



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> Sespe Street Bike Lanes
2. <u>Project Type:</u> (Check all that apply) ☐ Transit ☒ Bicycle Facility ☐ Pedestrian Facility ☐ Other _____
3. <u>Project Description:</u> (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.) The Sespe Street Bike Lanes Project involves pavement widening for installation of 1.96 Class II bike lane miles along Sespe Street from South Mountain Road to Riverside Avenue in the Bardsdale area. This project is part of an effort to provide safe roadways for multiple modes of traffic and a continuous effort to construct bike lanes to promote and provide connectivity to regional routes within the Santa Paula and Fillmore area. Sespe Street serves an average of 2,100 vehicles per day.
4. <u>Project Location:</u> Sespe Street from South Mountain Road to Riverside Avenue. ☒ 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:



This project is part of a larger regional project to provide continuous bike lanes from Santa Paula, Fillmore, and Piru and eventually to the Los Angeles County line. This project will connect to future planned bikeways on South Mountain Road, Bardsdale Avenue, and Riverside Avenue, ultimately providing a well-connected, multimodal network characterized by continuous bicycle infrastructure.

6. Financial Information:

	CMAQ	Article 3	Required 11.47% Matching Funds (check box below)	Existing Funds	Total Project Cost
PE	-	\$49,000	-	\$100,000*	\$149,000
R/W	-	-	-	-	-
CON	\$632,990**	-	\$82,011	-	\$715,001
Total	\$632,990	\$49,000	\$82,011	\$100,000	\$864,000

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	08/2016/	01/2019
Preliminary Engineering	02/2018	02/2018	01/2019
Environmental	02/2018	03/2018	01/2019
Right-of-Way	-	-	-
Construction	03/2019	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 from TDA Article 3 that is currently being used to fund a portion of Preliminary Engineering. The CMAQ/TDA funds will be used to fund the remaining preliminary engineering cost and construction of the project. No right-of-way issues or utility conflicts have been identified at this time. There are no environmental impacts expected that will delay the execution of this project. Final design is expected to be completed early 2019, followed by construction in summer of 2019 once authorization to proceed with construction has been received. 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 are no existing bicycle facilities on Sespe Street. This project will connect to future planned bikeways on South Mountain Road, Bardsdale Avenue, and Riverside Avenue, ultimately providing in a well-connected regional, multimodal network characterized by continuous bicycle infrastructure (Exhibit 2). People are more inclined to bicycle for both commuting and recreational purposes if a facility is provided, thus increasing the number of trips made by bicycling.

Sespe Street serves an average of 2,100 vehicles per day and has an 85th percentile speed of 52 miles per hour.

A field investigation conducted during a one-hour, weekday morning period resulted in a count of 5 bicyclists within the project limits. Exhibit 3 illustrates existing conditions with bicyclists using the travel way in absence of dedicated bicycle facilities.

The proposed project will provide facilities that are safe and comfortable to use by providing a dedicated space for bicyclists and thereby reducing conflicts between motorized and non-motorized modes of travel. Pavement widening will improve the overall safety of the roadway for both vehicles and bicyclist. Studies have also identified that well-connected bicycle lanes seem to have an immediate effect of lowering risk to bicyclists.

This non-motorized transportation infrastructure would provide additional safety on this roadway for users that intend to continue a multi-modal trip to other areas of Ventura County. The nearby city of Fillmore, which is



less than 3 miles from the project limits, provides Amtrak bus services and many options for shopping and dining.

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 1,814 miles and reduce greenhouse gas emission by 11 metric tons of CO₂e through trips shifted during bicycling. As the area becomes more inviting to bicyclists, increasing numbers of work, school, shopping, and recreational trips will be made on 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.
 - As discussed on Pages 98 to 103 in the 2007 Ventura Countywide Bicycle Master Plan (BMP), in Ventura County, 1.3% trips are made by commuter and utilitarian bicyclists. It is estimated that implementing new bikeways will result in an increase of future daily bicycle mode share from 1.3% to 7%. Based on 2015 census data and the BMP, this project has a potential to benefit 224 existing commuters and up to 1,208 future commuter and utilitarian bicycle users.
- For bicycle and/or pedestrian projects please provide average daily traffic volumes on adjacent or nearest parallel roadway.
 - Sespe Street ADT (2016): 2,100
 - Bardsdale Ave ADT (2016): 1,500
 - Pasadena Ave ADT (2016): 300
 - Riverside Ave ADT (2016): 700
 - South Mountain Road ADT (2016): 2,000
- For transit, bicycle and/or pedestrian projects provide estimated annual VMT reduced.
 - The average annual auto VMT reduced is 1,814.40
 - Greenhouse gas emissions reduced by 11.10 MT of CO₂e (Calculated using the California Air Resources Board: GHG Emission Reduction 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

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 project will benefit bicycle commuters and recreational riders as additional roadway width will provide space for vehicular and bicycle traffic to safely share the roadway. In addition, it would benefit residents living in the unincorporated areas of Bardsdale.

