Title

City of Madera

2025 ATP Medium Infrastructure Application

ACTION REQUIRED: ATP Cycle 7 Project Awardee Application

Score	n/a

ATP: Previously Submitted Applications

08/15/2024

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.	75
What was the application ID of the previously submitted application?	6-Madera, City of-1
If there are any changes in the scope of work from the previous cycle, please provide a brief description.	Removed non infrastructure component

Original Submission

06/18/2024

Score	n/a
	Part A: General Application Questions
	Part A1: Applicant Information

Implementing Agency Name	City of Madera
Implementing Agency's LOCODE	5157, Madera
Implementing Agency's Address	205 West 4th Street Madera CA 93637 US 36.96281 -120.06472
Implementing Agency's Primary Contact Person	Jonathan Gramajo-Enzensperger
Primary Contact Person's Title	Assistant Engineer
Primary Contact Person's Phone Number	+15596615422
Primary Contact Person's Email Address	jgramajo@madera.gov
Implementing Agency's Secondary Contact Person	Keith Helmuth
Secondary Contact Person's Title	City Engineer
Secondary Contact Person's Phone Number	+15596615418
Secondary Contact Person's Email Address	khelmuth@madera.gov
Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
Implementing Agency's Federal Caltrans Master Agreement Number	06-5157F15

Implementing Agency's State Caltrans Master Agreement Number	06-5157S21
Does this project have a Project Partnering Agency?	No
	Part A2: General Project Information
Project Name:	Madera Citywide Safe Routes to School
Summary of Project Scope:	The Madera Citywide Safe Routes to School Project will implement one of the City's highest priorities for ongoing safety improvements by installing upgraded pedestrian crossing facilities, new sidewalks, and new bikeways around six elementary schools within the City. The safety of children is a major concern in Madera: the City has a disproportionately high number of child-involved injury collisions, with pedestrian safety for Madera children under 15 ranking fifth worst in the entire state of California among cities of comparable size (Office of Traffic Safety 2021, Group C). Each school site also has some of the most significantly impacted school children and residents of all ages within California, with each school having approximately 90% or more students eligible for free and reduced price meals, an indicator of student poverty. Recognizing these as major concerns a series of walk audits was undertaken to engage with the community, identify challenges, and generate solutions to improve safety and mobility around each school. The project will focus on closing sidewalk gaps, upgrading crossings to include high visibility markings, curb extensions, and RRFBs or PHBs where appropriate, installing speed feedback signs, reducing speed limits, and installing new Class II bike lanes around multiple schools. The completed project will result in a more connected, safe, and low stress bike and pedestrian environment for all users of all ages and abilities.
Summary of Outcomes/Outputs:	Improve safety at 6 elementary school by constructing 2 miles of bike lanes, 1 mile of new sidewalk, 24 curb extensions, 18 high-visibility crosswalks, 8 Rectangular Rapid Flashing Beacons, and 1 Pedestrian Hybrid Beacon.
Federal Transportation Improvement Program (FTIP) Project Description:	Design and Construction of Class II bike lanes, sidewalk, crosswalk and curb ramp improvements, RRFBs and PHBs, and curb extensions.
Project Location:	In the City of Madera, at elementary schools on Ellis Street, Lake Street, South Street, Roosevelt Avenue, Stadium Road, and Tozer Street.

Attach a project location map

Part_A_-_Project_Location.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	36.9613
Infrastructure Project Coordinates – Longitude	-120.0607
Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)?	No

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):	16
State Senate Districts (Select all that apply):	12
State Assembly Districts (Select all that apply):	5
County	Madera
Metropolitan Planning Organization (MPO)	MCTC
Regional Transportation Planning Agency (RTPA)	None

Urbanized Zone Area (UZA) Population:	Project is located outside of one of the large MPOs in UZA with pop >50,000 & <=200,000
Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?	Yes

Please list the projects below:

Previous Projects.xlsx

	Part A3: Project Type
Select the plans your agency currently has (select all that apply):	Safe Routes to School Plan Active Transportation Plan
Is the proposed project in a current plan?	Yes
Select project sub-types (select all that apply):	Safe Routes to School Bicycle Transportation Pedestrian Transportation
Bicycle Transportation - % of Project	50
Pedestrian Transportation - % of Project	95

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

SRTS List.xlsx

Attach school documentation here. See below for requirements.

Part_A_-_LOS_All_Schools.pdf

	Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:	Bicycle Improvements Pedestrian Improvements Crossing & Intersection Improvements Vehicular-Roadway Traffic-Calming Improvements
	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?	50
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?	39
Please complete the table below: **Pedestrian Improvements.xlsx**	
	Crossing and Intersection Improvements
Please complete the table below: **Crossing Improvements.xlsx**	
	Vehicular-Roadway Traffic-Calming Improvements
Please complete the table below: **Traffic Calming.xlsx**	
	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?	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?	Yes
Proposed CTC PA&ED allocation date:	8/1/2025
Notice to Proceed with Federally Reimbursable ATP Work:	10/1/2025
Expected or past start date for PA&ED activities:	10/1/2025
Number of months to complete CEQA and NEPA studies and approval:	8
Expected or past completion date for the PA&ED phase:	6/1/2026

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?	Yes
Proposed CTC PS&E allocation date:	7/1/2026
Notice to Proceed with Federally Reimbursable ATP Work:	9/1/2026
Expected or Past Start Date for PS&E Activities:	9/2/2026
Number of months to complete PS&E:	12
Expected or past completion date for the PS&E phase:	9/2/2027
	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:	9/2/2027
Number of months to complete the R/W engineering, acquisition, and utilities:	0
Expected or past completion date for the R/W phase:	9/2/2027

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:	10/1/2027
Notice to Proceed with Federally Reimbursable ATP Work:	12/1/2027
Expected start date for construction activities:	1/2/2028
Number of months needed to complete construction activities:	12
Expected completion date for the CON phase:	1/2/2029
	Part A6: Project Funding
Total Project Cost	7756.255
Total ATP Request	6201.255

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?	Yes
Why can the other project not fund the proposed project?	Other city projects use funding sources that are locked into a scope of work which could not include the improvements set out in this application.
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.

