



Cathedral City

**TDA Article 3 (SB 821)
Bicycle and Pedestrian
Facilities**

Avenida Maravilla Class III Bike Route

**FY 2025/26
Biennial Call for Projects
Draft Application**

A. Scope of Work (500 Characters)

The project will install Class III bike sharrows, missing crosswalks, ADA-compliant curb ramps, and speed feedback signs along Avenida Maravilla from Ramon Road to north of Vista Chino. Improvements address safety gaps for pedestrians and cyclists, support multimodal connectivity, and enhance access to schools, parks, transit, and commercial areas in a densely populated community.

D. Project Background & Project Description

Describe the project background and the existing conditions of the larger project area and or project vicinity. Discussion can include background information on current roadway configuration, missing bike and pedestrian facilities, and importance of project to local active transportation users. If possible, upload photographs of existing conditions.

Describe the project in its entirety. Include the purpose and need, benefit, and location of the project. Provide a map showing existing and proposed project improvements. If available, upload typical cross-sections showing vehicular lane widths, active transportation facilities width, and any landscaping or lighting features in section J.

The proposed project is located along Avenida Maravilla, a north-south collector road in Cathedral City, spanning from Ramon Road to approximately 750 feet north of Vista Chino. The corridor is a two-lane roadway with a centerline and posted speed limit of 25 mph, with 24-hour directional traffic volumes averaging 2,600 vehicles. The corridor features on-street parking on both sides and is surrounded by single-family residential neighborhoods. North of Vista Chino, a short segment includes a center median separating traffic directions.

The corridor serves as a critical connector for local residents accessing Ramon Road, a designated community commercial corridor. It also provides direct access to Panorama Park and Pasada Parkette, which are popular destinations for families, children, and seniors. Despite the corridor's importance, it lacks basic bicycle and pedestrian infrastructure. Currently, the corridor lacks bicycle facilities, has missing crosswalks at key locations, and includes several locations without ADA-compliant curb ramps—conditions that leave active transportation users both vulnerable and underserved.

This segment lies within one of Cathedral City's most densely populated areas, as identified in the Cathedral City Active Transportation Plan. By 2030, the population density in the project area—particularly north of 30th Avenue—is expected to increase significantly, reaching 8,500 to 15,000 residents per square mile. Employment density in the surrounding area is also projected to exceed 3,000 jobs per square mile, particularly east of Avenida Maravilla and west of Date Palm Drive, between Ramon Road and 30th Avenue.

The corridor has also experienced multiple bicycle and pedestrian-related collisions over the past decade, including five involving bicyclists (one severe injury) and one fatal pedestrian collision (Collision details are attached in Section J). Field observations confirm frequent bicycle

use along the corridor, despite the absence of dedicated facilities.



In response to these safety concerns and projected population growth, the proposed project includes:

- Installation of Class III bike facilities (sharrows) along the length of the corridor as identified in the Cathedral City Active Transportation Plan
- New/ high visibility marked crosswalks at key intersections
- Upgrading existing curb ramps at key intersections to meet ADA standards
- Installation of speed feedback signs to calm traffic and reinforce compliance with the posted speed limit

These improvements will create a safer, more accessible corridor for bicyclists and pedestrians of all ages and abilities.

Extensive community engagement was conducted during the development of the Active Transportation Plan (December 2021 – May 2022). The survey collected feedback from residents—many of whom live along Avenida Maravilla—highlighting the need for improved crosswalks, ADA accessibility, reduced vehicle speeds, and safer separation between users. The feedback demonstrated strong community support for the proposed improvements.

An exhibit of the proposed improvements including pedestrian and bicycle infrastructure, and traffic calming elements, is included in Section J.

E. Destinations Served (2 points for each destination served, max 14 points)

Briefly summarize and list all the types of destinations served by the proposed project. Provide a project vicinity map identifying all the destination types served by the proposed project within a 1/2 mile or a 1-mile radius. Destination types are schools or higher education facilities, commercial centers, municipal or any other civic centers, medical facilities, restaurants and recreational centers.

For pedestrian projects, each type of destination needs to be within 1/2 mile radius to be eligible. For bicycle or multi-use trail projects, each type of destination needs to be within a 1-mile radius. Each destination type served will receive 2 points.

On the map, provide a 1/2 mile buffer or a 1-mile buffer surrounding the project site. Maps without the marked buffer will receive half of its eligible points.

The proposed project corridor along Avenida Maravilla directly connects residents to a diverse and high concentration of key destinations within a 1-mile radius. As shown in the vicinity map and list of destinations (included in Section J), the project provides access to nearly 100 essential destinations, supporting daily needs and community well-being.

Within the project's 1-mile influence area, the following types of destinations are served:

- **Schools:** Three elementary schools, one daycare center, one middle school, and one high school are located within biking and walking distance, supporting safe routes for students.
- **Medical Facilities:** Several clinics and healthcare providers are accessible from the corridor.
- **Commercial Centers:** The project terminates at Ramon Road, a major commercial corridor, providing direct access to grocery stores, retail, restaurants, and service-based businesses.
- **Civic and Community Centers:** Churches and other community gathering spaces are located along or near the corridor, serving as key social and civic nodes.
- **Parks and Recreational Facilities:** The corridor provides access within a mile to five parks such as Panorama Park and La Pasada Parkette, two highly used recreational areas along the project corridor.
- **Accommodation Services:** Some hotels and hospitality establishments fall within the buffer, supporting local economic activity and tourism access.

Importantly, Ramon Road—which intersects the southern end of the corridor, is a designated commercial corridor that draws significant daily foot and bicycle traffic from the surrounding neighborhoods. Enhancing active transportation infrastructure along Avenida Maravilla will create a safer, more accessible, and connected route for residents and visitors to reach these destinations without relying on automobiles.

By providing safe and equitable access to this wide range of destination types, the project supports mobility, health, and community engagement in one of the city's most densely populated

areas. A vicinity map with the required 1-mile buffer clearly identifying all key destinations has been included in Section J.

F. Safety (max 15 points)

Describe the extent to which the proposed project will increase safety for the non-motorized public or how the project will reduce the number of non-motorized fatalities and serious injuries.

Points (5) will be given on the severity of the existing safety hazard at the project location to demonstrate project need.

Include information about project characteristics such as: no existing shoulder within project limits, no existing/planned sidewalk or bikeway adjacent to the project, etc. Applicants may wish to consider including documented pedestrian/bicycle collision or injury history, most current and valid 85th percentile speed of motorized traffic in project limits, photos of existing safety hazards the project will address, existing pedestrian/bicycle traffic counts, student attendance figures for school served by project. Additionally generate a collision heat map for the project site using collision data from the last ten years. Heat map can be generated using the ATP Maps & Summary interface from TIMS (<https://tims.berkeley.edu/>) or Crossroads. Upload map in section J.

Points (5) will be given for safety countermeasures or safety enhancement features included in the project scope. Provide an explanation of how each countermeasure will improve safety for bicyclists and pedestrians.

Examples of acceptable safety countermeasures and enhancements include rectangular rapid flashing beacons, bicycle boxes, and curb extensions. (see <https://safety.fhwa.dot.gov/provencountermeasures/>). The use of countermeasures not appearing on the FHWA list of proven countermeasures must include a detailed description of why the countermeasure is needed and how it will improve safety for non-motorized travel.

Points (5) will be given based on the potential of the proposed project to provide safety benefits to the non-motorized public. Applicant should draw from responses in the prior safety sections. Discuss the considerations made when evaluating and determining the type of bicycle or pedestrian facility for the project corridor. Why was Class I selected over Class IV, why was Class II considered over Class III?

The proposed improvements along Avenida Maravilla will significantly enhance safety for pedestrians and bicyclists by addressing existing infrastructure gaps, implementing proven safety countermeasures, and improving conditions for transit-dependent populations in Cathedral City. The project is designed to reduce the risk of severe injuries and fatalities and support safe access to schools, parks, and transit.

Existing Safety Hazards and Demonstrated Need

The Avenida Maravilla corridor currently lacks dedicated bicycle facilities and has substantial deficiencies in pedestrian infrastructure. Several intersections with marked crosswalks are missing ADA-compliant curb ramps, and major intersections such as Avenida Maravilla and 30th Street lack any crosswalks. There are also gaps in the pedestrian network adjacent to key destinations such as Panorama Park at the intersection of Avenida Maravilla with Tachevah Drive and Peladora Road.

Although the posted speed limit is 25 mph, recent speed radar data shows that the 85th percentile speed is 35 mph in both the northbound and southbound directions—posing serious risks to pedestrians and bicyclists.

Collision data from the SWITRS database (past 10 years) reveals:

- Five bicycle-involved collisions, including one severe injury at Avenida Maravilla and Empalmo Road (2013)
- One fatal pedestrian collision at Ramon Road and Avenida Maravilla (2018), a hit-and-run crash

Despite these safety concerns, field observations confirm the presence of bicyclists using the corridor. Given the high 85th percentile speeds, this exposure places riders and pedestrians at elevated risk for severe or fatal collisions.

Moreover, the corridor is surrounded by residential neighborhoods, many of which are households without access to a private vehicle. Walking, biking, and public transit are primary modes of transportation for many residents. It is therefore essential to provide safe, connected, and accessible active transportation infrastructure along the corridor to reach key destinations as identified within a one-mile radius—including schools, parks, and transit stops directly on Avenida Maravilla.

Safety Countermeasures and Enhancements

As part of this project, the City of Cathedral City proposes the following safety measures:

- Installation of ADA-compliant curb ramps at existing marked crosswalks and major intersections
- Installing crosswalks to improve pedestrian visibility at key intersections
- Speed feedback signs to reduce vehicle speeds along the corridor
- Class III bike sharrows and signages, consistent with the City's Active Transportation Plan

These countermeasures are either on the FHWA list of proven safety countermeasures or supported by federal safety research. According to the FHWA Speed Management Guidebook, speed feedback signs can reduce vehicle speeds by 2–10 mph, especially near high pedestrian activity areas such as school zones and parks. These signs alert drivers of their current speed and promote compliance with posted limits. In this project, speed feedback signs will be strategically placed before high pedestrian areas like parks to maximize impact.

Project Corridor's Bicycle Facility Selection and Future Network Integration

Per the City's Active Transportation Plan, Avenida Maravilla is designated as a Class III bicycle facility. The current conditions support this designation:

- Posted speed limit: 25 mph
- Average Daily Traffic (ADT): ~2,600 vehicles/day

- Street classification: Two-lane collector

Due to roadway width limitations and on-street parking on both sides of the corridor, the corridor cannot accommodate more advanced facilities such as Class II, Buffered Class II, or Class IV protected lanes. Furthermore, MUTCD Section 9C discourages sharrows on roadways with speed limits above 35 mph. The FHWA Separated Bike Lane Planning and Design Guide and NACTO Urban Bikeway Design Guide also recommend sharrows only on low-speed, low-volume roads (ADT under 3,000–4,000 vehicles/day).

While the corridor's posted speed and ADT support Class III installation, the observed 85th percentile speeds (35 mph) above the posted limit are a concern. The project addresses this by incorporating speed feedback signs to slow vehicles and make sharrows more appropriate.

