Title

City of Visalia

2025 ATP Large Infrastructure/Non-Infrastructure Combination Application

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

Score	n/a

ATP: Previously Submitted Applications

09/13/2024

Score	n/a
Has this project been submitted in a previous ATP cycle?	Yes
To which cycle(s) was this project submitted?	Cycle 6
Please enter your score for the most recent Cycle.	80
What was the application ID of the previously submitted application?	6-Visalia, City of-3
If there are any changes in the scope of work from the previous cycle, please provide a brief description.	The Beyond Bike Lanes – Elevating Santa Fe Street project was submitted as the “Santa Fe Cycle Track – Class IV Bike Route” during ATP Cycle 6 call for projects. The project submitted in Cycle 7 incorporated more robust intersection treatments consistent with current best practices nationwide and internationally. Additionally, the design further integrated the bike paths into the two roundabouts that bound the project on the north and south end of the project limits.

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

11/20/2024

Score	n/a

REQUIRED: Update Funding Years and ATP Totals

C7.atp-adopted-funds-template.xlsx

Original Submission

06/18/2024

Score	n/a
	Part A: General Application Questions
	Part A1: Applicant Information
Implementing Agency Name	City of Visalia
Implementing Agency's LOCODE	5044, Visalia
Implementing Agency's Address	315 E Acequia Ave Visalia CA 93292 US 36.32912 -119.2474
Implementing Agency's Primary Contact Person	Diego Corvera
Primary Contact Person's Title	Senior Civil Engineer
Primary Contact Person's Phone Number	+15597134209
Primary Contact Person's Email Address	diego.corvera@visalia.city
Implementing Agency's Secondary Contact Person	Jason Huckleberry
Secondary Contact Person's Title	Director of Engineering and 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	06-5044F51
Implementing Agency's State Caltrans Master Agreement Number	06-5044S21
Does this project have a Project Partnering Agency?	No
	Part A2: General Project Information
Project Name:	Beyond Bike Lanes - Elevating Santa Fe Street
Summary of Project Scope:	This Project will construct a class IV bike route from Tulare Ave. to Houston Ave. along Santa Fe Street alignment. A class IV bike route is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. This project will also incorporate sidewalk where none exists and modify traffic signals as needed to accommodate pedestrian traffic. This Class IV route will physically separate the bike lane from vehicle traffic and generally be distinct from the sidewalk. The improvements will consist of striping improvements, concrete sidewalk construction, asphalt improvements, curb & gutter installation, landscaping and amenities. This bike route will fully separate bicyclists from the on-street vehicular traffic by elevating the route through the use of buffer zones in conjunction with physical barriers. This route between Tulare Ave. and Houston Ave. is a critical route connecting the downtown to the northern and southern bicycle trails within the City. This connecting route will greatly encourage multi modal means of transportation, decreasing vehicle congestion in downtown, reducing greenhouse emissions, improve traffic safety and overall well being in the community. This project is listed in the Citys adopted Active Transporation Plan.
Summary of Outcomes/Outputs:	This project will construct 1.5 miles of Class IV bike lanes, 29 curb ramp construction, 29 crossing improvements, 6 traffic signal modifications and 2000LF of new sidewalk.

Federal Transportation Improvement Program (FTIP) Project Description:	Santa Fe Cycle Track between Tulare Ave and Houston Ave, construction of new sidewalk walk, landscaping, lighting and signalized intersection modifications.
Project Location:	Santa Fe Cycle track along Santa Fe Street in between Tulare Ave and Houston Ave.

Attach a project location map

_BBLSF-Location-Map.pdf

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

Cities.xlsx

Infrastructure Project Coordinates - Latitude	36.3419
Infrastructure Project Coordinates – Longitude	-119.2815
Non-Infrastructure Project Coordinates - Latitude	36.3419
Non-Infrastructure Project Coordinates - Longitude	-119.2815
Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)?	Yes

Please describe any project design elements intended to minimize exposure to air pollution and circumstances that make locating project components in close proximity to heavily travelled freeways or roadways unavoidable, and explain why this project location was chosen.	This project crosses state highway 198 by means of a bridge. The project will incorporate robust landscaping improvements throughout the corridor with an emphasis on medium and large trees to create a shade canopy and assist with carbon sequestration to minimize air pollution exposure for users. This Hwy crossing is unavoidable as Hwy 198 bifurcates the City of Visalia down the middle, in the east-west direction, requiring any multi-modal route that traverses the city in the north-south direction to cross the highway. This crossing was part of the project in its inception when it was identified in the City adopted ATP.

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

2010 Census Tracts.xlsx

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

2020 Census Tracts.xlsx

Caltrans District:	6
Congressional Districts (Select all that apply):	20 21
State Senate Districts (Select all that apply):	12 16
State Assembly Districts (Select all that apply):	32
County	Tulare
Metropolitan Planning Organization (MPO)	TCAG
Regional Transportation Planning Agency (RTPA)	None
Urbanized Zone Area (UZA) Population:	Project is located within one of the ten large MPOs

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?	No
	Part A3: Project Type
Select the plans your agency currently has (select all that apply):	Active Transportation Plan
Is the proposed project in a current plan?	Yes
Select project sub-types (select all that apply):	Bicycle Transportation Pedestrian Transportation
Bicycle Transportation - % of Project	65
Pedestrian Transportation - % of Project	35
	Part A4: Project Details
Indicate the project improvement types included in the project/program/plan:	Bicycle Improvements Pedestrian Improvements Crossing & Intersection Improvements Other Amenities (e.g., benches, shade trees, wayfinding, etc.) Vehicular-Roadway Traffic-Calming Improvements Non-Infrastructure Components

	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.
	Bicycle Improvements
What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?	100
Please complete the table below: **Bicycle Improvements.xlsx**	
	Pedestrian Improvements
What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?	100
Please complete the table below: **Pedestrian Improvements.xlsx**	
	Crossing and Intersection Improvements
Please complete the table below: **Crossing Improvements.xlsx**	
	Other Amenities
Please complete the table below: **Other Amenities.xlsx**	
	Vehicular-Roadway Traffic-Calming Improvements
Please complete the table below: **Traffic Calming.xlsx**	
	Non-Infrastructure Components

Indicate the NI program type.	Community Initiative Safe Routes to School First Last Mile
Did you select more than one program type above?	No
	Program Activities: List the number of each type of activity included in the program for Regional Community Initiatives. Do not double count.
Number of walk or bike audits:	0
Number of bicycle skills/safety classes:	32
Number of pedestrian skills/safety classes:	0
Number of community demonstration projects/pop-ups/open street events:	10
Number of community encouragement (e.g., bike to work days) :	32
Number of community challenges (e.g., bike to work month challenge):	8
Number of community workshops/stakeholder meetings:	12
	List the number of each type of activity included in the program for Safe Routes to School (SRTS). Do not double count.
Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education:	0
Number of school assemblies receiving pedestrian/bicycle safety instruction/education	5

Number of after school programs receiving pedestrian/bicycle safety instruction/education:	5
Number of bike rodeos:	10
Number of pedestrian 'mock city' safety skills events:	0
Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)	0
Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers)	4
Number of SRTS encouragement days (e.g., designated monthly bike/walk to school days X number of school months X number of school involved)	32
Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)	4

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, crossing guards, etc.)	0
Did you want to list other SRTS programs not listed here?	Yes
List other SRTS programs here, including the quantity of each:	Workshops will include bike repair skills. Other events may include a "build-a-bike" if enough materials and donations are received.
	Communications:
Communication types included in the NI program (select all that apply):	Social Media (Twitter, Facebook, Instagram) Program website Print/electronic publications (Newsletter, blogs)
What languages, if any, will the selected communications be translated to?	Spanish
	Collaborative Partnerships
Check all parties that have a committed role in the project beyond submitting a letter of support.	Law Enforcement Schools/School Districts Public Works Departments Non-Profit Organizations/Community Based Oranizations Other
Please list other collaborative partnerships here:	Business owners and employers
	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 in fee ownership, permanent easements, and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control. Project will likely require R/W, easements, encroachment and/or approval involving governmental agencies (excluding Caltrans), environmental, or railroad owner's property. Project will likely encroach into Caltrans R/W, requiring easements, encroachment permits, and/or other approvals.
	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.
Total number of private R/W parcels expected to be impacted:	1
Total number of utility companies expected to be impacted:	3
Total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations:	30
Has the project schedule been developed to account for this time?	Yes
	Project will encroach Caltrans R/W:
Is Caltrans the implementing agency?	No

The applicant must attach the approved and signed State Highway Project Impact Assessment Form for ATP projects impacting Caltrans R/W:

HWY_Project_Impact_Assessment_Form_City_of_Visalia_Santa_Fe_ATP_cycle_7_-_signed.pdf

Percentage of the project (by area) within Caltrans R/W:	2.50

Total construction costs within Caltrans R/W:	100000
Level of Caltrans project development oversite has been determined to be needed by Caltrans:	Project Delivery Short Form Quality Assessment
Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project?	Local Assistance
Has the project schedule been developed to account for the additional time needed for Caltrans to complete its required oversight responsibilities?	Yes
	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.

