



DATE: MARCH 15, 2018

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: COUNTY OF VENTURA CMAQ PROGRAM REVISION

RECOMMENDATION:

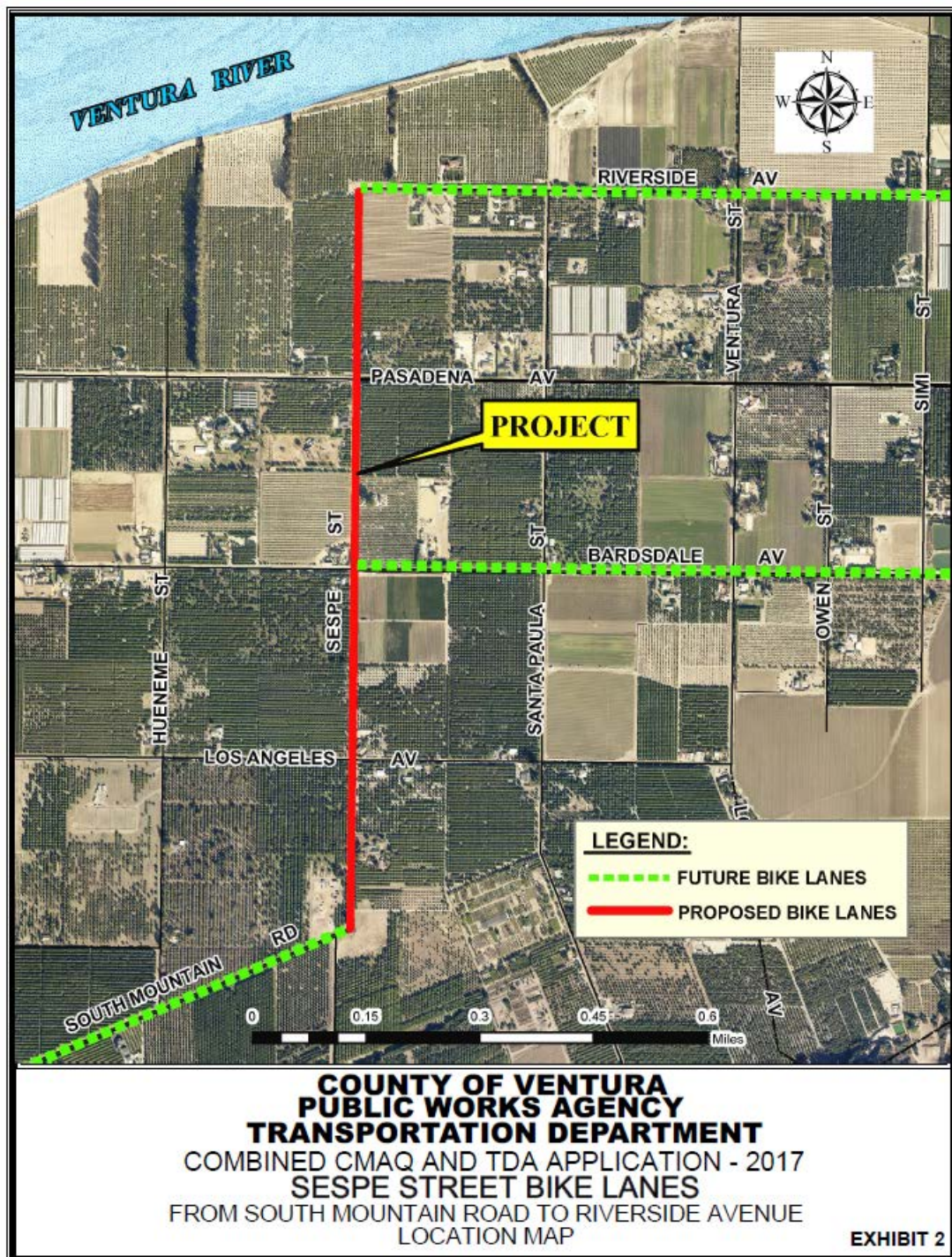
- Reprogram \$567,418 of Congestion Mitigation Air Quality (CMAQ) funds and the balance of FY 13/14 Transportation Development Act (TDA) Article 3 funds from the Sespe Street Bike Lanes Project to the Rice Road Bike Lanes Project.

