



CMAQ/Article 3 Project Application

Project Applicant Information

Lead Agency or Organization: City of Moorpark		
Mailing Address: 799 Moorpark Avenue		
City: Moorpark	State: CA	Zip: 93021
Contact Person Name: Shaun Kroes		Phone: 805-517-6257
Title: Program Manager	E-mail: skroes@moorparkca.gov	

Project Information

1. <u>Project Name:</u> Arroyo Drive Pedestrian Improvements – Phase III
2. <u>Project Type:</u> (Check all that apply) ☐ Transit ☒ Bicycle Facility ☒ Pedestrian Facility ☒ Other <u>Completed project will also include improvements to a railroad crossing that intersects Arroyo Drive, improving safety for pedestrian, bicyclist, buses and other vehicles, as well as rail passengers.</u>
3. <u>Project Description:</u> <i>(e.g. number of replacement or expansion vehicles including type, size, and purpose, for capital improvements include location, length, limits of work, size, etc.. If bike lane, include length and class.)</i> The proposed project is the third phase in establishing pedestrian and bicyclist connectivity between the City of Moorpark and the City of Simi Valley. The City of Moorpark has previously received TDA Article 3 funding for a feasibility study on connecting the Villa del Arroyo Mobile Home Park (a community of 240 homes) to Collins Drive, north of the 118 freeway (which would be north of the freeway bridge) as well as to the Simi Valley city limit line, which is located approximately one-half mile further east of Villa del Arroyo. In addition, the City has received two TDA Article 3 grants totaling \$200,000 (with a local match of \$200,000) to add sidewalk from Villa Del Arroyo to the Simi Valley city limit line. At completion of the entire project, the goal will be to have Class II bikeways on both sides of Collins Drive and Arroyo Drive, connecting to the City of Simi Valley. The new bikeways would connect to existing bikeways along Campus Park Drive, and would help close a “Gap Closure” identified in VCTC’s Wayfinding study. The completed project would also establish a complete sidewalk from Collins Drive to the Simi Valley city limit line. The existing sidewalk ends at a Park and Ride Lot located between Arroyo Drive and the railroad crossing. The previous Feasibility Study identified the need to establish a sidewalk on the south side of Arroyo Drive, eastbound to Simi Valley. The reason for the south sidewalk is to use a new stop light installed by Caltrans on the south end of Collins Drive, which would provide safe crossing for pedestrians. Simi Valley’s sidewalk extending to the Moorpark city limit line will be on the south side of Arroyo Drive as well.



The biggest challenge of the project involves necessary improvements at the Arroyo Drive railroad crossing. The current crossing has no pedestrian improvements and has not been improved as part of Metrolink's Sealed Corridor Project. In addition, coordination will be necessary with Caltrans and the Ventura County Watershed Protection District (VCWPD). Caltrans owns a portion of Arroyo Drive and VCWPD has a channel that runs underneath Arroyo Drive. City staff expects a pedestrian bridge will likely be required for access across the channel.

Phase III of the project (which is for this grant cycle's request) is to develop plans and estimates from schematic to design development stage, including between the railroad and Campus Park Drive. The City has already programmed Gas Tax Funds to overlay Arroyo Drive between the railroad and the Simi Valley boundary, to accommodate vehicles and bicycles. The City would also work with Caltrans, VCWPD, and Metrolink to ensure support and identify necessary improvements for every jurisdiction's needs.

Phase III will provide the City with design documents that will enable it to pursue future grants (TDA Article 3, CMAQ, and/or Active Transportation Program for design and construction of the railroad crossing and construction of all sidewalks west of Villa del Arroyo, and Class II bikeways along Arroyo Drive and Collins Drive.

The City is requesting \$600,000 for Phase III (\$531,180 grant & \$68,820 local match). Staff has estimated that the entire project will cost approximately \$9 million - \$10 million upon completion (including future construction costs).

4. Project Location:

☒ **Vicinity Map Attached**

☒ **Project Site Map or Site Plan Attached (see Active Transportation Users Map)**

☒ **Photos Attached**

☐ **N/A**

5.

