Title

City of Visalia

2025 ATP Medium Infrastructure/Non-Infrastructure Combination Application

ACTION REQUIRED: ATP Cycle 7 Project Application 6-Visalia, City of-2

Score	n/a

ATP: Previously Submitted Applications

09/12/2024

Score	n/a
Has this project been submitted in a previous ATP cycle?	No
If there are any changes in the scope of work from the previous cycle, please provide a brief description.	

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 California 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 Engineering & Building Department
Secondary Contact Person's Phone Number	+15597134495
Secondary Contact Person's Email Address	Jason.Huckleberry@visalia.city
Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
Implementing Agency's Federal Caltrans Master Agreement Number	06-5044F15
Implementing Agency's State Caltrans Master Agreement Number	06-5044S21
Does this project have a Project Partnering Agency?	No

	Part A2: General Project Information
Project Name:	Highland Community Connectivity Project
Summary of Project Scope:	Highland Community Connectivity Project (HCCP) is intended to improve the existing multi-modal transportation infrastructure within the Highland Elementary School boundary. This is an older and historic community with the City of Visalia which is in need of improved pedestrian facilities and bicycle facilities with an emphasis on traffic calming to accommodate walking and biking withing the community. The community is bifurcated by state hwy 63 where car travel up to 50mph and the local street within the community are excessively wide as they were constructed at a time where the engineering practice was using highway design standards on City streets. This project will explicitly incorporate infrastructure that will slow down vehicles, shorten crossing distances for pedestrians and bicyclist and beautify the local streets make them more accommodating to non-vehicular users. It has been well established that traffic calming infrastructure along with continuous paths for non-vehicular travel will encourage and invite folks to get out of their cars and visit areas around their community.
Summary of Outcomes/Outputs:	Project will construct traffic calming measures, 20 concrete bulb out curb returns, 8 painted bulb out configurations, one protected intersection, 3000 ft of Class IV bike lanes, one traffic circle, and two raised intersections.
Federal Transportation Improvement Program (FTIP) Project Description:	The Highland Community Connectivity Project is an improvement project within the Highland Elementary attendance boundary in north Visalia consisting of multi modal improvements.
Project Location:	The project is located on the following streets: Grove St between Jacob St and NW 1st, NW 1St, Pearl St, Court St, Houston Ave between Dinuba Blvd and Santa Fe St, and Goshen Ave.

Attach a project location map

_Highland-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	36.3377
Infrastructure Project Coordinates – Longitude	-119.2951
Non-Infrastructure Project Coordinates - Latitude	36.3377
Non-Infrastructure Project Coordinates - Longitude	-119.2951

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):	21
State Senate Districts (Select all that apply):	16
State Assembly Districts (Select all that apply):	33
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?	Yes

Please list the projects below:

Previous Projects.xlsx

	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):	Safe Routes to School Bicycle Transportation Pedestrian Transportation
Bicycle Transportation - % of Project	25
Pedestrian Transportation - % of Project	75

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

SRTS List.xlsx

Attach school documentation here. See below for requirements.

Highland_Elem_Letter_of_Support.pdf

	Part A4: Project Details
Indicate the project improvement types included in the project/program/plan:	Non-Infrastructure Components Bicycle Improvements Pedestrian Improvements Crossing & Intersection Improvements Other Amenities (e.g., benches, shade trees, wayfinding, etc.) 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?	25

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?	50
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.	Regional Initiative Community Initiative Safe Routes to School
Did you select more than one program type above?	Yes
Please indicate the percentage split based on cost. **NI Percentages.xlsx**	
	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:	20
Number of pedestrian skills/safety classes:	0
Number of community demonstration projects/pop-ups/open street events:	2

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	4
Number of after school programs receiving pedestrian/bicycle safety instruction/education :	10
Number of bike rodeos:	150
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)	0

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)	10
Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, crossing guards, etc.)	4
Did you want to list other SRTS programs not listed here?	Yes
List other SRTS programs here, including the quantity of each:	Basic bike repair skills including a build-a-bike program dependent on number of donations 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.	Non-Profit Organizations/Community Based Oranizations Public Works Departments Schools/School Districts Local Public Health Department 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?	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:	9/1/2025
Number of months to complete CEQA and NEPA studies and approval:	24
Expected or past completion date for the PA&ED phase:	9/1/2027
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:	9/1/2026

Number of months to complete PS&E:	16
Expected or past completion date for the PS&E phase:	1/1/2028
	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:	1/1/2027
Number of months to complete the R/W engineering, acquisition, and utilities:	12
Expected or past completion date for the R/W phase:	1/1/2028
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:	3/1/2028
Notice to Proceed with Federally Reimbursable ATP Work:	5/1/2028
Expected start date for construction activities:	7/1/2028
Number of months needed to complete construction activities:	6
Expected completion date for the CON phase:	1/1/2029

	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:	7/1/2025
Notice to Proceed with Federally Reimbursable ATP Work:	10/1/2025
Expected start date for CON-NI activities:	10/2/2025
Number of months needed to complete non-infrastructure activities:	36
Expected completion date for the CON-NI phase:	10/2/2028
	Part A6: Project Funding
Total Project Cost	7194
Total ATP Request	5470

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?	Yes
Provide a brief explanation.	The project is straight-forward with all work existing with City or Caltrans Right of way, making construction less cumbersome and complicated.

