

SAFE ROUTES & TO SCHOOL

Vision Zero Strategy

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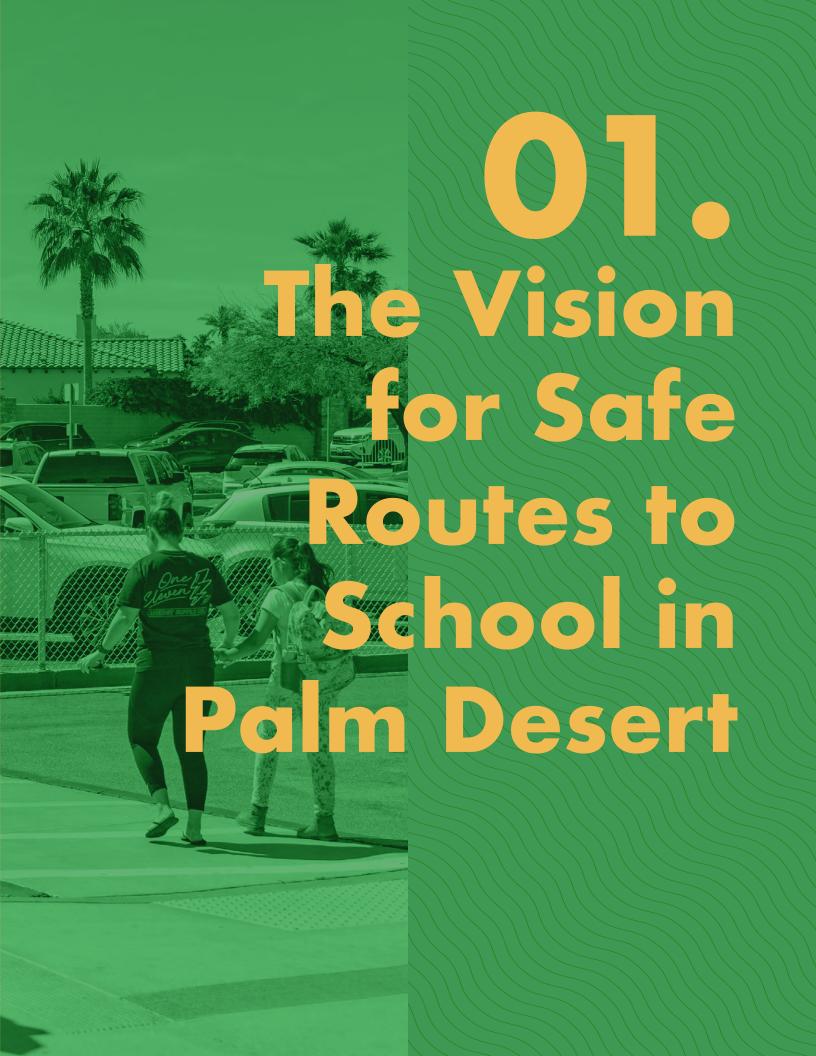
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ACRONYMS

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



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 and includes the adopted Vision Zero Resolution in which the City of Palm Desert leadership has committed to eliminating all roadway fatalities and serious injuries by 2050 (Appendix J).

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.

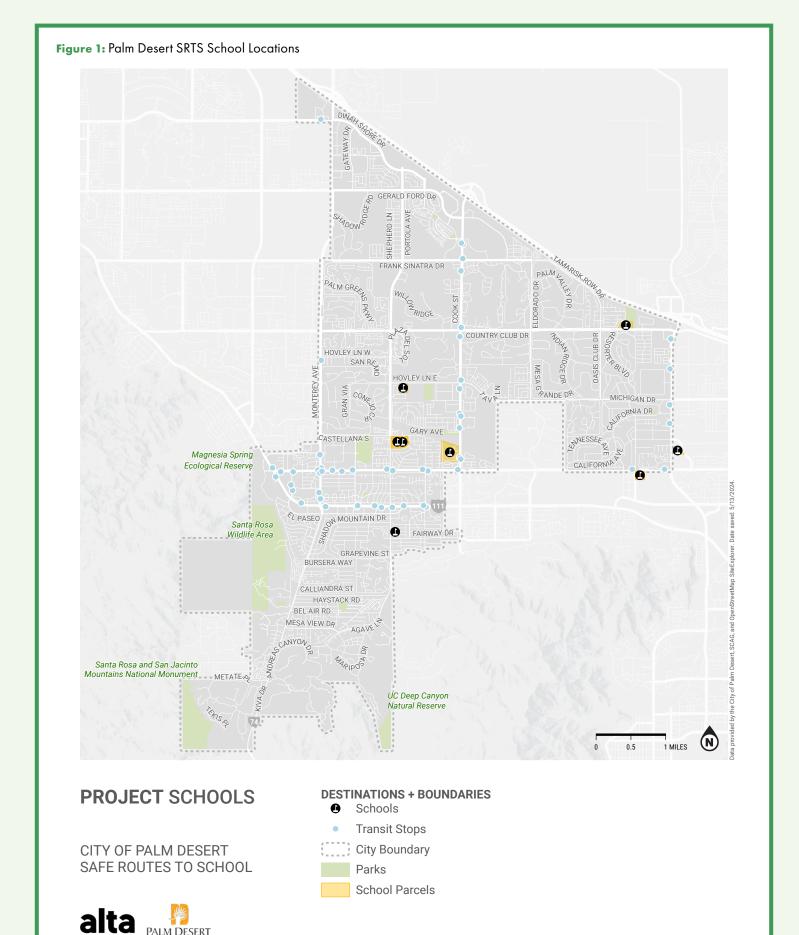
Table 1 lists the schools included in the SRTS Plan, and **Figure 1** shows the overall city and the location of each participating school.

The Vision Zero Strategy outlines a comprehensive approach to eliminate traffic deaths and serious injuries by 2040 through infrastructure improvements, education, enforcement, and system-wide coordination. The Strategy's other key components include the Safe Routes for Older Adults Plan, Vision Zero Safety Data Dashboard, Public Safety Campaign, Vision Zero Resolution, and Investment Strategy. This plan is publicly available on the Vision Zero Safety Data Dashboard.

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.



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.



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.





Casert Desert Today

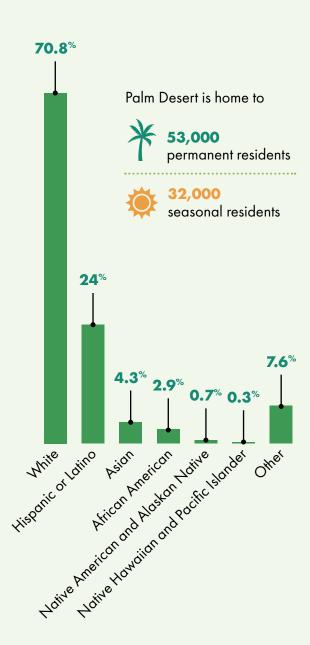
INTRODUCTION

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.

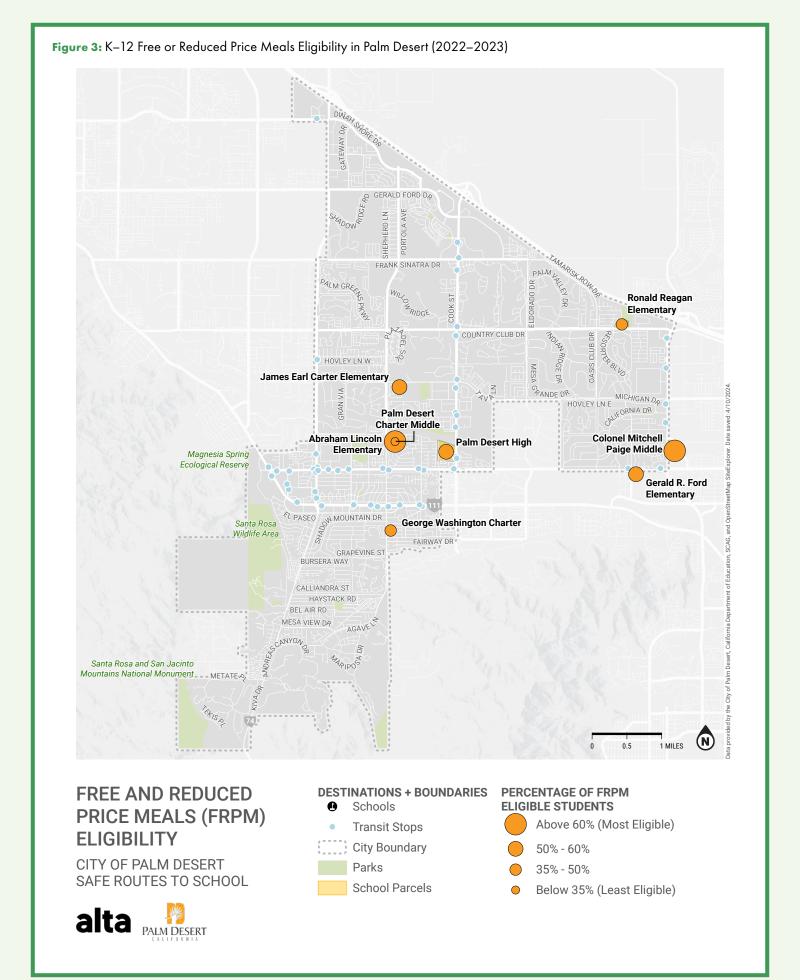
Table 2 and **Figure 3** show the Palm Desert SRTS schools and their percentage of students eligible for FRPM during the 2022–2023 school year.

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%

^{* &}quot;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).

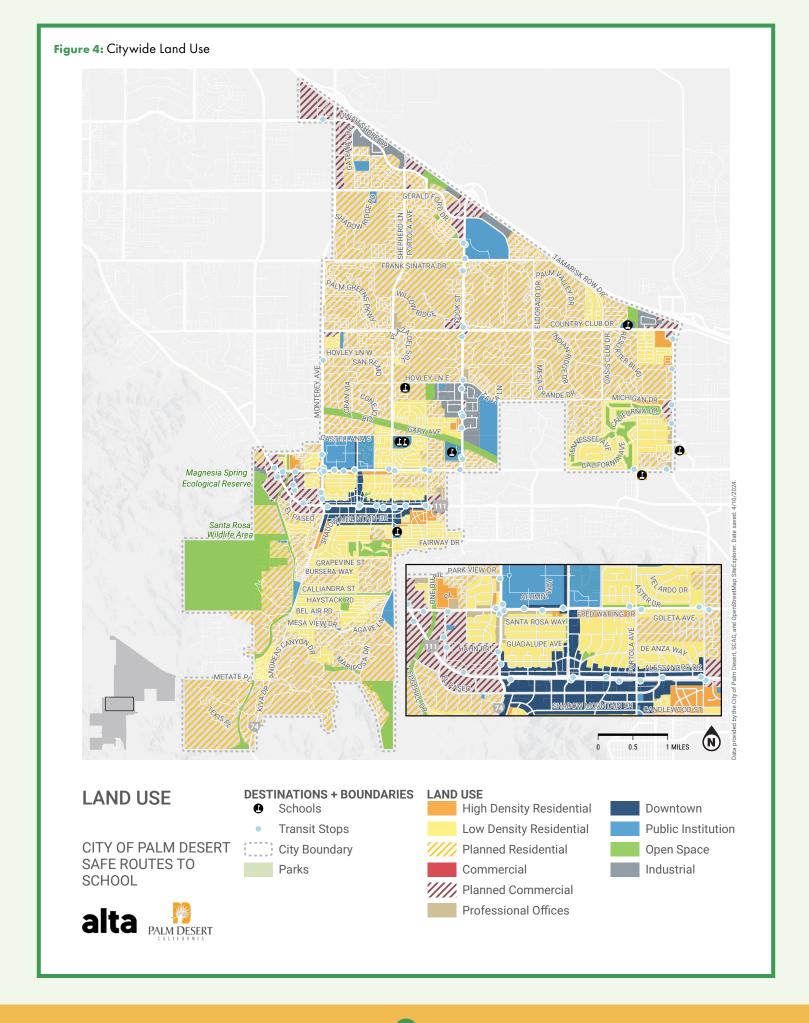


LAND USE

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.





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, 1991-2020 (National Centers for Environmental Information, National Oceanic & Atmospheric Administration)

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average 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 Average °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
Average 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

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING FOR TRANSPORTATION

LTS 4

No bike lane on a busy street



LTS 2

Buffered bike lane on a calm street



Separated bike lane





LTS 3

Narrow bike lane or shoulder

on a busy street

















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.

CLASSI 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-ofway, 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.

Figure 6: Total Mileage by Bikeway Class

63.33 miles EXISTING BIKE FACILITIES



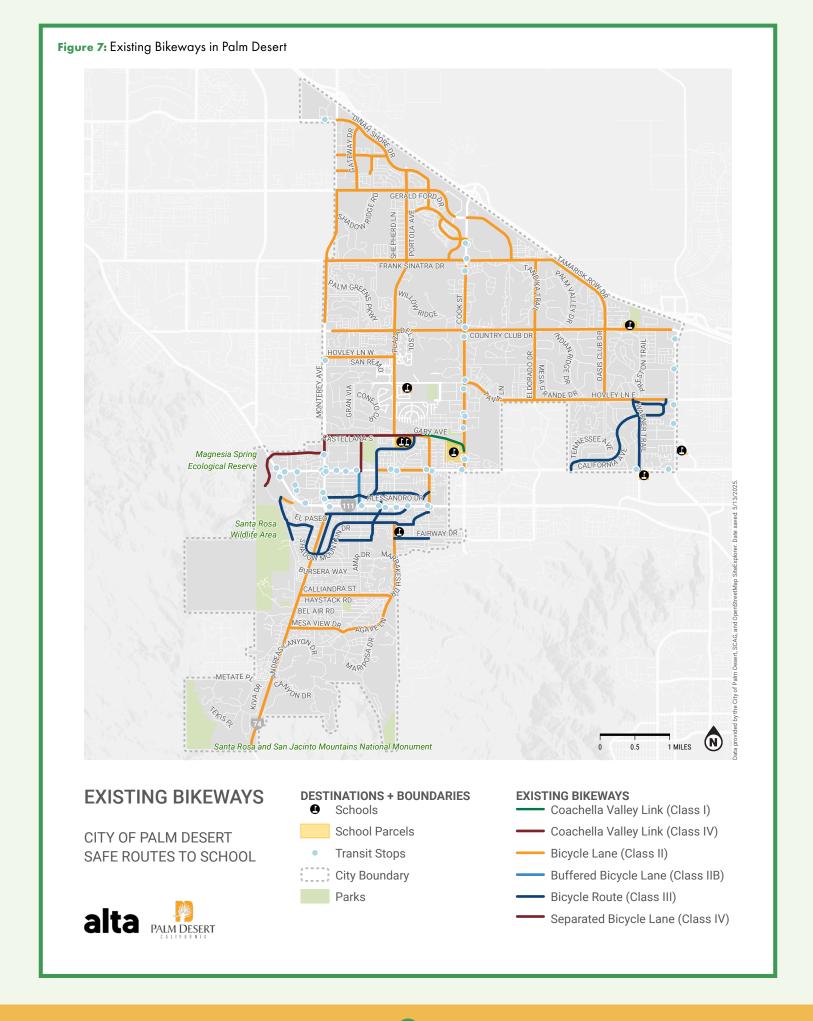


Table 4: Existing Bikeways by Class

Class	Street	Start Street	End Street
Class I	CV Link (off-street)	Rutledge Way	Cook Street
Class II	Country Club Drive	Monterey Avenue	Harris Lane
Class II	Hovley Lane	Monterey Avenue	Portola Avenue
Class II	Gerald Ford Drive	Monterey Avenue	Technology 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	Monterey Avenue	College Drive
Class II	Cook Street	Frank Sinatra Drive	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	Cortesia Way	Dulce Avenue	Dick Kelly Drive
Class II	Highway 74	El Paseo	S City Limit
Class II	Painters Path	Edgehill Drive	El Paseo
Class II	Fred Waring Drive	San Pascual Avenue	Deep Canyon Road
Class II	Deep Canyon Road	Magnesia Falls Drive	Highway 111
Class II	Portola Avenue	Mesa View Drive	Shadow Mountain Drive
Class II	Mesa View Drive	Highway 74	Portola Avenue

Class	Street	Start Street	End Street
Class II	Gerald Ford Drive	Cook Street	Frank Sinatra Drive
Class II	Cook Street	Desert Falls Drive	Frank Sinatra Drive
Class II	Haystack Road	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	Idaho Street	42nd Avenue	Michigan Drive
Class III	El Paseo	Monterey Avenue	Highway 111
Class III	San Gorgonio Way	Monterey Avenue	Deep Canyon Road
Class III	San Luis Rey Avenue	Ironwoods Street	Joshua Tree Street
Class III	Shadow Mountain Drive	Highway 74	Deeo Canyon Road
Class III	Ocotillo Drive	Grapevine Street	El Paseo
Class III	Edgehill Drive	Painters Path	Tierra del Oro
Class III	Rutledge Way	Magnesia Falls Dr	De Anza Way
Class III	Fairway Drive	Portola Avenue	Deep Canyon Road
Class IV	San Pablo Avenue	Fred Waring Drive	Magnesia Falls Drive
Class IV	CV Link	Painters Path	Rutledge Way



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

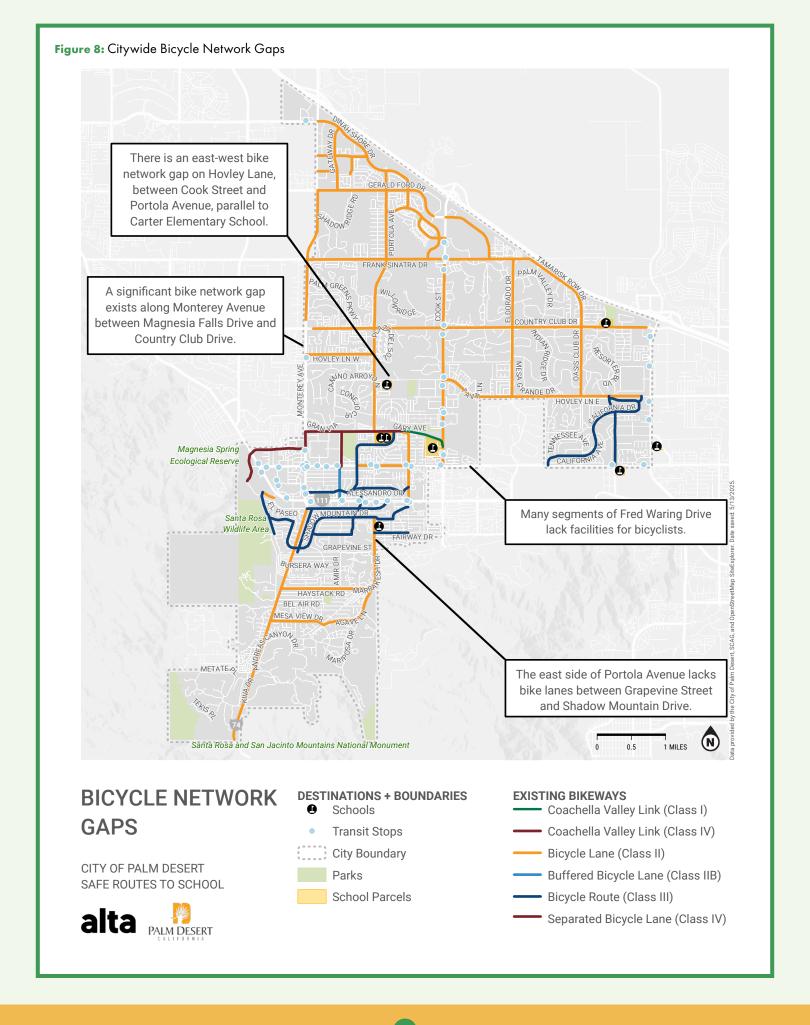
When assessing pedestrian and bicycle network connectivity, natural and man-made elements are an important consideration, particularly when physical barriers impact route directness. Palm Desert has few natural barriers. However, expansive, private communities that are gated and not open to the public 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.



Network Analysis by School

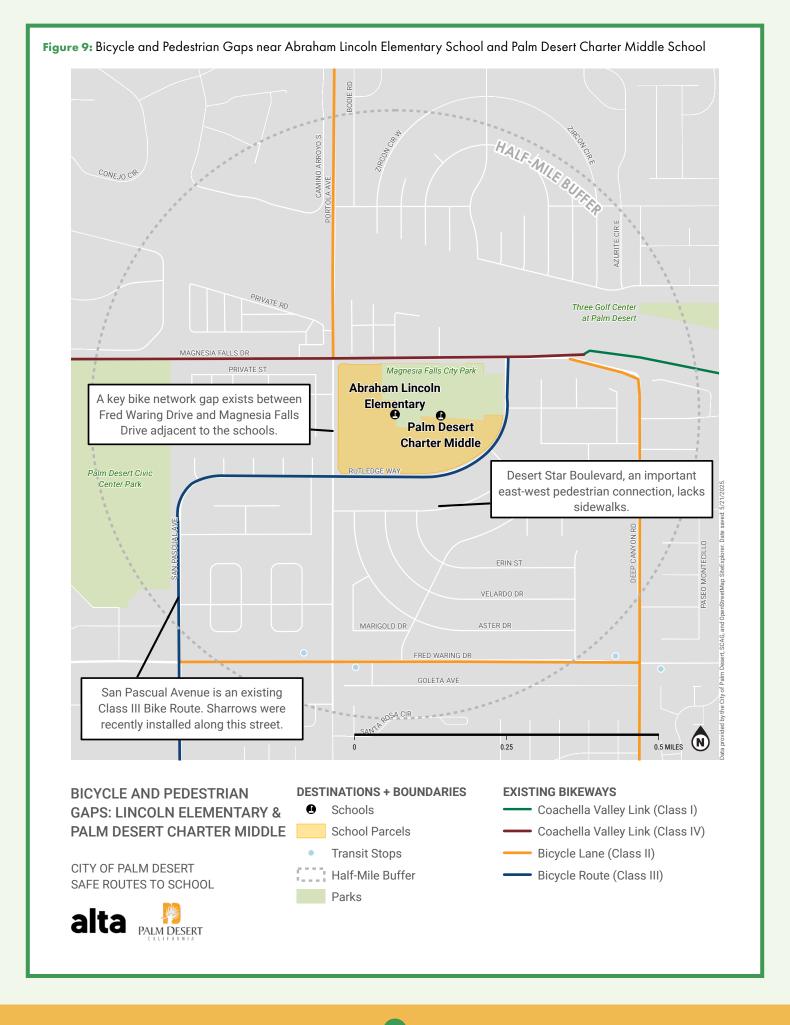
The following provides details of existing bicycle and pedestrian facilities near each school (**Figure 9** through **Figure 15**).

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.



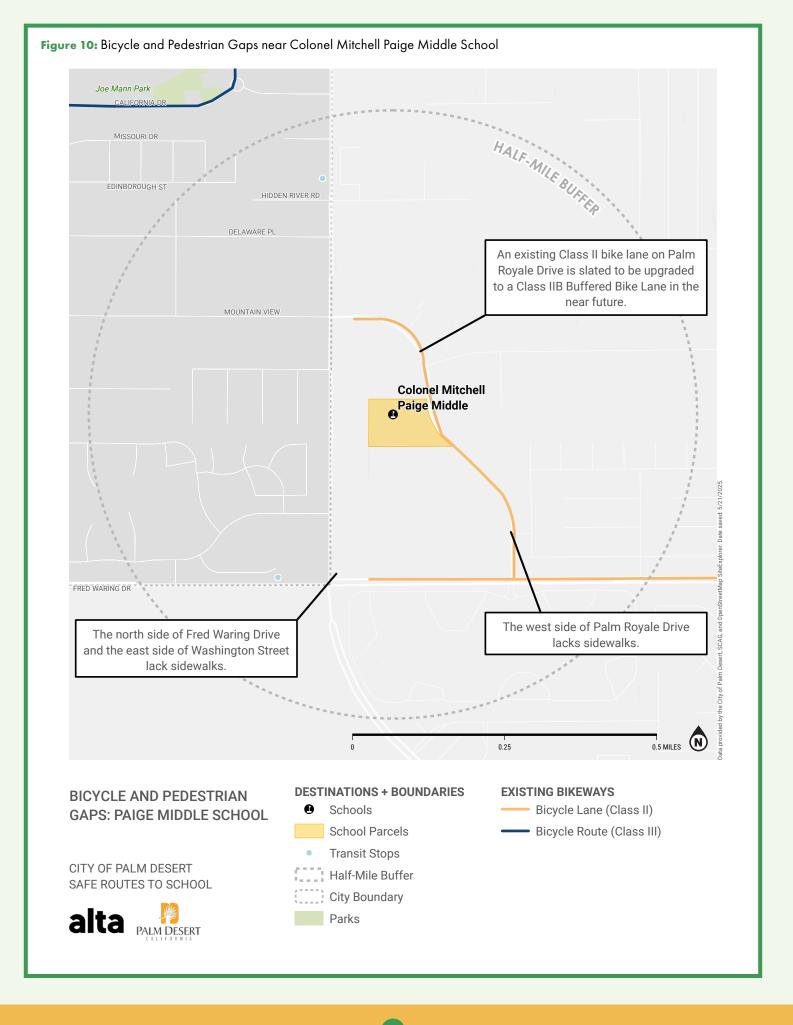


Colonel Mitchell Paige Middle School

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.



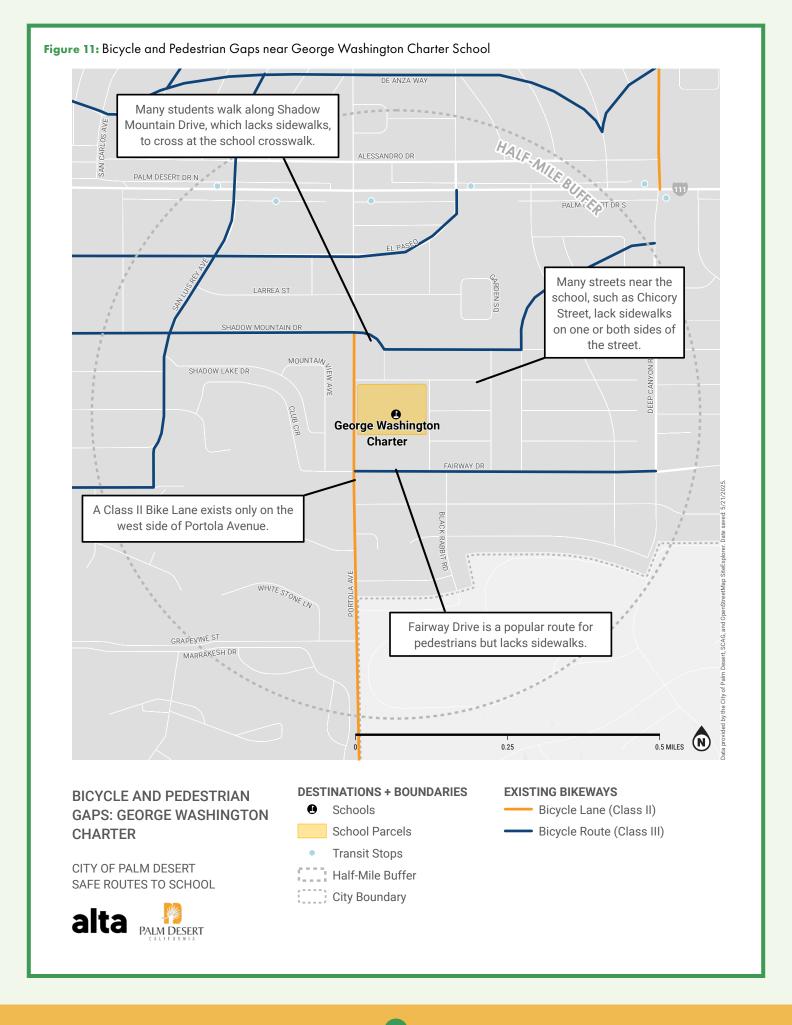


George Washington Charter School

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.



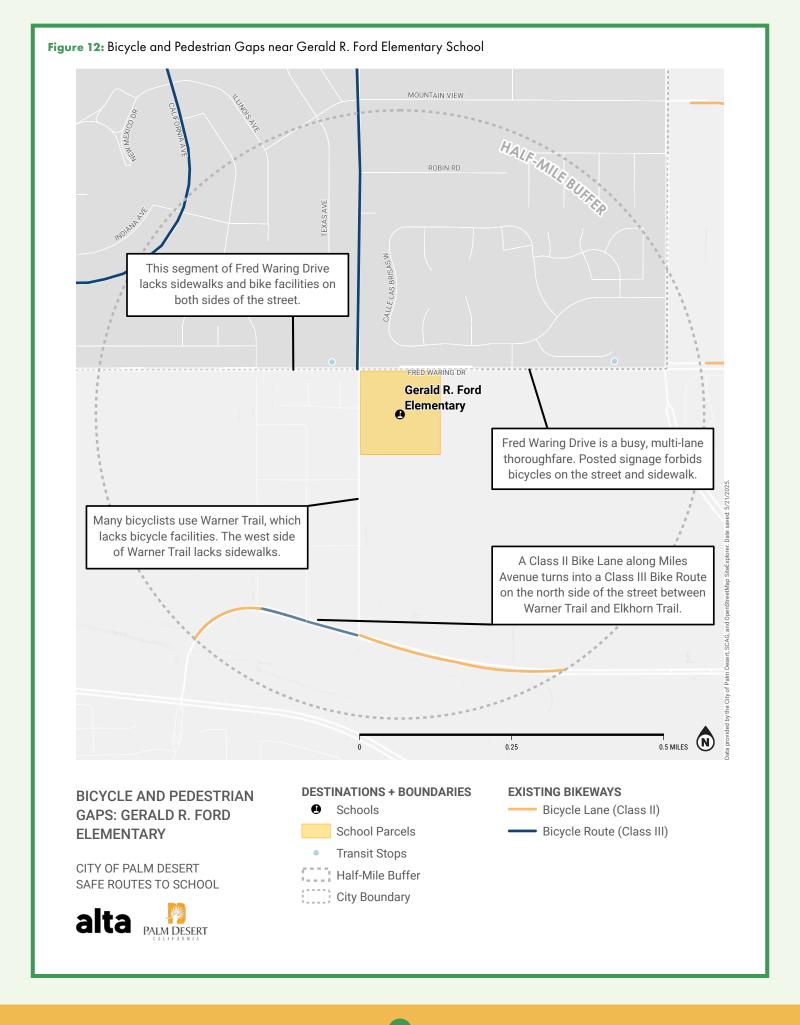


Gerald R. Ford Elementary School

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.

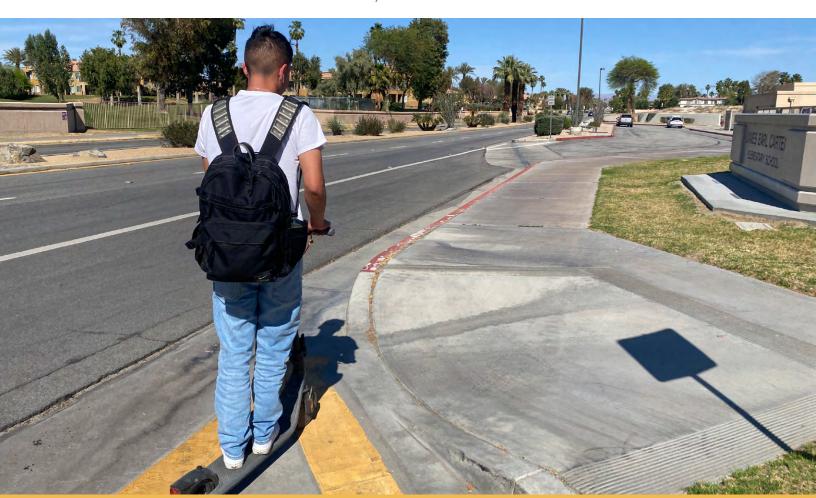


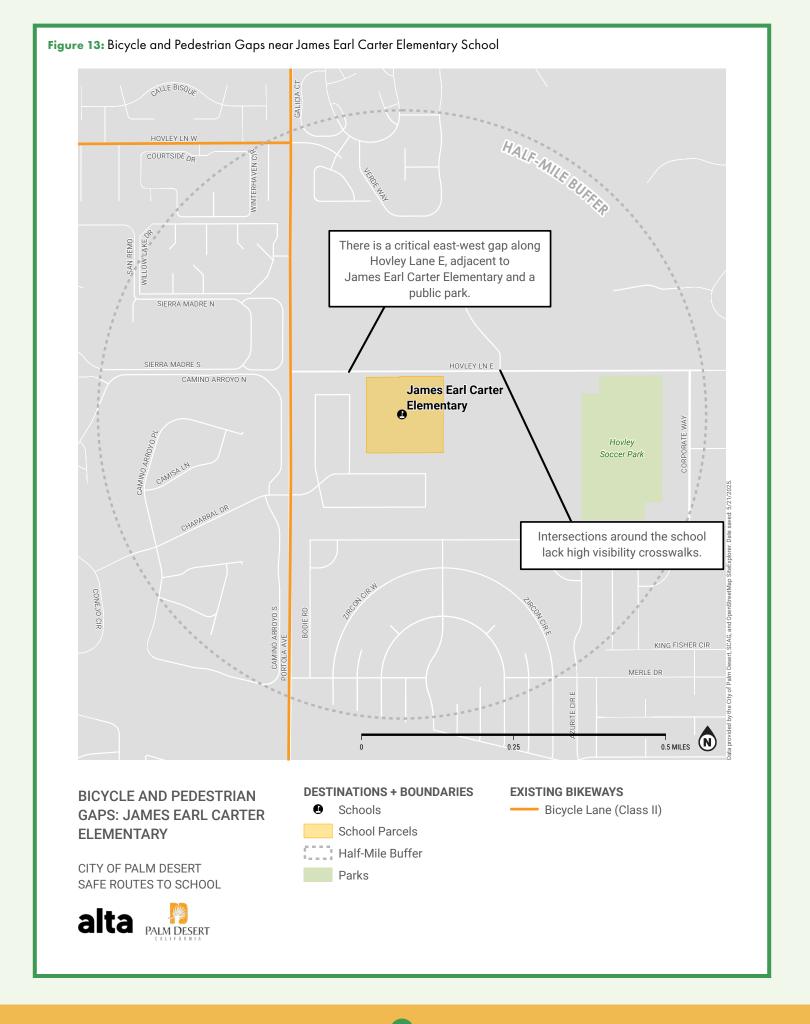


James Earl Carter Elementary School

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.



