street/Monty Hall Drive and Palm Canyon Drive	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns from Palm Canyon Dr. ; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add countdown signals to all legs (8); Add audio signals all legs (8); Replace right-turn lane on the SW corner with a curb extension to cross Palm Canyon Dr. (1); Add islands on the NW corner in parallel with the frontage road islands (1 pair).	Yes	$163,800
C3	Palm Canyon Drive and Buddy Rogers Avenue	N/A - Intersection Project		Intersection Project		Signalized intersection; Transverse-line crosswalks on all legs; No curb ramp on the north leg on the east side.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add countdown signals to all legs (8); Add audio signals all legs (8); Add islands on the NW corner in parallel with the frontage road islands (1 pair).	Yes	$81,900
C4	Palm Canyon Drive and Cathedral Canyon Drive	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns from Palm Canyon Dr.; Transverse-line crosswalks on all legs; Curb extension on the NW corner to cross Palm Canyon Dr.; No ADA-compliant curb ramp on the SW corner.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add countdown signals to all legs (8); Add audio signals all legs (8); Replace right-turn lane on the SW corner with a curb extension to cross Palm Canyon Drive (1).	Yes	$81,900
								CATHEDRAL CITY TOTAL:	**$737,500**

Table 6-2. Proposed Pedestrian Improvements by City

ID #	Street/Path	From	To	Category	Length (mi)	Existing Condition	Proposed Condition	Regionally Significant?	Estimated Cost
PALM DESERT									
PEDD00A	Fred Waring Drive	Highway 111	San Pablo Avenue	New Pedestrian Level Street Lighting	1.1	No street lighting except at intersections	Add pedestrian level street lighting.	Yes	$726,000
PEDD00B	Town Center Way	Highway 111	Fred Waring Drive	New Pedestrian Level Street Lighting	0.4	No street lighting except at intersections	Add pedestrian level street lighting.	Yes	$222,000
PEDD00C	Highway 111	Fred Waring Drive	Monterey Ave.	New Pedestrian Level Street Lighting	0.9	No street lighting except at intersections	Add pedestrian level street lighting.	Yes	$570,000
PEDD00D	Monterey Avenue	Highway 111	Fred Waring Drive	New Pedestrian Level Street Lighting	0.5	No street lighting except at intersections	Add pedestrian level street lighting.	Yes	$316,800
D1	Highway 111 and Monterey Avenue	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns; Countdown signals; Audio signals; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4)	Yes	$81,900
D2	Monterey Avenue and Hahn Road	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns from Monterey Ave.; Countdown signals; Audio signals; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4)	Yes	$81,900
D3	Town Center Way and Hahn Road	N/A - Intersection Project		Transit Hub		Signalized intersection; Protected left turns from Town Center Way; Countdown signals; Audio signals; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4)	Yes	$81,900
D4	Monterey Avenue and Fred Waring Drive	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns on all legs; Countdown signals; Audio signals; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4)	Yes	$81,900

Table 6-2. Proposed Pedestrian Improvements by City

ID #	Street/Path	From	To	Category	Length (mi)	Existing Condition	Proposed Condition	Regionally Significant?	Estimated Cost
D5	Fred Waring Drive and Town Center Way	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns on all legs; Countdown signals; Audio signals; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4)	Yes	$81,900
D6	Highway 111 and Town Center Way	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns; Countdown signals; Audio signals; Transverse-line crosswalks on all legs; Right-turn slip lanes on NW and SW corners.	Add zebra-stripe crosswalks to all legs (4)	Yes	$81,900
								PALM DESERT TOTAL:	**$2,326,200**
PALM SPRINGS									
A1	Palm Canyon Drive and Tahquitz Canyon Way	N/A - Intersection Project		Intersection Project		Signalized intersection; Curb extensions on the south, east and west legs; Textured crosswalks; Advance stop lines on all legs.	Add color to all the crosswalks (4); Add perpendicular ramps to existing curb extensions (5); Add countdown signals to all legs (8); Add audio signals to all legs (8); Remove push buttons on pedestrian heads (8); Add leading pedestrian intervals to all legs (4).	Yes	$245,700
A2	Palm Canyon Drive and Arenas Road	N/A - Intersection Project		Intersection Project		Signalized intersection; Curb extensions on the north, south and east legs; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to north, east, and west legs (3); Add countdown signals to all legs (8); Add audio signals to all legs (8); Remove push buttons on pedestrian heads (8); Add a protected left turn on the south leg for pedestrians crossing the east leg (1).	Yes	$245,700

Table 6-2. Proposed Pedestrian Improvements by City

ID #	Street/Path	From	To	Category	Length (mi)	Existing Condition	Proposed Condition	Regionally Significant?	Estimated Cost
A3	Palm Canyon Drive and Baristo Road	N/A - Intersection Project		Transit Hub		Signalized intersection Curb extensions on the north leg; Transverse-line crosswalks on all legs; Countdown signals.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to north, east, and west legs (3); Add audio signals to all legs (8); Remove push buttons on pedestrian heads (8); Add curb extensions on the east, west and south (SE corner) legs (5); Add a bus bulb on the south leg on the SW corner (1); Add a protected left turn on the south leg for pedestrians crossing the east leg (1).	Yes	$245,700
A4	Baristo Road and Belardo Road	N/A - Intersection Project		Intersection Project		4-way stop	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add curb extensions to the east and west legs (4); Add curb extensions to the north leg on the NE corner to cross Belardo Rd. (1).	Yes	$163,800
A5	Palm Canyon Drive and Ramon Road	N/A - Intersection Project		Intersection Project		Signalized intersection; Transverse-line crosswalks on all legs; Countdown signals; Protected left-turns on the east and west legs.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to north, east, and west legs (3); Add audio signals to all legs (8); Remove push buttons on pedestrian heads (8); Add curb extensions on the north and south (SE corner) legs (3); Add a bus bulb on the south leg on the SW corner (1); Add a protected left turn on the south leg for pedestrians crossing the east leg (1).	Yes	$245,700
A6	Palm Canyon Drive and Camino Parocela and Indian Canyon Drive	N/A - Intersection Project		Intersection Project		Signalized intersection; Pedestrian crossings only on the east, west and south legs; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (this includes a new marked crosswalk on the north leg) (4) Add advance stop lines to all legs (4); Add audio signals to all legs (8); Add an island on the south leg (1); Add large curb extensions on the NE and NW corners (2); Reduce the curb return on the SE corner (1).	Yes	$245,700

Table 6-2. Proposed Pedestrian Improvements by City

ID #	Street/Path	From	To	Category	Length (mi)	Existing Condition	Proposed Condition	Regionally Significant?	Estimated Cost
A7	Indian Canyon Drive and Ramon Road	N/A - Intersection Project		Intersection Project		Signalized intersection; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to south, east and west legs (3); Add countdown signals to all legs (8); Add audio signals to all legs (8); Add curb extensions on the north and south legs (4); Add protected left turns on the north and west legs pedestrians crossing the west and north legs (2).	Yes	$245,700
A8	Indian Canyon Drive and Baristo Road	N/A - Intersection Project		Intersection Project		T-intersection; Signalized intersection; Transverse-line crosswalks on the south and west legs.	Add zebra-stripe bicycle/pedestrian crosswalks to the north and south legs (assumes that the bike path will go in along the channel on the east side) (2); Add a zebra-stripe crosswalk to the west leg (1); Add advance stop lines to south and west legs (2); Add countdown signals to all legs (6); Add audio signals to all legs (6).	Yes	$245,700
A9	Indian Canyon Drive and Arenas Road	N/A - Intersection Project		Intersection Project		Signalized intersection; Countdown signals; Transverse-line crosswalks on the north, south and west legs; Concrete crosswalk on the east leg; Curb extensions on the NE corner of the north leg, and on the SE corner of the east leg.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to south, east and west legs (3); Add audio signals to all legs (8); Add curb extensions on the north (NW corner), south and west legs (5).	Yes	$327,600
A10	Indian Canyon Drive and Tahquitz Canyon Way	N/A - Intersection Project		Intersection Project		Signalized intersection; Countdown signals; Transverse-line crosswalks on all legs.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to south, east and west legs (3); Add audio signals to all legs (8); Add curb extensions to all legs (8); Remove push buttons on pedestrian heads (8).	Yes	$327,600
PEDB00A	Farrell Drive	Tahquitz Canyon Way	Ramon Road	New Pedestrian Level Street Lighting	0.5	No street lights except at signalized intersections.	Add sidewalk level streetlights.	Yes	$120
PEDB00B	Baristo Road	Sunrise Way	El Cielo Road	New Pedestrian Level Street Lighting	1.0	No street lights except at signalized intersections.	Add sidewalk level streetlights.	Yes	$120
PEDB00C	Baristo Road (South Side)	El Cielo Road	Farrell Drive	New Sidewalks, Curbs, and Gutters	0.4	No sidewalks, curb, or gutter.	Add sidewalks with curb and gutter.	Yes	$93
PEDB00D	Baristo Road (North Side)	Pavilion Way	320' East	New Sidewalks	0.1	No sidewalks, but curb exists.	Add sidewalks.	Yes	$60

Table 6-2. Proposed Pedestrian Improvements by City

ID #	Street/Path	From	To	Category	Length (mi)	Existing Condition	Proposed Condition	Regionally Significant?	Estimated Cost
B1	Baristo Road and Farrell Drive	N/A - Intersection Project		Transit Hub		Signalized intersection; Yellow ladder crosswalks on all legs; Countdown signals on Farrell Dr.; Audio signals .	Add advance stop lines to all legs (4); Add countdown signals to the east and west leg (4); Add protected left turns on all legs (4); Add a curb extension on the SE corner to cross Baristo Rd. (1); Replace the right-turn lane on the SW corner with a wide curb extension to cross Baristo Rd. (1).	Yes	$327,600
B2	Farrell Drive and Tahquitz Canyon Way	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns; Countdown signals; Audio signals; Transverse-line crosswalks.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add median noses to the east and west legs (2).	Yes	$81,900
B3	Baristo Road and Cielo Road	N/A - Intersection Project		Intersection Project		Signalized intersection; Countdown signals to cross Baristo Rd.; Audio signals; Transverse-line crosswalks on north, south and west legs.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add countdown signals to cross Farrell Dr. (4); Add curb extensions to the north and south legs (2).	Yes	$163,800
B4	Baristo Road and Civic Drive	N/A - Intersection Project		Intersection Project		T-intersection; 1-way stop for Civic Dr..	Add a zebra-stripe crosswalk to the north leg (1); Add an advance stop line to the north leg (1); Add curb extensions to the north leg (2).	Yes	$81,900
B5	Baristo Road and Compadre Road	N/A - Intersection Project		Intersection Project		T-intersection; 1-way stop for Compadre Rd.; Yellow ladder crosswalk on west leg.	Add a zebra-stripe crosswalk to the south leg (1); Replace the yellow crosswalk on the west leg with a white zebra-stripe crosswalk (1); Add an advance stop line to the south leg (1); Add a curb extension to the NW corner of the west leg (1); Add overhead lighting of this crosswalk (1 set); Add advance yield lines to the west leg (2); Add R1-5 signs to the west leg (2); Add W11-2 signs with (W16-P9) and (W16-7P) plaques to the west leg (4).	Yes	$81,900

Table 6-2. Proposed Pedestrian Improvements by City

ID #	Street/Path	From	To	Category	Length (mi)	Existing Condition	Proposed Condition	Regionally Significant?	Estimated Cost
B6	Baristo Road and the Palm Springs High School Entrance	N/A - Intersection Project		Intersection Project		Signalized intersection; Countdown signals; Audio signals; Yellow transverse-line crosswalks; Overhead lighting.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add raised crosswalks to all legs (4).	Yes	$163,800
B7	Baristo Road and Cerritos Drive/Pavilion Way	N/A - Intersection Project		Intersection Project		4-way stop; No marked crosswalks.	Proposed Option 1: Replace the 4-way stop with a roundabout; Add overhead lighting of the intersection. Proposed Option 2: Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add curb extensions to the north and south legs (4); Add overhead lighting.	Yes	$245,700
B8	Farrell Drive and Ramon Road	N/A - Intersection Project		Intersection Project		Signalized intersection; Protected left turns; Audio signals; Transverse-line crosswalks.	Add zebra-stripe crosswalks to all legs (4); Add advance stop lines to all legs (4); Add countdown signals to all legs (8).	Yes	$81,900
								PALM SPRINGS TOTAL:	**$3,767,793**

Table 6-3. Proposed Transit Stop Bike Amenities by City

ID #	Line	Street	Cross Street	Stop #	Direction	Position (NS: Near Side; FS: Far Side)	Amenity Type
CATHEDRAL CITY							
BUS_CC06	30	Date Palm Dr.	Ramon Rd.	517	SB	FS	Bike Rack
BUS_CC07	30	Ramon Rd.	Date Palm Dr.	596	WB	FS	Bike Rack
BUS_CC01	32	Vista Chino	Landau Blvd.	160	EB	NS	Bike Rack
BUS_CC02	32	Vista Chino	Landau Blvd.	167	WB	FS	Bike Rack
BUS_CC04	32	Date Palm Dr.	30th Ave.	274	SB	FS	Bike Rack
BUS_CC05	32	30th Ave.	Date Palm Dr.	278	WB	FS	Bike Rack
BUS_CC03	31/ 111	B St.	Buddy Rogers	147	WB	NS	Bike Locker
COACHELLA							
BUS_COA05	90	Orchard Ave.	5th St.	452	SB	NS	Bike Rack
BUS_COA06	90	Van Buren St.	Ave 50	453	NB	FS	Bike Rack
BUS_COA08	90	7th St.	Orchard Ave.	968	EB	FS	Bike Rack
BUS_COA01	91	Harrison St.	Grapefruit Blvd.	304	SB	FS	Bike Rack
BUS_COA02	91	Harrison St.	Grapefruit Blvd.	305	NB	FS	Bike Rack
BUS_COA04	90/111	Orchard Ave.	5th St.	361	NB	FS	Bike Rack
BUS_COA09	90/111	7th St.	Orchard Ave.	514	WB	NS	Bike Rack
BUS_COA03	90/91	Harrison St.	Ave 50	356	SB	FS	Bike Rack
BUS_COA07	90/91	Harrison St.	Ave 50	815	NB	NS	Bike Rack
DESERT HOT SPRINGS							
BUS_DHS01	14	Palm Dr.	Two Bunch Palms Dr.	1	NB	NS	Bike Rack
BUS_DHS02	14	Palm Dr.	Hacienda Ave.	2	NB	NS	Bike Rack
BUS_DHS05	14	Palm Dr.	Buena Vista Ave.	621	NB	NS	Bike Rack
BUS_DHS06	14	Palm Dr.	Pierson Blvd.	763	SB	NS	Bike Rack
BUS_DHS07	14	Palm Dr.	Two Bunch Palms Dr.	765	SB	FS	Bike Rack
BUS_DHS08	14	Palm Dr.	1St St.	822	NB	FS	Bike Rack
BUS_DHS09	15	Hacienda Ave.	Don English Way	859	WB	FS	Bike Rack
BUS_DHS03	14/15	Palm Dr.	Hacienda Ave	5	SB	FS	Bike Rack
BUS_DHS04	14/15	Palm Dr.	Buena Vista Ave.	483	SB	NS	Bike Rack
INDIAN WELLS							