Applicants requesting state-only funds must attach a completed Exhibit 25-F:

Attatchment_J_-_Exhibit_25-F_Request_for_State_ATP_Funding.pdf

	ATP Project Programming Request (PPR)

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

Highland_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_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):	40658.18096242798

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

HCCP-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.	The Highland Community Connection Project (HCCP) addresses a deficiency in the surrounding active transportation network as well as the need for connections for the disadvantaged communities (DAC) by focusing on the safe route to school needs of students at Highland Elementary School and the surrounding community. Highland Elementary School is in the city of Visalia within the San Joaquin Valley, which has among the highest poverty rates in the State of California. Highland Elementary and the surrounding community which will be impacted by HCCP is identified as disadvantage with 93% of students receiving free or reduced meals and a Median Household Income of $40,658. Per 2022 Census data , in the zip code encompassing the HCCP (93291) there is a population of approximately 58,570 within the poverty status determination, of that amount approximately 17,771 are under the age of 18 years. Poverty and lack of access to safe transportation present major challenges to DAC in moving beyond their circumstances and presents more difficulty accessing jobs, schools, medical care and other important services and destinations. The project aims to provide crosswalk safety enhancements, traffic calming measures, enhanced bike lanes, and improvements and completion of sidewalk gaps hence promoting alternative transportation such as walking and biking and provide enhanced safer routes to school. By providing safer routes to school and bicycle lanes throughout this area, not only does the immediate neighborhood greatly benefit but the HCCP will offer connectivity to class 3 and class 2 bicycle routes that currently exist fostering greater connectivity and accessibility via bicycle to city corridors. In promoting active modes of transportation within the HCCP neighborhood it will create contiguous path of travels to connect homes, schools and key neighborhood destinations. The HCCP will provide a protected intersection and protected bikes lanes along Houston Avenue, which is a minor arterial, based on the traffic volume and connectivity it provides throughout city , therefore completing the street as well as tying into the Sante Fe Bike Trail that runs bilaterally through the City providing both pedestrian and bike access. Focusing on safer routes to school within the DAC, traffic calming and beautification projects are proposed along local streets within the HCCP scope, these include heat island effect management, speed tables and neck downs in an effort to address concerns from the community.
C2. Explain how disadvantaged community residents will have physical access to the project.	The HCCP project lies entirely within the disadvantaged community, hence the DAC will have direct access to the improvements, a safer route to school and the network of connection that the project will provide. The project's scope includes improvements and safety measures along Houston Ave, N Court St, Pearl St, NW 1st Ave, W Grove Ave, and N Stevenson St, with additional intersection improvements at N Jacobs St/W Goshen Ave and W Race Ave/N Highland St. The project will provide multi-modal transportation infrastructure to provide connectivity and alternative modes of transportation for the community within the Highland Elementary School attendance boundary, which identifies as a DAC. The project includes the installation of Class 4 bicycle lanes, median curbs with parkway, curb ramps, sidewalk, and crosswalk enhancements to create safe and continuous paths of travel throughout the neighborhood to key destinations such as Highland Elementary School and local stores. By forming safer routes to school and providing greater connectivity within the DAC of Highland Elementary School this enhances and promotes the overall goal and vision of the City of Visalia to provide active transportation as fully integrated into daily life, providing healthy and environmentally friendly transportation alternatives that are both safe and convenient for residents of all ages, abilities and location. Similarly, the City's General Plan incorporates the concept of "Complete Streets" designed and operated to enable safe, attractive, and comfortable access and travel for all 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.	The Highland Community Connection Project (HCCP) was identified in the City of Visalia Active Transportation Plan (ATP), adopted 2017. In ATP development, extensive community outreach was performed and facilitated by experts in policy planning. From public feedback, information was complied, and specific active transportation projects were identified as needed and desired by the community. The HCCP was listed as a priority project as it met the desired outcomes and parameters of the ATP, and it will serve and benefit the DAC. To further identify the scope of improvements needed and to listen to 'the voice' of the community it will serve, the City conducted community and youth workshops in partnership with Highland Elementary school and the afterschool program for feedback, concerns, and input. The community outreach meeting (February 2024) helped identify problem areas in the surrounding neighborhoods for children who walk to school. The afterschool outreach meeting was partnered with the afterschool program at Highland Elementary and consisted of students using a map to identify any problem areas that they see on their daily route to school. A walk audit was also conducted by the City project team along with students and teachers from Highland Elementary School and concerned community members around the perimeter of the school to identify safety hazards. To specifically target the disadvantaged communities and ensure they were afforded full opportunity to provide input the City created a survey both in English and Spanish, digital and paper versions for those who may not have access to the internet/Wi-Fi. To target a larger audience, the city also created a project web page that provided both the survey link (English and Spanish) as well as information outlining the goals of HCCP. Social media was also tapped into; a paid meta advertisement was utilized with links to the survey and had a reach of 29,000, reels and posts on the City's social media accounts also led to a larger audience and higher content reach and engagement with a total of 12,500 reach. No displacement will occur as a result of this project's improvements. The improvements are along the right-of-way contained within City limits.

