PALM DESERT

SAFE ROUTES FOR OLDER ADULTS

Vision Zero Strategy

ACKNOWLEDGMENTS

City of Palm Desert

- **Chris Gerry**
  Public Works, Senior Project Manager
- **Thomas Soule**
  Economic Development, Public Affairs Manager

Project Consultants

- **Sam Corbett**
  Principal-in-Charge, Alta Planning + Design
- **Les Brown**
  Palm Desert SRFOA Project Manager, Alta Planning + Design
- **Kaitlin Scott**
  Palm Desert SRFOA Lead, Alta Planning + Design
- **Kelly Lei**
  Planner, Alta Planning + Design
- **Eric Purcell**
  Planner, Alta Planning + Design
- **Joseph Abad**
  Senior Graphic Designer, Alta Planning + Design

Advisory Committee

- **Brenda Nutcher**
  Desert Recreation District
- **Dina Purvis**
  City of Indian Wells
- **Don Olson**
  Riverside County Sheriff's Office
- **Dr. Jay Seller**
  The Joslyn Center
- **Jessica Gonzalez**
  City of Palm Desert Finance
- **Maureen Archuleta**
  Desert Recreation District
- **Randy Bowman**
  Coachella Valley Association of Governments
- **Steve Libring**
  City of La Quinta

PALM DESERT
CALIFORNIA

alta

TABLE OF CONTENTS

ACRONYMS

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
CA AB 1550	California Assembly Bill 1550
CA AB 43	California Assembly Bill 43
Caltrans ATP	Caltrans Active Transportation Program
CAMUTCD	California Manual on Uniform Traffic Control Devices
HIN	High-Injury Network
KSI	Killed or Seriously Injured
LPI	Leading Pedestrian Interval
LTS	Level of Traffic Stress
NEV	Neighborhood Electric Vehicle
REAP	Regional Early Action Planning
SCAG	Southern California Association of Governments
SRFOA	Safe Routes for Older Adults
SS4A	Safe Streets and Roads for All
SWITRS	Statewide Integrated Traffic Records System
TAP	SunLine Transit Ambassador Program
TIMS	Transportation Injury Mapping System
USDOT	United States Department of Transportation
USDOT ETC	USDOT Equitable Transportation Community

01.
The Vision for Safe Routes for Older Adults in Palm Desert

INTRODUCTION

The Palm Desert Safe Routes for Older Adults (SRFOA) Plan is the result of thorough outreach, engagement, data collection, and analysis. It envisions a Palm Desert where all older adults and their families have access to safe, convenient, and healthy modes of transportation within their community. It is also a component of the City's larger Vision Zero Strategy.

With funding from the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Grant Program, the City of Palm Desert (City) and the SRFOA Plan Project Team (Project Team) developed this SRFOA Plan through a comprehensive review of walking and biking conditions across the city, with a focus on three key Older Adult Priority Areas. The Project Team also conducted thorough public outreach and engagement to understand older adults' concerns about roadway safety throughout Palm Desert.

For this SRFOA Plan, the term "older adults" is used to describe individuals aged 55 and above. This terminology has been selected to be as inclusive as possible, recognizing the diverse spectrum of needs and abilities that people experience as they age. While traditional terms like "senior" often apply to those in older age brackets, not all individuals aged 55+ identify as seniors. Therefore, we use the term "older adults" to encompass all people 55+, so that our analysis and recommendations address the broad range of mobility and accessibility needs of this population.

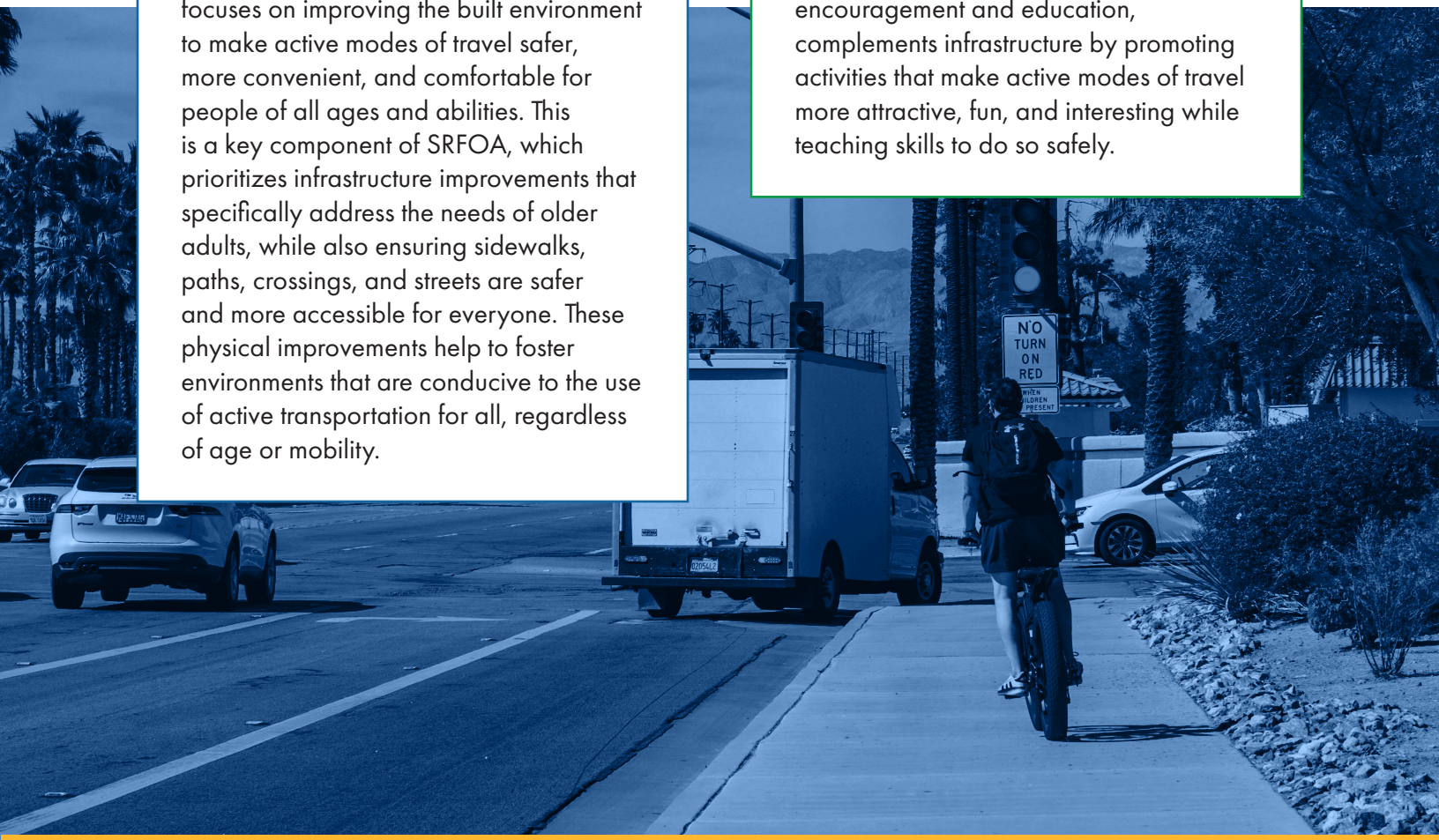
PROJECT BACKGROUND AND NEED

SRFOA is a program designed to enhance the safety and mobility of older adults in their communities. SRFOA typically focuses on improving pedestrian and bicycle infrastructure, making transportation options more accessible, and educating older adults and the general public about safe travel practices. It aims to create environments where older adults can use active transportation to travel through town, whether for their jobs, daily errands, social activities, or health-care visits.

SRFOA 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 SRFOA, which prioritizes infrastructure improvements that specifically address the needs of older adults, 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 more attractive, fun, and interesting while teaching skills to do so safely.



HOW TO USE THIS PLAN

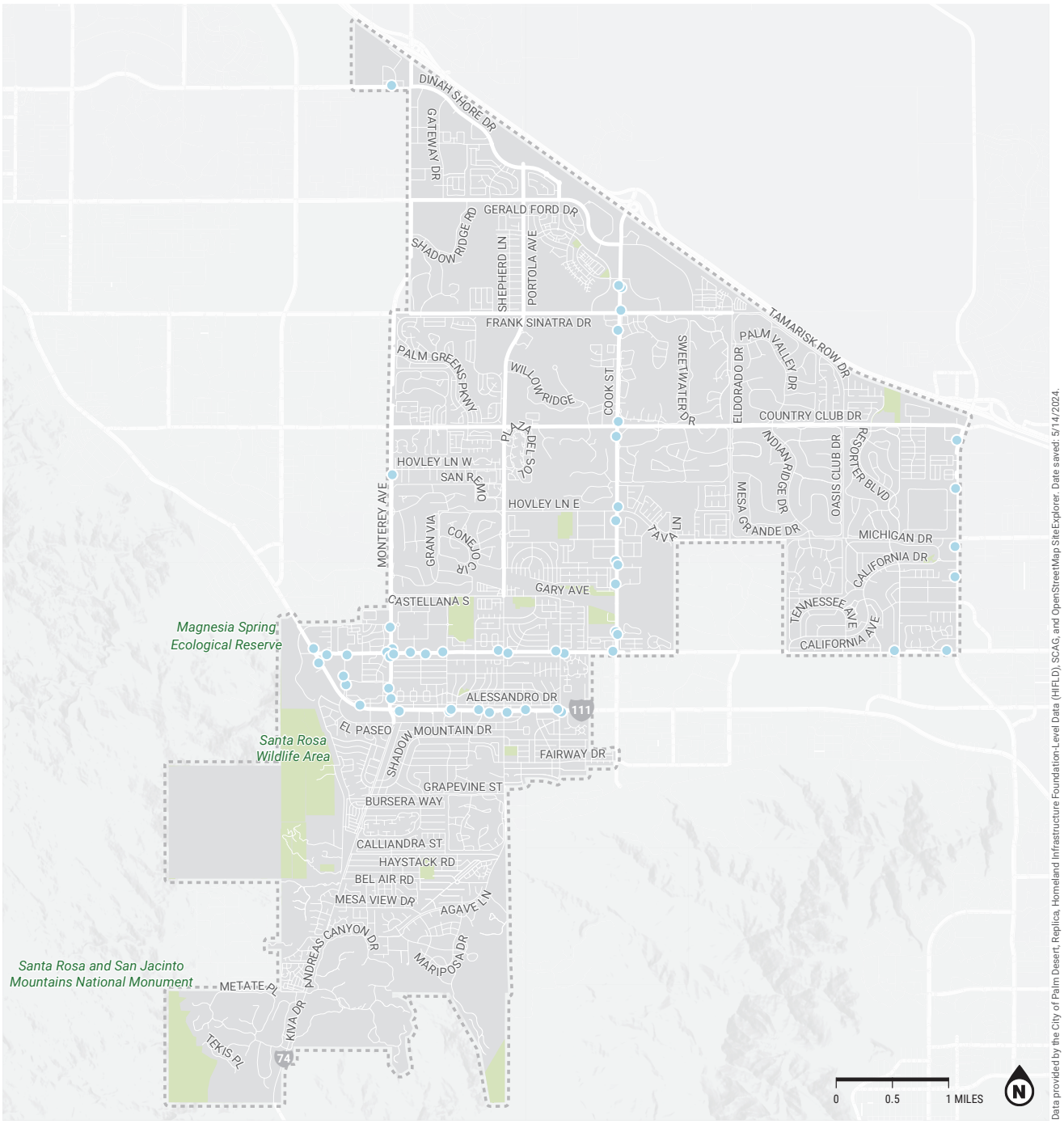
This SRFOA Plan documents the activities, data collection, and analyses for the City that resulted in actionable infrastructure and non-infrastructure recommendations. Various community members can use the SRFOA Plan to identify the content that is important and relevant to them. The following are some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

Older adults can use the SRFOA Plan to learn about existing pedestrian and bicycle infrastructure in their community and discover suggested routes for walking and biking in Palm Desert.

Community partners, such as the Joslyn Center and public libraries, can use the SRFOA Plan to develop programs that educate and encourage visitors to use active methods of transportation to travel in Palm Desert, fostering healthier lifestyles and a stronger sense of community.

City staff can use the SRFOA Plan to identify issues and opportunities related to existing walking and bicycling infrastructure for older adults. The City can also use the Plan to prioritize potential short-term and long-term infrastructure improvements and pursue SRFOA funding opportunities.

Figure 1: City of Palm Desert



City of Palm Desert

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

DESTINATIONS + BOUNDARIES

- Transit Stops
- City Boundary
- Parks

alta PALM DESERT CALIFORNIA

CITY OF PALM DESERT

Palm Desert is located in the heart 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 older adults is comfortable, safe, and accessible. **Figure 1** presents the City, including boundaries and destinations such as transit stops and parks.

Palm Desert has a population of about 53,000 permanent residents and 32,000 seasonal residents. The median household income is $64,295, and 12.9% of the population lives below the federal poverty line (source: Census, 2022). Palm Desert's residents are 4.3% Asian, 24.0% Hispanic or Latino, 70.8% White, 2.9% African American, 0.7% Native American and Alaska Native, 0.3% Native Hawaiian and Pacific Islander, and 7.6% Other.[1] The median age is 55. **Figure 2** shows the different demographics of the population in Palm Desert.

Information specific to older adult demographics is detailed in **Chapter 2**.

Figure 2: Palm Desert Demographics

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

02.
Palm Desert Today

PLAN, POLICY, AND PROGRAM REVIEW

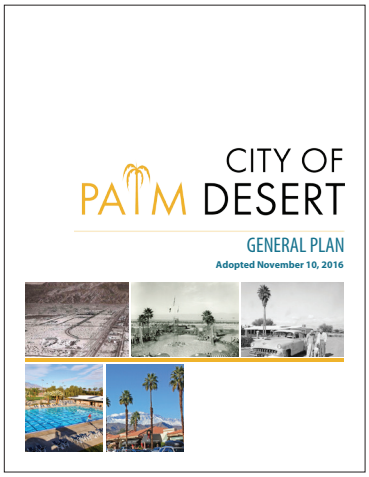
This project builds on numerous local and regional plans, policies, and standards that impact active transportation in Palm Desert. These planning documents and studies were reviewed to gain a better understanding of existing conditions, as well as proposed and planned facilities for biking and walking.

Reviewed plans, policies, and programs include:

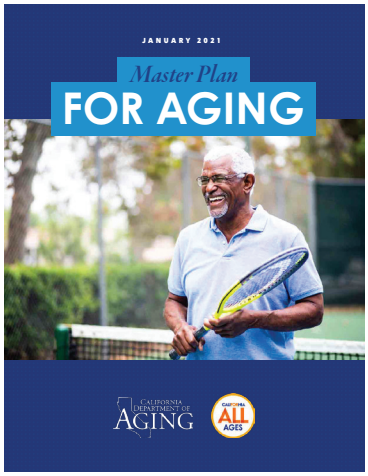
- *Connect SoCal* **(SCAG, 2024)**
- *Palm Desert Local Road Safety Plan* **(City of Palm Desert, 2021)**
- *California Master Plan for Aging* **(State of California, 2020)**
- *Palm Desert General Plan* **(City of Palm Desert, 2016)**
- *Envision Palm Desert Strategic Plan* **(City of Palm Desert, 2014)**
- *Safe Routes for Older Adults Guide* **(UC Berkeley SafeTREC, 2018)**

An in-depth review of these documents is included in **Appendix A**.

Connect SoCal (SCAG, 2024)



Palm Desert General Plan (City of Palm Desert, 2016)



California Master Plan for Aging (State of California, 2020)

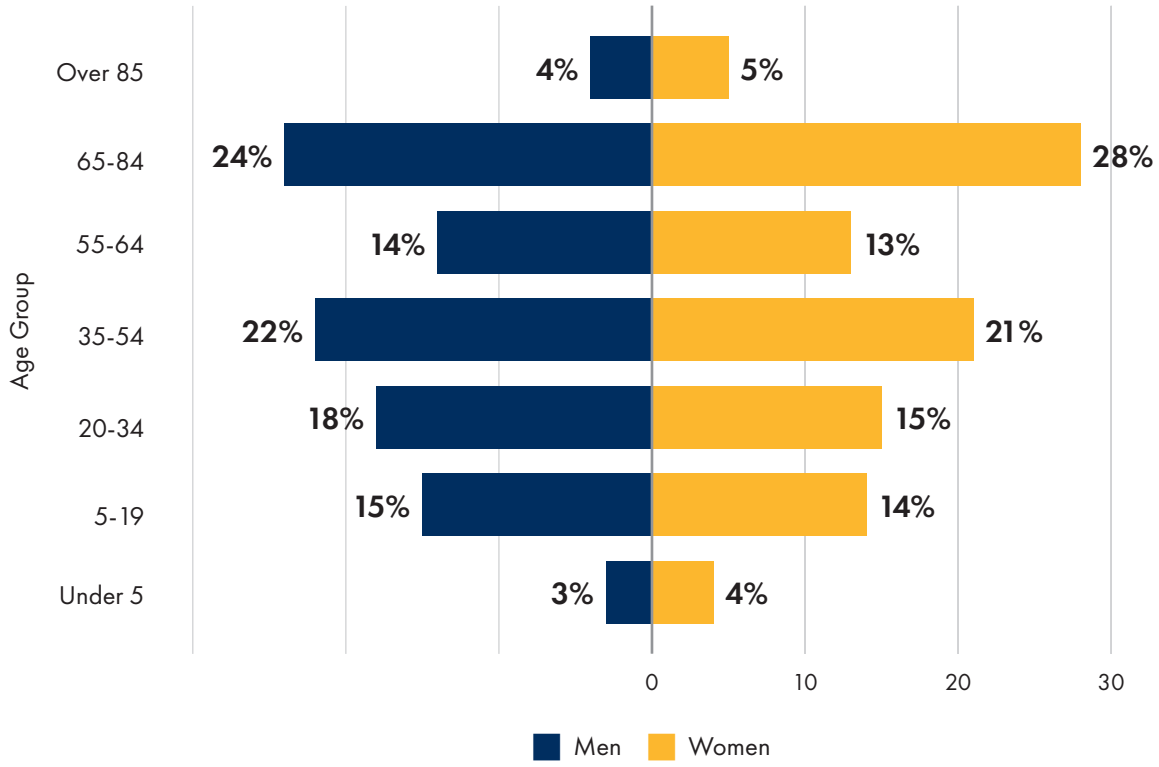
EXISTING CONDITIONS

This section provides an overview of existing conditions in Palm Desert. The complete Existing Conditions Report is included in Appendix B.

Older Adult Demographics in Palm Desert

In 2022, Palm Desert had an estimated permanent population of about 53,000, with 53% women and 47% men. The city also had an estimated seasonal resident population of 32,000. Palm Desert has a significantly older population (median age of 55) than Riverside County (median age of 37) and California (median age of 38). The percentage of the population aged 55+ (50%) is approximately double that of Riverside County (26%) and the state of California (27%). **Figure 3** provides a breakdown of populations by age and sex.

Figure 3: Age and Sex




Center
44-450
44-480
ONE WAY

Most older adult residents in Palm Desert identify as white (86%, including Hispanic or Latino white). Older adult residents who identify as Asian make up 3% of Palm Desert's population, and Black/African American older adult residents account for 2%. Older adult residents of Hispanic/Latino descent of any race account for 9%. Complete racial composition data for older adults is presented in **Figure 4**.

The City, through the Palm Desert Housing Authority, manages seven affordable housing properties offering 381 housing units for older adults: Carlos Ortega Villas, Catalina Gardens, La Rocca Villas, The Pueblos, Las Serenas Apartments, Sagecrest Senior Apartments, and Candlewood Apartments. **Figure 5** displays these as "Older Adult Housing Properties."

Three developer-subsidized senior housing properties also offer housing for older adults: Villas of the Green Senior Apartments, Atria - Assisted Living, and Catalina Way Senior Apartments. Palm Desert also has numerous privately operated 55+ housing communities, such as Avenida Palm Desert, Domani, and Villa Portofino, and various nursing homes.

Overall residential concentrations of residents aged 55+ in Palm Desert are shown in **Figure 5**. Palm Desert older adult residents primarily live in the northern part of the city, particularly to the north of the Whitewater River. Downtown Palm Desert also has a high concentration of older adult residents, specifically from south of Highway 111 to north of Grapevine Street.

Figure 4: Racial Composition for Older Adults Age 55+

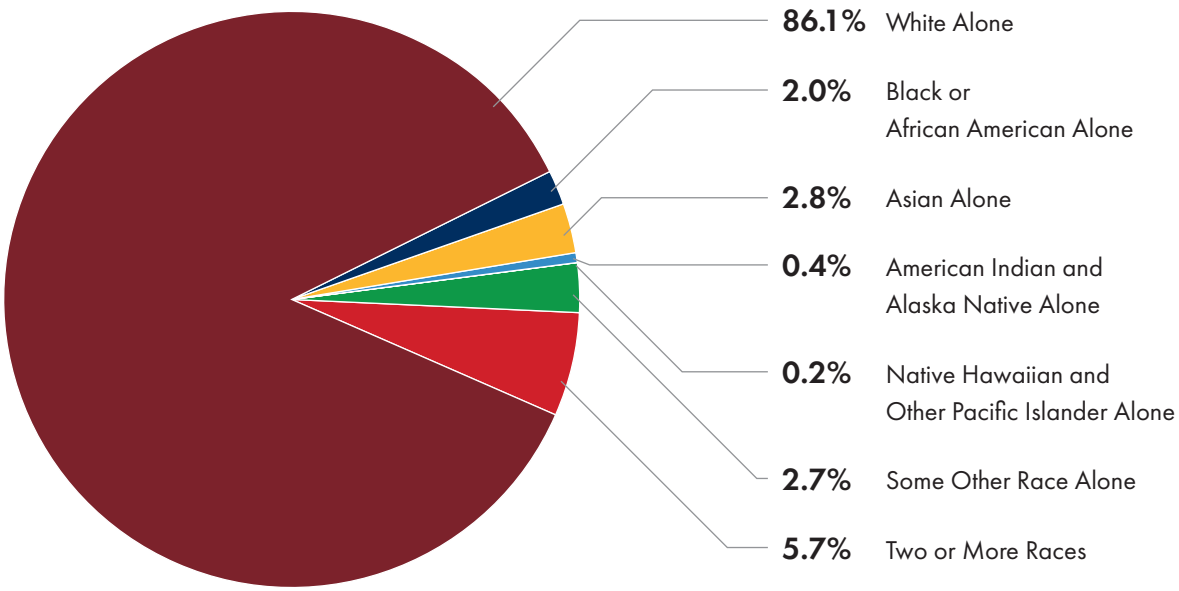
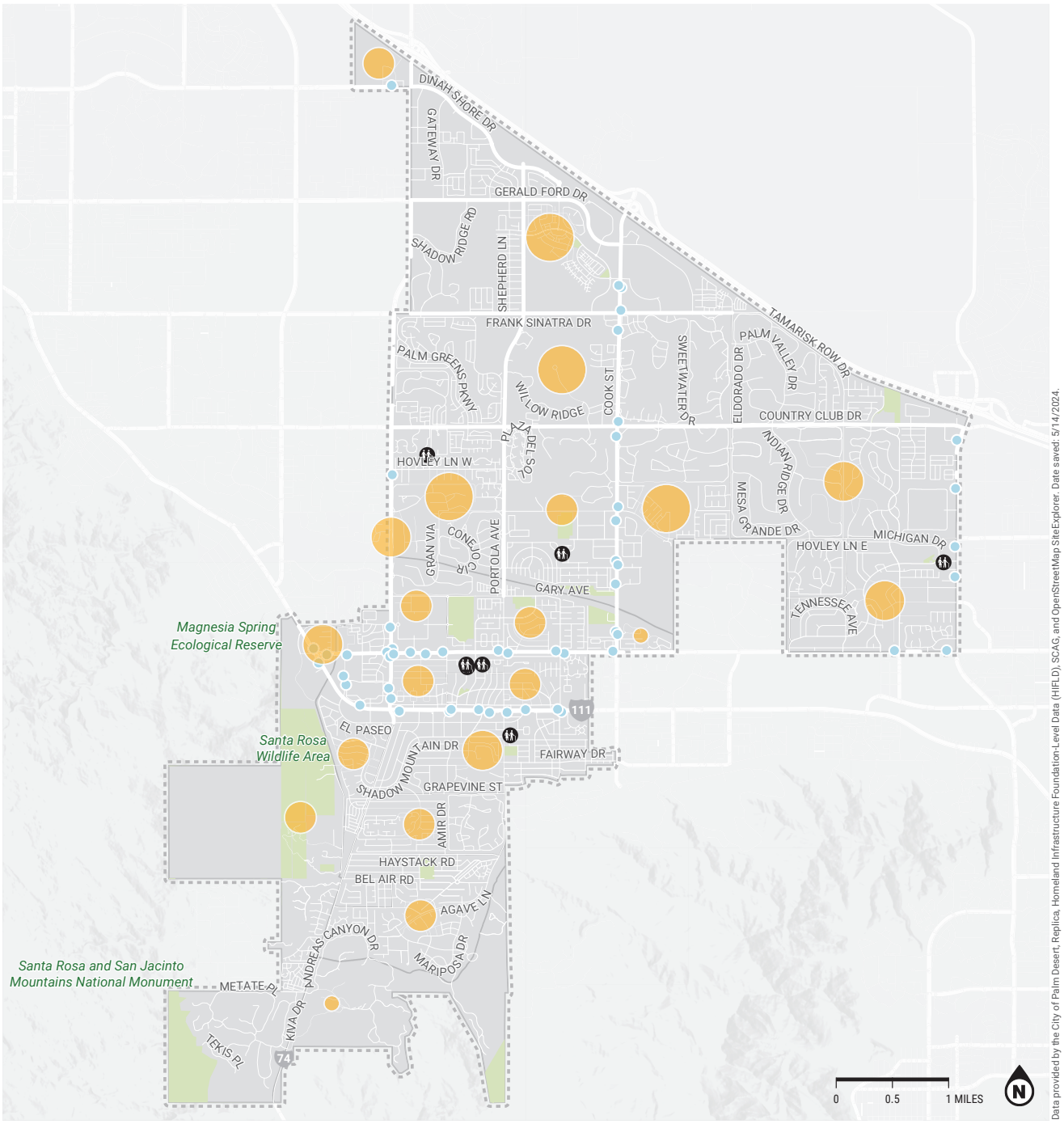


Figure 5: Residential Concentrations (Ages 55+)



55+ RESIDENTIAL CONCENTRATIONS

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Older Adult Housing Properties
- Transit Stops
- City Boundary
- Parks

55+ RESIDENTIAL CONCENTRATIONS

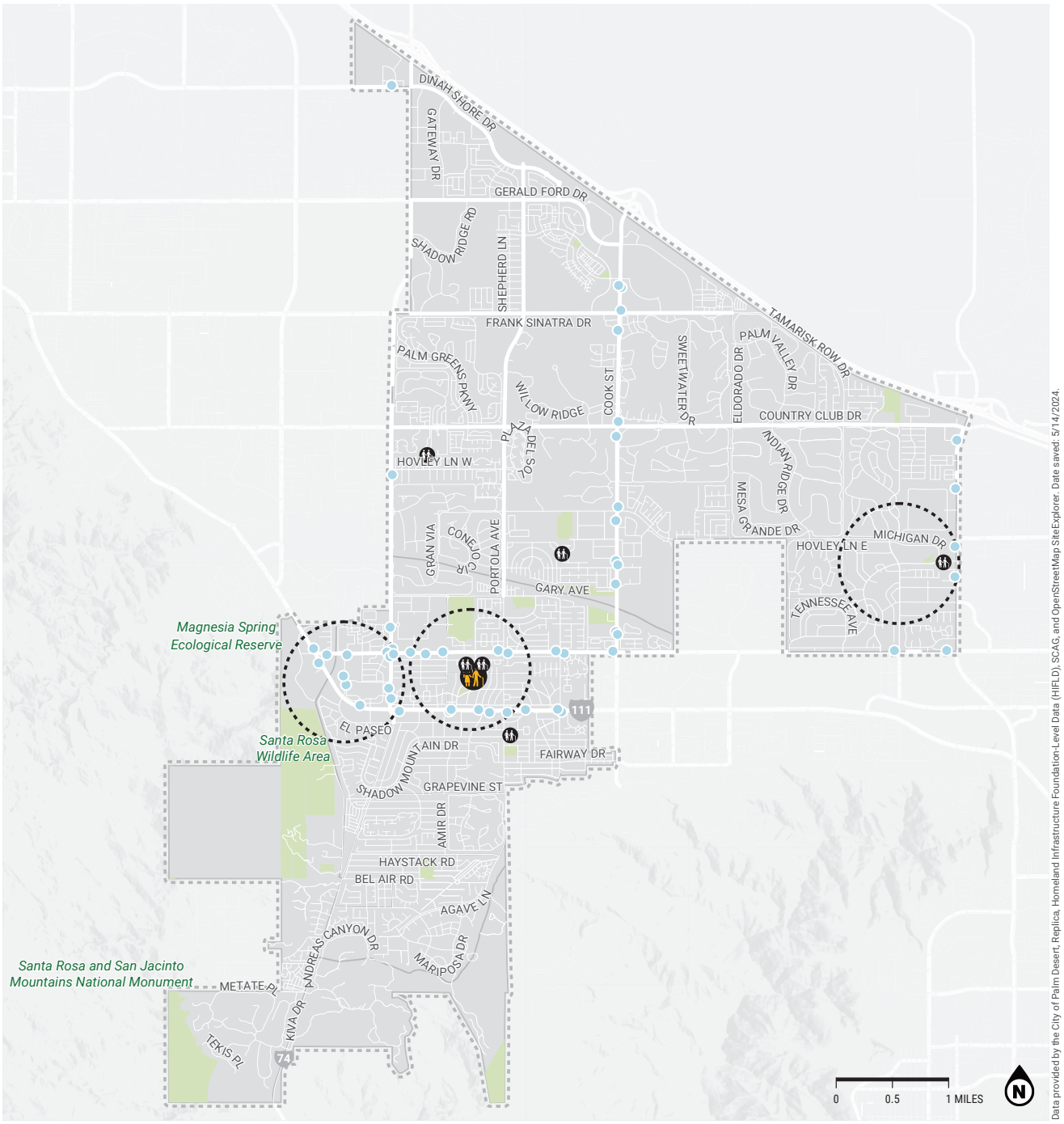
- Above 2500 individuals
- 1501 - 2500
- 501 - 1500
- Below 500 individuals

Older Adult Priority Areas

In consultation with City staff, the Project Team identified three Older Adult Priority Areas expected to have higher older adult foot and bike traffic to help narrow down analyses and recommendations. These include the Joslyn Center, the area around Town Center Way/Fred Waring Drive, and the area west of Washington Street/ Avenue of the States. The Joslyn Center is one of the largest older adult community centers in Southern California, while the other two priority areas are commercial hubs that are also near older adult affordable housing communities and transportation corridors.

Figure 6 presents the Older Adult Priority Areas. The Joslyn Center, a prominent hub for Palm Desert's older adult community, is highlighted as an "Older Adult Priority Point."

Figure 6: Older Adult Priority Areas



OLDER ADULT PRIORITY AREAS

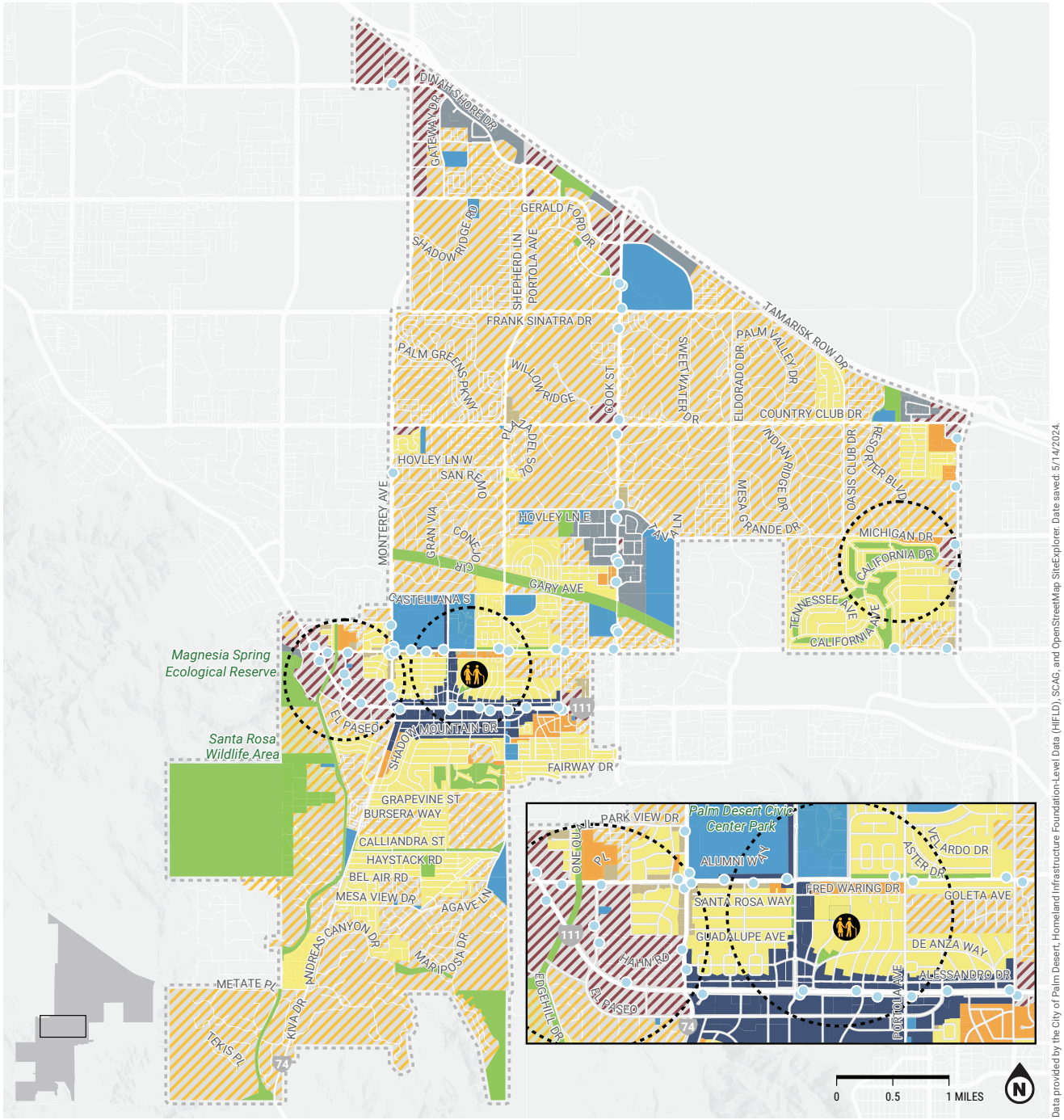
CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Older Adult Housing Properties
- Transit Stops
- Older Adult Priority Area
- City Boundary
- Parks

Figure 7: Citywide Land Use



LAND USE

CITY OF PALM DESERT
SAFE ROUTES FOR
OLDER ADULTS

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Transit Stops
- Older Adult Priority Area
- City Boundary

LAND USE

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

Land Use

The existing land use (**Figure 7**) surrounding older adult housing properties and the Older Adult Priority Area near Washington Street/ Avenue of the States primarily consists of low-density residential and planned residential. Joslyn Center is situated within low-density residential areas, with downtown districts to its south and west and higher-density residential areas to its north along Fred Waring Drive. The Older Adult Priority Area near Town Center Way/Fred Waring Drive mainly consists of planned commercial and planned residential. Public institutions, such as churches and libraries, as well as open spaces, are commonly found near housing properties and priority areas for older adults across Palm Desert. These destinations are popular travel spots for older adults, so their proximity to residential areas for older adults provides opportunities for these residents to walk or bike to these destinations.

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 (**Figure 8**). This extreme heat can be particularly dangerous for vulnerable populations, such as older adults, who wish to walk or bike in the city. Besides making travel uncomfortable, high temperatures can lead to dehydration, heat exhaustion, or other heat-related illnesses. While a detailed climate analysis was not included in the SRFOA Plan, the Project Team carefully considered the city's climate when developing the recommendations included in the plan.

Figure 8: Average Daily Temperature by Month in Palm Desert

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

Existing Pedestrian and Bicycle Facilities

Existing Pedestrian Facilities

The sidewalk network throughout Palm Desert is relatively well connected, especially on major arterials and collector streets. However, many of the neighborhood streets lack sidewalks and pedestrian infrastructure. The Joslyn Center, a major destination for older adults in Palm Desert, has sidewalks on most, but not all, streets in the surrounding area but no marked crosswalks at intersections. Additionally, the curb ramps in the area are not all Americans with Disabilities Act (ADA) accessible.

Existing Bicycle Facilities

As shown in **Figure 9**, 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 the city's 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 less confident bicyclists and vulnerable road users like older adults. These facilities may not provide sufficient safety or comfort for inexperienced riders, highlighting a need for infrastructure that better supports their needs, especially along routes to older adult communities and destinations. Furthermore, while neighborhood electric vehicles (NEVs), such as golf carts, are permitted to use these bike facilities, many of the facilities are not wide enough to allow NEVs without a conflict between bicyclists and NEV users.

Figure 9: Traffic Stress Levels and Corresponding Facility Types

CLASS II
Bicycle Lane

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

CLASS 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 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 IIIB
Bicycle Boulevard

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

CLASS 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 I
Shared-Use Path

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

In addition to these Class II bike lanes and Class IIB buffered bike lanes, 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.

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 to the north of downtown, passing through commercial and residential areas important to older adults. The trail also connects to outdoor recreation destinations, such as the Bump and Grind Trail, as well as the Palm Desert Civic Center, where many older adult activities are held throughout the year.

These existing Class I and IV bike facilities can be a valuable base for further promoting older adult 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 older adult safety and comfort, particularly for those with less experience, 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 older adult destinations and lay a solid foundation for future improvements to enhance safety and encourage more older adults to bike in Palm Desert.

Table 1 shows the total mileage of each bikeway class while **Table 2** displays a list of existing bicycle facilities in Palm Desert. The existing bikeways are also mapped in **Figure 10**.

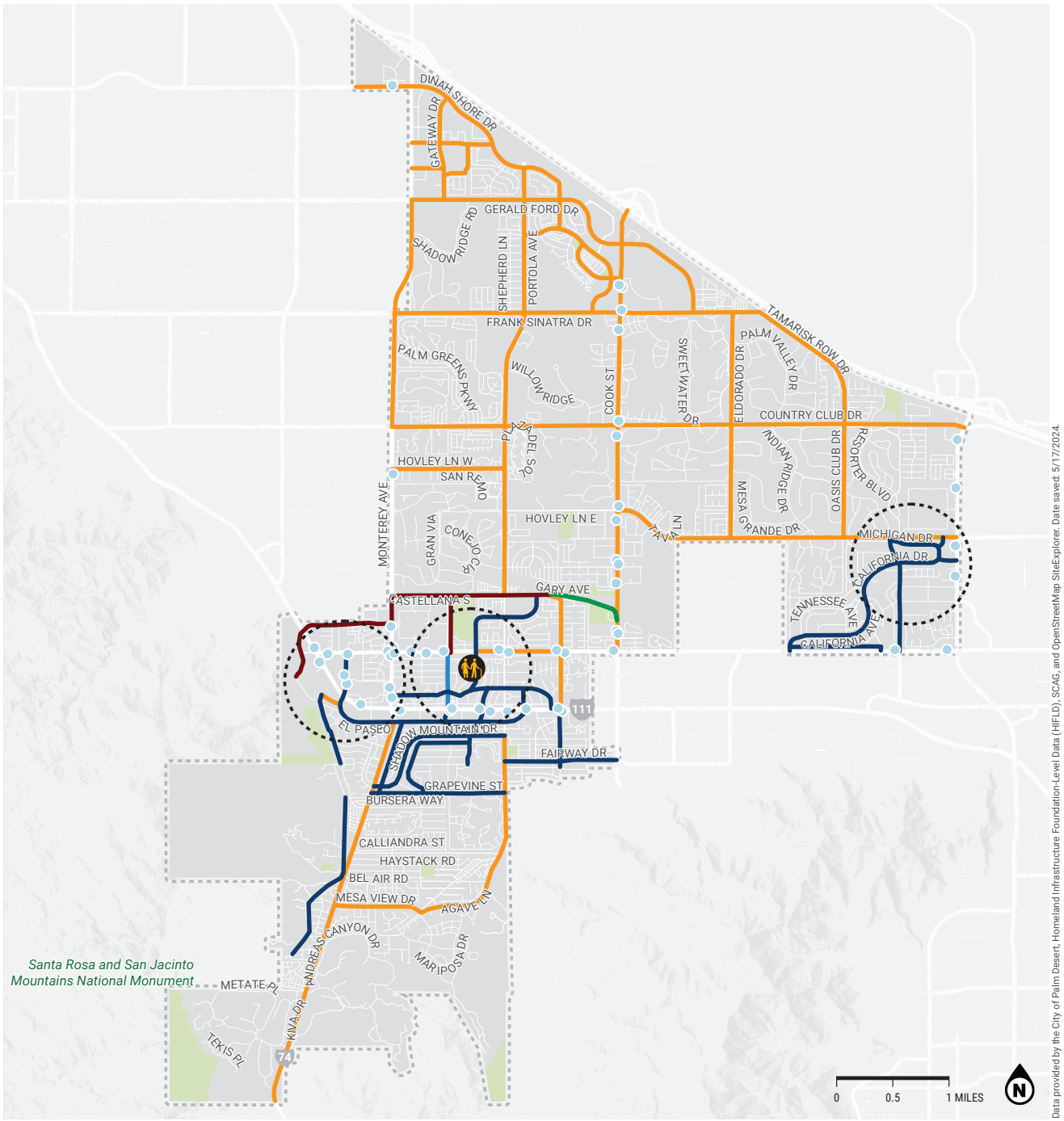
Note: The City has an existing active transportation program and has recently implemented many of the proposed walking and biking projects included in its 2016 General Plan. These previously proposed projects were considered during the development of recommendations for this SRFOA Plan and are listed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

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

Table 1: 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**

Figure 10: Existing Bikeways in Palm Desert



EXISTING BICYCLE NETWORK

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Transit Stops
- Older Adult and Senior Priority Area
- Parks

EXISTING BIKEWAYS

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

Table 2: Existing Bikeways by Class

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

Existing Bikeways by Class (continued)

Class	Street	Start Street	End Street
Class III	**Deep Canyon Road**	Abronia Trail	Old Prospector Trail
Class III	**Grapevine Street**	Highway 74	E City Limit
Class III	**Shadow Mountain Drive**	Highway 74	Portola Avenue
Class III	**Ocotillo Drive**	Grapevine Street	El Paseo
Class III	**Joshua Tree Street**	Grapevine Street	San Luis Rey Avenue
Class III	**San Pablo Avenue**	Shadow Mountain Drive	Highway 111
Class III	**Edgehill Drive**	Painters Path	Tierra del Oro
Class III	**Calle De Los Campesinos**	Along River	Along River
Class IV	**CV Link (Painters Path/ Magnesia Falls Drive)**	Bump and Grind Trailhead	Deep Canyon Road
Class IV	**San Pablo Avenue**	Fred Waring Drive	Magnesia Falls Drive

End-of-Trip Facilities

Bike racks in Palm Desert are primarily concentrated along El Paseo, San Pablo Avenue, and Highway 111, commercial areas popular with older adults. 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.[2]

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.

Existing Bicycle Facilities in Older Adult Priority Areas

Each Older Adult Priority Area features existing bikeways. However, most of these facilities are Class II bike lanes, which do not provide physical protection and may not feel safe or comfortable for most older adults. An expanded network of protected and off-street bikeways would create a safer and more comfortable experience for all bicyclists and especially those who lack experience or confidence.

Figure 11 through **Figure 13** present maps of existing bikeways within the three Older Adult Priority Areas. Near The Joslyn Center are Class IIB buffered bike lanes on San Pablo Avenue and Class II bike lanes on Fred Waring Drive, which terminate at San Pascual Avenue coming from the east. Moreover, there is an existing Class III bike route along Town Center Way. There are also existing Class II bike lanes on Hovley Lane and Class III bike routes along California Drive and Michigan Drive, connecting to Joe Mann Park. The existing network in Palm Desert provides connectivity to the commercial downtown center of El Paseo, the Civic Center and Civic Center Park, and multiple country clubs along Country Club Road.