Avenida Maravilla is also a key north-south backbone in the City's bicycle network. Installing Class III sharrows here will help complete the citywide bike network, improving connectivity between multiple planned and existing routes:

- Existing Class II facilities on Vista Chino and 30th Street
- Planned Class III routes on Tachevah Drive and Baristo Road
- Planned Class IV protected bike lanes on Ramon Road, a major commercial corridor south of the project site

The proposed project plays a vital role in connecting these facilities and supporting regional active transportation goals.

School Access and Vulnerable Road Users

Within one mile of the corridor are multiple schools, with high numbers of students walking or biking:

- Landau Elementary School – 608 students
- Mt. San Jacinto High School – 426 students
- Sunny Sands Elementary School – 721 students
- Rio Vista Elementary School – 690 students

The corridor improvements will directly benefit school-age children, one of the most vulnerable user groups. By enhancing pedestrian crossings and slowing traffic, the project supports Safe Routes to School goals and provides safe first/last mile access to multiple transit stops.

Environmental Justice and CalEnviroScreen Indicators

The corridor spans five census tracts and performs poorly in terms of health and economic indicators

- 46th percentile for asthma
- 65th percentile for cardiovascular disease

- 69th percentile for poverty
- 59th percentile for unemployment

These indicators highlight significant health and economic burdens. Residents are more likely to rely on walking, biking, and transit due to economic barriers to vehicle ownership. According to the City's Active Transportation Plan, transportation equity and environmental justice are central goals. These populations, often without access to a vehicle, must walk, bike, or use public transit—yet they do so in environments lacking safe and standard infrastructure.

SCAG's Environmental Justice map confirms that the entire area surrounding the corridor is classified as an Environmental Justice Area, with higher concentrations of low-income and minority households compared to the broader SCAG region. This designation, shown in the Environmental Justice Exhibit (Section J), supports the urgency of equitable infrastructure investment.

Furthermore, the northern segment of the corridor (north of Vista Chino) overlaps with tribal lands classified as SB 535 Disadvantaged Communities. While the entire corridor is not within these areas, its proximity underscores the regional equity need for safe, multimodal infrastructure.

Given the severity of existing concerns as described, bike and pedestrian collision history, proximity to schools and many key destinations, and equity considerations, the City of Cathedral City prioritizes this project to enhance safety and connectivity for all residents—particularly school children, seniors, and low-income populations.

By installing ADA-compliant ramps, missing crosswalks, speed feedback signs, and bike sharrows, this project will directly reduce pedestrian and cyclist injury risks and enhance active transportation options in a high-need community.

Attachments—including collision heat maps, speed and ADT data, school data, environmental justice exhibits, CalEnviroScreen data, and Active Transportation Plan references—are included in Section J.

G. Multimodal Access (1 point each, max 6 points)

In a project vicinity map, identify all the bus routes, Metrolink stations, park-and-ride facilities, bicycle lanes, sidewalks or crosswalks improved by the proposed project within a 1/2 mile or a 1-mile radius.

For pedestrian projects, these amenities need to be within 1/2 mile radius to be eligible. For bicycle or multi-use trail projects, amenities need to be within a 1-mile radius. Each amenity will receive 1 point.

On the map, provide a 1/2 mile buffer or a 1-mile buffer surrounding the project site. Maps without the marked buffer will receive half of its eligible points. Upload map in section J.

Below, discuss how the project along with its nearby amenities encourage multi-modalism. Briefly summarize and list all the bus stops, Metrolink Stations, park-and-ride facilities, missing bicycle or sidewalks, or crosswalks enhanced by the proposed project and indicate if the items are existing or planned.

The proposed project significantly enhances multimodal connectivity within Cathedral City by improving non-motorized access to transit infrastructure, pedestrian amenities, and the city's active transportation network.

The project corridor lies along SunLine Transit Route 4, which runs between Palm Desert Mall and Palm Springs. There are five existing bus stops directly on the project corridor—at Vista Chino, Risueno Road, and Tachevah Drive—providing convenient access to transit for nearby residents. In total, 28 bus stops are located within a one-mile radius of the project, served by Routes 2 and 4, both of which offer regional connectivity (see attachment in Section J for mapped stops and routes).

The proposed improvements will greatly enhance first- and last-mile connectivity for pedestrians and cyclists, especially those relying on transit services in this area.

In addition, Avenida Maravilla functions as a key north-south spine in the City's bicycle network, and this project plays a crucial role in filling a gap in the network by installing Class III sharrows. This segment will improve safe bicycle travel and link surrounding bike facilities, including:

- Existing Class II routes on Vista Chino and 30th Street
- Planned Class III facilities on Tachevah Drive and Baristo Road
- Planned Class IV protected bike lanes on Ramon Road, the major commercial corridor just south of the project corridor

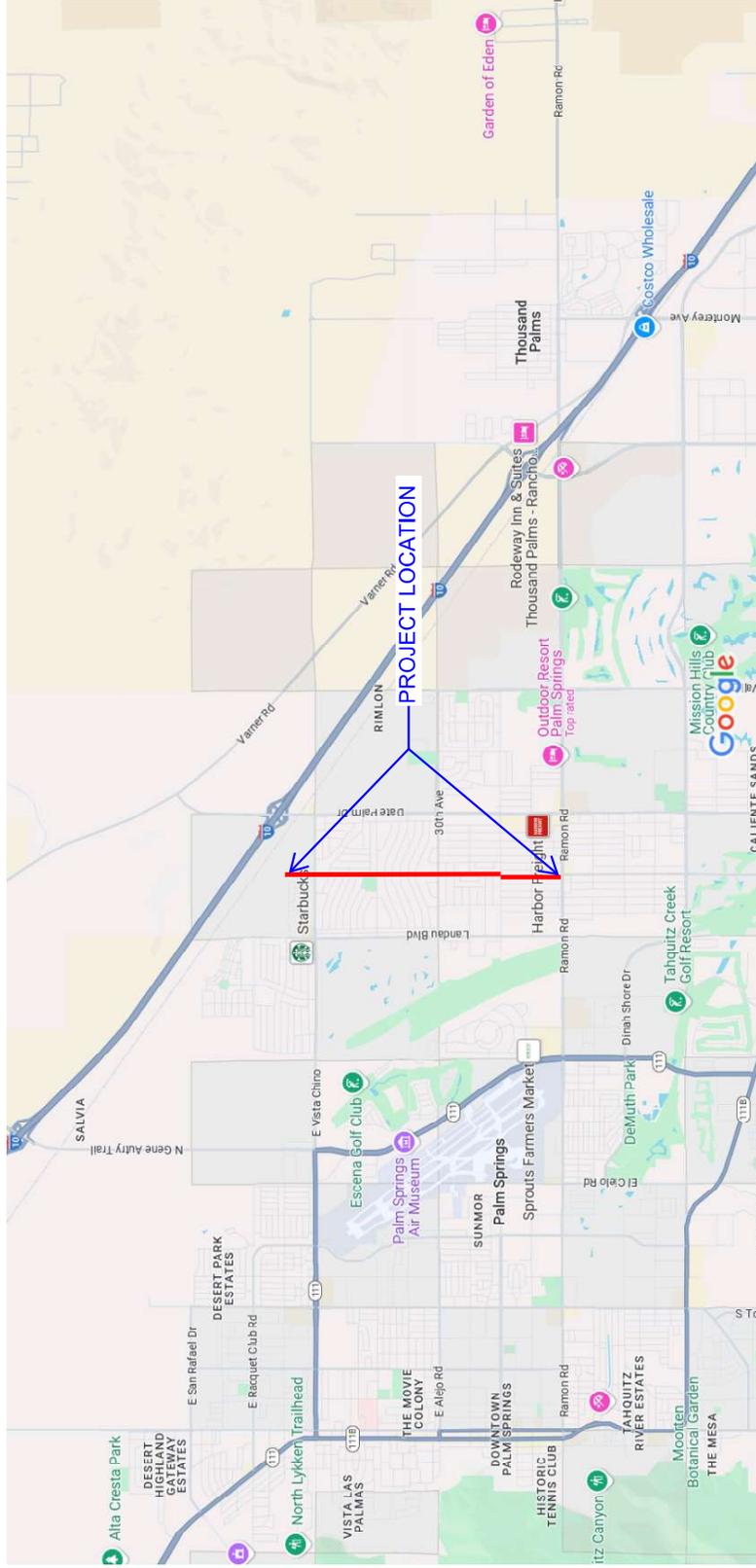
By completing this missing link, the project helps integrate local bike infrastructure with citywide active transportation plans.

In summary, the project enhances multimodal access by:

- Improving pedestrian safety and ADA accessibility
- Expanding safe bicycle routes that connect existing and planned bike facilities
- Facilitating safe, convenient access to numerous bus stops along Routes 2 and 4
- Supporting first/last-mile transit connectivity for people who walk or bike

These improvements are especially critical in a community where many residents rely on active transportation modes. The multimodal nature of the corridor's upgrades ensures it serves a diverse range of mobility needs, promoting a safer, more inclusive transportation network.

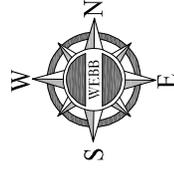
Draft Application Attachments



Project Location Map

Map data ©2025 Google 5000 ft

Avenida Maravilla Bicycle and Pedestrian Improvements



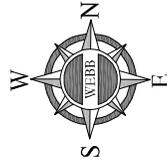
LEGEND

CLASS III BIKE FACILITY
(SHARED LANE
MARKINGS EVERY 250'
AND "BIKES MAY USE
FULL LANES" SIGNS
EVERY HALF MILE)



RADAR SPEED
FEEDBACK SIGNS

Avenida Maravilla Bicycle and Pedestrian Improvements



LEGEND

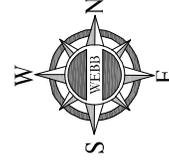
-  CLASS III BIKE FACILITY (SHARED LANE MARKINGS EVERY 250' AND "BIKES MAY USE FULL LANES" SIGNS EVERY HALF MILE)
-  RADAR SPEED FEEDBACK SIGNS
-  NEW ADA-COMPLIANT CURB RAMP
-  CROSSWALK MARKINGS