Attach documentation to show disadvantaged community support:

Highland_Elementary_Report.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 HCCP 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 (0-40 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?	The Highland Community Connectivity Project (HCCP) is a high priority project for it addresses the safe route to school needs of students at Highland Elementary School (459 total enrollment), and the active transportation needs of the surrounding Houston community (predominantly 2010 Census Tract 11.0 population 6,950). The school population is severely disadvantaged as 93% of students receive free or reduced lunches. The Houston community (78% Latino per HPI) in which this project lies has healthier conditions than only 1% of other tracts in California and a median household income MHI of only $29,310. Only 54.1% of people aged 25-64 are employed, with limited access to vehicles (bottom 19.2-percentile compared to other California tracts). Poverty and lack of access to reliable transportation present major challenges to the disadvantaged community (DAC) in moving beyond their circumstances. Households without access to safe transportation alternatives have more difficulty attending schools, accessing jobs, shopping, medical care and other important services and destinations. The desired outcome of this project is to reverse these unhealthy conditions by addressing the critical needs and breaking down the barriers to mobility identified as deficiencies in the current active transportation network. Lack of a safe, accessible, and complete active transportation network has a direct relation on our city's health outcomes and health factors as Tulare County ranks only 47th and 55th respectively of the 58 counties in California per Countyhealthrankings.org. The Tulare County 2017 Community Health Assessment reported that 20.7% of 5th children ages 2-11 (2020) and 45.7% of adults (2020) are considered obese; diabetes at 19.8% was the most pressing health concern for residents, significantly higher than that of California at 10.9%. Heart disease was the leading cause of death at a rate of 199.4 per 100,000 compared to California's rate 144.0. Of the communities within Tulare County Visalia a walk score of 39 out of 100 per the 2023 County Health Status Assessment This Project will combat these poor health statistics by encouraging healthy behaviors through increased physical activity by remediating deficiencies in the active transportation network and providing a safe route for walking/biking to work/school, healthy eating by providing more connective access to fresh grocery options Two Village Market, Shop 'n Save, and First Step Nutrition), opportunities for increased physical activity at community centers and parks, and more connective access to medical, health, and social services. Within the project vicinity are several medical, health, and social services facilities (Visalia Pharmacy, Visalia Youth Services, Visalia Emergency Aid Council, and others) that would be provided with safer and more accessible routes. The HCCP would provide improved safe routes and connectivity to 5 community centers (Recreation Park, the Anthony Community Center, Lincoln

	Oval Park, Village Park, and the Wittman Village Community Center) that provide activities to enrich and support their development, growth, and health for the community and students afterschool. Destinations listed above as well as many more are identified on Attachment B_Q1A-DAC-Destinations.pdf. Improvements to the Highland community were identified in the City of Visalia Active Transportation Plan (ATP), adopted 2017. The HCCP was listed as a priority project as it met the desired outcomes and parameters of the ATP, and it will serve and benefit the disadvantaged community (DAC). Staff performed several outreach events (Winter/Spring of 2023/2024) to further identify the scope of improvements needed and listen to 'the voice' of the severely disadvantaged community it will serve. During outreach at Highland Elementary it was determined most students do not walk or ride their bikes to school but are driven to school. Common responses from students were that they did not feel safe walking or biking to school or other community destinations due to vehicles traveling too fast and feeling unsafe when trying to cross intersections. Until these deficiencies in the active transportation network (e.g., lack of traffic calming devices, sidewalk gaps, unprotected bike lanes, unsafe crossings) are rectified, parents will continue to prohibit their child from walking/biking in the Highland community neighborhood. Not only students will benefit from much needed improvements, but also Seniors and persons with disabilities because the improvements will provide safe, accessible routes for people of all ages and abilities to get around. The desired outcome of this project is to address these critical needs by eliminating this active transportation barrier to mobility. The school and community, including individuals of all ages and abilities, will benefit from the HCCP improvements as it will provide a safer route to school and recreation/afterschool programs for students at the Anthony Center, Recreation Park, and the Whitman Village Community Center to enrich and support their development and growth, enable non-vehicular commuting for access to job opportunities, provide safer accessible routes to medical and health service locations like the Visalia Pharmacy and Visalia Youth Services, and provide access to grocery markets for healthy eating.
	B. Describe how the proposed project will address the active transportation need: (0-20 points)
Select all options that apply:	The project removes a barrier to mobility The project implements other improvements to existing routes The project creates new routes
Type of barrier(s) (select all that apply):	Safety
List other types of improvements here:	traffic calming, protected bike lanes, and beautification

