



City of Palm Springs

PEDESTRIAN PLAN



City of
Palm Springs, CA



Prepared For:



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Chapter 1

INTRODUCTION

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About Palm Springs - 1.2

Project Themes - 1.3

Plan Development Process - 1.4

1.1 INTRODUCTION

The Palm Springs Pedestrian Plan is a roadmap that lays the foundation for pedestrian improvements within the public right-of-way in the City of Palm Springs, California.

The Plan provides strategies and recommendations that aim to address four overarching priorities:

- Create safer streets for pedestrian travel
- Develop new routes for Palm Springs community members to walk to local and regional destinations which include the downtown area, resort areas, schools and transit nodes
- Improve public health

The Plan also serves as an important tool for the City to seek funding for pedestrian improvements. To assist with this goal, the Plan also includes components that are commonly needed in the pursuit of grant funding. This includes documentation of the community engagement efforts that were undertaken as a part of the planning process, summaries of existing conditions analyses, and strategies to fund proposed recommendations.

1.2 ABOUT PALM SPRINGS

The City of Palm Springs is located in the Coachella Valley. Palm Springs has a population of 48,518 according to the 2019 American Community Survey (ACS) 5-year estimates. It is located 107 miles east of Downtown Los Angeles. The City is located south of Interstate 10. Other major roadways include State Route 111, Palm Canyon Drive, Indian Canyon Drive, Ramon Road, Vista Chino, and Gene Autry Trail as well as an arterial network of streets. Palm Springs also has strong neighborhoods, parks, schools and recreational opportunities. Residents and visitors have numerous opportunities for pedestrian-related activities.

Approximately 1 million tourists stay in hotels in Palm Springs annually while another 600,000 visitors stay in non-hotel accommodations. Palm Springs has numerous spas, golf courses, cultural areas, shopping entertainment and dining. These amenities attract visitors primarily in the fall, winter, and spring, although the City has been evolving as more of a year-round destination.

1.3 PROJECT THEMES

The strategies and projects identified in this Pedestrian Plan will allow the City to identify and implement projects that ultimately reach the City's pedestrian goals. The Pedestrian Plan will enhance the pedestrian related goals and objectives of the City's 2040 General Plan Circulation Element and the Sustainability Plan.

The General Plan recognizes bicycling and walking as integral parts of the transportation network. It calls to improve and expand bicycle and pedestrian infrastructure and develop programs to support the education and understanding of biking and walking to increase use and comfort. The Sustainability Plan promotes active, clean transportation. The Sustainability Plan supports increased walking infrastructure, focusing on the health benefits work physical activity supported by a safe pedestrian environment.



Themes and Strategies

The Palm Springs Pedestrian Plan provides a strategic approach for the City to achieve its pedestrian goals of improving mobility, sustainability, community health, and accessibility.

Priority 1: Mobility - Provide a circulation system that enables safe pedestrian travel and accommodates to the needs of all roadway users to further improve the comfort and convenience of pedestrian activity. Reduce injuries and fatalities from pedestrian activities with a coordinated, citywide approach

- Strategy 1.1 Identify and install the appropriate pedestrian safety countermeasures at roadway locations that have high pedestrian collisions.
- Strategy 1.2 Develop a pedestrian network that enables pedestrian accessibility and circulation within key commercial, civic, recreation, entertainment areas.

Priority 2: Accessibility - Develop a pedestrian network that enables pedestrian accessibility and circulation to connect to schools, parks, transit and within neighborhoods.

- Strategy 2.1 Address constraints and barriers to safe pedestrian access to parks.
- Strategy 2.2 Provide a focus on safe route to school by addressing constraints and barriers to safe walk access to schools.
- Strategy 2.3 Address constraints and barriers to safe pedestrian access to transit stops.
- Strategy 2.4 Address constraints and barriers to safe pedestrian movement within neighborhoods and business districts.

Priority 3: Sustainability - Encouraging participation in pedestrian activity to enable a shift in mode choice towards non-motorized modes to reduce vehicle miles traveled and greenhouse gas emissions.

- Strategy 3.1 Provide connectivity to trails and recreational areas.
- Strategy 3.2 Provide pedestrian connections to connect with bicycle facilities.

Priority 4: Economy - Active transportation activities help reduce costs associated with driving. A strong pedestrian environment can boost local economies and help small businesses grow by attracting more people and contributing to a vibrant atmosphere.

- Strategy 4.1 Provide pedestrian connections to-and-from major commercial and tourism destinations.

Priority 5: Identity - Palm Springs is known for its mid-century architecture, design elements, arts and cultural scene, and recreational activities.

- Strategy 5.1 Provide pedestrian infrastructure on primary travel routes consistent with the City's image.
- Strategy 5.2 Provide aesthetic treatments that are consistent with City design elements.

Priority 6: Address Public Needs - Public input is a major activity completed as part of this project and was used to identify needs and determine priorities.

- Strategy 6.1 Respond to public comments to identify projects and determine project priority.
- Strategy 6.2 Use the City's Community Action Request Form (CARF) process to identify project priorities.

1.4 PLAN DEVELOPMENT PROCESS

The Palm Springs Pedestrian Plan is a culmination of more than two years of project planning, community engagement, research and analysis, recommendations development, and report preparation. The project team collaborated closely with community stakeholders, school districts, local businesses, and local and regional agencies to develop a plan that is reflective of the Palm Springs community's vision to address their active transportation needs.

The process used to complete the project is shown in Figure 1-1. The process included:

- Coordination meetings with the Project Management Team; which included City and SCAG representation.
- Assessing existing pedestrian safety, reviewing current household characteristics, identifying walking destinations and listing currently planned and recently completed pedestrian projects.
- Public input provided through five walk audits across the City where residents had the opportunity to identify problem locations and suggest improvements. Similar input was obtained public meetings and from meetings of the Citizens Advisory Committee comprised of community representatives.
- Developing a pedestrian project list based on analysis and input. The projects were ranked based on evaluation criteria related to pedestrian safety; access to schools, parks, transit and service within neighborhoods; project sustainability, support to the economy and support of the Palm Springs identity.
- Identifying potential funding sources to design and construct the project recommendations.

Figure 1-1 Pedestrian Plan Development Process

PROJECT MANAGEMENT & ADVISORY

- Project Kick-Off
- Monthly Project Management Team Coordination
- Community Advisory Committee Meetings

TASKS



EXISTING CONDITIONS ANALYSIS

- Review of planned, studied, and completed projects
- Pedestrian collisions
- Demographic characteristics
- Existing infrastructure
- Health characteristics

DELIVERABLES

- Summary of findings

Initial Projects List



COMMUNITY OUTREACH AND ENGAGEMENT

- Public comments from city sources
- Virtual Mobility Audits
- Online mapping engagement tool
- Project survey

DELIVERABLES

- Map of comments
- Summary of findings

Refined Projects List



RECOMMENDATIONS

- Final Projects List
- Project prioritization
- High priority projects factsheets
- Cost estimates
- Funding strategies

DELIVERABLES

- Draft Palm Springs Pedestrian and Safe Routes to School Plan



Chapter 2

COMMUNITY OUTREACH & ENGAGEMENT

	Introduction - 2.1
Project Branding, Messaging, and Promotion - 2.2	
Community Advisory Committee - 2.3	
Virtual Mobility Audits - 2.4	
Community Events - 2.5	
Community Workshops - 2.6	
Asynchronous Online Engagement Opportunities - 2.7	

2.1 INTRODUCTION

The Palm Springs Pedestrian Plan is a product of a two year-long collaborative effort between the City of Palm Springs, the Palm Springs community, and key stakeholders to address some of the most critical pedestrian concerns in the city. Through the Community Outreach and Engagement effort of the planning process, community members had many opportunities share their perspectives and ideas for improvements. The feedback collected helped inform the overall development of the Plan.

The Community Outreach and Engagement effort was provided in five parts:

- Project branding, messaging, and promotion
- Community Advisory Committee
- Virtual Mobility Audits
- Community Workshops
- Online Engagement Opportunities

The engagement process built on information that from residents through more formal channels such as the Community Action Request Form (CARF) as well as less formal inputs received during City-led meetings and emails received by City staff.

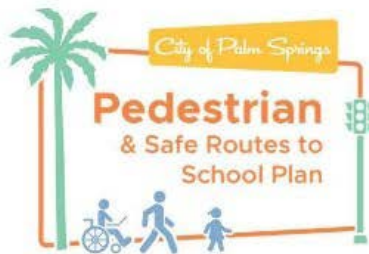
The COVID-19 pandemic greatly altered the Community Outreach and Engagement approach. The project began shortly before the COVID-19 pandemic; consequently, virtual engagement strategies were utilized in lieu of in-person engagement opportunities.

2.2 PROJECT BRANDING, MESSAGING, AND PROMOTION

The Project Team developed a project brand and set of communications assets to engage with the Palm Springs community. The project brand was consisted of a logo, color palette, fonts, and design styles. It was intended for the public to easily identify with the project, and it was utilized in all communications assets.

Communications assets were developed to generate project awareness and promote project-related engagement opportunities. The assets included the project factsheet, postcard, social media posts, and event flyers. They were available in both English and Spanish to engage with the City's large Hispanic population. Examples of assets generated are provided in Appendix A.

The communications assets were distributed to the public in various methods. Physical postcards with information about online engagement opportunities were disseminated through local organizations. Through a collaboration with FIND Food Bank and Coachella Valley Certified Farmer's Market, the Project Team distributed more than 1,500 postcards to the local community. Meanwhile, social media posts and event flyers about virtual events were posted on the City's social media channels and e-blasts and/or sent directly to interested stakeholders.



FACT SHEET

The City of Palm Springs is developing the Pedestrian and Safe Routes to School Plan to improve walking in the City. The goal of this plan is to **improve pedestrian safety and connectivity while promoting opportunities to live a healthy and active lifestyle.**



Pedestrian and Safe Routes to School improvements will focus on infrastructure for pedestrians including enhancing sidewalks and crossings as well as other roadway improvements.



The City wants to know your ideas, experiences, and concerns about walking in your community. Fill out the online survey at:

<https://tinyurl.com/PalmSpringsSurvey>



Final recommendations for pedestrian priority projects will be reviewed by the Sustainability Commission and be approved by City Council.



Provide place based comments by identifying key destinations and areas of concern with the Online Mapping Tool at:

<https://tinyurl.com/PalmSpringsMapping>



The project timeline for developing the plan is from Fall 2020 to Summer 2021.



Questions? Want to stay informed? Contact us via email at: PSPedestrianPlan@gmail.com



Project Fact Sheet

The local school district was also included in the communications dissemination, by using the online flyer distribution method, known as PeachJar, which reaches X # of families in the schools. A Press Release was written to announce the project, as part of the project task.

2.3 COMMUNITY ADVISORY COMMITTEE

A Community Advisory Committee (CAC) was established to provide guidance the Project Team on major project milestones, assist with promotion of virtual events, and help move the project forward. The CAC was comprised of resident leaders, representatives from local organizations, schools, and other partner agencies. A total of five (5) meetings with the CAC were held, as shown in Table 2-1 below.

Table 2-1 - Community Advisory Committee Meetings		
Meeting #	Event Name	Discussion Items
1	Wednesday, November 18, 2020	<ul style="list-style-type: none"> • Introductions • Project Context & Themes • Existing Conditions • Activity #1: Project Themes • Activity #2: Virtual Mobility Audits • Next Steps
2	Wednesday, January 20, 2021	<ul style="list-style-type: none"> • Introductions & Roles • Recap: Project Context & Goals • Efforts Completed Since Last Meeting • Upcoming Activities • Activity: Priority Projects • Next Steps
3	Wednesday, August 11, 2021	<ul style="list-style-type: none"> • Introductions & Roles • Project Needs • Example of Mitigation Measures • Ranked Projects List • Upcoming Activities
4	Tuesday, December 15, 2021	<ul style="list-style-type: none"> • Project Recommendations • Project Fact Sheets • Funding and Implementation
5	Tuesday, December 21, 2021	<ul style="list-style-type: none"> • To provide opportunity to comment on plan recommendations and implementation steps



2.4 VIRTUAL MOBILITY AUDITS

Virtual Walk Audits were conducted in each of the five voting districts as a part of the data collection and community engagement efforts. The Virtual Walk Audits were online events where Palm Springs community members helped envision ways to improve pedestrian safety and connectivity in the City of Palm Springs.

The Virtual Walk Audits were held in mid-March, 2021. Each event highlighted known Areas of Concern in each voting district in the city, and it allowed participants to share additional areas of concern. Each Virtual Walk Audit had four key components:

- Walking Safety Observation Activity – an activity where participants were asked to conduct their own walk before the event.
- Presentation to provide attendees with the project context.
- Virtual “Walk” using Google Earth to discuss areas of concerns at each district.
- Large group discussion in which participants provided input to identify or prioritize areas of concern and discuss next steps.

Table 2-2 provides a summary of the Virtual Mobility Audits while Appendix B: Virtual Mobility Audits Summary Report offers a greater discussion on the outcomes of each event.

Table 2-2 - Summary of Virtual Mobility Audits			
District #	Time / Date	Areas of Concern	# of Participants
1	Wednesday, March 31, 2021 5:30PM – 7:00PM	<ul style="list-style-type: none"> • Desert Highland Park and Tram View Rd • Rosa Parks Rd • San Rafael Dr • Palm Springs Visitor Center and N. Palm Canyon Dr • Ramon Rd near Gene Autry Trail 	16 total attendees: 1 elected official, 11 community members, and 4 city staff
2	Wednesday, March 17, 2021 4:00 PM – 5:30PM	<ul style="list-style-type: none"> • N. Indian Canyon Dr • Racquet Club Rd • Vista Chino • Vista Del Monte Elementary School and Victoria Park • Raymond Cree Middle School • Avenida Caballeros 	7 total attendees: 1 elected official, 3 community members, and 3 city staff
3	Monday, March 29, 2021 5:00PM – 6:30PM	<ul style="list-style-type: none"> • N. Indian Canyon Dr • Indian Canyon Dr • Vista Chino • Raymond Cree Middle School • Katherine Finchy Elementary School • Avenida Caballeros • Sunrise Way • Downtown Palm Springs • Ramon Rd • Tahquitz Canyon Way 	10 total attendees: 1 elected official, 5 community members, and 4 city staff
4	Wednesday, March 24, 2021 5:30PM – 7:00PM	<ul style="list-style-type: none"> • Sunrise Way • Ramon Rd, Palm Springs High School, and nearby civic institutions • E. Palm Canyon Dr 	11 total attendees: 1 elected official, 6 community members, and 4 city staff
5	Tuesday, March 30, 2021 4:00PM – 5:30PM	<ul style="list-style-type: none"> • S. Palm Canyon Dr • Ramon Rd • E. Palm Canyon Dr • Cahuilla Elementary School • Sunrise Way • El Camino Real • Calle Palo Fierro • Avenida Granda • Murray Canyon • Bogert Trail • Andreas Hill Dr 	22 total attendees: 1 elected official, 17 community members, and 4 city staff

The Walk Audit meeting agenda and example of virtual activities conducted during each meeting are shown in the images below.

Presentation during the Virtual Mobility Audit for District 2

Agenda

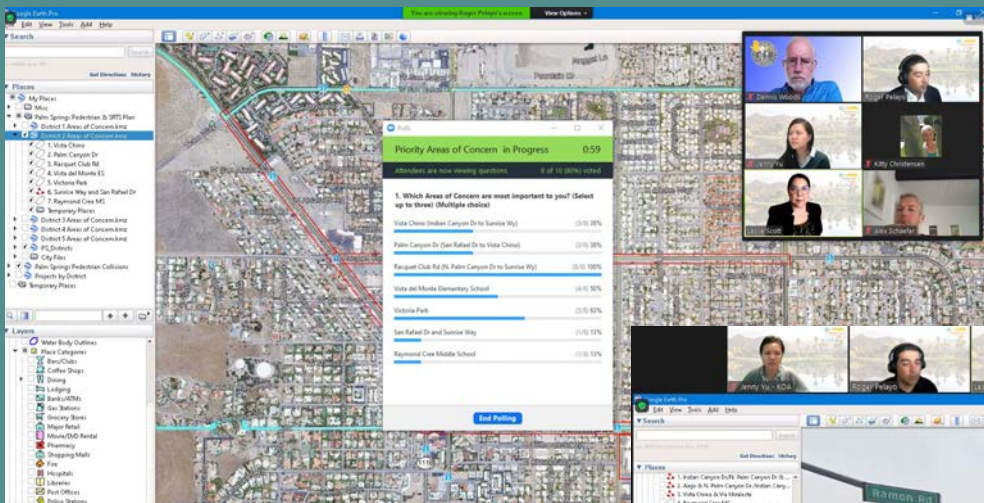
- Project Background
- Virtual Walk Audit
- Debrief
- Next Steps

Housekeeping:

- Keep yourself reduce background
- Video display is optional
- During the Virtual Walk Audit, use the "Raised Hands" function to share your comments or concerns

Your Participation!

- Actively engage in the conversation using the voice or video functions
- Participate in the polls throughout the session

Discussion of concerns using Google Earth at the Virtual Mobility Audit for District 3

The Walk Audit meeting agenda and example of virtual activities conducted during each meeting are shown in the images below.

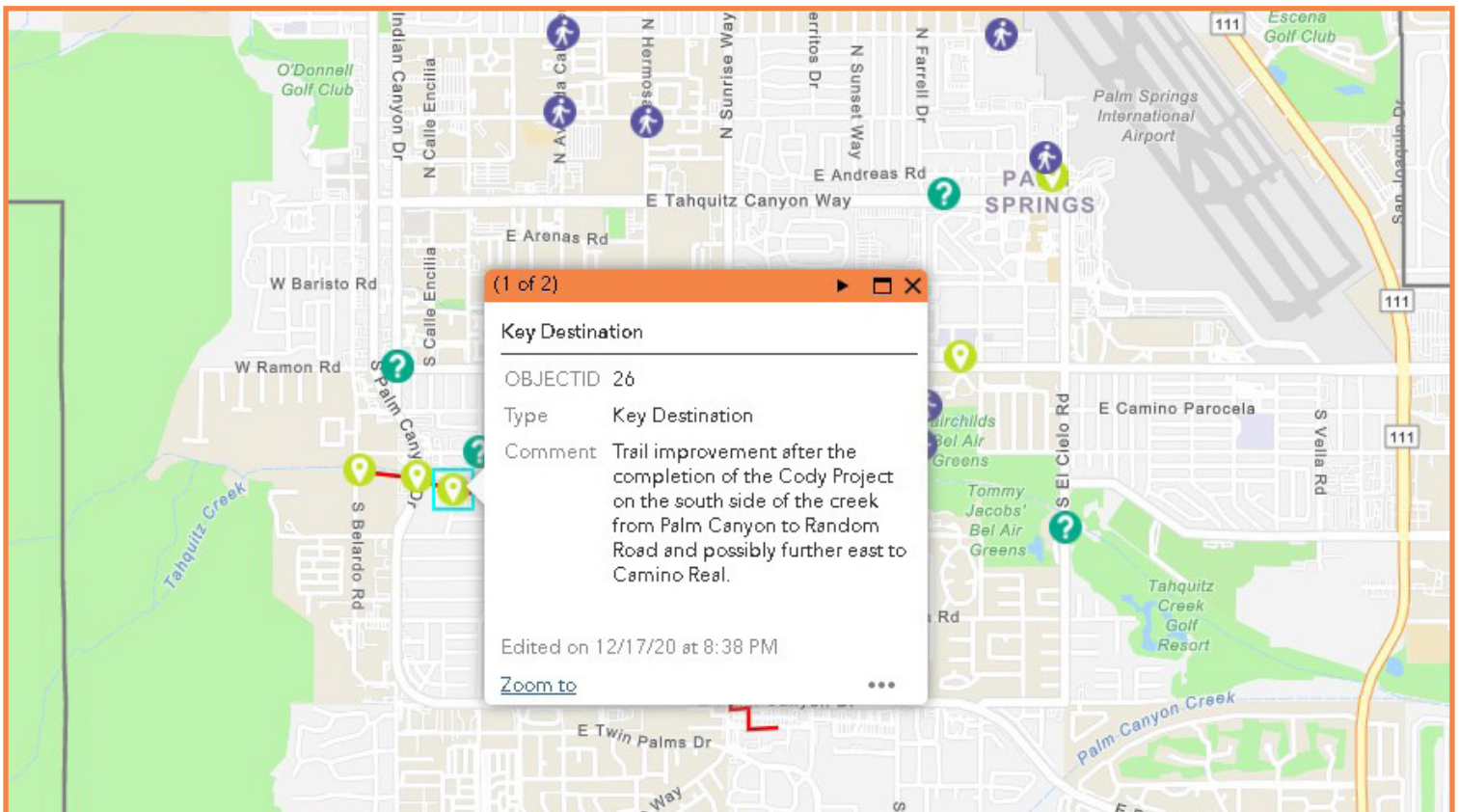


2.5 COMMUNITY EVENTS

Community events are a way to get out in the community and hear what people have to say about the project. It is an effective way to gather opinions and anecdotal information about the project issues. The consultant team will document feedback received from the events and include it in the final plan. Three (3) Community Events were organized as a collaboration with the Foodbank, Farmers Market and Boys/Girls Club. The activity was a “bag drop” of flyers that direct participants to the survey and online mapping for comments. The “bag drop” combined grass roots outreach with online engagement.

2.6 COMMUNITY WORKSHOPS

The ability to hold community workshops was impacted from COVID-19. In person community workshops were considered and planned during the project period, but given guidance provided by state health officials and from the direction of local officials, in person community workshops were not held. A community workshop December 14, 2021 to provide community members the opportunity to provide input on the identified projects, the evaluation process and project priorities. A second public workshop was held on December 21, 2021 as a special session of the City of Palm Springs Sustainability Commission. Meeting information is provided in Appendix A.



Example of comments received from the Online Mapping Tool

2.7 ASYNCHRONOUS ONLINE ENGAGEMENT OPPORTUNITIES

“Asynchronous” engagement are opportunities where engagement could occur at any time and without simultaneous interaction with other participants. Community Advisory Committee Meetings, Virtual Mobility Workshops, and Community Workshops are known as “synchronous” engagement where participants had discussions in real time. In addition to synchronous engagement activities, the Project Team also developed tools, such as an Online Mapping Tool and Project Survey, which allowed for asynchronous engagement where community members could share their input at any time of the day.

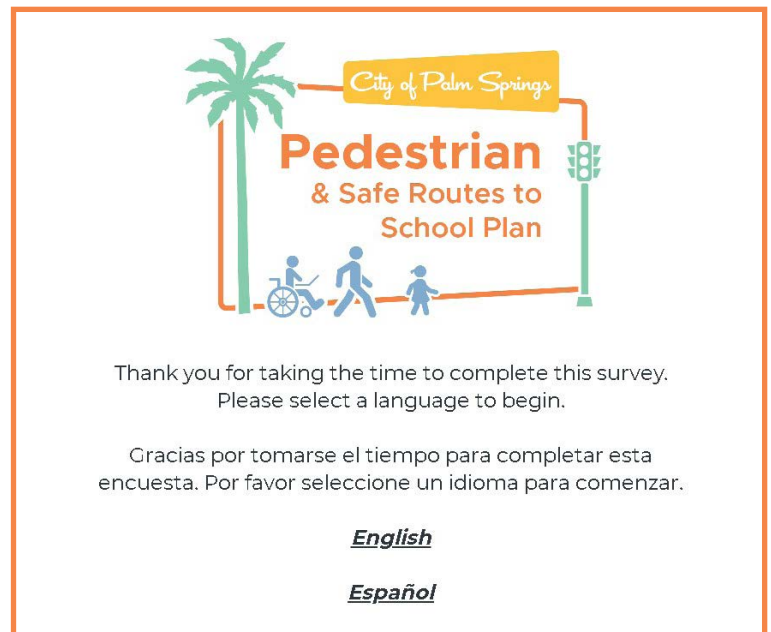
Online Mapping Tool

An Online Mapping Tool was developed for community members to share location-specific comments. The tool allowed community members to upload pictures and provide comments directly to a GIS-based website where their observations were geocoded.

The Online Mapping Tool was available from November 2020 to May 2021. Over the course of half a year, the Palm Springs community provided comments. Of these comments, 34 were along corridors, and 119 were spot locations/ destinations. The comments were used to identify community needs and help inform the recommendations.

Project Survey

A project survey was used to gain insights on walking behavior and preferences, as well as Safe Routes to School activities in the City. The survey was conducted between November and May 2021 through an online platform, and it was available in both English and Spanish. A total of 200 surveys were received, 198 in English and 2 in Spanish. Findings for the survey are available in Appendix A.



Language selection page for the project survey

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Chapter 3
COMMUNITY CONTEXT

Introduction - 3.1
Community Characteristics - 3.2
Destinations - 3.3
Safety - 3.4
Health - 3.5
Land Use - 3.6
Existing Conditions Summary by District - 3.7

3.1 INTRODUCTION

Existing community conditions as well as community input help define the need for pedestrian improvements in Palm Springs. This section of the report provides information about existing conditions that describe the population characteristics of Palm Springs residents and the operational characteristics of the transportation system. The analysis of existing conditions seeks to understand the opportunities and challenges for pedestrian activities in the City of Palm Springs. Information is described for the following items:

- Community Characteristics
- Destinations
- Safety
- Health
- Land Use

3.2 COMMUNITY CHARACTERISTICS

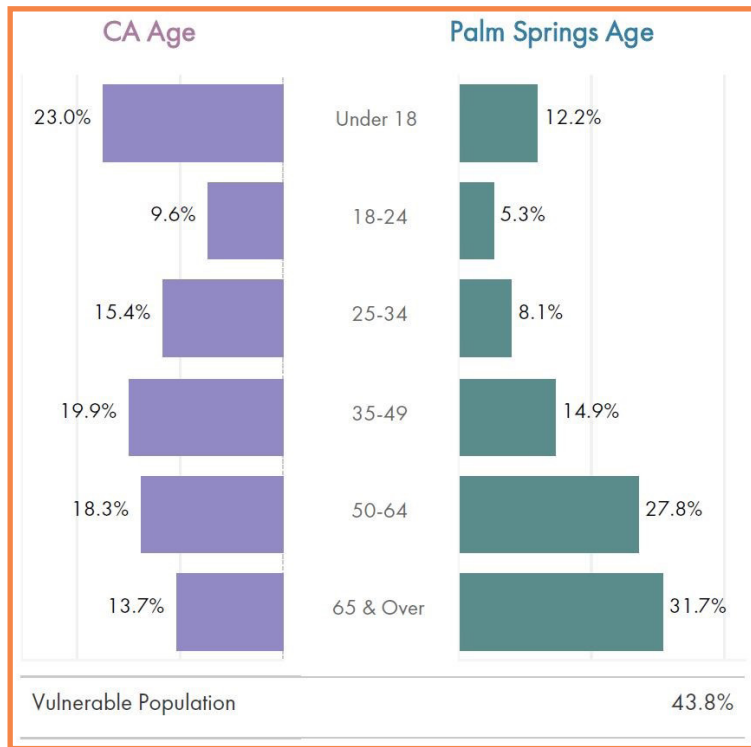
An analysis of demographic and travel characteristics helps to shed light on who can benefit from better pedestrian infrastructure in the city. In particular, this analysis looks at four types of data: vulnerable populations, median household income, commute behavior, and availability of vehicles at each household. The 2019 American Community Survey was the source of the demographic information.

Population

In 2019, the City had a population of 48,518 residents.

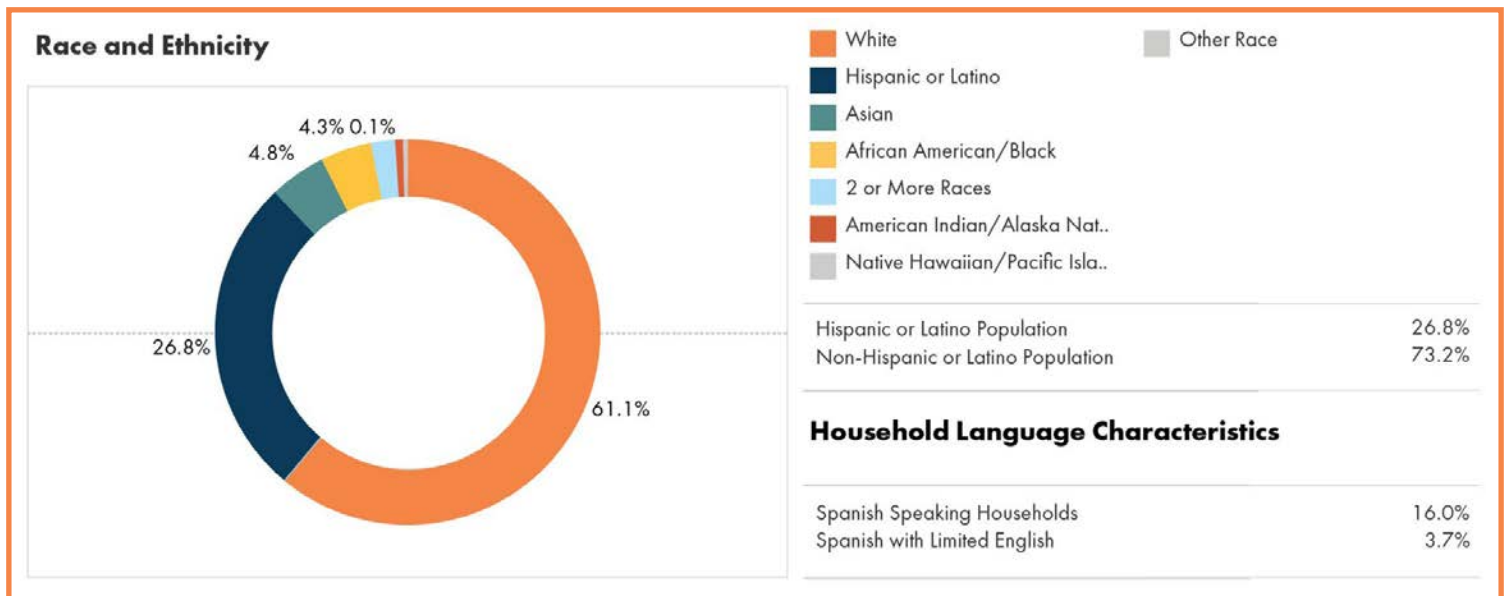
Age Vulnerable Population

Nearly 44% of residents are considered age vulnerable populations. Age vulnerable populations are defined as those with ages lower than 18 (children) and greater than 64 (seniors). This population group has a reliance on modes of transportation such as walking, biking, or taking transit. The age demographics support the reputation of Palm Springs as a popular location for retired persons. Nearly 59 percent of all Palm Springs residents are 50 years of age or older as compared to 32 percent statewide. Conversely, the percentage of young persons are much lower than the California average.



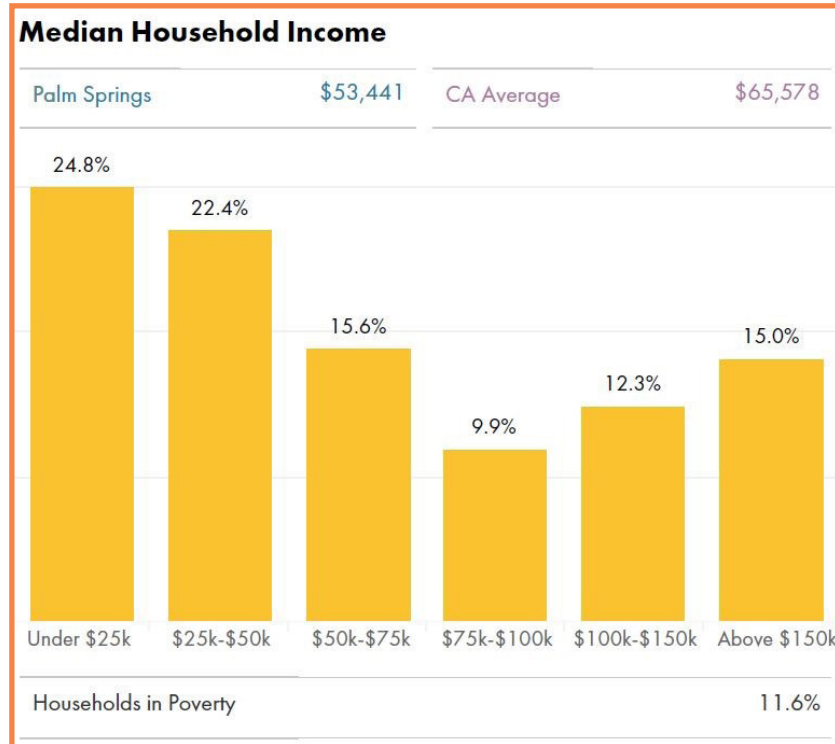
Race and Ethnicity

For race, 61 percent of the City’s population is white with nearly 27 percent of the population identifying as Hispanic or Latino. There are 16 percent of households that speak Spanish, with a small percentage of these household who have limited English proficiency (4%). Asian and African American residents make up less than 5% each of the population.



Median Household Income

The Median Household Income in the City of Palm Springs is \$53,441, which is lower than the average rate for California. While Palm Springs is generally considered to be an affluent community, this may be partially explained that while many retired residents may have accrued wealth, retirees do not earn high incomes.



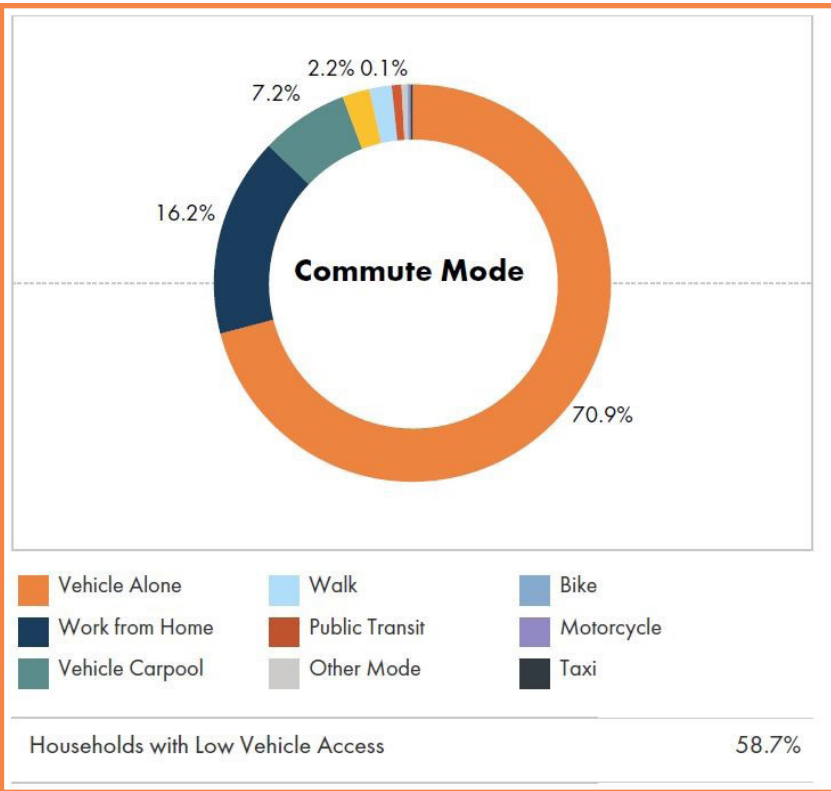
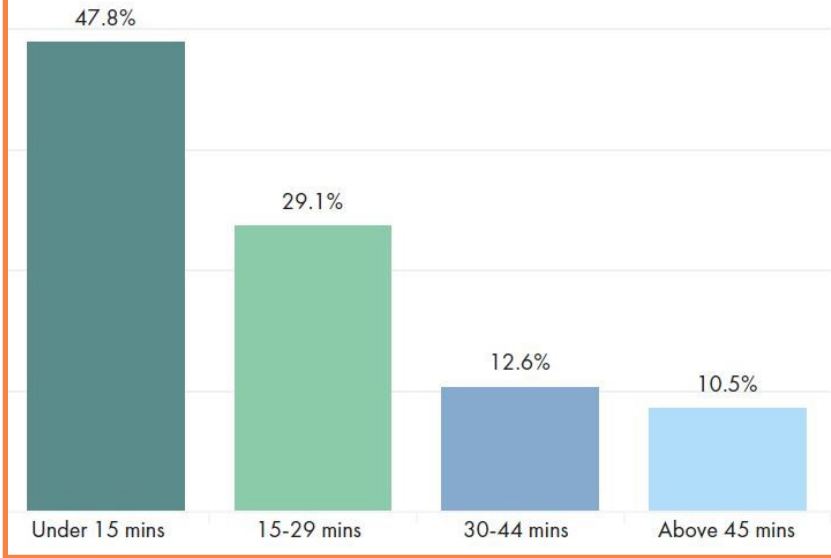
Availability of Vehicles

Approximately 40% of households in Palm Springs are considered low vehicle households, which are households without a vehicle or that have just one vehicle. 11.7% of households do not own a vehicle. This is roughly equivalent to the percentage of the population in poverty.

Commute Behavior

In 2019, there were 19,800 employed persons living in Palm Springs. The average commute time for these workers was approximately 20 minutes. This is lower than the average for Riverside County (33 minutes). Additionally, nearly half of all commute trips are less than 15 minutes long. Few workers walk to their employment location. Only 2.6% of Palm Springs residents use walking as a mode of transportation for their commute trips. Commuting by public transportation, walking, and biking collectively account for 5.3% of work trips.

Commute Time



3.3 DESTINATIONS

Trip destinations include community destinations, schools, parks and trails. Each of these destination elements are described in more detail below.

Community Destinations

Palm Springs has always embraced its reputation as a world-class resort location. Palm Springs provides close access to bike paths, hiking and equestrian trails, parks, tennis courts, retail and entertainment venues and golf courses. The City is home to the Palm Springs Art Museum, the Palm Springs Air Museum, and the Agua Caliente Spa Resort Casino.

Good pedestrian mobility is important to residents and visitors as the City hosts over 1 ½ million visitors annually. Palm Springs maintains the largest number of hotel rooms in the Coachella Valley: 6,500 of the total 15,000 rooms.

The Convention Center serves as a major center of business and tourist activity within the City. Providing approximately 245,000 square feet of conference facilities, the Convention Center generates large numbers of conference attendees who support nearby hotel and convention-related businesses.

Downtown Palm Springs enjoys a worldwide reputation as a pedestrian oriented commercial center. The Downtown is the functional and economic center of Palm Springs. It is a heavily visited area of town, has a collection of unique architecture and urban design features, and has a concentration of popular restaurants and stores. A strong pedestrian environment can support this economic activity.



Public Schools

The City of Palm Springs has six public schools. Of the schools, three are elementary schools that provide education for students in Kindergarten to fifth grade. There is one high school, one middle school, an alternative school that provides education in Kindergarten-12th grade and a charter school. All schools (excluding the charter school) are a part of the Palm Springs Unified School District (PSUSD). The schools include:

1. Cahuilla Elementary School
2. Katherine Finchy Elementary School
3. Vista Del Monte Elementary School
4. Desert Learning Academy
5. Cielo Vista Charter
6. Raymond Cree Middle School
7. Palm Springs High School

Collectively, the schools enrolled 5,154 students for the 2019-2020 school year. In the 2019-2020 school year, the schools had high levels of students that were enrolled in the Free and Reduced Price Meal Program. As shown in Table 3-1, the average rate of participation in the program was 84.1%. This rate is 19% higher than the participation rate across Riverside County and 25% higher than the participation rate in California, which are 65.1% and 59.3% respectively. Among the schools, Cahuilla Elementary School had the highest enrollment in the program (92.5%), while Desert Learning Academy had the lowest (70.2%). Participation in the Free and Reduced-Price Meal Program is a proxy for understanding disadvantaged communities in the neighborhood. To participate in the program, families need to earn below a certain income that is different depending on how many members are in the household.

School Name	Enrollment (K-12)	Percent Eligible FRPM (K-12)
Palm Springs High	1,613	87.2%
Cahuilla Elementary	483	92.5%
Cielo Vista Charter	869	72.3%
Desert Learning Academy	215	70.2%
Katherine Finchy Elementary	603	80.4%
Vista del Monte Elementary	536	91.0%
Raymond Cree Middle	835	87.4%
Total	5,154	84.1%

Source: California Department of Education Web Site (2020)

Parks and Recreation Areas

Palm Springs' parks system includes 12 park locations and other sites, and 5 indoor facilities. Overall, the system includes over 140 components plus 8 trailheads. The park system includes several larger parks that serve the entire community, such as Ruth Hardy Park, Sunrise Plaza, and Demuth Park. Palm Springs also has indoor facilities such as Desert Highland Unity Center, Demuth Community Center, and the Leisure Center and Pavilion that provide indoor recreation and programming space. Nearly 60 miles of various types of recreational trails are also available for hiking, biking, and alternative transportation. These range from paved multi-use trails to primitive hiking in the desert wilderness that abuts the city.

3.4 SAFETY

Safety concerns and high collision areas were determined by reviewing the locations, causes, and context surrounding pedestrian and bicycle collisions. This section provides a summary of the analysis. Appendix A contains the full report. Data for this analysis was retrieved from the Traffic Injury Mapping System (TIMS) database for the years 2016-2020.

Context of Collisions

The California Office of Traffic Safety (OTS) develops rankings for comparison of traffic safety statistics between cities with similar-sized populations. The OTS provides statistics based on rates of victims killed and injured per "1,000 daily-vehicle-miles-of-travel" (Caltrans) and per "1,000 average population" (Department of Finance), and groups cities based on population. The City of Palm Springs is ranked in a 94-city group (OTS Group D) classified by populations between 25,001 and 50,000.

According to the 2018 OTS report, Palm Springs ranked 10th worst among its 94-city group for collisions that resulted in a fatality or injury. The City also ranked 19th worst for pedestrian collisions, 20th worst for pedestrian collisions involving someone 65 years of age or older and 5th worst for a composite score of all the categories considered. Although the OTS collision rankings tend to fluctuate based on the type of collision, Palm Springs generally sees a higher rate of collisions than most cities with comparable populations.

Pedestrian Collisions

Between 2016 and 2020, 1,457 non-freeway collisions occurred within the City of Palm Springs. Of these collisions, 139 collisions (8.1%) involved a pedestrian. Of the pedestrian collisions, more than 1 in 10 collisions resulted in a pedestrian fatality. Nearly 1 in 3 resulted in either a fatality or a severe injury.

Table 3-2 Pedestrian Involved Collisions by Severity (2016-2020)		
Severity	Collision Count	Percent
Visible Injury	56	40.3%
Complaint of Pain	38	27.3%
Severe Injury	29	20.9%
Fatal	16	11.5%
Property Damage only	0	0.0%
Total	139	100%

Pedestrian-Involved Collisions

Of the 139 pedestrian-involved collisions, 38% involved a pedestrian violation. This included walking outside crosswalks, crossing at mid-block locations and not following the pedestrian signal. These factors could indicate a need for additional education regarding pedestrian safety. It may also indicate a need for improved pedestrian infrastructure such as adding more safe crossing locations, pedestrian refuge islands, and improved visibility of pedestrians and bicyclists.

Table 3-3 Primary Collision Factor for Pedestrian Involved Collisions (2016-2020)		
Violation Category	Collision Count	Percent
Pedestrian out of Crosswalk	43	36.4%
Pedestrian Hit in Crosswalk	35	29.7%
Unknown	7	5.9%
Pedestrian not following Signal	5	4.2%
Midblock Crossing	5	4.2%
Walking in Roadway	5	4.2%
Unsafe Lane Change	3	2.5%
Improper Vehicle Turning	5	4.2%
Driving Vehicle Under the Inf.	2	1.7%
Other Driver Error	11	8.0%
Total	139	100%

Top Collision Locations

The intersections with the highest number of pedestrian collisions are shown in Table 3-4. The streets with the highest number of pedestrian collisions are shown in Table 3-5.

Table 3-4 Pedestrian-Involved Collisions by Intersection (2016-2020)					
Intersection Name	Total	Fatal	Severe Injury	Visible Injury	Complaint of Pain
Ramon Rd & Rt 111	3	0	1	2	1
Ramon Rd & Sunrise Wy	2	1	1	0	0
Paseo Dorotea & Ramon Rd	2	0	2	0	0
Hwy 111 & Via Miraleste	2	2	0	0	0
Camino Real & Ramon Rd	2	1	0	1	0
Avenida Palmera & Palm Canyon Dr	1	1	0	0	0
Deep Well Rd & East Palm Canyon Dr	1	1	0	0	0
Arenas Rd & Calle El Segundo	1	1	0	0	0
Avenida Caballeros & Ramon Rd	1	1	0	0	0
Camino Parocela & Sunrise Wy	1	1	0	0	0

Table 3-5 Pedestrian-Involved Collisions by Corridor (2016-2020)					
Intersection Name	Total	Fatal	Severe Injury	Visible Injury	Complaint of Pain
Ramon Rd	15	2	4	6	3
Rt 111	9	3	3	2	1
East Ramon Rd	7	0	0	4	3
Indian Canyon Dr N	7	1	2	3	1
Indian Canyon Dr	5	2	0	2	1
Palm Canyon Dr N	5	0	2	3	0
Sunrise Wy	4	2	2	0	0
North Indian Canyon Dr	4	0	2	2	0



3.5 HEALTH

The health characteristics of Palm Springs were reviewed as part of the effort to improve pedestrian travel opportunities for residents.

Obesity and Physical Activity

Walking can provide many health benefits in many communities, including in Palm Springs. An assessment of the City's health by community helps to identify the communities that would benefit from investments in pedestrian infrastructure. Data for this section was obtained from the California Communities Environmental Health Screen tool (CalEnviroScreen) and the Healthy Places Index (HPI).

Palm Springs has an adult obesity rate of 22.5% - which is lower than the Riverside County rate of 33.2% (SCAG 2019 Local Profiles – Palm Springs. Obesity is defined as a Body Mass Index (BMI) of 30 or higher. Palm Spring’s physical activity rate (33.2%) is also higher than the Riverside County average (31.9%).

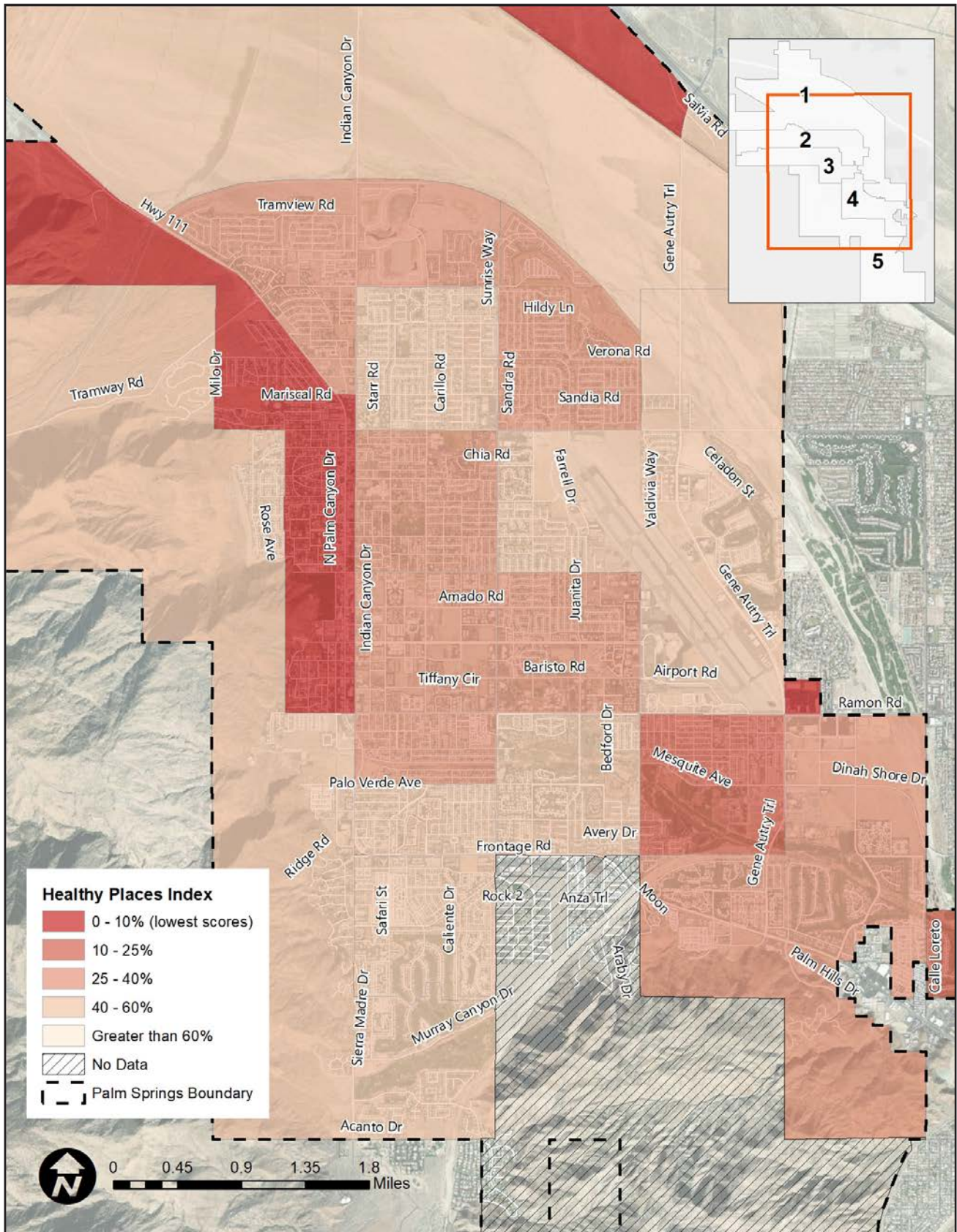
Disadvantaged Communities

In California, two tools have been developed to measure the characteristics communities at the city level and census tract level of detail. CalEnviroScreen 3.0 and the Healthy Places Index 2.0 are tools that provides a relative comparison of all census tracts in California. Using key indicators such as exposure to pollution, and socioeconomic conditions such as income, education and health statistics.

The CalEnviroScreen is a tool developed by CalEPA. This tool measures environmental conditions and the vulnerability of people living in those communities to determine communities that are disadvantaged. Census tracts that score above the 75th percentile in CalEnviroScreen are designated as California’s disadvantaged communities. According to the CalEnviroScreen tool, there are no census tracts within the City of Palm Springs that are disadvantaged. A review of the individual indicators used by CalEnviroScreen reveals that most census tracts within the City have the highest levels of ozone exposure within the state of California (100 out of 100). Ozone is the main ingredient of smog, and it can be formed when pollutants from sources such as vehicles or factories are exposed to sunlight and heat.