MCTC_RTP_SCS__Consistency.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:

Part_B_-_Q1_DAC.pdf

	B. Identification of Disadvantaged Community (0 points)
Select one of the following tools to identify the disadvantaged community:	Free or Reduced Price School Meals (FRPM)
	National School Lunch Program: At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2022-2023 school year. Data is available at the California Department of Education website. Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criteria. Applications using this measure must demonstrate how the project benefits the school students in the project area.

National School Lunch Program | Free or Reduced Price School Meals (FRPM)

FRPM.xlsx

Highest percentage of students eligible from table above:	99%
Percentage students eligible for FRPM for school(s) that the project benefits (Cell B38 in table above):	97%
	C. Direct Benefit (0-4 Points)
C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.	The Madera Citywide Safe Routes to School project will implement changes at schools and within neighborhoods that rank among the most disadvantaged communities within the state. By improving conditions for pedestrians and bicyclists around six schools across the city, this project will support safety, access, and mobility for students, their families, and the community at large. All the schools proposed as part of this project have approximately 90% or more of students eligible for free or reduced-price meals, indicating a high rate of student poverty. Additionally, per the Healthy Places Index (HPI), three of the six schools (George Washington, James Monroe, and Sierra Vista Elementary Schools) are in census tracts that rank in the 10th percentile or below statewide for households above the poverty line. The remaining three schools, James Madison, Mill View, and John J. Pershing Elementary, are located on the outskirts of the city and fall into census tracts where approximately 20% of all households are below the poverty line but draw enrollment from the surrounding, more impoverished neighborhoods. Madera is also a young city, with over 30 percent of the population under the age of 18 and over 5% of households lack access to a vehicle (ACS, 2022). Citywide crash data indicates that 23 percent of collision victims from 2014-2023 were aged 14 or younger, with many of these collisions occurring in crossings or along roadways near school sites. Safety for students traveling to and from school has been recognized as a health problem by the County Health department, who initiated a series of walk audits and collaborative planning processes with the impacted schools (discussed below). The improvements will be located at intersections and corridors that are frequently used by students and will directly improve the ability of students to safely walk and bike to school, nearby transit stops, and community amenities such as parks, health care centers, local businesses, and religious centers. In addition to new sidewalks and bike lanes, these improvements will include pedestrian hybrid beacons (PHB), rectangular rapid flashing beacons (RRFB), crosswalk lighting, feedback signs, shortened crossing distances, curb extensions, and ADA ramps. As these projects are primarily gap closures and safety improvements that serve existing residents and no right of way impacts are required, displacement is not a concern for this project. Issues addressed as part of this project were raised in community meetings from 2019 to 2022 focused on parents and students and are highly responsive to the local needs of community members.

C2. Explain how disadvantaged community residents will have physical access to the project.	With a large youth population, high poverty rates, and limited vehicle access in households, many families and children are reliant on walking, biking, or using transit for transportation and access to services within the community. Many times, parents are employed outside of the community and may require use of the family vehicle to get to work. This is further proven by school officials that have indicated that a majority of students walk to school from surrounding neighborhoods or use school buses. However, students who do get dropped off by a parent still need to navigate the challenging crossings and walking conditions to get to the school entrance due to constrained and congested pick up and drop off locations. Collision history collected between 2014 through 2023 indicates that 23 percent of children aged 14 years old or younger were involved in pedestrian or bicycle-related collisions. Due to the high rates of households with zero or one vehicle, many school aged children in Madera rely on walking and biking to school. Most projects are located in disadvantaged neighborhoods at schools that serve the children of those communities based on the HPI. By implementing new sidewalks, bike lanes, PHBs, RRFBs, crosswalk lighting, feedback signs, shortened crossing distances, curb extensions, and ADA ramps, children using active transportation modes to get to school will feel an added sense of safety along their commute. The need for such improvements is further emphasized through the 2018 Madera County Active Transportation Plan that proposes bike facilities along the major corridors for all schools and a traffic signal improvement at East South Street and North D Street near George Washington Elementary School. The project elements have great potential to promote spatial and socio-economic equity. By providing bicycle and pedestrian infrastructure that is comfortable for all ages and abilities, the city would be able to promote enhanced infrastructure along routes used to get to schools and other key destinations and provide an alternative means of travel for motor vehicles users.