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 HCCP will implement traffic calming, protected bike lanes, and beautification infrastructure throughout the Highland Community. The goal is to break down the barrier to mobility by providing a safe route for active users of all ages and abilities to get from Point A (Highland School) to Point B (Recreation Park, Anthony Community Center, Whittman Village Community Center, and other destinations identified in B_Q1A-DAC-Destinations.pdf). Then once at Point B, the options for the active transportation user expands as they will have further opportunity to connect with other active transportation routes within the central downtown core. These active transportation routes then radiate out to other parts of the city and region beyond. The City's active transportation plan is to not only make improvements to the Highland community but connect it to the bigger picture of a complete network of active transportation routes running throughout the City. The Highland Community expressed needs for improved traffic safety along the Grove Avenue Corridor , Court Street Corridor, and the Houston Avenue Corridor. The Houston Avenue corridor volume of traffic (13,600 ADT) and speed (35 MPH), creates a high stress environment which has led to concern and fear for the walker/bicyclist. The HCCP improvements along the Houston Avenue corridor include enhanced traffic striping layout and protected bike lanes from Highland Avenue to Santa Fe Street which will improve bicycle safety and promote cyclist travel. At the intersection of Houston Avenue and Dinuba Boulevard the HCCP will include a protected intersection (enhanced striping layout, crosswalks, and accessible curb ramps) to improve pedestrian crossing safety and accessibility. The Court Street corridor ties into the Houston Avenue corridor and will include traffic calming and beautification striping improvements and traffic neck down planters. The HCCP will also install improvements along the Grove Avenue corridor, these improvements will look to calm traffic and enhance pedestrian safety and accessibility . The Grove Avenue corridor enhancement will include neck down intersections by means of bulb outs and upgraded curb ramps and crossings for a total of 5 intersections along the Grove Avenue corridor. Additionally at the intersection of Highland Street and Gove Avenue the HCCP will look to enhance the intersection with a miniature roundabout circle in order to calm the traffic at the higher volume intersection within the neighborhood. The HCCP will also look to reconfigure and upgrade the traffic alignment at the intersection of Willis Street and Grove Avenue. The HCCP will also upgrade 4 additional intersections within the Highland community with traffic calming enhancements similar to the Grove Avenue corridor with traffic neck downs and upgraded curb ramps. The additional intersection in the Highland community to receive enhancements are 2 intersections are along Goshen Avenue at Stevenson Street and Jacobs Street and the other two intersections are along State Route 63 at the intersection of 3rd Avenue and Pearl Street. The traffic calming and connective enhancements within the area Grove Avenue corridor area Highland community will provide connectivity to students and the community north of the Highland Elementary to and from the Highland neighborhood and the Highland Elementary School. The improvements within the Houston Avenue corridor and Court Street corridor will improve traffic safety and provide connectivity between the central area and the northern region of the Highland community. The overall improvements of the HCCP would provide pedestrian/bicycle safety throughout the Highland community connectivity from the southern region nearest Highland Elementary school to the central region to northern region.

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

B_Q2B-Barriers-Improvements.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 HCCP 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 HCCP. 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 HCCP 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.

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

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:

TIMS_ATP_Tulare_Visalia_2024_06_03.pdf

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

Highland_Elementary_Report_-_Supplemental_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: 82 respondents.
o Online
o Senior Center (Spring_2024)
• Highland Community Workshop
o 6 attendees
• Highland School ProYouth Heart Workshop (Spring-2024)
• Walk Audit Highland School (Spring_2024)
o 9 participants

General Survey – Of the 82 respondents, 41% indicated traffic safety concerns/speeding cars, and 52% indicated lack of sidewalk/crosswalks/bike path prevent them from walking and biking. 68% agreed/strongly agreed they would walk/bike if improvements addressing the above were made.

Through the surveys, 2 workshops for adults and students, and the school walk audit anecdotal data was received underscoring the community's safety apprehensions and the urgent need for traffic safety improvements such as sidewalk, bike lanes, enhanced crossings, and traffic calming improvements within the Highland Community Project area. Addressing these concerns are 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 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.

The Highland Community Connection Project (HCCP) is a high priority project for the City as it addresses the safe-route-to-school needs of students at Highland Elementary School (459 total enrollment), and the active transportation needs of the surrounding community (predominantly 2010 Census Tract 11 population 6,950). The 0.85-square-mile area in which the HCCP lies has healthier conditions than only 1% of other tracts in California Households (HPI). The Highland community is severely disadvantaged (93% of students receive free or reduced meals). Only 54.1% of people aged 25-64 are employed, with limited access to vehicles (bottom 19.2-percentile compared to other California tracts). Poverty and lack of access to reliable transportation present major challenges to the disadvantaged community (DAC).
Safe alternative transportation options are vital to the DAC if they are to rise above their circumstances. However, the community during the public engagement for this project expressed grave traffic safety concerns when walking/biking in the neighborhood, to school and other destinations, specifically when crossing State Route 63 (One-way couplet: Northbound via Court Street-NW3rd Ave-Dinuba Blvd;

