



06

EARLY ACTION PROJECT IDENTIFICATION

EARLY ACTION PROJECT IDENTIFICATION CRITERIA

The 44 Community Connector projects identified in Chapter 5 were evaluated to select 15 Early Action projects using nine (9) criteria developed to reflect regional active transportation goals and REAP 2.0 program objectives. Each criterion was assigned a maximum of either two or three points, resulting in a maximum possible score of 24 points. The criteria translate key considerations from the Network Development Framework into measurable factors that can be applied consistently across the 44 Community Connector projects. Projects in the highest tier of overall scores were identified as Early Action Projects.

The nine Early Action Project identification criteria are described to the right. **Appendix E** explains in further detail how each criterion were operationalized and measured.

CRITERION	DESCRIPTION
Population and Employment Density (0 to 3 points):	Measures the combined population and employment density within one-quarter mile of each Community Connector project.
Improves Accessibility to Destinations (0 to 3 points):	Measures the extent to which each Community Connector project improves bicycling accessibility to non-work destinations, including retail, grocery stores, food and beverage establishments, health services, schools, parks and other points of interest for bicycling trips within three miles.
Improves Accessibility to Destinations in Disadvantaged Communities (0 to 3 points):	Measures the extent to which each Community Connector project improves bicycling accessibility to the same categories of non-work destinations within disadvantaged communities.
Improves Regional Bicycling Connectivity (0 to 3 points):	Considers whether a Community Connector crosses multiple jurisdictions, tribes, and/or directly connects to CV Link.
Collision History (0 to 3 points):	Measures bicyclist- and pedestrian-involved injury collisions occurring from 2019 through 2023 along each Community Connector project, normalized by project mileage.
Improves Bicycling Comfort (0 to 3 points):	Measures the percentage of each Community Connector alignment that would become low-stress (LTS 1) based on the recommended ultimate bikeway classification. The LTS measure is introduced in Chapter 2 – Existing Conditions.
Near Affordable Housing Infill Sites (0 or 2 points):	Indicates whether a Community Connector project passes within 500 feet of an affordable housing infill opportunity site identified by the local agencies.
Cost and Feasibility (0 to 2 points):	Considers the rough order of magnitude (ROM) planning-level cost and feasibility of each Community Connector project based on the recommended bikeway classification and the ability to accommodate the proposed improvements within the available right-of-way.
Overlap with Local Projects (0 or 2 points):	Identifies whether a Community Connector incorporates a local bicycle project that is in an advanced stage of implementation along its alignment.

Table 6.1 Early Action Project Identification Criteria

Criteria	Measure	Categories/Ranges	Points
Population and Employment Density	Combined population and employment density within 0.25-mile of Connector	High (≥7.2/acre)	3
		Medium (>4.4 to 7.1/acre)	2
		Low (≥3.5 to 4.4/acre)	1
		Very Low (<3.5/acre)	0
Improves Accessibility to Destinations*	Standard deviation (Z-score) of each Connector's Accessibility Improvement Measure (AIM) analysis score	High (>2)	3
		Medium (>1 to 2)	2
		Low (>0 to 1)	1
		Very Low (0)	0
Improves Accessibility to Destinations in Disadvantaged Communities*	Standard deviation (Z-score) of each Connector's AIM analysis score	High (>2)	3
		Medium (>1 to 2)	2
		Low (>0 to 1)	1
		Very Low (0)	0
Improves Regional Bicycling Connectivity	Project connects multiple jurisdictions and/or connects to CV Link	Both conditions are true	3
		Connects multiple jurisdictions only	2
		Connects to CV Link only	1
		Neither condition is true	0
Collision History	Bicyclist and pedestrian-involved injury collisions per mile (2019-2023) along Connector	High (≥2.5/mile)	3
		Medium (≥1.4 to 2.5/mile)	2
		Low (≥0.7 to 1.4/mile)	1
		Very Low (<0.7/mile)	0
Improves Bicycling Comfort*	Percentage of Community Connector alignment that would become LTS 1	High (>66% of extent)	3
		Medium (>33% to 66% of extent)	2
		Low (>0% to 33% of extent)	1
		Very Low (0%)	0
Near Affordable Housing Infill Sites	Project is within 500 feet of affordable housing infill opportunity site	Yes	2
		No	0
Cost and Feasibility*	Conceptual cost assumptions based on feasibility of recommended classifications	Low ROM (\$)	2
		Medium ROM (\$\$)	1
		High ROM (\$\$\$)	0
Overlap with Local Projects*	Incorporates local projects in advanced stages of implementation	Yes	2
		No	0
TOTAL POINTS POSSIBLE			24

*Criterion influenced by recommended bikeway classification.

