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Desert Hot Springs Safe Routes to School Plan

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INTRODUCTION

The City of Desert Hot Springs has embarked on an effort to improve safety for K-12 students who walk and bicycle to school. This undertaking recognizes the health benefits of students walking and cycling to school at a time when Desert Hot Springs has placed safety as a top priority in the aftermath of student deaths who were hit by cars. The City of Desert Hot Springs also believes that if more students walk or bicycle to school, environmental benefits will result from less driving. Moreover, the City seeks to make itself into a more livable community enhancing the quality of life of its residents.

In order to begin this planning effort, the City held seven Safe Routes to School (SRTS) Workshops in 2008. On January 23 we held a day-long workshop that covered a wide range of issues in depth. On March 10, 11 and May 20 we held six two-hour workshops to ensure that we collected input from every school. These workshops gathered together all of the key stakeholders at every one of our existing six schools to form a SRTS coalition. The following attended representing the key stakeholder groups:

- the Assistant Superintendent of Palm Springs Unified School District
- the Palm Springs Unified School District Director of Transportation
- the Palm Springs Unified School District Director of Maintenance and Operation
- Parent Teachers Group representatives
- the Mayor
- City Council members
- school principals and/or assistant-principals from every school
- the Director of the Riverside County Health Agency
- the Safe Routes to School Coordinator from the Riverside County Department of Public Health
- teachers
- parents
- Student Council officers
- residents
- California Bicycle Coalition
- Desert Riders bicycle organization

The City staff included the:

- Assistant City Manager
- Director of Community Redevelopment
- Police Department Community Resource Specialist
Local newspapers covered the events.

Our SRTS Workshops were facilitated by a nationally-certified SRTS Instructor who taught a curriculum developed for the national course. The course started out with a slide show educating attendees on why SRTS is important, what can be done with each of the primary components of a SRTS program, how to do them, and what other communities have done. This education informed a planning process that helped mold a SRTS plan for that school. During the slide show the instructor led a discussion on issues pertinent to the specific school. Our workshops indicated that better intersection crossings, traffic calming devices and greater accessibility for walkers and bicyclists would significantly improve safety and encourage more students to walk or bicycle to school.

At the day-long workshop, participants walked around the school to observe conditions and to develop solutions specific to that school. Workshop attendees broke into work groups that drew up engineering improvements on large-scale maps, devised incentives to encourage walking and cycling to school, and developed plans for safety education and enforcement strategies. Attendees drew common walking routes on the maps to all the schools and identified key issues and locations needing improvement. By the end, the schools and community were left with a plan to implement. These workshops will allow Desert Hot Springs schools to benefit from having the education, encouragement, enforcement and evaluation they need to complement the engineering improvements in this Plan.

The day-long workshop produced a list of a Safe Routes to School vision for Desert Hot Springs. Attendees envisioned the following for their community:

- fruition of the SRTS Plan
- goal setting for the Plan
- bicycling to school
- enhanced safety to and from school
- better traffic patterns
- improved crossings
- better safety education
- good SRTS education
- parental involvement

- more sidewalks
- better crosswalks
- traffic calming
- greater social capital
- stronger community
- building partnerships
- community education
- design safety solutions
This Plan will serve as a blueprint for the City and schools to follow in carrying out a successful Safe Routes to School program. It also provides a list of projects that the City can use to apply for state and federal funds. We intend to implement this plan at all public schools in Desert Hot Springs, including:

- Bubbling Wells Elementary School
- Corsini Elementary School
- Two Bunch Palms Elementary School
- Wenzlaff Elementary School
- Desert Springs Middle School
- Desert Hot Springs High School
- A middle school under construction (expected 1,350 students) and two elementary schools (expected 800 and 850 students) under construction
**PLAN FOR THE “5 ES”**

The City has been working closely with the Palm Springs Unified School District to develop a comprehensive SRTS program with all “5 Es.” The nationally recognized 5 Es are Engineering, Education, Encouragement, Enforcement and Evaluation. We understand that a successful SRTS program requires this comprehensive approach. The first part of our Plan describes the four programmatic Es that resulted from our workshops as described below. This is a draft plan that will be modified over time as the SRTS program develops. Our materials will be printed in both English and Spanish.

**Education**

1) The Desert Hot Springs Police Department Community Resource Officer will work in schools to educate teachers, students and parents on pedestrian and bicycle safety.

2) We will print materials for safety education as well as pick up and drop off procedures for students and parents.

3) The schools will address Safe Routes to School, bicycling, and walking during Parent Night at the beginning of each school year. The school district will consider creating an early back to school night before the year starts to address these issues as well as the drop off and pick up procedures.

4) The after school program will address issues of safety, health and the environment.

5) The Palm Springs Unified School District will conduct community outreach through mailers, media, and billboards regarding safety around schools.

6) We will provide incentives for students to attend our workshops, such as helmet giveaways.

7) Information on SRTS and bike/pedestrian safety will be included in the enrollment package.

8) Kinder camp, which starts before the school year begins, will address safety issues, so students are educated before the school year begins.
9) The City will provide a Safe Routes to School link with information about our program on its website.

**Encouragement**

1) The School District currently has a district Physical Education who conducts a 'Safe Routes' program on National Safe Routes to School Day. She has created a program that involves city officials and parents. She addresses sidewalk conditions and road issues. She will expand her program and work to educate teachers at each of the schools to conduct concurrent programs on SRTS Day.

2) Each school will conduct contests and challenges within their schools, among schools within the district.

3) The student councils will be involved in creating incentives such as to win the "Golden Wheel" or "Golden Shoe" award, or the winning class gets 15 minutes of extra recess or time at the local BMX park.

4) The Palm Springs Unified School District will work with parents to form a bicycle train program.

5) The City and schools will coordinate with local merchants the district will create a safety scavenger hunt along various school routes.

6) The local variety club gives away about five bikes per school each November. We will tie this in with the SRTS program and work to find other organizations that could supply more bikes for children that may not be able to afford a bicycle.