Consider the safety concerns of students, older adults, and persons with disabilities in your response.	Southbound via Dinuba Blvd-West St-NW2nd Ave-Locust Street). A high population of students reside in low-income housing in the northeast-quadrant of the school attendance boundary. To walk/bike to school, they are required to cross SR63 bifurcating the school attendance boundary. No controlled crossings exist for over a ½-mile along this high-volume (couplet combined 22,700 AADT), 35mph roadway. A parent at the workshop expressed fear crossing SR63 on foot/bike. Other attendees agreed voicing hazards in crossing this intimidating-roadway couplet. Many walk/bike Houston Ave (12,700ADT, posted 35mph) to cross SR63 at the traffic signal, but even this is fraught with danger as 71% of reported TIMS collisions (including a fatality) have occurred when actively commuting along Houston Ave. The DAC stated their preferred crossing SR63 is at Pearl St. However, Pearl St is frightening as there is no traffic control device. 17% of reported TIMS collisions have occurred at that location. The community does not have good options. If improvements are not made to create a safe-route-to-school, students/community will continue to be bound to a vehicle. These active transportation hazards combined with the DAC's limited access to transportation alternatives keep the community bound to the environment in which they reside with few opportunities to rise above. Walking/biking for students/community, especially those residing in the northeast-quadrant of the School attendance boundary, presents a safety hazard. Traveling from their homes to school and important destinations is challenging as they are most vulnerable to severe injury when involved in a collision and most susceptible to collision when attempting to cross SR63 and walk/bike Houston Ave. The Project_Area_Collision_Map reflects these hazards showing 24 total collisions involving either a bicyclist/pedestrian along this 1/2-mile Houston segment, on Pearl St crossing SR63, and around Highland School in the past 11 years, 2013-2023, see attached TIMS_ATP. It is no wonder with this collision data that when the community was surveyed, 80% of respondents cited traffic safety concerns, speeding cars, and lack of crosswalks/sidewalk/bike paths as the major deterrents preventing them from walking/biking to school and other community destinations. A significant 67% agreed/strongly agreed they would walk/bike if such improvements were made. Of great concern for the HCCP area reported in TIMS is that 24% of the victims were 19-years old or younger (school age students), and 21% were senior adults 60-years and older. These two vulnerable age groups compile almost half of the total victim count. Students/seniors both have difficulty in crossing SR63, navigating Houston Ave and have trouble in actively walking /biking the surrounding neighborhood. The HCCP safety and traffic calming improvements will enable these two vulnerable age groups to be active. Being active promotes a healthier lifestyle, creates a warm/welcoming environment, and improves the community's quality of life. TIMS data for the HCCP area showed that 50% of the pedestrian collisions occurred when the pedestrian was crossing at a crosswalk and 30% occurred when not crossing in a crosswalk. Overall, the data shows that 83% of the total collisions occurred when attempting to cross the street. Crossing Houston Ave and SR63 presents a severe traffic safety issue, especially for those living on the northeast-quadrant of Tract 11 and needing to safely cross to walk/bike to community destinations and school. The TIMS data exemplifies the need for crossing enhancements such as bulb-outs to shorten the crossing distance and make the pedestrian more visible, and the need for traffic calming. Providing bike lanes will calm traffic as it will narrow the lanes and slow down traffic. Without these improvements the community is fearful to venture out. Of the 24 reported TIMS collisions, 46% occurred during school arrival/dismissal 6-9AM/3-6PM times. The HCCP safety improvements are desperately needed to promote safe and active transportation to/from school. The project will address the deficiencies in the active network by providing much needed crossing safety enhancements, close the sidewalk gaps to connectivity, and eliminate the access

	barrier to mobility which prevents the students/community from actively walking/biking. Visalia's vision is to complete the active transportation network. This Project was identified in the City's Active Transportation Plan 2017 and attendees surveyed at a public workshop 2018, identified this Project's safety improvements as critically needed. Recent public engagement composed of Highland community public workshop/online survey, ProYouth-student workshop, Senior Center pop-up event, and School Walk Audit again showed support for this project and provided very project-specific feedback of the area's traffic safety needs.
	B. Safety Countermeasures (0-13 points)
1. 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.	a. Reduces speed and/or volume of motor vehicles: Houston Ave is a designated, 2-lane arterial, carries up to 12,700 vehicles/day, posted speed 35MPH, and runs through the City of Visalia. SR63 couplet carries up 22,700AADT, post speed 35MPH. 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. As the current conditions of riding and crossing the street is hazardous (due to no dedicated bike lane) and missing sidewalk segments, and speeding vehicles this Project's striped bike facility, completion of sidewalk gaps, addition of crossing safety enhancements, and elimination of access barriers to mobility will encourage and attract the non-motorized user to actively bike/walk to school and other important community destinations. This HCCP Project will:. 1) Install bulb-outs at 17 safe-route-to-school intersections (4 intersections adjacent block to Highland School, 5 intersections along Grove Ave to NW1st Ave; 2 intersections on NW1st Ave, 3 intersections on Pearl St, and 2 intersections on Court St to Houston Ave) will narrow the roadway and thus, provide traffic calming by lowering vehicular speed. This safe-route-to-school is from Highland School to the low-income housing in northeast quadrant of school attendance boundary; 2) Remove parking on one side of Houston Ave (northside) to make room for striping protected bike lanes. This will calm traffic as it will reduce vehicular lane width and lower vehicular speed; 3) Provide protected bike lanes which will attract and encourage more drivers to bike instead; consequently reducing the volume of vehicles on the roadway; and 4) Project's Non-Infrastructure component will include a Bike Encouragement Campaign aimed at encouraging/promoting bike riding. Education is key to changing behavior. The campaign will promote the mode shift from vehicle to bicycle. b. Improve visibility between pedestrians and vehicles: 1) Bulb-outs at 17 safe-route-to-school intersections will shorten the crossing distance for the pedestrian. This will make the pedestrian more noticeable by the motorist as they will become visible and not hidden from sight by parked vehicles; 3) Eliminating parking on one side of Houston Ave (northside) and within the sight triangles of intersections will open sight lines and enhance visibility of the pedestrian when crossing the street. c. Eliminate potential conflict points between motorized and non-motorized users: 1) Striping protected bike lanes on Houston Ave will provide a 2-3ft buffer between motor vehicles and the bicyclist. This buffer space will reduce the stress for the bicyclist in riding the roadway with motor vehicles; 2) Bulb-outs providing curb extensions to shorten the crossing distance at 17 safe-route-to-school intersections will reduce the potential conflict between the pedestrian and the motor vehicle; 3) Completing the gaps to sidewalk connectivity on Grove Ave is needed to keep the pedestrian out of the street and from exposure to being hit by a motor vehicle. Without sidewalk, students and community are forced to walk in the street. d. Improves compliance with local traffic laws: 1) Failure to yield right of way – 83% of the total collisions involving a pedestrian involved failure to yield the right-of-way, either by the motorist or by the pedestrian. Right-of-way conflicts typically occur at intersections. The HCCP will enhance the crossings at 17 intersections along the safe-route-to-school by providing bulb-out curb extensions. These extensions will improve sight visibility of the pedestrian. When the pedestrian becomes more

