

VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3
PEDESTRIAN AND BICYCLE PROGRAM

FISCAL YEAR 2015/2016
PROJECT APPLICATION

I. Project Name and Funding Request

- | | |
|---------------------------------|--|
| a. Applicant Agency: | City of Oxnard |
| b. Funds Requested: | \$162,640 |
| c. Project Title: | Pedestrian Safety Beacons |
| d. Project Summary (100 words): | Design and install pedestrian-activated warning beacons (known as rectangular rapid flashing beacons or RRFBs) at crosswalks at 11 intersections to enhance pedestrian safety and encourage pedestrian mobility. |
- e. Project Type (*select one*):
- ☐ Comprehensive Pedestrian/Bicycle Plan
 - ☐ Bicycle Safety Education
 - ☒ Capital: Pedestrian and/or Bicycle facility
 - ☐ Capital: Bicycle facility only

III. Clear and Complete Proposal

Please complete section III.a. for all project types:

- a. Describe the project elements. For capital projects indicate location, length, scope, size or extent.

The project elements include environmental review, preliminary engineering, bid documents, public bidding, construction, construction inspection, project management, and administrative support for the project to install flashing overhead safety beacons at crosswalks at 11 intersections near schools, parks, retail centers, and the Boys & Girls Club of Oxnard. The safety beacons are rectangular rapid flashing beacons (RRFBs) recommended by the Federal Highway Administration (FHWA). The beacon system includes overhead rectangular flashing yellow warning lights, signs, and a pedestrian activated button on a pole at each side of the intersection crosswalk. The work will improve pedestrian safety and encourage pedestrian travel. Encouraging people to walk instead of drive fosters public health, reduces air pollution, and implements several policies of the *City of Oxnard 2030 General Plan* and the *City of Oxnard Bicycle and Pedestrian Facilities Master Plan* (2012). People walking instead of driving avoids hydrocarbon and other emissions from trips made in single-occupancy vehicles.

The locations of the intersections are listed in the attached Table 1.

Please complete section III.b. for Comprehensive Plan projects only:

b. Check one: ☐ New Plan

☐ Update to existing plan

Date of previous plan:

c. Funding and Local Cash Match

Enter total project cost, totaling funds from all
sources, here: \$292,760

Funds requested:

\$162,640

Local match provided:

\$130,120

Local match percentage:

80%

To calculate local match percentage, divide Local match by Funds Requested e.g.:

$$\frac{\text{Local match provided}}{\text{Funds requested}} = \text{percentage match}$$

*When a local match is provided by the applicant, the local match % must be used at each dollar is spent on the project.

d. Please provide the total mileage of Class I pathway miles in your jurisdiction: 2.54 miles.

IV. Meets Evaluation Objectives

Please complete section - SAFETY

- a.
- How will the proposed project affect safety at existing facilities or improve safety by building new facilities? When describing the project conditions, include any accident statistics and describe how the project will correct or improve the situation.
 - How will the project be maintained?

- Each intersection has an existing crosswalk. The safety beacons will flash an overhead yellow light activated by a pedestrian. The flashing yellow light alerts drivers and bicyclists that a pedestrian will soon enter the crosswalk at the intersection. This heightens awareness and improves safety for pedestrians. Most of the intersections are adjacent to elementary or middle schools. School-aged children will be prime beneficiaries of these new improvements. The Federal Highway Administration (FHWA) "considers the RRFB to be highly successful"¹ for uncontrolled crosswalks (meaning crosswalks without traffic stop signs or traffic signals). FHWA's interim approval of the RRFBs states, The RRFB offers significant potential safety and cost benefits,

¹ U.S. Department of Transportation, Federal Highway Administration, Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11), Anthony T. Furst, Acting Associate Administrator for Operations, July 16, 2008. http://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/fhwamemo.htm

because it achieves very high rates of compliance at a very low relative cost in comparison to other more restrictive devices that provide comparable results, such as full midblock signalization. The components of RRFB are not proprietary and can be assembled by any jurisdiction with off-the-shelf hardware. The FHWA believes that the RRFB has a low risk of safety or operational concerns.

The FHWA recommends "...use of RRFBs should be limited to locations with the most critical safety concerns, such as pedestrian and school crosswalks across uncontrolled approaches...." The city's application follows the advice of the FHWA. All of the proposed intersection improvements are at pedestrian and school crosswalks across uncontrolled intersections.

