City Council Staff Report

DATE: June 15, 2016 UNFINISHED BUSINESS

SUBJECT: CONSIDERATION ON THE INITIATION OF AN AMENDMENT TO THE CITY OF PALM SPRINGS GENERAL PLAN TO REVISE THE CIRCULATION ELEMENT AND BIKEWAYS MAP

FROM: David H. Ready, City Manager

BY: Public Works & Engineering Department

SUMMARY

On October 5, 2011, the City Council held a public hearing and adopted Resolution No. 23031 approving Case 5.1258 GPA, an amendment to the 2007 Palm Springs General Plan to incorporate the Coachella Valley Non-Motorized Transportation Master Plan ("NMTMP"). The NMTMP is an important plan that established a Coachella Valley master plan of bikeways, trails, associated facilities and programs, interconnecting between the cities, and to educate and promote safe bicycle usage. Adoption of the NMTMP as part of the City's General Plan ensured the City would be eligible for applying for grants and funding opportunities for non-motorized transportation facilities. Included with the NMTMP was a Local Bicycle Plan for the City of Palm Springs, (the "Palm Springs Bikeways Map"), identifying existing bicycle facilities and proposed bicycle facilities. A certain number of proposed bicycle facilities identified on the Palm Springs Bikeways Map included Class II (striped bicycle lanes) on streets where implementing the Class II facility would require either: 1) elimination of all on-street parking, or 2) preserving on-street parking and eliminating existing travel lanes (a "road diet" converting 4-lane roadways to 2-lane roadways). The purpose of this item is to review all of the City's proposed bicycle facilities as previously approved and adopted by the City Council in 2011 as the Palm Springs Bikeway Map, incorporated into the 2007 Palm Springs General Plan, and to provide direction to staff on the initiation of a new amendment to the General Plan to revise the Circulation Element and Bikeway Map accordingly.

RECOMMENDATION:

1) Review the City of Palm Springs Bikeways Map approved and adopted October 5, 2011, and incorporated into the 2007 General Plan Amendment;
2) Provide direction to staff on reclassifying the designation of various City streets to accommodate Class II bike lanes and preserve on-street parking;

ITEM NO. 4B

3) Review an amended Circulation Element and Bikeways Map as the basis for a proposed amendment to the 2007 Palm Springs General Plan;

4) Direct staff to initiate an amendment to the 2007 Palm Springs General Plan to revise the Circulation Element and Bikeways Map, and proceed with further public review in accordance with state law, including review by the Palm Springs Planning Commission and subsequent approval by the City Council;

5) On the basis that direction is given to reclassify Crossley Road, San Rafael Drive, and S. Palm Canyon Drive to accommodate proposed Class II bike lanes and preserve on-street parking, authorize issuance of a Purchase Order in the amount of $34,390 with the City's "on-call engineering firm, Albert A. Webb & Associates, pursuant to Agreement No. 6443, for civil and traffic engineering services associated with the CMAC/CVAG Bicycle Lane Project, City Project No. 14-14; and

6) Authorize the City Manager to execute all necessary documents.

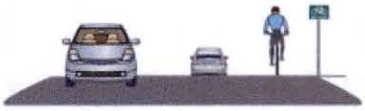
BACKGROUND:

On October 5, 2011, the City Council held a public hearing and adopted Resolution No. 23031 approving Case 5.1258 GPA, an amendment to the 2007 Palm Springs General Plan to incorporate the Coachella Valley Non-Motorized Transportation Master Plan ("NMTMP"). Included with the NMTMP was a Local Bicycle Plan for the City of Palm Springs, (the "Palm Springs Bikeways Map"), identifying existing bicycle facilities and proposed bicycle facilities. A copy of the October 5, 2011, staff report is included as **Attachment 1**. A copy of the Local Bicycle Plan for the City of Palm Springs adopted at that time is included as **Attachment 2**, and a copy of the current Palm Springs Bikeways Map is included as **Attachment 3**. As a matter of reference, bicycle facilities are identified by "Class", as follows:

Class I (Bike Path), physically separated from traffic outside of the roadway for exclusive use by bicycles.

Class II (Bike Lanes), separated from traffic by traffic striping designating a separate bicycle lane within the roadway.

Class III (Bike Route), designated routes sharing the roadway without any separation from traffic.



The currently adopted Palm Springs Bikeway Map identifies Class II bike lanes on several 4-lane major arterials or secondary thoroughfares throughout the City, including:

- Alejo Road
- Arenas Road
- Avenida Caballeros
- Baristo Road
- Crossley Road
- El Cielo Road
- N. Indian Canyon Drive (North of Racquet Club Road)
- Gene Autry Trail (north of Vista Chino)
- Mesquite Avenue
- N. Palm Canyon Drive (North of Alejo Road)
- S. Palm Canyon Drive (South of E. Palm Canyon Drive)

- Racquet Club Road
- San Rafael Drive
- Vista Chino (East of Gene Autry Trail)

Implementing these Class II bike lanes on the City's 4-lane major arterial or secondary thoroughfare streets represents a challenge in that these 4-lane streets are generally 64 feet wide curb-to-curb, which provides sufficient space for on-street parking (8 feet each side) and four travel lanes. Designating bike lanes on these 64 feet wide streets would require elimination of the 8 feet wide on-street parking lanes, unless the City Council were to consider reclassifying these 4-lane major arterial or secondary thoroughfares as 2-lane roadways to allow for use of the other two travel lanes to accommodate Class II bike lanes and preserve on-street parking.

The currently adopted Palm Springs Bikeway Map identifies Class II bike lanes on several 2-lane collector roadways throughout the City, including:

- Araby Road
- Barona Road
- Compadre Road (Mesquite Avenue to Sonora Road)
- Mesquite Avenue (west of Sunrise Way)
- Paseo Dorotea
- Sonora Road (Compadre Road to El Cielo Road)
- Sunny Dunes Road
- Via Escuela

Implementing these Class II bike lanes on the City's 2-lane collector roadways represents a challenge in that these 2-lane streets are generally 40 feet wide curb-to-curb, which provides sufficient space for on-street parking (8 feet each side) and two travel lanes. Designating bike lanes on these 40 feet wide streets would require elimination of the 8 feet wide on-street parking lanes.

On May 21, 2014, the City Council received a copy of a new Palm Springs On-Street Bikeway Plan, (the "Bicycle Route Plan" or "BRP"), which incorporated new bikeway facilities identified in the NMTMP, including 2-way cycle tracks (for 1-way streets), colored bike lanes, buffered bike lanes, shared lane markings (or "sharrows") for certain Class III routes, and certain design guidelines. A copy of the May 21, 2014, staff report with the BRP is included as **Attachment 4**. As noted in the BRP, the choice of a bikeway type should based on the following:

> *The type of treatment depends on the street or right-of-way, width, adjacent land uses, traffic volumes, and traffic speeds. When exclusive right-of-way exists, bike paths are planned. Bike lanes are planned on streets that have enough width to accommodate them. Road diets are planned to create space for bike lanes on multi-lane streets where traffic volumes allow. Improvements to bike lanes are planned where enough space exists to widen bike lanes or to stripe buffers. Bike*

routes are planned on streets where network connectivity is needed, but insufficient space exists for bike lanes, or where traffic volumes do not call for bike lanes.

The BRP first introduced the concept of a "road diet", defining a road diet as follows:

Road diets are recommended to provide space for attractive bike lanes on where needed on four-lane streets with less than 20,000 Average Daily Traffic (ADT). This is the threshold that national studies have determined to have sufficient capacity with two lanes or two lanes and a center-turn lane. On six-lane streets, 40,000 ADT was used as the threshold for reducing the number of lanes to four.

On the basis of the general guideline stated above, the BRP recommended proposed Class II bike lanes through implementation of a "road diet" on the following streets:

- Arenas Road (Call El Segundo to Avenida Caballeros)
- Barona Road (E. Palm Canyon Dr. to Sandcliff Road)
- Calle El Segundo (Amado Road to Ramon Road)
- Crossley Road (Ramon Road to Sunny Dunes Road)
- Crossley Road (Fairway Circle to 34th Avenue)
- El Cielo Road (Tahquitz Canyon Way to Ramon Road)
- Farrell Drive (Racquet Club Road to E. Palm Canyon Drive)
- Gene Autry Trail (Vista Chino to Ramon Road)
- Indian Canyon Drive (San Rafael Drive to Camino Parocela)
- Mesquite Avenue (El Cielo Road to Vella Road)
- Palm Canyon Drive (North City Limit to Ramon Road)
- Palm Canyon Drive (E. Palm Canyon Drive to Acanto Drive)
- Racquet Club Road (N. Palm Canyon Drive to Farrell Drive)
- San Rafael Drive (N. Palm Canyon Drive to Sunrise Way)
- Sunrise Way (San Rafael Drive to Vista Chino)
- Tachevah Drive (N. Palm Canyon Drive to N. Indian Canyon Drive)

The BRP submitted to the City Council in May 2014 was not officially adopted, and has not been incorporated into the 2007 Palm Springs General Plan; the 2011 Palm Springs Bikeways Map remains the officially adopted map designating bicycle facilities throughout the City. However, the BRP was used as the basis for recommendations adopted by the Sustainability Commission and Measure J Commission for identifying priority NMTP bicycle facility projects to be constructed with $3 Million in funding appropriated by the City Council through the Measure J Capital Fund over three fiscal years. As noted in the May 21, 2014, staff report, there were three priority projects for Fiscal Years 2013/2014, 2014/2015, and 2015/2016 as follows:

Priority 1 (FY 2013/2014)

- Alejo Road (Class II and Class III)
- Belardo Road (Class II)
- Calle Encilia (Class II)
- Civic Drive (Class III)
- El Cielo Road (Class II with road diet)
- Farrell Drive (Class II)

The Priority 1 bicycle facility project was completed in 2015, however, it excluded the proposed Class II bike lanes on Farrell Drive as a result of the need to either: 1) eliminate on-street parking, or 2) reclassify the designation of Farrell Drive (via General Plan Amendment) and implement a "road diet" to convert Farrell Drive from a 4-lane to a 2-lane roadway. The Class II bike lanes on El Cielo Road between Tahquitz Canyon Way and Ramon Road were implemented without a "road diet" by eliminating on-street parking.

Priority 2 (FY 2014/2015)

- N. Palm Canyon Drive (Class II)
- Racquet Club Road (Class II)

Priority 3 (FY 2015/2016)

- Indian Canyon Drive (2 Way Cycle Track)

Proceeding with the Priority 2 projects has been delayed as City Council has not generally supported eliminating on-street parking, and as staff has evaluated whether conversion of these 4-lane roadways to 2-lane roadways via "road diets" could be supported by a General Plan Amendment. The Priority 3 project is deferred until a determination is made on the final configuration of Indian Canyon Drive (1-way vs. 2-way traffic).

STAFF ANALYSIS:

Installing Class II bike lanes on 4-lane roadways generally requires the City Council to consider either eliminating on-street parking, or reclassifiying the 4-lane roadway designations on the Circulation Element of the 2007 Palm Springs General Plan to allow for conversion to 2-lane roadways through implementation of a "road diet". Reclassifying roadway designations on the Circulation Element requires the City to review the potential environmental impacts associated with the changes, and formal public review of a General Plan Amendment. These factors were previously reported to the City Council at the time the City proceeded with construction of the Priority 1 bicycle facility project in 2014/2015, and the City Council established a subcommittee (Kors/Roberts) to review and consider NMTP-related issues, including designation of bicycle facilities. Staff met with the Council subcommittee on February 9, 2016, to provide a general review of the traffic analysis identified in this report.

On November 6, 2013, the City Council approved Agreement No. 6443 with Albert A. Webb & Associates, ("Webb"), for on-call traffic engineering design services on an as needed basis. Subsequently, on April 1, 2015, the City Council authorized a Purchase Order in the amount of $47,900 with Webb to complete traffic engineering analysis of the City's Bikeways Map, to evaluate which roadways may be considered for reclassification on the Circulation Element to accommodate conversion via "road diet" to implement Class II bike lanes while preserving on-street parking. A copy of the April 1, 2015, staff report is included as **Attachment 5**.

On March 11, 2016, Webb completed a final traffic analysis for the City, identifying which roadways have sufficient excess capacity to accommodate elimination of travel lanes for implementation of a "road diet" to install Class II bike lanes. The traffic analysis reviewed the existing roadway cross-section width, existing traffic volumes, future year 2035 traffic volumes, the existing and future Level of Service, and provides recommendations for City Council's consideration of roadway classification changes to the Circulation Element. A copy of the final traffic analysis is included as **Attachment 6**.

Traffic Analysis

The traffic analysis completed by Webb used existing 2013 traffic volumes, and obtained March 2016 traffic volumes collected for Farrell Drive and other selected street segments throughout the City identified in the report. An estimated projection of traffic volumes for year 2035 were produced by using a 1.5% per year growth factor applied to the existing traffic volumes. The Level of Service (or "LOS") of a roadway is a way to measure travel speed, maneuverability, and safety on a street segment. The LOS is designated by a letter grade ranging from A (excellent, free flow) to F (failure, gridlock). In this case, LOS is determined by a volume-to-capacity ratio (V/C) for each street segment. The LOS was calculated by dividing the average daily traffic volume by the theoretical capacity of the roadway segment. Each street segment has a theoretical vehicle capacity that is defined by its number of through lanes, as shown in Table 1:

		Maximum Two-Way Traffic Volume (ADT)***				
Number of Lanes	Roadway Characteristic	A	B	C	D	E
2	Undivided*	7,800	9,100	10,400	11,700	13,000
2	Divided**	10,800	12,600	14,400	16,200	18,000
2	One-Way	10,800	12,600	14,400	16,200	18,000
3	One-Way	16,200	18,900	21,600	24,300	27,000
4	Undivided*	15,500	18,100	20,700	23,300	25,900
4	Divided**	21,500	25,100	28,700	32,300	35,900
4	One-Way	21,500	25,100	28,700	32,300	35,900
6	Divided**	32,300	37,700	43,100	48,500	53,900

*Undivided roadways are divided by double yellow stripe or striped two-way left-turn lane.

**Divided roadways have a raised median between opposing traffic directions.

***All ADT volumes are rounded to the nearest 100.

Table 1

The City's General Plan identifies 4 and 6 lane Major Arterial and Secondary Thoroughfare roadways to carry existing and future volumes to meet the City's minimum LOS of "D", and in compliance with the Riverside County Congestion Management Program (the "CMP"). The Circulation Element of the City's General Plan, Policy CR2.1, regulates how the City's streets should operate to ensure against traffic congestion and the associated environmental impacts related to such congestion, and states:

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

The traffic volume identified for LOS D is the maximum volume capacity allowed for each roadway classification. The existing LOS of each roadway identified for a "road diet" was reviewed by comparing the current and future traffic volumes to the theoretical roadway capacity. Table 2 identifies various street segments that will operate at LOS D or better with reduced roadway capacity, and where the City Council may consider reclassification of the roadway to accommodate a "road diet" to implement Class II bike lanes while preserving on-street parking.

Roadway	**From**	**To**
Alejo Road (See Note 1)	Indian Canyon Drive	Civic Drive
Amado Road	Indian Canyon Drive	Sunrise Way
Arenas Road	S. Tahquitz Drive	Hermosa Drive
Avenida Caballeros (See Note 2)	San Rafael Drive	Ramon Road
Baristo Road (See Note 2)	Avenida Caballeros	El Cielo Road
Calle El Segundo	Amado Road	Ramon Road
Camino Real	E. Palm Canyon Drive	La Verne Way
Crossley Road	Ramon Road	34th Avenue
El Cielo Road (See Note 3)	Ramon Road	Escoba Drive
Escoba Drive (See Note 3)	E. Palm Canyon Drive	El Cielo Road
Farrell Drive (See Note 4)	Ramon Road	E. Palm Canyon Drive
La Verne Way	S. Palm Canyon Drive	E. Palm Canyon Drive
Mesquite Avenue	Sunrise Way	El Cielo Road
Mesquite Avenue	Vella Road	Gene Autry Trail
Murray Canyon Drive (See Note 5)	S. Palm Canyon Drive	Toledo Avenue
Racquet Club Road (See Note 6)	N. Palm Canyon Drive	Farrell Drive
S. Palm Canyon Drive (See Note 7)	E. Palm Canyon Drive	Acanto Drive
San Rafael Drive	N. Palm Canyon Drive	Sunrise Way
Saturnino Road	Calle El Segundo	Avenida Caballeros
Tachevah Drive	N. Palm Canyon Drive	N. Indian Canyon Drive
Toledo Avenue (See Note 8)	La Verne Way	Murray Canyon Drive

Table 2

Note 1: Class II bike lanes have been installed on Alejo Road, with traffic striping that maintained the previous 2-lane configuration. Although Alejo Road is currently designated as a 4-lane secondary thoroughfare, it had not previously been striped with 4-lanes and a General Plan Amendment was not necessary to implement revised striping with Class II bike lanes while maintaining 2 travel lanes. However, initiation of a General Plan Amendment is recommended to officially reclassify the designation to a 2-lane roadway consistent with its current operation.

Note 2: Class II bike lanes have previously been installed on segments of Avenida Caballeros and Baristo Road through implementation of a "road diet" converting the 4-lane roadway to a 2-lane roadway. Staff recommends initiation of a General Plan Amendment to officially reclassify the designation of these 4-lane roadways (as identified on the current General Plan) to 2-lane roadways consistent with their current operation, and to allow for completion of Class II bike lanes on the remaining segments of the street.

Note 3: Class II bike lanes have been installed on El Cielo Road (south of Ramon Road) and Escoba Drive, with traffic striping that maintained the previous 2-lane configuration. Although El Cielo Road (south of Ramon Road) and Escoba Drive are currently designated as a 4-lane secondary thoroughfare, each had not previously been striped with 4-lanes and a General Plan Amendment was not necessary to implement revised striping with Class II bike lanes while maintaining 2 travel lanes. However, initiation of a General Plan Amendment is recommended to officially reclassify the designation to a 2-lane roadway consistent with its current operation.

Note 4: On April 20, 2016, the City Council considered implementation of revised traffic striping on Farrell Drive south of Ramon Road to preserve on-street parking and install Class II bike lanes. The Los Compadres and Sonora-Sunrise neighborhood organizations have communicated support of the proposed reclassification of Farrell Drive. However, the City Council requested that staff solicit comments from the Mesquite Country Club Homeowners Association prior to giving formal approval. As of June 6, 2016, staff has received comments from 18 Mesquite Country Club residents, with 3 supporting and 15 rejecting the concept.

Note 5: On April 6, 2016, the City Council approved implementation of revised traffic striping on Murray Canyon Drive to install Class II bike lanes. Staff recommends initiation of a General Plan Amendment to officially reclassify the designation to a 2-lane roadway consistent with its proposed operation.

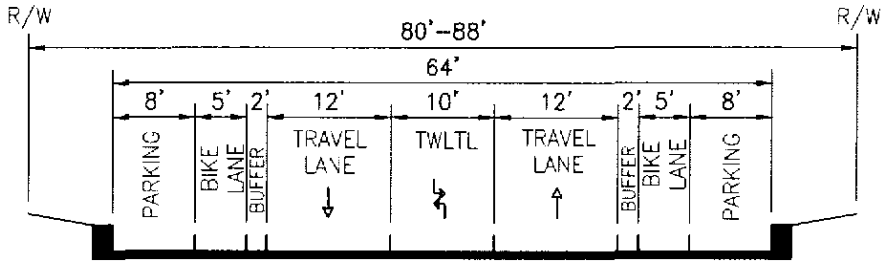
Note 6: The traffic analysis has determined that Racquet Club Road has sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane roadway. It is identified in Table 2 merely to identify it as a roadway segment that warrants its consideration. However, staff does not recommend Class II bike lanes be installed on Racquet Club Road east of Sunrise Way as the bike lanes would not connect with any bike lanes on Farrell Drive, and terminating bike lanes at the curved alignment at Farrell

Drive is not recommended. Therefore, City Council may consider reclassification of Racquet Club Road to a 2-lane roadway to preserve on-street parking and accommodate installation of Class II bike lanes extending from N. Palm Canyon Drive to Avenida Caballeros or Sunrise Way, to connect with other bikeway facilities on either of those streets. ***Note, the City's current 2011 Bikeways Map identifies a Class II bike lane on Racquet Club Road; this bikeway facility may have to be eliminated from the Circulation Element as it cannot be accommodated in the existing 4-lane roadway without reclassification to a 2-lane roadway or by eliminating all of the on-street parking available to the adjacent properties.***

Note 7: The traffic analysis has determined that S. Palm Canyon Drive has sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane roadway. It is identified in Table 2 merely to identify it as a roadway segment that warrants its consideration. However, the City has received a $402,000 federal CMAQ grant from CVAG to install various bike lanes, including on S. Palm Canyon Drive. ***Note, the City's current 2011 Bikeways Map identifies a Class II bike lane on S. Palm Canyon Drive; this bikeway facility may have to be eliminated from the Circulation Element as it cannot be accommodated in the existing 4-lane roadway without reclassification to a 2-lane roadway or by eliminating all of the on-street parking available to the adjacent properties.***

Note 8: Many years ago Class II bike lanes were installed on Toledo Avenue through implementation of a "road diet" converting the 4-lane roadway to a 2-lane roadway. Staff recommends initiation of a General Plan Amendment to officially reclassify the designation to a 2-lane roadway consistent with its current operation.

Staff recommends the City Council consider initiating a General Plan Amendment of the Circulation Element to reclassify these roadways where sufficient capacity exists to convert the roadways from 4-lanes to 2-lane divided (with painted center turn lane) roadways preserving on-street parking and accommodating buffered bike lanes. The proposed roadway classification is identified as a 2-lane divided "Minor Mobility Corridor" that would accommodate 2 travel lanes, a two-way left-turn lane ("TWLTL"), buffered bicycle lanes, and on-street parking. The proposed roadway cross-section is shown in Figure 1:



MINOR MOBILITY CORRIDOR – 2 LANES DIVIDED[1]

Figure 1

Traffic Calming Effects

The further potential benefit of converting 4-lane roadways to the "Minor Mobility Corridor" cross-section is with traffic calming. The psychology of the driver dictates the safe and prevailing speed at which a majority of drivers will operate their vehicle on a particular street segment. Many of the City's 4-lane roadways have speed limits established at 40 miles per hour or higher, given their consistent cross-section with little factors causing disruption to the driver's attention, and particularly with a certain sense of safety with lower traffic volumes and excess capacity on these streets. Converting the excess capacity by revising the roadway cross-section to add striped parking lanes and buffered bike lanes, and eliminating travel lanes, may cause drivers' attention to become more focused on the travel way, limiting their sense of safety at driving higher speeds, and ultimately causing a traffic calming effect. It is possible after conversion of these 4-lane roadways to "Minor Mobility Corridors" that vehicle speed surveys may identify lower prevailing speeds allowing for reduction of the posted speed limit, in accordance with the process established in the California Vehicle Code by which the City must comply in establishing speed limits. It is important to note that the law does not allow the City to arbitrarily set speed limits.

Table 3 identifies various street segments that will operate at LOS E or worse with reduced roadway capacity, and where the City Council should not consider reclassification of the roadway to accommodate a "road diet" to implement Class II bike lanes.

Roadway	From	To
Farrell Drive (See Note 9)	Racquet Club Road	Ramon Road
Gene Autry Trail	Vista Chino	Ramon Road
Indian Canyon Drive (See Note 10)	San Rafael Drive	Camino Parocela
Palm Canyon Drive (See Note 11)	Tram Way	Ramon Road
Sunrise Way (See Note 12)	San Rafael Drive	Vista Chino

Table 3

Note 9: The traffic analysis has determined that the northerly segment of Farrell Drive between Racquet Club Road and Via Escuela has sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane roadway. However, staff recommends that the Farrell Drive corridor from Racquet Club Road to Ramon Road remain a 4-lane roadway; (the segment of Farrell Drive south of Ramon Road is eligible for consideration of a reclassification to a 2-lane "Minor Mobility Corridor").

Note 10: The traffic analysis has determined that the southerly segment of Indian Canyon Drive south of Alejo Road (where the roadway is currently 4-lanes with one-way traffic circulation) has sufficient roadway capacity to allow for consideration of its reclassification to a 3-lane one-way roadway. However, staff recommends that Indian Canyon Drive remain as currently classified, deferring any change in classification on

the segment south of Alejo Road until such time as the City Council considers and approves changes to the one-way vs. two-way traffic circulation.

Note 11: The traffic analysis has determined that the segment of N. Palm Canyon Drive north of Alejo Road does not have sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane roadway, and a "road diet" is not justified. ***Note, the City's current 2011 Bikeways Map identifies a Class II bike lane on N. Palm Canyon Dr. from Tram Way to Alejo Road; this bikeway facility may have to be eliminated from the Circulation Element as it cannot be accommodated in the existing 4-lane roadway without eliminating all of the on-street parking available to the adjacent properties.***

Note 12: The traffic analysis has determined that certain segments of Sunrise Way between San Rafael Drive and Vista Chino have sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane divided roadway. However, staff recommends that Sunrise Way remain a 4-lane roadway.

RECOMMENDATIONS:

On the basis of the traffic analysis that has been completed, there are various 4-lane roadways that have excess capacity that may be used for other purposes, through reclassification of the 4-lane roadway to a 2-lane roadway proposed as a "Minor Mobility Corridor". The currently adopted 2011 Bikeways Map identifies Class II bike lanes on certain streets where installing those Class II bike lanes would require eliminating on-street parking or eliminating travel lanes. The BRP submitted in 2014 proposed a further expansion of bikeway facilities on the 2011 Bikeways Map through implementation of "road diets" on many City streets, however, accommodating some of these "road diets" are not supported by the traffic analysis.

The City Council may consider approval of initiating a General Plan Amendment to reclassify some or all of the individual roadway segments identified in Table 2. All of these 4-lane roadway segments (as identified on the 2007 General Plan) are anticipated to operate at or better than LOS "D" in the future after reclassification to a 2-lane "Minor Mobility Corridor". Staff suggests the City Council given particular consideration to approving reclassification of the following roadway segments such that Class II bike lanes may be installed to complete bicycle routes in those areas:

- Alejo Road (to ratify the current roadway operation as a "Minor Mobility Corridor")
- Amado Road (consistent with approved classification in Section 14 Specific Plan as a Section 14 "Mobility Corridor")
- Arenas Road (consistent with approved classification in Section 14 Specific Plan as a Section 14 "Mobility Corridor")
- Avenida Caballeros (to ratify the current roadway operation as a "Minor Mobility Corridor")

- Baristo Road (to ratify the current roadway operation as a "Minor Mobility Corridor")
- Calle El Segundo (consistent with current classification on the 2007 General Plan and Section 14 Specific Plan as a 2-lane Collector, however, the street was previously constructed to 4-lane width and striped with 4-lanes between Amado Road and Arenas Road)
- Camino Real (the current classification of Camino Real between E. Palm Canyon Drive and La Verne Way is a 4-lane Secondary Thoroughfare, and the street was previously constructed to 4-lane width, but has only been striped with 2-lanes)
- Crossley Road (the current classification of Crossley Road between Ramon Road and 34th Avenue is a 4-lane Secondary Thoroughfare, however, most of this segment has only been striped with 2-lanes; reclassifying this roadway would allow completion of bike lanes extending north from Golf Club Drive to Ramon Road, with striping funded in part by a federal CMAQ grant awarded to the City by CVAG)
- El Cielo Road (to ratify the current roadway operation as a "Minor Mobility Corridor" south of Ramon Road only)
- Escoba Drive (to ratify the current roadway operation as a "Minor Mobility Corridor")
- Farrell Drive (the segment south of Ramon Road is scheduled for slurry seal repairs, and will have the traffic striping replaced as a 4-lane roadway unless City Council provides direction to reclassify this segment as a "Minor Mobility Corridor")
- La Verne Way (reclassifying this roadway would allow completion of a Class II bike lane loop within the area)
- Mesquite Avenue (reclassifying the segment between Sunrise Way and El Cielo Road [which physically ends at Compadre Road] accommodates the proposed alignment for one portion of the CV Link route)
- Murray Canyon Drive (to ratify the previously approved restriping as a "Minor Mobility Corridor")
- S. Palm Canyon Drive (reclassifying this roadway would allow completion of a Class II bike lane loop within the area, with striping funded in part by a federal CMAQ grant awarded to the City by CVAG)
- San Rafael Drive (reclassifying this roadway would allow completion of an east-west Class II bike lane as an alternative to Racquet Club Road, and would connect with the potential extension of a portion of the CV Link through the proposed Serena Park development at Sunrise Way/San Rafael Drive)
- Saturnino Road (consistent with approved classification in Section 14 Specific Plan as a Section 14 "Mobility Corridor")
- Toledo Avenue (to ratify the current roadway operation as a "Minor Mobility Corridor")

Webb has prepared a revised Circulation Plan and Bikeways Plan (which would replace the 2011 Bikeways Map via General Plan Amendment) showing all of the revised bikeway facilities (Class I, Class II or Class III) recommended throughout the City, consistent with the traffic analysis. A copy of the revised Circulation Plan is included as **Attachment 7**, and the revised Bikeways Plan is included as **Attachment 8**.

Staff also suggests the City Council give particular consideration to reclassifying Class II bike lanes currently identified on the following streets, to Class III bike routes, as implementing these bike lanes would require eliminating on-street parking:

- Araby Road
- Barona Road
- Compadre Road (Mesquite Avenue to Sonora Road)
- Mesquite Avenue (west of Sunrise Way)
- Paseo Dorotea
- Sonora Road (Compadre Road to El Cielo Road)
- Sunny Dunes Road
- Via Escuela

CMAC/CVAG Bicycle Lane Project, City Project No. 14-14

In April 2014, the City responded to CVAG's call for projects funded through the federal CMAQ grant program, and requested $402,000 in federal CMAQ funds for implementation of Class II bike lanes on Crossley Road, Indian Canyon Drive, S. Palm Canyon Drive, and San Rafael Drive. The request for grant funding for these Class II bike lanes was consistent with the 2011 Bikeways Map (showing Class II bike lanes on these streets). CVAG awarded the City the requested $402,000 in federal CMAQ funds, and staff has solicited a proposal in the amount of $34,390 from Webb to provide civil and traffic engineering services to prepare plans and specifications for implementing the proposed Class II bike lanes on these streets. A copy of Webb's proposal is included as **Attachment 9**.

However, implementing Class II bike lanes on these streets requires consideration to reclassify these streets to preserve on-street parking while providing for the room to install Class II bike lanes (excluding Indian Canyon Drive, which can accommodate Class II bike lanes given existing restrictions for on-street parking). Staff recommends that the City Council authorize issuance of a Purchase Order to Webb in an amount inclusive of the cost associated with those streets the City Council considers to be reclassified to 2-lane Minor Mobility Corridors.

ENVIRONMENTAL IMPACT:

Consideration to initiate a General Plan Amendment is not itself a "Project" as defined by the California Environmental Quality Act ("CEQA"). Pursuant to Section 15378(a), a "Project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. According to Section 15378(b), a Project does not include: (5) Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

However, to the extent direction is given by the City Council to initiate a General Plan Amendment to revise the Circulation Element to reclassify certain roadways, the future action to be considered by the City's Planning Commission and City Council associated with the General Plan Amendment is subject to environmental review pursuant to CEQA. Section 21084 of the California Public Resources Code requires Guidelines for Implementation of CEQA. In accordance with the CEQA Guidelines, the City will act as "Lead Agency" pursuant to CEQA, and will be required to prepare a draft Initial Study for a potential General Plan Circulation Element Amendment.

Following the City Council's direction to initiate a General Plan Amendment, the procedure for amending the City's General Plan is outlined in the State of California Government Code Section 65350. The City is required to consult with Native American tribes that requested consultation in accordance with Public Resources Code Sections 21080.3.1 (Assembly Bill 52) and California Government Code Section 65352.3 (Senate Bill 18). Public review of the General Plan Amendment, including the 90-day review by Native American Tribes, is required prior to public review of a draft Initial Study, which is also subject to a separate 30-day public review period. During this period, agencies and members of the public will be allowed to submit written comments to the City regarding its environmental analysis and the proposed General Plan Amendment. At the conclusion of the public review period the Planning Commission will review the proposed General Plan Amendment and draft Initial Study, and make appropriate recommendations to the City Council. Ultimately, upon recommendations by the Planning Commission, the City Council will consider the proposed General Plan Amendment, the draft Initial Study, and any public comments received in determining whether to adopt the General Plan Amendment. Those actions are not being considered or taken now.

FISCAL IMPACT:

The City Council previously budgeted and appropriated $3 Million from the Measure J Capital Improvement Fund for improvements related to the NMTMP; currently a balance of approximately $2.4 Million is available for completion of bikeway and related facilities. Implementing many of the remaining Class II bike lanes throughout the City has been deferred until direction is given to staff on reclassifying 4-lane roadways to implement a new 2-lane "Minor Mobility Corridor" cross-section to preserve on-street parking and accommodate Class II bike lanes. The City has also received a $402,000 federal CMAQ grant from CVAG which supplements the Measure J funding appropriated to implement Class II bike lanes on certain streets.

SUBMITTED:

Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager/City Engineer

David H. Ready, Esq., Ph.D.
City Manager

Attachments:
1. October 5, 2011, staff report
2. Local Bicycle Plan for the City of Palm Springs
3. 2011 Palm Springs Bikeways Map
4. 2014 Palm Springs On-Street Bikeway Plan, (the "Bicycle Route Plan")
5. April 1, 2015, staff report
6. Traffic Analysis
7. Revised Circulation Plan
8. Revised Bikeways Plan
9. Webb Proposal

ATTACHMENT 1

CITY COUNCIL STAFF REPORT

DATE: October 5, 2011 PUBLIC HEARING

SUBJECT: CASE 5.1258, GENERAL PLAN AMENDMENT TO INCORPORATE THE COACHELLA VALLEY NON-MOTORIZED TRANSPORTATION MASTER PLAN INTO THE 2007 CITY OF PALM SPRINGS GENERAL PLAN, WHICH WAS ADOPTED BY RESOLUTION 22077.

FROM: David H. Ready, City Manager

BY: Department of Planning Services

SUMMARY

The City Council will consider an amendment to incorporate the Coachella Valley Non-motorized Transportation Master Plan (NMTMP) into the 2007 Palm Springs General Plan. An Amendment to the General Plan requires a public hearing before the Planning Commission (which occurred on June 22, 2011) for its recommendation to City Council

RECOMMENDATION:

1. Open the public hearing and receive public testimony.

2. Adopt Resolution No. ____ "A RESOLUTION OF THE CITY OF PALM SPRINGS, CALIFORNIA, APPROVING CASE 5.1258 GPA, AN AMENDMENT TO THE 2007 PALM SPRINGS GENERAL PLAN ADOPTED BY RESOLUTION 22077, TO INCORPORATE THE COACHELLA VALLEY NON-MOTORIZED TRANSPORTATION MASTER PLAN."

PRIOR ACTIONS:

On September 27, 2010, the CVAG Executive Committee approved the 2010 update to the NMTMP.

On November 30, 2010, the City's Sustainability Commission voted unanimously to recommend that the City Council incorporate the NMTMP into the 2007 Palm Springs General Plan.

On December 1, 2010, the Palm Springs City Council initiated a General Plan Amendment

to incorporate the NMTMP into the City's 2007 General Plan.

On June 22, 2011, the Planning Commission voted 6-0-1 (Hudson absent) to recommend approval of Case 5.1258 GPA by the City Council.

BACKGROUND AND SETTING:

In October, 2001, the Coachella Valley Association of Governments (CVAG) commissioned Alta Transportation Consulting to prepare the Coachella Valley Non-motorized Transportation Master Plan ("NMTMP"). The purpose of this document was to establish a valley-wide master plan of bikeways, trails, associated facilities and programs. This master plan can be a planning tool to assure that Palm Springs' bikeways and trails foster interconnectivity between other valley cities, and to educate and promote safe bicycle usage. Fostering this interconnectivity is envisioned as a way to enhance alternative modes of valley-wide transportation; reduce dependence on the automobile; and reduce traffic congestion, vehicle emissions and greenhouse gas emissions (GHG). It can also increase recreational opportunities for tourists and residents.

The NMTMP includes educational programs on bicycle safety, as well as information on infrastructure maintenance and funding. Promoting physical activity through biking and walking is seen as a means of improving the health and wellness of the community. Finally, by adopting a non-motorized master plan, Palm Springs is eligible for numerous grants and funding opportunities from CalTrans and other sources for the construction and implementation of non-motorized transportation initiatives.

In 2008, CVAG commissioned Ryan Snyder Associates to produce an update of the NMTMP. The result of this work included revised maps, prioritization of Plan initiatives for each jurisdiction, updated community input and budgeting information to make it compliant with most grant application requirements. This update was completed in 2010. Through 2011, City staff in both Planning and Public Works collaborated with members of the City's Sustainability Commission and the Coachella Valley Community Trails Alliance (CVCTA) in reviewing and finalizing the Palm Springs maps and list of existing and proposed bikeways and trails in the NMTMP.

The procedure for amending the City's General Plan is outlined in State of California Governmental Code Section 65350. A public hearing for review and recommendation by the Planning Commission and approval by the City Council (the legislative body) is required.

ANALYSIS:

Transportation master planning is an integral part of the City's General Plan. In 2007, the City adopted a comprehensive update of its General Plan, including Chapter 4, the Circulation Element. The General Plan Circulation Element addresses not only vehicular circulation, but also various other forms of "circulation" including mass transit, vehicular parking, aviation and utility circulation through the community as well as bikeways, trails and other non-motorized means of circulation.

Non-motorized transportation planning in Palm Springs encompasses everything from dedicated bicycle lanes on public streets to hiking and equestrian trails in the surrounding mountains and canyons. A well developed non-motorized transportation system not only provides residents and visitors with alternative choices of "how to get from Point A to Point B", but also provides an important tourist amenity and recreational resource within the City and to attractions and amenities throughout the valley.

The 2007 General Plan acknowledged the 2001 Coachella Valley Non-Motorized Transportation Master Plan as an important policy document to aid in the development of the complete circulation system for the City. Integration of the 2010 NMTMP into the City's General Plan, fulfills certain policies and action items from the General Plan as follows:

> Policy CR6.1 *Adopt a program of non-motorized transportation facilities including those for bicycles and pedestrians.*
>
> Policy CR6.15 *Coordinate with CVAG, adjacent cities, and affected agencies while planning for new trails, especially in areas adjacent to the Whitewater Wash and Cathedral City.*
>
> Action Item CR6.2: *Resolve any inconsistencies between the City's Master Plan of Bikeways and the CVAG Non-motorized Transportation Plan and adopt the CVAG Non-Motorized Transportation Master Plan.*

In 2007, the California Legislature adopted AB 1351 "Complete Streets". This bill, which went into effect January 1, 2011 directs cities that "*...Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.*"

Although the integration of the NMTMP into the City's General Plan contributes to the multi-modal nature of our General Plan, it does not constitute a full revision of the Circulation Element. Since our General Plan is only four years old, the Circulation Element remains current and does not need a wholesale revision at this time. The NMTMP is proposed to be incorporated as an appendix in the General Plan. In a few years when City growth necessitates a full scale revision of the Circulation Element, this appendix can be easily folded into such revision of the Circulation Element that would satisfy AB 1351 compliance requirements[1].

[1] There is no time constraint dictated by AB 1351 that necessitates when this major revision must be completed.

Funding/Grants

Tight budgetary conditions and competing demands on limited general fund resources requires Palm Springs to look to grants and other external sources to fund non-motorized facilities construction, maintenance, and educational and safety programs. Most competitive grants require that the City have an adopted non-motorized transportation master plan in place. The CVAG Plan which was initiated in 2001 and updated in 2010 provides Palm Springs with a comprehensive non-motorized master plan that meets most grant application requirements and thereby broadens the City's opportunities and eligibility to pursue external funding sources to improve its non-motorized transportation facilities and programming. Integration of the NMTMP provides the city the opportunity to update the bicycle routes map in the General Plan and resolve inconsistencies in that map, which is instrumental in the grant application process.

