



For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

**ACTIVE TRANSPORTATION PROGRAM****IMPLEMENTING AGENCY:**

Riverside County

**PROJECT TYPE:**

Non-Infrastructure

**PROJECT APPLICATION NO.:**

8-Riverside County-6

**PROJECT NAME:**

Riverside County Safe Routes for All - Cathedral City

**PROJECT DESCRIPTION:**

Safe Routes for All - Cathedral City: Pre-K through 12th grade, park users, older adults. Activities include ped/bike skills workshops, safety campaigns, and community events.

**PROJECT LOCATION:**

Cathedral City is located in Riverside County's Coachella Valley; located about 115 miles from Los Angeles; covers 22.8 square miles and is home to over 55,649 residents.

**ATP FUNDED COMPONENTS**

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ -	\$ -	\$ -	\$ 820	\$ -
FY -	FY -	FY -	FY -	FY 24/25	FY -

**PROJECT FUNDING INFORMATION (1,000s)**

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
820	820	-	-	-	-	-



For training, resources, and technical assistance that can help with an ATP application, please visit the  
Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

**APPLICATION INDEX PAGE**

**Part A: General Application Questions.....3**

Part A1: Applicant Information..... 3

Part A2: General Project Information ..... 4

Part A3: Project Type ..... 6

Part A4: Project Details..... 11

Part A5: Project Schedule ..... 14

Part A6: Project Funding..... 15

Project Program Request (PPR)..... 18

Part A7: Screening Criteria ..... 20

**Part B: Narrative Questions .....21**

**Part C: Application Attachments .....36**



### **Part A1: Applicant Information**

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

<b>LOCODE:</b>	<b>IMPLEMENTING AGENCY'S NAME:</b>		
5956	Riverside County		
<b>IMPLEMENTING AGENCY'S ADDRESS</b>	<b>CITY</b>	<b>ZIP CODE</b>	
4065 County Circle Drive PO Box 7600	Riverside	CA	92507
<b>IMPLEMENTING AGENCY'S CONTACT PERSON:</b>	<b>CONTACT PERSON'S TITLE:</b>		
Julisa Alvizo-Silva	Branch Chief - Injury Prevention Services		
<b>CONTACT PERSON'S PHONE NUMBER:</b>	<b>CONTACT PERSON'S EMAIL ADDRESS :</b>		
951-358-7171	jalvizo@ruhealth.org		

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (\*.jpg, \*.bmp, \*.png, etc.) by clicking in the box.



### **MASTER AGREEMENTS (MAs):**

<b>Does the Implementing Agency currently have a MA with Caltrans?</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Implementing Agency's Federal Caltrans MA Number</b>	08-5956R	
<b>Implementing Agency's State Caltrans MA Number</b>	00010S	

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

### **Project Partnering Agency:**

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implementing agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

**Based on the definition above, does this project have a partnering agency?** ☐ Yes ☒ No

**Part A2: General Project Information****PROJECT NAME:** (Max of 10 Words) (To be used in the CTC project list)**Words Remaining:** 1

Riverside County Safe Routes for All - Cathedral City

**PROJECT / APPLICATION NUMBER:**

6

**SUMMARY OF PROJECT SCOPE:** (Max of 300 Words)**Words Remaining:** 2

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

The Safe Routes for All Cathedral City Program proposed by Riverside University Health System – Public Health (RUHS Public Health) targets students pre-K through high school, parents, park users, older adults, and the community at large. The program is focused on pedestrian and bicycle safety education, encouragement, engagement, engineering, and evaluation activities. Cathedral City is high-priority area based on the Healthy Place Index scores regarding median household income, park access, socioeconomic status, and air quality.

RUHS Public Health upholds a high standard of inclusiveness that compliments the diversity of the County. Therefore, all components of the proposed project will be culturally competent and available in a bilingual capacity.

The following activities will be utilized by the non-infrastructure program:

- Increase walking and biking at school sites through encouragement activities
- Design Interactive Walking routes to create fun walking spaces
- Utilize a mock Safety City at educational events to simulate traffic and increase awareness
- Increase walking in the senior community through the Safe Routes for Seniors – Walking Club
- Service bikes through the Community Bike Repair Day events
- Active Transportation Ambassador Training for High School aged students
- Walkability workshops for eight schools, one senior center, and parks to influence future city driven projects
- Design of creative crosswalks
- Land Use Planning Awareness Project
- Student Driver Awareness Trainings

In the past 11 years, there have been a total of 208 pedestrian and bicycling collisions in Cathedral City. Of these, 27 of the collisions proved fatal, and 181 resulted in injuries. This averages to about 2.45 deaths per year (TIMS).

Expected benefits of the program include:

increased proportion of students/families biking and walking to schools and parks;  
increased physical activity;  
improved health outcomes;  
improved air quality;  
stronger communities; and  
lower rates of traffic injuries.

**OUTCOME/OUTPUT:** (Max of 35 Words)

This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)

**Words Remaining:** 3

Implement pedestrian and bicycle safety program geared toward students grades pre-k through 12, parents, park users, and older adults within targeted locations in Cathedral City by implementing comprehensive education and encouragement activities.

**FTIP PROJECT DESCRIPTION:** (Max of 180 Characters)**Characters Remaining:** 5

Safe Routes for All - Cathedral City: Pre-K through 12th grade, park users, older adults. Activities include ped/bike skills workshops, safety campaigns, and community events.

**PROJECT LOCATION:** (Max of 180 Characters)**Words Remaining:** 10

Cathedral City is located in Riverside County's Coachella Valley; located about 115 miles from Los Angeles; covers 22.8 square miles and is home to over 55,649 residents.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found [here](#). ☐ Yes ☒ No



In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Location Map\_Cathedral City.pdf

**CITIES:**

List all cities that this project will affect. All cities must be located within the State of California.

City Code: CTHC

City Name: Cathedral City

**PROJECT COORDINATES:**

For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.

For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

**Infrastructure Project Coordinates:** (latitude/longitude in decimal format)

Lat. \_\_\_\_\_ N / long. \_\_\_\_\_ W

**NI or Plan Project Coordinates:** (latitude/longitude in decimal format)

Lat. 33.78 N / long. -116.46 W

**Congressional District(s):**

36

**State Senate District(s):**

28

**State Assembly District(s):**

56

**Caltrans District:**

8

**County:**

Riverside

**MPO:**

SCAG

**RTPA:**

None

**Urbanized Zone  
Area (UZA)**

**Population:**

Project is located within one of the ten large MPOs

**Past Projects:** Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☒ Yes

☐ No

If yes, how many previous awards?