Avenida Maravilla Bicycle and Pedestrian Improvements



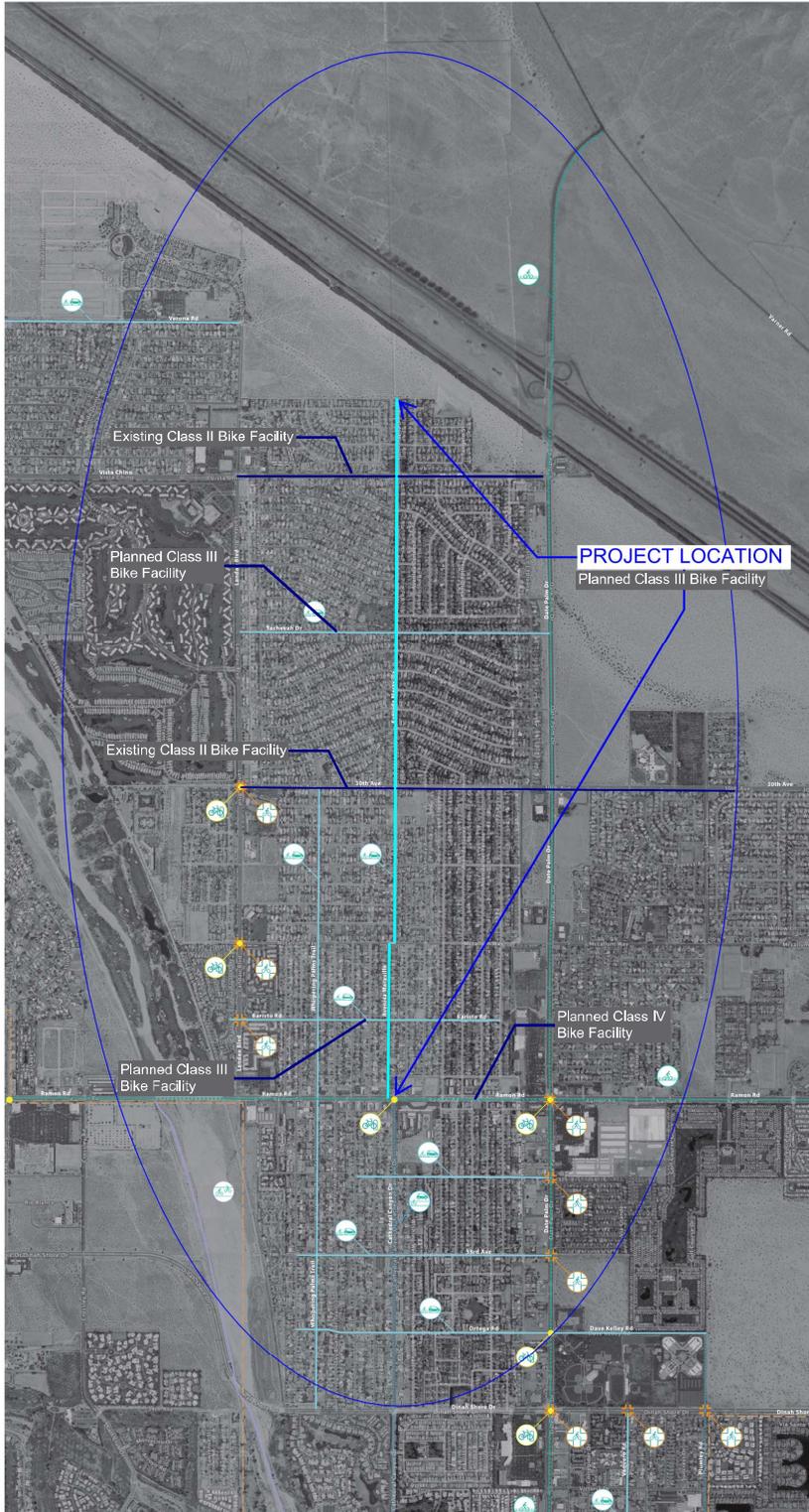
LEGEND

- CLASS III BIKE FACILITY (SHARED LANE MARKINGS EVERY 250' AND "BIKES MAY USE FULL LANES" SIGNS EVERY HALF MILE)
- RADAR SPEED FEEDBACK SIGNS
- NEW ADA-COMPLIANT CURB RAMP
- CROSSWALK MARKINGS
- SIGNAL MODIFICATIONS



Bike Lanes Map

Source: Cathedral City Active Transportation Plan



PEDESTRIAN PROJECTS

- New Sidewalk
- New & Improved Crosswalk
- Improved Bus Shelter
- Leading Pedestrian Interval
- Traffic Calming
- New Lighting
- New Shade
- New Public Art
- All Pedestrian Projects

BICYCLE PROJECTS

- Class I Off-Street Bike Path
- Class II Striped Lane
- Class III Bike Boulevard
- Class IV Protected Lane
- Bicycle Parking
- Bicycle-Friendly Intersection
- All Bicycle Projects

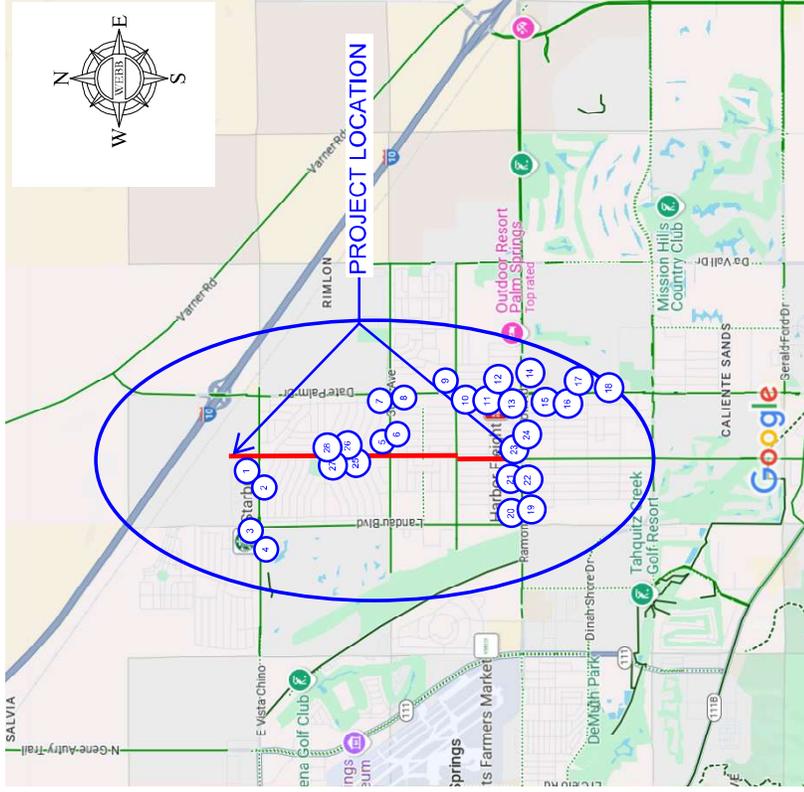
WAYFINDING PROJECTS

- New Gateway Sign
- New Ped/Bike Directional Sign
- New Kiosk
- All Wayfinding Projects

BIKE/RUN EVENT LOOPS

- Run Loop
- Bike Loop

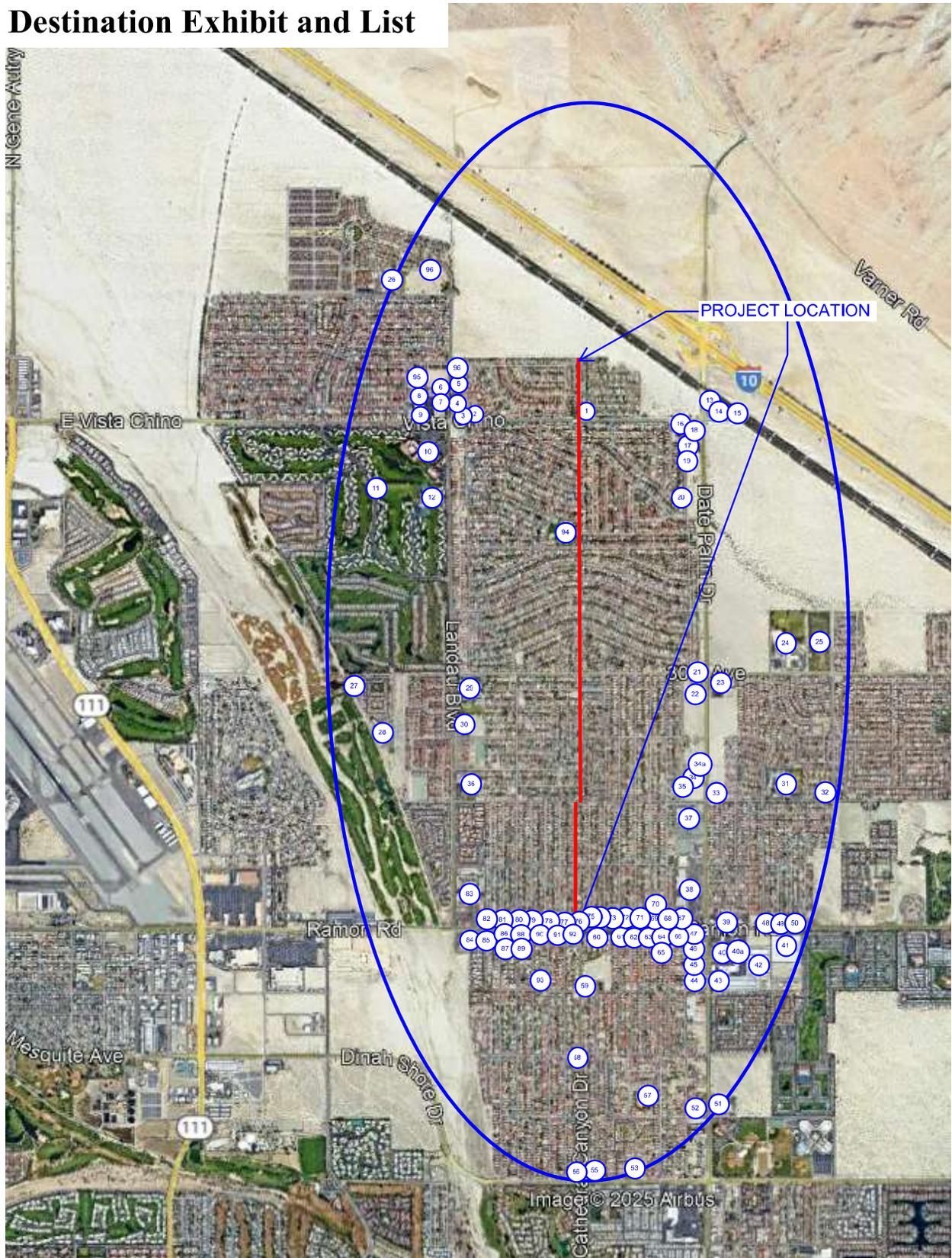
Bus Stop Location Map



Bus Stop Locations within a Mile Radius of the Project Area

1. Vista Chino at Avenida Maravilla, Stop ID 935 – SunLine Transit 4
2. Vista Chino at Val Yermo, Stop ID 326 – SunLine Transit 4
3. Vista Chino at Landau, Stop ID 167 – SunLine Transit 4
4. Vista Chino & Landau, Stop ID 160 – SunLine Transit 4
5. 30th at Avenida Maravilla, Stop ID 874 – SunLine Transit 4
6. 30th at Avenida Ximino, Stop ID 864 – SunLine Transit 4
7. 30th at Date Palm, Stop ID 278 – SunLine Transit 4
8. Date Palm at 30th, Stop ID 274 - SunLine Transit 4
9. Date Palm at McCallum, Stop ID 277 - SunLine Transit 4
10. Date Palm at McCallum, Stop ID 408 - SunLine Transit 4
11. Date Palm at Baristo, Stop ID 409 - SunLine Transit 4
12. Date Palm at Ramon, Stop ID 276 - SunLine Transit 4
13. Ramon at Date Palm, Stop ID 596 - SunLine Transit 2
14. Ramon & Date Palm, Stop ID 85 – SunLine Transit 4
15. Date Palm at Ramon, Stop ID 517 - SunLine Transit 2
16. Date Palm at Bridge Calvary Chapel, Stop ID 518 – SunLine Transit 2
17. Date Palm at Via Colusa, Stop ID 50 – SunLine Transit 2
18. Date Palm at Dave Kelley, Stop ID 595 - SunLine Transit 2
19. Ramon at Landau, Stop ID 32 – SunLine Transit 2
20. Ramon at Landau, Stop ID 37 – SunLine Transit 2
21. Ramon at Sky Blue Water, Stop ID 257 - SunLine Transit 2
22. Ramon at Sky Blue Water, Stop ID 215 - SunLine Transit 2
23. Ramon at Avenida Maravilla, Stop ID 870 - SunLine Transit 2
24. Ramon at Canyon Vista, Stop ID 34 - SunLine Transit 2
25. Avenida Maravilla at Risueno, Stop ID 162 – SunLine Transit 4
26. Avenida Maravilla at Risueno, Stop ID 328 – SunLine Transit 4
27. Avenida Maravilla at Tachevah, Stop ID 327 - SunLine Transit 4
28. Avenida Maravilla at Tachevah, Stop ID 875 - SunLine Transit 4

