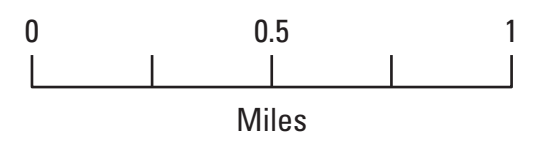


- Class One Bike Path
- Class Two Bike Lane
- Class Three Bike Route
- Mixed Use Bike Route
- CVLink
- CVLink (proposed)
- Bike Repair Station
- Public Restroom
- Medical Facility



Tram Way Rd
 Length: 3.8 miles
 Elevation Gain: 1910 ft
 Average Grade: 9.5%
 Last 1.2 miles: 12%
 Last 1/2 mile: 14.3%



Class 1 Bike Path

provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized. Provides a striped lane for one-way bike travel on a street or highway adjacent to auto travel lanes.



Class 2 Bike Lane

provides an unprotected striped lane for one-way bike travel on a street or highway.



Class 3 Bike Route

is a signed, shared roadway that provides shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways. The roadway may have pavement marked with a "sharrow," and there will be signs posted identifying it as a bike route.

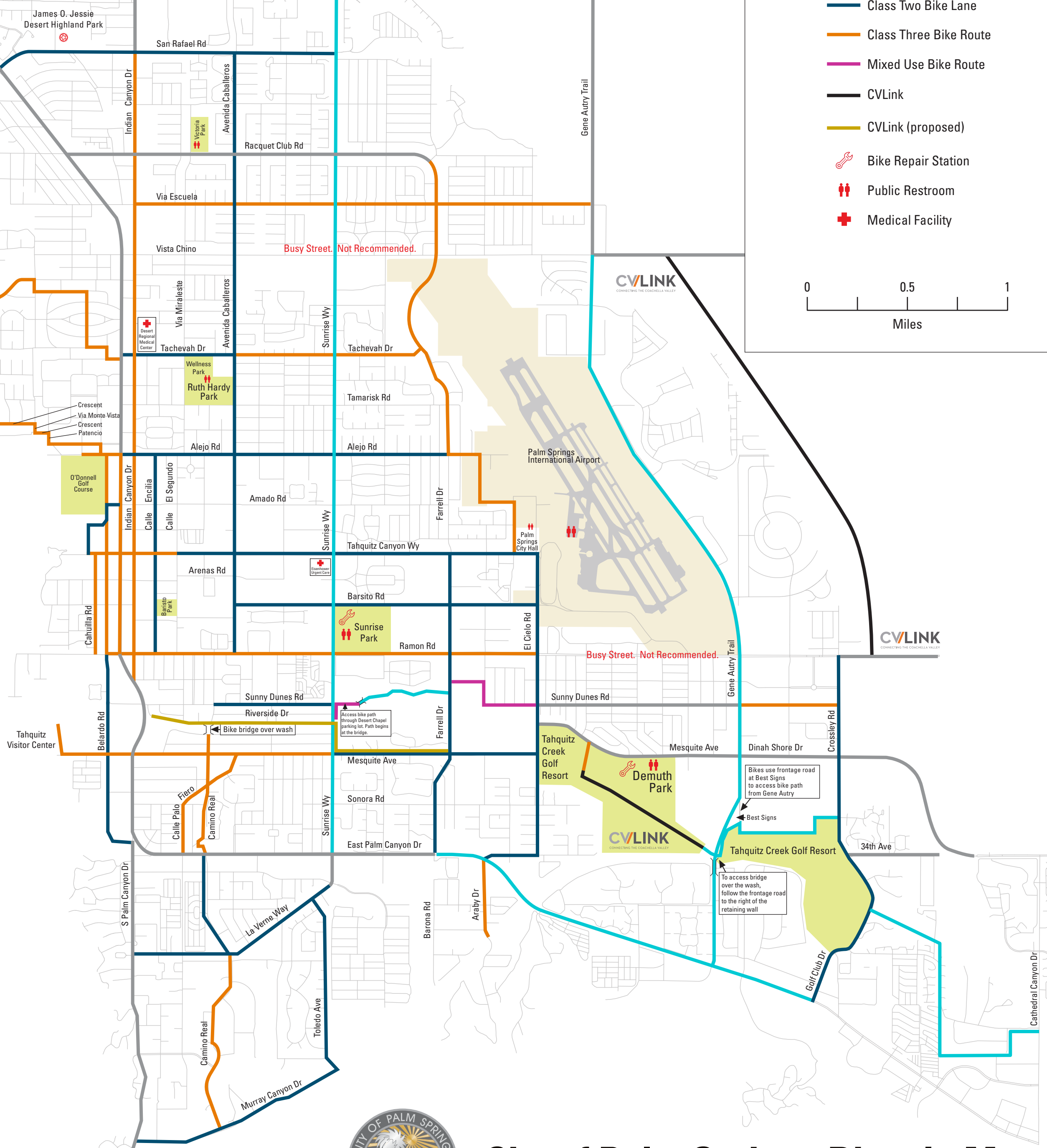


Class 4 Mixed Use Bike Route

also known as cycle tracks, provide space that is exclusively for bicyclists and separated from motor vehicle travel lanes, parking lanes, and sidewalks.



City of Palm Springs Bicycle Map



Busy Street. Not Recommended.

CVLINK
CONNECTING THE COACHELLA VALLEY

CVLINK
CONNECTING THE COACHELLA VALLEY

CVLINK
CONNECTING THE COACHELLA VALLEY

To Indian Canyons

Bikes use frontage road at Best Signs to access bike path from Gene Autry

To access bridge over the wash, follow the frontage road to the right of the retaining wall

Access bike path through Desert Chapel parking lot. Path begins at the bridge.

Bike bridge over wash



Bike Repair Stations

- Palm Springs Visitor Center**
2901 N Palm Canyon Dr
- Palm Springs Public Library**
300 S Sunrise Wy
- Demuth Park**
4200 E Mesquite Ave

Wear a Helmet

California law states that a person under 18 years of age shall not operate a bicycle, or ride upon a bicycle as a passenger, upon a street, bikeway, as defined in Section 890.4 of the Streets and Highways Code, or any other public bicycle path or trail unless that person is wearing a properly fitted and fastened bicycle