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.	This project is the result of an extensive, long-term, and ongoing community-centered outreach process that has spanned multiple plans and efforts. A walk audit and collaborative workshop was conducted at each elementary school included in this project between 2019 and 2021. Four of these were held in person and were attended by an average of 20-40 parents, City and County staff, and school representatives. Each effort was publicized to parents with flyers, phone calls, and text messages via the Connect Ed app, and during local promotoras meetings. To ensure the audits were accessible to all families, each workshop and audit was conducted in English and in Spanish. At Millview and James Madison Elementary, walk audits and a walking route evaluation were conducted by the UC Berkeley SafeTREC program as part of the 2022 Complete Streets Safety Assessment Program, funded by the Office of Traffic Safety. Public participation at this audit was limited due to restrictions on in-person gatherings due to COVID-19. At each walk audit, participants were given a one-page walkability assessment form and asked to fill it out during the walk. At the conclusion of the walk, participants returned to the school to turn in their assessment forms and participate in a debrief session. Due to emergency orders related to the COVID-19 pandemic, some of these debrief sessions were held virtually. At each one, participants were invited to provide comments and ideas based on their lived experience on an aerial photograph of the area surrounding the school. Several common themes emerged in each workshop, including concerns about low-visibility crosswalks, a lack of marked crossings, disconnected sidewalk facilities, long crossing distances, a lack of bicycle facilities, and high vehicle speeds. Displacement is not a concern for the community, as common themes of the community outreach efforts indicate that these projects will mainly focus on closing gaps and enhancing safety for existing residents, and no right-of-way acquisition is required to complete the proposed improvements. The projects in this application directly reflect the comments and feedback received at these meetings, and thus directly reflect the wishes of the surrounding disadvantaged communities and their residents. Documentation of this outreach and results from each school evaluation is attached below. The City in collaboration with CivilWell completed two more Walk Audits with parents and staff of the various schols, which were held on June 2022. During the walk audits members had maps of the areas in which they could identify problem locations during the walk. Once they returned to the school, they discussed these issues and defined solutions and alternatives to those safety issues from an engineering perspective with CivicWell.

Attach documentation to show disadvantaged community support:

Part_B_-_Q1_DAC_Support.pdf

	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 (0-40 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.

Safe Routes to School Data:

SRTS Summary.xlsx

	A. Statement of Project Need (0-20 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 how will the project best deliver that outcome?	Madera is a predominantly suburban city in the state's central valley and at the heart of California. Madera is home to a large Hispanic and Latino community with nearly 80% of the population identifying as such (ACS, 2022). The median household income in 2022 was reported at nearly $67,500 with the primary make up of jobs included in the industries of office and administrative support, transportation and material moving, and sales (ACS, 2022 & BLS, 2022). The project aims to promote connectivity and safety for students by upgrading and enhancing the routes they take to school with industry best practices for accommodating vulnerable road users at crossings and along roads. The Madera Citywide Safe Routes to School project will improve safety around six elementary schools located in some of the most disadvantaged neighborhoods in the State of California. These schools include John J. Pershing Elementary, George Washington Elementary, James Madison Elementary, James Monroe Elementary, Millview Elementary, and Sierra Vista Elementary. The need to intervene for student safety is critical; compared to similarly sized cities across the state, Madera ranks 2nd statewide in bicyclists killed or injured under the age of fifteen, and 5th for pedestrians under the age of fifteen (Office of Traffic Safety, 2021). Through collaboration between the City, County Public Health, school officials, and parents and residents around each school, a series of needed projects focused on improving crossings, pedestrian travel paths, and bicycle facilities have been identified. These enhancements not only support students and parents who must currently walk to school due to low rates of automobile access within the community, but also create opportunities for other students in the community to walk or bike to school who may not currently due to safety concerns. The lack of sidewalks and safe crossing opportunities across busy roadways creates a network that is not consistent with one for all ages and abilities. This is a systemic issue at schools throughout the City of Madera. Crossing treatments in many locations do not match the high pedestrian demand, and long crossing distances can be challenging for young students to navigate and increase exposure to vehicles. Gaps within the sidewalk network not only contribute to high levels of traffic stress for pedestrians, but also for bicyclists who would normally choose to ride on the sidewalk because they do not feel comfortable riding within the roadway right of way. Often, students must travel on dirt shoulders or in the roadway near

	fast moving traffic, which discourages walking and bicycling within the neighborhoods around the schools. The lack of sidewalks and enhanced crossing opportunities also hinders the mobility for other non-motorized users, such as those who use mobility devices. To enhance the transportation network for pedestrians, new crossing treatments will be installed at every school. The toolbox of improvements proposed across the school sites includes RRFBs, PHBs, high-visibility crosswalk markings, and pedestrian scale lighting, all to improve the visibility of people crossing; curb extensions and refuge islands to shorten crossing distances and reduce exposure to vehicles in the roadway; and sidewalk gap closures to create continuous access to school sites. Bicycle lanes will be striped at streets connecting schools and neighborhoods to community amenities, such as Courthouse Park, Madera County Historical Society, and Madera Main Library. Specific interventions have been applied to each school site based on collision history, best practices, and the needs identified through feedback from families and school officials in each neighborhood. These needs are detailed in subsequent sections of this application. Establishing and promoting Safe Routes to School has the potential to address health challenges related to physical inactivity for students as well as the broader community. According to Kids Data.org, over 48 percent of fifth graders, and approximately 49 and 52 percent of seventh and ninth graders, respectively, are overweight or obese in Madera Unified School District. In 2019, only 20 percent of fifth graders, 21 percent of seventh graders, and 20 percent of ninth graders in the school district met all fitness standards in 2019. According to the County Health Rankings and Roadmaps, Madera County fares poorly in the County Health Rankings – ranking 51 out of the 58 counties in California for health factors and 36 out of 58 for health outcomes. According to the 2015-2019 Health Places Index, at the state level four of the six project Census Tracts are within the 80th percentile or higher of individuals with asthma and all six of the project Census Tracts are within the 80th percentile or higher of individuals with obesity. These health disparities have led the County Public Health Department and collaboratives such as Live Well Madera County to take great interest in addressing transportation and Safe Routes to School as a public health priority. Additionally, over a third of the city aged 25 and older have not attained a high school diploma or equivalent. With the project improvements there will be greater access to education that can support in increasing the percentage of residents that have attained a high school diploma or equivalent. The outcome of the project elements will provide indelible benefits for the community to enjoy for decades to come. The improvements outlined will provide better connections, improve safety, and provide greater health equity for students.
	B. Describe how the proposed project will address the active transportation need: (0-20 points)
Select all options that apply:	The project closes a gap The project creates new routes The project implements other improvements to existing routes
Number of Gaps:	2