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

Figure 11: Existing Bikeways Near the Joslyn Center

EXISTING BIKEWAYS

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

alta PALM DESERT CALIFORNIA

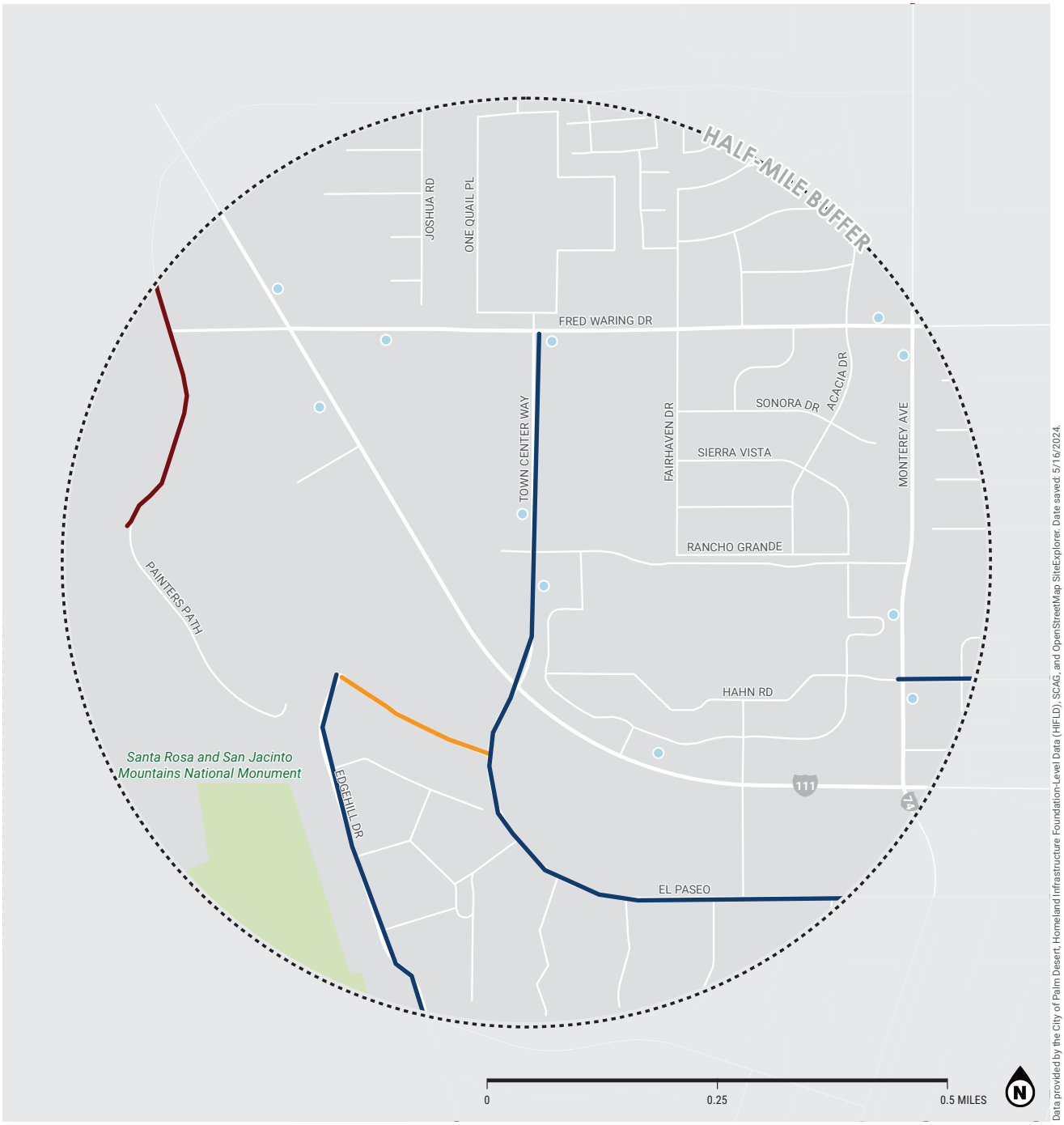
DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Transit Stops
- Older Adult Priority Area
- Parks

EXISTING BIKEWAYS

- Bicycle Lane (Class II)
- Buffered Bicycle Lane (Class IIB)
- Bicycle Route (Class III)
- Separated Bicycle Lane (Class IV)

Figure 12: Existing Bikeways Near Fred Waring Drive and Town Center Way



EXISTING BIKEWAYS

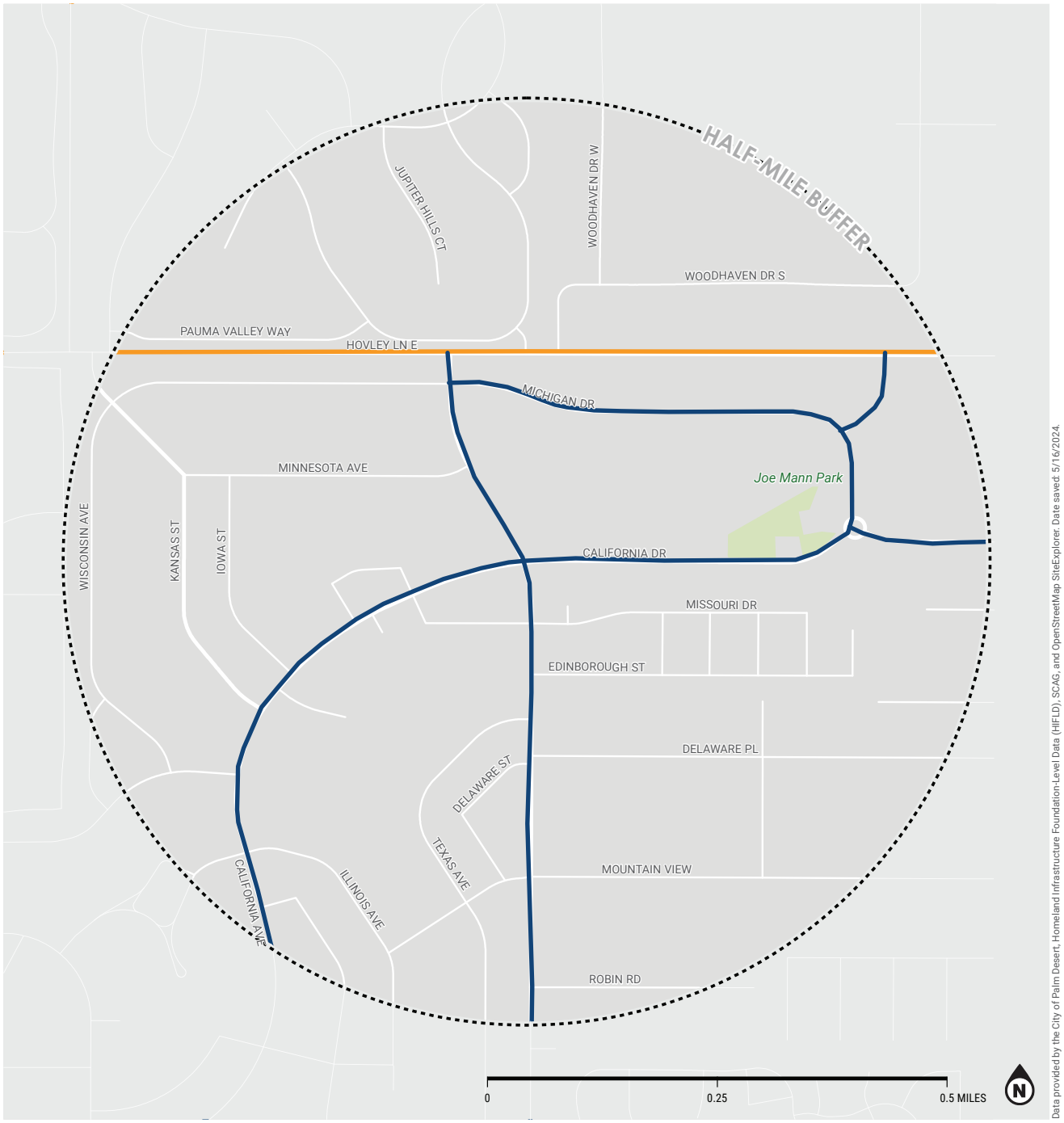
CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

DESTINATIONS + BOUNDARIES
- Transit Stops
- Older Adult Priority Area
- Parks

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

alta PALM DESERT CALIFORNIA

Figure 13: Existing Bikeways Near Washington Street and Avenue of the States



EXISTING BIKEWAYS

DESTINATIONS + BOUNDARIES

- Older Adult Priority Area
- Parks

EXISTING BIKEWAYS

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

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

alta PALM DESERT CALIFORNIA

Existing Transit Facilities

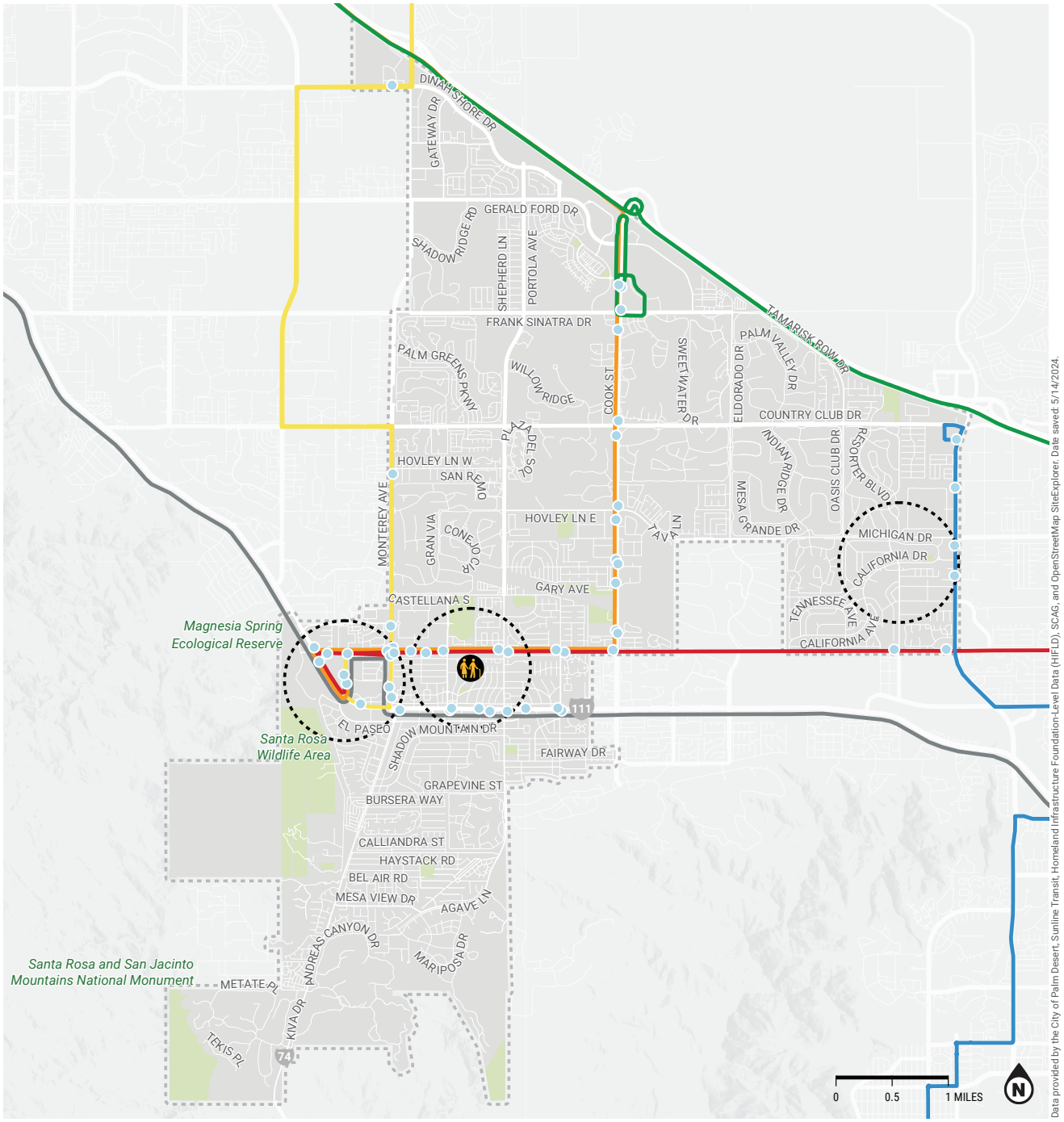
Palm Desert is served by SunLine Transit Agency and has two major fixed-route bus (SunBus) corridors: Cook Street running north to south, and Fred Waring Drive running from east to west (**Figure 14**). There is additional SunBus service on Monterey Avenue as far north as Country Club Drive, and along Highway 111 from Monterey Avenue to the eastern city limits.

Many older adult destinations in the city, such as the Joslyn Center and older adult living centers, are near transit stations, especially in southern Palm Desert by the downtown center. Bus routes 5, 6, and 7 service the three identified Older Adult Priority Areas. Routes 5 and 6 also intersect with Route 1, which provides service to the commercial center of El Paseo. Route 7 provides a north-south connection terminating at Country Club Drive, providing access to numerous country clubs along that corridor.

Single-ride fare for adults is $1.00. However, SunLine Transit Agency offers discounted, half-off fares for riders 60 years or older, as well as riders with disabilities. By continuing to provide discounted fares as the City improves walking and biking infrastructure, SunLine Transit Agency can attract a greater number of older adult riders, who often combine public transportation with active transportation.

SunLine also provides specialized transit services, including a paratransit service (SunDial) for riders with disabilities that prevent them from using the SunBus service, as well as a microtransit service (SunRide) that connects riders to designated bus stops and destinations throughout the Coachella Valley. Riders must reserve SunDial and SunRide trips in advance. Single-ride fare for SunDial ranges from $1.50-$2.00 and single-ride fare for SunRide is $3.00.

Figure 14: Existing Transit Facilities



TRANSIT FACILITIES

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- SunBus Stops
- Older Adult Priority Area
- City Boundary
- Parks

SUNBUS ROUTES

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

alta PALM DESERT CALIFORNIA

Travel Patterns

The Project Team collected data on travel patterns through Replica, a service that aggregates mobile location data to create models of real-world mobility patterns. According to the data (**Figure 15**), on a typical Thursday, the most frequently traveled roads for older adults on foot or by bike are:

- Country Club Drive
- El Paseo
- Monterey Avenue
- Palm Greens Parkway
- Portola Drive
- Oasis Club Drive

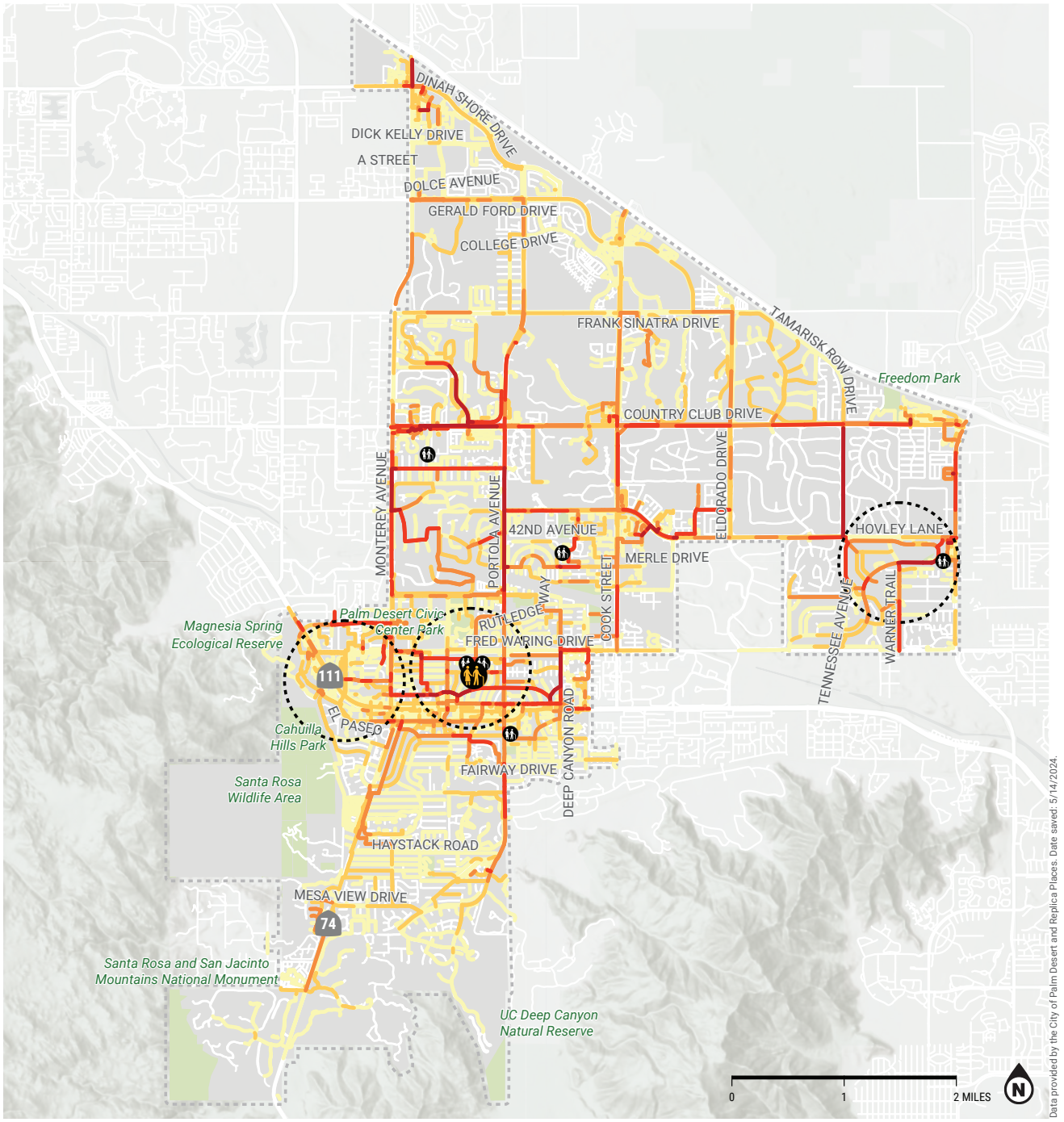
Although Country Club Drive, Portola Drive, and Oasis Club Drive are major thoroughfares with high vehicular speeds, they all feature continuous sidewalks and Class II bike lanes along sections with significant foot and bike traffic. This infrastructure likely contributes to the higher rates of foot and bike travel, despite the streets being less pleasant for walking and biking.

Like many streets in Palm Desert, Palm Greens Parkway runs through a private community with minimal traffic and low vehicular speeds. This aligns with feedback from the older adult community, who consistently report that they prefer walking and biking within their gated communities where they feel safer and more comfortable.

Smaller streets like El Paseo and San Pablo Avenue are notable for their high-quality pedestrian and bike infrastructure, including wide and continuous sidewalks, bike lanes, marked crossings, ADA curb ramps, shade-providing street trees, bike racks, and amenities like benches and play equipment. These streets also feature lower speed limits and a dense concentration of commercial destinations, further supporting a safer and more inviting environment for walking and biking.

By incorporating similar infrastructure and amenities—especially those that cater to older adults, such as seating, ADA ramps, and shaded areas—along other neighborhood streets and major thoroughfares in Palm Desert, the city could experience a shift from vehicle use to walking and biking elsewhere in the area.

Figure 15: Walking or Biking Travel Patterns for Older Adults (Typical Thursday in 2023)



TRAVEL PATTERNS - ADULTS AGED 55+

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

alta PALM DESERT CALIFORNIA

TRAVEL ACTIVITY (NUMBER OF WALKING/BIKING TRIPS)

- 76 - 220
- 45 - 75
- 26 - 44
- 13 - 25
- <13

DESTINATIONS + BOUNDARIES

- Older Adult Priority Point
- Older Adult Housing Properties
- Older Adult Priority Areas
- City Boundary
- Parks

Travel activity data is provided by Replica Places and includes number of walking or biking trips per road segment made by older adults (aged 55+) on a typical Thursday in 2023.

Vehicle Volumes and Speeds

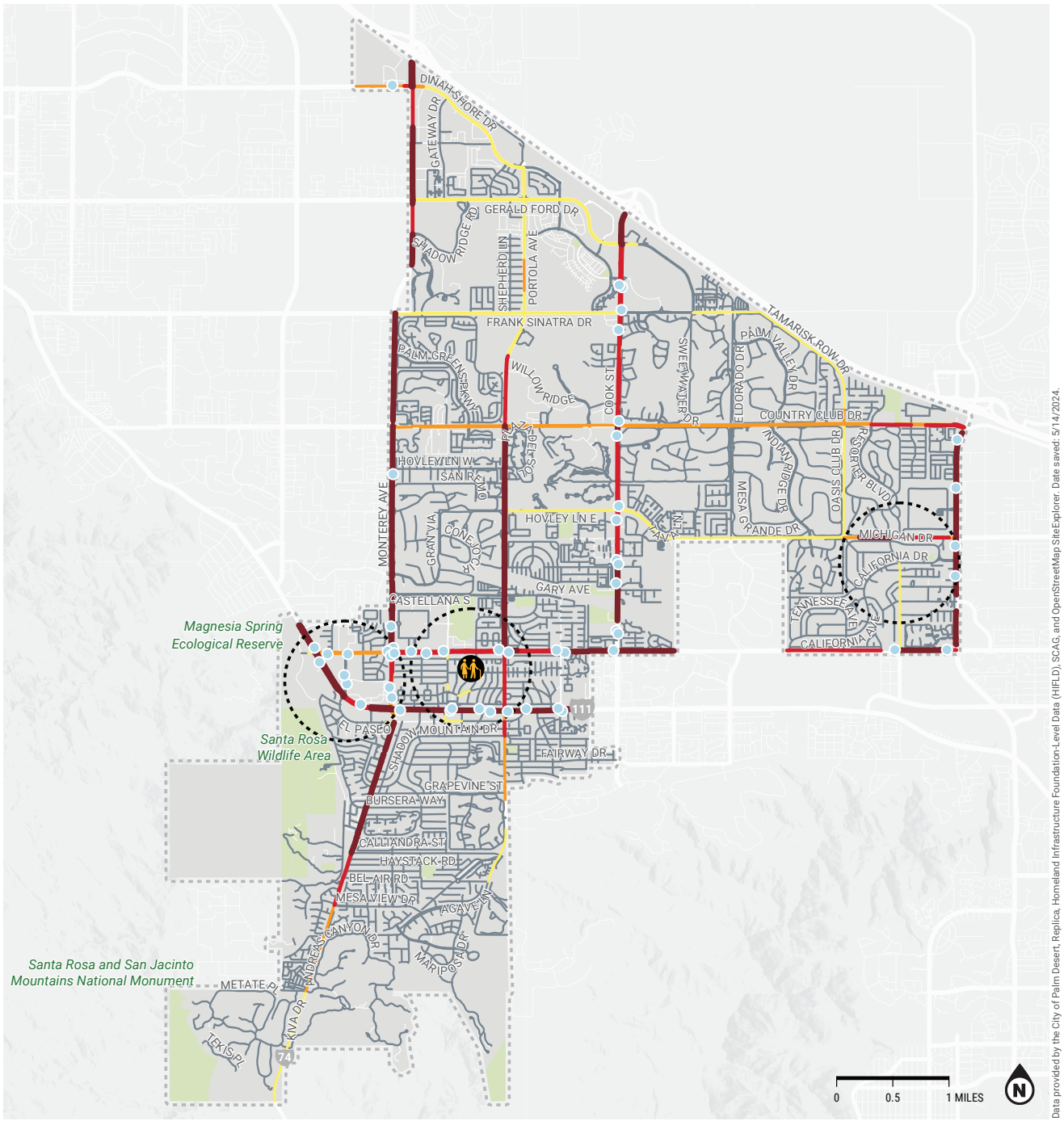
Many of the older adult facilities in Palm Desert are located along large, high-speed arterials such as Country Club Drive, Monterey Avenue, and Fred Waring Drive. The high vehicle volumes and speeds on these roads serve as a deterrent to walking and bicycling, particularly for older adults and other vulnerable road users, due to traffic concerns and the perception of roadway danger.

For example, as the Replica data shows in **Figure 16**, Country Club Drive has an annual average daily traffic (AADT) of approximately 10,000 to 15,000 along the entire corridor, while Monterey Avenue has an AADT of approximately 12,000 to 15,000 near older adult facilities. Fred Waring Drive, which connects two of the identified Older Adult Priority Areas, has an AADT of 10,000 to 15,000 vehicles per day and a posted speed limit of 45 miles per hour, and Washington Street, located on the eastern border of Palm Desert and bypassing another Older Adult Priority Area, has a posted speed limit of 50 miles per hour with an AADT of over 20,000 vehicles per day.[3]

These high AADT amounts, combined with high vehicular speeds, make arterials in Palm Desert a significant barrier to increasing active transportation use, as they contribute to a stressful and unwelcoming environment for walking and bicycling. Such conditions are especially impactful for older adults and other vulnerable road users, who are at greater risk of serious injury in the event of a collision and may feel less confident or comfortable using these roads for walking or cycling.

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

Figure 16: Annual Average Daily Traffic Volumes



ANNUAL AVERAGE DAILY TRAFFIC

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Transit Stops
- Older Adult Priority Area
- City Boundary
- Parks

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

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

Traffic Counts

Traffic counts for pedestrians, bicycles, and vehicles were conducted on Thursday, May 16, and Saturday, May 18, 2024, at one study location within or near each of the three Older Adult Priority Areas. Study locations were chosen based upon review of collision history, key destinations for older adults, and observations from walk audits. Consideration was also given to intersections that, after improvements, could serve as models for pedestrian and bicycle enhancements throughout the city.

Traffic counts were collected over a 14-hour period, broken into four traffic count blocks: AM, Midday, Early Evening, and PM. The PM traffic count block consisted of two hours of observation while all other blocks consisted of four. This two-hour PM period was included to capture trips made by older adults that may wait for cooler temperatures to travel. Similarly, early morning count periods were included to account for more temperate active travel conditions.

Pedestrian traffic was highest for all block periods at Fred Waring Drive and Town Center Way on Thursday (Fred Waring Drive and Town Center Way Priority Area) with 168 total pedestrian crossings.

Bicycle traffic was highest at Washington Street and Avenue of the States (Washington Street and Avenue of the States Priority Area) on Thursday during the AM, Early Evening, and PM blocks with 46 total bicycle crossings. For the Midday block, bicycle traffic was highest at Fred Waring Drive and Town Center Way (Fred Waring Drive and Town Center Way Priority Area) with 13 total bike crossings.

Vehicular traffic was highest for all block periods on Thursday at Washington Street and Avenue of the States (Washington Street and Avenue of the States Priority Area) with 39,122 total vehicles.

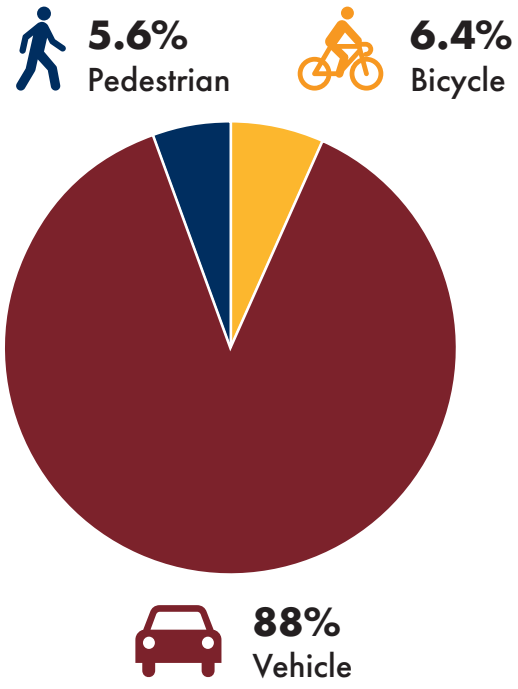
Collision Analysis

The analysis of pedestrian, bicycle, and vehicular collisions in Palm Desert uses data from the Statewide Integrated Traffic Records System (SWITRS) for the period January 2013 to December 2022.[4] 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, for all ages, represent 5.6% (105 collisions) and 6.4% (121 collisions), respectively, of all collisions that occurred in Palm Desert between 2013 and 2022 (**Figure 17**). Two collisions involved both people walking and people biking.

Figure 17: Collision by Mode - All Collisions (2013-2022)



4 This period was the most recent non-provisional data available at the time of the analysis.

Pedestrian collisions and vehicle collisions have both increased in recent years (**Figure 18**), 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 (known as "killed or seriously injured" or "KSI") trended upward for the 10-year period, as shown in **Figure 19**. While these numbers are small in absolute terms, they are significantly overrepresented among collisions involving all travel modes and, especially, among KSI collisions.

Between 2021 and 2022, there were no bicycle-related KSI collisions, which may be linked to changes in travel behavior during the pandemic. However, while not included in this collision analysis due to occurring outside the study period, Palm Desert again experienced KSI bike collisions starting in 2023. In response to this trend, the Joslyn Center and the Riverside County Sheriff's Office organized a bike safety education event for older adults in January 2025.

Figure 18: Collisions by Year and Mode - All Collisions (2013-2022)

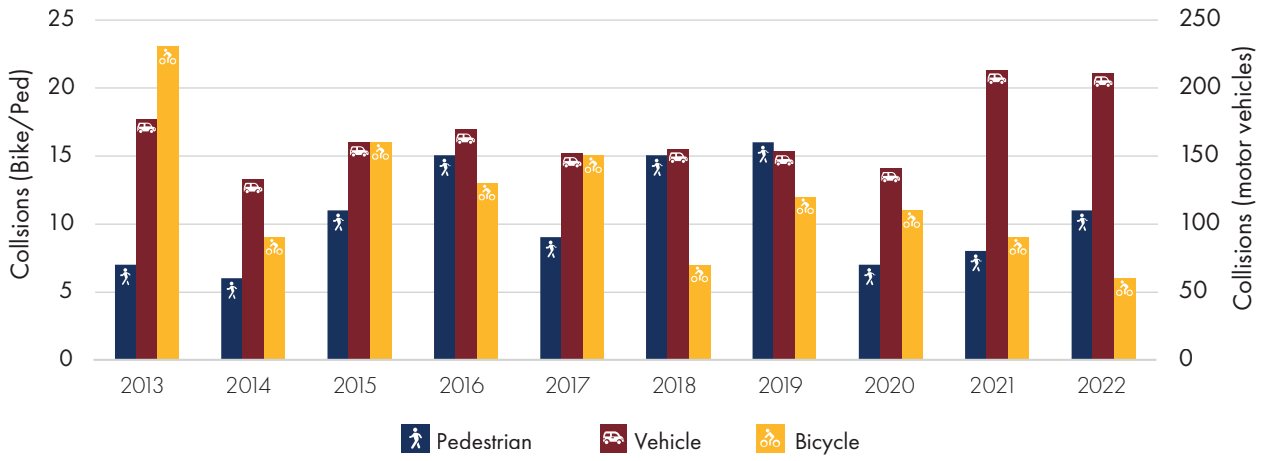
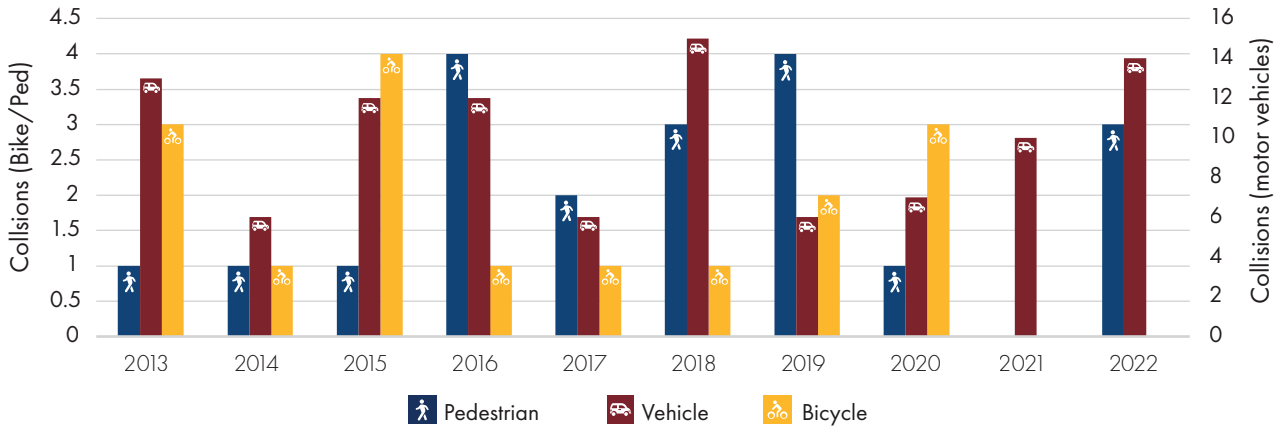


Figure 19: Collision by Year and Mode - Killed or Seriously Injured (KSI) (2013-2022)



Collisions Involving Older Adults

Within the Palm Desert city limits, there were 1,564 collisions of all modes between 2013 and 2022. Among these, about 44% (690 collisions) involved older adults aged 55+ (**Figure 20**), and about 11% of these older adult collisions involved an active mode (26 collisions, or 4%, were pedestrian-related, and 44 collisions, or 7%, were bicycle-related).

When considering all travel modes, about 9% (58 collisions) of collisions involving older adults resulted in a KSI. About 6% (4 collisions) of active mode collisions involving older adults resulted in a KSI. Furthermore, about 37% of collisions (255 collisions) involving older adults occurred at an intersection. Out of these collisions, 10% (25 collisions) resulted in a KSI, and 12% (30 collisions) involved an active mode resulting in an injury of any severity level.

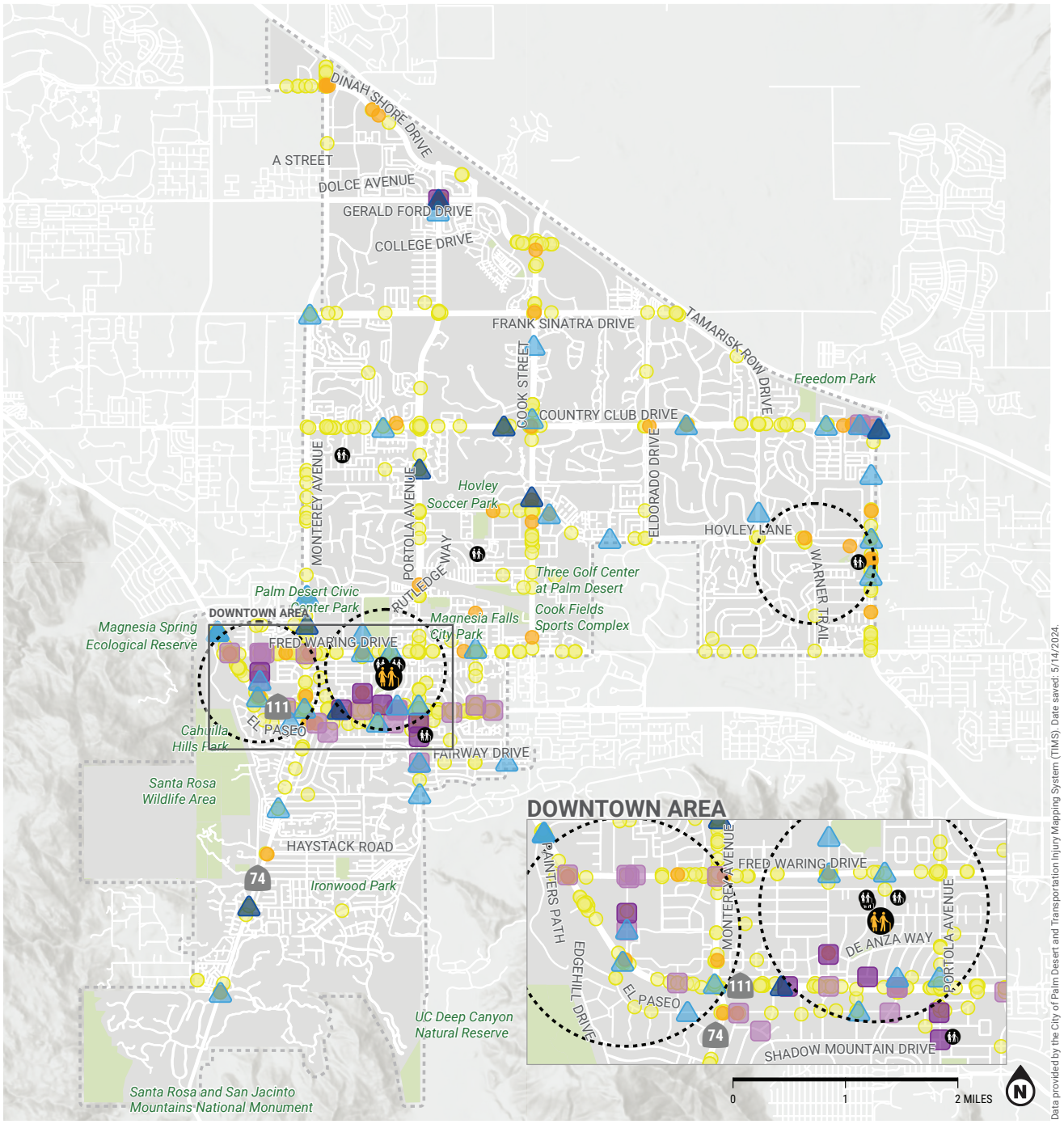
The greatest number of collisions involving older adults aged 55+ in Palm Desert occurred between 1:00 PM and 2:59 PM (22% of collisions involving older adults), and most of the collision types are rear-end collisions and broadside collisions. Unsafe speed is the top primary collision factor for both collisions involving older adults and those involving people of all ages in Palm Desert (35% of collisions involving older adults and 31% of collisions involving people of all ages).

The complete SRFOA collision analysis is included in **Appendix B**.

The top five intersections with the highest collisions involving older adults of all modes include:

1. **Highway 111 and Portola Avenue**
   (10 collisions)
2. **Fred Waring Drive and Monterey Avenue**
   (8 collisions)
3. **Fred Waring Drive and San Pablo Avenue**
   (8 collisions)
4. **Highway 111 and Fred Waring Drive**
   (7 collisions)
5. **Dinah Shore Drive and Monterey Avenue**
   (6 collisions)

Figure 20: Collisions Involving Older Adults (2013-2022)



COLLISIONS INVOLVING ADULTS AGED 55+

CITY OF PALM DESERT
SAFE ROUTES FOR OLDER ADULTS

alta PALM DESERT CALIFORNIA

BICYCLE COLLISION SEVERITY
- Killed or seriously injured (8)
- Lesser injury (36)

PEDESTRIAN COLLISION SEVERITY
- Killed or seriously injured (7)
- Lesser injury (19)

VEHICLE COLLISION SEVERITY
- Killed or seriously injured (43)
- Lesser injury (577)

DESTINATIONS + BOUNDARIES
- Older Adult Priority Point
- Older Adult Housing Properties
- Older Adult Priority Areas
- City Boundary
- Parks

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

High-Injury Network

As part of the SRFOA 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 citywide and older adult-focused collision analysis, a 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 and 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 used to identify the smallest portion of the street network that accounted for the largest number of serious crashes. The resulting HIN reveals that just 2% of the streets in Palm Desert account for 43% of serious collisions, as shown in **Figure 21**.

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 KSI collisions, as well as areas with high concentrations of pedestrians and bicyclists, particularly those from vulnerable groups like older adults and people with disabilities.

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

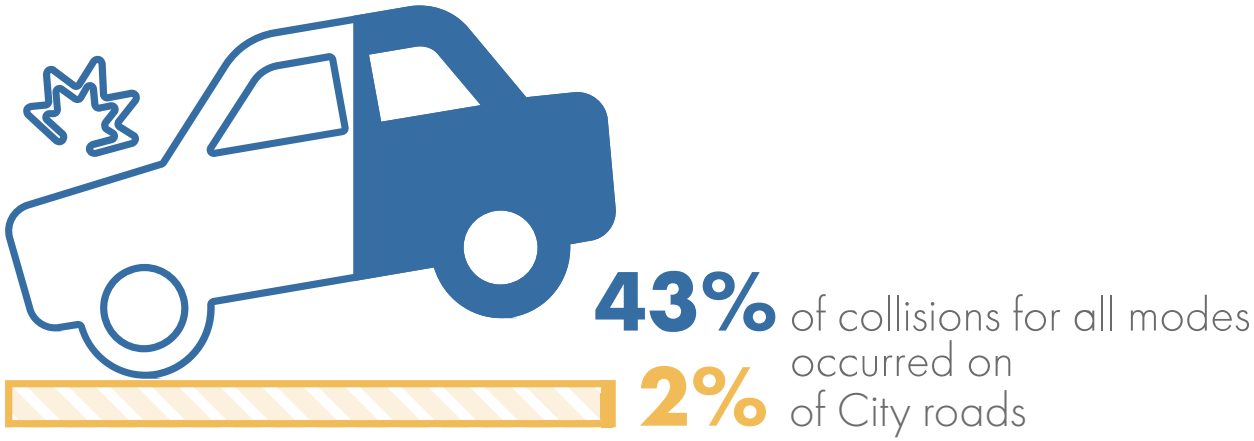
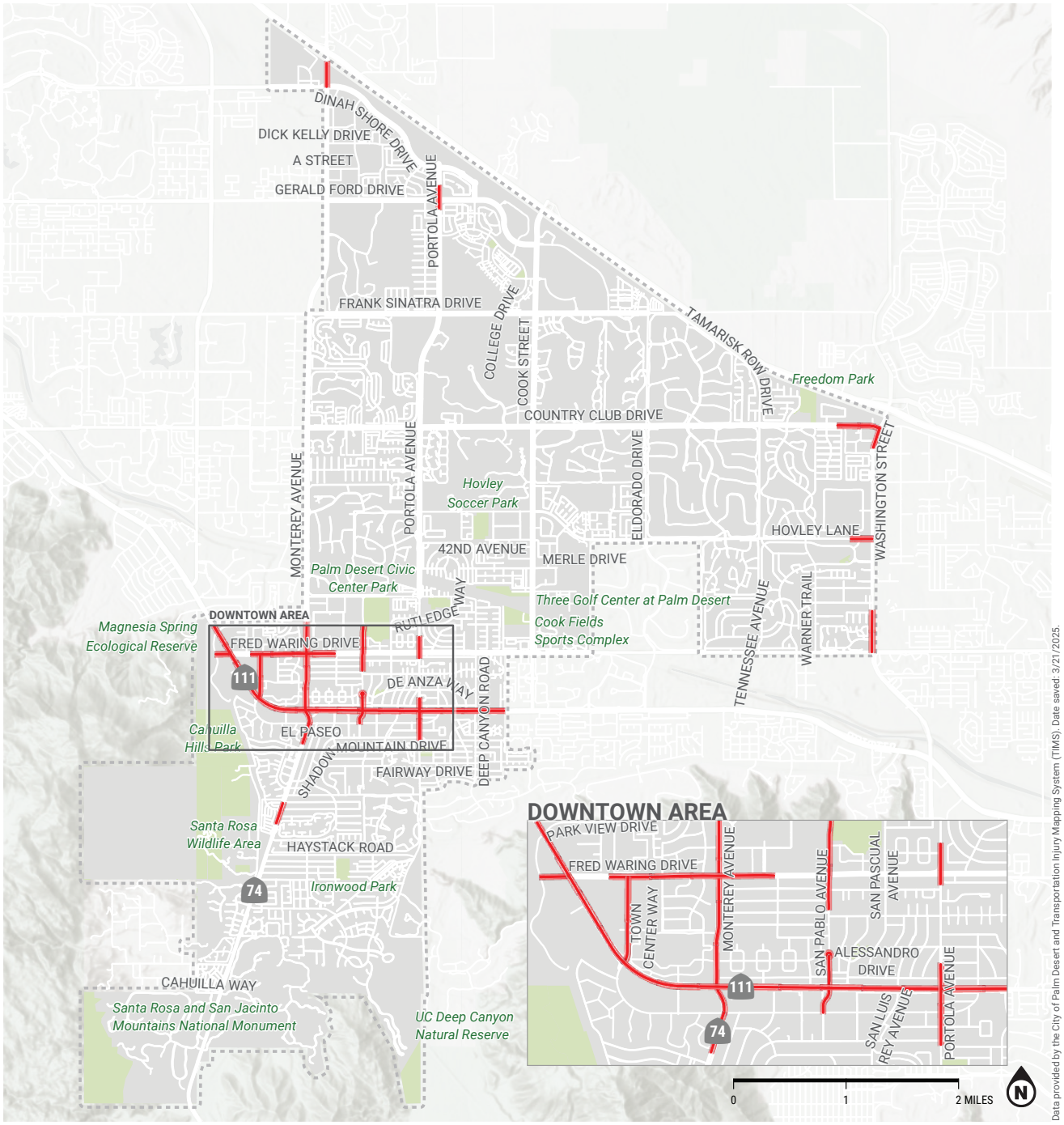


Figure 21: Palm Desert High-Injury Network



HIGH-INJURY NETWORK (HIN)

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

HIN RESULTS

High-Injury Network

DESTINATIONS + BOUNDARIES

City Boundary

Parks

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

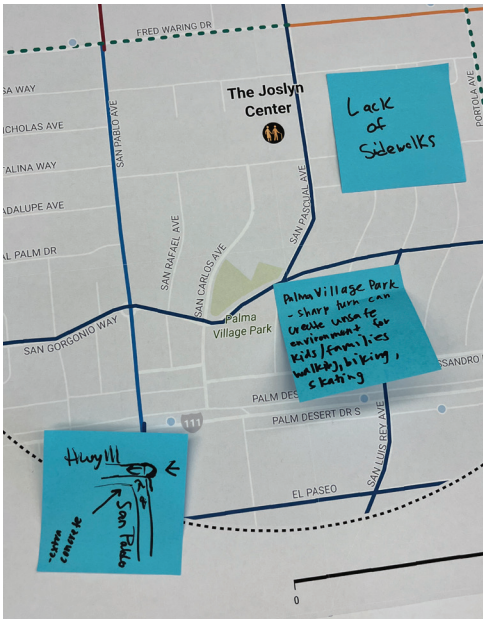
03.
Outreach and Engagement

OUTREACH AND ENGAGEMENT OVERVIEW

Engaging with community members is vital for creating a final plan that effectively meets the key priorities of older adults. For the SRFOA Plan, the Project Team worked closely with Palm Desert staff to identify key participants and develop opportunities for extensive community involvement. Feedback received from older adults, who are the best experts of their mobility needs, was essential in developing recommendations to effectively support this population. This comprehensive approach enabled community members to learn about the goals of the SRFOA Plan, express their concerns regarding traffic safety, and contribute to the decision-making process and final project recommendations.

