

City of Thousand Oaks

CMAQ Application #2

City of Thousand Oaks
Rancho Road Pedestrian and Bicycle
Transportation Improvements



CMAQ/Article 3 Project Application

Project Applicant Information

Lead Agency or Organization: City of Thousand Oaks		
Mailing Address: 2100 Thousand Oaks Blvd		
City: Thousand Oaks	State: CA	Zip: 91362
Contact Person Name: Kathy Lowry		Phone: 805-449-2416
Title: Engineering Associate	E-mail: KLowry@toaks.org	

Project Information

1. <u>Project Name:</u> Rancho Road Pedestrian and Bicycle Transportation Improvements
2. <u>Project Type:</u> (Check all that apply) <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input type="checkbox"/> 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.) Install new intersection signal at US 101 SB ramps, stripe 3,900 feet of new Class IV bike lanes (SB) and Class II bike lanes (NB), modify intersection signal at US 101 NB ramps; install ten new and retrofit existing curb ramps, install slope paving at US 101 UC; install 1,100 feet of new sidewalk.
4. <u>Project Location:</u> <input checked="" type="checkbox"/> Vicinity Map Attached <input checked="" type="checkbox"/> Project Site Map or Site Plan Attached <input checked="" type="checkbox"/> Photos Attached <input type="checkbox"/> N/A
5. <input checked="" type="checkbox"/> Check Box if project is a stand-alone project <input type="checkbox"/> Check Box if project is part of a larger project.



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

6. Financial Information:

	CMAQ	Article 3	Required 11.47% Matching Funds (check box below)	Additional Local Funds*	Total Project Cost
PE	\$	\$	\$	\$252,235	\$252,235
R/W	\$	\$	\$	\$	\$
CON	\$659,314	\$	\$85,421	\$692,766	\$1,437,501
Total	\$659,314	\$	\$85,421	\$945,001	\$1,689,736

Additional Financial Information

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

* Additional local funds include CMAQ Funds granted in FY2015/16 and local Gas Tax, see below table:

	FY2015/16 CMAQ	FY 2015/16 CMAQ -Required 11.47% Matching Funds	Local Gas Tax Funds	Total Local Funds
PE	\$208,295	\$26,988	\$16,952	\$252,235
R/W	\$	\$	\$	\$
CON	\$613,305	\$79,461	\$	\$692,766
Total	\$821,600	\$106,449	\$16,952	\$945,001

7. Project Schedule:

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering	4/2016	8/2016	1/2018
Environmental	N/A	11/2016	8/2018
Right-of-Way	N/A	9/2017	11/17
Construction	2/2018	8/2018	5/2019

Project Screening Information

8. Project Readiness: Briefly describe (no more than 100 words) the project work plan and timeline: The City hired Kimley-Horn and Associates for prepare the Preliminary Engineering Plans. The City had an initiation meeting with Caltrans in early 2017 discussing their requirements. Caltrans has approved the PES



and public meetings have been conducted in 2017. The project is at at 65 percent completion with final plans anticipated to be completed by January 2018. The NEPA document is scheduled to be complete by August 2018. Bidding and award of construction would start in August 2018 and the project should be constructed in by summer 2019.

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

 2 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.

Sidewalk construction will improve pedestrian safety by providing pedestrians and wheelchair users to travel off the roadway on a paved surface. The existing conditions require pedestrians and wheelchair users to travel in the travel way adjacent to a 45-mph road. And/or they may travel off of the pavement on an uneven dirt surface.

Install new and retrofit curb ramps will improve pedestrian safety and mobility at intersections and meet compliance with **ADA requirements**.

Slope paving will be constructed between the existing 101/23 bridge abutments, and will eliminate slope erosion that may fall onto the new sidewalk which will improve pedestrian safety while reducing maintenance/cleanup costs for Caltrans and the City.

New Class IV and II bike lanes and restriping of vehicle lane striping will improve bicycle and vehicle safety by providing safer travel way along this segment. Bike lanes and pavement marking will identify a through-path travel for cyclists, therefore reducing confusion and collision risk for both cyclists and vehicles.

