



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-5

PROJECT NAME:

Riverside County Safe Routes for All - Palm Springs

PROJECT DESCRIPTION:

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

PROJECT LOCATION:

Palm Springs is located in Riverside County's Coachella Valley; located about 107 miles from Los Angeles; covers 94.7 square miles and is home to over 44,575 residents.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ -	\$ -	\$ -	\$ 630	\$ -
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 \$
630	630	-	-	-	-	-



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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 - Palm Springs

PROJECT / APPLICATION NUMBER: 5

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 Palm Springs 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. Palm Springs 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 459 pedestrian and bicycling collisions in Palm Springs. Of these, 46 of the collisions proved fatal, and 431 resulted in injuries. This averages to about 4.18 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 Palm Springs by implementing comprehensive education and encouragement activities.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 7

Safe Routes for All - Palm Springs: 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: 11

Palm Springs is located in Riverside County's Coachella Valley; located about 107 miles from Los Angeles; covers 94.7 square miles and is home to over 44,575 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 [X] 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_Palm Springs.pdf

CITIES:

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

City Code: PSP City Name: Palm Springs

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. 33.83 N / long. -116.54 W

Congressional District(s): 36

State Senate District(s): 28

State Assembly District(s): 42

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?

[X] Yes [] No If yes, how many previous awards? 5

Table with 5 columns: Project Number, Past Project Funding, Funded Amount \$, Project Type, Type of overlap/connection with past projects. Contains 5 rows of project data.



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: 5

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



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

School Name: Cahuilla Elementary
 School Address: 833 E. Mesquite Avenue., Palm Springs, CA 92264
 District Name: Palm Springs Unified School District
 District Address: 150 District Center Drive., Palm Springs, CA 92264
 Co.-Dist.-School Code: 33-67173-6032395

School Type: to

Project improvements maximum distance from school 0.50 mile

Total student enrollment:	<u>483</u>
Approximate # of students living along route proposed for improvement:	<u>73</u>
Percentage of students eligible for free or reduced meal programs**	<u>92 %</u>

**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.

Cahuilla Elem School.pdf

School Name: Katherine Finchy Elementary School
 School Address: 777 E. Tachevah Drive., Palm Springs CA 92262
 District Name: Palm Springs Unified School District
 District Address: 150 District Center Drive., Palm Springs, CA 92264
 Co.-Dist.-School Code: 33-67173-6032437

School Type: to

Project improvements maximum distance from school 0.50 mile

Total student enrollment:	<u>603</u>
Approximate # of students living along route proposed for improvement:	<u>120</u>
Percentage of students eligible for free or reduced meal programs**	<u>80 %</u>

**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.

Katherine Finchy Elem School.pdf



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

School Name: Vista Del Monte Elementary
 School Address: 2744 N Via Miraleste., Palm Springs, CA 92262
 District Name: Palm Springs Unified School District
 District Address: 150 District Center Drive., Palm Springs, CA 92264
 Co.-Dist.-School Code: 33-67173-6032452

School Type: to

Project improvements maximum distance from school 0.50 mile

Total student enrollment:	<u>536</u>
Approximate # of students living along route proposed for improvement:	<u>107</u>
Percentage of students eligible for free or reduced meal programs**	<u>91 %</u>

**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.

Vista del Monte Elem School.pdf

School Name: Raymond Cree Middle School
 School Address: 1011 E. Vista Chino., Palm Springs, CA 92262
 District Name: Palm Springs Unified School District
 District Address: 150 District Center Drive., Palm Springs, CA 92264
 Co.-Dist.-School Code: 33-67173-6059109

School Type: to

Project improvements maximum distance from school 0.50 mile

Total student enrollment:	<u>835</u>
Approximate # of students living along route proposed for improvement:	<u>100</u>
Percentage of students eligible for free or reduced meal programs**	<u>87 %</u>

**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.

Raymond Cree Middle School.pdf



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

School Name: Palm Springs High School

School Address: 2401 E. Baristo Road., Palm Springs, CA 92262

District Name: Palm Springs Unified

District Address: 150 District Center Drive., Palm Springs, CA 92264

Co.-Dist.-School Code: 33-67173-3335130

School Type: to

Project improvements maximum distance from school 0.50 mile

Total student enrollment: 1,613

Approximate # of students living along route proposed for improvement: 200

Percentage of students eligible for free or reduced meal programs** 87 %

**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.

Palm Springs 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.*

- | | | | |
|---|------|--|-------------|
| <input type="checkbox"/> Regional Initiative | 0 % | <input type="checkbox"/> First Last Mile | 0 % |
| <input checked="" type="checkbox"/> Community Initiative | 40 % | <input type="checkbox"/> Other: | _____ , 0 % |
| <input checked="" type="checkbox"/> Safe Routes to School | 60 % | | |