The project encourages multi-modal transportation by improving a 0.98 mile segment of road of a future 9-mile bike route for bicyclists to ride to the nearest fixed route bus stop, which is less than 3-miles to the north in the City of Fillmore at Santa Clara/Palm. This project is the first segment of the 9-mile bike route on the south side



of the Santa Clara River on South Mountain Road, Sespe Street, and Pasadena Avenue; a bike gap noted in the 2007 Bicycle Master Plan and identified in the 2017 Bicycle Wayfinding Plan.

As mentioned earlier, based on 2015 census data and the BMP, this project has a potential to benefit 224 existing commuters and 1,208 future commuter and utilitarian bicycle users thereby reducing vehicular trips.

The Santa Clara/Palm bus stop is currently served by the Ventura County Transportation Commission (VCTC) Intercity bus which provides service between Ventura, Santa Paula, and Fillmore, as well as the Valley Express fixed route bus service which operates community circulator routes within the City of Fillmore. Valley Express also operates Senior, ADA, and General Public Dial-A-Ride service throughout the Heritage Valley including areas outside the fixed route bus service area (e.g. Bardsdale). Destinations served within a 2-mile radius of the project are listed in 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 bikeways will encourage residents to use existing transit facilities as an additional mode of transportation, attracting active transportation users. With proposed improvements, users will have multiple modes of travel available to use: vehicular, bicycle, and transit.

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):

- 2007 Bicycle Master Plan
- 2013 Transportation Department Strategic Master Plan
- 2017 Bicycle Wayfinding Plan
- 2015 & 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>:

Route #11 Santa Paula to County Line



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, PWATD received a letter of support from the Channel Islands Bike Club. Public support can be found in Exhibit 5 for your reference. The Supervisor for District #3 also supports these improvement efforts.

Further public support is through the approval of the Bicycle Master Plan in October 2007 by the County of Ventura Board of Supervisors (BOS) and Ventura County Transportation Commission (VCTC). Additional support is through BOS approval of the latest revision to the 2013 Transportation Department Strategic Master Plan (SMP) which lists and prioritizes all transportation-related projects in the unincorporated areas. Sespe Street Bike Lanes is ranked in the top 10 bike lane projects in the SMP.

