SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

ITEM: 3.63
(ID # 28074)
MEETING DATE:
Tuesday, August 26, 2025

FROM : TLMA-TRANSPORTATION

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/TRANSPORTATION: Adopt the Mobility Plan for the Desert Edge Community in Coachella Valley; Adopt Resolution No. 2025-167 for the Mobility Plan for the Desert Edge Community in Coachella Valley; CEQA Statutory Exemption per State CEQA Guidelines Section 15262 and 15276; District 4. [$0]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Find that the Desert Edge Mobility Plan is statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Sections 15262 and 15276;

2. Adopt the Desert Edge Mobility Plan for the Community of Desert Edge in Coachella Valley;

3. Adopt Resolution No. 2025-167, A Resolution of the Board of Supervisors of the County of Riverside Adopting the Mobility Plan for the Desert Edge Community in Coachella Valley; and

4. Direct the Clerk of the Board to file a Notice of Exemption with the County Clerk's Office and the State Clearinghouse within five days after approval by the Board.

ACTION:Policy

Dennis Acuna, Director of Transportation 8/6/2025

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Gutierrez, seconded by Supervisor Medina and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes:	Medina, Spiegel, Washington, Perez and Gutierrez
Nays:	None
Absent:	None
Date:	August 26, 2025
xc:	Transp., Recorder, State Clearinghouse

Kimberly A. Rector
Clerk of the Board
By: _____ Deputy

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	$ 0	$ 0	$ 0	$ 0
NET COUNTY COST	$ 0	$ 0	$ 0	$ 0
SOURCE OF FUNDS: N/A.			**Budget Adjustment:** No	
			For Fiscal Year: 25/26	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

The County of Riverside Transportation Department successfully competed for funding through the Active Transportation Program (ATP) Cycle 6 in 2022 for the preparation of the Desert Edge Mobility Plan. The Desert Edge community is located in Northern Coachella Valley. On December 7-8, 2022, the California Transportation Commission adopted the program of projects including funding for the Desert Edge Mobility Plan in the amount of $300,000.

The Active Transportation Program's main purpose is to encourage increased use of active modes of transportation, such as biking and walking. In addition, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

The Desert Edge Mobility Plan is a comprehensive guide and framework for improving the community's active transportation infrastructure. Multiple meetings were held with the Desert Edge Community Council, Desert Edge's residents, surrounding community members and various stakeholders. The Plan includes recommended active transportation improvements such as pedestrian and bicycle improvements, Americans with Disabilities Act (ADA) improvements, and safe routes to school improvements which were developed with the support and guidance of these various stakeholder groups.

The Plan identifies and addresses mobility deficiencies in the multimodal transportation system including the mobility needs of environmental justice and disadvantaged communities; encourages stakeholder collaboration; involve active public engagement; and ultimately result in programmed system improvements.

Project Number – D3-0114
State Project No. ATPL-5956(290)

Environmental Findings

Pursuant to the California Environmental Quality Act (CEQA), the Mobility Plan ("Plan") was reviewed and determined to be statutorily exempt from CEQA under State CEQA Guidelines Section 15262 (Feasibility and Planning Studies) and Section 15276 (Transportation Improvement and Congestion Management Programs). The Plan involves feasibility and

planning studies for possible future actions which the County Board of Supervisors has not approved, adopted or funded. This Plan does not impose any requirements on others or the County but is to provide information and serve as guidance for any possible future transportation improvements to the transportation network and infrastructure in the Desert Edge area.

Such transportation improvements have been considered and evaluated in the County of Riverside's Environmental Impact Report No. 521 for its General Plan Amendment No. 960 which was certified by adoption of Resolution No. 2015-259 on December 8, 2015, M.O. 3-54 by the Riverside County Board of Supervisors. The Plan was reviewed to ensure consistency of the County's General Plan, and other regional plans as further described in the Plan. The proposed Plan does not commit funding or approve any implementing mobility options; but merely adopts a pedestrian and bicycle transportation plan to aid in efforts to achieve the goals described in the Plan.

Impact on Residents and Businesses

Implementation of the Mobility Plan for the Desert Edge community will improve transportation infrastructure for pedestrians, bicyclists, and transit users. Improving facilities will aid residents' ability to access destinations safely and efficiently.

Additional Fiscal Information

There is no cost associated with the adoption of this Plan.

ATTACHMENTS:

Resolution No. 2025-167
Desert Edge Mobility Plan
Notice of Exemption

Jason Farin, Principal Policy Analyst 8/19/2025

Aaron Gettis

Aaron Gettis, Chief of Deputy County Counsel 8/13/2025

Board of Supervisors County of Riverside

RESOLUTION NO. 2025-167

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE ADOPTING THE MOBILITY PLAN FOR THE DESERT EDGE COMMUNITY IN COACHELLA VALLEY

WHEREAS, the County of Riverside ("County") has received grant funding from the State of California and federal agencies to perform certain activities, including conducting community outreach activities with the residents and stakeholders in the Desert Edge Community in the Coachella Valley to determine possible transportation network and mobility options; and

WHEREAS, in order to achieve the requirements and purpose of the grant funding, the County created a Mobility Plan ("Plan") to provide guidance which would be available for use by the County and other agencies when implementing any mobility options; and

WHEREAS, the Plan does not involve any specific actions to implement any possible mobility options and further environmental review would need to be conducted for such actions.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the Board of Supervisors of the County of Riverside, State of California, ("Board"), in regular session assembled on August 26, 2025, at 9:30 a.m. or soon thereafter, in the meeting room of the Board of Supervisors located on the first floor of the County Administrative Center, 4080 Lemon Street, Riverside, California, that the Board hereby adopts the Mobility Plan for the Desert Edge Community in Coachella Valley.

BE IT FURTHER RESOLVED, DETERMINED, AND ORDERED that this Board makes available this Plan for use by the County and other agencies for guidance in selecting mobility options in the Desert Edge Community and is committed to achieving the goals of the Plan for the benefit of the residents of this community.

FORM APPROVED COUNTY COUNSEL
BY: DANIELLE D. MALAND

AUG 2 6 2025 3.63

Board of Supervisors **COUNTY OF RIVERSIDE**

RESOLUTION NO. 2025-167

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE ADOPTING THE MOBILTY PLAN FOR THE DESERT EDGE COMMUNITY IN COACHELLA VALLEY

ROLL CALL:

Ayes:	Medina, Spiegel, Washington, Perez, and Gutierrez
Nays:	None
Absent:	None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.

KIMBERLY A. RECTOR, Clerk of said Board

By: _____

Deputy

08/26/2025 Item 3.63



Peter Aldana
Riverside County
Assessor-County Clerk-Recorder
2724 Gateway Drive
Riverside, CA 92507
(951) 486-7000
www.rivcoacr.org

Receipt: 25-262371

Product	Name	Extended
FISH	CLERK FISH AND GAME FILINGS	$50.00
	# Pages	2
	Document #	E-202500772
	Filing Type	7
	State Fee Prev Charged	false
	No Charge Clerk Fee	false
F&G Notice of Exemption Fee		$50.00
Total		$50.00
Tender (On Account)		$50.00

Account#	TRANS
Account Name	TRANS - TRANSPORTATION DEPT
Balance	$10,762.25
Comment	SST3576S2152

8/27/25, 2:44 PM PST
Gateway Clerk

State of California - Department of Fish and Wildlife

2025 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (REV. 01/01/25) Previously DFG 753.5a

RECEIPT NUMBER: 25-262371

STATE CLEARINGHOUSE NUMBER *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
COUNTY OF RIVERSIDE TMLA -	JBULINSKI@RIVCO.ORG	08/27/2025

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
RIVERSIDE	E-202500772

PROJECT TITLE

DESERT EDGE MOBILITY PLAN

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
COUNTY OF RIVERSIDE TRANSPORTATION	JBULINSKI@RIVCO.ORG	(951) 955-6740

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
3525 14TH STREET,	RIVERSIDE	CALI	92501

PROJECT APPLICANT *(Check appropriate box)*

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$4,123.50	$
☐ Mitigated/Negative Declaration (MND)(ND)	$2,968.75	$
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,401.75	$

☒ Exempt from fee

- ☒ Notice of Exemption (attach)
- ☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$
☒ County documentary handling fee		$ $50.00
☐ Other		$

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☒ Other **TOTAL RECEIVED** $ $50.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X I Tejeda	Deputy **Isabel Tejeda**

ORIGINAL - PROJECT APPLICANT | COPY - CDFW/ASB | COPY - LEAD AGENCY | COPY - COUNTY CLERK | DFW 753.5a (Rev. 01012025)

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Dennis Acuna, P. E., T. E.
Director of Transportation

Hector D. Davila, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

NOTICE OF EXEMPTION

May 29, 2025

PROJECT TITLE: **Desert Edge Mobility Plan**
Work Order# D3-0114E Task Code #Z3500

PROJECT SPONSOR: County of Riverside Transportation Department

PROJECT LOCATION: Desert Edge Community, Northern Coachella Valley, Riverside County, CA.

PROJECT DESCRIPTION:

Pursuant to the California Environmental Quality Act (CEQA), a review of the above referenced project has been done and has been determined to be statutorily exempt from CEQA under State CEQA Guidelines Section 15262 (Feasibility and Planning Studies) and Section 15276 (Transportation Improvement and Congestion Management Programs) and the Riverside County Rules to Implement CEQA. The Desert Edge Mobility Plan involves feasibility and planning studies for possible future actions which the County Board of Supervisors has not approved, adopted or funded. This Plan does not impose any requirements on others or the County, but is to provide information and serve as guidance for any possible future transportation improvements to the transportation network and infrastructure in the Desert Edge areas of the Northern Coachella Valley region. Such transportation improvements have been considered and evaluated in the County of Riverside's Environmental Impact Report No. 521 for its General Plan Amendment No. 960 which was certified by adoption of Resolution No. 2015-259 on December 8, 2015, M.O. 3-54 by the Riverside County Board of Supervisors. The Plan was reviewed to ensure consistency of the County's General Plan, adopted Specific Plans within this region and other regional plans as further described in the Plan. In addition, the Plan involves a regional transportation improvement program that describes possible transportation network and mobility options to improve the safety, access and circulation for pedestrians and bicyclists in the Northern Coachella Valley region. This proposed Plan does not commit funding or approve any implementing mobility options; but merely adopts a pedestrian and bicycle transportation plan to aid in efforts to achieve the goals described in the Plan.

F I L E D / P O S T E D
County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder
E-202500772
08/27/2025 02:44 PM Fee: $ 50.00
Page 1 of 2
Removed: By: Deputy

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

The Riverside County Transportation Department has found that the above-described project is exempt from the provisions of the California Environmental Quality Act (CEQA}, based on the following:

California Environmental Quality Act Guidelines, Sections 15262 and 15276

By: Don Copeland, Senior Transportation Planner

Signed: Jan Bulinski

Jan Bulinski, Environmental Project Manager

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

Document Root (Read-Only)

Selected Document

2025081382 - NOE - Desert Edge Mobility Plan

Riverside County
Created - **8/29/2025** | Submitted - **8/29/2025** | Posted - **8/29/2025** | Received - **8/29/2025** | Published - **8/29/2025**
Whitney N Mayo

Document Details

Public Agency

Riverside County

Document Type

Notice of Exemption

Document Status

Published

Title

Desert Edge Mobility Plan

Document Description

Pursuant to the California Environmental Quality Act (CEQA), a review of the above referenced project has been done and has been determined to be statutorily exempt from CEQA under State CEQA Guidelines Section 15262 (Feasibility and Planning Studies) and Section 15276 (Transportation Improvement and Congestion Management Programs) and the Riverside County Rules to Implement CEQA. The Desert Edge Mobility Plan involves feasibility and planning studies for possible future actions which the County Board of Supervisors has not approved, adopted or funded. This Plan does not impose any requirements on others or the County, but is to provide information and serve as guidance for any possible future transportation improvements to the transportation network and infrastructure in the Desert Edge areas of the Northern Coachella Valley region. Such transportation improvements have been considered and evaluated in the County of Riverside's Environmental Impact Report No. 521 for its General Plan Amendment No. 960 which was certified by adoption of Resolution No. 2015-259 on December 8, 2015, M.O. 3-54 by the Riverside County Board of Supervisors. The Plan was reviewed to ensure consistency of the County's General Plan, adopted Specific Plans within this region and other regional plans as further described in the Plan. In addition, the Plan involves a regional transportation improvement program that describes possible transportation network and mobility options to improve the safety, access and circulation for pedestrians and bicyclists in the Northern Coachella Valley region. This proposed Plan does not commit funding or approve any implementing mobility options; but merely adopts a pedestrian and bicycle transportation plan to aid in efforts to achieve the goals described in the Plan.

Attachments (Upload Project Documents)

3.63 - NOE - Desert Edge Mobilty Plan.pdf

Contacts

County of Riverside TMLA - Transportation Department - *Jan Bulinski*

3525 14th Street
Riverside, CA 92501
Phone : (951) 955-6740
jbulinski@rivco.org

Regions

Southern California

Counties

Riverside

Cities

Desert Edge Community, Northern Coachella Valley, Riverside Cnty

Location Details

Other Location Info

Desert Edge Community, Northern Coachella Valley, Riverside County, CA.

Notice of Exemption

Exempt Status

Other

Type, Section Number or Code Number

15262

Reasons why project is exempt

Pursuant to the California Environmental Quality Act (CEQA), a review of the above referenced project has been done and has been determined to be statutorily exempt from CEQA under State CEQA Guidelines Section 15262 (Feasibility and Planning Studies) and Section 15276 (Transportation Improvement and Congestion Management Programs) and the Riverside County Rules to Implement CEQA. The Desert Edge Mobility Plan involves feasibility and planningstudies for possible future actions which the County Board of Supervisors has not approved, adopted or funded. This Plan does not impose any requirements on others or the County, but is to provide information and serve as guidance for any possible future transportation improvements to the transportation network and infrastructure in the Desert Edge areas of the Northern Coachella Valley region. Such transportation improvements have been considered and evaluated in the County of Riverside's Environmental Impact Report No. 521 for its General Plan Amendment No. 960 which was certified by adoption of Resolution No. 2015-259 on December 8, 2015, M.O. 3-54 by the Riverside County Board of Supervisors. The Plan was reviewed to ensure consistency of the County's General Plan, adopted Specific Plans within this region and other regional plans as further described in the Plan. In addition, the Plan involves a regional transportation improvement program that describes possible transportation network and mobility options to improve the safety, access and circulation for pedestrians and bicyclists in the Northern Coachella Valley region. This proposed Plan does not commit funding or approve any implementing mobility options; but merely adopts a pedestrian and bicycle transportation plan to aid in efforts to achieve the goals described in the Plan.

Exempt Status

Other

Type, Section Number or Code Number

15276

Reasons why project is exempt

Pursuant to the California Environmental Quality Act (CEQA), a review of the above referenced project has been done and has been determined to be statutorily exempt from CEQA under State CEQA Guidelines Section 15262 (Feasibility and Planning Studies) and Section 15276

(Transportation Improvement and Congestion Management Programs) and the Riverside County Rules to Implement CEQA. The Desert Edge Mobility Plan involves feasibility and planningstudies for possible future actions which the County Board of Supervisors has not approved, adopted or funded. This Plan does not impose any requirements on others or the County, but is to provide information and serve as guidance for any possible future transportation improvements to the transportation network and infrastructure in the Desert Edge areas of the Northern Coachella Valley region. Such transportation improvements have been considered and evaluated in the County of Riverside's Environmental Impact Report No. 521 for its General Plan Amendment No. 960 which was certified by adoption of Resolution No. 2015-259 on December 8, 2015, M.O. 3-54 by the Riverside County Board of Supervisors. The Plan was reviewed to ensure consistency of the County's General Plan, adopted Specific Plans within this region and other regional plans as further described in the Plan. In addition, the Plan involves a regional transportation improvement program that describes possible transportation network and mobility options to improve the safety, access and circulation for pedestrians and bicyclists in the Northern Coachella Valley region. This proposed Plan does not commit funding or approve any implementing mobility options; but merely adopts a pedestrian and bicycle transportation plan to aid in efforts to achieve the goals described in the Plan.

County Clerk(s)

Riverside

Signature

Title

Date

Outlook

SCH Number 2025081382

From Thomas Hubbard <THOMAS.HUBBARD@lci.ca.gov>
Date Fri 8/29/2025 11:10 AM
To Mayo, Whitney <WMayo@Rivco.org>

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Thank you,

Thomas Hubbard | *he/him*
Jr. CEQA Analyst
Governor's Office of Land Use and Climate Innovation
Formerly known as the Governor's Office of Planning and Research
Thomas.Hubbard@lci.ca.gov
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County of Riverside

Desert Edge Mobility Plan

June 2025



Photo Source: KOA, Desert Edge.

Funded by:

California Transportation Commission Active Transportation Program

Prepared for:

County of Riverside
Transportation Department

Desert Edge Community

Prepared by:

KOA, A Lochner Company

With Support From:

Leslie Scott Consulting

Executive Summary

The Desert Edge Mobility Plan (Plan) represents a vision for improving walking and biking for the Desert Edge community. It serves as a blueprint for prioritizing active transportation infrastructure by providing accessible and safe options for pedestrians, bicyclists, and individuals who use personal mobility devices. This Plan also emphasizes creating connections to existing and planned local and regional active transportation and transit facilities. Overall, this Plan analyzes the existing conditions and needs of the Desert Edge community to recommend projects that will have the most positive impact on enhancing safety and mobility for residents and visitors of all ages.

Input from community members and key stakeholders was gathered during an approximately eighteen-month planning process. Key stakeholders included County of Riverside Department of Transportation (RDOT), Riverside County Supervisorial District Four staff, Coachella Valley Association of Governments (CVAG), SunLine Transit, Palm Springs Unified School District (PSUSD), and representatives from neighboring jurisdictions. The public provided their feedback by attending community workshops, participating in the Sky Valley Farmers' Market, and completing online surveys that were made available through the Desert Edge Mobility Plan project website.

As part of the Plan development process, an investigation of active transportation infrastructure in Desert Edge revealed that while pedestrian facilities do exist at various locations within the community, the existing sidewalk network has frequent gaps, many of the intersections lack Americans with Disabilities Act (ADA) compliant curb ramps and at locations with curb ramps, they are not up to ADA standards. There is also no dedicated bicycle infrastructure. Based on this assessment and feedback from key stakeholders and the public, this Plan proposes improvements that enhance walking and biking conditions and improve non-motorized travel for seniors, mobility-impaired residents, and students traveling to and from school bus stop locations in the community. Roadway improvements were also identified as part of this effort. Additionally, these recommendations are supported by policy and active transportation infrastructure best practices to ensure that projects contribute to the region's vision for a well-connected and high-quality active transportation network.

To help ensure that improvements are implementable, proposed projects are paired with potential funding opportunities. A combination of federal, state, and local grant programs was identified, as well as strategies to better position projects to be considered competitive for funding. A total of six projects are proposed within this Plan and are located along several Desert Edge corridors:

- Dillon Road
- Corkill Road
- Langlois Road
- Long Canyon Road
- Aurora Road
- Bennett Road

These six projects include a suite of multimodal improvements that will transform the community's active transportation network by adding approximately 3.3. miles of sidewalks, 5.2 miles of bicycle facilities, 36 ADA curb ramps, and eight high-visibility crosswalks. Ultimately, the Plan is the first step to creating community and regional cohesion and accessibility.



Source: KOA, School bus stop in front of the Oasis Hot Springs community.



Source: KOA, Bennett Road.

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Source: KOA, Desert Edge Welcome Sign on Dillon Road

Chapter One

Introduction

Background

Desert Edge is a community nestled in the hills of California's Northern Coachella Valley. Situated between Desert Hot Springs and Cathedral City, it is home to both year-round and seasonal residents. A popular retirement and vacation community, Desert Edge's climate and relaxed atmosphere make it a popular destination for the elderly. However, within the boundaries defined for Desert Edge as a census-designated place, children under the age of 18 comprise 15% of Desert Edge's community. In addition, while many residents speak English, nearly one in three community members speak a foreign language at home. These statistics highlight the diversity, vibrancy, and resilience of Desert Edge and its people, painting a vivid picture of this thriving community. The Desert Edge Mobility Plan (Plan) seeks to acknowledge the community's diverse population while creating a plan for the future that ensures safety and travel accessibility for everyone.

Desert Edge is an unincorporated community in Riverside County. As shown in **Figure 1-2**, Desert Edge's boundaries are defined by Bennett Road and Langlois Road in the east, Dillon Road and 16th Avenue in the north, Long Canyon Road and Corkill Road in the west, and 18th Avenue and 19th Avenue in the south.

Additionally, Desert Edge residents can advise the Riverside County Board of Supervisors (Board) through the Desert Edge Community Council (DECC), an advisory board which consults the Board on project planning, public health, safety, welfare, public works and other issues. Since 2021, the DECC has been working together with the Board to improve Desert Edge's active transportation infrastructure. Many community leaders believe that there is much potential to improve connections between the community's residential developments and key local and regional destinations. By combining Caltrans Active Transportation Program (ATP) grant funding with a collaboration between the DECC and the County of Riverside Department of Transportation (RDOT), the Plan offers a strategic road map to prioritize active transportation improvements and enhance mobility.



Source: KOA, Roadway at Intersection of Dillon Road and Desert Crest Avenue

California Transportation Plan 2040 and Toward an Active California: State Bicycle and Pedestrian Plan

The Caltrans statewide plan, Toward an Active California, envisions that by 2040, people in California of all ages, abilities, and incomes will be able to safely, conveniently, and comfortably walk and bike for their transportation needs. The Plan aligns with that vision by identifying needs along and across the State Highway System (SHS). Both plans are guided by the four goals outlined in **Figure 1-1**. The California Transportation Plan (CTP) will serve as a comprehensive reference document informing the development of future modal plans, programs, and major investment decisions concerning the transportation system.

Figure 1-1: Toward an Active California State Bicycle + Pedestrian Plan Goals



Source: Toward an Active California State Bicycle + Pedestrian Plan (2017). Last accessed March 2025

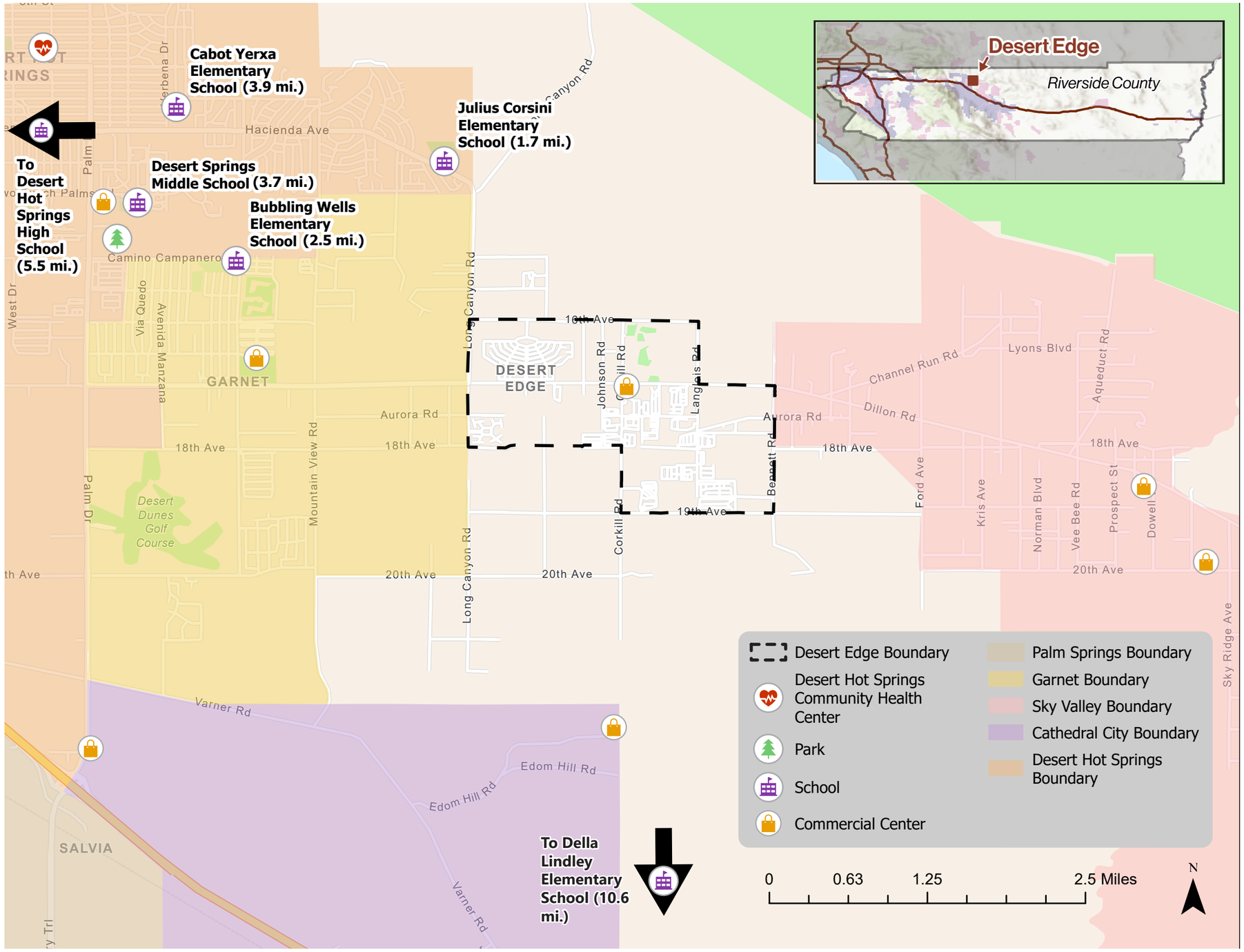
Purpose of the Plan

The Plan is a comprehensive guide and framework for improving the community's active transportation infrastructure. With the support and guidance of Desert Edge's community members, the Plan includes active transportation improvements in the following categories:

- **Pedestrian improvements** that enhance the comfort and accessibility of walking and using mobility devices.
- **Bicycle improvements** that create safe and comfortable bicycle travel routes.
- **ADA accessibility improvements** that improve mobility by installing sidewalks and curb ramps for those who use mobility devices.
- **Safe Routes to School** improvements that improve connections for families and students who attend schools located outside of Desert Edge, such as:
  - Julius Corsini Elementary School
  - Della Lindley Elementary School
  - Desert Springs Middle School
  - Desert Hot Springs High School
- In addition, the Plan provides a list of possible funding sources that RDOT can pursue to fund the improvements outlined in the Plan. In summary, the Plan can become the cornerstone for improving safety and mobility in Desert Edge.