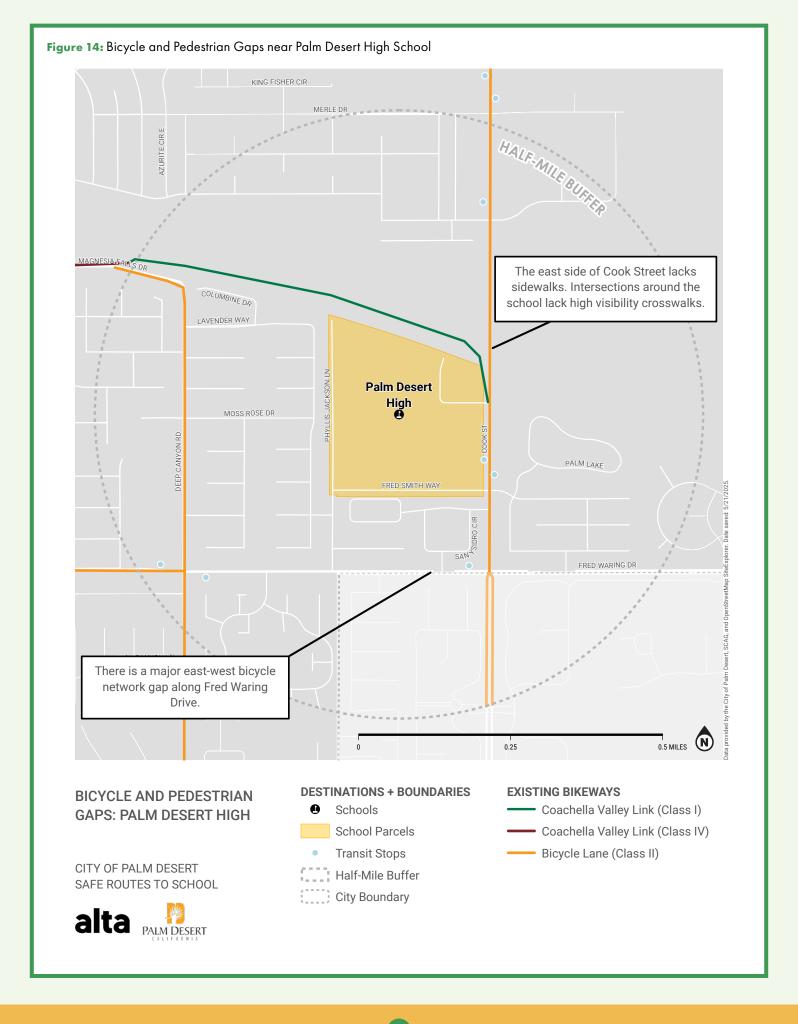


Palm Desert High School

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.



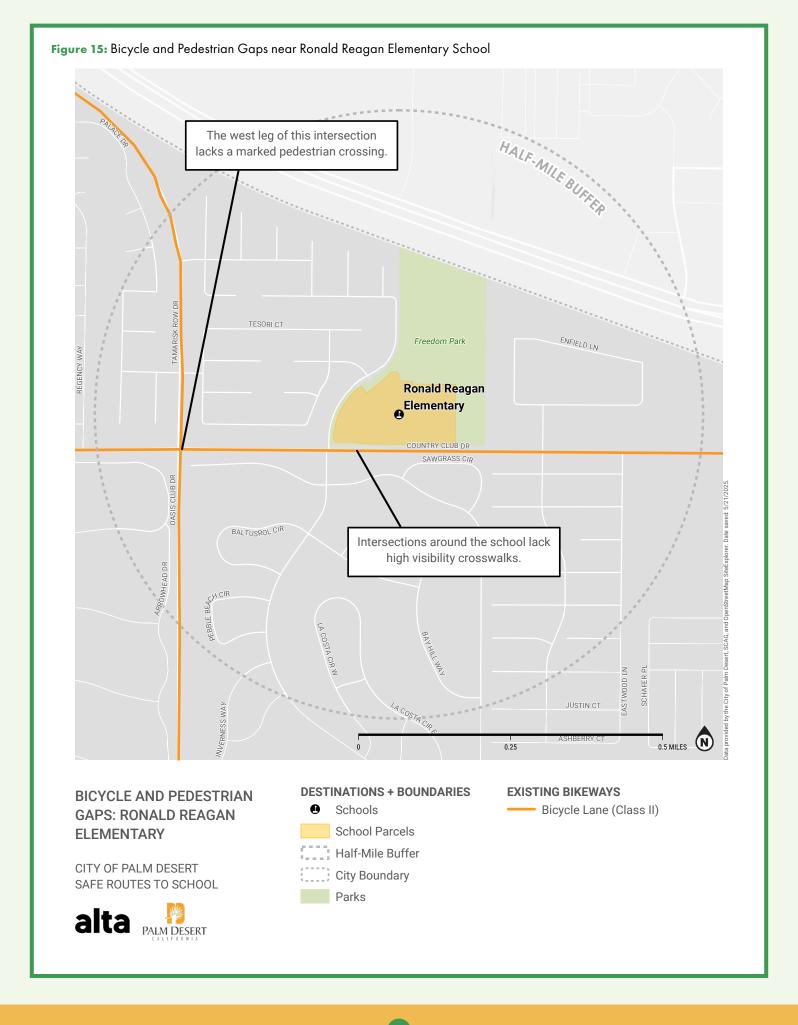


Ronald Reagan Elementary School

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.

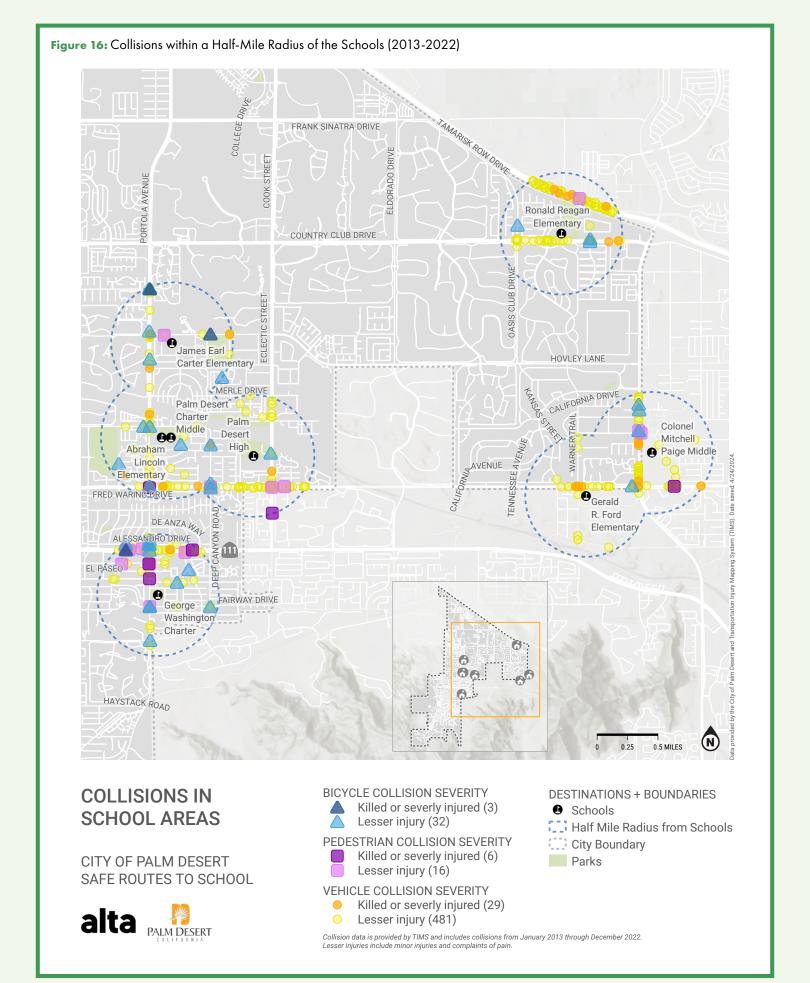




SCHOOL AREA COLLISION ANALYSIS

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 nonmotorized 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% pedestrianrelated collisions, and 35 or 6% bicycle-related collisions), and about 14% involved school-age (age 5-18) children (80 collisions, all modes).



School-age
Children

All Ages

Fatal

Severe Injury

Other Visible Injury

Complaint 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



resulted in a **fatality** or serious injury





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**.



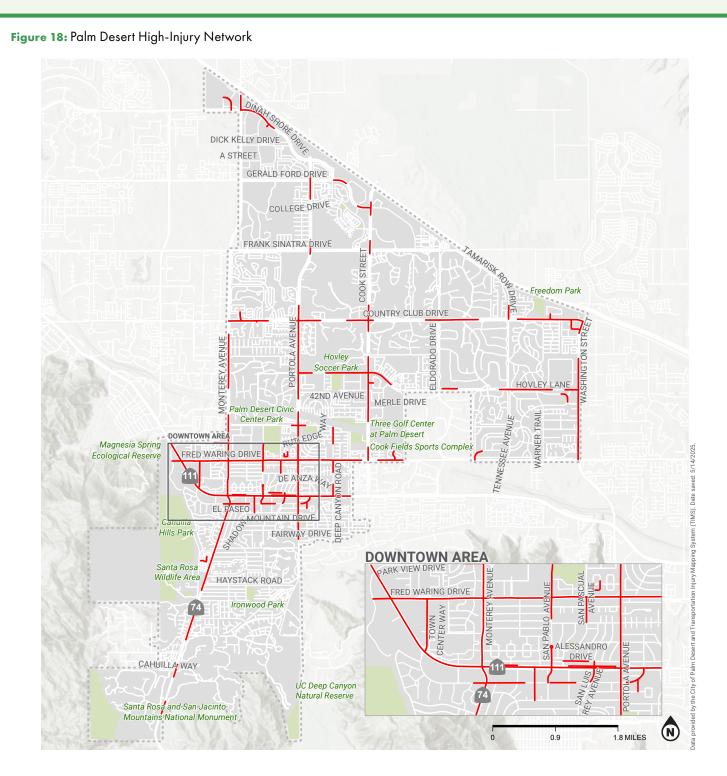
83% of serious collisions for all modes occurred on

8% of Palm Desert 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.



HIGH INJURY NETWORK (HIN)

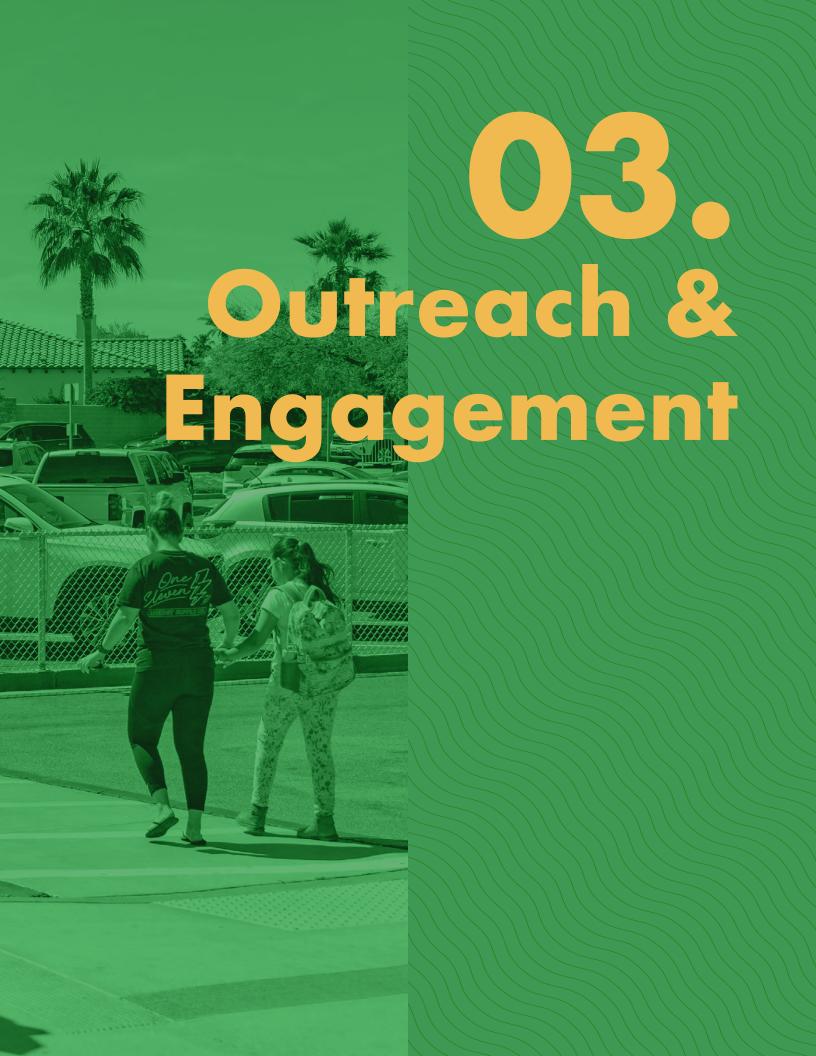
HIN RESULTS High Injury Network **DESTINATIONS + BOUNDARIES** City Boundary

CITY OF PALM DESERT

VISION ZERO

alta PALM DESERT

The HIN accounts for 83% of injury and fatal collisions in Palm Desert and 8% of roadway centerline miles. Collisions are weighted by severity and not by mode. Data was obtained from TIMS and includes collisions from 2013-2022.



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. Businesses were also invited to provide their input during engagement events, and the City worked directly with the El Paseo Parking and Business Improvement District Board during the implementation of the Vision Zero Strategy public safety campaign. 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.

ATP Subcommittee

The City Council ATP Subcommittee is dedicated to advancing safe and accessible active transportation in Palm Desert. The subcommittee has contributed to the development of the City's SRTS Plan and is responsible for monitoring its implementation. It will altso monitor key performance indicators related to the Vision Zero Strategy. This will include tracking the number of killed or seriously injured (KSI) collisions in project areas and the city as a whole. Additionally, where baseline data exists, the ATP subcommittee may monitor other metrics such as speeds or volumes following project implementation to assess strategy effectiveness. In coordination with the City Public Works Department, the subcommittee will annually share this progress with City Council.

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.

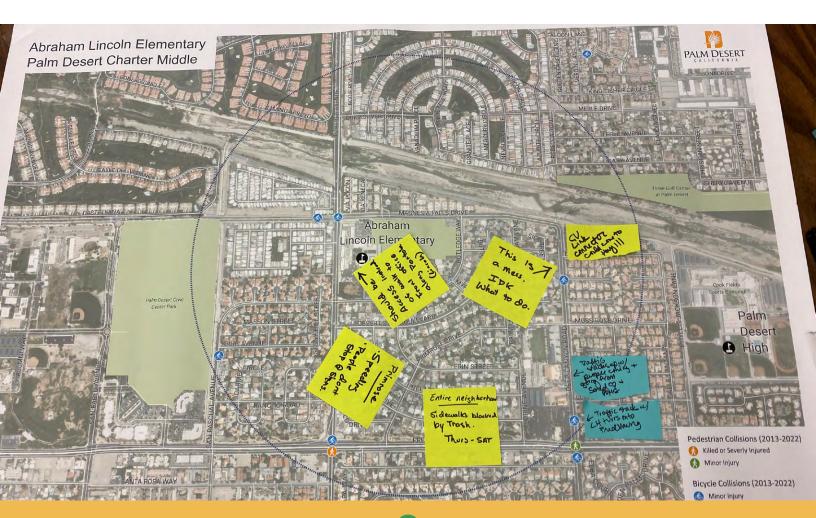
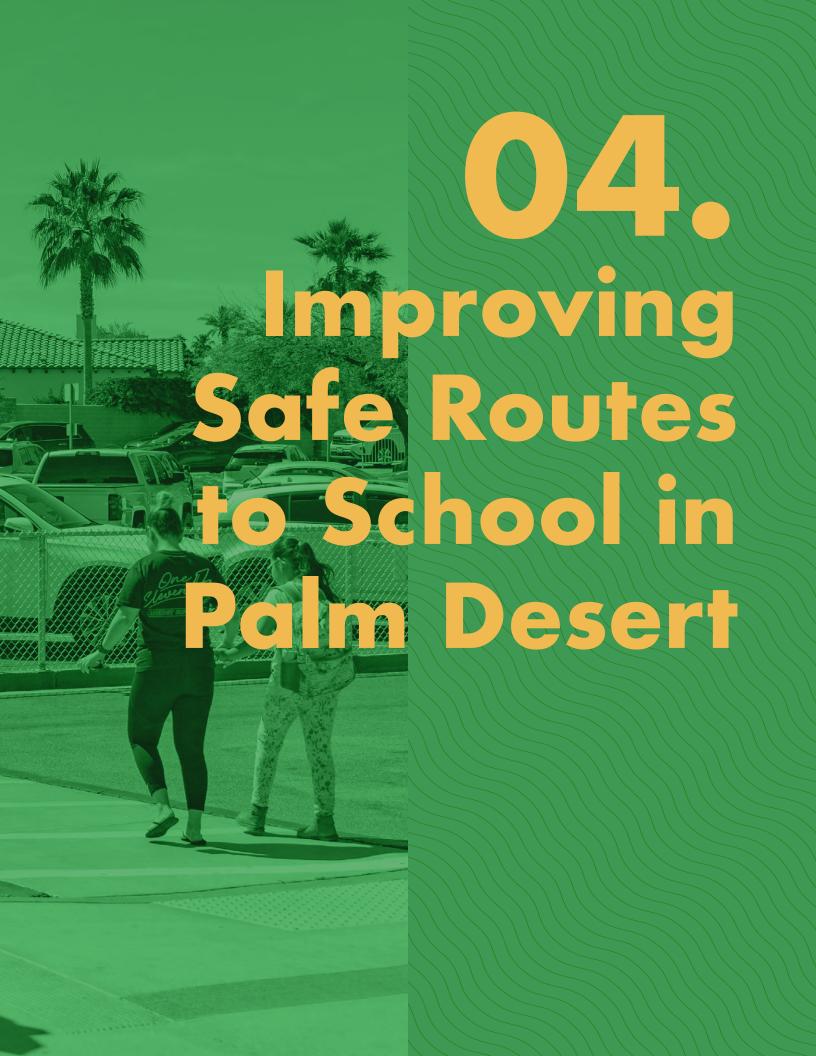


Table 5: Completed Outreach and Engagement Activities

Phase	Date	Event	Common Concerns/Findings
	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



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 longand 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:

- » Abraham Lincoln Elementary School and Palm Desert Charter Middle School: pg. 64
- » Colonel Mitchell Paige Middle School: pg. 76
- » George Washington Charter School: pg. 84
- » Gerald R. Ford Elementary School: pg. 100
- » James Earl Carter Elementary School: pg. 108
- » Palm Desert High School: pg. 116
- » Ronald Reagan Elementary School: pg. 138

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.

Finally, any project requiring lane width reduction will be subject to further review. The City may also conduct a demonstration project to confirm community support prior to installation.



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.



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.



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



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)

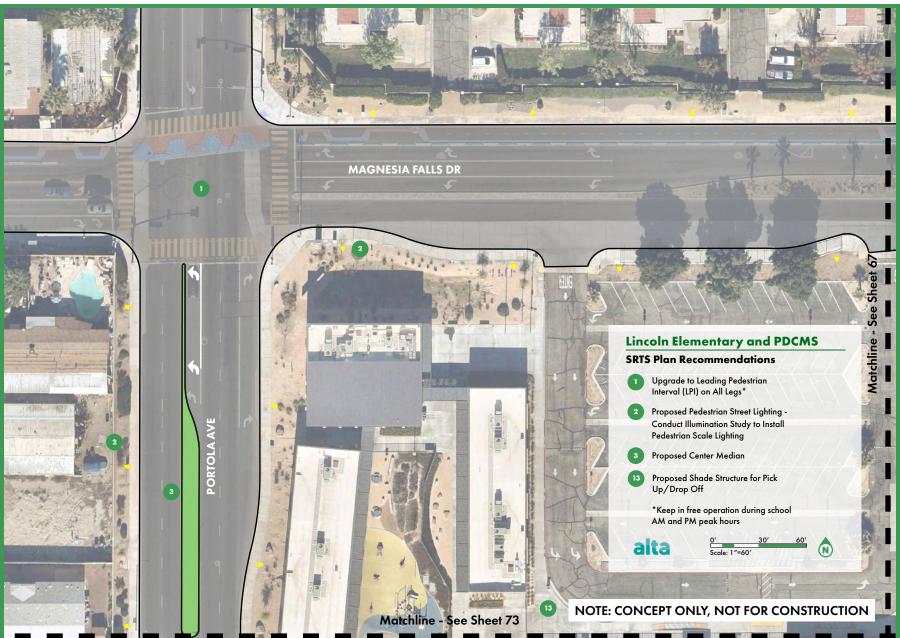


Figure 20: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (2/9)



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)

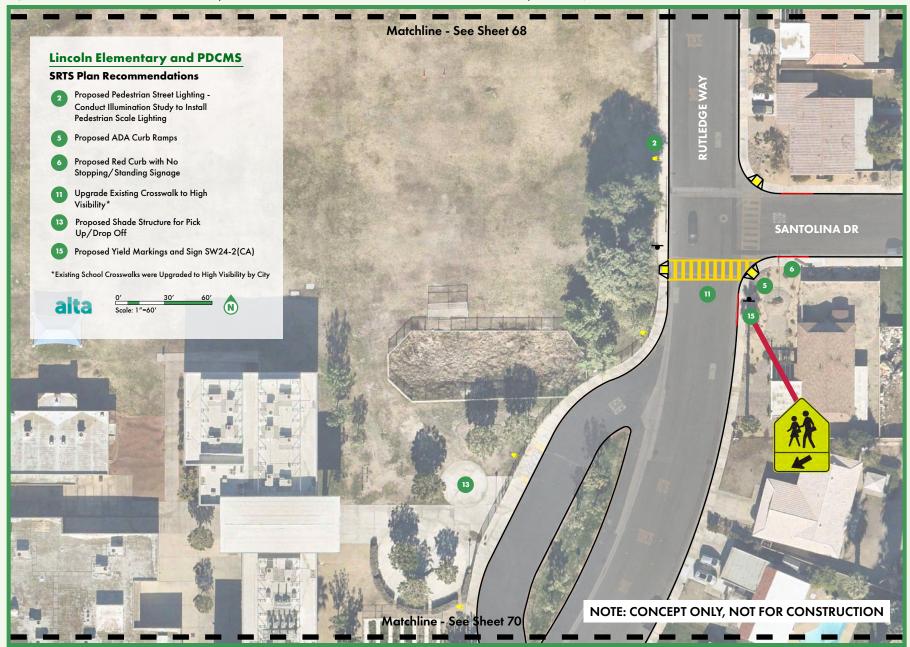


Figure 23: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (5/9)



Lincoln Elementary and PDCMS SRTS Plan Recommendations Proposed Pedestrian Street Lighting -Conduct Illumination Study to Install Pedestrian Scale Lighting See Sheet 72 **RUTLEDGE WAY** NOTE: CONCEPT ONLY, NOT FOR CONSTRUCTION

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)

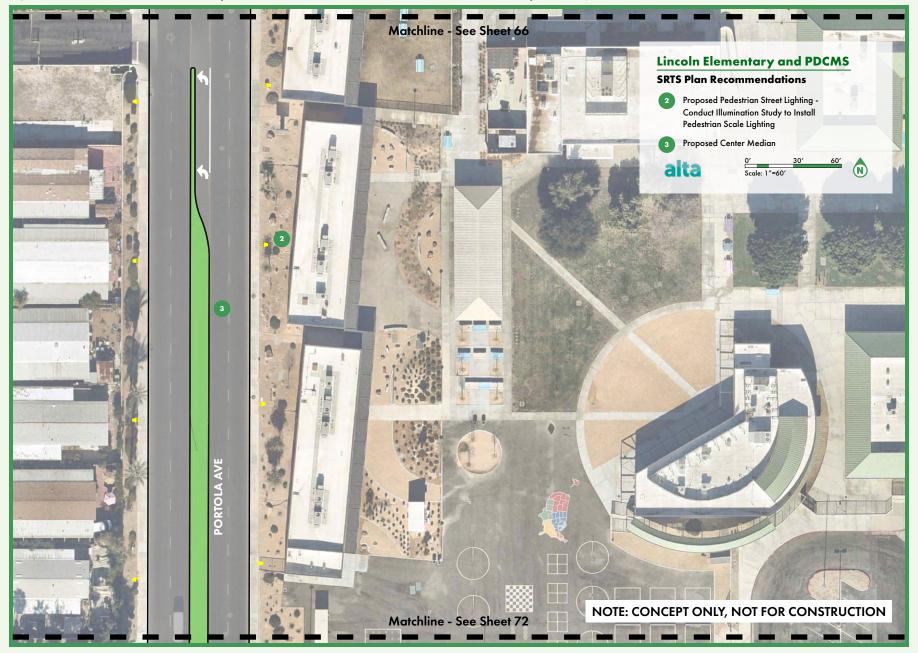


Figure 27: Abraham Lincoln Elementary School and Palm Desert Charter Middle School Concept Plans (9/9)



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Walk Audit Summary | Colonel Mitchell Paige Middle School*

Audit Date: Wednesday, May 1, 2024 School Address: 43-495 Palm Royale Drive, La Quinta

Audit Time: 8:30 - 9:30 AM

Enrollment: 436 Students

District: Desert Sands Unified School District

Participants: 4

- » 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 pickup lanes.



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



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



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

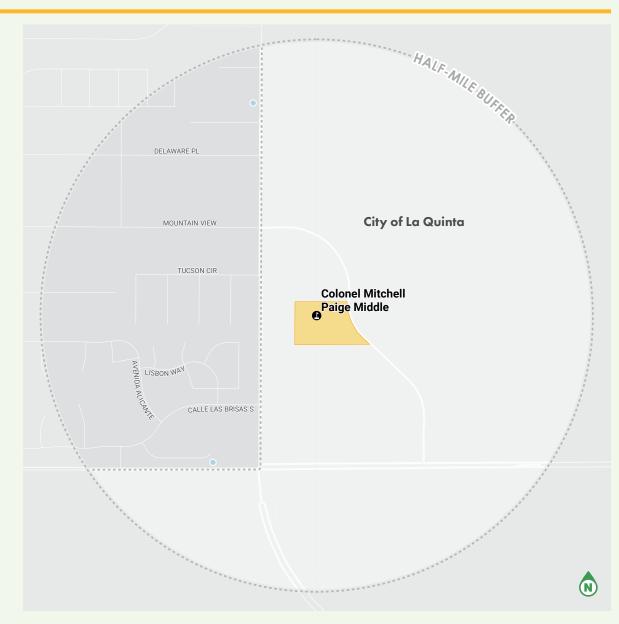




Figure 28: Colonel Mitchell Paige Middle School Concept Plans (1/6)

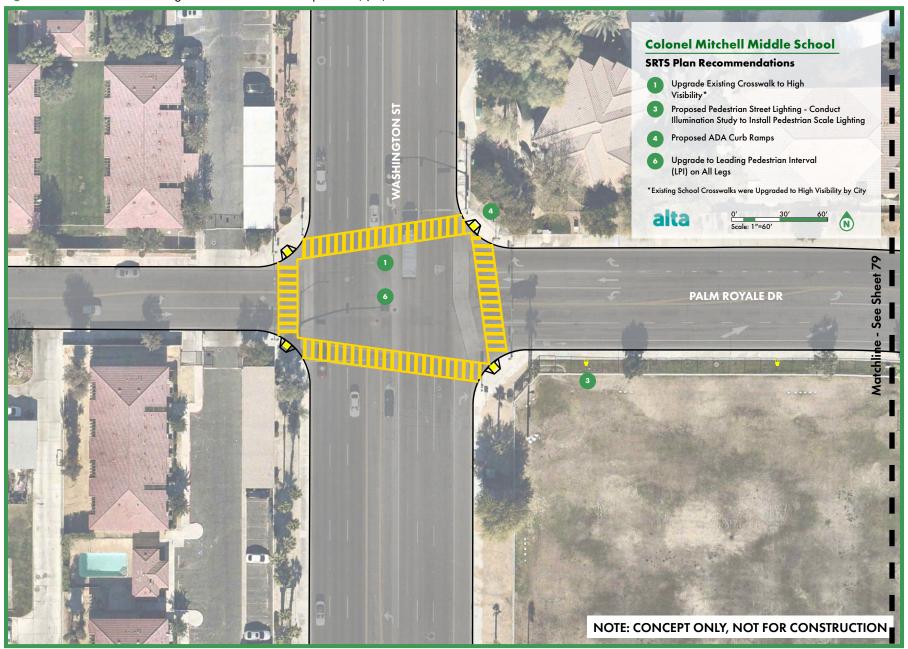


Figure 29: Colonel Mitchell Paige Middle School Concept Plans (2/6)

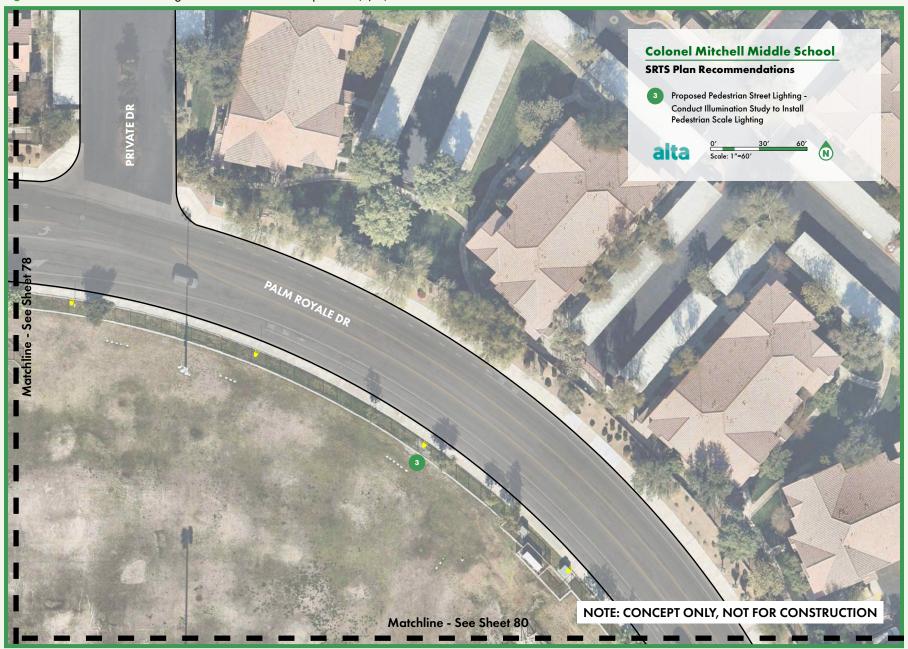


Figure 30: Colonel Mitchell Paige Middle School Concept Plans (3/6)

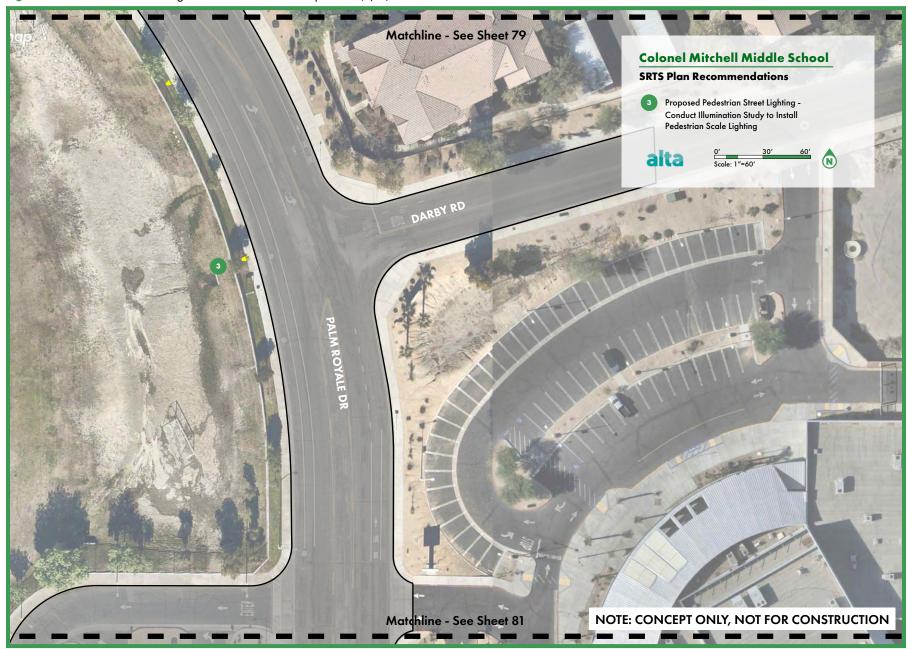


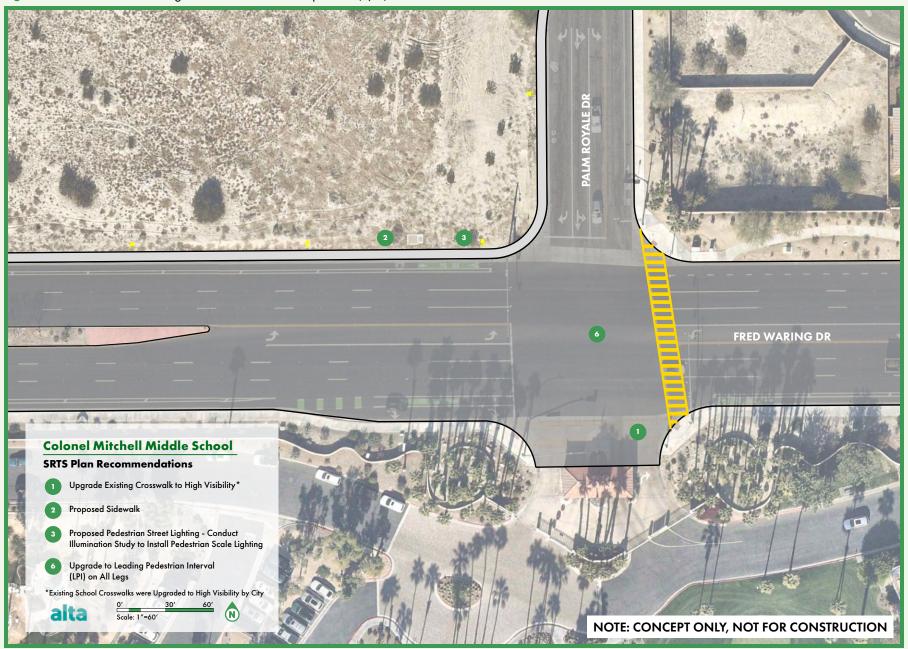
Figure 31: Colonel Mitchell Paige Middle School Concept Plans (4/6)



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 School Address: 45-768 Portola Avenue, Palm Desert

Audit Time: 8:30 - 9:30 AM

Enrollment: 755 Students

District: Desert Sands Unified School

District

Participants: 6

- » 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 dropoff at the crosswalk at Chicory Street and Shadow Mountain Drive.