Destination Exhibit and List



Destinations Served

Schools

- 24 James Workman Middle School
- 26 Rio Vista Elementary School
- 29 Lundau elementary School
- 31 Sunny Sands Elementary School
- 32 First School - Day Care Center
- 36 Mt San Jacinto High School

Medical Facilities

- 34a Dental & Lab
- 35 DaVita Dialysis Center
- 40a Dental Clinic / Urgent Care
- 48 Dental Office
- 49 Dental Office
- 67 Precision Dentistry
- 70 Southwest Dental

Public Agencies/Utilities

- 30 Salvation Army Non-profit Organization
- 51 United States Postal Service
- 65 Fire Station
- 89 Boys & Girls Club / Food Distribution Center

Hotel / Motel / Inn / Resort

- 10 Double Tree Hilton Hotel
- 28 Homewood Suites by Hilton

Parks

- 1 La Pasada Parkette
- 25 Dennis Keat Soccer Park
- 57 Ocotillo Park & Skate Park
- 94 Panorama Park
- 96 Verano Swimming Pool

Churches

- 20 Thousand Palms Church
- 23 Northgate Community Church
- 55 Calvary Christian Center
- 58 Palm Springs Church of the Nazarene
- 59 The Spring Assemblies of God Church
- 87 All Soul's Church
- 93 Church of Christ East Palm
- 95 Kingdom Hall of Jehovah's Witnesses
- 96 Bible Baptist Church

Commercial Centers

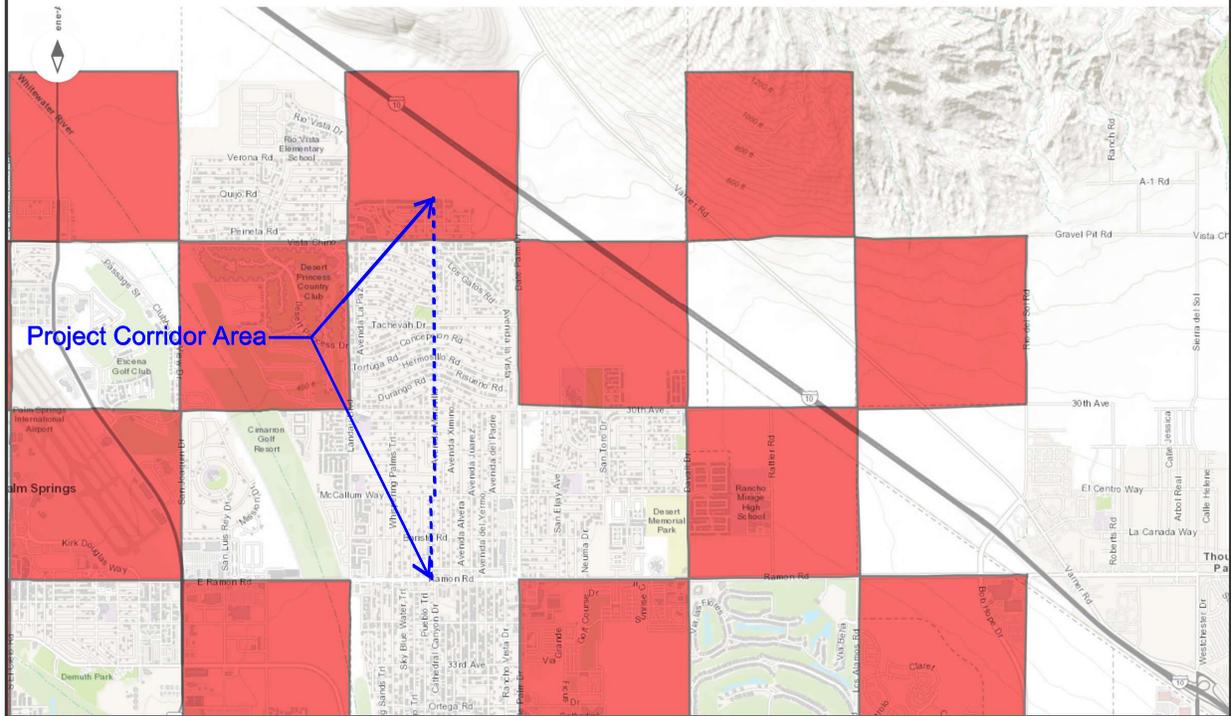
- 2 GiGi's Crepes Waffles & Juices
- 3 Jack in the Box
- 4 CVS
- 5 El Asado Mexican Grill & Meat Market
- 6 La Michoacana Ice Cream Parlor
- 7 Quick Quack Car Wash
- 8 Plaza Rio Vista Shopping Mall
- 9 Starbucks
- 11 Desert Princess Golf Course
- 12 Charles Moore Tennis Academy
- 13 Chelo's Burgers / Arco Gas Station
- 14 Dairy Queen Grill & Chill
- 15 Subway Sandwich
- 16 Desert Promotional-Embroidery
- 17 Personalized Property Management
- 18 Mobil Gas Station
- 19 Kangaroo Food Mart / Gas Station
- 21 Walgreens Drug Store
- 22 Grocery Outlet
- 27 Cimarron Golf Resort
- 33 Dollar Tree
- 34 Sonic / Bank / Cleaners / Nail Salon
- 37 Big 5 Sporting Goods / T-Mobile

- 38 Baskin-Robbins / Habit Burger Grill / McDonald's / Skyblue Water / CVS Drug Store / Taco Bell / Beauty Supply / Round Table Pizza / Harbor Freight / UPS Store / Car Wash / Chinese Food / Mexican Food / Circle K Gas Station
- 39 Starbucks / Burger King / Bank / Subway / Del Taco / Juan Pollo / O'reilly Auto Parts
Tire Shop / Convenience Store & Gas Station / Bank / KFC / Spa / Tax Service / Stater Bros. Market / Sushi / Latin American Food / Mexican food / Rite Aid Pharmacy / Pacific Stereo / Car title Loans / La Michoacana Ice Cream / Carl's Jr
- 40
- 41 Distribution Center
- 42 Self Storage
- 43 Applebee's Grill & Bar
- 44 Beauty Salon
- 45 Auto Zone / Hair Salon / Mr Mango Juice
- 46 Rancho Vista Plaza / El Portal Mexican Restaurant
- 47 Café / Henry's Bar & Grill / El Pollo Loco / Massage / Hair Salon
- 50 Chuck's Automotive
- 52 Tower Market & Gas Station
- 53 Music & Talk Radio Stations
- 56 7-Eleven Convenience Store
- 60 Stonewall Pharmacy / Health Spa / BBQ & Brews
- 61 Mobile Phone Shop / Ice Cream & Donuts / Karate
- 62 Tanning Salon / Smoke Shop
- 63 Wienerschnitzel Fast Food
- 64 International Motors / Jiffy Lube
- 66 Car Wash / George's Bar & Grill
- 68 Quick tax
- 69 Law Office / Insurance Service / Spa / Cannabis Club
- 70 Calibugs Termite & Pest Control

- 72 Auto Center (Tint, Detailing & Smog)
- 73 Auto Care / Tire Shop / Barber / Foreign Car Services
- 74 Quick Quack Car Wash
- 75 Landscape Supply Store / UPS Access Point
- 76 AMPM Convenience Store / Arco Gas Station
- 77 76 Gas Station / Convenience Store
Tobacco Shop / Boost Mobile / Ice Cream / Auto Repair / Smog Check / Auto Dealer
- 78 Dealer
- 79 Rancho Markets / Travel Services / Liquor Store / Panaderia Restaurant
- 80 Circle K Convenience Store / Tire Shop
- 81 Firestone Complete Auto Care
- 82 Tattoo Shop / Hair Salon

Car Rental / Liquor Store / Boy's Hamburgers / Fitness Studio / Realty /
Laundromat / Shoe Repair / Pool Hall / Sushi / Guatemala Grill / Monarca
83 Mexican Restaurant / Salvadorian Food / Tobacco Shop / Veterinary Clinic
Chevron Gas Station
- 84 Cluckin Bun Fried Chicken / Cannabis / Bowling Supply Shop / Bowling Alley
- 85 U-Haul & Storage Facility
- 86 Auto Repair / Convenience Store / Barber / Auto Detail Supplies
- 88 Construction Supply / T-Mobile
- 90 Auto Repair / Barber Shop / Insurance Agency
- 91 Foam Roofing Services
- 92 Auto Repair Shop / Mexican Grocery / Jim's Auto Repair / Print Shop / Car
Title Loans / Tire Shop / Liquor & Deli / Mexican Restaurant

SB 535 Disadvantaged Communities 2022



SB 535 Disadvantaged Communities 2022
 SB 535 Disadvantaged Communities 2022 (Census Tracts)



SB 535 Disadvantaged Communities 2022 (Federal Tribal Areas)



SB 535 Disadvantaged Communities (Additional Tribal Areas 2024)



Census Tract: 6065044926 (Population: 5,407)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6065044926 relative to other census tracts.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	43
Pollution Burden Percentile	9
Population Characteristics Percentile	79

Exposures

Ozone	89
Particulate Matter 2.5	6
Diesel Particulate Matter	38
Toxic Releases	2
Traffic	58
Pesticides	0
Drinking Water	45
Lead from Housing	36

Environmental Effects

Cleanup Sites	0
Groundwater Threats	0
Hazardous Waste	36
Impaired Waters	0
Solid Waste	0

