PALM DESERT

SAFE ROUTES TO SCHOOL

Vision Zero Strategy

ACKNOWLEDGMENTS

City of Palm Desert

» **Chris Gerry**
Senior Project Manager
Public Works

» **Thomas Soule**
Public Affairs Manager
Economic Development

Project Consultants

» **Sam Corbett**
Principal-in-Charge
Alta Planning + Design

» **Les Brown**
Palm Desert SRTS Project Manager
Alta Planning + Design

» **Kristin Haukom**
Palm Desert SRTS Lead
Alta Planning + Design

» **Eric Purcell**
Planner
Alta Planning + Design

» **Nora Hastings**
Graphic Designer
Alta Planning + Design

Advisory Committee

» **Brenda Nutcher**
Desert Recreation District

» **Dina Purvis**
City of Indian Wells

» **Don Olson**
Riverside County Sheriff's Office

» **Dr. Jay Seller**
The Joslyn Center

» **Jessica Gonzales**
City of Palm Desert Finance

» **Maureen Archuleta**
Desert Recreation District

» **Randy Bowman**
Coachella Valley Association of Governments

» **Steve Libring**
City of La Quinta

PALM DESERT
CALIFORNIA

alta

TABLE OF CONTENTS

ACRONYMS

ADA	Americans with Disabilities Act
CA AB 1550	California Assembly Bill 1550
CA AB 413	California Assembly Bill 413
CA AB 43	California Assembly Bill 43
Caltrans ATP	Caltrans Active Transportation Program
CAMUTCD	California Manual on Uniform Traffic Control Devices
DSUSD	Desert Sands Unified School District
FRPM	Free and Reduced Price Meals
HIN	High-Injury Network
KSI	Killed or Seriously Injured
LPI	Leading Pedestrian Interval
LTS	Level of Traffic Stress
REAP	Regional Early Action Planning
RRFB	Rectangular Rapid Flashing Beacon
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
TAP	SunLine Transit Ambassador Program
USDOT	United States Department of Transportation
USDOT ETC	USDOT Equitable Transportation Community

01.

The Vision for Safe Routes to School in Palm Desert

INTRODUCTION & BACKGROUND

The **Palm Desert Safe Routes to School (SRTS) Plan** is the culmination of extensive outreach, engagement, and data collection and analysis that envisions a Palm Desert where all students and their families have access to safe, convenient, and healthy modes of transportation to and from school. The SRTS Plan is a component of the City of Palm Desert's larger Vision Zero Strategy.

With funding from the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Grant Program, the City of Palm Desert (City) and the SRTS Plan Project Team (Project Team) developed this SRTS Plan through a comprehensive review of walking and biking conditions around eight public elementary, middle, and high schools in the Desert Sands Unified School District (DSUSD). The City and the Project Team also engaged with school staff, parents and caregivers, residents, and students to understand mobility challenges around each school.

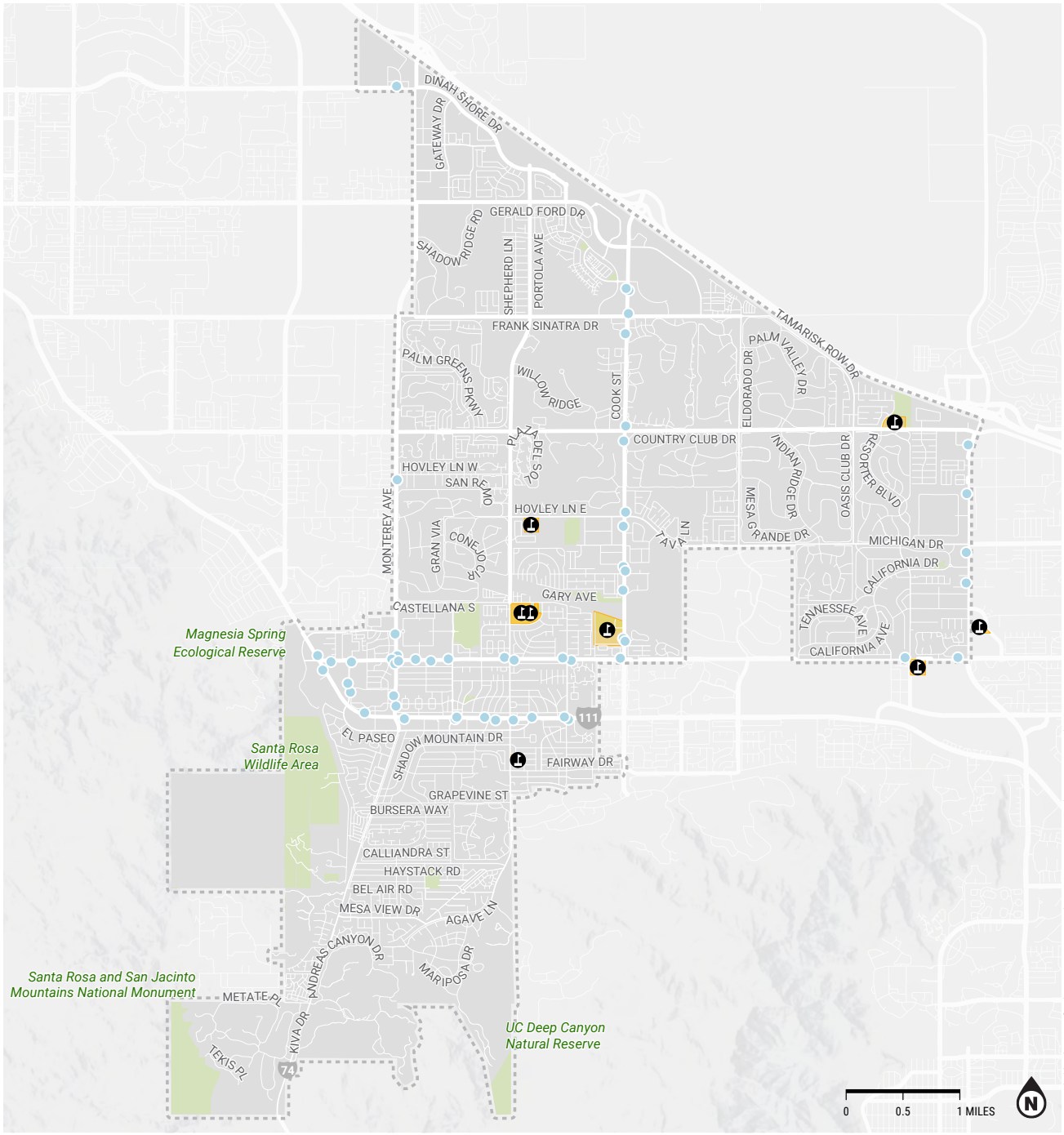
Table 1 lists the schools included in the SRTS Plan, and **Figure 1** shows the overall city and the location of each participating school.

Table 1: Palm Desert SRTS Schools Details

School Name	City*	Level
Abraham Lincoln Elementary School	Palm Desert	Elementary
George Washington Charter School	Palm Desert	Elementary
James Earl Carter Elementary School	Palm Desert	Elementary
Palm Desert Charter Middle School	Palm Desert	Middle
Palm Desert High School	Palm Desert	High
Ronald Reagan Elementary School	Palm Desert	Elementary
Gerald R. Ford Elementary School	Indian Wells	Elementary
Colonel Mitchell Paige Middle School	La Quinta	Middle

**Two schools located just outside of Palm Desert are included in this SRTS Plan because their enrollment boundaries serve students located within City limits.*

Figure 1: Palm Desert SRTS School Locations



PROJECT SCHOOLS

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- City Boundary
- Parks
- School Parcels

alta PALM DESERT CALIFORNIA

WHAT IS SRTS?

SRTS is a strategy that improves pedestrian and bicycle travel conditions around schools to increase opportunities for students and their families to use active modes of transportation to get to and from school. Successful SRTS programs commonly include elements of each of the six Es: Education, Encouragement, Enforcement, Equity, Engineering, and Evaluation. Each E is meant to remove barriers that prevent students from walking and bicycling to school.

SRTS is typically divided into two categories: infrastructure and non-infrastructure.

Infrastructure, also called engineering, focuses on improving the built environment to make active modes of travel safer, more convenient, and comfortable for people of all ages and abilities. This is a key component of SRTS, which prioritizes infrastructure improvements that specifically address the needs of students, while also ensuring sidewalks, paths, crossings, and streets are safer and more accessible for everyone. These physical improvements help to foster environments that are conducive to the use of active transportation for all, regardless of age or mobility.

Non-infrastructure, also called encouragement and education, complements infrastructure by promoting activities that make active modes of travel to school more attractive, fun, and interesting while also teaching skills to do so safely.

SRTS is a critical part of building healthier, safer, and more equitable communities. SRTS has myriad benefits including:

- **Improved safety for pedestrians and bicyclists**
- **Reduced traffic congestion**
- **Improved air quality**
- **Improved health**
- **Improved academic achievement**
- **Fundamental and lifelong pedestrian skills learned**
- **Benefit to the local economy**
- **Stronger sense of community**
- **More transportation options for everyone**
- **Strengthened family bonds**

HOW TO USE THIS PLAN

This SRTS Plan documents the activities, data collection, and analyses for the City that resulted in actionable infrastructure and non-infrastructure recommendations. Various community members can use the SRTS Plan to identify the content that is important and relevant to them. The following are some examples:

Parents/caregivers can use the SRTS Plan to understand the conditions at their students' school and to become familiar with suggested routes for walking and biking to school.

DSUSD staff can use the SRTS Plan to continue or develop programs that educate and encourage students and parents/caregivers to seek alternatives to automobile trips to school and identify ways to improve on-campus circulation. They can also use the findings in the SRTS Plan to obtain grant funding or achievement awards.

City staff can use the SRTS Plan to identify issues and opportunities related to suggested routes for walking and bicycling and to prioritize potential short-term and long-term infrastructure improvements. Staff can also use this SRTS Plan to pursue SRTS funding opportunities.

02.

Palm Desert Today

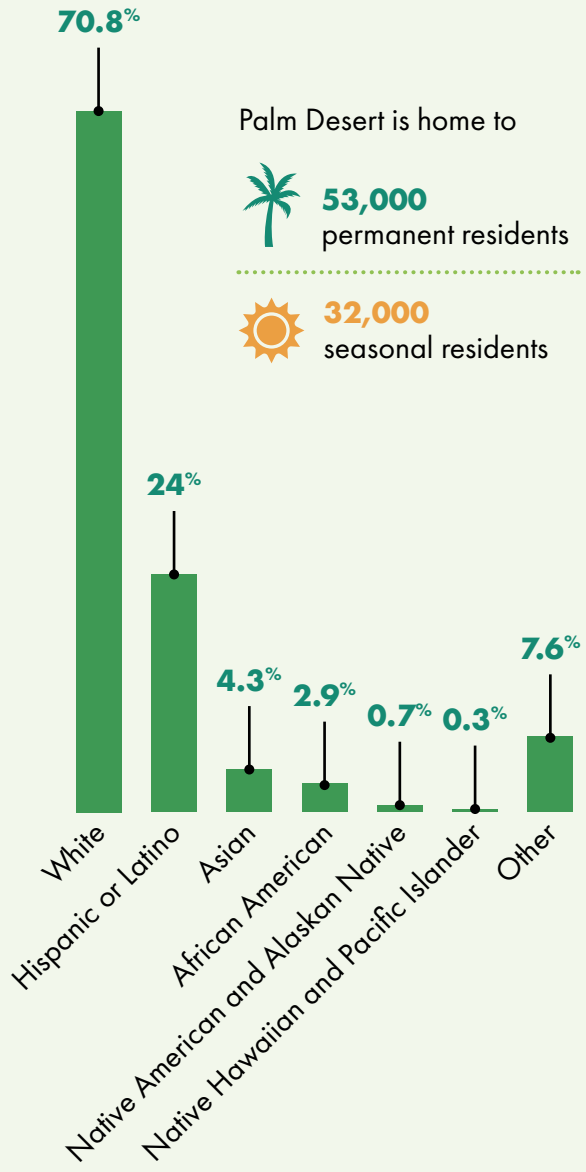
INTRODUCTION

Palm Desert is located in the center of the Coachella Valley in Riverside County, California. With year-round sunshine, a growing network of sidewalks and bicycle facilities, and the City's increased efforts to expand active transportation facilities, Palm Desert is equipped to become a city where walking and bicycling as daily modes of transportation for children, families, and residents is comfortable, safe, and accessible.

Palm Desert has a population of approximately 53,000 permanent residents and 32,000 seasonal residents. Palm Desert's residents are 70.8% White, 24% Hispanic or Latino, 4.3% Asian, 2.9% African American, 0.7% Native American and Alaska Native, 0.3% Native Hawaiian and Pacific Islander, and 7.6% Other.*

Palm Desert has a median household income of $64,295, with 12.9% of the population living below the federal poverty line (Source: Census, 2022). **Figure 2** shows the different population demographics in Palm Desert.

Figure 2: Palm Desert Demographics



*Total exceeds 100% as these categories are not mutually exclusive (i.e., some individuals may identify with more than one group).

SCHOOL COMMUNITY SOCIOECONOMIC PROFILE

The following presents a socioeconomic profile of Palm Desert's school community using Free and Reduced Price Meals (FRPM) eligibility.

The National School Lunch Program is a federally funded program that assists schools in providing free or reduced-price lunches to students based on household income. FRPM eligibility serves as an indicator of socioeconomic vulnerability, highlighting areas where families may face financial challenges that affect access to transportation.

Table 2 and **Figure 3** show the Palm Desert SRTS schools and their percentage of students eligible for FRPM during the 2022–2023 school year.

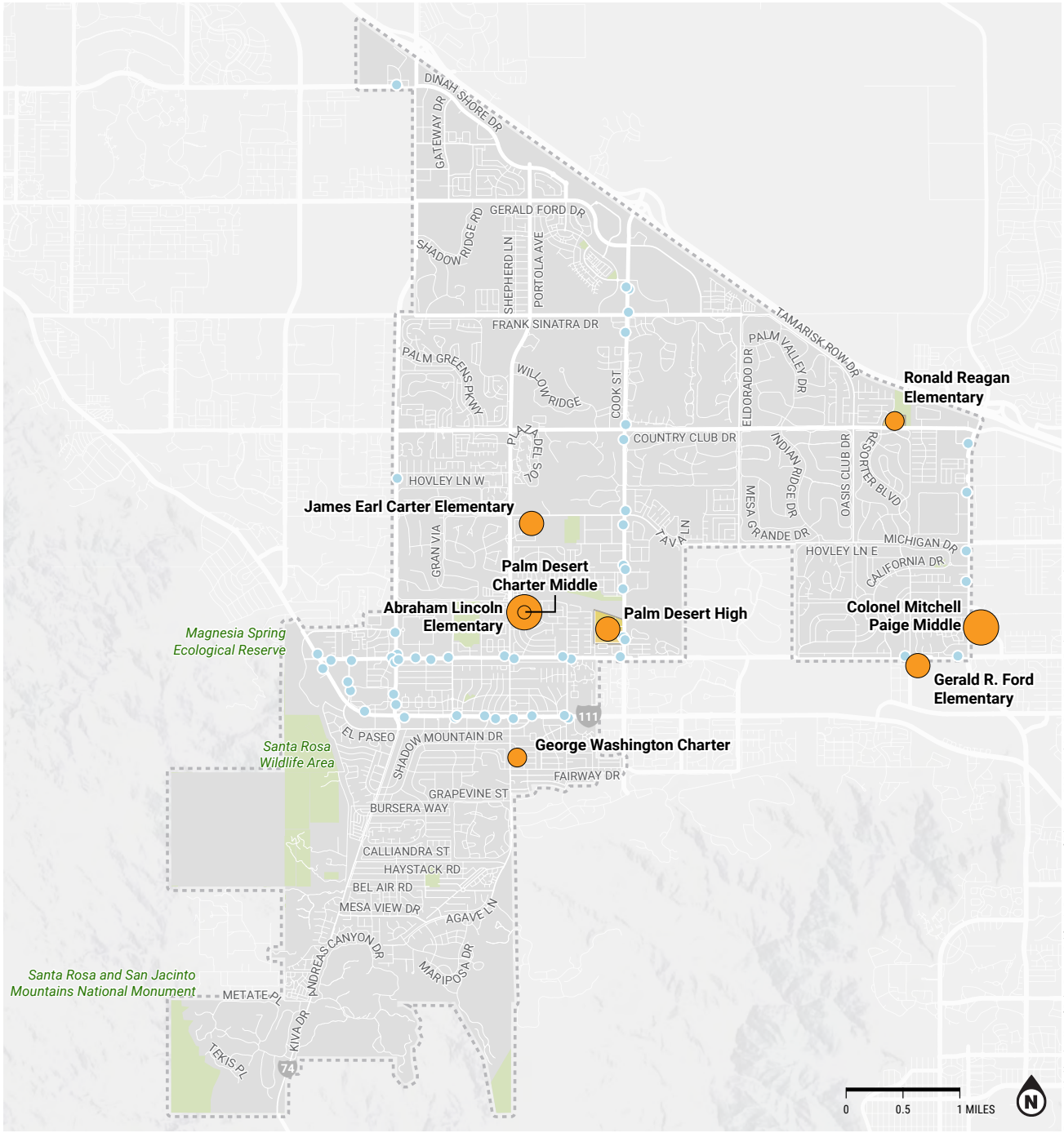
Table 2: K–12 Free or Reduced-Price Meals Data (2022–2023)

School Name	Enrollment	Percentage (%) Eligible for Free Meals*	Percentage (%) Eligible for Free or Reduced-Price Meals†
Abraham Lincoln Elementary School	585	68.7%	79.5%
Colonel Mitchell Paige Middle School	436	63.1%	74.3%
George Washington Charter School	755	35.2%	49.0%
Gerald R. Ford Elementary School	603	46.3%	58.7%
James Earl Carter Elementary School	516	41.7%	53.1%
Palm Desert Charter Middle School	1,347	45.6%	60.3%
Palm Desert High School	2,050	42.1%	57.3%
Ronald Reagan Elementary School	834	40.9%	53.2%

** "Eligible for Free Meals" represents students from families whose income qualify for meals at no cost (at or below 130% of the federal poverty level).*

† "Eligible for Free or Reduced-Price Meals" is an expanded criteria that represents students whose family meet the income threshold for either free meals or reduced-price meals (130% to 185% of the federal poverty level).

Figure 3: K–12 Free or Reduced Price Meals Eligibility in Palm Desert (2022–2023)



FREE AND REDUCED PRICE MEALS (FRPM) ELIGIBILITY

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- City Boundary
- Parks
- School Parcels

PERCENTAGE OF FRPM ELIGIBLE STUDENTS

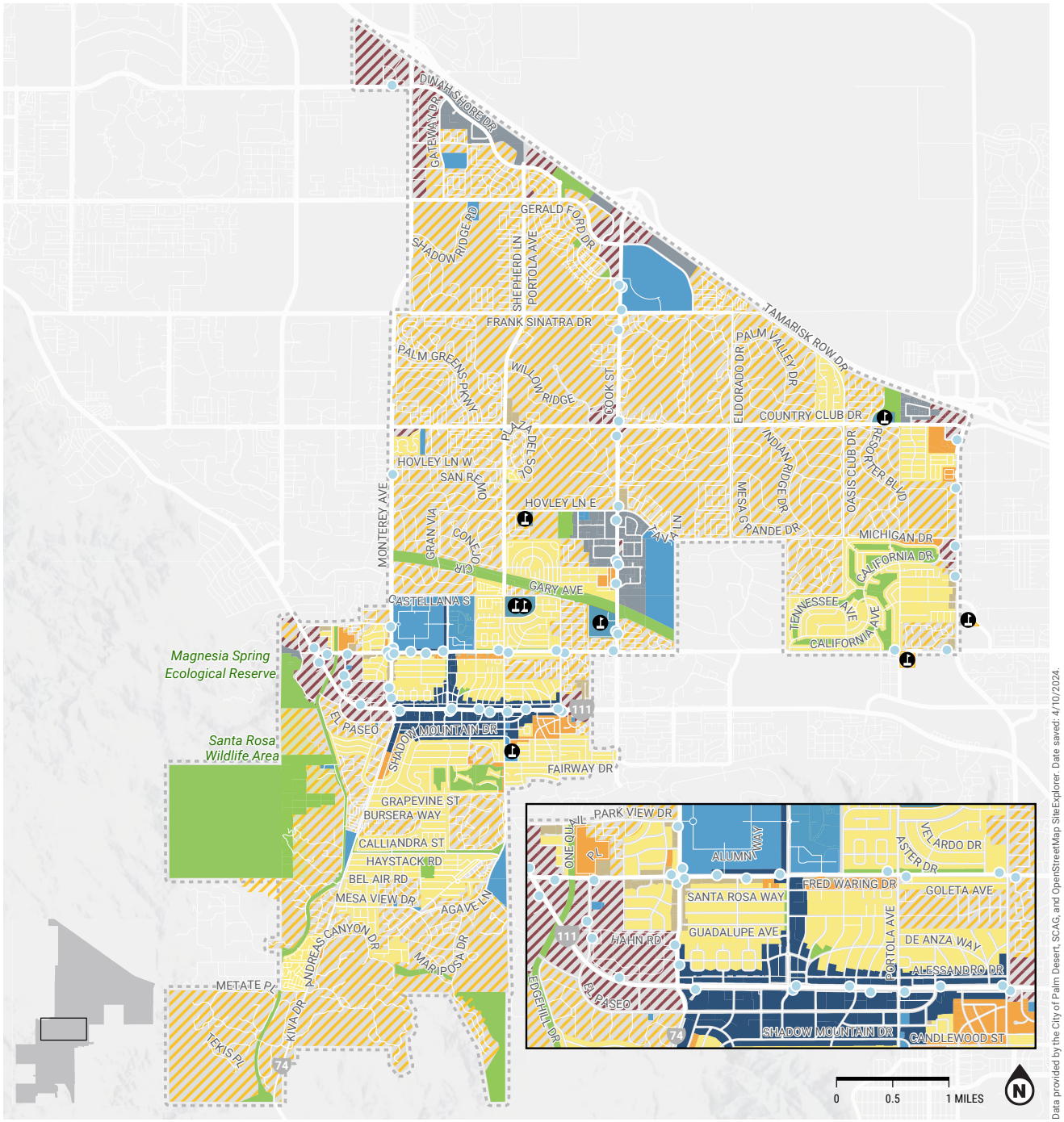
- Above 60% (Most Eligible)
- 50% - 60%
- 35% - 50%
- Below 35% (Least Eligible)

LAND USE

Existing land use surrounding schools in Palm Desert is primarily residential (**Figure 4**). Most of the residential areas around schools are single-family detached homes with some multi-family parcels. George Washington Charter School is surrounded by residential land uses but is located two blocks away from the main commercial corridor of Palm Desert, El Paseo. Additionally, some schools are located next to open space that could provide alternative transportation and recreational opportunities for students. For example, Ronald Reagan Elementary School is bordered by Palm Desert Freedom Park to the north.

This proximity to open space, along with the surrounding residential areas, presents an opportunity to increase walking and biking rates for students and families. Improving and promoting pedestrian and bicycle facilities between these neighborhoods and the schools could help increase the rates of active transportation for students, reducing traffic congestion and promoting healthier, more sustainable commuting options. Enhanced infrastructure and safer routes could encourage more students to walk or bike to school, especially given the accessibility to recreational areas like the nearby parks.

Figure 4: Citywide Land Use



LAND USE

CITY OF PALM DESERT SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- City Boundary
- Parks

LAND USE

- High Density Residential
- Low Density Residential
- Planned Residential
- Commercial
- Planned Commercial
- Professional Offices
- Downtown
- Public Institution
- Open Space
- Industrial

CLIMATE

Climate plays a crucial role in the use of active transportation. Palm Desert, with its desert climate, experiences warm temperatures year-round and intense heat during the summer months (**Table 3**). This extreme heat can discourage students from walking or biking to school, as it makes travel uncomfortable and potentially unsafe, especially during the hottest parts of the day. High temperatures can lead to dehydration, heat exhaustion, or other heat-related illnesses. Although a detailed climate analysis was not included in the SRTS Plan, the Project Team carefully considered the city's climate when developing the recommendations included in the plan.

Table 3: Average Daily Temperature by Month in Palm Desert

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Mean Daily Max. °F	70.3	73.3	79.9	85.8	93.1	101.7	105.8	105.2	100.8	90.5	78	68.8	**87.8**
Daily Mean °F	58.6	62.2	68.5	74.5	81.2	89.2	94.1	93.8	88.7	78.1	65.5	57	**76**
Mean Daily Min. °F	46.8	51	57.2	63.1	69.3	76.6	82.5	82.5	76.5	65.8	53	45.3	**64.1**
Average Precipitation Inches	0.65	0.59	0.32	0.07	0.02	0	0.05	0.26	0.13	0.15	0.19	0.49	**2.92**

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Existing Pedestrian Facilities

The sidewalk network throughout Palm Desert is relatively well-connected, especially on major arterials and collector streets. However, many residential streets lack sidewalks and other pedestrian infrastructure like marked crossings. In school areas, many streets have existing sidewalks leading to the school. However, some schools lack adequate pedestrian facilities. Portola Avenue, Hovley Lane, Fred Waring Drive, Washington Street, and Country Club Road are all major arterials on which many schools are located. Because of high traffic volume and speed, these streets can serve as deterrents to students who may potentially walk to school.

Existing Bicycle Facilities

As shown in **Figure 5**, Caltrans breaks down bicycle facility types by classes that range from I to IV. Bicycle facility types can be color coded by level of traffic stress (LTS) with LTS 1 being most comfortable and LTS 4 being least comfortable for bicyclists with limited confidence, such as children.

Despite high posted speed limits and multiple lanes of traffic, the existing local bicycle network in Palm Desert consists primarily of Class II bike lanes and Class IIB buffered bike lanes on major arterials and Class III bicycle routes on lower volume roads. Class II bike lanes and IIB buffered bike lanes are suboptimal for such conditions, particularly for children and less confident bicyclists. These facilities may not provide sufficient safety or comfort for inexperienced riders, highlighting a need for infrastructure that better supports their needs, especially on routes to school.

Palm Desert also has a Class IV separated bikeway on San Pablo Avenue between Magnesia Falls Drive and Fred Waring Drive. This facility, however, changes to Class IIB buffered bike lanes between Fred Waring Drive and Highway 111.

Figure 5: Traffic Stress Levels and Corresponding Facility Types

CLASS II
Bicycle Lane

- A dedicated lane for bicycle travel adjacent to a motor vehicle travel lane.
- A painted white line separates the bicycle lane from motor vehicle traffic.

CLASS III
Bicycle Route

- A signed bike route that bicyclists share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for cyclists who are adept at riding with motor vehicles.
- Recommended for streets with low vehicle volumes and speeds.

CLASS IV
Separated Bikeway

- An on-street bikeway separated from a motor vehicle travel lane by a curb, median, planters, parked motor vehicles, delineators, and/or other vertical elements.

CLASS IIB
Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from a motor vehicle travel lane by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles.

CLASS IIIB
Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.

CLASS I
Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.
- Bike lanes with at least 5 feet of separation from traffic vehicle lanes are also considered shared-use paths.

Regionally, the CV Link bicycle trail provides bicycle connections through the Coachella Valley. In Palm Desert, the CV Link primarily comprises high-quality Class IV facilities that run in an east-west direction connecting the Bump and Grind Trail, College of the Desert, Civic Center Park, Abraham Lincoln Elementary School, Palm Desert Charter Middle School, Palm Desert High School, and adjacent residential areas. There was an existing half-mile Class I facility between Magnesia Falls Drive and Cook Street that has since been integrated into the CV Link network.

These existing Class I and IV bike facilities can be a valuable base for further promoting student active transportation. These facilities already offer residents safe, direct routes that reduce the need to navigate busy streets. Class IV bike lanes, separated from traffic with physical barriers, provide the most appropriate on-street facility for student safety and comfort, particularly for younger or less confident bicyclists, while Class I facilities provide a low-stress, off-road option. Together, these facilities create a backbone network of low-stress connections to neighborhoods and schools, and lay a solid foundation for future improvements to enhance safety and encourage more students to bike to school.

Figure 6 shows the total mileage of each bikeway class while **Table 4** displays a list of existing bicycle facilities in Palm Desert. The existing bikeways are also mapped in **Figure 7**.

Note: The City has an existing active transportation program and has recently implemented many of the proposed walking and biking projects included in its 2016 General Plan. These previously proposed projects were considered during the development of recommendations for this SRTS Plan and are listed in Appendix A.

The City is also in the process of updating its bike network map concurrent with an update to its General Plan. The information provided in this section about existing bike facilities reflects data that was available in 2024, and may not fully capture recent changes to the evolving network.

Figure 6: Total Mileage by Bikeway Class

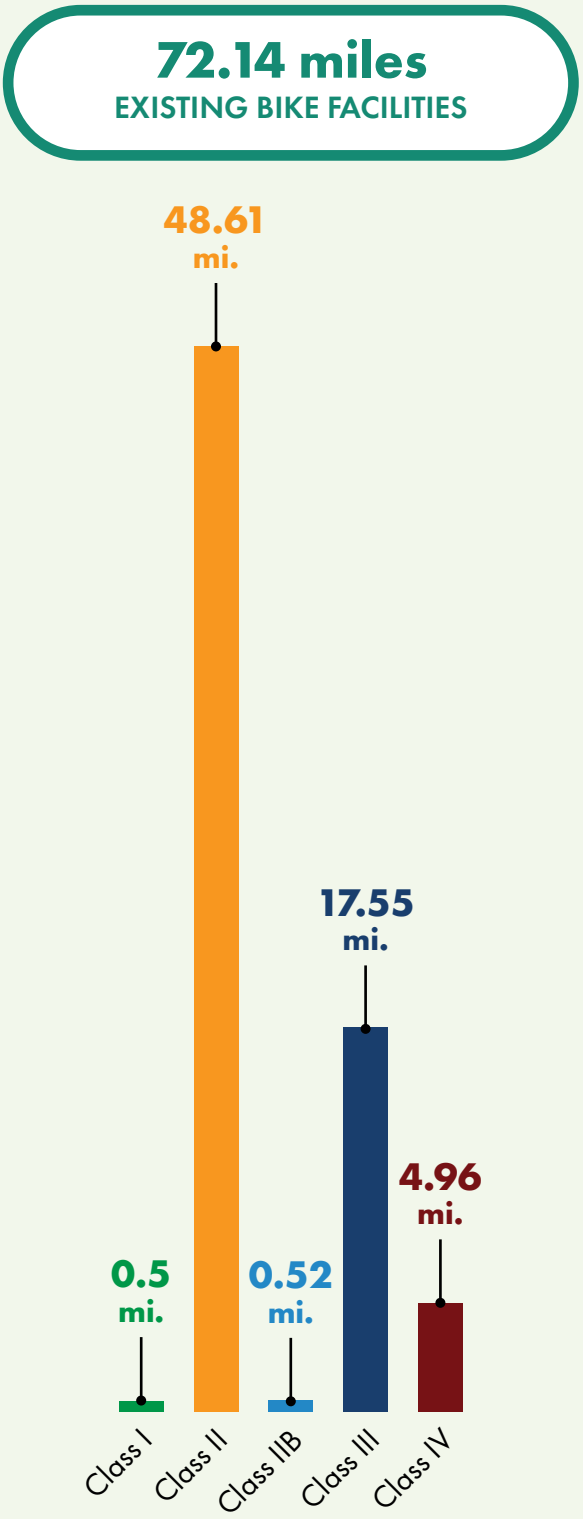
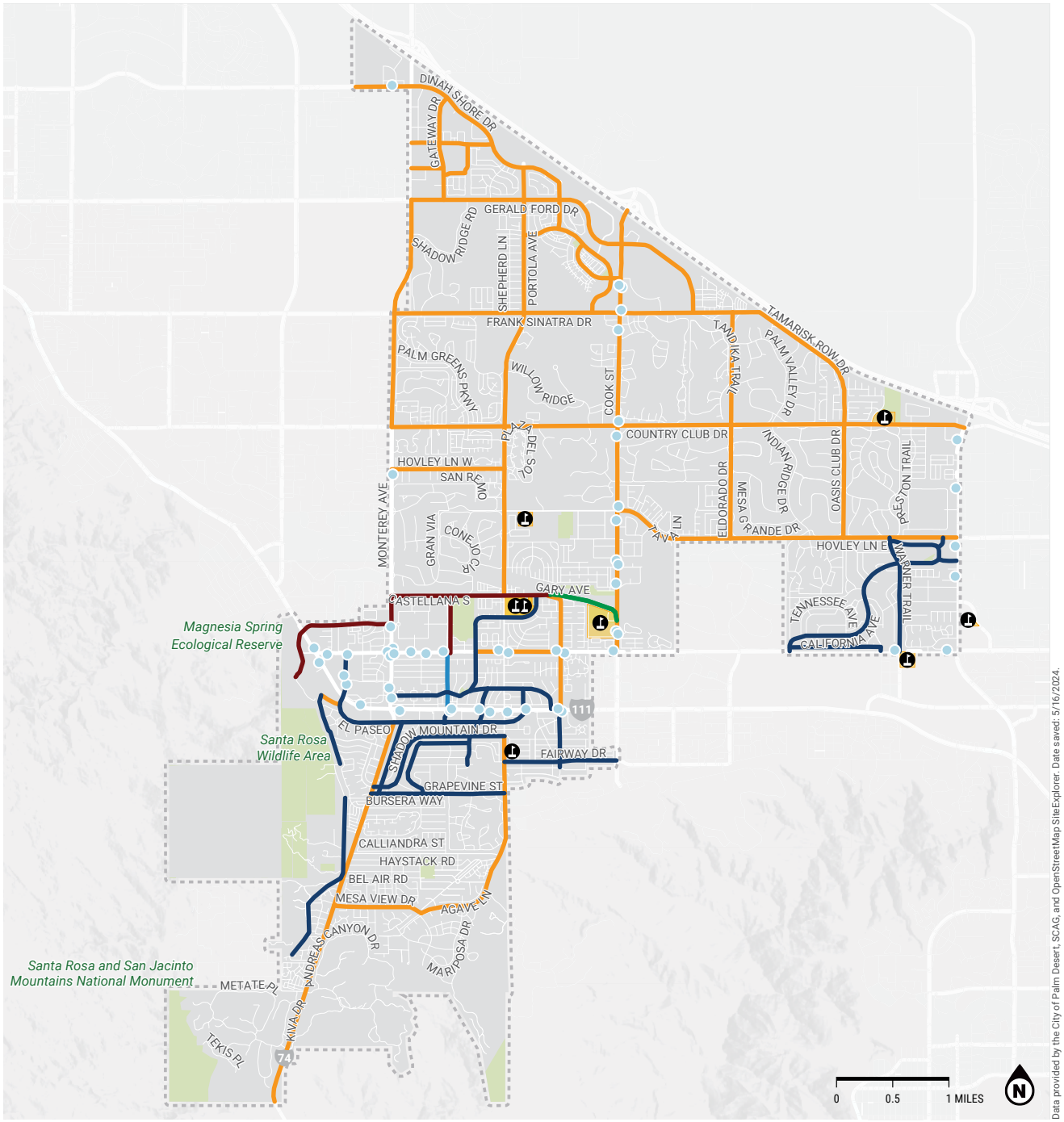


Figure 7: Existing Bikeways in Palm Desert



EXISTING BIKEWAYS

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- City Boundary
- Parks
- School Parcels

EXISTING BIKEWAYS

- Coachella Valley Link (Class I)
- Bicycle Lane (Class II)
- Buffered Bicycle Lane (Class IIB)
- Bicycle Route (Class III)
- Separated Bicycle Lane (Class IV)

alta PALM DESERT CALIFORNIA

Table 4: Existing Bikeways by Class

Class	Street	Start Street	End Street
Class I	**CV Link (off-street)**	Deep Canyon Road	Cook Street
Class II	**Country Club Drive**	Monterey Avenue	Washington Street
Class II	**Hovley Lane**	Monterey Avenue	Portola Avenue
Class II	**Gerald Ford Drive**	Monterey Avenue	Frank Sinatra Drive
Class II	**Frank Sinatra Drive**	Monterey Avenue	42nd Avenue
Class II	**Portola Avenue**	Dinah Shore Drive	Magnesia Falls Drive
Class II	**Monterey Avenue**	Gerald Ford Drive	Country Club Drive
Class II	**Dick Kelly Drive**	Monterey Avenue	Dinah Shore Drive
Class II	**Dinah Shore Drive**	City Limit	College Drive
Class II	**Cook Street**	I-10	Fred Waring Drive
Class II	**Eldorado Drive**	Frank Sinatra Drive	42nd Avenue
Class II	**42nd Avenue**	Cook Street	Washington Street
Class II	**College Drive**	Portola Avenue	Frank Sinatra Drive
Class II	**University Park**	College Drive	Cook Street
Class II	**A Street**	Monterey Avenue	Gateway Drive
Class II	**Gateway Drive**	Dinah Shore Drive	Gerald Ford Drive
Class II	**Dolce Avenue/ Cortesia Way**	Gateway Drive	Dick Kelly Drive
Class II	**Highway 74**	El Paseo	S City Limit
Class II	**Highway 111**	W City Limit	E City Limit
Class II	**Painters Path**	Edgehill Drive	El Paseo
Class II	**Fred Waring Drive**	San Pascual Avenue	Deep Canyon Road
Class II	**Fred Waring Drive**	Monterey Avenue	San Pablo Avenue
Class II	**Deep Canyon Road**	Magnesia Falls Drive	Highway 111

Class	Street	Start Street	End Street
Class II	**Portola Avenue**	Mesa View Drive	Shadow Mountain Drive
Class II	**Mesa View Drive**	Highway 74	Portola Avenue
Class IIB	**San Pablo Avenue**	Highway 111	San Gorgonio Way
Class III	**California Drive**	Fred Waring Drive	Warner Trail
Class III	**Warner Trail**	Fred Waring Drive	42nd Avenue
Class III	**Florida Avenue**	California Drive	Fred Waring Drive
Class III	**Idaho Street**	42nd Avenue	Michigan Drive
Class III	**Avenue of the States**	Washington Street	California Drive
Class III	**El Paseo**	Fred Waring Drive	De Anza Way
Class III	**San Gorgonio Way**	Monterey Avenue	Highway 111
Class III	**San Luis Rey Avenue**	Ironwoods Street	De Anza Way
Class III	**Fairway Drive**	Portola Avenue	E City Limit
Class III	**Deep Canyon Road**	Abronia Trail	Old Prospector Trail
Class III	**Grapevine Street**	Highway 74	E City Limit
Class III	**Shadow Mountain Drive**	Highway 74	Portola Avenue
Class III	**Ocotillo Drive**	Grapevine Street	El Paseo
Class III	**Joshua Tree Street**	Grapevine Street	San Luis Rey Avenue
Class III	**San Pablo Avenue**	Shadow Mountain Drive	Highway 111
Class III	**Edgehill Drive**	Painters Path	Tierra del Oro
Class III	**Calle De Los Campesinos**	Along River	Along River
Class IV	**CV Link (Painters Path/Magnesia Falls Drive)**	Bump and Grind Trailhead	Deep Canyon Road
Class IV	**San Pablo Avenue**	Fred Waring Drive	Magnesia Falls Drive

Bike parking at the front entrance of Palm Desert High School.

End-of-Trip Facilities

Bike racks in Palm Desert are primarily concentrated along El Paseo, San Pablo Avenue, and Highway 111, areas that host many local commercial destinations. While newer bike racks tend to be the preferred post-and-ring style, most bike parking in the city consists of wave-style racks, which are less secure and less preferred.* Several schools, including Palm Desert High School, provide bike parking for students. Though these racks are typically wave-style as well, they are generally located on-campus, away from public access.

Other end-of-trip facilities, such as seating and trash cans, are available near newer bike racks along San Pablo Avenue. However, most bike parking areas in Palm Desert lack additional amenities, like bike tools, pumps, or shelter from the elements.

**Association of Pedestrian and Bicycle Professionals, Essentials of Bike Parking, September 2015 https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf.*

NETWORK GAP ANALYSIS

When assessing pedestrian and bicycle network connectivity, natural and man-made elements are an important consideration, particularly when physical barriers impact route directness. Palm Desert has few natural barriers. However, expansive, private communities that are gated and not open to the public make it significantly more tedious and time consuming for pedestrians and bicyclists to travel to and from their destinations. Furthermore, many of the streets in Palm Desert consist of wide arterials with high posted speed limits, heavy traffic volumes, and few pedestrian and bicyclist crossings. While some schools are located on smaller streets in residential areas, many are located on these arterial roads, such as Portola Avenue and Cook Street.

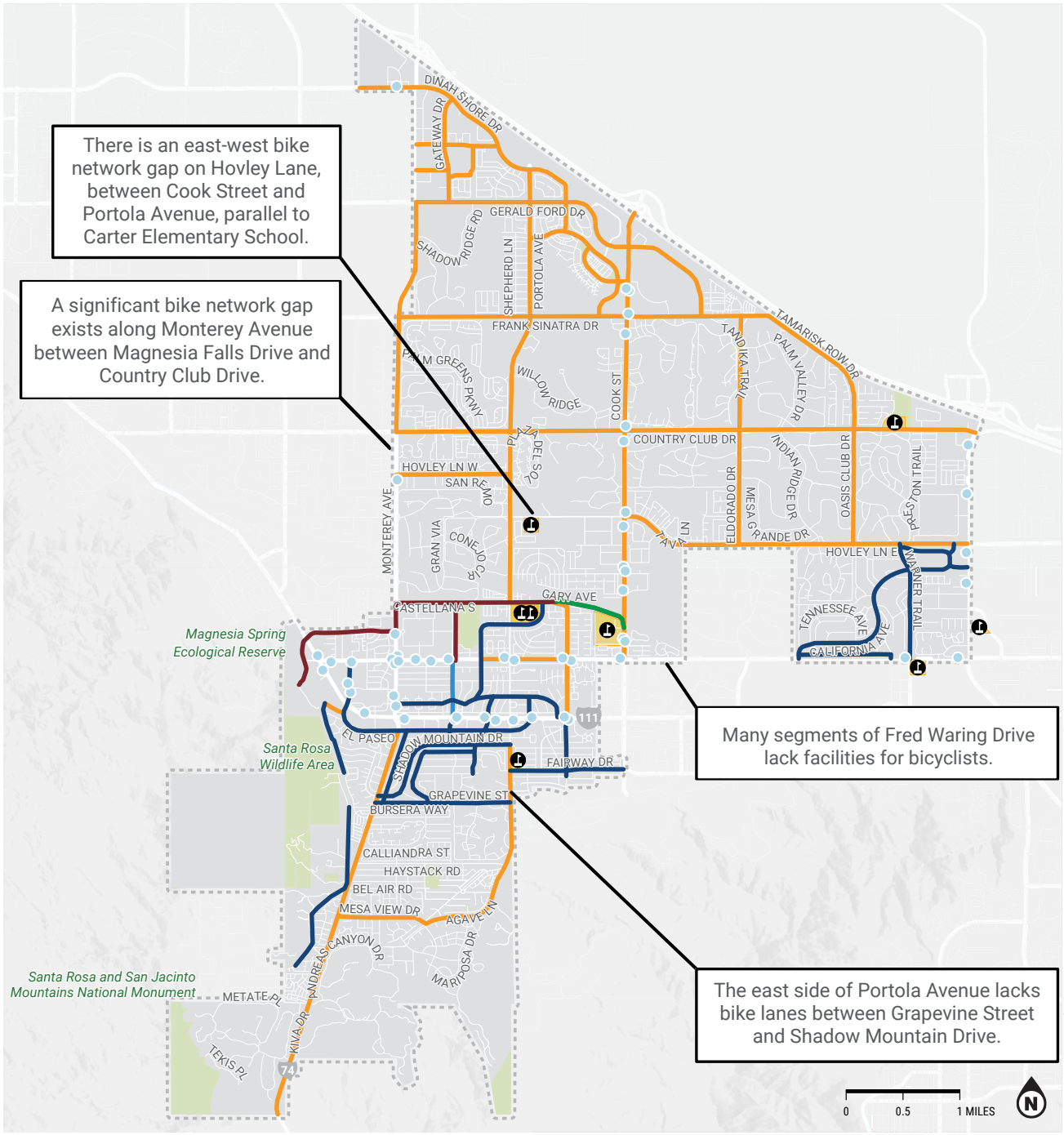
Sidewalk Gaps

Sidewalk gaps can create a barrier for students walking to school by forcing them to cross a major roadway or create unnecessary out of direction travel. Palm Desert's existing sidewalk network spans across the city, as observed by the Project Team during walk audits and site visits. However, many streets in residential neighborhoods, including those around the schools, have significant sidewalk gaps or lack sidewalks entirely.

Bicycle Gaps

Bicycle network gaps can create additional stress for students biking to school. A complete bicycle network can encourage young bicyclists to ride their bike to school more often and feel safe throughout their travel. As shown in **Figure 8**, the more significant gaps in the citywide bicycle network include a north-south connection on Monterey Avenue between Magnesia Falls Drive and Country Club Drive, as well as an east-west facility continuation on Hovley Lane between Cook Street and Portola Avenue. Additionally, as shown in the School Area Collision Analysis (**pg. 42**), many collisions involving people walking and biking occurred along major arterials, including Highway 111, Fred Waring Drive, Cook Street and Country Club Drive.

Figure 8: Citywide Bicycle Network Gaps



BICYCLE NETWORK GAPS

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- City Boundary
- Parks
- School Parcels

EXISTING BIKEWAYS
- Coachella Valley Link (Class I)
- Bicycle Lane (Class II)
- Buffered Bicycle Lane (Class IIB)
- Bicycle Route (Class III)
- Separated Bicycle Lane (Class IV)

alta PALM DESERT CALIFORNIA

Network Analysis by School

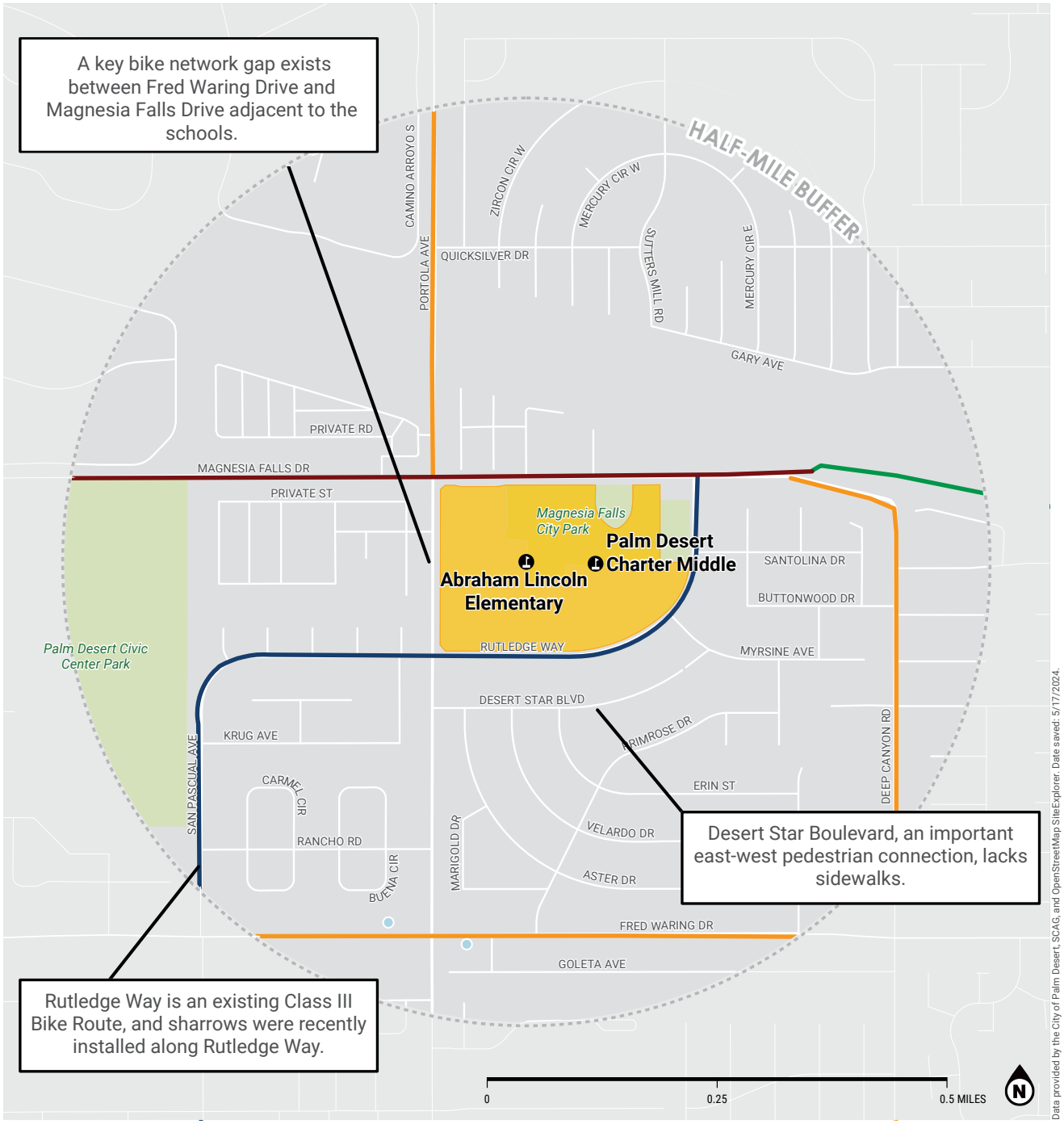
The following provides details of existing bicycle and pedestrian facilities near each school (**Figure 9** through **Figure 15**).

Abraham Lincoln Elementary School and Palm Desert Charter Middle School

Each school can access the Class IV separated bike lane (CV Link) on their northern edge along Magnesia Falls Drive. There are also existing Class II bike lane facilities along Deep Canyon Road and Fred Waring Drive, and sidewalks along most streets connecting to the school. However, many streets in nearby residential neighborhoods lack sidewalk connectivity, such as along Desert Star Boulevard.

The north side of Desert Star Boulevard lacks sidewalks.

Figure 9: Bicycle and Pedestrian Gaps near Abraham Lincoln Elementary School and Palm Desert Charter Middle School



BICYCLE AND PEDESTRIAN GAPS:
LINCOLN ELEMENTARY
PALM DESERT CHARTER MIDDLE

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- Half-Mile Buffer
- Parks
- School Parcels

EXISTING BIKEWAYS
- Coachella Valley Link (Class I)
- Bicycle Lane (Class II) Bicycle
- Route (Class III)

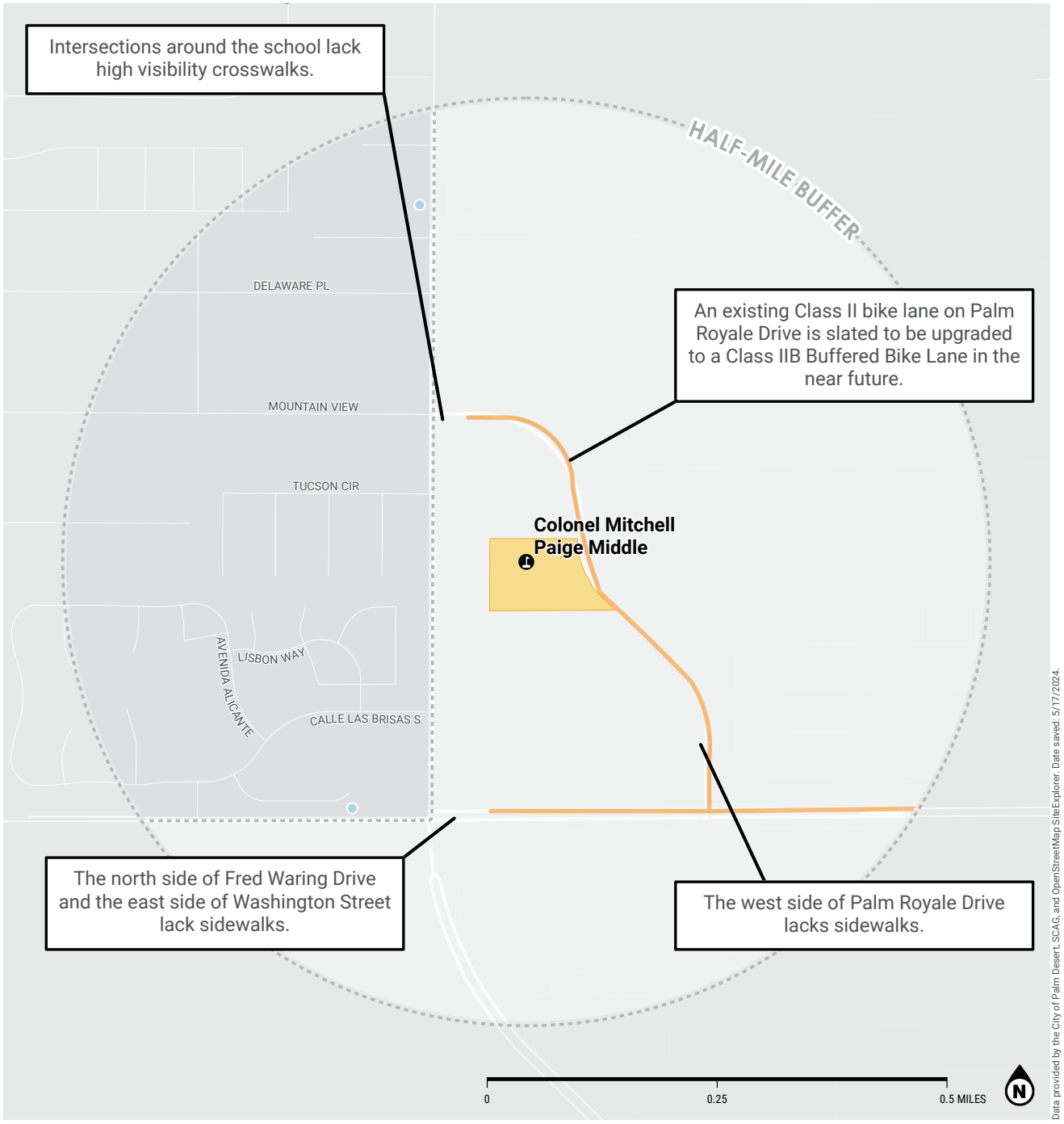
alta PALM DESERT CALIFORNIA

Colonel Mitchell Paige Middle School

Colonel Paige Middle School does not have any existing bicycle connections within Palm Desert. There are, however, Class II bike lanes on Fred Waring Drive east of Washington Street and on Palm Royale Drive in La Quinta. There are wide sidewalks along Palm Royale Drive in front of the school, however these terminate south of the school's property line. There are also large sidewalk gaps on major streets near the school, such as along Fred Waring Drive and Washington Street.

The sidewalk in front of the school terminates to the south of the school property.

Figure 10: Bicycle and Pedestrian Gaps near Colonel Mitchell Paige Middle School



BICYCLE AND PEDESTRIAN GAPS: PAIGE MIDDLE SCHOOL

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- School Parcels

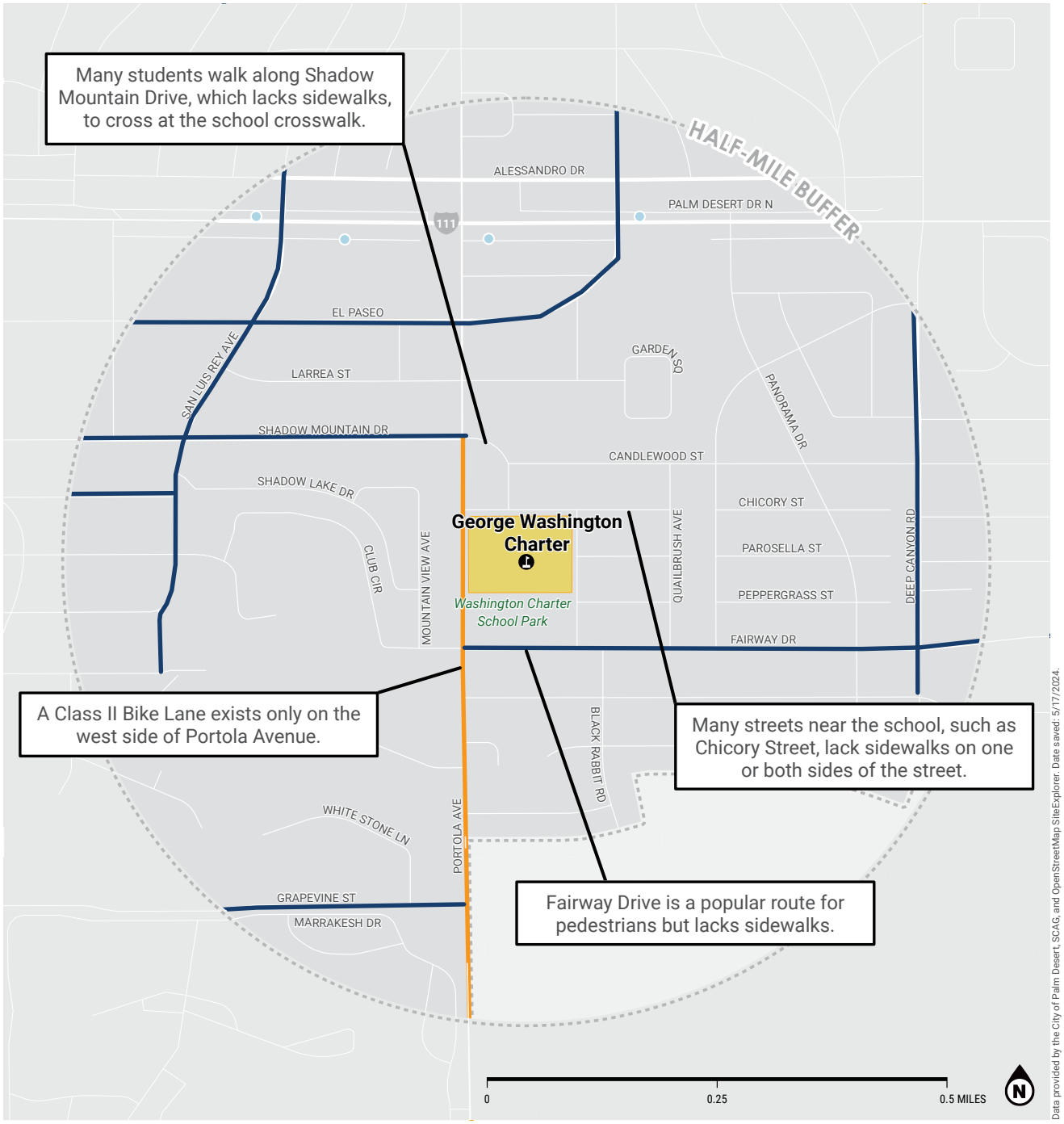
EXISTING BIKEWAYS
- Bicycle Lane (Class II)

George Washington Charter School

George Washington Charter School has existing Class II bike lanes on Portola Avenue. There are also Class III bike route connections along Fairway Drive, Deep Canyon Road, and Shadow Mountain Drive. Many streets in the neighborhood, however, lack sidewalks and curb ramps, such as along the north side of Chicory Street and Fairway Drive.

Many students are dropped off on the north side of Chicory Street where there are no sidewalks.

Figure 11: Bicycle and Pedestrian Gaps near George Washington Charter School



BICYCLE AND PEDESTRIAN GAPS: GEORGE WASHINGTON CHARTER

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- Parks
- School Parcels

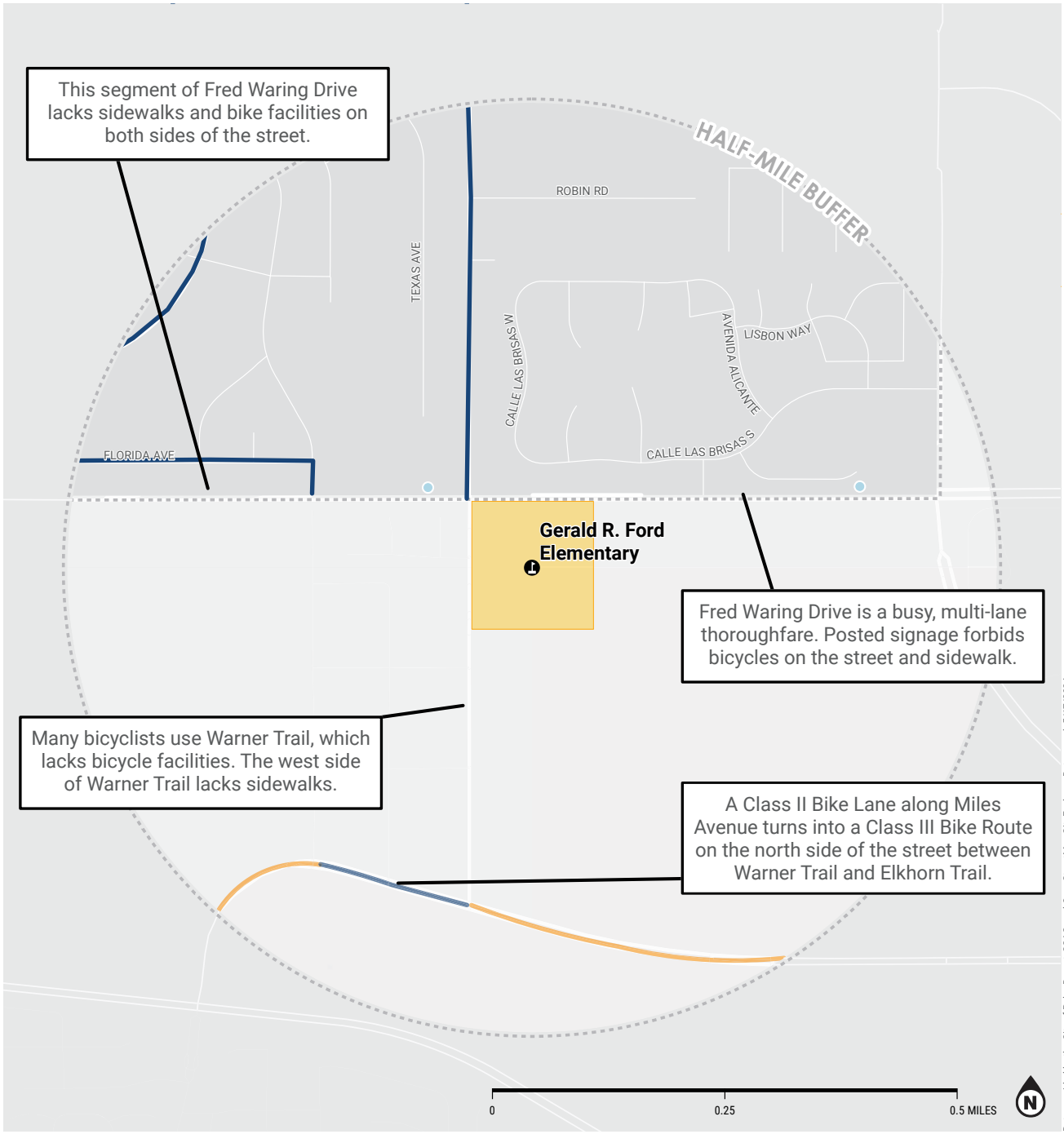
EXISTING BIKEWAYS
- Bicycle Lane (Class II)
- Bicycle Route (Class III)

Gerald R. Ford Elementary School

Gerald R. Ford Elementary School generally lacks bicycle connections. Warner Trail is relatively well-used by bicyclists but lacks bicycle facilities and signage. Fred Waring Drive, a busy thoroughfare just north of the school, has posted signage forbidding bicycles on the street and sidewalk. Sidewalk connectivity to the school is good, but the residential neighborhoods on the east side of Warner Trail lack sidewalks.

There are no bicycle facilities near Gerald R. Ford Elementary School and bikes are forbidden on some sidewalks.

Figure 12: Bicycle and Pedestrian Gaps near Gerald R. Ford Elementary School



BICYCLE AND PEDESTRIAN GAPS: GERALD R. FORD ELEMENTARY

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- School Parcels

EXISTING BIKEWAYS
- Bicycle Lane (Class II)
- Bicycle Route (Class III)

James Earl Carter Elementary School

James Carter Elementary School has existing Class II bike lanes on Portola Avenue, though there are no facilities on Hovley Lane along the north side of the school. However, the school has very good sidewalk connectivity, with sidewalks present along all nearby streets. Students can also walk along a pedestrian path within Hovley Soccer Park to access neighborhoods to the south and avoid the busier industrial and commercial areas to the east.

Many students on bikes, scooters, and other forms of rolling mobility use sidewalks since there are no bike lanes on Hovley Lane.