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

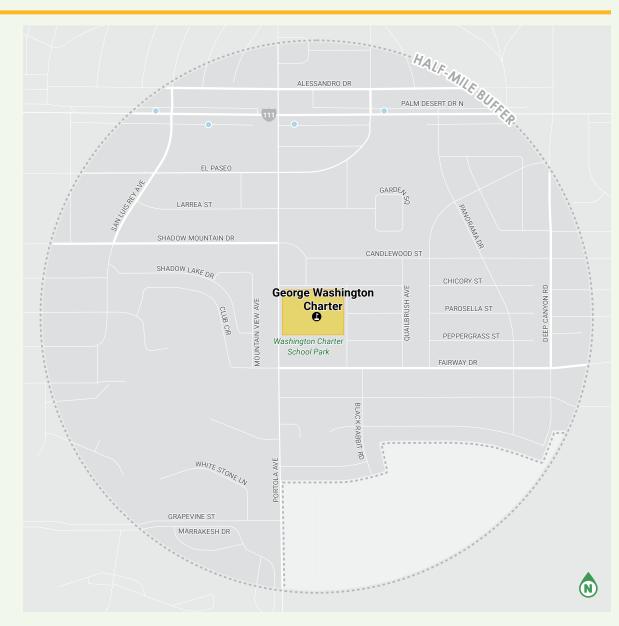


Narrow sidewalks along Portola Avenue, a high-speed arterial, foster an unpleasant walking environment.



Parents and students were seen crossing midblock along Chicory Street.

Study Area | George Washington Charter School



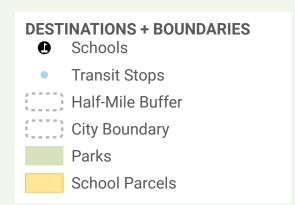


Figure 34: George Washington Charter School Concept Plans (1/13)

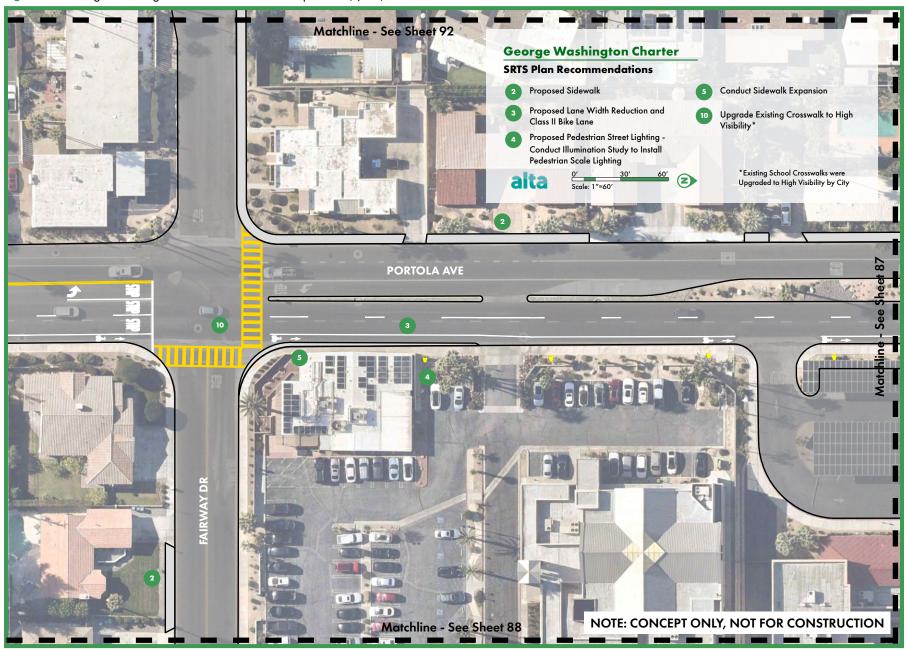


Figure 35: George Washington Charter School Concept Plans (2/13)

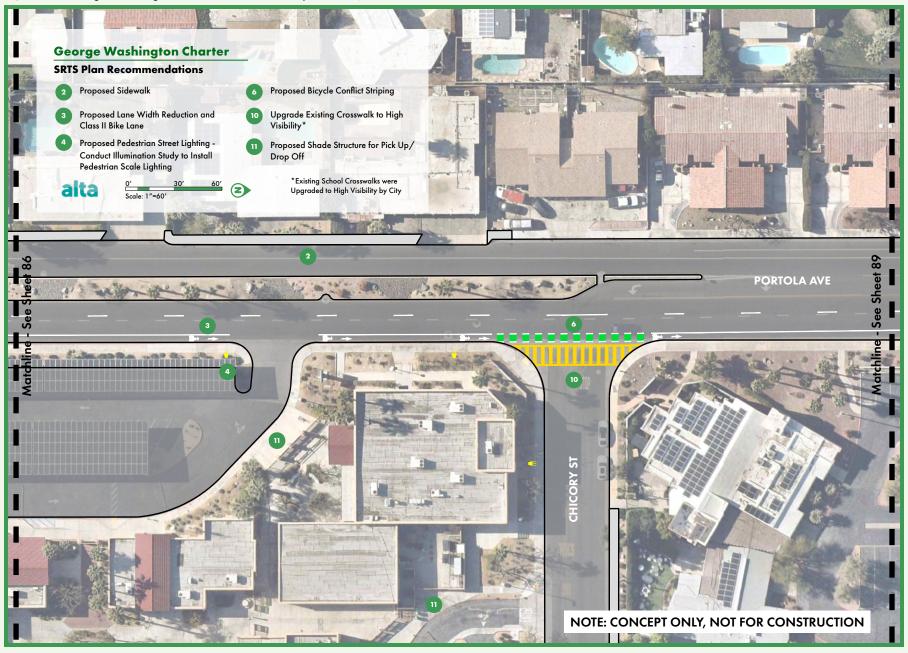


Figure 36: George Washington Charter School Concept Plans (3/13)

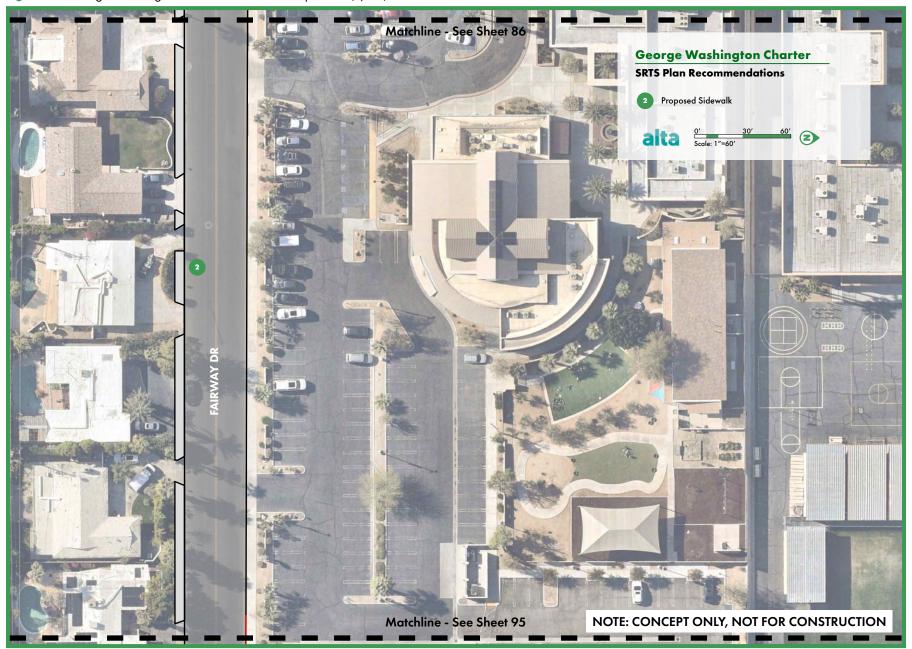


Figure 37: George Washington Charter School Concept Plans (4/13)

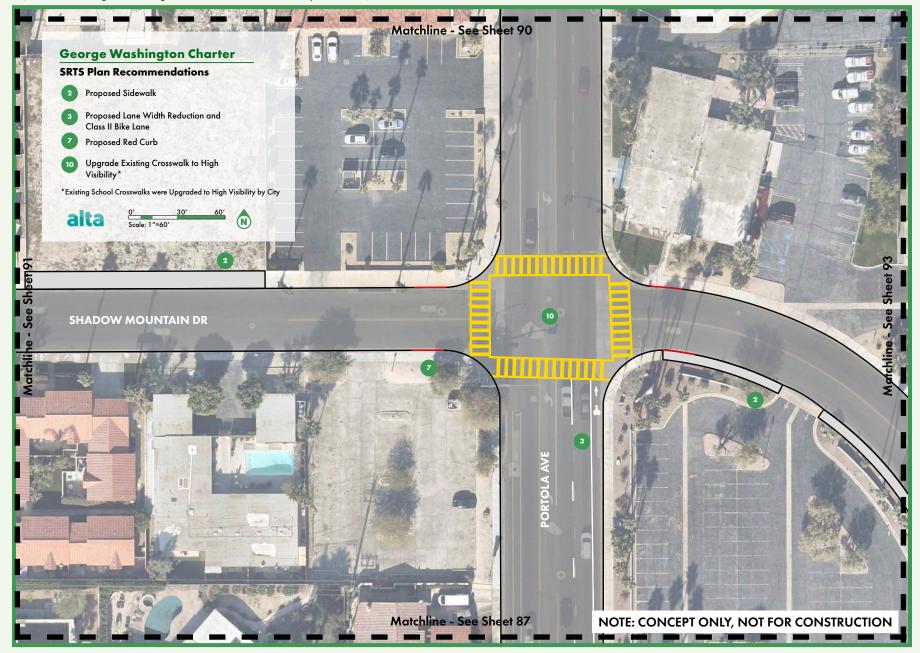


Figure 38: George Washington Charter School Concept Plans (5/13)

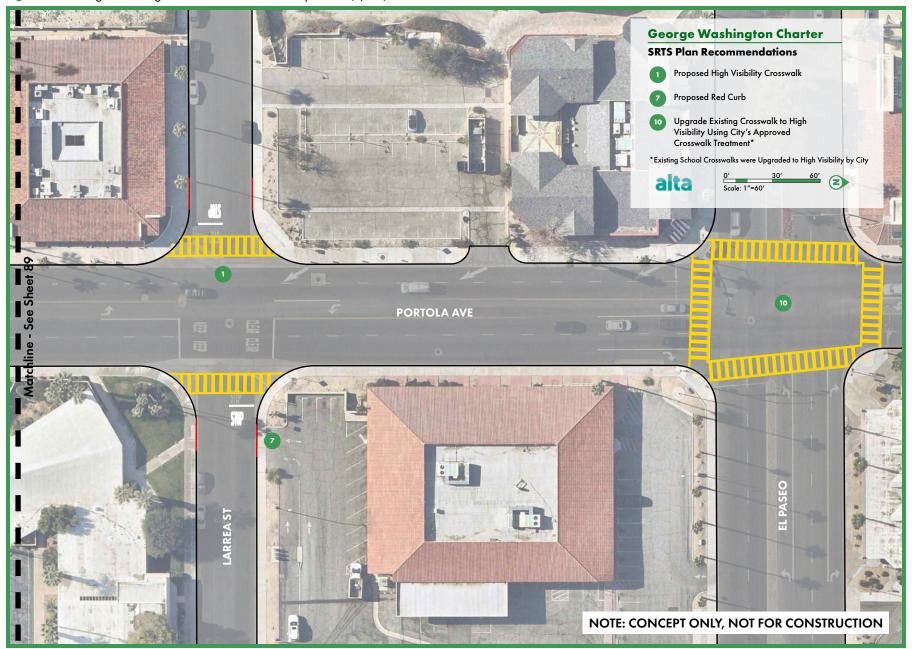


Figure 39: George Washington Charter School Concept Plans (6/13)



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



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

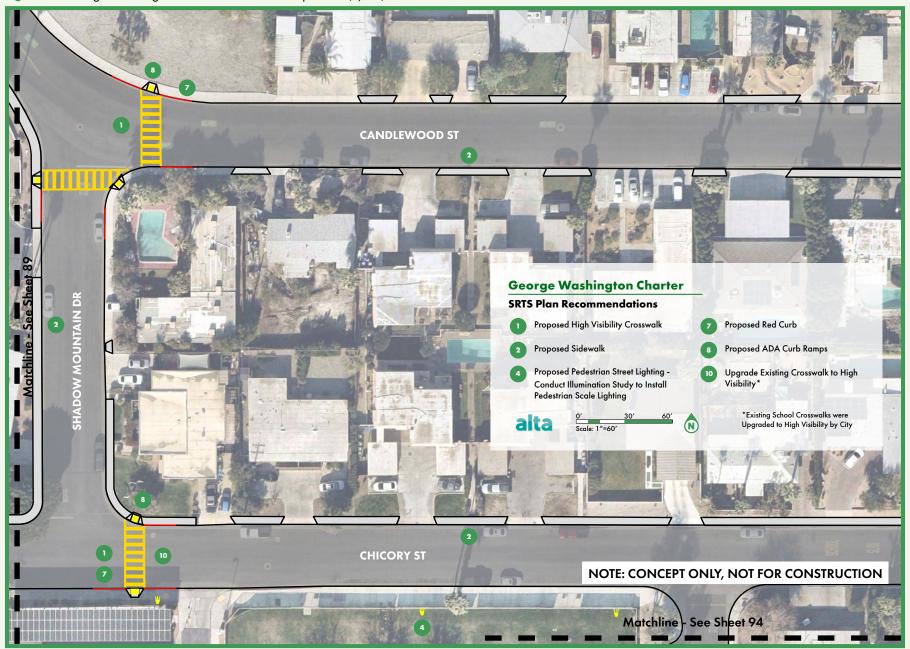


Figure 42: George Washington Charter School Concept Plans (9/13)



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

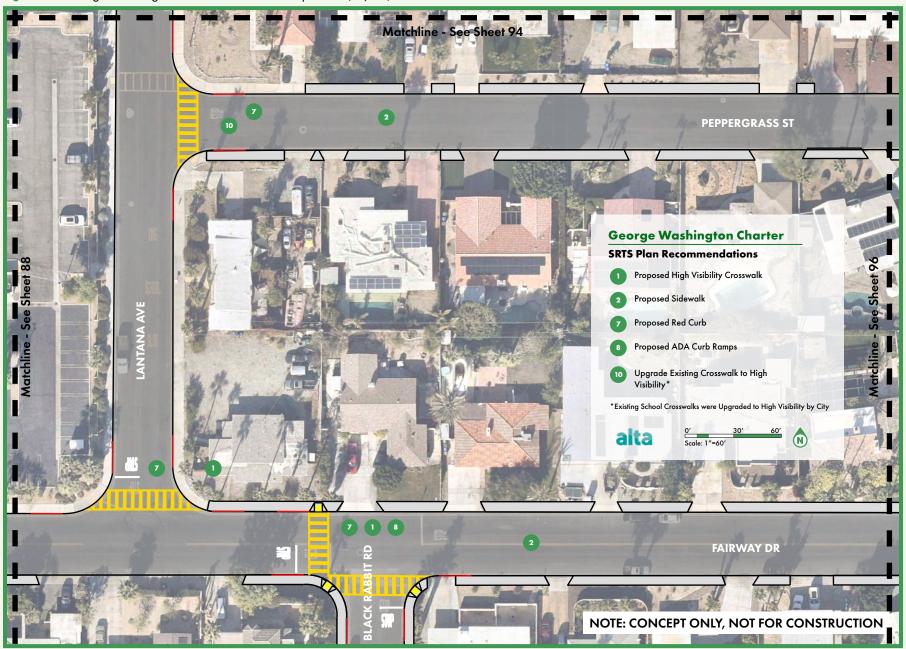


Figure 44: George Washington Charter School Concept Plans (11/13)

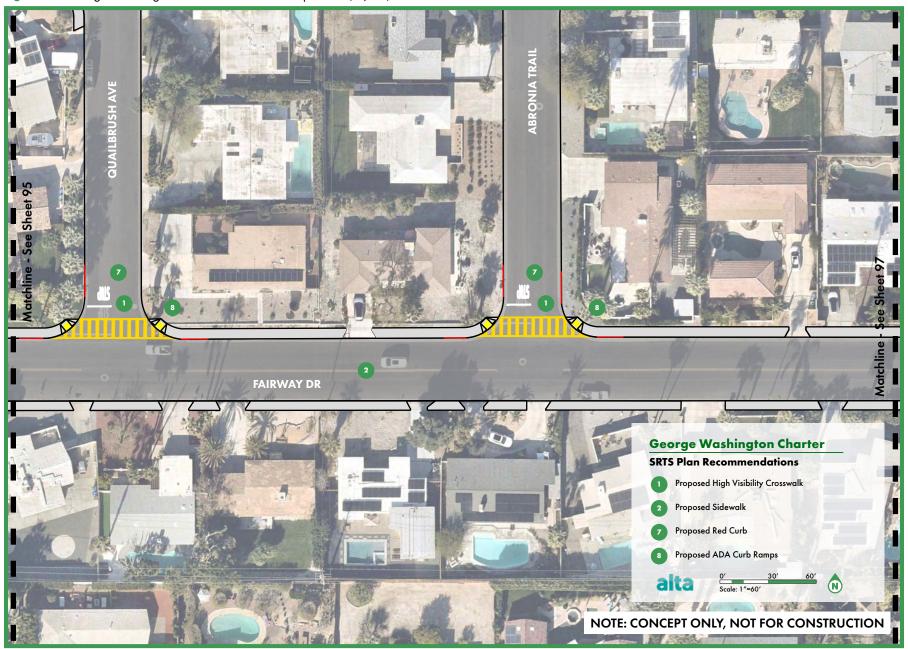
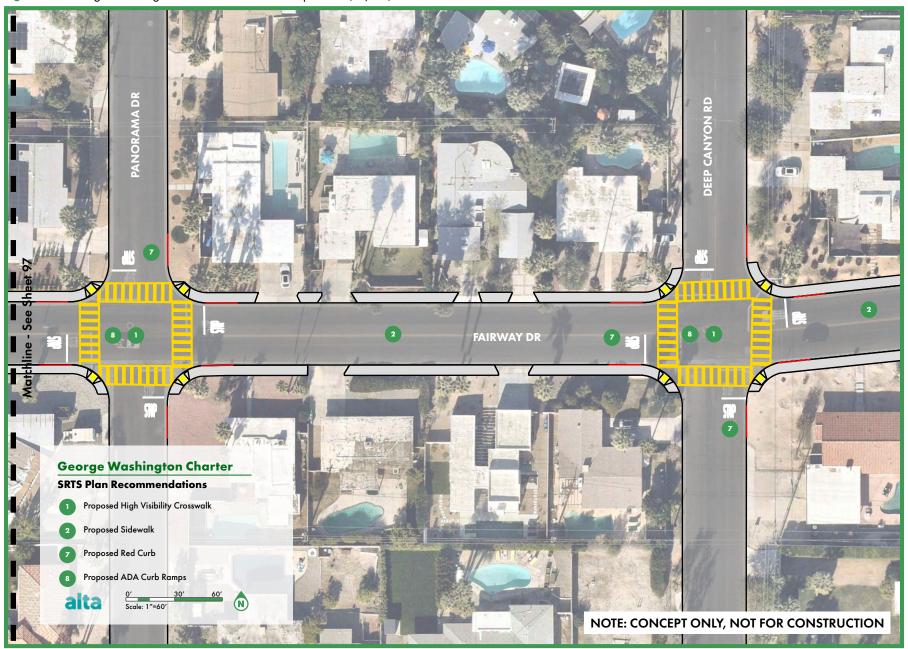


Figure 45: George Washington Charter School Concept Plans (12/13)



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



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Walk Audit Summary | Gerald R. Ford Elementary School*

Audit Date: Wednesday, April 17, 2024 School Address: 44-210 Warner Trail, Indian Wells

Audit Time: 9:00 - 10:00 AM

Enrollment: 603 Students

District: Desert Sands Unified School District

Participants: 5

- » 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.
- 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.



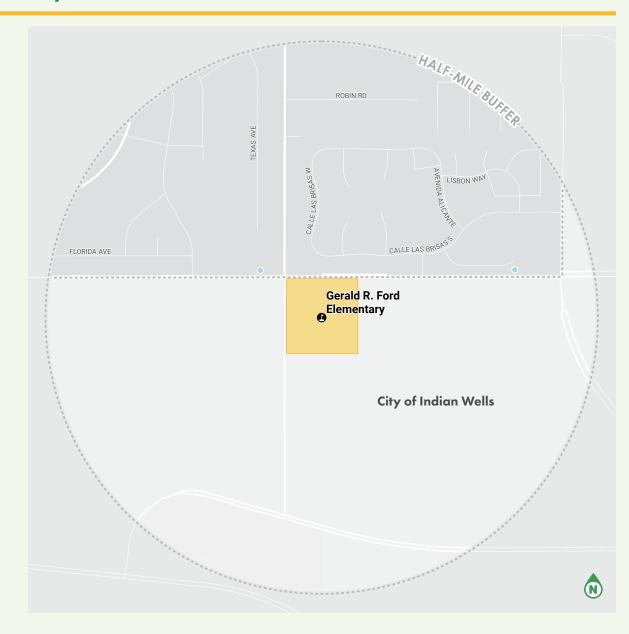
Bicycles are banned from using sidewalks near the school.



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)

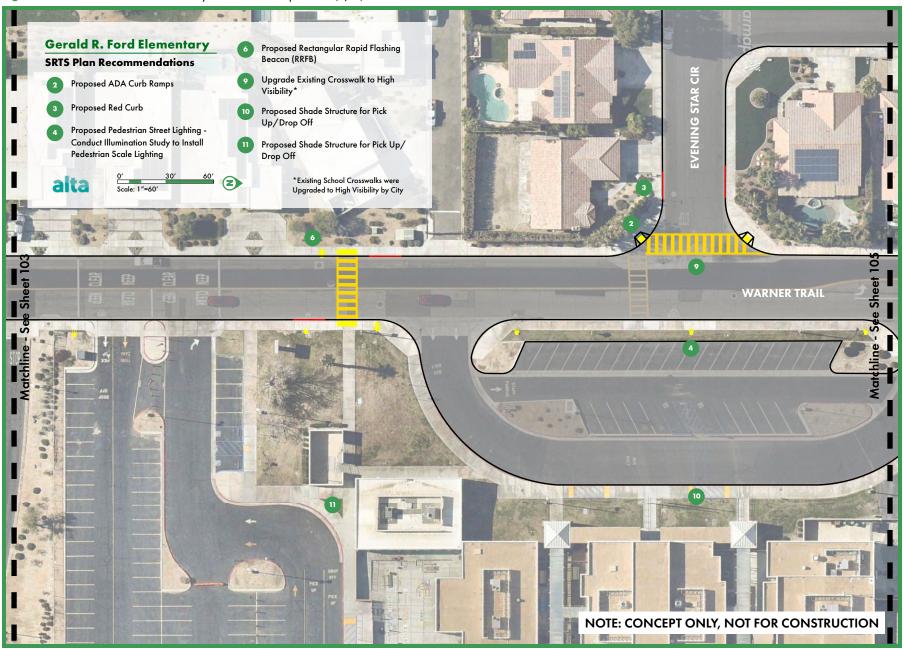


Figure 50: Gerald R. Ford Elementary School Concept Plans (4/6)

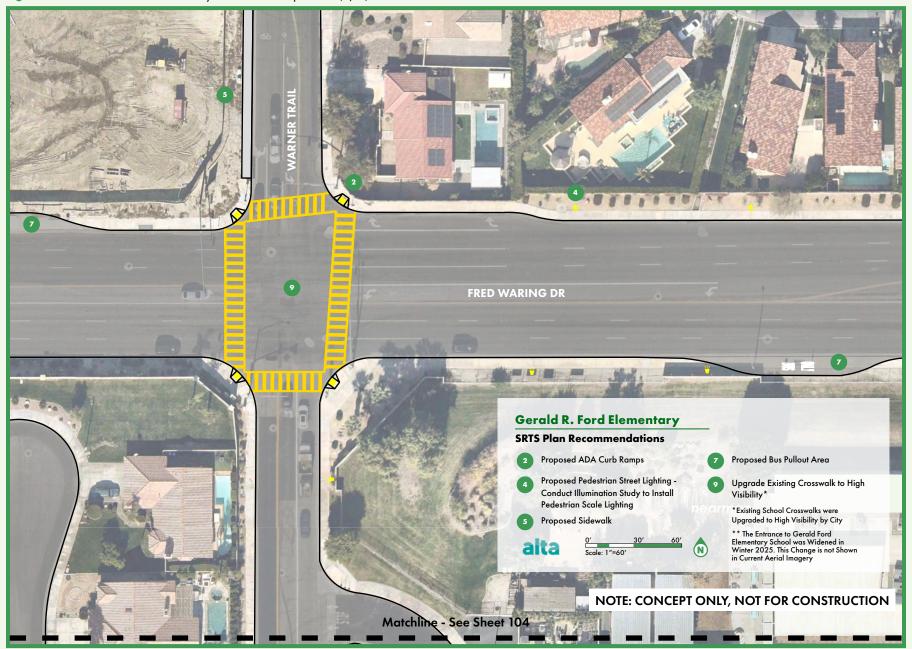


Figure 51: Gerald R. Ford Elementary School Concept Plans (5/6)



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

Audit Time: 3:00 - 4:00 PM

Enrollment: 516 Students

District: Desert Sands Unified School

District

Participants: 3

- » 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.



Traffic enforcement on Hovley Lane in front of the school



Some afternoon pick-up congestion spilled into Hovley Lane.



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

Study Area | James Earl Carter Elementary School

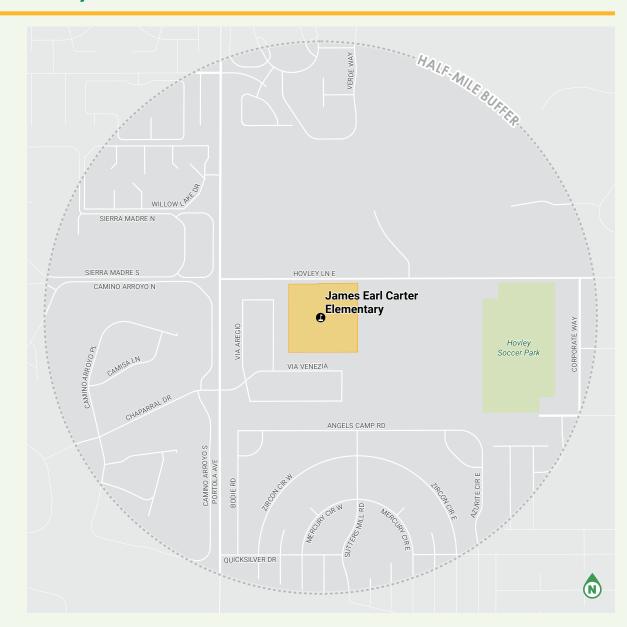




Figure 53: James Earl Carter Elementary School Concept Plans (1/5)

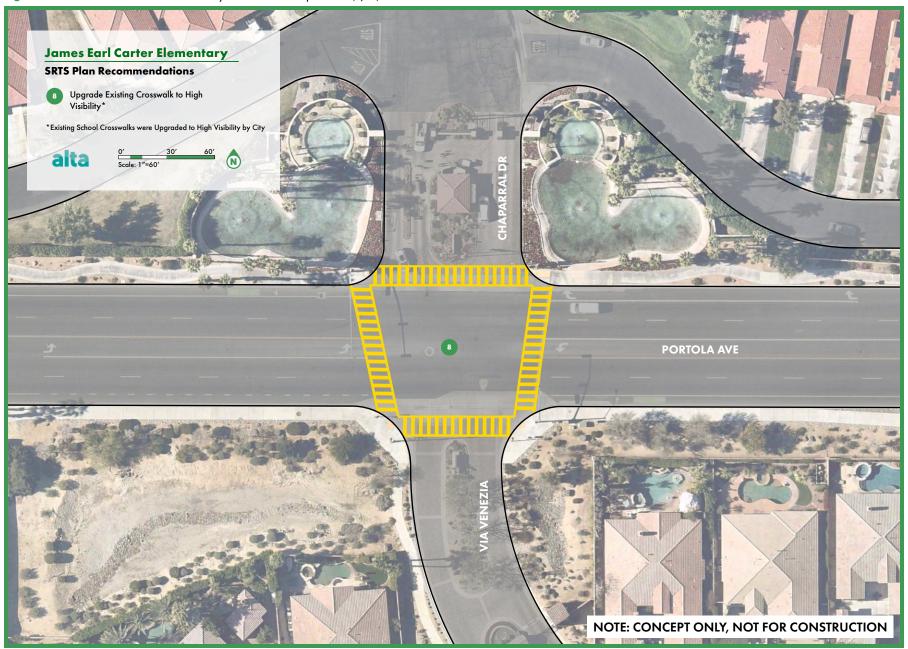


Figure 54: James Earl Carter Elementary School Concept Plans (2/5)

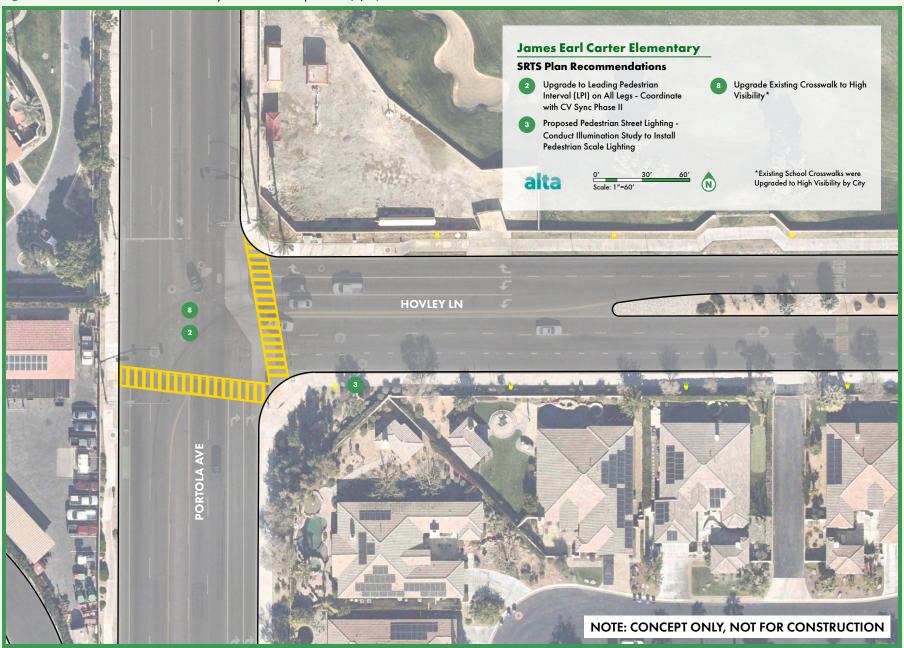


Figure 55: James Earl Carter Elementary School Concept Plans (3/5)

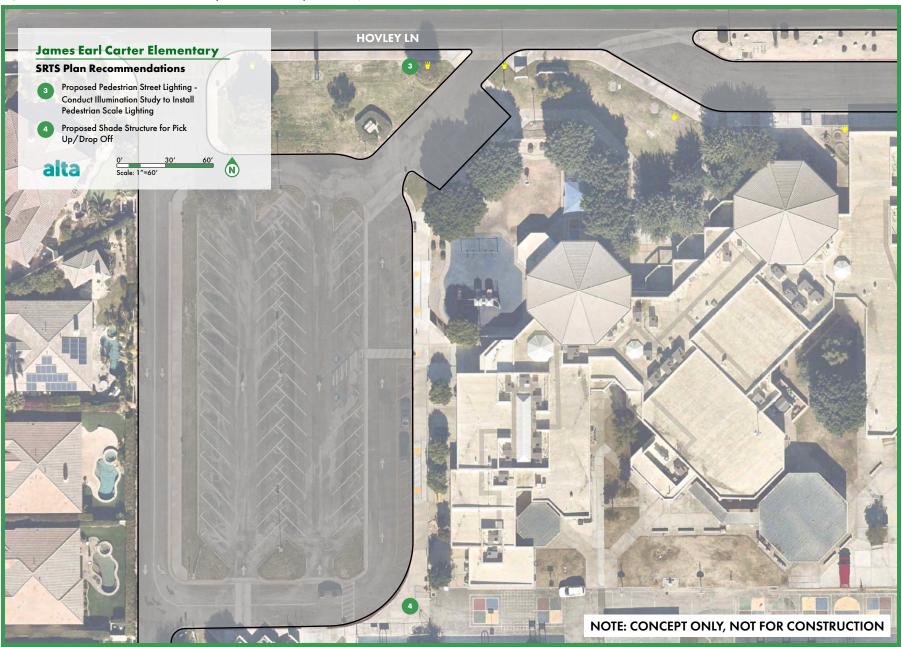


Figure 56: James Earl Carter Elementary School Concept Plans (4/5)

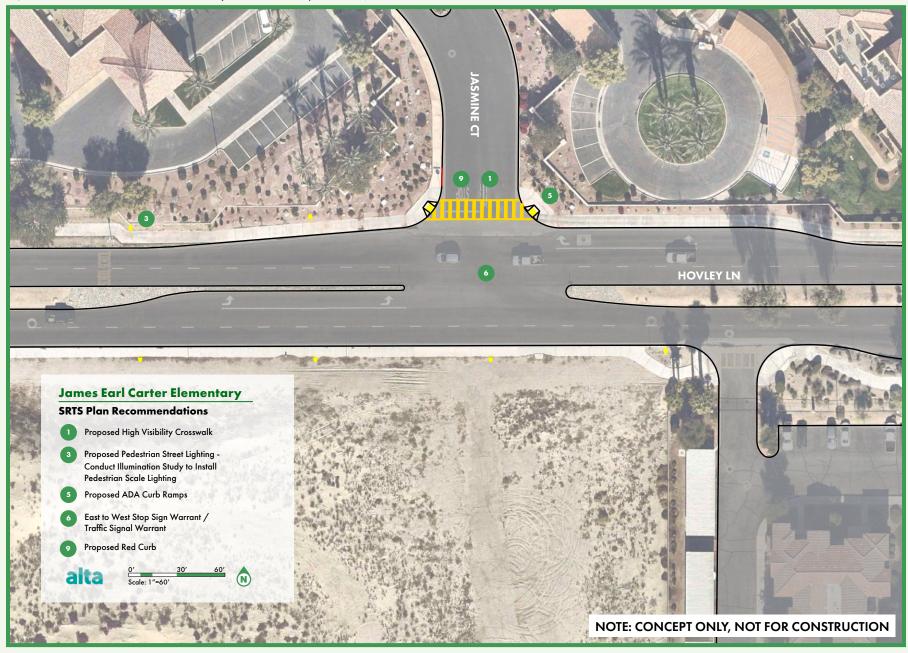


Figure 57: James Earl Carter Elementary School Concept Plans (5/5)



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Walk Audit Summary | Palm Desert High School*

Audit Date: Thursday, April 18, 2024 School Address: 74-910 Aztec Road, Palm Desert

Audit Time: 8:30 - 9:30 AM

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.