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Figure 1-2: Project Vicinity Map



Source: U.S. Census Bureau, County of Riverside, Palm Springs Unified School District, OpenStreetMaps, and ArcGIS Basemap Contributors. Last accessed June 2025.

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Plan Goals and Strategies

The initial development of the Plan was built on existing community sentiment to identify three primary goals and strategies, as shown in **Figure 1-3**. These goals reflect a need to improve access and comfort for a variety of users, including students traveling to schools outside of Desert Edge. Improving connections to Desert Springs Middle School and Bubbling Wells Elementary School in Desert Hot Springs supports Safe Routes to School (SRTS) principles and aligns with the Plan's broader mobility and connectivity goals.

The plan also seeks to ensure that people with disabilities can access the community's pedestrian facilities under the federal Americans with Disabilities Act (ADA). The ADA requires curb ramps at new or altered streets or street-level pedestrian walkways.[1] The Plan sought to ensure that its recommendations would be compliant with the ADA throughout its development process.

Plan Development Process

The Plan's development process is depicted in **Figure 1-4** on the following page. Several tasks were completed using the data gathered from community participation and the assessment of the current conditions in Desert Edge:

- Determine the community's safety conditions, as well as any existing and projected active transportation-related activity.
- Develop a list of community-identified goals aimed at increasing the safety and mobility of non-motorized users, and create a toolbox containing best practices for reaching these goals.
- Draft conceptual designs and cost estimates for a select number of projects located on corridors with the highest prioritization scores. These projects are also known as Priority Projects.

The results of this process are collected in the subsequent chapters of this report.

RDOT developed the Plan in collaboration with their consultant team: KOA, A Lochner Company and Leslie Scott Consulting. This group of entities is collectively referred to as the "Project Team" in this report.

Figure 1-3: Primary Plan Goals and Strategies

1

Connectivity:

Improve connections to local and regional destinations such as schools, transit, recreational opportunities, healthcare, and employment centers.

2

Mobility and Accessibility:

Provide greater access to non-vehicular forms of transportation for community members with an emphasis on supporting those who use mobility devices.

3

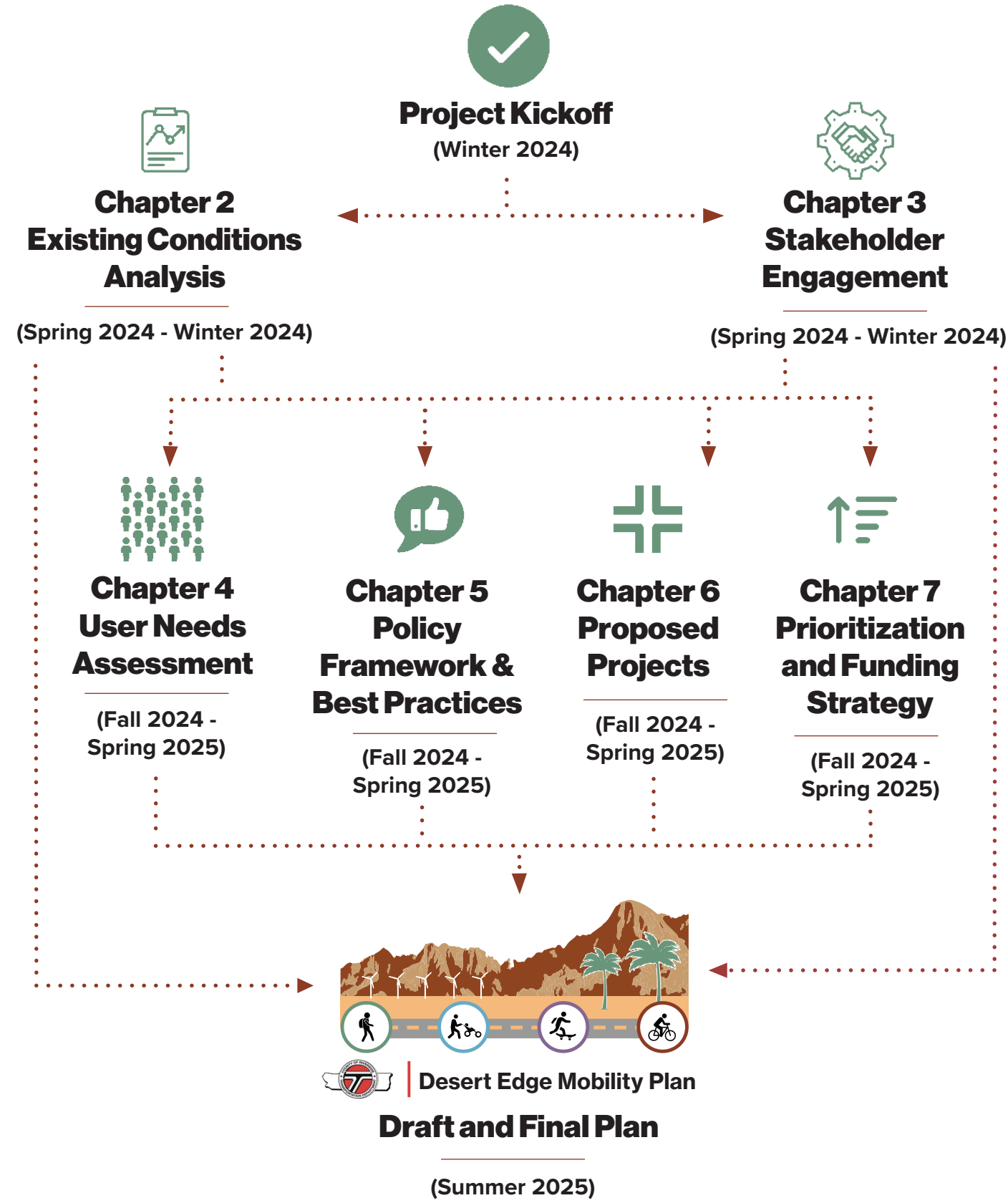
Safety:

Enhance the overall safety of roadways so that all active transportation users feel comfortable traveling throughout the community.

Source: KOA

1. Guide to the ADA Accessibility Standards: Chapter 4: Ramps and Curb Ramps - U.S. Access Board

Figure 1-4: Plan Development Process



Source: KOA



Source: KOA, SunLine Transit Bus at Dillon Road and Corklill Road bus stop

Chapter Two

Existing Conditions

Relevant Plan/Policy Review

This section provides summaries of regional, local, and state planning documents and policies to inform the development of the Plan. By reviewing these plans and policies, RDOT and the Project Team can better assess the context of existing active transportation infrastructure and future mobility needs.

State Plans

Caltrans District 8 Active Transportation Plan

The Caltrans District 8 Active Transportation Plan (D8 ATP) identifies pedestrian and bicycle needs on and across the SHS and prioritizes highway segments and crossings to inform future investments. The D8 ATP's main outputs are lists and maps of location-based needs, prioritized highway segments, and prioritized highway crossings. The D8 ATP pinpoints gaps and obstacles along the SHS, proposing priorities among areas with walking and biking requirements.

Prioritizing Needs

Location-based needs on the SHS were evaluated and prioritized according to the goals of Toward an Active California: mobility, safety, equity, and preservation. Prioritization may inform future Caltrans efforts in seeking competitive project funds.

Portions of I-10 near Desert Edge are identified as Tier 1 of prioritized needs for freeway interchanges. The two closest freeway junction improvements are located at North Indian Canyon Drive and North Gene Autry Trail. These locations are labeled as Tier 2 for bicyclists and pedestrians and were identified as areas in need of improvement through local public engagement.

The D8 ATP provides a strong foundation for understanding walking and bicycling needs on the SHS in District 8. However, data-driven processes cannot fully capture all needs that exist on the state's highways. Needs that were not captured by this plan or that were not assigned to the top priority tier should still be considered for project development and funding.



Source: Leslie Scott Consulting, Bicycle Lane Striping in Desert Hot Springs

County and Regional Plans

County and regional plans/programs relating to mobility and active transportation in the Coachella Valley were reviewed to ensure consistency of the Desert Edge Mobility Plan with existing policies. Relevant plans and policies prepared by local agencies with immediate jurisdiction over this area are described in this section.

Desert Edge Design Guidelines (2008)

The Desert Edge Design Guidelines created a series of design elements and planning goals for the Desert Edge community. Among the items recommended by the 2008 plan were several miles of multi-use trails, bicycle infrastructure, and neighborhood electric vehicle (NEV) lanes. NEVs are small, low-speed electric vehicles designed for short-distance travel, such as golf carts.

- The 2008 plan proposed a Class I bike path for Dillon Road that extended through Desert Edge and beyond to Garnet in the west and Sky Valley in the east.
- The plan also proposed a network of multi-use trails alongside 18th Avenue, Long Canyon Road, and Dillon Road. Along Dillon Road, the multi-use trail would have run concurrently with the Class I bike path on the south side of the road.
- Additionally, a network of trailways, similar in scope and design to the multi-use trails proposed for Desert Edge, would follow waterways traveling through the community.

Figure 2-1 shows a map of the proposed Desert Edge trail network created by the 2008 plan.

County of Riverside General Plan (2015-2021)

Circulation Element (2020)

The Circulation Element identifies transportation routes, terminals, and facilities. Its primary goal is to provide a plan outlining a multimodal transportation network that "meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the General Plan."

Pedestrian Facilities

Pedestrian facilities such as sidewalks, walkways, bridges, crosswalks, signals, lighting, and seating are crucial elements of the Riverside County non-motorized transportation infrastructure. They serve as vital connections between various modes of travel and contribute significantly to local short-range trips. Additionally, these amenities play a key role for commuters using public transportation like trains, buses, and park-and-rides. Insufficient pedestrian infrastructure may compel many commuters to rely on cars due to challenging or uncomfortable conditions at their starting point or destination.

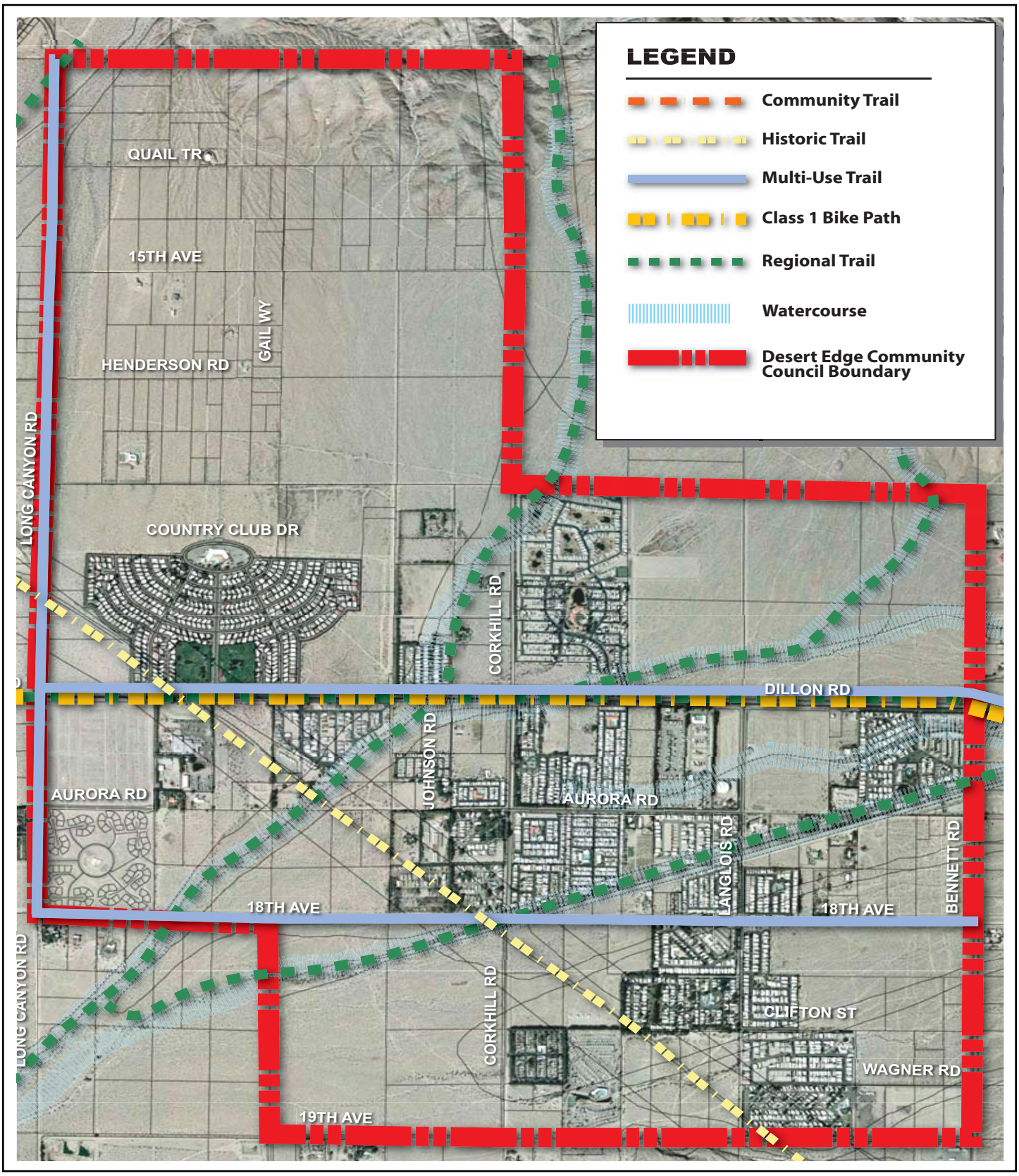
Pedestrian facilities near schools and recreational areas are vital parts of the non-motorized transportation network. These amenities are strategically placed to improve the safety of pedestrians traveling to and from these locations.

Pedestrian amenities may be warranted when any of the following conditions or a combination exists: residential developments, activity centers, commercial centers, downtown business districts, parks and recreation facilities, transit routes or facilities, business or office centers, and areas near watercourses or bodies of water.

Bikeways

The County's bikeways and trails system consists of a combination of Class I Bikeways/Regional Trails which function as regional connectors that link together the urban and rural communities and major water bodies and regional parks in the County. This provides opportunities for long-distance users to take advantage of this system for long one-way or loop-type trips.

Figure 2-1: Trails Opportunity Map (2008 Desert Edge Design Guidelines)



Source: 2008 Desert Edge Design Guidelines. Last accessed June 2025

The policies listed below are to ensure that Combination Trails meet the following guidelines:

- Interconnection throughout and between cities and unincorporated communities.
- Appropriate lanes to specific destinations such as state or county parks.
- Appropriate opportunities for recreational bicycle riding and bicycle touring.
- Opportunities for bicycle and NEV commuting, tailored to the community's terrain, traffic conditions, and access to nearby destinations.
- Bikeways connecting to all urban transit centers and systems (bus stops and Metrolink stations) in the vicinity.
- Bicycle parking at transit stops and park-and-ride lots.

The bikeway system in Riverside County is additionally integrated into the County of Riverside's General Plan in the Circulation Element. A comprehensive map showcasing all planned bicycle routes and regional trails can be found in **Figure 2-2** on the following page.

SunLine Short-Range Transit Plan FY 2024-2028

SunLine Transit Service covers 1,120 square miles of the Coachella Valley. It extends from San Gorgonio Pass in the west to the Salton Sea in the southeast.

SunLine provides service to the following cities:

- Cathedral City
- La Quinta
- Coachella
- Palm Desert
- Desert Hot Springs
- Palm Springs
- Indian Wells
- Rancho Mirage
- Indio

Service is also provided to the unincorporated communities of Bermuda Dunes, Desert Edge, Mecca, North Shore, One Hundred Palms, Oasis, Thermal, and Thousand Palms. Within the Coachella Valley region, SunLine provides 150 square miles of fixed-route service coverage and 200 square miles of paratransit service coverage.

SunLine Route 3, which services Desert Hot Springs and Desert Edge, operates 7 days a week with a 60-minute frequency, connecting Desert Edge with Desert Hot Springs. A variety of destinations are served, including retail and commercial centers, libraries, senior centers, city hall, recreational attractions, and schools. The route also provides convenient connections for customers needing to transfer to SunLine Routes 2 and 5. The transfer point is located at West Drive at Pierson Boulevard in Desert Hot Springs. Looking ahead, studies are underway to possibly boost weekday peak hour service frequency to every 30 minutes, which is a proposal from the most recent Comprehensive Operational Analysis. That move would be contingent on available funding and Board approval.

In addition, SunLine's bus system has 577 stops with 372 shelters. There are 81 stops total with standalone benches and 270 stops with waste containers. Desert Edge contains seven stops (the third lowest amount of stops among all cities and unincorporated communities served by SunLine) as well as zero shelters.

SunRide (Microtransit) Service

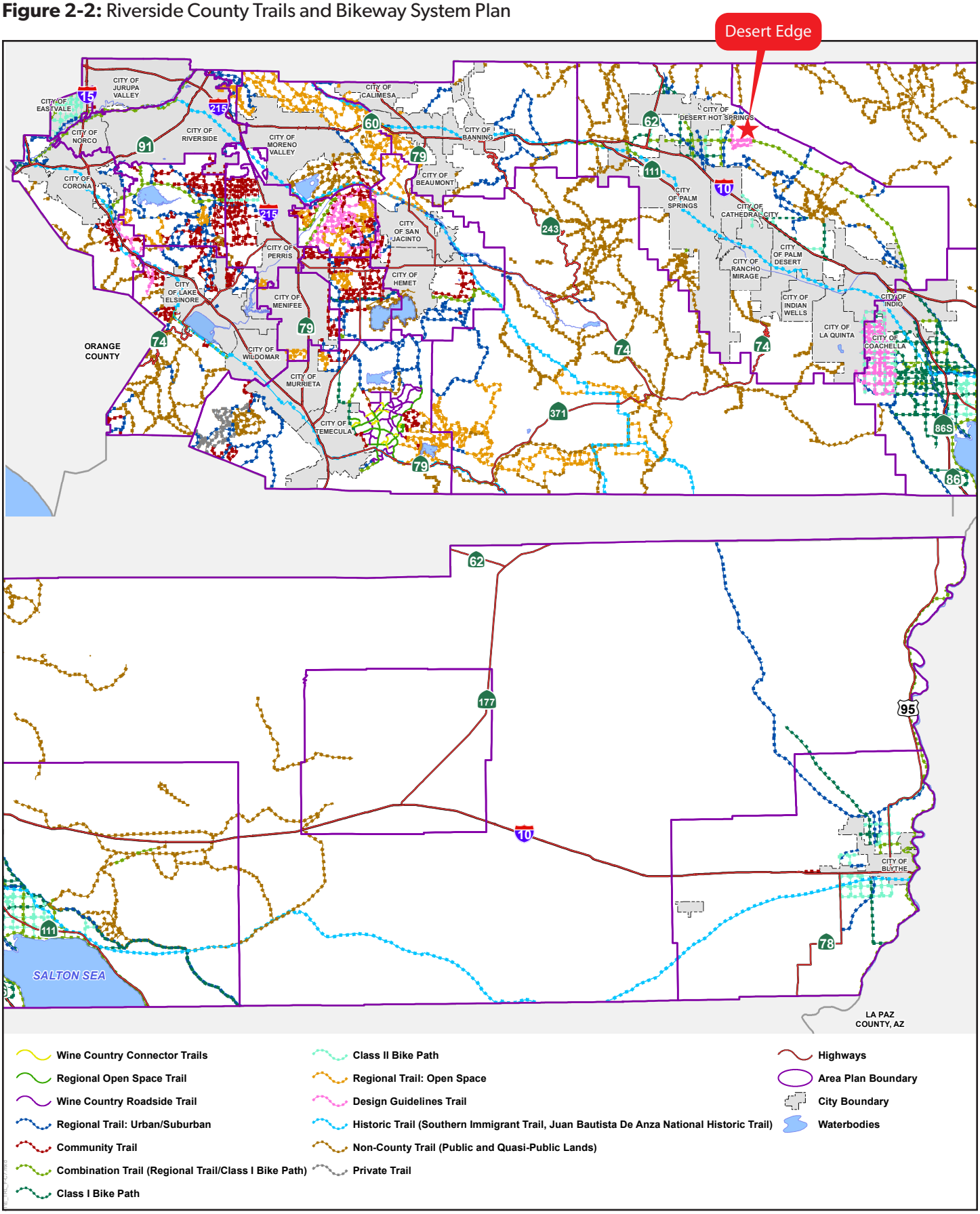
SunRide on-demand microtransit service is available in seven Coachella Valley zones, connecting passengers to the fixed route network or a destination within the zone. As SunLine continues operating microtransit services, the existing zones should be reviewed to ensure they serve the appropriate geographies.

In Fiscal Year (FY) 2023, SunLine expanded the Desert Hot Springs/Desert Edge zone to include the Mission Lakes area, just north of Desert Hot Springs, and expanded the Cathedral City zone to include the new veterans housing complex and Salvation Army on Landau Boulevard north of Ramon Road.

Bus Stop Improvements

SunLine's current policy specifies that bus stops with more than 10 boardings per day warrant a shelter. Twenty-nine bus stops currently meet this threshold but lack shelters. SunLine anticipates funding availability to add 29 bus stop shelters in the next three years, which exceeds the number of improvements required to meet current policy. SunLine proposes a two-tiered approach to allocating improvements.

Figure 2-2: Riverside County Trails and Bikeway System Plan



Source: Riverside County General Plan - Circulation Element. Last accessed June 2025.