7) At Desert Hot Springs High School the Renaissance Club is a teacher-led, student booster organization that may be ideal to operate the program there.

8) The School District will look into getting water bottles, personal safety items and gift certificates as special incentives.

**Enforcement**

1) Police officers will patrol around schools at pick-up and drop-off times to check for unsafe behavior. They will do this on an irregular schedule so that people won’t know when they are coming.

2) Teachers currently do yard duty during pick-up and drop-off to monitor the driving of parents.

3) The City and School District will recruit parent volunteers to be trained as crossing guards.
4) The City and School District will print up some handouts to be given to motorists around the schools, and to students who violate walking or bicycling rules as “tickets” or reminders.

5) The City and School District will recruit parents and residents to be trained for “citizens on patrol” in marked cars to try to keep routes to school safe from crime.

6) The City and School District will approach service organizations in the area for our “citizens on patrol” program as well as our volunteer crossing guard program.

Evaluation

1) Speed surveys will be conducted before the SRTS program begins and after engineering improvements have been installed to see how effective the new devices are.

2) We will use the yearly physical fitness exam of our students to indicate the overall physical health of the students, and whether it improves over time.

3) Naked Juice has awarded a grant to Corsini Elementary to conduct Body Mass Indexing on the students over a 3 year period. This will help to indicate our progress on improving students’ health.

4) Each year surveys will be distributed to teachers to determine the number and percentage of students walking and bicycling to school.

The table below displays the results of our 2008 survey.

<table>
<thead>
<tr>
<th>MODE</th>
<th>Desert Springs Middle School</th>
<th>Julias Corsini Elementary School</th>
<th>Two Bunch Palms Elementary School</th>
<th>Wenzlaff Elementary School</th>
<th>ALL</th>
<th>% All</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>237</td>
<td>51</td>
<td>86</td>
<td>132</td>
<td>506</td>
<td>15.4%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>28</td>
<td>2</td>
<td>10</td>
<td>8</td>
<td>48</td>
<td>1.5%</td>
</tr>
<tr>
<td>Other Self-driven*</td>
<td>34</td>
<td>0</td>
<td>5</td>
<td>13</td>
<td>52</td>
<td>1.6%</td>
</tr>
<tr>
<td>School Bus</td>
<td>152</td>
<td>203</td>
<td>108</td>
<td>64</td>
<td>527</td>
<td>16.0%</td>
</tr>
<tr>
<td>Family Vehicle</td>
<td>780</td>
<td>295</td>
<td>325</td>
<td>462</td>
<td>1,862</td>
<td>56.6%</td>
</tr>
<tr>
<td>Carpool</td>
<td>125</td>
<td>0</td>
<td>60</td>
<td>68</td>
<td>253</td>
<td>7.7%</td>
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<td>Sunline Bus</td>
<td>30</td>
<td>3</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>1.3%</td>
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<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,386</strong></td>
<td><strong>554</strong></td>
<td><strong>605</strong></td>
<td><strong>747</strong></td>
<td><strong>3,292</strong></td>
<td></td>
</tr>
</tbody>
</table>

*Other self-driven includes skateboards, in-line skates, scooters, etc. and will be counted as pedestrians for reporting purposes.
**BICYCLE COMPONENT**

**Planned Bicycle Paths Serving Schools**

- Along the Big Morongo Wash from Dillon Rd. to Mission Lakes Rd. (3.5 mi.)
- Along the Santa Cruz Wash from Big Morongo Wash to Cholla Dr. @ 8th St., and from 8th St. east of West Dr. to Mission Lakes Blvd., and to Verbena Dr. (1.5 mi.)
- From 5th St. @ Golden Eagle Way to the Santa Cruz Wash (200’)
- Along Blind Canyon Wash from Mission Lakes Blvd. to Casa Grande (0.4 mi.)
- From Camino Campanero to Park Lane between Palm Dr. and Verbena Dr. through Park (0.25 mi.)
- From Don English Way to eastern city limit on north side of Hacienda Ave. and on south side from city limit to Long Canyon when Long Canyon bike path is built (0.2 mi.)
- Along wash connecting from Santa Cruz Channel near 8th St. to new middle school (.8 mi.)

**Planned Bicycle Lanes Serving Schools**

- Along West Dr. from Pierson Blvd. to Avenida Jalisco
- Along Pierson Blvd. from Cactus Dr. to Cholla Dr.
- Along Golden Eagle Way from 5th St. to Pierson Blvd.
- Along Hacienda Ave. from Little Morongo Rd. to Long Canyon Rd.
- Along Two Bunch Palms Trail from Little Morongo Rd. to Hacienda Ave.
- Along 8th St. from Cholla Dr. to just east of West Dr. to connect bike paths on Santa Cruz Channel
- Along Palm Dr. from Camino Campanero to Desert View Dr.
- Along Ocotillo Rd. from Ironwood Dr. to Two Bunch Palms Trail
- Along Mission Lakes Blvd. from Palm Dr. to Little Morongo Rd.

**Planned Signed Bicycle Routes**

- Add signs and sharrows on West Dr. from Pierson Blvd. to the southern end
- Add signs and sharrows on Palm Dr. from Desert View Dr. to Mission Lakes Rd.
- Add signs and sharrows on Mesquite Ave. from Ocotillo Rd. to Hacienda Ave.
- Add signs and sharrows on Ocotillo Rd. north of Ironwood Dr.