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



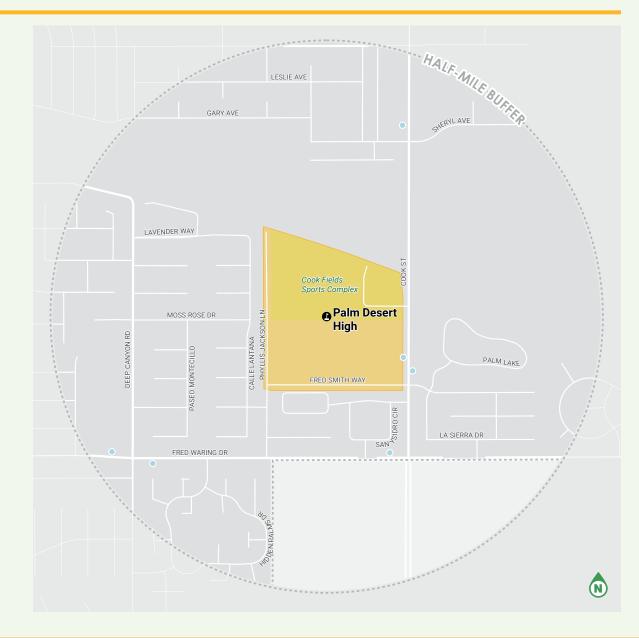
Speeding is a concern along Cook Street near the entrance to the school.



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

City Boundary

Parks

School Parcels

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

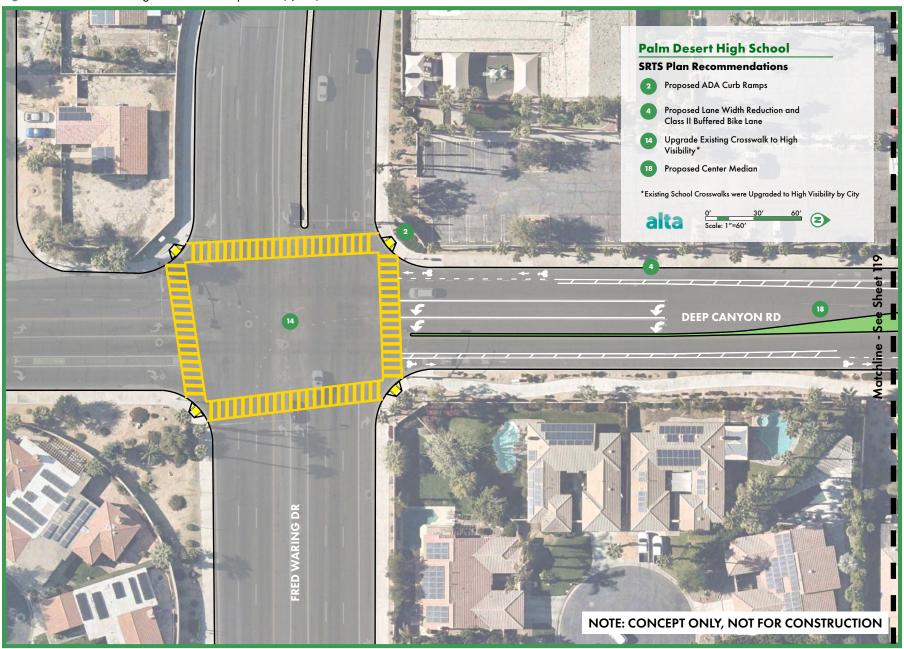


Figure 59: Palm Desert High School Concept Plans (2/20)

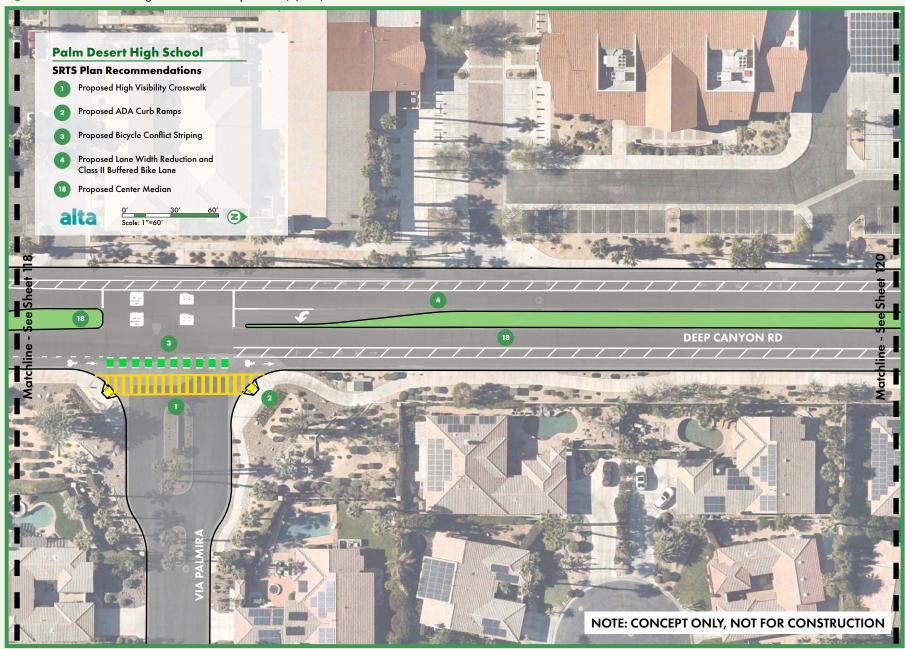


Figure 60: Palm Desert High School Concept Plans (3/20)

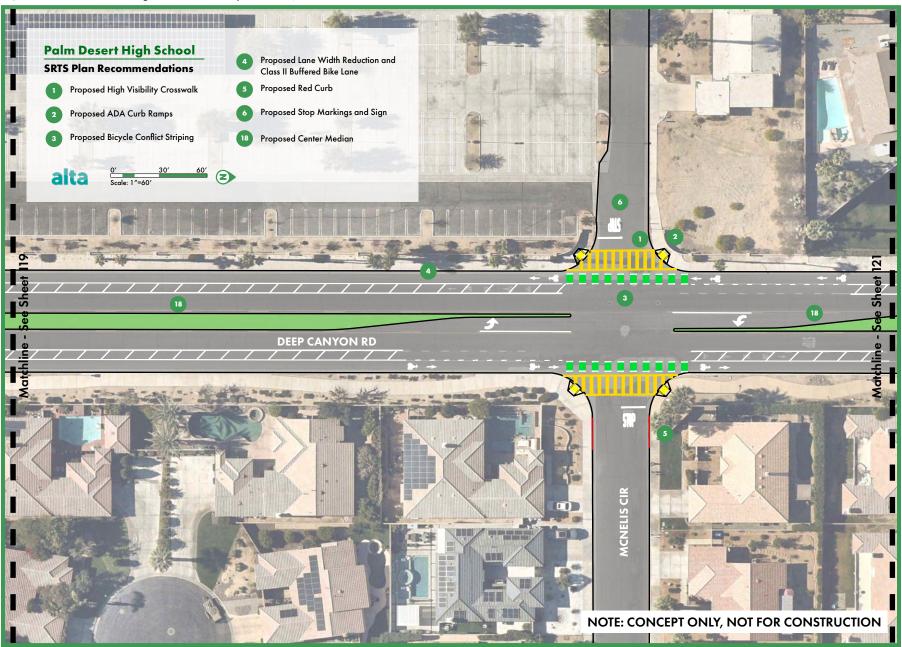


Figure 61: Palm Desert High School Concept Plans (4/20)

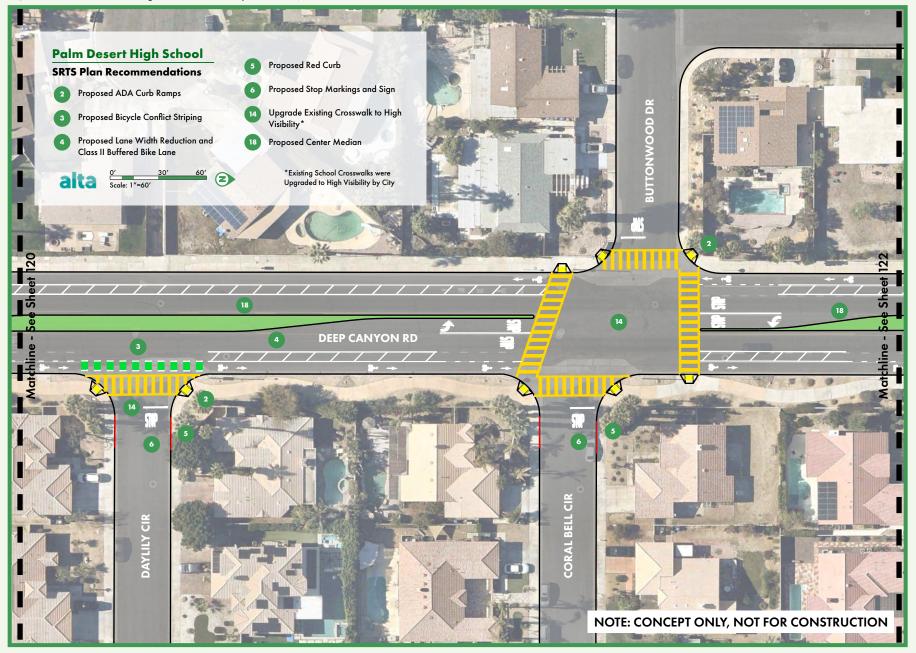


Figure 62: Palm Desert High School Concept Plans (5/20)

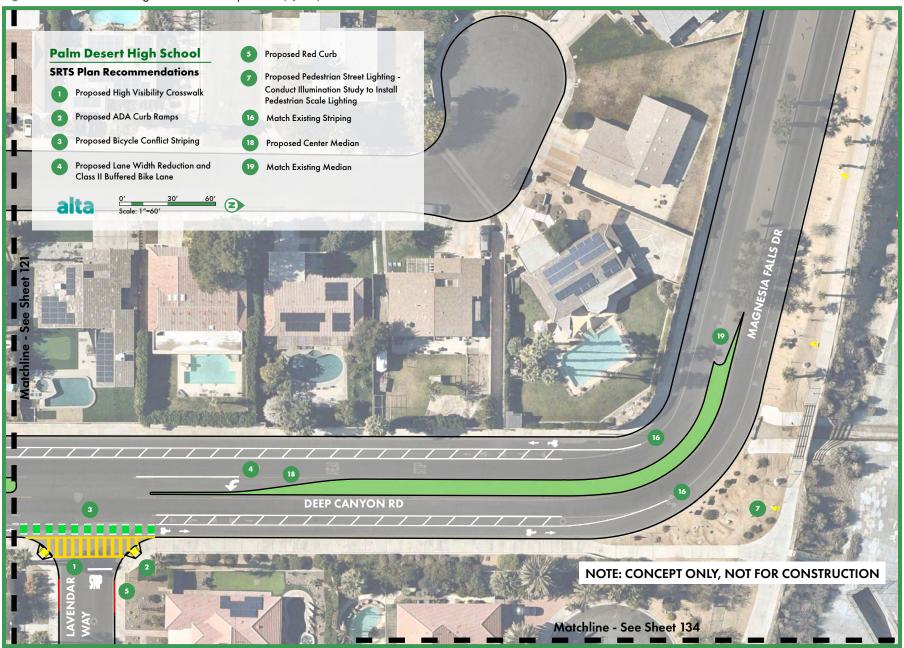


Figure 63: Palm Desert High School Concept Plans (6/20)

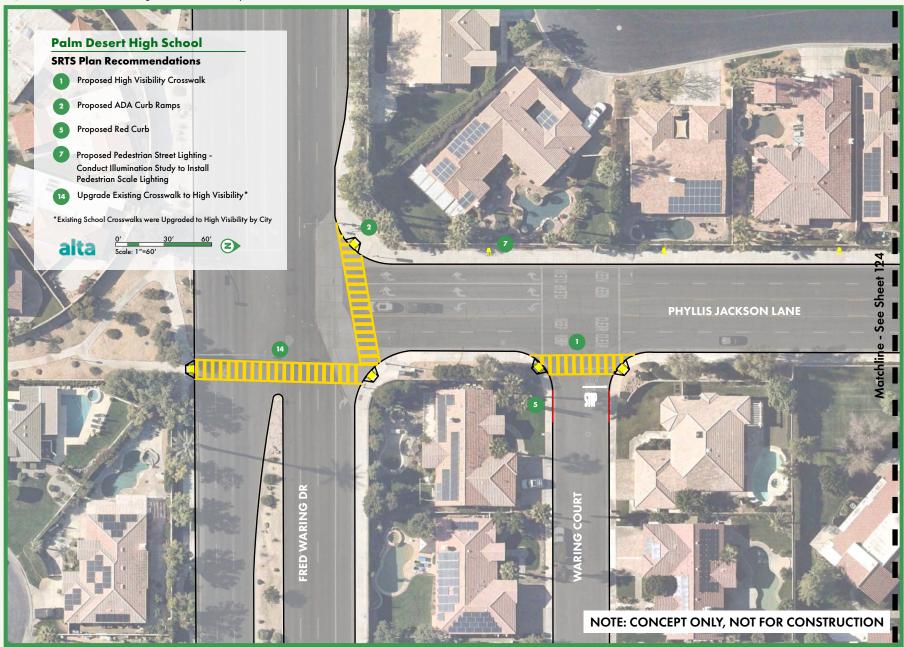


Figure 64: Palm Desert High School Concept Plans (7/20)



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

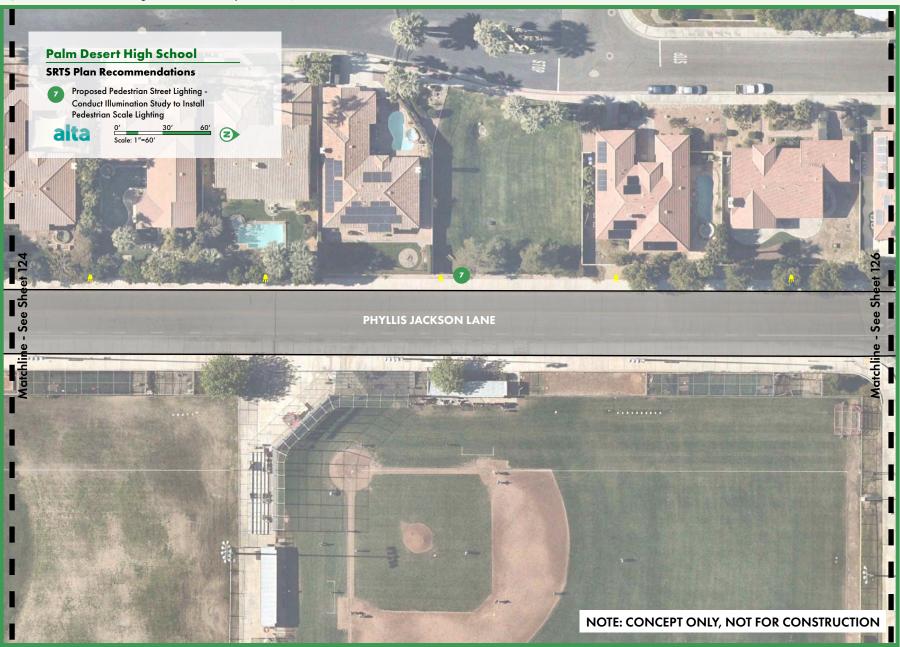


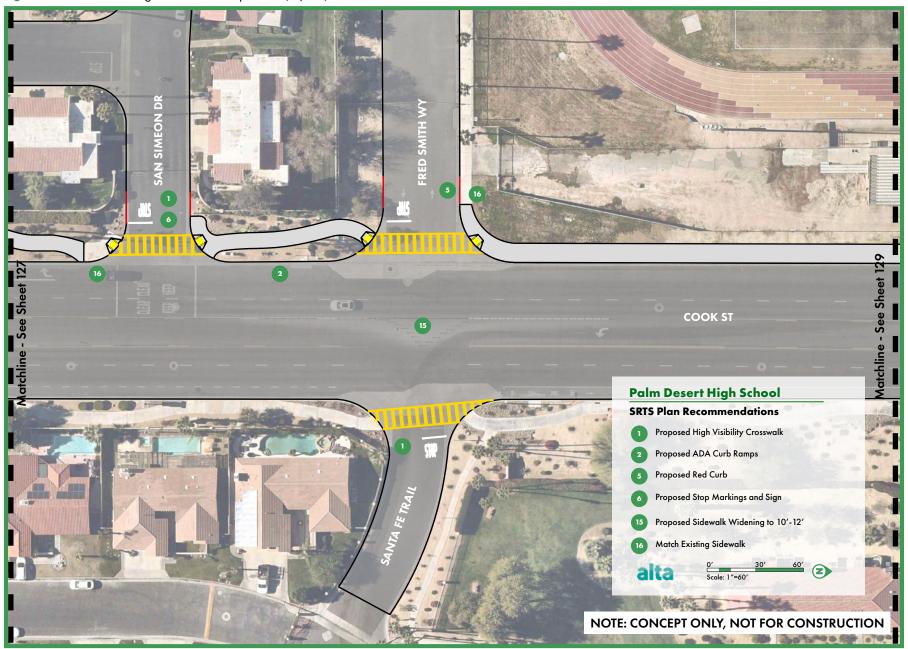
Figure 66: Palm Desert High School Concept Plans (9/20)



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



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



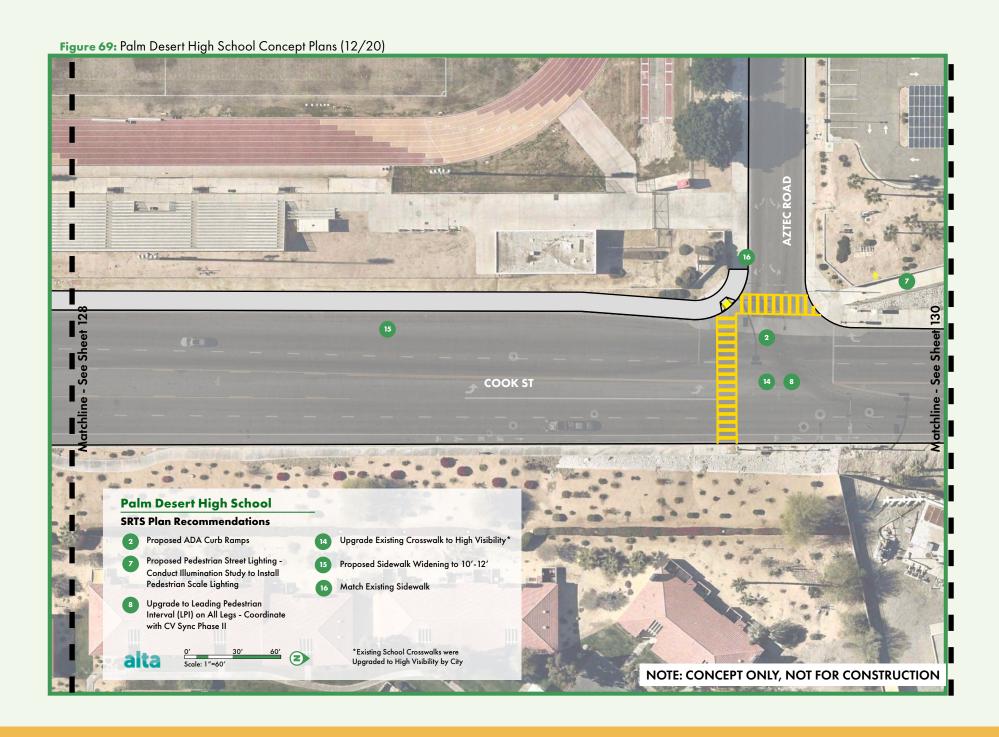


Figure 70: Palm Desert High School Concept Plans (13/20)

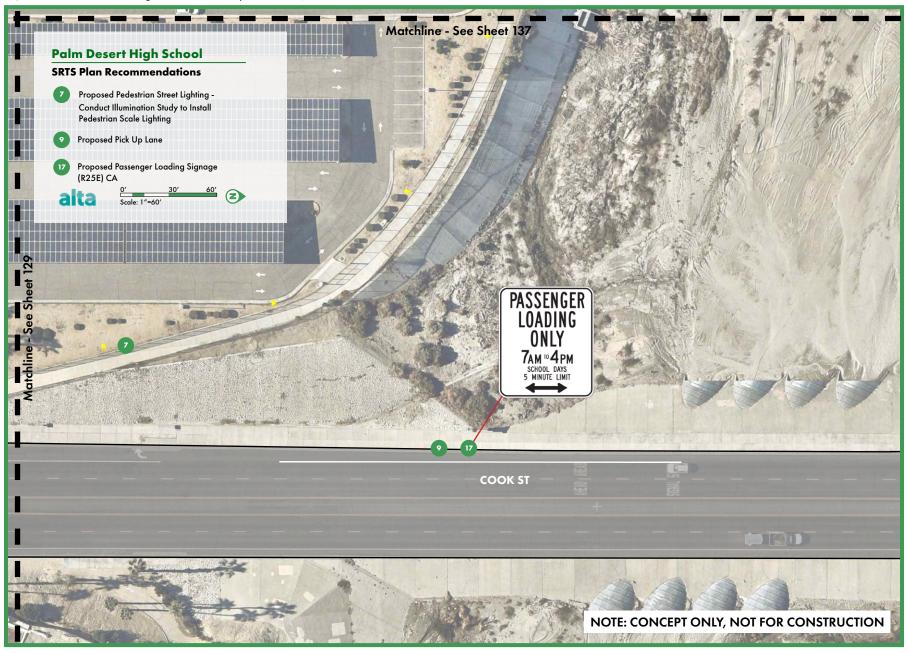


Figure 71: Palm Desert High School Concept Plans (14/20)



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



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

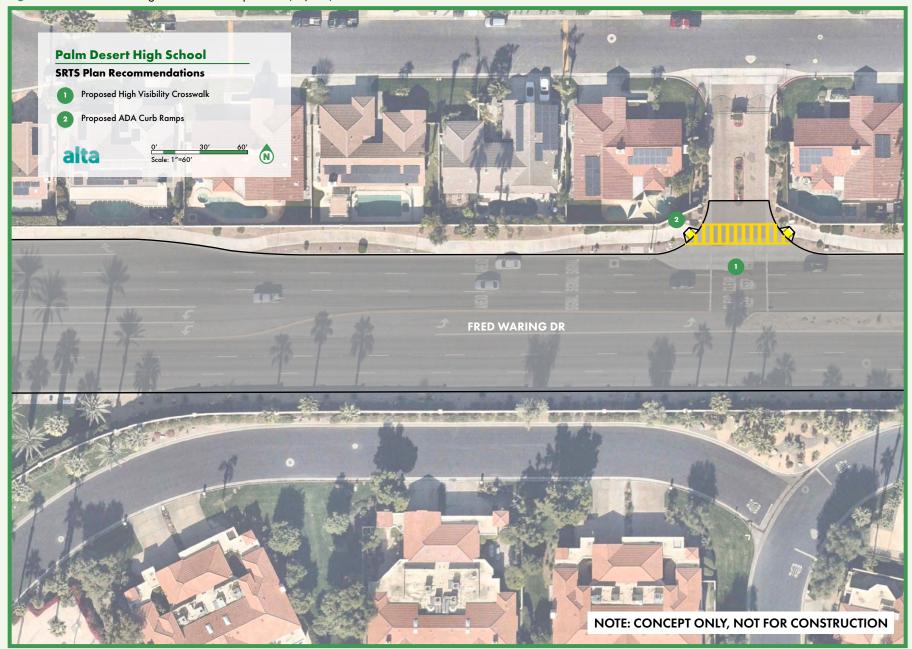


Figure 74: Palm Desert High School Concept Plans (17/20)



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 School Address: 39-800 Liberty Drive, Palm Desert

Audit Time: 8:00 - 9:00 AM

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

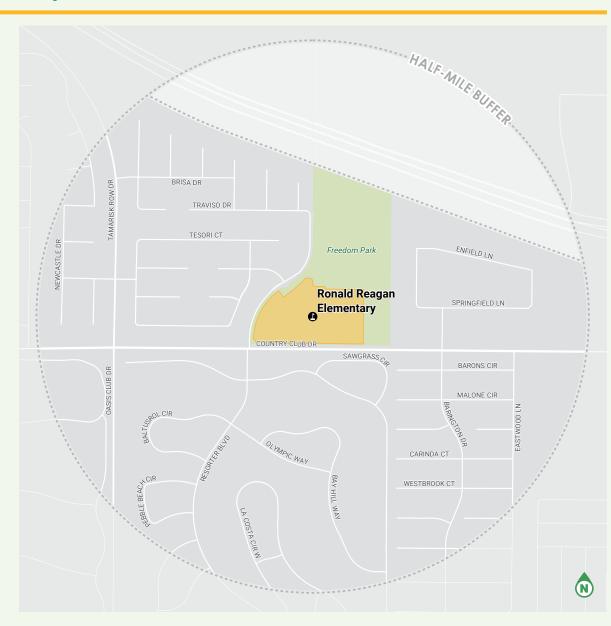




Figure 78: Ronald Reagan Elementary School Concept Plans (1/7)

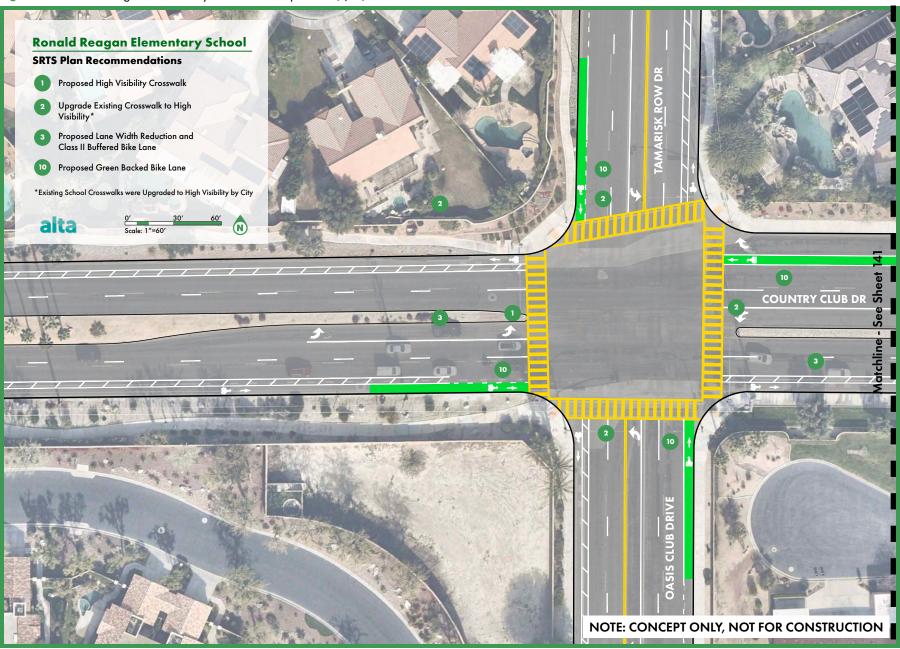


Figure 79: Ronald Reagan Elementary School Concept Plans (2/7)

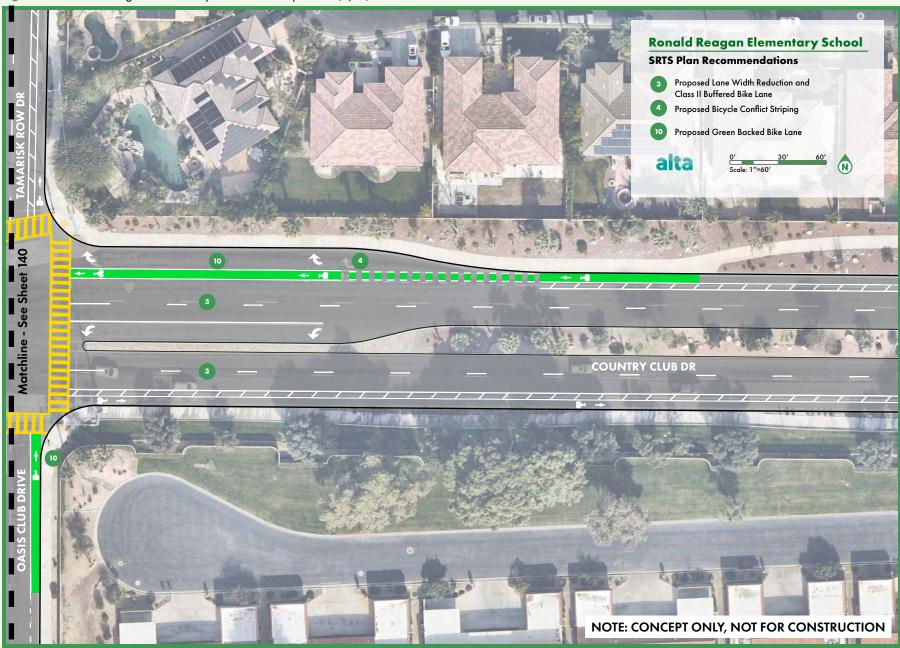


Figure 80: Ronald Reagan Elementary School Concept Plans (3/7)