Total length of gap in feet:	2450
List other types of improvements here:	Crosswalk lighting, high visibility crosswalk, pedestrian hybrid beacon, rectangular rapid flashing beacons
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 project will create new bicycle routes, close multiple sidewalk gaps, link destinations within the community, and remove barriers created by the current lack of infrastructure around the project schools. This project supports multiple local and statewide policy goals, including the State Bicycle and Pedestrian Plan (2017) M1 to create connected and comfortable networks by developing local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities. Within each neighborhood, the school is the primary destination to which connectivity will be improved. This project will also support access to multiple stops served by the Madera Metro transit lines and County Connection commuter service. John J. Pershing Elementary School is situated at the north edge of town on a fast-moving two-lane roadway. The midblock crossing immediately fronting the school on Ellis Street will be upgraded to a PHB along with a median refuge island to provide shelter for young students given the long crossing distance. Many students walk along the north side of the roadway where there is currently no sidewalk to get to and from the elementary. The addition of an AC path with pedestrian lighting will provide a separated multi-use facility outside of the roadway or shoulder to upgrade this existing route for both bicyclists and pedestrians. At James Madison Elementary School, Lake Street experiences high rates of congestion during school pick up and drop off times which contributes to safety concerns with the crossings at Lake Street and Adell Street. Given the proximity to John J. Pershing Elementary School, several side streets are also used as cut-throughs to avoid the school congestion. Improvements will be made at each of the high-pedestrian volume crossings near the school, including the installation of curb extensions to slow turning movements and shorten crossing distances, upgrading to high-visibility markings, and establishing new crossings at Merced Street and Adell Street, including a raised crosswalk to calm traffic, and an RRFB at Kennedy Street and Merced Street. These improvements will support students walking from both John J. Pershing and James Madison elementary schools, as well as the housing authority residential complex located on Kennedy Street. Nearby destinations also include Pan-Am Park and Senior Center. At George Washington Elementary, school officials indicate a high number of students currently walk to school. The city has successfully secured additional grant to add bicycle lanes on Lincoln Avenue. This grant also allowed the city to install an RRFB at the school entrance. ATP funding will complete the needed and desired improvements by adding curb extensions and high-visibility crossings at the intersection of Austin Street and South Street, while also adding crosswalk lighting, speed feedback signs, and lowering the speed limit to 15 MPH within the school zone. This will support residents traveling from the neighborhood to the trail along Riverside Drive, as well as the El Toro Loco Supermarket on D Street. At Sierra Vista Elementary, multiple curb extensions and high-visibility crosswalks will facilitate crossings along Olive Avenue. New buffered bike

lanes will be installed on Roosevelt Avenue, creating a new bike route to the school and McNally Park. New bike lanes on C Street, D Street, and 14th Street will facilitate connections north and south through the community, providing access to amenities like Camarena Health and Madera Main Library.
James Madison Elementary School currently has discontinuous sidewalks throughout the neighborhood, and students must navigate high speed crossings at Olive Avenue and Yosemite Avenue where posted speeds are 35 miles per hour. Upgrades here will close sidewalk gaps, allowing for better connections to the school, nearby high school, and Memorial Stadium, and shorten crossing distances with curb extensions and upgrades to existing RRFBs.
Millview Elementary School is located outside of most residential areas of the school, but many students still rely on walking and bicycling for access. An RRFB at Elm Street and Clinton Street will facilitate connections out of the neighborhood on the west side of Tozer Street to the school and Millview Park, as well as Rancho San Miguel Market to the north, which is the primary destination for groceries in the neighborhood. This will also benefit the Madera Rescue Mission, a local community group. A new crossing at Storey Road and Crimson Way at the rear of the school will also improve access to recreational facilities such as the Madera Sunrise Rotary Sports Complex to create a less stressful route for residents to use by facilitating travel to and through Millview Park to connect to city amenities.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement:

Part_B_-_Q2_Project_Improvements.pdf

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. (0-25 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. (0-12 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:

Part_B_-_Q3_TIMS_ATP_Madera.pdf

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

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

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 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.

These Safe Routes to School projects have been in development for several years, and this Project is the City of Madera's highest priority for ongoing safety improvements. As a result, the city is seeking funding for infrastructure-related solutions. The safety of children is a major concern in Madera: the city has a disproportionately high number of child-involved injury collisions for children aged 14 or younger. Pedestrian safety for Madera children under 15 is the fifth worst in the entire state of California among cities of comparable size (Office of Traffic Safety 2019, Group C). In addition, there are multiple Disadvantaged Communities in Madera, where a majority of injury collisions involving children occur. This disproportionate transportation safety impact on children was identified as a public health issue by the Madera County Department of Public Health, who sought and received funding through the Centers for Disease Control and Prevention and the California Department of Public Health through the Racial and Ethnic Approaches to Community Health (REACH) program in 2019 to fund walk audits at area schools . Walk audits were conducted with parents, children, teachers, and faculty at George Washington (2nd Percentile HPI), Sierra Vista (6th Percentile HPI), James Monroe (7th Percentile HPI), and John J. Pershing (23rd Percentile HPI) Elementary Schools. Additional funding from UC Berkeley and OTS was sought to fund walk audits at Millview Elementary (19th Percentile HPI) and James Madison Elementary School (20th Percentile HPI). Each school site serves some of the most significantly impacted school children and residents of all ages in California; therefore, all collisions and victims discussed in the following section reflect the deeply and negatively affected vulnerable and underserved Madera residents.

