

Title **City of Visalia**  
**2025 ATP Large Infrastructure/Non-Infrastructure Combination Application**

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**ACTION REQUIRED: ATP Cycle 7 Project Application 6-Visalia, City of-3**

Score n/a

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**ACTION REQUIRED: ATP Cycle 7 Project Awardee Application**

Score n/a

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**ATP: Previously Submitted Applications**

09/13/2024

Score n/a

Has this project been Yes  
submitted in a  
previous ATP cycle?

To which cycle(s) Cycle 6  
was this project Cycle 5  
submitted?

Please enter your 87  
score for the most  
recent Cycle.

What was the 6-Visalia, City of-1  
application ID of the  
previously submitted  
application?

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If there are any changes in the scope of work from the previous cycle, please provide a brief description.

The scope for the Goshen Visalia Corridor Connection Project was increased/expanded during Cycle 7 to include bicycle and pedestrian improvements within the adjacent disadvantaged County of Tulare, Community of Goshen. Also, improvements on the trail section from Giddings St. to Mooney Blvd. were removed from the Cycle 7 application as this "Phase 1" section was funded through the Cycle 6 MPO component. Additionally, the work at each intersection crossing identified with the project limits was expanded to robustly accommodate pedestrians and bicycle travel allowing for future network extensions to the north and south to be seamless within the project limits.

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## **ACTION REQUIRED: ATP Cycle 7 Project Awardee Application**

11/20/2024

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Score n/a

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REQUIRED: Update Funding Years and ATP Totals

[C7.atp-adopted-funds-template.xlsx](#)

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## **Original Submission**

06/17/2024

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Score n/a

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Part A: General Application Questions

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Part A1: Applicant Information

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Implementing Agency Name City of Visalia

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Implementing Agency's LOCODE 5044, Visalia

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Implementing Agency's Address 315 E Acequia Ave  
Visalia  
CA  
93292  
US  
36.32912  
-119.2474

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Implementing Agency's Primary Contact Person Diego Corvera

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Primary Contact Person's Title Senior Civil Engineer

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Primary Contact Person's Phone Number +15597134209

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Primary Contact Person's Email Address	Diego.corvera@visalia.city
Implementing Agency's Secondary Contact Person	Jason Huckleberry
Secondary Contact Person's Title	Director Engineering & Building Department
Secondary Contact Person's Phone Number	+15597134495
Secondary Contact Person's Email Address	Jason.huckleberry@visalia.city
Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
Implementing Agency's Federal Caltrans Master Agreement Number	06-5044F15
Implementing Agency's State Caltrans Master Agreement Number	06-5044S21
Does this project have a Project Partnering Agency?	Yes
Project Partnering Agency Name	County of Tulare
Project Partnering Agency's Contact Person	Reed Schenke
Contact Person's Title	Resource Management Agency Director
Contact Person's Phone Number	+15596247000
Contact Person's Email Address	Rschenke@tularecounty.ca.gov

Attach a letter of intent or other documentation:

[Tulare\\_County\\_-\\_Letter\\_of\\_Intent.pdf](#)

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Part A2: General Project Information

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Project Name: Goshen Visalia Corridor Connection Project

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Summary of Project Scope: The Goshen-Visalia Corridor Connection Project (GVCCP) improves the City of Visalia's (City) 5.6-mile Class 1 multi-use Goshen Trail (Trail), creating an active transportation spine. GVCCP also adds traffic calming measures, sidewalk and Class IV bike lanes within the Community of Goshen (Community) creating a multi-modal network with connection to the Trails' network spine, establishing connectivity from a disadvantaged community to the neighboring City.

The Trail is exceptional in its location as it connects the unincorporated Community and the City's industrial park to Downtown Visalia with minimal interruptions. The Trail traverses many living and working spaces, giving the project extraordinary potential for high and varied use for commuting, school trips, exercising, and recreation.

Improvements within the Community will provide multi-modal connections with traffic safety enhancements to the Trail, opening non-vehicular connections to medical services, employment, and schools located in the City. Traffic safety improvements support multi-modal transportation options and return the streets back to the community by improving safety and establishing bike lanes and enhancing sidewalk conditions.

Current conditions of the Trail and corridors within the Community are in disrepair: low spots/poor drainage with flooding occurring, minimal trees to provide comfort during warm weather, and minimal lighting, or public amenities. (Attachment-Existing-Conditions.)

A primary safety concern along the Trail is lack of separation from adjacent roadway in areas due to missing curb/gutter, and non-existent landscaping buffer. The GVCCP addresses the need for a safe, aesthetically pleasing, and convenient infrastructure for commuting to work/school/recreation/non-vehicular travel.

The project will reconstruct the Trail into a 10-ft wide multi-use trail, with protected intersection crossings distance, close multiple gaps, install a traffic circle and improve four corridors within the Community. Improvements address flooding, traffic safety, and railroad crossing safety as well as lack of facilities within the Goshen Community (See Attachment E-Existing-Conditions).

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Summary of Outcomes/Outputs: Construction of 2.2 Miles of Class IV bike lanes, 2.2 miles of sidewalk, 18 intersection modifications, 7 railroad crossing improvements, 40,000ft of curb & gutter, 5.4 miles of Trail reconstruction, and 0.2 miles new trail.

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Federal Transportation Improvement Program (FTIP) Project Description: The GVCC project will construct multi-modal improvements within the Goshen Community, reconstruct, widen and extend 5.6 miles of multi-use trail from Mooney Blvd to Camp Drive.

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Project Location: The GVCC is located within the Goshen Community along Ave 308, Effie Dr, Camp Dr and American St. In Visalia the 5.6 mile Trail is along Goshen Ave between Mooney Blvd to Camp Dr.

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Attach a project location map

[\\_GVCCP\\_Location\\_Map.pdf](#)

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

[Cities.xlsx](#)

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Infrastructure Project Coordinates - Latitude 36.34061

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Infrastructure Project Coordinates - Longitude -119.34184

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Non-Infrastructure Project Coordinates - Latitude 36.34014

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Non-Infrastructure Project Coordinates - Longitude -119.29284

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Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? No

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Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2010 Census Tracts.xlsx](#)

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Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2020 Census Tracts.xlsx](#)

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Caltrans District: 6

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Congressional Districts (Select all that apply): 21  
20

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State Senate Districts (Select all that apply): 12  
16

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State Assembly Districts (Select all that apply): 32

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County Tulare

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Metropolitan Planning Organization (MPO) TCAG

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Regional Transportation Planning Agency (RTPA) None

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Urbanized Zone Area (UZA) Population: Project is located outside of one of the large MPOs in UZA with pop >50,000 & <=200,000

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Within the last ten years, have 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 the project scope of this application? Yes

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Please list the projects below:

[Previous Projects.xlsx](#)

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### Part A3: Project Type

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Select the plans your agency currently has (select all that apply): Active Transportation Plan

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Is the proposed project in a current plan? Yes

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Select project sub-types (select all that apply):

- Bicycle Transportation
- Pedestrian Transportation
- Safe Routes to School
- Trails (Multi-Use and Recreational)
- Safe Routes for Seniors

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Bicycle Transportation - % of Project 50

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Pedestrian Transportation - % of Project 50

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Do you feel a portion of your project is eligible for federal Recreational Trail funding? No

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Please complete the table below for all schools that the project benefits:

[SRTS List.xlsx](#)

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Attach school documentation here. See below for requirements.

[\\_GVCC\\_School\\_Map\\_WLOS.pdf](#)

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#### Part A4: Project Details

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Indicate the project improvement types included in the project/program/plan:

- Bicycle Improvements
- Pedestrian Improvements
- Multi-Use Trail Improvements (including bridges and undercrossings)
- Crossing & Intersection Improvements
- Other Amenities (e.g., benches, shade trees, wayfinding, etc.)
- Vehicular-Roadway Traffic-Calming Improvements
- Non-Infrastructure Components

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Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.

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Bicycle Improvements

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What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure? 47

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Please complete the table below:

[Bicycle Improvements.xlsx](#)

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Pedestrian Improvements

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What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure? 90

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Please complete the table below:

[Pedestrian Improvements.xlsx](#)

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Multi-Use Trail Improvements

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Please complete the table below:

[MU Improvements.xlsx](#)

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Crossing and Intersection Improvements

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Please complete the table below:

[Crossing Improvements.xlsx](#)

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Other Amenities

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Please complete the table below:

[Other Amenities.xlsx](#)

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Vehicular-Roadway Traffic-Calming Improvements

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Please complete the table below:

[Traffic Calming.xlsx](#)

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Non-Infrastructure Components

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Indicate the NI program type. Community Initiative  
Regional Initiative  
Safe Routes to School

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Did you select more than one program type above? Yes

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Please indicate the percentage split based on cost:

[NI Percentages.xlsx](#)

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Program Activities: List the number of each type of activity included in the program for Regional Community Initiatives. Do not double count.

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Number of walk or bike audits: 0

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Number of bicycle skills/safety classes: 32

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Number of pedestrian skills/safety classes: 0

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Number of community demonstration projects/pop-ups/open street events: 10

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Number of community encouragement (e.g., bike to work days) : 32

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Number of community challenges (e.g., bike to work month challenge): 8

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Number of community workshops/stakeholder meetings: 12

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List the number of each type of activity included in the program for Safe Routes to School (SRTS). Do not double count.

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Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education: 0

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Number of school assemblies receiving pedestrian/bicycle safety instruction/education: 4

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Number of after school programs receiving pedestrian/bicycle safety instruction/education : 10

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Number of bike rodeos: 8

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Number of pedestrian 'mock city' safety skills events: 0

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Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers) 0

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Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers) 0

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Number of SRTS encouragement days (e.g., designated monthly bike/walk to school days X number of school months X number of school involved) 8

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Number of student-led leadership initiatives (e.g., student patrols, peer-led learning) 2

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Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, crossing guards, etc.)

2

Did you want to list other SRTS programs not listed here?

No

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Communications:

Communication types included in the NI program (select all that apply):

Social Media (Twitter, Facebook, Instagram)  
Print/electronic publications (Newsletter, blogs)  
Program website

What languages, if any, will the selected communications be translated to?

Spanish

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Collaborative Partnerships

Check all parties that have a committed role in the project beyond submitting a letter of support.

Law Enforcement  
Schools/School Districts  
Public Works Departments  
Non-Profit Organizations/Community Based Organizations  
Other

Please list other collaborative partnerships here:

Business owners and employers

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Right-of-Way (R/W) Impacts

Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?

No

Select all that apply: Project will likely require R/W, easements, encroachment and/or approval involving governmental agencies (excluding Caltrans), environmental, or railroad owner's property.  
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.

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Project will require private property R/W acquisitions or utility relocations:  
Note: The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

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Total number of private R/W parcels expected to be impacted: 0

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Total number of utility companies expected to be impacted: 4

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Total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations: 48

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Has the project schedule been developed to account for this time? Yes

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Project will require R/W or easements from governmental agencies (excluding Caltrans) or railroad companies: Note: See application instructions for more details on the required coordination and documentation from these agencies.

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Attach a letter of support or neutrality from each separate agency. Combine all letters in one attachment:

[UPRR\\_SJVR\\_Executed\\_Preliminary\\_Engineering\\_Letter\\_of\\_Support.pdf](#)

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Number of additional months needed (all project phases) for all of these agencies to complete their required oversight responsibilities and to complete any required actions that are necessary based on the expected R/W impacts? 36

Has the project schedule been developed to account for this time? Yes

Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration 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, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.