New intersection signal installation at Southbound US 101 on/off ramps will improve pedestrian, bicyclists and vehicle safety within the project limits. The new signal installation will also improve vehicle traffic flows, as drivers enter and exit the US Route 101 Southbound ramps, where all vehicle are currently required to stop at a 4-way intersection. Because the freeway on/off ramp vehicle traffic is the majority for users at this location, a new signal will allow those vehicles to proceed, and will be required to stop for other pedestrian, bicycle, and/or vehicle through-traffic when the signal detects.



Intersection signal modification at the US 101 Northbound off ramp will improve pedestrian, bicyclist, and vehicle safety by eliminating the free-right turn from the off ramp onto Rancho Road. The existing condition does not allow a safe path of travel for bicyclist or pedestrians as they travel northbound on Rancho Road through this intersection, because drivers are not required to yield to bicycles and pedestrians.

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 project will improve air quality by encourage use of active transportation alternatives which will reduce vehicle traffic and decrease greenhouse emissions. Providing a safer corridor will encourage and increase use of the City's Transit Center, which provided public transportation and encourages carpooling, which will reduce the number of vehicles on the roads and further reduce greenhouse emissions.

The existing ADT on Willow Lane in the project limits is (Kimley-Horn & Associate June 2017)

VMT per Capita is calculated as the total daily miles of vehicle travel in an urbanized area divided by the total population. Data comes from the Federal Highway Administration, 2011 Highway Statistics (Transportation.gov) For Thousand Oaks Urbanized Area:

VMT – 29.1 miles per capita, per day

Population - 129,342

VMT per day (Entire population) 3,763,852.2

Annual VMT (Entire population) 1,373,806,053

The length of the project represents .26% of the total miles of streets in the City and 3,644,020 of the Annual VMT

If 1 percent of the Annual VMT on this segment of Rancho Road were diverted based on the construction of the Class IV bike lanes, Class II bike lanes and the new sidewalk then the Annual VMT that would be reduced would be **36,440**.

The 1% diverted is based on two recent studies. Four percent of the population in Thousand Oaks commute via bike, walk or have a home based business (SCAG, Local Profile Report, City of T.O. 2017) and the American Public Transportation Association had documented that bicycle/pedestrian trips have increased 9% (from .56 of the mode split to .61). With the construction of this project, it is estimated as conservative of a 9% mode shift from vehicles to either walking or bicycling.

Although not calculated as part of the reduction in AVMT it is very important to consider that the construction of the sidewalk will increase transit ridership as it provides a direct SAFE connection to the City' Transportation Center.

"The provision of convenient, safe, and connected walking and cycling infrastructure is at the core of promoting active travel. Physically separating cyclist and pedestrians from cars, where motorized traffic volumes and speeds are high, i.e. Rancho Road is very important. Cyclist seem to favor streets with little and slow motorized traffic as well as separate paths and/or lanes over cycling on roadways with high volumes of fast-moving motorized traffic".

(Krizek KJ, Forsyth A, Baum L. *Walking and Cycling International Literature Review* Melbourne, AU: Victoria Department for Transport; 2009). "For pedestrians, the presence of sidewalks, crosswalks, and paths can reduce crash risk and increase convenience and comfort". (TRA Paris April 2014 Conference Paper *Safety of Urban Cycling: A study on perceived and actual dangers*).



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 Transportation Center is located within the project limits on the northwest corner of Rancho Road and Haaland Drive, at the south limit of the project. Improvement the current bicycle and pedestrian facilities along this corridor will encourage use of the City's public transit facilities.

Connection to Thousand Oaks Boulevard. The Rancho Road bike lanes (II and IV) and the sidewalk will connect directly to Thousand Oaks Boulevard. This section of Thousand Oaks Blvd. is part of the Thousand Oaks Boulevard Specific Plan (hereafter, "Specific Plan") which is a unique and identifiable commercial corridor for Thousand Oaks. The corridor is an economically viable, self-sustainable, and pedestrian-friendly destination. The purpose of the Specific Plan is to initiate and support physical improvements and code changes along the Boulevard that are needed to revitalize and beautify the City's downtown core. An important component of the Specific Plan is the planning for Pedestrian and Bicycle Facilities. As found on Chapter 3, page 38, *"the following guidelines shall establish the long-range vision for Thousand Oaks Boulevard and will act to guide the planning process, including City regulations and standards, for creating a viable, self-sustaining, pedestrian safe and friendly downtown core:*

1. Give priority consideration to:
 - a. Improve Thousand Oaks Boulevard parking.
 - b. Provide more pedestrian crosswalks.
 - c. Encourage the creation of plazas, public art, and open spaces that are linked to the public sidewalk system.
 - d. Implement traffic calming devices and programs.