BACKGROUND AND DISCUSSION:

On May 1, 2015, the Commission approved \$100,000 of FY 13/14 TDA Article 3 funds for a project to construct paved shoulders for Class 2 bike lanes on Sespe Street between South Mountain Road and Pasadena Avenue in the Bardsdale area. In September of 2017, the County of Ventura submitted an application for an additional \$632,990 in CMAQ funds and \$49,000 in TDA Article 3 in the FY 17-18 CMAQ/TDA Article 3 Call-for-Projects. On October 6, 2017 the Commission adopted a prioritized list of projects and programmed FY 17-18 funds to the highest scoring projects. Eleven (11) Non-transit projects were programmed for funding and a shelf list of three additional projects was established. The Sespe Street Bike Lanes Project was the lowest ranked project on the funding list. The project was awarded partial funding in the amount of \$567,418 in CMAQ funds and was also included on the Shelf List for the unfunded portion of the project totaling \$114,572.

In February, the County reported that a right-of-way issue has surfaced which would not allow the Sespe Street Bike Lane Project to be constructed as planned. The original project would have constructed 1.96 miles of Class II bike lanes between South Mountain Road and Riverside Avenue on Wayfinding Route #11. See Attachment A. However, the available right-of-way along Sespe Street will only accommodate construction of 0.7 miles of Class II bike lane in one direction (northbound) on Sespe Street between South Mountain Road and Pasadena Avenue. The County is proposing to install sharrows on the southbound side of the roadway and sharrows on Pasadena Avenue. The revised project is shown in Attachment B.

After re-evaluating the project according to the FY 2017/18 Call-for-Projects Evaluation Criteria it was determined that the project would not score as high as the Rice Road project, which is the next project on the list. Therefore, staff recommends reprogramming \$567,418 of Congestion Mitigation Air Quality (CMAQ) funds and the balance of FY 13/14 Transportation Development Act (TDA) Article 3 funds from the Sespe Street Bike Lanes Project to the Rice Road Bike Lanes Project.





**FY 17-18 CMAQ/TDA Article 3 Call-for-Projects
Scoring Criteria Analysis of Revised Scope for Sespe Street**

The FY 17-18 Sespe Street Bike Lanes project application indicates that the project would implement 1.96 miles of Class II bike lanes for a cost of \$781,990 in CMAQ and Article 3 funds (2,100 ADT, Speed 52 mph, does not fill a gap or connect to existing bike lane facilities). The revised project scope calls for construction of 0.7 miles of Class II bike lane (in one direction) and 0.7 miles of Class III bike route with sharrows (in one direction) on Sespe Street and 1.5 miles of Class III bike route with sharrows on Pasadena Avenue for a cost of \$470,000.

During the evaluation process for all of the applications submitted in the FY 17-18 Call-for-Projects the overall Committee score for the Sespe Street project was 55 points. The two criteria that would be affected by the proposed change in scope would be the safety and complete streets scoring criteria summarized below.

1. **SAFETY** (0 to 10 points) -- This criterion evaluates how the proposed project will effect safety at existing facilities or improve safety by building new facilities.

Existing Conditions: Up to 5 points will be awarded for any combination of the following project characteristics: no existing pedestrian or bike facilities; no existing shoulder; documented pedestrian/bicycle collision history; most current and valid 85th percentile speed of motorized traffic in project limits; photos of existing safety hazards project will address; existing pedestrian/bicycle traffic counts demonstrating use; student attendance figures for schools served by project.

Safety Improvements: Up to 5 points will be awarded for project elements that improve safety and/or remove or reduce potential conflicts including, but not limited to: adding new or wider sidewalks or new or wider bike lanes, enhanced crosswalks and bicycle crossings, street and pedestrian scale lighting, traffic calming, buffered bike lanes, signage and striping, improved signalization, etc...

6. **COMPLETE STREET DESIGN** – (0 to 10) awarded based on the extent that the proposed project is designed to encourage people to use the proposed facility; such as traffic calming, buffers between cars and bicycle/pedestrian facilities, opening closed crosswalks, enhanced crossing improvements, pedestrian scale lighting, street trees, or if the project addresses a barrier, etc...

The project originally received 6 points under the Safety Criteria and 3 points in the Complete Streets Criteria. Given the revised length of the bike lanes and that bike lanes would be provided on only one side of the road it is reasonable that the safety points would drop from 6 to 4 points and that the complete street design criteria points would drop from 3 points to 2 bringing the total score down to 50 points.

As a point of reference, the Rice Road project which is the next project down on the list also scored 6 points under the Safety Criteria and 3 points under the Complete Streets Criteria for 2.4 miles of Class II bike lanes (2,100 ADT, speed 37mph, higher populated area with six schools in the project vicinity and connecting to existing bike lanes to the north). This project received a total score of 53 points.