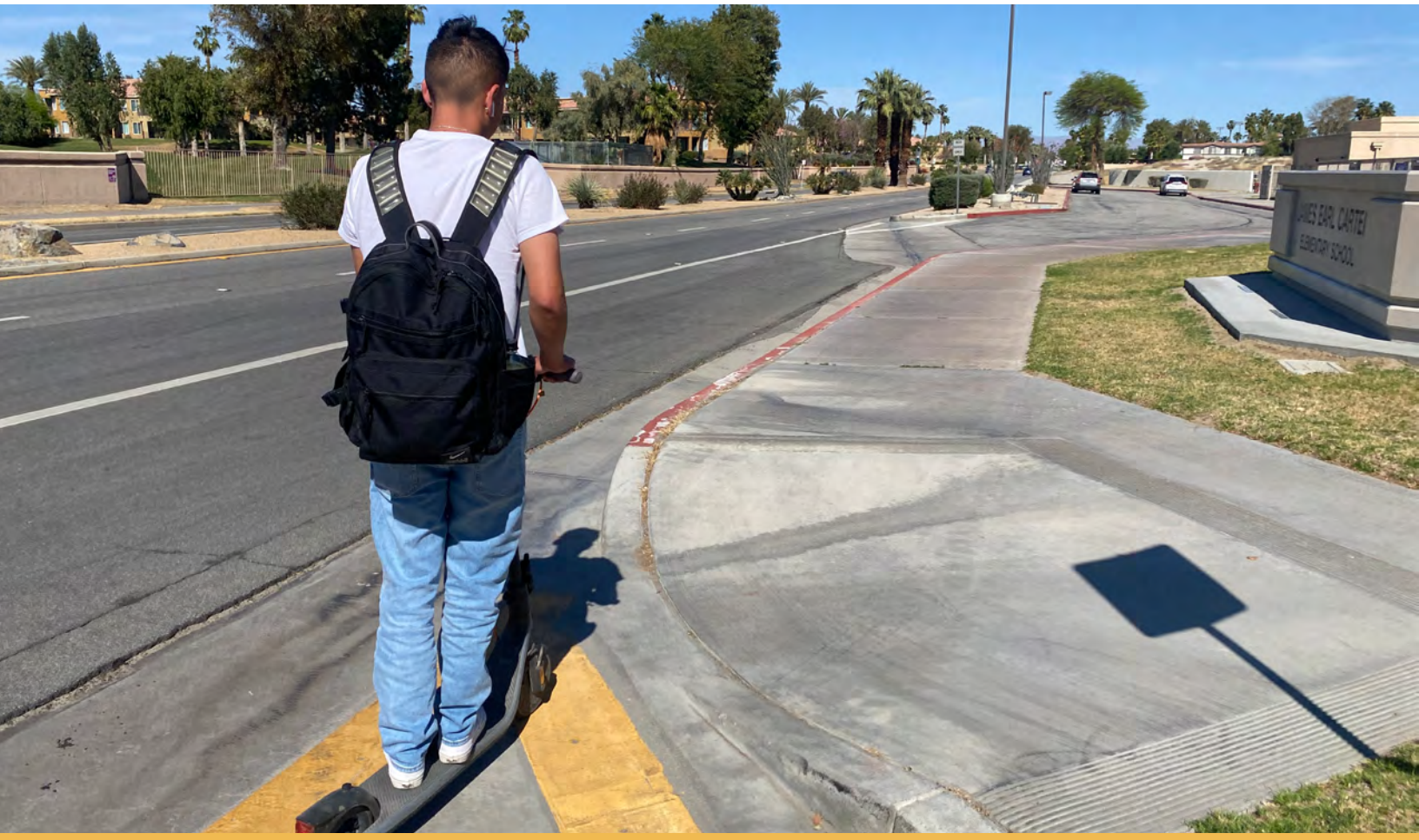
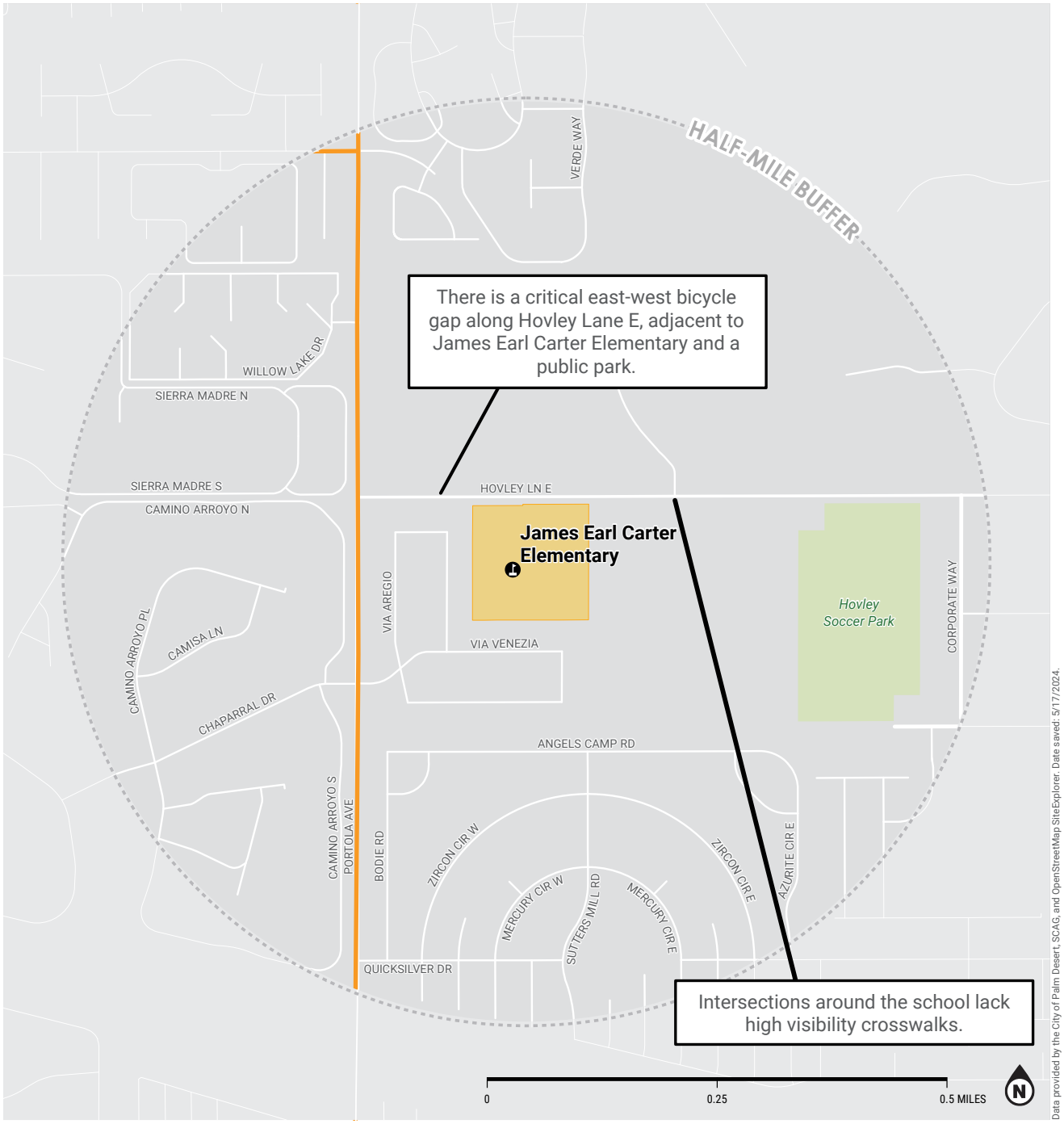


Figure 13: Bicycle and Pedestrian Gaps near James Earl Carter Elementary School



BICYCLE AND PEDESTRIAN GAPS: JAMES EARL CARTER ELEMENTARY

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES
- Schools
- Half-Mile Buffer
- Parks
- School Parcels

EXISTING BIKEWAYS
- Bicycle Lane (Class II)

Palm Desert High School

Palm Desert High School is well-connected to existing bicycle facilities. The CV Link Class I shared-use path runs along the north side of the school, and both Cook Street and Deep Canyon Road have Class II bike lanes. However, there are no bike connections along Fred Waring Drive or through the neighborhood to the south side of the school. Sidewalk coverage is also good, with wide sidewalks leading to its main entrance (via Cook Street) and sidewalks providing pedestrian access to the school's rear entrance via Phyllis Jackson Lane.

CV Link connects directly to Palm Desert High School.

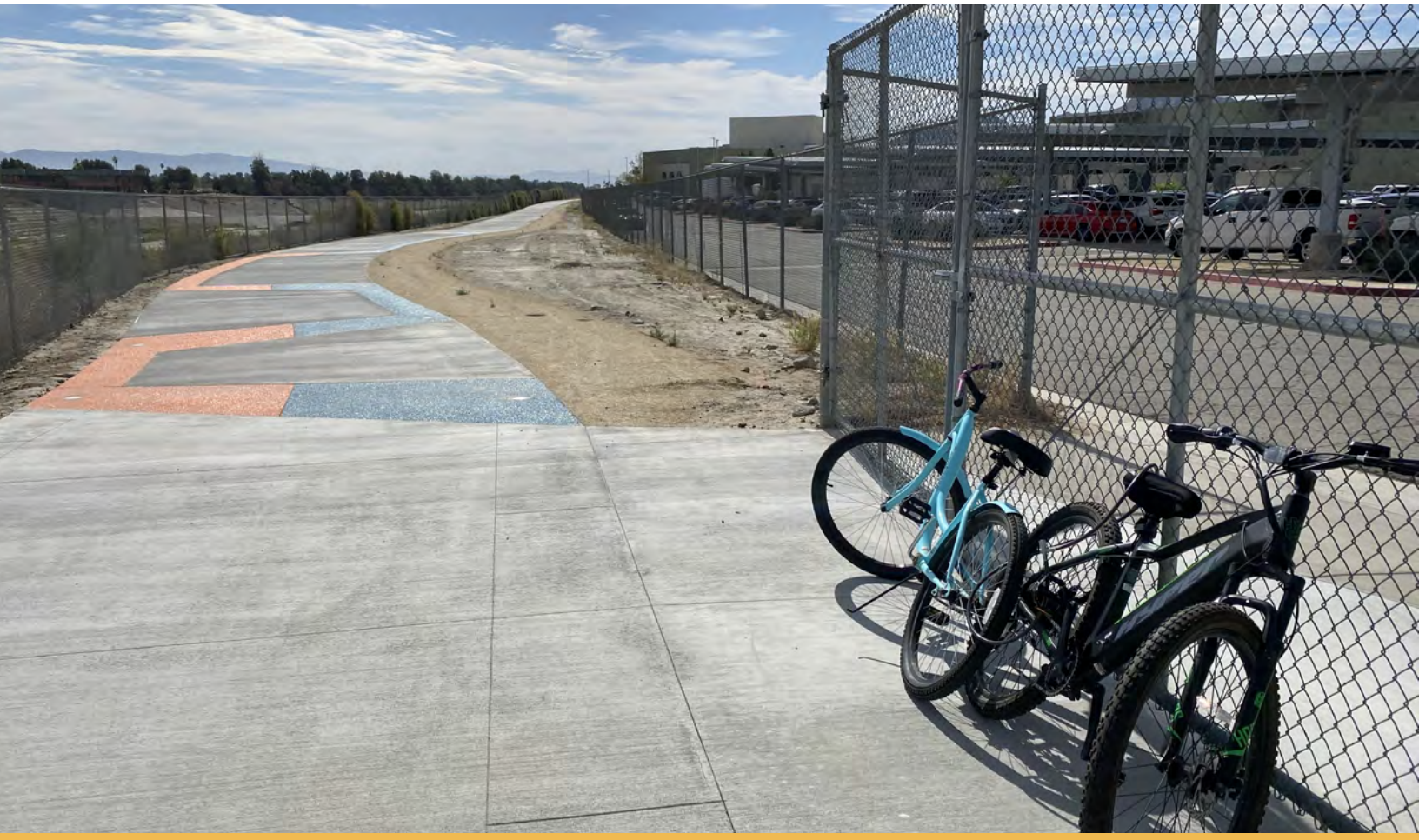


Figure 14: Bicycle and Pedestrian Gaps near Palm Desert High School

BICYCLE AND PEDESTRIAN GAPS: PALM DESERT HIGH

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- Parks
- School Parcels

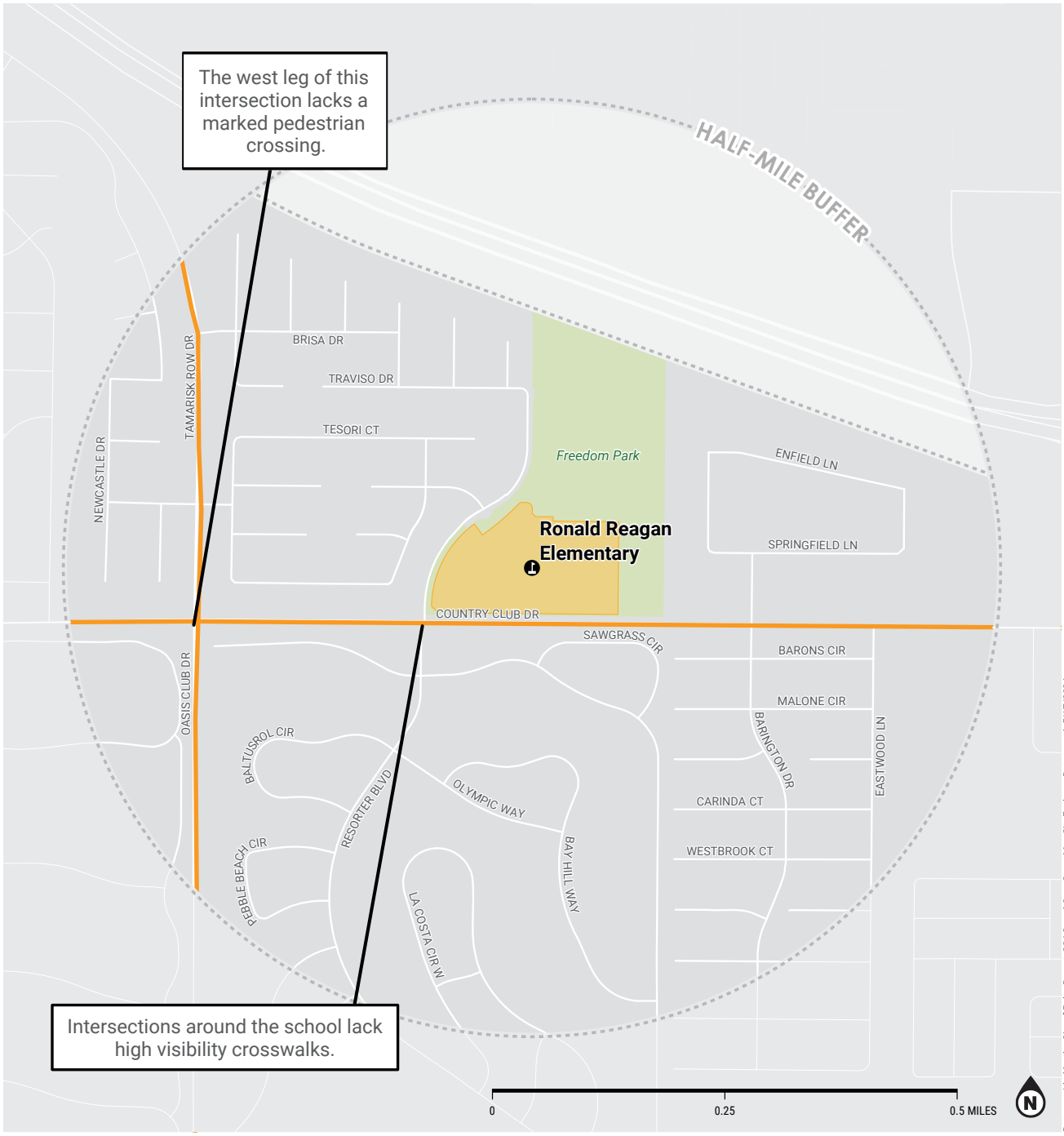
EXISTING BIKEWAYS
- Coachella Valley Link (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)

Ronald Reagan Elementary School

Ronald Reagan Elementary has Class II bike lanes along Country Club Drive and Oasis Club Road. There are also sidewalks present along all streets leading to the school. Students can also walk through Freedom Park to the school's entrance and avoid walking along the busier Country Club Drive.

Sidewalks are present on all streets near Reagan Elementary School and a Class II bike lane on Country Club Drive connects to the school.

Figure 15: Bicycle and Pedestrian Gaps near Ronald Reagan Elementary School



BICYCLE AND PEDESTRIAN GAPS: RONALD REAGAN ELEMENTARY

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES
- Schools
- Half-Mile Buffer
- City Boundary
- Parks
- School Parcels

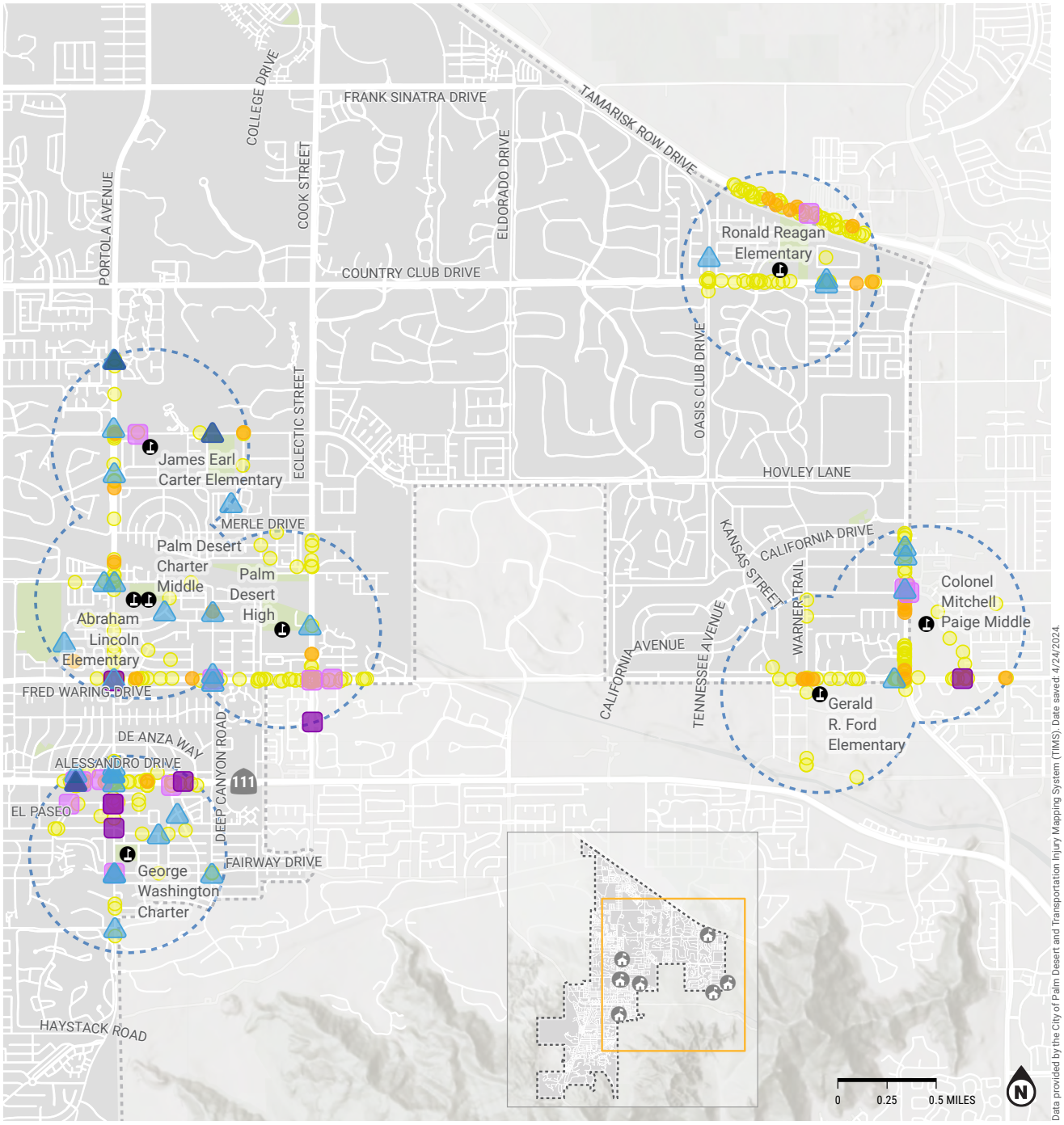
EXISTING BIKEWAYS
- Bicycle Lane (Class II)

SCHOOL AREA COLLISION ANALYSIS

A school-focused collision analysis is crucial for understanding safety trends and identifying areas of concern near each of the eight schools. The data not only highlights high-risk locations, but also provides insights into the types of collisions that are most common in these areas, helping to guide the development and selection of appropriate recommendations included in this SRTS Plan. This analysis of collision patterns informed the development and prioritization of interventions intended to reduce crashes, particularly those involving vulnerable road users like pedestrians and bicyclists.

For the school area collision analysis, the Project Team defined a half-mile radius around each school, corresponding with the area targeted for SRTS improvements in this Plan. Between 2013 and 2022, there were **566 total collisions across the school buffer areas that involved bicycles, pedestrians, or vehicles** (shown in **Figure 16**; lighter yellow symbology purposefully chosen for lesser injury vehicle collisions to highlight non-motorized collisions), with one collision being mapped twice due to its involvement of both a pedestrian and a bicycle. Among these, about **9% involved an active mode** (22 or 4% pedestrian-related collisions, and 35 or 6% bicycle-related collisions), and about **14% involved school-age (age 5–18) children** (80 collisions, all modes).

Figure 16: Collisions within a Half-Mile Radius of the Schools (2013-2022)



COLLISIONS IN SCHOOL AREAS

CITY OF PALM DESERT
SAFE ROUTES TO SCHOOL

alta PALM DESERT CALIFORNIA

BICYCLE COLLISION SEVERITY
- Killed or severly injured (3)
- Lesser injury (32)

PEDESTRIAN COLLISION SEVERITY
- Killed or severly injured (6)
- Lesser injury (16)

VEHICLE COLLISION SEVERITY
- Killed or severly injured (29)
- Lesser injury (481)

DESTINATIONS + BOUNDARIES
- Schools
- Half Mile Radius from Schools
- City Boundary
- Parks

Collision data is provided by TIMS and includes collisions from January 2013 through December 2022. Lesser injuries include minor injuries and complaints of pain.

Figure 17: Collisions Involving School-age Children by Severity Level, Compared to All Ages – All Collisions (2013-2022)

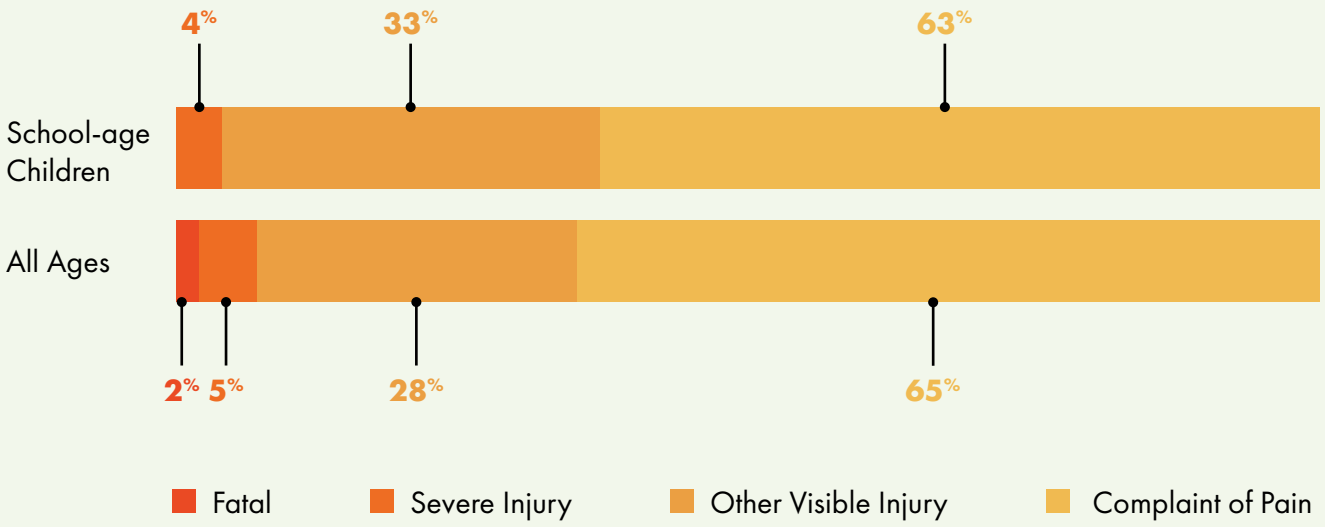
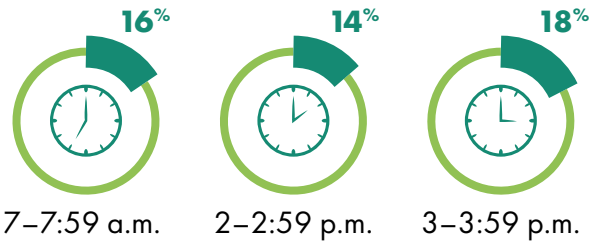


Figure 17 compares the severity of collisions involving school-age children and all ages. Results show that about **7% (38 collisions) of all mode collisions resulted in a fatality or serious injury** (killed or seriously injured [KSI]), while about **4% (3 collisions) of collisions involving school-age children resulted in KSI.** Furthermore, within the school area, **16% (9 collisions) of active mode collisions resulted in KSI**, and one of them involved school-age children.

Most collisions involving school-age children occurred during peak student dismissal and arrival periods (14 or 18% between 3:00 PM and 3:59 PM, 13 or 16% between 7:00 AM and 7:59 AM, and 11 or 14% between 2:00 PM and 2:59 PM), and most of the collision types were rear-end collisions and broadside collisions.



Unsafe speed is the top primary collision factor for collisions within a half-mile radius of the eight schools (36% of collisions involving school-age children, 34% of collisions involving all ages people).

As shown in **Figure 16** about 33% of collisions (184 collisions) occurred at an intersection within school areas. Out of these collisions, 9% (16 collisions) resulted in a fatality or serious injury, and 15% (27 collisions) involved an active mode of all severities.

The five intersections with the highest number of collisions involving pedestrians or bicyclists and their corresponding schools are shown below:

- **Highway 111** and **San Luis Rey Avenue** (George Washington Charter)
  - **4 collisions, including 1 KSI**
- **Fred Waring Drive** and **Portola Avenue** (Lincoln Elementary/Palm Desert Charter Middle)
  - **2 collisions, including 1 KSI**
- **Portola Avenue** and **Alessandro Drive** (George Washington Charter)
  - **2 collisions**
- **Fred Waring Drive** and **Deep Canyon Road** (Palm Desert High)
  - **2 collisions**
- **Portola Avenue** and **Fairway Drive** (George Washington Charter)
  - **2 collisions**

The complete collision analysis is included in Appendix A.

33%
of collisions occurred at an **intersection within school areas**

9%
resulted in a **fatality or serious injury**

15%
involved an **active mode**

HIGH-INJURY NETWORK

As part of the SRTS Plan, the Project Team developed a high-injury network (HIN). HINs illustrate that often a small number of improvable roadways can address the majority of injury-causing crashes. Complementing the school-area collision analysis, an HIN allows for a better understanding of the types of roadways in the city where users are most at risk.

Crash data inclusive of all travel modes between 2013-2022 was analyzed to prioritize streets with the most severe injuries, giving more weight to serious crashes. Street segments with the most severe crashes were then fed into the Project Team's custom-built HIN Generation tool, which progressively added segments to the HIN until a specific crash threshold was met. This approach was utilized to identify the smallest portion of the street network that accounted for the largest number of serious crashes. The resulting HIN is displayed in **Figure 18**. The complete HIN analysis is included in Appendix B.

43%
of collisions for all modes occurred on

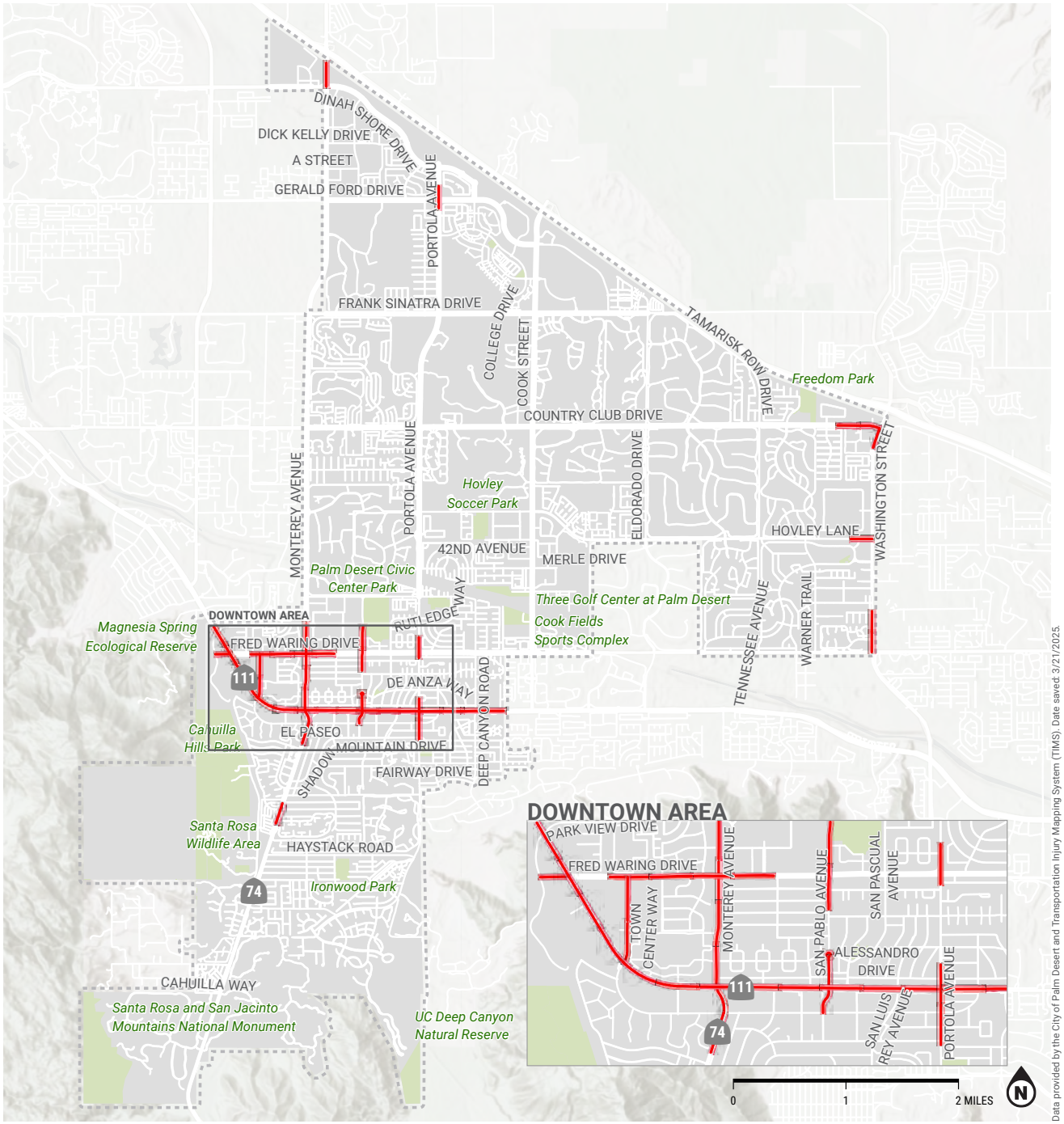
2%
of City roads.

California Assembly Bill 43 (AB 43)

AB 43 simplifies the process for jurisdictions to lower speed limits in designated safety corridors. These corridors include street segments that experience the highest number of serious and fatal collisions, as well as areas with high concentrations of pedestrians and bicyclists, particularly those from vulnerable groups like children and people with disabilities.

Developing a HIN is one approach to identifying such corridors. By utilizing the HIN included in this SRTS Plan, the City can leverage AB 43 to more easily reduce speed limits in these areas, improving safety for all road users.

Figure 18: Palm Desert High-Injury Network



HIGH-INJURY NETWORK (HIN)

CITY OF PALM DESERT
VISION ZERO

HIN RESULTS

- High-Injury Network

DESTINATIONS + BOUNDARIES

- City Boundary
- Parks

The HIN accounts for 43% of injury and fatal collisions in Palm Desert. Collisions are weighted by both severity and mode, with bicycle and pedestrian-involved collisions being weighted twice as high as motor vehicle-only collisions of the same severity. Data was obtained from TIMS and includes collisions from 2013-2022.

03.
Outreach & Engagement

OUTREACH AND ENGAGEMENT OVERVIEW

Engaging with the community is crucial for developing a final plan that effectively addresses key priorities. By involving parents and caregivers, students, school staff, and other community members, the Project Team ensures that the final recommendations included in the SRTS Plan reflect the unique needs, concerns, and aspirations of those who are directly impacted. Effective outreach provides valuable insight into the existing challenges around school transportation, allowing for the development of targeted and actionable solutions that can enhance safety, accessibility, and overall mobility for students and the wider community.

Outreach was conducted in two phases. Phase I occurred in spring 2023 and focused on listening to community needs and concerns, including the collection of existing conditions data. Phase II occurred in fall 2024 and focused on gathering community feedback on draft recommendations. This comprehensive engagement strategy included workshops, walk audits, pop-ups, virtual webinars, and the establishment of an Advisory Committee (Committee) to ensure diverse participation and representation.

A project website was also created to disseminate project information, promote events, and gather feedback from those unable to participate in in-person outreach activities. Activities were advertised through project and event flyers, direct mailers, social media posts, and the project website. Upcoming SRTS events, such as the school walk audits, were also highlighted at community presentations. Promotional materials, such as flyers, were created in English and Spanish.

SUMMARY OF OUTREACH ACTIVITIES

The following provides an overview of the types of engagement events conducted. A comprehensive Outreach and Engagement Report, offering detailed descriptions of each individual event, is included in Appendix C.

Palm Desert Advisory Committee

As mentioned, the City established a Committee to be a guiding body for the SRTS Plan development process. Participants included representatives from:

- City of Palm Desert
- City of Indian Wells
- City of La Quinta
- Coachella Valley Association of Governments
- Desert Recreation District
- Riverside County Sheriff's Office
- The Joslyn Center

The Committee met three times over the course of the project. Each meeting gave participants an opportunity to learn about project activities, review and provide feedback on project deliverables, and inform project priorities. As a result, the Committee helped the Project Team effectively communicate with schools, identify priority corridors for review, and keep project activities on schedule.

School Walk Audits

Walk audits were conducted at each school to assess traffic conditions and identify safety issues. These audits were attended by school staff, parents and caregivers, and community members, and involved walking around the school grounds to document road conditions, traffic patterns, and safety concerns. The Project Team also conducted school arrival and dismissal observations to collect critical data on traffic behavior during rush-hour periods.

Safe Routes to School Student Travel Tallies

Student travel tallies were conducted to understand how students travel to and from school. Teachers administered surveys in classrooms, collecting data on transportation modes, such as walking, biking, or riding in a car. The tally results highlighted the predominance of family vehicle use, offering insights into how school-related traffic congestion could be alleviated through improved active transportation infrastructure.

Safe Routes to School Parent/Caregiver Surveys

Surveys were distributed to parents and caregivers to gauge their attitudes and knowledge about student travel habits. The surveys focused on existing barriers to walking and biking to school, such as safety concerns and travel distances. Responses indicated that many parents were concerned about traffic speeds, unsafe intersections, and the lack of pedestrian infrastructure.

School Community Engagement

Various community events, including workshops and virtual webinars, were held to engage the school community. These sessions provided information about the SRTS Plan and offered participants an opportunity to provide feedback on school-related safety concerns. Community members showed strong support for efforts to improve the safety of walking and biking routes for students.

Community Engagement

In addition to school-focused engagement, broader community input was gathered through open houses and virtual workshops. These sessions allowed residents to voice concerns about pedestrian and bicycle infrastructure in Palm Desert. Common themes included requests for safer streets, additional sidewalks, better crosswalks, and improvements to bike lanes. This input helped refine the draft recommendations and ensure that the final plan addressed the broader community's needs.

SUMMARY OF OUTREACH FINDINGS

The Project Team heard a wide range of input during outreach and engagement activities, as summarized in **Table 5**. Concerns focused largely on traffic safety, accessibility, and existing active transportation infrastructure gaps. Specifically, high traffic speeds, insufficient pedestrian and bicycle facilities, and road safety concerns around schools were consistently raised.

These insights, combined with input from the Committee, directly guided the development of SRTS recommendations presented in Chapter 4, ensuring they align with the community's concerns and needs.

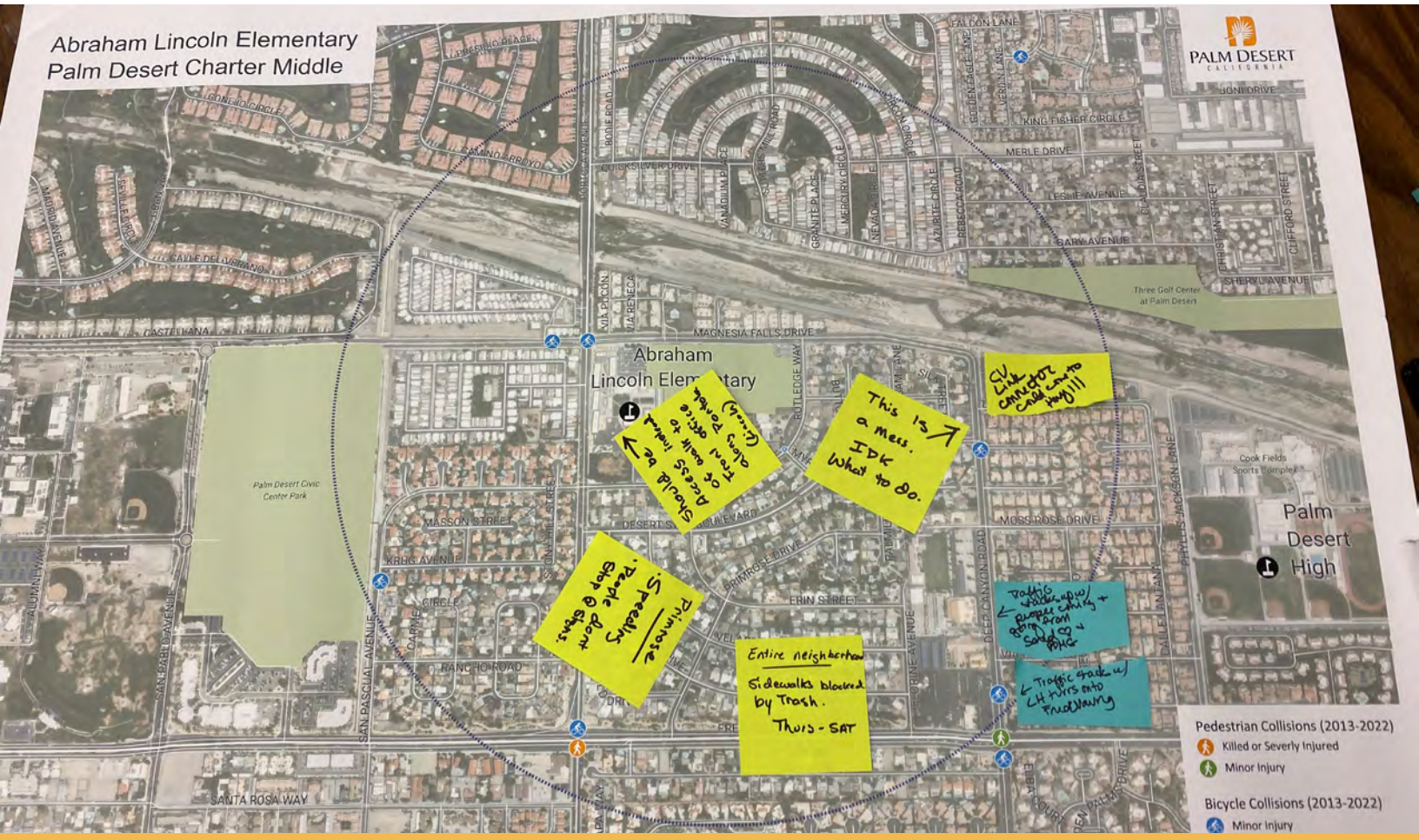


Table 5: Completed Outreach and Engagement Activities

Phase	Date	Event	Common Concerns/Findings
I	April – May 2024	School Walk Audits	» **High speeds** along nearby streets » **Traffic congestion** during student arrival and dismissal » **Drivers disobeying crossing guards** » Generally **feeling unsafe bicycling** using existing facilities
	April 8, 2024	Lincoln Elementary/Palm Desert Charter Middle School Workshop	» Sidewalk and bicycle **network gaps** » **High speeds** on streets around schools » **ADA accessibility challenges** on neighborhood sidewalks
	April 15, 2024	Safe Routes to School Virtual Webinar	» *No concerns/findings received*
	May – June 2024	Safe Routes to School Student Travel Tallies	» About **80% of students** arrive at/depart from school via a **family vehicle** » About **4% of students walk** to/from school » **0.2% of students bike** to/from school
	May – June 2024	Safe Routes to School Parent/ Caregiver Surveys	» **Speeding** and **too much traffic** along routes to school » **Unsafe intersections** » **"Stranger danger"**
II	October 15 and October 17, 2024	City of Palm Desert Open Houses	» **High vehicular speeds** and **unsafe pedestrian crossings** » **More/expanded sidewalks** and improved maintenance » **More bicycle- and pedestrian-friendly roads** throughout Palm Desert
	December 17, 2024	Safe Routes to School Virtual Recommendations Workshop	» Need hard medians to address **drivers cutting across lanes** near Palm Desert Middle School » **Extend the sidewalk** recommendation along Fairway Drive

04.

Improving Safe Routes to School in Palm Desert

RECOMMENDATIONS OVERVIEW

The recommendations presented in this chapter are the result of extensive review of existing conditions data, walk audits, and community feedback to understand mobility challenges around each of the eight public elementary, middle, and high schools in Palm Desert, Indian Wells, and La Quinta. This work culminated in infrastructure recommendations that, once implemented, will support access to safe, convenient, and healthy modes of transportation for students, families, and residents.

The infrastructure recommendations developed for each school in this SRTS Plan are physical design solutions that have been tailored to existing infrastructure conditions around each school. These considerations included right-of way, road width, intersection geometry, and crosswalk orientation. The recommendations also include supporting infrastructure, such as leading pedestrian intervals (LPIs) and wayfinding signage, to complement physical design solutions. Countdown pedestrian signals are also recommended at all traffic-controlled intersections where they are not already in place, as well as at all future traffic signal installations.

Finally, all recommendations, when implemented, will need to be consistent with local, state, and federal guidelines, such as the California Manual on Uniform Traffic Control Devices (CAMUTCD), to ensure regulatory compliance and uniformity in traffic control measures.

BICYCLE FACILITY TYPES

Different types of bicycle facilities are better suited for different roadways, based on considerations such as vehicle speeds and volumes, the roadway width, and other types of transportation using the space. It is important to note that some facilities promote both bicycle and pedestrian use.

The following section displays the bicycle facilities that were considered in the development of the SRTS recommendations. After consulting with the City and the Committee, and analyzing feasibility, **only Class II bike lane facilities were ultimately included in the SRTS recommendations.** Nevertheless, all bike facility types are displayed here for reference.

Bicycle Facilities Considered

Class I Bike Path

Class I bike paths are off-street facilities located in a separate right-of-way from the roadway and for the exclusive use of bicycles and pedestrians.

Class II Bike Lane

Class II bike lanes are on-street facilities dedicated to bicycles and identified with lane striping and pole signs. They may also feature green paint backing.

Class II buffered bike lanes are further separated from vehicular lanes and/or parking lanes by buffers indicated with two- to three-foot diagonal painted striping.

In Palm Desert, golf carts are also allowed to travel in the bike lane.

Class III Bike Route

Class III facilities are on-street bike routes shared with motorists. They lack a dedicated striped lane, are identified with bike route signs, and often include the shared use marking, also known as a sharrow, and green paint.

Class IV Protected Bike Lane

Also called a cycle track or a separated bikeway, Class IV facilities are separated from traffic by a vertical barrier, such as a curb, median, or bollards.

Class IV facilities are most helpful on streets with high traffic volume.

In Palm Desert, golf carts are also allowed to travel in protected bike lanes.

PEDESTRIAN FACILITY TYPES

Different types of pedestrian facilities are better suited for different roadways and roadway conditions. The following pedestrian facilities are included in the SRTS recommendations:

Pedestrian Facilities Considered

Curb Extension

Curb extensions provide more protected space for people to cross the roadway and tend to cause vehicles to slow. Flexible posts or paint are sometimes used instead of physical curbs.

Curb Ramp

Curb ramps improve accessibility and transition pedestrians from the street to the sidewalk.

High Visibility Crosswalk*

High visibility crosswalks clearly delineate the right-of-way for those crossing the street.

**Some of the high visibility crosswalk recommendations included in this SRTS Plan were recently installed during a separate effort by the City. These recommendations have been identified in the SRTS concept plans with an asterisk.*

Rectangular Rapid Flashing Beacon (RRFB)

Rectangular rapid flashing beacons alert drivers to the presence of pedestrians.

Sidewalk Gap Closure

Sidewalk gap closures improve pedestrian connections making it easier, safer, and more comfortable to choose walking.

Traffic Calming Median*

Traffic calming medians cause vehicles to slow down without changing the speed limit.

**When considering the installation of any median recommended in this SRTS Plan, the City will thoroughly review and determine precise measurements to ensure it will not impede traffic flow.*

SUPPORTING INFRASTRUCTURE

To ensure an enjoyable trip from beginning to end, supporting infrastructure, such as pedestrian-scale lighting and wayfinding, may be needed to make walking and biking easier and more convenient.

Intersection Enhancements

A pedestrian and bicycle network is not complete without considering how people cross challenging intersections and reduce conflicts between people driving, walking, and biking. New treatments, such as stop signs and yield markings for drivers, can be added to retrofit intersections to better serve walking and bicycling across or through busy intersections.

Leading Pedestrian Interval (LPI)

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter a crosswalk a few seconds before the corresponding vehicular traffic signal turns green. This allows pedestrians to establish their presence in the crosswalk before drivers are given the right to turn left or right.

Pedestrian-Scale Lighting

Pedestrian-scale lighting provides illumination of walking areas by installing well-spaced lamp posts at a low height. Pedestrian-scale lighting increases pedestrian visibility to drivers and bicyclists, increases pedestrian comfort and perceived sense of safety, and creates an inviting and vibrant streetscape for those walking and biking throughout the city.

Bike Parking

Providing a secure place to store bikes at a destination is an important part of making bike trips feasible. Bike parking can include both long- and short-term options and can be designed using different configurations that match the environment and aesthetics of the community.

Streetscape Amenities

Streetscape amenities like shade structures, benches, parklets, public art, and pedestrian signals can contribute to a safer, more inviting, and more pedestrian-oriented community. These elements can greatly activate the sidewalks at popular destinations.

Wayfinding

Providing wayfinding signs for pedestrians and bicyclists that direct them to nearby destinations on a route, such as schools and parks, is an important element to any pedestrian and bicycle network.

Intersection Daylighting (Red Curb Parking Restriction)

Intersection daylighting prohibits parking along the curb approaching an intersection to increase visibility for all road users and improve crossings. This can be indicated by red paint and no-parking signs, and it could include a curb extension. In a school zone context, "no stopping" signage can be used to reinforce the restriction, helping ensure that vehicles do not obstruct visibility and safe crossing for pedestrians, particularly students.

In October 2023, the Daylighting Saves Lives Bill (AB 413) was signed into law. The law created a new section of the California Vehicle Code, CVC 22500(n), which makes it illegal to park within 20 feet of the vehicle approach of any marked or unmarked crosswalk, even if a red curb is not present, or 15 feet of any crosswalk where a curb extension is present.

As of January 1, 2025, local jurisdictions may begin issuing citations, whether or not signs or paint are present. The law's purpose is to increase visibility and reduce potentially lethal collisions. Adding red curbs can help implement this law.

Bus Pullout Area

A bus pullout area is a designated section of the roadway where buses can pull into to pick up or drop off passengers without disrupting the flow of traffic. Bus pullout areas also provide a safer location for passengers to board and alight from the bus at the sidewalk.

PALM DESERT SAFE ROUTES TO SCHOOL INFRASTRUCTURE RECOMMENDATIONS

The following pages present the participating schools' recommendations based on the existing conditions analysis, walk audits, and community feedback. Also included are walk audit summaries that outline participants' main concerns regarding pedestrian and bicyclist safety around each school. Walk audit participants included school and school district staff, parents and caregivers, City of Palm Desert and La Quinta staffs, and the Project Team.

Participating schools' recommendations can be found on the following pages:

Feasibility of Improvement Recommendations

This is a planning document, providing a high-level blueprint to guide future bicycle and pedestrian improvements throughout Palm Desert. This Plan shows the recommended, proposed projects and an implementation plan with funding opportunities.

Each project in this Plan will require more detailed project-level analysis, community engagement, and engineering study. As the City proceeds with more detailed project-level planning, some projects identified in this Plan may require refinement.


DESERT HIGH SCHOOL

Walk Audit Summary | Abraham Lincoln Elementary and Palm Desert Charter Middle School

Audit Date: Tuesday, April 9, 2024

Audit Time: 2:00 - 3:00 PM

Lincoln Elementary School Address: 74-100 Rutledge Way, Palm Desert

Palm Desert Charter Middle School Address: 74-200 Rutledge Way, Palm Desert

Enrollment: 585 Students (Lincoln ES); 1,347 Students (PDCMS)

District: Desert Sands Unified School District

Participants: 19

Key issues identified during the walk audit:

- Portola Avenue is a major concern due to high vehicular speeds, regular traffic congestion, and erratic driver behavior when navigating around school-related traffic. Participants stated they avoid walking along Portola Avenue.
- One participant requested more school signage along Portola Avenue, particularly for northbound traffic.
- Some participants stated they would like to make use of the nearby CV Link bike path, but connecting bicycle facilities are needed.
- Drivers do not stop at stop signs and speeding occurs along the wider streets in the residential neighborhood to the south.
- One parent stated it feels stressful crossing at Rutledge Way and Santolina Drive when the crossing guard is not present due to cars not stopping.

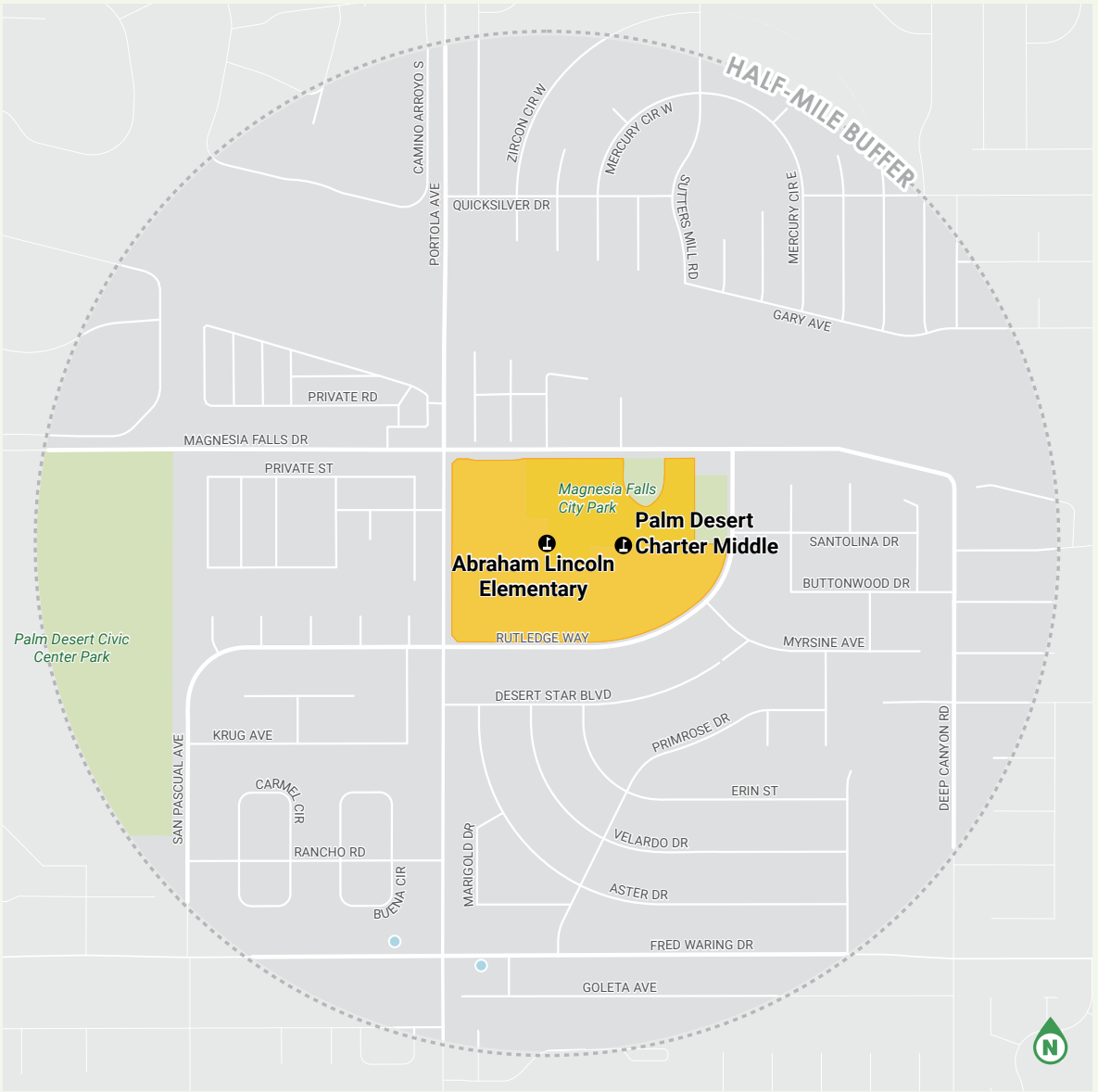
Afternoon pick-up at Lincoln Elementary School.

Drivers made illegal turns into Lincoln Elementary School's parking lot to navigate around waiting cars.

Palm Desert Charter Middle School does dispersed drop-off and pick-up, with the primary drop-off and pick-up location at the Magnesia Falls Park parking lot.

Standard and high visibility crosswalks and bike sharrows at Rutledge Way and Santolina Drive.

Study Area | Abraham Lincoln Elementary and Palm Desert Charter Middle School



DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- Half-Mile Buffer
- Parks
- School Parcels

Figure 19: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (1/9)

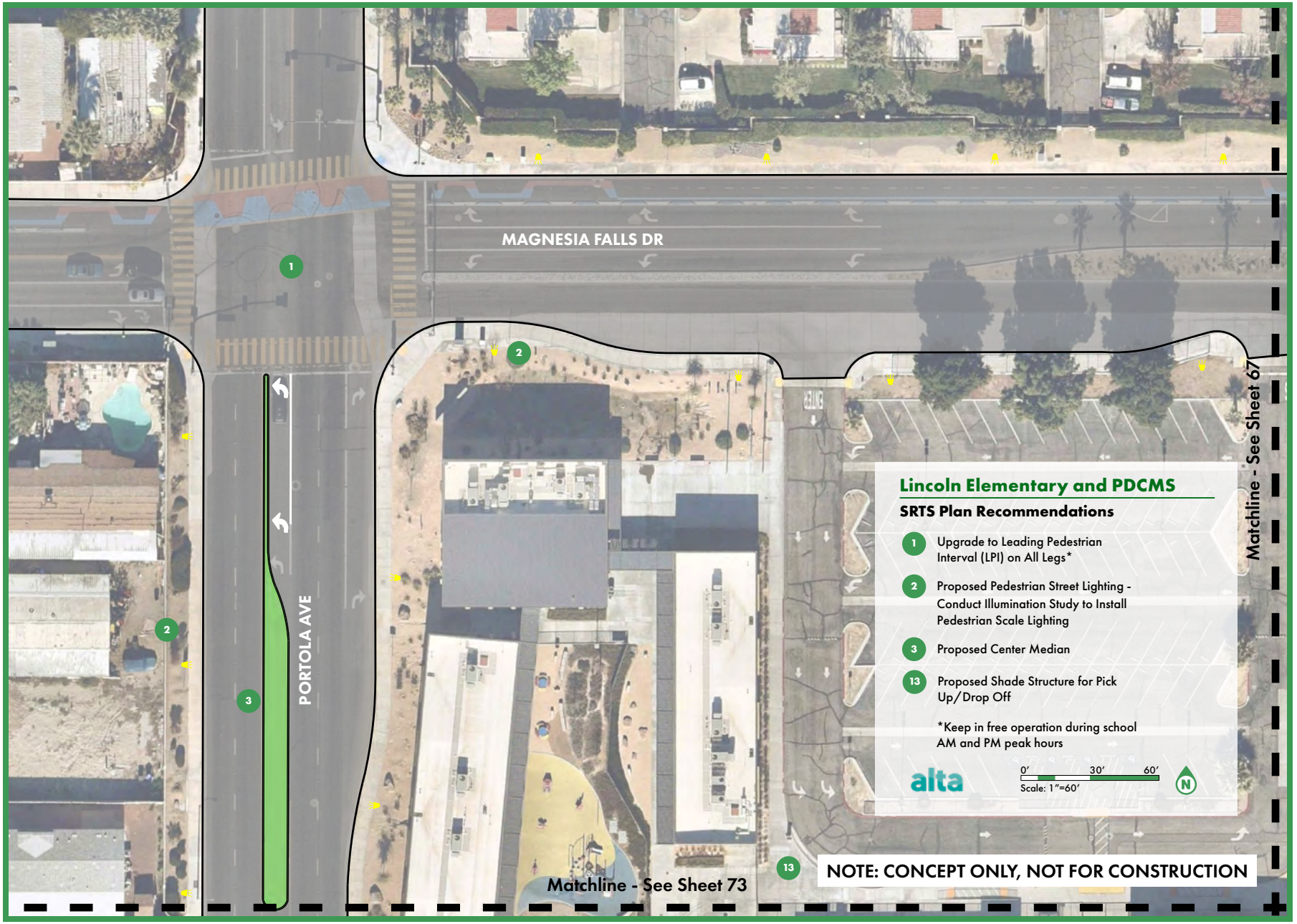


Figure 20: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (2/9)

Figure 21: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (3/9)

Figure 22: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (4/9)

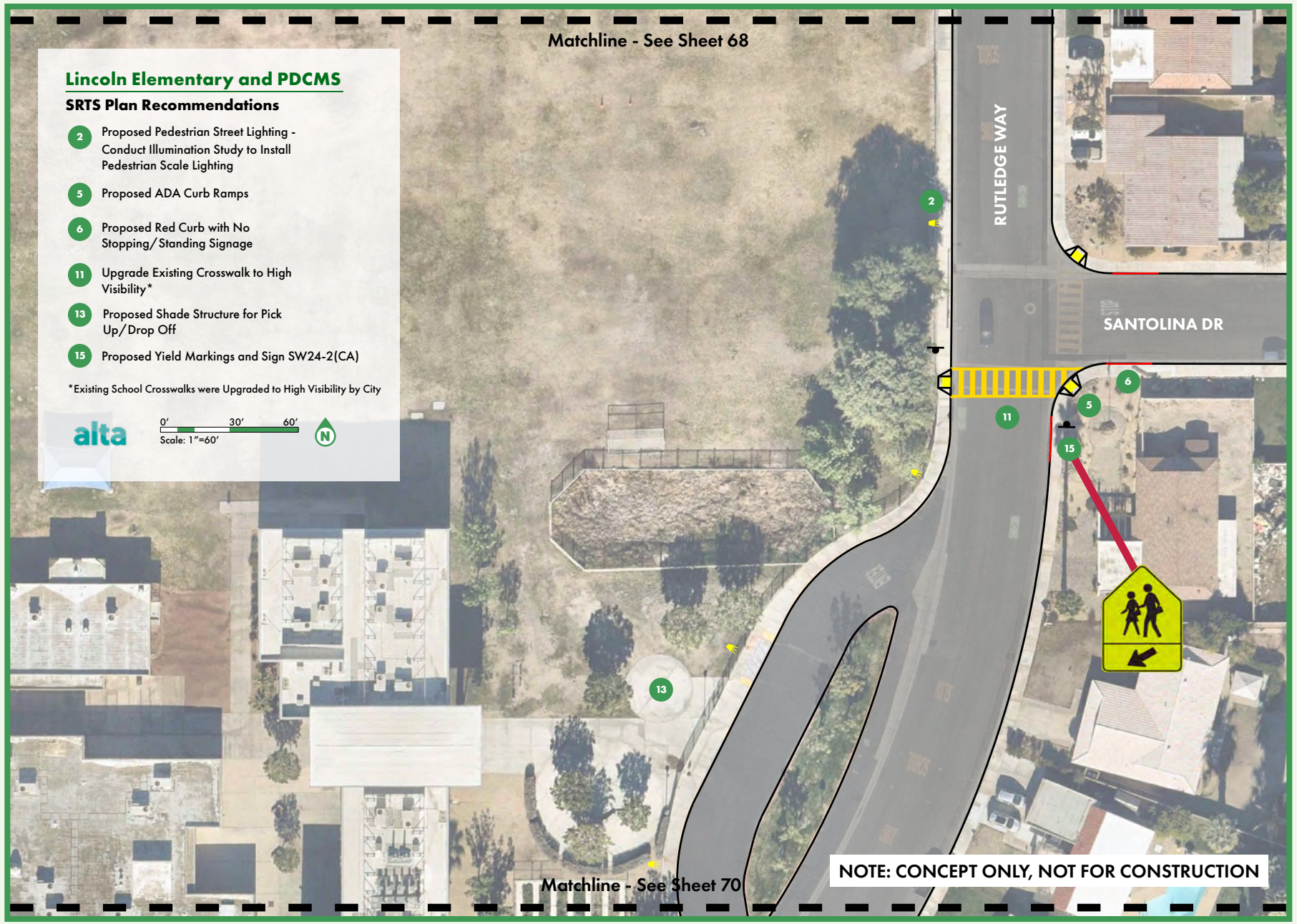


Figure 23: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (5/9)

Figure 24: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (6/9)

Figure 25: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (7/9)

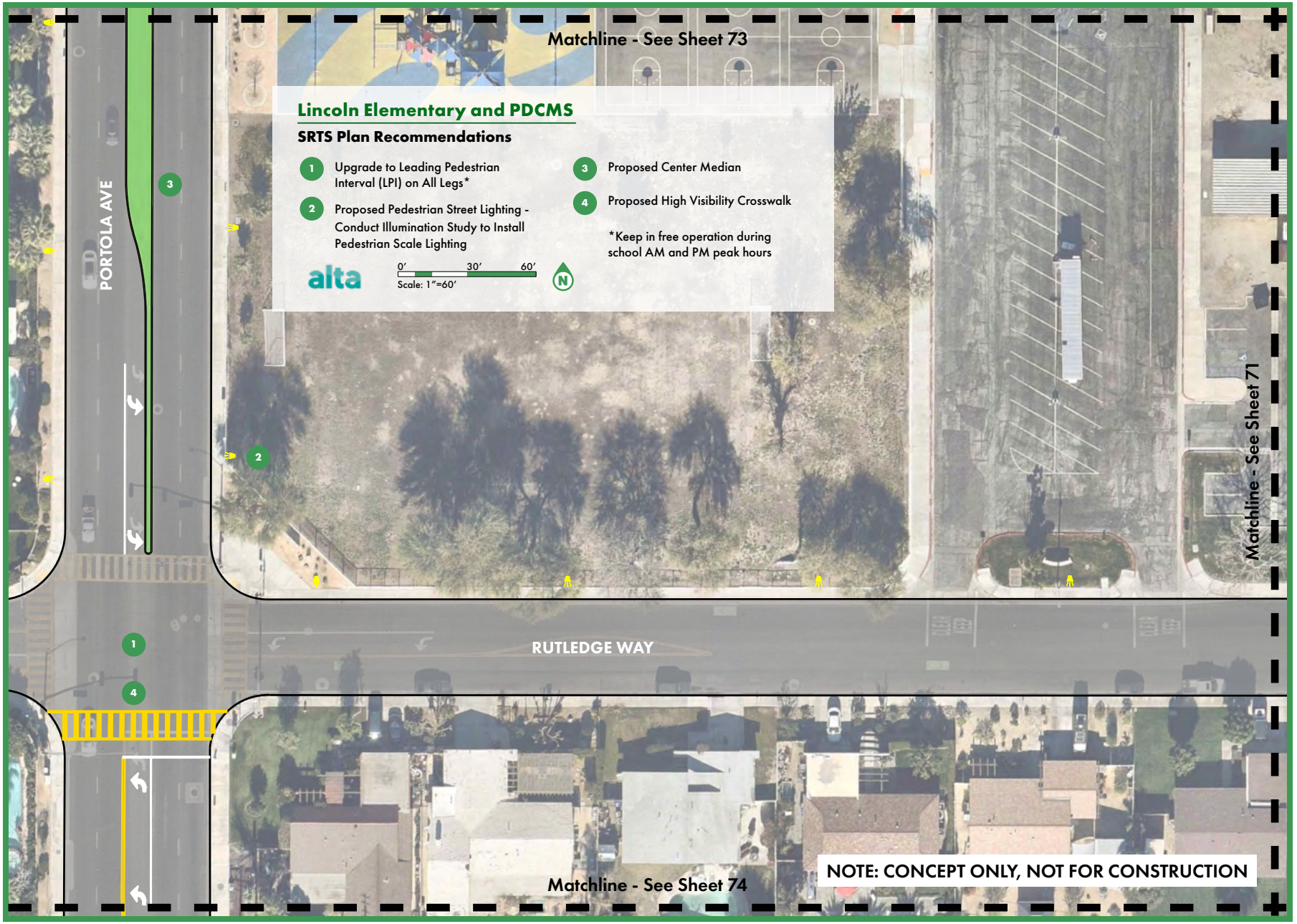


Figure 26: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (8/9)

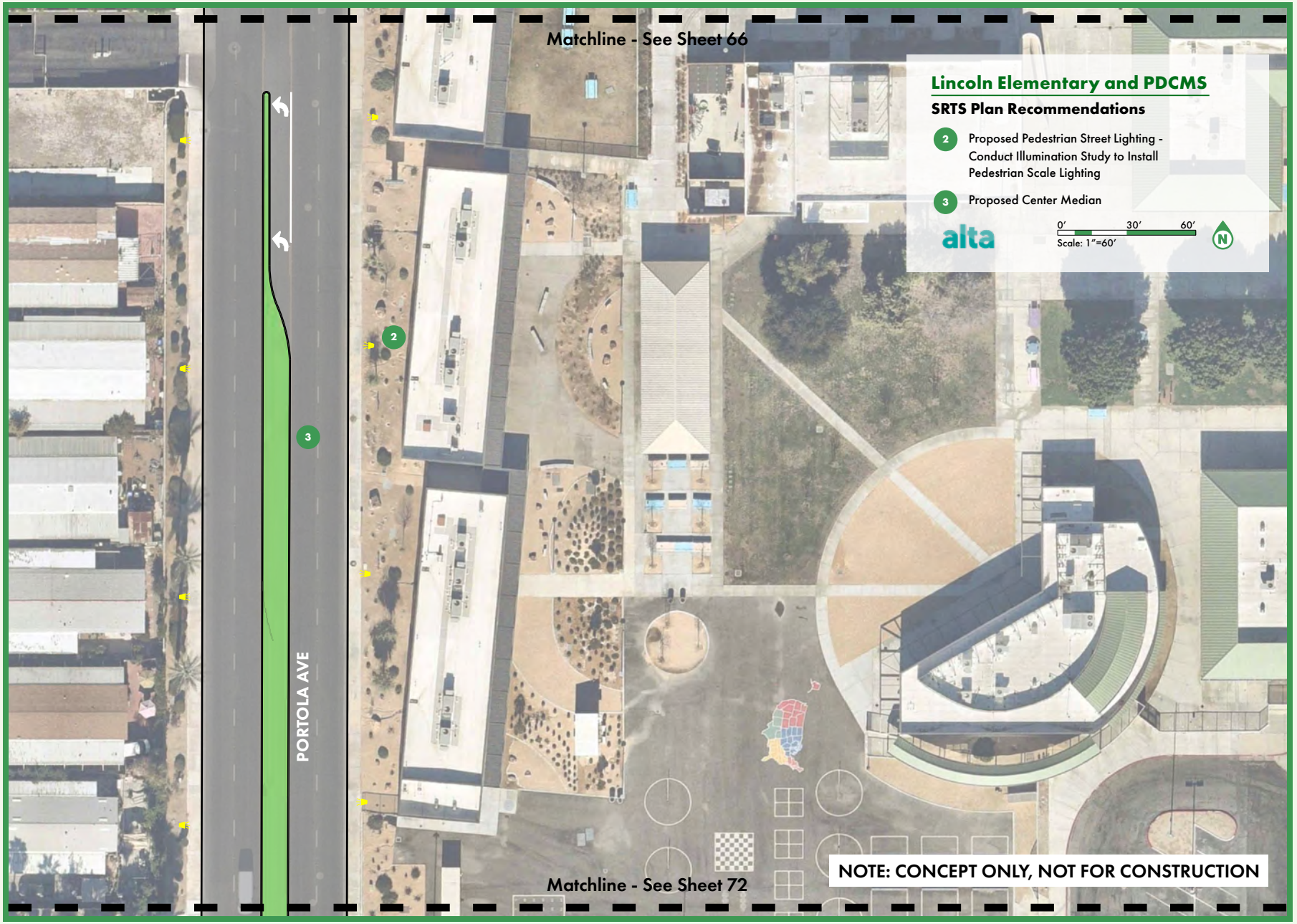


Figure 27: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (9/9)

This page intentionally left blank

Walk Audit Summary | Colonel Mitchell Paige Middle School*

Audit Date: Wednesday, May 1, 2024

Audit Time: 8:30 - 9:30 AM

School Address: 43-495 Palm Royale Drive, La Quinta

Enrollment: 436 Students

District: Desert Sands Unified School District

Participants: 4

Key issues identified during the walk audit:

- Some drivers conducted illegal U-turns on Palm Royale Drive after dropping off students at the curb.
- Drivers dropping off students along the curb on Palm Royale Drive near the school's parking lot exit create sightline obstructions for those exiting.
- The sidewalk along the frontage of the school ends at a sand lot. There are also no sidewalks on the north side of Fred Waring Drive west of Palm Royale Drive and on the east side of Washington Street north of Fred Waring Drive.

Main entrance and student drop-off and pick-up lanes.