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):

- 5 Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
- 4 Number of school assemblies receiving pedestrian/bicycle safety instruction/education
- 3 Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
- 0 Number of bike rodeos
- 5 Number of pedestrian 'mock city' safety skills events
- 5 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)
- 400 Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
- 9 Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)
- 5 Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

- 8 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.*

- | | |
|--|---|
| <input checked="" type="checkbox"/> Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.) | <input checked="" type="checkbox"/> Social media (Twitter, Facebook, Instagram, etc.) |
| <input type="checkbox"/> Large media (bus-wraps, billboards, etc.) | <input checked="" type="checkbox"/> Program website |



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

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 16

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	630	630	24/25	-	-	-	-	-
TOTAL	630	630		-	-	-	-	-

* 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_Palm Springs.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.



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 6/14/2022	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.	
8						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
RIV	n/a			Riverside County			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Julisa Alvizo-Silva		(951) 358-7171		jalvizo@ruhealth.org			
Project Title							
Riverside County Safe Routes for All - Palm Springs							
Location (Project Limits), Description (Scope of Work)							
Palm Springs is located in Riverside County's Coachella Valley; located about 107 miles from Los Angeles; covers 94.7 square miles and is home to over 44,575 residents.							
Component		Implementing Agency					
PA&ED		Riverside County					
PS&E		Riverside County					
Right of Way		Riverside County					
Construction		Riverside County					
Legislative Districts							
Assembly:	42	Senate:	28	Congressional:	36		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Expected benefits of the Safe Routes for All - Palm Springs 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.							
Purpose and Need							
Four transportation corridors and five area Palm Springs 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.							
Category		Outputs/Outcomes			Unit	Total	
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			
Project Milestone					Existing	Proposed	
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 11:

- 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 Centers
- Library

**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_Palm Springs.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
Cahuilla Elementary	483	92 %
Katherine Finchy Elementary School	603	80 %
Vista Del Monte Elementary	536	91 %
Raymond Cree Middle School	835	87 %
Palm Springs High School	1,613	87 %

Highest percentage of students eligible from above (autofill): 92% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 87%

(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: **25**

At the start of 2022, the Palm Springs Pedestrian Plan was released. The Pedestrian Plan is a culmination of more than two years of project planning, community engagement, research and analysis, recommendations development, and report preparation. The project team collaborated closely with community stakeholders, school districts, local businesses, and local and regional agencies to develop a plan that is reflective of the Palm Springs community's vision to address their active transportation needs. The strategies and projects identified in the Pedestrian Plan will allow the City to identify and implement projects that ultimately reach the City's pedestrian goals.

With the assistance of the Palm Springs Unified School District Superintendent, RUHS Public Health identified five schools in the City of Palm Springs as disadvantaged communities. Through the Safe Routes for All Program, 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, middle and high schools, parks, and senior centers 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 Palm Springs 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.

Speed limits are being lowered around Palm Springs, thanks to the support of Assembly Bill 43, which took effect January 1st. The City mayor has been lobbying for reduced speeds for years. The state bill opened the door for the City to use factors like pedestrian and bicycle activity in determining speed limits, according to the Palm Springs Post. Before AB43, traffic engineers had to survey and measure "spot speed" as criteria for setting speed limits. The City Council decided unanimously to reduce speed limits on most street by 5 mph this past December. The Safe Routes for All initiatives will support this effort to increase the safety of all residents and visitors to the City of Palm Springs.

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.

Table with 3 columns: School, Total Student Enrollment, Approx. # of Students Living Along School Route Proposed. Rows include Cahuilla Elementary, Katherine Finchy Elementary, Vista Del Monte Elementary, Raymond Cree Middle School, Palm Springs High School, and a Total row.

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:
o 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").
o 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: 121

The City of Palm Springs is located in the Coachella Valley. With a population of 48,518, the City is located 107 miles east of Downtown Los Angeles. The City has a developed grid network of arterial streets that connect to neighboring Cathedral City as well as to the surrounding unincorporated areas. The main arterial streets in the network include Vista Chino, Ramon Road, North, South, and East Palm Canyon Drives, Sunrise Way, Farrell Drive, Racquet Club Road, and Indian Canyon Drive. Most of the city's destinations are located along the arterial street network, especially along Palm Canyon and Indian Canyon Drives in the downtown retail district.