Table 6-3. Proposed Transit Stop Bike Amenities by City

ID #	Line	Street	Cross Street	Stop #	Direction	Position (NS: Near Side; FS: Far Side)	Amenity Type
BUS_IW03	111	Hwy 111	Indian Wells Ln.	544	EB	FS	Bike Rack
BUS_IW04	111	Hwy 111	Indian Wells Ln.	564	WB	FS	Bike Rack
BUS_IW01	111/53	Hwy 111	Village Center Dr.	253	EB	FS	Bike Rack
BUS_IW02	111/53	Hwy 111	Village Center Dr.	254	WB	NS	Bike Rack
INDIO							
BUS_INDIO06	80	Ave 48	Jackson St.	374	WB	FS	Bike Rack
BUS_INDIO08	81	Ave 44	Jackson St.	790	WB	FS	Bike Rack
BUS_INDIO02	111	Hwy 111	Monroe St.	100	WB	MB	Bike Rack
BUS_INDIO07	111	Hwy 111	Monroe St.	550	EB	FS	Bike Rack
BUS_INDIO01	111/ 80	Hwy 111	Dr. Carreon Blvd.	93	EB	MB	Bike Rack
BUS_INDIO09	54/ 80/ 81/ 90/ 91/ 95/ 111	Hwy 111	Flower St.	835	EB	FS	Bike Rack
BUS_INDIO03	80/ 54	Monroe St.	Hoover St	107	NB	FS	Bike Rack
BUS_INDIO04	80/ 54/ 81	Monroe St.	Fred Waring Dr.	321	SB	FS	Bike Rack
BUS_INDIO05	81/ 111	Hwy 111	Clinton St.	333	WB	MB	Bike Rack
LA QUINTA							
BUS_LQ01	70	Adams St.	Hwy 111	84	SB	FS	Bike Locker
BUS_LQ02	70	Avn. Bermudas	Calle Tampico	87	NB	NS	Bike Rack
BUS_LQ03	70	Avn. Bermudas	Calle Tampico	88	SB	FS	Bike Rack
BUS_LQ04	70	Washington St.	Calle Tampico	298	NB	FS	Bike Rack
BUS_LQ08	70	Calle Tampico	Washington St.	869	WB	FS	Bike Rack
BUS_LQ09	70	Adams St.	Hwy 111	891	NB	NS	Bike Rack
BUS_LQ05	111	Hwy 111	Washington St.	547	EB	FS	Bike Rack
BUS_LQ06	111	Hwy 111	Adams St.	561	WB	FS	Bike Locker
BUS_LQ07	111	Hwy 111	Adams St.	571	EB	FS	Bike Locker
PALM DESERT							
BUS_PD03	32	Gerald Ford Dr.	Cook St.	205	WB	FS	Bike Rack
BUS_PD08	32	Dinah shore Dr.	Shoppers Ln.	938	WB	FS	Bike Rack
BUS_PD06	70	Harris Ln.	Washington St.	839	WB	FS	Bike Rack

Table 6-3. Proposed Transit Stop Bike Amenities by City

ID #	Line	Street	Cross Street	Stop #	Direction	Position (NS: Near Side; FS: Far Side)	Amenity Type
BUS_PD05	111	Monterey Ave.	San Gorgonio Way	778	NB	NS	Bike Rack
BUS_PD07	111	Hwy 111	Monterey Ave.	873	EB	FS	Bike Rack
BUS_PD01	111/ 52/ 32	Town Center Way	Hahn	65	NB	NS	Bike Locker
BUS_PD02	111/ 54	Town Center Way	Hahn	67	SB	FS	Bike Locker
BUS_PD04	53/ 111	Hwy 111	Desert Crossing	536	EB	FS	Bike Rack
PALM SPRINGS							
BUS_PS04	14	Gene Autry Tr.	E. Vista Chino	490	SB	NS	Bike Locker
BUS_PS07	14	Gene Autry Tr.	Vista Chino	614	NB	FS	Bike Locker
BUS_PS02	24	Tahquits Cyn Way	Civic Dr.	29	WB	FS	Bike Rack
BUS_PS05	24	Avn. Caballeros	Vista Chino	496	NB	FS	Bike Rack
BUS_PS06	24	Vista Chino	Avn. Caballeros	609	EB	FS	Bike Rack
BUS_PS01	111	E. Palm Canyon Dr.	Gene Autry Tr.	15	EB	FS	Bike Rack
BUS_PS08	111	Palm Cyn Dr.	Gene Autry Tr.	667	WB	FS	Bike Rack
BUS_PS10	14/24/ 30	Baristo Rd.	Farell Dr.	889	EB	NS	Bike Locker
BUS_PS03	14/30/ 111	Palm Cyn Dr.	Baristo Rd.	128	SB	FS	Bike Locker
BUS_PS09	14/30/ 24	Baristo Rd.	Farell Dr.	780	WB	MB	Bike Locker
RANCHO MIRAGE							
BUS_RM06	32	Dinah Shore Dr.	Shoppers Lane	939	EB	FS	Bike Rack
BUS_RM01	53	Bob Hope Dr.	Hospital	582	NB	FS	Bike Rack
BUS_RM02	111	Hwy 111	Mirage Cove Dr.	643	EB	FS	Bike Rack
BUS_RM03	111	Hwy 111	Rancho Las Palmas	650	EB	NS	Bike Rack
BUS_RM04	111	Hwy 111	Rancho Las Palmas	659	WB	NS	Bike Rack
BUS_RM05	111	Hwy 111	Mirage Cove Dr.	663	WB	FS	Bike Rack
COUNTY OF RIVERSIDE							
BUS_RIV01	32	Ramon Rd.	Shelter Dr.	427	WB	FS	Bike Rack
BUS_RIV02	32	Ramon Rd.	Varner Rd.	429	EB	FS	Bike Rack
BUS_RIV03	91/95	Lincoln St.	Gardenia Ct.	867	NB	NS	Bike Rack
BUS_RIV04	91/95	Lincoln St.	63rd Ave.	979	NB	FS	Bike Rack

CHAPTER 7. FUNDING SOURCES

INTRODUCTION

A variety of potential funding sources, including local, state, regional, and federal funding programs, may be used to construct the proposed bicycle and pedestrian improvements. Most of the federal and state programs are competitive, and they involve the completion of extensive applications with clear documentation of project need, costs, and benefits. Local funding for projects can come from sources within jurisdictions that compete only with other projects in each jurisdiction's budget. A detailed program-by-program of available funding programs, along with the latest relevant information, follows.

FEDERAL FUNDING PROGRAMS

MAP-21

The Moving Ahead for Progress in the 21st Century Act (MAP--21), passed in June 2012, sets the framework for spending federal transportation revenue. Bicycle and pedestrian projects are primarily funded through the Transportation Alternatives Program (TAP). MAP-21 was intended to be a two-year transportation spending bill, but it has been extended until Congress reauthorizes a more permanent source. Accordingly, the following discussion is subject to change.

Under MAP-21, bicycling and walking projects are eligible for the following core programs: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality Improvement (CMAQ), Metropolitan Planning, and Transportation Alternatives. Transportation Alternatives program funds are drawn from NHPP, STP, CMAQ, and Metropolitan Planning and are dedicated funds by and large for bicycling, walking, and safety for all users. Biking, walking, and trails projects are also eligible for a handful of other programs such as Scenic Byways funds, the Transportation, Community, and System Preservation Program (TCSP), and Tribal High Priority Projects.

The Cardin-Cochran amendment to MAP-21 requires 50 percent of all program funding to be distributed by population directly to local metropolitan planning organizations. The rest of the funding is administered by the states. Thus, MAP-21 funding in California is administered by the California Department of Transportation (Caltrans) and the local metropolitan planning organization (MPO). In the past, the relevant MPO has been the Los Angeles Metropolitan Transportation Authority (Metro), but the law may be interpreted such that the Southern California Association of Governments (SCAG) will play the role of the local MPO.

Each state has its own method for distributing federal funds. California folds its Transportation Alternative program funds into an Active Transportation Program.

More information can be found at:
http://www.fhwa.dot.gov/map21/summaryinfo.cfm

Highway Safety Improvement Program (HSIP)

The HSIP was reauthorized under MAP-21. The program aims to achieve a significant reduction in traffic fatalities and serious accidents through the implementation of infrastructure-related highway safety improvements. These improvements may be on any public road or publicly owned bicycle and pedestrian pathway or trail, and can include the use of devices such as traffic signals, curb extensions, and crosswalks.

MAP-21 allows each state to use HSIP funds for education and enforcement activities, as long as those activities are consistent with the state's Strategic Highway Safety Plan (SHSP). California completed its SHSP in September 2006 and created an Implementation Plan in April 2008. MAP-21 also requires states to focus funds on improvements for pedestrians and the elderly if the number of crashes among these groups is not below a threshold level.

Applications are submitted electronically and must demonstrate that the proposed engineering improvements will increase the safety of the proposed project area. These are calculated in the application program using Crash Reduction Factors with accompanying financial values. Project areas that have a prior history of injuries or fatalities are more likely to be funded.

More information can be found at:
http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm

Transportation, Community, and System Preservation Program (TCSP)

This program is authorized under MAP-21. It provides federal funding for projects that improve the efficiency of the transportation system, reduce the impact on the environment, and generally investigate the relationships between transportation, community, and system preservation. Eligible projects include improving conditions for bicycling and walking, better and safer operations of existing roads, new signals, and development of new programs. States, MPOs, and local jurisdictions are eligible to apply for the discretionary grants. Grantees must annually report on the status of the project and the degree to which the project is attaining the stated goals. The report must include quantitative and qualitative assessments. The Federal Highway Administration (FHWA) solicits a call for grant applications annually.

More information can be found at:
http://www.fhwa.dot.gov/tcsp/index.html

Land and Water Conservation Fund (LWCF)

The Land and Water Conversation Fund was authorized under MAP-21. States receive individual allocations of LWCF grant funds based on a national formula, with state population being the most influential factor. States initiate a statewide competition for the amount available annually. The state then receives, scores, and ranks applications according to certain project selection criteria so that only the top-ranked projects (up to the total amount available that year) are chosen for funding. Chosen applications are then forwarded to the National Park Service for formal approval and obligation of federal grant monies. Bike paths and recreational trails are eligible uses of this money. Cities, counties, recreation and park districts, and any other entity that has the authority to develop or maintain a public park is eligible to apply. This program is a reimbursement program, and the applicant is expected to initially finance the entire project. A one-for-one match is required, and federal funds cannot be used as a match, except Community Development Block Grants. The California State Parks Department administers these state funds.

More information can be found at: http://www.parks.ca.gov

Community Development Block Grants (CDBG)

The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Every year, the local governments receive federal money for a wide variety of community improvements in the form of CDBG funds. Bicycle and pedestrian facilities are eligible uses of these funds. CDBG funds only pay for projects in areas of economic need. No match is required.

More information can be found at: www.hud.gov/cdbg

Rivers, Trails, and Conservation Assistance (RTCA) Program

This program is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conservation and outdoor recreation projects.

More information can be found at:
http://www.nps.gov/orgs/rtca/index.htm

http://www.nps.gov/orgs/rtca/apply.htm

STATE FUNDING PROGRAMS

Active Transportation Program

The Active Transportation Program results from Senate Bill 99, Chapter 359, and Assembly Bill 101, Chapter 354, that passed and were signed by Governor Brown. The program's purpose is to increase the use of active modes of transportation by funding projects that improve options.

The program combines the federal TAP funds with former statewide bicycle, pedestrian, and Safe Routes to School programs. Program funds are available for design and construction of any bicycle or pedestrian project, including infrastructure projects, plans, and non-infrastructure projects. Capital improvements such as environmental design, right-of-way, and construction are eligible. The program will fund the following plans, such as the development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community. It will also fund non-infrastructure projects, including education, encouragement, and enforcement projects.

The Active Transportation Program increased funding for bicycle and pedestrian projects. Caltrans has administered two cycles of programs as of 2015. The funds are distributed through competitive grants with the following formula:

- 40 percent to metropolitan transportation organizations in urban areas with populations greater than 200,000
- 10 percent to small urban and rural areas with 200,000 or fewer people
- 50 percent available statewide in competitive grants

More information can be found at:
http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Office of Traffic Safety (OTS)

The California Office of Traffic Safety (OTS) seeks to reduce motor vehicle fatalities and injuries through a national highway safety program. Priority areas include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records, roadway safety, and community-based organizations.

The OTS provides grants for one to two years. The California Vehicle Code (Sections 2908 and 2909) authorizes the apportionment of federal highway safety funds to the OTS program. Bicycle safety programs are eligible programs for OTS start-up funds. City and county agencies are eligible to apply, as are councils of governments. There is no set maximum for grants, and no match is required; however, contributions of other funds may make projects more competitive.

More information can be found at:
http://www.ots.ca.gov/Grants/

Assembly Bill (AB) 2766 Subvention Program

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District (SCAQMD) allocates 40 percent of these funds to cities according to their proportion of the South Coast's population for projects that improve air quality. The projects are up to the discretion of the city and may be used for bicycle or pedestrian projects that could encourage people to bicycle or walk in lieu of driving. The other 60 percent is allocated through a competitive grant program that has specific guidelines for projects which improve air quality. The guidelines vary and funds are often eligible for a variety of bicycle and pedestrian projects.

The Mobile Source Review Committee administers the discretionary funds.

In fiscal year 2012–2013, local jurisdictions received the following amounts from the SCAQMD.

- Cathedral City: $62,671
- Coachella: $50,550
- Desert Hot Springs: $33,340
- Indian Wells: $6,074
- Indio: $94,171
- La Quinta: $38,378
- Palm Desert: $59,678
- Palm Springs: $62,500
- Rancho Mirage: $21,115
- Unincorporated Riverside County: $686,813

More information can be found at:
http://www.aqmd.gov/home/programs/local-government/local-government-detail?title=ab2766-motor-vehicle-subvention-program

Transportation Planning Grant Program

The Transportation Planning Grant Program has two grant programs that can aid in the planning and development of bicycle and pedestrian facilities. The Environmental Justice: Context Sensitive Planning Grant is to promote the involvement of low-income and minority groups in the planning of transportation projects. The program requires a local match of 10 percent with a 5 percent in-kind contribution maximum. The Community Based Transportation Planning (CBTP) program funds coordinated transportation and land use planning projects that encourage community involvement and partnerships. These projects must support livable and sustainable community concepts. The Office of Community Planning, part of Caltrans's Division of Transportation Planning, is responsible for managing the program and receives approximately $3 million annually for each program. Grants are available up to $300,000 for the Community Based Transportation Planning grant and up to $250,000 for the Environmental Justice Context Sensitive Planning Grant. MPOs, regional transportation planning agencies, cities, counties, and transit agencies are all eligible to apply for funding.