The future of Thousand Oaks Blvd. will focus on pedestrians and the connection between the new sidewalk on Rancho Road will be very important to the viability of the Boulevard.

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 provide a dedicated Class II and Class IV bike lane, sidewalk, and new modified signals that will provide the needed controls to improve safety, thereby increasing usage of the City's Transportation Center, public transit, and carpooling. Additionally, the new bike lanes and removing vehicle free-right turns at the intersections will greatly reduce confusion between motorist and cyclists; thereby reducing collision risk. The addition of a new traffic signal and modification of existing signal will require vehicles to yield to non-motorized users, therefore, providing better coordination, control and communication between the various modes of travel along this segment.

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):

The project is included in the City of T.O. Bicycle Facilities Master Plan, the City's Capital Improvement Plan, and the Thousand Oaks Blvd. Downtown Specific 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 13. Route 13 intersects at the northend of the project at Thousand Oaks Blvd. and Rancho Rd.

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?

As part of the public outreach conducted for the City of T.O. Transit Master Plan (2016) 15 public meetings were conducted between Fall 2015 and Spring 2016. Public input was received regarding access to the Transportation Center on Rancho Road. Staff received comments regarding the limited access to the Transportation Center on the westside of Rancho Road. A webpage was created and linked to City's website - <http://www.toaks.org/departments/public-works/construction/rancho-road-sidewalk-and-bike-lanes>.

Following the transit meetings City staff prepared primary concept plans and presented them to the Bicycle Advisory Team (BAT) (May 107). The BAT agenda was sent out to all bicycle clubs in the City. Other agencies who receive notice and attend the BAT meetings include: the Conejo Recreation and Park District, Thousand Oaks Police Department, Conejo Open Space Agency, the City's Planning Commission and Traffic and Transportation Advisory Commission (TTAC). The meeting also included two visitors from the Dutch Cycling Embassy who provided valuable input. The BAT members and guests comments were incorporated into the preliminary plans. The revised plan were presented at a public meeting held during the TTAC and televised meeting (July 2017). Notice of the TTAC meeting and the agenda is posted on the City's website. Several members of the public spoke at the TTAC meeting and their input was considered as part of the final design.