☐ **Check Box if project is a stand-alone project**

☒ **Check Box if project is part of a larger project.**

If project is part of a larger project, please describe:

Overall project is described in Item 3 above.

6. Financial Information:

	CMAQ	Article 3	Required 11.47% Matching Funds (check box below)	Additional Local Funds	Total Project Cost
PE	\$	\$531,180	\$68,820	\$	\$
R/W	\$	\$	\$	\$	\$
CON	\$	\$	\$	\$	\$
Total	\$	\$	\$	\$	\$



Additional Financial Information

☐ Check Box if Requesting Toll Credits for CMAQ Local Match Requirements

The City of Moorpark requests consideration for CMAQ grant funding if there is not sufficient TDA Article 3 grant funding available for the project.

7. Project Schedule:

SCHEDULE <i>(month/year)</i>			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering		July 2018	June 2019
Environmental	n/a	July 2019	December 2019
Right-of-Way			
Construction			

Project Screening Information

8. Project Readiness: Briefly describe (no more than 100 words) the project work plan and timeline:

Upon approval/authorization to proceed the City will begin process of selecting consultant to begin preliminary design. The City will also contact Metrolink to begin their process of preliminary design of the railroad crossing. The goal is to complete design in the next two years in order to be ready for submittal of CMAQ grant funding for funds available in Fiscal Year 2020/21.

Check boxes for all items that have already been completed:

Preliminary Design

- ☒ Project Feasibility Study Completed
- ☐ Right-of-way needs and utility conflicts identified
- ☐ Vehicle specifications identified
- ☐ Planning Level Cost Estimates

30% Design

- ☐ Dimensioned drawings showing existing and proposed improvements, topography, utilities and row etc..
- ☐ Revised Cost Estimates and Schedule

Environmental Clearance

- ☐ CE or Checklist Complete
- ☐ Draft Environmental Document Completed
- ☐ Final Environmental Document Completed

Final Construction Plans, Specifications, and Estimates or Vehicle Specifications

- ☐ Construction Plans, Specifications Completed
- ☐ Final Vehicle Specifications and Bid Packet Completed
- ☐ Ready to Advertise
- ☒ No Right of way needed or Right-of-Way Acquired
- ☐ No need to relocate utilities or Utilities Relocated

1 Number of Community Meetings Held (not including meetings to adopt community-wide master plans)



City staff met with residents at Villa del Arroyo in January 2017 to discuss upcoming projects, including creating sidewalk connectivity between Villa del Arroyo and Moorpark and Simi Valley.

9. Safety and Security: Will the project improve safety and security at existing facilities or improve safety by building new facilities? Please list the specific improvements proposed and how they will improve safety.

Phase III is necessary to create design plans that can be used for future construction of new facilities.

Safety will be improved by building new facilities for pedestrians and bicyclists:

- Class II bikeways will be added from Campus Park Drive to Simi Valley city limit line.
- Sidewalk will be added from Collins Drive to Metrolink railroad crossing (previous grant funding will provide sidewalk east of Metrolink railroad crossing). Currently pedestrians must walk along narrow shoulder areas or in traffic lanes themselves at certain points along the route of travel.
- Metrolink railroad crossing improvements will increase safety for pedestrians attempting to cross the railroad tracks. Currently, there is no formal pedestrian crossing available at the train tracks.
- There has been a fatality at railroad crossing in early 2000s involving vehicle collision. Improvements to the railroad crossing as part of this project could reduce the risk of future collisions between trains and vehicle traffic.

10. Air Quality Improvement: Briefly describe how the project will improve air quality.

- For bicycle and/or pedestrian projects please provide estimated new average daily trips.
- For bicycle and/or pedestrian projects please provide average daily traffic volumes on adjacent or nearest parallel roadway.
- For transit, bicycle and/or pedestrian projects provide estimated annual VMT reduced.
- Average projected ridership.
- Will the project improve the level of service of a transit system?
- For transit vehicle purchases, please provide vehicle type, fuel type.