readily visible, the yield rate of the motorist will improve. In shortening the crossing distance, the vehicle will also in turn be more readily visible to the pedestrian. This too shall improve the pedestrian's compliance with yielding right-of-way. The curb extensions will shorten the turn radius and consequently reduce speed which will in turn improve the yielding of right-of-way; 2) Failure to obey posted speed limit – 1) Installing bulb-outs at 17 safe-route-to-school intersections will narrow the roadway and thus, provide traffic calming by lowering vehicular speed. The curb extensions will shorten the turn radius and consequently reduce turning speed (anticipated under 10MPH); 2) Removing parking on one side of Houston Ave to make room for striping protected bike lanes will also be traffic calming as it will reduce vehicular lane width and lower vehicular speed. 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.
e. Addresses inadequate vehicular traffic control devices: Not applicable
f. Addresses inadequate or unsafe bicycle facilities, crosswalks and sidewalks: 1) Bicycle Facilities - Striping protected bike lanes on Houston Ave will provide a buffer between motor vehicles and the bicyclist. Parking will be removed from the northside of the street to accommodate space for the buffered and protected bike lanes. This buffer space will reduce the stress for the bicyclist of having to share the road with motor vehicles; 2) Crosswalks – Bulb-outs providing curb extensions to shorten the crossing distance 17 safe-route-to-school intersections will reduce the potential conflict between the pedestrian and the motor vehicle. 3) Sidewalks – Completing the gaps of sidewalk connectivity on Grove Ave is needed to keep the pedestrian out of the street and from exposure to being hit by a motor vehicle. Without sidewalks, students and the community are forced to walk in the street.
g. Eliminates and/or reduces behaviors that lead to collisions involving non-motorized users: 1) 13% of bicyclists rode the wrong way in the street. By providing the buffered bike lane on Houston Ave will help eliminate this behavior; 2) 33% crossed the street not in a crosswalk. The enhanced safety crossings at 17 safe-route-to-school intersections with bulb-outs will encourage and attract pedestrians to cross safely at the enhanced crossings. Education, in addition to engineering improvements, is vital to changing behavior. The Project will include bike educational campaigns that will include community bike rides led by an experienced cyclist to educate people on bicycle safety and rules of the road.
h. Addresses inadequate or unsafe bicycle facilities, crosswalk, and sidewalks - There is currently no existing bike lane or designation within the HCCP limits. The Project will install a class II bike lane to promote active transportation, and safe methods of travel to school and other important community destinations. The project will close the active transportation gap and connect with the previously awarded ATP Cycle 6 project to install buffered bike lanes on Houston Avenue and connect to the Santa Fe Class IV cycle Track being applied for in ATP Cycle7 under separate application. Project will also install xx-ft missing sidewalk segments along the project. 50% 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. 33% of collisions involved either a pedestrian violation (e.g. failure to cross in crosswalk) or a pedestrian's failure to yield right-of-way. This Project's enhanced crosswalks and new continuous sidewalk will attract walkers to use the sidewalk, not the street. The beautification of the parkway with a shade tree canopy will also entice walkers to use the sidewalk along Court St and not walk in the street. In using the sidewalk, they will be directed to cross at the enhanced crosswalks instead of jaywalking. This will change the pedestrian's unsafe behavior of walking in the street and crossing haphazardly. This redirection and change in behavior will reduce the collision rate as the crossings will be safety enhanced. The improved crossings will allow for the pedestrian to be more readily apparent to the motorist and vice versa.

