



CMAQ/Article 3 Project Application

Project Applicant Information

Lead Agency or Organization: City of Camarillo		
Mailing Address: 601 Carmen Drive		
City: Camarillo	State: CA	Zip: 93010
Contact Person Name: Ken Matsuoka		Phone: (805) 388-5340
Title: Principal Civil Engineer	E-mail: kmatsuoka@cityofcamarillo.org	

Project Information

1. <u>Project Name:</u> Central Avenue Bike Lanes
2. <u>Project Type:</u> (Check all that apply) <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input type="checkbox"/> 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> Widen Central Avenue from Daily Drive to the northwest City Limits, approximately 1,700 feet, to accommodate bike lanes on both sides of the street. This is the last segment of Central Avenue that does not have Class II Bikeways as Central Avenue has bike lanes from Vineyard Avenue to the City Limits, where the proposed project will connect. This bike lane will connect into the Springville Bike Trail. When both projects are complete this will connect the Camarillo Metrolink Station to Central Avenue all the way to Vineyard Avenue in Oxnard. The Metrolink Station also connects to CSUCI along Lewis Road bike lanes.
4. <u>Project Location:</u> <input type="checkbox"/> Vicinity Map Attached <input checked="" type="checkbox"/> Project Site Map or Site Plan Attached <input type="checkbox"/> Photos Attached <input type="checkbox"/> N/A
5. <input type="checkbox"/> Check Box if project is a stand-alone project <input checked="" type="checkbox"/> Check Box if project is part of a larger project. If project is part of a larger project, please describe: This is the last segment of Central Avenue that does not have a bike lane. The County constructed bike lanes on Central Avenue from the connection of this project to Vineyard Avenue. This bike lanes will eventually connect into the Springville Bike Trail.



6. Financial Information:

	CMAQ	Article 3	Required 11.47% Matching Funds (check box below)	Additional Local Funds	Total Project Cost
PE	\$ 442,650	\$	\$ 57,350	\$	\$ 500,000
R/W	\$ 44,265	\$	\$ 5,735	\$	\$ 50,000
CON	\$1,505,010	\$	\$194,990	\$	\$1,700,000
Total	\$1,991,925	\$	\$258,075	\$	\$2,250,000

Additional Financial Information

- ☒ Check Box if Requesting Toll Credits for CMAQ Local Match Requirements

7. Project Schedule:

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering	06/2019	09/2019	09/2022
Environmental	n/a	09/2019	09/2022
Right-of-Way			
Construction	01/2023	03/2023	12/2023

Project Screening Information

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

A concept plan was developed a number of years ago and plans were developed through preliminary design. Project will require coordination with VCWPD and Caltrans. Due to the coordination necessary it is anticipated design will take several years to complete and be complete in 2022. Construction would take place soon after design is complete.

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

_____ 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.

The addition of Class II bike lanes will improve safety for cyclists by providing them with a safe width of roadway including dedicated bike lanes where a narrow roadway currently exists.

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.

The average daily traffic volume on Central Avenue northerly of US-101 is 17,000 vehicles per day.

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.

This project will attract bicycle riders as this provides for safe bicycle travel in an area where no bike lane currently exist. This project is the last segment of bike lanes on Central Avenue that will connect from near US-101 to Vineyard Avenue in Oxnard and will provide for inter-City travel. This also connects Camarillo to Rio Mesa High School allowing cyclists to ride to school if desired. When this connects with the future Springville Bike Trail a bikeway will connect from the Camarillo Metrolink Station to Vineyard Avenue in Oxnard. The Metrolink Station also ties into the bike lanes on Lewis Road which connects to CSUCI.



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 project will allow motorists and cyclists to travel in a more orderly and safer manner on a high traffic volume arterial street. This project connects Camarillo to Oxnard as the last segment of a bike trail on Central Avenue. US-101/Central Avenue also serves as the transit connection point at the west end of the Camarillo Area Transit System. This project would also serve transit riders who are cyclists.

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):

City of Camarillo General Plan Bikeway Network. CIP

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>: This provides an alternate route to a missing gap in the Bicycle Wayfinding Study to tie Camarillo to Oxnard areas.

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?

This project was presented to the Camarillo Planning Commission and highlighted a new project as a part of the CIP process and was presented to the City Council at a public hearing during the CIP adoption process.