helmet that meets the standards of the American National Standards Institute (ANSI Z 90.4 bicycle helmet standard), the Snell Memorial Foundation's Standard for Protective Headgear for Use in Bicycling, or the American Society for Testing Materials (ASTM F-1447 standard). This requirement also applies to a person who rides upon a bicycle while in a restraining seat that is attached to the bicycle or in a trailer towed by the bicycle.

Safety Tips for Drivers and Cyclists

Know the law. Both drivers and cyclists should know the laws and their responsibilities and should abide by both.

Sidewalks – proceed with caution. It's okay to ride bikes on residential area sidewalks, but it is against the law in business districts. When in a business district, bike riders must dismount and walk on sidewalks or ride in the street. When in the street, cyclists have all the rights and responsibilities of a car.

Put the phone away. Texting or talking while bike riding or driving takes your eyes and ears off the road.

Obey signs and signals. All traffic signals and stop signs must be followed. Disregard of signals and stop signs by bicyclists and motorists leads to crashes. Everyone can prevent accidents.

Look both ways. Check both directions before pulling into traffic. Even if it's a one-way street, looking both ways can prevent a crash.

Avoid Blind Spots. Stay out of the blind spot of large vehicles while riding

Consejos de seguridad para ciclistas y conductores

Conoce la ley. Tanto los conductores como los ciclistas deben conocer las leyes y sus responsabilidades y deben atenderse a ambas.

Banquetas - proceder con precaución. Está bien montar bicicletas en las banquetas de la zona residencial, pero es ilegal en los distritos comerciales. Cuando en un distrito de negocios, los ciclistas deben desmontar y caminar en las aceras o montar en la calle. Cuando en la calle, los ciclistas tienen todos los derechos y responsabilidades que un coche.

Guarda el teléfono. Enviar mensajes de texto o hablar mientras andas en bicicleta o conduces te quita los ojos y oídos del camino.