Project Approval & Environmental Document (PA&ED) Project Delivery Phase:

Will ATP funds be used in the PA&ED phase of the project? No

Expected or past start date for PA&ED activities: 6/10/2023

Number of months to complete CEQA and NEPA studies and approval: 30

Expected or past completion date for the PA&ED phase: 12/16/2025

Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

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Plans, Specifications, and Estimates (PS&E) Project Delivery Phase:

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Will ATP funds be used in the PS&E phase of the project? No

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Expected or Past Start Date for PS&E Activities: 10/9/2023

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Number of months to complete PS&E: 48

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Expected or past completion date for the PS&E phase: 10/12/2027

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Right-of-Way (R/W) Project Delivery Phase:

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Will ATP funds be used in the R/W phase of the project? No

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Expected or past start date for R/W activities: 3/11/2024

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Number of months to complete the R/W engineering, acquisition, and utilities: 48

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Expected or past completion date for the R/W phase: 3/15/2028

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Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:

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Construction (CON) Project Delivery Phase:

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Will ATP funds be used in the CON phase of the project? Yes

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Proposed CTC CON allocation date: 1/15/2029

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Notice to Proceed with Federally Reimbursable ATP Work: 3/19/2029

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Expected start date for construction activities: 6/4/2029

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Number of months needed to complete construction activities: 24

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Expected completion date for the CON phase: 6/16/2031

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Non-Infrastructure (CON-NI) Project Delivery Phase:

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Will ATP funds be used in the CON-NI phase of the project? Yes

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Proposed CTC CON-NI allocation date: 1/5/2026

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Notice to Proceed with Federally Reimbursable ATP Work: 3/9/2026

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Expected start date for CON-NI activities: 8/10/2026

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Number of months needed to complete non-infrastructure activities: 30

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Expected completion date for the CON-NI phase: 2/19/2029

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Part A6: Project Funding

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Total Project Cost 43300

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Total ATP Request 34608

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Please complete the table below in thousands:

[Funding Table.xlsx](#)

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ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

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

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ATP Project Programming Request (PPR)

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Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

[GVCC\\_PPR\\_Exhibit\\_25-I.pdf](#)

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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.

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Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program? No

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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? No

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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?

No

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

[Regional\\_Active\\_Transportation\\_Plan.pdf](#)

Is the implementing agency Caltrans?

No

Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community?

Yes

A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

[B\\_Q1A-DAC-Destinations.pdf](#)

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:

CalEnviroScreen (CES) 4.0

CalEnviroScreen 4.0: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found here, and the list can be found under “SB 535 List of Disadvantaged Communities”.

CalEnviroScreen (CES) 4.0

[CES.xlsx](#)

Highest CES Score from table above: 59.00813045

CES Score for census tract(s) that the project benefits (cell B38 in table above): 44.36975236027278

Please attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf.

[CES4Pages.pdf](#)

### C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

The Goshen-Visalia Corridor Connection Project (GVCCP) addresses an active transportation gap and important, connection need for the disadvantaged communities (DAC) within the Project’s influence area, and especially for residents in the unincorporated Goshen Community (95th percentile for greatest cumulative impact per CalEnviroScreen4.0) located at the western end of the Project limits. The GVCCP addresses the active mobility deficiencies for the DAC by: 1) Providing a safe, active transportation network within the Goshen Community, and 2) Providing connection to Visalia City via a safe east-west multi-modal Trail.

Goshen’s identity is unique, surrounded by agriculture, yet close to industrial facilities. The population consists of blue-collar/agricultural workers, both sharing the Community’s challenges, being underserved and overburdened. At a public engagement workshop, attendees expressed ongoing support for the Trail. However, Goshen residents responded they did not have Trail access (missing sidewalks/bike facilities), and that they needed infrastructure improvements within their unincorporated neighborhood and expressed a desire for bike lanes. Thus, the City and County partnership was born, and a broader project scope developed to close the connectivity gap. (See Public Engagement attachment). Project’s revised scope will 1) Build infrastructure improvements within Goshen. Four

essential roadways were identified, all providing convenient and logical network connection to the Trail; and 2) Rehabilitate the existing Trail's poor conditions (deteriorated pavement) and construct safe intersection crossings. Hence, Project will meet DAC residents needs for safe transportation access to major employment centers, medical clinics, banks, shopping centers, and recreation identified as a significant need during the community engagement, (see attached B\_Q1A-DAC-Destinations). Active transportation access will ease the socioeconomic burdens the DAC currently experience.

Per Healthy Places Index 3.0 (HPI), the Goshen community suffers from poor air quality (high airborne particle pollution PM2.5) making it one of the unhealthiest of all California tracts. The Goshen community, Census Tract 9.0, when compared to other tracts in the state ranks in the bottom 4.5% for healthy community conditions, bottom 0.7% for healthy neighborhood conditions, and bottom 2.3% for healthy economic conditions. Only 52.1% of people aged 25-64 are employed. This disadvantaged community will benefit from the GVCCP improvements as it will provide a safe route to walk/bike, further enabling non-vehicular commuting for access to job opportunities in Visalia's Industrial Park, as well as for shopping trips, parks for recreation and other employment opportunities along the Trail (Refer Attachment K\_Pages\_1-17). Poverty and lack of access to reliable transportation present major challenges to the DAC in moving beyond their circumstances. Households without access to safe transportation alternatives have more difficulty accessing jobs, shopping, schools, medical care and other important services/destinations. The GVCCP affords the DAC opportunities they would not otherwise have. The GVCCP will connect with the existing north-south Class II bike lane at Plaza Drive allowing active commuters connection further into Visalia's Industrial Park. And to the East, DAC will have further direct access to City downtown core (shopping, Recreation Park) via the currently funded Goshen Visalia Corridor Phase 1 (Refer to attachment GVCCP\_Rendering&Goshen\_Recon Phase 1) Trail project, Giddings St to Mooney Blvd.

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C2. Explain how disadvantaged community residents will have physical access to the project.

The improvements to four corridors (Effie Dr/Camp Dr/Avenue 308/American St) in the Goshen community, existing multi-use Trail rehabilitation, and extension to Effie Drive will connect Goshen residents to key destinations and sites within the community, along Goshen Ave and within Visalia City. Each of the four corridors within the disadvantaged Goshen community are conveniently accessible by the population, and are considered primary routes by residents, providing access/connection to essential sites within the community (Goshen Supermarket, Goshen Pedestrian Bridge, Family Healthcare Network). Due to Goshen's small geographic area, many locations are walkable/bikeable, but poor roadway conditions of these primary corridors create safety concerns that discourage active transportation.

Additionally, Goshen Avenue, the main connector to Visalia City, is accessible via Effie Drive, Camp Drive, and American Rd. See B\_Q1A-DAC-Destinations. Currently the inadequacy of the routes (incomplete sidewalks, absent bike lanes, and inadequate traffic safety measures) connecting to Goshen Avenue and Trail discourage use and inhibit access

to Visalia City. Project improvements include Class IV bike lanes, ADA compliant ramps, sidewalk and traffic calming measures to improve accessibility/comfort of the community corridors. Improvements are a direct result of community engagement activities that solicited feedback from the disadvantaged population.

Through the safety improvement upon these four strategic streets, walking/biking to destinations within the DAC will be promoted, due to their physically convenient locations and logical connection to critical high-volume sites (Goshen Elementary School - accessible via connection from Effie Drive to Goshen Pedestrian Bridge), and three affordable-housing complexes (Goshen Village I & II, future Neighborhood Village) and Visalia/Sequoia National Park KOA Campground.

Within City limits, the Trail is readily accessible by the DAC. The Trail's eastern terminus, currently funded in the Goshen-Visalia-Corridor Phase\_1 Trail project, Giddings St to Mooney Blvd, provides direct Trail connection to the DAC located at the Oval/Highland Park (CensusTract 11). Per HPI (Refer Attachment K\_Pages\_184 - 195). CensusTract11 is in the bottom 1% for healthy community conditions compared to all other California Tracts. Currently due to limited active transportation options, only 6.27% of the workers commute by non-vehicular means. This Project will change this statistic by providing access, connection, and options. There are 18 transit stops near and along the GVCCP to provide opportunity for the surrounding DAC to use public transportation to both access the Trail and extend their trips. Public transit buses have bicycle racks, affording the DAC opportunity for connection to other areas and resources of the City and County. Project will provide the DAC active commuting advantages which will help eliminate their barrier to employment opportunities. The Trail allows access and transit connection to major employers in the Industrial Park (Employees-Amazon 1,200 and UPS 600).

The GVCCP creates an active transportation network spine that serves disadvantaged communities in the Community of Goshen, as well as the disadvantaged community located at the Oval/Highland Park area in the eastern portion of the corridor. The project is physically convenient to access from many residences and destinations and allows residents to utilize the most logical routes to reach these destinations.

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C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not

All corridors in the GVCCP were identified either in the 2017 City of Visalia Active Transportation Plan or the Goshen Complete Streets Plan (Refer to Attachment-K Pg18-169). In each plan's development, extensive community outreach was performed and facilitated by experts in policy planning. Public feedback was compiled, and priority for active transportation projects were identified.

Assessment of anticipated housing and economic development in the western Visalia and in the Goshen Community, led to the identification of the need for a largescale collaborative project between Tulare County and the City of Visalia to create an active transportation network spine between Goshen and Visalia.

In early 2024 efforts began to assess the current needs of the community

an issue, explain why it is not a concern for the community.

and the concerns of the existing GVCCP corridor conditions. A joint community engagement campaign was conducted in Visalia and Goshen. Online surveys were publicized, and outreach meetings held in Visalia and in Goshen. Flyers announcing the online survey were mailed to those within a ½-mile radius of the project area. In addition, to receive feedback from different users who may benefit from the project improvements, staff conducted pop-up events at two elementary schools, Visalia Senior Center, Goshen Village Apartment complex and rode the transit bus to better understand their needs. Results of the surveys and feedback received showed continued support of the public for improvements to the GVCCP corridors and a need to have active transportation connections.

The Goshen Trail has been independently submitted to the ATP program three (3) consecutive cycles, during each cycle public outreach and DAC engagement was performed.

In 2022 surveys were distributed for the Goshen corridor improvements, pop-up events were held at 2 destinations along the Goshen Trail to engage the disadvantaged community. This outreach showed strong community support and afforded the DAC another opportunity to ‘voice’ their needs. 362 survey results were tabulated. 55% of respondents identified safety as a prominent concern. 63% cited need for lighting, and aesthetics/landscaping was important by 56%. In response to feedback, the project specific scope was fine-tuned: safety lighting, shade trees, and landscaping are included to ensure the disadvantaged community’s needs are met.

In July of 2020 mailers were sent to residents/businesses within 1/2-mile of the Goshen Trail promoting the survey. To target the disadvantaged communities and ensure full opportunity to provide input in case they did not have access to a computer/WIFI, paper surveys (in both English/Spanish) with a return stamped envelope were mailed to all properties within 1/4-mile of the Corridor. 947 paper/online surveys were completed. Community feedback solicitation was posted on the City’s website and social media pages.

In 2018 public workshops were held. Surveys were distributed to attendees and made available via City’s webpage. The Goshen Trail improvements project was identified as a priority project.

Salt & Light and Self-Help Enterprises are dedicated to combating displacement. The GVCCP has received strong support for this Project from these organizations (see Letters of Support Attachments). No displacement will occur as a result of this project, therefore it is not a concern.