More information can be found at:
http://www.dot.ca.gov/hq/tpp/grants.html

LOCAL FUNDING

Measure A

In 1998, voters approved Measure A, Riverside County's half-cent sales tax for transportation. Funds are allocated to each of three districts—western Riverside County, the Coachella Valley, and the Palo Verde Valley—in proportion to what they contribute. In 2002, Measure A was extended by Riverside County voters to fund transportation improvements through 2039.

Non-motorized transportation projects are not included in a specific category of funding under Measure A. Individual projects can be included by each city under the Local Streets and Roads program's allocation of funds. Local Streets and Roads funds are remitted to local jurisdictions on a monthly basis. In order for individual projects to receive these funds, cities must provide an annual Maintenance of Effort certification and five-year capital improvement plan/program (CIP) that lists projects that will be funded under Measure A. Projects not included in the five-year CIP would not be eligible for Measure A funding.

Of the $870 million of 20-year Measure A revenues, approximately $240 million is allocated for the Coachella Valley and $13 million for the Palo Verde Valley, which may or may not include those for on-street bicycle facilities. Oftentimes, bicycle lane (Class II) projects are included as part of larger roadway projects and would not be called out specifically as a bicycle project.

The Riverside County Transportation Commission administers Measure A funds. Thirty-five percent of Measure A funds are distributed to cities and 15 percent is distributed to SunLine Transit, with the remaining 50 percent administered by CVAG.

Transportation Uniform Mitigation Fee (TUMF)

As part of Measure A, an innovative Transportation Uniform Mitigation Fee or TUMF was created. Under the TUMF, developers of residential, industrial, and commercial property pay a development fee to fund transportation projects that will be required as a result of the growth the projects create. CVAG administers the fee program. The TUMF program does not have a specific category set aside for non-motorized transportation projects; however, the TUMF Advisory Subcommittee will recommend whether non-motorized projects should be considered in the Total Regional Transportation System Cost used in the TUMF calculations. Eligible projects must be included in a city's general plan circulation element.

The Transportation Project Prioritization Study, the Regional Arterial Cost Estimate, and the TUMF Nexus Study update guidelines for TUMF funds.

Resurfacing and Repaving

A jurisdiction is able to add bicycle lanes and sharrows when resurfacing and repaving streets. While other lanes are restriped, the bike facilities can be painted as well.

New Construction

Future road widening and construction projects are one means of providing bike lanes. To ensure that roadway construction projects provide bike lanes where needed, it is important that an effective review process is in place to ensure new roads meet the standards and guidelines presented in this plan. Developers may also be required to dedicate land toward the widening of roadways in order to provide for enhanced bicycle mobility.

Benefit Assessment Districts

Bike paths, lanes, parking, and related facilities can be funded as part of a local benefit assessment district. However, defining the boundaries of the benefit district may be difficult since the bikeways will have city-wide, county-wide, or region-wide benefits.

Adopt-A-Path Program

Maintenance of bicycle paths and recreational trails could be paid for from private funds in exchange for recognition, such as signs along the path saying "Maintained by [name]." In order for this funding source to be sustainable, a special account can be set up for donors to pay into.

General Funds

Cities and counties may spend general funds as they see fit. Any bicycle, pedestrian, or trails project can be funded completely through general funds, or general funds can be used as a local match for grant funds.

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CHAPTER 8. DESIGN GUIDANCE

INTRODUCTION

A collection of guidelines and standards for bicycle facility design has been assembled to bring good practices and consistency to the Coachella Valley region. This chapter is dedicated to discussing the application of different facility types.

BICYCLE DESIGN GUIDELINES

The following guidelines present the recommended minimum design standards and other recommended ancillary support items for bike paths, bike lanes, bike routes, protected bike lanes, colored bike lanes, buffered bike lanes, and sharrows. Where possible, it may be desirable to exceed the minimum standards. These guidelines cover basic concepts. The Caltrans Highway Design Manual (HDM) contains more detailed standards and guidance in Chapter 1000 and should be followed. The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012) and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2010) may be referenced where the HDM is silent.

This section also references the uniform standards and specifications for traffic control devices in the California Manual on Uniform Traffic Control Devices (California MUTCD).

Class I Bike Path Facilities Design Recommendations

- All Class I bike paths should conform to the design guidelines set forth by Caltrans.
- Class I bike paths should generally be designed as separated facilities away from parallel streets. They are commonly planned along rights-of-way such as waterways, utility corridors, railroads, and the like that offer continuous separated riding opportunities.

Class I Bike Path

- Both AASHTO and Caltrans recommend against using most sidewalks for bike paths because of conflicts with driveways and intersections. Where sidewalks are used as bike paths, they should be placed along routes with few driveways and intersections, be properly separated from the roadway, not contain obstructions (bus stops, signs, trees, trash receptacles, etc.), and have carefully designed intersection crossings.
- Bike paths should have a minimum of 8 feet of pavement, with at least 2 feet of unpaved shoulders for pedestrians/runners, or a separate pathway for pedestrians/runners where feasible. A pavement width of 12 feet is preferred.
- Sidewalk paths and unpaved facilities that are not funded with federal transportation dollars and that are not designated as Class I bike paths do not need to be designed to Caltrans standards.
- Class I bike path roadway crossings should be carefully engineered to accommodate safe and visible crossing for users. The design needs to consider the width of the roadway, whether it has a median, and the roadway's average daily and peak-hour traffic volumes. Crossings of low-volume streets may require simple stop signs. Crossings of streets with average daily traffic (ADT) of over 15,000 vehicles per hour should be assessed for signalized crossing, flashing LED beacons, crossing islands, or other devices. Roundabouts may be a desirable treatment for a bike path intersecting with roadways where the bike path is not next to a parallel street.
- Lighting should be provided where bicyclists will likely use the bike path in the late evening, such as along commuter routes.
- Barriers at path entrances to prevent motorized vehicles from entering, such as obstacle posts and gates, can obstruct bicyclists and should be avoided when possible. Typically, barriers should not be considered until after it has been determined that other measures to prevent motor vehicles from entering have failed,

No Motor Vehicles (R5-3 Sign)

and where the safety and other issues posed by unauthorized vehicles are more serious than the safety and access issues posed to path users. Signs and other design solutions are preferred.

- Bike path construction should take into account vertical requirements and the impacts of maintenance and emergency vehicles on shoulders.

Class II Bike Lane Facilities Design Recommendations

The following guidelines should be used when designing Class II bikeway facilities. HDM Chapter 1000, AASHTO, the California MUTCD, and the Caltrans Traffic Manual provide these guidelines.

Class II Bike Lane

- Class II bike lane facilities should conform to the minimum design standard of 5 feet in width in the direction of vehicle travel adjacent to the curb lane. Where space is available, a width of 6 to 8 feet is preferred, especially on busy arterial streets, on grades, and adjacent to parallel parking.
- Under certain circumstances, bike lanes may be 4 feet in width. Situations where this width is permitted include:
    - Bike lanes located between through traffic lanes and right turn pockets at intersection approaches (as shown on page 8-12)
    - Where there is no parking, the gutter pan is no more than 12 inches wide, and the pavement is smooth and flush with the gutter pan
    - Where there is no curb and the pavement is smooth to the edge
- Bike Lane (R81) and Bike Route (D11-1) signage shall be posted after every significant intersection along the route of the bike lane facility. Begin and End (R81A or R81B) plaques should accompany the Bike Lane sign when appropriate. The route number shown on the Bike Route Identification sign should correspond to the latest city or county bicycle routes and facilities map. The Bike Route Identification sign can also be used in conjunction with an arrow plaque (M6 series) in advance of another approaching bike lane or route to direct bicyclists. If a bike lane exists where parking is prohibited, No Parking signage may accompany bike lane signage.

Bike Lane (R81) and Bike Route (D11-1) Signs

- Bike lanes should be striped with a 6-inch-wide solid white stripe (California MUTCD Detail 39) and should be dashed (Detail 39A) at an intersection approach. The length of Detail 39A shall be 100 feet when the block is short (less than 400 feet) and 200 feet where the block is longer or vehicle speeds are high (greater than 35 miles per hour [mph]). The dashed bike lane stripe allows for use of the bike lane as a right turn pocket for motor vehicles.

Bike Lane Striping and Stencil

- At the beginning of each and end of each block and at approximately 150- to 250-foot intervals, pavement stencils of a bicycle and arrow shall be used to show the direction of travel (see left). The stencils at the end of the block should be placed just before the dashed bike lane stripe (Detail 39B).
- Bike lanes with two stripes are more visible than those with one and are preferred. The second inside stripe (4-inch solid white) would differentiate the bike lane from the parking lane where appropriate.
- Where space permits, intersection treatments should include bike lane pockets, as shown on page 8-12.
- At signalized intersections, loops or other means of bicycle detection should be installed near the limit line in the bike lane and all vehicle lanes that have detection. Signal timing and phasing should be set to accommodate bicycle acceleration speeds. Painted bicycle detector stencils may be placed at detection zones located within the bike lane to notify bicyclists where they can actuate the signal.
- Where bike lanes terminate, they typically should transition to a Class III bike route when possible. Cyclists should be notified through a sign that includes the Bike Lane sign (R81) with an End plaque (R81B). Shared lane markings (sharrows) should be placed in the transition zone to help guide cyclists to the proper place to ride in the lane. Class III bike route time, distance and destination signs should help provide continuity.
- When bike lanes are to be implemented on existing roadway surfaces, it is important to identify and remediate any longitudinal cracking greater than half an inch wide, vertical deformations such as utility covers that are not flush, and other conditions that may affect rideability.
- Traffic signals can be timed and coordinated for cyclists (where appropriate).

Colored Bike Lanes

Green bicycle lanes increase visibility for cyclists. The Federal Highway Administration (FHA) and the California Traffic Control Device Committee have approved green bike lanes on an interim basis per California MUTCD IA-14; Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes. The State of California has requested and received approval from the FHA to implement California MUTCD IA-14 statewide. Consequently, the cities or the County may implement green bike lanes without the need to notify the State or the FHA, provided the California MUTCD guidelines are followed. Green bicycle lanes are sometimes used as "conflict zone" treatments. They are short lanes that are used at right turn pockets or driveways to alert right-turning motorists of the bike lane. Green bicycle lanes can also be used as a continuous treatment spanning the extended length of a bike lane corridor.

Green Bicycle Lane

Buffered Bike Lanes

Buffered bike lanes provide a painted divider between the bike lane and the adjacent travel lane. This additional space can improve the comfort of cyclists, as they do not have to ride as close to motor vehicles. Buffered bike lanes can also be used to narrow travel lanes, which slows traffic. An additional buffer may be used between parked cars and bike lanes to direct cyclists to ride outside of the door zone of the parked cars. Buffered bike lanes are most important in areas with significant parking turnover. Buffered bike lanes are most appropriate on wide, busy streets. They can be used on streets where physically separating the bike lanes with protected bike lanes is undesirable for cost, operational, or maintenance reasons.

Buffered Bicycle Lane

Buffered Bicycle Lane Schematic

Class III Bike Routes

Class III bike routes are typically simple signed routes along street corridors, usually local streets and collectors. With proper route signage, design, and maintenance, bike routes can be effective in guiding bicyclists along a route suited for bicycling that does not have enough roadway space for a dedicated Class II bike lane. Class III bike routes can be designed in a manner that encourages bicycle usage, convenience, and safety.

Class III Bike Route

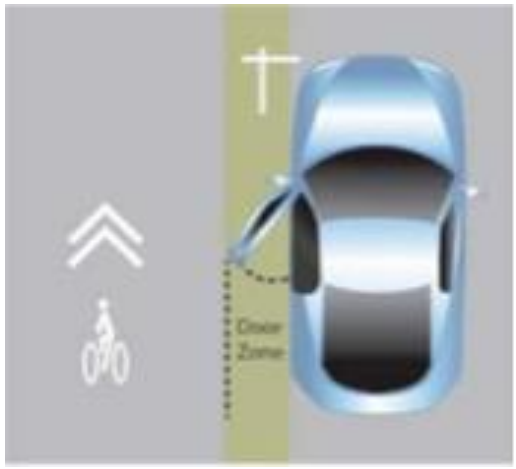
Bike routes can become more useful when coupled with the following techniques:

- Route, directional, and distance signage.
- Wide curb lanes.
- Shared lane marking stencils painted in the traffic lane along the appropriate path of where a bicyclist would ride in the lane.
- Accelerated pavement maintenance schedules.
- Traffic signals timed and coordinated for cyclists (where appropriate).
- At signalized intersections, loop detectors or other means of bicycle detection should be installed near the limit lane in all vehicle lanes that have vehicle detection.
- Traffic signals can be timed and coordinated for cyclists (where appropriate). Signal timing and phasing should be set to accommodate bicycle acceleration speeds.
- Traffic calming measures.
- Remediation of longitudinal cracking greater than half an inch wide, utility covers that are not flush, vertical deformations, and other conditions that may affect rideability.
- Bike Route (D11-1) signage, as shown on page 8-3, should be posted after every intersection along the route to inform bicyclists that the bikeway facility continues and alert motorists to the presence of bicyclists. Begin and End plaques (M4-14 and M4-6) should accompany the Bike Route sign when appropriate. The route number shown on the Bike Route Identification sign should correspond to the latest city or county bicycle routes and facilities map. The Bike Route sign can also be used in conjunction with an arrow plaque (M6 series) in advance of another approaching bike route or lane to direct bicyclists. If a bike route exists where parking is prohibited, No Parking signage may accompany bike lane signage.

Sharrows

Sharrow stencils are recommended as a way to enhance the visibility and safety of Class III bike routes. Sharrows (officially known as shared lane markings) indicate to cyclists the proper position in which to ride within the travel lane and assist with wayfinding. Sharrows also alert motorists that the travel lane is to

be shared with bicyclists. California MUTCD, Section 9C.103(CA) Shared Roadway Bicycle Markings states, "The shared roadway bicycle marking shall only be used on a roadway (Class III Bikeway (Bike Route) or Shared Roadway (No Bikeway Designation)." When used on streets with on-street parking, sharrows are to be placed such that the centers of the markings are a minimum of 11 feet from the curb face or edge of paved shoulder on streets with on-street parallel parking. On streets without on-street parking which have an outside travel lane that is less than 14 feet wide, the centers of the sharrows should be at least 4 feet from the face of the curb.