Between 2014 and 2023, there were a total of five bicycle-involved collisions and 22 pedestrian-involved collisions. Of these total collisions, all five bicycle-involved resulted in visible injury and nine pedestrian-involved (41%) resulted in a fatality or serious injury. At the city level there were 126 bicycle-involved collisions and 202 pedestrian-involved collisions. Collisions in the project area account for 4 percent and 11 percent of bicycle-involved and pedestrian-involved citywide collisions, respectively. These statistics identify the need for safer and more connected pedestrian and bicycle facilities to support safe routes to school. Madera students are also disproportionately affected by these transportation safety issues: 48% of victims (13 total) were 14 years old or younger. This issue is also a citywide problem, with about 23% of all injury collisions involved a child 14 years or younger, creating the urgent need to address safe routes to school through the lens of addressing the kinetic energy risk between

	children and motorists. The most impactful way to address kinetic energy risk is by acknowledging and systematically addressing socioeconomic and land use factors that create the systemic risk, followed by understanding and enhancing built environment factors, and then considering passive and active safety tools. This project is intended to support enhance the built environment by creating a safer system for those of all ages and abilities. The high speeds on the streets leading up to schools and poor yielding behavior by drivers account for a substantial portion of pedestrian and bicycle injury collisions. Reducing vehicle speeds reduces the kinetic energy present within systems, thereby reducing the severity of crashes that do occur. As driver behavior, especially when it comes to speed, is highly influenced by roadway features, countermeasures that reduce prevailing speeds, such as those included in Caltrans' Local Road and Safety Manual (2020), will be most effective at reducing fatal and severe injuries. The project will install sidewalk gap closures (80 CRF); crosswalk enhancements, such as RRFBs (35% CRF) or PHBs (55% CRF), curb extensions, and high-visibility crosswalks (35% CRF); streetlight (40%); speed feedback signs (30% CRF), and Class II bike lanes (35% CRF) on collector and residential streets. These improvements correspond to the observed safety issues on the corridor around the school site and address community concerns about student safety, as documented through the six walking audits. Forty-five percent of all the pedestrian collisions were due to drivers failing to yield the right of way to pedestrians. One in four pedestrian injury crashes involved a pedestrian crossing in a crosswalk at an intersection. During the walk audits, community members raised concerns around the difficulty of crossing due to yielding and speed concerns on the following roadways: Lake Street (near James Monroe and George Washington Elementary Schools), Lincoln Street (near George Washington Elementary), Ellis Street (near Pershing Elementary), and Roosevelt and Olive Avenues (near Sierra Vista Elementary). While most streets have a 25 MPH school zone along the school frontage, streets are typically 35-40 MPH only a few blocks from the schools. These higher speeds make children much more vulnerable when a collision does occur. Eighteen percent of all pedestrian collisions occurred when the pedestrian was walking in the roadway or shoulder, all collisions which can be eliminated with sidewalk gap closures. Crosswalk enhancements, new sidewalks, and speed management will help to address these issues. Thirty six percent of collisions had a primary violation of pedestrians committing a violation. About a third of these are due to a pedestrian walking too close to the travel way on streets with no sidewalks, which the sidewalk gap closures will address. In addition, bike lanes are anticipated to reduce the incidence of wrong way riding, which accounted for 40 percent of bicycle collisions.
	B. Safety Countermeasures (0-13 points)
1. Describe how the project improvements will remedy one or more potential safety hazards that contribute to	(a) The project is anticipated to reduce speeds around the school sites. Speed is a significant underlying factor for student safety around each school site. The posted speed limits in the study area vary from 25 MPH up to 40 MPH. The walk audits conducted in 2021 with the school communities pointed to unsafe speeds a top parent and student concern. Critically, the majority of pedestrian collisions – 45 percent - involved a pedestrian

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.	crossing not in the crosswalk. Reducing speeds with this project will result in safer outcomes when those collisions do occur. The project is anticipated to reduce speeds using three tools: setting a lower speed limit, installing speed feedback signs, installing “reduce speed” signs (W3-5), installing bulbouts to slow right-turn speeds, and reducing travel lane widths. On Lincoln Avenue, speed limits will be reduced to 15 MPH, from the existing 25 MPH. Speed feedback signs (30% CRF per LRSM) will be installed on North Lake Street, and speed reduction signs will be installed on Olive Avenue and Roosevelt Avenue to alert drivers to the school zone and help reduce speeding along the corridor. Bulbouts are proposed at numerous locations to reduce right-turn speeds and increase pedestrian visibility. Right turn vehicle speed is a critical factor in bicycle and pedestrian intersection safety and is expected to decrease with bulb out installation. Installing Class II bicycle lanes on D Street, C Street, Roosevelt Avenue, Ellis Street, and 14th Street create traffic calming through the narrowing of the existing travel lanes. Reducing travel lanes has been shown to reduce vehicle speeds, with up to a one to three MPH decrease in average vehicle speed per foot of lane width reduction (Potts, Howard, Richard, 2007). (b) The project is anticipated to improve sight distance and visibility between motorized and non-motorized users. Today, many of these roadways have higher speed limits, up to 40 MPH. On-street parking limits the sight visibility of pedestrians waiting to cross the street. Crosswalks will be enhanced with high-visibility markings (CRF 25%), RRFBs (35% CRF), or PHBs (55% CRF) in some cases (based on the speed of the roadway) in addition to bulbouts (37%). The flashing beacons will help to alert drivers to the presence of pedestrians. The bulbouts will shorten the crossing distance and place pedestrians further into the driver’s field of vision. The project will also improve visibility for students and adult bicyclists. Several existing streets on the bike network do not have dedicated bike facilities and force bicyclists to share a wide travel lane with vehicles. Bicyclists are not given directions on where to position, which can create visibility and expectation issues between drivers and bicyclists. With the project, Class II bike lanes (35% CRF per LRSM) will be installed on C Street, D Street, and 14th Street, and buffered Class II bike lanes will be installed on Roosevelt Avenue and Ellis Street, which will provide a highly visible and dedicated area for bicyclists. Drivers will be able to better see bicyclists with marked bike lanes, which will include green skip-striping at conflict zones. (c) The project will eliminate or mitigate several potential conflict points between motorized and non-motorized users. Today, there are many sidewalk gaps near schools in Madera due to the historical development patterns in Madera that were focused on industrial and agricultural uses and did not account for pedestrian and bicyclist use. Fourteen percent of crashes occurred when pedestrians failed to walk close to the edge of the roadway when there was no sidewalk present. The sidewalk gap closures will create physical separation between pedestrians and drivers through 2,600 LF of sidewalk gap closure. Sidewalks have an 80% CRF (LRSM). Additionally, green conflict zone striping will be used at intersections to highlight bicyclist space to drivers. (d) The project will improve compliance with local traffic laws through the use of speed-management related signage and crosswalk enhancements.