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

BBLSFP_-_Union_Pacific_RR_Correspondences.pdf

Number of additional months needed (all project phases) for all of these agencies to complete their required oversite responsibilities and to complete any required actions that are necessary based on the expected R/W impacts?	30
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:	3/15/2025
Number of months to complete CEQA and NEPA studies and approval:	24
Expected or past completion date for the PA&ED phase:	3/15/2027
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:	
	Plans, Specifications, and Estimates (PS&E) Project Delivery Phase:
Will ATP funds be used in the PS&E phase of the project?	No
Expected or Past Start Date for PS&E Activities:	10/20/2025

Number of months to complete PS&E:	36
Expected or past completion date for the PS&E phase:	10/20/2028
	Right-of-Way (R/W) Project Delivery Phase:
Will ATP funds be used in the R/W phase of the project?	No
Expected or past start date for R/W activities:	3/1/2026
Number of months to complete the R/W engineering, acquisition, and utilities:	30
Expected or past completion date for the R/W phase:	9/1/2028
Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:	
	Construction (CON) Project Delivery Phase:
Will ATP funds be used in the CON phase of the project?	Yes
Proposed CTC CON allocation date:	1/15/2029
Notice to Proceed with Federally Reimbursable ATP Work:	3/19/2029
Expected start date for construction activities:	6/4/2029

Number of months needed to complete construction activities:	24
Expected completion date for the CON phase:	6/16/2031
	Non-Infrastructure (CON-NI) Project Delivery Phase:
Will ATP funds be used in the CON-NI phase of the project?	Yes
Proposed CTC CON-NI allocation date:	1/5/2026
Notice to Proceed with Federally Reimbursable ATP Work:	3/9/2026
Expected start date for CON-NI activities:	8/10/2026
Number of months needed to complete non-infrastructure activities:	30
Expected completion date for the CON-NI phase:	2/16/2029
	Part A6: Project Funding
Total Project Cost	14424
Total ATP Request	11390

Please complete the table below in thousands:

Funding Table.xlsx

	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.

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

ATP Project Programming Request (PPR)

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

Exhibit-25-I-PPR.pdf

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.

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
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
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.

TCAG_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:	Median Household Income (MHI)
	Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2018-2022 American Community Survey (<$73,524). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau Website.

Median Household Income (MHI)

MHI.xlsx

Lowest median household income from table above:	31616
MHI for census tract(s) that the project benefits (cell B38 in table above):	52837.41766919039

Please attach copies of Tables B19013 and B01003 for all census tracts listed above. Attach all pages as one PDF.

BBLSF-BQ1B.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.	According to the 2020 Census, over 29,000 low-income, ethnic minority citizens reside in the city of Visalia. Visalia is considered the largest disadvantaged community in the region, primarily concentrated in the downtown core of the city and adjacent neighborhoods. Within this area are most of the city's low-income housing facilities and other related services like healthcare clinics, education centers, and transportation facilities that cater to the disadvantaged populations (DAC). Civic buildings such as the city public library, museums, and parks are all found within or nearby downtown; Visalia's transit center is in this area, adjacent to Santa Fe Street. See attachment B_Q1C-DAC-Destinations for more destinations. Over the past five years active transportation corridors have been constructed north, south, east, and west areas of the city, bringing residents together along these routes. What is missing is a connection in the corridor that closes a gap through the heart of downtown. All of Visalia will benefit from closing this gap because this project means that services like the transit center that allow for multi-modal accessibility throughout the city and beyond will finally be joined. This project would create a safe and interconnected route for residents, especially those who are non-motorized as access through downtown and to specific destinations like the transit center will be convenient. Most importantly, the city's most disadvantaged residents, in the center of the city, do not have adequate access along Santa Fe Street currently and developing this route is essential. The project connects various trails ultimately closing the most significant and problematic gap in the city-wide system. In turn, disadvantaged residents in the downtown portion of the city will have a significantly improved active transportation system to use and access necessary goods and services. Equally, the city as a whole will benefit because this project means the services like the transit center allow for multi-modal accessibility throughout the city and beyond will finally be interconnected. The City of Visalia's Engineering team mailed paper surveys, revealing that 72% of people who live, work, or own businesses in the Santa Fe Street area responded that traffic safety concerns were the reason they did not bike to work, school, or other destinations. BBLSFP intends to address the community's feedback that safety along this route must be addressed and enhanced. Long held concerns of vehicle to human collision continue. Visalians should not be forced to risk harm's way enroute to resources such as homeless shelters, food banks, Health and Human Services welfare offices, and healthcare buildings. Because alternative route options are few and far between, it is tantamount to our community that the standards are improved.

C2. Explain how disadvantaged community residents will have physical access to the project.	Beyond Bike Lanes Santa Fe Project (BBLSF) will run right through the center of the urban core, north to south, and in doing so, be placed at the very center of the existing disadvantaged community in Visalia. The current Class 1 trail system to the north, south and east run through part of this disadvantaged community already, but do not connect it all the way to the important goods and services its residents need. Additionally, it does not connect all the way to the transit center, a major destination for those not privileged with access to a personal vehicle. BBLSFP physically conveniences the community tremendously. This project is a convenient route because it closes a gap in existing walking and biking paths, logically and safely connecting to the other surrounding trails and running adjacent to Main Street and downtown. Residents will want to use the new trail because it will offer a safe means to do so. With this new project constructed, residents living in downtown Visalia will be able to use the existing bike facility network and local streets to the Class IV trail that can help complete their journey home and/or to access the services that they need. This project is ideally situated for access. South of SR-198, new multi-modal facilities front existing disadvantaged single and multi-family residences, enabling residents to access the corridor by simply leaving their homes. Those who do not have direct access from their property to existing and proposed corridors can access it via local street access points on every block. In addition to the disadvantaged community having direct access via this system, the entire city can access the project via the transit center and four other bus stops directly adjacent to the project.

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 an issue, explain why it is not a concern for the community.	The Beyond Bike Lanes Santa Fe Project (BBLSFP) was identified in the City of Visalia Active Transportation Plan, adopted 2017. In Plan development, extensive community outreach was performed and facilitated by experts in policy planning. From the public feedback, information was compiled, and specific active transportation projects were identified as needed and desired by the community. BBLSFP is identified in the Plan as a class II facility at minimum and class IV if feasible. More recently, BBLSFP was presented in a community outreach effort in May 2024 at the Visalia Rescue Mission (VRM). City staff chose VRM as a main priority outreach location because they are a cornerstone of the community in that area. Both staff and residents live or work in the Santa Fe area that is to be redesigned and their input is considered consequential. VRM is a non-profit organization that serves the unhoused, substance addicted, and needy families in Tulare County. VRM serves breakfast and dinner twice daily available to all the community free of charge, offers overnight shelter, showering, and case management to the unhoused, as well as hosts a 12 month-long substance abuse recovery program with a live-in, onsite housing complex. During the presentation, staff opened dialogue to the audience for feedback, questions, suggestions, and commentary. Many expressed fears of safety using the street in its current state. Among many personal stories were those recalling traveling along the weatherbeaten, deteriorated dirt pathway that stretches Santa Fe Street between Roosevelt and Murray Avenue. Members of the DAC at VRM provided much input on the community's need for improvements on and about the area the BBLSFP covers and supported these plans. Staff of VRM, who work and live along Santa Fe Street, and members of the substance abuse program, had much to say regarding their enthusiasm and support for BBLSFP and how it would benefit their own lives. This project was not voted on in a general agency meeting, the City of Visalia values reaching out to its community members to learn their needs and wants. Not only did the city of Visalia Engineering team meet with VRM staff and residents for an in-person outreach presentation but also mailed out paper surveys to residents of the area so as to engage various community groups for input on their needs of support. The proposed corridor will be constructed in the existing right of way, along Santa Fe Street. With this in mind, there will be no need for additional right of way, and no one will be displaced from their homes. Street width and access for vehicles will be redesigned but not lost, there will be no reduction in road service for anyone who lives on or uses this portion of the city.