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



Rancho Road Pedestrian and Bicycle Transportation Improvements

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

Andrew P. Powers
Printed Name

August 17, 2017
Date

City Manager
Title*

City of Thousand Oaks
Agency

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

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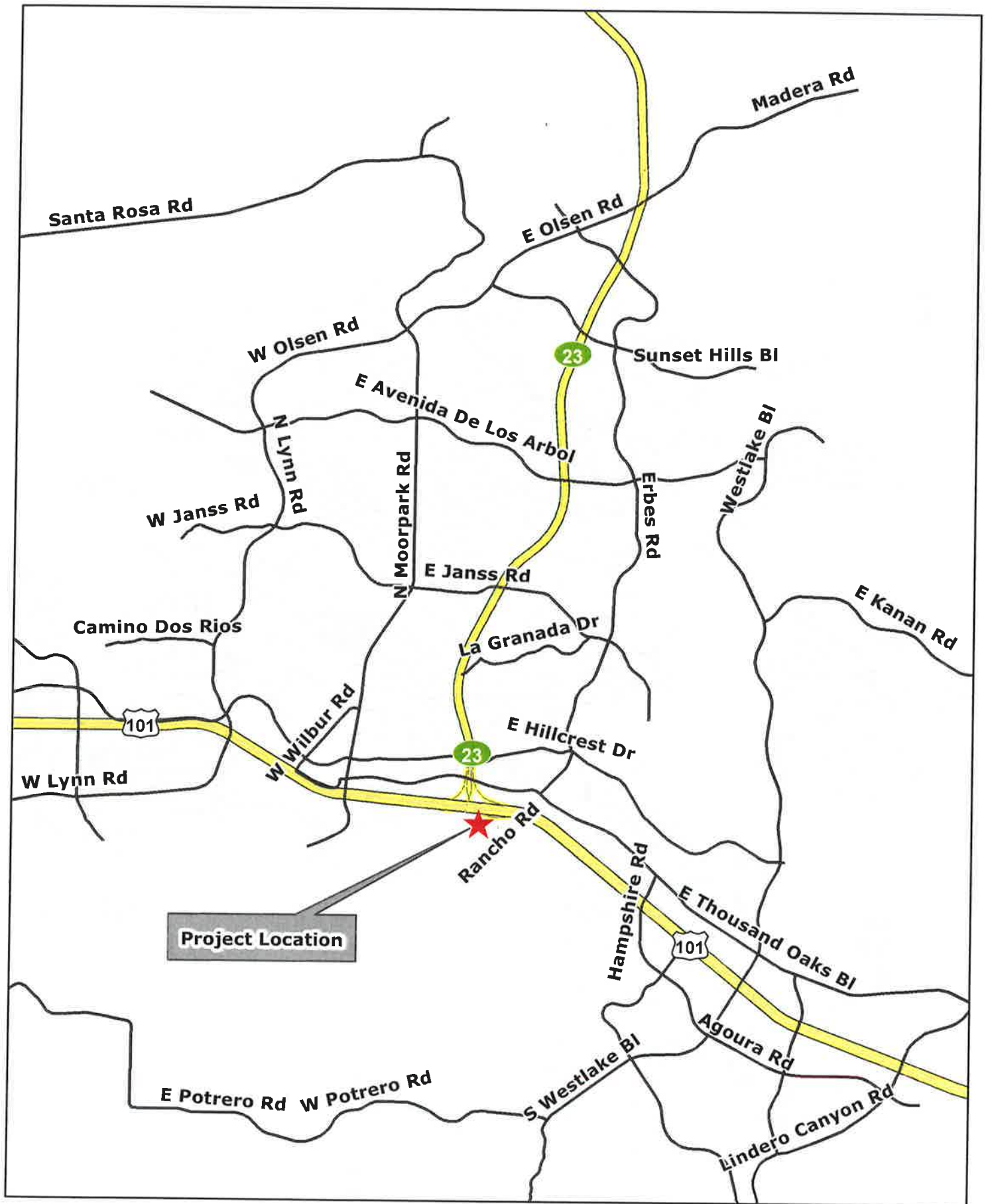
Attachment #4 Letters of Support