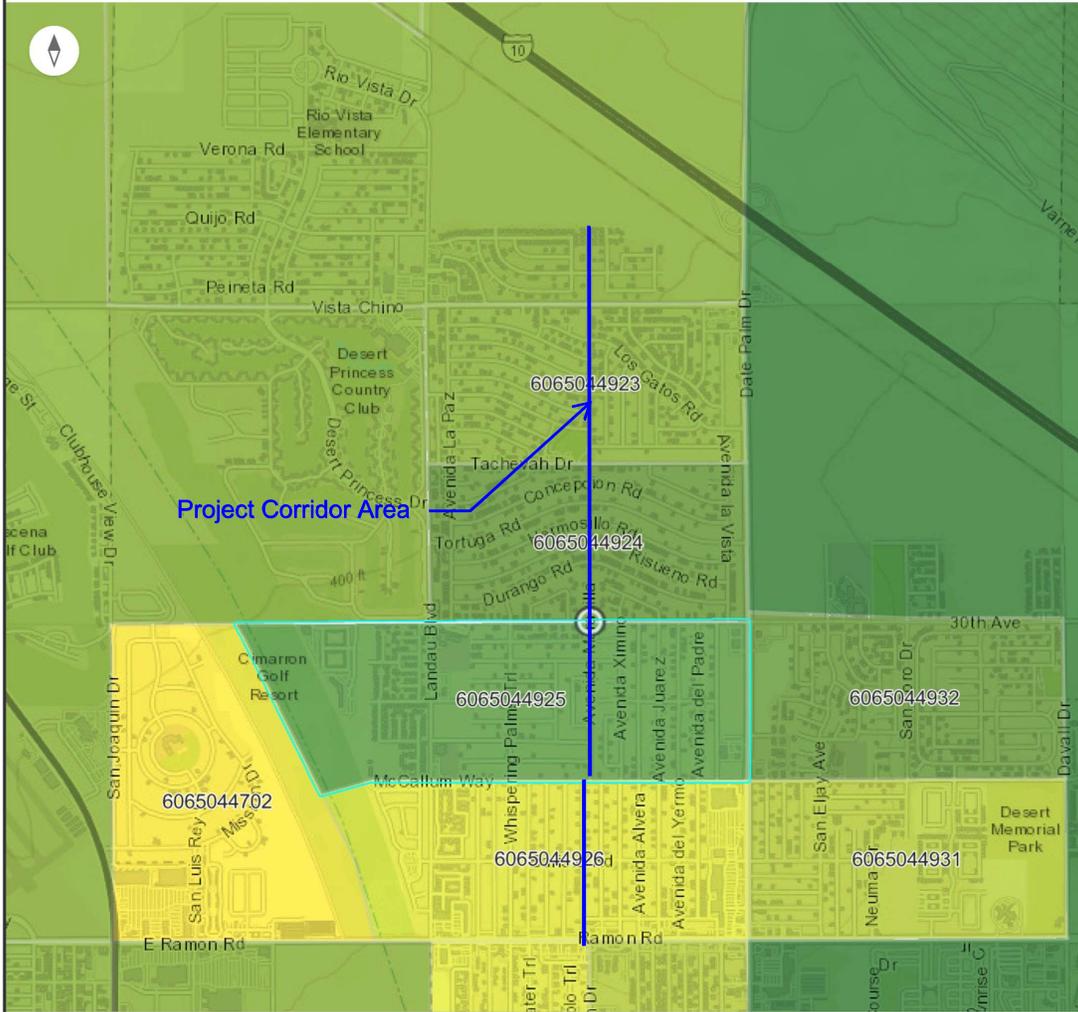
Sensitive Populations

Asthma	45
Low Birth Weight	67
Cardiovascular Disease	64

Socioeconomic Factors

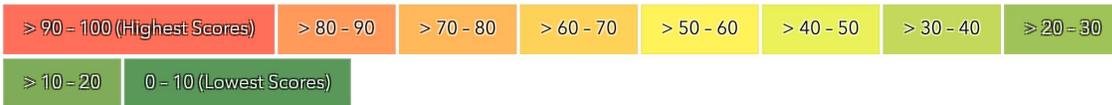
Education	82
Linguistic Isolation	86
Poverty	77
Unemployment	77
Housing Burden	80

CalEnviroScreen 4.0 - October 2021



Legend

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6065044925 (Population: 3,978)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6065044925 relative to other census tracts.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	18
Pollution Burden Percentile	2
Population Characteristics Percentile	53

Exposures

Ozone	89
Particulate Matter 2.5	6
Diesel Particulate Matter	28
Toxic Releases	2
Traffic	43
Pesticides	0
Drinking Water	45
Lead from Housing	3

Environmental Effects

Cleanup Sites	0
Groundwater Threats	0
Hazardous Waste	10
Impaired Waters	0
Solid Waste	0

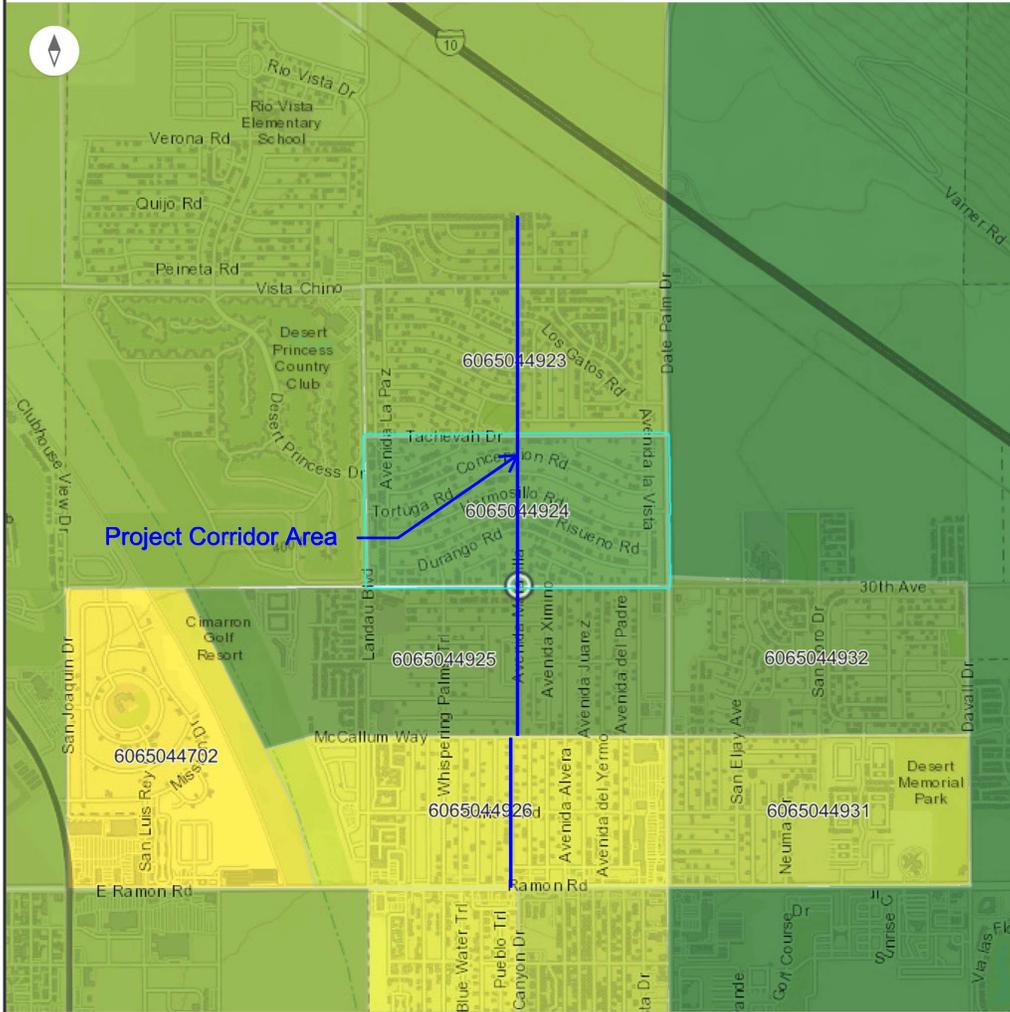
Sensitive Populations

Asthma	46
Low Birth Weight	53
Cardiovascular Disease	65

Socioeconomic Factors

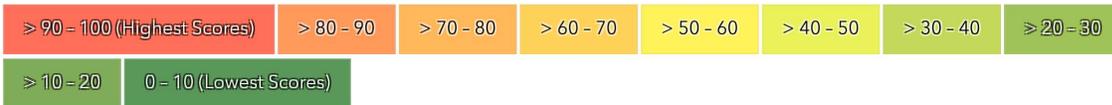
Education	65
Linguistic Isolation	45
Poverty	60
Unemployment	12
Housing Burden	61

CalEnviroScreen 4.0 - October 2021



Legend

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6065044924 (Population: 3,998)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6065044924 relative to other census tracts.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	18
Pollution Burden Percentile	3
Population Characteristics Percentile	49

Exposures

Ozone	89
Particulate Matter 2.5	7
Diesel Particulate Matter	31
Toxic Releases	2
Traffic	35
Pesticides	0
Drinking Water	45
Lead from Housing	24

Environmental Effects

Cleanup Sites	0
Groundwater Threats	0
Hazardous Waste	0
Impaired Waters	0
Solid Waste	0

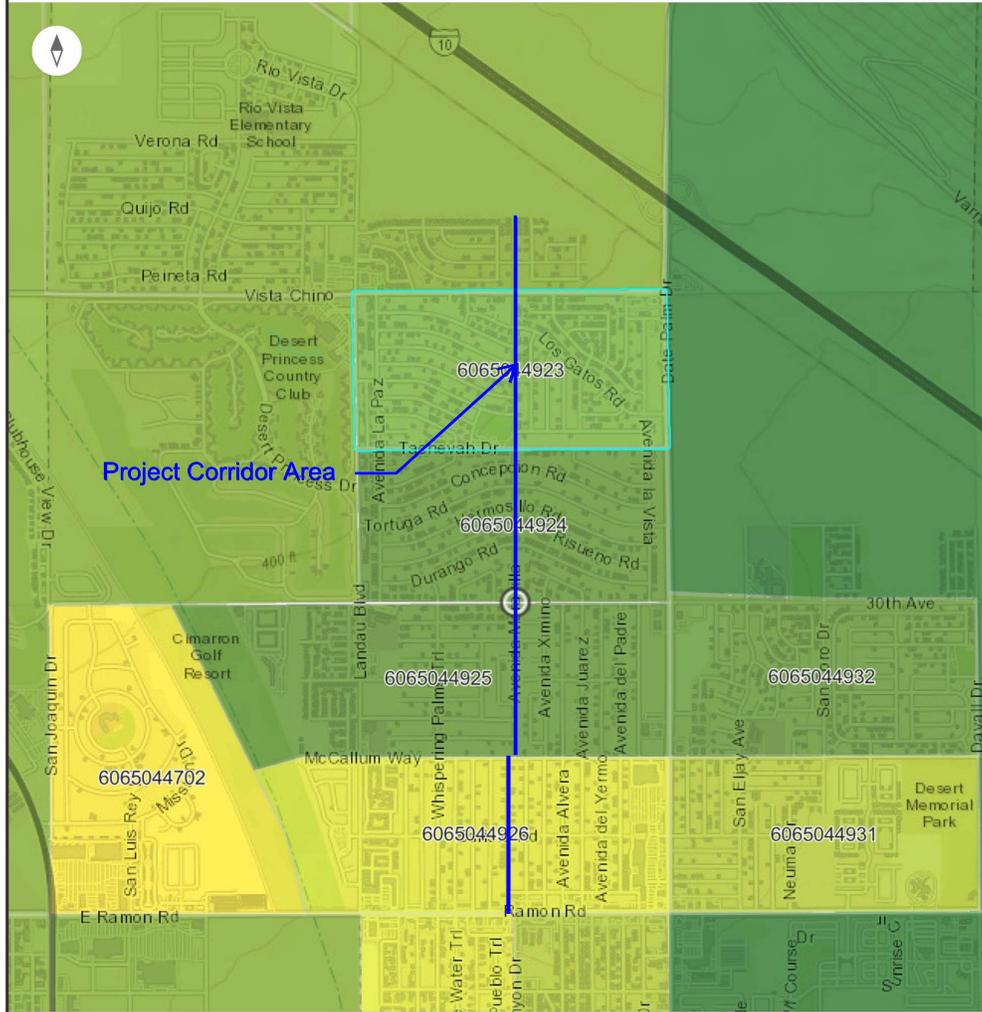
Sensitive Populations

Asthma	46
Low Birth Weight	6
Cardiovascular Disease	65

Socioeconomic Factors

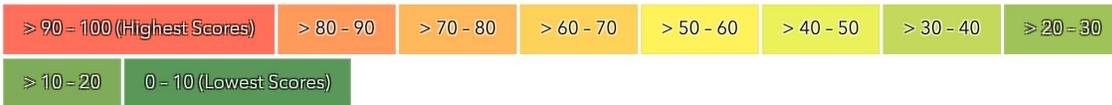
Education	54
Linguistic Isolation	67
Poverty	64
Unemployment	39
Housing Burden	71