Organization of the Non-Motorized Transportation Master Plan

The CVNMTMP is comprised of six basic parts:

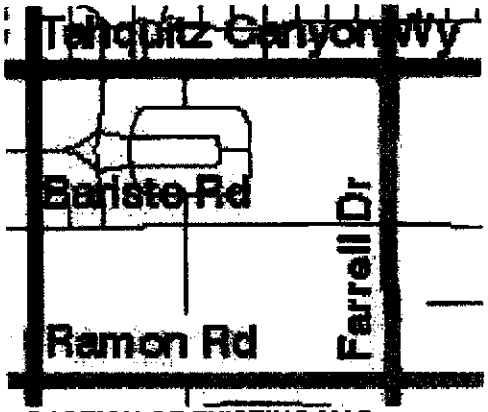
Chapter 2 – Goals and Objectives – These are reiterated from the 2001 Non-motorized Transportation Plan.
Chapter 3 – Valley-wide bikeway, hiking and equestrian trails and an outline of safety, education and promotional programming.
Chapter 4 – Non-motorized master plans for each Coachella Valley City.
Chapter 5 – Identification of external funding sources and opportunities
Chapter 6 – Strategy for phasing and implementation
Chapter 7 – Design and maintenance guidelines.

Relationship of the Non-Motorized Transportation Master Plan to the General Plan Circulation Element.

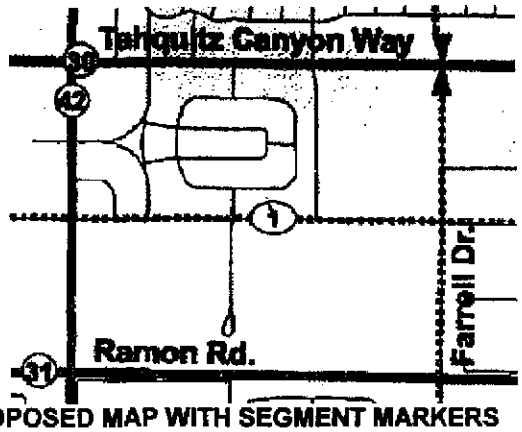
The goals and objectives of the MNTMP complement and add to the goals, policies and actions of the 2007 General Plan. As noted above, incorporation of the CVNMTMP fulfills several policies and action items listed in the 2007 General Plan. The non-motorized transportation master plan does not supersede, or cause the deletion or replacement of the current Circulation Element. The only changes to the existing Circulation Element are corrections and improvements to Figure 4-5 the Bikeways Map which has been updated and enhanced to provide more concise detail on various bikeway segments. Specifically the following information has been added to Figure 4-5, the bikeways map:

- Bikeways have been given segment numbers to better identify them for maintenance and future funding and improvement initiatives.
- Existing bikeways that were incorrectly shown on the 2007 map have been corrected.
- Future bikeways are grouped into three "priority lists" that aid in grant-writing efforts.
- Certain designated bikeways have been relocated to less busy streets to provide safer alternative routes for bicyclists. (For example; the segment previously shown on Ramon Road from El Cielo to Crossley was moved to Sunny Dunes. Similarly the route previously shown on Vista Chino / Highway 111 was moved to Via Escuela).

Portions of the old bikeway map and the proposed map are shown below which provide an example of the enhancements made by the addition of segment markings and delineation of existing bikeways (solid line) and future bikeways (dotted lines). These segment markings provide much greater clarity for the City to make future grant applications, as well as to reference segments for ongoing maintenance and upkeep.



PORTION OF EXISTING MAP



PROPOSED MAP WITH SEGMENT MARKERS

These same changes are reflected correctly on Figure 4-4, the Recreational Trails Map. (Bikeways shown on Figure 4-5 are also shown on Figure 4-4) Otherwise there are no other changes or updates proposed to the Circulation Element or other elements of the 2007 General Plan. The Non-motorized Transportation Master Plan is proposed to be integrated into the 2007 General Plan as "Appendix F".

It is particularly notable that the NMTMP takes a comprehensive approach to planning of non-motorized transportation facilities and programming. Not only does it outline existing and proposed bikeways, it also addresses inter-connections with other trails and between Palm Springs and other desert cities. There are also sections that discuss trail heads, maintenance and design standards, signage and pavement markings, and programs to promote increased bicycle use and bicycle safety.

CONCLUSION:

Amending the 2007 Palm Springs General Plan to incorporate the Non-motorized Transportation Master Plan provides a comprehensive set of tools that augment and enhance the basic information in the Circulation Element relating to bikeways, hiking, and equestrian trails. The goals, policies and maps in the Non-motorized Transportation Master Plan provide greater detail and refinement for planning and maintaining bikeways and trails in Palm Springs, as well as for developing programs related to bicycle safety. It also serves to foster integration with adjacent municipalities in the future development of non-motorized circulation throughout the Coachella Valley that contributes to cleaner air, less vehicular congestion, and greater recreational opportunities for residents and visitors.

ENVIRONMENTAL:

This proposed amendment of the Palm Springs General Plan has been determined to be a "Project" as defined by Section 21065 of the Guidelines of the California Environmental Quality Act (CEQA). An initial study was conducted in which the project was evaluated to determine whether it may cause any potentially significant impacts to the environment. The environmental analysis and notice of intent to adopt a negative declaration was made available for public comment for a 30-day period commencing on May 10, 2011 and ending on June 9, 2011. No comments were received and there was no new information or facts presented that would require recirculation of the documents or change any of the conclusions made within the analysis. A Negative Declaration is recommended to the City Council.

NOTICE:

In accordance with applicable law, public notice was provided citywide by posting in the Desert Sun. Pursuant to State Governmental Code Section 65352(a), written notification of the proposed General Plan Amendment was also provided to the following entities: Adjacent cities and agencies, LAFCO, The Federal Bureau of Land Management (BLM), The Coachella Valley Association of Governments, (CVAG), and Native American tribes pursuant to SB 18.

The Agua Caliente Band of Cahuilla Indians responded to the SB 18 noticing and City Staff communicated the scope of the proposed GPA to Tribal Staff. To date, no other comments have been received on the proposed General Plan Amendment.

FISCAL IMPACT: None. The Non-Motorized Transportation Master Plan provides proposed priorities for capital improvement projects related to non-motorized transportation facilities and programs, but makes no fiscal commitment or obligation of any kind to such programs or projects.

Craig A. Ewing, AICP
Director of Planning Services

Thomas Wilson, Assistant City Manager

David H. Ready, City Manager

ATTACHMENT 2

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

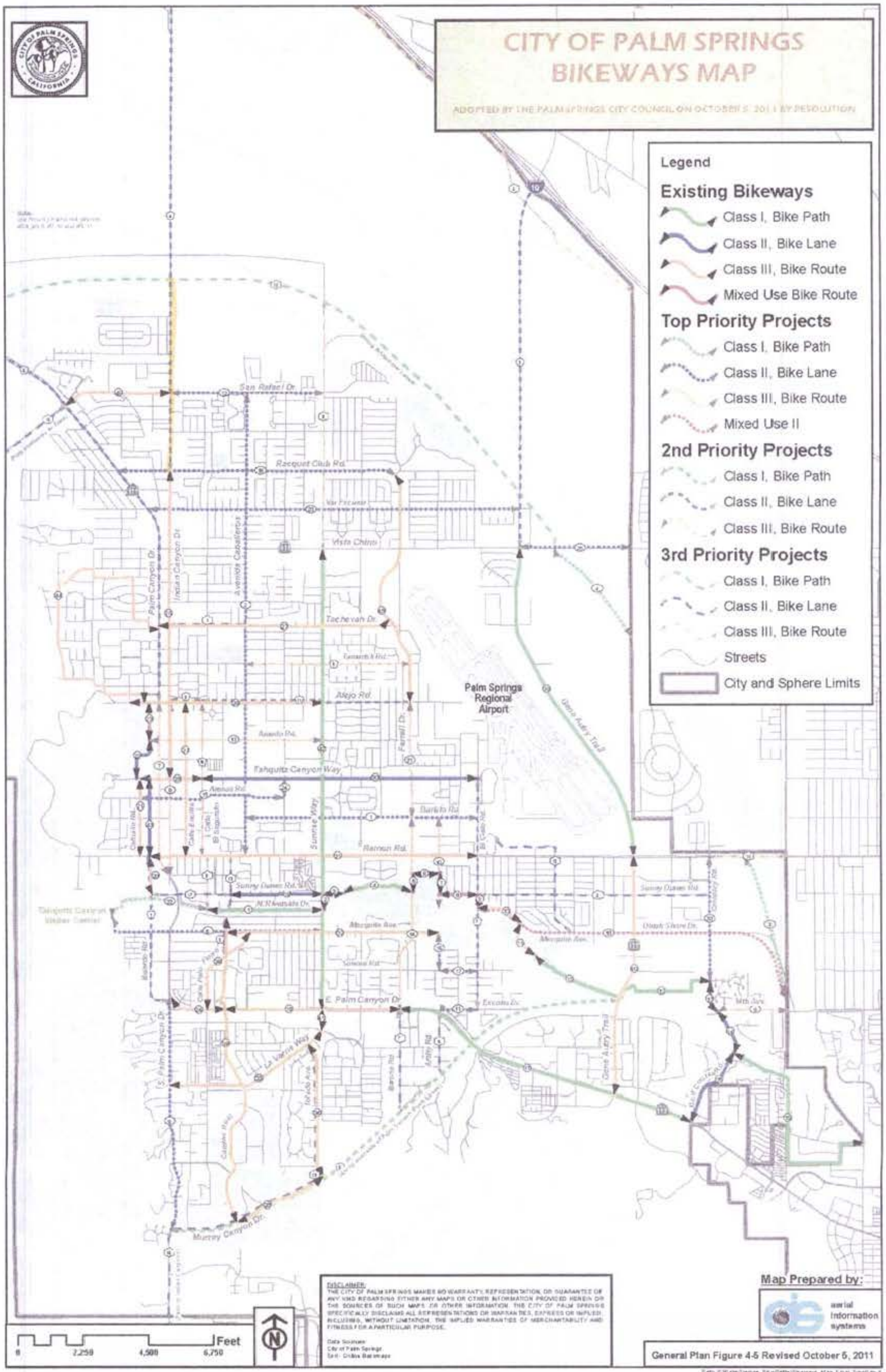
Palm Springs had one project funded with SB-821 funds in 1996. This project was for a Bike Lane and Signage Project for all City bikeways in the amount of $79,000. In the early 1990s Palm Springs received $383,000 from Measure A and SB-821 funds for a bicycle bridge over the Palm Canyon Wash.

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

ATTACHMENT 3


CITY OF PALM SPRINGS
BIKEWAYS MAP
ADOPTED BY THE PALM SPRINGS CITY COUNCIL ON OCTOBER 5, 2011 BY RESOLUTION
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
San Rafael Dr.
Racquet Club Rd.
Vista Chino
Tachevah Dr.
Alejo Rd.
Tahquitz Canyon Way
Ramon Rd.
Palm Springs Regional Airport
Sunrise Way
E. Palm Canyon Dr.
Murray Canyon Dr.
Palm Canyon Dr.
Indian Canyon Dr.
Avenida Caballeros
Gene Autry Trail
0 2,250 4,500 6,750 Feet
Map Prepared by:
aerial information systems
General Plan Figure 4-5 Revised October 5, 2011

ATTACHMENT 4

CITY COUNCIL STAFF REPORT

DATE: May 21, 2014 CONSENT CALENDAR

SUBJECT: NON-MOTORIZED TRANSPORTATION COMMITTEE BICYCLE ROUTE PLAN AND RECOMMENDED PRIORITIES FOR THE FISCAL YEAR 2013-14 MEASURE J

FROM: David H. Ready, Executive Director

BY: Office of Sustainability

SUMMARY

The City contracted with Ryan Snyder Associates to create a Bicycle Route Plan and based on that plan the Non-Motorized Transportation Committee has recommended a schedule and priority of projects to be considered for construction using the Measure J funding allocated for bicycle infrastructure and improvements.

RECOMMENDATION:

Receive and file the Bicycle Route Plan (BRP).

STAFF ANALYSIS:

The City of Palm Springs adopted a Non-Motorized Transportation Plan (NMTP) in October 2011. The Sustainability Commission formed a Non-Motorized Transportation Committee (NMTC) that has spearheaded many projects to improve bicycle infrastructure and safety. This includes working to add bicycle parking, update bicycle routes and maps, increase education and outreach and review areas for potential bicycle transportation improvements.

The NMTC has reviewed the final BRP document from Mr. Snyder, and the NMTC supports the recommendations of Mr. Snyder. Ryan Snyder and Associates conducted several meetings with stakeholders and thus the Bicycle Route Plan includes collective efforts, research and edits of the NMTC, Mr. Snyder, City staff and community members including merchants, business leaders and neighborhoods.

The Measure J Commission recommended and the City Council approved $1 million in funding for fiscal year 2013-14. The NMTC has recommended a prioritization of projects as outlined below.

ITEM NO. 2N

Additionally, the NMTC recommends the City Council fully fund the complete BRP with for three consecutive fiscal year's through 2015-16. The NMTC has proposed a schedule and priorities for funding of projects based on the plan presented by Ryan Snyder Associates.

The completion of these projects will create a network of Class II and Class III bike routes and paths that will define Palm Springs as a bike-able city. In addition, the proposed schedule of projects aids in the connectivity that will be necessary for the new CV Link project.

Based on the cost estimates included in the BRP, the NMTC has recommended that the following projects be prioritized for funding for the first year that Measure J funds are allocated.

2013-14 recommended projects ($1,055,850.00 estimated costs):
(2013-14 $1 million Measure J funds appropriated)

1. El Cielo corridor (Escoba to El Cielo, El Cielo to DOHC and Civic Dr. to Alejo - Class II and III with road diet). Approx. 2.5 miles; $122,500
2. Alejo E-W (Civic to Belardo - Class II and III with road diet). Approx. 2.0 miles; $130,000
3. Belardo N-S (South End to E. Palm Canyon). Approx. 1.61 miles; $112,750
4. Farrell (E. Palm Canyon Way to Racquet Club - dbl. col. buff.). Approx. 3.53 miles; $494,200
5. Calle Encilia (Ramon to Alejo - Class II). Approx. 1.0 miles; $89,000
6. Shared lane marking streets (10.64 miles approx.). Approx. $106,400
7. Araby Wash 'wooden' bike bridge north side railing extension. Approx. $1,000

For the next two fiscal years the NMTC has identified the following priority projects and recommends fully funding them for the 2014-15 and 2015-16 fiscal years.

2014-15 recommended projects ($1,511,300.00 estimated costs):

1. N. Palm Canyon (Tram Way to Alejo - col. buffered). Approx. 2.19 miles; $328,500+
2. Racquet Club (N. Palm Canyon to Farrell - buff lane). Approx. 1.52 miles; $98,800+
3. Class III/Sharrows. Approx. 27.39 miles; $773,000
4. Shared lane marking streets (31.1 miles approx.). Approx. $311,000+

2015-16 recommended projects ($1,003,000.00 estimated costs):

1. Lighted cross walk installation with cutouts (Farrell off of Mesquite CC bike path). Unless funding is to come from other sources. $75,000+ approx.
2. Indian Canyon (Alejo to Camino Parocela - 2-way Cycletrack). Approx. 1.16 miles; $928,000

All specified projects and estimated costs are per the BRP plan as outlined by Mr. Snyder.

The NMTC also recommends that the following be considered when implementing bicycle infrastructure projects:

- Any new paving or slurry on streets will be incorporated and match up to the BRP document for prioritization as warranted and feasible.
- Where a section of roadway will be paved or slurried along a designated bike route, but does not extend the full length of the route, then lane striping will be laid down for the entirety of the bike route.
- Signage will be incorporated into all bike lane infrastructure work as it is implemented.
- Street pedestrian and bicycle lighted crossings are included, but funding may be available from other sources.
- Section 14 matching funding may be available.

FISCAL IMPACT:

The total funding of the BRP for three consecutive fiscal years is $3,570,150.00. The Measure J Commission recommended and the City Council approved the appropriation of $1 million for fiscal year 2013-14.

The NMTC recommends the 2014-15 projects be funded for $1,511,300.00 and the 2015--16 projects be funded for $1,003,000.00.

City staff is in the process of several grant applications that may supplement and offer additional funding for even more bicycle infrastructure improvements as recommended by the NMTC. This includes applications to the CAL Trans Active Transportation Program and the Congestion Mitigation and Air Quality (CMAQ) Program.

Michele Mician,
Sustainability Manager

David H. Ready,
City Manager

Attachments:
1. Bicycle Route Plan

Palm Springs

BICYCLE ROUTE PLAN

MARCH 2014

Palm Springs
ON-STREET BIKEWAY PLAN

DESIGN OVERVIEW

The Palm Springs City Council has decided that *every street* in Palm Springs should be a bikeway. This is likely unprecedented in the United States and may set the stage for others to follow. The purpose of this Bikeway Plan is to recommend what type of bikeway each street should become. In order to prepare these recommendations, bikeway types were defined, the streets were surveyed and data reviewed. The following text describes the bikeway definitions, results of fieldwork and recommendations.

This text describes general design guidelines for the facilities identified in this Bikeway Plan. The City of Palm Springs will need to follow standard manuals such as the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the Caltrans Highway Design Manual (HDM). Additional guidance can be found in the American Association of State Highway and Transportation Officials' (AASHTO) "A Policy on Geometric Design of Highways and Streets" and the National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide. The City may need to amend its own street design guidelines in order to implement certain facilities. Palm Springs should take precaution and research the newest bikeway design guidelines and engineering treatments prior to constructing a facility.

FIGURE 1 Class I (top), Class II (middle), and Class III (bottom) bikeways.

BIKEWAY GUIDELINES

Definitions

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 (see Design Guidelines on page 6).

CLASS II

Referred to as a bike lane. Provides a striped lane for one-way bicycle travel on a street or highway (see Design Guidelines on page 9).

CLASS III

Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic (see Design Guidelines on page 11).

COLORED BIKE LANES

Colored bike lanes are simply bike lanes with an approved color (see Design Guidelines on page 10).

BUFFERED BIKE LANES

Buffered bike lanes provide a painted area between the bike lane and either the travel lane or parking lane. Double-buffered bike lanes provide a painted buffer on both the travel lane and parking lane. These bike lanes may also be colored (see Design Guidelines on page 10).

CYCLE TRACKS

Cycle tracks, also called protected bike lanes, provide a physical barrier between the bike lane and other lanes. If there is on-street parking they are placed between the sidewalk and parking. Cycle tracks may be one-way or two-way. They may also be at the level of the street, at the level of the sidewalk, or between the two (see Design Guidelines on page 7).

TYPE B SHARROWS

Type B sharrows provide a more prominent shared lane marking than the standard shared lane marking. This may be achieved through augmentation of the shared lane marking with side lines, a larger stencil, more frequent placement, and/or paint underneath (see Design Guidelines on page 11).

SHARED LANE MARKING STREETS

Shared lane marking streets are simply streets with standard shared lane markings or "sharrows" to make motorists alert for bicyclists, to train cyclists where to ride in the lane and to educate motorists of bicyclists' rights to ride in the lane. These shared lane-marking streets will not have bikeway signs (see Design Guidelines on page 11).

Design Guidelines

The following guidelines present the recommended minimum design standards and other recommended ancillary support items for bike paths, bike lanes, bike routes, cycle tracks, colored bike lanes, buffered bike lanes and sharrows. Where possible, it may be desirable to exceed the minimum standards. These guidelines cover basic concepts. The HDM Chapter 1000 contains more detailed standards and guidance and should be followed. The City may also reference the AASHTO Guide for the Development of Bicycle Facilities where the HDM is silent.

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 along routes with few driveways and intersections, be properly separated from the roadway, not contain obstructions (bus stops, signs, trees, trash receptacles, etc.) and have carefully designed intersection crossings.
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 pathway for pedestrians/runners where feasible. A pavement width of 12 feet is preferred.
5. Sidewalk paths and unpaved facilities that are not funded with federal transportation dollars and that are not designated as Class I bike paths do not need to be designed to Caltrans standards.
6. Class I bike path roadway crossings should be carefully engineered to accommodate safe and visible crossing for users. The design needs to consider the width of the roadway, whether it has a median, and the roadway's average daily and peak-hour traffic volumes. Crossings of low-volume streets may require simple stop signs. Crossings of streets with Average Daily Traffic (ADT) of over 15,000 vehicles per hour should be assessed for signalized crossing, flashing LED beacons, crossing islands, or other devices. Roundabouts may be a desirable treatment for a bike path intersecting with roadways where the bike path is not

FIGURE 2 Cycle track intersection treatment.

next to a parallel street.

7. Lighting should be provided where bicyclists will likely use the bike path in the late evening, such as along commuter routes.

8. Barriers at path entrances to prevent motorized vehicles from entering, such as obstacle posts and gates, can obstruct bicyclists and should be avoided when possible. Typically, barriers should not be considered until after it has been determined that other measures to prevent motor vehicles from entering have failed, and where the safety and other issues posed by unauthorized vehicles are more serious than the safety and access issues posed to path users. Signs and other design solutions are preferred.

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

CYCLE TRACKS

Cycle tracks, also known as protected bike lanes, are Class I bikeways located on or adjacent to streets where bicycle traffic is separated from motor vehicle traffic by physical barriers. These barriers provide a sense of comfort and safety over and above that provided by typical bike lanes. Where on-street parking exists, cycle tracks are installed between the parking and the curb. Where no on-street parking exists they are located between the curb and travel lanes. They can be well suited to downtown areas where there are many people bicycling and walking, and where it is beneficial to get bicyclists off the sidewalk. They may also be used along some suburban streets with high-speed traffic. Streets selected for cycle tracks should have minimal pedestrian crossings and driveways. They should also have minimal loading/unloading activity and other street activity. The cycle tracks should be designed to minimize conflicts with these activities as well as with pedestrians and driveways.

Cycle tracks are best suited for existing streets where surplus width is available; the combined width of the cycle track and the barrier is more or less the width of a travel lane. The area to be used by bicycles should be of adequate width for street sweeping to ensure that debris will not accumulate. Cycle tracks tend to work most effectively where there are few uncontrolled crossing points with unexpected traffic conflicts.

Cycle track concerns include treatment at intersections, uncontrolled midblock driveways and crossings, wrong-way bicycle traffic, and difficulty accessing or exiting the facility at midblock locations. Left-turns also present challenges. Early research shows that well-designed cycle tracks attract many new cyclists and can be safer.

Overall Design Considerations for Cycle Tracks

- The protective area should generally be a minimum of 3 feet wide. Where space is limited 2 feet may be considered acceptable. Protective barriers may include posts/bollards/pylons, curbing, parking stops and landscaped islands.
- Parking near driveways and intersections should be prohibited to allow for good visibility.
- Where motorists cross the cycle track to enter driveways, the opening should be constrained so that they have to slow down and turn at a right angle.
- Coloring, yield markings and "Yield to Bikes" signs should be used in areas where motorists cross cycle tracks.
- Cycle tracks at intersections require deliberate design solutions (see Figure 2). Typically, this entails adding a separate signal phase that corresponds with motor vehicles travelling the same direction. The cycle tracks should have a red phase when

conflicting turning movements of vehicles in the travel lanes have a green phase, and vice versa.

- Cycle tracks should be colored and stenciled through both signalized and unsignalized intersections to notify motorists that they are crossing a bikeway.
- Gaps should be installed in protective barriers to allow people in wheelchairs to cross them. These gaps should be placed where curb ramps allow passage to sidewalks.
- When cycle tracks are to be implemented on existing roadway surfaces, it is important to identify and remediate any longitudinal cracking greater than ½" wide, utility covers that are not flush, vertical deformations, and other conditions that may affect rideability.
- Cycle tracks need to be carefully designed at bus stops. Passengers will need to cross the cycle tracks. The bus stop may be located in the protected area so buses and bicyclists don't cross. This requires that the protected area be as wide as a bus stop (minimum of 8 feet). The protected area can be widened at the bus stops in parallel with on-street parking. Raising the cycle tracks at the bus stop to sidewalk and bus stop level allow passengers waiting on the sidewalk to cross the cycle track and enter the bus easily, and cues the cyclists to yield. Raised cycle tracks also accommodate people in wheelchairs without the need for curb ramps.

FIGURE 3 One-way cycle track.

FIGURE 4 Two-way cycle track.

One-Way Cycle Tracks

In most circumstances, one-way cycle tracks work best because they are much simpler to design at intersections (see Figure 3). They are designed similar to bike lanes, although they may be located between parked cars and the curb. On streets where no on-street parking exists, one-way cycle tracks are situated between the curb and travel lanes with physical protection between the cycle tracks and travel lanes. On streets with no on-street parking, one-way cycle tracks and buffered bike lanes have very similar design and function. Buffered bike lanes have a painted barrier, whereas cycle tracks have a physical barrier. Thus, cycle tracks and buffered bike lanes can be combined along a street, adding the physical protection where it is feasible, and reverting to the buffered bike lane in other sections. The bike lanes should be at least 5 feet wide, and a minimum of 6 feet is preferred. Where bicycle volumes are high, 7' allows cyclists to pass one another comfortably. Intersections can be designed like typical bike lanes: the physical protection is dropped, and on-street parking is prohibited on the intersection approach. Intersections may also be designed such that cyclists stay on the curbside and cross the intersection on the right of the travel lanes and turning vehicles. This design requires separate signal phasing. Using street sweepers that fit into one-way cycle tracks presents one of the primary challenges. Most street sweepers are too wide but smaller ones can be purchased.

Two-Way Cycle Tracks

Two-way cycle tracks take up less space on the street cross section than two one-way cycle tracks since they require only one protective barrier. They are also wide enough for most street sweepers. These are the primary advantages. The riding space of two-way cycle tracks should generally be at least 12 feet wide. Where they lead directly into a bike path or an intersecting cycle track, transitioning from two-way cycle tracks is seamless. However, where cycle tracks terminate into bike lanes or common travel lanes, the transition requires cyclists to enter and exit from crosswalks if they are travelling opposite traffic. Two-way cycle tracks present more potential conflict points at intersections than one-way cycle tracks and must be designed with more care. They require separate signal phases at intersections. Figure 4 shows a two-way cycle track.

FIGURE 5 Raised cycle track.

FIGURE 6 Bike lane schematic.

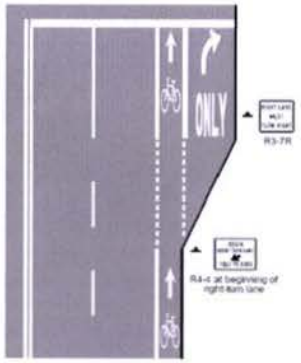


FIGURE 7 Bike Lane (R81) and Bike Route (D11-1) signs.

Raised Cycle Tracks

Cycle tracks that have curbs and are raised above the street level provide greater protection from midblock traffic (see Figure 5). At intersections they have the same issues, challenges and design solutions as one-way or two-way cycle tracks.

CLASS II BIKE LANE FACILITIES DESIGN RECOMMENDATIONS

The following guidelines should be used when designing Class II bikeway facilities. The HDM Chapter 1000, the American Association of State Highway and Transportation Officials (AASHTO), the CAMUTCD, and the Caltrans Traffic Manual provide these guidelines.

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:
    a. Bike lanes located between through traffic lanes and right turn pockets at intersection approaches (see Figure 6)
    b. 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
    c. Where there is no curb and the pavement is smooth to the edge
3. "Bike Lane" (R81) and "Bike Route" (D11-1) Signage, as shown in Figure 7, shall be posted after every significant intersection along the route of the bike lane facility. "Begin" and "End" plaques (R81A or R81B) should accompany the "Bike Lane" sign when appropriate. The route number shown on the Bike Route Identification sign should correspond to the latest City Bicycle Routes and Facilities Map. The Bike Route Identification sign can also be used in conjunction with an arrow plaque (M6 series) in advance of another approaching bike lane or route to direct bicyclists. If a bike lane exists where parking is prohibited, "no parking" signage may accompany bike lane signage.
4. Bike lanes should be striped with a 6-inch wide solid white stripe of (CAMUTCD Detail 39) and should be dashed (Detail 39A) at an intersection approach. The length of Detail 39A shall be 100 feet when the block is short (less than 400') and 200 feet where the block is longer or vehicle speeds are high (greater than 35 mph). The dashed bike lane stripe allows for use of the bike lane as a right-turn pocket for motor vehicles.
5. At the beginning of each and end of each block and at approximately 150' to 250' intervals, pavement stencils of a bicycle and arrow shall be used to show the direction of travel (see Figure 8). The stencils at the end of the block should be placed just before the dashed bike lane stripe (Detail 39B).
6. Bike lanes with two stripes are more visible than those with one and are preferred. The second inside stripe (4 inch solid white) would differentiate the bike lane from the parking lane where appropriate.
7. Where space permits, intersection treatments should include bike lane 'pockets' as shown in Figure 6.
8. At signalized intersections, loops or other means of bicycle detection should be installed near the limit line in the bike lane and all vehicle lanes that have detection. Signal timing and phasing should be set to accommodate bicycle acceleration speeds. Painted bicycle detector stencils may be placed at detection zones located within the bike lane to notify bicyclists where they

FIGURE 8 Bike lane striping and stencil.

FIGURE 9 Green bicycle lane.

FIGURE 10 Buffered bicycle lane.

can actuate the signal.

9. Where bike lanes terminate, they typically should transition to a Class III bike route when possible. Cyclists should be notified through a sign that includes the Bike Lane sign (R81) with End plaque (R81B). Shared lane markings (sharrows) should be placed in the transition zone to help guide cyclists to the proper place to ride in the lane. Class III bike route time, distance and destination signs should help provide continuity.

10. When bike lanes are to be implemented on existing roadway surfaces, it is important to identify and remediate any longitudinal cracking greater than ½" wide, vertical deformations such as utility covers that are not flush, and other conditions that may affect rideability.

11. Traffic signals can be timed and coordinated for cyclists (where appropriate).

COLORED BICYCLE LANES

Green bicycle lanes increase visibility for cyclists. The Federal Highway Administration (FHA) and the California Traffic Control Device Committee have approved green bike lanes (shown in Figure 9) on an interim basis per CAMUTCD IA-14; Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes. The State of California has requested and received approval from the FHA to implement CAMUTCD IA-14 statewide. Consequently, the City may implement green bike lanes without need to notify the State or FHA, provided the CAMUTCD guidelines are followed.

Green bicycle lanes are sometimes used as "conflict zone" treatments. They are short lanes that are used at right-turn pockets or driveways to alert right-turning motorists of the bike lane. Green bicycle lanes can also be used as a continuous treatment spanning the extended length of a bike lane corridor.

BUFFERED BIKE LANES

Buffered bike lanes provide a painted divider between the bike lane and the adjacent travel lane (see Figures 10 and 11). This additional space can improve the comfort of cyclists, as they don't have to ride as close to motor vehicles. Buffered bike lanes can also be used to narrow travel lanes, which slows traffic. An additional buffer may be used between parked cars and bike lanes to direct cyclists to ride outside of the door zone of the parked cars. These are most important with significant parking turnover. Buffered bike lanes are most appropriate on wide, busy streets. They can be used on streets where physically separating the bike lanes with cycle tracks is undesirable for cost, operational, or maintenance reasons.

FIGURE 11 Buffered bicycle lane schematic

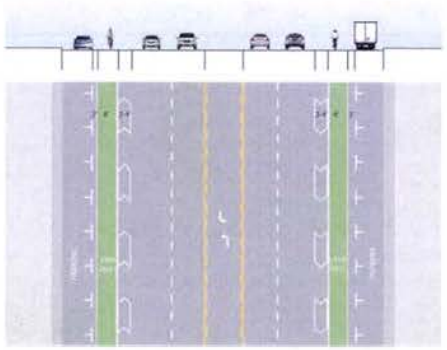
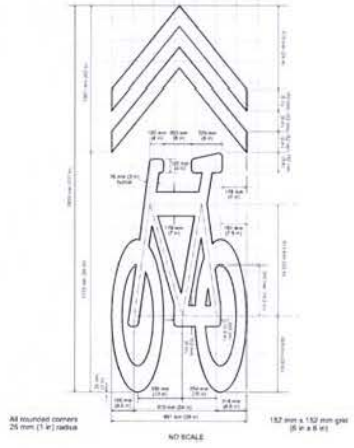


FIGURE 12 Sharrow stencil



CLASS III BIKE ROUTES

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

- Route, directional, and distance signage
- Wide curb lanes
- Shared lane marking stencils painted in the traffic lane along the appropriate path of where a bicyclist would ride in the lane (see Figures 13 and 14 and discussion below)
- Accelerated pavement maintenance schedules
- Traffic signals timed and coordinated for cyclists (where appropriate)
- At signalized intersections, loop detectors or other means of bicycle detection should be installed near the limit lane in all vehicle lanes that have vehicle detection.
- Traffic signals can be timed and coordinated for cyclists (where appropriate). Signal timing and phasing should be set to accommodate bicycle acceleration speeds.
- Traffic calming measures
- Remediation of longitudinal cracking greater than ½" wide, utility covers that are not flush, vertical deformations, and other conditions that may affect rideability.
- "Bike Route" (D11-1) signage, as shown in Figure 7, should be posted after every intersection along the route to inform bicyclists that the bikeway facility continues and alert motorists to the presence of bicyclists. "Begin" and "End" plaques (M4-14 and M4-6) should accompany the Bike Route sign when appropriate. The route number shown on the Bike Route Identification sign should correspond to the latest City Bicycle Routes and Facilities Map. The Bike Route sign can also be used in conjunction with an arrow plaque (M6 series) in advance of another approaching bike route or lane to direct bicyclists. If a bike route exists where parking is prohibited, "no parking" signage may accompany bike lane signage.

SHARROWS

Sharrow stencils (Figure 12) are recommended as a way to enhance the visibility and safety of Class III bike routes. Sharrows (officially known as "shared lane markings") indicate to cyclists the proper position to ride within the travel lane and assist with wayfinding. They also alert motorists that the travel lane is to be shared with bicyclists.

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

FIGURE 14 Long Beach green sharrow lane.

FIGURE 15 Brookline, MA Sharrow markings.

FIGURE 16 UCLA campus Type B Sharrows.

FIGURE 13 Shared lane marking placement graphic (left) and photo (right).

On two-lane roadways, these minimum distances allow vehicles to pass bicyclists on the left within the same lane without encroaching into the opposite lane of traffic. (On multi-lane roadways, motorists must change lanes to pass a cyclist.) On streets with on-street parking, installing sharrows more than 11 feet from the curb will also move the bicyclist farther from the "door zone" (see Figure 13 [top]) (approximately 4').

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

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

TYPE B SHARROWS

The Cities of Long Beach and San Francisco are presently experimenting with green coloring of travel lanes with sharrows, which Ryan Snyder Associates has termed Type B sharrows (see Figure 14, 15, and 16). The wide green stripe used in Long Beach and green-backed sharrows in San Francisco send a strong signal to cyclists as to where they should ride. They also communicate to motorists that bicyclists are legitimate users of the entire travel lane. Although no standards are established, multi-lane streets with narrow curb lanes are likely the most appropriate for Type B sharrows. This treatment has not yet been approved as part of the CAMUTCD. Until it is approved, the City would have to use this treatment under the sanctioned experimental process defined in section 1A.10 of the CAMUTCD. FHWA recently cancelled further experimentation with the Long Beach-style green stripe sharrows and the greenback sharrows. Brookline, Massachusetts uses another form of Type B sharrows, which consists of large sharrows placed close together with an additional outer marking (see Figure 15). Some cities highlight sharrows with a square of green paint to make them more visible. These are called green-back sharrows (see Figure 16).

Signage and Markings

Bikeway signage should conform to the signage standards identified in the Manual on Uniform Traffic Control Devices (MUTCD, 2009) and the California MUTCD 2010. These documents give specific information on the type and location of signage for the primary bikeway system. Table 1 on the next page provides guidance on some of the most important signs.

FIGURE 17 Bikes may Use the Full Lane (R4-11)

R4-11

WAYFINDING SIGNAGE

Palm Springs should launch a wayfinding system to guide bicyclists to their destinations. Glendale, CA recently began installing wayfinding signs along their network, as Figure 18 shows. Signs will be typically placed at decision points along routes within the City's bicycle network, which may include the intersection of two or more bikeways and at key locations leading to and along bikeways. Similarly, Los Angeles recently began marking street signs with bicycles if the street is a bicycle friendly street (see Figure 19). Ideally, wayfinding signs should indicate direction, time and distance.

Figure 17 shows a supplemental "Bikes May Use the Full Lane" sign to alert motorists of cyclists right to the lane. These supplement wayfinding. This sign is being used as a potentially more effective sign than "Share the Road Signs".

Figure 7 illustrates a sign the City currently uses and can be used for wayfinding.

It is important to provide information to cyclists where bike routes turn, or where bikeways intersect. This can be done with both signs and pavement markings as shown in Figure 20. Palm Springs can enhance typical Class III routes with directional signage and pavement markings. These markings allow the cyclist to understand how the route continues, especially if it is one that may be less direct.

FIGURE 18 Glendale wayfinding sign.

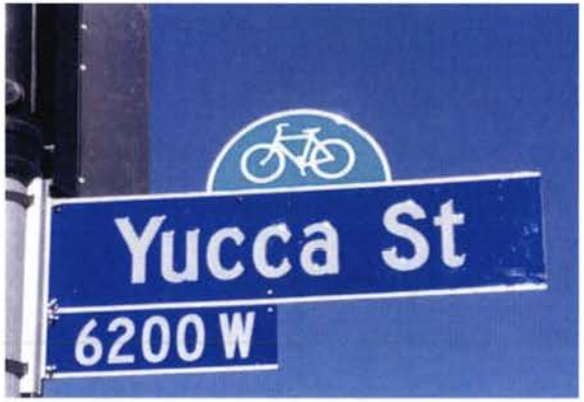


FIGURE 19 Los Angeles Bicycle Friendly Street sign.

FIGURE 20 Examples of paving markings (top two images) and directional signage (bottom two images).

TABLE 1 RECOMMENDED BIKEWAY SIGNAGE AND MARKINGS

Signage	Location	Color	CA MUTCD Designation	MUTCD Designation
Bicycle Crossing	For motorists at a bikeway crossing	B on Y	N/A	W11-15 with W11-15P (optional)
Bike Lane	At the far side of significant arterial intersections	B on W	R81	R3-17
Begin (bike lane)	Where a bike lane begins	B on W	R81A	
End (bike lane)	Where a bike lane ends	B on W	R81B	
Stop Ahead	Where a stop sign is obscured	B, R on Y	W3-1	W3-1
Signal Ahead	Where signal is obscured	B, R, G	W3-3	W3-3
Pedestrian Crossing	Where a pedestrian walkway crosses a bikeway	B on Y	W11-2	W11-2
Directional Signs	At intersections where access to major destinations is available	W on G	G7, G8	D1-1b, D1-2b, D1-3b, D1-1c, D1-2c, D1-3c
Right Lane Must Turn Right; Begin Right Turn Here, Yield to Bikes	Where a bike lane ends before an intersection	B on W	N/A, R4-4	R3-7, R4-4
Share the Road	Where there is need to warn motorists to watch for bicyclists along the highway	B on Y	W16-1 with W11-1	W16-1P with W11-1
Bicycles May Use Full Lane	Where travel lanes are too narrow for bicyclists and motor vehicles to travel side by side	B on W	R4-11	R4-11

CHOICE OF BIKEWAY TYPE

The type of treatment depends on the street or right-of-way, width, adjacent land uses, traffic volumes, and traffic speeds. When exclusive right-of-way exists, bike paths are planned. Bike lanes are planned on streets that have enough width to accommodate them. Road diets are planned to create space for bike lanes on multi-lane streets where traffic volumes allow. Improvements to bike lanes are planned where enough space exists to widen bike lanes or to stripe buffers. Bike routes are planned on streets where network connectivity is needed, but insufficient space exists for bike lanes, or where traffic volumes do not call for bike lanes.