**Bicycle Parking**

- Install 20 inverted U-racks (enough for 40 bicycles) at the high school
- Install 20 inverted U-racks (enough for 40 bicycles) at the existing middle school and 20 at the middle school under construction
- Install 10 inverted U-racks (enough for 20 bicycles) at each of 4 existing elementary schools, and 10 at each of the 2 elementary schools under construction
Desert Hot Springs Safe Routes to School Plan

Desert Hot Springs
Planned School Bicycle Facilities

Legend
- Planned Bicycle Paths
- Planned Bicycle Lanes
- Planned Shaded Bicycle Routes
- High School
- Middle School
- Elementary Schools
- Schools Under Construction

Map showing planned school bicycle facilities in Desert Hot Springs.
**ENGINEERING PROJECTS BY SCHOOL**

The planned physical improvements along school routes are described in the following pages. All bulb-outs and tapered curb extensions include perpendicular curb ramps and tactile devices for the blind on ramps.
Desert Hot Springs Safe Routes to School Plan

Bubbling Wells Elementary School Area Projects
Bubbling Wells Rd. @ San Tomas St. and San Antonio St.

2-way stops for San Tomas St. and San Antonio St.

Bubbling Wells Rd. is 55’ wide

- Add mid-block zebra-stripe cross walk connecting to school entrance sidewalk on the south side of school driveway (1)
- Add advanced yield bars on approaches to this crosswalk (2)
- Add advanced pedestrian crossing warning signs (Assembly D) for this crossing (2)
- Pave 220’ of sidewalk with curb, gutter and parkway on east side of Bubbling Wells Rd.
- Add bulb-out on west side of Bubbling Wells Rd. (1)
- Add tapered curb extension on east side of Bubbling Wells Rd. to narrow crossing (1)
- Add R1-6 pedestrian center sign to this crossing (1)
Camino Campanero from School to Avenida Manzana
T-intersections at Avenida Monte Flora, Avenida Ramada, and Avenida Florencita
- Pave 1480’ of sidewalk on south side of Camino Campanero
- Add 100’ of sidewalk on north side of Camino Campanero at Avenida Manzana to link with existing sidewalk
- Add zebra-stripe crosswalk at each side street (3)
- Add advanced stop bars on each of these side streets (3)
- Add 2 bulb-outs at each intersection to cross the side streets (6)

Camino Campanero @ Avenida Manzana
T-intersection with stop on Avenida Manzana
- Add zebra-stripe crosswalk to cross Camino Campanero on east side of Avenida Manzana
- Add advanced yield bars to both approaches of this crossing (2)
- Add R1-6 center pedestrian sign on Camino Campanero (1)
- Add 6’ bulb-out into Avenida Manzana to create straight crossing
- Add pedestrian-activated LED flashing beacons for this crossing (2)
Camino Campanero in front of school

- Add raised zebra-stripe crosswalk west of school driveway (1)
- Add R1-6 sign center pedestrian sign to this crossing (1)
- Add bollard curb extension on north side of Camino Campanero (1)
- Add tapered curb extension on south side of Camino Campanero (1)
- Add pedestrian-activated LED flashing beacons (2)
Corsini Elementary School Area Projects
**Hacienda Ave. in front of school**
Crosswalk exists with overhead pedestrian-activated flashing beacons

Very wide street
- Add raised zebra-stripe crosswalk (1)
- Add 7’ curb extension on south side of Hacienda Ave. (1)
- Add 7’ bulb-out on north side of Hacienda (1)
- Add 18’ wide crossing island (1)
- Add advanced yield bars to both approaches (2)
- Add R1-6 sign center pedestrian sign (1)
- Paint curbs red near crosswalk
- Add zebra-stripe crosswalks to cross school driveways (2)
- Add advanced stop bars on exit side of school driveways (2)
**Hacienda Ave. @ Don English Way**

- Add zebra-stripe crosswalk from housing development entrance to bus driveway entrance, just north of intersection of Don English Way and Hacienda Ave. (1)
- Add bulb-outs on north side of school entrance and south side of housing development entrance (2)
- Add advanced yield bars to crossing of Don English Way (2)
- Add bike path crossing signs as bike path crosses Don English Way

![Existing vs Proposed Diagram](image)

**Hacienda Ave. from Don English Way to eastern city limit**

- Pave 12’-wide bike path/sidewalk from school to city limit on north side of Hacienda Ave. and on south side from city limit to Long Canyon when Long Canyon bike path is built
**Hacienda Ave. east of Corsini Elementary at the city limit**

Hacienda Ave. is 70’ wide

- Add median island with “Welcome to Desert Hot Springs, Entering School Zone “ gateway sign (1)
- Add chokers to narrow the entrance to slow motorists (2)
- Add zebra-stripe crosswalk for pedestrians and bicyclists coming from future Long Canyon bike path
- Add rumble bars to approach of the school
- Add 2nd set of chokers and island after curve
- Add SLOW SCHOOL XING pavement marker
**Hacienda Ave @ Hacienda Heights Dr.**

T-intersection

1-way stop for Hacienda Hts. Dr.

Existing crosswalk is faded

- Add zebra-stripe crosswalk (1)
- Add tapered curb extension on north side (1) and connect to the sidewalk
- Add bulb-out on the south side (1)
- Add pedestrian warning signs (Assembly D) to approaches (2)
- Add R1-6 center pedestrian sign (1)
- Add advanced yield bars to approaches (2)
Hacienda Ave. from Redbud Rd. to Starlight Way

2-way stop for each side street
- Add zebra-stripe crosswalks at every street (7)
- Add 2 bulb-outs at each intersection to cross side streets (14)
- Add advanced stop bars to every side street (7)
- Replace asphalt sidewalk on north (0.4 of a mile) and south (0.5 mile) side of Hacienda Ave. with curb, gutter, parkway and new sidewalk

Existing

Proposed
Two Bunch Palms Elementary School Area Projects
Two Bunch Palms Trail from West Dr. to Palm Dr.
4 lanes and 2-way left-turn lane
On-street parking is permitted
78’ wide

- Create road diet to reduce the number of travel lanes to 2
- Maintain 2-way left-turn lane; use the lane for crossing islands at some intersections
- Maintain on-street parking
- Add 7’-wide bike lanes
- Add wide curb extensions and narrow lanes at intersections with pedestrian crossings
- In front of school on the south side add a loading zone
- Optional: Add parkway onto sidewalks
Desert Hot Springs Safe Routes to School Plan