The traffic calming measures, along with speed feedback signs and “reduce speed” signs mentioned above will help to better enforce the existing speed limits. Additionally, the crosswalk enhancements that increase visibility of pedestrians by drivers will also encourage compliance with local and state traffic laws. The California Vehicle Code Section 21950 requires drivers to yield to pedestrians and requires pedestrians to take due care. Forty five percent of all the pedestrian collisions were due to drivers failing to yield the right of way to pedestrians. These yielding concerns were also raised by community members through six walk audits. Thirty six percent of collisions had a primary violation of pedestrians committing a violation. For example, at the John J. Pershing Elementary School walk audit, parents reported that it was difficult to cross Ellis Street, which has a posted speed limit of 40 MPH. The flashing beacons and high-visibility striping will draw driver attention to the presence of a pedestrian in the crosswalk. They will also provide high quality designated places for pedestrians to cross the street with due care. In addition, bike lanes are anticipated to reduce the incidence of wrong way riding, which accounted for 29% of bicycle collisions.

(e and f) The project will address inadequate and unsafe bikeways, crosswalks, walkways, and traffic control devices through the provision of basic safety countermeasures and gap closures. As mentioned above, today, each school site has inadequate and unsafe bikeways, crosswalks, and walkways. The project includes 0.5 miles of sidewalk gap closures to provide basic walking infrastructure. Eighteen percent of all pedestrian collisions occurred when the pedestrian was walking in the roadway or shoulder, and 13% of all pedestrian collisions occurred when the pedestrian failed to walk close to the edge of the roadway when no sidewalk was present. The project addresses inadequate and unsafe crosswalks around each school. Thirty two percent of pedestrian involved collisions occurred at a crossing in a crosswalk at an intersection, indicating that existing crosswalks are inadequate or unsafe. Some of these needed crosswalks, for example at the entrance to John J. Pershing Elementary School, do not exist today. The project will enhance all existing crosswalks around the school sites with high-visibility crosswalks, new high-visibility crosswalks on school routes, arterial and collector street crossings will be enhanced with either RRFBs or PHBs, with guidance from the FHWA Safe Transportation for Every Pedestrian Guide, and several new enhanced crosswalks will be installed where there is student need and demand to cross the street.

Today, bicyclists are required to share the lane with vehicles on C Street, D Street, Roosevelt Avenue, 14th Street, and Ellis Street. The project will install Class II bicycle lanes which will address the inadequate and unsafe existing conditions on those streets, particularly on Roosevelt Avenue, which is a higher traffic collector street, and Ellis Street, which is a high-speed roadway that connects into unincorporated Madera County. Both Roosevelt Avenue and Ellis Street will be enhanced with buffered bikeways, aligning with best practices from the FHWA Bikeway Selection Guide.

(g) The project will eliminate or reduce behaviors that lead to collisions involving non-motorized users. Behaviors reported on the corridor that led to collisions involving non-motorized users include: driver failure to yield to pedestrians (45% of pedestrian collisions), drivers traveling at unsafe speeds (5% of pedestrian collisions), pedestrians committing a violation

	(36% of pedestrian collisions), wrong-way riding (40% of bicyclist collisions), pedestrian failing to walk close to the edge of the roadway when no sidewalk is present (14%), and traffic signals/signs (40% of bicyclist collisions). Providing sidewalks and new and enhanced crosswalks are expected to eliminate pedestrians walking along the shoulder or near the travel lane and significantly reduce drivers violating the pedestrian's right-of-way. This is anticipated through increasing the visibility of pedestrians waiting to cross and providing physical separate space for pedestrians. Providing directional Class II bicycle lanes is anticipated to reduce wrong-way riding by providing clear infrastructure and guidance to bicyclists. The speed management measures described earlier are also anticipated to reduce speeding behaviors that lead to injury, especially fatal and severe injury collisions.
2. Does this project propose new or improved bike facilities?	Yes
2a. 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).	The project's bicycle improvements call for Class II and Class IIB bikeway facilities. The use of this facility was determined through safety concerns, community input, traffic volume, and speeding. TIMS data from the ATP indicates that there is a substantial number of bicyclists riding in the wrong way of traffic. The inclusion of Class II and Class IIB bikeway facilities hopes to create clear wayfinding opportunities for bicyclists to travel in the appropriate direction while increasing bicyclists visibility for drivers through green markings and buffers. Under the guidance of CalTrans Design Information Bulletin (DIB) 94, the proposed roadways have an appropriate speed and volume that is applicable for Class II or Class IIB bikeway facilities as the roadways do not exceed 6,000 ADT and 35 MPH.
	QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS) Describe the community-based public participation process that culminated in the project.