Obedecer signos y señales. Deben seguirse todas las señales de tráfico y las señales de STOP. El descuido de las señales y las señales de STOP de los ciclistas y los automovilistas conduce a accidentes. Todo el mundo puede prevenir accidentes.

Mira a ambos lados. Revise ambas direcciones antes de entrar al tráfico. Incluso si se trata de una calle de un solo sentido, mirando a ambos lados puede evitar un accidente.

Evitar puntos ciegos. Manténgase alejado del punto ciego de vehículos grandes mientras conduce.

Additional Tips Cyclists Need to Know

Ride right of center. Ride just right of center in the lane. Riding along curbs and in street gutters is dangerous because it makes it harder for drivers to spot them and increases the risk of riding into debris. Also, cyclists should not ride too close to parked cars to avoid colliding with an opening car door.

Go with the flow. Ride with the flow of traffic, unless a bike lane allows travel in the opposite direction.

Act like a pedestrian on sidewalks. Use caution when riding on residential sidewalks, particularly when crossing streets, alleys, and driveways. Cyclists are considered pedestrians when not on the street, and should slow down and watch for traffic.

Signal your turns. Use hand signals to indicate turns and when switching lanes.

Be safe and be seen. Helmets are required for riders under 18 and make travel safer for riders of all ages. Use headlights, taillights, and wear reflective light-colored clothing at night.

Consejos adicionales para ciclistas

Ir a la derecha del centro. Los ciclistas deben andar justo a la derecha del centro en el carril que mejor sirve a su destino. Andar en bicicleta a lo largo de bordillos y zanjas en las calles es peligroso porque hace que sea más difícil para los conductores para detectarlos y aumenta el riesgo de montar en escombros. Además, los ciclistas no deben montar demasiado cerca de coches estacionados para evitar chocar con una puerta abierta de coche.

Ir con el flujo. Los ciclistas tienen que andar justo con el flujo de tráfico, a menos que el carril de bicicletas permita viajar en dirección opuesta.

Actuar como un peatón en las banquetes. Los ciclistas deben tener precaución al montar en las banquetas residenciales, particularmente cuando crucen calles, callejones y calzadas. Se les considera peatones cuando no están en la calle, y deben ir más despacio y mirar por el tráfico.

Señala tus vueltas. Los ciclistas deben usar señales de mano para indicar vueltas y el cambio de carriles.

Estar a salvo y ser visto. Se requieren cascos para los pasajeros menores de 18 años y hacen que viajar sea más seguro para los pasajeros de todas las edades. Los ciclistas también deben usar faros, luces traseras y usar ropa reflectante de color claro por la noche.

Sharrows

A shared-lane marking or "sharrow" is a street marking placed in the center of a travel lane to indicate that a bicyclist may use the full lane.

According to the U.S. Manual on Uniform Traffic Control Devices, sharrows:

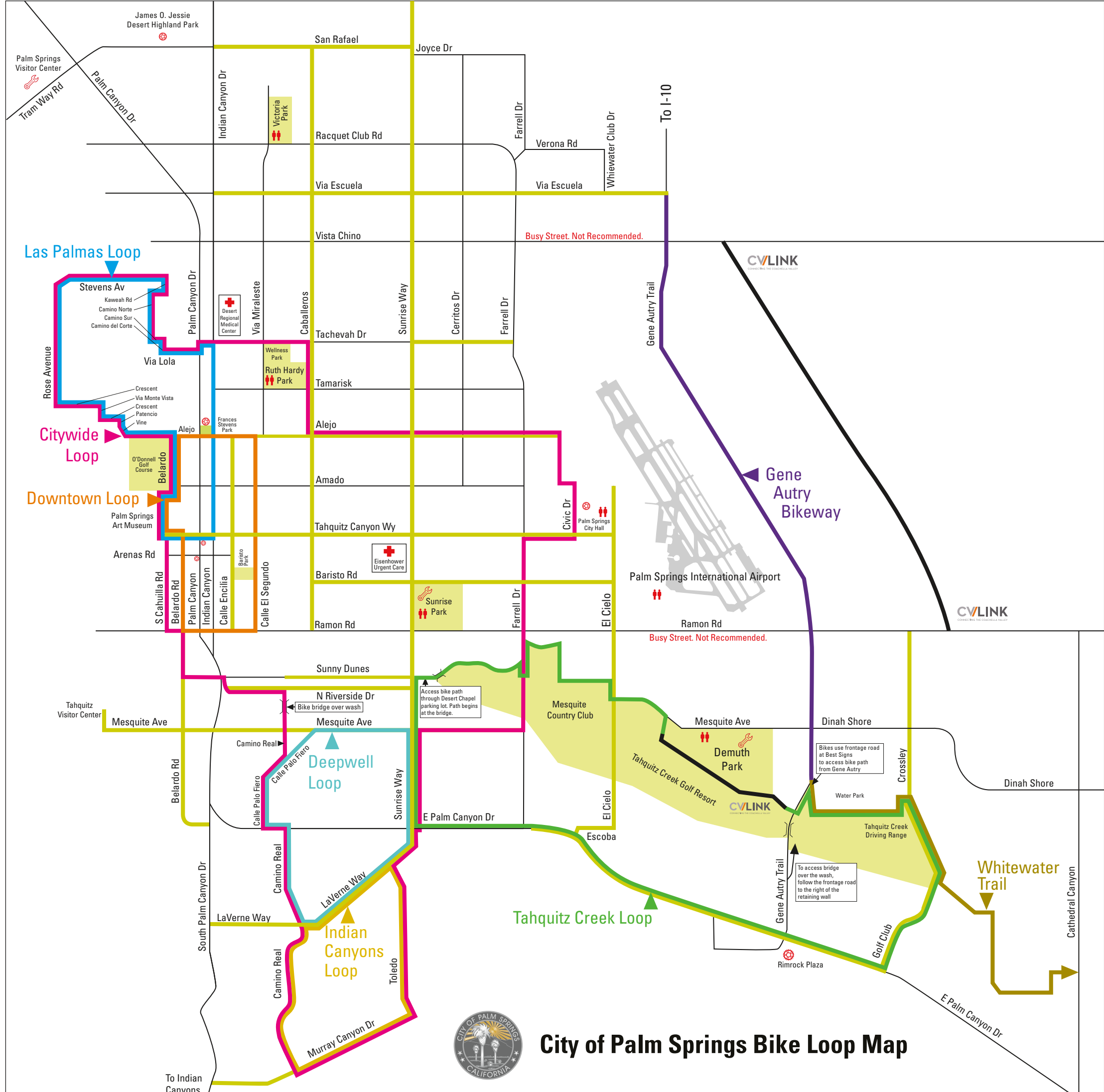
- Reduce the chance of a bicyclist's impacting the open door of a parked vehicle.
- Alert motorists of the lateral location bicyclists are likely to occupy within the street.
- Encourage safe passing of bicyclists by motorists and reduce wrong-way bicycling.

Sharrows

Una marca de carril compartida o "Sharrow" es una marca de calle situada en el centro de un camino para indicar que un ciclista puede usar el carril completo.

Según el U.S. Manual on Uniform Traffic Control Devices, sharrows:

- Reducir la posibilidad de un ciclista de impactar la puerta abierta de un vehículo estacionado.
- Alertar a los conductores sobre los ciclistas de la localización lateral que pueden ocupar dentro de la calle.
- Alentar el paso seguro de los ciclistas por los automovilistas y reducir la incidencia de la mala forma de andar en bicicleta.



- ▲ North
- Las Palmas Loop
- Downtown Loop
- Citywide Loop
- Tahquitz Creek Loop
- Deepwell Loop
- Indian Canyons Loop
- Gene Autry Bikeway
- Whitewater Trail (continues beyond map)
- Designated Bike Paths, Lanes and Routes
- 🚲 Bike Corral
- 🚲 Bike Rack
- 🔧 Bike Repair Station
- ♿ Public Restroom
- 🏥 Medical Facility

Office of Sustainability
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262
(760) 323-8214
f @HealthyPlanetHealthyYou

Bicycle map and infrastructure made possible in part through grants from the Mobile Source Air Pollution Reduction Review Committee (MSRC)