West Dr. in front of School
- Add zebra-stripe crosswalks through school driveways (3)
- Narrow northern driveway from 30' wide to 22’ with curb extensions (2)
- Add raised crosswalk across northern driveway (1)
- Add a turn-around at the end of the street to prevent cars from doing U-turns in front of the school (1)
- Add a 2’-wide median to prevent cars from doing U-turns in front of the school (may have to widen the pavement) from Two Bunch Palms Trail to the end (600’)
- Add raised zebra-stripe crosswalk mid-block to cross from school to pick up/drop off area; the crosswalk and median will be designed to use the median to create crossing islands; widen median to 6’ here
- Add R1-6 sign center pedestrian sign (1)
- Add advanced yield bars on West Dr. (2)
- Add pedestrian warning signs (2) (Assembly D)

Existing Proposed

![Diagram of Existing West Dr. in front of School](image1)

![Diagram of Proposed West Dr. in front of School](image2)
**West Dr. @ Two Bunch Palms Trail**

4-way stop with two crosswalks, one on the north and one on the east

Two Bunch Palms Trail widens from two lanes on the west side to four lanes with one turn lane on the east side (78’ wide)

West Dr. is 40’ wide

- Add bulb-outs on West Dr. north of Two Bunch Palms Trail (2)
- Add 6’-wide crossing island to cross Two Bunch Palms Trail (1)
- Add raised zebra-striped crosswalk to cross Two Bunch Palms Trail (1)
- Move bus stop on Two Bunch Palms Trail closer to corner of West Dr.
- Add tapered 4’ wide curb extensions on NE & SE sides of Two Bunch Palms Trail (2)
- Create lane with a median for drop off/pick up on the south side of Two Bunch Palms Trail
- Add advanced stop bars (2) in front of both crosswalks
Two Bunch Palms Trail @ Santa Isabel Dr., Cuyama Dr., Julian Dr., and Ramona Dr.

- Add zebra-stripe crosswalks to cross each side street on the north side of Two Bunch Palms Trail (4)
- Add bulb-outs to both crossing faces on each street (8)
- Add advanced stop bars to all stop signs (3)

Two Bunch Palms Trail @ Cactus Dr.

4-way stop with crosswalks

Two Bunch Palms Trail is 77’ wide

- Add zebra-stripe crosswalks to all crossings (4)
- Add bulb-outs on all crossing faces (8)
- Add crossing islands to cross Two Bunch Palms Trail on the east side (1)
- Add advanced stop bars to all approaches (4)

Ironwood Dr. @ West Dr.

4-way stop
**Desert Hot Springs Safe Routes to School Plan**

- Add bulb-outs to all crossing faces (8)
- Add zebra-stripe crosswalks (white) to all crossings (4)
- Add advanced stop bars in all directions (4)
- Add school sign on West Dr. between Ironwood and Two Bunch Palms Trail (1)

![Existing vs Proposed Diagram]

**Ironwood Dr. from El Rio Ln. to Cactus Dr.**

- Add sidewalks with parkways and double perpendicular ramps at each intersection (4,400’)

---
**West Dr. @ Hacienda Ave.**

4-way stop with crosswalks
Hacienda Ave. is 78’ wide
West Dr. is 40’ wide
- Add bulb-outs to all 8 crossing faces
- Use curb extensions on Hacienda Ave. to narrow the street
- Add advanced stop bars to all 4 approaches
- Add zebra-stripe crosswalks (white) to all 4 crossings
Wenzlaff Elementary School Area Projects
West Dr.
West Drive is 53’ wide
School warning signs with flashing beacons exist at both approaches to the school, North of Pierson and North of 4th Street. West Drive also has pavement SLOW SCHOOL XING markings on both approaches to the school.

- Add 6’-wide bike lanes to West Dr. from Pierson Blvd. to 8th St.
- Add chicanes on east side of West Dr. interspersed with on-street parking from Pierson Blvd. to 8th St.

West Dr. @ 2nd St.
T-intersection
Stop sign on 2nd St.
The existing ladder crosswalk over West Dr. from the south corner of 2nd St. goes into the driveway of the library
2nd St. is 52’ wide
- Add bulb-outs on both sides of 2nd St. (2)
- Add tapered curb extensions on both sides West Dr. to choke road down to 32’ at the crosswalk (2)
- Add zebra-stripe crosswalk (1) to cross 2nd St.
- Add zebra-stripe crosswalk (1) to cross West Dr.
- Move crosswalk over West St. 4 feet north of its current location
- Add R1-6 center pedestrian sign (1) on West Dr.
- Add pedestrian crossing warning signs (Assembly D) (2) on both approaches
- Add raised crosswalk on West Dr. (1)
- Add advanced stop bar on 2nd St. (1)
- Add advanced yield bars on West Dr. (1)
**West Dr. @ 3rd St.**

T-intersection
Stop sign exists on 3rd St
A ladder crosswalk over West Dr. exists from the south corner of 3rd St. to the school yard entrance
3rd St. is 42’ wide

- Add bulb-outs with perpendicular curb ramps on both sides of 3rd St. and to cross West Dr. on south corner of 3rd (3)
- Add tapered curb extension with perpendicular curb ramp on west side West Dr. to choke road down to 32’ (1)
- Add 1 zebra-stripe crosswalk cross 3rd St.
- Add raised crosswalk on West Dr. (1)
- Add R1-6 center pedestrian sign on West Dr. (1)
- Add pedestrian crossing warning signs (Assembly D) on both approaches (2)
- Add advanced stop bar on 3rd St. (1)
- Add advanced yield bars on West Dr. (2)
West Dr. @ 4th St.
4-way stop intersection 4-way
4 ladder crosswalks exist
4th St. is 40’ wide.
- Add bulb-outs to all 8 crossing faces to choke 4th St. to 22’/24’, and West Dr. to 32’
- Add advanced stop bars to all 4 approaches

4th Street between Cholla Dr. and West Dr.
40’ wide
Curb and gutter on south side only
No sidewalks
- Pave sidewalk on both sides of 4th St with 4’-5’ of parkway (2,500’)
- Add curb and gutter to north side (1,250’)
- Narrow street to approximately 30’
West Dr. @ 5th St.