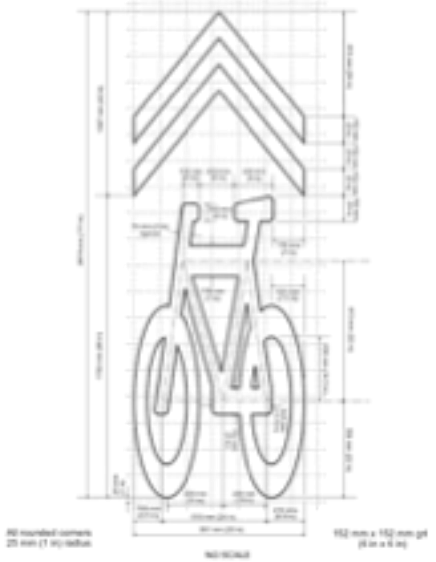


Door Zone and Sharrow Placement

On two-lane roadways, these minimum distances allow vehicles to pass bicyclists on the left within the same lane without encroaching into the opposite lane of traffic. (On multilane roadways, motorists must change lanes to pass a cyclist.) On streets with on-street parking, installing sharrows more than 11 feet from the curb will also move the bicyclist farther from the door zone (see above) (approximately 4 feet).

Sharrows should be placed in straight lines to encourage the bicyclist to travel in a straight line. This often means the sharrows are in the center of the lane, greater than the minimum guideline of 4 or 11 feet from the curb. Sharrows should always be placed outside the door zone where on-street parking is provided.

Ideally, sharrows should be placed immediately after an intersection and spaced no more than 150 feet apart on Class III bike routes. On streets with shared lane markings, they may be spaced up to 250 feet apart. Sharrows should also be placed at the end of each block approximately 50 feet in advance of the limit line. Placing the sharrows between tire tracks increases the life of the markings and decreases long-term maintenance costs.



Sharrow Stencil

Greenback Sharrows

Some cities highlight sharrows with a square of green paint to make them more visible. These are called greenback sharrows. The Federal Highway Administration currently permits experimentation of greenback sharrows. Cities and the County should use the same design guidelines as for regular shared lane markings. Sharrows are likely to be more effective where spaced close together.

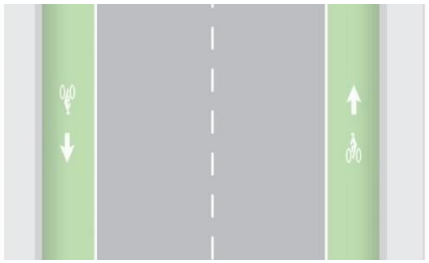
Sharrow Marking

Greenback Sharrow

Colored Pavement Treatments

Pavement coloring is useful for a variety of applications in conjunction with bicycle facilities. The primary goal of colored pavements is to differentiate specific portions of the traveled way, but colored pavements can also visibly reduce the perceived width of the street.

Colored pavements are used to highlight conflict areas between bicycle lanes and turn lanes, especially where bicycle lanes merge across motor vehicle turn lanes. Colored pavements can be used in conjunction with shared lane markings (greenback sharrows) in heavily used commercial corridors where no other provisions for bicycle facilities are evident.



Colored Bicycle Lanes Schematic

Green Colored Bicycle Lane: Santa Monica, California

While a variety of colored treatments have been used, the Federal Highway Administration has approved bright green for interim use. Maintenance of color and surface condition are considerations. Traditional traffic paints and coatings can become slippery. Long-life surfaces with good wet skid resistance should be considered.

Greenback Sharrow:
UCLA Campus

Wayfinding

The ability to navigate through a region is informed by landmarks, natural features, signs, and other visual cues. Wayfinding is a cost-effective and highly visible way to improve the bicycling environment by familiarizing users with the bicycle network, helping users identify the best routes to destinations, addressing misperceptions about time and distance, and helping overcome a barrier to entry for infrequent cyclists (e.g., "interested but concerned" cyclists).

A bikeway wayfinding system is typically composed of signs indicating direction of travel, location of destinations, and travel time/distance to those destinations; pavement markings indicating to bicyclists that they are on a designated route or bike boulevard and reminding motorists to drive courteously; and maps providing users with information regarding destinations, bicycle facilities, and route options.

Wayfinding Signs: Seattle, Washington

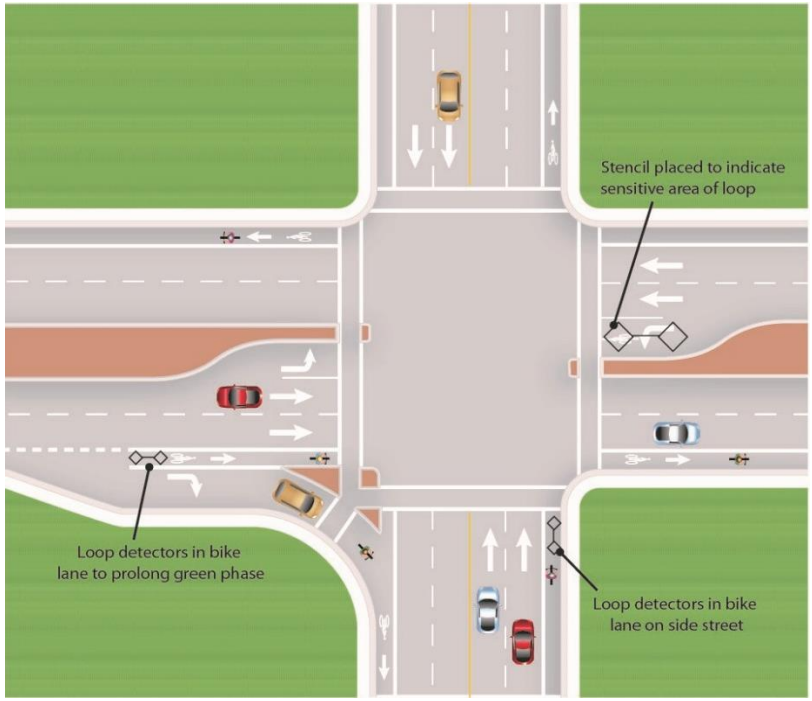
Legal Status

As of the writing of this Plan, a number of the designs discussed above, including protected intersections, colored bike lanes, bike boxes, and colored treatments of shared lane markings, have not yet been fully adopted by the federal MUTCD or AASHTO and are considered experimental treatments. These devices appear to be promising improvements in bicycle access and safety, as they have been widely used in Europe and experimented with in the United States. Any jurisdiction wishing to use these treatments should follow the appropriate experimental procedures.

BIKEWAY INTERSECTIONS

Intersections are junctions at which different modes of transportation meet and facilities overlap. A well-designed intersection facilitates the interchange between bicyclists, pedestrians, motorists, and transit so traffic flows in a safe and efficient manner. Designs for intersections with bicycle facilities should reduce conflicts between bicyclists (and other vulnerable road users) and vehicles by heightening visibility, denoting a clear right-of-way, and ensuring that the various users are aware of each other. Intersection treatments can resolve both queuing and merging maneuvers for bicyclists and are often coordinated with timed or specialized signals.

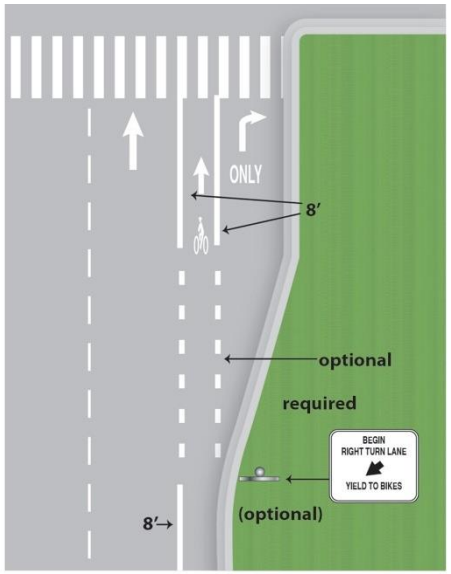
Chapter 6 provides general principles of geometric design; all these recommendations will benefit cyclists. The configuration of a safe intersection for bicyclists may include additional elements such as color, signs, medians, signal detection, and pavement markings. Intersection design should take into consideration existing and anticipated bicyclist, pedestrian, and motorist movements. In all cases, the degree of mixing or separation between bicyclists and other modes is intended to reduce the risk of crashes and increase bicyclist comfort. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function, and the adjacent land use.



Bikeway Markings at Intersections

Bikeway Markings at Intersections

Continuing marked bicycle facilities at intersections (up to the crosswalk) ensures that separation, guidance on proper positioning, and awareness by motorists are maintained through these potential conflict areas. The appropriate treatment for right-turn-only lanes is to place a bike lane pocket between the right turn lane and the rightmost through lane. If a full bike lane pocket cannot be accommodated, a shared bicycle/right turn lane can be installed that places a standard-width bike lane on the left side of a dedicated right turn lane. A dashed strip delineates the space for bicyclists and motorists within the shared lane. This treatment includes signs advising motorists and bicyclists of proper positioning within the lane. Sharrows are another option for marking a bikeway through an intersection where a bike lane pocket cannot be accommodated.



Bike Lane Markings at Intersections with Right Turn Lanes

Bike Signal Heads

Bicycle signal heads may be installed at signalized intersections to improve identified safety or operational problems for bicyclists; they provide guidance for bicyclists at intersections where bicyclists may have different needs from other road users (e.g., bicycle-only movements and leading bicycle intervals) or to indicate separate bicycle signal phases and other bicycle-specific timing strategies. A bicycle signal should only be used in combination with an existing conventional or hybrid beacon. In the United States, bicycle signal heads typically use standard three-lens signal heads in green, yellow, and red with a stencil of a bicycle.

Bike Signal Head: Long Beach, California

Bicycle Signal Detection

Bicycle detection is used at actuated traffic signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either through the use of push buttons or by automated means (e.g., in-pavement loops, video, and microwave). Inductive loop vehicle detection at many signalized intersections is calibrated to the size or metallic mass of a vehicle, meaning that bicycles may often go undetected. The result is that

bicyclists must either wait for a vehicle to arrive, dismount, and push the pedestrian button (if available) or cross illegally. Loop sensitivity can be increased to detect bicycles.

Proper bicycle detection must accurately detect bicyclists (be sensitive to the mass and volume of a bicycle and its rider) and provide clear guidance to bicyclists on how to actuate detection (e.g., what button to push or where to stand).

Bike Boxes

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Appropriate locations include:

- At signalized intersections with high volumes of bicycles and/or motor vehicles, especially those with frequent bicyclist left turns and/or motorist right turns
- Where there may be right- or left-turning conflicts between bicyclists and motorists
- Where there is a desire to better accommodate left-turning bicycle traffic
- Where a left turn is required to follow a designated bike route or boulevard or access a shared-use path, or when the bicycle lane moves to the left side of the street
- When the dominant motor vehicle traffic flows right and bicycle traffic continues through (such as at a Y intersection or access ramp)

Bicycle Box: Portland, Oregon

Bicycle Countdowns

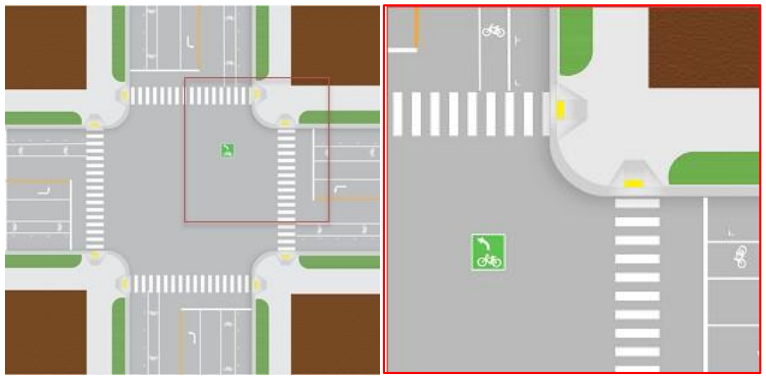
Near-side bicycle signals may incorporate a "countdown to green" display to provide information regarding how much time remains until the green bicycle indication is shown, enabling riders to push off as soon as the light turns green.

Leading Bicycle Intervals

Based on the Leading Pedestrian Interval, a Leading Bicycle Interval (LBI) can be implemented in conjunction with a bicycle signal head. Under an LBI, bicyclists are given a green signal while vehicular traffic is held at all red for several seconds, providing a head start for bicyclists to advance through the intersection. This treatment is particularly effective in locations where bicyclists are required to make a challenging merge or lane change (e.g., to access a left turn pocket) shortly after the intersection, as the LBI would give them sufficient time to make the merge before being overtaken by vehicular traffic. This treatment can be used to enhance a bicycle box.

Two-Stage Turn Queue Boxes

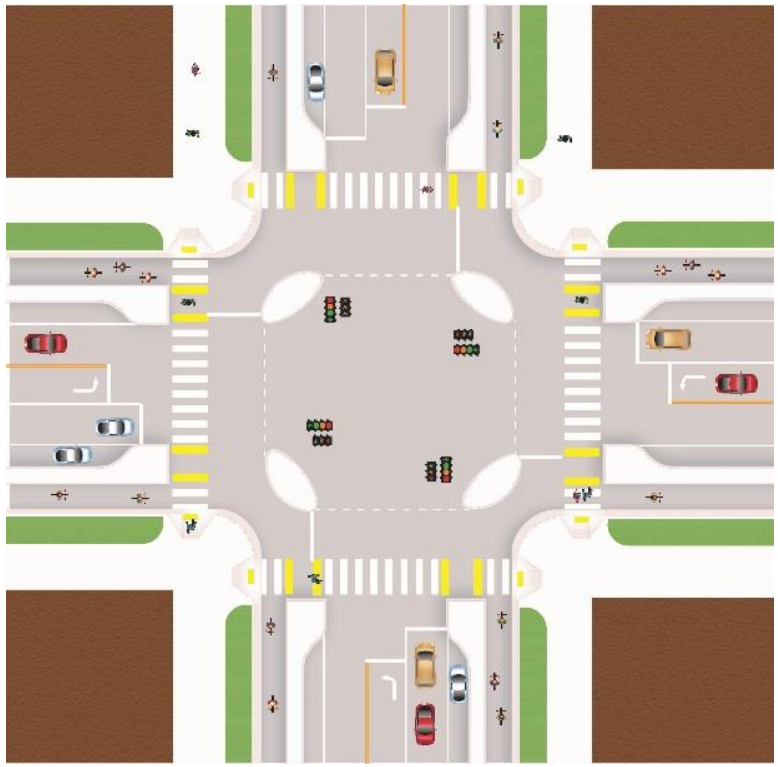
On right side protected bike lanes, bicyclists are often unable to merge into traffic to turn left due to physical separation. This makes the provision of two-stage left turns critical in ensuring these facilities are functional. The same principles for two-stage turns apply to both bike lanes and protected bike lanes. While two-stage turns may increase bicyclist comfort in many locations, this configuration will typically result in higher average signal delay for bicyclists because of the need to receive two separate green signal indications (one for the through street, followed by one for the cross street) before proceeding.