4

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
BR-NBIL(504)	OTHER – Federal Funding	\$19,575,985	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
BHLS-5430(027)	OTHER – Federal Funding	\$16,557,766	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
ATPL-6164(022)	Active Transportation Program (ATP)	\$21,700,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
HSIP-	Highway Safety Improvement Program (HSIP)	\$5,797,100	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work

**Part A3: Project Type**

PROJECT TYPE: (Use the drop down menu to select.)

Non-Infrastructure

Indicate any of the following plans that your agency currently has: (Check all that apply)

- ☐ Bicycle Plan    ☐ Pedestrian Plan    ☐ Safe Routes to School Plan    ☐ Active Transportation Plan    ☐ None
- ☒ Other plans that include Bicycle and/or Pedestrian Improvements CVAG Active Transportation Plan (2016)

Is your project in a current Plan?

☐ Yes    ☒ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- ☒ **Bicycle Transportation**                      % of Project                      30 %
- ☒ **Pedestrian Transportation**                      % of Project                      70 %
- ☒ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

- ☒ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

- ☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 8

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.



School Name: Agua Caliente Elementary  
School Address: 30800 San Luis Rey Dr., Cathedral City, CA 92234  
District Name: Palm Springs Unified School District  
District Address: 150 District Center Drive., Palm Springs, CA 92264  
Co.-Dist.-School Code: 33-67173-6032387  
School Type:  to   
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 596  
Approximate # of students living along route proposed for improvement: 140  
Percentage of students eligible for free or reduced meal programs\*\* 98 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Agua Caliente Elementary School.pdf

School Name: Cathedral City Elementary  
School Address: 69300 Converse Rd., Cathedral City, CA 92234  
District Name: Palm Springs Unified School District  
District Address: 150 District Center Drive., Palm Springs, CA 92264  
Co.-Dist.-School Code: 33-67173-6032403  
School Type:  to   
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 697  
Approximate # of students living along route proposed for improvement: 220  
Percentage of students eligible for free or reduced meal programs\*\* 97 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Cathedral City Elementary School.pdf



School Name: Landau Elementary School  
School Address: 30310 Landau Blvd., Cathedral City, CA 92234  
District Name: Palm Springs Unified School  
District Address: 150 District Center Drive., Palm Springs, CA 92264  
Co.-Dist.-School Code: 33-67173-6107601  
School Type:  to   
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 704  
Approximate # of students living along route proposed for improvement: 528  
Percentage of students eligible for free or reduced meal programs\*\* 92 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Landau Elementary School.pdf

School Name: Rio Vista Elementary School  
School Address: 67-700 Verona Rd., Cathedral City, CA 92234  
District Name: Palm Springs Unified School  
District Address: 150 District Center Drive., Palm Springs, CA 92264  
Co.-Dist.-School Code: 33-67173-105767  
School Type:  to   
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 713  
Approximate # of students living along route proposed for improvement: 100  
Percentage of students eligible for free or reduced meal programs\*\* 82 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Rio Vista Elementary School.pdf





School Name: Sunny Sands Elementary School  
School Address: 69-310 McCallum Way., Cathedral City, CA 92234  
District Name: Palm Springs Unified School  
District Address: 150 District Center Drive., Palm Springs, CA 92264  
Co.-Dist.-School Code: 33-67173-6108450  
School Type:  to   
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 718  
Approximate # of students living along route proposed for improvement: 233  
Percentage of students eligible for free or reduced meal programs\*\* 93 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Sunny Sands Elementary School.pdf

School Name: James Workman Middle School  
School Address: 69300 300th Ave., Cathedral City, CA 92234  
District Name: Palm Springs Unified School  
District Address: 150 District Center Drive., Palm Springs, CA 92264  
Co.-Dist.-School Code: 33-67173-6112692  
School Type:  to   
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 1,254  
Approximate # of students living along route proposed for improvement: 430  
Percentage of students eligible for free or reduced meal programs\*\* 83 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

James Workman Middle School.pdf

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

School Name: Nellie Coffman Middle  
School Address: 34603 Plumley Rd, Cathedral City , CA 92234  
District Name: Palm Springs Unified School  
District Address: 150 District Center Drive., Palm Springs, CA 92264  
Co.-Dist.-School Code: 33-67173-6059091  
School Type: 6 to 8  
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 1,056  
Approximate # of students living along route proposed for improvement: 93  
Percentage of students eligible for free or reduced meal programs\*\* 95 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Nellie Coffman Middle School.pdf

School Name: Cathedral City High School  
School Address: 69250 Dinah Shore Dr., Cathedral City, CA 92234  
District Name: Palm Springs Unified School  
District Address: 150 District Center Drive., Palm Springs, CA 92264  
Co.-Dist.-School Code: 33-67173-3330578  
School Type: 9 to 12  
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 1,686  
Approximate # of students living along route proposed for improvement: 100  
Percentage of students eligible for free or reduced meal programs\*\* 90 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Cathedral City High School.pdf

**Part A4: Project Details**

Indicate the project details included in the project/program/plan.

**Note:** When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

☐ **Bicycle Improvements**

☐ **Pedestrian Improvements**

☐ **Multi-use Trail Improvements**

☐ **Vehicular-Roadway Traffic-Calming Improvements**

☒ **Non-Infrastructure Components**

**NI Program Type:** Indicate the NI program type. If more than one, indicate the percentage split based on cost.

☐ Regional Initiative 0 %

☒ Community Initiative 40 %

☒ Safe Routes to School 60 %

☐ First Last Mile 0 %

☐ Other: \_\_\_\_\_, 0 %

**Program Activities:** Insert the number of each type of activity included in the program. Do not double count.

Regional Community Initiatives:

3	Number of walk or bike audits
3	Number of bicycle skills/safety classes
3	Number of pedestrian skills/safety classes
3	Number of community demonstration projects/pop-ups/open street events
9	Number of community encouragement (i.e. bike to work days)
0	Number of community challenges (i.e. bike to work month challenge)
18	Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

8	Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
7	Number of school assemblies receiving pedestrian/bicycle safety instruction/education
5	Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
0	Number of bike rodeos
8	Number of pedestrian 'mock city' safety skills events
8	Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
0	Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
320	Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
15	Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)
8	Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

10 Number of creative crosswalks / interactive walking routes

10 Number of Senior ped/bike presentations / events

**Communications:** Check the box if the program will include the communication type.

☒ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)

☐ Large media (bus-wraps, billboards, etc.)