The following factors should be considered guidelines, and will be modified and interpreted as necessary for a given situation. The City will use its judgment if it chooses to plan additional bikeways in the future or modify the proposed bikeways due to engineering constraints. The City will also use appropriate experimental processes and guidelines when implementing devices such as wayfinding markings, Type B sharrows, colored bike lanes, etc.

Lane Width

- Any road with 45 MPH speed limit: 11' lanes preferred, minimum of 10' allowable
- All other roads: Minimum 10' lanes
- Parking lane: Minimum width of 7', 8' where bike lanes can be accommodated with wider parking lanes

Road Diets

Road diets are recommended to provide space for attractive bike lanes on where needed on four-lane streets with less than 20,000 Average Daily Traffic (ADT). This is the threshold that national studies have determined to have sufficient capacity with two lanes or two lanes and a center-turn lane. On six-lane streets, 40,000 ADT was used as the threshold for reducing the number of lanes to four.

Bikeway Type

- Minimum width of a bike lane is 5', but it is recommended to use 6' to 7' as the standard wherever possible.
- Where bike lanes do not fit, but network connectivity is necessary, bike routes with sharrows will be planned.
- Type B sharrows are recommended along streets with high traffic volumes and where a high quality of bikeway is needed in central areas, near schools, and other key locations.
- Colored bike lanes are recommended in central areas, along commercial streets, along streets with high traffic volumes and where a high quality of bikeway is needed near schools and other key locations.
- Buffers are painted between the travel lanes and bike lane and/or between on-street parking and striped bike lanes to provide extra comfort to the cyclist where roadway width permits (see note on buffer design and MUTCD compliance below).

- Double buffered bike lanes are recommended where adequate space exists, where traffic volumes are high and in commercial areas where significant parking turnover is likely.
- Cycle tracks are recommended along one-way portions of Palm Canyon Drive and Indian Canyon Drive where they would offer protection in a busy area, and where merchants may benefit from the traffic calming that would result (see Design Guidelines on page 7).
- Where average daily traffic (ADT) is high, in central areas of the city, or where traffic moves fast, this Plan recommends coloring bike lanes to ensure the bikeway is prominent to motorists.
- Consider traffic circles to replace stop-controlled intersections to improve bikeways where appropriate

Painted buffers greater than 2' in width are legal in California if they are placed outside of a bicycle lane where there is no on-street parking. If there is on-street parking, the City may want to go through an experimental process with the California Traffic Control Device Committee (CTCDC) to install buffers wider than 2'. Some jurisdictions, such as the City of Los Angeles, have developed striping plans that they believe comply with the California MUTCD and California Vehicle Code, allowing them to install wide painted buffers without going through an experimental process. The striping plans include breaks in the buffers.

Type B sharrows will also have to go through the experimental process with the CTCDC.

- Field Work results
- Existing Bikeways
- Proposed Bikeways

All streets not listed in the Proposed Bikeways table will be Shared Lane Marking streets.

Tables follow the maps to show Existing and Proposed Bikeways.

The City has 11.5 miles of existing Class II bike lanes, 15.57 miles of existing Class III bike routes and 8.04 miles of existing sidewalk bike paths next to streets.

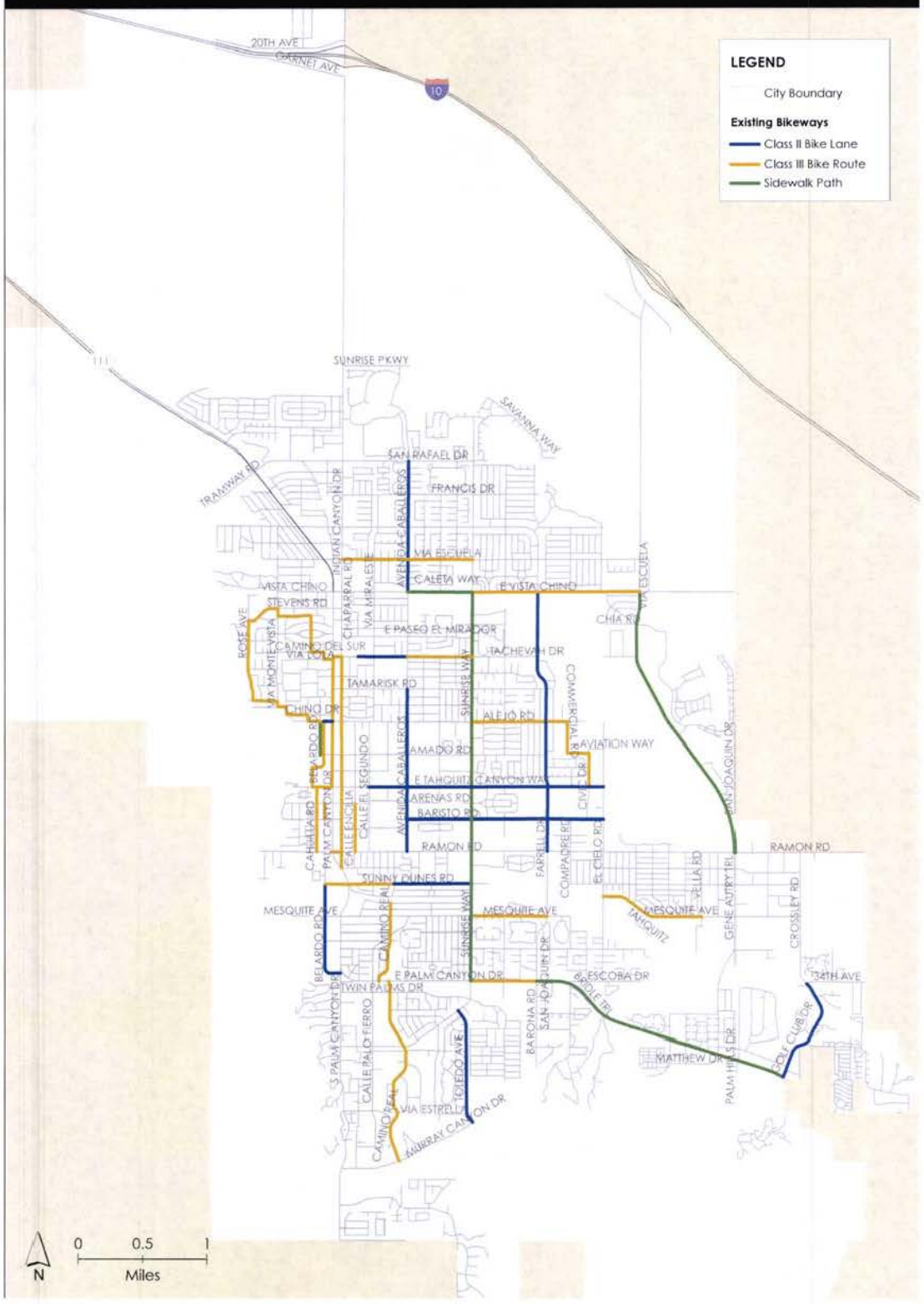
Table 2 shows the total proposed mileage for all types of bikeways along with planning level cost estimates.

TABLE 2 LENGTH BY BIKEWAY TYPE WITH PLANNING LEVEL COST ESTIMATES

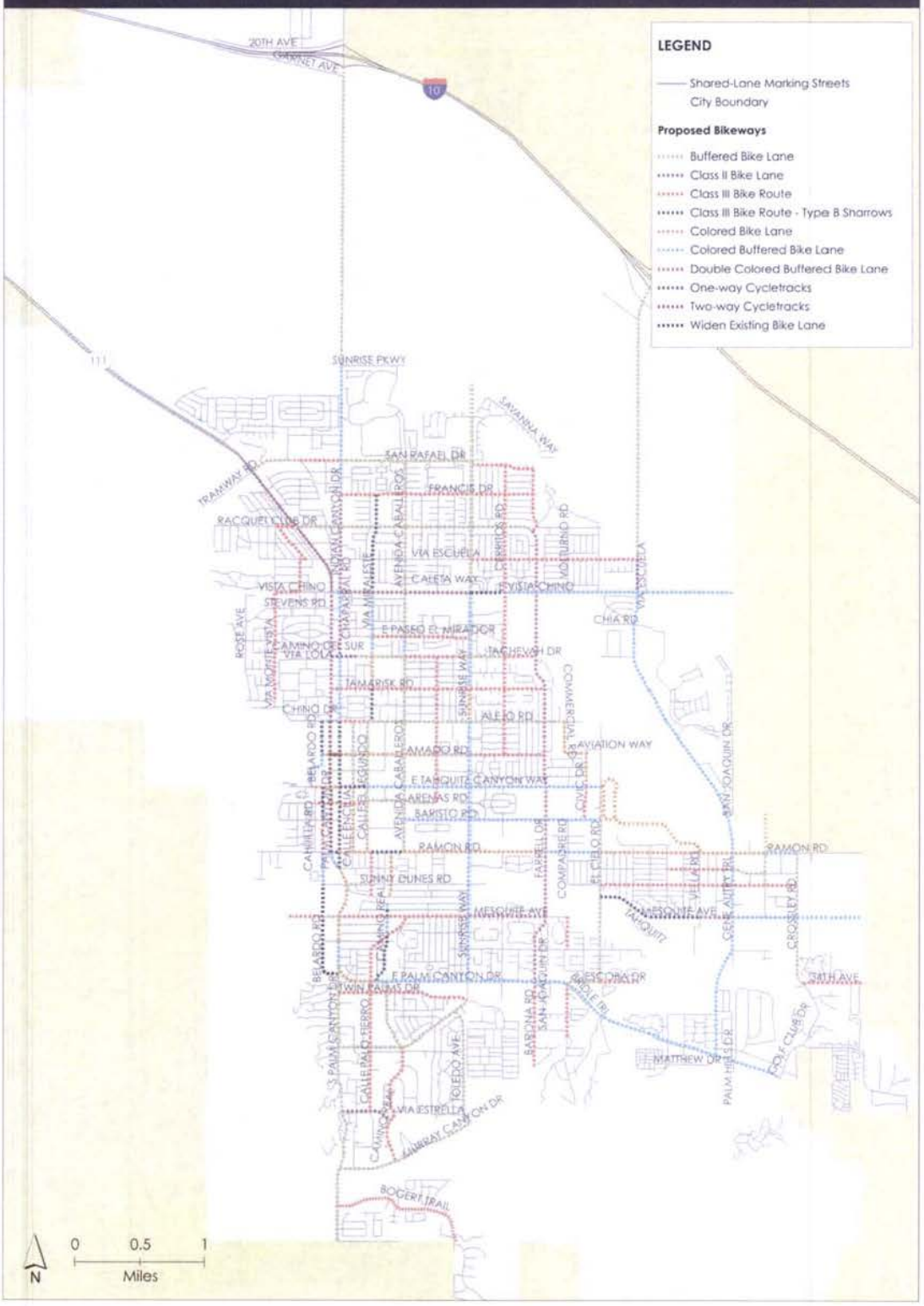
Bikeway Type	Total (mi.)	Cost/Mile	Estimated Cost
Buffered Bike Lanes	28.11	$65,000	$1,827,150
Class II Bike Lane	0.84	$50,000	$42,000
Class III Bike Route	23.86	$25,000	$596,500
Class III Bike Route with Type B Sharrows	3.53	$50,000	$176,500
Colored Buffered Bike Lanes	20.26	$150,000	$3,039,000
Colored Bike Lanes	8.54	$130,000	$1,110,200
One-way Cycletracks	1.13	$750,000	$847,500
Two-way Cycletracks	1.16	$800,000	$928,000
Double Colored Buffered Bike Lanes	8.72	$120,000	$1,046,400
Widen Existing Bike Lanes	0.79	$35,000	$27,650
Shared Lane Marking Streets	248.87	$10,000	$2,488,700
Grand Total	**339.94**		**$12,129,600**

Cycle tracks on Palm Canyon - 10 signal modifications, curb extension reconstruction. Requires more in depth cost analysis.
Cycle tracks on Indian Canyon - 7 signal modifications, curb extension reconstruction. Requires more in depth cost analysis.

Existing Bikeways
City of Palm Springs



Proposed Bikeways
City of Palm Springs



Existing and Proposed Bikeways
City of Palm Springs

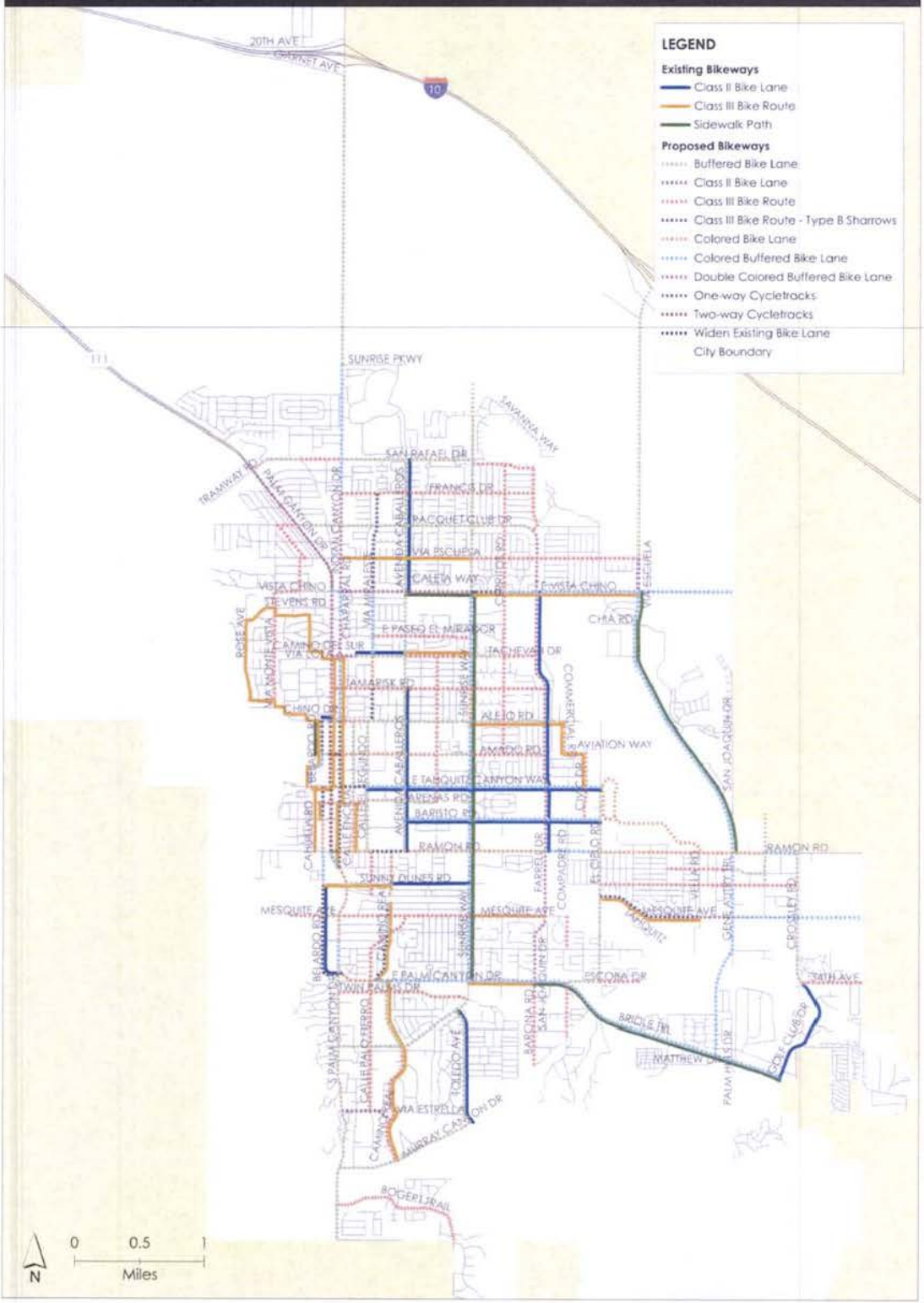


TABLE 3 FIELD WORK

Street	From	To	Width (Ft.)	To Median (x)	# of Lanes	Center Turn Lane/Median (C,M)	Parking (x)	Comments
34th Ave.	Crossley Rd.	Whitewater Wash	32		2		x	
Alejo Rd.	Belardo Rd.	N. Palm Canyon Dr.	38 -42		2		x	38' with no parking; 42' with parking and 2 turn lanes
Alejo Rd.	N. Palm Canyon Rd.	Indian Canyon Dr.	68		4	C		
Alejo Rd.	Indian Canyon Dr.	Calle El Segundo	32		2		x	
Alejo Rd.	N. Calle El Segundo	N. Sunrise Way	64		2		x	
Alejo Rd.	N. Sunrise Way	N. Farrell Dr.	51		2		x	
Alejo Rd.	N. Farrell Dr.	N. Civic Dr.	51		2		x	
Amado Rd.	N. Belardo Rd.	N. Indian Canyon Dr.	44		2		x	
Amado Rd.	N. Indian Canyon Dr.	N. Hermosa Dr.	48-60		2		x	Small stretch is narrower with soft shoulder
Amado Rd.	N. Hermosa Dr.	N. Sunrise Way	66		2		x	
Amado Rd.	N. Sunrise Way	N. Farrell Dr.	36-38		2		x	
Araby Rd.	E. Palm Canyon Dr.	Murray Canyon Dr.	40		2		x	
Arenas Rd.	S. Cahuilla Rd.	S. Palm Canyon Dr.	38		2		x	
Arenas Rd.	S. Palm Canyon Dr.	S. Indian Canyon Dr.	48-50		2	C	x	
Arenas Rd.	S. Indian Canyon Dr.	S. Calle Encilia	26		2		x	
Arenas Rd.	S. Calle Encilia	S. Calle El Segundo	33		2		x	
Arenas Rd.	S. Calle El Segundo	S. Avenida Caballeros	64		2		x	
Arenas Rd.	S. Avenida Caballeros	N. Hermosa Dr.	58		2		x	
Avenida Caballeros	W. Ramon Rd.	E. Tamarisk Rd.	64		2		x	6' wide bike lanes
Avenida Caballeros	E. Tamarisk Rd.	E. Tachevah Dr.	64		2		x	
Avenida Caballeros	E. Tachevah Dr.	E. Paseo El Mirador	50		4			
Avenida Caballeros	E. Paseo El Mirador	E. Vista Chino	64		4		x	
Avenida Caballeros	E. Vista Chino	E. San Rafael Dr.	64		2		x	
Avenida Granada	S. Palm Canyon Dr.	S. Camino Real	64		2		x	
Baristo Rd.	El Cielo Rd.	S. Avenida Caballeros	64		2		x	5' Bike lanes
Barona Rd.	E. Palm Canyon Dr.	Sandcliff Rd.	64		4		x	Parking not used much at the time of survey; Just S/O Ramon Rd. - no parking + center-turn lane
Barona Rd.	Sandcliff Rd.	South end	Narrow		2			Undeveloped
Belardo Rd.	W. Alejo Rd.	W. Amado Rd.	36-46		2		x	Multipurpose path on east side
Belardo Rd.	W. Amado Rd.	W. Tahquitz Canyon Way	48-58		2		x	
Belardo Rd.	W. Tahquitz Canyon Way	W. Arenas Rd.	40		2		x	
Belardo Rd.	W. Arenas Rd.	W. Baristo Rd.	40-48		2		x	Variable widths
Belardo Rd.	W. Baristo Rd.	W. Ramon Rd.	50		2		x	
Belardo Rd.	W. Ramon Rd.	E. Sunny Dunes Rd.	64		2		x	

Street	From	To	Width (Ft.)	To Median (x)	# of Lanes	Center Turn Lane/Median (C,M)	Parking (x)	Comments
Belardo Rd.	E. Sunny Dunes Rd.	S. Palm Canyon Dr.	36-38					
Bogert Trail	S. Palm Canyon Dr.	City limit	36				x	
Cahuilla Rd.	E. Tahquitz Canyon Way	E. Ramon Rd.	Narrow		2		x	
Calle El Segundo	E. Alejo Rd.	E. Amado Rd.	64		2		x	
Calle El Segundo	E. Amado Rd.	E. Ramon Rd.	64		4		x	
Calle Encilia	E. Alejo Rd.	E. Arenas Rd.	64		2	C	x	
Calle Encilia	E. Arenas Rd.	Ramon Rd.	47		2		x	Signed as one short bike route/30' section
Calle Palo Fierro	E. Ramon Rd.	N. Riverside Dr.	32-34		2		x	
Calle Palo Fierro	E. Mesquite Rd.	E. Palm Canyon Dr.	38-40		2		x	
Calle Palo Fierro	E. Palm Canyon Dr.	Twin Palms Dr.	40		2		x	
Calle Palo Fierro	Twin Palms Dr.	E. La Verne Way	24		2			
Calle Palo Fierro	E. La Verne Way	Ave Granada	40		2		x	
Camino Parocela	El Cielo Rd.	Gene Autry Trail	36-40		2		x	
Camino Parocela	Gene Autry Trail	San Luis Rey Rd.	50		2		x	
Camino Real	S. Riverside Dr.	Calle Palo Fierro	62		3		x	School
Camino Real	Calle Palo Fierro	E. Palm Canyon Dr.	30-51		2		x	Variable width
Camino Real	E. Palm Canyon Dr.	E. La Verne Way	64		2		x	
Camino Real	E. La Verne Way	Murray Canyon Dr.	38-40		2		x	
Cerritos Dr.	Joyce Dr.	Amado Rd.	20-40				x	
Civic Dr.	E. Alejo Rd.	E. Tahquitz Canyon Way	36-44		2		x	36' where parking probibited, 44' where permitted; Good route - signed bike route now
Civic Dr.	E. Tahquitz Canyon Way	E. Baristo Rd.	40		2		x	
Compadre Rd.	E. Mesquite Ave.	Sonora Rd.	40		2		x	
Crossley Rd.	E. Ramon Rd.	Sunny Dunes Rd.	64		4	C		
Crossley Rd.	Sunny Dunes Rd.	Dinah Shore Dr.	64		2			
Crossley Rd.	Dinah Shore Dr.	Entrance to Fairway Cir.	56		2			
Crossley Rd.	Entrance to Fairway Circle	34th Ave.	60-80		4	C		No bike lane
Dinah Shore Dr.	Gene Autry Trail	Golf Club Dr./Crossley Rd.	32	x	4	M		
Dinah Shore Dr.	Crossley Rd.	City Limit	31	x	4	M		
E. Palm Canyon Dr.	S. Palm Canyon Dr.	S. Indian Trail	64		4	C		
E. Palm Canyon Dr.	S. Indian Trail	Arguilla Rd.	70		4	C		
E. Palm Canyon Dr.	Arguilla Rd.	S. Sunrise Way	76		4	C		
E. Palm Canyon Dr.	S. Sunrise Way	Smoke Tree Ln.	68		4	C		
E. Palm Canyon Dr.	Smoke Tree Ln.	Farrell Dr./Barona Rd.	32	x	4	M		

Street	From	To	Width (Ft.)	To Median (x)	# of Lanes	Center Turn Lane/Median (C,M)	Parking (x)	Comments
E. Palm Canyon Dr.	Farrell Dr./Barona Rd.	Murray Creek Bridge	65		4			
E. Palm Canyon Dr.*	Murray Creek Bridge	Golf Club Dr.	65-70		4	C		
E. Palm Canyon Dr.*	Farrell Dr.	Golf Club Dr.						Sidewalk bike path on north side.
El Cielo Rd.	E. Tahquitz Canyon Way	E. Ramon Rd.	64		4	C	x	
El Cielo Rd.	E. Ramon Rd.	Escoba Dr.	64		2	C	x	
Escoba Dr.	E. Palm Canyon Dr.	El Cielo Rd.	64		2	C		
Escoba Dr.	El Cielo Rd.	End	40		2		x	To River
Farrell Dr.	E. Joyce Rd.	E. Racquet Club Dr.	36		2		x	
Farrell Dr.	E. Racquet Club Dr.	E. Vista Chino	64		4	C		
Farrell Dr.	E. Vista Chino	E. Ramon Rd.	64		4	C	x	Bike route signs on east side only from Vista Chino to Ramon Rd.
Farrell Dr.	E. Ramon Rd.	E. Palm Canyon Dr.	64		4			
Francis Dr.	N. Indian Canyon Dr.	N. Farrell Dr.	36		2		x	
Gene Autry Trail	I-10	E. Via Escuela	69		4			8' shoulders
Gene Autry Trail	E. Via Escuela	E. Vista Chino	27	x	4	M		
Gene Autry Trail*	E. Vista Chino	E. Ramon Rd.	34-35	x	6	M		
Gene Autry Trail*	E. Ramon Rd.	E. Mesquite Ave.	35	x	4	M		Parking not used (at time of survey); narrows @ Mesquite Ave.
Gene Autry Trail*	E. Mesquite Ave.	S/O E. Mesquite Ave.	76		4	C		No bike route signs
Gene Autry Trail*	S/O E. Mesquite Ave.	E. Palm Canyon Dr.	60-76		3	C		Protected bike lane/ped path exist over bridge
Golf Club Dr.	34th Ave.	E. Palm Canyon Dr.	33	x	4	M		8' bike lane
Hermosa Dr.	E. Tachevah Dr.	E. Amado Rd.	40		2		x	
Hermosa Dr.	E. Amado Rd.	E. Arenas Rd.	22		2		x	Hermosa Dr. stops at Arenas Rd.
Indian Canyon Dr.	I-10	Sunrise Pkwy.	69		4			8' painted shoulders; narrows near Amtrak Station; bike lanes north of Amtrak Station
Indian Canyon Dr.	Sunrise Pkwy.	San Rafael Dr.	31	x	4	M		
Indian Canyon Dr.	San Rafael Dr.	E. Francis Dr.	55-60		4	C		
Indian Canyon Dr.	E. Francis Dr.	Racquet Club Dr.	76		4	C	x	
Indian Canyon Dr.	Racquet Club Dr.	Vista Chino	70-76		4	C	x	
Indian Canyon Dr.	Vista Chino	E. Camino Monte Vista	60		4	C	x	
Indian Canyon Dr.	E. Camino Monte Vista	E. Tachevah Dr.	76		4	C	x	
Indian Canyon Dr.	E. Tachevah Dr.	E. Alejo Rd.	61		4	C		Becomes two-way N/O Alejo Rd.
Indian Canyon Dr.	E. Alejo Rd.	E. Arenas Rd.	64		4		x	Curb extension; one way
Indian Canyon Dr.	E. Arenas Rd.	E. Camino Parocela	64		4		x	One-way
Joyce Rd.	N. Sunrise Way	N. Farrell Dr.	36		2		x	
Kirk Douglas Way/Airport	E. Tahquitz Canyon Way	E. Ramon Rd.	28, 43, 51		2,3,4			28' with 2 lanes, 43' with 3 lanes, 51' with 4 lanes

Street	From	To	Width (Ft.)	To Median (x)	# of Lanes	Center Turn Lane/Median (C,M)	Parking (x)	Comments
La Verne Way	S. Palm Canyon Dr.	S. Sunrise Way	62-64		4		x	Bike route signs only at intersections of Camino Real and Toledo Ave.
Las Palmas Trail: Via Lola, Camino del Corte, Camino Sur, Camino Cerrito, Camino Norte, Vine Ave., Stevens Rd., Rose Ave., Crescent Dr., Belardo Rd., Alejo Rd.			Varies, Narrow		2		x	
Mesquite Ave.	West End	S. Belardo Rd.	20-29-36		2			Variable width
Mesquite Ave.	S. Belardo Rd.	S. Palm Canyon Dr.	64		2		x	
Mesquite Ave.	S. Palm Canyon Dr.	S. Camino Real	40		2		x	
Mesquite Ave.	S. Camino Real	S. Sunrise Way	40-50		2		x	Variable width, sloped parking
Mesquite Ave.	S. Sunrise Way	S. Farrell Dr.	64		2		x	Existing bike route signs
Mesquite Ave.	El Cielo Rd.	Vella Rd.	Varies		2		x	Too narrow for bike lanes to Vella Rd.; bike route to Vella Rd.
Mesquite Ave.	Vella Rd.	S. Gene Autry Trail	64		4	C	x	Check ADT, maybe don't need 4 lanes
Murray Canyon Dr.	S. Palm Canyon Dr.	Toledo Ave.	64		4		x	Parking not used at the time of survey
N. Palm Canyon Dr.*	North City Limit	Tram Way	34	x	4			Wide shoulder
N. Palm Canyon Dr.*	Tram Way	W. San Rafael Dr.	64		4		x	
N. Palm Canyon Dr.*	W. San Rafael Dr.	Vista Chino	64		4		x	
N. Palm Canyon Dr.	Vista Chino	Alejo Rd.	64		4		x	
N./S. Palm Canyon Dr.	Alejo Rd.	Ramon Rd.	50-55		3		x	One-way
Paseo El Mirador	N. Via Miraleste	N. Avenida Caballeros	40		2		x	
Paseo El Mirador	N. Avenida Caballeros	Linda Vista Rd.	21		2		x	
Paseo El Mirador	Linda Vista Rd.	N. Sunrise Way	40		2		x	
Racquet Club Rd.	N. Palm Canyon Dr.	N. Indian Canyon Dr.	64		4	C		
Racquet Club Rd.	N. Indian Canyon Dr.	N. Farrell Dr.	62-64		4		x	
Racquet Club Rd., Cardillo Ave., Via Escuela, Via Norte, Vista Chino, Via Monte Vista	N. Indian Canyon Dr.	Crescent Dr.	20-40				x	
Ramon Rd.	S. Palm Canyon Dr.	S. Indian Canyon Dr.	62		4	C	x	Parking side bike route
Ramon Rd.	S. Indian Canyon Dr.	S. Calle Encilia	64		4	C		
Ramon Rd.	S. Calle Encilia	Calle Palo Fierro	61		4	C		
Ramon Rd.	Calle Palo Fierro	S. Avenida Caballeros	70		4	C	x	Parking allowed but not used at the time of the survey
Ramon Rd.	S. Avenida Caballeros	S. Sunrise Way	76		4	C	x	
Ramon Rd.	S. Sunrise Way	S. Farrell Dr.	64		4	C		No bike route signs
Ramon Rd.	S. Farrell Dr.	El Cielo Rd.	70		4	C		

Street	From	To	Width (Ft.)	To Median (x)	# of Lanes	Center Turn Lane/Median (C,M)	Parking (x)	Comments
Ramon Rd.	El Cielo Rd.	Kirk Douglas Way	86		6	C		
Ramon Rd.	Kirk Douglas Way	Gene Autry Trail	46 and 35	x	7	M		4 lanes WB, 3 lanes EB
Ramon Rd.	Gene Autry Trail	San Luis Rey Rd.	35	x	6	M		No bike route signs
Ramon Rd.	San Luis Rey Rd.	Crossley Rd.	35	x	4	M		No bike route signs
S. Palm Canyon Dr.	W. Ramon Rd.	E. Camino Parocela	64		3			One-way
S. Palm Canyon Dr.	E. Camino Parocela	Morongo Rd.	62-64		4	C		Cross section varies; 2 bike route signs NB< 1 SB
S. Palm Canyon Dr.	Morongo Rd.	E. Palm Canyon Dr.	72		4	C		
S. Palm Canyon Dr.	E. Palm Canyon Dr.	El Portal	56		4		x	
S. Palm Canyon Dr.	El Portal	Ave Granada	64		4		x	
S. Palm Canyon Dr.	Ave Granada	South City Limit	64		4		x	
San Luis Rey Rd.	Mission Dr.	E. Ramon Rd.	68		3	C	x	Tapers down north
San Luis Rey Rd.	E. Ramon Rd.	Sunny Dunes Rd.	50		2	C		
San Rafael Dr.	N. Palm Canyon Rd.	N. Virginia Rd.	64		4	C	x	
San Rafael Dr.	N. Virginia Rd.	Indian Canyon Dr.	24		2			Soft shoulders
San Rafael Dr.	N. Indian Canyon Dr.	N. Avenida Caballeros	64		4	C		
San Rafael Dr.	N. Avenida Caballeros	N. Sunrise Way	64		4		x	
Sunny Dunes Rd.	West End	S. Palm Canyon Dr.	40		2		x	Signed bike route
Sunny Dunes Rd.	S. Palm Canyon Dr.	Calle Palo Fierro	64		2		x	Signed bike route
Sunny Dunes Rd.	Calle Palo Fierro	S. Camino Real	40		2		x	
Sunny Dunes Rd.	S. Camino Real	S. Sunrise Way	40		2		x	Parking on south side
Sunny Dunes Rd.	El Cielo Rd.	Crossley Rd.	40		2		x	Parking not used at the time of the survey
Sunrise Way	Whitewater Wash	E. San Rafael Dr.	35	x	4	M		
Sunrise Way	E. San Rafael Dr.	E. Vista Chino	64		4	C		
Sunrise Way	E. Vista Chino	E. Tamarisk Rd.	70		4	C		
Sunrise Way	E. Tamarisk Rd.	E. Alejo Rd.	66		4	C		
Sunrise Way	E. Alejo Rd.	E. Ramon Rd.	70		4	C		
Sunrise Way	E. Ramon Rd.	E. Sunny Dunes Rd.	72		4	C		No parking
Sunrise Way	E. Sunny Dunes Rd.	E. Palm Canyon Dr.	70		4	C		Parking on west side - not used at time of survey
Sunrise Way	Vista Chino	E. Palm Canyon Dr.						Sidewalk bike path whole way - 8'
Tachevah Dr.	N. Palm Canyon Rd.	N. Indian Canyon Dr.	52		4		x	Parking south side only
Tachevah Dr.	N. Indian Canyon Dr.	1/2 way to N. Via Miraleste	46		2	C	x	
Tachevah Dr.	1/2 way between N. Indian Canyon Dr. and N. Via Miraleste	N. Via Miraleste	56		2	C	x	Bike lane on north side only; Parking on south side only
Tachevah Dr.	N. Via Miraleste	N. Avenida Caballeros	51-52		2	C	x	Bike lane on north side only; Parking on south side only
Tachevah Dr.	N. Avenida Caballeros	N. Paseo de Anza	24-32		2		x	
Tachevah Dr.	N. Paseo de Anza	N. Sunrise Way	48-52		2		x	

Street	From	To	Width (Ft.)	To Median (x)	# of Lanes	Center Turn Lane/Median (C,M)	Parking (x)	Comments
Tachevah Dr.	N. Sunrise Way	Cerritos Dr.	64		2		x	
Tachevah Dr.	Cerritos Dr.	N. Farrell Dr.	33		2		x	
Tahquitz Canyon Way	N. Museum Dr.	N. Palm Canyon Dr.	50		2		x	
Tahquitz Canyon Way	N. Palm Canyon Dr.	N. Indian Canyon Dr.	47		2		x	
Tahquitz Canyon Way	N. Indian Canyon Dr.	N. Calle El Segundo	31-33	x	4	M	x	
Tahquitz Canyon Way	N. Calle El Segundo	El Cielo Rd.	31	x	4	M		5-6' bike lane
Tamarisk Rd.	N. Palm Canyon Dr.	N. Via Miraleste	30		2		x	
Tamarisk Rd.	N. Via Miraleste	N. Avenida Caballeros	41		2		x	No pavement for parking, north side
Tamarisk Rd.	N. Avenida Caballeros	N. Sunrise Way	30		2		x	
Tamarisk Rd.	N. Sunrise Way	N. Farrell Dr.	40		2		x	
Toledo Ave.	S. La Verne Way	Murray Canyon Dr.	64		2		x	6' bike lane; 14' parking
Twin Palms Dr.	S. Palm Canyon Dr.	S. La Verne Way	39		2		x	
Via Escuela	N. Palm Canyon Rd.	N. Indian Canyon Dr.	40		2		x	
Via Escuela	N. Indian Canyon Dr.	N. Sunrise Way	40		2		x	
Via Escuela	N. Sunrise Way	N. Volturno Rd.	36		2		x	
Via Escuela	N. Volturno Rd.	N. Gene Autry Trail	40		2		x	
Via Miraleste	E. Francis Dr.	E. Vista Chino	32-40		2		x	
Via Miraleste	E. Vista Chino	E. Tachevah Dr.	51-52		2		x	
Via Miraleste	E. Tachevah Dr.	E. Tamarisk Rd.	45		4		x	
Via Miraleste	E. Tamarisk Rd.	E. Alejo Rd.	35					Soft shoulders
Vista Chino*	N. Palm Canyon Rd.	N. Indian Canyon Dr.	51		4			
Vista Chino*	N. Indian Canyon Dr.	N. Sunrise Way	76		4		x	
Vista Chino*	N. Sunrise Way	Cerritos Dr.	24, 36	x	5	M		3 lanes EB, 2 lanes WB
Vista Chino*	Cerritos Dr.	N. Gene Autry Trail	64		4	C		
Vista Chino	N. Gene Autry Trail	East City Limit	60		4			Wide paved shoulders

*State Highways. Modifications to these streets will require cooperation with Caltrans.

