APPENDIX

C

ALTERNATIVES ASSESSMENT

TO: Peter Satin, CVAG

FROM: Monique Chen and Sasha Jovanović, CR Associates

DATE: 9-16-2025

RE: Preferred Alternative Alignment Selection Memo

Introduction

This memo details the process of selecting a preferred alternative for the eleven (11) CV Link Community Connector projects (Connectors) which contain multiple alternative alignment options. Selecting alternatives involved determining what type of project (e.g., bikeway classifications) to implement along the Connectors prior to evaluation. Each Connector alternative was then assessed with evaluation criteria introduced to CVAG in prior project stakeholder meetings. Those which outscored their competing counterpart(s) in the evaluation were identified as the preferred alignment alternatives. This evaluation served as a test application for the methodology that will be later used to identify Early Action Projects among all 44 Community Connectors.

The proposed alternatives evaluation criteria and points scoring system used are listed in **Table 1 (following page)**. One criterion was excluded (rewarding points to Connector projects which best align with ATP grant requirements), which instead will be later considered after the network and projects are finalized.

As shown, five of the nine criteria used are reliant on determining bicycle classifications along Connector project segments. There are also four quantitative evaluation criteria whose points are based on category breaks determined by the distribution range of values for all 44 Connector projects. Since two of these four criteria were not reliant on active transportation infrastructure classifications, they were calculated in advance so that the category breaks for awarding points could be determined (those are shown in an **Appendix** at the end of the memo). The distribution range for the other two quantitative criteria is based on the Accessibility Improvement Measure (AIM), which, for the purposes of this exercise, has only been determined for the Connectors with alternatives. Therefore, using the quantile method of category breaks to determine the points awarded for this criterion will change when the AIM score is calculated for all 44 Connector projects. For the two AIM criteria, the distribution of the calculated values for only the Connector alternatives (23 alternatives of 11 alignments which were evaluated) were used to determine the category breaks and points to proceed with the alternatives evaluation.

General cost and feasibility assumptions were assigned based on the modifications to the right-of-way anticipated to make space for a Connector alternative's proposed classifications. It was assumed construction outside of the curbs such as widening the roadway or Class I construction would be the highest ($$$) magnitude, roadway reconfigurations within the curbs (adding physical separation for a bikeway, etc.) were assumed the moderate ($$) magnitude, and minimal or no roadway modifications (e.g., re-striping) were assumed the lowest ($) magnitude. To improve separation in rankings between alternatives, the connector cost and feasibility criteria were only assessed for the segments of the Connector which are not common for each alternative. When Early Action Project identification occurs, this criterion will be re-scored to include an assessment of the entire corridor.

Ultimately, this evaluation produced a higher scoring alternative for each Connector, therefore no tiebreaking method was required.

Table 1: Proposed Evaluation Criteria

Criteria	Reliant on Classification	Categories	Points
Population and Employment within 0.25-mile of Connector	No	≥7.5/acre >5 to 7.4/acre ≥3.5 to 5/acre <3.5/acre	3 2 1 0
Connector increases accessibility to destinations and opportunities (as estimated by the Accessibility Improvement Measure)	Yes	≥38 ≥21 to 37.9 ≥4 to 20.9 <4	3 2 1 0
Connector increases accessibility to destinations and opportunities in Disadvantaged Communities (as estimated by the Accessibility Improvement Measure)	Yes	≥11.5 ≥3.1 to 11.4 ≥1 to 3.1 <1	3 2 1 0
Connector improves regional bicycle connectivity (is a TPPS project segment)	No	Yes No	3 0
Bicycle and pedestrian-involved injury collisions per mile (2019-2023) along Connector	No	≥2.5/mile ≥1.6 to 2.5/mile ≥0.7 to 1.6/mile <0.7/mile	3 2 1 0
Connector project improves bicycling comfort	Yes	>66% of extent >33% to 66% of extent >0% to 33% of extent 0%	3 2 1 0
Connector project goes within 0.25-mile of affordable housing infill opportunity sites	No	Yes No	2 0
General cost and feasibility of Connector project recommendation	Yes	$ $$ $$$	2 1 0
Connector project overlaps with local projects in the advanced stages of implementation	Yes	Yes No	2 0
Total Points Available			**24**

These Connectors with their competing alternative alignments are listed below. The alignments for each alternative are shown in **Figures 1** and **2**:

- Project 1 (Palm Springs) – Racquet Club Road (1A) versus Via Escuela (1B)
- Project 3 (Palm Springs) – Sunrise Way (3A) versus Avenida Caballeros (3B)
- Project 7 (Palm Springs) – Tahquitz Canyon Way (7A) versus Baristo Road (7B)
- Project 8 (Palm Springs/Cathedral City) – 30th Avenue (8A) versus Ramon Road (8B)
- Project 12 (Indio) –Market Street (12A) versus Avenue 44 (12B)
- Project 18 (La Quinta/Indio) – Jefferson Street/Avenue 54 (18A) versus Madison Avenue (18B)
- Project 24 (Rancho Mirage) – with eastern extension of CV Link to Frank Sinatra Drive (24A) versus without (24B)
- Project 25 (La Quinta/Indio) – Miles Avenue (25A) versus Requa Avenue (25B)
- Project 29 (La Quinta/Unincorporated) – Adams Street (29A) versus Dune Palms Road (29B)
- Project 30 (Palm Desert) – San Pablo Avenue (30A) versus Portola Avenue (30B) versus Deep Canyon Road (30C)

- Project 37 (La Quinta/Indio/Unincorporated) –Country Club Drive/Oasis Club Drive/Warner Trail (37A) versus Washington Street (37B)