Table 2-1: Allocation of Bus Stop Shelter Improvements

City/District	Total Stops	Total Shelters		Stops with 10+ boardings		Stops with Shelters and 10+ boardings		Gap to Policy Goal
		Count	Percent	Count	Percent	Count	Percent	
Cathedral City	61	50	82%	27	44%	27	100%	-
Coachella	34	21	62%	9	26%	7	78%	2
Desert Hot Springs	48	34	71%	26	54%	24	92%	2
Indian Wells	15	13	87%	1	7%	0	0%	1
Indio	87	39	45%	33	38%	25	76%	8
La Quinta	52	34	65%	19	37%	14	74%	5
Palm Desert	53	43	81%	28	53%	28	100%	-
Palm Springs	124	86	69%	55	44%	46	84%	9
Rancho Mirage	33	25	76%	11	33%	11	100%	-
Unincorporated Riverside County	70	27	39%	13	19%	11	85%	2
Thermal	8	2	25%	1	13%	1	100%	-
Oasis	10	2	20%	1	10%	1	100%	-
Mecca	20	9	45%	3	15%	3	100%	-
One Hundred Palms	3	2	67%	1	33%	1	100%	-
Thousand Palms	9	9	100%	5	56%	5	100%	-
North Shore	11	1	9%	0	0%	0	N/A	-
Desert Edge	7	0	0%	2	29%	0	0%	2
Bermuda Dunes	2	2	100%	0	0%	0	N/A	-
Total	**577**	**372**	**64%**	**222**	**38%**	**193**	**87%**	29

Source: SunLine Short Range Transit Plan FY 2024 – 2028. Last accessed March 2025

Table 2-1 summarizes the resulting allocation of bus shelters by jurisdiction. SunLine is committed to implementing these policy recommendations and installing an additional 29 shelters over the next three years.

Coachella Valley Association of Governments (CVAG) Active Transportation Plan (2016)

The CVAG ATP seeks to transform mobility in the Coachella and Palo Verde Valleys by promoting walking and biking as viable modes of transportations for commuting to work, school, and other destinations. In addition to supporting active travel, the ATP expands recreational opportunities and will gradually establish a connected network of bike paths reaching nearly every neighborhood. It also improves pedestrian access to the regions five major transit hubs and expands opportunities for using NEVs within communities and along the Whitewater River corridor.

This updated ATP refreshes the existing Non-Motorized Transportation Plan for bikeways, initially finalized in 2001 and updated in 2010. It includes revisions to the regional bikeway and bicycle plans tailored for each jurisdiction as well as for unincorporated areas within Riverside County. Maintaining these bicycle plans is crucial to ensure that cities and the County of Riverside remain eligible for various bikeway funds.

Coachella Valley Link (CV Link) Conceptual Master Plan, Volume 1

The Conceptual Master Plan for the Coachella Valley Link (CV Link) outlines a paved pathway network along the Whitewater River and adjacent alignments, designed to accommodate bicycles, pedestrians, and low-speed electric vehicles (LSEVs). LSEVs include electric NEVs that travel at speeds up to 25 miles per hour. The CV Link initiative aims to connect eight of the nine Coachella Valley cities as well as three Indian reservations. Complementing this effort, the CVAG ATP proposes a network of bikeways and NEV routes that serve as key connectors to the broader CV Link system, supporting its integration and expanding access throughout the region.

As shown in **Figure 2-3** on the following page, CV Link is planned to be a 40-mile pathway spanning the entire Coachella Valley, providing access to cyclists, pedestrians, and low-speed electric vehicles. Currently, there are three open segments of CV Link available for use. The initial segment spans 2.3 miles from Ramon Road in Cathedral City to Vista Chino in Palm Springs. The second segment, approximately one mile long, runs alongside Demuth Park in Palm Springs. The third segment, stretching 3.5 miles, is on-street in Palm Desert, starting from the Bump n' Grind trailhead to the College of the Desert and ending near Deep Canyon Road at the Whitewater River wash.

The CV Link project envisions a revolutionary multimodal transportation facility designed to deliver significant environmental, health, and economic advantages to numerous generations of residents and visitors in the Coachella Valley. This vision is founded on seven crucial goals related to functionality and design, which are fundamental to ensuring the project's success:

- Enable Healthy & Safer Communities
- Improve Air Quality
- Spur Economic Growth
- Foster Connection
- Enhance Function
- Distinct Destination
- Make It Iconic

Additional segments are under construction as suitable right-of-way becomes accessible. It's important to note that the approved project, as decided by the CVAG Executive Committee in May 2017, excludes routes through Rancho Mirage or Indian Wells. Future extensions will include access to Desert Hot Springs, as shown in **Figure 2-3**, which is located just west of Desert Edge.

SCAG 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

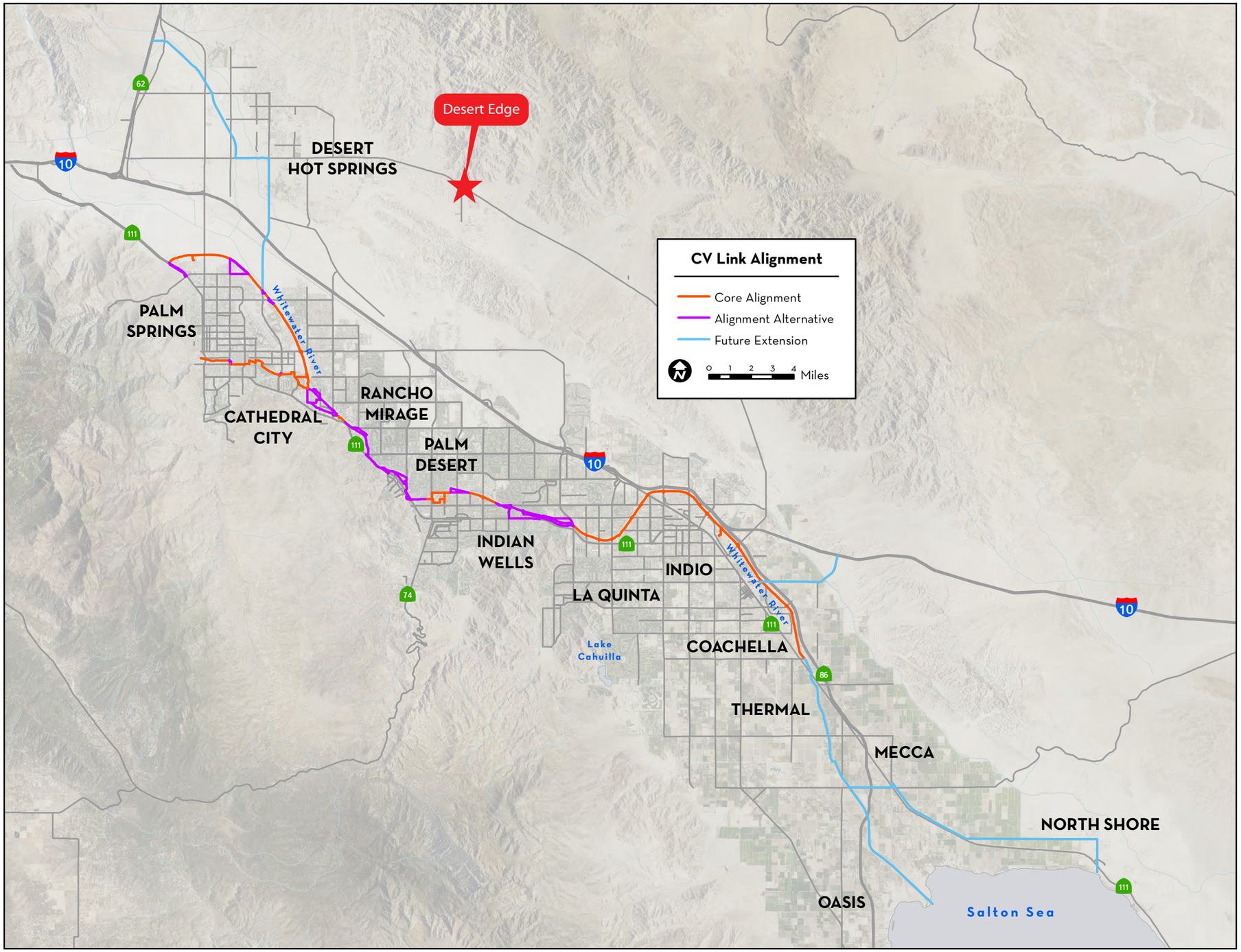
Connect SoCal 2024 is a forward-looking plan that extends and enhances land use and transportation strategies developed over multiple planning cycles. The purpose of the Connect SoCal plan is to establish a long-term cohesive regional vision for the build-out of the transportation network within the SCAG region, which includes Desert Edge. The Connect SoCal Plan Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) seeks to reduce greenhouse gas (GHG) emissions and automobile dependence, support the growth of alternative travel modes, and encourage traffic safety measures with a particular emphasis on pedestrians, cyclists, and vulnerable populations.

While there are no standalone projects in the RTP/SCS that are programmed directly within the Desert Edge Mobility Plan area, Desert Edge is part of a Priority Development Area (PDA) within the SCAG region where future growth can be located to help the region reach RTP/SCS goals. PDAs include Transit Priority Areas (TPAs) and Spheres of Influence (SOIs), which are in unincorporated areas only. SOIs are intended to promote the efficient, effective, and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies.



Source: KOA, Sidewalk at Dillon Estates

Figure 2-3: CV Link Alignment Map



Source: CV Link Conceptual Master Plan, Volume 1. Last accessed March 2025

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Riverside County Transportation Commission (RCTC) 2024 Traffic Relief Plan

This plan documents county-wide strategies designed to reduce traffic congestion, implement roadway safety measures, and offer greater mobility options for communities throughout the county. Highlights include:

- Improving traffic flow, safety, and conditions for freeways and major roads
- Adding safety improvements for pedestrians, equestrians, and bicyclists on sidewalks and roads
- Increasing frequency and access of bus and rail public transportation
- Implement daily rail services to Coachella Valley and San Gorgonio Pass from Los Angeles, Orange County, and Riverside
- Capital improvement projects
- Mobility improvements for residents of all ages, all transportation modes, and ADA needs
- Implement new technologies to improve efficiency and safety for roadways and public transit systems

Funding opportunities are also discussed in the plan to supplement available local funds, with an emphasis on transparency and community engagement on funding implementation. Equitable distribution of projects and funds are also a priority for RCTC.

The plan additionally highlights improvements through the Transportation Project Prioritization Study (TPPS) for the Palo Verde Valley region which Desert Edge is located in. Dillon Road, a major corridor Desert Edge and the region, is slated to receive active transportation improvements and also mitigations to reduce impacts of floods and blowsand.

Projects throughout the county were also listed, including improvements to local roadways and freeway connections. A wide range of improvements include road repairs and maintenance, traffic signal synchronization, infrastructural countermeasures to increase safety.



Source: KOA, Dillon Road Speed Limit

Local Active Transportation Plans

Desert Hot Springs Bicycle & Pedestrian Master Plan (2016)

The City of Desert Hot Springs is located directly northwest of Desert Edge and is considered an important local and regional partner. Desert Hot Springs published its final Bicycle & Pedestrian Master Plan in 2016 with the primary purpose of creating a connected bicycle and pedestrian network. Through a series of community engagement efforts, over 25 bicycle projects were identified with pedestrian improvements focused on connections to schools and parks.

The plan indicated that Desert Hot Springs has relatively few bicycle facilities which are distributed throughout the City. Class III bike routes can be found on portions of Little Morongo Road, West Drive, Palm Drive, and Two Bunch Palms Trail. Class II bike lanes are located on portions of Pierson Boulevard, West Drive, Palm Drive, Two Bunch Palms Trail, and Hacienda Avenue.

The plan proposed a combination of bicycle facilities such as a Class I multi-use path, bicycle boulevards, and neighborhood greenways to help close major gaps and extend existing facilities along major transportation corridors and through neighborhoods.

Despite most of the proposed improvements not overlapping with Desert Edge boundary limits, the plan suggests 1.98 miles of buffered bike lanes on Dillon Road between Little Morongo Road and Avenida Manzana. Dillon Road is considered a primary roadway and is a key artery that provides access between Desert Hot Springs, Garnet, and Desert Edge. In addition, CV Link proposes future route connections to Desert Hot Springs via Class II bicycle lanes connecting to Palm Drive and Dillon Road. **Figure 2-4** on the following page shows the proposed bicycle facilities in the City of Desert Hot Springs.

Palm Springs Pedestrian Plan (2021)

The Palm Springs Pedestrian Plan (Pedestrian Plan) serves as a blueprint outlining enhancements for pedestrians within the public right-of-way. This comprehensive Plan offers strategies and recommendations focused on addressing four main priorities:

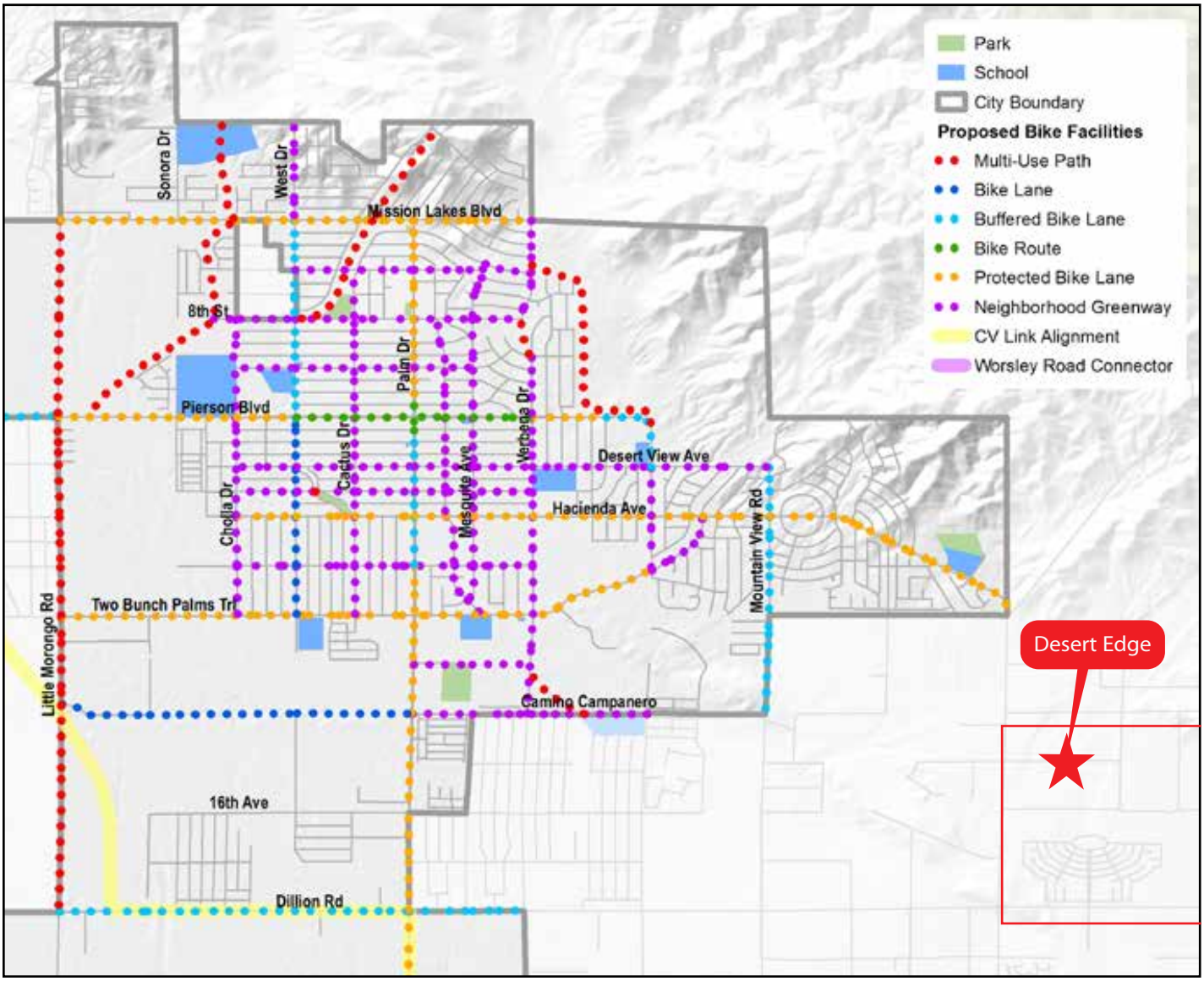
- Create safer streets for pedestrian travel
- Develop new routes for Palm Springs community members to walk to local and regional destinations which include the downtown area, resort areas, schools and transit nodes
- Improve public health
- Position the City for future funding opportunities

While there is no direct influence or connection for Desert Edge, the Pedestrian Plan provides recommendations and designs for enhanced pedestrian safety such as sidewalks, crosswalks, and bike lanes for adjacent jurisdictions such as Cathedral City. 2.3 miles of a Class I bike path between Ramon Road in Cathedral City and Vista Chino in Palm Springs is also now open to ride as part of the CV Link project, which will later connect to additional pedestrian and bicycle facilities within the Coachella Valley region.



Source: KOA, Dillon and Long Canyon Roads

Figure 2-4: Proposed Bicycle Facilities Map for City of Desert Hot Springs (Downtown/City Core)



Source: Desert Hot Springs Bicycle and Pedestrian Master Plan. Last accessed June 2025.

Cathedral City Active Transportation Plan (2023)

Cathedral City is located about three miles south of Desert Edge and is just east of Palm Springs. The Cathedral City Active Transportation Plan assesses the current infrastructure and travel patterns of the community while proposing strategies, actions, and enhancements to foster a safer and more inviting environment for walking, biking, and an overall active lifestyle. Its recommendations, aimed at ensuring safe transportation for all users including vulnerable groups such as children, older adults, and individuals with limited mobility, were adopted by City Council on February 8, 2023.

At the time of the plan's adoption, there were 29.8 centerline miles of existing bike facilities in the city and is composed of Class I, II, and III bikeways, with CV Link acting as the primary protected bikeway in the city. The Plan proposes a total of over 44 centerline miles of bikeways and shared-use trails within Cathedral City and its sphere of influence. Although the proposed recommendations do not overlap within Desert Edge boundary limits, a future CV Link extension is planned along the Gene Autry Trail/Palm Drive in Palm Springs to 20th Avenue and will connect to the City of Desert Hot Springs.

Transportation Characteristics

Existing/Planned Active Transportation Infrastructure

Desert Edge, as of July 2024, provides pedestrian facilities at various locations within the community; these facilities primarily serve Dillon Road, the busiest and primary corridor that connects Desert Edge to the surrounding communities, including Desert Hot Springs, Garnet, and Sky Valley. Sidewalks are the most common type of pedestrian facility and are located adjacent to a few driveway access points leading to major residential communities along Dillon Road.

However, concrete sidewalks are still a rare amenity as the rest of the residential communities on Dillon Road are primarily served by unpaved paths and dirt shoulders. **Figure 2-5** depicts these existing facilities alongside other pedestrian-related infrastructure.

Per **Figure 2-5**, curb ramps are provided at several community entrances, though they are not present at all community entrances or intersections. Many of the existing ramps are also not up to current ADA standards, aside from one that is located at the intersection of Dillon Road and Corkill Road. A few sidewalk segments currently exist on Dillon Road, with a portion on the south side in front of Dillon Estates, and a portion on the north side in front of Caliente Springs.

Aside from Dillon Road, there are no other dedicated pedestrian facilities. The southern portion of the community lacks concrete sidewalks and crosswalks that provide clearly marked pedestrian access and crossings. Several longer segments of curb and gutter serve some of the larger RV parks; however, the majority of the roadways have unpaved pedestrian paths and dirt shoulders. Residents often use these dirt shoulders and unpaved paths where curb and gutter are present as their pedestrian routes to reach their destinations within the community. Due to its already elevated nature, curb and gutter locations are prime candidates for sidewalk improvements.

Currently, no dedicated bicycle infrastructure exists in Desert Edge. However, Coachella Valley Association of Governments has identified Class II bike lanes on Long Canyon Road and Dillon Road in the CVAG Active Transportation Plan. Additionally, as detailed in **Figure 2-2** and the **Desert Edge Design Guidelines (2008)** section above, the 2008 Desert Edge Design Guidelines proposed a series of trailways/multi-use paths along with a Class I bike path for the community. The orientation of these proposed facilities are summarized in **Figure 2-5**.

Desert Edge's pedestrian network interacts with the community's public transportation network. More information about public transportation in Desert Edge is available in the **Existing/Planned Public Transportation Infrastructure** section below.

Corridor Speed Limits

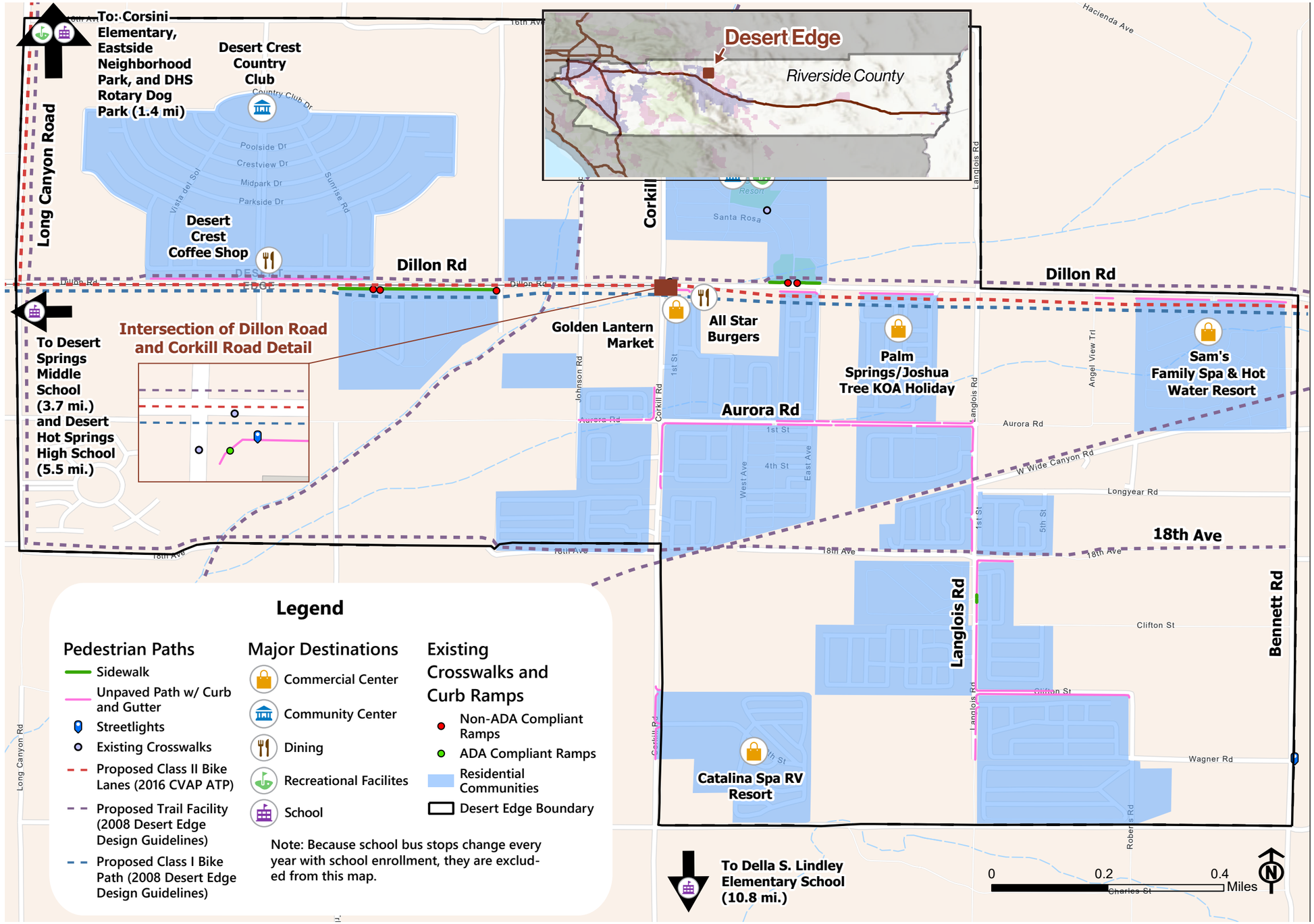
Corridor speeds in Desert Edge also play an important role in impacting the safety and convenience for current and future active transportation users. Dillon Road, as the major corridor leading into and out of the community, has a speed limit of 55 miles per hour (mph). Corkill Road and Langlois Road have speed limits of 40 mph; public roads meeting the California Vehicle Code (CVC) residence district criteria have assumed speed limits of 25 mph.

These speed limits have been established as required by the California Vehicle Code. In absence of sidewalks, pedestrians utilize dirt paths for their pedestrian routes, though extra care is often needed to wait for gaps in vehicle traffic to cross the roadway due to the high vehicle speeds. The posted speed limits of major corridors in Desert Edge are depicted in **Figure 2-6**.



