



CMAQ/Article 3 Project Application

Project Applicant Information

Lead Agency or Organization: County of Ventura, Public Works Agency – Transportation Department		
Mailing Address: 800 S. Victoria Ave.		
City: Ventura	State: CA	Zip: 93009
Contact Person Name: Anitha Balan		Phone: (805) 654-2087
Title: Engineering Manager	E-mail: Anitha.Balan@ventura.org	

Project Information

1. <u>Project Name:</u> Central Avenue Pedestrian Improvements
2. <u>Project Type:</u> (Check all that apply) ☐ Transit ☐ Bicycle Facility ☒ Pedestrian Facility ☐ Other _____
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 Central Avenue Pedestrian Improvement Project involves construction of 1,850 feet of sidewalk with ADA accommodations on the north side of Central Avenue from Rio Mesa High School to Joan Way in the El Rio area. The new sidewalk will connect to existing sidewalk in front of Rio Mesa High School and provide a safe route to school. This project will close a 2,100-foot gap in the sidewalk network and provide access to transit stops in the area. Central Avenue serves an average of 9,800 vehicles per day.
4. <u>Project Location:</u> Central Avenue from Joan Way to the bus stop in front of Rio Mesa High School. ☒ Vicinity Map Attached: Exhibit 1 ☒ Project Site Map or Site Plan Attached: Exhibit 2 ☒ Photos Attached: Exhibit 3 ☐ 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:



The Central Avenue Pedestrian Improvement Project is part of a two-phase project that involves the construction of a continuous pedestrian facility from Rose Avenue to Vineyard Avenue. In 2014, Phase I constructed sidewalk from Rose Avenue to mid-way in front of Rio Mesa High School. Phase I included a new bus stop at the north terminus of the project. This project, Phase II, will continue the sidewalk from the recently constructed bus stop to existing sidewalk facilities north of Joan Way. Phase II is expected to be completed by October of 2019.

6. Financial Information:

	CMAQ	Article 3	Required CMAQ 11.47% Matching Funds (check box below)	Existing Funds	Total Project Cost
PE	\$84,104**	-	\$22,367	\$65,000*	\$160,000
R/W	-	-	-	-	-
CON	\$796,770**	-	\$103,230	-	\$900,000
Total	\$880,874	-	\$114,127	\$65,000	\$1,060,000

Additional Financial Information

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

*Existing 2016 TDA Article 3 funds

**Willing to accept TDA Article 3 funds in lieu of CMAQ funds

7. Project Schedule:

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering	TDA Article 3 2016*	08/2017	01/2019
Preliminary Engineering	02/2018	02/2018	01/2019
Environmental	02/2018	03/2018	01/2019
Right-of-Way	-	-	-
Construction	3/2019	06/2019	08/2019

Note: Assuming funds are programmed 01/2018.

Project Screening Information

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

This project has existing funding of \$65,000 from Article 3 TDA from 2016 that is currently being used to fund a portion of Preliminary Engineering. The combined CMAQ/TDA funds will be used to fund the remaining preliminary engineering cost and construction phase of the project. Right-of-way acquisition and major utility relocation will be avoided by adjusting the existing drainage system for this project and constructing all sidewalk improvements within the public road right-of-way. The project is expected to be completed within two years of funds being programmed for this cycle of CMAQ/TDA funds.



Check boxes for all items that have already been completed:

Preliminary Design

- ☒ Project Feasibility Study Completed
- ☒ Right-of-way needs and utility conflicts identified(underground utilities within project limits will be verified)
- ☐ 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

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

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.

Presently, there is no existing sidewalk and the pedestrian network is disconnected on Central Avenue. This project will provide for a well-connected, multimodal network characterized by continuous bicycle and pedestrian infrastructure by closing a 2,100-foot gap in the sidewalk network on Vineyard Avenue and Central Avenue (Exhibit 2). People are more inclined to walk for both commuting and recreational purposes if a facility is provided, thus increasing the number of trips made by walking.