Figure 1 - Connectors with Alternatives – West Coachella Valley

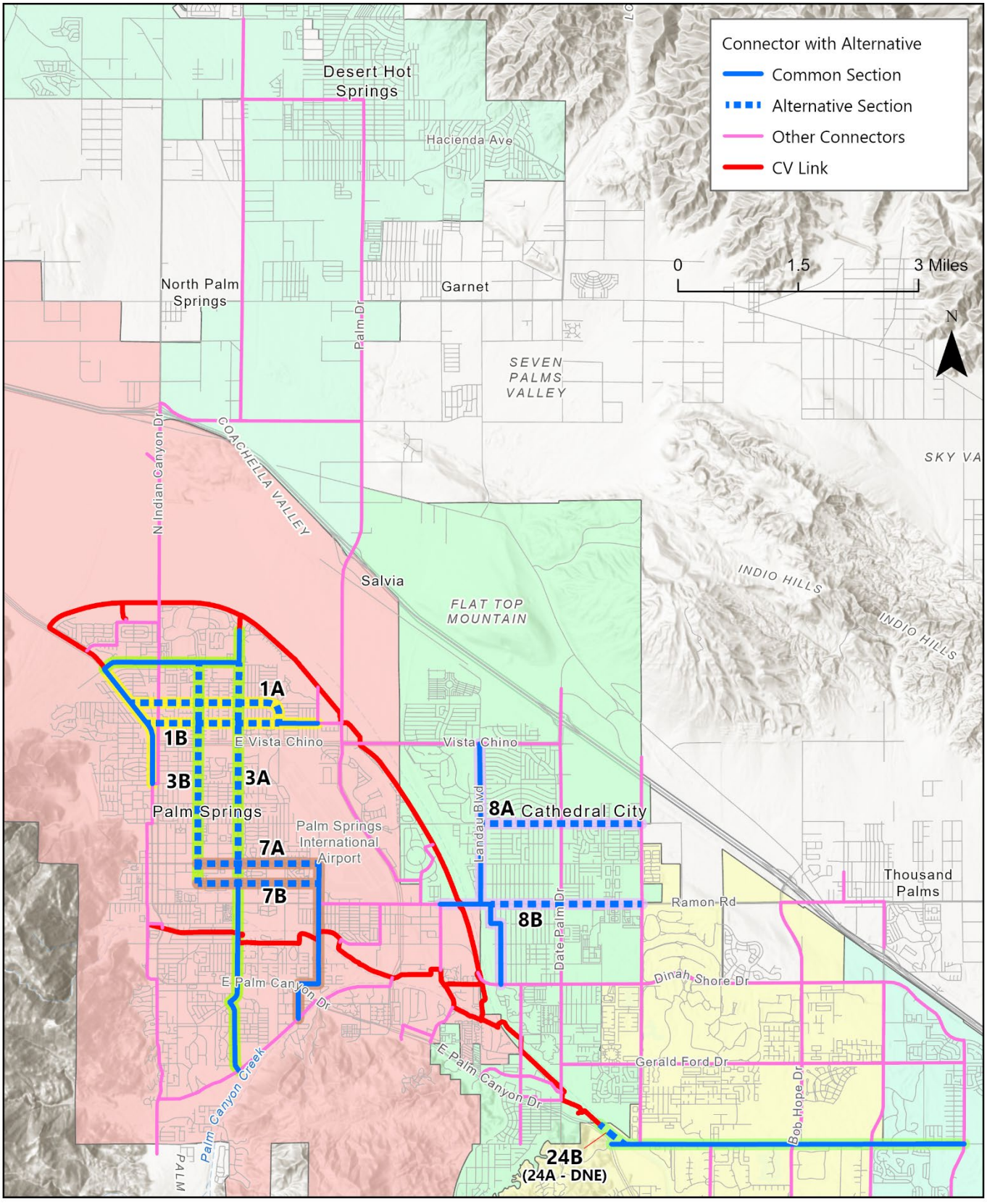
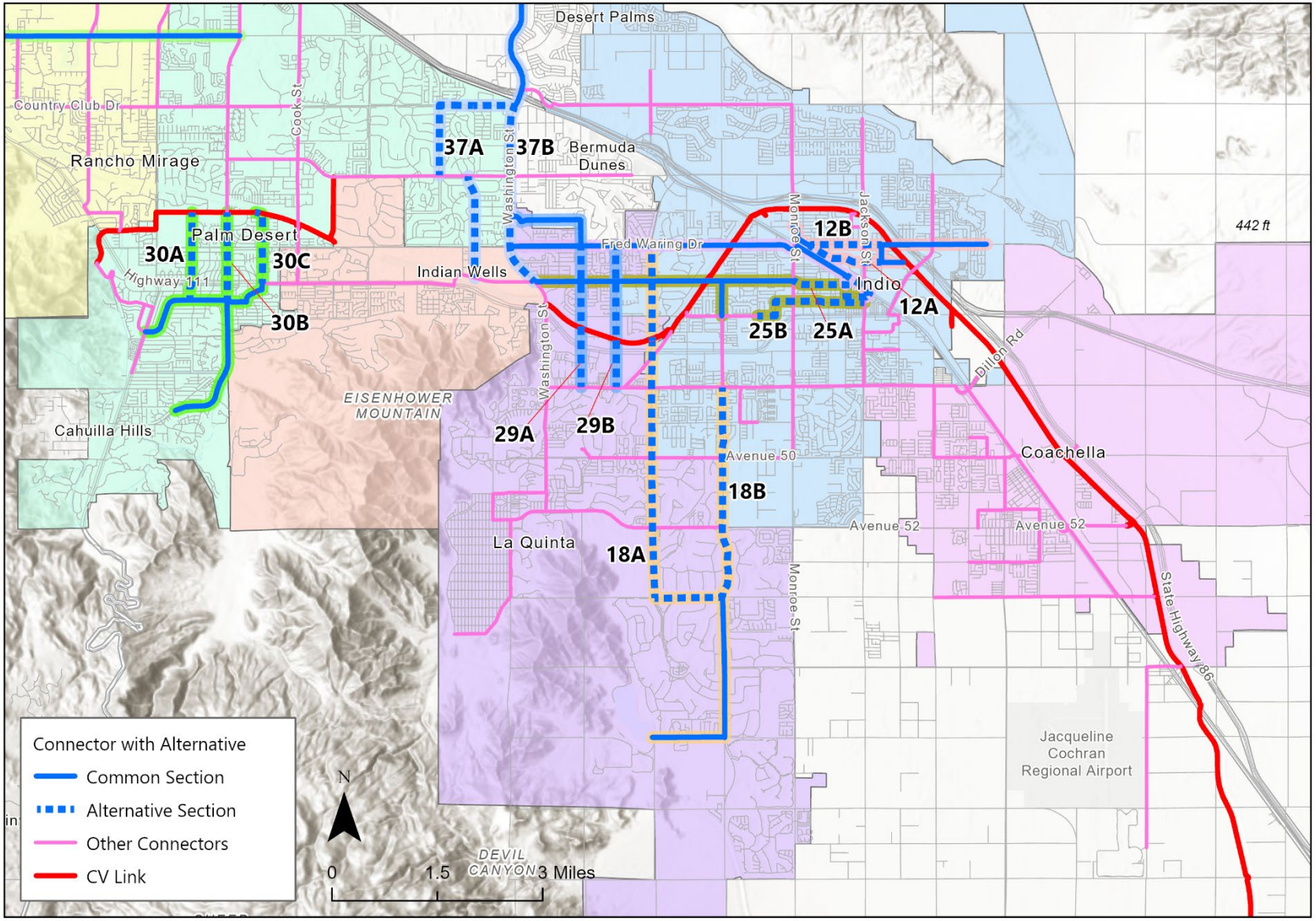