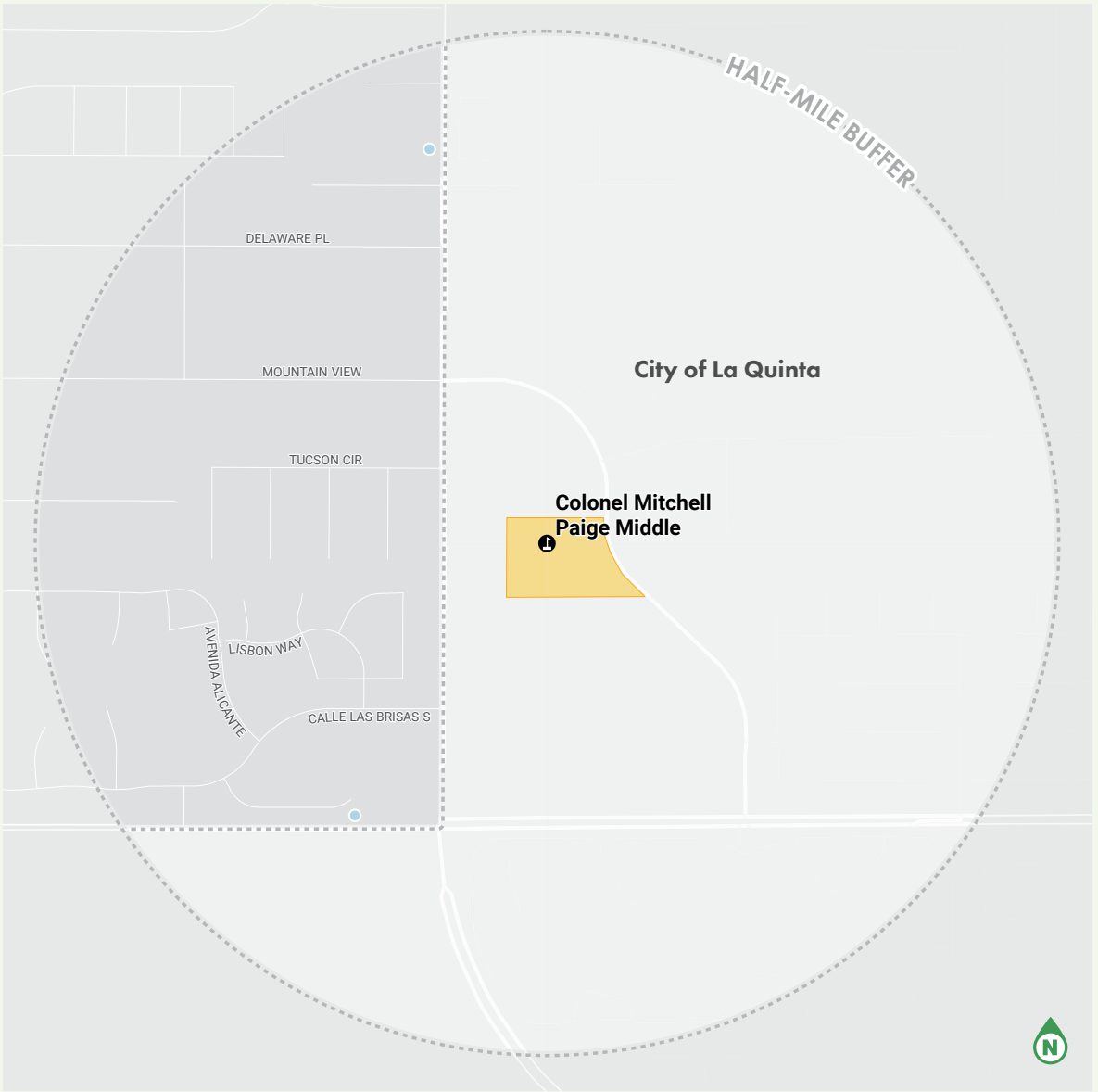
Cars dropping off students along the curb create sightline obstructions for drivers exiting the school's parking lot.

Some drivers performed illegal U-turns after dropping off their students on Palm Royale Drive.

Crosswalk with rectangular rapid flashing beacons (RRFBs) in front of the school on Palm Royale Drive.

**Recommendations for this school are in the City of La Quinta's right-of-way and therefore will require review, coordination, and implementation by La Quinta.*

Study Area | Colonel Mitchell Paige Middle School



DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- School Parcels

Figure 28: Colonel Mitchell Paige Middle School Concept Plans (1/6)

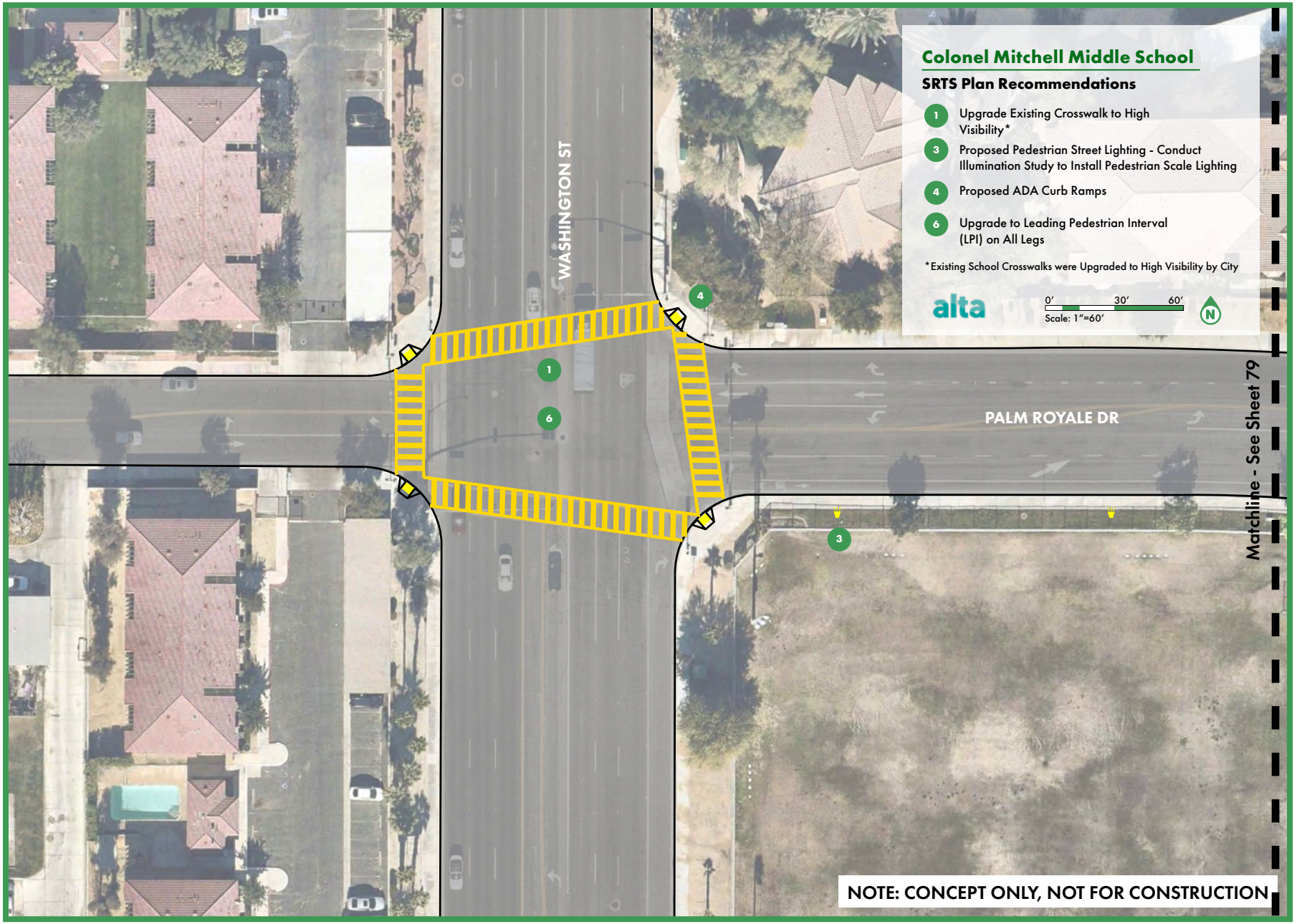


Figure 29: Colonel Mitchell Paige Middle School Concept Plans (2/6)

Figure 30: Colonel Mitchell Paige Middle School Concept Plans (3/6)

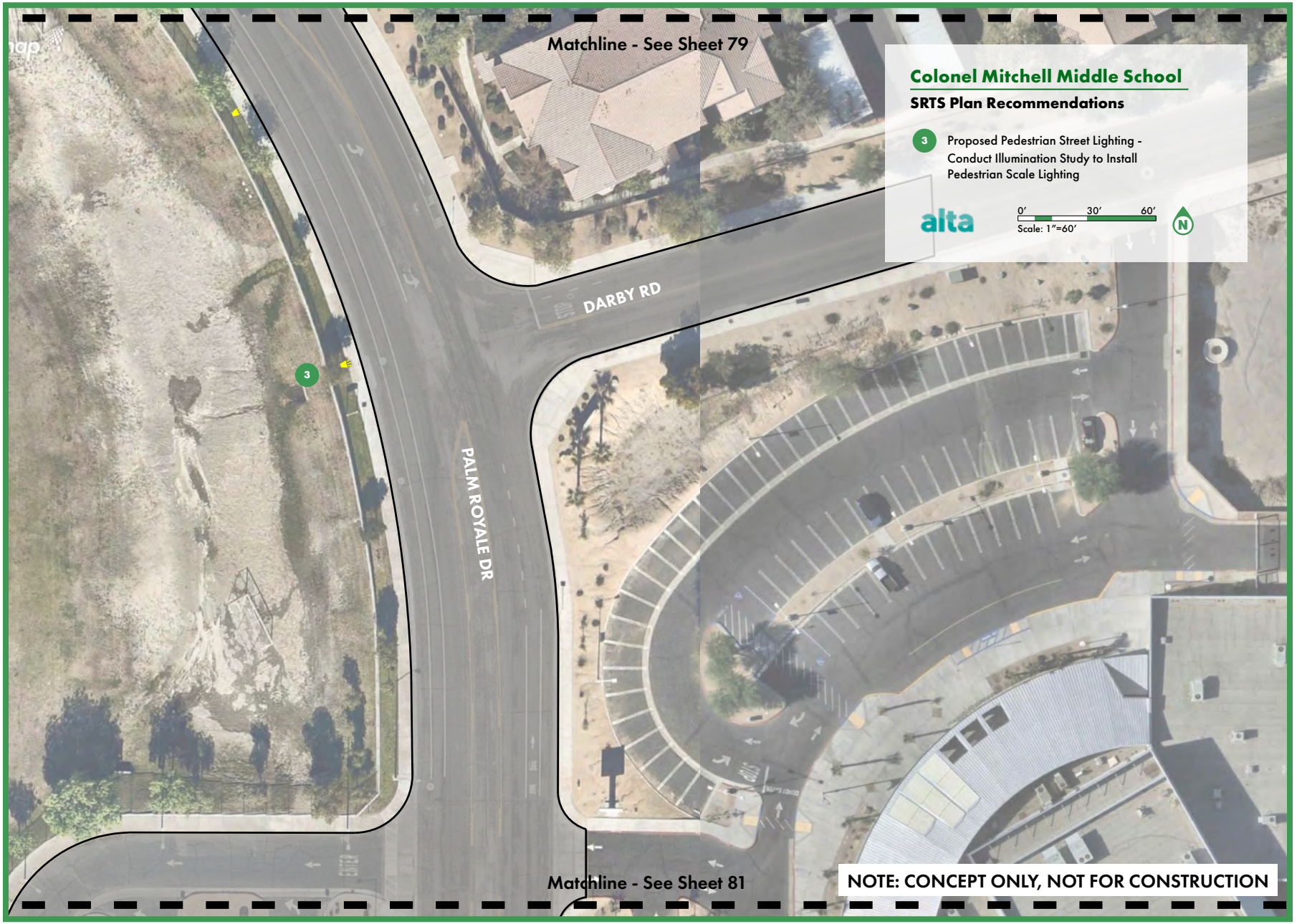


Figure 31: Colonel Mitchell Paige Middle School Concept Plans (4/6)

Figure 32: Colonel Mitchell Paige Middle School Concept Plans (5/6)

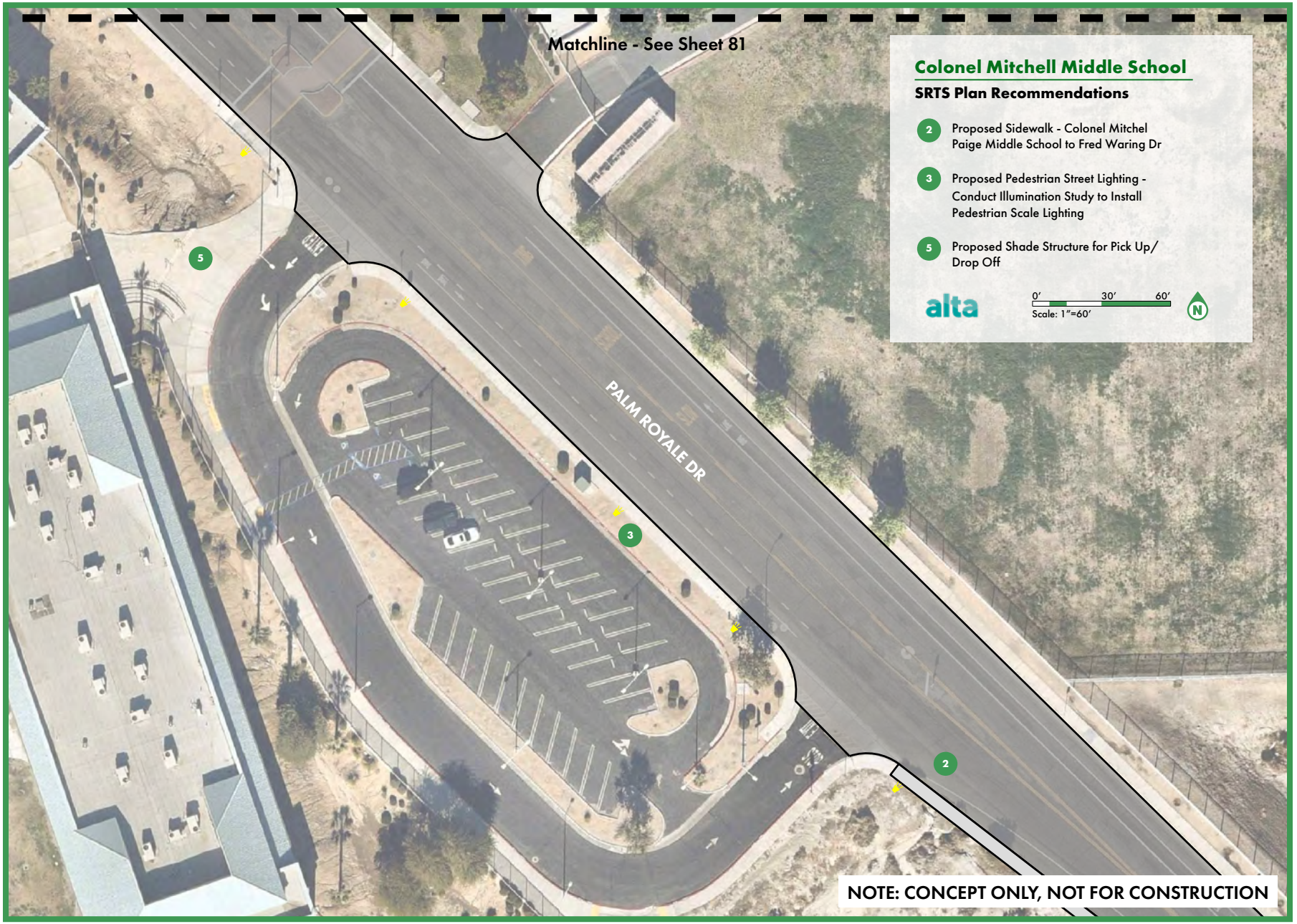
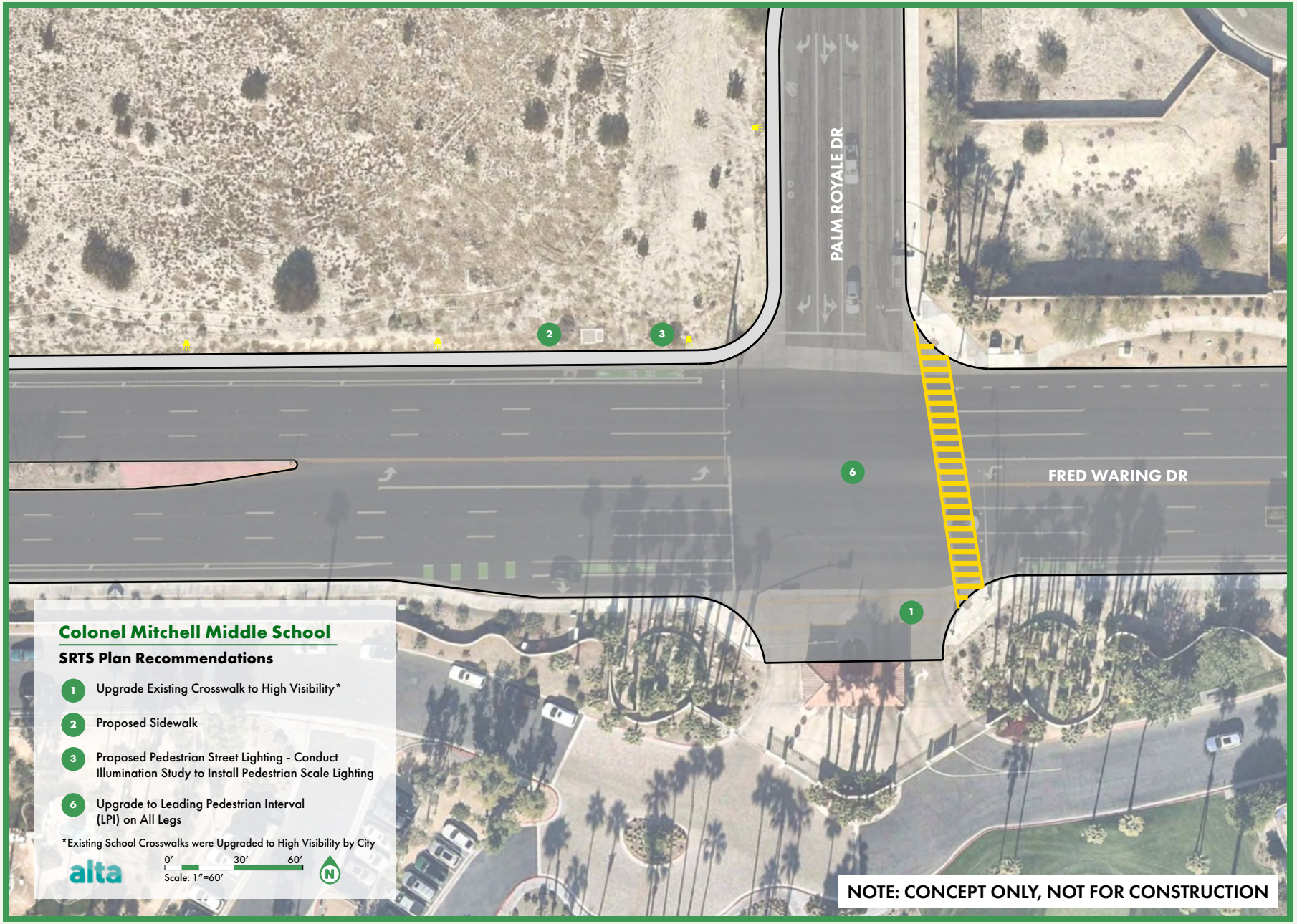


Figure 33: Colonel Mitchell Paige Middle School Concept Plans (6/6)



Walk Audit Summary | George Washington Charter School

Audit Date: Tuesday, April 30, 2024

Audit Time: 8:30 - 9:30 AM

School Address: 45-768 Portola Avenue, Palm Desert

Enrollment: 755 Students

District: Desert Sands Unified School District

Participants: 6

Key issues identified during the walk audit:

- Many streets near the school lack sidewalks. Participants specifically requested sidewalks along Fairway Drive.
- Many families cross Chicory Street midblock due to no sidewalks along the north side of the street leading to the crosswalk at Chicory Street and Shadow Mountain Drive.
- Participants feel uncomfortable walking along Portola Avenue due to high vehicular speeds and narrow sidewalks, especially near Portola Avenue and Fairway Drive.
- During drop-off and pick-up, congestion spills out of the parking lot into Chicory Street and Portola Avenue. Drivers also idle along the red curb on Portola Avenue even when Chicory Street is free of traffic.

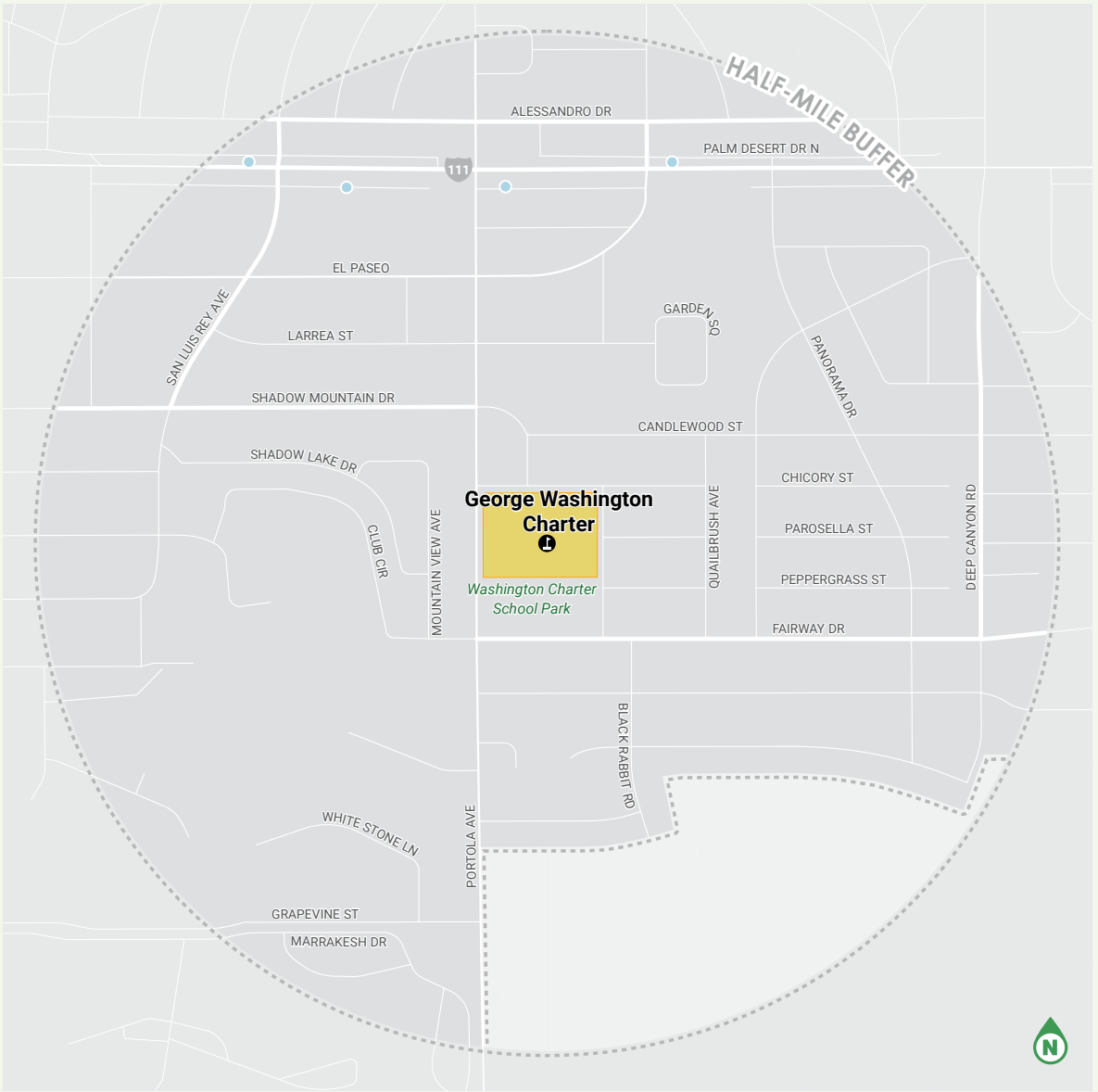
A crossing guard assists with morning drop-off at the crosswalk at Chicory Street and Shadow Mountain Drive.

Narrow sidewalks along Portola Avenue, a high-speed arterial, foster an unpleasant walking environment.

Drivers parked along a red curb on Portola Avenue waiting to drop off students.

Parents and students were seen crossing midblock along Chicory Street.

Study Area | George Washington Charter School



DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- Parks
- School Parcels

Figure 34: George Washington Charter School Concept Plans (1/13)

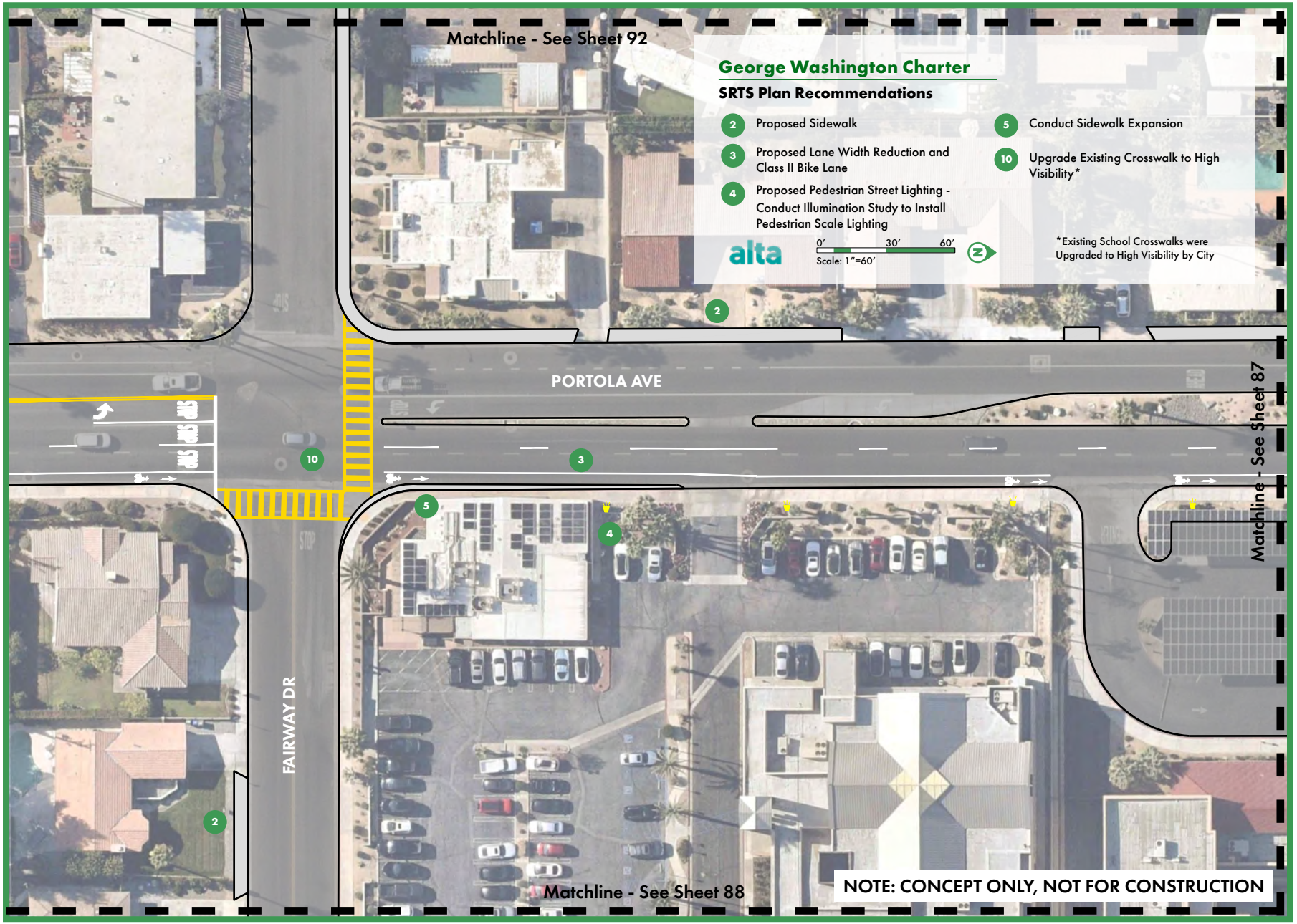


Figure 35: George Washington Charter School Concept Plans (2/13)

Figure 36: George Washington Charter School Concept Plans (3/13)

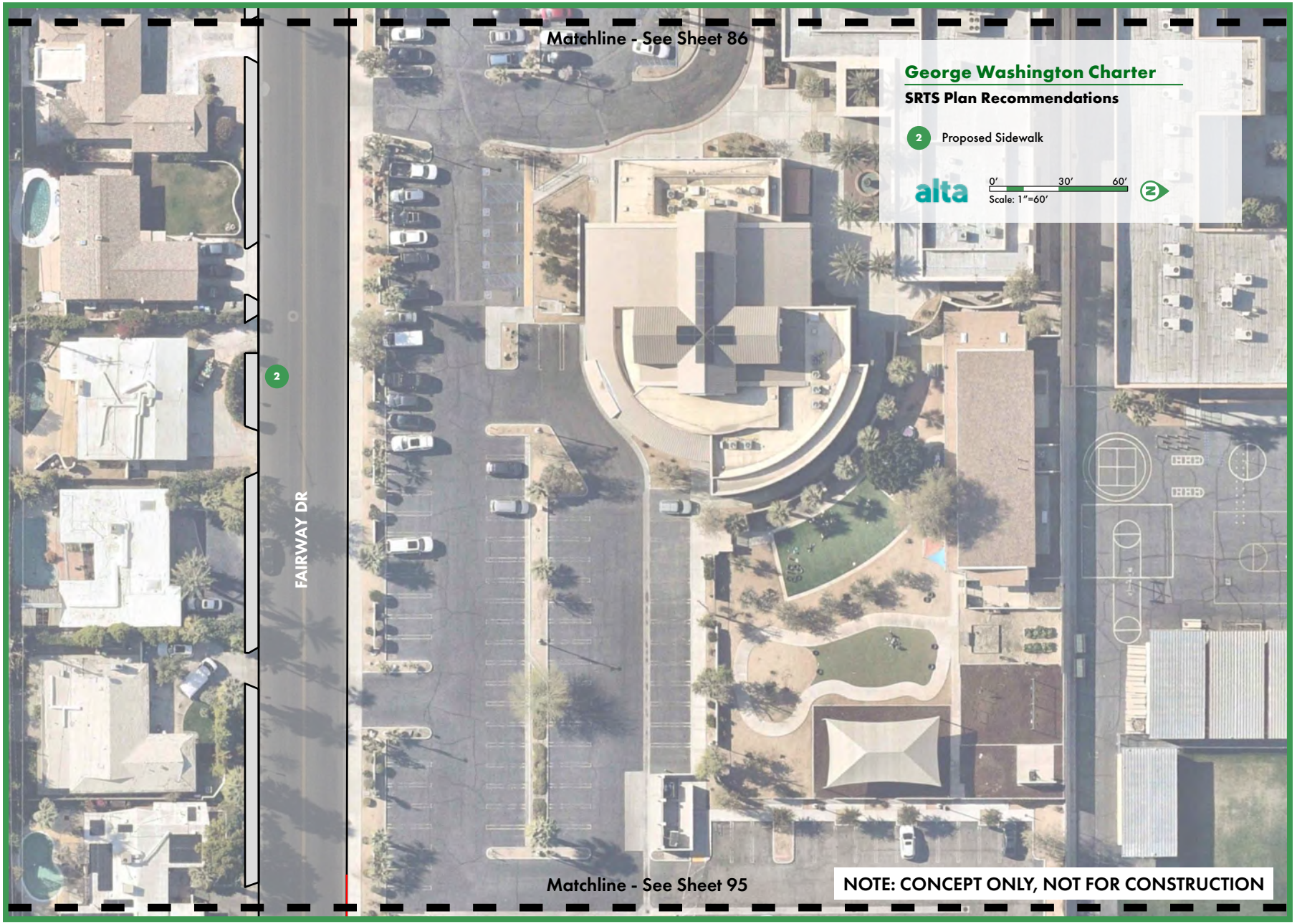


Figure 37: George Washington Charter School Concept Plans (4/13)

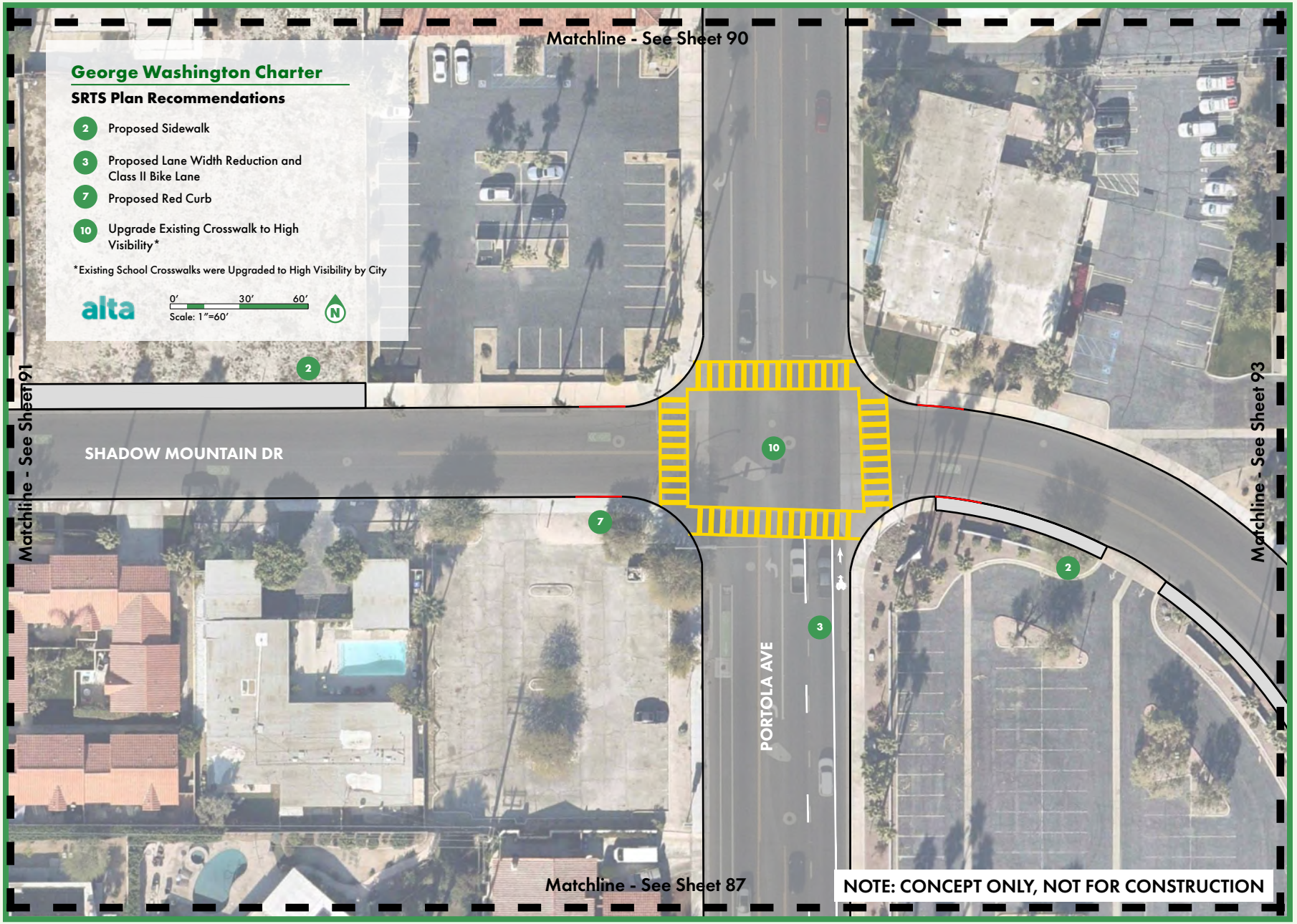


Figure 38: George Washington Charter School Concept Plans (5/13)

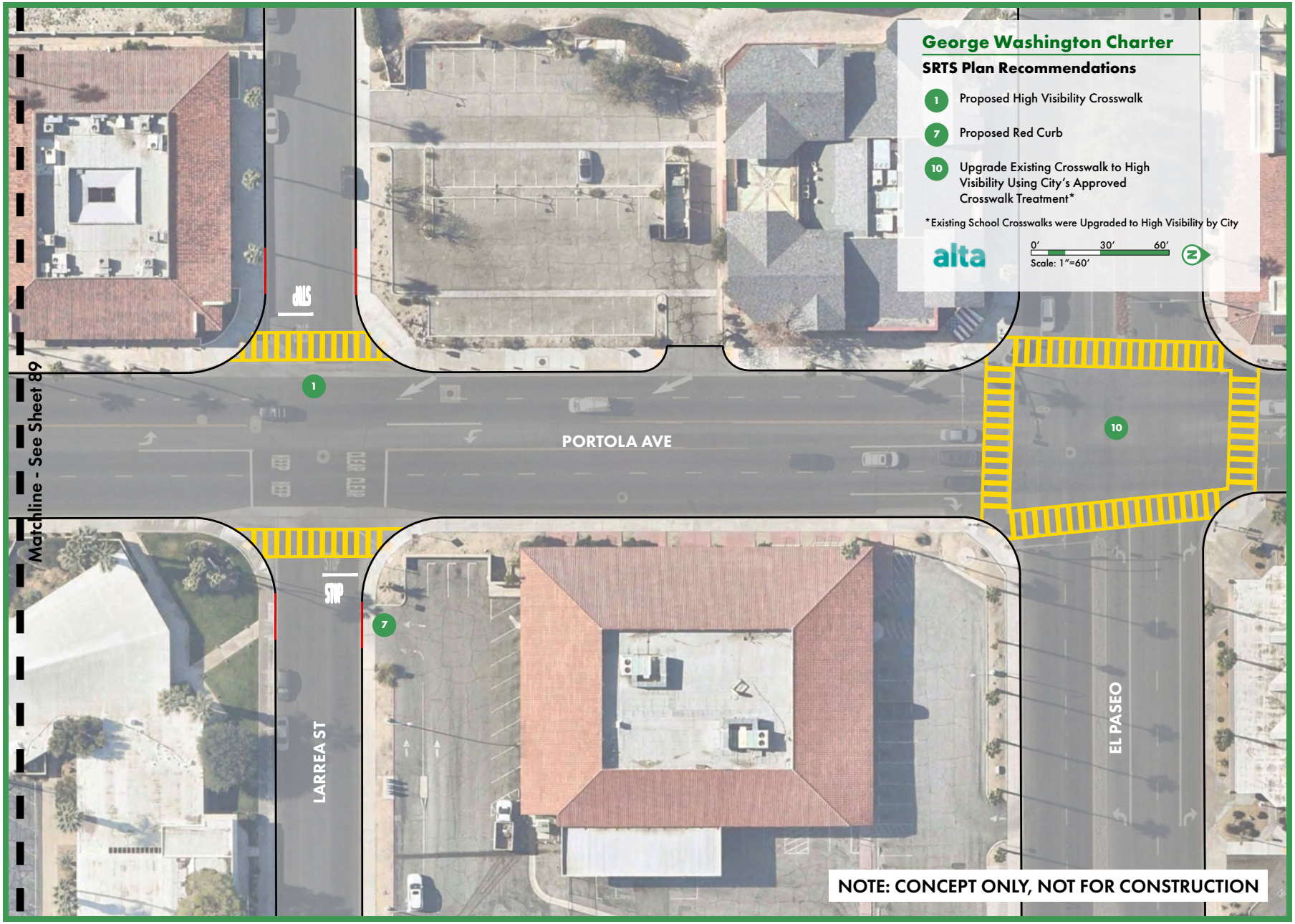


Figure 39: George Washington Charter School Concept Plans (6/13)

Figure 40: George Washington Charter School Concept Plans (7/13)

Figure 41: George Washington Charter School Concept Plans (8/13)

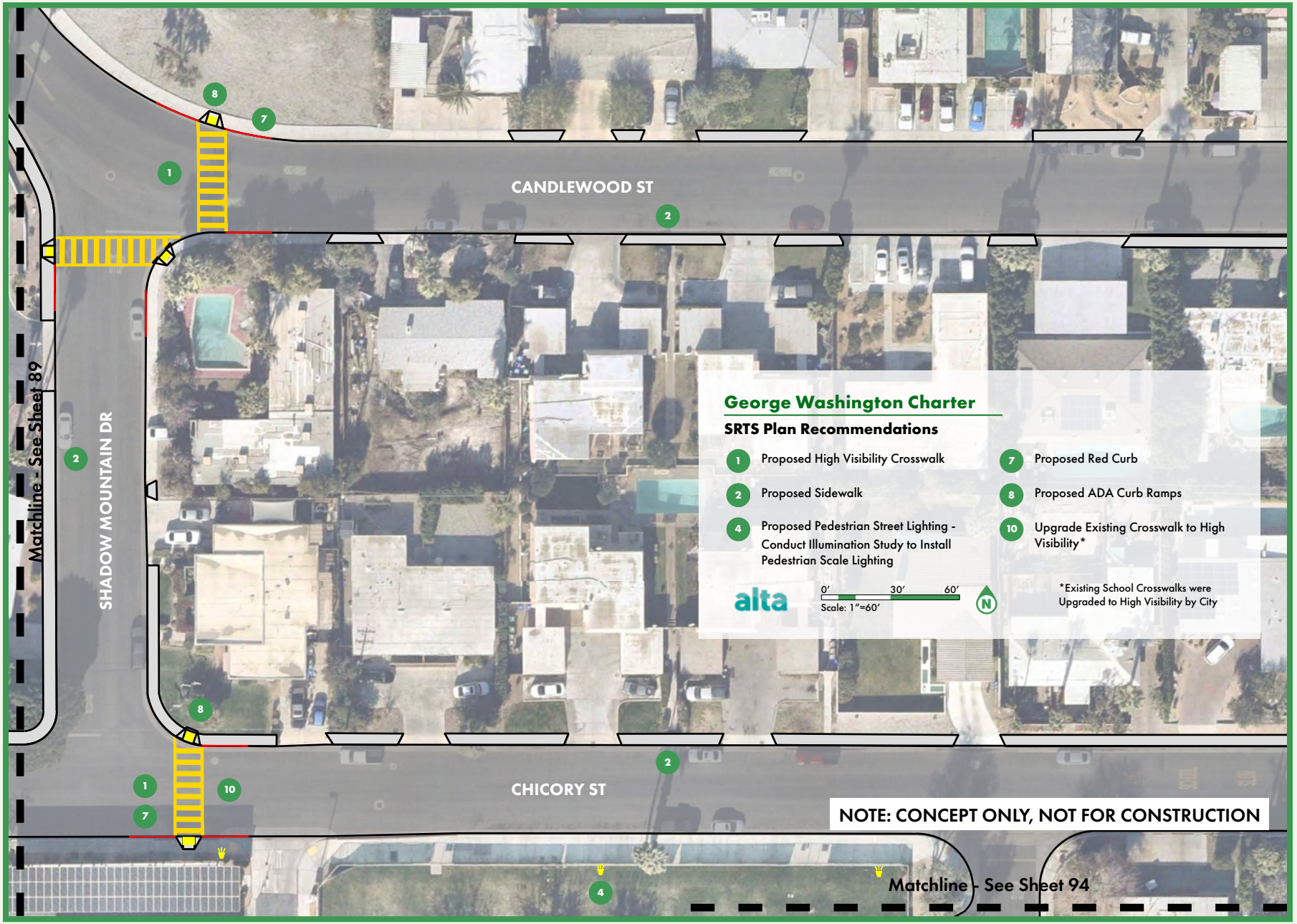


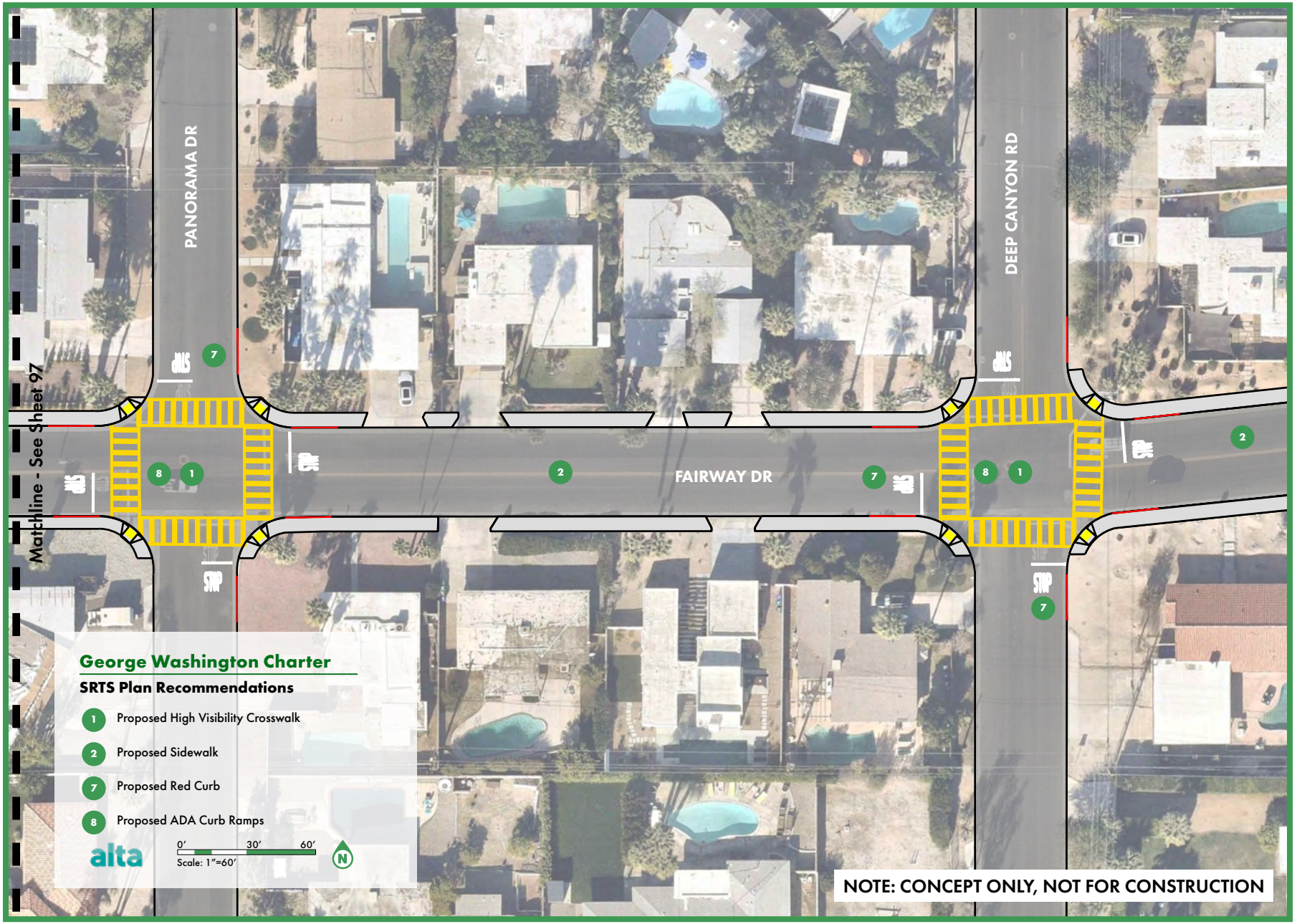
Figure 42: George Washington Charter School Concept Plans (9/13)

Figure 43: George Washington Charter School Concept Plans (10/13)

Figure 44: George Washington Charter School Concept Plans (11/13)

Figure 45: George Washington Charter School Concept Plans (12/13)

Figure 46: George Washington Charter School Concept Plans (13/13)



This page intentionally left blank

Walk Audit Summary | Gerald R. Ford Elementary School*

Audit Date: Wednesday, April 17, 2024

Audit Time: 9:00 - 10:00 AM

School Address: 44-210 Warner Trail, Indian Wells

Enrollment: 603 Students

District: Desert Sands Unified School District

Participants: 5

Key issues identified during the walk audit:

- The principal would like the existing crosswalk on Warner Trail and Evening Star Circle removed or upgraded to a raised crosswalk with RRFBs or pedestrian hybrid beacons. He stated it is currently difficult for students to use due to speeding drivers along Warner Trail.
- The existing bus stop location on Fred Waring Drive east of Warner Trail creates a challenging situation when buses stop in the travel lane to load/unload. Cars turning right onto Fred Waring Drive quickly speed up to match traffic speeds unaware that a bus is stopped in the lane they are turning into and must quickly change lanes or brake.
- Posted signage indicates bicycles are banned on sidewalks along Fred Waring Drive. Traffic speeds and volumes create stressful conditions for on-street bicyclists.
- Sidewalks terminate on Fred Waring Drive just east of the school.

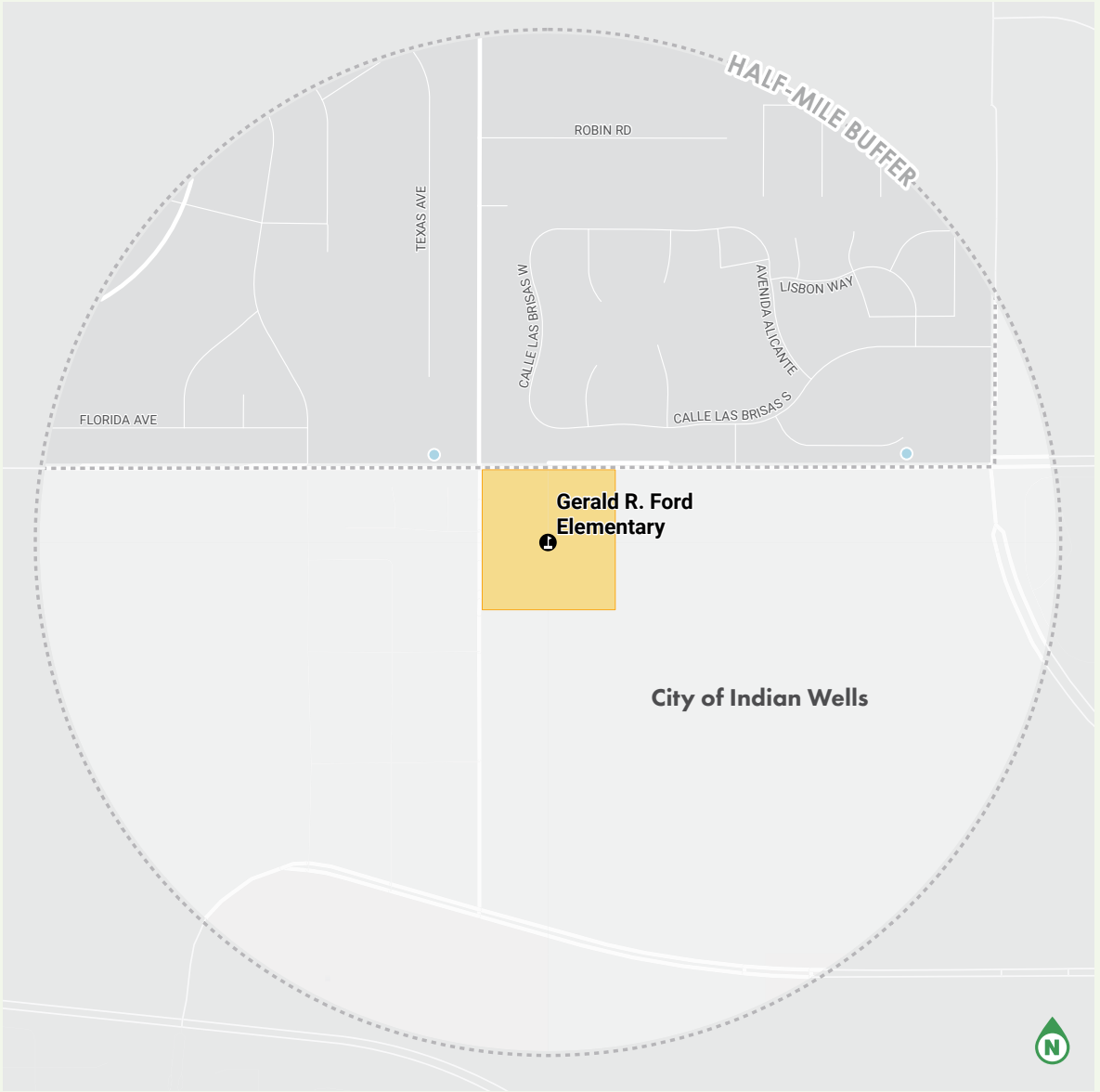
A high visibility crosswalk in front of the school provides pedestrian access to neighborhoods to the west.

Bicycles are banned from using sidewalks near the school.

The school has one crossing guard that assists with pedestrian crossing in the school's main parking lot.

**Recommendations for this school are in the City of Indian Wells' right-of-way and therefore will require review, coordination, and implementation by Indian Wells.*

Study Area | Gerald R. Ford Elementary School



DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- School Parcels

Figure 47: Gerald R. Ford Elementary School Concept Plans (1/6)

Figure 48: Gerald R. Ford Elementary School Concept Plans (2/6)

Figure 49: Gerald R. Ford Elementary School Concept Plans (3/6)

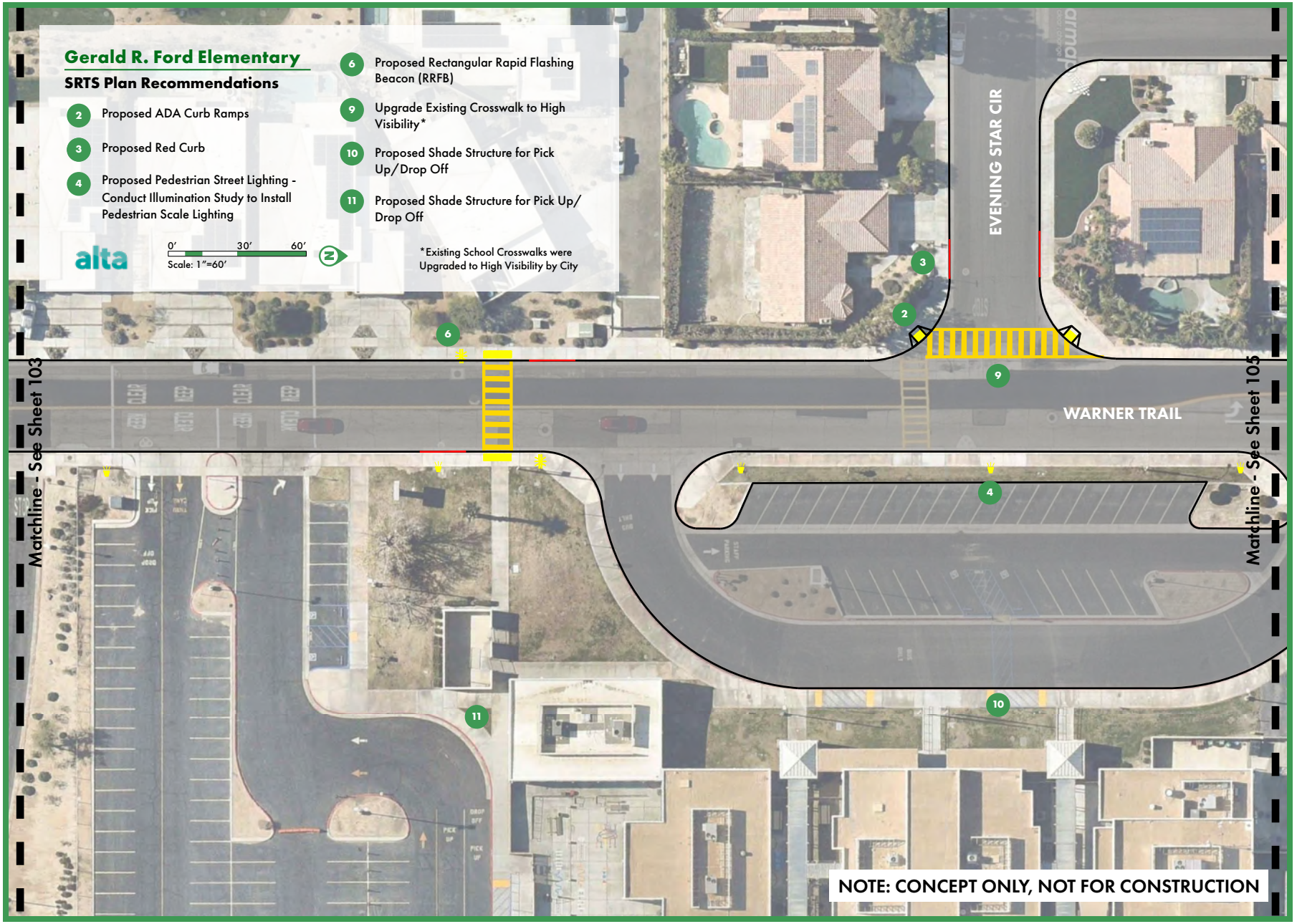


Figure 50: Gerald R. Ford Elementary School Concept Plans (4/6)

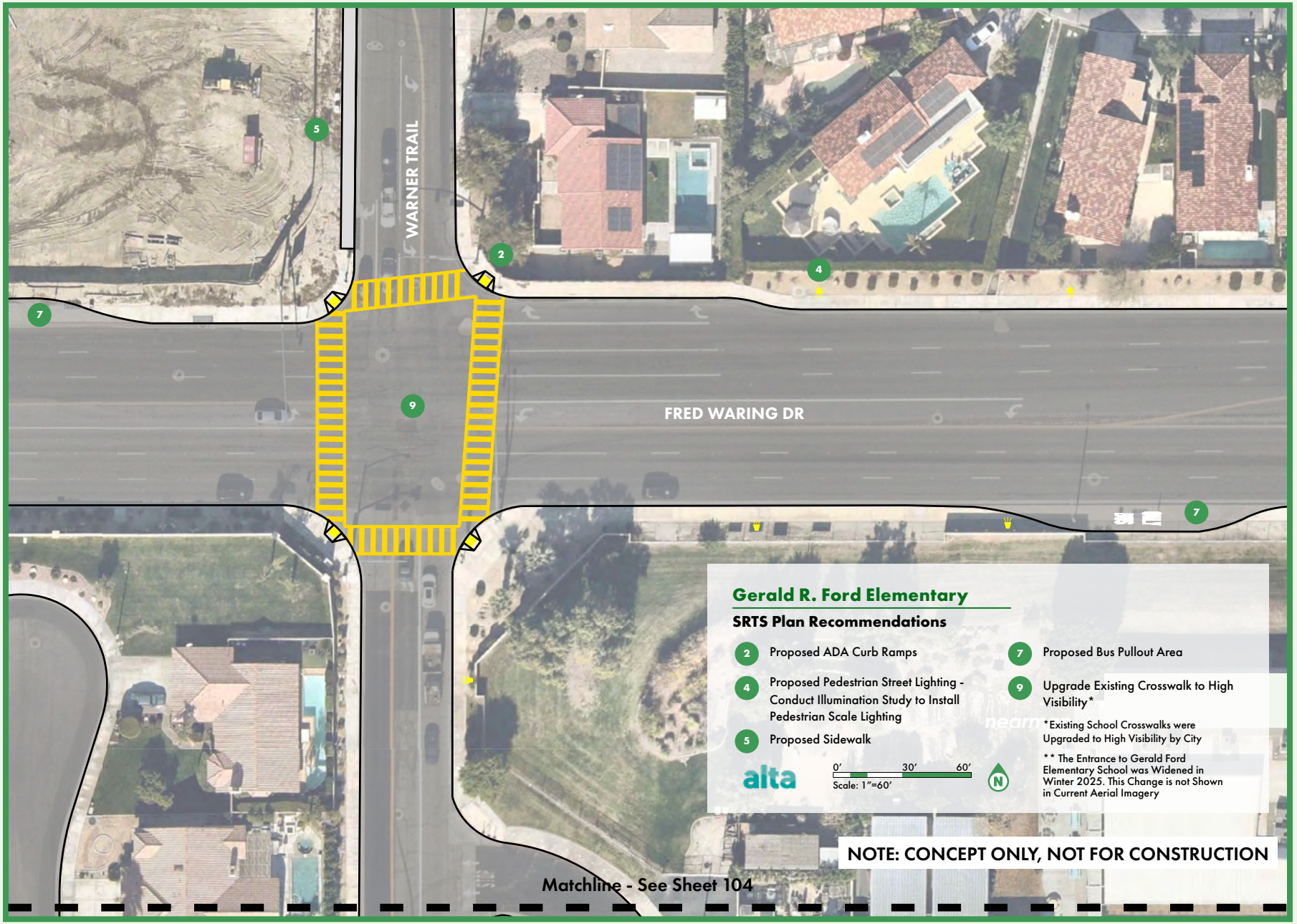


Figure 51: Gerald R. Ford Elementary School Concept Plans (5/6)

Figure 52: Gerald R. Ford Elementary School Concept Plans (6/6)

Walk Audit Summary | James Earl Carter Elementary School

Audit Date: Wednesday, April 17, 2024

Audit Time: 3:00 - 4:00 PM

School Address: 74-251 Hovley Lane East, Palm Desert

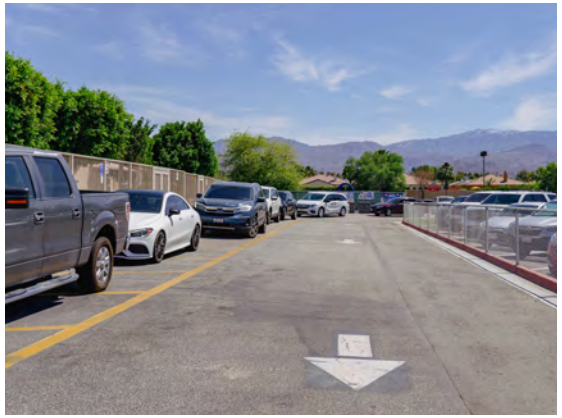
Enrollment: 516 Students

District: Desert Sands Unified School District

Participants: 3

Key issues identified during the walk audit:

- Portola Avenue is a major concern due to speeding drivers. Little shade makes it uncomfortable to walk along sidewalks in hot weather.
- Some afternoon pick-up traffic congestion spilled outside of the school's parking lot into turn lanes on Hovley Lane.
- Drivers were parked along a red curb on Hovley Lane until a motor officer arrived.



Afternoon pick-up occurs in a single lane within the school's main parking lot.

Some afternoon pick-up congestion spilled into Hovley Lane.

Traffic enforcement on Hovley Lane in front of the school.

Hovley Lane and Portola Avenue is a major intersection near the school.