See Table 1 for details of nearby schools and parks at each location.

- City of Oxnard will maintain the facilities with existing staff and budget.

b. *Please complete section – TRAFFIC GENERATORS*

- Please describe how the project connects to transit stops, train stations, schools, senior centers, work sites and other major traffic generators.
- Please describe how the project encourages multi-modal transit use.
- How will project benefit transit-dependent areas?

- Please refer to Table 1 and the aerial photos at each location for details of nearby transit stops, schools, parks, and other major traffic generators. Enhancing pedestrian safety has been shown to remove barriers to pedestrian activity. When people feel they can walk safely across streets, they are less likely to avoid walking.
- Crosswalk enhancements benefit transit-dependent areas because bus riders usually walk to their transit stop. Crosswalk beacons will foster greater awareness by drivers and pedestrians that a pedestrian has the right-of-way in a crosswalk. Greater awareness should lead to fewer collisions and near-misses. Most of the RRFBs are near transit stops.

Please complete section – PROJECT READINESS

- c.
- When will the project be implemented?
 - Have past funds been spent? If not, why not? Please refer to claimant's annual TDA Article 3 audit for details.
 - Can the project be partially funded or divided into phases? If yes, describe the different parts or how the project could be phased, and the cost associated with each phase:

- The project will be implemented during 2016. Preliminary engineering will be completed in June 2016, and construction completed in October 2016.
- Claimant's Annual TDA Article 3 Audit/Past Allocations:
The funds for the *Victoria Avenue Sidewalk* (FY 2008 & 2010) have been expended
The \$60,000 funds for *B Street Improvements* (FY 2009) are contingent on additional funds from the developer for the "Press Courier Residential Project".
The City has a concept design for the B Street Improvement project. The original request for these funds was associated with a development project that was

never built by the developer due to the housing recession. The City Council approved a new development project in 2013. However, the slump in the residential market has led to developer difficulties in moving forward with the project. The City requested and received an extension for the funds.

The \$142,000 funds for the Vineyard / Esplanade project (2014/2015) have not been expended yet. The City received an extension.

The *C Street Bike Lane-Wooley E Street* (FY2012) have been expended.

The *Bicycle Boulevard Improvements* (FY 2013): the project is in the design phase.

- The project can be partially funded, or divided into phases. Preliminary engineering for 11 stops could be completed for \$40,000. Construction could be a second phase completed in 2017 for \$252,760.

Please complete section – MISSING LINK AND CONNECTIVITY

- Describe if other agencies are involved in the project and their role.
- Does the project connect with facilities within a city, or with another area and/or regional facilities?
- Please describe if or how the project fills in a “missing link” identified in the Countywide Bicycle Plan?
-

- There are no other agencies involved in the project.
- The project connects to existing public and private schools, the Boys & Girls Club of Oxnard, and enhances pedestrian routes to public parks, retail centers, and transit stops.
- The project is not a bicycle improvement.

e. *Please complete section – SPECIAL CONSIDERATIONS*

- Please specify if a local match is being provided.
- Please describe how the project improves accessibility to the area.
- Please describe if there are special environmental advantages to the project.
- Please describe the degree of public support for the project.

- A 80% match is provided.
- Accessibility to an area is fostered by improving pedestrian safety, and perceptions of safety. The project may encourage more walking by school children and adults because it will add new safety beacons at crosswalks near land uses that generate many pedestrian trips.
- Walking improves public health, promotes awareness of one's community and the natural environment; and reduces vehicle trips and the resulting air pollution

and traffic congestion.

- The city has no information on the degree of public support for the project. However, the city's *2030 General Plan* and *Bicycle and Pedestrian Facilities Master Plan* were both adopted by its elected city council after public review. Both documents encourage pedestrian travel and safety enhancements for pedestrians.

f. Project is consistent with local or regional plans (add lines, if necessary):

Type of Plan:	Name of Plan, page (if applicable)
i. County or City facilities plan	<i>City of Oxnard Bicycle and Pedestrian Facilities Master Plan (2012), p. 58</i>
ii. Circulation element of general plan	<i>2030 General Plan</i>
iii. <i>Ventura County Comprehensive Bicycle Plan</i>	Not applicable
iv. Other bicycle, pedestrian, complete streets, or similar plan(s):	Not applicable
v.	
vi.	