Table 6.1 summarizes the measures, scoring ranges, and points associated with each criterion. The recommended bikeway classifications influence several of the criteria. The *Improves Accessibility to Destinations* and *Improves Accessibility to Destinations in Disadvantaged Communities* criteria are based on the Accessibility Improvement Measure, which assigns time penalties to higher-stress roadways. The *Improves Bicycling Comfort* criterion directly measures the percentage of each project that would become LTS 1 based on the recommended classification. Recommended classifications also influence *Cost and Feasibility* because different facility types have different right-of-way and curb-to-curb width requirements.



CRITERIA SCORING

Table 6.2 shows the 15 Early Action Projects that were identified based on the scoring criteria. The projects identified through this process are advanced in Chapter 7 through additional conceptual design and cost estimating to support future funding and implementation. Two high scoring projects, **Avenue 50/Monroe Street** and **Grapefruit Boulevard**, are already advancing toward full implementation and therefore were excluded from the Early Action Project exhibits presented in Chapter 7. The next two highest-scoring projects were identified as replacements to maintain a total of 15.

Table 6.3 shows the criteria scoring for the remaining Community Connector projects. These projects also received detailed exhibits which are included in Chapter 8.



Table 6.2 Criteria Scoring for Early Action Projects

Project ID*	Project Name	Jurisdictions (listed in alphabetical order)	Mileage	Population & Employment Density	Improves Accessibility to Destinations	Improves Accessibility to Destinations in Disadvantaged Communities	Improves Regional Bicycling Connectivity	Collision History	Improves Bicycling Comfort	Near Affordable Housing Infill Sites	Cost & Feasibility	Overlap with Local Projects	Total Criteria Score
4	Palm Dr / Pierson Bl	Cathedral City, Desert Hot Springs, Palm Springs, Riverside County	10.1	1	3	3	3	3	3	2	0	0	18
7	Tahquitz Canyon Way / El Cielo Rd	Palm Springs	3.7	3	2	2	1	3	3	2	1	0	17
8	Ramon Rd / Landau Bl	Cathedral City, Palm Springs	8.9	3	1	1	3	2	2	2	0	2	16
6	Date Palm Dr	Cathedral City	4.4	3	3	3	1	3	3	0	0	0	16
14	Ave 50 / Monroe St	Indio, La Quinta	5.5	2	1	1	3	3	2	2	0	2	16
9	Avenue 50 / Cesar Chavez St / Van Buren St	Coachella	3.4	3	1	2	1	3	2	2	1	0	15
42	Grapefruit Bl	Coachella	3.7	2	1	1	2	1	3	2	0	2	14
5	Gene Autry Trl	Cathedral City, Palm Springs	6.7	1	1	0	3	3	3	2	0	0	13
18	Jefferson St	Indio, La Quinta	9.0	0	3	1	3	2	2	2	0	0	13
25	Miles Ave / Requa Ave	Indio, La Quinta	7.7	3	1	1	3	1	1	2	1	0	13
20	Jefferson St / Avenue 40	Indio, Riverside County	8.9	1	3	0	3	0	3	2	0	0	12
26	Fred Waring Dr	Indio, La Quinta, Riverside County	6.0	3	0	0	3	2	0	2	2	0	12
41	Avenue 52	Coachella	4.1	3	1	0	1	2	2	2	1	0	12
13	Jackson St / Avenue 42	Indio	5.2	3	1	0	1	2	2	2	0	0	11
19	Cook St	Indian Wells, Palm Desert, Riverside County	4.7	1	0	0	3	2	1	2	0	2	11
15	Highway 111	Indian Wells, Palm Desert	4.0	1	1	1	2	2	2	2	0	0	11
2	Indian Canyon Dr	Palm Springs	5.5	3	1	0	1	2	2	2	0	0	11

*Note: Project IDs are used for identification purposes on maps and tables and do not indicate project ranking.