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 robust 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 (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. Activities were advertised through project and event flyers, direct mailers, social media posts, and the project website. Future SRFOA events were also advertised at in-person events. 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

The City established a Palm Desert Advisory Committee to be a guiding body for the SRFOA 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 community members, identify priority corridors for review, and keep project activities on schedule.

Safe Routes for Older Adults Walk Audits

One SRFOA walk audit was conducted at each Older Adult Priority Area. While hot weather and limited promotion affected participation, the Project Team gathered valuable input during a pop-up event at the Joslyn Center and spoke with passing community members at the other audits. Common concerns included speeding drivers, pedestrians being cut off in crosswalks, and difficulty seeing pedestrian signals at large intersections.

Safe Routes for Older Adults Surveys

The Project Team distributed a SRFOA survey to understand older adults' transportation preferences and concerns related to walking, biking, and public transit in Palm Desert. Responses showed that most older adults rely on driving to get around the city, but 26% walk and 13% bike. Major concerns regarding walking and biking included traffic safety, lack of shade, and poor sidewalk conditions. The results highlight a need for infrastructure improvements that address safety, accessibility, and comfort for older adults, especially those relying on active modes of transportation.

Older Adult Community Engagement

The Project Team engaged directly with Palm Desert's older adult residents through a series of pop-ups, workshops, and community events. Attendees expressed strong support for the SRFOA Plan and shared concerns about safety, including speeding vehicles, insufficient street lighting, gaps in the sidewalk network, and uncomfortable pedestrian crossings at large intersections. Many also voiced a desire for improved and additional bike lanes, particularly in residential and commercial areas, highlighting their interest in creating safer, more accessible transportation options for older adults.

Community Engagement

In addition to older adult-focused engagement, the Project Team attended citywide events, open houses, and virtual workshops to gather broader community input. Overall, there was strong support for the SRFOA Plan, with a shared desire for safer conditions for pedestrians and bicyclists. Common themes included unsafe vehicular speeds, sidewalks in poor condition, and uncomfortable pedestrian crossings. Many participants also asked for more sidewalks, an expanded bike network, and improved maintenance of existing infrastructure. This feedback highlighted the community's commitment to safer, more accessible streets and emphasized the importance of addressing the needs of all residents in the SRFOA Plan's recommendations.

SUMMARY OF OUTREACH FINDINGS

The Project Team heard a wide range of input during outreach and engagement activities, as summarized in **Table 3**. Concerns focused largely on general traffic safety, accessibility, and existing active transportation infrastructure gaps. Specifically, high vehicular speeds, missing and unmaintained sidewalks, and a lack of shade along walking and biking routes were consistently raised. These insights, combined with input from the Committee, directly guided the development of SRFOA recommendations presented in **Chapter 4**, ensuring they align with the older adult community's needs and concerns.

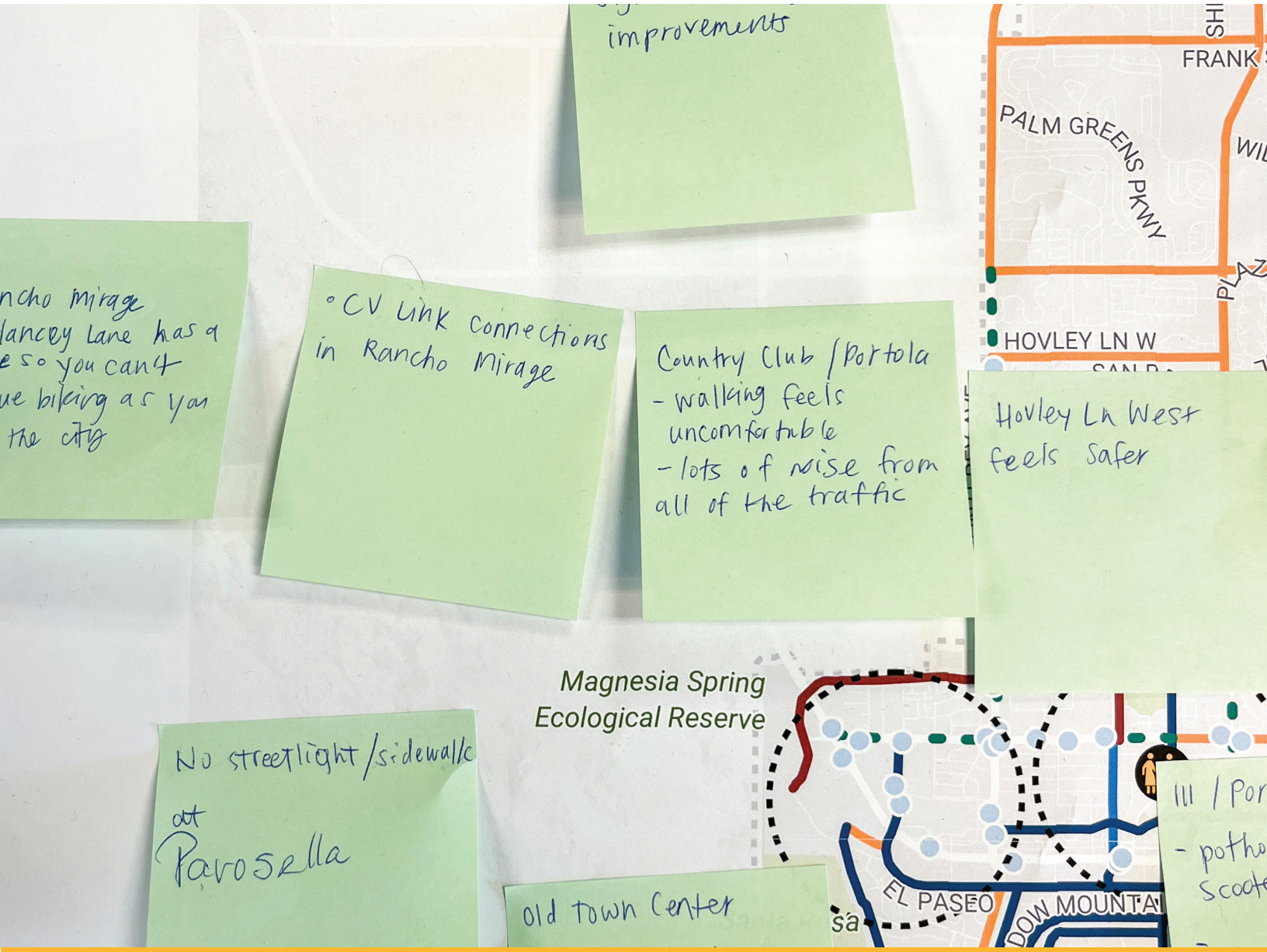


Table 3: Completed Outreach and Engagement Activities

Phase	Date	Event	Common Concerns/Findings
PHASE I	**April – May 2024**	Safe Routes for Older Adults Walk Audits	» High vehicular speeds » Challenges crossing major intersections
	April – July 2024	Safe Routes for Older Adults Surveys	» General roadway safety » Lack of shade/too hot to walk » Unmaintained sidewalks
	April 18 & May 2, 2024	Pop-up at Palm Desert Spring Concert Series	» High vehicular speeds » Lack of shade/too hot to walk » Unmaintained sidewalks
	May 2024	Pop-up at the Joslyn Center	» High vehicular speeds » Sidewalk network gaps » Uncomfortable pedestrian crossings » Insufficient street lighting
	May 28, 2024	Safe Routes for Older Adults Workshop	» More sidewalks » More/safer pedestrian crossings » More/safer bike facilities
	May 29, 2024	Joslyn Center Spring Health and Wellness Fair	» Sidewalk network gaps » Stressful and uncomfortable walking conditions on major streets » Inadequate pedestrian/bicycle access to public transit and a lack of public transit connections
PHASE II	**October 15 & October 17, 2024**	City of Palm Desert Open Houses	» High vehicular speeds » Uncomfortable pedestrian routes and crossings » More sidewalks and bike lanes
	December 16, 2024	Safe Routes for Older Adults Virtual Recommendations Workshop	» No concerns/findings received

04.

Improving Safe Routes for Older Adults in Palm Desert

RECOMMENDATIONS PROCESS

The recommendations presented in this chapter result from reviewing existing conditions data, walk audit findings, and engaging with community members to understand mobility challenges throughout Palm Desert, with particular attention given to the three Older Adult Priority Areas.

This work culminated in infrastructure recommendations that, once implemented, will support access to safe, convenient, and healthy modes of transportation for older adults, helping them reach daily errands, essential destinations like the Joslyn Center, and other key community locations.

The infrastructure recommendations for each Older Adult Priority Area in this SRFOA Plan are physical design solutions tailored to the existing conditions of the surrounding infrastructure. These considerations include, but are not limited to, right-of-way, road width, intersection geometry, and crosswalk alignment. The recommendations are presented through a series of concept plans, offering visual representations of each proposed improvement.

A list of citywide recommendations is included after the recommendations for the three Older Adult Priority Areas. While concept plans are not included for these citywide recommendations, the list provides the City with additional considerations for active transportation improvements throughout the rest of Palm Desert.

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, roadway width, and other types of transportation using the space. It is important to note that some facilities accommodate both bicycle and pedestrian use.

Figure 22 displays the bicycle facilities considered in the development of the SRFOA recommendations. After consulting with the City and the Committee and analyzing feasibility, **only Class II buffered bike lanes were ultimately included in the SRFOA recommendations.** Nevertheless, all bike facility types are displayed here for reference.

Figure 22: 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.

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. **Figure 23** displays the pedestrian facilities that are included in the SRFOA recommendations.

Figure 23: Pedestrian Facility Types

Curb Extension

Curb extensions provide more protected space for people to cross the roadway and tend to cause vehicles to slow.

Sidewalk Gap Closure

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

Curb Ramps

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

High Visilibity Crosswalk[5]

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

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

Leading Pedestrian Interval (LPI)

LPIs give pedestrians the opportunity to enter a crosswalk a few seconds before the corresponding vehicular traffic signal turns green, allowing pedestrians to establish their presence in the crosswalk before drivers are given the right to turn.

Advanced Yield Markings

Advanced yield markings clearly indicate to drivers where they must yield to pedestrians and bicyclists, giving them priority and improving visibility at crossings.

Pedestrian Scale Lighting

Pedestrian scale lighting increases pedestrian comfort, perceived sense of safety, and visibility to drivers and bicyclists and helps to create an inviting and vibrant streetscape by installing well-spaced lamp posts at a low height.

PALM DESERT SAFE FOR OLDER ADULTS INFRASTRUCTURE RECOMMENDATIONS

The following pages present the recommendations for all three Older Adult Priority Areas based on extensive community outreach, Project Team coordination, existing conditions analysis, and walk audits. Also included are walk audit summaries, which outline participants' main concerns regarding pedestrian and bicyclist comfort within and around each priority area. Walk audit participants included residents, the Joslyn Center visitors and staff, City staff, and the project consultant team.

The following shows the starting page number for each set of recommendations:

Washington Street/Avenue of the States
Page 58

Fred Waring Drive/Town Center Way
Page 68

The Joslyn Center
Page 74

Proposed Recommendations within Older Adult Priority Areas

This is a planning document that provides 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.


PEDESTRIANS, GOLF CARTS & BIKES
SHARE SIDEWALK
NEIGHBORHOOD
POST
OFFICE

Walk Audit Summary | Washington Street / Avenue of the States

Audit Date: Wednesday, May 1, 2024

Audit Time: 10:30 - 11:30 AM

Participants: 2

Key Destinations:

- Joe Mann Park
- Palm Desert Country Club
- Plaza De Hacienda
- Washington Square

Key issues identified during the walk audit:

- High speeds, heavy vehicular traffic, and little shade along Washington Street contributes to an unpleasant walking environment, especially in warmer weather.
- The shared sidewalk along Hovley Lane can be used by pedestrians, bicyclists, and golf carts but is not wide enough to accommodate comfortable shared use. A sidewalk does not exist on the north side of the street.
- Cars were parked on the residential sidewalks inhibiting access, particularly for users of mobility devices.
- Most intersections in the residential area lack marked crosswalks.

Wide intersections, high vehicular speeds, and little shade create an unpleasant walking environment along Washington Street.

The shared sidewalk on the south side of Hovley Lane does not have enough space for users to comfortably pass each other.

Rounded curbs lessen the division between spaces for pedestrians and cars in residential areas.

High visibility crosswalks, pedestrian refuge islands, Class III bicycle sharrows, and a roundabout were recently installed at California Drive/Michigan Drive and Avenue of the States.

Study Area | Washington Street / Avenue Of The States

DESTINATIONS + BOUNDARIES

- Transit Stops
- Older Adult Priority Area
- Parks

Figure 24: Washington Street / Avenue of the States Concept Plans (1/8)

Figure 25: Washington Street / Avenue of the States Concept Plans (2/8)

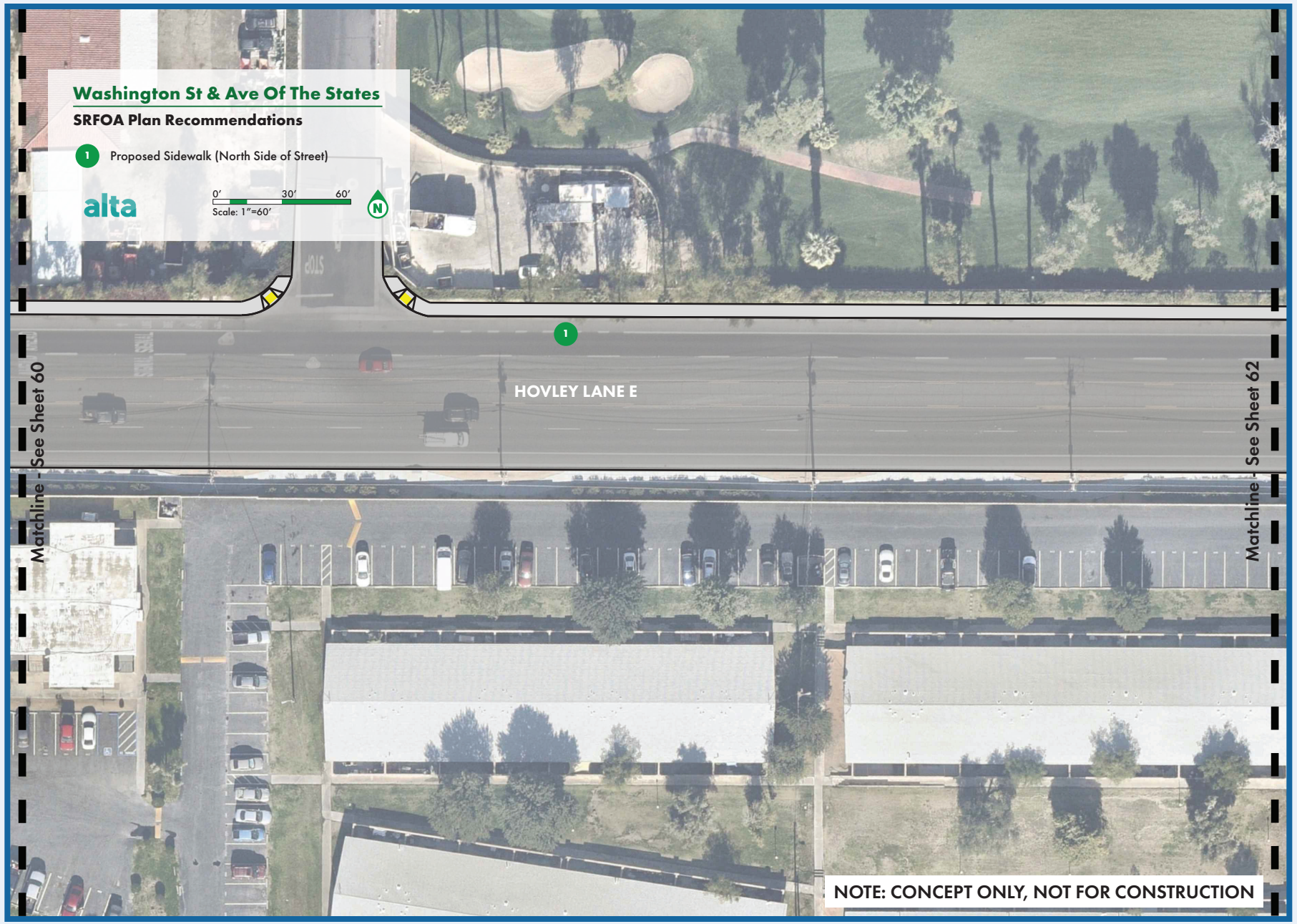


Figure 26: Washington Street / Avenue of the States Concept Plans (3/8)

Figure 27: Washington Street / Avenue of the States Concept Plans (4/8)

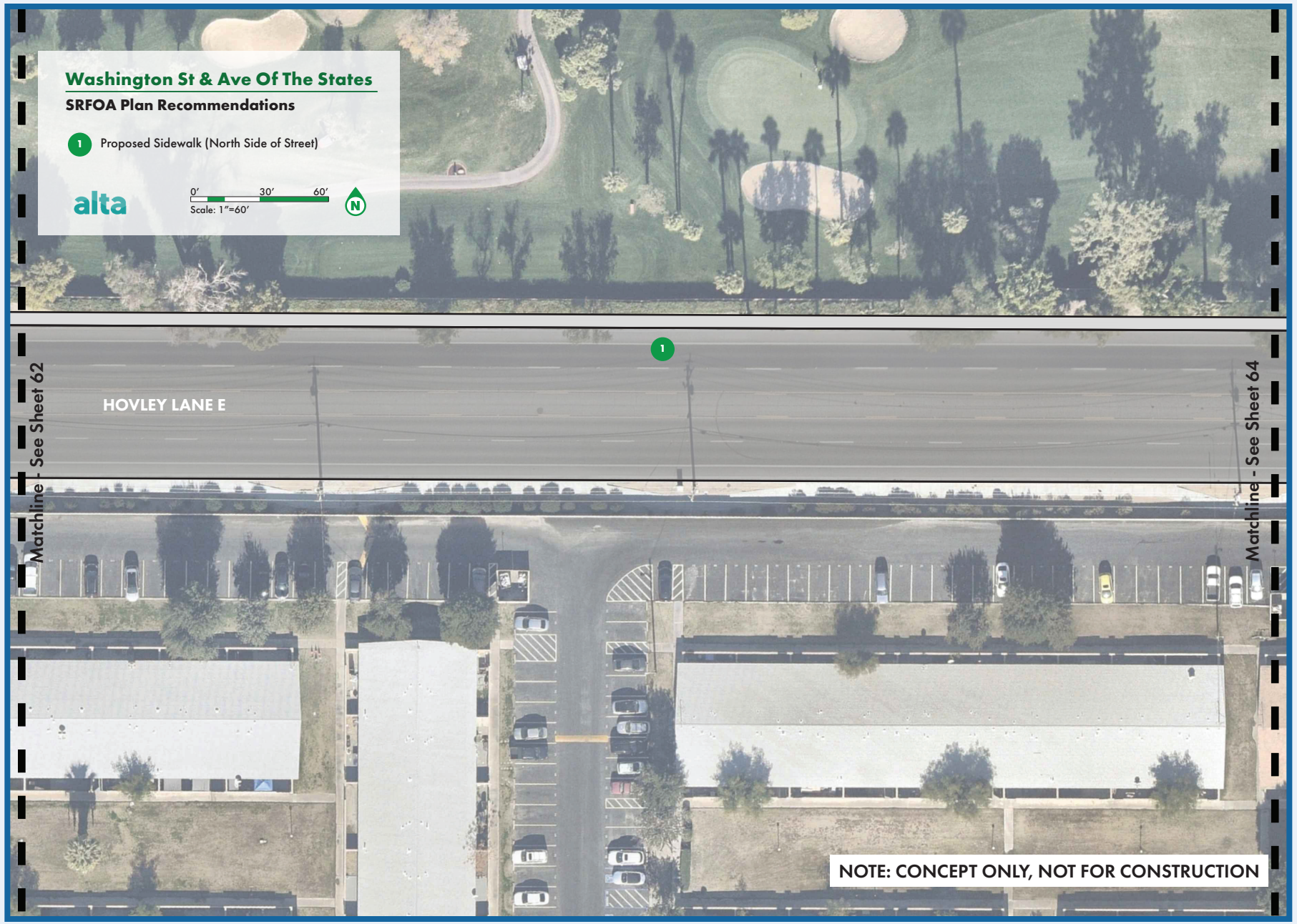


Figure 28: Washington Street / Avenue of the States Concept Plans (5/8)

Figure 29: Washington Street / Avenue of the States Concept Plans (6/8)

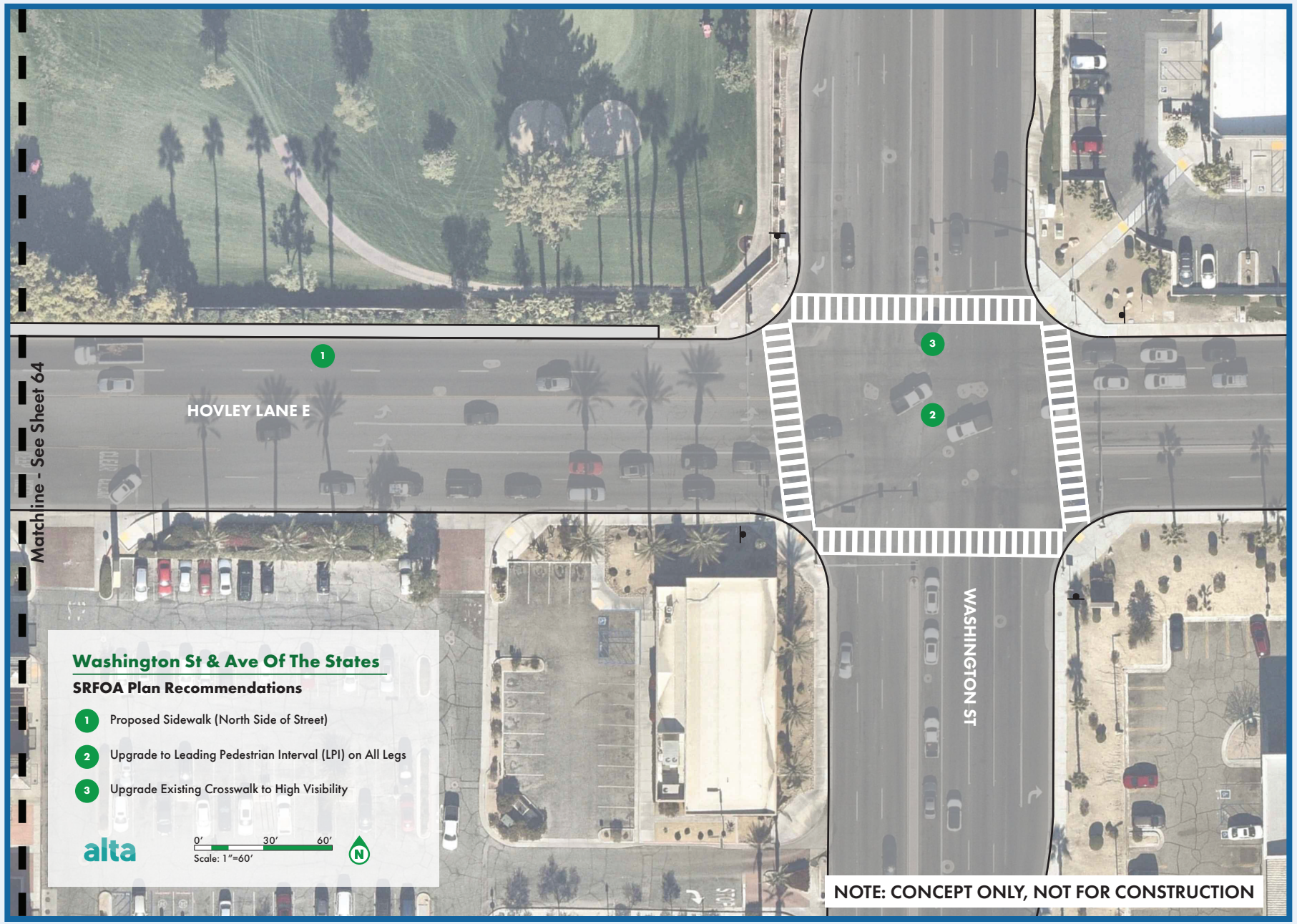


Figure 30: Washington Street / Avenue of the States Concept Plans (7/8)

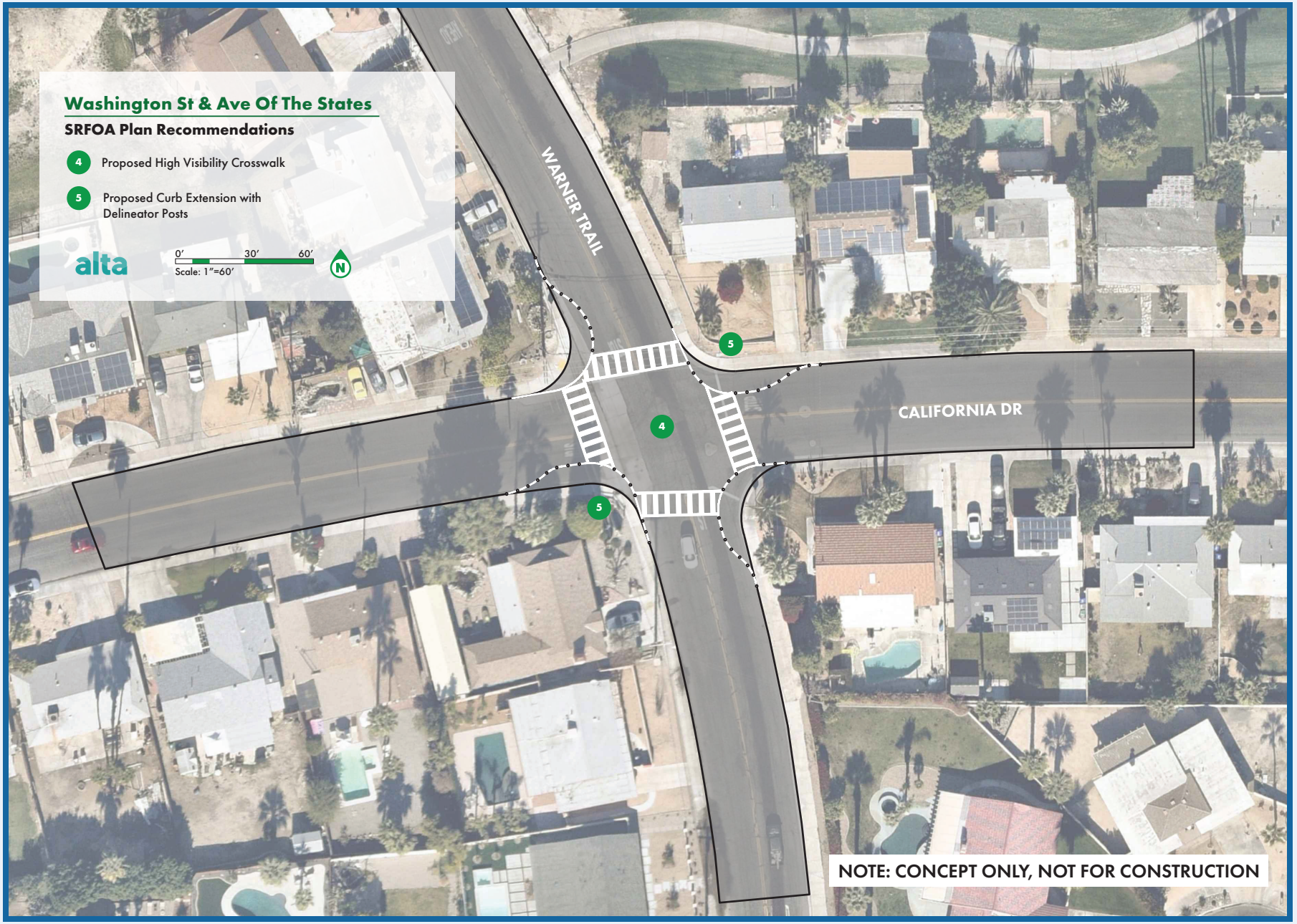
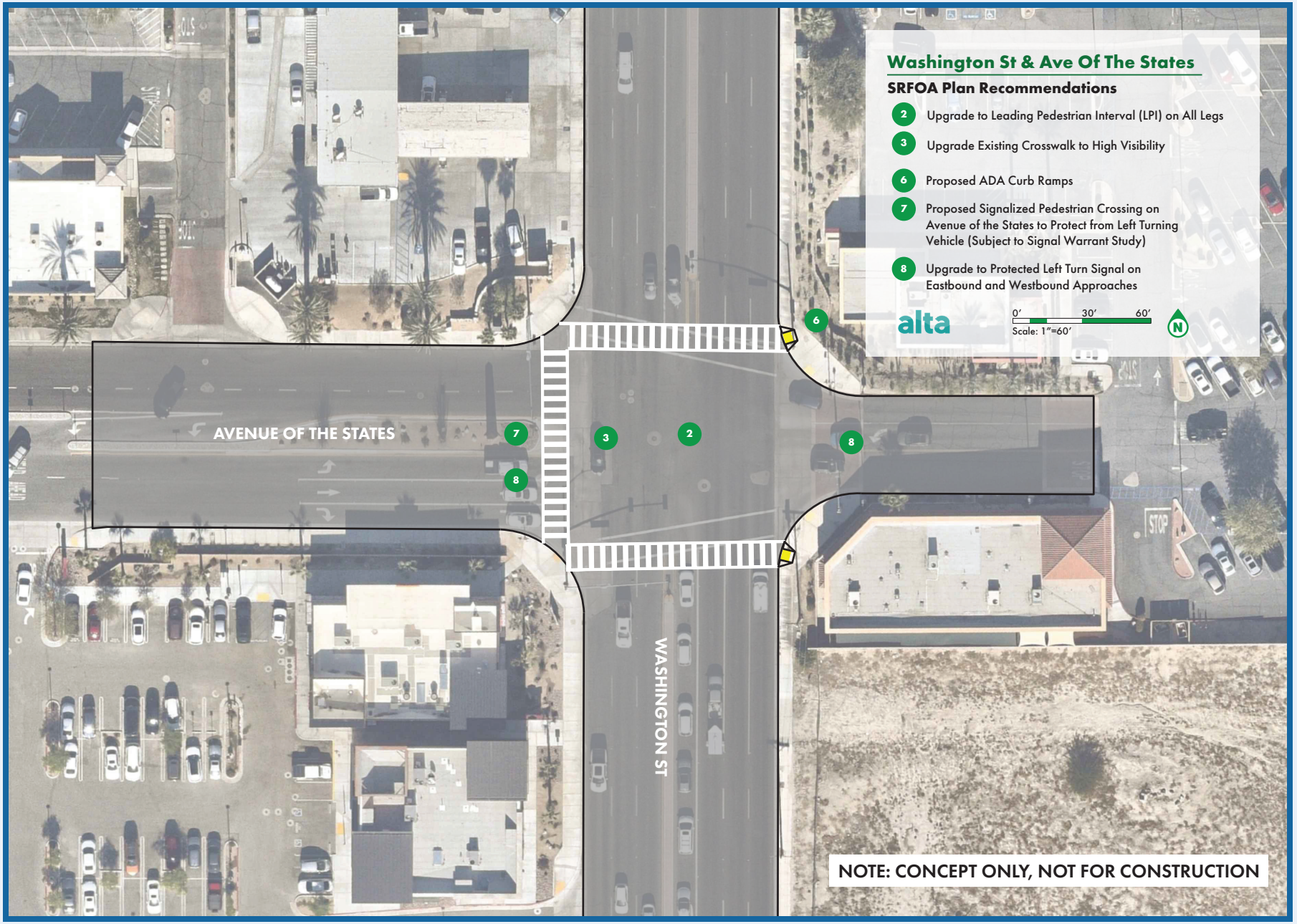


Figure 31: Washington Street / Avenue of the States Concept Plans (8/8)



Walk Audit Summary | Fred Waring Drive / Town Center Way

Audit Date: Tuesday, April 30, 2024

Audit Time: 10:30 - 11:30 AM

Participants: 3

Key Destinations:

- Artists Center at the Galen
- Palm Desert Chamber of Commerce
- The Shops at Palm Desert
- Town Center Plaza
- Town Center Square
- Waring Plaza

Key issues identified during the walk audit:

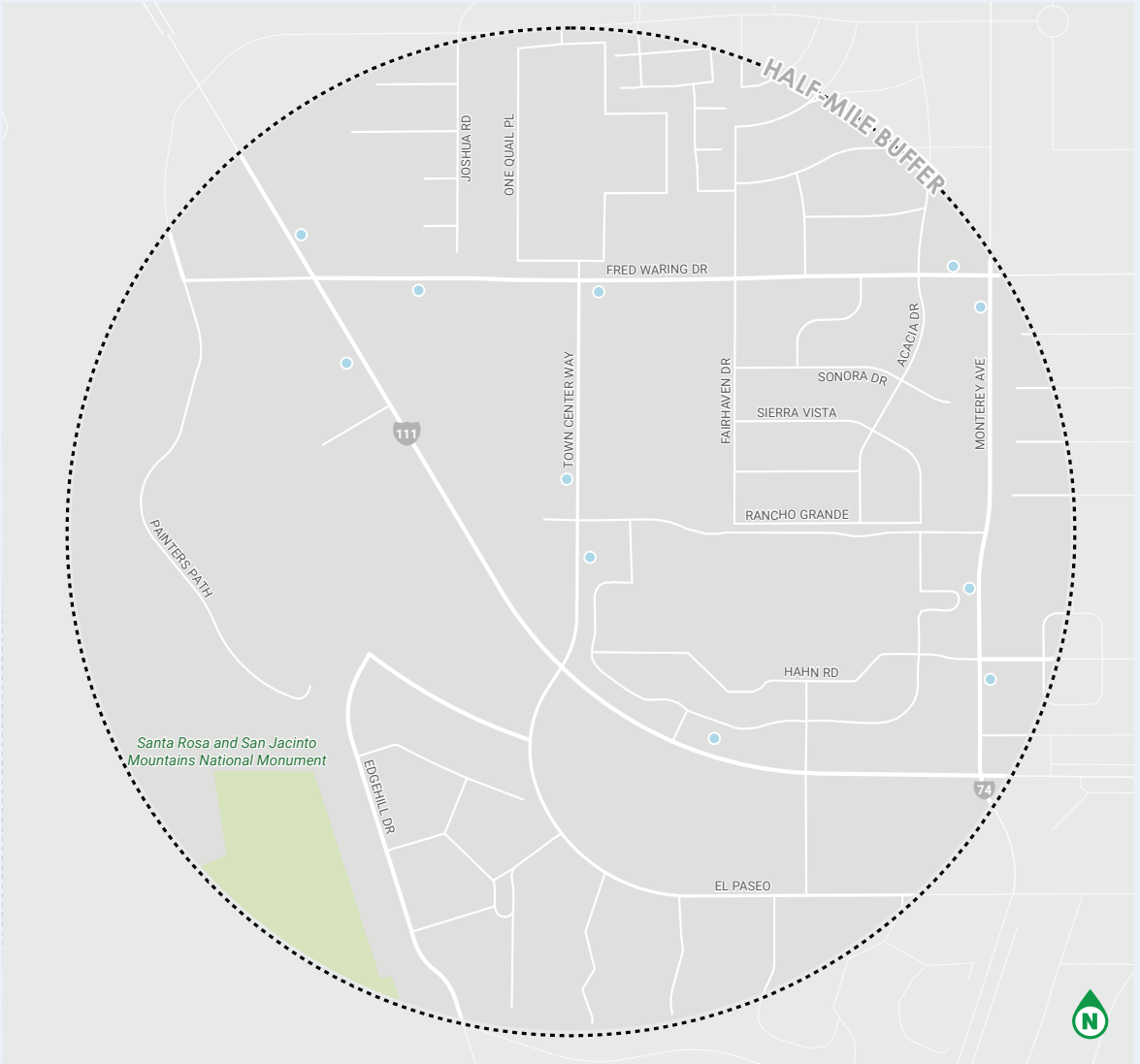
- High speeds and heavy vehicular traffic along major streets, including Fred Waring Drive and Highway 111.
- Drivers turning in front of and cutting off pedestrians in crosswalks.
- Difficulty seeing the pedestrian signal on the other side of large intersections, such as at Town Center Way and Highway 111. Participants requested audible crossing signals at such intersections.
- Pedestrians crossing mid-block, particularly near the bus hub at Town Center Way and Hahn Road.

Drivers turning in front of a pedestrian that has the right-of-way at Town Center Way and Fred Waring Drive.

Pedestrians were seen crossing mid-block near the bus hub on Town Center Way and Hahn Road.

Participants stated it is difficult to see pedestrian signals at large intersections along Highway 111.

Study Area | Fred Waring Drive / Town Center Way



DESTINATIONS + BOUNDARIES

- Transit Stops
- Older Adult Priority Area
- Parks

Figure 32: Fred Waring Drive / Town Center Way Concept Plans (1/4)

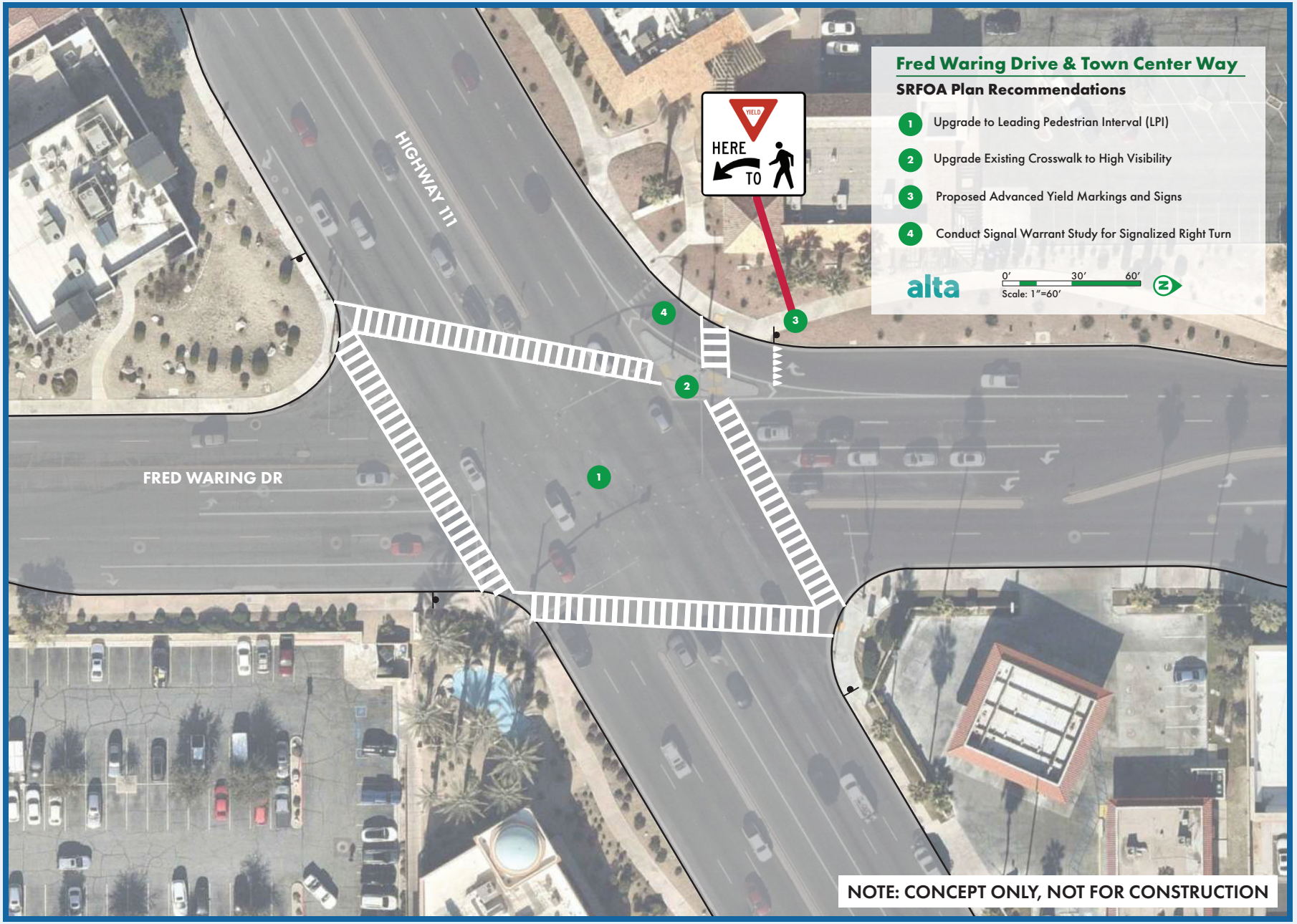
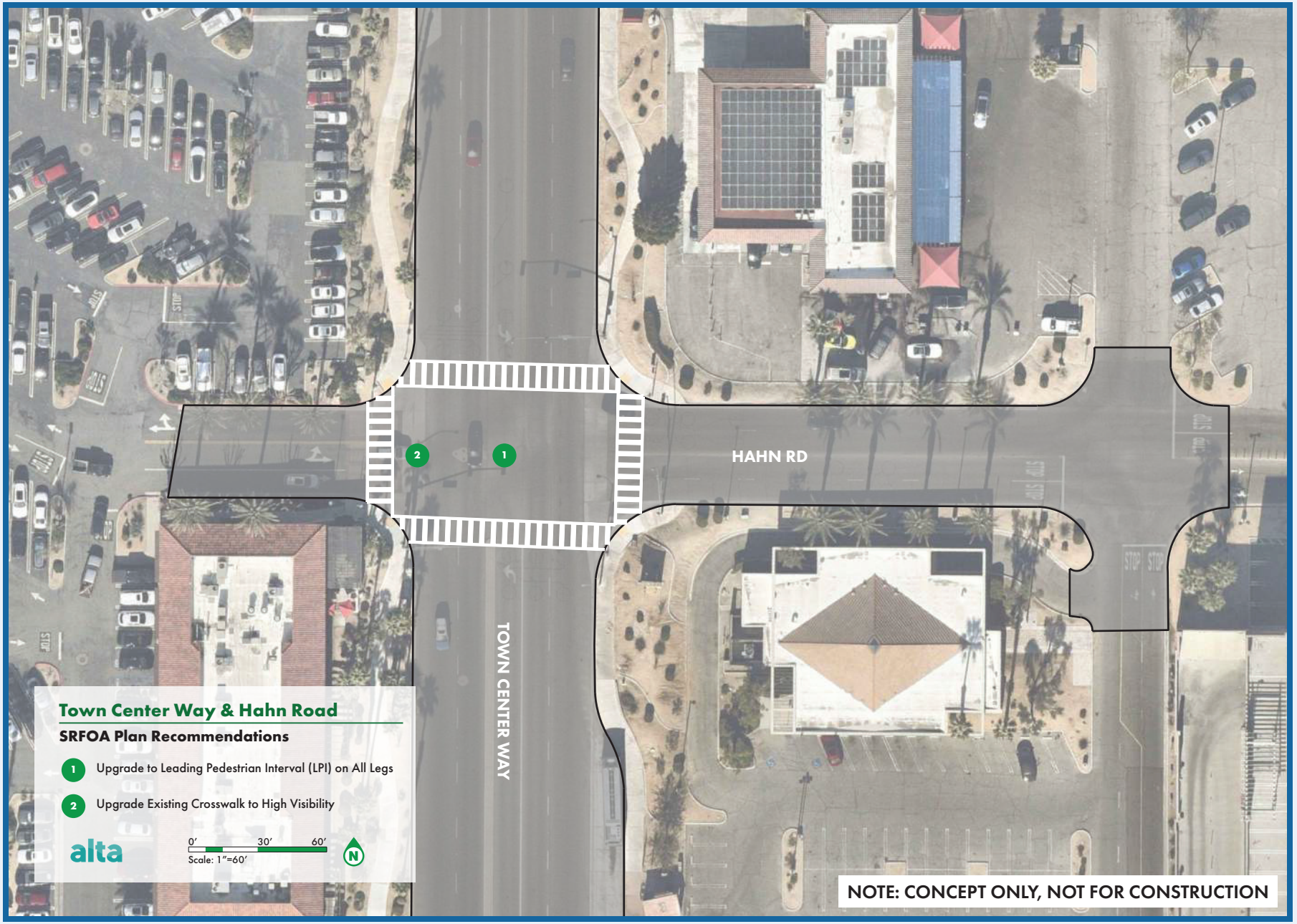


Figure 33: Fred Waring Drive / Town Center Way Concept Plans (2/4)

Figure 34: Fred Waring Drive / Town Center Way Concept Plans (4/4)



(Page left intentionally blank)

Walk Audit Summary | The Joslyn Center

Audit Date: Friday, May 3, 2024

Audit Time: 9:30 - 10:30 AM

Participants: 9

Key Destinations:

- Palm Desert Civic Center
- Palma Village Park
- The Joslyn Center

Key issues identified during the walk audit:

- Participants requested traffic calming along Catalina Way. Catalina Way is used by drivers as an alternate to Highway 111 during morning and evening rush hour, creating increased traffic speeds and volume.
- Many residential streets lack sidewalks and marked crosswalks. Participants also mentioned inadequate street lighting that makes visibility difficult in the evenings.
- Participants stated cars often speed around corners and cut them off as they are crossing an intersection, particularly along nearby Highway 111.