Attach documentation to show disadvantaged community support:

Santa_Fe_-_Beyond_Bike_Lanes_Report_-_DAC_Engagement.pdf

C4. Describe how non-infrastructure events and programs will be targeted towards the disadvantaged community whom the project benefits.	The non-infrastructure component of the BBLSFP includes the adoption of an online geo-spatial biking encouragement platform, procuring a consultant firm with expertise in biking education, community engagement, and capacity building to launch an outreach campaign promoting biking and active transportation. The multilingual online hub would be free to all users, free access being a key component to target/include the DAC. The registration process will collect demographic data and 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 and have affirmed the immediate value that online geo-spatial biking encouragement tools can have on a DAC due to being able in real time to feedback. Visalia anticipates using this real-time data to inform changes to the infrastructure and/or identify needs within the bike safety education and support segment. The geo-spatial biking encouragement platform will be used to set up boundaries to enable accurate data collection regarding project's corridor usage within the disadvantaged communities and advertise free bike education classes, locations for bike supplies, and provide educational tools needed to support sustainable biking.
	D. Project Location (0-2 Points)
Select the option that best describes the project location:	Project is fully in a disadvantaged community
	D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.
	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.
	A. Statement of Project Need (0-19 points)
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 abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and	The Beyond Bike Lanes Santa Fe Project (BBLSFP) will close a crucial gap in the City of Visalia's active transportation network by providing a non-motorized corridor through the heart of the City. Visalia is located in Tulare County in the Central Valley, California, and suffers from the poor air quality characteristic of the Valley, with the majority of the census tracts surrounding the project falling in the 80th to 90th percentile for pollution burden (per CalEnviroScreen 4.0). Lack of a safe, accessible, and complete active transportation network has a direct relation on our community's health outcomes. Tulare County ranks low in the health factor rating, ranking only 55 out of 58 counties in California (2022 State Report California County Health Rankings). The Tulare County 2023 Community Health Assessment reported that 20.7% of children ages 2-11 (2020) and 45.7% of adults (2020) 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

how will the project best deliver that outcome?	diabetes in 2020, 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). Obesity can lead to diabetes and heart disease. 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 route for walking/biking to work/school. In addition to significant air pollution and the previously mentioned health concerns, the disadvantaged community around the project suffer from poverty, unemployment, and a lack of mobility tied to transportation insecurity. The surrounding census tracts (tracts 10.09, 11.01, 12, 13.03, 13.05, and 17.01) have an average Median Household Income of less than 60% of the statewide MHI, making them severely impoverished. Unemployment rates among the six benefitting census tracts range from 4.4 to 11.9%, with a population-weighted average of 7.7%. Transportation insecurity varies among the adjacent census tracts, with up to 29.9% of households lacking access to a vehicle (tract 12). To the people in the heart of downtown, bike and bus routes are essential to their capability of obtaining and maintaining employment. There is a clear need for access to better walking/biking pathways and bus routes. The existing Santa Fe corridor from Tulare to Houston Ave is severely deficient. There is a complete lack of bike lanes and large gaps appear in the sidewalk along residential and commercial frontages and undeveloped lots. With a 35 MPH speed limit and highly trafficked route, particularly during morning and evening commute times, the existing conditions make for an unpleasant and unsafe experience for cyclists and pedestrians. Along the northern third of the project, between Murray and Houston Avenues, the existing eastern shoulder is unimproved dirt, lacking lighting, sidewalk, and proper drainage improvements. During an outreach event held at Visalia Rescue Mission, a non-profit organization located adjacent to the project serving the unhoused, addicted, and disadvantaged, community members expressed significant concerns regarding safety along this portion of the corridor due to the poor lighting and lack of pedestrian and bicycle amenities. From Murray Ave south to Tulare Ave (the southern project limit) the existing corridor is for the most part better lit, but it still lacks bike facilities of any kind and has sizable gaps in the sidewalk. This hinders the ability of non-motorized users to connect to key destinations like the Transit Center, affordable housing such as the Lofts at Fort Visalia, medical services at Family Health Care Network, and other goods and services identified in attachment B_Q1A-DAC-Destinations.pdf. The Visalia Transit Center, located between Bridge and Santa Fe Streets and directly adjacent to the project, is an essential nexus for the disadvantaged community and provides convenient and affordable access within Visalia and beyond, including Farmersville, Exeter, Goshen, and Tulare. Visalia Transit connects with Tulare InterModal Express, Tulare County Area Transit, Kings Area Regional Transit and Greyhound. The fixed route service provides convenient transportation to local schools: Divisadero, Valley Oak, Green Acres, La Joya, Golden West, Mt. Whitney, Redwood, Sequoia, El Diamante, College of the Sequoias, San Joaquin Valley College, Fresno Pacific, Visalia Adult School, and Brandman University. Without the BBLSFP to remove the barriers to mobility keeping non-motorized users from reaching the Transit Center, the true connectivity

	potential of Visalia Transit will go unfulfilled. This project will benefit non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities because providing a safe path of travel separated by concrete curbing and landscaping increases bicyclist and pedestrian accessibility. A separated cycle track with adjacent sidewalk will provide a safe means for non-motorized users of all ages and abilities to travel along Santa Fe. Students of Mt Whitney High, Washington Elementary, George McCann Memorial, and Divisadero Middle School will be able to use the proposed facilities in conjunction with existing active transportation routes to get to and from school and potential afterschool or summer activities at Visalia Boys & Girls Club, Tulare County Library, or the Wittman Village Community Center. Students and users of all ages can also use the improved corridor to access and explore the various restaurants, businesses, and attractions downtown.
	B. Describe how the proposed project will address the active transportation need: (0-19 points)
Does the proposed project close a gap?	Yes
Number of Gaps:	1
Total length of gap in feet:	7893

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

B_Q2B-Gap-Closure.pdf

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 proposed Beyond Bike Lanes Santa Fe (BBLSF) project closes the gap between the existing class 1 Santa Fe trails north and south of downtown Visalia, completing an active transportation corridor from the northern to southern City limits. In doing so, the project encourages residents from throughout the City to utilize the Santa Fe corridor as a non-motorized route to essential destinations in downtown, including Kaweah Health and Family Health Care Network medical facilities, the transit center, and many other destinations identified in attachments B_Q1A-DAC-Destinations.pdf and B_Q2B-Gap-Closure.pdf. The corridor can be utilized in conjunction with bike facilities on Tulare Ave by students attending Divisadero Middle, Washington Elementary, and Mt Whitney High Schools to get to school and to afterschool or summer activities downtown, encouraging a healthier lifestyle.
Does this project create new routes?	Yes

Please provide a map of the new route location:

B_Q2B-New-Route.pdf

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 existing route along Santa Fe St between Houston and Tulare Ave does not adequately meet the non-motorized transportation needs of the surrounding community due to a complete lack of bike facilities, gaps in the sidewalk, and poor lighting in segments. Non-motorized users are unable to safely travel the existing corridor to connect to the Transit Center, medical facilities, and other destinations in downtown Visalia.

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 proposed Beyond Bike Lanes Santa Fe (BBLSF) project provides a new active transportation route between the existing class 1 Santa Fe trails north and south of downtown Visalia, completing an active transportation corridor from the northern to southern City limits. In doing so, the project encourages residents from throughout the City to utilize the Santa Fe corridor as a non-motorized route to essential destinations in downtown, including Kaweah Health and Family Health Care Network medical facilities, the transit center, and many other destinations identified in attachments B_Q1A-DAC-Destinations.pdf and B_Q2B-Gap-Closure.pdf. The corridor can be utilized in conjunction with bike facilities on Tulare Ave by students attending Divisadero Middle, Washington Elementary, and Mt Whitney High Schools to get to school and to afterschool or summer activities downtown, encouraging a healthier lifestyle.
Does this project remove a barrier to mobility?	Yes
Type of barrier(s) (select all that apply):	Safety

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

B_Q2B-Barriers-Improvements.pdf

Describe the existing negative effects of the barrier(s) to be removed and how the project addresses the existing barrier(s).	Existing barriers to mobility along the Santa Fe corridor between Houston and Tulare Ave are primarily safety related. The existing corridor is highly trafficked by automobiles, many of which exceed the 35 MPH posted speed limit, and completely lacks bike facilities. Significant portions of the project length also lack sidewalk and lighting. This project will address the existing barriers to mobility by creating a separated, dedicated cycle track, filling in the sidewalk gaps, and adding lighting as needed.