☒ Social media (Twitter, Facebook, Instagram, etc.)

☒ Program website

☒ Print/electronic publications  
(newsletters, blogs, etc.)☒ Other; Presentations to older adults, parents, students,  
community members, tabling at community events*What languages, if any, will the selected communications be translated to:*

Spanish

**Collaborative  
Partnerships:***Check all parties that have a committed role in the project beyond submitting a letter of support.*☒ Local Public Health Department☒ Schools/School Districts☒ Law Enforcement☒ Public Works Departments☒ Non-Profit Organizations/Community Based  
Organizations☒ Other; Coachella Valley Association of Governments  
(CVAG) - continued on page 17☐ **Plan Type (only intended for Plans)**



**Right of Way (R/W) Impacts** (Check all that apply)

- ☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.  
(This includes temporary construction easements)
- ☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- ☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- ☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- ☐ Program/Plan will likely have an open street/demonstration on state highway.

**Part A5: Project Schedule**

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

**NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)**Will ATP funds be used in this phase of the project? ☒ Yes ☐ No**Proposed CTC "CON Allocation" Date:**

7/1/2024

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2024

Expected Start Date for "NI" or "Plan" Construction activities:

9/2/2024

Time to complete the CON-Phase activities:

36 months

**Expected Completion Date for the CON Phase:**

8/18/2027

**Part A6: Project Funding**  
(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	-	-		-	-	-	-	-
PS&E	-	-		-	-	-	-	-
R/W	-	-		-	-	-	-	-
CON	-	-		-	-	-	-	-
NI-CON/ PLAN	820	820	24/25	-	-	-	-	-
TOTAL	820	820		-	-	-	-	-

\* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

\*\* Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

**ATP FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, all ATP projects over \$1M must be eligible to receive federal funding. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? ☒ Yes ☐ No

If "Yes", provide a brief explanation. (Max of 50 Words)

Words Remaining: 1

The total cost for the proposed project is less than \$1 million. The project will have no impact on the environment, and thus no CEQA or NEPA work will be required. State-Only funding will maximize the program schedule, and allow expedited implementation of activities and quicker realization of outcomes.

If "Yes", applicants requesting SHA must also attach an "Exhibit 25-F"

Attachment J State Funding\_Cathedral City.pdf

**ATP PROJECT PROGRAMMING REQUEST (PPR):**

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



## ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

v1.3

8-Riverside County-6

Riverside County Safe Routes for All - Cathedral City

<b>Amendment (Existing Project)</b> Y <input type="checkbox"/> N <input checked="" type="checkbox"/>					Date: 6/14/2022	
<b>District</b>	<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>	<b>Alt Project. ID/prg.</b>
8						ATP
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>		
RIV	n/a			Riverside County		
				<b>MPO</b>	<b>Element</b>	
				SCAG	Local Assistance	
<b>Project Manager/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>		
Julisa Alvizo-Silva		(951) 358-7171		jalvizo@ruhealth.org		
<b>Project Title</b>						
Riverside County Safe Routes for All - Cathedral City						
<b>Location (Project Limits), Description (Scope of Work)</b>						
Cathedral City is located in Riverside County's Coachella Valley; located about 115 miles from Los Angeles; covers 22.8 square miles and is home to over 55,649 residents.						
<b>Component</b>		<b>Implementing Agency</b>				
PA&ED		Riverside County				
PS&E		Riverside County				
Right of Way		Riverside County				
Construction		Riverside County				
<b>Legislative Districts</b>						
<b>Assembly:</b>	56	<b>Senate:</b>	28	<b>Congressional:</b>	36	
<b>Project Benefits (If more space is needed, use the Additional Information field on the next page.)</b>						
Expected benefits of the Safe Routes for All - Cathedral City Program include: Increased proportion of students and their families biking and walking to schools and parks; increased physical activity; improved health outcomes; greater park usage; improved air quality; stronger communities; and lower rates of traffic injuries among the targeted populations.						
<b>Purpose and Need</b>						
Two transportation corridors and eight area Cathedral City schools targeted in this project have experienced a large number of pedestrian and bicycle injury collisions between 2010 - 2021. Educating students, parents, and park users through Palm Springs - focused Safe Routes for All.						
<b>Category</b>		<b>Outputs/Outcomes</b>		<b>Unit</b>	<b>Total</b>	
Active Transportation		# Signs, lights, greenway, safety/beautification		Each	1	
NHS Improvements: No		Roadway Class: No		Reversible Lane Analysis: No		
Inc. Sustainable Communities Strategy Goals: Yes		Reduces Greenhouse Gas Emissions: Yes				
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved				6/14/2022		
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document (Document Type)		CE				
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase					9/2/2024	
End Construction Phase					8/18/2027	
Begin Closeout Phase					8/19/2027	
End Closeout Phase (Closeout Report)					11/18/2027	





**Additional Information**

**Date:** 6/14/2022

Collaborative Partners, continued from page 12:

Palm Springs Unified School District  
Riverside County Transportation Commission  
Cathedral City Police Department  
Southern California Association of Governments  
SunLine Transit Agency  
Riverside County Office on Aging  
S.C.R.A.P. Gallery  
Inland Empire Biking Alliance  
Senior Center  
Libraries

## ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

8-Riverside County-6

Riverside County Safe Routes for All - Cathedral City

## Project Programming Request (PPR)

Date:	6/14/2022
-------	-----------

### Project Information:

<b>Project Title:</b>	Riverside County Safe Routes for All - Cathedral City				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
8	Riverside	n/a			

**Funding Information:**

**DO NOT FILL IN ANY SHADED AREAS**

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	820	0	0	0	820	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>820</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>820</b>	

[illegible]

ATP Funds      Non-Infrastructure Cycle 6									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	820	0	0	0	820	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>820</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>820</b>	

[illegible][illegible]

## ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

## Project Programming Request (PPR)

Date:	6/14/2022
-------	-----------

### Project Information:

<b>Project Title:</b>	Riverside County Safe Routes for All - Cathedral City				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
8	Riverside	n/a			

## Summary of Non-ATP Funding

*The Non-ATP funding shown on this page must match the values in the Project Funding table.*

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Riverside County
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:	Proposed Funding Allocation (\$1,000s)								Program Code
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible]

**Part A7: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

**1. Demonstrated fiscal needs of the applicant:**

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? ☐ Yes ☒ No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? ☐ Yes ☒ No
- Are adjacent properties undeveloped or under-developed where standard “conditions of development” could be placed on future adjacent redevelopment to construct the proposed project improvements? ☐ Yes ☒ No

**2. Consistency with an adopted regional transportation plan:**

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? ☒ Yes ☐ No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

2020 - 2045 Regional Transportation Plan Connect So Cal.pdf

*Note: Projects not providing proof will be disqualified and not be evaluated.*

**3. Is the Implementing Agency Caltrans?**☐ Yes ☒ No



## **Part B: Narrative Questions**

### **Question #1**

#### **QUESTION #1**

#### **DISADVANTAGED COMMUNITIES (0-10 POINTS)**

☐ This project does not qualify as a Disadvantaged Community.