Study Area | James Earl Carter Elementary School

DESTINATIONS + BOUNDARIES

- Schools
- Half-Mile Buffer
- Parks
- School Parcels

Figure 53: James Earl Carter Elementary School Concept Plans (1/5)

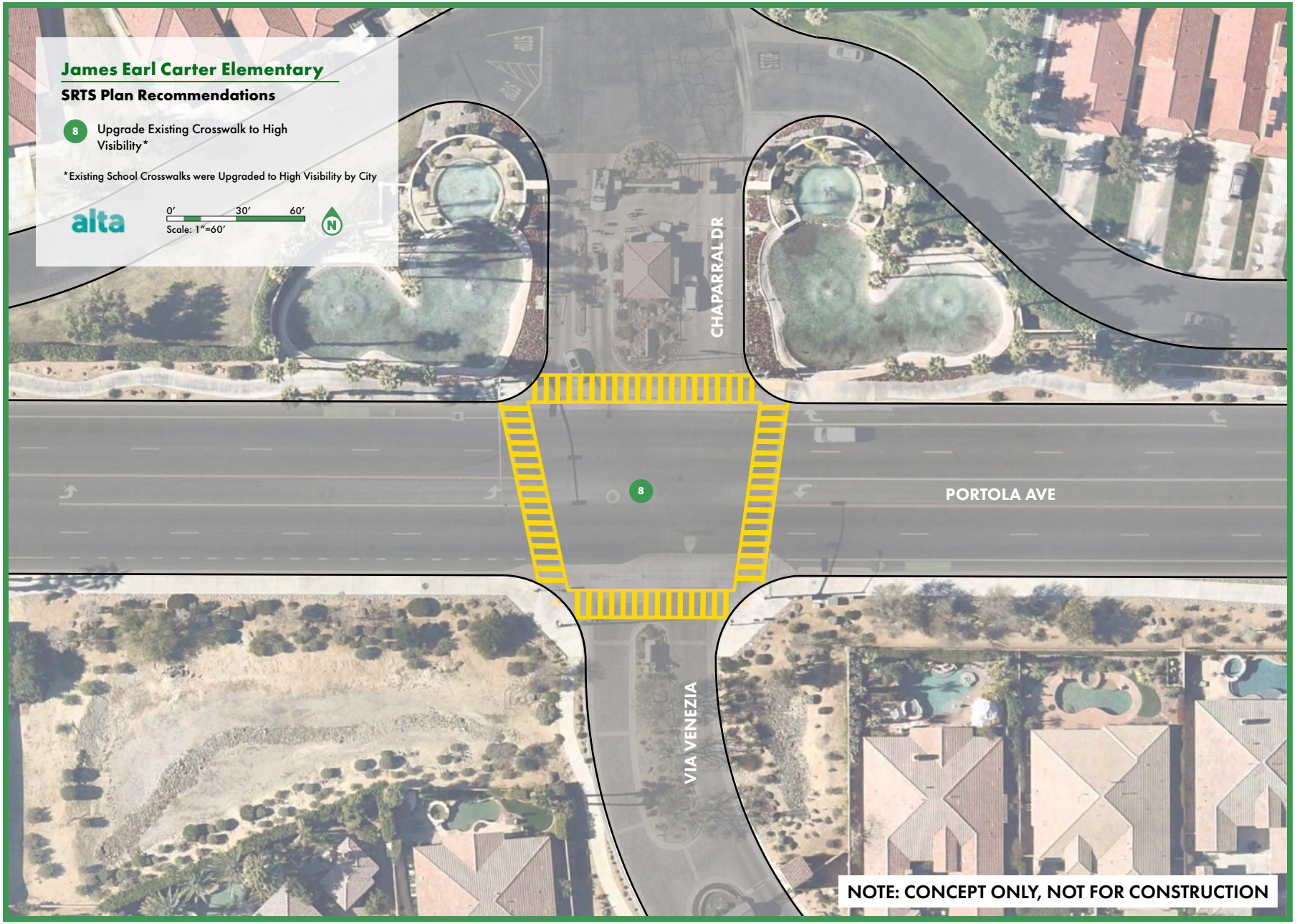


Figure 54: James Earl Carter Elementary School Concept Plans (2/5)

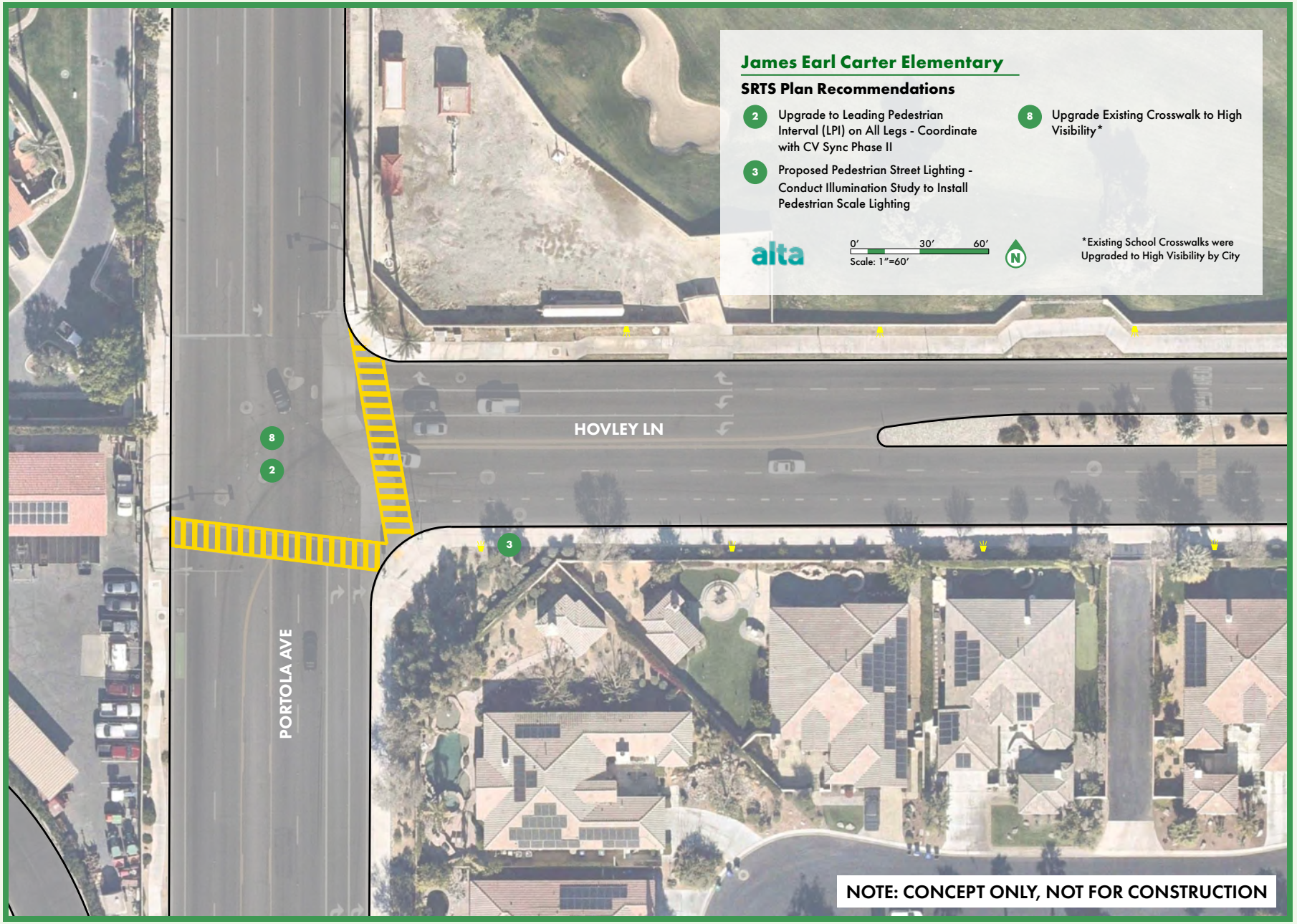


Figure 55: James Earl Carter Elementary School Concept Plans (3/5)

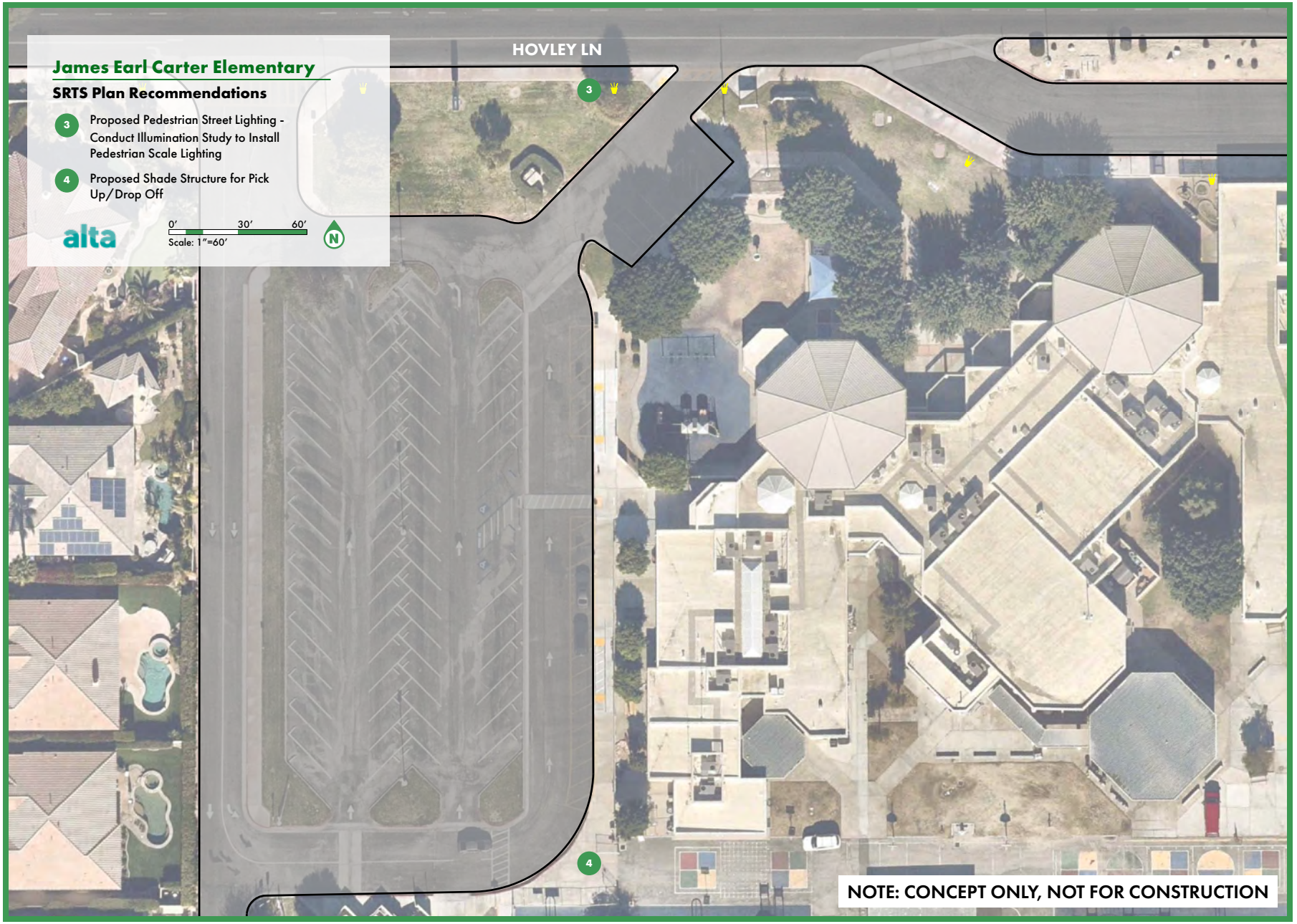


Figure 56: James Earl Carter Elementary School Concept Plans (4/5)

Figure 57: James Earl Carter Elementary School Concept Plans (5/5)

This page intentionally left blank

Walk Audit Summary | Palm Desert High School*

Audit Date: Thursday, April 18, 2024

Audit Time: 8:30 - 9:30 AM

School Address: 74-910 Aztec Road, Palm Desert

Enrollment: 2,050 Students

District: Desert Sands Unified School District

Participants: 6

Key issues identified during the walk audit:

» Drivers speed along Cook Street. Northbound and southbound traffic approach Aztec Lane on a decline, fostering high-speed conditions around the school.

» Drivers wait for students in the northbound right-turn lane at Cook Street and Aztec Lane rather than continuing into the school's parking lot. This results in congestion and erratic maneuvers by drivers trying to enter the parking lot.

» The school resource officer requested bollards, gates, or a similar barrier between the publicly accessible CV Link bike path and the school's rear parking lot.

Morning drop-off occurs in three travel lanes and one parking lane.

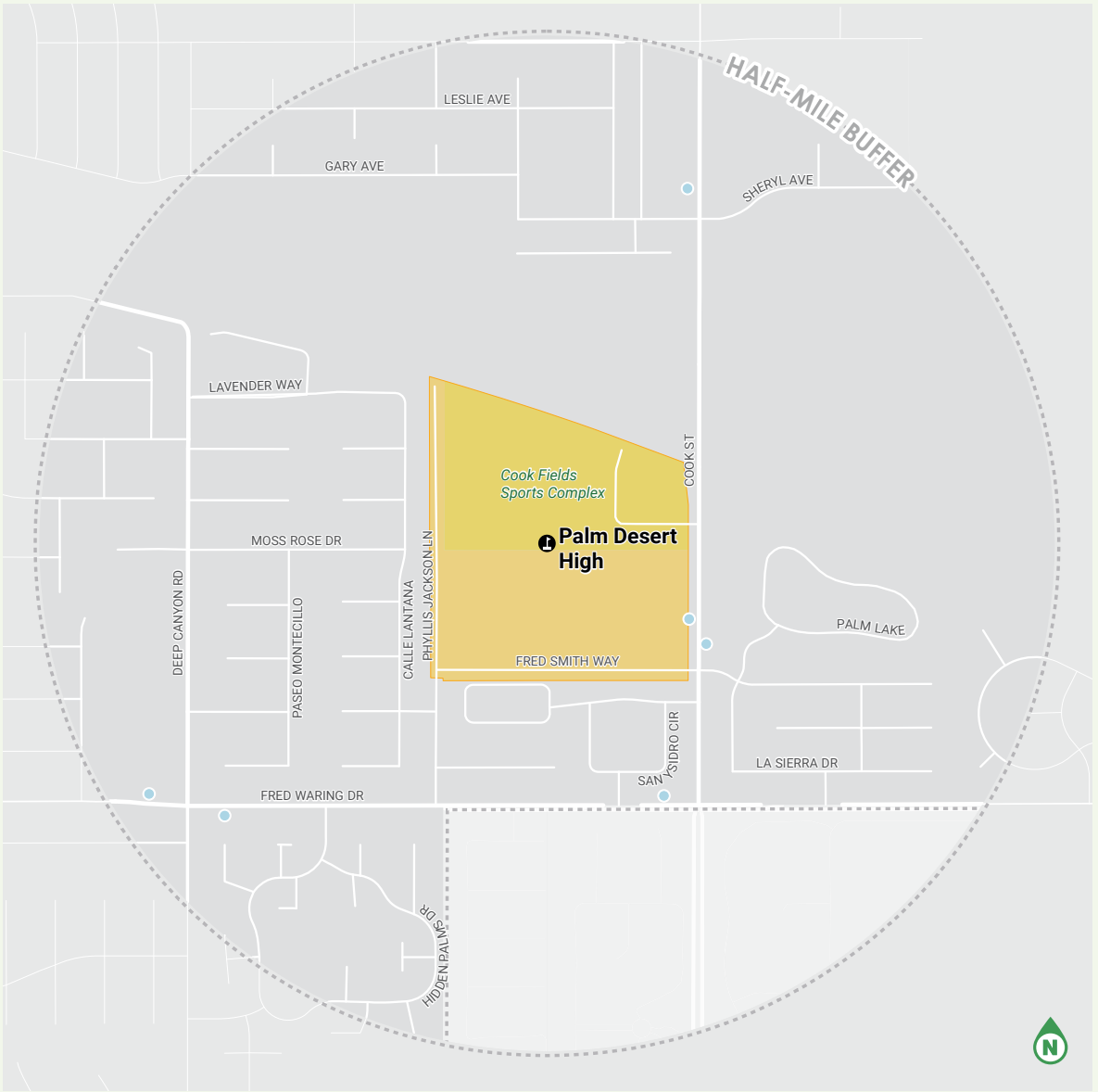
Speeding is a concern along Cook Street near the entrance to the school.

The school resource officer requested a barrier between the public CV Link bike path and the school's rear parking lot.

On-campus bike parking near the front of the school.

**PDHS is developing a traffic circulation study. Recommendations from the circulation study should be coordinated with SRTS recommendations that pertain to PDHS.*

Study Area | Palm Desert High School



DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- Parks
- School Parcels

Figure 58: Palm Desert High School Concept Plans (1/20)

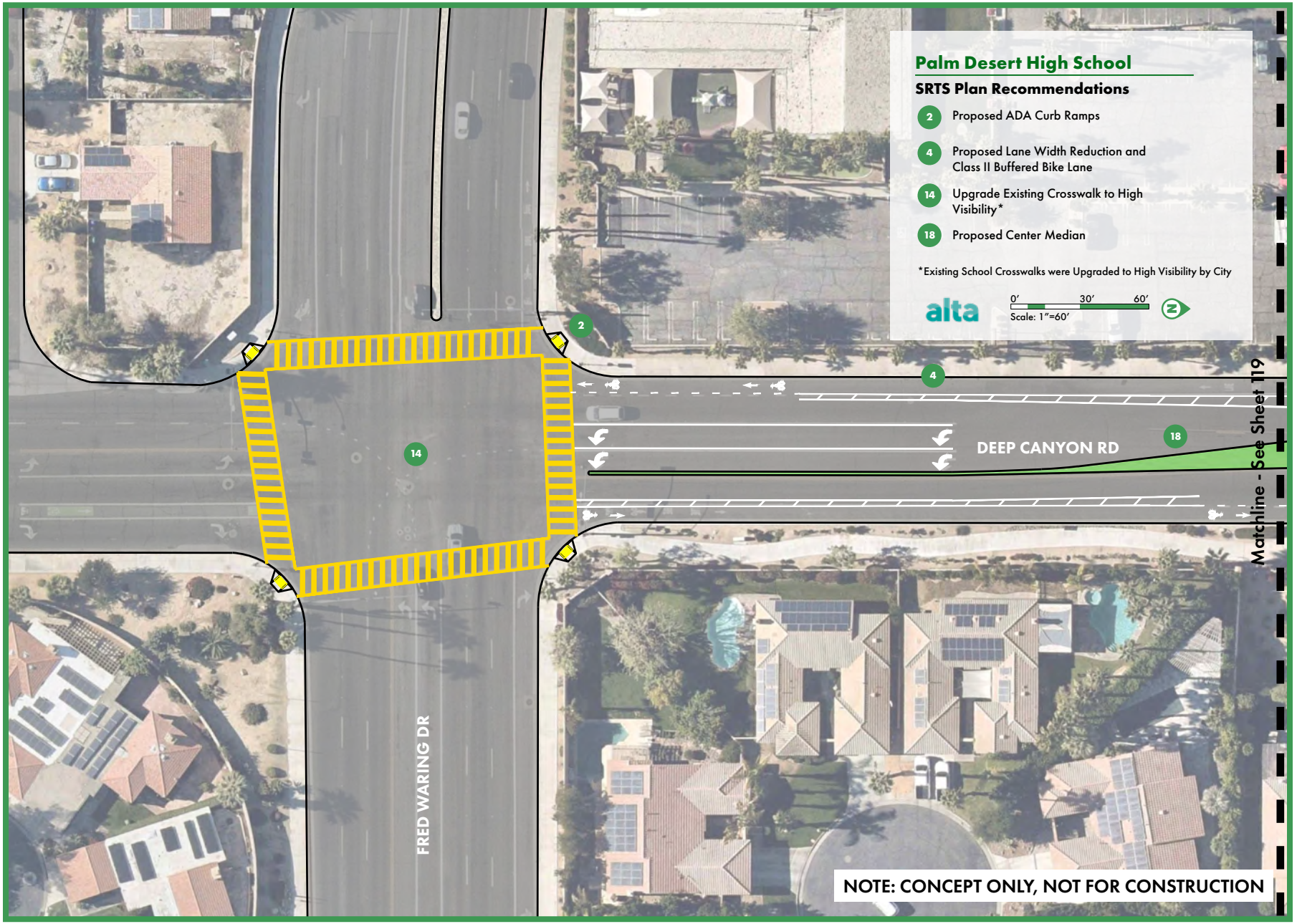


Figure 59: Palm Desert High School Concept Plans (2/20)

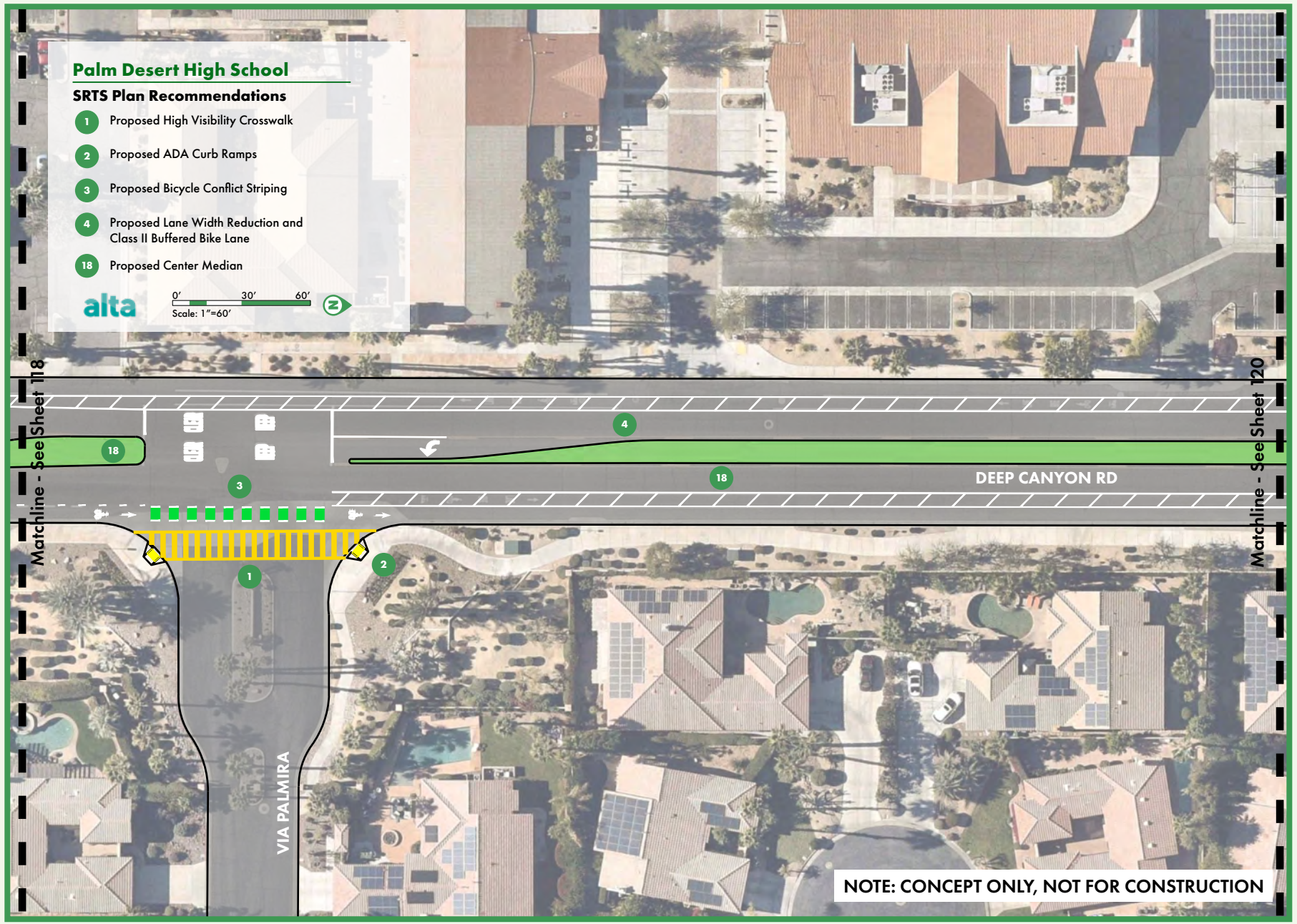


Figure 60: Palm Desert High School Concept Plans (3/20)

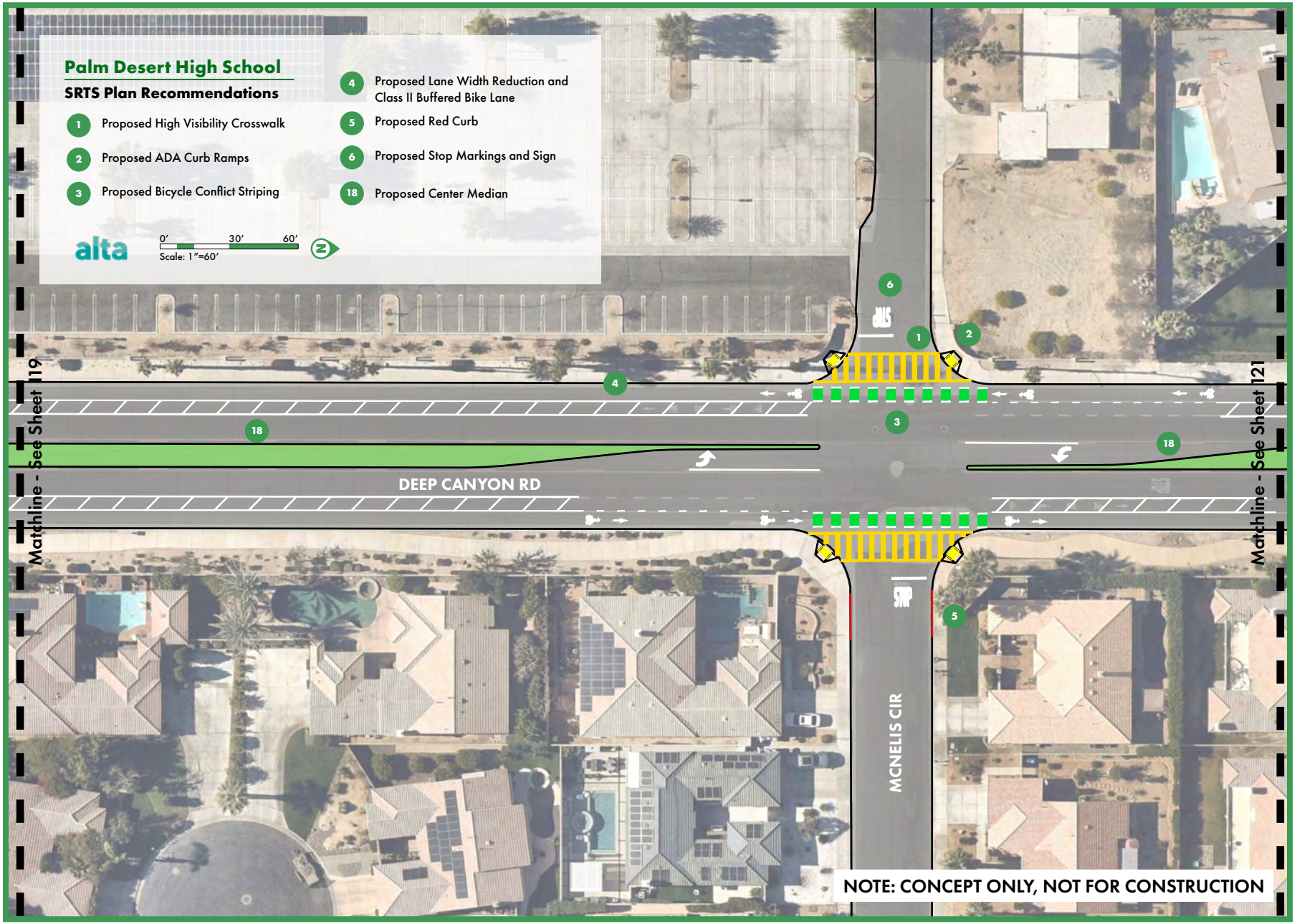


Figure 61: Palm Desert High School Concept Plans (4/20)

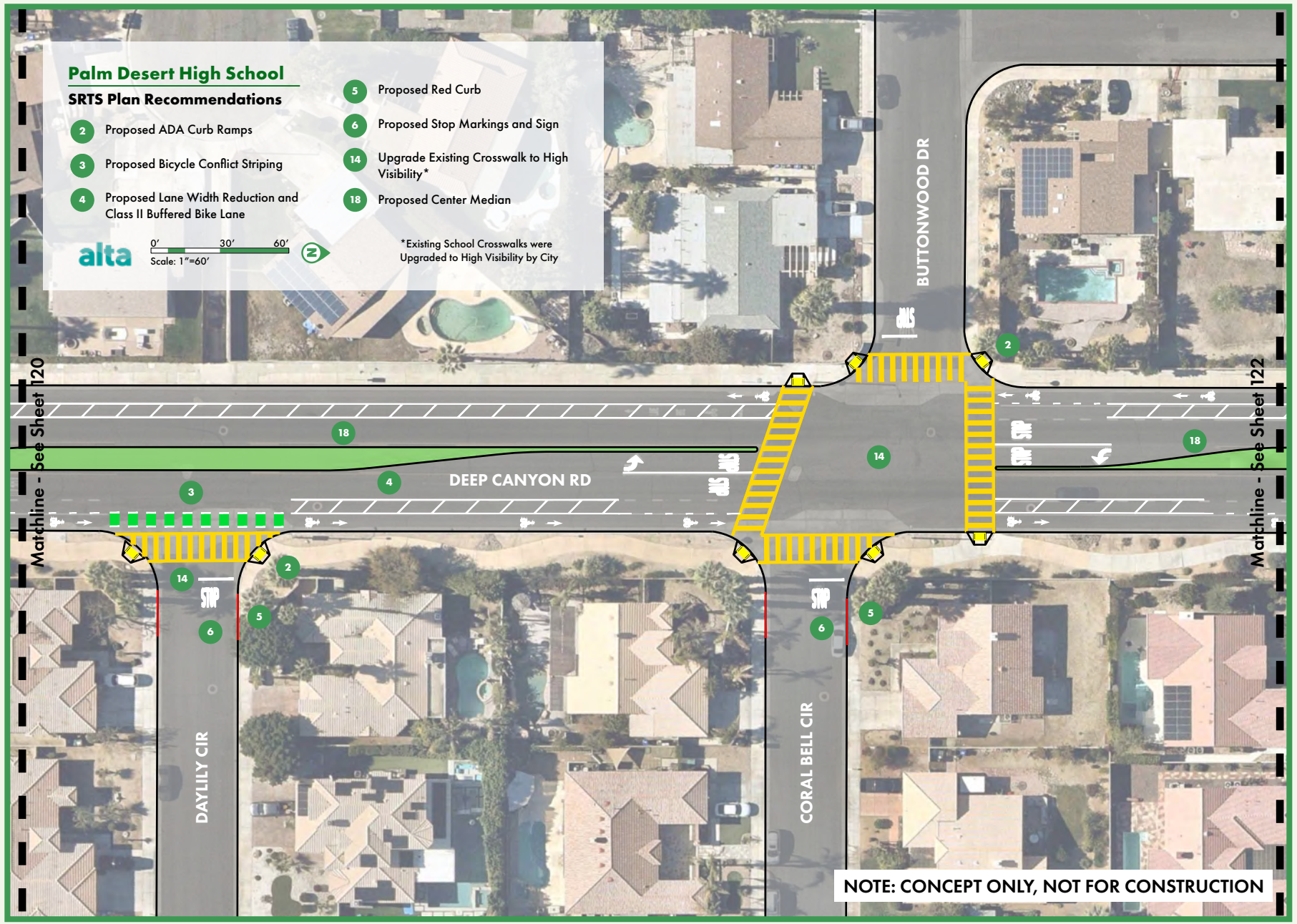


Figure 62: Palm Desert High School Concept Plans (5/20)

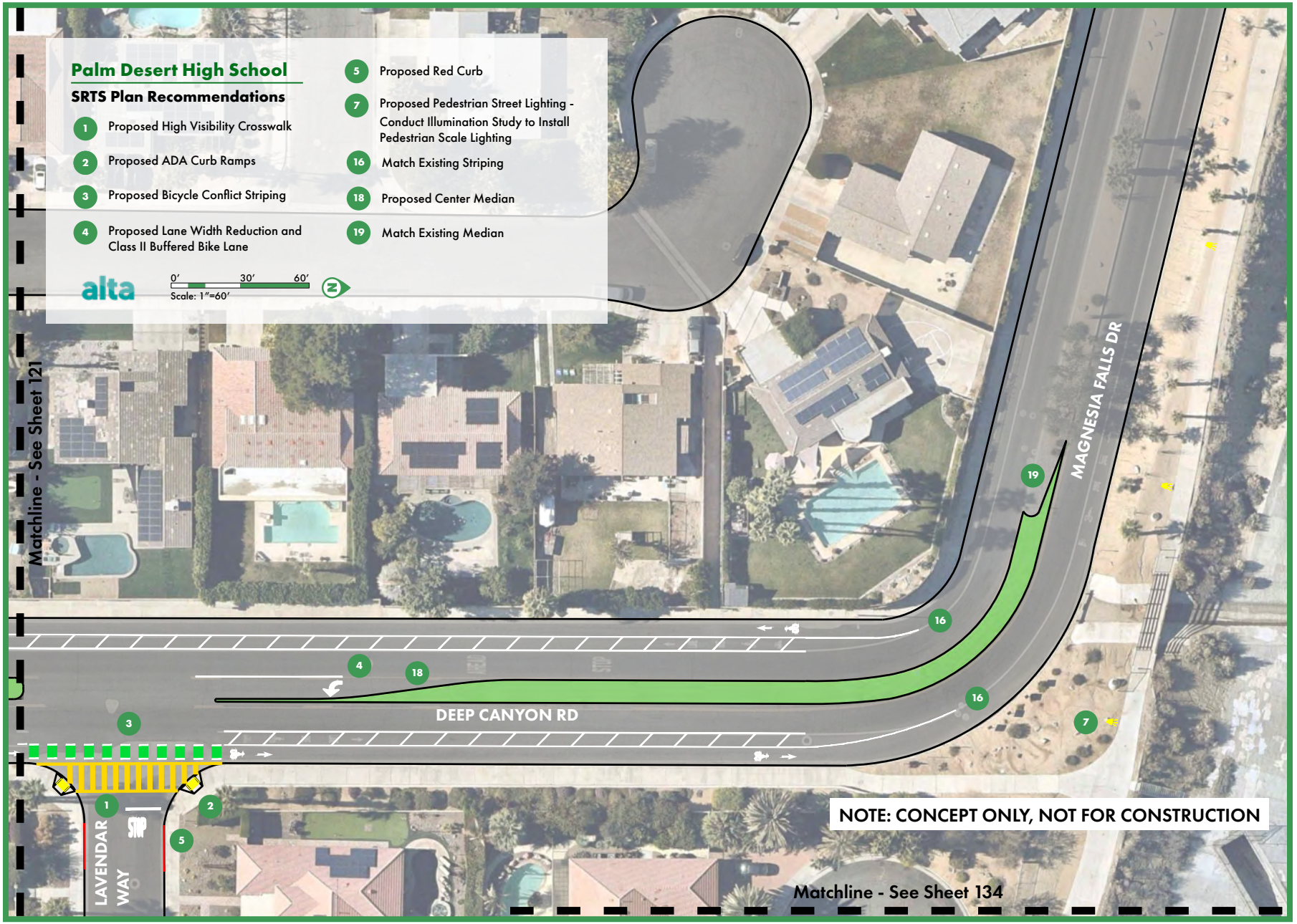


Figure 63: Palm Desert High School Concept Plans (6/20)

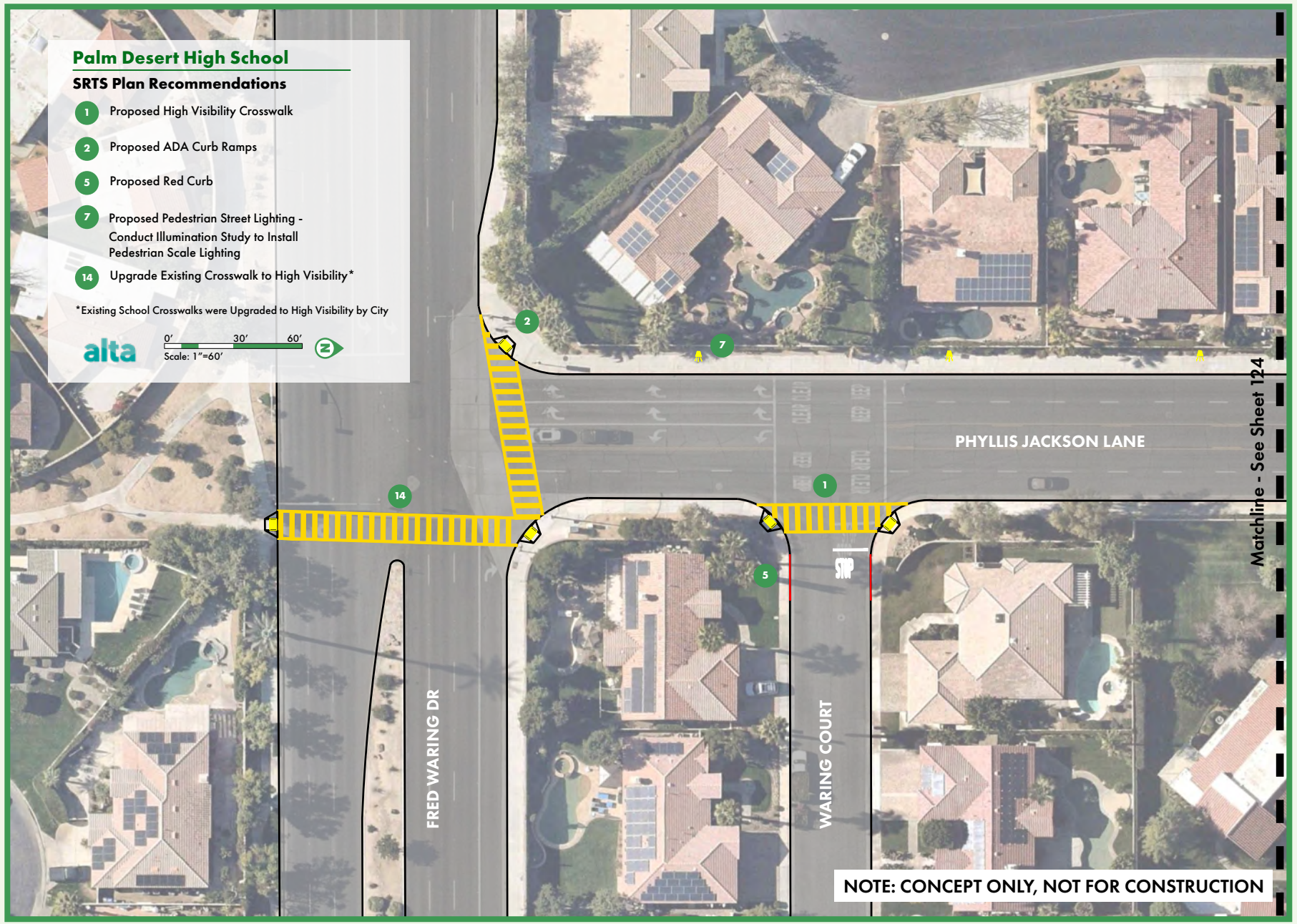


Figure 64: Palm Desert High School Concept Plans (7/20)

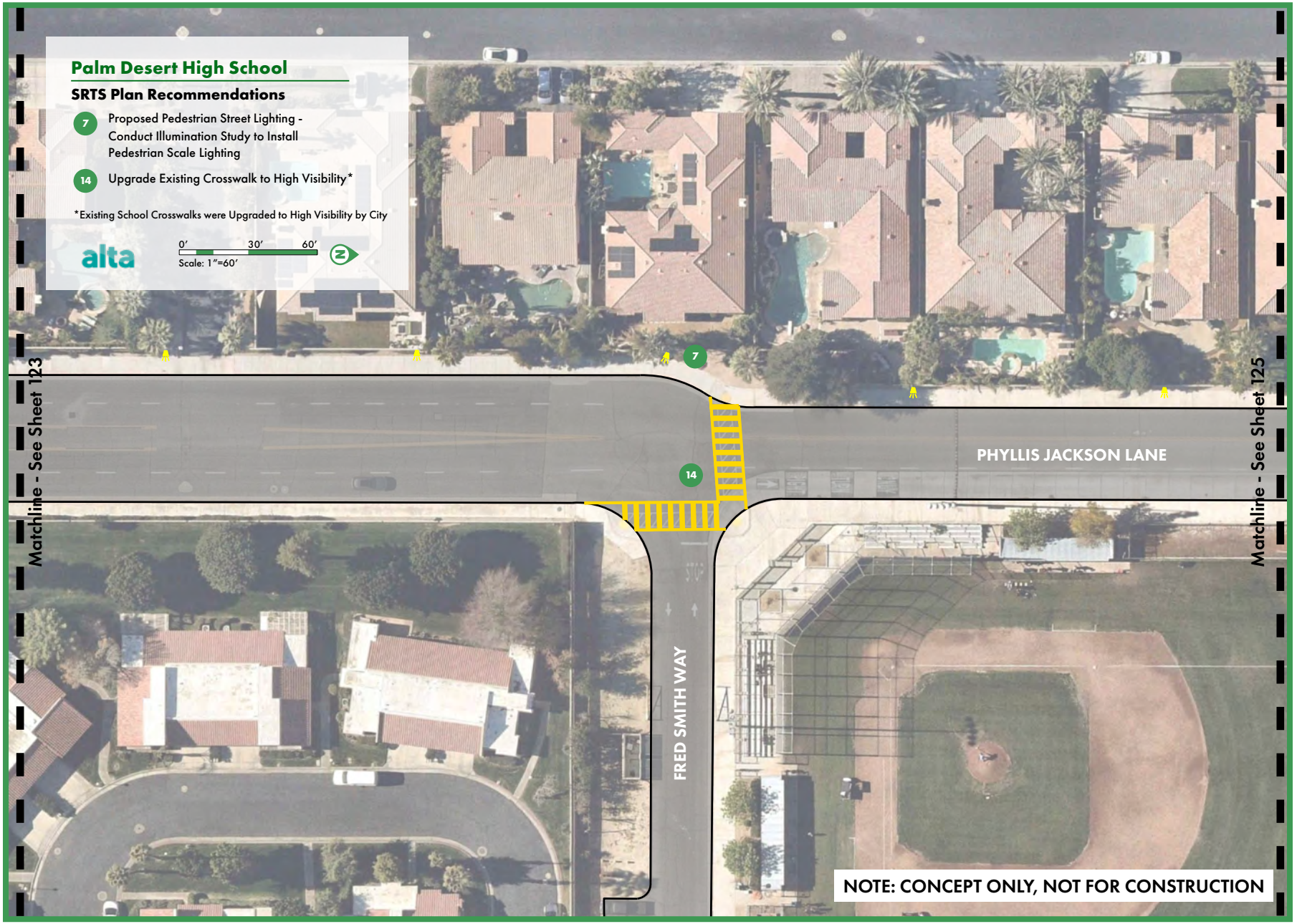


Figure 65: Palm Desert High School Concept Plans (8/20)

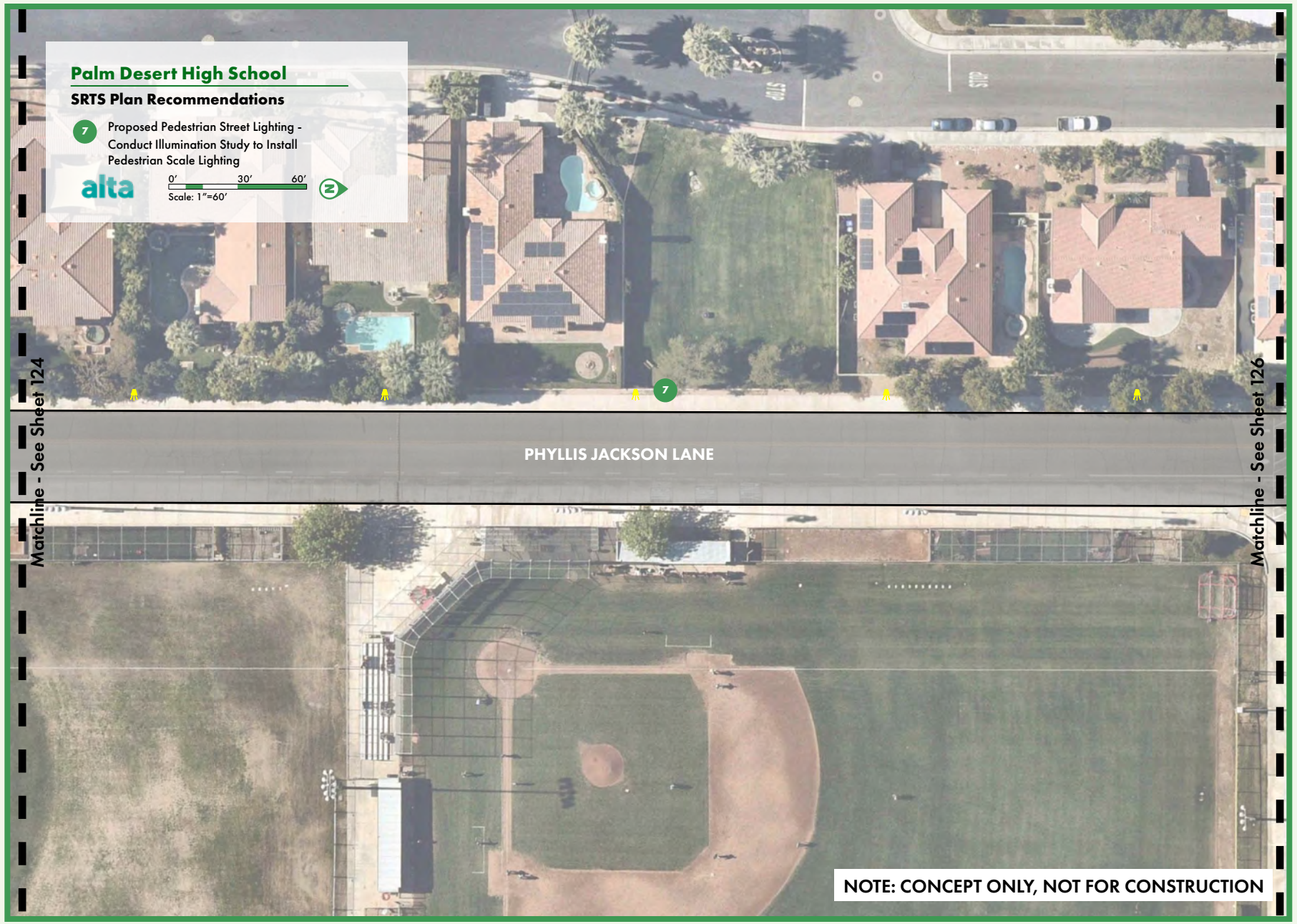


Figure 66: Palm Desert High School Concept Plans (9/20)

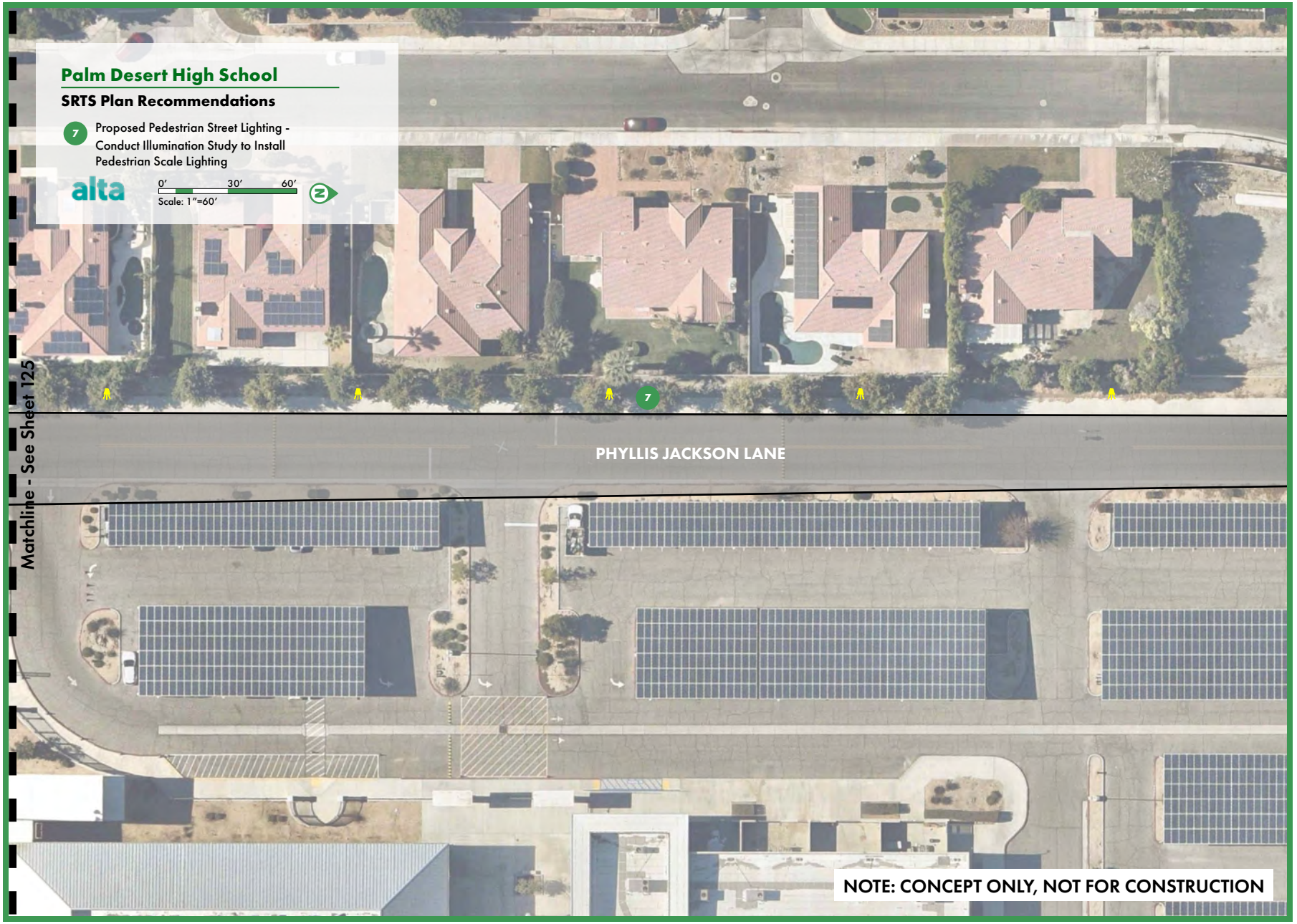


Figure 67: Palm Desert High School Concept Plans (10/20)

Figure 68: Palm Desert High School Concept Plans (11/20)

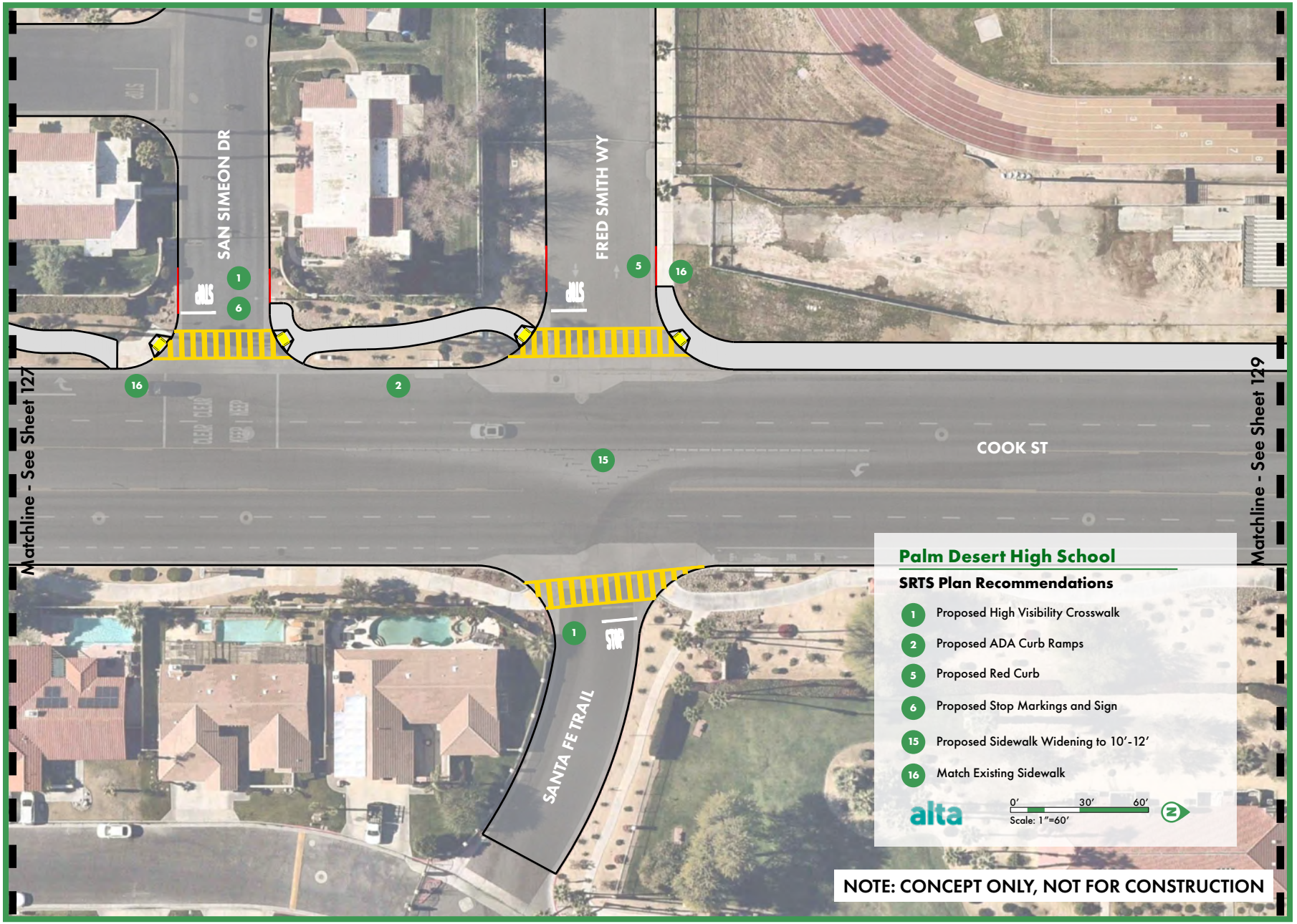


Figure 69: Palm Desert High School Concept Plans (12/20)

Figure 70: Palm Desert High School Concept Plans (13/20)

Figure 71: Palm Desert High School Concept Plans (14/20)

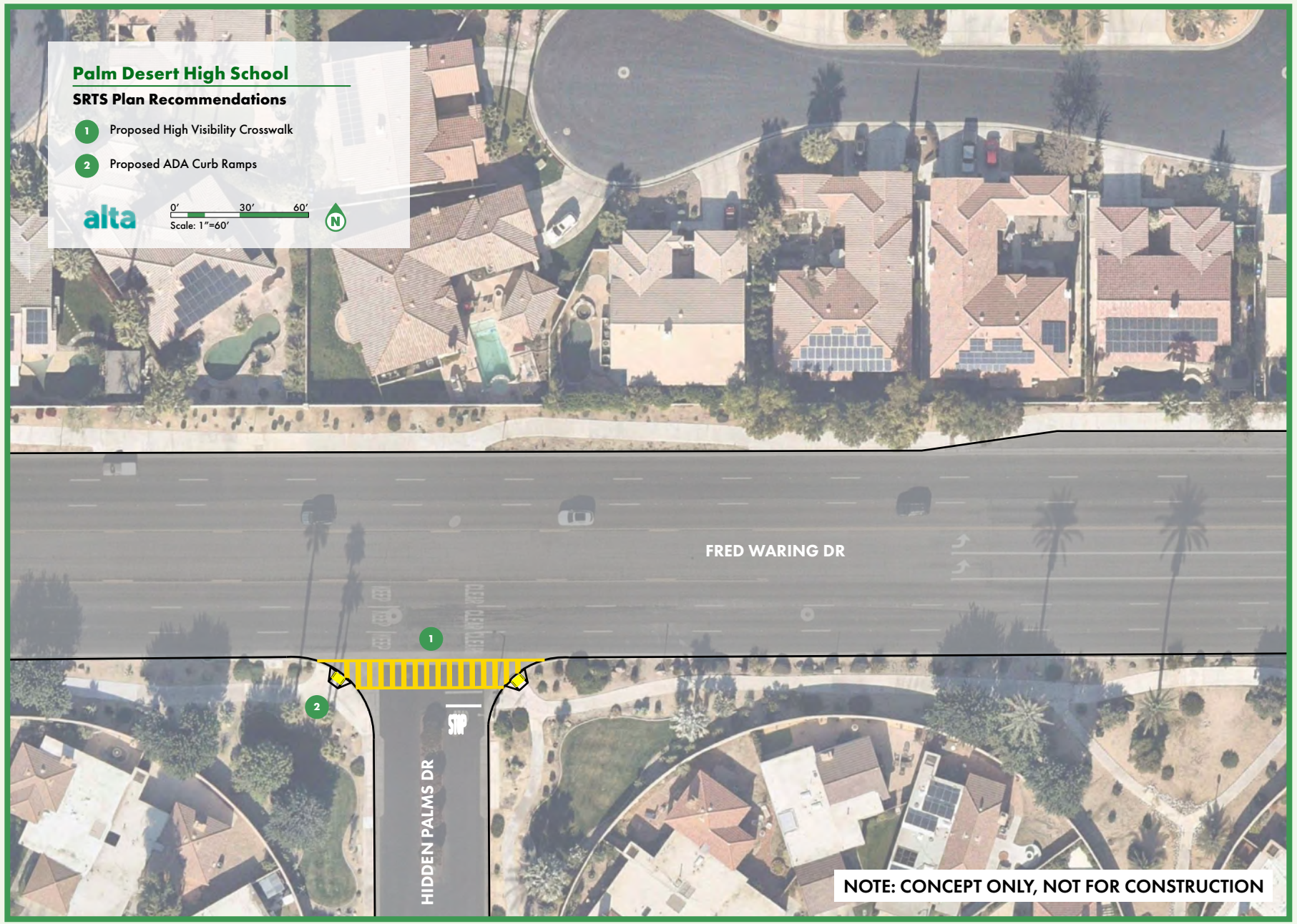


Figure 72: Palm Desert High School Concept Plans (15/20)

Figure 73: Palm Desert High School Concept Plans (16/20)

Figure 74: Palm Desert High School Concept Plans (17/20)

Figure 75: Palm Desert High School Concept Plans (18/20)

Figure 76: Palm Desert High School Concept Plans (19/20)

Figure 77: Palm Desert High School Concept Plans (20/20)

Walk Audit Summary | Ronald Reagan Elementary School

Audit Date: Thursday, May 2, 2024

Audit Time: 8:00 - 9:00 AM

School Address: 39-800 Liberty Drive, Palm Desert

Enrollment: 834 Students

District: Desert Sands Unified School District

Participants: 4

Key issues identified during the walk audit:

» Participants stated that the main issue is the conflict point at the entrance to the school's parking lot next to the residential roundabout. The assistant principal stated students walking from the adjacent residential complex must navigate through large vehicles and heavy traffic while crossing onto school property.

» The assistant principal stated park visitors speed through the parking lot that is shared with the school and Freedom Park.

» During drop-off and pick-up, traffic often backs up along Liberty Drive and into Country Club Drive, a high-speed arterial. This is worsened by cars parked along the curb on Liberty Drive, which is legally permitted.

Students walking from the neighboring residential community must navigate around many cars to enter campus.

Morning drop-off at the front of the school.

Morning drop-off congestion spills into Liberty Drive.

Study Area | Ronald Reagan Elementary School

DESTINATIONS + BOUNDARIES

- Schools
- Half-Mile Buffer
- City Boundary
- Parks
- School Parcels

Figure 78: Ronald Reagan Elementary School Concept Plans (1/7)

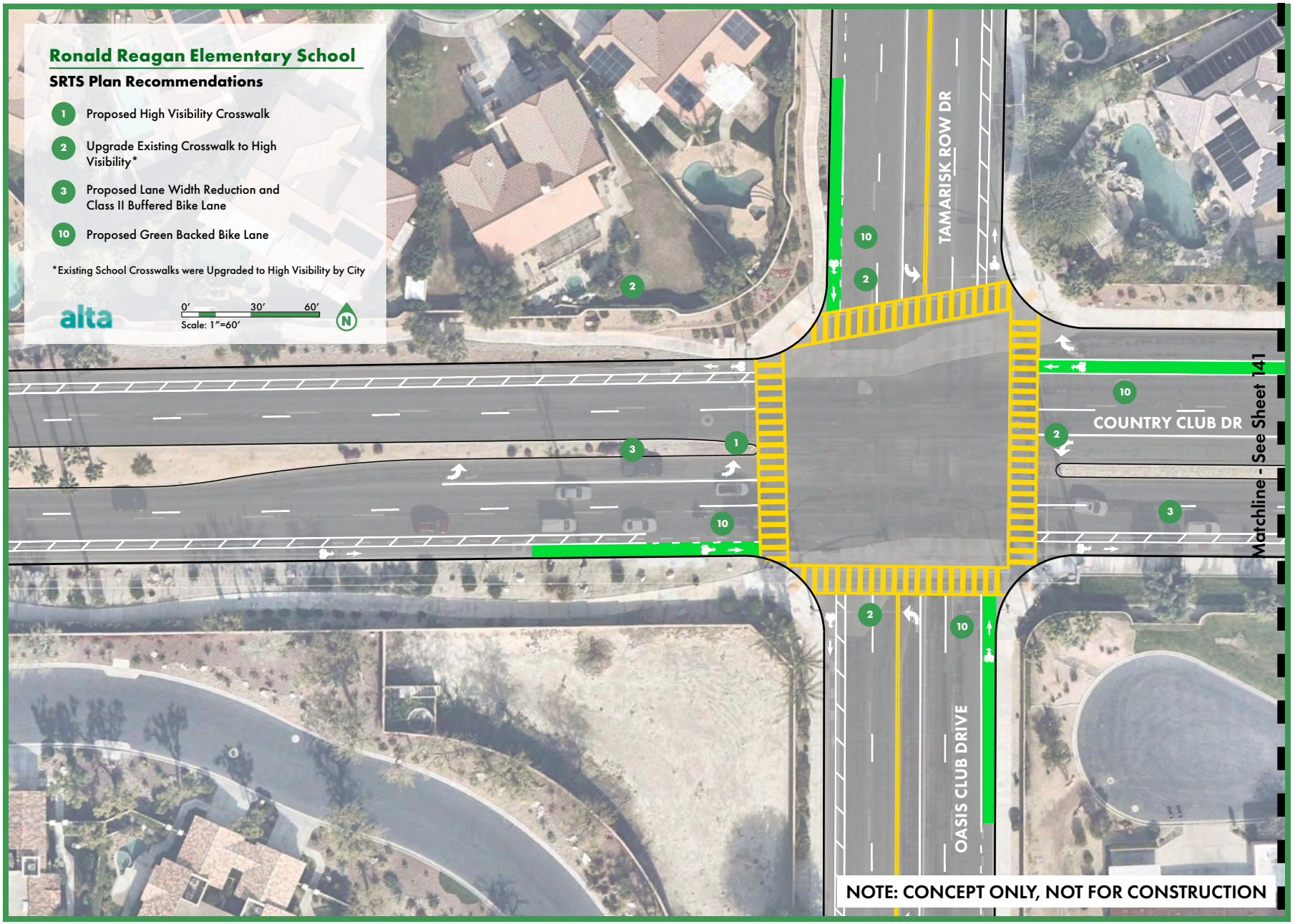


Figure 79: Ronald Reagan Elementary School Concept Plans (2/7)

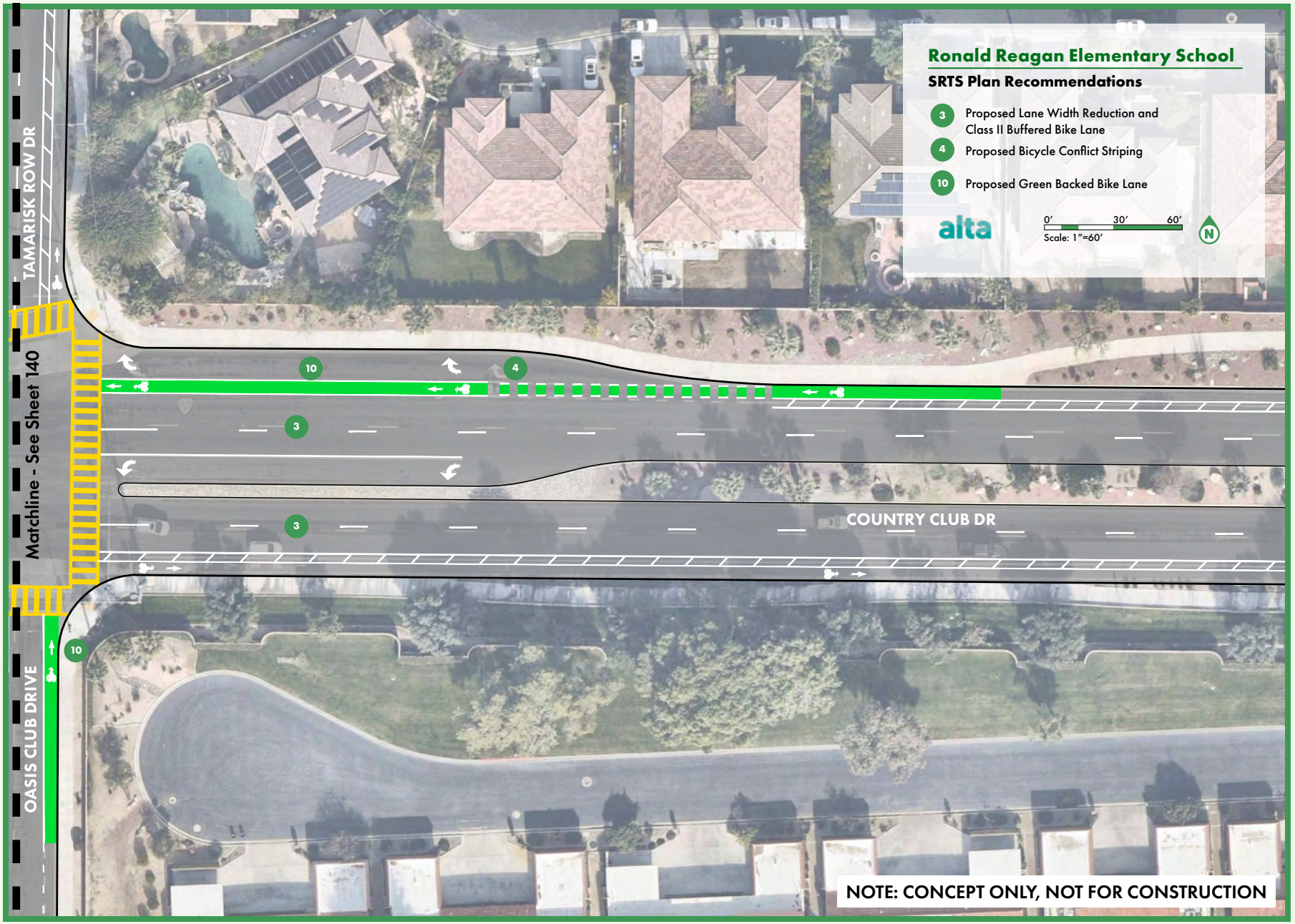


Figure 80: Ronald Reagan Elementary School Concept Plans (3/7)

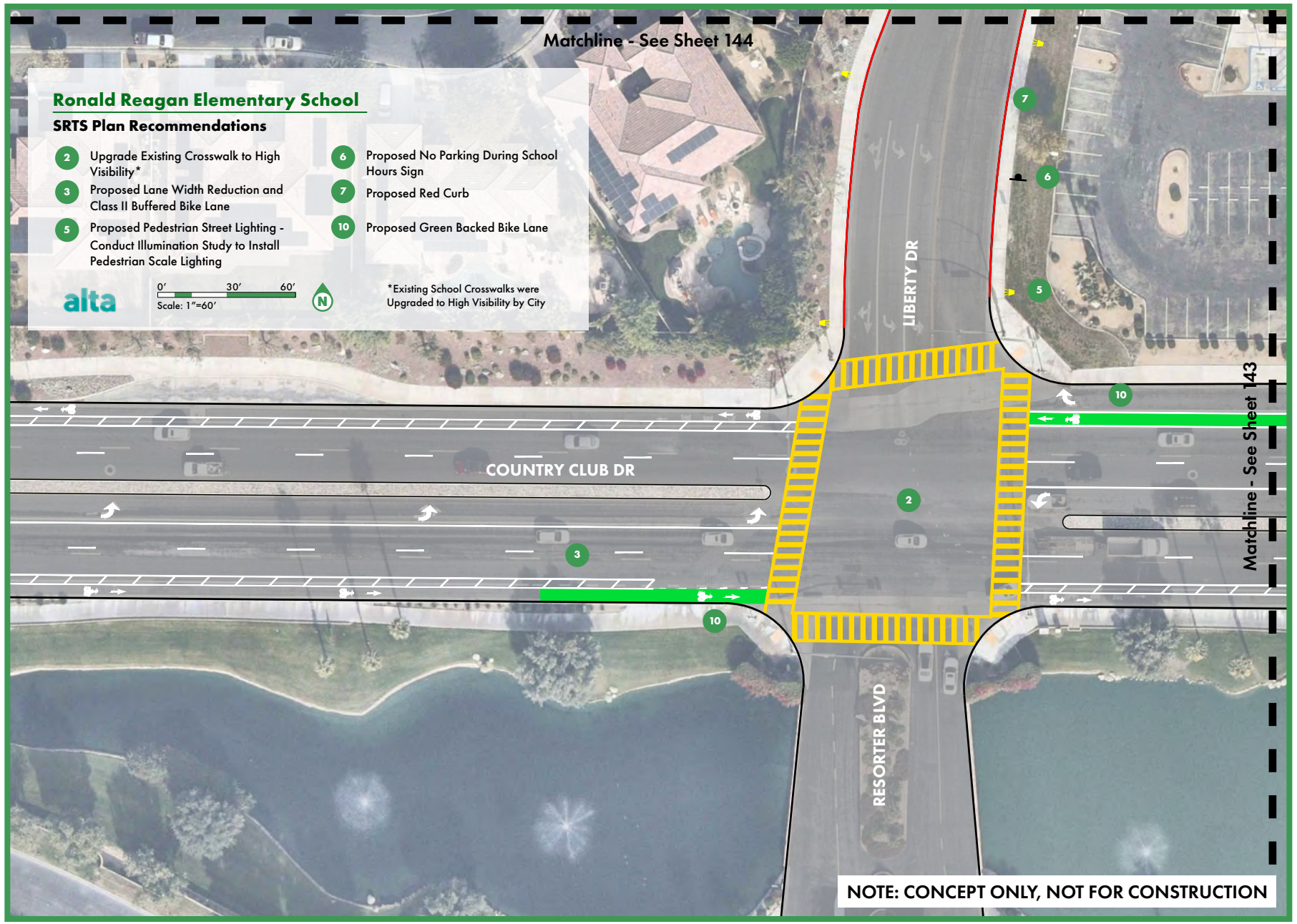


Figure 81: Ronald Reagan Elementary School Concept Plans (4/7)

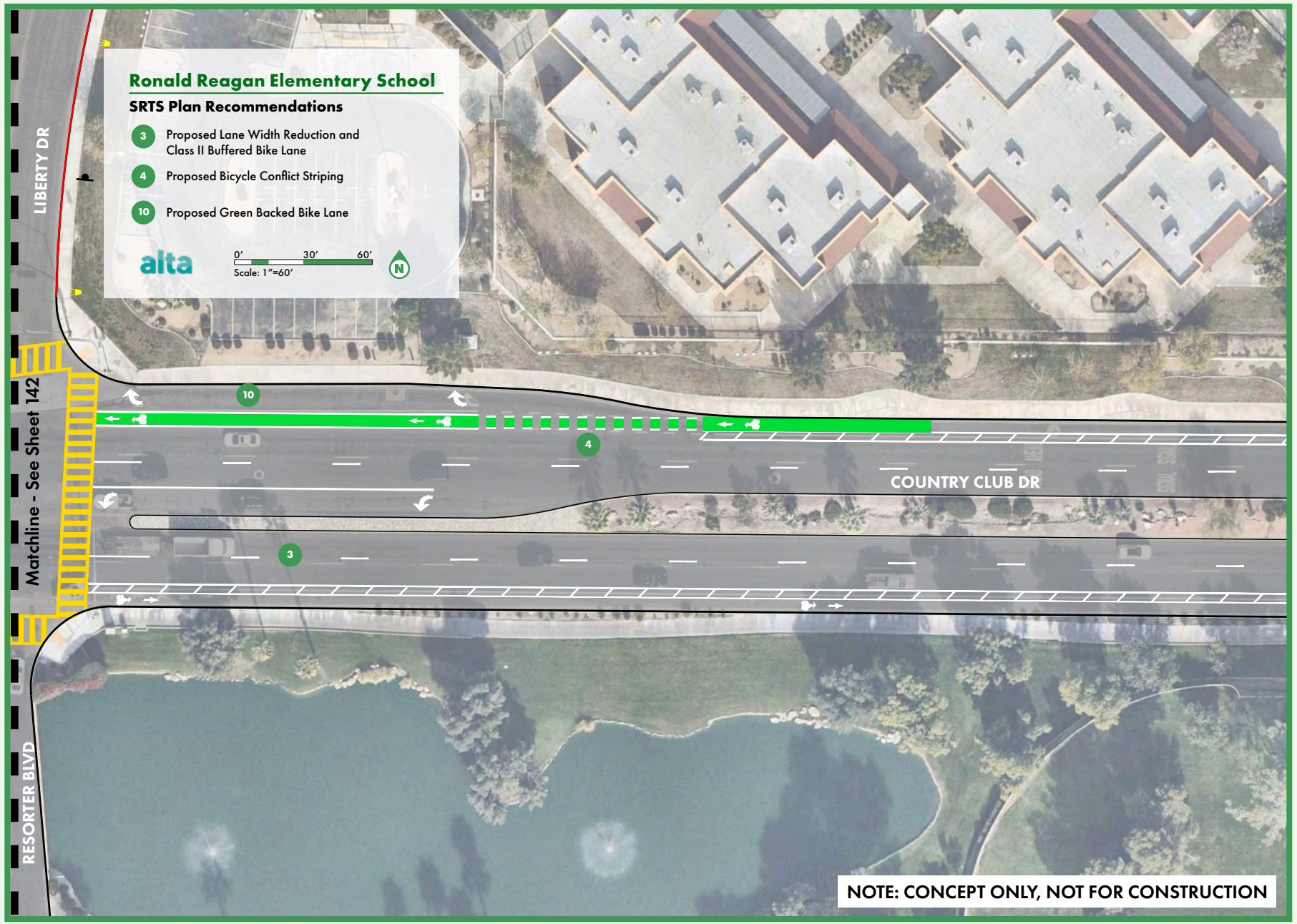


Figure 82: Ronald Reagan Elementary School Concept Plans (5/7)

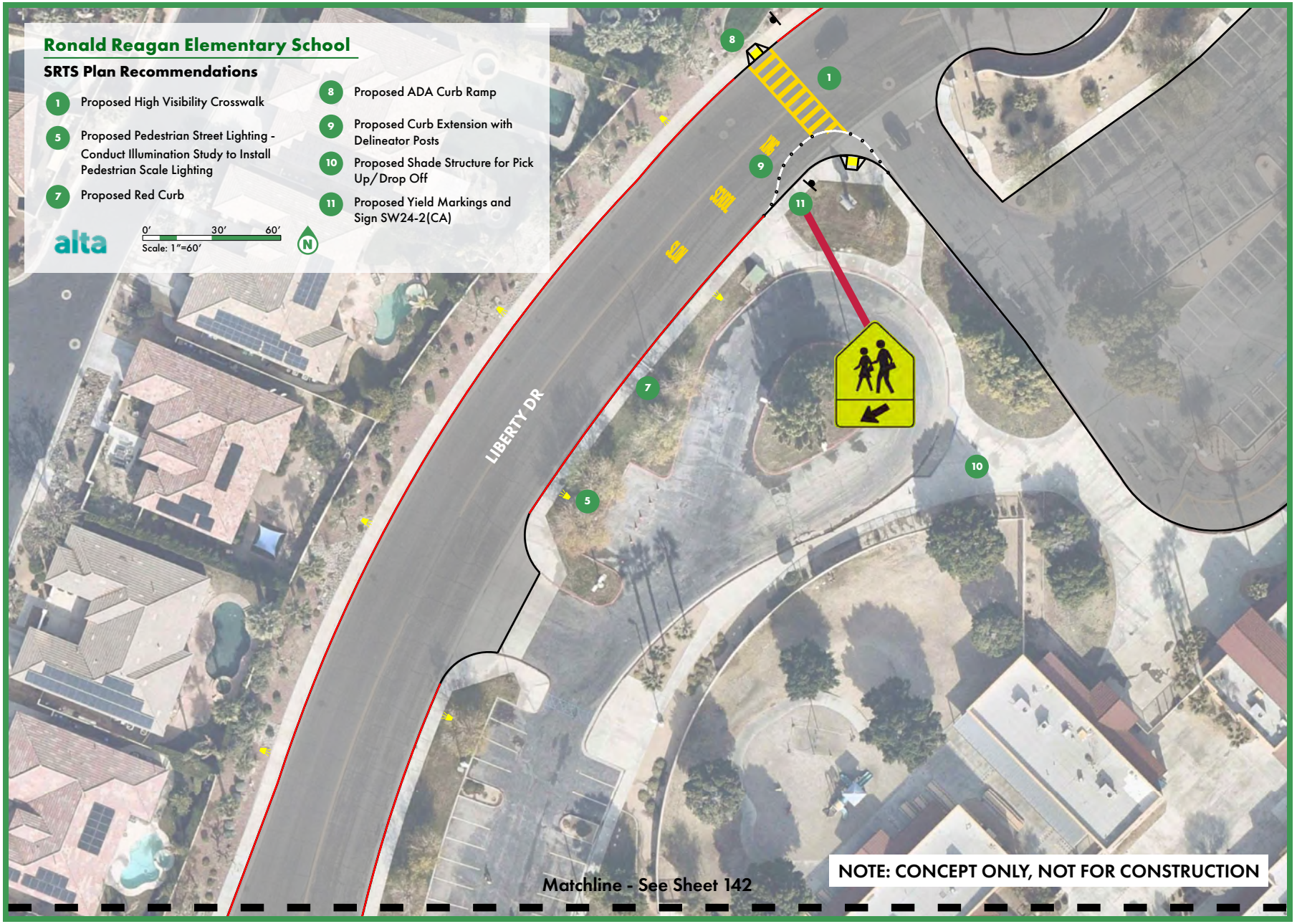
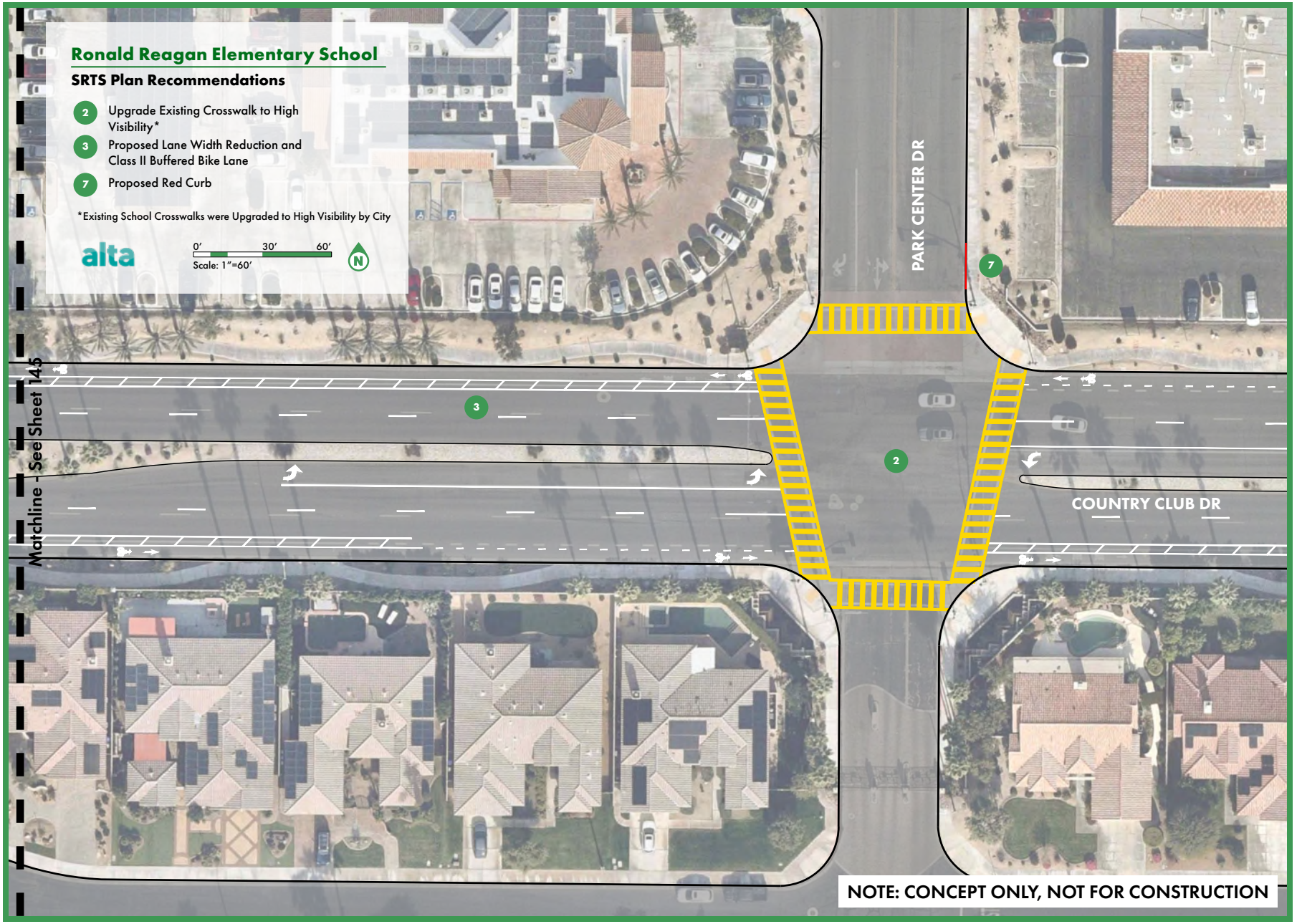


Figure 83: Ronald Reagan Elementary School Concept Plans (6/7)

Figure 84: Ronald Reagan Elementary School Concept Plans (7/7)



This page intentionally left blank

05.