Currently, Central Avenue serves an average of 9,800 vehicles per day and has an 85th percentile speed of 47 miles per hour. County records indicate there has been one collision involving a pedestrian and vehicle and one collision involving a bicyclist and vehicle over the past five years.

As of 2016, Rio Mesa High School has 2,197 enrolled students. Field investigations conducted during morning and afternoon peak high school hours indicate students using the existing Class II Bike Lane on the north side of Central Avenue in absence of proper pedestrian facilities (see photos, Exhibit 3). Based on information extrapolated from the 2015 Census for the El Rio Area, Gold Coast Transit District (GCTD), and Ventura County Traffic Counts, the segment of Central Avenue between Vineyard Avenue and Rose Avenue is shared by approximately 65 transit users, 9,800 vehicles per day, and approximately 100 pedestrians and 36 bicyclists.



The proposed project will provide sidewalk facilities that are safe and comfortable to use by moving pedestrians off travel lanes/shoulders/bicycle lanes and reducing conflicts between motorized and non-motorized modes of travel. This sidewalk connection and ADA improvements will allow students to safely walk to and from Rio Mesa High School and allow residents in the area to walk, run, and bike safely to public transportation (GCTD route No.22) and other destinations nearby (see Exhibit 4), thereby providing a connected and accessible community.

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

This transportation control measure is projected to reduce average annual auto vehicle miles traveled (VMT) by 7,644 miles and reduce greenhouse gas emission by 31.5 metric tons of CO₂e through trips shifted during walking. Providing pedestrian facilities to the existing bicycle and transit facilities supports the complete the streets design. As the area becomes more inviting to pedestrians and bicyclists, increasing numbers of work, school, shopping, and recreational trips will be made on foot and bicycle. Cumulatively, this pattern may reduce traffic in some areas and improve air quality.

- For bicycle and/or pedestrian projects please provide estimated new average daily trips.
 - Projected number of pedestrians: 130
- For bicycle and/or pedestrian projects please provide average daily traffic volumes on adjacent or nearest parallel roadway.
 - Central Avenue ADT (2016): 9,800
 - E Vineyard Avenue/State Route 232 ADT (2015): 35,500
 - N Rose Avenue ADT (2016): 11,100
- For transit, bicycle and/or pedestrian projects provide estimated annual VMT reduced.
 - The average annual auto VMT reduced is 7,644
 - Greenhouse gas emissions reduced by 31.54 MT of CO₂e (Calculated using the California Air Resources Board Greenhouse Gas Emission Calculator Tool)
- Average projected ridership.
 - Not applicable
- Will the project improve the level of service of a transit system?
 - Not applicable
- For transit vehicle purchases, please provide vehicle type, fuel type.
 - Not applicable

Using tools provided by the Office of Environmental Health Hazard Assessment (OEHHA), it has been determined that this project will serve disadvantaged communities. Walkable communities can also lead to economic and environmental benefits by increasing property value and allowing users to patronize local businesses. The increase in walking and biking will ultimately lead to a decrease of harmful auto emissions.

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 proposed pedestrian facilities will provide users with access to public transit on Central Avenue, Rose Avenue, and Vineyard Avenue. The project is located on GCTD Route No. 22 which has a direct benefit of serving residents along its route. The GCTD Route was funded with CMAQ funds in 2015 and allows transit-dependent



residents to access commercial/retail centers in Ventura and Oxnard and beyond via transfers with other GCTD routes.

Gaps in sidewalk network contribute to less attractive, inconvenient transit facilities and can deter transit riders. The existing Class II bicycle facilities and proposed pedestrian facilities would be an essential foundation for good access to public transit. By closing the sidewalk gap, the project will encourage use of transit facilities to travel to/from GCTD Route 22 destinations including the Post Office in Saticoy; Wells Transfer Center; Juvenile Justice Center; Rio Mesa High School; Retail/commercial establishments on Gonzales Road and Rose Avenue; Saint John's Hospital and other health facilities; Charter College; California Lutheran University's Satellite Campus in Oxnard; Tri-Counties Regional Center; Ventura County Behavioral Health; Veterans Affairs and Social Security Office. This route directly links the unincorporated areas of Saticoy, Strickland Acres, and Nyeland Acres. Pedestrian-orientated infrastructure will increase the safety, comfort, and enjoyment of transit trips. Destinations served within a ¾-mile radius of the project are listed on Exhibit 4.