Two-Stage Turn Queue Box Schematic

Protected Intersections

At some intersections, Holland is using protective treatments for bicycles similar to protected bike lanes. These intersections have islands and crosswalks that allow people on bicycles to advance further in the intersection than motor vehicles and to stay to the right of motor vehicles. The islands protect bicyclists at the intersections. These treatments are designed in conjunction with and next to pedestrian crossings.

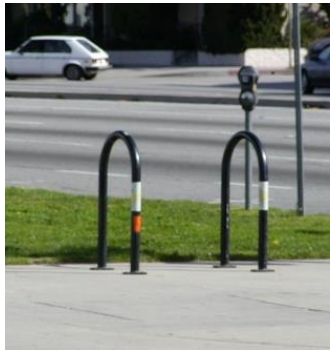


Protected Intersections Schematic

Bicycle Parking

Bicycle parking is not standardized in any state or municipal code. However, there are preferable types of secure bicycle accommodations available. Bicycle parking is a critical component of the network and facilitates bicycle travel, especially for commuting and utilitarian purposes. The provision of bicycle parking at every destination ensures that bicyclists have a place to safely secure their mode of travel. Elements of proper bicycle parking accommodation are outlined below.

- Bike racks provide short-term parking. Bicycle racks should offer adequate support for the bicycles and should be easy to lock to. The figures below display a common inverted-U design that accomplishes these recommendations.

Inverted-U Bike Racks

A multi-bicycle rack that works well

An innovative concept
where the bike rack itself looks like a bicycle

- Long-term parking should be provided for those needing all-day storage or enhanced safety. Bicycle lockers offer good long-term storage, as shown below. Attendant and automated parking also serves long-term uses.

Bicycle Lockers

- Bicycle parking should be clearly identified by signage, such as shown in the figure below. Signage also identifies the location of racks and lockers at the entrance to shopping centers, buildings, and other establishments where parking may not be provided in an obvious location, such as near a front door.

Bicycle Parking Sign (Caltrans)

- Bicycle parking should be located close to the front door of buildings and retail establishments in order to provide for the convenience, visibility, and safety of those who park their bicycles.
- Bicycle lockers should have informational signage, placards, or stickers placed on or immediately adjacent to them identifying the procedure for how to use a locker. This information at a minimum should include the following:
    - Contact information to obtain a locker at City Hall or other administrating establishment
    - Cost (if any) for locker use
    - Terms of use
    - Emergency contact information
- Bicycle lockers should be labeled explicitly as such and not be used for other types of storage.
- Bicycle racks and storage lockers should be bolted tightly to the ground in a manner that prevents tampering.

PEDESTRIAN DESIGN GUIDELINES

Walking requires two important features in the built environment: people must walk along streets and they must get across streets. Crossing a street should be easy, safe, convenient, and comfortable. While pedestrian behavior and crossing design affect the street crossing experience, motorist behavior (whether and how motorists yield to pedestrians) is the most significant factor in pedestrian safety.

A number of tools exist to improve pedestrian safety and to make crossing streets easier and walking along streets more comfortable and inviting. Effective traffic management can address concerns about traffic speed and volume. A motorist driving more slowly has more time to see, react, and stop for a pedestrian. The number of pedestrians also influences motorists; in general, motorists are more aware of pedestrians when more people walk.

Providing marked crosswalks is only one of the many possible engineering measures. According to Charles Zegeer of the Pedestrian and Bicycle Information Center (PBIC), when considering how to provide safer crossings for pedestrians, the question should not be: "Should I provide a marked crosswalk?" Instead, the question should be: "What are the most effective measures that can be used to help pedestrians safely cross the street?" Deciding whether to mark or not mark crosswalks is only one consideration in creating safe and convenient pedestrian crossings.

In addition, providing adequate sidewalk width and amenities can increase pedestrian comfort and safety. Land uses play an important part in sidewalk design and dictate appropriate widths for each zone in the pedestrian way.

This section describes the majority of measures available to improve pedestrian crossings and sidewalks, including marked crosswalks, raised crossing islands and medians, lighting, sidewalk design, and streetscape enhancements. The measures are listed for crossings first, then for sidewalks.

The estimated costs in this section are for planning purposes. They will vary greatly depending on the existing conditions, design specifics of the treatment, and local materials and labor costs.

Intersection Type Guidance

Every location requires tailored design and engineering judgment. That judgment should follow the guidelines described in each of the following device sheets, as well as other guidance from the California Manual on Uniform Traffic Control Devices and other documents. It is possible, however, to identify the treatments that are commonly used at different types of intersections. They are as listed below.

Uncontrolled Crossings (No Signal or Stop Sign)

- High-visibility crosswalks
- Advance yield lines
- Signs
- Crossing islands (the most important device at multilane crossings)
- Rectangular rapid-flash beacons
- Hybrid beacons

As the number of travel lanes, traffic volume, street width, and speed increases, more devices are needed. Pedestrians need signals to cross four-lane crossings with ADTs between 20,000 and 30,000 (or greater); the exact threshold depends on the number of lanes, speeds, and roadway width.

Stop-Control Crossings

- Marked crosswalks (high-visibility crosswalks depending on traffic volumes, number of lanes, street width, number of pedestrians, presence of schools nearby)
- Advance stop bars
- Perpendicular curb ramps with tactile warning devices
- Curb extensions where on-street parking exists (depending on traffic volumes, number of lanes, street width, number of pedestrians, presence of schools nearby)
- Crossing islands (depending on number of travel lanes, street width, traffic volumes)

Signalized Crossings

- Countdown pedestrian signal heads
- Advance stop bars
- High-visibility crosswalks
- Accessible pedestrian signals
- Bulb-outs where on-street parking exists
- Crossing islands (depending on available space, traffic volumes, number of lanes, street width, number of pedestrians, presence of schools nearby)

Audio Pedestrian Signal

Crossings

Description

A device that communicates information to pedestrians in nonvisual format such as audible tones, verbal messages, and/or vibrating surfaces. These signals provide accessibility to those who have visual impairments. Verbal messages are generally preferred over tones.

Key Design Features

- Provides pedestrian signal information to those who cannot see the pedestrian signal head across the street
- Provides information to pedestrians about the presence and location of push buttons, if pressing a button is required to actuate pedestrian timing
- Provides unambiguous information about the WALK indication and which crossing is being signaled
- Uses audible beaconing only where necessary
- Should install two poles for APS speakers, located close to the departure location and crosswalk
- Ensures accessibility to for push button placement

Benefits

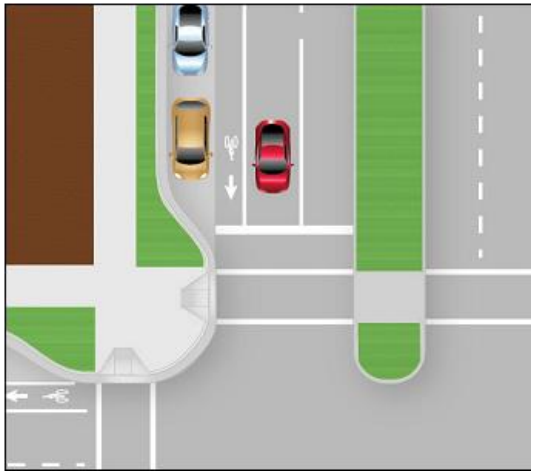
- Creates a more accessible pedestrian network
- Assists those who are visually impaired
- Can contain additional wayfinding information in messages
- More accurate judgments of the onset of the WALK interval
- Reduction in crossings begun during DON'T WALK
- Reduced delay
- Significantly more crossings completed before the signal changes

Applications

- ADA requires newly constructed or altered public facilities to be accessible, regardless of the funding source
- Installed by request along a specific route of travel for a particular individual or group of individuals who are blind or visually impaired

Advance Stop Bar

Crossings



Car stops at advance stop line, prior to crosswalk

Description

A placing of the stop limit line for vehicle traffic at a traffic signal behind the crosswalk for the added safety of crossing pedestrians.

Key Design Features

- Vehicle stop line moved 4 to 6 feet farther back from the pedestrian crossing

Benefits

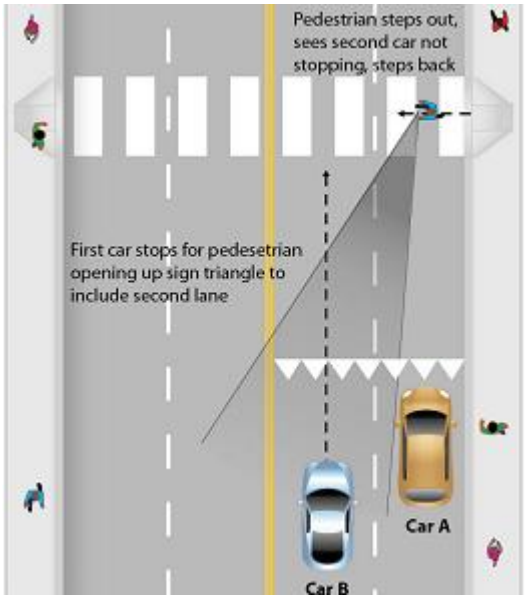
- Keeps cars from encroaching on crosswalk
- Low cost, effective device
- Improves visibility of through cyclists and crossing pedestrians for motorists
- Allows pedestrians and motorists more time to assess each other's intentions when the signal phase changes

Applications

- Can be used at any signalized or stop-controlled intersection
- Presence of advanced stop bar is more important on roadways with higher speeds (30 mph and greater)
- Should be included at all crossings of road with four or more lanes without a raised median or crossing island that has an ADT of 12,000

Advance Yield Line

Crossings



Advance yield line (shark's teeth) denotes yield point to motorists

Description

A placing of the yield line (shark's teeth) for vehicle traffic in advance of a crosswalk at uncontrolled locations.

Key Design Features

- Advanced yield line should be placed 20 to 50 feet in advance of crosswalks along with "Yield here to pedestrians" sign placed adjacent to the markings

Benefits

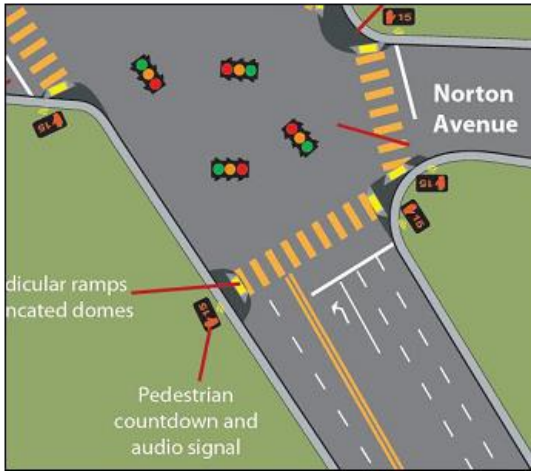
- Inexpensive treatment
- Improves sight visibility of pedestrians and motorists when used correctly
- Helps reduce potential of multiple-threat crashes
- Yielding vehicle does not screen the view of motorists in the pedestrian's next lane of travel
- Reduces likelihood that vehicle traveling behind yielding vehicle will cross centerline and strike pedestrian

Applications

- Crosswalks on streets with uncontrolled approaches
- Right turn slip lane crossings
- Midblock marked crosswalks
- Presence of advance yield line most important on multilane streets

Countdown Signal

Crossings



Pedestrian countdown signal shows there are 12 seconds left to cross before signal will turn

Description

A walk signal that provides a countdown to the next solid "don't walk" signal phase in order to provide pedestrians with information on how much time they have to cross.

Key Design Features

- Ensures that signals are visible to pedestrians
- When possible, provides a walk interval for every cycle
- Pedestrian push buttons must be well positioned and within easy reach for all approaching pedestrians

Benefits

- Indicates appropriate time for pedestrians to cross
- Provides pedestrian clearance interval

Applications

- Should be placed for each crossing leg at signalized intersections

Crosswalk Markings

Crossings

Continental-style marked crosswalk at midblock crossing is visible from farther away

Description

High-visibility crosswalks—continental, zebra-stripe, piano key, or ladder style—should be provided at any intersection where a significant number of pedestrians cross. They are most important at uncontrolled crossings of multilane streets.

Key Design Features

- Locations should be convenient for pedestrian access
- Used in conjunction with other measures such as advance warning signs, markings, crossing islands, and curb extensions
- Place to avoid wear due to tires

Benefits

- Indicates preferred pedestrian crossings
- Warns motorists to expect pedestrians crossing
- Higher visibility than typical lateral-line marked crosswalks
- Can be placed to minimize wear and tear (between tire tracks)

Applications

- Enhances all marked crossings
- Necessary at marked midblock and uncontrolled crossing locations

Curb Extension

Crossings

Curb Extension in Asheville, North Carolina

Description

A segment of sidewalk, landscaping, or curb that is extended into the street at the corner, and usually associated with crosswalks. A curb extension typically extends out to align with the edge of the parking lane. They can be placed at locations where there is no on-street parking by tapering the extensions to the approach.

Key Design Features

- Curb extensions sited at corners or midblock
- Extends out to approximately align with parking (typically 1 to 2 feet less than parking lane width)
- Reduced effective curb radius
- Can be tapered at approach in cases where there is no on-street parking
- Should not block travel or bicycle lanes
- Paired with bicycle lanes, curb extensions can increase the effective curb radius for larger vehicles
- Bulb-outs are a type of curb extension that has a distinct bulb shape that extends into the on-street parking lane

Benefits

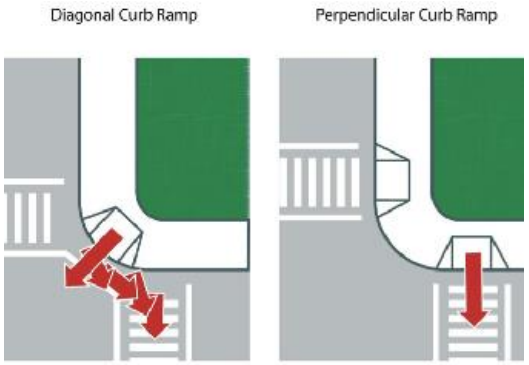
- Shortens pedestrian crossing
- Reduces curb radius, slowing turning vehicles
- Provides traffic calming
- Improves sight visibility for pedestrians and motorists
- Provides space for landscaping, beautification, water treatment, furnishings, signs, etc.
- Often can provide space for perpendicular curb ramps

Applications

- Areas with high pedestrian traffic (downtown, mixed-use areas) where traffic calming is desired
- Jurisdiction must evaluate placement on case-by-case basis, taking into account drainage, signal pole modification, lane widths, driveways, and bus stops

Curb Ramp

Crossings



Perpendicular ramps with truncated domes assist sight-impaired and wheelchair users

Description

A ramp and landing that allows a smooth transition between sidewalk and street via a moderate slope. The Americans with Disabilities Act requires wheelchair access at every street corner. On streets with low traffic volumes and short crossing distances, diagonal ramps may be acceptable.