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Attach documentation to show disadvantaged community support:

[Goshen\\_Visalia\\_Corridor\\_Connection\\_Project\\_Outreach\\_Report-DAC\\_Documentation.pdf](#)

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C4. Describe how non-infrastructure events and programs will be targeted towards the disadvantaged community whom the project benefits.

The GVCCP non-infrastructure component, includes the adoption of an online geo-spatial biking encouragement platform, as well as procuring a consultant firm with expertise in biking education, community engagement and capacity building. The goal is to launch an outreach campaign promoting biking and active transportation through changing driver behavior, empowering community members to feel confident in biking/riding to their destinations (through informing them of project safety improvements and biking skill enhancement efforts).

The multilingual online hub would be free. The registration process will collect demographic data as well as real-time feedback from users on the level of stress/comfort along bike routes they have recently used. Sacramento and Santa Cruz have used similar tools and planners have affirmed the immediate value that online geo-spatial biking encouragement tools can have on a disadvantaged community due to the ability to collect real time feedback and respond accordingly. City of Visalia anticipates using this real-time data to inform any changes to the infrastructure and/or identify needs within the bike safety education and support segment.

The consultant will engage directly with the following organizations, Goshen Elementary School, Salt & Light, and Tulare County of Education to organize events and educational efforts within the project affected DACs.

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#### D. Project Location (0-2 Points)

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Select the option that best describes the project location:

Project is fully in a disadvantaged community

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D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

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QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-38 POINTS) 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 nonmotorized users.

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Safe Routes to School Data:

[SRTS Summary.xlsx](#)

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#### A. Statement of Project Need (0-19 points)

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Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying

The unincorporated community of Goshen is located in rural Tulare County, with a population of approximately 5,200 people. Goshen is bifurcated by State Route 99 (SR99) and a set of railroad tracks that run North-South, creating an "East" and "West" side of the community, which can only be accessed by the Goshen Pedestrian Bridge or the one freeway overpass that exists in the vicinity. The freeway and railroad tracks place a unique transportation burden on the community. It is adjacent to the Visalia Industrial Park located on the East side.

abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?

Goshen is designated as disadvantaged with respect to several economical, social, and health factors. The percentage of households where income is at or below poverty level is in the 95th percentile according to the Climate and Economic Justice Screening Tool (CEJST), and has only a 52.1% employment rate. Goshen is located in the 95th percentile for potential exposures to pollutants, adverse environmental conditions, adverse socioeconomic factors and prevalence of certain health conditions according to CalEnviroScreen 4.0. The Healthy Places Index 3.0 (HPI) indicates that the access of Goshen's residents to Healthcare is in the 16.3rd percentile, and that the census tract suffers from low health scores in several categories (see Health & Human Services Agency Support Letter).

There is a significant need to invest in the community's infrastructure to improve the quality of life for residents living there. The Goshen-Visalia Corridor Connection Project (GVCCP) includes multimodal improvements that will transform Goshen through road safety improvements within the community and providing improved connectivity for pedestrians/cyclists to the adjacent Visalia City.

The corridors included in this project were identified in the 2014 Goshen "Complete Streets" Plan, and affirmed in the 2023 plan update through extensive community outreach efforts. "Complete Streets" represents the philosophy that streets should enable safe, attractive and comfortable access and travel for all users within their community.

GVCCP's corridors represent key arterials and collectors serving vital destinations within Goshen: Ave308/Effie Drive/Ave304/Camp Drive/American Street; with Ave304 improvements providing enhanced connection into the City of Visalia. Improvements along Ave304 (Goshen Ave) will stretch from Effie Drive in Goshen to Mooney Blvd. The existing trail segment in Visalia from Miller Park east toward downtown is deteriorated and under-utilized. The Project will rehabilitate, add lighting, crossing safety enhancements, wayfinding signage, landscaping with shade trees as summer temperatures average 95F, amenities, and extend the Trail westerly, closing the gap to the Goshen community. The Project has potential to achieve a transformation in mobility options for Visalia's northwest quadrant and the Goshen community by liberating travelers dependence on a vehicle, enabling safe active transportation use, and promoting a healthier lifestyle.

Project's improvements/benefits will transform the community, and improve their access to everyday locations within Goshen, and access to specialized and essential services in Visalia City. Within the community, the project corridors currently provide access/connection to Goshen Supermarket, Goshen Community Services District (in person utility bill payment center), three affordable-housing complexes, and the Goshen Pedestrian Bridge which provides the eastside residents direct access to Goshen Elementary School on the community's westside.

Currently, the corridors are high-stress environments for pedestrians/bicyclists. Designated bike lanes are non-existent, sidewalks are discontinuous, broken, or obstructed. Approximate 48% of residents

who participated in community engagement efforts state that traffic safety is the primary reason why they do not bike/walk along the corridors. From (2013-2023) there were 16 reported crashes on along the Project's influence area involving a pedestrian or bicyclist.

There is only one health care clinic located in Goshen, which provides basic medical services, but no pharmacy, and no grocery stores (as there is currently only a Dollar General for basic necessities). Residents must travel to the adjacent Visalia City. Lack of a safe/accessible/complete active transportation network has a direct relation on our community's health outcomes. The Tulare County 2023 Community Health Assessment (2020) reports: 20.7% of children ages 2-11 and 45.7% of adults are considered obese (state's average is 28.2% for adults). Diabetes was the most pressing health concern for residents with 19.8% of adults diagnosed with diabetes, significantly higher than that of California at 10.9%. Heart disease was the leading cause of death (rate of 199.4 per 100,000 compared to California's rate 144.0). This Project will combat these poor health statistics by encouraging healthy behaviors such as engaging in physical activity by providing access to a welcoming and safe Trail for walking/biking to work/school, healthy eating by providing access to fresh fruits/vegetables (4 grocery stores- Plaza Market, Save Mart, Walmart and 4Seasons Market), opportunities for further physical activity at Recreation Park and a class 2 bike lane connection to Plaza Park, and access for students to afterschool activities at the Anthony Community Center. (See Attachment\_B\_Q2-B-Gap\_Closure\_Map.)

Project specific surveys were performed (July2020/April2022/March2024). The most recent survey (301 respondents), 75% indicated they did not use the trail because of safety concerns, and lack of lighting and amenities. 28% of respondents indicated amenities and aesthetics/landscaping were priority to consider using Trail. This absence of a complete non-motorized facility for continuous travel to Visalia City and the existing segment's unwelcoming conditions/hazards are a major deterrent for everyday use and active commuting. Only 13% respondents indicated Trail use for commuting, even though 63% respondents have a work/school commute distance less than 5-miles. 79% respondents agreed that if improvements were made, they would use the GVCCP more. These survey results demonstrate the high latent demand and support for non-motorized travel along the Trail.

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B. Describe how the proposed project will address the active transportation need: (0-19 points)

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Does the proposed project close a gap? Yes

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Number of Gaps: 6

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Total length of gap in feet: 11700

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Please provide a map of each gap closure identifying gap and connections.

[B\\_Q2B-Gap-Closure.pdf](#)



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Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

The GVCCP will close the gap by connecting the Goshen community to Visalia's central downtown providing access to many essential destinations. It is the only safe west-east connector in the northwest quadrant of the city available for pedestrians/bicyclists. The GVCCP corridors encompass 7 public-school enrollment areas, serving as a safe-route-to-school (Attachment B\_Q2-B-Gap\_Closure\_Map) including the sole high school that serves Goshen residents. Along GVCCP corridors are 18 transit stops, 2 shopping centers with financial institutions (Key West and Country Club Plaza), 4 grocery stores (Plaza Market, Save Mart, Walmart and 4 Seasons Handy Market), and the Industrial Park (6,400 job opportunities). Within ½-mile and connecting through the existing and planned active transportation network are 860 high density housing units. Within 1-mile and connecting to the GVCCP through bus connections and bike routes are Visalia Medical Clinic, Recreation Parks, Anthony Community Center, College of the Sequoias, Fresno Pacific University and other destinations.

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Does this project create new routes? Yes

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Please provide a map of the new route location:

[B\\_Q2B-New-Routes.pdf](#)

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Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate.

The Goshen community lacks adequate sidewalks or bike lanes to safely connect the residents of Goshen to key destinations within the community, or to Goshen Ave and the Trail located in Visalia City. Goshen is a small rural community, and essential internal destinations (such as the Dollar General, Goshen Elementary School, and convenience stores) are accessed through Camp Drive and Effie Drive. Goshen Avenue, the main connector to Visalia City is accessible via Effie Drive, Camp Drive, and American Rd. Currently the routes connecting to Goshen Avenue are inadequate, due to incomplete sidewalks, absent bike lanes, and inadequate traffic safety measures. Throughout community engagement efforts, residents stated that access to the major employment centers, specialized medical clinics, banks, and shopping centers that are located along the corridor in Visalia and identified in B\_Q1A-DAC-Destinations, would ease the transportation burden they currently experience.

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Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including, but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

The improvements in the Goshen community and the extension of the Trail multi-use pathway to Camp Drive and Effie Drive will connect the residents of Goshen to key destinations along the existing Goshen Ave, a main route connecting Goshen to Visalia. This Project's improvements to the Trail's multi-use pathway will provide the opportunity for non-motorized users to walk/bike safely to employment opportunities in the City's Industrial Park, grocery stores, transit stops, specialized medical clinics, and recreational centers along the Trail.

Within Goshen, the improvements along four strategic streets (Camp Drive, Effie Drive, Avenue 308 and American Ave) will promote walking and biking to destinations within the community, such as Goshen Elementary School (accessible via connection from Effie Drive to the Goshen Pedestrian Bridge), the three affordable housing complexes, and the Visalia/Sequoia National Park KOA Journey Campgrounds located near the intersection of the GVCCP corridors, Avenue 308 and American Rd.

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Does this project remove a barrier to mobility?

Yes

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Type of barrier(s) (select all that apply): Safety  
Railroad tracks

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Please provide a map identifying the barrier location(s) and improvement(s):

[B\\_Q2B-Barriers-Improvements.pdf](#)

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Describe the existing negative effects of the barrier(s) to be removed and how the project addresses the existing barrier(s).

The Trail is deteriorated asphalt/poor drainage making it dangerous for bicyclists, and poses stumbling hazards for pedestrians. (refer Attachment E\_Existing Conditions). Many people avoid Project's existing Trail and drive instead. Surveys(2024), 56% respondents indicated no Trail usage because of safety concerns/lack of lighting. Throughout the GVCCP, absent or Non-ADA compliant ramps or C&G create hazards for parents pushing strollers and older adults, and a high-stress environment for bicyclists with high speed/volume traffic nearby. Project improvements will rehabilitate the Trail, install sidewalk, class IV bikeway along 4 key community corridors and significantly improve Railroad crossings: Improvements to include raising to grade to prevent flooding, installing ADA ramps, paving/stripping to clearly define the path, and curb/landscaping installation to act as a safety barrier preventing vehicles from parking/blocking the route. Railroad crossing improvements will include signal timing upgrades, warning devices and additional signage notifying road users when a train is coming.

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Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destination must be identified.