Table 6.3 Criteria Scoring for Remaining Community Connector Projects

Project ID	Project Name	Jurisdictions (listed in alphabetical order)	Mileage	Population & Employment Density	Improves Accessibility to Destinations	Improves Accessibility to Destinations in Disadvantaged Communities	Improves Regional Bicycling Connectivity	Collision History	Improves Bicycling Comfort	Near Affordable Housing Infill Sites	Cost & Feasibility	Overlap with Local Projects	Total Criteria Score
30	Portola Ave / Shadow Mountain Dr	Indian Wells, Palm Desert	5.4	2	0	0	1	2	0	2	1	2	10
35	Vista Chino	Cathedral City, Palm Springs	2.7	2	0	1	3	1	3	0	0	0	10
33	Country Club Dr (west of Oasis Club Dr)	Palm Desert, Rancho Mirage	7.0	1	0	0	2	1	0	2	2	2	10
37	Washington St / Country Club Dr / Warner Trl	Indian Wells, Palm Desert, Riverside County	6.4	0	0	0	2	2	0	2	2	2	10
3	Avda Caballeros / Sunrise Way	Palm Springs	7.3	2	0	0	1	3	2	2	0	0	10
12	Avenue 44	Indio	3.5	2	0	0	1	2	3	2	0	0	10
39	Golf Center Pkwy	Indio	3.1	3	0	0	1	2	1	2	1	0	10
27	Ramon Rd / Bob Hope Dr	Rancho Mirage, Riverside County	8.7	1	0	0	3	1	0	2	2	0	9
22	Portola Ave (north of Magnesia Falls Dr)	Palm Desert	3.8	1	0	0	1	1	0	2	2	2	9
23	Cathedral Canyon Dr	Cathedral City	3.7	2	0	0	1	0	1	2	1	2	9
17	Washington St / Avenue 52	Indian Wells, La Quinta	10.0	1	1	1	1	1	1	2	0	0	8
28	Dinah Shore Dr	Cathedral City, Palm Desert, Rancho Mirage	6.5	2	0	0	3	0	1	2	0	0	8
29	Dune Palms Rd	Indio, La Quinta, Riverside County	3.4	3	0	0	3	0	0	2	0	0	8
34	Gerald Ford Dr	Cathedral City, Palm Desert, Rancho Mirage	5.0	1	0	0	2	1	1	2	1	0	8

Table 6.3 Criteria Scoring for Remaining Community Connector Projects continued

Project ID	Project Name	Jurisdictions (listed in alphabetical order)	Mileage	Population & Employment Density	Improves Accessibility to Destinations	Improves Accessibility to Destinations in Disadvantaged Communities	Improves Regional Bicycling Connectivity	Collision History	Improves Bicycling Comfort	Near Affordable Housing Infill Sites	Cost & Feasibility	Overlap with Local Projects	Total Criteria Score
38	Little Morongo Rd / Indian Canyon Dr / 20th Ave	Desert Hot Springs, Riverside County	8.5	0	0	1	2	0	3	0	0	2	8
40	66th Ave / Harrison St / Pierce St	Riverside County	11.3	0	0	0	1	0	3	2	0	2	8
1	North Palm Canyon Dr	Palm Springs	3.0	1	0	0	1	2	0	2	2	0	8
16	Hovley Ln	Indio, Palm Desert, Riverside County	4.8	2	0	0	3	0	0	0	2	0	7
24	Frank Sinatra Dr	Palm Desert, Rancho Mirage	5.2	0	0	0	2	1	2	2	0	0	7
44	South Palm Canyon Dr	Palm Springs, Riverside County	3.0	0	0	0	3	0	1	2	0	0	6
10	Avenue 54	Riverside County	3.1	0	0	0	1	0	0	2	2	0	5
36	Monterey Ave	Palm Desert, Rancho Mirage	3.1	2	0	0	0	1	0	0	2	0	5
43	Golf Club Dr	Palm Springs	1.1	0	0	0	1	0	2	0	2	0	5
11	Airport Bl / Polk St	Riverside County	3.1	0	0	0	1	0	3	0	0	0	4
31	Murray Canyon Dr	Palm Springs	3.5	0	0	0	1	0	3	0	0	0	4
32	Pines to Palm Hwy	Palm Desert	2.8	2	0	0	1	0	0	0	1	0	4
21	Da Vall Dr	Cathedral City, Rancho Mirage, Riverside County	4.8	0	0	0	2	1	0	0	0	0	3

This process provides a consistent basis for identifying Community Connector projects that best meet the dual purposes of enhancing regional active transportation and promoting housing equity while maintaining the full network as the long-term vision for regional active transportation connectivity.