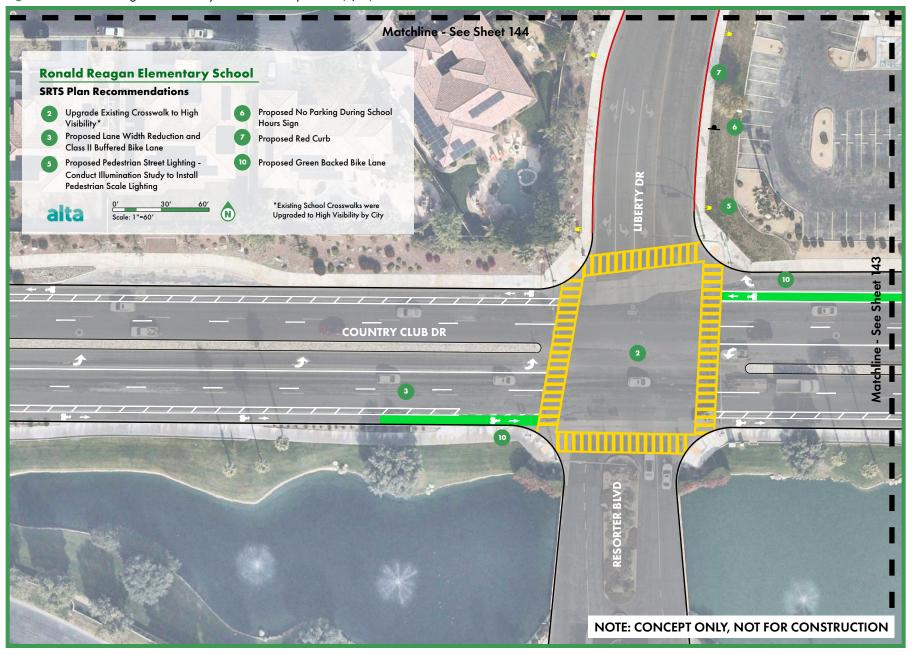


Figure 81: Ronald Reagan Elementary School Concept Plans (4/7)

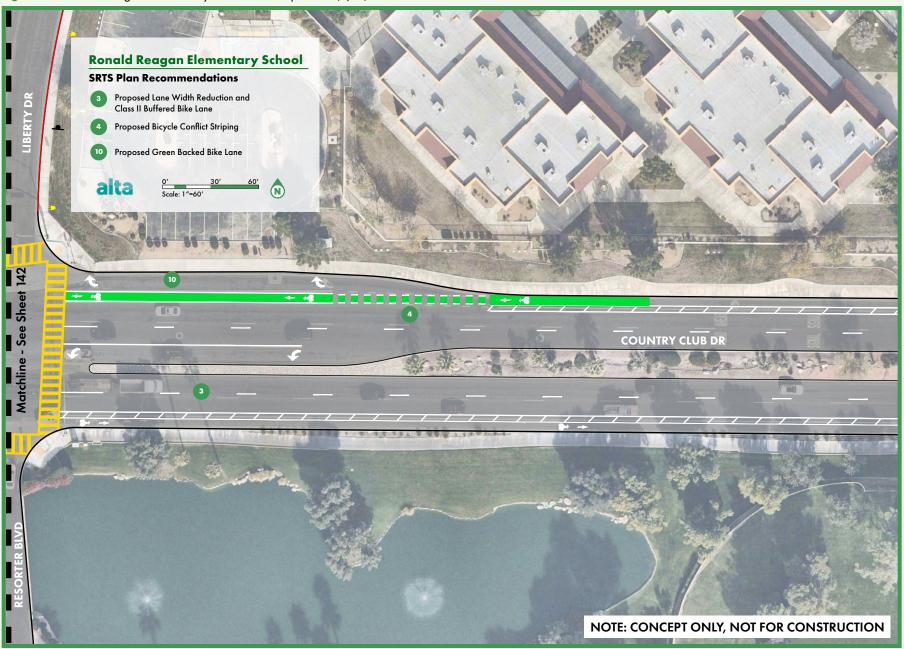


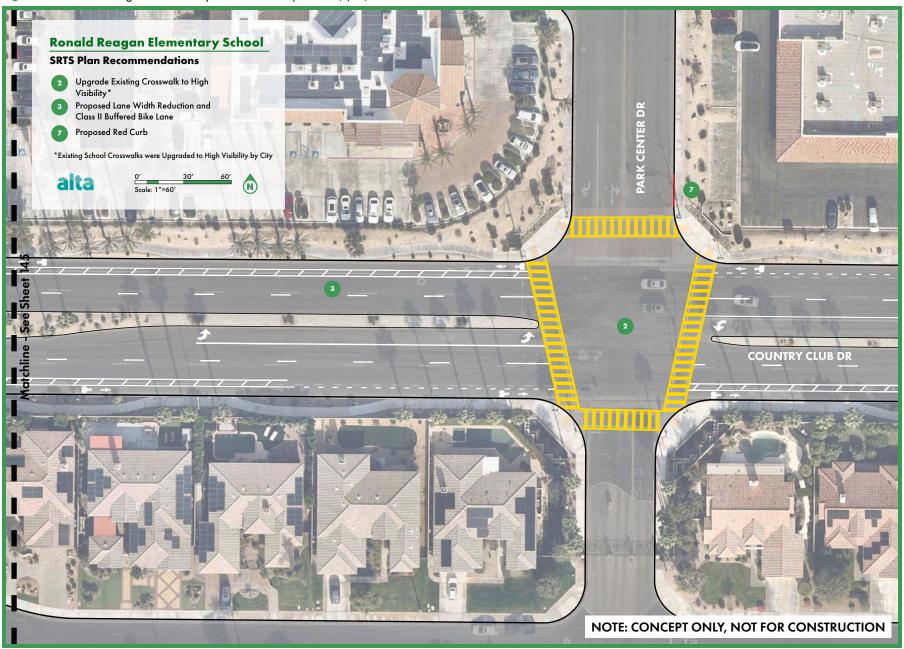
Figure 82: Ronald Reagan Elementary School Concept Plans (5/7)



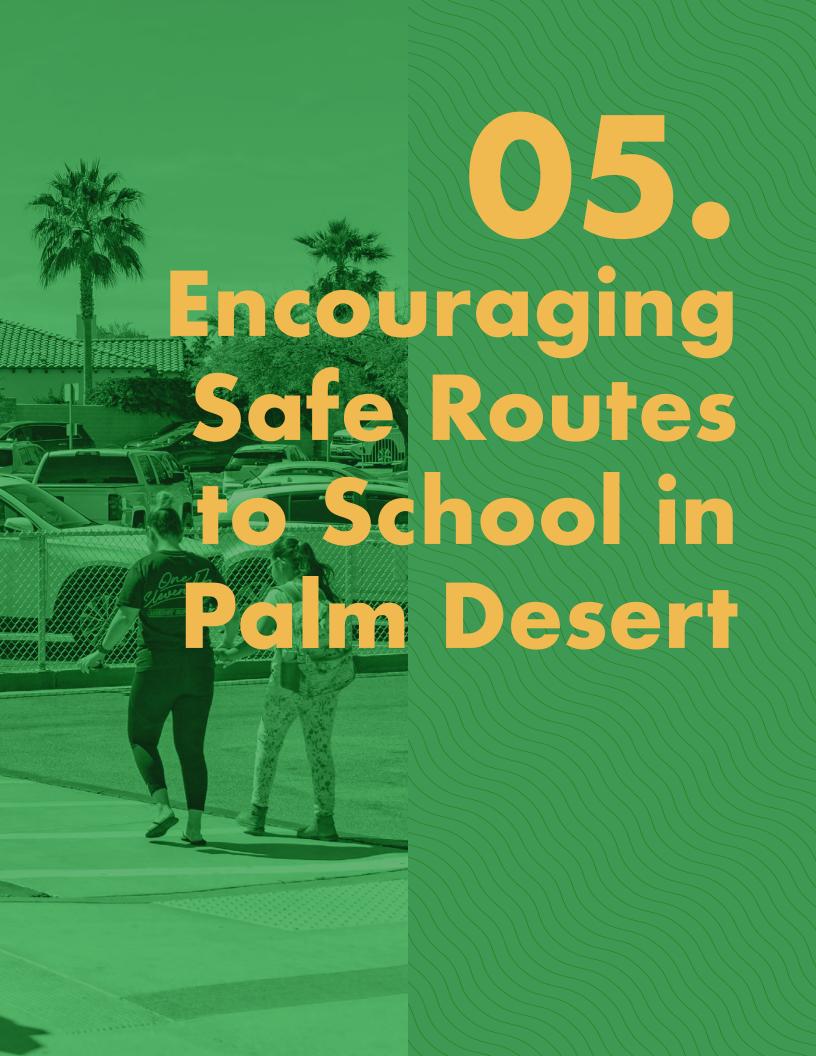
Figure 83: Ronald Reagan Elementary School Concept Plans (6/7)



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



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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. In order to encourage additional participation, the City can also explore the feasibility of incentivizing a program.

Resource:

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

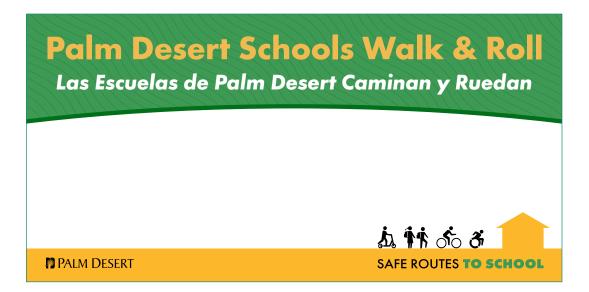
Please Pull Forward Signage

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

High-Visibility Crosswalk Flags

Brightly colored, handheld flags available at crosswalks for pedestrians to hold while crossing. The intent of the flags is to further increase pedestrian visibility to approaching drivers.

Resource:

» Crosswalk Flags Pilot Program, City of Santa Clara



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

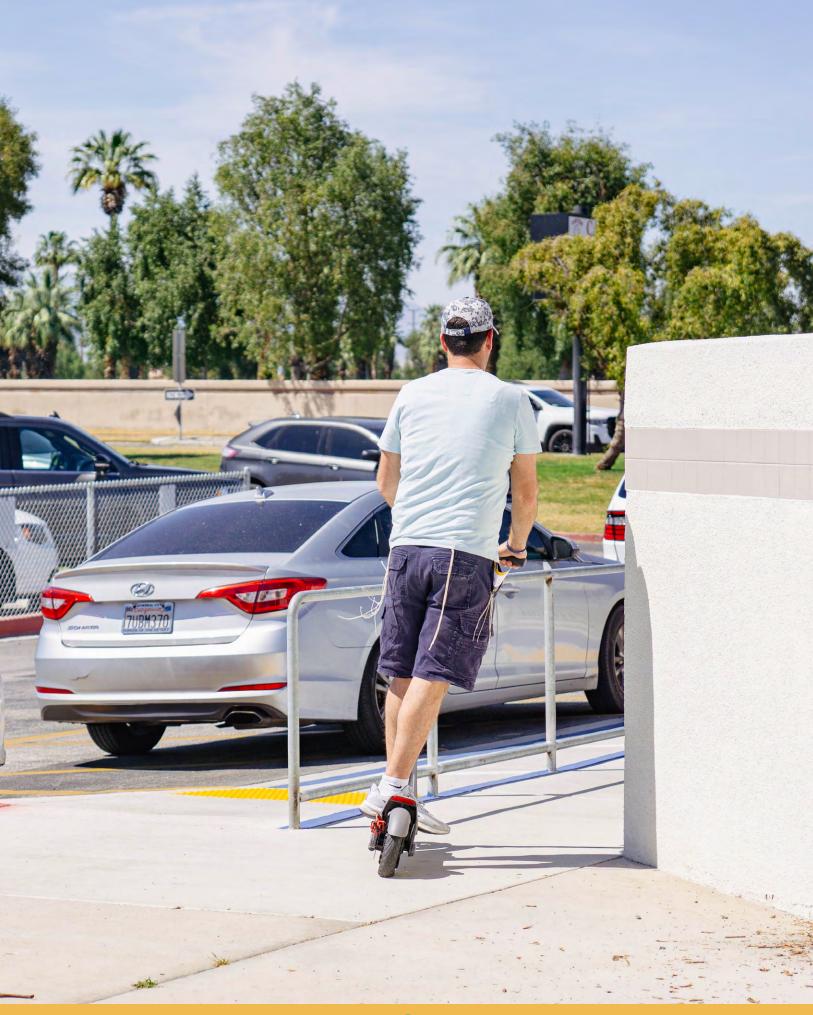
Transit outings offer older students the opportunity to practice taking transit, walk safely and comfortably, and gain confidence, guided by City staff or the DSUSD. These outings may be particularly valuable for DSUSD students in grades 9 through 12 who are not eligible for school bus service and who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

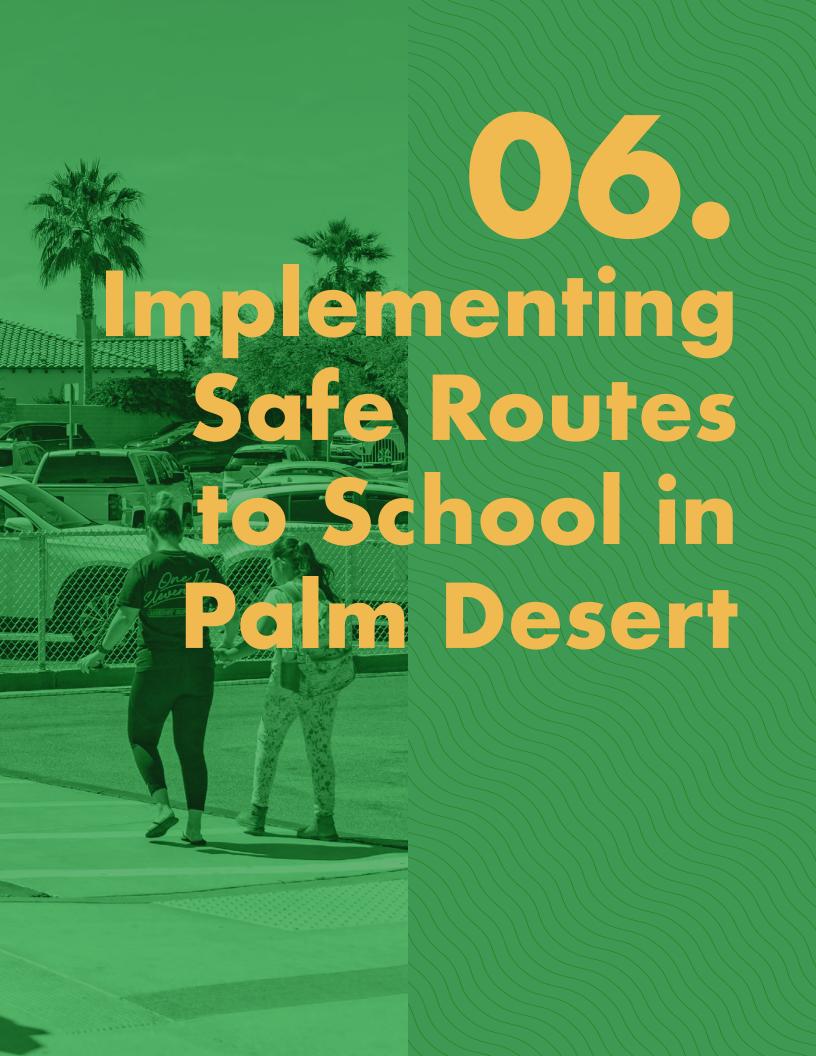
Additionally, the SunLine Transit Ambassador Program (TAP) offers comprehensive training sessions that address crucial topics and everyday scenarios in public transportation service. Transit Ambassadors, who have completed this program, can assist passengers with their trip planning and provide support 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





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 grantfunded 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.

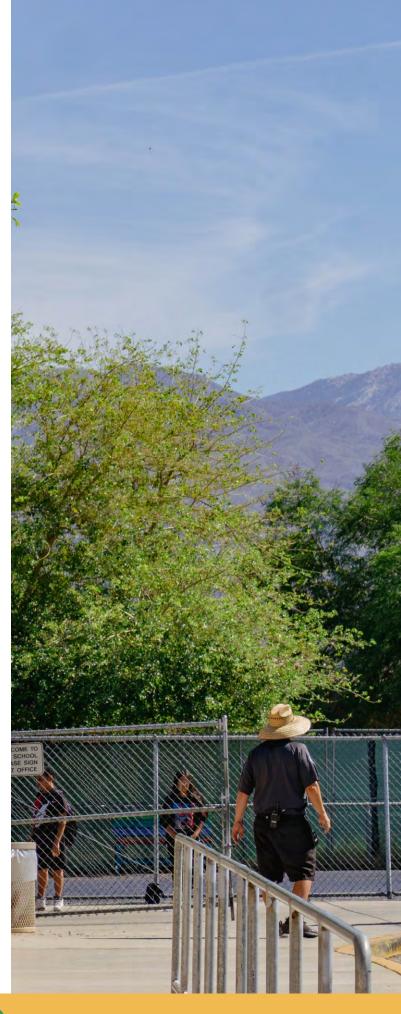
SRTS PRIORITIZATION

This SRTS school prioritization process ranks the projects from the eight schools within the DSUSD against one another, using data collected from national, city, school district, and community sources. The outcome is a ranked list of projects that informs school prioritization for grant or other funding.

This SRTS prioritization process considers several data sources, with an emphasis on safety and other relevant scoring criteria for SS4A and ATP grant funding. These data sources include:

- » Pedestrian and bicycle collisions (2013–2022)
- » High injury network
- Student population eligible for the FRPM Program
- » Population with a disability
- » Low income communities (AB 1550)
- » Proximity to community destinations
- » Area population density
- » Population of children and older adults
- » Households with access to an automobile
- » Local and advisory support
- » Relative project cost

The complete SRTS school prioritization methodology and scoring criteria is included in <u>Appendix K</u>. The prioritized scores identify potential short, medium, and long-term timelines for each project.







LIST OF APPENDICES

A	Complete Existing Conditions Report	F	Safe Routes to School Banner in English and Spanish
B	Complete High-Injury Network Analysis	G	Suggested Routes to School Maps for Palm Desert Schools
C	Complete Outreach and Engagement Report		
		Н	Sample Student Tally Survey
D	Crossing Guard Promotional Social Media		
	Posts in English and Spanish	1	Sample Parent/Caregiver Survey
E	Please Pull Forward Signage in English and Spanish	J	Vision Zero Resolution
	•	K	SRTS Prioritization

SAFE ROUTES TO SCHOOL VISION ZERO STRATEGY

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.

Note: this Existing Conditions Report was completed in 2024 prior to the release of the updated Palm Desert bike network data in 2025. While Chapter 2 of the SRTS Plan uses the 2025 data, the information provided in this Appendix about existing bike facilities reflects data that was available in 2024, and may not fully capture the more recent changes to the evolving network.

Safe Routes to School

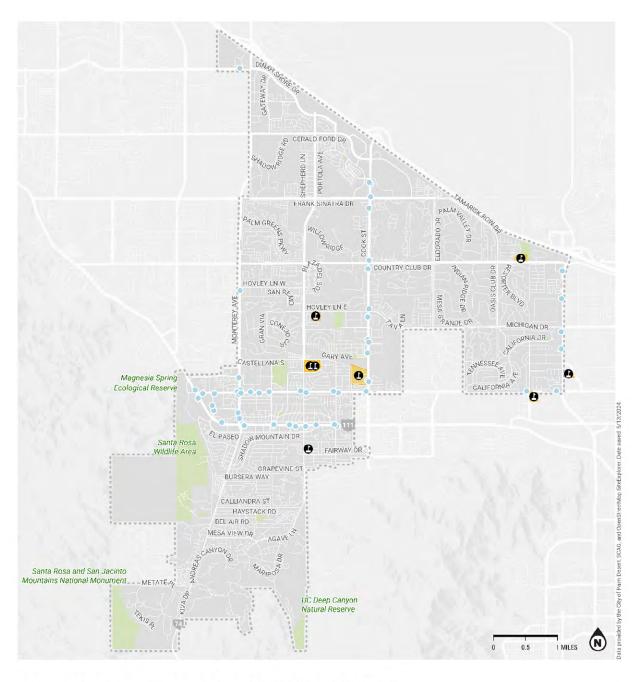
Background

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

Figure 1. Palm Desert SRTS Project Schools Locations



PARTICIPATING SCHOOLS DESTINATIONS + BOUNDARIES Schools Transit Stops City Boundary Parks School Parcels

alta PALM DESERT

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	SCAG	2024
	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.		
Transforming Haystack Road:	A study on a 1.3 mile segment of Haystack Road	Palm Desert	2024
Traffic Calming and Safety Study	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.		
Walk and Roll Program	The implementation plan for the ideas laid out in	Palm Desert	2024
	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.		
District 8 Active Transportation	A plan that identifies the pedestrian and bicycle	CalTrans	2022
Plan	needs across the State Highway System. This		
	plan puts forth regional improvements in the		
	Coachella Valley, but nothing specific to Palm		
	Desert.		
Local Roadway Safety Plan	The City of Palm Desert's plan to identify key	Palm Desert	2021
	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.		
Riverside County Transportation	A Long Range Transportation Plan to address	Riverside	2019
Commission Long Range	transportation in Riverside County and allocate	County	
Transportation Study	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.		
CV Link Master Plan	The envisioned 40-mile, valley wide pathway for	CVAG	2016
	pedestrians, cyclists, and low-speed electric		
	vehicles through the Coachella Valley. There are		
	almost 5 miles of segments through Palm Desert.		

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.

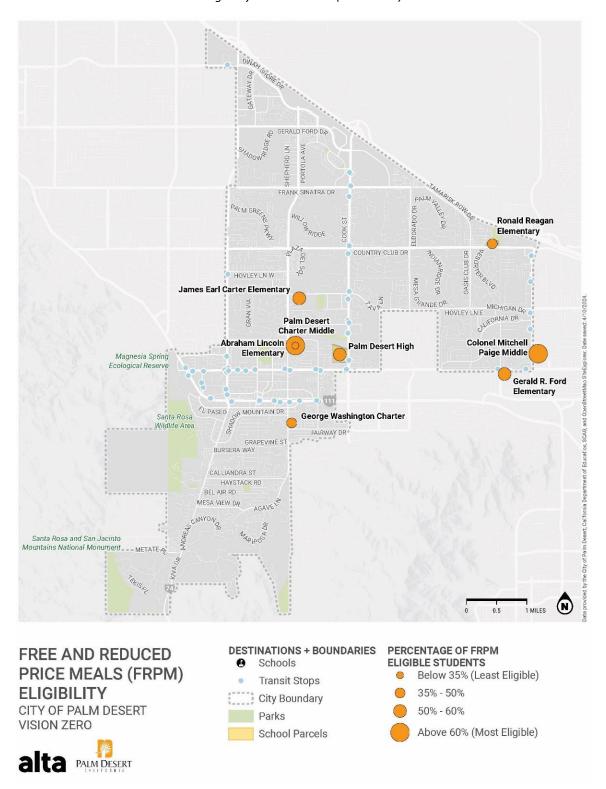
Free and Reduced Price Meals

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%

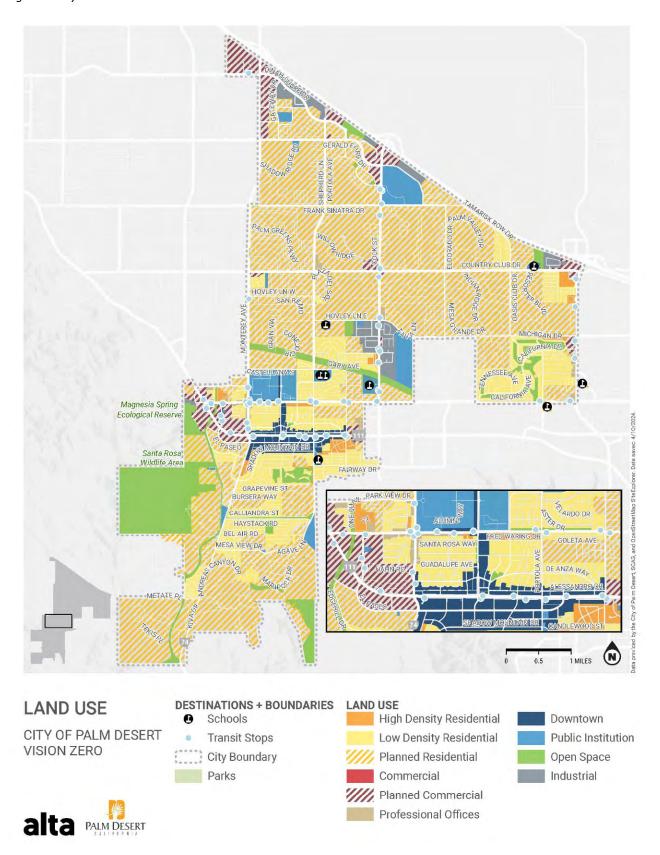
Figure 2. K-12 Free or Reduced-Price Meals Eligibility in Palm Desert (2022-2023)



Land Uses

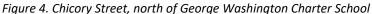
Existing land use surrounding schools in Palm Desert is primarily residential (**Figure 3**). Most of the residential areas around schools are single family detached homes with some multi-family parcels. George Washington Charter School is surrounded by residential land uses but is located two blocks 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



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.





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

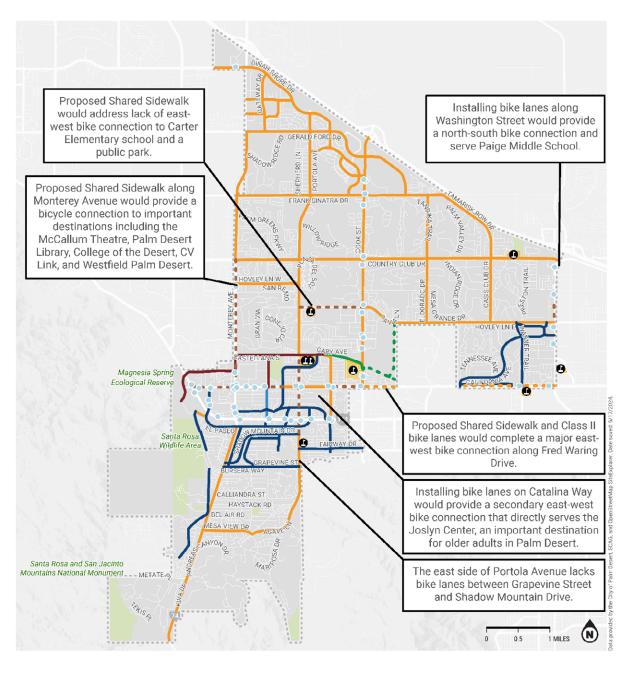
Class	Street	Start Street	End Street	Status
Class III	San Pablo Avenue	Shadow Mountain Drive	Highway 111	Existing
Class III	Edgehill Drive	Painters Path	Tierra del Oro	Existing
Class III	Calle De Los Campesinos	Along River	Along River	Existing
Class IV	CV Link (Painters Path/Magnesia Falls Drive)	Bump 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

