2007 PALM SPRINGS GENERAL PLAN – APPENDIX F

(Adopted by the Palm Springs City Council on October 5, 2011 as Appendix F of the 2007 General Plan)

FINAL COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS NON-MOTORIZED TRANSPORTATION PLAN UPDATE





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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 work and recreation, as well as to use off-road trails for hiking, equestrians and jogging. Such opportunities help to reduce auto trips, improve the environment, promote healthy lifestyles and create livable communities. As this Plan is implemented, it will transform Coachella and Palo Verde Valley communities into places where more people use a bicycle to get to work, to school or to the store. It will bring more recreational opportunities to its residents. In the long run, implementation will create a full network of bikeways and trails serving nearly every neighborhood. 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 our spectacular canyons. More children will be able to ride a bicycle safely to school. Our many retirees will experience enhanced lifestyles as their hiking, equestrian and cycling options flourish.

The Non-Motorized Transportation Plan updates a plan for bikeways and trails that was completed in 2001. It includes updates of a bicycle plan for each jurisdiction as well as revisions to plans for hiking and equestrian trails. The bicycle plans will make each city and the County of Riverside eligible for Bicycle Transportation Account funds, and enhance their chances to compete for other funds. Cities and the County will also improve their chances of receiving funds for the trails on this Plan. Plans for all of the facilities contained herein provide opportunities to include them along with future development. By having bikeway and trail alignments on the Plan, local jurisdictions will have significant leverage to work with developers to construct them.

Since the 2001 plan was completed, constituent organizations have grown to become strong voices in the Coachella Valley. Community groups have requested that their cities and CVAG take a more assertive role in planning and constructing bikeways and trails. In response to these requests CVAG has taken the initiative to develop this Plan. This planning effort follows work completed in 2008 for CVAG and the Southern California Association of Governments that updated maps of existing facilities.

The individual bicycle plans for each jurisdiction are prepared to comply with California Streets and Highways Code 891.2 that specifies what must go into a bicycle plan to be eligible for Bicycle Transportation Account funds.

Process

The 2001 Non-Motorized Transportation Plan involved extensive fieldwork to measure the curb-to-curb widths of streets. Some of the local jurisdictions adopted that plan and brought in funding as a result. Some added bikeway and trail projects to their plans as well. Since this work follows a well-established progression, it was not necessary to repeat some of the former tasks. This Plan was developed from an outreach effort followed by fieldwork and meetings with local jurisdictions. This report and its maps record the findings.

Public Outreach

Public Workshops

This planning process began with three public workshops. Those workshops were held at the locations and times below:

- October 28, 2008 in Palm Desert
- October 29 in Blythe
- October 30 in Palm Springs

The planning consultant presented a slide show describing the process. The consultant also facilitated a mapping exercise and open discussion to learn about where new bikeways, trails and related facilities are needed. Appendix A shows the results of these workshops.

Meetings with Stakeholder Groups

A series of stakeholder group meetings followed the public workshops. The planning consultant met with, or had other contact with, the following organizations:

- Go Bike
- Desert Bicycle Club
- Coachella Valley Community Trails Alliance
- Desert Riders
- Various equestrian representatives
- Desert Trails Coalition
- Riverside County Park and Open Space District
- Palm Springs Unified School District
- Coachella Valley Unified School District
- Desert Sands Unified School District
- Aqua Caliente Band of Cahuilla Indians
- Torres-Martinez Band of Mission Indians

- Caltrans District 8
- SunLine Transit Agency
- United States Bureau of Land Management
- Coachella Valley Mountains Conservancy
- College of the Desert

The stakeholder groups each provided input as to what bikeways, trails and other facilities they would like to see in this Plan. Some mentioned which of these projects they would like to see have priority. The consultant also received and recorded information from stakeholders by telephone and email. Appendix B displays the results of these stakeholder interviews.

Survey

In March of 2008, CVAG Transportation Ad Hoc Bicycle/Trails Sub-Committee circulated a letter to bicycle interests to ask them what their priorities are for the Coachella Valley. Results of the query were emailed back to CVAG. Safety topped the list of overall concerns cited by respondents, particularly related to the fairness of being able to share the road with motorists. There was significant interest in a bicycling awareness and safety education campaign, especially related to existing laws regarding sharing the road. Respondents wanted bicycle events to promote the acceptance of bicycles. They also recommended that City and County staff be trained in bicycle route planning, and that General Plan Circulation Elements contain bikeways. Table 1 below displays the ranked requests according to the number of responses received. These results should be viewed as regional priorities.

TABLE 1: SURVEY RESULTS

Ranked Response	# of Responses
1. Install signs and pavement markings: "Share the Road"	22
2. Identify Highway 111 as the major east-west route	21
3. Provide education for the public and for public officials on bicycling requirements and benefits; stage media events and organized rides; promote bicycling as a visitor attraction – "Bicycle-Friendly Community"	20
4. Other roads should be improved with dedicated bike lanes; i.e. Cook St., Fred Waring Dr., Indian Ave., Gene Autry Tr., Varner Rd., Monterey St. (and Highway 74 south), Portola St., Bob Hope Dr., Jackson St., Frank Sinatra Dr., Miles Ave., Country Club Dr., Monroe St., Dillon Rd., Ramon Rd., and Vista Chino Dr.	19
5. Provide route continuity and inter-jurisdictional connectivity	19
6. The Whitewater River Channel should be improved as an off-road route; All- American Canal; Union Pacific Railroad right-of-way; other mountain bike trails	16
7. Install bicycle detectors at signalized intersections; post mounted call buttons; countdown pedestrian signals	9
8. Require bike paths as a standard requirement on development projects; establish a "complete streets" policy	7
9. Trail maintenance; eliminate hazards	7
10. Enforce automobile speed limits along bicycle routes; enforce bicycle safety laws	7
11. Adopt CVAG Non-Motorized Transportation Plan; adopt similar language for all jurisdictions' General Plan Circulation Elements; Adopt and "Urban Trails Master Plan"	6
12. Provide edge stripes along all roads with sufficient width	5
13. Install bicycle racks, lockers or secure storage areas; provide auto parking at off-road trailheads	4
14. Develop a valley-wide bicycle route map both paper and web-based	4

Fieldwork

The planning consultant conducted fieldwork to assess the feasibility of bikeway and trail alignments suggested by stakeholder groups, and to determine what is needed to create these. Appendix B presents the corridors that were assessed as a result of the public workshops and stakeholder interviews. Other fieldwork was conducted at the behest of local jurisdictions.

The fieldwork primarily consisted of taking measurements and recording existing conditions. The consultant took the results of the fieldwork to each of the local jurisdictions for their reaction to these candidate projects.

Meetings with Local Jurisdictions

The planning consultant met with each of the cities in the Coachella Valley, Blythe and County of Riverside to determine which bikeway and trails they want in the Plan. The consultant brought the projects suggested by the public and stakeholder groups along with results of the fieldwork to help them decide.

At these meetings the consultant inquired about all of the other Plan components needed to comply with California Streets and Highways Code 891.2. Additionally, local jurisdictions furnished preferences for project priorities for their individual bicycle plans.

The results of the meetings with local jurisdictions determined the projects that are included in this Plan. Although this Plan has been prepared through CVAG, the Plan is intended to be adopted by each city and the County of Riverside as its own.

Other Planning Efforts

Simultaneously to this planning effort two other plans were created. These looked at specific areas of the Coachella Valley more in depth. The results of these planning efforts were adopted in this Plan to ensure consistency of plans.

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 a consultant to develop a plan more detailed than this for the following three alignments in the Coachella Valley:

- Whitewater River
- Coachella Canal
- Dillon Road

The plan detailed the alignments, bikeway and trail type and access points for these three corridors. The results are included in this Plan.

Hiking and Equestrian Trail Plan for Northern Coachella Valley

The Coachella Valley Mountains Conservancy worked with local hiking and equestrian interest groups to develop a plan for earthen trails in the northern Coachella Valley and in the Coachella Valley Preserve. Some of these trails exist. Others were on former plans, but were not marked on maps very precisely. This trails plan consolidated former plans and used computer-mapping techniques to bring the alignments onto a more accurate map than had previously existed. The results are adopted into this 2009 CVAG Non-Motorized Transportation Plan Update.

Riverside County Trails Plan for the Coachella Valley

The Riverside County Regional Park and Open Space District incorporated an updated Trails Plan into their 2009 County General Plan Update. The bikeways and trails in that plan are included in this Non-Motorized Transportation 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. The bikeways and trails in that plan are included in this Non-Motorized Transportation 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. They must plan for bicyclists, pedestrians and transit users as well as motorists. And they 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 circulation elements to their general plans 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 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 towards these objectives.

Senate Bill 375

In 2008 the State of California adopted SB 375 aimed at reducing greenhouse gases caused by motor vehicles. It 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 Plan into their circulation elements, cities and the County would progress towards the intent of this law. Cities and the County can also progress towards the intent of this law 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.

Greenhouse Gas Pledge of 2009

At the 2009 international climate change summit in Copenhagen, President Obama pledged that the US would adopt policies to reduce its greenhouse gas emissions by 17 percent by 2020 and 83 percent by 2050 below 1990 levels. Since a large portion of greenhouse gas emissions in the Coachella and Palo Verde Valleys are caused by motor vehicles, it will be important to convert a significant portion of the daily trips made here to bicycle and pedestrian trips in order to meet our objectives. This Plan can be used as an important step in this direction.

Caltrans Traffic Operations Policy Directive 09-06

Caltrans Traffic Operations Policy Directive 09-06 modifies the California Manual on Traffic Control Devices and provides specific guidance to user-activated traffic signals to detect bicycles and motorcycles. It specifies to the jurisdiction of that intersection, that upon modifying or replacing 50 percent or more of the limit line detectors at an intersection, that all travel lanes must be modified to detect bicycles and motorcycles.

Plan Organization

Chapter 2 reiterates the Goals and Objectives from the 2001 Non-Motorized Transportation Plan that this Plan updates. Chapter 3 presents the entire bikeway and trails plan in both the Coachella and Palo Verde Valleys. Chapter 4 contains all of the individual bicycle master plans for each jurisdiction along with project priorities and phasing. Chapter 5 describes eligible funding sources. Chapter 6 lays out an implementation strategy. Chapter 7 includes design issues. The Appendix displays results of the public outreach effort and meetings with local jurisdictions on a list of Plan revisions.

CHAPTER 2
GOALS AND OBJECTIVES

These goals and objectives are taken from the 2001 Non-Motorized Transportation Plan. Since the emphasis of that plan was somewhat different (it contained a pedestrian component, for example) these reflect that.

Goals provide the context for the specific objectives and policy guidelines discussed in the Non-motorized Transportation Plan. 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 the Plan recommendations, none of the Goals or Objectives is funded at this time. This Transportation Plan and the goals, objectives, and policy guidelines herein do not mandate any specific action by the Coachella Valley Association of Governments or local jurisdictions. These 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 Valley 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 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 compatibility of bicycle planning efforts among local agencies.
3. Encourage local agencies to update their plans periodically as required by Caltrans 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 accident 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.

Objective B

Complete a network of bikeways that is feasible, fundable, and that serve 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 regional, state, and federal funding programs. Encourage multi-jurisdictional funding applications.
2. Develop and fund destination-based signing system for the bikeway network.
3. Coordinate with local jurisdictions and developers in the Coachella Valley 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, equestrian and golf cart uses.
5. Develop a long distance cycling corridor as an alternate to SR-111 to provide for Valley-wide connectivity and for long distance commuting and recreational opportunities for bicyclists of varying skill levels. Such possibilities include the Whitewater River and the Interstate 10 corridor.
6. Provide connections to regional trails and 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 a regional map showing all bikeways in the Coachella Valley 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.

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 and routine surface repair, 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. Encourage local agencies to ensure that new bicycle improvements do not negatively impact the environment.
4. Provide designs that ensure the safety of bicyclists and others who use shared-use trails.
5. Encourage local agencies to follow Caltrans design standards as minimum standards for bikeways.
6. Encourage local agencies to eliminate hazards such as unsafe drainage grates, poor drainage, dangerous railroad track crossings, etc.
7. 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 of 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 the two Amtrak stations and at major transit stops.

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 other locations where visitors are entering the Coachella Valley.
4. 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 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 trails.

Objective G Policy Guidelines

1. Coordinate with local law enforcement to create a plan to regularly patrol shared-use trails.
2. Fund a call-box system along trails and 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 trails as they are developed.

Goal 2: The Pedestrian Realm

Provide a safe, convenient, and friendly environment for pedestrian movement in the Coachella Valley that includes all users of the pedestrian environment, such as seniors, 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 following sections.

Goal 2 Objectives:

Objective A

Implement the Pedestrian Element of the Non-Motorized Transportation Plan, which identifies existing and future needs, and provides recommendations for facilities over the next 20 years.

Objective A Policy Guidelines

1. Encourage public involvement in the planning and implementation process by utilizing workshops, surveys, and other means.
2. Adopt guidelines and requirements that encourage developers to plan for pedestrian-friendly designs in new developments and other future needs of the city.
3. Seek funding for projects identified in the Plan.

Objective B

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

Objective B Policy Guidelines:

1. All pedestrian facilities and designs should be accessible to everyone and should meet the standards of the Americans with Disabilities Act.
2. Sidewalks should be provided in residential and commercial areas wide enough to provide adequate room for comfortable pedestrian movement.
3. Pedestrian activity should be planned and accommodated in denser commercial districts. This will foster a more walkable environment for pedestrians.
4. Commercial office buildings should provide for ground floor retail to attract pedestrian activity.
5. 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.
6. Architectural design standards should be adopted for commercial, retail, and multi-family residential developments, as well as for commercial signage. Design review boards could also be created to guide these new standards.
7. 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.
8. Pedestrian amenities, such as street lighting, bus shelters, street furniture, and refuse receptacles, should be added in retail districts where they are absent.
9. Encourage farmers' markets, arts and crafts, and other events in public spaces.

Objective C

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

Objective C Policy Guidelines:

1. Intersection designs should include crosswalks, signals where warranted, 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 on new streets.
4. Raised medians should be considered when planning for pedestrian street crossings, especially the crossing of a wide arterial street. This would provide a refuge for pedestrians attempting to cross the street.

5. Consideration should be given to "bulb-out" curbs at intersections to decrease the distance pedestrians need to travel across an intersection.

Goal 3: Hiking and Equestrian Recreational Opportunities

Provide a safe, accessible, and enjoyable environment for hiking and equestrian recreational opportunities on off-road trails in the Coachella Valley.

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 3 Objectives:

Objective A

Implement the Hiking and Equestrian Element of the Non-Motorized 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. Seek funding for projects identified in the Plan.
2. Work through the detailed design and implementation phases of project development.

Objective B

Implement a Trail Plan that accommodates users of off-road trails and creates an integrated network that enhances trail access and recreational opportunities.

Objective B Policy Guidelines:

1. All existing and proposed trails should reflect the needs of existing hiking, bicycling, and equestrian groups, the requirements of governing agencies, and design and planning standards developed by national groups such as the American Hiking Society and the U.S. Department of Agriculture.
2. Trailheads should be developed to provide access to the trail network and minimize adverse impacts on surrounding residents and wildlife in the vicinity.
3. Trailheads should include vehicular and bicycle parking as well as restrooms and drinking fountains. Selected trailheads should offer developed staging areas for equestrians and parking for trucks/trailers.
4. Trails should be developed with a minimum of barriers per ADA requirements.

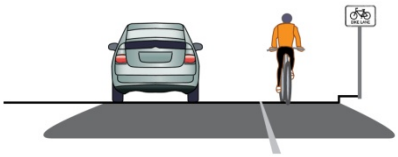
5. A distinct system of trail identification and signage should be developed to identify routes, reveal relative level of intensity, regulated activities, and hours of operation.
6. Existing gaps in the trail network should be closed in order to create a more integrated system of trails that creates more opportunities for recreation.
7. Existing easements should be utilized to fill in gaps in the trail network as much as possible to take advantage of the relative low cost of construction at these locations.
8. Ensure the safety and security of all users of off-road trails in the Coachella Valley.
9. Trails should be designed to protect Big Horn Sheep and other natural resources and wildlife.

CHAPTER 3
BIKEWAY AND TRAILS PLAN

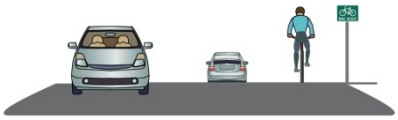
Cities in the Coachella Valley have constructed a variety of bikeway and trail types. Until a mapping effort was conducted for the County of Riverside Department of Public Health in 2007 there had never been an attempt to create a set of common definitions for each of these. The updated Department of Public Health map displays existing bikeways in the Coachella Valley for users. In 2008, CVAG and the Southern California Association of Governments contracted out to create a map and to put the map into a Geographic Information Systems (GIS) format that can be modified over time as projects are built and plans are changed. A classification system was devised as part of these two mapping efforts. The definitions of each classification type are shown below. These are the bikeway and trail class types that show up on the maps in this Plan.

Class I Bikeways – Typically called bike paths, they provide for bicycle travel on paved rights-of-way completely separated from any street or highway. These are particularly popular with novice cyclists.

Class II Bikeways – These are often referred to as bike lanes. They provide a striped, stenciled and signed lane for one-way travel on a street or highway.



Class III Bikeways – Generally referred to as bike routes, they provide for shared use with pedestrian or motor vehicle traffic and are identified by signing, and sometimes stencils.



Paved Multipurpose Paths – Similar to Class I bike paths, but intended for multiple users (bicycles, pedestrians, roller bladers, other non-motorized users) and do not meet Caltrans bike path standards.

Sidewalk Paths – Wide sidewalks that can be used by joggers, pedestrians, bicyclists and other non-motorized users.

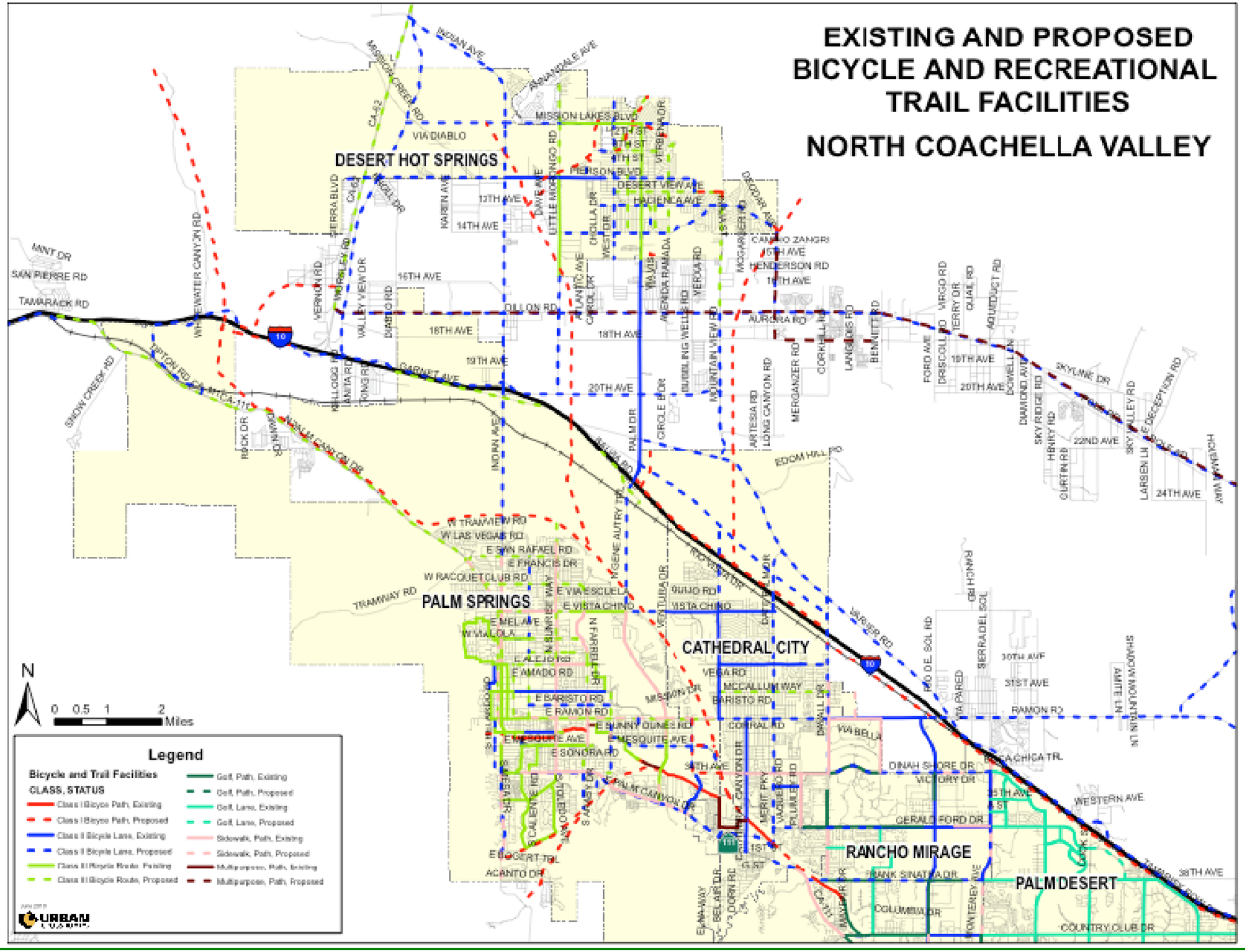
Hiking/Equestrian Trails – Off-road earthen paths intended primarily for equestrians. Hikers, pedestrians, mountain bicyclists and others are permitted, unless signed otherwise.

Golf Cart Paths – Paved off-street paths that permit use by golf carts, bicycles and pedestrians.

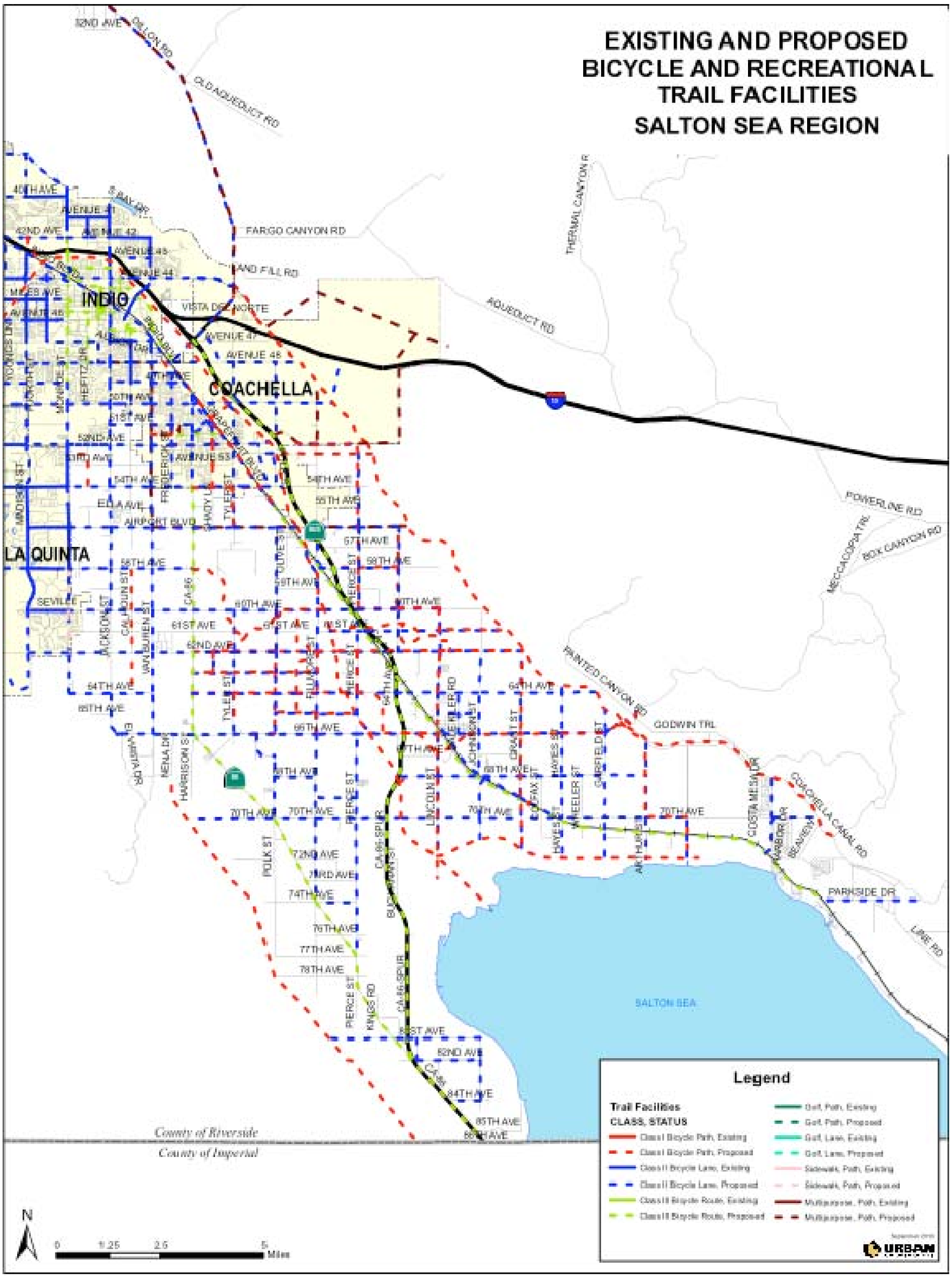
Golf Cart Lanes – Striped lanes that permit use by golf carts, bicycles and equestrians.

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 following maps display that network by bikeway type. They also depict bikeways that exist, and those that are planned. Since some of the cities in the Coachella Valley plan their bikeway networks with paved multi-purpose paths, sidewalk paths, golf cart lanes and golf cart paths that link with Caltrans standard bikeways, these are shown on the following maps. They are not shown on the individual bikeway plans for each local jurisdiction since these must use the Caltrans standard bikeway types to comply with Streets and Highways Code 891.2. The following maps illustrate the planned bikeways in a regional format.


EXISTING AND PROPOSED
BICYCLE AND RECREATIONAL
TRAIL FACILITIES
NORTH COACHELLA VALLEY
DESERT HOT SPRINGS
PALM SPRINGS
CATHEDRAL CITY
RANCHO MIRAGE
PALM DESERT
BROADWAY
MISSION CREEK RD
BRIAN AVE
ARANDELLE AVE
MISSION LAKES BLVD
VIA DIABLO
PIERSON BLVD
DESERT VIEW AVE
HACIENDA AVE
13TH AVE
14TH AVE
16TH AVE
OLLOM RD
18TH AVE
19TH AVE
20TH AVE
GARNET AVE
SIERRA BLVD
VERNON RD
WHITEWATER CANYON RD
MINT DR
SAN PIERRE RD
TAMARACK RD
DILLON RD
VALLEY VIEW DR
DIABLO RD
KELLOGG RD
ANITA RD
KONG RD
KAREN AVE
DAWN AVE
LITTLE MORONGO RD
CHOLLA DR
WESTWAY DR
CAROL DR
PLANTATION AVE
VISTA DR
AVENIDA RAMADA
VERDA RD
BUBBLING WELLS RD
MOUNTAIN VIEW RD
MERGANZER RD
MCGARRER RD
CAMINO ZANGRI
HENDERSON RD
AURORA RD
CORHILL RD
LANGDON RD
BENNETT RD
FORD AVE
DISCOVERY RD
VIRGO RD
TERRY DR
OJAI RD
AQUADUCT RD
DOWELL AVE
DIAMOND AVE
SKY RIDGE RD
HWY 111
CURTIN RD
SKYLINE DR
22ND AVE
SKY VALLEY RD
LARSEN LN
DESERTION RD
24TH AVE
HIGHWAY
INDIAN AVE
CIRCLE DR
PALM DR
ARTESIA RD
LONG CANYON RD
EDOM HILL RD
GENE AUTRY TRL
RAMON RD
BAKER ST
CALLE EL MONTE
CALLE ENCILIA
CALLE ALVARADO
CALLE SEGOVIA
CALLE ENCELIA
CALLE ENTRADA
CALLE ENCANTO
CALLE ENCIL


EXISTING AND PROPOSED
BICYCLE AND RECREATIONAL
TRAIL FACILITIES
SOUTH COACHELLA VALLEY
RANCHO MIRAGE
PALM DESERT
INDIAN WELLS
INDIO
COACHELLA
LA QUINTA
Legend
Trail Facilities
CLASS, STATUS
Class I Bicycle Path, Existing
Class I Bicycle Path, Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Golf, Path, Existing
Golf, Path, Proposed
Golf, Lane, Existing
Golf, Lane, Proposed
Sidewalk, Path, Existing
Sidewalk, Path, Proposed
Multipurpose, Path, Existing
Multipurpose, Path, Proposed
N
0 0.5 1 2 Miles


EXISTING AND PROPOSED
BICYCLE AND RECREATIONAL
TRAIL FACILITIES
SALTON SEA REGION
INDIO
COACHELLA
LA QUINTA
SALTON SEA
FARGO CANYON RD
AQUEDUCT RD
POWERLINE RD
BOX CANYON RD
PAINTED CANYON RD
GODWIN TRL
PARKSIDE DR
LINE RD
COACHELLA CANAL RD
County of Riverside
County of Imperial
Legend
Trail Facilities
CLASS, STATUS
Class I Bicycle Path, Existing
Class I Bicycle Path, Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Golf, Path, Existing
Golf, Path, Proposed
Golf, Lane, Existing
Golf, Lane, Proposed
Sidewalk, Path, Existing
Sidewalk, Path, Proposed
Multipurpose, Path, Existing
Multipurpose, Path, Proposed
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1.25
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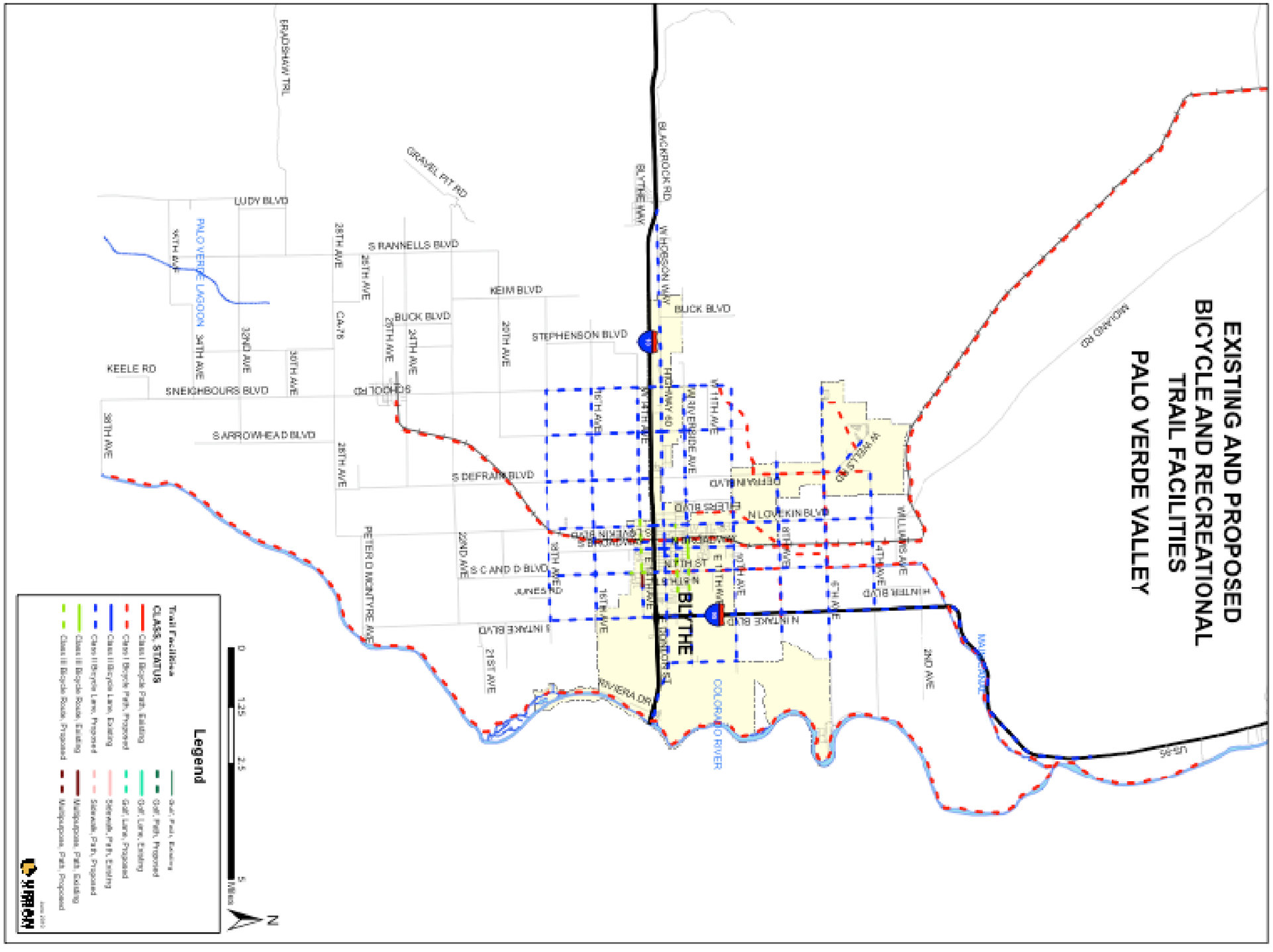
Miles


EXISTING AND PROPOSED
BICYCLE AND RECREATIONAL
TRAIL FACILITIES
PALO VERDE VALLEY
BLYTHE
COLORADO RIVER
Legend
Trail Facilities
CLASS, STATUS
Class I Bicycle Path, Existing
Class I Bicycle Path, Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Golf Path, Existing
Golf Path, Proposed
Golf Lane, Existing
Golf Lane, Proposed
Sidewalk, Path, Existing
Sidewalk, Path, Proposed
Multipurpose Path, Existing
Multipurpose Path, Proposed
0
1.25
2.5
5
Miles
N

Programs

Safety Education

A bicycle safety education program will be encouraged as part of this Plan and would teach bicycle safety to children, adults, and other groups that encounter bicyclists. A specific curriculum geared for each audience, along with a handbook or other literature, is recommended.

- Children. All children in public schools should go through a bicycle safety program before they graduate. This should start at a young age. In addition, bicycle safety should be taught to students who are taking drivers education classes at school. This should be part of the Safe Routes to School programs.

- Adults. A bicycle safety education component should also be available to adults at employment sites, and on selected weekends for the general public. The safety curriculum should educate both bicyclists and motorists.

- Other Groups. Safety education should be taught to others who come in to contact with bicyclists such as motorists, bus drivers and local police.

- City and County Staff. Bicycle safety education can be incorporated into existing training and orientations of local jurisdictional staff that work with transportation and planning. It should also include local police departments.

Promotion

A customized Bicycle Safety, Marketing, and Education Handbook could be developed that identifies existing local and regional efforts and presents a standardized approach that can be used by Coachella and Palo Verde Valley communities. Typical marketing strategies include:

- Bike Fairs and Races. Events to promote Coachella and Palo Verde Valley bicycle facilities, including fairs and races, can be organized to get people excited about riding and familiarize them with the facilities.

- Employer Incentives. Local jurisdictions may work with major employers to encourage bicycle commuting by their employees by coordinating promotional

events, and encouraging the provision of bicycle lockers and access to shower facilities. Employers may to choose to give regular commuters new bicycles as an incentive to ride. Bike-to-Work Week could be advertised and promoted as a week where employees are encouraged to bike to work. Some people may start bicycling to work regularly after participating in this annual event.

Hiking and Equestrian Trails

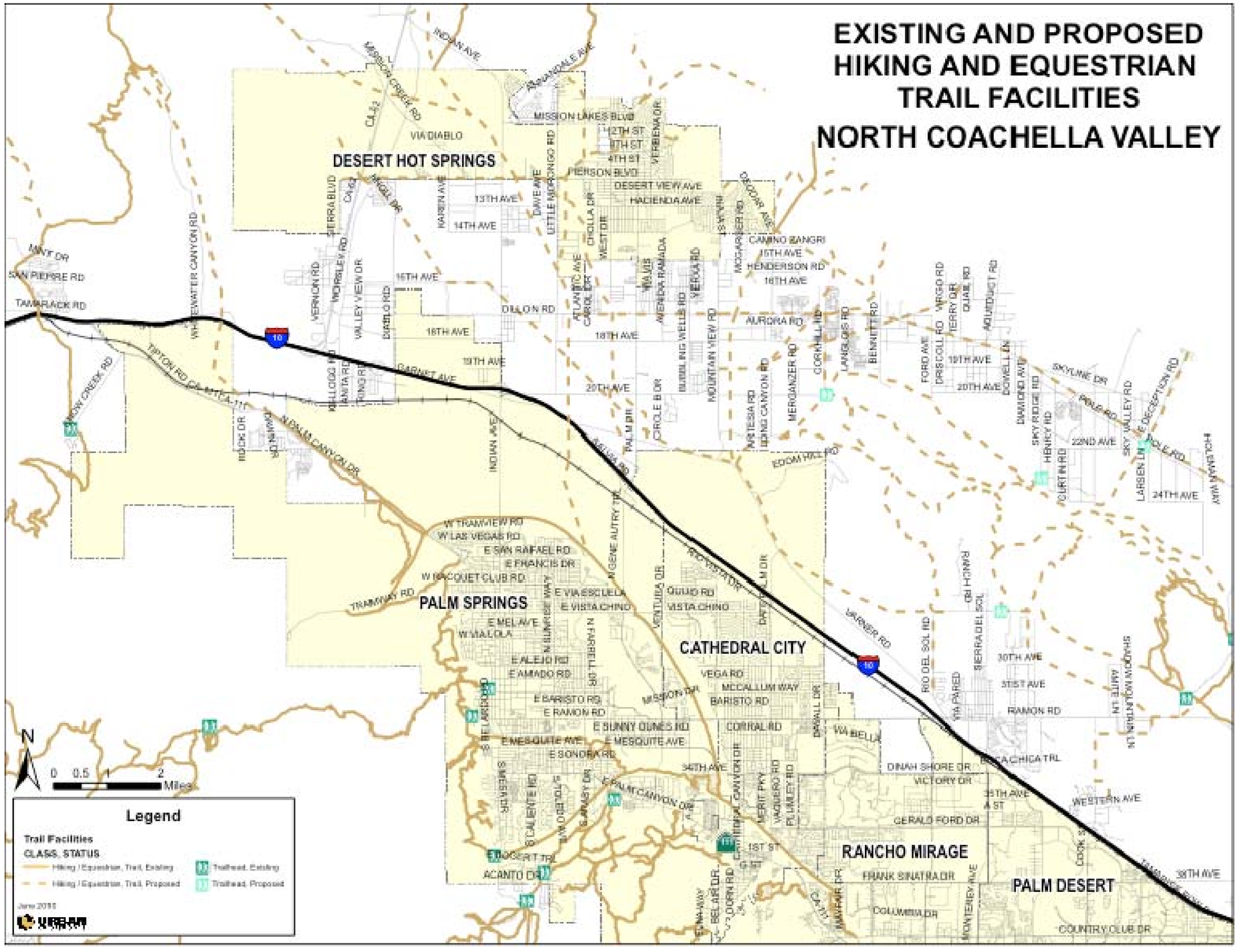
Our planning effort also produced a comprehensive network of hiking and equestrian trails in the Coachella and Palo Verde Valleys. The following maps display that network by those that exist, and those that are planned. Some of the trails are only for hiking or walking, while others are primarily for equestrians. Some of them also allow use by mountain bicycles. Every trail has its own guidelines. Since no one to date has catalogued the permitted uses of each trail, they are shown together. Moreover, some of these trails are narrow, single-track earthen trails, while others are wide and have undergone significant construction to make them flat, smooth and ideal for use. They have fencing, signing and even equestrian parking in some places. Some of these have been improved with surfaces such as decomposed granite. Some of the trails are used, but have not been much improved. Some traverse private land, and others run over public land. Again, since no one has kept track of the different types of hiking and equestrian trails, they are shown together.