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 presence of new sidewalk will encourage residents and students to use existing transit and bicycle facilities as an additional mode of transportation, supporting the complete streets design, and attracting active transportation users.

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):

- 2016 & 2017 Capital Improvement 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>:

Not Applicable.



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?

For this project, the Transportation Department reached out to the Principal of Rio Mesa High School and explained the proposed improvements over the phone and also over email correspondence. The school was pleased by the proposed efforts to increase safety for the students and provided a letter of support for the improvement. The Transportation Department also received letters of support from the Public Health Alliance of Southern California and Gold Coast Transit District which directly serves the project area. These letters can be found in Exhibit 5 for your reference. The Supervisor for District #5 also supports these improvement efforts.

With regard to local or regional plans, there is implicit support for this type of project in the General Plan, Area Plan for El Rio / Del Norte Areas with regard to safe pedestrian and bicycle pathways throughout the El Rio/Del Norte area and the Final Environmental Subsequent General Plan Update with regard to sidewalks.

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.

Not Applicable.



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.

Signature

David Fleisch

Printed Name

August 17, 2017

Date

Director, Transportation Department

Title*

Public Works Agency Transportation Department

Agency

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

LIST OF EXHIBITS

EXHIBIT 1: VICINITY MAP

EXHIBIT 2: LOCATION MAP

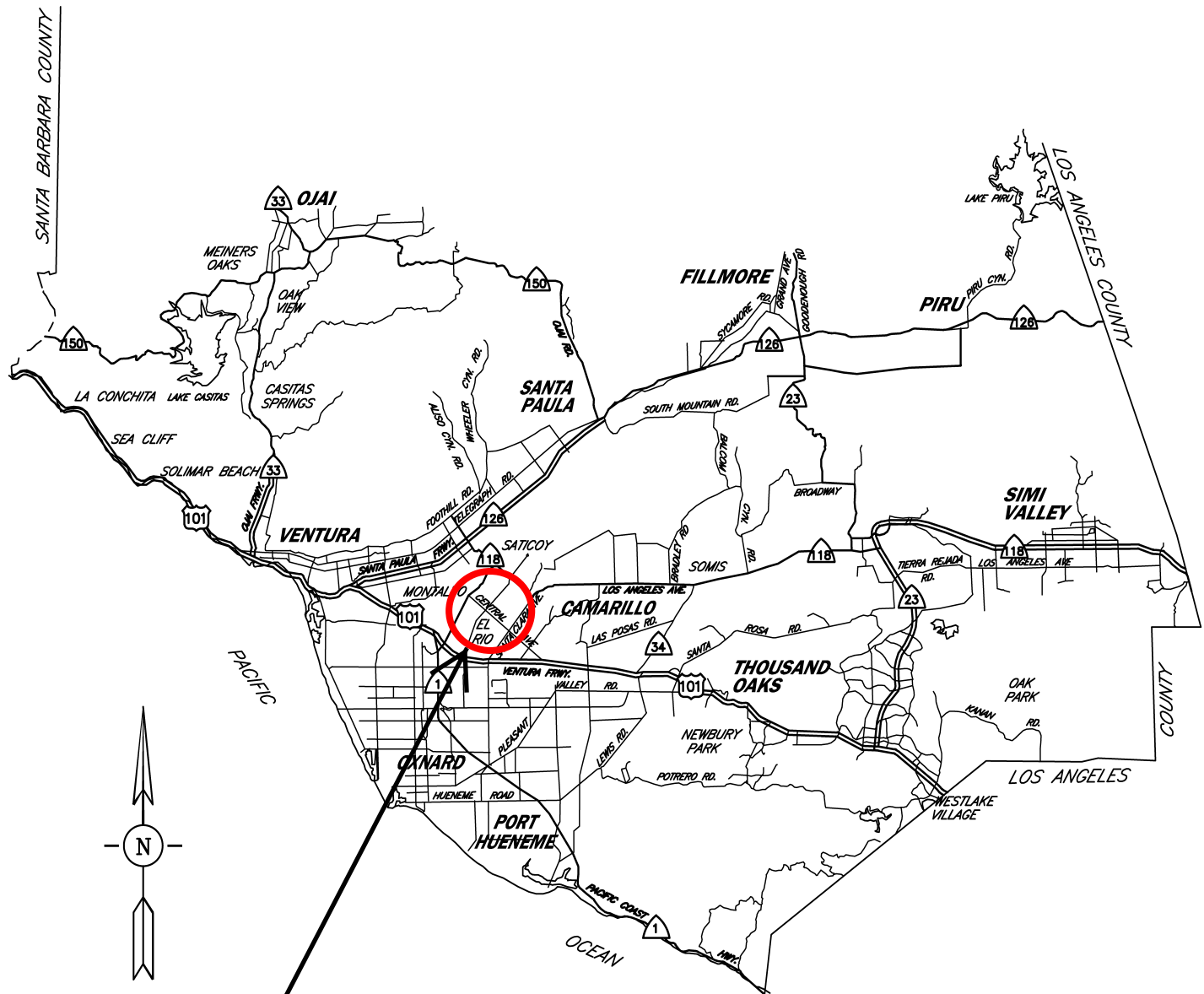
EXHIBIT 3: PHOTOS

EXHIBIT 4: DESTINATION MAP

EXHIBIT 5: LETTERS OF SUPPORT

EXHIBIT 1

VICINITY MAP



PROJECT

VICINITY MAP

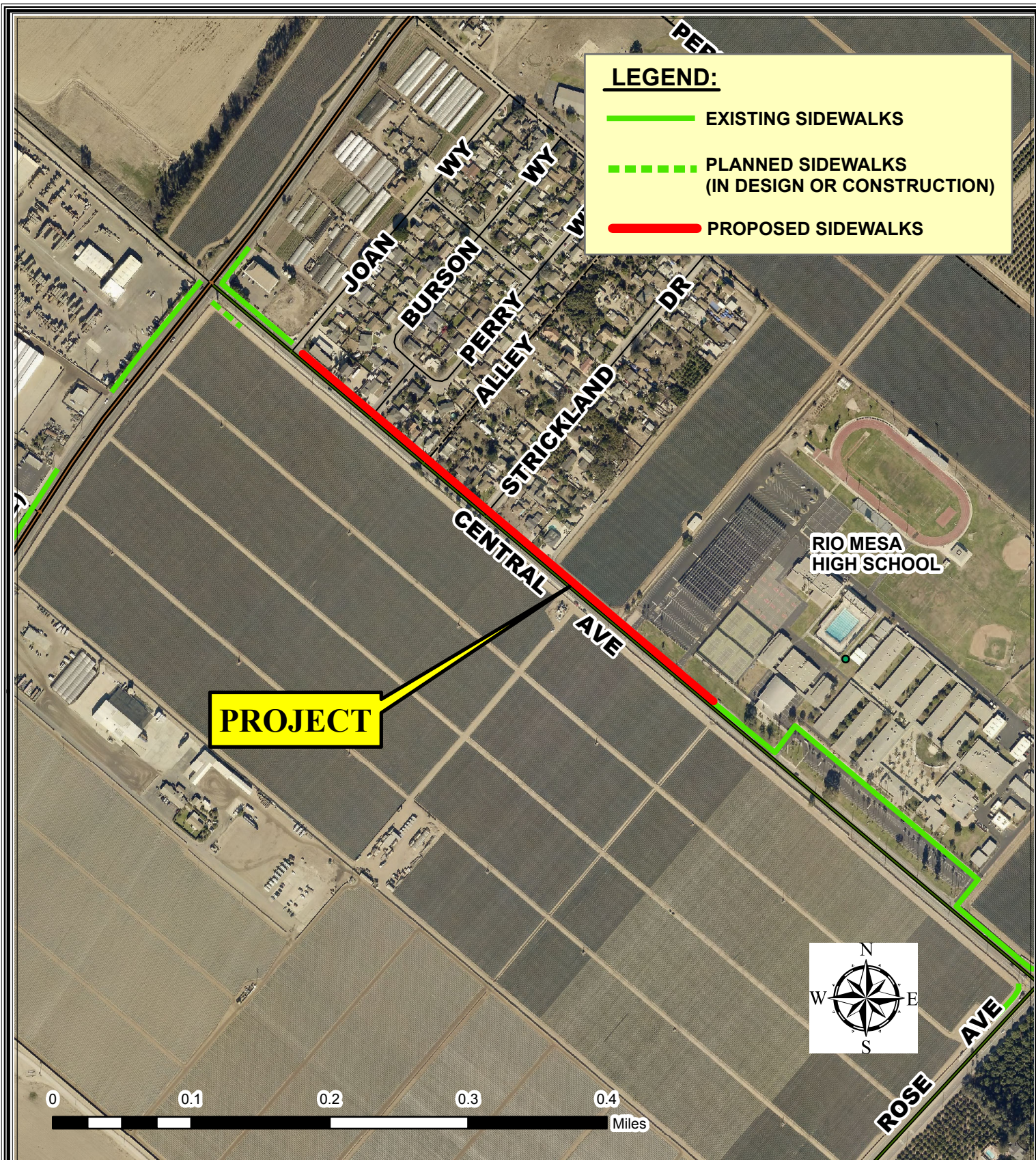
NTS

**COUNTY OF VENTURA
PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
COMBINED CMAQ AND TDA APPLICATION - 2017
CENTRAL AVENUE PEDESTRIAN IMPROVEMENTS
FROM JOAN WAY TO RIO MESA HIGH SCHOOL
VICINITY MAP**

EXHIBIT 1

EXHIBIT 2

LOCATION MAP



**COUNTY OF VENTURA
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CENTRAL AVENUE PEDESTRIAN IMPROVEMENTS
FROM JOAN WAY TO RIO MESA HIGH SCHOOL
LOCATION MAP

EXHIBIT 3

PHOTOS



CENTRAL AVENUE - EXISTING CONDITION



CENTRAL AVENUE - PROPOSED CONDITION

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CENTRAL AVENUE PEDESTRIAN IMPROVEMENTS
FROM JOAN WAY TO RIO MESA HIGH SCHOOL
PHOTOS (APPLICATION QUESTION #4, 9)