Attachments

Attachment #1

Site Vicinity Map

Rancho Rd Sidewalk and Bike Lane Project

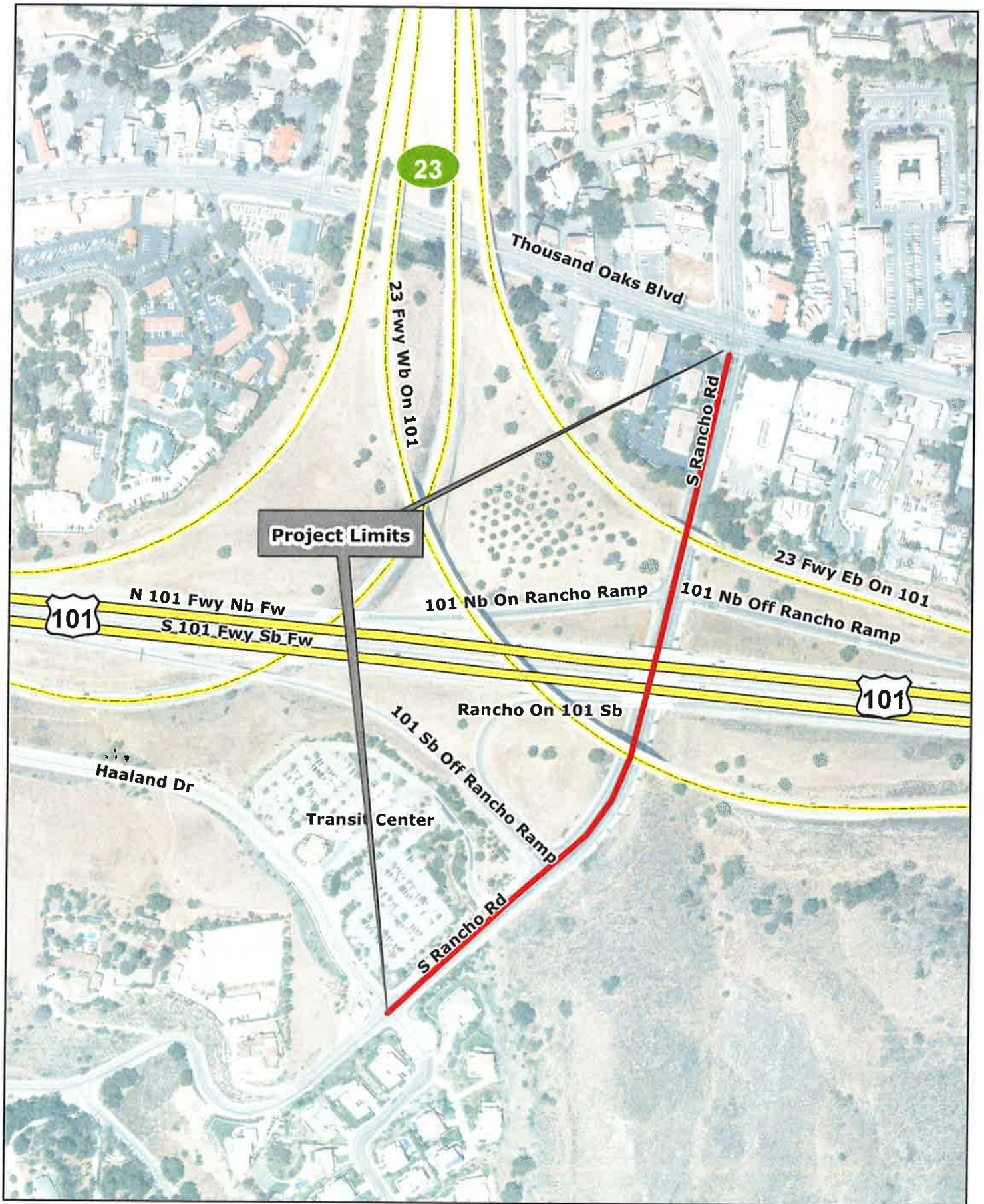


Vicinity Map

Attachment #2

Project Site Map

Rancho Rd Sidewalk and Bike Lane Project



Location Map

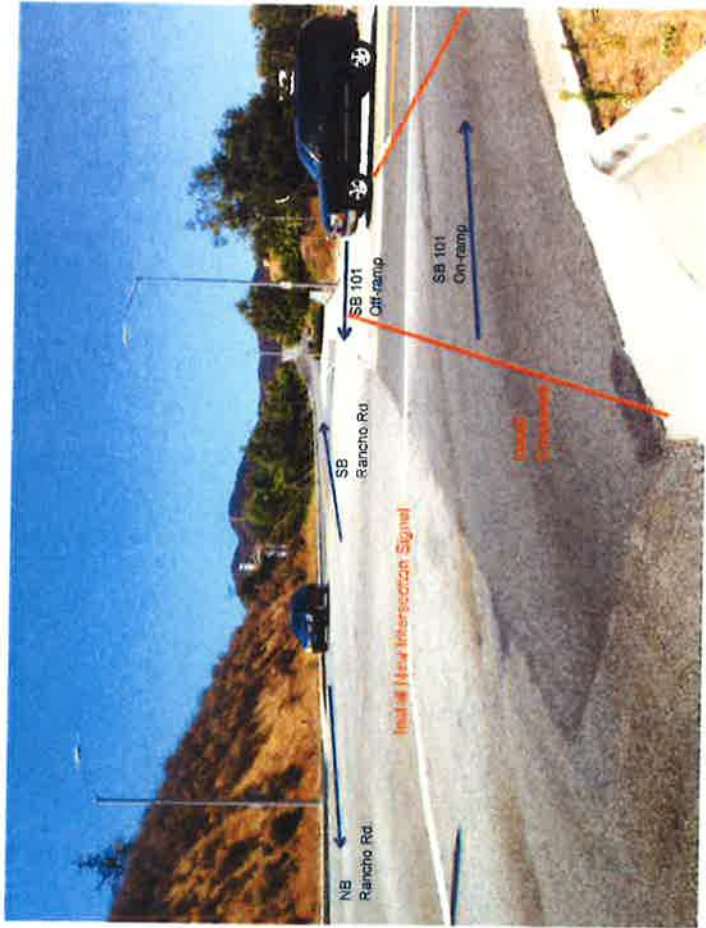
Attachment #3

Photos













Attachment #4

Letters of Support

E-MAILS BETWEEN RESIDENT AND PROJECT ENGINEER

<caknowles2013@gmail.com> wrote:

Thank you very much, Mike, for this update. I really feel the project is crucial to keep exceptionally densely populated residents, visitors and others safe on that stretch of Los Feliz Drive. I would hate to see a child or children or young adults hurt (or worse) because they are being forced to navigate in the streets and compete for space with traffic. I don't think anyone wants that, but the City is going to have to be proactive to prevent it.

I will plan to attend the June Council meeting if I am in town.

Take care. Again, I appreciate your feedback!

Carol Knowles
805.405.2589 (cell)

On Feb 28, 2017, at 1:42 PM, Mike Tohidian <MTohidian@toaks.org> wrote:

Hi Carol,

The City is currently in the process of listing and seeking budget for all future Capital Improvement Program (CIP) projects for FY 2017-19. Council is expected to adopt the FY 2017-19 Budget in June 2017.

Staff in Public Works has requested funding for the Los Feliz Sidewalk project between TO Blvd and Conejo School Rd contingent on receiving federal/state grant and City to provide the required matching fund. The requested funding allows the staff to hire a firm to perform the necessary surveying. We plan to design the project using in-house resources and seek permanent easements necessary to install the sidewalk. Once the City has a final design, we plan to apply for a grant and secure funding for the construction phase of the project.