The Healthy Places Index compiles data from 25 variables to measure the needs for economic security, food, shelter, safety, transportation, education, social connection and political participation. Communities that score in the bottom 25% as compared to other cities or census tracts are considered disadvantaged. As a whole, the City of Palm Springs has a composite score of 30, meaning that it is considered more disadvantaged than all but 30% of other cities. HPI considers numerous factors that may not provide an accurate identification of disadvantaged communities given the unique characteristics of Palm Springs as a retirement community. Factors influencing the composite score include: percent of residents employed, high school enrollment, a relatively lower percentage of access to an automobile, lack of tree canopy, and ozone. The composite Healthy Places Index scores by census tract are shown in Figure 3-1.

Figure 3-1 Location of Disadvantaged Populations



3.6 Land Use

The form of land development in Palm Springs has been shaped by many factors that are uniquely its own. For example, the climate, regional location, and topography have all influenced the development pattern of the City.

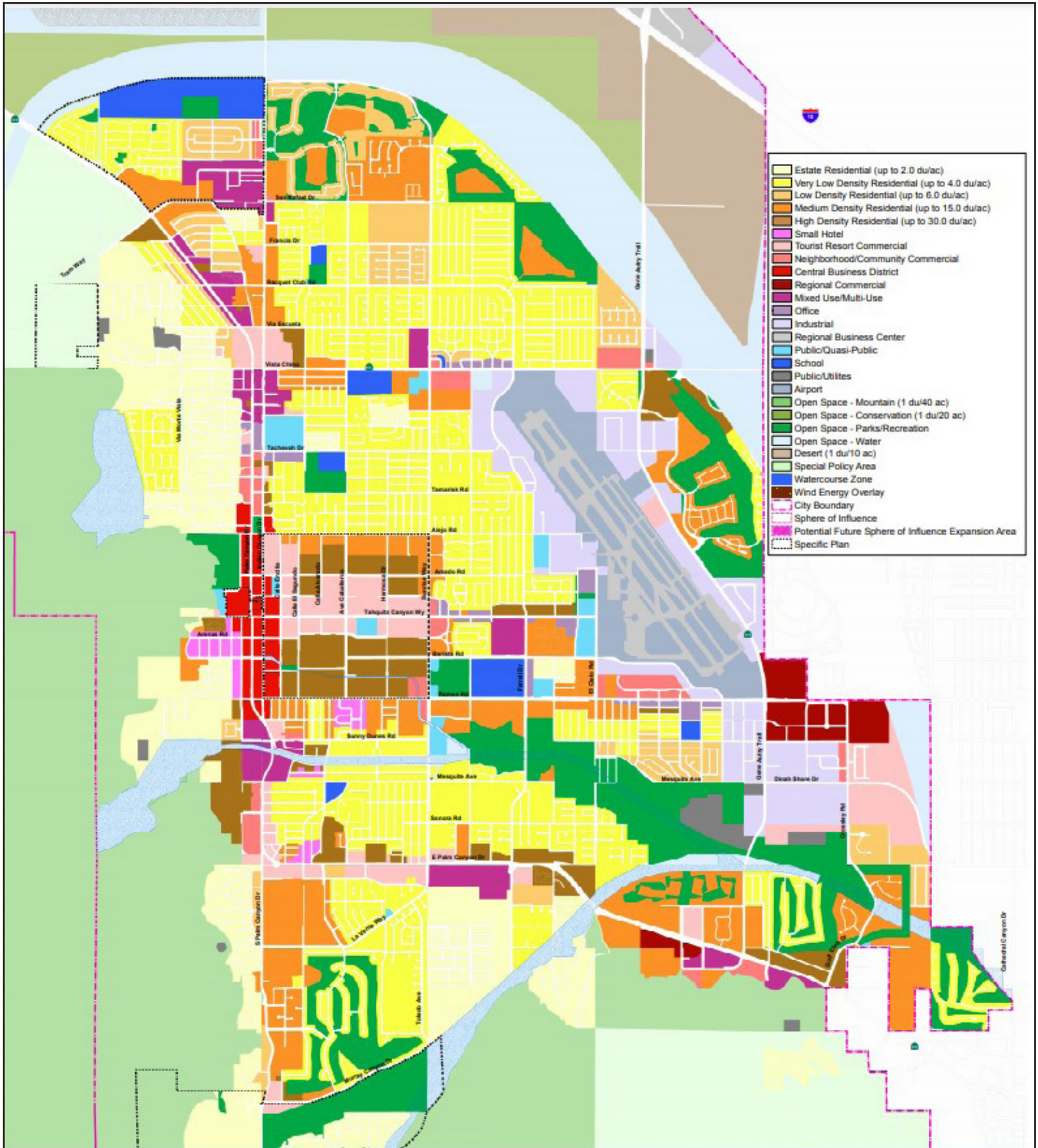
For developed areas, land use patterns reflect a concentration of tourist commercial uses predominantly comprised of commercial and hotel uses along Palm Canyon Drive and Tahquitz Canyon Drive. The small-scale boutique hotels that are found among the residential neighborhoods in the Warm Sands and Tennis Club areas also contribute to the City's charm and its appeal to resort visitors.

The most predominant land use on non-vacant land is single-family residential housing. It represents 31% of the non-vacant land, and it is spread throughout the developed areas of Palm Springs. All other housing – multi-family housing, mobile homes, and mixed residential uses – accounts for 15% of non-vacant land.

Open Space and Recreation land uses account for the next greatest subset of land use - at approximately 28% of non-vacant land. The Open Space and Recreation land use group accounts for 4.6 square miles of overall land, and it includes local parks, regional parks, golf courses, and wildlife preserves. Most notably, 15% of non-vacant land is designated for regional parks and recreation and nearly 11% is designated for golf courses.

The remaining land uses largely consist of land uses that are local and regional attractors. These include commercial, educational, industrial, and office uses. These uses generally tend to attract a high volume of traffic of all modes as they represent schools, workplaces, and commercial/ entertainment centers. These land uses are concentrated along arterial roadways such as N. Palm Canyon Drive, E. Palm Canyon Drive, Indian Canyon Drive, Vista Chino, and Ramon Road.

Figure 3-2 General Plan Land Use



3.7 EXISTING CONDITIONS SUMMARY BY DISTRICT

The five city council districts in Palm Springs provided the subarea boundaries used to complete the study. Information from the existing conditions assessment is summarized for each district in Figures 3-3 through Figure 3-7. The location of parks, attractions and pedestrian collisions that occurred between 2014 and 2020 are shown in each figure.

District 1

District 1 is a uniquely shaped district that includes the northern portion of the city as well as a portion of the Palm Springs Airport and a portion of the city just south of the airport. District 1 includes a number of parks as pedestrian destinations. Shown in Figure 3-3 are key destinations and the pedestrian involved collisions.

District 2

District 2 is located directly south of District 1. Shown in Figure 3-4 are the key destinations, parks, and the Vista Del Monte Elementary School. Also shown are the pedestrian involved collisions.

District 3

District 3 is located in the central part of Palm Springs between Ramon Road and Vista Chino. It includes the downtown area, a number of parks, the Convention Center, numerous resorts, the College of the Desert Palm Springs campus, and many retail locations. Figure 3-5 shows these destinations and the pedestrian involved collisions.

District 4

District 4 is located in the east-central part of Palm Springs, south of Tahquitz Canyon Way and east of Sunrise Way. Included in this District is the Palm Springs High School, Sunrise Park, Tahquitz Creek, and commercial areas along E. Palm Canyon Drive. Figure 3-6 shows these destinations and the pedestrian involved collisions.

District 5

District 5 is located in the southern portion of Palm Springs. The district include the portion of downtown that is west of Palm Canyon Drive and extends eastward to Sunrise Way. District 5 destinations include the Palm Springs Art Museum, West Palm Canyon Shops in the downtown area, the Agua Caliente Tahquitz Visitor Center, resorts and the South Lykken Trailhead. Figure 3-7 shows these destinations and the pedestrian involved collisions.

Figure 3-3 District 1 Existing Characteristics

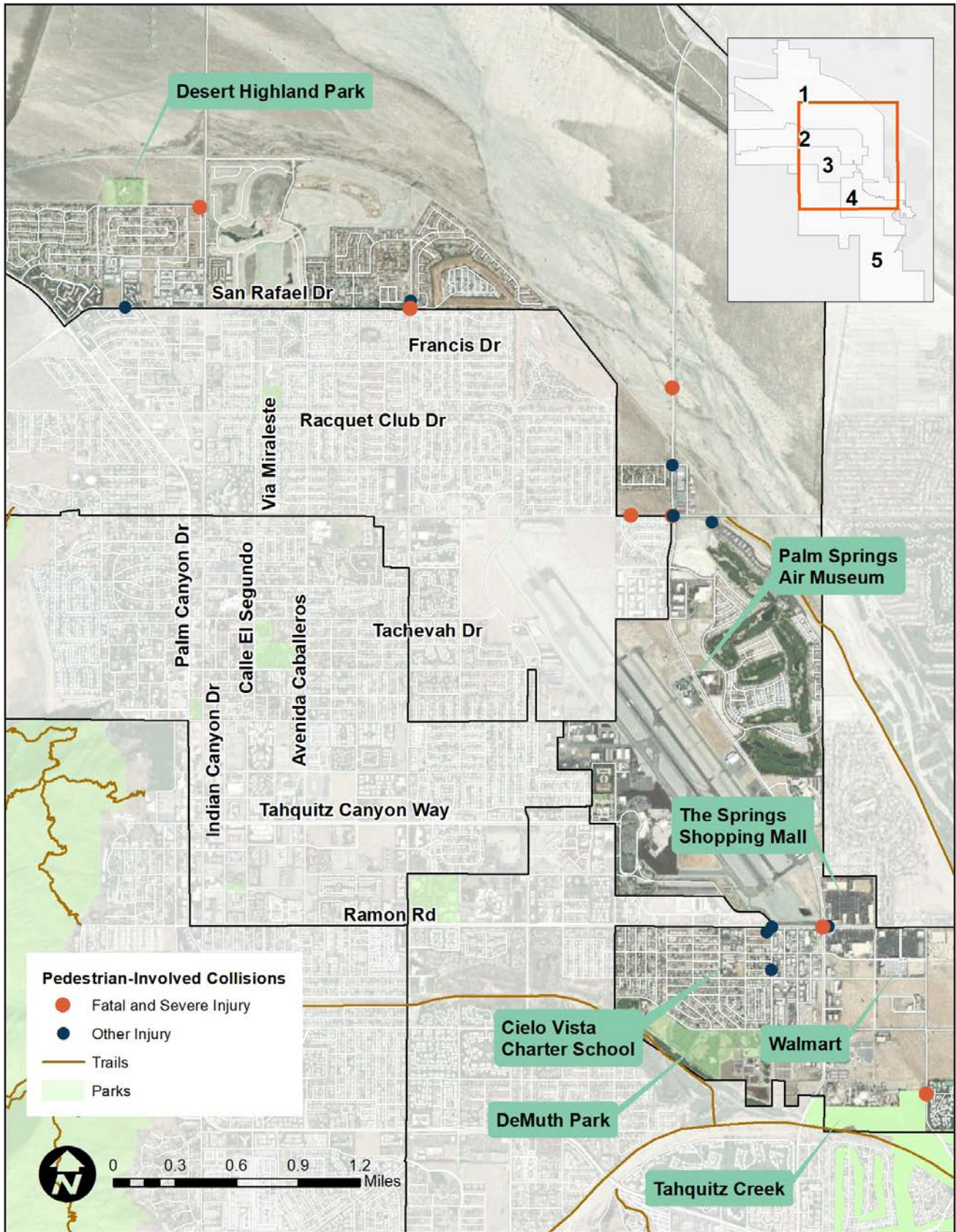


Figure 3-4 District 2 Existing Characteristics

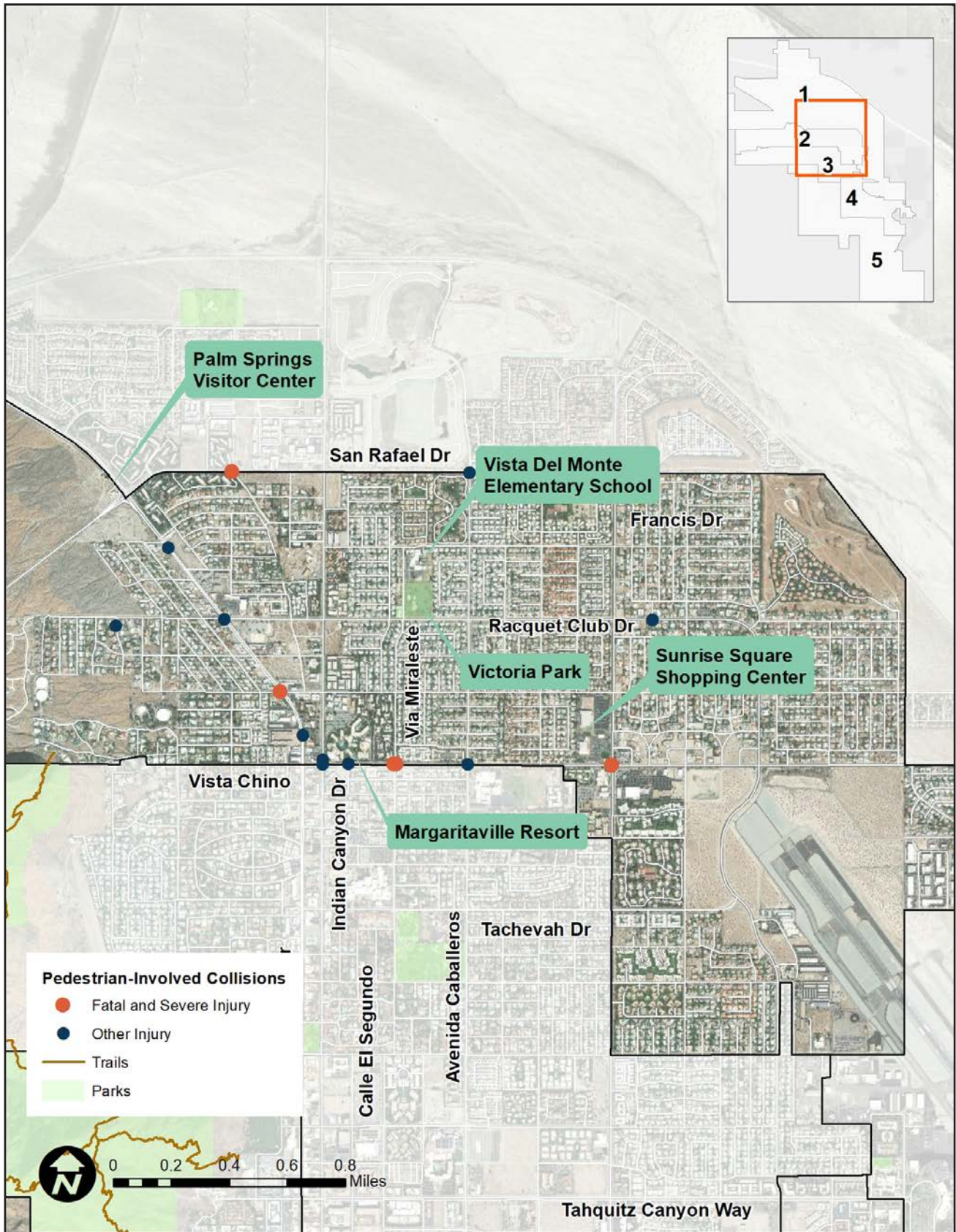


Figure 3-5 District 3 Existing Characteristics

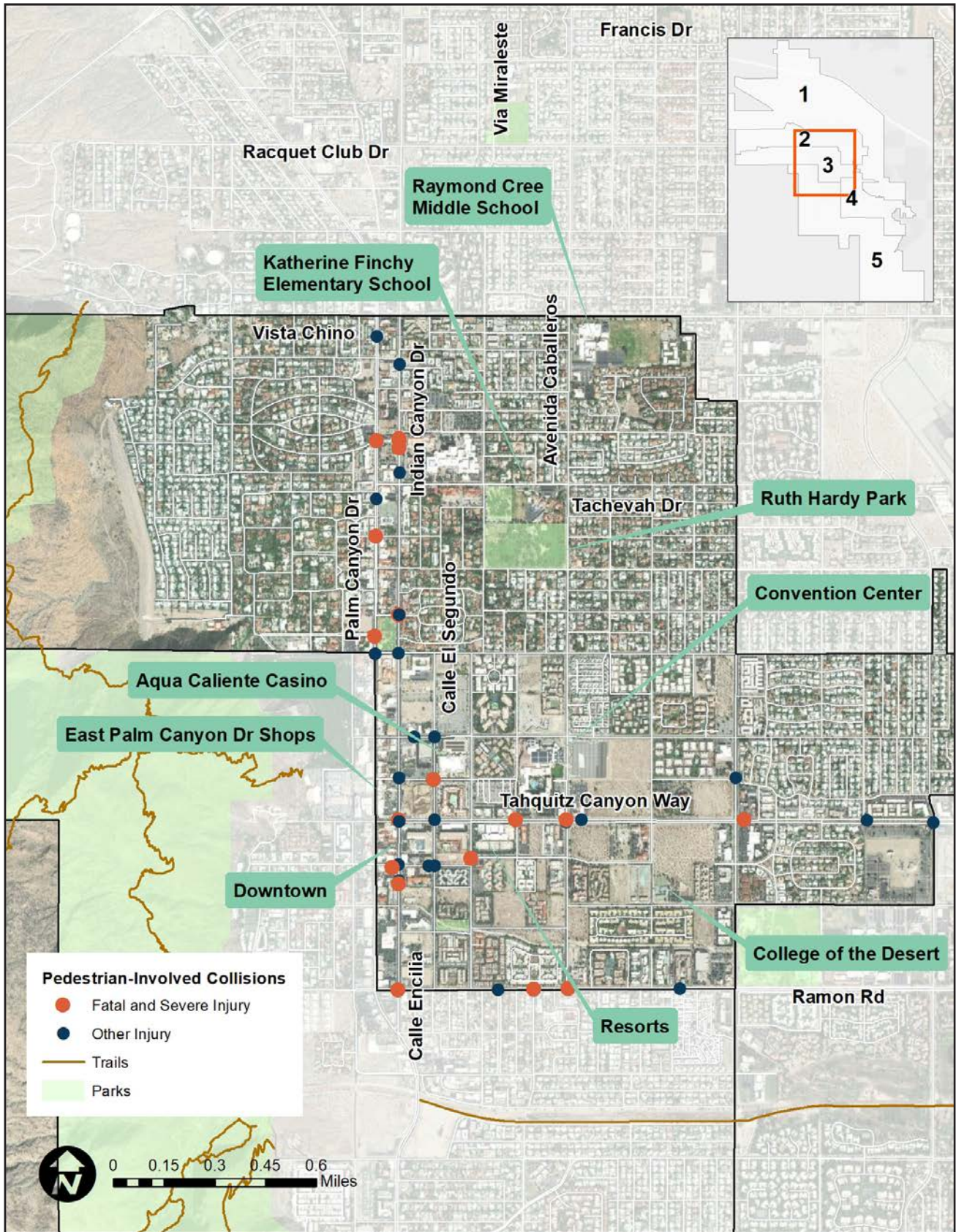


Figure 3-6 District 4 Existing Characteristics

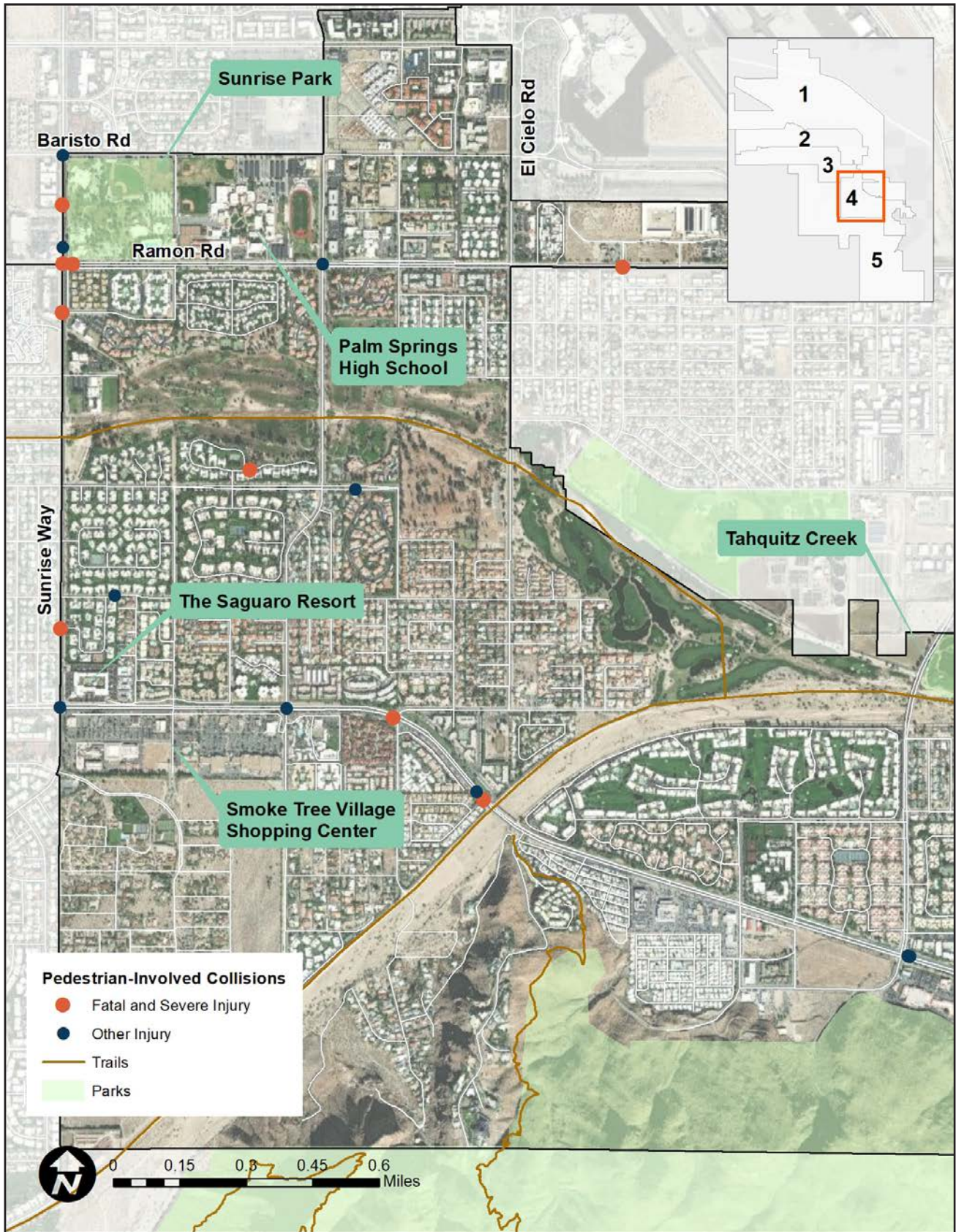
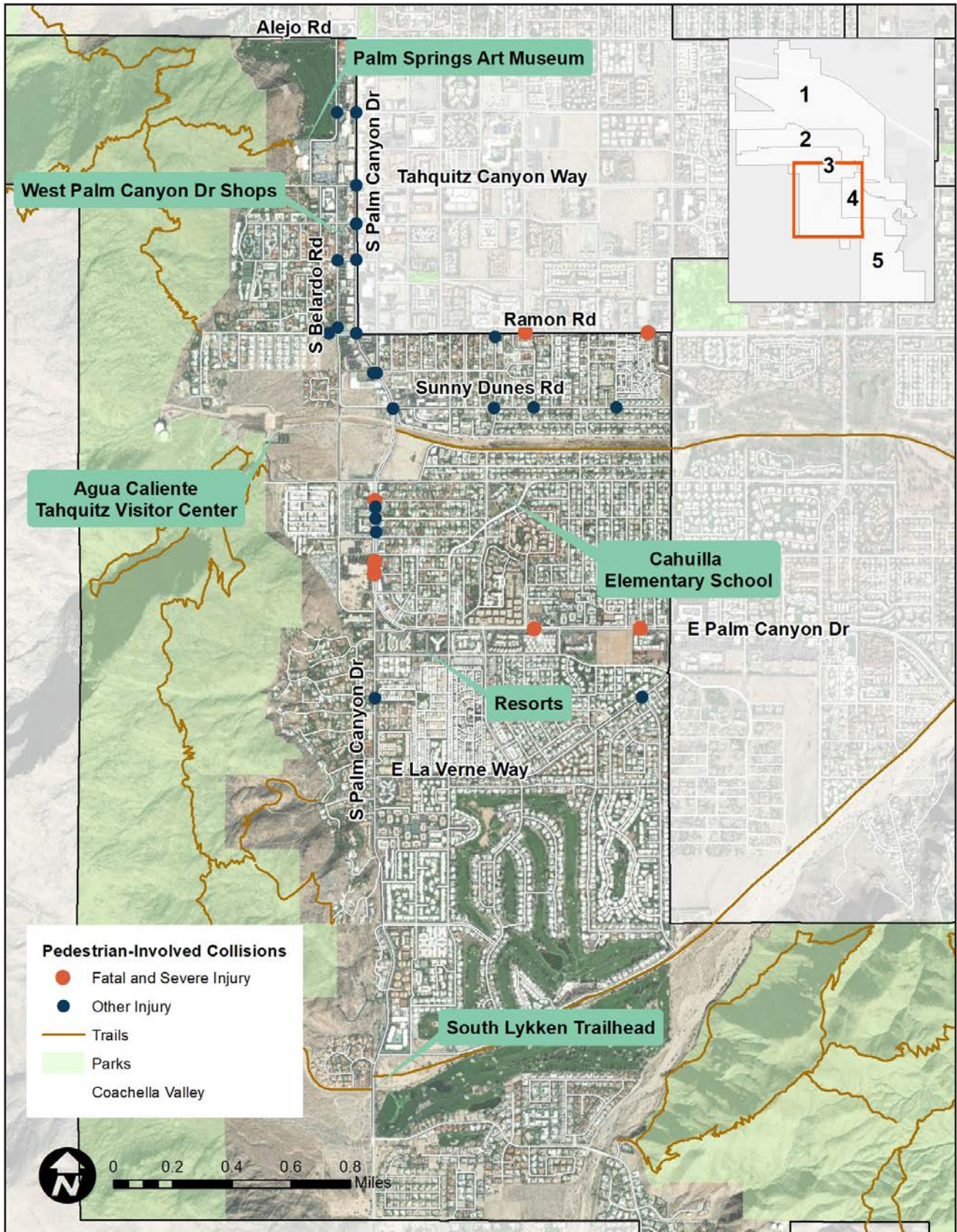


Figure 3-7 District 5 Existing Characteristics



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Chapter 4
RECOMMENDATIONS

Introduction - 4.1
Pedestrian Infrastructure Treatments - 4.2
Priority Infrastructure Projects - 4.3
Evaluation of Priority Infrastructure Projects - 4.4
Project Factsheets - 4.5

4.1 INTRODUCTION

This chapter discusses the project recommendations for the Palm Springs Pedestrian Plan. Recommendations have been developed that address the comments and feedback received from the outreach and engagement process as well as findings from the Existing Conditions Analysis.

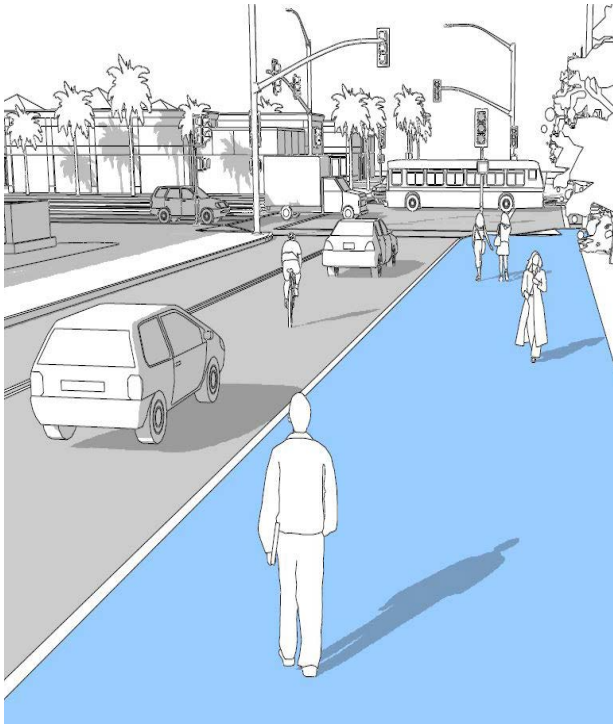
This section of the report presents the following:

- **Pedestrian Infrastructure Treatments:** A discussion of the types of pedestrian infrastructure treatments that were identified to address pedestrian safety.
- **Priority Infrastructure Projects:** A list of recommended pedestrian infrastructure projects for the City of Palm Springs. The list is organized by each City District, and each project in each City District was evaluated to determine the highest-ranked priority project(s).
- **Example Corridor Factsheets:** Five projects were selected to develop more detailed factsheets that describe location-specific recommendations, conceptual plans, and cross-sections of existing and proposed conditions. These locations were selected as they provide illustration of a full range of infrastructure treatments.

4.2 PEDESTRIAN INFRASTRUCTURE TREATMENTS

Many types of pedestrian infrastructure treatments are available to help improve pedestrian safety and comfort. Numerous guidelines and engineering design standards were considered in developing the recommendations. These include, but are not limited to, Federal Highway Administration (FHWA), California Manual on Uniform Traffic Control Devices (CA MUTCD), and Caltrans Design Standards and Specifications. The menu of pedestrian infrastructure treatments recommended for the City of Palm Springs includes sidewalks, crosswalks, signal modifications to improve pedestrian safety, and traffic calming elements. The pedestrian treatments are described below.

SIDEWALK



The sidewalk is the primary structure of a pedestrian network. It is physically separated from the roadway by a curb or unpaved buffer space, providing dedicated space intended for use by pedestrians that is safe, comfortable, and accessible.

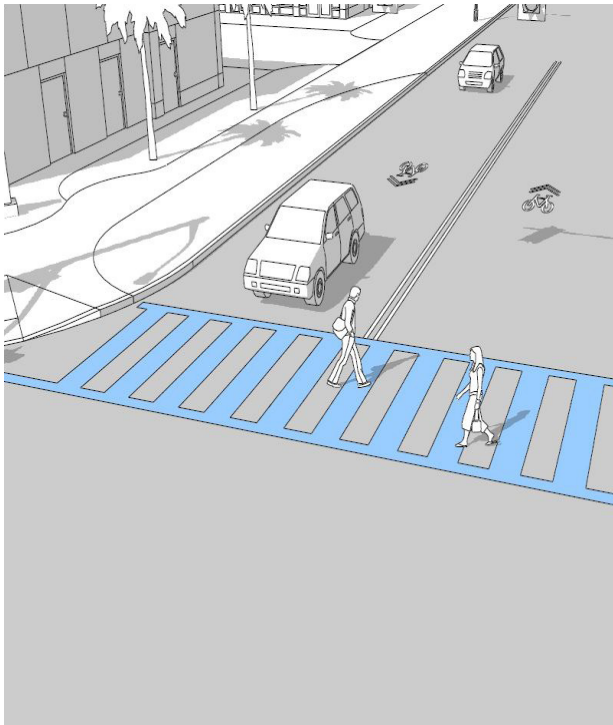
BENEFITS:

- Enhances pedestrian network connectivity
- Provides opportunities for walking
- Provides connections to neighborhoods and key community destinations

CONSIDERATIONS:

- Right-of-way availability
- Utility conflicts

HIGH VISIBILITY CROSSWALK



A high visibility crosswalk increases the visibility of pedestrian crossings by extending the sight distance for motorists and using a more detectable crosswalk pattern.

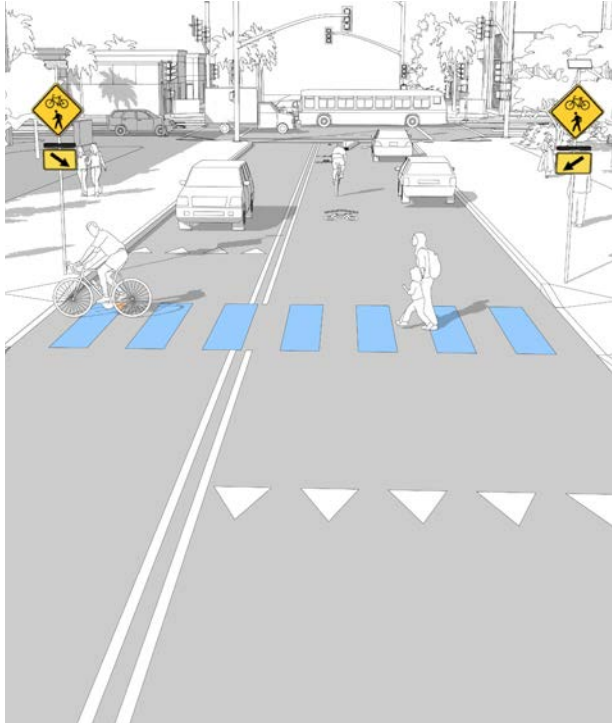
BENEFITS:

- Pedestrians could be more visible to approaching motorists and improve yield behavior
- Creates a more comfortable and safe crossing experience for pedestrians

CONSIDERATIONS:

- Site location and pedestrian demand
- Engineering judgment may be required to assess need
- High visibility crosswalks should be provided at all mid-block crossings, and should be considered at uncontrolled intersections
- Different types of crosswalk have different construction and maintenance costs

MID-BLOCK CROSSWALK



A mid-block crosswalk facilitates crossings to places that people want to go, but that are not well served by existing infrastructure.

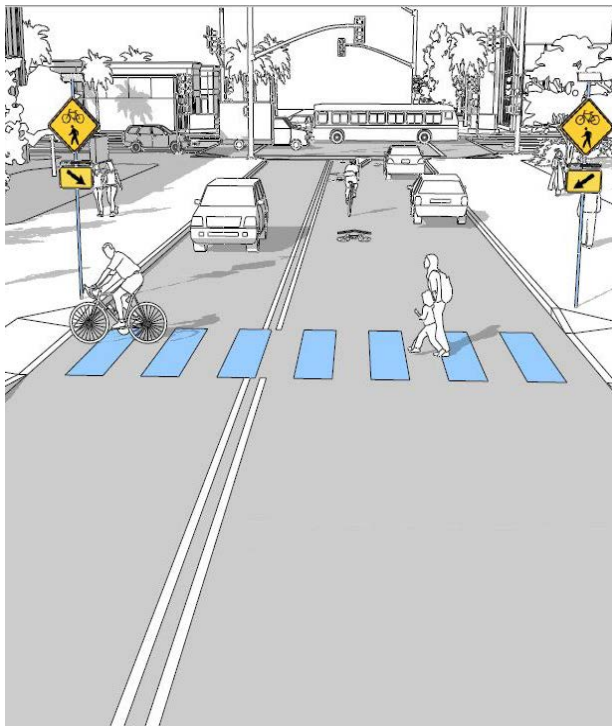
BENEFITS:

- Allows pedestrians to cross in the middle of a long block without walking all the way to an intersection

CONSIDERATIONS:

- Pedestrian demand for the facility
- Could be supplemented with other enhancements such as curb extensions, raised median islands, advanced yield markings, and signage to better enhance pedestrian safety
- Design needs to consider stopping sight distances, effects of grade and cross slope, and need for lighting.

RECTANGULAR RAPID FLASHING BEACON



A Rectangular Rapid Flashing Beacon (RRFB) is a type of active warning beacon that combines a pedestrian warning sign with user-activated light emitting diodes (LEDs). The device flashes amber when activated through a pedestrian push button or by pedestrian detection.

BENEFITS:

- Increases motorists' yield behavior at crossings because they use an irregular flash pattern similar to emergency flashers on police vehicles

CONSIDERATIONS:

- Use in combination with a crosswalk, wheelchair ramps, advance warning signs or pavement markings, and overhead lighting
- Usually implemented at high volume pedestrian crossings

PEDESTRIAN SIGNAL STRATEGIES



Strategies for traffic signals such as providing Leading Pedestrian Intervals, exclusive pedestrian phase, pedestrian push buttons, and countdowns can be used to control pedestrian and vehicle movements and allow for safe movement of users.

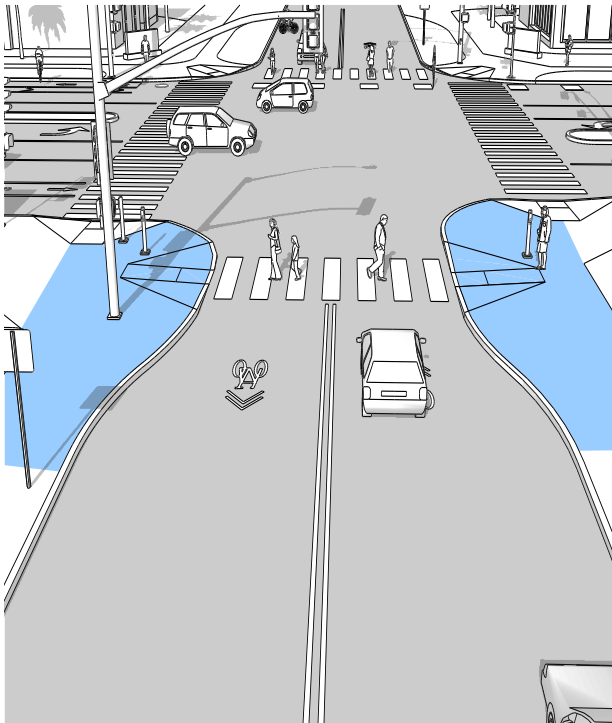
BENEFITS:

- Create opportunities for pedestrians to be more visible to motorists which can reduce vehicular-pedestrian collisions
- Allocate more time for pedestrians to safely cross the roadway

CONSIDERATIONS:

- Requires signal timing adjustments

CURB EXTENSION (BULB-OUT)



A curb extension, also known as a bulb-out, provides pedestrians with decreased crossing distances and time spent within the vehicle right-of-way by extending the sidewalk into the roadway. A curb extension also increases the visibility for pedestrians as they wait to cross and increases pedestrian visibility for motorists as they approach a crossing.

BENEFITS:

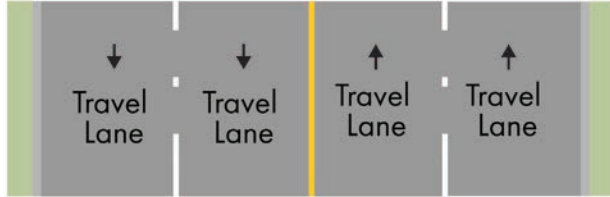
- Increases pedestrian visibility while waiting to cross
- Creates shorter crossing distances and decreases pedestrian exposure while crossing the roadway
- Increases space for street furniture and landscaping

CONSIDERATIONS:

- Could impact existing drainage facilities
- May require the relocation of fire hydrants to maintain access for emergency vehicles
- Require turning template analysis to ensure all vehicles can turn adequately

ROADWAY RECONFIGURATION

Before



After



Also known as a road diet, roadway reconfigurations typically involve reducing the number of lanes to better accommodate other roadway users. The treatment reallocates roadway space for other purposes, potentially adding turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, bus shelters, or landscaping.

BENEFITS:

- Can reduce vehicle speeds, weaving of traffic, left-turn conflicts, and number of lanes for pedestrians to cross
- Dedicates more space for pedestrians, bicyclists, and transit users

CONSIDERATIONS:

- Geometric design and features should be carefully considered and applied during design reconfiguration



4.3 PRIORITY INFRASTRUCTURE PROJECTS

Identifying pedestrian projects was completed by first determining locations where pedestrian projects were needed and second, developing project to address needs. Project needs were identified through the outreach and engagement process, as well as data collected from the analysis of existing conditions. A number of datasets were used to identify project needs and concerns. The information included the following: Comments and feedback received from:

- Virtual Walk Audits
- Community Advisory Committee
- Online Mapping Tool
- Community Action Request Form (CARF)
- An analysis of pedestrian collisions
- A review of planned and programed pedestrian-related projects to determine locations where project needs identified in this project are already being addressed

Project descriptions were then developed that would best address the project needs. A project list of the 37 most feasible pedestrian projects was developed. The project evaluation took into account pedestrian collision data and the degree in which each project addressed project goals. These projects are described for each of the five city districts in Tables 4-1 to 4-5. Figures 4-1 to 4-5 offer maps that show the location of the each project.

Table 4-1 Pedestrian Infrastructure Projects List – District 1					
ID	Location	From	To	Concern(s)	Proposed Improvement
D1-01	Palm Canyon	Gateway Dr	San Rafael Dr	<ul style="list-style-type: none"> • Lack of sidewalk connectivity to residential area. 	<ul style="list-style-type: none"> • Construct sidewalk on the east side.
D1-02	San Rafael Dr	McCarthy Rd	Indian Canyon Dr	<ul style="list-style-type: none"> • Gaps in the sidewalk network, unique intersection geometry • Missing pedestrian crossings. 	<ul style="list-style-type: none"> • Construct sidewalk on the south side. • Install Rectangular Rapid Flashing Beacons (RRFBs) with curb extensions (bulb-outs) at San Rafael Dr & McCarthy Rd.
D1-03	San Rafael Dr	Sunrise Way	N/A	<ul style="list-style-type: none"> • Pedestrian collisions at a signalized intersection. 	<ul style="list-style-type: none"> • Signal modification.
D1-04	Ramon Rd	Gene Autry Trail	Lawrence Crossley Rd	<ul style="list-style-type: none"> • Pedestrian collisions at a signalized intersection. 	<ul style="list-style-type: none"> • Provide protected signal phasing at Crossley Rd & San Luis Rey Dr. • Close the un-signalized left turn lane at Sky Point Dr.

Figure 4-1 Pedestrian Infrastructure Projects List – District 1



Table 4-2 Pedestrian Infrastructure Projects List – District 2

ID	Location	From	To	Concern(s)	Proposed Improvement
D2-01	Palm Canyon Dr	San Rafael Dr	Via Olivera	<ul style="list-style-type: none"> Mid-block pedestrian collisions Collisions at signalized intersection of Racquet Club Rd 	<ul style="list-style-type: none"> Restripe Palm Canyon Drive to provide median refuge at Yorba Road, minor sidewalk improvement and RRFB. Signal modification at Racquet Club Rd.
D2-02	Racquet Club Rd	Leonard Rd	West end	<ul style="list-style-type: none"> Gaps in the sidewalk network. 	<ul style="list-style-type: none"> Construct sidewalk on the north side from Leonard Rd to the western terminus.
D2-03	Indian Canyon Dr	San Rafael Dr	Vista Chino	<ul style="list-style-type: none"> Gaps in the sidewalk network Heavy pedestrian crossings at Vista Chino. 	<ul style="list-style-type: none"> Construct sidewalk on the west side. Signal modification at Vista Chino to provide a Leading Pedestrian Interval (LPI) and protected left turns.
D2-04	Francis Dr	Indian Canyon Dr	Sunrise Way	<ul style="list-style-type: none"> Traffic safety concerns on roadways adjacent to Vista Del Monte Elementary School Public requests to provide safer pedestrian crossings at Avenida Caballeros and Sunrise Way. 	<ul style="list-style-type: none"> Install Rectangular Rapid Flashing Beacons (RRFBs) Via Miraleste. Install Rectangular Rapid Flashing Beacons (RRFBs) with curb extensions (bulb-outs) on Avenida Caballeros. Determine if a HAWK crossing is warranted at Sunrise Way.
D2-05	Racquet Club Rd	Indian Canyon Dr	Sunrise Way	<ul style="list-style-type: none"> Perceived high travel speeds Long pedestrian crossing distances across Racquet Club Road. 	<ul style="list-style-type: none"> Reconfigure Racquet Club Rd from 4 lanes to 3 lanes through a road diet. Project could be extended to provide corridor-wide benefits.
D2-06	Vista Chino	Indian Canyon Dr	Sunrise Way	<ul style="list-style-type: none"> Traffic safety concerns on roadways adjacent to Raymond Cree Middle School Pedestrian collisions at signalized intersections along the corridor. 	<ul style="list-style-type: none"> Add Lead Pedestrian Interval (LPI) and protected left turn phasing at Avenida Caballeros Add LPI at Sunrise and Vista Chino. Install protected left turn phasing and LPI at Indian Canyon Rd. Construct sidewalk on south side Vista Chino.
D2-07	Vista Chino	Volturno Rd	Via Roberto Miguel	<ul style="list-style-type: none"> Uncontrolled pedestrian crossings along Vista Chino. 	<ul style="list-style-type: none"> Construct sidewalk on south side. Work with Sunline Transit to relocate stops closer to controlled crossings.

Figure 4-2 Pedestrian Infrastructure Projects List – District 2

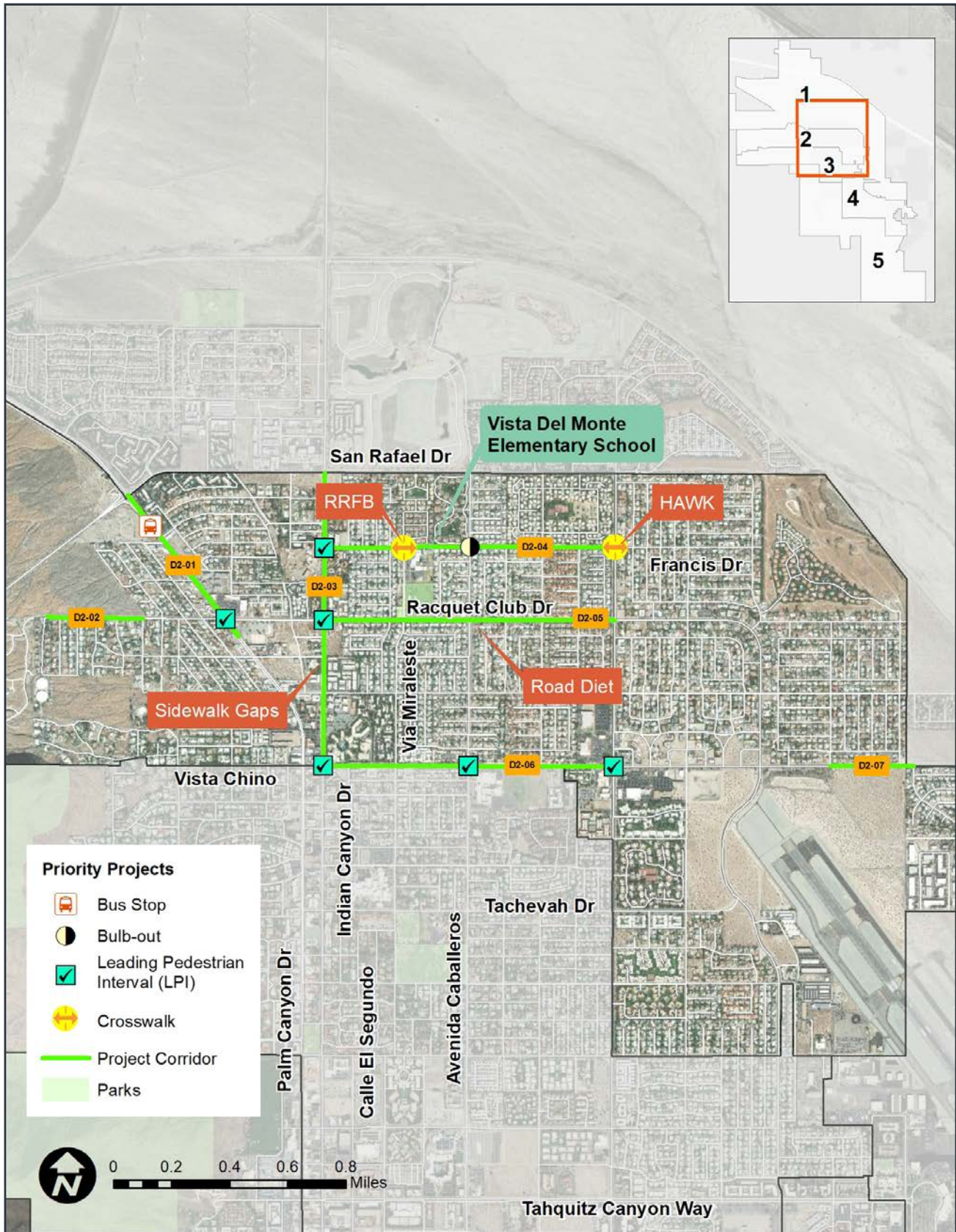


Table 4-3 Pedestrian Infrastructure Projects List – District 3

ID	Location	From	To	Concern(s)	Proposed Improvement
D3-01	Calle Encilia	Ramon Rd	Alejo Rd	<ul style="list-style-type: none"> Multiple pedestrian collisions along the corridor. Sidewalk gaps and lighting needed. 	<ul style="list-style-type: none"> Improve street and intersection lighting. Provide sidewalk where gaps exist.
D3-02	Baristo Rd	Avenida Caballeros	Farrell Dr	<ul style="list-style-type: none"> High volume of pedestrian crossings across Baristo Rd, pedestrians cross mid-block to/from the senior center to civic facilities. Gaps exist in the sidewalk infrastructure on the north side of street. 	<ul style="list-style-type: none"> Provide sidewalk where gaps exist on the north side. Provide a crosswalk at Pavilion Way. Provide Lead Pedestrian Interval (LPI) and a high visibility crosswalk at the entrance to Palm Springs High School.
D3-03	Ramon Rd	Sunrise Way Avenida Caballeros	N/A	<ul style="list-style-type: none"> Signal timing is too short for pedestrian crossings Perceived high speeds on Ramon Rd. 	<ul style="list-style-type: none"> Provide Lead Pedestrian Interval (LPI) and protected left turn at Avenida Caballeros and Sunrise Way. Construct mid-block crossings along Ramon Road.
D3-04	Sunrise Way	Tamarisk Rd	N/A	<ul style="list-style-type: none"> Improve pedestrian crossing at un-signalized intersection. 	<ul style="list-style-type: none"> Provide enhanced pedestrian crossing devices such as Rectangular Rapid Flashing Beacons (RRFBs).
D3-05	Ramon Rd	Avenida Caballeros	Cahuilla Rd	<ul style="list-style-type: none"> Gaps in the sidewalk infrastructure Pedestrians cross at unmarked crosswalks, and perceived high speeds. 	<ul style="list-style-type: none"> Provide sidewalk on south side of Ramon Road between Cahuilla Rd and Belardo Rd. Install Rectangular Rapid Flashing Beacons (RRFBs) at Calle El Segundo.
D3-06	Tahquitz Canyon Way	Museum Dr	Farrell Dr	<ul style="list-style-type: none"> Pedestrian crossings along Tahquitz Canyon Way 	<ul style="list-style-type: none"> Provide Lead Pedestrian Interval (LPI) and protected left turn at signalized intersections.
D3-07	Alejo Rd	Palm Canyon Dr	Sunrise Way	<ul style="list-style-type: none"> Safety concerns crossing at an un-signalized intersection. 	<ul style="list-style-type: none"> Install curb extensions (bulb-outs) and Rectangular Rapid Flashing Beacons (RRFBs) at Hermosa Dr and Calle El Segundo. Provide sidewalk where gaps exist.