CENTRAL AVENUE - EXISTING CONDITION



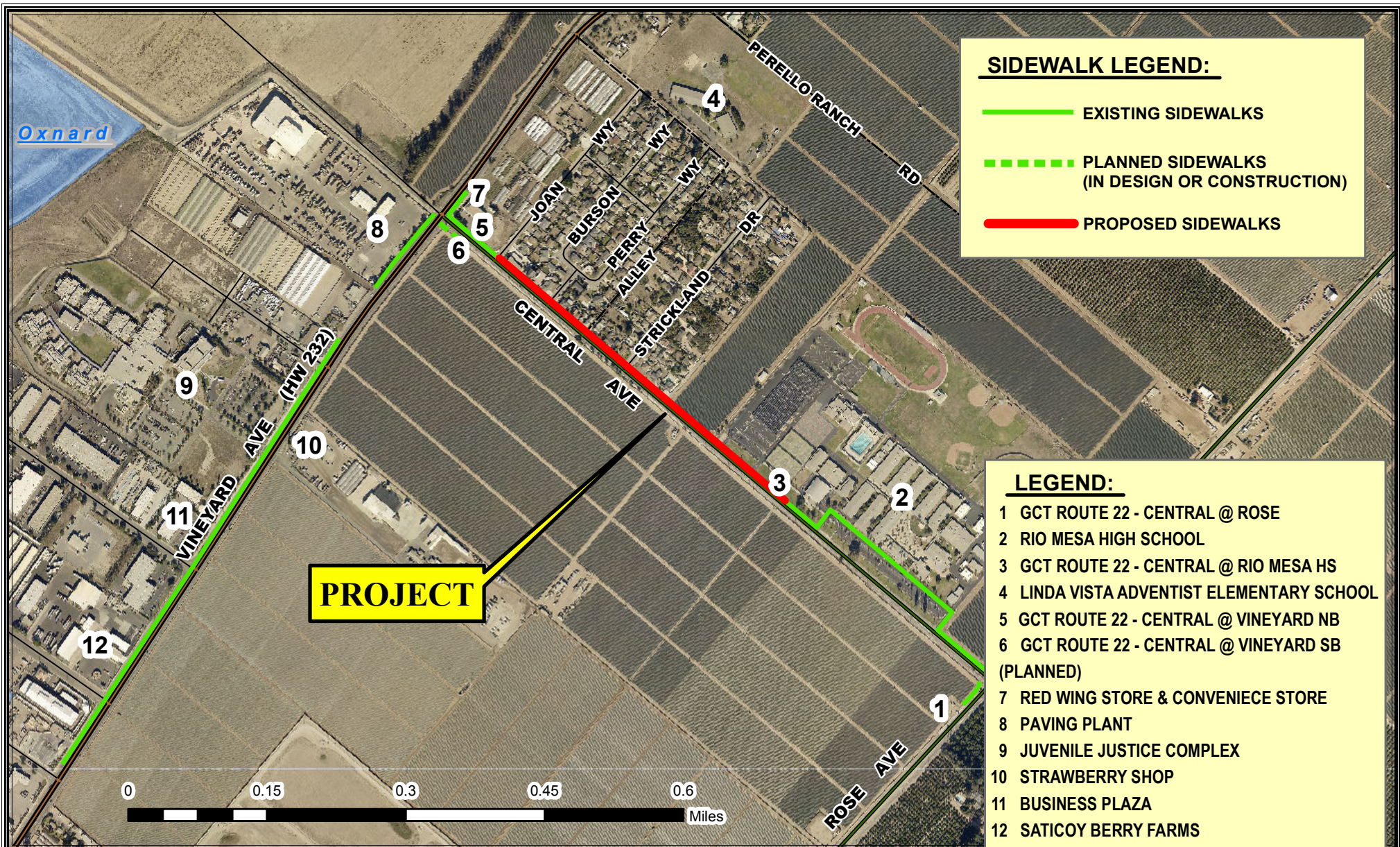
CENTRAL AVENUE - PROPOSED CONDITION

**COUNTY OF VENTURA
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COMBINED CMAQ AND TDA APPLICATION - 2017
CENTRAL AVENUE PEDESTRIAN IMPROVEMENTS
FROM JOAN WAY TO RIO MESA HIGH SCHOOL
PHOTOS (APPLICATION QUESTION #4, 9)

EXHIBIT 3
2 of 2

EXHIBIT 4

DESTINATION MAP



**COUNTY OF VENTURA
PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT**

COMBINED CMAQ AND TDA APPLICATION - 2017

CENTRAL AVENUE PEDESTRIAN IMPROVEMENTS

FROM JOAN WAY TO RIO MESA HIGH SCHOOL

EXHIBIT 5

PUBLIC SUPPORT



RIO MESA HIGH SCHOOL

545 Central Avenue • Oxnard, CA 93036 • (805) 278-5500 • (805) 278-5525 Fax

August 16, 2017

Ventura County Transportation Commission

TO WHOM THIS MAY CONCERN:

Rio Mesa High School is pleased to support the Central Avenue Pedestrian Improvement Project. The proposed project will close a 2,100-foot gap in the sidewalk network on the north side of Central Avenue from Rio Mesa High School to Joan Way. The proposed sidewalk facilities will move pedestrians off the shoulder, reducing conflicts between motorized and non-motorized modes of travel. This will improve the safety for students to walk to and from Rio Mesa High School as well as for residents in the area to access public transit stops. The project will also improve air quality, and promote public health by providing a safe, continuous facility that will increase trips made by walking.