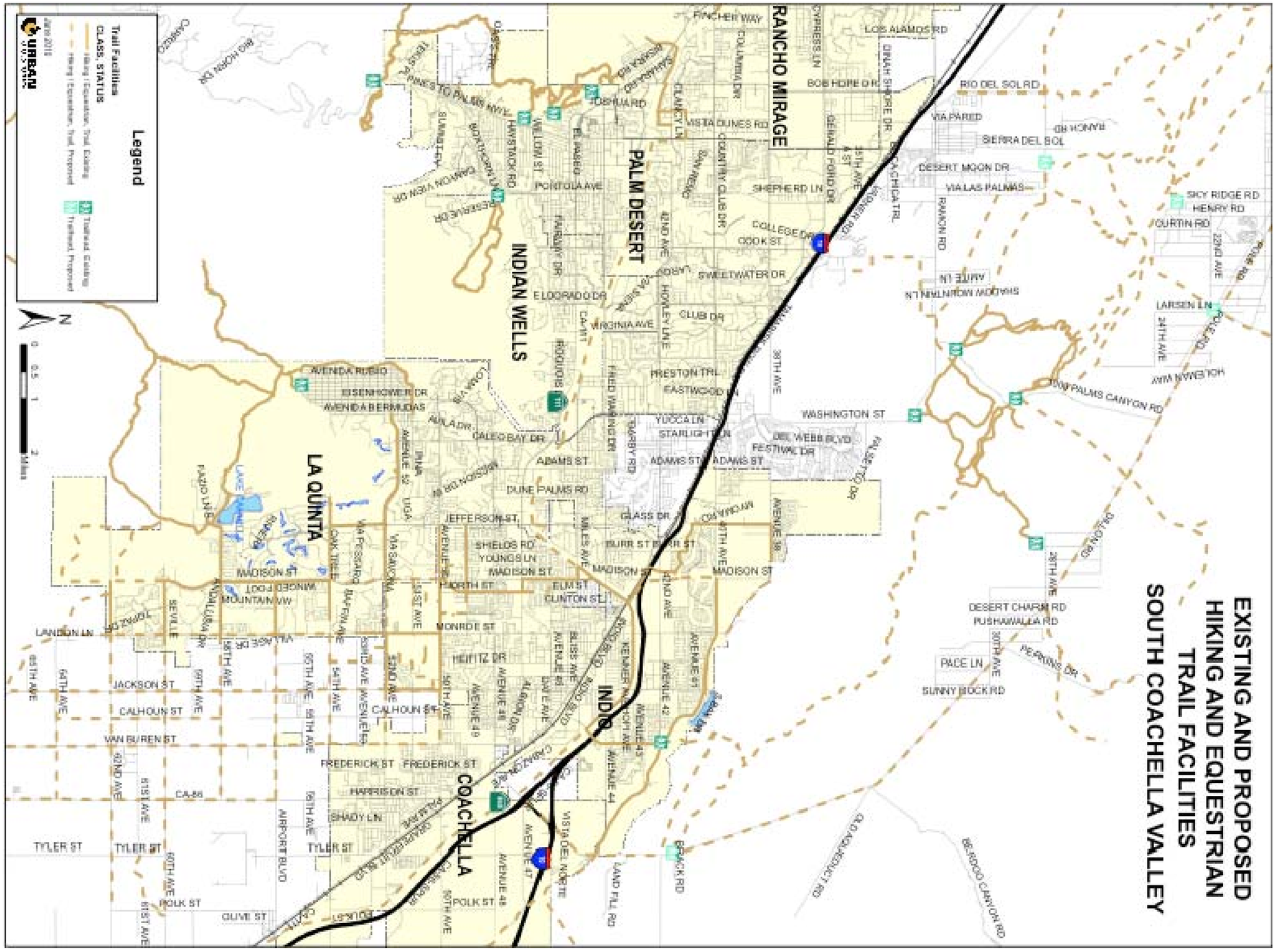
The maps represent progressively more accurate trail alignments than shown on previous maps because a variety of efforts have been undertaken to show them as precisely as possible. Those in the northern Coachella Valley are now quite accurate as a result of the use of Global Positioning Systems (GPS) technology by the Coachella Valley Mountains Conservancy. Other proposed trails don't have precise alignments yet because they haven't been planned to that level. Future planning efforts will select exact trail alignments for these. The 2008 CVAG/SCAG mapping effort used aerial photography to map existing trails. The GIS work performed for this Plan utilized topographical maps to place proposed trails in logical places.

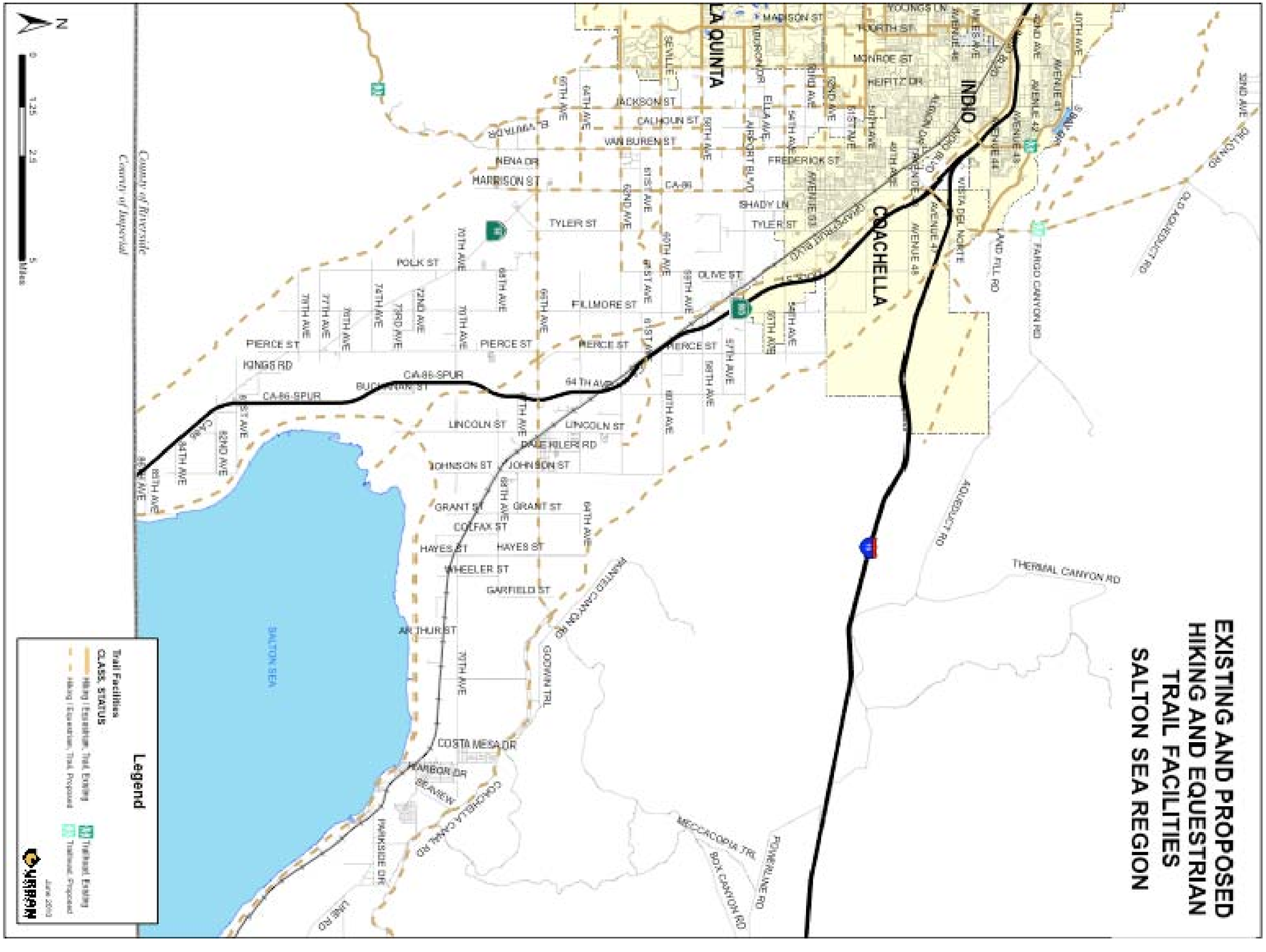
The trails and trailheads shown on the map as proposed in the northern Coachella Valley are conceptual. They are not approved projects. Each of these that move forward will be subject to applicable review and permitting processes including the California Environmental Quality Act (CEQA) and/or the National Environmental Protection Act (NEPA). Projects on lands owned by entities, which are signatories to the Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP) will be subject to the criteria, and review and approval process stipulated by the CV MSHCP. This will include review by the relevant Resource Management Unit Committee (RMUC) and approval by the Resource Management Oversight Committee (RMOC). Proposed trails on Bureau of Land Management lands will be subject to a separate process.

The following maps illustrate existing and proposed hiking and equestrian trails along with trailheads.

EXISTING AND PROPOSED HIKING AND EQUESTRIAN TRAIL FACILITIES NORTH COACHELLA VALLEY




EXISTING AND PROPOSED
HIKING AND EQUESTRIAN
TRAIL FACILITIES
SOUTH COACHELLA VALLEY
Legend
Trail Facilities
CLASS, STATUS
Hiking / Equestrian, Trail, Existing
Hiking / Equestrian, Trail, Proposed
Trailhead, Existing
Trailhead, Proposed
June 2018
URBAN
SYSTEMS
N
0
0.5
1
2
Miles
RANCHO MIRAGE
PALM DESERT
INDIAN WELLS
LA QUINTA
INDIO
COACHELLA
FINCHER WAY
LOS ALAMOS RD
RIO DEL SOL RD
VIA PARIED
SIERRA DEL SOL
DESERT MOON DR
VIA LAS PALMAS
SKY RIDGE RD
HENRY RD
OURTIN RD
LARSEN LN
24TH AVE
32ND AVE
HOLLEMAN WAY
DATE PALMS CANYON RD
WASHINGTON ST
DEL WEBB BLVD
FESTIVAL DR
DESERT CHARM RD
PUSHAWALLA RD
PACE LN
SUNNY ROCK RD
PEARSON DR
30TH AVE
28TH AVE
BOB HOPE DR
CLARKE RD
VISTA DUNES RD
COUNTRY CLUB DR
GERALD FORD DR
SHEPHERD LN
COLLEGE DR
OAK ST
SWEETWATER DR
CLUB DR
VIRGINIA AVE
PRESTON TRL
EASTWOOD
YUCCA LN
STARLIGHT LN
ADAMS ST
DUNE PALMS RD
JEFFERSON ST
GLASS DR
SHIELDS RD
YOUNGS LN
MADISON ST
BURR ST
ELM ST
CLINTON ST
MONROE ST
HEFFITZ DR
CALHOUN ST
JACKSON ST
VAN BUREN ST
FREDERICK ST
HARRISON ST
SHADY LN
TYLER ST
POLK ST
OLIVE ST
AVENIDA RUSSO
EISENHOWER DR
AVENIDA BERMUDAS
CALLE DE LA VUELTA
CALLE TAMPICO
CALLE ESTADO
CALLE TECATE
CALLE TAMPICO
CALLE TRANQUILO
CALLE TAMPICO
CALLE TECATE
CALLE ESTAD


N
0
1.25
2.5
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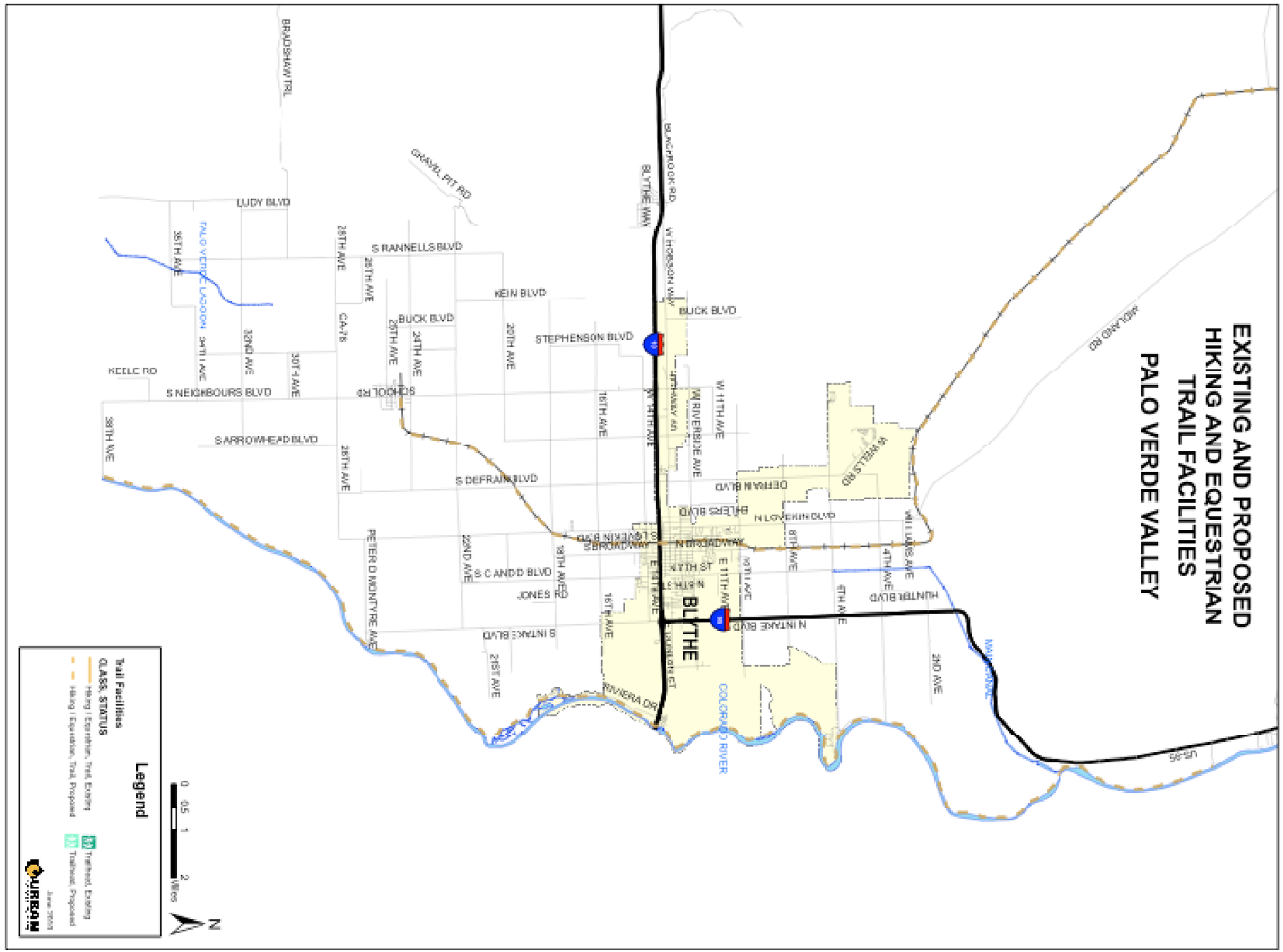
Miles
County of Riverside
County of Imperial
LA QUINTA
INDIO
COACHELLA
MADISON ST
FOURTH ST
MONROE ST
HEFFTZ DR
YOUNGS LN
JACKSON ST
CALHOUN ST
VAN BUREN ST
FREDERICK ST
AIRPORT BLVD
SEVILLE
ELLA AVE
MONROE
ADAMS
WASHINGTON
JEFFERSON
HARRISON ST
NENA DR
CA-86
SHADY LN
TYLER ST
POLK ST
OLIVE ST
FILLMORE ST
PIERCE ST
KINGS RD
CA-86-SPUR
BUCHANAN ST
LINCOLN ST
DAVE RILER RD
JOHNSON ST
GRANT ST
COLFAX ST
HAYES ST
WHEELER ST
GARFIELD ST
ARTHUR ST
COSTA MESA DR
HARBOR DR
SEAVIEW
CONSERVATION
CONSERVATION
CONSERVATION


EXISTING AND PROPOSED
HIKING AND EQUESTRIAN
TRAIL FACILITIES
PALO VERDE VALLEY
BLYTHE
Legend
Trail Facilities
CLASS, STATUS
Hiking / Equestrian, Trail, Existing
Hiking / Equestrian, Trail, Proposed
Trailhead, Existing
Trailhead, Proposed
0 .5 1 2 Miles
N
BRADSHAW TRL
GRAVEL PIT RD
LUDY BLVD
S RANNELLS BLVD
KEIN BLVD
BUCK BLVD
STEPHENSON BLVD
KEELC RD
S NEIGHBOURS BLVD
S ARROWHEAD BLVD
S DEFRAIN BLVD
BLYTHE WAY
W HOBSON WAY
BLACKROCK RD
W RIVERSIDE AVE
W 11TH AVE
W 14TH AVE
DEFRAIN BLVD
BILLERS BLVD
N LOVEKIN BLVD
N BROADWAY
E 11TH AVE
E 14TH AVE
S C AND D BLVD
JONES RD
S INTAKE BLVD
N INTAKE BLVD
HUNTER BLVD
RIVIERA DR
COLORADO RIVER
PALO VERDE LAGOON
PETER D MONTYRE AVE
35TH AVE
32ND AVE
30TH AVE
28TH AVE
26TH AVE
25TH AVE
24TH AVE
22ND AVE
21ST AVE
20TH AVE
18TH AVE
16TH AVE
8TH AVE
4TH AVE
3RD AVE
CA-78
US-95

CHAPTER 4
LOCAL BICYCLE PLANS

This section of the Coachella Valley Association of Governments Non-Motorized Transportation 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 California State Department of Transportation's (Caltrans) Design Guidelines Manual Section 891.2. The requirements for bicycle plans include the following:

a) Estimated number of existing bike commuters and estimated increase
b) Map and description of existing and proposed land use
c) Map and description of existing and proposed bikeways
d) Map and description of existing and proposed bicycle parking
e) Map and description of existing and proposed links to other transportation modes
f) Map and description of existing and proposed facilities for changing and storing clothes (amenities)
g) Description of safety education programs, efforts by law enforcement and effect on crash rates
h) Description of public input
i) Description of coordination with other local and regional transportation, air quality and energy conservation plans
j) Description of projects and their priorities
k) Description of past expenditures and future financial needs

Compliance with the 891.2 requirements makes jurisdictions eligible to apply for Bicycle Transportation Account funding. Every year $7.2-million is available. Once a bicycle plan has been approved by Riverside County Transportation Commission, a jurisdiction is eligible to compete with others for funding of specific projects. Those projects identified in each of the plans are eligible for funding, and those given a top priority designation are more likely to receive funds. Each project will be submitted independently by each jurisdiction and will compete against others from around the State for funds.

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 chapter sections.

Each plan contains all the bikeway projects along with their priority, length and planning level cost estimates. As noted in Chapter Five these cost estimates use average costs per mile. More detailed cost estimates of each project will need to be conducted later on taking into account the particulars of each.

The bicycle plans also set 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 makes for 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.

Bicycle Ridership Forecast

This Plan sets an objective to reach 5 percent of all trips to be made by bicycle regionwide. This is the objective for each of the local jurisdictions as well. Although it is recognized that it is an ambitious goal, it is achievable with complete implementation of the Plan. According to the most recent US Census data available (2000) the percentage of bicycle commuters for each jurisdiction follows:

Blythe: 0.8%
Cathedral City: 0.6%
Coachella: 0.0%
Indian Wells: 0.0%
Indio: 0.5%
La Quinta: 0.2%
Palm Desert: 0.5%
Palm Springs: 1.1%
Rancho Mirage: 0.1%
Riverside County (includes all county): 0.5%

Consistency with Other Transportation, Air Quality, Energy Plans

Local and Regional Bikeway and Transportation Plans

Since this Plan 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 provided input to this Plan and their comments were incorporated. This

Plan provides local jurisdictions the option to incorporate their bicycle plan into their Circulation Element of their General Plans.

This Plan 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 Southern California 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 this Plan contains bikeways, bicycle parking, links to transit and amenities, it encourages utilitarian cycling and is consistent with the SCAQMD efforts.

By encouraging utilitarian bicycling, the Plan will also reduce energy consumption. Since transportation consumes the largest portion of our energy and many trips are within bicycling distance, the potential to reduce energy consumption is great.

Bicycle Crash Analysis

Table 2 following shows the number and rate of crashes (collisions in SWITRS terminology) involving bicyclists in each city and the unincorporated areas in the CVAG region for the three most current years 2006, 2007, and 2008. This information was gathered from the California Highway Patrol's SWITRS website, which provides crash information by jurisdiction. Population data was obtained from the California Department of Finance and from the CVAG website. As the table shows, only one jurisdiction in the CVAG region had a higher bicycle crash rates than the state average -- Palm Springs. Further research would be needed to determine the reasons for this. However, cities that have more cyclists generally have greater numbers of crashes. Further, Palm Springs likely has many tourists cycling that may not be familiar with the local environment. No other discernable patterns emerge from this data.

Only Blythe, Indio and Rancho Mirage have bicycle safety education programs. The police in all of the local jurisdictions enforce all traffic laws, including those that impact 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.

Whitewater River Bike Path

The Coachella Valley Recreation and Parks District and Riverside County Park and Open Space District plans for the Whitewater River included a concept for a bike path the entire length of the river in the Coachella Valley, with the exceptions of several stretches in Rancho Mirage, Palm Desert and Indian Wells. They concluded that while challenges exist, particularly where private entities own the land along the river, that 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 there. This reference leaves open future opportunities for landowners to negotiate with cities regarding the bike path.

TABLE 2: BICYCLE CRASH ANALYSIS

Jurisdiction	Number of Bicycle Involved Collisions 2006 (SWITRS 2006)		Number of Bicycle Involved Collisions 2007 (SWITRS 2007)		Number of Bicycle Involved Collisions 2008 (SWITRS 2008)		Total # of Bicycle Collisions for 3 Years	Average # of Bicycle Collisions per Year	2009 Population (CA Department of Finance)	Collisions per 1000 people/ yr.	Index (relative to state avg. of 0.31/1000)
	Fatality	Injury	Fatality	Injury	Fatality	Injury					
Blythe	0	6	0	5	0	2	13	4.3	21,329	0.20	0.76
Cathedral City	0	10	1	3	0	4	18	6.0	52,447	0.11	0.62
Coachella	0	3	0	2	2	3	10	3.3	41,000	0.08	0.14
Desert Hot Springs	0	1	0	0	0	0	1	0.3	26,552	0.01	0.17
Indian Wells	0	1	0	0	0	1	2	0.7	5,093	0.14	1.00
Indio	0	14	1	10	0	13	38	12.7	82,230	0.15	0.41
La Quinta	0	8	0	5	0	6	19	6.3	43,778	0.14	0.48
Palm Desert	1	8	0	12	0	17	38	12.7	51,509	0.25	0.62
Palm Springs	0	25	0	11	0	13	49	16.3	47,601	0.34	1.31
Rancho Mirage	0	2	0	6	0	0	8	2.7	17,180	0.16	0.55
Unincorporated County (apportioned by population)	1	6	0	9	0	11	27	9	84,478 (2010 Est.)	0.11	0.34
TOTAL	**2**	**84**	**2**	**63**	**2**	**70**	**223**	**74.3**	**473,197**	**0.16**	**0.51**

City of Blythe Bicycle Plan

With a year 2009 population of 21,329 (California Department of Finance), Blythe is a small residential city located in the Palo Verde Valley adjacent to the Colorado River. The City is located among a grid network of arterial streets that connects to the surrounding agricultural unincorporated areas. Some of the main arterial streets within 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

The map on page 42 shows the current and future land use patterns in the City of 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.

Bikeways

Existing

The City of Blythe currently has no existing bikeways.

Proposed

Blythe has proposed 29 bikeway projects to be included in this Plan. The projects are listed below by priority. Project costs are based on past expenditures for bikeways throughout California and from feedback received from our local jurisdictions. Costs for individual projects will vary by location and complexity of the project.

City of Blythe Top Priority Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Colorado River	Northern city limit	Southern city limit	8.7	$8,700,000
II	Hobson Way	Western city limit	Eastern city limit	9.3	$465,000
II	4th Ave.	De Frain Blvd.	Eastern city limit	0.5	$25,000
II	Chanslor Way	Ehlers Blvd. to Main St.	El Dorado St. to Olive Lake Blvd.	1.4	$70,000
III	Chanslor Way	Main St.	El Dorado St.	1.1	$22,000
I	De Frain Blvd.	4th Ave.	Western city limit between 8th Ave. and 10th Ave.	2.8	$2,800,000
II	Lovekin Blvd.	8th Ave.	Southern city limit	3.3	$165,000
II	6th Ave.	Western city limit	Eastern city limit	2.5	$125,000
II	Wells Rd.	De Frain Blvd.	4th Ave.	1.3	$65,000
Public bicycle parking program					$25,000

City of Blythe 2nd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
III	14th Ave.	Western city limit	7th St.	1.1	$22,000
II	14th Ave.	7th St.	Intake Blvd.	1.0	$50,000
II	Intake Blvd.	10th Ave.	Seeley Ave.	3.0	$150,000
II	Broadway	10th Ave.	Southern city limit	2.1	$105,000
II	7th St., C&D Blvd.	10th Ave.	I-10 Freeway	1.7	$85,000
II	Barnard St.	AZ&CA Railroad Corridor	2nd St.	0.4	$20,000
III	Barnard St.	Lovekin Blvd to AZ&CA Railroad Corridor	2nd St. to Tesoro Ln.	1.1	$22,000
I	C Canal Path	8th Ave. at AZ & CA Railroad Corridor	.25 miles north of Chanslor Way	2.1	$2,100,000
I	Quail Run	Palo Verde Community College	Wells Rd.	1.4	$1,400,000

City of Blythe 3rd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	AZ&CA Railroad Corridor	Northern city limit	Southern city limit	3.2	$3,200,000
II	Main St.	Chanslor Way	14th Ave.	1.0	$50,000
II	2nd St.	Chanslor Way	Hobson Way	0.5	$25,000
II	8th Ave.	Western city limit	Eastern city limit	1.8	$90,000
II	Olive Lake Blvd.	10th Ave.	Hobson Way	1.5	$75,000
III	7th St.	I-10 Freeway	Southern city limit	0.5	$10,000
II	10th Ave.	Western city limit	Olive Lake Blvd.	4.2	$210,000
I	7th St.	10th Ave.	Hobson Way	1.5	$1,500,000
II	Arrowhead Blvd.	Riverside Ave.	Southern city limit	0.8	$40,000
II	Hwy 78/Neighbours Blvd.	Northern city limit	Southern city limit	1.2	$60,000
II	Riverside Ave.	Neighbours Blvd. to Arrowhead Blvd.	Intake Blvd. to Olive Lake Blvd.	2.0	$100,000

The map on page 41 shows existing and proposed bikeways, bicycle parking and amenities.

Bicycle Parking

Existing

Blythe has no existing bicycle parking facilities that have been identified.

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

All Palo Verde Valley Transit buses have bike racks.

Bicycle Amenities

Although Blythe has no existing shower and clothing locker facilities 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 has been providing bicycle safety education to K-8 students at the schools. Every year every 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 rodeo setting parents also learn about bicycle safety. The Police Department also gives free bicycle helmets to any child that needs one. In addition, Blythe has won a federal Safe Routes to School grant, part of which will be used to enhance the bicycle safety curriculum starting in 2010.

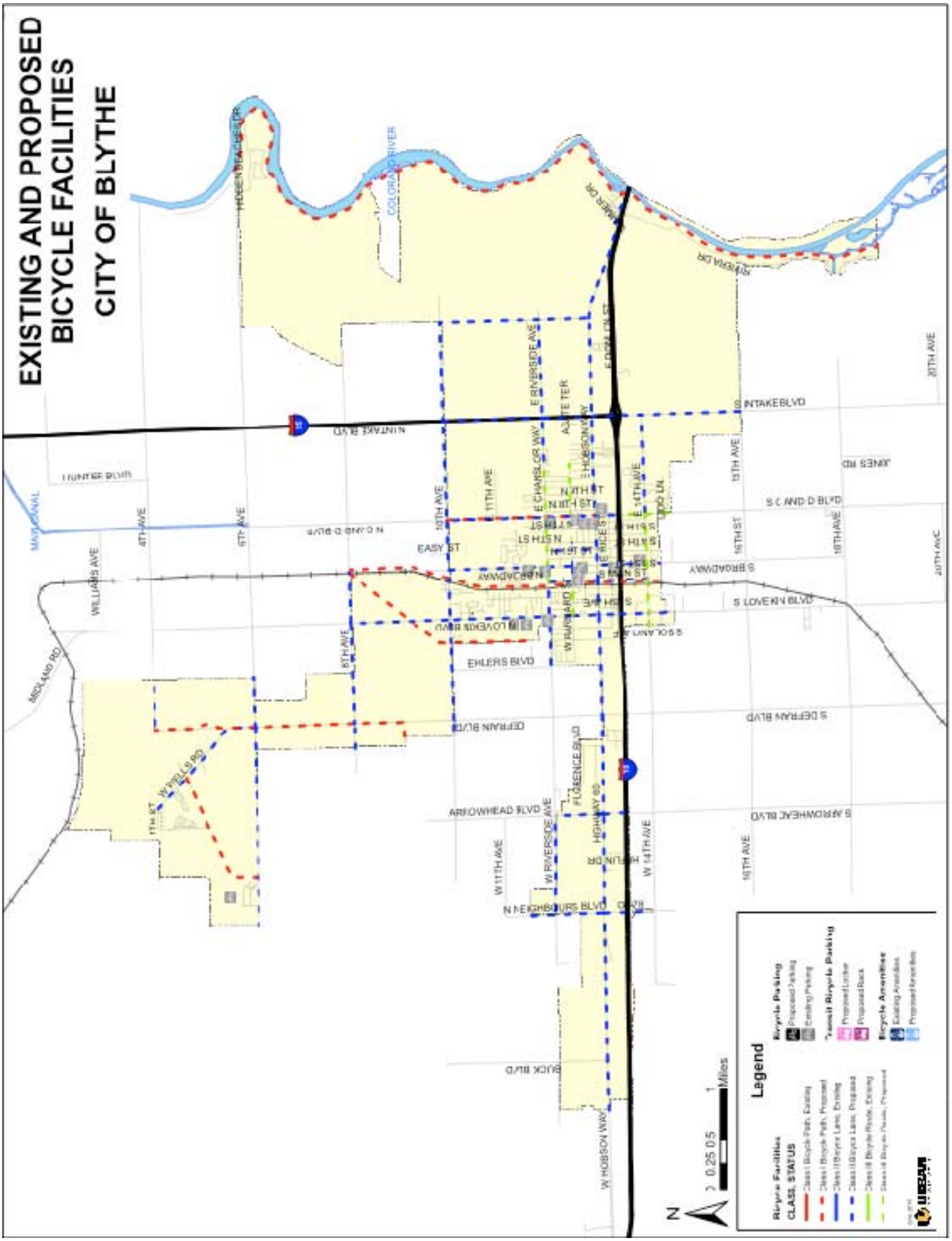
Past Expenditures for Bicycle Facilities

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

Future Financial Needs

The City of Blythe has the following future financial needs:

- Top Priority Bikeways: 30.9 miles, $12,437,000
- 2nd Priority Bikeways: 13.9 miles, $3,954,000
- 3rd Priority Bikeways: 18.2 miles, $5,360,000
- Total: 63 miles, $21,751,000
- Public Bicycle Parking: $25,000
- Total Capital Financial Need: $21,776,000
- Annual Class I Bike Path Maintenance: 19.7 miles, $62,410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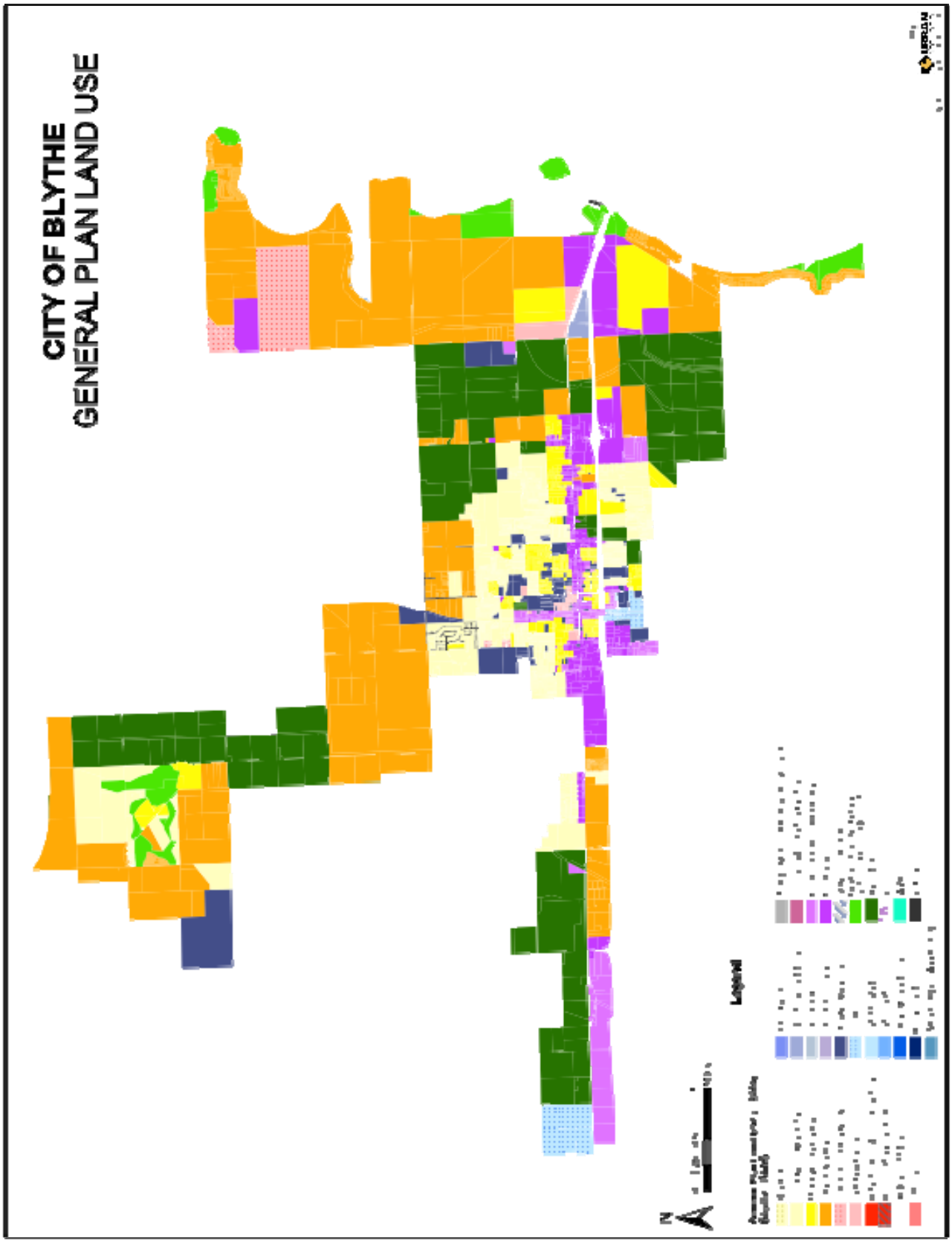
CITY OF BLYTHE
GENERAL PLAN LAND USE
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City of Cathedral City Bicycle Plan

With a year 2009 population of 52,447 (California Department of Finance), Cathedral City is a residential city that has undergone much residential development over the past 20 years. The City has a network of arterial streets that connects to its two neighboring cities, Palm Springs and Rancho Mirage. Some of the 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

The map on page 49 shows the current and future land use patterns in the City of 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 the I-10 freeway, and both commercial and residential development is planned for areas in the northern part of the City.

Bikeways

Existing

Cathedral City currently has one Class I and six Class II bikeways. The following table provides their location and length. They total 10 miles in length.

City of Cathedral City Existing Bikeways

Class	Street/Path	From	To	Mileage
I	Whitewater Wash (south bank)	Cathedral Canyon Dr.	East of Date Palm Dr.	0.7
II	Vista Chino Rd.	Ventura Dr.	Date Palm Dr.	2.0
II	30th Ave.	Landau Blvd.	Santoro Dr.	1.5
II	Palm Dr.	Varner Rd.	.25 miles north of the I-10 Freeway	0.6
II	Landau Blvd.	Vista Chino Rd.	Ramon Rd.	2.3
II	Cathedral Canyon Dr.	Ramon Rd.	Highway 111	2.4
II	Victoria Dr.	Date Palm Dr.	Plumley Rd.	0.5

Proposed

Cathedral City has proposed 16 bikeway projects to be included in this Plan. The projects are listed below by priority. Project costs are based on past expenditures for bikeways throughout California and from feedback received from our local jurisdictions. Costs for individual projects will vary by location and complexity of the project.

City of Cathedral City Top Priority Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Whitewater River	Palm Springs city limit to Ramon Rd.; Landau Blvd. to Cathedral Canyon Dr.	Date Palm Dr. to Rancho Mirage city limit	2.8	$2,800,000
II	East Palm Canyon Dr.	Western city limit	Cathedral Canyon Dr.	1.3	$80,000
II	Date Palm Dr.	Varner Rd.	Perez Rd.	5.5	$275,000
II	Perez Rd.	East Palm Canyon Dr.	Date Palm Dr.	1.1	$55,000
Bicycle Parking Program					$25,000

City of Cathedral City 2nd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	I-10 parallel path	Western city limit	Eastern city limit	4.6	$4,600,000
II	30th Ave.	Santoro Dr.	Da Vall Dr.	0.5	$25,000
II	Landau Blvd.	Vista Chino	Mihalyo Rd.	1.7	$85,000
II	Varner Rd.	Western city limit	Eastern city limit	4.6	$230,000
I	Long Canyon Path	Northern city limit	I-10 parallel path	1.8	$1,800,000

City of Cathedral City 3rd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Palm Dr. parallel path	I-10 parallel path	Varner Rd.	0.9	$900,000
II	Mihalyo Rd.	Palm Dr.	Da Vall Dr.	4.5	$225,000
II	Ramon Rd.	Western city limit	Eastern city limit	2.0	$100,000
II	Gerald Ford Dr.	Date Palm Dr.	Eastern city limit	0.5	$25,000
II	DaVall Dr.	Mihalyo Rd.	Dinah Shore Dr.	2.9	$145,000
II	McCallum Way	Landau Blvd.	DaVall Dr.	2.0	$100,000
II	Mountain View Rd.	Northern city limit	Varner Rd.	0.2	$10,000

The map on page 48 shows existing and proposed bikeways, bicycle parking and amenities.

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 Ave.)

Proposed

The City has proposed that future bicycle parking facilities will be sought by working with developers to provide them on a case-by-case basis. Cathedral City will also apply for funding under the BTA 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 Highway 111 east of Date Palm Dr. 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 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 are presented in the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
32	Vista Chino	Landau Blvd.	161	EB	FS	Bike Rack
32	Vista Chino	Landau Blvd.	167	WB	FS	Bike Rack
30 111	E. Palm Cyn Dr.	Monty Hall Dr.	235	WB	FS	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
111	Palm Canyon Dr.	Van Fleet Ave.	687	EB	NS	Bike Locker

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

Bicycle Amenities

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

The City of Cathedral City has no bicycle safety education program at this time.

The Cathedral City Police Department enforces all traffic laws, for bicycles and motor vehicles as part of their regular duties. They 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 Police 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.