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.	By removing existing barriers to mobility, the proposed Beyond Bike Lanes Santa Fe (BBLSF) project closes the gap between the existing class 1 Santa Fe trails north and south of downtown Visalia, completing an active transportation corridor from the northern to southern City limits. In doing so, the project encourages residents from throughout the City to utilize the Santa Fe corridor as a non-motorized route to essential destinations in downtown, including Kaweah Health and Family Health Care Network medical facilities, the transit center, and many other destinations identified in attachments B_Q1A-DAC-Destinations.pdf and B_Q2B-Gap-Closure.pdf. The corridor can be utilized in conjunction with bike facilities on Tulare Ave by students attending Divisadero Middle, Washington Elementary, and Mt Whitney High Schools to get to school and to afterschool or summer activities downtown, encouraging a healthier lifestyle.
Does this project add improvements to other existing routes?	No
Does this project implement a non-infrastructure program?	Yes

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

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.	The non-infrastructure program consists of procuring a subject matter expert to launch and manage a promotional campaign that will educate and empower community members to ride or walk along the project's corridors. This campaign intends to use community engagement and technology as a means for both providing biking safety education and encouragement programs; and a website that 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 BBLSFP 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 BBLSFP. This will include efforts through social media, project's 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, bike rides led by group leaders. 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 and bike repair trainings 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 along the BBLSFP 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 which were very stressful to least stressful, and to collect data on route usage. Information collected by the platform can be aggregated into a heat map to help planners understand in real-time specific streets to potentially improve and/or respond to safety campaigns and target educational campaigns accordingly.
	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)

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.

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

TIMS_ATP_Tulare_Visalia_2024_05_17.pdf

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

BBLSF_ATP_Cycle_7_-_Supplemental_Safety_Data.pdf

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

Public engagement surveys and walk audit:
• General Survey (Spring_2024), Combined: 256 respondents.
o Online & Paper Mailer
o Senior Center
o Visalia Rescue Mission
• Bike Audit Santa Fe (Spring_2024)
o 11 participants

General Survey - 62% indicated traffic safety concerns, speeding cars, insufficient lighting, and lack of sidewalk and bike routes prevent them from walking and biking. 57% responded they would be encouraged to use the Santa Fe Corridor if improvements addressing the above were made. 65% agreed/strongly agreed to use the corridor if such improvements were made.

Bike Audit Santa Fe – 69% of participants indicated existing traffic safety conditions were poor/mixed (not really acceptable). Whereas only 31% felt conditions were great/acceptable.

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

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

4. Referencing the project-area collision summaries/data provided in questions

The Santa Fe Beyond Bike Lanes is a cycle-track class IV bike route project that will serve a keystone role in Visalia’s multi-modal transportation network. As a city, active transportation policies and guidance are aggressively pursued to design transportation facilities in the safest

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.	manner possible taking support from nationwide design applications and international best practices. A safe, inclusive, and diverse active transportation network demands adequate protection for the most vulnerable road users, people walking/biking. Hence when designing bicycle/pedestrian facilities, proven traffic calming measures are actively applied and evaluated for their appropriate application. A critical area demanding the slowing down of vehicular traffic are conflict zones where vehicles cross the paths of pedestrians/bicyclists. The data is clear, slowing down vehicle traffic will make the roadway safer for all users. Therefore, design consideration and best practices are being applied to this Project with emphasis on conflict zones - intersections. The Project, a separated trail facility, is recognized as the best solution to maximize user comfort, safety, and promote active transportation alongside Santa Fe Street from Houston to Tulare Avenues. The Project will serve as part of a low-stress network the city will continue to expand consistent with the Visalia Active Transportation Plan 2017 and in harmony with the community vision. Public workshop attendees surveyed June 2018, identified this Project's safety improvements as having potential to increase use. Again, this project was identified as a high-priority project by the public during the 2024 ATP Public Engagement. Visalians place high value on having an Active Transportation Program, and specifically on having the Santa Fe Cycle Track. They expressed their greatest concerns with cycling were inefficient bikeway paths, maintenance, network gaps, and roadway crossings. All of which are safety concerns deterring citizens from using active modes of transportation. Due to the Project's proximity (safe-route for seven schools, connection to central-downtown, high-density housing, DAC unhoused population served at the adjacent Rescue Mission, Children's Museum, and City Inclusive Park), the city has placed this Project as a top priority for creating a mode shift from vehicle to active transportation. This Project will connect to existing/future trails at Tulare and Houston Avenues closing the gap between North-South Visalia within the Active Transportation Plan. The Citizens have cause for their concern about the safety of biking/walking. For the non-motorized user, Santa Fe St presents a 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 22 total collisions (within eleven years 2013-2023) involving either a bicyclist or pedestrian, see attached_TIMS_ATP. The collision rate is relatively high considering the minimal number of actual bicyclists/pedestrians braving the Project area. Slightly to the West of Project, the Collision_Heat_Map shows an increased collision intensity in the central-downtown core, which parallels this project's route. This intensity is generated by the higher volume of both vehicular traffic and walkers/bikers given the nature of a typical downtown business/shopping area. However, this project's route was chosen as it is within ¼-mile walking/biking distance and has potential to draw active users from the higher volume roadways and provide an opportunity to walk/bike on a safe and separated route. The project also connects seven schools, a children's museum, an inclusive city park, low-income housing, and the transit center, all having great potential to

	increase non-motorized users. Within the Project area, all 22 reported TIMS collisions involving pedestrians/bicyclists occurred at intersections. This Project's improvements (separated cycle track and curb extensions to slow vehicles and enhance safe street crossings for both walkers and bikers) are vital to improve safety for the non-motorized user in these high-conflict zones. The collision rate was exacerbated in 18% of the cases by bicyclists riding the wrong way in the roadway. 19% of the collisions involved the failure of autos to yield the right-of-way, and 19% were the result of pedestrian violations. This data indicates the intersection crossings are dangerous, and that many of the collisions could have been avoided if the non-motorized user had a separated trail. As the corridor crosses seventeen streets, the Project's safety improvements are desperately needed to promote safe-active transportation. 2024_Bike_Audit participants rated 69% of existing conditions as poor/not acceptable. The Project will address these deficiencies by providing crossing safety enhancements, a separated route with wayfinding signage properly directing bicyclists, and close the connectivity gap. Without these improvements, these collisions will likely continue. 40% of total reported TIMS collision victims were composed of two vulnerable age groups: 20% 19-years and younger; 20% seniors 60-years and over. As the Project is within 7 school attendance boundaries, this Project's safety improvements are one of the city's top priorities. No student should fear walking/biking enroute to school. Survey (Spring 2024) 65% respondents agreed/strongly agreed they would use if improvements were made. Senior Center adults surveyed voiced their need to exercise/recreate to maintain a vibrant lifestyle; however, due to high-speed vehicles and unsafe crossings, they do not dare for fear of injury. Many older adults with poor mobility have trouble crossing the street in high-stress conditions. The Project's safety improvements are desperately needed to meet the critical needs of these two vulnerable age groups, in addition to the disabled persons at the nearby Inclusive City Park. The Project will address the deficiencies by providing needed crossing safety enhancements; consequently, eliminating the mobility access barriers that prevent active use.
	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.
1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?	Yes