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 points)	Multiple planning efforts assisted in defining the designs, alternatives, and impacts for this project for maximum benefit to Madera students and residents. Between 2019 and 2022 , multiple engagement events have taken place with the communities surrounding each school through a series of walk audits and collaborative planning forums. These activities were also supported by the Madera Safe Routes to School Action Plan (2019) which laid out a series of recommended strategies and actions for the County Public Health Department to grow Safe Routes to School into a robust, comprehensive program. Two virtual town halls were held during the development of the Action Plan, which helped introduce Safe Routes to School to potential new program partners, and allowed for discussion on strategies and actions that would be appropriate within the community. Following the town halls, the decision was also made to form a subcommittee focused on walkability given the critical need to support youth traffic safety as shown in the high rate of youth-involved collisions. This committee included Madera County, MUSC, City of Madera, CHP, Sherman Thomas Charter, MCTC, and Madera PD. The walk audits also generated a set of community-led designs which were subsequently evaluated and reviewed by the UC Berkeley SafeTREC program's 2020 Complete Streets Safety Assessment (CSSA) project at two schools, and by transportation safety professionals for the remaining four schools. Madera was also chosen for the 2024 CSSA program that included various locations throughout the city with a focus on James Monroe Elementary School. During this audit a representative from James Monroe indicated that two thirds of students walk to school, and the existing conditions create uncomfortable environments for children to walk to school, with concerns around students crossing Lake Street. At most locations, roadways were not built with the current land use in mind. The wide roadways allowed for high speeds on many corridors throughout the city. Both community feedback and collision data were used to inform specific location selections for interventions, as residents have firsthand experience with challenging crossings or places they currently avoid due to safety concerns but would like to travel if safety were enhanced. The Madera Active Transportation Plan (MCTC, 2018) established a complete streets policy for the region to support the creation of a multimodal, accessible transportation network within Madera County. The plan identifies improving safety at schools and at high injury intersections in goals 1.2 and 4.1 of the plan, and the creation of an all ages and abilities bike and pedestrian network. The plan was supported by extensive community outreach to identify these goals, including a stakeholder advisory committee and survey, an interactive web map, and attendance at three information booths and five pop-up events. Bikeways were selected for this project in keeping with the policies laid out in this plan and noted in the FHWA Bikeway Selection Guide. Additionally, County Public Health has identified that there is a need for bicycle and pedestrian safety improvements in Madera and has supported the city in applying for ATP funding.
B. Describe who was/will be engaged	The most successful plans to improve conditions in a neighborhood are often the result of a process that engages the people who live, play, and

in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. (0-4 points)	work in the neighborhood and who observe and experience the challenges on a daily basis. The recommendations included in this proposal are based on the comments, concerns, and ideas provided by the residents, parents, students, school staff, and City and County staff who participated in the six walk audits that were conducted over the last 7 years. In all six assessments, the recommendation to initiate a Safe Routes to School (SRTS) Program was identified as a need for the City of Madera. Building upon the efforts, the following groups will be utilized to engage the lived experiences and community connections of various stakeholders in the implementation of the project. School Site Wellness Councils: At each of the six participating schools, there are School Site Wellness Councils (Council). The membership of the Councils are made up of school staff (teachers and support staff), parents, residents, and Public Health staff. The objective of each Council is to identify and guide efforts in creating policy, system, or environmental change efforts at each of their schools that improve upon the health of students, staff, and faculty. Projects that have been completed by Councils in the past include the establishment of school-based gardens, stencil projects, Smarter Lunchroom projects, Walk to School Day events, and installation of water filtration stations. The School Site Wellness Councils will serve as a resource to this project by advancing the opinions and recommendations of residents and staff at each of the six school sites. Live Well Madera County Coalition: Live Well Madera County (LWMC) Coalition served as the guiding partnership for the Community Health Assessment (CHA) as well as the Community Health Improvement Plan (CHIP). LWMC was developed in partnership with Madera County Department of Public Health and was formed in 2014 to make healthy behaviors and environments the social norm and coalesced around the development and design of the first community health assessment published in early 2017. The LWMC five-member Executive Committee is responsible for planning the direction of the coalition. The Executive Committee consist of Directors from Madera County Department of Public Health, Madera County Department of Behavioral Health, Madera County Department of Social Services, Community Action Partnership of Madera County (a community-based organization), and a regional Pediatric Hospital. There are over 30 agencies represented on the LWMC Steering Committee including members from the health, social service, law enforcement, business, education, and faith sectors, that are responsible for the oversight of the work groups. Two workgroups were formed to drive work in the CHIP priority areas to identify the entities and/or individuals responsible for defining and implementing the goals, strategies, objectives, and activities of the CHIP. The partnership of the LWMC Coalition will serve as a broad resource for the engagement of stakeholders in the development of this project and will continue to be involved and notified throughout this process. Two of the goals of the LWMC Coalition are (1) expand access to healthy options and services for obesity and diabetes prevention and (2) increase resident engagement in healthy neighborhood initiatives that support healthy environments and social cohesion. The objectives of this project are well aligned with these goals and therefore, the LWMC Coalition would support these efforts and lend resources to encourage community

	engagement in the project.