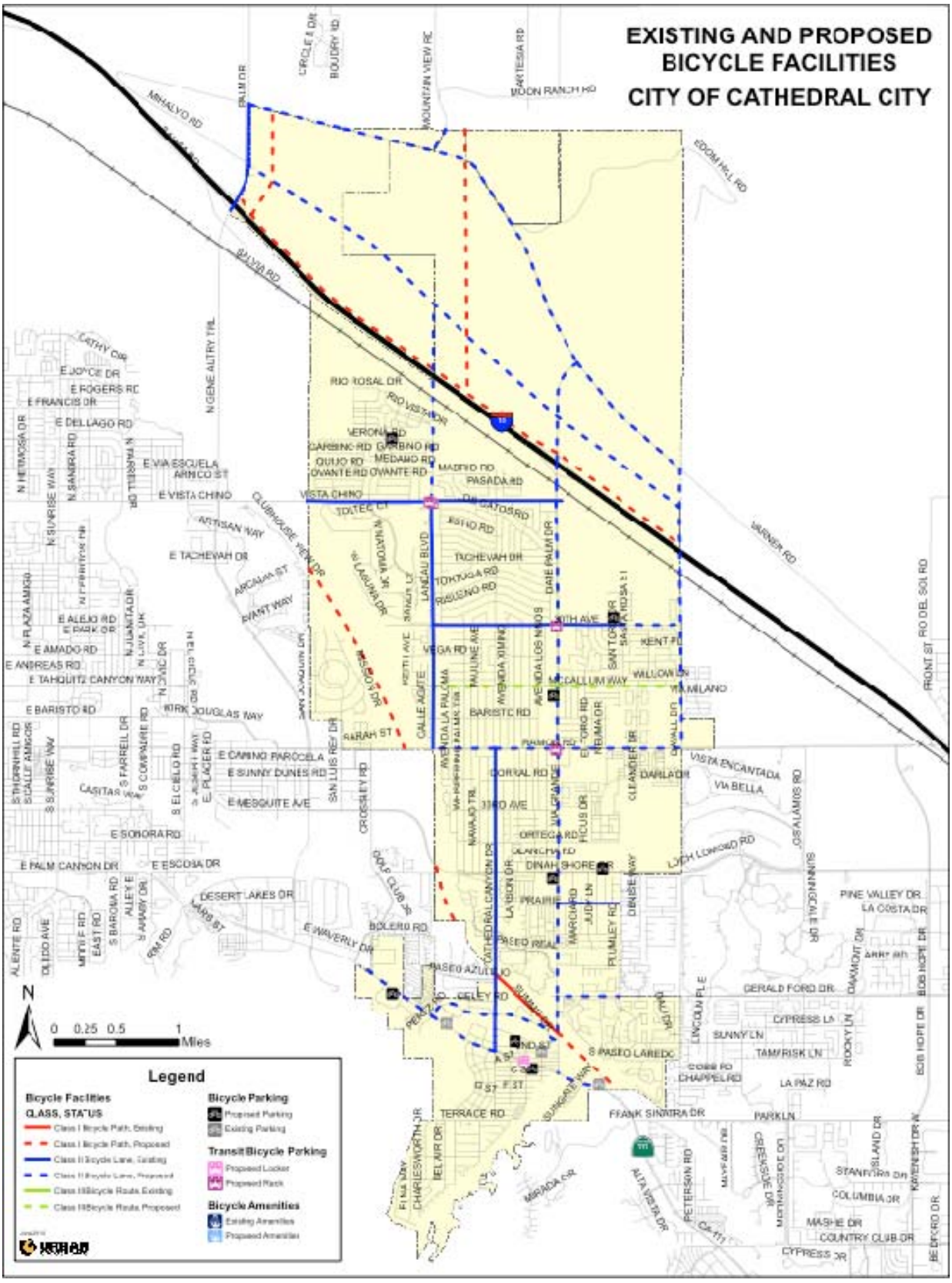
Past Expenditures for Bicycle Facilities

Cathedral City received $315,000 from Bicycle Transportation Account funds for the Whitewater River bike path. All bike lanes have been funded by developer conditions.

Future Financial Needs

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

- Top Priority Bikeways: 10.7 miles, $3,210,000
- 2nd Priority Bikeways: 13.2 miles, $6,740,000
- 3rd Priority Bikeways: 13 miles, $1,505,000
- Total: 36.9 miles, $11,455,000
- Bicycle parking program: $25,000
- Total Capital Financial Need: 11,480,000
- Annual Class I Bike Path Maintenance: 10.8 miles, $34,214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Miles
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Bicycle Facilities
CLASS, STATUS
Class I Bicycle Path, Existing
Class I Bicycle Path, Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Bicycle Parking
Proposed Parking
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Proposed Locker
Proposed Rack
Bicycle Amenities
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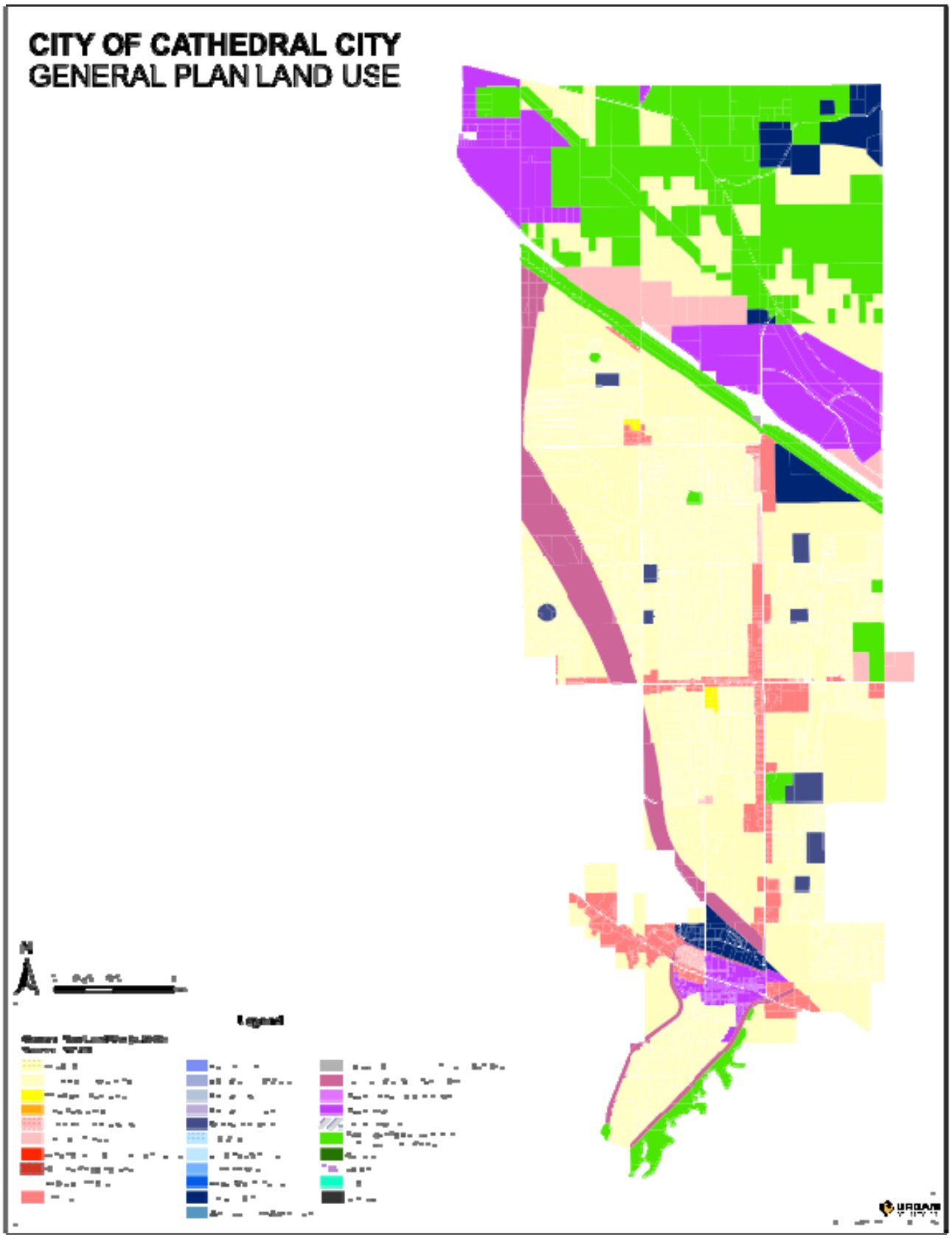
CITY OF CATHEDRAL CITY
GENERAL PLAN LAND USE
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City of Coachella Bicycle Plan

With a year 2009 population of 41,000 (California Department of Finance), Coachella is a small residential city in the southeast corner of the Coachella Valley. The City is located among a grid network of arterial streets that connects to its neighboring cities, Indio and La Quinta, as well as to points south along SR-86 and Highway 111, which lead to the Salton Sea and the Imperial Valley. Some of the main arterial streets in the network include Grapefruit Boulevard/Highway 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

The map on page 55 shows the current and future land use patterns in the City of 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/Highway 111. Future commercial development is planned near the I-10 freeway and east of the Whitewater River. A square-mile section of southwestern Coachella is zoned for agricultural uses.

Bikeways

Existing

The City of Coachella currently has only one bikeway facility. It is a Class II bikeway 0.5 miles in length located along Calhoun Street between Avenues 48 and 49.

Proposed

Coachella has proposed 40 bikeway projects to be included in this Plan. The projects are listed below by priority. Project costs are based on past expenditures for bikeways throughout California and from feedback received from our local jurisdictions. Costs for individual projects will vary by location and complexity of the project.

City of Coachella Top Priority Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Grapefruit Blvd.	Indio city limit	Southern city limit	4.4	$220,000
II	Harrison St.	Grapefruit Blvd.	Southern city limit	2.2	$110,000
II	Shady Lane	Orchard St.	Ave. 52	0.5	$25,000
II	Ave. 52	Western city limit	SR-86S	3.3	$165,000
II	7th St.	Tripoli Way	Grapefruit Blvd.	0.5	$25,000
II	6th St.	Harrison St.	Grapefruit Blvd.	0.5	$25,000
III	1st St.	Harrison St.	Grapefruit Blvd.	0.3	$6,000
I	East side of Shady Ln.	Ave. 54	9th St.	1.5	$1,500,000
II	5th St.	Vine Ave.	Grapefruit Blvd.	0.1	$5,000
II	Vine Ave.	1st St.	Shady Ln.	0.5	$25,000
II	Industrial Way	Enterprise Way	Polk St.	0.3	$15,000
II	Polk St.	Industrial Way	Ave. 54	0.8	$40,000
Bicycle Parking Program					$25,000

City of Coachella 2nd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	West side of UPRR corridor	Northern city limit	Southern city limit	4.4	$4,400,000
II	Enterprise Way	Ave. 52	Ave. 54	1.0	$50,000
II	Ave. 51	Harrison St.	Jackson St.	1.3	$65,000
II	Shadow View Blvd.	Dillon Rd.	Tyler St.	1.2	$60,000
III	Bagdad Ave.	Douma St.	Grapefruit Blvd.	1.1	$22,000
III	SR-86S Expressway	Dillon Rd.	Southern city limit	5.2	$104,000
II	Frederick St.	Mitchell Dr.	Ave. 54	2.7	$135,000
II	Ave. 48	Jackson St.	Coachella Canal	1.3	$65,000
II	Ave. 49	Jackson St.	Grapefruit Blvd.	2.4	$120,000
II	Ave. 50	Western city limit	Coachella Canal	5.2	$260,000
I	Extending from north end of Frederick	Ave. 48	Mitchell Dr.	0.3	$300,000
I	Coachella Canal	Western city limit (Harrison St.)	Southern city limit	4.1	$4,100,000
I	Connector to Whitewater River	Grapefruit Blvd.	Whitewater River	0.6	$600,000
I	Whitewater River	Indio city limit	southern city limit	5.1	$5,100,000
I	Midblock between Ave. 51 and Ave. 52	Van Buren St.	Frederick St.	0.5	$500,000
I	Connector to Coachella Canal	Industrial Way	Coachella Canal	0.1	$100,000

City of Coachella 3rd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Dillon Rd.	SR-86S	Ave. 44	1.7	$85,000
II	Mitchell Dr.	Grapefruit Blvd.	Van Buren St.	0.6	$30,000
II	Ave. 54	Western city limit	Whitewater River	3.2	$160,000
II	Calhoun St.	Ave. 49	Southern city limit	0.8	$40,000
II	Van Buren St.	Ave. 48	Ave. 54	3.0	$150,000
II	Polk St.	Ave. 48	Ave. 52	2.0	$100,000
I	Tyler St.	Dillon Rd.	Vista del Norte	0.5	$500,000
II	Vista del Norte	Tyler St.	Coachella Canal	0.6	$30,000
II	Tyler St.	Ave. 48	Ave. 50	1.0	$50,000
III	Tyler St.	Ave. 50	Ave. 52	1.0	$20,000
II	Ave. 48	Tyler St.	Coachella Canal	1.6	$80,000
II	Tyler St.	Grapefruit Blvd.	Southern city limit	1.2	$60,000
II	Airport Blvd.	Whitewater River	Eastern city limit	0.2	$10,000
II	Ave. 44	Harrison St.	Dillon Rd.	1.1	$55,000
II	Connector to I-10	Ave. 50	I-10	1.1	$55,000
II	Pierce St.	Northern city limit	Southern city limit (Ave. 55)	0.2	$10,000

The map on page 54 shows existing and proposed bikeways, bicycle parking and amenities.

Bicycle Parking

Existing

The City of Coachella has no existing bicycle parking facilities that have been identified.

Proposed

The City plans to put bicycle racks at all schools, in City parks and along 6th Street. 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 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 are presented in the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
91	Harrison St.	Grapefruit Blvd.	304	SB	FS	Bike Rack
90 / 91	Harrison St.	Ave. 50	356	SB	FS	Bike Rack
90	Vine Ave.	5th St.	361	NB	FS	Bike Rack
90	Vine Ave.	4th St.	452	SB	NS	Bike Rack
90	7th St.	Orchard St.	968	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. 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, has won a Federal Safe Routes to School grant to provide bicycle and pedestrian safety education at public schools in Coachella. The program will likely start in Federal Fiscal Year 2010-2011.

Past Expenditures for Bicycle Facilities

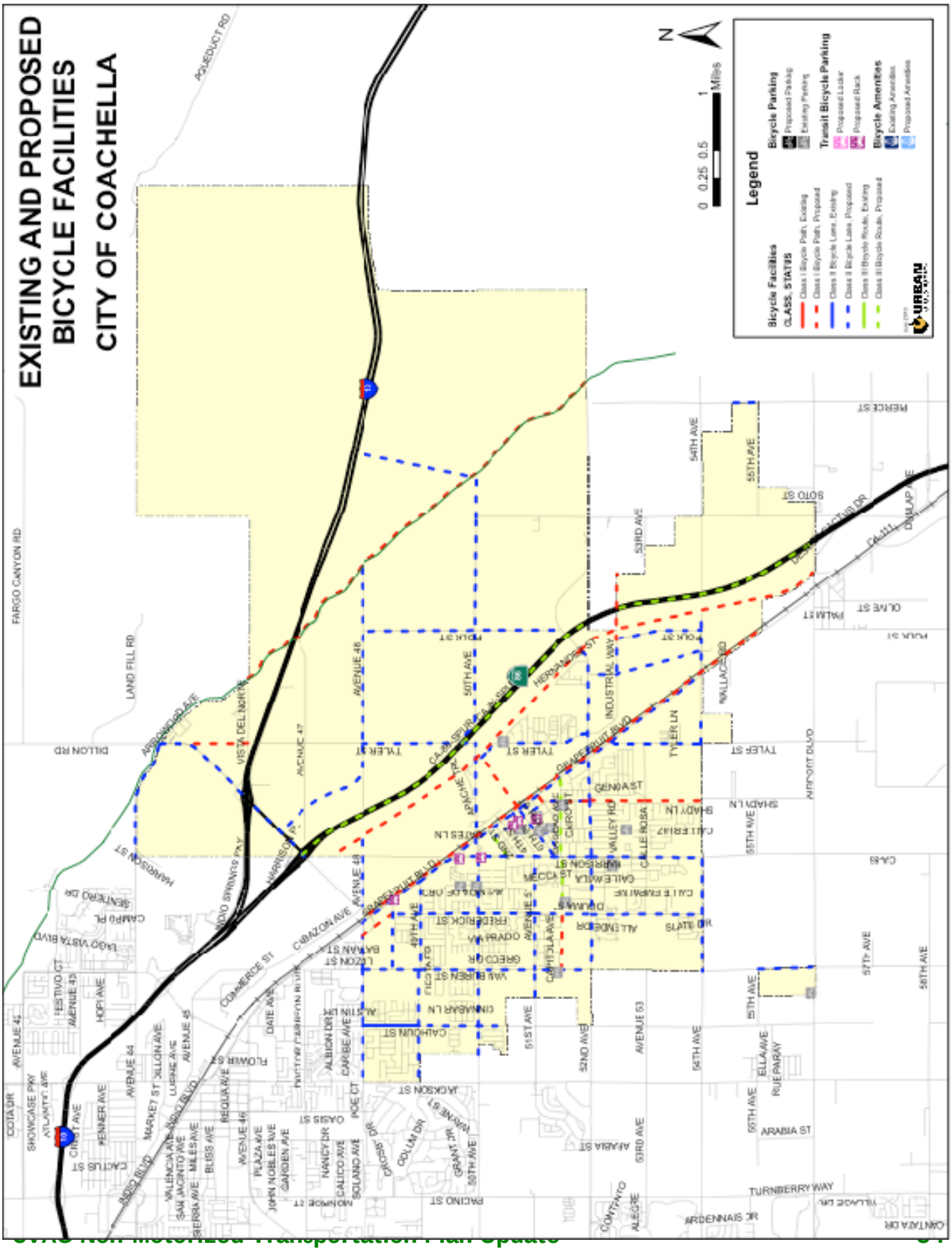
The City of Coachella has not identified any past expenditure for bicycle facilities in the past five years.

Future Financial Needs

The City of Coachella has the following future financial needs:

- Top Priority Bikeways: 14.9 miles, $2,161,000
- 2nd Priority Bikeways: 36.5 miles, $15,981,000
- 3rd Priority Bikeways: 19.8 miles, $1,435,000
- Total: 71.2 miles, $19,577,000
- Bicycle Parking Program: $25,000
- Total Capital Financial Need: $19,602,000

- Annual Class I Bike Path Maintenance: 17.1 miles, $54,173


EXISTING AND PROPOSED
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CITY OF COACHELLA
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Legend
Bicycle Facilities
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Class I Bicycle Path, Existing
Class I Bicycle Path, Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Bicycle Parking
Proposed Parking
Existing Parking
Transit Bicycle Parking
Proposed Locker
Proposed Rack
Bicycle Amenities
Existing Amenities
Proposed Amenities
URBAN
AQUEDUCT RD
FARGO CANYON RD
LAND FILL RD
DILLON RD
VISTA DEL NORTE
AVENUE 48
AVENUE 47
50TH AVE
TYLER ST
HARRISON ST
CALHOUN ST
JACKSON ST
POLK ST
INDUSTRIAL WAY
WALLACE RD
GENOA ST
SHADY LN
VALLEY RD
CALLE ROSA
CALLE EMPALME
CALLE MEXICALI
MECCA ST
CABAZON AVE
BAGDAD AVE
ORANGE BLOSSOM TRL
ALL INDEPENDENT
SLATE DR
VIA PRADO
GRECO DR
CAMINO LA PAZ
CAMINO REAL
CAMINO DEL SOL
CAMINO DEL NORTE
CAMINO DEL SUR
CAMINO DEL ESTE
CAMINO DEL OESTE
CAMINO DEL MAR
CAMINO DEL RIO
CAMINO DEL VALLE
CAMINO DEL CIELO
CAMINO DEL MONTE
CAMINO DEL PUEBLO
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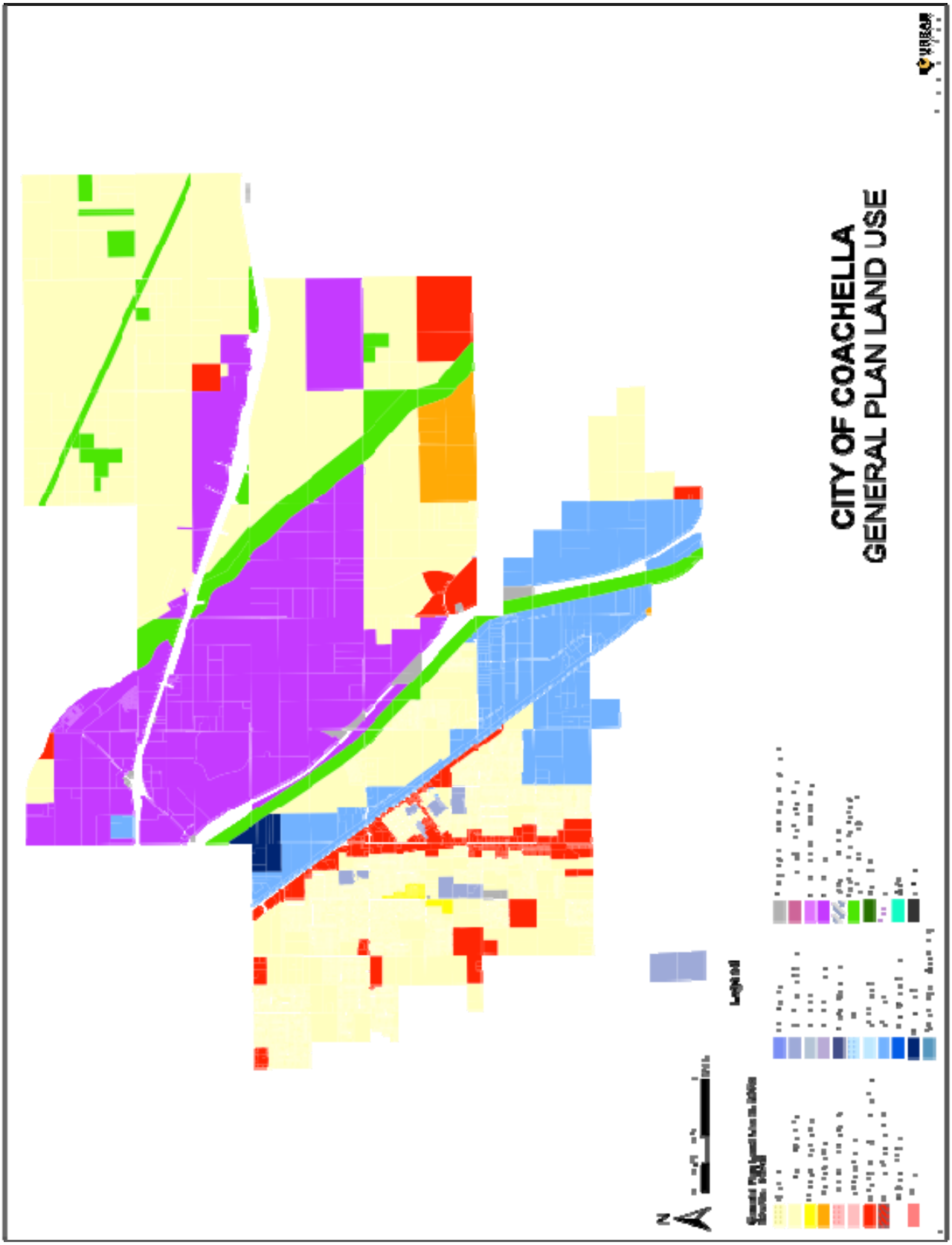

CITY OF COACHELLA
GENERAL PLAN LAND USE

City of Desert Hot Springs Bicycle Plan

With a year 2009 population of 26,552 (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 connects to the surrounding unincorporated areas. The City's main arterial is Palm Drive, which serves as the primarily link to the I-10 freeway 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

The map on page 62 shows the current and future land use patterns in the City of 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.

Bikeways

Existing

Desert Hot Springs currently has five bikeway facilities: two Class II and three Class III bikeways. They total 8.1 miles in length. The following table provides their location and length.

City of Desert Hot Springs Existing Bikeways

Class	Street/Path	From	To	Mileage
II	Pierson Blvd.	Indian Ave.	Cholla Dr.	1.8
II	Palm Dr.	Camino Companero	Camino Aventura	0.5
III	Little Morongo Rd.	Pierson Blvd.	southern city limit	1.8
III	Palm Dr.	Mission Lakes Blvd.	Camino Campanero	2.5
III	Mission Lakes Blvd.	Little Morongo Rd.	Palm Dr.	1.5

Proposed

The City has proposed 28 bikeway projects to be included in this Plan. The projects are listed below. Project costs are based on past expenditures for bikeways throughout California and from feedback received from our local jurisdictions. Costs for individual projects will vary by location and complexity of the project.

City of Desert Hot Springs Top Priority Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Pierson Blvd., Miracle Hill Rd.	Sierra Blvd. to Indian Ave.	Cholla Dr. to Desert View Ave.	5	$250,000
II	Indian Ave.	Northern city limit	Pierson Blvd.	2.2	$110,000
II	West Dr.	Northern city limit	Southern city limit	3.0	$150,000
II	Worsley Rd.	Northern city limit	Southern city limit	2.2	$110,000
III	Mountain View Rd.	Desert View Ave.	Camino Campanero	1.3	$26,000
II	Palm Dr.	Two Bunch Palms Trail	Camino Campanero	0.5	$25,000
II	8th St.	West Dr.	Blind Canyon	0.2	$10,000
II	Hacienda Ave.	Cholla Dr.	Long Canyon Rd.	3.6	$180,000
II	Two Bunch Palms Trail	Little Morongo Rd.	Hacienda Ave.	2.9	$145,000
I	Blind Canyon	Southern city limit to Cholla Dr.	Just west of Cholla Dr. to new schools north of Mission Lakes Blvd.	0.9	$900,000
Bicycle Parking Program					$25,000

City of Desert Hot Springs 2nd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Flood control channel	Blind Canyon	Verbena Dr.	0.7	$700,000
I	North side of Hacienda Ave.	Long Canyon	Corsini Elementary School	0.3	$300,000
II	Atlantic Ave.	5th St.	Pierson Blvd.	0.3	$15,000
II	Ocotillo Rd.	Ironwood Dr.	Two Bunch Palms Trail	0.3	$15,000
III	Ocotillo Rd.	Hacienda Dr.	Ironwood Dr.	0.3	$6,000
III	Mesquite Ave.	Hacienda Dr.	Ocotillo Rd.	0.4	$8,000
II	Cactus Dr.	Palm Dr.	Two Bunch Palms Trail	2.1	$42,000
III	Verbena Dr., Ambrosia Dr., San Ardo Rd.	Two Bunch Palms Trail	8th St.	2.0	$40,000
III	8th St.	West Dr.	Verbena Dr.	1.0	$20,000
I	Mission Springs Park	Park Lane through the park	Camino Campanero just west of Avenida Descanso	0.3	$335,330
III	Little Morongo Rd.	Augusta Ave.	Pierson Blvd.	1.7	$34,000
I	Mission Creek	Mission Lakes Blvd.	Pierson Blvd.	1.2	$1,200,000

City of Desert Hot Springs 3rd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Mission Lakes Blvd.	Worsley Rd.	Verbena Dr.	4.1	$205,000
III	SR-62 (Twentynine Palms Hwy)	northern city limit	southern city limit	2.1	$42,000
III	Santa Cruz Rd.	northern city limit	West Dr.	1.1	$22,000
III	Desert View Ave.	West Dr.	Mountain View Rd.	2.0	$40,000
I	Desert View Ave.	Miracle Hill Rd.	Mountain View Rd.	0.5	$500,000
I	Mountain View Rd.	Desert View Ave.	Hacienda Ave.	0.2	$200,000

The map on page 61 shows existing and proposed bikeways, bicycle parking and amenities.

Bicycle Parking

Existing

The City of Desert Hot Springs has no existing bicycle parking facilities that have been identified 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
- In 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 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 the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
14	Palm Dr.	Two Bunch Palm Tr.	1	NB	NS	Bike Rack
14	Palm Dr.	Hacienda Ave.	2	NB	NS	Bike Rack
14	Palm Dr.	Hacienda Ave.	5	SB	FS	Bike Rack
14	Palm Dr.	Buena Vista Ave.	483	SB	NS	Bike Rack
14	Palm Dr.	Buena Vista Ave.	621	NB	NS	Bike Rack
14	West St.	Pierson Blvd.	763	SB	NS	Bike Rack
14	Palm Dr.	Two Brunch Palm Tr.	765	SB	FS	Bike Rack
14	Hacienda Ave.	Don English Wy.	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 showers or clothing lockers. The City has no requirements for bicycle amenities in new buildings.

Bicycle Safety Education and Police Enforcement

Desert Hot 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 Desert Hot Springs. The program will likely start in Federal Fiscal Year 2010-2011.

The Desert Hot Springs Police Department enforces all traffic laws, for bicycle and motor vehicles as part of their regular duties. They 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.

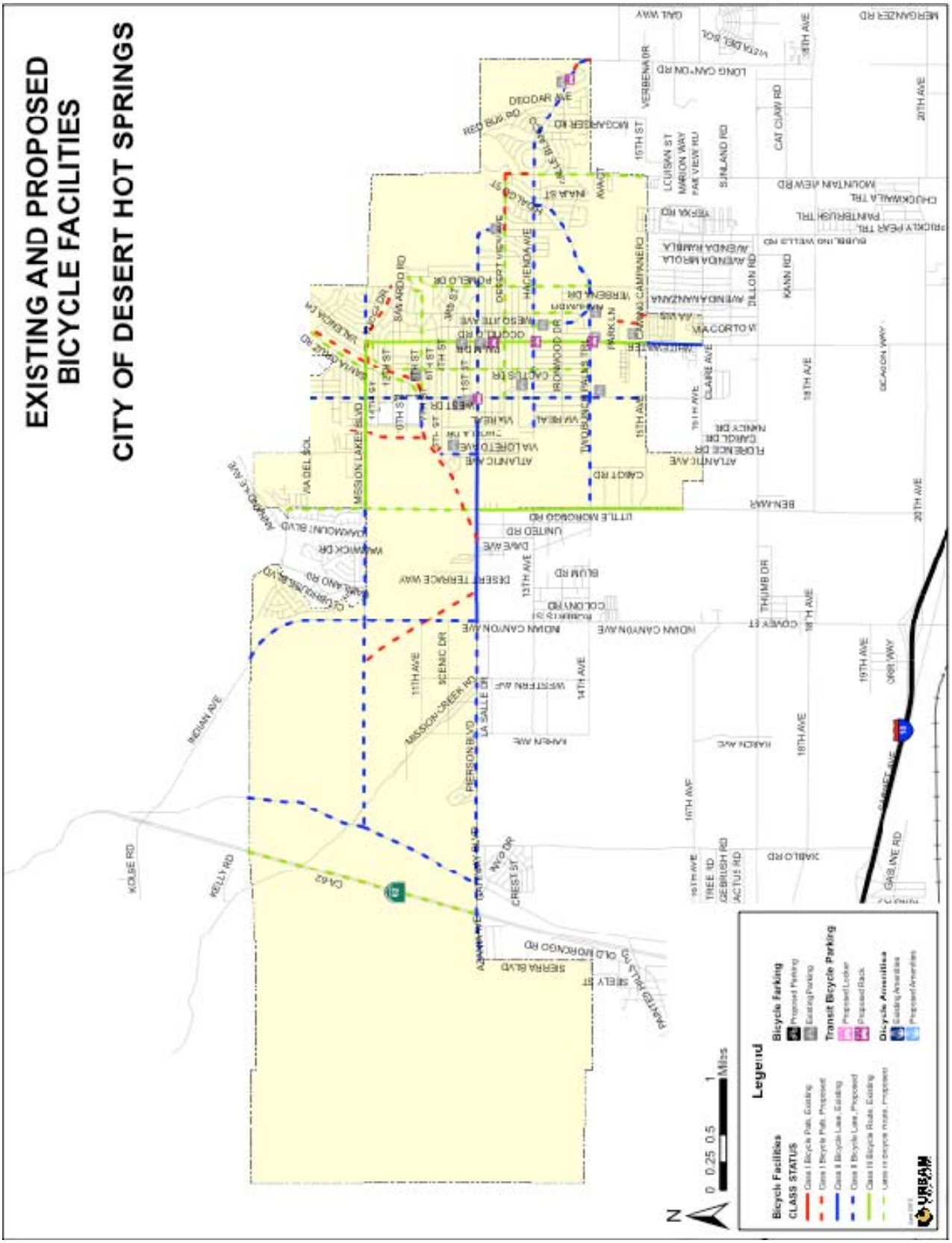
Past Expenditures for Bicycle Facilities

The City received an SB 821 grant for $69,000 which they matched with City funds to widen 8th Street for new sidewalks and bike lanes. The City received a $195,000 SB 821 grant for the bike lanes on Pierson Boulevard. The City will use its own funds to add bike lanes to Palm Drive from Camino Aventura to Camino Idilio.

Future Financial Needs

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

- Top Priority Bikeways: 21.8 miles, $1,906,000
- 2nd Priority Bikeways: 10.6 miles, $2,715,330
- 3rd Priority Bikeways: 10 miles, $1,009,000
- Total: 42.4 miles, $5,630,330
- Bicycle Parking Program: $25,000
- Total Capital Financial Needs: $5,655,330
- Annual Class I Bike Path Maintenance: 4.1 miles, $12,989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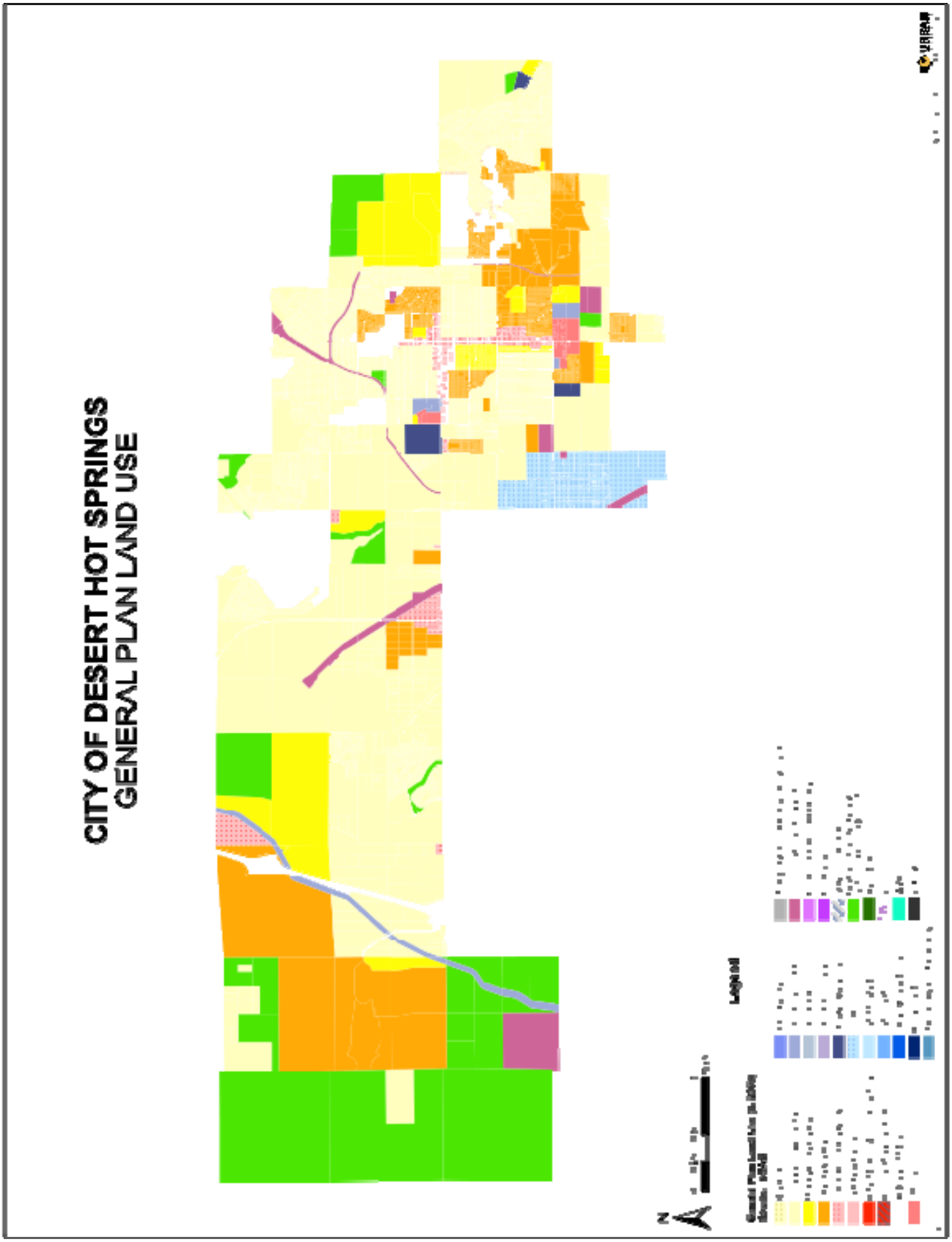

CITY OF DESERT HOT SPRINGS
GENERAL PLAN LAND USE
Legend

City of Indian Wells Bicycle Plan

With a year 2009 population of 5,093 (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 connects to its two neighboring cities, Palm Desert and La Quinta. The City's main arterial is Highway 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 Highway 111.

Land Use

The map on page 67 shows the current and future land use patterns in the City of 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 Highway 111 and at the Tennis Stadium near Miles Avenue and Washington Street. The City has no industrial uses. Future commercial development is planned near Highway 111 and Miles Avenue. The southern mountains are zoned as undeveloped land.

Bikeways

Existing

Indian Wells currently has several existing bikeways. They include Class II and III facilities. They total 4.9 miles in length. Existing bikeway facilities are listed below.

City of Indian Wells Existing Bikeways				
Class	Street/Path	From	To	Mileage
II	Cook St.	Fred Waring Dr.	Fairway Dr.	1.1
II	Eldorado Dr.	Fred Waring Dr.	Just north of Fairway Dr.	0.9
III	Eldorado Dr.	North of Fairway Dr.	Fairway Dr.	0.1
II	Miles Ave.	Warner Trail	Washington St.	0.9
III	Fairway Dr.	Cook St.	Eldorado Dr.	1.0
III	Rancho Palmeras Dr.	Highway 111	Fairway Dr.	0.5
III	Miles Ave.	Highway 111	Warner Trail	0.4

Proposed

One new bikeway project is included in this Plan. Project costs are based on past expenditures for bikeways throughout California and from feedback received from our local jurisdictions. Costs for individual projects will vary by location and complexity of the project.

City of Indian Wells Top Priority Project					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
III	Warner Trail	Fred Waring Dr.	Miles Ave.	0.4	$8,000

The map on page 66 shows existing and proposed bikeways, bicycle parking and amenities.

Bicycle Parking

Existing

The City of Indian Wells has no existing bicycle parking facilities that have been identified, and none are planned in the future.

Proposed

There are currently no bicycle commuter related showers or clothing lockers. The City of Indian Wells 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 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 the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
111	Hwy. 111	Indian Wells Ln.	544	EB	FS	Bike Rack
111	Hwy. 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.