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 Class IV bike lanes proposed on Houston Ave were chosen due to the crash history along this corridor and to ensure the bike facilities that are implemented on collector or arterial streets (Houston is Classified as an arterial street) are designed for all ages and abilities. 1) Identified in City ATP Plan - Active Transportation Plan 2017 identified Houston Ave as a Class III facility. It is well understand that class III facilties should only apply when streets have low volume and low speed. Houston has both high volume and high speed as such the this design will upgrade the ATP designation of Class III to a Class IV by means of a protected bike lane. 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 - 2024 ATP Public Engagement, the public identified this Project as high priority. Visalians place high value on having an Active Transportation Program, and specifically on having the safer streets in the Highland community. 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. How will the non-infrastructure encouragement and education programs address the safety issues identified in Part A?	The online geo-spatial is not only a platform to publicize and communicate safety and educational campaigns but features automatic mode detection, and comfort ratings, allowing City planners to understand both how various populations are using the network, how they experience it and their level of stress/comfort along specific segments of their route. The data from this tool can be filterable by demographic allowing planners to prioritize mobility equity concerns. This real-time feedback will play an important role in building trust within the network, fostering engagement and ownership of this public facility. As mentioned in previous answers, one of the non-infrastructure safety campaigns will focus on changing driver behavior, such as reducing speeds, sharing the road, and adhering to traffic laws. To implement this campaign, we propose bringing this training to new hires at large employment agencies such as Tulare County Office of Education and Kaweah Delta Hospital. We propose having batches of employees undergo a bicycle-friendly driving campaign to create a shared understanding of road safety. The campaign will utilize the strategy of humanizing and personalizing cyclists to encourage safer driver behavior. This method has been proven effective in other jurisdictions and has been implemented in Washington County Bicycle Transportation Coalitions "And We Bike" campaign, and David Zabriskies "Yield to Life" Campaign. Additionally, a component of the proposed non-infrastructure project includes Group Led bike rides along the project route, to encourage individuals who are interested in cycling, but are not confident due to fear of drivers speeding, route safety concerns and an overall lack of skills, training or resources to embrace an alternative form of transportation.

	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 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)	The City of Visalia's first Active Transportation Plan (ATP), developed with the assistance of a consultant with expertise in policy planning/urban planning/engineering design, was adopted and approved by the Visalia City Council 2017. Throughout the development of the ATP, the City hosted multiple public workshops while engaging with local governmental agencies and committees. The input/feedback received through the numerous meetings and workshops allowed for the formation of a community centric vision, an overall long-term goal, and milestones for the City to meet and achieve said objectives. The City of Visalia's Active Transportation Plan was developed with the principal goal of providing the required infrastructure necessary to support active modes of transportation. As part of the plan's development, the community was asked to identify projects as low, medium, or high priority. The City analyzed alternative projects based on the project priority list established in the ATP. Planning efforts to select a project included a project that addressed community needs, considered locations of high-collision activity, connection to the citywide pedestrian/bicycle network, and the accessibility for disadvantaged communities. With the completion and adoption of the Active Transportation Plan in 2017, City staff conducted an additional workshop in June 2018 to seek further input from the community and gather feedback on the community's areas of concern and desired improvements. City staff presented a list of projects that were identified in the Visalia ATP as priority projects from the community and gathered additional input from the residents and shareholders Visalia Unified School District. As a result of the community's and district's feedback, and the newly created ATP, the City of Visalia developed a Safe-Route-to-School project by combining several of Visalia Unified schools together into one project and sought funding in Cycle 4 of the Active Transportation Program. Unfortunately, the project was not funded. Due to COVID-19 the City did not apply for a Safe-Route-to-School project in Cycle 5. In Cycle 6, the City divided the larger school project into individual schools, this way ensuring each individual school's needs would be adequately addressed and met. However, in doing so, the City applied for only one school project with the intent to seek funding for these additional school communities in subsequent ATP cycles. This one school application was successfully funded in Cycle 6. For Cycle 7, taking in consideration all the feedback already received from the public and the school district, City staff reviewed the schools previously identified, and their collision history, and disadvantaged community needs, and determined that the Highland School community was in great need and very needy of ATP funds for much needed safety improvements. The community is severely disadvantaged (Free or Reduced Priced School Meals 93%) and without this project, will continue to experience hazards in walking/biking safely to school and other destinations within their neighborhood. Consequently because of this and the feedback received from the public and school district, the Highland Community Connectivity Project (HCCP), identified as a high priority Safe -Route-To-School need for the community, was selected as a stand-alone project.
B. Describe who was/will be engaged in the identification and development of this project. Describe how	In preparation for this Highland Community Connectivity Project (HCCP) that was earlier identified as a high priority Safe-Route-To-School need for the community, City staff conducted additional engagement efforts in Spring 2024 to gauge the public's continued interest in the project and to gather input on any additional

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. For combined I/NI projects, describe any public input on the development of the encouragement and education programming. (0-4 points)

project specific improvement requests. Additionally, the City of Visalia prepared online surveys, in both English/Spanish, to gather updated information on the community's needs, goals, and desired outcomes for the Highland Community Connectivity Project. A postcard (both English/Spanish) was mailed to all in the Highland School attendance boundary inviting them to participate in the survey. The school district sent out a publicity blast (email, text message and automated phone call) reminding all to participate. A community workshop was held engaging attendees on their active transportation needs for the school community. Another workshop was held with the students who attend the afterschool ProYouth program at Highland School. A pop-up event was held at the local senior center to gather input. A walk audit by school staff, parents and students was conducted of the street network surrounding the school.