Based on the most recent daily vehicle traffic counts on Arroyo Drive (August 2015) eastbound traffic averages 2,700 vehicles per day and westbound Arroyo Drive averages 1,800 vehicles per day. Based on observed pedestrian and bicyclist use of the area during an observed hour of time in 2017, the City estimates approximately 1.4% of hourly traffic along Arroyo Drive is pedestrian and bicyclist traffic, or 63 bicyclists and 63 pedestrians traveling along Arroyo Drive a day. Although there is general consensus in reviewed documents that creating bikeways and sidewalks increases pedestrian and bike use, staff does not have a calculated bike and pedestrian use calculation.

Bus service into Villa del Arroyo is currently limited to three times per day. Moorpark College is approximately 1.5 miles from Villa del Arroyo. By providing safer connectivity to Villa del Arroyo to Moorpark College with bikeways and sidewalks, it is possible that some residents will use public transit to travel to Moorpark College and then walk or bike back to Villa del Arroyo or vice-versa. The increased use by pedestrians and bicyclists are also anticipated to act as traffic-calming measures. Pedestrian/bicyclist improvements to this area will help to increase mobility of residents who may not have access to cars or may help reduce the demand for cars in an effort by residents to save money on gas/vehicle operation/maintenance.



11. Project's Potential to Increase Transit System Capacity and/or Ridership, Attract Active

Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations: Describe the project's direct relationship to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers, and activity centers.

The intent of Phase III is to develop design plans that will be used for the construction of 0.25 miles of sidewalk and 2.35 miles of Class II bikeways. Building sidewalks along Arroyo Drive will help the City to establish a new bus stop along Arroyo Drive that can service the Park and Ride Lot in both directions, thereby increasing the potential use of public transit. Sidewalk and Class II bikeway will connect Villa del Arroyo (community of 240 units) to Moorpark College (approximately 1.5 miles away). Completion of Class II bikeway will also allow safer bicycle commutes between Moorpark and Simi Valley. Campus Canyon College Preparatory Academy (K-8 grade) is approximately 1.3 miles from Villa Del Arroyo. Nearby destinations in Simi Valley include potential places of employment, including City of Simi Valley Public Works Maintenance and Simi Valley Transit (1.6 miles) and Waste Management (2.1 miles).

12. Network Connectivity and Local or Regional Significance: Does the project serve more than one mode of transportation? ☒ Yes ☐ No

If yes, please explain how:

The intent of Phase III is to develop design plans that will be used for the construction of 0.25 miles of sidewalk and 2.35 miles of Class II bikeways. Construction of the project will serve bicyclists and pedestrians. Sidewalk installation will enable the City to connect to public transit to the Park and Ride Lot on Arroyo Drive. The 0.25 miles of sidewalk will also connect to an additional 0.78 miles of sidewalk to be constructed using previously approved TDA Article 3 grant funds and local funds.

13. Local or Regional Significance: Is the project consistent with the local, regional or statewide plans, the District Air Quality Management Plan, or the Short Range Transit Plan? ☒ Yes ☐ No

14. Local or Regional Significance: Is the Project identified in an adopted Local or Regional Transportation Plan (Short Range Transit Plan, Bicycle, Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan, SRTS Plan, Corridor Plan) or Capital Improvement Plan? ☒ Yes ☐ No

If yes, please provide the name(s) of the document(s):

FY 2017/18 Budget includes Capital Improvement Plan identifying installation of sidewalk along Arroyo Drive. This CIP is to be amended with new improvements as additional funding becomes available. The Class II bikeway along Arroyo Drive is also part of the City's Bicycle Master Plan.

15. Bicycle Wayfinding Study: Is the Project Identified as a missing gap in the Bicycle Wayfinding Study? ☒ Yes ☐ No

If yes, please provide the route number from the Study <https://www.goventura.org/vctc-bicycle-wayfinding-plan>:

Route 17 – Ventura to Simi Valley (please see Figure 2-23 from VCTC's Wayfinding Study, which shows the Arroyo Drive bikeway as a High Priority Gap Closure Priority. The Gap has a Priority score of 72 (per VCTC staff).