TABLE 4 EXISTING BIKEWAYS

Street	From	To	Sidewalk Paths	Class II Bike Lane (BL)	Class III Bike Route
Alejo Rd.	Belardo Rd.	N. Palm Canyon Dr.		x	
Alejo Rd.	N. Sunrise Way	N. Farrell Dr.			x
Alejo Rd.	N. Farrell Dr.	N. Civic Dr.			x
Avenida Caballeros	W. Ramon Rd.	E. Tamarisk Rd.		x	
Avenida Caballeros	E. Vista Chino	E. San Rafael Dr.		x	
Baristo Rd.	El Cielo Rd.	S. Avenida Caballeros		x	
Belardo Rd.	W. Alejo Rd.	W. Amado Rd.	x		
Belardo Rd.	W. Arenas Rd.	W. Baristo Rd.			x
Belardo Rd.	E. Sunny Dunes Rd.	S. Palm Canyon Dr.		x	
Cahuilla Rd.	E. Tahquitz Canyon Way	E. Ramon Rd.			x
Calle Encilia	E. Arenas Rd.	Ramon Rd.			x
Camino Real	S. Riverside Dr.	Calle Palo Fierro			x
Camino Real	Calle Palo Fierro	E. Palm Canyon Dr.			x
Camino Real	E. Palm Canyon Dr.	E. La Verne Way			x
Camino Real	E. La Verne Way	Murray Canyon Dr.			x
Civic Dr.	E. Alejo Rd.	E. Tahquitz Canyon Way			x
E. Palm Canyon Dr.	S. Sunrise Way	Smoke Tree Ln.			x
E. Palm Canyon Dr.	Smoke Tree Ln.	Farrell Dr./Barona Rd.			x
E. Palm Canyon Dr.	Farrell Dr.	Golf Club Dr.	x		
Farrell Dr.	E. Vista Chino	E. Ramon Rd.		x	
Gene Autry Trail	E. Vista Chino	E. Ramon Rd.	x		
Golf Club Dr.	34th Ave.	E. Palm Canyon Dr.		x	
Indian Canyon Dr.	E. Tachevah Dr.	E. Alejo Rd.			x
Indian Canyon Dr.	E. Alejo Rd.	E. Arenas Rd.			x
Indian Canyon Dr.	E. Arenas Rd.	E. Camino Parocela			x
Las Palmas Trail: Via Lola, Camino del Corte, Camino Sur, Camino Cerrito, Camino Norte, Vine Ave., Stevens Rd., Rose Ave., Crescent Dr., Belardo Rd., Alejo Rd.					x
Mesquite Ave.	S. Sunrise Way	S. Farrell Dr.			x

Street	From	To	Sidewalk Paths	Class II Bike Lane (BL)	Class III Bike Route
Mesquite Ave.	El Cielo Rd.	Vella Rd.			x
Ramon Rd.	S. Palm Canyon Dr.	S. Indian Canyon Dr.			x
Sunny Dunes Rd.	West End	S. Palm Canyon Dr.			x
Sunny Dunes Rd.	S. Palm Canyon Dr.	Calle Palo Fierro			x
Sunny Dunes Rd.	Calle Palo Fierro	S. Camino Real			x
Sunny Dunes Rd.	S. Camino Real	S. Sunrise Way		x	
Sunrise Way	Vista Chino	E. Palm Canyon Dr.	x		
Tachevah Dr.	N. Palm Canyon Rd.	N. Indian Canyon Dr.			x
Tachevah Dr.	1/2 way between N. Indian Canyon Dr. and N. Via Miraleste	N. Via Miraleste		x	
Tachevah Dr.	N. Via Miraleste	N. Avenida Caballeros		x	
Tachevah Dr.	N. Avenida Caballeros	N. Paseo de Anza			x
Tachevah Dr.	N. Paseo de Anza	N. Sunrise Way			x
Tahquitz Canyon Way	N. Calle El Segundo	El Cielo Rd.		x	
Toledo Ave.	S. La Verne Way	Murray Canyon Dr.		x	
Via Escuela	N. Indian Canyon Dr.	N. Sunrise Way			x
Vista Chino	N. Avenida Caballeros	N. Sunrise Way	x		
Vista Chino	N. Sunrise Way	Cerritos Dr.			x
Vista Chino	Cerritos Dr.	N. Gene Autry Trail			x

TABLE 5 PROPOSED BIKEWAYS

Street	From	To	Class II Bike Lane	Widen Existing Bike Lanes	Colored Bike Lanes	Buffered Bike Lanes	Colored Buffered Bike Lanes	Double Colored Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Type B Sharrows	One-way Cycletracks	Two-way Cycletracks	Length of Proposed Bikeways (mi.)
34th Ave.	Crossley Rd.	Whitewater Wash							x				0.46
Alejo Rd.	Belardo Rd.	N. Palm Canyon Dr.					x (remove left-turn lane)						0.07
Alejo Rd.	N. Palm Canyon Rd.	Indian Canyon Dr.					x						0.07
Alejo Rd.	Indian Canyon Dr.	Calle El Segundo							x				0.22
Alejo Rd.	N. Calle El Segundo	N. Sunrise Way				x							0.78
Alejo Rd.	N. Sunrise Way	N. Farrell Dr.				x							0.57
Alejo Rd.	N. Farrell Dr.	N. Civic Dr.				x							0.16
Amado Rd.	N. Belardo Rd.	N. Indian Canyon Dr.			x								0.14
Amado Rd.	N. Indian Canyon Dr.	N. Hermosa Dr.			x								0.75
Amado Rd.	N. Hermosa Dr.	N. Sunrise Way				x							0.25
Amado Rd.	N. Sunrise Way	N. Farrell Dr.							x				0.57
Araby Rd.	E. Palm Canyon Dr.	Murray Canyon Dr.							x				0.4
Arenas Rd.	S. Cahuilla Rd.	S. Palm Canyon Dr.							x				0.12
Arenas Rd.	S. Palm Canyon Dr.	S. Indian Canyon Dr.			x								0.07
Arenas Rd.	S. Indian Canyon Dr.	S. Calle Encilia							x				0.1
Arenas Rd.	S. Calle Encilia	S. Calle El Segundo							x				0.11
Arenas Rd.	S. Calle El Segundo	S. Avenida Caballeros				x (w/ road diet)							0.28
Arenas Rd.	S. Avenida Caballeros	N. Hermosa Dr.				x							0.25
Avenida Granada	S. Palm Canyon Dr.	S. Camino Real	x (8')										0.4
Avenida Caballeros	W. Ramon Rd.	E. Tamarisk Rd.				x							1.25
Avenida Caballeros	E. Tamarisk Rd.	E. Tachevah Dr.				x							0.25
Avenida Caballeros	E. Tachevah Dr.	E. Paseo El Mirador					x						0.16
Avenida Caballeros	E. Paseo El Mirador	E. Vista Chino				x							0.34
Avenida Caballeros	E. Vista Chino	E. San Rafael Dr.				x							1.01

Street	From	To	Class II Bike Lane	Widen Existing Bike Lanes	Colored Bike Lanes	Buffered Bike Lanes	Colored Buffered Bike Lanes	Double Colored Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Type B Sharrows	One-way Cycletracks	Two-way Cycletracks	Length of Proposed Bikeways (mi.)
Baristo Rd.	El Cielo Rd.	S. Avenida Caballeros					x						1.51
Barona Rd.	E. Palm Canyon Dr.	Sandcliff Rd.						x (w/ road diet)					0.12
Barona Rd.	Sandcliff Rd.	South end							x				0.53
Belardo Rd.	W. Alejo Rd.	W. Amado Rd.								x			0.25
Belardo Rd.	W. Amado Rd.	W. Tahquitz Canyon Way					x						0.33
Belardo Rd.	W. Tahquitz Canyon Way	W. Arenas Rd.								x			0.13
Belardo Rd.	W. Arenas Rd.	W. Baristo Rd.								x			0.12
Belardo Rd.	W. Baristo Rd.	W. Ramon Rd.			x (7')								0.25
Belardo Rd.	W. Ramon Rd.	E. Sunny Dunes Rd.					x						0.25
Belardo Rd.	E. Sunny Dunes Rd.	S. Palm Canyon Dr.		x									0.79
Bogert Trail	S. Palm Canyon Dr.	City limit							x				
Calle El Segundo	E. Alejo Rd.	E. Amado Rd.				x							0.25
Calle El Segundo	E. Amado Rd.	E. Ramon Rd.				x (w/ road diet)							0.75
Calle Encilia	E. Alejo Rd.	E. Arenas Rd.				x							0.63
Calle Encilia	E. Arenas Rd.	Ramon Rd.			x								0.37
Calle Palo Fierro	E. Ramon Rd.	N. Riverside Dr.							x				0.34
Calle Palo Fierro	E. Mesquite Rd.	E. Palm Canyon Dr.							x				0.63
Calle Palo Fierro	E. Palm Canyon Dr.	Twin Palms Dr.							x				0.09
Calle Palo Fierro	Twin Palms Dr.	E. La Verne Way							x				0.41
Calle Palo Fierro	E. La Verne Way	Ave Granada							x				0.5
Camino Parocela	El Cielo Rd.	Gene Autry Trail							x				0.51
Camino Parocela	Gene Autry Trail	San Luis Rey Rd.				x							0.26
Camino Real	Ramon Rd.	N. Riverside Dr.			x								0.35
Camino Real	S. Riverside Dr.	San Lorenzo Rd.					x						0.05
Camino Real	San Lorenzo Rd.	E. Mesquite Ave.								x			0.05
Camino Real	E. Mesquite Ave.	Calle Palo Fierro					x						0.14
Camino Real	Calle Palo Fierro	E. Palm Canyon Dr.								x			0.38
Camino Real	E. Palm Canyon Dr.	E. La Verne Way				x							0.53
Camino Real	E. La Verne Way	Murray Canyon Dr.							x				0.95
Cerritos Dr.	Joyce Dr.	Amado Rd.							x				

Street	From	To	Class II Bike Lane	Widen Existing Bike Lanes	Colored Bike Lanes	Buffered Bike Lanes	Colored Buffered Bike Lanes	Double Colored Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Type B Sharrows	One-way Cycletracks	Two-way Cycletracks	Length of Proposed Bikeways (mi.)
Civic Dr.	E. Alejo Rd.	E. Tahquitz Canyon Way			x								0.66
Civic Dr.	E. Tahquitz Canyon Way	E. Baristo Rd.							x				0.25
Compadre Rd.	E. Mesquite Ave.	Sonora Rd.							x				0.25
Crossley Rd.	E. Ramon Rd.	Sunny Dunes Rd.				x (w/ road diet)							0.25
Crossley Rd.	Sunny Dunes Rd.	Dinah Shore Dr.				x							0.25
Crossley Rd.	Dinah Shore Dr.	Entrance to Fairway Cir.				x							0.31
Crossley Rd.	Entrance to Fairway Circle	34th Ave.				x (w/ road diet)							0.22
Dinah Shore Dr.	Gene Autry Trail	Golf Club Dr./Crossley Rd.					x						0.5
Dinah Shore Dr.	Crossley Rd.	City Limit					x						0.5
E. Palm Canyon Dr.	S. Palm Canyon Dr.	S. Indian Trail			x								0.35
E. Palm Canyon Dr.	S. Indian Trail	Arguilla Rd.					x						0.33
E. Palm Canyon Dr.	Arguilla Rd.	S. Sunrise Way					x						0.37
E. Palm Canyon Dr.	S. Sunrise Way	Smoke Tree Ln.					x						0.26
E. Palm Canyon Dr.	Smoke Tree Ln.	Farrell Dr./Barona Rd.					x						0.26
E. Palm Canyon Dr.	Farrell Dr./Barona Rd.	Murray Creek Bridge					x						0.53
E. Palm Canyon Dr.	Murray Creek Bridge	Golf Club Dr.					x						1.55
El Cielo Rd.	E. Tahquitz Canyon Way	E. Ramon Rd.				x (w/ road diet)							0.5
El Cielo Rd.	E. Ramon Rd.	Escoba Dr.				x							1
Escoba Dr.	E. Palm Canyon Dr.	El Cielo Rd.				x							0.26
Escoba Dr.	El Cielo Rd.	End							x				0.32
Farrell Dr.	E. Joyce Rd.	E. Racquet Club Dr.							x				0.5
Farrell Dr.	E. Racquet Club Dr.	E. Vista Chino						x (w/ road diet)					0.48
Farrell Dr.	E. Vista Chino	E. Ramon Rd.						x (w/ road diet)					2.02
Farrell Dr.	E. Ramon Rd.	E. Palm Canyon Dr.						x (w/ road diet)					1.03

Street	From	To	Class II Bike Lane	Widen Existing Bike Lanes	Colored Bike Lanes	Buffered Bike Lanes	Colored Buffered Bike Lanes	Double Colored Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Type B Sharrows	One-way Cycletracks	Two-way Cycletracks	Length of Proposed Bikeways (mi.)
Francis Dr.	N. Indian Canyon Dr.	N. Farrell Dr.							x				1.48
Gene Autry Trail	I-10	E. Via Escuela				x (add 4' buffer)							2.1
Gene Autry Trail	E. Via Escuela	E. Vista Chino	x										0.25
Gene Autry Trail	E. Vista Chino	E. Ramon Rd.					x (w/ road diet to 4 lanes)						2.22
Gene Autry Trail	E. Ramon Rd.	E. Mesquite Ave.					x						0.5
Gene Autry Trail	E. Mesquite Ave.	S/O E. Mesquite Ave.					x						0.16
Gene Autry Trail	S/O E. Mesquite Ave.	E. Palm Canyon Dr.					x						0.93
Hermosa Dr.	E. Tachevah Dr.	E. Amado Rd.							x				0.75
Hermosa Dr.	E. Amado Rd.	E. Arenas Rd.							x				0.37
Indian Canyon Dr.	I-10	Sunrise Pkwy.				x (add 4' buffer)							2.3
Indian Canyon Dr.	Sunrise Pkwy.	San Rafael Dr.					x						0.73
Indian Canyon Dr.	San Rafael Dr.	E. Francis Dr.					x (w/ road diet)						0.26
Indian Canyon Dr.	E. Francis Dr.	Racquet Club Dr.						Option1 (w/ road diet)		Option 2			0.25
Indian Canyon Dr.	Racquet Club Dr.	Vista Chino						Option1 (w/ road diet)		Option 2			0.5
Indian Canyon Dr.	Vista Chino	E. Camino Monte Vista					Option1 (w/ road diet)			Option 2			0.22
Indian Canyon Dr.	E. Camino Monte Vista	E. Tachevah Dr.						Option1 (w/ road diet)		Option 2			0.28
Indian Canyon Dr.	E. Tachevah Dr.	E. Alejo Rd.					Option1 (w/ road diet)			Option 2			0.5
Indian Canyon Dr.	E. Alejo Rd.	E. Arenas Rd.						Option 3 (road diet to 3 lanes on west side)			Option 1 (road diet to 3 lanes on west side)	Option 2 (road diet to 3 lanes west side)	0.63

Street	From	To	Class II Bike Lane	Widen Existing Bike Lanes	Colored Bike Lanes	Buffered Bike Lanes	Colored Buffered Bike Lanes	Double Colored Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Type B Sharrows	One-way Cycletracks	Two-way Cycletracks	Length of Proposed Bikeways (mi.)
Indian Canyon Dr.	E. Arenas Rd.	E. Camino Parocela						Option 3 (road diet to 3 lanes on west side)			Option 1 (road diet to 3 lanes on west side)	Option 2 (road diet to 3 lanes on west side)	0.5
Joyce Rd.	N. Sunrise Way	N. Farrell Dr.							x				0.48
Kirk Douglas Way/Airport	E. Tahquitz Canyon Way	E. Ramon Rd.			x (7')								1.56
La Verne Way	S. Palm Canyon Dr.	S. Sunrise Way				x							1.11
Mesquite Ave.	West End	S. Belardo Rd.							x				0.25
Mesquite Ave.	S. Belardo Rd.	S. Palm Canyon Dr.				x							0.12
Mesquite Ave.	S. Palm Canyon Dr.	S. Camino Real							x				0.38
Mesquite Ave.	S. Camino Real	S. Sunrise Way							x				0.62
Mesquite Ave.	S. Sunrise Way	S. Farrell Dr.						x					0.59
Mesquite Ave.	El Cielo Rd.	Vella Rd.								x			0.81
Mesquite Ave.	Vella Rd.	S. Gene Autry Trail						x (w/ road diet)					0.26
Murray Canyon Dr.	S. Palm Canyon Dr.	Toledo Ave.				x							1.09
N. Palm Canyon Dr.	North City Limit	Tram Way				x (add 4' buffer)							1.81
N. Palm Canyon Dr.	Tram Way	W. San Rafael Dr.						Option 1 (w/ road diet)		Option 2			0.06
N. Palm Canyon Rd.	W. San Rafael Dr.	Vista Chino						Option 1 (w/ road diet)		Option 2			1.13
N. Palm Canyon Rd.	Vista Chino	Alejo Rd.						Option 1 (w/ road diet)		Option 2			1
N./S. Palm Canyon Rd.	Alejo Rd.	Ramon Rd.						Option 3 (w/ road diet)			Option 2 (w/ road diet)	Option 1 (w/ road diet)	1.16
Paseo El Mirador	N. Via Miraleste	N. Avenida Caballeros							x				0.25
Paseo El Mirador	N. Avenida Caballeros	Linda Vista Rd.							x				0.3
Paseo El Mirador	Linda Vista Rd.	N. Sunrise Way							x				0.2
Racquet Club Dr.	N. Palm Canyon Dr.	N. Indian Canyon Dr.				x (w/ road diet)							0.34

Street	From	To	Class II Bike Lane	Widen Existing Bike Lanes	Colored Bike Lanes	Buffered Bike Lanes	Colored Buffered Bike Lanes	Double Colored Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Type B Sharrows	One-way Cycletracks	Two-way Cycletracks	Length of Proposed Bikeways (mi.)
Racquet Club Dr.	N. Indian Canyon Dr.	N. Farrell Dr.				x (w/ road diet)							1.48
Racquet Club Rd., Cardillo Ave., Via Escuela, Via Norte, Vista Chino, Via Monte Vista	N. Indian Canyon Dr.	Crescent Dr.							x				
Ramon Rd.	S. Palm Canyon Dr.	S. Indian Canyon Dr.								x			0.07
Ramon Rd.	S. Indian Canyon Dr.	S. Calle Encilia			x								0.1
Ramon Rd.	S. Calle Encilia	Calle Palo Fierro			x								0.14
Ramon Rd.	Calle Palo Fierro	S. Avenida Caballeros								x			0.25
Ramon Rd.	S. Avenida Caballeros	S. Sunrise Way			x								0.5
Ramon Rd.	S. Sunrise Way	S. Farrell Dr.			x								0.59
Ramon Rd.	S. Farrell Dr.	El Cielo Rd.					x						0.42
Ramon Rd.	El Cielo Rd.	Kirk Douglas Way			x								0.76
Ramon Rd.	Kirk Douglas Way	Gene Autry Trail			Option 1					Option 2			0.25
Ramon Rd.	Gene Autry Trail	San Luis Rey Rd.			Option 1					Option 2			0.26
Ramon Rd.	San Luis Rey Rd.	Crossley Rd.					x						0.24
S. Palm Canyon Dr.	W. Ramon Rd.	E. Camino Parocela					x						0.15
S. Palm Canyon Dr.	E. Camino Parocela	Morongo Rd.			x								0.59
S. Palm Canyon Dr.	Morongo Rd.	E. Palm Canyon Dr.					x						0.2
S. Palm Canyon Dr.	E. Palm Canyon Dr.	El Portal				x (w/ road diet)							0.4
S. Palm Canyon Dr.	El Portal	Ave Granada				x (w/ road diet)							0.72
S. Palm Canyon Dr.	Ave Granada	South City Limit				x (w/ road diet)							1.02
San Luis Rey Rd.	Mission Dr.	E. Ramon Rd.				x							0.31
San Luis Rey Rd.	E. Ramon Rd.	Sunny Dunes Rd.				x							0.25
San Rafael Dr.	N. Palm Canyon Rd.	N. Virginia Rd.				x (w/ road diet)							0.39
San Rafael Dr.	N. Virginia Rd.	Indian Canyon Dr.							x				0.32
San Rafael Dr.	N. Indian Canyon Dr.	N. Avenida Caballeros				x (w/ road diet)							0.5

Street	From	To	Class II Bike Lane	Widen Existing Bike Lanes	Colored Bike Lanes	Buffered Bike Lanes	Colored Buffered Bike Lanes	Double Colored Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Type B Sharrows	One-way Cycletracks	Two-way Cycletracks	Length of Proposed Bikeways (mi.)
San Rafael Dr.	N. Avenida Caballeros	N. Sunrise Way				x (w/ road diet)							0.5
Sunny Dunes Rd.	S. Palm Canyon Dr.	Calle Palo Fierro				x							0.19
Sunny Dunes Rd.	El Cielo Rd.	Crossley Rd.							x				1.52
Sunrise Way	Whitewater Wash	E. San Rafael Dr.				x							0.61
Sunrise Way	E. San Rafael Dr.	E. Vista Chino				x (w/ road diet)							1.01
Sunrise Way	E. Vista Chino	E. Tamarisk Rd.					x						0.75
Sunrise Way	E. Tamarisk Rd.	E. Alejo Rd.			x (7')								0.25
Sunrise Way	E. Alejo Rd.	E. Ramon Rd.					x						0.99
Sunrise Way	E. Ramon Rd.	E. Sunny Dunes Rd.					x						0.25
Sunrise Way	E. Sunny Dunes Rd.	E. Palm Canyon Dr.					x (remove parking)						0.75
Tachevah Dr.	N. Palm Canyon Rd.	N. Indian Canyon Dr.	x (w/ road diet)										0.07
Tachevah Dr.	N. Indian Canyon Dr.	1/2 way to N. Via Miraleste	x (remove center-turn lane)										0.12
Tachevah Dr.	1/2 way between N. Indian Canyon Dr. and N. Via Miraleste	N. Via Miraleste				x (remove center-turn lane)							0.12
Tachevah Dr.	N. Via Miraleste	N. Avenida Caballeros				x (remove center-turn lane)							0.25
Tachevah Dr.	N. Avenida Caballeros	N. Paseo de Anza							x				0.37
Tachevah Dr.	N. Paseo de Anza	N. Sunrise Way			x (6'-7')								0.13
Tachevah Dr.	N. Sunrise Way	Cerritos Dr.				x							0.25
Tachevah Dr.	Cerritos Dr.	N. Farrell Dr.							x				0.25
Tahquitz Canyon Way	N. Museum Dr.	N. Palm Canyon Dr.			x								0.15
Tahquitz Canyon Way	N. Palm Canyon Dr.	N. Indian Canyon Dr.			x								0.07

Street	From	To	Class II Bike Lane	Widen Existing Bike Lanes	Colored Bike Lanes	Buffered Bike Lanes	Colored Buffered Bike Lanes	Double Colored Buffered Bike Lanes	Class III Bike Route	Class III Bike Route with Type B Sharrows	One-way Cycletracks	Two-way Cycletracks	Length of Proposed Bikeways (mi.)
Tahquitz Canyon Way	N. Indian Canyon Dr.	N. Calle El Segundo								x			0.21
Tahquitz Canyon Way	N. Calle El Segundo	El Cielo Rd.					x						1.79
Tamarisk Rd.	N. Palm Canyon Dr.	N. Via Miraleste							x				0.32
Tamarisk Rd.	N. Via Miraleste	N. Avenida Caballeros							x				0.25
Tamarisk Rd.	N. Avenida Caballeros	N. Sunrise Way							x				0.5
Tamarisk Rd.	N. Sunrise Way	N. Farrell Dr.							x				0.57
Toledo Ave.	S. La Verne Way	Murray Canyon Dr.				x							0.89
Twin Palms Dr.	S. Palm Canyon Dr.	S. La Verne Way							x				1
Via Escuela	N. Sunrise Way	N. Gene Autry Trail							x				0.54
Via Miraleste	E. Francis Dr.	E. Vista Chino								x			0.76
Via Miraleste	E. Vista Chino	E. Tachevah Dr.					x						0.5
Via Miraleste	E. Tachevah Dr.	E. Tamarisk Rd.			x								0.25
Via Miraleste	E. Tamarisk Rd.	E. Alejo Rd.								x			0.25
Vista Chino	N. Palm Canyon Rd.	N. Indian Canyon Dr.					x						0.07
Vista Chino	N. Indian Canyon Dr.	N. Sunrise Way						x					1
Vista Chino	N. Sunrise Way	Cerritos Dr.								x			0.25
Vista Chino	Cerritos Dr.	N. Gene Autry Trail					x						1.03
Vista Chino	N. Gene Autry Trail	East City Limit					x						0.72

ATTACHMENT 5

City Council Staff Report

DATE: April 1, 2015 CONSENT CALENDAR

SUBJECT: AUTHORIZE A PURCHASE ORDER IN THE AMOUNT OF $47,900 WITH ALBERT A. WEBB & ASSOCIATES FOR ADDITIONAL TRAFFIC ENGINEERING DESIGN AND ENVIRONMENTAL SERVICES FOR THE BICYCLE CORRIDORS, PHASE 1, CITY PROJECT NO. 13-32

FROM: David H. Ready, City Manager

BY: Public Works & Engineering Department

SUMMARY:

Approval of this item will authorize a purchase order in the amount of $47,900 with Albert A. Webb & Associates for additional traffic engineering design services, and associated environmental analysis in accordance with the California Environmental Quality Act ("CEQA"), for the Bicycle Corridors, Phase 1, City Project No. 13-32.

RECOMMENDATION:

1. Authorize a Purchase Order in the amount of $47,900 with Albert A Webb & Associates for additional traffic engineering design services, and associated environmental analysis in accordance with the CEQA, for the Bicycle Corridors, Phase 1, City Project No. 13-32; and

2. Authorize the City Manager to execute all necessary documents.

BACKGROUND:

On November 6, 2013, the City Council approved Agreement No. 6444 with Albert A. Webb & Associates ("Webb") for on-call traffic engineering design services on an as needed basis. In accordance with the on-call agreement, Webb was selected to provide traffic engineering design services for the preparation of traffic striping plans for the Bicycle Corridors, Phase 1, City Project No. 13-32 (the "Project").

At its December 3, 2014, meeting the City Council approved plans and authorized bidding of the Project, but at the request of staff deferred action on approving plans for the "road diets" proposed on the Racquet Club Road and Farrell Drive corridors until further traffic engineering and environmental analysis had been completed to verify if

the "road diets" proposed on the Racquet Club Road and Farrell Drive corridors until further traffic engineering and environmental analysis had been completed to verify if conversion of these corridors from 4-lane Secondary Thoroughfares on the City's General Plan to a modified 2-lane divided Collector with buffered bike lanes could be approved. Ultimately, amendment of the Circulation Element of the City's General Plan will be required to convert existing 4-lane roadways to 2-lane roadways.

Webb has provided the City with a proposal to complete the additional traffic engineering services for Racquet Club Road and Farrell Drive bicycle corridors to include: revisions to bicycle route construction plans, traffic analysis, CEQA services, Habitat Suitability Assessment/CVMSHCP Compliance Report and Air Quality Assessment, for a total amount not to exceed $47,900; a copy of Webb's proposal is included as **Attachment 1**.

With the City Council's authorization, staff will complete the required analyses to determine if the proposed "road diets" can be supported for the Racquet Club Road and Farrell Drive corridors, as well as the other corridors where the 2014 Bicycle Plan proposed "road diets" in an effort to provide separate Class 2 bike lanes. On the basis of the appropriate CEQA analysis, staff will return to the City Council with a report of the findings, and request direction on proceeding with an amendment of the Circulation Element of the City's General Plan to convert existing 4-lane roadways to 2-lane roadways with Class 2 bike lanes.

FISCAL IMPACT:

Sufficient funds remain available in Measure J Account No. 260-4500-59445 and Sustainability Account No. 138-1270-58033.

SUBMITTED

Prepared by:

Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager/City Engineer

Approved by:

David H. Ready, Esq., Ph.D
City Manager

Attachments:

1. Webb Proposal

Attachment 1

ALBERT A. WEBB ASSOCIATES

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3788 McCray Street
Riverside, CA 92506
951.686.1070

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36-951 Cook Street #103
Palm Desert, CA 92211
760.568.5005

Murrieta Office
41391 Kalmia Street #320
Murrieta, CA 92562
951.686.1070

March 19, 2015

Mr. Savat Khamphou
Assistant Director of Public Works/Assistant City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA, 92262-2743

RE: Additional Traffic Engineering and CEQA Services Related to Revisions to Bicycle Route Plans

Dear Savat:

Albert A. Webb Associates is submitting this proposal for additional traffic engineering services related to revisions to bicycle route plans, level of service analysis for road diet roadways proposed in the Palm Springs Bicycle Route Plan, and for an initial study/negative declaration or mitigated negative declaration for a General Plan Amendment and widening of San Rafael Avenue between N. Virginia Road and N. Indian Canyon Drive.

Exhibit A contains our proposed scope of work. Exhibit B contains a summary of our fee proposal for services described in Exhibit A. We appreciate the opportunity to be of service and look forward to hearing from you. In the meantime, if you have any questions or require additional information, please call me at (951) 686-1070.

Sincerely,
Albert A. Webb Associates

Dilesh Sheth

Dilesh R. Sheth, P.E./T.E.
Vice President

Attachments: Exhibit "A" – Scope of Work
Exhibit "B" – Compensation

Exhibit "A" – Scope of Work

Revisions to Bicycle Route Construction Plans

During design and approval of bicycle route plans, we made the following revisions to construction plans:

1. Revise Farrell Drive and Racquet Club Road corridor plans from four lanes with bicycles lanes to two lanes with center turn lane, parking and bicycle lanes. Draft entire corridor existing curbs and proposed striping.
2. Revise Farrell Drive and Racquet Club Road corridor plans from two lanes with center turn lane, parking and bicycle lanes to four 10' lanes with parking and bicycle lanes. Draft entire corridor proposed striping.
3. Conduct additional research into 10' lane safety for Farrell Drive and Racquet Club Road from federal, state, local, and professional association resources.
4. Revise Alejo Road plans to accommodate left turn lanes at Farrell Drive. AutoTurn analysis for right turns to check lane widths.

Additional Traffic Analysis

The City added the following corridors to traffic analysis:

1. Alejo Road from Indian Canyon Drive to Civic Drive.
2. Avenida Caballeros existing bike lane segments in addition to two Avenida Caballeros unimproved segments.
3. Murray Canyon Drive from South Palm Canyon Drive to Toledo Avenue.
4. Revise several segments from Palm Springs General Plan to Section 14 Specific Plan.
5. Prepare circulation exhibits.
6. Prepare six typical street sections for road diet segments depending on available width.

CEQA Services

WEBB will prepare a single Initial Study document leading to the adoption of a Negative Declaration or Mitigated Negative Declaration (IS/ND or MND) to assess the environmental impacts associated with: (i) a General Plan Amendment (GPA) to the City's Circulation Element to

reflect the proposed changes in roadway designations and cross sections to accommodate the road diet segments and (ii) the widening of San Rafael Avenue between N. Virginia Road and N. Indian Canyon Drive.

1. Initial Study
    1.1. Prepare a Screencheck IS/ND or MND using the City's CEQA Checklist. The IS/ND or MND will be informed by the technical studies completed in item 2 (below). WEBB will transmit electronic copies of the Screencheck IS/MND to the City (in PDF and MS Word 2010 format) for review and comment.
    1.2. After review by the City, WEBB will incorporate one round of comments and prepare a "proof copy" of the public review Draft IS/ND or MND.
    1.3. Transmit a PDF file of the "proof copy" of the public review IS/MND to the City for review and approval to circulation for public review.
    1.4. Prepare final public review IS/MND and circulate for public distribution.
2. Technical Studies
    2.1. Habitat Suitability Assessment/CVMSHCP Compliance Report: Because construction of San Rafael Drive will entail work on vacant property with the potential to support biological resources, AMEC Foster Wheeler Environment & Infrastructure (AMEC Foster Wheeler) will perform a habitat suitability assessment (including a field survey) and prepare a Habitat Assessment Report according to the standards of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). This scope of work does not include preparation of focused surveys for burrowing owl, which will be required if suitable habitat is present.
    2.2. Air Quality Analysis: Because there are residences in proximity to the segment of San Rafael Road that will be widened, WEBB will prepare an Air Quality Analysis (AQIA) that includes an assessment of the impacts to air quality from the construction of the proposed facilities. This analysis will be included in the IS/MND in the form of a technical memorandum with a summary of modeling assumptions and results with associated modeling output. Typical sources of project construction will be identified and described. Project related emissions will be calculated using the CalEEMod (version 2011.1.1) modeling program and mitigation measures will be identified as appropriate and necessary.
3. If the IS identifies any mitigation measures that are required to reduce the level of potential impacts to less than significant, a draft Mitigation Monitoring and Reporting Program (MMRP) will be prepared in accordance with CEQA Guidelines. WEBB will submit the Screencheck MMRP to the City for review and incorporate one round of comments to

produce the public review document for the City to transmit to the State Clearinghouse and other interested parties.

4. WEBB will collect comments received by the City and the State Clearinghouse at the end of the 30-day public comment period and prepare draft responses to comments If the comments result in the need to revise the text of the IS, WEBB will make the needed revisions and produce the final IS/MND. WEBB will transmit the draft responses to comments to City staff and incorporate one round of comments to prepare the final documents.

Exhibit "B" – Compensation

Services described in our Scope of Work (Exhibit "A") shall be provided on a time and material basis not to exceed **$47,900.**

Revisions to Bicycle Route Construction Plans	$15,400
Additional Traffic Analysis	$ 7,800
CEQA Services (Items 1, 3, and 4)	$18,500
Habitat Suitability Assessment/CVMSHCP Compliance Report	$ 4,000
Air Quality Assessment	$ 2,200
Total	**$47,900**

ATTACHMENT 6

ALBERT A.
WEBB
ASSOCIATES

GENERAL PLAN CIRCULATION ELEMENT AMENDMENT REPORT

Prepared for

March 2016

www.webbassociates.com

ALBERT A. WEBB ASSOCIATES

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March 11, 2016

Savat Khamphou
Assistant Director of Public Works/Assistant City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

Re: Traffic Analysis to Support General Plan Circulation Element Amendment

Dear Savat:

We have prepared the Traffic Analysis to support the Palm Springs General Plan Circulation Element Amendment Report for your review. The report provides a plan to outfit many of Palm Springs' streets with bicycle facilities recommended in the City of Palm Springs Bicycle Route Plan. The goal of this report is to determine if General Plan roadways can still function at an acceptable LOS after a reduction of through lanes by General Plan horizon year 2035. The report provides proposed changes to the General Plan Circulation Map and the General Plan Typical Street Cross Sections.

Results from the analysis and recommendations for the General Plan Amendment are also enclosed in the report.

If you have any questions regarding this report, please call me for clarification.

Sincerely,

ALBERT A. WEBB ASSOCIATES

Dilesh Sheth, P.E., T.E.
Vice President

1 – Introduction

The Palm Springs General Plan Circulation Element was last adopted in 2007. Since then a need for alternative travel methods, specifically bicycle facilities, has risen. The City of Palm Springs (City) prepared and approved the Palm Springs Bicycle Route Plan in March 2014. The report provides a plan to outfit many of Palm Springs' streets with bicycle facilities ranging from Class I bike paths to shared lane markings. Included in the report is a list of street segments that will undergo lane reconfigurations in order to implement bicycle facilities within the General Plan roadway and right-of-way widths. The addition of bicycle facilities within the existing General Plan curb-to-curb width often requires the elimination of vehicle travel lanes. The reduction in the number of vehicle through lanes can decrease roadway level of service (LOS) when dealing with higher vehicle volumes. The goal of this report is to determine if General Plan roadways can still function at acceptable LOS after a reduction of through lanes by General Plan horizon year 2035. This report analyzes the existing roadways in the General Plan, existing traffic volumes, year 2035 traffic volumes, the LOS for each street segment, and provides recommendations for lane configurations. This report also provides technical information to support the City's Circulation Plan Amendment and revisions or additions to roadway classifications and typical sections.

2 – Current General Plan Cross Sections

Figure 4-2 of the existing Palm Springs General Plan Circulation Element contains five street cross sections:

- Major Thoroughfare (6 Lanes Divided)
  - 110' Right of Way, 86' Curb-to-Curb Width
- Major Thoroughfare (4 Lanes Divided)
  - 100' Right of Way, 76' Curb-to-Curb Width
- Secondary Thoroughfare
  - 80'-88' Right of Way, 64' Curb-to-Curb Width
- Collector Street
  - 60'-66' Right of Way, 40' Curb-to-Curb Width
- Local Street
  - 50'-60' Right of Way, 36' Curb-to-Curb Width

Figure 4-1 in the existing General Plan Circulation Element includes more detail for the Secondary Thoroughfare and the Collector Street cross sections:

- Secondary Thoroughfare (4 Lanes Divided)
- Secondary Thoroughfare (4 Lanes Undivided)
- Collector Street (2 Lanes Divided)
- Collector Street (2 Lanes Undivided)

Figure 4-1 and 4-2 of the existing Palm Springs General Plan Circulation Element are in the Appendix A.

3 – Data Collection

- **Roadway Segments**

This report analyzes existing General Plan roadway segments that were designated to undergo a "road diet" by the Palm Springs Bicycle Route Plan. Per discussion with City staff, several additional roadway segments were added to the analysis. This limits the scope of the analysis to larger streets that are slated for vehicle lane reductions. Also included in the analysis are modified street segments that are found in the Section 14 Specific Plan. This specific plan was adopted by the City in July 2014. A list of the studied street segments are in Table 3-1.

Table 3-1
General Plan Roadway Segments to Analyze

Street	From	To
Alejo Road	Indian Canyon Drive	Civic Drive
Amado Road	Indian Canyon Drive	Sunrise Way
Arenas Road	S. Tahquitz Drive	Hermosa Drive
Avenida Caballeros	San Rafael Drive	Ramon Road
Baristo Road	Avenida Caballeros	El Cielo Road
Barona Road	E. Palm Canyon Drive	Sandcliff Road
Calle El Segundo	Amado Road	Ramon Road
Camino Real	E. Palm Canyon Drive	La Verne Way
Crossley Road	Ramon Road	34th Avenue
El Cielo Road	Tahquitz Canyon Way	Ramon Road
Farrell Drive	Racquet Club Road	E. Palm Canyon Drive
Gene Autry Trail	Vista Chino	Ramon Road
Indian Canyon Drive	San Rafael Drive	Camino Parocela
La Verne Way	S. Palm Canyon Drive	E. Palm Canyon Drive
Mesquite Avenue	Sunrise Way	El Cielo Road
Mesquite Avenue	Vella Road	Gene Autry Trail
Murray Canyon Drive	S. Palm Canyon Drive	Toledo Avenue
N. Palm Canyon Drive	Tram Way	Ramon Road
Racquet Club Road	N. Palm Canyon Drive	Farrell Drive
S. Palm Canyon Drive	E. Palm Canyon Drive	Acanto Drive
San Rafael Drive	N. Palm Canyon Drive	Sunrise Way
Saturnino Road	Calle El Segundo	Avenida Caballeros
Sunrise Way	San Rafael Drive	Vista Chino
Tachevah Drive	N. Palm Canyon Drive	N. Indian Canyon Drive
Toledo Avenue	La Verne Way	Murray Canyon Drive

- **Existing Traffic Volumes**

Recent average daily traffic (ADT) data for the selected street segments were provided by the City. The provided counts were conducted in March and April of 2013. ADT counts are 24-hour bi-directional counts to measure vehicle demand on existing street segments. Upon request by the City, additional ADT counts were collected in March 2016 on the entire Farrell Drive segment and on 11 additional roadway segments throughout the city.

Amado Road within the Section 14 Specific Plan area did not have any 2013 ADT counts. The analysis was done using the existing ADT volumes from the 2007 Palm Springs General Plan.

- **Year 2035 Traffic Volumes**

The year 2035 was chosen as the year of General Plan roadway network build out completion. In order to analyze traffic performance in 2035 a 1.5% per year growth factor was applied to the existing ADT volumes. The 1.5% growth per year over 22 years amounts to a 33% increase for all existing ADT volumes.

The segment of Amado Road in Section 14 was analyzed using the 2025 forecasted ADT volumes from the 2007 Palm Springs General Plan. A 1.5% growth factor was applied to the 2025 ADT volumes for a 15% total growth.

- **Level of Service (LOS)**

The level of service (LOS) of a roadway is a way to measure travel speed, maneuverability, and safety on a street segment. LOS is designated by a letter grade ranging from A (excellent, free flow) to F (failure, gridlock). In this case, LOS is determined by volume-to-capacity ratio (V/C) for each street segment. The LOS was calculated by dividing the ADT volume by the theoretical capacity of the roadway segment. Each street segment has a theoretical vehicle capacity that is defined by its number of through lanes and the presence of a physical center divider. As the V/C ratio approaches 1.0, the LOS approaches F. Table 3-2 describes the LOS and V/C ratios for each. Table 3-3 provides the volume capacities and LOS for each type of roadway. It is based on the County of Riverside General Plan Circulation Element effective December 9, 2014. LOS A and LOS B capacities, while not included in the Riverside County General Plan, are included for clarity. Roadway types not used in this analysis are not included in Table 3-3.

The City has a minimum roadway LOS of D to maintain a smoothly functioning circulation system that is consistent with the Riverside County Congestion Management Program (CMP). The goal of the CMP is to better connect land use, transportation, and air quality to promote growth management programs that will better utilize transportation funds, relieve traffic congestion, and improve air quality.

Table 3-2
Level of Service Definitions for Roadway Segments

Level of Service (LOS)	Volume-to-Capacity Ratio (V/C)	Definition
A	0.00 - 0.60	**Excellent.** Free flow, light volumes.
B	0.61 - 0.70	**Very Good.** Free to stable flow, light to moderate volumes.
C	0.71 – 0.80	**Good.** Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.81 – 0.90	**Fair.** Approaches unstable flow, moderate to heavy volumes, limited freedom to maneuver.
E	0.91 – 0.99	**Poor.** Extremely unstable flow, heavy volumes, maneuverability and psychological comfort extremely poor.
F	≥ 1.00	**Failure.** Forced or breakdown conditions, slow speeds, tremendous delays with continuously increasing queue lengths.