Key Design Features

- Where feasible, ramps for each crosswalk at an intersection are preferable
- Tactile warnings will alert pedestrians to the sidewalk/street edge
- Curb ramps must have a slope of no more than 1:12 (must not exceed 25.4 mm/0.3 m (1 in/ft) or a maximum grade of 8.33 percent), and a maximum slope on any side flares of 1:10

Benefits

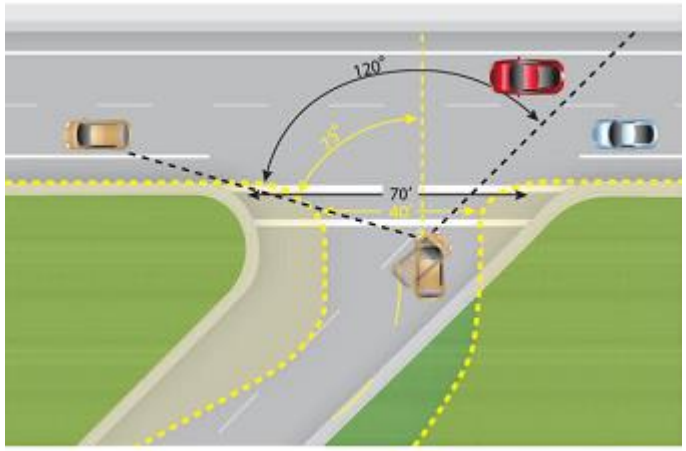
- Double curb ramps make the trip across the street shorter and more direct than diagonal ramps
- Provides compliance with ADA when designed correctly
- Improves pedestrian accessibility for those in wheelchairs, with strollers, and for children

Applications

- Curb ramps must be installed at all intersections and midblock locations where pedestrian crossings exist, as mandated by federal legislation (1973 Rehabilitation Act and 1990 Americans with Disabilities Act)
- Priority locations for curb ramps are in downtown, near transit stops, schools, parks, and medical facilities, and near residences with people who use wheelchairs

Intersection Geometry Modification

Crossings



Description

Geometry sets the basis for how all users traverse intersections and interact with each other. Intersection skew can create an unfriendly environment for pedestrians. Skewed intersections are those where two streets intersect at angles other than right angles. Intersection geometry should be as close to 90 degrees as possible.

Key Design Features

- Consider removing one or more legs from the major intersection and creating a minor intersection farther upstream or downstream (if there are more than two streets intersecting)
- Close one or more of the approach lanes to motor vehicle traffic, while still allowing access for pedestrians and bicyclists
- Introduce pedestrian islands if the crossing distance exceeds three lanes (approximately 44 feet)
- General use, travel lanes, and bike lanes may be striped with dashes to guide bicyclists and motorists through a long undefined area

Benefits

- Skewed intersections are undesirable
- Slows turning vehicles by making angles more acute
- Shortens pedestrian crossing distances
- Improves sight visibility

Applications

- Every reasonable effort should be made to design or redesign the intersection closer to a right angle

Lighting

Crossings

Well-lit crosswalk in Denmark

Description

Lighting is important to include at all pedestrian crossing locations for the comfort and safety of road users. Lighting should be present at all marked crossing locations. Lighting provides cues to drivers to expect pedestrians earlier.

Key Design Features

- FHWA HT-08-053, The Information Report on Lighting Design for Mid-block Crosswalks, found that a vertical illumination of 20 lux in front of the crosswalk, measured at a height of 5 feet from the road surface, provided adequate detection distances in most circumstances
- Illumination just in front of crosswalks creates optimal visibility of pedestrians
- Crosswalk lighting should provide color contrast from standard roadway lighting

Benefits

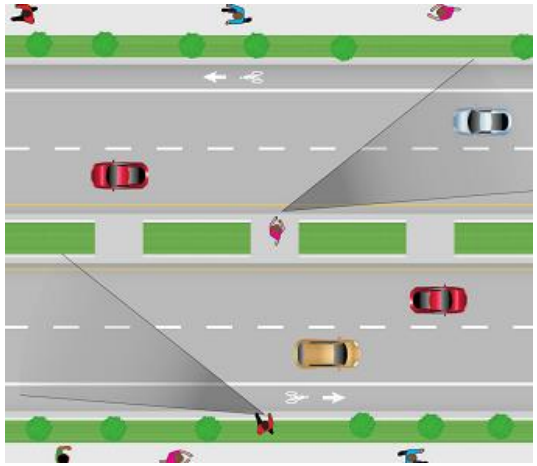
- Enhances safety of all roadway users, particularly pedestrians
- Enhances commercial districts
- Improves nighttime safety

Applications

- Ensure pedestrian walkways and crosswalks are well lit
- Use uniform lighting levels
- When installing roadway lighting, install on both sides of wide streets
- Consider pedestrian versus vehicular scale for lighting (each has a different application)

Median

Crossings



A gap and channelization in this raised median places pedestrians in correct orientation to cross

Description

Raised medians are the most important, safest, and most adaptable engineering tool for improving many street crossings. A median is a continuous raised area separating opposite flows of traffic.

Key Design Features

- Raised median with center area for landscaping
- Provide frequent breaks in median to assist crossing pedestrians
- Minimum of 6 feet wide, but usually as wide as center turn lane

Benefits

- Separates traffic flows
- Slows traffic
- Breaks crossings into shorter segments
- Provides space for landscaping and beautification
- Makes street feel narrower
- Allows pedestrians to cross during a gap in one direction of traffic at a time

Applications

- Raised medians and crossing islands are commonly used between intersections when blocks are long (500 feet or more in downtowns) and in the following situations:
  - Speeds are higher than desired
  - Streets are wide
  - Traffic volumes are high
  - Sight distances are poor
- Raised islands have nearly universal applications and should be placed where there is a need for people to cross the street
- To slow traffic

Midblock Crossing

Crossings

Midblock crossing in Vancouver, British Columbia

Description

A crosswalk designed at a midpoint between intersections. These are best suited where there is a long distance (greater than 400 feet) between crosswalks on retail streets, in front of schools, etc. Intersections without traffic signals or STOP signs are considered uncontrolled intersections.

Key Design Features

- High-visibility crosswalk marking
- Crossing islands, median gap, or short crossing
- Advance crossing and crossing signs
- Advance yield markings and signs
- Signs
- Rapid-flash beacons where traffic volumes and street width merit
- Pedestrian-activated signals should be used for streets with high speeds and volumes

Benefits

- Brings both sides of the street closer for pedestrians
- Enhances visibility of pedestrians
- Informs drivers to expect pedestrians, and directs pedestrians to cross at specified locations
- Deters pedestrians from dashing across street at random

Applications

- Decision to mark a crosswalk at an uncontrolled location should be guided by an engineering study
- Consider vehicular volumes and speeds, roadway width and number of lanes, stopping sight distance and triangles, distance to the next controlled crossing, nighttime visibility, grade, origin-destination of trips, left turning conflicts, and pedestrian volumes
- On multilane roadways, marked crosswalks alone are not recommended under the following conditions: ADT > 12,000 without median; ADT > 15,000 with median; or speeds > 40 mph. Add devices such as advance stop bar, crossing islands, etc.

Neighborhood Traffic Circle

Crossings

Neighborhood traffic circle in Vancouver, British Columbia

Description

Neighborhood traffic circles, sometimes called "mini-circles" are small circles that are retrofitted into local street intersections to control vehicle speeds in a neighborhood. Typically, a tree and/or landscaping are located within the central island to provide increased visibility of the roundabout and enhance the intersection.

Key Design Features

- The design of neighborhood traffic circles is primarily confined to selecting a central island size to achieve the appropriate design speed of around 15 to 20 mph
- Neighborhood traffic circles should generally have similar features as roundabouts, including yield-on-entry and painted or mountable splitter islands
- Can replace stop-controlled intersections in residential areas

Benefits

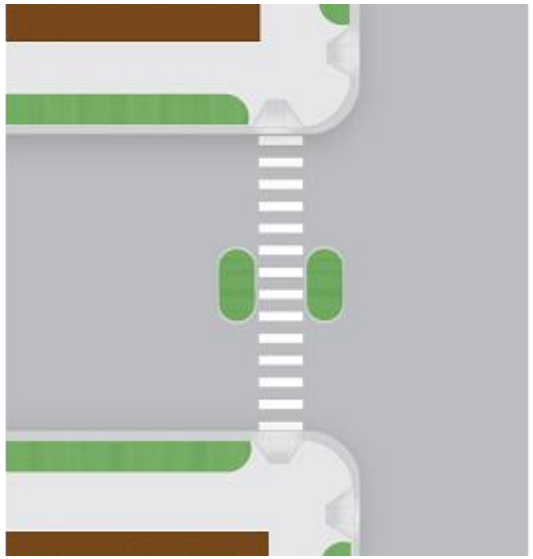
- Creates continuous, slow vehicle speeds
- Better for bicyclists than stop controls
- Improves traffic flow
- Allows space for landscaping and beautification, as well as stormwater recapture
- Reduces crashes

Applications

- Neighborhood traffic circles should be used on low-volume neighborhood streets
- Larger vehicles can turn left in front of the central island if necessary
- Curb radius should be tight; may impede some large vehicles from turning
- Landscaped circles often require agreements from adjacent residents and maintenance

Pedestrian Crossing Island

Crossings



Pedestrian crossing islands in a downtown

Description

A defined area in the center of the street that is raised and provides a refuge area for pedestrians crossing a busy street. Can be used at any street crossing, but most important at uncontrolled crossings of multilane streets.

Key Design Features

- Raised, curbed islands that flank marked crosswalk
- Do not block through path
- Separate directions of vehicle travel

Benefits

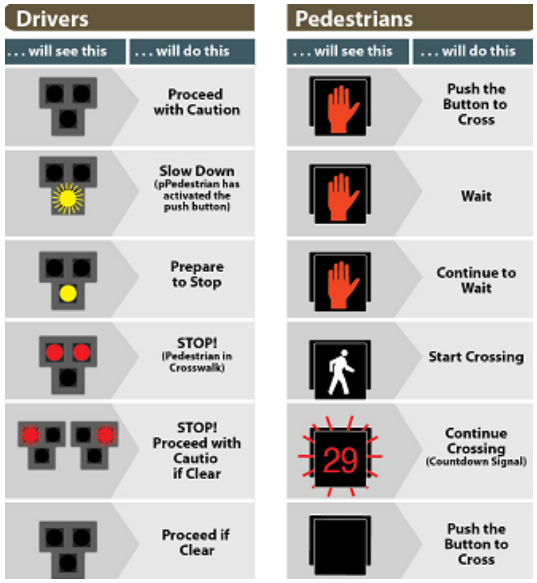
- Allows pedestrian to cross one direction of traffic at a time
- Slows vehicles
- Provides refuge if crossing time is insufficient

Applications

- Any bidirectional street with adequate width
- Especially important on uncontrolled multilane streets

Pedestrian Hybrid Beacon

Crossings



Pedestrian hybrid beacon on four-lane street with high speeds and volumes

Description

A pedestrian hybrid beacon is used to warn and control traffic at an unsignalized location to help pedestrians cross a street or highway at a marked crosswalk.

Key Design Features

- Minimum of 20 pedestrians per hour is needed to warrant installation
- Should be placed in conjunction with signs, crosswalks, and advance yield lines to warn and control traffic at locations where pedestrians enter or cross a street or highway
- Should only be installed at a marked crosswalk

Benefits

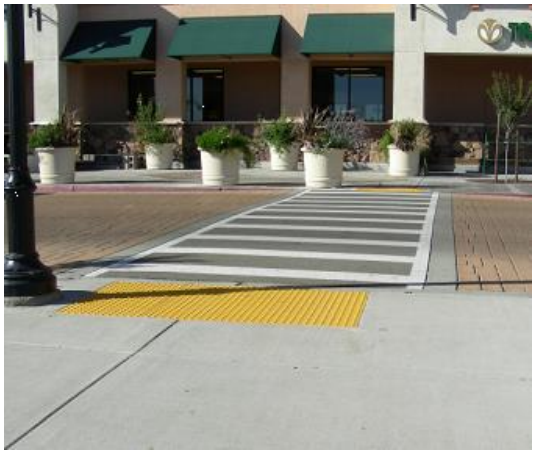
- Can be used at a location that does not meet traffic signal warrants or at a location that meets traffic signal warrants but a decision has been made to not install a traffic control signal
- Additional safety measure and warning device at uncontrolled location
- Remains dark until activated

Applications

- Installations should be done according to e MUTCD Chapter 4F, "Pedestrian Hybrid Beacons." The California MUTCD has not yet approved the beacons for use. Local jurisdictions should follow the formal experimental process to use these.

Raised Crosswalk

Crossings



Raised crosswalk on a campus

Description

A crosswalk that has been raised in order to slow motor vehicles and to enhance the visibility of crossing pedestrians.

Key Design Features

- Trapezoidal in shape on both sides, with a flat top where the pedestrians cross
- Level crosswalk area must be paved with smooth materials
- Texture or special pavements used for aesthetics should be placed on the beveled slopes, where they will be seen by approaching motorists
- Often require culverts or another means of drainage treatment

Benefits

- Increases visibility of pedestrian, especially to motorists in large vehicles
- Traffic calming
- Continuous level for pedestrians

Applications

- Areas with significant pedestrian traffic and where motor vehicle traffic should move slowly, such as near schools, on college campuses, in main street retail environments, and in other similar places
- Effective near elementary schools where they raise small children by a few inches and make them more visible

Rectangular Rapid-Flash Beacon

Crossings

Rectangular rapid-flash beacons at uncontrolled crossing location

Description

The beacon uses rectangular-shaped high-intensity LED-based indications, flashes rapidly in a wig-wag "flickering" flash pattern, and is mounted immediately between the crossing sign and the sign's supplemental arrow plaque.

Key Design Features

- Placed at crosswalk and in center median/crossing island
- Crosswalk sign with arrow
- Wig-wag flickering flash pattern mounted between crossing sign and arrow pointing to crosswalk

Benefits

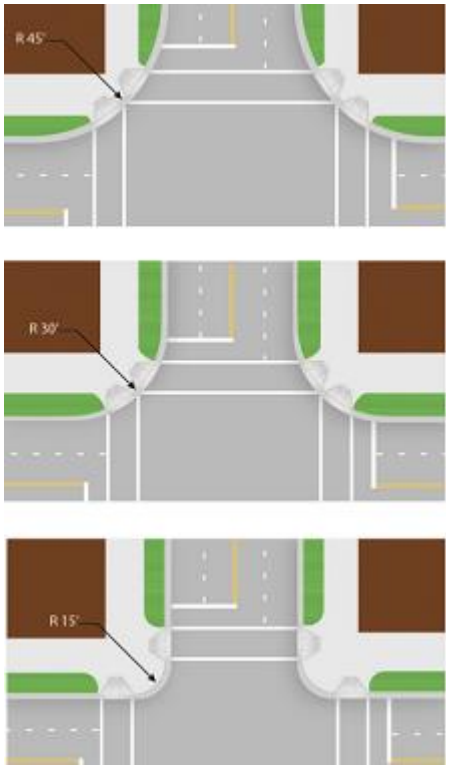
- Increases motorist compliance to yield to pedestrians crossing at uncontrolled marked locations
- Provides additional visibility to crosswalks
- Visible at night and during the day

Applications

- Approved for interim use by the California Traffic Control Device Committee (CTCDC)
- Jurisdiction should go through appropriate CTCDC steps to use
- Use of rectangular rapid-flash beacons should be limited to locations with the most critical safety concerns, such as pedestrian and school crosswalks at uncontrolled locations

Reduced Curb Radius

Crossings



Description

The geometry of the corner radius impacts the feel and look of a street. Tight corner radii create shorter crossing distances and provide a traffic calming effect.