The proposed project will enhance the urban environment and create a walkable route along this corridor for residents in the Strickland Acres neighborhood of Oxnard, supporting the reduction in vehicle miles traveled to and from school, and reducing greenhouse gases.

Thank you for considering the Central Avenue Pedestrian Improvement grant application to implement this project.

Yours truly,

Mark C. Contreras

Principal

mark.contreras@ouhsd.k12.ca.us

Office: (805)278-5501

Cell: (805)766-8194

July 24, 2017

California Natural Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

Dear Urban Greening Coordinator,

Ventura County Public Health is pleased to support the Central Avenue Pedestrian Improvement Project. The proposed project will close a 2,100-foot gap in the sidewalk network on the north side of Central Avenue from Rio Mesa High School to Joan Way. The proposed sidewalk facilities will move pedestrians off the shoulder, reducing conflicts between motorized and non-motorized modes of travel. This will improve the safety for students to walk to and from Rio Mesa High School as well as for residents in the area to access public transit stops. The project will improve air quality, and promote public health by providing a safe, continuous facility that will increase trips made by walking.

The project will also support Ventura County Public Health's efforts for increased active living. Residents in the Strickland Acres neighborhood of Oxnard, along with many of the disadvantaged communities in Ventura County, face an increased risk of developing diet and inactivity-related illness. The proposed project will enhance the urban environment and create a walkable route along this corridor, supporting the reduction in vehicle miles traveled to and from school, and reducing greenhouse gases. The proposed project will be implemented in areas adjacent to designated disadvantaged communities, as identified by CalEnviroScreen 3.0.

Thank you for considering the Central Avenue Pedestrian Improvement grant application to implement this project.

Sincerely,



Rigoberto Vargas, MPH
Public Health Director



August 7, 2017

Mr. David Fleisch, Director
County of Ventura PWA Transportation Department
800 South Victoria Avenue
Ventura, CA 93009

**SUBJECT: COUNTY OF VENTURA CMAQ/TDA APPLICATION FOR CENTRAL AVENUE
PEDESTRIAN IMPROVEMENTS PROJECT**

Dear Mr. Fleisch:

The Gold Coast Transit District (GCTD) offers its support on behalf of the County of Ventura's application for a Congestion Mitigation and Air Quality (CMAQ)/Transportation Development Act (TDA) Grant for the *Central Avenue Pedestrian Improvements Project*.

Presently, the pedestrian network is disconnected on Central Avenue. The proposed project is to install 5-foot wide sidewalk with ADA accommodations on the north side of Central Avenue, closing the gap in the sidewalk network from Rio Mesa High School to Joan Way. Currently pedestrians must walk on the shoulder, in the bicycle lanes. The proposed sidewalk facilities will improve safety for students to walk to and from Rio Mesa High School as well as for residents in the area to access public transit stops served by GCTD's Route 22.

The GCTD Route 22 was funded with CMAQ funds in 2015 and directly links the unincorporated areas of Saticoy, Strickland Acres, and Nyeland Acres. Pedestrian-orientated infrastructure will increase the safety, comfort, and enjoyment of passengers utilizing transit, potentially leading to an increase, not only in the number of trips made by walking, but also by transit. In addition to the environmental benefits, walkable communities can also result in economic and health benefits to the local area.

Accessible bus stops are critical to the viability of transit. GCTD supports its member agencies in pedestrian projects such as the County of Ventura's *Central Avenue Pedestrian Improvements Project* that improve connectivity in the community and provide accessibility to transit for all passengers.

Sincerely,

Vanessa Rauschenberger
Director of Planning and Marketing
Gold Coast Transit District

GOLD COAST TRANSIT DISTRICT