Table 3-3
Roadway Capacity by Characteristics

Number of Lanes	Roadway Characteristic	Maximum Two-Way Traffic Volume (ADT)***				
		A	B	C	D	E
2	Undivided*	7,800	9,100	10,400	11,700	13,000
2	Divided**	10,800	12,600	14,400	16,200	18,000
2	One-Way	10,800	12,600	14,400	16,200	18,000
3	One-Way	16,200	18,900	21,600	24,300	27,000
4	Undivided*	15,500	18,100	20,700	23,300	25,900
4	Divided**	21,500	25,100	28,700	32,300	35,900
4	One-Way	21,500	25,100	28,700	32,300	35,900
6	Divided**	32,300	37,700	43,100	48,500	53,900

*Undivided roadways are divided by double yellow stripe or striped two-way left-turn lane.
**Divided roadways have a raised median between opposing traffic directions.
***All ADT volumes are rounded to the nearest 100.

- **Roadway Characteristics**

Many different roadway characteristics play a factor in the analysis. General Plan curb-to curb width, number of vehicle through lanes, width of vehicle through lanes, type of center divider, presence of on-street parking, and type of proposed bicycle facility serve as constraints on possible future street segments. For this analysis the General Plan curb-to-curb width was not changed. The number of vehicle through lanes was generally decreased by two on all segments for future analysis. Through lane standard width is considered to be 12 feet. The type and presence of a center divider has an effect on roadway capacity and future street design. The City wants to preserve all existing on-street parking locations to maintain resident and business parking facilities in the future. The preservation of on-street parking reduces the available curb-to-curb width for travel by 16 feet when there is parking on both sides of the street. Finally, the various types of bicycle facilities have different minimum widths which affect the available curb-to-curb width.

4 – Analysis

First, General Plan curb-to-curb widths were gathered from the existing General Plan Circulation Element to determine the final build out width of each street segment. Since the curb-to-curb widths are not being modified, the existing final build out widths are essential in determining how space for lanes are allocated under future conditions. The General Plan number of through lanes, type of center divider, and existing ADT volumes analyzed to determine LOS for existing volumes under General Plan build out conditions. The same build out roadway conditions were also analyzed for year 2035 using the increased ADT volumes to determine future LOS under the existing General Plan. Refer to the Roadway Level of Service Analysis Table in Appendix B for existing and year 2035 LOS analysis.

Next, the location of existing on-street parking was found by field review and Google Street View. Most of the Google Street View data that is used in the analysis is from the first half of 2015. It is assumed that no major changes to on-street parking locations have occurred since then. The on-street parking locations can be found in the Roadway Level of Service Analysis Table in Appendix B.

The studied street segments consist of 40 foot, 64-foot, 76-foot, and 86 foot curb-to-curb widths. Six new proposed street cross sections were created using the known curb-to-curb widths, center divider type, and on-street parking locations. These three factors stayed constant and the new roadway classifications and street cross sections were created around them. For example, a 64-foot wide, four lane, Secondary Thoroughfare with a raised median was modified and analyzed as a 64-foot wide, two lane roadway with a raised median. See the Roadway Level of Service Analysis Table in Appendix B for the year 2035 proposed street sections LOS analysis. The new proposed cross sections are located in the Typical Street Cross Sections figure in Appendix C and are listed below.

- Minor Mobility Corridor (2 Lanes Undivided)
- Minor Mobility Corridor (2 Lanes Divided – Two-Way Left-Turn Lane)
- Minor Mobility Corridor (2 Lanes Divided)
- Major Mobility Corridor (2 Lanes Divided)
- Section 14 Shared Mobility Corridor
- Section 14 Mobility Corridor

The modified street segments located within the Section 14 Specific Plan were all analyzed using their respective Section 14 cross sections as the existing General plan roadway sections. All of the Section 14 modified street segments qualified as Minor Mobility Corridor (2 Lanes Divided – Two-Way Left-Turn Lane) under this proposed amendment. This classification was used throughout the analysis for these segments.

5 – Results

The existing ADT volumes and the year 2035 ADT volumes were placed into a table and compared against the capacity of the existing General Plan build out street segments. Nearly all street segments experienced LOS A when analyzing existing ADT volumes against General Plan capacities. Satisfactory LOS was also attained when analyzing year 2035 ADT volumes against General Plan capacities. Most street segments maintained LOS A while several segments operated at LOS B or LOS C. The existing General Plan's street segments appear to adequately handle the forecasted year 2035 ADT volumes.

The results for the street segments after undergoing a "road diet" are mostly satisfactory with several exceptions. The street segments that do not meet the minimum LOS D are as follows:

- Farrell Drive
  - Via Escuela to Ramon Road
- Gene Autry Trail
  - Vista Chino to Ramon Road
- Indian Canyon Drive
  - San Rafael Drive to Alejo Road
- N. Palm Canyon Drive
  - Tram Way to Alejo Road
- Sunrise Way
  - San Rafael Drive to Vista Chino

These five street segments experience LOS E and LOS F in the year 2035 condition while under a "road diet". The failing street segments experience LOS F due to expected volume exceeding roadway capacity. The year 2035 results are located in the Roadway Level of Service Analysis Table in Appendix B.

The only segment in the analysis with a General Plan curb-to-curb width of 40 feet is S. Palm Canyon Drive from Bogert Trail to Acanto Drive. This segment was analyzed with increased future ADT volumes, but no lane reductions. It is not feasible to apply lane reductions to this segment as the curb-to-curb width cannot support more than two vehicle through lanes.

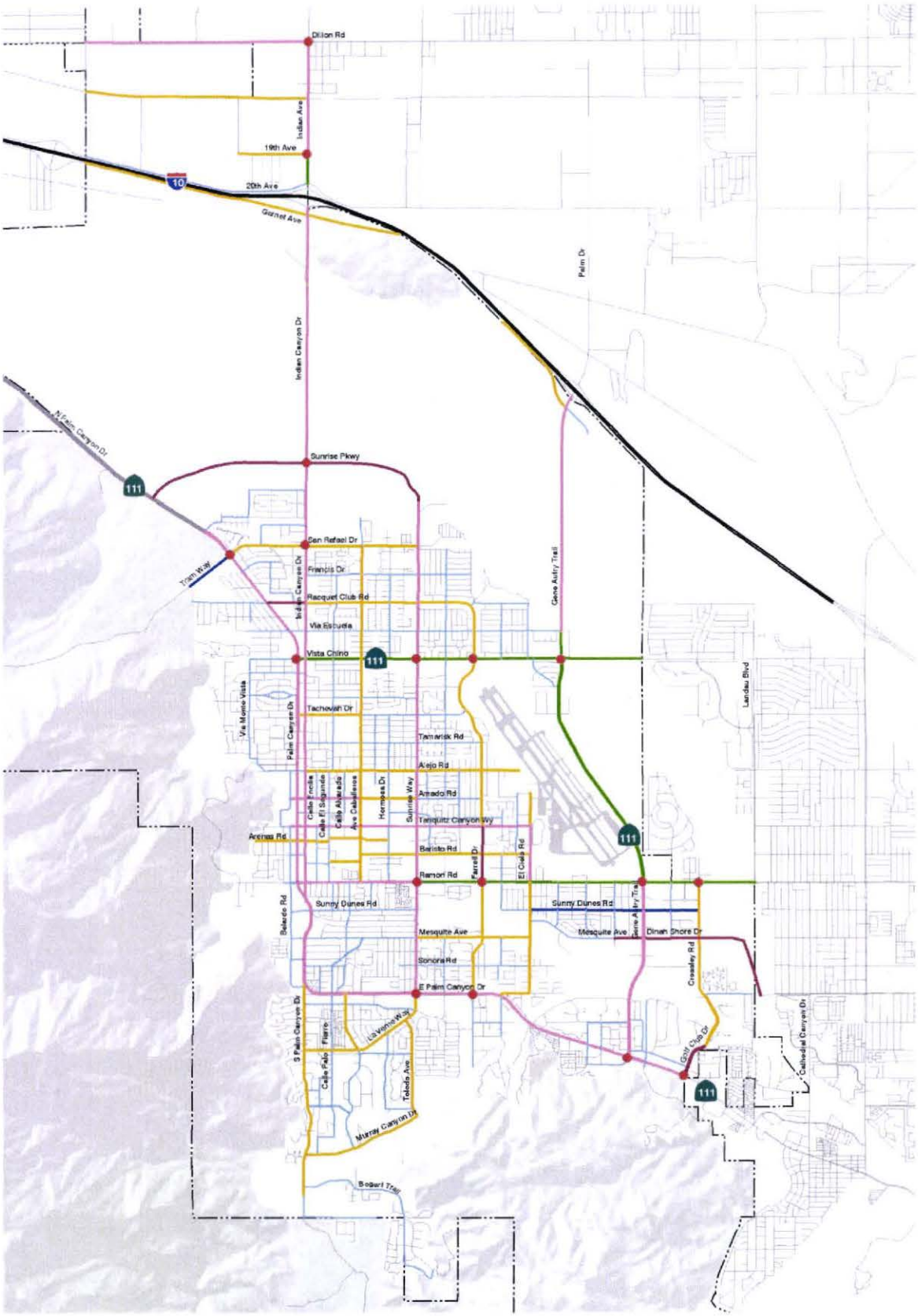
5 – Recommendations

It is recommended to continue with the six new proposed street cross sections on all analyzed street segments with satisfactory LOS in the year 2035. These street segments will allow for acceptable vehicle LOS while providing bicycle facilities and maintaining curb-to-curb widths and on-street parking. The proposed Circulation Plan map with the modified segment lengths is in Appendix C. It should be noted that, although the Farrell Drive segment between Racquet Club Road and Via Escuela experienced LOS C in the year 2035 under "road diet" conditions, it is not recommended to undergo lane reductions there under direction of the City. The quick transitions between roadway types can be confusing and would not be conducive to smooth roadway operations.

Gene Autry Trail, Indian Canyon Drive, North Palm Canyon Drive, Sunrise Way, and parts of Farrell Drive did not meet minimum LOS requirements in the future condition. The streets could not fit bicycle lane facilities, preserve existing parking, and reduce the number of vehicle lanes without exhibiting failing vehicle travel performance.

The City of Palm Springs should adopt the General Plan Amendment to add six new street cross sections to the General Plan to encourage the safe use of bicycle transportation within the city. The six new sections provide service to all road users without the need for further roadway widening or right-of-way acquisitions.

APPENDIX A



- Freeway
- Expressway
- Major Thoroughfare (6 - lane divided)
- Major Thoroughfare (4 - lane divided)
- Secondary Thoroughfare (4 - lane divided)
- Secondary Thoroughfare (4 - lane undivided)
- Collector (2 - lane divided)
- Collector (2 - lane undivided)
- Local
- City Boundary
- Sphere of Influence
- Critical Intersection*

*Intersection improvements required to maintain acceptable LOS.

0' 4,500'

Circulation Plan

CITY OF PALM SPRINGS GENERAL PLAN

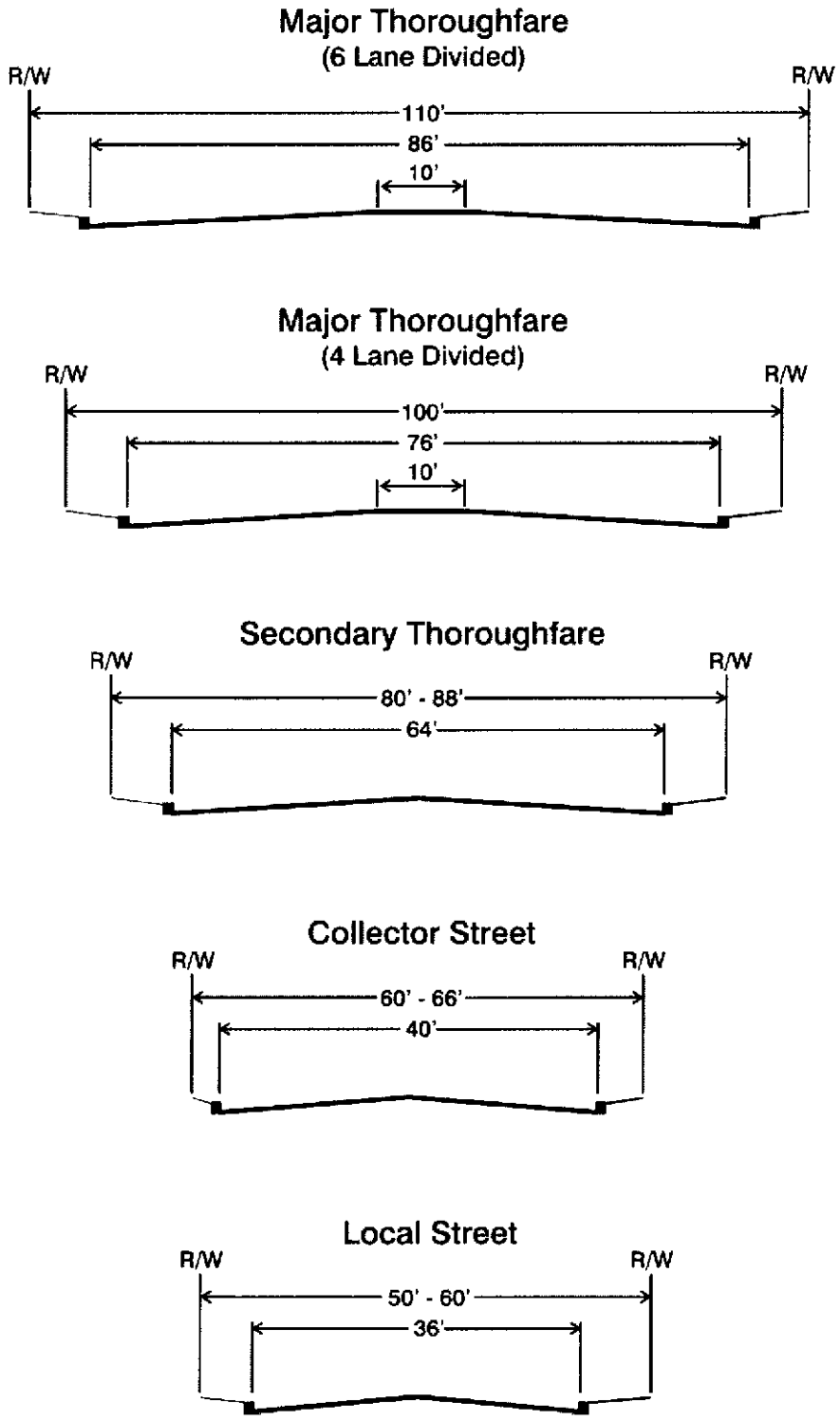


Figure 4-2 Typical Street Cross Sections

APPENDIX B

[illegible]

	Street Segment	General Plan Curb-to-Curb Width (ft)	Parking	Existing ADT Volume on General Plan Roadways						2035 ADT Volume on General Plan Roadways						2035 ADT Volume on Road Diet Roadways						Recommended for General Plan Amendment
				Number of Lanes	Type	Volume	Capacity	V/C	LOS	Number of Lanes	Type	Volume	V/C	LOS		Number of Lanes	Type	Volume	Capacity	V/C	LOS	
	Alejo Road																					
1	Indian Canyon Drive to Avenida Caballeros	64	X	4	Undivided	5400	25900	0.21	A	4	Undivided	7200	0.28	A		2	Divided [1]	7200	18000	0.40	A	Yes
2	Avenida Caballeros to Sunrise Way	64	X	4	Undivided	5000	25900	0.19	A	4	Undivided	6700	0.26	A		2	Divided [1]	6700	18000	0.37	A	Yes
3	Sunrise Way to Farrell Drive	64	X	4	Undivided	4000	25900	0.15	A	4	Undivided	5300	0.20	A		2	Divided [1]	5300	18000	0.29	A	Yes
4	Farrell Drive to Civic Drive	64	X	4	Undivided	2000	25900	0.08	A	4	Undivided	2700	0.10	A		2	Divided [1]	2700	18000	0.15	A	Yes
	Amado Road																					
5	Indian Canyon Drive to Avenida Caballeros [2]	64	X	2	Divided [1]	4700	18000	0.26	A	2	Divided [1]	6200	0.34	A		2	Divided [1]	6200	18000	0.34	A	Yes
6	Avenida Caballeros to Sunrise Way [2]	64	X	2	Divided [1]	2600	18000	0.14	A	2	Divided [1]	3500	0.19	A		2	Divided [1]	3500	18000	0.19	A	Yes
	Arenas Road																					
7	S. Tahquitz Drive to Indian Canyon Drive	64	X	4	Undivided	1400	25900	0.05	A	4	Undivided	1900	0.07	A		2	Undivided	1900	13000	0.15	A	Yes
8	Indian Canyon Drive to Avenida Caballeros [2]	64	X	2	Divided [1]	1100	18000	0.06	A	2	Divided [1]	1400	0.08	A		2	Divided [1]	1400	18000	0.08	A	Yes
9	Avenida Caballeros to Hermosa Drive [2]	64	X	2	Divided [1]	500	18000	0.03	A	2	Divided [1]	700	0.04	A		2	Divided [1]	700	18000	0.04	A	Yes
	Avenida Caballeros																					
10	San Rafael Drive to Francis Drive	64	X	4	Undivided	3400	25900	0.13	A	4	Undivided	4500	0.17	A		2	Divided [1]	4500	18000	0.25	A	Yes
11	Francis Drive to Racquet Club Road	64	X	4	Undivided	3400	25900	0.13	A	4	Undivided	4500	0.17	A		2	Divided [1]	4500	18000	0.25	A	Yes
12	Racquet Club Road to Via Escuela	64	X	4	Undivided	3400	25900	0.13	A	4	Undivided	4500	0.17	A		2	Divided [1]	4500	18000	0.25	A	Yes
13	Via Escuela to Vista Chino	64	X	4	Undivided	3400	25900	0.13	A	4	Undivided	4500	0.17	A		2	Divided [1]	4500	18000	0.25	A	Yes
14	Vista Chino to Paseo El Mirador	64	X	4	Undivided	4300	25900	0.17	A	4	Undivided	5700	0.22	A		2	Divided [1]	5700	18000	0.32	A	Yes
15	Paseo El Mirador to Tachevah Drive	64		4	Undivided	4300	25900	0.17	A	4	Undivided	5700	0.22	A		2	Divided [1]	5700	18000	0.32	A	Yes
16	Tachevah Drive to Tamarisk Road	64	X	4	Undivided	4100	25900	0.16	A	4	Undivided	5500	0.21	A		2	Divided [1]	5500	18000	0.31	A	Yes
17	Tamarisk Road to Alejo Road	64	X	4	Undivided	4200	25900	0.16	A	4	Undivided	5600	0.22	A		2	Divided [1]	5600	18000	0.31	A	Yes
18	Alejo Road to Amado Road [2]	64	X	2	Divided [1]	4300	18000	0.24	A	2	Divided [1]	5800	0.32	A		2	Divided [1]	5800	18000	0.32	A	Yes
19	Amado Road to Tahquitz Canyon Way [2]	64	X	2	Divided [1]	4300	18000	0.24	A	2	Divided [1]	5800	0.32	A		2	Divided [1]	5800	18000	0.32	A	Yes
20	Tahquitz Canyon Way to Arenas Road [2]	64	X	2	Divided [1]	4200	18000	0.23	A	2	Divided [1]	5600	0.31	A		2	Divided [1]	5600	18000	0.31	A	Yes
21	Arenas Road to Baristo Road [2]	64	X	2	Divided [1]	4200	18000	0.23	A	2	Divided [1]	5600	0.31	A		2	Divided [1]	5600	18000	0.31	A	Yes
22	Baristo Road to Saturnino Road [2]	64	X	2	Divided [1]	4200	18000	0.23	A	2	Divided [1]	5600	0.31	A		2	Divided [1]	5600	18000	0.31	A	Yes
23	Saturnino Road to Ramon Road [2]	64	X	2	Divided [1]	4200	18000	0.23	A	2	Divided [1]	5600	0.31	A		2	Divided [1]	5600	18000	0.31	A	Yes
	Baristo Road																					
24	Avenida Caballeros to Sunrise Way [2]	64	X	2	Divided [1]	3300	18000	0.18	A	2	Divided [1]	4400	0.24	A		2	Divided [1]	4400	18000	0.24	A	Yes
25	Sunrise Way to Farrell Drive	64	X	4	Undivided	5600	25900	0.22	A	4	Undivided	7500	0.29	A		2	Divided [1]	7500	18000	0.42	A	Yes
26	Farrell Drive to El Cielo Road	64	X	4	Undivided	5000	25900	0.19	A	4	Undivided	6700	0.26	A		2	Divided [1]	6700	18000	0.37	A	Yes
	Barona Road																					
27	E. Palm Canyon Drive to Sandcliff Road	64		4	Undivided	700	25900	0.03	A	4	Undivided	1000	0.04	A		2	Divided [1]	1000	18000	0.06	A	Yes
	Calle El Segundo																					
28	Amado Road to Tahquitz Canyon Way	64	X	4	Undivided	3900	25900	0.15	A	4	Undivided	5200	0.20	A		2	Divided [1]	5200	18000	0.29	A	Yes
29	Tahquitz Canyon Way to Arenas Road	64	West	4	Undivided	2800	25900	0.11	A	4	Undivided	3800	0.15	A		2	Divided [1]	3800	18000	0.21	A	Yes
30	Arenas Road to Saturnino Road	64	X	4	Undivided	2800	25900	0.11	A	4	Undivided	3800	0.15	A		2	Divided [1]	3800	18000	0.21	A	Yes
31	Saturnino Road to Ramon Road	64	X	4	Undivided	2800	25900	0.11	A	4	Undivided	3800	0.15	A		2	Divided [1]	3800	18000	0.21	A	Yes
	Camino Real																					
32	E. Palm Canyon Drive to La Verne Way	64	X	4	Undivided	1300	25900	0.05	A	4	Undivided	1700	0.07	A		2	Divided [1]	1700	18000	0.09	A	Yes

[1] Roadway has two-way left-turn lane, but no median.

[2] Roadway modified from City of Palm Springs, General Plan to Section 14 Specific Plan

ALBERT A WEBB ASSOCIATES

	Street Segment	General Plan Curb-to-Curb Width (ft)	Parking	Existing ADT Volume on General Plan Roadways						2035 ADT Volume on General Plan Roadways					2035 ADT Volume on Road Diet Roadways						Recommended for General Plan Amendment
				Number of Lanes	Type	Volume	Capacity	V/C	LOS	Number of Lanes	Type	Volume	V/C	LOS	Number of Lanes	Type	Volume	Capacity	V/C	LOS	
	Crossley Road																				
33	Ramon Road to Sunny Dunes Road	64		4	Undivided	8400	25900	0.32	A	4	Undivided	11100	0.43	A	2	Divided [1]	11100	18000	0.62	B	Yes
34	Sunny Dunes Road to Dinah Shore Drive	64	X	4	Undivided	8400	25900	0.32	A	4	Undivided	11100	0.43	A	2	Divided [1]	11100	18000	0.62	B	Yes
35	Dinah Shore Drive to 34th Avenue	64	X	4	Undivided	8400	25900	0.32	A	4	Undivided	11100	0.43	A	2	Divided [1]	11100	18000	0.62	B	Yes
	El Cielo Road																				
36	Tahquitz Canyon Way to Baristo Road	76	X	4	Divided	11700	35900	0.33	A	4	Divided	15600	0.43	A	2	Divided	15600	18000	0.87	D	Yes
37	Baristo Road to Ramon Road	76	X	4	Divided	11700	35900	0.33	A	4	Divided	15600	0.43	A	2	Divided	15600	18000	0.87	D	Yes
	Farrell Drive																				
38	Racquet Club Road to Via Escuela	64	X	4	Undivided	9700	25900	0.37	A	4	Undivided	12900	0.50	A	2	Divided [1]	12900	18000	0.72	C	No
39	Via Escuela to Vista Chino	64	X	4	Undivided	15200	25900	0.59	A	4	Undivided	20200	0.78	C	2	Divided [1]	20200	18000	1.12	F	No
40	Vista Chino to Tachevah Drive	64		4	Undivided	15200	25900	0.59	A	4	Undivided	20200	0.78	C	2	Divided [1]	20200	18000	1.12	F	No
41	Tachevah Drive to Tamarisk Road	64		4	Undivided	15200	25900	0.59	A	4	Undivided	20200	0.78	C	2	Divided [1]	20200	18000	1.12	F	No
42	Tamarisk Road to Alejo Road	64	X	4	Undivided	15500	25900	0.60	A	4	Undivided	20600	0.80	C	2	Divided [1]	20600	18000	1.14	F	No
43	Alejo Road to Amado Road	64	X	4	Undivided	15700	25900	0.61	B	4	Undivided	20800	0.80	C	2	Divided [1]	20800	18000	1.16	F	No
44	Amado Road to Tahquitz Canyon Way	64	X	4	Undivided	15700	25900	0.61	B	4	Undivided	20800	0.80	C	2	Divided [1]	20800	18000	1.16	F	No
45	Tahquitz Canyon Way to Baristo Road	64		4	Divided	12200	35900	0.34	A	4	Divided	16300	0.45	A	2	Divided	16300	18000	0.91	E	No
46	Baristo Road to Ramon Road	64		4	Divided	12200	35900	0.34	A	4	Divided	16300	0.45	A	2	Divided	16300	18000	0.91	E	No
47	Ramon Road to Mesquite Avenue	64	X	4	Undivided	8800	25900	0.34	A	4	Undivided	11700	0.45	A	2	Divided [1]	11700	18000	0.65	B	Yes
48	Mesquite Avenue to Sonora Road	64	X	4	Undivided	8200	25900	0.32	A	4	Undivided	10900	0.42	A	2	Divided [1]	10900	18000	0.61	B	Yes
49	Sonora Road to E. Palm Canyon Drive	64	X	4	Undivided	8200	25900	0.32	A	4	Undivided	10900	0.42	A	2	Divided [1]	10900	35900	0.61	B	Yes
	Gene Autry Trail																				
50	Vista Chino to Chia Road	86		6	Divided	29000	53900	0.54	A	6	Divided	38600	0.72	C	4	Divided	38600	35900	1.08	F	No
51	Chia Road to Ramon Road	86		6	Divided	25300	53900	0.47	A	6	Divided	33700	0.63	B	4	Divided	33700	35900	0.94	E	No

[1] Roadway has two-way left-turn lane, but no median.
[2] Roadway modified from City of Palm Springs, General Plan to Section 14 Specific Plan

	Street Segment	General Plan Curb-to-Curb Width (ft)	Parking	Existing ADT Volume on General Plan Roadways						2035 ADT Volume on General Plan Roadways					2035 ADT Volume on Road Diet Roadways						Recommended for General Plan Amendment
				Number of Lanes	Type	Volume	Capacity	V/C	LOS	Number of Lanes	Type	Volume	V/C	LOS	Number of Lanes	Type	Volume	Capacity	V/C	LOS	
	Indian Canyon Drive																				
52	San Rafael Drive to Francis Drive	76		4	Divided	16000	35900	0.45	A	4	Divided	21300	0.59	A	2	Divided	21300	18000	1.18	F	No
53	Francis Drive to Racquet Club Road	76	X	4	Divided	16000	35900	0.45	A	4	Divided	21300	0.59	A	2	Divided	21300	18000	1.18	F	No
54	Racquet Club Road to Via Escuela	76	X	4	Divided	16400	35900	0.46	A	4	Divided	21900	0.61	B	2	Divided	21900	18000	1.22	F	No
55	Via Escuela to Vista Chino	76	X	4	Divided	16400	35900	0.46	A	4	Divided	21900	0.61	B	2	Divided	21900	18000	1.22	F	No
56	Vista Chino to Stevens Road	76		4	Divided	18700	35900	0.52	A	4	Divided	24800	0.69	B	2	Divided	24800	18000	1.38	F	No
57	Stevens Road to Tachevah Drive	76	X	4	Divided	18700	35900	0.52	A	4	Divided	24800	0.69	B	2	Divided	24800	18000	1.38	F	No
58	Tachevah Drive to Tamarisk Road	76		4	Divided	16900	35900	0.47	A	4	Divided	22500	0.63	B	2	Divided	22500	18000	1.25	F	No
59	Tamarisk Road to Alejo Road	76		4	Divided	16900	35900	0.47	A	4	Divided	22500	0.63	B	2	Divided	22500	18000	1.25	F	No
60	Alejo Road to Amado Road	64	X	4	One-way	9900	35900	0.28	A	4	One-way	13200	0.37	A	3	One-way	13200	27000	0.49	A	No
61	Amado Road to Andreas Road	64	X	4	One-way	9900	35900	0.28	A	4	One-way	13200	0.37	A	3	One-way	13200	27000	0.49	A	No
62	Andreas Road to Tahquitz Canyon Way	64	X	4	One-way	9900	35900	0.28	A	4	One-way	13200	0.37	A	3	One-way	13200	27000	0.49	A	No
63	Tahquitz Canyon Way to Arenas Road	64	X	4	One-way	13700	35900	0.38	A	4	One-way	18200	0.51	A	3	One-way	18200	27000	0.68	B	No
64	Arenas Road to Baristo Road	64	X	4	One-way	13700	35900	0.38	A	4	One-way	18200	0.51	A	3	One-way	18200	27000	0.68	B	No
65	Baristo Road to Saturnino Road	64	X	4	One-way	13700	35900	0.38	A	4	One-way	18200	0.51	A	3	One-way	18200	27000	0.68	B	No
66	Saturnino Road to Ramon Road	64	X	4	One-way	13700	35900	0.38	A	4	One-way	18200	0.51	A	3	One-way	18200	27000	0.68	B	No
67	Ramon Road to Camino Parocela	64	X	4	One-way	13500	35900	0.38	A	4	One-way	18000	0.50	A	3	One-way	18000	27000	0.67	B	No
	La Verne Way																				
68	S. Palm Canyon Drive to Camino Real	64	X	4	Undivided	4900	25900	0.19	A	4	Undivided	6500	0.25	A	2	Divided [1]	6500	18000	0.36	A	Yes
69	Camino Real to Toledo Avenue	64	X	4	Undivided	5900	25900	0.23	A	4	Undivided	7800	0.30	A	2	Divided [1]	7800	18000	0.43	A	Yes
70	Toledo Avenue to E. Palm Canyon Drive	64	X	4	Undivided	11300	25900	0.44	A	4	Undivided	15000	0.58	A	2	Divided [1]	11600	18000	0.64	B	Yes
	Mesquite Avenue																				
71	Sunrise Way to El Cielo Road	64	X	4	Undivided	4100	25900	0.16	A	4	Undivided	5500	0.21	A	2	Divided [1]	5500	18000	0.31	A	Yes
72	Vella Road to Gene Autry Trail	64	X	4	Divided	8700	25900	0.24	A	4	Divided	11600	0.32	A	2	Divided	11600	18000	0.64	B	Yes
	Murray Canyon Drive																				
73	S. Palm Canyon Drive to Camino Real	64	X	4	Undivided	3500	25900	0.14	A	4	Undivided	4700	0.18	A	2	Divided [1]	4700	18000	0.26	A	Yes
74	Camino Real to Toledo Avenue	64	X	4	Undivided	3300	25900	0.13	A	4	Undivided	4300	0.17	A	2	Divided [1]	4300	18000	0.24	A	Yes
	N. Palm Canyon Drive																				
75	Tram Way to Yorba Road	64	X	4	Divided	19200	35900	0.53	A	4	Divided	25500	0.71	C	2	Divided	25500	18000	1.42	F	No
76	Yorba Road to Racquet Club Road	64	X	4	Divided	19200	35900	0.53	A	4	Divided	25500	0.71	C	2	Divided	25500	18000	1.42	F	No
77	Racquet Club Road to Via Escuela	64	X	4	Divided	17700	35900	0.49	A	4	Divided	23600	0.66	B	2	Divided	23600	18000	1.31	F	No
78	Via Escuela to Vista Chino	64	X	4	Divided	17700	35900	0.49	A	4	Divided	23600	0.66	B	2	Divided	23600	18000	1.31	F	No
79	Vista Chino to Stevens Road	64	X	4	Divided	16500	35900	0.46	A	4	Divided	22000	0.61	B	2	Divided	22000	18000	1.22	F	No
80	Stevens Road to Via Las Palmas	64	X	4	Divided	16500	35900	0.46	A	4	Divided	22000	0.61	B	2	Divided	22000	18000	1.22	F	No
81	Via Las Palmas to Tachevah Drive	64	X	4	Divided	16500	35900	0.46	A	4	Divided	22000	0.61	B	2	Divided	22000	18000	1.22	F	No
82	Tachevah Drive to Alejo Road	64	X	4	Divided	15700	35900	0.44	A	4	Divided	20900	0.58	A	2	Divided	20900	18000	1.16	F	No
83	Alejo Road to Amado Road	50	X	3	One-way	11800	27000	0.44	A	3	One-way	15700	0.58	A	2	One-way	15700	18000	0.87	D	No
84	Amado Road to Andreas Road	50	X	3	One-way	11800	27000	0.44	A	3	One-way	15700	0.58	A	2	One-way	15700	18000	0.87	D	No
85	Andreas Road to Tahquitz Canyon Way	50	X	3	One-way	11800	27000	0.44	A	3	One-way	15700	0.58	A	2	One-way	15700	18000	0.87	D	No
86	Tahquitz Canyon Way to Arenas Road	50	X	3	One-way	9900	27000	0.37	A	3	One-way	13200	0.49	A	2	One-way	13200	18000	0.73	C	No
87	Arenas Road to Baristo Road	50	X	3	One-way	9000	27000	0.33	A	3	One-way	12000	0.45	A	2	One-way	12000	18000	0.67	B	No
88	Baristo Road to Ramon Road	50	X	3	One-way	8100	27000	0.30	A	3	One-way	10800	0.40	A	2	One-way	10800	18000	0.60	A	No

[1] Roadway has two-way left-turn lane, but no median.

[2] Roadway modified from City of Palm Springs, General Plan to Section 14 Specific Plan

	Street Segment	General Plan Curb-to-Curb Width (ft)	Parking	Existing ADT Volume on General Plan Roadways						2035 ADT Volume on General Plan Roadways					2035 ADT Volume on Road Diet Roadways						Recommended for General Plan Amendment
				Number of Lanes	Type	Volume	Capacity	V/C	LOS	Number of Lanes	Type	Volume	V/C	LOS	Number of Lanes	Type	Volume	Capacity	V/C	LOS	
	Racquet Club Road																				
89	N. Palm Canyon Drive to Zanjero Road	64		4	Divided	4600	35900	0.13	A	4	Divided	6100	0.17	A	2	Divided	6100	18000	0.34	A	Yes
90	Zanjero Road to N. Indian Canyon Drive	64		4	Divided	4600	35900	0.13	A	4	Divided	6100	0.17	A	2	Divided	6100	18000	0.34	A	Yes
91	N. Indian Canyon Drive to Via Miraleste	64	X	4	Undivided	7000	25900	0.27	A	4	Undivided	9400	0.36	A	2	Divided [1]	9400	18000	0.52	A	Yes
92	Via Miraleste to Avenida Caballeros	64	X	4	Undivided	7000	25900	0.27	A	4	Undivided	9400	0.36	A	2	Divided [1]	9400	18000	0.52	A	Yes
93	Avenida Caballeros to Hermosa Drive	64	X	4	Undivided	7000	25900	0.27	A	4	Undivided	9300	0.36	A	2	Divided [1]	9300	18000	0.52	A	Yes
94	Hermosa Drive to Sunrise Way	64	X	4	Undivided	7000	25900	0.27	A	4	Undivided	9300	0.36	A	2	Divided [1]	9300	18000	0.52	A	Yes
95	Sunrise Way to Cerritos Drive	64	X	4	Undivided	9000	25900	0.35	A	4	Undivided	11900	0.46	A	2	Divided [1]	11900	18000	0.66	B	Yes
96	Cerritos Drive to Farrell Drive	64	X	4	Undivided	9000	25900	0.35	A	4	Undivided	11900	0.46	A	2	Divided [1]	11900	18000	0.66	B	Yes
	S. Palm Canyon Drive																				
97	E. Palm Canyon Drive to Twin Palms Drive	64		4	Undivided	11000	25900	0.42	A	4	Undivided	14600	0.56	A	2	Divided [1]	14600	18000	0.81	D	Yes
98	Twin Palms Drive to La Verne Way	64	X	4	Undivided	9200	25900	0.36	A	4	Undivided	12200	0.47	A	2	Divided [1]	12200	18000	0.68	B	Yes
99	La Verne Way to Canyon Vista Drive	64	X	4	Undivided	7400	25900	0.29	A	4	Undivided	9900	0.38	A	2	Divided [1]	9900	18000	0.55	A	Yes
100	Canyon Vista Drive to Avenida Granada	64	X	4	Undivided	5600	25900	0.22	A	4	Undivided	7500	0.29	A	2	Divided [1]	7500	18000	0.42	A	Yes
101	Avenida Granada to Murray Canyon Drive	64	X	4	Undivided	3900	25900	0.15	A	4	Undivided	5100	0.20	A	2	Divided [1]	5100	18000	0.28	A	Yes
102	Murray Canyon Drive to Bogert Trail	64	X	4	Undivided	3900	25900	0.15	A	4	Undivided	5100	0.20	A	2	Divided [1]	5100	18000	0.28	A	Yes
103	Bogert Trail to Acanto Drive	40		2	Undivided	2500	13000	0.19	A	2	Undivided	3300	0.25	A	2	Undivided	3300	13000	0.25	A	Yes
	San Rafael Drive																				
104	N. Palm Canyon Drive to McCarthy Road	64		4	Undivided	3700	25900	0.14	A	4	Undivided	4900	0.19	A	2	Divided [1]	4900	18000	0.27	A	Yes
105	McCarthy Road to N. Indian Canyon Drive	64		4	Undivided	3600	25900	0.14	A	4	Undivided	4800	0.19	A	2	Divided [1]	4800	18000	0.27	A	Yes
106	N. Indian Canyon Drive to Avenida Caballeros	64	X	4	Undivided	6400	25900	0.25	A	4	Undivided	8500	0.33	A	2	Divided [1]	8500	18000	0.47	A	Yes
107	Avenida Caballeros to Sunrise Way	64	X	4	Undivided	6600	25900	0.25	A	4	Undivided	8700	0.34	A	2	Divided [1]	8700	18000	0.48	A	Yes
	Saturnino Road																				
108	Calle El Segundo to Avenida Caballeros [2]	64	X	2	Divided [1]	800	18000	0.04	A	2	Divided [1]	1000	0.06	A	2	Divided [1]	1000	18000	0.06	A	Yes
	Sunrise Way																				
109	San Rafael Drive to Francis Drive	76	West	4	Divided	9700	35900	0.27	A	4	Divided	12900	0.36	A	2	Divided	12900	18000	0.72	C	No
110	Francis Drive to Racquet Club Road	76		4	Divided	13800	35900	0.38	A	4	Divided	18400	0.51	A	2	Divided	18400	18000	1.02	F	No
111	Racquet Club Road to Via Escuela	76		4	Divided	10000	35900	0.28	A	4	Divided	13300	0.37	A	2	Divided	13300	18000	0.74	C	No
112	Via Escuela to Vista Chino	76		4	Divided	20200	35900	0.56	A	4	Divided	26800	0.75	C	2	Divided	26800	18000	1.49	F	No
	Tachevah Drive																				
113	N. Palm Canyon Drive to N. Indian Canyon Drive	64	South	4	Undivided	4000	25900	0.15	A	4	Undivided	5300	0.20	A	2	Divided [1]	5300	18000	0.29	A	Yes
	Toledo Avenue																				
114	La Verne Way to Sierra Way	64	X	4	Undivided	4000	25900	0.15	A	4	Undivided	5300	0.20	A	2	Undivided	5300	13000	0.41	A	Yes
115	Sierra Way to Murray Canyon Drive	64	X	4	Undivided	3300	25900	0.13	A	4	Undivided	4400	0.17	A	2	Undivided	4400	13000	0.34	A	Yes

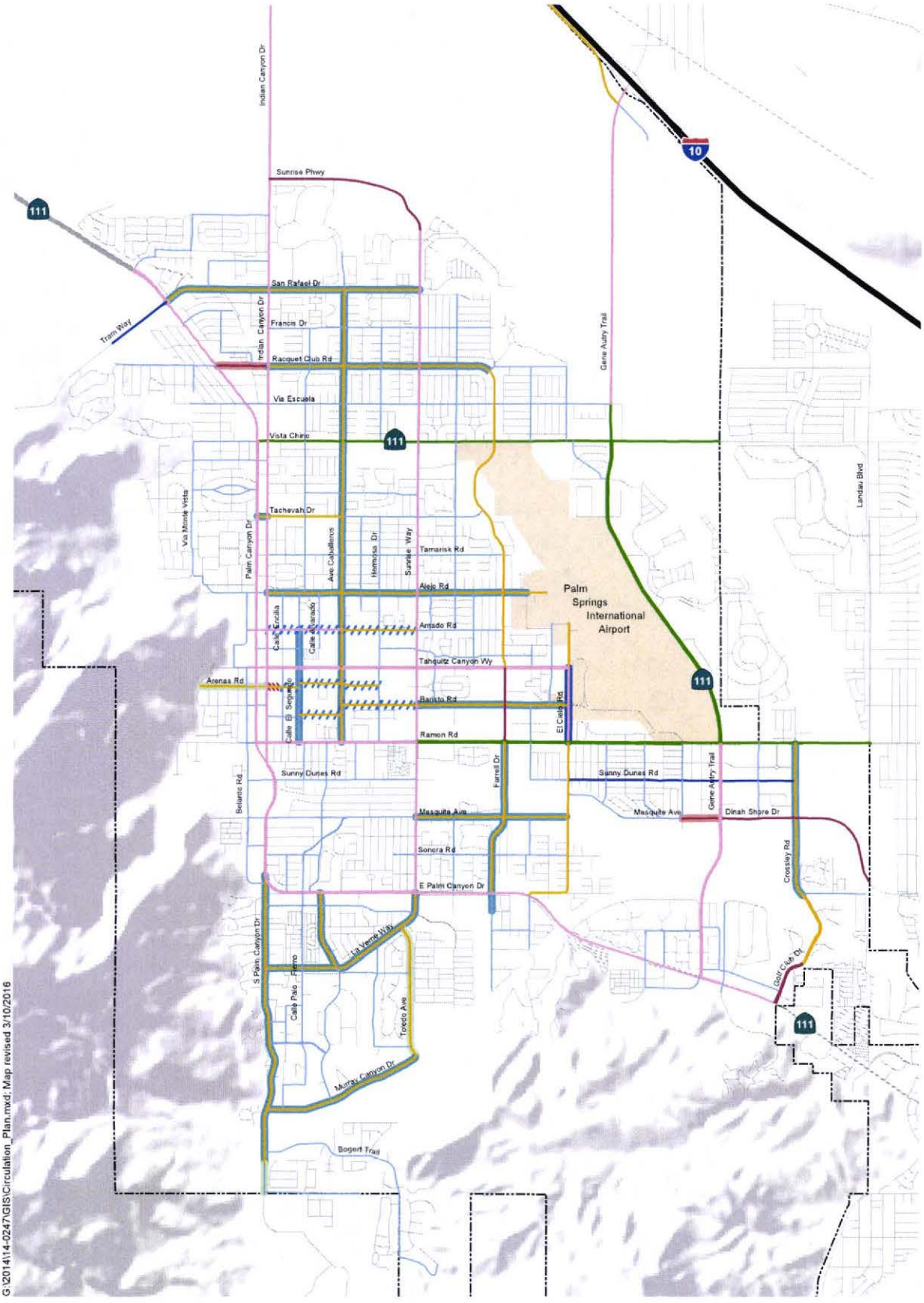
[1] Roadway has two-way left-turn lane, but no median.