4-way intersection

2-way stop on 5th St.

- Add bulb-outs to all 8 crossing faces
- Add R1-6 center pedestrian signs (2) to crossings of West Dr.
- Add zebra-stripe crosswalks (4)
- Add advanced stop bars on 5th St. (2)
- Add advanced yield bars on West St. (2)
- Advanced pedestrian crossing warning signs (Assembly D) to both approaches on West Dr. (2)

West Dr. @ 6th and 7th Streets

2-way stops for 6th and 7th Streets

- Add bulb-outs to cross 6th St. and 7th St. on both sides (8)
- Add zebra-stripe crosswalks to cross 6th St. and 7th St. (4)
- Add advanced stop bars on both sides of 6th St. and 7th St. (4)
West Dr. @ 8th St.

4-way stop
- Add bulb-outs to all 8 crossing faces
- Add zebra-stripe crosswalks (4)
- Add advanced stop bars (4)
- Extend sidewalks north of 8th Street on West Dr. to Santa Cruz Rd., 175’ on east side and 75’ on west side of West St.
- Extend sidewalks on 8th St. 40’ east of West Dr. on the south side and 20’ west of West Dr. on the south side
**Cactus Dr. @ 1st, 2nd, 3rd, and 4th Streets**

4-way intersections with 2-way stops on 1st, 2nd, 3rd, and 4th Streets

Cactus Dr. is 48’ wide

- Add bulb-outs on all 8 crossing faces of 1st, 2nd, 3rd, and 4th Streets and Cactus Dr. (64)
- Add advanced stop bars to both approaches of 1st, 2nd, 3rd, and 4th Streets (16)
- Add advanced yield bars on Cactus Dr. both approaches at 1st, 2nd, 3rd, and 4th Streets (16)
- Add zebra-stripe crosswalks on all 4 legs of all intersections (16)

Add bike lanes to Pierson Blvd, 6’ on both sides
Pierson Blvd. @ West Dr.

4-way signalized intersection
Colored crosswalks exist in all 4 directions
Pierson Blvd. has 4 lanes with a turn lane on both approaches
Pedestrian-activated crossing signals exist
Pierson Blvd. is 72’ wide
West Dr. is 48’ wide south of Pierson Blvd. and 54’ wide north of Pierson Blvd.
  - Add bulb-outs on all crossing faces of West Dr. (4)
  - Add zebra-stripe crosswalks (4)
  - Add advanced stop bars to all 4 approaches
  - Add audio and countdown signals to pedestrian activated signals (8)
  - Add crossing islands on Pierson Blvd. (2) to shorten crossing
  - Add 4’ tapered curb extensions on both sides of Pierson Blvd. (4)
  - Straighten crosswalk on east side of Pierson Blvd.
Desert Springs Middle School Area Projects
Bikeways
- Stripe bike lanes on Two Bunch Palms Trail from Palm Dr. to Hacienda Ave.
- Stripe bike lanes on Hacienda Ave. from Palm Dr. to Long Canyon Rd.
- Stripe bike lanes on Palm Dr. from Camino Campanero to Desert View Dr.
- Add sharrows on Palm Drive from Camino Campanero to Mission Lakes Rd.
- Add bike lanes on Ocotillo Rd. from Ironwood Dr. to Two Bunch Palms Trail
- Add sharrows on Ocotillo Rd. from Hacienda Ave. to Ironwood Dr.

Two Bunch Palms Trail @ Ocotillo Rd.
Directly in front of school is a 3-way stop with 2 crosswalks to cross Ocotillo Rd. and Two Bunch Palms Trail
Pedestrian-activated flashing beacon overhead of crosswalk on Two Bunch Palms Trail
T-intersection
Two Bunch Palms Trail has 2 lanes and on-street parking
Two Bunch Palms Trail is 50' wide
Ocotillo Rd. has 2 lanes and on-street parking
Ocotillo Rd. is 50’ wide
- Straighten crosswalk on Two Bunch Palms Trail
- Add raised zebra-stripe pedestrian crosswalks (2) to cross both Two Bunch Palms Dr. on the west side and Ocotillo Rd. on the north side
- Add R1-6 sign center pedestrian signs (2)
- Add large curb extensions to both sides of on Ocotillo Rd. to make right angles and to choke the crossing to 32’
- Add tapered curb extension on south side of Two Bunch Palms Trail to choke street to 32’
- Add raised zebra-stripe crosswalk across passenger loading zone driveway in front of the school
- Add R1-6 center pedestrian sign to the crossing of the driveway
- Add advanced stop bars to all 3 stops

![Existing](image1.png) ![Proposed](image2.png)
**Ocotillo Rd. @ Mesquite Ave.**
Mesquite Rd. has a 2-way stop
Ocotillo Rd. is 50’ wide
Mesquite Ave. is 32’ wide
- Add bulb-outs to all crossing faces (8)
- Add advanced stop bars to Mesquite Rd. (2)
- Add advanced yield bars to Ocotillo Ave. (2)
- Add zebra-stripe crosswalks to all 4 crossings
- Add 130’ of new sidewalk on west side of Ocotillo Rd. between Mesquite Ave. and Richard Way; add 150’ of new sidewalk on west side of Ocotillo Rd. between Richard Way and Joseph Way
- Add mini-roundabout or mini-traffic circle and remove the stop signs
- Add signs and sharrows on Mesquite Ave. from Two Bunch Palms Trail to Hacienda Ave.
Mesquite Ave. @ Ironwood Dr.
Mesquite Ave. has a 2-way stop
Mesquite Ave. is 32’ wide
Ironwood Dr. is 80’ wide
- Add advanced yield bars on Ironwood (2)
- Add advanced stop bars on Mesquite Ave. (2)
- Add bulb-outs to all 8 crossing faces
- Add zebra-stripe crosswalks to all 4 crossings

Ocotillo Rd. @ Ironwood Dr.
Ocotillo Rd. has a 2-way stop
- Add advanced yield bars on Ironwood Dr. (2)
- Add advanced stop bars on Ocotillo Rd. (2)
- Add bulb-outs to all 8 crossing faces
- Add zebra-stripe crosswalks to all 4 crossings
- Add signs and sharrows on Ocotillo Rd. north of Ironwood Dr.
Ocotillo Rd. @ Hacienda Ave.