Figure 2 - Connectors with Alternatives – Eastern Coachella Valley



Connectors with Alternatives Classification Assignment

The project team evaluated the suitability of implementing various bikeway classifications and other ways to accommodate active transportation along each Connector project with potential alternative segments. This exercise examined space within the right-of-way (whether they presented opportunities for a transformative recommendation or posed engineering challenges), considered the operational conditions of the vehicular environment, the preferences and restrictions identified by the local agency in prior meetings, and referenced recommendations from long range transportation plans. These factors influenced the proposed assignment of bikeway classifications for every Connector project with alternatives.

The proposed bikeway classifications for each section of project area will influence a change in Bicycle Level of Traffic Stress (LTS) from existing conditions. LTS impacts several of the evaluation criteria, including a project's AIM score, a project's AIM score filtered by disadvantaged community (used to assess the Equity criterion), and the measure of improved bicycling comfort. The roadway modifications required to fit these recommended classifications will also influence the feasibility criterion. Segments with Class I or Class IV proposed were assumed to become LTS 1, as were segments with Class II or Neighborhood Greenway if the roadway was 2-Lane and 25 mph.

Proposed Classifications for Projects with Alternatives and Evaluation Results

Each of the 11 Connectors with alternative alignments includes a table with the recommended classifications and the suggested roadway modifications to incorporate the recommendation (the first table after each project is introduced). The classifications table is organized by segments of the project area which have common existing cross-sections. Some segments in this table overlap one or both alternatives. The table which follows each connector's classifications are the evaluation results for the competing alternatives. This table shows the criteria, and the calculated values and the points received for each criterion by alternative. The preferred alternative (the alternative which received more overall points) is emphasized within a rectangular border. These table sequences are repeated for each Connector evaluated.

Project 1 – Palm Springs (Racquet Club Road versus Via Escuela)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 1 (Palm Springs) – Racquet Club Road versus Via Escuela				
N. Palm Canyon (San Rafael to Tachevah)	Common	4-Lane (Ln)	Remove parking	Class II
Racquet Club (N. Palm Canyon to Indian Canyon)	A	4-Ln/Center Left-Turn Lane (CLTL)	2-Ln/CLTL	Class II buffered
Racquet Club (Indian Canyon to Via Escuela)	A	4-Ln	2-Ln/CLTL	Class II buffered
Via Escuela (N. Palm Canyon to Whitewater Club)	B/Common	2-Ln	Traffic calming	Neighborhood Greenway

Evaluation Results

Criterion	Alternative A		Alternative B		Notes
	Racquet Club Rd 4.2 Miles		Via Escuela 3.8 Miles		
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	6.14	2	6.00	2	
Accessibility Improvement Measure	1.1	0	4.6	**1**	
Equity – Accessibility Improvement Measure	0.8	0	3.8	**2**	
Improves Regional Bicycle Network Connectivity	No	0	No	0	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	2.16 (9)	2	1.86 (7)	2	
Bicycling Comfort Improved	11%	1	56%	**2**	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$	2	$	2	
Overlap with Local Projects	Yes	**2**	No	0	Racquet Club Rd Class II design
Total		11		**13**	

Project 3 – Palm Springs (Sunrise Way versus Avenida Caballeros)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 3 (Palm Springs) – Sunrise Way versus Avenida Caballeros				
San Rafael (N. Palm Canyon to Sunrise)	Common	2-Ln/CLTL	Remove CLTL	Class IV
Sunrise (Four Seasons to Vista Chino)	A/Common	4-Ln/Raised Median (RM) or CLTL	Re-striping	Class II
Sunrise (Vista Chino to E. Palm Canyon)	A/Common	4-Ln/RM or CLTL	Widening sidewalk	Class I*
La Verne/Toledo (E. Palm Canyon to Via Estrella)	Common	2-Ln/CLTL	Reduce speed limit	Class II buffered*
Avenida Caballeros (San Rafael to Baristo)	B	2-Ln/CLTL	Reduce speed limit	Class II buffered*

*Classification already exists

Evaluation Results

Criterion	Alternative A		Alternative B		Notes
	Sunrise Way 7.3 Miles		Avenida Caballeros 7.3 Miles		
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	4.93	1	6.19	**2**	
Accessibility Improvement Measure	6.5	1	21.2	**2**	
Equity – Accessibility Improvement Measure	2.5	1	11.5	**3**	
Improves Regional Bicycle Network Connectivity	No	0	No	0	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	3.71 (27)	3	2.88 (21)	3	
Bicycling Comfort Improved	64%	2	40%	2	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$$$	0	$	**2**	Sunrise Wy Class I
Overlap with Local Projects	No	0	No	0	
Total		10		**16**	