[2] Roadway modified from City of Palm Springs, General Plan to Section 14 Specific Plan

APPENDIX C

[redacted]

[redacted]



G:\2014\14-0247\GIS\Circulation_Plan.mxd: Map revised 3/10/2016

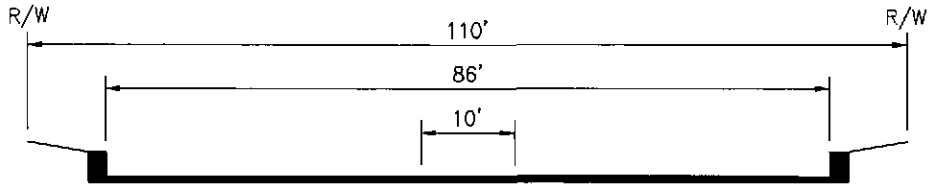
- City Boundary
- Freeway
- Expressway
- Major Thoroughfare (6 - lane divided)
- Major Thoroughfare (4 - lane divided)
- Secondary Thoroughfare (4 - lane divided)
- Secondary Thoroughfare (4 - lane undivided)
- Collector (2 - lane divided)
- Collector (2 - lane undivided)
- Local
- Section 14 Mobility Corridor
- Section 14 Shared Mobility Corridor
- Minor Mobility Corridor (2 - lane undivided)
- Minor Mobility Corridor (2 - lane divided -TWLTL)
- Minor Mobility Corridor (2 - lane divided)
- Major Mobility Corridor (2 - lane divided)

Circulation Plan

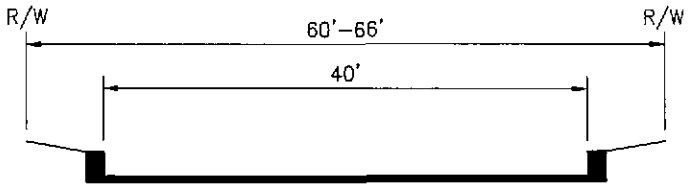
0 0.5 1 1.5 Miles

ALBERT A. WEBB ASSOCIATES

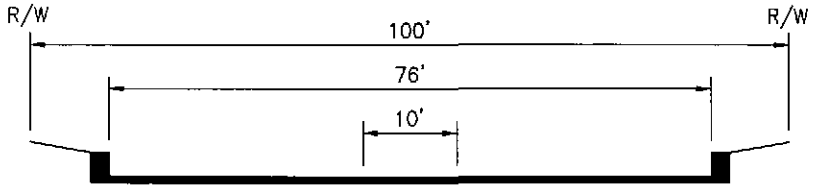
TYPICAL STREET CROSS SECTIONS



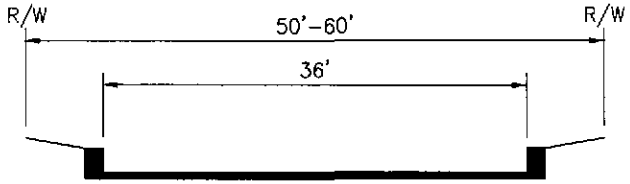
MAJOR THOROUGHFARE (6 LANE DIVIDED)



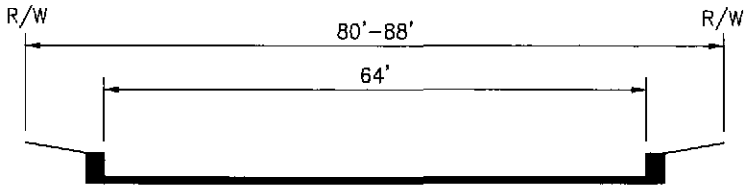
COLLECTOR STREET



MAJOR THOROUGHFARE (4 LANE DIVIDED)



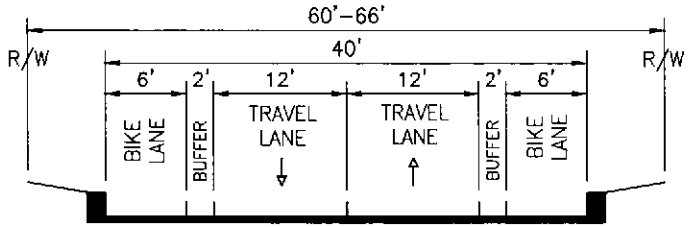
LOCAL STREET



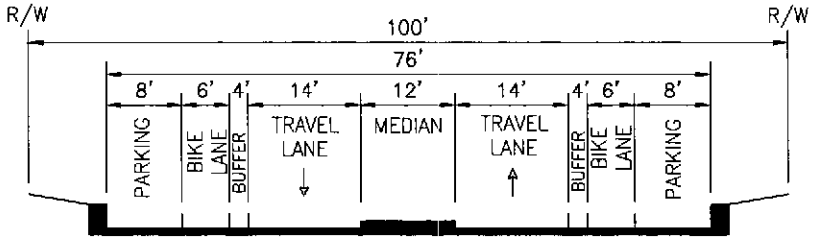
SECONDARY THOROUGHFARE

ALBERT A. WEBB ASSOCIATES

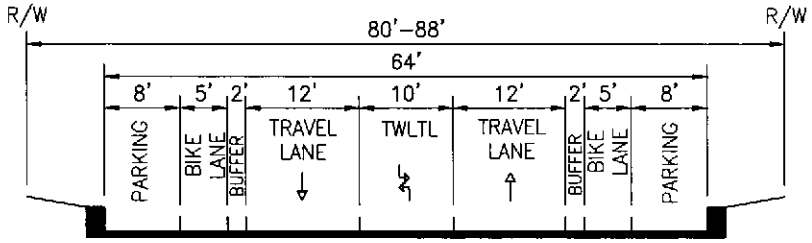
TYPICAL STREET CROSS SECTIONS



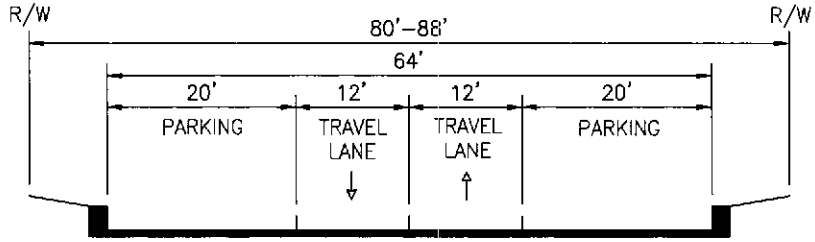
MINOR MOBILITY CORRIDOR – 2 LANES UNDIVIDED



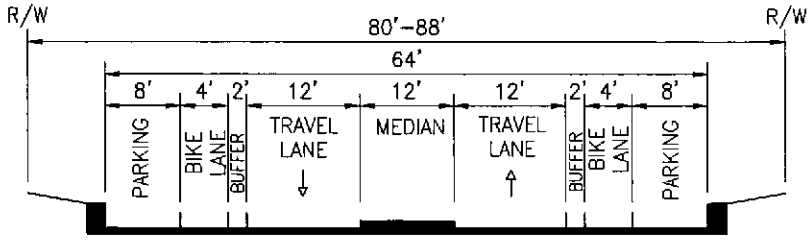
MAJOR MOBILITY CORRIDOR – 2 LANES DIVIDED



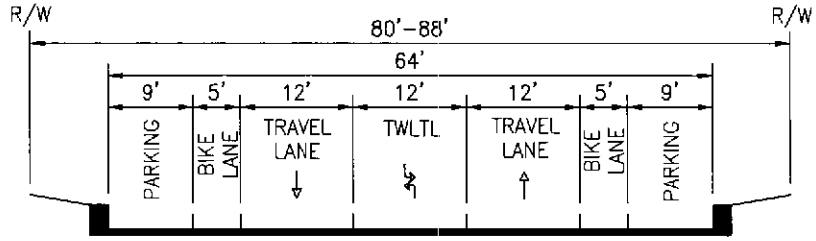
MINOR MOBILITY CORRIDOR – 2 LANES DIVIDED[1]



SECTION 14 SHARED MOBILITY CORRIDOR



MINOR MOBILITY CORRIDOR – 2 LANES DIVIDED



SECTION 14 MOBILITY CORRIDOR

ALBERT A. WEBB ASSOCIATES

[1]TWO–WAY LEFT–TURN LANE IS PROVIDED INSTEAD OF A RAISED MEDIAN

APPENDIX D

[illegible]

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Palm Springs
Farrell Drive
N/ Via Escuela
24 Hour Directional Volume Counts

PLS005
Site Code: 067-16119

Start Time	29-Feb-16 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	86			6	66				
12:15		8	60			8	62				
12:30		7	94			5	80				
12:45		5	88	29	328	5	63	24	271	53	599
01:00		5	99			3	62				
01:15		3	81			0	95				
01:30		5	97			2	72				
01:45		6	87	19	364	5	57	10	286	29	650
02:00		6	82			0	67				
02:15		1	91			5	66				
02:30		2	99			2	**87**				
02:45		7	80	16	352	4	**85**	11	305	27	657
03:00		5	93			3	**88**				
03:15		5	97			4	**67**				
03:30		2	105			10	67				
03:45		2	86	14	381	3	76	20	298	34	679
04:00		4	105			3	69				
04:15		0	100			12	64				
04:30		4	**109**			8	66				
04:45		6	**109**	14	423	16	65	39	264	53	687
05:00		8	**120**			12	66				
05:15		7	**123**			21	79				
05:30		12	103			30	70				
05:45		13	100	40	446	53	69	116	284	156	730
06:00		22	101			39	60				
06:15		21	99			45	49				
06:30		38	81			72	53				
06:45		52	70	133	351	86	52	242	214	375	565
07:00		44	60			**80**	32				
07:15		31	51			**124**	33				
07:30		49	52			**170**	28				
07:45		73	59	197	222	**130**	26	504	119	701	341
08:00		85	57			77	21				
08:15		67	50			93	21				
08:30		68	51			119	18				
08:45		64	43	284	201	111	15	400	75	684	276
09:00		69	36			89	18				
09:15		62	48			75	16				
09:30		76	33			68	22				
09:45		48	23	255	140	93	18	325	74	580	214
10:00		70	30			74	11				
10:15		76	34			75	12				
10:30		64	33			83	19				
10:45		**95**	15	305	112	76	15	308	57	613	169
11:00		**76**	17			79	7				
11:15		**75**	24			72	9				
11:30		**78**	24			67	6				
11:45		69	13	298	78	73	9	291	31	589	109
Total		1604	3398	1604	3398	2290	2278	2290	2278	3894	5676
Combined Total		5002		5002		4568		4568		9570	
AM Peak	-	10:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	324	-	-	-	504	-	-	-	-	-
P.H.F.		0.853				0.741					
PM Peak	-	-	04:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	461	-	-	-	327	-	-	-	-
P.H.F.			0.937				0.929				
Percentage		32.1%	67.9%			50.1%	49.9%				

Counts Unlimited, Inc.

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email: counts@countsunlimited.com

City of Palm Springs
Farrell Drive
N/ Via Escuela
24 Hour Directional Volume Counts

PLS005
Site Code: 067-16119

Start Time	01-Mar-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		17	71			6	64				
12:15		10	69			3	77				
12:30		8	83			3	56				
12:45		8	103	43	326	2	65	14	262	57	588
01:00		5	98			2	55				
01:15		6	67			2	95				
01:30		3	92			4	87				
01:45		7	85	21	342	2	67	10	304	31	646
02:00		2	73			3	73				
02:15		5	89			2	71				
02:30		0	76			2	64				
02:45		1	86	8	324	5	**98**	12	306	20	630
03:00		3	99			2	**93**				
03:15		3	109			3	**74**				
03:30		4	120			5	**87**				
03:45		4	110	14	438	6	71	16	325	30	763
04:00		1	123			7	77				
04:15		4	116			9	70				
04:30		3	100			15	67				
04:45		5	121	13	460	15	68	46	282	59	742
05:00		9	**134**			17	83				
05:15		7	**119**			19	61				
05:30		14	**116**			32	74				
05:45		16	**122**	46	491	48	58	116	276	162	767
06:00		21	107			41	60				
06:15		20	76			54	57				
06:30		34	76			81	67				
06:45		45	60	120	319	79	49	255	233	375	552
07:00		43	68			**86**	41				
07:15		45	63			**125**	41				
07:30		56	67			**162**	30				
07:45		**68**	58	212	256	**131**	29	504	141	716	397
08:00		**83**	63			86	29				
08:15		**72**	52			104	22				
08:30		**91**	56			103	23				
08:45		60	47	306	218	123	20	416	94	722	312
09:00		55	49			94	21				
09:15		73	45			76	15				
09:30		76	26			80	14				
09:45		66	39	270	159	91	12	341	62	611	221
10:00		56	38			81	12				
10:15		76	36			65	13				
10:30		78	22			70	14				
10:45		77	24	287	120	80	7	296	46	583	166
11:00		58	17			65	11				
11:15		69	15			53	7				
11:30		64	14			77	8				
11:45		68	12	259	58	78	7	273	33	532	91
Total		1599	3511	1599	3511	2299	2364	2299	2364	3898	5875
Combined Total		5110		5110		4663		4663		9773	
AM Peak	-	07:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	314	-	-	-	504	-	-	-	-	-
P.H.F.		0.863				0.778					
PM Peak	-	-	05:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	491	-	-	-	352	-	-	-	-
P.H.F.			0.916				0.898				
Percentage		31.3%	68.7%			49.3%	50.7%				

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
N/ Via Escuela
24 Hour Directional Volume Counts

PLS005
Site Code: 067-16119

Start Time	02-Mar-16 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	82			8	71				
12:15		10	70			4	66				
12:30		3	77			0	75				
12:45		7	95	30	324	2	79	14	291	44	615
01:00		5	103			1	65				
01:15		6	91			1	84				
01:30		7	75			1	63				
01:45		2	87	20	356	4	79	7	291	27	647
02:00		4	70			2	80				
02:15		5	72			4	76				
02:30		2	100			2	80				
02:45		2	100	13	342	2	82	10	318	23	660
03:00		2	120			4	68				
03:15		1	97			6	81				
03:30		3	97			5	76				
03:45		5	115	11	429	10	72	25	297	36	726
04:00		1	123			4	71				
04:15		2	115			8	70				
04:30		4	108			9	68				
04:45		2	110	9	456	16	74	37	283	46	739
05:00		5	117			12	57				
05:15		8	133			16	71				
05:30		9	114			27	69				
05:45		17	104	39	468	46	78	101	275	140	743
06:00		19	104			45	49				
06:15		25	100			64	55				
06:30		39	73			75	48				
06:45		62	71	145	348	94	35	278	187	423	535
07:00		42	69			83	24				
07:15		52	69			113	33				
07:30		49	50			142	30				
07:45		65	51	208	239	119	34	457	121	665	360
08:00		83	48			101	23				
08:15		66	57			105	21				
08:30		58	55			115	24				
08:45		69	40	276	200	117	28	438	96	714	296
09:00		92	51			105	25				
09:15		62	35			85	17				
09:30		64	36			69	19				
09:45		86	37	304	159	78	22	337	83	641	242
10:00		62	41			65	15				
10:15		60	32			77	22				
10:30		52	36			87	12				
10:45		64	27	238	136	73	8	302	57	540	193
11:00		58	37			72	12				
11:15		66	28			79	11				
11:30		59	13			85	7				
11:45		78	10	261	88	95	5	331	35	592	123
Total		1554	3545	1554	3545	2337	2334	2337	2334	3891	5879
Combined Total		5099		5099		4671		4671		9770	
AM Peak	-	09:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	304	-	-	-	475	-	-	-	-	-
P.H.F.		0.826				0.836					
PM Peak	-	-	04:45	-	-	-	02:00	-	-	-	-
Vol.	-	-	474	-	-	-	318	-	-	-	-
P.H.F.			0.891				0.970				
Percentage		30.5%	69.5%			50.0%	50.0%				

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City of Palm Springs
Farrell Drive
N/ Via Escuela
24 Hour Directional Volume Counts

PLS005
Site Code: 067-16119

Start Time	03-Mar-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	68			6	60				
12:15		10	78			6	58				
12:30		10	80			4	75				
12:45		7	87	36	313	5	69	21	262	57	575
01:00		6	84			5	81				
01:15		1	93			2	80				
01:30		4	75			5	82				
01:45		6	92	17	344	4	67	16	310	33	654
02:00		5	88			2	69				
02:15		0	87			1	72				
02:30		6	95			1	**99**				
02:45		1	98	12	368	2	**88**	6	328	18	696
03:00		2	107			4	**75**				
03:15		6	106			3	**84**				
03:30		3	92			7	72				
03:45		1	110	12	415	8	60	22	291	34	706
04:00		3	129			7	49				
04:15		2	96			6	70				
04:30		6	**115**			12	85				
04:45		1	**102**	12	442	14	85	39	289	51	731
05:00		6	**122**			12	63				
05:15		7	**143**			26	67				
05:30		10	98			27	83				
05:45		18	101	41	464	48	80	113	293	154	757
06:00		21	108			37	84				
06:15		18	93			57	59				
06:30		35	95			74	43				
06:45		43	55	117	351	96	36	264	222	381	573
07:00		46	64			82	34				
07:15		42	61			**107**	29				
07:30		64	66			**151**	31				
07:45		79	54	231	245	**130**	37	470	131	701	376
08:00		80	59			**96**	42				
08:15		72	44			94	18				
08:30		73	38			103	20				
08:45		60	54	285	195	94	20	387	100	672	295
09:00		80	37			71	20				
09:15		52	54			72	25				
09:30		62	36			89	29				
09:45		59	43	253	170	79	19	311	93	564	263
10:00		58	38			69	17				
10:15		55	26			74	8				
10:30		56	24			84	14				
10:45		61	15	230	103	64	10	291	49	521	152
11:00		**71**	16			59	7				
11:15		**74**	20			63	7				
11:30		**74**	21			73	9				
11:45		**89**	18	308	75	66	5	261	28	569	103
Total		1554	3485	1554	3485	2201	2396	2201	2396	3755	5881
Combined Total		5039		5039		4597		4597		9636	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	308	-	-	-	484	-	-	-	-	-
P.H.F.		0.865				0.801					
PM Peak	-	-	04:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	482	-	-	-	346	-	-	-	-
P.H.F.			0.843				0.874				
Percentage		30.8%	69.2%			47.9%	52.1%				

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
N/ Via Escuela
24 Hour Directional Volume Counts

PLS005
Site Code: 067-16119

Start Time	04-Mar-16 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	61			5	83				
12:15		16	86			6	61				
12:30		9	76			5	72				
12:45		7	79	48	302	2	75	18	291	66	593
01:00		6	104			1	63				
01:15		4	87			4	95				
01:30		6	75			3	72				
01:45		1	85	17	351	2	63	10	293	27	644
02:00		4	93			1	81				
02:15		4	79			1	72				
02:30		5	99			2	80				
02:45		3	110	16	381	3	99	7	332	23	713
03:00		3	109			2	75				
03:15		2	111			6	84				
03:30		2	116			6	86				
03:45		3	94	10	430	3	70	17	315	27	745
04:00		6	126			7	87				
04:15		1	97			9	94				
04:30		4	110			13	86				
04:45		4	92	15	425	8	69	37	336	52	761
05:00		10	123			12	69				
05:15		9	116			15	78				
05:30		12	113			33	58				
05:45		17	110	48	462	42	75	102	280	150	742
06:00		19	95			42	78				
06:15		19	68			58	49				
06:30		35	99			68	55				
06:45		60	69	133	331	78	61	246	243	379	574
07:00		35	65			86	31				
07:15		50	64			102	39				
07:30		58	68			137	33				
07:45		80	51	223	248	132	28	457	131	680	379
08:00		101	57			116	22				
08:15		77	49			92	20				
08:30		59	48			114	16				
08:45		71	28	308	182	101	24	423	82	731	264
09:00		67	45			68	24				
09:15		58	34			89	33				
09:30		66	48			73	28				
09:45		53	47	244	174	78	27	308	112	552	286
10:00		78	36			69	27				
10:15		74	40			67	22				
10:30		62	35			87	20				
10:45		57	32	271	143	78	20	301	89	572	232
11:00		57	31			68	12				
11:15		56	28			83	15				
11:30		74	23			82	9				
11:45		88	20	275	102	78	6	311	42	586	144
Total		1608	3531	1608	3531	2237	2546	2237	2546	3845	6077
Combined Total		5139		5139		4783		4783		9922	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	317	-	-	-	487	-	-	-	-	-
P.H.F.		0.785				0.889					
PM Peak	-	-	05:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	462	-	-	-	344	-	-	-	-
P.H.F.			0.917				0.869				
Percentage		31.3%	68.7%			46.8%	53.2%				
ADT/AADT		ADT 9,734		AADT 9,734							

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
N/ Tamarisk Road
24 Hour Directional Volume Counts

PLS001
Site Code: 067-16119

Start Time	29-Feb-16 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	142			4	101				
12:15		6	130			7	112				
12:30		10	153			1	128				
12:45		7	132	27	557	1	123	13	464	40	1021
01:00		7	140			2	126				
01:15		6	159			3	134				
01:30		4	123			3	131				
01:45		1	119	18	541	4	96	12	487	30	1028
02:00		3	144			4	98				
02:15		2	122			4	101				
02:30		5	141			1	**129**				
02:45		7	136	17	543	6	**184**	15	512	32	1055
03:00		4	**207**			19	**137**				
03:15		4	**185**			13	**124**				
03:30		5	**181**			8	113				
03:45		8	**148**	21	721	7	141	47	515	68	1236
04:00		3	170			12	119				
04:15		8	146			7	112				
04:30		6	169			18	99				
04:45		12	142	29	627	41	120	78	450	107	1077
05:00		17	231			19	114				
05:15		16	173			31	127				
05:30		26	158			34	121				
05:45		28	132	87	694	54	122	138	484	225	1178
06:00		24	118			57	99				
06:15		37	114			75	89				
06:30		51	108			128	71				
06:45		72	87	184	427	144	59	404	318	588	745
07:00		75	51			112	44				
07:15		95	55			176	47				
07:30		106	72			**291**	60				
07:45		156	63	432	241	**303**	28	882	179	1314	420
08:00		121	60			**132**	39				
08:15		88	64			**184**	17				
08:30		121	57			160	31				
08:45		124	56	454	237	195	30	671	117	1125	354
09:00		114	61			145	37				
09:15		101	80			101	22				
09:30		110	40			129	26				
09:45		91	45	416	226	154	33	529	118	945	344
10:00		107	41			140	14				
10:15		111	44			114	19				
10:30		120	34			144	16				
10:45		103	18	441	137	124	19	522	68	963	205
11:00		**138**	21			123	9				
11:15		**130**	16			132	6				
11:30		**125**	20			120	4				
11:45		**129**	8	522	65	113	12	488	31	1010	96
Total		2648	5016	2648	5016	3799	3743	3799	3743	6447	8759
Combined Total		7664		7664		7542		7542		15206	
AM Peak	-	11:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	522	-	-	-	910	-	-	-	-	-
P.H.F.		0.946				0.751					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	721	-	-	-	574	-	-	-	-
P.H.F.			0.871				0.780				
Percentage		34.6%	65.4%			50.4%	49.6%				

City of Palm Springs
Farrell Drive
N/ Tamarisk Road
24 Hour Directional Volume Counts

Counts Unlimited, Inc.
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PLS001
Site Code: 067-16119

Start Time	01-Mar-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		15	153			10	115				
12:15		14	123			4	121				
12:30		11	118			2	115				
12:45		5	145	45	539	3	103	19	454	64	993
01:00		4	132			3	95				
01:15		0	108			1	104				
01:30		6	125			4	118				
01:45		3	110	13	475	3	112	11	429	24	904
02:00		2	124			1	101				
02:15		3	143			3	112				
02:30		2	143			3	119				
02:45		3	131	10	541	6	**185**	13	517	23	1058
03:00		3	237			7	**130**				
03:15		3	202			3	**148**				
03:30		4	182			22	**135**				
03:45		2	127	12	748	24	138	56	551	68	1299
04:00		1	186			14	100				
04:15		8	140			5	93				
04:30		9	**165**			22	95				
04:45		13	**180**	31	671	30	132	71	420	102	1091
05:00		11	**260**			25	135				
05:15		21	**161**			25	104				
05:30		16	148			34	115				
05:45		21	137	69	706	51	109	135	463	204	1169
06:00		31	148			45	83				
06:15		51	91			85	81				
06:30		52	105			109	77				
06:45		74	79	208	423	129	72	368	313	576	736
07:00		73	76			120	61				
07:15		98	67			**174**	31				
07:30		116	73			**260**	**41**				
07:45		159	57	446	273	**317**	31	871	164	1317	437
08:00		102	65			**146**	45				
08:15		90	58			145	39				
08:30		116	70			143	27				
08:45		68	65	376	258	188	27	622	138	998	396
09:00		101	33			136	33				
09:15		**154**	36			129	18				
09:30		**115**	38			139	14				
09:45		**107**	40	477	147	180	27	584	92	1061	239
10:00		**127**	44			124	12				
10:15		102	36			138	18				
10:30		130	37			129	13				
10:45		113	17	472	134	125	13	516	56	988	190
11:00		124	22			132	5				
11:15		125	17			126	12				
11:30		120	21			147	9				
11:45		133	13	502	73	137	13	542	39	1044	112
Total		2661	4988	2661	4988	3808	3636	3808	3636	6469	8624
Combined Total		7649		7649		7444		7444		15093	
AM Peak	-	09:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	503	-	-	-	897	-	-	-	-	-
P.H.F.		0.817				0.707					
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	766	-	-	-	598	-	-	-	-
P.H.F.			0.737				0.808				
Percentage		34.8%	65.2%			51.2%	48.8%				

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
N/ Tamarisk Road
24 Hour Directional Volume Counts

PLS001
Site Code: 067-16119

Start Time	02-Mar-16 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	140			13	128				
12:15		4	126			9	130				
12:30		8	136			5	112				
12:45		27	149	47	551	1	136	28	506	75	1057
01:00		9	161			1	135				
01:15		1	131			2	122				
01:30		9	114			4	100				
01:45		5	104	24	510	3	133	10	490	34	1000
02:00		3	122			1	100				
02:15		4	127			4	120				
02:30		7	125			1	127				
02:45		4	128	18	502	9	**175**	15	522	33	1024
03:00		3	241			3	**148**				
03:15		4	151			3	**118**				
03:30		4	179			6	**132**				
03:45		6	150	17	721	38	140	50	538	67	1259
04:00		3	172			12	103				
04:15		8	158			5	108				
04:30		12	**189**			19	126				
04:45		12	**159**	35	678	21	118	57	455	92	1133
05:00		8	**220**			7	109				
05:15		17	**194**			42	130				
05:30		16	156			19	120				
05:45		19	148	60	718	43	127	111	486	171	1204
06:00		26	130			53	88				
06:15		33	103			69	84				
06:30		43	99			83	75				
06:45		74	108	176	440	110	67	315	314	491	754
07:00		53	100			105	49				
07:15		84	91			171	38				
07:30		79	68			**231**	74				
07:45		103	62	319	321	**235**	37	742	198	1061	519
08:00		117	58			**195**	26				
08:15		82	73			**192**	31				
08:30		**133**	69			179	30				
08:45		**104**	41	436	241	220	34	786	121	1222	362
09:00		**143**	41			216	25				
09:15		**156**	37			111	26				
09:30		100	46			128	28				
09:45		119	48	518	172	159	29	614	108	1132	280
10:00		87	50			146	17				
10:15		105	46			122	26				
10:30		88	43			151	17				
10:45		106	25	386	164	126	8	545	68	931	232
11:00		109	22			138	10				
11:15		111	21			123	9				
11:30		111	15			140	10				
11:45		139	17	470	75	119	7	520	36	990	111
Total		2506	5093	2506	5093	3793	3842	3793	3842	6299	8935
Combined Total		7599		7599		7635		7635		15234	
AM Peak	-	08:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	536	-	-	-	853	-	-	-	-	-
P.H.F.		0.859				0.907					
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	762	-	-	-	573	-	-	-	-
P.H.F.			0.866				0.819				
Percentage		33.0%	67.0%			49.7%	50.3%				

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
N/ Tamarisk Road
24 Hour Directional Volume Counts

PLS001
Site Code: 067-16119

Start Time	03-Mar-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	136			7	107				
12:15		8	143			8	95				
12:30		7	105			2	114				
12:45		4	130	32	514	1	115	18	431	50	945
01:00		9	154			4	121				
01:15		3	128			2	104				
01:30		6	131			5	128				
01:45		4	120	22	533	3	113	14	466	36	999
02:00		1	150			3	98				
02:15		5	126			1	**127**				
02:30		7	161			2	**141**				
02:45		2	142	15	579	8	**161**	14	527	29	1106
03:00		2	226			9	**145**				
03:15		4	175			8	126				
03:30		3	147			7	108				
03:45		2	145	11	693	31	140	55	519	66	1212
04:00		4	164			14	119				
04:15		10	131			10	124				
04:30		12	**166**			20	134				
04:45		11	**159**	37	620	24	**144**	68	521	105	1141
05:00		13	**262**			23	137				
05:15		11	**173**			36	**143**				
05:30		15	142			28	139				
05:45		23	153	62	730	48	138	135	557	197	1287
06:00		23	133			50	96				
06:15		41	124			76	83				
06:30		61	128			127	56				
06:45		65	88	190	473	135	67	388	302	578	775
07:00		69	100			118	57				
07:15		**81**	81			**181**	56				
07:30		**118**	75			**253**	54				
07:45		**150**	63	418	319	**297**	44	849	211	1267	530
08:00		**116**	52			**161**	35				
08:15		**94**	57			157	41				
08:30		94	58			156	31				
08:45		102	73	406	240	191	31	665	138	1071	378
09:00		126	54			121	25				
09:15		139	44			115	34				
09:30		95	50			122	26				
09:45		95	55	455	203	145	21	503	106	958	309
10:00		106	42			122	20				
10:15		104	49			108	26				
10:30		108	31			116	27				
10:45		107	15	425	137	109	16	455	89	880	226
11:00		111	22			123	9				
11:15		103	23			119	7				
11:30		128	15			119	10				
11:45		133	17	475	77	108	12	469	38	944	115
Total		2548	5118	2548	5118	3633	3905	3633	3905	6181	9023
Combined Total		7666		7666		7538		7538		15204	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	478	-	-	-	892	-	-	-	-	-
P.H.F.		0.797				0.751					
PM Peak	-	-	04:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	760	-	-	-	574	-	-	-	-
P.H.F.			0.725				0.891				
Percentage		33.2%	66.8%			48.2%	51.8%				

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City of Palm Springs
Farrell Drive
N/ Tamarisk Road
24 Hour Directional Volume Counts

PLS001
Site Code: 067-16119

Start Time	04-Mar-16 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	131			3	121				
12:15		13	168			4	109				
12:30		10	119			1	107				
12:45		9	127	48	545	2	119	10	456	58	1001
01:00		5	170			3	102				
01:15		2	124			5	122				
01:30		6	107			6	114				
01:45		5	118	18	519	2	123	16	461	34	980
02:00		0	135			1	127				
02:15		3	133			1	116				
02:30		6	143			1	133				
02:45		3	135	12	546	4	178	7	554	19	1100
03:00		1	227			10	122				
03:15		1	191			5	138				
03:30		5	172			6	144				
03:45		4	146	11	736	25	133	46	537	57	1273
04:00		3	161			20	133				
04:15		6	158			14	126				
04:30		12	199			13	140				
04:45		11	132	32	650	19	122	66	521	98	1171
05:00		11	206			8	124				
05:15		11	177			39	118				
05:30		14	164			32	114				
05:45		16	124	52	671	43	102	122	458	174	1129
06:00		24	128			49	70				
06:15		34	96			72	86				
06:30		50	96			109	80				
06:45		71	89	179	409	125	57	355	293	534	702
07:00		60	76			123	60				
07:15		88	63			182	54				
07:30		112	74			263	49				
07:45		157	65	417	278	305	58	873	221	1290	499
08:00		131	60			184	33				
08:15		101	39			156	35				
08:30		108	60			141	35				
08:45		111	41	451	200	190	36	671	139	1122	339
09:00		116	49			134	35				
09:15		128	57			125	33				
09:30		114	59			155	37				
09:45		92	52	450	217	142	39	556	144	1006	361
10:00		120	43			116	37				
10:15		121	51			114	23				
10:30		96	37			112	17				
10:45		95	41	432	172	135	30	477	107	909	279
11:00		118	41			120	19				
11:15		119	19			122	19				
11:30		131	33			123	17				
11:45		120	20	488	113	153	6	518	61	1006	174
Total		2590	5056	2590	5056	3717	3952	3717	3952	6307	9008
Combined Total		7646		7646		7669		7669		15315	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	501	-	-	-	934	-	-	-	-	-
P.H.F.		0.798				0.766					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	736	-	-	-	582	-	-	-	-
P.H.F.			0.811				0.817				
Percentage		33.9%	66.1%			48.5%	51.5%				
ADT/AADT		ADT 15,210		AADT 15,210							

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
S/ Tamarisk Road
24 Hour Directional Volume Counts

PLS002
Site Code: 067-16119

Start Time	29-Feb-16 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	144			6	104				
12:15		4	141			8	123				
12:30		10	142			2	136				
12:45		7	131	27	558	1	133	17	496	44	1054
01:00		8	137			3	135				
01:15		5	152			5	138				
01:30		4	113			4	139				
01:45		2	133	19	535	5	109	17	521	36	1056
02:00		2	145			4	115				
02:15		3	133			6	119				
02:30		5	145			2	136				
02:45		7	138	17	561	7	192	19	562	36	1123
03:00		3	216			20	151				
03:15		4	190			15	140				
03:30		5	186			10	122				
03:45		8	150	20	742	9	151	54	564	74	1306
04:00		3	165			14	129				
04:15		7	149			9	128				
04:30		7	168			20	110				
04:45		12	152	29	634	43	133	86	500	115	1134
05:00		21	228			19	131				
05:15		16	172			31	123				
05:30		24	138			31	128				
05:45		31	124	92	662	56	116	137	498	229	1160
06:00		25	119			51	96				
06:15		40	119			72	88				
06:30		52	98			120	79				
06:45		71	84	188	420	155	63	398	326	586	746
07:00		78	53			118	44				
07:15		94	58			176	49				
07:30		104	63			297	64				
07:45		164	65	440	239	294	31	885	188	1325	427
08:00		119	50			140	42				
08:15		91	66			175	22				
08:30		126	50			174	31				
08:45		121	54	457	220	192	34	681	129	1138	349
09:00		122	63			146	39				
09:15		102	76			115	21				
09:30		127	43			139	28				
09:45		95	41	446	223	158	32	558	120	1004	343
10:00		112	43			151	16				
10:15		128	41			127	21				
10:30		118	35			142	18				
10:45		108	18	466	137	139	19	559	74	1025	211
11:00		141	20			129	11				
11:15		122	15			137	10				
11:30		115	19			129	4				
11:45		127	8	505	62	125	13	520	38	1025	100
Total		2706	4993	2706	4993	3931	4016	3931	4016	6637	9009
Combined Total		7699		7699		7947		7947		15646	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	505	-	-	-	907	-	-	-	-	-
P.H.F.		0.895				0.763					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	742	-	-	-	619	-	-	-	-
P.H.F.			0.859				0.806				
Percentage		35.1%	64.9%			49.5%	50.5%				

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City of Palm Springs
Farrell Drive
S/ Tamarisk Road
24 Hour Directional Volume Counts