Ocotillo Rd. has a 2-way stop
Hacienda Ave. transitions from 4 lanes and 1 turn lane (west side, 69’ wide) to 2 lanes and one turn lane (east side, 52’ wide)
Ocotillo Rd. is 39’ wide

- Add zebra-stripe crosswalks on north, south and east sides (3)
- Add bulb-outs to cross Ocotillo Rd. on both sides (4)
- Add tapered curb extension on SE and NE sides of Hacienda Ave. (2)
- Add crossing island on east side of Hacienda Ave. (1)
- Add advanced stop bars to Ocotillo Rd. (2)
- Add advanced yield bars on Hacienda Ave. (2)
- Add pedestrian-activated stutter LED beacons with signs on the side of the street and on island for each direction (4)
- Add pedestrian warning signs (Assembly D) on approaches to Hacienda Ave. crossing (2)
- Add 30’ of sidewalk on the east side Ocotillo Ave. just south of the intersection

Mesquite Ave. @ Hacienda Ave.

4-way stop with crosswalks on east crossing of Hacienda Ave. and south crossing of Mesquite Ave.
Mesquite Ave. is 25’ wide
Hacienda Ave. is 54’ wide

- Add zebra-stripe crosswalks to all 4 crossings
- Add advanced stop bars in all 4 directions
- Add 8’ crossing islands to cross Hacienda Ave. (1) on the east side
- Add R1-6 center pedestrian sign to cross Hacienda Ave. (1)
- Add bulb-outs to all 8 crossing faces
Ironwood Dr. @ Palm Dr.
4-way signalized stop with four crosswalks and pedestrian activated crossing signals
Palm Dr. has 4 lanes with 1 turning lane in each direction
Palm Dr. is 72’ wide
Ironwood Dr. has 2 travel lanes with left-turn lanes and on-street parking away from the intersection
Ironwood Dr. is 40’ wide
- Add tapered curb extensions on north side of Palm Dr. (3’each) (2)
- Add tapered curb extensions to cross Ironwood Dr. on NE and SW corners (2)
- Add bulb-outs to cross Ironwood Dr. on NW and SE corners (2)
- Add zebra-stripe crosswalks in all 4 directions
- Add countdown signals and audio pedestrian signals (8)
- Add advanced stop bars in all 4 directions
Two Bunch Palms Trail @ Palm Dr.

Slightly skewed intersection
4-way signalized stop with 4 crosswalks and pedestrian-activated crossing signals
Palm Dr. has 4 lanes with a turning lane on each side
Two Bunch Palms Trail has 2 lanes with a left-turn lane and a right-turn lane westbound east of Palm Dr., and 4 lanes with a turn lane west of Palm Dr.
4 medians exist, 2’ wide on Palm Dr. and 6’ wide on Two Bunch Palms Trail
- Straighten crosswalks and corners with curb extensions (8)
- Add zebra-stripe crosswalks in all 4 directions
- Add advanced stop bars in all 4 directions
- Add countdown signals with additional crossing time and audio signals (8)
- Add nose onto median on east side of Two Bunch Palms Trail to create a crossing island
Two Bunch Palms Trail @ Sarita Dr., Susan Way, Vons parking lot driveways

- Add zebra-stripe crosswalks crossing all side streets and entrances from Palm Dr. to the school entrance along Two Bunch Palms Trail (4)
- Add (2) bulb-outs at each crosswalk (8)

Behind School

- Pave a bike path through the park on the east side edge coming from Camino Campanero to Park Lane Use park parking lot on Park Lane for additional drop off and pick up area behind school
- Open backyard gate during school hours
Desert Hot Springs Safe Routes to School Plan

Desert Hot Springs High School Area Projects
**Pierson Blvd. @ Cholla Dr.**

2-way stop for Cholla Dr.

Ladder crosswalks exist on west crossing of Pierson Blvd. and both crossings of Cholla Dr. Pierson Blvd. is 79’ wide on east side, 71’ on west side. Cholla Dr. is 42’ wide south of Pierson Blvd., 65’ north of Pierson Blvd.

- Add bulb-outs to cross Cholla Dr. (4)
- Add pedestrian-activated stutter LED beacons with signs on the side of the street and on island for each direction (4)
- Add 4’ tapered curb extensions on both sides of Pierson Blvd. (4)
- Add crossing islands, 6’ on west side of Pierson Blvd., 8’ on eastside of Pierson (2)
- Add zebra-stripe crosswalks (4)
- Widen sidewalk area around bus stop by the high school and add consider benches to allow thru pedestrian traffic walking room
Pierson Blvd @ Golden Eagle Way/ Atlantic Ave.

4-way signalized intersection
Lateral crosswalks exist on the north crossing of Golden Eagle Way, the south crossing of Atlantic Ave. and the east crossing of Pierson Blvd.