Project 7 – Palm Springs (Tahquitz Canyon Way versus Baristo Road)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 7 (Palm Springs) – Tahquitz Canyon Way versus Baristo Road				
Tahquitz Canyon (Avda Caballeros to Cielo)	A	4-Ln/RM	Add physical separation	Class IV
Baristo (Avda Caballeros to Cielo)	B	2-Ln/CLTL	Add physical separation	Class IV
Cielo (Tahquitz Canyon to Ramon)	A/Common	4-Ln/CLTL	Add physical separation	Class IV
Cielo/Escoba (Ramon to SR-111)	Common	2-Ln/CLTL	Remove CLTL	Class IV
Araby (SR-111 to Anza Trail)	Common	2-Ln	Remove some parking	Class II

Evaluation Results

Criterion	Alternative A Tahquitz Canyon Way 3.7 Miles		Alternative B Baristo Rd 3.7 Miles		Notes
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	7.55	3	7.88	3	
Accessibility Improvement Measure	32.3	2	46.2	**3**	
Equity – Accessibility Improvement Measure	12.3	3	17.0	3	
Improves Regional Bicycle Network Connectivity	No	0	No	0	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	2.99 (11)	**3**	0.81 (3)	1	
Bicycling Comfort Improved	98%	3	99%	3	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$$	1	$$	1	
Overlap with Local Projects	No	0	No	0	
Total		**17**		16	

Project 8 – Cathedral City (30th Avenue versus Ramon Road)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 8 (Palm Springs/Cathedral City) – 30th Avenue versus Ramon Road				
Landau (Vista Chino to Ramon)	Common	4-Ln/CLTL	Widening sidewalk	Class I
Ramon (Crossley to Candlewood)	Common	4-Ln/CLTL	Outside the curbs	Class IV (two-way)
Candlewood/Mission Indian Trail/Whispering Palms (Ramon to Dinah Shore)	Common	2-Ln	Traffic calming	Neighborhood Greenway
30th Ave (Landau to Da Vall)	A	2-Ln/CLTL	Re-striping	Class II buffered
Ramon (Candlewood to Da Vall)	B	6-Ln/RM	Widening sidewalk	Class I

Evaluation Results

Criterion	Alternative A		Alternative B		Notes
	30th Ave 5.8 Miles		Ramon Rd 5.6 Miles		
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	8.18	3	9.11	3	
Accessibility Improvement Measure	48.2	3	38.7	3	
Equity – Accessibility Improvement Measure	11.7	3	15.1	3	
Improves Regional Bicycle Network Connectivity	Yes	3	Yes	3	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	2.95 (17)	3	6.20 (35)	3	
Bicycling Comfort Improved	67%	3	100%	3	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$	**2**	$$$	0	30th Ave Class II buffered, Ramon Class I
Overlap with Local Projects	Yes	2	Yes	2	Ramon Class IV (two-way) connection
Total		**24**		22	

Project 12 – Indio (Market Street versus Avenue 44)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 12 (Indio) – Avenue 44 versus Market Street				
Ave 44 (Monroe to Palo Verde)	A	2-Ln/CLTL	Reconfigure parking lanes	Class IV
Ave 44 (Palo Verde to Apache)	Common	Construction (4-Ln)	2-Ln/CLTL	Class II buffered
Ave 44 (Apache to Golf Center)	Common	3-Ln/CLTL	Road widening	Class IV
Ave 44 (Golf Center to east end)	Common	2-Ln/CLTL or 3-Ln/Striped Median (SM)	Road widening	Class IV
Market (Ave 44 to Jackson)	B	Construction (2-Ln)	Reduce speed limit	Class III
Palo Verde/Dillon (Jackson to Tourmaline)	B/Common	2-Ln	Traffic calming	Class III

Evaluation Results

Criterion	Alternative A		Alternative B		Notes
	Market St 3.5 Miles		Avenue 44 3.5 Miles		
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	6.78	2	6.72	2	
Accessibility Improvement Measure	3.8	0	4.1	**1**	
Equity – Accessibility Improvement Measure	1.9	1	1.9	1	
Improves Regional Bicycle Network Connectivity	No	0	Yes	**3**	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	0.84 (3)	1	1.72 (6)	**2**	
Bicycling Comfort Improved	59%	2	88%	**3**	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$	**2**	$$	1	Ave 44 Class IV, Market Class III
Overlap with Local Projects	No	0	No	0	
Total		10		**15**	