1a. Current speed and/or volume:	Santa Fe St is a designated, 2-lane arterial, carries up to 7,800 vehicles/day, posted speed limit up to 40MPH, and runs through the City of Visalia. For the non-motorized user, this is a stressful environment and 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.
1b. Anticipated speed and/or volume after project completion :	As the current conditions of riding and walking in the street are uninviting and pose many safety hazards (due to no dedicated bike facility and gaps in the sidewalk), this Project's separated class IV cycle track, completion of sidewalk gaps, trail lighting, addition of trail crossing safety enhancements, adding landscaping and trees for much-needed shade, and eliminating the access barriers to mobility will encourage and attract the non-motorized user to the Santa Fe Cycle-Track instead of choosing to share the roadway with vehicles on Santa Fe Street. This shift in use will keep the most vulnerable user away from the high vehicular speed and volume on Santa Fe and mitigate this hazard. To calm traffic on Santa Fe St, the roadway will be decreased in width to make room for the separated bikeway. The reduced roadway width and curb return radii (mountable tactile curbs) will calm traffic, will decrease right turn vehicular speed to 5mph, while still accommodating truck traffic on Santa Fe. The anticipated speed of bicyclists on the trail is 10 MPH.
2. Improves sight distance and visibility between motorized and non-motorized users?	Yes
2a. Current sight distance and/or visibility issue:	Within the Project area reported in TIMS (2013-2023), all 22 collisions involving pedestrians/bicyclists occurred at intersections and were primarily the result of failure to yield the right-of-way, whether driver or pedestrian/bicyclist fault. 19% of the collisions involved the failure of autos to yield the right-of-way, and 19% were the result of pedestrian violations. This collision history indicates that many of the collisions could have been avoided if the non-motorized user had a proper separation from the vehicular way, and that the pedestrian/bike crossings are not readily apparent and visible to motorists due to the failure to yield the right-of-way. These deficiencies will be addressed by the Project's safety enhancements and corridor improvements.
2b. Anticipated sight distance and/or visibility issue resolution:	As most of the collisions involving a pedestrian or bicyclist occurred within an intersection, there is a need to rectify these high conflict points between the vehicle and non-motorized user. To make these crossings more conspicuous, the project will 1) Install high visibility trail crosswalk markings; 2) Add markings, and regulatory and warning signage to the signalized intersections to have motorists stop in advance of crossings; and 3) Install safety lighting where missing at crossings and along the full extent of Santa Fe as needed to illuminate these high conflict points and the cycle-track. 4) Protected intersection designs with bend in geometry to increase visibility and distance from vehicles. These improvements will improve visibility and provide awareness.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?	Yes
3a. Current conflict point description:	Santa Fe St currently requires bicyclists to share the roadway with vehicles, and pedestrians walk on an unimproved shoulder along much of the project area. There is currently no marking or signage for bicyclists along the project area, which increases the risk of using the street for commuting to after-work/school activities. This section of Santa Fe St is a key component of the active transportation trail network as it connects north to south Visalia. For the non-motorized user, this is a safety hazard as they are most vulnerable to the severity of injury when involved in a collision and most susceptible to collisions when sharing the roadway with vehicles.
3b. Improvement that addresses conflict point:	The Project's improvements such as lighting, separated bike lanes, and landscaping with much-needed shade trees will encourage and attract the non-motorized user to use the route instead of mixing with motorized vehicles. In addition, the installation of the sidewalk will be added to complete the missing gaps along the full length of the project. This with the landscaping will act as a physical barrier. The trail is a Class IV separated bike lane and considered the safest type of route for a bicyclist. This will provide the needed barrier and separation from the high vehicle speed and volume which runs parallel to the Project. The Project will address the conflict points at the intersection crossings by installing crosswalk safety enhancements such as adding high visibility crossing markings, and warning and regulatory signage to have the motorist stop in advance of crossing at intersections. This will require modification of the signal detection from inductive loop to video detection.
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:	All 22 collisions (TIMS_2013-2023) occurred at intersections; hence this Project's need for crossing safety enhancements to improve compliance of drivers yielding to the non-motorized user, and the bicyclist/pedestrian respectively crossing when given the right-of-way. 23% of collisions involved the failure of autos and failure of pedestrians to yield the right of way. High visibility crossing markings and set back design will be added. This enhancement will provide conspicuity and is anticipated to improve compliance with the rules of the road and proper yielding of right-of-way for the motorist. In addition, advance warning, yield, and stop sign signage and markings to assign right-of-way will be added. This will reinforce compliance and prevent the trail user from zipping across the roadway in the path of a vehicle. In addition, Project will provide Bicycle Friendly Driver Training Education for motorists on how and why cyclists ride the way they do. Education has been proven to improve compliance with traffic laws and is expected to improve right-of-way yielding. 18% of collisions involved bicyclists traveling the wrong way on the roadway. Wayfinding signage will be added guiding bicyclists in the proper direction to ride and will in turn improve compliance.
5. Addresses inadequate vehicular traffic control devices?	Yes
5a. List traffic controls that are inadequate:	Traffic signal controls for the seven intersecting roadways of Center Ave, Mineral King Ave, Acequia Ave, Main St, and Murray Ave, Noble Ave are inadequate.
5b. How are they inadequate?	The signalized traffic controls at the intersection crossings listed above are inadequate (specifically for the vulnerable users identified at nearby Inclusive Park). The intersection crossings have pedestrian heads that don't provide a countdown to indicate the crossing time notifying the bicyclist or pedestrians of available crossing time or the audible indicators for the vision impaired. The signal detection system is not currently design to detect bicyclist.
5c. How does the project address the inadequacies?	The project will be installing video detection at four (4) of the listed intersections and will reprogram three (3) of the intersection with existing video detection to detect bicyclist. The signal timing will be adjusted to account for higher bicycle traffic and separate bicycle phase (or adding left turn phase) will be incorporated to robustly improve the safety of bicyclist specifically those travel contra flow to traffic (Southbound).
6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks, and/or sidewalks?	Yes

6a. List bicycle facilities, trails, crosswalks, and/or sidewalks that are inadequate:	There is currently no existing bike lane or designation along the Santa Fe Project limits and sidewalk is interrupted (refer to Barrier map).
6b. How are they inadequate?	The bicycle facility is currently a class III along a higher volume arterial street. Per DIB 94 guidance class III facilities should only exist on slow moving residential streets to reduce collision risk an severity of injury for vulnerable road users.
6c. How does the project address the inadequacies?	The Project will install a separated class IV bike track to promote active transportation, and safe methods of travel to work/school. The project will close the gap between existing/proposed trails at Houston and Tulare Avenues, as well as install missing sidewalk segments along the project. 42% of collisions with a pedestrian were the result of motorist failing to yield the right-of-way. High-visibility crosswalk markings will be added to clearly delineate the crossings which will improve awareness and visibility of the pedestrian and consequently improve compliance of drivers yielding right-of-way. Upgrades to existing signalized traffic controls will be implemented through video detection.
7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?	Yes
7a. List of behaviors:	18% of collisions involved a bicyclist riding the wrong way on the street, and on the sidewalk and 23% collisions involved automobiles not yielding right of way. 32% of collisions involved either a pedestrian violation (e.g. failure to cross in crosswalk) or a pedestrian's failure to yield right-of-way.
7b. How will the project eliminate or reduce these behaviors?	The Project's improvements (especially the beautification, shade tree canopy as summertime temperatures average 95F, and crossing safety enhancements) will create an inviting and appealing environment that will attract the bicyclist to use the lower-stress environment of the Class IV bike route, instead of mixing with the high-speed, vehicular traffic on Santa Fe and all the traffic safety hazards that environment brings. The Class IV trail will be bidirectional and separated from vehicular traffic affording the user opportunity to travel both north/south and safely use the crossings where they can be expected by the motorist to cross. The crossing will be design offset from the vehicle lanes increase yielding behavior of motorist at crossing points. The wayfinding signage will be added to direct the bicyclist to the proper direction and path to ride. Education, in addition to engineering improvements, is vital to changing behavior. The Project will include bike rides led by an experienced cyclist to educate people on bicycle safety and rules of the road. This Project's enhanced crosswalks and new continuous sidewalk will attract walkers to use the sidewalk, not the street.

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).	Santa Fe Beyond Bike Lanes, is a 1.5-mile, separated Class IV cycle-track, running north-south along the Santa Fe Street alignment between Tulare and Houston Avenues. This separated facility is recognized as the best solution to maximize user comfort, safety, and promote active transportation alongside Santa Fe Street. The Project will serve as part of a low-stress network the city will continue to expand consistent with the Visalia Active Transportation Plan 2017 and in harmony with the community vision. Issues considered when evaluating and selecting Project as a Class IV bikeway facility: 1) Identified in City ATP Plan - Active Transportation Plan 2017 identified Santa Fe St as the alignment for a cycle-track Class IV bikeway. This alignment was further identified as a project that will serve a keystone role in Visalia's multi-modal transportation network and provide a low-stress bikeway connection. FHWA Bikeway Selection Guide, "Multiple studies show that the presence of bikeways, particularly low-stress, connected bikeways, positively correlates with increased bicycling. This in turn results in improvements in bicyclists' overall safety." 2) Public engagement - Public workshop attendees, June 2018, identified this Project's safety improvements as having potential to increase use. 2024 ATP Public Engagement, Again public identified this Project as high priority. Visalians place high value on having an Active Transportation Program, and specifically on having the Santa Fe cycle-track. They expressed their greatest cycling concerns were inefficient bikeways, riding alongside speeding vehicles and high traffic volumes, network gaps, and roadway crossings. All of which are safety concerns this Project will address by design of the Class IV. 3) Opportunity to increase usage - Public Survey 2024, 44% respondents indicated traffic safety concerns, speeding cars, and lack of bikeways prevent them from biking to important destinations. Whereas 64% respondents agreed/strongly agreed to use the corridor if improvements were made. Based on this feedback, this project was elevated as a priority community need. FHWA Bikeway Selection Guide, "… research suggests that bicyclist risk decreases as the number of bicyclists increases. This phenomenon is known as "safety in numbers." Greater safety attracts more bicyclists, resulting in safer cycling conditions overall." 4) Traffic safety – Santa Fe St traffic volume 7,800ADT; posted speed 40mph. FHWA recommends separated bikeway. The frequency and severity of crashes are minimized and conflicts with motor vehicles are limited. 5) Targeted design user – Safety for vulnerable populations helped inform bikeway selection: a) Students. Within 7 school attendance boundaries and may serve as a safe-route-to-school; b) Disabled Persons. One city block away from Inclusive Park; c) Older adults. Route ¼-mile from Senior Center. Survey Spring 2024, Seniors voiced mobility concerns.; d) Children. Children's Museum one city block away; and e) Underserved DAC. Route adjacent to Rescue Mission providing services for recovering