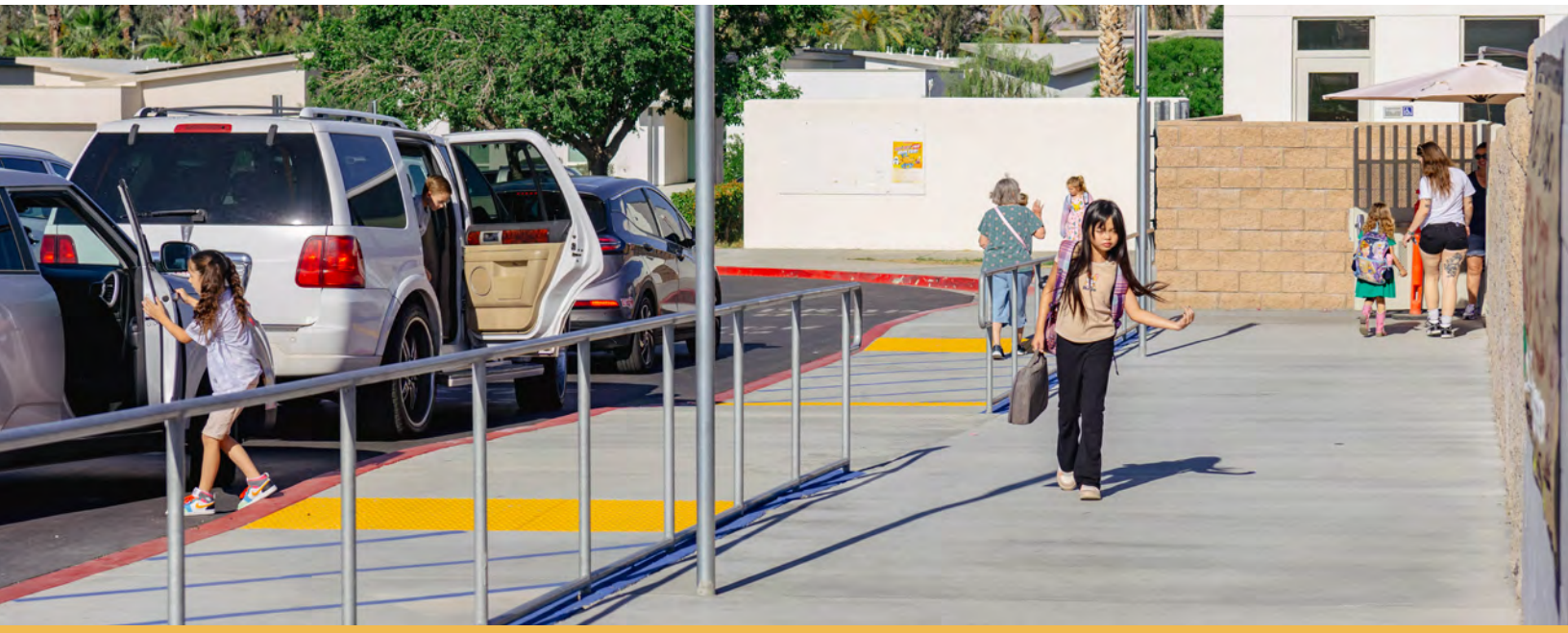
Encouraging Safe Routes to School in Palm Desert

PROGRAMMATIC SRTS RECOMMENDATIONS

Non-infrastructure strategies are an important part of the comprehensive SRTS program. While infrastructure improvements create safer and more comfortable routes, non-infrastructure (also called encouragement and education) SRTS activities like traffic safety education and promotional activities encourage students to choose active modes to get to and from school. In addition, SRTS projects with non-infrastructure components build enthusiasm and support for active transportation and can be an important first step toward implementing more costly infrastructure improvements.

This section outlines programmatic recommendations for Palm Desert. These recommendations provide an opportunity to identify routes, collect insight on travel patterns, behaviors, issues, and potential improvements, and present ways that community members can participate in SRTS activities.

The Project Team compiled a **comprehensive menu of programmatic activities** (pg. 150) tailored for Palm Desert, which were informed by school- and community-identified needs and priorities, available resources, and SRTS best practices. Also included is a list of **general programmatic recommendations** (pg. 155) that include programs which, while not specifically designed for SRTS, are relevant to the goals of SRTS and merit inclusion. These recommendations provide an opportunity to identify routes; collect insight on travel patterns, behaviors, issues, and potential improvements; and present ways that students, families, and other community members can participate in SRTS activities. These recommendations should be used to complement infrastructure improvements and should be included in any request for funding, such as through the State Active Transportation Program or Federal SS4A Program.



Recommended SRTS Programs

Bike/Pedestrian Education

School-based skills and traffic safety instruction conducted during PE or an after-school program. Emphasizes development of pedestrian and bicycle traffic safety skills, bike handling skills, safe riding practices ("street smarts"), helmet fit, and bike prep.

Resources:

» Safe Travels Education Program (STEP), Orange County Transportation Authority

» Walk! Bike! Fun! Pedestrian and Bicycle Safety Curriculum, Bike Alliance of Minnesota

Contests and Challenges

Students track walking and biking trips to school toward some kind of goal or reward. Trips can be tallied for individuals, classrooms, grades, or school-wide. Track trips using punch cards, tally sheets, or an app toward individual or group rewards.

Resources:

» Marin County SRTS Annual Contests

Crossing Guard Promotional Education

Crossing guards assist students, families, and residents in safely crossing the street near schools and alert drivers that people are crossing the roadway. It is a violation of the law to disregard the direction of a crossing guard (California Vehicle Code Section 2815). However, too often, crossing guards are ignored or taken for granted. Education promoting listening to crossing guards may encourage more people to follow their directions.

Resources:

» Crossing Guard Promotional Social Media Posts in English and Spanish (Appendix D)

Crossing Guard Siting

Many factors contribute to the need for a crossing guard at a particular crossing location. The CAMUTCD provides general guidance for their use. The Caltrans Active Transportation Resource Center's California School Crossing Guard Training Program cites additional factors and supporting information that can be used to identify locations that could benefit from the presence of a crossing guard.

Monitoring of crossing locations to assess the need for a crossing guard should occur on a scheduled basis, such as every two years. Additional reasons that may require reassessing a crossing guard location may include:

- New or improved traffic control devices
- Major developments increasing traffic on a roadway near a school
- School boundary changes
- Schools opening or closing
- Consolidation of schools or changing of grades
- Changes to school bell schedules

Note: Neither the City nor DSUSD provide crossing guard services to any of the schools. Each school is responsible for their own crossing guard services. However, the City provides financial assistance to DSUSD to manage a School Crossing Guard Program.

Resources:

- CAMUTCD, Caltrans
- California Crossing Guard Training Program, California Active Transportation Resource Center

Crossing Guard Training

School crossing guards play an integral role in fostering a safe and comfortable environment for students walking and bicycling to school. Training is essential for crossing guards to perform properly and safely. Crossing guards can help create gaps in traffic on busy neighborhood collector roads, remind drivers of the presence of people walking, instill safe walking skills in students and their families, and indicate when people driving should yield. The California Active Transportation Resource Center provides trainer courses at no cost to help jurisdictions and law enforcement with guidance on how to train and vet potential new and existing crossing guards.

Resources:

- California Crossing Guard Training Program, California Active Transportation Resource Center

Demonstration Projects

Demonstration projects are temporary, short-term, low-cost roadway projects that are used to test, evaluate, and refine potential changes to the street before investing in long-term solutions. They use inexpensive materials such as paint and flexible bollards to test curb extensions, median refuge islands, protected bike lanes, and more.

Resources:

- Demonstration Project Implementation Guide, Minnesota Department of Transportation
- Quick-Build Guide: How to Build Safer Streets Quickly and Affordably, Alta Planning + Design, California Bicycle Coalition

E-Bike Training and Licensing Program

E-bike safety awareness trainings teach students how to safely use an e-bike on streets. Students must pass a quiz to demonstrate understanding of the training and receive a permit to stick on their e-bike, allowing them to bring and store their e-bike on campus.

Resources:

- E-Bike Safety Information, Huntington Beach Union High School District
- City of Oceanside SRTS e-bike safety educational video

Park + Walk/ Walking School Bus

Park + Walk programs establish locations near school where students are dropped off and walk the rest of the way to school by themselves (depending on age), with friends or with a parent or caregiver. These locations can also be designated as "Walking School Bus" stops, where students are greeted by school staff, volunteers, or other trusted adult "drivers" and are walked into school in a supervised group.

Resource:

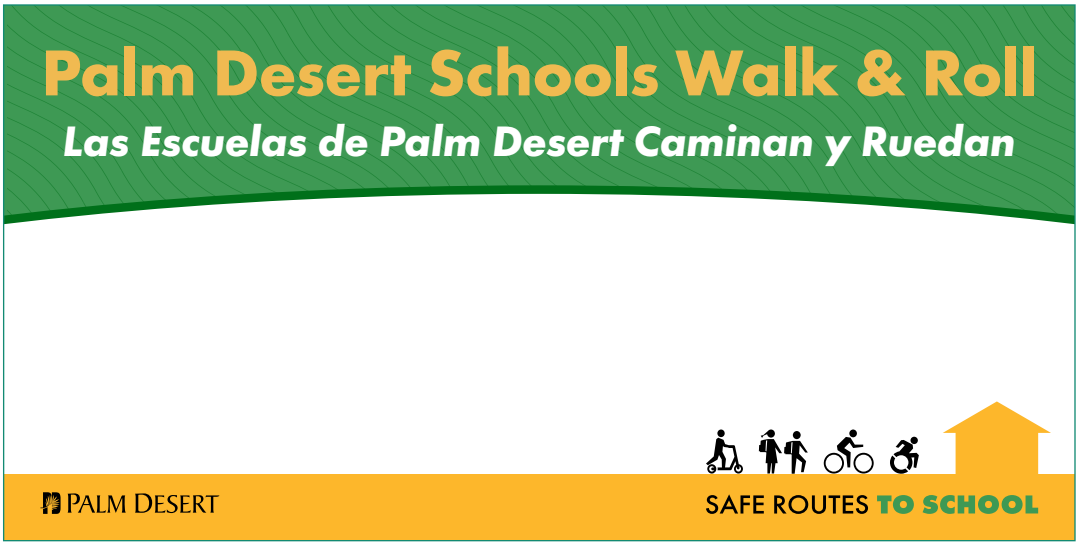
- Step by Step: How to Start a Walking School Bus at Your School, Safe Routes National Partnership

Please Pull Forward Signage

On-campus, "Please Pull Forward" signage can remind drivers to use the entire arrival/dismissal space when unloading and loading their students. This has the benefit of getting vehicles off the streets, which reduces traffic congestion and reduces vehicle and pedestrian conflicts.

Resource:

- Please Pull Forward Signage in English and Spanish (Appendix E)



Safe Routes to School Campaign

Safe Routes to School campaigns are meant to educate parents, neighbors, and others to drive slowly and attentively, and watch out for students walking and biking near schools. Campaigns may use a range of strategies to share messaging including yard signs, banners, school communications, and more.

Resources:

- Safe Routes to School Banner in English and Spanish (Appendix F)
- Safe Routes to School Safety Campaign Toolkit, Oregon Metro

School Board Policy

School board policies, like California Board of Education Board Policy (BP) 5142.2 SRTS Program, help solidify a school district's commitment to promoting active transportation as a safe and healthy way to get to and from school.

Resource:

- Sample Board Policy Safe Routes to School Program, California School Board Association

School Champion Toolkit

Resource guide to give parents, caregivers, and other champions information on how to start or grow walking and biking programs at their school sites.

Resources:

- Parent and Community Empowerment Toolkit, San Mateo County Safe Routes to School
- Volunteer Toolkit, Safe Routes to School National Partnership

School Communications

Promote safe walking, bicycling, and driving behavior and encourage families to walk and bike to school through school communication channels such as newsletters, social media, websites, and in-person events. Customized, high-resolution graphics and messaging ready to share through electronic platforms or in print.

Resource:

- Safe Travels Education Program (STEP), Orange County Transportation Authority
- Safe Routes to School Messaging for Pros, Safe Routes to School National Partnership

Student Valet

Student volunteers from upper elementary, middle, and junior high school who complete traffic safety training and direct children to safely cross vehicle traffic on and adjacent to campus. Typically, patrols are appointed by a teacher or principal with parent approval.

Resource:

» AAA School Safety Patrol

Suggested Routes to School Maps

Customized maps showing suggested walking (and biking for older students) routes to school along with key information including crossing guard locations, signalized or stop-controlled intersections, approximate route times, key landmarks, and more.

Resource:

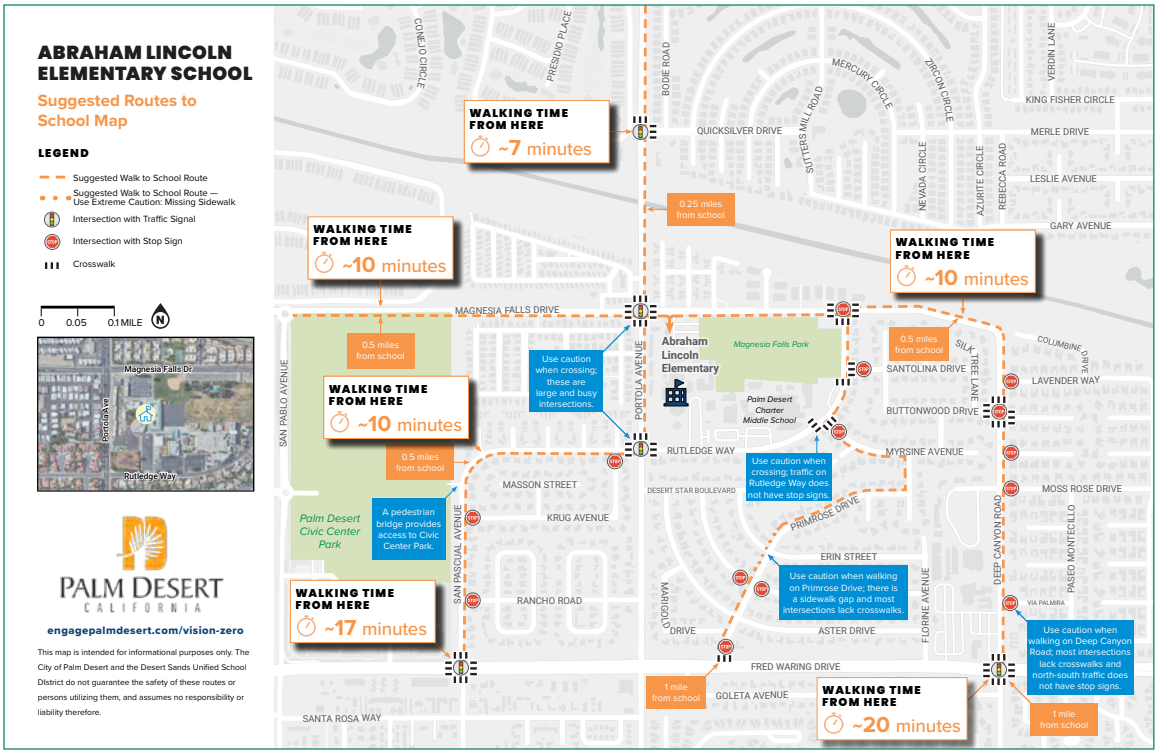
» Suggested Routes to School Maps for Palm Desert Schools (Appendix G)

Walk to School Day or Bike to School Day

One-day, one-time, before school walking or biking event involving all students. Students will be encouraged to walk or bike to school on a particular day (chosen by the school) and will receive incentives for participation. Other events, such as Cocoa for Carpools, can be incorporated into Walk and Bike to School Days for older students.

Resource:

» Walk, Bike, & Roll to School, National Center for Safe Routes to School



Other Recommended Programs

Bike Lending Library

Bike lending libraries provide bicycles to people who want to test bicycle travel before purchasing a bike or do not have the resources to purchase a quality bike. These libraries offer bike rentals for longer durations than a single trip, typically providing a personal bike for weeks or months. These programs are significantly less expensive to manage and maintain than a traditional bikeshare system, which typically requires docking stations within one-half mile of each other. By centralizing pick-up and drop-off at a single location hub, bike libraries also create a captive audience for education and safety courses and materials to support SRTS goals.

The bike library should offer a variety of bikes, such as e-bikes, cargo bikes, and tricycles, to provide options for people to use during different trip purposes, abilities, and seasons. To accommodate riders with the highest need, rental fees should be subsidized or free based on social services eligibility or for students. Bike libraries can be City-operated or managed in partnership with local bike shops and advocacy groups that can provide and maintain the bikes. The City can pursue grant opportunities to fund the bike library through the Active Transportation Program and Regional Early Action Planning (REAP) programs and leverage California Air Resources Board rebate programs for e-bike purchases to facilitate a bike-to-own model.

Car-Free Streets Near Schools

Car-free street events promote health and community connection by creating a safe and attractive space for physical activity and social contact. These events temporarily close streets near a school to motor vehicles, creating a safe and welcoming environment not only for students but for people of all ages to engage in walking, bicycling, dining, dancing, and other activities. These events are cost-effective compared to building new parks for the same purpose. The events have many names: Ciclovías (originating in South America), Open Streets, Summer Streets, Sunday Streets, and Sunday Parkways. Car-free events have been very successful internationally and are rapidly becoming popular throughout California and the US. Events can be regularly scheduled or one-time occasions.

The perception of temporary road closures and parking loss can cause initial opposition from local residents and businesses. To mitigate these concerns, a small-scale, pilot event is recommended where a block or two is restricted from car traffic. Following a successful pilot, the event's scope can expand as people experience car-free streets and become more receptive to larger events.

Resource:

» Open Streets Project, The Movement for Open Streets

Group Walking and Biking Events

Similar to Walking School Buses, group walking events can encourage students to walk more regularly in a supportive setting. The City might consider partnering with Palm Desert schools and the DSUSD to facilitate these walking events. Each walk is led by volunteer safety professionals who instruct students on proper walking techniques and the benefits of walking to school. These discussions can inspire students to adopt healthier habits in their daily lives. Beyond the physical benefits, group walking events foster community connection, allowing students to learn from one another and celebrate their diverse backgrounds.

Similarly, group bicycle rides offer older students the opportunity to practice biking and build confidence, guided by City or DSUSD staff. The City may consider partnering with local biking nonprofit organizations, such as the Desert Bicycle Club, to lead bicycle-related events and educational programs. Additionally, the City could collaborate with local bike rental shops to offer free bike or e-bike experiences for participants who do not own a bicycle. Before rides begin, facilitators can also provide education so that every participant has basic knowledge about the rules of the road, bicyclist laws and rights, and bike safety.

Transit Outings and Ambassadors

Transit outings offer older students the opportunity to practice taking transit, walk safely and comfortably, and gain confidence, guided by City staff or the DSUSD. These outings may be particularly valuable for DSUSD students in grades 9 through 12 who are not eligible for school bus service and who may lack reliable transportation between home and school.

Additionally, the SunLine Transit Ambassador Program (TAP) offers comprehensive training sessions that address crucial topics and everyday scenarios in public transportation service. Transit Ambassadors, who have completed this program, can assist passengers with their trip planning and provide support until passengers feel confident in navigating the SunLine system independently. The City could consider partnering with SunLine Transit Agency to leverage the TAP, encouraging older students to use transit regularly, fostering independence and increasing transit use within the community. Students who participate in TAP could also serve as advocates at schools, encouraging fellow students to consider active transportation modes. Furthermore, the TAP could facilitate the formation of travel buddy relationships, enhancing social connections while providing "safety in numbers."

Pairing these outings with seasonal activities, such as outdoor concerts, or key destinations like schools, parks, and libraries, could further encourage participation and make the experience more enjoyable and meaningful.

Resource:

» Travel Training Program, SunLine Transit Agency

06.

Implementing Safe Routes to School in Palm Desert

FUNDING

Funding for SRTS programs and projects may come from a variety of sources including matching grants, sales tax or other taxes, bond measures, or public/private partnerships. This section identifies sources of funding for design, implementation, and maintenance of SRTS projects. The descriptions are intended to provide an overview of available options and do not represent a comprehensive list. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice. As funding and grant opportunities become available in the future, the City will prioritize the implementation of recommendations in this plan, utilizing these resources to support the continued development and enhancement of SRTS programs and projects.

Active Transportation Infrastructure Investment Program (ATIIP)

ATIIP is a federal initiative designed to enhance infrastructure for bicyclists and pedestrians. Administered by the Federal Highway Administration, the program provides funding to state and local governments for projects that improve facilities for non-motorized users. These projects may include constructing or upgrading bike lanes, sidewalks, crosswalks, and other amenities that support walking and cycling.

Better Utilizing Investments to Leverage Development Grant Program (BUILD)

The BUILD Grant Program enables the Department of Transportation to invest in road, rail, transit, and port projects that have a significant local or regional impact. Eligible projects include recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs.

Caltrans Active Transportation Program (ATP)

The ATP consolidated existing federal programs including Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program, into a single program. The purpose of this grant is to fund active transportation projects. Eligible pedestrian and Safe Routes to School projects include infrastructure projects (planning, design, and construction), education, encouragement, and planning activities. The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance.

Caltrans Highway Safety Improvement Program (HSIP)

HSIP is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. In California, HSIP is administered by Caltrans.

Caltrans Transportation Development Act (TDA)

TDA provides funding from State Transit Assistance and Local Transportation Fund. This program funds a variety of transportation programs including those for pedestrians, bicyclists, and people accessing transit facilities. The amount of funding is based on sales tax collected in each county. This fund is administered by Caltrans.

City of Palm Desert Measure G

Approved in 2024, Measure G is a 1% sales tax that funds general city services. These funds may be used to construct public infrastructure, including new bicycle and pedestrian facilities. Measure G also provides funding for the maintenance of streets, community centers, parks, trails, and other facilities used by students and families.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ is a federal initiative that provides funding to state and local governments for transportation projects aimed at reducing congestion and improving air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. Eligible projects include the development of public transportation systems, implementation of traffic flow improvements, and promotion of alternative transportation modes such as biking and walking.

Riverside County Transportation Commission Measure A

First approved in 1988, Measure A is a half-cent sales tax that funds transportation improvements through 2039. Funds go back to each of the three geographic areas within Riverside County: Coachella Valley, Western Riverside County, and Palo Verde Valley, in proportion to the sales taxes they contribute. In Coachella Valley, 50% of funds go to highway and regional arterials, 35% to local streets and roads, and 15% to public transit.

Safe Streets and Roads for All Grant Program (SS4A)

Established through the Infrastructure Investment and Jobs Act, SS4A will provide $5 billion in funding from 2022 to 2026 to support local, regional, and tribal initiatives aimed at reducing roadway deaths and serious injuries. SS4A offers grants for planning, demonstration, and implementation projects, with a focus on pedestrian, bicyclist, and transit safety.

Southern California Association of Governments (SCAG) – Sustainable Communities Program (SCP)

SCP funds projects that support active transportation and the development of sustainable, equitable, and economically vibrant communities across the state. Through this program, SCAG offers financial resources to local and regional planning agencies to implement projects that reduce greenhouse gas emissions, enhance transportation systems, and promote environmental justice. This funding opportunity can help improve pedestrian infrastructure for students by supporting projects that make walking safer and more accessible.

Surface Transportation Block Grant Program (STBG)

STBG provides states with flexible funds that may be used for a variety of highway, road, bridge, and transit projects. Bicycle and pedestrian improvements are eligible, including trails, sidewalks, bike lanes, crosswalks, pedestrian signals, and other ancillary facilities. The grant-funded pedestrian and bicycle facilities may be located on local roads that are not part of the Federal-aid Highway System. Funds are funneled through Caltrans to Metropolitan Planning Organizations to administer the grant.

Appendices

LIST OF APPENDICES

A.

Complete Existing Conditions Report

Complete Palm Desert Safe Routes to School Existing Conditions Report

Introduction

The Palm Desert Safe Routes to School (SRTS) Plan seek to identify barriers to safe walking and bicycling on routes frequented by Palm Desert's K-12 public school students and to develop solutions in consultation with the community, public sector partners, and city leadership. The Plans will reflect the unique challenges and opportunities in Palm Desert and address active transportation network gaps that negatively impact access to neighborhood schools, parks, hospitals, retail centers, and other destinations.

The purpose of this Existing Conditions Memo is to identify existing demographics, infrastructure, and commute trends as well as review existing City and regional plans related to active transportation in Palm Desert. Using this existing data, analyses were completed to find gaps in the existing active transportation network. This information identifies opportunities for active transportation improvements to enhance the safety and comfort of people walking, biking, and rolling. The findings from this memo will be included in separate existing conditions chapters in the draft Safe Routes to School Plan and will directly inform infrastructure and programmatic recommendations.

Safe Routes to School

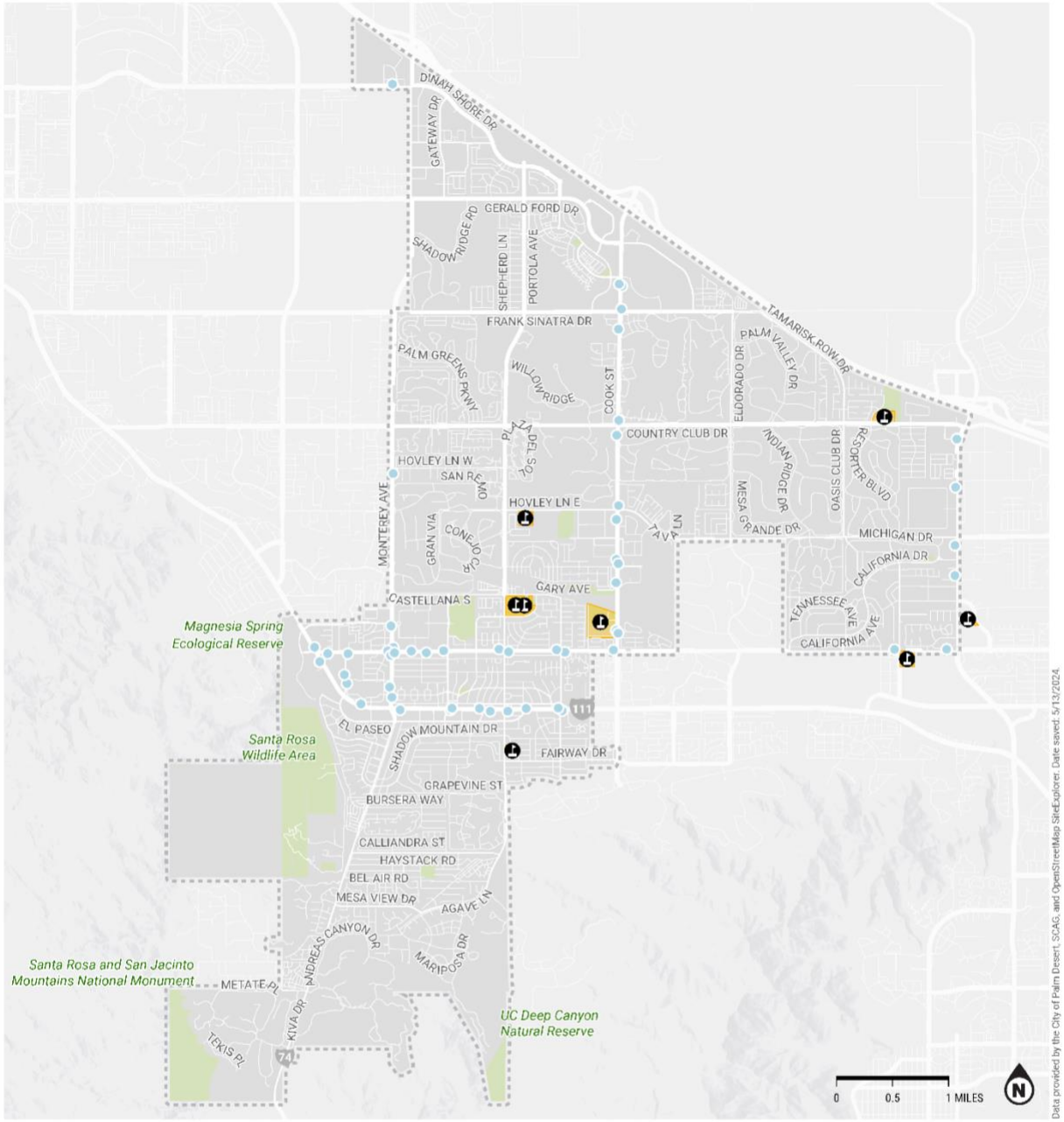
Background

There are eight schools included in the Palm Desert SRTS Plan including five elementary schools, two middle schools, and one high school (**Figure 1**). All schools are part of the Desert Sands Unified School District. Two schools are located just outside Palm Desert city limits, one in the City of La Quinta and one in the City of Indian Wells. **Table 1** presents a list of the schools by their city, grade level, and bell schedules.

Table 1. Palm Desert SRTS Project Schools Details

School Name	City	Level	Start	End
Abraham Lincoln Elementary School	Palm Desert	Elementary	7:55 AM	2:00 PM
George Washington Charter School	Palm Desert	Elementary	8:10 AM	3:00 PM
James Earl Carter Elementary School	Palm Desert	Elementary	8:45 AM	3:15 PM
Palm Desert Charter Middle School	Palm Desert	Middle	8:10 AM	2:36 PM
Palm Desert High School	Palm Desert	High	8:30 AM	3:35 PM
Ronald Reagan Elementary School	Palm Desert	Elementary	8:00 AM	2:30 PM
Gerald R. Ford Elementary School	Indian Wells	Elementary	9:00 AM	3:27 PM
Colonel Mitchell Paige Middle School	La Quinta	Middle	8:30 AM	3:01 PM

Figure 1. Palm Desert SRTS Project Schools Locations



PARTICIPATING SCHOOLS

CITY OF PALM DESERT
VISION ZERO

DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- City Boundary
- Parks
- School Parcels

alta PALM DESERT CALIFORNIA

Plans, Policies, and Programs Review

This project builds on numerous local and regional plans, policies, and standards that impact active transportation in Palm Desert. These planning documents and studies were reviewed to gain a better understanding of existing conditions in the City, as well as proposed and planned facilities for biking and walking. The plans and studies reviewed, and a summary of their contents, are listed in **Table 2**.

Table 2. Plans Reviewed by Jurisdiction

Plan Name	Summary	Municipality	Year Adopted
Connect SoCal 2024	The long-term plan for Southern California that details the necessary investments in transportation and development until 2050. The plan does not make any specific recommendations, but rather focuses on long term goals and systemic changes to address mobility issues throughout the region.	SCAG	2024
Transforming Haystack Road: Traffic Calming and Safety Study	A study on a 1.3 mile segment of Haystack Road to improve road user safety. This project is currently implementing active transportation improvements outlined for this segment in the General Plan and Local Roadway Safety Plan.	Palm Desert	2024
Walk and Roll Program	The implementation plan for the ideas laid out in the Palm Desert General Plan to create a more complete network of active transportation infrastructure. The plan is broken into three phases. Plan implementation is currently underway.	Palm Desert	2024
District 8 Active Transportation Plan	A plan that identifies the pedestrian and bicycle needs across the State Highway System. This plan puts forth regional improvements in the Coachella Valley, but nothing specific to Palm Desert.	CalTrans	2022
Local Roadway Safety Plan	The City of Palm Desert's plan to identify key areas using crash data to inform and evaluate the safety of the City's transportation network. The plan puts forth a toolbox of safety measures that should be implemented throughout the City.	Palm Desert	2021
Riverside County Transportation Commission Long Range Transportation Study	A Long Range Transportation Plan to address transportation in Riverside County and allocate Measure A tax dollars. The plan proposes funding to rail improvements, a county wide Safe Route to School program, and infrastructure changes to support active transportation.	Riverside County	2019
CV Link Master Plan	The envisioned 40-mile, valley wide pathway for pedestrians, cyclists, and low-speed electric vehicles through the Coachella Valley. There are almost 5 miles of segments through Palm Desert.	CVAG	2016

Plan Name	Summary	Municipality	Year Adopted
Palm Desert General Plan	This plan builds upon the vision of the Envision Palm Desert Strategic Plan to create guiding development principles for the City of Palm Desert. The General Plan proposes specific active transportation infrastructure projects within Palm Desert that are being implemented through the Walk and Roll Program.	Palm Desert	2016
Envision Palm Desert Strategic Plan	A collaborative plan between the City and residents to create a community vision and action steps. It resulted in nine Strategic Results Areas to address within the City. The plan defines guiding principles and priorities for more specific development items in subsequent plans.	Palm Desert	2014
Coachella Valley Association of Governments Active Transportation Plan	The Active Transportation Plan updates the Non-Motorized Transportation Plan for regional bikeways through Coachella Valley. This plan proposes large regional bikeway routes along state highways, connecting to the CV Link, and the stormwater channels.	CVAG	2010
Coachella Valley Association of Governments Transportation Project Prioritization Study	This study prioritizes funding for transportation improvements including bicyclist and pedestrian facilities using roadway surface conditions, level of service, crash rates and other criteria that advance regional goals	CVAG	2010

Equity Profile

The following presents an equity profile using Free and Reduced Price Meals (FRPM) eligibility. FRPM was selected as a means of identifying schools with a greater proportion of low-income households, which are often correlated with higher rates of poverty and greater barriers to transportation.

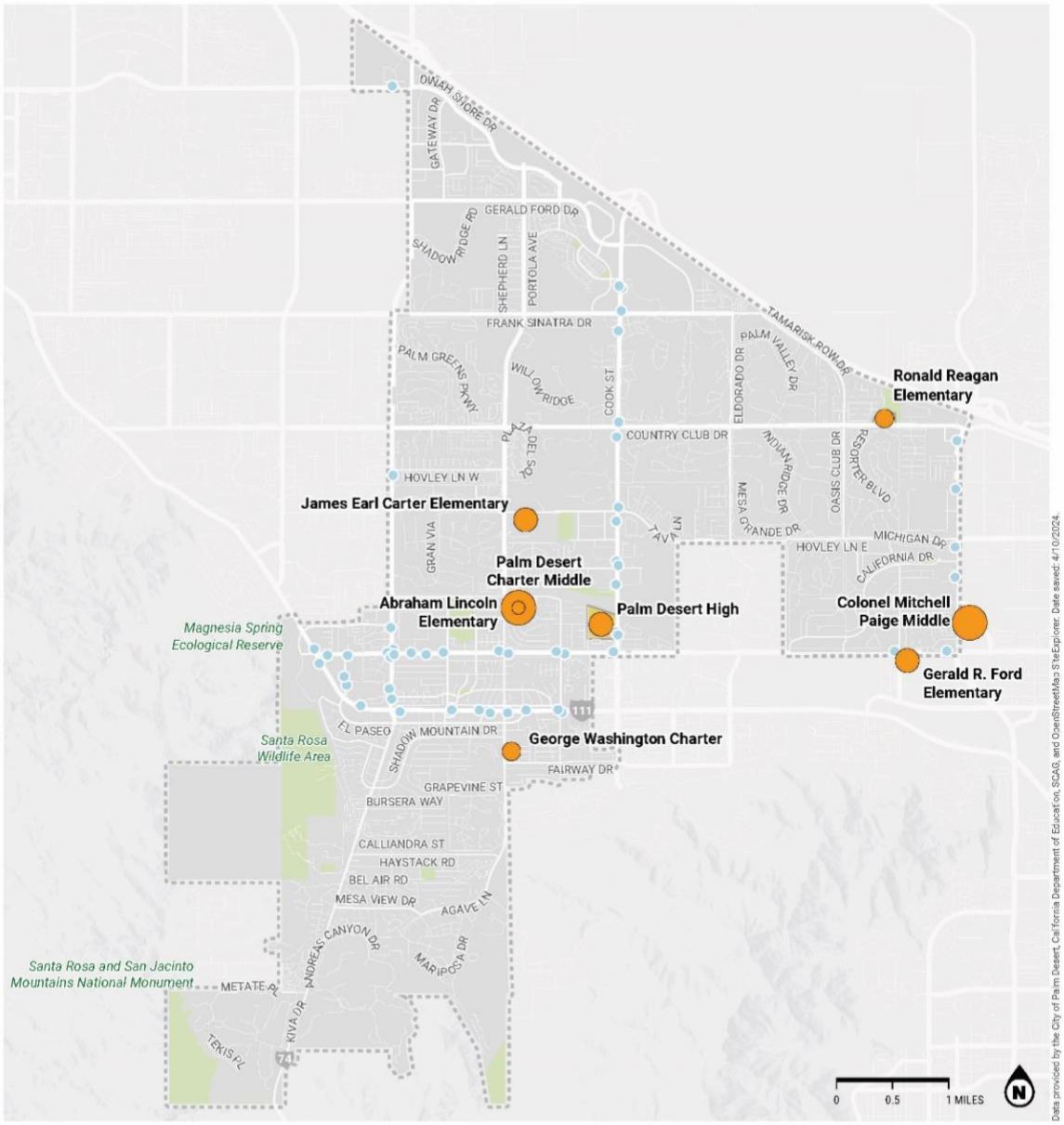
Free and Reduced Price Meals

The National School Lunch Program is a federally funded program that assists schools in providing nutritious lunches to students at reasonable prices. The program must be open to all enrolled students and free or reduced-price meals must be provided to those children who qualify for such benefits according to specified family size and income standards. **Table 3** and **Figure 2** show the Palm Desert SRTS schools and their percentage of students eligible for free and free or reduced-price meals during the 2022-2023 school year.

Table 3. K-12 Free or Reduced-Price Meals Data (2022-2023)

School Name	Enrollment	Percent (%) Eligible Free	Percent (%) Eligible Free or Reduced-Price Meal
Abraham Lincoln Elementary School	585	68.7%	79.5%
Colonel Mitchell Paige Middle School	436	63.1%	74.3%
George Washington Charter School	755	35.2%	49.0%
Gerald R. Ford Elementary School	603	46.3%	58.7%
James Earl Carter Elementary School	516	41.7%	53.1%
Palm Desert Charter Middle School	1,347	45.6%	60.3%
Palm Desert High School	2,050	42.1%	57.3%
Ronald Reagan Elementary School	834	40.9%	53.2%

Figure 2. K-12 Free or Reduced-Price Meals Eligibility in Palm Desert (2022-2023)



FREE AND REDUCED PRICE MEALS (FRPM) ELIGIBILITY

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- City Boundary
- Parks
- School Parcels

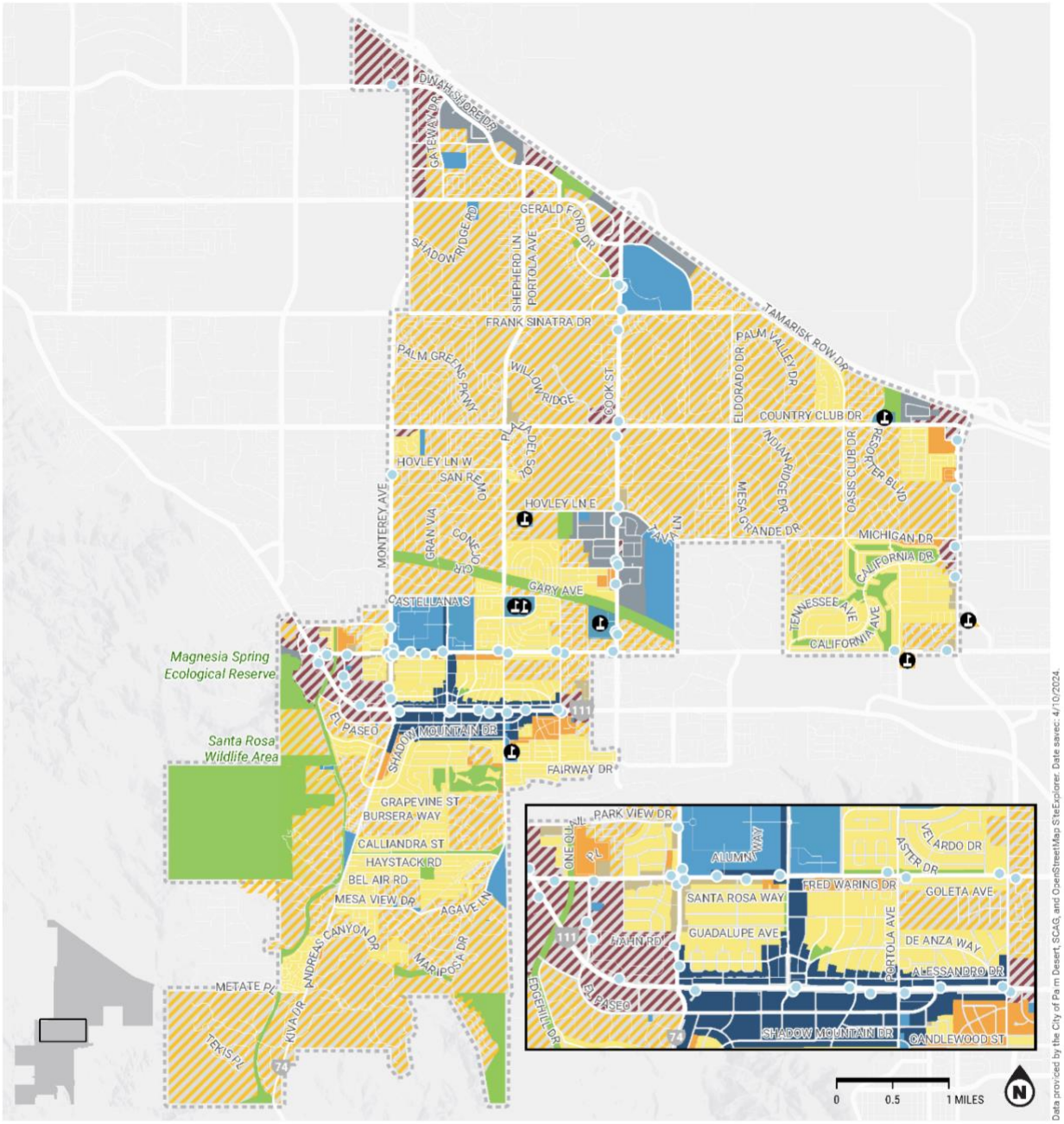
PERCENTAGE OF FRPM ELIGIBLE STUDENTS

- Below 35% (Least Eligible)
- 35% - 50%
- 50% - 60%
- Above 60% (Most Eligible)

Land Uses

Existing land use surrounding schools in Palm Desert is primarily residential (**Figure 3**). Most of the residential areas around schools are single family detached homes with some multi-family parcels. George Washington Charter School is surrounded by residential land uses but is located two blocks away from the main commercial corridor of Palm Desert, El Paseo. Additionally, some schools are located next to open space which could provide alternative transportation and recreational opportunities for students. For example, Ronald Reagan Elementary School is bordered by Palm Desert Freedom Park to the north.

Figure 3. Citywide Land Uses



LAND USE

CITY OF PALM DESERT
VISION ZERO

DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- City Boundary
- Parks

LAND USE

- High Density Residential
- Low Density Residential
- Planned Residential
- Commercial
- Planned Commercial
- Professional Offices
- Downtown
- Public Institution
- Open Space
- Industrial

alta PALM DESERT CALIFORNIA

Pedestrian and Bicycle Facilities

The sidewalk network throughout Palm Desert is relatively well-connected, especially on major arterials and collector streets. However, many residential streets lack sidewalks and other pedestrian infrastructure like marked crossings. In school areas, many streets have existing sidewalks leading to the school. However, some schools lack adequate pedestrian facilities. To improve walking conditions to and from schools, missing sidewalks could be added along key segments, existing sidewalks could be widened, crosswalks could be upgraded to be higher visibility, and flashing beacons could be added to crosswalks without stop signs or traffic signals. Portola Avenue, Hovley Lane, Fred Waring Drive, Washington Street, and Country Club Road are all major arterials on which project schools are located. Because of high traffic volumes and speeds, these streets can serve as deterrents to students who may potentially walk to school. Traffic calming elements like raised crosswalks or speed humps would increase pedestrian safety and comfort in these school areas. The addition of crossing guards would further increase biking and walking conditions in school areas.

Figure 4. Chicory Street, north of George Washington Charter School

As shown in the graphic below, bicycle facility types are broken down by class types that range from I to IV. Classes are typically color coded by level of traffic stress (LTS) with LTS 1 being most comfortable and LTS 4 being least comfortable for cyclists with limited confidence and children.

Figure 5. Traffic Stress Levels and Corresponding Facility Types

Despite high posted speed limits and multiple lanes of traffic, the existing local bicycle network in Palm Desert consists primarily of Class II bike lanes and Class IIB buffered bike lanes on the city's major arterials and Class III bikeways on lower volume roads. There is a Class IV separated bikeway on San Pablo Avenue between Magnesia Falls Drive and Fred Waring Drive, which then changes to buffered bike lanes between Fred Waring Drive and Highway 111. Regionally, the CV Link bicycle trail provides bicycle connections through the Coachella Valley. In Palm Desert, the CV Link is primarily comprised of high-quality Class IV facilities that run in an east-west direction connecting the Bump and Grind Trail, College of the Desert, Civic Center Park, Abraham Lincoln Elementary School, Palm Desert Charter Middle School, Palm Desert High School and adjacent residential areas. There was an existing ½ mile Class I facility between Magnesia Falls Drive and Cook Street that has since been integrated into the CV Link network. The following table shows the total mileage of each bikeway class in Palm Desert.

Table 4. Total Mileage by Bikeway Class

Bikeway Class	Mileage Total
Class I	0.5
Class II	48.61
Class IIB	0.52
Class III	17.55
Class IV	4.96
Total	72.14

End-of-trip bike facilities, such as bike racks, are mostly concentrated along El Paseo, San Pablo Avenue, and Highway 111, where many of the local commercial destinations are concentrated. As part of Safe Routes to Schools efforts, schools can consider adding visible and easily accessible bike racks to encourage students to bike to school.

Figure 6. Bike rack and Class IIB Buffered Bike Lanes on San Pablo Avenue

Significant gaps in the bicycle network include a north-south connection on Monterey Avenue between Magnesia Falls Drive and Country Club Drive, as well as an east-west facility continuation on Hovley Lane between Cook Street and Portola Avenue. Closing the gap in facilities on Portola Avenue between the CV Link and Shadow Mountain Drive would provide increased connectivity through downtown Palm Desert. As seen in the Collision Analysis (**page 37**), many collisions involving people walking and biking occurred along major arterials, including Highway 111, Fred Waring Drive, Cook Street and Country Club Drive. Providing crossings that prioritize people walking and biking, especially Highway 111, will make the whole active transportation network safer.

Figure 7. Fred Waring Drive, north of Gerald R. Ford Elementary School

The City of Palm Desert has several bicycle facilities proposed in its General Plan. Existing and proposed bike facilities in Palm Desert are listed in **Table 5**, and mapped in **Figure 8**.

Table 5. Existing and Previously Proposed Bikeways by Class

Class	Street	Start Street	End Street	Status
Class I	CV Link (off-street)	Deep Canyon Road	Cook Street	Existing
Class II	Country Club Drive	Monterey Avenue	Washington Street	Existing
Class II	Hovley Lane	Monterey Avenue	Portola Avenue	Existing
Class II	Gerald Ford Drive	Monterey Avenue	Frank Sinatra Drive	Existing
Class II	Frank Sinatra Drive	Monterey Avenue	42nd Avenue	Existing
Class II	Portola Avenue	Dinah Shore Drive	Magnesia Falls Drive	Existing
Class II	Monterey Avenue	Gerald Ford Drive	Country Club Drive	Existing
Class II	Dick Kelly Drive	Monterey Avenue	Dinah Shore Drive	Existing
Class II	Dinah Shore Drive	City Limit	College Drive	Existing
Class II	Cook Street	I-10	Fred Waring Drive	Existing
Class II	Eldorado Drive	Frank Sinatra Drive	42nd Avenue	Existing
Class II	42nd Avenue	Cook Street	Washington Street	Existing
Class II	College Drive	Portola Avenue	Frank Sinatra Drive	Existing
Class II	University Park	College Drive	Cook Street	Existing
Class II	A Street	Monterey Avenue	Gateway Drive	Existing
Class II	Gateway Drive	Dinah Shore Drive	Gerald Ford Drive	Existing
Class II	Dolce Avenue/Cortesia Way	Gateway Drive	Dick Kelly Drive	Existing
Class II	Highway 74	El Paseo	S City Limit	Existing
Class II	Highway 111	W City Limit	E City Limit	Existing
Class II	Painters Path	Edgehill Drive	El Paseo	Existing
Class IIB	San Pablo Avenue	Highway 111	San Gorgonio Way	Existing
Class II	Fred Waring Drive	San Pascual Avenue	Deep Canyon Road	Existing
Class II	Fred Waring Drive	Monterey Avenue	San Pablo Avenue	Existing
Class II	Deep Canyon Road	Magnesia Falls Drive	Highway 111	Existing
Class II	Portola Avenue	Mesa View Drive	Shadow Mountain Drive	Existing
Class II	Mesa View Drive	Highway 74	Portola Avenue	Existing
Class III	California Drive	Fred Waring Drive	Warner Trail	Existing
Class III	Warner Trail	Fred Waring Drive	42nd Avenue	Existing
Class III	Florida Avenue	California Drive	Fred Waring Drive	Existing
Class III	Idaho Street	42nd Avenue	Michigan Drive	Existing
Class III	Avenue of the States	Washington Street	California Drive	Existing
Class III	El Paseo	Fred Waring Drive	De Anza Way	Existing
Class III	San Gorgonio Way	Monterey Avenue	Highway 111	Existing
Class III	San Luis Rey Avenue	Ironwoods Street	De Anza Way	Existing
Class III	Fairway Drive	Portola Avenue	E City Limit	Existing
Class III	Deep Canyon Road	Abronia Trail	Old Prospector Trail	Existing
Class III	Grapevine Street	Highway 74	E City Limit	Existing
Class III	Shadow Mountain Drive	Highway 74	Portola Avenue	Existing
Class III	Ocotillo Drive	Grapevine Street	El Paseo	Existing
Class III	Joshua Tree Street	Grapevine Street	San Luis Rey Avenue	Existing

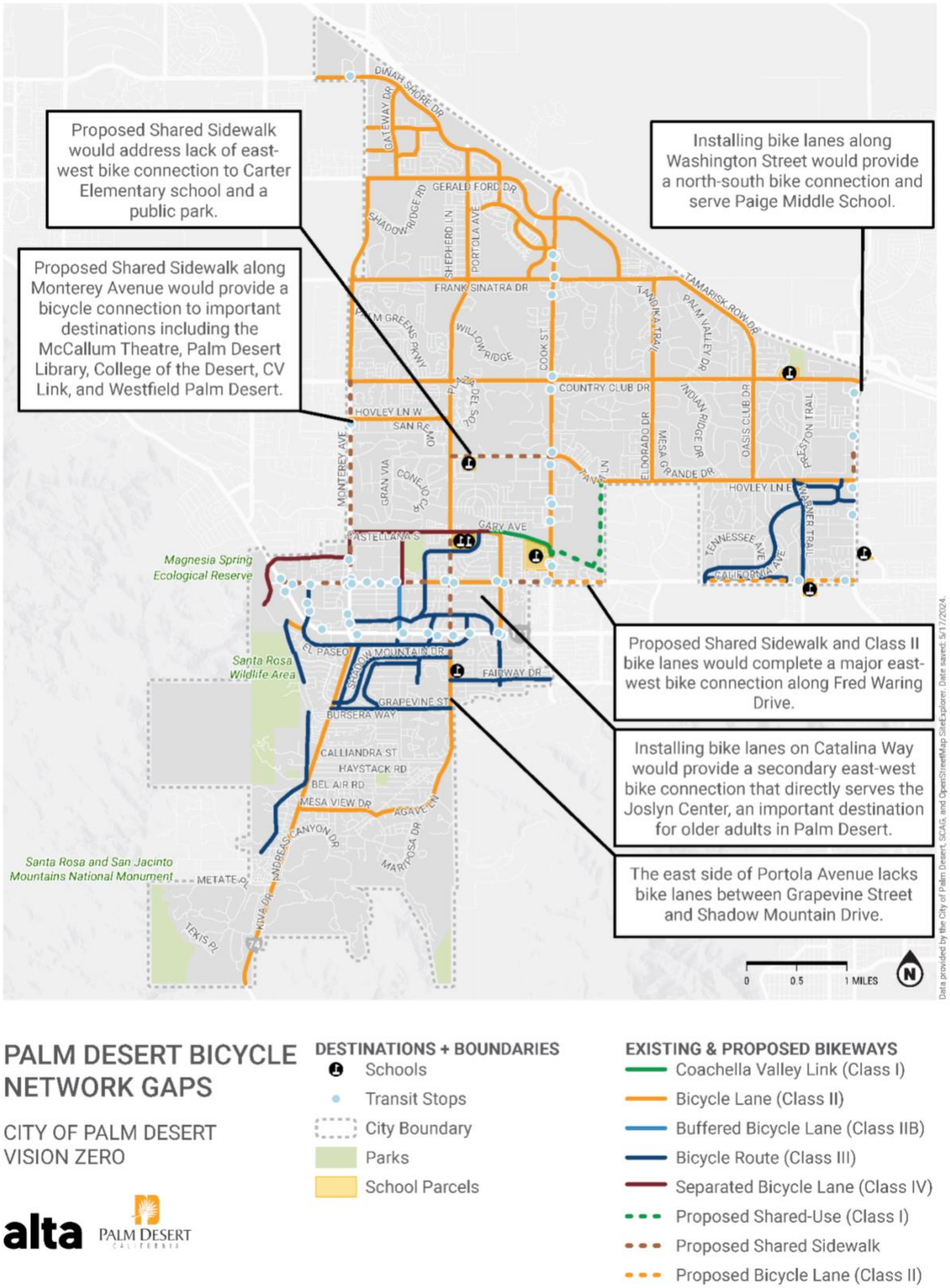
Class	Street	Start Street	End Street	Status
Class III	San Pablo Avenue	Shadow Mountain Drive	Highway 111	Existing
Class III	Edgehill Drive	Painters Path	Tierra del Oro	Existing
Class III	Calle De Los Campesinos	Along River	Along River	Existing
Class IV	CV Link (Painters Path/Magnesia Falls Drive)	Bump and Grind Trailhead	Deep Canyon Road	Existing
Class IV	San Pablo Avenue	Fred Waring Drive	Magnesia Falls Drive	Existing
Class II	Monterey Avenue	Gerald Ford Drive	Country Club Drive	Proposed in General Plan
Class II	Fred Waring Drive	Washington Street	California Avenue	Proposed in General Plan
Class II	Fred Waring Drive	Cook Street	City Limit near Kelsey Circle	Proposed in General Plan
Class II	De Anza Way	Monterey Avenue	Alessandro Drive	Proposed in General Plan
Class II	Shadow Mountain Drive	Frontage Road	Portola Avenue	Proposed in General Plan

The City of Palm Desert also has an existing sidewalk network throughout the city, as observed by the planning team during walk audits and site visits. However, due to the lack of reliable data on the current condition and extent of the citywide sidewalk network, a full analysis on existing conditions and gaps is not currently possible. The City does have a network of proposed shared sidewalk paths in the General Plan that are listed in the following table. These sidewalks are meant to accommodate both pedestrians and cyclists and are typically located along high-speed arterials.

Table 6. Proposed Shared Sidewalks in Palm Desert

Class	Street	Start Street	End Street	Status
Shared Sidewalk	Washington Street	Hovley Lane	Woodhaven Country Club	Proposed in General Plan
Shared Sidewalk	Hovley Lane	Cook Street	Portola Avenue	Proposed in General Plan
Shared Sidewalk	Fred Waring Drive	Cook Street	Deep Canyon Road	Proposed in General Plan
Shared Sidewalk	Fred Waring Drive	San Pascual Avenue	San Pablo Avenue	Proposed in General Plan
Shared Sidewalk	Fred Waring Drive	Monterey Avenue	Highway 111	Proposed in General Plan
Shared Sidewalk	Portola Avenue	Shadow Mountain Drive	Magnesia Falls Drive	Proposed in General Plan

Figure 8. Bikeways and Gaps



The following paragraphs provide details of existing bikeways facilities near each project school (**Figure 9** to **Figure 15**):

Abraham Lincoln Elementary and Palm Desert Charter Middle
Each school can access the Class IV CV Link on their northern edge along Magnesia Falls Drive. There are existing Class II facilities along Deep Canyon Road and Fred Waring Drive, however, these facilities may not provide enough physical protection given the size of the arterials. There are potential neighborhood greenway connections through Portola Avenue and Rutledge Way to access the southern sides of the school.

Colonel Mitchell Paige Middle School
Colonel Paige Middle School does not have any existing bicycle connections in Palm Desert city limits. There are Class II lanes on Fred Waring Drive east of Washington Street and on Palm Royale Drive in the City of La Quinta.

George Washington Charter School
George Washington Charter School has existing Class II facilities on Portola Avenue, however, due to the size and speed of this arterial more protection may be needed. There are Class III neighborhood connections along Fairway Drive, Deep Canyon Road, and Shadow Mountain Drive. Due to its proximity to the downtown area of El Paseo, this school would greatly benefit from high quality protected bike lanes.