Table 4-3 - Cont'd

ID	Location	From	To	Concern(s)	Proposed Improvement
D3-08	Avenida Caballeros	Vista Chino	Paseo El Mirador	<ul style="list-style-type: none"> High volume of pedestrian crossings at Raymond Cree Middle School, and poor visibility of student crossings due to parked vehicles. 	<ul style="list-style-type: none"> Enhance existing pedestrian crossings at Cottonwood Rd and Avenida Caballeros and east leg of Vista Chino at Avenida Caballeros.
D3-09	Indian Canyon Dr	Vista Chino	Tachevah Dr	<ul style="list-style-type: none"> Poor visibility of pedestrians crossing in vicinity of the hospital. 	<ul style="list-style-type: none"> Provide mid-block crossing at Camino Monte Vista.
D3-10	Avenida Caballeros	Ramon Rd	Baristo Rd	<ul style="list-style-type: none"> Gaps in the sidewalk infrastructure on both sides of the corridor. 	<ul style="list-style-type: none"> Provide sidewalk on both sides of the corridor. Construct crosswalks at Baristo Rd.
D3-11	Hermosa Dr	Alejo Rd	Baristo Flood Channel	<ul style="list-style-type: none"> Gaps in the sidewalk infrastructure and pedestrian crossing concerns at the intersection. 	<ul style="list-style-type: none"> Provide sidewalk where gaps exist. Install curb extensions (bulb-outs) and Rectangular Rapid Flashing Beacons (RRFBs) at Hermosa Dr and Alejo Rd. Provide 4-way stop controls at Alejo Rd.
D3-12	Saturnino Rd	Calle Segundo	Avenida Caballeros	<ul style="list-style-type: none"> Gaps in the sidewalk infrastructure on both sides of the corridor. 	<ul style="list-style-type: none"> Provide sidewalk where gaps exist.
D3-13	Calle El Segundo	Tahquitz Canyon Way	Alejo Rd	<ul style="list-style-type: none"> Gaps in the sidewalk infrastructure on the west side, and poor visibility of pedestrian crossings. 	<ul style="list-style-type: none"> Provide sidewalk on the west side. Enhance all-way stop and crosswalk visibility at Amado Rd.
D3-14	Tachevah Dr	Via Miraleste	Avenida Caballeros	<ul style="list-style-type: none"> High volume of pedestrian crossings at Katherine Finchy Elementary School, and poor visibility of student crossings due to parked vehicles. 	<ul style="list-style-type: none"> Install curb extensions (bulb-outs) and Rectangular Rapid Flashing Beacons (RRFBs) at Asher Dr and Tachevah Dr. Provide second RRFB 600 feet west of Via Miraleste.
D3-15	Indian Canyon Dr	Alejo Rd	Tachevah Dr	<ul style="list-style-type: none"> Gaps in the sidewalk infrastructure on the west side, and perceived high vehicle speeds. 	<ul style="list-style-type: none"> Provide sidewalk where gaps exist. Provide speed feedback signs.

Figure 4-3 Pedestrian Infrastructure Projects List – District 3

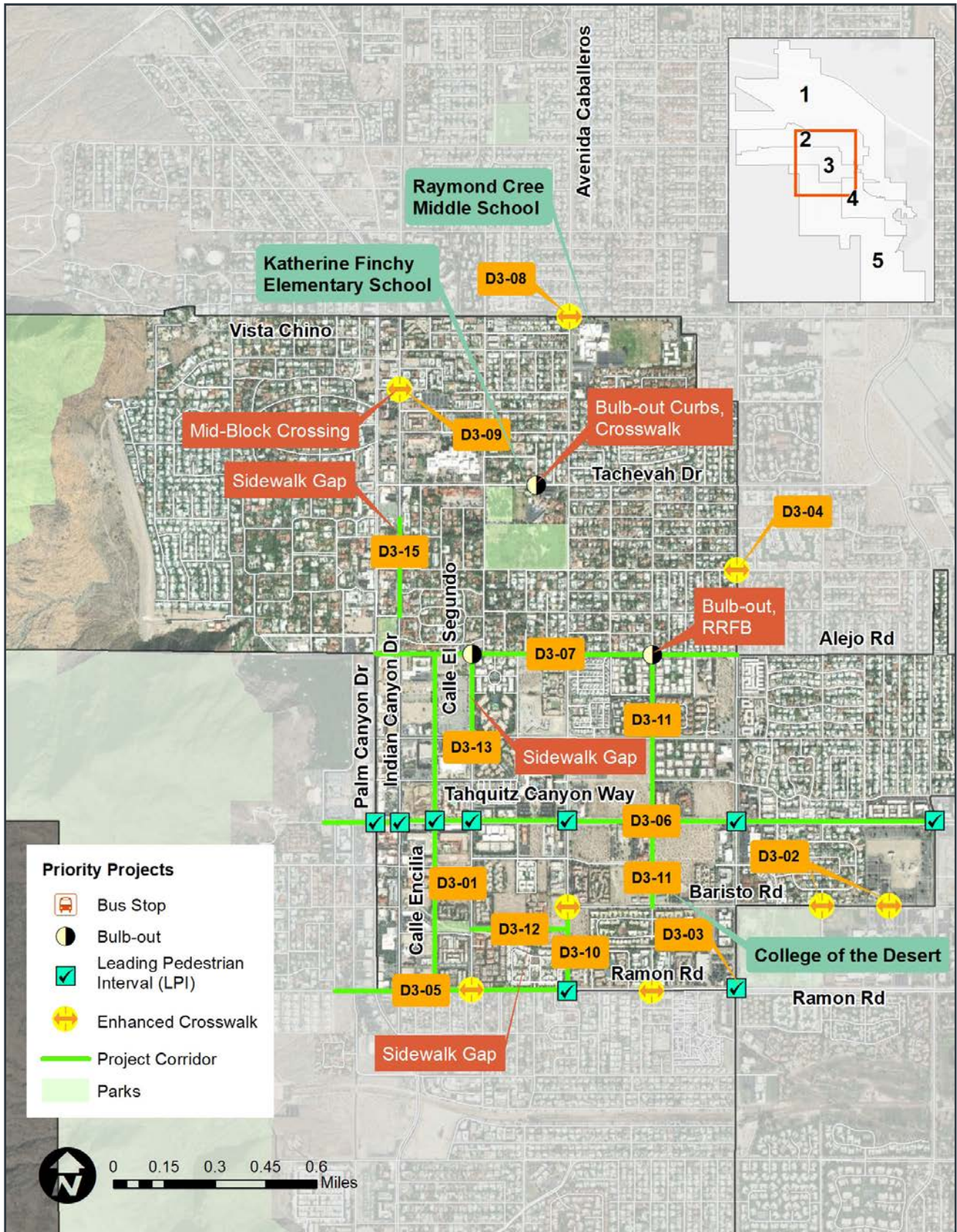


Table 4-4 Pedestrian Infrastructure Projects List – District 4

ID	Location	From	To	Concern(s)	Proposed Improvement
D4-01	Palm Canyon Dr	Gene Autry Trail	N/A	<ul style="list-style-type: none"> Large intersection for pedestrian crossings. 	<ul style="list-style-type: none"> Provide Lead Pedestrian Interval (LPI). Construct a median refuge island. Remove merge lane just west of intersection.
D4-02	Cerritos Ave	Mesquite Ave	N/A	<ul style="list-style-type: none"> Safety concerns crossing Mesquite Ave which has a side street stop. 	<ul style="list-style-type: none"> Provide crosswalks.
D4-03	El Cielo Rd	Sonora Rd	N/A	<ul style="list-style-type: none"> Safety concerns crossing the intersection. 	<ul style="list-style-type: none"> Provide crosswalks.
D4-04	El Cielo Rd	Sunny Dunes Rd	N/A	<ul style="list-style-type: none"> Safety concerns crossing Cielo Rd. 	<ul style="list-style-type: none"> Provide crosswalks.
D4-05	Farrell Dr	Sonora Rd	N/A	<ul style="list-style-type: none"> Safety concerns crossing Farrell Dr. 	<ul style="list-style-type: none"> Provide crosswalks.
D4-06	Ramon Rd	Sunrise Way	Compdre Rd	<ul style="list-style-type: none"> Pedestrians cross mid-block and at unmarked intersections. Signal timing is inadequate for pedestrians to safely cross the intersection at Ramon Rd and Farrell Dr. 	<ul style="list-style-type: none"> Provide Lead Pedestrian Interval (LPI) and protected left turn at Farrell Dr and Sunrise Way. If needed, upgrade crosswalks for school zone and other school enhancements.
D4-07	Sunrise Way	Ramon Rd	S Riverside Dr	<ul style="list-style-type: none"> Gaps in the sidewalk infrastructure and poor visibility of pedestrians at Sunrise Way and Riverside Dr. 	<ul style="list-style-type: none"> Provide sidewalks where gaps are present. Provide crosswalks at Riverside Dr.

Figure 4-4 Pedestrian Infrastructure Projects List – District 4

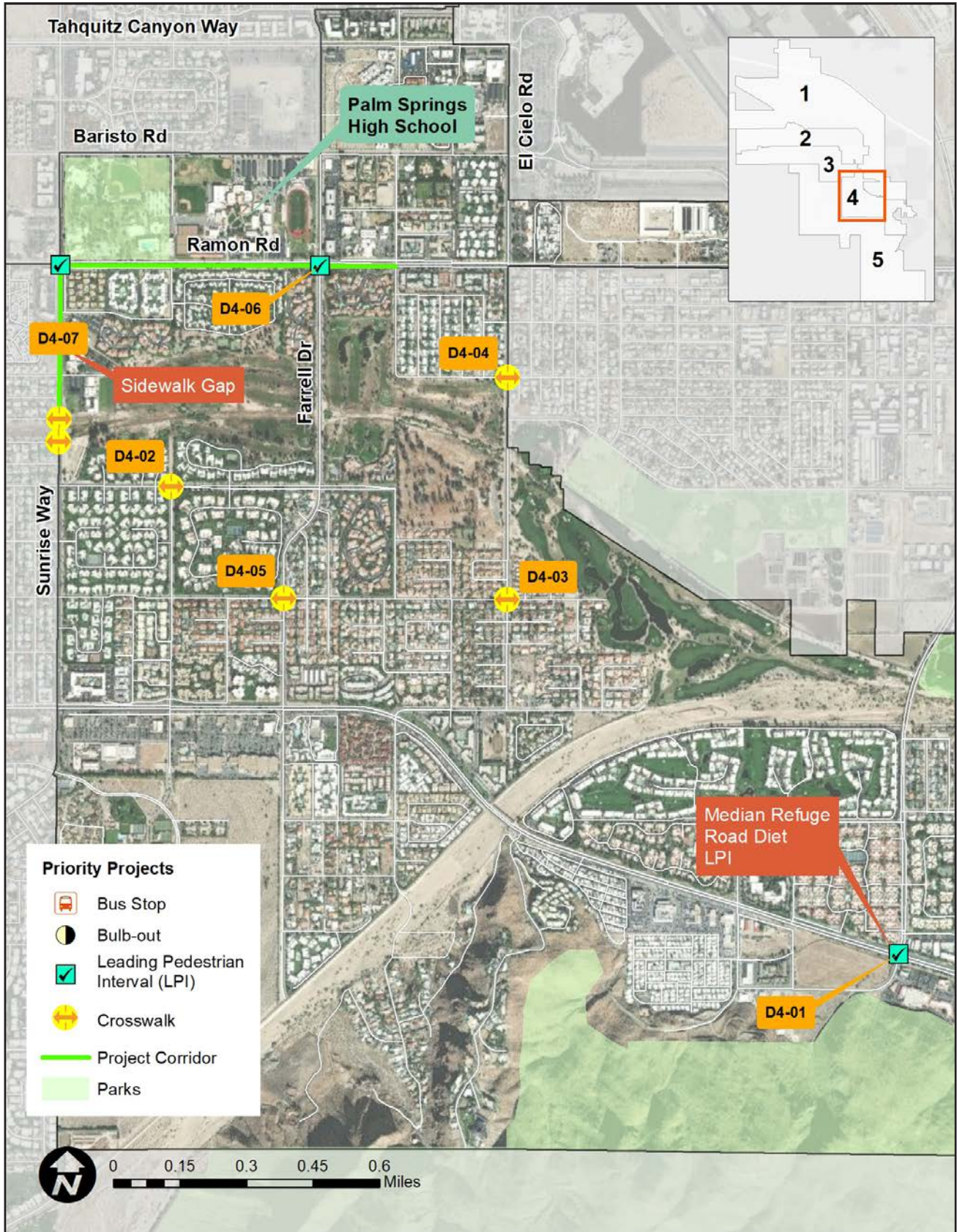
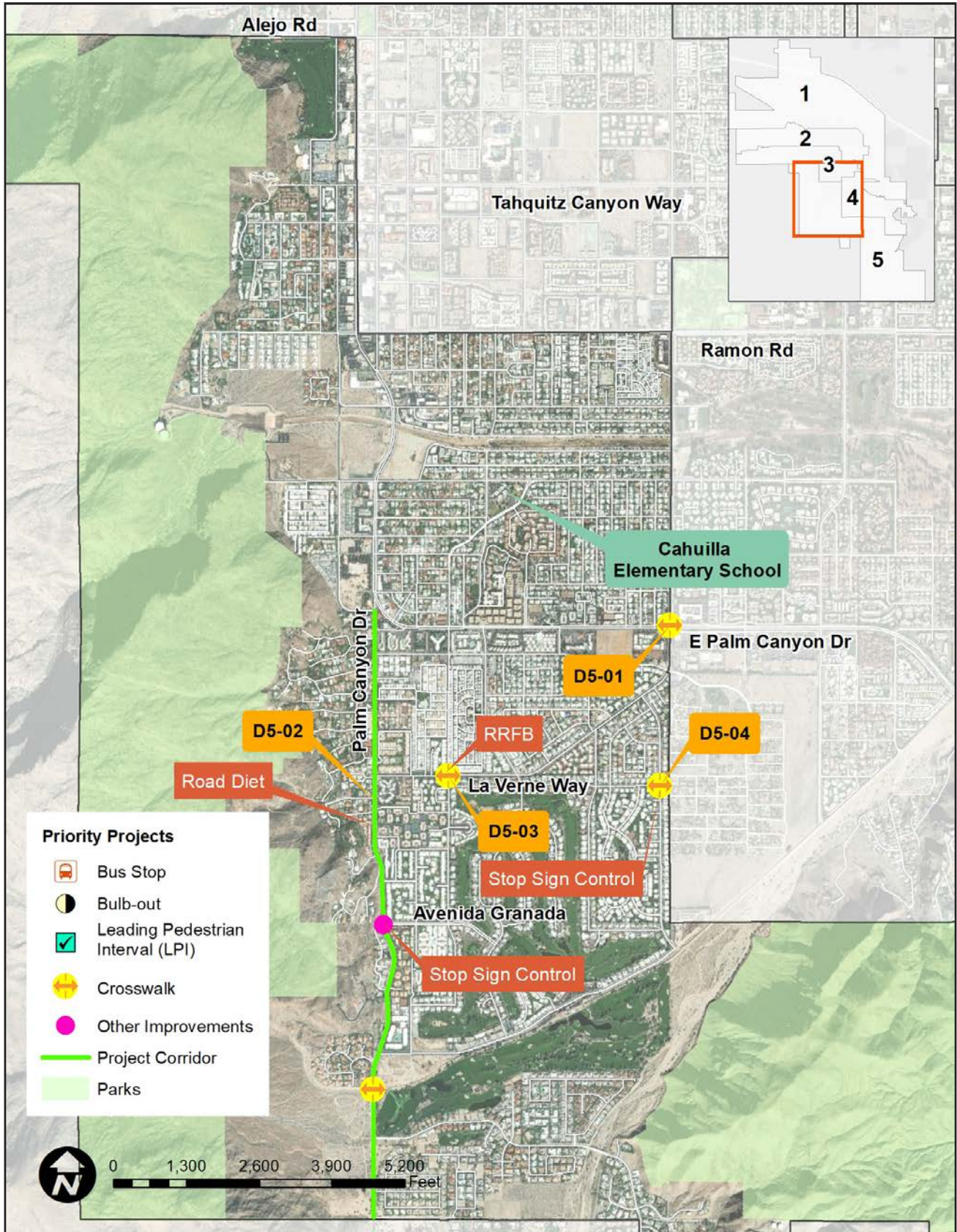


Table 4-5 Pedestrian Infrastructure Projects List – District 5

ID	Location	From	To	Concern(s)	Proposed Improvement
D5-01	E. Palm Canyon Dr	Sunrise Way	N/A	<ul style="list-style-type: none"> High pedestrian volumes and concerns that turning vehicles do not see pedestrians. 	<ul style="list-style-type: none"> Provide Lead Pedestrian Interval (LPI), protected signal phasing, and enhanced crosswalk striping such as continental/ladder style. Provide lane striping and stop bars at approaching intersection.
D5-02	S. Palm Canyon Dr	Belardo Rd	Acanto Dr	<ul style="list-style-type: none"> Perceived high vehicle speeds with limited controlled pedestrian crossings, and gaps in the sidewalk infrastructure. 	<ul style="list-style-type: none"> Narrow the road by installing parking lanes and bike lanes. Provide a mid-block crossing of S. Palm Canyon Dr at Lykken Trail.
D5-03	Calle Palo Fierro	La Verne Way	N/A	<ul style="list-style-type: none"> Pedestrian crossings at an un-signalized intersection. Safety concerns crossing the intersection. 	<ul style="list-style-type: none"> Provide high visibility crosswalks Install Rectangular Rapid Flashing Beacons (RRFBs) crossing with curb extensions (bulb-outs) at Calle Palo Fierro.
D5-04	Toledo Ave	Sierra Way	N/A	<ul style="list-style-type: none"> Pedestrian crossings at an un-signalized intersection. 	<ul style="list-style-type: none"> Provide a 3-way stop control.

Figure 4-5 Pedestrian Infrastructure Projects List – District 5



4.4 EVALUATION OF PRIORITY INFRASTRUCTURE PROJECTS

Following the project identification process, the highest-ranked priority projects was identified using a project evaluation criteria. The project evaluation criteria built upon the themes that were selected for the Plan, as well as additional factors such as comments received from the outreach and engagement effort. The project Evaluation Criteria used to evaluate the projects is shown in Table 4-6. The 15 highest scoring projects are listed in Table 4-7. A full description of the evaluation criteria and project scores is provided in Appendix C.

Table 4-6 Project Evaluation Criteria		
Theme/ Evaluation Criteria	Meaning	Dataset(s)
Mobility	Enables safe pedestrian travel	Pedestrian collisions
Linkages	Provides needed connections to activities	Offers connections to schools, parks, transit, and within neighborhoods
Sustainability	Encourages a shift in mode choice towards non-motorized modes	Provides connections to trails and bicycle facilities
Economy	Provides access to commerce	Provides connections to/within commercial areas
City Identity	Strengthens Palm Springs as a one-of-a kind destination with a unique lifestyle	Project is located on a major entry route to Palm Springs
Community Action Request Form	Addresses community concerns that were brought up via the Community Action Request Form process	Citizens Action Request Form
Other Input Sources	Addresses input received from other sources	Addresses comments received from the Online Mapping Tool and Virtual Walk Audits, as well as input from the Project Management Team

Table 4-7 Highest Scoring Pedestrian Projects						
No.	ID	Location	From	To	Proposed Improvement	Score
1	D3-06	Tahquitz Canyon Way	Museum Dr	Farrell Dr	LPI and protected left turn at signalized intersections	26
2	D3-03	Ramon Rd	Sunrise Way	Avenida Caballeros	LPI and protected left turn and crossing times, at Avenida Caballeros and Sunrise Way. Evaluate midblock crossing	24
3	D3-01	Calle Encilia	Ramon Rd	Alejo Rd	Improve street and intersection lighting. Provide sidewalk if feasible.	22
4	D2-06	Vista Chino	Indian Canyon Dr	Sunrise Way	Add LPI and protected left turn phasing at Avenida Caballeros. Add LPI at Sunrise and Vista Chino . Install protected left turn phasing and LPI at Indian Canyon Rd. Construct sidewalk on southside Vista Chino, Sidewalks west of Via Miraleste not feasible due to existing parking configuration. Signal has recently been installed at Via Miraleste.	18
5	D3-02	Baristo Rd	Avenida Caballeros	Farrell Dr	Provide sidewalk if feasible. Crosswalk at Pavilion Way crosswalk and curb return. LPI and high visibility crosswalk at High School entrance.	16
6	D3-02	Baristo Rd	Avenida Caballeros	Farrell Dr	LPI and protected left turn at Farrell Dr and at Sunrise Way. Determine if crosswalks need to be upgraded for school zone and other school enhancements.	15
7	D4-06	Ramon Rd	Sunrise Way	Compdre Rd	Protected signal phasing at Crossley Rd & San Luis Rey. Close the unsignalized left turn lane at Sky Point Dr.	14
8	D2-05	Racquet Club Rd	Indian Canyon Dr	Sunrise Way	Road diet on Request Club Rd (4 lane to 3 lane)	13
9	D3-09	Indian Canyon Dr	Vista Chino	Tachevah Dr	Midblock crossing at Camino Monte Vista	13
10	D4-07	Sunrise Way	Ramon Rd	S Riverside Dr	Provide sidewalks where gaps present. Complete study for crosswalk at Riverside.	13
11	D2-03	Indian Canyon Dr	San Rafael Dr	Vista Chino	Sidewalk gaps (west side) Modify signal at Vista Chino to provide a leading pedestrian interval and protected left turns.	12

Table 4-7 - Cont'd						
No.	ID	Location	From	To	Proposed Improvement	Score
12	D5-02	S. Palm Canyon Dr	Belardo Rd	Acanto Dr	Road narrowing via parking lanes and bike lanes. Evaluate n multi-way stop controlled intersection at Palm Canyon and Avenida Granada. Mid-block crossing of Palm Canyon at Lykken Trail.	12
13	D1-02	San Rafael Dr	McCarthy Rd	Indian Canyon Dr	Sidewalk (south side) RRFB crossing with bulbouts at San Rafael & McCarthy Rd.	11
14	D4-01	Palm Canyon Dr	Gene Autry Trail	N/A	Evaluate for lead pedestrian time, median refuge island, eliminating merge lane just west of intersection, redo striping for greater drive lane visibility at least 200 feet before and after intersection.	11
15	D1-03	San Rafael Dr	Sunrise Way	N/A	Signal modification	10

Projects Evaluation by District

The following sections provide a discussion of the highest ranked projects for each of the five City Districts.

District 1

Pedestrian projects for District 1 received scores that ranged from 2 points to 14 points. The highest-rated project was Project D14 that proposes protected signal phasing at Crossley Rd & San Luis Rey and will close the un-signalized left turn lane at Sky Point Dr. This project addresses a location where five pedestrian collisions have occurred.

District 2

The highest rated project was Project D2-6 which proposes installing protected left turn phasing and Leading Pedestrian Interval (LPI) at Indian Canyon Rd and construct sidewalks on the south side Vista Chino. This project addresses a location where five pedestrian collisions have occurred.

District 3

The three highest project evaluation scores were in District 3. These projects include: Project D3-6 to provide a Leading Pedestrian Interval (LPI) and protected left turn at signalized intersections along Tahquitz Canyon Way; Project D3-3 to provide LPI and protected left turn and crossing times, at Avenida Caballeros and Sunrise Way and to evaluate for midblock crossings along Ramon Road; and Project D3-1 on Calle Encilia to improve street and intersection lighting and provide sidewalk.

District 4

The highest rated project in was Project D4-6 which proposes installing protected left turn phasing and protected left turn at Farrell Dr and at Sunrise Way. This project will also determine if crosswalks are needed to be upgraded for school zone and other school enhancements.

District 5

The highest rated project was Project D5-2 which will address the length of the S. Palm Canyon Drive corridor by road narrowing via parking lanes and bike lanes. The project will also evaluate the multi-way stop controlled intersection at Palm Canyon and Avenida Granada. It will provide a mid-block crossing of Palm Canyon at Lykken Trail.

4.5 PROJECT FACTSHEETS

Project fact sheets were developed for five pedestrian projects selected from the project list in order to illustrate how pedestrian strategies can be applied to corridors in Palm Springs. For each project, the factsheet includes the following information:

- General corridor description and roadway characteristics
- Overview of recommendations
- Existing and proposed typical cross-section(s)
- Concept plan of a selected intersection

The five project fact sheets are included in Appendix D.

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Chapter 5

IMPLEMENTATION

Introduction - 5.1

Safe Routes to School - 5.2

Implementation Approach - 5.3

Funding Opportunities - 5.4

5.1 INTRODUCTION

The City can use many strategies to plan, design, and construct the recommendations proposed in Chapter 4: Recommendations. This chapter discusses some of these strategies, as well as federal, state, and local/regional funding opportunities that the City can pursue for infrastructure projects.

5.2 SAFE ROUTES TO SCHOOL

The original intent of this plan was to address safe routes to school projects more specifically within the context of city-wide pedestrian needs. During the time the study was being completed, schools were not operating normally due to health concerns. In response, the method to obtain input shifted from direct school participation to community wide participation. Although input was received from school representatives, and many of the recommended projects address pedestrian needs near schools, there was not the opportunity to obtain all of the safe routes to school data inputs and develop individual safe routes to school recommendations for each school. Pedestrian project recommendations are presented as part of city-wide recommendations in this plan.

A comprehensive safe routes to school plan that provides focus on each school is recommended to be completed in the future when schools resume normal on-site operation. The scope of the project should include the following elements.

- Develop individual SRTS plans for each identified school.
- Conduct a detailed analysis of pedestrian and bicycle collision data for each school site.
- Design parent surveys to be administered within class rooms using forms developed by the National Safe Routes to School Partnership asking about current levels of walking and biking to school.
- Conduct walk audits at each school site to include an assessment of streets and intersections near the school. Discuss potential improvements and countermeasures to address identified problems.
- Seek input from school-based groups and hold community meetings.
- Develop a plan that describes school-specific findings and recommendations.

5.3 IMPLEMENTATION APPROACH

When assessing implementation opportunities for the projects in Chapter 4, the City should consider the most appropriate funding vehicles as noted in Section 5.3. In addition to these potential new funding mechanism, the City should:

- Leverage existing opportunities.
- Construct projects where funding is available, either through Capital Improvement Projects and/or through active transportation, sustainability, and safety grants.
- Dedicate a portion of the transportation budget or new funding sources to pedestrian projects.

As projects are planned, designed, and/or constructed, the pedestrian recommendations can be included as part of the following project types:

- Traffic signal upgrades: at locations where traffic signal projects or timing upgrades have been identified, Leading Pedestrian Interval (LPI) can be integrated into these traffic signal projects.
- As part of development project review, the recommended pedestrian crossing improvements and sidewalks can be integrated project requirements for approval.

A list of project priorities ranked provided in Chapter 4 can be used to identify the specific projects in which to seek grant or Capital Improvement Program (CIP) funding.



5.4 FUNDING OPPORTUNITIES

Many programs are available for the City to pursue funding to plan, design, and construct the recommendations discussed in Chapter 4. These programs can supplement local funding sources. The following section presents a selected set of federal, state, and regional programs that the City can seek funding through. Descriptions were retrieved from each program's webpage. Programs focus on areas such as active transportation, air quality, housing, and recreation.

Described below are the primary programs that provide grant funding for pedestrian projects and other active transportation projects. A comprehensive table (see Table 5-1) that lists a full range of grant funding opportunities follows the description of these funding programs.

Caltrans Active Transportation Program (ATP)

The Active Transportation Program was created by Senate Bill 99 to encourage increased use of active modes of transportation, such as walking and biking. The Active Transportation Program consolidated various transportation programs into a single program from a combination of state and federal funds. The goals of the ATP includes increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. In 2017, the Legislature passed and the Governor signed Senate Bill (SB) 1, also known as the Road Repair and Accountability Act. SB 1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP, significantly augmenting the available funding for this popular program. Every cycle has seen more than 85% of funds going towards projects that will benefit disadvantaged communities throughout the state. Cycle 6 of the program will include an application period in 2022, with project scoring and evaluation completed in 2023. The program is very competitive.

SCAG Sustainable Community Program

The Southern California Association of Governments' (SCAG) Sustainable Communities Program (SCP) is a technical assistance program that provides direct resources for jurisdictions and agencies for local planning and serves as a key implementation tool for Connect SoCal, SCAG's 2020-2045 Regional Transportation Plan and Sustainable Communities Strategy. The SCP strengthens local partnerships and implements strategies outlined in Connect SoCal to promote healthy, connected, and equitable communities.

The SCP consists of multiple funding opportunities across several program areas to support local jurisdictions and agencies with resources for strategies related to active transportation, safety, housing production, and integrated land use, among others. In 2021, the SCP had the following emphasis areas: 1) quick-builds; 2) community-wide plans; and 3) networking visioning & implementation.

Caltrans Highway Safety Improvement Program (HSIP)

The Fixing America's Surface Transportation Act (FAST) signed into law on December 4, 2015 provides funding to achieve a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects are identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. HSIP Cycle 10 was administered in 2020, with awards made in 2021. The upcoming Cycle 11 application period is anticipated to begin around April 2022. Pedestrian safety projects are eligible for HSIP funding.

TDA Article 3 (SB 821) Bicycle and Pedestrian Facilities (RCTC)

SB 821, the Bicycle and Pedestrian Facilities Program is provided through the Transportation Development Act (TDA) and funded through a ¼ cent of the general sales tax collected statewide. The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance (STA). The LTF provides funding for essential transit and commuter rail services, SB 821, and planning. Each year, two percent of the LTF revenue is made available for use on bicycle and pedestrian facility projects through the SB 821 program. This is a discretionary program administered by the Commission. The SB 821 Call for Projects occurs on a biennial basis, with a release date on the first Monday in February and close date on the last Thursday in April. Riverside County cities and the County are eligible to submit applications.



Moment Movement Change Public Art Sculpture in Downtown Palm Springs

Table 5-1 Funding Programs That Include Active Transportation Elements

Program	Administering Agency	Purpose/Description	Applications	Website
Sustainable Communities Planning Grants	Caltrans Division of Transportation Planning	The program includes \$29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Eligible Types: <ul style="list-style-type: none"> • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan 	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> • Bike and pedestrian facilities • NI Programs - Education 	https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml
Urban Greening	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: <ul style="list-style-type: none"> • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> • Bicycle and pedestrian facilities 	https://resources.ca.gov/grants/urban-greening
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California’s most disadvantaged communities. (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> • Bicycle and pedestrian facilities • Bike share programs (However must be part of a larger place-based strategy) 	https://www.sgc.ca.gov/programs/tcc/

Table 5-1 - Cont'd

Program	Administering Agency	Purpose/Description	Applications	Website
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Eligible Types: <ul style="list-style-type: none"> • NI Programs – education, campaigns 	https://www.ots.ca.gov/Grants/
Clean Mobility Options	Air Resources Board	The Program makes \$20 million available for zero- emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	Eligible Types: <ul style="list-style-type: none"> • Bike or pedestrian facilities • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan • Capacity Building (NI Programs– education, engagement, demo projects, campaigns) 	http://ww2.arb.ca.gov/sites/default/files/movingca/opportunitiesgov.html
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	Eligible Types: <ul style="list-style-type: none"> • First/Last Mile • NI Education and Outreach • Bicycle and pedestrian facilities at Transit sites 	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog/ https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits	Eligible Types: <ul style="list-style-type: none"> • Bicycle and pedestrian facilities 	https://catc.ca.gov/programs/sb1/local-partnership-program

Table 5-1 - Cont'd

Program	Administering Agency	Purpose/Description	Applications	Website
Local Streets and Roads (LSR) Program	California Transportation Commission	"The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system."	Eligible Types: <ul style="list-style-type: none"> • Complete Streets Components • Safety Projects • Bike Lanes 	https://catc.ca.gov/programs/sb1/local-streets-roads-program
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Eligible Types: <ul style="list-style-type: none"> • Bike Lanes • Ped Improvements" 	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance/ FHWA	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding - \$10M. Solicitation varies from annually to semi-annually.	Eligible Types: <ul style="list-style-type: none"> • Bike & Pedestrian elements (In the context of facility type, right of way, project scope, and quality of nearby alternative facilities) 	https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion.	Eligible Types: <ul style="list-style-type: none"> • Bicycle & Pedestrian projects (Must be eligible for State Highway Account or Federal funds) 	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program

Table 5-1 - Cont'd

Program	Administering Agency	Purpose/Description	Applications	Website
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	FHWA	The purpose of the CMAQ program is to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute air quality improvement and provide congestion relief.	Eligible Types: <ul style="list-style-type: none"> • Bicycle facilities 	https://www.fhwa.dot.gov/environment/air_quality/cmaq/

Source: <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2020/funding-programs-that-fund-active-transportation-all.pdf>

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APPENDIX A

PUBLIC INVOLVEMENT

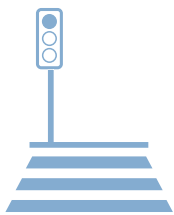
Exhibit A Stakeholder List

Organization	Name	Email	Phone	Notes
Engineering Department	Patrick Tallarico	Patrick.Tallarico@palmspringsca.gov		City of Palm Springs Sustainability Manager
	Joel Montalvo	Joel.Montalvo@palmspringsca.gov		City of Palm Springs (Asst. Director of Engineering)
SunLine Transit	Manuel Alcalá	malcala@sunline.org	760) 343-3456 ext. 1608	Transit Infrastructure Technician
Agua Caliente Band of Cahuilla Indians	Kate Anderson	kanderson@aguacaliente-nsn.gov	760-699-6925	Director of Public Relations
	Anthony Ramirez	aramirez@aguacaliente-nsn.gov	760-883-1330	Economic Development Project Manager
Sustainability Commission Subcommittee	Roy Clark	roy.clark-ABM@palmspringsca.gov		Chair
	Robert McCann			Vice Chair
Palm Springs PTA Council	Jessica Lundquist	lundquistfam@gmail.com		President
	Jennifer Arugay	jennburn@gmail.com		1st VP of Leadership
PSUSD	Dr. Sandra Lyon		760-883-2701	Superintendent of Schools
	Brenda J. Williams		760-883-2701	Executive Assistant
	Joan Boiko		760-883-2701	Coordinator of Communications and Community Outreach
PS Cares/Volunteer PS	David Carden, Jr.	info@volunteerpalmsprings.org		Founder / Chair
	Kate Rice	info@volunteerpalmsprings.org		Organization Secretary
Bicycle enthusiast group				
ONE PS	Kathy Cohn	Chair@ONE-PS.org		Chair
	Don Barrett	ViceChair@ONE-PS.org		Vice-Chair
Palm Springs Front Runners - Running and Walking Group	Michael Ambrose	psfrw.president@gmail.com		President
	Eric Akin	psfrw.vicepresident@gmail.com		Vide President
Chamber of Commerce	Brady Sandahl	brady@bradysandahl.com		President / Brady Sandahl real Estate Group
	Michael Ellis	mellis@pschamber.org		Community Relations Director
Main Street Merchants	Joy Brown Merideth	joy@crystalfantasy.com		President / Crystal Fantasy
	J.C. Constant	jcbelgic@dc.rr.com		Secretary / Pomme Frite
Health Organization	Gael Whetstone		760-323-6140	Trauma Injury Prevention Coordinator - Desert Regional Medical Center
Optional				
General Plan Update Group	Jonathan Nettler	jnettler@placeworks.com	213-623-1443	PlaceWorks Project Manager
Other City Departments	TBD			



FACT SHEET

The City of Palm Springs is developing the Pedestrian and Safe Routes to School Plan to improve walking in the City. The goal of this plan is to **improve pedestrian safety and connectivity while promoting opportunities to live a healthy and active lifestyle.**



Pedestrian and Safe Routes to School improvements will focus on infrastructure for pedestrians including enhancing sidewalks and crossings as well as other roadway improvements.



The City wants to know your ideas, experiences, and concerns about walking in your community. Fill out the online survey at:

<https://tinyurl.com/PalmSpringsSurvey>



Final recommendations for pedestrian priority projects will be reviewed by the Sustainability Commission and be approved by City Council.



Provide place based comments by identifying key destinations and areas of concern with the Online Mapping Tool at:

<https://tinyurl.com/PalmSpringsMapping>



The project timeline for developing the plan is from Fall 2020 to Summer 2021.



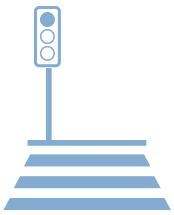
Questions? Want to stay informed? Contact us via email at: PSPedestrianPlan@gmail.com





Hoja Informativa

La Ciudad de Palm Springs está desarrollando el Plan de Peatones y Rutas Seguras a la Escuela para mejorar el caminar en la Ciudad. El objetivo de este plan es **mejorar la seguridad y la conectividad para peatones y promover oportunidades para vivir un estilo de vida saludable y activo.**



Las mejoras se centran en la infraestructura para los peatones, incluida la mejora de las aceras y los cruces, así como otras mejoras de las carreteras.



La Ciudad quiere conocer sus ideas, experiencias y preocupaciones sobre caminar en su comunidad. Complete la encuesta en línea en: <https://tinyurl.com/PalmSpringsSurvey>



Las recomendaciones finales para proyectos peatonales de prioridad serán revisadas por la Comisión de Sustentabilidad y aprobadas por el Ayuntamiento.



Identifique destinos populares y áreas de preocupación usando el mapa interactivo para proporcionar sus comentarios: <https://tinyurl.com/PalmSpringsMapping>



El proyecto se desarrollará desde el otoño de 2020 hasta el verano de 2021.



Preguntas? ¿Quiere mantenerse informado? Contáctenos por correo electrónico a: PSPedestrianPlan@gmail.com





The City of Palm Springs is developing the Pedestrian and Safe Routes to School to improve walking in the City. The goal of this plan is to **improve pedestrian safety and connectivity while promoting opportunities to live a healthy and active lifestyle.**

We would like to hear from the Palm Springs community!

The City wants to know your ideas, experiences, and concerns about walking in your community. Complete the online survey and help us improve pedestrian infrastructure throughout the City. Complete the survey at: <https://tinyurl.com/PalmSpringsSurvey> *(Hyperlink)*

Tell us what areas you would like improved!

The City would like to know what areas are you would like to see improved. Provide place based comments by identifying key destinations and areas of concern with the Online Mapping Tool via your connected device at: <https://tinyurl.com/PalmSpringsMapping> *(Hyperlink)*

Questions or comments?

Contact the project team via email at PSPedestrianPlan@gmail.com *(Hyperlink)*

[Project Fact Sheet \(Hyperlink to PDF\)](#)

[Project Timeline \(Hyperlink to PDF\)](#)



The City of Palm Springs is developing the Pedestrian and Safe Routes to School Plan *to improve pedestrian safety and connectivity while promoting opportunities to live a healthy and active lifestyle.*

Participate in the project in 3 easy ways!



COMPLETE THE ONLINE SURVEY

<https://bit.ly/PalmSpringsSurvey>



USE THE ONLINE MAPPING TOOL

<https://bit.ly/PalmSpringsMapping>



ENTER THE PHOTO CONTEST

Submit a photo or drawing of your favorite place to walk in Palm Springs. Email image in pdf or jpg to PSPedestrianPlan@gmail.com.

Your photo/drawing may be featured in the City's Final Pedestrian and Safe Routes to School Plan. All of your comments and mapping will be considered for the plan recommendations.

PROVIDE YOUR INPUT BY MARCH 31, 2021!

Questions? Contact us via email at:
PSPedestrianPlan@gmail.com





La Ciudad de Palm Springs está desarrollando el Plan de Rutas Peatonales y Seguras a la Escuela **para mejorar la seguridad y la conectividad de los peatones mientras promueve oportunidades para vivir un estilo de vida saludable y activo.**

¡Participe en el proyecto de tres formas sencillas!



COMPLETE LA ENCUESTA EN LÍNEA

<https://bit.ly/PalmSpringsSurvey>



USE LA HERRAMIENTA DE MAPEO EN LÍNEA

<https://bit.ly/PalmSpringsMapping>



ENTRE AL CONCURSO DE FOTOS

Envíe una foto o dibujo de su lugar favorito para caminar en Palm Springs. Envíe la imagen por correo electrónico en pdf o jpg a PSPedestrianPlan@gmail.com.

Su foto / dibujo puede aparecer en el Plan Final de Rutas Peatonales y Seguras hacia la Escuela de la Ciudad. Todos sus comentarios y cartografía se considerarán para las recomendaciones del plan.

PROVEER SUS IDEAS ANTES DEL 31 DE MARZO DE 2021!

Preguntas? Contáctenos por correo electrónico a:
PSPedestrianPlan@gmail.com





We Need Your Input!

The City of Palm Springs is developing the Pedestrian and Safe Routes to School Plan to **improve pedestrian safety and connectivity while promoting opportunities to live a healthy and active lifestyle.**

Complete the Online Survey



<https://bit.ly/PalmSpringsSurvey>

Use the Online Mapping Tool



<https://bit.ly/PalmSpringsMapping>



Questions? Want to stay informed?
Contact us via email at:

PSPedestrianPlan@gmail.com

SOCIAL MEDIA KIT FOR SURVEY AND GIS MAPPING INPUT

The Social Media Kit contains a set of readily available information to spread the word out about the opportunities that are available for Palm Springs community members to share their input for the Palm Springs Pedestrian and Safe Routes to School Plan.

Action Item: Post the messages on your Social Media channels or send this Social Media Kit to your network so they can post it on their channels. The templates are in both English and Spanish. You can copy and paste the information, or modify however you feel. Images for each social media post are included for you to supplement the text.

If you have any questions, please contact the Palm Springs Pedestrian and SRTS team at PSPedestrianPlan@gmail.com.

Facebook Posts

The City of Palm Springs is developing the Pedestrian and Safe Routes to School Plan to improve pedestrian safety and connectivity while promoting opportunities to live a healthy and active lifestyle. Please complete the Online Survey to tell us about your walking practices and pedestrian experience here in Palm Springs. Use the Mapping Tool to highlight popular walk routes, items of interest, or areas of concern. Online Survey: <https://bit.ly/PalmSpringsSurvey> Online Mapping Tool: <https://bit.ly/PalmSpringsMapping> Tag @CityofPalmSprings,#PSPedestrianPlan

La ciudad de Palm Springs está desarrollando el Plan de peatones y rutas seguras a la escuela para mejorar la seguridad y la conectividad de los peatones, al mismo tiempo promoviendo oportunidades para vivir un estilo de vida saludable y activo. Complete la Encuesta para informarnos sobre sus prácticas de caminar y su experiencia como peatón aquí en Palm Springs. Utilice la herramienta de mapeo para resaltar las rutas populares, los elementos de interés o las áreas de interés. Complete la encuesta aquí: <https://bit.ly/PalmSpringsSurvey> Accede la herramienta de mapeo aquí: <https://bit.ly/PalmSpringsMapping> Tag @CityofPalmSprings #PSPedestrianPlan

Twitter Posts

Share your input for the Palm Springs Pedestrian and Safe Routes to School Plan! Online Survey: <https://bit.ly/PalmSpringsSurvey> Mapping Tool: <https://bit.ly/PalmSpringsMapping> Tag @ CityofPalmSprings, #PSPedestrianPlan

Complete la encuesta aquí: <https://bit.ly/PalmSpringsSurvey> Accede la herramienta de mapeo aquí: <https://bit.ly/PalmSpringsMapping> Tag @CityofPalmSprings #PSPedestrianPlan

Instagram Posts



Share your input for the #PSPedestrianPlan! Online Survey: <https://bit.ly/PalmSpringsSurvey> Mapping Tool: <https://bit.ly/PalmSpringsMapping> Tag @ CityofPalmSprings, #PSPedestrianPlan

Complete la encuesta aquí: <https://bit.ly/PalmSpringsSurvey> Accede la herramienta de mapeo aquí: <https://bit.ly/PalmSpringsMapping> Tag @CityofPalmSprings #PSPedestrianPlan

Corresponding Image: English



We Need Your Input!

Complete the Online Survey:
<https://bit.ly/PalmSpringsSurvey>

Use the Online Mapping Tool:
<https://bit.ly/PalmSpringsMapping>

City of Palm Springs
SCAG

Corresponding Image: Spanish



¡Necesitamos su opinión!

Complete la encuesta aquí:
<https://bit.ly/PalmSpringsSurvey>

Accede la herramienta de mapeo aquí:
<https://bit.ly/PalmSpringsMapping>

City of Palm Springs
SCAG

SOCIAL MEDIA KIT FOR VIRTUAL WALK AUDITS

The Social Media Kit contains a set of readily available information to spread the word out about the upcoming Virtual Walk Audits. There are a total of five Virtual Walk Audits, one for each district. Each Virtual Walk Audit session allows participants to discuss known areas of concern within each corresponding district; however anyone is welcome to participate!

The Virtual Walk Audits are part of the City of Palm Springs Pedestrian and Safe Routes to School Plan. The Palm Springs Pedestrian and Safe Routes to School Plan will position the City to compete for transportation funds to promptly deliver critical pedestrian safety, health, and regional connectivity improvements for the Palm Springs community.

Action Item: Post the messages on your Social Media channels or send this Social Media Kit to your network so they can post it on their channels. The images are in both English and Spanish.

If you have any questions, please contact the Palm Springs Pedestrian and SRTS team at PSPedestrianPlan@gmail.com.

Social Media Posts – English

Tag @CityofPalmSprings,#PSPedestrianPlan

Registration

District 1: http://bit.ly/PS_District1

District 2: http://bit.ly/PS_District2

District 3: http://bit.ly/PS_District3

District 4: http://bit.ly/PS_District4

District 5: http://bit.ly/PS_District5

Social Media Posts – Spanish

Tag @CityofPalmSprings,#PSPedestrianPlan

Registro

Distrito 1: http://bit.ly/PS_District1

Distrito 2: http://bit.ly/PS_District2

Distrito 3: http://bit.ly/PS_District3

Distrito 4: http://bit.ly/PS_District4

Distrito 5: http://bit.ly/PS_District5





Virtual Walk Audit Invitation!



Be part of our Virtual Walk Audit through Zoom!

Help us envision ways to improve **pedestrian** safety and connectivity! Each Virtual Walk Audit session highlights known hotspots and allows participants to discuss additional areas of concern. **District residents and those that may work in or visit the district are welcome to participate!**

Questions? Contact us via email at:
PSPedestrianPlan@gmail.com



Sessions

District 1

with Councilmember Garner

Date: Wednesday, 03/31/2021

Time: 5:30PM-7PM

Registration: http://bit.ly/PS_District1

District 2

with Councilmember Woods

Date: Wednesday, 03/17/2021

Time: 4PM-5:30PM

Registration: http://bit.ly/PS_District2

District 3

with Councilmember Kors

Date: Monday, 03/29/2021

Time: 5PM-6:30PM

Registration: http://bit.ly/PS_District3

District 4

with Mayor Holstege

Date: Wednesday, 03/24/2021

Time: 5:30PM -7PM

Registration: http://bit.ly/PS_District4

District 5

with Councilmember Middleton

Date: Tuesday, 03/30/2021

Time: 4PM-5:30PM

Registration: http://bit.ly/PS_District5



Corresponding Image Spanish – Page 1



¡Invitación de Auditoría de Caminata Virtual!



¡Sea parte de nuestra Auditoría de Caminata Virtual por Zoom!