	residents. The Class IV bikeway was selected as the best facility to minimize stress, anxiety, and safety concerns and provide a safe and comfortable experience for all ages and abilities. Class IV will provide a safety buffer (barrier curb and elevated bikeway) for these vulnerable user groups.
9. How will the non-infrastructure encouragement and education programs address the safety issues identified in Part A?	The City when addressing traffic safety concerns and in promoting a safe transportation system, deploys a holistic approach. It is recognized that infrastructure improvements using best design practices, complemented with an education/encouragement campaign, are vital for a successful project. For the success of this Project, the city has developed a Non-Infrastructure program. The saying, "If you build it, they will come", is not always true. With new facilities, people need to be educated in how to use, and then be encouraged to do so. This NI Program is designed to do just that. The Class IV cycle-track and protected-intersection crossings are new to our city. Education is needed to teach both motorists/bicyclists the proper way to drive/ride and what to expect. Bicycling Commuting Encouragement Camps – Workshop/campaign/marketing support to attract a variety of individuals, including employers, to promote/support biking to everyday destinations. Encouraging increased bicycle use will help move the city closer to a vision-zero goal. FHWA Bikeway Selection Guide, "… research suggests that bicyclist risk decreases as the number of bicyclists increases. This phenomenon is known as "safety in numbers." Greater safety attracts more bicyclists, resulting in safer cycling conditions overall." Bicycle Friendly Driver Training (for motorists) - 23% of collisions involved the failure of autos to yield the right-of-way to cyclists. This training will educate drivers on cyclist awareness, and how and why cyclists ride the way they do. Education has been proven to improve compliance with traffic laws and is expected to improve right-of-way yielding. Community led bike rides targeted for the "Interested but Concerned" population - 18% of collisions involved bicyclists traveling the wrong way on the roadway. Bicycle education workshops will be provided promoting bike safety and teaching cyclists rules-of-the-road. Project will include bike rides led by experienced cyclists educating on bicycle safety and rules-of-the-road.
	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.

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)	The need and desire to complete the active transportation network along Santa Fe St. was expressed during numerous workshops, outreach engagement sessions and meetings that were held during the development of the City of Visalia's first ever fully comprehensive, Active Transportation Plan, adopted by City Council in March 2017. Participants at the public workshops held in 2016 were asked to complete an interactive map survey to share active transportation changes they would like to see implemented in their neighborhoods and the City at large. Attachment (Figure 2-2 /page 2-7 of the ATP plan) shows the crowd sourced results from the survey. Many participants marked the map showing their desire to add active transportation infrastructure along Stanta Fe St. starting from Tulare Ave., going north through Houston Ave. The Santa Fe trail and corridor was identified as a key linkage to the active transportation network by the community through the public workshops held as part of the development of the ATP Plan. Since the development of the City's ATP, additional active transportation infrastructure such as multi-use trails and bike lanes have been installed on segments along Santa Fe. The City's GIS mapping system is periodically updated to show additions to the City's active transportation network. Staff evaluated the ATP plan along with the City's GIS system, showing the current existing gaps in the City's overall active transportation network, which revealed the potential for this project to result in the first complete north-south connection for active transportation users. In reviewing both active transportation resources, staff also evaluated potential connections to the active transportation network. This project will serve as a spine to connect to the east-west active transportation corridor along Goshen Ave west of the downtown, connecting users from the Santa Fe. St. alignment to the 6-mile multi-use trail along Goshen Ave, where the industrial park, employment centers, medical clinics, schools and major shopping centers are located. Also, direct access to local destinations and transit services were considered as part of the project development phase. This project will provide safe access to residents who currently walk and bike along the proposed project area to access social services, transit services, school sites and local business along Santa Fe. Further, extensive outreach was conducted to community feedback for the project. The city plans to continue working on improving active transportation that would benefit a diverse group of users.
B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with	Public workshops held as part of the development of the ATP were held at Mt. Whitney High School and Manuel Hernandez Community Center which are located in very low-income neighborhoods. Spanish language translation was offered at each workshop. Other stakeholder groups who attended these workshops included representatives from City Council, Planning Commission staff and people representing interests from the following committees: - Waterways and Trails - Citizen's Advisory - Disability Advocacy - Environmental - North Visalia Neighborhood advisory - Transit advisory

relevant stakeholders.	- Tulare County Association of Governments, our regional MPO - Visalia Unified School District Board of Trustees - Visalia Chamber of Commerce
Describe any unique engagement challenges that the community faced and how they were addressed. (0-3 points)	Current engagement consisted of the following; first, an online survey and dedicated webpage was created in February 2024 on the City's website for the general public with mailers sent directly to the impacted DAC adjacent the project (1/4 mile radius) to provide current feedback on the Santa Fe project. The survey and potential for active transportation improvements was advertised through several different media communications outlets such as paid advertisements and the City's social media pages refer to Public engagement attachment for details. Second, an outreach meeting was conducted and publicized through the City's webpage and social media forums for the general public to attend. The meeting was held on February 27, 2024 from 6-7pm a City facility located along the Santa Fe St. corridor. Third, staff collaborated with Visalia Transit, the transit provider for Visalia and neighboring unincorporated communities to engage with transit riders. City staff along with Visalia Transit team members rode multiple bus routes that departed from the transit center, located on Santa Fe St. and within the project area, to engage directly with transit riders accessing the corridor. Feedback was garnered from transit users regarding potential improvements and tables were made available by team members for transit riders to access the online survey. Fourth, staff reached out to the local bicycle community and organized a community bike audit along Santa Fe. St on March 9, 2024. The purpose of the bike audit was for bicyclists to identify safety hazards they encountered as they rode along Santa Fe. Ten bicycle community members attended the bike audit. Worksheets were provided to participants to note safety hazards such as lack of traffic lights and/or signs at intersections and crossings, lack of signage or makings alerting drivers of the presence of bicyclists and pedestrians, and road conditions. Fifth, staff reached out to the Visalia Senior Center, an organization offering both free and paid programs to those 50 and better, to gauge the engagement method that would provide the opportunity to engage with the most participants of the Senior Center services. Staff had available a map of the project area to show attendees the proposed project area, paper surveys, and a flyer with a QR code with a link to the survey that allowed attendees to take the survey. Sixth, staff reached out to the Visalia Rescue Mission (VRM), the largest privately funded non-profit organization in Tulare County providing services to those recovering and overcoming the challenges of being unhoused. The VRM is located along the proposed project area. In coordination with the VRM, an outreach meeting was held at the VRM in their community meeting room. Attendees identified areas of safety concerns on a map and the majority of the meeting was conducted as an open-discussion to gather attendees desired improvements along Santa Fe. to make it safer and more accessible.