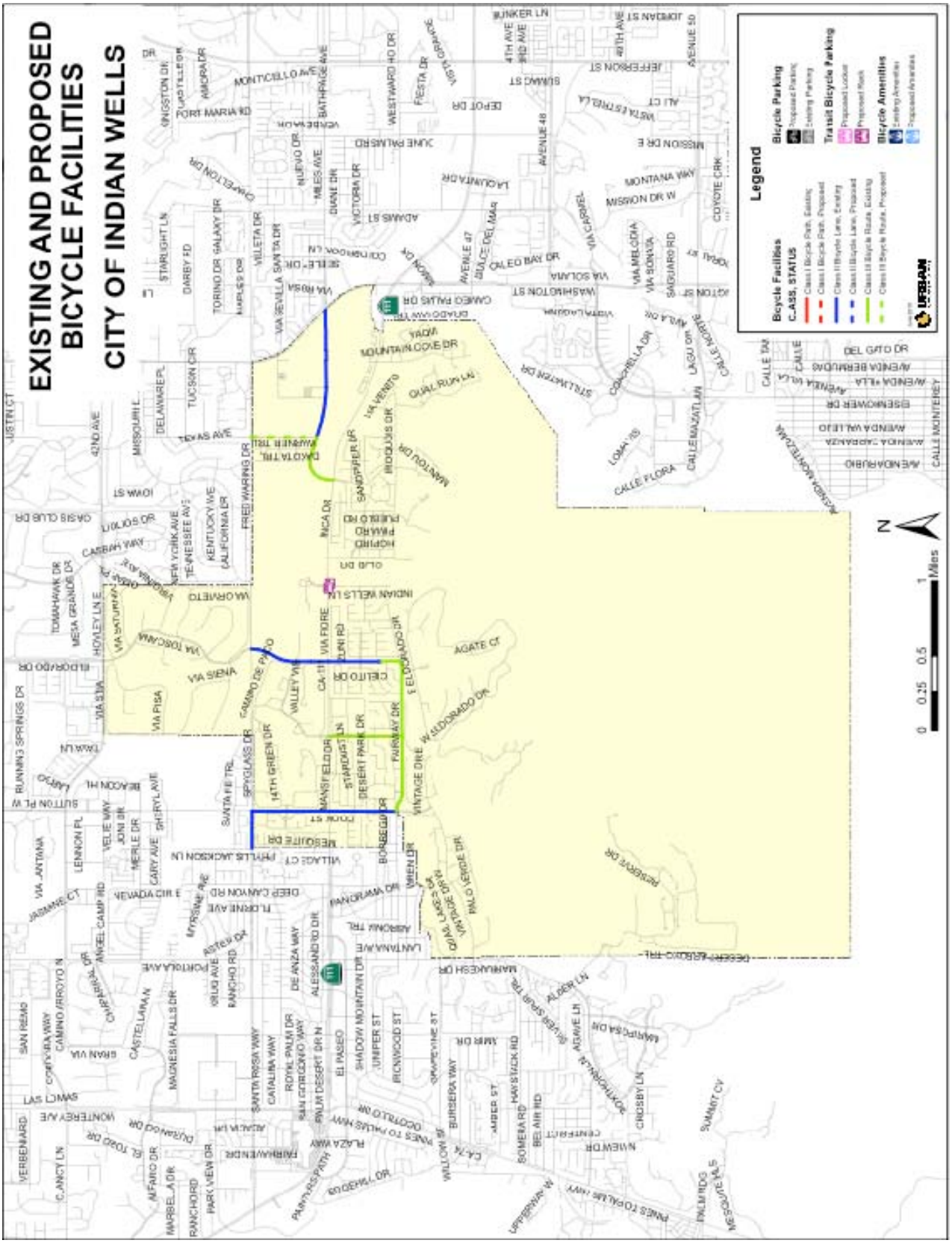
Past Expenditures for Bicycle Facilities

All existing bikeways have been funded with general funds.

Future Financial Needs

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

- Total: 0.4 miles, $8,000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BICYCLE FACILITIES
CITY OF INDIAN WELLS
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Bicycle Facilities
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Class I Bicycle Path, Existing
Class I Bicycle Path, Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Bicycle Parking
Proposed Parking
Existing Parking
Transit Bicycle Parking
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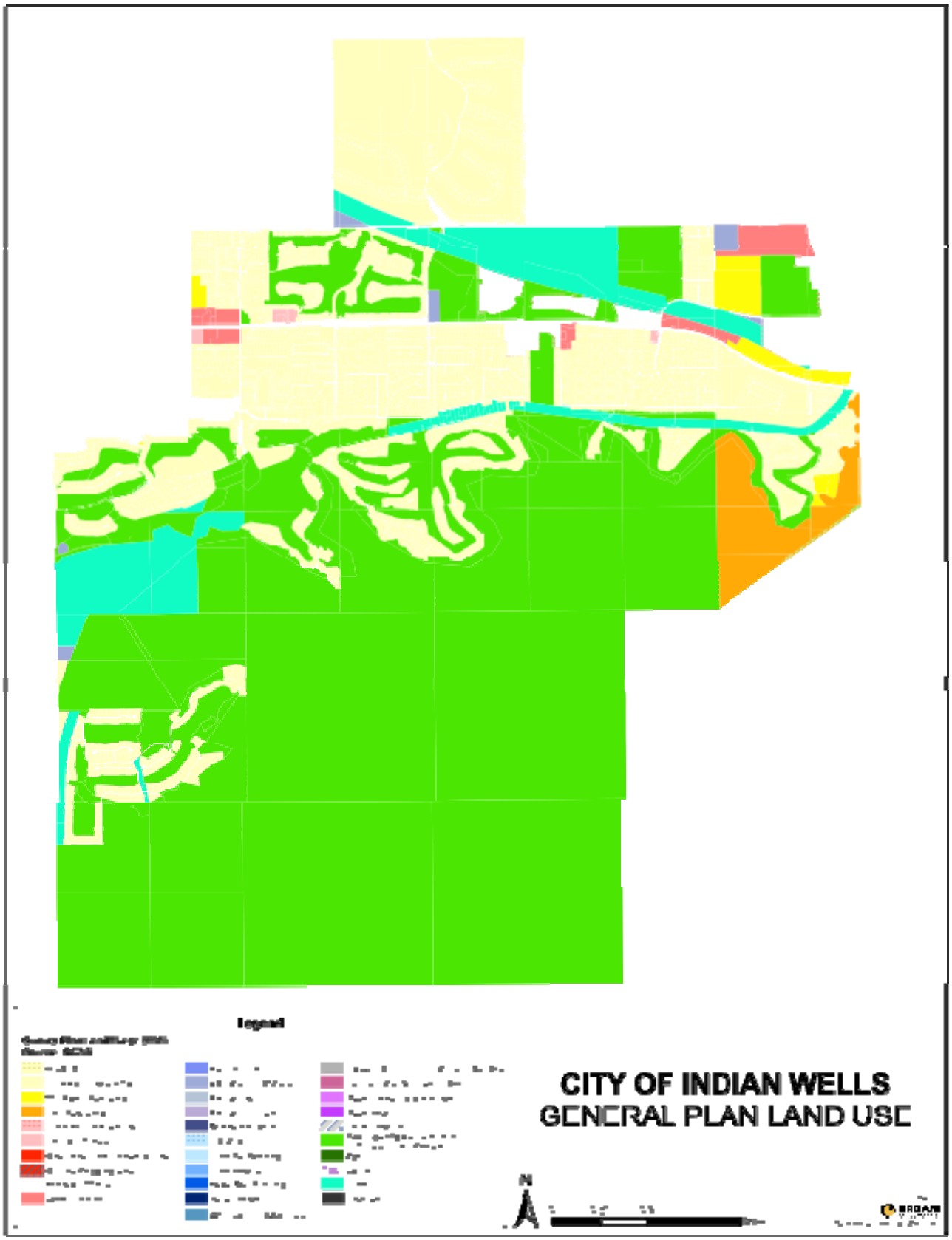
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CITY OF INDIAN WELLS
GENERAL PLAN LAND USE
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City of Indio Bicycle Plan

With a year 2009 population of 82,230 (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 connects to its two neighboring cities, La Quinta and Coachella, as well as to the surrounding unincorporated areas. Some of the main arterial streets in the network include Jefferson, Monroe, and Jackson Streets, Avenue 42, Avenue 46, Avenue 48, Avenue 50, Highway 111, Fred Waring Drive, Indio Boulevard, and Dillon Road. Most of Indio's destinations are located along the arterial street network.

Land Use

The map on page 75 shows the current and future land use patterns in the City of 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 Highway 111 corridor, along Indio Boulevard and on Jackson Street north of I-10. Future commercial development is planned north of the I-10 freeway, and residential development is planned in most other undeveloped areas that are not within 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.

Bikeways

Existing

Indio currently has several existing bikeways. They total 18.9 miles in length. Existing bikeways are listed on the following page.

City of Indio Existing Bikeways				
Class	Street/Path	From	To	Mileage
II	Jefferson St.	Indio Blvd.	Ave. 50	4.0
I	Jefferson St.	Ave. 38	Ave. 39	0.5
II	Madison St.	Indio Blvd.	Fred Waring Dr.	0.6
II	Madison St.	Miles Ave.	Hwy. 111	1.0
II	Clinton St.	Miles Ave.	Hwy. 111	1.0
II	Monroe St.	Ave. 40	1000' N of Ave. 42	1.0
II	Calhoun St.	Doctor Carreon Blvd.	Ave. 48	0.5
II	Ave. 41	Monroe St.	Jackson St.	1.0
II	Ave. 42	Jackson St.	Golf Center Pkwy.	1.0
II	Doctor Carreon Blvd.	Bristol St.	Calhoun St.	0.4
II	Fred Waring Dr.	600' E of Jefferson St.	Madison St.	0.9
II	Golf Center Pkwy.	Ave. 42	Ave. 43	0.5
II	Jackson St.	1000' N of Ave. 41	800' N of Ave. 42	0.5
II	Jackson St.	I-10	Ave. 44	0.6
II	Jackson St.	Hwy. 111	Doctor Carreon Blvd.	0.5
II	Ave. 40	Madison St.	Monroe St.	1.0
II	Ave. 46	Madison St.	Aladdin St.	0.8
II	Miles Ave.	Clinton St.	Dune Palms Rd.	2.0
II	Gore St.	Ave. 41	1000' N of Ave. 42	0.3
II	Golf Center Pkwy.	I-10	Hwy. 111	0.9

Proposed

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

City of Indio Top Priority Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Whitewater River	Western city limit	Eastern city limit	5.5	$5,500,000
II	Miles Ave.	Clinton St.	Monroe St.	0.5	$25,000
II	Ave. 46	Shields Rd.	Madison St.	0.5	$25,000
II	Indio Blvd.	Jefferson St.	Dillon Rd.	5.1	$255,000
II	Jefferson St.	Ave. 39	Varner Rd.	0.9	$45,000
II	Monroe St.	1000' N of Ave. 42	Ave. 42	0.2	$10,000
II	Monroe St.	Ave. 49	Ave. 52	1.5	$75,000
III	Monroe St.	Ave. 42	Ave. 49	3.5	$70,000
II	Jackson St.	800' N of Ave. 42	I-10	0.5	$25,000
III	Jackson St.	Ave. 44	Hwy. 111	1.0	$20,000
II	Jackson St.	Doctor Carreon Blvd.	Ave. 52	2.5	$125,000
II	Oasis St.	1000' N of Doctor Carreon Blvd.	Ave. 48	0.7	$35,000
III	Oasis St.	Indio Blvd.	Hwy. 111	0.4	$8,000
III	Civic Center Dr.	Oasis St.	Indio Blvd.	0.4	$8,000
III	Requa Ave.	Monroe St.	Indio Blvd.	1.3	$26,000
II	Fred Waring Dr.	Jefferson St.	600' E of Jefferson St.	0.1	$5,000
II	Gore St.	1000' N of Ave. 42	Ave. 42	0.2	$10,000
II	Dune Palms Dr.	Miles Ave.	Westward Ho Dr.	0.5	$25,000
III	Westward Ho Dr.	Dune Palms Rd.	Jefferson St.	0.5	$10,000
II	Ave. 43	Calhoun St.	Golf Center Pkwy.	0.25	$12,500
Bicycle Parking Program					$50,000

City of Indio 2nd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Fred Waring Dr./Ave. 44	Madison St.	Dillon Rd.	5.2	$260,000
II	Doctor Carreon Blvd.	Highway 111 to Bristol St.	Calhoun St. to Van Buren St.	2.2	$110,000
II	Clinton St.	Indio Blvd.	Miles Ave.	0.7	$35,000
II	Ave. 39	Adams St.	Jefferson St.	1.0	$50,000
III	Ave. 45	Market St.	Jackson St.	0.4	$8,000
III	Market St./Dillon Ave.	Ave. 44	Emerald Ave.	1.3	$26,000
III	Palo Verde Ave.	Ave. 44	Ave. 45	0.5	$10,000
II	Ave. 40	Varner Rd.	Madison St.	2.5	$125,000
II	Ave. 50	Jefferson St.	Eastern city limit	3.3	$180,000
II	Varner Rd.	Jefferson St.	Ave. 42	0.8	$40,000
II	Ave. 42	Varner Rd.	Jackson St.	2.5	$125,000
II	Ave. 48	Jefferson St.	Jackson St.	3.0	$150,000
III	Arabia St.	Highway 111	Ave. 48	1.0	$20,000
II	Golf Center Pkwy.	Ave. 43	I-10	0.8	$40,000
III	Miles Ave.	Monroe St.	Oasis St.	0.8	$16,000

City of Indio 2nd Priority Bikeway Projects (Continued)					
II	Ave. 38	Adams St.	Madison St.	2.0	$100,000
II	Adams St.	Ave. 38	Ave. 40	1.0	$50,000
II	Madison St.	Ave. 38	Ave. 40	1.0	$50,000
II	Burr St.	Indio Blvd.	Fred Waring Dr.	0.8	$40,000
II	Madison St.	Fred Waring Dr.	Miles Ave.	0.5	$25,000
II	Madison St.	Hwy. 111	Ave. 52	2.5	$125,000
III	Kenner Ave.	Ave. 44 (via Saguaro St./Adobe Rd.)	Jackson St.	1.0	$20,000
II	Ave. 45	Jackson St.	Golf Center Pkwy.	0.6	$30,000
III	Ave. 45/Van Buren St./Cabazon Rd.	Golf Center Pkwy.	Dillon Rd.	1.9	$38,000
III	Date Ave.	Jackson St.	Indio Blvd.	1.7	$34,000
III	Calhoun St.	Hwy. 111	Doctor Carreon Blvd.	0.5	$10,000
III	Van Buren St.	Indio Blvd.	Ave. 48	0.5	$10,000
II	Ave. 52	Madison St.	Jackson St.	1.0	$50,000

City of Indio 3rd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Eastside Dr.	Madison St.	Monroe St.	1.0	$50,000

The map on page 74 shows existing and proposed bikeways, bicycle parking and amenities.

Bicycle Parking

Existing

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

- City Hall
- Indio Fashion Mall
- Riverside County Administrative Center

Proposed

The City will add bicycle parking at:

- All parks

- The downtown transportation center

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 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 multi-modal transit station is planned for Indio 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 are presented in the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
111 / 80	Hwy. 111	Dr. Carreon Blvd.	93	EB	MB	Bike Rack
80	Towne St.	Bliss Ave.	96	SB	NS	Bike Rack
111	Hwy. 111	Monroe St.	100	WB	MB	Bike Rack
80	Monroe St.	Hoover St.	107	NB	FS	Bike Rack
80	Monroe St.	Fred Waring Dr.	321	SB	FS	Bike Rack
111	Hwy. 111	Clinton St.	333	WB	MB	Bike Rack
80	Ave. 48	Jackson St.	374	WB	FS	Bike Rack
80	Requa Ave.	Park St.	389	WB	NS	Bike Rack
111	Hwy. 111	Monroe St.	550	EB	FS	Bike Rack
80	Ave. 44	Smurr St.	790	WB	NS	Bike Rack
80	Ave. 44	Jackson St.	798	EB	NS	Bike Rack
111 / 80 90 / 91	Hwy. 111	Flower St.	835	EB	FS	Bike Locker

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

Bicycle Safety Education and Police Enforcement

The Indio Youth Task Force funds bicycle safety education that is delivered by the City Police Department. At least 100 children are trained annually. This program is expected to continue indefinitely.

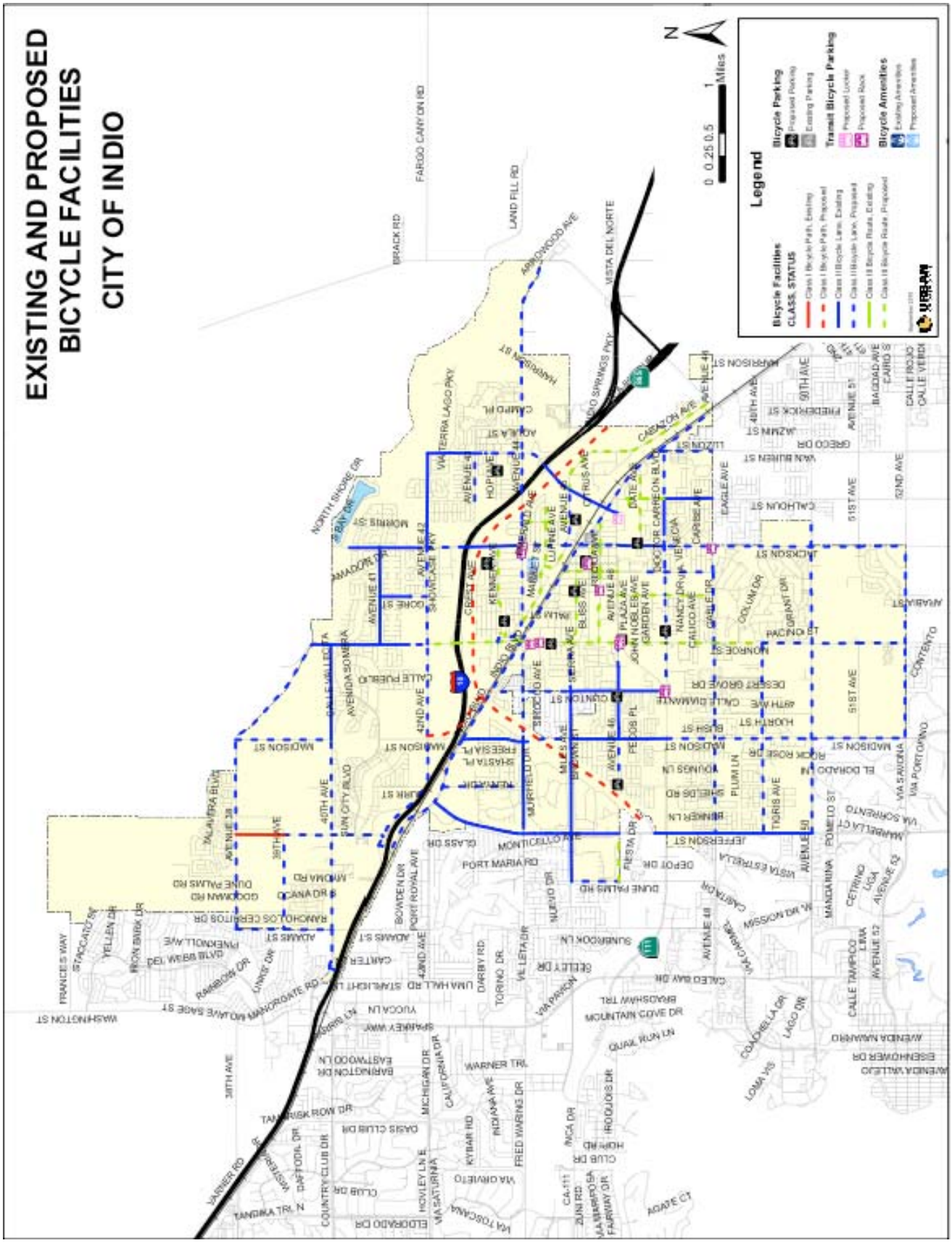
Past Expenditures for Bicycle Facilities

Indio has not received any grants for bikeways. However, it has striped bike lanes along with the striping of selected streets.

Future Financial Needs

The City of Indio has the following future financial needs:

- Top Priority Bikeways: 26.1 miles, $6,314,500
- 2nd Priority Bikeways: 41.0 miles, $1,777,000
- 3rd Priority Bikeways: 1.0, $50,000
- Total: 68.1 miles, $8,141,000
- Bicycle Parking Program: $50,000
- Total Capital Financial Needs: $8,191,500
- Annual Class I Bike Path Maintenance: 6.0 miles, $19,008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Class I Bicycle Path, Proposed
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LAND FILL RD
BRACK RD
VISTA DEL NORTE
ARROYO SWINGS PKY
HARRISON ST
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CARLSON AVE
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AVENUE 38
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AVENUE 48
AVENUE 50
AVENUE 52
VILLAGE PKY
VALLE VISTA AVE
HOPE AVE
CITRUS AVE
DATE AVE
CARIBE AVE
EAGLE AVE
CALHOUN ST
JACKSON ST
MADISON ST
MONROE ST
PACIFIC ST
CALLE PUEBLO
AVENIDA SOMERA
CALLE TAMPICO
CALLE DIAMANTE
DESERT GROVE DR
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52ND AVE
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HOWARD AVE
CRESS AVE
KENNEDY AVE
MARKET ST
BLISS AVE
PLAZA AVE
JOHN NOBLES AVE
GARDEN AVE
NANCY DR
CALICO AVE
GABLE DR
COLUMOR
GRANT DR
43RD AVE
SHOVLAR AVE
GOLF CENTER PKWY
CONCORD AVE
CANTON ST
FREESIA PL
SHASTA PL
MYRTLEWOOD DR
PEBBLE BEACH DR
PEORIA PL
PLUM LN
SHELDON RD
BRINKER LN
TORIS AVE
ROCK ROSE DR
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VIA SORRENTO
VIA PORTOFINO
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JEFFERSON ST
DEPOT DR
FIESTA DR
VISTA ESTRELLA
CASITA DR
MISSION DR N
CALLE TAMPICO
LAGO DR
COACHELLA DR
ESENHOWER DR
MONTICELLO AVE
PORT MARIA RD
DUNE PALMS RD
GLASS DR
BOYDEN DR
PORT ROYAL AVE
ADAMS ST
42ND AVE
CARTIER
DARBY RD
TORINO DR
VIA LETA DR
SUNROCK LN
STELLET DR
CALEO BAY DR
MOUNTAIN COVE DR
BRADSHAW TRL
QUAIL RUN LN
VIA PARION
AVENIDA MANANTIAL
AVENIDA VALLEJO
LOMA VIS
WARNER TRL
MICHIGAN DR
CALIFORNIA DR
INDIANA AVE
FRED WARING DR
KYBAR RD
INCA DR
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VIA SATURNA
ELDORADO DR
CA-111
ZUNI RD
AGAVE CT
FAIRWAY DR
VIA MARIPOSA
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DAYTONA DR
VERONICA DR
VARNER RD
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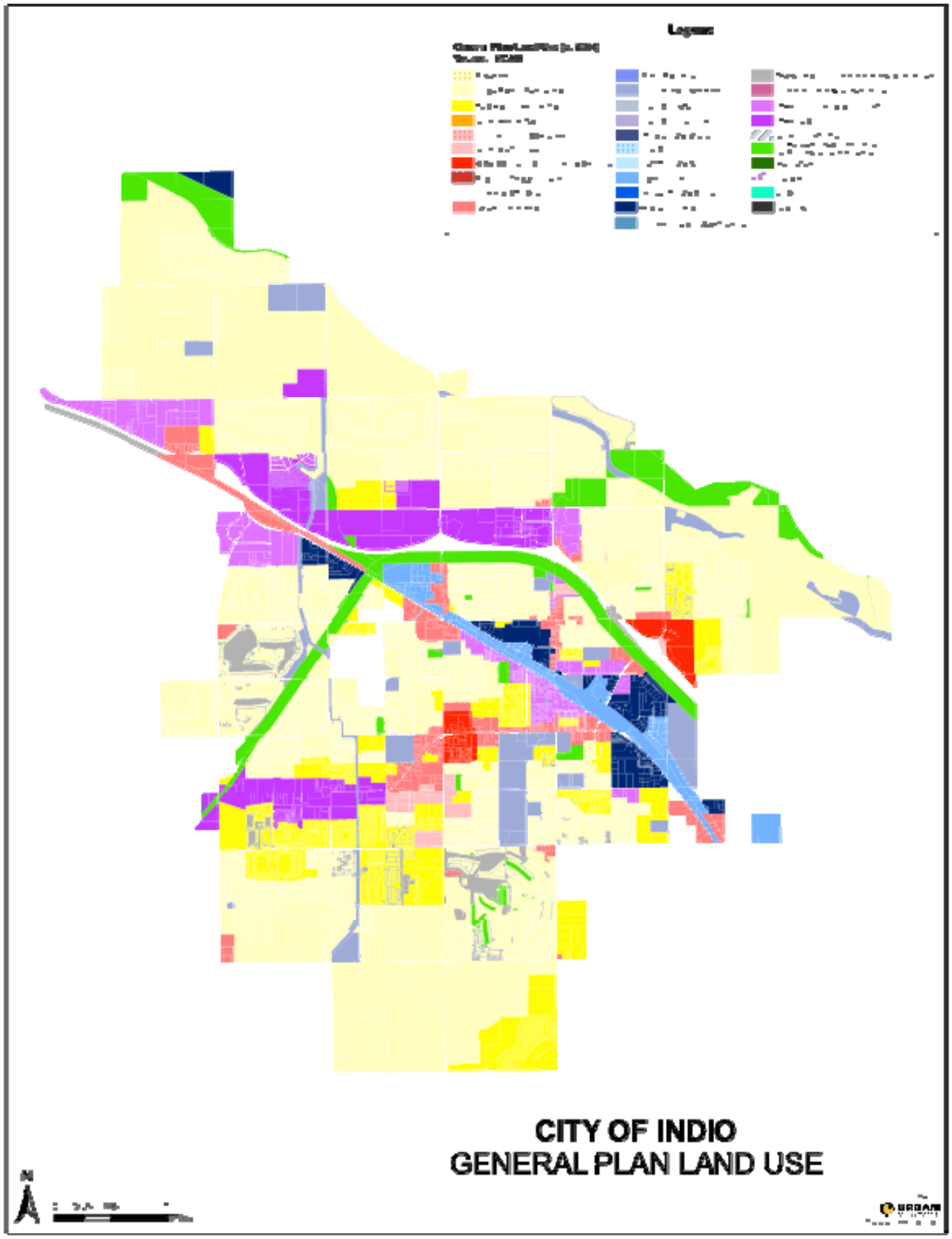
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CITY OF INDIO
GENERAL PLAN LAND USE

City of La Quinta Bicycle Plan

With a year 2009 population of 43,778 (California Department of Finance), La Quinta is a residential and resort city in the southern portion of the Coachella Valley. The City is located among a grid network of arterial streets that connects to its neighboring cities, Indio, Indian Wells, and Coachella. Some of the main arterial streets in the network include Fred Waring Drive, Miles Avenue, Highway 111, Avenues 48, 50, 52, and Washington, Madison, and Jefferson Streets. Most of La Quinta's destinations are located along the arterial street network.

Land Use

The map on page 83 shows the current and future land use patterns in the City of La 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 Highway 111. A new retail center, called the Village District, has been built near the Civic Center. The La Quinta Cove in the west part of the City is where medium-density residential is located, 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.

Bikeways

Existing

La Quinta currently has many existing bikeways. They total 34 miles in length. Existing facilities are listed below.

City of La Quinta Existing Bikeways				
Class	**Street/Path**	**From**	**To**	**Mileage**
I	Bear Creek	Eisenhower Dr.	Calle Tecate	2.7
II	Miles Ave.	Washington St. to Adams St.	Dune Palms Rd. to Jefferson St.	1.2
II	Westward Ho Dr.	Adams St.	Jefferson St.	1.0
II	Ave. 48	Washington St.	Jefferson St.	1.5
II	Ave. 50	Just west of Park Ave.	Vista Montana Rd.	1.9
II	Calle Tampico	Eisenhower Dr.	Calle Rondo to Park Ave.	1.4
II	Calle Sinaloa/Ave. 52	Eisenhower Dr. to Jefferson St.	Coachella Canal to Monroe St.	2.9
II	Ave. 54	Jefferson St.	Monroe St.	2.0
II	Airport Blvd.	Madison St.	Monroe St.	1.0
II	Ave. 58	Madison St.	Just west of Monroe St.	0.7
II	Ave. 60	Madison St.	Monroe St.	1.0
II	Calle Tecate/Avenida Bermudas	Avenida Diaz	Calle Sinaloa	2.2
II	Washington St.	Eisenhower Dr.	Ave. 52	1.5
II	Eisenhower Dr.	Ave. 50	Avenida Montezuma	0.6
II	Park Ave.	Ave. 50	Calle Tampico	0.5
II	Adams St.	Hwy. 111	Ave. 48	0.6
II	Dune Palms Rd.	Westward Ho Dr. to Whitewater River	Hwy. 111 to Ave. 48	0.8
II	Jefferson St.	Northern city limit	Ave. 54	4.8
II	Madison St.	Ave. 54	Ave. 60	3.1
II	Monroe St.	Ave. 52 to Ave. 54	Mountain View Ln. to Ave. 58	2.6

Proposed

La Quinta has proposed 17 bikeway projects to be included in this Plan. The projects are listed below by priority. Project costs are based on past expenditures for bikeways throughout California and from feedback received from our local jurisdictions. Costs for individual projects will vary by location and complexity of the project.

City of La Quinta Top Priority Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Whitewater River	Washington St.	Jefferson St.	1.7	$1,700,000
II	Calle Tampico	Washington St.	Calle Rondo	0.3	$15,000
II	Ave. 50	Washington St. to just west of Park Ave.	Via Montana to Madison St.	0.6	$30,000
III	Desert Club Dr.	Calle Tampico	Ave. 52	0.4	$8,000
II	Eisenhower Dr.	Avenida Montezuma	Calle Sinaloa	0.2	$10,000
III	Eisenhower Dr.	Washington St.	Avenida Fernando	1.0	$20,000
Bicycle Parking Program					$25,000

City of La Quinta 2nd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Miles Ave.	Adams St.	Dune Palms Rd.	0.5	$25,000
II	Ave. 52	Jefferson St.	Coachella Canal	0.4	$20,000
II	Avenida Bermudas southbound only	Calle Tampico	Calle Sinaloa	0.4	$20,000
II	Hwy. 111	Washington St.	Indio city limit	1.7	$85,000
II	Jefferson St.	Ave. 59	Madison St.	3.9	$195,000

City of La Quinta 3rd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Madison St.	Ave. 50 to Ave. 52	Ave. 60 to Jefferson St.	3.8	$190,000
II	Fred Waring Dr.	Washington St.	Jefferson St.	1.5	$75,000
III	Ave. 50	Eisenhower Dr.	Washington St.	0.8	$16,000
II	Ave. 58	Just west of Monroe St.	Monroe St.	0.3	$15,000
II	Ave. 60	Monroe St.	Eastern city limit	0.2	$10,000
II	Ave. 62	Madison St.	Monroe St.	1.0	$50,000
II	Monroe St.	Ave. 54 to Mountain View Ln.	Ave. 58 to Ave. 62	2.5	$125,000

The map on page 82 shows existing and proposed bikeways, bicycle parking and amenities.

Bicycle Parking

Existing

La Quinta has identified locations where bicycle parking facilities exist. They are listed below.

- 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 Highway 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
- 4 rest stops along Bear Creek path

Proposed

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

Specific locations for proposed bicycle parking include the following:

- La Quinta Senior Center
- City Hall

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 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 are presented in the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
70	Adams St.	Hwy. 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	Hwy. 111	Washington St.	547	EB	FS	Bike Rack
111	Hwy. 111	Adams St.	561	WB	FS	Bike Locker
111	Hwy. 111	Adams St.	571	EB	FS	Bike Locker
70	Calle Tampico	Washington St.	869	WB	FS	Bike Rack
70	Adams St.	Hwy. 111	891	NB	NS	Bike Rack

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

Bicycle Amenities

Four locations have been identified that provide these showers and clothing lockers for employees and/or patrons. These are listed below.

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

La Quinta also has a Transportation Demand Management (TDM) ordinance that requires developers to preserve two percent of the 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.

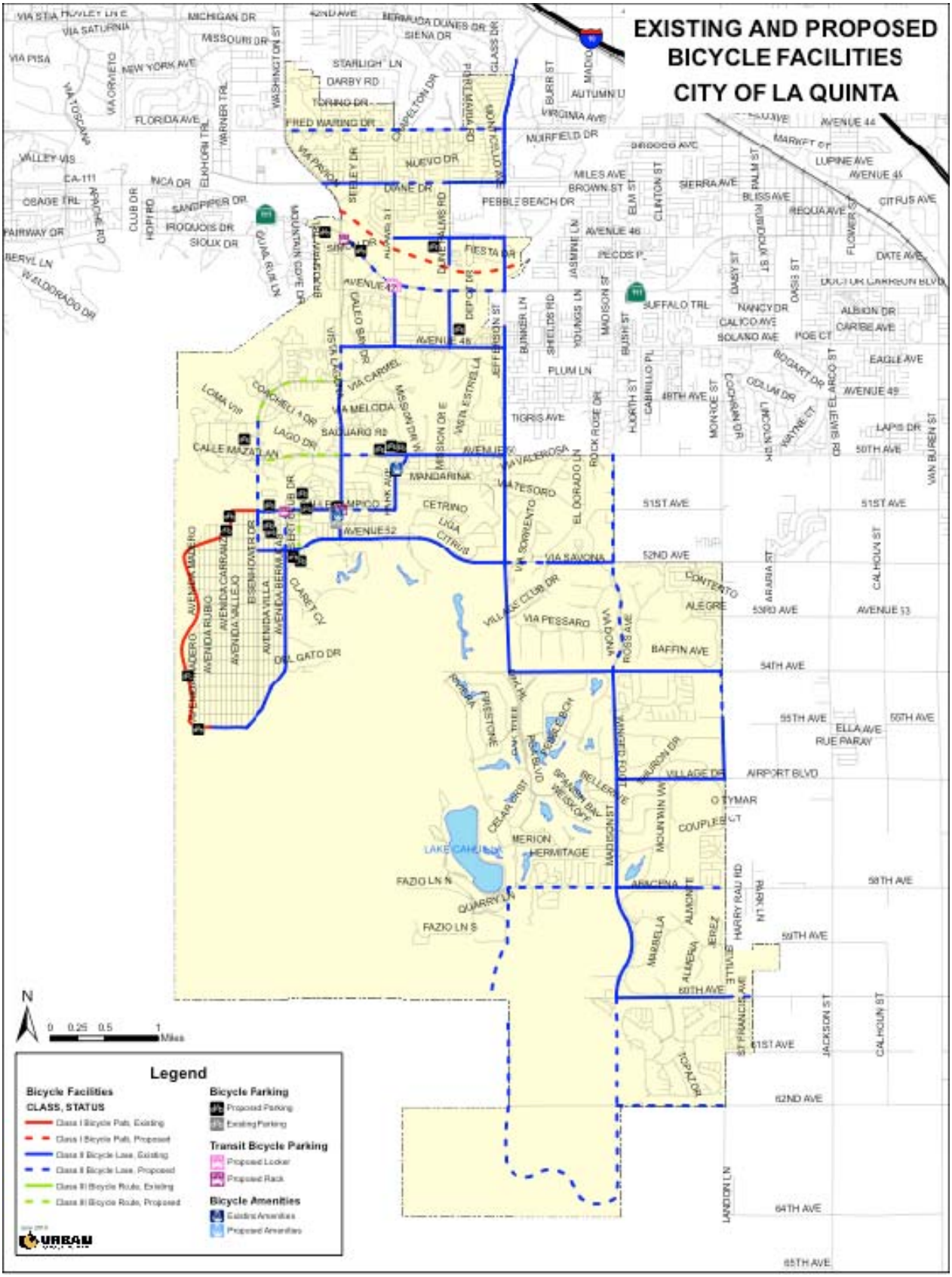
Past Expenditures for Bicycle Facilities

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.

Future Financial Needs

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

- Top Priority Bikeways: 4.2 miles, $1,783,000
- 2nd Priority Bikeways: 6.9, $345,000
- 3rd Priority Bikeways: 10.1, $481,000
- Total: 21.2 miles, $2,609,000
- Bicycle Parking Program: $25,000
- Total Capital Financial Needs: $2,634,000
- Annual Class I Bike Path Maintenance: 4.2 miles, $13,306


EXISTING AND PROPOSED
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Bicycle Facilities
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Class I Bicycle Path, Proposed
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Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
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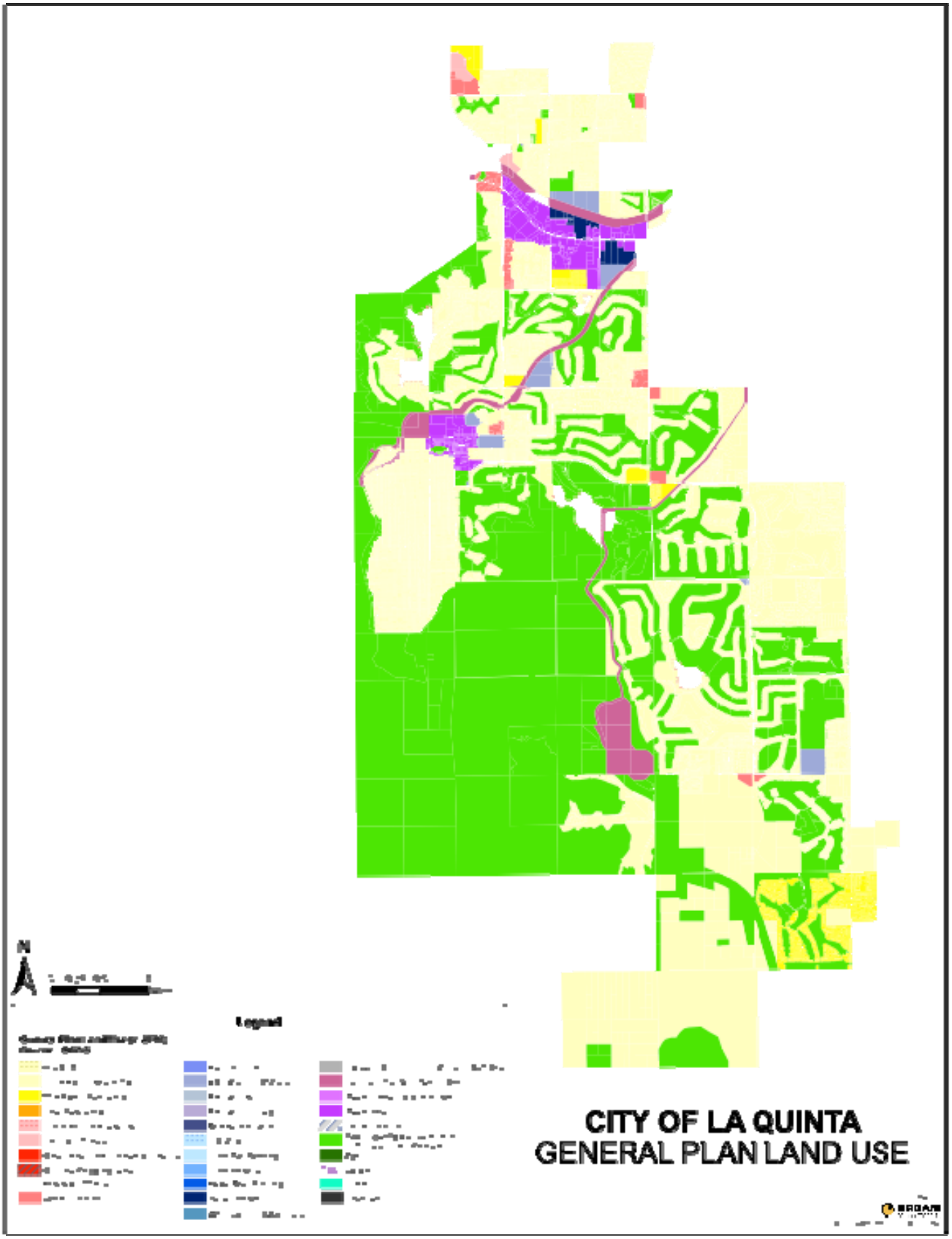
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CITY OF LA QUINTA
GENERAL PLAN LAND USE

City of Palm Desert Bicycle Plan

With a year 2009 population of 51,509 (California Department of Finance), Palm Desert is a multi-faceted community with College of the Desert, regional retail, government agencies, residential and resort uses. The City has a grid network of arterial streets that connects 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. Some of 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 Highway 111 and SR-74. Most of Palm Desert's destinations lie along the arterial street network.