Gaps in the sidewalk network and inadequate street lighting makes walking uncomfortable, especially at night.

The Joslyn Center is located on Catalina Way, a wide, two-lane residential street that lacks marked crosswalks and bicycle facilities.

Creative and high visibility crosswalks, pedestrian islands, Class IIB buffered bike lanes, and pedestrian and bicycle amenities including benches, bike racks, and trash cans were recently installed along San Pablo Avenue.

Study Area | The Joslyn Center

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Transit Stops
- Older Adult Priority Area
- Parks
- Walk and Roll Phase 3 Concepts *
- Palm Desert Safe Routes For Seniors Concepts

*Visit www.engagepalmdesert.com/active-transportation to learn more about Phase 3 of the Walk and Roll Project.

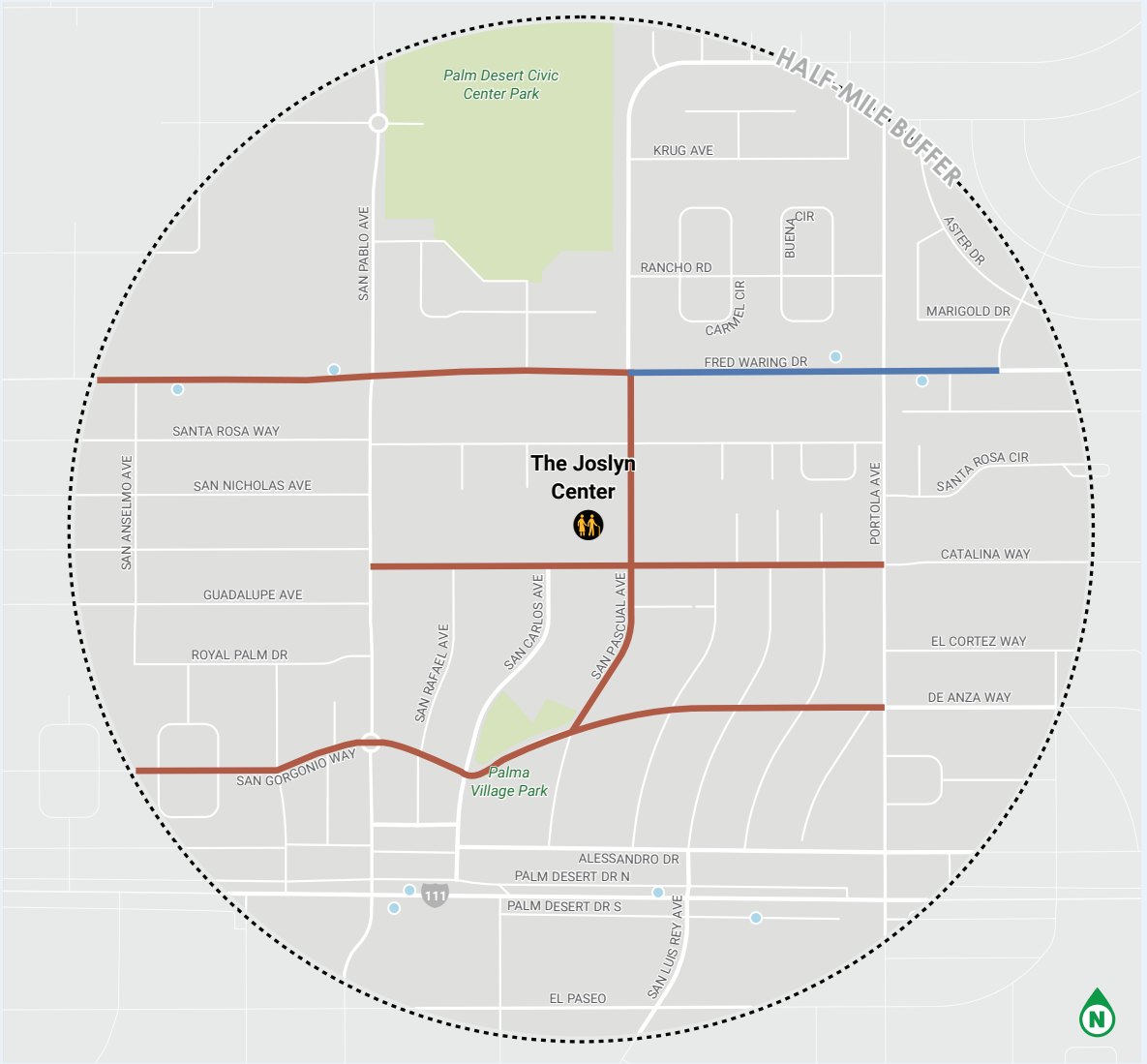


Figure 35: The Joslyn Center Concept Plans (1/4)

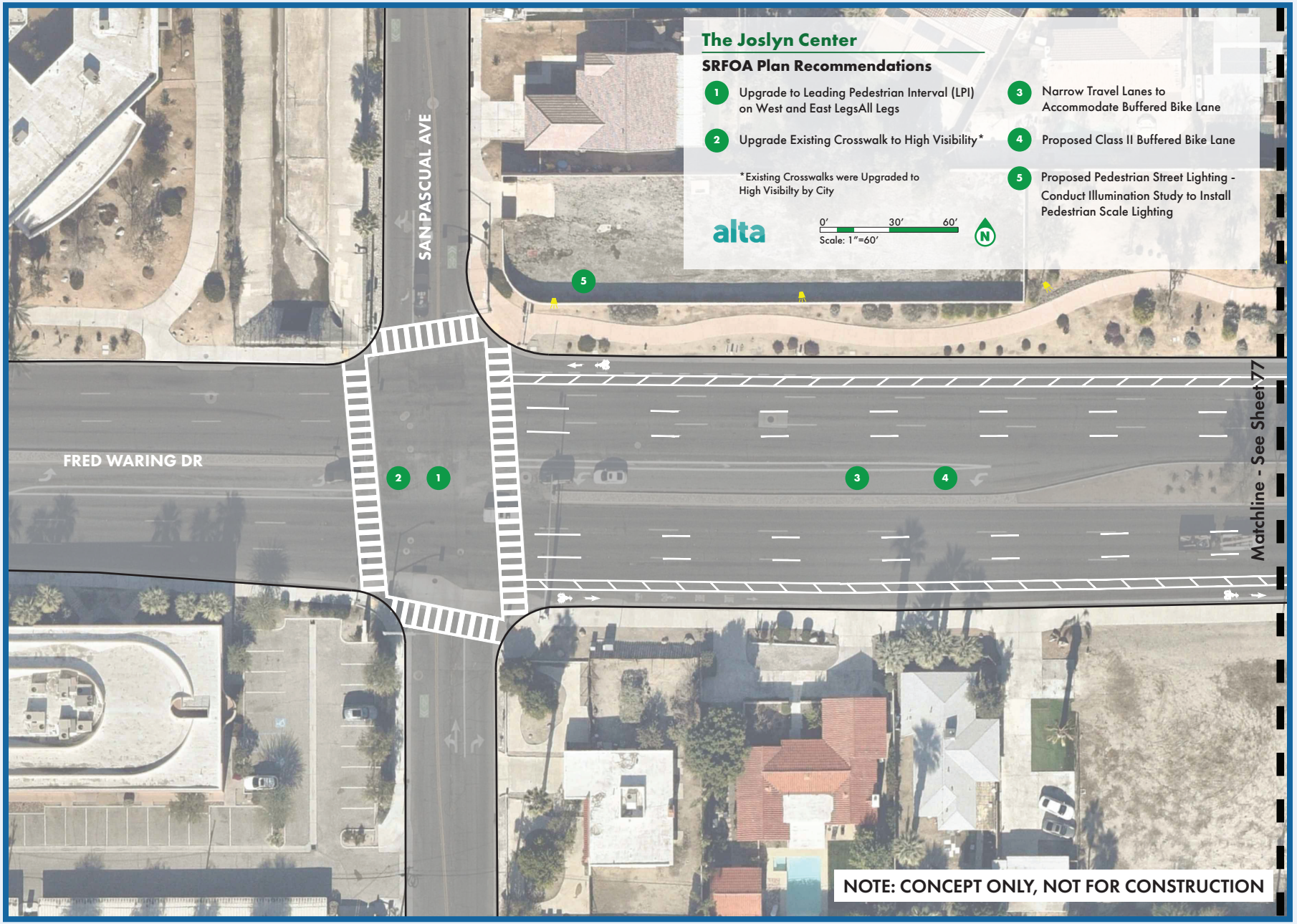


Figure 36: The Joslyn Center Concept Plans (2/4)

Figure 37: The Joslyn Center Concept Plans (3/4)

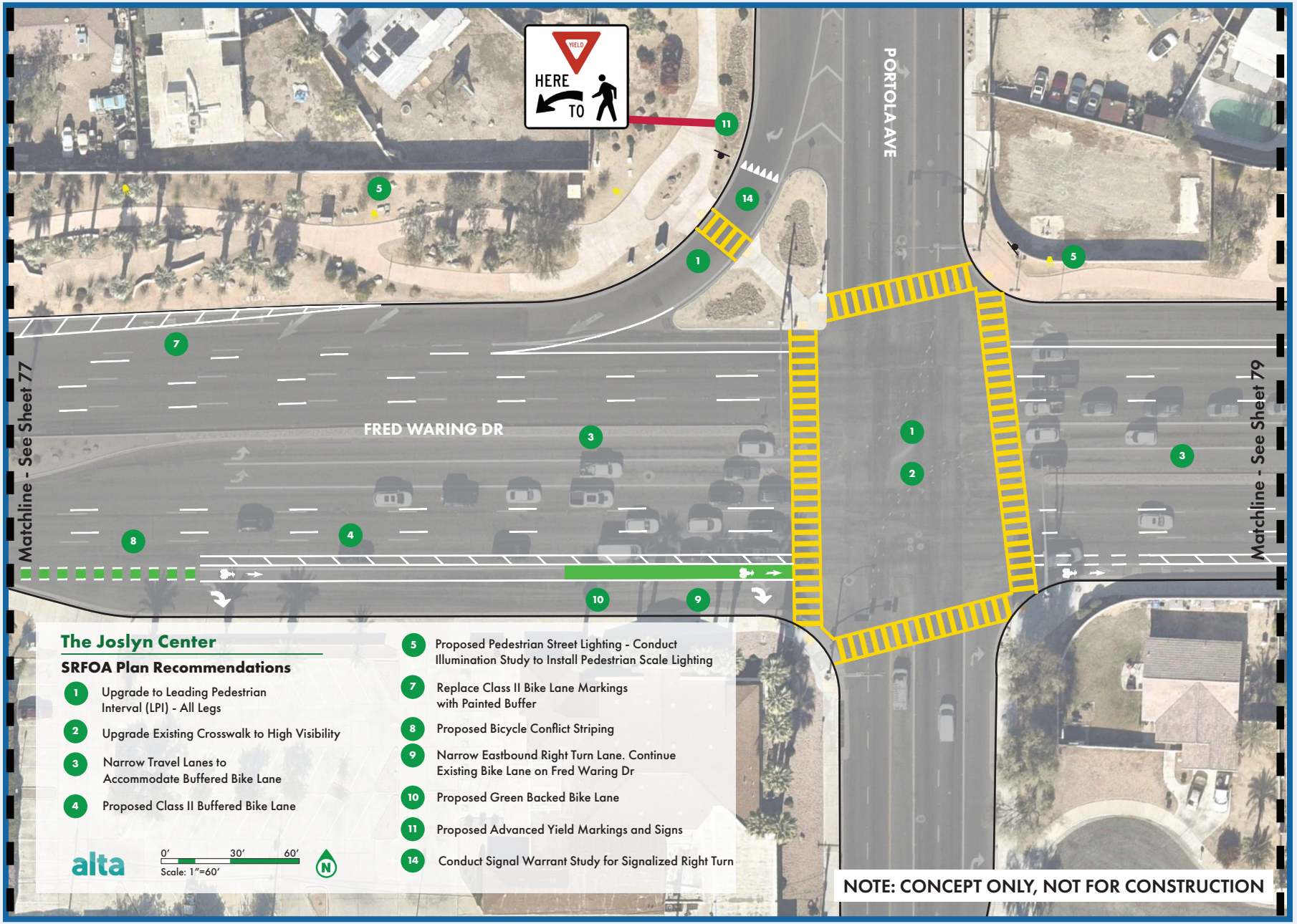
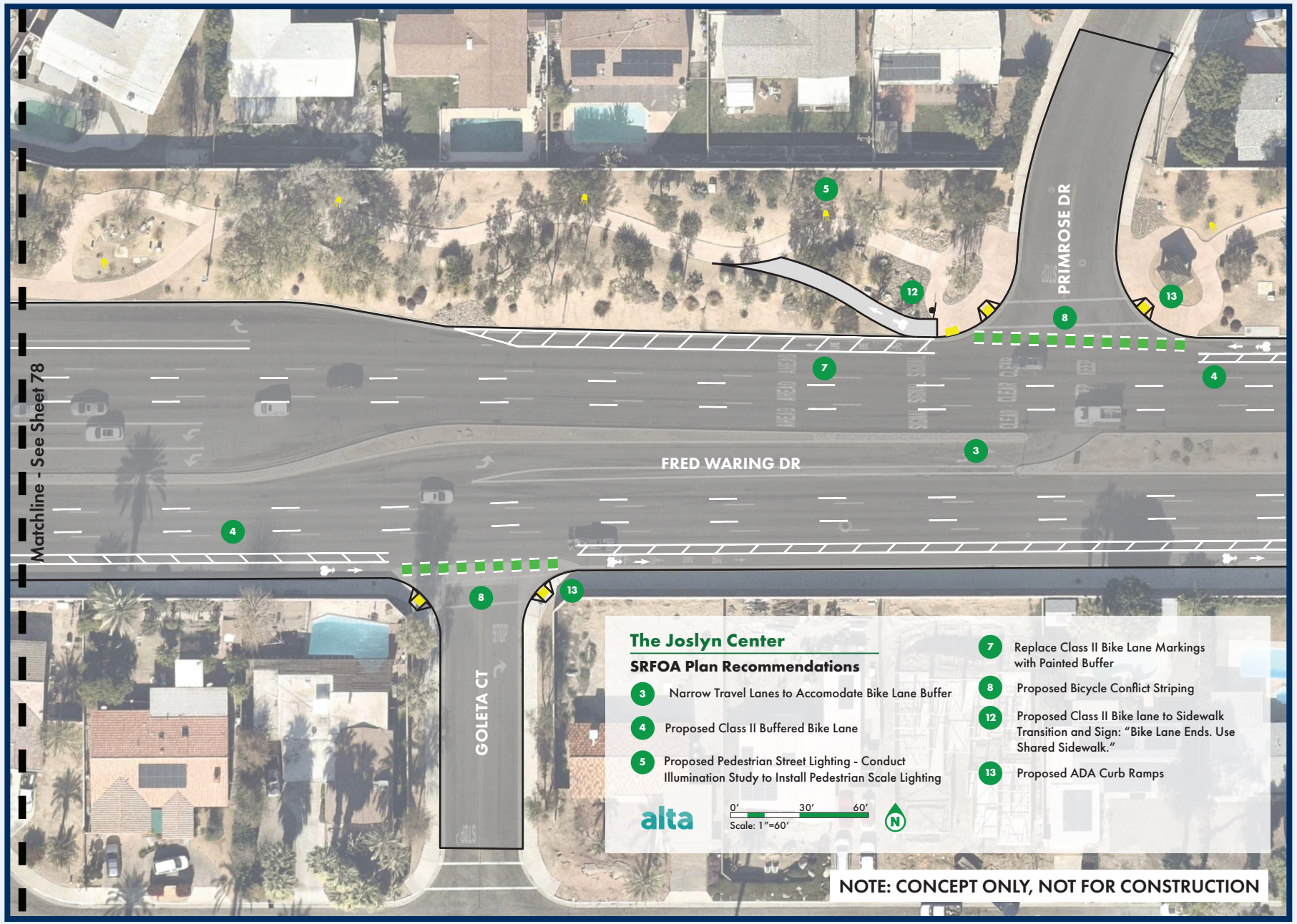


Figure 38: The Joslyn Center Concept Plans (4/4)



Citywide Recommendations

In addition to the recommendations previously described within the Older Adult Priority Areas, this section summarizes other best practices and guidelines for pedestrian and bicycle infrastructure, which can be implemented across the city to create a more robust active transportation network. The City can refer to these best practices for other areas of Palm Desert, ongoing maintenance, and incorporation in future pedestrian and bicycle infrastructure projects.

A detailed version of the following citywide recommendations, including in-depth descriptions and external resources, can be found in **Appendix D**.

Reduce Speed Limits

To enhance active transportation safety, the City can reduce speed limits in locations with high pedestrian and bicycle activity, especially in areas with higher concentrations of older adults. AB 43 offers Caltrans and local authorities greater flexibility in setting and adjusting speed limits.

Installing Shared Use Paths

Shared use paths provide a dedicated space for walking, biking, and other non-motorized travel modes, reducing potential conflicts with vehicles. The City can consider installing shared use paths across suitable locations to enhance active transportation and improve safety for pedestrians and bicyclists.

Sidewalk Maintenance

Regular sidewalk maintenance and repair is important to prevent hazards such as cracks, uneven surfaces, and obstructions. The City can consider implementing an annual paving and sidewalk repair project, which includes identifying sidewalk repair locations through inspections, digging out cracks in concrete, and repairing concrete sidewalks, curbs, and gutters.

Under the current Palm Desert Code of Ordinance, the owners of lots, or portions of lots, fronting on any portion of a public street are responsible for cleaning, repairing, and maintaining sidewalk areas (Chapter 12.26 Public Sidewalk Repairs). The City also has an on-call ADA curb ramp and sidewalk maintenance program to ensure the upkeep of all public sites throughout Palm Desert.

Sidewalk Obstruction Management

The City can implement regular inspections and prompt removal of obstructions to ensure sidewalks remain clear and accessible. The City can also establish a citywide sidewalk access educational program to educate residents and businesses about proper trash bin placement and debris disposal, which will help mitigate these blockages. Additionally, informing residents about the Palm Desert In Touch reporting system (https://www.palmdesert.gov/our-city/departments/public-works/report-a-problem) and encouraging pedestrians to notify the city of sidewalk obstructions will enable swift responses and maintain walkability.

Pedestrian Buffers

Pedestrian buffers, which may be parked cars, planting strips, or other safety features, represent a key safety feature and greatly contribute to the quality of the pedestrian environment by separating walkers from moving traffic.

Pedestrian Refuge Islands

Pedestrian refuge islands are protected areas where people may safely pause or wait while crossing a street. They are particularly helpful as waiting areas for older adults, persons with disabilities, children, and others who may be less able to cross a wide street simultaneously. At signalized intersections, they allow slower-moving pedestrians to cross in two phases. At unsignalized locations, they simplify finding a gap in traffic to cross since vehicles from only one direction must be dealt with at a time.

Audible Pedestrian Crossing Signals

Older adults in Palm Desert noted challenges in seeing pedestrian signals, especially at large intersections and during peak sunlight hours. The City can explore solutions such as implementing audible pedestrian crossing signals at wide intersections to enhance pedestrian safety and accessibility. These signals provide crucial auditory cues that assist visually impaired individuals in safely navigating intersections, promoting inclusivity and independence. Moreover, audible signals benefit all pedestrians by reinforcing awareness of crossing times and encouraging compliance with traffic signals.

Countdown Pedestrian Signals

Countdown pedestrian signals are traffic signals at intersections that display a numerical countdown, indicating how many seconds remain before the pedestrian signal turns red. These signals help pedestrians know how much time they have left to cross the street safely. The countdown is typically shown on a digital display in a form of numbers, allowing pedestrians to make informed decisions about when to begin crossing or if they need to hurry. They are especially helpful in busy areas, reducing the risk of collisions between vehicles and pedestrians. Countdown pedestrian signals are recommended at all traffic-controlled intersections where they are not already in place, as well as at all future traffic signal installations.

Bus Bulbs

Bus bulbs extend sidewalks to align with bus stops, improving boarding efficiency and making transit more accessible. Additionally, bus bulbs boost pedestrian safety by reducing the need for buses to pull in and out of traffic, minimizing conflicts between vehicles and pedestrians. Bus bulbs also shorten crossing distances when placed near intersections, benefiting people with mobility challenges. Bus bulbs with bike lane cut-throughs further reduce conflicts between buses and bicyclists, ensuring safer travel for all.

Bus Shelters and Seating

A lack of bus shelters and seating may discourage older adults from taking transit. Additionally, existing bus shelters/structures often do not provide adequate shade. To address these concerns, the City and transit agencies can host listening sessions with older adults to analyze existing transit shelters and brainstorm new designs that would be more accessible, comfortable, and useful.

Pedestrian Signage

Pedestrian signage informs motorists or pedestrians of a legal requirement and should only be used when the legal requirement is not otherwise apparent. Common pedestrian signage includes pedestrian crossing signs, pedestrian warning signs, WALK signs, DON'T WALK, and "Cross streets do not stop" signs. The decision to use these signs is based upon engineering judgment. These pedestrian signages may be particularly helpful in areas with higher concentrations of older adult pedestrians.

Wayfinding Program

The City is currently developing a wayfinding program in areas with high pedestrian activity, particularly where there are larger concentrations of older adults. A well-designed wayfinding program, including clear signage and maps, can help pedestrians navigate more easily, promoting more convenient and more confident movement throughout Palm Desert.

Street Trees

Providing street trees can greatly enhance the walking experience. On average, the number of days too hot to comfortably walk in Palm Desert will increase approximately 19 days by 2050.[6] Street trees offer shade, significantly reducing the heat experienced by pedestrians and making outdoor activities more enjoyable. They create a visually appealing environment, contributing to the overall aesthetic of the city and encouraging more people to walk. Additionally, trees help improve air quality by absorbing pollutants and releasing oxygen, promoting a healthier lifestyle for the community. The City's Landscape Services Division has produced a series of landscape design guides that provide information regarding street trees appropriate for Palm Desert's hot climate.[7]

Construction Management

Construction zones should provide a connected and continuous pedestrian and bicyclist passage from end to end during every phase of work. The City can establish best practices for construction management plans and temporary traffic control, focusing on minimizing physical impacts to pedestrian and bicycle routes and providing clear, concise detour instructions when needed. This approach ensures that older adults and all pedestrians and bicyclists can navigate construction zones comfortably. Example guidelines provided by the Federal Highway Administration are included in Appendix D.

6 Projected Thermal Comfort for Pedestrians and Bicyclists, Alta Planning + Design.
7 Landscaping and Park Maintenance, City of Palm Desert.

05.

Encouraging Safe Routes for Older Adults in Palm Desert

PROGRAMMATIC RECOMMENDATIONS

Non-infrastructure strategies are an important part of a comprehensive SRFOA Plan. While infrastructure improvements such as sidewalks, bikeways, and crossing improvements are central to providing safe routes, equally important are engagement activities that recognize a diversity of lived experiences, education programs that teach basic traffic safety skills, encouragement programs that celebrate walking and biking, evaluation programs that measure the impact of SRFOA efforts, and other strategies that make walking and biking in Palm Desert safe, comfortable, and enjoyable for all older adults.

Programs can build enthusiasm and support for SRFOA and can be an important first step toward implementing more costly infrastructure improvements. Programmatic efforts can also be made after or concurrent with infrastructure improvements. This section outlines program recommendations for the SRFOA Plan.

Experiences and Educational Activities

The Project Team compiled a comprehensive menu of SRFOA Plan activities based on community needs and priorities, available resources, and best practices. These recommendations should be used to complement infrastructure improvements and included in any request for funding, such as through the California Active Transportation Program. These experiences and educational activities include:

Group Outings

Fun, social opportunities to engage older adults, provide education about walking, biking, and transit, and encourage the use of active modes of transportation.

Education and Direct Support

Opportunities to educate older adults on using different modes of transportation, including guidance on trip-planning and safety tips and related technology support.

Bike Lending Library

A cost-effective resource providing extended bike rentals for older adults interested in participating in group bike rides or biking educational classes but are not yet ready to purchase their own bikes.

Outreach and Engagement

Connect older adults to transportation options by meeting them where they are through tabling and providing opportunities for input and group conversations.

Car-Free Streets Events

Fun, social, and safe opportunities to encourage older adults and people of all ages to use public streets for various activities without the concern of vehicular traffic conflicts.

Rides and Races

Community-oriented activity that promotes physical activity, health, and social connections.

Demonstration Events

Temporary displays of proposed street improvements that allow older adults to experience and engage with potential designs firsthand and provide feedback before refining the final measurements.

Based on experiences from SRFOA Pilot Programs in other cities, the City should consider the following tips and lessons learned when offering future activities.

Group Walking, Biking, and Transit Outings

Group walking outings can encourage older adults to walk more regularly in a supportive setting. The City might consider partnering with nonprofit organizations such as Walk with a Doc to facilitate these walking events. Each "Walk with a Doc" session is led by volunteer health-care providers who share relevant health topics before the walks and provide other relevant information regarding health benefits associated with walking and a more active lifestyle. These health discussions can inspire participants to adopt healthier habits in their daily lives. Beyond the physical benefits, group walking outings foster community connection, allowing participants to learn from one another and celebrate their diverse backgrounds. These social interactions are vital for maintaining a long and healthy life, as they help build supportive networks among community members.

Transit outings guided by City staff or partners like The Joslyn Center offer older adults the opportunity to take transit and walk safely and comfortably, and gain confidence. 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 adults to use transit regularly, fostering independence, and increasing transit use within the community. Older adults who participate in TAP could also serve as advocates within their networks, encouraging more older adults to consider active transportation modes. Furthermore, the TAP could facilitate the formation of travel buddy relationships, enhancing social connections and reducing loneliness among older adults. Pairing these outings with seasonal activities, such as outdoor concerts, or key destinations like museums, libraries, and shopping destinations, could encourage participation and make the experience more enjoyable and meaningful.

Similarly, group bicycle rides allow older adults to practice bicycling, guided by City staff or community partners. The City may consider partnering with local biking nonprofit organizations 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.

Education and Direct Support

The City may consider providing educational workshops and opportunities for direct support regarding biking, walking, and transit resources, safety, and skills like trip planning. These activities could include classroom-style workshops, presentations at senior centers and affordable housing communities, and tabling at locations where older adults are likely to visit, such as the library and the Joslyn Center. The January 2025 bike safety event hosted by the Joslyn Center and the Riverside County Sheriff's Office could serve as a model for these types of workshops.

For walking and transit educational programs, the City could consider partnering with customer service staff from SunLine Transit Agency to help older adults with digital pay options, senior fares, trip planning, specialized transit services (e.g., SunDial), and other transit-related topics. Additionally, library staff could be trained to provide ongoing support by answering questions from older adults about walking and transit trips.

Regarding biking education, the City might offer bike skill classes at varying levels. Basic classes would cover basic biking techniques, rules of the road, and safety tips for those with limited biking experience. Advanced classes could delve into more complex topics, such as bike maintenance and repair and long-distance biking skills.

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 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 a 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 Vision Zero 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 and older adults. 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.

Ongoing Outreach and Engagement

Upon request, City staff should be available to table at partner events (e.g., Joslyn Center Spring Health and Wellness Fair) to share information about the SRFOA project, other transportation projects, and related topics like walking, biking, and transit safety. Additionally, City staff could host office hours, coffee chats, or other types of flexible meetings that allow older adults to stop by and ask a range of questions and provide input on topics related to walking, biking, and transit.

Older Adult Transportation Resource Fair

The City can work with partners to host an older adult-focused transportation resource fair featuring various transportation and senior service providers. Vendors should be encouraged to bring informational handouts and incentives. Staff can work with vendors to develop programming during the expo, such as e-bike demonstrations, opportunities to tour a parked SunLine bus, or mini educational workshops. Though the resource fair should be transportation-focused, it can also be beneficial to invite other local senior service providers and partners who offer a wide range of other programs, such as The Joslyn Center.

Car-Free Streets Events

Car-free street events promote health and community connection by creating a safe, attractive space for physical activity and social contact. These events temporarily close streets to motor vehicles, creating a safe and welcoming environment for older adults and for people of all ages to engage in walking, bicycling, shopping, 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 successful internationally and are rapidly becoming popular throughout California and the United States. Events can be regularly scheduled or one-time occasions.

Working with businesses along corridors where the events take place gives them time to promote the event and support travel alternatives to their business during the event. These events increase foot traffic, often resulting in increased profits for food and drink establishments and local retailers; however, the perception of losing access to car traffic and parking for a day can cause initial opposition. 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.

Rides and Races

A "Rides and Races" event is a community-oriented activity that can involve bicycling, running, or walking competitions, aimed at promoting physical activity, improving health, and fostering social connections. Additionally, while some older adults may not wish to participate in these events, they can still engage as spectators, strengthening social ties and reducing isolation. These events also serve to inspire and encourage older adults to stay active, whether through direct participation or by witnessing the energy and enthusiasm of others.

Demonstration Events

Demonstration events are an important tool in the early stages of planning proposed street improvements, allowing community members to experience and engage with potential designs firsthand. By temporarily showcasing these enhancements, residents can visualize how the proposed changes would impact their daily lives and the overall community environment. Feedback collected during these events provides valuable insights into public sentiment, helping planners, designers, and engineers refine their proposals based on real-world interactions.

These demonstration projects are particularly beneficial for people with unique mobility needs and preferences, such as children and older adults. By involving them in the evaluation process, the City can better understand their challenges and tailor solutions to enhance accessibility and safety. For instance, wider sidewalks and ADA-compliant curb ramps can help older adults feel more comfortable navigating their neighborhoods.

06.

Implementing Safe Routes for Older Adults in Palm Desert

POTENTIAL FUNDING SOURCES

Funding for SRFOA programs and projects may come from various sources, including matching grants, sales tax or other taxes, bond measures, or public/private partnerships. This section identifies funding sources for the design, implementation, and maintenance of SRFOA 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 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 SRFOA programs and projects.

Local and Regional

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 older adults.

Riverside County Transportation Commission (RCTC) Measure A

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

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 older adults by supporting projects that make walking safer and more accessible, particularly near transit hubs and community centers.

State

California Active Transportation Program (ATP)

The California ATP funds projects that enhance walking and biking infrastructure, focusing on safety for vulnerable populations, including older adults. ATP prioritizes projects that improve accessibility and mobility, ensuring communities can safely walk and bike to their destinations. Palm Desert can apply for ATP funding to improve pedestrian infrastructure such as sidewalks, crosswalks, and bus stop accessibility for older adults. 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. Examples of eligible projects include bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones. 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 Funds (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.

Caltrans State Transportation Improvement Program (STIP)

The STIP is a state funding program that supports various transportation infrastructure projects, including pedestrian improvements. Local agencies can apply for STIP funds to support pedestrian and bicycle safety enhancements, with a focus on projects that serve older adults and other vulnerable populations. This program can help finance projects like safer crossings and improved access to public transit.

National

Better Utilizing Investments to Leverage Development Grant Program (BUILD)

The BUILD Grant Program enables the USDOT 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.

Community Development Block Grant Program (CDBG)

The CDBG program, managed by the US Department of Housing and Urban Development, provides funding for community development projects that benefit low- and moderate-income areas. The funds can be used to improve infrastructure, including pedestrian pathways, lighting, and other elements that support safe walking routes for older adults. This funding can help Palm Desert enhance mobility and safety for its older residents.

Safe Routes to School (SRTS)

While focused on schoolchildren, the National Center's SRTS program can be a useful funding source for improving pedestrian infrastructure that benefits older adults. By implementing safer routes around schools near older adult housing, the program can also enhance accessibility for older pedestrians and transit users.

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.

Surface Transportation Block Grant Program (STBG)

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

Other Programs

AARP Community Challenge Grants

AARP offers grants to organizations that create more livable and accessible communities for older adults. The program supports projects that enhance transportation options, increase pedestrian safety, and reduce mobility barriers, all of which align with the goals of the SRFOA Plan. Funding can be used for infrastructure upgrades or community initiatives to improve the quality of life for older adults.

National Institute on Aging (NIA) - Research Grants

The NIA offers research grants to explore issues related to aging, including mobility and transportation. These grants could be applied to studies that examine the specific needs of older adults in Palm Desert and how safe routes programs can address these needs. Research findings could also help secure additional funding for infrastructure improvements to enhance pedestrian safety for older adults.

The Robert Wood Johnson Foundation (RWJF)

RWJF is a national organization that funds initiatives to improve public health and community well-being. The foundation supports projects that create healthier environments for vulnerable populations, including older adults. Palm Desert could apply for funding to enhance pedestrian infrastructure, reduce physical barriers, and ensure safer and more accessible routes for older adults to essential services.


EQUITY UNION

Appendices

A. Complete Plan, Policy, and Program Review

Complete Plan, Policy, and Program Review

The following provides a summary of local and regional planning documents that directly or indirectly address active transportation and public right of way planning and design in Palm Desert and Riverside County. While most of the plans focus on higher-level visions and goals at a county or regional scale, the Palm Desert General Plan (2016) contains the most policies, plans, and programs relevant to the Palm Desert Vision Zero Strategy. The General Plan includes several proposed bicycle and pedestrian facilities, typically shared sidewalks, which are described in the Existing Conditions Memo. The General Plan also serves as the basis for Palm Desert's Walk and Roll Program, an implementation guide for the General Plan that is focused on creating a more complete network of active transportation infrastructure.

Table 1. Plans Reviewed by Jurisdiction

Plan Name	Summary	Municipality	Year Adopted
Connect SoCal 2024	The long-term plan for Southern California that details the necessary investments in transportation and development until 2050. The plan does not make any specific recommendations, but rather focuses on long term goals and systemic changes to address mobility issues throughout the region.	SCAG	2024
Transforming Haystack Road: Traffic Calming and Safety Study	A study on a 1.3 mile segment of Haystack Road to improve road user safety. This project is currently implementing active transportation improvements outlined for this segment in the General Plan and Local Roadway Safety Plan.	Palm Desert	2024
Walk and Roll Program	The implementation plan for the ideas laid out in the Palm Desert General Plan to create a more complete network of active transportation infrastructure. The plan is broken into three phases. Plan implementation is currently underway.	Palm Desert	2024
District 8 Active Transportation Plan	A plan that identifies the pedestrian and bicycle needs across the State Highway System. This plan puts forth regional improvements in the Coachella Valley, but nothing specific to Palm Desert.	CalTrans	2022
Local Roadway Safety Plan	The City of Palm Desert's plan to identify key areas using crash data to inform and evaluate the safety of the City's transportation network. The plan puts forth a toolbox of safety measures that should be implemented throughout the City.	Palm Desert	2021

Plan Name	Summary	Municipality	Year Adopted
Riverside County Transportation Commission Long Range Transportation Study	A Long Range Transportation Plan to address transportation in Riverside County and allocate Measure A tax dollars. The plan proposes funding to rail improvements, a county wide Safe Route to School program, and infrastructure changes to support active transportation.	Riverside County	2019
CV Link Master Plan	The envisioned 40-mile, valley wide pathway for pedestrians, cyclists, and low speed electric vehicles through the Coachella Valley. There are almost 5 miles of segments through Palm Desert.	CVAG	2016
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

Palm Desert General Plan

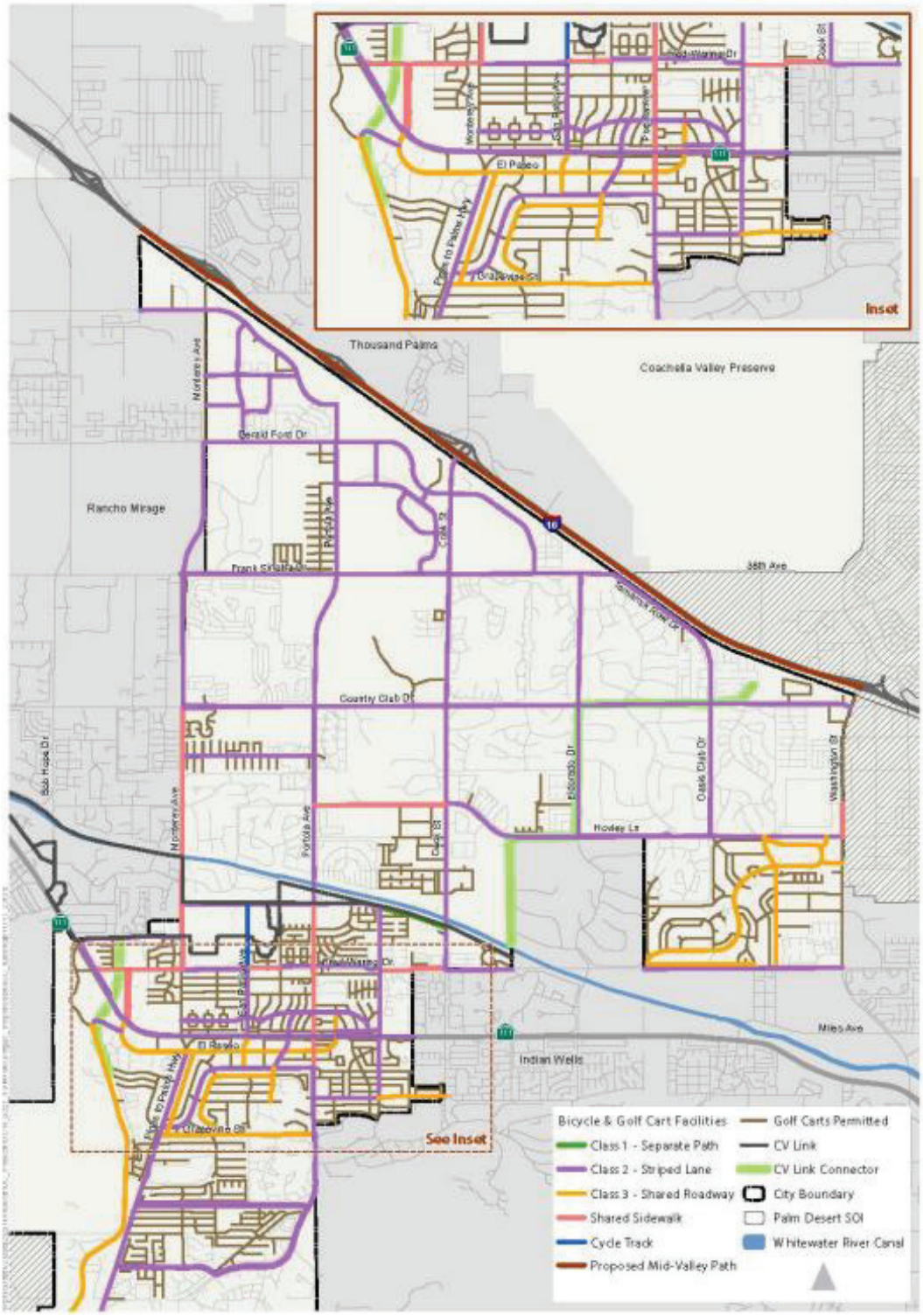
The Palm Desert General Plan Update utilizes the nine vision statements set forth in the Envision Palm Desert – Forward Together Strategic Plan to create a foundational plan to create a human-oriented and human-scaled town. The General Plan Update focuses on five guiding principles: 1. Human scale design, 2. Creating lively centers, 3. Streets for all, 4. Accessibility and connectivity, and 5. Quality open space. The Plan focuses on three key areas in the city, creating a vibrant city center and downtown, the university area, and the Cook Street Corridor.

The Mobility Element lays out the policies to guide the development of the City's transportation facilities. The Plan also lays out a proposed bicycle network for the City. These bike facilities capitalize on new community facilities, supportive land use patterns, pedestrian routes, and transit stations. The Plan also puts forth policies to provide bike parking, education, and safety measures to improve bicycling in Palm Desert.

The Mobility Element also addresses Pedestrian Facilities to provide a safe and convenient circulation system for pedestrians including sidewalks, crosswalks, places to sit and gather, lighting, buffers, shading and amenities for all ages. The policies also stipulate that pedestrian improvements should be prioritized, especially in school areas where school access is prioritized over vehicular movements. The General Plan's Transportation Element is a high-level plan with some street specific recommendations and is being implemented through the City's Walk and Roll Program.

Plan Link: palmdesert.gov/home/showpublisheddocument/34535/638373010609730000

Figure 1. Palm Desert General Plan: Proposed Bicycle and Pedestrian Facilities



Envision Palm Desert Strategic Plan

The 2013-2023 Strategic Plan was a collaborative effort between the City and Palm Desert citizens to develop a community vision and plan action steps to achieve it. The Plan developed a vision that recognizes the critical role that Palm Desert plays in the Coachella Valley, its exceptional quality of life, commitment to sustainability and importance as a generator of jobs and economic activity. The Plan is made up of nine Strategic Results Areas, the most relevant of which are the land use, parks and recreation, and transportation.

Land Use, Housing & Open Space: The vision is a well-planned and developed city with a vibrant city core; natural hillsides and open space; and housing, business, and community revitalization opportunities. Priorities are to enhance Palm Desert as a first-class destination for premier shopping and national, regional, and neighborhood retail businesses, to expand Palm Desert as an educational hub, to facilitate development of high-quality housing for people of all income levels, and to develop creative and innovative zoning and incentives that promote education and high-quality residences that also encourages a balance between housing and jobs.

Parks & Recreation: The plan envisions parks, open spaces, and recreational opportunities as drivers of innovation and a high quality of life. Priorities are to fund park maintenance and plan for future replacement and growth, assure a continuing flow of innovative ideas through creative partnerships, and provide adequate staffing. Other priorities include encouraging resident input, promoting healthy community principles by incorporating recreational and exercise opportunities in all public spaces, planning and developing the North Sphere Regional Park, and evaluating the need for expansion of the Palm Desert Aquatic Center. Public Safety & Emergency Services: The vision is for a high quality of life for Palm Desert as a result of its comprehensive public safety services. Priorities are to continually enhance the delivery of public safety services, increase methods of crime prevention through expanded community participation, and help the community be more prepared for disasters and public safety emergencies.

Transportation: The vision is of a community with safe, convenient, and efficient transportation options for residents and visitors. Priorities are to create walkable neighborhoods in residential, retail, and open space areas to reduce the use of low occupancy vehicles; revitalize the Highway 111 corridor through land use and other improvements; and emphasize multiple modes of travel including carpooling, bus riding, cycling and walking.

The Transportation Chapter outlines priorities with strategies and action steps to improve the transportation network in Palm Desert.

Priority 1 is to create walkable neighborhoods and areas within Palm Desert. The Plan accomplishes this by recommending modifications to zoning and land use maps to encourage mixed-use developments, such as changing standards and guidelines, providing tax incentives, and fee reductions, providing height and density bonuses to developments based on services and amenities, education of the public, facilitate a business district on Highway 111, and evaluate potential transit-oriented development sites along major arterials.