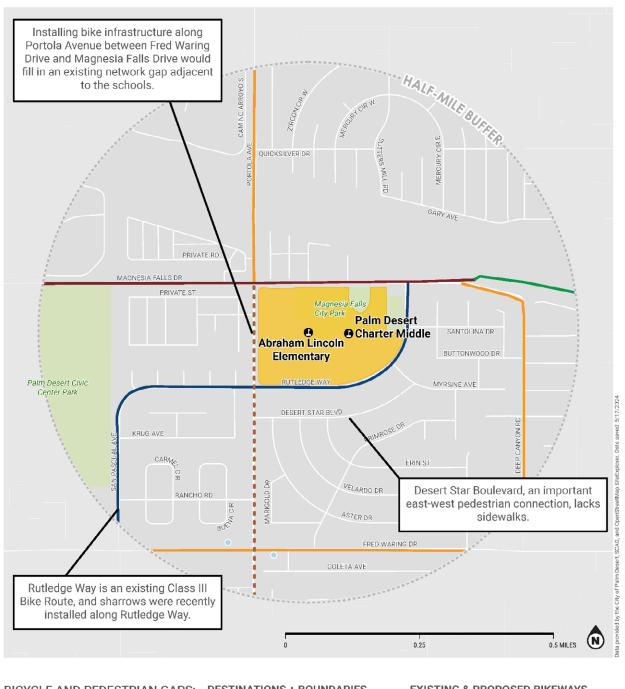




Figure 10. Bicycle and Pedestrian Gaps near Colonel Mitchell Paige Middle School

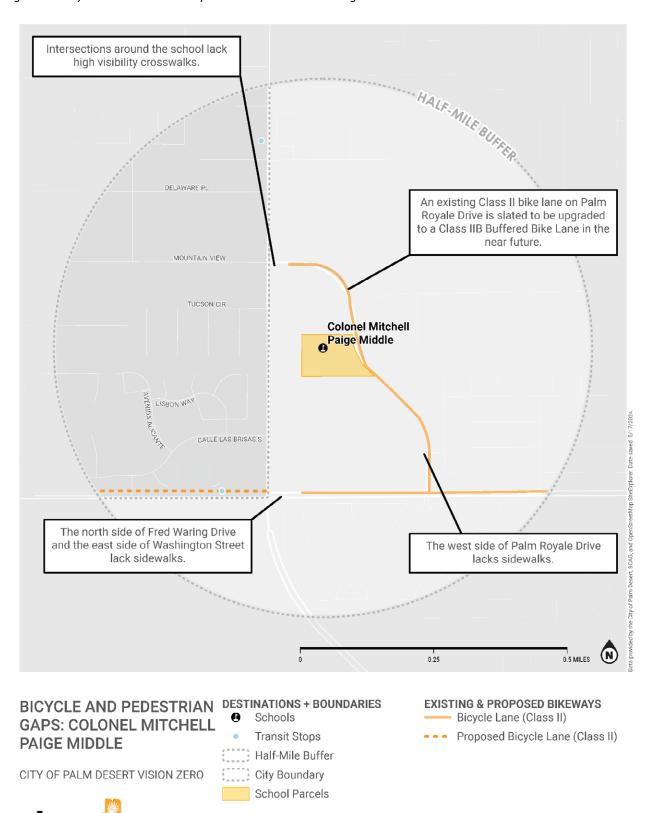


Figure 11. Bicycle and Pedestrian Gaps near George Washington Charter School

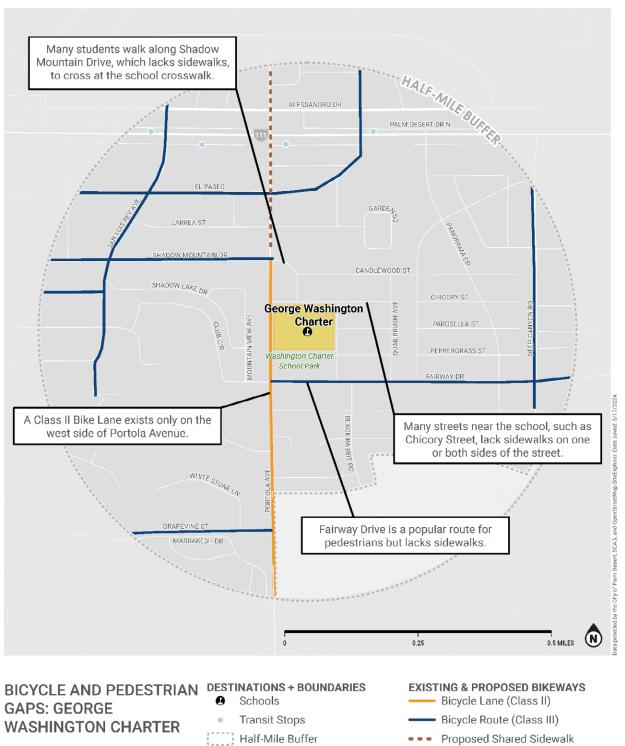




Figure 12. Bicycle and Pedestrian Gaps near Gerald R. Ford Elementary School

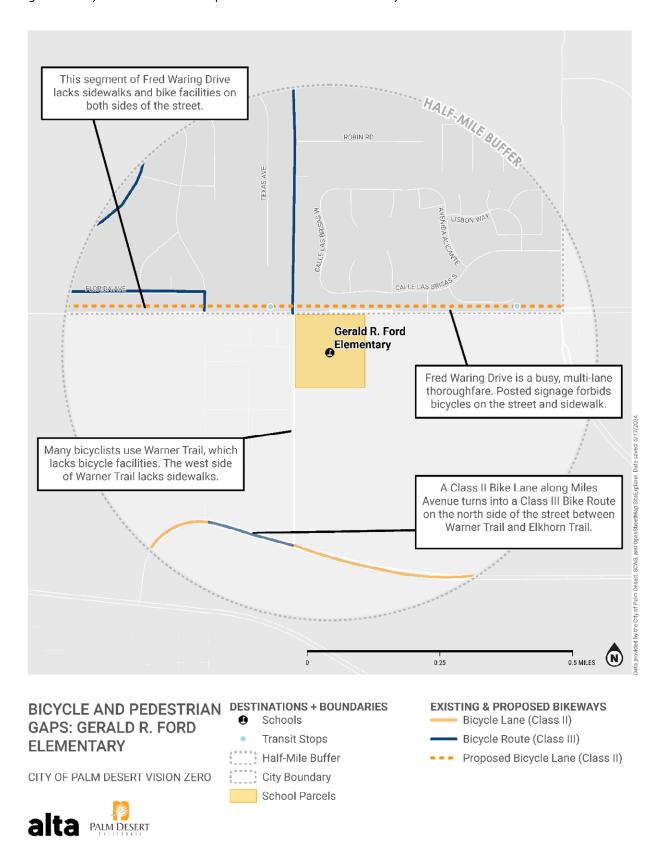


Figure 13. Bicycle and Pedestrian Gaps near James Earl Carter Elementary School

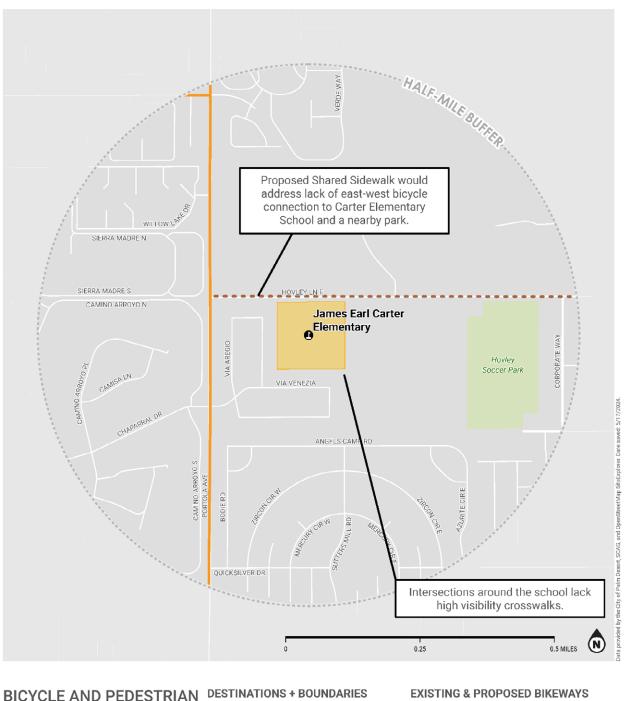






Figure 14. Bicycle and Pedestrian Gaps near Palm Desert High School

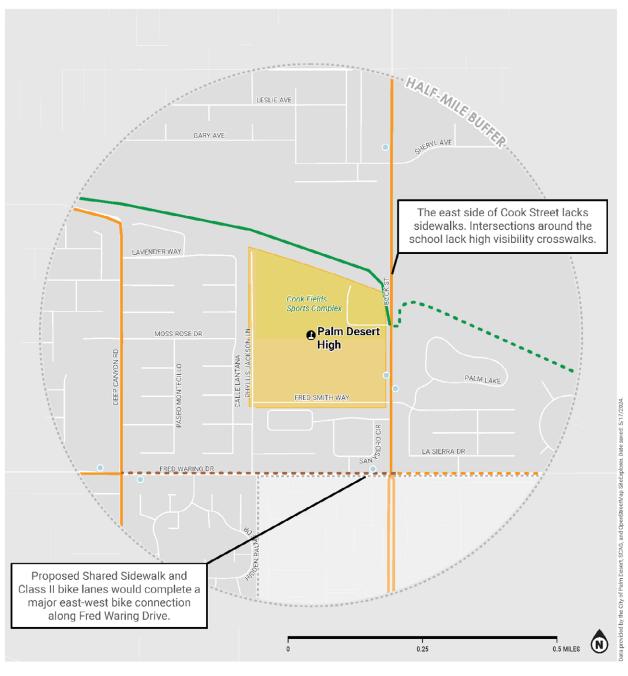
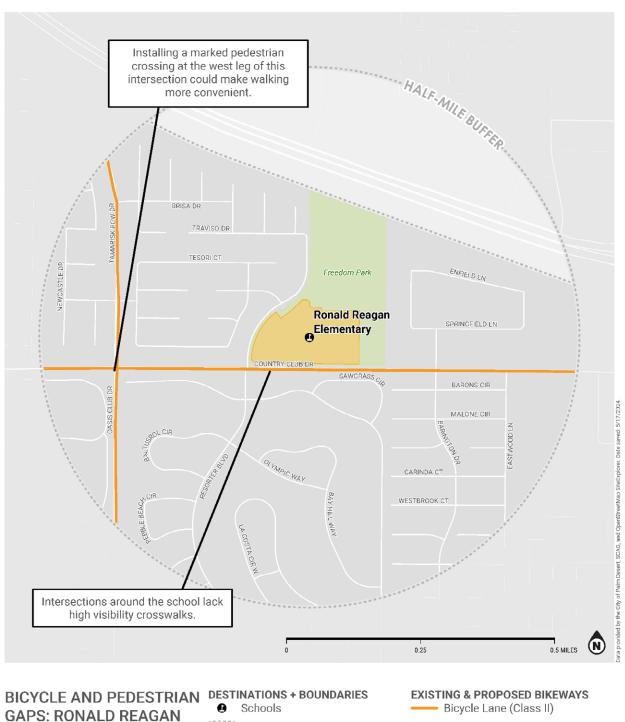
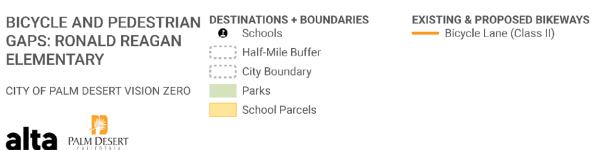




Figure 15. Bicycle and Pedestrian Gaps near Ronald Reagan Elementary School





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

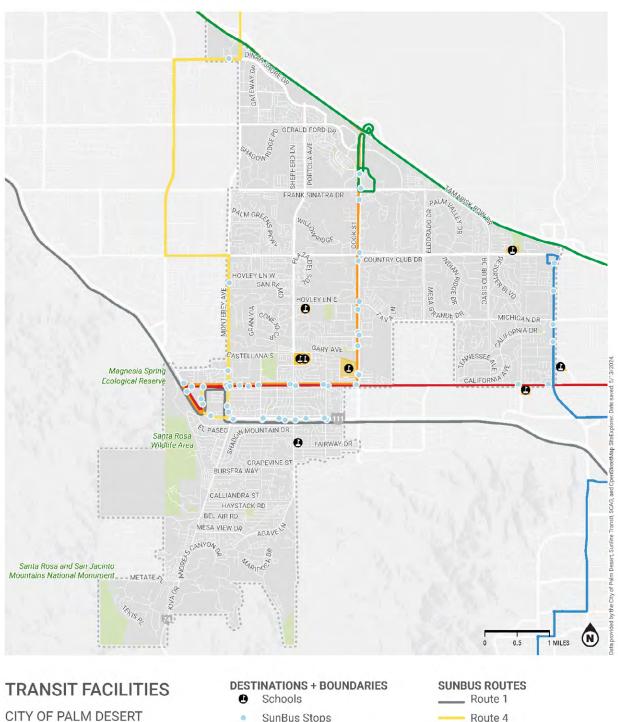


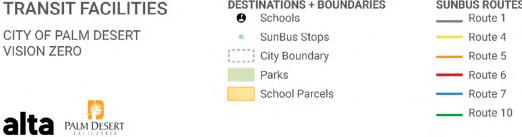
Figure 17: Bus Stop along Fred Waring Drive with Limited Facilities for Riders



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



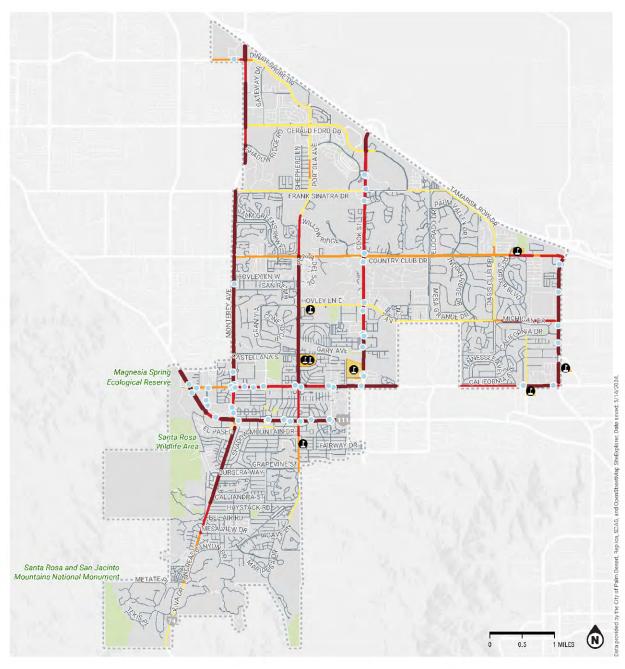


Vehicle Volumes and Speeds

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

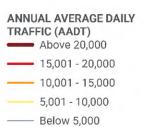


ANNUAL AVERAGE DAILY TRAFFIC

CITY OF PALM DESERT VISION ZERO





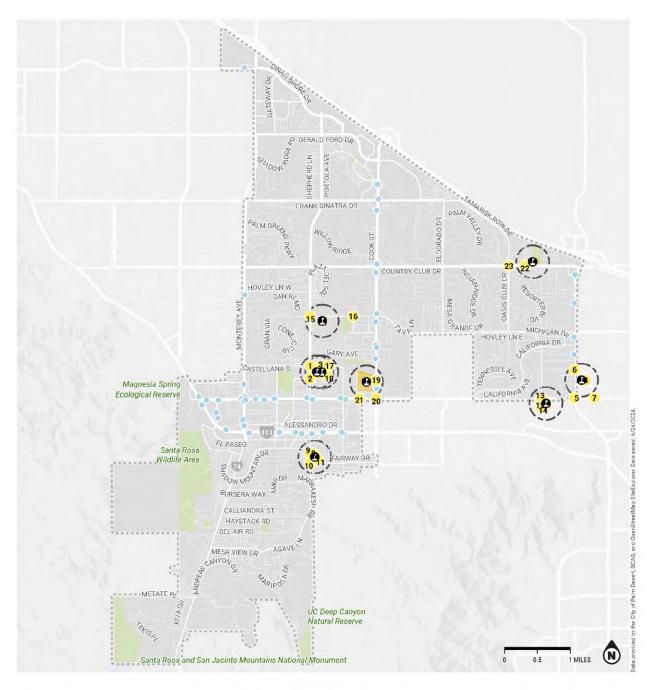


Traffic Counts

Vehicular, bicycle, and pedestrian traffic counts were collected in May 2024 during the school drop-off and pickup 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

Table 7. Traffic Count Locations by School

School Name	#	Study Locations	Count Time (AM)	Count Time (PM)
Abraham Lincoln Elementary School		Portola Avenue/Magnesia Falls Drive	6:55-8:55 AM	1:00-3:00 PM
		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
		Lantana Avenue/Peppergrass Street	7:10-9:10 AM	2:00-4:00 PM
Gerald R. Ford Elementary School		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		Portola Avenue/Hovley Lane	7:45-9:45 AM	1:00-3:00 PM
School	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
		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	Street 1	Street 2	Pedestrians			Bicycles		
ID			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		
עו			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)

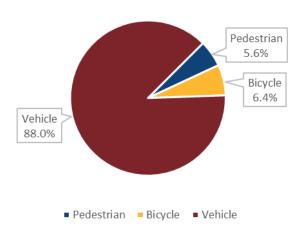


Figure 22. Collision by Year and Mode – All Collisions in Palm Desert (2013-2022)

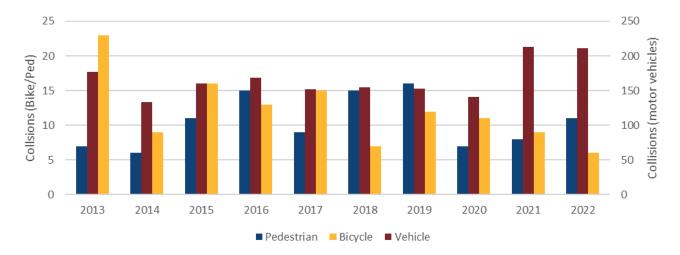


Figure 23. Collision by Year and Mode – Killed or Severely Injury (KSI) in Palm Desert (2013-2022)

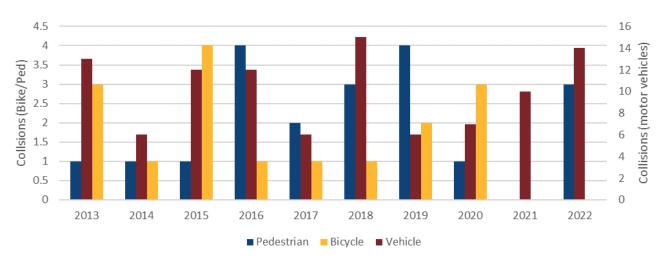


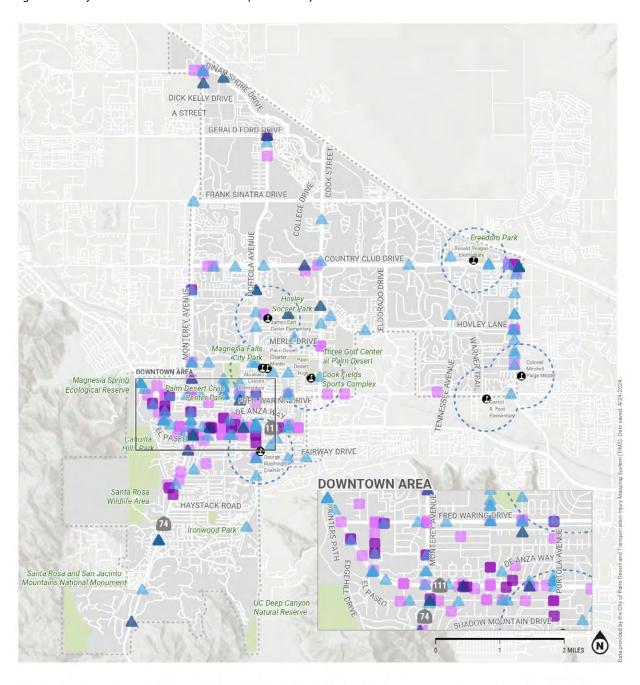
Table 10. KSI Collision Data Highlights

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)



BICYCLE AND PEDESTRIAN BICYCLE COLLISION SEVERITY **COLLISIONS**

CITY OF PALM DESERT VISION ZERO



Killed or severly injured (16)

Lesser injury (105)

PEDESTRIAN COLLISION SEVERITY

Killed or severly injured (20)

Lesser injury (85)

DESTINATIONS + BOUNDARIES

Schools

Half Mile Radius from Schools

City Boundary

Parks

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

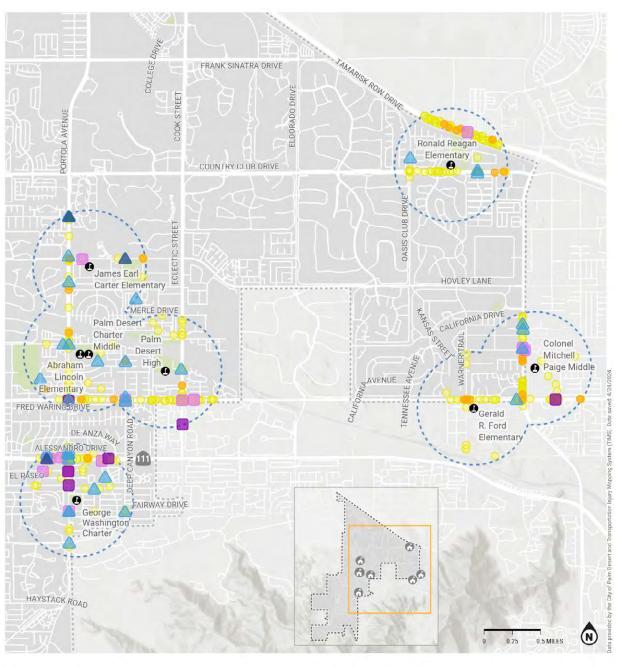
School Area Collisions

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



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

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

Killed or severly injured (29)

Lesser injury (481)

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

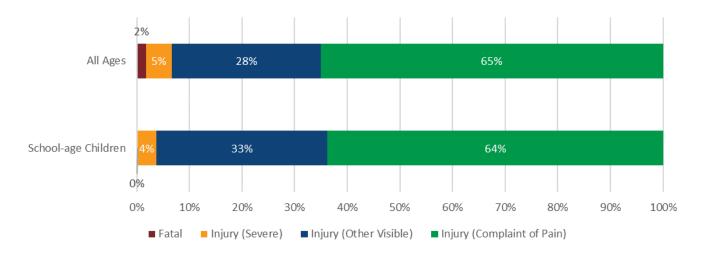


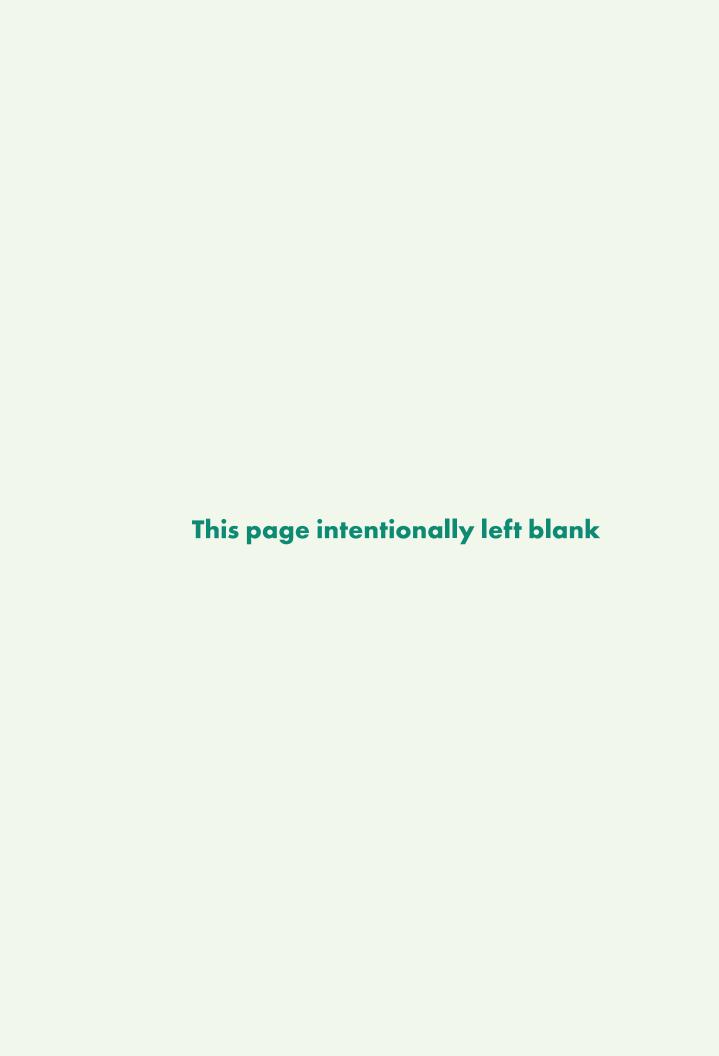
Table 11. School Influence Areas Collision Data Highlights – All Collisions

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



Complete High-Injury Network Analysis



To: City of Palm Desert

From: Rohan Oprisko, Kelly Dunn, and Les Brown, Alta Planning + Design

Date: May 22, 2025

Re: FINAL High Injury Network Results (Task 5.1.2)

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**.



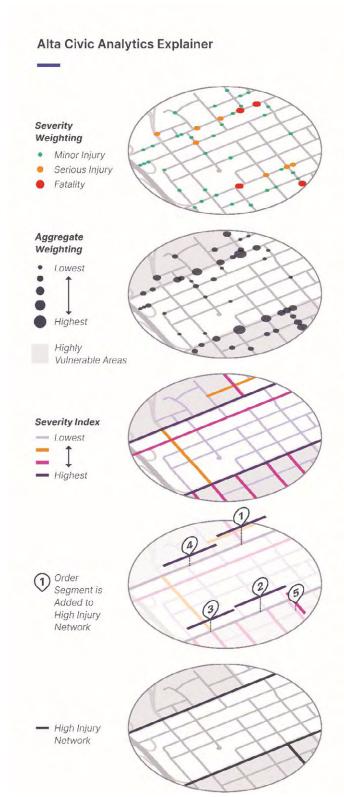


Figure 1: HIN Process

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.



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 an HIN with the following steps:

- 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.**

SAFE ROUTES TO SCHOOL 214 PALM DESERT

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 <u>Guide Book on High Pedestrian Crash Locations</u>.



Figure 2: The Rolling Window Approach

Alta Civic Analytics Explainer **Rolling Window Approach** The same roadway, segmented in two different ways, Segmented roadways paints a different picture of where crashes are happening. can be misleading. Where segments get divided is somewhat arbitrary. 2 1 5 CRASH 3 3 3 The rolling window approach The rolling window approach helps mitigate bias caused by arbitrary segmentation. more accurately represents Rolled crash counts are shown here for simplicity. crash count figures. In the analysis, a sum of crash weights is used, and then divided by the segment length to show the weighted crash rate per mile. ROLLING CRASH COUNT



2. Prepare Crash Data:

a. Weight each crash based on the most serious injury sustained by any individual involved in the crash. 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. While earlier iterations of the HIN weighted crashes involving vulnerable road users more heavily, the final HIN included all crashes but weighted them only by severity and not by mode.

HIN weights:

- Fatal or serious-injury crash: 4
- Minor injury crash: 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.

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.

SAFE ROUTES TO SCHOOL PALM DESERT

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.



b. The project team set a threshold that would result in 8% of centerline miles being included on the HIN. The resulting HIN included 83% of KSI crashes on 8% of roadway centerline miles in Palm Desert.

Results

Figure 3 displays the results from the Final HIN processes, identifying the most high-crash road segments in Palm Desert. 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.

Table 1 displays the top five segments by crash severity index:

Table 1: Top Five Most High-Crash Segments on the HIN HIN

Order	Segment	
1	Monterey Ave (From Dinah Shore Dr to I-10)	
2	Fred Waring Dr (From Painters Path to Highway 111)	
3	Highway 111 (From San Luis Rey Ave to Portola Ave)	
4	Country Club Dr (From Harris Ln to Washington St)	
5	Highway 74 (El Paseo to Highway 111)	

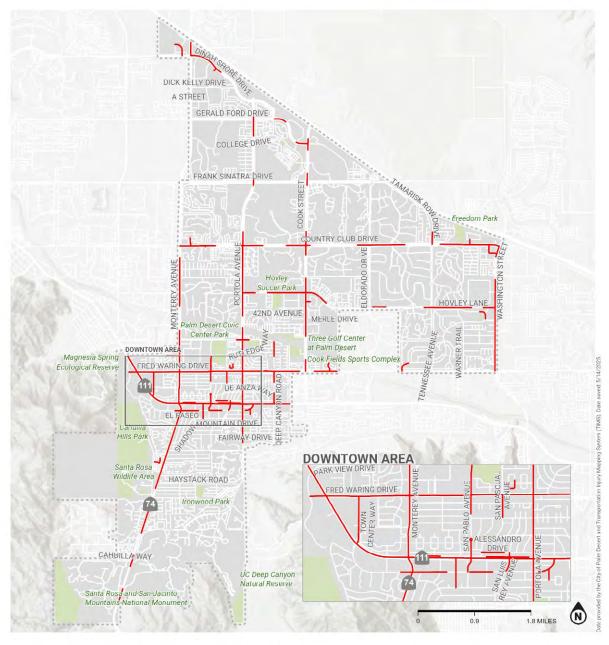
Table 1 highlights some streets that have been called out in the Existing Conditions memo and local safety plans. Highway 111 and Fred Waring Drive were noted in the Existing Conditions memo as lacking sufficient crossings and facilities for people walking and biking. Highway 111 is also served by SunBus 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.



Figure 3: Final HIN Network



HIGH INJURY NETWORK (HIN)

CITY OF PALM DESERT VISION ZERO



HIN RESULTS

DESTINATIONS + BOUNDARIES

City Boundary

Parks

The HIN accounts for 83% of injury and fatal collisions in Palm Desert and 8% of roadway centerline miles. Collisions are weighted by severity and not by mode. Data was obtained from TIMS and includes collisions from 2013-2022.



Community Summary

Alta also analyzed demographic information for the community living within a quarter mile of the HIN. The information, found below in **Table 2**, was sourced from the 2023 US Census American Community Survey at the census tract level. This was done using a proportional allocation process which assumes that the population within a tract is evenly distributed, allowing us to make inferences about the population closest to the HIN, which may encompass only part of a tract. **Figure 4** provides a graphic explanation of the proportional allocation concept for a hypothetical analysis of the area around a pedestrian bridge.

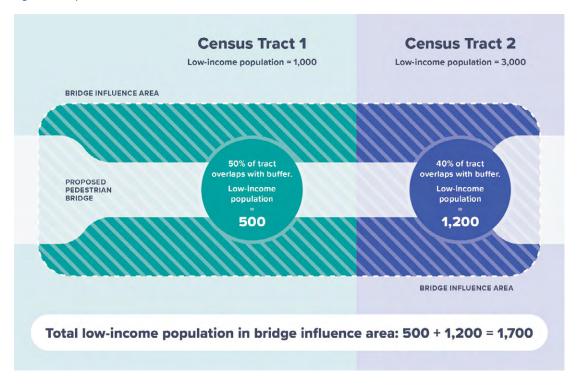
Table 2: General Statistics of Communities Within 1/4 Mile of HIN Network

Statistic within ¼ mile of HIN Segments	HIN	Palm Desert Overall
Population	32,765	51,551
Percent of workers who walk, ride a bicycle, or take public transit to work	3.4%	2.8%
Percent of population in poverty (%)	12.0%	10.9%

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. Improvements to the High Injury Network, therefore, would disproportionately benefit people who rely the most on these forms of transportation and may have fewer options available to them.

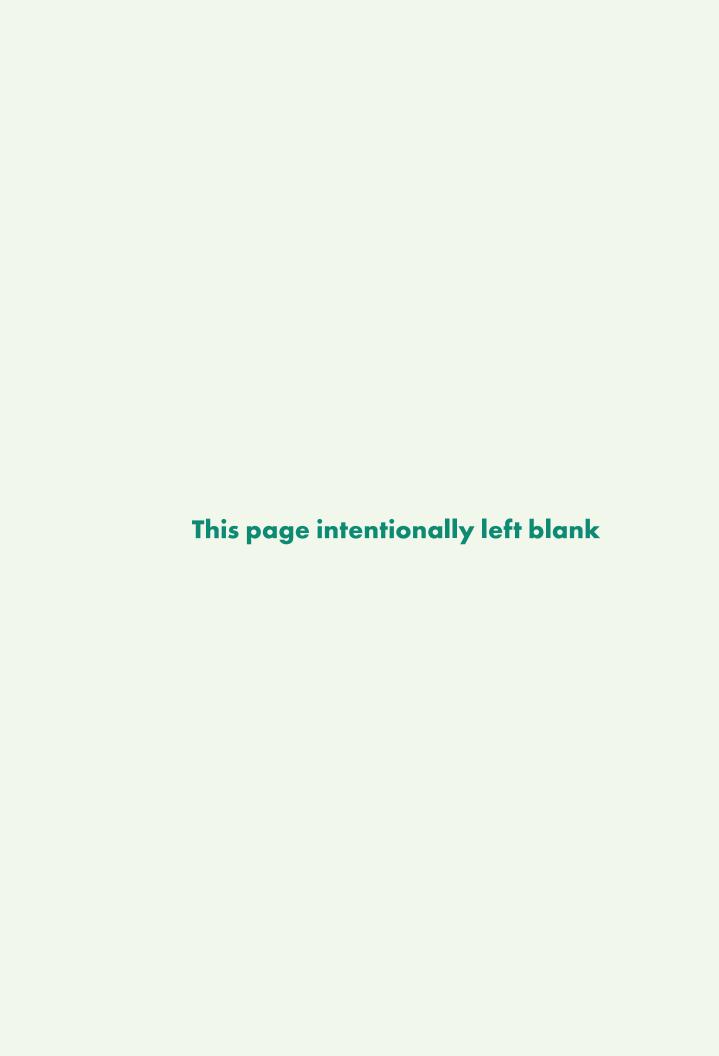


Figure 4: Proportional Allocation Process Illustration



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



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

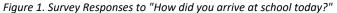
May - June 2024

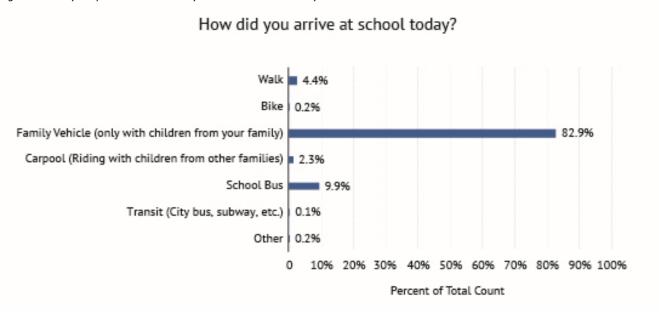
Participation: 84 classrooms

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.





How do you plan to leave for home after school?

Walk 3.5%
Bike 0.2%

Family Vehicle (only with children from your family)

Carpool (Riding with children from other families)
School Bus

Transit (City bus, subway, etc.)
Other 0.1%

0 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Percent of Total Count

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.

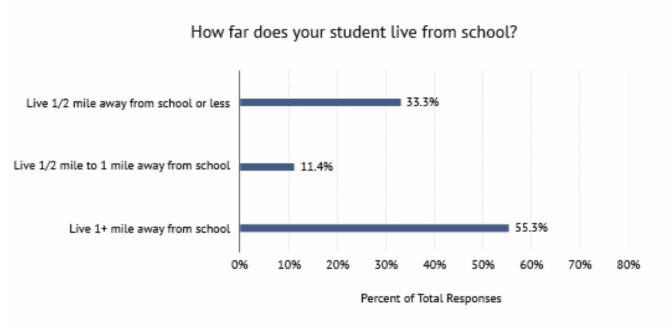
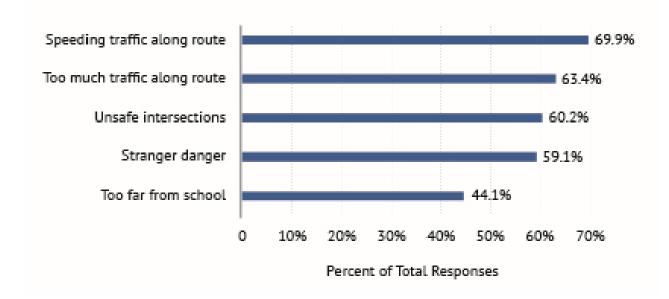


Figure 3. Survey responses to "How far does your student live from school?"