16. Local or Regional Significance: Briefly describe the public participation process (e.g. public meetings, public notices, project website, mailings, newspaper articles, etc...). How did the agency consider comments and responses from meetings when designing the project?

Public outreach will be part of Phase III.

17. Transit Project Necessity: For Transit Projects, describe the Project's necessity in relation to the Continued Operation of the Existing Transit System with Reliable Equipment.

n/a



CEO CERTIFICATION

I hereby certify that the applications included in this submittal package represent this agency's complete proposal for projects recommended for funding at this time. Should the projects be approved for funding by the Ventura County Transportation Commission, this agency will commit the local match as specified in the applications, and will make a priority of meeting the stated project delivery deadlines.

This agency is willing and able to maintain and operate the projects contained in the applications, and hereby assures that it will do so, with the proviso that the agency is permitted to transfer this responsibility to another qualified agency that is willing to do so.

Steven Kueny
Steven Kueny
City Manager
City of Moorpark

8/18/17
Date

*Must be signed by City Manager, County Executive Officer, County Transportation Agency Director, or other organizational CEO.

Arroyo Drive Pedestrian Improvements – Phase III

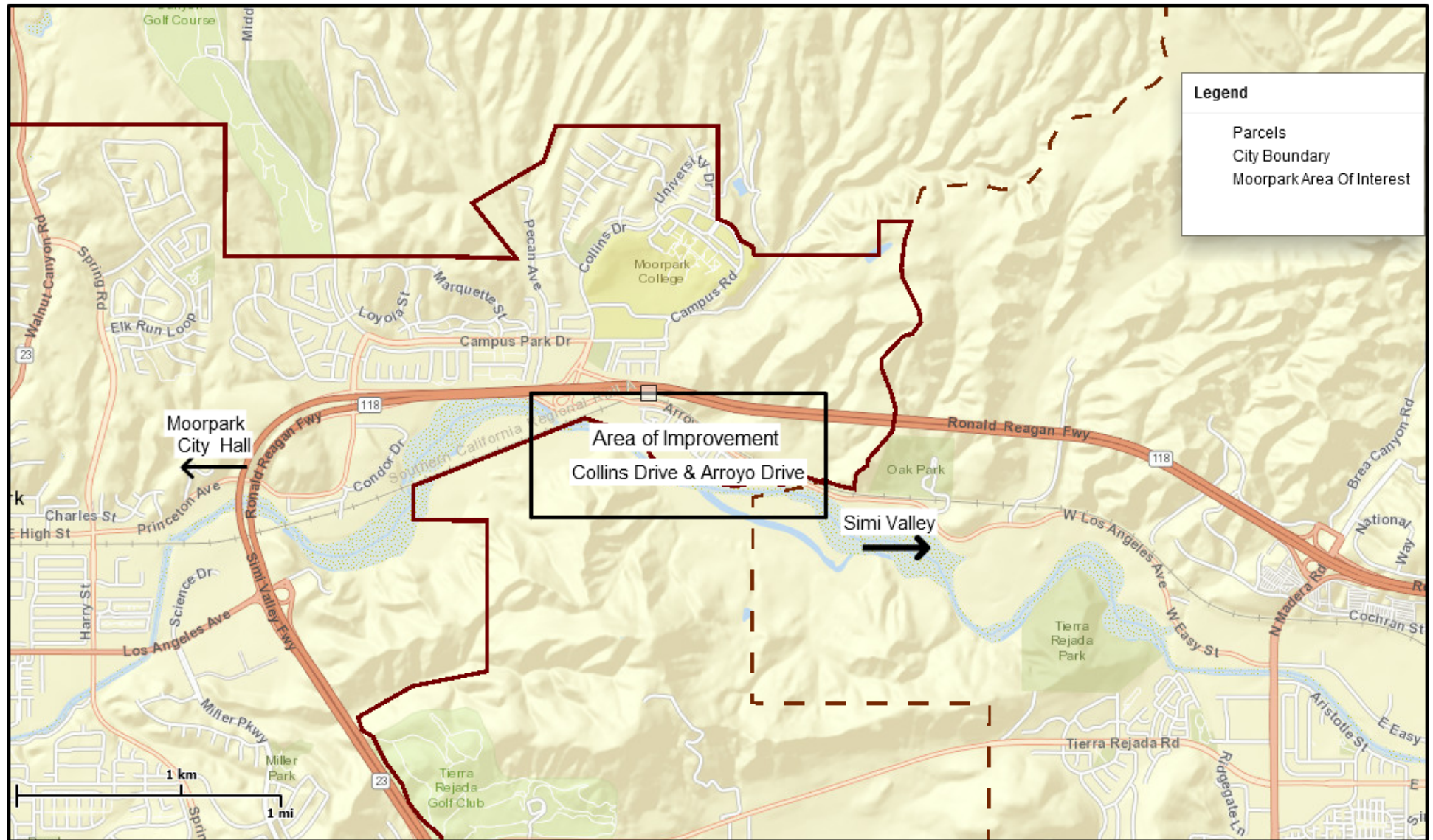
Attachments

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Vicinity Map

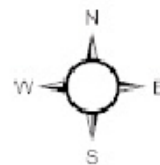
Vicinity Map



1" = 3,009 ft

Arroyo Drive
Pedestrian
Improvements -
Phase III

08/16/2017



This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Moorpark staff for the most up-to-date information.

Arroyo Drive Preliminary Estimates

Arroyo Drive Bikeway Project 8095
Preliminary Estimate

8/17/2017

		WORK PRIORITY		
		Phase III	Future Phase	
Soft Costs	1 Bring plan & estimate from schematic to design development stage This work would include full design between RR & Simi Valley border	500,000		