Project 18 – La Quinta/Indio (Jefferson Street versus Madison Street)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 18 (La Quinta/Indio) – Jefferson Avenue/Avenue 54 versus Madison Avenue				
Jefferson (Fred Waring to 52nd)	A	6-Ln/RM	Add physical separation	Class IV
Jefferson (52nd to Ave 54)	A	4-Ln/RM	n/a	Class II buffered*
Ave 54 (Jefferson to Madison)	A	4-Ln/RM	Add physical separation	Class IV
Madison (Ave 48 to Ave 58)	B/Common	4-Ln/CLTL or RM	Add physical separation	Class IV
Ave 58 (Sidonia to Madison)	Common	2-Ln/CLTL	Reduce speed limit	Class II buffered*
Ave 58 (Jefferson to Sidonia)	Common	2-Ln	Road widening	Class II buffered

*Classification already exists

Evaluation Results

Criterion	Alternative A Jefferson St 9.2 Miles		Alternative B Madison St 6.1 Miles		Notes
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	3.10	**1**	1.53	0	
Accessibility Improvement Measure	67.3	**3**	3.1	0	
Equity – Accessibility Improvement Measure	7.0	**2**	0	0	
Improves Regional Bicycle Network Connectivity	No	0	Yes	3	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	2.06 (19)	**2**	0.82 (5)	1	
Bicycling Comfort Improved	67%	3	82%	3	
Near Affordable Housing Infill Opportunity Sites	Yes	**2**	No	0	
Connector Cost and Feasibility	$$	1	$$	1	
Overlap with Local Projects	No	0	No	0	
Total		**14**		8	

Project 24 – Rancho Mirage (Frank Sinatra Drive with and without CV Link extension)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 24 (Rancho Mirage) – with eastern extension of CV Link to Frank Sinatra Drive versus without				
Frank Sinatra (SR-111 to Bob Hope)	Common	4-Ln/RM	Fill Class II gaps	Class II*
Frank Sinatra (Bob Hope to Portola)	Common	4-Ln/RM	Widening sidewalk	Class I
Class I extension (east CV Link terminus to Frank Sinatra)	A	n/a	Construct bike path along Whitewater River	Class I
Without Class I	B	n/a	n/a	No project

*Classification already exists

Evaluation Results

Criterion	Alternative A		Alternative B		Notes
	Frank Sinatra Dr 4.4 Miles		FSD w/ CV Link ext. 4.8 Miles		
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	2.91	0	2.93	0	
Accessibility Improvement Measure	6.0	1	6.1	1	
Equity – Accessibility Improvement Measure	0	0	0	0	
Improves Regional Bicycle Network Connectivity	Yes	3	Yes	3	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	0.68 (3)	0	0.62 (3)	0	
Bicycling Comfort Improved	44%	2	52%	2	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$	**2**	$$$	0	Favors alternative without Class I extension
Overlap with Local Projects	No	0	No	0	
Total		**10**		8	

Project 25 – Indio (Miles Avenue versus Requa Avenue)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 25 (La Quinta/Indio) – Miles Avenue versus Requa Avenue				
Miles (Washinton to west side of Whitewater River)	Common	4-Ln/RM	Widening sidewalk	Class I
Miles (west side of Whitewater River to Monroe)	Common/A	4-Ln/RM	Reduce speed limit	Class II*
Miles (Monroe to Oasis)	A	2-Ln	Traffic calming	Class II/III
Oasis (Miles to Civic Center)	A	4-Ln/RM	2-Ln/RM	Class II
Bliss/Smur/Civic Center (Oasis to Jackson)	A	2-Ln	Traffic calming	Class III
Madison (Miles to Ave 46)	Common	2-Ln/CLTL	Remove CLTL	Class II buffered
Ave 46 (Clinton to Aladdin)	B	2-Ln/CLTL	Add physical separation	Class IV
Aladdin/Shadow Palm (Ave 46 to Monroe)	B	2-Ln	Traffic calming	Class III
Requa (Monroe to Jackson)	B	2-Ln/CLTL	Remove CLTL	Class II