The Project in removing the safety barriers to mobility encourages the community to walk/bike to access the many community destinations via the convenient and safe Corridor. It is the only east-west active transportation connector in the northwest quadrant of the city available for non-motorized use. The Goshen Ave. corridor passes through 6 school enrollment areas, serving as a safe route to school sites named on Attachment Part\_B\_Q2-B-Barrier\_Location\_Map. Adjacent to the Goshen Ave. corridor are 18 transit stops, Anthony Community Center, Recreation Park, 2 shopping centers (Key West and Country Club Plaza), 4 grocery stores (Plaza Market, Save Mart, Walmart and 4 Seasons Handy Market), and the Industrial Park (6,400 job opportunities). Within ½-mile and connecting through the existing and planned network of sidewalks and bikeways are 860 high-density housing units. Within 1-mile and connecting to the GVCCP through the existing/planned bike network is Visalia Medical Clinic and Plaza Park.

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Does this project add Yes  
improvements to  
other existing  
routes?

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Please provide a map of the new improvement location:

[B\\_Q2B-Imp-Exist-Routes.pdf](#)

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Explain the  
improvement:

The existing 5.6-mile Trail, constructed 1996/1998, is deteriorated and underutilized. Currently, the western terminus is Miller Park Ct. The Project will rehabilitate the existing segment as it often floods, add lighting, safety enhancements for crossings, wayfinding signage, landscaping - shade trees, additional trail amenities, and extend the Trail westerly to the city limits and connect to Goshen, filling the gap and connecting the disadvantaged Goshen community in Tulare County, refer to Attachment B\_Q2B-Imp-Exist-Routes. Summers in the Central San Joaquin Valley are harsh with daytime highs averaging 95F. A canopy of shade trees is essential in attracting the active user to replace their vehicle with bicycling/walking. The Project has the potential to achieve a major transformation in mobility options on the western side of Visalia and for the community of Goshen by liberating travelers from dependence on a vehicle and enabling safe access along Goshen Avenue and surrounding destinations.

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Describe how the project links, connects to, or encourages the use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high-density or affordable housing, regional, state, or national trail system, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

The Project improvements create an inviting, low-stress environment that encourages the community to leave behind their vehicle and walk/bike via the convenient and safe GVCCP to access many community destinations. It is the only safe east-west connector in the northwest quadrant of the city available for non-motorized use. The GVCCP passes through 7 school enrollment areas, serving as a safe route to 7 school sites Attachment B\_Q2B-Imp-Exist-Routes. Adjacent to the GVCCP are 18 transit stops, Anthony Community Center, Recreation Park, 2 shopping centers (Key West and Country Club Plaza) 4 grocery stores (Plaza Market, Save Mart, Walmart and 4 Seasons Handy Market and the Industrial Park (6,400 job opportunities). Within 1/2-mile and connecting through the existing and planned network of sidewalks and bikeways are 860 high-density housing units. Within 1-mile and connecting to the GVCCP through the existing/planned bike network is Visalia Medical Clinic and Plaza Park.

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Does this project implement a non-infrastructure program?

Yes

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Please provide a map identifying the NI program's boundaries. If it's a SRTS NI program, identify the school locations.

[B\\_Q2B-NI-Boundary.pdf](#)

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Describe the non-infrastructure program, the population it will serve, and how the program will use education and encouragement to address the needs identified in Part A.

Community feedback for the GVCCP indicated that safety is major concern for walking and biking within the project's corridors. In addition to the projects infrastructure improvements that will address safety concerns residents have, the City and County felt additional efforts would be needed to fully promote and support active transportation along the projects corridors and induce a mode shift within the communities.

The non-infrastructure program consists of procuring a consultant to launch/manage a promotional campaign that will educate community members to ride or walk along the project's corridors, and inform them of GVCCP improvements. This campaign uses community engagement and technology as a means for both providing biking safety education and encouragement programs; a website will provide bicycle safety materials,

and promote “bike to work” challenges that businesses near the project’s corridor can participate in.

One suggested approach of the campaign is a “be bicycle friendly” message that would target vehicular drivers in order to change driver behavior to make the streets safer for cyclists. This campaign would provide education on how and why bicyclists travel the roadways, with the objective of developing a shared understanding for all users. With vehicular speed and failure to adhere to posted traffic signs stated by the community as reasons why they do not bike/ride, it is evident that there is a need to compliment infrastructure components of the GVCCP with additional efforts to make community members feel safer when they bike or ride.

To implement this strategy, we propose a strategic, bilingual outreach campaign, targeted to the geographic area of the GVCCP. This includes social media efforts, a project website, and physical media (which could include signs, billboards, and fliers). To further encourage biking, the program also will target those who are “interested in biking, but concerned” with bicycle safety trainings, such as Adult Learn to Ride courses, group bike rides led by instructors. Residents would be able experience what it would feel like to ride their bicycle across the corridor, all while learning techniques to bike safely.

To compliment this portion of the program, a sufficient supply of incentive items are requested, such as helmets, bike locks and bike lights for those who complete a bike safety activity and a post-activity quiz to demonstrate knowledge learned. Strategic collaboration with community-based organizations will be utilized to host bike safety courses to further reach disadvantaged and underserved community members.

Another significant aspect of the non-infrastructure component is the implementation of an online geo-spatial biking platform that can be downloaded by all users within the area GVCCP corridor on their smartphone. This tool will provide the opportunity to notify users of program events, allow bikers to rate the comfort of their ride by identifying specific segments of their route on a very stressful to least stressful scale, and to collect data on route usage. Information collected by the platform can be aggregated into a heat map to the City/County understand specific streets to potentially improve and/or respond to safety campaigns and target educational campaigns accordingly.

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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. (0-20 POINTS)

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A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-10 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

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1. For applicants using the TIMS ATP tool, attach the items listed below:

[TIMS\\_ATP\\_Tulare\\_Visalia\\_2024\\_06\\_07\\_1.pdf](#)

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2a. For applicants using another data source, attach relevant documents below:

[GVCCP\\_ATP\\_Cycle\\_7\\_-\\_Supplemental\\_Safety\\_Data.pdf](#)

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2b. Data and corresponding methodologies in written form can be included here (optional):

Public engagement surveys and walk audit:

General Survey (Spring\_2024), Combined: 301 respondents.

Paper mailer invited all residents/businesses within ¼-mile of GVC

80 respondents

Online

194 answered; 204 skipped

Tulare County Goshen poster

27 survey respondents

Senior Center (Spring\_2024)

Walk Audit Goshen (Spring\_2024)

10 participants

School Survey (Spring\_2022)

Online - Invited all within 6 school attendance boundaries who'll benefit from GVC.

152 respondents

General Survey - 56% indicated traffic safety and lack of lighting prevent them from using the trail, and a significant 79% agreed to use the trail if such improvements were made.

Walk Audit Goshen – 97% felt strongly negative/negative about Avenue 308, and 93% felt strongly negative/negative about Camp Dr regarding the overall feeling of quality and safety of sidewalks, street crossings, intersections, and traffic safety.

School Survey – 52% indicated traffic safety concerns for not using the trail. 79% agreed they would use the trail if improvements were made.

The surveys provided anecdotal data underscoring the community's safety apprehensions and the urgent need for safety and lighting improvements along the GVCCP. Addressing these concerns is paramount to fostering increased trail usage and promoting active transportation within the community.

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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:



## Collision Summary.xlsx

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4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

The Goshen-Visalia Corridor Connection (GVCCP) Project is a 5.6-mile east-west multi-modal Trail parallel to Goshen Avenue. At the western terminus, the Project extends into the Goshen community to provide lighting, sidewalks, safe crossings, class IV bike lanes, narrower travel lanes and access to the FWY99 pedestrian bridge. The eastern connection into Visalia provides safe bike/walk access to the city's core with opportunities for jobs/shopping/schools/recreation. The Project will rehabilitate the existing segment, add crossing safety enhancements, lighting, connect the gap between communities, and provide safety improvements within Goshen.

The existing Trail segment was constructed 28-years ago; its deteriorated asphalt and poor drainage are hazardous to bicyclists/pedestrians. Hence, non-motorized users are forced to bike/walk on Goshen Avenue (see Attachment\_E\_Existing Conditions). Goshen Avenue is a high-speed 55MPH arterial with 18,200 average daily traffic. Due to hazardous conditions, walkers/bikers typically choose not to take advantage of the existing Class 1 trail, but instead use the street. General Survey, 56% respondents indicated safety and lighting reasons for not using the trail.

For the non-motorized user, the alternative Goshen Avenue presents an even greater safety hazard as they are most vulnerable to severe injury when involved in a collision and most susceptible to collisions when sharing the roadway with vehicles. The Project\_Area\_Collision\_Map reflects this hazard showing a total of 16 bicycle/pedestrian collisions in the past eleven years, 2013-2023; see attached TIMS-ATP. Even with the existing low Trail usage due to hazards, and the minimal bike/pedestrian activity on Goshen Avenue due to the high-stress environment (speed and dangerous intersections), the overall collision rate is relatively high when considering the minimal number of bikers/walkers willing to brave the Project area. The Collision\_Heat\_Map shows increased collision intensity in the city central downtown just beyond the GVCCP as it is more densely populated, experiences a higher-volume of walkers/bikers due the nature of a typical downtown business/shopping area compared to the GVCC Project area.

Within the Project area, 87% TIMS collisions involving pedestrians/bicyclists occurred at intersections and were primarily the result of improperly executed crossing movements. Collision rate was exacerbated in 33% of the cases by bicyclists traveling the wrong-way in the roadway. 33% of collisions involved failure of autos to yield the right-of-way, and 50% were the result of pedestrian violations. This collision history indicates many of the collisions could have been avoided if the non-motorized user used the trail; and the intersection crossings are dangerous and not readily apparent to motorists. As the Trail crosses seven streets, the GVCCP's safety improvements are desperately needed to promote safe, active transportation; otherwise, these collisions will likely continue. The Project will address deficiencies by providing needed crossing safety enhancements, wayfinding signage to safely guide bikers/walkers, close the connectivity gap and eliminate mobility access barriers that prevent 40% of survey respondents from actively using the trail more than once per year.

One-third of the total reported collision victims were composed of two vulnerable age groups: 20% college age and younger, and 13% seniors, 60 and over. GVCCP is within 7 school attendance boundaries, and safety improvements are one of the city's top priorities. No student should fear walking/biking enroute to school. School Survey (April 2022) 52% responded they fear trail use due to safety concerns; whereas 79% agreed/strongly agreed they would use if improvements were made. Senior Center adults voiced their need to exercise/recreate to maintain a vibrant lifestyle; however, due to current GVCC conditions (dilapidated asphalt, unsafe crossings, lack of lighting); they do not for fear of injury. Many older adults with poor mobility have trouble navigating the current GVCCP's high-stress conditions, as well as those with physical disabilities due to discontinuous/missing sidewalks and absent ADA compliant ramps. GVCCP safety improvements are desperately needed to promote safe/active transportation and meet the critical needs of these two vulnerable age groups. GVCCP addresses deficiencies by providing needed crossing safety enhancements, close the connectivity gap, and eliminate the mobility access barriers for the general public and those with disabilities.

83% of reported TIMS collisions occurred when dark indicating safety lighting is needed. This correlates with the General Survey as 28% responded lack of lighting prevents their trail usage; but if added, they would definitely use. Project includes lighting throughout to address this high-priority safety need.

97%-93% of the Goshen Community Walk Audit participants, auditing Ave308/Camp Dr, respectfully, were negative/strongly negative about their overall feeling of quality and safety of sidewalks, street crossings, intersections, and traffic. 63% of community members surveyed said safety and lighting improvements would encourage usage; 100% said if improvements were made, they'd use. To address this overwhelming safety and lighting need in this disadvantage community, GVCCP provides high-priority safety improvements (lighting, sidewalks, ADA compliant ramps/crossings, Class IV bike lanes, and access to StateRoute99 pedestrian bridge).