Priority 2 is to revitalize the Highway 111 corridor through land use and travel corridor evolution and visual improvement. The Plan seeks to identify potential revitalization opportunities and sites along Highway 111. This will be accomplished by prioritizing mixed-use and transit-oriented developments through incentives, providing better bus service following Bus Rapid Transit standards, and explore the creation of a merchant group.

Priority 3 is to de-emphasize single and low occupancy vehicles and optimize multiple modes of travel including, bus, carpool, golf carts, bicycles, and pedestrians. The Plan seeks to reduce vehicle miles traveled, promote the CV Link path and other routes that can be used by active transportation methods, and expand rail service. This

will be accomplished by facilitating the development of CV Link project, explore and assist in opportunities for expanded rail service in the region, conduct a community education campaign, facilitate development planning to integrate uses and reduce trips, coordinate with stakeholders to provide transit and shuttle options to connect to major shopping, entertainment, and recreation areas within the city.

The Strategic Plan outlines goals and a vision for the City but does not necessarily provide site specific plans and designs.

Plan Link: Layout 1 (palmdesert.gov)

SCAG's Connect SoCal 2024

Connect SoCal 2024 is a long-term plan (2050) for the Southern California region that details investment in the transportation system and development in communities to meet the needs of the region. The Plan addresses goals in mobility, communities, environment, and economy, investing $750 billion into the transportation system improving transit and bike lanes, creating 275,000 jobs and helping to achieve the GHG reduction target for Southern California. The mobility chapter outlines policies and strategies to guide transit development in Southern California with a focus on: system preservation and resilience, complete streets, transit and multimodal integration, transportation systems management, transportation demand management, technology integration, safety, and system funding. The plan is a high-level strategic plan about long term goals, funding, and systemic changes. It does not make any corridor or street specific recommendations.

Plan Link: Connect SoCal 2024 Read The Draft Plan - Southern California Association of Governments

Local Road Safety Plan

The Palm Desert Local Roadway Safety Plan (LRSP) was adopted by the City in June of 2021, with the goal of providing safe, convenient, and efficient transportation options by 2033. The LRSP's goal is to identify emphasis areas, including crash type in specific locations, and the relationships between current efforts and crash history, to inform and guide evaluation of the City's transportation network.

The LRSP identified city-wide policy changes that should be implemented as well as identifying 10 case study locations for further study and recommendations. The Plan puts forth a toolbox of safety measures for implementation. Additionally, safety project case studies were developed for these locations:

- Segment: Monterey Avenue (Dinah Shore Drive to City Limits)
- Segment: Country Club Drive (Eastwood Lane to Harris Lane)
- Signalized Intersection: Monterey Avenue & Fred Waring Drive
- Signalized Intersection: Monterey Avenue & Dinah Shore Drive
- Signalized Intersection: Highway 111 & San Luis Rey Avenue
- Signalized Intersection: Highway 111 & Plaza Way
- Signalized Intersection: Highway 111 & San Pablo Avenue
- Unsignalized Intersection: Fred Waring Drive & Acacia Drive
- Unsignalized Intersection: Highway 74 & Bursera Way
- Unsignalized Intersection: Highway 111 & Larkspur Lane

Plan Link: MetaViewer.php (granicus.com)

CV LINK Master Plan

CV Link is envisioned as a 40-mile, valley-wide pathway that is accessible to bicyclists, pedestrians and low-speed electric vehicles through the Coachella Valley. There are 3 open segments currently open: northern Palm Springs to Cathedral City, eastern Palm Desert to Indian Wells border, and from eastern Indio to Thermal through Coachella. The Rancho Mirage and Indian Wells segments were not accepted in the final plan. The CV Link provides an important regional backbone for active transportation modes throughout the Coachella Valley. New active transportation infrastructure should consider this alignment and create connections to the new pathway whenever possible.

Plan Link: CV Link Master Plan (coachellavalleylink.com)

Walk and Roll Program

The Walk and Roll Project aims to take the ideas outlined in the General Plan to create a more complete and well-connected network for people to walk and bike. The project is broken down into three phases.

Phase One is to implement sharrows throughout the city. This work is currently under contract, and a Construction Timeline should be outlined shortly.

Phase Two is to install Class 2 buffered and unbuffered bike lanes throughout the city. The roads identified include Portola Avenue, Gerald Ford Drive, Cook Street, Country Club Drive, El Dorado Drive, Frank Sinatra Drive, Oasis Club Drive, and CA-111. Currently, City staff are in the process of releasing a Design-Build Request for Proposal (RFP) to complete the design and construction documents for the implementation of these bike lanes.

Phase Three is to implement pedestrian infrastructure, including sidewalk widening, new sidewalks, ADA ramps, and crosswalks. The consultant has created conceptual designs that include alternative options for some street segments. These concepts were discussed at a public community meeting on February 29, 2024.

As part of the Walk and Roll Program, a Pedestrian and Bike Gap Analysis study was conducted to create a list of prioritized projects. Bicycle gaps were identified using level of traffic stress analysis and collision analysis. The following streets were identified as seven prioritized gaps: Highway 111, Monterey Avenue, Fred Waring Drive in both directions, Cook Street, Washington Street, and Dinah Shore Drive. Types of potential bicycle-oriented projects include stripe and widen bicycle lanes, adding bike lane buffers, remove free right turns, continue bike lanes to the intersection and modify at free right turns, and construct or modify medians. Pedestrian facility gaps were identified at Parkview Drive, San Gorgonio Way, and Monterey Avenue. Types of pedestrian oriented projects to improve these gaps include replacing and widening the sidewalk, separate bicycle and pedestrian facilities on the sidewalk, construction of curb ramps, and remove or signalize free right turns.

Project Link: Let's Discuss: Active Transportation | City of Palm Desert (engagepalmdesert.com)

CalTrans District 8 ATP

The CalTrans District 8 Active Transportation Plan, adopted in 2022, identifies pedestrian and bicycle needs on and across the State Highway System (SHS) and prioritizes highway segments and crossings to inform future investments. The Plan's main outputs are lists and maps of location-based needs, prioritized highway segments, and prioritized highway crossings. Caltrans evaluated data about the SHS from its own inventories, from local and regional plans, and from extensive public input to determine where gaps and barriers in walking and

bicycling infrastructure are present. Locations were identified as having needs if they met one or more of the following criteria:

- Main Street sidewalk gaps
- Sidewalks in fair or poor condition
- Sidewalks along higher-speed highways
- Stressful pedestrian or bicycle crossings (accounting for the absence of median islands and marked crossings, posted speed limits, and other factors)
- Stressful bicycle segments (due to factors such as high speeds, high traffic volumes, and narrow or absent bikeways)
- Infrequent opportunities to cross under or over freeways
- Freeway interchanges requiring upgrades of various kinds to be more comfortable for people walking or bicycling.

This map displays where location-based needs exist in District 8 for people walking or bicycling along the highway (shown as lines) or across the highway (shown as dots). Dots also include freeway crossing needs.

This Active Transportation Plan has regional significance in creating safe bike and pedestrian infrastructure, however, does not propose any specific projects in Palm Desert.

Story Map link: Caltrans District 8 Active Transportation Plan (arcgis.com)

Plan Link: Caltrans Active Transportation Plan 2022 District 8

Riverside County Transportation Commission Long Range Transportation Study (2019)

The Transportation Commission has created a Long Range Transportation Study with four core goals and objectives to address transportation in Riverside County: Quality of Life, Operational Excellence, Connecting the Economy, and Responsible Partnerships. The RCTC created this plan to help allocate Measure A tax dollars and funds from the state and federal transportation agencies within Riverside County.

Within in the Study there are a few relevant projects to Palm Desert.

1. The Coachella Valley – San Gorgonio Pass Rail Corridor Service Project to provide additional Amtrak rail service between Los Angeles and the desert cities in the Coachella Valley, extending 141 miles from Indio to Los Angeles Union Station.
2. Development of a formal Safe Routes to School Program
3. Influence the built environment to support multimodal transportation

Other than regional rail projects, there are no specific active transportation projects identified in the LRTS, instead it creates a framework and prioritization list to support efforts undertaken by individual cities.

Plan Link: https://www.rctc.org/wp-content/uploads/2019/12/RCTC-Draft-LRTS-120119-GV22.pdf

Transforming Haystack Road: Traffic Calming and Safety Study

This study is focused on a 1.3-mile-long segment of Haystack Road in Palm Desert between Highway 74 and Portola Avenue. The road currently has one travel lane in each direction and a two-way left turn lane between Hwy 74 and Heliotrope Drive. There are bike lanes and parking lanes on a portion of the corridor. The segments ADT is approximately 4700 vehicles per day. As of October 2023, City staff hosted a fourth virtual community gathering that focused on a variety of traffic management initiatives in the South Palm Desert area, with a special emphasis on the Haystack Road vicinity.

During this virtual meeting, the City presented vital information about forthcoming projects aimed at enhancing traffic management, ensuring residents' safety, and increasing convenience. The input and feedback from South Palm Desert residents were pivotal in shaping the success of these initiatives.

Coachella Valley Association of Governments Active Transportation Plan

The Coachella Valley Association of Governments (CVAG) recognizes the value of providing opportunities for local residents and visitors to bicycle for transportation and recreation and to have attractive opportunities to walk to transit stops, as well as to encourage people to use neighborhood electric vehicles (NEVs). Such opportunities help reduce auto trips, improve the environment, promote healthy lifestyles, and create livable communities. As this Active Transportation Plan (Plan or ATP) is implemented, it will transform the Coachella and Palo Verde Valleys into places where more people use a bicycle to get to work, to school, or to the store. The ATP will bring more recreational opportunities to valley residents.

This Active Transportation Plan updates the Non-Motorized Transportation Plan for bikeways that was completed in 2001 and updated in 2010. It revises the regional bikeway plan as well as bicycle plans for each jurisdiction. The bicycle plans will keep each city and the County of Riverside eligible for various bikeway funds. Palm Springs, Cathedral City, and Palm Desert will also improve their chances of receiving funds for pedestrian improvements around the five major SunLine Transit transfer points in this plan. In Palm Desert, the transfer point is located at Town Center Way and Hahn Road.

For Palm Desert, this plan puts forth some regional bikeway routes along the Highway, most notably the CV Link and its future connections, and along the Palm Valley Stormwater Channel.

Coachella Valley Association of Governments Transportation Project Prioritization Study

This study creates an unbiased, methodological way to provide CVAG direction in determining funding for regional arterials by prioritizing the eligible study segments. The criteria used to create a scoring methodology include roadway surface conditions, system continuity, level of service, and accident rate. The highest scoring projects in Palm Desert include:

- Monterey Avenue between Highway 111 and Country Club Road
- Portola Avenue between Highway 111 and Magnesia Falls Drive and north of Country Club Drive
- Cook Street between Fred Waring Drive and Frank Sinatra Drive
- Country Club Drive between Portola Ave and Cook Street and Washington Street and Oasis Club Road

B.
Complete Existing Conditions Report

Complete Palm Desert Safe Routes for Older Adults Existing Conditions Report

Introduction

The Palm Desert Safe Routes for Older Adults (SFOA) Plan seeks to identify barriers to safe walking and bicycling on routes frequented by Palm Desert's older adult residents and to develop solutions in consultation with the community, public sector partners, and city leadership. The Plan will reflect the unique challenges and opportunities in Palm Desert and address active transportation network gaps that negatively impact access to neighborhood 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 for Older Adults Plan and will directly inform infrastructure and programmatic recommendations.

Safe Routes for Older Adults

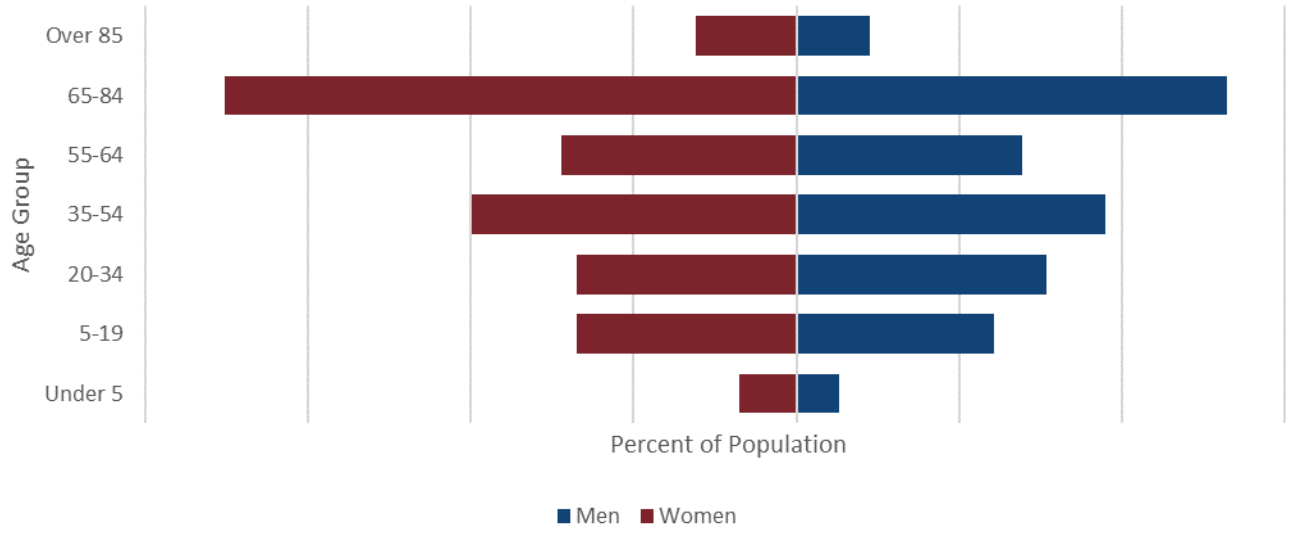
For the purpose of this Safe Routes for Older Adults plan, the term "older adults" is used to describe individuals aged 55 and above. This terminology has been selected to be as inclusive as possible, recognizing the diverse spectrum of needs and abilities that people experience as they age. While traditional terms like "seniors" often apply to those in older age brackets, not all individuals aged 55+ identify as a senior. Therefore, "older adults" is used to encompass all people 55+, ensuring that our analysis and recommendations address the broad range of mobility and accessibility needs of this population.

Background

In 2022, Palm Desert had an estimated permanent population of 51,290[1], with 53% women and 47% men. The city also had an estimated seasonal resident population of 32,000[2]. Palm Desert has a significantly older population (median age of 55) than Riverside County (median age of 37) and California (median age of 38). The older adult population aged 55+ (50%) is approximately double that of Riverside County (26%) and the state of California (27%). **Figure 1** provides a breakdown of Palm Desert populations by age and sex.

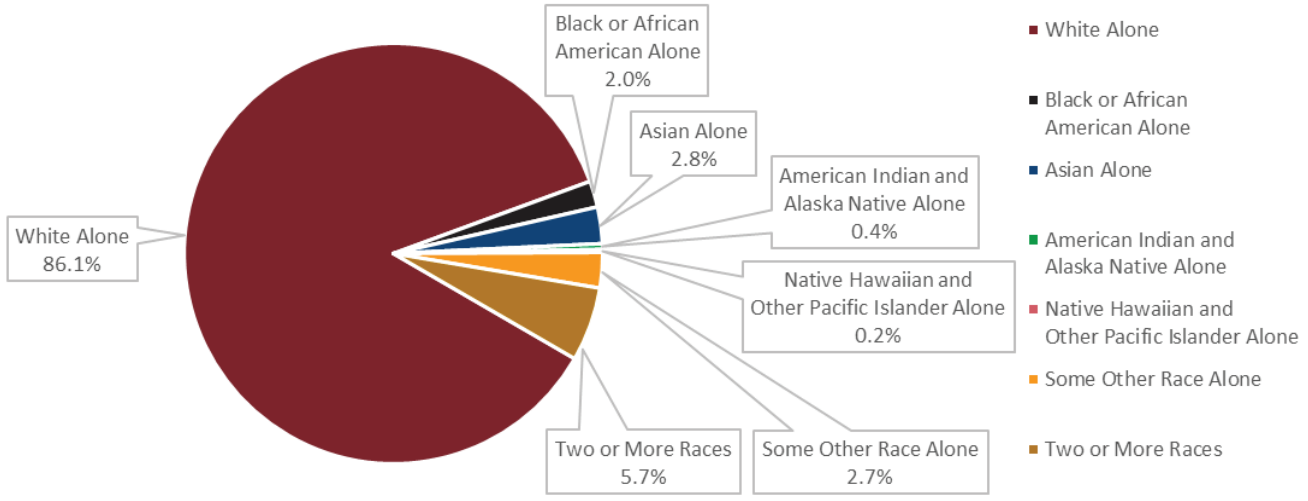
Most older adult residents in Palm Desert identify as white (86%, including Hispanic or Latino white). Older adult residents who identify as Asian make up 3% of Palm Desert's population, and Black/African American older adult residents account for 2%. Older adult residents of Hispanic/Latino descent of any race account for 9%[3]. Complete racial composition data for the city is presented in **Figure 2**.

Figure 1. Age and Sex



[1] American Community Survey, 5-year estimates (2018–2022).
[2] City of Palm Desert.
[3] American Community Survey, 5-year estimates (2018–2022).

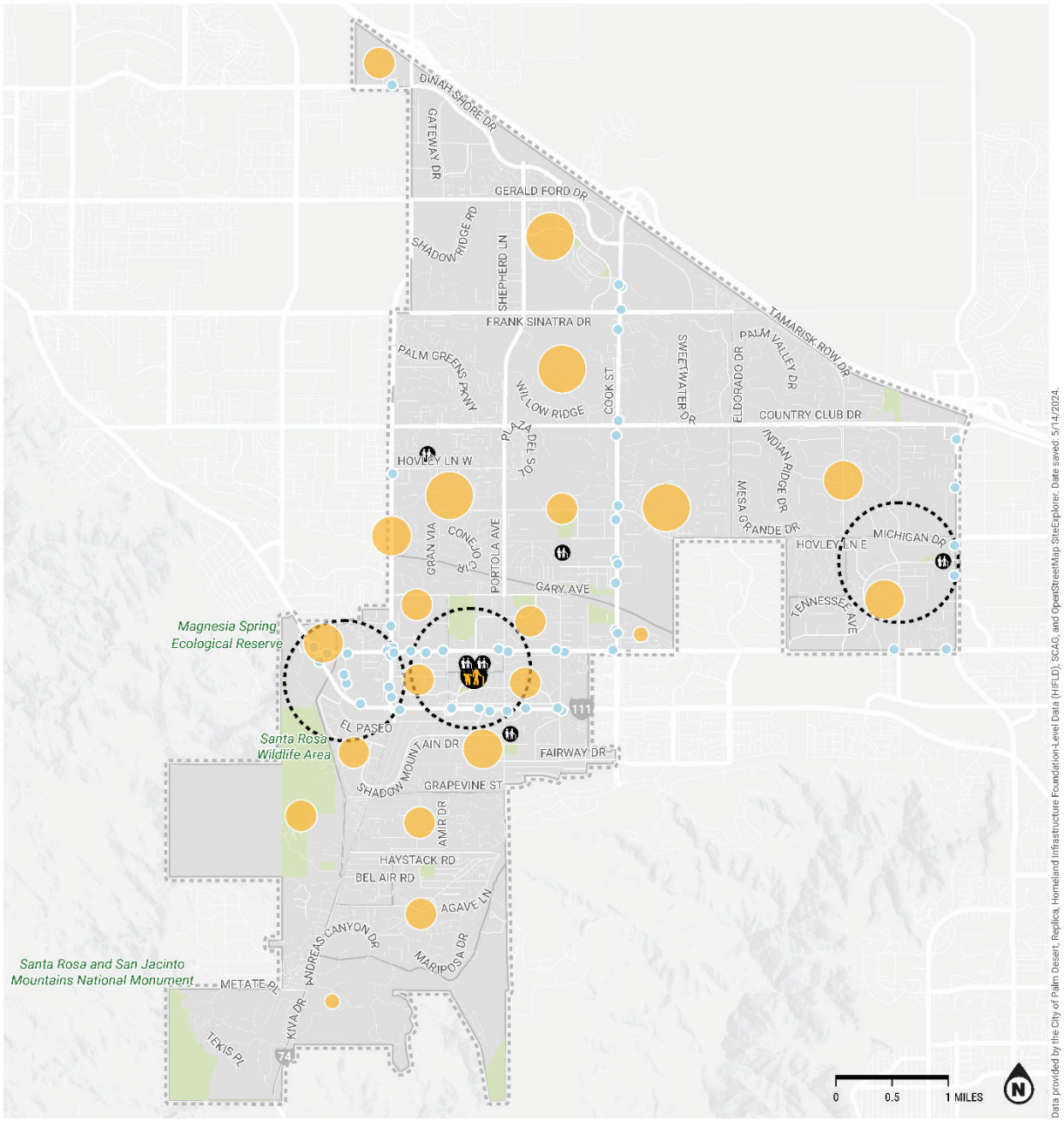
Figure 2. Racial Composition for Older Adults Age 55+



The Palm Desert Housing Authority manages seven affordable housing properties offering 381 housing units for older adults: Carlos Ortega Villas, Catalina Gardens, La Rocca Villas, The Pueblos, Las Serenas Apartments, Sagecrest Senior Apartments, and Candlewood Apartments. **Figure 3** displays these as "Older Adult Housing Properties". Three developer subsidized senior housing properties also offers housing for older adults: Villas of the Green Senior Apartments, Atria - Assisted Living, and Catalina Way Senior Apartments. There are numerous other senior housing communities in Palm Desert including nine nursing homes and other privately operated facilities. Overall residential concentrations of residents aged 55+ in Palm Desert are shown in **Figure 3**. Palm Desert older adult residents primarily live in the northern part of the city, particularly to the north of the Whitewater River. Downtown Palm Desert also has a high concentration of older adult residents, specifically between the south of Highway 111 and the north of Grapevine Street.

In consultation with City staff, the project team identified three older adult priority areas that are expected to have higher older adult foot and bike traffic to help narrow down analyses and future recommendations. These include the Joslyn Center, the area around Town Center Way/Fred Waring Drive, and the area west of Washington Street/Avenue of the State. The Joslyn Center is one of the largest older adult community centers in Southern California, while the other two priority areas are commercial hubs that are also near older adult affordable housing communities. **Figure 3** displays the Joslyn Center as an "Older Adult Priority Point".

Figure 3. Residential Concentrations (Ages 55+)



OLDER ADULTS 55+ RESIDENTIAL CONCENTRATIONS

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Older Adult Housing Properties
- Transit Stops
- Older Adult Priority Area
- City Boundary
- Parks

55+ RESIDENTIAL CONCENTRATIONS

- Above 2500 individuals
- 1501 - 2500
- 501 - 1500
- Below 500 individuals

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 1**.

Table 1. Plans Reviewed by Jurisdiction

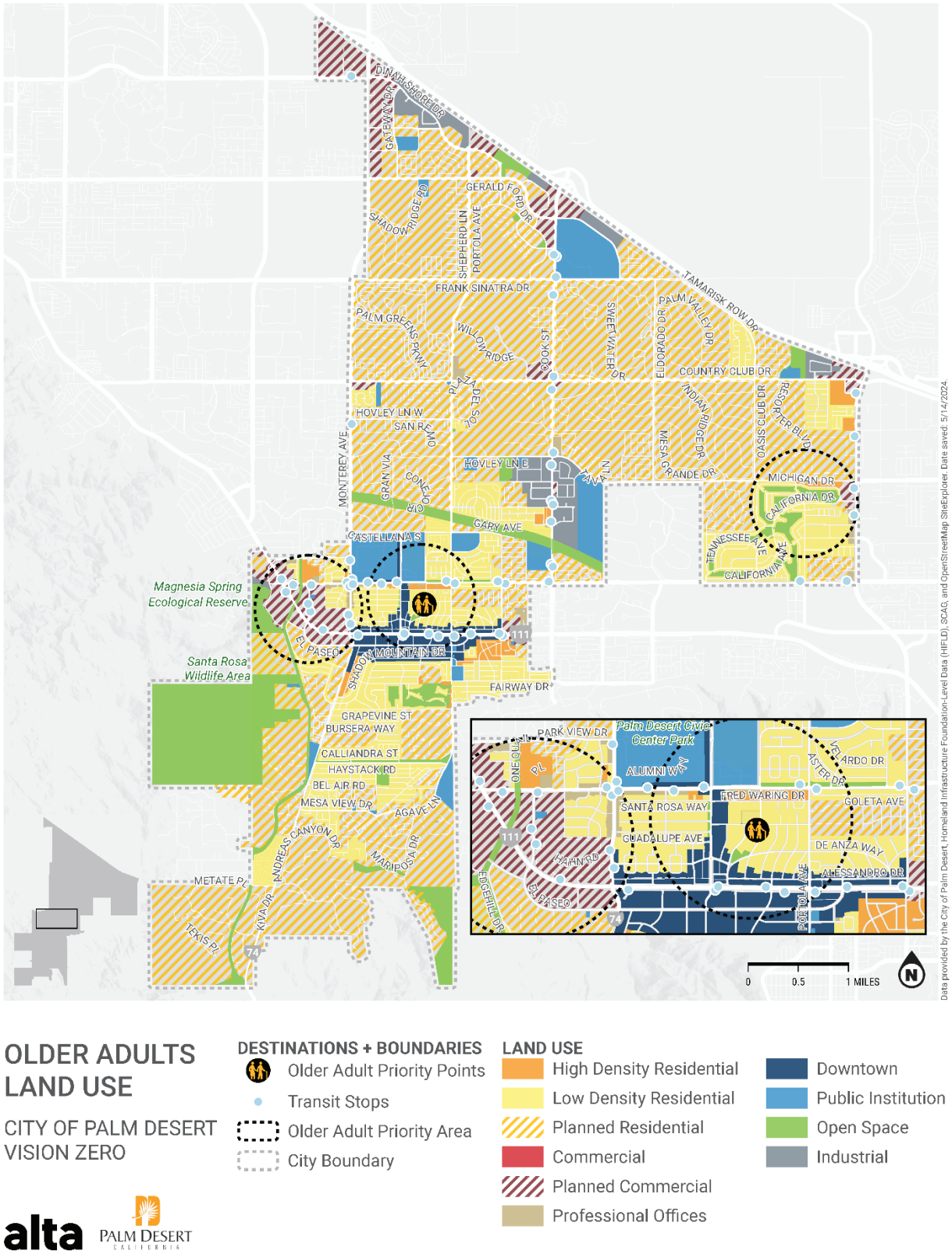
Plan Name	Summary	Municipality	Year Adopted
Connect SoCal 2024	The long-term plan for Southern California that details the necessary investments in transportation and development until 2050. The plan does not make any specific recommendations, but rather focuses on long term goals and systemic changes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

Plan Name	Summary	Municipality	Year Adopted
	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 pedestrians, cyclists, and low speed electric vehicles through the Coachella Valley. There are almost 5 miles of segments through Palm Desert.	CVAG	2016
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

Land Uses

The existing land use (**Figure 4**) surrounding older adult housing properties and the older adult priority area near Washington Street/Avenue of the State primarily consists of low-density residential and planned residential. Joslyn Center is situated within low-density residential areas, with downtown districts to its south and west and higher-density residential areas to its north along Fred Waring Drive. The older adult priority area near Town Center Way/Fred Waring Drive mainly consists of planned commercial and planned residential. Public institutions, such as churches and libraries, as well as open spaces, are commonly found near housing properties and priority areas for older adults across the city. These destinations are popular travel spots for older adults, so their proximity to residential areas for older adults provides opportunities for them to walk or bike to these destinations.

Figure 4. Citywide Land Use



OLDER ADULTS LAND USE

CITY OF PALM DESERT
VISION ZERO

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Transit Stops
- Older Adult Priority Area
- City Boundary

LAND USE

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

alta PALM DESERT CALIFORNIA

Pedestrian and Bicycle Facilities

The sidewalk network throughout Palm Desert is well connected, especially on major arterials and collector streets. However, many of the neighborhood streets lack sidewalks and pedestrian infrastructure. Wider sidewalks, traffic calming, leading pedestrian intervals, flashing pedestrian beacons, and other improvements would help improve walking conditions for older adults, particularly in areas with higher foot traffic, such as near El Paseo and San Pablo Avenue. The Joslyn Center, a major destination for older adults in Palm Desert, has sidewalks in the surrounding area but no marked crosswalks at intersections. Additionally, the curb ramps in the area are not all ADA accessible. The following table shows the total mileage of each bikeway class in Palm Desert.

Table 2. 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

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 LTS4 being least comfortable for cyclists who are the average rider or children, not those who are comfortable riding near or in traffic. Class I and Class IV are LTS 1 and the least stressful types while Class II is LTS 3 and is more stressful. Class IIB is LTS 2 while Class III, and IIIB can range between LTS 1 and 4 depending on traffic speed, and other traffic calming elements that may or may not be present.

Figure 5. Traffic Stress Levels and Corresponding Bicycle Facility Types.

The existing and proposed bike facilities are listed in **Table 3**, and the existing bikeways and gaps are mapped in **Figure 7**. Existing bikeways in Palm Desert primarily consist of Class II and Class IIB facilities on the major arterials, despite high posted speed limits and multiple lanes of traffic, along with Class III facilities on lower volume roads. However, many of the bike facilities are not wide enough to accommodate NEV's without a conflict between cyclists and NEV users. There is a high-quality Class IV facility on San Pablo Avenue between Magnesia Falls Drive and Fred Waring Drive before converting to a Class IIB between Fred Waring Drive and Highway 111. Regionally, the CV Link bicycle trail provides Class IV connections through the Coachella Valley. Future segments will provide connections through College of the Desert and from Cook Street to Hovley Lane. The CV Link provides an important east-west connection through Palm Desert, north of downtown, passing through both commercial centers and residential areas. There is an existing Class I facility between Magnesia Falls Drive and Cook Street that is being integrated into the CV Link network. End-of-trip bike facilities in Palm Desert are mostly concentrated along El Paseo, San Pablo Avenue, and Highway 111, as many of the local commercial destinations are located along these corridors. The current bike network is lacking in physical protection to protect older adult riders from traffic and in high quality, protected bike intersections at crossing points.

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

Current gaps in the bicycle network consist of 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 crash analysis, many of the collisions occurred along the major arterials, including Highway 111, Fred Waring Drive, Cook Street and Country Club Drive.[4]

[4] The data provided was filtered and removed the private roads due to the parking lots, country club roads, and gated residential neighborhoods.

Table 3. Existing and Previously Proposed Bikeways by Class in Palm Desert

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 III	San Pablo Avenue	Shadow Mountain Street	Highway 111	Existing
Class III	Edgehill Drive	Painters Path	Tierra del Oro	Existing
Class III	Calle De Los Campesinos	Along River	Along River	Existing

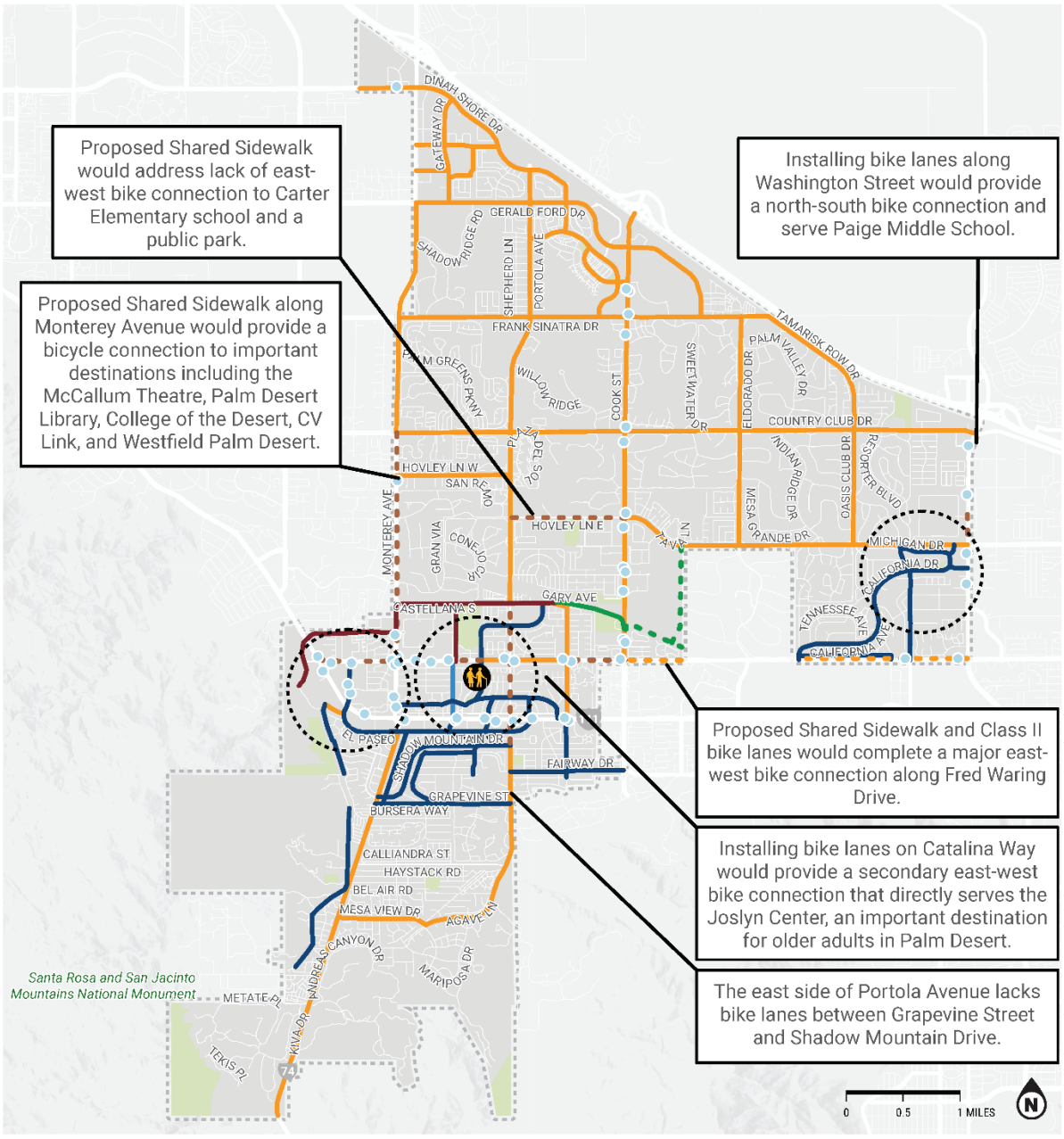
Class	Street	Start Street	End Street	Status
Class IV	CV Link (Painters Path/Magnesia Falls Drive)	Bump and Grind Trailhead	Deep Canyon Road	Existing
Class IV	San Pablo Avenue	Fred Waring Drive	Magnesia Falls Drive	Existing
Class II	Monterey Avenue	Gerald Ford Drive	Country Club Drive	Proposed in General 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	Frontage Road	Portola Avenue	Proposed in General Plan

The City 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 4. Proposed Shared Sidewalks in Palm Desert

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

Figure 7. Bikeways and Gaps



OLDER ADULTS PALM DESERT BICYCLE NETWORK GAPS

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Transit Stops
- Older Adult and Senior Priority Area
- Parks

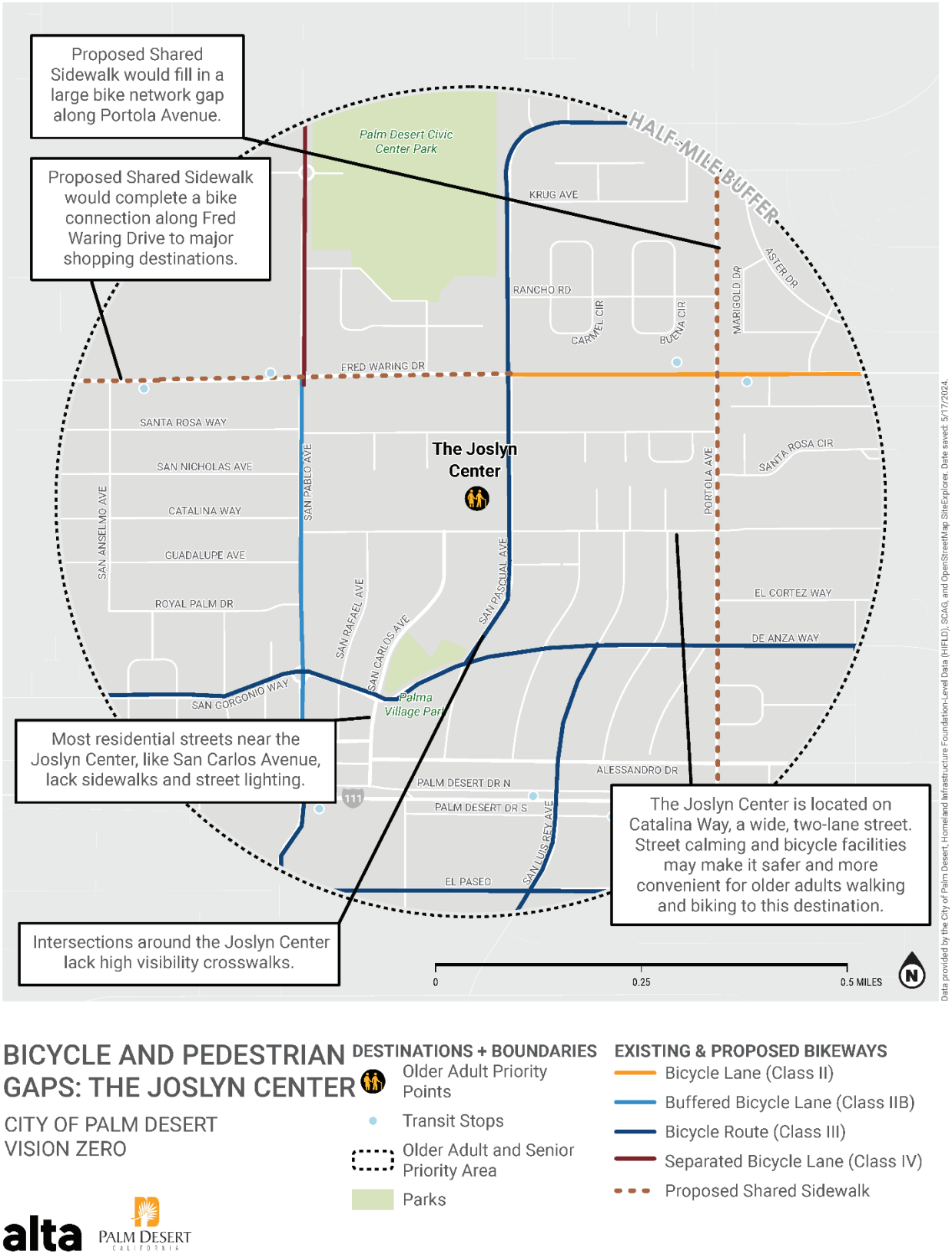
EXISTING & PROPOSED BIKEWAYS

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

Each older adult priority area features existing bikeways. However, most of these facilities are Class II bike lanes, which do not provide physical protection and may not feel safe or comfortable for most older adults. An expanded network of protected and off-street bikeways would create a safer and more comfortable experience for all bicyclists and especially those who lack experience or confidence. Bicycle lanes and off-street facilities in Palm Desert can continue to accommodate NEVs and golf carts by creating wider or separate lanes for these vehicles. The CV Link currently allows NEVs on the pathway and is designed to have enough space to mitigate conflicts between pedestrians, cyclists, and NEVs.

Near The Joslyn Center there are Class IIB buffered bike lanes along San Pablo Avenue and Class II bike lanes on Fred Waring Drive, which terminate at San Pascual Avenue coming from the east (**Figure 8**). Moreover, there is an existing Class III bike route along Town Center Way, as shown in **Figure 9**. However, this five-lane arterial is a street that may require more separation for safe bicycling due to its posted speed limits and traffic volumes. Further, there are existing Class II bike lanes on Hovley Lane and Class III bike routes along California Drive and Michigan Drive, providing bicycle access to Joe Mann Park (**Figure 10**). The existing network in Palm Desert provides connectivity to the commercial downtown center of El Paseo, the Civic Center and Civic Center Park, and multiple country clubs along Country Club Road.