*Classification already exists

Evaluation Results

Criterion	Alternative A Miles Ave 5.4 Miles		Alternative B Requa Ave 4.9 Miles		Notes
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	9.75	3	10.73	3	
Accessibility Improvement Measure	32.0	2	55.0	**3**	
Equity – Accessibility Improvement Measure	7.9	2	17.7	**3**	
Improves Regional Bicycle Network Connectivity	No	0	No	0	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	0.93 (5)	1	2.25 (11)	**2**	
Bicycling Comfort Improved	43%	2	69%	**3**	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$$$	0	$$$	0	
Overlap with Local Projects	No	0	No	0	
Total		12		**16**	

Project 29 – La Quinta (Adams Street versus Dune Palms Road)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 29 (La Quinta/Unincorporated) – Adams Street versus Dune Palms Road				
Palm Royal (Washington to Darby)	Common	2-Ln/SM	n/a	Class II buffered*
Darby/Adams (Palm Royal to Yorkville)	Common	2-Ln	Road widening	Class II
Adams (Yorkville to Fred Waring)	Common	2-Ln	Re-striping	Class II
Adams (Fred Waring to Miles)	A	2-Ln/CLTL	Reduce speed limit	Class II buffered*
Adams (Miles to SR-111)	A	4-Ln/CLTL or RM	2-Ln/CLTL or RM	Class II buffered
Adams (SR-111 to Ave 48)	A	4-Ln/RM	Reduce speed limit	Class II buffered*
Dune Palm (Fred Waring to Miles)	B	2-Ln/CLTL	Reduce speed limit	Class II buffered*
Dune Palm (Miles to Blackhawk)	B	4-Ln/SM	Re-striping	Class II
Dune Palm (Blackhawk to SR-111)	B	Construction	n/a	n/a
Dune Palm (SR-111 to Ave 48)	B	4-Ln/RM	Reduce speed limit	Class II buffered*

*Classification already exists

Evaluation Results

Criterion	Alternative A Adams St 3.4 Miles		Alternative B Dune Palms Rd 3.4 Miles		Notes
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	7.27	2	7.87	**3**	
Accessibility Improvement Measure	12.4	1	21.8	**2**	
Equity – Accessibility Improvement Measure	4.9	**2**	2.2	1	
Improves Regional Bicycle Network Connectivity	No	0	Yes	**3**	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	1.16 (4)	**1**	0.58 (2)	0	
Bicycling Comfort Improved	8%	1	8%	1	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$	2	$	2	
Overlap with Local Projects	No	0	No	0	
Total		11		**14**	

Project 30 – Palm Desert (San Pablo Avenue vs Portola Avenue vs Deep Canyon Road)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 30 (Palm Desert) – San Pablo Avenue versus Portola Avenue versus Deep Canyon Road				
Shadow Mountain/Abronia (SR-74 to Deep Canyon)	Common	2-Ln	Traffic calming	Neighborhood Greenway
San Pablo (Magnesia Falls to SR-111)	A	2-Ln	n/a	Class II/Class IV*
San Pablo (SR-111 to El Paseo)	A	4-Ln/CLTL	2-Ln/CLTL	Class II
San Pablo (El Paseo to Shadow Mountain)	A	2-Ln/CLTL	Reduce speed limit	Class III
Portola (Magnesia Falls to Shadow Mountain)	B	4-Ln/CLTL	Remove CLTL	Class II
Portola (Shadow Mountain to Grapevine)	Common	3-Ln/CLTL or RM	Restriping	Class II
Portola (Grapevine to Haystack)	Common	4-Ln	Reduce speed limit	Class II*
Portola (Haystack to Mesa View)	Common	2-Ln/CLTL or RM	Reduce speed limit	Class II*
Deep Canyon (Magnesia Falls to Fred Waring)	C	2-Ln/CLTL	Reduce speed limit	Class II*
Deep Canyon (Fred Waring to Abronia Trail)	C	4-Ln/CLTL	Reduce speed limit	Class II*

*Classification already exists

Evaluation Results

Criterion	Alternative A San Pablo Ave 5.4 Miles		Alternative B Portola Ave 5.4 Miles		Alternative C Deep Canyon 5.3 Miles		Notes
	Value	Pts	Value	Pts	Value	Pts	
Population & Employment within 0.25-miles of project	7.35	2	6.56	2	6.23	2	
Accessibility Improvement Measure	25.8	2	25.3	2	40.6	**3**	
Equity – Accessibility Improvement Measure	3.6	2	2.1	1	3.1	2	
Improves Regional Bicycle Network Connectivity	No	0	Yes	**3**	No	0	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	2.39 (13)	2	2.20 (12)	2	1.51 (8)	1	
Bicycling Comfort Improved	58%	2	39%	2	40%	2	
Near Affordable Housing Infill Opportunity Sites	No	0	Yes	**2**	No	0	
Connector Cost and Feasibility	$	2	$	2	$	2	
Overlap with Local Projects	No	0	No	0	No	0	
Total		12		**16**		12	