Visalia's vision is to develop a complete, safe, interconnected multi-modal transportation network. GVCCP was identified through extensive engagement, which identified safety improvements as having potential to increase corridor use. Due to GVCCP's close proximity (safe route for seven schools, high-employment centers, disadvantaged communities, Visalia downtown connection, high-density housing, Recreation-Park), both the city/county have placed this project as top-priority for creating a mode shift from vehicle to active transportation. 47% of collisions involving a pedestrian/bicyclist occurred during weekday commute hours, 6:00-8:59am and 3:00-5:59pm, indicating need for safe multi-modal commuting. Visalia intends to eventually connect the GVCCP further into the downtown core by developing a continuous bike network, completing sidewalk gaps, and providing active commuters safe-connection to other areas.

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B. Safety Countermeasures (0-10 points) Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

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1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? Yes

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1a. Current speed and/or volume:

Goshen Ave, a major east-west, divided 4-lane arterial in Visalia, boasts a posted speed limit of up to 55 MPH, yet prevailing speeds measure at 59 MPH. With a traffic load of up to 18,200 vehicles per day, it poses a high-stress environment and safety hazard for non-motorized users. They face heightened vulnerability to severe injury in collisions and are at greater risk when sharing the roadway with vehicles. Despite the dangers, many users opt to bike on Goshen Avenue rather than use the adjacent Class 1 trail due to its uninviting conditions and numerous safety hazards. The current lane configuration features lanes that are 14 feet or wider, a design aspect known to encourage speeding. Research, such as that by Fitzpatrick in the Transportation Research Record 1751:18-25, confirms that wider lanes contribute to elevated vehicle speeds as drivers feel more comfortable with greater unobstructed space on the road. Non-infrastructure education component will implement strategies to reduce driver speed through humanizing cyclists, and encourage them to drive considerately. be bicycle friendly

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1b. Anticipated speed and/or volume after project completion :

Within the Goshen community the narrowing of the different street segments will calm traffic speeds and the incorporation of lighting and Class IV bike lanes will further promote a calmer and more multimodal community. The Goshen Trail will be made more inviting and safer by rehabilitating the existing path, installing trail lighting, crossing safety enhancements, and adding landscaping for shade along the Trail. This will attract non-motorized users away from sharing the roadway with vehicles on Goshen Avenue, reducing potential hazards. Trail crossings will encounter lower volumes and slower vehicular speeds compared to Goshen Avenue. Lane widths on Goshen Ave will be limited to a maximum of 12 feet to decrease traffic speeds. Mountable bulb-out improvements at GVCCP crossings will reduce right turn speeds while accommodating truck traffic. At Akers St, curb extensions will enhance traffic calming, with anticipated vehicular turning speeds under 10 MPH, aligning with the expected bicycle speeds on the trail. These measures aim to promote safer non-motorized travel along the GVCCP, providing a more enjoyable experience while mitigating conflicts with vehicular traffic. The non-infrastructure element is anticipated to change driver behavior, reducing speeds and decrease vehicles on the road due to increased active transportation.

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2. Improves sight distance and visibility between motorized and non-motorized users? Yes

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2a. Current sight distance and/or visibility issue:

TIMS collision data from 2013 to 2023, 75% of pedestrian/bicyclist collisions within the GVCC Project limits occurred within intersections. The Project Corridor route intersects with 7 north-south roads, and within the Goshen community sidewalk is missing, leaving 8 intersections with no sidewalk guiding the pedestrian to the proper crossing location. The California Vehicle Code states that a crosswalk is considered unmarked, but the legal place to cross, when it is an extension of the sidewalk. This extremely disadvantage Goshen community has no sidewalks. Hence the reason for 25% of all collisions were due to violations by the pedestrian. The pedestrian does not know where to safely cross, and when they do, they are not visible or expected by the motorist. Additionally, 19% of collisions involved autos failing to yield the right-of-way. Without a crosswalk whether it is marked or unmarked, motorists do not know where they may come up upon a pedestrian. In 25% of cases, collisions were exacerbated by bicyclists traveling the wrong-way. This suggests many collisions could have been avoided if non-motorized users had used the trail properly and had access to a dedicated-facilities. This Project's crossing safety enhancements, sidewalk installation, and corridor improvements will address these deficiencies.

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2b. Anticipated sight distance and/or visibility issue resolution:

75% of all collisions involving a pedestrian/bicyclist occurred within an intersection; hence the need to rectify these high-conflict points between the vehicle/non-motorized user. To make the Corridor crossings more conspicuous, Project will install: 1) High-visibility trail crosswalk markings; 2) Mountable curb returns at bulb-out dimensions to slow down right-turn movements (in place of curb-extension treatments due to Goshen Ave being a designated truck route) to increase vehicle yielding behavior at conflict points; 3) Markings/signage to four signalized intersections to have motorist stop in advance of both the rails/corridor crossing (requires modification of signal detection from inductive loop to video detection); and 4) Safety lighting where missing at crossings and along full extent of Corridor to illuminate conflict points and the path. To make the Goshen community crossings more conspicuous, Project will install: 1) Sidewalks; 2) Crosswalk markings at 8 intersections; 3) Bulb-out curb extensions at 7 intersections to make the pedestrian more visible to the motorist and provide a safe location where they may be expected to cross the street; and 4) Streetlights.

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3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?

Yes

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3a. Current conflict point description:

Goshen Avenue serves as a high-speed and high-volume arterial road. Despite 5.4 miles of the project's 5.6-mile Trail length being an existing Class 1 trail, severely dilapidated pavement, flooding, lack of trail wayfinding signage, and lighting prompt pedestrians or cyclists to opt for the roadway, mingling with high-speed vehicles on Goshen Avenue. This poses a safety hazard for non-motorized users, who are most vulnerable to severe injury in collisions and face increased susceptibility when sharing the roadway with vehicles. Moreover, the majority of the trail runs directly alongside the high-speed roadway without a barrier curb, heightening stress for active users in an environment where the posted speed limit is 55 MPH. Additionally, there are seven trail crossings with north-south intersecting streets (5 signalized; two stop-controlled). Within the Goshen community, there is no sidewalk. Pedestrians are forced to walk in the street or in the dirt/muddy shoulder often there are cars double parked on the shoulders, and landscape is poorly maintained impeding the path. There is no designated bike facility (no signs or markings), and bicyclists are forced to mix with automobiles.

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3b. Improvement that addresses conflict point:

The Project's Corridor improvements, including trail lighting, pavement rehabilitation, and landscaping with shade trees, aim to incentivize non-motorized users to utilize the trail instead of Goshen Avenue. Additionally, barrier curb installations will bridge missing gaps along the Corridor, acting as physical barriers alongside landscaping. As a Class 1 multimodal path, the trail offers the safest route for bicyclists, providing essential separation from the high-speed and traffic volume of Goshen Avenue. Furthermore, the Project will address conflict points at intersection crossings by implementing crosswalk safety enhancements such as high visibility markings. At four signalized intersections, markings and signage will prompt motorists to stop well in advance of both rail and trail crossings, necessitating modifications from inductive loop to video detection for signal detection. These measures will enhance safety and encourage non-motorized users to opt for the trail over Goshen Avenue. Within the Goshen community, Project will install 2.2-miles of sidewalk, curb and gutter and will be a physical barrier separating the walker from motorized vehicles. In addition, Project will install 2.2miles of a Class IV bike facility. This new bike facility will have a 3-4ft wide buffer separating the bicyclist and motor vehicles.

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4. Improves compliance with local traffic laws for both motorized and non-motorized users? Yes

4a. Which law(s)? (Select all that apply) Speeding  
Wrong way travel of non-motorized users  
Failure to yield  
Jaywalking

4b. Describe how the project will improve compliance: Failure-to-yield - 75% of all reported TIMS collisions (2013-2023) occurred at intersections. The construction of mountable bulb-outs will effectively reduce the speed of right-turning vehicles to 10MPH or lower. Studies have shown turning speeds of 10MPH or lower result in nearly 100% yield rates to pedestrians/cyclists at conflict points (Source: "Driver Behavior in Yielding to Sighted and Blind Pedestrians at Roundabouts" - Geruschat,2005). To enhance visibility and compliance with the rules-of-the-road, high-visibility trail crossing markings will be implemented, and advance warning/stop/yield signs, and markings to assign right-of-way will be added on both the trail/roadway, reinforcing compliance at right-of-way conflict points. These measures are anticipated to improve compliance with proper yielding of right-of-way and will contribute to safer motorized/non-motorized interactions. Within the Goshen community, installation of 1) Bulb-out curb extensions at 7 intersections; and 2) Crosswalk markings at 8 intersections will direct the pedestrian where to cross and improve motorists' awareness. Wrong-way travel – 25% collisions involved a bicyclist traveling the wrong-way. Project will incorporate wayfinding signage directing bicyclists to the Class I trail and Class IV bike facility. Speeding – 13% unsafe speeds. Project to install within Goshen community 4 neck-downs, 1 mini-traffic circle, and 7 curb extensions for traffic-calming.

5. Addresses inadequate vehicular traffic control devices? Yes

5a. List traffic controls that are inadequate: Out of the five signalized intersections, traffic controls for the four intersecting roadways of Akers Street, Shirk Street, Kelsey Street, and Plaza Drive are inadequate. The signalized intersection crossing at Demaree received major construction improvements in 2018 and is adequate. Within the Goshen Community, there are no traffic control devices in the project corridor with the exception of the railroad crossing on Ave 304 which has no pedestrian/bike path. Missing stop signs were observed, and there was no clear signage stating speed limit or pedestrian crossings. Cross walks are virtually non-existent.

5b. How are they inadequate?

The signalized traffic controls for the intersections with the trail crossings at the locations listed above are inadequate and require modification. 1) The location of the detection loops to actuate the traffic signal at three of the signalized intersections require southbound traffic to cross the tracks and stop between the space of the tracks and crosswalk for the trail crossing. This does not give the trail user room, and blocks visibility of the pedestrian/bicyclist; 2) four of the intersection crossings have pedestrian heads that don't provide a countdown to indicate the crossing time notifying the trail user of available crossing time or the audible indicators for the vision impaired; and 3) The various crossings have high right turn volume, which poses a problem for the non-motorized user attempting to use the trail crossing.

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5c. How does the project address the inadequacies?

Project will address these inadequacies by 1) Replacing the loop detection with video detection to allow the limit bar to be moved back in advance of the RR track and away from the intersection. This will allow for the crosswalk crossing to be marked at the optimal location and improve visibility and clarify the right of way; 2) Project will replace pedestrian heads with countdown signals and install audible indicators allowing access for all and improving safety for crossing; and 3) Install advance warning signage to alert motorist of trail crossing around the corner.

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6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks, and/or sidewalks?

Yes

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6a. List bicycle facilities, trails, crosswalks, and/or sidewalks that are inadequate:

1) Existing trail between Mooney Blvd and Miller Park Court was constructed in 1996 and 1998. The pavement has deteriorated, and alligator cracks are evident. Parts are below grade and flood in the winter months; 2) Existing western end of the corridor, vehicles park on the trail blocking the pedestrian and bicyclist from continuing and forcing them to maneuver out into the roadway; 3) Trail ends at Miller Park Court and does not extend out to the disadvantaged Goshen community. The dirt shoulder in this section is blocked by vehicles parking where the route will extend; 4) Crosswalk crossings are not clearly marked; and 5) Goshen community - Non-existent bike facilities, no sidewalks and no crosswalks on Avenue 308, Camp Drive, Effie Drive, and American St.