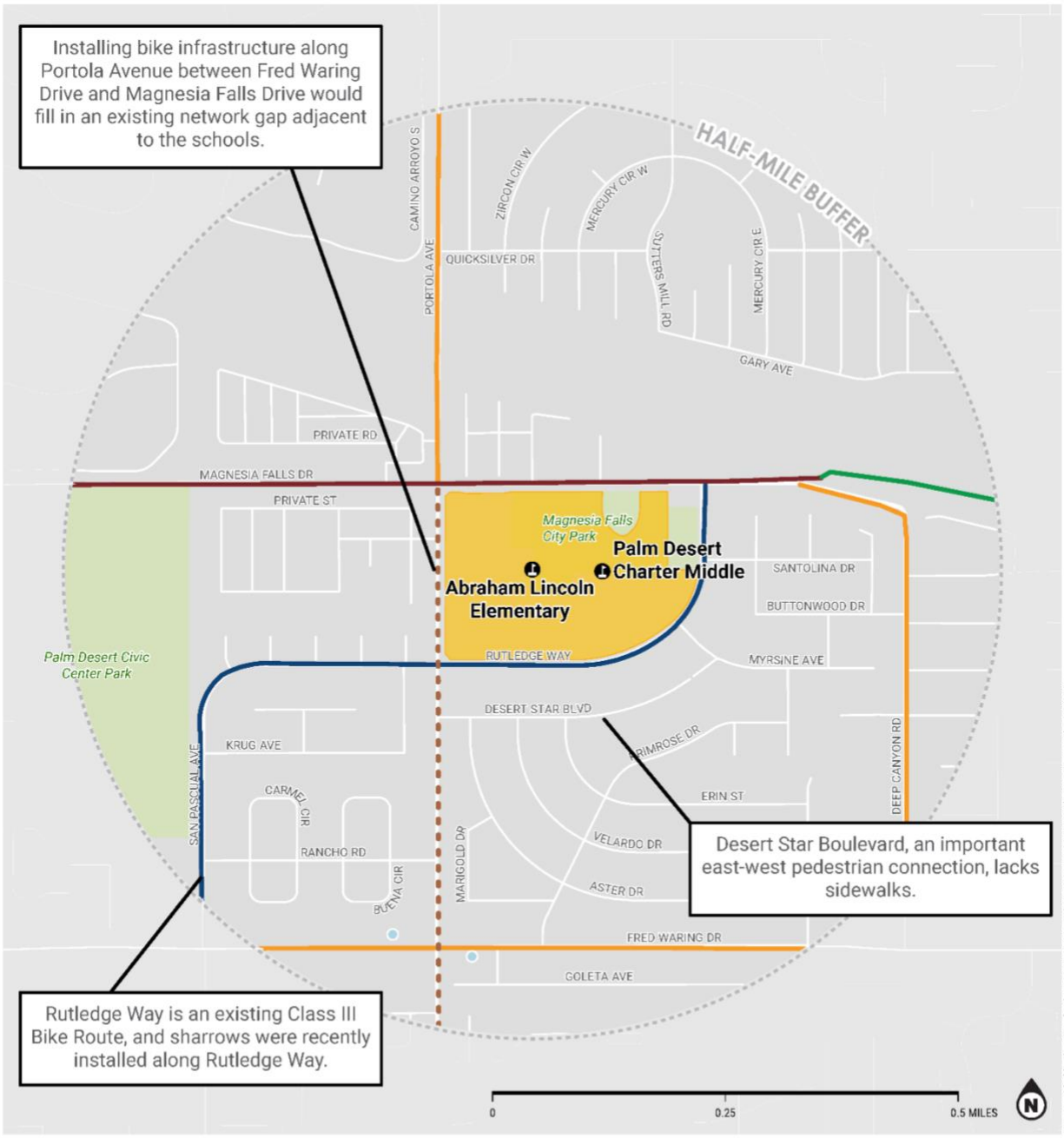
Gerald R. Ford Elementary School
Gerald R. Ford Elementary School generally lacks bicycle connections. Warner Trail is relatively well-used by bicyclists but lacks bicycle facilities and signage. Fred Waring Drive, a busy thoroughfare just north of the school, has postage signage forbidding bicycles on the street and sidewalk.

James Earl Carter Elementary School
James Carter Elementary School has existing Class II facilities on Portola Avenue, however, due to the size and speed of this arterial more protection may be needed. There are also no facilities on Hovley Lane along the north side of the school.

Palm Desert High School
Palm Desert High School is well connected to existing bicycle facilities. The CV Link Class I path runs along the north side of the school. Additionally, Cook Street and Deep Canyon Road have Class II facilities. There are no bike connections along Fred Waring Drive or through the neighborhood to the south side of the school.

Ronald Reagan Elementary School
Ronald Reagan Elementary has Class II bike facilities along Country Club Drive and Oasis Club Road. Country Club Drive is a large, high-speed arterial that could potentially warrant a road diet, traffic calming, and added protection for the existing bike lane. There are also potential connections through the neighborhood along Resorter Boulevard, provided there is a safe crossing at the Country Club Drive intersection.

Figure 9. Bicycle and Pedestrian Gaps near Abraham Lincoln Elementary and Palm Desert Charter Middle



BICYCLE AND PEDESTRIAN GAPS: ABRAHAM LINCOLN ELEMENTARY & PALM DESERT CHARTER MIDDLE

CITY OF PALM DESERT VISION ZERO

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- Half-Mile Buffer
- Parks
- School Parcels

EXISTING & PROPOSED BIKEWAYS
- Coachella Valley Link (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)
- Proposed Shared Sidewalk

alta PALM DESERT CALIFORNIA

Figure 10. Bicycle and Pedestrian Gaps near Colonel Mitchell Paige Middle School

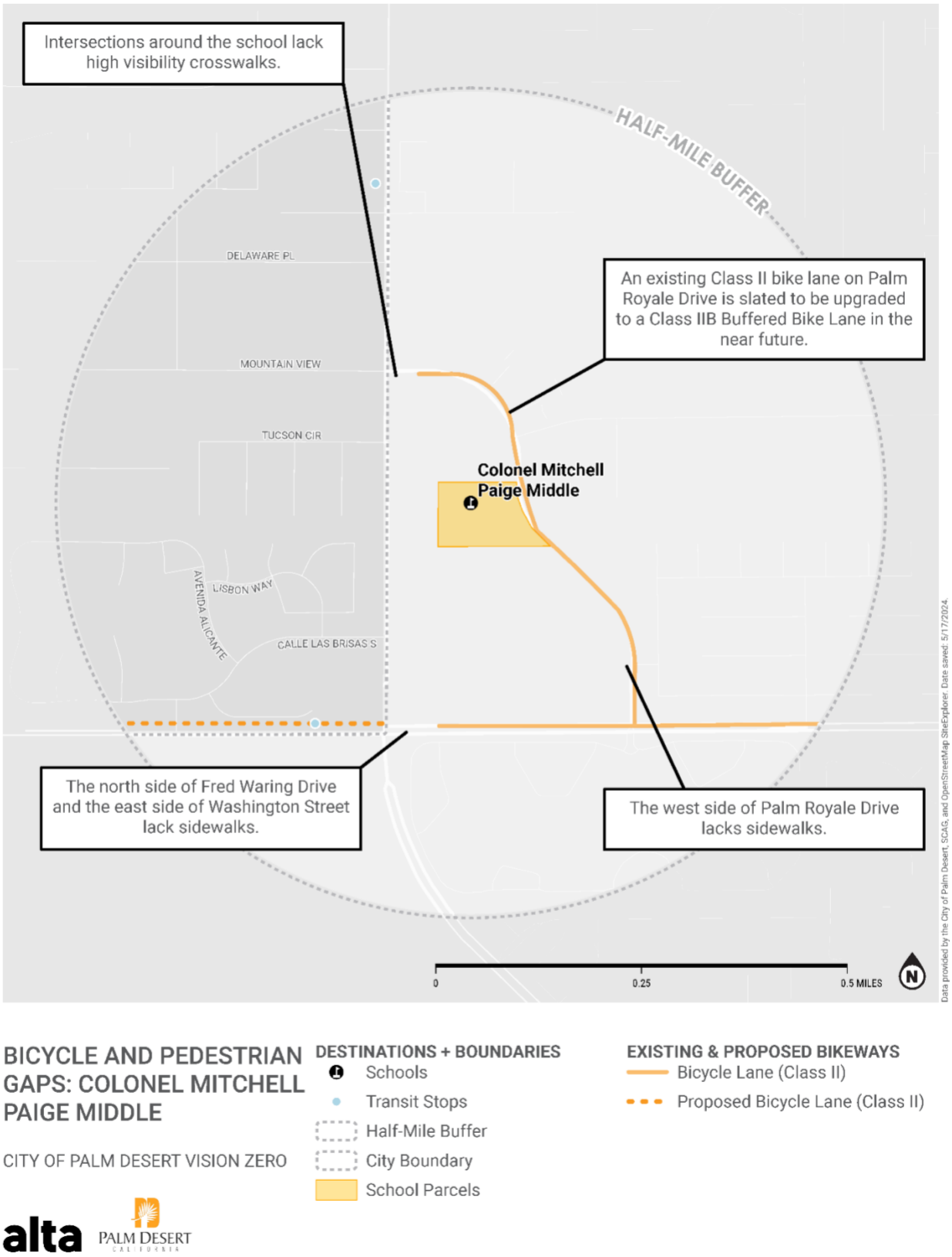


Figure 11. Bicycle and Pedestrian Gaps near George Washington Charter School

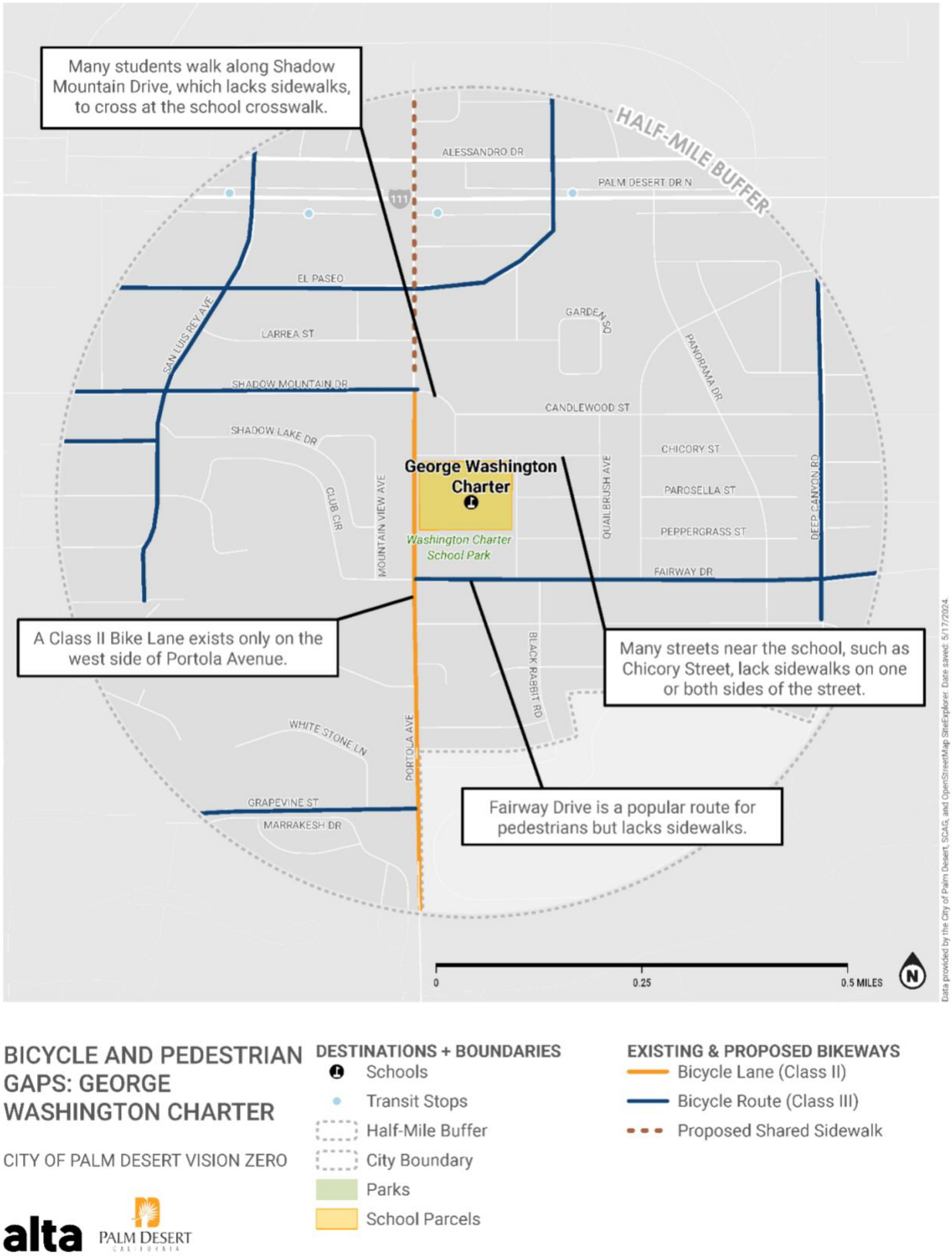


Figure 12. Bicycle and Pedestrian Gaps near Gerald R. Ford Elementary School

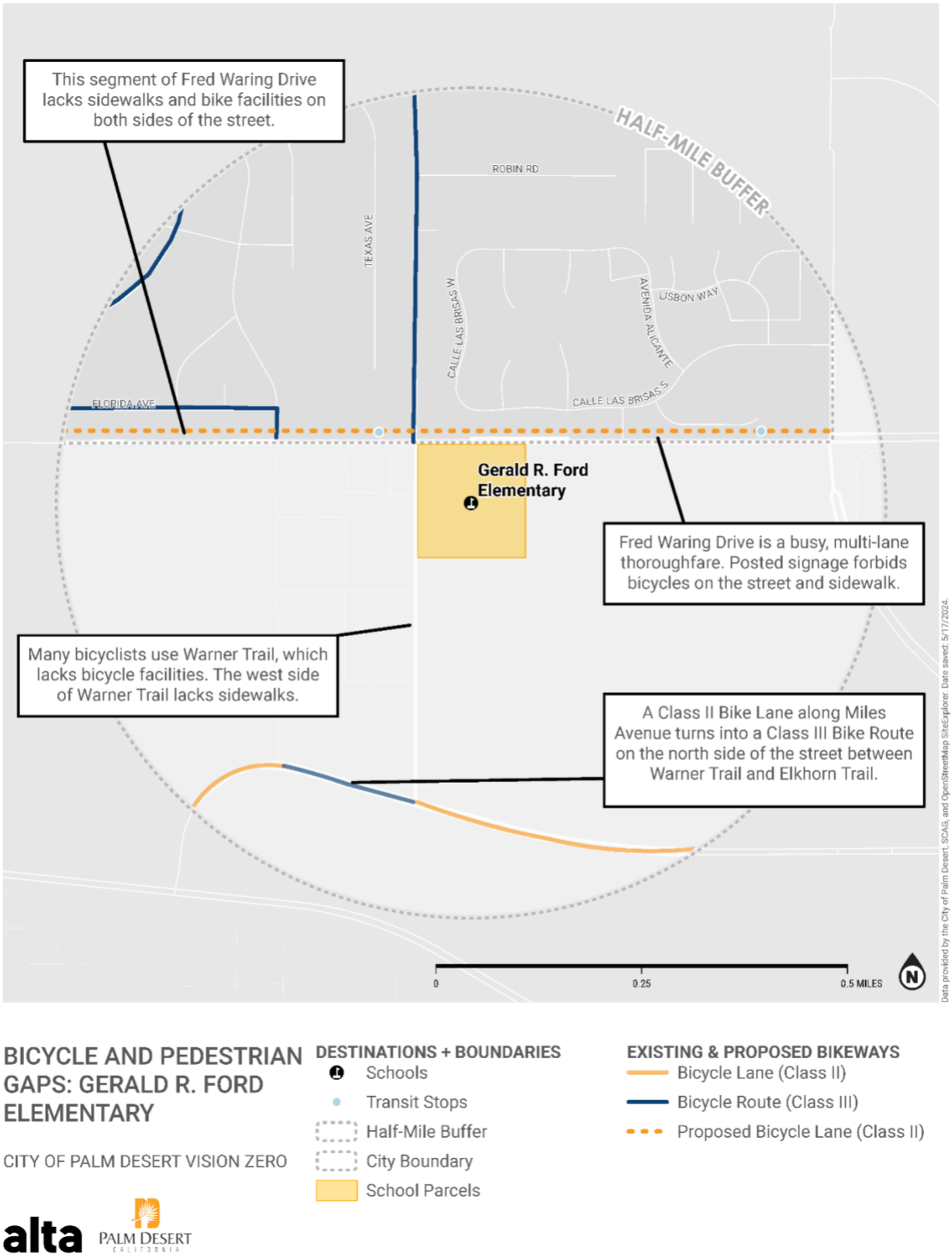
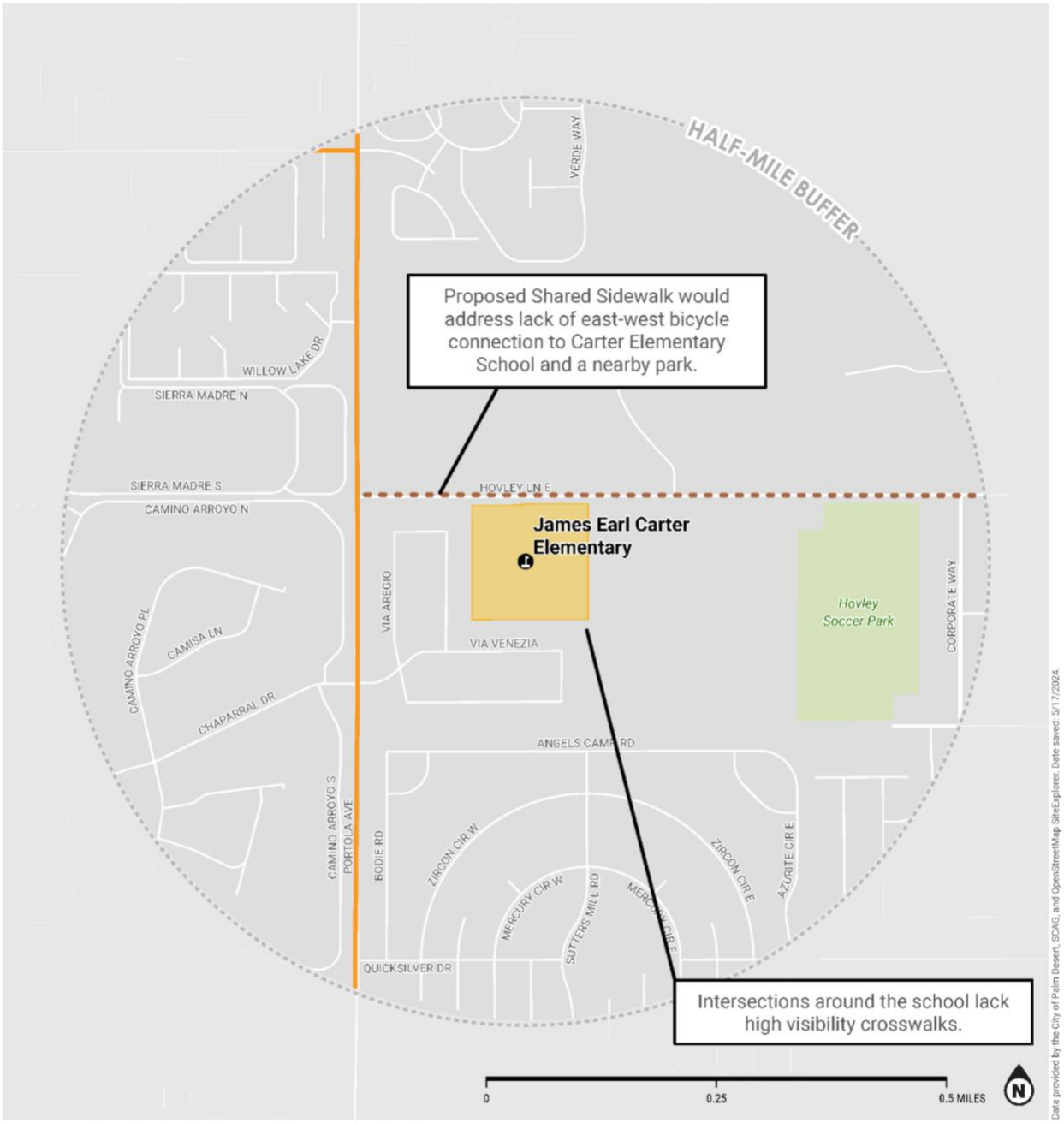


Figure 13. Bicycle and Pedestrian Gaps near James Earl Carter Elementary School



BICYCLE AND PEDESTRIAN GAPS: JAMES EARL CARTER ELEMENTARY

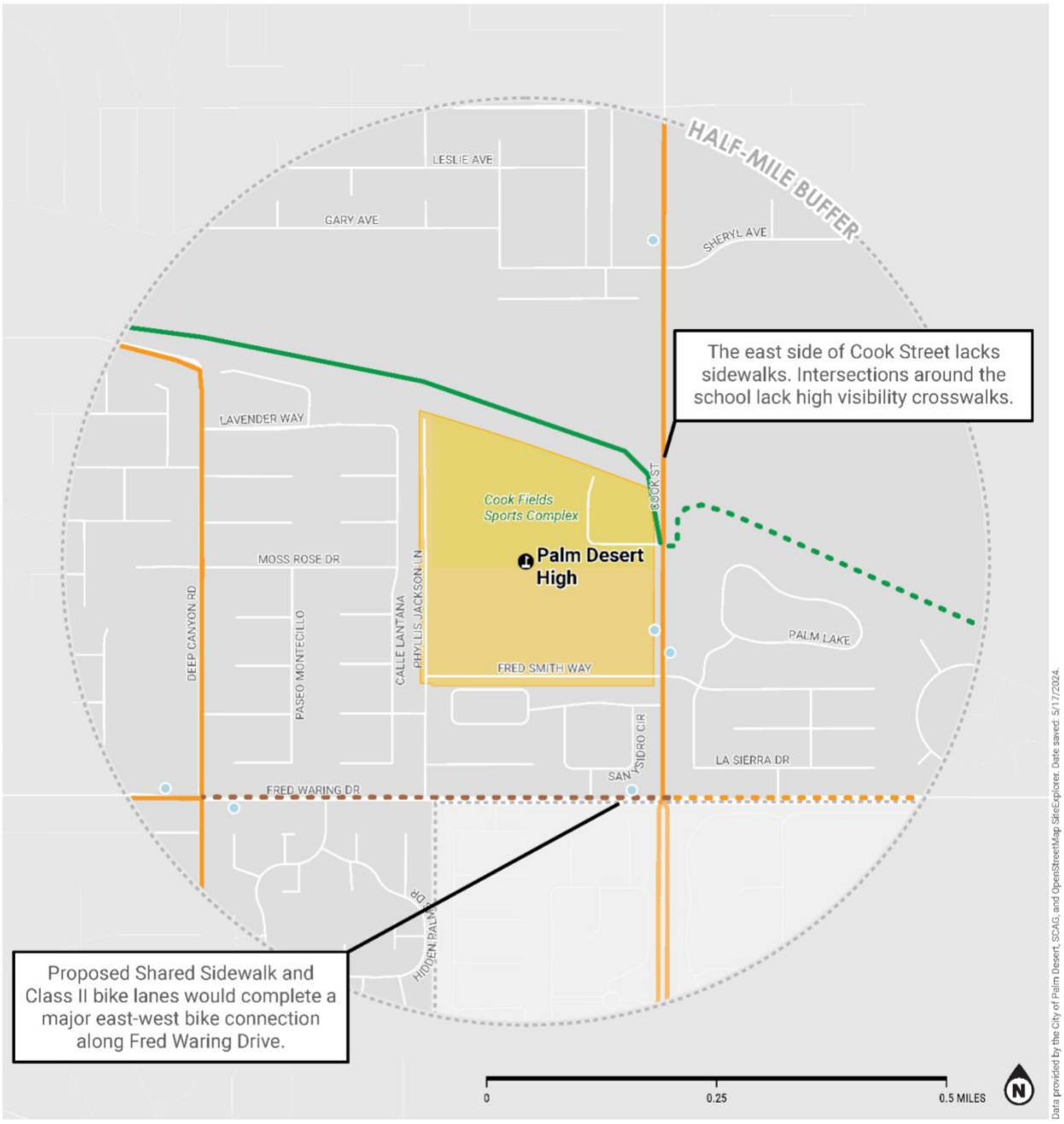
CITY OF PALM DESERT VISION ZERO

DESTINATIONS + BOUNDARIES
- Schools
- Half-Mile Buffer
- Parks
- School Parcels

EXISTING & PROPOSED BIKEWAYS
- Bicycle Lane (Class II)
- Proposed Shared Sidewalk

alta PALM DESERT CALIFORNIA

Figure 14. Bicycle and Pedestrian Gaps near Palm Desert High School



BICYCLE AND PEDESTRIAN GAPS: PALM DESERT HIGH

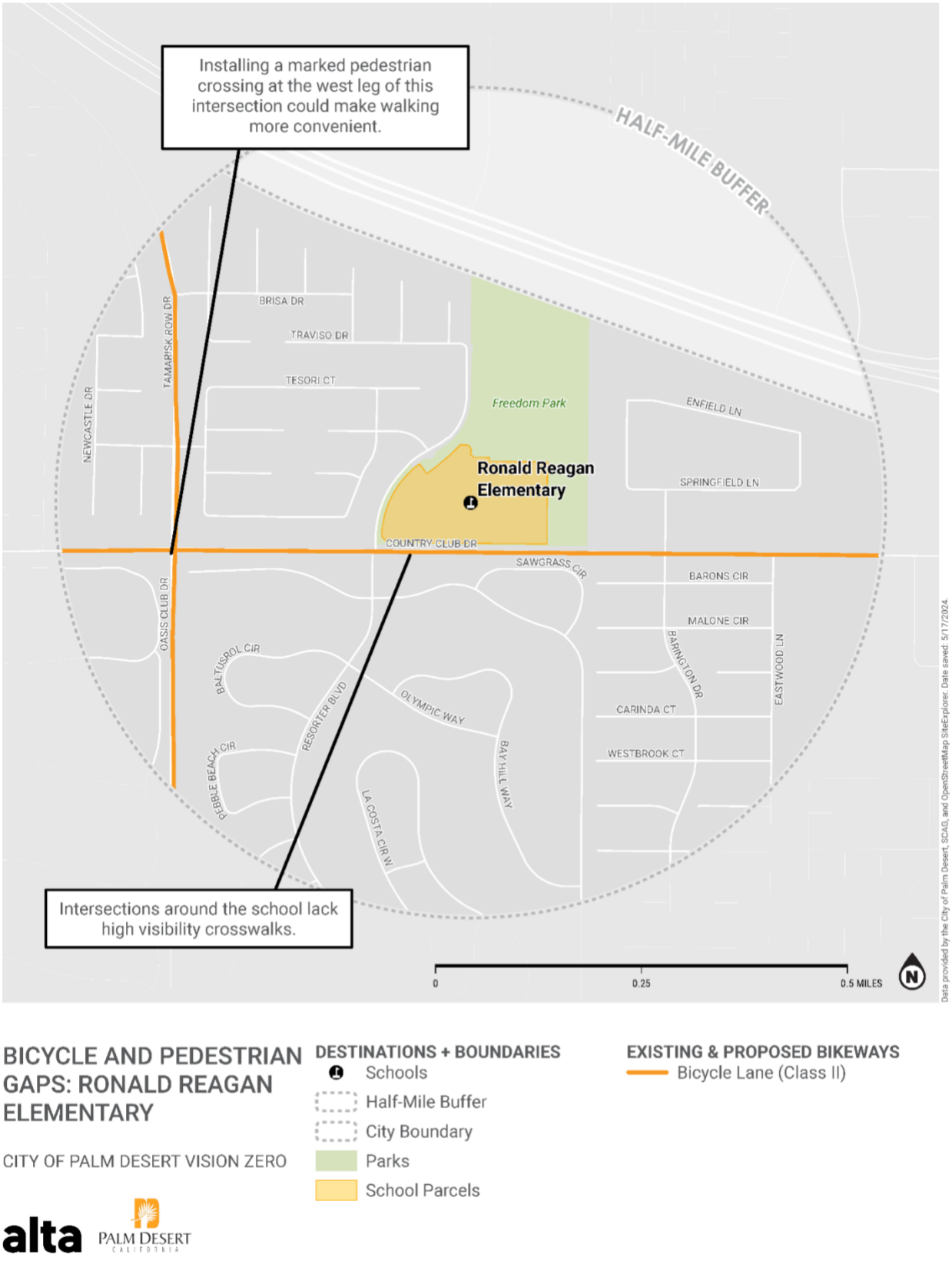
CITY OF PALM DESERT VISION ZERO

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- Half-Mile Buffer
- City Boundary
- Parks
- School Parcels

EXISTING & PROPOSED BIKEWAYS
- Coachella Valley Link (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)
- Proposed Shared-Use (Class I)
- Proposed Shared Sidewalk
- Proposed Bicycle Lane (Class II)

Figure 15. Bicycle and Pedestrian Gaps near Ronald Reagan Elementary School



Transit Facilities

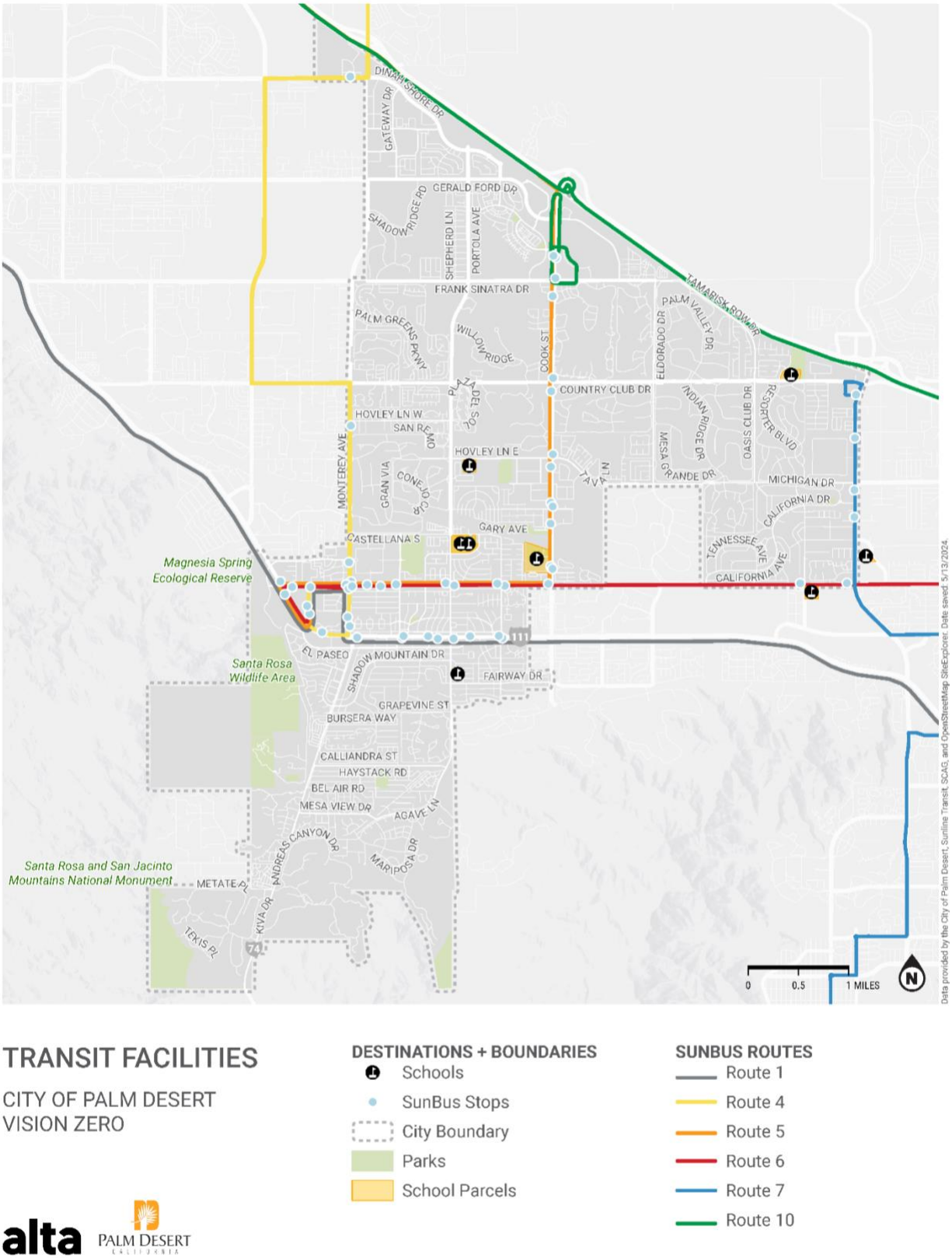
The City of Palm Desert is served by SunLine Transit Agency and has two major fixed-route bus (SunBus) corridors: Cook Street running north to south, and Fred Waring Drive running from east to west (**Figure 18**). There is additional SunBus service on Monterey Avenue as far north as Country Club Drive, and along Highway 111 from Monterey Avenue to the eastern city limits. All buses in the SunBus system are equipped with a bike rack on the front of the bus to allow for transit integration between the bus and bike networks. Some but not all bus stops in the SunLine system are equipped with bus shelters, benches, signage, and bike racks.

Figure 16: Bus Stop at the Intersection of Deep Canyon Road and Highway 111 Featuring High Quality Facilities

Figure 17: Bus Stop along Fred Waring Drive with Limited Facilities for Riders

Only three schools in Palm Desert are located near SunBus stops: Palm Desert High School, Gerald Ford Elementary School, and Colonel Mitchell Paige Middle School. School buses in Palm Desert are provided by Desert Sands Unified School District based on students' reasonable distances from schools. Kindergarten through 2nd grade has a reasonable distance of ¾ mile, 3rd through 5th grade is 1.5 miles, and 6th through 8th grade is 3 miles. The following schools are serviced by school buses: Carter Elementary, Ford Elementary, Lincoln Elementary, Reagan Elementary, Washington Charter, Paige Middle, and Palm Desert Charter Middle.

Figure 18. Transit Routes and Stops



TRANSIT FACILITIES

CITY OF PALM DESERT
VISION ZERO

DESTINATIONS + BOUNDARIES
- Schools
- SunBus Stops
- City Boundary
- Parks
- School Parcels

SUNBUS ROUTES
- Route 1
- Route 4
- Route 5
- Route 6
- Route 7
- Route 10

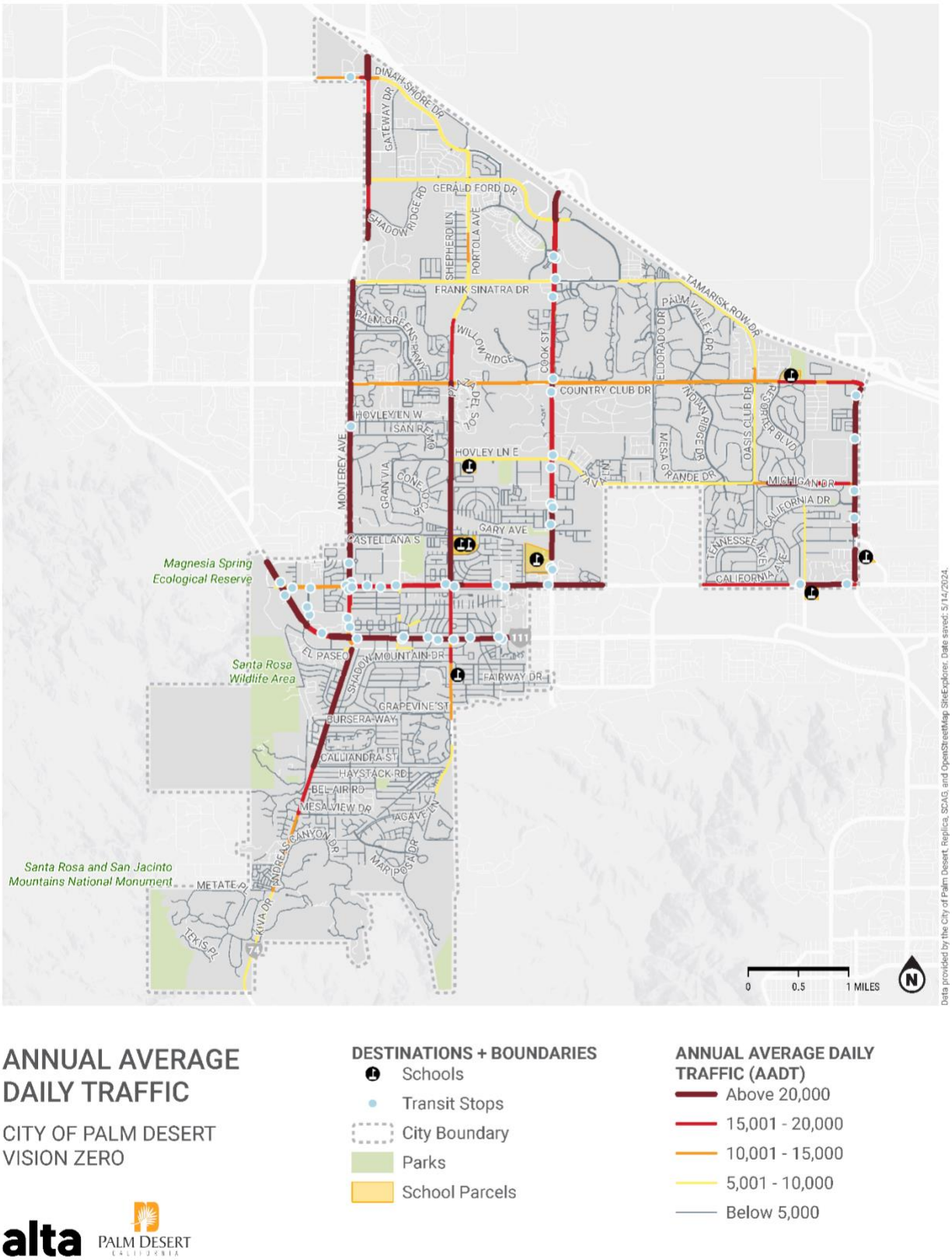
alta PALM DESERT CALIFORNIA

Vehicle Volumes and Speeds

Schools in Palm Desert are commonly located along large, high-speed thoroughfares such as Hovley Lane, Cook Street, Portola Avenue, and Fred Waring Drive, many of which have above 20,000 annual average daily traffic (AADT). Palm Desert High School, Palm Desert Charter Middle, and Lincoln Elementary, for example, are located along arterials with high traffic volumes of approximately 20,000 – 22,000 AADT. Large arterial streets, such as Fred Waring Drive, have posted speed limits of 45 miles per hour while smaller collector streets, such as Magnesia Falls Drive, have posted speed limits of 35 miles per hour. Throughout the City there is a 25 miles per hour speed limit in all school zones during school hours.[1]

[1] The traffic count data was filtered by removing "service" and "unclassified" roads, as well as removing 37 entries that had '0' values.

Figure 19. Annual Average Daily Traffic Volumes



ANNUAL AVERAGE DAILY TRAFFIC

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Schools
- Transit Stops
- City Boundary
- Parks
- School Parcels

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

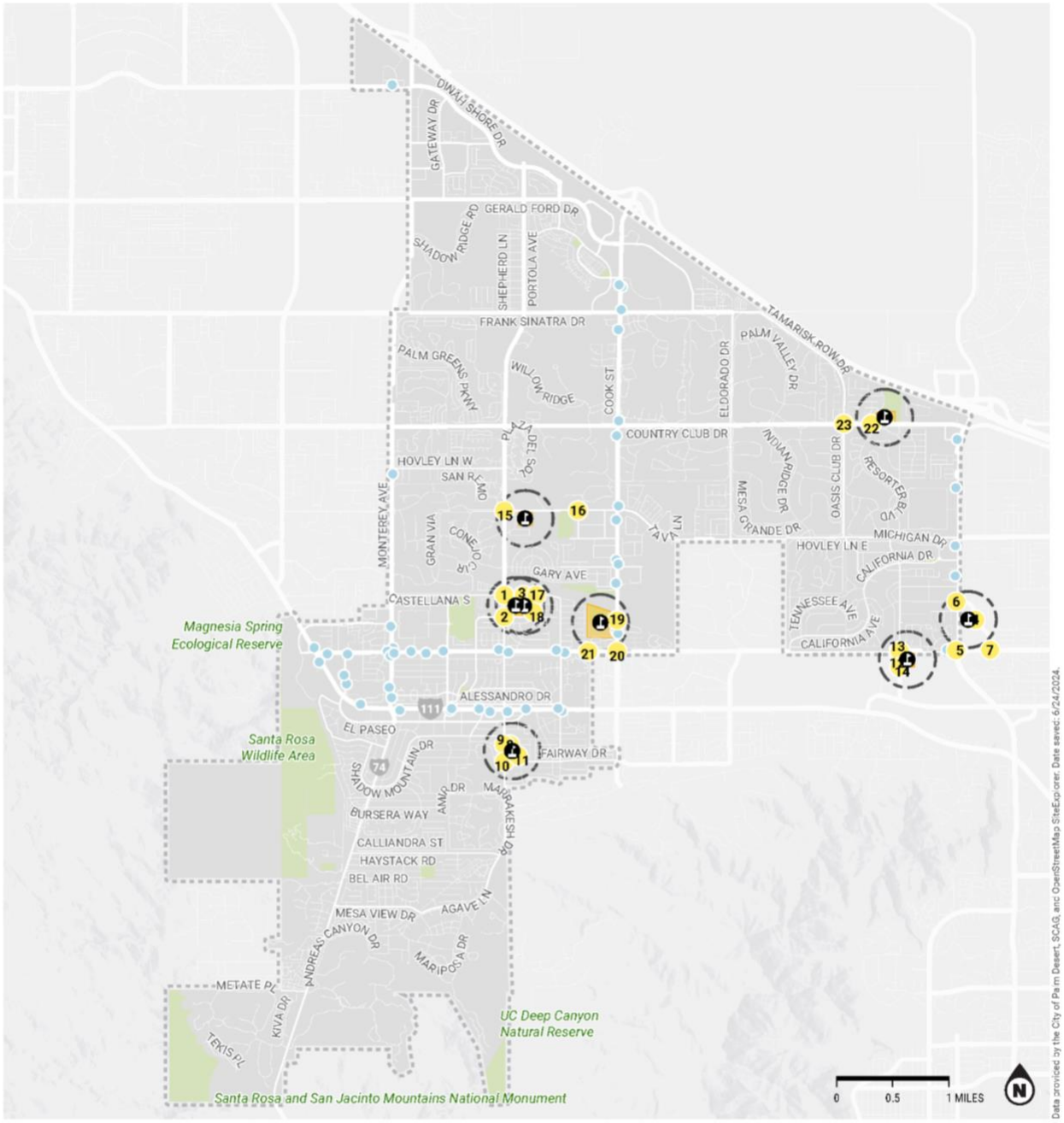
- Above 20,000
- 15,001 - 20,000
- 10,001 - 15,000
- 5,001 - 10,000
- Below 5,000

Traffic Counts

Vehicular, bicycle, and pedestrian traffic counts were collected in May 2024 during the school drop-off and pick-up time for 23 study locations. Up to four locations were selected within or just outside a quarter mile of each school based upon the review of school streets, collision history, school enrollment boundaries, and observations from walk audits. California School Crossing Guard Training Program and Guidelines by Caltrans and the Active Transportation Resource Center were also reviewed to select the study locations.

The count information will be used to assess demand that can inform areas for improvement and prioritize potential projects. Additionally, the count information will also be used to inform the Crossing Guard Analysis.

Figure 20. Traffic Count Locations



TRAFFIC COUNTS

CITY OF PALM DESERT
VISION ZERO

DESTINATIONS + BOUNDARIES
- Schools
- Transit Stops
- City Boundary
- Parks
- School Parcels

TRAFFIC COUNT LOCATIONS
- Study Intersections
- 1/4 Mile Buffer

alta PALM DESERT CALIFORNIA

Table 7. Traffic Count Locations by School

School Name	#	Study Locations	Count Time (AM)	Count Time (PM)
Abraham Lincoln Elementary School	1	Portola Avenue/Magnesia Falls Drive	6:55-8:55 AM	1:00-3:00 PM
	2	Portola Avenue/Rutledge Way	6:55-8:55 AM	1:00-3:00 PM
	3	Park Place/Magnesia Falls Drive	6:55-8:55 AM	1:00-3:00 PM
Colonel Mitchell Paige Middle School	4	Palm Royale Drive/Crosswalk in front of school	7:30-9:30 AM	2:01-4:01 PM
	5	Washington Street/Fred Waring Drive	7:30-9:30 AM	2:01-4:01 PM
	6	Washington Street/Palm Royale Drive (Mountain View)	7:30-9:30 AM	2:01-4:01 PM
	7	Palm Royale Drive/Fred Waring Drive	7:30-9:30 AM	2:01-4:01 PM
George Washington Charter School	8	Shadow Mountain Drive/Chicory Street	7:10-9:10 AM	2:00-4:00 PM
	9	Portola Avenue/Shadow Mountain Drive	7:10-9:10 AM	2:00-4:00 PM
	10	Portola Avenue/Fairway Drive	7:10-9:10 AM	2:00-4:00 PM
	11	Lantana Avenue/Peppergrass Street	7:10-9:10 AM	2:00-4:00 PM
Gerald R. Ford Elementary School	12	Warner Trail/Evening Star Circle	8:00-10:00 AM	2:27-4:27 PM
	13	Warner Trail/Fred Waring Drive	8:00-10:00 AM	2:27-4:27 PM
	14	Warner Trail/Blackfoot Drive	8:00-10:00 AM	2:27-4:27 PM
James Earl Carter Elementary School	15	Portola Avenue/Hovley Lane	7:45-9:45 AM	1:00-3:00 PM
	16	Corporate Way/Hovley Lane	7:45-9:45 AM	1:00-3:00 PM
Palm Desert Charter Middle School	17	Rutledge Way/Magnesia Falls Drive	7:10-9:10 AM	1:36-3:36 PM
	18	Rutledge Way/Myrsine Avenue	7:10-9:10 AM	1:36-3:36 PM
Palm Desert High School	19	Cook Street/Aztec Road	7:30-9:30 AM	2:35-4:35 PM
	20	Cook Street/Fred Waring Drive	7:30-9:30 AM	2:35-4:35 PM
	21	Phyllis Jackson Lane/Fred Waring Drive	7:30-9:30 AM	2:35-4:35 PM
Ronald Reagan Elementary School	22	Liberty Drive/Country Club Drive	7:00-9:00 AM	1:30-3:30 PM
	23	Tamarisk Row Drive/Country Club Drive	7:00-9:00 AM	1:30-3:30 PM

Traffic Counts Summary

Pedestrian traffic was highest at Shadow Mountain Drive and Chicory Street (George Washington Charter School, intersection #8) for both AM and PM peak hours, with 201 total pedestrian crossings in the AM and 284 pedestrian crossings in the PM. Bicycle traffic was highest at Portola Avenue and Magnesia Falls Drive (Abraham Lincoln Elementary School, intersection #1), with 23 bicycles crossing, and at Portola Avenue and Rutledge Way (Abraham Lincoln Elementary School, intersection #2), with 18 bicycle crossings, for the AM and PM peak hours, respectively. For both the AM and PM peak hours, vehicular volumes were highest at Washington Street and

Fred Waring Drive (Colonel Mitchell Paige Middle School, intersection #5), with 9,765 vehicles and 10,607 vehicles, respectively.

Table 8. School Areas Intersection Counts, Pedestrians and Bicycles

Intersection ID	Street 1	Street 2	Pedestrians			Bicycles		
			AM	PM	Total	AM	PM	Total
1	Portola Avenue	Magnesia Falls Drive	82	108	**190**	23	13	**36**
2	Portola Avenue	Rutledge Way	42	50	**92**	21	18	**39**
3	Park Place	Magnesia Falls Drive	14	42	**56**	9	6	**15**
4	Palm Royale Drive	Crosswalk in front of school	29	93	**122**	0	0	**0**
5	Washington Street	Fred Waring Drive	3	2	**5**	3	0	**3**
6	Washington Street	Palm Royale Drive	17	12	**29**	14	10	**24**
7	Palm Royale Drive	Fred Waring Drive	1	1	**2**	1	1	**2**
8	Shadow Mountain Drive	Chicory Street	201	284	**485**	2	0	**2**
9	Portola Avenue	Shadow Mountain Drive	20	14	**34**	17	13	**30**
10	Portola Avenue	Fairway Drive	12	1	**13**	11	2	**13**
11	Lantana Avenue	Peppergrass Street	22	139	**161**	2	1	**3**
12	Warner Trail	Evening Star Circle	6	25	**31**	8	3	**11**
13	Warner Trail	Fred Waring Drive	11	8	**19**	8	4	**12**
14	Warner Trail	Blackfoot Drive	3	5	**8**	8	1	**9**
15	Portola Avenue	Hovley Lane	18	3	**21**	14	6	**20**
16	Corporate Way	Hovley lane	6	3	**9**	5	2	**7**
17	Rutledge Way	Magnesia Falls Drive	22	47	**69**	10	5	**15**
18	Rutledge Way	Myrsine Avenue	114	91	**205**	6	6	**12**
19	Cook Street	Aztec Road	33	66	**99**	15	12	**27**
20	Cook Street	Fred Waring Drive	18	20	**38**	7	7	**14**
21	Phyllis Jackson Lane	Fred Waring Drive	2	5	**7**	7	5	**12**
22	Liberty Drive	Country Club Drive	3	1	**4**	6	2	**8**
23	Tamarisk Row Drive	Country Club Drive	2	0	**2**	20	2	**22**

Table 9. School Areas Intersection Counts, Vehicles

Intersection ID	Street 1	Street 2	Vehicles		
			AM	PM	Total
1	Portola Avenue	Magnesia Falls Drive	3,826	3,849	**7,675**
2	Portola Avenue	Rutledge Way	2,927	3,193	**6,120**
3	Park Place	Magnesia Falls Drive	1,060	700	**1,760**
4	Palm Royale Drive	Crosswalk in front of school	565	470	**1,035**
5	Washington Street	Fred Waring Drive	9,765	10,607	**20,372**
6	Washington Street	Palm Royale Drive	5,844	6,505	**12,349**
7	Palm Royale Drive	Fred Waring Drive	4,185	4,365	**8,550**
8	Shadow Mountain Drive	Chicory Street	217	210	**427**
9	Portola Avenue	Shadow Mountain Drive	2,152	2,458	**4,610**
10	Portola Avenue	Fairway Drive	1,844	2,199	**4,043**
11	Lantana Avenue	Peppergrass Street	79	189	**268**
12	Warner Trail	Evening Star Circle	813	790	**1,603**
13	Warner Trail	Fred Waring Drive	5,344	6,431	**11,775**
14	Warner Trail	Blackfoot Drive	584	628	**1,212**
15	Portola Avenue	Hovley Lane	3,271	3,322	**6,593**
16	Corporate Way	Hovley lane	2,149	2,140	**4,289**
17	Rutledge Way	Magnesia Falls Drive	1,198	859	**2,057**
18	Rutledge Way	Myrsine Avenue	608	429	**1,037**
19	Cook Street	Aztec Road	4,693	5,030	**9,723**
20	Cook Street	Fred Waring Drive	8,667	9,469	**18,136**
21	Phyllis Jackson Lane	Fred Waring Drive	6,351	6,862	**13,213**
22	Liberty Drive	Country Club Drive	3,823	3,794	**7,617**
23	Tamarisk Row Drive	Country Club Drive	3,775	3,919	**7,694**

Collision Analysis

The analysis of bicycle, pedestrian, and vehicular collisions in Palm Desert uses data from the Statewide Integrated Traffic Records System (SWITRS) for the period January 2013 to December 2022. The collision data was downloaded from Transportation Injury Mapping System (TIMS) and was mapped and analyzed using ArcGIS Pro and Microsoft Excel.

Citywide Collisions

Pedestrian and bicycle-related collisions respectively represent 5.6% (105 collisions) and 6.4% (121 collisions) of all collisions that occurred in Palm Desert between 2013 and 2022 (**Figure 21**). Two collisions involved both people walking and people biking. The number of pedestrian collisions and vehicle collisions have both increased in recent years (**Figure 22**), while the number of collisions for people biking has decreased. Similarly, the number of pedestrian and vehicle-related collisions resulting in a fatality or serious injury (killed or seriously injured (KSI)) trended upward for the 10-year period, as shown in **Figure 23**. In recent years, there have been no bicycle-related collisions resulting in a fatality or serious injury. The reasons for this trend are unclear, but it could be related to changing travel behaviors during the pandemic years. Most pedestrian and bicycle-related collisions occurred during peak commute hours (38 or 17% at 7AM-10AM, and 52 or 23% at 4PM-7PM), and the majority of KSI collisions involving people biking and walking occurred during low-light conditions such as dusk, dawn, or dark (20 collisions or 56%). **Table 10** provides detailed highlights of the citywide KSI collision data.

Figure 21. Collision by Mode – All Collisions in Palm Desert (2013-2022)

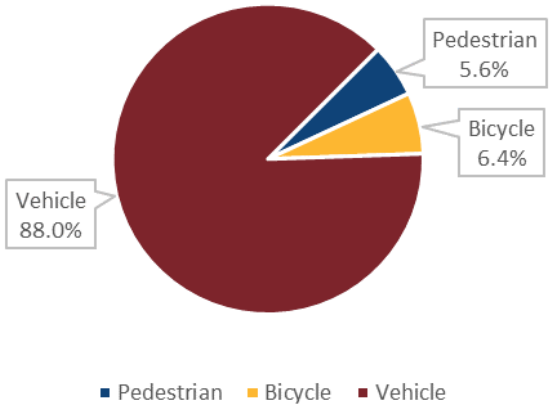


Figure 22. Collision by Year and Mode – All Collisions in Palm Desert (2013-2022)

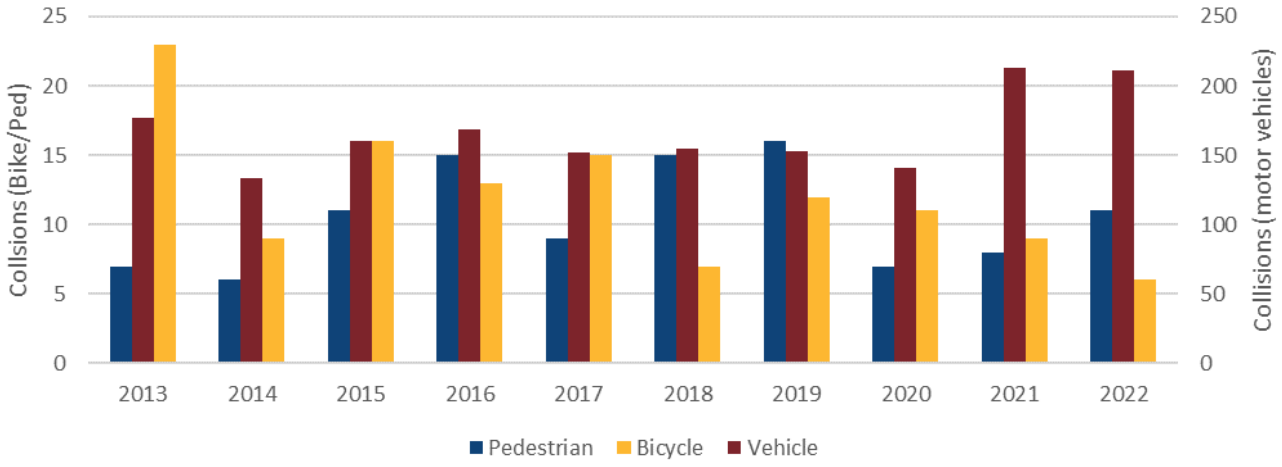


Figure 23. Collision by Year and Mode – Killed or Severely Injury (KSI) in Palm Desert (2013-2022)

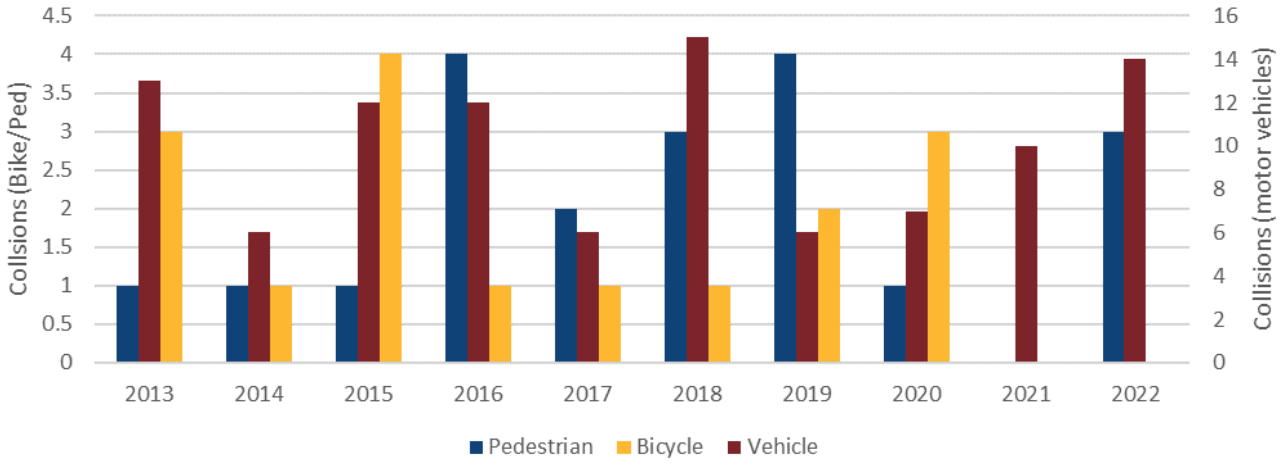


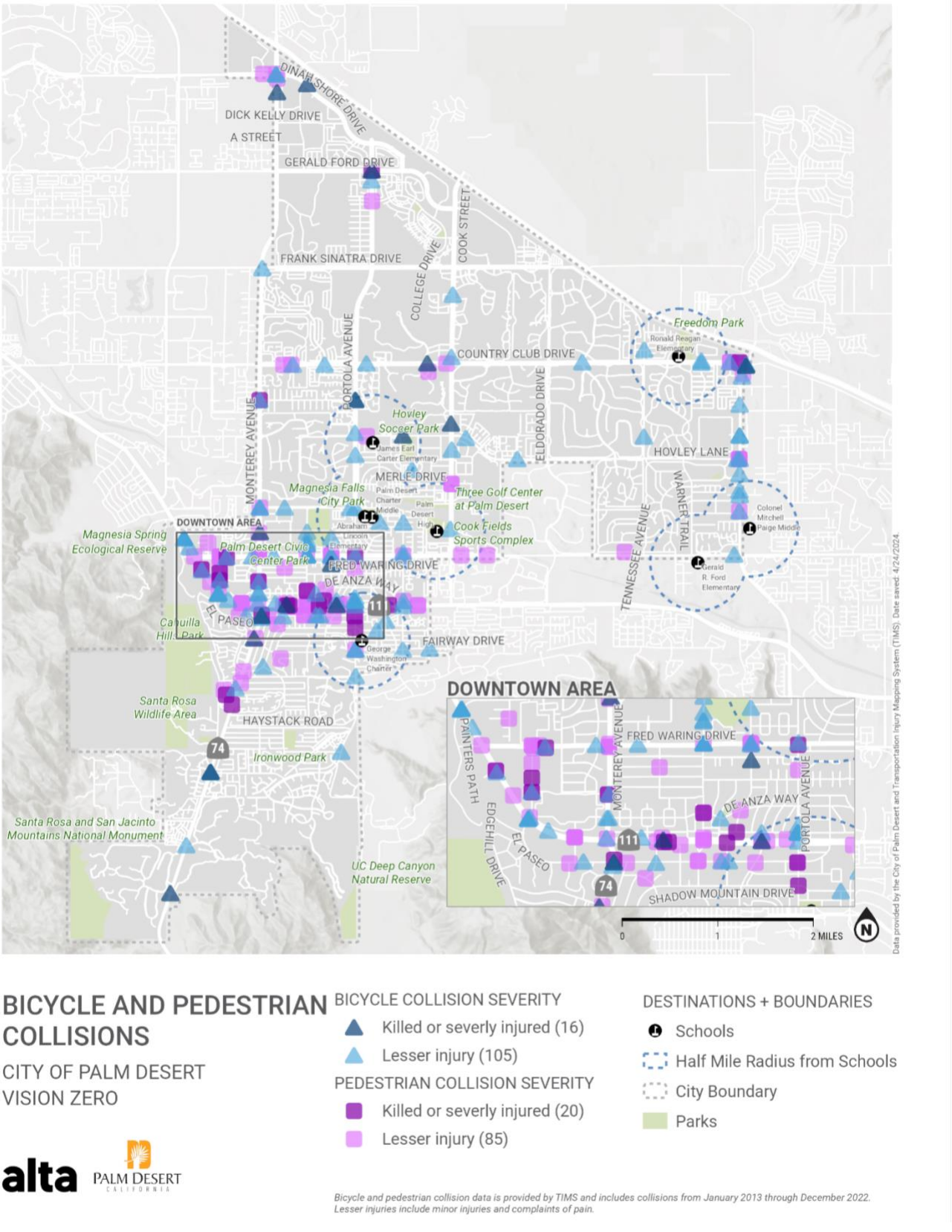
Table 10. KSI Collision Data Highlights

Condition	Percentage of Pedestrian and Bicycle-related KSI Collisions
Lighting	
Daylight	44%
Dusk - Dawn	8%
Dark – street lights	28%
Dark – no street lights	19%
Dark – street lights not functioning	0%
Time of Day	
00:00-2:59	6%
03:00-05.59	6%
06.00-08:59	14%
09:00-11:59	6%
12:00-14:59	6%
15:00-17:59	25%
18:00-20:59	25%
21:00-23:59	8%

Figure 24 shows a map of collisions involving people biking and walking for the years between 2013-2022 (180 collisions). A high proportion of collisions occurred in the central part of the city, especially along and near Highway 111. Additionally, most collisions occurred on arterial roadways (i.e. major and minor arterials) and 36% of the collisions occurred at intersections. Excessive speed was not cited as a major factor in most collisions, though the highest number of collisions occurred when posted speed limits were 35+ miles per hour. The most common violation categories reported for collisions involving people walking and biking were:

- Pedestrian right-of-way (e.g., people walking failed to yield to the vehicle right-of-way) (20%);
- Pedestrian violations (people walking crossed against a red light) (17%);
- Automobile right-of-way (people driving failed to yield to the pedestrian or bicyclist right-of-way) (17%);
- Traffic Signals and Signs (9%); and
- Wrong Side of Road (i.e., bicyclists riding on the wrong side of the street) (8%).

Figure 24. Bicycle and Pedestrian Collisions (2013-2022)



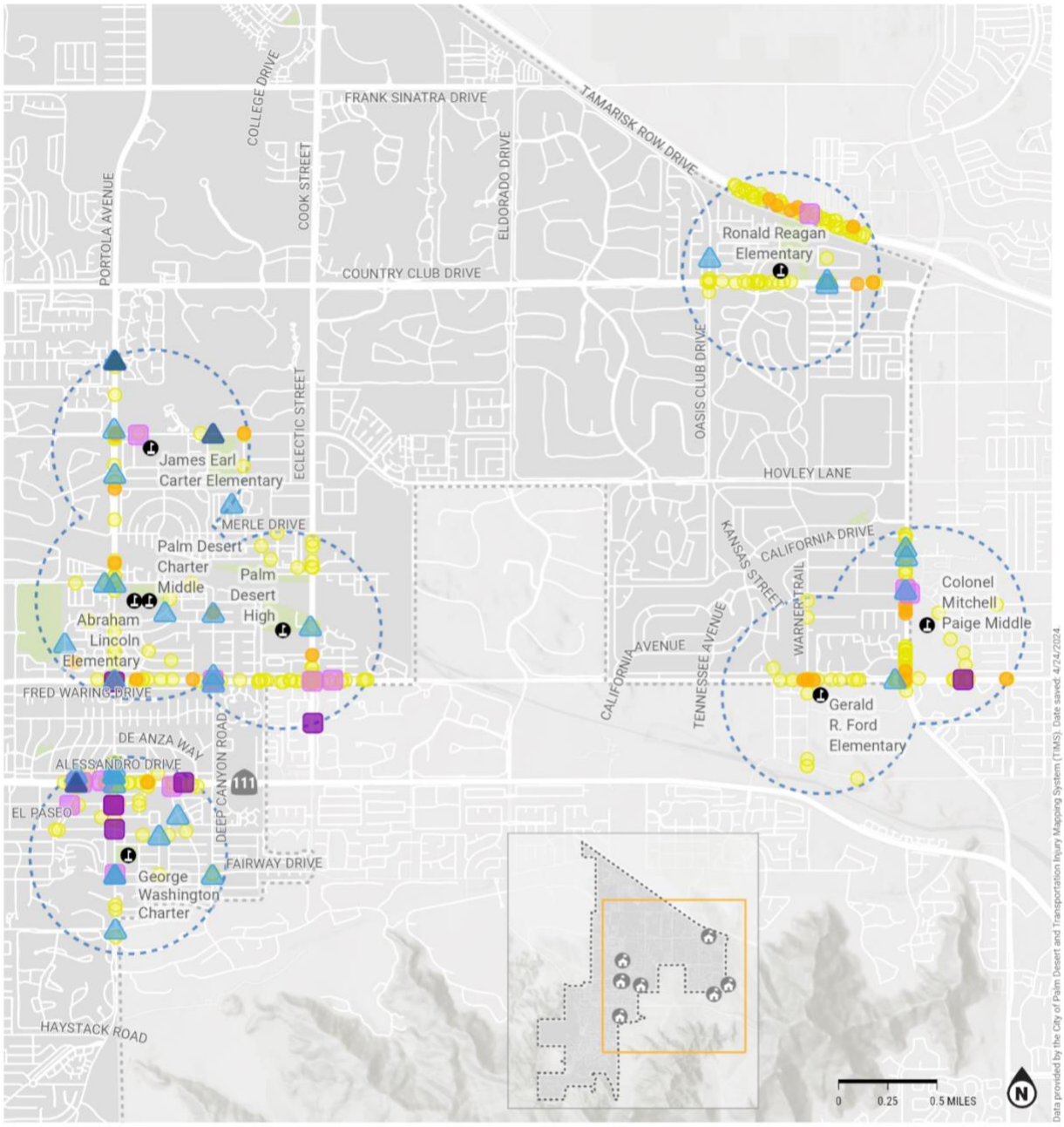
School Area Collisions

Within a half-mile radius of the eight project schools, between 2013 and 2022, there were 566 collisions of all modes (as shown in **Figure 25**, lighter yellow symbology purposefully chosen for lesser injury vehicle collisions to highlight non-motorized collisions), with one collision being mapped twice due to its involvement of both a pedestrian and a bicycle. Among these, about 9% involved an active mode (22 or 4% pedestrian-related collisions, and 35 or 6% bicycle-related collisions), and about 14% (80 collisions, all modes) involved school-age children (age 5-18). **Figure 26** compares the severity of collisions involving school-age children and all ages. Results show that about 7% (38 collisions) of all mode collisions resulted in a fatality or serious injury (killed or seriously injured (KSI)), while about 4% (3 collisions) of collisions involving school-age children resulted in KSI. Furthermore, within the school area, 16% (9 collisions) of active mode collisions resulted in KSI, and one of them involved school-age children.

Most collisions involving school-age children occurred during peak student pick-up and drop-off periods (14 or 18% between 3PM-3:59PM, 13 or 16% between 7AM-7:59AM, and 11 or 14% between 2PM-2:59PM), and most of the collision types were rear-end collisions and broadside collisions. Unsafe speed is the top primary collision factor for collisions within a half-mile radius of the eight project schools (36% of collisions involving school-age children, 34% of collisions involving all ages people). Other common collision factors reported and highlights of the collision data that occurred within the school influence areas are shown in **Table 11**.

About 33% of collisions (184 collisions) occurred at an intersection within school areas. Out of these collisions, 9% (16 collisions) resulted in a fatality or serious injury, and 15% (27 collisions) involved an active mode of all severities. The top five intersections with the highest collisions of people walking or biking in school influence areas are shown in **Table 12**.

Figure 25. Collisions within a Half-Mile Radius of the Project Schools (2013-2022)



COLLISIONS IN SCHOOL AREAS

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

BICYCLE COLLISION SEVERITY
- Killed or severly injured (3)
- Lesser injury (32)

PEDESTRIAN COLLISION SEVERITY
- Killed or severly injured (6)
- Lesser injury (16)

VEHICLE COLLISION SEVERITY
- Killed or severly injured (29)
- Lesser injury (481)

DESTINATIONS + BOUNDARIES
- Schools
- Half Mile Radius from Schools
- City Boundary
- Parks

Collision data is provided by TIMS and includes collisions from January 2013 through December 2022.
Lesser injuries include minor injuries and complaints of pain.