#### **A. Map of Project Boundaries, Access and Destination (0 points): Required**

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

Disadvantaged Communities FRPM Map\_Cathedral City.pdf

#### **B. Identification of Disadvantaged Community: (0 points)**

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place Number that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

**Select Option:** Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx> (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
Agua Caliente Elementary	596	98 %
Cathedral City Elementary	697	97 %
Landau Elementary School	704	92 %
Rio Vista Elementary School	713	82 %
Sunny Sands Elementary School	718	93 %
James Workman Middle School	1,254	83 %
Nellie Coffman Middle	1,056	95 %
Cathedral City High School	1,686	90 %

Highest percentage of students eligible from above (autofill): **98%** (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: **91%**  
(to be used for severity calculation only)

**C. Direct Benefit: (0 - 4 points)**

Explain how the program addresses an important need of the disadvantaged community, how it was requested or supported by the disadvantaged community residents, and how the disadvantaged community residents will be included.

(Max of 500 Words)

Words Remaining: 8

Cathedral City is currently preparing the City's first Active Transportation Plan. This plan will identify strategies and improvements to make walking and biking in the City safer and more enjoyable. The Plan will look at signage and way-finding and how it could encourage active transportation. Following the October 2021 announcement, the project team has offered various engagement events and opportunities to collect community input. These opportunities will continue throughout this year until the final recommendations are presented during a public webinar slated for January 2023. Attachment K-1

The City is currently coordinating with school administrators within the Palm Springs Unified School District to coordinate a walk with students and parents along popular corridors on October 5th – International Walk to School Day. These actions align perfectly with the proposed activities in this application. With the goal of improving public health, quality of life and reducing pollution that causes climate change, Riverside University Health System – Public Health (RUHS Public Health) will address the safety and physical activity needs of this high-priority area by implementing a non-infrastructure Safe Routes for All Program. The program aims to make it safer and more attractive for area youth, young adults, parents, park users, and older adults to walk and bike throughout the Cathedral City community.

With the assistance of the Superintendent, eight schools have been identified as disadvantaged communities. The school communities, as well as the City community, will be incentivized to participate in activities including International Walk to School Day Challenges, bike skills workshops, safety campaigns, and community bike repair events. On campus campaigns will provide opportunities for leadership as students promote safety messages. Programming will empower parent champions to form walking school buses. Walkability workshops, which include a walk audit, will be held at elementary schools, parks, and the senior center where community members' voices can be heard, and critical improvements can be suggested through prioritized action plans.

The Safe Routes for All Program content was directly developed based on the self-identified needs of the community through surveys, pop-up events, workshops, meetings, and discussions held during the planning phase of the application process. Parents have expressed a great need for educational programming during the summer months. Year-round activities incorporated into the Program will fulfill many needs.

Pre-school through high school-aged students, parents, school administrators, older adults, and park users will be included in bilingual educational and encouragement activities. High school students, participants in the Cathedral City Police Explorer Program, District 4 Youth Advisory Council members, Conservation Corpsmembers, members of the SunLine Transit Agency Youth Sustainability Committee, and parent champions will have the opportunity to become leaders in their community by becoming Active Transportation Ambassadors through the PedBikeIT Pedestrian and Bicycle Instructor Training.

The Safe Routes for All Program compliments "Connect Cathedral City", a joint initiative between the City and the Coachella Valley Association of Governments. The initiative supports projects that enhance the local and regional connectivity of bicycle, pedestrian, and low-speed electric vehicle facilities.

**D. Project Location: (0 - 2 points)**

Is your project located within a disadvantaged community? Fully

**E. Severity: (0 - 4 points)**

Auto calculated

**Part B: Narrative Questions****Question #2****QUESTION #2**

**POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-40 POINTS)**

**Safe Routes to School projects:** The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
Agua Caliente Elementary	596	140
Cathedral City Elementary	697	220
Landau Elementary School	704	528
Rio Vista Elementary School	713	100
Sunny Sands Elementary School	718	233
James Workman Middle School	1,254	430
Nellie Coffman Middle	1,056	93
Cathedral City High School	1,686	100
<b>Total</b>	<b>7,424</b>	<b>1,844</b>

**A. Statement of project need (20 points max)**

Explain why this program is needed. Describe the issue(s) that this program will address. Include the challenges and barriers to increasing walking and/or biking in the program area.

**Discuss:**

- Current or proposed pedestrian and/or bicycle infrastructure in the program area
- Connectivity and mobility by active transportation to community identified destinations (such as schools, transit facilities, community centers, employment centers, and other destinations.)
- Perceived personal safety of walking and/or biking
- The **local** health concern responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed program. Please provide detailed and locally relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- Other

(Max of 750 Words)

Words Remaining: 17

From 2000-2020, Cathedral City's population increased from 42,647 to 54,791 – a gain of 28% in the last twenty years. Cathedral City is made up of a diverse tapestry of close-knit neighborhoods. Each has its own unique style and history but share a strong sense of character and identity.

The City has a network of arterial streets that connects to its two neighboring cities, Palm Springs and Rancho Mirage. Arterial streets include Date Palm and Cathedral Canyon Drives, Vista Chino and Ramon Roads, and Dinah Shore and East Palm Canyon Drives. Most of Cathedral City's destinations are located along the arterial street network. The City consists primarily of medium and low density residential areas, with some existing retail and office uses located along East Palm Canyon Drive, Ramon Road, and Date Palm Drive. The City is served by SunLine Transit Agency, which has bicycle racks mounted on every bus in its fleet.

