



CMAQ/Article 3 Project Application

Project Applicant Information

Lead Agency or Organization: City of Santa Paula		
Mailing Address: P.O. Box 569		
City: Santa Paula	State: CA	Zip: 93061-0569
Contact Person Name: John L. Ilasin, P.E.		Phone: 805-933-4212 ext. 307
Title: Interim Public Works Director/City Engineer	E-mail: jilas@spcity.org	

Project Information

1. <u>Project Name:</u> Santa Paula High School Neighborhood Traffic Safety Improvement Project
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.) In 2015, the City of Santa Paula (City) and Santa Paula Unified School District (SPUSD) jointly authorized a study to analyze traffic flow, pedestrian safety, and parking conditions in the Santa Paula community at Santa Paula High School (SPHS) and on public streets in the adjacent neighborhood. In 2016, the completed study recommended traffic safety improvements. The improvements for the SPHS neighborhood are located on Santa Paula Street between Olive Street and 7th Street and on 5th Street between Santa Barbara Street and the SPHS baseball field. The Project's improvements proposed for this grant application include the following: 1. Install two vehicle Speed Feedback Signs on Santa Paula Street. Locate one sign west of 7th Street for westbound traffic and the other east of Olive Street for eastbound traffic. 2. Install School Warning signs (S4-5) with 25 MPH speed limit up to 1,000 feet from school grounds. 3. Construct curb extensions (bulbouts) and rectangular rapid flashing beacons (RRFB) including signage, yield markings and "crosswalk ahead" pavement markings on Santa Paula Street at the intersections with 5th Street and 6th Street. Update existing signage and pavement markings (2014 MUTCD). 4. Install street lights on Santa Paula Street at the southwest corners of the intersections with 5th Street and 6th Street to provide sufficient crosswalk lighting.



5. Install No Left-Turn signage on 5th Street and 6th Street to restrict left-turns onto Santa Paula Street during peak school hours (7:30 a.m. – 8:30 a.m. and 3 p.m. – 4p.m.).
6. Install RRFB including signage, yield markings and “crosswalk ahead” pavement markings on Santa Barbara Street at the intersection with 5th Street.
7. Install Bicycle Wayfinding signage along Santa Paula Street in both directions providing user information about destinations, direction, distance, and key attractions.
8. Incorporate stormwater treatment in bulbouts using bioretention planters.

These measures are necessary to improve vehicular and pedestrian safety, traffic flow, and parking conditions at SPHS and on public streets in the adjacent neighborhood. The improvements are designed to resolve conditions primarily during weekdays when school is in session.

4. Project Location:

- ☒ Vicinity Map Attached
- ☒ Project Site Map or Site Plan Attached
- ☒ Photos Attached
- ☐ 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:

6. Financial Information:

	CMAQ	Article 3	Required 11.47% Matching Funds (check box below)	Additional Local Funds	Total Project Cost
PE	\$	\$0	\$	\$63,000	\$63,000
R/W	\$	\$0	\$	\$0	\$0
CON	\$	\$266,000	\$	\$26,000	\$292,000
Total	\$	\$266,000	\$	\$89,000	\$355,000

Additional Financial Information

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

7. Project Schedule:

SCHEDULE <i>(month/year)</i>
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	Funds Obligated	Start Date	Completion Date
Preliminary Engineering	July 2017*	April 2018	October 2018
Environmental	N/A	N/A	N/A
Right-of-Way	N/A	N/A	N/A
Construction	July 2018*	February 2019	May 2019

* Dates provided under "Funds Obligated" are for effective City Fiscal Year Budget.

Project Screening Information

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

The Project is divided into the components of: procurement (signage, lighting, markings, RRFBs), installation of procured items and bulbout construction, and program preparation (School Tripper promotion). Ample time has been allocated for successful implementation of each component.

Project scoping was completed as part of the Santa Paula High School Neighborhood Traffic Safety and Circulation Study. Since the project is anticipated to be determined categorically exempt under the California Environmental Quality Act, the official determination will only require a City Council resolution. Upon VCTC approval of funding the procurement process for a design consultant can begin immediately. As indicated in the above schedule, project design plans and a bid package will be completed by October 2018 and the construction contracting process can begin. Construction is scheduled to begin February 2019 and will be completed by May 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 – NOT APPLICABLE
- ☒ 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– NOT APPLICABLE
- ☐ Final Environmental Document Completed– NOT APPLICABLE

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

10+ 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.

This project is principally about safety. The proposed improvements will significantly improve traffic safety along Santa Paula Street in the vicinity of SPSHS for pedestrians, bicyclists, and motorists.

While the residents, students, and faculty have successfully avoided recurring accident patterns to date, the project area falls far below pedestrian safety goals according to the 2015 traffic study¹ prepared in coordination with the City and SPUSD. The study determined that traffic conditions on Santa Paula Street adversely affect overall traffic safety and neighborhood quality of life. Conditions affecting traffic safety include periodically high traffic volumes, high vehicle speeds, and periodically high volumes and frequency of pedestrian crossings.