CalEnviroScreen 4.0 - October 2021



Legend

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6065044923 (Population: 4,122)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6065044923 relative to other census tracts.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	26
Pollution Burden Percentile	4
Population Characteristics Percentile	58

Exposures

Ozone	89
Particulate Matter 2.5	6
Diesel Particulate Matter	72
Toxic Releases	2
Traffic	27
Pesticides	0
Drinking Water	45
Lead from Housing	18

Environmental Effects

Cleanup Sites	0
Groundwater Threats	0
Hazardous Waste	0
Impaired Waters	0
Solid Waste	0

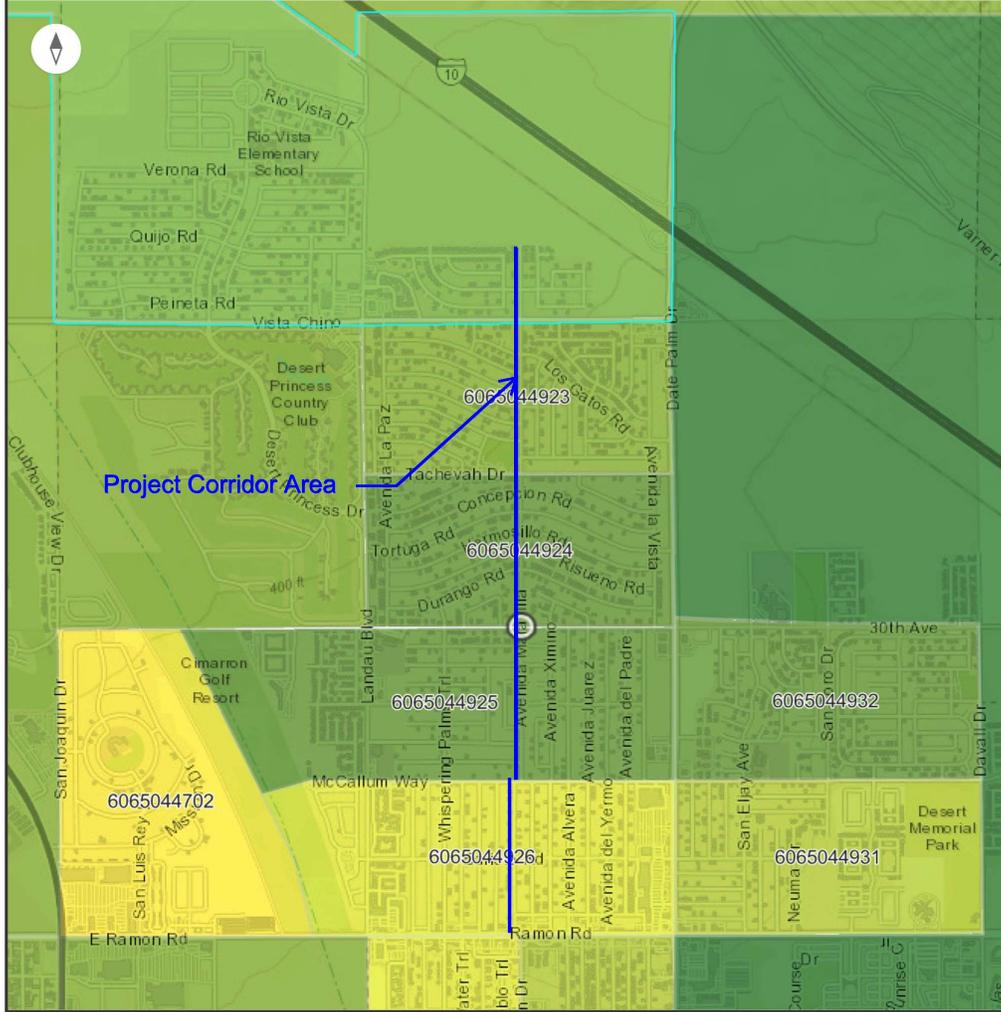
Sensitive Populations

Asthma	46
Low Birth Weight	2
Cardiovascular Disease	65

Socioeconomic Factors

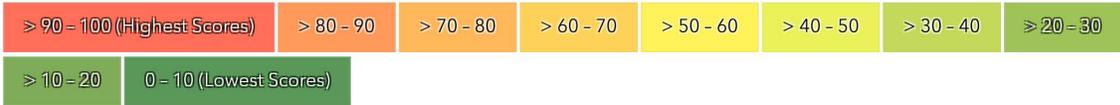
Education	61
Linguistic Isolation	67
Poverty	63
Unemployment	96
Housing Burden	77

CalEnviroScreen 4.0 - October 2021



Legend

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6065044904 (Population: 5,192)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6065044904 relative to other census tracts.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	29
Pollution Burden Percentile	6
Population Characteristics Percentile	62

Exposures

Ozone	91
Particulate Matter 2.5	5
Diesel Particulate Matter	49
Toxic Releases	6
Traffic	51
Pesticides	14
Drinking Water	45
Lead from Housing	11

Environmental Effects

Cleanup Sites	0
Groundwater Threats	0
Hazardous Waste	0
Impaired Waters	0
Solid Waste	0

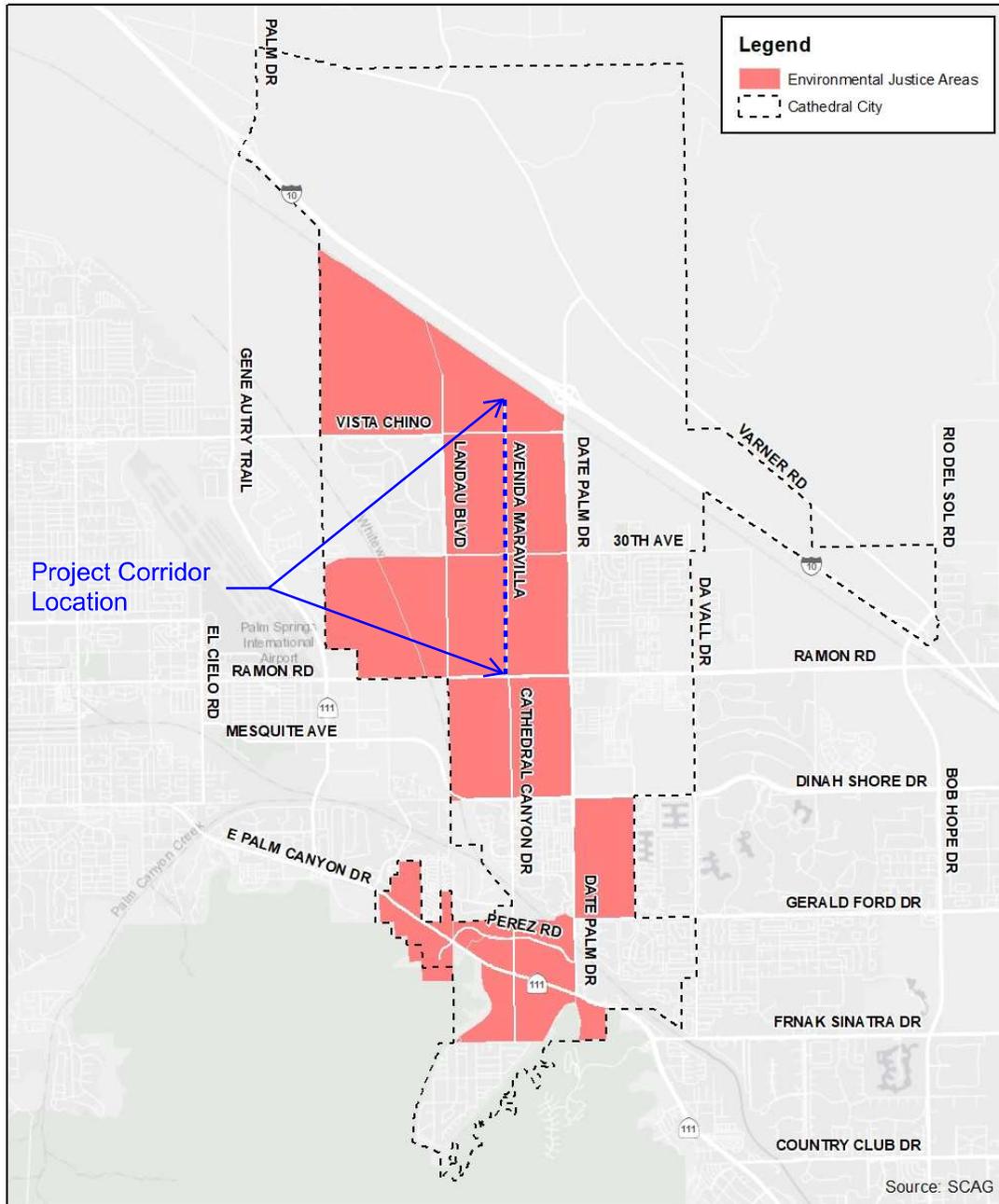
Sensitive Populations

Asthma	46
Low Birth Weight	50
Cardiovascular Disease	65

Socioeconomic Factors

Education	52
Linguistic Isolation	52
Poverty	70
Unemployment	71
Housing Burden	65

FIGURE 25: CATHEDRAL CITY ENVIRONMENTAL JUSTICE AREAS



IBI Cathedral City **Cathedral City Active Transportation Plan**
Environmental Justice Areas