Figure 26. Collisions Involving School-age Children by Severity Level, Compared to All Ages – All Collisions (2013-2022)

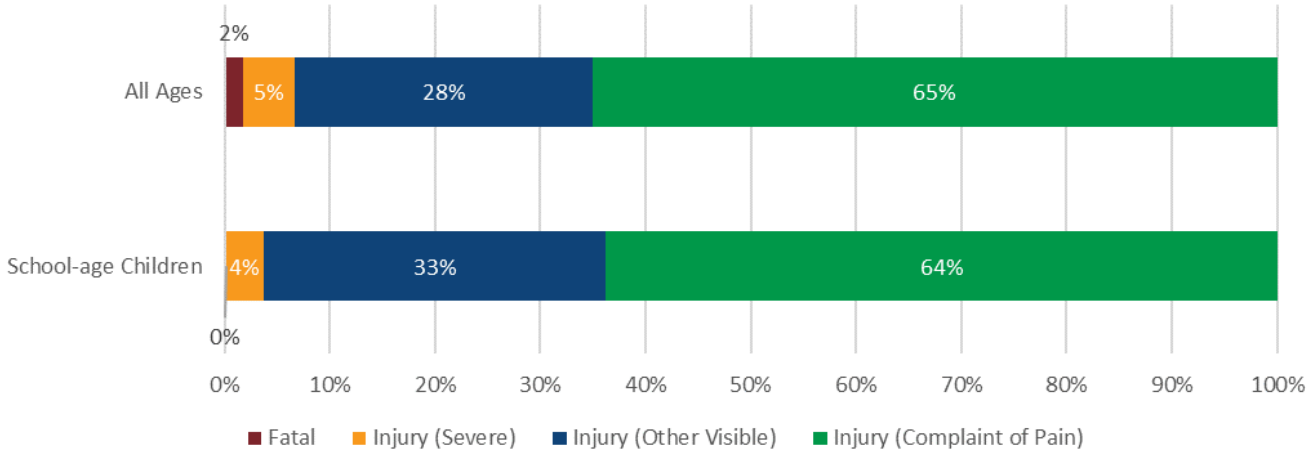


Table 11. School Influence Areas Collision Data Highlights – All Collisions

Condition	Percentage of Collisions Involving School-age Children in School Areas	Percentage of Collisions Involving All-Ages in School Areas
Lighting		
Daylight	84%	77%
Dusk - Dawn	4%	2%
Dark – street lights	9%	15%
Dark – no street lights	4%	5%
Dark – street lights not functioning	0%	0%
Time of a Day		
00:00-02:59	1%	4%
03:00-05.59	0%	2%
06.00-08:59	21%	16%
09:00-11:59	13%	18%
12:00-14:59	24%	25%
15:00-17:59	28%	20%
18:00-20:59	11%	9%
21:00-23:59	3%	6%
Collision Types		
Rear End	46%	41%
Broadside	31%	29%
Sideswipe	8%	8%
Vehicle/Pedestrian	5%	3%
Hit Object	3%	10%
Overturned	3%	3%
Head-On	1%	2%

Primary Collision Factor		
Unsafe Speed	36%	34%
Traffic Signals and Signs	16%	15%
Automobile Right-of-Way	11%	12%
Improper Turning	9%	12%
Driving or Bicycling Under the Influence of Alcohol or Drug	6%	6%
Unsafe Starting or Backing	4%	5%
Wrong Side of Road	4%	2%
Unsafe Lane Change	3%	4%
Weather		
Clear	96%	93%
Cloudy	4%	6%
Raining	0%	1%
Other Conditions		
On State Highways	1%	11%
At Intersections	38%	33%
Alcohol Involvement	4%	8%

Table 12. Top Intersections with the Highest Bicycle and Pedestrian Collisions in School Influence Areas and Corresponding Schools

Intersection	Corresponding Schools	Number of Collisions	KSI Collisions
Highway 111 and San Luis Rey Avenue	George Washington Charter	4	1
Fred Waring Drive and Portola Avenue	Abraham Lincoln Elementary; Palm Desert Charter Middle	2	1
Portola Ave and Alessandro Drive	George Washington Charter	2	0
Fred Waring Drive and Deep Canyon Road	Palm Desert High	2	0
Portola Avenue and Fairway Drive	George Washington Charter	2	0

This page intentionally left blank

B.

Complete High-Injury Network Analysis

Complete Palm Desert Safe Routes to School High Injury Network Analysis

Introduction

This memo outlines Alta's approach for the High Injury Network (HIN) analysis. This analysis identifies locations of the most severe crashes and will help inform countermeasure development in a later stage of the project. It builds on previous collision analyses completed for the Safe Routes for Seniors and Safe Routes to Schools plans. The final maps will become part of the Dashboard and Monitoring Tool.

Safety Plan Review

The Existing Conditions memo summarized relevant transportation plans affecting Palm Desert. This section will summarize the plans most relevant to safety, particularly for people walking and biking, as context for the HIN.

Several plans call for citywide improvements to sidewalk and pedestrian infrastructure. The Palm Desert General Plan and Connect SoCal 2024 both call for investments in the bicycle network and improved pedestrian facilities, with an emphasis on safety. The Walk and Roll program also includes sidewalk improvements throughout the city. These investments will provide more safe options for people walking and biking in Palm Desert.

Other plans provide lists of segments and intersections to be prioritized for bicycle and pedestrian improvements. The Transforming Haystack Road: Traffic Calming and Safety Study is focused on a 1.3-mile-long segment of Haystack Road in southern Palm Desert between Highway 74 and Portola Avenue. The project plans to install new crosswalks at several intersections and upgrade signals at the intersection of Highway 74. Meanwhile, the Coachella Valley Association of Governments (CVAG) Active Transportation Plan helps to plan for the CV Link regional bike trail. The Local Road Safety Plan and the CVAG Transportation Project Prioritization Study both identified specific intersections and road segments throughout the city as safety project case studies that should be prioritized for improvement. Several roadways or intersections from both studies are on the HIN, including areas along Portola Avenue, Monterey Avenue and Fred Waring Drive.

Where specific roadways are highlighted for improvements, Highway 111 stands out as a frequent mention. This road accounts for a significant stretch of the HIN. The Envision Palm Desert Strategic Plan envisions a revitalization of the Highway 111 corridor as well as promotion of non-single occupancy vehicles. Both of these goals provide opportunities to improve pedestrian and bicycle safety and connectivity along Highway 111 and throughout the city. The Walk and Roll program plans to install bike lanes throughout the city, including on Highway 111 as well as Country Club Drive, another high-crash roadway. Finally, the CVAG Transportation Project Prioritization Study names two intersections along Highway 111 as high-scoring projects for regional arterial improvement funding.

Crash Data Overview

These analyses use crash data from 2013 - 2022 from the Transportation Injury Mapping System (TIMS). This dataset includes over 1,500 injury-causing crashes in the study area, of which 226 involved a person walking or biking.

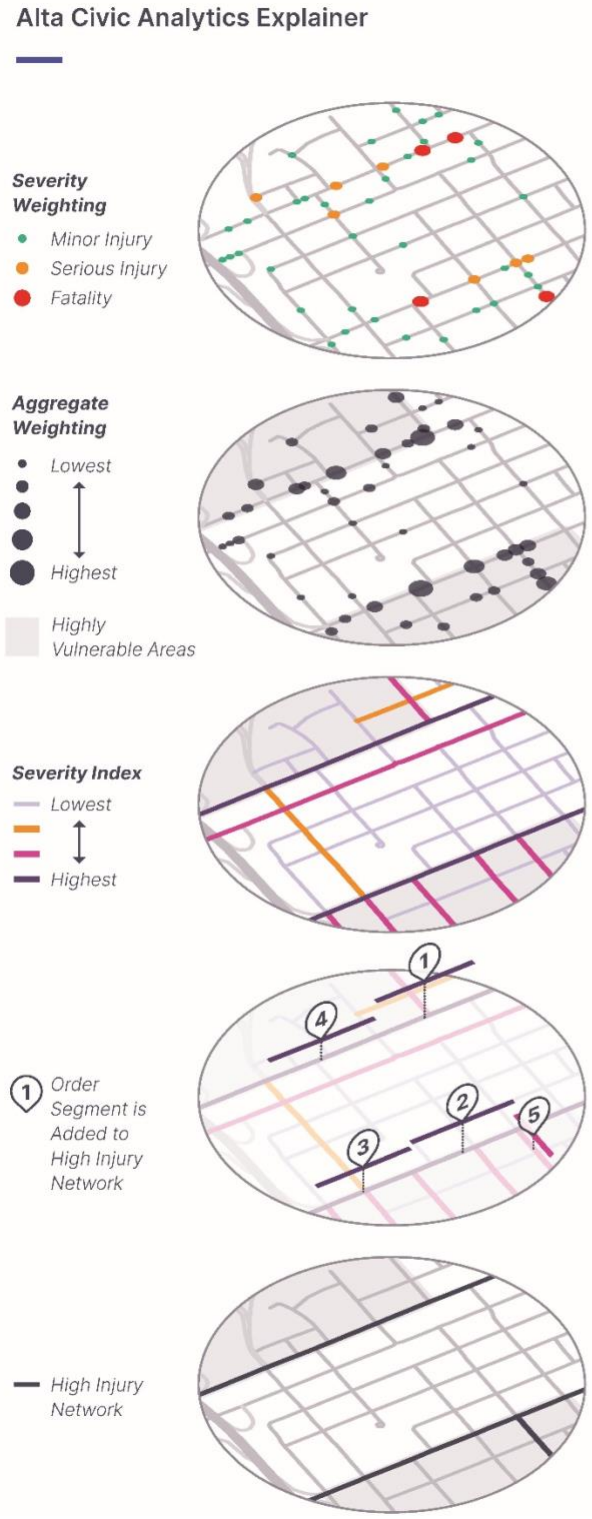
To help the city focus resources on the most needed safety improvements, this analysis prioritizes crashes that resulted in someone being killed or seriously injured (KSI) but considers minor injury crashes as well. While the High Injury Network considered crashes of all modes, bicycle and pedestrian-involved crashes were given higher priority.

High Injury Network (HIN)

Overview and Purpose

High injury networks (HINs) illustrate that often a small number of improvable roadways can address the majority of injury-causing crashes. This approach moves beyond typical crash history and allows for a better understanding of the types of roadways in the city where users are most at risk.

Alta developed an HIN for the City of Palm Desert. This memo explains Alta's approach to analyzing crash data and developing the HIN. This process is also illustrated in **Figure 1.**



Determining the High Injury Network

Severity Weighting

One goal of a High Injury Network (HIN) is to identify an improvable subset of a community's streets that address the majority of collisions where a victim is Killed or Severely Injured (KSI). To achieve this, KSI collisions are assigned higher scores so they have more "weight" relative to collisions with less tragic outcomes.

Other Considerations

These scores can also be modified to include other considerations such as whether collisions involve vulnerable road users (bicyclists and pedestrians) or occur in socially vulnerable communities. These factors can be directly incorporated into the weights associated with each collision.

Severity Index

After weights are developed, they are associated to the network, aggregated, and normalized so that we can understand the relative intensities of collisions of concern.*

Accumulated Collisions by Severity Index

Once an index is created, we progressively add segments to the HIN in the order indicated by the Severity index. As more segments are added to the network, we look at KSI (or other collisions of interest) directly on the network, and track the percentage of collisions on the network relative to the percentage of its length.

High Injury Network

At some point, a final High Injury Network determination is found based on stakeholder feedback and a qualitative review of when each additional mile added to the HIN starts to see a decreasing rate of severe collisions being added.

*There are many methods available develop a final index including kernel density estimation (euclidean or network based), rolling window analysis, or aggregations to a segment normalized by network miles.

Figure 1: HIN Process

Data Inputs

The HIN development used two data sets:

Crashes

Ten-year crash data (2013 – 2022) of all injury-causing crashes within the region, provided by TIMS

- Inclusive of all modes of travel

Prepared Roadway Network

Street centerline network for the City of Palm Desert

- Filtered to roadways within a quarter-mile buffer city boundary.
- Crashes on Interstate 10 were excluded.

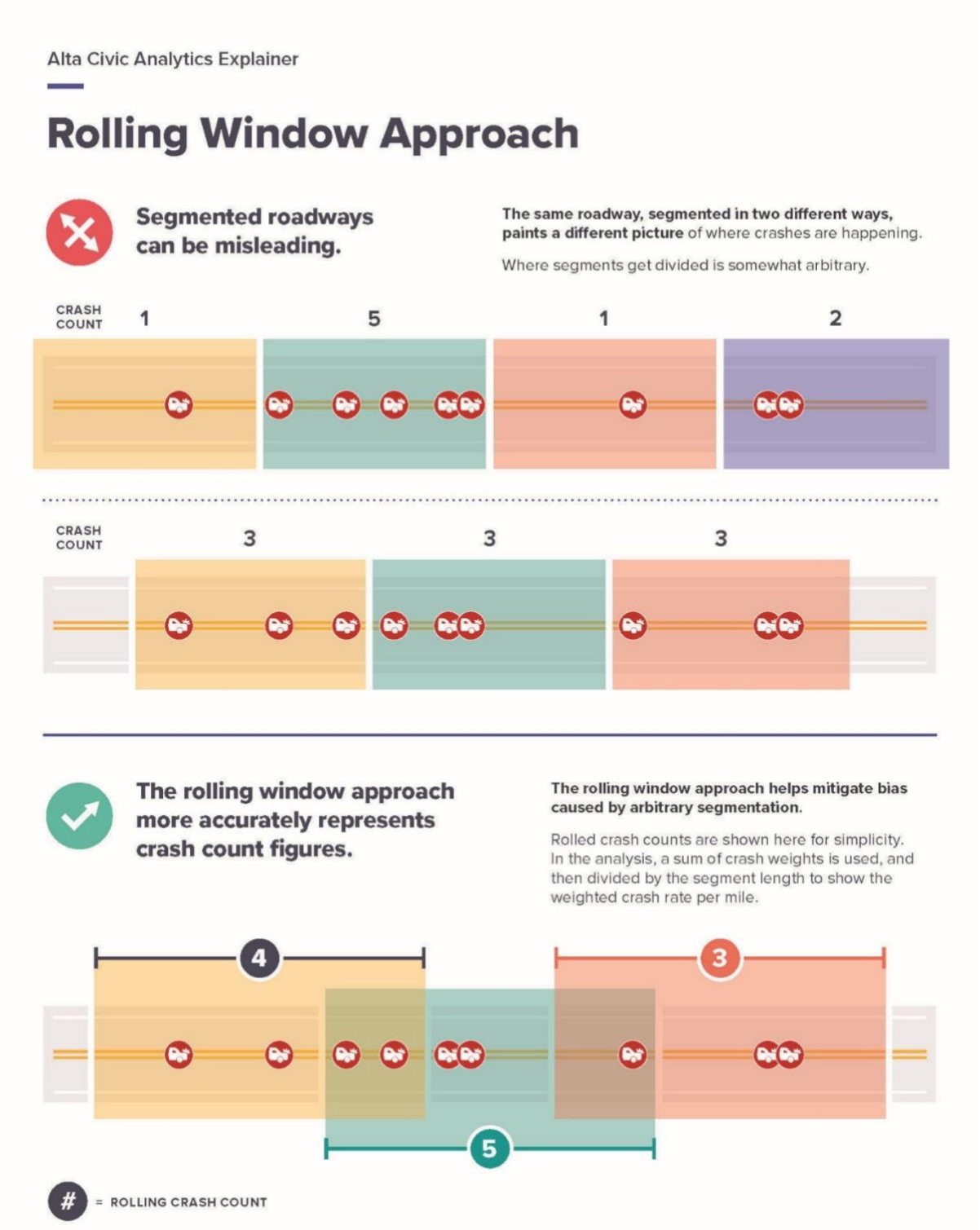
Methodology

Alta prepared two HINs, one prioritizing crashes involving Vulnerable Road Users (VRUs) and one treating all modes equally. The following steps apply to both HINs.

1. **Prepare Street Network:**
    a. Use the "unsplit lines" tool to dissolve road segments based on road name and functional class. This eliminates arbitrary splits in the spatial data so that roads can be split into even-length segments.
    b. Copy the centerline layer.
    c. Divide centerlines into segments of 1000 feet each so that crashes can be summarized for segments of equal length.
    d. Create a unique ID for each roadway segment.
    e. Create a Rolling Window / Sliding Window feature class where the lines are extended over each road segment. Roadways are extended 25% in each direction. Alta uses custom splitting tools that have an overlap percentage (Wasserman, 2023). Lines overlap with their neighbors by some set percentage. This process allows rolling window statistics to be calculated on each road segment. The benefits of rolling window analysis are that they reduce the impact that dead-end streets, network segmentation artifacts, or anomalous crashes have on the final HIN. Fundamentally, it better captures the linear corridor crash patterns where they exist (Fitzpatrick, 2018)[1]. This methodology is illustrated in **Figure 2.**

[1] These patterns would take into account crashes sometimes not directly on a particular segment in other to smooth out analysis results. Examples of this type of analysis are provided by FHWA in their Guide Book on High Pedestrian Crash Locations.

Figure 2: The Rolling Window Approach



2. **Prepare Crash Data:**
    a. Weight each crash based on the most serious injury sustained by any individual involved in the crash and involvement of vulnerable road users. This effectively prioritizes areas where more serious crashes are occurring to identify areas where the most serious injuries can be reduced. The following proportions are based on a balance between the ratio of the average cost to society from fatal and serious crashes, and the desire not to overweight fatalities that represent sparse events. The goal is to weight severe collisions more highly proportional to their impacts, while not misrepresenting the geography of risk more broadly.[2] A different set of weights was used for the Original HIN and the Alternative HIN. The original HIN weighted crashes involving vulnerable road users (VRUs) more heavily. The Alternative HIN also included all crashes but weighted them only by severity and not by mode.

    Original HIN weights:

    - Fatal or serious-injury crash involving a bicyclist of pedestrian: 8
    - Fatal or serious-injury crash involving motor vehicles only: 4
    - Minor injury crash involving a bicyclist or pedestrian: 2
    - Minor injury crash involving motor vehicles only: 1

    Alternative HIN weights:

    - Fatal or serious-injury crash of any mode: 4
    - Minor injury crash of any mode: 1

    b. Snapped all crashes within 350 feet of the street centerline network to a prepared network segment. This distance accounts for a margin of error in crash coordinates.

3. **Apply Rolling Window Analysis:**
    a. Spatially join the crash layer to the rolling window road network.
    b. Calculate the summed rolling crash weight for each rolling road segment. This summed the weight of crashes on each rolling segment and reflected total crash severity on each segment.
    c. Join the rolling crash weight from the rolling window layer back to the original centerline network to show rolling crash weight per road mile on each segment, using the unique ID. This normalized the crash weight for the road length. However, for the purpose of calculating crash weight per road mile, the project team counted any rolled segments of less than 0.1 miles as 0.1 miles to avoid overrepresenting crashes on small road segments, as dividing by very small numbers yields very large numbers. See **Figure 4** for an explanation of the process.
    d. This process creates a crash severity index which when mapped is similar to a heat map.

[2] There are many calculations of average cost of severe and fatal crashes. The ratio shown here is based on the FHWA's *Crash Costs for Safety Analysis* (Harmon et al, 2018), tables 14 and 19. The weights shown here are roughly proportional to the log of costs to society of each type of crash compared with a baseline of property damage-only collisions. Source: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf.

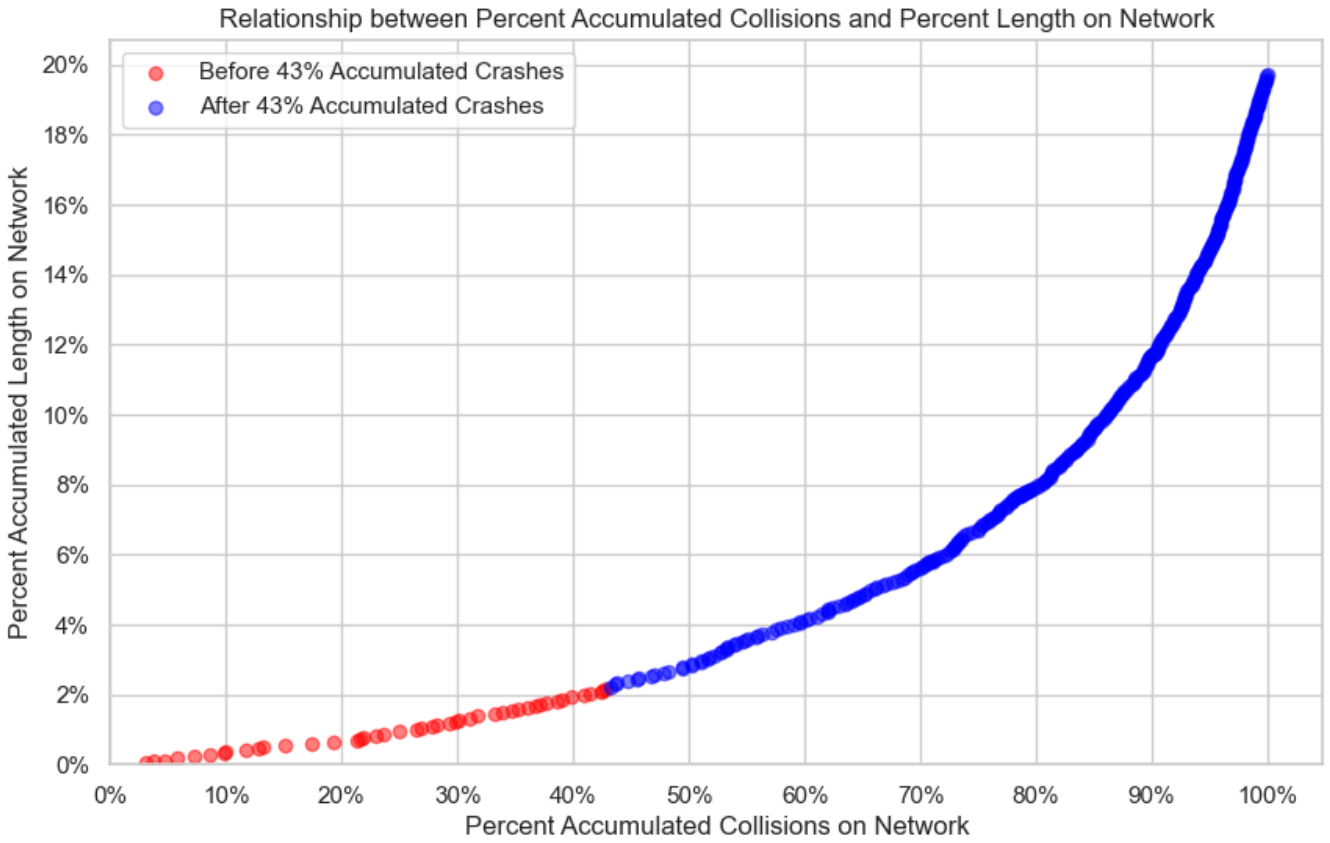
4. **Accumulate Crashes:**

   a. Beginning with segments with the highest crash weight per mile, use Alta's custom-built HIN Generation tool to progressively add segments to the HIN. This tool calculates the length in miles for each segment as it is added and keeps track of the cumulative miles in the HIN and the number of crashes occurring on those segments. It stops when the designated threshold of crashes has been accumulated. The tool also generates a table that shows the number of crashes and the number of roadway miles accounted for with each HIN segment.

   b. The project team charted the percent accumulated length and the percent accumulated crashes seen in

   c. **Figure** 3 for the original HIN. The project team deemed that the slope begins to increase around the point at which 43% of crashes have been accumulated. At this point it was determined continuing to add segments to the network would have diminishing returns in terms of capturing more crashes. This inflection point helped decide the threshold for the percentage of crashes included in the HIN. Since the segments with the most severe crashes get selected for the HIN first, adding additional segments would have had diminishing returns. Thus, the threshold helped strike a balance between accounting for as many crashes as possible while limiting the number of segments selected for the HIN. The goal is to find the smallest share of the roadway network that accounts for the largest number of severe crashes.

Figure 3: Graph of Accumulated Crashes and Accumulated Length. Crashes selected for the HIN are Represented in Red.



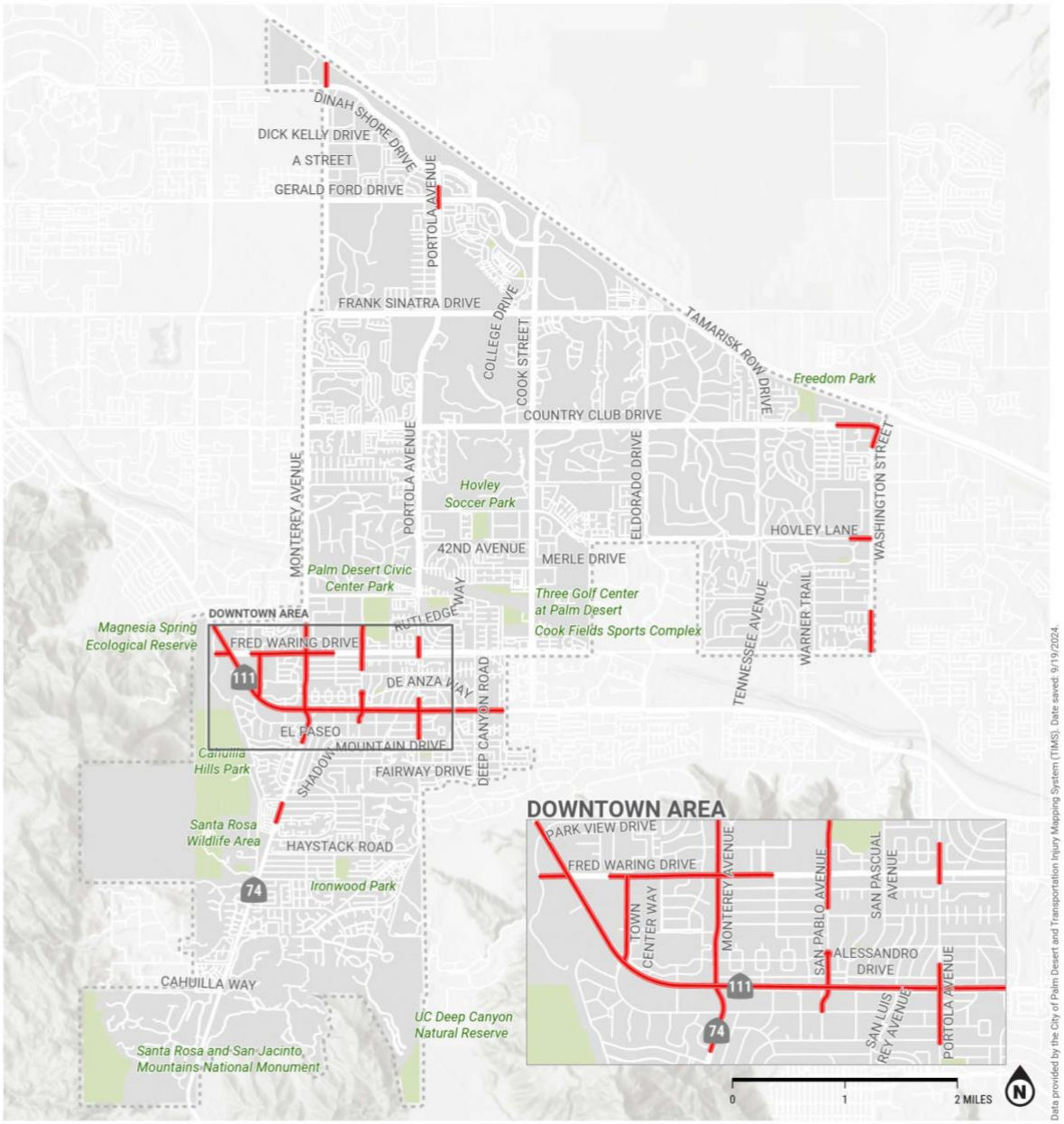
5. **Final Refinement:**

    a. Calculated the percent of roadway miles and the percent of crashes accounted for in the final HIN. These percentages show decision makers that safety investments in a small share of the road network can help to prevent many crashes in the region.

Resulting Maps

Figure 4 and **Figure 5** display both the Original HIN as well as the Alternative HIN. A conclusion section follows, and a table of each segment on the Original HIN, its crash index, and its to/from extents is located in Table 3 in the Appendix.

Figure 4: Original HIN Network – VRU crashes emphasized



HIGH INJURY NETWORK (HIN)

CITY OF PALM DESERT
VISION ZERO

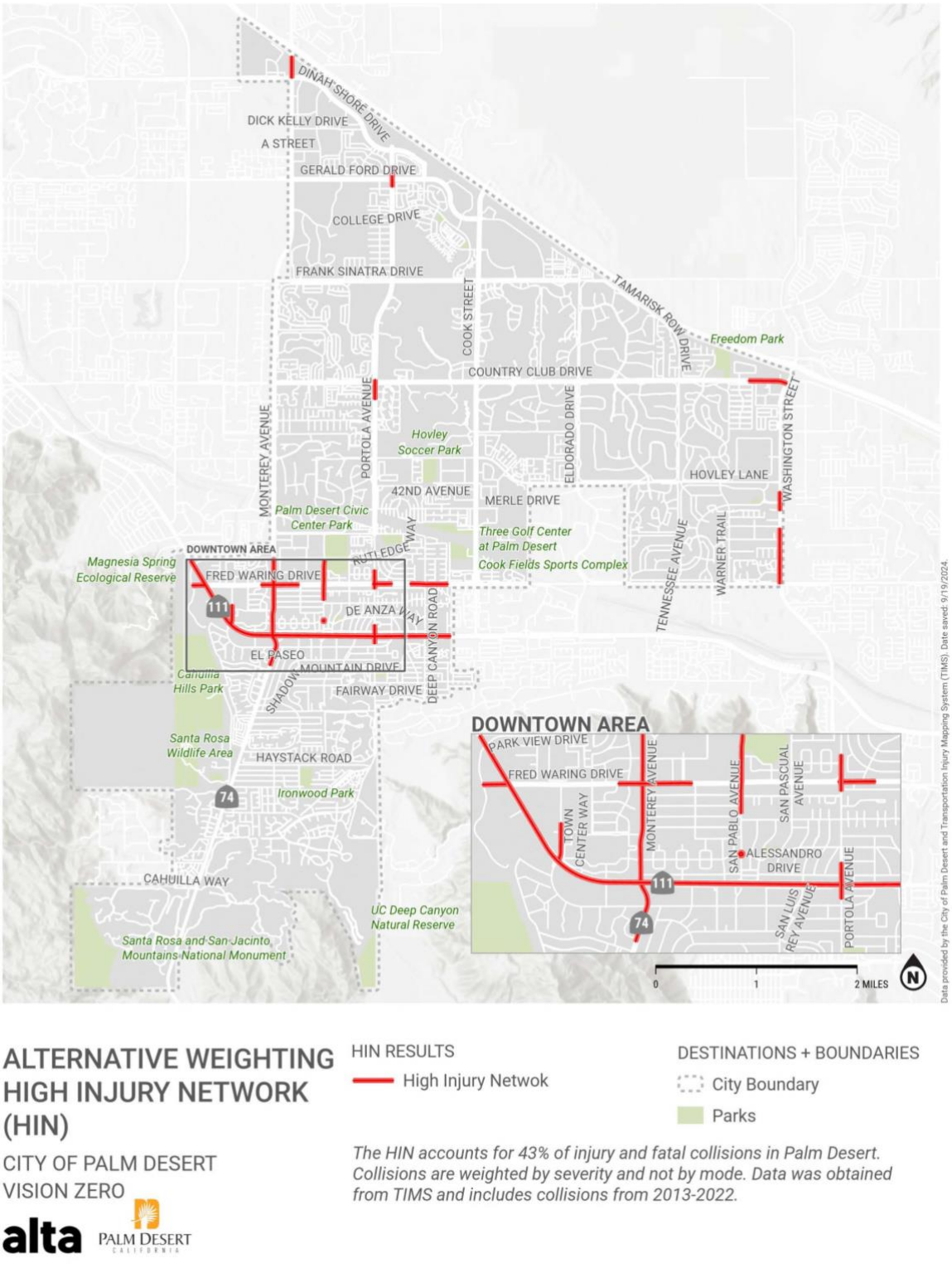
HIN RESULTS
- High Injury Network

DESTINATIONS + BOUNDARIES
- City Boundary
- Parks

The HIN accounts for 43% of injury and fatal collisions in Palm Desert. Collisions are weighted by both severity and mode, with bicycle and pedestrian-involved collisions being weighted twice as high as motor vehicle-only collisions of the same severity. Data was obtained from TIMS and includes collisions from 2013-2022.

alta PALM DESERT CALIFORNIA

Figure 5: Alternative HIN Network – All Modes Weighted Equally



ALTERNATIVE WEIGHTING HIGH INJURY NETWORK (HIN)

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

HIN RESULTS
- High Injury Netwok

DESTINATIONS + BOUNDARIES
- City Boundary
- Parks

The HIN accounts for 43% of injury and fatal collisions in Palm Desert. Collisions are weighted by severity and not by mode. Data was obtained from TIMS and includes collisions from 2013-2022.

Conclusions

Figure 4 and **Figure 5** display the results from the Original HIN and Alternative HIN processes, identifying the most high-crash road segments in Palm Desert. **Figure 4** includes results from the Original HIN approach (bicycle and pedestrian crashes weighted higher). **Figure 5** includes results from the Alternative HIN approach (weighting auto and VRU crashes equally). Both maps demonstrate that the most high-crash road segments in Palm Desert are concentrated in the downtown area. These roadways include Highway 74, Highway 111, San Pablo Avenue and Town Center Way in the downtown area. Other than in the Downtown Area, HIN segments are found along Highway 74 to the South, Monterey Avenue to the West, Portola Avenue to the North, and Holey Lane, Washington Street and Country Club Drive to the East.

Although both figures are quite similar, the differences between the two datasets present valuable information on the unique experience of bicycle and pedestrian users. Most notably, there are different segments included in **Figure 4**, indicating that pedestrian and bicycle crash locations do not always correspond to those of automobiles. The intersection at Fred Waring Drive and Town Center Way and immediate surrounding area is an example of a road segment in the original HIN that is not present in the Alternative HIN. Furthermore, the top five segments of the original HIN are also different. Although the same segments appear for both HIN analyses, they are not the same rank for both networks. **Table 1** displays these results:

Table 1: Top Five Most High-Crash Segments per HIN

Order	Original HIN (VRUs weighted more heavily)	Alternative HIN (Equal weighting)
1	Monterey Ave (From Dinah Shore Dr to I-10/City Limits)	Monterey Ave (From Dinah Shore Dr to I-10)
2	Highway 74 (El Paseo to Highway 111)	Fred Waring Dr (From Painters Path to Highway 111)
3	Fred Waring Dr (From Painters Path to Highway 111)	Highway 111 (From San Luis Rey Ave to Portola Ave)
4	Highway 111 (From San Luis Rey Ave to Portola Ave)	Country Club Dr (From Harris Ln to Washington St)
5	Country Club Dr (From Harris Ln to Washington St)	Highway 74 (El Paseo to Highway 111)

Table 1 highlights some streets that have been called out in the Existing Conditions memo and local safety plans. Highway 111 and Fred Waring Drive were noted in the EC memo as lacking sufficient crossings and facilities for people walking and biking. Highway 111 is also served by SunBus service, which generates pedestrian trips to and from bus stops. Fred Waring Drive, on the other hand, has bicycle facilities proposed in the Palm Desert General Plan which may help address safety concerns there.

The segments of Monterey Avenue and Highway 111 mentioned in this table encompass segments and intersections identified in the Local Road Safety Plan as safety project case studies. The Country Club Drive segment is also a part of the highest-scoring segment in the CVAG Transportation Project Prioritization Study.

Country Club Drive and Highway 111 are also roads identified in the Walk and Roll Program as candidates for Class II bike lanes.

The table also suggests that countermeasures that explicitly address automobile crash reductions will not necessarily aid in reducing impacts to VRUs. Although the two HINs are similar, the Alternative Weight HIN does not fully capture pedestrian and bicycle crashes. However, it should also be noted that due to higher numbers of motor vehicle crashes than VRU crashes, the original HIN is still most heavily influenced by the locations of motor vehicle crashes and does not necessarily reflect the areas that present the highest risk to VRUs.

Community Summary

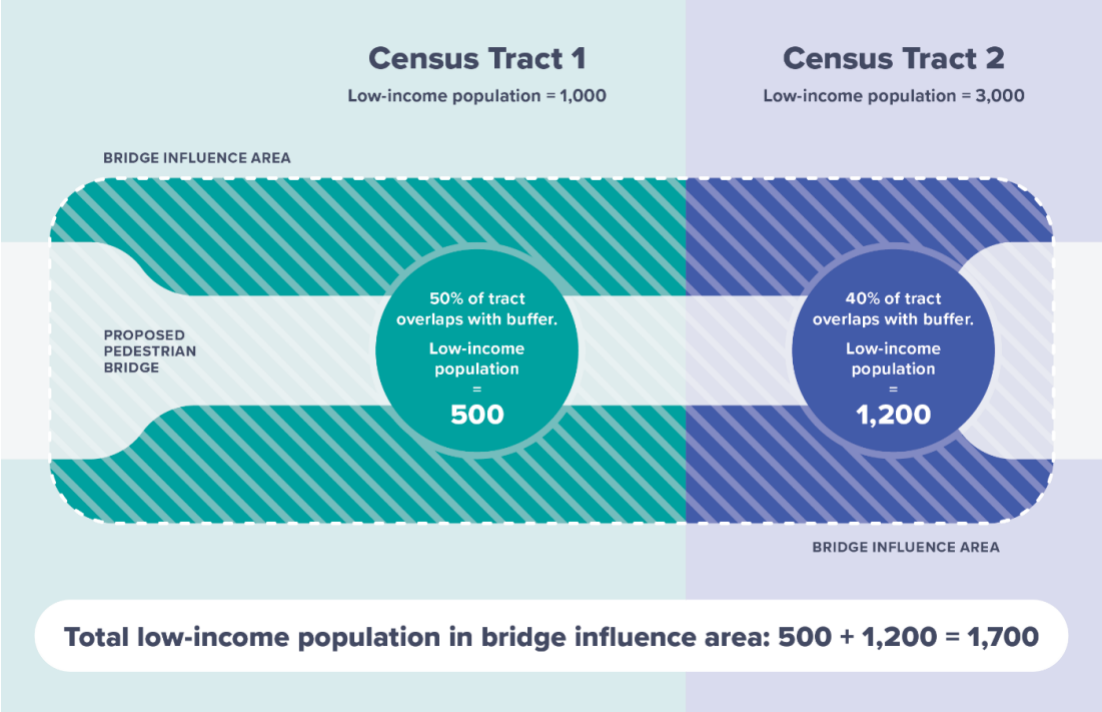
Alta also analyzed demographic information for the community living within a quarter mile of each HIN. The information, found below in **Table 2**, was sourced from the 2021 US Census American Community Survey at the block group level. This was done using a proportional allocation process which assumes that the population within a block group is evenly distributed, allowing us to make inferences about the population closest to the HIN, which may encompass only part of a block group. **Figure 6** provides a graphic explanation of the proportional allocation concept.

Table 2: General Statistics of Communities Within 1/4 Mile of HIN Network

Statistic within ¼ mile of HIN Segments	Original HIN	Alternative HIN	Palm Desert Overall
Population	38,912	37,462	51,951
Percent of workers who walk, ride a bicycle, or take public transit to work	5.5%	6.2%	2.7%
Percent of population in poverty (%)	13.9%	14.2%	12.9%

Table 2 shows that most of Palm Desert's residents live within a quarter mile of at least one HIN segment, and these residents are slightly more likely to live in poverty or (if they are part of the working population) to commute to work via walking, biking, or public transit.

Figure 6: Proportional Allocation Process Illustration



References

Harmon, T., G. Bahar, and F. Gross (2018). *Crash Costs for Highway Safety Analysis*. Federal Highway Administration (FHWA). Available at https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf.

Fitzpatrick, K. A. (2018). *Guidebook on Identification of High Pedestrian Crash Locations. FHWA-HRT-17-106. Supplemental Material.* McLean, VA: Federal Highway Administration Office of Safety Research and Development.

Wasserman, D. (2023, March 30). Study-Line-Editor. Portland, OR, USA. Retrieved from https://github.com/d-wasserman/study-line-editor/tree/dev

Appendix

Table 3: Segments on the Original HIN, by crash severity index

Segment Street Name	From	To	Crash Severity Index
Monterey Avenue	Dinah Shore Drive	Highway 10	280.60
Highway 74	El Paseo	Highway 111	214.13
Fred Waring Drive	Painters Path	Highway 111	191.96
Highway 111	San Luis Rey Avenue	Portola Ave	191.09
Country Club Drive	Harris Lane	Washington Street	190.80
Highway 111	Larkspur Lane	San Luis Rey Avenue	187.49

Segment Street Name	From	To	Crash Severity Index
Monterey Avenue	405ft North Of San Gorgonio Way	Highway 111	178.02
San Pablo Avenue	College Of The Desert Driveway	Fred Waring Drive	165.85
Portola Avenue	182ft North Of El Paseo	Shadow Mountain Drive	165.22
Town Center Way	239ft North Of Hahn Road	Highway 111	164.25
San Pablo Avenue	San Gorgonio Way	San Gorgonio Way	160.00
Highway 111	Shadow Hills Road	Palm Desert Drive	151.43
Monterey Avenue	414ft North Of Fred Waring Drive	606ft South Of Fred Waring Drive	144.90
Highway 111	De Anza Way	Shadow Hills Road	140.61
San Pablo Avenue	228 Ft North Of Fred Waring	83 Ft North Fo Catalina Way	131.47
Highway 111	Palm Desert Drive South	Sage Lane	118.98
Country Club Drive	97 Ft West Of Harris Lane	183 Ft West Of Eastwood Lane	116.60
Highway 111	455ft Southeast Of Fredwaring Dr	973ft Northwest Of El Paseo	115.38
Highway 111	Sage Lane	San Pablo Avenue	111.77
Washington Street	Fred Waring Drive	360 Ft North Of Calle Las Brisas South	109.96
Fred Waring Drive	43 Ft East Of San Luis Drive	337 Ft East Of Monterey Avenue	108.03
Highway 111	Cabrillo Avenue	De Anza Way	104.56
Monterey Avenue	Park View Drive	414ft North Of Fred Waring Drive	100.05
Portola Avenue	653ft North Of Gerald Ford Drive	388ft South Of Geral D Ford Drive	98.05
Highway 111	662 Ft South Of Painters Path	1,993 Ft North Of El Paseo	97.35
Fred Waring Drive	90 Ft West Of San Anselmo Avenue	338 East Of Monterey Avenue	97.23
Highway 74	El Paseo	Pitahaya Street	94.26
Monterey Avenue	606ft South Of Fred Waring Drive	405ft North Of San Gorgonio Way	93.15

Segment Street Name	From	To	Crash Severity Index
Washington Street	Country Club Drive	Emerald Crest Drive	92.37
Highway 111	493 Ft East Of Plaza Way	Palm Desert Drive	86.53
Fred Waring Drive	422ft West Of Town Center Way	270ft West Of Fairhaven Drive	86.42
Hovley Lane E	370ft West Of Idaho St	Washington Street	84.79
Portola Avenue	182ft North Of El Paseo	Shadow Mountain Drive	84.45
Portola Avenue	224ft North Of Rancho Road	Santa Rosa Way	84.45
Highway 111	El Paseo	982 Ft North Of El Paseo	82.93
Highway 111	973ft Northwest Of El Paseo	El Paseo	82.93
Fred Waring Drive	270ft West Of Fairhaven Drive	San Luis Drive	82.82
Highway 111	314 Ft North Of Park View Drive	522 Ft North Of Fred Waring Dr	82.21
Highway 74	Willow Street	Frank Feltrop Drive	82.12
San Pablo Avenue	San Gorgonio Way	El Paseo	80.70
Highway 111	El Paseo	483 Ft West Of Plaza Way	79.32
Highway 111	San Pablo Avenue	Larkspur Lane	79.32
Highway 111	487 Ft West Of Plaza Way	500 Ft East Of Plaza Way	79.32
Town Center Way	Fred Waring Drive	239ft North Of Hahn Road	78.02
Washington Street	68 Ft North Of Tuscon Circle	359 Ft North Of Calle Las Brisas South	76.97

C.

Complete Outreach and Engagement Report

Complete Palm Desert Safe Routes to School Outreach and Engagement Report

This report provides an overview of the outreach and engagement activities conducted as part of the development of the Palm Desert Safe Routes to School (SRTS) Plan. Engaging with key stakeholders, including families, school staff, and the broader community, was essential in shaping recommendations that reflect local needs and concerns.

Outreach and Engagement Overview

Outreach for the SRTS Plan was conducted in two phases. Phase I occurred in spring 2023 and focused on listening to community needs and concerns, including the collection of existing conditions data. Phase II occurred in fall 2024 and focused on gathering community feedback on draft recommendations.

Outreach activities included workshops, walk audits, pop-ups, and virtual webinars. The Project Team established an Advisory Committee that met throughout the duration of the project, and distributed surveys to collect information from the school community. A project website (https://www.engagepalmdesert.com/vision-zero) was also created to disseminate project information, promote events, and gather feedback from those unable to participate in in-person outreach activities. This holistic outreach approach ensured robust community input and feedback throughout the development of the SRTS Plan.

Activities were advertised through project and event flyers, social media posts, and the project website. Upcoming SRTS events, such as the school walk audits, were also highlighted at community presentations. Promotional materials, such as flyers, were created in English and Spanish.

Palm Desert Advisory Committee

The City established a Palm Desert Advisory Committee to be a guiding body for the SRTS Plan development process. Participants included representatives from:

- City of Palm Desert
- City of Indian Wells
- City of La Quinta
- Coachella Valley Association of Governments
- Desert Recreation District
- Riverside County Sheriff's Office
- The Joslyn Center

The Advisory Committee met three times over the course of the project. At the first meeting, the Project Team introduced the SRTS Plan, shared existing conditions findings, and discussed upcoming outreach and engagement opportunities. To support the proposed outreach and engagement strategy, committee members offered to assist distribute project materials through their organizations.

The second meeting included an overview of completed public outreach to-date, and a discussion of bicycle and pedestrian facilities under consideration for the forthcoming SRTS recommendations. The Committee shared that La

Quinta is already implementing active transportation improvements, including near one of the project schools (Paige Middle School). The City of Palm Desert also shared that many existing crosswalks were already being upgraded to high-visibility crosswalks, and to note this in the SRTS Plan.

The last meeting provided a project status update, an overview of the SRTS recommendations, and a discussion of SRTS project prioritization. The Committee requested the Project Team consider the Coachella Valley Association of Governments' Active Transportation Design Guidelines (2021), the CV Link Master Plan (2016), and AB43 (a new law allowing local governments to lower speed limits on major streets) in the SRTS Plan. The Committee also asked to include street width as a factor for the SRTS Prioritization Methodology.

Phase I – Existing Conditions

Lincoln Elementary School / Palm Desert Charter Middle Walk Audit and Workshop

April 9, 2024
Palm Desert Charter Middle School
Attendees: 15

The Project Team organized, promoted, and presented at a joint Lincoln Elementary School and Palm Desert Charter Middle School walk audit and workshop on April 9, 2024. This marked the beginning of the SRTS walk audit process for the City of Palm Desert.

During the walk audit, school principals, security personnel, and other school staff provided input on the safety and comfort of the roads near each school. The walk audit was paired with afternoon student pick-up observations for both schools where the Project Team observed traffic circulation and driver behavior. Photo documentation of existing conditions on streets around both schools was also collected.

A workshop for both schools followed the walk audit on the evening of April 9th. In attendance were the Project Team, the Mayor of Palm Desert, Lincoln Elementary and Palm Desert Charter Middle principals, the Desert Sands Unified School District, Lincoln Elementary and Palm Desert Charter Middle parents and caregivers, and school staff. The purpose of this workshop was to provide general information about the Palm Desert SRTS Plan and answer questions regarding the Plan's development, components, goals, and timeline. Spanish interpretation was provided by a third-party service called Interpreters Unlimited, though no attendees ultimately required interpretation.

Following a brief presentation, participants were encouraged to provide feedback on the safety of roads around their schools via a question and answer session and by marking up poster-sized aerial maps that displayed both schools. Feedback included concerns about sidewalk and bicycle network gaps, high speeds on streets around schools, and ADA barriers such as trash cans blocking sidewalk access. Overall, attendees were very receptive to and supportive of the SRTS Plan and were thankful to the City for taking a proactive effort towards making it safer and more convenient to walk and bike in Palm Desert.

Safe Routes to School Virtual Webinar

April 15, 2024
Zoom Meeting
Attendees: 10

The Project Team hosted a virtual webinar on April 15, 2024, to present on the SRTS Plan to Palm Desert families. The meeting was held via Zoom, an online platform that hosts virtual meetings. The purpose of this virtual webinar was to provide general information regarding the SRTS Plan and raise awareness of the Plan's upcoming school walk audits. Participants expressed interest in the Plan and appreciated the City's focus on improving safety for Palm Desert students.

Safe Routes to School Walk Audits

Ford Elementary School – April 17, 2024, 9:05 am – 10:05 am
Carter Elementary School – April 17, 2024, 3:00 pm – 4:00 pm
Palm Desert High School – April 18, 2024, 8:35 am – 9:35 am
Washington Charter School – April 30, 2024, 8:20 am – 9:20 am
Paige Middle School – May 1, 2024, 8:35 am – 9:35 am
Reagan Elementary School – May 2, 2024, 8:05 am – 9:05 am
Attendees: Approximately 1-6 per walk audit

The Project Team hosted one walk audit at each of the schools included in the Palm Desert SRTS Plan. The purpose of the walk audits was to collect feedback regarding roadway safety around schools from school staff, parents, and caregivers, document existing conditions, and observe morning drop-off or afternoon pick-up traffic circulation and driver behavior.

The walk audit began with introductions and an overview of the purpose of each walk audit. A large aerial map of the school and surrounding area was also provided to gather participants' initial thoughts regarding roadway safety. The walk audit continued with a 30-45-minute walk around the school and along local streets, with particular attention given to streets identified as problematic by walk audit participants.

At least one participant from each school attended each walk audit, typically a school principal or other administrator, a school resource officer or security officer, and/or a Crossing Guard. Three parents were also in attendance for the Washington Charter School walk audit and a Desert Sands Unified School District representative was present at the Palm Desert High School audit. A City of La Quinta engineer attended the Paige Middle School audit as it is located within the City of La Quinta. Common concerns across all schools included high speeds along nearby streets, traffic congestion spilling into public streets during morning drop-off and afternoon pick-up, drivers disobeying Crossing Guards, and generally feeling unsafe bicycling using existing bike facilities in Palm Desert.

Following each audit, participants were encouraged to keep up to date with the project via a flyer that contained information about the SRTS Plan and the larger Palm Desert Vision Zero Strategy, as well as a link to the project website (https://www.engagepalmdesert.com/vision-zero). Some participants offered additional feedback to the

Project Team following the walk audit, which was then compiled into the SRTS Plan's Walk Audit Report along with the information gathered the day of each audit.

Safe Routes to School Student Tallies

May – June 2024
Participation: 84 classrooms

The Project Team used an electronic version of the standard Student Travel Tally form developed by the National Center for SRTS to collect student travel modes at all project schools. Tally forms were sent to each school following the completion of all school walk audits, in spring 2024, with teachers administering the tallies via an online link. Teachers asked their students which transportation mode they took to get to school and which mode they will take to get home. The tally also recorded grade level, class size, and weather conditions on the day of the tally.

Eighty-four (84) classrooms participated in the student tally. However, only Lincoln Elementary, Ford Elementary, and Regan Elementary School submitted data.

Figure 1 and **Figure 2** illustrate responses to the tally questions "How did you arrive at school today?" and "How do you plan to leave for home after school?", respectively. Please note that while the Project Team received tally data from about 80 classrooms, only three elementary schools participated.

Figure 1. Survey Responses to "How did you arrive at school today?"

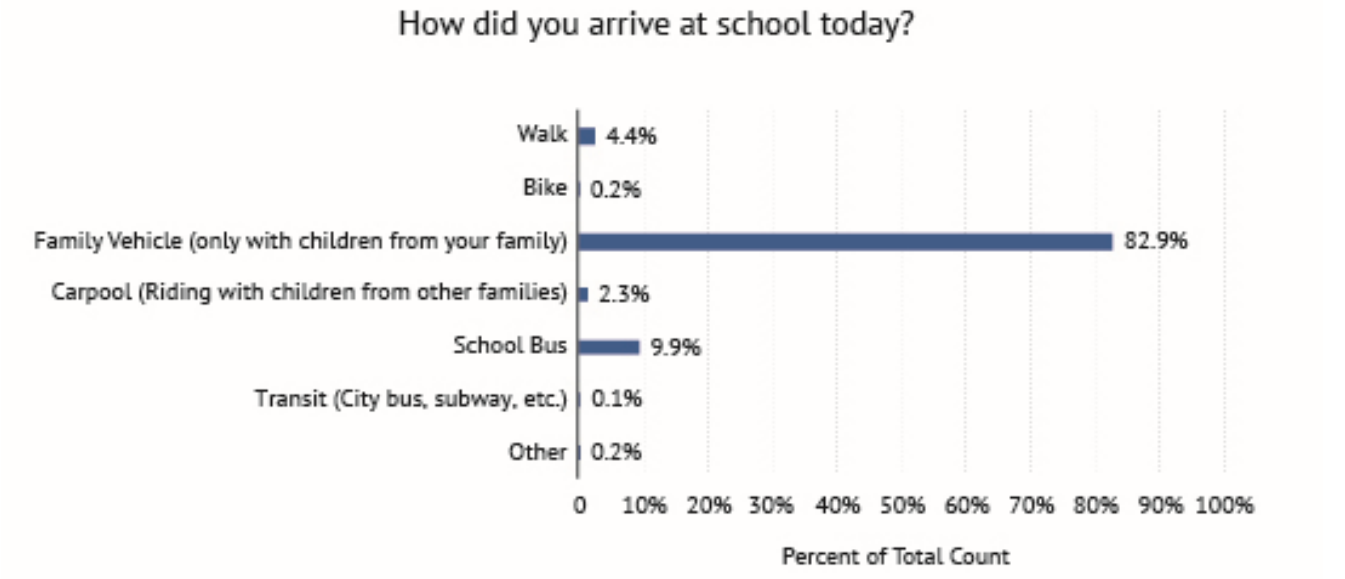
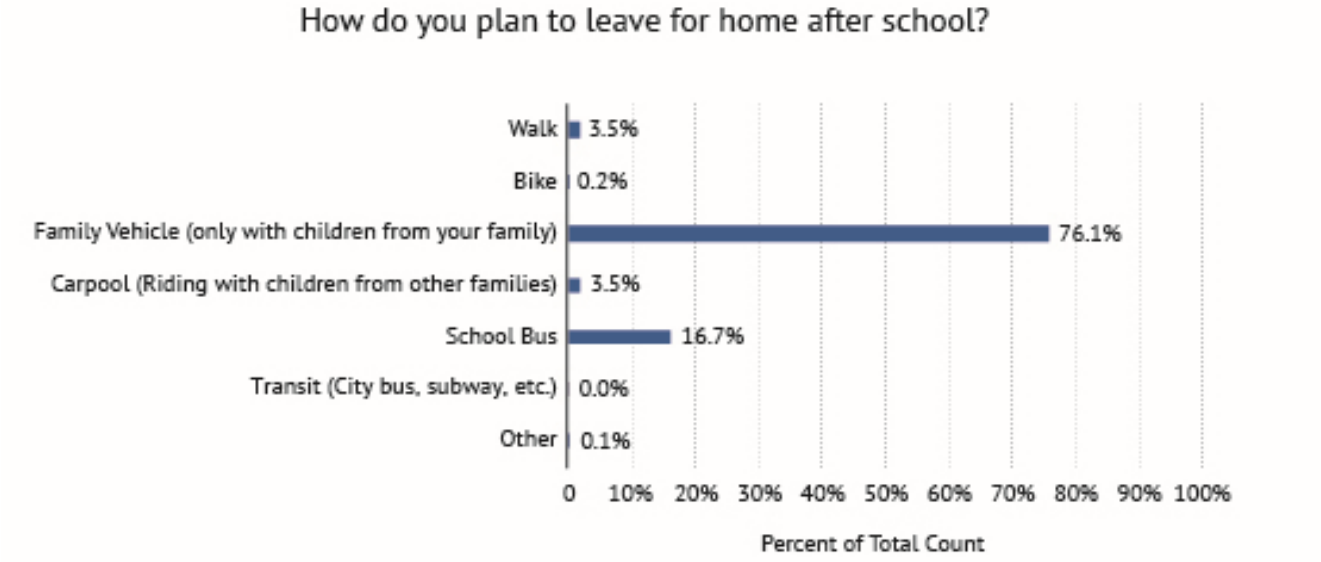


Figure 2. Survey Responses to "How do you plan to leave for home after school?"



In general, family vehicles are the most common mode of transportation among students. This may be cause for high traffic volumes around each school.

The survey also asked teachers to record the date and weather conditions the tally was taken. 95.2% of classrooms recorded “sunny” when the tally was taken, a factor that may impact the desire to walk or bike to school, particularly on warm days. The distribution of grade levels was relatively even across elementary grade levels (kindergarten through fifth grade); however, representation of data from only younger students may be a factor for low walking and biking rates.

Safe Routes to School Parent/Caregiver Surveys

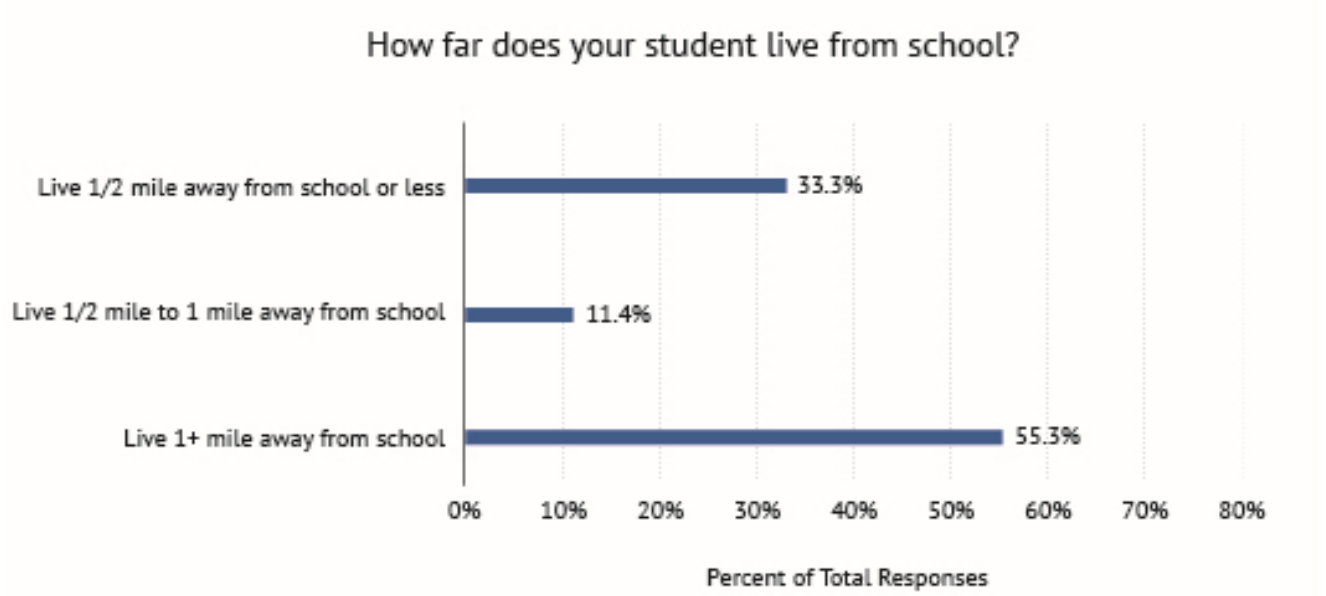
May – June 2024
Participation: 173 surveys

Parents’/caregivers’ knowledge and attitudes about their student’s travel habits, including walking and biking to school, were analyzed from the parent surveys collected during the project. The survey was an online questionnaire (derived from the National Center for SRTS survey and available in English and Spanish) sent to all parents included in the list of project schools.

The survey asked parents and caregivers how their student currently travels to and from school, the distance their family lives from school, challenges associated with walking and biking, and their overall attitudes toward active modes of transportation. The survey also asked what grades their children are enrolled in, whether their children have asked to walk or bike in the past year, and whether they believe their children’s schools encourage or discourage walking to and from school.

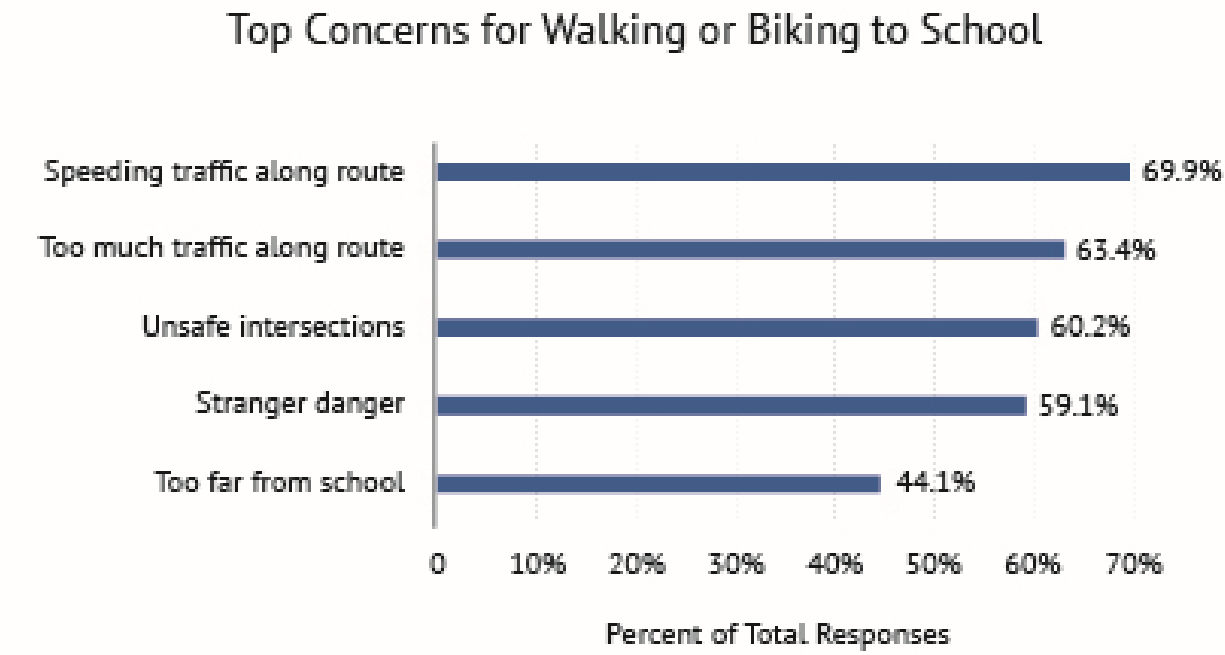
One hundred seventy-three (173) surveys were submitted, representing all eight schools included in the Palm Desert SRTS Plan.

Figure 3. Survey responses to "How far does your student live from school?"



As **Figure 3** shows, 33.3% of respondents live ½ mile or less away from school, which is considered a comfortable walking distance. 44.1% of parents also shared that living too far away from school is one of the main reasons they do not allow their student to walk and bike to/from school. Additionally, the data showed the majority of students arrived and departed school via a family vehicle (85.1% and 83.3% of total responses, respectively), and 10.5% of students walked to school and 8.8% walked home from school. This compares to approximately 10.4% of students who walk to and from school nationally (Source: National Household Travel Survey).

Figure 4. Parents'/Caregivers' Top Concerns for Walking or Biking to School



Parents and caregivers also shared a number of concerns influencing their decision to not allow their student to walk or bike to/from school. **Figure 4** shows the top five concerns shared by parents and caregivers. The biggest concerns were speeding and too much traffic along routes to school followed closely by unsafe intersections. This demonstrates a need for traffic calming efforts and better intersection controls like crosswalks and Crossing Guards.

Parents and caregivers also stated "stranger danger" as a main concern. SRTS activities like walking school buses could help address this concern by providing safety in numbers for walking groups of students, parents/caregivers, and school staff.

37.7% of parents and caregivers also stated they would not feel comfortable allowing their students to walk or bike to school without an adult at any grade, and only 34.2% of respondents stated their child has asked for permission to walk or bike to school in the past year. Most respondents (46.5%) also stated it takes their student 5-10 minutes to get to or from school, and 85.9% of parents and caregivers believe their school neither encourages nor discourages walking and biking to and from school.

Phase II – Review of Recommendations

City of Palm Desert Open Houses

October 15, 2024 & October 17, 2024
Attendees: 23

To complement the Project Team's engagement effort, staff from the City of Palm Desert conducted independent, targeted outreach to gather additional community input on bicycle and pedestrian infrastructure improvements. To ensure meaningful engagement, the City mailed 6,329 letters directly to Palm Desert residents, inviting them to attend one of two open house meetings held on October 15 and October 17, 2024.

These meetings provided an opportunity for residents to share their perspectives on critical safety and accessibility issues. A total of 23 attendees participated, offering valuable feedback such as:

- The need to address high vehicular speeds
- Requests for additional sidewalks and safety measures in South Palm Desert (e.g., Grapevine Street)
- Concerns about unsafe pedestrian access across Washington Street
- Calls for more bicycle- and pedestrian-friendly roads throughout Palm Desert
- Suggestions to slow vehicles in residential areas of South Palm Desert
- A need for safer bicycling conditions on Highway 111
- Improved maintenance of sidewalks and bike lanes to keep them clear of debris
- Expansion of bike lanes where feasible
- A request for crosswalks on Shadow Mountain at Lupine Lane
- Extend the sidewalk on Portola Avenue through the intersection near the Vintage entrance

Safe Routes to School Virtual Recommendations Workshop

December 17, 2024
Zoom Meeting
Attendees: 4

The Project Team hosted a virtual workshop on December 17, 2024, to present draft SRTS recommendations to the school community. To advertise the workshop, the City of Palm Desert utilized Peach Jar, an online school flyer distribution service, to email more than 7,000 flyers to parents and caregivers. An additional 3,600 postcards with information about the workshop were mailed to residences located near the project schools.

The presentation included a brief overview of the purpose of the SRTS Plan, a summary of findings from completed community engagement, and an explanation of how the draft recommendations were developed. The presentation concluded with an overview of proposed recommendations at three schools (Lincoln Elementary School, Palm Desert

Charter Middle School, and Washington Charter School), and an explanation of how residents can provide their input on the draft recommendations via the project website.

The Community Input Opportunities section of the project website (https://www.engagepalmdesert.com/vision-zero) includes a recording of the Safe Routes to School Virtual Recommendations Workshop.

D.

Crossing Guard Promotional Social Media Posts in English and Spanish


Listen to your
Crossing Guard
These community helpers improve safety!
STOP


Escucha a tu
Guardia de cruce
¡Estos ayudantes comunitarios mejoran la seguridad!
STOP

E.

Please Pull Forward Signage in English and Spanish

PALM DESERT

SAFE ROUTES TO SCHOOL

Vision Zero Strategy

Please Pull Forward

Por favor, conduzca hacia adelante

F.

Safe Routes to School Banner in English and Spanish

Palm Desert Schools Walk & Roll

Las Escuelas de Palm Desert Caminan y Ruedan

PALM DESERT

SAFE ROUTES TO SCHOOL

G.

Suggested Routes to School Maps for Palm Desert Schools

This page intentionally left blank

ABRAHAM LINCOLN ELEMENTARY SCHOOL

Suggested Routes to School Map

LEGEND

- Suggested Walk to School Route
- Suggested Walk to School Route — Use Extreme Caution: Missing Sidewalk
- Intersection with Traffic Signal
- Intersection with Stop Sign
- Crosswalk

0 0.05 0.1 MILE N

PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

This map is intended for informational purposes only. The City of Palm Desert and the Desert Sands Unified School DIstrict do not guarantee the safety of these routes or persons utilizing them, and assumes no responsibility or liability therefore.