Land Use

The map on page 91 shows the current and future land use patterns in the City of Palm Desert. The City consists of low density residential, civic buildings, regional retail centers, and resorts uses with most of the commercial uses located along Highway 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 the I-10 freeway 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 the California State University San Bernardino are developing extension campuses at the intersection of Cook Street and Gerald Ford Drive.

Bikeways

Existing

Palm Desert currently has many existing bikeways. They total 54.8 miles in length. Existing bikeways are listed in the following table.

City of Palm Desert Existing Bikeways				
Class	Street/Path	From	To	Mileage
II	Dinah Shore Dr.	Monterey Ave.	Portola Ave.	0.9
II	Gateway Dr.	Dinah Shore Dr.	Gerald Ford Dr.	0.9
II	Gerald Ford Dr.	Monterey Ave.	Cook St.	2.0
II	Pacific Ave.	Gerald Ford Dr.	College Dr.	0.3
II	College Dr.	Portola Ave.	Frank Sinatra Dr.	1.4
II	Technology Dr.	College Dr.	Gerald Ford Dr.	0.1
II	Frank Sinatra Dr.	Monterey Ave.	Tamarisk Row Dr.	3.3
II	Tamarisk Row Dr.	Frank Sinatra Dr.	Country Club Dr.	1.4
II	Country Club Dr.	Monterey Ave.	Washington St.	5.1
II	Oasis Club Dr.	Country Club Dr.	Hovley Lane East	1.0
II	Hovley Lane West	Monterey Ave.	Portola Ave.	1.0
II	Hovley Lane East	Cook St.	Washington St.	3.1
II	Magnesia Falls Dr.	Monterey Ave.	Deep Canyon Rd.	1.5
II	Fred Waring Dr.	San Pascual Ave.	Deep Canyon Rd.	0.8
II	Haystack Rd.	Hwy. 74	Portola Ave.	1.3
II	Mesa View Dr.	Hwy. 74	Portola Ave.	0.8
II	Hwy. 74	El Paseo	Palowet Dr.	3.1
II	San Pablo Ave.	Fred Waring Dr.	Hwy. 111	0.5
II	Portola Ave.	Dinah Shore Dr.	Country Club Dr.	2.4
II	Portola Ave.	Fairway Dr.	Mesa View Dr.	1.8
II	35th Ave.	Monterey Ave.	Dinah Shore Dr.	0.7
II	Cook St.	Frank Sinatra Dr.	Fred Waring Dr.	3.0
II	Deep Canyon Rd.	Magnesia Falls Dr.	Hwy. 111	1.0
II	Eldorado Dr.	Frank Sinatra Dr.	Hovley Lane East	2.0
II	A St.	Monterey Ave.	Gateway Dr.	0.3
II	University Park Dr.	College Dr.	Cook St.	0.5
II	Park View Dr.	Hwy. 111	Monterey Ave.	0.8
III	California Dr./ Ave. of the States	Fred Waring Dr.	Washington St.	2.1
III	Florida Ave., Elkhorn Trail	California Dr.	Fred Waring Dr.	1.0

City of Palm Desert Existing Bikeways (continued)				
III	Fairway Dr.	Portola Ave.	Cook St.	1.0
III	Warner Trail	Ave. 42	Fred Waring Dr.	1.0
I	Whitewater Channel	Deep Canyon Rd.	Cook St.	0.5
II	Michigan Dr.	Warner Trail	Ave. of the States	0.4
II	Painters Path	Edgehill Dr.	El Paseo	0.3
III	De Anza Dr.	San Carlos Ave.	Alessandro Dr.	1.0
III	Deep Canyon Rd.	Hwy. 111	Fairway Dr.	0.5
III	El Paseo	Hwy. 111 (west)	Hwy. 111 (east)	1.9
III	Grapevine St.	Hwy. 74	Portola Ave.	1.2
III	Idaho St.	Michigan Dr.	Hovely Ln. (east)	0.1
III	Plaza Way	Hwy. 111	El Paseo	0.2
III	San Gorgonio Way	Monterey Ave.	San Carlos Ave.	0.5
III	San Pablo Ave.	Magnesia Falls Dr.	Fred Waring Dr.	0.5
III	Shadow Mountain Dr.	Hwy. 74	Portola Ave.	1.6

Proposed

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

City of Palm Desert Top Priority Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Mid-Valley Bike Path (SPRR corridor)	Western city limit	Eastern city limit	7.0	$7,000,000
I	Palm Valley Channel	Western city limit	Painters Path	2.7	$2,700,000
Signing of the routes of Palm Desert Map					$75,000

City of Palm Desert 2nd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Gerald Ford Dr.	Cook St.	Frank Sinatra Dr.	1.0	$50,000
II	Monterey Ave.	Gerald Ford Dr.	South of Shadow Ridge Rd.	0.6	$30,000
II and III	Portola Ave.	Country Club Dr.	Magnesia Falls Dr.	1.5	$75,000

Although not shown on the maps, or in priority tables, 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 and constructing a bike path there would require negotiation or a developer agreement for this to happen.

The map on page 90 shows existing and proposed bikeways, bicycle parking and amenities

Bicycle Parking

Existing

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 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 Street
- Waring Shopping Center
- Palm Desert Town Center
- All schools
- All parks

Proposed

Bicycle parking will be added at College of the Desert as proposed by the College. Bicycle parking will also be added at the Portola Community Center. The City also has a Transportation Demand Management (TDM) ordinance that requires bicycle parking at 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 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 the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
50	Country Club Dr.	Monterey Ave.	52	EB	FS	Bike Rack
111	Town Center Way	Hahn	65	NB	NS	Bike Locker
111 50	Town Center Way	Hahn	67	SB	NS	Bike Locker
32	Gerald Ford Dr.	Cook St.	205	WB	FS	Bike Rack
111 50	Hwy. 111	Desert Crossing	536	EB	NS	Bike Rack
111	Monterey Ave.	San Gorgonio Wy.	778	NB	NS	Bike Rack
70	Harris Ln.	Washington St.	839	WB	FS	Bike Rack
111	Hwy. 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 two percent of the gross floor area ratio for employee locker and shower facilities.

Bicycle Safety Education and Police Enforcement

The Police Department has a bicycle safety education program. They have a full time Public Information Officer that promotes bicycle safety issues to anyone who is interested. Generally, the Department gives the program to elementary students grades 4 through 7. They provide 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 Police Department gives out helmets to students that do not have one.

The officer provides a helmet instruction course, and shows safety videos whenever someone wants to view them. They typically show the videos at the Police Station. The Police will visit schools to show the videos as well. The Police also put on a public safety fair once a year.

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 Palm Desert Police Department enforces all traffic laws, for bicycles and motor vehicles as part of their regular duties. They 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 uses targeted enforcement to encourage motorists and cyclists to share the road. The Police Department also responds to particular needs and problems as they arise. In addition, the Police 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.

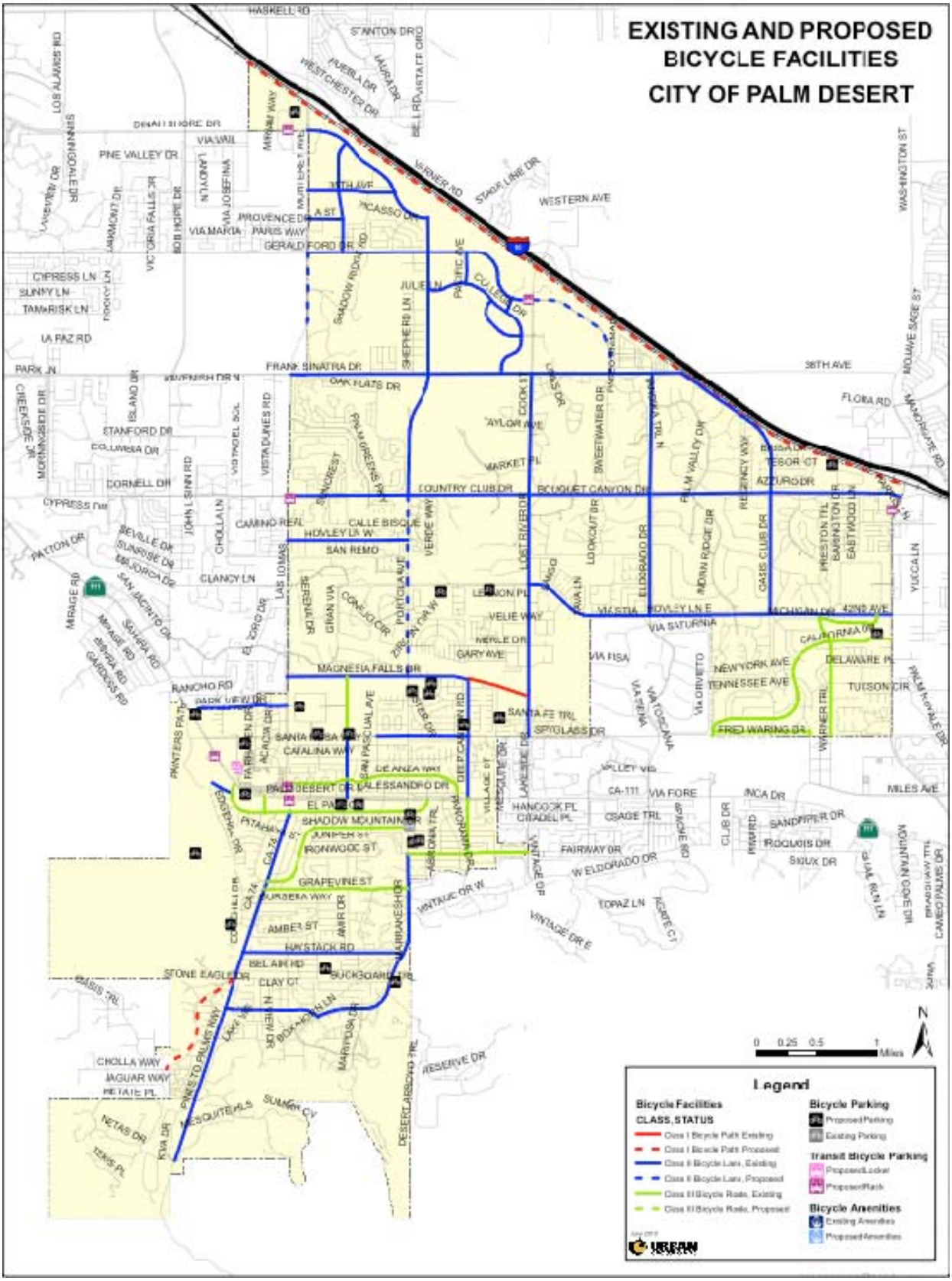
Past Expenditures for Bicycle Facilities

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 receives a grant that supports the cost of presentations at elementary schools.

Future Financial Needs

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

- Top Priority Bikeways: 9.7 miles, $9,700,000
- 2nd Priority Bikeways: 2.5, $155,000
- Total: 12.8 miles, $9,930,000
- Signing of the routes of Palm Desert Map: $75,000
- Total Capital Financial Needs: $10,005,000
- Annual Class I Bike Path Maintenance: 10.2 miles, $32,314


EXISTING AND PROPOSED
BICYCLE FACILITIES
CITY OF PALM DESERT
Legend
Bicycle Facilities
CLASS, STATUS
Class I Bicycle Path Existing
Class I Bicycle Path Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Bicycle Parking
Proposed Parking
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Proposed Rack
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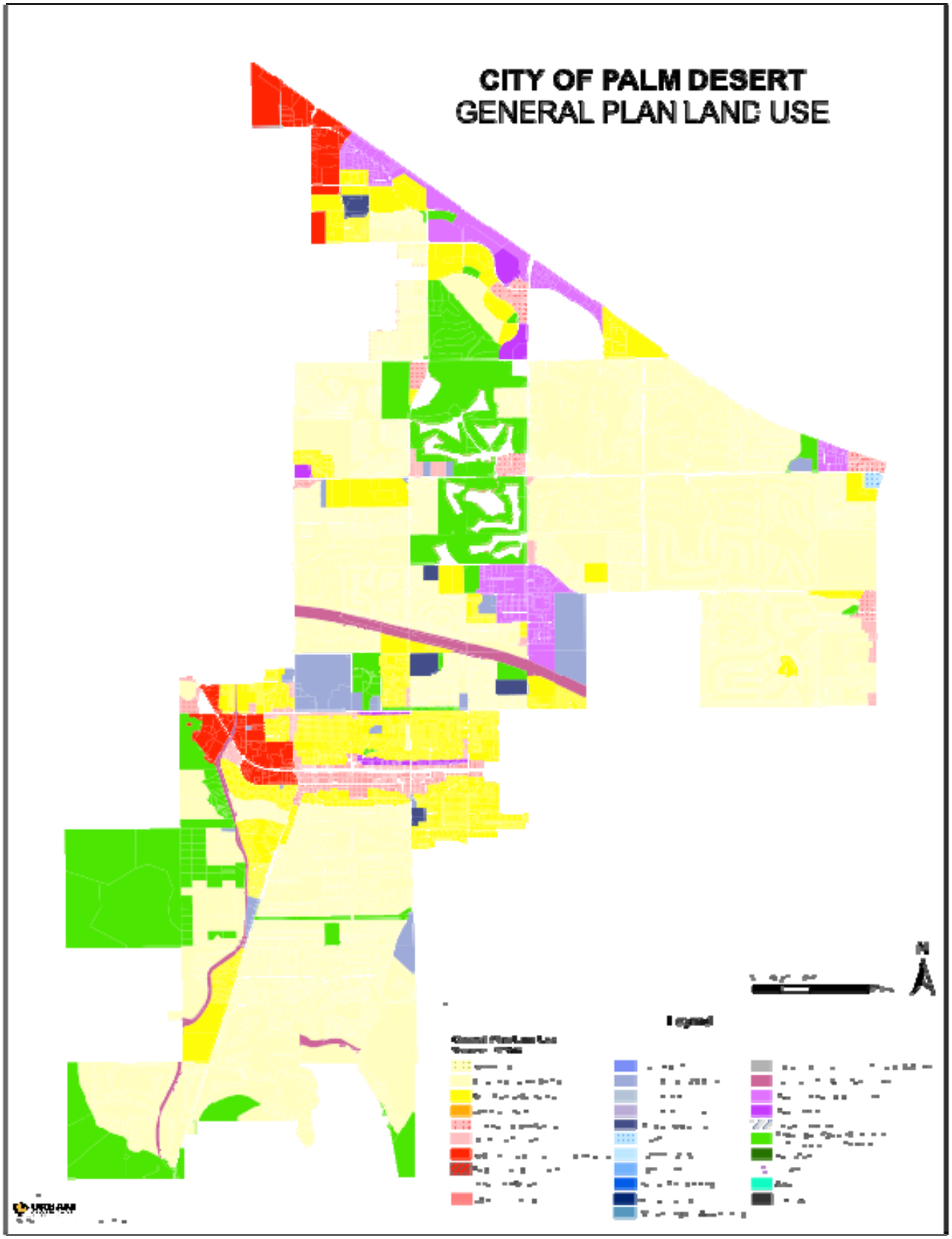
CITY OF PALM DESERT
GENERAL PLAN LAND USE
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City of Palm Springs Bicycle Plan

With a year 2009 population of 47,601 (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 connects to Cathedral City as well as to the surrounding unincorporated areas. Some of 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 Palm Springs' destinations are located along the arterial street network, especially along Palm Canyon and Indian Canyon Drives in the downtown retail district.

Land Use

The map on page 100 shows the current and future land use patterns in the City of 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 site. The far northern part of the City contains utility uses, which includes a wind farm for renewable energy. Future residential development is planned in the northern part of the existing developed area of the City. The 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.

Bikeways

Existing

Palm Springs currently has numerous bikeways. The City has designated several loop routes in the central portion of the City primarily geared toward the tourist visitor. These loop routes consist of Class I, II, and III facilities. They total 28.2 miles in length. Existing bicycle and trail facilities are listed below.

CITY OF PALM SPRINGS GENERAL PLAN - NON-MOTORIZED TRANSPORTATION MASTER PLAN
Table A: City of Palm Springs Existing Bikeways

(Note: The following tables supersede the prioritization tables in the 2010 update of the Coachella Valley Non-motorized Transportation Master Plan as adopted into the City of Palm Springs General Plan; September 2011. These tables may be updated from time to time as projects are completed and new projects are identified and approved)

I.D.	Class	Street/Path	From	To	Mileage
1	I	Tahquitz Creek	Camino Real pedestrian bridge	Sunrise Way	0.7
2	MU-W	Tahquitz Creek	Sunrise Way @ Tahquitz Creek	Sunny Dunes @Desert Chapel Way	0.1
3	III	Tahquitz Creek	Sunny Dunes @.Desert Chapel Way	Wood Bridge @ Tahquitz Creek	0.16
4	I	Tahquitz Creek	Wood Bridge @ Tahquitz Creek	Farrell Dr. @ MU-W	>0.2
5	MU-W	Tahquitz Creek	Farrell Dr. @ MU-W	Farrell Dr. @ MU-E	0.15
6	I	Tahquitz Creek	Farrell Dr. @ MU-E	Compadre Rd.	0.15
7	MU-W	Tahquitz Creek	Compadre Rd.	Sunny Dunes Rd.	0.15
8	MU-S	Tahquitz Creek	Sunny Dunes Rd.	El Cielo Rd. @ MU-W	0.25
9	MU-W	Tahquitz Creek	El Cielo Rd.	Mesquite Ave.	0.2
10	III	Tahquitz Creek	Mesquite Ave.	Demuth Park Entrance	0.2
11	III	Tahquitz Creek	Demuth Park Entrance	SE Corner of Demuth Park	0.2
12	I	Tahquitz Creek	SE Corner of Demuth Park	Golf Club Drive	1.15
13	II	Tahquitz Creek	Golf Club Drive/Fairway Circle	Golf Club Drive/34th Ave.	0.2
14	II	Tahquitz Creek	Golf Club Drive/34th Ave.	Golf Club Drive/South Bank of Tahquitz Creek	0.3
15	I	Tahquitz Creek	South Bank of Tahquitz Creek/Golf Club Drive	Whitewater Wash/City Limits	0.4
16	II	Golf Club Drive - Tahquitz Creek Loop	South Bank of Tahquitz Creek/Golf Club Drive	E. Palm Canyon Drive	0.5
17	I	E. Palm Canyon Drive - Tahquitz Creek Loop	Golf Club Drive	Farrell Dr.	2.0
18	III	E. Palm Canyon Drive (Service Roads)	Farrell Dr.	Sunrise Way	0.5
19	II	Sunny Dunes Rd.	Camino Real	Sunrise Way	0.6
20	III	Belardo Rd - CWL & HT	Sunny Dunes Rd.	Ramon Rd.	0.25
	(CWL = Citywide Loop, HT = Heritage Trail, OLP = Old Las Palmas Loop, CCC = Canyon Country Club Loop, DWL = Deepwell Loop, TQL - Tahquitz Creek Loop,				

	Table A: City of Palm Springs Existing Bikeways				
ID	Class	Street/Path	From	To	Mileage
21	III	Cahuilla Rd. - CWL & HT	Ramon Rd.	Tahquitz Canyon Way	0.5
22	II	Belardo Rd./Museum Way - CWL & HT	Tahquitz Canyon Way	Amado Rd.	0.4
23	MU	Belardo Rd./Museum Way - CWL & HT	Amado Rd.	Alejo Rd.	0.25
24	III	E. Palm Canyon Dr.	S. Palm Canyon Dr.	Camino Real	0.35
25	III	Indian Canyon Dr. - OLP	. Racquet Club Road	Tahquitz Canyon Way	2.0
27	III	Tachevah Dr. - OLP & CWL	N. Palm Canyon Dr.	Farrell Dr.	1.5
28	III	Alejo Rd.	Cahuilla Rd.	Sunrise Way	1.1
29	III	Tahquitz Canyon Way - OLP	Cahuilla Rd.	Calle El Segundo	0.4
30	II	Tahquitz Canyon Way - CWL	Calle El Segundo	Civic Dr.	1.6
31	III	Ramon Rd.	Cahuilla Rd.	El Cielo Rd.	2.2
32	III	Mesquite Ave. - DWL & CWL	Camino Real	Compadre Rd.	1.4
33	III	La Verne Way - CCC	S. Palm Canyon Dr.	Sunrise Way	1.1
34	III	Toledo Ave. - CWL & CCC	La Verne Way	Murray Canyon Dr.	0.9
35	III	Murray Canyon Dr. - CWL & CCC	Toledo Ave.	Camino Real	0.6
36	III	Camino Real - DWL & CWL	Riverside Dr.	Murray Canyon Dr.	2.2
37	III	Calle Encilia	Alejo Dr.	Ramon Rd.	1.0
38	III	Calle Palo Fierro	Mesquite Ave.	E. Palm Canyon Dr.	0.6
39	I	Gene Autry Trail - CVB	Vista Chino	Ramon Rd.	2.2
40	III	Gene Autry Trail - CVB	Ramon Rd.	E. Palm Canyon Dr.	0.2
41	III	Sunrise Way - CWL	E. Palm Canyon Dr.	La Verne Way	0.1
42	I	Sunrise Way - DWL/TQL	E. Palm Canyon Dr.	Vista Chino	3.0
43	II	Belardo Rd. - HT	Tahquitz Canyon Way	Ramon Rd.	0.5
44	III	Old Las Palmas Loop (OLP)	Tachevah Dr./Via Lola/Camino del Corto/Camino Sur/Camino Centro/Camino Norte/Vine Ave./Stevens Rd.	Rose Ave./Crescent Dr./Patencio Rd./Chino Dr./Belardo Rd./Alejo Dr.	2.4
45	III	Farrell Dr.	Racquet Club Road	Alejo Road	1.5
46	III	San Rafael Dr.	Highway 111	N Indian Canyon Drive	0.7

CITY OF PALM SPRINGS GENERAL PLAN - NON-MOTORIZED TRANSPORTATION MASTER PLAN Table B: City of Palm Springs Top Priority Projects							
I.D.	Class	Previous Priority	Street/Path	From	To	Length (Miles)	
P1.1	II	2	Baristo Rd.	Avenida Caballeros	El Cielo Rd.	1.5	
P1.2	II	NC	Avenida Caballeros	San Rafael Rd.	Ramon Rd.	3.0	
P1.3	I	NC	Whitewater Wash	Ramon Rd.	Ave. 34	1.0	
P1.4	I	NC	Whitewater Wash	Vista Chino	Ramon Rd.	0.8	
P1.5	III	3	Ave. 34	Golf Club Dr./Crossley Rd.	Whitewater Wash	0.5	
P1.6	II	New*	Mesquite Ave.	Calle Palo Fierro	Sunrise Way	1.5	
P1.7	III	New	Palm Canyon Dr.	Alejo Rd.	Camino Parocela	1.1	
P1.8	III	Existing - no signs	Indian Canyon Dr.	Camino Parocela	Alejo Rd.	1.1	
P1.9	II	New	S. Palm Canyon Dr.	E. Palm Canyon Dr.	Murray Canyon Dr.	1.5	
P1.10	III	New	Compadre Rd.	Baristo Rd.	Tahquitz Creek	0.6	
P1.11	II	New	Escoba Dr.	El Cielo Rd.	E. Palm Canyon Dr.	0.3	
P1.12	II	NC	San Rafael Dr.	N. Indian Canyon Dr.	Sunrise Way	1.0	
P1.13	III	New	Amado Rd.	Belardo Rd.	Sunrise Way	1.1	
P1.14	III	New	Farrell Dr.	Mesquite Ave.	E. Palm Canyon Dr.	1.3	
P1.15	II	New	Arenas Rd.	Hermosa Dr.	Cahuilla Rd.	1.0	
P1.16	II	New	S. Compadre Rd.	Mesquite Ave.	Sonora Rd.	0.25	
P1.17	II	New	Sonora Rd.	S. Compadre Rd.	S. El Cielo Rd.	0.25	
P1.18	II	NC	Racquet Club Rd.	N. Palm Canyon Dr.	Farrell Dr.	1.8	
P1.19	MU/II	NC	Mesquite Ave./Dinah Shore	El Cielo Rd.	City Limits @ Whitewater Wash	2.3	
P1.20	II	NC	Crossley Rd.	Ramon Rd.	Dinah Shore	0.8	
P1.21	III	NC	Farrell Dr.	Alejo Rd.	Baristo Rd.	0.75	
P1.22	I	3	Tahquitz Creek Path	Calle Palo Fierro	Tahquitz Canyon Vistor's Center	0.7	
P1.23	II	New	Via Escuela	Palm Canyon Dr.	Gene Autry Trail	2.4	
P1.24	II	New	Hermosa Drive	Arenas Road	Tahquitz Canyon Way	0.1	
P1.25	II	New	Vista Chino	Gene Autry	Cathedral City Limits	0.7	

*Funded by Safe Routes to School Program

CITY OF PALM SPRINGS GENERAL PLAN - NON-MOTORIZED TRANSPORTATION MASTER PLAN Table C: City of Palm Springs Second Priority Projects							
I.D.	Class	Previous Priority	Street/Path	From	To	Length (Miles)	
P2.1	II	Existing III	Belardo Rd.	Ramon Rd.	S. Palm Canyon Dr.	1.0	
P2.2	II	Existing III	Camino Real	S. Riverside Dr.	Calle Palo Fierro	0.2	
P2.3	II	NC	Gene Autry Trail	I-10 Freeway	Vista Chino	2.4	
P2.4	II	NC	Indian Canyon Dr.	Ave. 20	Racquet Club Road	3.7	
P2.5	III	NC	Tamarisk Rd.	Avenida Caballeros	Farrell Dr.	1.1	
P2.6	II	NC	N. Palm Canyon Dr.	Palm Spring North City Limit (Whitewater Rd)	Alejo Rd.	8.1	
P2.7	II	Existing III	El Cielo Rd.	Tahquitz Canyon Dr.	Escoba Dr.	1.5	
P2.8	I	1	Palm Canyon Wash	S. Palm Canyon Dr.	Gene Autry Trail	3.4	
P2.9	III	Existing*	Alejo Rd.	Indian Canyon Dr.	El Segundo Rd.	0.2	
P2.10	III	I	Calle El Segundo	Alejo Rd.	Ramon Rd.	1.0	
P2.11	II		Alejo Rd.	El Segundo Rd.	Farrell Dr.	1.4	

CITY OF PALM SPRINGS GENERAL PLAN - NON-MOTORIZED TRANSPORTATION MASTER PLAN Table D: City of Palm Springs Third Priority Projects							
I.D.	Class	Previous Priority	Street/Path	From	To	Length (Miles)	
P3.1	II	Existing III	Tachevah Dr.	Indian Canyon Dr.	Avenida Caballeros	0.5	
P3.2	II	NC	Sunny Dunes Rd.	El Cielo Rd.	Crossley Rd.	1.5	
P3.3	III	2	Sunrise Way	Whitewater Wash	Vista Chino	1.6	
P3.4	II	2	20th Ave.	Diablo Rd.	Indian Canyon Dr.	2.1	
P3.5	II	2	Dillon Rd.	Diablo Rd.	Eastern City Limit	1.5	
P3.6	II	NC	Araby Dr.	E. Palm Canyon Dr.	Palm Canyon Wash	0.4	
P3.7	II	NC	Barona Rd.	E. Palm Canyon Dr.	Palm Canyon Wash	0.7	
P3.8	III	2	Garnet Ave./Salvia Rd.	Western City Limit	Eastern City Limit	6.0	
P3.9	III	NC	Calle Palo Fierro	Ramon Rd.	N. Riverside Dr.	0.3	
P3.10	III	NC	Highway 111	Snow Creek Rd.	Palm Springs City Limit	1.6	
P3.11	II	2	Tipton Rd.	I-10 Freeway just west of Whitewater Cyn Rd.	Road End just north of SR 111	1.8	
P3.12	I	NC	Whitewater Wash	HWY 111	Cathedral City Limit	4.7	
P3.13	II	NC	Paseo Dorotea**	Ramon Rd.	Airport	1.0	
P3.14	III	New	Ramon Rd.	Crossley Rd.	East City Limit	0.5	
P3.15	II	New	Murray Canyon Dr.	South Palm Canyon Drive	Toledo Road	1.9	
P3.16	II	New	South Palm Canyon Drive	Murray Canyon Dr.	South Indian Canyons	1.0	
P3.17	II	New	Sunny Dunes	Belardo Road	Camino Real	0.5	
P 3.18	II	New	Chino Canyon Road	Hwy 111	Lower Tram Station	3.9	
P 3.19	III	New	Camino Real	Ramon R.	N. Riverside Dr.	0.4	

*Poorly Signed
** Funded by Safe Routes to School Program

The map on page 99 shows existing and proposed bikeways and parking facilities, schools, and attractions, which primarily include shopping centers, government buildings, and other retail districts.

Bicycle Parking

Existing

Palm Springs has identified several locations where bicycle parking facilities exist. They are listed below.

- Sunrise Park
- Demuth Park
- Many locations Downtown
- 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 following locations:

- The new College of the Desert campus (just southwest of where Indian Ave. crosses the Whitewater River)
- Rimrock Shopping Center
- Springs Shopping Center

- The Plaza at Sunrise
- Gene Autry Plaza
- At shopping plaza at northeast corner of Vista Chino and Indian Canyon
- Palm Springs Convention Center
- Shopping area along Arenas Road just east of Indian Canyon Dr.

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 near Indian Canyon Drive in the northern part of the City currently exists, as does a Greyhound bus station near the downtown area. Bicycle parking is planned at these locations.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the City. These are presented in the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
111	E. Palm Cyn. Dr.	Gene Autry Tr.	15	EB	FS	Bike Rack
24	Tahquitz Cyn. Way	Civic Dr.	29	WB	FS	Bike Rack
14 / 30 111	Palm Cyn. Dr.	Baristo Rd.	128	SB	FS	Bike Locker
24	Tahquitz Cyn. Way	Farrell Dr.	182	WB	FS	Bike Rack
14	Gene Autry Tr.	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 Tr.	Vista Chino	614	NB	FS	Bike Locker
111	Palm Cyn. Dr.	Gene Autry Tr.	667	WB	FS	Bike Rack
14 / 30	Baristo Rd.	Farrell Dr.	780	WB	MB	Bike Locker
14 / 24 30	Baristo Rd.	Farrell Rd.	889	EB	NS	Bike Locker

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

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 will likely start in Federal Fiscal Year 2010-2011.

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 the Palm Canyon Wash.

Future Financial Needs

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

- Top Priority Bikeways: 25.8 miles, $14,166,000
- 2nd Priority Bikeways: 33.4, $7,568,000
- 3rd Priority Bikeways: 21.9, $3,012,000
- Total: 81 miles, $24,746,000
- Bicycle Parking Program: $25,000
- Total Capital Financial Need: $24,771,000
- Annual Class I Bike Path Maintenance: 22.7 miles, $71,914

CITY OF PALM SPRINGS BIKEWAYS MAP

ADOPTED BY THE PALM SPRINGS CITY COUNCIL ON OCTOBER 5, 2011 BY RESOLUTION

Note:
3rd Priority Paths not shown:
#3.4, #3.5, #3.10 and #3.11

Legend

Existing Bikeways
- Class I, Bike Path
- Class II, Bike Lane
- Class III, Bike Route
- Mixed Use Bike Route

Top Priority Projects
- Class I, Bike Path
- Class II, Bike Lane
- Class III, Bike Route
- Mixed Use II

2nd Priority Projects
- Class I, Bike Path
- Class II, Bike Lane
- Class III, Bike Route

3rd Priority Projects
- Class I, Bike Path
- Class II, Bike Lane
- Class III, Bike Route

- Streets
- City and Sphere Limits

Palm Springs
Palm Springs Regional Airport
COACHELLA VALLEY
San Rafael Dr.
Racquet Club Rd.
Via Escuela
Vista Chino
Tachevah Dr.
Tamarisk Rd.
Alejo Rd.
Amado Rd.
Tahquitz Canyon Way
Arenas Rd.
Baristo Rd.
Ramon Rd.
Sunny Dunes Rd.
N. Riverside Dr.
Mesquite Ave.
Sonora Rd.
E. Palm Canyon Dr.
Escoba Dr.
34th Ave.
Dinah Shore Dr.
La Verne Way
Murray Canyon Dr.
Gene Autry Trail
Golf Course Rd.
Crossley Rd.
Farrell Dr.
Sunrise Way
El Cielo Rd.
Palm Canyon Dr.
Indian Canyon Dr.
Avenida Caballeros
Cahuilla Rd.
Calle Encilia
Calle El Segundo
Belardo Rd.
Calle Palo Fierro
Toledo Ave.
Camino Real
Barona Rd.
Araby Rd.
(S. Palm Canyon Dr.)
(Path to Indian Canyons)
(Path continues to Tram)
(Along Whitewater Levee)
(Along westside of Palm Canyon Wash Levee)
Tahquitz Canyon Visitor Center
Desert Highland Park
Raymond Jr High School
Cimarron Golf Club
Tahquitz Creek Golf Resort
Seven Lakes Country Club
Canyon Country Club
Canyon South Golf Course
Palm Springs Country Club
Palm Springs Mall
Palm Springs Stadium
Mesquite Country Club
Oasis Water Park
Legend Tahquitz Creek Golf Course
Cathedral Canyon Country Club
Southern Pacific Railroad

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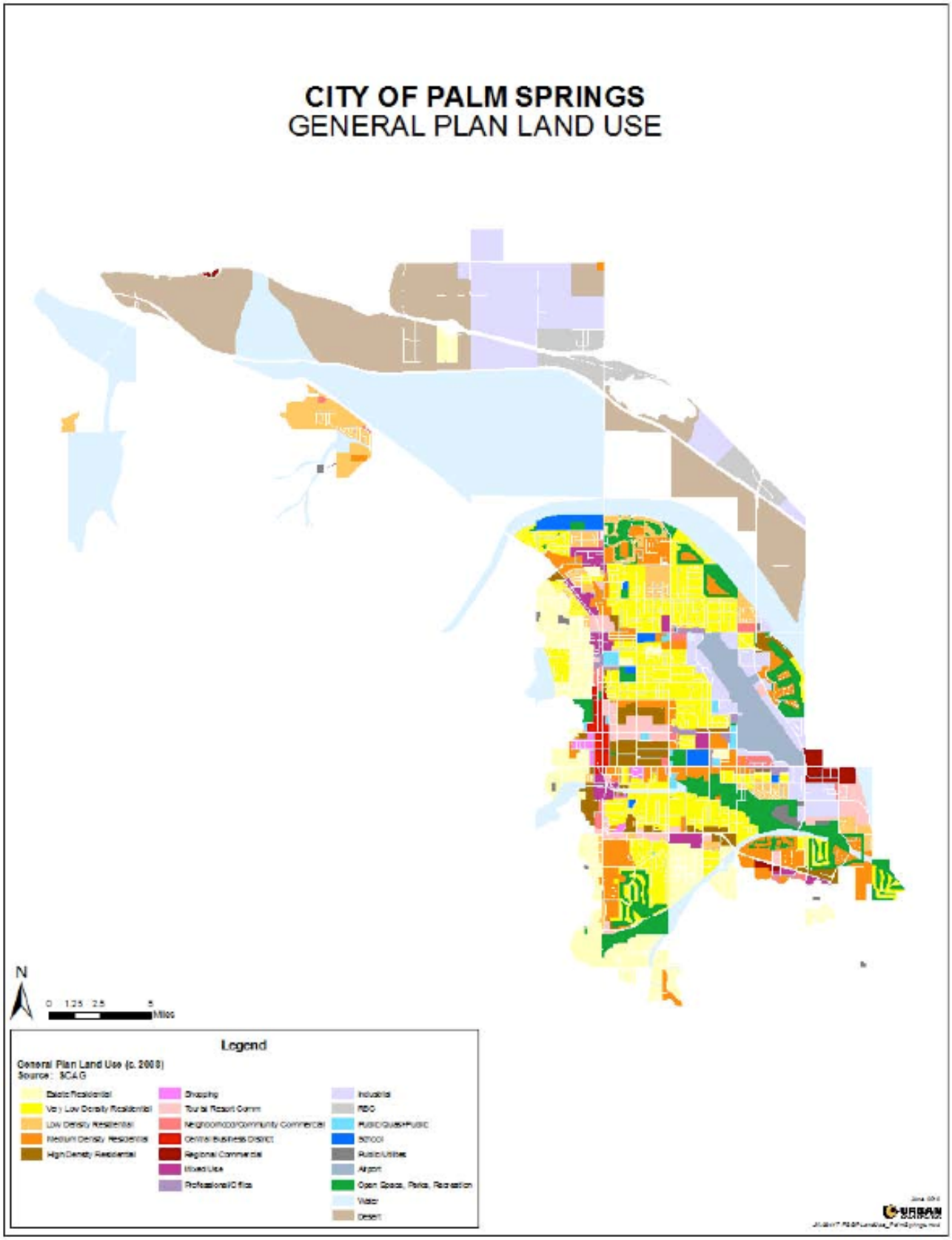
Data Sources:
City of Palm Springs
Esri - Online Basemaps

0 2,250 4,500 6,750 Feet

Map Prepared by:
aerial information systems

General Plan Figure 4-5 Revised October 5, 2011

Path: P:\PalmSprings_BikePaths\Bikeways_Map_Final_Small.mxd


CITY OF PALM SPRINGS
GENERAL PLAN LAND USE
N
0 1.25 2.5 5
Miles
Legend
General Plan Land Use (c. 2003)
Source: SCAG
Open Space, Parks, Recreation
Desert

City of Rancho Mirage Bicycle Plan

With a year 2009 population of 17,180 (California Department of Finance), Rancho Mirage is made up of primarily resort communities. The City has a grid network of arterial streets that connects to the neighboring cities of Cathedral City and Palm Desert, as well as to surrounding unincorporated areas. The City's main arterial streets include Highway 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 Highway 111.

Land Use

The map on page 106 shows the current and future land use patterns in the City of Rancho Mirage. The City consists primarily of low- and very low-density residential and resort uses. Commercial office and retail uses are located along Highway 111. Golf communities are located throughout the City.