	All outreach events conducted included a team member available for Spanish translation.
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)	Staff engaged with a diverse group of users of the Santa Fe corridor. This provided insight to the priorities for improvements and concerns from each group that was engaged. Respondents of the online survey, 21% identified they utilize the corridor for recreation and 21% for commuting, an equal amount. This aligned with the existence of the multi-use trails, north and south of the project limits, and the need to tie in proposed improvements to the trails, for a continuing recreational route for active transportation users. Participants of all surveys (online and paper) were asked what type of destinations they visit along the corridor. There was not a single type of destination identified significantly more than others such as work, school, shopping, recreation, or commuting but rather each destination received a range of 11% to 19% of responses. Survey results indicated the corridor is used for both recreational purposes and for access to the various types of destinations along the corridor, located between the trails. Survey results identified the top reasons preventing respondents from walking/ biking along the corridor is due to traffic safety concerns, speed of cars, and lack of connecting bike routes. Surveys gathered from the Senior Center engagement event identified lack of connecting bike routes as the top reason for not walking/biking along the corridor. The data provided insight into the community need to seek safe connecting bike routes and revealed there was a large bicycle community in Visalia. Verbal feedback received from VRM participants identified the need for an educational campaign for proper bike riding as some stated they ride against traffic. As the cycle track being the first of its kind in Visalia, the campaign will also educate the public on utilizing the cycle track. 62% of surveys responses identified they travel along the proposed improvement route at least once a week. Engagement efforts conducted with specific groups provided further evidence of the corridor being frequently used by the community and the concerns from bicyclists were lack connecting bike routes. This led to a change in the design of the intersections within the project area to allow for future simplified bike lane connections at intersections. Future bike lane projects would not need to rebuild areas at intersections to tie into the bike lanes to be installed along Santa Fe. The fully separated bike lanes will also protect bicyclists from vehicles traveling at high speeds.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (0-1 points)	Outreach will continue to relevant stakeholders during the design phase of the project and to maintain an ongoing dialogue throughout the project implementation process. Collaboration and partnership is planned to continue throughout the duration of the project with residents, businesses, and organizations located along the corridor. Outreach will be also be conducted with the diverse group of users of the corridor, such as transit riders, bicyclists, pedestrians, and participants of the social and community organizations located along the corridor as the project is further developed. As part of the design of the project, the consultant will provide renderings of safety features such as lighting and landscaping features. The City will establish a review committee to perform outreach efforts to engage and receive feedback from the community in deciding which artistic features best represent our community. The outreach and the educational campaign will also focus on the safety features of the project improvements to ensure the public is properly informed on how to utilize the cycle track prior to the new features being installed. A communication plan will be developed for implementation of the project to include publication through the City's webpage, social media accounts, informational postcards of the project timelines, milestones such as design and construction schedules. The outreach and project-implementation communication plan will be critical to the development of the project as the project will have a large impact on users of the corridor, will further the goal to increase the number of active transportation users along the corridor, and enhance the safety of the non-motorized users of the corridor.
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)	Yes, the Beyond Bike Lanes – Santa Fe project is identified as a high priority project in the City of Visalia's Active Transportation Plan (refer to attached Public Engagement document). Additionally, as part of the development of the City's ATP, the community identified the Santa Fe corridor as a key linkage to the active transportation network. The City of Visalia's Active Transportation Plan (ATP), was developed with the assistance of a consultant with expertise in policy planning, urban planning, and engineering design. Throughout the development of the Active Transportation Plan, the City hosted multiple public workshops while engaging with local governmental agencies and committees. Surveys were used to assist in the development of the plan. One of the main goals of the plan is to establish an active transportation network which could be used as an alternative to motorized transportation. The City reached out to multiple community groups and public bodies to determine active transportation needs and required improvements to incorporate into the City's Active Transportation Plan 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 the City, an overall long term goal for the City, and milestones for the City to meet to achieve said objectives. The ATP was formally adopted and approved by the Visalia City Council in 2017.

Attach the applicable plan page with the project highlighted:

City_of_Visalia_ATP_-_Santa_Fe_Project.pdf

Attach any applicable public participation & planning documents:

Attachment_Public_Engagement_Document.pdf

	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 BBLSF project will serve a keystone role to the City of Visalia's multi-modal transportation network; As a City, active transportation policies and guidance are being aggressively pursued for new projects as well as maintenance projects to design transportation facilities in the safest manner possible taking support from nationwide design applications as well as international best practices. It is well understood that a safe, inclusive and diverse active transportation network demands adequate protection of the most vulnerable road users, people walking and people on bikes. In understanding this, when designing bicycle and pedestrian facilities along corridors proven traffic calming measures are actively applied and evaluated for their appropriate application for any given project. A critical area that demands the slowing down of vehicle traffic is in conflict zones where vehicles cross the paths of pedestrians and bicyclist. The data is clear, slowing down vehicle traffic will make the roadways safer for all users. Design consideration and best practices are being applied on the BBLSF project with emphasis on conflict zones, ie protected intersections. This project is a two-way Class IV bike facility which is recognized as the best solution to maximize user comfort, safety, and promote active transportation alongside Santa Fe St. The Project will serve as part of a low-stress network the city will continue to expand consistent with the Visalia Active Transportation Plan 2017 and in harmony with the community as Visalia residents place a high value on having an Active Transportation Program. The project will implement sidewalk where none exist, a full landscaped tree canopy for the route to reduce the heat island affect and 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, crossings without safety enhancements, and no designation or separation for bicyclists from the main vehicular roadway. The Project's safety improvements will clearly define a separation between the non-motorized user and vehicular traffic, add trail lighting, and provide enhancements for crossings. As Visalia has harsh summers (daytime highs averaging 95F), the Project, keeping in context with the communities need, incorporates beautification landscaping using native species 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 user's level but will encourage year-round use of the Santa Fe Cycle Track. Trail usage is anticipated to increase since the improvements accommodate commuters, and in turn, Santa Fe's active transportation will increase as users switch from their vehicles to other modes of active transportation. Going beyond minimum design standards, the project will fully separate

bicyclists from vehicular traffic through, raised paths, protected intersection, and landscaping areas. The project design incorporates, a shade tree canopy, and multiple opportunities to exit the route to connect with transit stops, existing Class I bike lanes and sidewalk. The Project's infrastructure improvements and visual appeal will provide an inviting and safe transportation environment for users of all ages and abilities. With a direct connection to another parking protected Class IV bike route along Tulare Ave that is currently in design refer to Attachment K - page 69-78.

Additionally, the majority of Visalia's existing high-density, low-income housing is located near the transit center. Self-Help Housing is already proposing a large, high-density, low-income housing project across from the station. It is anticipated that the housing will be constructed in the next three years. The City of Visalia is anticipating significant high-density growth in this part of the city and is taking measures to accommodate and support it. The city has been constructing a new city park east of the project connected along Oak St. This park is specifically designed for the developmentally disabled and those with special needs. This is a tremendous asset to disadvantaged residents who are in need of these facilities and live in the area. Many residents are unable to drive and would rely on this active transportation corridor to access the new park. This project is not only a transformational city project but part of an upgrade to the entire region.

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?	The 1.5-mile segment of Class IV trail (connecting the Houston and Tulare class I bike trails and traversing through the easterly perimeter of the central Visalia downtown core) is an innovative active transportation solution in providing a Class IV route for regional connection. As the city lacks the infrastructure that typically might occur in a larger city and found in place in larger urban areas, connecting communities ahead of development is unique to the Tulare County region. This project with planned improvements will promote and encourage active transportation, not only for the recreational user, but also for the work commuter, the student traveling to school, and residents performing daily errands. This project is introducing exceptionally innovated design features that are are based on national and international best practices. The two-way Class IV route will traverse multiple intersections where protected intersection geometry will be applied. These designs are novel to our region with no protected intersections constructed within the central valley besides a recently constructed striping protected intersection in Visalia. These designs are ubiquitous in many parts of northern Europe and are slowly being adopted in California and the nation as a whole. Key features are the bike separation that is maintain at the intersection up until the crosswalk, set back or “bend in” features are applied to increase bicyclist visibility and to provide space to motorist to turn face forward at the crossing and yield to pedestrians or bicyclist crossing the intersection. Other design features that are innovated that were originally considered are the use of bike boxes at the intersections; but due to the lack of separation and need to still mix with traffic with bike boxes, it was decided to redesign with protected intersection geometry to meet all ages and abilities goals of the City’s adopted ATP. These improvements will reach the “curious but concerned” population of the city further tipping the scales on the mode shift within the City. Other innovative design and methods to promote safety, traffic flow, and use of active transportation are the Bus Stops; redesigned to place the bike route behind the stops to prevent buses from blocking active transportation users providing fewer interruptions and safer landings for pedestrians waiting for the buses. The project is also incorporating a Central Valley first “Dutch style” roundabout where separated bicycle crossings and protected paths are provided around the roundabout again to fulfill the all ages and abilities approach. The class IV route in and of itself is also an innovative solution for bicycle safety. The raised path encourages the use of the trail for all ages and abilities with its safe design and separation from traffic. The Path is also bidirectional allowing for cyclists to safely transverse both North and South at the same time without entering traffic. The City of Visalia was named as a VRU challenge area, refer to Attachment K pages 11-68, this data and report will further catalyze the City's efforts in improving Active Transportation network with robust safety measures.