The study found while the roadway segments and intersections operate acceptably based on City and County Standards, the peak vehicle and pedestrian flow results in short-lived congestion at the intersections of Santa Paula Street with 5th Street and 6th Street, before and after the bell schedule.

- The existing crosswalk striping at 5th Street intersection is faded. There are no crosswalk markings nor signing at 6th Street intersection. Crosswalk conditions at both intersections could be improved with lighting.
- The speed limit on Santa Paula Street is 25 MPH while the observed 85th percentile speed is 35 MPH. The 85th percentile is the speed which 85 percent of motorists do not exceed in a documented speed survey. In this case, the 85th percentile speed indicates the need for traffic calming measures.
- Over a 10-year period, the Santa Paula Street/5th Street intersection experienced two vehicle-pedestrian collisions and one vehicle-bicycle collision.

The installation of Vehicle Speed Feedback Signs, School Warning signs, intersection bulbouts, RRFBs, updated signage and pavement markings, crosswalk lighting, and No Left-Turn signage.

- The narrowing of the roadway using bulbouts will slow traffic and shorten pedestrian crossing distance and eliminate vehicle encroachment.
- The RRFB's will increase visibility for motorists to detect crossing pedestrians.
- Installing street light on southwest corners of both intersections will provide sufficient crosswalk lighting.
- A study² shows that the presence of a marked crosswalk alone at an uncontrolled location is associated with no difference in pedestrian crash rate, as compared to an unmarked crosswalk. It is recommended that a combination of crosswalks, crossing warning signs and RRFB be installed at the crosswalks. Installation of bulbouts further improve pedestrian safety by narrowing the pedestrian crossing distance, improving vehicle-to-pedestrian sight distance and reducing vehicle speeds.

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.

¹ Santa Paula High School Neighborhood Final Traffic and Circulation Study, Stantec, 2015.

² Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled Locations, Federal Highway Administration, 2005.



- 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 study found the average daily traffic (ADT) volume on Santa Paula Street was:

- 7,200 on Santa Paula Street between Olive and Palm Court
- 5,900 on Santa Paula Street between 6th Street and 7th Street
- 4,680 on Palm Avenue between Santa Paula Street and Santa Barbara Street
- 660 on Olive Street between Santa Paula Street and Santa Barbara Street
- 600 on 5th Street between Santa Paula Street and Santa Barbara Street
- 710 on 6th Street between Santa Paula Street and Santa Barbara Street
- 1,900 on 6th Street between Santa Paula Street and Pleasant Street

Of the 310 people crossing Santa Paula Street in the morning and 416 in the afternoon, 70% of them use the crosswalks at 5th Street and 6th Street. The percentage of bicycle/pedestrians compared to vehicular/transit commuters is unknown, therefore an estimate of new average daily bicycle/pedestrian trips, which the Project will generate cannot be quantified. However, improving safety features such as crosswalks and streetlights encourages biking and walking according to the EPA³ and is a transportation control measure (TCM) strategy “that reduce(s) transportation-related air pollution, GHG emissions, and fuel use by reducing vehicle miles traveled and improving roadway operations.”

While this is not a transit project, the study did include a recommendation to increase public transit use by promoting use of the School Tripper service to students, parents, and others. School Tripper is a bus transit service offered to Santa Paula students on school days by Valley Express on behalf of VCTC and the Heritage Valley Transit Committee to and from SPHS before and after regular school hours with bus stops on Santa Paula Street. (Valley Express provides the only bus routes within⁴ Santa Paula, offering two routes in addition to School Tripper.) Safety improvements proposed in this Project benefit use of the School Tripper service by enhancing crosswalk safety for students and others who use the service and access the bus stop locations on Santa Paula Street. By the City enhancing crosswalk safety in conjunction with SPUSD promoting School Tripper (a separate effort from this Project), this Project can increase ridership for the only bus transit option available to students.

Despite nearly 1,600⁵ students enrolled in SPHS, the annual student ridership of 3,510⁶ is an average equivalent of 19 student transit passengers each school day. If ridership increases just 0.5% of the student body, due to school promotion campaign, then this will represent an additional annual student ridership of 1,464 for a total 4,974. Since commuting by public transportation reduces carbon emissions by 20 pounds per day⁷, the 0.5% ridership increase will remove an additional 29,280 pounds of carbon emissions per year⁸.

³ *Transportation Control Measures*, 2011. EPA

⁴ Regional bus transit routes 60/62 are served by VCTC along Highway 126.

⁵ *SPHS School Accountability Report Card*, 2017. California Department of Education

⁶ Per data received via email from VCTC on July 21, 2017.

⁷ www.publictransportation.org/tools/carbonsavings

⁸ Ridership could be improved further if students more consistently used transit since student ridership drops between December and April according to the *Heritage Valley Transit Study* in 2013 by the VCTC.