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

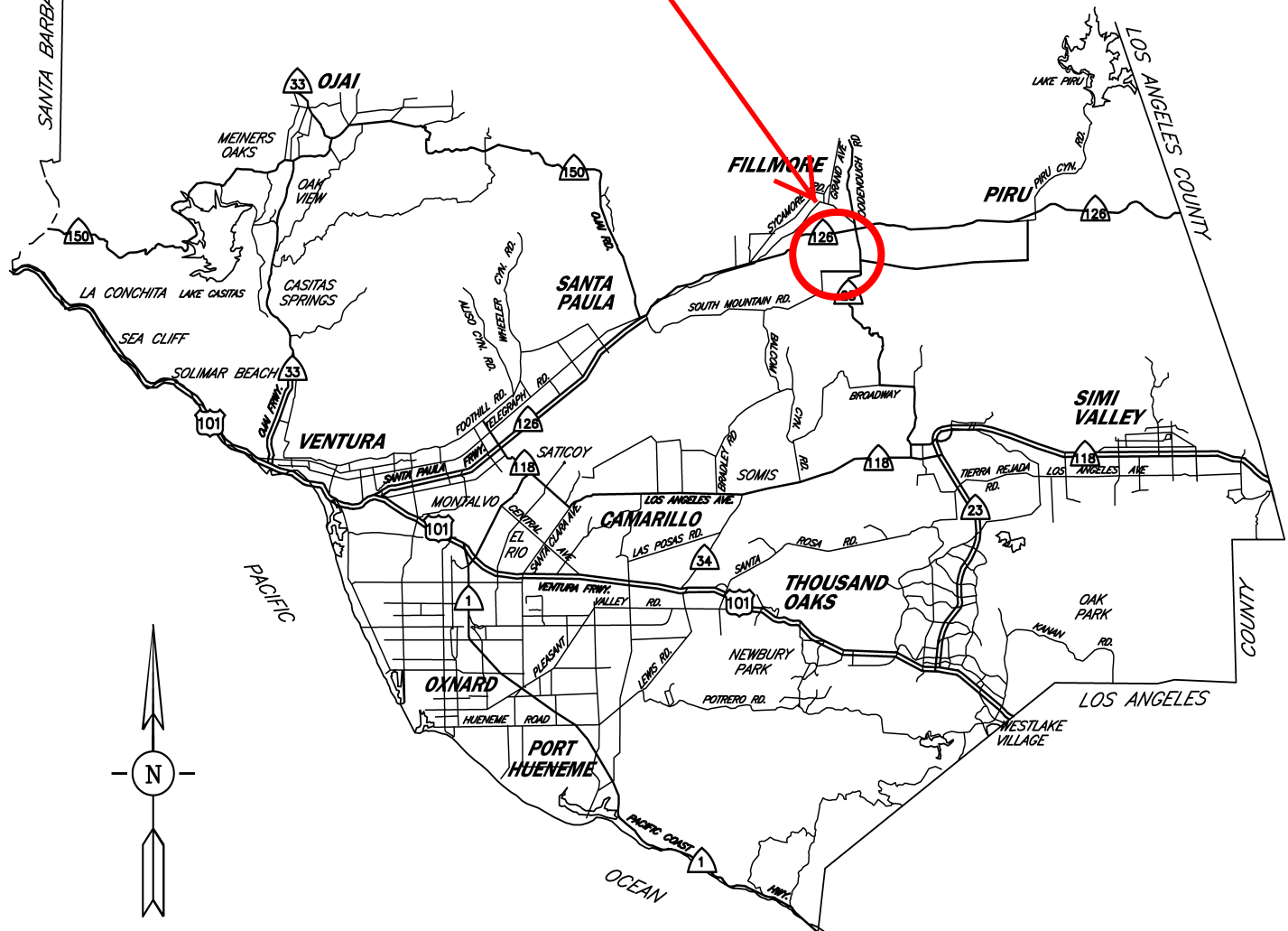
EXHIBIT 4: DESTINATION MAP

EXHIBIT 5: LETTERS OF SUPPORT

EXHIBIT 1

VICINITY MAP

PROJECT



VICINITY MAP

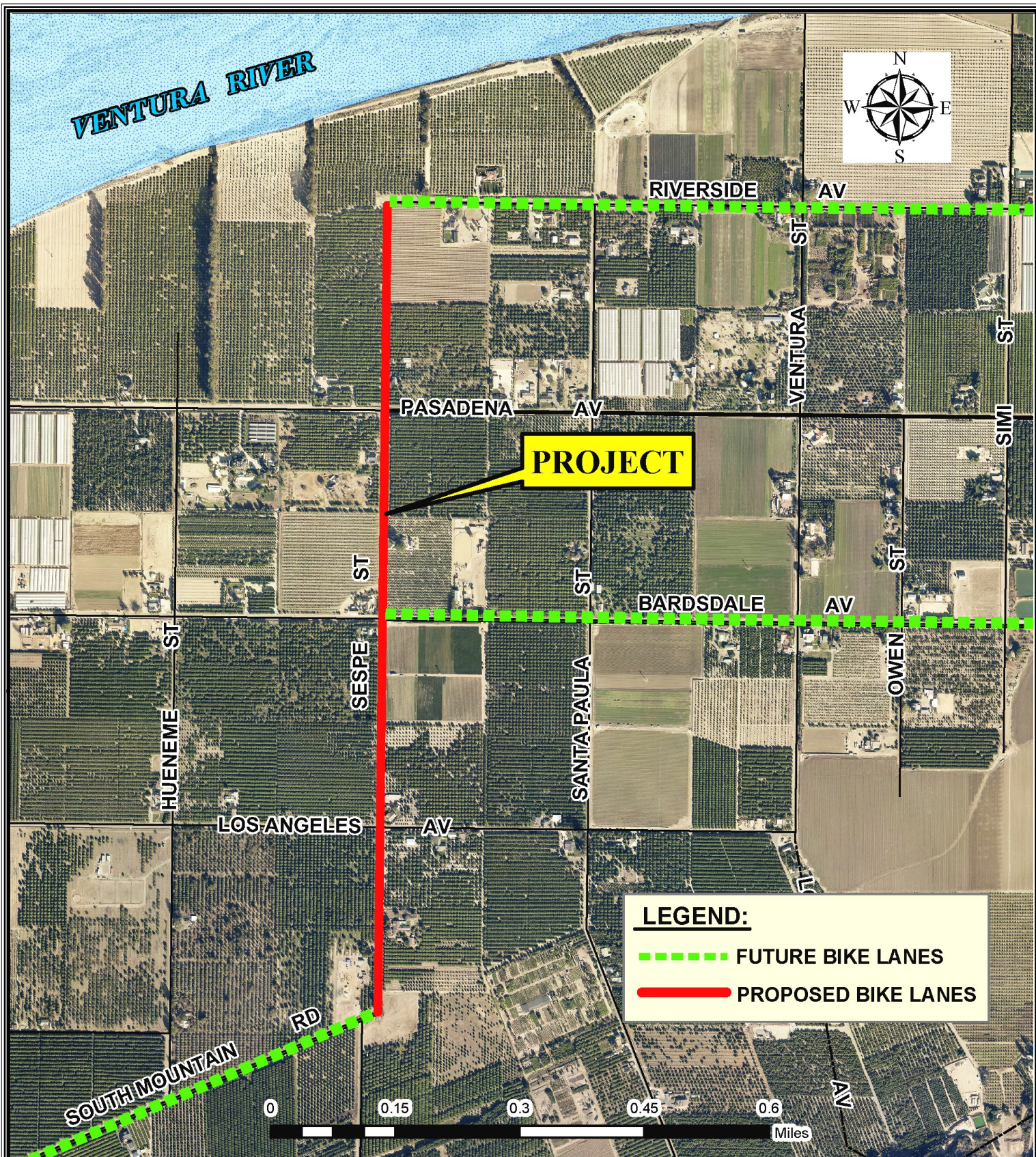
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**COUNTY OF VENTURA
PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT**
COMBINED CMAQ AND TDA APPLICATION - 2017
SESPE STREET BIKE LANES
FROM SOUTH MOUNTAIN ROAD TO RIVERSIDE AVENUE
VICINITY MAP

EXHIBIT 1

EXHIBIT 2

LOCATION MAP



**COUNTY OF VENTURA
PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT**
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SESPER STREET BIKE LANES
FROM SOUTH MOUNTAIN ROAD TO RIVERSIDE AVENUE
LOCATION MAP

EXHIBIT 3

PHOTOS



PROPOSED
PAVEMENT WIDENING
AND BIKE LANES

SESPE STREET - TRAVELING NORTH



PROPOSED
PAVEMENT WIDENING
AND BIKE LANES

SESPE STREET - TRAVELING SOUTH

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PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
COMBINED CMAQ AND TDA APPLICATION - 2017
SESPE STREET BIKE LANES
FROM S MOUNTAIN ROAD TO RIVERSIDE AVENUE
PHOTOS - PROPOSED CONDITION**