PLS002
Site Code: 067-16119

Start Time	01-Mar-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		14	152			12	121				
12:15		12	131			7	141				
12:30		11	116			4	112				
12:45		6	139	43	538	5	123	28	497	71	1035
01:00		4	133			3	106				
01:15		0	111			2	119				
01:30		7	128			5	127				
01:45		3	111	14	483	3	114	13	466	27	949
02:00		2	128			2	114				
02:15		3	134			2	125				
02:30		2	141			5	134				
02:45		4	132	11	535	8	195	17	568	28	1103
03:00		3	229			7	152				
03:15		2	190			5	166				
03:30		4	180			22	132				
03:45		2	128	11	727	25	155	59	605	70	1332
04:00		1	187			13	118				
04:15		9	135			8	106				
04:30		10	164			23	107				
04:45		14	177	34	663	32	135	76	466	110	1129
05:00		11	233			22	157				
05:15		23	155			28	121				
05:30		14	151			33	125				
05:45		22	126	70	665	49	113	132	516	202	1181
06:00		33	131			44	80				
06:15		49	87			76	87				
06:30		55	103			102	72				
06:45		75	82	212	403	129	77	351	316	563	719
07:00		77	72			129	67				
07:15		94	61			167	37				
07:30		120	67			259	47				
07:45		153	60	444	260	312	37	867	188	1311	448
08:00		100	65			155	46				
08:15		94	58			141	38				
08:30		111	70			156	29				
08:45		75	53	380	246	180	31	632	144	1012	390
09:00		92	32			140	36				
09:15		149	35			136	23				
09:30		107	38			146	17				
09:45		109	37	457	142	180	29	602	105	1059	247
10:00		125	44			142	14				
10:15		103	33			144	19				
10:30		126	40			131	14				
10:45		112	15	466	132	131	14	548	61	1014	193
11:00		133	20			138	8				
11:15		129	17			138	12				
11:30		121	21			150	10				
11:45		132	13	515	71	154	13	580	43	1095	114
Total		2657	4865	2657	4865	3905	3975	3905	3975	6562	8840
Combined Total		7522		7522		7880		7880		15402	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	515	-	-	-	893	-	-	-	-	-
P.H.F.		0.968				0.716					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	731	-	-	-	647	-	-	-	-
P.H.F.			0.798				0.829				
Percentage		35.3%	64.7%			49.6%	50.4%				

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City of Palm Springs
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S/ Tamarisk Road
24 Hour Directional Volume Counts

PLS002
Site Code: 067-16119

Start Time	02-Mar-16 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	133			15	132				
12:15		3	132			10	140				
12:30		8	130			7	128				
12:45		26	150	45	545	1	149	33	549	78	1094
01:00		9	165			1	139				
01:15		1	122			2	141				
01:30		10	117			6	103				
01:45		6	107	26	511	4	134	13	517	39	1028
02:00		4	124			2	112				
02:15		4	131			5	136				
02:30		7	123			2	135				
02:45		4	125	19	503	10	**183**	19	566	38	1069
03:00		3	241			5	**158**				
03:15		4	152			5	**131**				
03:30		4	163			7	**144**				
03:45		6	146	17	702	35	151	52	584	69	1286
04:00		3	161			15	112				
04:15		8	150			5	121				
04:30		12	**191**			21	135				
04:45		13	**158**	36	660	23	135	64	503	100	1163
05:00		8	**214**			8	115				
05:15		17	**181**			42	135				
05:30		16	153			19	125				
05:45		19	148	60	696	38	138	107	513	167	1209
06:00		26	128			51	91				
06:15		37	107			56	84				
06:30		44	88			77	82				
06:45		77	104	184	427	113	66	297	323	481	750
07:00		49	92			114	56				
07:15		80	93			163	41				
07:30		76	67			**240**	72				
07:45		103	57	308	309	**237**	44	754	213	1062	522
08:00		117	65			**193**	32				
08:15		86	74			**185**	31				
08:30		**130**	66			189	36				
08:45		**104**	43	437	248	218	37	785	136	1222	384
09:00		**133**	40			224	28				
09:15		**149**	38			119	28				
09:30		95	47			140	31				
09:45		118	47	495	172	162	29	645	116	1140	288
10:00		82	46			161	21				
10:15		104	47			136	23				
10:30		91	42			150	20				
10:45		108	23	385	158	147	10	594	74	979	232
11:00		114	22			147	16				
11:15		98	21			133	12				
11:30		103	15			153	11				
11:45		141	18	456	76	137	8	570	47	1026	123
Total		2468	5007	2468	5007	3933	4141	3933	4141	6401	9148
Combined Total		7475		7475		8074		8074		15549	
AM Peak	-	08:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	516	-	-	-	855	-	-	-	-	-
P.H.F.		0.866				0.891					
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	744	-	-	-	616	-	-	-	-
P.H.F.			0.869				0.842				
Percentage		33.0%	67.0%			48.7%	51.3%				

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City of Palm Springs
Farrell Drive
S/ Tamarisk Road
24 Hour Directional Volume Counts

PLS002
Site Code: 067-16119

Start Time	03-Mar-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	129			9	121				
12:15		8	144			9	101				
12:30		8	109			2	128				
12:45		4	139	33	521	3	145	23	495	56	1016
01:00		13	150			5	125				
01:15		3	127			3	116				
01:30		6	125			7	129				
01:45		4	121	26	523	5	128	20	498	46	1021
02:00		1	140			4	107				
02:15		5	131			2	137				
02:30		7	155			3	**144**				
02:45		2	132	15	558	9	**179**	18	567	33	1125
03:00		2	215			10	**143**				
03:15		4	185			10	**138**				
03:30		3	140			8	122				
03:45		2	**141**	11	681	30	142	58	545	69	1226
04:00		2	163			17	126				
04:15		10	131			12	134				
04:30		12	**163**			20	135				
04:45		11	**157**	35	614	26	146	75	541	110	1155
05:00		15	**245**			25	148				
05:15		12	**177**			36	154				
05:30		15	153			27	144				
05:45		25	151	67	726	49	137	137	583	204	1309
06:00		25	128			48	106				
06:15		44	121			60	82				
06:30		63	127			119	68				
06:45		67	85	199	461	141	70	368	326	567	787
07:00		68	89			117	61				
07:15		77	79			**186**	67				
07:30		115	73			**251**	55				
07:45		146	59	406	300	**286**	45	840	228	1246	528
08:00		116	54			**183**	37				
08:15		89	57			170	42				
08:30		96	56			166	32				
08:45		97	72	398	239	182	37	701	148	1099	387
09:00		123	55			134	29				
09:15		135	42			116	36				
09:30		96	49			132	32				
09:45		100	56	454	202	152	20	534	117	988	319
10:00		108	41			131	23				
10:15		101	51			123	26				
10:30		110	30			114	26				
10:45		100	16	419	138	131	20	499	95	918	233
11:00		**115**	22			127	11				
11:15		**95**	23			129	9				
11:30		**129**	15			127	10				
11:45		**132**	18	471	78	128	14	511	44	982	122
Total		2534	5041	2534	5041	3784	4187	3784	4187	6318	9228
Combined Total		7575		7575		7971		7971		15546	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	471	-	-	-	906	-	-	-	-	-
P.H.F.		0.807				0.792					
PM Peak	-	-	04:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	742	-	-	-	604	-	-	-	-
P.H.F.			0.757				0.844				
Percentage		33.5%	66.5%			47.5%	52.5%				

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City of Palm Springs
Farrell Drive
S/ Tamarisk Road
24 Hour Directional Volume Counts

PLS002
Site Code: 067-16119

Start Time	04-Mar-16 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	140			4	129				
12:15		12	169			5	127				
12:30		8	116			2	121				
12:45		9	126	45	551	3	132	14	509	59	1060
01:00		6	155			4	116				
01:15		2	129			7	127				
01:30		5	112			7	122				
01:45		5	127	18	523	3	119	21	484	39	1007
02:00		0	136			2	139				
02:15		3	133			1	142				
02:30		5	133			3	134				
02:45		3	142	11	544	6	**185**	12	600	23	1144
03:00		1	**236**			9	**134**				
03:15		1	**194**			8	**144**				
03:30		5	**165**			8	**165**				
03:45		4	**147**	11	742	25	145	50	588	61	1330
04:00		3	155			19	148				
04:15		6	158			15	126				
04:30		11	194			16	146				
04:45		14	133	34	640	20	140	70	560	104	1200
05:00		10	192			12	129				
05:15		12	171			38	123				
05:30		15	143			32	117				
05:45		17	122	54	628	43	119	125	488	179	1116
06:00		24	125			43	77				
06:15		39	98			64	89				
06:30		51	91			109	88				
06:45		77	88	191	402	112	65	328	319	519	721
07:00		57	83			126	61				
07:15		83	64			**187**	53				
07:30		108	71			**271**	57				
07:45		154	72	402	290	**299**	58	883	229	1285	519
08:00		124	58			**182**	38				
08:15		96	44			156	39				
08:30		103	63			146	33				
08:45		109	39	432	204	187	35	671	145	1103	349
09:00		109	49			135	36				
09:15		119	58			131	38				
09:30		103	55			153	36				
09:45		102	54	433	216	147	41	566	151	999	367
10:00		112	45			127	39				
10:15		116	51			114	24				
10:30		99	39			129	18				
10:45		98	41	425	176	134	29	504	110	929	286
11:00		**116**	42			129	19				
11:15		**121**	19			125	23				
11:30		**126**	34			132	17				
11:45		**120**	22	483	117	164	10	550	69	1033	186
Total		2539	5033	2539	5033	3794	4252	3794	4252	6333	9285
Combined Total		7572		7572		8046		8046		15618	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	483	-	-	-	939	-	-	-	-	-
P.H.F.		0.784				0.785					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	742	-	-	-	628	-	-	-	-
P.H.F.			0.786				0.849				
Percentage		33.5%	66.5%			47.2%	52.8%				
ADT/AADT		ADT 15,552		AADT 15,552							

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City of Palm Springs
Farrell Drive
S/ Alejo Road
24 Hour Directional Volume Counts

PLS003
Site Code: 067-16119

Start Time	29-Feb-16 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		11	137			7	111				
12:15		2	147			6	133				
12:30		8	144			3	166				
12:45		8	137	29	565	4	139	20	549	49	1114
01:00		7	160			1	146				
01:15		2	158			4	143				
01:30		3	134			4	152				
01:45		2	119	14	571	1	118	10	559	24	1130
02:00		1	148			3	111				
02:15		2	135			4	123				
02:30		3	137			3	143				
02:45		9	139	15	559	5	**200**	15	577	30	1136
03:00		3	**233**			4	**164**				
03:15		8	**189**			4	**140**				
03:30		3	**175**			8	**152**				
03:45		4	**143**	18	740	10	149	26	605	44	1345
04:00		3	158			9	138				
04:15		6	134			5	138				
04:30		7	169			12	129				
04:45		12	140	28	601	38	135	64	540	92	1141
05:00		23	195			14	148				
05:15		17	160			19	142				
05:30		22	140			26	140				
05:45		31	145	93	640	39	126	98	556	191	1196
06:00		24	107			39	102				
06:15		35	107			57	83				
06:30		62	97			100	87				
06:45		73	80	194	391	123	72	319	344	513	735
07:00		81	54			103	51				
07:15		94	60			144	48				
07:30		106	64			**267**	80				
07:45		**182**	64	463	242	**229**	43	743	222	1206	464
08:00		**117**	53			**131**	41				
08:15		**101**	58			**150**	28				
08:30		**141**	53			158	32				
08:45		106	51	465	215	196	41	635	142	1100	357
09:00		115	75			151	47				
09:15		113	68			120	23				
09:30		122	34			142	24				
09:45		99	33	449	210	173	34	586	128	1035	338
10:00		119	39			158	19				
10:15		117	34			139	21				
10:30		119	39			163	20				
10:45		135	17	490	129	168	25	628	85	1118	214
11:00		148	22			148	13				
11:15		112	11			144	9				
11:30		121	18			137	4				
11:45		128	4	509	55	137	15	566	41	1075	96
Total		2767	4918	2767	4918	3710	4348	3710	4348	6477	9266
Combined Total		7685		7685		8058		8058		15743	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	541	-	-	-	777	-	-	-	-	-
P.H.F.		0.743				0.728					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	740	-	-	-	656	-	-	-	-
P.H.F.			0.794				0.820				
Percentage		36.0%	64.0%			46.0%	54.0%				

City of Palm Springs
Farrell Drive
S/ Alejo Road
24 Hour Directional Volume Counts

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PLS003
Site Code: 067-16119

Start Time	01-Mar-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		18	151			13	140				
12:15		15	136			7	156				
12:30		9	125			3	111				
12:45		3	141	45	553	5	128	28	535	73	1088
01:00		5	125			3	122				
01:15		1	116			4	127				
01:30		4	117			4	134				
01:45		3	130	13	488	3	135	14	518	27	1006
02:00		2	131			1	121				
02:15		1	145			1	131				
02:30		0	150			4	**145**				
02:45		5	**143**	8	569	4	**216**	10	613	18	1182
03:00		4	**222**			3	**153**				
03:15		3	**206**			1	**176**				
03:30		3	**170**			7	129				
03:45		4	129	14	727	6	167	17	625	31	1352
04:00		1	161			9	126				
04:15		7	121			4	128				
04:30		11	157			15	125				
04:45		10	167	29	606	24	147	52	526	81	1132
05:00		17	197			16	170				
05:15		18	153			15	130				
05:30		16	152			35	123				
05:45		23	146	74	648	36	133	102	556	176	1204
06:00		32	135			38	88				
06:15		44	82			59	83				
06:30		66	95			87	82				
06:45		85	84	227	396	102	87	286	340	513	736
07:00		69	73			102	68				
07:15		93	72			142	53				
07:30		120	75			**237**	58				
07:45		**177**	58	459	278	**240**	41	721	220	1180	498
08:00		**122**	66			**145**	40				
08:15		**110**	58			**143**	39				
08:30		**126**	64			127	29				
08:45		90	51	448	239	171	29	586	137	1034	376
09:00		106	27			138	41				
09:15		119	33			162	26				
09:30		110	31			153	22				
09:45		111	34	446	125	176	26	629	115	1075	240
10:00		141	46			138	24				
10:15		106	29			131	22				
10:30		113	34			144	19				
10:45		115	14	475	123	136	19	549	84	1024	207
11:00		143	20			143	8				
11:15		106	13			143	8				
11:30		131	18			142	10				
11:45		141	13	521	64	163	13	591	39	1112	103
Total		2759	4816	2759	4816	3585	4308	3585	4308	6344	9124
Combined Total		7575		7575		7893		7893		15468	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	535	-	-	-	765	-	-	-	-	-
P.H.F.		0.756				0.797					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	741	-	-	-	690	-	-	-	-
P.H.F.			0.834				0.799				
Percentage		36.4%	63.6%			45.4%	54.6%				

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
S/ Alejo Road
24 Hour Directional Volume Counts

PLS003
Site Code: 067-16119

Start Time	02-Mar-16 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	133			15	144				
12:15		5	141			9	163				
12:30		4	144			6	135				
12:45		26	161	43	579	2	147	32	589	75	1168
01:00		6	155			3	150				
01:15		2	137			2	143				
01:30		7	125			8	115				
01:45		4	108	19	525	4	128	17	536	36	1061
02:00		5	133			2	124				
02:15		2	134			1	158				
02:30		2	133			1	153				
02:45		6	134	15	534	5	182	9	617	24	1151
03:00		1	231			3	178				
03:15		5	157			4	149				
03:30		6	162			5	142				
03:45		6	172	18	722	6	138	18	607	36	1329
04:00		3	150			4	137				
04:15		7	157			5	126				
04:30		9	163			11	144				
04:45		11	159	30	629	18	135	38	542	68	1171
05:00		11	197			6	128				
05:15		15	167			27	135				
05:30		19	142			15	129				
05:45		15	135	60	641	23	145	71	537	131	1178
06:00		21	115			49	102				
06:15		38	112			39	92				
06:30		43	76			64	81				
06:45		83	91	185	394	75	67	227	342	412	736
07:00		52	97			96	64				
07:15		88	95			133	50				
07:30		90	66			197	92				
07:45		120	63	350	321	194	53	620	259	970	580
08:00		118	67			159	34				
08:15		109	74			177	34				
08:30		130	64			179	37				
08:45		118	38	475	243	209	36	724	141	1199	384
09:00		142	36			243	32				
09:15		118	43			126	35				
09:30		111	46			141	38				
09:45		132	52	503	177	156	30	666	135	1169	312
10:00		93	41			152	26				
10:15		105	46			149	36				
10:30		110	40			142	23				
10:45		123	21	431	148	170	18	613	103	1044	251
11:00		114	19			157	21				
11:15		110	15			146	13				
11:30		122	12			166	8				
11:45		145	16	491	62	135	7	604	49	1095	111
Total		2620	4975	2620	4975	3639	4457	3639	4457	6259	9432
Combined Total		7595		7595		8096		8096		15691	
AM Peak	-	08:30	-	-	-	08:15	-	-	-	-	-
Vol.	-	508	-	-	-	808	-	-	-	-	-
P.H.F.		0.894				0.831					
PM Peak	-	-	03:00	-	-	-	02:15	-	-	-	-
Vol.	-	-	722	-	-	-	671	-	-	-	-
P.H.F.			0.781				0.922				
Percentage		34.5%	65.5%			44.9%	55.1%				

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City of Palm Springs
Farrell Drive
S/ Alejo Road
24 Hour Directional Volume Counts

PLS003
Site Code: 067-16119

Start Time	03-Mar-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		10	145			9	129				
12:15		7	145			10	113				
12:30		7	119			2	139				
12:45		2	147	26	556	4	151	25	532	51	1088
01:00		6	164			4	138				
01:15		3	137			4	128				
01:30		3	123			6	147				
01:45		4	130	16	554	7	150	21	563	37	1117
02:00		2	134			5	123				
02:15		4	141			2	**161**				
02:30		6	**164**			4	**157**				
02:45		4	**145**	16	584	3	**197**	14	638	30	1222
03:00		2	**215**			2	**159**				
03:15		7	**184**			4	147				
03:30		0	123			6	129				
03:45		4	160	13	682	6	151	18	586	31	1268
04:00		2	150			5	135				
04:15		5	126			10	143				
04:30		10	155			13	159				
04:45		10	144	27	575	18	162	46	599	73	1174
05:00		15	214			19	158				
05:15		16	170			25	149				
05:30		15	155			18	152				
05:45		20	153	66	692	33	149	95	608	161	1300
06:00		22	135			35	123				
06:15		46	130			47	82				
06:30		61	121			105	69				
06:45		76	89	205	475	116	71	303	345	508	820
07:00		71	87			104	65				
07:15		95	72			**156**	73				
07:30		**120**	84			**226**	67				
07:45		**155**	63	441	306	**244**	60	730	265	1171	571
08:00		**137**	55			**153**	51				
08:15		**114**	41			148	44				
08:30		102	56			151	39				
08:45		115	66	468	218	177	44	629	178	1097	396
09:00		86	46			151	40				
09:15		102	45			132	41				
09:30		97	46			136	45				
09:45		105	41	390	178	143	33	562	159	952	337
10:00		111	33			141	27				
10:15		106	46			135	41				
10:30		111	29			129	32				
10:45		114	17	442	125	139	28	544	128	986	253
11:00		115	18			139	20				
11:15		102	25			136	11				
11:30		133	17			149	12				
11:45		139	20	489	80	135	16	559	59	1048	139
Total		2599	5025	2599	5025	3546	4660	3546	4660	6145	9685
Combined Total		7624		7624		8206		8206		15830	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	526	-	-	-	779	-	-	-	-	-
P.H.F.		0.848				0.798					
PM Peak	-	-	02:30	-	-	-	02:15	-	-	-	-
Vol.	-	-	708	-	-	-	674	-	-	-	-
P.H.F.			0.823				0.855				
Percentage		34.1%	65.9%			43.2%	56.8%				

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City of Palm Springs
Farrell Drive
S/ Alejo Road
24 Hour Directional Volume Counts

PLS003
Site Code: 067-16119

Start Time	04-Mar-16 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	146			5	147				
12:15		10	163			7	142				
12:30		6	134			2	147				
12:45		9	140	41	583	3	138	17	574	58	1157
01:00		2	161			3	132				
01:15		5	123			8	131				
01:30		3	132			7	135				
01:45		2	122	12	538	3	117	21	515	33	1053
02:00		0	133			2	138				
02:15		3	164			1	146				
02:30		4	133			2	142				
02:45		3	154	10	584	3	**198**	8	624	18	1208
03:00		2	**240**			3	**144**				
03:15		1	**189**			2	**156**				
03:30		4	**145**			4	**160**				
03:45		4	**158**	11	732	6	**149**	15	609	26	**1341**
04:00		3	147			2	165				
04:15		3	151			10	131				
04:30		11	173			11	169				
04:45		14	140	31	611	17	144	40	609	71	1220
05:00		10	186			10	148				
05:15		10	160			28	130				
05:30		18	150			25	123				
05:45		17	139	55	635	38	121	101	522	156	1157
06:00		25	122			40	82				
06:15		35	107			49	90				
06:30		55	90			99	90				
06:45		78	94	193	413	94	63	282	325	475	738
07:00		64	78			106	60				
07:15		82	70			**156**	65				
07:30		113	74			**240**	62				
07:45		**181**	72	440	294	**243**	66	745	253	1185	547
08:00		**146**	50			**153**	45				
08:15		**98**	33			135	43				
08:30		**120**	65			139	38				
08:45		119	37	483	185	180	38	607	164	1090	349
09:00		102	49			138	45				
09:15		102	52			148	48				
09:30		123	66			152	46				
09:45		109	49	436	216	167	43	605	182	1041	398
10:00		120	51			133	43				
10:15		126	49			120	32				
10:30		104	40			133	32				
10:45		89	35	439	175	144	41	530	148	969	323
11:00		118	38			146	24				
11:15		123	16			142	34				
11:30		142	33			141	21				
11:45		127	22	510	109	168	12	597	91	1107	200
Total		2661	5075	2661	5075	3568	4616	3568	4616	6229	9691
Combined Total		7736		7736		8184		8184		15920	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	545	-	-	-	792	-	-	-	-	-
P.H.F.		0.753				0.815					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	732	-	-	-	658	-	-	-	-
P.H.F.			0.763				0.831				
Percentage		34.4%	65.6%			43.6%	56.4%				
ADT/AADT		ADT 15,730		AADT 15,730							

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City of Palm Springs
Farrell Drive
S/ Tahquitz Canyon Way
24 Hour Directional Volume Counts

PLS004
Site Code: 067-16119

Start Time	29-Feb-16 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	102			4	113				
12:15		2	104			7	130				
12:30		6	105			3	125				
12:45		0	99	13	410	3	116	17	484	30	894
01:00		2	100			1	131				
01:15		1	114			4	117				
01:30		1	101			6	135				
01:45		2	96	6	411	0	111	11	494	17	905
02:00		1	108			2	99				
02:15		3	103			5	111				
02:30		2	114			0	111				
02:45		6	113	12	438	1	**178**	8	499	20	937
03:00		0	**187**			1	**128**				
03:15		7	**132**			3	**138**				
03:30		2	**136**			0	**121**				
03:45		2	**115**	11	570	5	**111**	9	498	20	1068
04:00		2	123			6	98				
04:15		7	100			**1**	109				
04:30		6	**119**			6	109				
04:45		7	97	22	439	13	100	26	416	48	855
05:00		7	127			6	133				
05:15		9	119			14	102				
05:30		8	101			15	117				
05:45		15	102	39	449	24	109	59	461	98	910
06:00		14	79			25	92				
06:15		18	79			30	82				
06:30		54	71			85	70				
06:45		59	50	145	279	91	75	231	319	376	598
07:00		57	44			71	55				
07:15		64	42			**124**	39				
07:30		89	44			**165**	47				
07:45		**162**	56	372	186	**207**	40	567	181	939	367
08:00		**95**	39			**104**	35				
08:15		**74**	30			100	29				
08:30		**99**	40			118	24				
08:45		93	37	361	146	136	31	458	119	819	265
09:00		111	65			111	30				
09:15		72	48			102	22				
09:30		92	23			115	20				
09:45		93	27	368	163	129	25	457	97	825	260
10:00		85	28			125	17				
10:15		104	26			108	21				
10:30		101	20			110	16				
10:45		111	12	401	86	137	13	480	67	881	153
11:00		112	12			112	8				
11:15		84	9			131	7				
11:30		100	7			132	6				
11:45		111	3	407	31	98	13	473	34	880	65
Total		2157	3608	2157	3608	2796	3669	2796	3669	4953	7277
Combined Total		5765		5765		6465		6465		12230	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	430	-	-	-	600	-	-	-	-	-
P.H.F.		0.664				0.725					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	570	-	-	-	565	-	-	-	-
P.H.F.			0.762				0.794				
Percentage		37.4%	62.6%			43.2%	56.8%				

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City of Palm Springs
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S/ Tahquitz Canyon Way
24 Hour Directional Volume Counts

PLS004
Site Code: 067-16119

Start Time	01-Mar-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	111			8	115				
12:15		6	128			5	146				
12:30		4	110			3	107				
12:45		3	117	32	466	5	117	21	485	53	951
01:00		3	104			1	119				
01:15		1	99			2	113				
01:30		3	107			2	114				
01:45		3	112	10	422	3	104	8	450	18	872
02:00		3	125			2	114				
02:15		0	99			2	108				
02:30		1	119			3	109				
02:45		3	116	7	459	5	174	12	505	19	964
03:00		2	169			1	155				
03:15		2	150			3	132				
03:30		5	133			2	107				
03:45		3	105	12	557	5	111	11	505	23	1062
04:00		0	127			5	105				
04:15		4	93			2	109				
04:30		9	119			10	112				
04:45		6	120	19	459	10	126	27	452	46	911
05:00		7	119			3	129				
05:15		8	103			12	130				
05:30		8	101			23	100				
05:45		9	100	32	423	23	121	61	480	93	903
06:00		19	85			22	78				
06:15		24	71			31	82				
06:30		47	65			69	73				
06:45		64	63	154	284	89	70	211	303	365	587
07:00		61	59			85	51				
07:15		70	54			106	43				
07:30		94	63			185	39				
07:45		157	46	382	222	219	28	595	161	977	383
08:00		103	45			84	37				
08:15		92	45			107	26				
08:30		91	34			107	33				
08:45		93	33	379	157	123	22	421	118	800	275
09:00		79	27			105	30				
09:15		95	21			129	22				
09:30		85	29			96	19				
09:45		82	25	341	102	129	19	459	90	800	192
10:00		89	33			111	19				
10:15		81	14			108	20				
10:30		90	22			103	18				
10:45		87	9	347	78	95	10	417	67	764	145
11:00		104	10			100	8				
11:15		102	13			116	6				
11:30		93	15			127	6				
11:45		98	4	397	42	131	4	474	24	871	66
Total		2112	3671	2112	3671	2717	3640	2717	3640	4829	7311
Combined Total		5783		5783		6357		6357		12140	
AM Peak	-	07:30	-	-	-	07:00	-	-	-	-	-
Vol.	-	446	-	-	-	595	-	-	-	-	-
P.H.F.		0.710				0.679					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	568	-	-	-	570	-	-	-	-
P.H.F.			0.840				0.819				
Percentage		36.5%	63.5%			42.7%	57.3%				

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City of Palm Springs
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S/ Tahquitz Canyon Way
24 Hour Directional Volume Counts

PLS004
Site Code: 067-16119

Start Time	02-Mar-16 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	94			8	111				
12:15		6	98			8	146				
12:30		8	102			8	127				
12:45		19	128	37	422	1	132	25	516	62	938
01:00		5	97			5	147				
01:15		1	88			1	106				
01:30		4	99			3	92				
01:45		3	111	13	395	2	124	11	469	24	864
02:00		3	111			1	103				
02:15		0	95			1	119				
02:30		0	106			2	118				
02:45		5	118	8	430	3	169	7	509	15	939
03:00		1	193			0	159				
03:15		3	104			1	141				
03:30		3	116			2	118				
03:45		2	124	9	537	2	123	5	541	14	1078
04:00		4	111			5	114				
04:15		3	117			1	100				
04:30		2	127			3	112				
04:45		8	124	17	479	7	115	16	441	33	920
05:00		3	123			2	97				
05:15		10	112			23	102				
05:30		7	94			10	118				
05:45		12	97	32	426	15	108	50	425	82	851
06:00		16	72			29	103				
06:15		24	89			21	77				
06:30		27	57			33	67				
06:45		48	59	115	277	57	60	140	307	255	584
07:00		40	78			76	60				
07:15		51	82			107	50				
07:30		77	53			121	58				
07:45		93	51	261	264	138	32	442	200	703	464
08:00		95	54			134	33				
08:15		94	40			133	25				
08:30		92	47			115	29				
08:45		96	32	377	173	159	29	541	116	918	289
09:00		119	23			198	17				
09:15		113	26			133	18				
09:30		95	41			111	25				
09:45		94	37	421	127	105	19	547	79	968	206
10:00		77	33			102	25				
10:15		80	27			117	24				
10:30		87	21			107	24				
10:45		92	16	336	97	125	12	451	85	787	182
11:00		91	12			113	14				
11:15		80	8			104	10				
11:30		89	9			118	10				
11:45		106	14	366	43	115	9	450	43	816	86
Total		1992	3670	1992	3670	2685	3731	2685	3731	4677	7401
Combined Total		5662		5662		6416		6416		12078	
AM Peak	-	08:45	-	-	-	08:15	-	-	-	-	-
Vol.	-	423	-	-	-	605	-	-	-	-	-
P.H.F.		0.889				0.764					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	537	-	-	-	587	-	-	-	-
P.H.F.			0.696				0.868				
Percentage		35.2%	64.8%			41.8%	58.2%				

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
S/ Tahquitz Canyon Way
24 Hour Directional Volume Counts

PLS004
Site Code: 067-16119

Start Time	03-Mar-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	114			9	117				
12:15		2	126			11	108				
12:30		7	93			1	113				
12:45		3	115	20	448	2	125	23	463	43	911
01:00		0	121			4	120				
01:15		2	110			3	92				
01:30		3	96			0	117				
01:45		1	98	6	425	7	123	14	452	20	877
02:00		1	117			4	115				
02:15		4	117			**1**	**132**				
02:30		2	117			3	**135**				
02:45		3	110	10	461	2	**164**	10	546	20	1007
03:00		0	**164**			**1**	**148**				
03:15		2	**133**			**1**	114				
03:30		0	**120**			2	115				
03:45		2	**125**	4	542	5	123	9	500	13	1042
04:00		0	122			1	111				
04:15		5	112			7	111				
04:30		4	102			9	130				
04:45		6	109	15	445	10	133	27	485	42	930
05:00		2	132			7	126				
05:15		9	119			**12**	101				
05:30		7	115			11	120				
05:45		13	123	31	489	20	121	50	468	81	957
06:00		14	99			29	97				
06:15		27	103			41	82				
06:30		46	88			84	67				
06:45		63	71	150	361	86	53	240	299	390	660
07:00		43	60			87	44				
07:15		68	50			**121**	56				
07:30		**107**	55			**166**	60				
07:45		**163**	50	381	215	**216**	58	590	218	971	433
08:00		**102**	35			**122**	40				
08:15		**91**	37			115	37				
08:30		93	45			95	31				
08:45		88	49	374	166	123	36	455	144	829	310
09:00		78	25			114	28				
09:15		81	32			96	43				
09:30		72	32			118	39				
09:45		91	39	322	128	123	22	451	132	773	260
10:00		79	13			118	27				
10:15		79	25			104	35				
10:30		99	13			118	25				
10:45		107	6	364	57	132	18	472	105	836	162
11:00		86	7			119	18				
11:15		86	14			119	10				
11:30		93	8			131	6				
11:45		91	9	356	38	111	11	480	45	836	83
Total		2033	3775	2033	3775	2821	3857	2821	3857	4854	7632
Combined Total		5808		5808		6678		6678		12486	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	463	-	-	-	625	-	-	-	-	-
P.H.F.		0.710				0.723					
PM Peak	-	-	03:00	-	-	-	02:15	-	-	-	-
Vol.	-	-	542	-	-	-	579	-	-	-	-
P.H.F.			0.826				0.883				
Percentage		35.0%	65.0%			42.2%	57.8%				

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City of Palm Springs
Farrell Drive
S/ Tahquitz Canyon Way
24 Hour Directional Volume Counts

PLS004
Site Code: 067-16119

Start Time	04-Mar-16 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	132			1	134				
12:15		7	129			4	118				
12:30		7	111			3	131				
12:45		5	120	28	492	7	119	15	502	43	994
01:00		3	123			3	109				
01:15		3	103			5	127				
01:30		2	90			4	123				
01:45		1	106	9	422	4	118	16	477	25	899
02:00		2	124			2	**124**				
02:15		1	104			1	**127**				
02:30		2	**124**			2	**128**				
02:45		2	**120**	7	472	4	**160**	9	539	16	1011
03:00		0	**177**			1	113				
03:15		1	**125**			1	125				
03:30		3	115			1	139				
03:45		3	113	7	530	3	117	6	494	13	1024
04:00		4	127			3	123				
04:15		2	119			3	108				
04:30		3	110			4	138				
04:45		8	105	17	461	10	134	20	503	37	964
05:00		3	122			6	128				
05:15		6	125			17	110				
05:30		9	98			16	100				
05:45		8	113	26	458	19	85	58	423	84	881
06:00		**14**	88			25	78				
06:15		23	83			38	72				
06:30		**41**	58			69	60				
06:45		51	63	129	292	78	58	210	268	339	560
07:00		51	67			70	56				
07:15		62	67			**111**	45				
07:30		**104**	49			**188**	47				
07:45		**149**	46	366	229	**213**	50	582	198	948	427
08:00		**111**	38			**108**	45				
08:15		**90**	32			103	31				
08:30		86	38			103	36				
08:45		96	30	383	138	133	30	447	142	830	280
09:00		85	49			119	41				
09:15		83	32			121	41				
09:30		101	46			119	37				
09:45		79	34	348	161	138	24	497	143	845	304
10:00		79	43			109	26				
10:15		115	32			98	18				
10:30		84	23			108	30				
10:45		80	17	358	115	110	23	425	97	783	212
11:00		90	18			109	19				
11:15		105	15			121	27				
11:30		104	19			131	15				
11:45		96	19	395	71	124	15	485	76	880	147
Total		2073	3841	2073	3841	2770	3862	2770	3862	4843	7703
Combined Total		5914		5914		6632		6632		12546	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	454	-	-	-	620	-	-	-	-	-
P.H.F.		0.762				0.728					
PM Peak	-	-	02:30	-	-	-	02:00	-	-	-	-
Vol.	-	-	546	-	-	-	539	-	-	-	-
P.H.F.			0.771				0.842				
Percentage		35.1%	64.9%			41.8%	58.2%				
ADT/AADT		ADT 12,296		AADT 12,296							

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City of Palm Springs
Farrell Drive
S/ Ramon Road
24 Hour Directional Volume Counts

PLS006
Site Code: 067-16119

Start Time	29-Feb-16 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	74			3	84				
12:15		3	73			6	**105**				
12:30		3	98			2	**98**				
12:45		3	86	13	331	1	**99**	12	386	25	717
01:00		0	71			0	**88**				
01:15		3	81			5	85				
01:30		1	99			3	84				
01:45		1	85	5	336	2	103	10	360	15	696
02:00		1	82			2	78				
02:15		1	81			3	68				
02:30		1	79			0	76				
02:45		2	**114**	5	356	0	85	5	307	10	663
03:00		0	**100**			0	118				
03:15		2	**82**			0	105				
03:30		3	**95**			1	78				
03:45		1	83	6	360	4	80	5	381	11	741
04:00		2	71			0	63				
04:15		4	81			0	84				
04:30		4	91			4	88				
04:45		5	78	15	321	5	70	9	305	24	626
05:00		6	95			5	98				
05:15		6	84			6	76				
05:30		5	81			14	72				
05:45		17	90	34	350	12	63	37	309	71	659
06:00		12	65			15	71				
06:15		13	56			15	68				
06:30		34	48			32	43				
06:45		55	48	114	217	51	43	113	225	227	442
07:00		37	30			42	34				
07:15		56	38			50	34				
07:30		84	35			64	29				
07:45		**114**	26	291	129	85	31	241	128	532	257
08:00		**65**	25			97	21				
08:15		**67**	16			70	25				
08:30		**100**	26			78	15				
08:45		104	18	336	85	66	18	311	79	647	164
09:00		70	22			78	30				
09:15		65	20			70	37				
09:30		73	20			69	23				
09:45		93	14	301	76	86	16	303	106	604	182
10:00		76	19			101	14				
10:15		83	17			70	22				
10:30		72	11			97	11				
10:45		97	9	328	56	89	10	357	57	685	113
11:00		77	13			**80**	8				
11:15		70	4			**94**	7				
11:30		66	5			**95**	2				
11:45		91	3	304	25	**103**	9	372	26	676	51
Total		1752	2642	1752	2642	1775	2669	1775	2669	3527	5311
Combined Total		4394		4394		4444		4444		8838	
AM Peak	-	07:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	346	-	-	-	372	-	-	-	-	-
P.H.F.		0.759				0.903					
PM Peak	-	-	02:45	-	-	-	00:15	-	-	-	-
Vol.	-	-	391	-	-	-	390	-	-	-	-
P.H.F.			0.857				0.929				
Percentage		39.9%	60.1%			39.9%	60.1%				

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City of Palm Springs
Farrell Drive
S/ Ramon Road
24 Hour Directional Volume Counts

PLS006
Site Code: 067-16119

Start Time	01-Mar-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	79			4	71				
12:15		2	78			6	**110**				
12:30		3	93			2	**92**				
12:45		2	77	9	327	5	**89**	17	362	26	689
01:00		3	77			3	**104**				
01:15		0	76			1	76				
01:30		0	**89**			2	89				
01:45		1	**98**	4	340	3	88	9	357	13	697
02:00		3	**90**			4	86				
02:15		0	**88**			0	78				
02:30		0	88			3	70				
02:45		1	90	4	356	3	62	10	296	14	652
03:00		2	83			0	110				
03:15		0	89			1	83				
03:30		2	92			1	82				
03:45		1	73	5	337	7	81	9	356	14	693
04:00		0	76			3	82				
04:15		4	66			3	84				
04:30		4	72			4	77				
04:45		7	86	15	300	9	89	19	332	34	632
05:00		7	62			6	88				
05:15		12	82			5	88				
05:30		10	96			14	78				
05:45		10	83	39	323	12	77	37	331	76	654
06:00		20	57			7	59				
06:15		26	52			21	54				
06:30		29	61			27	64				
06:45		43	49	118	219	48	38	103	215	221	434
07:00		67	50			52	43				
07:15		57	20			53	31				
07:30		**90**	32			79	34				
07:45		**127**	38	341	140	93	22	277	130	618	270
08:00		**70**	36			78	36				
08:15		**92**	22			77	29				
08:30		87	17			91	28				
08:45		92	17	341	92	76	25	322	118	663	210
09:00		80	24			61	26				
09:15		63	17			75	13				
09:30		68	24			74	13				
09:45		78	18	289	83	83	13	293	65	582	148
10:00		76	23			**91**	16				
10:15		65	12			83	19				
10:30		91	14			73	14				
10:45		75	5	307	54	73	7	320	56	627	110
11:00		79	9			**70**	8				
11:15		70	5			**71**	6				
11:30		80	8			**103**	5				
11:45		72	8	301	30	**100**	4	344	23	645	53
Total		1773	2601	1773	2601	1760	2641	1760	2641	3533	5242
Combined Total		4374		4374		4401		4401		8775	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	379	-	-	-	344	-	-	-	-	-
P.H.F.		0.746				0.835					
PM Peak	-	-	01:30	-	-	-	00:15	-	-	-	-
Vol.	-	-	365	-	-	-	395	-	-	-	-
P.H.F.			0.931				0.898				
Percentage		40.5%	59.5%			40.0%	60.0%				

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City of Palm Springs
Farrell Drive
S/ Ramon Road
24 Hour Directional Volume Counts