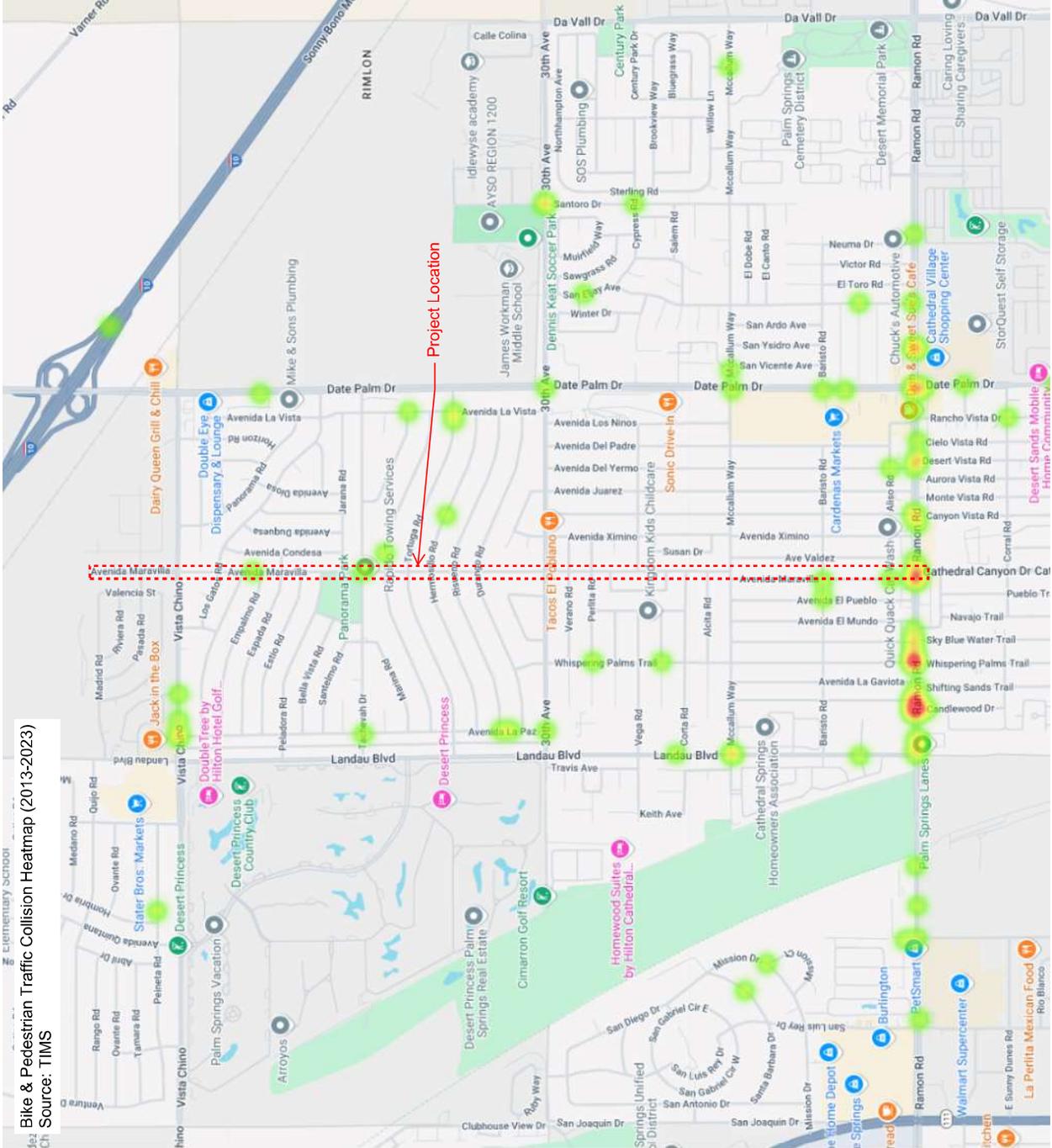
0 1 2 Miles

N

2.10.2 Environmental Justice

Adequate active transportation is a central element within transportation equity and the environmental justice movement. Low-income communities are commonly affected by environmental degradation and air pollution are also correlated with a higher percentage of zero-car household communities. In other words, environmental justice communities are more likely to feature residents who have no other choice but to walk, bike or take public transit, and typically do so in environments that are less adapted for it.

SCAG is committed to addressing environmental justice, and has identified communities most impacted by environmental justice, including transportation analysis zones (TAZs) with a higher concentration of minority populations and households in poverty compared to the greater SCAG region. Figure 25 shows the Environmental Justice Areas in Cathedral City.



Bike & Pedestrian Traffic Collision Heatmap (2013-2023)
 Source: TIMS

Crash Details for: Case ID 6193122

Crash Information

County	Riverside		
City	Cathedral City		
Date & Time (M/D/Y)	07/16/2013 20:00		
Location (Intersection)	Avenida Maravilla & Empalmo Rd		
Dist. & Dir. from Intersection	131.00 ft North		
State Highway	No		
Geocoded Location	33.8420334, -116.4669219		
Type of Crash	D - Broadside		
Motor Vehicle Involved With	G - Bicycle		
Crash Severity	2 - Injury (Severe)		
PCF Violation Category	05 - Wrong Side of Road		
Weather	A - Clear		
Alcohol Involved	Yes		
Pedestrian Crash	No	Bicycle Crash	Yes
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	Yes	South	M - Other Unsafe Turning
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	B - Proceeding Straight

Victims: 1

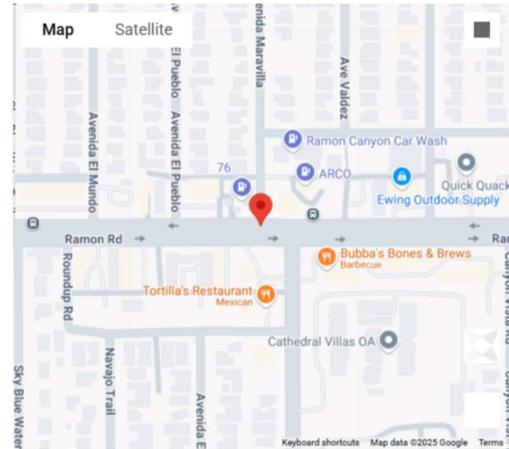
Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	M - Male	62	5 - Suspected Serious Injury

Crash Details for: Case ID 8465385

Crash Information

County	Riverside		
City	Cathedral City		
Date & Time (M/D/Y)	06/14/2018 00:28		
Location (Intersection)	Ramon Rd & Avenida Maravilla		
Dist. & Dir. from Intersection	At Intersection		
State Highway	No		
Geocoded Location	33.8159904, -116.4672318		
Type of Crash	A - Head-On		
Motor Vehicle Involved With	B - Pedestrian		
Crash Severity	1 - Fatal		
PCF Violation Category	11 - Pedestrian Violation		
Weather	A - Clear		
Alcohol Involved	No		
Pedestrian Crash	Yes	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	2 - Pedestrian	N - Pedestrian	Yes	-	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	-	R - Other

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	3 - Pedestrian	F - Female	27	1 - Killed

Crash Details for: Case ID 6487124

Crash Information

County	Riverside		
City	Cathedral City		
Date & Time (M/D/Y)	12/26/2013 25:00		
Location (Intersection)	Avenida Maravilla & Aliso Rd		
Dist. & Dir. from Intersection	13.00 ft South		
State Highway	No		
Geocoded Location	33.8168794, -116.4672519		
Type of Crash	D - Broadside		
Motor Vehicle Involved With	G - Bicycle		
Crash Severity	4 - Injury (Complaint of Pain)		
PCF Violation Category	-- Not Stated		
Weather	A - Clear		
Alcohol Involved	No		
Pedestrian Crash	No	Bicycle Crash	Yes
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	J - Emergency Vehicle	No	North	B - Proceeding Straight
2	4 - Bicyclist	L - Bicycle	Yes	North	B - Proceeding Straight

Victims: 1

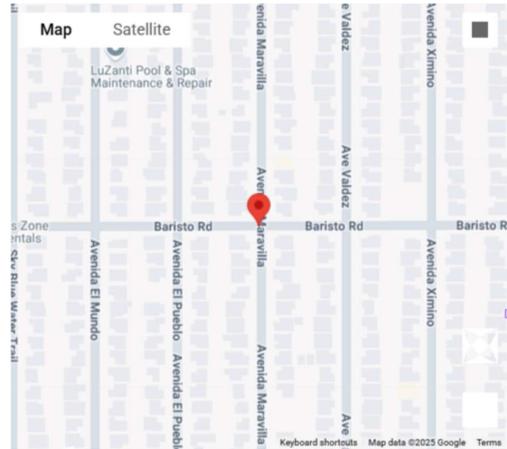
Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	4 - Bicyclist	M - Male	26	7 - Possible Injury

Crash Details for: Case ID 5947574

Crash Information

County	Riverside		
City	Cathedral City		
Date & Time (M/D/Y)	02/03/2013 19:34		
Location (Intersection)	Avenida Maravilla & Baristo Rd		
Dist. & Dir. from Intersection	At Intersection		
State Highway	No		
Geocoded Location	33.819555, -116.467272		
Type of Crash	D - Broadside		
Motor Vehicle Involved With	G - Bicycle		
Crash Severity	3 - Injury (Other Visible)		
PCF Violation Category	12 - Traffic Signals and Signs		
Weather	A - Clear		
Alcohol Involved	Yes		
Pedestrian Crash	No	Bicycle Crash	Yes
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	B - Proceeding Straight
2	4 - Bicyclist	L - Bicycle	No	East	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	46	0 - No Injury
2	4 - Bicyclist	F - Female	17	6 - Suspected Minor Injury

Crash Details for: Case ID 8780976

Crash Information

County	Riverside		
City	Cathedral City		
Date & Time (M/D/Y)	11/18/2018 25:00		
Location (Intersection)	Tachevah Dr & Avenida Maravilla		
Dist. & Dir. from Intersection	At Intersection		
State Highway	No		
Geocoded Location	33.8376808, -116.4668884		
Type of Crash	D - Broadside		
Motor Vehicle Involved With	C - Other Motor Vehicle		
Crash Severity	3 - Injury (Other Visible)		
PCF Violation Category	12 - Traffic Signals and Signs		
Weather	A - Clear		
Alcohol Involved	No		
Pedestrian Crash	No	Bicycle Crash	Yes
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	-- Not Stated	No	West	B - Proceeding Straight
2	4 - Bicyclist	-- Not Stated	Yes	-	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	4 - Bicyclist	M - Male	12	6 - Suspected Minor Injury

City of Cathedral City
Radar Speed Survey

Speed		Vehicles Surveyed		Tot.	
NB	SB	Northbound	Southbound	VEH.	TOT.
55	0			0	0
54	0			0	0
53	0			0	0
52	0			0	0
51	0			0	0
50	0			0	0
49	0			0	0
48	0			0	0
47	0			0	0
46	0			0	0
45	0			0	0
44	0			0	0
43	0			0	0
42	0			0	0
41	0			0	0
40	1			1	1
39	0			0	0
38	1			1	1
37	0			0	0
36	1			1	1
35	1			1	1
34	2			2	2
33	3			3	3
32	4			4	4
31	5			5	5
30	5			5	5
29	5			5	5
28	6			6	6
27	4			4	4
26	6			6	6
25	3			3	3
24	0			0	0
23	1			1	1
22	0			0	0
21	0			0	0
20	0			0	0
19	0			0	0
18	0			0	0
17	0			0	0
16	0			0	0
15	0			0	0
14	0			0	0
13	0			0	0
12	0			0	0
11	0			0	0
10	0			0	0
9	0			0	0
8	0			0	0
7	0			0	0
6	0			0	0
5	0			0	0
Total	50			100	100

Location: Avenida Maravilla

Between: 30th Avenue - McCallum Way

Weather: Clear

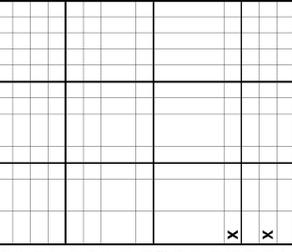
Date: 1/21/25

Time From: 9:55

Time To: 10:25

Existing Speed Limit: 25 MPH

Northbound		Southbound		Combined Statistics	
% Over Pace	Northbound	% Over Pace	Southbound	% Over Pace	Combined
8%	8%	18%	18%	11%	11%
90%	90%	80%	80%	84%	84%
2%	2%	2%	2%	5%	5%
30 MPH					
25 - 34 MPH	25 - 34 MPH	24 - 33 MPH	24 - 33 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed: 26 MPH	15th Percentile / Critical Speed: 26 MPH	15th Percentile / Critical Speed: 25 MPH	15th Percentile / Critical Speed: 25 MPH	15th Percentile / Critical Speed: 26 MPH	15th Percentile / Critical Speed: 26 MPH
50th Percentile / Critical Speed: 29 MPH					
85th Percentile / Critical Speed: 33 MPH	85th Percentile / Critical Speed: 33 MPH	85th Percentile / Critical Speed: 34 MPH	85th Percentile / Critical Speed: 34 MPH	85th Percentile / Critical Speed: 33 MPH	85th Percentile / Critical Speed: 33 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of Cathedral City
Radar Speed Survey