Source: KOA, Desert Crest County Club sidewalk.

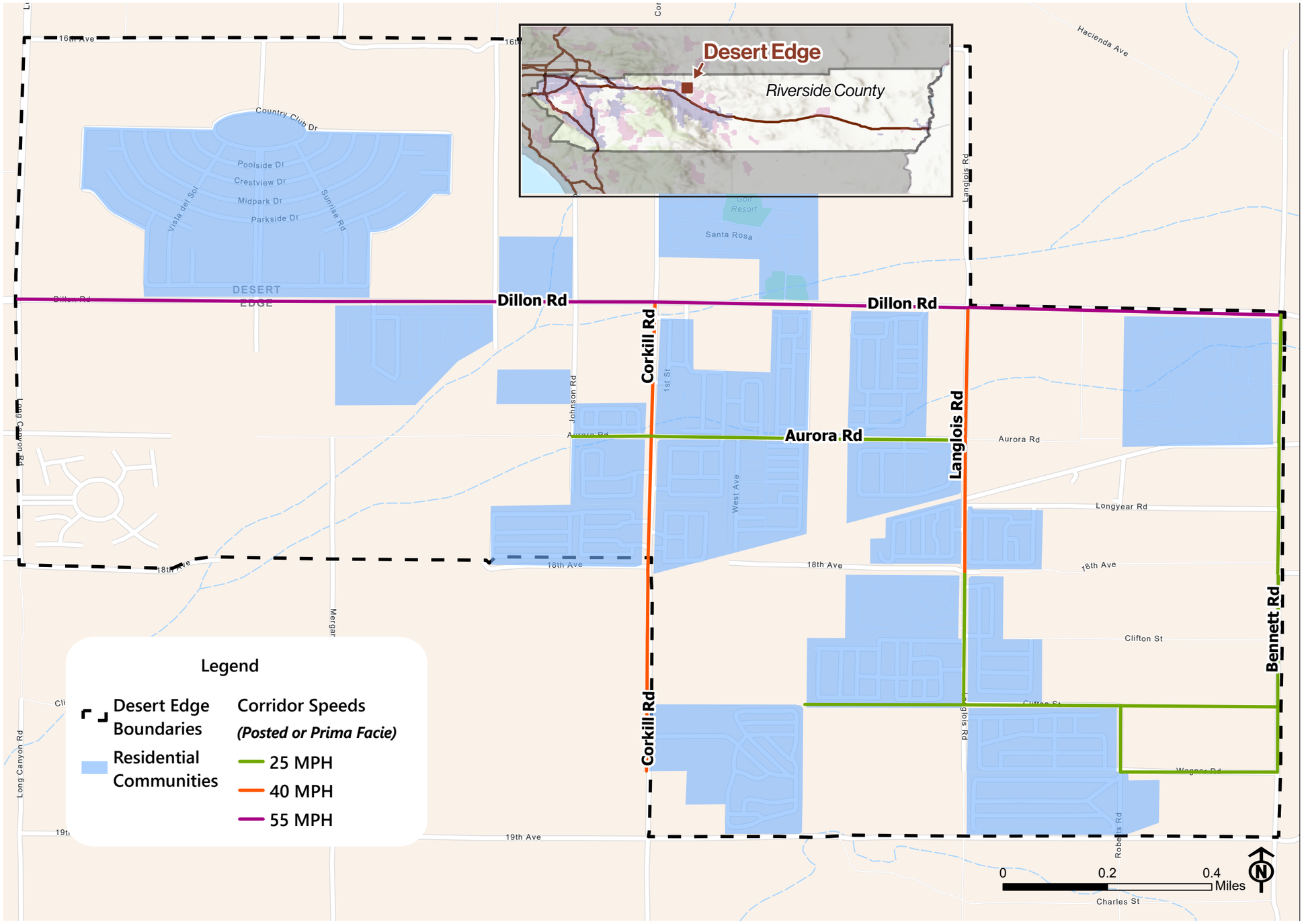
Figure 2-5: Existing Pedestrian Facilities in Desert Edge



Source: County of Riverside, ArcGIS Basemap Contributors, KOA Visual Inspections, Coachella Valley Association of Governments. Last accessed June 2025

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Figure 2-6: Corridor Speed Limits in Desert Edge



Source: County of Riverside, ArcGIS Basemap Contributors, KOA Visual Inspections. Last accessed March 2025

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Existing/Planned Public Transportation Infrastructure

SunLine Transit Agency (SunLine) is the regional transit provider and operates one route—Route 3—serving the Desert Edge community. Route 3 is currently the only fixed-route service in Desert Edge, providing connections to the neighboring city of Desert Hot Springs. The route travels along Long Canyon Road and Dillon Road, forming a loop near the center of the community before routing back towards Desert Hot Springs.

Currently, there are no bus shelters at any of the seven stops in Desert Edge. As mentioned in the **Bus Stop Improvements** section above, SunLine aims to install bus shelters at two these locations by the end of its Fiscal Year 2028. Additionally, pending available funding, SunLine has identified a goal to increase Route 3 service frequency to every 30 minutes during peak periods, as detailed in the **SunLine Short-Range Transit Plan FY 2024-2028**. While some stops on Dillon Road are served by concrete sidewalks, most bus stop facilities are located along unpaved shoulders, where curb and gutter improvements provide minimal infrastructure for boarding and alighting passengers. **Figure 2-7** illustrates the SunLine Route 3 bus stops and alignment within the Desert Edge.

At this time, there are no known planned changes or additions to SunLine transit stops within Desert Edge. Transit stop locations are determined based on ridership needs and are evaluated annually through SunLine's internal planning and service review process, including updates reflected in the agency's Short-Range Transit Plan

As part of broader transit coordination efforts, SunLine has also engaged with Palm Springs Unified School District to better understand student travel needs and identify potential opportunities to align bus stop improvements and routing with school access priorities. This coordination supports more integrated planning around youth mobility and safe access to transit.

Origin/Destination Analysis

Desert Edge is a small community primarily composed of low-density residential neighborhoods, including mobile home parks, manufactured home communities, and RV resorts—some of which offer long-term accommodations. These residential areas often include private amenities such as pools and clubhouses that are only available to residents.

Local destinations reachable by active transportation are mapped in **Figure 2-8**. Key destinations in Desert Edge are concentrated along Dillon Road. These include local eateries such as Desert Crest Coffee Shop and All-Star Burgers, as well as the Golden Lantern Market. Sam's Family Spa & Hot Water Resort provides recreational and leisure amenities to the broader Desert Edge community. Per community feedback, Caliente Springs Golf Resort is also a popular local destination and serves as a meeting site for the DECC.

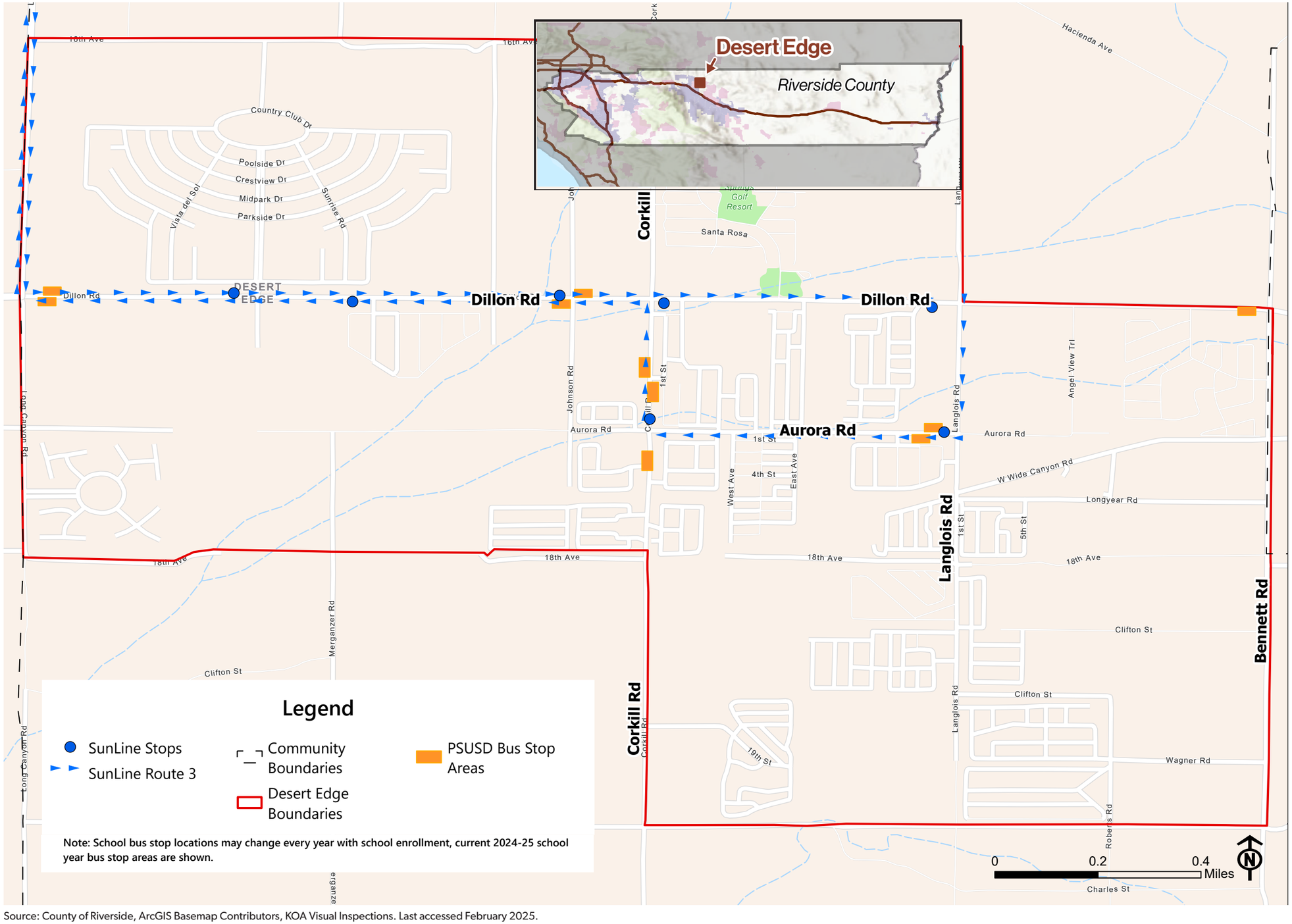
The southern portion of the community primarily consists of private, residential RV parks and lacks major public or commercial destination centers.

Several other recreational and educational destinations essential for Desert Edge community members are located in Desert Hot Springs. This includes one of the community's elementary schools, Julius Corsini Elementary School, Desert Springs Middle School, and Desert Hot Springs High School. Additionally, the three parks closest to Desert Edge, Mission Springs Park, Eastside Neighborhood Park, and DHS Rotary Dog Park, are all in Desert Hot Springs. These destinations, in addition to the Long Canyon Trail, are all within biking distance from Desert Edge.

This assessment draws from a combination of community feedback, field verification, and available location-based data sources. In addition to identifying destinations within Desert Edge, it also considers external places frequently accessed by residents—such as schools, retail centers, and healthcare facilities in Desert Hot Springs. These destinations, along with key travel routes, are shown in the accompanying map.

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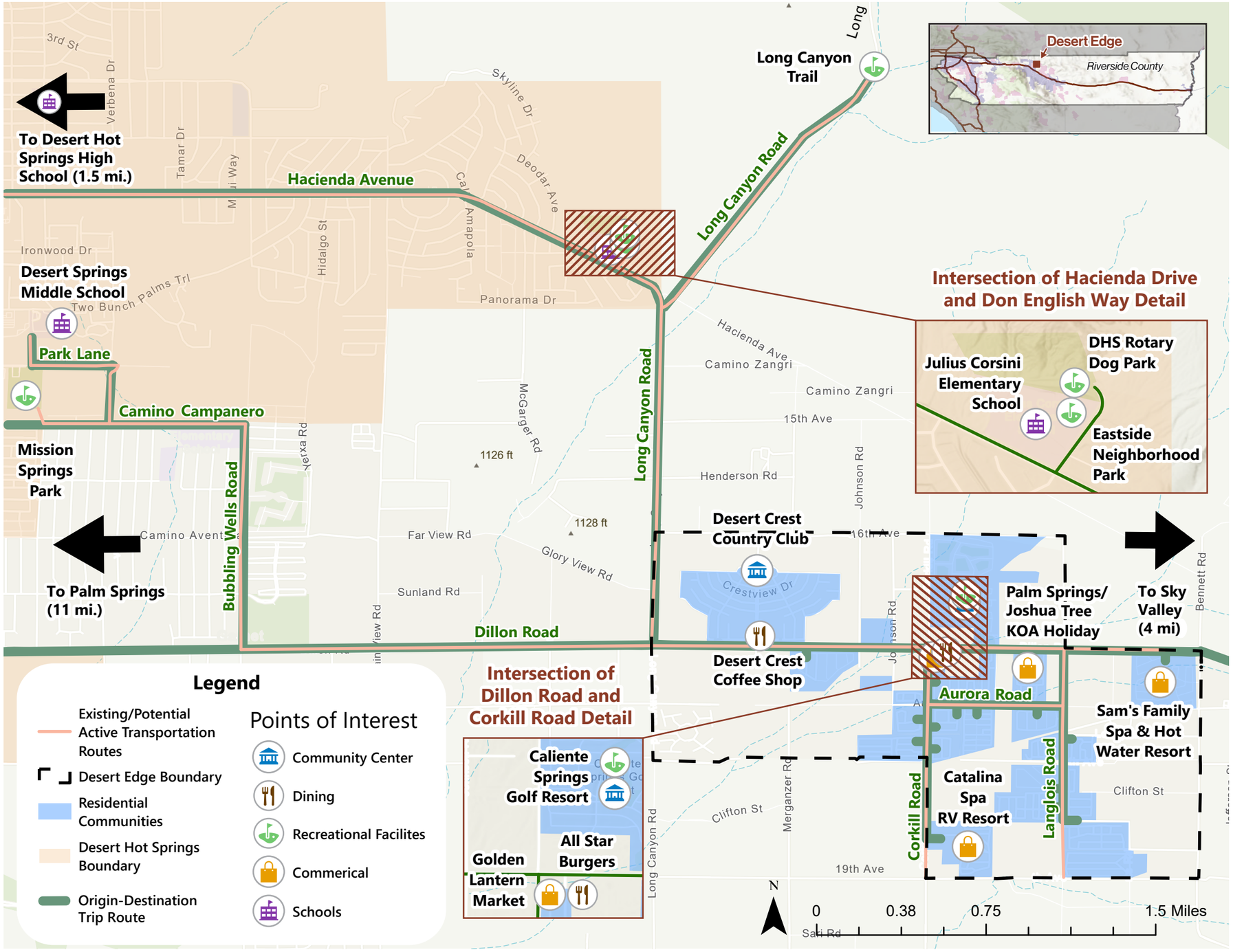
Figure 2-7: SunLine Transit Route 3 and Bus Stops



Source: County of Riverside, ArcGIS Basemap Contributors, KOA Visual Inspections. Last accessed February 2025.

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Figure 2-8: Local Origin/Destination Map



Source: County of Riverside, Palm Springs Unified School District, OpenStreetMaps, ArcGIS Basemap Contributors, KOA Visual Inspections. Last accessed June 2025

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Collision Analysis

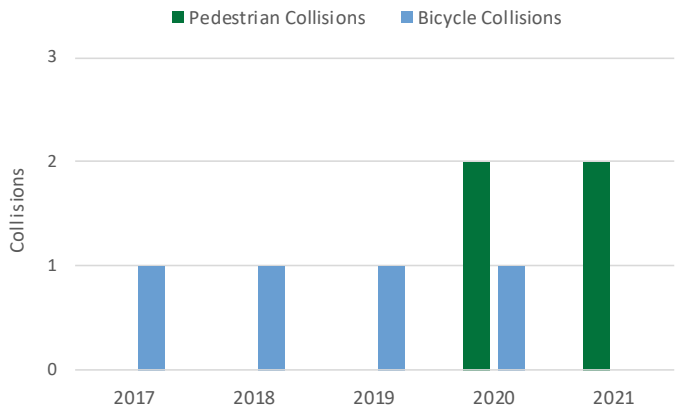
Analyzing the number and nature of collisions within the Project area enables the identification of high-risk locations and informs prioritization for future safety improvements. For this analysis, the Project team reviewed collision data from the California Highway Patrol (CHP)'s Statewide Integrated Traffic Records System (SWITRS) for the five-year period between January 2017 and December 2021. This time frame was selected based on the most complete data available at the time of analysis.

The focus of this analysis is on active transportation-related collisions—those involving pedestrians and bicyclists. The SWITRS dataset was examined by key factors such as location, time of day, age of the parties involved, and primary collision factor. In addition to assessing the total number of collisions, the analysis also considered collisions that resulted in individuals being killed or severely injured (KSI). These incidents are critical to highlight due to their long-term consequences, including fatalities, permanent injuries, property damage, and the impact they have on community perceptions of roadway safety.

Overview of Pedestrian and Bicycle Collisions

Between 2017 and 2021, a total of a total of eight active transportation-related collisions were reported in Desert Edge, based on SWITRS data. As shown in **Figure 2-9**, these included four bicycle collisions and four pedestrian collisions. The rise in pedestrian injuries in 2020 and 2021 corresponds with broader increases in traffic-related incidents reported both locally and across the country during that period.

Figure 2-9: Active Transportation Collisions by Year

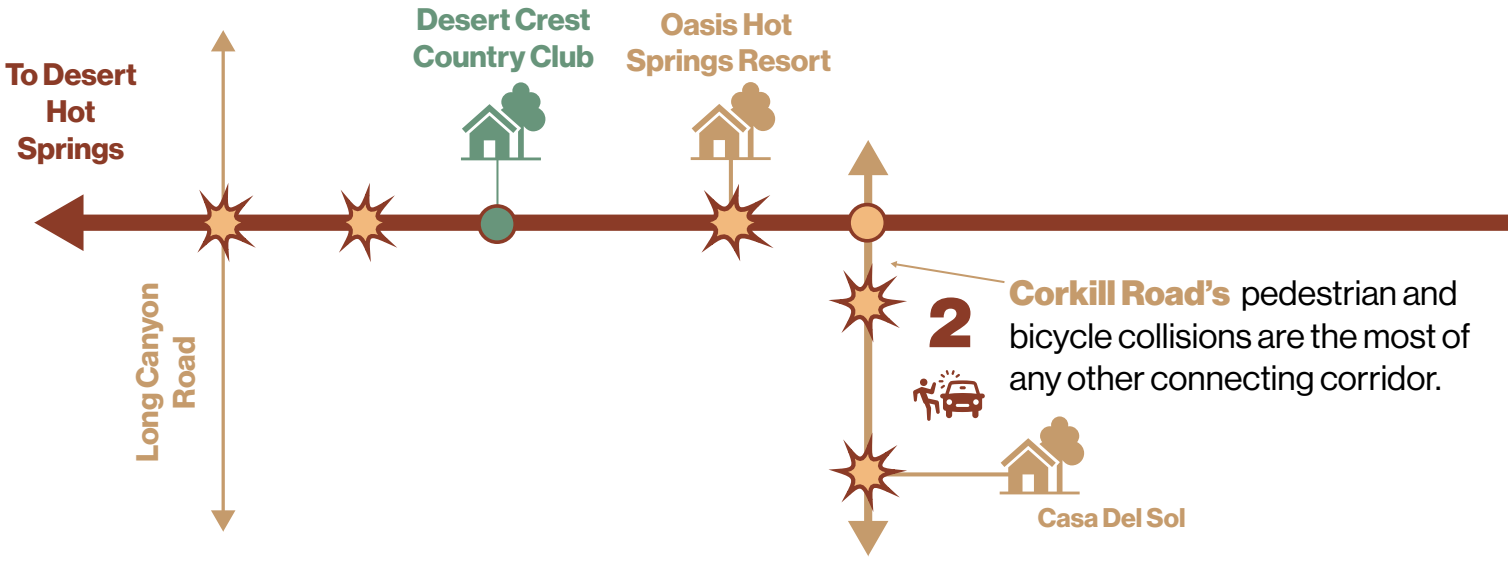


Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025



Source: KOA, Stop Sign at Dillon Road and Corkill Road Intersection

Figure 2-10: Bicycle and Pedestrian Involved Collisions in Desert Edge



Collisions by Location

This section analyzes collisions by location in three different contexts:

- Collisions by Road Corridor, focusing on collisions occurring along a given street regardless of their location
- Collisions by Intersection, focusing on collisions occurring at an intersection
- Collisions by Road Segment, focusing on collisions occurring between two given intersections

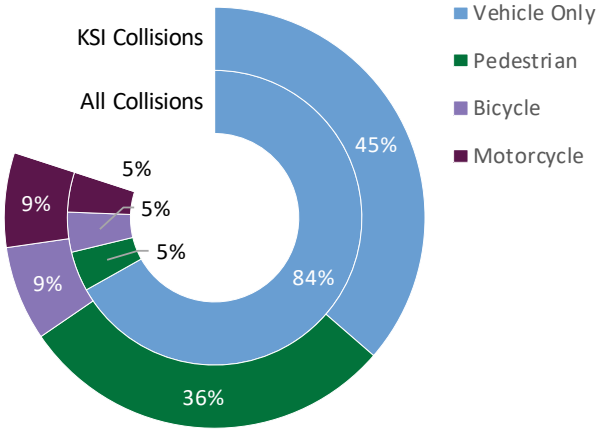
Figure 2-11 compares the mode share of all reported collisions, including vehicle-only and motorcycle crashes, with the share of KSI collisions. Although crashes involving pedestrians and bicyclists represent only about 10% of all collisions in Desert Edge, they account for 45% of all KSI incidents. This finding is consistent with state and national trends, which have consistently shown that vulnerable road users—particularly pedestrians—face a disproportionately high risk of serious injury or fatality in traffic collisions.

As illustrated in **Table 2-2**, collisions between two automobiles have a large portion of the overall KSI collisions (6 of 11 total KSI), but only 8% of vehicle-to-vehicle collisions resulted in KSI collisions. In contrast, 63% of active transportation collisions resulted in a KSI incident.

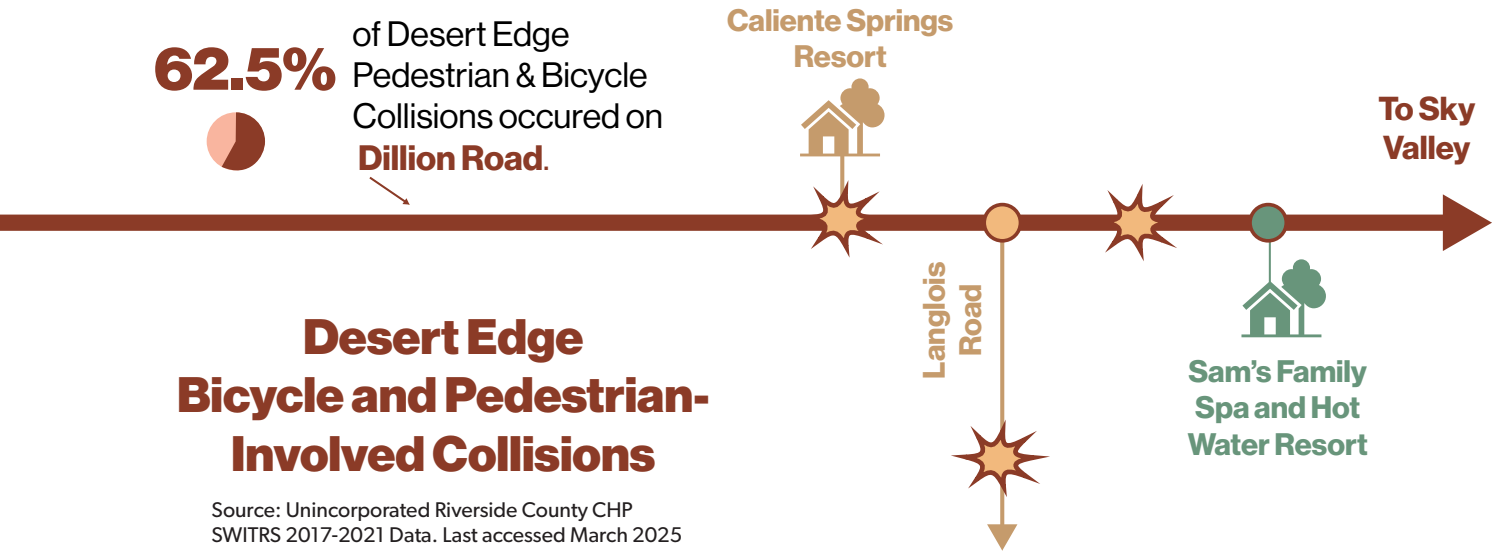
Most notably, every pedestrian collision recorded during the five-year study period resulted in a fatality or severe injury, underscoring the urgent need for safety improvements that prioritize pedestrian infrastructure.