As you can see we have along road ahead of us, but we are prepared to do our best by using staff resources and limited City funds to leverage additional grant funding. Also, we need to be successful in obtaining all of the necessary easements from private properties which can be challenging. By June 2017, we will know if Council is prepared to provide the seed money for this project. We will keep you posted or you can check back with me by late June 2017. Thank you.

Mike Tohidian, PE, LEED AP
Senior Civil Engineer
City of Thousand Oaks, Public Works
Ph: (805)449-2516 Fax: (805)449-2475
<Mail Attachment.jpeg>

<caknowles2013@gmail.com> wrote:

Hello Mike -

I have not heard from you for some time. Do you have an update for me? I would appreciate hearing from you.

I am giving up on Yahoo! Despite changing my password numerous times, my Yahoo e-mail accounts continue to get hacked. So, effective immediately, please discontinue using carol_a_knowles@yahoo.com and send any e-mails to me using caknowles2013@gmail.com.

Many thanks!

Carol

Carol Knowles
805.405.2589 (cell)

On Apr 19, 2016, at 5:10 PM, Mike Tohidian <CityAssistance@toaks.org> wrote:

Dear Ms Knowles,

This is to follow up on my email dated March 17, 2016 to provide you additional information regarding the requested sidewalk installation on Los Feliz Dr between Thousand Oaks Blvd and Conejo School Road.

We recently conducted the necessary office research and field investigation to develop a concept plan for establishing the minimum required right of way, project cost and construction constraints. Based on the concept plan, there is a need for acquiring additional right of way from eleven properties and relocate four utility poles. The preliminary cost of the project is approximately \$710,000.

The project currently doesn't have any funding. We will search for grant funding opportunities and if we are successful, the project will be programmed in the next budget cycle, FY 2017/19. In the meantime, we will contact the property owners for acquiring additional right of way and will request the Southern California Edison to start the process of relocating the utility poles that are in conflict with the proposed improvements.