In 2018, Cathedral City conducted an active transportation survey to capture input on resident travel patterns, modes of transportation, and necessary improvements. In 2021, the City began developing an Active Transportation Plan. The plan is intended to look at existing infrastructure and travel habits of the community to identify strategies, actions, and treatments that will create an environment that is safer and more comfortable for walking, biking, and living an active lifestyle. Recommendations (expected to be released January 2023) will be



designed to ensure that all roadway users, including the most vulnerable such as children, older adults, and those with limited mobility, have safe transportation options to travel however they need and want.

CV Link is an award-winning plan to provide access for pedestrians, bicyclists, and low-speed electric vehicles (including golf carts) on a dual pathway that largely parallels Highway 111, the busiest corridor in the valley. The first segment of CV Link opened February 2018 stretching from Ramon Road in Cathedral City to Vista Chino in Palm Springs. Another segment is open near Demuth Park in Palm Springs. In 2020, construction began on 20 miles of CV Link with the first 3.5-mile segment completed in the City of Palm Desert spanning from the popular Bump and Grind trail to the College of Desert. CV Link will provide a safer, alternative route for tourists and residents to travel throughout the valley to attractions, resorts, employment centers, shopping, friends, and recreational opportunities. Over half (54%) of all public-school students in the Coachella Valley live within 1 mile of CV Link, which will provide a safer route to walk and bike to school as well as facilitate athletic uses.

April 2022, the Mayor announced the award from Clean California Grants for local programs. The award will provide for better access for cyclists and pedestrians to and from the CVLink and Dreams Homes Park and must be completed by June 30, 2024.

Under the implementation of Coachella Valley Association of Governments' regional ATP plan, the City of Cathedral City plans to enhance bicycle and pedestrian facilities citywide (specifically along three Corridors: E Palm Canyon Drive, Cathedral Canyon Drive, and Date Palm Drive). These projects will help bridge critical gaps in the City's active transportation network by focusing on developing connections from northern-mid Cathedral City to Downtown. Improvements will also connect to future CV Link segments and access points, offering more convenient access to regional destinations across the Coachella Valley and neighboring cities like Palm Springs and Rancho Mirage. Cathedral City has been identified as a disadvantaged community. Based on California Healthy Places Index, Cathedral City has an HPI score of 25.9 which indicates that 74.1% of other California census tracts have healthier community conditions.

The SHAPE Riverside County data portal reports:

28.1% of Cathedral City adults as sedentary

33.9% of adults as obese

15% of adults stated that their physical health was not good 14 or more days in the past month

29.1% of children are living below the federal poverty level (18.2% Riverside County)

15.1% of families are living below the federal poverty level (10.4% Riverside County)

20.6 minutes - average daily travel time to work for workers 16 years of age and older

1.75% of workers aged 16 years and over commute to work by public transportation

82.7% of workers aged 16 years and over get to work by driving alone in a car, truck, or van

1% of workers aged 16 years and over get to work by walking Attachment K-2

## **B. Addressing the Need (20 points max)**

1. Check the box that best describes the Non-Infrastructure program.

☒ Start-up program (no program currently exists)

☐ Expansion of an existing program

☐ New components to an existing program





# ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)



2. Describe the program, the population it will serve, and how the program will use NI components (i.e., encouragement and education), to address each of the need(s) identified above with the goal of increasing walking and/or biking to community identified destinations within the program area. (Max of 750 words)

**Words Remaining: 88**

The proposed Safe Routes for All Program represents a new emphasis on equitable pedestrian and bicycling safety, with engagement of targeted populations. Proposed is a multi-faceted strategy to educate students, parents, park users, and seniors with the goal of encouraging more walking and bicycling and the reduction in injury accidents and fatalities. Activities are referenced in the Cathedral City Scope of Work Visual and Matrix in Attachment K-3.

#### Education

Eight Targeted schools in Cathedral City will experience a comprehensive non-infrastructure approach aimed to achieve effective and sustainable programs. Activities will improve pedestrian and bicycling behavior and encourage safer patterns of use involving the local transportation network.

1. Active Transportation Ambassador Training will be provided to high school youth (i.e. leadership groups such as the Cathedral City Police Explorer program, Boys and Girls Club, and SunLine's Youth Sustainability Committee). Ambassadors will assist with walk audits, and the use of the mock Safety City at community events. Elements are based on best practices in the Safe Routes for Youth: Supporting and Empowering Teen Leaders in Vision Zero Toolkit. Attachment K-4
2. PedBike IT – middle and high school students are trained to provide elementary school students with the knowledge and skills to walk through the safety city
3. PedBike Safety City Educational Events – Program will attend community health fairs to engage with residents and educate ped/ bike safety
4. Walking on Sunshine – Summer youth program targeting young children on basic traffic safety education
5. Land Use and Planning Awareness (LUPA) – Urban Planning curriculum that teaches high schoolers about building healthy communities and how residents health is directly impacted
6. The program will work with the Cathedral Center Senior Center to implement a Safe Route for Seniors component, including safety presentations, invitation to join and sustain a walking club and safety education activities.

#### Encouragement

1. Coordination and implementation in the International Walk to School Day Challenge. Includes recruitment, incentivizing and encouragement of schools to participate; organization of themed walking school buses (with route mapping and champion recruitment).
2. PedBike Safety on-campus Safety Campaign – encourage students to lead a safety campaign to bring awareness on campus.
3. Creative Crosswalks – create safe and fun walking spaces for students to use to and from school.
4. Community Bike Repair Days – Encourage the community to bring us their old bike for repairs. Participants will also receive bike safety education.

#### Engineering

1. Walkability Workshops/ Walkability Workshops (audits) will be coordinated with eight targeted schools. Data gathered from walk audits will be used to create a Suggested Safe Routes to School Flyer, Action Plan and will be shared with the City of Cathedral City Public Works for future projects. In addition to schools, walk audits will be conducted around the Senior Center, and parks etc.
2. Interactive Walking Routes – Increase Park usership by temporarily installing fun walking routes that highlight student art, ped/bike educational tips and short fitness challenges.
3. The Riverside County-Wide Active Transportation Network will involve Cathedral City residents to coordinate resource sharing, leverage partnerships, and support outreach and community engagement activities.

#### Engagement

1. School Assembly Law Enforcement PedBike Presentations at target schools.
2. Work with the City on improving their existing Crossing Guard Curriculum and policies.
3. Implementation of the Good Ticket Program, for schools to reinforce safe behaviors. Students use earned tickets to enter into opportunity drawings. Students will receive Good Tickets when they subsequently demonstrate safe behaviors.