¡Ayúdenos a visualizar formas de mejorar la seguridad y la conectividad de los **peatones!** Cada sesión de Auditoría de Caminata Virtual resalta los puntos críticos conocidos y permite a los participantes discutir áreas de preocupación adicionales. **¡Los residentes del distrito y aquellos que trabajan o visitan el distrito son bienvenidos a participar!**

Preguntas? Contáctenos por correo electrónico a:
PSPedestrianPlan@gmail.com



Corresponding Image Spanish – Page 2



Sesiones

Distrito 1

con concejal Garner

Día: Miércoles, 31/03/2021
Horario: 5:30PM a 7PM

Registro: http://bit.ly/PS_District1

Distrito 2

con concejal Woods

Día: Miércoles, 17/3/2021
Horario: 4PM-5:30PM

Registro: http://bit.ly/PS_District2

Distrito 3

con concejal Kors

Día Lunes, 29/03/2021
Horario 5PM-6:30PM

Registro: http://bit.ly/PS_District3

Distrito 4

con la alcaldesa Holstege

Día: Miércoles, 24/03/2021
Horario: 5:30PM -7PM

Registro: http://bit.ly/PS_District4

Distrito 5

con concejal Middleton

Día: Martes, 30/03/2021
Horario: 4PM-5:30PM

Registro: http://bit.ly/PS_District5

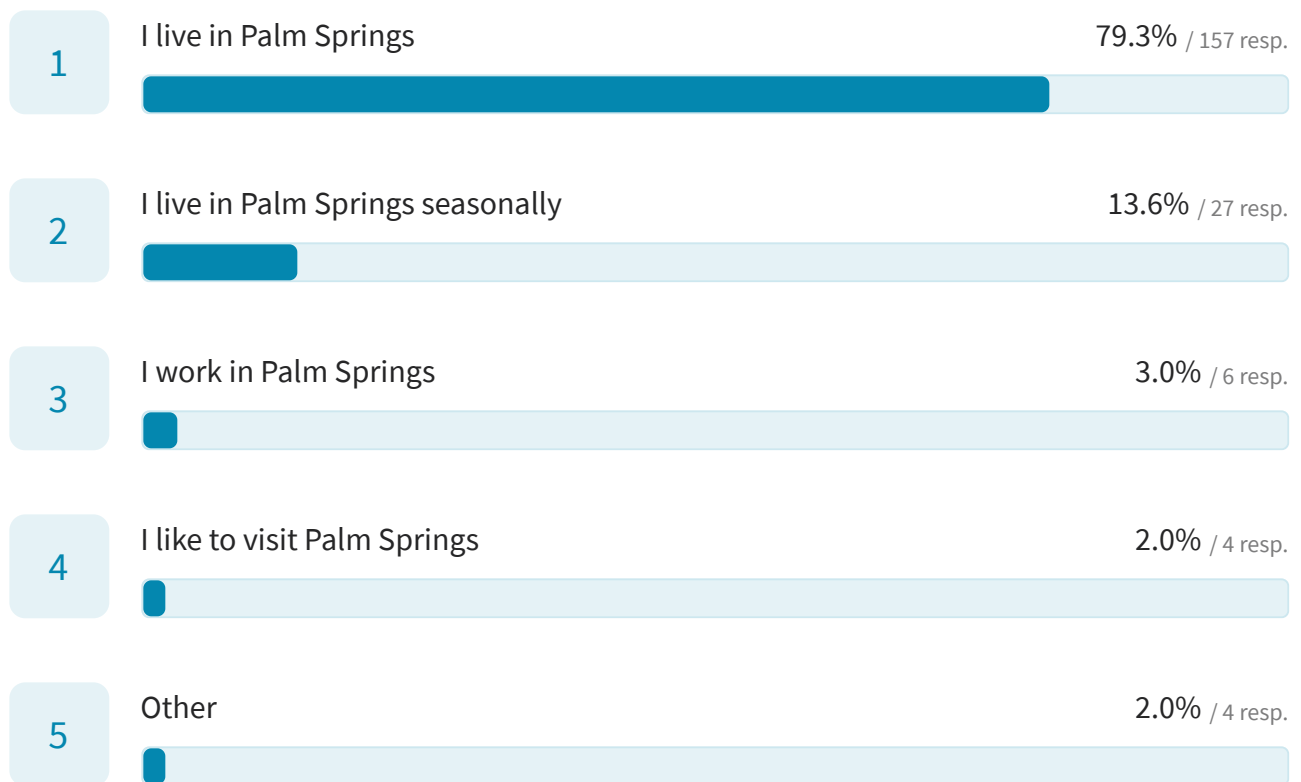


Palm Spings Ped & SRTS (English)

198 responses

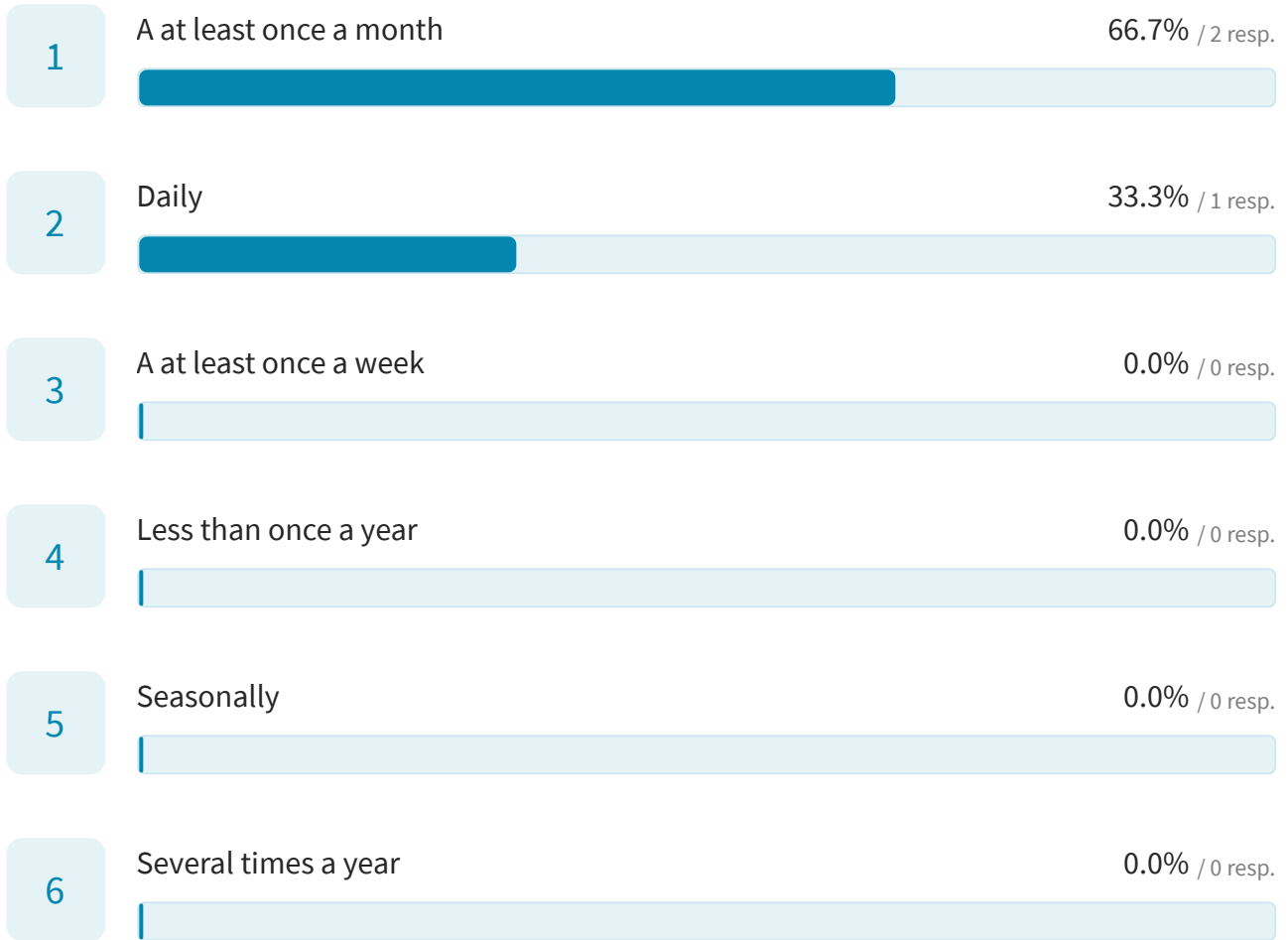
Describe your relationship to the City of Palm Springs:

198 out of 198 answered



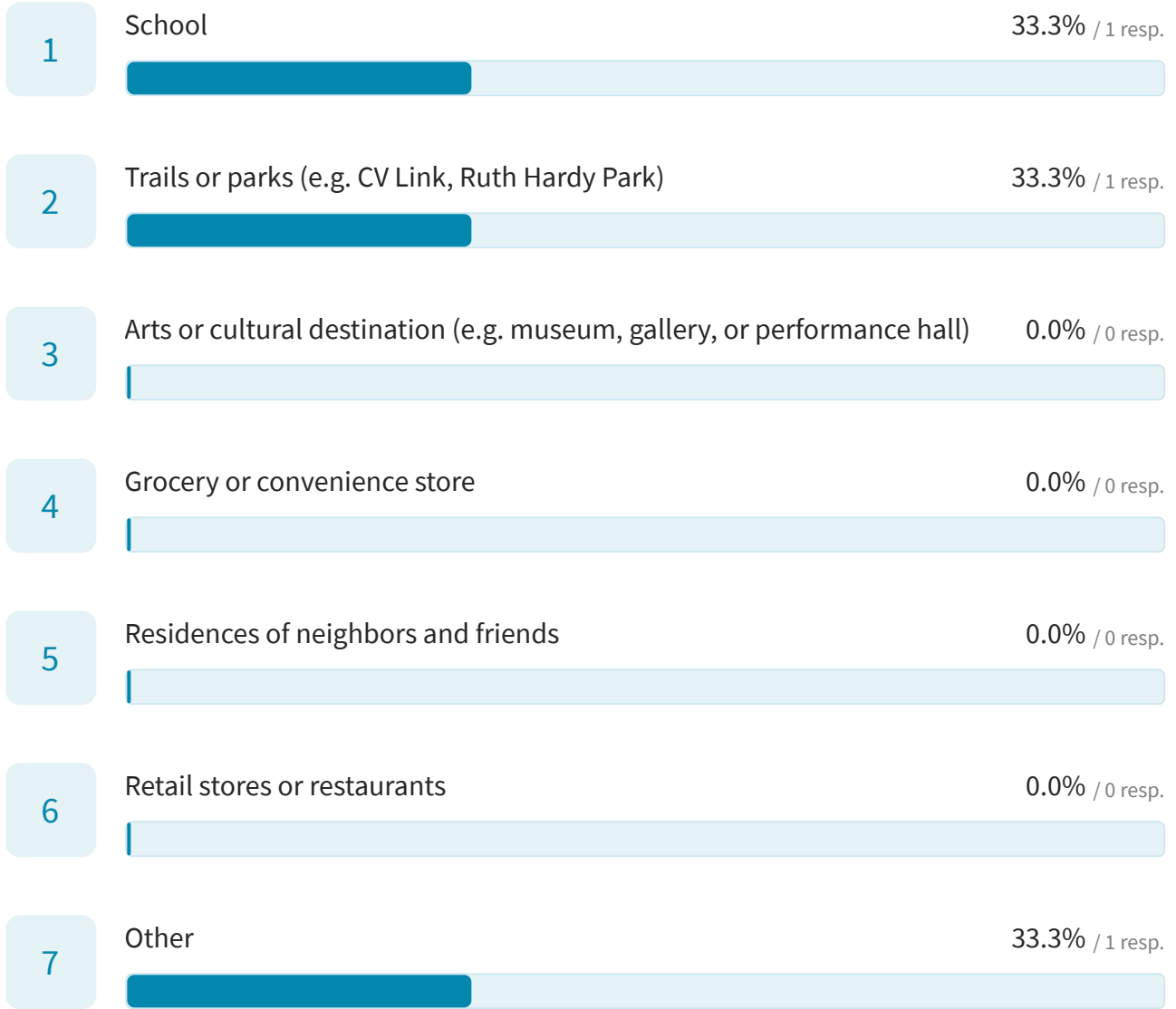
How often do you visit Palm Springs?

3 out of 198 answered



What types of places do you visit in Palm Springs?

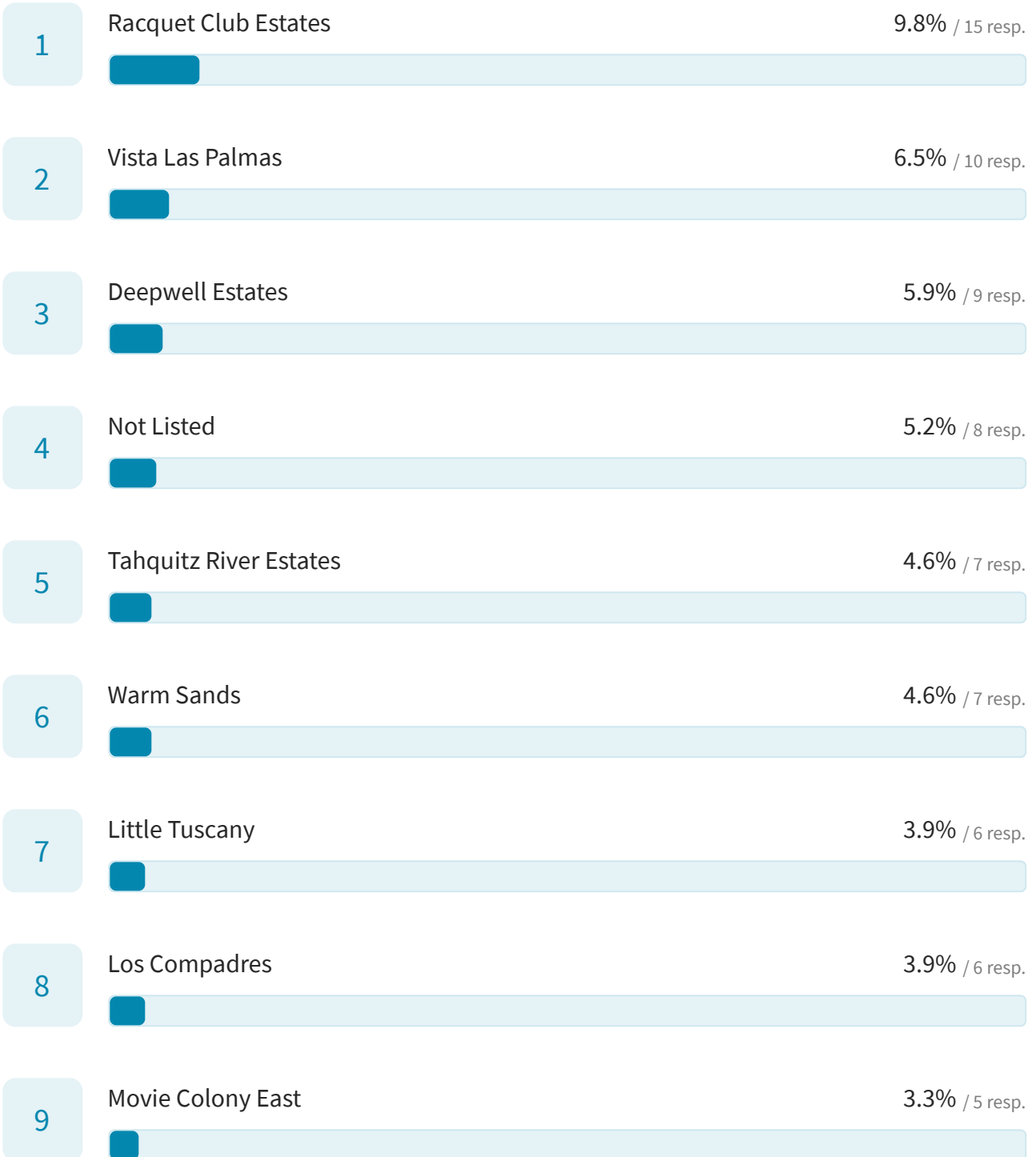
3 out of 198 answered

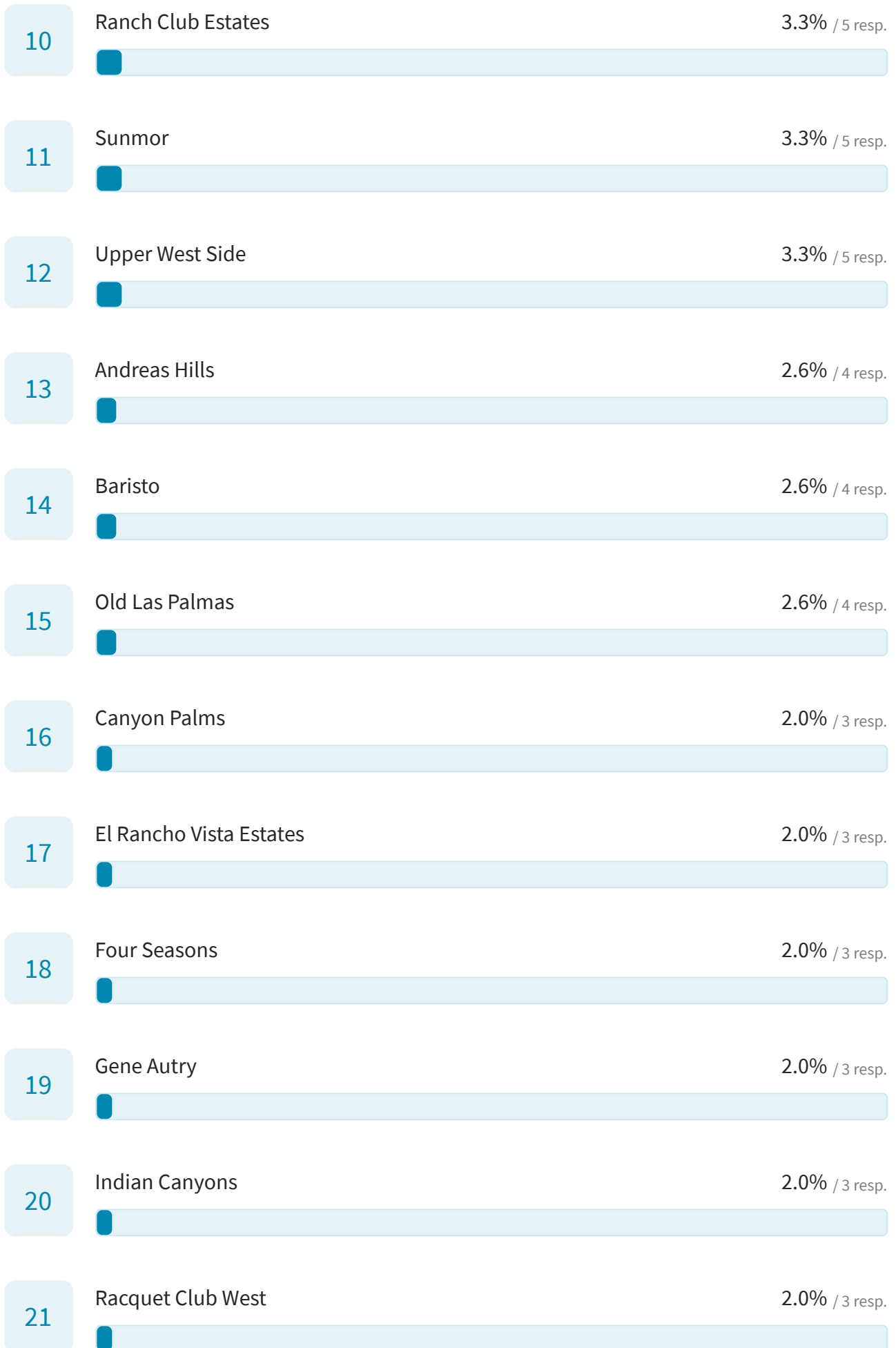


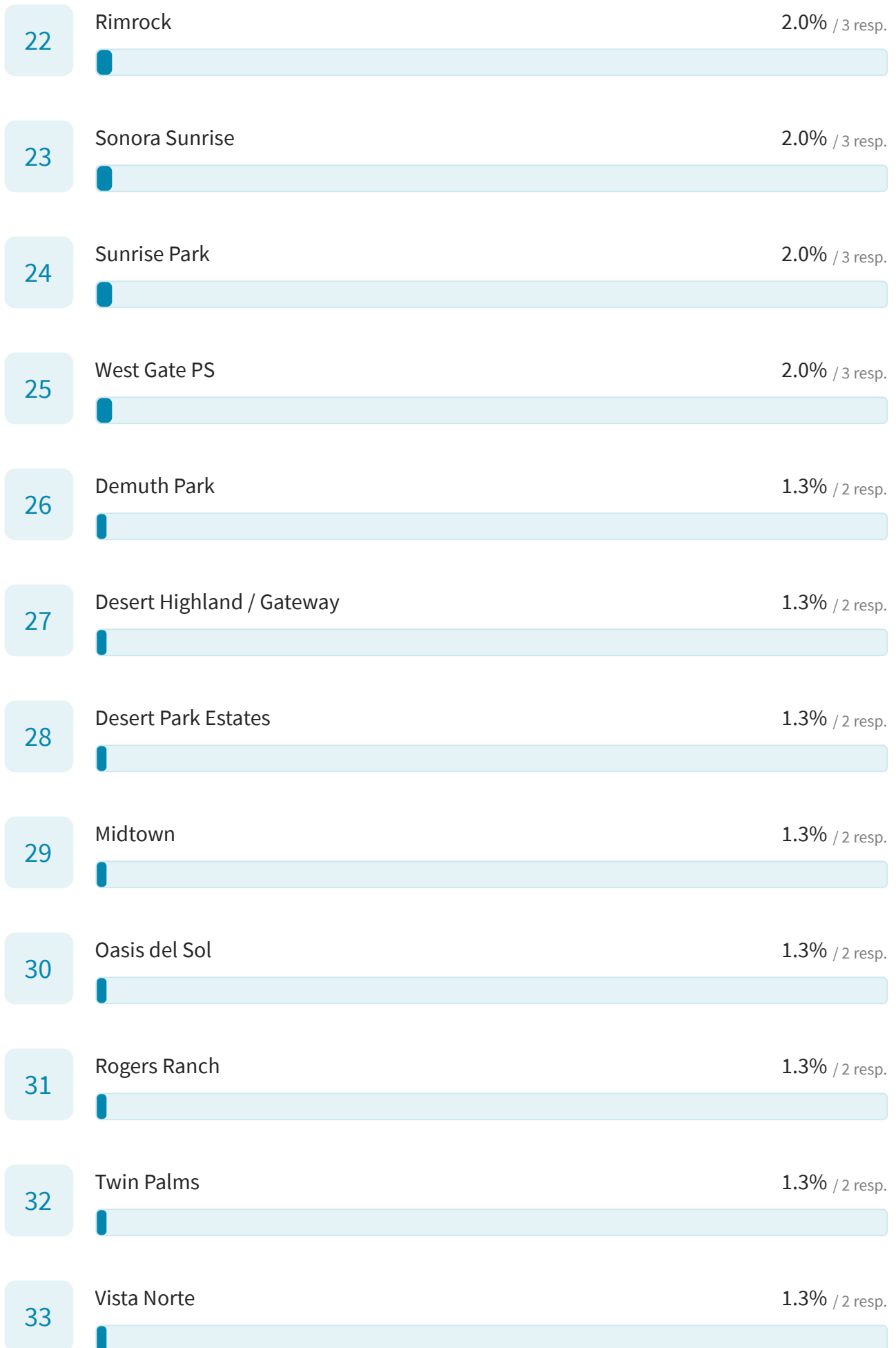


Which Palm Springs Neighborhood do you live in?

153 out of 198 answered







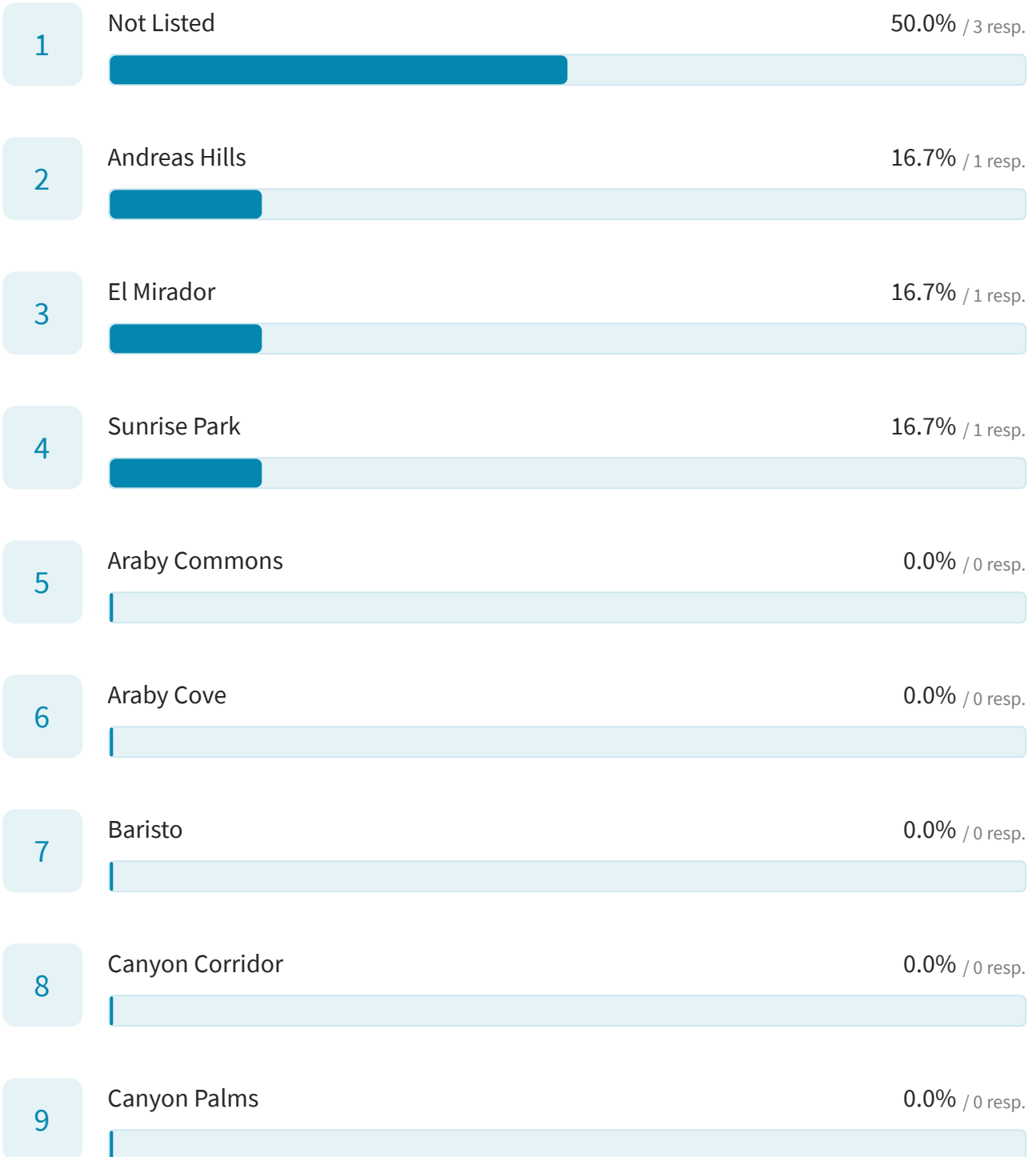
34	Araby Commons	0.7% / 1 resp.
35	Canyon Corridor	0.7% / 1 resp.
36	El Mirador	0.7% / 1 resp.
37	Historic Tennis Club	0.7% / 1 resp.
38	Mountain Gate	0.7% / 1 resp.
39	Tahquitz Creek Golf	0.7% / 1 resp.
40	Whitewater Club	0.7% / 1 resp.
41	Araby Cove	0.0% / 0 resp.
42	Escena	0.0% / 0 resp.
43	Gateway	0.0% / 0 resp.
44	Lawrence Crossley	0.0% / 0 resp.
45	Little Beverly Hills	0.0% / 0 resp.

46	Melody Ranch	0.0% / 0 resp.
47	Parkview Estates	0.0% / 0 resp.
48	The Mesa	0.0% / 0 resp.
49	The Movie Colony	0.0% / 0 resp.
50	Vista Norte	0.0% / 0 resp.



Where do you work in the City of Palm Springs?

6 out of 198 answered



10	Deepwell Estates	0.0% / 0 resp.
11	Demuth Park	0.0% / 0 resp.
12	Desert Highland / Gateway	0.0% / 0 resp.
13	Desert Park Estates	0.0% / 0 resp.
14	El Rancho Vista Estates	0.0% / 0 resp.
15	Escena	0.0% / 0 resp.
16	Four Seasons	0.0% / 0 resp.
17	Gateway	0.0% / 0 resp.
18	Gene Autry	0.0% / 0 resp.
19	Historic Tennis Club	0.0% / 0 resp.
20	Indian Canyons	0.0% / 0 resp.
21	Lawrence Crossley	0.0% / 0 resp.

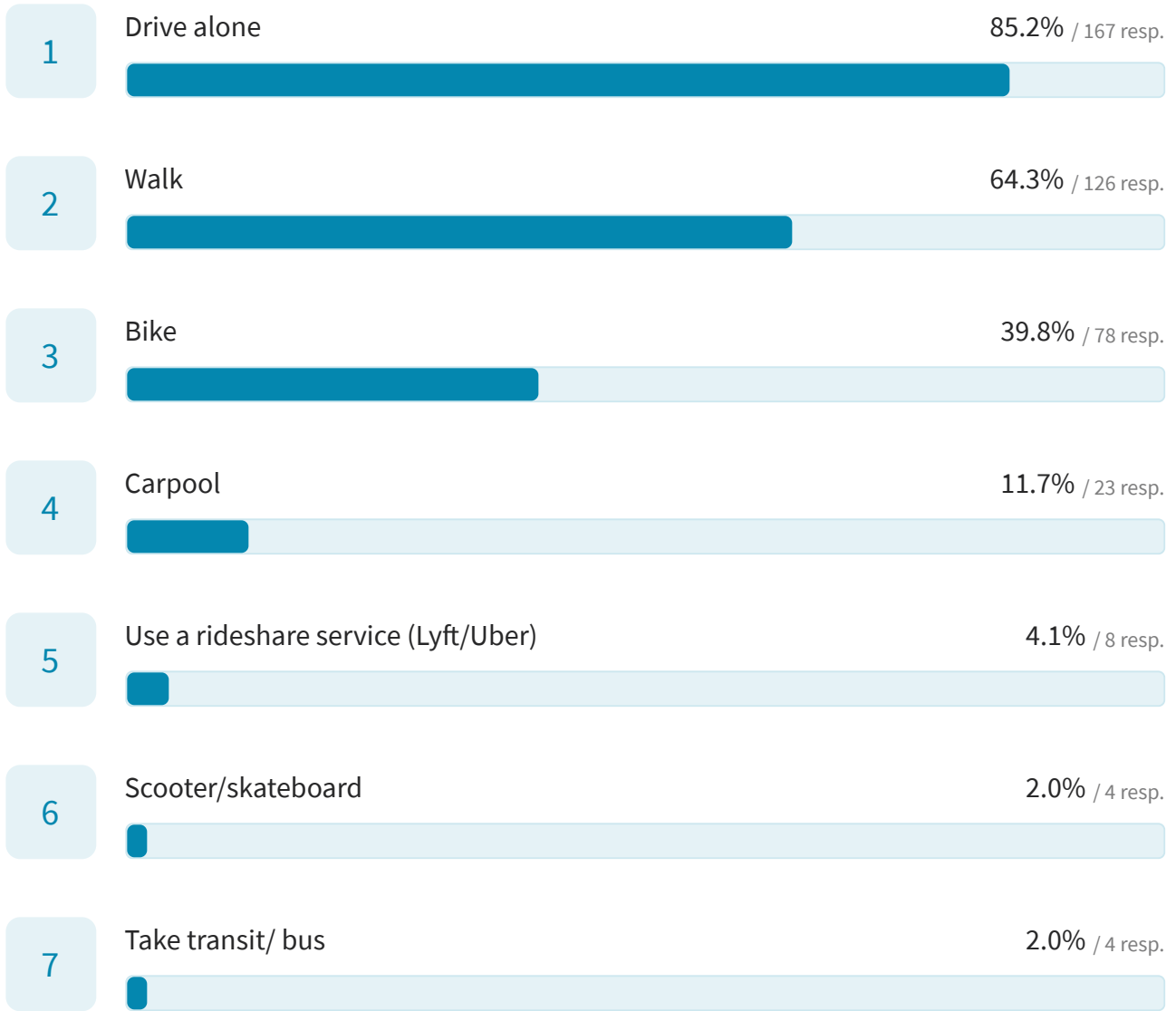
22	Little Beverly Hills	0.0% / 0 resp.
23	Little Tuscany	0.0% / 0 resp.
24	Los Compadres	0.0% / 0 resp.
25	Melody Ranch	0.0% / 0 resp.
26	Midtown	0.0% / 0 resp.
27	Mountain Gate	0.0% / 0 resp.
28	Movie Colony East	0.0% / 0 resp.
29	Oasis del Sol	0.0% / 0 resp.
30	Old Las Palmas	0.0% / 0 resp.
31	Parkview Estates	0.0% / 0 resp.
32	Racquet Club Estates	0.0% / 0 resp.
33	Racquet Club West	0.0% / 0 resp.

34	Ranch Club Estates	0.0% / 0 resp.
35	Rimrock	0.0% / 0 resp.
36	Rogers Ranch	0.0% / 0 resp.
37	Sonora Sunrise	0.0% / 0 resp.
38	Sunmor	0.0% / 0 resp.
39	Tahquitz Creek Golf	0.0% / 0 resp.
40	Tahquitz River Estates	0.0% / 0 resp.
41	The Mesa	0.0% / 0 resp.
42	The Movie Colony	0.0% / 0 resp.
43	Twin Palms	0.0% / 0 resp.
44	Upper West Side	0.0% / 0 resp.
45	Vista Las Palmas	0.0% / 0 resp.

46	Vista Norte	0.0% / 0 resp.
47	Vista Norte	0.0% / 0 resp.
48	Warm Sands	0.0% / 0 resp.
49	West Gate PS	0.0% / 0 resp.
50	Whitewater Club	0.0% / 0 resp.

How do you typically get around Palm Springs?

196 out of 198 answered

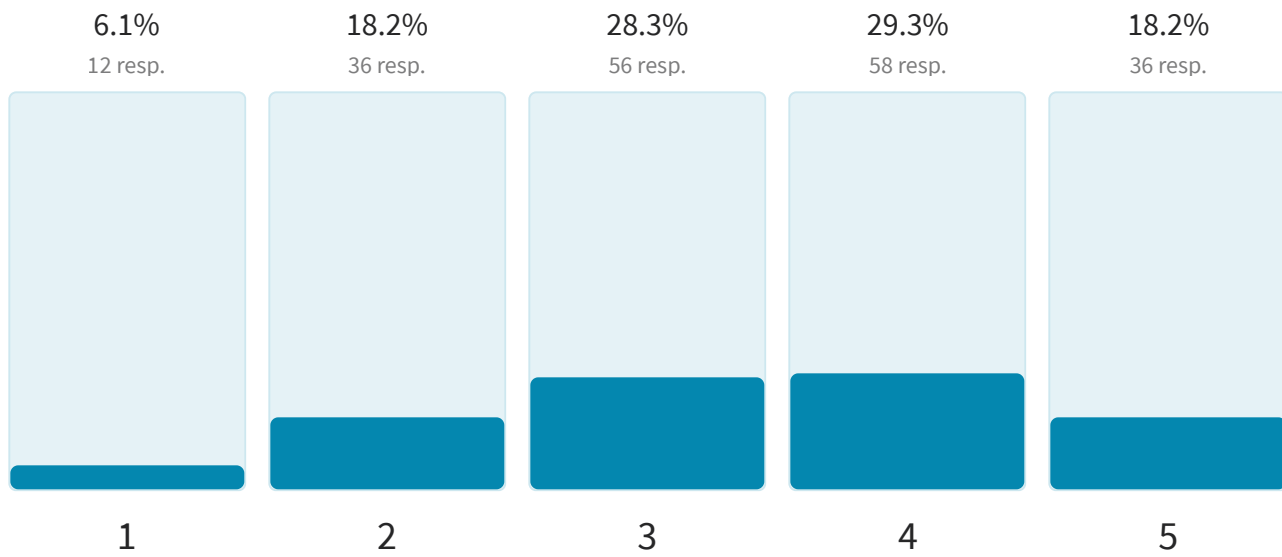




On a scale of 1-5, how safe and comfortable do you currently feel **walking** in Palm Springs? (5 = very comfortable)

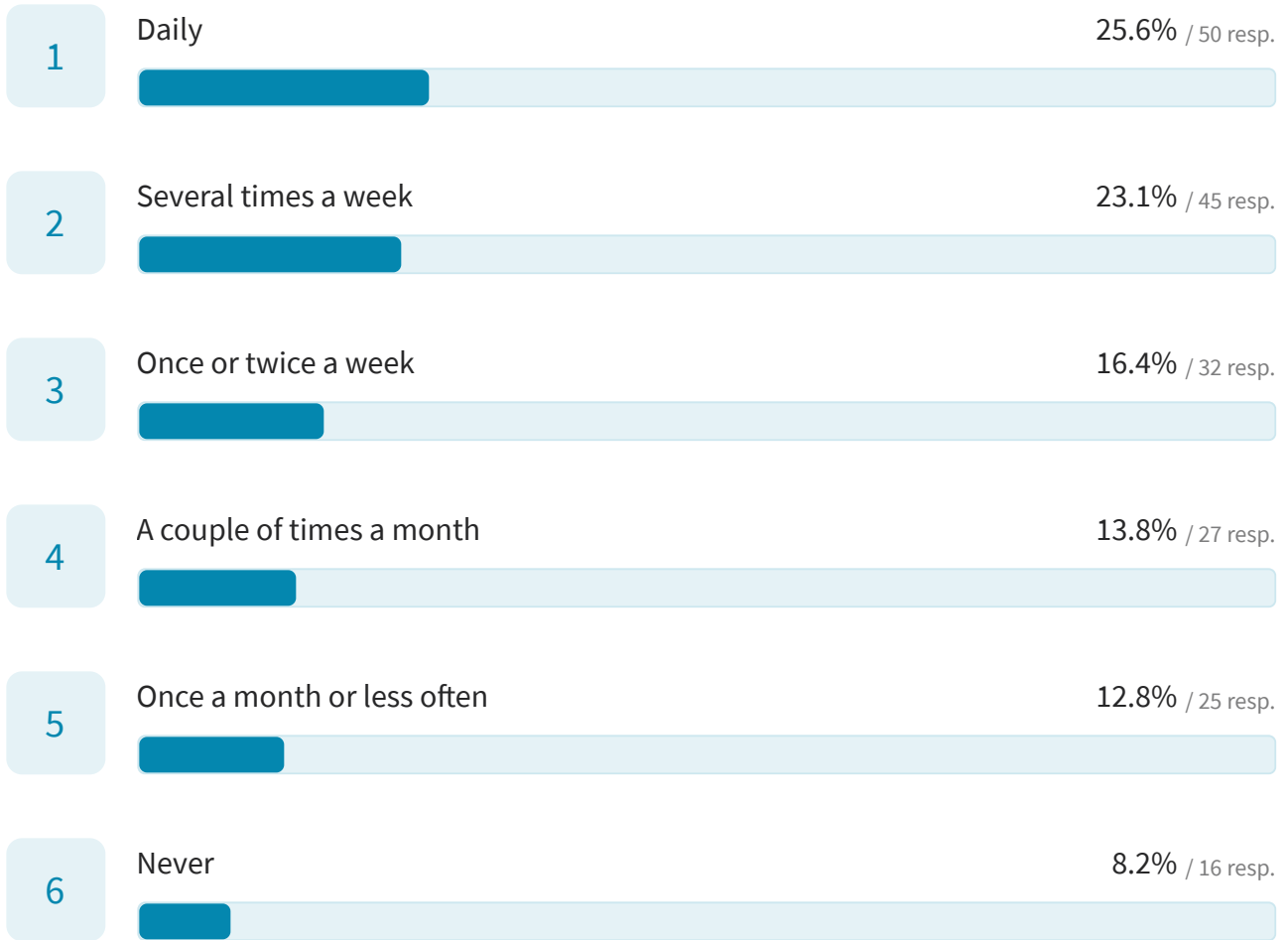
198 out of 198 answered

✓ 3.4 Average rating



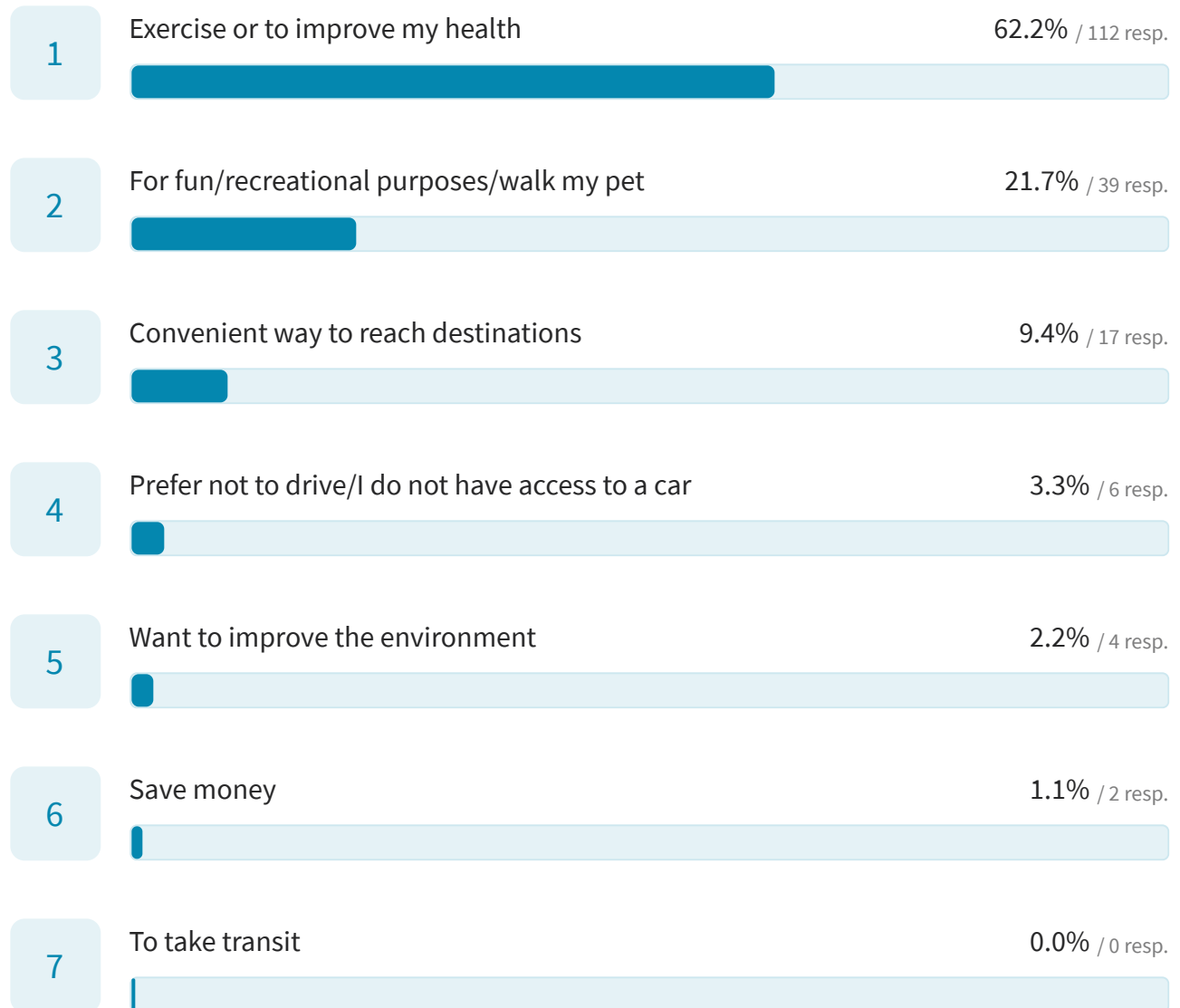
How often do you **walk** to a destination **without** the use of a car?

195 out of 198 answered



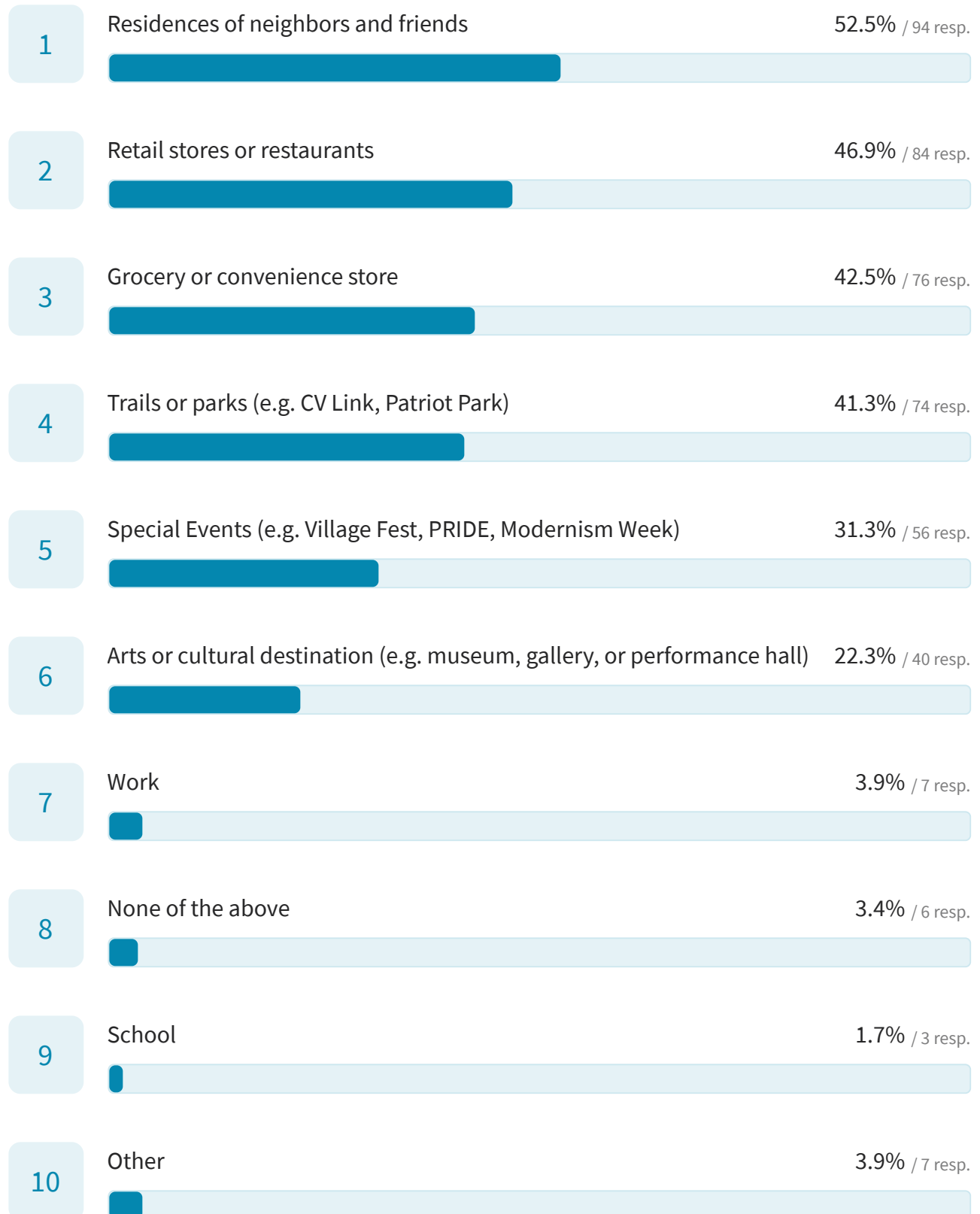
What are the reasons you **walk**?

180 out of 198 answered



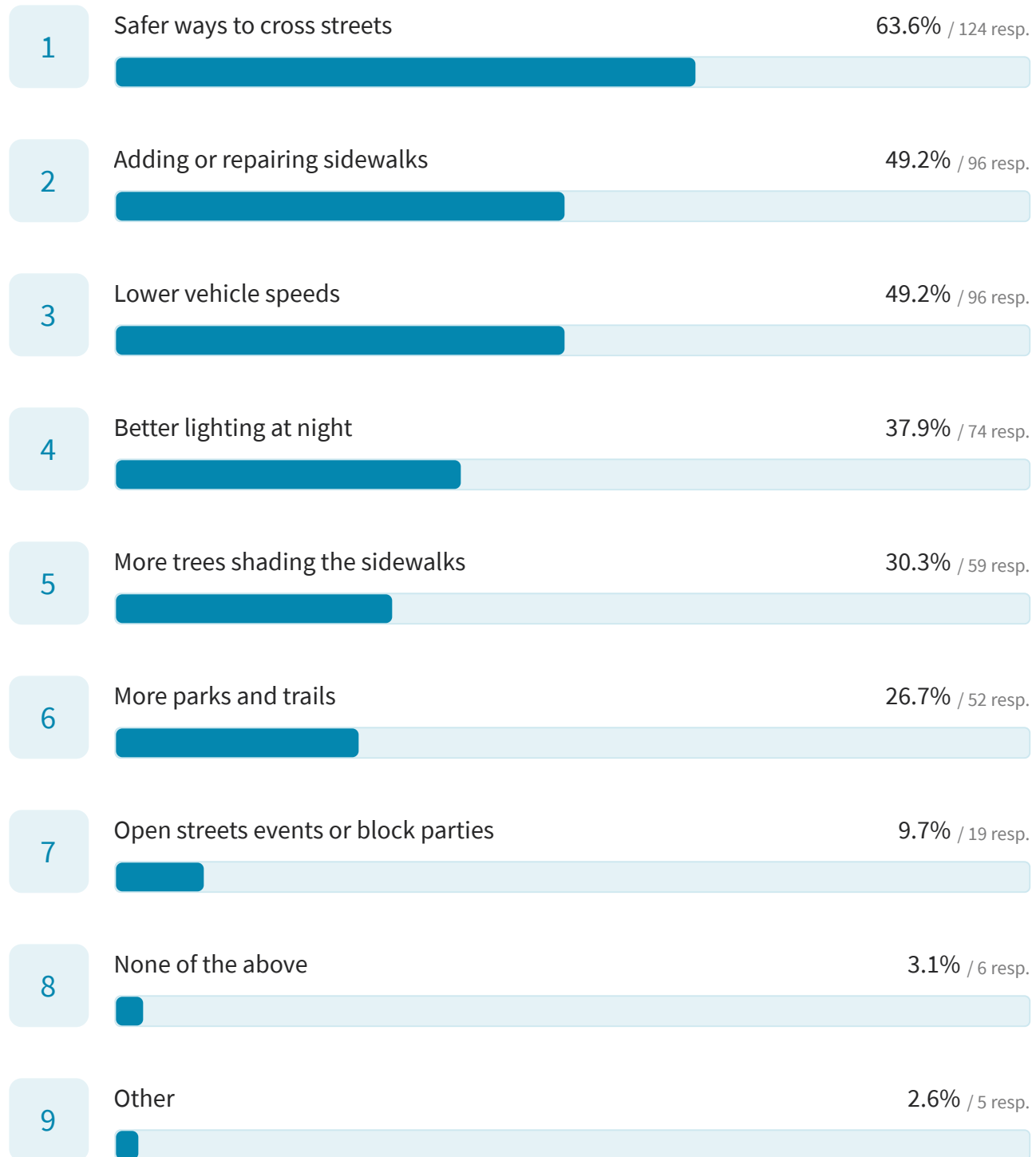
What **destinations** are you most likely to **walk** to?

179 out of 198 answered



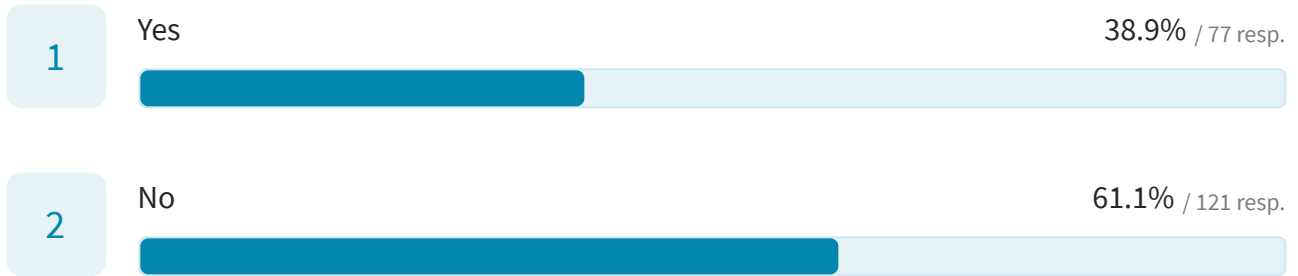
What kind of **improvements** would encourage you to **walk** more?

195 out of 198 answered



Would you like to answer the **Safe Routes to School** portion of the survey for public schools within the City of Palm Springs?