This data is especially important in the context of Desert Edge, where many residents rely on walking as a primary mode of travel. As detailed in the **Transportation Characteristics** section, the community lacks a comprehensive sidewalk network and has no dedicated bicycle facilities aside from a short segment near Dillon Estates and Caliente Springs Golf Resort.

Figure 2-11: Comparison of Serious and Fatal Collisions by Mode



Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025



Desert Edge Bicycle and Pedestrian-Involved Collisions

Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025

Overall, as noted in **Figure 2-10** and **Figure 2-13**, most bicycle and pedestrian collisions occurred along Dillon Road, including three collisions that resulted in a death or severe injury. These patterns directly informed the safety recommendations proposed for Dillon Road, which are detailed in Chapter 6.

Table 2-2: Collision Totals By Mode

Type	All Collisions	KSI Collisions	% KSI Collisions
Vehicle Only	61	5	8%
Motorcycle	4	1	25%
Motor Vehicle Subtotal	65	6	9%
Pedestrian	4	4	100%
Bicycle	4	1	25%
Pedestrian/ Bicycle Subtotal	8	5	63%
Total:	**73**	**11**	**15%**

Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025

Collisions by Road Corridor

As summarized in **Figure 2-10**, Dillon Road is a high-volume corridor that sees the highest number of collisions in Desert Edge. These collisions are notably concentrated at intersections with Langlois Road and Corkill Road, two important secondary corridors connecting Dillon Road to many of Desert Edge's residential communities. Being a major thoroughfare, Dillon Road poses a higher risk for collisions and stands to benefit greatly from road safety improvements.

Collisions by Intersection

A majority of intersections where bicycle and pedestrian collisions occurred were along Dillon Road, as seen in **Figure 2-10** and **Figure 2-13**.

Although active transportation-related crashes constituted a small amount of the total crashes at these intersections, they did represent a significant amount of recorded KSI collisions.

Collisions by Road Segment

Road segment crashes on Dillon Road are evenly spread across the length of the roadway corridor, suggesting that the higher speed levels and traffic volumes along this entire corridor are contributing to higher amounts of collisions compared to other streets.

Collisions by Time

This section measures collisions by two different factors: Collisions by Year and Collisions by Time of Day

Collisions by Year

As depicted in **Figure 2-9**, there was one bicycle crash per year between 2017 to 2020 while two pedestrian crashes were recorded in both 2020 and 2021. Mirroring national trends for all collisions, the total number of active transportation collisions in Desert Edge spiked in 2020 to three, representing a 300% increase from the previous year.

Collisions by Month

Many seasonal residents and tourists often leave Desert Edge during the spring and summer and return during the milder fall and winter months. **Figure 2-12** shows that pedestrian and bicycle collisions in Desert Edge peak in the Fall and then decline in November/December.

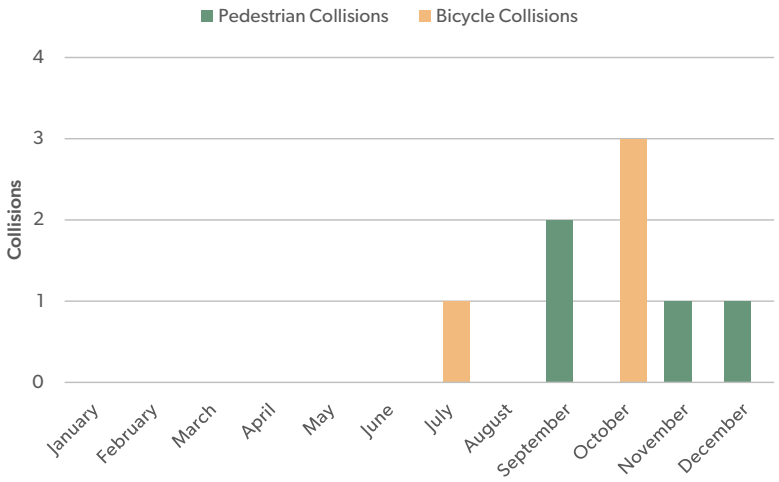
Collisions by Time of Day

In addition to analyzing the number of collisions by year and month, the Project team also examined if time of day influenced the frequency of active transportation collisions. Based on the collision data presented, about half of this type of collision recorded during the five-year study period occurred in the afternoon and evening.

If the time of day of active transportation collisions is considered by travel mode, half of bicycle collisions occurred in the evening, after 6 PM. Half of pedestrian collisions occurred during the AM peak hour period of 7 AM to 10 AM.

While the size of the data is small, these results can offer further guidance on active transportation travel patterns and potential opportunities to improve walking and biking safety in Desert Edge.

Figure 2-12: Bicycle and Pedestrian Collisions by Month

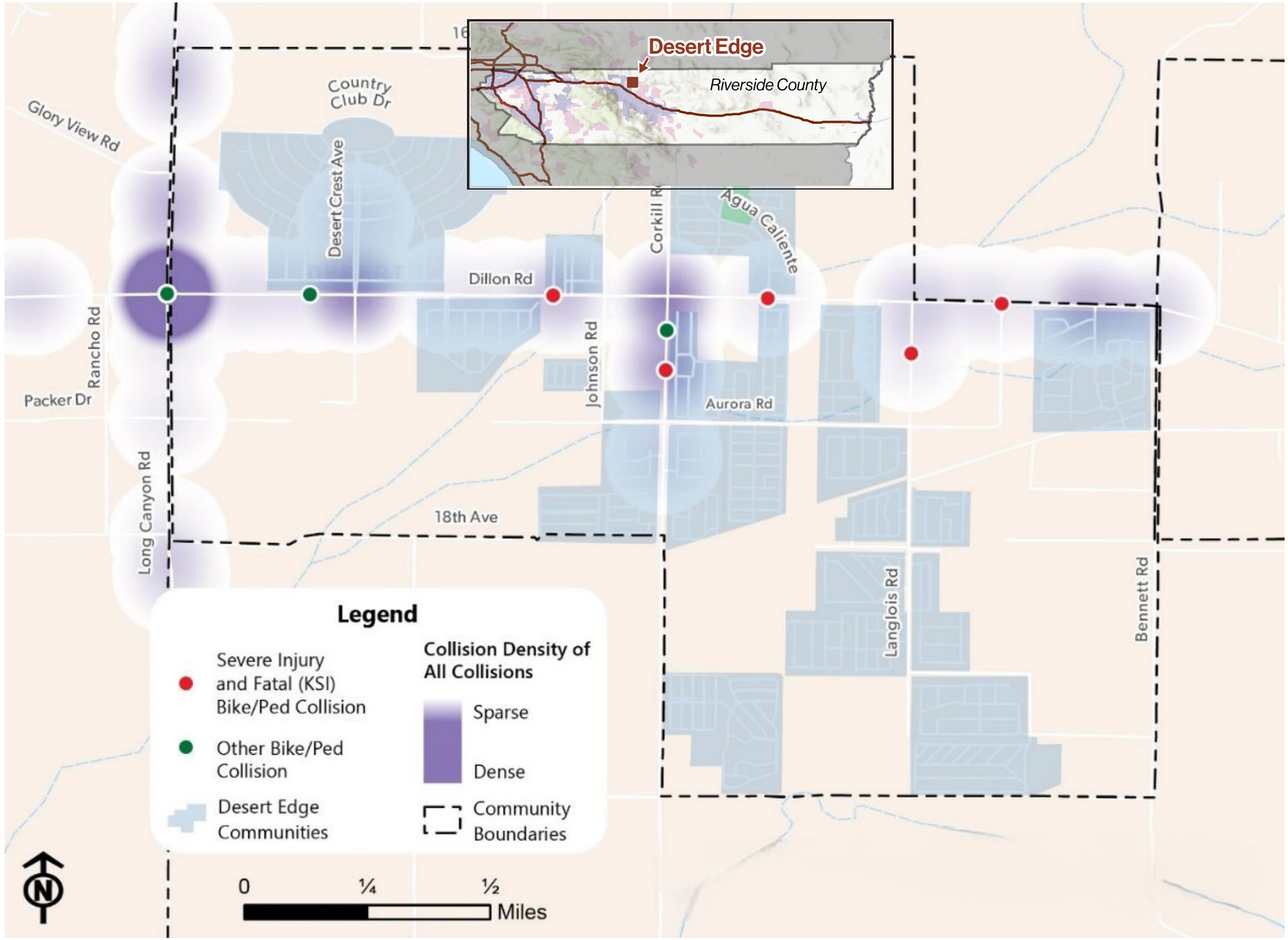


Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025



Source: KOA, Desert Crest Country Club

Figure 2-13: Desert Edge Collision Density and Pedestrian and Bike KSI Collisions



Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025

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Collisions by Primary Collision Factor and Type

Collisions recorded on SWITRS include details on the factors contributing to the cause of a crash, including the behavior that primarily influenced the collision, the movement of road users before a collision, and the type of collision that occurred. When analyzed, these details provide another perspective on how and why collisions occur in Desert Edge.

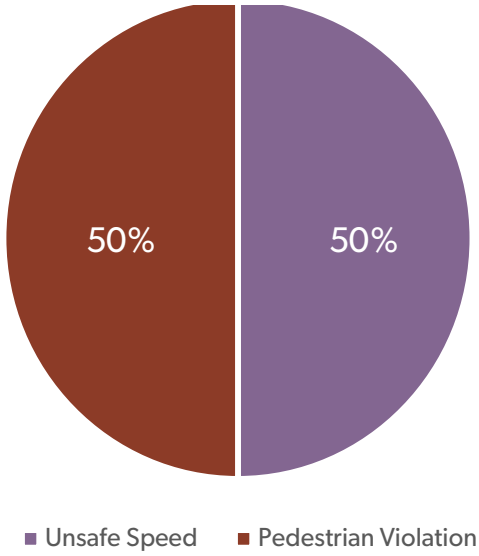
Collisions by Primary Collision Factor

A Primary Collision Factor (PCF) is the main cause of a collision incident. While multiple factors may contribute to a collision, a PCF helps identify priority safety concerns to mitigate collisions resulting from similar issues. **Figure 2-14** and **Figure 2-15** on the following page summarize the number of occurrences of each PCF for pedestrian and bicycle collisions that occurred in Desert Edge within the study period. A majority (50%) of bicycle collisions occurred because of improper turning, while pedestrian collisions were split evenly between unsafe speeds and pedestrian violation as the primary factor.

Conditions such as improper turning and unsafe speeds can present safety concerns when paired with roadways containing high-speed through-traffic, such as Dillon Road and Long Canyon Road. These roads are very straight, pass through long sections of undeveloped land, and have wide lanes.

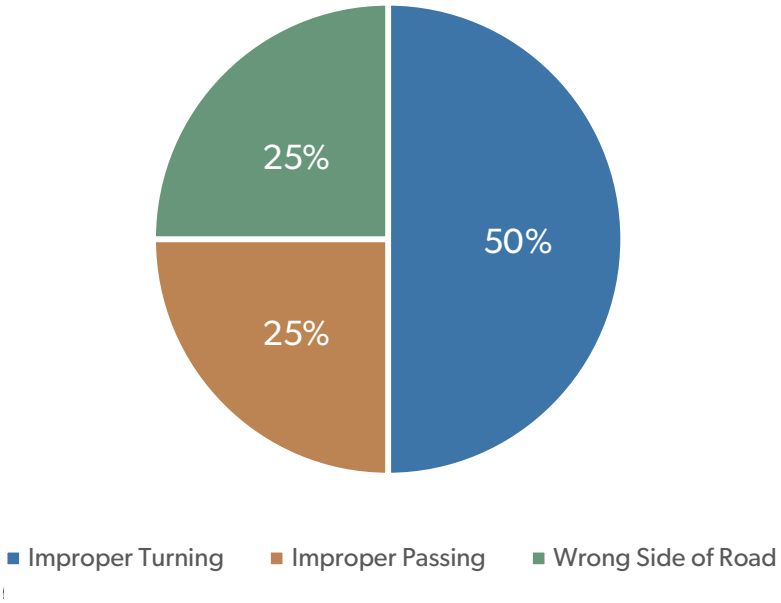
Alcohol is another concerning factor found to be present in multiple collisions, including three total active transportation-related collisions (two of which are categorized as KSI). When analyzing primary collision factors for all collision types, Driving or Bicycling Under the Influence emerged as the third largest PCF of all collisions in Desert Edge.

Figure 2-14: Pedestrian Collisions by Primary Collision Factor



Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025

Figure 2-15: Bicycle Collisions by Primary Collision Factor



Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025

Collisions by Type

Table 2-3 details the type of collisions associated with each primary collision factor for bicycle and pedestrian collisions. While this table provides the same information on pedestrian collisions as shown in **Figure 2-14** and **Figure 2-15**, **Table 2-3** reveals that bicycle collisions occurred as movement-based crashes such as a rear end, broadside, or sideswipe. This suggests that bicyclists in Desert Edge are coming into close contact with other entities including vehicles, which can be addressed by implementing dedicated spaces for active transportation users.



Source: KOA, Eastbound Sidewalk Transition to Dirt Path on Dillon Road

Collisions by Age

Because of Desert Edge's diverse population, including the presence of several communities intended for senior adults, the Project Team conducted an analysis to determine if any age groups experienced a disproportionate number of collisions. Overall, working age drivers (between 21 and 64 years old) are responsible for most crashes occurring in Desert Edge. However, young adults are overrepresented in the community's crashes. **Figure 2-16** shows a breakdown of key findings.

Primary Collision Factors vary by age, with no single factor accounting for the number of crashes in any age group. However, the number of improper turning and unsafe speed collisions are generally higher in age groups 35 and older, particularly in the 60-64 years old age group. These collision factors are discussed more in the previous section.

Table 2-3: Collisions By Type and Primary Collision Factor

Primary Collision Factor	Broadside	Overturned	Rear End	Sideswipe	Vehicle and Pedestrian
Improper Passing			1		
Improper Turning	1	1			
Pedestrian Violation					2
Unsafe Speeds					2
Wrong Side of Road				1	

Source: Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025.
Note: Green Cells refer to Bicycle Collisions, Blue Cells refer to Pedestrian Collisions

Figure 2-16: Collisions by Age

Crashes by Age Group

1	60-64 Years Old	17% of Crashes 10% of Population
2	25-29 Years Old	15% of Crashes 1% of Population
3	55-59 Years Old	12% of Crashes 4% of Population
4	35-39 Years Old	12% of Crashes 3% of Population
5	15-19 Years Old	3% of Crashes >1% of Population

Source: United States Census Bureau American Community Survey 2022 5-Year Estimates Data, Unincorporated Riverside County CHP SWITRS 2017-2021 Data. Last accessed March 2025



Source: KOA, Caliente Springs Resort

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Source: KOA

Chapter Three

Stakeholder Engagement

Community Engagement

Community engagement was an integral stage of the planning process while developing the Desert Edge Mobility Plan. During this stage, a diverse set of stakeholders were given opportunities to connect with the project team and provide input on the project. The goal of this collaborative effort was ensuring that the development of the Plan was reflective of the transportation needs of community members within Desert Edge.

Coordination Group Meetings

A total of two (2) Coordination Group meetings were conducted as part of the Plan development process. Updates regarding the Plan were shared by the Project Team at each meeting to inform group members of the Plan schedule and overall progress. Members of the Coordination Group included representatives from the neighboring incorporated cities of Palm Springs, Cathedral City, and Desert Hot Springs. Summaries and presentation materials for each meeting is found in Appendix A along with a full list of Coordination Group members.

Advisory Group Meetings

The Project Team also conducted two (2) Advisory Group meetings with representatives from Palm Springs Unified School District, SunLine Transit, and other nearby organizations. As with the Coordination Group Meetings, Advisory Group members provided insight on potential Plan improvements while also receiving updates on the Plan's development process. A full list of summaries and presentation materials for each meeting is found in Appendix A, along with a full list of Advisory Group members.

Coordination Group Members (Neighboring Jurisdictions)

Advisory Group Members (Regional Agencies)

Sources, from left to right, top to bottom: City of Desert Hot Springs, City of Palm Springs, City of Cathedral City, County of Riverside, Coachella Valley Association of Governments, Palm Springs Unified School District, California Highway Patrol, Riverside University Health System, Riverside County Sheriff's Department, SunLine Transit. Last Accessed March 2025 for all sources.

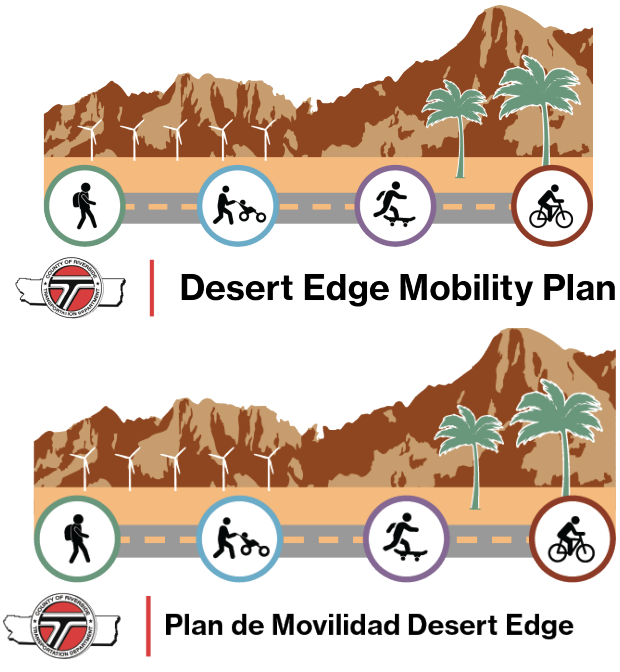
Engagement Methods and Tools

Project communication and outreach content were developed to inform community members about opportunities to provide input for the Mobility Plan. These materials were both distributed digitally and through in-person meetings. Collateral materials distributed with the intention of notifying target audiences about the project include fact sheets, e-mail blasts and a dedicated project web page (see **Table 3-1**). Materials designed to elicit feedback from stakeholders included two surveys and an in-person event activity where attendees could place comments directly on a map showing the study area. All outreach materials were provided in English and Spanish and can be found in Appendix A.

Project Branding

The project team developed a logo and branding style to establish a project identity. The logo and branding style were used across all project communication materials and took inspiration from the natural landscape surrounding Desert Edge. To reflect the diversity of residents living within the community, a separate Spanish logo was created using the same branding style. **Figure 3-1** illustrates the English and Spanish project logos.

Figure 3-1: English and Spanish Project Logos



Source: KOA

Table 3-1: Project Collateral Materials

Material	Quantity	Purpose
Fact Sheet	1	Provided project background information, timeline, and funding source for Plan effort
Project Webpage	1	Serves as the main source of project-related information and includes proposed improvements and interactive text boxes for interested parties to provide their input
Email Blasts	2	Contained information on upcoming community workshops and project updates to key partners and interested parties

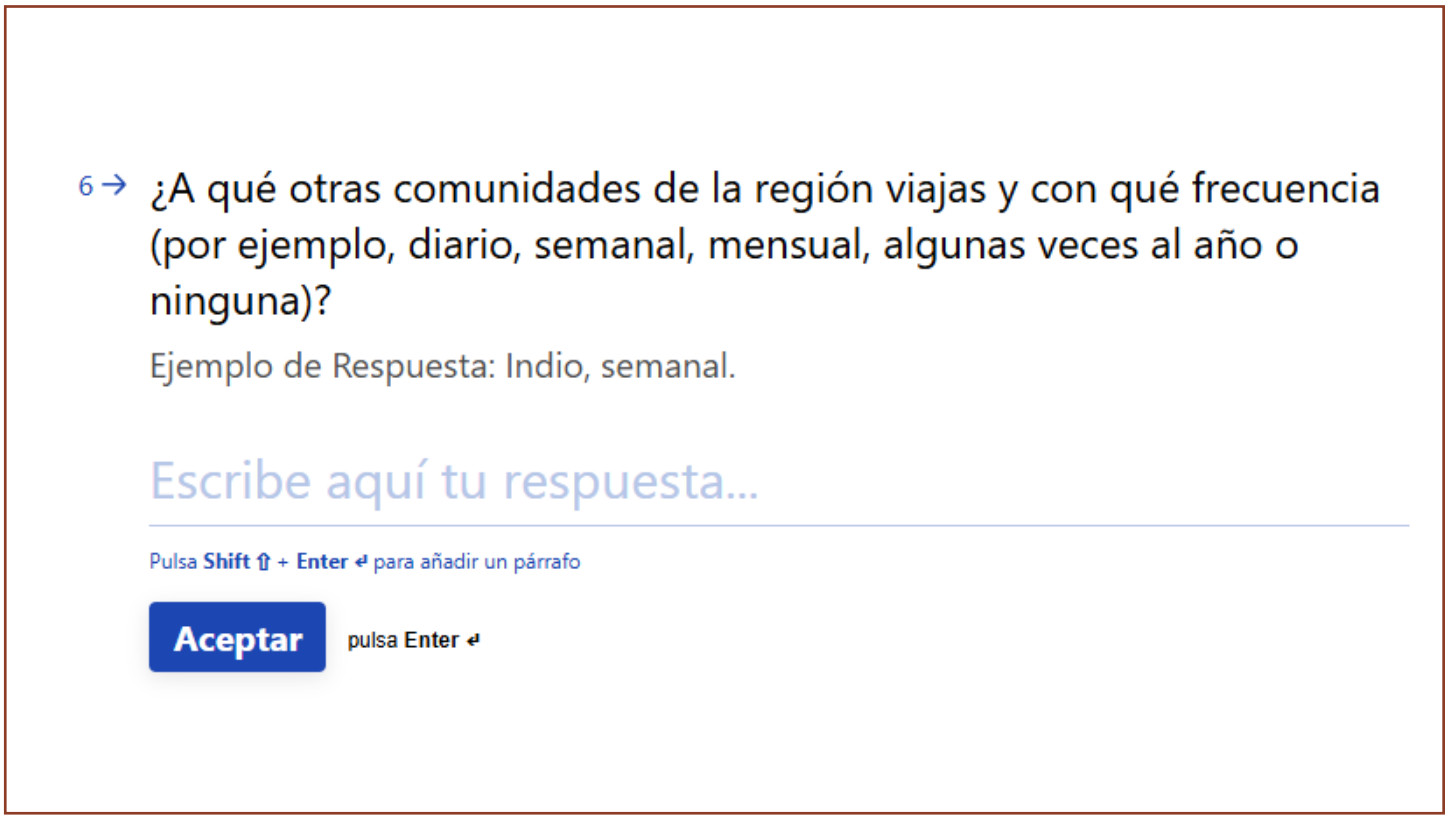
Typeform Survey

The first project-related survey was distributed both as a paper copy at in-person events and digitally via the online survey platform Typeform. Respondents were asked a variety of questions relating to their commuting patterns, such as their preferred transportation mode and most common local travel destinations. **Figure 3-2** and **Figure 3-3** provide a sample question from Survey #1 and Survey #2. Copies of the English and Spanish versions of this survey can be found in Appendix A.