#### Evaluation

Evaluation will focus on intervention effectiveness of four target populations: 1) students (pre-school, K-12); 2) older adults; 3) Seniors; and 4) park users. Evaluation will include a process element describing project activities and participants, and an outcome element to assess intervention effectiveness. Both quantitative, qualitative skills and participation data will be captured through various methodologies, including anecdotal interviews, pre-post survey tools, and skills observation. Lastly, a Transportation Policy Assessment will be conducted with Palm Springs Unified School District in order to analyze the bussing policy and how it affects students travel mode.

**Part B: Narrative Questions****Question #3****QUESTION #3****POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-10 POINTS)**

- A. Describe the program area's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users that this program will mitigate. (10 points max)**

**Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner.** Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
  - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
  - b. **Project Area Collision Map - identifying the past crash locations with the program boundary**
  - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**

*Combine the various maps/summaries into one PDF file and attach it in the field below.*

TIMS ATP tool\_Cathedral City.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story ( <https://streetstory.berkeley.edu/>), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining:

Data and methodologies Attachment (optional)

Additional Data\_Cathedral City.pdf

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries:

11

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	23	4	27	2.45
Injuries	108	72	180	16.36
Total	131	76	207	18.82

4. Referencing the heat-maps, collision map and collision summaries provided in above, discuss why your agency chose this program area as a priority for addressing ongoing safety and discuss how the program corresponds to the types and locations of the past collisions. **(10 points max)**

As appropriate, discussion may included how the NI program elements:

- Educate pedestrians, bicyclists, and/or drivers about safety hazards for pedestrians and bicyclists
- Encourage safe behavior

(Max of 900 Words)

Words Remaining:

522

Between 2010 and 2021, a total of 208 pedestrian-involved incidences occurred in the Cathedral City. Approximately 13% of those collisions involved severe injuries and 13% resulted in fatalities. The majority of collisions and fatalities during this time, as evidenced



by the Transportation Injury Mapping System (TIMS) heat map, were along Ramon Road and Date Palm Drive where significant activity of various land uses exists including various plazas and Sunny Sands Elementary School. The SRTS Map Viewer tool was used to identify the ped/bike collisions around the eight (8) targeted Cathedral City schools. A total of 66 collisions occurred within a 1-mile radius from school sites. Notably, ten (10) incidences occurred near Cathedral City Elementary School; two (2) resulted in fatalities.

#### Education Program Element

Decreasing the incidence of pedestrian and bicycling collisions and fatalities is key. The comprehensive proposed program will educate parents, school children, the community, and the older adult population about pedestrian and bicycle safety. Due to limited developmental skills, elementary-aged children are at higher risk for collisions between moving vehicles and therefore, the project's primary focus. Training will be provided to elementary school teachers so they can provide further pedestrian and bicycling safety education within their classrooms. Other educational components include workshops, trainings, the formation and facilitation of a senior walking club, the creation and distribution of targeted literature for each of the groups and peer to peer safety campaigns.

#### Encouragement Program Element

Encouragement activities are focused on training high school youth to become ATP advocates, to assist with school walk audits, bike rodeos, and to enable further training to younger youth on pedestrian and bicycling safety. Area schools will be incentivized to participate in the International Walk to School Day Challenge, and Bike Month activities. Middle/High School students residing in Moreno Valley will be targeted with safety campaigns, and to develop and facilitate a peer-to-peer safety messaging.

Community involvement will include the coordination and facilitation of the Active Transportation Network (ATN), including volunteers to share resources, conduct needs assessments to encourage further education, increase park usage, support the city with outreach and community engagement, and provide input, action plans, and coordination of walk audits. The ATN will leverage partnerships to implement activities throughout the year, including opportunities for inclusive participation in planning and implementation activities.



## Part B: Narrative Questions

### Question #4

#### QUESTION #4

#### PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

**Describe the community based public participation process that culminated in the project**

- A. Describe who was engaged in the identification and development of this program. How were they engaged? Describe the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. What was their feedback and how was it incorporated into the program proposal? Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (5 points max) (Max of 700 words)

Words Remaining: 47

RUHS Public Health staff met with the Superintendent of the Palm Springs Unified School District to discuss implementing the Safe Routes for All Program. Prior to meeting with the Superintendent, Public Health identified eight schools in the City of Cathedral City with a range of 82% – 98% of the student body eligible for the Free or Reduced Priced Meal Program. The Superintendent agreed these eight schools should be included in the program. The Superintendent shared a 9-year old student in his district was killed in December 2021 in an incident that also injured three others. A driver struck a school bus, then continued and struck the 9-year old and three others as they were walking home from the bus stop. The incident is heartbreaking and the district provided their full support.

With the assistance of the district's Coordinator of Communications & Community Outreach, Public Health was able to contact individual school administrators to discuss their individual needs for pedestrian and bicycle safety as well as observe students on their route to school. The Coordinator shared our parent survey on the district's social media pages as well as the page for the Parent Resource Center. Parents indicated a desire to have additional Encouragement activities provided, including Walk to School days. Additional suggestions included providing more school-based safety campaigns, incentivizing students with walk events, better-identified walking routes, lower-speed zones, and crossing guards. Parents were also engaged during a free booster seat event held at the school district offices. The Communications Coordinator also shared past press releases of Walk to School Days promoted throughout the district.

Public Health also met with the Assistant Engineer from the Cathedral City Engineering Department. The Assistant Engineer shared his current work on the development of the Cities Active Transportation Plan. The City has sponsored engagement activities this year and has received insightful feedback for the Plan. According to the Assistant Engineer, the main points from the community are wider sidewalks, bike infrastructure, street lighting and traffic calming.

Earlier this year, Public Health met the Mayor of Cathedral City at a press event announcing the recent award of the Clean CA grant. In follow up correspondence, the Mayor shared the City has been awarded a grant to build the Dream Homes Park. Dream Homes is one of the oldest neighborhoods in Cathedral City and the Coachella Valley, critically underserved and has endured many years without a park. "Our residents have been involved in designing the park and participated in six community-based planning forums and park workshops," stated Mayor Ernesto Gutierrez. "The Dream Homes Park will meet the needs of the community because it has been studied and designed by the residents." The Dream Homes Park will provide more connectivity to the CV Link, a multi-modal corridor now open adjacent to the Dream Homes neighborhood that is planned to extend from Palm Springs to the City of Coachella and the Salton Sea.