Location: Avenida Maravilla

Between: McCallum Way - Ramon Road

Weather: Clear

Date: 1/21/25

Time From: 10:25

Time To: 11:10

Existing Speed Limit: 25 MPH

Speed	NB		SB		Tot.
	Count	Percentage	Count	Percentage	
55	0	0	0	0	0
54	0	0	0	0	0
53	0	0	0	0	0
52	0	0	0	0	0
51	0	0	0	0	0
50	0	0	0	0	0
49	0	0	0	0	0
48	0	0	0	0	0
47	0	0	0	0	0
46	0	0	0	0	0
45	0	0	0	0	0
44	0	0	0	0	0
43	1	1	0	0	1
42	2	2	0	0	2
41	0	0	0	0	0
40	1	1	0	0	1
39	1	1	0	0	1
38	2	2	0	0	2
37	2	2	0	0	2
36	2	2	0	0	2
35	4	4	0	0	4
34	4	4	0	0	4
33	3	3	0	0	3
32	1	1	0	0	1
31	5	5	0	0	5
30	8	8	0	0	8
29	3	3	0	0	3
28	3	3	0	0	3
27	1	1	0	0	1
26	4	4	0	0	4
25	1	1	0	0	1
24	0	0	0	0	0
23	1	1	0	0	1
22	1	1	0	0	1
21	0	0	0	0	0
20	0	0	0	0	0
19	0	0	0	0	0
18	0	0	0	0	0
17	0	0	0	0	0
16	0	0	0	0	0
15	0	0	0	0	0
14	0	0	0	0	0
13	0	0	0	0	0
12	0	0	0	0	0
11	0	0	0	0	0
10	0	0	0	0	0
9	0	0	0	0	0
8	0	0	0	0	0
7	0	0	0	0	0
6	0	0	0	0	0
5	0	0	0	0	0
Total	50	50	0	0	100

Northbound		Southbound		Total
Count	Percentage	Count	Percentage	
0	0%	0	0%	0
1	2%	0	0%	1
2	4%	0	0%	2
3	6%	0	0%	3
4	8%	0	0%	4
5	10%	0	0%	5
6	12%	0	0%	6
7	14%	0	0%	7
8	16%	0	0%	8
9	18%	0	0%	9
10	20%	0	0%	10
11	22%	0	0%	11
12	24%	0	0%	12
13	26%	0	0%	13
14	28%	0	0%	14
15	30%	0	0%	15
16	32%	0	0%	16
17	34%	0	0%	17
18	36%	0	0%	18
19	38%	0	0%	19
20	40%	0	0%	20
21	42%	0	0%	21
22	44%	0	0%	22
23	46%	0	0%	23
24	48%	0	0%	24
25	50%	0	0%	25
26	52%	0	0%	26
27	54%	0	0%	27
28	56%	0	0%	28
29	58%	0	0%	29
30	60%	0	0%	30
31	62%	0	0%	31
32	64%	0	0%	32
33	66%	0	0%	33
34	68%	0	0%	34
35	70%	0	0%	35
36	72%	0	0%	36
37	74%	0	0%	37
38	76%	0	0%	38
39	78%	0	0%	39
40	80%	0	0%	40
41	82%	0	0%	41
42	84%	0	0%	42
43	86%	0	0%	43
44	88%	0	0%	44
45	90%	0	0%	45
46	92%	0	0%	46
47	94%	0	0%	47
48	96%	0	0%	48
49	98%	0	0%	49
50	100%	0	0%	50

Northbound 22% **Southbound** 16% **Combined Statistics** 23%

% Over Pace: 72% **% In Pace:** 80% **% Under Pace:** 4%

Average Speed: 32 MPH **Pace Speed:** 26 - 34 MPH

15th Percentile / Critical Speed: 27 MPH **50th Percentile / Critical Speed:** 31 MPH **85th Percentile / Critical Speed:** 37 MPH



City of Cathedral City
Radar Speed Survey

Speed		NB		SB		Vehicles Surveyed		Tot.	
mph						Northbound	Southbound	VEH	
55	0	0	0	55				0	
54	0	0	0	54				0	
53	0	0	0	53				0	
52	0	0	0	52				0	
51	0	0	0	51				0	
50	0	0	0	50				0	
49	0	0	0	49				0	
48	0	0	0	48				0	
47	0	0	0	47				0	
46	0	0	0	46				0	
45	0	0	0	45				0	
44	0	0	0	44				0	
43	0	0	0	43				0	
42	0	0	0	42				0	
41	0	0	0	41				1	
40	0	0	0	40				0	
39	1	2	39	X				3	
38	1	1	38	X				2	
37	6	1	37	X X X X X X X				7	
36	1	2	36	X X				3	
35	3	1	35	X X X				4	
34	2	4	34	X X X X				6	
33	4	6	33	X X X X X				10	
32	2	0	32	X X				2	
31	1	2	31	X X				3	
30	6	4	30	X X X X X X				10	
29	3	5	29	X X X				8	
28	6	4	28	X X X X X X				10	
27	2	3	27	X X				5	
26	5	6	26	X X X X X				11	
25	4	3	25	X X X X				7	
24	0	2	24	X X				2	
23	2	3	23	X X				5	
22	0	0	22					0	
21	0	1	21					1	
20	0	0	20					0	
19	0	0	19					0	
18	0	0	18					0	
17	0	0	17					0	
16	0	0	16					0	
15	0	0	15					0	
14	0	0	14					0	
13	0	0	13					0	
12	0	0	12					0	
11	0	0	11					0	
10	0	0	10					0	
9	0	0	9					0	
8	0	0	8					0	
7	0	0	7					0	
6	0	0	6					0	
5	0	0	5					0	
Total	50	50	100					100	

Location:		Avenida Maravilla	
Between:		Tachevah Drive - 30th Avenue	
Weather:		Clear	
Date:		1/21/25	
Time From:		9:30	
Time To:		9:55	
Existing Speed Limit:		25 MPH	

Northbound		Southbound		Combined Statistics	
% Over Pace:	26%	14%	20%		
% In Pace:	70%	74%	72%		
% Under Pace:	4%	12%	8%		
Average Speed:	31 MPH	30 MPH	30 MPH		
Pace Speed:	25 - 34 MPH	25 - 34 MPH	25 - 34 MPH		

15th Percentile / Critical Speed:	26 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	30 MPH
85th Percentile / Critical Speed:	37 MPH	34 MPH	36 MPH



GRAND TOTALS

City of Cathedral City
Radar Speed Survey

Speed		Dir		Vehicles Surveyed		Tot.	
SB	NB	Northbound	Southbound	VEH	Dir.		
55	0			0			
54	0			0			
53	0			0			
52	0			0			
51	0			0			
50	0			0			
49	0			0			
48	0			0			
47	0			0			
46	0			0			
45	0			0			
44	0			0			
43	0			0			
42	0			0			
41	1			1			
40	1			1			
39	0			0			
38	3			3			
37	1			1			
36	0			0			
35	5			5			
34	1			1			
33	0			0			
32	4			4			
31	6			6			
30	5			5			
29	6			6			
28	2			2			
27	4			4			
26	2			2			
25	1			1			
24	4			4			
23	0			0			
22	1			1			
21	1			1			
20	0			0			
19	0			0			
18	0			0			
17	0			0			
16	0			0			
15	0			0			
14	0			0			
13	0			0			
12	0			0			
11	0			0			
10	0			0			
9	0			0			
8	0			0			
7	0			0			
6	0			0			
5	0			0			
Total	50			100		GRAND TOTALS	

Location: Avenida Maravilla

Between: Vista Chino - Tachevah Drive

Weather: Clear

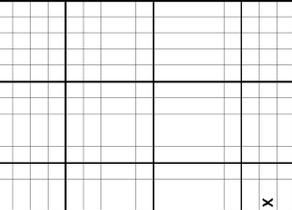
Date: 1/21/25

Time From: 9:00

Time To: 9:30

Existing Speed Limit: 25 MPH

Northbound		Southbound		Combined Statistics	
% Over Pace:	Northbound	% Over Pace:	Southbound	% Over Pace:	Combined
12%	12%	10%	10%	11%	11%
74%	74%	76%	76%	75%	75%
14%	14%	14%	14%	14%	14%
30 MPH					
26 - 35 MPH					
15th Percentile / Critical Speed: 26 MPH					
50th Percentile / Critical Speed: 30 MPH					
85th Percentile / Critical Speed: 35 MPH					



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

Counts Unlimited, Inc

City of Cathedral City
Avenida Maravilla
B/ 30th Avenue - McCallum Way
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

CTC003
Site Code: 067-25037

Start Time	2/4/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	18			0	16				
12:15		3	5			3	11				
12:30		2	10			2	15				
12:45		0	10	7	43	1	18	6	60	13	103
01:00		0	18			1	20				
01:15		1	14			0	17				
01:30		2	20			0	12				
01:45		1	17	4	69	0	21	1	70	5	139
02:00		1	24			0	21				
02:15		0	20			0	12				
02:30		0	11			0	30				
02:45		0	23	1	78	0	34	0	97	1	175
03:00		0	19			0	16				
03:15		0	28			0	26				
03:30		0	20			1	26				
03:45		0	35	0	102	0	37	1	105	1	207
04:00		0	42			0	35				
04:15		1	30			1	25				
04:30		0	21			2	22				
04:45		1	22	2	115	0	26	3	108	5	223
05:00		3	27			3	18				
05:15		2	48			1	29				
05:30		7	33			3	30				
05:45		10	16	22	124	5	22	12	99	34	223
06:00		3	24			4	19				
06:15		10	16			10	18				
06:30		10	20			11	28				
06:45		10	18	33	78	17	18	42	83	75	161
07:00		28	12			20	13				
07:15		16	18			22	16				
07:30		32	15			36	13				
07:45		21	14	97	59	32	17	110	59	207	118
08:00		18	14			17	10				
08:15		14	9			46	12				
08:30		16	10			28	17				
08:45		16	19	64	52	24	9	115	48	179	100
09:00		11	13			20	12				
09:15		10	12			17	4				
09:30		18	14			14	8				
09:45		10	8	49	47	10	6	61	30	110	77
10:00		13	7			12	6				
10:15		20	6			12	3				
10:30		10	5			25	5				
10:45		12	3	55	21	12	4	61	18	116	39
11:00		16	4			12	4				
11:15		14	2			18	4				
11:30		12	2			19	3				
11:45		15	1	57	9	16	0	65	11	122	20
Total		391	797	391	797	477	788	477	788	868	1585
Combined Total		1188		1188		1265		1265		2453	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	97	-	-	-	131	-	-	-	-	-
P.H.F.	-	0.758	-	-	-	0.712	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	130	-	-	-	124	-	-	-	-
P.H.F.	-	-	0.677	-	-	-	0.838	-	-	-	-
Percentage		32.9%	67.1%			37.7%	62.3%				
ADT/AADT		ADT 2,453		AADT 2,453							