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 non-infrastructure elements of this project will use tracking technology such as automatic mode detection to monitor participation and changes in biking behavior. Participation will be further broken down by demographic and ethnicity detail to help prioritize the needs of disadvantaged residents in, the north Visalia area, near the transit depot and other communities within the Visalia 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. Technology like this can help planners understand the overall traffic volumes, network usage and comfort ratings of bicyclists and other non-motorized users. This information would be reviewed at 6- and 12-month intervals to gauge changes to the network. The sustainability of this online tool depends upon the initial usage by everyday residents which through the help of community engagement consultants we believe can be proven to make the case for a renewable to the technology license. The City intends to contract with the consultant to initiate this behavior change online platform. The campaigns the consultant will lead will coordinate with NPOs and establish community connections between community organizations to City staff. This relationship building and community engagement effort will allow for future collaborations into the future beyond the consultant contract to stay active and proactive in meeting the goals of the City's ATP and interest in transportation mode shift. The data gathered from the program, will serve for prioritizing future projects and design approach. The community connections will make for seamless and direct feedback for the community for future project implementation, making for a cohesive and pubic community integrated role in public transportation infrastructure design and implementation.
	QUESTION #6: TRANSFORMATIVE PROJECTS (0-5 POINTS)
A. Describe how your project will transform the non-motorized environment:	The Project will first transform the non-motorized environment by increasing the visibility and enhancing the visual aesthetics along Santa Fe Street to be a beautified true complete street. The project sets out to re-brand the existing street for the purpose of stimulating a re-thought of how a downtown street is thought of, seen, and used; hence renaming the project as the "Beyond Bike lanes: Elevating Santa Fe Street with traffic calming and Urban Beautification," This was used in all outreach efforts. Further, the corridor crosses through the density focus downtown area, is walking distance to several schools, commercial centers, and the downtown mixed-use area, which makes it an excellent candidate as an alternative transportation community corridor but needs greater exposure and change in perception. Thus, the Project goal is to transform the conventional vehicle dominated Santa Fe St into a multi-modal community corridor that will serve as the basic backbone infrastructure to provide a range of future community –minded transportation benefits. The Project will address infrastructure gaps to connectivity. The corridor spans a north-south distance of 1.5 miles and through several different

type land-use zoning classifications. It connects the disadvantaged communities of north Visalia to the thriving downtown Visalia, residential neighborhoods, adjacent trail system, various schools, and the transit depot providing city wide transportation means to any location within the City. Though the City has a very impressive network of multi-use trails throughout the City, this proposed corridor sets itself apart in that it is within an urban setting while still incorporating landscaping similar to off street trail systems. The BBLSF project will transform the non-motorized environment by providing a corridor as an alternative travel option, which will easily lend itself to meet California's new Vehicle Miles Traveled (VMT) transportation matrix under CEQA (SB743) as future development occurs especially in the downtown area that is adjacent to the corridor. The City of Visalia has formally adopted and produced a VMT Guideline to assist development in implementing best practices in encouraging and supporting non-vehicular modes of transportation. VMT considerations and mitigation measures are required for all new development projects within the City of Visalia.

The City of Visalia in 2023 adopted a City wide Housing Element Update developed through our planning department to equitably address housing needs within our community and to develop policies and frame work to allow private development to meet the needs of all income segments of our community. The recent update to the Housing Element is consistent with the City of Visalia General Plan; the Active Transportation Plan which was developed in tandem with the prior Housing Element update in 2019; with specific incorporation of transportation needs for current and future housing development with particular emphasis on affordable housing. As part of the Housing Element, high and medium density zoning as well as Commercial mixed along the Santa Fe (and City wide) is inventoried for low to extremely low-income residents (Refer to City of Visalia Updated Housing Element Pages 179-194). Through the construction of the BBLSF Project, medium and low-density housing along Santa Fe St will have a safe multi-modal corridor for their transportation needs. The BBLSF Project will be a corner stone facility providing connection to the larger multi-modal transportation network that interconnects other high and medium density zoning throughout the City.

This project will be a community corridor closer that ties in city's historical downtown to the north and south side of town. The City Council recently adopted its Central Visalia Traffic Safety Action Plan (CVTSAP refer to attachment), which established a framework for future ATP styled projects throughout the City's downtown area. Future phases of the Corridor will be to link it further into the downtown but also making connections to neighborhoods both north and south of the corridor. For example, those links will be able to provide connectivity to future low income housing projects (The Lofts in downtown Visalia located at Oak and Center, and Sequoia Commons located in northwest Visalia at American and Riggin).

The Project will draw the user to the Corridor through the installation of aesthetically pleasing landscaping and tree canopies for much needed shade; in addition to improving the safety of its user by incorporating lighting and increasing pedestrian/bicyclist sight visibility through infrastructure improvements at intersection crossings. The project will add

	new curb along Santa fe where non exists to delineate a separation between the corridor and the roadway, and a safety barrier along the northerly side of the corridor.
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.	The City of Visalia is actively improving various corridors to fulfill the goal of the City's Active Transportation Plan (ATP) and build out of the currently proposed multi-modal transportation network as identified in Figure 3-8 Proposed Bikeway Plan (Citywide). During the design phase, bicycle facilities are being enhanced beyond what the ATP currently proposes. For example, the City is providing buffered class II lanes where the ATP proposes class III; and providing Class IV or protected Class II bike lanes where the ATP proposes standard Class II. More specifically, these upgraded enhancements for bicycle facilities are being considered, and implemented whenever the bike facility is identified to be alongside a high-speed high-volume roadway. The City of Visalia Transit maintains seventeen (17) fixed routes and about half of them start or stop at the Transit depot, the BBLSF project will provide first or last mile connection to the depot opening up the City to nonmotorized road users. The Project will enhance the safety and appeal to transit stops through landscaping, shade, and appropriate furnishings with the goal to promote increase ridership and connectivity for pedestrians/bicyclists. All transit vehicles are equipped with bike racks thereby facilitating the use of bicycles for those out of the way destination points or last mile transportation gaps. Transit shelters are strategically located near residences, commercial facilities, schools, and workplaces. The BBLSF project is entirely consistent with the City's own adopted ATP policies found in its 2017 Active Transportation Plan. Moreover, the investment to transform the existing route into a community corridor to specifically serve the non-motorized environment has been specifically identified in the City's resolution adopting the principles of an Active Transportation Plan. The project will be connecting to the outskirts of the City's downtown area. Future network build out will be able to directly tie into the BBLSF project with seamless connectivity as the intersections will be fully built out and ready to receive future routes. The downtown connections consist of 1) institutional facilities such as Recreation Park, Redwood High School, the Senior Center, library, and Transit Center via modes of non-motorized travel, and 2) neighborhoods within walking distance of the corridor (1/4 mile). Challenges and opportunities for an increase in a non-motorized environment have been identified in the City's recently adopted Central Visalia Traffic Safety Action Plan (CVTSAP). The development of the CVTSAP (planning document) included community involvement. The purpose of the plan is to create a safe environment for modes of transportation other than the car. The BBLSF project is consistent with the Land Use Element of the City's General Plan whereby it provides "Enhanced Connectivity" by improving connectivity at the neighborhood, city, and regional scale by improving corridors, and providing an "Enhanced Network" through improved multi-modal mobility, and accessibility to transit key destinations, and community facilities. The Corridor supports 1) the need for alternative modes of transportation to improve the air quality of the region, and 2) policies that

encourage pedestrian-oriented development to promote economic vitality and pedestrian accessibility. Additionally, the BBLSF project fulfills the circulation element intent of the City's General Plan through the complete-street's framework guiding principle, planning improvements considering multi-modal transportation and safety needs of the community.

The BBLSF project is also consistent with the multi-modal strategies and will cross the alignment of the Central San Joaquin Valley's Cross Valley Corridor (CVC) refer to Attachment pages 573-578. The CVC plan is an east-west rail corridor (between Porterville and Huron) and will improve connectivity and mobility between the communities of the Tulare, Kings, and Fresno Counties via the California High Speed Rail located in the middle of the CVC.

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

City_of_Visalia_Updated_Housing_Element_2023_-CVTSAP_CVCP.pdf

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

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

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

A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?	No
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

D. Please complete the table below:

Leveraging 2.xlsx

Leveraging Letter of Commitment

Leveraging_Letter_of_Commitment.pdf

Other leveraging documentation (optional)

TCAG_Letter_of_Funding_Commitment_SantaFe.pdf

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.	
	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.
	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
Please select one of the following:	Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

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

CCC_Email_Corps_Consultation_City_of_Visalia_Beyond_Bike_Lanes_-_Santa_Fe_Project.pdf

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

CALCC_Email_Corps_Consultation_City_of_Visalia_Beyond_Bike_Lanes_-_Santa_Fe_Project.pdf

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

	Step 2: Use of Corps
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)
How will the Corps participate?	Corps members will assist with the following aspects of the project: landscaping, irrigation installation, and installation of benches, bike parking and trash receptacles.
	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.
	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.

Attachment A: Application Signature Page

Attachment_A_-_Signature_Page.pdf

Attachment B: Engineer's Checklist

Attachment_B_-_Engineers_Checklist.pdf

Attachment C: Project Location Map

_BBLSF-Location-Map.pdf

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

Attachment_D-Project_Layout_BBLSF_Project.pdf

Attachment E: Photos of Existing Conditions

Attachment_E-Existing_Conditions-Project_Site_Photos.pdf

Attachment F: Project Estimate

Beyond_Bike_Lanes_-_Santa_Fe_attachment-f-project-estimate.pdf

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

Attachment-G-Exhibit-25-R-NI-Work-Plan_Final_SantaFe.pdf

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

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

Attachment_I_BBLSF_-_Letters_of_Support.pdf

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

Attachment K: Additional Attachments

Attachment_K_-_Additional_Information-.pdf

Internal Form

Score	n/a
CTC Application ID	6-Visalia, City of-4