Figure 8. Bicycle and Pedestrian Gaps near Joslyn Center



BICYCLE AND PEDESTRIAN GAPS: THE JOSLYN CENTER

CITY OF PALM DESERT
VISION ZERO

DESTINATIONS + BOUNDARIES
- Older Adult Priority Points
- Transit Stops
- Older Adult and Senior Priority Area
- Parks

EXISTING & PROPOSED BIKEWAYS
- Bicycle Lane (Class II)
- Buffered Bicycle Lane (Class IIB)
- Bicycle Route (Class III)
- Separated Bicycle Lane (Class IV)
- Proposed Shared Sidewalk

alta PALM DESERT CALIFORNIA

Figure 9. Bicycle and Pedestrian Gaps near Fred Waring Drive and Town Center Way

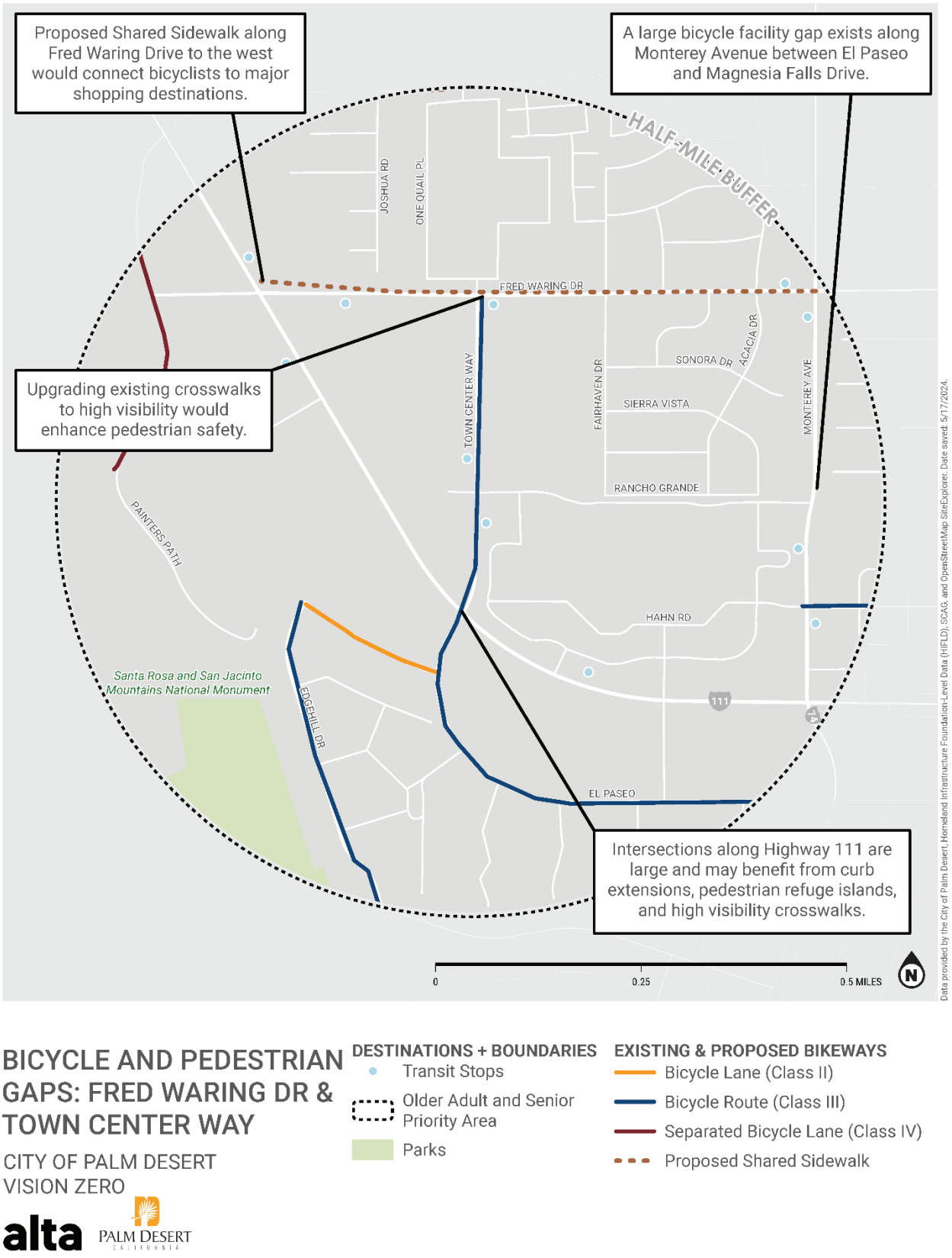
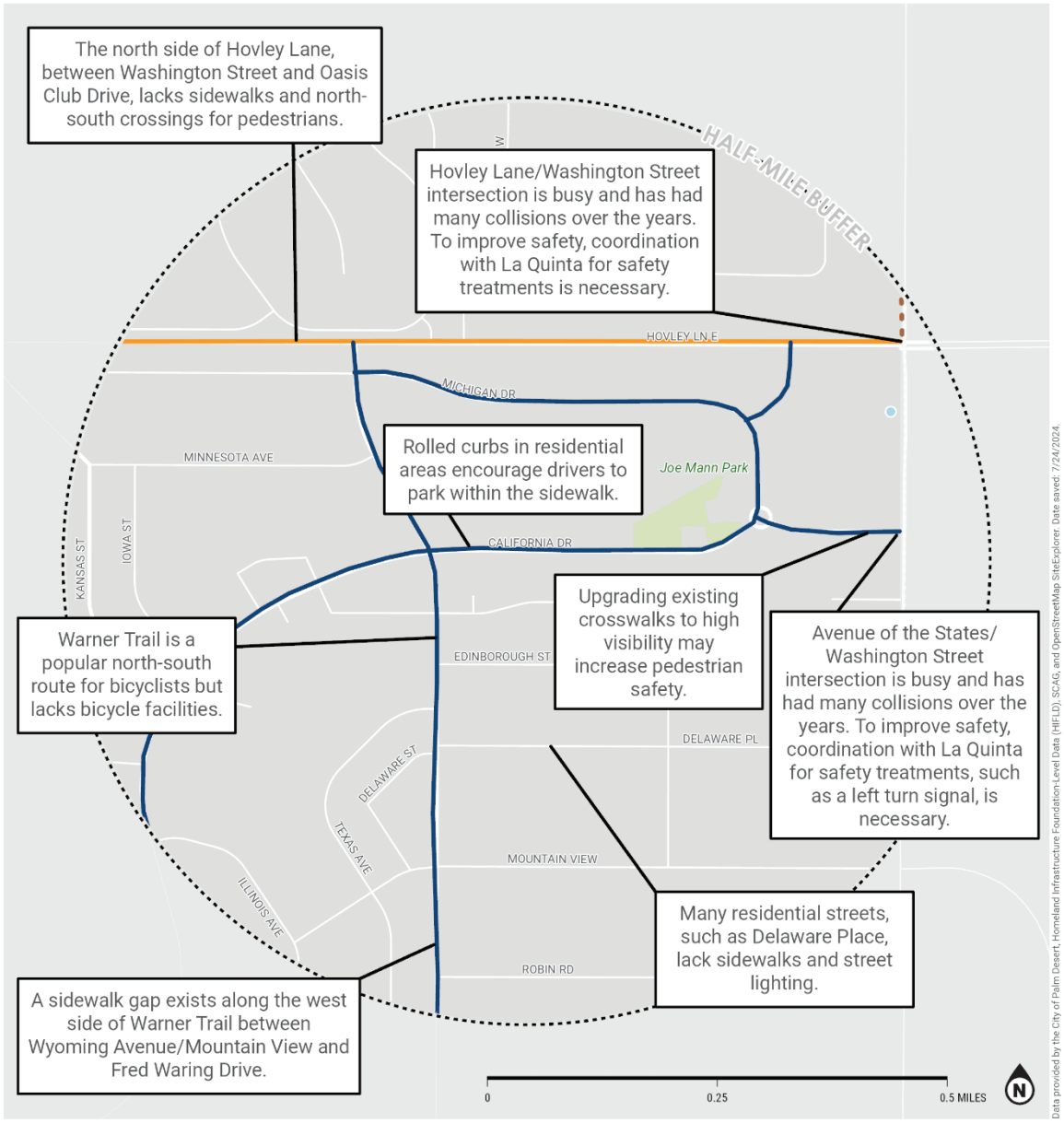


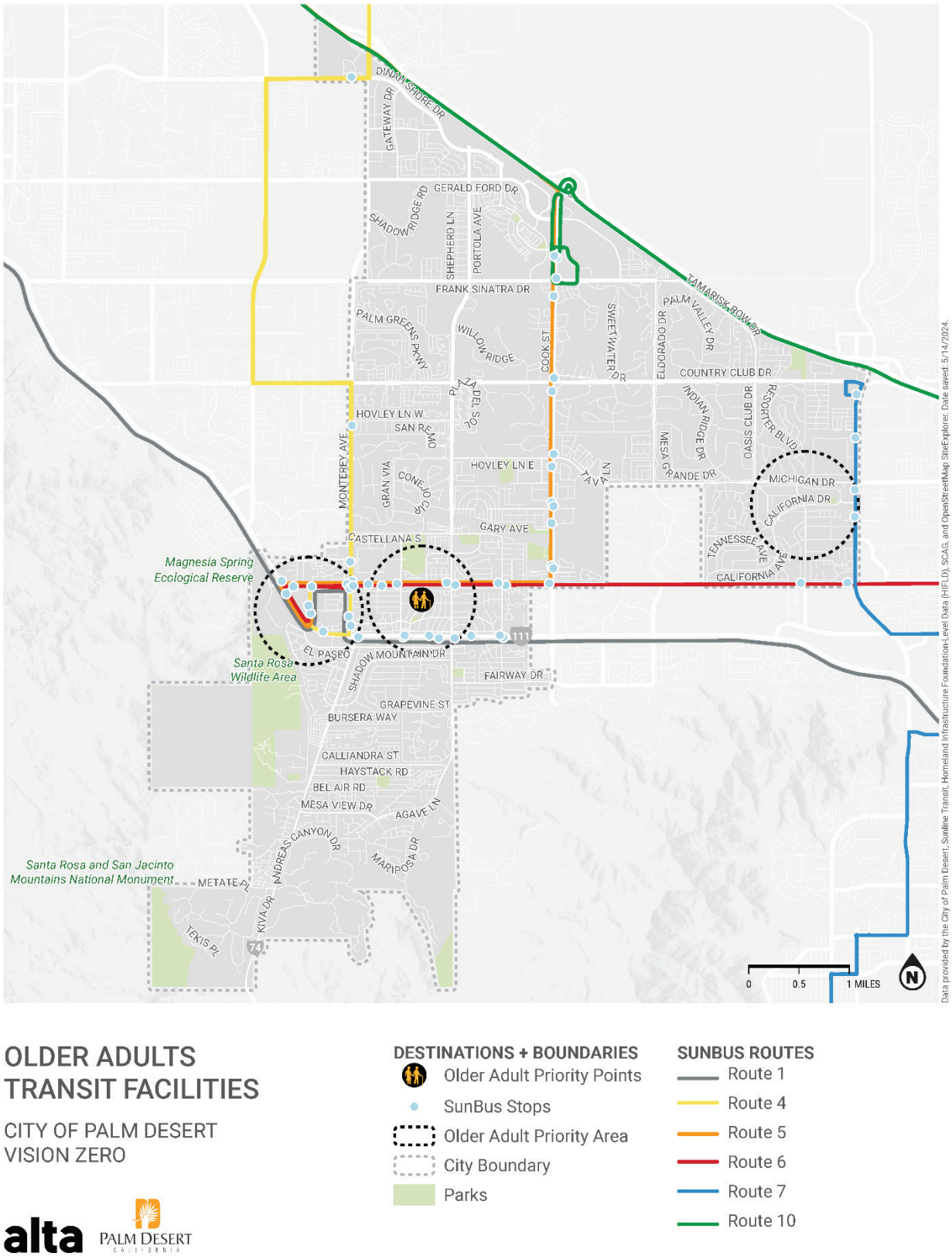
Figure 10. Bicycle and Pedestrian Gaps near Washington Street and Avenue of the States



Transit Facilities

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 11**). 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. Many older adult destinations in the city, such as the Joslyn Center and older adult living centers, are near transit stations, especially in southern Palm Desert near the downtown center. Bus routes 5, 6, and 7 service the three identified older adult priority areas. Routes 5 and 6 also intersect with Route 1, which provides service to the commercial center of El Paseo. Route 7 provides a north south connection terminating at Country Club Drive, providing access to numerous country clubs along that corridor.

Figure 11. Transit Facilities (Citywide), with Older Adult Destinations Overlayed



OLDER ADULTS TRANSIT FACILITIES

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- SunBus Stops
- Older Adult Priority Area
- City Boundary
- Parks

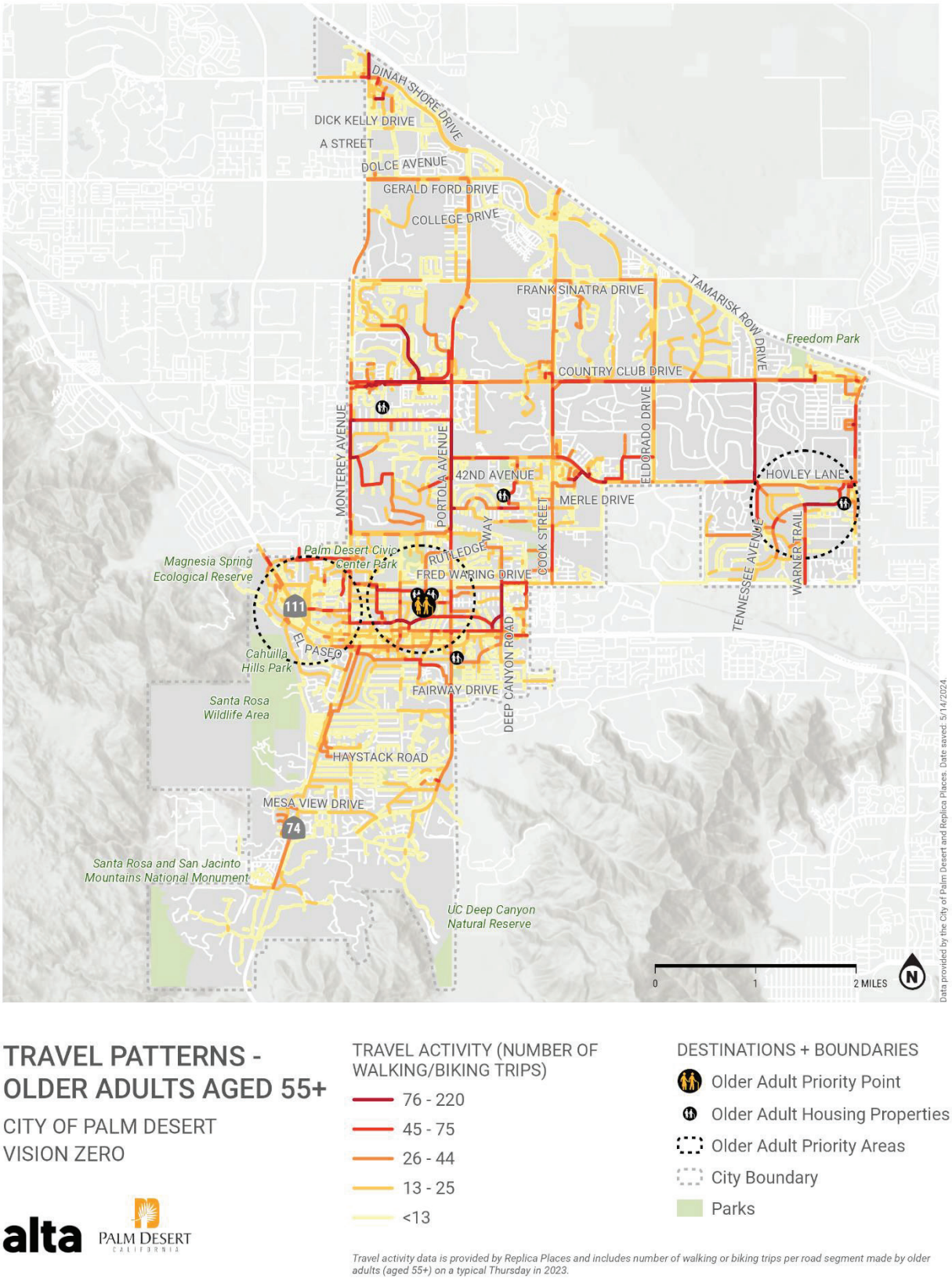
SUNBUS ROUTES

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

Travel Patterns

According to the data from Replica Places (**Figure 12**), on a typical Thursday, most older adults travel on foot or by bike along Country Club Drive, Palm Green Parkway, Monterey Avenue, Portola Drive, and Oasis Club Drive, which serves as primary roads linking multiple country clubs. Additionally, older adult walking and biking activity is notable in downtown zones, particularly around the blocks of four affordable senior housing properties.

Figure 12. Travel Patterns for Walking or Biking Trips by Older Adults 55+ (A Typical Thursday in 2023)



TRAVEL PATTERNS - OLDER ADULTS AGED 55+

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

TRAVEL ACTIVITY (NUMBER OF WALKING/BIKING TRIPS)

- 76 - 220
- 45 - 75
- 26 - 44
- 13 - 25
- <13

DESTINATIONS + BOUNDARIES

- Older Adult Priority Point
- Older Adult Housing Properties
- Older Adult Priority Areas
- City Boundary
- Parks

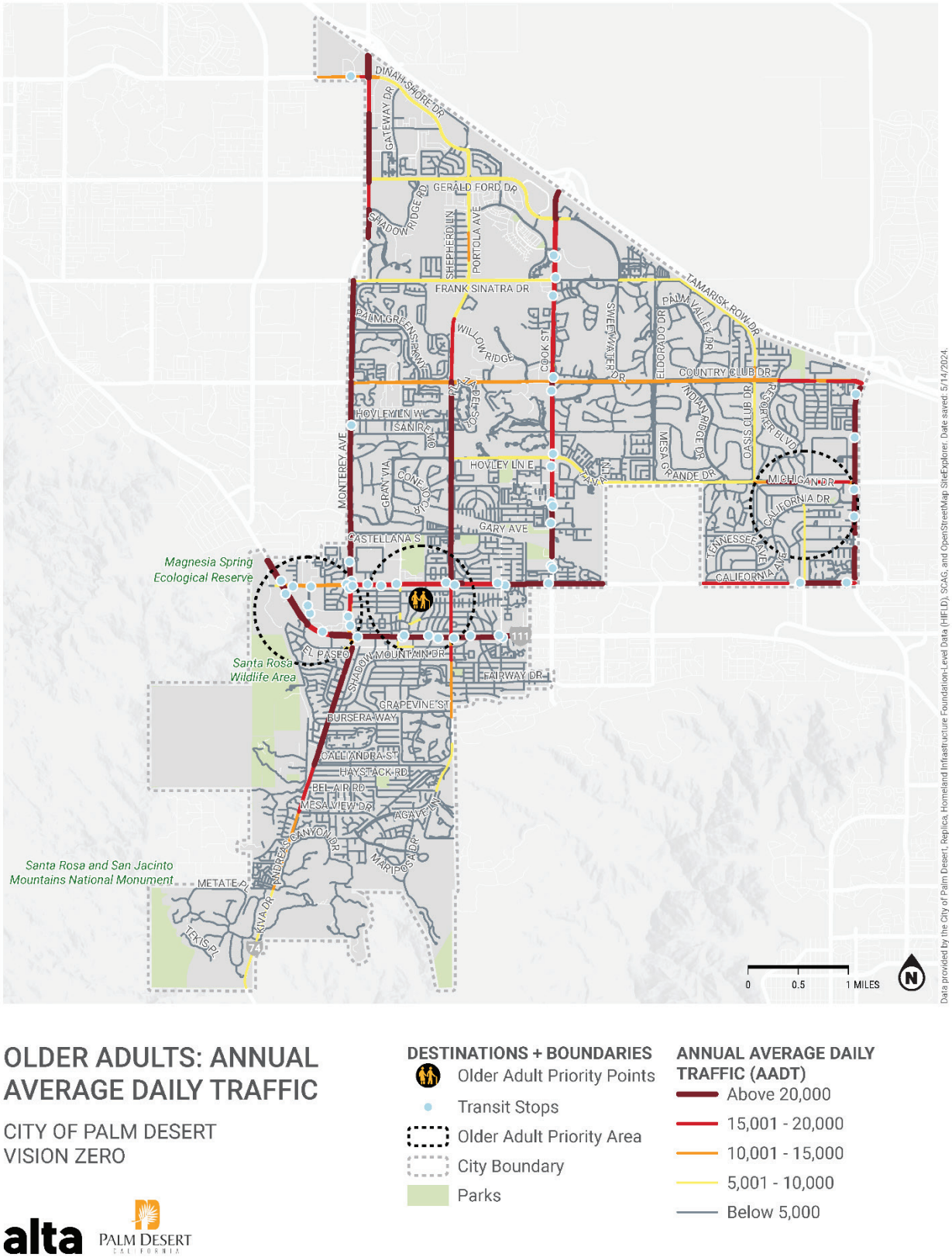
Travel activity data is provided by Replica Places and includes number of walking or biking trips per road segment made by older adults (aged 55+) on a typical Thursday in 2023.

Vehicle Volumes and Speeds

Many of the older adult facilities in Palm Desert are located along large, high-speed arterials such as Hovley Lane, Portola Avenue, and Monterey Avenue. As shown in **Figure 13**, Hovley Lane has an annual average daily traffic (AADT) of approximately 8,000 between Portola Avenue and Oasis Club Drive. Country Club Drive has an AADT of approximately 10,000-15,000 along the entire corridor. Monterey Avenue has a low AADT of approximately 12,000 to 15,000 near older adult facilities making it a candidate for a lane reduction and road diet. Fred Waring Drive, which connects two of the identified older adult priority areas, has an AADT of 10,000 to 15,000 vehicles per day and a posted speed limit of 45 miles per hour. Washington Street, which is on the eastern border of Palm Desert, bypasses another older adult priority area. This street has a posted speed limit of 50 miles per hour and an AADT of above 20,000 vehicles per day.[5]

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

Figure 13. Annual Average Daily Traffic Volumes



OLDER ADULTS: ANNUAL AVERAGE DAILY TRAFFIC

CITY OF PALM DESERT
VISION ZERO

DESTINATIONS + BOUNDARIES
- Older Adult Priority Points
- Transit Stops
- Older Adult Priority Area
- City Boundary
- Parks

ANNUAL AVERAGE DAILY TRAFFIC (AADT)
- Above 20,000
- 15,001 - 20,000
- 10,001 - 15,000
- 5,001 - 10,000
- Below 5,000

alta PALM DESERT CALIFORNIA

Traffic Counts

Vehicular, bicycle, and pedestrian traffic counts were collected in May 2024 on Thursday (May 16) and Saturday (May 18) for one study location in or near the three older adult priority areas. Study locations were chosen based upon review of collision history, key destinations for older adults, and observations from walk audits. Consideration was also given to intersections that, after improvements, could serve as models for pedestrian and bicycle enhancements throughout the city.

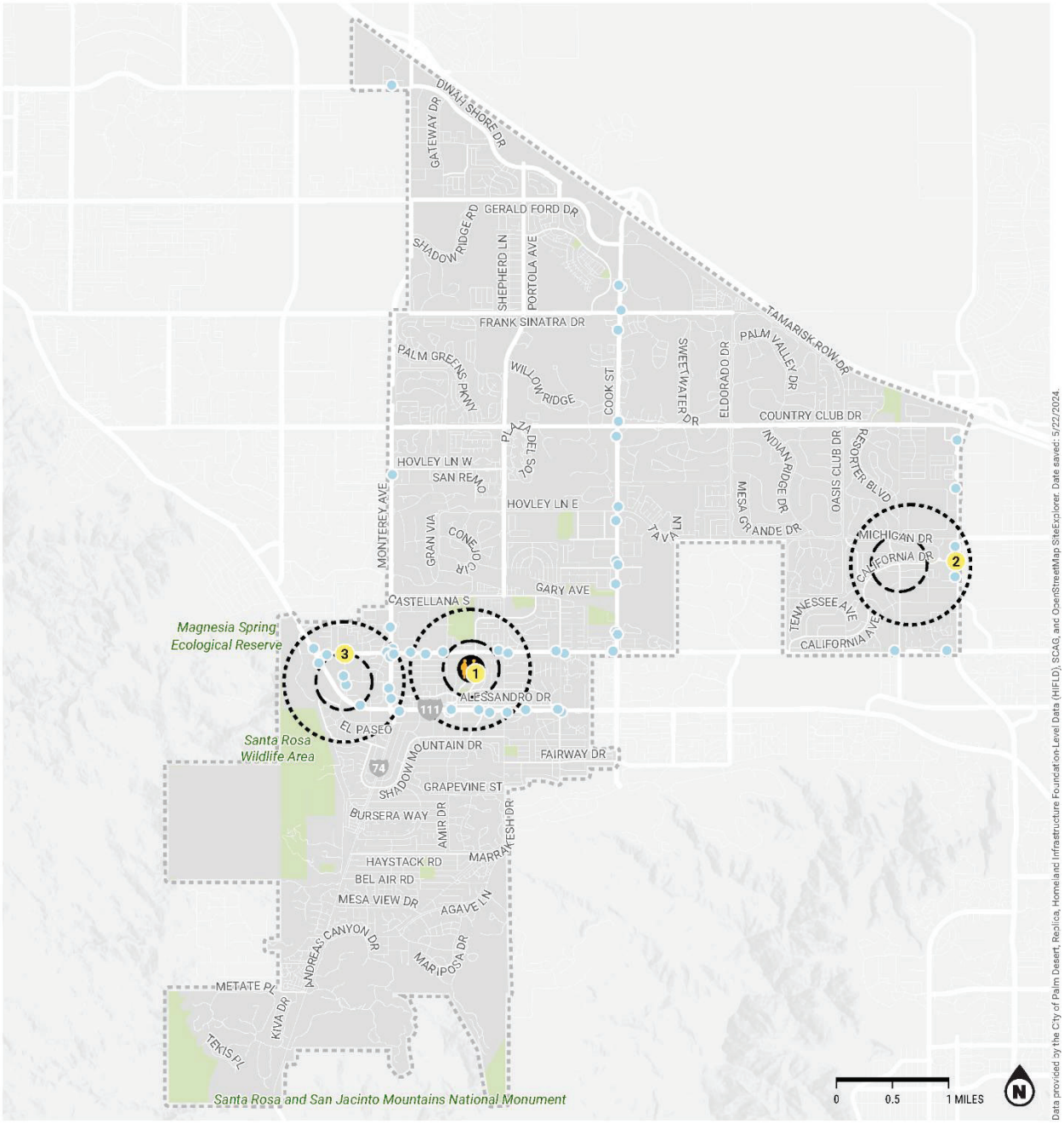
Traffic counts were collected over a 14-hour period, broken into four traffic count blocks: AM, Midday, Early Evening, and PM. The PM traffic count block consisted of two hours of observation while all other blocks consisted of four. This two-hour PM period was included to capture trips made by older adults that may wait for cooler temperatures to travel. Similarly, early morning count periods were included to account for more temperate active travel conditions.

The count information will be used to assess demand that can inform areas for improvement and prioritize potential projects.

Table 5. Traffic Count Study Locations by Older Adult Priority Areas

Older Adult Priority Area	#	Study Locations	Count Time (AM)	Count Time (Midday)	Count Time (Early Evening)	Count Time (PM)
Joselyn Center	1	Catalina Way/San Pascual Avenue	6:00 -10:00 AM	10:00 AM – 2:00 PM	2:00 – 6:00 PM	6:00 – 8:00 PM
Washington Street & Avenue of the States	2	Washington Street/Avenue of the States	6:00 -10:00 AM	10:00 AM – 2:00 PM	2:00 – 6:00 PM	6:00 – 8:00 PM
Fred Waring Drive & Town Center Way	3	Fred Waring Drive/Town Center Drive	6:00 -10:00 AM	10:00 AM – 2:00 PM	2:00 – 6:00 PM	6:00 – 8:00 PM

Figure 14. Traffic Count Locations, with Older Adult Destinations Overlayed



OLDER ADULTS TRAFFIC COUNTS

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

DESTINATIONS + BOUNDARIES

- Older Adult Priority Points
- Transit Stops
- Older Adult Priority Area
- City Boundary
- Parks

TRAFFIC COUNT LOCATIONS

- Study Intersections
- 1/4 Mile Buffer

Traffic Counts Summary

For all periods, pedestrian traffic was highest at Fred Waring Drive and Town Center Drive on Thursday (Fred Waring Drive & Town Center Way Priority Area, Count ID #5) with 168 total pedestrian crossings. Bicycle traffic was highest at Washington Street and Avenue of the States (Washington Street & Avenue of the States Priority Area, Count ID #3) on Thursday during the AM, Early Evening, and PM blocks with 46 total bicycle crossings. For the Midday block, bicycle traffic was highest at Fred Waring Drive and Town Center Drive (Fred Waring Drive & Town Center Way Priority Area, Count ID #6) with 13 total bike crossings. For all block periods, vehicular traffic was highest on Thursday at Washington Street and Avenue of the States (Washington Street & Avenue of the States Priority Area, Count ID #3) with 39,122 total vehicles.

Table 6. Older Adult Priority Areas Intersection Counts, Pedestrians and Bicycles

Count ID	Street 1	Street 2	Day	Pedestrians					Bicycles				
				AM	MD[6]	EE[7]	PM	Total	AM	MD	EE	PM	Total
1	Catalina Way	San Pascual Avenue	Thursday	20	5	8	8	**41**	1	3	7	1	**12**
2	Catalina Way	San Pascual Avenue	Saturday	26	6	13	10	**55**	6	2	13	5	**26**
3	Washington Street	Avenue of the States	Thursday	15	19	16	23	**73**	22	6	14	10	**52**
4	Washington Street	Avenue of the States	Saturday	37	14	36	5	**92**	9	6	6	7	**28**
5	Fred Waring Drive	Town Center Drive	Thursday	42	51	47	28	**168**	13	7	6	3	**29**
6	Fred Waring Drive	Town Center Drive	Saturday	38	42	34	13	**127**	12	13	11	0	**36**

Table 7. Older Adult Priority Areas Intersection Counts, Vehicles

Count ID	Street 1	Street 2	Day	Vehicles				
				AM	MD	EE	PM	Total
1	Catalina Way	San Pascual Avenue	Thursday	351	487	539	148	**1,525**
2	Catalina Way	San Pascual Avenue	Saturday	221	339	318	143	**1,021**
3	Washington Street	Avenue of the States	Thursday	9,830	11,606	13,467	4,219	**39,122**
4	Washington Street	Avenue of the States	Saturday	5,918	10,208	9,116	3,388	**28,630**
5	Fred Waring Drive	Town Center Drive	Thursday	3,918	7,058	7,715	2,591	**21,282**
6	Fred Waring Drive	Town Center Drive	Saturday	2,766	6,931	6,656	2,619	**18,972**

[6] "MD" refers to midday traffic count block.
[7] "EE" refers to early evening traffic count block.

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, for all ages, represent 5.6% (105 collisions) and 6.4% (121 collisions) respectively of all collisions that occurred in Palm Desert between 2013 and 2022 (**Figure 15**). Two collisions involved both people walking and people biking. The number of pedestrian collisions and vehicle collisions have both increased in recent years (**Figure 16**), 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 17**. 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 8 provides detailed highlights of the citywide KSI collision data.

Figure 15. Collision by Mode – All Collisions (2013-2022)

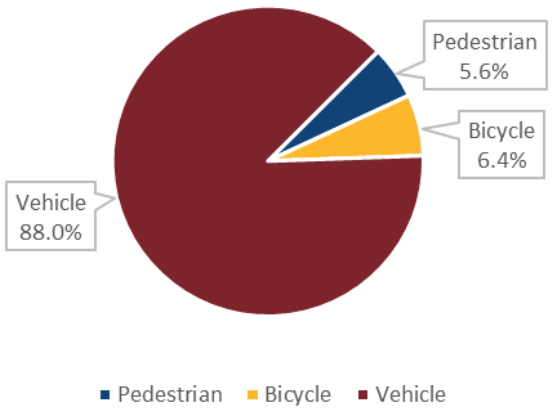


Figure 16. Collision by Year and Mode – All Collisions (2013-2022)

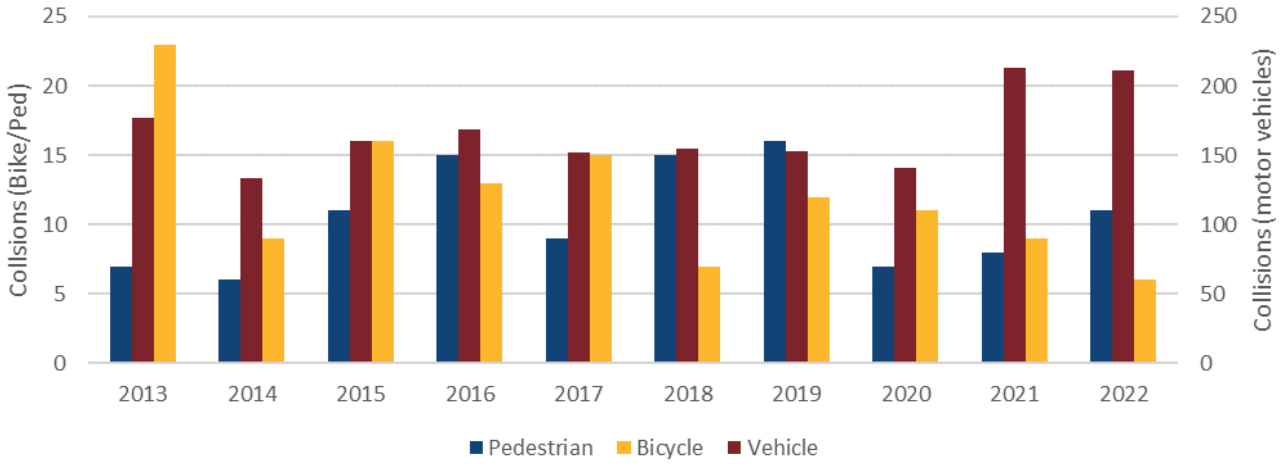


Figure 17.Collision by Year and Mode – Killed or Severely Injury (KSI) (2013-2022)

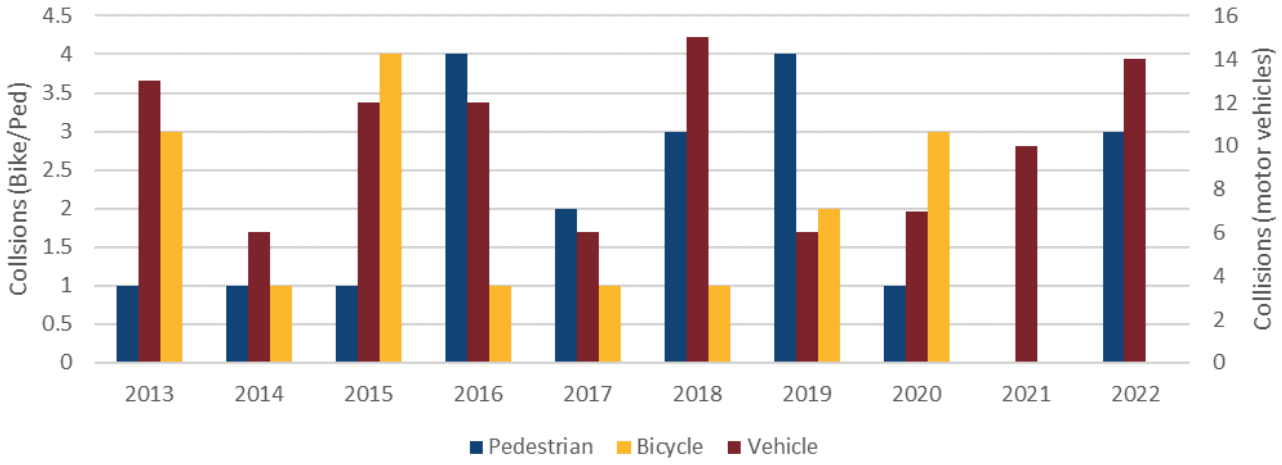


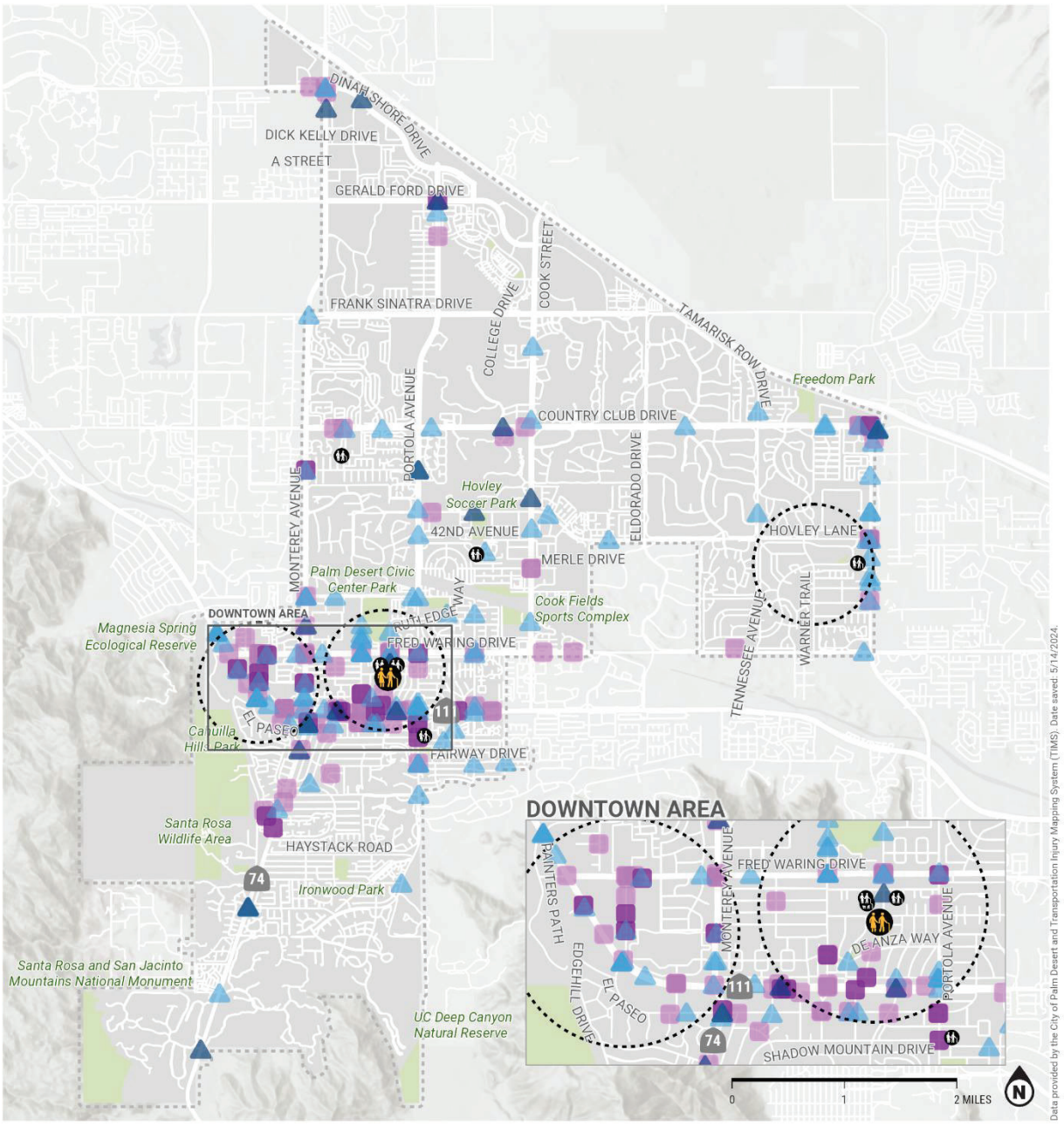
Table 8. KSI Collision Data Highlights

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 a Day	
00:00-02:59	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%
Unknown	0%

Figure 18 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 18. Bicycle and Pedestrian Collisions (2013-2022) in Palm Desert, with Older Adult Destinations Overlayed



BICYCLE AND PEDESTRIAN COLLISIONS

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

BICYCLE COLLISION SEVERITY
- Killed or severly injured (16)
- Lesser injury (105)

PEDESTRIAN COLLISION SEVERITY
- Killed or severly injured (20)
- Lesser injury (85)

DESTINATIONS + BOUNDARIES
- Older Adult Priority Point
- Older Adult Housing Properties
- Older Adult Priority Areas
- 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.

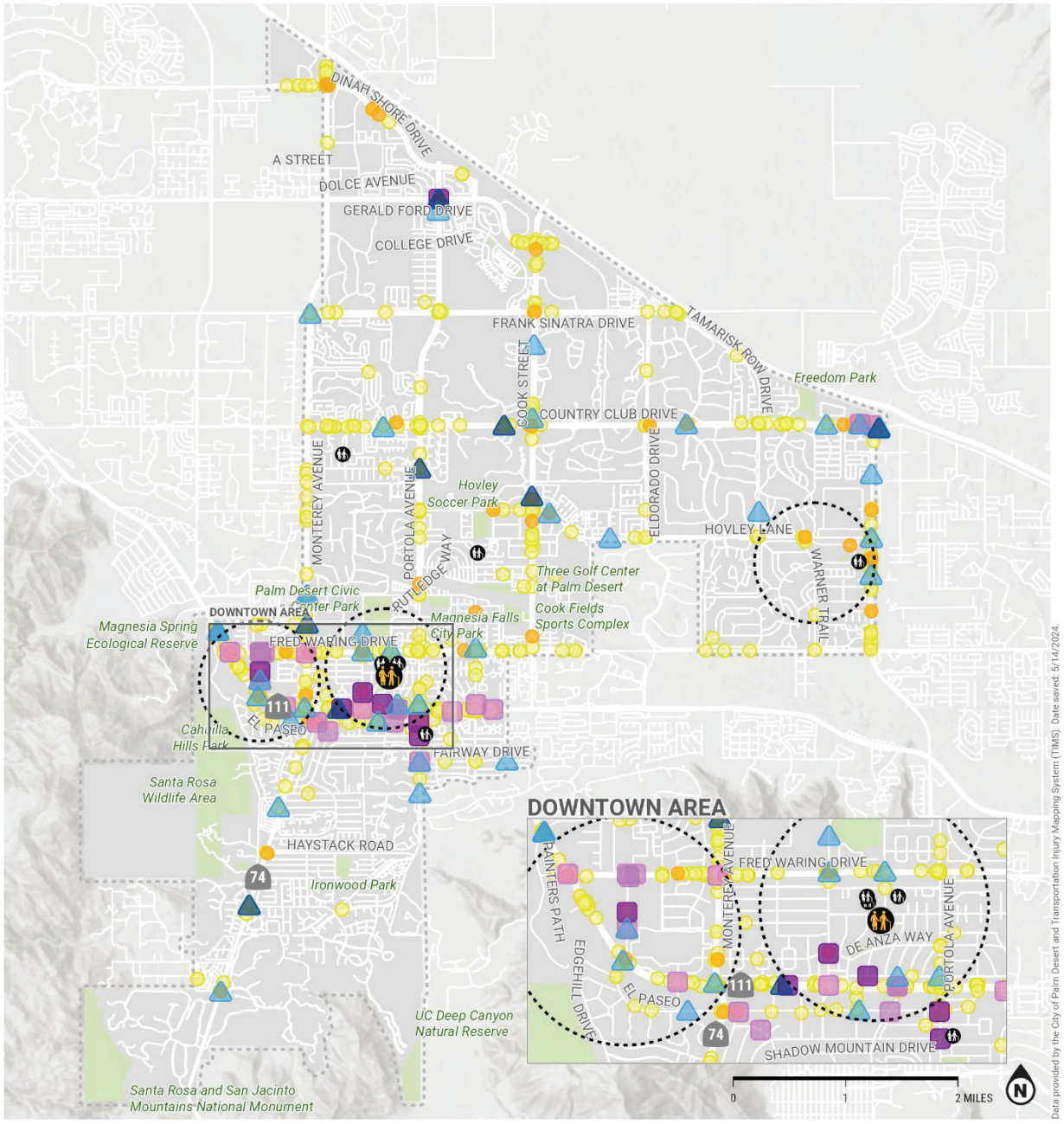
Collisions Involving Older Adults

Within the Palm Desert city limits, there were 1,564 collisions of all modes between 2013 and 2022. Among these, about 44% (690 collisions) involved older adults aged 55+ (shown in **Figure 19,** lighter yellow symbology purposefully chosen for lesser injury vehicle collisions to highlight non-motorized collisions), and about 11% of these older adult collisions involved an active mode (26 or 4% pedestrian-related collisions, and 44 or 7% bicycle-related collisions). **Figure 20** compares the severity of collisions involving older adults aged 55+ and all ages. Results show that about 8% (118 collisions) of all mode collisions in Palm Desert resulted in a fatality or serious injury (killed or seriously injured - KSI), and about 9% (58 collisions) of collisions involving older adults resulted in a fatality or serious injury. Specifically, about 6% (4 collisions) of active mode collisions involving older adults resulted in KSI.

As shown in **Figure 21**, collisions involving older adults aged 55+ and collisions involving all ages in Palm Desert both occurred mostly between 1:00PM-2:59PM (22% of collisions involving older adults, 18% of collisions involving all ages), and most of the collision types are rear-end collisions and broadside collisions. Unsafe speed is the top primary collision factor for collisions both involving older adults and involving all ages people in Palm Desert (35% of collisions involving older adults, 31% of collisions involving all ages people). Other common collision factors reported and highlights of the collision data that occurred in Palm Desert are shown in **Table 9**.