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6b. How are they inadequate? 1) Deteriorated asphalt, poor drainage and uneven path are hazardous to bicyclists and pedestrians; hence non-motorized users are forced in areas to ride/walk in the street. Lacking signage redirecting them back on the trail and difficulty in rejoining downstream from these hazards, the user typically chooses not to use the multi-modal trail, but instead walk/ride on Goshen Avenue. Many have chosen not to bike/walk at all. General Survey (Spring 2024), 56% of respondents indicated safety and lighting concerns prevent them from using the trail; 2) Westerly end of trail (Miller Park Court vicinity) conditions are exceptionally poor as parts are covered with dirt patches. This makes it difficult to decipher where the trail starts and goes, creating an access barrier. Once on the trail, lack of definition causes bicyclists to veer off, not understanding the trail continues; 3) Vehicles from local employment destinations park on the trail/path where the Project will be extended, forcing bicyclists again onto the roadway; 4) Several Corridor crossings have no marked crosswalk, let alone high visibility markings; and 5) Within the Goshen community sidewalks, bikeways and crosswalks are non-existent.

6c. How does the project address the inadequacies? 1) Pavement will be rehabilitated and set above grade to prevent flooding; 2) The area at the western end of the route will be paved and clearly defined off the roadway. Barrier curb will be installed preventing vehicles from parking on the trail. Signs restricting parking will be installed; 3) The trail will be extended all the way to Camp Drive and barrier curb installed clearly delineating the route. This will prevent vehicles from parking in the path of pedestrians and bicyclists in addition to the installation of signage restricting parking. An ADA ramp will be constructed at the western terminus allowing access for all abilities and for the disadvantaged community of Goshen; and 4) High visibility crosswalk markings will be added to clearly delineate the crossings which will improve visibility of the trail user and compliance of drivers yielding the right of way; and 5) Project will install on Effie Dr, Camp Dr, Avenue 304, Avenue 308, and American St class IV bike lanes and sidewalks. On Ave 308, Project will install mini circles and curb extensions to slow traffic and shorten crossing distances for pedestrians.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? Yes

7a. List of behaviors: 1) Parking on the trail/road shoulder; 2) Riding a bike the wrong way on the street and riding on the sidewalk; and 3) Jay walking



7b. How will the project eliminate or reduce these behaviors?

1) The Project will reduce behavior of parking on the trail by clearly delineating the path, installing barrier curb along Goshen Avenue to physically separate path from roadway, and installing signage restricting parking; 2) The behavior of riding a bike the wrong way on Goshen Avenue/riding on the sidewalk will be reduced as the Project's improvements, especially with: a) Wayfinding signage directing the bicyclist; b) Beautification, shade tree canopy as summertime temperatures average 95F; and c) crossing safety enhancements, will create an inviting and appealing environment that will attract the bicyclist to use the lower-stress environment of the Class 1 multi-modal corridor, instead of mixing with the high-speed, vehicular traffic on Goshen Avenue and all the traffic safety hazards that environment brings. The GVCCP will be bidirectional affording the user opportunity to travel both east and west along the Corridor and safely use crossings where they can be expected by the motorist to cross; and 3) Jaywalking will be eliminated in the Goshen community with the installation of sidewalk. Walkers will have a clear path to travel and will be directed to safe crossings at intersections with marked crosswalks. Class IV bike facilities will direct/protect cyclists and prevent double parking.

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8. Does this project propose new or improved bike facilities?

Yes

8a. Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).

In the community of Goshen, a first of it's kind in unincorporated Tulare County Class IV bicycle track is proposed because of the width of the roadway, and observations made during the Goshen Walk Audit. Participants observed cars double parked, illegally disposed waste, and other obstructions along the roadway that posed a barrier for cyclists and pedestrians attempting to utilize the shoulder of the road to get to their destination (see Attachment: Goshen Photos). A Class IV bike lane would provide a physical barrier to protect pedestrians and cyclists, prevent illegal parking, and as an additional benefit, narrow the roadway which is a proven traffic calming measure.

The Class IV application within Goshen is also consistent with Caltrans HDM Design Information Bulletin 94, where Class I or Class IV bike facilities would be priority when they are feasible to implement. These kinds of facilities fulfill all ages and abilities approach to multi modal infrastructure design and selection. Like many cities in California, the transportation infrastructure has made the private automobile the default transportation mode as safe and connected infrastructure often does not exist for other modes. The implementation of robust Class IV facilities in this community will demonstrate how transportation infrastructure can be redesign and balanced to provide safety and access for all modes.

The Goshen Trail is an existing Class I trail that we are now proposing to reconstruct to current design standards and robustly improve the intersection crossings and accessibility through protected intersection designs.

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9. How will the non-infrastructure encouragement and education programs address the safety issues identified in Part A?

The Goshen-Visalia Corridor Connection Project's bicycle safety campaigns will promote cycling within the project's corridors through not only addressing the community's reported safety concerns, but through behavioral programming efforts. A component of the non-infrastructure educational campaign will focus on changing driver behavior, such as reducing speeds, sharing the road, and adhering to traffic laws. This will be accomplished through a comprehensive community engagement plan which includes the development of a website to promote safe cycling resources, a cycling challenge campaign, distribution of educational material through social media, mailers, and promotional materials, as well as in person workshops. The campaign will not only provide safety tips for cyclists, but also utilize the strategy of humanizing and personalizing cyclists to encourage safer driver behavior. This method has been proven effective in other jurisdictions and has been implemented in Washington County Bicycle Transportation Coalitions "And We Bike" campaign, and David Zabriskies "Yield to Life" Campaign.

Additionally, a component of the proposed non-infrastructure project includes Group Led bike rides along the project route, to encourage individuals who are interested in cycling, but are not confident due to lack of skills or route safety concerns. The bike rides will be led by trained bike safety experts and will both encourage and educate participants to build their confidence in utilizing cycling as a primary mode to get to their destination.

Informing the public of the GVCCP infrastructure improvements, and relaying the message/confirmation that the community's safety concerns have or will be addressed (such as the installation of streetlights, designated bike lanes, and traffic calming measures) will also be a significant portion of the non-infrastructure program. This will further instill confidence in community members to utilize the projects features, as they will be properly informed of what improvements it entails.

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**QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)**  
Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

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<p>A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (0-3 points)</p>	<p>The process of identifying the Goshen Community corridors in the GVCCP began in 2012/2013 when Tulare County began the process of developing a Complete Streets plan for the community of Goshen, and subsequently in 2023 when the plan was updated (Refer to Attachment K pages 47-49. The corridors were identified through several stakeholder meetings, community engagement activities, and roadway analysis (such as collision history, ADT volumes, transportation network gaps etc). These efforts resulted in the development of a comprehensive list of priority projects based off of identified safety needs, connectivity needs, and opportunity needs.</p> <p>In 2022 Tulare County adopted their Local Roadway Safety Plan (LRSP), which included it's own transportation network analysis and community engagement process. The LRSP identified 3 of the project corridors as priority projects for bicycle and pedestrian improvements (AVE 304, Camp Drive, American) and Ave 304 to American as a priority project for Roadway Improvement.</p>
	<p>A cost analysis of constructing a pedestrian bridge over the existing railroad tracks adjacent to Camp Dr and Effie Dr was performed. It was determined that a bridge would be far too expensive (approximately \$20M) and will impact fewer people than the proposed street improvements.</p> <p>The City of Visalia's first Active Transportation Plan (ATP), was developed with the assistance of a consultant with expertise in policy planning, urban planning, and engineering design, adopted and approved by the Visalia City Council in 2017. Throughout the development of Visalia's ATP, the City hosted 6 public workshops while engaging with local governmental agencies and committees. The input and feedback received through the numerous meetings and workshops allowed for the formation of a community centric vision for the City, an overall long-term goal for the City with milestones for the City to meet to achieve said objectives. The City of Visalia's Active Transportation Plan was developed with the principal goal of providing the required infrastructure necessary to support active modes of transportation.</p> <p>Improvements to the Goshen Trail and connections to the trail, were identified as high priority projects for the community. Along the non-motorized path, there are multiple opportunities to access public transit and to reach major destinations such as shopping centers, employment centers, schools, and parks. These connective potentials were critical items of consideration in implementing this project. Future links to the trail will be seamless as this project will fully buildout the necessary railroad crossings and intersection safety treatments.</p>
<p>B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide</p>	<p>Each corridor in the GVCCP is identified as a priority within the respective jurisdiction's Active Transportation/Complete Streets Plan, and subsequent engagement activities have been held since then to further develop and enhance the plan to meet the needs of residents.</p> <p>Goshen corridors included in this project were identified in the 2014/2023 Goshen Complete Streets Plan/Update. The process to develop the plan, and subsequent update involved community meetings, surveys, and</p>

documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe any unique engagement challenges that the community faced and how they were addressed. (0-3 points)

analysis by planning and engineering professionals. (See Attachment Complete Streets).

City staff conducted a workshop at Green Acres Middle School in June 2018 in preparation for ATP Cycle 4, to seek further input from the community to gather feedback on the community's areas of concern and desired improvements for the Goshen Trail. In 2020, city staff conducted additional outreach efforts through a workshop and mailed surveys. Efforts during Cycle 4 identified the need for trail improvements, while outreach in 2020-Cycle 5 revealed what types of improvements and trail amenities would attract users to the trail and promote active transportation.

In 2022-Cycle 6, Visalia further engaged with residents through mailed surveys and the project was met with continued support and interest. Four surveys were developed, one for each of the schools, cyclists, businesses, and general public demographics, to collect feedback from the respective groups and to ensure accurate representation of needs of each demographic within the project area.

The comprehensive GVCCP (connecting the City and County corridors) was a result of incorporating stakeholder feedback received over the past 7-10 years within each jurisdiction into existing planning efforts which identified a true need and benefit to having a safe, pedestrian and bicyclist route from disadvantaged community of Goshen to Visalia. Once the partnership between the City and County was established, a comprehensive public engagement plan was executed for Cycle 7.

A dedicated web page was created on the City's website in March 2024 for the GVCCP and was live for 60 days. The webpage contained an online survey to gather current thoughts, needs, and concerns of the project area: and was available in English and Spanish. It was publicized through multiple social media efforts, an interview with a local TV station, and two local newspapers. Paper copies were mailed to all residents within a ¼ of the entire project boundary, and were distributed at Goshen Elementary School and two affordable housing complexes in Goshen. Staff engaged with members of Visalia Senior Center, rode transit routes to engage with transit users, and conducted scheduled outreach meetings in Visalia and in the community of Goshen.

Two bi-lingual public outreach meetings held in February 2024 (one at affordable housing Goshen Village Apartments, one at Green Acres Middle School) included brief presentations on the GVCCP, and were explicitly organized to allow for feedback and direct engagement with attendees (which included elected officials). Sites were ADA compliant. Large project maps allowed community members to mark up the maps and place stickers in locations that require improvement or where they experience feeling unsafe. Traffic safety was a common theme and participants placed stickers in locations where they experienced "near misses"/witnessed unsafe interaction between vehicles and vulnerable road users.

These maps functioned as live hotspot maps that further refined project limits, types of improvements and particular areas of concern. Maps also augmented safety data to capture near-misses and perception of safety.

Perception of safety is not well documented, yet it is critically important in encouraging folks to bike/walk.