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

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

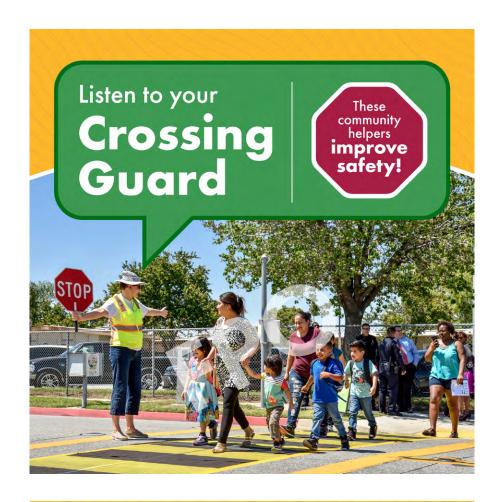
The Project Team hosted a virtual workshop on December 17, 2024, to present draft SRTS recommendations to the school community. To advertise the workshop, the City of Palm Desert utilized Peach Jar, an online school flyer distribution service, to email more than 7,000 flyers to parents and caregivers.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

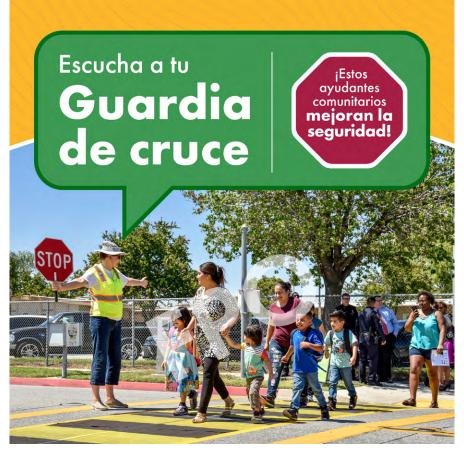
The presentation included a brief overview of the purpose of the SRTS Plan, a summary of findings from completed community engagement, and an explanation of how the draft recommendations were developed. The presentation concluded with an overview of proposed recommendations at three schools (Lincoln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

Crossing Guard Promotional Social Media Posts in English and Spanish





SAFE ROUTES TO SCHOOL PALM DESERT

E

Please Pull Forward Signage in English and Spanish

PALM DESERT

SAFE ROUTES &

Vision Zero Strategy

Please Pull Forward

Porfavor, conduzca hacia delante

SAFE ROUTES TO SCHOOL PALM DESERT

F

Safe Routes to School Banner in English and Spanish

Palm Desert Schools Walk & Roll

Las Escuelas de Palm Desert Caminan y Ruedan

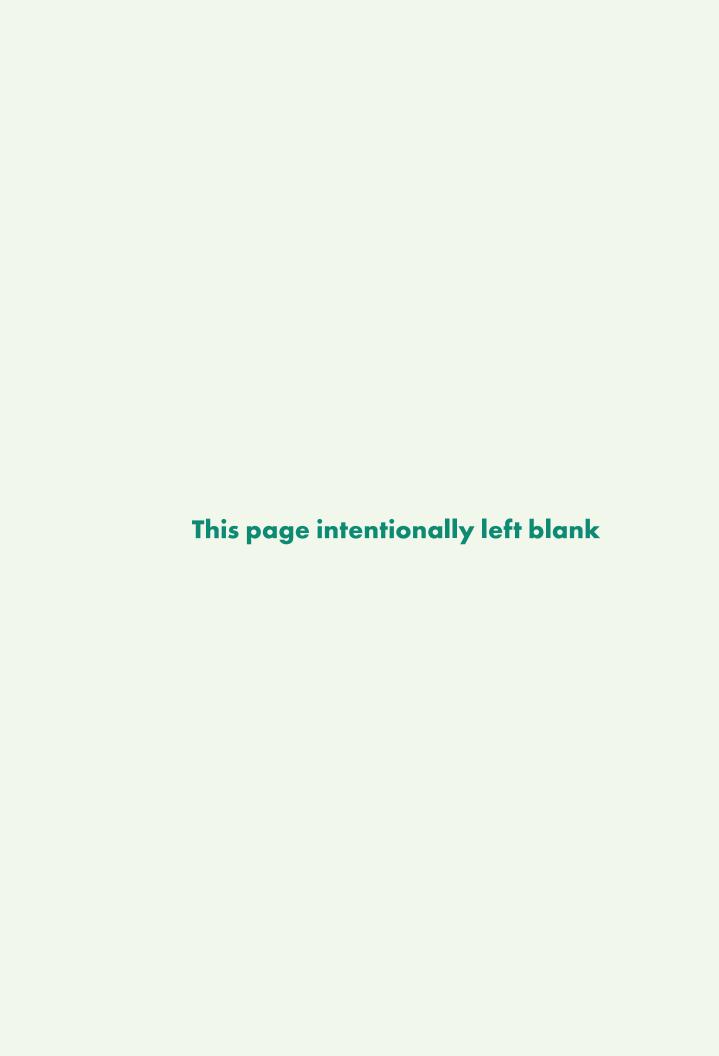


PALM DESERT

SAFE ROUTES TO SCHOOL PALM DESERT

G.

Suggested Routes to School Maps for Palm Desert Schools

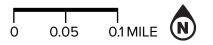


ABRAHAM LINCOLN ELEMENTARY SCHOOL

Suggested Routes to School Map

LEGEND

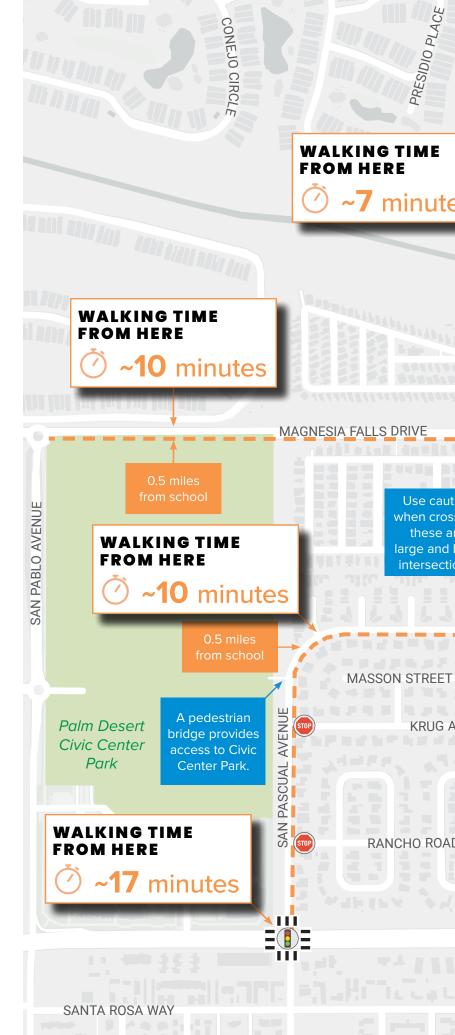
- Suggested Walk to School Route
- Suggested Walk to School Route —
 Use Extreme Caution: Missing Sidewalk
- Intersection with Traffic Signal
- Intersection with Stop Sign
- **Crosswalk**







engagepalmdesert.com/vision-zero





COLONEL MITCHELL PAIGE MIDDLE SCHOOL

Suggested Routes to School Map

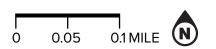
LEGEND

Suggested Walk to School Route

Intersection with Traffic Signal

Intersection with Stop Sign

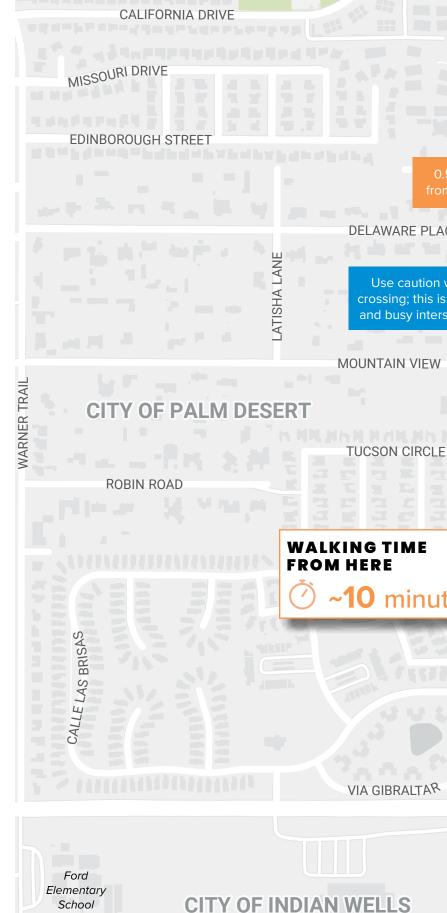
Crosswalk

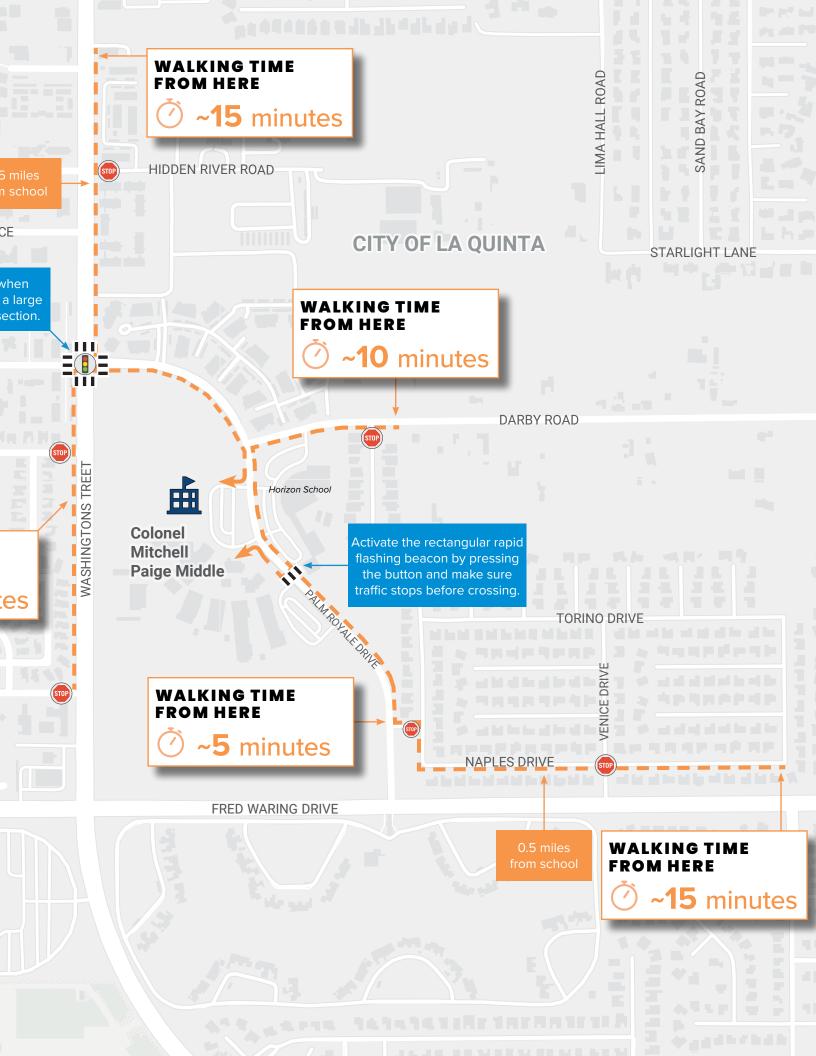






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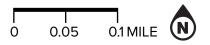


GEORGE WASHINGTON CHARTER SCHOOL

Suggested Routes to School Map

LEGEND

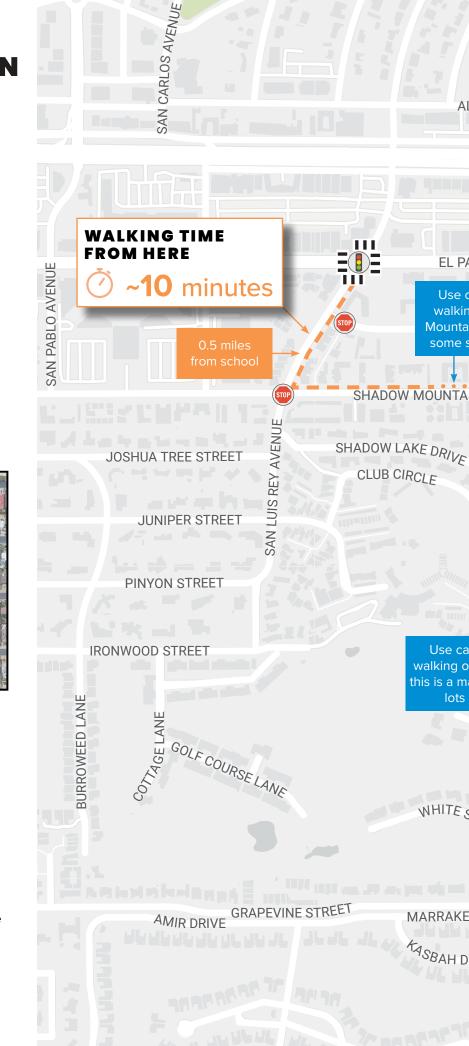
- Suggested Walk to School Route
- Suggested Walk to School Route —
 Use Extreme Caution: Missing Sidewalk
- Intersection with Traffic Signal
- Intersection with Stop Sign
- **Crosswalk**

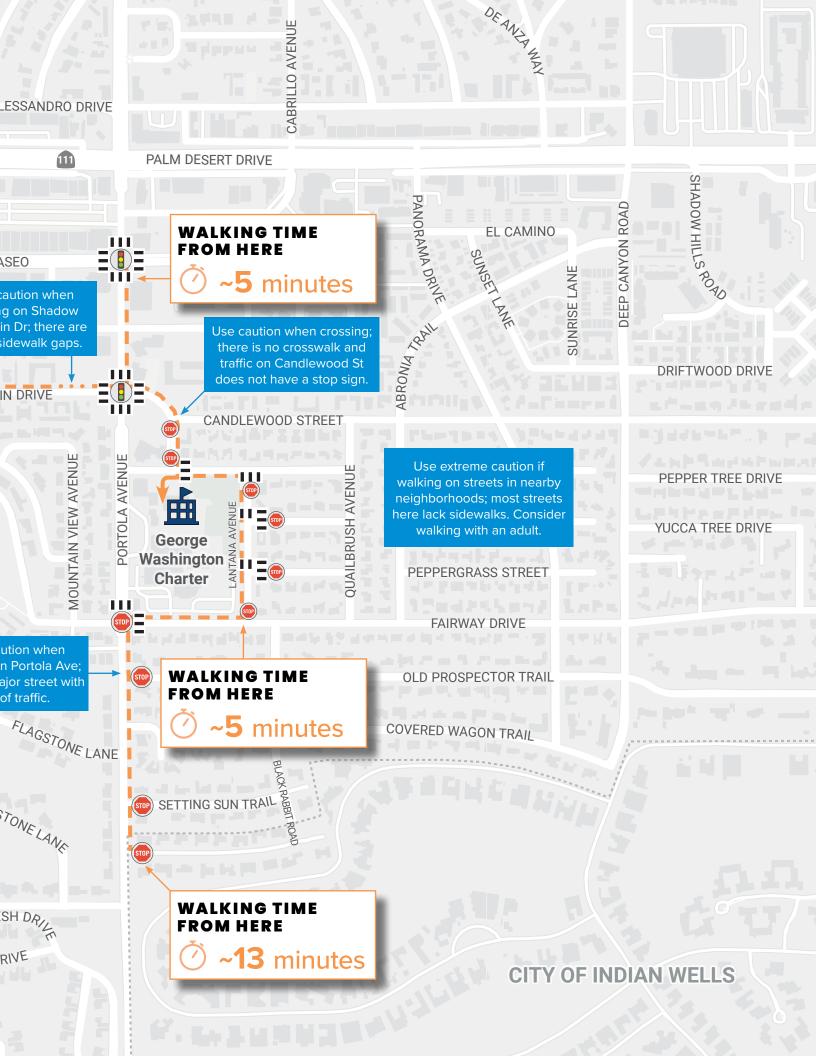






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GERALD R. FORD ELEMENTARY SCHOOL

Suggested Routes to School Map

LEGEND

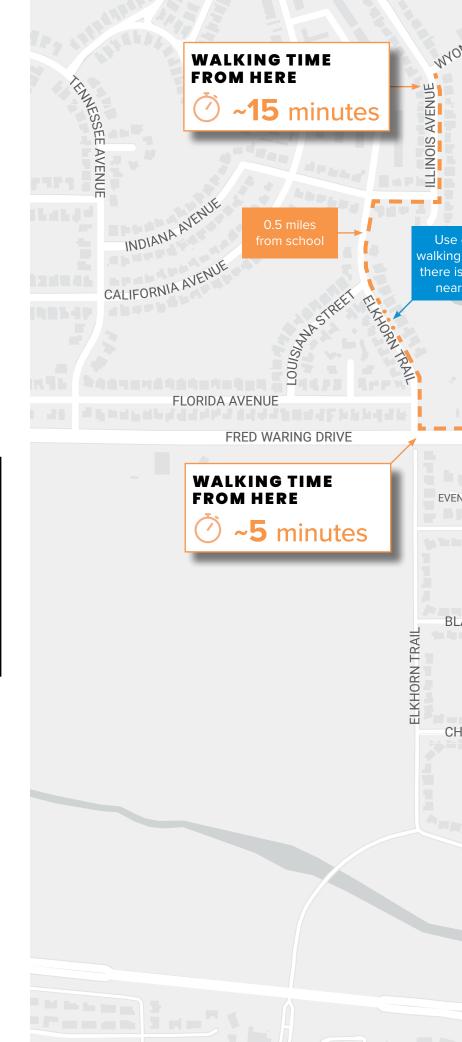
- Suggested Walk to School Route
- Suggested Walk to School Route —
 Use Extreme Caution: Missing Sidewalk
- Intersection with Traffic Signal
- Intersection with Stop Sign
- **Crosswalk**







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JAMES EARL CARTER ELEMENTARY SCHOOL

Suggested Routes to School Map

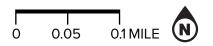
LEGEND

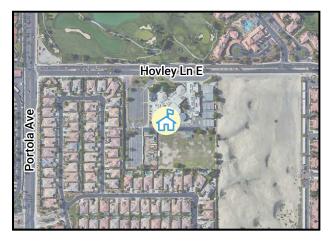
Suggested Walk to School Route

Intersection with Traffic Signal

Intersection with Stop Sign

Crosswalk







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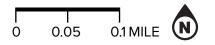


PALM DESERT CHARTER MIDDLE SCHOOL

Suggested Routes to School Map

LEGEND

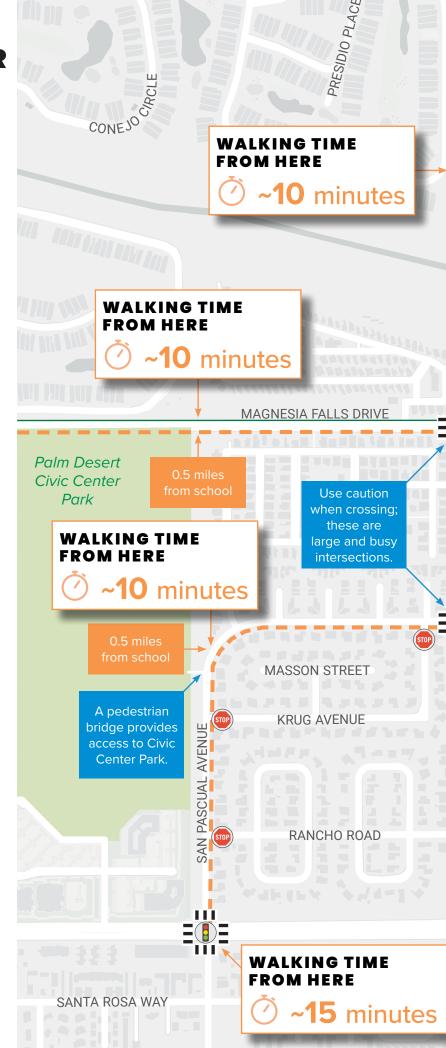
- Suggested Walk to School Route
- Suggested Walk to School Route —
 Use Extreme Caution: Missing Sidewalk
- Intersection with Traffic Signal
- Intersection with Stop Sign
- **Crosswalk**
- CV Link







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PALM DESERT HIGH SCHOOL

Suggested Routes to School Map

LEGEND

Suggested Walk to School Route

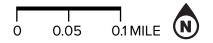
Intersection with Traffic Signal

Intersection with Stop Sign

Crosswalk

Bus Stop

CV Link

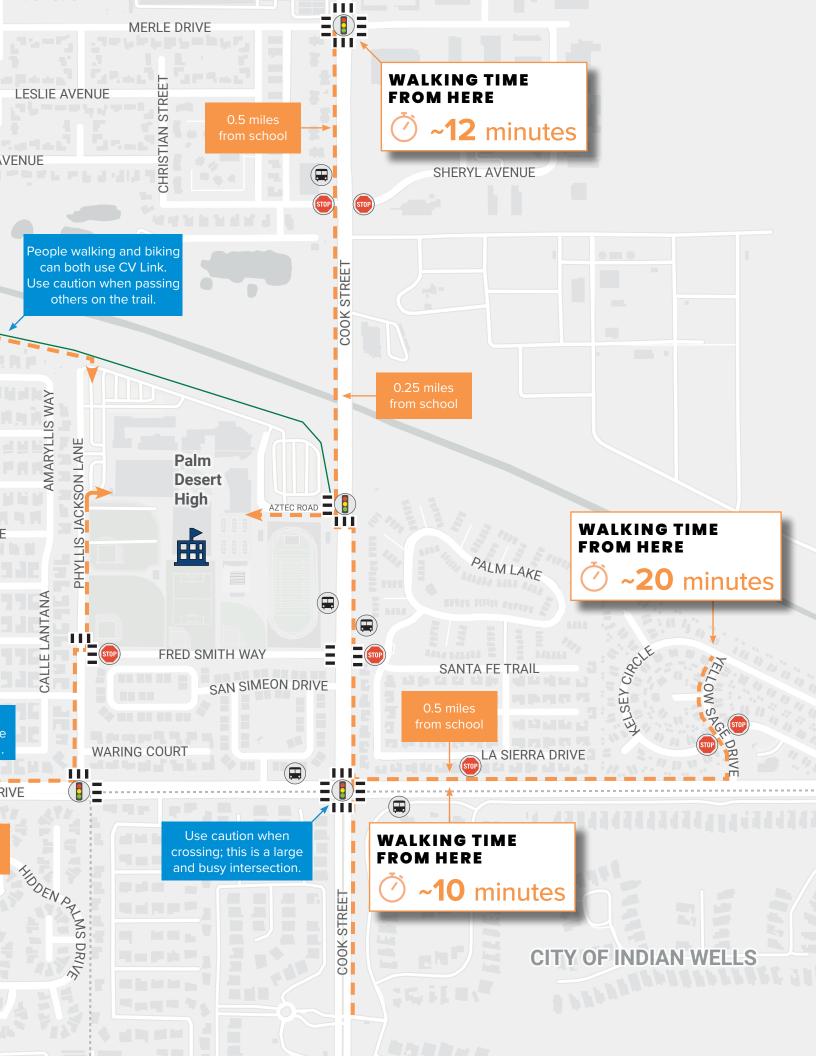






engagepalmdesert.com/vision-zero





RONALD REAGAN ELEMENTARY SCHOOL

Suggested Routes to School Map

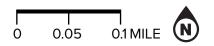
LEGEND

Suggested Walk to School Route

Intersection with Traffic Signal

Intersection with Stop Sign

Crosswalk

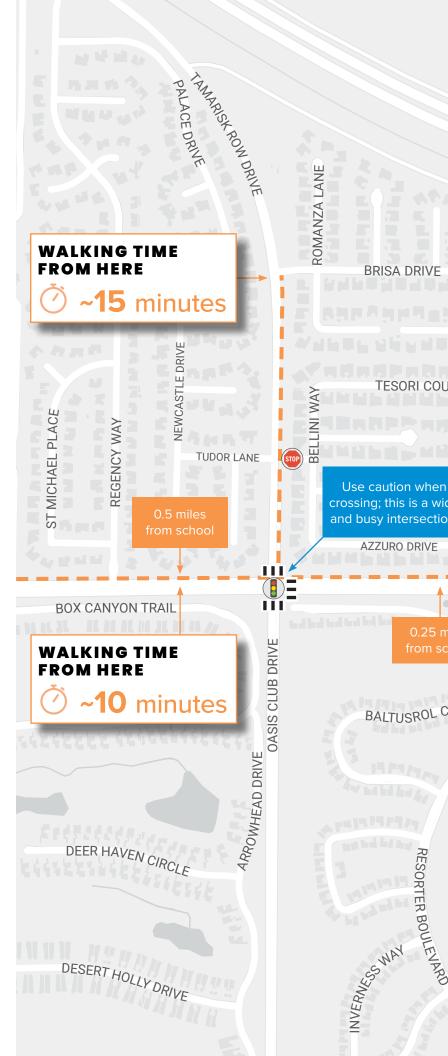






engagepalmdesert.com/vision-zero

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.





Sample Student Tally Survey



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.

I. School Name	
Abraham Lincoln Elementary School	O James Earl Carter Elementary School
O Colonel Mitchell Paige Middle School	O Palm Desert Charter Middle School
George Washington Charter Elementary	O Palm Desert High School
School	Ronald Reagan Elementary School
Gerald R. Ford Elementary School	
Other (please specify)	
2. Teacher Last Name	

3. Grade	
4. Today's Date	
The date the count Date MM/DD/YYYY	was conducted
* 5. Number of stu	udents enrolled in class
6. Weather	
\$	
* 7. Number of stu	udents in class when the count was made
* 8. How did you a	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 p	lan to leave for hom	e after schoo	l? If none, write	e 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.)					

Sample Parent/Caregiver Survey



Palm Desert Safe Routes to School - Parent/Caregiver Survey Welcome! / iBienvenido!

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 favo	or elija el idioma para	la encuesta
C English / Inglés			

O Spanish / Español



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



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	d?	
* 4. What grade is you student in?	r		
\$			
* 5. How far does your school?	student live from		
1/4 mile or less	○ 1 - 2 miles		
1/4 - 1/2 mile	2 or more miles		
○ 1/2 - 1 mile			

* 6. On most days, how does your student <u>ARRIVE</u> 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 <u>LEAVE</u> 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 <u>TO</u> school?
C Less than 5 minutes
○ 5 - 10 minutes
○ 11 - 20 minutes
○ More than 20 minutes
O Don't know / Not sure
* 9. How long does it normally take your student to travel <u>FROM</u> school?
C Less than 5 minutes
○ 5 - 10 minutes
○ 11 - 20 minutes
○ More than 20 minutes
O 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?
O Strongly encourages
○ Encourages
○ Neither
○ Discourages
O Strongly discourages
* 11. Has this student asked your permission to walk or bike to/from school in the last year?
○ Yes ○ No

Palm Desert?	and student who attends school in	
Yes	○ No	



Palm Desert Safe Routes to School - Parent/Caregiver Survey Second Student

* 13. What school doe	es your student attend?	
* 14. What grade is yo	our second student in?	
* 15. How far does you school?	ur student live from	
1/4 mile or less	○ 1 - 2 miles	
1/4 - 1/2 mile	2 or more miles	
○ 1/2 - 1 mile		

* 16. On most days, how does your student <u>ARRIVE</u> 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 <u>LEAVE</u> 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 <u>TO</u> school?
C Less than 5 minutes
○ 5 - 10 minutes
○ 11 - 20 minutes
○ More than 20 minutes
O Don't know / Not sure
* 19. How long does it normally take your student to travel <u>FROM</u> school?
C Less than 5 minutes
○ 5 - 10 minutes
○ 11 - 20 minutes
More than 20 minutes
O 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?
O Strongly encourages
○ Encourages
○ Neither
○ Discourages
O 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	



* 23. What school does your stud	dent attend?
Other (please specify)	
* 24. What grade is your third st	udent in?
•	
* 25. How far does your student	live from school?
1/4 mile or less	○ 1 - 2 miles
1/4 - 1/2 mile	2 or more miles
1/2 - 1 mile	
* 26. Does your third student sh (For example, same travel meth	are the same travel habits as one of your other students? od, same amount of time, etc.)
Yes, Student 1	
Yes, Student 2	
O No, different than the others	
If different, please briefly describe y	our student's travel habits

alking and biking	on, how much does your student's school encourage or discourage g to/from school?
Strongly enco	urages
Encourages	
Neither	
Discourages	
Strongly disco	urages
28. Has this studermission to wal ne last year?	dent asked your .k or bike to/from school in
○ Yes	○ No



* 29. At what grade wou without an adult?	ld you allow your student(s)	to walk or bike to/from school
○ Kindergarten	○ 4th grade	O 8th grade
1st grade	◯ 5th grade	older than 8th grade
2nd grade	○ 6th grade	I would not feel
3rd grade	7th grade	comfortable at any grade
	low all of your students to v	valk or bike to/from school?
○ Yes		
○ No		



	nich concerns influence your decision to <u>NOT</u> allow your students to walk or bi school? (Check all that apply)
Тос	o far from school
Dri	ving is more convenient
☐ Wa	lking/biking takes too long
Stu	ident's before or after school activities
Stu	ident has too much to carry
Spe	eeding traffic along route
Птос	o much traffic along route
☐ No	adults to walk or bike with
Lac	ck of sidewalks and/or paths
Lac	ck of bikeways
Uns	safe intersections
☐ No	crossing guards
Lac	ck of bike parking at school
Str	anger danger
☐ Vio	lence/crime in neighborhood
Вас	d weather
☐ Doi	n't know best route to school
f "Other	" please describe



* 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	\bigcirc	\bigcirc	\bigcirc	\bigcirc	\bigcirc
important for my students health	\bigcirc	\bigcirc	\bigcirc	\bigcirc	\bigcirc
encouraged by my students school	\circ	\bigcirc	\circ	\bigcirc	\bigcirc
something I wish we did more often	\bigcirc	\bigcirc	\bigcirc	\bigcirc	\bigcirc
22 Calcat the statement of	bout dri	ivina that	· hoot on	olioo to v	0114

- 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.
 - O 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:	
O I do not bike for most of my trips and I don't intend to make any changes.	
O 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.	
O 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:	
O I do not walk for most of my trips and I don't intend to make any changes.	
O 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.	
O 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!	



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



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 milla - 2 millas
○ 1/4 milla - 1/2 milla	O 2 millas o más
○ 1/2 milla - 1 milla	

* 42. En la mayoría de los días, ¿cómo LLEGA su estudiante a la escuela?
Caminando
○ En bicicleta
○ En autobús escolar
O Vehículo particular (con sólo los estudiantes de su familia)
Comparte el vehículo (con otros estudiantes fuera de la familia)
O Autobús/transporte público de la ciudad
O 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?
○ 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?
O Anima enérgicamente
○ Anima
O Ninguna de las dos
○ Desanima
O 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. ¿Ti	ene un segundo estudiante que asiste a una escuela en Palm Desert?	
◯ Sí	○ No	



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	1-2 millas				
○ 1/4 - 1/2 milla	2 millas o más				
○ ½ - 1 milla					

* 52. En la mayoría de los días, ¿cómo LLEGA su estudiante a la escuela?
Caminando
○ En bicicleta
○ En autobús escolar
O 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
O 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
O Ninguna de las dos
○ Desanima
O 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 Safe Routes to School - Parent/Caregiver Survey Tercer Estudiante

* 59. ¿A qué escuela asiste su estudia	nte?
	>
Otra:	
* 60. ¿En qué grado está su estudiante	e?
* 61. ¿Qué tan lejos vive su estudiante	de la escuela?
○ ¼ de milla o menos	◯ 1-2 millas
○ 1/4 - 1/2 milla	O 2 millas o más
○ ½ - 1 milla	
* 62. ¿Le ha pedido este estudiante pe escuela en el último año?	ermiso para caminar o andar en bicicleta a/de la
○ Sí ○ No	

estudiantes? (etc.)	te su tercer estudiante los mismos hábitos de tránsito que sus otros por ejemplo, usa el mismo método de transporte, toma el mismo tiemp	Ο,
O Sí, como el	primero	
Sí, como el	segundo	
O No, diferen	te a los otros	
Si es diferente, c	describa brevemente los hábitos de tránsito de su estudiante.	_
		7



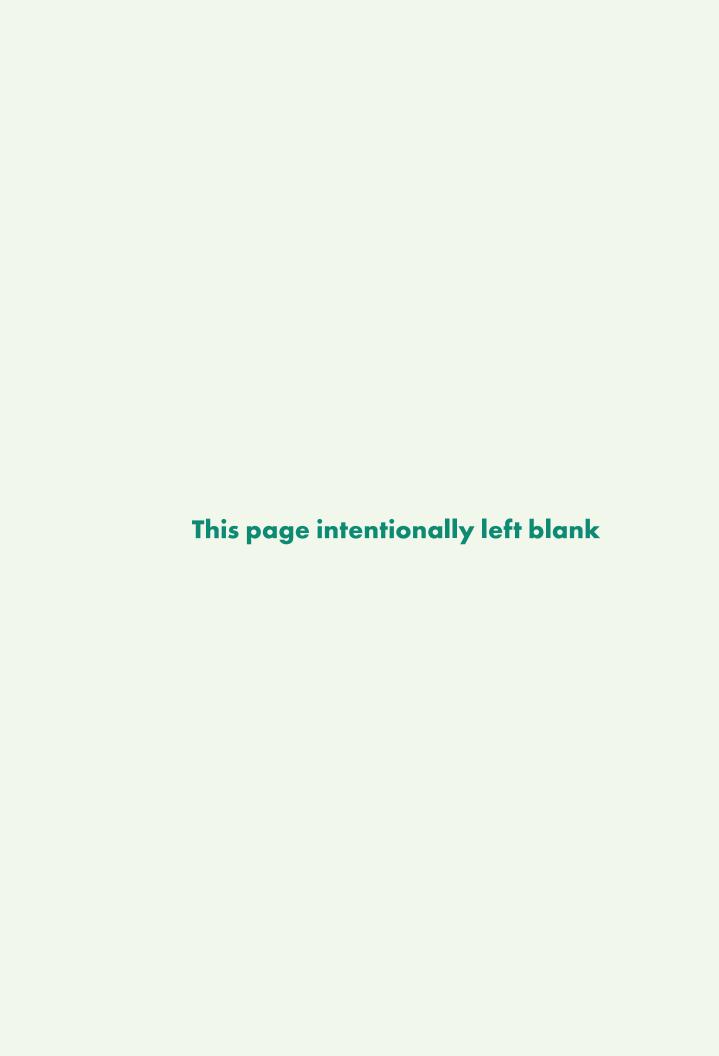
Palm Desert Safe Routes to School - Parent/Caregiver Survey

* 64. ¿En qué grado la a/desde la escuela si	•	ante(s) caminar o andar en bicicleta
○ Kinder	\(\) 4	○ 8
<u> </u>	<u> </u>	O Después del grado 8
O 2	<u> </u>	O No me sentiría cómodo
3	O 7	en ningún grado
* 65. ¿Permite actual desde la escuela?	mente que todos sus estu	diantes caminen o anden en bicicleta a o

* 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)	\bigcirc	\bigcirc	\bigcirc	\bigcirc			
importante para la salud de mi(s) estudiante(s)	\bigcirc	\bigcirc	\bigcirc	\bigcirc	\bigcirc		
algo que la escuela promueve	\bigcirc	\bigcirc	\bigcirc	\bigcirc			
algo que me gustaría que hiciéramos más a menudo	\bigcirc	\bigcirc	\bigcirc	\bigcirc	\bigcirc		
68. Seleccione la declaración sobre el co	onducir que	mejor se	aplique	a usted:			
O Conduzco para la mayoría de mis viajes	s y no tengo l	a intenció	n de cam	biar.			
 Conduzco para la mayoría de mis viajes seguro de cómo hacerlo. 	s. Estoy intere	esado en d	conducir ı	menos , pe	ero no estoy		
Oconduzco para la mayoría de mis viajes hacer en su lugar, pero aún no lo he hec		hacerlo r	nenos. Sé	lo que me	e gustaría		
Ya uso otras formas de viajar aparte de meses.	conducir y lo	o he estad	o haciend	do por me	nos de seis		
Ya uso otras formas de viajar aparte de haciendo por más de seis meses.	conducir par	ra la mayc	ría de los	s viajes y lo	he estado		
69. Seleccione la declaración sobre el ar	ndar en bici	cleta que	mejor s	e aplique	a usted:		
O No ando en bicicleta para la mayoría de	e mis viajes y	no tengo	la intenci	ión de can	nbiar.		
 No ando en bicicleta para la mayoría de menudo, pero no estoy seguro de cómo 	,	Estoy cons	iderando	hacerlo n	nás a		
 No ando en bicicleta para la mayoría de cómo empezar, pero aún no lo he hecho 		pero quier	o hacerlo	más a me	nudo. Sé		
Ando en bicicleta para la mayoría de lo meses.	s viajes y lo h	ne estado l	naciendo	por meno	s de seis		
 Ando en bicicleta para la mayoría de lo meses. 	s viajes y lo h	ne estado	naciendo	por más c	de seis		

70. Seleccione la declaración sobre caminar que mejor se aplique a usted:
O No camino para la mayoría de mis viajes y no tengo la intención de cambiar.
O No camino para la mayoría de mis viajes. Estoy considerando hacerlo más a menudo, pero no estoy seguro de cómo empezar.
O 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.