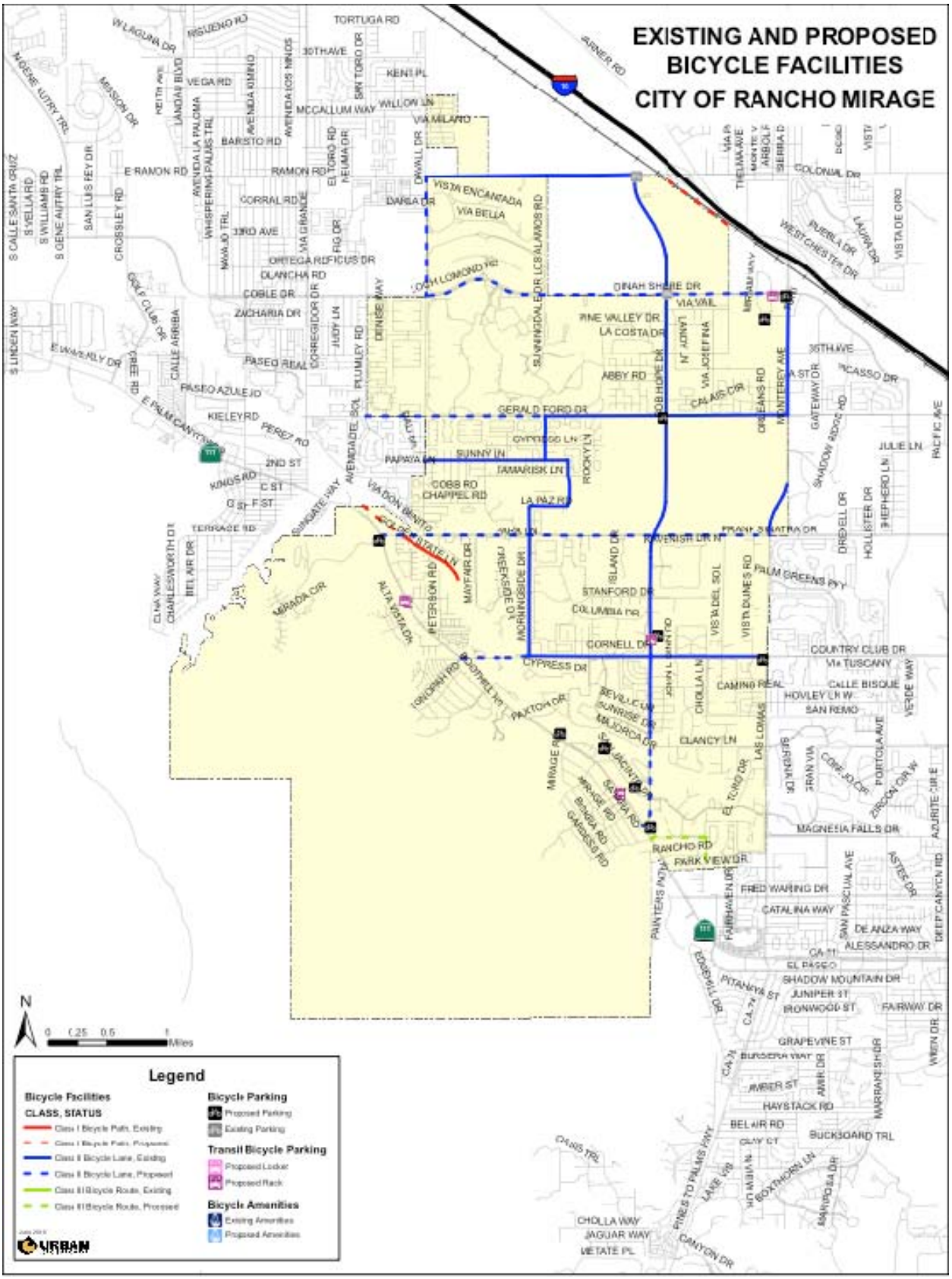
Bikeways

Existing

Rancho Mirage currently has several existing bikeways that are listed in the following table. They total 16.6 miles in length.

City of Rancho Mirage Existing Bikeways

Class	Street/Path	From	To	Mileage
I	Whitewater River	Frank Sinatra Dr.	Kelly Ln.	0.6
II	Country Club Dr.	Morningside Dr.	Monterey Ave.	2.0
II	Morningside Dr.	Frank Sinatra Dr.	Country Club Dr.	1.0
II	Bob Hope Dr.	Ramon Rd.	Clancy Ln.	4.7
II	Gerald Ford Dr.	Los Alamos Rd.	Monterey Ave.	2.0
II	La Paz Rd.	Thompson Rd.	Los Reyes Dr.	0.3
II	Los Alamos Rd.	Gerald Ford Dr.	Sunny Ln.	0.4
II	Los Reyes Dr.	Sunny Lane	La Paz Rd.	0.4
II	Monterey Ave.	Dinah Shore Dr.	Frank Sinatra Dr.	2.1
II	Ramon Rd.	Western city limit	Bob Hope Dr.	1.7
II	Sunny Ln.	Da Vall Dr.	Los Reyes Dr.	1.2
II	Thompson Rd.	La Paz Rd.	Frank Sinatra Dr.	0.2


EXISTING AND PROPOSED
BICYCLE FACILITIES
CITY OF RANCHO MIRAGE
Legend
Bicycle Facilities
CLASS, STATUS
Bicycle Parking
Transit Bicycle Parking
Bicycle Amenities
N
Miles

Proposed

The City has proposed 10 bikeway projects to be included in this Plan. The projects are listed below. Project costs are based on past expenditures for bikeways throughout California and from feedback received from our local jurisdictions. Costs for individual projects will vary by location and complexity of the project.

City of Rancho Mirage Top Priority Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Frank Sinatra Dr.	Hwy. 111	Monterey Ave.	3.4	$170,000
II	Bob Hope Dr.	Clancy Ln.	Hwy. 111	0.8	$40,000

City of Rancho Mirage 2nd Priority Project	Estimated Cost
Bicycle Parking Program	$25,000

City of Rancho Mirage 3rd Priority Bikeway Projects					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Southern Pacific Railroad	Northern city limit	Eastern city limit	0.7	$700,000
I	Whitewater River	Northern city limit to Frank Sinatra Dr.	Bob Hope Dr. to eastern city limit	1.4	$1,400,000
II	Country Club Dr.	Hwy. 111	Morningside Dr.	0.6	$30,000
II	Da Vall Dr.	Ramon Rd.	Dinah Shore Dr.	1.0	$50,000
II	Gerald Ford Dr.	Plumely Rd.	Los Alamos Rd.	1.5	$75,000
II	Dinah Shore Dr.	Da Vall Dr.	Monterey Ave.	3.1	$155,000
III	Magnesia Falls Dr., Joshua Rd.	Hwy. 111	Park View Dr.	0.8	$16,000

The map on page 105 shows existing and proposed bikeways, bicycle parking and amenities.

Bicycle Parking

Existing

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

- City Hall
- The River shopping center
- The library

- Eisenhower Medical Center
- Albertson's at the SW corner of Country Club Drive and Monterey Avenue
- Whitewater Park
- Monterey Market Place
- Pavillion's shopping center at the SW corner of Gerald Ford Drive and Bob Hope Drive
- At the activity center at the SW 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 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.

Bike racks and/or bike lockers are proposed by SunLine Transit at selected bus stop locations in the City. These are presented in the following table.

Line(s)	Street	Cross Street	Stop #	Direction	Position*	Facility Type
50	Bob Hope Dr.	Hospital	582	NB	FS	Bike Rack
111	Hwy. 111	Mirage Cove Dr.	643	EB	FS	Bike Rack
111	Hwy. 111	Rancho Las Palmas Dr.	650	EB	NS	Bike Rack
111	Hwy. 111	Rancho Las Palmas Dr.	659	WB	NS	Bike Rack
111	Hwy. 111	Mirage Cove Dr.	663	WB	FS	Bike Rack
31	Dinah Shore Dr.	Shoppers Ln.	939	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 currently has no requirements for bicycle amenities.

Bicycle Safety Education and Police Enforcement

Rancho Mirage has a bicycle safety education program for students at one local public school and two private schools. The Sheriffs give these upon on request. They consist of a short verbal instruction portion, followed by bicycle rodeo instruction outdoors on bicycles. The program has been in place for about 12 years.

The Rancho Mirage Police Department enforces all traffic laws, for bicycles and motor vehicles as part of their regular duties. They 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 Department also responds to particular needs and problems as they arise.

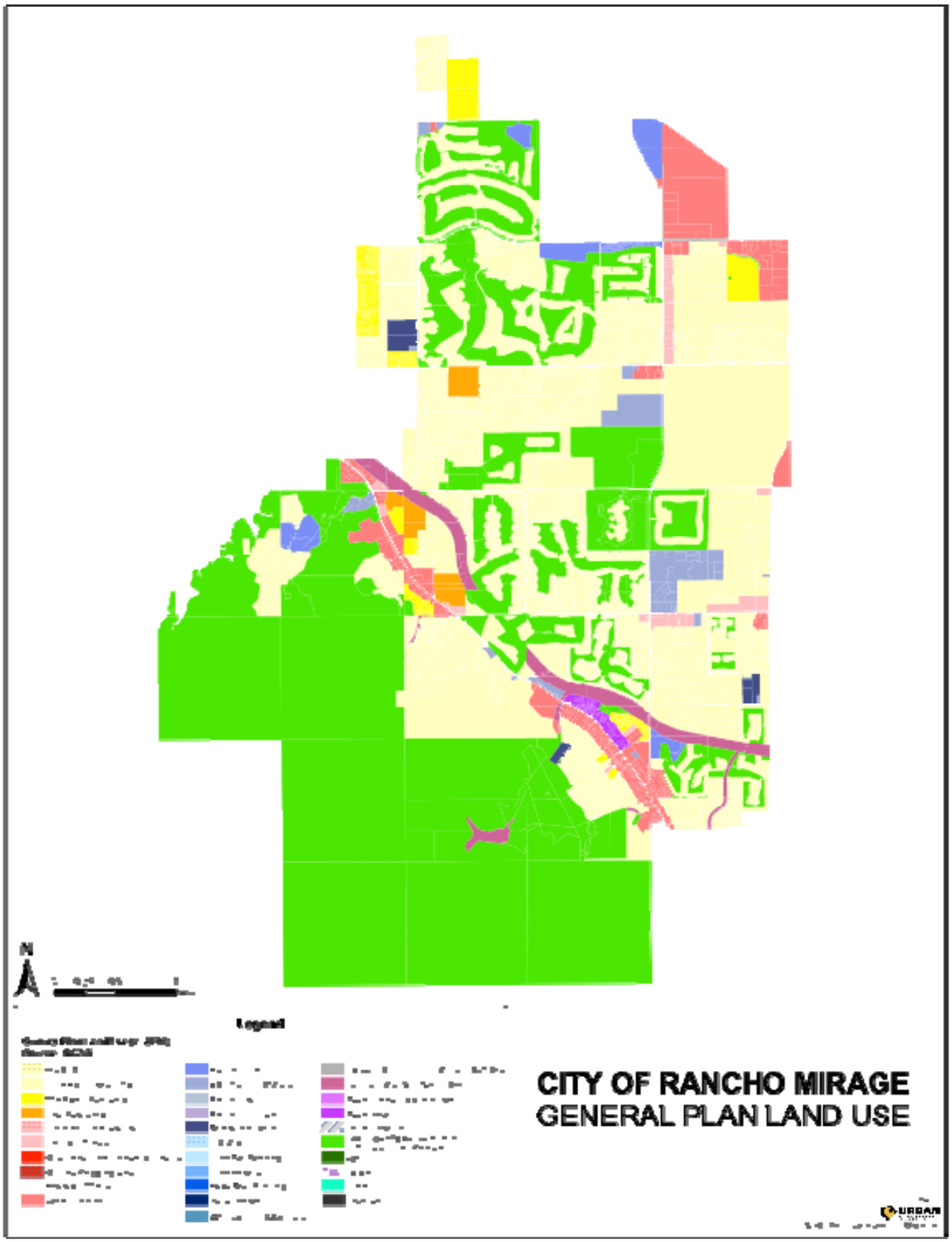
Past Expenditures for Bicycle Facilities

All previous bikeways have been funded by General Funds from the City, or from development impact fees. The City does not keep direct records of these.

Future Financial Needs

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

- Top Priority Bikeways: 4.2 miles, $210,000
- 2nd Priority Bike Parking: $25,000
- 3rd Priority Bikeways: 8.1 miles, $2,426,000
- Total: 11.3 miles, $2,636,000
- Total Capital Costs: 12.3 miles of bikeways, bicycle parking, $2,661,000
- Annual Class I Bike Path Maintenance: 2.7 miles, $8,554


N
Legend
CITY OF RANCHO MIRAGE
GENERAL PLAN LAND USE

Unincorporated Riverside County Bicycle Plan

For the purposes of this Non-Motorized 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 SR-62, SR-111, and SR-86, Dillon Road, Monroe, Van Buren, Fillmore, and Pierce Streets, Avenues 52, 54, 58, 62, and 66, and Airport Boulevard. According to the CVAG website, the area has a population of 84,478 (2010).

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 the Palo Verde Mesa to the west. In this area, some of the main arterial streets include SR-78 and US-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 111, 62, 86, 78, and US-95 tend to have widened shoulders.

Land Use

The maps on pages 119 and 120 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. There are several small urbanized areas that 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. There is a large area of medium- and low-density residential land uses 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.

Bikeways

The County of Riverside currently has one existing bikeway facility. It is:

County of Riverside Existing Bikeways				
Class	Street/Path	From	To	Mileage
II	Palm Dr.	Desert Hot Springs city limit	I-10 Fwy.	3.0

Riverside County has proposed 85 bikeway projects included in this Plan. The projects are listed below by priority.

County of Riverside Top Priority Projects					
Coachella Valley					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Whitewater River	Whitewater Canyon to Palm Springs city limit; unincorporated county gap in Palm Springs	Unincorporated county gap between Indio and Coachella; Coachella city limit to the Salton Sea	35.1	$35,100,000
I	Salton Sea Trail	Whitewater River	Cleveland St.	6.3	$6,300,000
II	Dillon Rd.	SR-62 to Diablo Rd. to Just west of Indian Avenue to Coachella city limit	From Grapefruit Blvd. to SR-86	31.3	$1,565,000
III	SR-111	I-10 Fwy. to Snow Creek Rd; gap between Palm Springs city limit in northwest	Coachella city limit to Parkside Dr.	20.8	$416,000
II	Indian Ave.	Palm Spring city limit	Desert Hot Springs city limit	1.8	$90,000
II	Ramon Rd./ Washington St.	Rancho Mirage city limit	Palm Desert city limit	9.8	$490,000
II	Ave. 52	La Quinta city limit	Coachella city limit	0.5	$25,000
III	Hwy. 86S	Airport Blvd.	Imperial County limit	16.6	$332,000
I	I-10 parallel	Whitewater River	Garnet Ave.	1.0	$1,000,000
I	Palm Canyon Wash	South Palm Canyon Dr.	Palm Springs city limit	0.5	$500,000
I	Long Canyon Wash	Joshua Tree National Park	Cathedral City city limit	5.2	$5,200,000
I	Mission Creek	Desert Hot Springs city limit	Palm Springs city limit	4.9	$4,900,000
I	Coachella Canal	Coachella city limit	Parkside Dr.	16.0	$16,000,000

County of Riverside Top Priority Projects, Coachella Valley (continued)					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Southern Pacific Railroad	Cathedral City city limit	Ramon Rd.	2.8	$2,800,000
I	Blind Canyon	Mission Creek	Desert Hot Springs city limit	0.7	$700,000
II	Varner Rd.	Da Vall Dr.	Indio city limit	11.0	$550,000
II	Fred Waring Dr.	Clinton St.	Indio city limit	0.4	$20,000
II	Miles Ave.	Clinton St.	Indio city limit	0.3	$15,000
Bicycle Parking Program					$10,000
Palo Verde Valley					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Colorado River	Clark Ranch Rd. to Blythe city limit	Blythe city limit to Imperial County line	22.2	$22,200,000
II	US-95	north end of Palo Verde Valley	Blythe city limit	5.2	$260,000
II	Hobsonway, Blackrock Rd.	Mesa Dr.	Blythe city limit	2.0	$100,000
II	Riverside Ave.	Arrowhead Blvd.	Blythe city limit	1.5	$75,000

County of Riverside 2nd Priority Bikeway Projects					
Coachella Valley					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Mid-way between Monroe and Jackson Streets	Ave. 52	Ave. 54	1.2	$1,200,000
I	Mid-way between Jackson and Van Buren Streets	Ave. 58	Ave. 64	2.0	$2,000,000
I	Midway between Polk St. and Fillmore St.	Ave. 60	Ave. 65	3.0	$3,000,000
II	Ave. 20, Worsley Rd.	SR-62 to Diablo Rd.	Indian Ave. to Mountain View Rd.	9.4	$470,000
I	Ave. 50	Coachella city limit	Pierce St.	1.5	$1,500,000
II	Ave. 51	Jackson St.	Just west of Van Buren St.	0.8	$40,000
II	Ave. 58	Monroe St. to Harrison St.	Fillmore St. to Buchannan St.	4.9	$245,000

County of Riverside 2nd Priority Bikeway Projects (Continued)					
Coachella Valley					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Ave. 58	SR-86	Buchanan St.	1.6	$1,600,000
II	Ave. 60	La Quinta city limit	Lincoln St.	8.6	$430,000
I	Ave. 60	Polk St. to Whitewater River	Pierce St. to Lincoln St.	3.1	$3,100,000
II	Ave. 61	Whitewater River	Coachella Canal	4.1	$205,000
I	Ave. 61	Lincoln St.	Coachella Canal	1.5	$1,500,000
I	Ave. 63	Harrison St.	Fillmore St.	3.0	$3,000,000
II	Ave. 63	Harrison St.	Fillmore St.	3.0	$150,000
II	Ave. 64	Monroe St. to Van Buren St.	Pierce St. to Coachella Canal	11.7	$585,000
I	Ave. 64	Harrison St.	Pierce St. and to Ave. 66	5.5	$5,500,000
II	Ave. 65	Polk St. to Pierce St.	Lincoln St. to Johnson St.	3.0	$150,000
I	Ave. 65	Polk St.	Pierce St.	2.0	$2,000,000
II	Ave. 66, Box Canyon Rd.	Jackson St.	Just east of Coachella Canal Rd.	13.2	$660,000
I	Ave. 66	East of Tyler St. to Polk St.	Whitewater River to Lincoln St. and to just east of Coachella Canal Rd.	8.6	$8,600,000
II	Ave. 68	Polk St. to Fillmore St.	Buchannan St. to Arthur St.	7.0	$700,000
II	Ave. 69	Fillmore St.	Pierce St.	1.0	$50,000
II	Ave. 70	Harrison St. to Cleveland St.	Vander Veer Rd. to Coachella Canal	13.1	$655,000
I	Ave. 70	Arthur St.	Cleveland St.	1.0	$1,000,000
II	Ave. 74	Fillmore St.	Pierce St.	1.0	$50,000
II	Ave. 81	Johnson St.	Pierce St.	3.0	$150,000
II	Ave. 82	Ave. 81	Johnson St.	2.0	$100,000
II	Ave. 84	SR-86S	Johnson St.	0.8	$40,000
II	Cleveland St.	SR-111	Salton Sea north shore path	0.6	$30,000
II	Railroad Ave.	Cabazon	Haugen Lehman Way	3.9	$195,000
II	Tipton Rd., Whitewater Cutoff	SR-111	I-10/SR-62 connector	1.1	$55,000
II	Wall Rd., Garnet Ave.	West end of Garnet Ave.	Ave. 20	1.1	$55,000
II	Fillmore St.	Airport Blvd. to Ave. 58	SR-111 to Ave. 74	9.9	$495,000
I	Fillmore St.	Ave. 62 to Ave. 64	Ave. 65 to Ave.66	1.5	$1,500,000
II	1000 Palms Canyon Rd.	Dillon Rd.	Ramon Rd.	4.7	$235,000
II	Clinton St.	Fred Waring Dr.	Indio City limit	0.1	$5,000
II	Desert Cactus Dr.	Airport Blvd.	Ave. 58	0.7	$35,000
III	Harrison St.	Ave. 54	Ave. 86	18.2	$364,000

County of Riverside 2nd Priority Bikeway Projects (Continued)					
Coachella Valley					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Jackson St.	Ave. 52 to Ave. 60	Ave. 64 to Ave. 66	5.0	$250,000
II	Johnson St.	Ave. 62 to Salton Sea Trail	Ave. 81 to Ave. 84	6.1	$305,000
II	Lincoln St.	Ave. 60	Whitewater River	4.9	$245,000
I	Lincoln St.	Ave. 60	Salton Sea Trail	5.0	$5,000,000
II	Little Morongo Rd.	Desert Hot Springs city limit	Ave. 20	1.7	$85,000
II	Long Canyon Rd.	Desert Hot Springs city limit	Dillon Rd.	1.5	$75,000
II	Monroe St.	Ave. 62	Ave. 64	1.0	$50,000
III	Mountain View Rd.	Desert Hot Springs city limit	Dillon Rd.	0.2	$4,000
II	Pierce St.	Ave. 52 to Ave. 60	Ave. 66 to Harrison St.	11.9	$595,000
I	Pierce St.	Ave. 52 to Ave. 60	Ave. 62 to Ave. 64	5.0	$5,000,000
I	Ave. 58/Ave. 61 diagonal path	Ave. 58/Hwy. 86	Ave. 60/Ave. 65 diagonal path	2.5	$2,500,000
I	Ave. 60/Ave. 65 diagonal path	Ave. 60	Ave. 63	2.5	$2,500,000
II	Airport Blvd.	Monroe St.	Buchanan St.	7.8	$390,000
I	Connector between I-10 and Hwy. 62	I-10 Fwy.	Hwy. 62	2.4	$2,400,000
I	SR-86 parallel	Dillon Rd.	Ave. 86	10.9	$10,900,000
III	Hwy. 62	Dillon Rd. to Desert Hot Springs city limit	Desert Hot Springs city limit to 2.7 miles north of Desert Hot Springs city limit	5.2	$104,000
Palo Verde Valley					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
I	Ave. 6	Blythe city limit	C&D Blvd.	2.0	$2,000,000
II	Ave. 6	1 mile east of De Frain Blvd.	Olive Lake Blvd.	3.5	$175,000
II	Ave. 10	Neighbours Blvd.	Blythe city limit	1.8	$90,000
II	Ave. 14	Neighbours Blvd.	Just west of Lovekin Blvd.	2.9	$145,000
II	Ave. 18	SR-78	Intake Blvd.	5.0	$250,000
II	Intake Blvd.	Seeley Ave.	Ave. 18	1.0	$50,000
I	AZ & CA Railroad	Northwest end of Palo Verde Valley	Blythe city limit at Ave. 8	20.5	$20,500,000
I	Main Canal	Ave. 8	Colorado River	10.1	$10,100,000
II	C&D Blvd.	Ave. 6 to Ave. 10	Blythe city limit to Ave. 18	3.8	$190,000
I	Canal Path	Neighbours Blvd.	Blythe city limit	1.0	$1,000,000
II	Lovekin Blvd.	Ave. 4 to Blythe city limit	Blythe city limit to Ave. 18	3.8	$190,000
II	Hwy. 78	I-10	Ave. 18	2.8	$140,000

County of Riverside 3rd Priority Bikeway Projects					
Coachella Valley					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Mountain View Rd.	Dillon Rd.	Cathedral City city limit	2.5	$125,000
II	Ave. 54	Monroe St.	Van Buren St.	2.0	$100,000
I	Ave. 54	Harrison St. to Tyler St.	And Coachella city limit to Grapefruit Blvd.	1.3	$1,300,000
I	Tyler St.	Ave. 54	Airport Blvd.	1.0	$1,000,000
II	Tyler St.	Ave. 54	Airport Blvd.	1.0	$50,000
I	Tyler St.	Ave. 64	Ave. 65	0.5	$500,000
II	Tyler St.	Ave.60	Ave. 66	3.0	$150,000
II	Ave. 62	Monroe St.	Coachella Canal	11.0	$11,000,000
I	Ave. 62	Monroe St.	Coachella Canal	11.0	$550,000
II	Hammond Rd.	Lincoln St.	Ave. 70	3.9	$195,000
II	Van Buren St.	Coachella city limit	Ave. 66	5.7	$285,000
II	Buchanan St.	Airport Blvd.	Ave. 62	3.0	$150,000
I	Buchanan St.	Airport Blvd.	Ave. 60	2.0	$2,000,000
II	Grant St.	Ave. 62	Hammond Rd.	3.5	$175,000
I	Grant St.	Ave. 62	Hammond Rd.	3.5	$3,500,000
II	Grant St.	SR-111	Salton Sea Trail	1.7	$85,000
I	Grant St.	SR-111	Salton Sea Trail	1.7	$1,700,000
II	Hayes St.	Ave. 64	Ave. 70	3.0	$150,000
II	Hayes St.	SR-111	Salton Sea Trail	0.8	$40,000
I	Polk St.	Ave. 62	Ave. 66	2.0	$2,000,000
II	Polk St.	Airport Blvd.	Ave. 70	7.0	$350,000
I	Dale Killer Rd.	Ave. 64	Ave. 66	1.0	$1,000,000
II	Dale Killer Rd.	Ave. 64	Ave. 66	1.0	$50,000
II	Garfield St.	Coachella Canal	Salton Sea Trail	3.5	$175,000
I	Arthur St.	Ave. 66	Ave. 70	1.8	$1,800,000
II	Arthur St.	Coachella Canal	Salton Sea Trail	2.7	$135,000
I	Lincoln St.	Ave. 66	Ave. 68	1.0	$1,000,000
II	Lincoln St.	Ave. 66	Ave. 68	1.0	$50,000
II	Ave. 68	Hayes St.	Arthur St.	2.0	$100,000
II	Ave. 70	Lincoln St.	Cleveland St.	6.0	$300,000
I	Ave. 70	Arthur St.	Cleveland St.	1.0	$1,000,000
I	Cleveland St.	Ave. 70	Salton Sea Trail	0.5	$500,000
II	Cleveland St.	Ave. 70	SR-111	0.5	$25,000
II	Vander Veer Rd.	Coachella Canal	SR-111	1.8	$90,000
II	Parkside Dr.	Coachella Canal	Salton Sea Trail	2.5	$125,000

County of Riverside 3rd Priority Bikeway Projects					
Palo Verde Valley					
Class	Street/Path	From	To	Length (mi.)	Estimated Cost
II	Ave. 4	Blythe city limit	US-95	2.5	$125,000
II	Ave. 8	Blythe city limit	Olive Lake Blvd.	2.1	$105,000
II	Seeley Ave.	SR-78	Intake Blvd.	5.0	$250,000
II	Arrowhead Blvd.	Ave. 10 to Riverside Ave.	I-10 Fwy. to Ave. 18	3.3	$165,000
II	De Frain Blvd.	Blythe city limit	Ave. 18	2.3	$115,000

The maps on pages 116, 117, and 118 show 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 routes. These options for rural roads are listed below.

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

Bicycle Parking

Existing

The County of Riverside has no existing bicycle parking facilities that have been identified.

Proposed

The County of Riverside proposes bicycle parking facilities at all parks, schools, high-density residential areas, and at all public buildings.

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 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 unincorporated portions of the CVAG region. These are presented in the following table.

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	Lincoln St.	Gardenia Ct.	867	NB	NS	Bike Rack
91	Duros Mobile Home Park	Pierce St.	967	NB	FS	Bike Rack
91	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. The County currently has no requirements for bicycle amenities in new buildings.

Bicycle Safety Education and Police Enforcement

The County currently has no safety education program at this time.

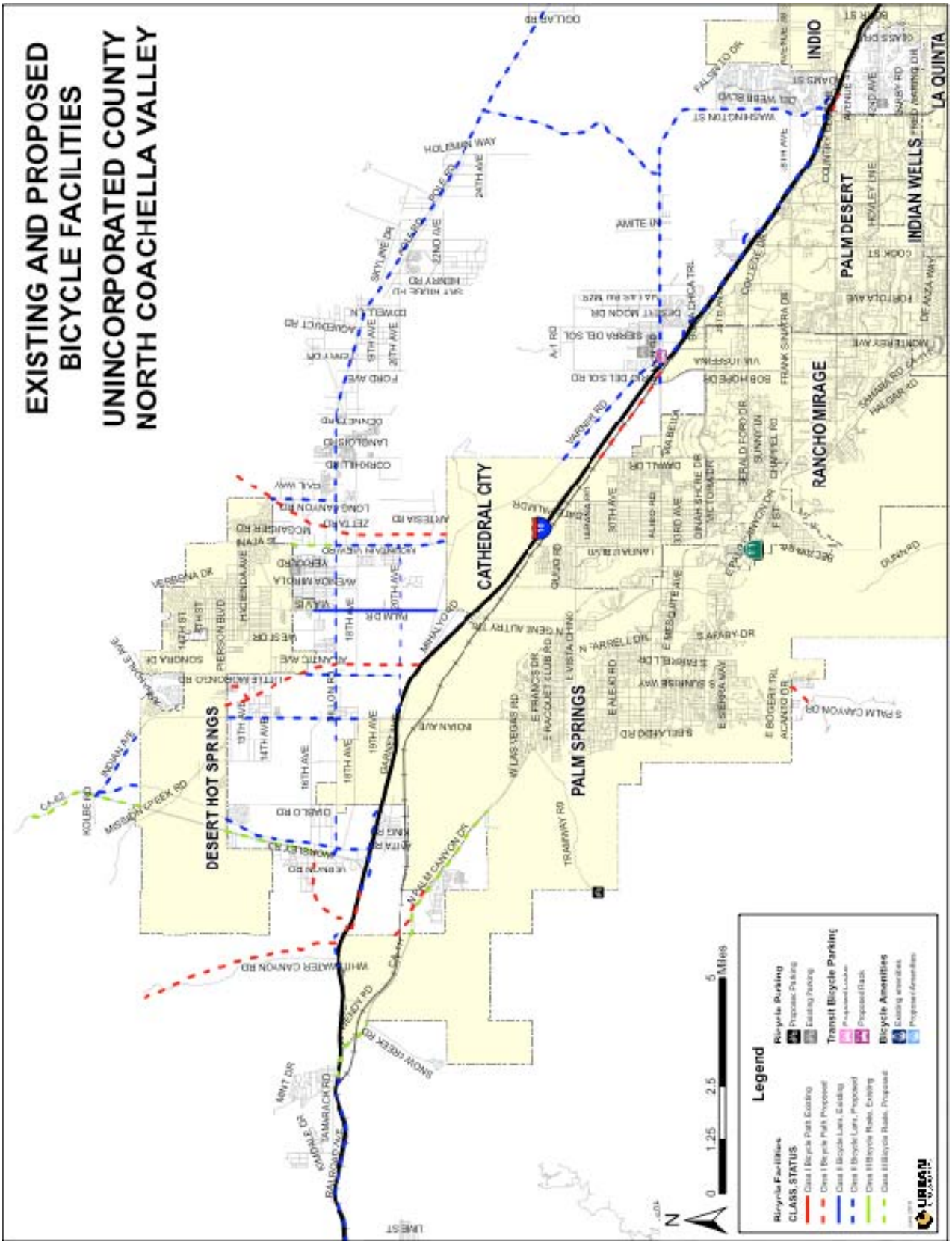
Past Expenditures for Bicycle Facilities

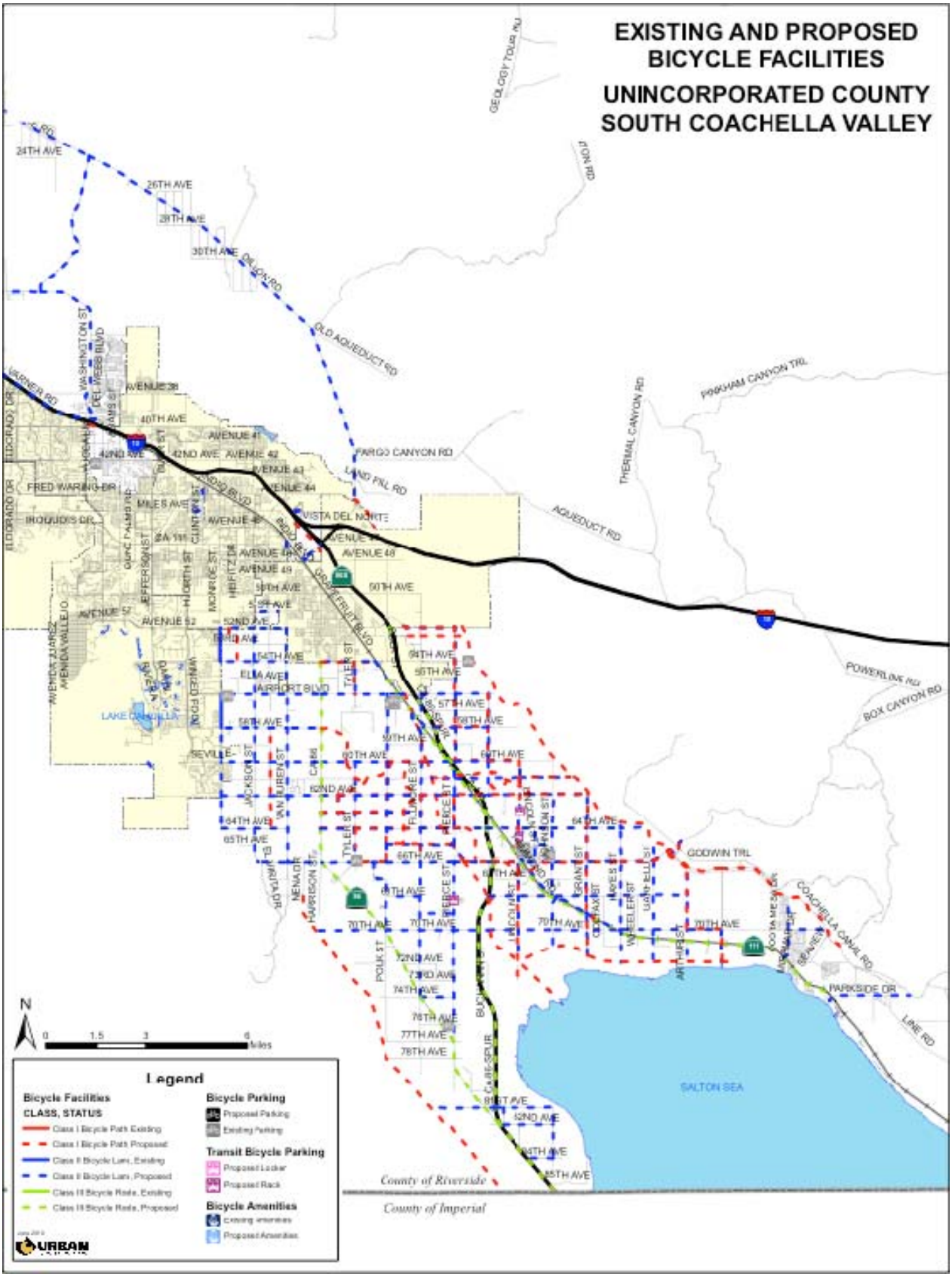
Only one Class II bicycle facility exists in the unincorporated parts of Riverside County and is located in the Coachella Valley along Palm Drive between the Desert Hot Springs city limit and the I-10 Freeway. There are no records as to how this was funded.