Website Survey

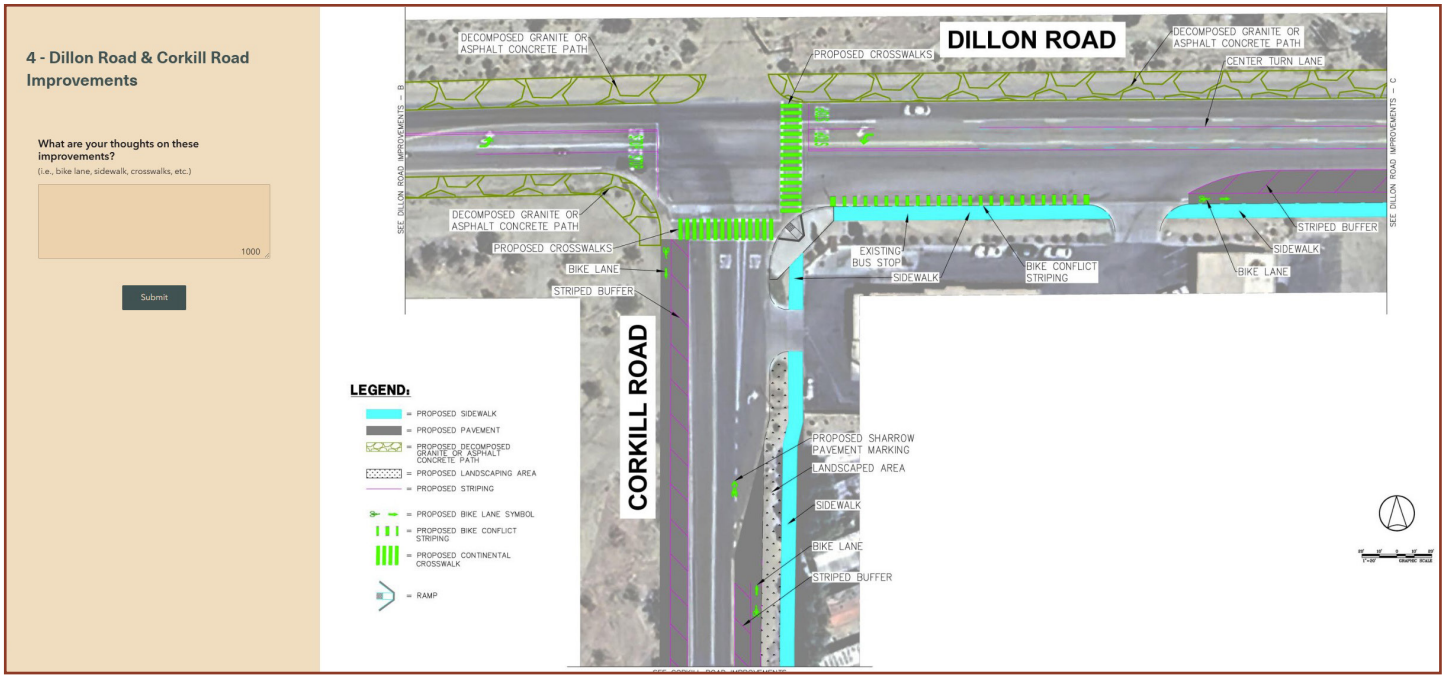
This survey could be accessed by visiting the project website and scrolling down to the "Proposed Improvements" section. Interested parties could provide their input and suggestions after reviewing concept diagrams outlining improvements recommended by the Plan. Both the English and Spanish versions of this survey can be found in Appendix A.

Figure 3-2: Survey #1 Question (Spanish)



Source: KOA

Figure 3-3: Survey #2 Question (English)



Source: KOA

Community Workshops and Events

The Project Team engaged with community members at multiple community workshops and one community event to gain insight on their experiences traveling through Desert Edge and encourage input on potential ideas for improvement. Project Team members facilitated several activities to gather feedback, such as asking participants to suggest preferred improvements and conducting Question and Answer sessions. Activities were adjusted based on the type of event and phase of the project.

Community workshops took place at the Caliente Springs Resort with participation from the Desert Edge Community Council, while additional feedback was gathered at the Sky Valley Farmer's Market community event. To maximize engagement with all interested partners, at least one Spanish-speaker was in attendance at each workshop/event. The feedback received at community events and workshops is described later in this chapter with summaries provided in Appendix A.

Public Outreach at a Glance

Figure 3-4 provides a summary of the public outreach efforts conducted and the community member participation throughout the development of the Plan.

Figure 3-4: Public Outreach Summary

- **213** Desert Edge community members through the project survey
- **5** Advisory Group Meetings
- **3** Coordination Meetings
- **3** Workshops with the Desert Edge Community Council
- **1** Community event at the Sky Valley Farmer's Market

Community Engagement Summary

Figure 3-5 provides a summary of the community engagement findings and suggestions noted by the community.

Figure 3-5: Community Engagement Summary

Speeding is a concern

High vehicle speeds have been recorded along many major corridors in Desert Edge, including Dillon Road, Langlois Road, and Aurora Road.

Pedestrian conditions are low-comfort

Many streets and intersections lack pedestrian accommodation, such as sidewalks or crosswalks. This creates a challenging environment for road users, especially vulnerable groups like students.

Traffic sign visibility and maintenance issues

Certain intersections are not stop-controlled in all directions, causing a greater risk of collisions occurring. Additionally, school bus signs are noted as being difficult for drivers to see.

Community suggestions

- Implement traffic calming measures on major corridors to reduce speeds
- Install crosswalks, sidewalks, and bike lanes in areas with high pedestrian and bicycle activity
- Add traffic signals at major intersections

Travel Response at a Glance

Figure 3-6 summarizes the responses recieved from the community engagement efforts regarding travel and travel-related safety issues.

Figure 3-6: Survey #2 Question (English)

48% of respondents walk every day

If active transportation conditions were improved,

71% of respondents would walk or bike to dining

58% of respondents would walk or bike to healthcare

53% of respondents would walk or bike to shopping

56% of respondents travel to Desert Hot Springs every week

38% of respondents travel to Desert Hot Springs every day

The top 3 noted travel-related safety issues were:

1. **79%** Speeding
2. **48%** Crashes
3. **42%** Personal Safety



Source: KOA, Sky Valley Farmers Market



Source: KOA, Community Council Meeting participants providing providing feedback on safety concerns

Chapter Four

User Needs Assessment

User Needs Assessment Introduction

Areas with significant bicycle and safety concerns were identified using data gathered from the first community workshop meeting held with the DECC and community members and the collision analysis referenced in the Existing Conditions section of this Plan. Identifying the concerns for each road segment and intersection within the community was instrumental in determining the treatments needed in each case. **Figure 4-1** depicts these areas in map form.

Areas of Special Concern

Dillon Road

Dillon Road extends east-west across the length of Desert Edge and acts as a primary roadway for the community, despite containing no existing sidewalks and only one crosswalk. Unless its posted otherwise, unlicensed NEVs under 25 miles/hour (and golf carts that operate below 15 miles/hour) are allowed on non-state roads with speed limits below 35 miles/hour.[1,2] However, community workshop participants noted that Dillon Road isn't a comfortable environment for pedestrians and NEVs attempting to access destinations such as RV parks, mobile home communities, and the Golden Lantern Market. The segment of Dillon Road between the eastern edge of the Dillon Estates mobile home park and Corkill Road was noted as an area with significant concerns due to it being narrower than the rest of the road at one lane each way, which is inconsistent with the remainder of the road in the community and places pedestrians and bicyclists in close contact with high-speed vehicles.

Potential treatments to consider include high-visibility crosswalks (both along mid-block locations and at intersections) along Dillon Road to allow for pedestrian crossings, as well as sidewalks to accommodate pedestrians. The aforementioned narrow section of the road can potentially be lengthened through curb extensions to stretch the entirety of Desert Edge, providing shorter crossings for pedestrians while also helping to reduce vehicle turn speeds. Intersections such as Dillon Road and Long Canyon Road (see Collisions by Intersection, p. 24) can also be improved by adding pedestrian and bicycle improvements that aim to reduce collisions.

Additionally, other Southern California agencies, such as the South Bay Cities Council of Governments (COG), are investigating logistics for NEV infrastructure and identifying NEV local use routes.[3] Other local practices on creating comfortable travel conditions for NEVs could be applied in Desert Edge as well.

1. Section 7: Laws and Rules of the Road - California Department of Motor Vehicles. Accessed July 2025
2. Vehicle Industry Registration Procedures Manual: Chapter 1: General Registration Information - California Department of Motor Vehicles. Accessed July 2025
3. The South Bay Local Travel Network - South Bay Cities Council of Governments



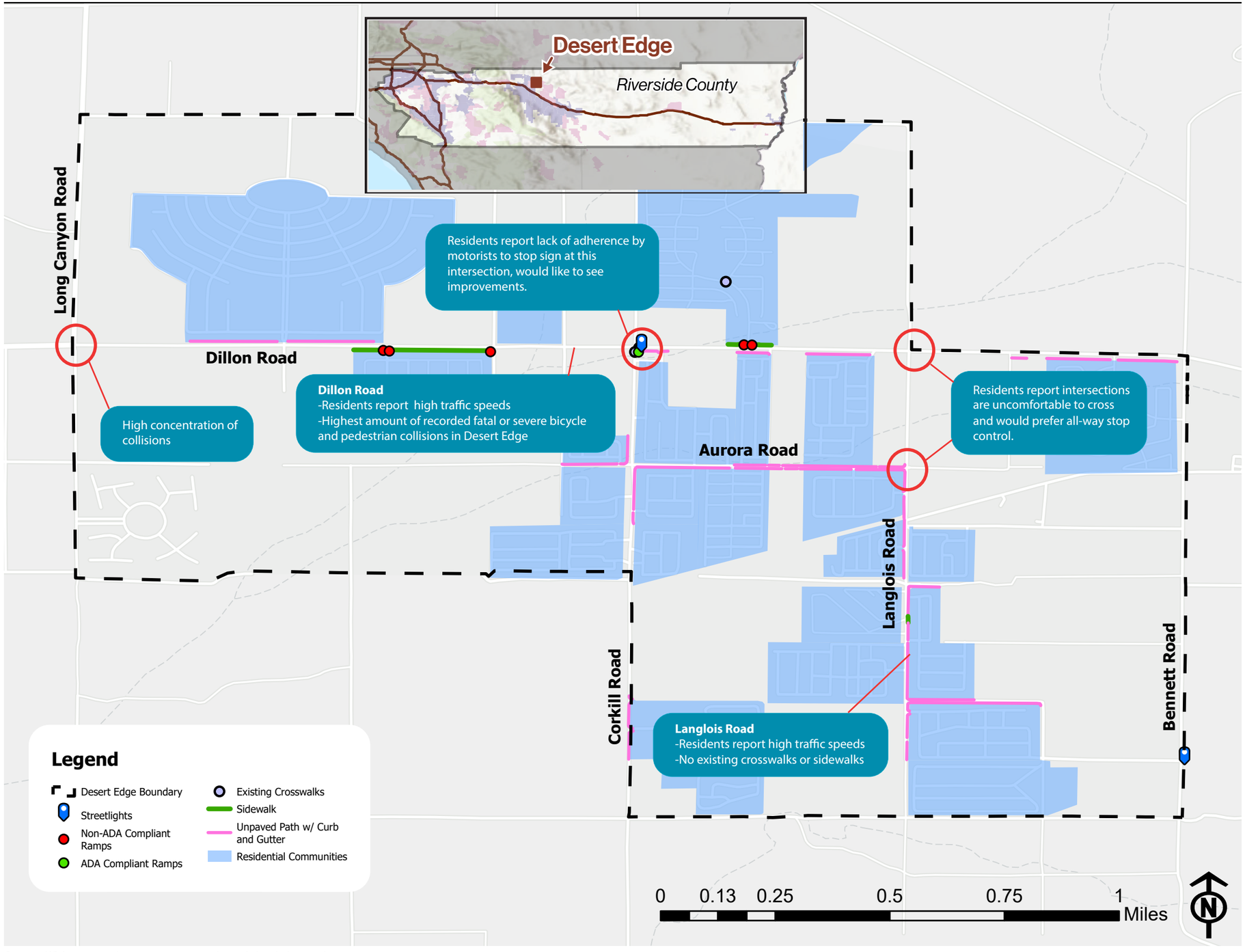
Source: KOA, Sky Valley Farmer's Market



Source: KOA, Uncontrolled Intersection at Dillon Road and Desert Crest Entrance

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Figure 4-1: Safety Needs Analysis Map



Source: KOA, community engagement results and visual observations

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Long Canyon Road

Long Canyon Road extends north-south along the western edge of the community and has the second highest share of crashes among all Desert Edge corridors between 2017 and 2021 at 46.6%. Additionally, the corridor is notable for containing the road segment with the highest share of crashes in Desert Edge during this period (between Dillon Road and Glory View Road), as well as the intersection with the highest share of crashes during the same period (Long Canyon Road and Dillon Road).

Vehicle collisions may be mitigated through a number of treatments at the roadway and intersection levels. Crosswalks and refuge islands are two intersection treatments that can be considered for the intersection of Long Canyon Road and Dillon Road to give pedestrians a safe place to cross away from vehicles, while Leading Pedestrian Intervals (LPIs) give pedestrians priority when crossing by extending the pedestrian green signal. Roadway treatments such as speed feedback signs may be applied to segments that approach this and at other intersections to prompt drivers to slow down to the posted speed limit.

Corkill Road

Corkill Road extends north-south through the community and has the most pedestrian and bicycle collisions than any other connecting corridor in the Desert Edge community. Community workshop participants have also mentioned speeding as a concern along this corridor.

High vehicle speeds along this corridor may be addressed through the implementation of speed feedback signs at multiple locations throughout the corridor to remind drivers to slow down, as well as through intersection enhancements aimed at alerting vehicles of vulnerable bicyclists and pedestrians at intersections. Additional treatments to consider include curb extensions or bulb outs at the intersection of Corkill Road and Dillon Road, high-visibility crosswalks at the intersection of Corkill Road and Aurora Road, and speed feedback signs at multiple points along the Corkill Road corridor.

Intersection of Langlois Road and Aurora Road

This intersection was mentioned in community workshop meetings as being an area of concern due to being a two-way stop-controlled intersection with no marked pedestrian crossings or other features to slow down traffic. In addition, crosswalks and rectangular rapid flashing beacons should be considered for this intersection to alert drivers of crossing pedestrians and NEVs. Another concern raised by residents is the presence of vehicle burnout marks at this intersection, which may be prevented through potential improvements such as rumble strips and/or a mini traffic circle to deter drivers from engaging in such behavior. Further analysis should be conducted as a next step to confirm if a four-way stop is warranted.

Intersection of Langlois Road and Dillon Road

This intersection was described by community members as being another area of concern due to being a two-way stop-controlled intersection instead of four. Additionally, residents noted that vehicles travel at high speeds along Dillon Road, making left and right turns onto this street from Langlois Road difficult. Improvements to consider for this intersection include installing high-visibility crosswalks and rectangular rapid flashing beacons to help alert drivers of crossing pedestrians and NEVs.



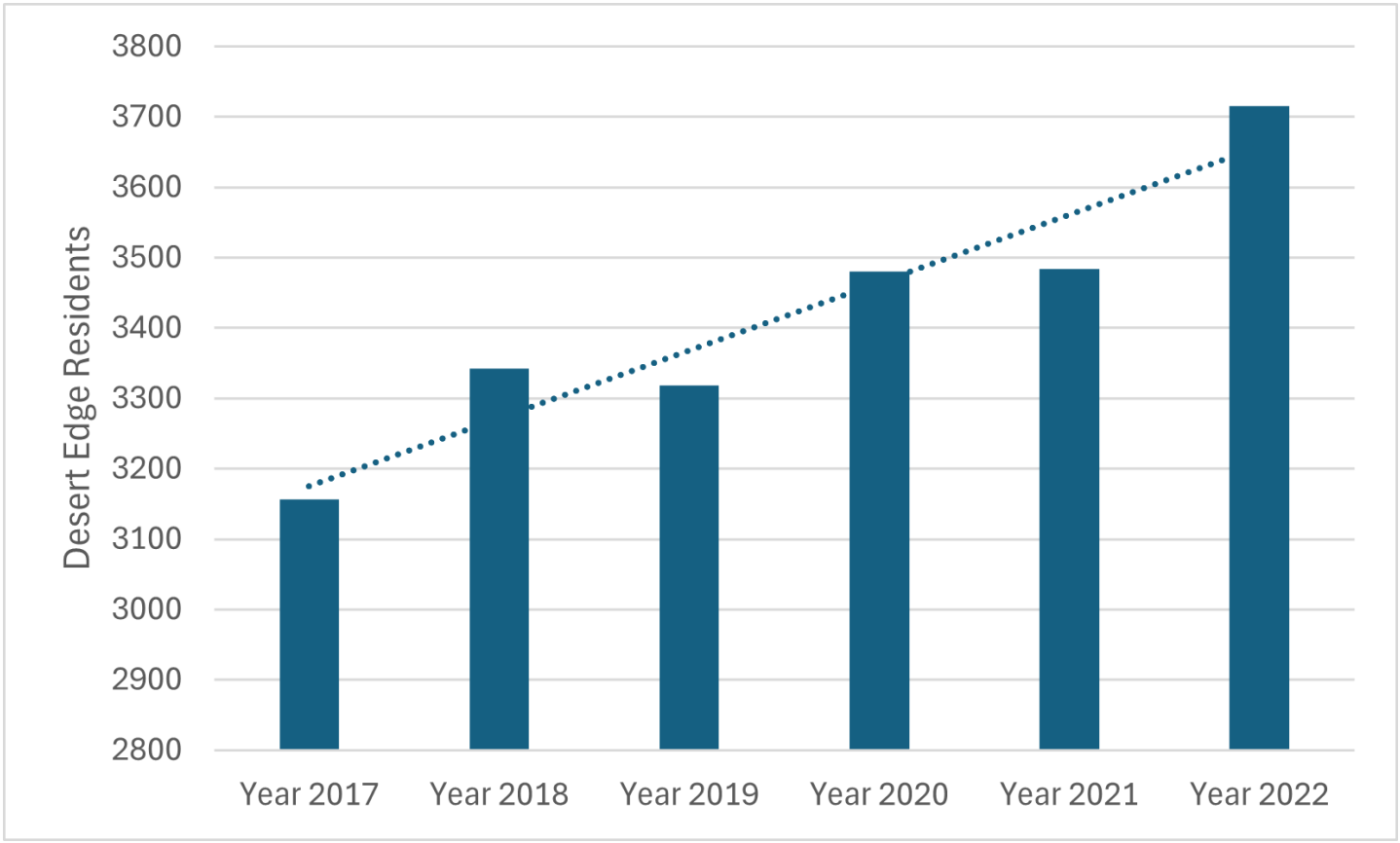
Source: KOA, Intersection of Dillon Road and Corkill Road

Existing and Future Walking and Bicycling Demands

As of 2022, Desert Edge has a population of 3,715 (U.S. Census Bureau, 2022). Population data for Desert Edge was gathered from the U.S. Census Bureau's American Community Survey (ACS) for the years 2017 to 2022. Population counts revealed a positive growth trend in the community (**Figure 4-2**).

Using the formula associated with the trend line represented in **Figure 4-2** (y = 96.543x + 3078.3, where x = future year), the population of Desert Edge was calculated for the year 2035. This year was chosen because of its use as the farthest-term population projection year in the current Riverside County General Plan (2015). According to calculations, the 2035 population is estimated to be 4,913, reflecting an increase of 1,198 from the 2022 population. This positive growth trend reflects the County General Plan's projection of a regional population increase occurring between 2010 and 2035 for the Western Coachella Valley region.

Figure 4-2: Population of Desert Edge 2017-2022



Source: U.S. Census Bureau 2017-2022, Desert Edge Census-Designated Place (CDP). Last accessed March 2025

Existing Trips and Estimated Future Demand

Non-vehicular trip data was collected at the road segment level for select major corridors in Desert Edge using a Big Data platform (Streetlight). All trip types were counted (commuting, recreational, etc.). Only pedestrian trips exceeding 50 per day were reported for each segment, as Streetlight's algorithm filters out lower-volume data as statistically insignificant. No bicycle trips were recorded, as recorded bicycle trips were less than 50. This is likely due to the rural context of Desert Edge, where limited volumes, higher travel speeds, and roadway geometry may result in misclassification of bicyclists as vehicles or suppression of data altogether.

While the Streetlight dataset did not detect measurable bicycle activity, recommendations for bicycle infrastructure are based on multiple sources: community input, roadway conditions, regional priorities identified in the CVAG ATP, and the lack of dedicated non-motorized facilities. These recommendations are intended to improve safety, fill network gaps, and support latent demand. **Table 4-1** displays the average daily pedestrian trips recorded for each segment, and a map displaying this data is provided in **Figure 4-3**.

Using the projected 2035 population for Desert Edge, pedestrian trips were projected for each roadway segment in 2035 as shown in **Table 4-1**. This same information is displayed in map form on **Figure 4-4**.

The existing roadway conditions, crash patterns, and community feedback demonstrates that Desert Edge's primary corridors—Dillon Road, Long Canyon Road, and Corkill Road—are several key areas that present recurring safety and mobility challenges.

Overall, common issues include limited pedestrian and bicycle infrastructure and speeding. These conditions affect current travel patterns and are expected to become more pronounced as Desert Edge experiences projected population growth through 2035, with corresponding increases in pedestrian trips.

Addressing these challenges through targeted improvements focused on improving pedestrian and bicycle access and safety, especially for users with limited mobility, will be critical to enhancing connectivity throughout the community and to surrounding regional destinations.



Source: KOA, Dillon Road looking east.

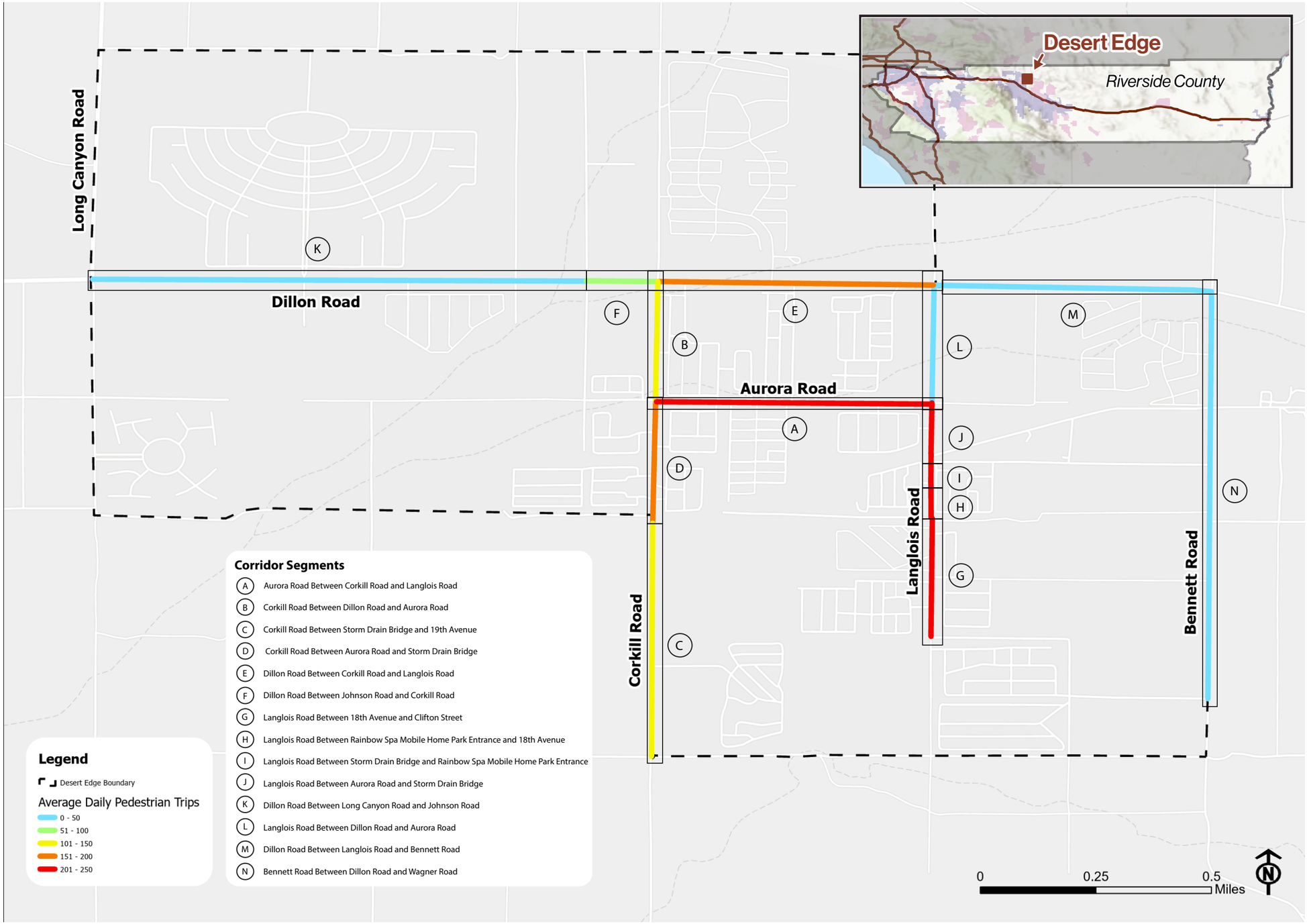
Table 4-1: Existing and Estimated Future Desert Edge Pedestrian Trips By Roadway Segment

Road Segment ID	Road Segment Description	Average Daily Pedestrian Trips	Estimated Average Daily Pedestrian Trips (2035)
A	Aurora Road Between Corkill Road and Langlois Road	246	325
B	Corkill Road Between Dillon Road and Aurora Road	129	171
C	Corkill Road Between Storm Drain Bridge and 19th Avenue	118	156
D	Corkill Road Between Aurora Road and Storm Drain Bridge	180	238
E	Dillon Road Between Corkill Road and Langlois Road	166	220
F	Dillon Road Between Johnson Road and Corkill Road	85	112
G	Langlois Road Between 18th Avenue and Clifton Street	238	315
H	Langlois Road Between Rainbow Spa Mobile Home Park Entrance and 18th Avenue	217	287
I	Langlois Road Between Aurora Storm Drain Bridge and Rainbow Spa Mobile Home Park Entrance	218	288
J	Langlois Road Between Aurora Road and Storm Drain Bridge	210	278
K	Dillon Road Between Long Canyon Road and Johnson Road	<50	<50*
L	Langlois Road Between Dillon Road and Aurora Road	<50	<50*
M	Dillon Road Between Langlois Road and Bennett Road	<50	<50*
N	Bennett Road Between Dillon Road and Wagner Road	<50	<50*

Source: Streetlight. Last accessed March 2025.