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.



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 J. Norman

Printed Name

8/21/2017

Date

City Manager

Title*

City of Camarillo

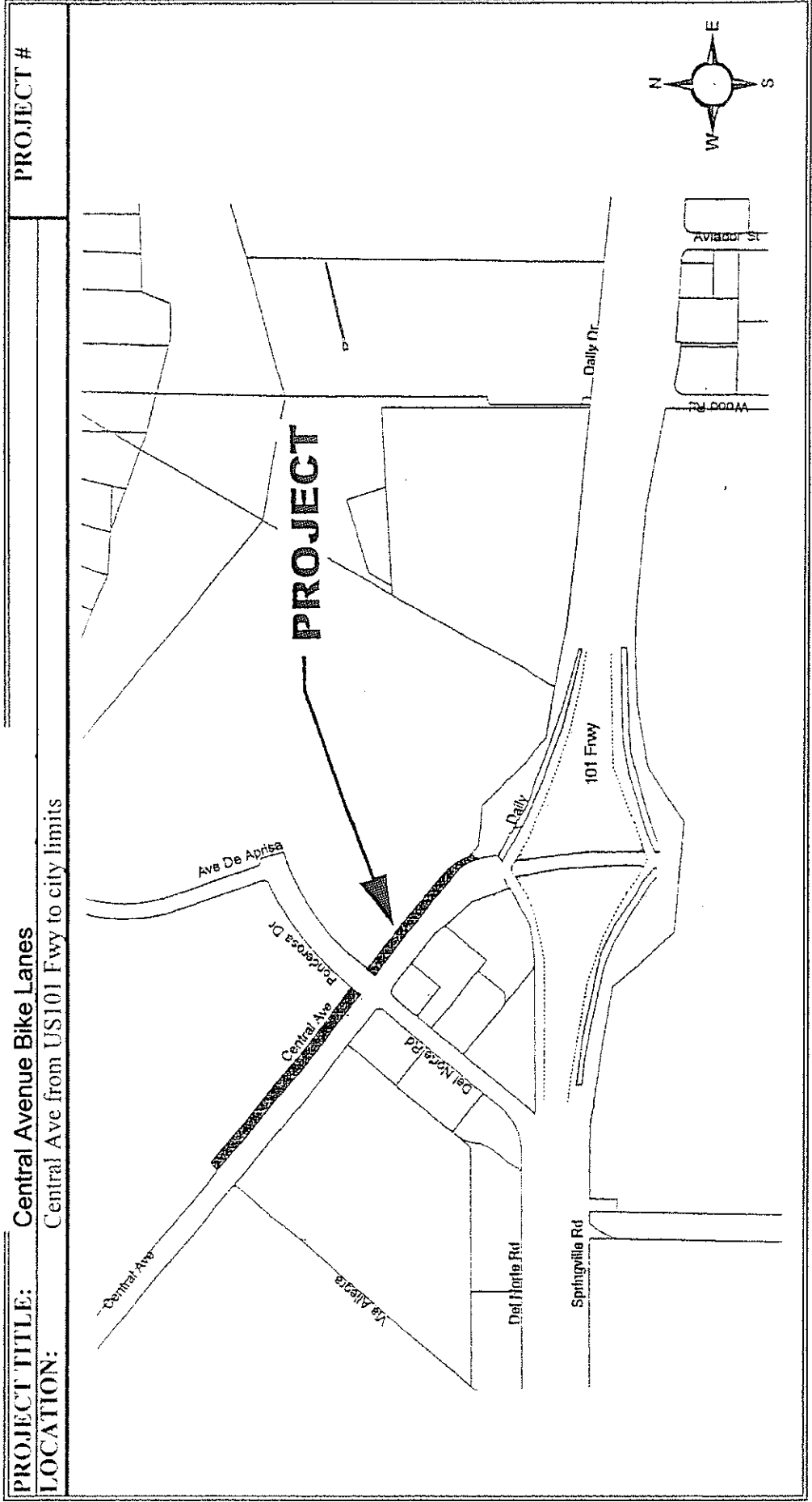
Agency

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

CITY OF CAMARILLO

2007-2012 CAPITAL IMPROVEMENT PROGRAM

PROJECT DETAIL



LOCATION MAP - Not to Scale