SESPE STREET - TRAVELING SOUTH



SESPE STREET - TRAVELING NORTH

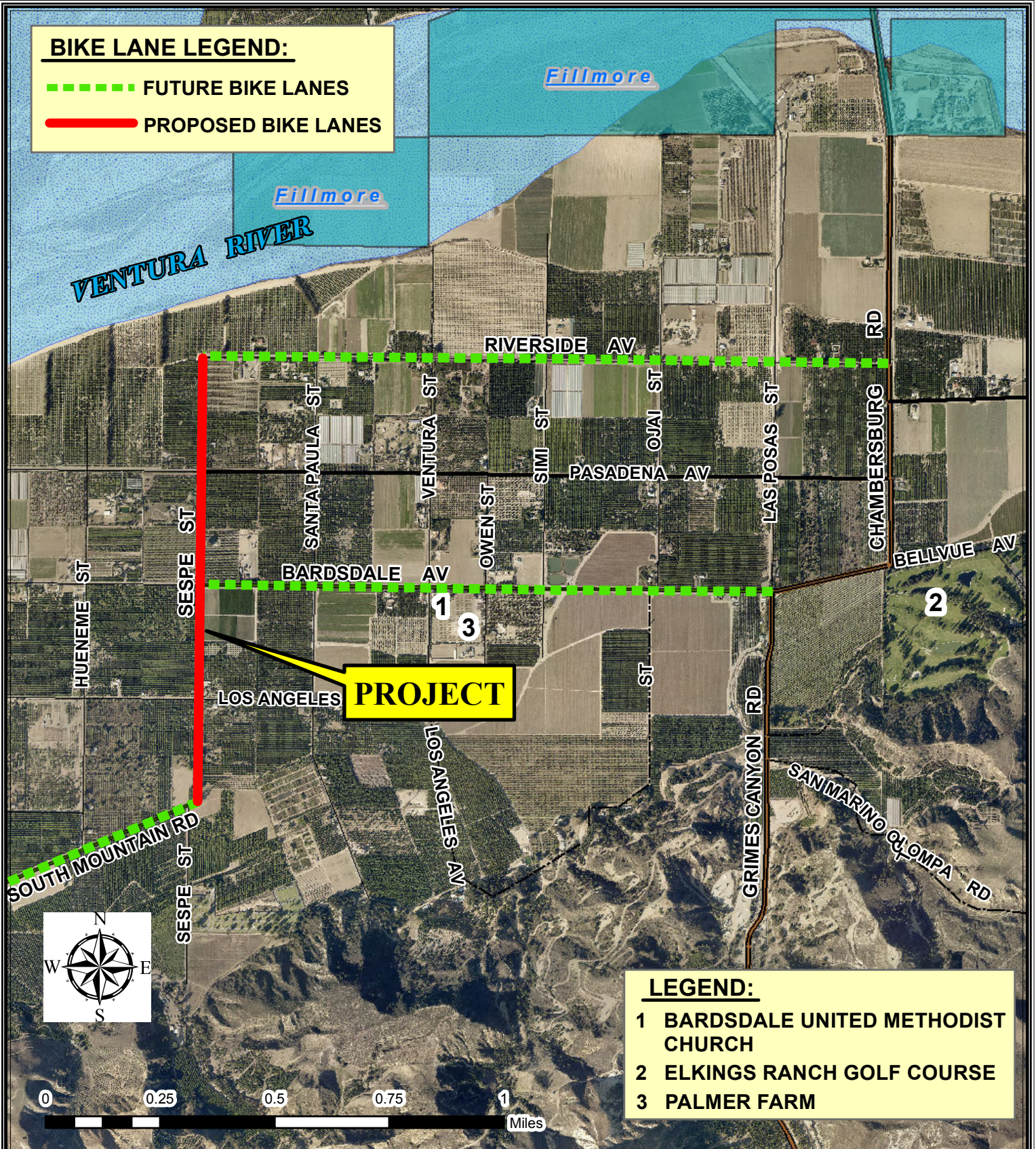
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COMBINED CMAQ AND TDA APPLICATION - 2017
SESPE STREET BIKE LANES
FROM S MOUNTAIN ROAD TO RIVERSIDE AVENUE
PHOTOS - EXISTING CONDITION**

EXHIBIT 4

DESTINATION MAP

BIKE LANE LEGEND:

- FUTURE BIKE LANES
- PROPOSED BIKE LANES



**COUNTY OF VENTURA
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TRANSPORTATION DEPARTMENT**
COMBINED CMAQ AND TDA APPLICATION - 2017
SESPE STREET BIKE LANES
FROM SOUTH MOUNTAIN ROAD TO RIVERSIDE AVENUE
DESTINATION MAP

EXHIBIT 4

EXHIBIT 5

PUBLIC SUPPORT



Channel Islands Bicycle Club
P.O. Box 6481
Oxnard, California 93031

July 20, 2017

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

Dear Director Fleisch,

We are writing in support of the grant application by the Ventura County Public Works Transportation Department to the 2017 Congestion Mitigation Air Quality (CMAQ) and Transportation Development Act (TDA) funds to construct Class II bike lanes on Sespe Street from South Mountain Road to Riverside Avenue.

We are seeing increasing numbers of cyclists commuting to Fillmore from the rural Bardsdale area. Sespe Street is a connector that would provide a safe route for Bardsdale area residents to bike to Fillmore for work, shopping, and appointments.

Bicycle lanes would enhance the safety for both bicyclists and motorists.

Channel Islands Bicycle Club, CIBC, represents over 300 bicyclists who regularly utilize bicycles for commuting, daily errands, recreation, and exercise. We are very interested in working with the County to improve our local environment and facilities for bicyclists. If you wish our involvement on any project, please contact Kate Faulkner, CIBike Government Liaison, at 648-1426 or treasurercibike@gmail.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Edwin Velarde".

Edwin Velarde
President