Key Design Features

- Default design vehicle should be the passenger vehicle; initial corner radius is between 15 and 25 feet
- Larger design vehicles should be used only where they are known to regularly make turns at the intersection (such as in the case of a truck or bus route)
- Design based on the larger design vehicle traveling at near 5 mph or crawl speed
- Consider the effect that bicycle lanes and on-street parking have on the effective radius, increasing the ease with which large vehicles can turn

Benefits

- Slower vehicular turning speeds
- Reduces pedestrian crossing distance and crossing time
- Better geometry for installing perpendicular ramps for both crosswalks at each corner
- Simpler and more appropriate crosswalk placement that aligns directly with sidewalks on the other side of the intersection

Applications

- All corners

Right-Turn Channelization Island

Crossings

Right turn lane in Orlando, Florida

Description

A raised channelization island between the through lanes and the right turn lane is a good alternative to an overly large corner radius and enhances pedestrian safety and access. It allows pedestrians to cross fewer lanes at a time.

Key Design Features

- Provides a yield sign for the slip lane
- Provides at least a 60-degree angle between vehicle flows
- Places the crosswalk across the right turn lane about one car length back from where drivers yield to traffic on the other street
- Typical layout involves creating an island that is roughly twice as long as it is wide; the corner radius will typically have a long radius (150 to 300 feet) followed by a short radius (20 to 50 feet)
- Necessary to allow large trucks to turn into multiple receiving lanes

Benefits

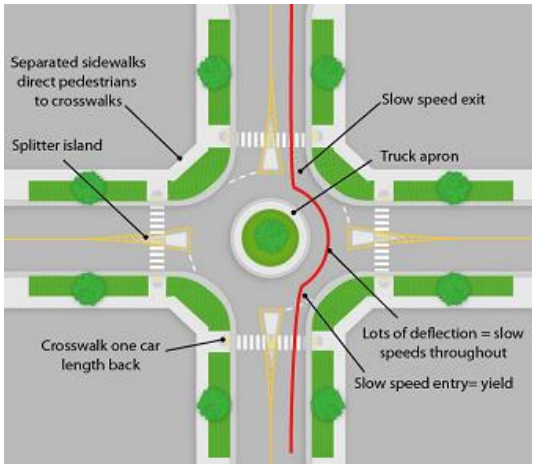
- Allows motorists and pedestrians to judge the right turn/pedestrian conflict separately
- Reduces pedestrian crossing distance, which can improve signal timing for all users
- Balances vehicle capacity and truck turning needs with pedestrian safety
- Provides an opportunity for landscape and hardscape enhancement
- Slows motorists

Applications

- Right turn lanes should generally be avoided, as they increase the size of the intersection, the pedestrian crossing distance, and the likelihood of right turns on red by inattentive motorists who do not notice pedestrians on their right
- Heavy volumes of right turns (approximately 200 vehicles per hour or more)

Roundabout

Crossings



Single-lane roundabout in La Jolla, California

Description

A roundabout is an intersection design that can replace traffic signals. Users approach the intersection, slow down, stop and/or yield to pedestrians in a crosswalk, and then enter a circulating roadway, yielding to drivers already in the roundabout. The circulating roadway encircles a central island around which vehicles travel counterclockwise.

Key Design Features

- Deflection encourages slow traffic speeds
- Landscaped visual obstruction in the central island discourages users from entering the roundabout at high speeds
- Central island should not contain attractions
- Each leg of a roundabout has a triangular splitter island that prevents drivers from turning left (the "wrong way")
- Truck apron

Benefits

- Reduces conflicts, all forms of crashes, and crash severity (particularly left-turn and right-angle crashes)
- Little to no delay for pedestrians
- Improves accessibility for bicyclists
- Approximately 30 percent more vehicle capacity than signals (allowing possible reduction in number of lanes and roadway width)
- Reduces maintenance and operational costs, delay, travel time, and vehicle queue lengths

Applications

Before starting the design of a roundabout, it is very important to determine the following:

- Number and type of lane(s) on each approach and departure as determined by a capacity analysis
- Design vehicle for each movement
- Presence of on-street bike lanes
- Right-of-way and its availability for acquisition if needed
- Existence or lack of sidewalks
- Approach grade of each approach
- Transit, existing or proposed
- Roundabouts can be applied at nearly all intersections, but are more legible for single-lane approaches
- Must have adequate space

Scramble Phase

Crossings

Sign Indicating Pedestrian Scramble Phase

Description

Provides a separate all-direction red phase in the traffic signal to allow pedestrians to cross linearly and diagonally. They are most appropriate in retail districts with heavy volumes of both pedestrians and motor vehicles, and/or many vehicle turning movements.

Key Design Features

- Signs indicating scramble is permitted
- Countdown signals
- Markings indicating diagonal cross
- Allow pedestrians to cross straight and reduces delay

Benefits

- Reduces pedestrian delay for those crossing both directions
- Reduces pedestrian-vehicle conflicts by providing an all-pedestrian crossing phase
- Does not necessarily eliminate regular walk phase

Applications

- Exclusive pedestrian phases may be used where turning vehicles conflict with very high pedestrian volumes and pedestrian crossing distances are short
- Should be used in areas with high pedestrian volumes such as near shopping centers, downtown, university crossings, turning movements, etc.

Signs

Crossings

Pedestrian crossing sign indicating location of marked pedestrian crossing

Description

Signs alert motorists to the presence of crosswalks and pedestrians. Center signs can help slow traffic. These are placed according to the California MUTCD.

Key Design Features

- Placed with adequate sight distance and according to MUTCD standards
- Should not block pedestrian view or obstruct pathways
- Kept free of graffiti and in good condition
- Should have adequate nighttime reflectivity

Benefits

- Provides important information
- Gives motorists advance warning
- Regulatory signs require certain driver actions and can be enforced

Applications

- Overuse of signs can create noncompliance and disrespect
- Signs should be placed at locations where appropriate to enforce certain types of behavior
- Uncontrolled crossings
- Commonly used signs are pedestrian crossing sign in advance of marked uncontrolled crossing, pedestrian crossing sign at uncontrolled crossing, and advance yield signs

Speed Feedback Sign

Crossings

Description

Alerts motorists when they are going over the speed limit. Speed feedback signs are most appropriate where motor vehicles commonly speed and there are pedestrians or bicyclists.

Key Design Features

- Must be placed in conjunction with speed limit sign
- Should flash SLOW DOWN message if driver is going above speed limit

Benefits

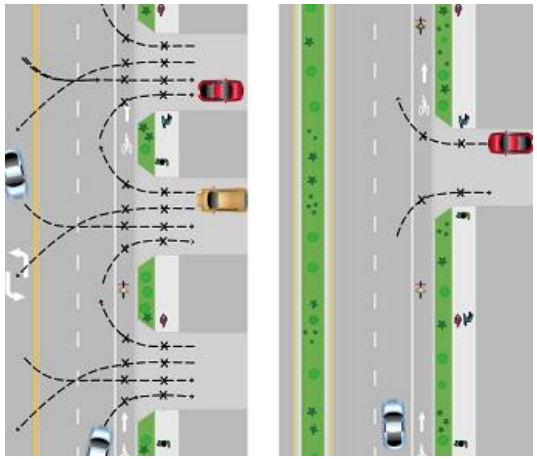
- Heightens awareness of speed limits
- Establishes lower speed limit during school crossing times
- Alerts drivers of their actual speed and posted speed
- Can record traffic counts and speeds

Applications

- Place in school zones or corridors where speeding is a known issue

Access Management

Sidewalks



Description

Most conflicts between users occur at intersections and driveways. The presence of many driveways in addition to the necessary intersections creates many conflicts between vehicles entering or leaving a street and bicyclists and pedestrians riding or walking along the street.

Key Design Features

- When possible, new driveways should be minimized and old driveways should be eliminated or consolidated, and raised medians should be placed to limit left turns into and out of driveways

Benefits

- Number of conflict points is reduced
- Pedestrian crossing opportunities are enhanced with a raised median
- Universal access for pedestrians is easier, since the sidewalk is less frequently interrupted by driveway slopes
- Results in more space available for higher and better uses
- Improved traffic flow may reduce the need for road widening

Applications

- New development
- Redevelopment
- Where driveways make sidewalk inaccessible based on ADA guidelines

Streetscape Feature

Sidewalks

Street furniture and landscaping in Portland, Oregon

Description

Well-designed walking environments are enhanced by urban design elements and street furniture, such as benches, bus shelters, trash receptacles, and water fountains. Landscaping can create a more beautiful and sustainable environment.

Key Design Features

- Street furniture should be carefully placed to create an unobstructed path and sight lines for pedestrians
- Good-quality street furniture will show that the community values its public spaces and is more cost-effective in the long run
- Include plans for landscape irrigation and maintenance at the outset
- Ensure adequacy of overhead clearances and detectability of protruding objects for pedestrians who are blind or visually impaired
- Create a theme
- Placemaking
- Sustainable drainage

Benefits

- Enhances the pedestrian environment
- Enlivens commercial districts by providing improved public space
- Encourages visitors and residents to walk to destinations rather than drive

Applications

- Focus improvements in downtown areas and commercial districts
- Landscaping should focus on native plants that will not require excessive watering or maintenance
- Shade-giving trees or shelters are important in jurisdictions that have high temperatures

SIDEWALK DESIGN

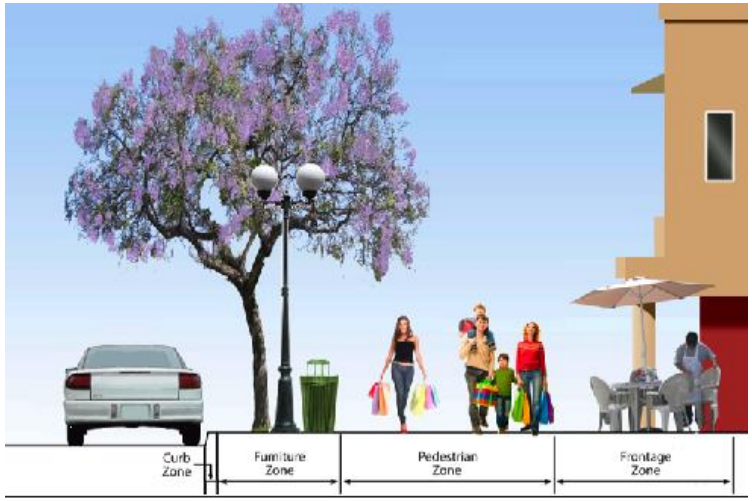
Sidewalks should provide a comfortable space for pedestrians between the roadway and adjacent land uses. Sidewalks along city streets are the most important component of pedestrian mobility. They provide access to destinations and critical connections between modes of travel, including automobiles, transit, and bicycles. General provisions for sidewalks include pathway width, slope, space for street furniture, utilities, trees and landscaping, and building ingress/egress.

Sidewalks in the public right-of-way are generally constructed of concrete, with construction details regarding materials, procedures, and design specified in the Standard Specifications for Public Works Construction (SSPWC), along with its companion SSPWC Standard Plans. However, sidewalks may also be constructed of and maintained with other materials such as rubber, decomposed granite, or other hard unyielding surface.

Besides pedestrian mobility, sidewalks also add to people's outdoor enjoyment of the landscape, the urban forest, and streetscapes.

Sidewalk maintenance is also important since trees and large shrubs and plant life are common near and around sidewalks, and root systems sometimes lift sidewalks and create vertical displacements. These vertical displacements must be controlled and maintained to a maximum of 1 inch.

Sidewalks include four distinct zones: the frontage zone, the pedestrian (aka walking) zone, the furniture zone, and the curb zone. The minimum widths of each of these zones vary based on street classifications as well as land uses. The table at the end of this section recommends minimum widths for each zone for different street types and land uses.



Frontage Zone

The frontage zone is the portion of the sidewalk located immediately adjacent to buildings. It provides distance from buildings, walls, fences, or property lines. It includes space for building-related features such as entryways and accessible ramps. It can include landscaping as well as awnings, signs, news racks, benches, and outdoor café seating. In single-family residential neighborhoods, landscaping typically occupies the frontage zone.

Pedestrian Zone

The pedestrian zone, situated between the frontage zone and the furniture zone, is the area dedicated to walking and should be kept clear of all fixtures and obstructions. Within the pedestrian zone, the Pedestrian Access Route (PAR) is the path that provides continuous connections from the public right-of-way to building and property entry points, parking areas, and public transportation.

This pathway is required to comply with ADA guidelines and is intended to be a seamless pathway for wheelchair and white cane

users. As such, this route should be firm, stable, and slip-resistant, and should comply with maximum cross slope (transverse) requirements (2 percent grade). The walkway grade (longitudinal) shall not exceed the general grade of the adjacent street. Aesthetic textured pavement materials (e.g., brick and pavers) are best used in the frontage and furniture zones, rather than the PAR. The PAR should be a minimum of 4 feet, but preferably at least 5 feet in width, to provide adequate space for two pedestrians to comfortably pass or walk side by side. All transitions (e.g., from street to ramp or ramp to landing) must be flush and free of changes in level. The engineer should determine the pedestrian zone width to accommodate the projected volume of users. In no case will this zone be less than the width of the PAR.

Noncompliant driveways often present significant obstacles to wheelchair users. The cross slope on these driveways is often much steeper than the 2 percent maximum grade. Driveway aprons that extend into the pedestrian zone can render a sidewalk impassable to users of wheelchairs, walkers, and crutches. They need a flat plane on which to rest all four supports (two in the case of crutches). To provide a continuous PAR across driveways, aprons should be confined to the furniture and curb zones.

Furniture Zone

The furniture zone is located between the curb line and the pedestrian zone. The furniture zone should contain all fixtures, such as street trees, bus stops and shelters, parking meters, utility poles and boxes, lamp posts, signs, bike racks, news racks, benches, waste receptacles, drinking fountains, and other street furniture, to keep the pedestrian zone free of obstructions. In residential neighborhoods, the furniture zone is often landscaped. Resting areas with benches and space for wheelchairs should be provided in high volume pedestrian districts and along blocks with a steep grade to provide a place to rest for older adults, wheelchair users, and others who need to catch their breath.