On 3/9/24 Tulare County hosted a walk audit along the project corridors within the Goshen Community. County staff walked the project corridors with community members to obtain feedback on the current conditions.

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C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. Describe any public input on the development of the encouragement and education programming. (0-2 points)

The project's stakeholder engagement process included distributing bi-lingual surveys, in both digital and physical format, to ensure that residents could provide feedback either in person, or electronically.

During the Walk Audit that was held, participants were provided with worksheets to document their perception of sidewalks, street crossings, and sense of safety along the project route. Feedback regarding the issues were as follows:

"Sidewalks are missing, in disrepair, unmaintained, or too close to the street/vehicles."

"Street crossings for pedestrians are either missing or poorly marked, select intersections do not have accessible curb ramps for wheelchairs, bikes etc."

"Cars speed too fast, there are no designated bike lanes, missing stop signs, no posted speed limits, and virtually no streetlights."

As the proposed design plans for the GVCCP were under development, this feedback was taken into consideration, and the elements (such as streetlights, sidewalk construction, intersection safety measures), Class IV bike lanes included in the project reflect the goals of improving access and safety through directly addressing the concerns stated by the community. County staff also reached out to non-profit organizations (Salt and Light/Self Help Enterprises) to get testimonials from their clientele who represent the unhoused/low income population (see Patrick's statement in Public Outreach Attachment)

City of Visalia staff made surveys available online and increased efforts to publicize the survey through social media to garner widespread feedback as the Goshen Trail can benefit a multitude of users. Staff engaged with transit users to understand how they may utilize the multi-use trail in conjunction with transit to access the various destinations along the corridor and other common access points. Staff also engaged with participants of the Visalia Senior Center to better understand the needs of this demographic. Through current engagement efforts staff sought to further understand which improvements can be made that would result in increased use of the trail. The need for safety improvements and additional lighting were identified as the greatest need with 55% of responses (April 2024 Surveys) indicating if these improvements were made, they would use the trail. Prior and more recent outreach meetings/pop-up events revealed several residents were not aware of the existence of the multi-use trail or the opportunity it presents for access to varying local destinations. This led to staff identifying the need to include as part of the project, engagement campaigns and educational activities that would promote and encourage use of the trail.

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D. Describe how stakeholders will continue to be engaged in the implementation of the project. (0-1 points)

The GVCCP project will extend the portion of the trail in the industrial area of the city to the unincorporated Goshen community. Currently, industrial area employees of the businesses across the roadway park their vehicles on the future trail extension. During the implementation of this project, local businesses will be engaged to inform them of the coming trail improvements. Surrounding businesses and public entities such as schools will be engaged to provide awareness to the improvements being made and the trail connections each entity can benefit from.

As part of the design contract for the GVCCP, the consultant will provide architectural landscape renderings to represent the community of Visalia. The City will establish a review committee and perform outreach efforts to engage and receive feedback from the community in deciding which artistic features best represent our community and best fit the GVCCP.

Coordination with the Union Pacific Railroad Company has already begun, email correspondence following first coordination meeting on 5/18/2022, and will continue throughout the construction of the project.

Visalia Unified School District (VUSD) which encompasses Goshen Elementary School, was consulted with on multiple occasions to develop the scope for the project. VUSD was instrumental in identifying safe routes to school for students and in assisting GVCCP staff in reaching out to VUSD student parents. This collaboration and partnership will continue throughout the duration of the project. Discussions are currently underway between the City, VUSD, and Tulare Council Association of Governments (TCAG) for development of an education and encouragement component with the intent to implement alongside Project improvements. The school community will be engaged through this effort. The City's continued partnership with the school district in developing these plans is essential for providing education and encouragement to school families about the health benefits of walking and biking to school and in promoting active transportation.

Engagement with the surrounding disadvantaged communities (DAC) has also already begun through the solicitation of their input in project development and scope of improvements. Engagement with the DAC will continue throughout the duration of the project. Non-infrastructure program engagement campaigns proposed as part of the project will be an additional opportunity for the DAC to continue to provide feedback on project's progress, to receive additional educational information on the health benefits of active transportation, and to learn more about the benefit of using the Goshen-Visalia Corridor specifically to improve the health outcomes of their community.

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E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan. (0-1 points)

Each of the corridors specified in the GVCCP are identified in their respective jurisdiction's active transportation, Complete Streets and roadway safety plans. The Goshen corridors are identified in the adopted Goshen Complete Streets Plan (refer to attachment K, page 106), and three of the corridors are in the Tulare County Local Roadway Safety Plan. Improvements to the Goshen Ave. Corridor that is within Visalia's jurisdiction is identified as a high priority project in the City of Visalia's Active Transportation Plan. The City of Visalia's Active Transportation Plan (ATP) and Goshen Complete Streets Plan, were developed with the assistance of a consultant with expertise in policy planning, urban planning, and engineering design. Throughout the development of the plans, multiple public workshops were held while simultaneously engaging with local governmental agencies and committees. Survey results and feedback received were used to assist in the development of the plans and integrated into the final design and project proposals.

One of the main goals of each plan is to establish an active transportation network which could be used as an alternative to motorized transportation. Multiple community groups and public bodies were involved in the process to determine the respective area's active transportation needs and required improvements to incorporate into the plans to increase pedestrian and bicycle trips. The input and feedback received through the numerous meetings and workshops allowed for the formation of a community centric vision for both plans, overall long term goals, and milestones for each entity to meet to achieve said objectives. The ATP was formally adopted and approved by the Visalia City Council in 2017, and the Goshen Complete Streets Plan was most recently updated in 2023.

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Attach the applicable plan page with the project highlighted:

[City\\_of\\_Visalia\\_ATP\\_Plan.pdf](#)

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Attach any applicable public participation & planning documents:

[Public\\_Engagement\\_Document.pdf](#)

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**QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)**

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?

The GVCCP will serve a keystone role to the City of Visalia's and Goshen Community multi-modal transportation network. As a region, active transportation policies and guidance are being aggressively applied to both new projects and in the maintenance of existing projects. The full intent is to design transportation facilities in the safest manner possible taking support from national and international best practices. It is well understood that a safe, inclusive, and diverse active transportation network demands adequate protection of the most vulnerable of road users, pedestrians and bicyclists. When designing bicycle and pedestrian facilities along corridors, proven traffic calming measures are actively applied and evaluated for their appropriate application. A critical area that demands the slowing down of vehicular traffic is in conflict zones where vehicles cross the paths of pedestrians and bicyclists. The slowing down of vehicles makes the roadway safer for all users. Design consideration and best practices are being applied on the GVCC project with emphasis on conflict zones, ie

intersections.

The GVCC Project proposes to construct separated bicycle facilities (Class I & Class IV) which is recognized as the best solution to maximize user comfort, safety, and promote active transportation alongside Goshen Avenue and within the Goshen Community. The Project will serve as part of a low-stress network which the city is continuing to expand, being consistent with the Visalia Active Transportation Plan 2017 and in harmony with the community of Visalia and Goshen residents as there is a high value on having active transportation infrastructure designed for all users. As construction will occur along the existing rail and along residential frontage, disruption to local residents and businesses will be minimized. Throughout the design/construction phases, a consultation process with stakeholders will be implemented. Consultation and coordination with the railroad has already begun; see Attachment UPRR\_SJVR\_Executed\_Preliminary\_Engineering\_Letter\_of\_Support.

Even though 5.7-miles of the existing route is a Class I, current conditions are uninviting and do not encourage residents to leave the comfort of their vehicle to walk or bike. Deficiencies include lack of shade, ten rail crossings of which only one has received recent safety enhancements, and trail segments within 1-foot of the parallel roadway and lacking barrier curb from the high speed (posted 55MPH; prevailing speed 59MPH) and volume roadway (18,200 ADT), see photos Attachment E. Combined, these conditions create a high-stress environment.

Within the Goshen Community the corridors with the proposed improvements have posted speed limits of 40mph with actual speeds often exceeding the posted limit. Residents report speeding concerns and feeling unsafe to walk or bike within their community. The separated bikeways and traffic calming geometry will slow down traffic and create a safe and inviting all ages and abilities multi modal facilities.

Going beyond minimum design standards, the Project will include: 8-10-foot wide paved path along the trail, 6-7ft wide Class IV bikeways in Goshen, ADA compliant entrances, mountable bulb-outs or neckdown geometry for crossing safety enhancements, wayfinding signage, and lighting. Project design features benches along the paths, shade tree canopy for the trail, and multiple opportunities to exit the route to connect with various destinations, and adjacent bike/ped routes. Additionally, vehicle routes will be narrowed to calming traffic speeds.

Neighboring residents (Survey March 2024) provided feedback on improvements needed. 62% of respondents indicated lighting as their top priority and 58% indicated landscaping (shade) as their second priority. Hence, the Project will advance a low-stress environment by addressing these needs. Keeping in context with the setting (Goshen Avenue is a designated truck route) to accommodate truck turn movements, but yet improve safety for the people walking or biking at the crossings, mountable bulb out curb returns, will be utilized at eight of the crossings. GVCCP safety improvements will clearly define a separation between the non-motorized user and vehicular traffic, add trail lighting, and provide safety enhancements for nine of the ten crossings. The region has harsh



summers (daytime highs averaging 95F), the Project, incorporates beautification landscaping to develop a shade tree canopy. Installing lighting, for winter months when daylight hours are shorter, and shade trees for summer months when the heat is intense, will not only maximize the users comfort level, but will encourage year-round use of the Goshen Trail.

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B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements. Are any elements of the non-infrastructure program innovative or new to the region?

Both the infrastructure and non-infrastructure components of the GVCCP contain innovative elements that Tulare County has never seen before. The Class IV bike lanes (cycle tracks) in the Goshen community are the first of their kind in unincorporated rural Tulare County. This infrastructure component provides a physical barrier that keeps pedestrians and cyclists separated from high-speed motor vehicles; addressing the safety concerns received during community engagement phase of project planning. Another innovative infrastructure component included in the project is the inclusion of a traffic circle, which are features not seen on any roadways in Tulare County. This roadway narrowing feature will slow vehicular traffic down, and decrease the probability of failed stopping at the posted stop sign.

Along the Goshen Trail the intersection crossings will be designed as protected intersections to not only increase safety of user of the trail but folks accessing the trail from crossing streets will also benefit from the robust safety offered through the protected intersection design.

The City of Visalia has built one protected intersection and is currently designing three (3) more. These treatments are novel to California generally and brand new to the Central Valley. This project will further showcase the design benefits of protected intersections and make future network connections to the trail to be seamless and cost effective as the intersections along Goshen will have already been updated.

The non-infrastructure element complements the infrastructure proposal by encouraging a diverse demographic of individuals to embrace biking as a form of commuting or traveling to everyday destinations. This encouragement will come through innovative efforts such as a unique to the region geo-spatial online biking encouragement platform, and a bilingual strategic outreach campaign to maximize the number of users that will benefit from the project's design elements.

Road conditions and vehicular speeds were listed as the main reasons why community members did not bike or walk frequently within Goshen or utilize the Goshen Trail. Outreach efforts include a bike safety campaign, utilizing a "best-practice" approach which will target both cyclists and vehicular users. Due to the current lack of bicycle infrastructure in Goshen, there has never been an educational campaign to promote bicycling or encourage safer driver behavior.