PLS006
Site Code: 067-16119

Start Time	02-Mar-16 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	51			6	73				
12:15		3	75			3	**101**				
12:30		3	85			0	**75**				
12:45		**1**	83	11	294	4	**83**	13	332	24	626
01:00		0	76			4	**111**				
01:15		2	70			0	96				
01:30		**1**	**95**			0	74				
01:45		2	**83**	5	324	5	73	9	354	14	678
02:00		2	**74**			2	96				
02:15		0	**75**			2	79				
02:30		1	82			0	83				
02:45		1	95	4	326	3	80	7	338	11	664
03:00		2	73			0	105				
03:15		0	66			1	84				
03:30		2	86			1	90				
03:45		0	87	4	312	2	90	4	369	8	681
04:00		2	70			5	74				
04:15		2	73			0	68				
04:30		1	73			1	70				
04:45		7	82	12	298	5	89	**11**	301	23	599
05:00		7	76			3	91				
05:15		6	83			11	74				
05:30		8	81			4	86				
05:45		10	68	31	308	6	77	24	328	55	636
06:00		17	69			14	80				
06:15		21	72			16	58				
06:30		20	55			26	39				
06:45		**49**	51	107	247	38	51	94	228	201	475
07:00		50	53			50	54				
07:15		54	40			50	40				
07:30		67	31			61	41				
07:45		84	35	255	159	68	36	229	171	484	330
08:00		63	39			79	30				
08:15		**83**	27			84	32				
08:30		**92**	34			104	23				
08:45		**95**	15	333	115	70	27	337	112	670	227
09:00		**99**	16			97	19				
09:15		78	17			88	15				
09:30		75	28			78	25				
09:45		87	33	339	94	82	**18**	345	77	684	171
10:00		85	**11**			83	19				
10:15		65	17			90	20				
10:30		73	**11**			76	24				
10:45		79	8	302	47	74	7	323	70	625	**117**
11:00		82	12			**88**	15				
11:15		67	7			**87**	6				
11:30		81	9			**92**	8				
11:45		68	3	298	31	**94**	11	361	40	659	71
Total		1701	2555	1701	2555	1757	2720	1757	2720	3458	5275
Combined Total		4256		4256		4477		4477		8733	
AM Peak	-	08:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	369	-	-	-	361	-	-	-	-	-
P.H.F.		0.932				0.930					
PM Peak	-	-	01:30	-	-	-	00:15	-	-	-	-
Vol.	-	-	327	-	-	-	370	-	-	-	-
P.H.F.			0.861				0.833				
Percentage		40.0%	60.0%			39.2%	60.8%				

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City of Palm Springs
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24 Hour Directional Volume Counts

PLS006
Site Code: 067-16119

Start Time	03-Mar-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	81			10	98				
12:15		1	74			4	96				
12:30		6	73			5	80				
12:45		2	85	15	313	0	91	19	365	34	678
01:00		1	98			0	88				
01:15		0	82			2	81				
01:30		2	89			2	86				
01:45		0	87	3	356	2	92	6	347	9	703
02:00		1	78			5	79				
02:15		1	88			0	71				
02:30		1	94			3	75				
02:45		1	92	4	352	1	79	9	304	13	656
03:00		0	89			0	131				
03:15		1	82			0	81				
03:30		4	94			5	66				
03:45		1	95	6	360	0	85	5	363	11	723
04:00		0	77			1	80				
04:15		3	88			4	71				
04:30		4	80			10	81				
04:45		6	85	13	330	3	87	18	319	31	649
05:00		2	89			5	100				
05:15		6	81			5	87				
05:30		7	96			10	73				
05:45		15	85	30	351	12	66	32	326	62	677
06:00		19	86			14	77				
06:15		19	69			19	54				
06:30		39	57			31	56				
06:45		44	34	121	246	45	33	109	220	230	466
07:00		46	32			60	43				
07:15		52	49			52	46				
07:30		73	33			74	49				
07:45		129	28	300	142	79	33	265	171	565	313
08:00		62	28			93	41				
08:15		98	31			71	25				
08:30		88	23			79	20				
08:45		98	36	346	118	62	39	305	125	651	243
09:00		58	17			85	25				
09:15		92	21			86	26				
09:30		60	20			70	34				
09:45		70	25	280	83	73	19	313	104	593	187
10:00		82	15			78	21				
10:15		60	16			70	22				
10:30		77	4			86	21				
10:45		85	6	304	41	85	19	319	83	623	124
11:00		87	11			87	7				
11:15		60	12			84	12				
11:30		65	8			97	6				
11:45		80	6	292	37	102	6	370	31	662	68
Total		1714	2729	1714	2729	1770	2758	1770	2758	3484	5487
Combined Total		4443		4443		4528		4528		8971	
AM Peak	-	07:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	377	-	-	-	370	-	-	-	-	-
P.H.F.		0.731				0.907					
PM Peak	-	-	02:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	363	-	-	-	366	-	-	-	-
P.H.F.			0.965				0.698				
Percentage		38.6%	61.4%			39.1%	60.9%				

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
S/ Ramon Road
24 Hour Directional Volume Counts

PLS006
Site Code: 067-16119

Start Time	04-Mar-16 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	89			3	117				
12:15		2	72			3	92				
12:30		2	73			3	91				
12:45		3	87	10	321	1	80	10	380	20	701
01:00		0	82			1	**105**				
01:15		2	83			4	**90**				
01:30		0	91			2	**93**				
01:45		0	81	2	337	4	**101**	**11**	389	13	726
02:00		3	77			3	89				
02:15		2	86			0	80				
02:30		1	85			2	89				
02:45		1	96	7	344	2	75	7	333	14	677
03:00		0	97			1	82				
03:15		0	73			0	96				
03:30		1	88			1	80				
03:45		2	75	3	333	2	94	4	352	7	685
04:00		1	87			3	95				
04:15		2	73			3	80				
04:30		4	**108**			2	92				
04:45		8	**88**	15	356	6	95	14	362	29	718
05:00		7	**115**			3	93				
05:15		6	**85**			9	98				
05:30		8	78			10	73				
05:45		11	78	32	356	5	69	27	333	59	689
06:00		12	74			9	57				
06:15		22	59			17	53				
06:30		21	55			27	57				
06:45		37	41	92	229	38	45	91	212	183	441
07:00		43	47			47	49				
07:15		50	46			64	29				
07:30		**83**	23			76	36				
07:45		**92**	33	268	149	75	41	262	155	530	304
08:00		**68**	26			83	38				
08:15		**87**	20			75	25				
08:30		76	35			75	35				
08:45		85	18	316	99	70	25	303	123	619	222
09:00		68	41			70	34				
09:15		78	29			**94**	40				
09:30		75	20			**81**	26				
09:45		86	26	307	116	**89**	22	334	122	641	238
10:00		67	31			**76**	26				
10:15		76	22			68	19				
10:30		81	16			69	34				
10:45		75	8	299	77	90	18	303	97	602	174
11:00		72	8			87	14				
11:15		74	9			67	15				
11:30		77	11			89	12				
11:45		76	10	299	38	89	8	332	49	631	87
Total		1650	2755	1650	2755	1698	2907	1698	2907	3348	5662
Combined Total		4405		4405		4605		4605		9010	
AM Peak	-	07:30	-	-	-	09:15	-	-	-	-	-
Vol.	-	330	-	-	-	340	-	-	-	-	-
P.H.F.		0.897				0.904					
PM Peak	-	-	04:30	-	-	-	01:00	-	-	-	-
Vol.	-	-	396	-	-	-	389	-	-	-	-
P.H.F.			0.861				0.926				
Percentage		37.5%	62.5%			36.9%	63.1%				
ADT/AADT		ADT 8,865		AADT 8,865							

Counts Unlimited, Inc.

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City of Palm Springs
Farrell Drive
N/ Palm Canyon Drive
24 Hour Directional Volume Counts

PLS007
Site Code: 067-16119

Start Time	29-Feb-16 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	82			3	**93**				
12:15		3	81			3	**85**				
12:30		3	92			1	**100**				
12:45		1	89	11	344	2	**87**	9	365	20	709
01:00		0	78			2	75				
01:15		1	87			5	72				
01:30		1	84			2	78				
01:45		2	80	4	329	2	86	**11**	311	15	640
02:00		1	74			2	79				
02:15		1	80			2	58				
02:30		1	88			0	63				
02:45		3	**100**	6	342	0	65	4	265	10	607
03:00		0	**86**			0	105				
03:15		3	**84**			2	100				
03:30		2	**91**			3	67				
03:45		2	88	7	349	4	71	9	343	16	692
04:00		2	77			0	65				
04:15		5	88			0	72				
04:30		1	74			4	75				
04:45		7	75	15	314	6	74	10	286	25	600
05:00		3	85			5	80				
05:15		4	92			5	71				
05:30		3	74			**11**	67				
05:45		13	92	23	343	**11**	47	32	265	55	608
06:00		12	65			12	66				
06:15		11	58			11	51				
06:30		28	49			25	43				
06:45		39	47	90	219	49	39	97	199	187	418
07:00		28	39			42	26				
07:15		55	37			36	33				
07:30		65	36			67	29				
07:45		86	32	234	144	81	22	226	110	460	254
08:00		57	35			75	21				
08:15		47	21			56	25				
08:30		57	31			54	14				
08:45		55	22	216	109	47	20	232	80	448	189
09:00		52	29			67	20				
09:15		56	26			76	23				
09:30		77	17			63	13				
09:45		77	15	262	87	77	18	283	74	545	161
10:00		73	20			85	10				
10:15		**71**	19			71	15				
10:30		**70**	14			72	9				
10:45		**77**	6	291	59	85	7	313	41	604	100
11:00		**84**	9			**90**	4				
11:15		63	6			**66**	6				
11:30		64	7			**80**	2				
11:45		77	2	288	24	**89**	5	325	17	613	41
Total		1447	2663	1447	2663	1551	2356	1551	2356	2998	5019
Combined Total		4110		4110		3907		3907		8017	
AM Peak	-	10:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	302	-	-	-	325	-	-	-	-	-
P.H.F.		0.899				0.903					
PM Peak	-	-	02:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	361	-	-	-	365	-	-	-	-
P.H.F.			0.903				0.913				
Percentage		35.2%	64.8%			39.7%	60.3%				

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City of Palm Springs
Farrell Drive
N/ Palm Canyon Drive
24 Hour Directional Volume Counts

PLS007
Site Code: 067-16119

Start Time	01-Mar-16 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	92			7	73				
12:15		3	83			5	**92**				
12:30		1	88			0	**80**				
12:45		3	72	11	335	3	**89**	15	334	26	669
01:00		4	82			2	**97**				
01:15		0	78			0	63				
01:30		**1**	**92**			2	82				
01:45		**1**	**83**	6	335	2	79	6	321	12	656
02:00		3	**89**			5	80				
02:15		0	**97**			0	76				
02:30		0	85			4	69				
02:45		2	89	5	360	3	57	12	282	17	642
03:00		1	88			0	77				
03:15		1	86			**1**	83				
03:30		2	87			3	76				
03:45		1	80	5	341	8	64	12	300	17	641
04:00		0	64			3	80				
04:15		5	68			4	64				
04:30		2	83			3	73				
04:45		4	94	11	309	8	82	18	299	29	608
05:00		7	64			5	82				
05:15		5	79			5	75				
05:30		8	99			**14**	63				
05:45		4	94	24	336	8	66	32	286	56	622
06:00		**13**	60			6	58				
06:15		20	56			15	52				
06:30		24	55			33	59				
06:45		30	59	87	230	39	39	93	208	180	438
07:00		**41**	49			50	43				
07:15		**51**	41			48	28				
07:30		**72**	42			73	24				
07:45		**100**	35	264	167	61	18	232	113	496	280
08:00		**56**	34			70	25				
08:15		**75**	29			60	20				
08:30		66	26			78	21				
08:45		58	24	255	113	70	18	278	84	533	197
09:00		53	28			58	22				
09:15		55	24			77	13				
09:30		56	32			78	14				
09:45		69	30	233	114	65	16	278	65	511	179
10:00		68	19			80	10				
10:15		55	17			74	15				
10:30		74	11			71	8				
10:45		66	10	263	57	69	8	294	41	557	98
11:00		77	9			**73**	5				
11:15		73	9			**64**	3				
11:30		72	8			**82**	4				
11:45		68	7	290	33	**93**	5	312	17	602	50
Total		1454	2730	1454	2730	1582	2350	1582	2350	3036	5080
Combined Total		4184		4184		3932		3932		8116	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	303	-	-	-	312	-	-	-	-	-
P.H.F.		0.758				0.839					
PM Peak	-	-	01:30	-	-	-	00:15	-	-	-	-
Vol.	-	-	361	-	-	-	358	-	-	-	-
P.H.F.			0.930				0.923				
Percentage		34.8%	65.2%			40.2%	59.8%				

City of Palm Springs
Farrell Drive
N/ Palm Canyon Drive
24 Hour Directional Volume Counts

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

PLS007
Site Code: 067-16119

Start Time	02-Mar-16 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	60			4	77				
12:15		3	85			2	**93**				
12:30		2	84			1	**78**				
12:45		1	85	9	314	2	**81**	9	329	18	643
01:00		0	82			2	**95**				
01:15		0	73			1	77				
01:30		2	78			0	67				
01:45		1	77	3	310	1	68	4	307	7	617
02:00		0	**77**			1	85				
02:15		1	**90**			1	83				
02:30		2	**88**			1	56				
02:45		3	**97**	6	352	3	74	6	298	12	650
03:00		2	73			0	90				
03:15		1	79			1	80				
03:30		2	78			2	77				
03:45		1	88	6	318	2	82	5	329	11	647
04:00		2	77			4	77				
04:15		2	76			0	57				
04:30		4	69			1	71				
04:45		5	77	13	299	4	75	9	280	22	579
05:00		4	96			4	82				
05:15		6	84			9	73				
05:30		6	86			4	73				
05:45		2	72	18	338	5	76	22	304	40	642
06:00		13	70			13	62				
06:15		18	66			11	49				
06:30		20	63			26	39				
06:45		37	48	88	247	36	43	86	193	174	440
07:00		33	56			43	43				
07:15		36	47			47	32				
07:30		53	42			54	38				
07:45		62	44	184	189	61	31	205	144	389	333
08:00		46	43			67	28				
08:15		54	38			64	24				
08:30		68	36			69	25				
08:45		69	29	237	146	71	23	271	100	508	246
09:00		68	16			88	18				
09:15		73	25			82	13				
09:30		62	37			74	22				
09:45		62	29	265	107	66	20	310	73	575	180
10:00		**75**	14			72	17				
10:15		**75**	21			84	21				
10:30		**74**	14			75	20				
10:45		**80**	10	304	59	67	8	298	66	602	125
11:00		74	12			**91**	11				
11:15		59	11			**76**	6				
11:30		75	10			**82**	6				
11:45		66	4	274	37	**74**	**11**	323	34	597	71
Total		1407	2716	1407	2716	1548	2457	1548	2457	2955	5173
Combined Total		4123		4123		4005		4005		8128	
AM Peak	-	10:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	304	-	-	-	323	-	-	-	-	-
P.H.F.		0.950				0.887					
PM Peak	-	-	02:00	-	-	-	00:15	-	-	-	-
Vol.	-	-	352	-	-	-	347	-	-	-	-
P.H.F.			0.907				0.913				
Percentage		34.1%	65.9%			38.7%	61.3%				

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City of Palm Springs
Farrell Drive
N/ Palm Canyon Drive
24 Hour Directional Volume Counts

PLS007
Site Code: 067-16119

Start Time	03-Mar-16 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	77			4	83				
12:15		2	85			5	97				
12:30		7	92			1	76				
12:45		3	72	21	326	0	71	10	327	31	653
01:00		1	90			0	89				
01:15		0	78			1	69				
01:30		3	91			0	87				
01:45		0	77	4	336	0	73	1	318	5	654
02:00		0	84			3	84				
02:15		0	78			0	70				
02:30		1	91			2	**66**				
02:45		1	**88**	2	341	1	**81**	6	301	8	642
03:00		0	**103**			0	**109**				
03:15		1	**93**			1	**81**				
03:30		1	**99**			2	66				
03:45		1	78	3	373	3	73	6	329	9	702
04:00		1	82			1	75				
04:15		5	90			4	53				
04:30		1	96			10	71				
04:45		5	82	12	350	3	66	18	265	30	615
05:00		4	91			8	81				
05:15		4	88			2	76				
05:30		2	97			11	57				
05:45		9	80	19	356	13	64	34	278	53	634
06:00		14	75			11	60				
06:15		17	76			20	52				
06:30		34	57			30	57				
06:45		38	49	103	257	40	30	101	199	204	456
07:00		35	36			42	35				
07:15		45	48			47	41				
07:30		58	39			65	40				
07:45		**107**	40	245	163	71	31	225	147	470	310
08:00		**56**	33			91	37				
08:15		**70**	37			61	25				
08:30		**61**	39			52	15				
08:45		64	39	251	148	57	25	261	102	512	250
09:00		44	19			71	18				
09:15		67	25			66	17				
09:30		57	24			67	20				
09:45		65	23	233	91	76	20	280	75	513	166
10:00		71	20			68	14				
10:15		57	15			73	25				
10:30		75	6			85	19				
10:45		74	8	277	49	74	19	300	77	577	126
11:00		73	8			**82**	3				
11:15		67	10			**85**	11				
11:30		68	12			**84**	3				
11:45		68	9	276	39	**97**	4	348	21	624	60
Total		1446	2829	1446	2829	1590	2439	1590	2439	3036	5268
Combined Total		4275		4275		4029		4029		8304	
AM Peak	-	07:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	294	-	-	-	348	-	-	-	-	-
P.H.F.		0.687				0.897					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	383	-	-	-	337	-	-	-	-
P.H.F.			0.930				0.773				
Percentage		33.8%	66.2%			39.5%	60.5%				

City of Palm Springs
Farrell Drive
N/ Palm Canyon Drive
24 Hour Directional Volume Counts

Counts Unlimited, Inc.

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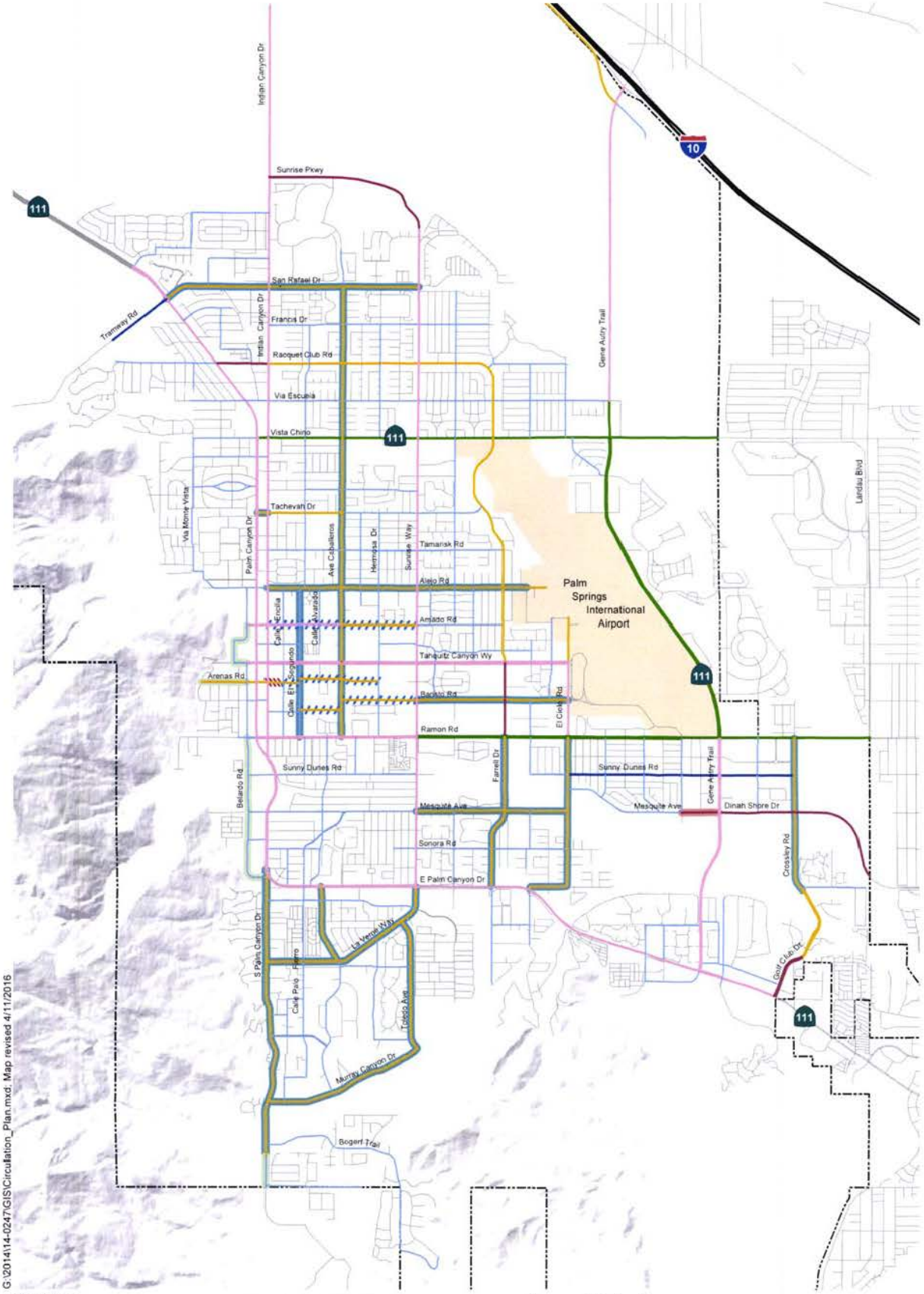
PLS007
Site Code: 067-16119

Start Time	04-Mar-16 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	76			3	**99**				
12:15		5	78			2	**90**				
12:30		1	86			1	**77**				
12:45		5	82	17	322	1	**84**	7	350	24	672
01:00		4	97			2	81				
01:15		0	99			3	89				
01:30		1	75			2	82				
01:45		1	90	6	361	1	92	8	344	14	705
02:00		2	76			2	75				
02:15		2	**105**			1	72				
02:30		3	**83**			2	91				
02:45		1	**101**	8	365	3	67	8	305	16	670
03:00		0	**89**			2	75				
03:15		2	86			1	74				
03:30		1	67			3	72				
03:45		2	86	5	328	3	94	9	315	14	643
04:00		2	98			3	80				
04:15		3	71			3	68				
04:30		1	98			2	82				
04:45		7	88	13	355	6	93	14	323	27	678
05:00		5	100			5	79				
05:15		4	81			5	88				
05:30		5	77			11	61				
05:45		4	78	18	336	3	62	24	290	42	626
06:00		10	67			10	55				
06:15		20	58			16	39				
06:30		17	66			30	53				
06:45		31	55	78	246	35	42	91	189	169	435
07:00		33	53			35	34				
07:15		38	51			52	32				
07:30		63	33			64	30				
07:45		84	51	218	188	70	27	221	123	439	311
08:00		55	35			82	40				
08:15		54	29			69	29				
08:30		51	34			66	22				
08:45		56	28	216	126	66	25	283	116	499	242
09:00		53	45			78	25				
09:15		73	32			77	26				
09:30		69	26			87	23				
09:45		79	31	274	134	79	21	321	95	595	229
10:00		66	31			70	23				
10:15		70	23			69	16				
10:30		70	16			69	19				
10:45		**77**	15	283	85	78	19	286	77	569	162
11:00		**64**	16			**100**	12				
11:15		**79**	17			**60**	13				
11:30		**85**	13			**94**	9				
11:45		76	11	304	57	**83**	9	337	43	641	100
Total		1440	2903	1440	2903	1609	2570	1609	2570	3049	5473
Combined Total		4343		4343		4179		4179		8522	
AM Peak	-	10:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	305	-	-	-	337	-	-	-	-	-
P.H.F.		0.897				0.843					
PM Peak	-	-	02:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	378	-	-	-	350	-	-	-	-
P.H.F.			0.900				0.884				
Percentage		33.2%	66.8%			38.5%	61.5%				
ADT/AADT		ADT 8,217		AADT 8,217							

ATTACHMENT 7



G:\2014\14-0247\GIS\Circulation_Plan.mxd: Map revised 4/11/2016

City Boundary

Existing Designations

- Freeway
- Expressway
- Major Arterial (6-lane divided)
- Major Arterial (4-lane divided)
- Secondary Thoroughfare(4 - lane divided)
- Secondary Thoroughfare (4 - lane undivided)
- Augmented Collector (2 - lane divided)
- Local Collector (2 - lane undivided)

Proposed Designations

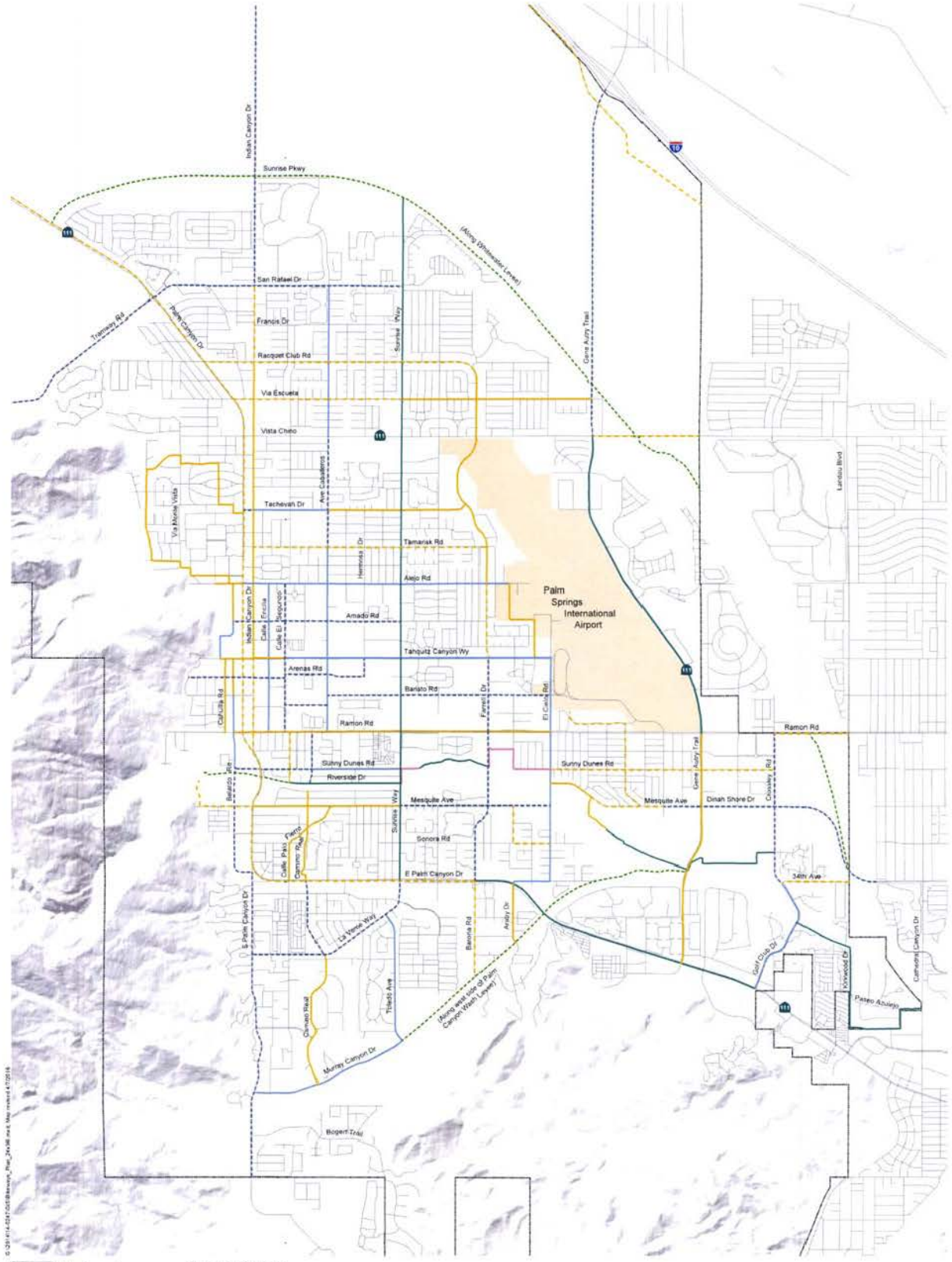
- Section 14 Mobility Corridor
- Section 14 Shared Mobility Corridor
- Minor Mobility Corridor (2 - lane undivided)
- Minor Mobility Corridor (2 - lane divided -TWLTL)
- Minor Mobility Corridor (2 - lane divided)
- Major Mobility Corridor (2 - lane divided)

0 0.5 1 1.5 Miles

Circulation Plan

ALBERT A WEBB ASSOCIATES

ATTACHMENT 8



City Boundary

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

Proposed Bikeways
- Class I, Bike Path
- Class II, Bike Lane
- Class III, Bike Route
- Other Roads

0 0.5 1 1.5 Miles

Bikeways Plan

ALBERT A WEBB ASSOCIATES

ATTACHMENT 9

ALBERT A. WEBB ASSOCIATES

Corporate Headquarters
3788 McCray Street
Riverside, CA 92506
951.686.1070

Palm Desert Office
36-951 Cook Street #103
Palm Desert, CA 92211
760.568.5005

Murrieta Office
41391 Kalmia Street #320
Murrieta, CA 92562
951.686.1070

February 5, 2016

Mr. Gianfranco Laurie, P.E., T.E.
Senior Civil Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA, 92262-2743

RE: Proposal to Prepare Plans, Specifications and Estimates for City Project (CP14-14)

Dear Franco:

Thank you for the opportunity to submit this proposal to provide Traffic Engineering Services in the preparation of signing and striping plans related to implementation of the City's Bicycle Route Plan. Our proposal covers services related to preparing signing and striping plans, specifications, and estimates for four corridors within the City. Four corridors are described in the City Project 14-14 are listed below.

Location	Description	Approx. Length
Crossley Road	Ramon Road to 34th Avenue	5,400 FT
S. Palm Canyon Drive	East Palm Canyon to Murray Canyon Dr	8,100 FT
San Rafael Drive	Indian Canyon Drive to Sunrise Way	5,300 FT
Indian Canyon Drive	Sunrise Parkway to Racquet Club Road	6,600 FT

Exhibit A contains our proposed scope of work. Exhibit B contains a summary of our fee proposal for services described in Exhibit A. We appreciate the opportunity to assist the City and look forward to working with you on this project. In the meantime, if you have any questions or require additional information, please call.

Sincerely,
Albert A. Webb Associates

Dilesh R. Sheth, P.E./T.E.
Vice President

Bruce A. Davis, P.E.
Senior Vice President

Attachments: Exhibit "A" – Scope of Work
Exhibit "B" – Personnel and Compensation
Fee Schedule

Exhibit "A" – Scope of Work

A. Crossley Road - from Ramon Road to 34th Avenue 5,400 FT

Classification – Minor Mobility Corridor (2-lane TWLTL)
Signalized intersections - Ramon Road/Crossley Road, Dinah Shore Drive/Crossley Road

1. **Preliminary Design**
   a. Review each corridor using photographic base (photo source is March 2014 from Eagle Aerial), Google Maps, and field visit.
   b. Inventory signage along corridors by field review and Google Maps Street View.
   c. Review side streets to determine need for signs.
   d. Field-verify curb-to-curb dimensions in critical locations and existing signage. Prepare base map for the project area using photographic base.
   e. Prepare signing and striping plans at 1"=40' scale.
   f. Show replacement of detection loops or adjustment of video detection on signing & striping plans.
   g. Prepare preliminary estimate of probable cost.
   h. Meet with City staff to review preliminary design, intersection layouts, and preliminary cost estimate.
   Deliverables: Preliminary signing & striping plans, preliminary cost estimate.

2. **90 Percent Complete Bid Package**
   a. Revise signing and striping plans per City comments.
   b. Prepare specifications in accordance with City requirements.
   c. Update cost estimate.
   d. Submit bid package to City for review and comment.
   e. Meet with staff to obtain comments and discuss any remaining issues.
   Deliverables: Two (2) sets of 90 percent plans, specifications and cost estimate.

3. **Final Bid Package**
   a. Plot mylars of signing and striping plans.
   b. Prepare final specifications in accordance with City requirements.
   c. Prepare final cost estimate.
   d. Submit final bid package to City for approval.
   e. Project management and coordination with City throughout project duration.
   Deliverables: one (1) set signed Mylars, digital files of specifications and final estimate of probable cost.

4. **Bid Support and Construction Support**
   a. Assist City as Requested with Responding to Questions from Bidders

B. S. Palm Canyon Drive - from East Palm Canyon Drive to Murray Canyon Drive 8,100 FT

Classification – Minor Mobility Corridor (2-lane TWLTL)
Signalized intersection - East Palm Canyon Dr./South Palm Canyon Dr,

1. **Preliminary Design**
   a. Review each corridor using photographic base (photo source is March 2014 from Eagle Aerial), Google Maps, and field visit.
   b. Inventory signage along corridors by field review and Google Maps Street View.
   c. Review side streets to determine need for signs.
   d. Field verify curb-to-curb dimensions in critical locations and existing signage. Prepare base map for the project area using photographic base.
   e. Prepare signing and striping plans at 1"=40' scale.
   f. Show replacement of detection loops or adjustment of video detection on signing & striping plans.

g. Prepare preliminary estimate of probable cost.
h. Meet with City staff to review preliminary design, intersection layouts, and preliminary cost estimate.

Deliverables: Preliminary signing & striping plans, preliminary cost estimate.

2. **90 Percent Complete Bid Package**
   a. Revise signing and striping plans per City comments.
   b. Prepare specifications in accordance with City requirements.
   c. Update cost estimate.
   d. Submit bid package to City for review and comment.
   e. Meet with staff to obtain comments and discuss any remaining issues.

   Deliverables: Two (2) sets of 90 percent plans, specifications and cost estimate.

3. **Final Bid Package**
   a. Plot mylars of signing and striping plans.
   b. Prepare final specifications in accordance with City requirements.
   c. Prepare final cost estimate.
   d. Submit final bid package to City for approval.
   e. Project management and coordination with City throughout project duration.

   Deliverables: one (1) set signed Mylars, digital files of specifications and final estimate of probable cost.

4. **Bid Support** and Construction Support
   a. Assist City as Requested with Responding to Questions from Bidders

C. **San Rafael Drive-** from Indian Canyon Drive to Sunrise Way 5,300 FT

Classification – Minor Mobility Corridor (2-lane TWLTL)
Signalized intersection – San Rafael Drive/Indian Canyon Drive, San Rafael Drive/Sunrise Way

1. **Preliminary Design**
   a. Review each corridor using photographic base (photo source is March 2014 from Eagle Aerial), Google Maps, and field visit.
   b. Inventory signage along corridors by field review and Google Maps Street View.
   c. Review side streets to determine need for signs.
   d. Field verify curb-to-curb dimensions in critical locations and existing signage. Prepare base map for the project area using photographic base.
   e. Prepare signing and striping plans at 1"=40' scale.
   f. Show replacement of detection loops or adjustment of video detection on signing & striping plans.
   g. Prepare preliminary estimate of probable cost.
   h. Meet with City staff to review preliminary design, intersection layouts, and preliminary cost estimate.

   Deliverables: Preliminary signing & striping plans, preliminary cost estimate.

2. **90 Percent Complete Bid Package**
   a. Revise signing and striping plans per City comments.
   b. Prepare specifications in accordance with City requirements.
   c. Update cost estimate.
   d. Submit bid package to City for review and comment.
   e. Meet with staff to obtain comments and discuss any remaining issues.

   Deliverables: Two (2) sets of 90 percent plans, specifications and cost estimate.

3. **Final Bid Package**
   a. Plot mylars of signing and striping plans.
   b. Prepare final specifications in accordance with City requirements.
   c. Prepare final cost estimate.
   d. Submit final bid package to City for approval.

e. Project management and coordination with City throughout project duration.
Deliverables: one (1) set signed Mylars, digital files of specifications and final estimate of probable cost.

4. **Bid Support** and Construction Support
   a. Assist City as Requested with Responding to Questions from Bidders

D. **Indian Canyon Drive**- from Sunrise Parkway to Racquet Club Road 6,600 FT

Classification – Major Thoroughfare (4-lanes divided) with bike lanes
Signalized intersection – Racquet Club Road/Indian Canyon Drive, San Rafael Drive/Indian Canyon Drive,

1. **Preliminary Design**
   a. Review each corridor using photographic base (photo source is March 2014 from Eagle Aerial), Google Maps, and field visit.
   b. Inventory signage along corridors by field review and Google Maps Street View.
   c. Review side streets to determine need for signs.
   d. Field verify curb-to-curb dimensions in critical locations and existing signage. Prepare base map for the project area using photographic base.
   e. Prepare signing and striping plans at 1"=40' scale.
   f. Show replacement of detection loops or adjustment of video detection on signing & striping plans.
   g. Prepare preliminary estimate of probable cost.
   h. Meet with City staff to review preliminary design, intersection layouts, and preliminary cost estimate.
   Deliverables: Preliminary signing & striping plans, preliminary cost estimate.

2. **90 Percent Complete Bid Package**
   a. Revise signing and striping plans per City comments.
   b. Prepare specifications in accordance with City requirements.
   c. Update cost estimate.
   d. Submit bid package to City for review and comment.
   e. Meet with staff to obtain comments and discuss any remaining issues.
   Deliverables: Two (2) sets of 90 percent plans, specifications and cost estimate.

3. **Final Bid Package**
   a. Plot mylars of signing and striping plans.
   b. Prepare final specifications in accordance with City requirements.
   c. Prepare final cost estimate.
   d. Submit final bid package to City for approval.
   e. Project management and coordination with City throughout project duration.
   Deliverables: one (1) set signed Mylars, digital files of specifications and final estimate of probable cost.

4. **Bid Support** and Construction Support
   a. Assist City as Requested with Responding to Questions from Bidders

Exhibit "B" – Personnel and Compensation

Services described in our Scope of Work (Exhibit "A") shall be provided on a time and material basis not to exceed the combine amount of **$34,390.** Charges for services will be billed monthly in accordance with the attached fee schedule. A breakdown of our fees is provided below:

	Classification	Principal II - $230	Assistant IV - $115	Project Coordinator - $90	Subtotal - Labor	Expenses	Total/task
A	**Crossley Road**	**8**	**46**	**10**	**$ 8,030**	**$ 50**	**$ 8,080**
	Preliminary Design	3	24	4	$ 3,810	$ 50	$ 3,860
	90 % Complete Bid Package	2	12	4	$ 2,200		$ 2,200
	Final Bid Package	2	8	2	$ 1,560		$ 1,560
	Bid Support	1	2		$ 460		$ 460
					$ -		$ -
B	**S. Palm Canyon Drive**	**9**	**62**	**10**	**$ 10,100**	**$ 50**	**$ 10,150**
	Preliminary Design	3	40	4	$ 5,650	$ 50	$ 5,700
	90 % Complete Bid Package	2	12	4	$ 2,200		$ 2,200
	Final Bid Package	2	8	2	$ 1,560		$ 1,560
	Bid Support	2	2		$ 690		$ 690
					$ -		$ -
C	**San Rafael Drive**	**21**	**46**	**28**	**$ 8,030**	**$ 50**	**$ 8,080**
	Preliminary Design	3	24	4	$ 3,810	$ 50	$ 3,860
	90 % Complete Bid Package	2	12	4	$ 2,200		$ 2,200
	Final Bid Package	2	8	2	$ 1,560		$ 1,560
	Bid Support	1	2		$ 460		$ 460
					$ -		$ -
D	**Indian Canyon Drive**	**8**	**46**	**10**	**$ 8,030**	**$ 50**	**$ 8,080**
	Preliminary Design	3	24	4	$ 3,810	$ 50	$ 3,860
	90 % Complete Bid Package	2	12	4	$ 2,200		$ 2,200
	Final Bid Package	2	8	2	$ 1,560		$ 1,560
	Bid Support	1	2		$ 460		$ 460
					$ -		$ -
Total		40	200	49	**$ 34,190**	**$ 200**	**$ 34,390**