The city consists primarily of medium - and low-density residential areas, with many resort uses near the downtown area.

Palm Springs is served by SunLine Transit, which has bicycle racks on every bus in its fleet. An Amtrak station is located near Indian Canyon Drive in the northern part of the city, and a Greyhound bus station is located near the downtown area.

Palm Springs also has strong neighborhoods, parks, schools and recreational opportunities. Residents and visitors have numerous opportunities for pedestrian-related activities. Approximately 1 million tourists stay in hotels in Palm Springs annually while another 600,000 visitors stay in non-hotel accommodations.

Palm Springs currently has numerous bikeways. Several designated loop routes in the central portion of the city are primarily geared toward the tourist visitor. These loop routes consist of Class I (bike paths), Class II (bike lanes), and Class III (bike routes) facilities totaling 40 miles in length.



The Pedestrian Plan will enhance the pedestrian related goals and objectives of the City's 2040 General Plan Circulation Element and the Sustainability Plan. The General Plan recognizes bicycling and walking as integral parts of the transportation network. It calls to improve and expand bicycle and pedestrian infrastructure and develop programs to support the education and understanding of biking and walking to increase use and comfort. The Sustainability Plan promotes active, clean transportation. The Sustainability Plan supports increased walking infrastructure, focusing on the health benefits work physical activity supported by a safe pedestrian environment.

CV Link is a 40+ mile pathway that is being built across the Coachella Valley to provide a safe route to walk, run, bike or use low-speed electric vehicles. CV Link is expected to provide significant environmental, public health, and economic benefits to generations of current and future residents and visitors to the valley. In March 2022, the City of Palm Springs and the Coachella Valley Association of Governments hosted a groundbreaking ceremony to celebrate the next segment of CV Link. May 2022, construction crews began roadwork and sidewalk improvements to build a Class IV bikeway with a dedicated lane on the roadway that will be separated by barriers to provide a safe place for bicyclists.

Based on California Healthy Places Index, Palm Springs has an HPI score of 38.8 which indicates that 63.2% of other California census tracts have healthier community conditions.

The SHAPE Riverside County data portal reports:

29.6 % of children are living below the federal poverty level (18.2% Riverside County)
10.1 % of families are living below the federal poverty level (10.4% Riverside County)
23.5% of Palm Springs adults as sedentary
31.7% of adults as obese
14.8 % of adults stated that their physical health was not good 14 or more days in the past month

Community / Transportation

21.8 minutes - average daily travel time to work for workers 16 years of age and older
1.1 % of workers aged 16 years and over commute to work by public transportation
77.9 % of workers aged 16 years and over get to work by driving alone in a car, truck, or van
1.3 % of workers aged 16 years and over get to work by walking

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



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: 113

Proposed is a multi-faceted strategy to educate students, parents, park users, and older adults with the goal of encouraging more walking and bicycling and the reduction of injury accidents and fatalities. Activities are referenced in the Palm Springs Scope of Work Visual and Matrix in Attachment K-3.

Education

Five targeted schools in Palm Springs 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 Palm Springs 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
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 Palm Springs senior centers 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 and proper helmet fittings.

Engineering

1. Walkability Workshops (audits) will be coordinated with five 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 Palm Springs Public Works for future projects. In addition to schools, walk audits will be conducted around senior centers, and parks.
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 Palm Springs 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_Palm Springs.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_Palm Springs.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:

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	38	8	46	4.18
Injuries	224	189	413	37.55
Total	262	197	459	41.73

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:

Between 2010 and 2021, a total of 459 pedestrian-involved incidences occurred in the city of Palm Springs. Approximately 15% of those collisions involved severe injuries and 10% 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 S Palm Canyon Drive and S Indian Canyon Drive where significant activity of various land uses exists including Frances Stevens Park, Cahuilla Elementary School, Katherine Finchy Elementary School, and Raymond Cree Middle School. The SRTS Map Viewer tool was used to identify the ped/bike collisions around the five (5) targeted Palm Springs schools. A total of 88 collisions occurred within a 1-mile radius from school sites. Notably, 28 incidences occurred near Raymond Cree Middle School; three (3) resulted in fatalities.

RUHS - PH facilitated other ATP projects, but a gap exists to serve the needs of all targeted populations in the city of Palm Springs. A Safe Routes for All program has never been facilitated, but the distinct need is evident.