Curb Zone

The curb zone serves primarily to prevent water and cars from encroaching on the sidewalk. It defines where the area for pedestrians begins and the area for cars ends. It is the area people using assistive devices must traverse to get from the street to the sidewalk, so its design is critical to accessibility.

Other Sidewalk Guidelines

- Landscaped buffers or fences should separate sidewalks from off-street parking lots or off-street passenger loading areas.
- Pedestrian and driver sight distances should be maintained near driveways. Fencing and foliage near the intersection of sidewalks and driveways should ensure adequate sight distance as vehicles enter or exit.
- Where no frontage zone exists, driveway ramps usually violate cross-slope requirements. In these situations, sidewalks should be built back from the curb at the driveway as shown in the adjacent photo.
- Construction tolerances require less than one quarter inch vertical displacement between panel levels
- Sidewalks should be maintained so that a 1-inch vertical displacement is not exceeded.

LAND USE

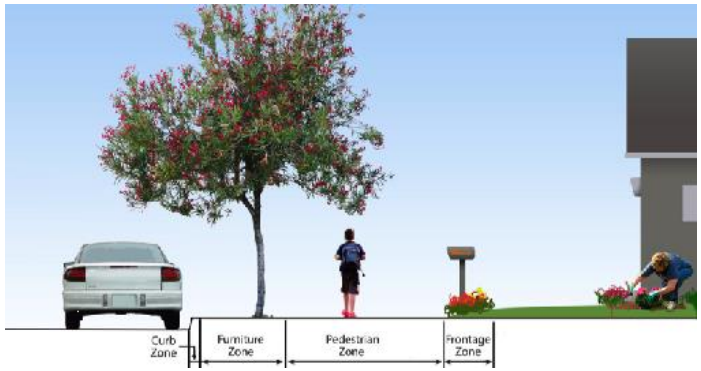
Sidewalks will vary according to the type of street and land use. A local street with residences will require different sidewalk dimensions than an arterial with commercial establishments. The descriptions below indicate the type of pedestrian activity expected at each of the specified land uses. Table 8-1 provides specific minimum requirements for the four sidewalk zones according to combinations of land use and street classifications.

Residential Neighborhoods

Residential neighborhoods vary greatly and include a mix of densities, street network types, housing types, and architectural styles.

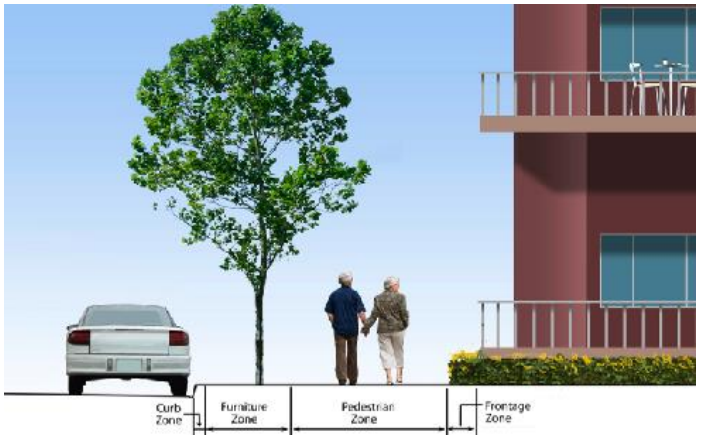
Low/Medium-Density Residential

These streets are typically quieter than others and generally do not carry transit vehicles or high volumes of traffic. Pedestrians require a pleasant walking environment in these neighborhoods, as well as to access land uses and transit on nearby streets. Of the four sidewalk zones, the furniture zone is often the widest to provide room for street trees.



Medium/High-Density Residential

These streets support greater volumes of pedestrians. Streets with transit service require good pedestrian links to bus stops. The pedestrian zone should be wider than in low/medium-density residential areas.

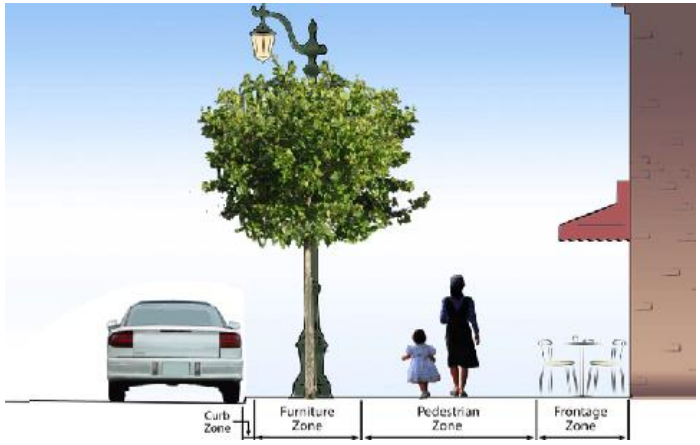


Activity Centers

Activity centers are districts or concentrations of development that are catalyzed by retail and other complementary uses.

Downtown

Downtown serves as the primary activity center, as a place for commercial, residential, cultural, educational, and civic activity. The downtown core or main street is a pedestrian-oriented area. This is where the greatest numbers of pedestrians are encouraged and expected. The downtown core serves as the retail, restaurant, and entertainment center of a community. This area will need the widest sidewalks, the widest crosswalks, the brightest street lighting, the most furnishings, and other features that will enhance the pedestrian environment. Of the four sidewalk zones, the pedestrian and frontage zones will be favored, with a furniture zone wide enough for street trees.



Regional Center

These areas have retail, office, civic, and recreational uses concentrated along major streets. Transit service runs along these streets and pedestrians need buffers from traffic. Of the four sidewalk zones, the pedestrian and furniture zones are favored. These sidewalks also should be designed with the understanding that a significant number of cars will cross sidewalks as they enter and exit commercial driveways.

Community Center/Neighborhood Center

These are medium-sized centers that act as community shopping and gathering spaces. They often have grocers, laundromats, drugstores, and other neighborhood-serving retail establishments. Sidewalks in neighborhood commercial areas should accommodate pedestrians walking from residences to stores. Of the four sidewalk zones, the pedestrian zone should be the widest, with a generous frontage zone to provide room for features next to buildings such as newspaper boxes. These sidewalks should also be designed with the understanding that cars will cross sidewalks as they enter and exit commercial driveways.

Transit-Oriented Districts

Transit-oriented districts are the most active and walkable districts in the city and feature development types of greater intensity. Sidewalks with wide pedestrian, frontage, and furniture zones best suit these areas.

Neighborhood Edges

The major vehicle corridors connect employment centers and mixed-use activity centers. They are primarily commercial, but represent an opportunity for shift to intensification of residential uses, streetscape enhancements, and mixed-use development. They are primarily along arterial and collector streets, and will need large furniture zones for bus stop areas and shade-giving trees.

Urban Neighborhoods

Urban neighborhoods are moderately intense clusters of development that contain a mix of uses. The sidewalks along these streets should support significant pedestrian volumes due to their integrated nature and higher densities. Of the four sidewalk zones, the pedestrian and frontage zones will be favored. Transit service may run along these streets and sidewalks will require buffers from traffic.

Workplace Districts

Industrial

Industrial streets are zoned for manufacturing, office warehousing, and distribution. Pedestrian volumes are likely to be lower here given that these land uses typically employ fewer people per square foot than general commercial areas. Employees will need good sidewalks to get to work.

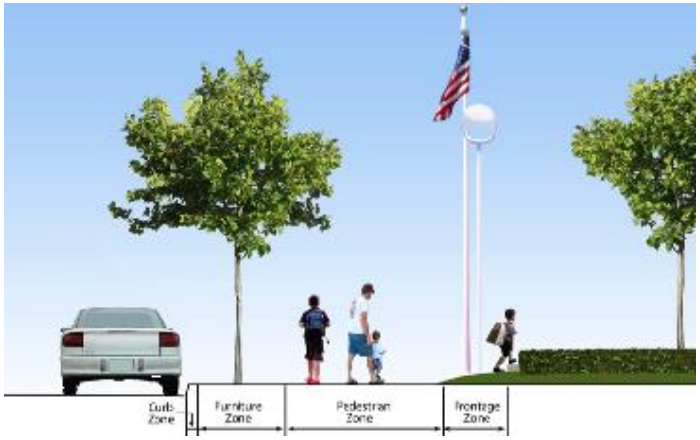
Office Campuses

These streets are home to national and regional offices of financial institutions, government, large companies, and other uses. Cities can expect pedestrians during the morning and evening commutes walking to and from their cars. Visitors will use the sidewalks throughout the day, and employees will need them during the lunch hour. The furniture zone should provide adequate buffer from parking lots.

Special Campuses

Public Facilities

Public facilities streets, particularly streets near schools, libraries, and civic centers, require special attention and treatment. High pedestrian volumes are expected during peak times, such as school pickup and drop-off, and during the morning and evening commute hours. Sidewalk design should accommodate these peak travel times and include adequate furniture zones to buffer pedestrians from the street. Public facilities are located in various types of streets ranging from local streets to arterials with transit service.



Other Campuses

Sidewalks at special campuses at require special consideration given the different types of development and uses in each campus.

Table 8-1 lists minimum widths for the frontage, pedestrian, furniture, and curb zones, as well as minimum total widths. These minimums should not be considered the design width; in many cases, wider zones will be needed.

Table 8-1. Minimum Widths

Category	Land Use	Arterial	Collector	Local
Residential Neighborhoods	Low/Medium-Density Residential	▪ Not applicable	▪ Frontage: 18″ ▪ Pedestrian: 5′ ▪ Furniture: 4′, 6′–8′ at bus stops and where large trees are desired ▪ Curb: 6″ ▪ Min. Width: 11′	▪ Frontage: 18″ ▪ Pedestrian: 5′ ▪ Furniture: 4′ ▪ Curb: 6″ ▪ Min. Width: 11′
	Med/High-Density Residential	▪ Frontage: 18″ ▪ Pedestrian: 6′ ▪ Furniture: 5′, 6′–8′ at bus stops and where large trees are desired ▪ Curb: 6″ ▪ Min. Width: 13′	▪ Frontage: 18″ ▪ Pedestrian: 6′ ▪ Furniture: 5′, 6′-8′ at bus stops and where large trees are desired ▪ Curb: 6″ ▪ Min. Width: 13′	▪ Frontage: 18″ ▪ Pedestrian: 6′ ▪ Furniture: 4′, 6′-8′ at bus stops and where large trees are desired ▪ Curb: 6″ ▪ Min. Width: 12′
Activity Centers	Downtown	▪ Frontage: 30″, 8′ with cafe seating ▪ Pedestrian: 6′ ▪ Furniture: 5′, 6′–8′ at bus stops and where large trees are desired ▪ Curb: 6″ ▪ Min. Width: 14′	▪ Frontage: 30″, 8′ with cafe seating Pedestrian: 6′ ▪ Furniture: 5′, 6′–8′ at bus stops and where large trees are desired ▪ Curb: 6″ ▪ Min. Width: 14′	▪ Frontage: 30″, 8′ with cafe seating ▪ Pedestrian: 6′ ▪ Furniture: 5′ ▪ Curb: 6″ ▪ Min. Width: 14′
	Regional Centers	▪ Frontage: 18″ ▪ Pedestrian: 6′ ▪ Furniture: 5′, 6′–8′ at bus stops and where large trees are desired ▪ Curb: 6″ ▪ Min. Width: 13′	▪ Frontage: 18″ ▪ Pedestrian: 6′ ▪ Furniture: 5′, 6′–8′ at bus stops and where large trees are desired ▪ Curb: 6″ ▪ Min. Width: 13′	▪ Not applicable

Table 8-1, continued

Category	Land Use	Arterial	Collector	Local
Activity Centers (continued)	Community/ Neighborhood Centers	▪ Not applicable	▪ Frontage: 18” ▪ Pedestrian: 6’ ▪ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 13’	▪ Frontage: 18” ▪ Pedestrian: 6’ ▪ Furniture: 4’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 12’
Transit-Oriented Districts		▪ Frontage: 30” Pedestrian: 8’ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired Curb: 6” Min. Width: 16’	▪ Frontage: 30” ▪ Pedestrian: 8’ ▪ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 16’	▪ Frontage: 18” ▪ Pedestrian: 6’ ▪ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 13’
Neighborhood Edges		▪ Frontage: 18” Pedestrian: 6’ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired Curb: 6” Min. Width: 13’	▪ Frontage: 18” ▪ Pedestrian: 6’ ▪ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 13’	▪ Frontage: 18” ▪ Pedestrian: 6’ ▪ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 12’
Urban Neighborhoods		▪ Frontage: 30”, 8’ with cafe seating Pedestrian: 6’–12’ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired Curb: 6” Min. Width: 14’	▪ Frontage: 30”, 8’ with cafe seating Pedestrian: 6’–12’ ▪ Furniture: 4’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 13’	▪ Frontage: 18” ▪ Pedestrian: 6’–12’ ▪ Furniture: 4’ ▪ Curb: 6” ▪ Min. Width: 12’

Table 8-1, continued

Category	Land Use	Arterial	Collector	Local
Workplace Districts	Industrial	▪ Frontage: 18” ▪ Pedestrian: 5’ ▪ Furniture: 5’ ▪ Curb: 18” ▪ Min. Width: 13’	▪ Frontage: 18” ▪ Pedestrian: 5’ ▪ Furniture: 4’ ▪ Curb: 18” ▪ Min. Width: 12’	▪ Frontage: 18” ▪ Pedestrian: 5’ ▪ Furniture: 4’ ▪ Curb: 18” ▪ Min. Width: 12’
	Office Campus	▪ Frontage: 18” ▪ Pedestrian: 5’ ▪ Furniture: 5’ ▪ Curb: 6” ▪ Min. Width: 12’	▪ Frontage: 18” ▪ Pedestrian: 5’ ▪ Furniture: 5’ ▪ Curb: 6” ▪ Min. Width: 12’	▪ Not applicable
Special Campuses	Public Facilities	▪ Frontage: 30” ▪ Pedestrian: 8’ ▪ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 16’	▪ Frontage: 30” ▪ Pedestrian: 8’ ▪ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 16’	▪ Frontage: 18” ▪ Pedestrian: 6’ ▪ Furniture: 5’, 6’–8’ at bus stops and where large trees are desired ▪ Curb: 6” ▪ Min. Width: 13’

General Guidelines

For those few areas not covered in Table 8-1, the following list provides general guidelines for sidewalks:

- The recommended minimum frontage zone width is 18 inches.
- The recommended minimum pedestrian zone width is 5 feet.
- The recommended minimum curb zone width is 6 inches, or 18 inches where pedestrian or freight loading is expected and may conflict with obstacles in the furniture zone.
- The recommended minimum furniture zone width is 4 feet, and 6 feet to 8 feet where bus stops exist.
- Low curbs (3 to 4 inches high) reduce the division between the traveled way and the sidewalk. They are favored in areas with significant pedestrian traffic. Low curbs also improve the geometry and feasibility of providing two perpendicular curb ramps per corner.
- Some judgment may be needed on a case-by-case basis to establish actual widths of each of the four zones.

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