198 out of 198 answered



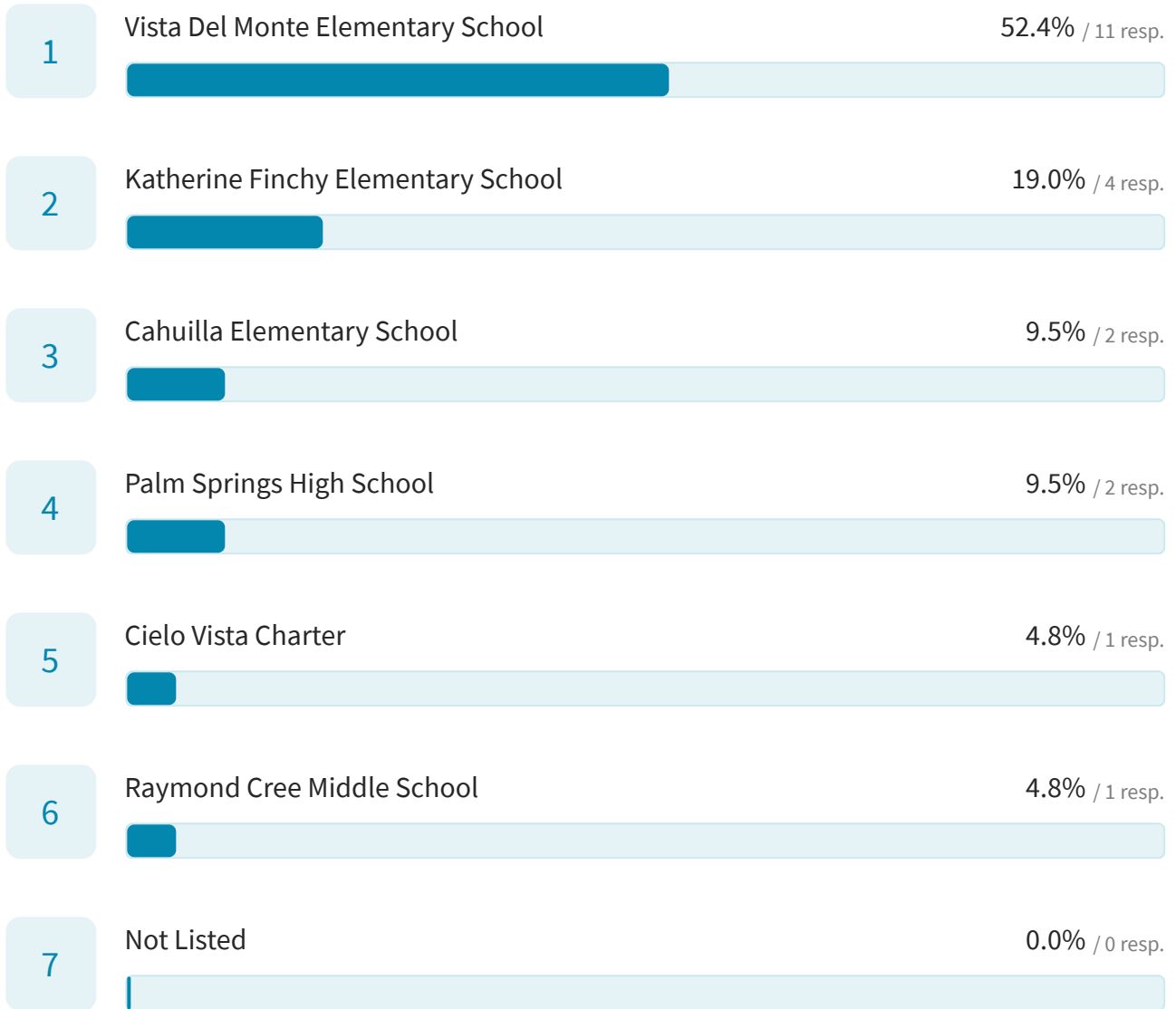
Are there **children** living in your household that are currently enrolled in a **school within the City of Palm Springs**?

77 out of 198 answered



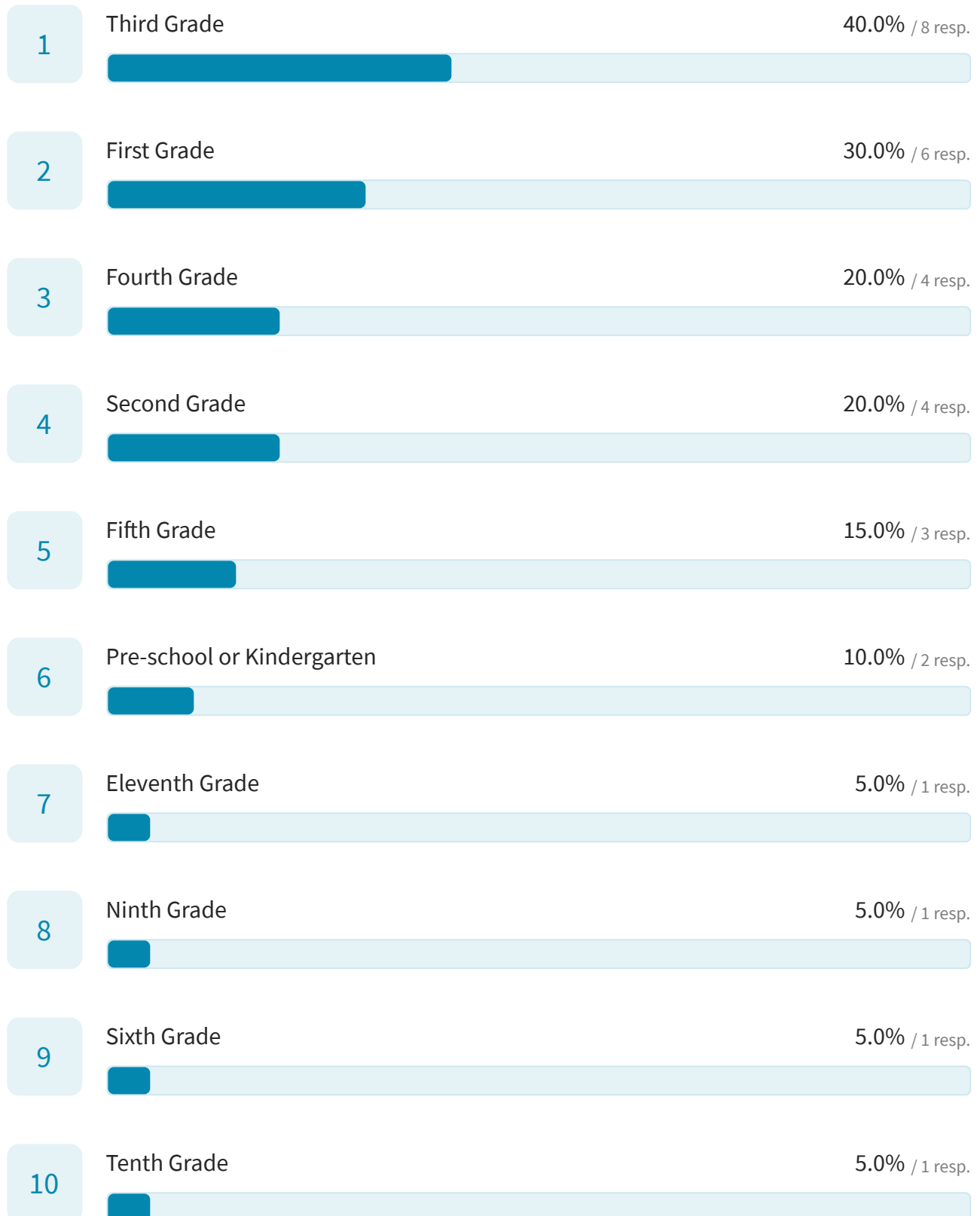
Please select the school your student(s) attend(s)?

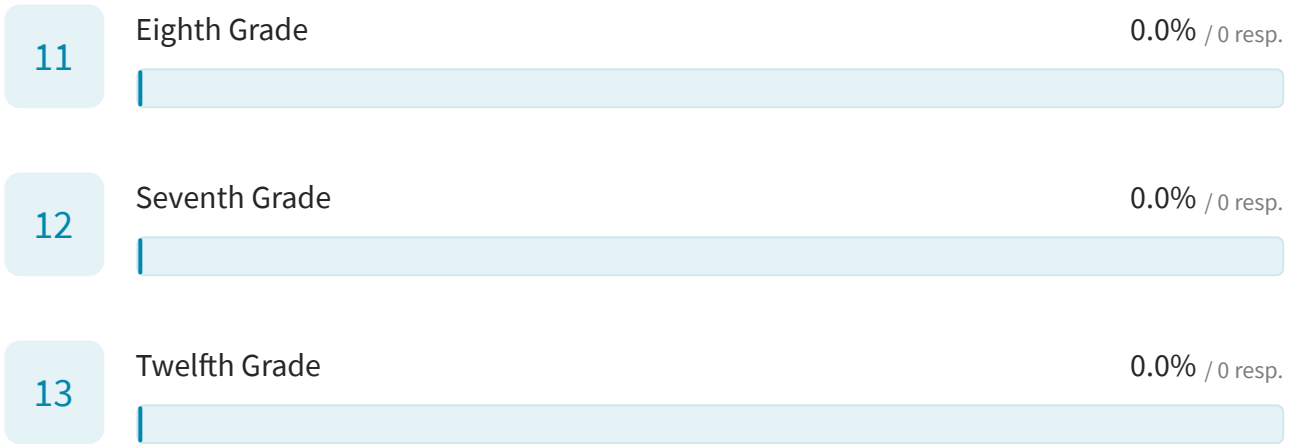
21 out of 198 answered



Please select the student(s) grade(s) attending this school.

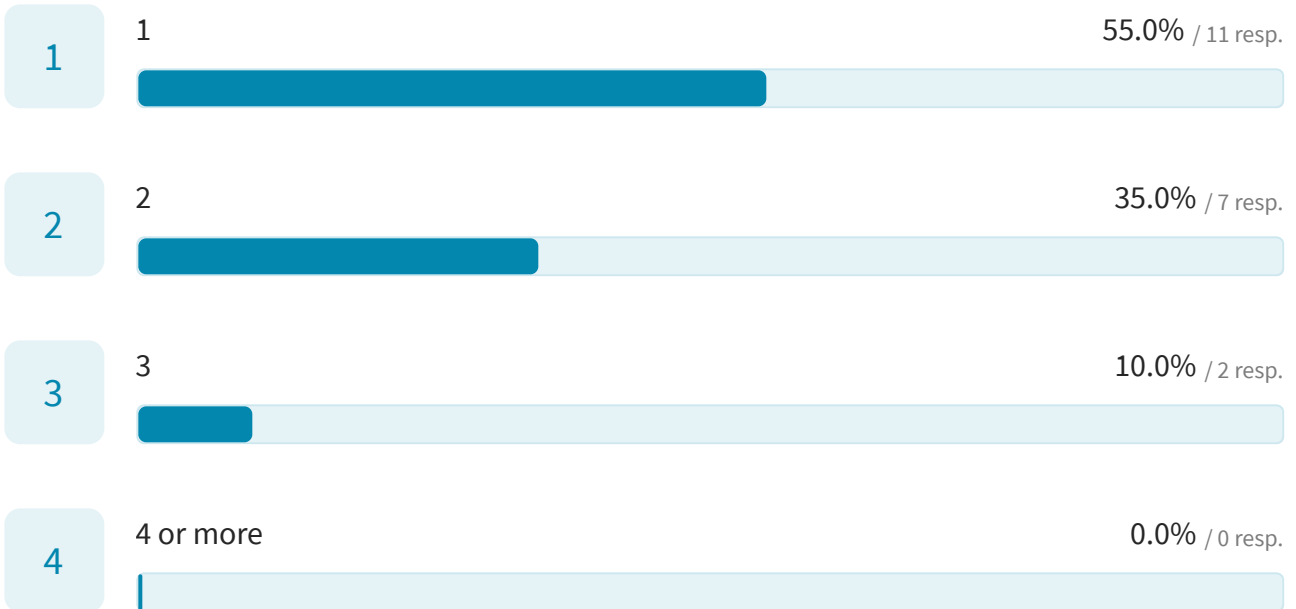
20 out of 198 answered





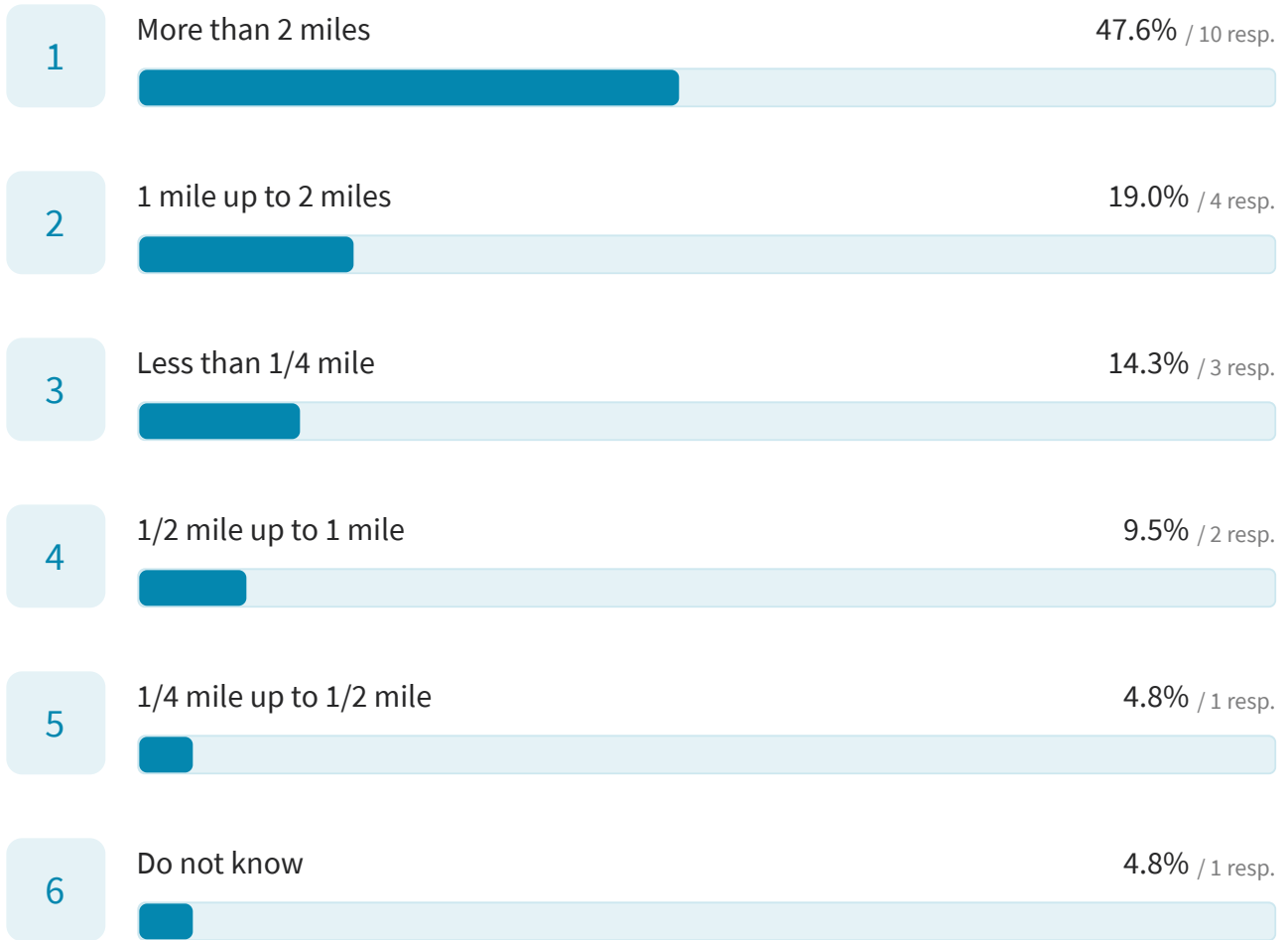
How many students in your household are currently enrolled at this school?

20 out of 198 answered



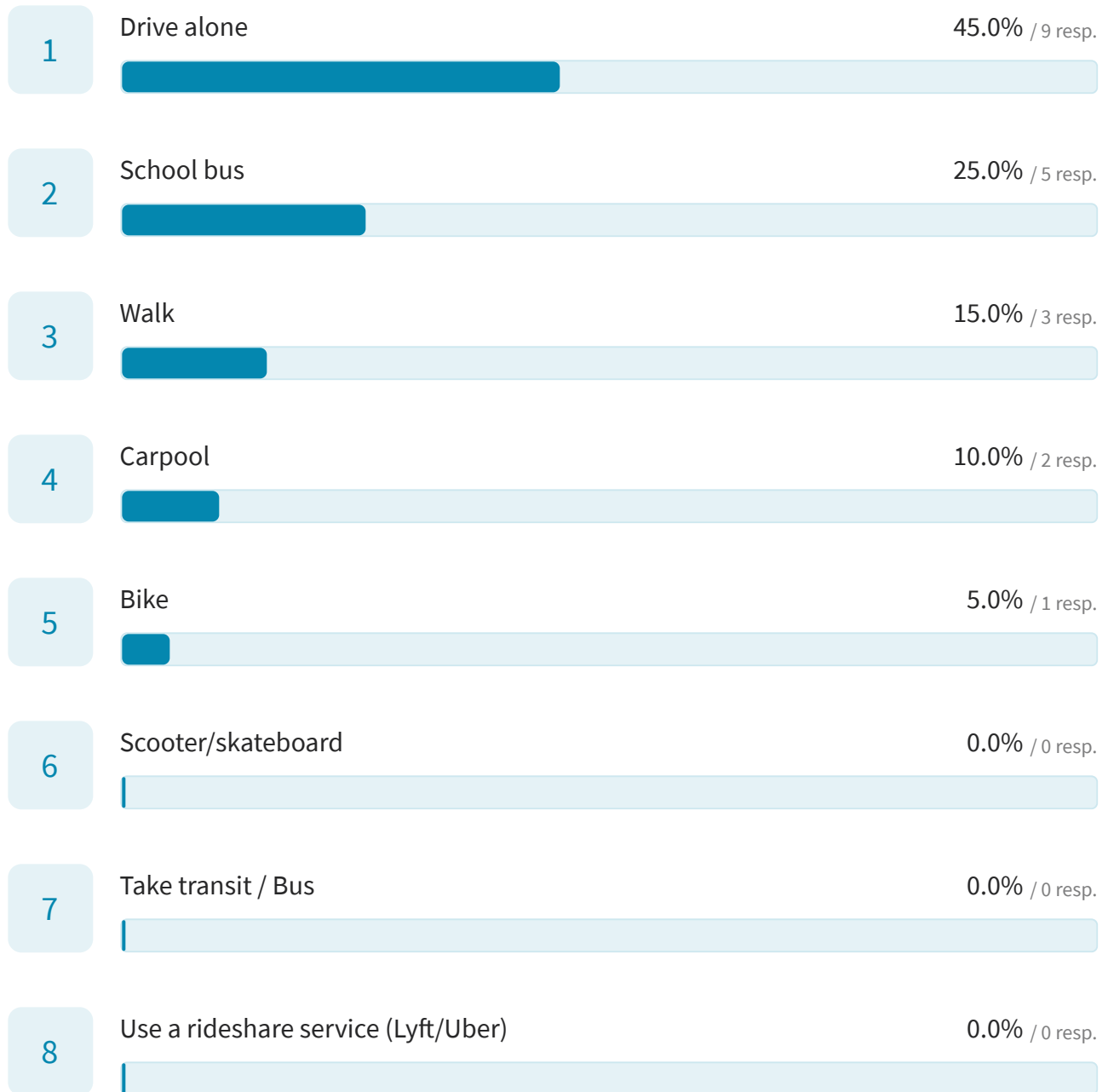
How far away is the school from their home?

21 out of 198 answered



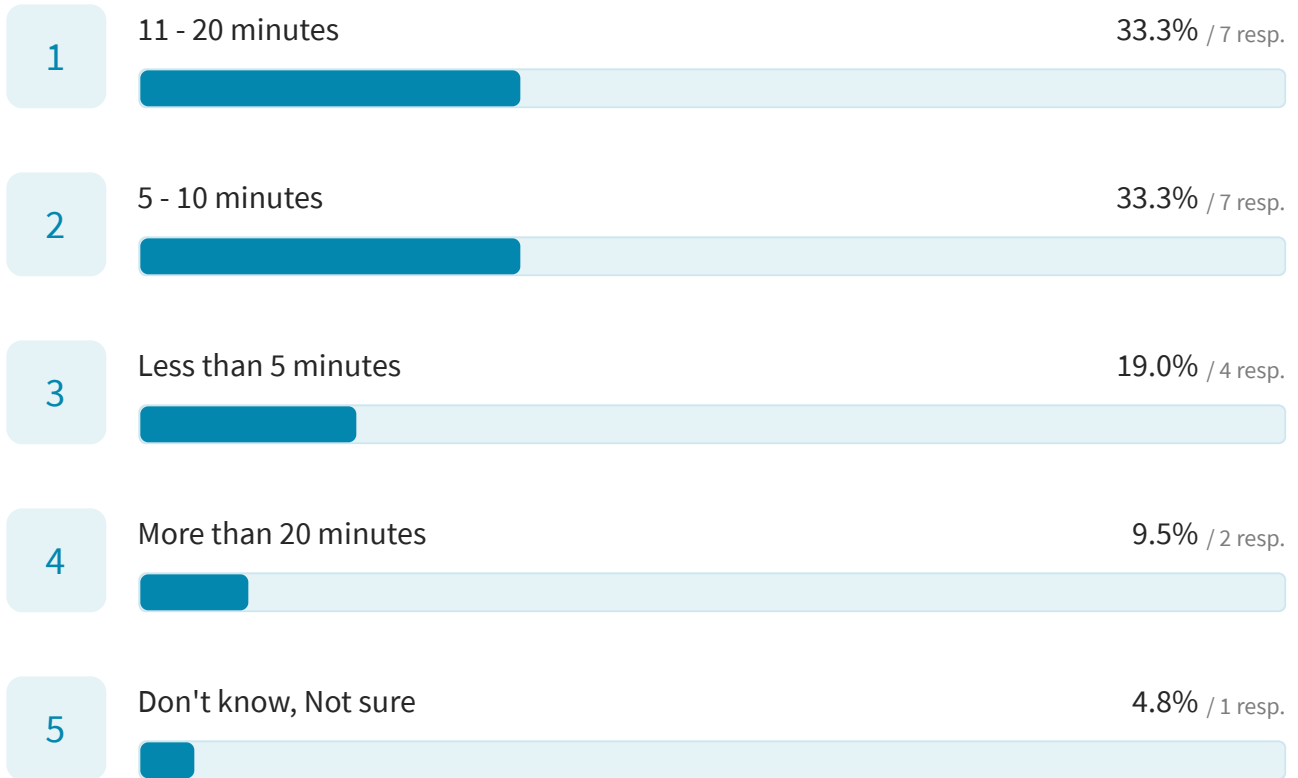
On most days, how do(es) the student(s) **get to school?** (Select one choice)

20 out of 198 answered



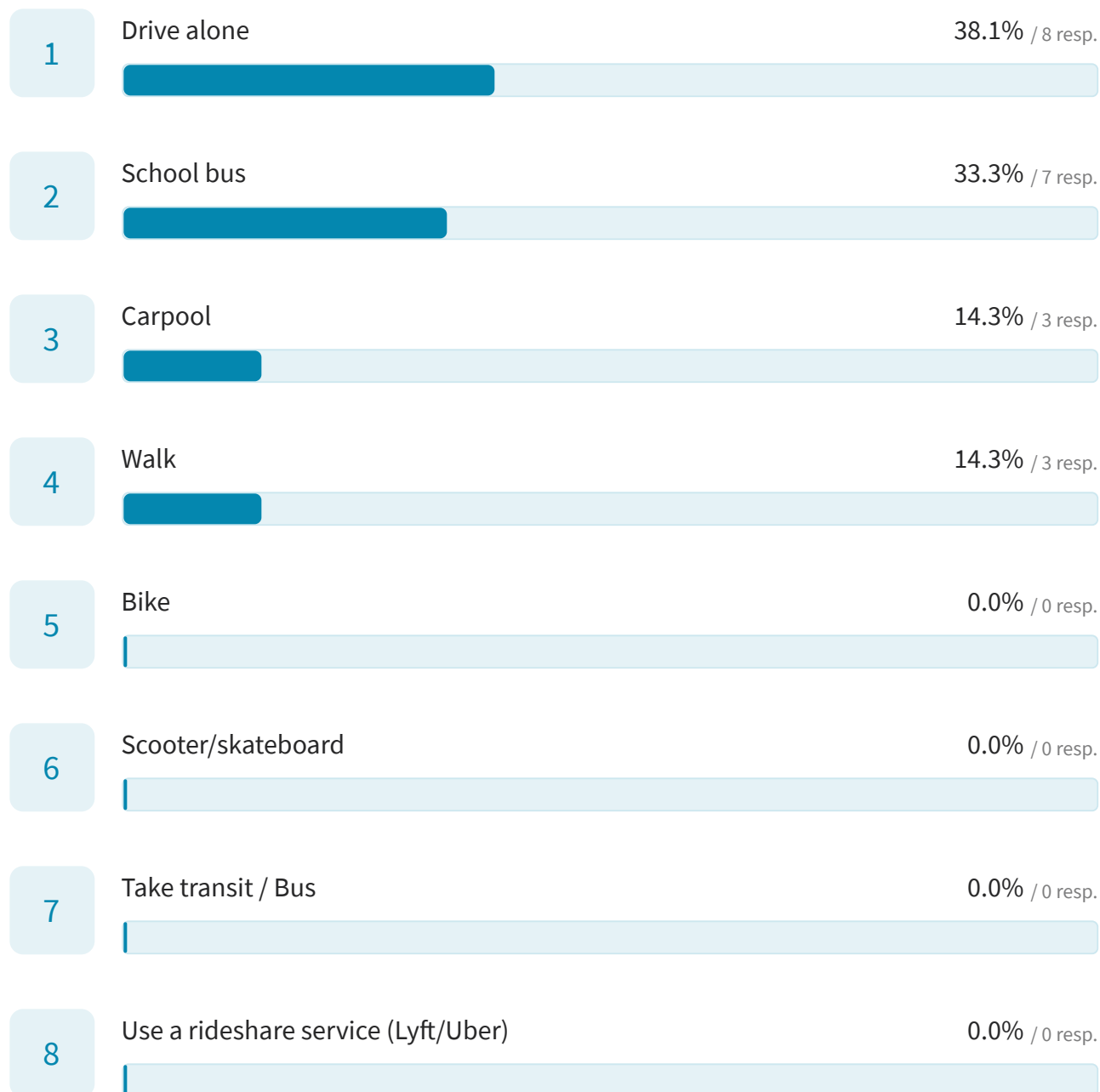
How long does it normally take the student(s) to **get to school?** (Select one choice)

21 out of 198 answered



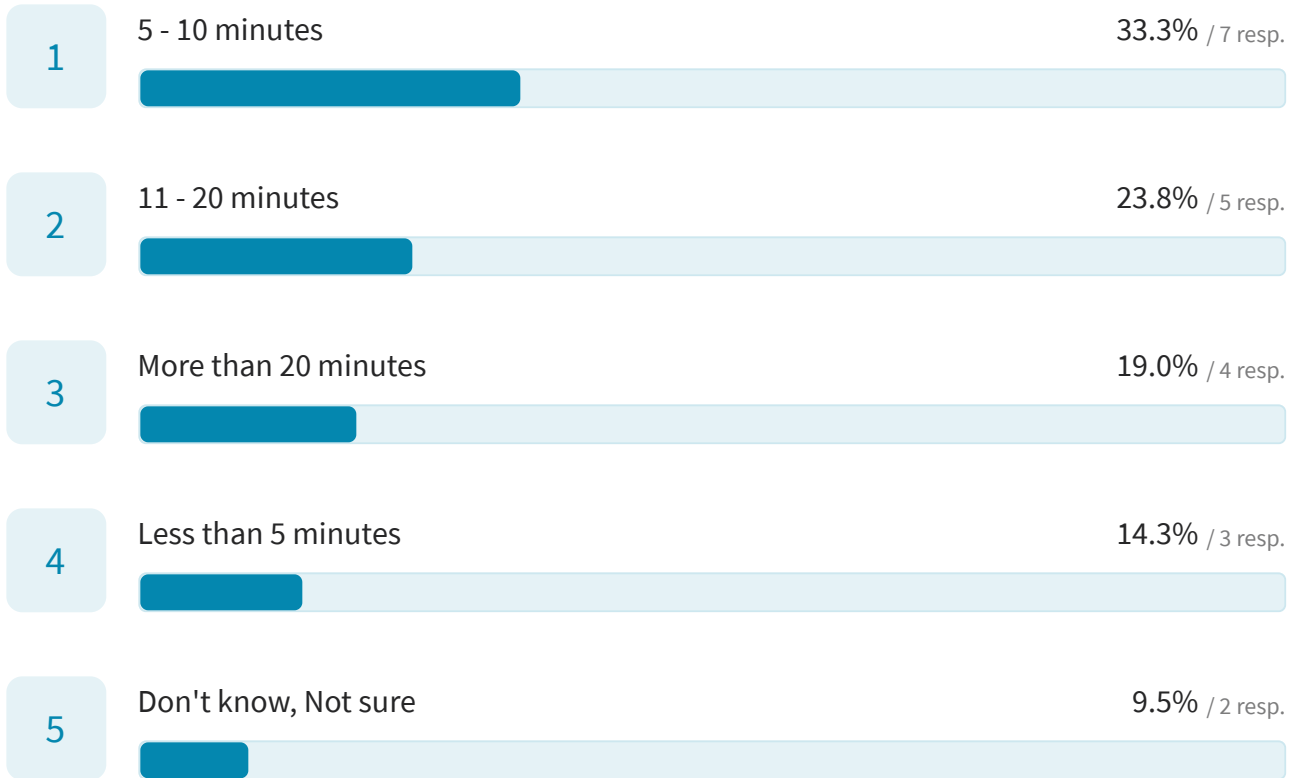
On most days, how do(es) the student(s) **travel home from school?** (Select one choice)

21 out of 198 answered



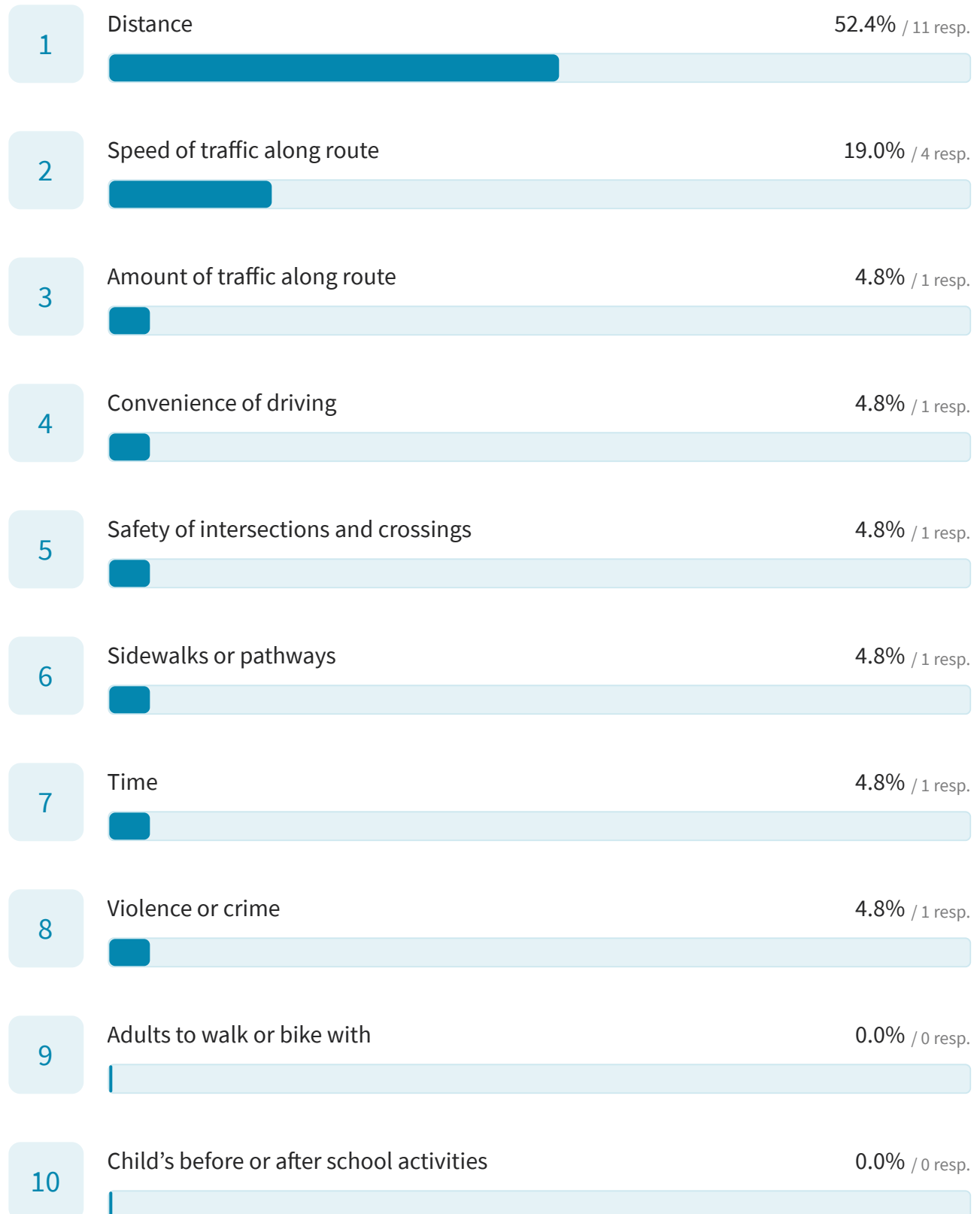
How long does it normally take the student(s) to **travel home from school?** (Select one choice)

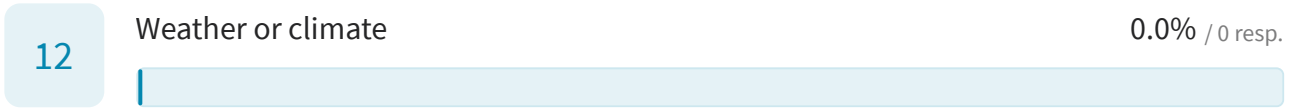
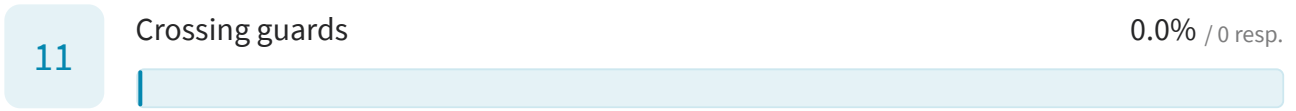
21 out of 198 answered



Which of the following issues affected your decision to allow, or not allow, your child to **walk** to/from school?

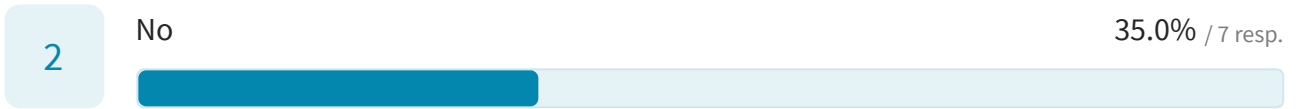
21 out of 198 answered





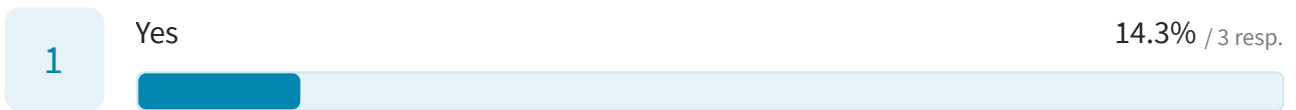
If these issues were addressed would you let your students **walk** to and from school?

20 out of 198 answered



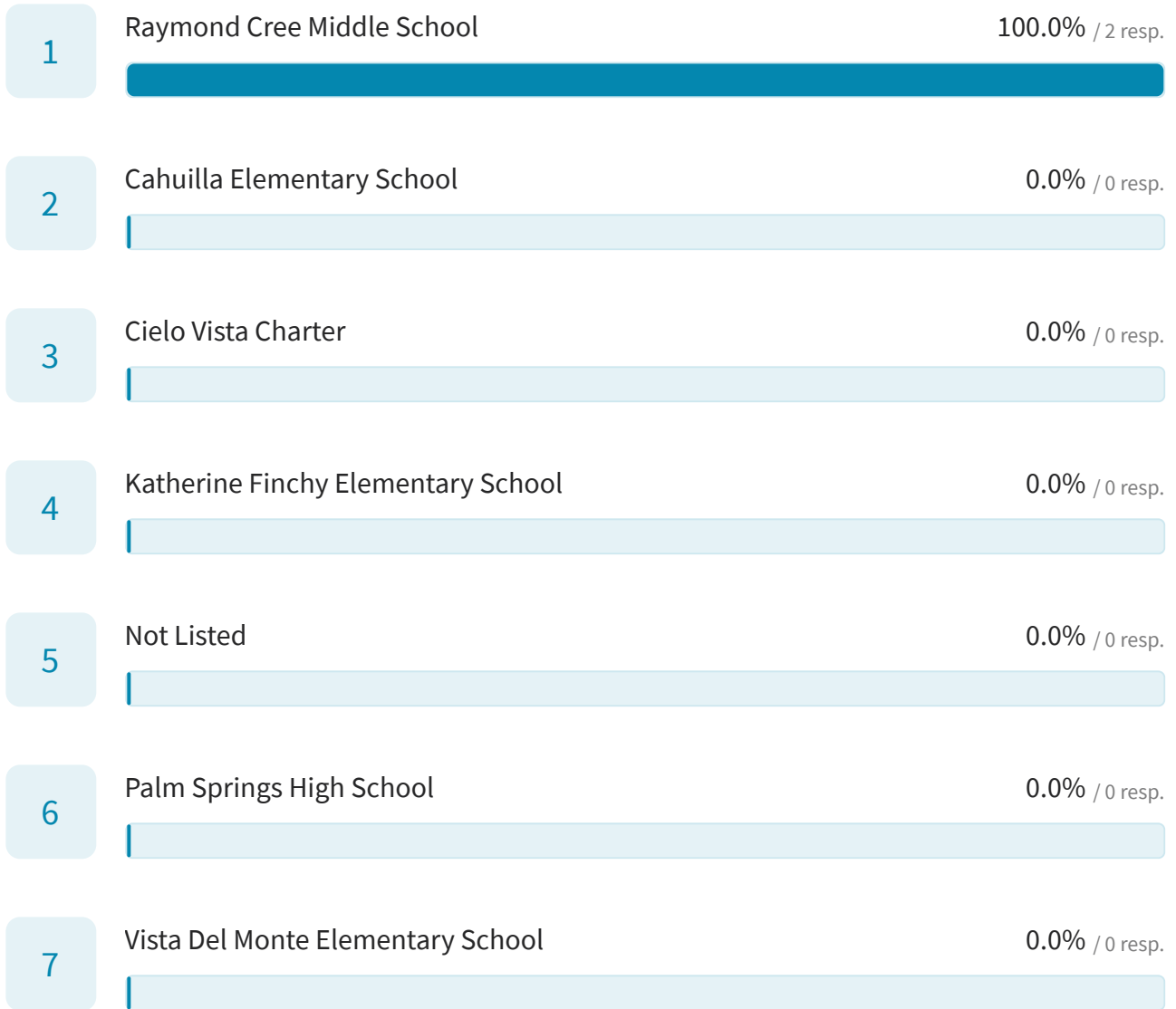
Would you like to provide feedback for another school?

21 out of 198 answered



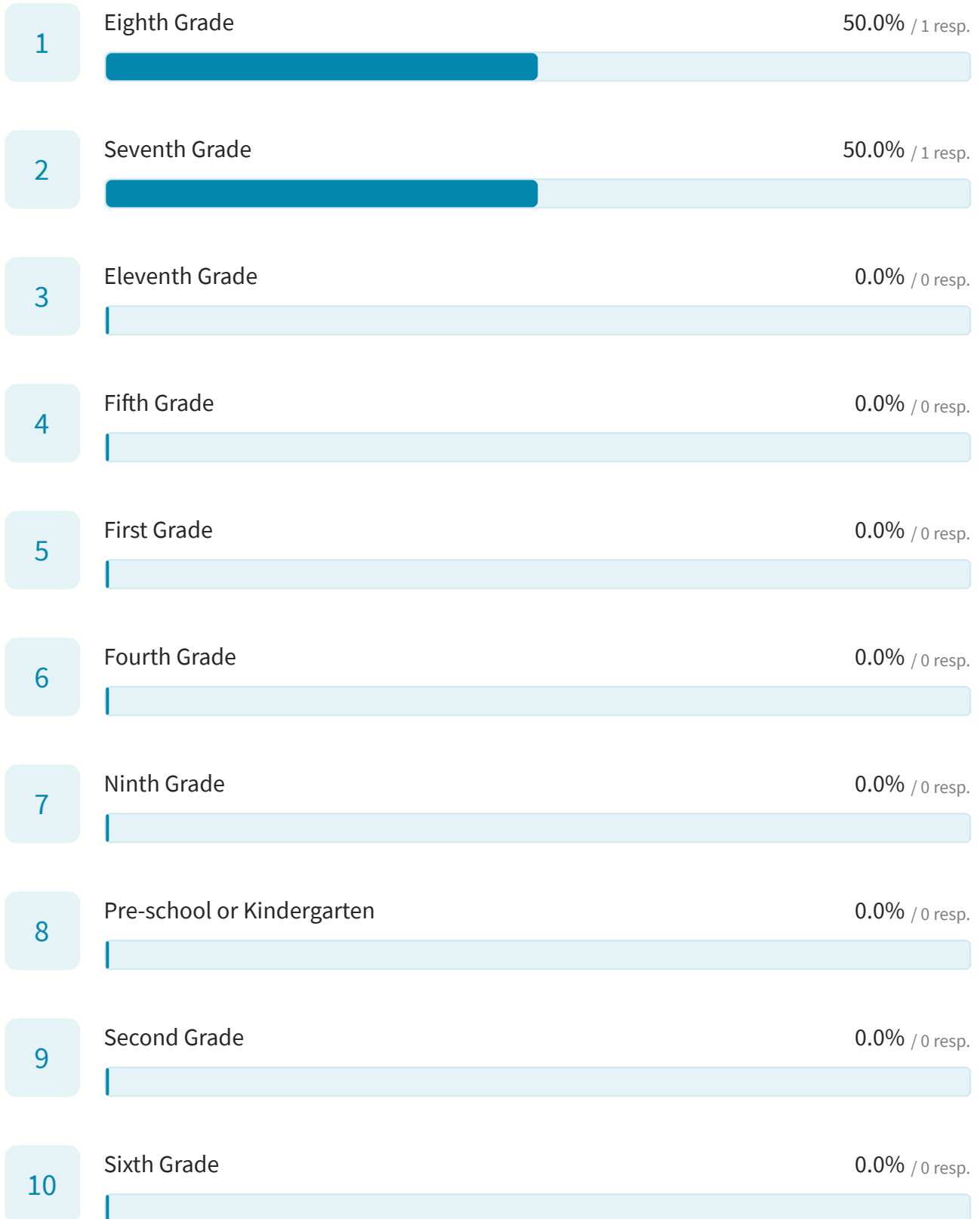
Please select the school your student(s) attend(s)?

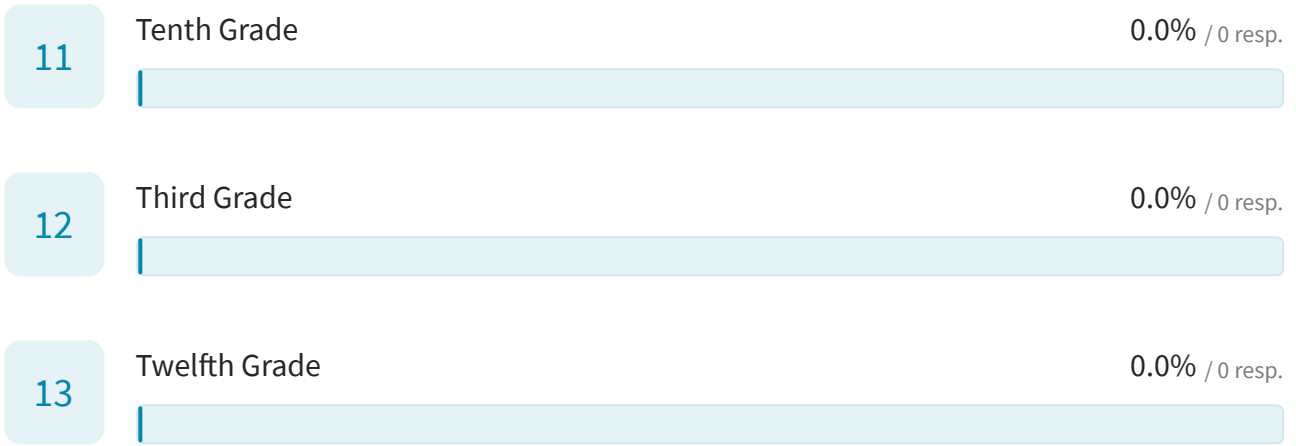
2 out of 198 answered



Please select the student(s) grade(s) attending this school.

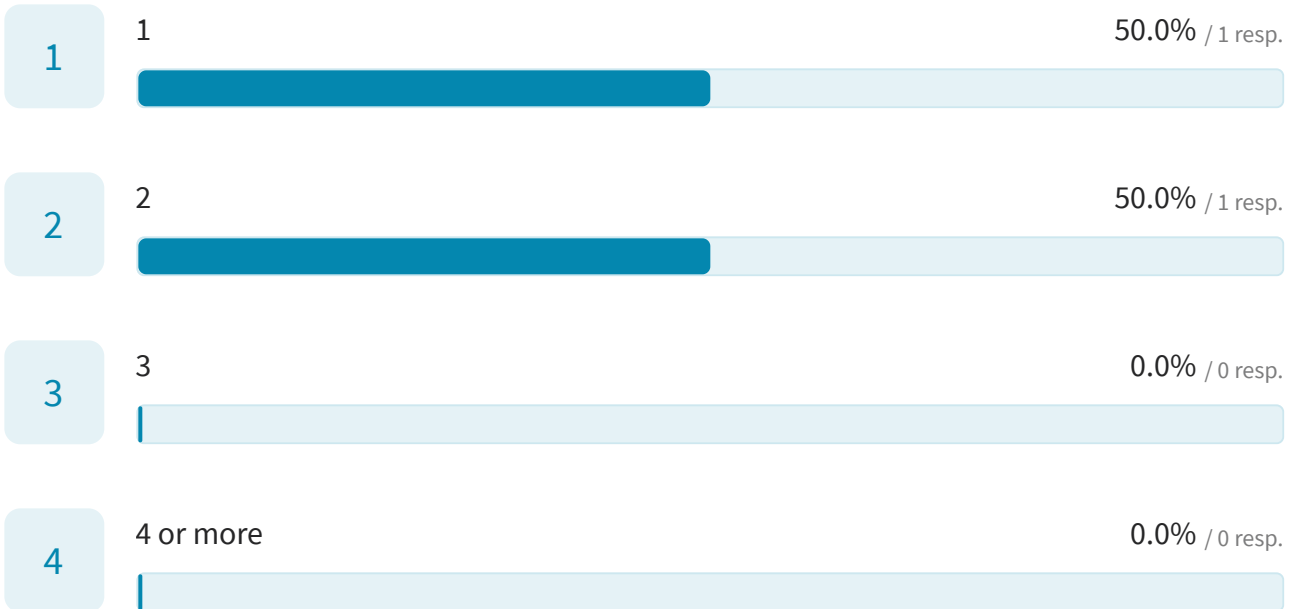
2 out of 198 answered





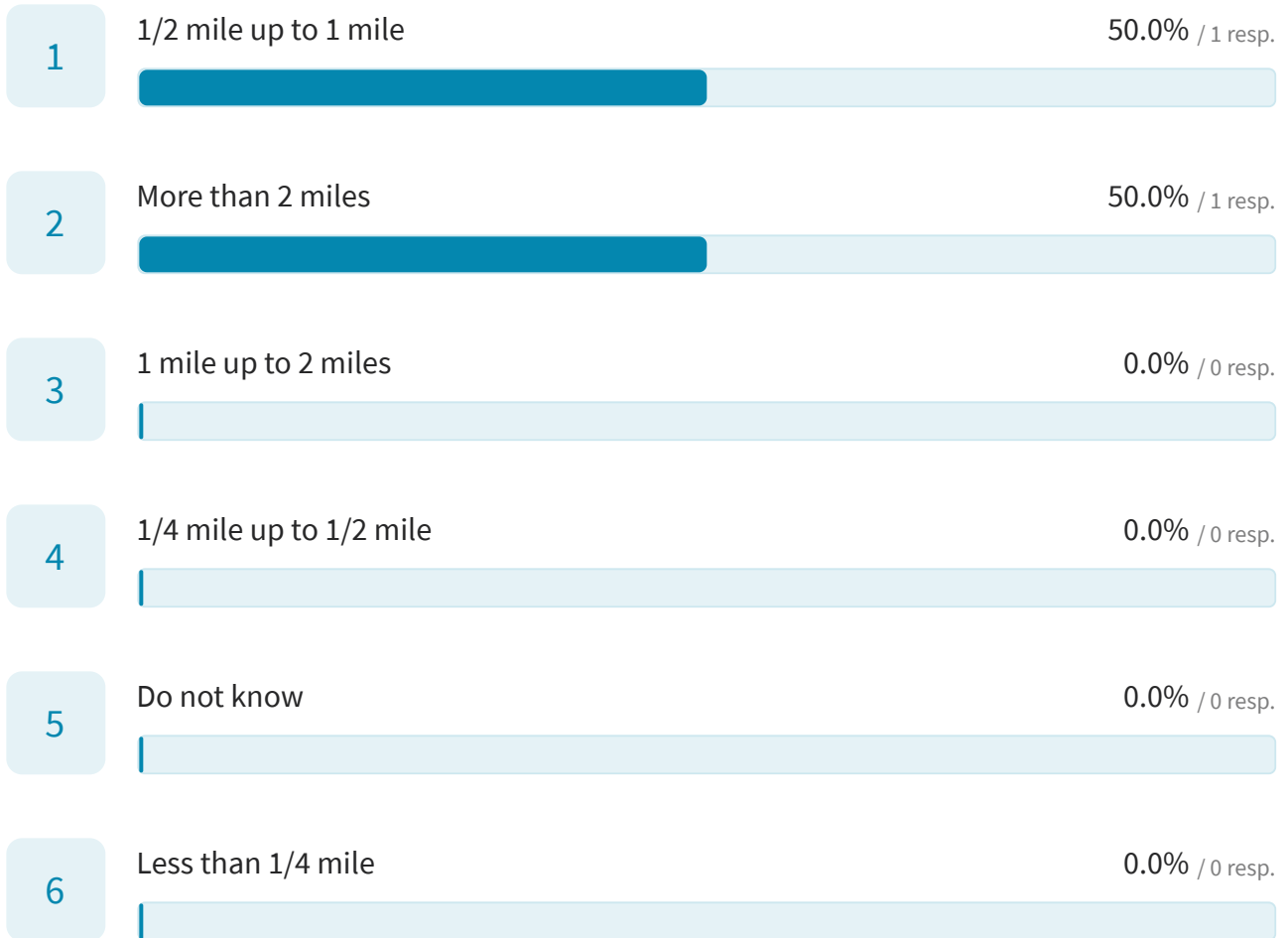
How many students in your household are currently enrolled at this school?