*As the exact trip value <50 for this segment is unknown under the existing conditions, the future projected trips may or may not be above 50 in 2035.

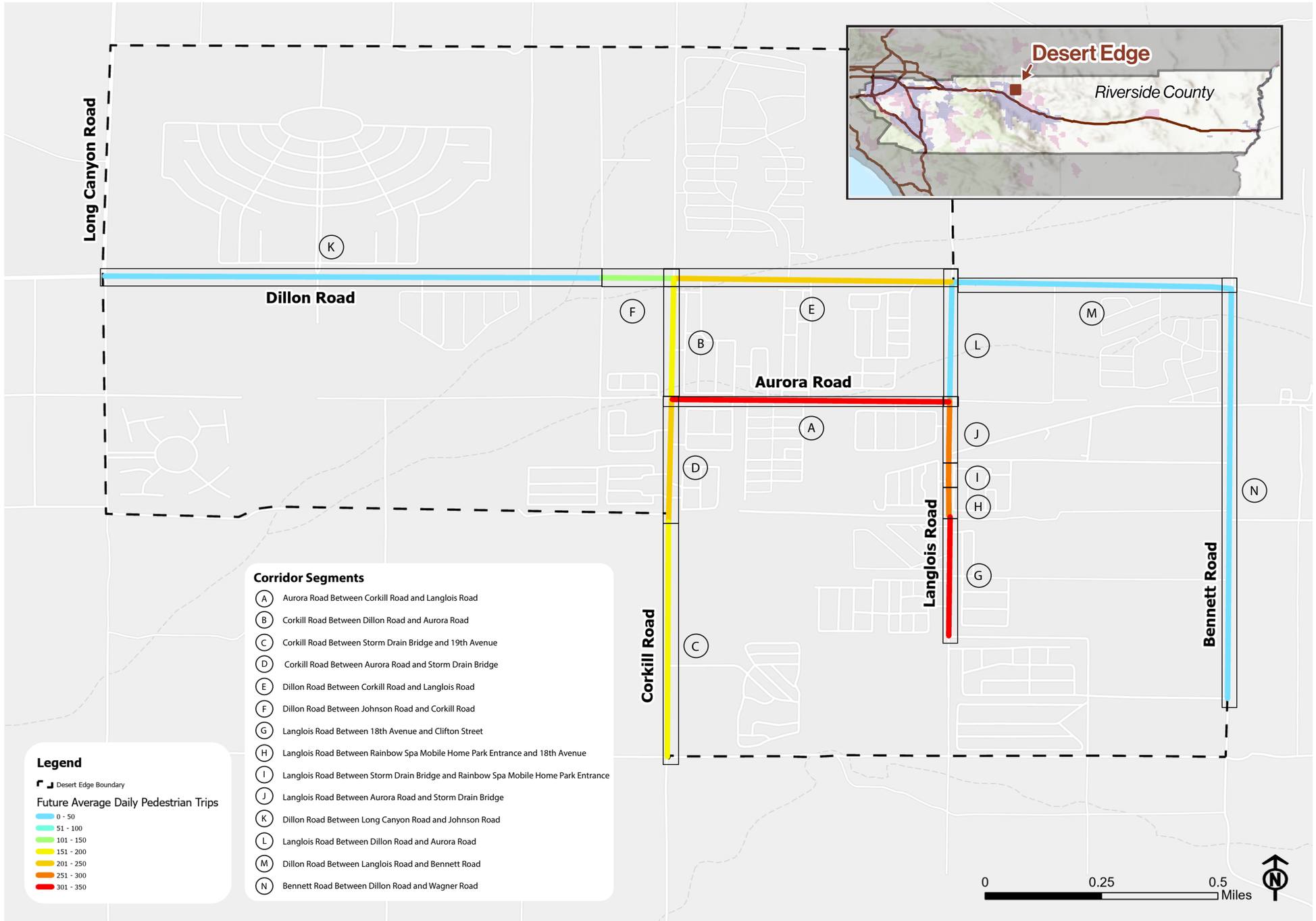
Figure 4-3: Walking Demand Map (Existing Trips)



Source: Streetlight. Last accessed March 2025

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Figure 4-4: Walking Demand Map (Future Projected Trips)



Source: Streetlight, U.S. Census Bureau 2017-2022. Last accessed March 2025.

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Source: KOA, Community Outreach (background) with Sky Valley Map (forground) at Sky Valley Farmer's Market Event

Chapter Five

Policy Framework and Best Practices

Goals, Objectives, Policies, and Performance Measures

As previously discussed in **Chapter 1**, the following goals have been identified to guide the development of the Plan:

- Connectivity
- Mobility and Accessibility
- Safety

Each goal is supported by a set of strategies based on best practices proven to improve active transportation. These strategies are tied to performance measures designed to track progress and evaluate success. All goals, strategies, and measures described in this section are in alignment with existing regional and statewide planning documents and provide a vision for building a more walkable and bicycle-friendly environment in Desert Edge.

Goal: Connectivity

Connectivity can be improved by implementing infrastructure projects that link key destinations within and beyond the community. Progress will be measured by the number of new pedestrian and bicycle facilities completed, the percentage of proposed network segments implemented, and the extent of improved access to major corridors and activity centers.

- **Strategy 1:** Use the recommendations outlined in this Plan as a guide to apply the Riverside County standards for Infrastructure for new common active transportation infrastructure, such as sidewalks, driveways, curb ramps, crosswalks, pedestrian-scale lighting, and bicycle facilities.
- **Strategy 2:** Prioritize infrastructure projects that focus on providing north/south and east/west connections throughout the region to develop an active transportation network that is accessible by all users.
- **Strategy 3:** Incorporate proposed active transportation improvements with ongoing Riverside County public works and planning and implementation efforts, such as the RCTC 2024 Traffic Relief Plan, whenever feasible.
- **Strategy 4:** Collaborate with Sunline Transit Agency and adjoining jurisdictions on infrastructure projects that extend beyond the community's boundaries to provide regional connectivity.
- **Strategy 5:** Develop a network of biking and walking paths in neighborhoods to encourage community members to bike and/or walk.

Goal: Mobility and Accessibility

Mobility and accessibility can be improved by implementing active transportation projects that support walking and biking, especially for community members without access to a vehicle. Progress will be measured by the percentage of new infrastructure that meets ADA standards, the number of pedestrian-scale lighting installations, and the development of wayfinding tools to help residents navigate the community safely and comfortably.

- **Strategy 1:** Work with an ADA Coordinator, or someone in a similar role, to ensure that new active transportation infrastructure projects are designed and constructed to meet the latest ADA-compliant standards.
- **Strategy 2:** Conduct a community-wide study on existing lighting facilities, with a focus on pedestrian-scaled lighting.
- **Strategy 3:** Develop a comprehensive community streetscape and wayfinding plan to provide guidance on using active transportation modes and neighborhood electric vehicles (NEVs) to reach local and regional destinations.

Goal: Safety

Safety can be improved through strategies focused on traffic calming, crossing enhancements, and education. Progress will be measured by the number of crossing upgrades installed, the number of traffic safety programs delivered, and the number of speed management

treatments implemented. Over time, changes in crash patterns and roadway conditions will also inform overall effectiveness.

- **Strategy 1:** Explore opportunities to reduce vehicle speeds through traffic calming and/or designation of safety corridor, consistent with the provisions of AB 43.
- **Strategy 2:** Develop a community-wide traffic safety program, and collaborate with school districts, schools, and community partners. Programming may include public outreach campaigns, school-based safety education, and resident workshops focused on walking and biking safety
- **Strategy 3:** Assess and implement enhanced crossing treatments to reduce pedestrian and automobile collisions at multi-lane crossings, including median refuge islands, rapid-rectangular flashing beacons, pedestrian hybrid beacons, raised crosswalks, and other treatments. Reference the toolbox in **"Best Practices – Active Transportation (ATP) Toolbox"** for treatments that address different concerns.
- **Strategy 4:** Maintain bicycle and pedestrian facilities to ensure that they continue to operate as intended.

All aforementioned goals and strategies are directly aligned with objectives outlined by the California Transportation Commission (CTC) in their program guidelines for the seventh ATP grant funding cycle. These objectives include increasing the amount of trips accomplished by walking and biking, enhancing the safety of non-motorized travel, and ensuring that all residents have access to the benefits provided by active transportation projects. In meeting these goals, the plan contributes to the CTC's vision for the establishment of well-utilized, safe, and accessible active transportation networks throughout the State of California.

Best Practices – Active Transportation (ATP) Toolbox

A range of treatments are available to create a more walkable and bicycle-friendly future for all residents in Desert Edge. This section presents engineering solutions that target connectivity, mobility, safety, and accessibility. These solutions are informed by best practices found in existing regional toolkits and engineering manuals, such as the Caltrans District 8 Active Transportation Plan.

ATP List of Treatments

Treatments found in the toolbox span three categories:

- **Bikeway Improvements:** Bicycle facilities that offer connectivity throughout the community and beyond.
- **Pedestrian Realm Improvements:** Infrastructure and amenities that enhance the sidewalk area between the property line and the curb to create a more pleasant and comfortable pedestrian experience.
- **Intersection and Crossing Improvements:** Treatments that could improve visibility, reduce vehicular speed, and better demarcate the right-of-way for pedestrians and bicyclists at intersections or other areas where crossings could occur.

It is important to note that the appearance and functionality of each treatment are context-based and may differ depending on the implementation location. Additionally, signage recommendations such as bicycle lane signs are assumed to be included per MUTCD requirements. The following pages describe each bikeway, roadway, and intersection and crossing improvement proposed throughout Desert Edge.

Bikeway Improvements

CLASS I: OFF-STREET BIKE PATH

An off-street bikeway facility that is physically separated from the street or highway.



Source: KOA

BUFFERED BIKE LANE

A bike lane that has an additional striped buffer which can provide greater separation between bicyclists and vehicular traffic.



Source: KOA

CLASS II: BIKE LANE

A portion of the roadway that is designated by striping, signaling, and/or pavement markings for the exclusive use of bicyclists.



Source: KOA

CLASS IV: BIKE LANE

A bikeway physically separated from motor vehicle traffic by a vertical element such as flexible posts, curbs, or parking lanes



Source: KOA

BICYCLE PARKING

A U-rack securely mounted to the pavement allows the bicycle frame and at least one wheel to be locked, offering stability and theft prevention.



Source: KOA

GREEN ZONE MARKINGS

Vibrant green striping that can be added to a bike lane to notify vehicles of the existence of a bicycles-only travel zone.



Source: KOA

BICYCLE PARKING AT KEY ORIGIN/DESTINATIONS

Long-term bicycle parking is provided by the use of secure and weather-protected spaces such as bicycle boxes, also known as bicycle lockers, idela for key origin and destination areas including high activity transit hubs.



Source: Los Angeles County Metropolitan Transportation Authority via BikeLink. Last accessed July 2025

Pedestrian Improvements

SIDEWALK

Sidewalks provide a dedicated space intended for use by pedestrians that is safe, comfortable, and accessible. Sidewalk improvements include constructing new sidewalks to help expand the pedestrian network within Desert Edge and help prevent pedestrians from having to walk on the roadway or on unpaved terrain.



Source: KOA

ADA CURB RAMP

An ADA-compliant curb ramp provides a safe transition from a roadway to a sidewalk and is accessible to those with limited mobility (e.g. wheelchair users).



Source: KOA

RECTANGULAR RED FLASHING BEACON

A flashing warning sign activated by a push button that alerts drivers to the presence of crossing pedestrians.



Source: KOA

Intersection and Crossing Improvements

PEDESTRIAN AMENITIES

Street lighting and landscaping such as street trees or bioswales are pedestrian amenities that help create a more comfortable walking environment. Lighting helps to improve visibility, particularly at night, while street trees and bioswales can provide shade, capture rainwater, and provide aesthetic benefits.



Source: Erica Fischer, via Wikimedia Commons. Last accessed July 2025.

HIGH-VISIBILITY CROSSWALK

A designated walkway for pedestrians to cross from one side of a street to the other. It also provides improved visibility and creates a safer crossing experience for pedestrians.



Source: KOA



Source: KOA, Cyclist riding along Dillon Road

Chapter Six

Proposed Active Transportation Network and Program of Projects

Proposed Active Transportation Program

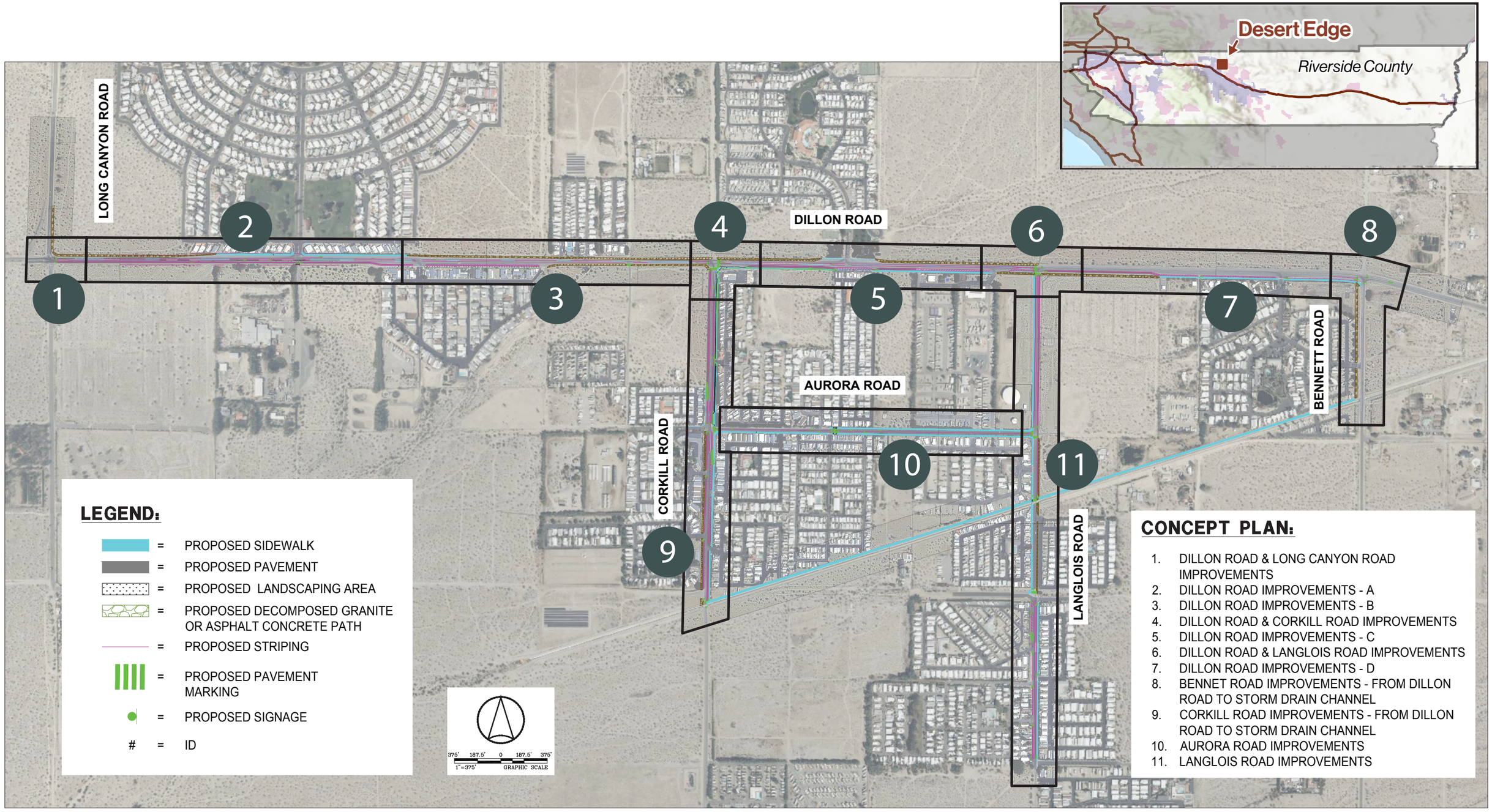
This chapter describes a series of recommended infrastructure improvements that, if implemented, can help Desert Edge create a safer and more comfortable environment for residents and community members walking and biking throughout Desert Edge. Each improvement is recommended for a specific location chosen through a process involving a review of existing walking and biking infrastructure conditions, pedestrian and bicycle collision data, transit and school bus stop locations, and resident-reported concerns. **Figure 6-1** illustrates the various roadways and areas where infrastructure recommendations are being proposed to improve connectivity and accessibility and increase safety for the Desert Edge community.

Table 6-1 describes the location and characteristics of each improvement. While all recommended improvements help improve walking and biking conditions, certain improvements have additional benefits for specific community members. Facilities that improve non-motorized travel for students traveling to and from school are referred to as SRTS improvements, while improvements that allow mobility-impaired residents to access pedestrian facilities in compliance with the ADA are referred to as ADA improvements. Recommendations related to roadway improvements are also identified, such as adding a new turn lane. The following subsections include descriptions of each improvement. Concepts for each of the proposed recommendations can be found in **Appendix B**.



Source: KOA, SunLine Transit Stop on Curb and Gutter Path (Dillon Road)

Figure 6-1: Proposed Network of Recommendations



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Table 6-1: Proposed Program of Projects

ID	Segment		Improvement	Ped.	Bicycle	ADA	SRTS	Roadway
	From	To						
Dillon Road								
2	Long Canyon Road	Desert Edge Country Club (Western Edge)	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	
	Desert Edge Country Club (Western Edge)	Desert Edge Country Club (Eastern Edge)	Sidewalk	X	X	X	X	
3, 5	Desert Edge Country Club (Eastern Edge)	Agua Caliente	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	
5	Agua Caliente	Langlois Road	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	
2	Long Canyon Road	Dillon Estates (Eastern Edge)	Class II Buffered Bike Lane		X		X	
5, 7	Corkill Road	Bennett Road	Class II Buffered Bike Lane		X		X	
3	Dillon Estates (Eastern Edge)	Corkill Road	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	

*Sharrows were not recommended based on speed limit thresholds (per SB 1216) and community input during engagement activities

ID	Segment		Improvement	Ped.	Bicycle	ADA	SRTS	Roadway
	From	To						
4	Corkill Road (West Side)	Corkill Road (East Side)	Crosswalk	X	X		X	
	Corkill Road	Casa del Sol (Northern Edge)	Sidewalk	X	X	X	X	
5	Casa del Sol (Northern Edge)	KOA Holiday Entrance	Sidewalk	X	X	X	X	
5, 6	Campgrounds of America (KOA) Holiday Entrance	Langlois Road	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	
5	Intersection of Dillon Road and Langlois Road		All-Way Stop Implementation	X	X		X	
	Langlois Road (West Side)	Langlois Road (East Side)	Crosswalk	X	X		X	
7	Langlois Road (East Side)	320 ft West of Angel View Road	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	
	320 ft West of Angel View Road	Bennett Road	Sidewalk	X	X	X	X	
8	Intersection of Dillon Road and Bennett Road		All-Way Stop Implementation	X	X		X	
2, 4, 6	Long Canyon Road	Langlois Road	Center Turn Lane					X

ID	Segment		Improvement	Ped.	Bicycle	ADA	SRTS	Roadway
	From	To						
	Long Canyon Road							
1	Dillon Road	Hacienda Avenue	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	
	Corkill Road							
9	Dillon Road	Storm Drain Channel	Class II Buffered Bike Lane		X		X	
	Dillon Road	Storm Drain Channel	Sidewalk	X	X	X	X	
10	Aurora Road	Storm Drain Channel	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	
9	Corkill Road (North of Aurora Road)	Corkill Road (South of Aurora Road)	Proposed Right/ Left-Turn Only Lanes					X
	Corkill Road (West Side)	Corkill Road (East Side)	Crosswalk with Rectangular Rapid Flashing Beacon (RRFB)	X	X		X	

ID	Segment		Improvement	Ped.	Bicycle	ADA	SRTS	Roadway
	From	To						
	Langlois Road							
11	Dillon Road	Aurora Road	Class II Buffered Bike Lanes		X		X	
	Aurora Road	Storm Drain Channel	Class II Buffered Bike Lanes		X		X	
	18th Avenue	Clifton Street	Class II Buffered Bike Lanes		X		X	
	Aurora Road	18th Avenue	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	
	18th Avenue	Clifton Street	Sidewalk	X	X	X	X	
	Dillon Road	18th Avenue	Sidewalk	X	X	X	X	
	Langlois Road (West Side)	Langlois Road (East Side)	Crosswalk with Rectangular Rapid Flashing Beacon	X	X		X	
	Bennett Road							
8	Dillon Road	Storm Drain Channel	Decomposed Granite Path or Asphalt Concrete Path	X	X	X	X	

ID	Segment		Improvement	Ped.	Bicycle	ADA	SRTS	Roadway
	From	To						
	Aurora Road							
10	Corkill Road	Langlois Road	Class III Bikeway Designation		X		X	
	Corkill Road	Quail Valley Avenue	Sidewalk	X	X	X	X	
	Aurora Road (North Side)	Aurora Road (South Side)	Crosswalk with Rectangular Rapid Flashing Beacon	X	X		X	
	Quail Valley Avenue	Langlois Road	Sidewalk	X	X	X	X	
	Aurora Road (North Side)	Aurora Road (South Side)	Crosswalk	X	X		X	
	Storm Drain Channel							
8, 9, 11	Corkill Road	Bennett Road	Multi-Use Path	X	X	X	X	

Dillon Road Improvements - Long Canyon Road to Bennett Road



Improvement #1: Class II Buffered Bike Lane

Install a Class II buffered bike lane along the south side of Dillon Road from Long Canyon Road to Bennett Road. This improvement addresses the connectivity and gap closure challenges for the community by providing a dedicated space for bicyclists while developing increased connectivity and accessibility for the Desert Edge and neighboring communities.



Improvement #2: Decomposed Granite and/or Asphalt Concrete Pathway

A pathway constructed of either decomposed granite or asphalt concrete is recommended to run along both sides of Dillon Road. This pathway would run along the north side of the roadway from Dillon Road to Langlois Road and the south side from the eastern edge of Dillon Estates to a point approximately 320 feet west of Angel View Road. This improvement addresses the connectivity and gap closure challenges for the community by providing a safer and dedicated space for all users to travel along Dillon Road to local and regional destinations.