Future Financial Needs

The County of Riverside has the following future financial needs:

- Top Priority Bikeways: 195.9 miles, $98,638,000
- 2nd Priority Bikeways: 294.2, $106,882,000
- 3rd Priority Bikeways: 112.6 miles, $32,285,000
- Total: 602.7 miles, $142,671,000
- Bicycle Parking Program – Coachella Valley: $10,000
- Total Capital Financial Need: $237,775,000
- Annual Class I Bike Path Maintenance: 220.4 miles, $698,227


EXISTING AND PROPOSED
BICYCLE FACILITIES
UNINCORPORATED COUNTY
NORTH COACHELLA VALLEY
INDIO
LA QUINTA
PALM DESERT
INDIAN WELLS
RANCHO MIRAGE
CATHEDRAL CITY
PALM SPRINGS
DESERT HOT SPRINGS
Legend
Miles
N


EXISTING AND PROPOSED
BICYCLE FACILITIES
UNINCORPORATED COUNTY
SOUTH COACHELLA VALLEY
Legend
Bicycle Facilities
CLASS, STATUS
Class I Bicycle Path Existing
Class I Bicycle Path Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Bicycle Parking
Proposed Parking
Existing Parking
Transit Bicycle Parking
Proposed Locker
Proposed Rack
Bicycle Amenities
Existing Amenities
Proposed Amenities
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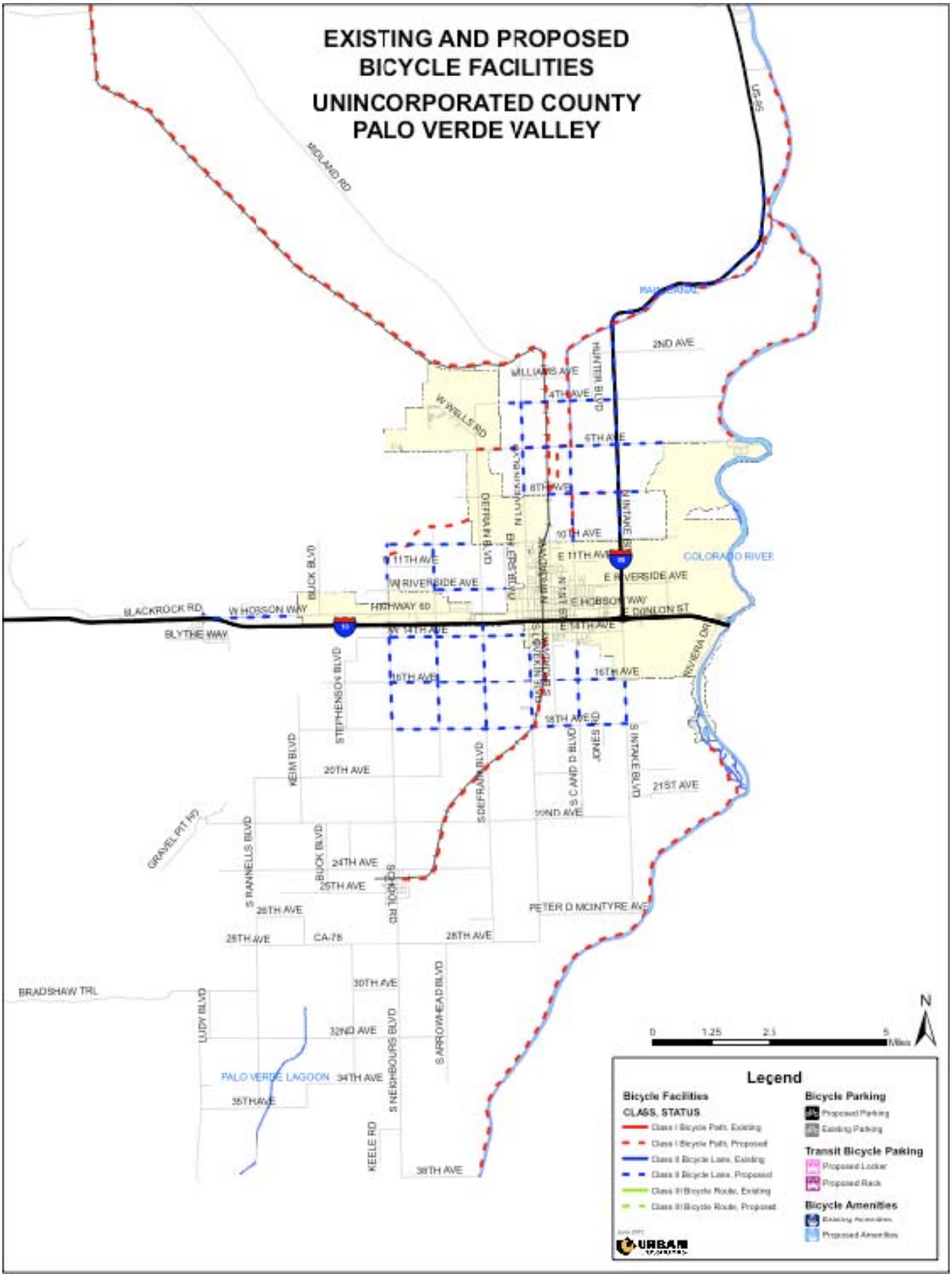
0 1.5 3 6 Miles
SALTON SEA
County of Riverside
County of Imperial


EXISTING AND PROPOSED
BICYCLE FACILITIES
UNINCORPORATED COUNTY
PALO VERDE VALLEY
MIDLAND RD
US-95
2ND AVE
WILLIAMS AVE
4TH AVE
HUNTER BLVD
W WELLS RD
6TH AVE
8TH AVE
10TH AVE
E 11TH AVE
COLORADO RIVER
E RIVERSIDE AVE
W RIVERSIDE AVE
BUCK BLVD
BLACKROCK RD
W HOBSON WAY
HIGHWAY 60
E HOBSON WAY
DUNLON ST
BLYTHE WAY
W 14TH AVE
E 14TH AVE
RIVIERA DR
16TH AVE
18TH AVE
STEPHENSON BLVD
KEIM BLVD
20TH AVE
S DEFRAIN BLVD
S C AND D BLVD
JONES
S INTAKE BLVD
21ST AVE
22ND AVE
GRAVEL PIT RD
S RANNELLS BLVD
24TH AVE
25TH AVE
26TH AVE
PETER D MCINTYRE AVE
28TH AVE
CA-78
30TH AVE
BRADSHAW TRL
LUDY BLVD
32ND AVE
S ARROWHEAD BLVD
S NEIGHBOURS BLVD
PALO VERDE LAGOON
34TH AVE
35TH AVE
KEELE RD
38TH AVE
N
0
1.25
2.5
5
Miles
Legend
Bicycle Facilities
CLASS, STATUS
Class I Bicycle Path, Existing
Class I Bicycle Path, Proposed
Class II Bicycle Lane, Existing
Class II Bicycle Lane, Proposed
Class III Bicycle Route, Existing
Class III Bicycle Route, Proposed
Bicycle Parking
Proposed Parking
Existing Parking
Transit Bicycle Parking
Proposed Locker
Proposed Rack
Bicycle Amenities
Existing Amenities
Proposed Amenities
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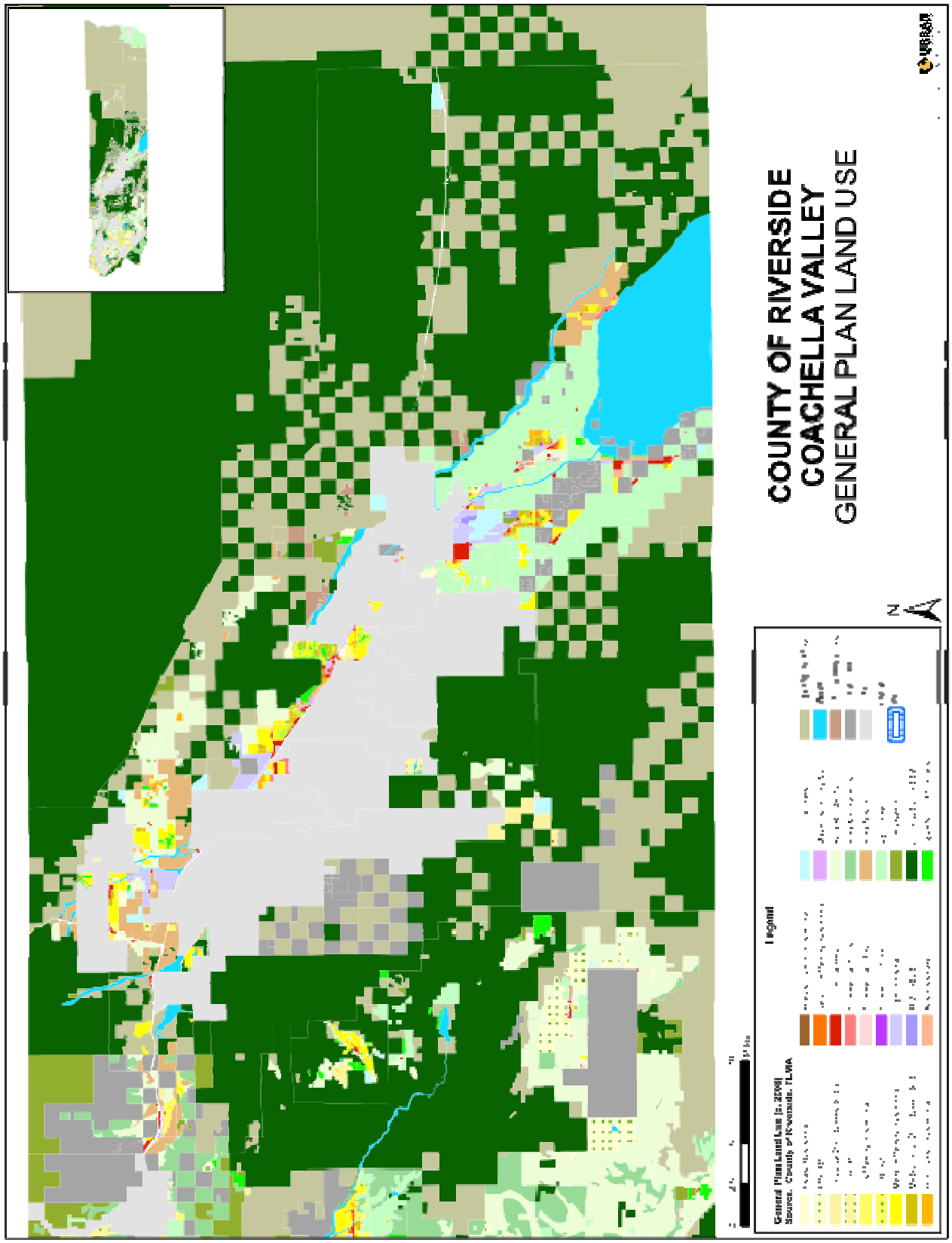
COUNTY OF RIVERSIDE
COACHELLA VALLEY
GENERAL PLAN LAND USE
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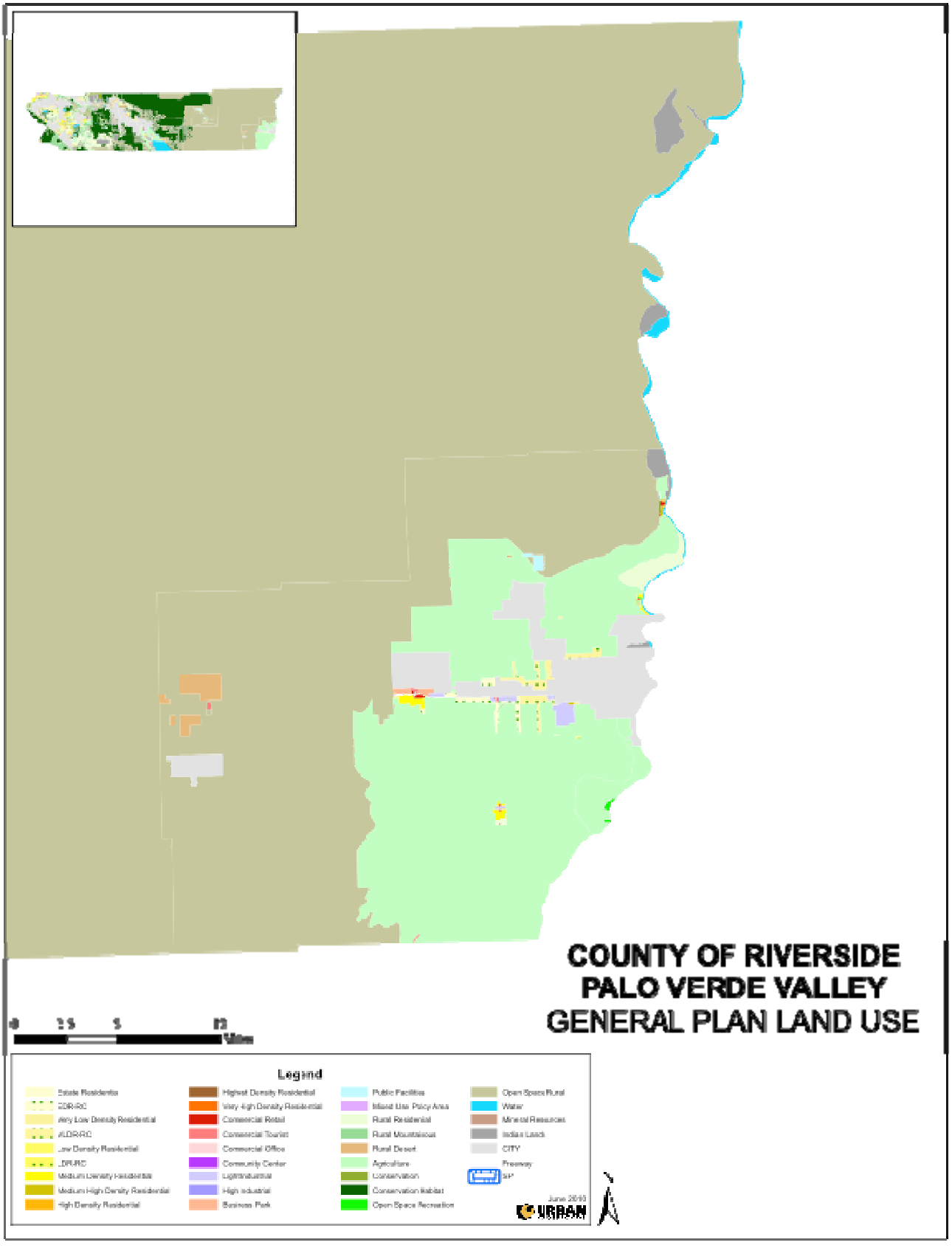
Legend


COUNTY OF RIVERSIDE
PALO VERDE VALLEY
GENERAL PLAN LAND USE
Legend
Estate Residential
Highest Density Residential
Public Facilities
Open Space Rural
Very Low Density Residential
Very High Density Residential
Mixed Use Policy Area
Water
Low Density Residential
Commercial Retail
Rural Residential
Mineral Resources
Medium Density Residential
Commercial Tourist
Rural Mountainous
Indian Lands
Medium High Density Residential
Commercial Office
Rural Desert
CITY
High Density Residential
Community Center
Agriculture
Freeway
Light Industrial
Conservation
SP
High Industrial
Conservation Habitat
Business Park
Open Space Recreation
URBAN

CHAPTER 5
FUNDING SOURCES

Funding for Bicycle Projects

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 involve the completion of extensive applications with clear documentation of the 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

SAFETEA-LU

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) sets the framework for spending federal transportation revenue. SAFETEA-LU expires with the federal fiscal year in 2009, and Congress will adopt successor legislation with new funding programs and guidelines. Many of the programs described in this section may remain.

Federal funding through SAFETEA-LU will likely provide some of outside funding for Coachella Valley region projects. SAFETEA-LU currently contains three major programs that fund bikeway and/or trail projects; Surface Transportation Program (STP), Transportation Enhancement Activities (TEA), and Congestion Mitigation and Air Quality Improvement (CMAQ) along with other programs such as the National Recreational Trails Fund, Section 402 (Safety) funds, Scenic Byways funds, and Federal Lands Highway funds.

SAFETEA-LU funding is administered through the California Department of Transportation (Caltrans) and the Riverside County Transportation Commission (RCTC). An annual Call-for-Projects competitive allocation process determines project funding. A local match by local jurisdictions is often required for receipt of funds.

Safe Routes to School (SRTS)

As of 2006, a new federal Safe Routes to School program offers grants to local agencies and others for facilities and programs. Bikeways, sidewalks, intersection improvements, traffic calming and other projects that enhance bicycle and pedestrian safety to elementary and middle schools are eligible. Safety education, enforcement and promotional programs are also eligible.

Caltrans administers this grant and releases the funds in multi-year cycles. Approximately $46-million was spent statewide in 2008 SRTS-funded projects. The funds are distributed to each Caltrans district according to school enrollment. District 8 (Riverside and San Bernardino Counties) received approximately $6.5 million. Local jurisdictions, school districts and other agencies compete for these funds. This program will have to be reauthorized with the upcoming federal transportation bill.

The appropriate contact person for this program is Carol Green at (909) 383-6322 and carol_green@dot.ca.gov.

State Funding Programs

Transportation Development Act (TDA) Article 3 (SB 821)

TDA Article 3 funds—also known as the Local Transportation Fund (LTF)—are used by cities within Riverside County for the planning and construction of bicycle and pedestrian facilities. The Riverside County Transportation Commission (RCTC) is responsible for administering this program and establishing its policies.

These funds are allocated annually on a competitive basis to both cities and the County of Riverside. Local agencies apply to RCTC for these funds. In 2009 over $1 million were distributed by RCTC. TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle facilities to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle facilities, such as improved intersections, secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms

and showers adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals accessible to the general public.

The appropriate contact person for this program is Martha Durbin at (951) 787-7141 and mdurbin@rctc.org at RCTC.

Bicycle Transportation Account (BTA)

The State Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the BTA emphasizes projects that benefit bicycling for commuting purposes. Agencies may apply for these funds through the Caltrans Office of Bicycle Facilities. Applicant cities and counties are required to have an approved bicycle plan that conforms to Streets and Highways Code 891.2 to qualify and compete for funding on a project-by-project basis. The cities within the CVAG region and Riverside County may apply for these funds through the Caltrans Office of Bicycle Facilities. A local match of 10 percent is required for all awarded funds.

Every year $7.2-million is allocated for bicycle projects statewide. Of this amount, $315,000 was allocated to the City of Cathedral City for the design and construction of a Class I bikeway along the eastside of the Whitewater Channel from Vista Chino Drive to 30th Avenue, and a Class II bikeway on 30th Avenue from the terminus of the Class I bikeway along the Whitewater Channel to Landau Boulevard.

The appropriate contact person for this program is Ken McGuire at (916) 653-2750 and ken.mcguire@dot.ca.gov.

Safe Routes to School (SR2S)

The Safe Routes to School (SR2S) program uses allocated funds from the Hazard Elimination Safety (HES) program of SAFETEA-LU. This program, initiated in 2000, is meant to improve school commute routes by improving safety to bicycle and pedestrian travel through bikeways, sidewalks, intersection improvements, traffic calming and ongoing programs. This program funds improvements for elementary, middle and high schools. A local match of 10 percent is required for this competitive program, which allocates over $20-million annually, or $40 million to $45 million in two-year cycles. Each year the state legislature decides whether to allocate funds to the program or not.

The appropriate contact person for this program is Carol Green at (909) 383-6322 and carol_green@dot.ca.gov.

Office of Traffic Safety (OTS)

The 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 agencies are eligible to apply.

The appropriate contact person for this program is Kevin Yokoi at (916) 509-3024 and kyokoi@ots.ca.gov.

Environmental Enhancement and Mitigation Program (EEMP)

EEM Program funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to mitigate the effects of vehicular emissions, off-road trails, and the acquisition or development of roadside recreational facilities. The State Resources Agency administers the funds.

The appropriate contact for this program is Laurie Heller at (916) 651-7593 and laurie.heller@resources.ca.gov.

AB 2766

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District (AQMD) 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 projects that could encourage people to bicycle in lieu of driving. The other 60 percent is allocated through a competitive grant program that has specific guidelines for projects that improve air quality. The guidelines vary and funds are often eligible for a variety of bicycle projects.
In fiscal year 2007-2008 local jurisdictions received the following amounts from the AQMD.

- Cathedral City - $62,244
- Coachella -$45,966
- Desert Hot Springs - $28,120
- Indian Wells - $5,903
- Indio - $92,140

- La Quinta - $49,079
- Palm Desert - $59,422
- Palm Springs - $55,965
- Rancho Mirage - $20,237
- Unincorporated Riverside County - $642,912

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 Palo Verde, in proportion to what they contribute. In 2002, Measure A was extended by Riverside County voters to fund transportation improvements through 2039.

In addition to major highway projects, over a half-billion dollars has improved local streets and roads in Riverside County. Between 1990 and 2006 cities and unincorporated county areas in the Coachella Valley received $119.6 million and cities and unincorporated county areas in the Palo Verde district received $14.2 million. Thirty-five percent of Measure A funds are distributed to cities with the remainder being administered by CVAG.

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 the 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 5-year CIP would not be eligible for Measure A funding.

Approximately $180-million of Measure A funding is available annually countywide, 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. The appropriate contact person for this program is Shirley Medina at smedina@rctc.org.

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 TUMF. The TUMF program does not have a specific category set aside for non-motorized transportation projects, although local jurisdictions may use these funds to implement such projects. Eligible projects must be included in the city's Circulation Element of its General Plan.

Approximately $100-million of Measure A funding are available annually countywide, 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 appropriate contact person for this program is Allyn Waggle at CVAG at awaggle@cvag.org.

Redevelopment Agency Funds

Redevelopment Agency funds are tax increments derived from taxes on property within redevelopment areas. They must be spent on improvements in the designated redevelopment area.

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 that new roads meet the standards and guidelines presented in this master plan. Developers may also be required to dedicate land toward the widening of roadways in order to provide for enhanced bicycle mobility.

Impact Fees and Developer Mitigation

Impact fees may be assessed on new development to pay for transportation projects, typically tied to vehicle trip generation rates and traffic impacts generated by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site bikeway improvements that will encourage residents to bicycle rather than drive. In-lieu parking fees may also be used to contribute to the construction of new or improved bicycle parking facilities. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

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 citywide benefit.

Business Improvement Districts

Bicycle improvements can often be included as part of larger efforts of business improvement and retail district beautification. Similar to benefit assessments, Business Improvement Districts (BIDs) collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for bicycle improvements such as bicycle parking or shower and clothing locker amenities.

Parking Meter Revenues

Cities can fund various improvements through parking meter revenues. The ordinance that governs the use of the revenues would specify eligible uses. Cities have the option to pass ordinances that specify bicycle facilities as eligible expenditures.

Trail Funding

Federal Funding Programs

Community Development Block Grants (CDBG)

The Housing and Community Development Act of 1974 (HCD Act) (amended in 1981) provides states with funding to units of general local government that carry out development activities in areas of economic need. Annually each State develops funding priorities and criteria for selecting projects. HUD's role under the State CDBG program is to ensure State compliance with Federal laws, regulations and policies. Eligible activities include construction or reconstruction neighborhood centers and recreation facilities.

The Department of Urban Housing and Development administers the program. The appropriate contact person for this program is Loreta Monzon at (714) 796-5577 and loreta.p.monzon@hud.gov.

National Park Service Rivers, Trails, and Conservation Assistance Program (RTCA)

The RTCA program provides technical assistance to its project partners, which may include a state or local agency, tribe, non-profit organization, or citizens' group. Rivers and Trails staff help with building partnerships to achieve community-defined goals, assessing resources, developing concept plans, engaging public participation, and identifying potential sources of funding for conservation and outdoor recreation projects, including greenways and trails.

The program does not give grants or loans, but provides staff with extensive experience in community-based conservation to work with local organizations and agencies to develop projects.

The appropriate contact people for this program at the National Park Service are Jim Donovan at (323) 441-2117 and jim_donovan@nps.gov and Anne Dove at (323) 441-9307 and anne_dove@nps.gov.

State Funding Programs

Proposition 84 – Statewide Park Program

The Statewide Park Act will award grants on a competitive basis to the most critically underserved communities across California for the creation of new parks and new recreational facilities. The creation of new parks in neighborhoods where none currently exist will be given priority.

These new parks will meet the recreational, cultural, social, educational, and environmental needs of families, youth, senior citizens, and other population groups. Cities, counties, districts with a park and recreation director, joint power authorities, or nonprofit organizations are eligible to apply for these funds.

The appropriate contact person for this program is Sherri Mediati at (916) 651-1218 and smediati@parks.ca.gov. She is with the California Department of Parks and Recreation.

State Urban Parks and Healthy Communities

Eligible applicants: Urbanized or heavily urbanized local agencies or community based organizations within these jurisdictions. ‘‘Urbanized or heavily urbanized local agencies’’ include cities, counties, or a city and county, or special districts as determined by the Department of Finance according to the latest verifiable census data pursuant to subdivisions (c) and (d) of Section 5621 of the Public Resources Code (PRC).

Eligible projects: Acquisition and / or development of properties for active recreational purposes. ‘‘Active recreational purpose’’ means an activity that requires athletic fields, courts, gymnasiums, or other recreational venues for youth soccer, baseball, football, basketball, tennis, or swimming, or any activity the department identifies as meeting this definition. "Acquisitions only" projects must already contain developed facilities / venues that can be used for active recreational purposes.

The appropriate contact person for this program is Sherri Mediati at (916) 651-1218 and smediati@parks.ca.gov. She is with the California Department of Parks and Recreation.

Per Capita Grant Program

The Per Capita Grant Program is intended to maintain a high quality of life for California's growing population by providing a continuing investment in parks and recreational facilities. Specifically it is for the acquisition and development of neighborhood, community, and regional parks and recreation lands and facilities in urban and rural areas.

Eligible projects include acquisition, development, improvement, rehabilitation, restoration, enhancement, and the development of interpretive facilities for local parks and recreational lands and facilities. Per Capita grant funds can only be used for capital outlay**.**

The appropriate contact person for this program is Sherri Mediati at (916) 651-1218 and smediati@parks.ca.gov. She is with the California Department of Parks and Recreation.

Roberti-Z'Berg-Harris (RZH) Grant Program - Proposition 40

Funds for this grant program are to be allocated for projects pursuant to the Roberti-Z'berg-Harris Urban Open Space and Recreational Grant Program and are to be used for:

- High priority projects that satisfy the most urgent park and recreation needs, with emphasis on unmet needs in the most heavily populated and most economically disadvantaged areas within each jurisdiction.
- Projects for which funding supplements--rather than supplants--local expenditures for park and recreation facilities and does not diminish a local jurisdiction's efforts to provide park and recreation services.
- Block grants allocated on the basis of population and location in urbanized areas.
- Need-basis grants to be awarded competitively to eligible entities in urbanized areas and in non-urbanized areas.

Eligible projects include:

- Acquisition of park and recreation lands and facilities
- Development/rehabilitation of park and recreation lands and facilities
- Special Major Maintenance of park and recreation lands and facilities
- Innovative Recreation Programs

The appropriate contact person for this program is Sherri Mediati at (916) 651-1218 and smediati@parks.ca.gov. She is with the California Department of Parks and Recreation.

Land and Water Conservation Fund

States receive individual allocations of LWCF grant funds based upon a national formula, with state population being the most influential factor. States initiate a statewide competition for the amount available annually. Applications are received by the State up to its specified deadline date. Then, they are scored and ranked according to the 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.

Interested applicants should call or write the California Department of Parks and Recreation to request application information. The appropriate contact person for this program is Sherri Mediati at (916) 651-1218 and smediati@parks.ca.gov. She is with the California Department of Parks and Recreation.

CHAPTER 6
PHASING AND IMPLEMENTATION PLAN

Funding Phases

Chapter 3 identified the bicycle projects planned by each local jurisdiction in the Coachella and Palo Verde Valleys. The steps that need to be followed by each jurisdiction to reach implementation through grant funding are:

1. Formally adopt this Plan
2. Identify the projects from the priority project lists to apply for funds to construct
3. Follow through with design and construction when funds are awarded
4. Identify the next priority round of projects and repeat the process

The projects in Chapter 4 have been categorized into three priority groups with the first group being the highest priority – those that should be funded in the first phase. These priorities were set to according to completion of a regional network. Second, these priorities were based largely on comments of the cities and the County. In cases where the local jurisdictions did not express a priority, the Consultant prioritized them by considering the following criteria:

- Preferences expressed by local cyclists at the public workshops, at the stakeholder meetings, and through personal contact
- Priorities established in the March 2008 survey
- Destinations served such as city centers, colleges, schools, parks, transit centers, etc.
- Employment density
- Population density
- Connectivity and completion of a network
- Improvement of program that serves an immediate safety need
- Current availability and/or suitability of right-of-way
- Likelihood of attracting large numbers of users
- Connectivity with the regional bikeway system
- Links to other transportation modes
- Cost and likely cost effectiveness

Cost Estimates

This Plan uses planning level cost estimates. These reflect typical costs of different types of bicycle facilities as experienced in cities around California as well as in the Coachella Valley. As local jurisdictions move forward to fund and implement projects they will need to examine the particulars of each project and produce more specific cost estimates. Costs can vary significantly. The cost to construct Class I bike paths vary on factors such as:

- Existing grading and need for new grading
- Existing pavement
- Whether they will be lighted or not
- Crossing treatments
- Fencing, etc.

The costs typically range from $500,000 to $2 million per mile. For the purposes of this Plan, $1 million per mile will be used.

The costs to construct Class II bike lanes vary based on:

- The need to sandblast and restripe the whole street or not
- If one or two stripes will be used
- The frequency of stencils and signs
- If widening is needed or not, etc.

Class II costs typically range from $10,000 to $100,000 per mile. For the purposes of this Plan, $50,000 per mile will be used.

Class III bike routes usually simply consist of signs. Bike route signs generally cost about $250 installed. Sharrow stencils can be used and increase the cost significantly, but will be used only on streets with on-street parking. The cost of Class III bike routes depend primarily on:

- Whether sharrows will be used or not
- How many signs are posted
- Whether destination signs are posted along with bike route signs

Class III bike route costs generally range from $5,000 to $30,000 per mile. For this Plan, $20,000 per mile will be used.

The cost of bike racks varies significantly depending on the type of rack. Good inverted-U racks generally cost about $250 each installed. Bicycle lockers also vary on the type. Sturdy lockers cost close to $2,000 each installed.

The cost to maintain bike paths varies according to the landscaping and irrigation needs. The County of Riverside Regional Park and Open Space District typically incurs a cost of five cents per square foot per mile per year for sweeping and pavement maintenance. Bike paths with lots of landscape and irrigation can cost up to 30 cents per mile per square foot per year. For the purposes of this study, we will assume that bike paths are built with 12 feet of pavement and we will use the basic cost of five cents per square foot per year. This will be 60 cents per linear foot, or $3,168 per mile.

Funding Sources

Chapter 5 describes in detail each funding source that can be tapped for bicycle funds. Each local jurisdiction will enhance its chances of obtaining these funds by becoming familiar with each funding source, the guidelines, typical grant size, grant cycle, etc. It will also help for local jurisdictions to establish contact with the person at each agency that manages each source to learn of their preferences, etc. Table 3 below synthesizes the funding sources into a matrix with pertinent information.

TABLE 3: BICYCLE FUNDING SOURCES

Funding Source	Eligible Bicycle Projects			Disbursing Agency	Approximate Annual Amount Available
	Commute	Recreation	Safety Education		
SAFETEA-LU	Yes	Yes	Yes	Caltrans / RCTC	N/A
Safe Routes to School (SRTS)	Yes		Yes	Caltrans	$46 million statewide in 2008 (multi-year cycle)
TDA Article 3 (SB 821)	Yes			RCTC / Local	$1,367,095 statewide
Bicycle Transportation Account (BTA)	Yes		Yes	Caltrans	$7.2-million statewide
Safe Routes to School (SR2S)	Yes		Yes	Caltrans	$40-45 –million statewide in two year cycles
Office of Traffic Safety (OTS) Funds			Yes	Office of Traffic Safety (OTS)	N/A
Environmental Enhancement and Mitigation Program (EEMP)	Yes	Yes		State Resources Agency / Caltrans	$10-million statewide
AB 2766	Yes			SCAQMD	See info on each local jurisdiction in Chapter 4
Measure A	Yes			RCTC	$180-million countywide*
Transportation Uniform Mitigation Fee (TUMF)	Yes		Yes	RCTC / CVAG	$100-million countywide*

Notes: Caltrans is the California State Department of Transportation
RCTC is the Riverside County Transportation Commission
SCAQMD is the South Coast Air Quality Management District
* There is no specific category of local funding for non-motorized transportation projects

Other Implementation Mechanisms

Bicycle projects can be implemented by means other than identifying funding. Indeed, many of the bikeway projects in the Coachella Valley have been installed by other mechanisms as described below.

- Installing bicycle lanes along with street repainting or resurfacing

Local jurisdictions regularly repaint and resurface their streets. By painting bike lanes simultaneously the marginal cost of the lanes over the remainder of the vehicle lanes is minimal. This makes efficient use of the striping equipment on the street. Some cities restripe as often as every two years. Using this method, all of the planned bike lanes in a city could be constructed in two years without outside funding needed.

- Installing Class II and Class III bikeways along with street widening and construction of new streets

Local jurisdictions can cost-effectively add Class II and Class III bikeways as new streets are constructed or as streets are widened. This also allows these bikeways to go in with little marginal cost. A significant portion of the bike lane miles in this Plan will likely be constructed this way. This is especially true in developing parts of the Coachella Valley between Coachella and the Salton Sea.

- Identify opportunities to implement projects along with new development

Just as streets are added with new development, treating bikeways the same will trigger their construction at the same time. It will be important for the local jurisdictions to follow the Plan and require the bikeways (Classes I, II and III) to be built as new neighborhoods develop.

These three options give the Bicycle Master Plan significant added value. After local jurisdictions adopt the Plan they can seek these opportunities to complete the identified bikeways.

CHAPTER 7
DESIGN AND MAINTENANCE GUIDELINES

Bicycle Facilities

Bikeway Definitions

The following section summarizes key operating and design definitions.

Bicycle: The American Association of State Highway and Transportation Officials' (AASHTO) (1999) definition of a bicycle is "every vehicle propelled solely by human power which any person may ride, having two tandem wheels, except scooters and similar devices. The term 'bicycle' also includes three- and four-wheeled human-powered vehicles, but not tricycles for children."

Class I: Referred to as a bike path, shared-use path, or multi-purpose trail. Provides 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.

Class II: Referred to as a bike lane. Provides a striped lane for one-way bicycle travel on a street or highway.

Class III: Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic.

The following guidelines present the recommended minimum design standards and other recommended ancillary support items for shared use paths, bike lanes, and bike routes. Where possible, it may be desirable to exceed the minimum standards for shared use paths or bike lane widths, signage, lighting and traffic signal detectors. These guidelines cover basic concepts. The Caltrans Highway Design Manual Chapter 1000, and the AASHTO Guide for the Development of Bicycle Facilities contain more detail standards and guidance and should be followed.

Class I Bike Path Facilities Design Recommendations

1. All Class I bike paths should conform to the design guidelines set forth by Caltrans.

2. 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.

3. Both AASHTO and Caltrans recommend against using most sidewalks for bike paths. This is due to conflicts with driveways and intersections. Where sidewalks are used as bike paths, they should be placed in locations with few driveways and intersections, should be properly separated from the roadway, and should have carefully designed intersection crossings.

4. Bike paths should have a minimum of eight feet of pavement, with at least two feet of unpaved shoulders for pedestrians/runners, or a separate tread way where feasible. Pavement width of 12 feet is preferred.

5. Multi-use trails and unpaved facilities that serve primarily a recreation rather than a transportation function and will not be funded with federal transportation dollars may not need to be designed to Caltrans standards.

6. Class I bike path crossings of roadways, other than at intersections, 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 approximately 15,000 should be assessed for signalized crossing, flashing LED beacons, crossing islands or other devices. Roundabouts can provide desirable treatment for a bike path intersecting with roadways where the bike path is not next to a parallel street.

7. Landscaping should generally consist of low water-consuming native vegetation and should have the least amount of debris.

8. Lighting should be provided where commuters will likely use the bike path in the late evening. Some cities in the Coachella Valley have Dark Sky Ordinances that may prohibit some bike path lighting. Those include Indian Wells, La Quinta, Palm Springs and Rancho Mirage.

9. Barriers at pathway entrances should be clearly marked with reflectors and be ADA accessible, as shown in Figure 1 (minimum five feet clearance).

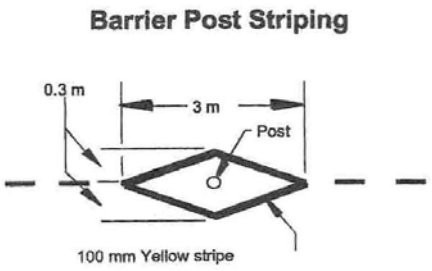


Figure 1: Bike Path Barrier Post Treatment

10. 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. These guidelines are provided by the Caltrans Highway Design Manual Chapter 1000, the American Association of State Highway and Transportation Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD), and the Caltrans Traffic Manual.

1. 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.

2. Under certain circumstances, bike lanes may be 4 feet in width. Situations where this is permitted include the following.

    - Bike lanes located between through traffic lanes and right turn pockets at intersection approaches. See Figure 4.

    - Where there is no parking, the gutter pan is no more than 12" wide, and the pavement is smooth and flush with the gutter pan.

    - Where there is no curb and the pavement is smooth to the curb.

3. "Bike Lane" signage, as shown in Figure 2, shall be posted after every significant intersection along the route of the bike lane facility. Directional signage may also accompany this sign to guide bicyclists along the route. If a bike lane exists where parking is prohibited, "no parking" signage may accompany bike lane signage.

Figure 2: Bike Lane Sign (Caltrans)

4. Bike lanes should be striped with a solid white stripe of width at least 4 inches and may be dashed up to 200 feet before the approach to an intersection. This design of a dashed bike lane allows for its dual use as a right-turn pocket for motor vehicles.

5. Stencils shall also be used within the lane on the pavement that read "bike lane" and include a stencil of a bicycle with an arrow showing the direction of travel. See Figure 3 below.

Figure 3: Bike Lane Striping and Stencil

6. Bike lanes with two stripes are more visible than those with one and are preferred. The second stripe would differentiate the bike lane from the parking lane where appropriate.

7. Where space permits, intersection treatments should include bike lane 'pockets' as shown in Figure 4.

8. Loop detectors that detect bicycles should be installed near the stop bar in the bike lane at all signalized intersections where bicycles are not reasonably

accommodated. Signal timing and phasing should be set to accommodate bicycle acceleration speeds. Please see Figure 4.

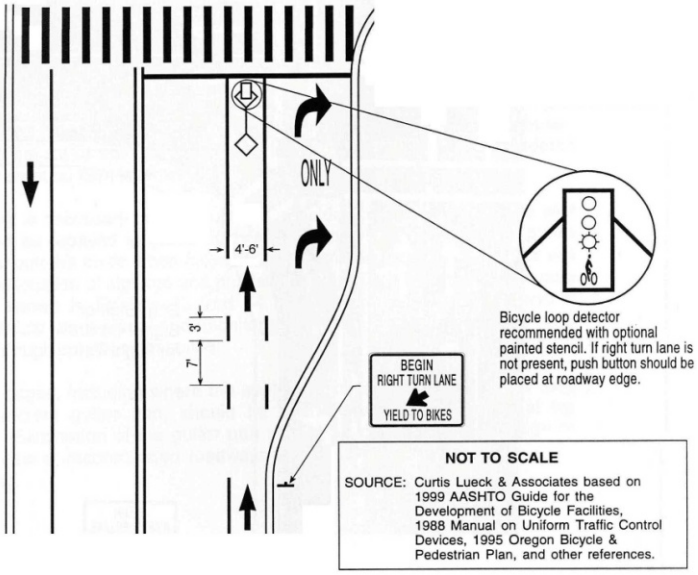


Figure 4: Bike Lane Treatment at Intersection (MUTCD, AASHTO)

Class III Bike Route Facilities Design Recommendations

Bike routes have been typically designated as simple signed routes along street corridors, usually local streets and collectors, and sometimes along arterials. With proper route signage, design, and maintenance, bike routes can be effective in guiding bicyclists along a route suited for bicycling without having enough roadway space to provide a dedicated Class II bike lane. Class III Bike Routes can be designed in a manner that encourages bicycle usage, convenience, and safety. There are a variety of other improvements that can enhance the safety and attraction of streets for bicyclists. Bike routes can become more useful when coupled with such techniques as the following:

- Route, directional, and distance signage
- Wide curb lanes
- Sharrow 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)
- Traffic calming measures

The following design guidelines should be used with the implementation of new Class III Bike Route facilities in the CVAG region.

Proper "Bike Route" signage, as shown in Figure 5, should be posted after every intersection along the route of the bikeway. This will inform bicyclists that the bikeway facility continues and will alert motorists to the presence of bicyclists along the route. Directional signage may accompany this sign as well to guide bicyclists along the route.

Figure 5: Class III Bike Route Sign

This Plan recommends using the sharrow stencil as a way to enhance the visibility and safety of new Class III Bike Route facilities. The stencil should be placed outside of on-street vehicle parking to encourage cyclists to ride away from parked cars' open doors. They should also be placed at one or two locations on every block.

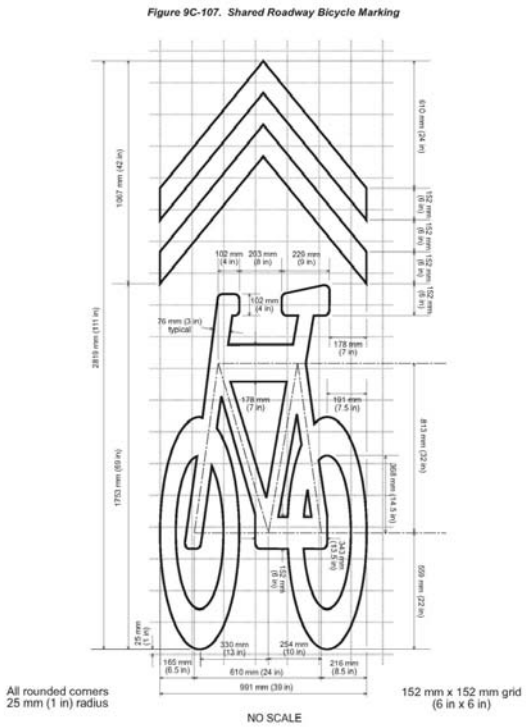


Figure 6: Sharrow Stencil

A numbered bike route network may be devised as a convenient way for bicyclists to navigate through the valley much the way the numbered highway system guides motorists efficiently through the roadway network. This could be used on all classes of bikeways. An example of a numbered bikeway sign is shown in Figure 7.

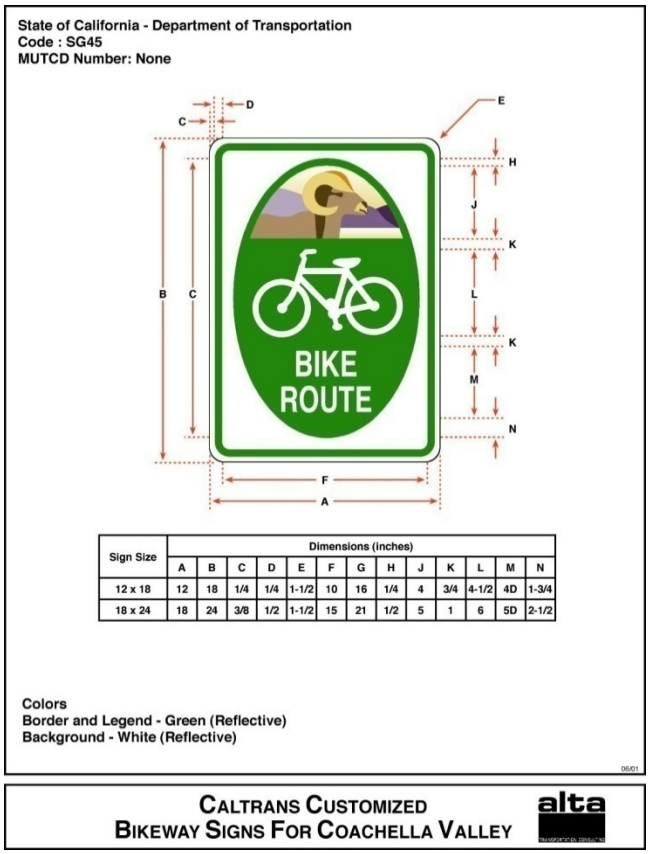
Figure 7: Numbered Bikeway Sign (MUTCD)

Destination signs add value to bike routes and assist cyclists to develop a mental map of the route system. Arrows pointing to "Downtown," "Tedesco Park - 1.5 miles" or "College of the Desert" should be a standard part of the bikeway network. Destination signs should be placed at the intersection of bikeways to notify cyclists where each bike route goes.