About 37% of collisions (255 collisions) involving older adults aged 55+ occurred at an intersection. Out of these collisions, 10% (25 collisions) resulted in a fatality or serious injury, and 12% (30 collisions) involved an active mode of all severities. One intersection – Highway 111 and Park View Drive – has more than one collision with someone walking or biking. The top five intersections with the highest collisions involving older adults of all modes are shown in **Table 10**. Additionally, four road segments having the highest bicycle and pedestrian collisions involving older adults are listed in **Table 11.**

Figure 19. Collisions involving older adults aged 55+ (2013-2022)



COLLISIONS INVOLVING OLDER ADULTS AGED 55+

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

BICYCLE COLLISION SEVERITY
- Killed or severly injured (8)
- Lesser injury (36)

PEDESTRIAN COLLISION SEVERITY
- Killed or severly injured (7)
- Lesser injury (19)

VEHICLE COLLISION SEVERITY
- Killed or severly injured (43)
- Lesser injury (577)

DESTINATIONS + BOUNDARIES
- Older Adult Priority Point
- Older Adult Housing Properties
- Older Adult Priority Areas
- City Boundary
- Parks

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

Figure 20. Collisions Involving Older Adults by Severity Level, Compared to All Ages – All Collisions (2013-2022)

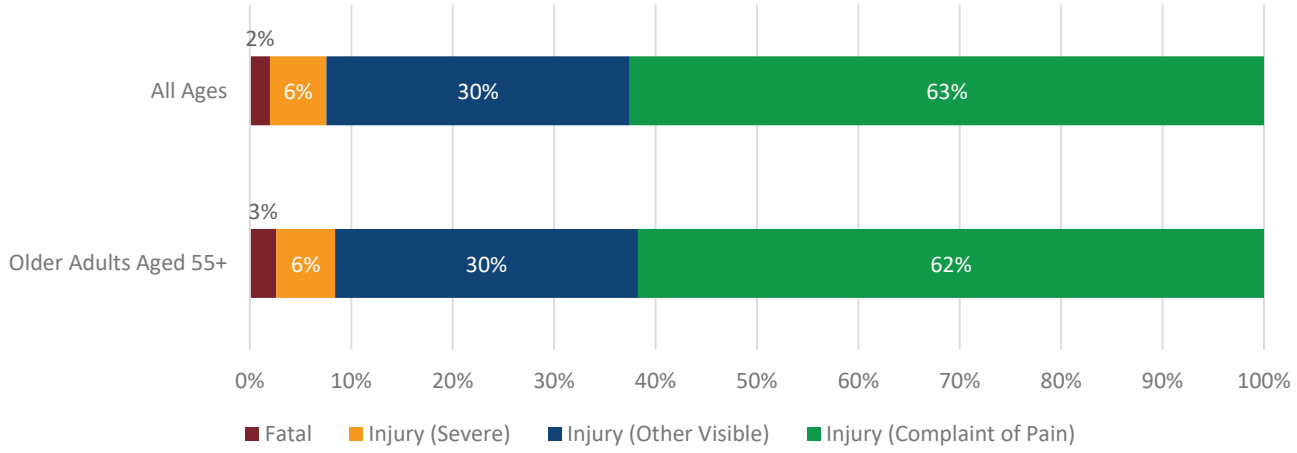


Figure 21. Collisions Involving Older Adults by Hours of Day, Compared to All Ages – All Collisions (2013-2022)

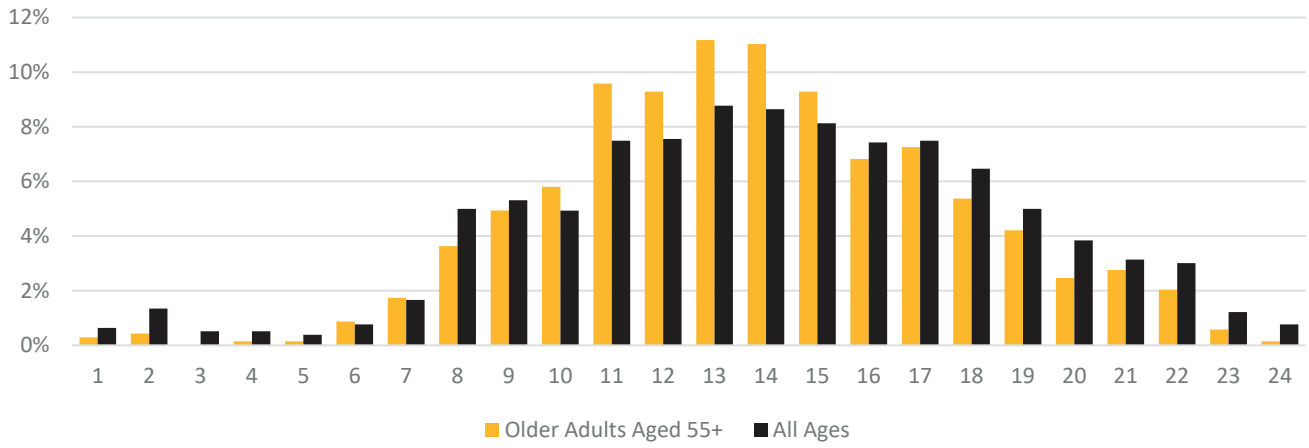


Table 9. Palm Desert Collision Data Highlights – All Collisions

Condition	Percentage of Collisions Involving Older Adults Aged 55+ in Palm Desert	Percentage of Collisions Involving All-age People in Palm Desert
Lighting		
Daylight	82%	76%
Dusk - Dawn	3%	3%
Dark – street lights	12%	17%
Dark – no street lights	3%	3%
Dark – street lights not functioning	0%	0%

Time of a Day		
00:00-02:59	1%	2%
03:00-05.59	1%	2%
06.00-08:59	10%	12%
09:00-11:59	25%	20%
12:00-14:59	31%	26%
15:00-17:59	19%	21%
18:00-20:59	9%	12%
21:00-23:59	3%	5%
Collision Types		
Rear End	42%	38%
Broadside	37%	34%
Sideswipe	7%	6%
Hit Object	4%	7%
Vehicle/Pedestrian	4%	6%
Head-On	2%	3%
Overturned	0%	1%
Primary Collision Factor		
Unsafe Speed	35%	31%
Traffic Signals and Signs	18%	16%
Automobile Right-of-Way	16%	15%
Improper Turning	9%	9%
Unsafe Starting or Backing	5%	5%
Unsafe Lane Change	3%	4%
Driving or Bicycling Under the Influence of Alcohol or Drug	3%	5%
Pedestrian Right-of-Way	2%	3%
Following Too Closely	1%	2%
Pedestrian Violation	1%	2%
Wrong Side of Road	1%	1%
Weather		
Clear	89%	90%
Cloudy	9%	8%
Raining	1%	1%
Other Conditions		
On State Highways	3%	3%
At Intersections	37%	35%
Alcohol Involvement	5%	8%

Table 10. Top 5 Intersections with the Highest Collisions involving Older Adults – All Collisions

Intersection	Number of Collisions
Highway 111 and Portola Avenue	10
Monterey Avenue and Fred Waring Drive	8
Fred Waring Drive and San Pablo Avenue	8
Highway 111 and Fred Waring Drive	7
Monterey Avenue and Dinah Shore Drive	6

Table 11. Top 4 Road Segments with the Highest Collisions Involving Older Adults – Bicycle and Pedestrian Collisions

Road	From	End	Number of Collisions
Fred Waring Drive	Town Center Way	Fairhaven Drive	3
Park View Drive	Highway 111	Joshua Road	3
Country Club Drive	Harris Lane	Desert Country Circle	3
Portola Avenue	Gerald Ford Drive	College Drive	3

(Page intentionally left blank)

C.

Complete High-Injury Network Analysis

Complete Palm Desert Safe Routes for Older Adults High Injury Network Analysis

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.

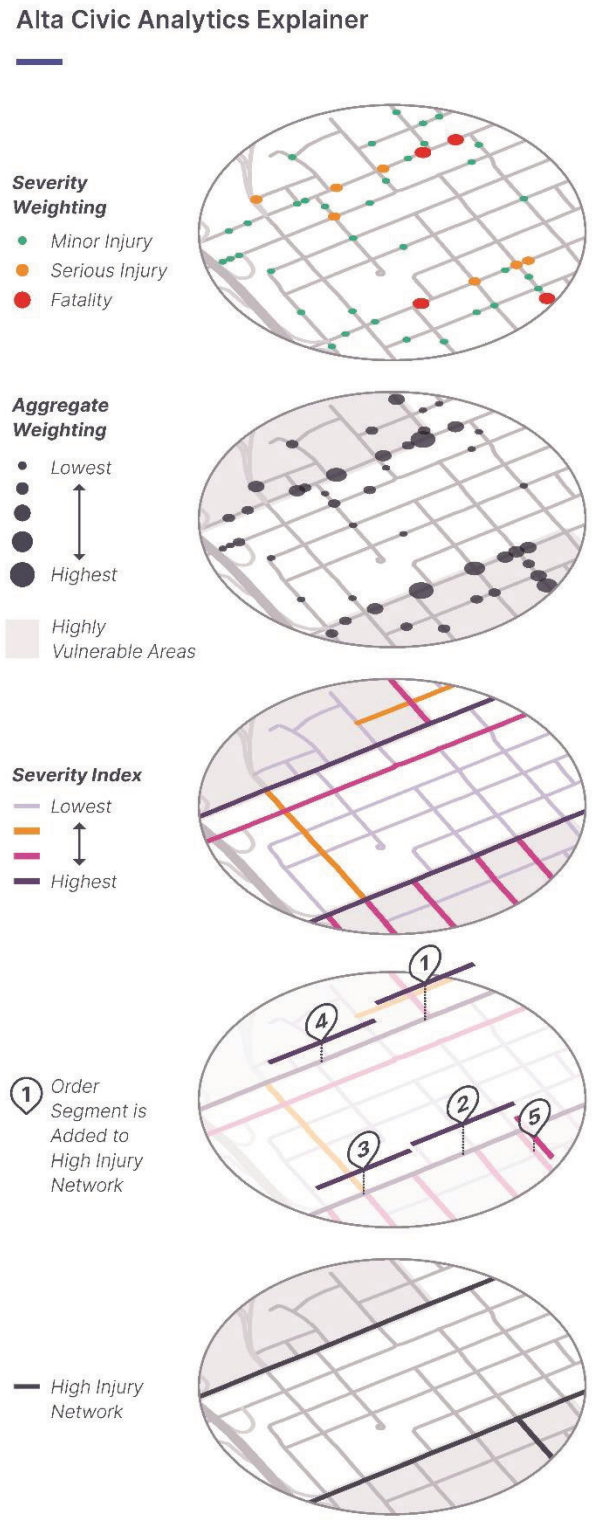
High Injury Network (HIN)

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. 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

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

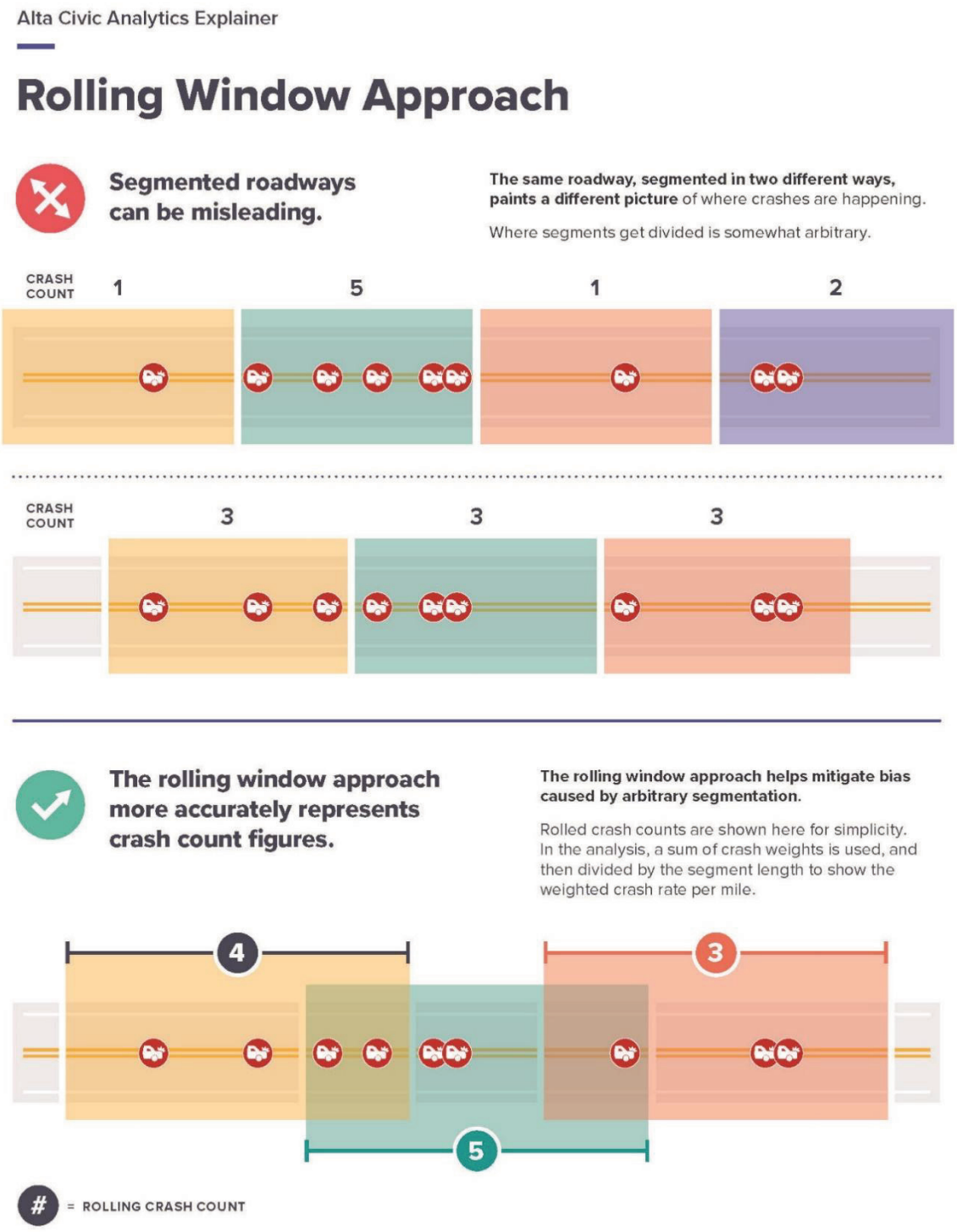
Methodology

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

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

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

Figure 2: The Rolling Window Approach



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

    Original HIN weights:

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

    Alternative HIN weights:

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

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

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

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

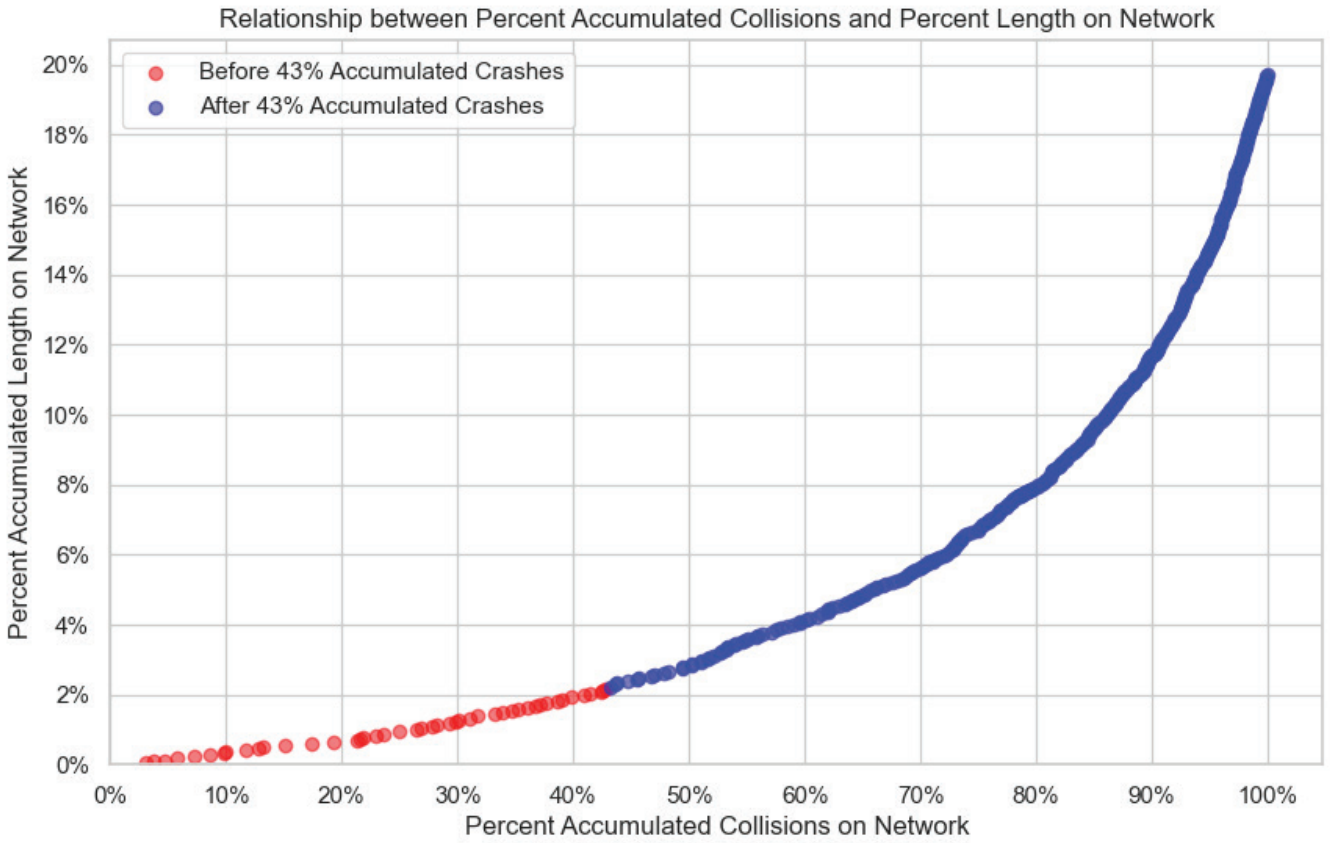
4. **Accumulate Crashes:**

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

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

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

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



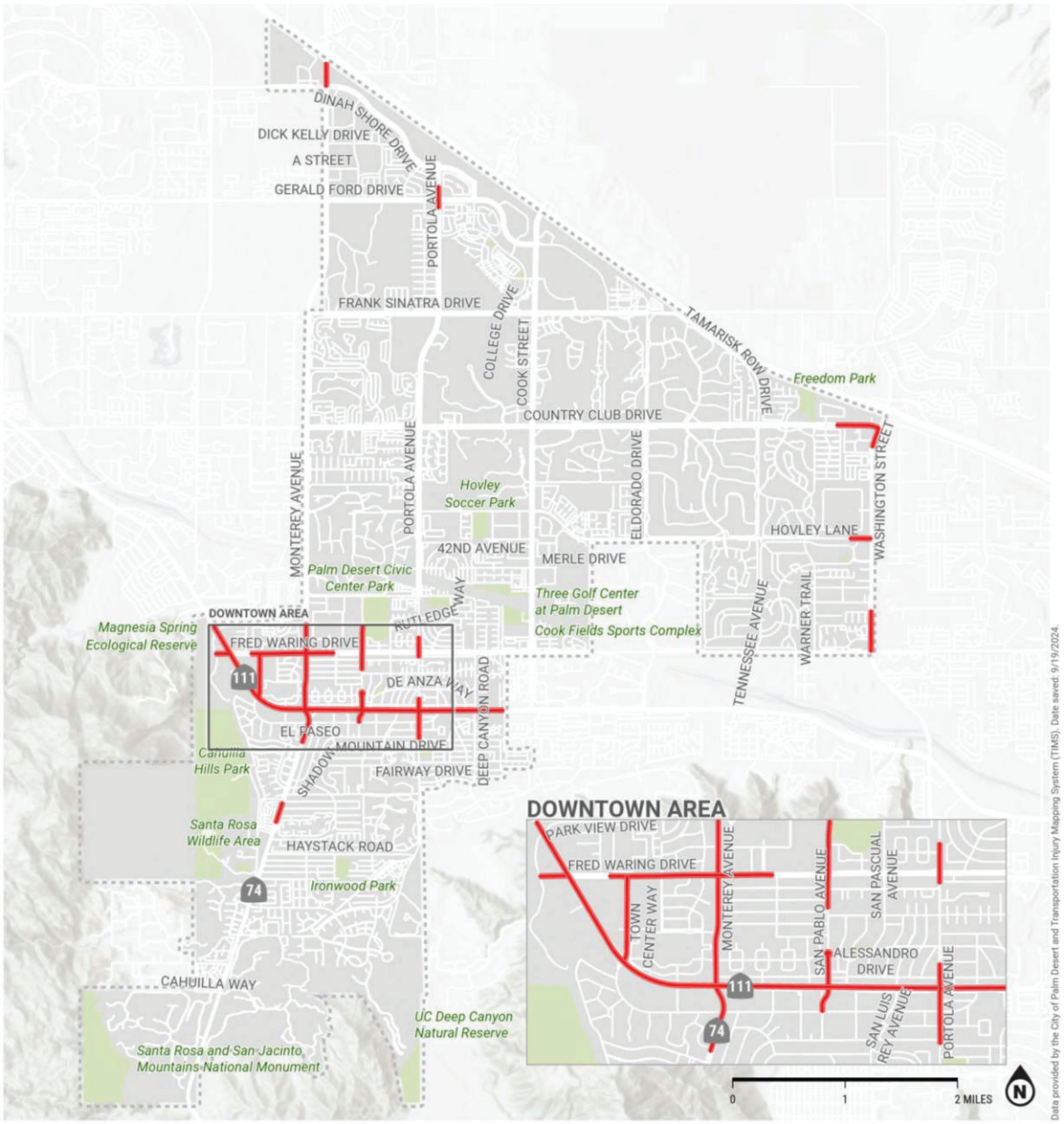
5. **Final Refinement:**

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

Resulting Maps

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

Figure 4: Original HIN Network – VRU crashes emphasized



HIGH INJURY NETWORK (HIN)

CITY OF PALM DESERT
VISION ZERO

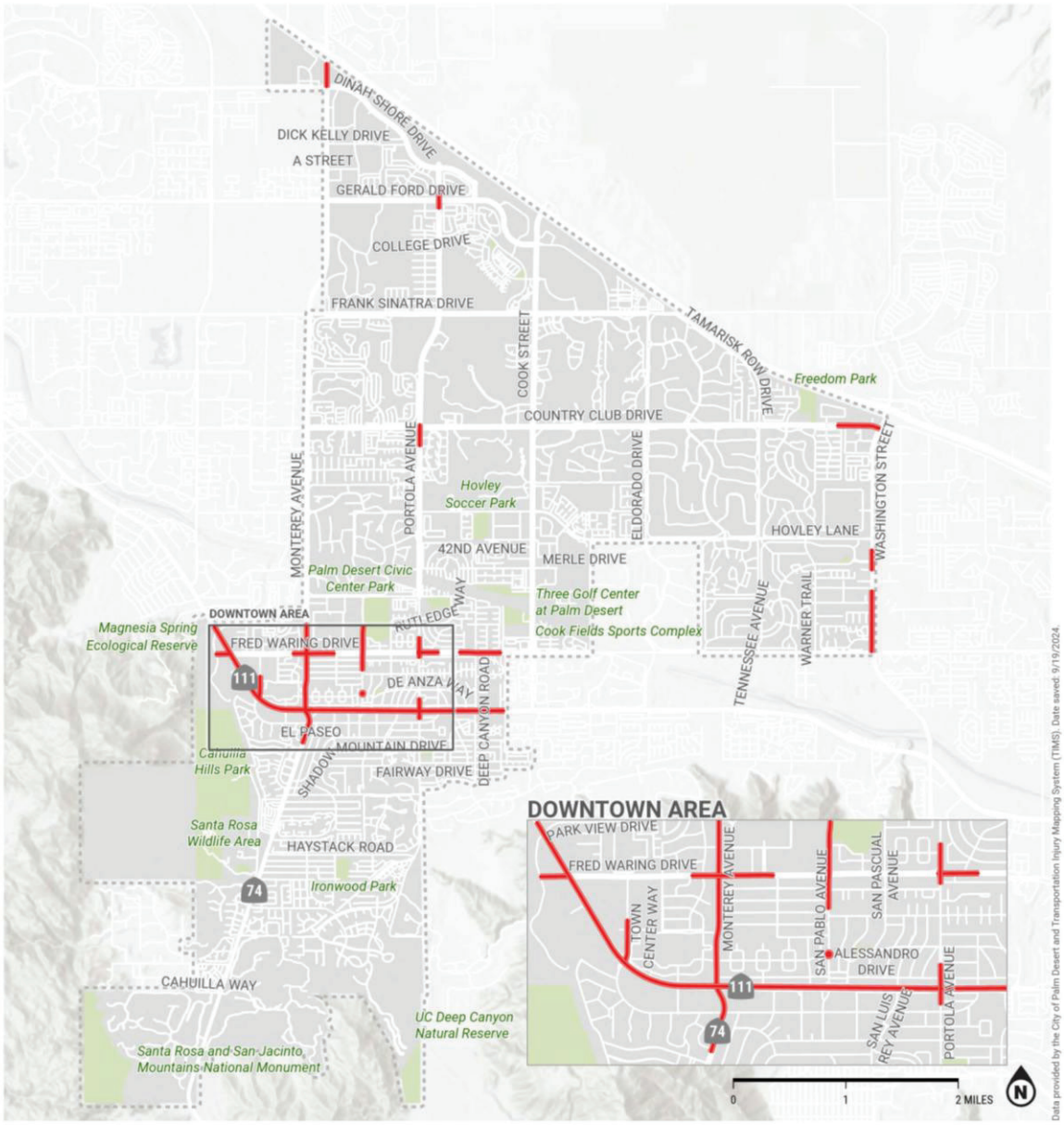
HIN RESULTS
- High Injury Network

DESTINATIONS + BOUNDARIES
- City Boundary
- Parks

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

alta PALM DESERT CALIFORNIA

Figure 5: Alternative HIN Network – All Modes Weighted Equally



ALTERNATIVE WEIGHTING HIGH INJURY NETWORK (HIN)

CITY OF PALM DESERT
VISION ZERO

alta PALM DESERT CALIFORNIA

HIN RESULTS
- High Injury Netwok

DESTINATIONS + BOUNDARIES
- City Boundary
- Parks

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

Conclusions

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

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

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

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

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

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

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

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

Community Summary

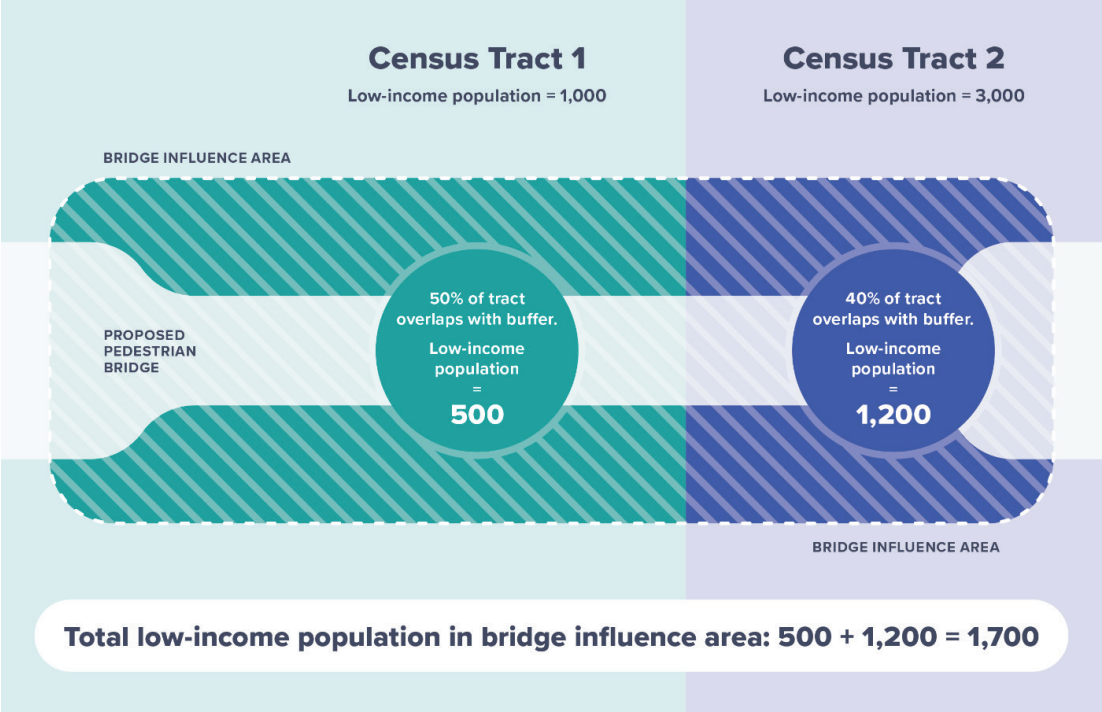
Alta also analyzed demographic information for the community living within a quarter mile of each HIN. The information, found below in **Table 2**, was sourced from the 2021 US Census American Community Survey at the block group level. This was done using a proportional allocation process which assumes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

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

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

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

Figure 6: Proportional Allocation Process Illustration



References

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

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

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

Appendix

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

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

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

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

Complete Palm Desert Safe Routes for Older Adults High Injury Network Analysis

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.

(Page intentionally left blank)

D.
Complete Outreach and Engagement Report

Complete Palm Desert Safe Routes for Older Adults 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 for Older Adults (SRFOA) Plan. Engaging with stakeholders is vital for creating a final plan that effectively meets the key priorities of older adults. For the Palm Desert SRFOA Plan, the Project Team worked closely with Palm Desert staff to identify key stakeholders and develop opportunities for extensive community involvement. Feedback received from older adults, who are the best experts of their mobility needs, was essential in developing recommendations to effectively support this population. This comprehensive approach enabled stakeholders to learn about the goals of the SRFOA Plan, express their concerns regarding traffic safety, and contribute to the decision-making process and final project recommendations.

Outreach and Engagement Overview

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 robust engagement strategy included workshops, walk audits, pop-ups, virtual webinars, and the establishment of an Advisory Committee to ensure diverse participation and representation.

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. Activities were advertised through project and event flyers, direct mailers, social media posts, and the project website. Future SRFOA events were also advertised at preceding in-person events. 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 SRFOA 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 SRFOA 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 SRFOA recommendations. The Committee shared that La Quinta is already implementing active transportation improvements, including near the Washington Street / Avenue of the States Older Adult Priority Area. The City of Palm Desert also shared that many existing crosswalks were already being upgraded to high-visibility crosswalks, and requested this be noted in the SRFOA Plan.

The last meeting provided a project status update, an overview of the SRFOA recommendations, and a discussion of SRFOA 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 SRFOA Plan.

Phase I – Existing Conditions

Safe Routes for Older Adults Surveys

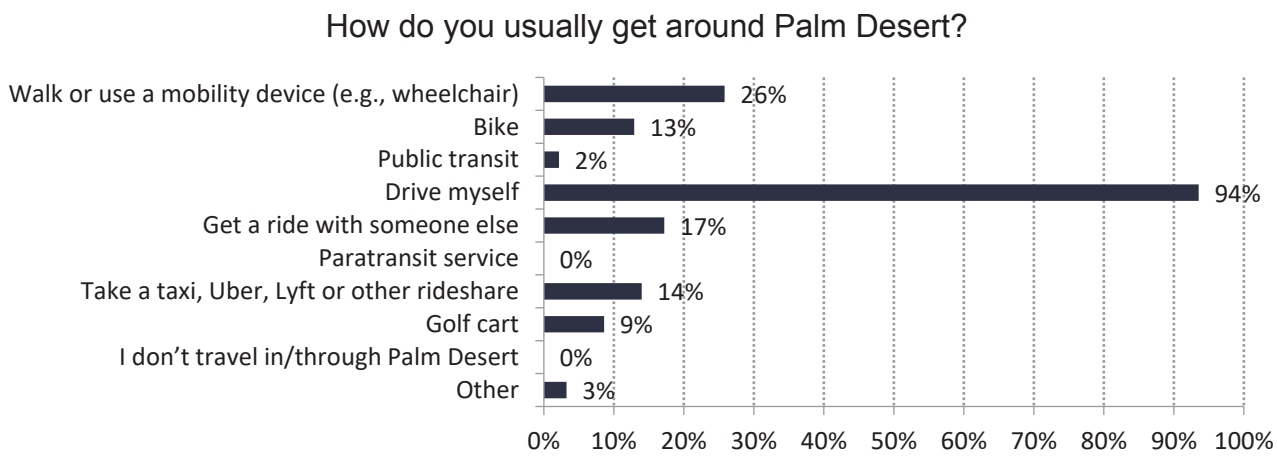
April – July 2024
Participation: 93 surveys

The Project Team developed the SRFOA Survey to gain insights into the preferred modes of travel, as well as concerns and interests of older adults regarding walking, biking, and using public transit. The survey also aimed to identify common physical challenges that might affect older adults' use of active transportation and to pinpoint specific locations that need improvements for safer walking and biking. The survey was available in both printed and online formats. The survey was open from April to July 2024, and promoted at the City's Spring Concert Series, the SRFOA workshop, the Joslyn Center Pop-up, and through the City of Palm Desert's e-newsletter. The survey collected a total of 93 responses.

According to the results, more than 87% of respondents live in Palm Desert over six months every year, and about 80% have resided in Palm Desert for more than five years.

Most survey respondents get around Palm Desert by driving themselves (**Figure 1**). Other common modes of transportation include walking or using a mobility device such as wheelchairs (26%), getting a ride with someone else (17%), and using rideshare (14%). Although about 13% of respondents bike in Palm Desert, one survey comment highlighted that most cyclists feel threatened by drivers, who often view them as an inconvenience. Additionally, 9% of respondents use golf carts as their ways of getting around the area.

Figure 1. Current Preferred Modes of Transportation Among Older Adults in Palm Desert



The top three concerns when walking and biking in Palm Desert (**Figure 2Error! Reference source not found.**) are traffic safety related to cars (63%), lack of shade (22%), and disconnected or broken sidewalks (20%). Many respondents expressed an interest to walk or bike more frequently (**Figure 3**) to increase their physical activity (74%), adopt a more environmentally friendly lifestyle (38%), and reduce their reliance on driving (34%). Additional factors that might encourage older adults to walk or bike in Palm Desert include the desire for greater flexibility and independence, as well as the opportunity to socialize with others.

Figure 2. Older Adults' Top 3 Concerns When Walking and Biking in Palm Desert

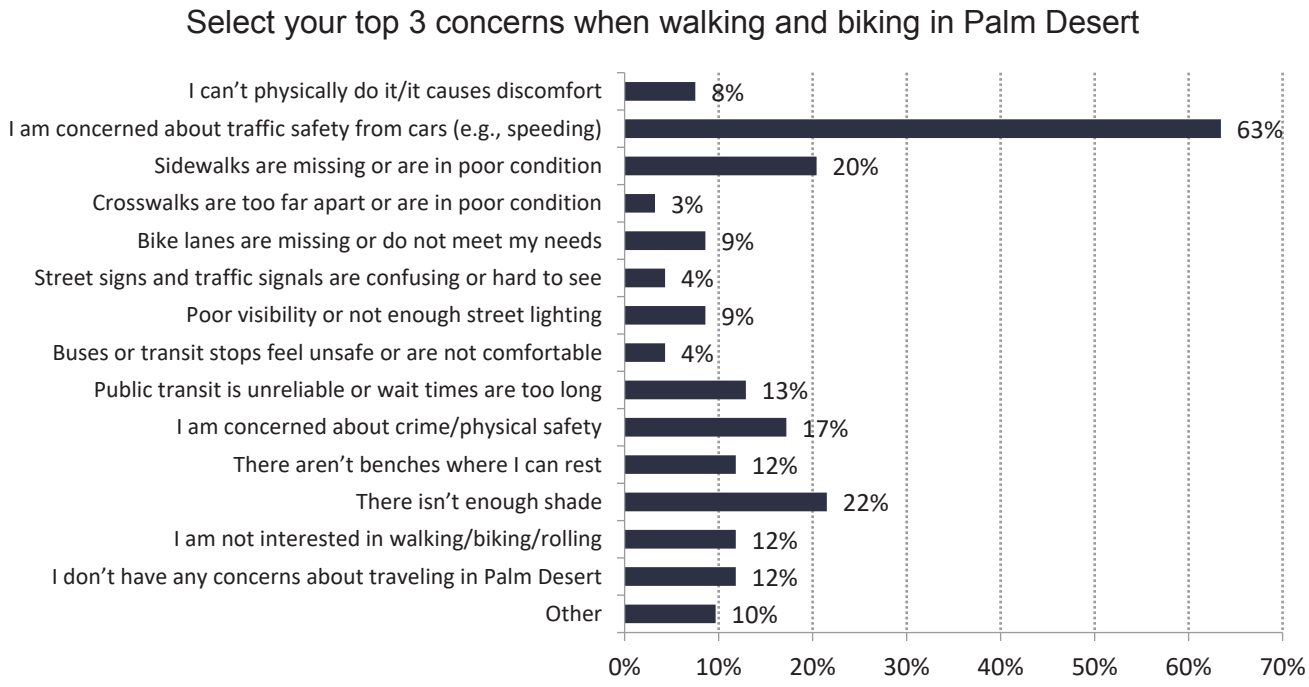
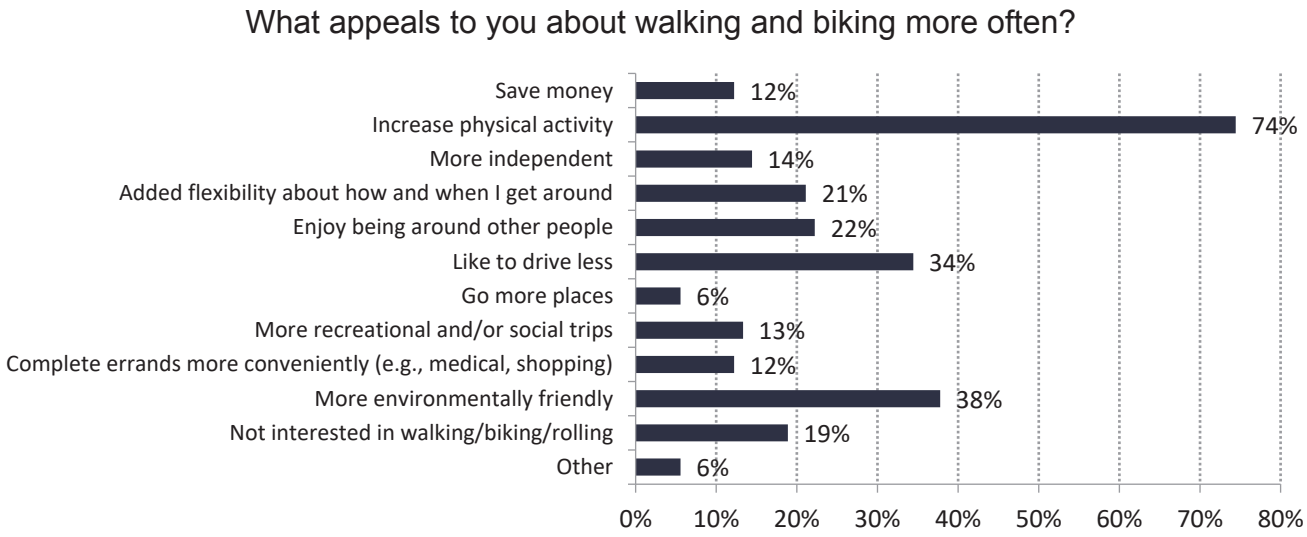
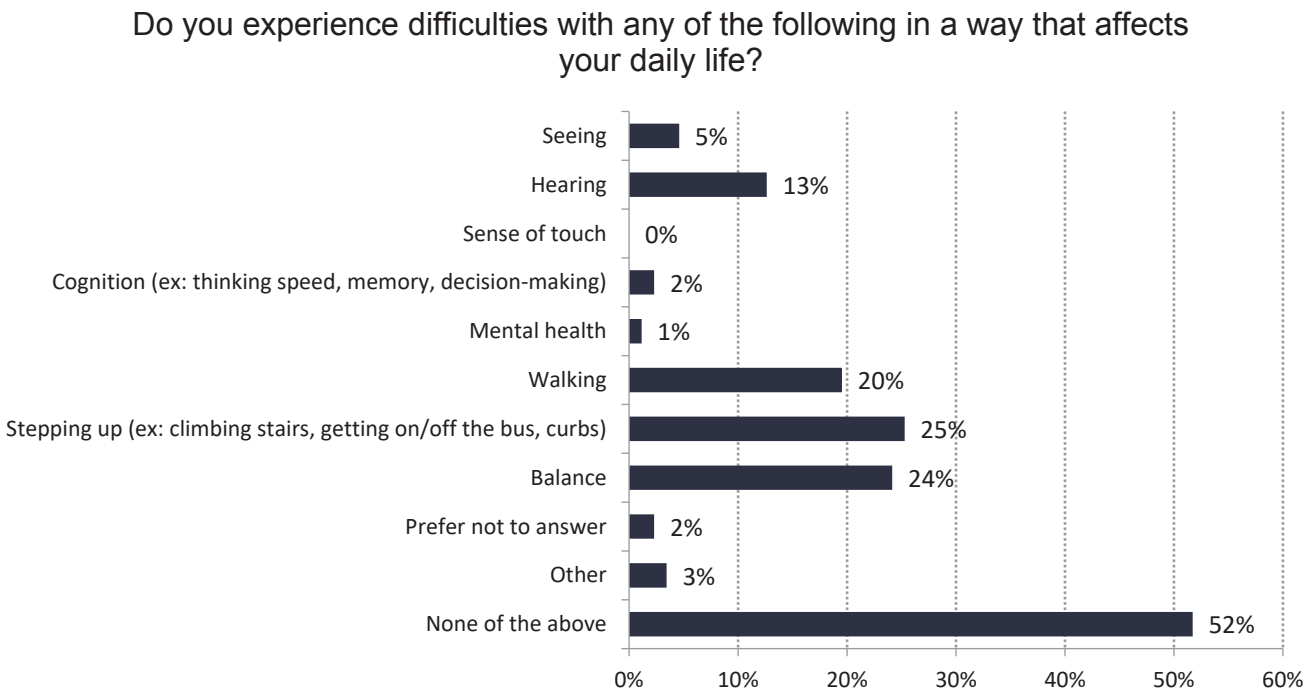


Figure 3. Older Adults' Motivations for Walking and Biking More Often



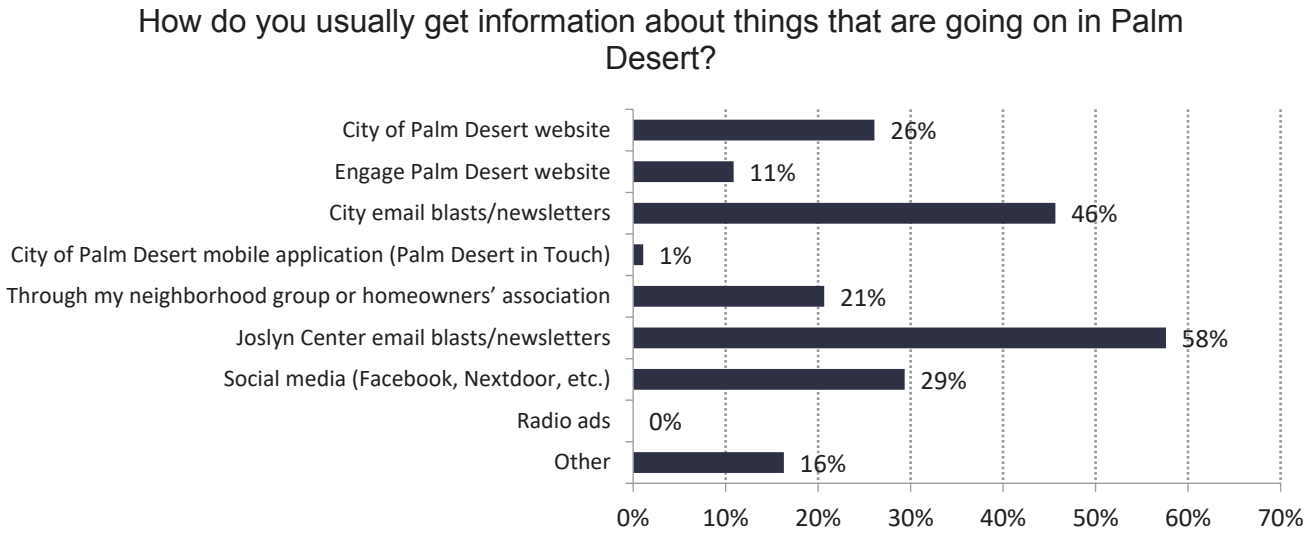
The most common physical challenges reported by respondents in their daily lives (**Figure 4**) are stepping up (25%), maintaining balance (24%), and walking (20%). These challenges should be carefully considered when planning and designing infrastructure improvements.

Figure 4. Survey Responses to "Do you experience difficulties with any of the following that affect your daily life?"



The Project Team also asked respondents to share their preferred ways of receiving information about Palm Desert to enable efficient outreach during future efforts. The most effective ways to communicate with older adults in Palm Desert (**Figure 5**) are through Joslyn Center email blasts and newsletters (58%), City of Palm Desert email blasts and newsletters (46%), social media platforms like Facebook and Nextdoor (29%), and the City of Palm Desert website (26%).

Figure 5. Preferred Communication Channels for Older Adults in Palm Desert



Vision Zero Pop-ups at Palm Desert Spring Concert Series

April 18, 2024 & May 2, 2024
Palm Desert Civic Center Park
Attendees: 70 (total)

The Project Team attended the City of Palm Desert's Spring Concert Series on two evenings: April 18, 2024 and May 2, 2024. The Spring Concert Series is a major, outdoor concert open to the public with free admission and draws many attendees from the older adult population.

The City set up a booth for the Project Team near the concert stage that was highly visible to arriving concert attendees. The City also provided free water bottles and coffee table books to encourage visitors to stop at the booth. The Project Team distributed one flyer containing information about the Palm Desert Vision Zero Strategy, a second flyer with upcoming SRFOA events, and a third flyer that directed community members to the online SRFOA survey.

Nearly 70 concert attendees visited the booth over the two evenings. Many attendees were pleased to learn about the Vision Zero Strategy and how the City is working to make it safer to walk and bike around Palm Desert. Several guests stated while they support the project, they were returning to their out-of-state homes following the end of the winter season and would be unable to attend upcoming events. Nevertheless, over 44 SRFOA surveys were submitted after the two concerts. Respondents stated speeding drivers, insufficient shade, and missing sidewalks or sidewalks in poor condition as the biggest concerns regarding and walking and biking in Palm Desert.

Safe Routes for Older Adults Walk Audits

Town Center Way/Fred Waring Drive – April 30, 2024
Washington Street/Avenue of the States – May 1, 2024
The Joslyn Center – May 3, 2024
Attendees: 1-5 (total)

Three SRFOA walk audits were conducted as part of the project. The first was centered in the area around Town Center Way and Fred Waring Drive, the second around Washington Street and Avenue of the States, and the third around the Joslyn Center. Each walk audit location coincided with the three Older Adult Priority Areas identified as part of the SRFOA Plan, which were selected based on the presence of affordable housing communities and key destinations for residents aged 55+ or 62+, demographics, and collision history.

Due to factors including hot weather and limited time to advertise the audits, none of the walk audits had community participation. However, the Project Team hosted a SRFOA pop-up on May 2, 2024, one day prior to the Joslyn Center walk audit, and gathered ample input from Joslyn Center visitors regarding roadway safety around the Center and in other locations throughout Palm Desert (see the following section for additional detail on the Joslyn Center pop-up event. Additionally, the Project Team spoke with passing community members during the first two walk audits, gathering input from a younger demographic which nonetheless proved beneficial information to developing recommendations that would address walking and bicycling concerns for all demographics, including older adults. Typical concerns included speeding drivers, drivers cutting off pedestrians while walking in a crosswalk, and difficulty seeing pedestrian signals on the other side of major intersections, such as along Highway 111.