BODIE ROAD
MERCURY CIRCLE
ZIRCON CIRCLE
VERDIN LANE
KING FISHER CIRCLE
SUTTERS MILL ROAD
QUICKSILVER DRIVE
MERLE DRIVE
NEVADA CIRCLE
AZURITE CIRCLE
REBECCA ROAD
LESLIE AVENUE
0.25 miles from school
GARY AVENUE
WALKING TIME FROM HERE
~10 minutes
PORTOLA AVENUE
Abraham Lincoln Elementary
Magnesia Falls Park
0.5 miles from school
SILK TREE LANE
COLUMBINE DRIVE
SANTOLINA DRIVE
LAVENDER WAY
BUTTONWOOD DRIVE
Palm Desert Charter Middle School
RUTLEDGE WAY
MYRSINE AVENUE
Use caution when crossing; traffic on Rutledge Way does not have stop signs.
DESERT STAR BOULEVARD
MOSS ROSE DRIVE
PRIMROSE DRIVE
DEEP CANYON ROAD
PASEO MONTECILLO
ERIN STREET
Use caution when walking on Primrose Drive; there is a sidewalk gap and most intersections lack crosswalks.
MARIGOLD DRIVE
FLORINE AVENUE
VIA PALMIRA
ASTER DRIVE
Use caution when walking on Deep Canyon Road; most intersections lack crosswalks and north-south traffic does not have stop signs.
FRED WARING DRIVE
1 mile from school
GOLETA AVENUE
WALKING TIME FROM HERE
~20 minutes
1 mile from school

COLONEL MITCHELL PAIGE MIDDLE SCHOOL

Suggested Routes to School Map

LEGEND

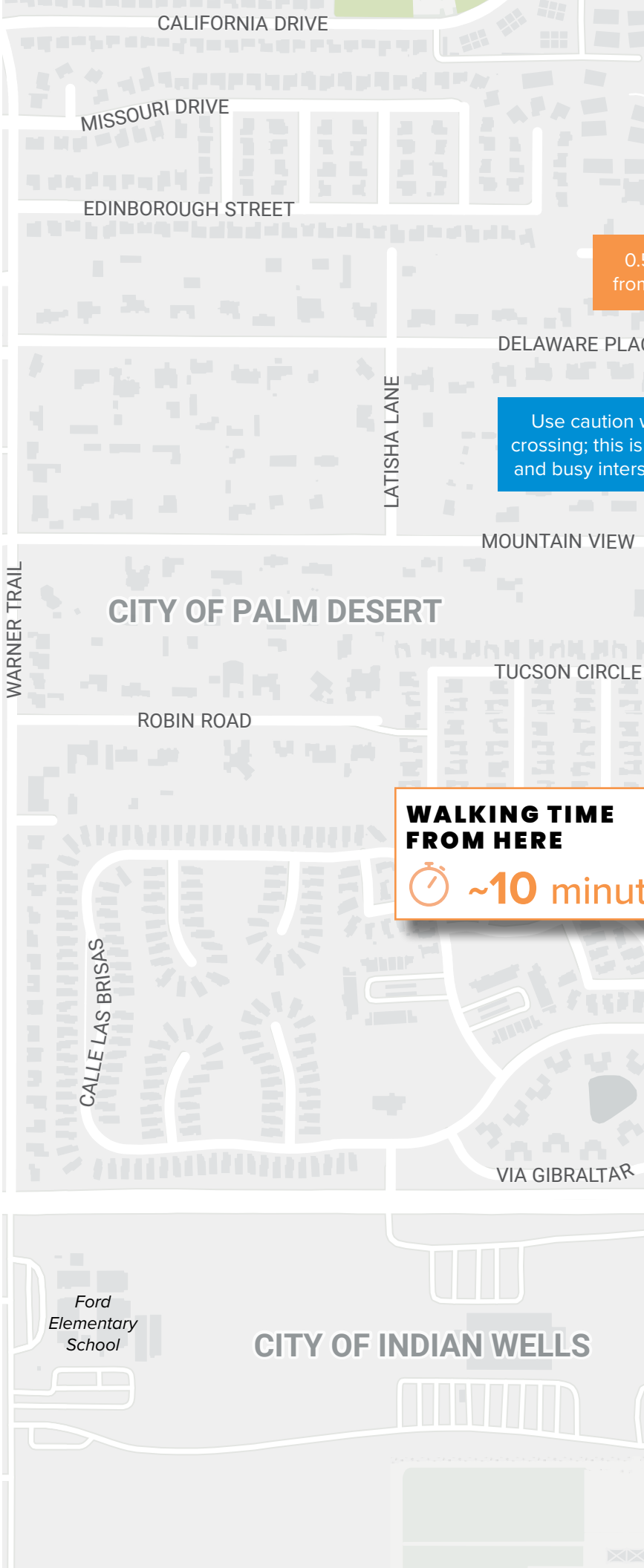
- Suggested Walk to School Route
- Intersection with Traffic Signal
- Intersection with Stop Sign
- Crosswalk

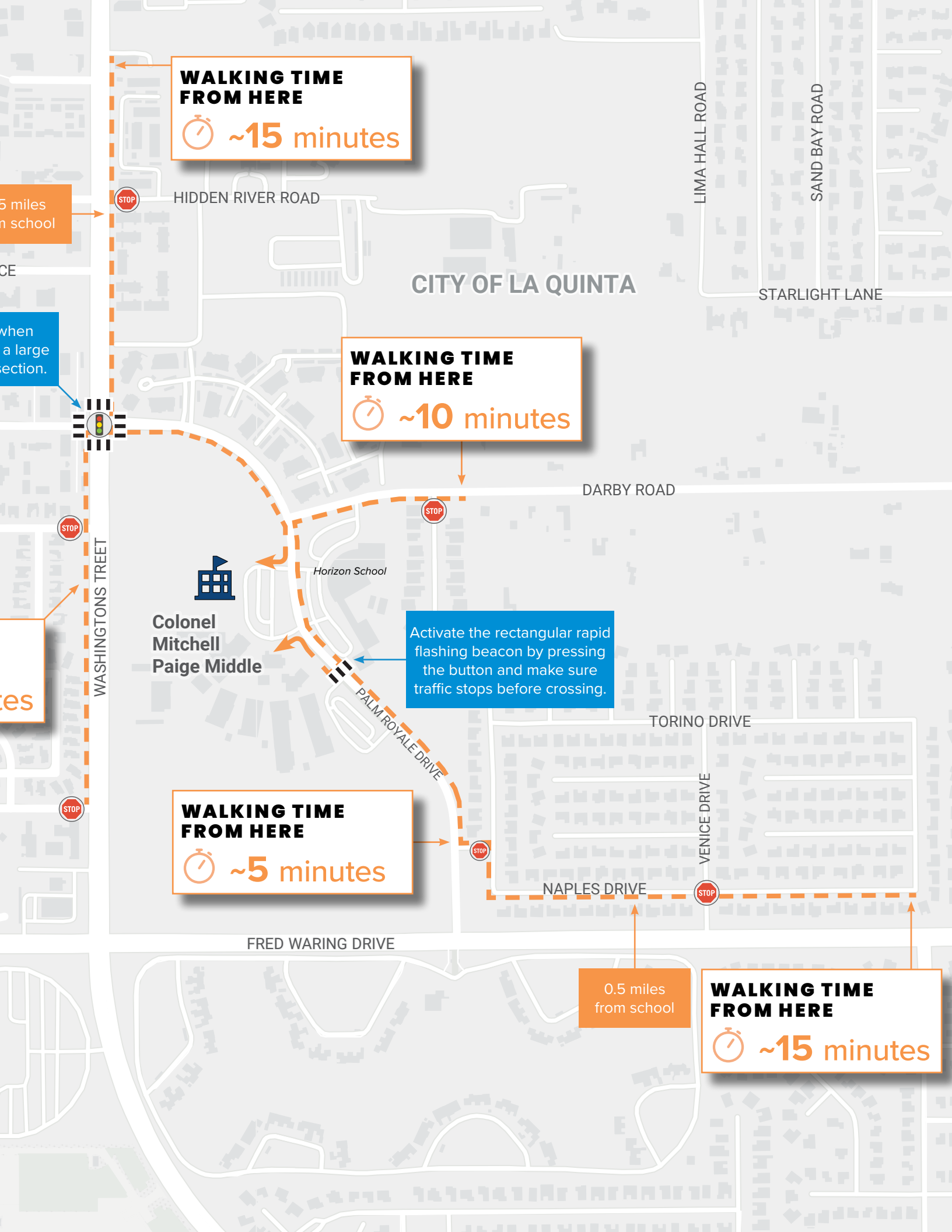
0 0.05 0.1 MILE

PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

This map is intended for informational purposes only. The City of Palm Desert and the Desert Sands Unified School DIstrict do not guarantee the safety of these routes or persons utilizing them, and assumes no responsibility or liability therefore.




WALKING TIME FROM HERE
~15 minutes
HIDDEN RIVER ROAD
LIMA HALL ROAD
SAND BAY ROAD
CITY OF LA QUINTA
STARLIGHT LANE
WALKING TIME FROM HERE
~10 minutes
DARBY ROAD
WASHINGTONS TREET
Horizon School
Colonel Mitchell Paige Middle
Activate the rectangular rapid flashing beacon by pressing the button and make sure traffic stops before crossing.
PALM ROYALE DRIVE
TORINO DRIVE
VENICE DRIVE
WALKING TIME FROM HERE
~5 minutes
NAPLES DRIVE
FRED WARING DRIVE
0.5 miles from school
WALKING TIME FROM HERE
~15 minutes

GEORGE WASHINGTON CHARTER SCHOOL

Suggested Routes to School Map

LEGEND

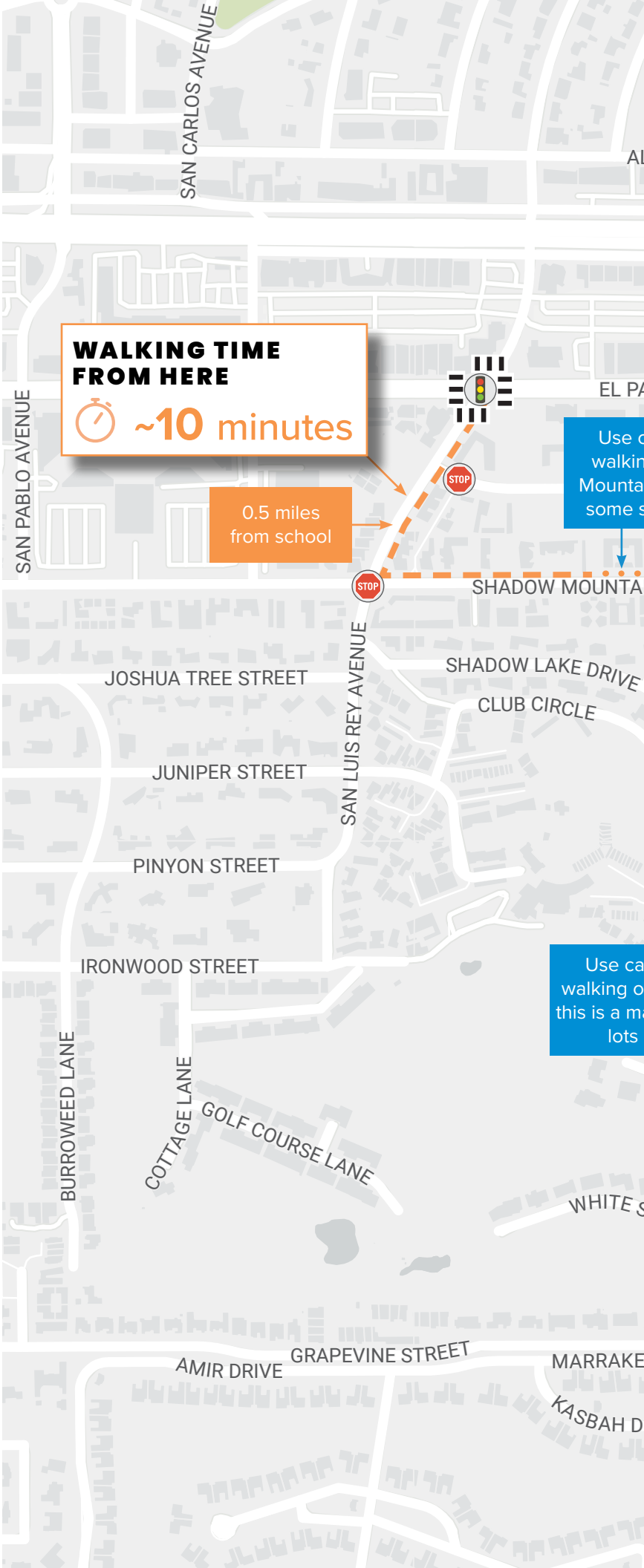
- Suggested Walk to School Route
- Suggested Walk to School Route — Use Extreme Caution: Missing Sidewalk
- Intersection with Traffic Signal
- Intersection with Stop Sign
- Crosswalk

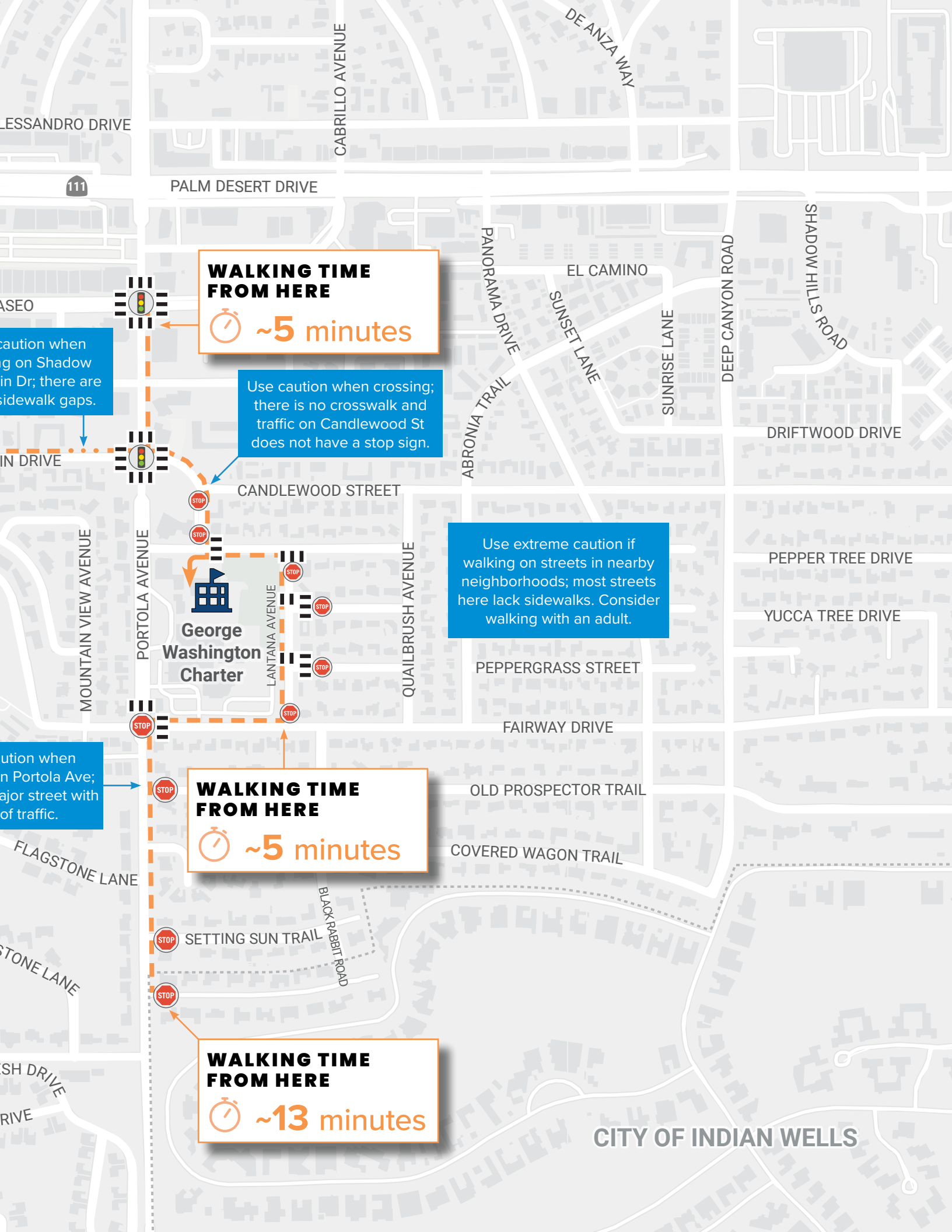
0 0.05 0.1 MILE N

PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

This map is intended for informational purposes only. The City of Palm Desert and the Desert Sands Unified School DIstrict do not guarantee the safety of these routes or persons utilizing them, and assumes no responsibility or liability therefore.




CABRILLO AVENUE
DE ANZA WAY
LESSANDRO DRIVE
111
PALM DESERT DRIVE
WALKING TIME FROM HERE
~5 minutes
ASEO
caution when
g on Shadow
in Dr; there are
sidewalk gaps.
IN DRIVE
Use caution when crossing; there is no crosswalk and traffic on Candlewood St does not have a stop sign.
CANDLEWOOD STREET
PANORAMA DRIVE
EL CAMINO
SUNSET LANE
SUNRISE LANE
DEEP CANYON ROAD
SHADOW HILLS ROAD
ABRONIA TRAIL
DRIFTWOOD DRIVE
MOUNTAIN VIEW AVENUE
PORTOLA AVENUE
LANTANA AVENUE
QUAILBRUSH AVENUE
George Washington Charter
Use extreme caution if walking on streets in nearby neighborhoods; most streets here lack sidewalks. Consider walking with an adult.
PEPPER TREE DRIVE
YUCCA TREE DRIVE
PEPPERGRASS STREET
FAIRWAY DRIVE
ution when
n Portola Ave;
ajor street with
of traffic.
WALKING TIME FROM HERE
~5 minutes
OLD PROSPECTOR TRAIL
COVERED WAGON TRAIL
FLAGSTONE LANE
BLACK RABBIT ROAD
SETTING SUN TRAIL
STONE LANE
WALKING TIME FROM HERE
~13 minutes
ESH DRIVE
RIVE
CITY OF INDIAN WELLS

GERALD R. FORD ELEMENTARY SCHOOL

Suggested Routes to School Map

LEGEND

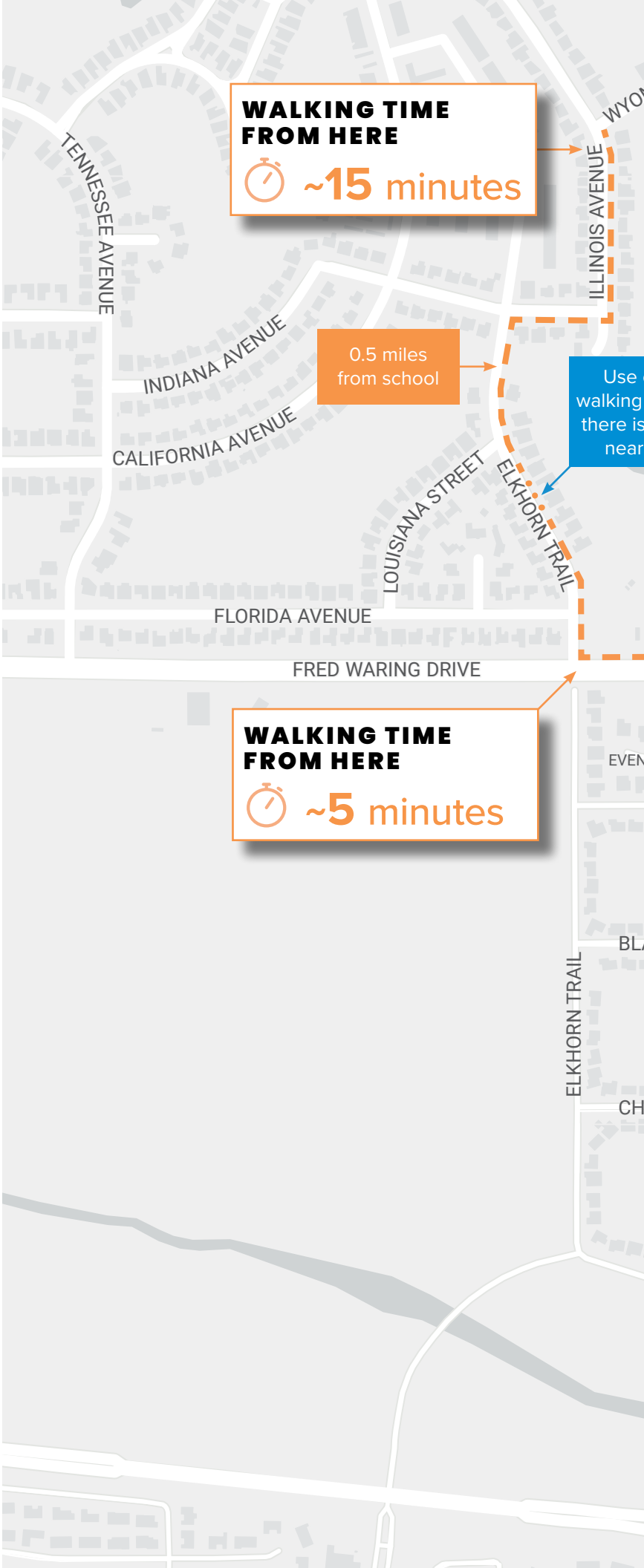
- Suggested Walk to School Route
- Suggested Walk to School Route — Use Extreme Caution: Missing Sidewalk
- Intersection with Traffic Signal
- Intersection with Stop Sign
- Crosswalk

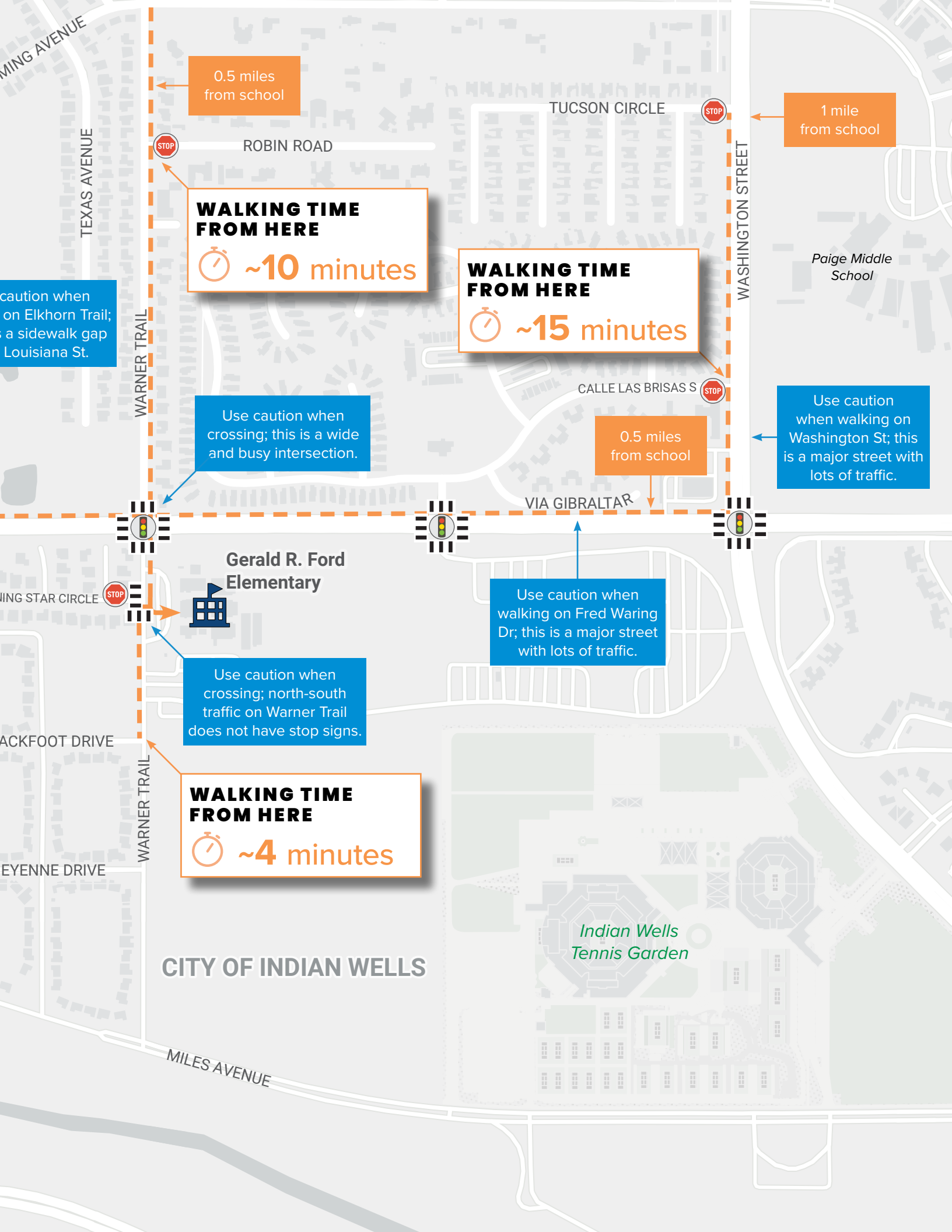
0 0.05 0.1 MILE N

PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

This map is intended for informational purposes only. The City of Palm Desert and the Desert Sands Unified School DIstrict do not guarantee the safety of these routes or persons utilizing them, and assumes no responsibility or liability therefore.




0.5 miles from school
TUCSON CIRCLE
1 mile from school
ROBIN ROAD
TEXAS AVENUE
WASHINGTON STREET
WALKING TIME FROM HERE
~10 minutes
WALKING TIME FROM HERE
~15 minutes
Paige Middle School
caution when on Elkhorn Trail; s a sidewalk gap Louisiana St.
WARNER TRAIL
CALLE LAS BRISAS S
Use caution when crossing; this is a wide and busy intersection.
0.5 miles from school
Use caution when walking on Washington St; this is a major street with lots of traffic.
VIA GIBRALTAR
Gerald R. Ford Elementary
NING STAR CIRCLE
Use caution when walking on Fred Waring Dr; this is a major street with lots of traffic.
Use caution when crossing; north-south traffic on Warner Trail does not have stop signs.
ACKFOOT DRIVE
WARNER TRAIL
WALKING TIME FROM HERE
~4 minutes
EYENNE DRIVE
Indian Wells Tennis Garden
CITY OF INDIAN WELLS
MILES AVENUE

JAMES EARL CARTER ELEMENTARY SCHOOL

Suggested Routes to School Map

LEGEND

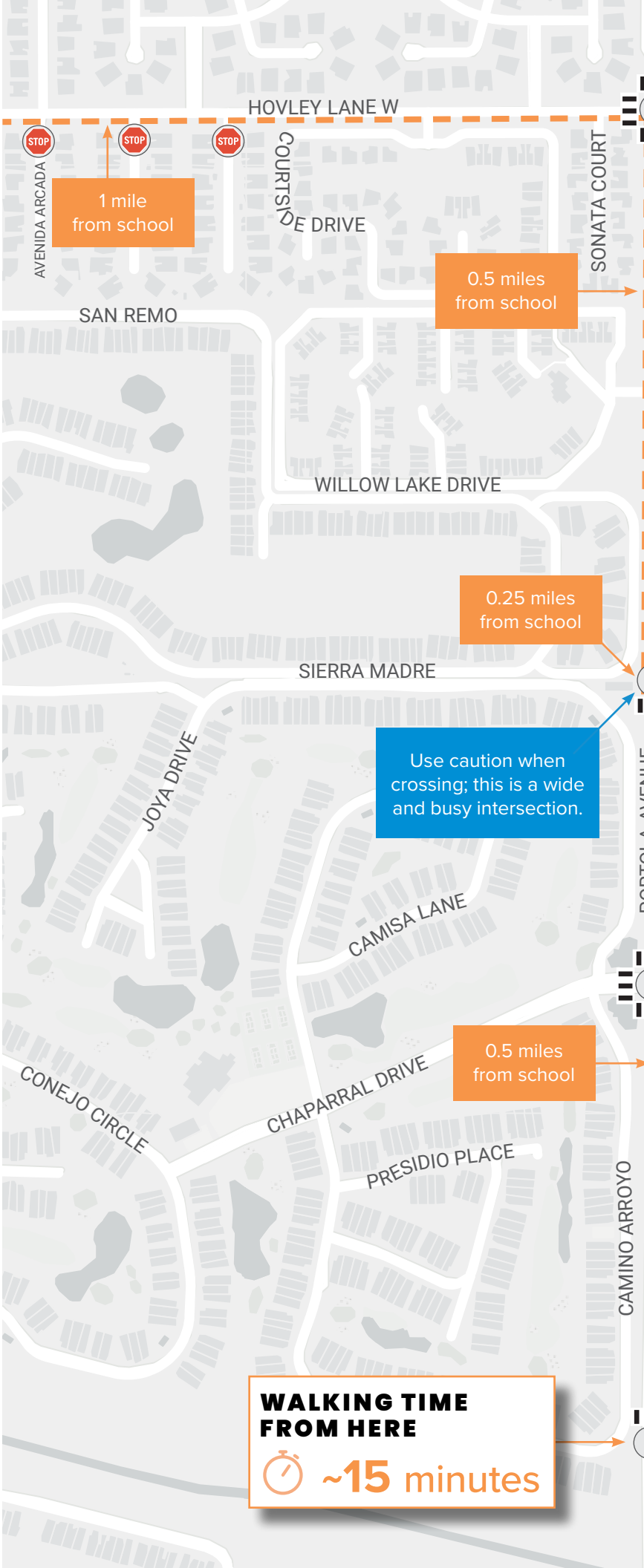
- Suggested Walk to School Route
- Intersection with Traffic Signal
- Intersection with Stop Sign
- Crosswalk

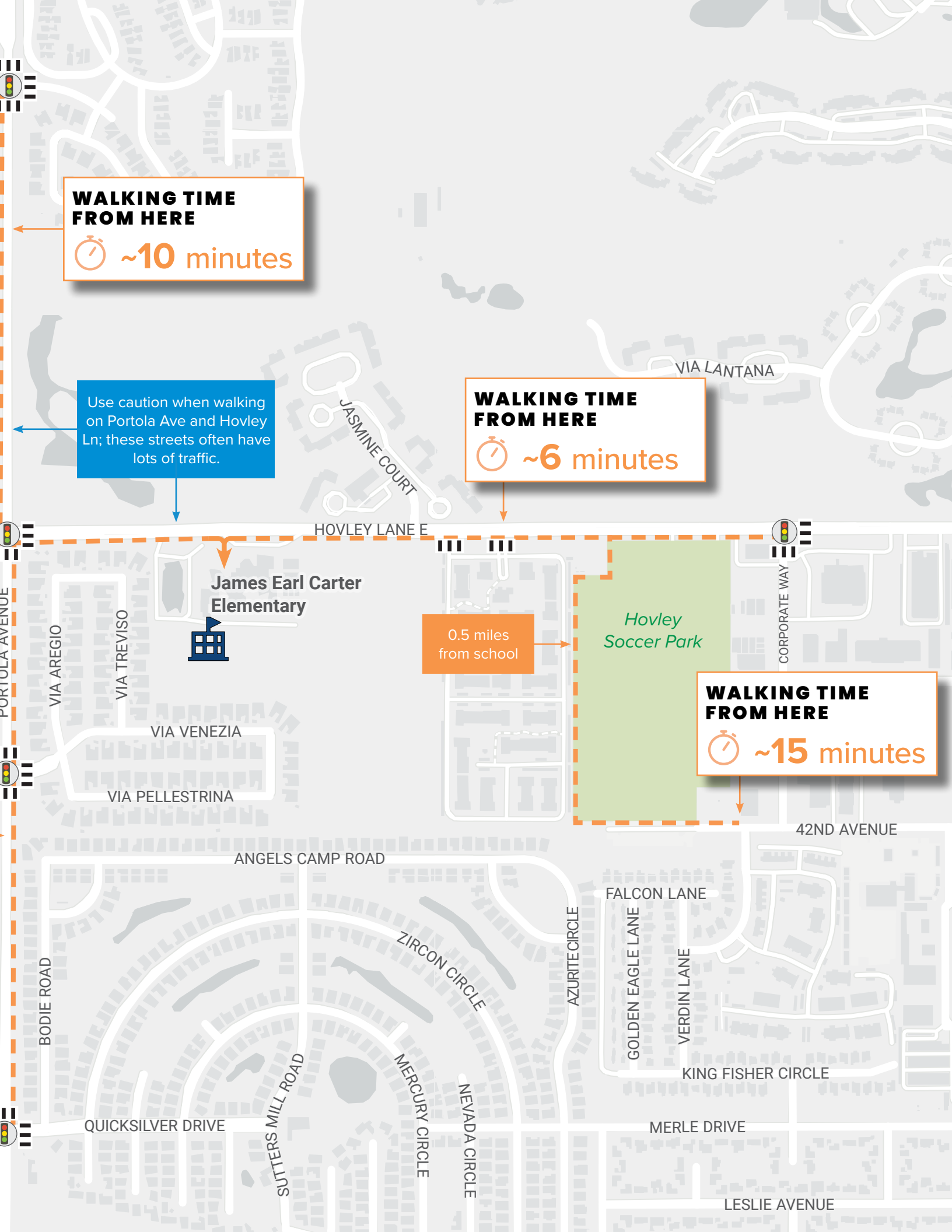
0 0.05 0.1 MILE N

PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

This map is intended for informational purposes only. The City of Palm Desert and the Desert Sands Unified School DIstrict do not guarantee the safety of these routes or persons utilizing them, and assumes no responsibility or liability therefore.




WALKING TIME FROM HERE
~10 minutes
Use caution when walking on Portola Ave and Hovley Ln; these streets often have lots of traffic.
JASMINE COURT
VIA LANTANA
WALKING TIME FROM HERE
~6 minutes
HOVLEY LANE E
James Earl Carter Elementary
0.5 miles from school
Hovley Soccer Park
CORPORATE WAY
WALKING TIME FROM HERE
~15 minutes
PORTOLA AVENUE
VIA AREGIO
VIA TREVISO
VIA VENEZIA
VIA PELLESTRINA
42ND AVENUE
ANGELS CAMP ROAD
FALCON LANE
ZIRCON CIRCLE
AZURITE CIRCLE
GOLDEN EAGLE LANE
VERDIN LANE
BODIE ROAD
KING FISHER CIRCLE
QUICKSILVER DRIVE
SUTTERS MILL ROAD
MERCURY CIRCLE
NEVADA CIRCLE
MERLE DRIVE
LESLIE AVENUE

PALM DESERT CHARTER MIDDLE SCHOOL

Suggested Routes to School Map

LEGEND

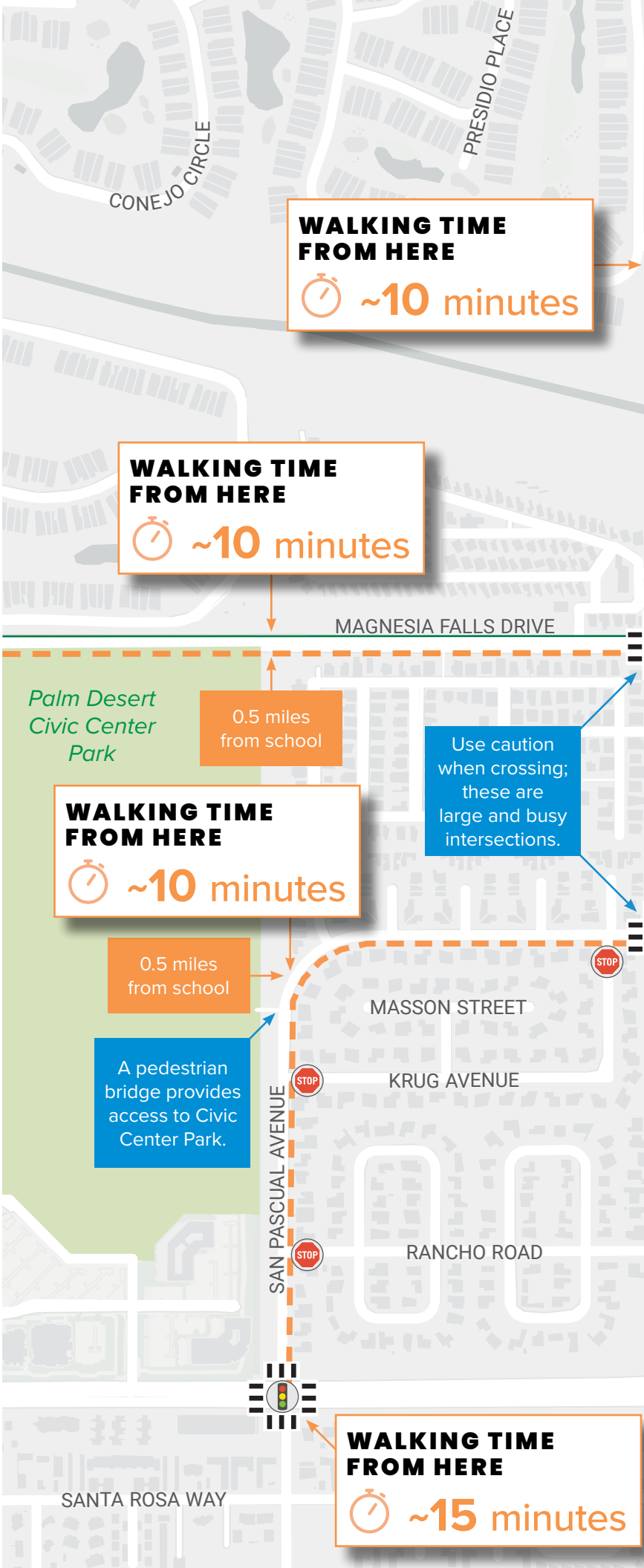
- Suggested Walk to School Route
- Suggested Walk to School Route — Use Extreme Caution: Missing Sidewalk
- Intersection with Traffic Signal
- Intersection with Stop Sign
- Crosswalk
- CV Link

0 0.05 0.1 MILE N

PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

This map is intended for informational purposes only. The City of Palm Desert and the Desert Sands Unified School DIstrict do not guarantee the safety of these routes or persons utilizing them, and assumes no responsibility or liability therefore.




BODIE ROAD
MERCURY CIRCLE
VERDIN LANE
KING FISHER CIRCLE
SUTTERS MILL ROAD
QUICKSILVER DRIVE
MERLE DRIVE
NEVADA CIRCLE
ZIRCON CIRCLE
AZURITE CIRCLE
REBECCA ROAD
LESLIE AVENUE
GARY AVENUE
0.5 miles from school
Students can enter campus through an entrance at Magnesia Falls Park.
Magnesia Falls Park
Palm Desert Charter Middle
Lincoln Elementary School
PORTOLA AVENUE
SILK TREE LANE
SANTOLINA DRIVE
WALKING TIME FROM HERE
~10 minutes
BUTTONWOOD DRIVE
AMARYLLIS WAY
PHYLLIS JACKSON LANE
RUTLEDGE WAY
MYRSINE AVENUE
Use caution when crossing; traffic on Rutledge Way does not have stop signs.
0.25 miles from school
DESERT STAR BOULEVARD
MOSS ROSE DRIVE
PRIMROSE DRIVE
DEEP CANYON ROAD
PASEO MONTECILLO
CALLE LANTANA
0.5 miles from school
ERIN STREET
Use caution when walking on Primrose Drive; there is a sidewalk gap and most intersections lack crosswalks.
FLORINE AVENUE
MARIGOLD DRIVE
ASTER DRIVE
VIA PALMIRA
Use caution when walking on Deep Canyon Road; most intersections lack crosswalks and north-south traffic does not have stop signs.
FRED WARING DRIVE
GOLETA AVENUE
WALKING TIME FROM HERE
~17 minutes

PALM DESERT HIGH SCHOOL

Suggested Routes to School Map

LEGEND

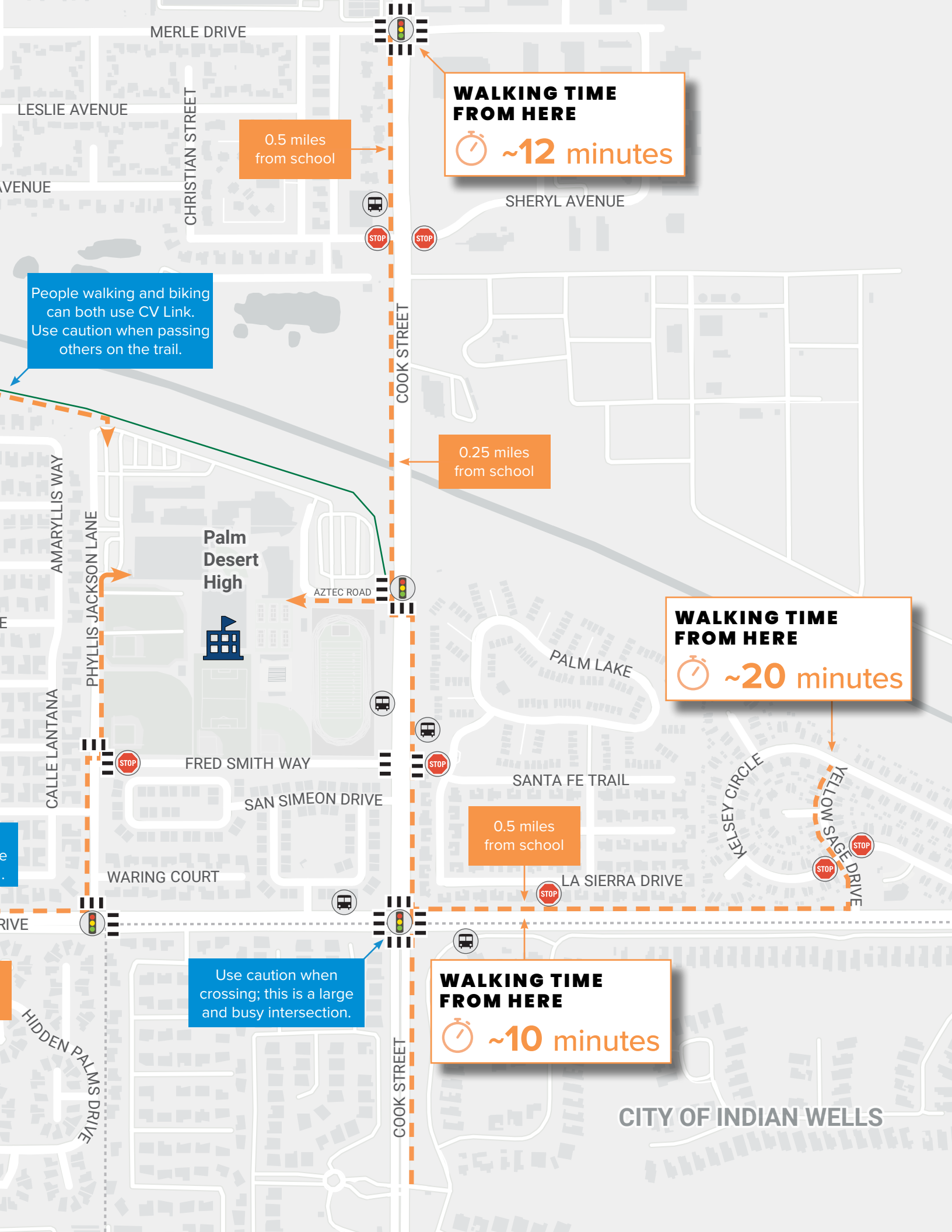
- Suggested Walk to School Route
- Intersection with Traffic Signal
- Intersection with Stop Sign
- Crosswalk
- Bus Stop
- CV Link

0 0.05 0.1 MILE

PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

This map is intended for informational purposes only. The City of Palm Desert and the Desert Sands Unified School DIstrict do not guarantee the safety of these routes or persons utilizing them, and assumes no responsibility or liability therefore.


MERLE DRIVE
LESLIE AVENUE
CHRISTIAN STREET
AVENUE
0.5 miles from school
WALKING TIME FROM HERE
~12 minutes
SHERYL AVENUE
STOP
STOP
People walking and biking can both use CV Link. Use caution when passing others on the trail.
COOK STREET
0.25 miles from school
AMARYLLIS WAY
PHYLLIS JACKSON LANE
Palm Desert High
AZTEC ROAD
WALKING TIME FROM HERE
~20 minutes
PALM LAKE
CALLE LANTANA
FRED SMITH WAY
SAN SIMEON DRIVE
SANTA FE TRAIL
KELSEY CIRCLE
YELLOW SAGE DRIVE
0.5 miles from school
WARING COURT
LA SIERRA DRIVE
Use caution when crossing; this is a large and busy intersection.
WALKING TIME FROM HERE
~10 minutes
HIDDEN PALMS DRIVE
COOK STREET
CITY OF INDIAN WELLS

RONALD REAGAN ELEMENTARY SCHOOL

Suggested Routes to School Map

LEGEND

- Suggested Walk to School Route
- Intersection with Traffic Signal
- Intersection with Stop Sign
- Crosswalk

0 0.05 0.1 MILE N

PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

This map is intended for informational purposes only. The City of Palm Desert and the Desert Sands Unified School DIstrict do not guarantee the safety of these routes or persons utilizing them, and assumes no responsibility or liability therefore.


INTERSTATE 10
WILDCAT DRIVE
LEOPARD STREET
VARNER ROAD
TRAVISO DRIVE
Freedom Park
AMATISTA WAY
MERANO WAY
LIBERTY DRIVE
ENFIELD LANE
STOP
Ronald Reagan Elementary
0.5 miles from school
WALKING TIME FROM HERE
~15 minutes
COUNTRY CLUB DRIVE
WALKING TIME FROM HERE
~8 minutes
BARONS CIRCLE
BARINGTON DRIVE
MALONE CIRCLE
Use caution when walking on Country Club Dr; this is a busy street with lots of traffic.
HARRIS LANE
BURRUS COURT
OLYMPIC WAY
CARINDA COURT
LA COSTA CIRCLE
BAY HILL WAY
PRESTON TRAIL
WESTBROOK COURT
EASTWOOD LANE
CHANDLER WAY
ALCOT CIRCLE
SUNNYBROOK DRIVE
MARLOWE COURT
SCHAFER PLACE
CALYPSO ROAD
BISCAYNE DRIVE
JUSTIN COURT

H.

Sample Student Tally Survey

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School Student Tally

Palm Desert SRTS Students Arrival and Departure Tally Sheet

- Please use this survey to track how students travel to and from school. This survey will help the City of Palm Desert and DSUSD get an accurate count of student travel and serve as an important baseline for measuring the impact of proposed SRTS improvements.
- Please complete this survey twice during the same week--once on Tuesday or Wednesday and once on Wednesday or Thursday.
- Before asking your students to raise their hands, please read through all possible answer choices so they know their choices. Each student may only answer once.
- Ask your students as a group the question "How did you arrive at school today?" Then reread each answer choice and record the number of students that raised their hands for each.
- Follow the same procedure for the next question “How do you plan to leave for home after school?”
- Please conduct this count regardless of weather conditions.

1. School Name

- ◯ Abraham Lincoln Elementary School
- ◯ Colonel Mitchell Paige Middle School
- ◯ George Washington Charter Elementary School
- ◯ Gerald R. Ford Elementary School
- ◯ James Earl Carter Elementary School
- ◯ Palm Desert Charter Middle School
- ◯ Palm Desert High School
- ◯ Ronald Reagan Elementary School
- ◯ Other (please specify)

2. Teacher Last Name

3. Grade

4. Today's Date

The date the count was conducted

Date

MM/DD/YYYY

* 5. Number of students enrolled in class

6. Weather

* 7. Number of students in class when the count was made

* 8. How did you arrive at school today? If none, write 0.

Walk	
Bike	
School Bus	
Family Vehicle (Only with children from your family)	
Carpool (Riding with children from other families)	
Transit (City bus, subway, etc.)	
Other (Skateboard, scooter, etc.)	

* 9. How do you plan to leave for home after school? If none, write 0.

Walk	
Bike	
School Bus	
Family Vehicle (Only with children from your family)	
Carpool (Riding with children from other families)	
Transit (City bus, subway, etc.)	
Other (Skateboard, scooter, etc.)	

I.

Sample Parent/ Caregiver Survey

Palm Desert Safe Routes to School - Parent/Caregiver Survey

Welcome! / ¡Bienvenido!

Welcome to the Palm Desert Safe Routes to School survey! Safe Routes to School works to improve safety and encourage healthier, more active lifestyles.

Your feedback is important! This survey and your responses will help us get future funding to make walking and biking to school safer for our students.

This survey will take about 5-10 minutes to complete.

Bienvenido a la encuesta de Rutas Seguras a la Escuela de Palm Desert. Rutas Seguras a la Escuela trabaja para mejorar la seguridad y para fomentar un estilo de vida más saludable y activo.

Sus comentarios son importante. Esta encuesta y sus respuestas nos ayudarán a obtener futuros fondos para facilitar que el caminar y andar en bicicleta sean más seguros para nuestros estudiantes.

La encuesta tomará de 5-10 minutos para rellenar.

* 1. Please choose a survey language / Por favor elija el idioma para la encuesta

- ◯ English / Inglés
- ◯ Spanish / Español

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

* 2. What is the nearest street intersection to your home? (provide the names of two intersecting streets)

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

First Student

Please tell us about **one** of your students. You can enter information about other students in later questions.

* 3. What school does your student attend?

* 4. What grade is your student in?

* 5. How far does your student live from school?

- ◯ 1/4 mile or less
- ◯ 1/4 - 1/2 mile
- ◯ 1/2 - 1 mile
- ◯ 1 - 2 miles
- ◯ 2 or more miles

* 6. On most days, how does your student ARRIVE to school?

- ◯ Walk
- ◯ Bike
- ◯ School Bus
- ◯ Family vehicle (only students in your family)
- ◯ Carpool (students from other families)
- ◯ City Bus/Transit
- ◯ Skate or Roll (skateboard, scooter, inline skates, wheelchair, etc.)

Other (please specify)

* 7. On most days, how does your student LEAVE from school?

- ◯ Walk
- ◯ Bike
- ◯ School Bus
- ◯ Family vehicle (only students in your family)
- ◯ Carpool (students from other families)
- ◯ City Bus/Transit
- ◯ Skate or Roll (skateboard, scooter, inline skates, wheelchair, etc.)

Other (please specify)

* 8. How long does it normally take your student to travel TO school?

- ◯ Less than 5 minutes
- ◯ 5 - 10 minutes
- ◯ 11 - 20 minutes
- ◯ More than 20 minutes
- ◯ Don't know / Not sure

* 9. How long does it normally take your student to travel FROM school?

- ◯ Less than 5 minutes
- ◯ 5 - 10 minutes
- ◯ 11 - 20 minutes
- ◯ More than 20 minutes
- ◯ Don't know / Not sure

* 10. In your opinion, how much does your student's school encourage or discourage walking and biking to/from school?

- ◯ Strongly encourages
- ◯ Encourages
- ◯ Neither
- ◯ Discourages
- ◯ Strongly discourages

* 11. Has this student asked your permission to walk or bike to/from school in the last year?

- ◯ Yes
- ◯ No

* 12. Do have a second student who attends school in Palm Desert?

◯ Yes ◯ No

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

Second Student

* 13. What school does your student attend?

* 14. What grade is your second student in?

* 15. How far does your student live from school?

- ◯ 1/4 mile or less
- ◯ 1/4 - 1/2 mile
- ◯ 1/2 - 1 mile
- ◯ 1 - 2 miles
- ◯ 2 or more miles

* 16. On most days, how does your student ARRIVE to school?

- ◯ Walk
- ◯ Bike
- ◯ School Bus
- ◯ Family vehicle (only students in your family)
- ◯ Carpool (students from other families)
- ◯ City Bus/Transit
- ◯ Skate or Roll (skateboard, scooter, inline skates, wheelchair, etc.)

Other (please specify)

* 17. On most days, how does your student LEAVE school?

- ◯ Walk
- ◯ Bike
- ◯ School Bus
- ◯ Family vehicle (only students in your family)
- ◯ Carpool (students from other families)
- ◯ City Bus/Transit
- ◯ Skate or Roll (skateboard, scooter, inline skates, wheelchair, etc.)

Other (please specify)

* 18. How long does it normally take your student to travel TO school?

- ◯ Less than 5 minutes
- ◯ 5 - 10 minutes
- ◯ 11 - 20 minutes
- ◯ More than 20 minutes
- ◯ Don't know / Not sure

* 19. How long does it normally take your student to travel FROM school?

- ◯ Less than 5 minutes
- ◯ 5 - 10 minutes
- ◯ 11 - 20 minutes
- ◯ More than 20 minutes
- ◯ Don't know / Not sure

* 20. In your opinion, how much does your student's school encourage or discourage walking and biking to/from school?

- ◯ Strongly encourages
- ◯ Encourages
- ◯ Neither
- ◯ Discourages
- ◯ Strongly discourages

* 21. Has this student asked your permission to walk or bike to/from school in the last year?

◯ Yes ◯ No

* 22. Do you have a third student who attends school in Palm Desert?

◯ Yes ◯ No

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

Third Student

* 23. What school does your student attend?

Other (please specify)

* 24. What grade is your third student in?

* 25. How far does your student live from school?

- ◯ 1/4 mile or less
- ◯ 1/4 - 1/2 mile
- ◯ 1/2 - 1 mile
- ◯ 1 - 2 miles
- ◯ 2 or more miles

* 26. Does your third student share the same travel habits as one of your other students? (For example, same travel method, same amount of time, etc.)

- ◯ Yes, Student 1
- ◯ Yes, Student 2
- ◯ No, different than the others

If different, please briefly describe your student's travel habits

* 27. In your opinion, how much does your student's school encourage or discourage walking and biking to/from school?

- ◯ Strongly encourages
- ◯ Encourages
- ◯ Neither
- ◯ Discourages
- ◯ Strongly discourages

* 28. Has this student asked your permission to walk or bike to/from school in the last year?

- ◯ Yes
- ◯ No

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

* 29. At what grade would you allow your student(s) to walk or bike to/from school without an adult?

- ◯ Kindergarten
- ◯ 1st grade
- ◯ 2nd grade
- ◯ 3rd grade
- ◯ 4th grade
- ◯ 5th grade
- ◯ 6th grade
- ◯ 7th grade
- ◯ 8th grade
- ◯ older than 8th grade
- ◯ I would not feel comfortable at any grade

* 30. Do you currently allow all of your students to walk or bike to/from school?

- ◯ Yes
- ◯ No

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

* 31. Which concerns influence your decision to NOT allow your students to walk or bike to/from school? (Check all that apply)

- [ ] Too far from school
- [ ] Driving is more convenient
- [ ] Walking/biking takes too long
- [ ] Student's before or after school activities
- [ ] Student has too much to carry
- [ ] Speeding traffic along route
- [ ] Too much traffic along route
- [ ] No adults to walk or bike with
- [ ] Lack of sidewalks and/or paths
- [ ] Lack of bikeways
- [ ] Unsafe intersections
- [ ] No crossing guards
- [ ] Lack of bike parking at school
- [ ] Stranger danger
- [ ] Violence/crime in neighborhood
- [ ] Bad weather
- [ ] Don't know best route to school

If "Other" please describe

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

* 32. How strongly do you agree or disagree with the following statements?

Walking/biking to school is...

	Strongly Agree	Somewhat Agree	Neutral/No Opinion	Somewhat Disagree	Strongly Disagree
...fun for my students	◯	◯	◯	◯	◯
...important for my students health	◯	◯	◯	◯	◯
...encouraged by my students school	◯	◯	◯	◯	◯
...something I wish we did more often	◯	◯	◯	◯	◯

33. Select the statement about driving that best applies to you:

◯ I drive for most of my trips and I don't intend to make any changes.

◯ I drive for most of my trips. I am considering driving less often but I'm not sure how to do it.

◯ I drive for most of my trips but I want to do it less often. I know what I would like to do instead but I haven't done it yet.

◯ I already use other ways to get around other than driving and I have been doing it for less than six months.

◯ I already use other ways to get around other than driving for most trips and I have been doing it for more than six months.

34. Select the statement about bicycling that best applies to you:

- ◯ I do not bike for most of my trips and I don't intend to make any changes.
- ◯ I do not bike for most of my trips. I am considering doing it more often but I'm not sure how to get started.
- ◯ I do not bike for most of my trips but I want to do it more often. I know how to get started but I haven't done it yet.
- ◯ I bike for most trips and I have been doing it for less than six months.
- ◯ I bike to get around for most trips and I have been doing it for more than six months.

35. Select the statement about walking that best applies to you:

- ◯ I do not walk for most of my trips and I don't intend to make any changes.
- ◯ I do not walk for most of my trips. I am considering doing it more often but I'm not sure how to get started.
- ◯ I do not walk for most of my trips but I want to do it more often. I know how to get started but I haven't done it yet.
- ◯ I walk for most trips and I have been doing it for less than six months.
- ◯ I walk to get around for most trips and I have been doing it for more than six months.

36. Are you interested in any of the following Palm Desert Safe Routes to School activities? (Check all that apply)

- ☐ Help identify traffic safety issues at schools
- ☐ Help with a Walk and Roll to School day or week event
- ☐ Help organize a neighborhood Walking School Bus or Bike Train

37. If you answered "yes" to any of the above questions, please provide your name and phone and/or email. Note: other survey answers will remain anonymous

Name

Phone

Email

Thank you for your time and comments!

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

38. ¿Cuál es la intersección más cercana a su casa? (denos los nombres de dos calles que cruzan)

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

Primer Estudiante

Por favor díganos sobre uno de sus estudiante(s). Puede dar información sobre otros estudiantes en otra sección de la encuesta.

* 39. ¿A qué escuela asiste su estudiante?

Otra:

* 40. ¿En qué grado está su estudiante?

* 41. ¿Qué tan lejos vive su estudiante de la escuela?

- ◯ 1/4 de milla o menos
- ◯ 1/4 milla - 1/2 milla
- ◯ 1/2 milla - 1 milla
- ◯ 1 milla - 2 millas
- ◯ 2 millas o más

* 42. En la mayoría de los días, ¿cómo LLEGA su estudiante a la escuela?

- ◯ Caminando
- ◯ En bicicleta
- ◯ En autobús escolar
- ◯ Vehículo particular (con sólo los estudiantes de su familia)
- ◯ Comparte el vehículo (con otros estudiantes fuera de la familia)
- ◯ Autobús/transporte público de la ciudad
- ◯ Patineta (monopatín, scooter, patines en línea, silla de ruedas, etc.)
- ◯ Otro (favor de especificar)

* 43. En la mayoría de los días, ¿cómo REGRESA su estudiante desde la escuela?

- ◯ Caminando
- ◯ En bicicleta
- ◯ En autobús escolar
- ◯ Vehículo particular (con sólo los niños de su familia)
- ◯ Comparte el vehículo (con otros niños fuera de la familia)
- ◯ Autobús/transporte público de la ciudad
- ◯ Patineta (monopatín, scooter, patines en línea, silla de ruedas, etc.)

Otro (favor de especificar)

* 44. ¿Cuánto tiempo le toma normalmente a su estudiante viajar A la escuela?

- ◯ Menos de 5 minutos
- ◯ 5 - 10 minutos
- ◯ 11 - 20 minutos
- ◯ Más de 20 minutos
- ◯ No sé/no estoy seguro

* 45. ¿Cuánto tiempo le toma normalmente a su estudiante viajar DESDE la escuela?

- ◯ Menos de 5 minutos
- ◯ 5 - 10 minutos
- ◯ 11 - 20 minutos
- ◯ Más de 20 minutos
- ◯ No sé/No estoy seguro

* 46. En su opinión, ¿cuánto anima o desanima la escuela de su estudiante a caminar y andar en bicicleta hacia/desde la escuela?

- ◯ Anima enérgicamente
- ◯ Anima
- ◯ Ninguna de las dos
- ◯ Desanima
- ◯ Desanima enérgicamente

* 47. ¿Le ha pedido este estudiante permiso para caminar o andar en bicicleta a/desde la escuela en el último año?

◯ Sí ◯ No

* 48. ¿Tiene un segundo estudiante que asiste a una escuela en Palm Desert?

◯ Sí ◯ No

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

Segundo Estudiante

* 49. ¿A qué escuela asiste su estudiante?

Otra:

* 50. ¿En qué grado está su estudiante?

* 51. ¿Qué tan lejos vive su estudiante de la escuela?

- ◯ ¼ de milla o menos
- ◯ ¼ - ½ milla
- ◯ ½ - 1 milla
- ◯ 1-2 millas
- ◯ 2 millas o más

* 52. En la mayoría de los días, ¿cómo LLEGA su estudiante a la escuela?

- ◯ Caminando
- ◯ En bicicleta
- ◯ En autobús escolar
- ◯ Vehículo particular (con sólo los estudiantes de su familia)
- ◯ Comparte el vehículo (con otros estudiantes fuera de la familia)
- ◯ Autobús/transporte público de la ciudad
- ◯ Patineta (monopatín, scooter, patines en línea, silla de ruedas, etc.)

Otro

* 53. En la mayoría de los días, ¿cómo REGRESA su estudiante de la escuela?

- ◯ Caminando
- ◯ En bicicleta
- ◯ En autobús escolar
- ◯ Vehículo particular (con sólo los estudiantes de su familia)
- ◯ Comparte el vehículo (con otros estudiantes fuera de la familia)
- ◯ Autobús/transporte público de la ciudad
- ◯ Patineta (monopatín, scooter, patines en línea, silla de ruedas, etc.)

Otro

* 54. ¿Cuánto tiempo le toma normalmente a su estudiante viajar A la escuela?

- ◯ Menos de 5 minutos
- ◯ 5 - 10 minutos
- ◯ 11 - 20 minutos
- ◯ Más de 20 minutos
- ◯ No sé/No estoy seguro

* 55. ¿Cuánto tiempo le toma normalmente a su estudiante viajar DESDE la escuela?

- ◯ Menos de 5 minutos
- ◯ 5 - 10 minutos
- ◯ 11 - 20 minutos
- ◯ Más de 20 minutos
- ◯ No sé/No estoy seguro

* 56. En su opinión, ¿cuánto anima o desanima la escuela de su estudiante a caminar y andar en bicicleta a/desde la escuela?

- ◯ Anima enérgicamente
- ◯ Anima
- ◯ Ninguna de las dos
- ◯ Desanima
- ◯ Desanima enérgicamente

* 57. ¿Le ha pedido este estudiante permiso para caminar o andar en bicicleta a/desde la escuela en el último año?

◯ Sí ◯ No

* 58. ¿Tiene un tercer estudiante que asiste a una escuela en Palm Desert?

◯ Sí ◯ No

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

Tercer Estudiante

* 59. ¿A qué escuela asiste su estudiante?

Otra:

* 60. ¿En qué grado está su estudiante?

* 61. ¿Qué tan lejos vive su estudiante de la escuela?

- ◯ ¼ de milla o menos
- ◯ ¼ - ½ milla
- ◯ ½ - 1 milla
- ◯ 1-2 millas
- ◯ 2 millas o más

* 62. ¿Le ha pedido este estudiante permiso para caminar o andar en bicicleta a/de la escuela en el último año?

◯ Sí ◯ No

* 63. ¿Comparte su tercer estudiante los mismos hábitos de tránsito que sus otros estudiantes? (por ejemplo, usa el mismo método de transporte, toma el mismo tiempo, etc.)

- ◯ Sí, como el primero
- ◯ Sí, como el segundo
- ◯ No, diferente a los otros

Si es diferente, describa brevemente los hábitos de tránsito de su estudiante.

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

* 64. ¿En qué grado le permitiría a su(s) estudiante(s) caminar o andar en bicicleta a/desde la escuela sin un adulto?

- ◯ Kinder
- ◯ 1
- ◯ 2
- ◯ 3
- ◯ 4
- ◯ 5
- ◯ 6
- ◯ 7
- ◯ 8
- ◯ Después del grado 8
- ◯ No me sentiría cómodo en ningún grado

* 65. ¿Permite actualmente que todos sus estudiantes caminen o anden en bicicleta a o desde la escuela?

- ◯ Sí
- ◯ No

PALM DESERT
CALIFORNIA

Palm Desert Safe Routes to School - Parent/Caregiver Survey

* 66. ¿Qué preocupaciones influyen su decisión de NO permitir que su(s) estudiante(s) camine(n) o ande(n) en bicicleta a/desde la escuela? (Marque todas las que correspondan)

- [ ] Demasiado lejos de la escuela
- [ ] Conducir es más conveniente
- [ ] Caminar/andar en bicicleta toma demasiado tiempo
- [ ] Actividades escolares antes o después de la escuela de los estudiantes
- [ ] El (Los) estudiante(s) tiene(n) demasiadas cosas que llevar a la escuela
- [ ] Alta velocidad de los carros a lo largo de la ruta
- [ ] Demasiado tráfico a lo largo de la ruta
- [ ] No hay adultos con quienes caminar o andar en bicicleta
- [ ] Falta de aceras y/o veredas
- [ ] Falta de bicisendas
- [ ] Intersecciones inseguras
- [ ] Falta de guardias de cruce peatonal
- [ ] Falta de lugar seguro para estacionar la bicicleta en la escuela
- [ ] Peligro de desconocidos
- [ ] Violencia/crimen en el vecindario
- [ ] Mal clima
- [ ] No sé cuál es la mejor ruta a la escuela

Si otra, por favor describa

* 67. ¿Está de acuerdo o en desacuerdo con las siguientes declaraciones?

Caminar/andar en bicicleta a la escuela es...

	Totalmente en acuerdo	Más o menos en acuerdo	Neutral / No tengo opinión	Más o menos en desacuerdo	Totalmente en desacuerdo
... divertido para mi estudiante(s)	◯	◯	◯	◯	◯
... importante para la salud de mi(s) estudiante(s)	◯	◯	◯	◯	◯
... algo que la escuela promueve	◯	◯	◯	◯	◯
... algo que me gustaría que hiciéramos más a menudo	◯	◯	◯	◯	◯

68. Seleccione la declaración sobre el conducir que mejor se aplique a usted:

◯ Conduzco para la mayoría de mis viajes y no tengo la intención de cambiar.

◯ Conduzco para la mayoría de mis viajes. Estoy interesado en conducir menos , pero no estoy seguro de cómo hacerlo.

◯ Conduzco para la mayoría de mis viajes, pero quiero hacerlo menos. Sé lo que me gustaría hacer en su lugar, pero aún no lo he hecho.

◯ Ya uso otras formas de viajar aparte de conducir y lo he estado haciendo por menos de seis meses.

◯ Ya uso otras formas de viajar aparte de conducir para la mayoría de los viajes y lo he estado haciendo por más de seis meses.

69. Seleccione la declaración sobre el andar en bicicleta que mejor se aplique a usted:

◯ No ando en bicicleta para la mayoría de mis viajes y no tengo la intención de cambiar.

◯ No ando en bicicleta para la mayoría de mis viajes. Estoy considerando hacerlo más a menudo, pero no estoy seguro de cómo empezar.

◯ No ando en bicicleta para la mayoría de mis viajes, pero quiero hacerlo más a menudo. Sé cómo empezar, pero aún no lo he hecho.

◯ Ando en bicicleta para la mayoría de los viajes y lo he estado haciendo por menos de seis meses.

◯ Ando en bicicleta para la mayoría de los viajes y lo he estado haciendo por más de seis meses.

70. Seleccione la declaración sobre caminar que mejor se aplique a usted:

- ◯ No camino para la mayoría de mis viajes y no tengo la intención de cambiar.
- ◯ No camino para la mayoría de mis viajes. Estoy considerando hacerlo más a menudo, pero no estoy seguro de cómo empezar.
- ◯ No camino para la mayoría de mis viajes, pero quiero hacerlo más a menudo. Sé cómo empezar, pero aún no lo he hecho
- ◯ Camino para la mayoría de los viajes y lo he estado haciendo por menos de seis meses.
- ◯ Camino para la mayoría de los viajes y lo he estado haciendo por más de seis meses.

71. ¿Está interesado en alguna de las siguientes actividades de las Rutas Seguras a la Escuela de Palm Desert? (Marque todo lo que corresponda)

- ☐ Ayudar a identificar problemas de seguridad vial alrededor de las escuelas
- ☐ Ayudar a organizar un evento de día o semana de Caminar y Rodar a la Escuela (Walk and Roll to School)
- ☐ Ayudar a organizar un autobús a pie o un tren de ciclistas

72. Si respondió "sí" a cualquiera de las preguntas anteriores, proporcione su nombre y teléfono y/o correo electrónico. Nota: otras respuestas a la encuesta serán anónimas.

Nombre: _____

Teléfono: _____

Correo electrónico: _____

Gracias para su tiempo y comentarios.

PALM DESERT