Public Health values the involvement of local law enforcement in community programming and met with Chief of Police for Cathedral City. In addition to providing a letter of support, the Chief welcomed the idea to work with their Explorer Program to implement Safe Routes for All activities. Public Health researched press releases of pedestrian and bicycle crashes and discussed with the Chief.

In response to the COVID-19 pandemic, RUHS-PH developed bilingual digital surveys that can be accessed via link/QR code to curb community engagement challenges. This digital survey can be easily disseminated to schools to share on visually engaging school platforms like Peach Jar. Programs like these further the reach of resources in the school-community and broaden the line of communication. Additionally, RUHS-PH is well versed in hosting multiple virtual meetings with stakeholders. Virtual capabilities allow us to conduct multiple engagements in one day since no travel is required. Lastly, RUHS-PH intends to continue to use these management systems to further the reach of our targeted population if awarded.

- B. Describe how stakeholders will continue to be engaged in the implementation of the program. Include which agencies and stakeholder groups (e.g., public health, Community Based Organizations, public schools, law enforcement, or other non-traditional partners) will be involved in implementing the program. (10 points max) (Max of 700 words)

Words Remaining: 170

Through scheduled walk audits and workshops at target school sites, the school community will be able to express concerns regarding



walkability and bike-ability of students' routes to schools. Stakeholders including parents, school administrators, city officials, and community advocates will be involved in the workshops. Subsequent follow-up meetings will ensure the community continues to have a voice through the creation of actions plans for future projects.

Further, Active Transportation Ambassador Training will be conducted locally to train community members in educating and encouraging community children about pedestrian and bicycling safety. Trainees will receive certificates and become Active Transportation Ambassadors who will further convey information and safety messages at school and community events. Particularly, skills learned will exist and carry on past funding.

Stakeholders will continue to be engaged through their involvement in the Good Ticket program, which will be utilized to partner with crossing guards, parent champions and school administration who will be trained to enforce good pedestrian and bicycle behaviors among area students. Notably, Law Enforcement Stakeholders will have the opportunity to participate in a School Assembly style PedBike educational presentation to promote Good Ticket and demonstrate safe PedBike behaviors. Further, RUHS Public Health will create Tool Kits to be utilized as a guide on how to sustain activities like a Walking School bus and the Good Ticket program past funding. Tool Kits will also include media downloads for the school to use which will further our branding and increase reputation.

The RUHS Public Health team will organize a Parks committee, which will include stakeholders including community members, law enforcement, parks and recreation staff, code enforcement staff, city staff, and other key players connected with community-based organizations. Stakeholder will assist with the design of Interactive Walking Routes and creative crosswalks. In addition, the expansion of the area's Active Transportation Network into the Moreno Valley area will continue to engage community stakeholders actively over the duration of the project by meeting on a quarterly basis to discuss initiatives.

For the first time in U.S. history, older adults are projected to outnumber children by 2035. Between years 2010 through 2060, The Riverside County Office on Aging estimates an over 200% increase of adults aged 60 and older and an over 400% increase of adults aged 85 and older. The Safe Routes for All Program embraces the growing aging population. Stakeholders involved in the Safe Routes for Seniors component of the project will be given several senior pedestrian resources that can be used at their site past funding. The Senior Center administration will be given a tool kit with pedestrian/bicycle educational activities for Seniors. Further, Staff will train and create a tool kit that will help keep the Walking Club active past funding. Tool Kit will be modeled after AARP's Walking Club Resource. Attachment K-6

Lastly, to encourage continuous communication with and gain feedback from parents, students, seniors, community members, school administrators, and others, RUHS Public Health will utilize bilingual evaluations and anecdotal reports available in different formats for inclusivity (survey, digital survey, text, in-person). Feedback gathered through this process will continue to help inform the course of the project, but with integrated flexibility to meet new and ongoing needs within the community.

**Part B: Narrative Questions****Question #5****QUESTION #5****EVALUATION and SUSTAINABILITY (0-10 POINTS)**

- A. How will the effectiveness of the program be measured? Describe the effectiveness measures that will be evaluated (public support, mode shift, knowledge increase, safety, etc.) and the tools that will be used (such as surveys, counts, observations, etc.) to quantify the success. (5 points max) (Max of 300 words)

**Words Remaining:** 13

The evaluation will focus on the effectiveness of the interventions for each of the four target populations: 1) students; 3) parents; 2) seniors and 4) park users. RUHS – Public Health will use a variety of evaluation methods (including bilingual materials). The following are evaluation strategies RUHS Public Health intended to integrate; resources like the Evaluation Guide for Community Safe Routes to School Programs will also be used to keep up to date with innovative evaluation strategies. Attachment K-7

1. Process Evaluation. Staff will track the number and type of interventions and provide participant tallies and description of activities. For instance, staff will count walking school bus participants, participants and activities in the park assessment, etc. Moreover, an assessment of current school transportation policies will also be collected.

2. Outcome Evaluation. This assessment will collect quantitative and qualitative data to assess behavior changes and participants' and stakeholders' opinions on the effectiveness of the interventions and activities. Staff will update current surveys and utilize the most recent methods for data collection, such as the best practices for Safe Routes to Parks Framework projects issued this year. Attachment K-8

3. Methods will include:

- Event Evaluations – Staff will facilitate discussions and collect surveys with school and community-based groups to gather feedback on implemented events, activities and community needs.
- Training Evaluations – Staff will distribute participant evaluations at the end of each educational training to gather feedback on what worked, recommendations for improvement, and suggestions for future trainings.
- Cohort Studies – Staff will administer pre-post surveys to a volunteer group of students throughout a school year to measure attitude and behavior change. Results from the survey will be analyzed to determine changes in walking and biking behaviors.