Safe Routes for Older Adults Pop-up

May 2, 2024
The Joslyn Center
Attendees: 25

The Project Team set up a table on behalf of the SRFOA Plan at the Joslyn Center the morning of May 2, 2024. At the event, the Project Team distributed a flyer with upcoming SRFOA events and a flyer with a link to the online SRFOA survey, and advertised the SRFOA walk audit that would be conducted around the Joslyn Center the following morning of May 3, 2024. The Project Team also had a large aerial map to draw Joslyn Center guests to the table and use it as a means of collecting feedback regarding roadway safety around the Joslyn Center.

The table attracted about 25 Joslyn Center visitors, many of which were passing through the lobby to attend a community class. Many were interested in hearing more about the SRFOA Plan, including the goals and timeline. Six guests offered extensive feedback regarding roadway safety around the Joslyn Center. Typical comments included sidewalk network gaps along residential roads, inadequate street lighting, speeding cars along Catalina Way, and difficulty crossing larger intersections such as those along Highway 111.

Safe Routes for Older Adults Workshop

May 28, 2024
Palm Desert Area Chamber of Commerce
Attendees: 10

The Project Team and Palm Desert city staff hosted a SRFOA Workshop at the Palm Desert Area Chamber of Commerce on the evening of May 28, 2024. During the workshop, the Project Team presented poster boards detailing the project background, maps showing existing conditions including collision data, and walking and biking patterns for older adults aged 55+. Additionally, the Project Team provided several interactive boards where participants could learn and vote for their top three preferred types of pedestrian and bicycle facilities. There was also a citywide map and three detailed maps of priority areas for older adults, allowing participants to draw, comment, and leave notes about areas needing improvements. Paper surveys and QR code flyers linked to an online digital survey were distributed to gather further input.

Ten participants attended the event, many of whom had already heard about the SRFOA Plan and came prepared with questions and comments. The majority voted for Class IV Separated Bikeways and Class II Buffered Bike Lanes as their top bicycle facility choices. For pedestrian facilities, sidewalks, high-visibility crosswalks, and curb extensions were the top choices. Additionally, participants expressed concerns about the lack of streetlights.

The feedback received from participants included:

- Lack of sidewalks near the Joslyn Center, the neighborhood between Highway 111 and Grapevine Street, and along Edgehill Drive
- A sharp turn near Palm Village Park creating an unsafe environment for children and families walking, biking, and skating
- Washington Street and Avenue of the States being a dangerous intersection
- Speeding issues along Michigan Drive
- Drivers running stop signs at El Paseo/Monterey Avenue and along San Gorgonio Way from Monterey Avenue to San Pablo Avenue
- The need for bike facilities on El Paseo and connections from CV Link

Joslyn Center Spring Health and Wellness Fair

May 29, 2024
The Joslyn Center
Attendees: 33

On the morning of May 29, 2024, the Project Team set up a table on behalf of the SRFOA Plan at the Joslyn Center Spring Health and Wellness Fair. The Project Team distributed the SRFOA survey both in paper form and a QR code flyer linked to the survey. The Project Team also displayed a citywide map and provided comment cards, inviting guests to draw, comment, and leave notes about areas needing improvements.

The table attracted approximately 33 participants, many of whom were interested in hearing more about the SRFOA Plan, including the goals and timeline. The Project Team received extensive feedback regarding roadway safety in

Palm Desert. Common comments included inadequate transit connections to Rancho Mirage, Sky Valley, and other nearby neighborhoods, gaps in the sidewalk network, insufficient street lighting, short pedestrian signal timing, speeding, and unsafe walking conditions along major streets. Several participants mentioned that they reside in gated communities and prefer walking within those areas due to feeling unsafe on city roads.

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 for Older Adults Virtual Recommendations Workshop

December 16, 2024
Zoom Meeting
Attendees: 4

The Project Team hosted a virtual workshop on December 16, 2024, to present draft SRFOA recommendations to the Palm Desert community. To advertise the workshop, the City of Palm Desert mailed nearly 1,000 postcards containing information about the workshop to residences located in the three Older Adult Priority Areas.

The presentation included a brief overview of the purpose of the SRFOA 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 the three Older Adult Priority Areas, 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 for Older Adults Virtual Recommendations Workshop.

E.

Complete City Wide Recommendations

Palm Desert Safe Routes for Older Adults – Citywide Recommendations

Many physical changes can be made to streets and sidewalks to increase the safety, visibility, and appeal of walking, bicycling, and taking transit for older adults. During the Safe Routes for Older Adults walk audits and engagement activities, attendees and staff identified several common infrastructure challenges that might discourage people of all ages, especially older adults, from walking, biking, and taking transit in Palm Desert. These common challenges include inadequate or low-quality bicycle/pedestrian infrastructure (e.g., faded crosswalks), accessibility issues or limitations (e.g., curb ramps that are not up to the current ADA standard due to the lack of truncated domes), driveway conflicts, lack of shade, and general conflicts between vehicles and pedestrians and bicyclists (e.g., encroachment in crosswalks).

This section summarizes best practices and guidelines for bicycle and pedestrian infrastructure that can be implemented across the city, not just in the Older Adult Priority Areas. The City can refer to these best practices for other areas of Palm Desert, ongoing maintenance, and for incorporation in future pedestrian and bicycle infrastructure projects.

Reduce Speed Limits

To enhance pedestrian safety, it is recommended that the City reduce speed limits in locations with high pedestrian activity, especially in areas with higher concentrations of students and older adults. Assembly Bill 43 (AB 43) offers Caltrans and local authorities greater flexibility in setting and adjusting speed limits. AB 43 includes the following provisions which have been summarized for brevity:[1]

- Increased considerations for vulnerable pedestrian groups, when performing engineering and traffic surveys (E&TS).
- Speed limits may be lowered to as low as 15 mph pursuant to an engineering and traffic survey (E&TS).
- Speed limits may be rounded from the 85th percentile speed either up or down.
- Lowering of speed limits by 5 mph for highways designated as a safety corridor, or where a portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians.
- Allows retaining the current speed limit or restoration of the immediately prior speed limit if no additional general-purpose lanes have been added to the roadway since completion of an E&TS.
- Defines a business activity district and allows 25 mph or 20 mph prima facie speed limit in it, when a highway has a maximum of four traffic lanes.

A high-injury network has been identified in Palm Desert as part of the City's Vision Zero Strategy. The City can consider prioritizing these corridors as safety corridors for speed reduction studies. For more detailed information on the provisions of AB 43, please refer to the link.

Installing Shared-Use Paths

Shared-use paths provide a dedicated space for walking, biking, and other non-motorized travel modes, reducing potential conflicts with vehicles. It is recommended that the City should consider the installation of shared-use paths across suitable locations to enhance active transportation and improve safety for pedestrians and cyclists. As part of this effort, the City is currently designing a shared-use path along Fred Waring Drive near the Joslyn Center area, which will soon be constructed as part of Phase 3 of the Walk and Roll implementation. Expanding this initiative

[1] California Traffic Control Devices Committee Agenda Item Report, August 04, 2022

citywide will encourage safer, more accessible options for all residents, promoting healthier and more sustainable transportation choices while completing CV Link separated bikeway facilities.

High-Visibility Crosswalks

Faded crosswalks are less visible to drivers, increasing the chance cars will drive through without stopping or otherwise encroach on the pedestrian right-of-way. Restoring the visibility of crosswalks will allow drivers to see pedestrians in a marked crosswalk more easily. The City should consider developing an annual paving and sidewalk repair project, which may include installing new signing and striping improvements to meet City standards after paving is completed. This approach aligns with best practices in asset management, ensuring that infrastructure remains in good condition thereby preventing expensive deferred maintenance costs. The City could also consider marking crosswalks with thermoplastic striping, which can extend the asset lifetime to five years.

There are also several all-way stop intersections without marked crosswalks, including Catalina Way and San Pascual Avenue at the southeast corner of the Joslyn Center. Therefore, the City should consider conducting a citywide crosswalk analysis to identify deficiencies and gaps, and developing a plan to close the gaps by restriping faded crosswalks or striping new high-visibility crosswalks. At locations with heavy foot traffic, painted crosswalks could effectively draw drivers' attention to crossing pedestrians and slow down traffic. Crosswalks outside of schools, parks, senior centers, shopping centers, and other key destinations can be considered higher priority.

To further protect elderly pedestrians, the City can consider building crosswalks that are built up or "raised" to line up with the curb/sidewalk, especially midblock on minor and local streets or in the areas with heavy foot traffic, such as shopping centers and medical centers. An elevated crossing makes the pedestrian more prominent in drivers' field of vision and allows pedestrians to cross at-grade with the sidewalk, which also provides extra safety and convenience to pedestrians who need ADA accommodations. Elevated crossings also serve as speed deterrents to reduce vehicle speeds and improve motorist yielding to people crossing the street.

(Raised crosswalk in Boston, MA. Source: Peter Furth/ nacto.org)

Curb Extensions

Walk audit participants observed newly constructed curb extensions near the Joslyn Center along San Pablo Avenue and expressed that this treatment enhances their sense of safety when crossing the street. Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians. The City can continue with its existing curb extension program and build additional curb extensions along wide streets, in neighborhoods with senior housing, and along residential streets where feasible. The City can also consider installing curb extensions at midblock crossing locations, such as the one on San Pablo Avenue between Catalina Way and San Nicholas Avenue, where feasible.

(A curb extension at a midblock crossing location. Source: Palm Desert Safe Routes for Older Adults Walk Audit)

Concrete curb extensions can be costly, so the City may consider exploring options for using more affordable and interim materials, such as temporary curbs, bollards, planters, or striping. These options would allow the City to cover more locations more quickly, and would provide the opportunity to test and observe the effectiveness of the proposed curb extensions and make any necessary modifications to improve pedestrian safety. These temporary treatments could be replaced with concrete as funding becomes available.

Sidewalk Gaps Connection and Maintenance

Disconnected sidewalks have been a widely reported issue in the project's outreach events and walk audits. Although sidewalk existence and condition data have been documented for specific study areas in the Palm Desert Safe Routes for Older Adults plan, it is recommended that the City develop a complete citywide sidewalk inventory to better identify and track sidewalk gaps. Addressing these sidewalk gaps is crucial to create a cohesive and continuous network of walkways that encourages walking as a viable mode of transportation. Connecting these gaps will enhance mobility and increase physical activity potential for all residents, including those with disabilities, school-aged children, and the elderly.

Additionally, regular sidewalk maintenance and repair is important to prevent hazards such as cracks, uneven surfaces, and obstructions. Under the current Palm Desert Code of Ordinance, the owner of lots, or portions of lots, fronting on any portion of a public street are responsible for cleaning, repairing, and maintaining sidewalk areas (Chapter 12.26 Public Sidewalk Repairs). The City can consider implementing an annual paving and sidewalk repair project, which includes identifying sidewalk repair locations through inspections, digging out of cracks in concrete, and repairing concrete sidewalks, curbs, and gutters. The City should prioritize repairing locations that are frequented by the elderly, such as near senior housing to maximize mobility and minimize potential obstructions and fall risks.

Sidewalk Obstruction Management

Community members have pointed out that sidewalks are occasionally blocked by trash bins, debris, and overgrown vegetation, which all inhibit pedestrian access. The City should implement regular inspections and prompt removal of obstructions to ensure sidewalks remain clear and accessible. The City can also establish a citywide sidewalk access educational program to educate residents and businesses about proper trash bin placement and debris disposal, which will help mitigate these blockages. Additionally, informing residents about the Palm Desert In Touch reporting system (https://www.palmdesert.gov/our-city/departments/public-works/report-a-problem) and encouraging pedestrians to notify the city of sidewalk obstructions will enable swift responses and maintain walkability.

(Trash bins blocking sidewalks. Source: Palm Desert Safe Routes for Older Adults Walk Audit)

Curb Ramps

Palm Desert inlucdes numerous missing curb ramps and existing curb ramps that do not meet the most current ADA standards (e.g., lacking truncated domes that provide tactile feedback). To improve accessibility, the City has developed an ADA transition plan in 2008, where City staff conducted an on-site inventory at four key locations: the Civic Center, Civic Center Park, Corporation Yard, and City Library. During this process, curb ramps and 12 other facility areas were assessed with recommendations provided to meet ADA requirements. The City can expand this effort by conducting a citywide gap analysis. Implementing ADA-compliant curb ramps across the City will bridge gaps between sidewalks, enhancing mobility for all residents, especially those with disabilities and the elderly.

(New ADA-curb ramps at Catalina Way and San Pablo Avenue. Source: Palm Desert Safe Routes for Older Adults Walk Audit)

Curb ramp maintenance is also an important safety factor. The City can incorporate curb ramp inspection into the Annual Paving and Sidewalk Repair Project. These inspections should be conducted yearly to ensure curb ramps remain in good condition and are repaired as needed. Curb ramps should be updated when other projects, such as new sidewalk or curb extension construction, are being implemented and as part of routine maintenance.

Pedestrian Buffers

Pedestrian buffers represent a key safety feature and greatly contribute to the quality of the pedestrian environment by separating walkers from moving traffic. Buffers can be parked cars, planting strips, or other safety features. The City can conduct an analysis of areas with heavy foot traffic, such as shopping centers and medical centers, to identify where pedestrian buffers are needed most and implement them strategically.

(A pedestrian buffer on El Paseo. Source: Palm Desert Safe Routes for Older Adults Walk Audit)

Pedestrian Refuge Islands

Walk audit participants appreciated the new pedestrian refuge islands observed along San Pablo Avenue. Pedestrian refuge islands are protected areas where people may safely pause or wait while crossing a street. They are particularly helpful as waiting areas for older adults, persons with disabilities, children, and others who may be less able to cross a wide street all at once. At signalized intersections, they allow slower-moving pedestrians to cross in two phases. At unsignalized locations, they simplify the act of finding a gap in traffic to cross since vehicles from only one direction must be dealt with at a time.

(A pedestrian refugee island at a midblock crossing location on San Pablo Avenue. Source: Palm Desert Safe Routes for Older Adults Walk Audit)

The City can investigate crosswalks along appropriate roads in Palm Desert and consider installing pedestrian refuge islands where space allows (e.g., where an existing center turn lane or median exists), as part of ongoing maintenance and implementation of other projects.

Leading Pedestrian Intervals (LPIs)

Palm Desert pedestrians often face challenges when crossing large intersections on multi-lane roads, including conflicts with drivers who turn in front of pedestrians with the right-of-way. Implementing a leading pedestrian interval (LPI) allows pedestrians to enter the crosswalk 3-7 seconds before vehicles are given a green light, giving pedestrians time to establish their presence in the crosswalk before vehicles have priority to turn right or left. LPIs increase visibility and reduce conflicts between drivers and pedestrians. The City can also adjust crossing time to 2.8 feet per second to ensure people of all ages and abilities have sufficient time to cross all intersections safely. The City can evaluate locations for LPIs near major commercial hubs (e.g., areas near Town Center Way and Fred Waring Drive) and other common senior destinations like parks, the library, and the Joslyn Center. LPIs are most effective in areas with high foot traffic.

Audible Pedestrian Crossing Signals

Older adults in Palm Desert noted challenges in seeing pedestrian signals, especially at large intersections and during peak sunlight hours. The City can explore solutions such as implementing audible pedestrian crossing signals at wide intersections to enhance pedestrian safety and accessibility. These signals provide crucial auditory cues that assist visually impaired individuals in safely navigating intersections, promoting inclusivity and independence. Moreover, audible signals benefit all pedestrians by reinforcing awareness of crossing times and encouraging compliance with traffic signals.

Countdown Pedestrian Signals

Countdown pedestrian signals are traffic signals that display a numerical countdown, indicating how many seconds remain before the pedestrian signal turns red. These signals help pedestrians know how much time they have left to cross the street safely. The countdown can be shown on a digital display or as a visual timer, typically in a form of numbers or lights, allowing pedestrians to make informed decisions about when to begin crossing or if they need to hurry. They are especially helpful in busy areas, promoting safety and reducing the risk of accidents.

Right Turn Restrictions

Community members have also expressed concerns about right-turn traffic failing to stop for pedestrians and turning at high speed, especially near large intersections. Prohibiting “Right Turn on Red” (RTOR) has been shown to increase pedestrian safety, decrease crashes at the intersection, and avoid motorists blocking pedestrian crossing movements. Prohibiting RTOR is a simple, low-cost measure and together with a leading pedestrian interval, the signal changes can benefit pedestrians with minimal impacts on traffic. This treatment should be considered in locations with high pedestrian foot traffic and places where higher rates of children and seniors cross, such as near parks and senior housing facilities. *No RTOR* signage should be clearly visible to right-turning drivers stopped at the crosswalk.

Recessed Stop Line

During the walk audits, participants observed several vehicles obstructing pedestrian paths by encroaching on crosswalks. To help curb this behavior, vehicle stop lines can be moved further back to 10 to 15 feet from the crosswalk. These recessed stop lines allow pedestrians and drivers to have a clearer view of each other and more time in which to assess each other's intentions. Other benefits of the recessed stop lines include allowing buses and other large transit vehicles to make wide turns using two lanes around tight curb radii at small intersections and enabling tighter intersection geometry to reduce the typical turning speed of general traffic. While no specific locations for this treatment were identified during the walk audit, the City can update stop lines on an ongoing basis as crosswalks are added or restriped, roads are repaved, etc.

(Recessed stop lines are used at this signalized mid-block crossing to improve sight distances and to give the motorist who initially fails to see the crosswalk more time to stop. The cyclist can advance ahead which aids in cyclist safety, particularly with right-turning motorists. Source: FHWA.

Bus Bulbs

Implementing bus bulbs is a transformative step towards enhancing mobility and efficiency. By extending sidewalks to align with bus stops, bus bulbs streamline boarding and alighting processes, making public transit more accessible and convenient for commuters. Bus bulbs can also improve transit reliability by reducing the need for buses to pull out of the travel lane and then re-enter the lane after boarding and alighting of passengers. These infrastructure enhancements also prioritize pedestrian safety by reducing the need for buses to pull in and out of traffic, minimizing conflicts between vehicles and pedestrians. Furthermore, when implemented near intersections, bus bulbs also act as curb extensions and held reduce crossing distances, which is especially useful for older adults or others who may take longer to cross the street. Additionally, bus bulbs with cut-throughs for curbside or sidewalk-level bike lanes can address conflicts where buses currently block existing bikeways, ensuring safer and more efficient travel for bicyclists and pedestrians alike.

(A bus bulb with cut-throughs for a curbside bike lane. Source: nacto.org)

Bus Shelters and Seating

Participants in the walk audits and outreach events expressed that the lack of bus shelters and seating has discouraged them from taking transit. Additionally, existing bus shelters/structure often do not provide an adequate amount of shade. To address these concerns, the City and transit agencies can host listening sessions with older adults and other residents to discuss examples of existing transit shelters/structures and brainstorm new designs that would be more accessible, comfortable, and useful. Engaging the community in these discussions ensures that the new bus shelters meet the specific needs of the users, providing ample seating and sufficient shade to encourage greater transit use.

Pedestrian Signage

Pedestrian signage is used to inform motorists or pedestrians of a legal requirement and should only be used when the legal requirement is not otherwise apparent. Common pedestrian signage includes pedestrian crossing signs, pedestrian warning signs, WALK signs, DON'T WALK, and "Cross streets do not stop" signs. The decision to use these signs is based upon engineering judgement. The use of these pedestrian signages may be more helpful near schools and areas with concentrations of higher concentrations of senior adult pedestrians.

Wayfinding Program

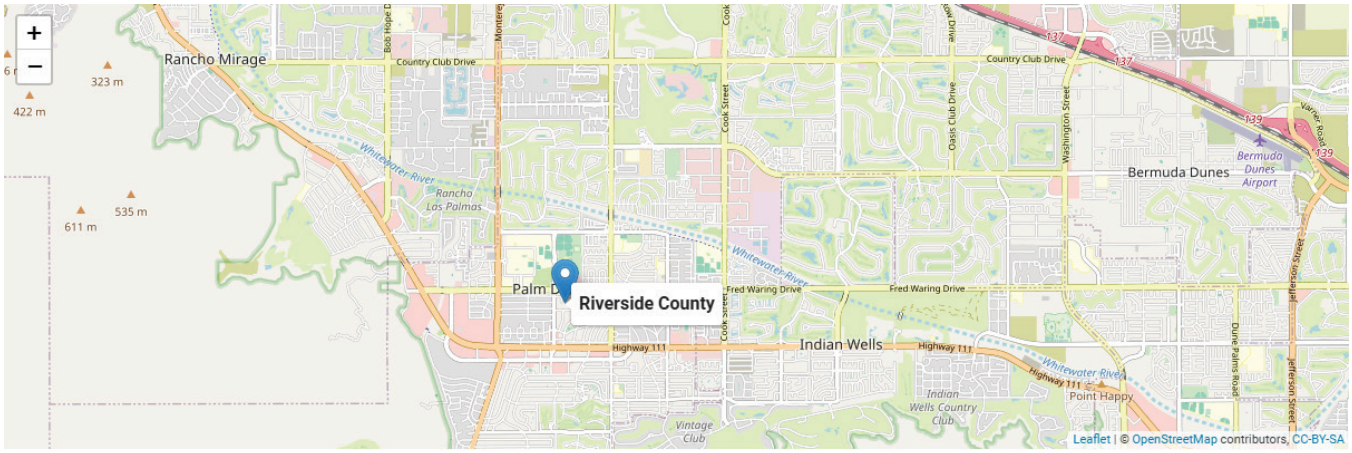
The City is currently developing a wayfinding program in areas with high pedestrian activity, particularly where there are larger concentrations of older adults. A well-designed wayfinding program, including clear signage and maps, can help pedestrians navigate more easily, promoting more convenient and more confident movement throughout the city.

Street Trees

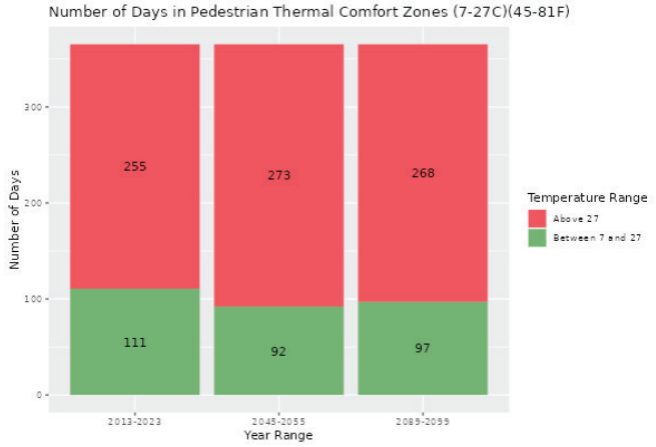
Providing street trees can greatly enhance the walking experience. On average, the number of days too hot to comfortably walk in Palm Desert will increase approximately by 19 days by 2050.[2] Street trees offer shade, significantly reducing the heat experienced by pedestrians and making outdoor activities more enjoyable. They create a visually appealing environment, contributing to the overall aesthetic of the city and encouraging more people to walk. Additionally, trees help improve air quality by absorbing pollutants and releasing oxygen, promoting a healthier lifestyle for the community. The City's Landscape Services Division has produced a series of landscape design guides that provide information regarding street trees appropriate for Palm Desert's hot climate.[3]

[2] Projected Thermal Comfort for Pedestrians and Bicyclists, Alta Planning + Design.
[3] Landscaping and Park Maintenance, City of Palm Desert.

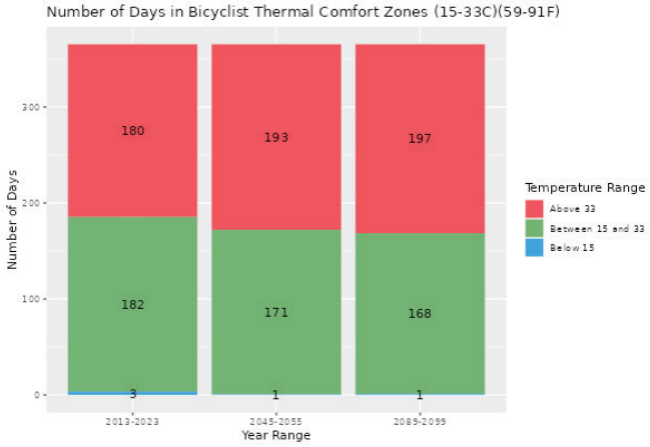
Not all trees provide the same degree of shade. For example, palm trees hardly provide any shade. Therefore, the City should consider tree species that are well-suited to Palm Desert's climate and possess robust canopies that offer substantial shade.



The number of comfortable walking days in this location will decrease by 18.6 days by 2050 according to this scenario. The number of days too hot to comfortably walk will increase by 18.6 days by 2050 according to this scenario.



The number of comfortable biking days in this location will decrease by 10.5 days by 2050 according to this scenario. The number of days too hot to comfortably bike will increase by 13.3 days by 2050 according to this scenario.



(Projected Thermal Comfort for Pedestrians and Bicyclists. Source: Alta Planning + Design)

Pedestrian Scale

Lighting

According to the City of Palm Desert Code of Ordinance § 24.16.025 Public street lighting, the City does not encourage the use of street lighting in order to minimize light pollution and light trespass, and preserve the night-time environment in the city. However, lighting of pedestrian facilities plays a key role in increasing the safety performance of the road network for all users. Effective pedestrian lighting installations are a means of addressing the vulnerability of pedestrians during dark conditions and improving safety and security for road users of all ages and abilities. Lighting may also increase a pedestrians' confidence in performing certain tasks, such as assessing and selecting appropriate gaps at uncontrolled crossings and monitoring vehicles approaching and making different movements through both signalized and unsignalized intersections. The City has established a set of guidelines with which to regulate the installation, operation, and maintenance of overhead street lighting in the city (Code of Ordinance § 24.16.025 Public Street Lighting). The city seeks to make provisions for street lighting that will be beneficial to city residents, and to provide for this lighting in an orderly, efficient, and equitable manner. The Code of Ordinance lists out locations that should receive street lighting:

1. Residential street lighting shall be positioned at intersections.
2. Residential street lighting shall be positioned mid-block on streets greater than eight hundred feet in length.
3. Residential street lighting shall be positioned at the end of cul-de-sacs when the street is greater than three hundred feet in length.
4. Commercial and industrial streets shall have lighting positioned at intersections.
5. Other locations and/or spacing of lighting may be required by the city engineer.
6. Locations other than intersections where the lighting will provide an aid to traffic or public safety may be required by the city engineer.

The Code of Ordinance outlines the types of lighting that are suitable for street lighting in single-family residential districts. These options enhance illumination along pedestrian pathways, improving public safety while minimizing light pollution:

1. High pressure sodium (HPS) street lighting in single-family residential districts is prohibited.
2. Light emitting diodes (LED) street lighting in single-family residential districts shall use nine thousand five hundred lumens or less and shall be full-cutoff luminaries with house side shields.
3. Pedestrian scale post top luminaries in single-family residential districts with total lamp lumens of less than four thousand five hundred may be non-cutoff if the fixture meets the requirements to prevent direct view of the lamp source by shielding the source with louvers and/or opaque lens. Internal fixture reflector with a clear lens that distributes the light out of the fixture in a manner that promotes glare control may also be allowed. Refractors are not recommended to shield the lamp source. House side shields may be required to reduce the light directed towards residences.

Construction Management

It is essential that construction zones provide a connected and continuous pedestrian and bicyclist passage from end to end during every phase of work. The City can establish best practices for construction management plans and temporary traffic control, focusing on minimizing physical impacts to pedestrian and bicycle routes and providing clear, concise detour instructions when needed. This approach ensures that older adults and all pedestrians can navigate construction zones safely and comfortably. These may include the following guidelines from the Federal Highway Administration:

- Promote adequate pedestrian safety through physical separation from active construction spaces and vehicular traffic.
- Provide adequate and safe detours whenever sidewalks are closed or blocked. Clear the path of debris and other items that may obstruct pedestrians' paths.
- Use signs at intersections to give advance notification of closures ahead and adequately inform pedestrians where to cross.
- Carefully consider the placement of intersection crosswalks, implement additional signing/marking, add and/or relocate transit stops, and modify traffic signals (traffic signal timing, pedestrian signals, push buttons) as necessary.
- Consider walking speeds, including for slower pedestrians like older adults, and the distance pedestrians travel when traversing travel lanes to determine minimum green time.
- Make pedestrian routes ADA compliant and available to pedestrians during all phases of construction.
- Provide a continuous, detectable edging throughout the length of the facility such that pedestrians using a long cane can follow it.

(Page intentionally left blank)

F.
SRFOA Suggested Routes Maps

(Page intentionally left blank)

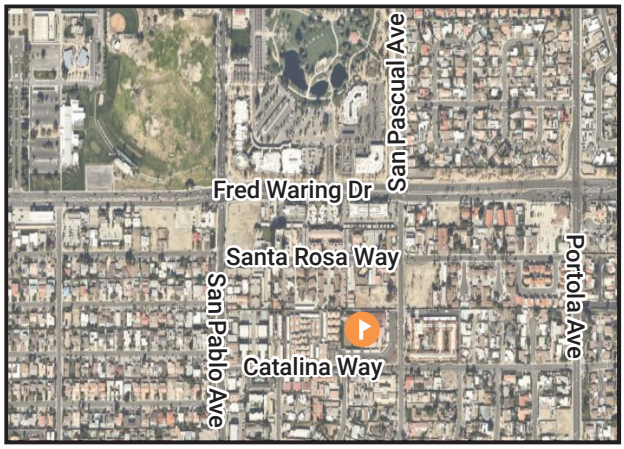
THE JOSLYN CENTER AREA

Suggested Routes Map

LEGEND

- Suggested Walking Route
- Intersection with Stop Sign
- Intersection with Traffic Signal
- Intersection with Traffic Circle
- Crossing Location with Advance Yield Marking
- Crosswalk
- Bus Stop

0 0.05 0.1 MILE N



PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

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

College of the Desert

ALUMNI WAY

Watch for approaching vehicles when crossing this traffic circle.

WALKING TIME FROM THE JOSLYN CENTER ~15 minutes

McCallum Theatre

Palm Desert Library

Use caution when crossing; this is a large and busy intersection.

Nakashima Golf

Passengers taking buses 5 and 6 can board at this bus station.

Passengers taking buses 5, 6, and 500 can board at this bus station.

SAN NICHOLAS AVENUE

Watch for approaching vehicles when using this midblock crossing.

SAN ANSELMO AVENUE

GUADALUPE AVENUE

ROYAL PALM DRIVE

SAN PABLO AVENUE

Watch for approaching vehicles when crossing this traffic circle.

SAN GORGONIO WAY

Shopping Plaza

Use caution when crossing; north-south traffic on San Pablo Avenue does not have stop signs.

ALESSANDRO ALLEY

111

0.5 miles from the Joslyn Center

El Paseo Square

WALKING TIME FROM THE JOSLYN CENTER ~16 minutes


Palm Desert Community Center
Palm Desert Civic Center Park
Family YMCA of the Desert
Palm Desert City Hall
Kaiser Permanente
The Joslyn Center
Palma Village Park
Shopping Plaza
Jensen's Shopping Center
The Gardens on El Paseo
RUTLEDGE WAY
MASSON STREET
DESERT STAR BOULEVARD
KRUG AVENUE
PRIMROSE DRIVE
ERIN STREET
BUENA CIRCLE
PORTOLA AVENUE
ASTER DRIVE
MARIGOLD DRIVE
VELARDO DRIVE
FRED WARING DRIVE
GOLETA AVENUE
SANTA ROSA WAY
SANTA ROSA CIRCLE
SAN PASCUAL AVENUE
SILVER CANYON LANE
CATALINA WAY
EL CORTEZ WAY
DE ANZA WAY
SAN RAFAEL AVENUE
SAN CARLOS AVENUE
SAN JUAN AVENUE
SAN LUIS REY AVENUE
SAN JOSE AVENUE
SAN JACINTO AVENUE
CABRILLO AVENUE
SANTA ANITA AVENUE
SAN MARINO WAY
ALESSANDRO DRIVE
PALM DESERT DRIVE
PANORAMA DRIVE
EL PASEO
Use caution when crossing; this is a large and busy intersection.
Use caution when crossing; there are no crosswalks and north-south traffic on San Pascual Avenue does not have stop signs.
Use caution when crossing; there are no crosswalks.
Use extreme caution; this segment along San Pascual Avenue has some sidewalk gaps.
Passengers taking bus 11 can board at these bus stations.
STOP

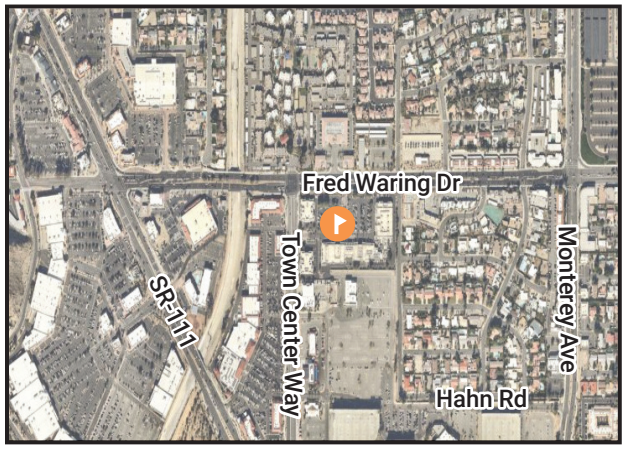
FRED WARING DR AND TOWN CENTER WAY AREA

Suggested Routes Map

LEGEND

- Suggested Walking Route
- Intersection with Stop Sign
- Intersection with Traffic Signal
- Crosswalk
- Bus Stop

0 0.05 0.1 MILE N



PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

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

Rancho Mirag

WALKING TIME FROM TOWN CENTER PLAZA
~10 minutes

CAC

War
Pla

PAINTERS PATH

Palm Desert Las Sombras Village

Use caution when crossing; this is a large and busy intersection. Use extra caution when crossing the right turn slip lane at the northeast corner.

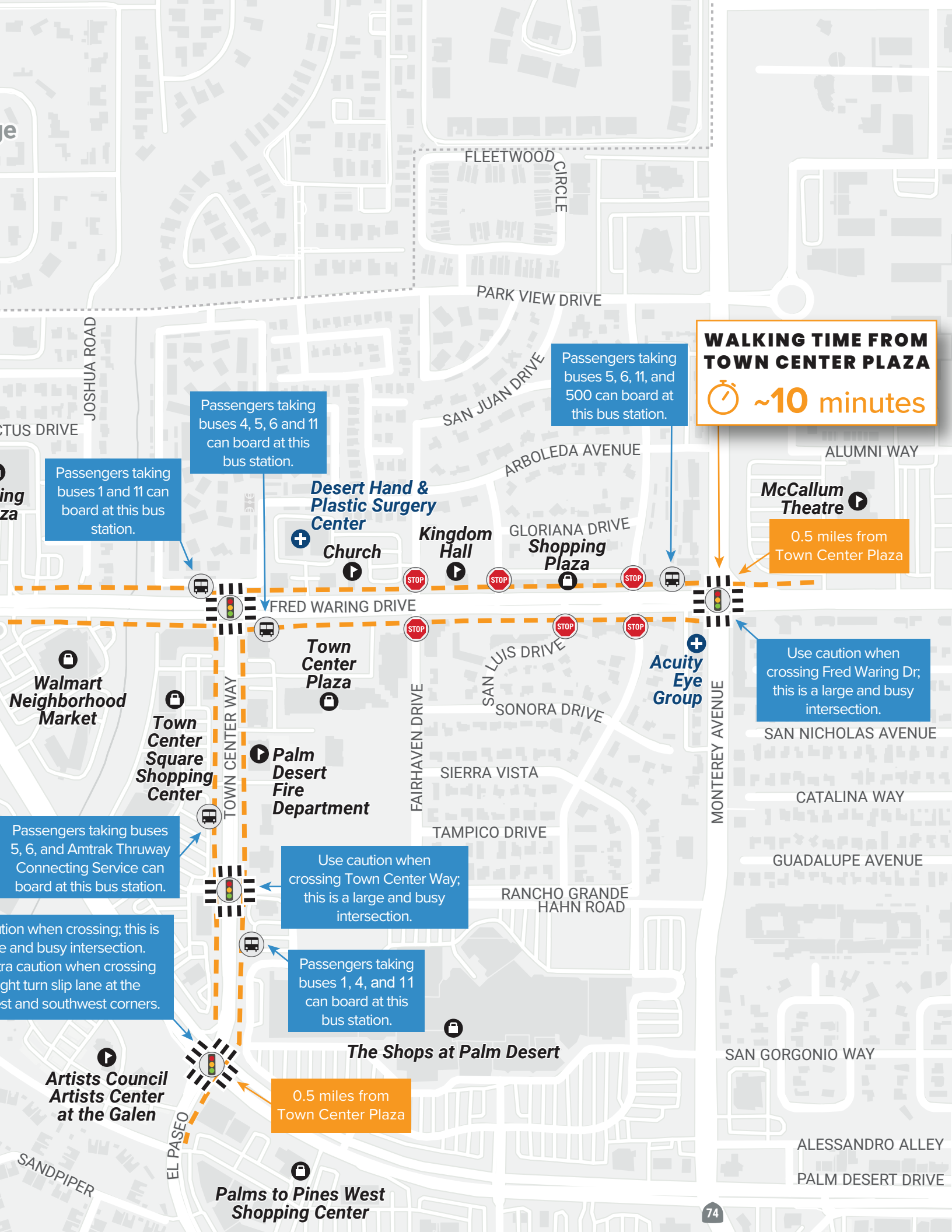
111

Desert Crossing Shopping Center

Magnesia Spring Ecological Reserve

Use cau
a larg
Use ext
the ri
northwe

EDGEHILL DRIVE


WALKING TIME FROM TOWN CENTER PLAZA
~10 minutes
Passengers taking buses 5, 6, 11, and 500 can board at this bus station.
Passengers taking buses 4, 5, 6 and 11 can board at this bus station.
Passengers taking buses 1 and 11 can board at this bus station.
Passengers taking buses 5, 6, and Amtrak Thruway Connecting Service can board at this bus station.
Passengers taking buses 1, 4, and 11 can board at this bus station.
0.5 miles from Town Center Plaza
0.5 miles from Town Center Plaza
Use caution when crossing Fred Waring Dr; this is a large and busy intersection.
Use caution when crossing Town Center Way; this is a large and busy intersection.
FLEETWOOD CIRCLE
PARK VIEW DRIVE
JOSHUA ROAD
SAN JUAN DRIVE
ARBOLEDA AVENUE
ALUMNI WAY
McCallum Theatre
Desert Hand & Plastic Surgery Center
Church
Kingdom Hall
GLORIANA DRIVE
Shopping Plaza
FRED WARING DRIVE
Walmart Neighborhood Market
Town Center Plaza
Town Center Square Shopping Center
TOWN CENTER WAY
Palm Desert Fire Department
FAIRHAVEN DRIVE
SAN LUIS DRIVE
SONORA DRIVE
Acuity Eye Group
MONTEREY AVENUE
SAN NICHOLAS AVENUE
SIERRA VISTA
CATALINA WAY
TAMPICO DRIVE
GUADALUPE AVENUE
RANCHO GRANDE
HAHN ROAD
The Shops at Palm Desert
SAN GORGONIO WAY
Artists Council Artists Center at the Galen
EL PASEO
SANDPIPER
ALESSANDRO ALLEY
PALM DESERT DRIVE
Palms to Pines West Shopping Center
74

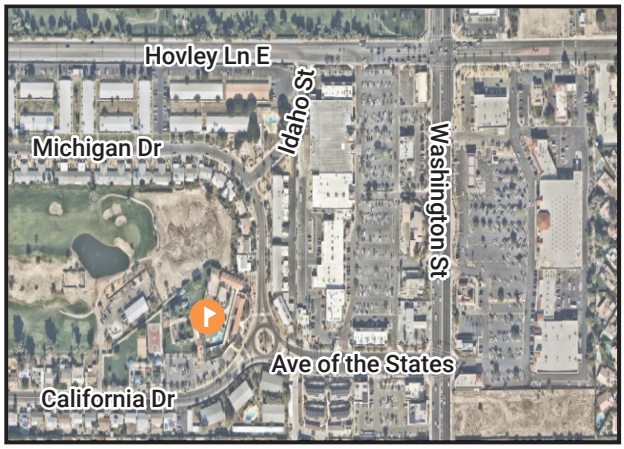
WASHINGTON ST AND AVE OF THE STATES AREA

Suggested Routes Map

LEGEND

- Suggested Walking Route
- Intersection with Stop Sign
- Intersection with Traffic Signal
- Intersection with Traffic Circle
- Crosswalk
- Bus Stop

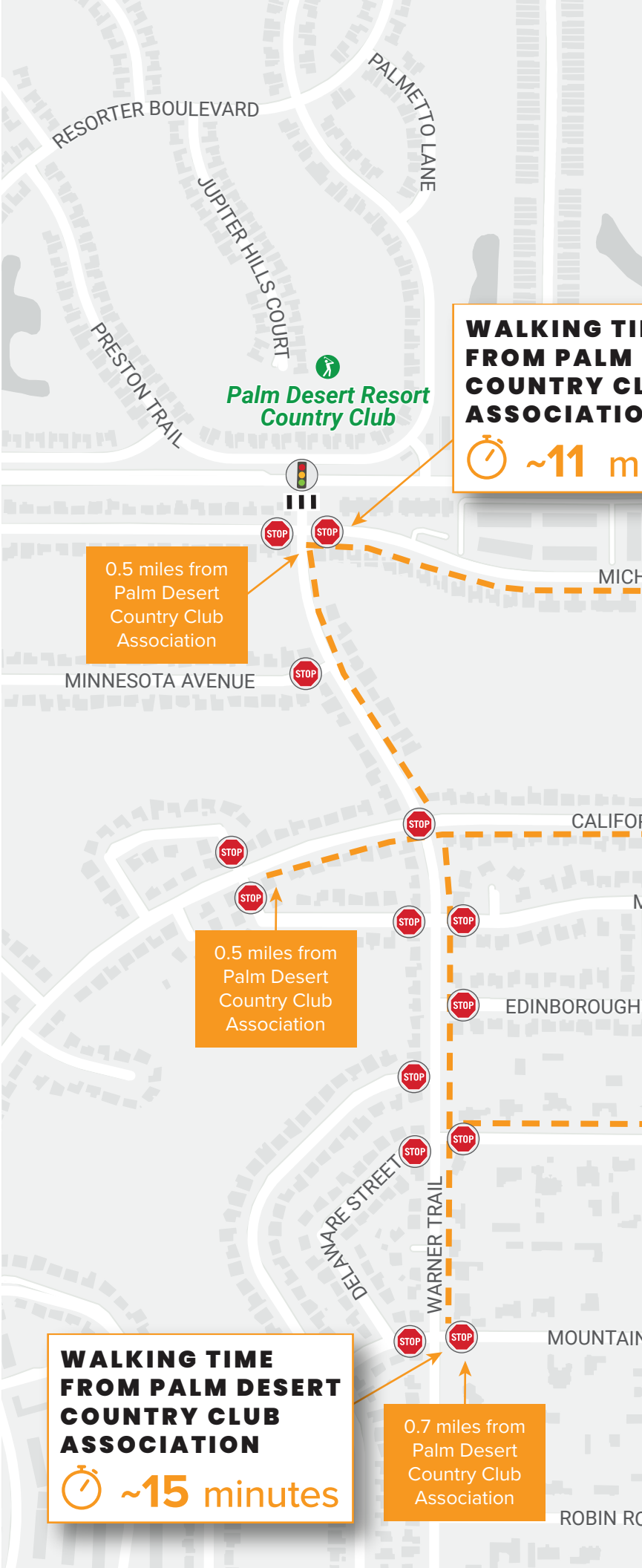
0 0.05 0.1 MILE



PALM DESERT
CALIFORNIA

engagepalmdesert.com/vision-zero

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




WOODHAVEN LANE
Woodhaven Country Club
WOODHAVEN DRIVE
HOVLEY LANE
IDAHO ST
HIGAN DRIVE
Albertsons
Palm Desert Country Club Association
Joe Mann Park
RNIA DRIVE
AVENUE OF THE STATES
Palm Village
MISSOURI DRIVE
STREET
Church
HIDDEN RIVER ROAD
DELAWARE PLACE
LATISHA LANE
N VIEW
TUCSON CIRCLE
OAD
Grocery Outlet
Washington Square
WASHINGTON STREET
Bermuda Dunes
Use caution when crossing; this is a large and busy intersection.
Passengers taking buses 7 and 700 can board at this bus station.
Passengers taking buses 7, 700 and 701 can board at this bus station.
Watch for approaching vehicles when crossing this traffic circle.
Use caution when crossing Washington St; this is a large and busy intersection.
WALKING TIME FROM PALM DESERT COUNTRY CLUB ASSOCIATION
~10 minutes

PALM DESERT