Pedestrian-activated signals
- Add zebra-stripe crosswalks on north, south and east crossings (3)
- Add bulb-outs to cross Golden Eagle Way and Atlantic Ave. at these crosswalks (4)
- Add 8’ tapered curb extensions on both sides of Pierson Blvd. on the east side of the intersection
- Add advanced stop bars to north, south and east (3) approaches
- Add audio and countdown signals to all pedestrian-activated signals (6)
- Add crossing islands on Pierson Blvd. to shorten crossing (2)
- Increase bike lane width to 7’ on each side
- Increase the time on the “walk” signal to cross Pierson Blvd.
Cholla Dr. @ 5th St.
T-intersection
3-way stop
- Add zebra-stripe crosswalk on south side of 5th St.
- Extend sidewalks on east side of Cholla Dr., 290’ from 5th St. to 4th St.
- Add bulb-outs to cross Cholla Dr. (2)
- Add R1-6 sign center pedestrian sign (1)
- Add advanced stop bar (1)
- Extend sidewalks on 5th St. from Cholla Dr. to West Dr. (1/4 mile)

Cholla Dr. between Golden Eagle Way and West Dr.
There are only 2 street lights
- Add more street lights
Golden Eagle Way @ Osprey Lane
No marked crosswalk or controls exist from entrance of school to entrance of housing development.

- Add zebra-stripe crosswalk (1) from south corner of Osprey Ln. to north corner of school driveway to cross Golden Eagle Way
- Add R1-6 sign center pedestrian sign to the crossing of Golden Eagle Way (1)
- Add pedestrian crossing warning signs (Assembly D) to both approaches (2)
- Add bulb-out on south corner of Osprey Ln. to cross Golden Eagle Way (1)
- Add curb extension on north corner of school driveway to cross Golden Eagle Way (1)
- Add advanced yield bars (2) to both approaches
5th Street @ Golden Eagle Way

A walking path exists behind the high school and housing development to the Santa Cruz Flood Control Channel

- Pave bike path to the Santa Cruz Flood Control Channel for pedestrians and bikes (200’)
- Add zebra-stripe crosswalk to cross 5th St. (1)
- Add R1-6 center pedestrian sign to this crossing (1)
- Add tapered curb extension on south side of 5th St. (1)
- Add pedestrian and bike crossing warning signs (W11-15 with W11-15a) (2)
Future Site of Cabot Yerxa Elementary School
Desert View Ave. between Mesquite Ave. and Sumac Dr.

- Add SCHOOL pavement markings on approaches to the school (2)
- Add 25 mph school zone signs (2)

Desert View Ave. @ Palm Dr.
Palm Dr. has 4 lanes with a 2-way left-turn lane
Desert View Ave. has 2 lanes with parking on both sides
2-way stop for Desert View Ave.

- Add bulb-outs to cross Desert View Ave. on the east side (2)
- Add a zebra-stripe crosswalk to this crossing (1)
- Add an advanced stop bar to this crossing (1)
Desert View Ave. @ Ocotillo Rd.
Both streets have 2 lanes with on-street parking
2-way stop for Ocotillo Rd.
No sidewalks on Desert View Ave. in any direction
- Add sidewalks on both sides of Desert View Ave. from Palm Dr. to Miracle Hill Rd. (2 mi.)
- Add bulb-outs on all 4 corners to cross Ocotillo Rd.
- Add zebra-stripe crosswalks to cross Ocotillo Rd. (2)
- Add advanced stop bars on Ocotillo Rd. (2)

Desert View Ave. @ Mesquite Ave.
2 lanes with on-street parking on both streets
4-way stop
No sidewalks on Mesquite Ave.
- Add zebra-stripe crosswalks to all 4 crossings
- Add advanced stop bars in all 4 directions
- Add bulb-outs to all 8 crossing faces
Desert View Ave. @ Verbena Dr.

4-way stop
2 lanes with on-street parking on both streets

- Add zebra-stripe crosswalks to all 4 crossings
- Add advanced stop bars in all 4 directions
- Add bulb-outs to all 8 crossing faces
- Add R1-6 center pedestrian signs to all 4 crossings
- Add raised crosswalk (1) to cross Desert View Ave. on the east side
- Add raised crosswalk (1) to cross Verbena Dr. on the south side

Verbena Ave. from Hacienda Ave. to Pierson Blvd.

Has no sidewalks

- Add sidewalks both sides (1 mile)
Side Streets (Cahuilla Ave., Buena Vista Ave., and Acoma Ave.) along west side of Verbena Dr. north of Desert View Ave.

T-intersections

1-way stop for side streets
- Add zebra-stripe crosswalk (1) to cross side streets
- Add advanced stop bar (1) on side streets
**Verbena Ave. @ Pierson Blvd.**

4-way stop

Lateral crosswalk exists to cross Verbena Ave. on the south side
Lateral crosswalk exists to cross Pierson Blvd. on the west side
Verbena Ave. has 2 lanes with on-street parking and is 42’ wide
Pierson Blvd. has 4 lanes and a left-turn lanes and is 70’ wide

- Add zebra-stripe crosswalks to all 4 crossings
- Add advanced stop bars in all 4 directions
- Add bulb-outs to all 8 crossing faces
- Replace left-turn lane on east side of Pierson Blvd. with crossing islands (1)
**Pierson Blvd. @ Pomelo Dr.**

2-way stop for Pomelo Dr.
Pierson Blvd. has 2 lanes and is 52’ wide

- Add bulb-outs (2) to cross Pierson Blvd. on the west side
- Add crossing islands to this crossing (1)
- Add zebra-stripe crosswalk to cross Pierson Blvd. to this crossing (1)
- Add advanced yield bars to approaches of this crossing (2)
- Add pedestrian crossing warning signs (Assembly D) to approaches of this crossing (2)
- Add pedestrian crossing signs to this crossing (Assembly B) (2)

**Pomelo Dr. between Pierson Blvd. and Desert View Ave.**

Has no sidewalks

- Add sidewalk to west side (1,300’)

**Pierson Blvd. and Ambrosia Dr.**

- Add sidewalk on north side of Pierson Blvd. from Ambrosia Dr. to Verbena Ave. (300’)
- Add sidewalk on east side of Ambrosia Dr. just north of Desert View Ave. (650’)

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*Desert Hot Springs Safe Routes to School Plan*
Desert View Ave. @ Ambrosia Dr.
T-intersection
1-way stop for Ambrosia Dr.