Education Program Element

Decreasing the incidence of pedestrian and bicycling collisions and fatalities is key. The comprehensive proposed program will educate parents, school children, 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 Palm Springs 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: 18

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 five schools in the City of Palm Springs with a range of 80% – 92% of the student body eligible for the Free or Reduced Priced Meal Program. The Superintendent agreed these five 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. In addition, Public Health captured pictures around each campus to show existing conditions. The Coordinator shared our parent survey on the district's social media pages as well as the page and website for the Parent Engagement 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.

RUHS Public Health also met with the City Engineer from the Palm Springs Development Services Department. The City Engineer shared the community engagement the City conducted between May 2020 and December 2021 to create a Pedestrian Master Plan. The original intent was to also do a Safe Routes to Schools Master Plan as a part of the overall Pedestrian Master Plan. However, this process was conducted during the pandemic where there were periods of no in-person instruction and hybrid classrooms where some students were at school, while others participated on-line. Therefore critical data on how many people are walking or biking to schools would not be available or severely undercounted due to the Covid-19 pandemic. Based on the community input and collision data, and other projects in progress, 137 locations were identified to assess for project recommendations. In the final report, presented on January 5, 2022, 37 locations were identified for some type of safety treatment. The RUHS Safe Routes for All Program will compliment the Pedestrian Master Plan.

RUHS Public Health values the involvement of local law enforcement in community programming and connected with the Chief of Police for Palm Springs. 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. RUHS Public Health researched traffic data and press releases of pedestrian and bicycle crashes and discussed with the Chief. The police department shared the City had an above-average number of traffic deaths in 2021. The Chief shared that millions of people come to visit and they want everyone to go home safely. However, too many times, they do not. And they do not in large part because people are driving too fast.

In response to the COVID-19 pandemic, RUHS Public Health 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 Public Health 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 Public Health 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 pedestrian and bicycle 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 Palm Springs 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. 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 Walking Clubs 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; 2) parents; 3) older adults 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: 1

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 Public Health 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)

With the current digital shift, RUHS Public Health 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 Palm Springs Pedestrian Plan was released earlier this year. The plan will encourage pedestrian and bicycle usage as regular transportation; this plan supports its goal by prioritizing pedestrian and 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: **34**

Multiple elements of the project are considered innovative:

1. Safe Routes for All – Implementation in Riverside County. Many cities in the County have implemented non-infrastructure Safe Routes to School projects. However, this is the first Safe Routes for All Program conducted in Palm Springs by RUHS Public Health. RUHS Public Health 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. RUHS Public Health 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. Increased engagement with the school district. The Palm Springs Unified School District has implemented a limited number of Safe Routes to School activities. The vast majority of the proposed program elements are considered to be innovative components for the Palm Springs community including themed-based Walk to School Days; pedestrian creative crosswalks; the Safe Walk for Seniors trainings; the facilitation of peer-led Land Use Planning Awareness (LUPA) curriculum and safety campaigns for high school-aged students to encourage safe walking, bicycling, and skateboarding; Community Bike Repair Days; and ‘Safe Routes to Parks’ interactive walking path events. Attachment K-11
3. Focus on Walking and Biking Safety for Seniors. There is a significant senior population in Palm Springs, and it has been observed that they often exhibit unsafe walking and biking behaviors. RUHS Public Health 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 Public Health will revise all evaluation tools to better understand the community needs, and how our program can be designed to meet those needs. Secondly, RUHS Public Health has designed a new bilingual Walk Audit Worksheet to capture public participation during school and community walk audit events. Attachment K-12
5. Creative Crosswalks/Interactive Walking Routes – With the current pandemic, RUHS Public Health responded with a pivot to online and virtual learning. RUHS Public Health developed online versions of training curriculum such as the Pedestrian/Bicycle Instructor Training and piloting socially distanced events including the installation of a temporary creative crosswalk and drive through helmet distributions. Attachment K-3 This component was well received by stakeholders and have committed themselves to it realization. This shift allows RUHS Public Health to continue to incorporate an online and virtual 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_Palm Springs.pdf

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

CALCC Email Correspondence_Palm Springs.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_Palm Springs.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) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Attachment G 25-R.pdf	
Plan Scope of Work (Exhibit 25-Plan) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) and Support Documentation (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
Attachment I Letters of Support.pdf	
Exhibit 25-F State Funding	Attachment J
Attachment J State Funding_Palm Springs.pdf	
Additional Attachments (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
Attachment K Additional Attachments.pdf	