Improvement #3: Sidewalks

Sidewalks with ADA-compliant curb ramps are recommended at various locations along both sides of Dillon Road. All existing bus stops located along Dillon Road are recommended to be upgraded to a sidewalk from its existing dirt path, creating more access to transit. These improvements help address the connectivity, accessibility and gap closure needs by providing the connectivity with dedicated pedestrian facilitiesto reach travel more comfortably and safely.



Improvement #4: All-Way Stop Installation

All-way stop controls are proposed at the intersections of Dillon Road with Langlois Road and Bennett Road. Prior to the installation of stop controls at these locations, as the next step, a stop sign warrant analysis should be conducted in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD). These improvements address roadway safety and traffic calming needs identified by the community and intended to provide increased safety for left-turning vehicles.



Improvement #5: High-Visibility Crosswalks

High-visibility crosswalks are recommended where Dillon Road intersects with Corkill Road and Langlois Road. These improvements address the intersection safety concerns by providing a more comfortable crossing for pedestrians with increased visibility.



Improvement #6: New Center Turn Lane

A center turn lane is recommended for installation along Dillon Road from Long Canyon Road to Langlois Road. This improvement provides dedicated lane for vehicles making left turns along Dillon Road and increased safety for all roadway users.

Project Benefits

- Improve safety for students commuting to and from schools outside Desert Edge by enhancing walking, biking, and bus stop access.
- Improve connectivity along Dillon Road for pedestrians, bicyclists, and those with limited mobility to access Desert Crest Country Club and Caliente Springs Resort, local businesses, and regional destinations.
- Provide ADA-compliant infrastructure such as curb ramps.

Bennett Road Improvements – Dillon Road to Storm Drain Channel



Improvement #1: Multi-Use Path

A proposed multi-use path from Corkill Road to Bennett Road along the storm drain channel. NOTE: Development of a multi-use path will require coordination with the Riverside County Flood Control and Water Conservation District. This improvement provides the connectivity and accessibility desired by the community.



Improvement #2: Decomposed Granite and/or Asphalt Concrete Pathway

A decomposed granite or asphalt concrete pathway is recommended for the east side of Bennett Road. This improvement provides the connectivity and accessibility desired by the community.



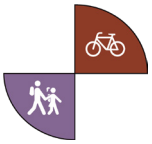
Improvement #3: All-Way Stop Installation

Proposed all-way stop at the intersection of Bennett Road and Dillon Road. A stop sign warrant analysis along with further evaluation is needed to convert this intersection from a one-way stop to an all-way stop. This improvement addresses roadway safety and traffic calming needs identified by the community and intended to provide increases safety for left-turning vehicles.

Project Benefits

- Improve mobility and safety for residents traveling north or south to access Dillon Road.
- Improve north-south connectivity in Desert Edge by providing a dedicated space for pedestrians and bicyclists.
- Provide ADA-compliant infrastructure such as curb ramps.

Aurora Road Improvements - Corkill Road to Langlois Road



Improvement #1: Class III Bikeway

Install a Class III Bikeway along Aurora Road. This improvement provides a bicycle facility that connects the to Corkill Road and Langlois Road completing the gap in the bicycle network.



Improvement #2: Sidewalks

Install sidewalks on both sides of Aurora Road from Langlois Road to Circle Drive, and on the south side of Aurora Road from Circle Drive to Corkill Road. This improvement addressed the pedestrian safety, connectivity and accessibility the community desires.



Improvement#3: High-Visibility Crosswalk and RRFB

Add a high-visibility crosswalk with a rectangular rapid flashing beacon at Quail Valley Avenue. This improvement provides the added crossings for connectivity and increased visibility and safety the community desires.

Project Benefits

- Improve safety for pedestrians and bicyclists by providing high-visibility crosswalks and infrastructure to better alert drivers of pedestrians crossing.
- Improve connectivity for residents to access residences located along Aurora Road such as Corkill Palms and Quail Valley Senior Park.
- Provide ADA-compliant infrastructure such as curb ramps.

Corkill Road Improvements - Dillon Road to Storm Drain Channel



Improvement #1: Class II Buffered Bike Lane

Install Class II buffered bike lanes on both sides of Corkill Road. This improvement provides the connectivity and accessibility the community desires and closes the gap in the bicycle network within Desert Edge.



Improvement #2: Multi-Use Path

Construct a multi-use path from Corkill Road to Bennett Road along the storm drain channel. Extending this path east will require further coordination with the Riverside County Flood Control and Water Conservation District. This improvement provides the connectivity and accessibility the community desires and closes the gap in the bicycle network within Desert Edge.



Improvement #3: Decomposed Granite/ Asphalt Concrete Pathway and Sidewalk

Install a new sidewalk on the east side of Corkill Road from Dillon Road to the storm drain channel. On the west side of Corkill Road, install a decomposed granite or asphalt concrete path from the storm drain channel to Aurora Road. This improvement provides the connectivity and accessibility the community desires and closes the gap in the bicycle network within Desert Edge.



Improvement #4: High-Visibility Crosswalk and RRFB

Install a new high-visibility crosswalk with a rectangular rapid flashing beacon (RRFB) at the entrance of the multi-use path by the Storm Drain Channel. Install a crosswalk at Aurora Road to provide north/south access along Corkill Road. These improvements address the intersection safety concerns by providing a more comfortable crossing for pedestrians with increased visibility.



#5: New Turn Lane

Install left-hand turn pockets and right-hand turn lanes at the northbound and southbound approaches to the intersection of Corkill Road and Aurora Road. These improvements create a better flow of traffic and providing dedicated turn lanes to reduce vehicle conflicts and increase safety of all users at the intersection.

Project Benefits

- Improve safety for pedestrians and bicyclists by providing high-visibility crosswalks and infrastructure to better alert drivers of pedestrians crossing.
- Improve north-south connectivity in Desert Edge by providing walking and biking options for residents to access Dillon Road and nearby residences such as Casa del Sol.
- Provide ADA-compliant infrastructure such as curb ramps.

Langlois Road Improvements

Improvement #1: Class II Buffered Bike Lane

Install Class II buffered bike lanes on both sides of Langlois Road from:

- Dillon Road to Aurora Road
- 18th Avenue to Clifton Street
- Aurora Road to the Storm Drain Channel on the east side of Langlois Road

These improvements provide the bicycle connectivity and accessibility the community desires.

Improvement #2: Multi-Use Path

Construct a multi-use path from Corkill Road to Bennett Road along the storm drain channel which will intersect with Langlois Road. These improvements provide the bicycle connectivity and accessibility the community desires.

Improvement #3: Decomposed Granite/ Asphalt Concrete Pathway and Sidewalk

Construct a decomposed granite or asphalt concrete path on the east side of Langlois Road from Aurora Road to 18th Avenue. Additionally, install new sidewalks along the west side of Langlois Road from Dillon Road to 18th Avenue, and along the east side of Langlois Road from 18th Avenue to Clifton Street. These improvements provide the bicycle connectivity and accessibility the community desires.

Improvement #4: High-Visibility Crosswalk and RRFB

Add high-visibility crosswalks with a rectangular rapid flashing beacon at the storm drain channel and at 18th Avenue.

Project Benefits

- Improve safety for pedestrians and bicyclists by providing high-visibility crosswalks and infrastructure to better alert drivers of pedestrians crossing.
- Improve north-south connectivity in Desert Edge by providing walking and biking options for residents along Langlois Road to access Dillon Road and residences such as Sparking Waters Mobile Home and RV Park and Joshua Springs Mobile Home Park.
- Provide ADA-compliant infrastructure such as curb ramps.



Source: KOA, Intersection of Aurora Road and Langlois Road

Potential Challenges for Implementation

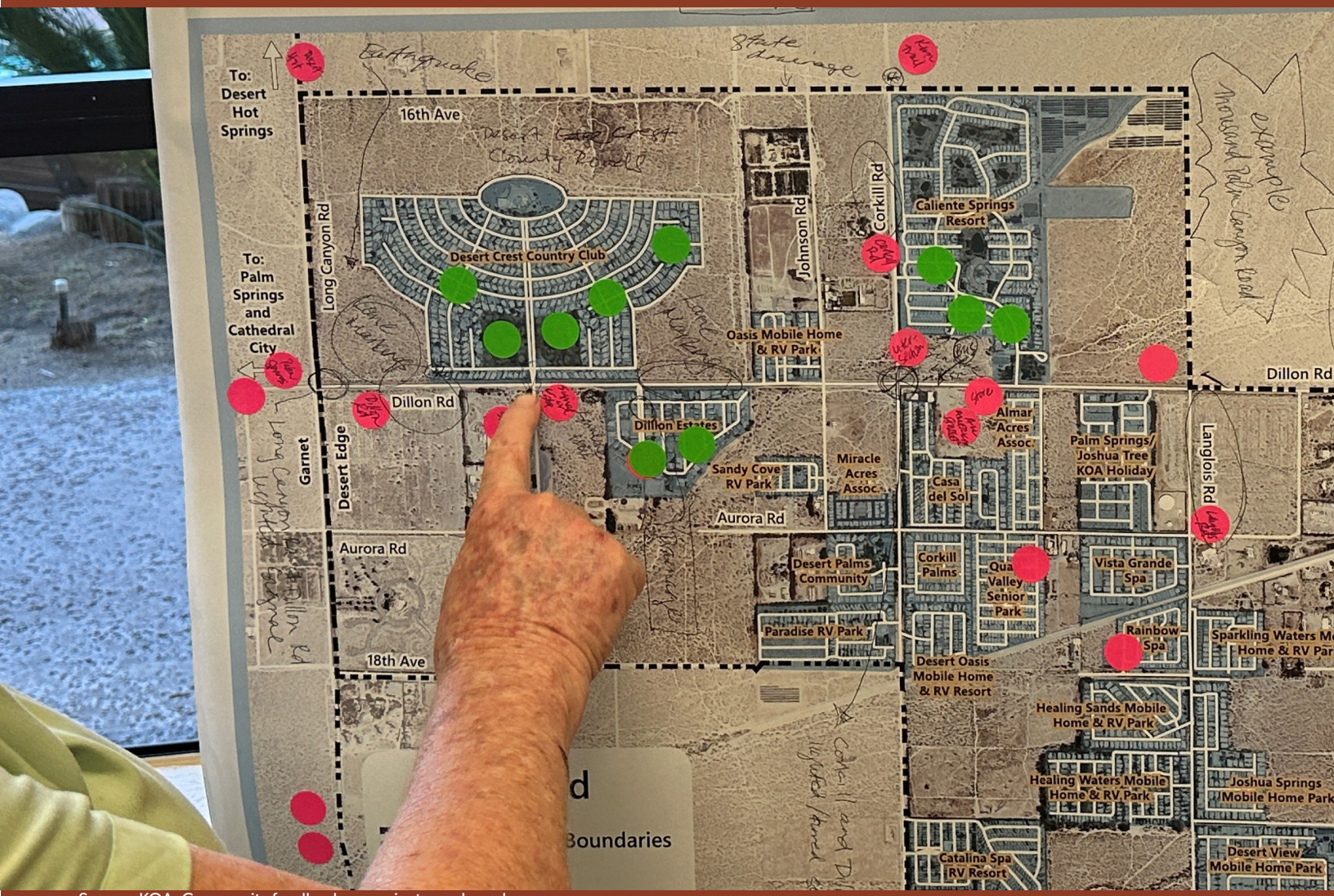
The recommended improvements in this chapter may face challenges during a project's planning and implementation phases. For instance, street-facing landscaping is present along many of the roadways in Desert Edge and may need to be removed prior to sidewalk and pathway construction. It should be determined if this landscaping is owned by property owners of existing nearby residential communities and residences and property owners should be notified.

Coordination with Southern California Edison (SCE) and other appropriate utility agencies is also necessary if electrical and utility poles are to be moved. Since SunLine operates bus stops along corridors with recommended improvements, RDOT should coordinate with SunLine during the planning and implementation phases of a project. Additionally, the Riverside County Flood Control and Water Conservation District should be contacted to ensure right-of-way (ROW) constraints are addressed prior to the construction of the multi-use path adjacent to the storm drain channel.

Neighboring jurisdictions such as the City of Desert Hot Springs and the Palm Springs Unified School District should also be involved in the coordination process regarding the proposed pathway on Long Canyon Road to Julius Corsini Elementary School. Furthermore, RDOT staff should coordinate with representatives from the unincorporated communities of Garnet and Sky Valley if improvements are to be extended towards the eastern and western boundaries of Desert Edge to maintain consistency in the active transportation improvements..



Source: KOA, Desert Edge welcome sign and rock just before the intersection of Dillon Road and Rancho Road.



Source: KOA, Community feedback on project map board

Chapter Seven

Project Prioritization

Project Prioritization

A prioritization analysis was conducted using several criteria to determine which projects would be selected for implementation. It is important to note that project implementation will be dependent on the County's goals and availability of funding. **Table 7-1** illustrates a prioritization matrix that categorizes projects as Tier One, Tier Two, and Tier Three based on a set of criteria. Each category's criteria is assigned a weight that corresponds to a project recommendation. Project improvements are then listed as Tier One, Tier Two, and Tier Three projects by calculating the combined criteria scores.

The categories referenced in the prioritization process include the following:

- **Active Transportation Network:** This category includes the highest weighted scores as safety concerns are the main priority for the County and the Desert Edge community.
- **Need:** Projects that score within this category are located in proximity to key destinations such as schools, parks, transit stops, and other services.
- **Engagement:** The project was identified or mentioned by community members during public meetings or online engagement opportunities.
- **Planning and Policy Relevance:** The project was identified by local planning and/or engineering plans or policies.

Projects with the highest scores will be given priority for implementation. While Chapter Six lists projects by intersection or segment, the prioritization process will group projects by corridor. Due to the small population size of the Desert Edge community, grouping projects by corridor is an effective way to organize projects that best align with community goals and upcoming funding opportunities for implementation. However, it is important to note that the project tier list will primarily serve as a guide for the County. The County may prioritize certain projects based on available funding and specific needs that arise.

Tier One, Two, and Three projects consist of the following based on the prioritization analysis conducted:

- **Tier One Projects**
  - Dillon Road
  - Corkill Road
- **Tier Two Projects**
  - Langlois Road
  - Long Canyon Road
- **Tier Three Projects**
  - Aurora Road
  - Bennett Road



Source: KOA, Dillon Road looking east.

Table 7-1: Project Prioritization Matrix

Category	Description of Criteria Metrics		Score Range	Aurora Road	Bennett Road	Corkill Road	Dillon Road	Langlois Road	Long Canyon Road
Active Transportation Network	• System-Wide Significance	• Quantifies the impact of pedestrian and bicycling infrastructure improvements proposed that close gaps and extend existing features • Measured by number of times a corridor intersects with another corridor in the proposed network	1-10	7	2	7	10	4	5
	Safety - Collision Volume	• Measured by number of pedestrian- and bicycle-involved collisions within 100' buffer of the corridor	1-10	0	0	6	10	4	8
	Safety - Injury and Severity	• Measured by the number of pedestrian- and bicycle-involved collisions within a 100' buffer of the corridor that result in those killed or severely injured (KSI)	1-10	0	0	6	10	6	8
Need	Population Density	• Number of people living within 200' of the corridor.	1-3	2	1	3	3	3	1
	Existing Active Transportation (ATP) Facility	• Existing facilities that support active transportation, such as sidewalks, crosswalks, signals, signs, etc. • Measured by "yes" or "no", depending on whether facilities currently exist or not	1 (No existing ATP facility)	1	1	0	0	1	1
Engagement	Community Support	• Measured by the number of times a corridor was identified by stakeholders	1-5	2	0	4	5	0	2

Category	Description of Criteria Metrics		Score Range	Aurora Road	Bennett Road	Corkill Road	Dillon Road	Langlois Road	Long Canyon Road
Planning and Policy Relevance	Number of Mentions in CIP Documentation, Planning, or Engineering	Short-term to long-term identification by planning or engineering efforts from local or regional government Measured by the number of times a project corridor is mentioned in local or regional planning or engineering efforts	1 (mentioned)	0	0	0	1	0	1
			Total Points	**12**	**4**	**26**	**39**	**18**	**26**

Additional Improvements for Consideration

Pedestrian and bicycle amenities such as lighting and landscaping were mentioned frequently by stakeholders. Desert Edge residents and survey respondents cited that the lack of visibility is a common issue and expressed that having additional lighting would improve walking and biking conditions during evening hours throughout the community. The planting of shade trees and the installation of seating, particularly by transit stops, were also commonly suggested. Overall, the inclusion of these amenities should be strongly considered as they could potentially increase active transportation trips within Desert Edge by improving the experience of those walking, biking, and taking transit.

Implementation Plan

The Implementation Plan outlined in **Table 7-2** organizes projects into categories or phases: short-term, mid-term, and long-term. This time-based approach identifies each project's feasibility based on their complexity. For example, projects that require only lane striping changes are considered to be more feasible compared to projects that require inter-agency coordination.

The proposed implementation plan enables the County to see when projects can be completed, using the estimated timelines for each. By using this tool along with the prioritization list, the County can best identify the projects that are most feasible and offer the greatest community benefit.



Source: KOA, Riverside County Fire truck on Dillon Road

Implementation Categories

- **Short term** improvements provide potential for faster execution, have strong community support, and will have a significant impact on the community.
- **Mid term** projects may require additional research or analysis potentially due to impacts on vehicular right-of-way, utility easements, and other constraints where other design alternatives may need to be evaluated and considered.
- **Long term** improvements require significant inter-agency coordination as well as additional funding for engineering, design, or construction phases.

Table 7-2: Priority Projects and Implementation Plan

Project Corridor	From	To	Implementation Category	Estimated Time frame
Aurora Road	Corkill Road	Langlois Road	Short Term	0-2 years
Corkill Road	Dillon Road	Storm Drain Channel	Short Term	0-2 years
Long Canyon Road	Dillon Road	Hacienda Avenue	Mid Term	2-5 years
Dillon Road	Long Canyon Road	Bennett Road	Long Term	5+ years
Langlois Road	Dillon Road	19th Avenue	Long Term	5+ years
Bennett Road	Dillon Road	Storm Drain Channel	Long Term	5+ years

Funding Sources and Strategies

This section provides detailed descriptions of the funding programs the County can pursue to implement the proposed projects in this Plan, as well as funding strategies the County can use to match projects with various grant opportunities.

Funding sources were identified for all Tier One, Tier Two, and Tier Three projects. These sources are a variety of state and local funding programs, and have different eligibility requirements. As such, the proposed treatments may be eligible for financing from several grant programs. An example of a funding source RDOT has leveraged to improve county-wide active transportation is the Caltrans Active Transportation Program (Caltrans ATP).

It should be noted that the funding sources identified in this section are subject to change and may vary across each funding cycle depending on the availability of funds and grant program requirements. It is recommended that the County continues to research, monitor, and review the existing and future funding sources to properly identify the eligibility and document requirements for the preparation of any grant applications.

State Funding Opportunities

Highway Safety Improvement Program (HSIP)

The HSIP is a federal aid program that was created from the Fixing America's Surface Transportation (FAST) Act. The purpose of this program is to reduce fatalities and serious injuries on all public roads. In California, the HSIP funds are managed by the Division of Local Assistance (DLA). The County can apply for HSIP funds toward any public road or publicly owned bicycle or pedestrian pathway or trail.

Funding applications for the most recent funding cycle (Cycle 12) closed in September 2024. The release date for the next call for projects is anticipated to be Summer 2026. It is important to note that a Local Roadway Safety Plan, or its equivalent such as a Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan, will be required for an agency to be eligible to apply for federal HSIP funds.

Active Transportation Program (Caltrans ATP)

The Caltrans ATP funds infrastructure and programmatic projects that support the program's goals of shifting trips to walking and biking, reducing greenhouse gas emissions, and improving public health. This program is supported with funding from the Surface Transportation Block Grant Program (STBG) administered by the Federal Highway Administration (FHWA). The program recently completed its seventh funding cycle.

Transformative Climate Communities (TCC)

The TCC program provides funding for community-led infrastructure projects that achieve major environmental, health, and economic benefits in disadvantaged communities.

51% of eligible project areas must contain census tracts designated as disadvantaged by CalEnviroScreen (CES) 4.0. Applicants must leverage additional funding sources that equate to at least 50% of the total funding request.

Local Streets and Roads Program (LSRP)

The LSRP provides approximately $1.5 billion per year in new formula revenues apportioned by the State Controller (Controller) to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

To be eligible to receive funding from the Controller, each year, cities and counties must submit a proposed project list adopted at a regular meeting by their board or council that is then submitted to the California Transportation Commission (Commission). Once reviewed and adopted by the Commission, the list of eligible cities and counties to receive funding is sent to the Controller to begin the apportionment process for that fiscal year.

Sustainable Communities Program (SCP)

The SCP funds quick-build projects and plans that encourage active transportation and improve roadway safety to achieve the mobility goals, planning policies, strategic investments, and implementation strategies of SCAG Connect SoCal 2024.

$8.2 million has been awarded for active transportation-related plans and quick-build capital projects.

Local Funding Opportunities

Riverside County Combined Improvement Fund

According to the 2024-2025 Riverside County Transportation Department Improvement Program Report, funding is provided to a variety of projects ranging from road paving to multi-use trail construction.

County of Riverside District Developer Agreement Funds

According to the 2024-2025 Riverside County Transportation Department Transportation Improvement Program Report, funding is provided for infrastructure projects ranging from sidewalk improvements to roundabout concept plan development.

Development Impact Fees (DIF)

Development impact fees are charged to new development to mitigate impacts resulting from the development activity. In other words, impact fees can help pay for transportation projects tied to traffic impacts potentially caused by the proposed project. Examples of existing DIF funds include the West and East County Signal Mitigation Funds.

Funding Strategies

Tier One Projects

It is recommended that Tier One projects should be bundled together as one singular project when submitting a grant application. Utilizing this approach will better position the County when pursing competitive grant funding. A grant program that aligns well with Tier One projects includes the Caltrans ATP.

For instance, improvements to Dillon Road and Corkill Road would be categorized as a "Large Infrastructure Project" under the ATP. Additionally, high-crash segments along both corridors should be highlighted within an ATP grant application.

Another funding opportunity that the County may consider is HSIP. It is important to note that only HSIP-eligible improvements, such as installing rumble strips and high-visibility crosswalks, can be included within an HSIP grant application.

HSIP and Caltrans ATP grant programs typically require a local match. Local sources of funding can be used to fulfill this requirement. In addition to the grant programs mentioned, other sources of funding that the County may consider to fund Tier One projects include:

- Local Streets and Roads Program
- Transformative Climate Communities
- Sustainable Communities Program

Overall, Tier One projects are ideal for these grant programs. These projects have received strong community support, address pedestrian and bicycle collisions on both corridors, and will positively impact the Desert Edge community and the wider Riverside County region. Emphasizing the projects' local and regional benefits within grant applications is crucial as they aim to make travel safer in Desert Edge and create connections to future projects like CV Link.

Tier Two Projects

Similarly with Tier One projects, Tier Two projects should be bundled together into a single grant application to make projects more competitive. This is especially beneficial for ATP grant funding.

For example, recommendations to Langlois Road and Long Canyon Road could be considered as a "Medium Infrastructure Project" or "Large Infrastructure Project" under the ATP. High-crash segments along both corridors should also be identified using collision data sources and adhere to the time frame required by each grant program.

In addition, the County may consider the HSIP as a potential funding source for Tier Two projects. Any high-crash segments identified along the project corridors will be helpful to determine if Langlois Road and Long Canyon Road will be competitive for the HSIP. Other funding sources that the County may pursue include:

- Local Streets and Roads Program
- Transformative Climate Communities

While Tier Two projects scored moderately in the prioritization analysis process, these projects are located on corridors that provide direct access to key destinations such as several mobile home communities and schools located outside of Desert Edge. For example, Healing Sands Mobile Home & RV Park, Desert View Mobile Home Club, and Wagner Mobile Home & RV Park are located along Langlois Road. Additionally, Julius Corsini Elementary School is accessible by traveling north on Long Canyon Road. Highlighting the improved connectivity and access to these destinations and their benefits to community members will create a more compelling grant application.

Tier Three Projects

Tier Three projects may be less competitive if they are not part of a larger grant application. As a result, bundling these projects with other Tier One or Two projects, such as Corkill Road and Dillon Road, will most likely improve the County's likelihood of securing funding. Additionally, the County may also consider utilizing local funding sources for the implementation of Tier Three projects.

Desert Edge Mobility Plan
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Front and back cover image sources: KOA