- Add zebra-stripe crosswalk (1) to cross Ambrosia Ave.
- Add advanced stop bar (1) on Ambrosia Ave.
Desert View Ave. @ Pomelo Dr.

T-intersection
1-way stop for Pomelo Dr.

- Add zebra-stripe crosswalk (1) to cross Pomelo Dr.
- Add advanced stop bar (1) on Pomelo Dr.
- Add zebra-stripe crosswalk (1) to cross Desert View Ave. on the west side connecting to a new sidewalk between the visitors’ parking and the bus drop off
- Add raised crosswalk to this crossing (1)
- Add R1-6 center pedestrian sign to this crossing (1)
- Add advanced yield bars to approaches of this crossing (2)
- Add pedestrian warning signs (Assembly D) to both approaches (2)
- Add a new sidewalk connecting this crossing to the sidewalk leading into the school (50’)

Existing

Proposed
Desert View Ave. @ Tamar Dr.

2-way stop for Tamar Dr.
- Add zebra-stripe crosswalks (2) to cross Tamar Dr.
- Add advanced stop bars (2) to Tamar Dr.

Side Streets (Granada Ave., Flora Ave., Estrella Ave.) along west side of Verbena Dr. south of Desert View Ave.

T-intersections
1-way stops
- Add zebra-stripe crosswalks (3) to cross side streets
- Add advanced stop bars (3) on side streets
- Add bulb-outs to cross side streets (6)
Middle School #5 and New Elementary School #18

These two schools will be under construction soon at the site shown on the map.
Mission Lakes Blvd. @ West Dr.
West Dr. has 2 lanes and is approximately 30’ wide
No sidewalks on West Dr. on east side, but it has a curb
West Dr. has right-turn lane south/westbound on the north side
Mission Lakes Blvd. has 2 lanes and is 57’ wide on the east side, 50’ wide on the west side
4-way stop

- Add bulb-outs to cross Mission Lakes Blvd. on the east side (2)
- Add bulb-outs to cross West Dr. on the north side (2)
- Add advanced stop bars to all approaches (4)
- Add zebra-stripe (white) crosswalks to all 4 crossings
- Add sidewalk on the east side of West Dr. from Mission Lakes Blvd. to Avenida Jalisco (1,800’)

Existing

Proposed
**West Dr. @ Avenida Jalisco**

Avenida Jalisco will be extended to the new schools. It currently has its western terminus at West Dr.

2-way stop for Avenida Jalisco

- Add zebra-stripe crosswalks to all 4 crossings
- Add bulb-outs to all 8 crossing faces
- Add advanced stop bars to Avenida Jalisco (2)
- Add advanced yield bars to West Dr. (2)
- Add advanced warning signs (Assembly D) to approaches of crossing of West Dr. (2)
- Add R1-6 center pedestrian signs to south crosswalk of West Dr.

**West Dr. on Approach to Avenida Jalisco**

Add SCHOOL pavement marker (1)
Add 25 mph school zone sign (1)

**Avenida Jalisco from West Dr. to Avenida Sueños**

About 80% of the sidewalks are missing

40’ wide

- Add sidewalks to both sides (2,600’), or treat as shared street with traffic calming devices to slow cars so that walking in the street is safer
Avenida Barona from West Dr. to Avenida Jalisco
No sidewalks
44’ wide

- Add sidewalks to north side (1,200’)

Wash from Santa Cruz Channel near 8th St. to new school

- Add new bike path

Crossing of new wash bike path (just west of Cholla Dr.) @ Mission Lakes Blvd.

- Add crossing islands (1)
- Add new zebra-stripe crosswalk (1)
- Add tapered curb extensions (2) to shorten the crossing distance
- Add pedestrian-activated stutter LED beacons with signs to this crossing
- Add bike/pedestrian crossing warning signs (W11-15) (2)
- Add advanced yield bars to both approaches (2)
Sonora Dr. @ Avenida Dorado

2-way stop for Avenida Dorado

- Add bulb-outs to cross Avenida Dorado (4)
- Add zebra-stripe crosswalks to cross Avenida Dorado (2)
- Add advanced stop bars to Avenida Dorado (2)

North end of Cholla Dr.

- As Cholla Dr. is developed, add pedestrian/bicycle path from the end to the new schools.

New Development

New housing development is coming to this area of Desert Hot Springs.
- As new neighborhoods are developed they should come with sidewalks, parkways and good intersection crossings.
- New neighborhoods should be built with direct pedestrian connections to the schools.
## Budget

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<td>number</td>
<td>$100,000</td>
<td>1</td>
<td>$100,000</td>
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<tr>
<td>Restripe Two Bunch Palms Trail with Road Diet</td>
<td>linear miles</td>
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<tr>
<td>Benches</td>
<td>number</td>
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<td>2</td>
<td>$1,000</td>
</tr>
<tr>
<td>Street lights</td>
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<td>$12,000</td>
<td>12</td>
<td>$144,000</td>
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<td>Paint red curbs</td>
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<td>Bike path</td>
<td>linear miles</td>
<td>$1,000,000</td>
<td>7</td>
<td>$6,800,000</td>
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<tr>
<td>Bicycle lanes</td>
<td>linear miles</td>
<td>$20,000</td>
<td>11</td>
<td>$220,000</td>
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<tr>
<td>Bicycle routes</td>
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<td>3</td>
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<tr>
<td>Bicycle parking</td>
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<td>120</td>
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<tr>
<td>Engineering (5%)</td>
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<td>$536,097</td>
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<td>SUBTOTAL</td>
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<tr>
<td>Contingency (10%)</td>
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<td>TOTAL</td>
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*Cost of signs associated with bikeways are included with bikeways*