2 out of 198 answered



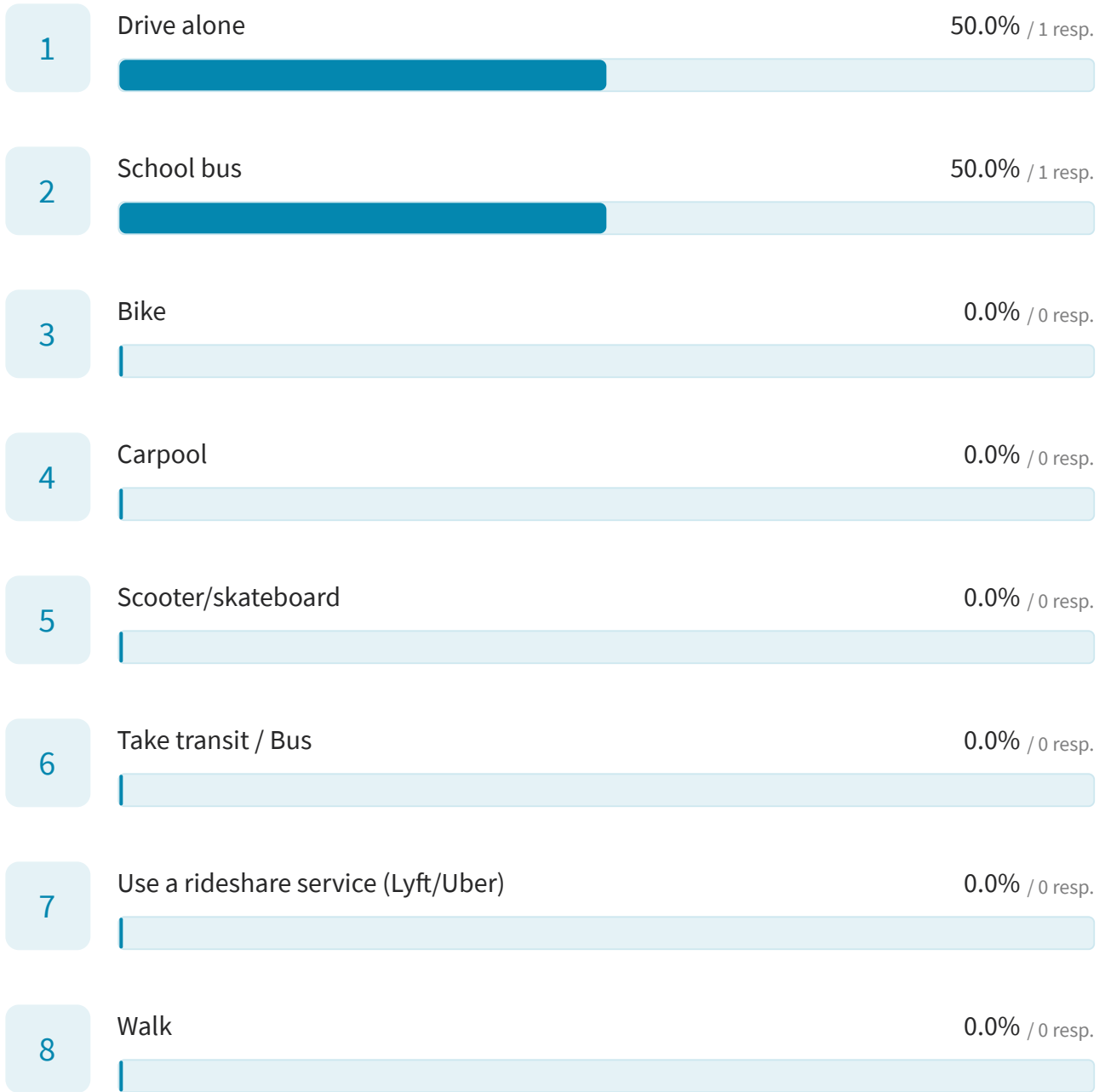
How far away is the school from their home?

2 out of 198 answered



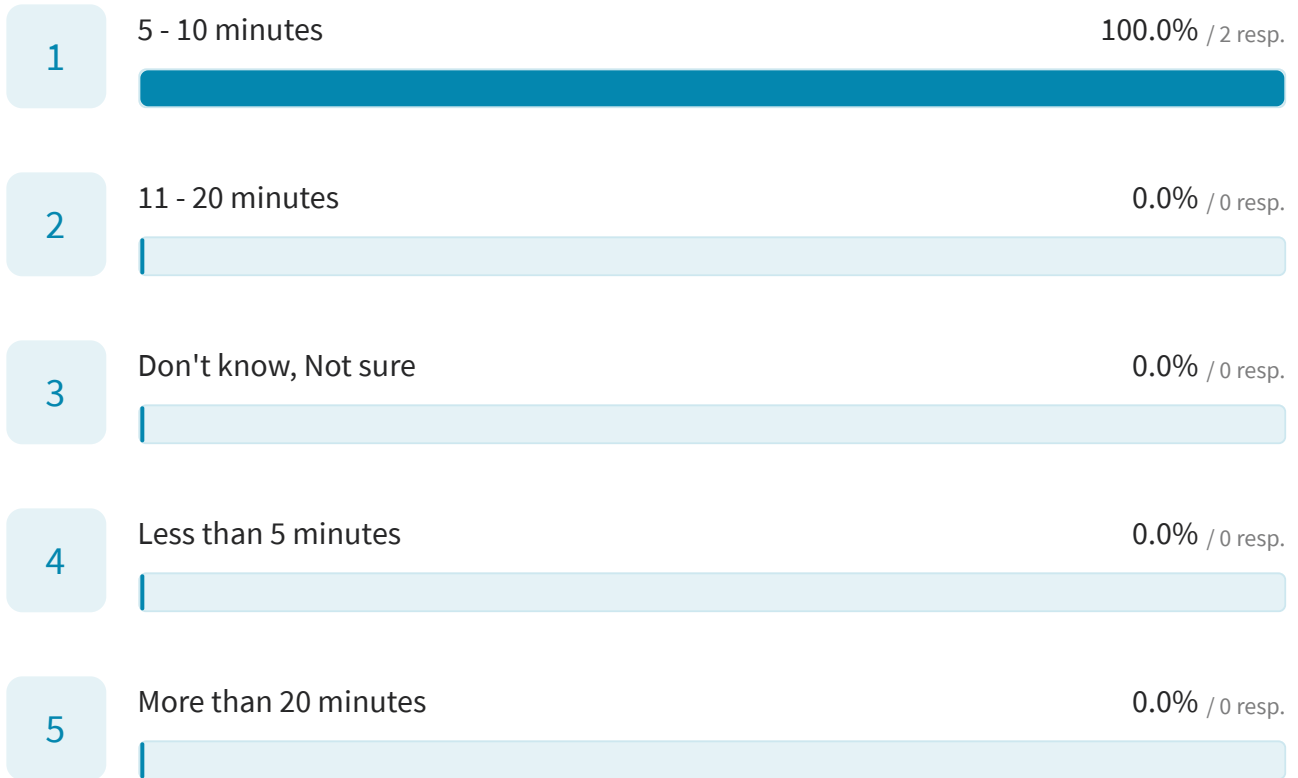
On most days, how do(es) the student(s) **get to school?** (Select one choice)

2 out of 198 answered



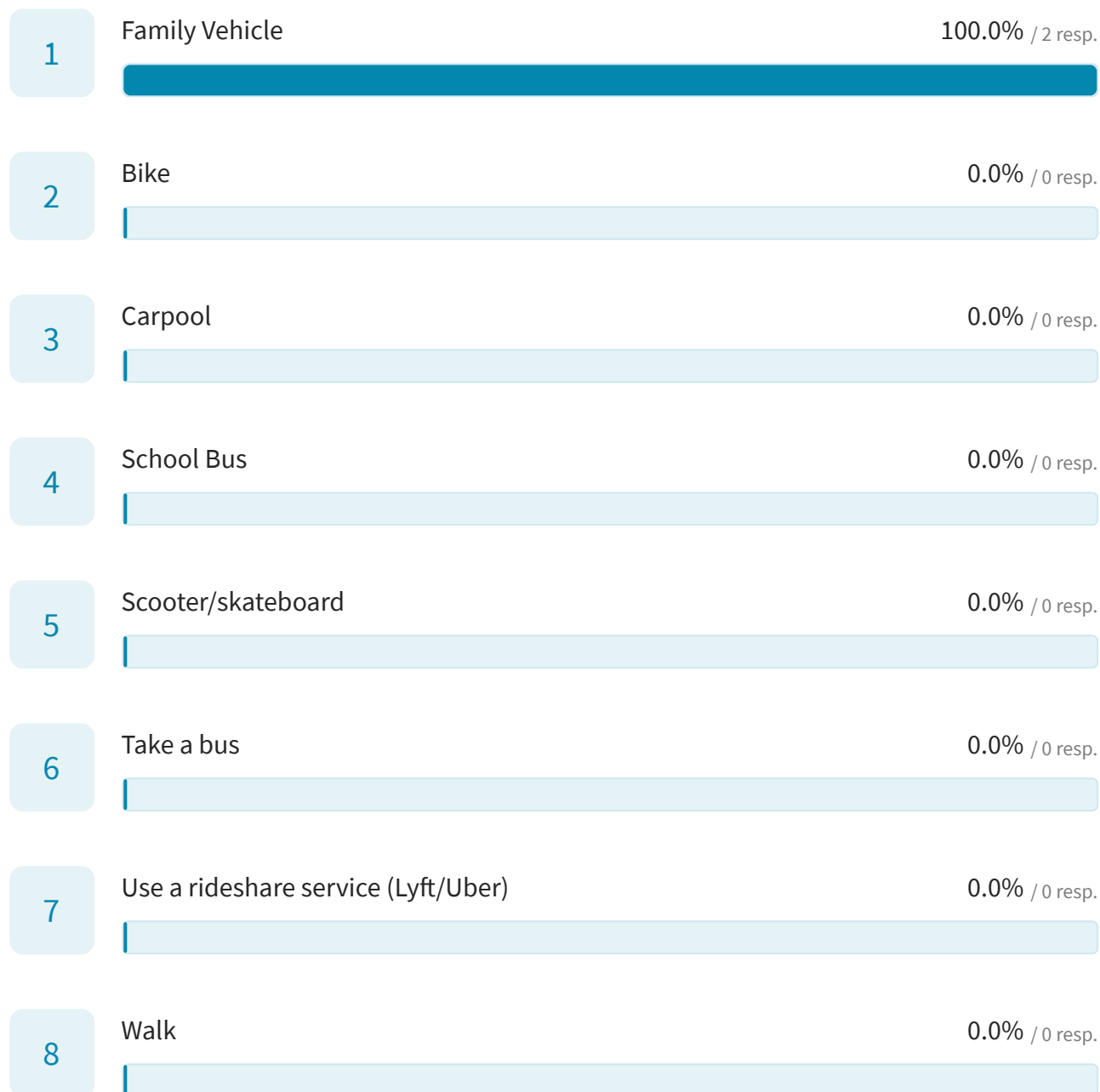
How long does it normally take the student(s) to **get to school**? (Select one choice)

2 out of 198 answered



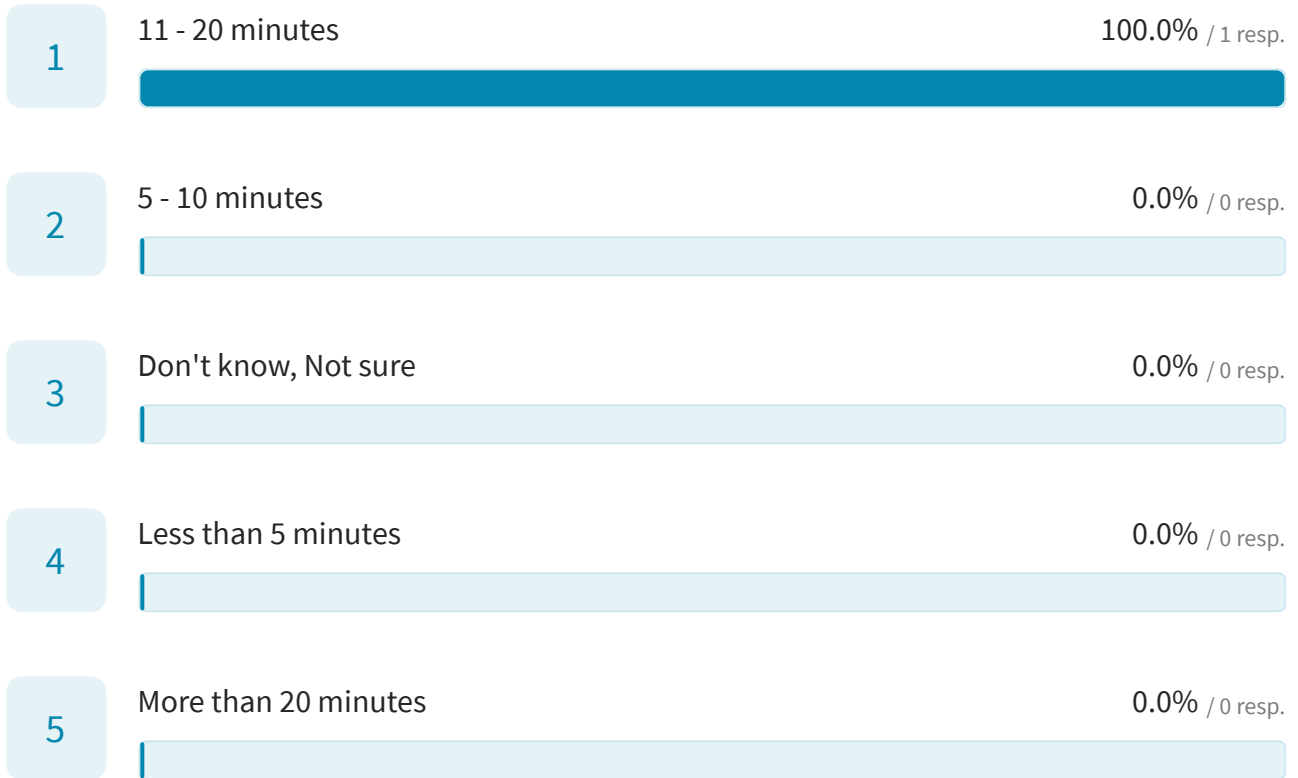
On most days, how do(es) the student(s) **travel home from school?** (Select one choice)

2 out of 198 answered



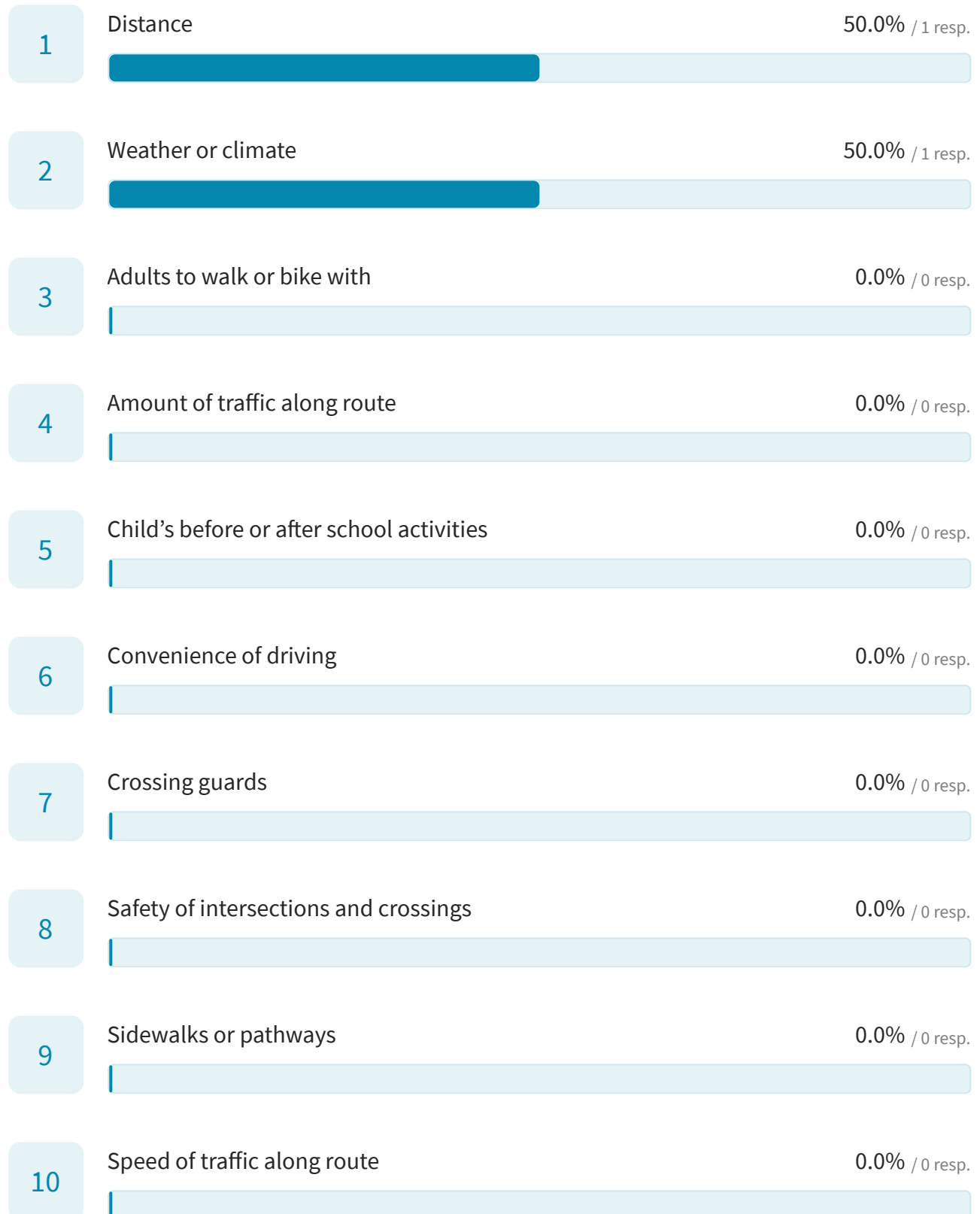
How long does it normally take your child to **travel home from school?** (Select one choice)

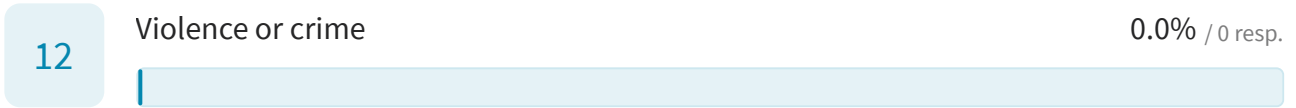
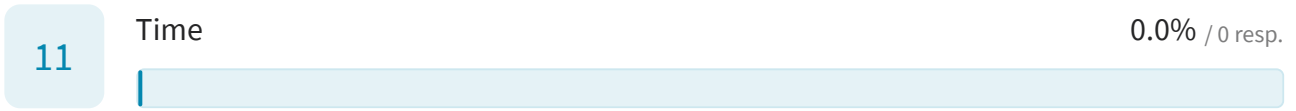
1 out of 198 answered



Which of the following issues affected your decision to allow, or not allow, your child to **walk** to/from school?

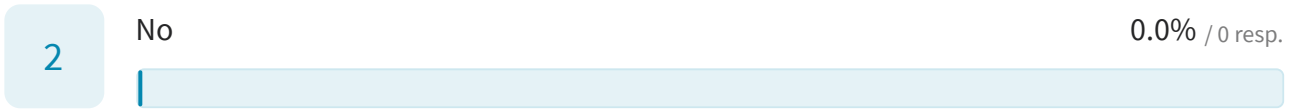
2 out of 198 answered





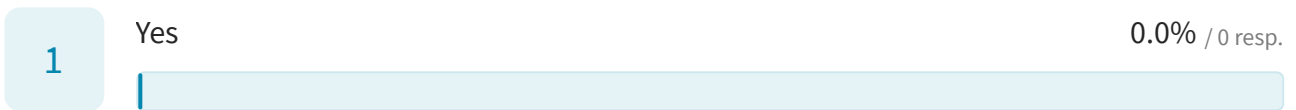
If these issues were addressed would you let your students **walk** to and from school?

2 out of 198 answered



Would you like to provide feedback for another school?

3 out of 198 answered



Please select the school your student(s) attend(s)?

out of 198 answered

Nobody answered this question yet

Please select the student(s) grade(s) attending this school.

0 out of 198 answered

Nobody answered this question yet

How many students in your household are currently enrolled at this school?

0 out of 198 answered

Nobody answered this question yet

How far away is the school from their home?

0 out of 198 answered

Nobody answered this question yet

On most days, how do(es) the student(s) **get to school?** (Select one choice)

0 out of 198 answered

Nobody answered this question yet

How long does it normally take the student(s) to **get to school?** (Select one choice)

0 out of 198 answered

Nobody answered this question yet

On most days, how do(es) the student(s) **travel home from school?** (Select one choice)

0 out of 198 answered

Nobody answered this question yet

How long does it normally take the student(s) to **travel home from school?** (Select one choice)

0 out of 198 answered

Nobody answered this question yet

Which of the following issues affected your decision to allow, or not allow, your child to **walk** to/from school?

0 out of 198 answered

Nobody answered this question yet

If these issues were addressed would you let your students **walk** to and from school?

out of 198 answered

Nobody answered this question yet

Would you like to provide feedback for another school?

out of 198 answered

Nobody answered this question yet

Please select the school your student(s) attend(s)?

out of 198 answered

Nobody answered this question yet

Please select the student(s) grade(s) attending this school.

0 out of 198 answered

Nobody answered this question yet

How many students in your household are currently enrolled at this school?

0 out of 198 answered

Nobody answered this question yet

How far away is the school from their home?

0 out of 198 answered

Nobody answered this question yet

On most days, how do(es) the student(s) **get to school?** (Select one choice)

0 out of 198 answered

Nobody answered this question yet

How long does it normally take the student(s) to **get to school?** (Select one choice)

0 out of 198 answered

Nobody answered this question yet

On most days, how do(es) the student(s) **travel home from school?** (Select one choice)

0 out of 198 answered

Nobody answered this question yet

How long does it normally take the student(s) to **travel home from school**? (Select one choice)

0 out of 198 answered

Nobody answered this question yet

Which of the following issues affected your decision to allow, or not allow, your child to **walk** to/from school?

0 out of 198 answered

Nobody answered this question yet

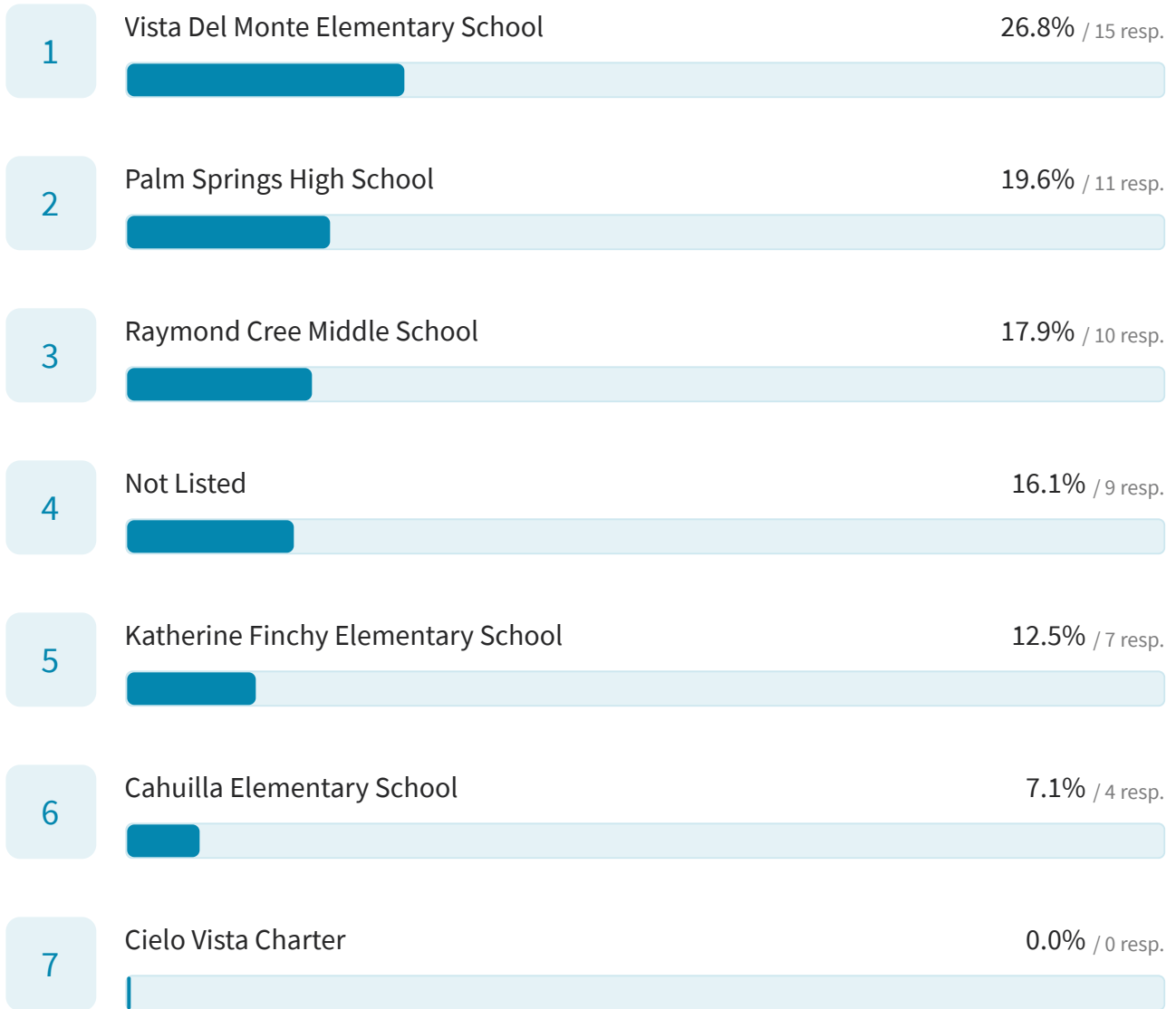
If these issues were addressed would you let your students **walk** to and from school?

0 out of 198 answered

Nobody answered this question yet

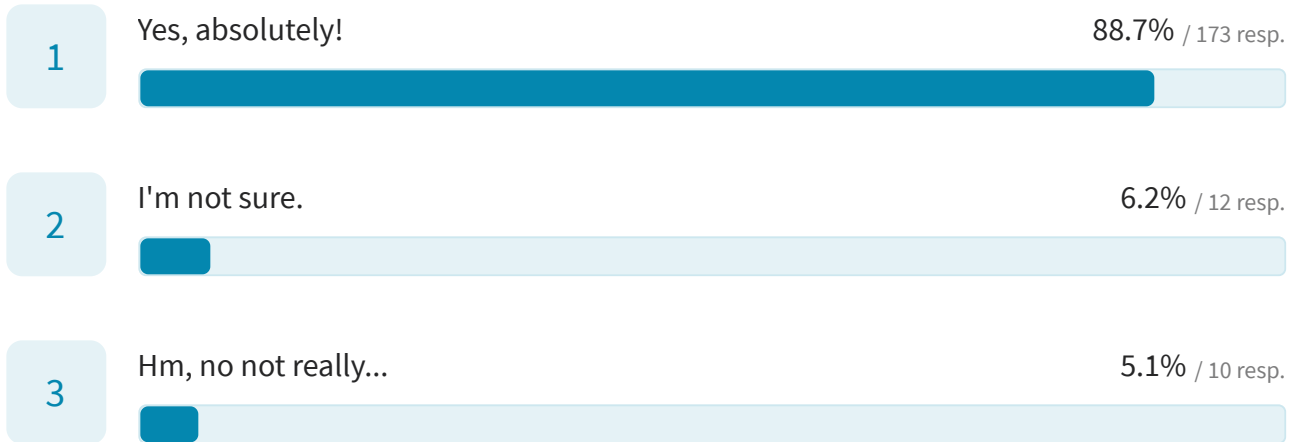
Please select the schools your would like to provide feedback for?

56 out of 198 answered



Do you feel that it's **important** for Palm Springs to prioritize pedestrian improvements throughout the City?

195 out of 198 answered



APPENDIX B

WALK AUDITS

Virtual Walk Audits

Virtual Walk Audits were conducted in each of the five voting districts as a part of the data collection and community engagement efforts. The Virtual Walk Audits were online events where Palm Springs community members helped envision ways to improve pedestrian safety and connectivity in the City of Palm Springs.

The Virtual Walk Audits were held in mid-March, 2021. Each event highlighted known hotspots in each voting district in the city, and it allowed participants to discuss additional areas of concern.

Each Virtual Walk Audit had four key components:

- Walking Safety Observation Activity – an activity where participants were asked to conduct their own walk before the event.
- Presentation to provide attendees with the project context.
- Virtual “Walk” using Google Earth to discuss areas of concerns at each district.
- Large group discussion in which participants provided input to prioritize areas of concern and discuss next steps.

District 1 Virtual Walk Audit

Walk Audit Date: Wednesday, March 31, 2021

Walk Audit Time: 5:30PM – 7:00PM

Attendance: 19 total attendees: 1 elected official, 11 community members, 4 city staff, and 3 project team members

District Description

- District 1 encompasses the northern and eastern portions of the city.
- Major roadways that provide access and connectivity through District 1 include San Rafael Drive, N. Indian Canyon Drive, Gene Autry Trail, and Ramon Road.
- Popular attractors in the district include Desert Highland Park, Demuth Park, Cielo Vista Charter School, and Palm Springs International Airport.

Participant Input

Participants provided valuable input on many areas of concerns in the District 1. The areas of concerns include:

- Desert Highland Park and Tram View Rd
- Rosa Parks Rd
- San Rafael Dr
- Palm Springs Visitor Center and N. Palm Canyon Dr
- Ramon Rd near Gene Autry Trail

For the areas of concerns, participants discussed difficulty with safely crossing intersections, gaps in the sidewalk network, and experiences with near misses at intersections. The specific issues are identified in the District 1 Walk Audit graphic that follows.

District 2 Virtual Walk Audit

Walk Audit Date: Wednesday, March 17, 2021

Walk Audit Time: 4:00 PM – 5:30PM

Attendance: 11 total attendees: 1 elected official, 3 community members, 3 city staff, and 4 project team members

District Description

- District 2 is roughly located between San Rafael Drive to the north, Gene Autry Trail to the east, Vista Chino and Palm Springs International Airport to the south, and Mt. San Jacinto to the west.
- Major attractors nearby (i.e. parks, transit stops, retail centers, etc.) – Vista Del Monte Elementary School, Victoria Park, Raymond Cree Middle School, and commercial activities along the vicinity of Vista Chino and N Palm Canyon Drive.

Participant Input

Participants provided comments for six areas of concerns in District 2. These include:

- N. Indian Canyon Dr
- Racquet Club Rd
- Vista Chino
- Vista Del Monte Elementary School and Victoria Park
- Raymond Cree Middle School
- Avenida Caballeros

Participants discussed concerns with lack of street lighting, safely crossing intersections, near misses, and speed. In particular, participants expressed the importance of exploring bold, innovative treatments such as roadway geometric design reconfiguration to address the concerns. The specific issues are identified in the District 2 Walk Audit graphic that follows.

District 3 Virtual Walk Audit

Walk Audit Date: Monday, March 29, 2021

Walk Audit Time: 5:00PM – 6:30PM

Attendance: 14 total attendees: 1 elected official, 5 community members, 4 city staff, and 4 project team members

District Description

- District 3 is roughly located between Vista Chino to the north, Palm Springs International Airport to the east, Ramon Road to the south, and Mt. San Jacinto to the west.
- Major roadways that provide access through the district include S. Palm Canyon Drive, Indian Canyon Drive, Sunrise Way, Vista Chino, Alejo Road, and Ramon Road
- Major attractors include Downtown Palm Springs, the commercial activities along S. Palm Canyon Drive, Indian Canyon Drive, Raymond Cree Middle School, Katherine Finchy Elementary School, Ruth Hardy Park, Sunrise Park, Palm Springs High School, and Desert Learning Academy.

Participant Input

Walk Audit participants offered comments for many areas of concerns in District 3. These include:

- N. Indian Canyon Dr
- Indian Canyon Dr
- Vista Chino
- Raymond Cree Middle School

*Palm Springs Pedestrian and Safe Routes to School Plan
Virtual Walk Audit Summary*

- Katherine Finchy Elementary School
- Avenida Caballeros
- Sunrise Way
- Downtown Palm Springs
- Ramon Rd
- Tahquitz Canyon Way

Participants identified midblock crossings to bus stops and local destinations. They expressed the need for more pedestrian crossing along major streets and identified school drop-off/pick-up issues. High speeds on major streets were also noted. The specific issues are identified in the District 3 Walk Audit graphic that follows.

District 4 Virtual Walk Audit

Walk Audit Date: Wednesday, March 24, 2021

Walk Audit Time: 5:30PM – 7:00PM

Attendance: 15 total attendees: 1 elected official, 6 community members, 4 city staff, and 4 project team members

District Description

- District 4 is located in the southeast portion of the city.
- Major roadways that provide access through the district include Ramon Road, E. Palm Canyon Drive, Sunrise Way, and Gene Autry Trail.
- Major attractors in the district include Sunrise Park, Palm Springs High School, Desert Learning Academy, commercial activities along E. Palm Canyon Drive, and recreational trails.

Participant Input

Participants provided comments for three areas of concerns in District 4. These include:

- Sunrise Way
- Ramon Rd, Palm Springs High School, and nearby civic institutions
- E. Palm Canyon Dr

Participants identified sidewalk gaps, use of mid-block crossing to access destinations and transit stops, and safety concerns with intersections. The specific issues are identified in the District 4 Walk Audit graphic that follows.

District 5 Virtual Walk Audit

Walk Audit Date: Tuesday, March 30, 2021

Walk Audit Time: 4:00PM – 5:30PM

Attendance: 26 total attendees: 1 elected official, 17 community members, 4 city staff, and 4 project team members

District Description

- District 5 encompasses portions of the city south of Alejo Road and terminates at the southern city boundary. Mt. San Jacinto lies to the west, while portions of Districts 3 and 4 form the eastern boundary.
- Large roadways that provide connectivity to the district include S. Palm Canyon Drive, East Palm Canyon Drive, Mesquite Ave, and Sunrise Way.
- Major attractors in the district include Downtown Palm Springs, commercial areas in S. Palm Canyon Drive, Cahuilla Elementary School, and countless recreational trails.

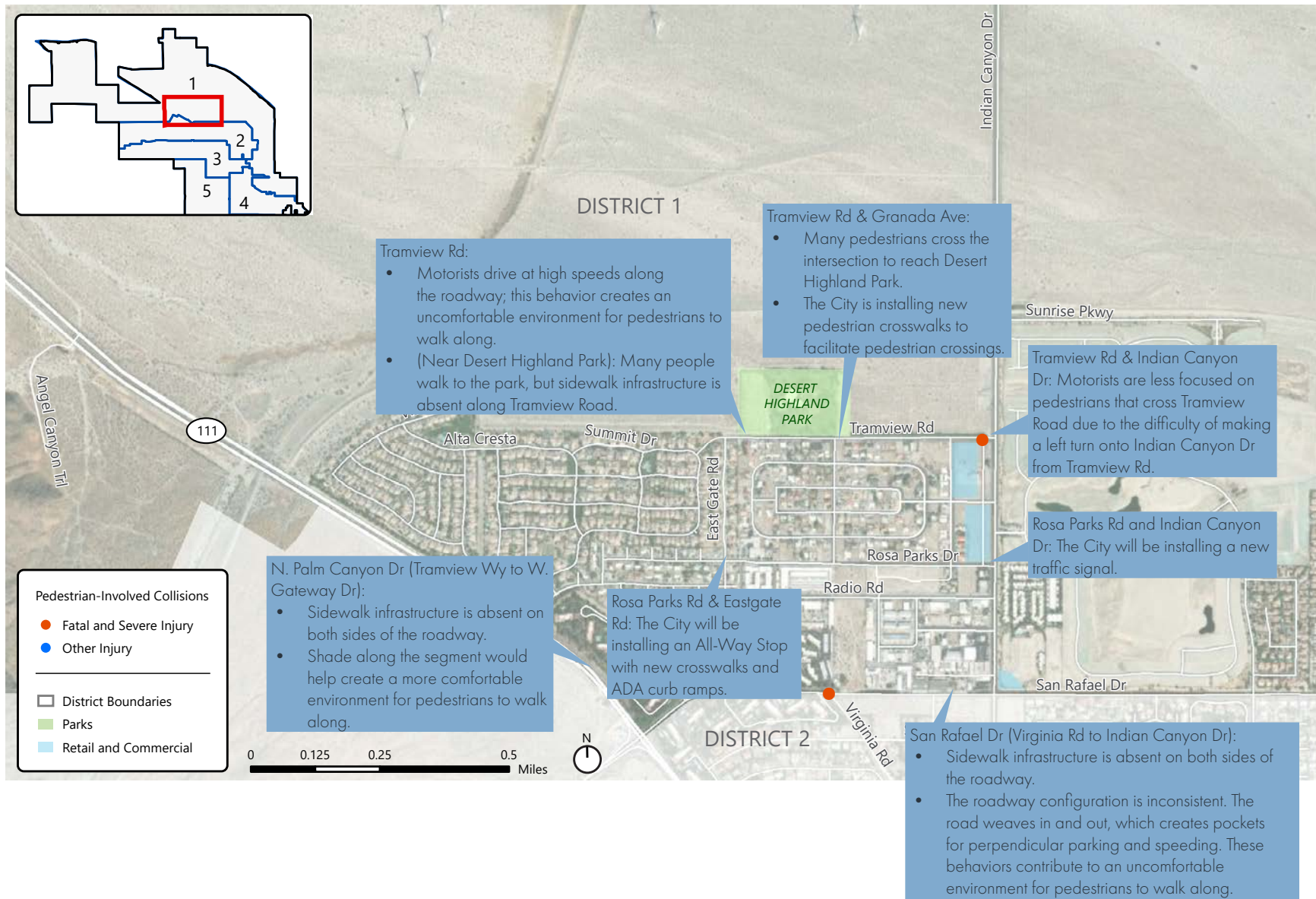
Participants shared their concerns for many different areas of concerns. The areas of concerns discussed include:

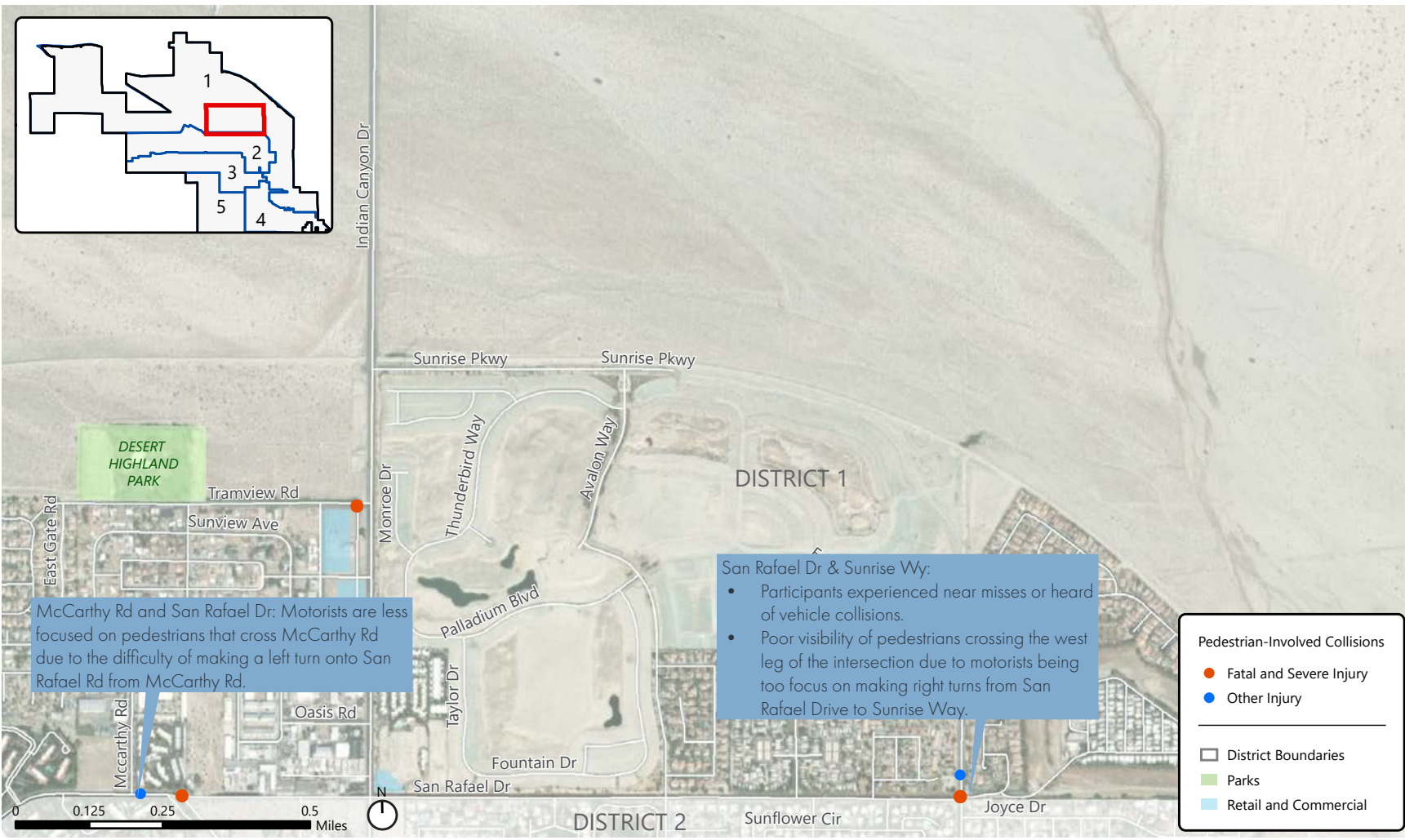
- S. Palm Canyon Dr
- Ramon Rd
- E. Palm Canyon Dr
- Cahuilla Elementary School
- Sunrise Way
- El Camino Real
- Calle Palo Fierro
- Avenida Granda
- Murray Canyon
- Bogert Trail
- Andreas Hill Dr

Walk Audit participants discussed numerous concerns as they relate to mid-block crossings to reach transit stops and local destinations, speed, lack of street lighting, changes in lane geometry, and traffic signals. The specific issues are identified in the District 5 Walk Audit graphic that follows.

District 1 - Participant Comments and Observations

The following is a summary of the comments that participants discussed at the Virtual Walk Audit.





McCarthy Rd and San Rafael Dr: Motorists are less focused on pedestrians that cross McCarthy Rd due to the difficulty of making a left turn onto San Rafael Rd from McCarthy Rd.

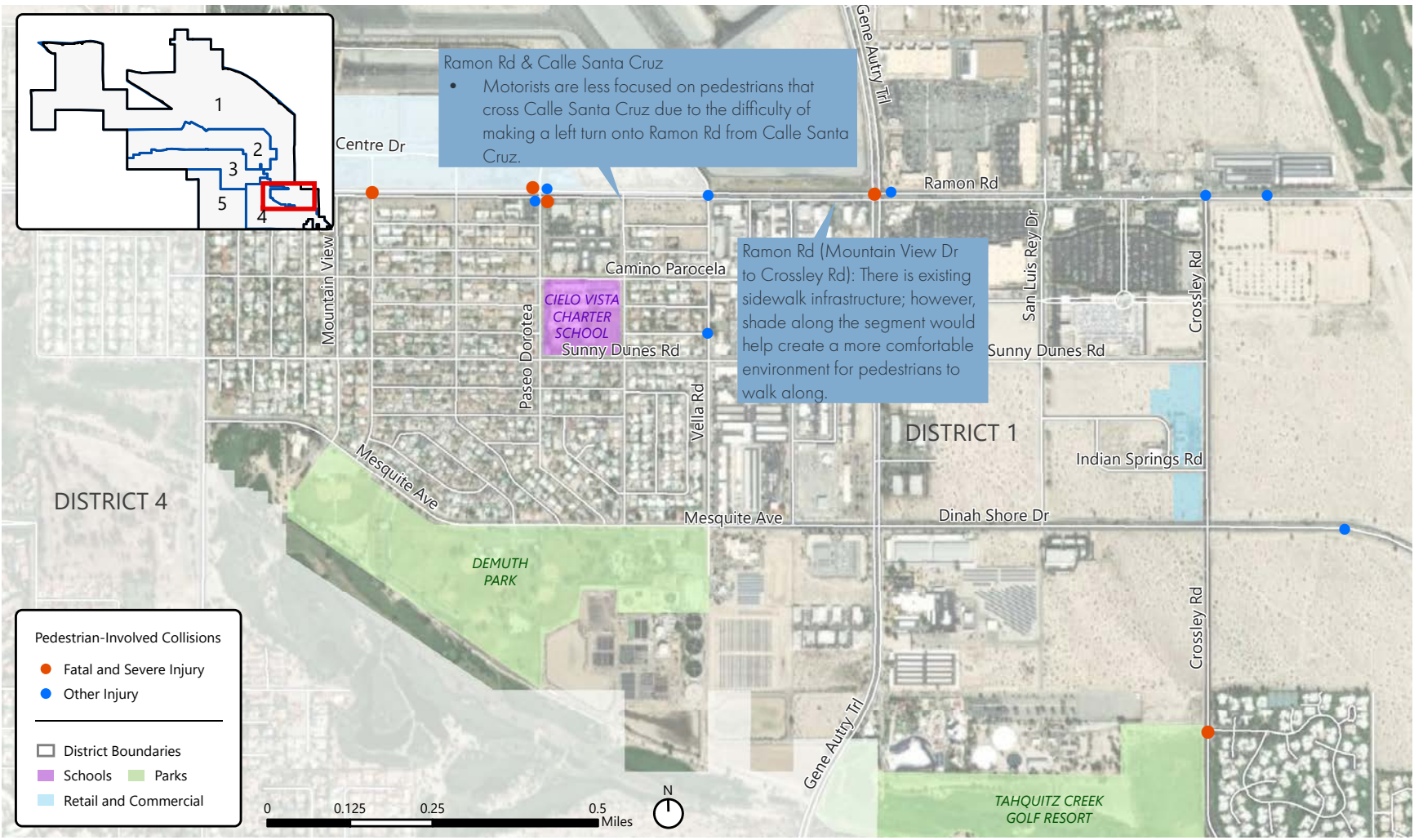
San Rafael Dr & Sunrise Wy:

- Participants experienced near misses or heard of vehicle collisions.
- Poor visibility of pedestrians crossing the west leg of the intersection due to motorists being too focus on making right turns from San Rafael Drive to Sunrise Way.

Pedestrian-Involved Collisions

- Fatal and Severe Injury
- Other Injury

- District Boundaries
- Parks
- Retail and Commercial



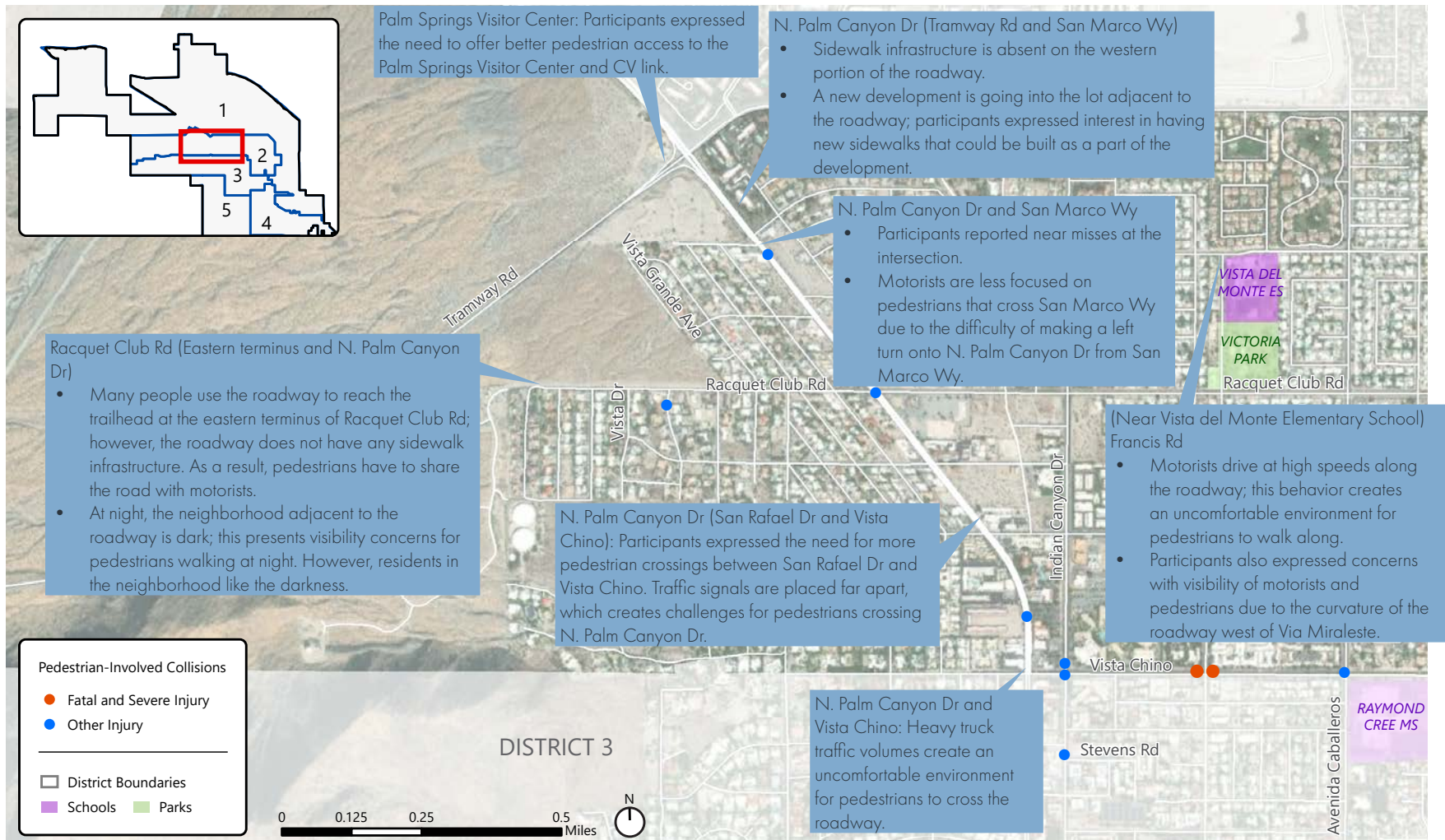
Ramon Rd & Calle Santa Cruz

- Motorists are less focused on pedestrians that cross Calle Santa Cruz due to the difficulty of making a left turn onto Ramon Rd from Calle Santa Cruz.