The consideration of a pedestrian bridge was evaluated within the community of Goshen to cross the railroad at Ave 308. The construction cost was developed and the estimated project cost to build a pedestrian bridge exceeded \$20M. We believed it to be far more impactful and transformative to spend that kind of budget on inclusive multi-modal street improvements. The defined improvements in the GVCCP will serve future bicycle and pedestrian network growth far better than a bridge.

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C. NI Evaluation & Sustainability: For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion.

The Active Transportation Program (ATP) will provide the initial funding to initiate the new programs and activities included in the non-infrastructure portion of the GVCCP; and the City and County are committed to continuing the proven-effective components of the non-infrastructure elements with local funds after ATP Cycle 7 funds have been closed out. The procured consultant who will implement the empowerment and educational GVCCP campaign will be directed to include a "train the trainer" component in their proposal, in which non-profit or city staff members could volunteer to participate in, to carry on Group Led bike rides, or be a bike safety resource/liaison in the community upon ATP funding cessation.

To measure the effectiveness of the programs, there will be quarterly reporting and analysis of engagement within each sub-category of the project. This includes documenting outreach efforts, such as the quantity of promotional materials/messaging distributed and consumed by the public, inventory earned by participants (bike locks, helmets and lights), website visits, and events held/number of attendees at said project events. Additionally, the online geo-spatial module component utilizes tracking technology such as automatic mode detection to monitor participation and changes in biking behavior, making analysis of the effectiveness of the module an easy task.

Participation can be further broken down by demographic and ethnicity detail to help prioritize the needs of disadvantaged residents in Goshen, the Oval Park and other communities within the Visalia/Goshen boundary. Surveys asking individuals how confident they felt during the ride and the barriers they faced when trying to cycle will be continuously asked of registered users, who can all join free of charge. This feedback will allow staff to quickly address safety concerns and target users on an ongoing basis, improving the effectiveness and efficiency of the program. Analysis of the quantity and quality of the feedback received will also be a tool to measure effectiveness.

Technology within the online geo-spatial module will help planners understand the overall traffic volumes, network usage and comfort ratings of bicyclists and other non-motorized users. This information would be reviewed quarterly to gauge changes to the behaviors within the network. Increase in volumes and user satisfaction will reflect successful implementation of the entirety non-infrastructure component of the program. Higher satisfaction and corridor utilization along with a reduced number of traffic accidents will indicate that driver behavior has improved, and that community members feel empowered and safer walking and biking to their destination (indicating that the messages within the educational campaign were received).

The sustainability of this program is supported through previously adopted Complete Streets and Active Transportation Policy, and collaboration with non-profits. Community members will be given the knowledge and tools that will last beyond the ATP funding term.

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QUESTION #6: TRANSFORMATIVE PROJECTS (0-5 POINTS)

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A. Describe how your project will transform the non-motorized environment: Goshen is a small, unincorporated community bifurcated by State Route 99 and a set of railroad tracks that run North-South, creating an “East” and “West” side of the community, which can only be accessed by the Goshen Pedestrian Bridge or the one freeway overpass that exists in the vicinity. Goshen Elementary School is a pivotal location located on the “West” side, many students live on the “East” side and have to be bused in, or driven by their parents due to lack of safe alternatives. Many services such as convenience stores, restaurants and the sole healthcare clinic are located on the “West” side. Access to the Goshen Pedestrian Bridge and the overpass is inhibited due to the current state of the transportation network, which has fallen into disrepair due to a lack of resources. The conditions of the project corridors (and absent features) have led to safety concerns that prevent community members from walking or biking. There are multiple affordable housing complexes on the “East” side of Goshen, and one 70 unit site expected to break ground late 2024, yet there are not safely accessible via bikes or foot. This projects Class IV bike lanes, sidewalks, and connection to the Goshen Pedestrian Bridge will be transformative for easing the stress that bifurcation caused.

Tulare County has earned an HCD Prohousing Designation (Refer to Letters of Support attachment), and actively pursues projects that support existing affordable housing efforts or the development of affordable housing in the jurisdiction. Goshen households are in the 80th percentile for being low income and burdened by housing cost (CalEnviroScreen: Housing Burden). Through the American Ave corridor, this project enhances connectivity to Goshen Village, a 64 unit affordable housing complex, Sequoia Commons, a 112 unit multi-unit affordable apartment complex, and the newly constructed Neighborhood Village, a 50-unit site that provides permanent housing for those meeting the criteria of being “chronically homeless”. (See Goshen Community Map).

This project will transform the community of Goshen through the construction of new bike lanes, sidewalks, and improved roadway safety along critical corridors that will make it easier to access to essential goods and services—both within Goshen and in the City of Visalia—from their residence.

Within the City of Visalia, the improved Goshen trail will promote recreational biking and riding, in addition to non-motorized access to the employment opportunities found along the trail and in the nearby Visalia Industrial Park. On the GVCCP eastern corridor, residents of the affordable housing complex will have improved access to bicycle facilities, as well as improved connection to more transit options and transit routes, located downtown at the Visalia Transit Center and other regional transit stops.

The non-infrastructure component of this project will additionally transform the non-motorized environment through changing driver behavior to improve roadway safety, and also empowering through educating. The goal of the campaign is to induce a long-term mode shift through changing the perception that the community has regarding active transportation in the area through knowledge of infrastructure safety improvements along the corridor, and behavioral changes leading to improved safety.

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B. Describe how other new or proposed funded projects or policies in the vicinity of this project will contribute to the transformative nature of this project.

Both the City of Visalia and the County of Tulare are progressive in taking steps to address safety and connectivity in their respective non-motorized environment; and ensure that transportation projects align with approved housing and economic development projects. The Tulare County Local Roadway Safety Plan was adopted in 2022, and the Tulare County General Plan: Goshen Community Plan Update includes a Transportation and Circulation Element, which states that it is the policy of the County to meet the transportation needs of residents through a “balanced Multi modal Transportation Network that provides alternative to the automobile” through supporting transit opportunity, providing provisions for bicycle use, and ensuring access to ADA compliant pedestrian walkways. The City and County have committed to the goal of "Vision Zero 2040"--which is the goal of zero roadway fatalities by 2040. The safety features of this project are one step closer to this goal, and will be a model for other traffic-safety improvement projects.

New development within unincorporated County must align with the County of Tulare’s Housing Element 2023-2031, and Transportation Element within the Tulare County General Plan, to support the policy of meeting the housing and transportation needs of it’s residents. Self Help Enterprises will begin construction on a low-income 55-unit single-family housing development within the GVCCP corridors in late 2024, this project will be easily accessible by residents of this new facility.

City of Visalia adopted their Active Transportation Plan (ATP) 2017. Visalia has budgeted as part of the 2024-2026 City Budget the updating of the ATP to incorporate the latest state and nationally-recognized best practices for multi-modal network development and facility design. Updated plan will define the priority corridors that will tie into the Goshen Trail as well as the Goshen community. The plan will outline design guidance for bikeway facilities as well as pedestrian considerations and intersection safety treatments. ATP will include level of traffic stress (LTS) analysis to help prioritize improvements, as well as process and procedures for quick build projects to test and evaluate traffic calming applications and other street modifications to support safety for all road users and connectivity to the Trail and Goshen community.

Phase 1 of the Goshen Trail, Giddings St to Mooney Blvd (Attachment GVCCP-Renderings) is currently funded and designed using local/regional funding sources and state ATP funds from Cycle 6 for construction funding. The project when completed will be the first section of the Goshen trail to be reconstructed and will serve as a catalyst of first look at the improvements for the rest of the corridor. Phase 1 is indicative of the City’s goals and desire to expand and improve the multi modal network, understanding long-term community benefits.

City of Visalia is also overseeing construction of the Shirk St widening project which will incorporate Class IV bike lanes that will tie directly into the GVCCP at the Shirk St and Goshen Ave intersection. Shirk project will further the transformative impact of the GVCCP by providing a safe north-south connecting route taking Goshen and Visalia residents to job opportunities in the Industrial Park.

Most excitingly, there are plans to establish a multi-modal Transit Center near the Camp Drive/Betty Drive corridor in Goshen a micro-mobility hub which will provide direct connection to the planned High-Speed Rail Kings-Tulare Regional Station, approximately 20 miles west near the city of Hanford. The planned Goshen Transit Center will be one of six transfer stations in the future Cross-Valley Corridor (CVC) (see TCAG Letter of Support), a broader, visionary, initiative to transform the regional transportation network. Phase 1 of CVC is anticipated to begin in 2025.

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Please attach documentation that supports the transformative nature of the project:

[GVCCP\\_-\\_Renderings\\_Goshen\\_Recon\\_Phase\\_1.pdf](#)

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QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0-7 POINTS)

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A. The evaluators will consider the following elements for the infrastructure components of the project: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist and cost effectiveness Complete project schedule B. Evaluators will evaluate the non-infrastructure elements of the project using the Exhibit 25-R. 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 by the 2025 ATP Guidelines Compliance with the ATP Non-Infrastructure Program Guidance

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QUESTION #8: LEVERAGING FUNDS (0-5 POINTS)

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A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands? Yes

Federally-recognized Tribal Governments and/or projects on federally-recognized Tribal Lands automatically receive full leveraging points. Applicants meeting this criteria may select "no" on question B and move on to the next application question.

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B. Does the applicant have any leveraging funds? Yes

C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding:

[Leveraging 3.xlsx](#)

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D. Please complete the table below:

[Leveraging 2.xlsx](#)

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Leveraging Letter of Commitment

## Leveraging\_Letters\_of\_Commitment.pdf

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Other leveraging documentation (optional)

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Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

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### QUESTION #9: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

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Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website

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Please select one of the following: Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

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

[CCC\\_Email\\_Corps\\_Consultation\\_City\\_of\\_Visalia\\_Goshen-Visalia\\_Corridor\\_Connection\\_Project.pdf](#)

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

[CALCC\\_Email\\_Corps\\_Consultation\\_City\\_of\\_Visalia\\_Goshen-Visalia\\_Corridor\\_Connection\\_Project.pdf](#)

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

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## Step 2: Use of Corps

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The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)

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How will the Corps participate?

The Corps will assist with the following aspects: landscaping and irrigation improvements; installation of amenities along the trail project area to include benches and trash receptacles.

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QUESTION #10: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

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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. Depending on project type, some attachment fields will not be available to the applicant.

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Attachment A: Application Signature Page

[GVCCP\\_Signature\\_Page\\_-\\_Final.pdf](#)

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Attachment B: Engineer's Checklist

[GVCCP\\_Engineers\\_Checklist.pdf](#)

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Attachment C: Project Location Map

[\\_GVCCP\\_Location\\_Map.pdf](#)

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Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

[GVCCP\\_Project\\_Layout.pdf](#)

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Attachment E: Photos of Existing Conditions

[Attachment\\_E-Existing\\_Conditions.pdf](#)

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Attachment F: Project Estimate

[GVCCP\\_-\\_Attachment-f-project-estimate.pdf](#)

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Attachment G: Non-Infrastructure Work Plan (Exhibit 25-R)

[Attachment-G-Exhibit-25-R-NI-Work-Plan\\_Final\\_Goshen.pdf](#)

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Attachment H: Plan Scope of Work Not applicable to this application type.

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

[GVCCP\\_Letters\\_of\\_Support.pdf](#)

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Attachment J: State-Only Funding Request (if applicable)

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Attachment K: Additional Attachments

[Attachment\\_K\\_-\\_Additional\\_Information.pdf](#)

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## Internal Form

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Score n/a

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CTC Application ID 6-Visalia, City of-3

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