Project Contact Information

VIII. Please complete section VIII. for all project types:

Primary Contact
Name and Title:

Cynthia Daniels, Project Manager

Applicant agency and
address:

*City of Oxnard
Development Services Department
214 South C Street
Oxnard, CA 93030*

Telephone:

(805) 385-7871

e-mail address:

Cynthia.daniels@ci.oxnard.ca.us

Secondary Contact
Name and Title:

Ms. Soher Abdel-Malik
Associate Traffic Design Engineer

Telephone:

(805) 385-7873

e-mail:

Soher.abdelmalik@ci.oxnard.ca.us

VCTC TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM FORM
BICYCLE AND PEDESTRIAN FACILITIES CLAIMS
ARTICLE 3 / PUC 99233.3

Fiscal Year: 2015/16

Date: 3/10/2015

Claimant: City of Oxnard

Address: 214 South C Street

Oxnard CA 93030

Contact Person: Cynthia Daniels

Title: Project Manager

Telephone #: (805) 385-7871

Fax #: (805) 385-3954

E-Mail: Cynthia.daniels@ci.oxnard.ca.us

REQUESTED PAYMENT:

AMOUNT

Article 3 Funds Requested

\$162,640

Claimant acknowledges that payment by the County Auditor of an allocation made by Ventura County Transportation Commission is subject to such monies being on hand and available for distribution and to the provision that such monies be used only in accordance with the terms of the allocation instruction issued by the Ventura County Transportation Commission and in accordance with applicable State regulations.

Authorizing Signature: 

Print Name and Title:

Matthew Winegar, Development Services Director

Date:

March 10, 2015

**TDA ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES CLAIMS
FINANCIAL REPORTING FORM**

Claimant: City of Oxnard Date: March 10, 2015

TDA ARTICLE 3 REVENUES & EXPENSES OF CLAIMANT

		FY 14/15 Estimated	FY 15/16 Requested
	<u>Revenues</u>		
1	Article 3 Revenues	\$142,000	\$162,640
2	Interest	0	
3	Refunds	0	
4	Total	\$142,000	\$162,640
	<u>Expenditures</u>		
5	Construction	284,000	\$292,760
6	Maintenance		
7	Planning		
	<u>Balance</u>		
8	Excess of Revenue over expenditures (subtract Lines 5, 6 & 7 from Line 4)	142,000	\$130,120
	<u>Fund Balance</u>		
9	Beginning of Year	\$142,000	
10	End of Year		

Project Name: Pedestrian Safety Beacons
 Description: Design and install pedestrian-activated warning beacons (known as rectangular rapid flashing beacons or RRFBs) at crosswalks at 11 intersections to enhance pedestrian safety and encourage pedestrian mobility.

Project Revenue Budget:

TDA Article 3 Bike/Ped	\$ <u>162,640</u>
TDA Article 8 Local Streets	\$ <u>0</u>
Other (specify) <u>Air Pollution</u>	\$ <u>130,120</u>
<u>Buy-Down Funds</u>	
TOTAL	\$ <u>292,760</u>

**STANDARD ASSURANCES
FOR BICYCLE AND PEDESTRIAN CLAIMANTS**

Claimant: City of Oxnard **Fiscal Year:** 2014/2015


CLAIMANT ASSURANCE: (Initial below)

Initial 

90-DAY ANNUAL REPORT

Claimant certifies that it has submitted a State Controller's report in conformance with the uniform system of accounts and reports, to VCTC and to the State Controller, pursuant to PUC 99245, for the prior year (project year minus two). Claimant assures that this report will be completed for the current fiscal year (project year minus one).

The undersigned hereby certifies that the above statement is true and correct.



(Authorizing Signature)
Matthew Winegar, Development Services Director
(Print Name & Title)

(Note: The resolution does NOT need to accompany the claim; it can be sent later. However, it must be submitted before any Article 3 funds can be allocated)

List of Attachments

1.	Table 1: Pedestrian Safety Beacons Locations
2.	Pedestrian Safety Beacons Vicinity and Location Map (All Locations)
3.	Federal Highway Administration "Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11)" July 16, 2008
4.	Gold Coast Transit System Map (Effective August 24, 2014)
5.	Aerial Photo Location 1
6.	Aerial Photo Location 2 & 3
7.	Aerial Photo Location 4
8.	Aerial Photo Location 5
9.	Aerial Photo Location 6
10.	Aerial Photo Location 7
11.	Aerial Photo Location 8
12.	Aerial Photo Location 9 & 10
13.	Aerial Photo Location 11