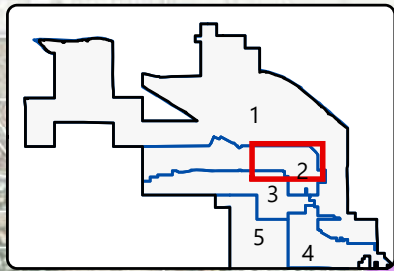
Ramon Rd (Mountain View Dr to Crossley Rd): There is existing sidewalk infrastructure; however, shade along the segment would help create a more comfortable environment for pedestrians to walk along.

District 2 - Participant Comments and Observations

The following is a summary of the comments that participants discussed at the Virtual Walk Audit.



DISTRICT 1



(Near Vista del Monte Elementary School) Via Miraleste:

- The roadway has high traffic volumes during school drop-off and pick-up.
- Outside of the drop-off and pick-up hours, the roadway is relatively quiet.

(Near Victoria Park) Racquet Club Rd:

- Participants noted that the existing Pedestrian Hybrid Beacons and traffic calming features are not enough to create a safe and comfortable environment for pedestrians to walk along.
- They expressed interest in having more bold recommendations for the roadway; examples include installing a center median and creating pedestrian refuge islands.

Racquet Club Rd (N. Palm Canyon Dr to Sunrise Wy):

- Motorists drive at high speeds along the roadway; this behavior creates an uncomfortable environment for pedestrians to walk along.
- Participants observed high levels of truck volumes along the road. There is no signage that states the roadway is not a truck route.

Racquet Club Rd and Via Miraleste:

- Many families use the crosswalks to reach Victoria Park; however, existing crosswalks are not adequate to facilitate safe crossings.
- In the past, there was a crossing guard that assisted families to cross the intersection during school hours.

Vista Chino (Indian Canyon Dr to Sunrise Wy): Participants showed support for a road diet.

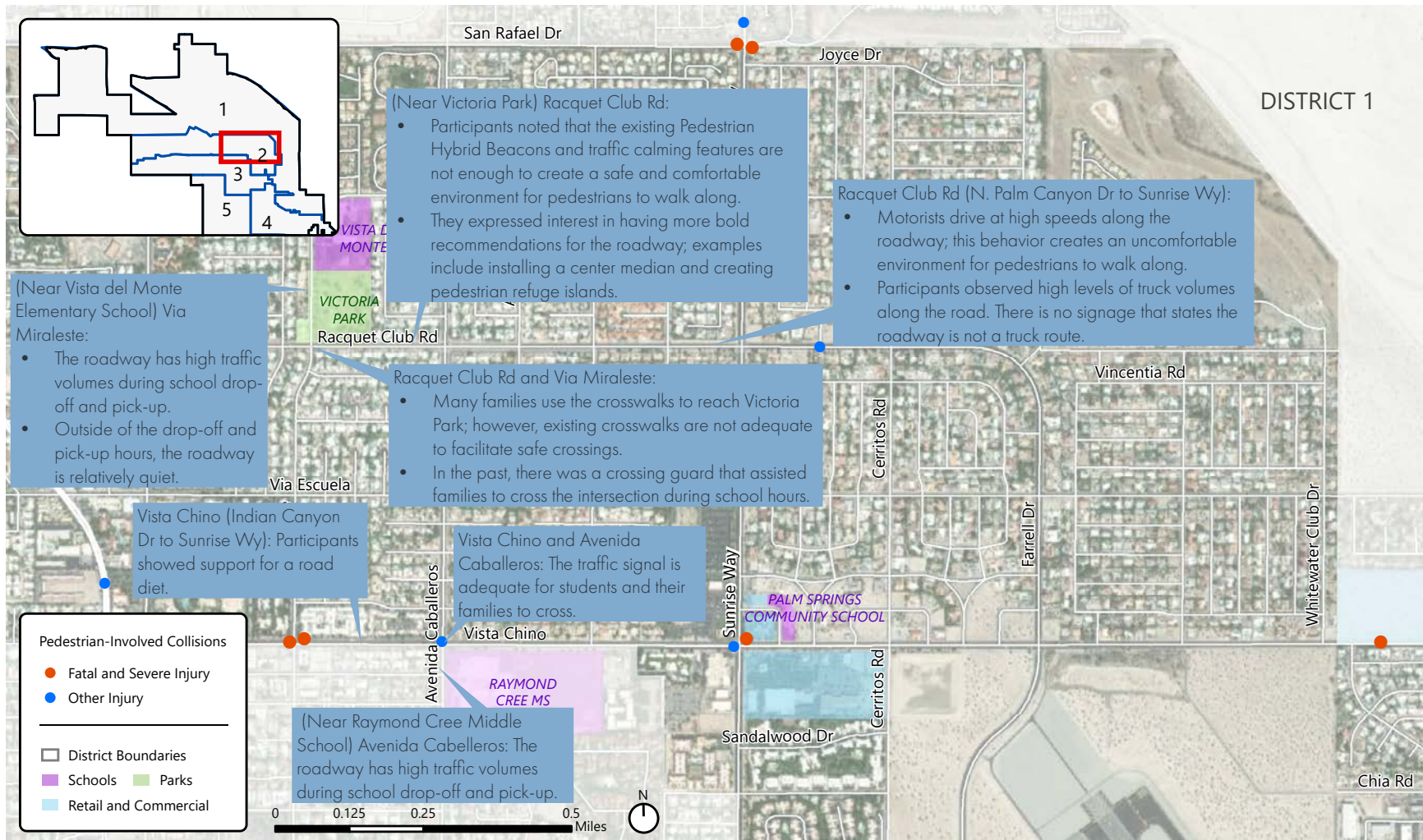
Vista Chino and Avenida Caballeros: The traffic signal is adequate for students and their families to cross.

(Near Raymond Cree Middle School) Avenida Caballeros: The roadway has high traffic volumes during school drop-off and pick-up.

Pedestrian-Involved Collisions

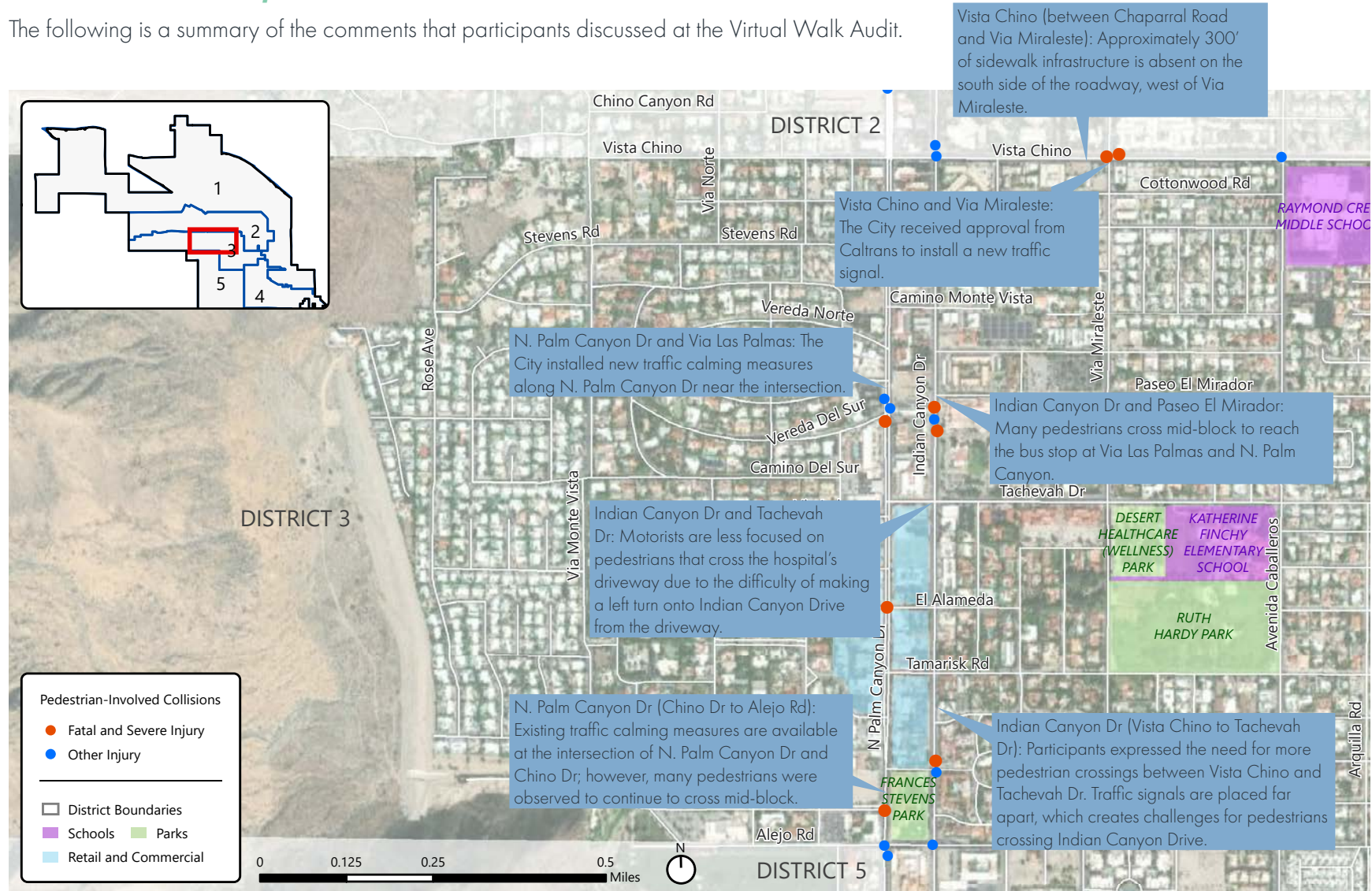
- Fatal and Severe Injury
- Other Injury

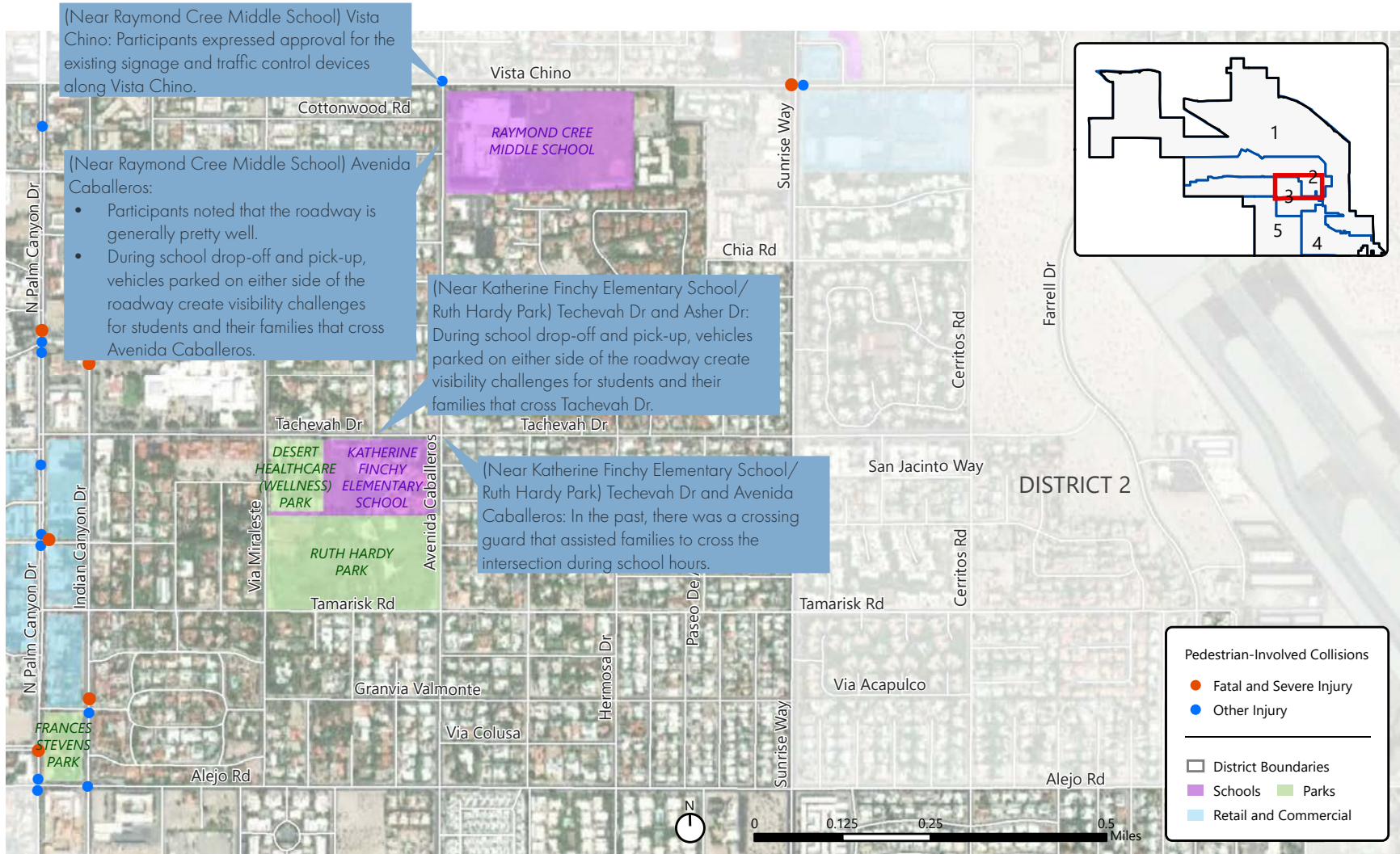
- District Boundaries
- Schools ■ Parks
- Retail and Commercial



District 3 - Participant Comments and Observations

The following is a summary of the comments that participants discussed at the Virtual Walk Audit.

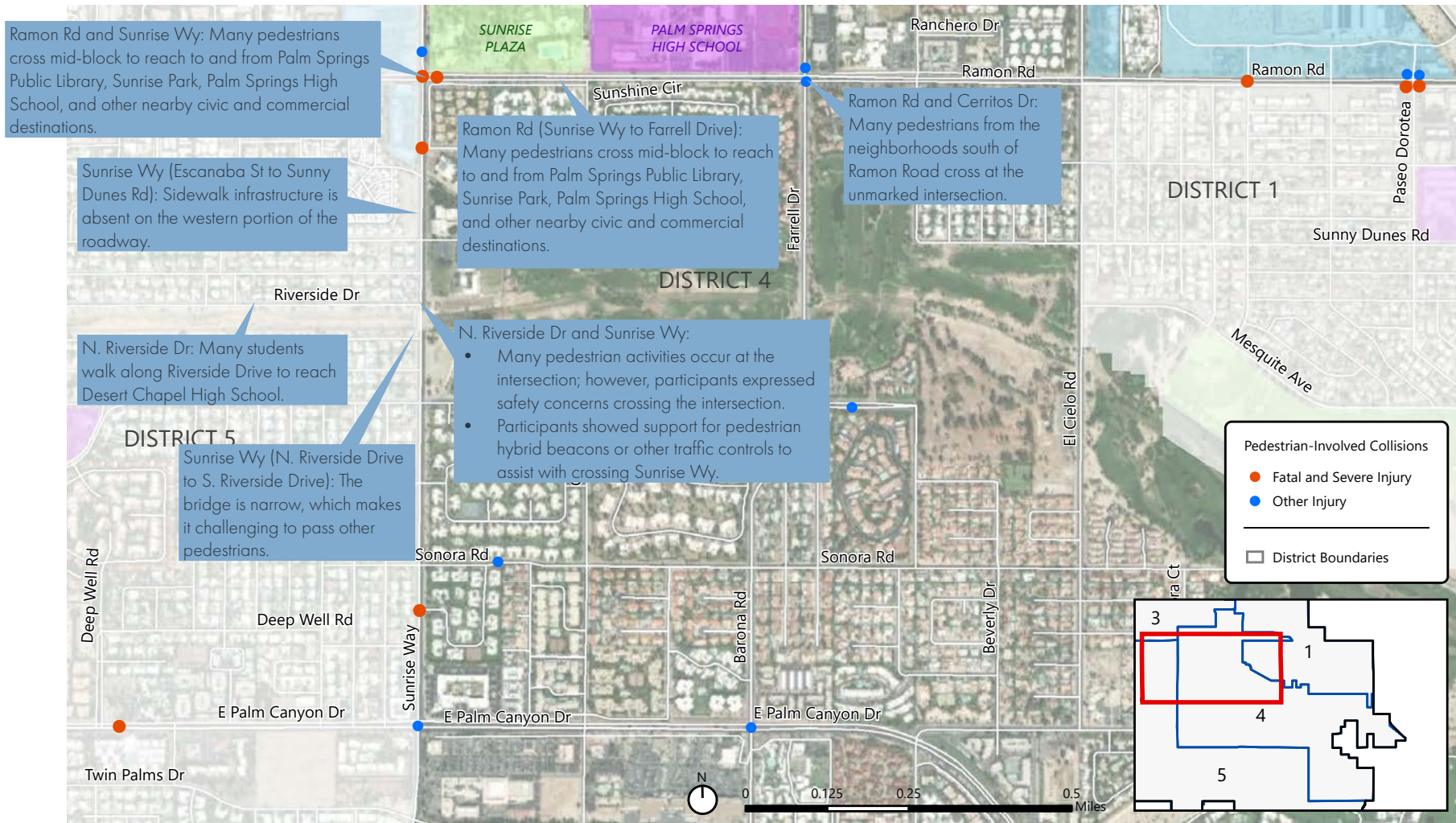






District 4 - Participant Comments and Observations

The following is a summary of the comments that participants discussed at the Virtual Walk Audit.







E. Palm Canyon Dr and Cherokee Wy

- Many pedestrians cross E. Palm Canyon Dr from the north to reach destinations on the southwest and southeast corners.
- There are no crosswalks on the west and south legs of the intersection.
- Participants noted near-misses and collisions.

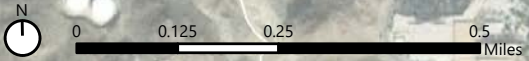
E. Palm Canyon Dr and Gene Autry Trail/ Matthew Dr

- Pedestrians cross E. Palm Canyon Dr from the north to reach destinations on the southeast corner.
- Motorists traveling eastbound and making a right turn from E. Palm Canyon Dr onto Matthew Dr have difficulty seeing pedestrians crossing Matthew Dr.
- A big tree on Matthew Dr south of the intersection creates an obstruction for pedestrians. It also blocks the view of pedestrians traveling southward, so pedestrians are unaware that the sidewalk ends abruptly.
- The sidewalk on the southeast corner ends after the bus stop which creates gaps in the pedestrian infrastructure.

Pedestrian-Involved Collisions

- Fatal and Severe Injury
- Other Injury

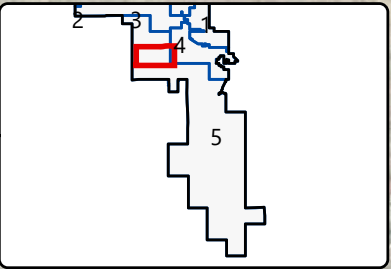
- District Boundaries
- Parks
- Retail and Commercial



District 5 - Participant Comments and Observations

The following is a summary of the comments that participants discussed at the Virtual Walk Audit.





La Verne Wy and S. Palm Canyon Dr: The City is planning to install new crosswalks at the intersection.

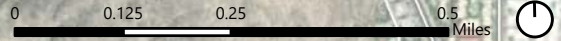
Calle Palo Fierro: Motorists drive at high speeds along the roadway; this behavior creates an uncomfortable environment for pedestrians to walk along.

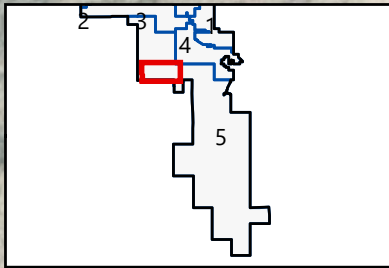
- El Camino Real:
- Motorists drive at high speeds along the roadway; this behavior creates an uncomfortable environment for pedestrians to walk along.
 - Motorists need to be more cautious of the dog walkers and other pedestrians that walk on the side of the street.
 - The roadway currently does not have sidewalks; however, participants expressed disapproval for sidewalks to be installed.
 - According to the participants, sidewalks would change the character of the neighborhood and residents have built their landscapes out to the roadway. In the past, the City tried to put sidewalks, but that effort was met with resistance.
 - Instead, participants would like more traffic calming measures to slow down traffic.

Pedestrian-Involved Collisions

- Fatal and Severe Injury
- Other Injury

- District Boundaries





Avenida Granada and S. Palm Canyon Dr: South of the intersection on S. Palm Canyon Dr, the lane geometry abruptly changed from 4 travel lanes to 2 lanes.

El Camino Real and Avenida Granada: Motorists don't respect the new stop sign at the intersection.

S. Palm Canyon Dr (E. Ramon Rd to Southern City Boundary)

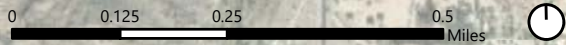
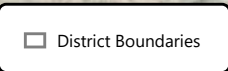
- Motorists drive at high speeds along the roadway; this behavior creates an uncomfortable environment for pedestrians to walk along.
- Participants expressed the need for more pedestrian crossings between E. Ramon Rd to Southern City Boundary. Traffic signals are placed far apart, which creates challenges for pedestrians that cross S. Palm Canyon Dr. Consequently, many pedestrians cross mid-block.
- Motorists are less focused on pedestrians that cross the intersections due to the difficulty of making left turns.
- Sidewalk infrastructure is absent on many portions of the roadway, e.g between Cantina Wy and Avenida Granada

Murray Canyon Dr and S. Palm Canyon Dr: The City is planning to install new crosswalks at the intersection.

Bogert Trail: Participants expressed interest in having traffic calming measures on the roadway.

Andreas Hill Dr:

- The roadway has high volumes of pedestrians who use it to access the trails.
- Due to the change in elevation, many motorists drive at high speeds along the roadway; this behavior creates an uncomfortable environment for pedestrians to walk along.



DISTRICT 4

DISTRICT 5



APPENDIX C PROJECT PRIORITY RANKINGS

Project Evaluation

Each dataset in the project criteria was assigned a weight that was dependent on their significance to the Palm Springs Pedestrian Plan. For instance, project locations that were mentioned in a Community Action Request Form received a weight of x2 to address their importance to the Palm Springs community. The highest score that a project could receive was 25 while the lowest score was 1. The scores were then categorized into five groups, with each group receiving a letter score that ranges from A being the highest priority to E, the lowest priority.

Priority Groups		
Category	Ranking	# of Projects
A	21-25	3
B	16-20	2
C	11-15	9
D	6-10	11
E	1-5	12

Project ID	Performance Measure										Score
	Collision Data	Schools	Parks	Transit	Neighborhood	Sustainability	Economy	Identity	Other Input	CARF	
Weight	2	3	3	2	1	1	1	1	1	2	
D3-06	9	0	0	1	1	2	1	1	1	0	26
D3-03	6	1	1	1	1	0	1	0	2	0	24
D3-01	8	0	1	1	0	0	1	0	0	0	22
D2-06	5	1	0	1	1	0	1	0	1	0	18
D3-02	1	1	1	1	1	0	1	0	2	1	16
D4-06	2	1	1	1	1	0	1	0	1	0	15
D1-04	5	0	0	1	0	0	1	0	1	0	14
D2-05	1	1	1	1	1	0	0	0	2	0	13
D3-09	4	0	0	1	0	0	1	1	1	0	13
D4-07	2	1	1	0	1	1	0	0	1	0	13
D2-03	2	0	1	1	1	1	0	0	1	0	12
D5-02	1	0	1	0	1	2	0	0	2	1	12
D1-02	2	0	0	1	1	0	0	0	2	1	11
D4-01	2	0	0	1	0	1	1	0	1	1	11
D1-03	3	0	0	1	1	0	0	0	1	0	10
D2-01	2	0	0	1	0	1	1	1	1	0	10
D2-07	1	0	0	1	1	0	1	0	1	1	9
D3-07	2	0	0	0	1	1	0	0	1	1	9
D3-15	2	0	0	0	0	0	1	1	1	1	9
D3-05	1	0	0	1	0	0	1	0	1	1	8
D3-14	0	1	1	0	1	0	0	0	1	0	8
D2-02	1	0	0	0	1	1	0	0	1	1	7

D2-02	1	0	0	0	1	1	0	0	1	1	7
D3-08	1	1	0	0	1	0	0	0	1	0	7
D4-02	0	0	1	0	1	0	0	0	1	1	7
D2-04	0	1	0	0	1	0	0	0	2	0	6
D4-04	0	0	1	0	1	0	0	0	1	0	5
D5-01	0	0		1	0	0	1	0	2	0	5
D3-11	0	0	0	1	1	0	0	0	1	0	4
D3-13	0	0	0	0	0	0	1	0	1	1	4
D3-12	0	0	0	0	1	0	0	0	2	0	3
D1-01	0	0	0	0	1	0	0	0	1	0	2
D3-04	0	0	0	0	1	0	0	0	1	0	2
D3-10	0	0	0	0	0	0	1	0	1	0	2
D4-03	0	0		0	1	0	0	0	1	0	2
D4-05	0	0		0	1	0	0	0	1	0	2
D5-03	0	0	0	0	1	0	0	0	1	0	2
D5-04	0	0	0	0	1	0	0	0	1	0	2

					Project ID	Collision Data	Schools	Parks	Transit	Neighborhood	Sustainability	Economy	Identity	Other Input	CARF	Score
ID	Location	From	To	Proposed Improvement	Weight	2	3	3	2	1	1	1	1	1	2	
D3-06	Tahquitz Canyon Way	Museum Dr	Farrell Dr	LPI and protected left turn at signzized intersections	D3-06	9	0	0	1	1	2	1	1	1	0	26
D3-03	Ramon Rd	Sunrise Way Avenida Caballeros		LPI and protected left turn and crossing times, at Avenida Caballeros and Sunrise Way. Evaluate midblock crossing	D3-03	6	1	1	1	1	0	1	0	2	0	24
D3-01	Calle Encilia	Ramon Rd	Alejo Rd	Improve street and intersection lighting. Provide sidewalk if feasible.	D3-01	8	0	1	1	0	0	1	0	0	0	22
D2-06	Vista Chino	Indian Canyon Dr	Sunrise Way	Add LPI and protected left turn phasing at Avenida Caballeros. Add LPI at Sunrise and Vista Chino . Install protected left turn phasing and LPI at Indian Canyon Rd. Construct sidewalk on southside Vista	D2-06	5	1	0	1	1	0	1	0	1	0	18
D3-02	Baristo Rd	Avenida Caballeros	Farrell Dr	Provide sidewalk if feasible. Crosswalk at Pavilion Way crosswalk and curb return. LPI and high visibility crosswalk at High School entrance.	D3-02	1	1	1	1	1	0	1	0	2	1	16
D4-06	Ramon Rd	Sunrise Way	Compdre Rd	LPI and protected left turn at Farrell Dr and at Sunrise Way. Determine if crosswalks need to be upgraded for school zone and other school enhancements.	D4-06	2	1	1	1	1	0	1	0	1	0	15
D1-04	Ramon Rd	Gene Autry Trail	Lawrence Crossley Rd	Protected signal phasing at Crossley Rd & San Luis Rey a . Close the unsignalized left turn lane at Sky Point Dr.	D1-04	5	0	0	1	0	0	1	0	1	0	14
D2-05	Racquet Club Rd	Indian Canyon Dr	Sunrise Way	Road diet on Request Club Rd (4 lane to 3 lane)	D2-05	1	1	1	1	1	0	0	0	2	0	13
D3-09	Indian Canyon Dr	Vista Chino	Tachevah Dr	Midblock crossing at Camino Monte Vista	D3-09	4	0	0	1	0	0	1	1	1	0	13
D4-07	Sunrise Way	Ramon Rd	S Riverside Dr	Provide sidewalks where gaps present. Complete study for crosswalk at Riverside.	D4-07	2	1	1	0	1	1	0	0	1	0	13
D2-03	Indian Canyon Dr	San Rafael Dr	Vista Chino	Sidewalk gaps (west side) Modify signal at Vista Chino to provide a leading pedestrian interval and protected left turns.	D2-03	2	0	1	1	1	1	0	0	1	0	12
D5-02	S. Palm Canyon Dr	Belardo Rd	Acanto Dr	Road narrowing via parking lanes and bike lanes. Evaluate n multi-way stop controlled intersection at Palm Canyon and Avenida Granada. Mid-block crossing of Palm Canyon at Lykken Trail.	D5-02	1	0	1	0	1	2	0	0	2	1	12
D1-02	San Rafael Dr	McCarthy Rd	Indian Canyon Dr	Sidewalk (south side) RRFB crossing with bulbouts at San Rafael & McCarthy Rd.	D1-02	2	0	0	1	1	0	0	0	2	1	11
D4-01	Palm Canyon Dr	Gene Autry Trail	N/A	Evaluate for lead pedestrian time, median refuge island, eliminating merge lane just west of intersection, redo striping for greater drive lane visibility at least 200 feet before and after intersection.	D4-01	2	0	0	1	0	1	1	0	1	1	11
D1-03	San Rafael Dr	Sunrise Way	N/A	Signal modification	D1-03	3	0	0	1	1	0	0	0	1	0	10
D2-01	Palm Canyon Dr	San Rafael Dr	Via Olivera	Move bus stops Signal modification at Racquet Club Rd	D2-01	2	0	0	1	0	1	1	1	1	0	10
D2-07	Vista Chino	Volturno Rd	Via Roberto Miguel	No street crossings recommended due to lack of destinations. Provide sidewalk on south side if feasible. Work with Sunline Transit to relocate stops closer to controlled crossings	D2-07	1	0	0	1	1	0	1	0	1	1	9
D3-07	Alejo Rd	Palm Canyon Dr	Sunrise Way	Bulb out and RRFB at Hermosa and El Segundo. Sidewalk gap closures.	D3-07	2	0	0	0	1	1	0	0	1	1	9
D3-15	Indian Canyon Dr	Alejo Rd	Tachevah Dr	Address sidewalk gaps, speed feedback signs and enforcement	D3-15	2	0	0	0	0	0	1	1	1	1	9
D3-05	Ramon Rd	Avenida Caballeros	Cahuilla Rd	Provide sidewalk on Belardo one block to west. RRFB at Cale El Segundo	D3-05	1	0	0	1	0	0	1	0	1	1	8
D3-14	Tachevah Dr	Via Miraleste	Avenida Caballeros	Asher Dr provide bulb outs upgrade to RRFB.	D3-14	0	1	1	0	1	0	0	0	1	0	8
D2-02	Racquet Club Rd	Leonard Rd	West end	Construct sidewalk (north side) from Leonard Rd to west end.	D2-02	1	0	0	0	1	1	0	0	1	1	7

ID	Location	From	To	Proposed Improvement	Weight	2	3	3	2	1	1	1	1	1	2	
D3-08	Avenida Caballeros	Vista Chino	Paseo El Mirador	Enhanced existing pedestrian crossing at Cottonwood Rd @ Ave Caballeros and east leg of Vista Chino @ Ave Caballeros.	D3-08	1	1	0	0	1	0	0	0	1	0	7
D4-02	Cerritos Ave	Mesquite Ave	N/A	Intersection did not meet warrants for 4-way stop or signal. Provide crosswalk.	D4-02	0	0	1	0	1	0	0	0	1	1	7
D2-04	Francis Dr	Indian Canyon Dr	Sunrise Way	RRFB to be provided at Via Miraleste. Bulb outs and RRFB at Avenida Caballeros. Determine if HAWK crossing warranted at Sunrise Way.	D2-04	0	1	0	0	1	0	0	0	2	0	6
D4-04	El Cielo Rd	Sunny Dunes Rd	N/A	Evaluate crosswalk.	D4-04	0	0	1	0	1	0	0	0	1	0	5
D5-01	E. Palm Canyon Dr	Sunrise Way	N/A	Provide pedestrian interval, protected signal phasing, and enhanced crosswalk striping such as continental/ladder style. Provide lane striping and stop bars approaching intersection.	D5-01	0	0		1	0	0	1	0	2	0	5
D3-11	Hermosa Dr	Alejo Rd	Baristo Flood Channel	Provide sidewalk if feasible. Bulbout/RRFB at Hermosa/Alejo. Study needed for 4-way stop at Alejo	D3-11	0	0	0	1	1	0	0	0	1	0	4
D3-13	Calle El Segundo	Tahquitz Canyon Way	Alejo Rd	Provide sidewalk Alejo Rd. Enhance all way stop and crosswalk visibility at Amado Rd and Amando Rd	D3-13	0	0	0	0	0	0	1	0	1	1	4
D3-12	Satunino Rd	Calle Segundo	Avenida Caballeros	Provide sidewalk	D3-12	0	0	0	0	1	0	0	0	2	0	3
D1-01	Palm Canyon	Gateway Dr	San Rafael Dr	Sidewalk (east side)	D1-01	0	0	0	0	1	0	0	0	1	0	2
D3-04	Sunrise Way	Tamarisk Rd		Enhanced pedestrian crossing devices such as RRFB	D3-04	0	0	0	0	1	0	0	0	1	0	2
D3-10	Avenida Caballeros	Ramon Rd	Baristo Rd	Provide sidewalk. Crosswalk at Baristo Rd.	D3-10	0	0	0	0	0	0	1	0	1	0	2
D4-03	El Cielo Rd	Sonora Rd	N/A	Evaluate crosswalk.	D4-03	0	0		0	1	0	0	0	1	0	2
D4-05	Farrell Dr	Sonora Rd	N/A	Evaluate crosswalk.	D4-05	0	0		0	1	0	0	0	1	0	2
D5-03	Calle Palo Fierro	La Verne Way	N/A	Evaluate need for crosswalk, complete analysis for potential RRFB, and bulb outs	D5-03	0	0	0	0	1	0	0	0	1	0	2
D5-04	Toledo Ave	Sierra Way	N/A	Evaluate 3-way stop control. Note there is a stop sign approximately 720 ft north of this intersection.	D5-04	0	0	0	0	1	0	0	0	1	0	2

Projects Identified by Not Included

District No.	Main Street	From	To	Project Comment	Project Type	Source	Rationale for not selecting for evaluation
1	Tramview Dr	Indian Canyon Dr	N/A	City - Did not meet design warrants.	Intersection treatment		Project is already in progress or planned
1	Avenida Caballeros	San Rafael Dr	N/A	City - New traffic signal in design. ETA to install by May 2023.	Signalized intersection	Traffic Calming Project	This project is not a pedestrian infrastructure project, and it's already in progress
1	Rosa Parks	Eastgate Rd	Indian Canyon Dr	City - Speed cushions installed in May 2021.	Speed Cushions	Traffic Calming Project	Project is already in progress or planned
1	Eastgate Rd	Tramview Rd	Rosa Parks Rd	City - Speed cushion warrants will be evaluated by November 2021.	Speed Cushions	Traffic Calming Project	The public comments are concerned about speed. This issue might be alleviated with the new infrastructure projects in the neighborhood.
1	Mesquite Ave	El Cielo Rd	Vella Rd	City - Speed limit reduction from 35 mph to 25 mph in July 2019.	Speed reduction	Traffic Calming Project	This project is not a pedestrian infrastructure project
1	Eastgate Rd	Rosa Parks Rd	N/A	City - Converted to all-way stop with crosswalks in May 2021.	Stop signs	Traffic Calming Project	City - Converted to all-way stop with crosswalks in May 2021.
1	Granada Ave	Rosa Parks Rd	N/A	City - Converted to all-way stop with crosswalks in May 2021.	Stop signs	Traffic Calming Project	City - Converted to all-way stop with crosswalks in May 2021.
1	Indian Canyon Dr	Rosa Parks Rd	N/A	City - New traffic signal in design. ETA to install by May 2023.	Signalized intersection	Traffic Calming Project	City - New traffic signal in design. ETA to install by May 2023.
1	Tramview Dr	Eastgate Rd	Indian Canyon Dr	City - Speed cushions installed in May 2021.	Speed Cushions	Traffic Calming Project	City - Speed cushions installed in May 2021.
1	Tramview Dr	Eastgate Rd	Indian Canyon Dr	Remove - Already has sidewalks. Remove - Per traffic calming project documents provided for CP 20-24, an all way stop and crosswalk was installed already.	Allway stop at Granada Ave, and sidewalks on north side of Tramview Dr from Granada to the park. Add crosswalk at Granada Ave.	Residential complaint - Online	all way stop and crosswalk was installed already.
1	Gene Autry Trail	Vista Chino	Via Escuela	Remove - Part of HSIP Cycle 7	City has completed or has project underway at both Vista Chino and Via Escuela. Project to review signal timing related to pedestrian walk times.	Residential complaint - Online + LRSP Project	City has completed or has project underway at both Vista Chino and Via Escuela. Project to review signal timing related to pedestrian walk times.
2	Farrell Dr	Alejo Rd	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	Project is already in progress or planned
2	Sunrise Way	Tachevah Dr	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	Project is already in progress or planned
2	Farrell Dr	Via Escuela	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	Project is already in progress or planned
2	Via Miraleste	Racquet Club Rd	N/A	City - HAWK signal granted funding by RCTC per SB821 grant. City has 50% match. Design likely to begin late 2021.	Pedestrian crossing	Traffic Calming Project	Design likely to begin late 2021.
2	Verona Rd	Racquet Club Rd	Whitewater Club (Farrell Dr?)	Remove - City work order to install larger chevrons.	Project will not add to pedestrian safety. Do not include.	Residential complaint - OnePS (12/2019)	Not a pedestrian project.
2	Victoria Road	Via Escudera		Remove - Not ideal for stop sign location	Remove project. Will not meet stop sign warrants.	Residential complaint - Public comments	Defer to city to complete stop sign review
2	Racquet Club Rd	Tuscany Heights Dr	Tramway Dr	City - Deferred to KOA for evaluation. Assume Desert Palisades will not install.	Pedestrian trail for public usage on the south side of the road.	Plan - Construction condition of approval	City commented that it's unclear if the project will be constructed as a part of the development
2	Racquet Club Rd	n/a	n/a	City - Deferred to KOA for evaluation if this is still needed or pedestrian safety.	Landscape Median Projects: From North Palm Canyon Drive to North Indian Canyon Drive	Plan - General (2007)	Remove - this project can be part of project 7
2	Farrell Dr	Vista Chino	N/A	City - Deferred to KOA for evaluation if wider roads are needed or counter to safety.	Road widening	Plan - General (2007)	Road widening project, not specific to this pedestrian plan
2	Palm Canyon Dr	Vista Chino	N/A	City - Deferred to KOA for evaluation if wider roads are needed or counter to safety.	Road widening	Plan - General (2007)	Road widening project, not specific to this pedestrian plan
2	Sunrise Way	Vista Chino	N/A	City - Deferred to KOA for evaluation if wider roads are needed or counter to safety.	Road widening	Plan - General (2007)	Road widening project, not specific to this pedestrian plan
3	Tahquitz Canyon Dr	Calle Encilla	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	HSIP Cycle 9
3	Avenida Caballeros	Ramon Road	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	HSIP Cycle 9
3	Alejo Rd	Sunrise Way	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	HSIP Cycle 9
3	Avenida Caballeros	San Rafael Dr	N/A	City - New traffic signal in design. ETA to install by May 2023.	Signalized intersection	Traffic Calming Project	
3	Palm Canyon Dr	Camino Monte Vista	N/A	City - Not considered	Analyzed as a part of a traffic signal warrant, but does not meet the warrant for a traffic signal	Traffic Calming Project	City - New traffic signal in design. ETA to install by May 2023.
3	Palm Canyon Dr	Vereda Norte	N/A	City - Not considered	Analyzed as a part of a traffic signal warrant, but does not meet the warrant for a traffic signal	Traffic Calming Project	No pedestrian project piece
3	Palm Canyon Dr	Vereda Sur	N/A	City - Not considered	Analyzed as a part of a traffic signal warrant, but does not meet the warrant for a traffic signal	Traffic Calming Project	No pedestrian project piece
3	Sunrise Way	Ramon Rd	Alejo Rd	Keep - evaluate need for lead pedestrian interval	Project included in project 29	Residential complaints + Accident data supported + Plan efforts	Project included in project 29
3	Amado Rd	Palm Canyon Dr	Avenida Caballeros	Question for Webb - Is this an ideal spot for RRFB + IRL?	No project needed.	Residential complaints + Accident data supported + Plan efforts + Traffic Calming Project	No project needed.
3	Tahquitz Canyon Dr	Hermosa Dr	N/A	Remove	Remove does not meet warrant	Traffic Calming Project	Stop signs not warranted.
3	Palm Canyon Dr	Vereda Norte	Vereda Sur	Remove - Nearby crossing	No project: Pedestrian crossing has been provided at Via Las Palmas	Residential complaints + Accident data supported	Pedestrian crossing provided at Via Las Palmas. Pedestrian treatment provided but requires one block walk from subject intersections.
3	Indian Canyon Dr	Ramon Rd	Alejo Rd	Remove - The Indian Canyon 2-way conversion is a new installation.	Signals have been upgraded as part of recent project. Can eliminate.	Accident data supported + Plan efforts	Signals have been upgraded as part of recent project. Can eliminate.
3	Palm Canyon Dr	Ramon Rd	Alejo Rd	City - Deferred to KOA for evaluation.	Being addressed by Palm Canyon improvement project.	Accident data supported + Plan efforts	Being addressed by Palm Canyon improvement project.
3	Indian Canyon Dr	300 ft north of Tahquitz Canyon Way	Andreas Rd	City - Deferred to KOA for evaluation.	As with Palm Canyon Drive, Indian Canyon Drive is developed at its ultimate right of way. The ultimate configuration of lanes (either one- or two-way) and parking, will be developed when North Palm Canyon is constructed at its ultimate right of way. Palm Canyon currently includes three lanes of traffic with parking on the east	Plan - Downtown PS Specific (2016)	Major corridor re-configuration/complete streets plan beyond the scope of this study.
3	Palm Canyon Dr	250 ft north of Andreas Rd	Tahquitz Canyon Way	City - Deferred to KOA for evaluation.		Plan - Downtown PS Specific (2016)	Major corridor re-configuration/complete streets plan beyond the scope of this study.
3	Tahquitz Canyon Dr	Museum Dr	Palm Canyon Dr	City - Deferred to KOA for evaluation.	Tahquitz Canyon Way is constructed to a paved width of 50 feet, within an 88 foot right of way. The General Plan (2007) downgraded Tahquitz Canyon to a Collector, with a 60 to 66 foot right of way. In the Specific Plan area, the north side of Tahquitz Canyon will be designed to incorporate Upgrade streetscape and additional connections and crossings to connect the Specific Plan area	Plan - Downtown PS Specific (2016)	Major corridor re-configuration/complete streets plan beyond the scope of this study.
3	Andreas Rd	Palm Canyon Dr	Belardo Rd	City - Deferred to KOA for evaluation.	Upgrade streetscape and additional connections and crossings to connect the Specific Plan area	Plan - Downtown PS Specific (2016)	Project is complete.
3	Ramon Rd	Sunrise Way	N/A	City - Deferred to KOA for evaluation.	Intersection Improvement (Roadway Widening)	Plan - General (2007)	Pedestrian elements considered as part of design project.
3	Andreas Rd	Calle Alvarado	Belardo Rd	City - Deferred to KOA for evaluation.	A pedestrian oriented linkage along Andreas Road should be created to strengthen the connection between the Resort and Convention	Plan - Interim Downtown Urban Design (2005)	Project is complete.
3	Palm Canyon Dr	Ramon Rd	Alejo Rd	City - Deferred to KOA for evaluation.	Downtown: Create corner building outbacks at gateway locations	Plan - Interim Downtown Urban Design (2005)	City to update. Urban design project.
3	Tahquitz Canyon Way	Museum Dr	Avenida Caballeros	City - Deferred to KOA for evaluation.	Downtown: Create corner building outbacks at gateway locations	Plan - Interim Downtown Urban Design (2005)	City to update. Urban design project.

District No.	Main Street	From	To	Project Comment	Project Type	Source	Rationale for not selecting for evaluation
3	Indian Canyon Dr	Ramon Rd	Alejo Rd	City - Deferred to KOA for evaluation.	Downtown: Create corner building cutbacks at gateway locations	Plan - Interim Downtown Urban Design (2005)	City to update. Urban design project.
3	Hermosa Dr	Alejo Rd	Baristo Flood Channel	City - Deferred to KOA for evaluation. Hermosa now connects from Tahquitz to Baristo Road.	* Add street trees and landscape buffers where feasible. * Add pedestrian-scale lighting	Plan - Section 14 Specific (2014)	Sidewalks and landscape have been provided. Lighting deferred to city policy.
3	Avenida Caballeros	Amado Road	Baristo Flood Channel	City - Deferred to KOA for evaluation specific sections along this corridor.	* On the west side of the street, provide 8' sidewalks lined with shade trees located on the adjacent private property. * On the east side of the street, provide a 28' landscaped corridor with meandering Class I bikeway and pedestrian path, and informally spaced shade trees and drought tolerant planting. * Both sides of the street should use similar	Plan - Section 14 Specific (2014)	Project completed
3	Calle El Segundo	Amado Road	Baristo Flood Channel	City - Deferred to KOA for evaluation.	* Pedestrian lighting improvements and additional street trees * Sidewalks should be a minimum of 5' wide and * Provide for linear sidewalks located adjacent to the roadway curb. * Add palm trees were needed in order to maintain 60' on center spacing throughout as well as street trees between palms and landscape buffers where feasible * Add shaded bus shelters, street furnishings and pedestrian lighting where needed. * Add Indian public art to enhance vision as	Plan - Section 14 Specific (2014)	Project completed, one gap is Tribal land
3	Tahquitz Canyon Dr	Calle El Segundo	Sunrise Way	City - Deferred to KOA for evaluation.	* Add textured crosswalks and planted median	Plan - Section 14 Specific (2014)	Project completed
3	Avenida Caballeros	Alejo Rd	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	two crosswalks exist, could add other 2
3	Avenida Caballeros	Tahquitz Canyon Way	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Avenida Caballeros	Amado Road	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Alejo Rd	Sunrise Way	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Calle Alvarado	Tahquitz Canyon Way	Andreas Rd	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Calle Encilia	North of Amado Rd	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Amado Rd			City - Deferred to KOA for evaluation specific locations along this corridor.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Ramon Rd	m/a	n/a	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Baristo Rd			City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Andreas Rd	Calle Alvarado	Indian Canyon Dr	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Sunrise Way	n/a	n/a	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Avenida Caballeros	Ramon Road	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Ramon Rd	Indian Canyon Dr	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Alejo Rd	Indian Trail	Sunrise Way	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Tahquitz Canyon Dr			City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Hermosa Dr	Amado Road	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Tahquitz Canyon Dr	Hermosa Drive	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Arenas Rd			City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Bristo Flood Channel	Hermosa Drive	N/A	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Andreas Rd	Calle Alvarado	Belardo Rd	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
3	Arenas Rd	Calle El Segundo	Avenida Caballeros	City - Deferred to KOA for evaluation.	Convert Calle Alvarado to a pedestrian plaza to enhance the pedestrian connection between the Convention Center and land uses located along	Plan - Section 14 Specific (2014)	Project completed
4	Palm Canyon Dr	Araby Dr	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	This project is already in-progress
4	Seven Lakes Dr	Gene Autry Trail	Cherokee Way	City - STD signs installed and parking lanes	Stop signs Road narrowing	Traffic Calming Project	
4	Compadre Road	Ramon Road	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	
4	Palm Canyon Dr	Rim Rd	N/A	City - Will be evaluated by LRSP. In planning.	Intersection treatment	Capital Improvement Project	
4	Sunrise Way	Riverside Dr	N/A	Question for KOA - Possible repeat location already contained in another row. Please review and combine.	Delete - addressed in Project 37	Residential complaint - Public comments, there is a crosswalk at N Riverside Drive, but it is not ADA compliant and there are sight distance issues.	
4	Palm Canyon Dr	Rim Rd	Footbridge	Remove - City is looking at installing a signal at this location.	Signal to be provided at Rim Road that will address pedestrian safety.	Residential complaint - Online	
4	Palm Canyon Dr	Cherokee Way	N/A	Remove - Crosswalk leads to existing bus stop.	Move crosswalk to west side of intersection to line up with sidewalk.	Residential complaint - Online	
4	Farrell Dr	Ramon Rd	N/A	City - Deferred to KOA for evaluation.	Intersection Improvement (Roadway Widening)	Plan - General (2007)	Capacity project - pedestrian element to be considered
4	Sunrise Way	Ramon Road	N/A	City - Deferred to KOA for evaluation.	Provide enhanced crosswalks	Plan - Section 14 Specific (2014)	Intersection has crosswalks and pedestrian button.
5	Palm Canyon Dr	La Verne Way	N/A	City - Converted to all-way stop with crosswalks in May 2021.	Stop signs	Traffic Calming Project	The City has is working on a project at this intersection
5	Indian Canyon Dr	20th Avenue	N/A	City - In design	HSIP Cycle 9	Capital Improvement Project	This project is already in-progress
5	Palm Canyon Dr (E)	Palm Canyon Dr (S)	N/A	City - RRFB and IRL installed March 2021.	Curve Pedestrian Enhancements	Capital Improvement Project	
5	S Riverside Dr			City - Speed cushions installed in May 2021.	Speed Cushions	ONE-PS Code 12/04/19 meeting.	
5	Toledo Ave	La Verne Way	N/A	City - Converted to all-way stop with crosswalks in May 2021.	Stop signs	Traffic Calming Project	
5	Palm Canyon Dr	Murray Canyon Dr	N/A	City - Converted to all-way stop with crosswalks in May 2021.	Stop signs	Traffic Calming Project	
5	Camino Real	Alhambra Dr	N/A	City - Converted to all-way stop with crosswalks in November 2020.	Stop signs	Traffic Calming Project	
5	Palm Canyon Dr	Bogert Trail	N/A	City - Did not meet design warrants.	Stop signs	Traffic Calming Project	
5	Bogert Trail			City - Horizontal curve signs installed in October 2019.	Warning signs	Traffic Calming Project	
5	Caliente Dr	Sierra Way	N/A	City - Stop sign warrants will be conducted in November 2021	Stop signs	Traffic Calming Project	
5	Bogert Trail	Palm Canyon Dr	East end	Question for Webb - Does not seem to be ideal to continue sidewalks, would you recommend removing? City does not recommend striping a "Pedestrian Lane" in the street due to safety.	Remove project sidewalk exists for most of Bogert Trail. Sidewalk gaps infeasible.	Residential complaint - Online + Planned Projects	
5	Palm Canyon Dr	Sonora Rd	N/A	Remove	Remove	Residential complaint - Online	RRFB project completed
5	Camino Real	Murray Canyon Dr	La Verne Way	Remove - Two new stop signs installed, but no sidewalks and not able to install ramps.	Remove project. Stop signs installed. Sidewalks not feasible.	Residential complaint - Online	Intersection has crosswalks.
5	Acanto Dr	Palm Canyon Dr	East end	City - Deferred to KOA for evaluation.	Construct a pedestrian and equestrian trail.	Plan - Canyon South Specific (2003)	
5	Palm Canyon Dr	Bogert Trail	Acanto Dr	City - Deferred to KOA for evaluation.	Construct pedestrian walkway (sidewalk)	Plan - Canyon South Specific (2003)	Project does not connect to development, and would have limited use.
5	Palm Canyon Dr	Murray Canyon Dr	Bogert Trail	City - Deferred to KOA for evaluation.	Road narrowing	Plan - Canyon South Specific (2003)	Roadway project

District No.	Main Street	From	To	Project Comment	Project Type	Source	Rationale for not selecting for evaluation
5	Belardo Rd	Belardo Rd	Tahquitz Canyon Way	City - Defered to KOA for evaluation.	Belardo Road will be extended through the Specific Plan area with a 41 foot right of way, to allow one lane of travel in each direction, and	Plan - Downtown PS Specific (2016)	
5	Main Street	Art Museum	Palm Canyon Dr	City - Defered to KOA for evaluation.	Main Street will be 41 feet of right of way, with a single lane of traffic in each direction, and parallel parking adjacent to the Specific Plan frontage. The alignment of Main Street will begin in front of the Palm Springs Art Museum and run due east.	Plan - Downtown PS Specific (2016)	
5	Tahquitz Creek Trail	Agua Caliente Tahquitz Canyon Vistor Center	1/4 mi east of Sunrise Way at Country Club	City - Defered to KOA for evaluation.	Create a multi-use and equestrian trail along the Tahquitz Creek between the Agua Caliente Tahquitz Canyon Visitors' Center and one-	Plan - Tahquitz Creek Trail Master (2010)	

APPENDIX D

PROJECT FACT SHEETS

SAN RAFAEL DRIVE

OVERVIEW

San Rafael Drive is a Secondary Thoroughfare located in the north part of Palm Springs. San Rafael Drive is an east-west road that extends from Palm Canyon Drive to Sunrise Way. The section of San Rafael Drive addressed by this project is between McCarthy Road and Indian Canyon Drive.