Attach any applicable public participation & planning documents:

Part_B_-_Q4_Public_Participation.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 project incorporated national best practices to determine the appropriate crosswalk enhancements at uncontrolled crosswalks, the bicycle facility type, and the design dimensions. Improvements at a majority of crossing locations are consistent with the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. The FHWA guide uses the Safe Transportation for Every Pedestrian (STEP) program to evaluate speed, ADT , number of travel lanes, and presence of a median to provide a basis for when to use different safety countermeasures. Based on the higher speed and ADT of the roadway, the project recommends an RRFB or PHB to enhance existing uncontrolled marked crosswalks in addition to implementing high-visibility crosswalk striping and bulb-outs or median refuges where feasible. Where RRFBs are installed, speeds are below 35 MPH, volumes are typically below 15,000 ADT, and roadways are either three-lanes or multilane, making RRFBs an appropriate treatment per FHWA. For example, Yosemite Avenue (10,494ADT in 2020, 35 MPH posted speed limit) and Storey Road (2602 ADT in 2022, 45 MPH posted speed limit, 2 lane roadway) have RRFBs as candidate treatments to always consider per the STEP matrix and are included in the project. Crosswalks on Roosevelt Avenue (1,658 ADT in 2020, 25 MPH posted speed limit) will be upgraded with high-visibility crosswalk consistent with FHWA. These crosswalk improvements not only enhance safety but also create a more comfortable walking environment for students and people of all ages and abilities. The recommended improvements, as shared through the walk audits, reflect the desire of residents for safer facilities and action to support driver yielding at crossings. The project will expand the low stress bikeway network in Madera and utilize recognized best practices in bikeway selection and bikeway design. The project is generally consistent with the FHWA Bikeway Selection Guide based on available ADT and posted speed limit data and supports low stress biking to schools in Madera, per the Mineta Institute Level of Traffic Stress methodology and the NACTO Designing for All Ages and Abilities Guide. FHWA is the national best practice for determining the appropriate bikeway type using ADT and speed. Bike lanes are proposed on C Street (similar roadway characteristics assumed to D Street), D Street (1,758ADT in 2021, 25 MPH posted speed limit), Roosevelt Avenue (1,658 ADT in 2020, 25 MPH posted speed limit), and Ellis Street (5,663 ADT in 2019 and 25 MPH along the school frontage). The widths for the bike lanes are 6 feet which is the recommended bike lane width in the NACTO Urban Bikeway Guide. Buffers are provided on each bike lane and are at least 2 feet, which exceeds the minimum width recommended by NACTO. Further, the D Street, C Street, 14th Street, and Roosevelt Avenue bikeways are consistent with the NACTO Designing for All Ages and Abilities Guide, setting a higher bar for comfortable bicycle facilities for bicyclist who are less familiar with biking. Today, the Level of Traffic Stress

	on those streets are a LTS 2, indicating that the comfort bicycling on this roadway can only be tolerated in short distances for young riders or for those who are interested but concerned (https://transweb.sjsu.edu/sites/default/files/1005-low-stress-bicycling-network-connectivity.pdf). With the project, C Street, D Street, 14th Street, and Roosevelt Avenue will be LTS 1, making the street low stress for all ages and abilities. Ellis Street is classified as an LTS 3 in front of the school, indicating that it is high stress and not suitable for more vulnerable or interested but concerned bicyclists. With the project, it will become LTS 1 with the buffered bike lane design. The project also addresses speed management through a combination of lowering the posted speed limit to 15 MPH on Lincoln Avenue, speed feedback signs on Lake Street, and speed reduction signs on Olive Avenue. Per the USDOT National Roadway Safety Strategy, a critical component of making a Safe System is managing speeds. The improvements of the project will work harmoniously with the existing aesthetic and community assets such as key destinations of the neighborhoods. The improvements are targeted at intersections and along the corridors to enhance the safety and connectivity for students and the community.
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.	PHBs are relatively new to the region and only one other one exists in Madera at Stadium Road and Gary Lane. These enhanced traffic control devices will provide innovative crosswalk enhancements in the region. Providing buffered bike lanes with green conflict zone markings is also an innovative treatment in this region. While standard Class II bike lanes exist in Madera, buffers providing additional space from traffic and green pavement do not exist today. While those may not be considered innovative in other regions, these are important improvements the conflict zone striping will alert drivers to areas where they may interact with bicyclists and the buffer creates additional space between bicyclists and motorists. The use of the FHWA STEP program and CalTrans DIB 94 also ensures that these bike lanes will not only be innovative for the region, but on par with the national standards. The collaboration between the City and the Madera County Department of Public Health identified transportation safety as a major issue, disproportionate to other similar communities in the state as described in Question #3. The Department of Public Health then secured grant funding from the California Department of Public Health and the Centers for Disease Control and Prevention to lead walk audits to identify solutions and pursue grant applications to implement infrastructural improvements.
	QUESTION #6: 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 1.xlsx

D. Please complete the table below:

Leveraging 2.xlsx

Leveraging Letter of Commitment

Letter_of_Commitment_-_signed.pdf

Other leveraging documentation (optional)	
Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.	
	QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY (0-5 POINTS)
	The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer’s Checklist Complete project schedule
	QUESTION #8: 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:

Corps_Response.pdf

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

Corps_Response.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:	No corps can participate in the project (0 points)
	QUESTION #9: 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_-_App_Signature_Page.pdf

Attachment B: Engineer's Checklist

Part_C_-_Attachment_B_Engineering_Checklist.pdf

Attachment C: Project Location Map

Part_C_-_Attachment_C_Project_Location.pdf

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

Part_C_-_Attachment_D_Concept_Plans.pdf

Attachment E: Photos of Existing Conditions

Part_C_-_Attachment_E_Existing_Conditions_Photos.pdf

Attachment F: Project Estimate

Part_C_-_Attachment_F_Project_Estimate.pdf

Attachment G: Non-Infrastructure Work Plan	Not applicable to this application type.
Attachment H: Plan Scope of Work	Not applicable to this application type.

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

Letters_of_Support.pdf

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

Attachment K: Additional Attachments

Additonal_Walk_Audits_for_Public_Engagement.pdf

Internal Form

Score	n/a
CTC Application ID	6-Madera, City of-1