- B. How will the program be sustained after completion? As you address this question, consider the following: (5 points max)

- Train the Trainer
- "How-to" toolkits and guides to transfer the program materials and equipment to another party (e.g., teachers, school district, parent volunteers, PTA, an after-school program, community volunteers, community organization)
- Other sources of funding

(Max of 300 words)

**Words Remaining:** 6

The implementation approach will facilitate future activity replication. The City and area stakeholders have demonstrated strong support for the project (see the attached letters of support) and a desire to institutionalize project activities. RUHS will create an implementation tool kit for each activity to facilitate future replication of activities. For instance, the Walking School Bus and Good Ticket program Tool Kit that will lay out steps to organize and implement the activity, highlight best practices, and include existing materials and fact sheets. Attachment K-9 RUHS will develop a park assessment handbook that outlines steps to replicate the assessment and will include existing supplementary materials and guides such as the Safe Routes Partnerships' Harnessing Data to Advance Safe Routes to Parks. Attachment K-10)

Further, with the current digital shift, RUHS has developed online versions of training curriculum like the Pedestrian/Bicycle Instructor Training. Therefore, our curriculum will be able to be accessed after school hours or even on weekends by permitted persons. Synchronous trainings will still be implemented virtually with trainees, and with special permissions, users will be allowed to keep the curriculum that can be adopted and exist past funding.

Further, the Cathedral City Active Transportation Plan is currently in development. The plan will encourage pedestrian and bicycle usage as regular transportation; this plan supports its goal by prioritizing bicycle infrastructure projects, as well as education and training programs intended to improve safety for all users. Both the walk audits and community assessments will result in lists of priority projects that will be the basis for future grant and funding requests to improve walking and biking infrastructure. Therefore, the Safe Routes for All education and tool kits will equip and empower families to make safe ped/bike decisions that will carry on for years to come.



**Part B: Narrative Questions****Question #6****QUESTION #6****INNOVATIVE PROGRAM ELEMENTS (0-5 POINTS)**

- A. Does this program propose any elements that are new to the region? AND/OR does this program utilize any recognized best practices that have been proven successful in a similar local community context? Explain why the program chose to include these elements.

(5 points max) (Max of 500 words)

Words Remaining: 40

Multiple elements of the project are considered innovative:

1. Safe Routes for All – First Implementation in Riverside County. Many cities in the County have implemented NI Safe Routes to School projects. However, this is first Safe Routes for All Program conducted in Cathedral City by RUHS Public Health. RUHS is excited to bring together all of the safe routes best practices to drive impact on a larger, city-wide level, and to expand its engagement beyond K-12 students and parents to include pre-school children and their families, older adults, and the City' senior population. The project itself will be considered a 'pilot' and RUHS seeks to capture the process and outcomes by engaging an expert evaluator and developing implementation handbooks to assist the City in replicating and continuing the activities after the project is concluded.
2. New Active Transportation Focus in the City of Cathedral City. The Palm Springs Unified School District has implemented a limited number of SRTS activities. The vast majority of the proposed program elements are considered to be innovative components for the Cathedral City community including themed-based Walk to School Days; pedestrian creative crosswalks; the Safe Walk for Seniors trainings; the facilitation of peer-led LUPA curriculum and safety campaigns for high school-aged students to encourage safe walking, bicycling, and skateboarding; Community Bike Repair Days; and a 'Safe Routes to Parks' interactive walking path event. Attachment K-11
3. Focus on Walking and Biking Safety for Seniors. There is a significant senior population in Cathedral City, and it has been observed that they often exhibit unsafe walking and biking behaviors. RUHS is committed to ensuring that all County residents have the information they need to walk and bike safely and is purposefully including this segment of the population to identify best practices for outreach and engagement.
4. New Evaluation Methods/Tools – Evaluation is a critical step to help program assess the impact and effectiveness of initiatives. RUHS will revise all evaluation tools to better understand the community needs, and how our program can be designed to meet those needs. Secondly, RUHS has designed a new bilingual Walk Audit Worksheet to capture public participation during school/community audit events. Attachment K-12
5. Creative Crosswalks/Interactive Walking Routes – With the current pandemic, RUHS has begun to pivot initiatives, and develop online versions of training curriculum like the Pedestrian/Bicycle Instructor Training and piloting socially distanced events including the installation of a temporary creative crosswalk. With guidance from Capitol Area Development Authority (CADA), RUHS will follow steps take to put on the task. Attachment K-3 This component was well received by stakeholders and have committed themselves to it realization. This shift allows RUHS to continue to incorporate an online learning component to the proposed project and broaden the Safe Routes for All reach.





**Part B: Narrative Questions**

**Question #7**

**QUESTION #7**

**PROGRAM SCOPE AND IMPLEMENTATION (0 - 10 points)**

**A. Complete the 25-R (10 points)**

ATP applications must develop and document the proposed program's scope, cost, and schedule in the 25-R. (Attachment G)

The 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

**Part B: Narrative Questions****Question #8****QUESTION #8****USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC)  
(-5 to 0 POINTS)**

**- For project "Plan" types, this section is not required. -**

- ☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- ☒ Applicant is not requesting Construction funds (0 points)

**Step 1:** The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

CCC Email Correspondence\_Cathedral City.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

CALCC Email Correspondence\_Cathedral City.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

**Step 2:** The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☒ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 36

Under the ATP Riverside County Safe Routes for All Program, the CALCC will recruit corp members to participate in the Active Transportation Ambassador Program. Once the training program is completed, members will have the knowledge and skills to participate in a variety of activities including walk audits, community and school events utilizing the interactive Safety City, walk/bike to school days, and senior focused activities.

- ☐ No corps can participate in the project. (0 points)
- ☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- ☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)



---

**Part B: Narrative Questions**

**Question #9**

**APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)**

For CTC use only.

**Part C: Application Attachments**

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

**List of Application Attachments**

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations.

**Application Signature Page** (Required for all applications)**Attachment A**

Attachment A Signature Page.pdf

**Engineer's Checklist** (Required for Infrastructure & Combo Projects)**Attachment B****Project Location Map** (Required for all applications)**Attachment C**

Location Map\_Cathedral City.pdf

**Project Layout/Plans showing existing and proposed conditions**  
(Required for all Infrastructure Projects)**Attachment D****Photos of Existing Conditions** (Required for all applications)**Attachment E**

Attachment E Existing Conditions.pdf

**Project Estimate** (Required for all Infrastructure Projects)**Attachment F****Non-Infrastructure Work Plan** ([Exhibit 25-R](#))**Attachment G**

(Required for all projects with Non-Infrastructure Elements)

Attachment G 25-R.pdf

**Plan Scope of Work** ([Exhibit 25-Plan](#))**Attachment H**

(Required for all Plan Projects)

**Letters of Support (10 maximum) and Support Documentation****Attachment I**

(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

Attachment I Letters of Support.pdf

**[Exhibit 25-F](#) State Funding****Attachment J**

Attachment J State Funding\_Cathedral City.pdf

**Additional Attachments****Attachment K**

(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Attachment K Additional Attachments.pdf