PROBLEMS IDENTIFIED

The intersection of San Rafael and McCarthy Road is a location where one pedestrian collision occurred. The roadway provides one lane in each direction with a center turn lane, bicycle lanes and parking lanes. With limited driveway access, and no stop control between Palm Canyon Drive and Indian Canyon Drive, vehicles tend to travel at high speeds on San Rafael Drive. The posted speed is 50 MPH. With a distance of 0.7 miles between stop-controlled crossings, there is a need for a safe pedestrian crossing at McCarthy Road. There is a lack of sidewalks on both sides of the street, from Virginia Road to Indian Canyon Drive. There are land parcels on both the north side and the south side of the street are tribal lands that limit acquisition for road widening.

PROPOSED SOLUTION

The projects proposed for this location include a sidewalk on the south side of San Rafael Drive between Virginia Road and Indian Canyon Drive, and a Rapid Rectangular Flashing Beacon (RRFB) crossing with bulb outs and a median refuge at San Rafael and McCarthy Rd.



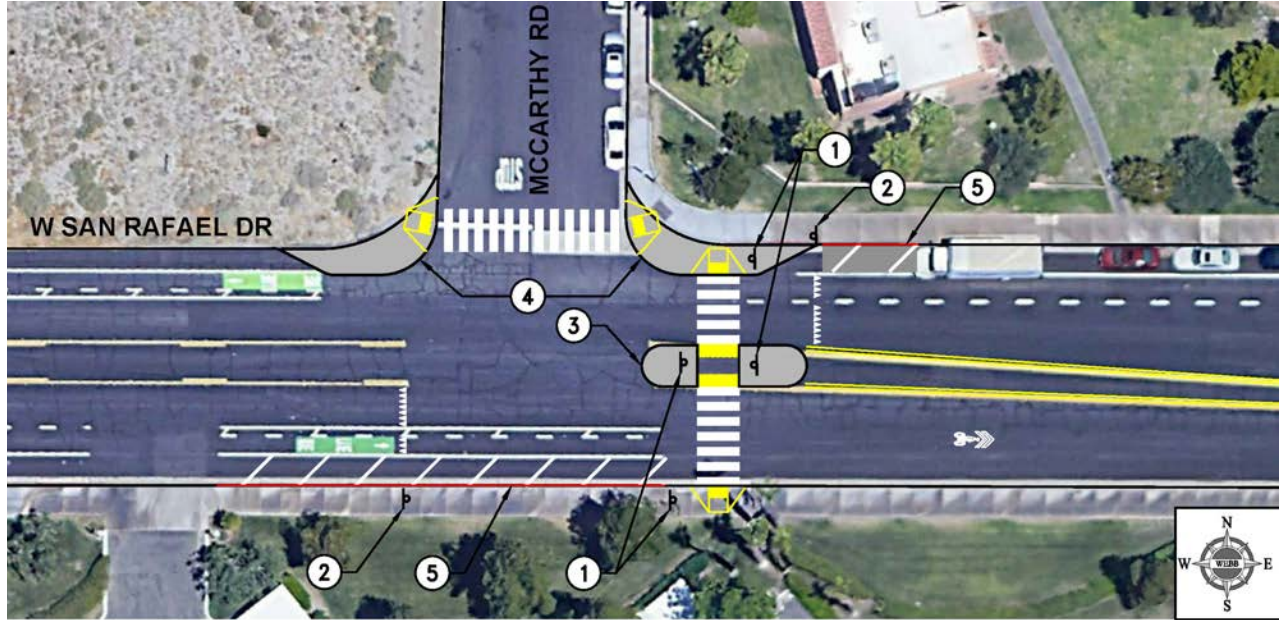
Construct a pedestrian crossing and median refuge at San Rafael Drive looking west at McCarthy Road



Construct a pedestrian crossing and median refuge at San Rafael Drive looking east at Virginia Road

Cross Section: No change to the existing two-lane configuration, with bike lanes and parking lane

Corridor Concept: San Rafael Drive and McCarthy Road



1. INSTALL RRFB WITH W11-2 AND W16-7P SIGNS
2. INSTALL R1-5 SIGN
3. PEDESTRIAN REFUGE ISLAND
4. CURB EXTENSION
5. PARKING RESTRICTION
6. TRIM VEGETATION AND REMOVE VISIBILITY OBSTACLES FOR RRFB SIGNS
7. PROVIDE CROSSWALK OVERHEAD LIGHTING
8. SIDEWALK ON THE SOUTH SIDE OF SAN RAFAEL DR



Corridor Concept: San Rafael Drive between Virginia Road and Indian Canyon Drive



Cost Estimate

#	Item	Unit	Quantity	Unit Cost	Cost
1	4" Sidewalk	SF	12,664	\$ 8.00	\$ 101,312.00
2	ADA Curb Ramps	EA	9	\$ 5,000.00	\$ 45,000.00
3	Removals and Other Miscellaneous Items	LS	1	\$ 20,000.00	\$ 20,000.00
4	C&G	LF	235	\$ 35.00	\$ 8,225.00
5	Raised Median	SF	333	\$ 8.00	\$ 2,664.00
6	Signage and Striping	LS	1	\$ 11,500.00	\$ 11,500.00
7	RRFB System	LS	1	\$ 25,000.00	\$ 25,000.00
	Subtotal				\$ 213,701.00
	15% Contingency				\$ 32,055.15
	TOTAL				\$ 245,756.15

RACQUET CLUB DRIVE

OVERVIEW

Racquet Club Road is a Secondary Thoroughfare located in the north part of Palm Springs. Racquet Club Road is an east-west road that extends from the west edge of the city to Farrell Drive. The section of Racquet Club Road addressed by this project is between Indian Canyon Drive and Sunrise Way. Victoria Park and the Vista Del Monte Elementary School are located north of Racquet Club Road within this roadway section. The posted speed is 45 MPH.

PROBLEMS IDENTIFIED

Concerns at this location are high travel speeds and pedestrian crossing distance of four lanes of traffic across Racquet Club Road.

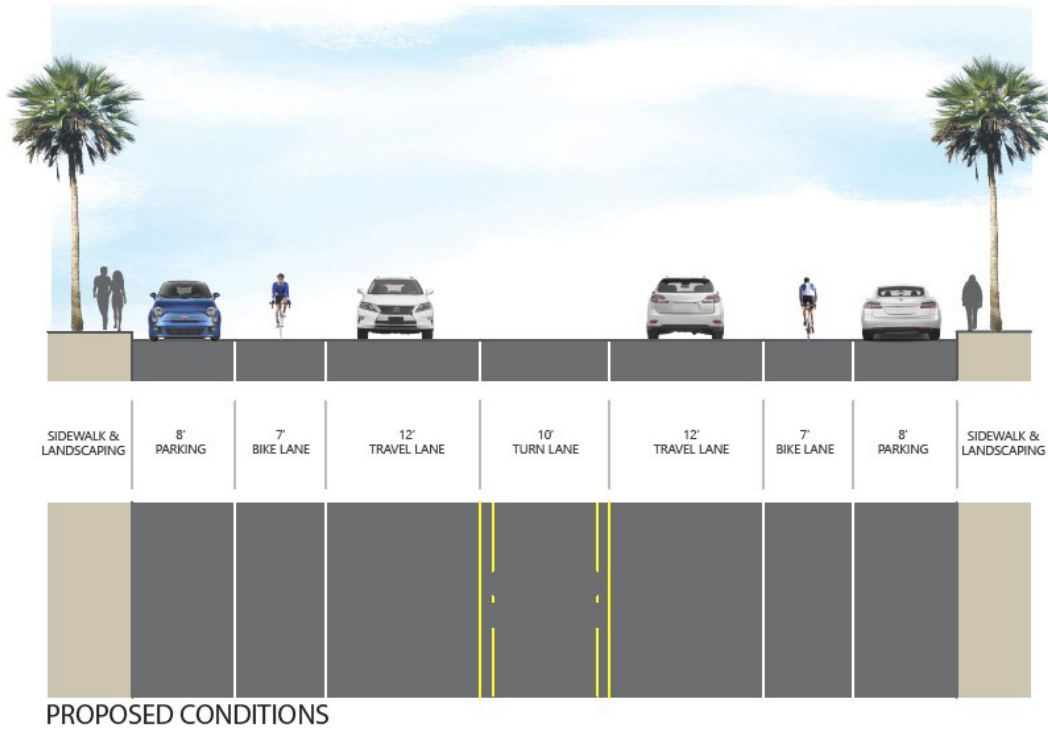
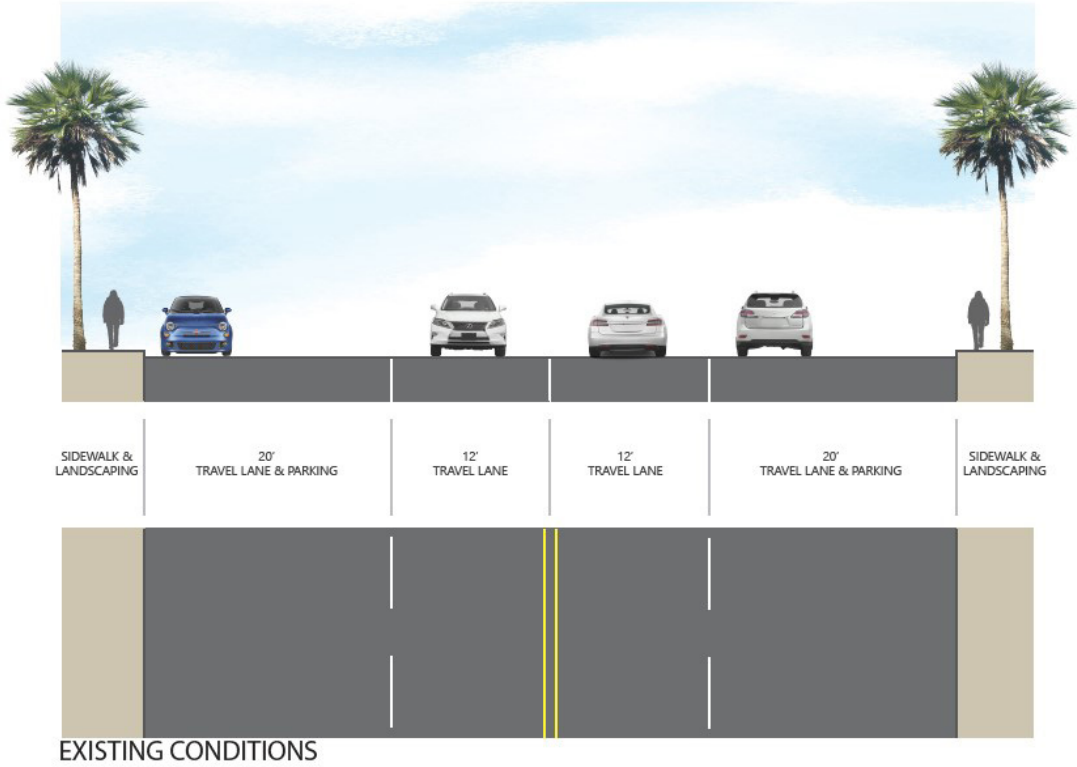
PROPOSED SOLUTION

The proposed project would improve the pedestrian and bicycle environment by changing the lane configuration of Racquet Club Road from the current four travel lanes to a street that has three travel lanes, with parking on both sides and with a bicycle lane provided.

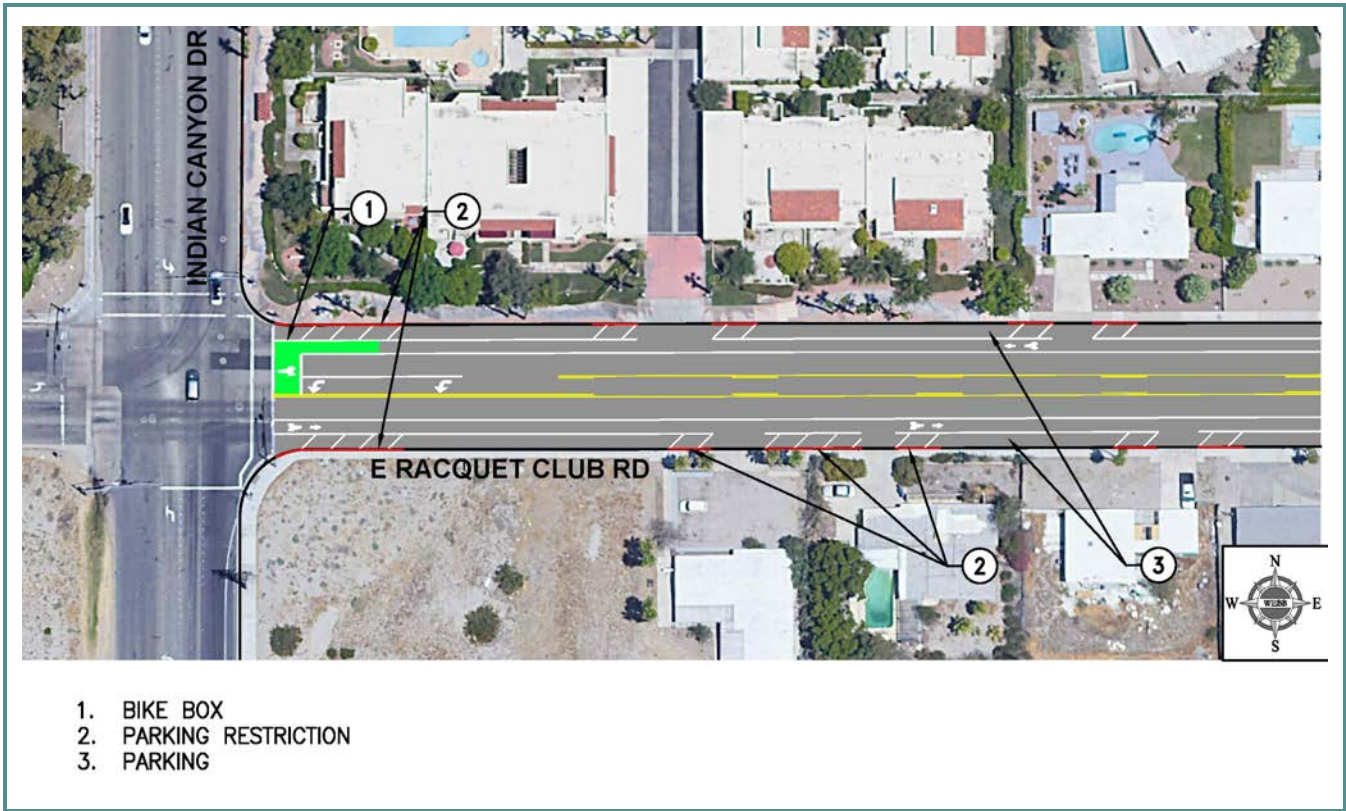


Racquet Club Road at Indian Canyon Drive

ROADWAY CROSS SECTION



**Corridor Concept: Racquet Club Road from Indian Canyon Drive and Sunrise Way
(concept shown at east side of Indian Canyon Drive)**



Cost Estimate

#	Item	Unit	Quantity	Unit Cost	Cost
1	Signing and Striping	LS	1	\$ 75,000.00	\$ 75,000.00
2	Green Background	LS	1	\$ 5,500.00	\$ 5,500.00
	Subtotal				\$ 80,500.00
	15% Contingency				\$ 12,075.00
	TOTAL				\$ 92,575.00

TACHEVAH DRIVE

OVERVIEW

Tachevah Drive is a Secondary Thoroughfare located in the central part of Palm Springs. Tachevah Drive is an east-west road that extends from the west edge of the city to Farrell Drive. The section Tachevah Drive addressed by this project from 600 feet west of Via Miraleste to Avenida Caballeros. The Desert Healthcare Park and the Katherine Finchy Elementary School are located on the south side of Tachevah Drive within the roadway section.

PROBLEMS IDENTIFIED

Issues that this project addressed is the intersection of Asher Drive that provides access to the Katherine Finchy Elementary School and the Desert Healthcare Park. Comments from the Walk Audit indicated that at this location, there is poor visibility of pedestrians crossing Tachevah Drive due to parked vehicles during school pick-up and drop-off, making crossing the street less safe. While no pedestrian collisions have occurred in this location, there were concerns related to safety for students crossing Tachevah Drive.

PROPOSED SOLUTION

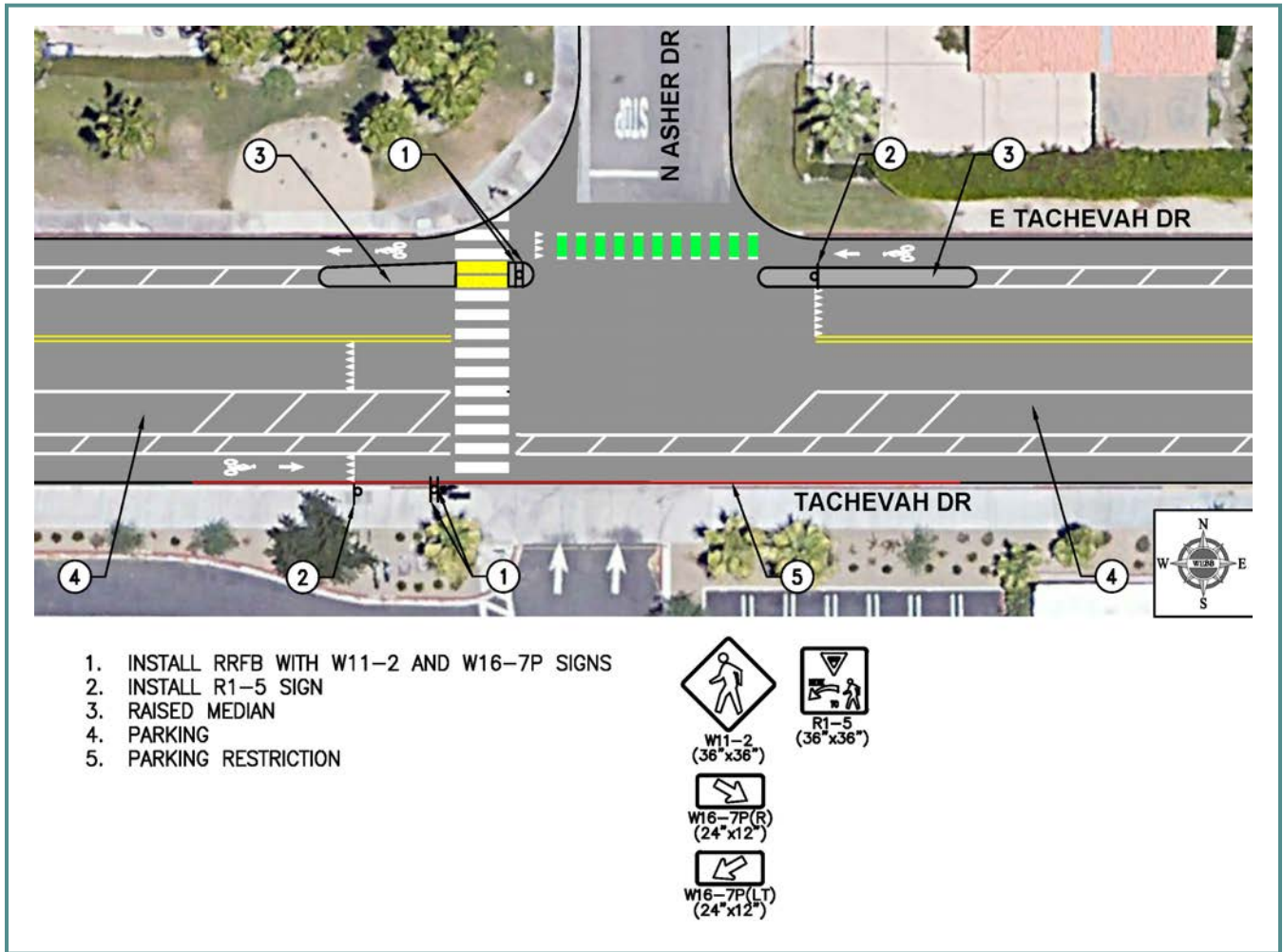
The project would improve pedestrian crossing safety at Asher Drive by providing bulb outs and by providing a Rapid Rectangular Flashing Beacon (RRFB) that can be activated by pedestrians before crossing the street. The project would also improve the pedestrian crossing at the mid-block crosswalk located 600 feet west of Via Miraleste by providing a Rapid Rectangular Flashing Beacon (RRFB) at that location.



Existing crosswalk and parking on Tachevah Drive and Asher Drive

Cross Section: Change from a three lane configuration to a two-lane configuration, with bike lanes and parking lane

Corridor Concept: Tachevah Drive at Katherine Finchy Elementary School



Cost Estimate

#	Item	Unit	Quantity	Unit Cost	Cost
1	C&G	LF	210	\$ 35.00	\$ 7,350.00
2	Raised Median	SF	360	\$ 8.00	\$ 2,880.00
3	Signage and Striping	LS	1	\$ 30,000.00	\$ 30,000.00
4	RRFB System	LS	2	\$ 25,000.00	\$ 50,000.00
	Subtotal				\$ 90,230.00
	15% Contingency				\$ 13,534.50
	TOTAL				\$ 103,764.50

RAMON ROAD

OVERVIEW

Ramon Road is a Major Thoroughfare located in the central part of Palm Springs. Ramon Road is an east-west road that extends from the west edge of the city to the east city limit, and continues across the Coachella Valley. The section Ramon Road addressed by this project is between Avenue Caballeros and El Cielo. Sunrise Park, the St. Theresa Catholic School, and the Palm Springs High School are located on the north side of Ramon Road within the roadway section.

PROBLEMS IDENTIFIED

Many pedestrians cross mid-block to reach to and from Palm Springs Public Library, Sunrise Park, Palm Springs High School, and other nearby civic and commercial destinations. Residents living south of Ramon Road often walk to Sunrise Park, the Palm Springs High School or other destinations and need to cross Ramon Road. Pedestrian collisions have occurred crossing Ramon Road at or near the intersections of Sunrise Way and Farrell Drive.

PROPOSED SOLUTION

The project will address these concerns improving pedestrian crossings at Farrell Drive and at Sunrise Way. At both locations, a Leading Pedestrian Interval (LPI) will aid pedestrians crossing the intersection by providing time for pedestrians to move into the crosswalk while vehicles are stopped. In addition, signal timing will be modified to only allow protected left turns for vehicles, which will further reduce conflicts. Crosswalks will also be upgraded for school zone and other school enhancements. While additional mid-block crossings could be provided, they are not recommended at this time due to lack of destinations and observed pedestrian movements.

Cross Section: No change to the existing two-lane configuration, with bike lanes and parking lane

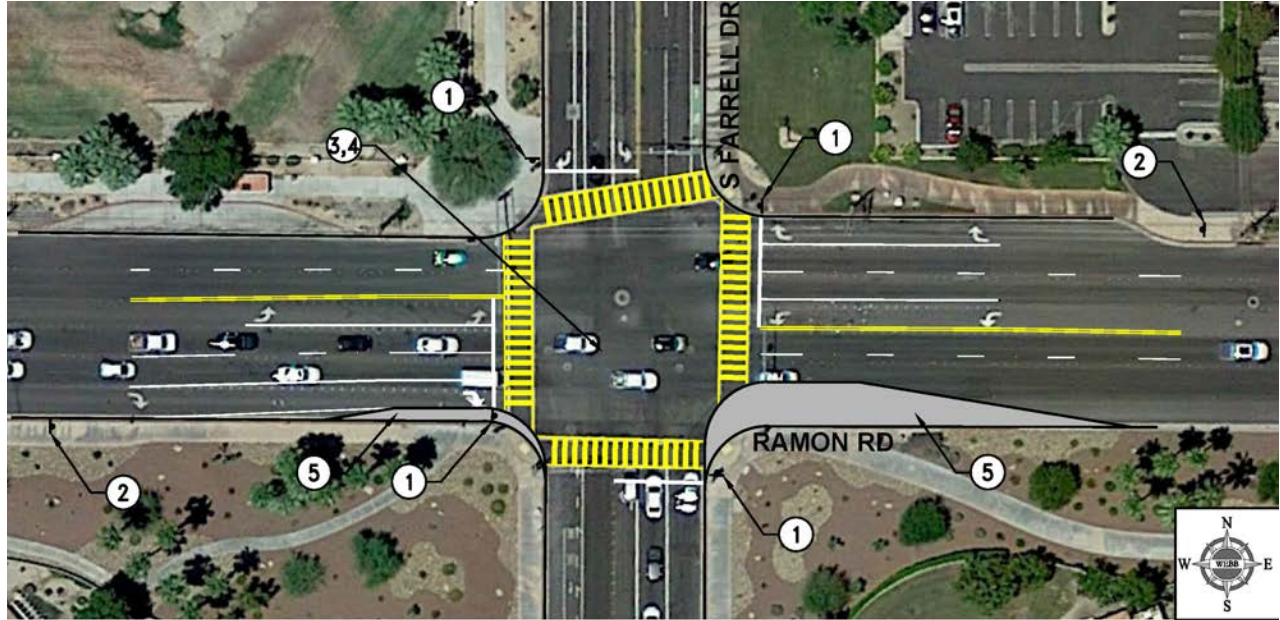


Ramon Road and Farrell Drive



Ramon Road and Sunrise Way

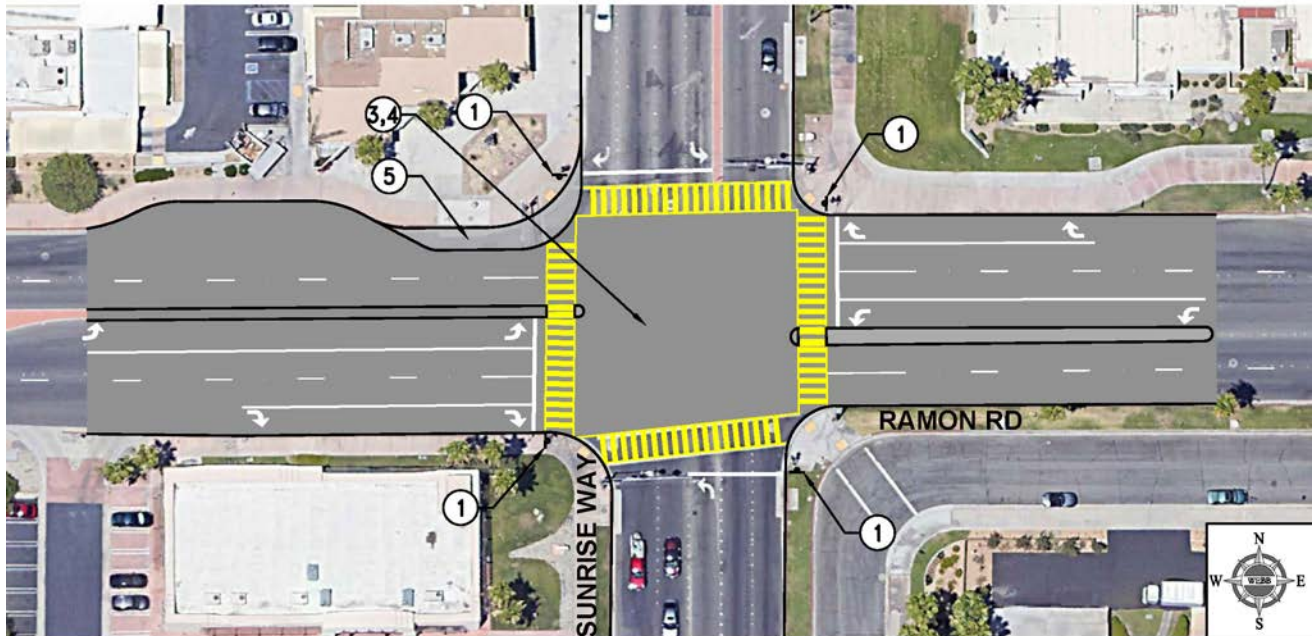
Corridor Concept: Ramon Road at Farrell Drive



1. INSTALL S1-1 AND W16-7P SIGNS
2. INSTALL S1-1 AND W16-5P SIGNS
3. INSTALL LEADING PEDESTRIAN INTERVAL (LPI) AND PROTECTED LEFT TURN
4. INSTALL R13A(CA) NO RIGHT TURN ON RED SIGN ON ALL INTERSECTION APPROACHES
5. CURB EXTENSION



Corridor Concept: Ramon Road at Sunrise Way



Cost Estimate

#	Item	Unit	Quantity	Unit Cost	Cost
1	Signal Modification (Sunrise)	LS	1	\$ 60,000.00	\$ 60,000.00
2	Signal Modification (Ramon)	LS	1	\$ 75,000.00	\$ 75,000.00
3	Signage and Striping (Crosswalks)	LS	1	\$ 10,000.00	\$ 10,000.00
4	Removals and Other Miscellaneous Items	LS	1	\$ 40,000.00	\$ 40,000.00
5	C&G	LF	775	\$ 35.00	\$ 27,125.00
6	Sidewalk	SF	3200	\$ 8.00	\$ 25,600.00
7	ADA Curb Ramps	EA	3	\$ 5,000.00	\$ 15,000.00
8	Raised Median	SF	925	\$ 8.00	\$ 7,400.00
	Subtotal				\$ 260,125.00
	15% Contingency				\$ 39,018.75
	TOTAL				\$ 299,143.75



SOUTH PALM CANYON DRIVE

OVERVIEW

South Palm Canyon Drive is a Secondary Thoroughfare located in the south part of Palm Springs and is a north-south road that extends along the the west edge of the developed part of the city to the east city limit. The section South Palm Canyon Drive addressed by this project is approximately two miles long, extending between Belardo Road and Acanto Drive. South Palm Canyon Drive is four lanes wide from Belardo Road to Avenida Granada and is a wide two-lane road from Avenida Granada to the south.

PROBLEMS IDENTIFIED

Corridor issues and concerns include high vehicle speeds and limited controlled pedestrian crossings. Input from the Walk Audit included comments stating that motorists drive at high speeds along the roadway and that this behavior creates an uncomfortable environment for pedestrians. Participants expressed the need for more pedestrian crossings between Ramon Road and the Southern City Boundary. Traffic signals are placed far apart, which creates challenges for pedestrians that cross S. Palm Canyon Dr. Consequently, many pedestrians cross mid-block. Sidewalk infrastructure is absent on some portions of the roadway, e.g between Cantina Way and Avenida Granada. The Lykken Trail crossing of S. Palm Canyon Drive is unmarked. One pedestrian collision has occurred on this section of South Palm Canyon Drive.

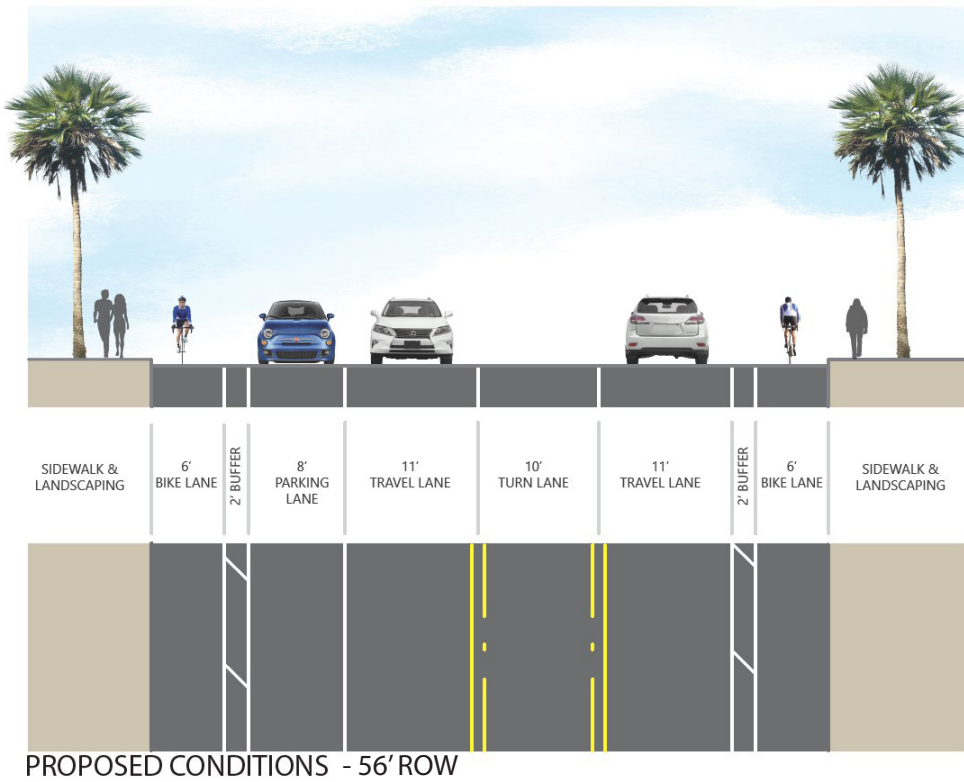
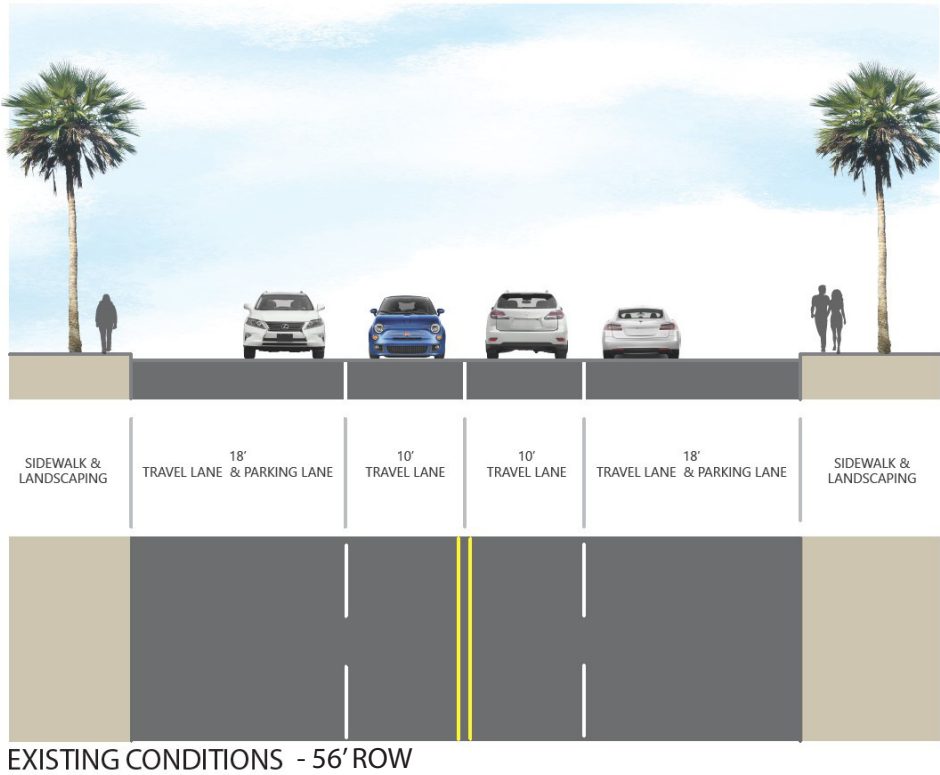
PROPOSED SOLUTION

The project will address these concerns by restriping the roadway from the current four travel lanes with outside parking provided to provide two travel lanes, a center turn lane, two buffered bicycle lanes and a parking lane that will be located between the buffered bike lane and the traffic lane. A pedestrian crossing is provided at the Lykken Trail.

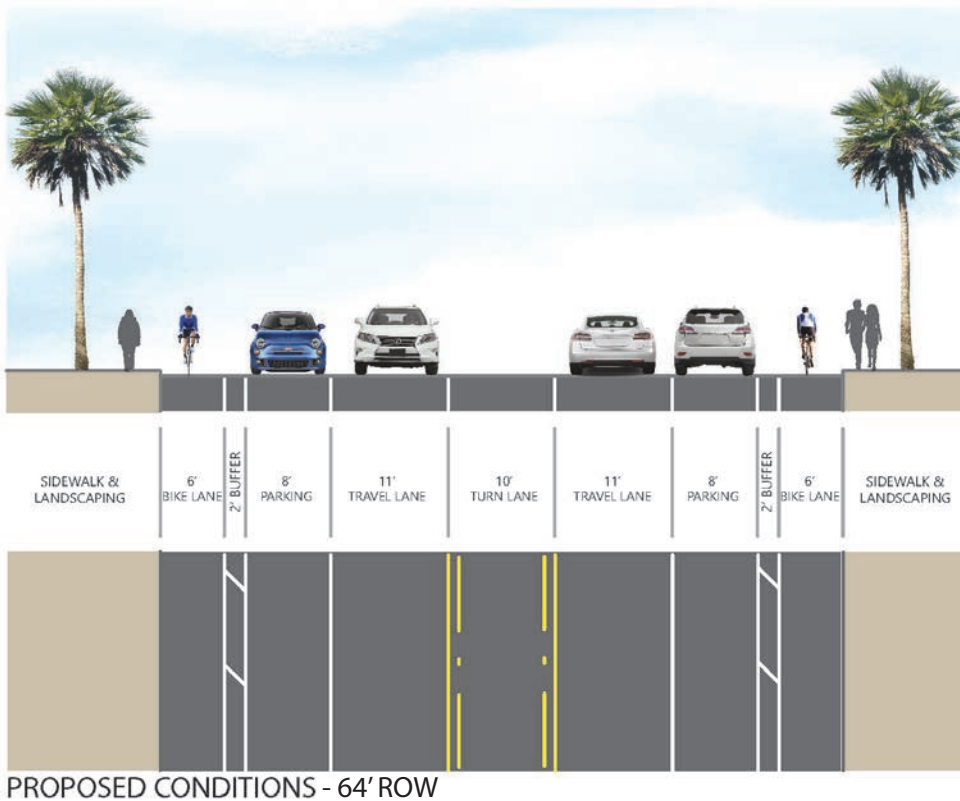


Top Left: South Palm Canyon Drive near Twin Palms, Top Right: South Palm Canyon Drive near Avenida Granada, Left: South Palm Canyon Drive at Lykken Trail Crossing location

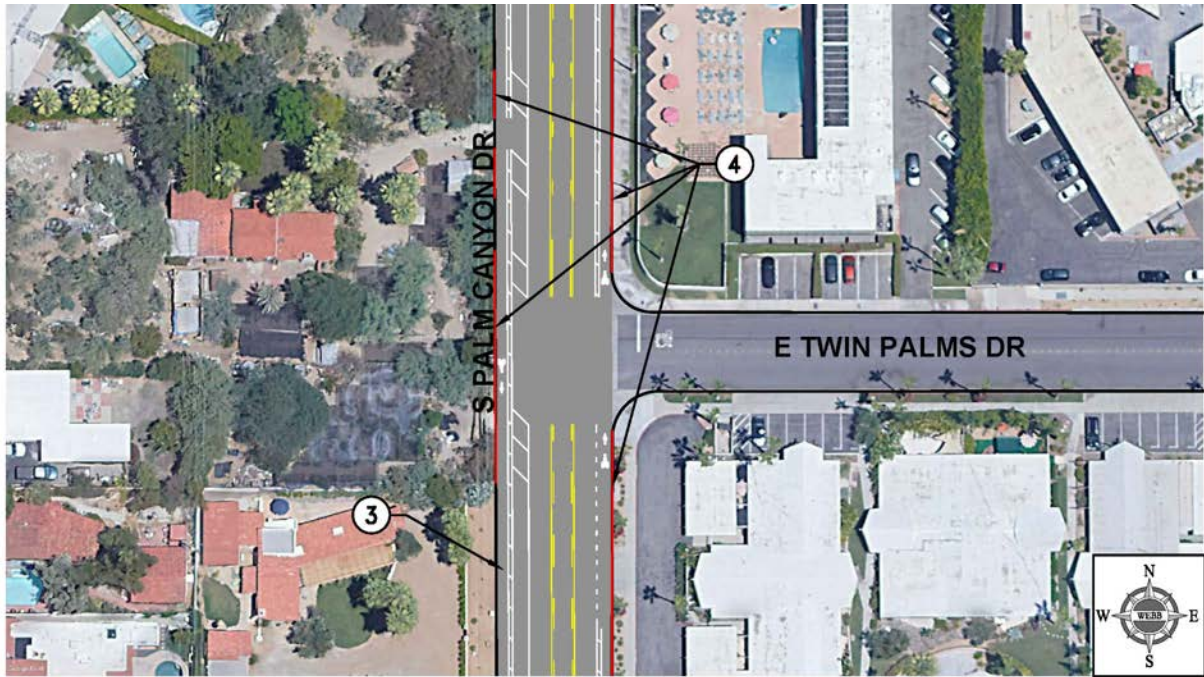
ROADWAY CROSS SECTION



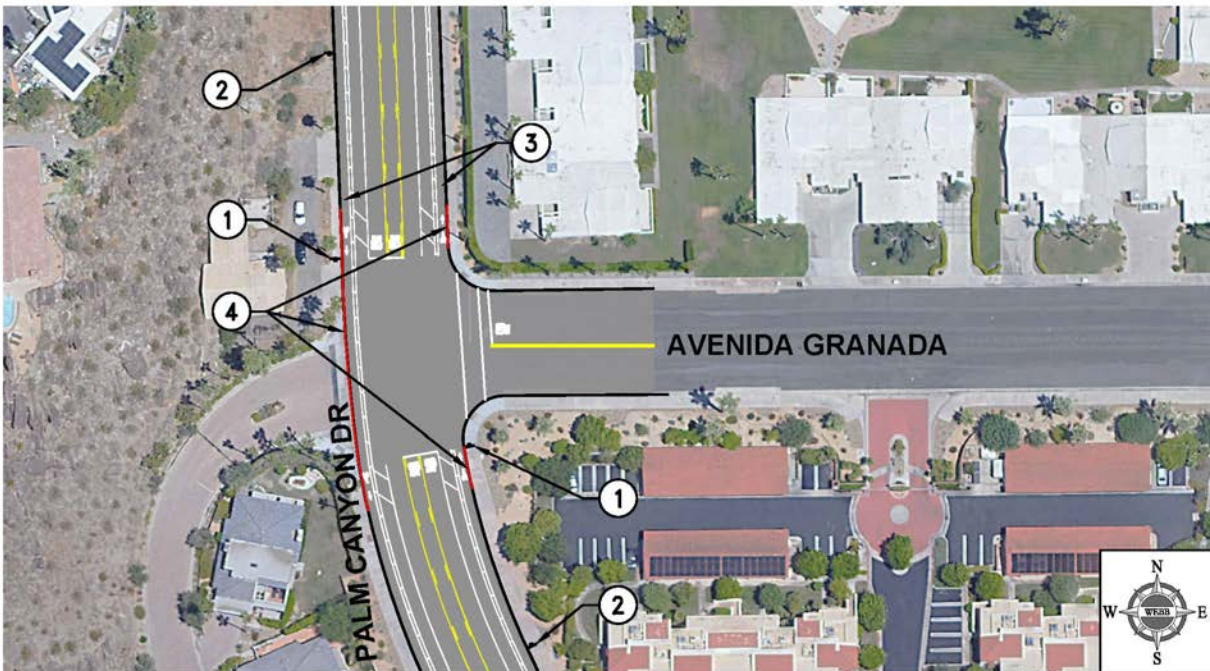
ROADWAY CROSS SECTION



Corridor Concept: South Palm Canyon Drive and Twin Palms Drive



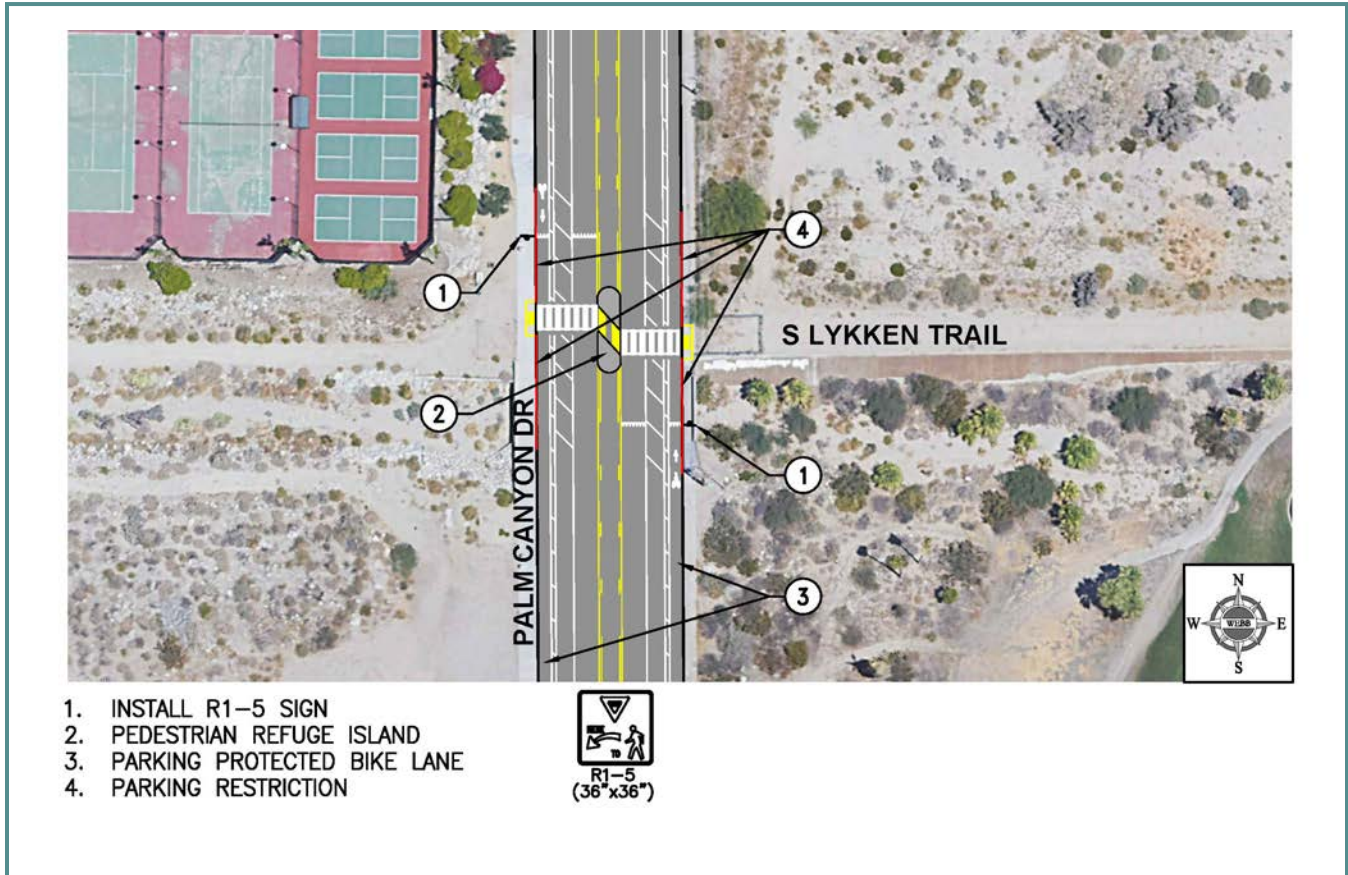
Corridor Concept: South Palm Canyon Drive and Avenida Granada



INSTALL R1-1 SIGN
 INSTALL W3-1 SIGN
 PARKING PROTECTED BIKE LANE
 PARKING RESTRICTION



Corridor Concept: South Palm Canyon Drive and Lykken Trail



Cost Estimate

#	Item	Unit	Quantity	Unit Cost	Cost
1	Signing and Striping	LS	1	\$ 180,000.00	\$ 180,000.00
2	Removals and Other Miscellaneous Items	LS	1	\$ 10,000.00	\$ 10,000.00
3	C&G	LF	250	35 \$	8,750.00
4	Raised Median	SF	90	8 \$	720.00
5	ADA Curb Ramps	EA	2	5000 \$	10,000.00
	Subtotal				\$ 209,470.00
	15% Contingency				\$ 31,420.50
	TOTAL				\$ 240,890.50