	2 Topographic survey and property ownership & easements map	30,000		
	3 Modifications to signal for pedestrians & bikes design	10,000		
	4 Preliminary Railroad Crossing design	60,000		
	5 Railroad crossing design		1,155,000	
	6 Watershed protection - crossing design		50,000	
	Subtotal	600,000	1,205,000	1,805,000
	Grants (88.53%)	531,180	1,066,787	1,597,967
	Local Match (11.47%)	68,820	138,214	207,034
		Future Phase	Future Phase	
Hard Costs	1 Widen road for bike lanes, construct sidewalk	400,000		
	2 Modify signal for pedestrians & bikes	40,000		
	3 Raise & resurface road, modify five Watershed driveways*		2,000,000	
	4 Modify or construct bridge for channel crossing		200,000	
	5 Modify railroad crossing to meet current standards		5,000,000	
	Subtotal	440,000	7,200,000	7,640,000
	Total	1,040,000	8,405,000	9,445,000
		Grants (88.53%)	920,712	7,440,947
		Local Match (11.47%)	119,288	964,054
				1,083,342

* indicates non participating costs since grants only address bike and peds

VCTC Wayfinding Plan – Figure 2-23:
Gap Scoring Map



Figure 2-23: Gap Scoring Map

Destinations Served (per Question 11)



City of Moorpark

Question 11: Active Transportation Users

-  existing Class 2 bikeway
-  proposed Class 2 bikeway

Streetview slides of Collins Drive/ Arroyo Drive



Collins Drive, Facing South

Existing sidewalk on east side of Collins Drive.
Shoulders currently not marked for bicycles.



Arroyo Drive, Facing East

Park and Ride facility located on the left. Sidewalk ends at the entrance.

Dirt/gravel continues for a few hundred feet and then ends.

Little to no shoulder on the south side of Arroyo Drive.



Railroad Crossing on Arroyo Drive, Facing East

Improvements needed for pedestrian crossing.



Villa del Arroyo Mobile Home Community

Still facing east, the Arroyo Drive Mobile Home Community is located on the south-side of Arroyo Drive. A private sidewalk/bikeway exists behind the community; however, it has no connections to other walkways/bikeways.



Moorpark/Simi Valley City Limit Line

Sidewalk to meet Simi Valley's sidewalk (still under construction) on the south side of Arroyo Drive.