Vision Zero Resolution



MEETING DATE: June 12, 2025 PRESENTER: Chris Gerry, Senior Project Manager

SUBMITTING DEPARTMENT: Public Works

SUBJECT: Resolution in support of the Palm Desert Vision Zero Strategy

RESOLUTION

The establishment of a Vision Zero policy to eliminate traffic deaths and serious injuries in Palm Desert by 2040, along with a commitment to advancing bicycle, pedestrian, and other sustainable mobility improvements in pursuit of this policy.

WHEREAS, the Palm Desert General Plan Mobility Chapter identifies multiple policies in support of improved multimodal transportation and safety for all modes; and

WHEREAS, the General Plan establishes roadway and alternative transportation typologies that manage speeds and separate travel modes to enhance safety and comfort; and

WHEREAS, the General Plan also identifies projects that improve safe mobility for people walking, biking, and using low-speed vehicles (including golf carts); and

WHEREAS, the Palm Desert Strategic Plan identifies a vision to provide each resident and visitor with safe, convenient, and efficient transportation options by 2033; and

WHEREAS, Senate Bill 932 requires counties and cities throughout the state, including Palm Desert, to identify high-injury streets and intersections and prioritize safety improvements to reduce traffic collisions; and

WHEREAS, the Palm Desert Local Road Safety Plan provides guidance for safety improvements that can be applied systemically and programmed through the Capital Improvement Plan to address high-crash locations, high-risk locations, and city-wide trends and patterns; and

WHEREAS, the City of Palm Desert is using federal Safe Streets and Roads for All (SS4A) funding to develop a Safe Routes to School Plan and Safe Routes for Older Adults Plan to further identify critical transportation safety and mobility improvements for vulnerable road users; and

WHEREAS, the City is also using federal SS4A funding for a public safety campaign that builds awareness for safe mobility with a focus on adhering to safe speeds and yielding to pedestrians; and

WHEREAS, the Safe Streets and Roads for All program advances the Federal Highway Administration's Safe System Approach that emphasizes that traffic deaths and serious injuries are preventable and can be eliminated; and

WHEREAS, California Department of Transportation (Caltrans) has a vision to eliminate fatalities and serious injuries on California's roadways by 2050 and provide safer outcomes for all communities to be achieved through adoption of the Safe System approach; and



WHEREAS, the Southern California Association of Governments has also embraced Vision Zero and the Safe System approach and invites jurisdictions to commit to designing and building safer streets that promote walking, biking, and community connection; and

WHEREAS, the Coachella Valley of Association of Governments (CVAG) has published active transportation design guidelines for local agencies to plan, design, and maintain safe and efficient bicycle and pedestrian facilities; and

WHEREAS, the City of Palm Desert has supported development of the Palm Desert segments of CV Link and adopted the Walk and Roll program to improve healthy and sustainable mobility options while reducing deadly conflicts with motorists as well as providing a safer connection to community destinations; and

WHEREAS, pursuing transportation safety and multimodal mobility goals through a Vision Zero policy brings many benefits, including the freedom to choose multiple safe and comfortable modes of transportation and increased recreational opportunities, both of which can contribute to the improved economic and physical wellbeing of all residents; and

WHEREAS, adoption of a Vision Zero policy will support the City of Palm Desert's eligibility to pursue federal SS4A Implementation funding; and

WHEREAS, implementing this policy will require a collaborative, interdisciplinary approach involving government agencies, advocacy groups, and private organizations and individuals that fully engages the public; and

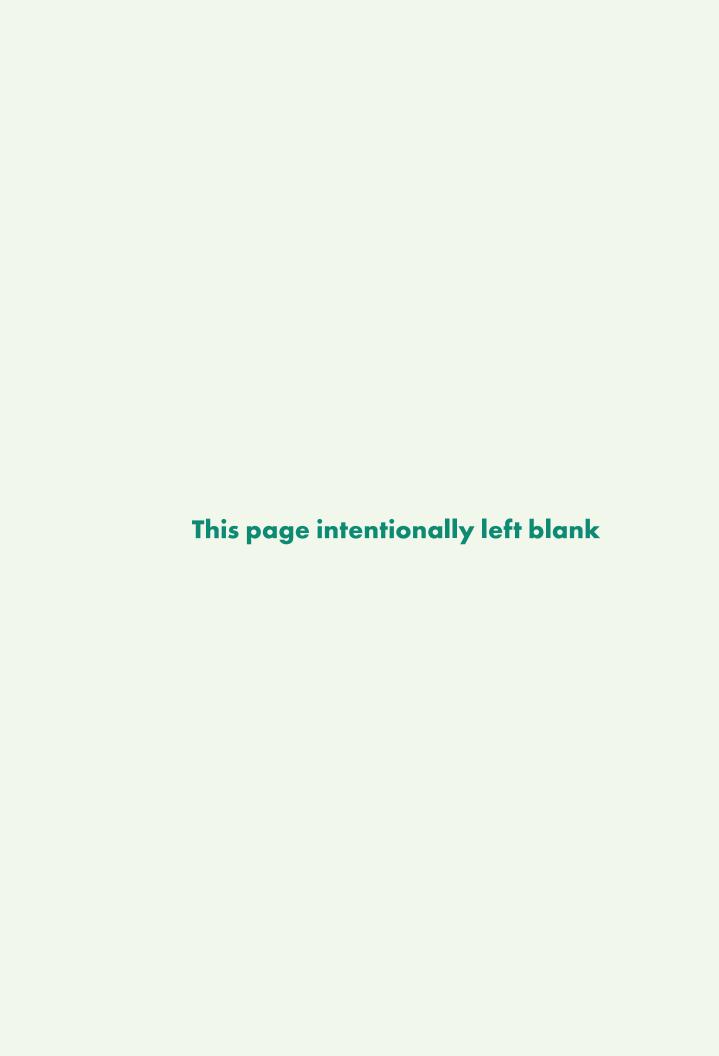
WHEREAS, Palm Desert will join the increasing number of jurisdictions across the nation and around the world in their commitment to eliminate traffic deaths and serious injuries; and

WHEREAS, it is the role of government to serve and protect all constituents; and

WHEREAS, even one traffic death or serious injury is too many;

NOW, THEREFORE BE IT RESOLVED THAT THE CITY OF PALM DESERT:

- 1. Endorses this Vision Zero policy that aims to eliminate traffic deaths and serious injuries by 2040.
- 2. Supports the Palm Desert Vision Zero Strategy as an initiative that is integral in advancing this Vision Zero policy.
- 3. Recognizes that the Palm Desert Vision Zero Strategy consists of several components that will work together to improve safety for all modes and enhance active transportation safety and comfort. These components include:
 - a. Safe Routes to School Plan
 - b. Safe Routes for Older Adults Plan
 - c. Palm Desert Vision Zero Safety Data Dashboard
 - d. Public Safety Campaign
 - e. Implementation Strategy



SRTS Prioritization



To: Chris Gerry, City of Palm Desert

From: Les Brown, Alta Planning + Design

Date: May 23, 2025

Re: Palm Desert Vision Zero – Safe Routes to School Prioritization

Palm Desert Vision Zero – Safe Routes to School Prioritization

Overview

The prioritization process ranks all SRTS project recommendations. The prioritization process uses data collected from national, city, school district, and community sources to provide an objective score informing project implementation. Point projects at each intersection and mid-block area are combined and prioritized together as the recommendations work together to enhance overall safety at each location. Corridor projects are prioritized individually. The outcome is a list of corridor and intersection projects that can inform grant funding.

Strategy Prioritization Methodology

The prioritization process considers several data sources with an emphasis on safety, equity, and other relevant scoring criteria for SS4A and ATP grant funding. These data sources include:

- Pedestrian and bicycle collisions (2013-2022)
- Student population eligible for the Free and Reduced-Price Meals Program (FRPM)
- Percentage of population with a disability
- Low-Income Communities (AB 1550)
- High Injury Network proximity
- Residential density
- Number of nearby destinations
- Households without access to an automobile
- Area population density of children and older adults
- Local support from the advisory committee, school and district staff, and stakeholders
- Relative cost of implementation

Scoring criteria for the prioritization of each project can be found in **Table 2**. Each project can score a potential of 200 total points, which will then be normalized to a scale of 1 - 100. The criteria award different numbers of points based on their overall weight or importance, which is consistent with order of criteria importance in the SS4A and ATP applications. SS4A most highly scores projects that consider the safety impact of the project, and ATP most highly scores projects that consider the needs of the community and the potential to increase walking and biking to everyday destinations.



Table 1. Scoring Criteria for School Ranking

CRITERIA	SCORE VALUE	APPLICABLE SS4A CRITERION	APPLICABLE ATP CRITERION	MAX SCORE
Pedestrian or bike collisions within 150 feet of recommendation (#)	3 or more collisions = 20 2 collisions= 10 1 collision= 5 0 collisions = 1	1 – Safety Impact	Increase the safety and mobility of nonmotorized users.	20
High Injury Network (HIN) within 150 feet of recommendation	Yes = 20 No = 1	1 – Safety Impact	Increase the safety and mobility of nonmotorized users.	20
Free and Reduced Priced Meals eligibility of student population within 500 feet of recommendation (%)	75% - 100% = 20 50%-74% = 10 25%- 49% = 5 1% - 24% = 1	2 – Equity, Engagement, and Collaboration	Ensure that disadvantaged communities fully share in the benefits of the program.	20
Percentage of population with disability within 500 feet of recommendation	75th - 100th percentile = 20 50th - 74th percentile = 10 25 th – 49 th percentile = 5 1st - 24th percentile = 1	2 – Equity, Engagement, and Collaboration	Ensure that disadvantaged communities fully share in the benefits of the program.	20
Low-Income Communities (AB 1550)	Fully within = 20 Partially within = 10 Not within = 1	2 – Equity, Engagement, and Collaboration	Ensure that disadvantaged communities fully share in the benefits of the program.	20

CRITERIA	SCORE VALUE	APPLICABLE SS4A CRITERION	APPLICABLE ATP CRITERION	MAX SCORE
Number of destinations within ½ mile of recommendation - Parks - Medical facilities - Public institutions (e.g., library) - Senior housing - Schools	75th - 100th percentile = 20 50th - 74th percentile = 10 25 th – 49 th percentile = 5 1st - 24th percentile = 1	3 – Effective Practices and Strategies	Increase the proportion of trips accomplished by biking and walking.	20
Population density within 500 feet of recommendation	75th - 100th percentile = 20 50th - 74th percentile = 10 25 th – 49 th percentile = 5 1st - 24th percentile = 1	2 – Equity, Engagement, and Collaboration	Provide a broad spectrum of projects to benefit many types of active transportation users.	20
Population of older adults >65 within 1/4 mile of recommendation (#)	75th - 100th percentile = 15 50th - 74th percentile = 10 25 th – 49 th percentile = 5 1st - 24th percentile = 1	2 – Equity, Engagement, and Collaboration	Increase the proportion of trips accomplished by biking and walking.	15
Population of children <18 years old within 1/4 mile of recommendation (#)	75th - 100th percentile = 15 50th - 74th percentile = 10 25 th – 49 th percentile = 5 1st - 24th percentile = 1	2 – Equity, Engagement, and Collaboration	Increase the proportion of trips accomplished by biking and walking.	15
Households without access to an automobile within 500 feet of projects	75th - 100th percentile = 20 50th - 74th percentile = 10 25 th – 49 th percentile = 5 1st - 24th percentile = 1	4 – Other DOT Strategic Goals	Provide a broad spectrum of projects to benefit many types of active transportation users.	10

CRITERIA	SCORE VALUE	APPLICABLE SS4A CRITERION	APPLICABLE ATP CRITERION	MAX SCORE
Local and advisory support	Points are assigned based on results of public engagement for projects within ½ mile of school or senior areas as follows: 10 points: Schools - George Washington Carver, Abraham Lincoln, Palm Desert Charter MS, Col Mitchell Paige; Senior Areas - Joslyn Center 5 points: Schools – Palm Desert HS, Ronald Regan, Gerald Ford 3 points: Schools – James Earl Carter; Senior Areas – Town Center Wy, Washington St	2 – Equity, Engagement, and Collaboration	Increase the proportion of trips accomplished by biking and walking	10
Relative project cost	Points assigned based on highest cost element. Low cost (crosswalk striping, red curb striping, loading zone striping, stop and yield striping, signage, bike rack, signal or stop warrant, curb extension with delineators, programming) = 10 Medium cost (curb ramp, school gate, LPI, RRFB, bus pullout, shade structure, fencing, speed feedback sign) = 5 High cost (center median, pedestrian lighting, sidewalk, bikeway striping, lane width reduction) = 3	1 – Safety Impact	Provide a broad spectrum of projects to benefit many types of active transportation users.	10
		TOTAL		200*

^{*} Note: Final scores will be normalized to a range of 1 - 100



Prioritization Results and Grant Recommendations

Once a score was assigned for each criterion, a composite project score was computed and then normalized to a scale of 1 – 100. Projects that scored between 100-66 may be considered by the City for shorter term implementation, 65-33 for medium term, and scores lower than 33 for longer term implementation based on the project's expected to best provide infrastructure improvements where there are many people or destinations and the most potential to provide safer active transportation infrastructure with emphasis on vulnerable road users (VRU). While these prioritization scores should be used as a guide for the City to identify short-term improvements and to apply for grant funding, if the opportunity arises to implement lower scoring recommended improvements, the City should take advantage of those opportunities. Grant applications for highly prioritized projects should reference the prioritization process and scores to demonstrate the benefits of implementation.

In the future, if Palm Desert chooses to run the prioritization process again, each criteria should be updated to reflect current data sources. For example, the most recent collision and census data should be used. The City may also choose to consider and score stakeholder feedback from other agencies, such as the Palm Desert Active Transportation Subcommittee, or from other outreach events that the City hosts after the SRTS planning processes has ended.

SRTS School Prioritization Results

While these prioritization scores should be used as a guide for the City to identify short-term improvements and to apply for grant funding, if the opportunity arises to implement recommended improvements in lower scoring schools, the City should take advantage of those opportunities.

Table 2. Prioritization Results

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Deep Canyon Road	Fred Waring Drive	Magnesia Falls Drive	Class IIB	Palm Desert High School	
					95
Deep Canyon Road	Fred Waring Drive	Magnesia Falls Drive	Narrow Travel Lanes	Palm Desert High School	95

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Candlewood Street	Shadow Mountain Drive	Quailbrush Street	Sidewalk	George Washington Charter School	93
Deep Canyon Road	Fred Waring Drive	Magnesia Falls Drive	Center Median	Palm Desert High School	92
Portola Avenue	Fairway Drive	Chicory Street	Pedestrian Lighting	George Washington Charter School	89
Portola Avenue	Fairway Drive	Chicory Street	Sidewalk	George Washington Charter School	89
Portola Avenue	Fairway Drive	Shadow Mountain Drive	Narrow Travel Lanes	George Washington Charter School	89
Fairway Drive	Lantana Avenue	Portola Avenue	Sidewalk	George Washington Charter School	89
Fred Waring Drive	Deep Canyon Road		ADA Curb Ramps	Palm Desert High School	88
Chicory Street	Portola Avenue	Lantana Avenue	Sidewalk	George Washington Charter School	87
Chicory Street	Portola Avenue	Lantana Avenue	Pedestrian Lighting	George Washington Charter School	87
Parosella Street	Lantana Avenue	Quailbrush Street	Sidewalk	George Washington Charter School	87

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Fairway Drive	George Washington Charter School Priority Area Boundary (East of Deep Canyon Road)	Lantana Avenue	Sidewalk	George Washington Charter School	86
Lantana Avenue	Parosella Street	30ft from the intersection	Red Curb	George Washington Charter School	85
Shadow Mountain Drive	Portola Avenue	30ft from the intersection	Red Curb	George Washington Charter School	85
Shadow Mountain Drive	Portola Avenue	Chicory Street	Sidewalk	George Washington Charter School	84
Shadow Mountain Drive	Candlewood Street		High Visibility Crosswalk	George Washington Charter School	84
Shadow Mountain Drive	Candlewood Street	30ft from the intersection	Red Curb	George Washington Charter School	84
Phyllis Jackson Lane	Fred Waring Drive	End of Phyllis Jackson Lane	Pedestrian Lighting	Palm Desert High School	83
Peppergrass Street	Lantana Avenue	Quailbrush Street	Sidewalk	George Washington Charter School	83
Portola Avenue	Fairway Drive	Hope Center Driveway	Sidewalk	George Washington Charter School	82
Fairway Drive	Portola Avenue	Mountain View Avenue	Sidewalk	George Washington Charter School	82

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Shadow Mountain Drive	Candlewood Street		ADA Curb Ramps	George Washington Charter School	80
Fairway Drive	Quailbrush Avenue		High Visibility Crosswalk	George Washington Charter School	80
Lantana Avenue	Peppergrass Street	30ft from the intersection	Red Curb	George Washington Charter School	80
Fred Waring Drive	Washington Street	Warner Trail	Pedestrian Lighting	Gerald R. Ford Elementary School	80
Magnesia Falls Drive	Portola Avenue	Rutledge Way	Pedestrian Lighting	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	80
Portola Avenue	Magnesia Falls Drive	Rutledge Way	Center Median	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	80
Mountain View Avenue	Shadow Lake Drive	Fairway Drive	Sidewalk	George Washington Charter School	78
Portola Avenue	George Washington Charter School Priority Area Boundary	Shadow Mountain Drive	Class II	George Washington Charter School	77
Fairway Drive	Lantana Avenue		High Visibility Crosswalk	George Washington Charter School	76
Fairway Drive	Black Rabbit Road		High Visibility Crosswalk	George Washington Charter School	76

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Fairway Drive	Quailbrush Avenue		ADA Curb Ramps	George Washington Charter School	76
Larrea Street	Portola Avenue	30ft from the intersection	Red Curb	George Washington Charter School	76
Chicory Street	Shadow Mountain Drive	30ft from the intersection	Red Curb	George Washington Charter School	76
Magnesia Falls Drive	Portola Avenue		Leading Pedestrian Interval	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	75
Washington Street	Palm Royale Drive		ADA Curb Ramps	Colonel Mitchell Paige Middle School	75
Portola Avenue	Magnesia Falls Drive	Rutledge Way	Pedestrian Lighting	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	74
Shadow Lake Drive	Mountain View Avenue	Mountain View Avenue	Sidewalk	George Washington Charter School	74
Portola Avenue	Desert Star Boulevard		Curb Extension with Delineator Posts	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	74
Portola Avenue	Larrea Street		High Visibility Crosswalk	George Washington Charter School	72

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Chicory Street	Shadow Mountain Drive		ADA Curb Ramps	George Washington Charter School	72
Fairway Drive	Black Rabbit Road		ADA Curb Ramps	George Washington Charter School	72
Desert Star Boulevard	Myrsine Avenue	Portola Avenue	Sidewalk	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	72
Fairway Drive	Mountain View Avenue	30ft from the intersection	Red Curb	George Washington Charter School	72
Shadow Mountain Drive	180ft West of Portola Avenue	334ft West of Portola Avenue	Sidewalk	George Washington Charter School	71
Portola Avenue	Desert Star Boulevard		ADA Curb Ramps	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	69
Fairway Drive	Mountain View Avenue		High Visibility Crosswalk	George Washington Charter School	69
Shadow Lake Drive	Mountain View Avenue		High Visibility Crosswalk	George Washington Charter School	69
Shadow Lake Drive	Mountain View Avenue		Warrant	George Washington Charter School	69
Fairway Drive	Mountain View Avenue		Warrant	George Washington Charter School	69

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Shadow Lake Drive	Mountain View Avenue	30ft from the intersection	Red Curb	George Washington Charter School	69
Magnesia Falls Drive	Portola Avenue	Rutledge Way	Center Median	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	69
Fred Waring Drive	Hidden Palms Drive		High Visibility Crosswalk	Palm Desert High School	68
George Washington Charter School East Pick Up/Drop Off Loop			Shade Structure	George Washington Charter School	67
Fairway Drive	Abronia Trail		High Visibility Crosswalk	George Washington Charter School	67
Lantana Avenue	Fairway Drive	30ft from the intersection	Red Curb	George Washington Charter School	67
Portola Avenue	Rutledge Way		High Visibility Crosswalk	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	67
Country Club Drive	Tamarisk Row Drive	Ronald Regan Elementary School Priority Area Boundary (West of Harris Lane)	Class IIB	Ronald Reagan Elementary School	66

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Rutledge Way	Magnesia Falls Drive	Portola Avenue	Pedestrian Lighting	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	66
Fred Waring Drive	Phyllis Jackson Lane		ADA Curb Ramps	Palm Desert High School	65
Fred Waring Drive	Hidden Palms Drive		ADA Curb Ramps	Palm Desert High School	65
Portola Avenue	Rutledge Way		Leading Pedestrian Interval	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	64
Portola Avenue	Chicory Street		Bicycle Conflict Striping	George Washington Charter School	64
Fairway Drive	Mountain View Avenue		ADA Curb Ramps	George Washington Charter School	63
Shadow Lake Drive	Mountain View Avenue		ADA Curb Ramps	George Washington Charter School	63
Fairway Drive	Abronia Trail		ADA Curb Ramps	George Washington Charter School	62
Fairway Drive	Panorama Drive		High Visibility Crosswalk	George Washington Charter School	62
CV Link	Magnesia Falls Drive	Aztec Road	Pedestrian Lighting	Palm Desert High School	62

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Deep Canyon Road	Lavender Way		High Visibility Crosswalk	Palm Desert High School	61
Lavender Way	Deep Canyon Road	30ft from the intersection	Red Curb	Palm Desert High School	61
Fairway Drive	Panorama Drive		ADA Curb Ramps	George Washington Charter School	59
Fairway Drive	Deep Canyon Road		High Visibility Crosswalk	George Washington Charter School	59
Coral Bells Circle	Deep Canyon Road	30ft from the intersection	Red Curb	Palm Desert High School	58
Deep Canyon Road	Coral Bells Circle / Buttonwood Drive		Markings and Signs	Palm Desert High School	58
Fairway Drive	Deep Canyon Road		ADA Curb Ramps	George Washington Charter School	57
Deep Canyon Road	Lavender Way		ADA Curb Ramps	Palm Desert High School	55
Deep Canyon Road	Coral Bells Circle / Buttonwood Drive		ADA Curb Ramps	Palm Desert High School	54
Magnesia Falls Drive	Deep Canyon Road	Existing bike lanes on Magnesia Falls Drive	Restriping	Palm Desert High School	53
Deep Canyon Road	Lavender Way		Bicycle Conflict Striping	Palm Desert High School	53

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Cook Street	Fred Waring Drive	Aztec Road	Sidewalk	Palm Desert High School	53
Country Club Drive	Tamarisk Row Drive	Park Center Drive	Narrow Travel Lanes	Ronald Reagan Elementary School	52
Myrsine Avenue	Desert Star Boulevard		High Visibility Crosswalk	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	51
Myrsine Avenue	Desert Star Boulevard		Markings and Signs	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	51
Rutledge Way	Santolina Drive	30ft from the intersection	Red Curb	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	51
Myrsine Avenue	Desert Star Boulevard	30ft from the intersection	Red Curb	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	51
Cook Street	San Simeon Drive		High Visibility Crosswalk	Palm Desert High School	50
Cook Street	San Simeon Drive		Markings and Signs	Palm Desert High School	50

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
San Simeon Drive	Cook Street	30ft from the intersection	Red Curb	Palm Desert High School	50
Fred Waring Drive	San Ysidro Circle		High Visibility Crosswalk	Palm Desert High School	48
Warner Trail	Fred Waring Drive	Mountain View / Wyoming Avenue	Sidewalk	Gerald R. Ford Elementary School	47
Hovley Lane	Portola Avenue	Jasmine Court	Pedestrian Lighting	James Earl Carter Elementary School	46
Myrsine Avenue	Desert Star Boulevard		ADA Curb Ramps	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	46
Deep Canyon Road	Moss Rose Drive / McNelis Circle		High Visibility Crosswalk	Palm Desert High School	44
Deep Canyon Road	Moss Rose Drive / McNelis Circle		Markings and Signs	Palm Desert High School	44
Deep Canyon Road	Daylily Circle		High Visibility Crosswalk	Palm Desert High School	44
Deep Canyon Road	Daylily Circle		Markings and Signs	Palm Desert High School	44
Cook Street	San Simeon Drive		ADA Curb Ramps	Palm Desert High School	44

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Cook Street	Fred Smith Way / Santa Fe Trail		High Visibility Crosswalk	Palm Desert High School	44
Moss Rose Drive	Deep Canyon Road	30ft from the intersection	Red Curb	Palm Desert High School	44
Daylily Circle	Deep Canyon Road	30ft from the intersection	Red Curb	Palm Desert High School	44
Park Center Drive	Country Club Drive	30ft North of Country Club Drive	Red Curb	Ronald Reagan Elementary School	43
CV Link	Phyllis Jackson Lane		Bike Racks	Palm Desert High School	42
CV Link	Near Palm Desert High School West Parking Lot		Signage	Palm Desert High School	42
Fred Waring Drive	Cook Street		Leading Pedestrian Interval	Palm Desert High School	42
Fred Waring Drive	San Ysidro Circle		ADA Curb Ramps	Palm Desert High School	41
Rutledge Way	Myrsine Avenue		ADA Curb Ramps	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	40
Phyllis Jackson Lane	Waring Court		High Visibility Crosswalk	Palm Desert High School	40

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Waring Court	Phyllis Jackson Lane	30ft from the intersection	Red Curb	Palm Desert High School	40
Cook Street	Fred Smith Way / Santa Fe Trail		ADA Curb Ramps	Palm Desert High School	38
Fred Smith Way	Cook Street	30ft from the intersection	Red Curb	Palm Desert High School	38
Deep Canyon Road	Moss Rose Drive / McNelis Circle		ADA Curb Ramps	Palm Desert High School	38
Deep Canyon Road	Daylily Circle		ADA Curb Ramps	Palm Desert High School	38
CV Link	Palm Desert High School West Parking Lot		Gate	Palm Desert High School	37
Deep Canyon Road	Moss Rose Drive / McNelis Circle		Bicycle Conflict Striping	Palm Desert High School	36
Deep Canyon Road	Daylily Circle		Bicycle Conflict Striping	Palm Desert High School	36
Rutledge Way	Santolina Drive			Abraham Lincoln Elementary School and Palm Desert Charter Middle School	34
Phyllis Jackson Lane	Waring Court		ADA Curb Ramps	Palm Desert High School	32

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Hovley Soccer Park Parking Lot			Program	James Earl Carter Elementary School	32
Country Club Drive	Access Road connecting to Freedom Park, perpendicular to Country Club Drive		High Visibility Crosswalk	Ronald Reagan Elementary School	31
Florida Avenue	Ohio Court		High Visibility Crosswalk	Gerald R. Ford Elementary School	31
Florida Avenue	Ohio Court	30ft from the intersection	Red Curb	Gerald R. Ford Elementary School	31
Deep Canyon Road	Via Palmira		High Visibility Crosswalk	Palm Desert High School	29
Rutledge Way	Santolina Drive		ADA Curb Ramps	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	29
Palm Desert Charter Middle School Pick Up/Drop Off Area			Shade Structure	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	29
Liberty Drive	Country Club Drive	Brenna Lane	Red Curb	Ronald Reagan Elementary School	28

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Country Club Drive	Access Road connecting to Freedom Park, perpendicular to Country Club Drive		ADA Curb Ramps	Ronald Reagan Elementary School	27
Warner Trail	Fred Waring Drive		ADA Curb Ramps	Gerald R. Ford Elementary School	25
Fred Waring Drive	Warner Trail		Bus Pullout	Gerald R. Ford Elementary School	25
Portola Avenue	Hovley Lane		Leading Pedestrian Interval	James Earl Carter Elementary School	24
Country Club Drive	Access Road connecting to Freedom Park,		Bicycle Conflict Striping	Ronald Reagan Elementary School	24
Abraham Lincoln Elementary School Pick Up/Drop Off Area			Shade Structure	Abraham Lincoln Elementary School and Palm Desert Charter Middle School	24
Florida Avenue	Elkhorn Trail	30ft from the intersection	Red Curb	Gerald R. Ford Elementary School	24
Deep Canyon Road	Via Palmira		ADA Curb Ramps	Palm Desert High School	23
Liberty Drive	Country Club Drive	Brenna Lane	Pedestrian Lighting	Ronald Reagan Elementary School	23

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Fred Waring Drive	Via Del Cristo		High Visibility Crosswalk	Palm Desert High School	22
Deep Canyon Road	Via Palmira		Bicycle Conflict Striping	Palm Desert High School	22
Liberty Drive	Country Club Drive		Signage	Ronald Reagan Elementary School	22
Cook Street	Aztec Road		Leading Pedestrian Interval	Palm Desert High School	22
Cook Street	Aztec Road		ADA Curb Ramps	Palm Desert High School	22
Florida Avenue	Elkhorn Trail		Warrant	Gerald R. Ford Elementary School	20
Florida Avenue	Elkhorn Trail		High Visibility Crosswalk	Gerald R. Ford Elementary School	20
Florida Avenue	Ohio Court		Warrant	Gerald R. Ford Elementary School	20
James Earl Carter Elementary School Pick Up/Drop Off Area			Shade Structure	James Earl Carter Elementary School	19
Cook Street	400ft North of Aztec Road		Signage	Palm Desert High School	19
Cook Street	280ft North of Aztec Road	530ft North of Aztec Road	Loading Zone	Palm Desert High School	19

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Fred Waring Drive	Via Del Cristo		ADA Curb Ramps	Palm Desert High School	18
Florida Avenue	Elkhorn Trail		ADA Curb Ramps	Gerald R. Ford Elementary School	17
Florida Avenue	Ohio Court		ADA Curb Ramps	Gerald R. Ford Elementary School	17
Hovley Lane	Jasmine Court		High Visibility Crosswalk	James Earl Carter Elementary School	16
Hovley Lane	Jasmine Court		Warrant	James Earl Carter Elementary School	16
Jasmine Court	Hovley Lane	30ft from the intersection	Red Curb	James Earl Carter Elementary School	16
Florida Avenue	Elkhorn Trail	Louisiana Street	Sidewalk	Gerald R. Ford Elementary School	15
Liberty Drive	North Parking Lot Driveway at Ronald Reagan Elementary School		High Visibility Crosswalk	Ronald Reagan Elementary School	13
Liberty Drive	North Parking Lot Driveway at Ronald Reagan Elementary School		Curb Extension with Delineator Posts	Ronald Reagan Elementary School	13
Hovley Lane	Jasmine Court		ADA Curb Ramps	James Earl Carter Elementary School	13

STREET	FROM	то	RECOMMENDATION	SCHOOL	SCORE
Country Club Drive	Tamarisk Row Drive		High Visibility Crosswalk	Ronald Reagan Elementary School	12
Liberty Drive	Country Club Drive		Green Backed Bike Lane	Ronald Reagan Elementary School	12
Country Club Drive	210ft East of Liberty Drive		Bicycle Conflict Striping	Ronald Reagan Elementary School	11
Country Club Drive	260ft East of Tamarisk Row Drive		Bicycle Conflict Striping	Ronald Reagan Elementary School	11
Country Club Drive	Tamarisk Row Drive		Green Backed Bike Lane	Ronald Reagan Elementary School	10
Liberty Drive	North Parking Lot Driveway at Ronald Reagan Elementary School		ADA Curb Ramps	Ronald Reagan Elementary School	9
Ronald Reagan Elementary School Pick Up/Drop Off Loop			Shade Structure	Ronald Reagan Elementary School	9

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