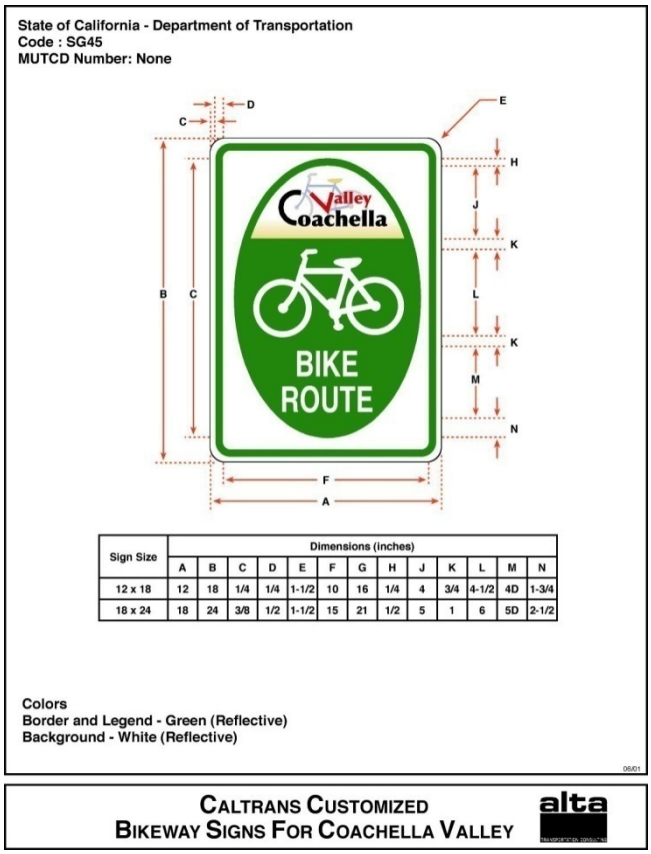
Signage

Bikeway signage should conform to the signage standards identified in the Manual on Uniform Traffic Control Devices (MUTCD, 2003) and the Caltrans Traffic Manual. These documents give specific information on the type and location of signage for the primary bikeway system. A full list of applicable on-street bikeway signage from the MUTCD is shown in Table 4.

CVAG may want to add its own logo to give the bikeway signage a distinctive local flavor as shown below in Figure 8. These samples were developed for the 2001 CVAG Non-Motorized Transportation Plan.



Sign Size	Dimensions (inches)												
	A	B	C	D	E	F	G	H	J	K	L	M	N
12 x 18	12	18	1/4	1/4	1-1/2	10	16	1/4	4	3/4	4-1/2	4D	1-3/4
18 x 24	18	24	3/8	1/2	1-1/2	15	21	1/2	5	1	6	5D	2-1/2



Sign Size	Dimensions (inches)												
	A	B	C	D	E	F	G	H	J	K	L	M	N
12 x 18	12	18	1/4	1/4	1-1/2	10	16	1/4	4	3/4	4-1/2	4D	1-3/4
18 x 24	18	24	3/8	1/2	1-1/2	15	21	1/2	5	1	6	5D	2-1/2

Figure 8: Custom CVAG Bikeway Signs

TABLE 4: RECOMMENDED BIKEWAY SIGNAGE AND MARKINGS

Signage	Location	Color	Caltrans Designation	MUTCD Designation
Bike Lane Ahead: Right Lane Bikes Only	At beginning of bike lanes	B on W	N/A	R3-16 R3-17
Bicycle Crossing	For motorists at a bikeway crossing	B on Y	N/A	W11-15 with W11-15a
Bike Lane	At the far side of significant arterial intersections	B on W	R81	D11-1
STOP Ahead	Where a STOP sign is obscured	B,R on Y	W17	W3-1
Signal Ahead	Where signal is obscured	B,R,G	YW41	W3-3
Pedestrian Crossing	Where a pedestrian walkway crosses a bikeway	B on Y	W54	W11A-2
Directional Signs	At intersections where access to major destinations is available	W on G	G7 G8	D1-1b(r/l) D1-1c
Right Lane Must Turn Right; Begin Right Turn Here, Yield to Bikes	Where a bike lane ends before an intersection	B on W	R18	R3-7 R4-4

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.

1. Bike racks provide short-term parking. Bicycle racks should offer adequate support for the bicycles and should be easy to lock to. Figures 9 and 10 display a common inverted-U design that does this. Figure 11 depicts a multi-bicycle rack that works well. Figure 12 shows an innovative concept in which the bike rack itself looks like a bicycle.

Figures 9 and 10: "Inverted-U" Bicycle Rack

Figure 11: Multi-Bicycle Parking Rack

Figure 12: Bike Rack

2. Long-term parking should be provided for those needing all day storage or enhanced safety. Bicycle lockers offer good long-term storage, as shown in Figure 13. Attendant and automated parking also serves long-term uses.

Figure 13: Bicycle Lockers

3. Bicycle parking should be clearly identified by signage, such as in Figure 14. Signage shall also identify 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.

Figure 14: Bicycle Parking Sign (Caltrans)

4. 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.

5. 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

6. Bicycle lockers should be labeled explicitly as such and shall not be used for other types of storage.

7. Bicycle racks and storage lockers should be bolted tightly to the ground in a manner that prevents their tampering.

Drainage Grates

Care must be taken to ensure that drainage grates are bicycle-safe. If not, a bicycle wheel may fall into the slots of the grate causing the cyclist to tumble. Replacing existing grates or welding thin metal straps across the grate perpendicular to the direction of travel is required to make them bicycle-safe. These should be checked periodically to ensure that the straps remain in place. Grates with bars perpendicular to the roadway must not be placed at curb cuts, because wheelchairs could also get caught in the slot. Figure 15 shows the appropriate types of drainage grates that should be used.

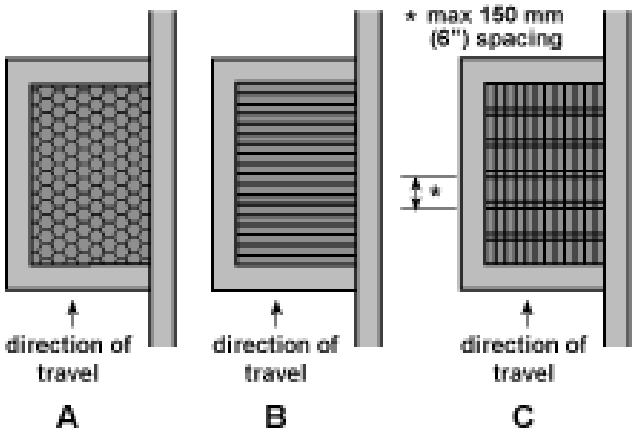


Figure 15: Proper Drainage Grate Design

Loop Detectors

Loop detectors at signalized intersections should be designed to detect when a bicycle rides or stops over them. Loop detectors at the signalized intersections of minor streets (minor arterials or collectors) should have priority when retrofitting existing detectors where the minor approaches do not call a green phase during every signal cycle. However, in the long run all signalized intersections should provide loops of other detection device to detect cyclists to provide for enhanced seamless travel.

Hiking and Equestrian Trails

Trail Cross-Sections

The Riverside County Regional Park and Open-Space District has developed some excellent Trail Development Standards that provide design details on different types of trails. Their Trail Development Standards include Class I bike paths as well as the following sub-categories of hiking and equestrian trails:

- Combination Class I Bikeway/Regional Trail in urban and rural settings
- Regional Trail in urban and rural settings
- Regional Trail in Open Space Areas
- Community Trail

They include separate standards for each of these. The difference between Regional Trails and Community Trails relates to who will maintain them. Regional trails in urban and rural settings will be maintained by the Riverside County Regional Park and Open-Space District or by the Riverside County Transportation and Land Management Agency. Regional trails in open space areas will be maintained by the Riverside County Regional Park and Open-Space District or by the agency adopting the open space into its system. The Riverside County Regional Park and Open-Space District will maintain community trails in open areas until a local entity can be established. Community trails along roads will be maintained by the Riverside County Transportation and Land Management Agency until a local entity can be established.

Their standards also detail materials, easements, fencing, paving standards and other features.

This document refers readers to these Trail Development Standards.

The City of La Quinta uses its own standard cross section for multipurpose trails. Figure 16 shows their standard. This standard represents a theme that other jurisdictions may want to adopt. Or they may want to adopt their own or the County's.

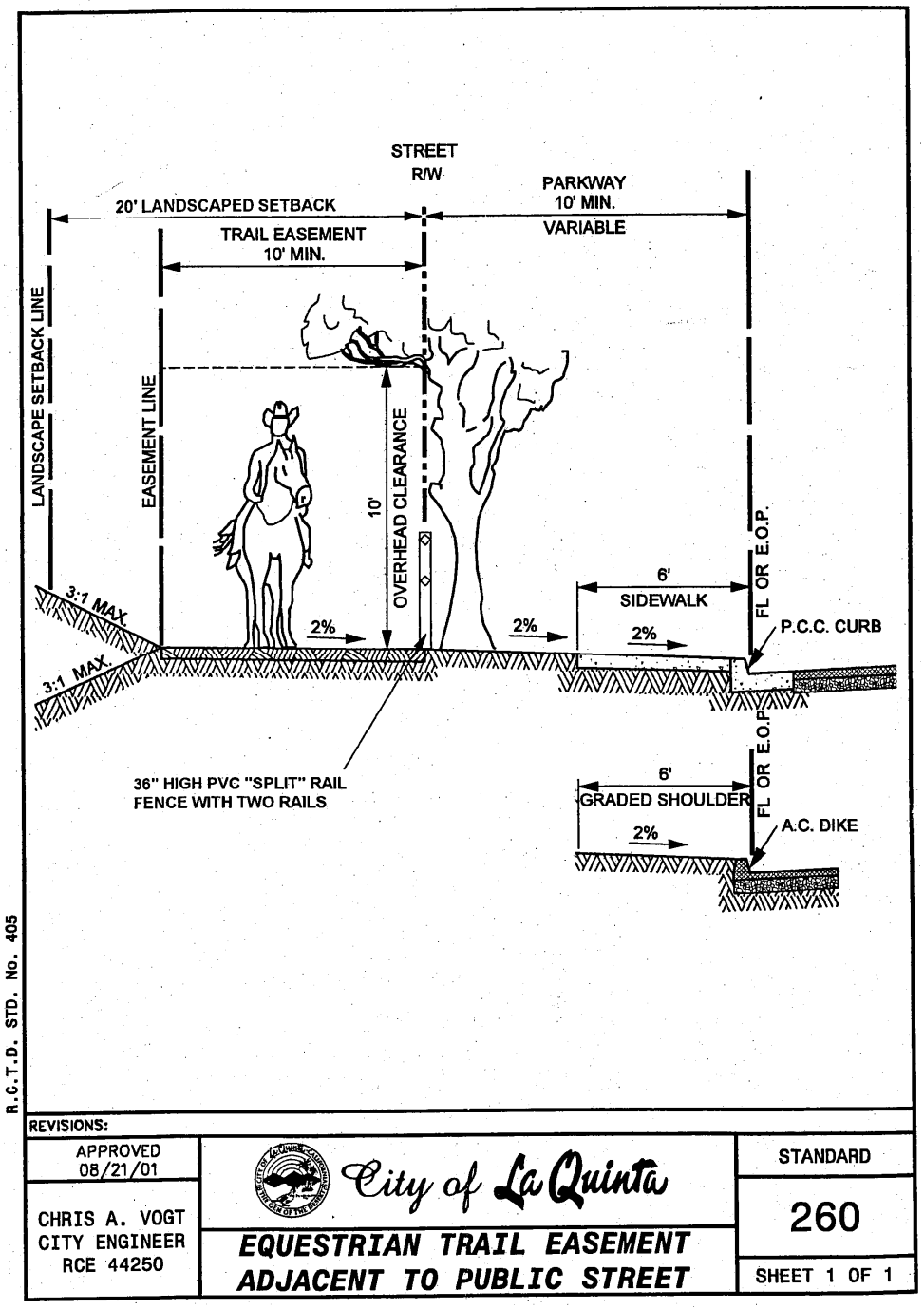


Figure 16: La Quinta Standard Cross-Section

Trailheads

Trailheads provide a place for trail users to park a car, trailer or bicycle to begin a hike or ride on a horse. Typical features include:

- Auto parking
- Equestrian trailer parking
- Bicycle parking
- Signs to the trail
- Maps
- Interpretive signage
- Horse corral
- Drinking trough
- Restrooms
- Refuse receptacles
- Drinking fountains

Figure 17: Trailhead Features

Not all of these are needed at every trailhead. The features depend on the use of the trail, where it is, etc. Figure 18 depicts a full-feature trailhead.

Figure 18: Trailhead with Full Amenities

Trail Amenities

Trail amenities enhance the user's experience. They provide conveniences that are sometimes necessary, and other times simply accommodating. Trail amenities attract users and enhance the overall experience. The following amenities can be added to trails where needed.

- Benches and rest areas
- Drinking fountains
- Maps
- Landscaping
- Lighting
- Fencing

Figures 19 and 20: Trail Amenities

Signage

Trail signage provides critical information for users. Good signage is important to safe trail use, informed trail use and convenience. Signage performs the following tasks:

- Directs users to the trail
- Directs users to crossing trails
- Instructs users as to where trails go
- Provides distances of destinations along the trails
- Instructs users as to the type of use that is legal and what is not (hiking, horseback riding, mountain bicycling, walking dogs, etc.)
- Instructs users as to who has the right-of-way and who yields to whom

- Provides information about maintaining the environment, rules on protecting habitat, areas that are off limits, etc.
- Provides interpretive information about the geology, cultural history, etc.

Figure 21: Trail Etiquette Sign

Local jurisdictions may want to adopt standard signage for hiking and equestrian trails. The California Manual on Traffic Control Devices designates the signs shown as Figures 22 to 25 below.

Figure 22: Hiking Sign RS-068

Figure 23: Hiking Sign R-100

Figure 24: Equestrian Sign RS-064

Figure 25: Equestrian Sign R-110

Trail Crossings

Trail crossings of streets present the most difficult challenge of designing safe and functional trails. Wherever trails cross streets utmost care should be used in designing the crossing. The following should be considered:

1. Ideally, trails should cross streets in separate locations from intersections.

2. Trail crossings should be treated like intersections with the appropriate crossing devices as warranted by the location. 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 approximately 15,000 should be assessed for signalized crossing, flashing LED beacons, crossing islands and other devices. Roundabouts can provide desirable treatment for a trail intersecting with roadways where the trail is not next to a parallel street.

3. Signage should warn motorists in advance of trail crossings.

4. Trail crossings should be marked on the pavement with zebra-stripe crosswalks. Advanced stop bars and advanced yield bars are desirable.

5. Trail crossings at right angles are easier to design than those at angles.

6. Where feasible, grade separated crossings are preferred.

7. Where equestrians are expected, push buttons for user-activated signals should be located at equestrian height.

8. Proper curb ramps should be constructed at the crossings.

Design Guidelines for New Development

New development presents terrific opportunities to incorporate bikeways and trails into new communities. Challenges abound trying to retrofit existing streets that weren't build with adequate curb-to-curb width for bike lanes, as well as trying to add bike paths and trails without through rights-of-way. New development can be built with bikeways and trails as part of the circulation system and community form. Today's real estate market has dramatically slowed development, but it will likely rebound in coming years. This section will present means to integrate bikeways and trails with new development.

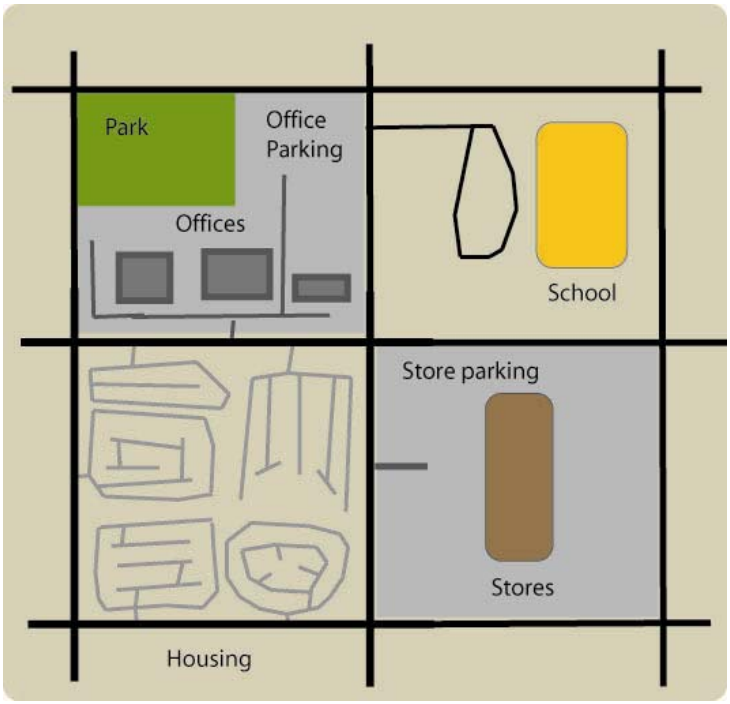
Land Use Planning

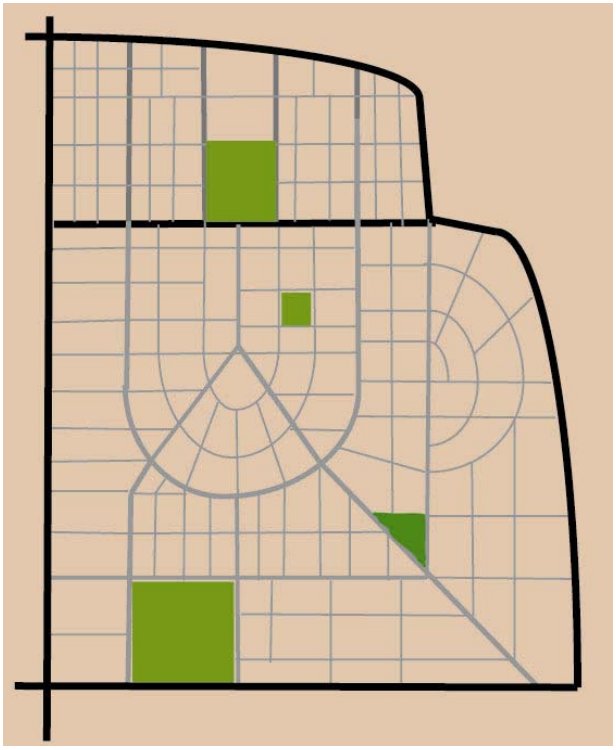
Land use planning that adheres to smart growth principles provides opportunities for people to travel on bicycle, on foot or on trails. Mixing land uses brings origins and destinations closer to one another so that people can travel between them by non-motorized means. Compact land use that builds up more than out does the same. Comprehensive land use planning integrates parks and greenways so that bikeways and trails can be built in.

Street Networks

Street Networks Conducive to Non-Motorized Travel

Bicyclists and pedestrians fare best in neighborhoods with well-connected streets that have small blocks. Such street networks bring many origins and destinations within walking and bicycling distance. They also spread traffic among more streets so that fewer wide, high-speed streets that discourage bicycling and walking are needed. Many destinations can be accessed along quiet, direct streets. In contrast, neighborhoods that have disconnected streets, cul-de-sacs, and walls force people to take longer, indirect routes that involve travel along high-speed arterial roads that are inhospitable to non-motorized users. The graphics below in Figures 26 and 27 contrast these two neighborhood types.





Not This… **This**

Figures 26 and 27: Street Network Forms

Designing with Cul-de-Sacs

As described above, connected street networks are preferred. However, where cul-de-sacs are used they can be made to work with bikeways and trails. In order for this to function, the ends of the cul-de-sacs need to be connected to the bike paths and trails that run in between. This can actually give bicyclists and trail users an advantage over motorists for short trips. Figure 28 illustrates this design.

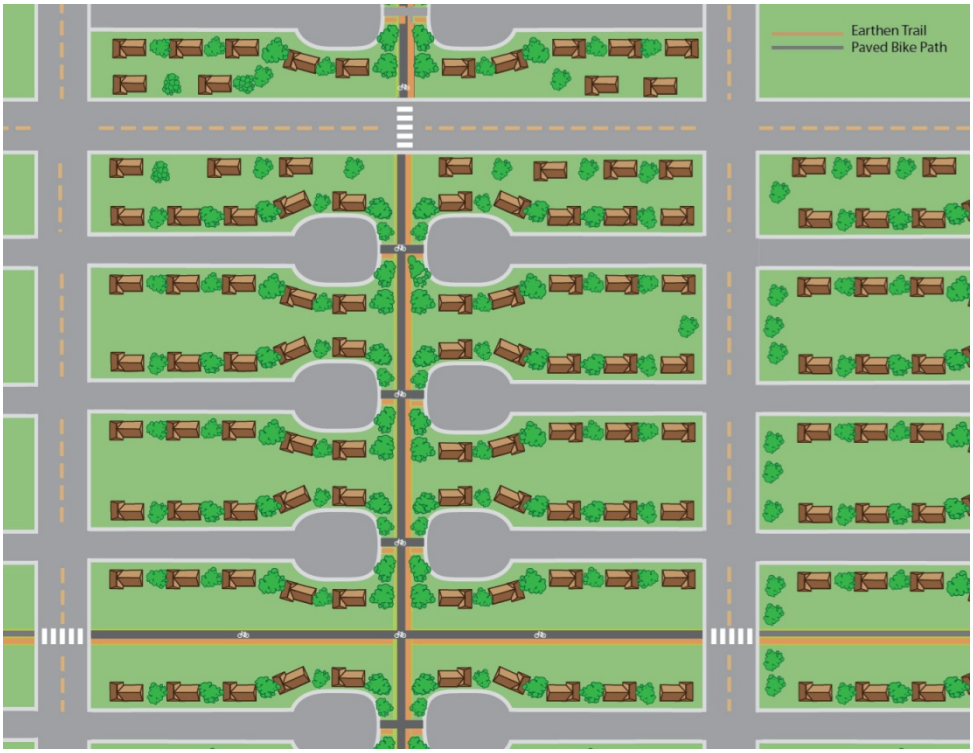


Figure 28: Connected Cul-de-Sacs

Integrating Trails into the Street Network

The best way to integrate trails into new neighborhoods is to integrate them into the street network. This way the trail right-of-way receives the same treatment as another street with appropriate street crossings. Every section of street blocks would have one of its streets in the north-south, and one in the east-west direction designed as a bikeway and trail. The ideal cross-section would include a bike path and a parallel hiking/equestrian trail. The ultimate crossing of two-lane streets would be an appropriately sized roundabout. This would allow users to yield and continue on without stopping. Crossings of multi-lane streets should include the suitable treatments with crossing islands, flashing LED beacons, zebra-stripe crosswalks and/or signals where warranted. The graphics following in Figures 29 and 30 illustrate how this concept would work.

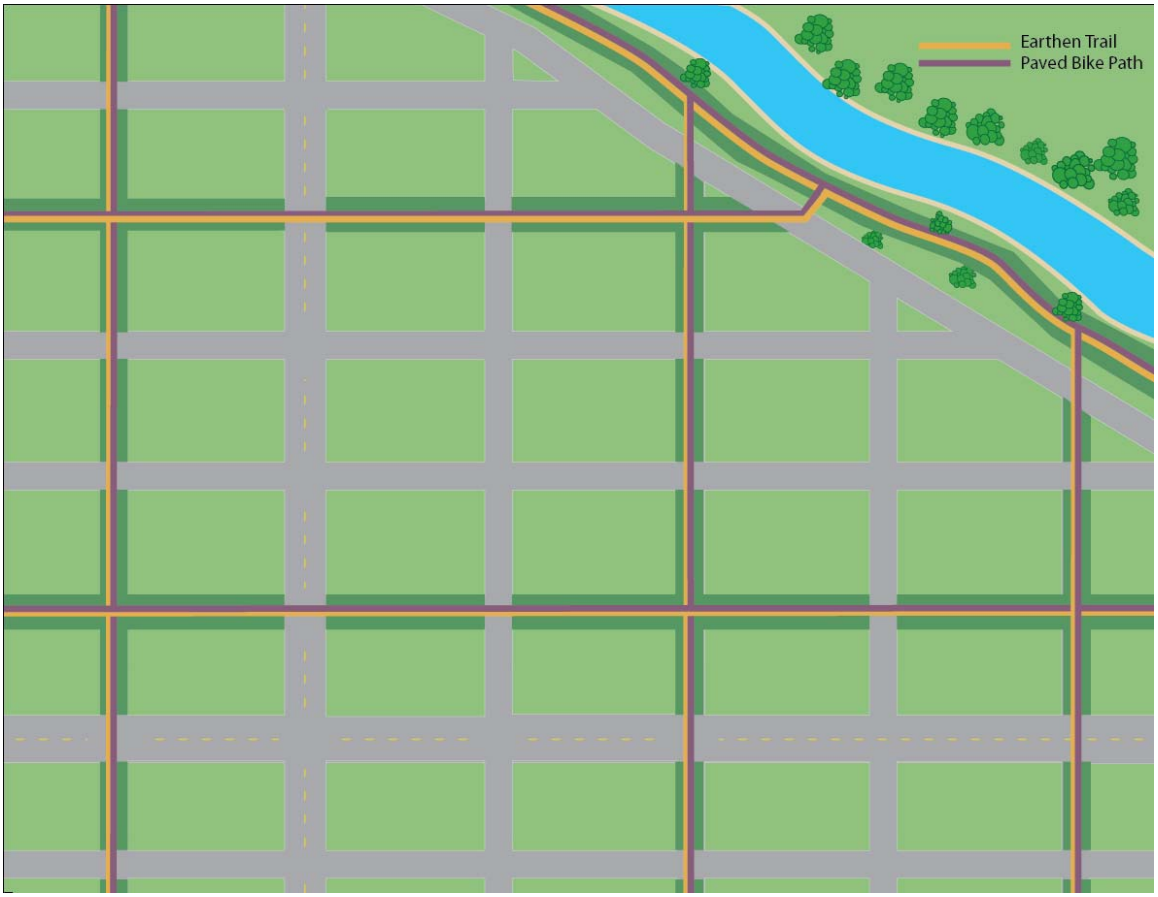


Figure 29: Trail Integrated Neighborhood Graphic

Figure 30: Trail Integrated Neighborhood Rendering

Road Standards

New collector streets and streets higher on the hierarchy should include bicycle lanes. This means that the curb-to-curb cross section of these types of streets should have bike lanes included. Ideally 6' wide lanes should be used as a minimum with 7' or 8' bike lanes on wide, high-speed arterials. By including bike lanes in such road standards they will be built along with the new roads.

Maintenance Guidelines

It will be important to maintain the entire bicycle and trail facilities in the Coachella and Palo Verde Valleys. The frequency of this maintenance will vary significantly depending on the usage, weather, landscaping and other factors. The following presents some general guidelines.

- On-road facilities such as bike lanes and bike paths need regular sweeping and painting. They should be maintained along with the street.

- Bike racks need painting every five to ten years. Those with rubberized coating need replacement approximately every 10-15 years. Bicycle lockers should last a long time and maintenance should be done as needed.

- Maintenance for off-road paths presents more of a challenge than on-road facilities because the maintenance won't be done as an incidental part of other maintenance. Well-built concrete pavement can last as long as 40 years and stay in good condition so long as it doesn't have much motor vehicle usage. But paths need regular sweeping, the frequency depending on adjacent vegetation and sand, as well as the frequency of strong winds that can blow sand onto paths.

The following table presents some general maintenance guidelines. The actual frequency can be determined as local agencies gain experience with these facilities.

TABLE 5: MAINTENANCE ACTIVITIES

Item	Estimated Frequency
Shoulder and grass mowing	As needed
Trash disposal	As needed
Pothole filling	As needed
Bollard replacement	As needed
Irrigate/water plants	Depends on plant material; best to select drought -tolerant
Graffiti removal	As needed
Fountain/restroom cleaning/repair	Weekly cleaning / Repair as needed
Pavement sweeping	As needed; depends on adjacent landscape
Weed control	As needed
Tree, shrub, & grass trimming/fertilization	6 months- 1 year
Sign replacement/repair	5-7 years
Repaint lanes and pavement stencils - paint	2-4 years and at the time of pavement sealing/repaving
Repaint lanes and pavement stencils – thermoplastic	7-10 years and at the time of pavement sealing/repaving
Maintain irrigation lines/replace sprinklers	As needed
Lighting replacement/repair	As needed
Maintain furniture	As needed
Pavement sealing/repaving	7-10 years

APPENDICES

Appendix A – Workshop Notes
Appendix B – Organizational Comments

Appendix A: Workshop Notes

October 28 – Palm Desert

Issues

1. Cook Street – elimination of bike lanes: Palm Desert wants additional vehicle lane in both directions. Is it possible for the city to add a lane in one direction on Cook Street and a lane in the other direction on Portola Avenue to keep bike lanes on Cook?
2. Recommend uniform signage

Streets or Corridors to Investigate for New Bikeways or Trails

1. Jefferson Street corridor – include bike lanes on new bridge and south to PGA
2. Dillon Road bike lanes
3. Connection between Miles Avenue/bike path and Eldorado Drive through Indian Wells Golf Course as a substitute for SR-111
4. Portola Avenue between Magnesia Falls Drive and Fred Waring Drive
5. Bike path opportunity along rail corridor pipeline

October 29 – Blythe

Issues

1. Important to implement existing plans
2. Adjust map to show new multipurpose path along north side of 14th Avenue from 7th Street to Williams Road
3. Adjust map to eliminate future bike path along 7th Street canal between Hobson Way and 14th Avenue

Streets or Corridors to Investigate for New Bikeways or Trails

1. Conduct field work on new multipurpose path along 14th Avenue to adjust map
2. Conduct field work to investigate feasibility of bike path along 7th Street Canal south of Hobson Way

October 30 – Palm Springs

Issues

1. Planning needed between Ramon Road and SR-111
2. North/south routes in all cities suggested
3. SR-62 needs better shoulder maintenance
4. Better education needed for both motorists and bicyclists

Streets or Corridors to Investigate for New Bikeways or Trails

1. Better connection between Tahquitz Creek and Whitewater River
2. Dune Palms and Adams Street could be candidates for "road diets"
3. SR-86

Appendix B: Organizational Comments

Go Bike

Issues

1. College campuses are important locations to serve
2. Airport Boulevard could be a good corridor for workers in the industrial area
3. Extend the Palm Desert Railroad bike path into other cities

Streets or Corridors to Investigate for New Bikeways or Trails

1. Mecca
2. Avenues 62 and 66
3. Grapefruit Boulevard
4. Railroad corridor
5. Palm Springs to Desert Hot Springs corridor
6. Hacienda Avenue
7. Pierson Boulevard
8. Cabot's in Desert Hot Springs for trailhead

Desert Bicycle Club

Issues

1. Ensure that new Jefferson Street bridge includes bike lanes
2. Cook Street bike lane elimination
3. Share the road signs would help
4. "Sharrows" may be good in some locations
5. SR-111 has safety issues along its entire length
6. Ramon Road at 1000 Palms Canyon Road: signage needed to alert motorists
7. La Quinta should remove "bicycles use sidewalk" signage
8. Dillon Road should have low priority
9. Maintenance is very important
10. Fred Waring Drive's lack of bike lanes and vehicle speed
11. Lack of good/safe connections between Palm Springs and Cathedral City
12. Need valley-wide signs

Streets or Corridors to Investigate for New Bikeways or Trails

1. Frank Sinatra Drive on Rancho Mirage/Palm Desert boundary; will bike lanes fit?
2. Whitewater Wash bike path

3. Hovely Lane as a substitute for SR-111's loss of bike lanes; connectivity very important
4. Can Highway 111 be striped if it doesn't have space for bike lanes?
5. Ensure that Jefferson Street overpass has bike lanes
6. Fred Waring Drive from San Pablo Avenue to Eldorado Drive

Coachella Valley Trails Alliance

Issues

1. Cook Street bike lane elimination
2. SR-111 should have bike lanes the whole way
3. Don't want trails closed
4. Whitewater and Coachella Canal should have paths
5. Connectivity is very important
6. Cross Valley bikeways and trails are needed

Streets or Corridors to Investigate for New Bikeways or Trails

1. SR-111 the whole way
2. Need better connections between Palm Springs and Cathedral City
3. 61st Avenue from Whitewater River to Coachella Canal
4. Coachella Canal
5. Whitewater River
6. Cleveland Street from SR-111 to Salton Sea north shore path
7. Parkside Drive from proposed Salton Sea north shore path to Coachella Canal

Desert Riders

Issues

1. Bike paths/lanes and trails should complement each other and provide better access between the two
2. Look at trail plans completed in Desert Hot Springs

Streets or Corridors to Investigate for New Bikeways or Trails

1. Palm Canyon – trail continuity issue
2. Whitewater Trail in North Palm Springs may be better further south because of wind
3. Need trail along canal to new school near Cleveland Street and the Salton Sea

Various Equestrian Representatives

Issues

1. They want trails that are being planned incorporated into the CVAG plan
2. Maintain equestrian uses
3. Maintain all disciplines, such as the Arenas, 3-Day Course
4. Developers are required to dedicate easements in Life Style Corridors in new development in the Santa Rosa area, etc.
5. They would like a new horse arena
6. Don't need posted rail fences; even a 5'-wide pass through is adequate
7. Trailheads need to have parking large enough for horse trailers. Some are too small today. They also need a hitching rails and water troughs.
8. Show existing trailhead at Lake Cahuilla Equestrian Campground on maps
9. They need signage to campground, and from the campground to the trails
10. Prefer that trails be integrated into new development over trails directly next to roads
11. Connectivity is very important

Streets or Corridors to Investigate for New Bikeways or Trails

1. Need a new trailhead just north of Avenue 58 @ Harrison Street
2. Need a new trailhead for Coachella Preserve
3. Need parking for Willis Palms Trail in Coachella Preserve
4. Incorporate plans for changes in the Travertine development
5. Extend trail along Madison Street from Avenue 58 to Avenue 62 and Lake Cahuilla

Desert Trails Coalition

Issues:

1. Consider how to coordinate trails on Bureau of Land Management (BLM) land in areas that are not in a conservation area. BLM weighs needs for trails against habitat conservation. A Memorandum of Understanding is needed on BLM land to establish a trail.

Riverside County Park and Open Space District

Issues

1. The County has a list of priority trails
2. The County advocates bike paths and trails in Joshua Tree
3. Most trails are north-south; east-west/cross valley trails are needed

4. All trails have to be maintained
5. Will require trails in new development

Streets or Corridors to Investigate for New Bikeways or Trails

1. 62nd Avenue
2. Airport Blvd bridge
3. Vista Santa Rosa
4. Thermal
5. Mecca
6. North of I-10 along Coachella Canal
7. Along Lake Cahuilla corridor southeast to fish facility

Palm Springs Unified School District

Issues

1. The City of Desert Hot Springs is developing a Master Plan for Parks that includes walking paths and a bike path
2. It was suggested that bike paths be developed near schools

Streets or Corridors to Investigate for New Bikeways or Trails

1. Tahquitz Creek
2. Corsini Park could serve as a "back way" into Joshua Tree National Park via Long Canyon

Coachella Valley Unified School District

Issues

1. Need good bikeway connections to all schools
2. New schools will be built and will need good bikeway connections

Streets or Corridors to Investigate for New Bikeways or Trails

1. To Mt. Vista School in Indio from Avenue 50/Coachella Canal
2. Calhoun Street between Avenue 49 and Avenue 50
3. Frederick Street from Avenues 49 to 52
4. 7th Street near Palm View Elementary School
5. Connection between Palm View Elementary and Bobby Duke Middle School
6. Connection between Avenue 53/Shady Lane and Bobby Duke Middle School
7. Church Street between Polk Street and Grapefruit Boulevard

Desert Sands Unified School District

Issues

1. Need good bikeway connections to existing and planned schools
2. Need to connect new school on Avenue 39

Streets or Corridors to Investigate for New Bikeways or Trails

1. Jefferson Street from Avenue 38 to Avenue 40
2. Avenue 40 between Monroe Street and Jefferson Street
3. Avenue 47 from Harrison Street to the Coachella Canal
4. Avenue 48 from Harrison Street to the Coachella Canal
5. Tyler Street from Avenue 50 to Vista del Norte
6. Adams Street and Francis Way from Varner Road to Washington Street

Agua Caliente Band of Cahuilla Indians

Issues

1. They usually cooperate with cities and let them take the lead on bikeway and trail planning
2. They don't want trails entering the Indian Canyons without users going through the entrance gate

Streets or Corridors to Investigate for New Bikeways or Trails

1. Reroute planned trail along Palm Canyon to go through the entrance gate
2. Add bike path along Palm Canyon and route through entrance gate

Torres-Martinez Band of Cahuilla Indians

Issues

1. There are plans for a 5,000-acre development on the Riverside/Imperial County border. They would like bikeways to connect.
2. They want connections to the Whitewater River

Streets or Corridors to Investigate for New Bikeways or Trails

1. They marked up a map showing roads they would like bike lanes on. These included the following.
2. 68th Avenue from SR-111 to Lincoln Street
3. Lincoln Street from 68th Avenue to the Whitewater River
4. 70th Avenue from Lincoln Street to Harrison Street
5. Pierce Street from 66th Avenue to Harrison Street
6. 69th Avenue from Pierce Street to Filmore Street
7. 74th Avenue from Pierce Street to Filmore Street

8. 68th Avenue from Filmore Street to Polk Street
9. Polk Street/Martinez Road from 66th Avenue to 70th Avenue
10. Middleton Street from 66th Avenue to Harrison Street
11. Monroe Street from 62nd Avenue to 64th Avenue
12. 64th Avenue from Monroe Street to Van Buren Street
13. Jackson Street/66th Avenue from 64th Avenue to Van Buren Street
14. Painted Canyon needs a trail

Caltrans District 8

Issues

1. Nearly all of the state highways within built-up areas have been, or soon will be, relinquished to the local jurisdiction.
2. Caltrans uses a standard that incorporates an 8-foot shoulder on rural highways. This is usually suitable for bicycles to ride on.
3. Caltrans keeps a list of state highways that bicyclists are permitted to ride on. All of the state highways that are candidates for bikeways in the Coachella and Palo Verde Valleys permit cyclists. Those are:
    - SR-111
    - SR-62
    - SR-86S (except for a small segment between Dillon Road and I-10) (need to confirm)
    - SR-78 (Palo Verde Valley)
    - US-95 (Palo Verde Valley)

Streets or Corridors to Investigate for New Bikeways or Trails

1. SR-111
2. SR-62
3. SR-86S
4. SR-78
5. SR-95

SunLine Transit

Issues

1. Bike lockers requested at SR-111 and Flower, Town Center, Monte Hall, Baristo Road

2. All buses have bike racks; newer buses have bike racks with capacity for three bikes

Streets or Corridors to Investigate for New Bikeways or Trails

1. SunLine Transit will send a prioritized list of bus stops to add lockers and/or racks

United States Bureau of Land Management (BLM)

Issues

1. The cities have no jurisdiction over federal lands
2. Jim Foote marked up the map to remove proposed trails that either exist or likely never will

Streets or Corridors to Investigate for New Bikeways or Trails

1. Bump and Grind Trail should be opened by the City. There is a fence on Magnesia Falls Drive/Desert Drive west of SR-111 to trails.

Coachella Valley Mountains Conservancy

They are creating a plan for earthen trails in the northern part of the Coachella Valley. They will send their plan when it is ready. (Sent and incorporated.)

College of the Desert

Issues

1. Need direct bicycle access to college campuses in Palm Desert and new campuses in (East Valley Campus) Mecca and Palm Springs (West Valley Campus).
2. Need bicycle parking, showers and clothing lockers.

Streets or Corridors to Investigate for New Bikeways or Trails

1. Indian Avenue
2. Add bicycle parking to East and West campuses
3. Add showers and clothing lockers to East and West campuses