Project 37 – La Quinta/Indio (Country Club Drive versus Washington Steet)

Proposed Classifications with Alternatives

Connector	Alternative	Existing Cross-Section	Modifications	Proposed Classification
Project 37 (La Quinta/Indio/Unincorporated) – Washington Avenue versus Country Club Drive/Oasis Club Drive/Warner Trail				
Washington (Coyote Song to Ave 38)	Common	4-Ln	Reduce speed limit	Class II*
Washington (Ave 48 to Las Montanas)	Common	3-Ln/SM	Reduce speed limit	Class II*
Washington (Las Montanas to Varner)	Common	6-Ln/RM	Reduce speed limit	Class II*
Washington (Varner to Miles)	Common/A	6-Ln/RM	Restriping	Class II (drops to Class III at approaches)
Country Club (Oasis Club to Washington)	B	4-Ln/RM	Reduce speed limit	Class II*
Oasis Club (Country Club to Hovley)	B	4-Ln/SM	Narrow striped median	Class II buffered
Warner Trail (Hovley to Miles)	B	2-Ln	Some parking removal	Class II

*Classification already exists

Evaluation Results

Criterion	Alternative A Warner Trl 6.4 Miles		Alternative B Washington St 5.5 Miles		Notes
	Value	Points	Value	Points	
Population & Employment within 0.25-miles of project	3.59	1	4.19	1	
Accessibility Improvement Measure	1.1	**1**	0	0	
Equity – Accessibility Improvement Measure	1.0	**1**	0	0	
Improves Regional Bicycle Network Connectivity	Yes	**3**	No	0	
Bicyclist-involved and Pedestrian-involved Injury Collisions per Mile	1.70 (11)	2	1.98 (11)	2	
Bicycling Comfort Improved	0%	0	0%	0	
Near Affordable Housing Infill Opportunity Sites	Yes	2	Yes	2	
Connector Cost and Feasibility	$	**2**	$$	1	
Overlap with Local Projects	No	0	No	0	
Total		**12**		6	

Appendix

Evaluation Criteria Calculated for All Projects (to determine Quantile category breaks)

Table A1 – Population and Employment Density within 0.25-mile of Connector

Connector ID Number	Density	Quartile	Points
41	12.1	Very High (Top 25%)	3
9	10.9		
25B	10.7		
8A	8.2		
26	8.1		
13	8.0		
29B	7.9		
2	7.7		
7A	7.6		
6	7.5		
39	7.5		
12B	6.7	High	2
14	6.7		
30B	6.6		
42	6.5		
3B	6.2		
1B	6.0		
23	6.0		
32	5.3		
16	5.3		
36	5.1		
28	5.0		
35	4.4	Low	1
17	4.2		
5	4.2		
15	4.1		
22	4.0		
34	3.9		
33	3.9		
19	3.8		
4	3.6		
27	3.6		
37A	3.6		
21	3.4	Very Low (Bottom 25%)	0
45	3.4		
18A	3.1		
24A	2.9		
43	2.9		
10	2.6		
31	2.5		
44	2.0		
38	0.9		
40	0.8		
11	0.4		

Table A2 – Bicycle-Involved and Pedestrian-Involved Collisions per Mile

Connector ID Number	Collisions per Mile	Quartile	Points
5	4.0	Very High (Top 25%)	3
14	3.8		
13	3.7		
4	3.7		
9	3.2		
7A	3.0		
8A	3.0		
3B	2.9		
26	2.7		
6	2.6		
2	2.5		
25B	2.3	High	2
15	2.2		
30B	2.2		
18A	2.1		
36	2.0		
41	1.9		
1B	1.9		
35	1.8		
12B	1.7		
37A	1.7		
39	1.6		
19	1.5	Low	1
22	1.3		
17	1.3		
42	1.3		
27	1.3		
33	1.0		
34	1.0		
21	0.8		
23	0.8		
28	0.8		
24	0.7		
29B	0.6	Very Low (Bottom 25%)	0
38	0.5		
45	0.5		
32	0.4		
16	0.3		
44	0.3		
10	0.3		
40	0.1		
11	0		
31	0		
43	0		