When this Highland School Project was first identified for ATP, city staff envisioned the community's need to be a safe route from Highland School to the city's central downtown core located to the south of the school. However, through the public engagement process, the scope for this Project as originally envisioned was changed. Staff listened to the 'voice' of the public and revised the route to more accurately reflect the community's expressed need. The disadvantaged community provided significant input. They expressed great concern in safely crossing numerous roadways surrounding Highland School, especially the route to school for the students/community that reside in the low-income housing located in the northeast quadrant of the attendance boundary. A parent at the public workshop expressed fear in crossing State Route 63 (SR63). Others in attendance agreed. SR63 (north-south/one-way couplet) bifurcates the school attendance boundary, and presents a high-stress environment. It is frightening to cross SR63 by foot or bicycle. When staff met with students at the ProYouth afterschool program, the students pointed out they shop at Northside Food4Less shopping center (grocery store), but do not feel safe to walk/bike there due to lack of sidewalk in areas and unprotected bike lanes, plus it is not safe to cross Houston Ave. They also recreate at Whitman Park located near the low-income housing, but again there is no safe route to walk/bike to this community destination. It was also evident from responses at the student ProYouth workshop they did not understand bicycle rules-of-the-road, and how to safely bike ride in traffic. Hence, this disadvantaged community's feedback/input shaped the Project's development into the following scope: 1) Safe-route-to-school from Highland School to the northeast, along Grove Ave and across SR63; 2) Safe enhanced crossings and bike facilities on Houston Ave located along the north side of the school community to provide a route to the Northside Food4Less shopping center; and 3) Non-infrastructure educational/encouragement bicycle campaign on safe bike riding, and rules of the road.

This project will address these infrastructure deficiencies and will benefit the community/students by providing safe routes to Highland School and to other community destinations, and educate the community on bicycle safety. The HCCP improvements will allow residents who live in the northeast quadrant of the school attendance boundary opportunity to actively and safely commute to community destinations on the northside of Houston Ave and to actively walk/bike to Highland School. Given the project's extremely disadvantaged community (93% Free and Reduced Lunch) and rate of pedestrian and bicyclist collisions in the area, the implementation of this project will result in the desired outcomes identified in Visalia's ATP.

Partnering with Highland School, the school district, and ProYouth is vital to the success for this project. Education of students on how to safely walk and bike to school is key to any infrastructure safe route to school project. VUSD was

	instrumental in identifying safe routes to school for students and in assisting the City in reaching out to parents of VUSD students. This collaboration and partnership are planned to continue throughout the duration of the project.

Attach any applicable public participation & planning documents:

Highland_Elementary_Report.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 HCCP project will provide a robust safety route connecting the community of Highland elementary and north Visalia. 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 HCCP roject with emphasis on conflict zones, ie protected intersections and protective geometry at local intersections. This project includes Class IV bike facility along Houston Ave with bulb out configurations to manage right turns and calm traffic speeds. 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 along the route where depicted refer to layout, bulb out construction, a mini traffic circle which would be first for Visalia, two raised intersections along the state route and the first protected intersection within Caltrans jurisdiction. 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 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 improved corridors. 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 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.

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?	This project with planned improvements will promote and encourage active transportation for work commuter, students traveling to highland elementary school, and residents performing daily errands. This project is introducing innovated design features that are based on national and international best practices. The 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 the incorporation of raised intersections. These are similar to speed tables but elevate the entire intersection. This will heavily calm traffic speeds making the crossing much safer for pedestrians and bicyclists alike. The application of a centralized online platform for biking safety education, encouragement, and monitoring would be novel for the region. A platform like this would be able to provide direct community feedback on route safety in real time. A centralized hub can not only bring together individuals, non-profit organizations, companies alike towards a shared common goal of making bike riding practical, safe and enjoyable for a variety of ages and abilities. Additionally, bike safety courses both in-person and online can be posted that would be visible to all registered users. Users can also post ads to give away free bicycle supplies and other supplies that could help their peers specifically embrace the opportunity to bicycle. Registering for the platform is free to users. Residents from the disadvantaged communities of Goshen and other neighborhoods in Visalia such as the Oval Park can use their fingers to draw on specific segments of their route and rate their comfort using the color green if particular segments on the route were very comfortable, yellow indicating a moderate level of comfort and red showing the least uncomfortable segments on their journey.

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: 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)	
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)
	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 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: 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:	
Email_CCC_Corps_Consultation_City_of_Visalia_Highland_Community_Connectivity_Project.pdf	
Attach submittal email, response email, and any attachment(s) from the CALCC:	
Email_CALCC_Corps_Consultation_City_of_Visalia_Highland_Community_Connectivity_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?	The Corps will assist with the following aspects of the project: clearing, grubbing, demolition, and irrigation and landscaping installation.
	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_Signature_Page.pdf

Attachment B: Engineer's Checklist

HCCP_Engineers_Checklist.pdf

Attachment C: Project Location Map

_Highland-location-map.pdf

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

Attachment_D_-_Highland_Concept-Complete_layout.pdf

Attachment E: Photos of Existing Conditions

Attachment_E_-_Existing_Conditions.pdf

Attachment F: Project Estimate

Highland_CCP_-_attachment-f-project-estimate.pdf

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

Attachment-G-Exhibit-25-R-NI-Work-Plan_Final_Highland.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-Letters_of_Support.pdf

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

Attatchment_J_-_Exhibit_25-F_Request_for_State_ATP_Funding.pdf

Internal Form

Score	n/a
CTC Application ID	6-Visalia, City of-2