I will keep you updated on our progress. Please contact me if you have any questions. Thank you.

Mike Tohidian
Senior Engineer
805-449-2516

Use this link to add notes to the case:

<https://clients.comcate.com/myfeedbackView.php?view=1020705&id=64>

DEPARTMENT OF TRANSPORTATION

100 S. MAIN STREET
LOS ANGELES, CA 90012-3702
PHONE (213) 897-0837
FAX (213) 897-0678



*Flex your power!
Be energy efficient!*

July 19, 2013

Mr. Mike Tohidian, P. E.
City of Thousand Oaks
Department of Public Works
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

Dear Mike:

This is the follow-up to our meeting regarding the City's proposal to install missing sidewalks and to enhance the existing cross walks, curb ramps and traffic signals along the Rancho Road and 101 freeway off and on ramps in the city of Thousand Oaks.

Based on the preliminary meetings and discussions, we believe this is a project that could enhance the overall safety and the pedestrian usage along this corridor. Therefore, Caltrans would support this project and is looking forward to work in partnership with the City to improve the safety of this roadway.

Thank you for the opportunity to participate in this proposed project. Should you have any further questions or need additional information please contact me or Trung Duong of my staff at (213) 897-0837.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kirk Patel".

Kirk Patel, P.E.
Senior Transportation Engineer
Office of Traffic Engineering –North

Regarding

Ranch Road
Sidewalk & Bike Lane Imp

To Whom it May Concern:

I am heartily in support of the restriping of bike lanes and the addition of sidewalks as proposed.

As a cyclist, and member of a very large cycling club (400+ members) in the area, I experience personally the frustrations of having pedestrians in the bike lane. These pedestrians are usually not paying attention (talking on the phone), walking two or three abreast, have dogs, and/or earbuds, so they can't hear us coming, and thus force us into the active car lane. It is scary and dangerous.

More and more people are getting out on their bikes, more and more are trying to get healthier by walking and jogging more and that is to be encouraged. But the City must do all they can to make it safe to do so.

Bicycling clubs in the area have experienced phenomenal growth in the last few years. They attempt to educate new cyclists, but clearly and correctly defined (striped) bike lanes are very important to the safety of all cyclists. Our city attracts cyclists from all over, and many are unfamiliar with our streets. These folks often stay and eat in our local restaurants, so it is good for business to make this as safe and fun an experience for them as possible. Near misses and confusion will not encourage them to return.

I appreciate that the City of Thousand Oaks is always proactive in trying to improve the conditions for cyclists, and I feel that this is a terrific step in the ongoing process



Sharon McMahon
1237 Comstock Pl.
Newbury Park, CA

May 11, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Subject: 2014 Active Transportation Program Grant – Rancho Road Bicycle and Pedestrian Improvements Project in the City of Thousand Oaks

To whom it may concern:

Please accept this letter as an expression of my strong support for the 2014 Active Transportation Program grant proposal submitted by the City of Thousand Oaks for the Rancho Road bike lanes and sidewalk construction, between Thousand Oaks Boulevard and Haaland Drive. Pedestrian and bicycle safety improvements to this section of Rancho Road are long overdue. Rancho Road is used by commuters and recreational cyclists as a route to traverse between Thousand Oaks Boulevard and the City's Transit Center, and no bike lanes currently exist along this segment. The confusion that exists between vehicle drivers entering and exiting U.S. Route 101 and cyclists at this location is dangerous, and can be reduced with the installation of bike lane striping. While the dangers of the road are well known to local cyclists, it is used as a route to reach other desirable bike and work destinations, and there is no convenient alternative route in the area. The high-speed traffic and free-right vehicle turns (entering and exiting the freeway) makes the route high-risk for cyclists.

I understand that this grant would provide for the preliminary engineering work and construction of the improvements.

As a member of the Bicycle Advisory Team and a cyclist, I urge you to favorably consider the Rancho Road Bicycle and Pedestrian Improvements Project for approval.

Sincerely,



Julie Snow

City of Thousand Oaks Bicycle Advisory Team Member