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.

As described in sections 10 and 17, this Project can significantly increase the transit ridership of the School Tripper bus. As described in section 15, this Project improves Route 7 of the Bicycle Wayfinding Regional Bikeway.

In addition to serving people at SPHS, special events, and in the neighborhood, this Project enhances bicycling connection to all Santa Paula destinations since all of Santa Paula is within a two-mile radius of SPHS. Pedestrian destinations within ¼-mile include Blanchard Community Library, Santa Paula City Hall and Veterans Park, Santa Paula Hospital, business districts on Main Street and Harvard Boulevard, the regional bus stop (Route Highway 126) at the intersection of East Ventura Street and South Mill Street, and local bus stops for School Tripper/Santa Paula A/Santa Paula B.

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:

This project is about safety for pedestrians, bicyclists, transit riders, and motorists as well as encouraging non-motorized transit. The project components will calm vehicle speeds, promote safer pedestrian crossings, eliminate vehicle encroachment, increase visibility for motorists and pedestrians, and provide clear signage and markings for all modes of transportation.

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

The Project's TCMs⁹ are consistent with 2016 Ventura County Air Quality Management Plan¹⁰ (AQMP). The TCMs include: increase use non-motorized transport (bicycling and walking), increase public transit use, improve bicycle/pedestrian paths/facilities, intersection improvements, and parking management.

The Project's signage installation along the Santa Paula Street Class II Bikeway follows the 2008 Ventura Countywide Bicycle Master Plan. The Project is also consistent with the City's General Plan Circulation Element to provide a balanced transportation network of roadways as well as transit, bikeways, and pedestrian routes.

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):

Because of the Project's small size, it is not identified specifically in local or regional plans. However, the Project's components to increase safety, provide proper signage and markings, increase non-motorized transit, increase public transit ridership, include Complete Street components (bulbouts and RRFBs), and

⁹ TCMs are strategies that reduce motor vehicle emissions by reducing vehicle trips, vehicle use, vehicle miles traveled (VMT), vehicle idling, and traffic congestion.

¹⁰ The AQMP presents Ventura County's strategy to attain the 2008 federal 8-hour ozone standard by 2020, as required by the federal Clean Air Act Amendments of 1990 and applicable U.S. EPA clean air regulations.



include Green Street components of stormwater treatment bioretention planters in the bulbouts are consistent with the goals of all the listed transportation plans.

The Project is located in a critically underserved area where a Census Tract in the immediate project area is identified by CalEnviroScreen 3.0 as being in the 56-60% rating range, or significantly impacted. In the 2015 Census Bureau reports, the City of Santa Paula has a median household income of \$52,824, well below the statewide median.

Increasingly, public works projects are being proposed with the intent of contributing to improved public health. The Centers for Disease Control and Prevention currently supports research exploring the relationship between public health and community design and land-use choices, including transportation choices. This Project benefits the health of the community by:

- Increasing crosswalk safety for school and neighborhood benefit.
- Increasing physical activity by enticing residents to bike/walk.
- Reducing health impacts (e.g., asthma) suffered disproportionately by low-income communities due to air pollutants by promoting non-motorized transport and transit ridership.
- Reducing harmful health conditions (e.g., obesity) suffered disproportionately by low-income communities due to improvements to the built environment (e.g., enhancing active transportation opportunities).

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>:

While not a “missing gap”, the Project improves the Route 7 Ojai Loop (Ventura / Santa Paula / Ojai). Located on Santa Paula Street, the Project hosts Class II Bikeways (on-street bike lanes) in both directions and will install bicycle wayfinding signage providing user information about destinations, direction, distance, and key attractions. A purpose of the wayfinding plan is to improve the biking experience and signage provides a sense of security for the riders by confirming they are on the correct route. Bicycle wayfinding signs also provide visual cues to motorists that people on bikes may be present and should drive with caution. Additionally, narrowing the roadway using bulbouts reduces vehicle speeds, thereby increasing rider safety.

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?

At many public meetings in 2014, residents voiced safety and parking concerns for the neighborhood surrounding SPHS. In January 2015, the City and SPUSD held a joint public meeting at which both bodies resolved to prepare a study that analyzes traffic flow, pedestrian safety, and parking conditions at the high school and on public streets immediately adjacent to the high school during weekdays when school is in session and during special events. In January 2016, the City and SPUSD each received the Traffic Study prepared by Stantec. All meetings were announced via public notices and all public comments were addressed by the study or by the governing body.

Additionally, the City holds a bi-monthly Traffic Safety Committee meeting where anyone can request a traffic safety inquiry via City website at any time. The City website also has a monthly news brief on public works projects, which will include Project updates when under construction.



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.

While this is not a transit project, one Project component is to increase public transit use by promoting use of the school tripper service to students and parents. If ridership increases just 0.5% of the student body, due to school promotion campaign, then this will represent a student ridership increase of 42%. This would be an outstanding increase especially since the increase requires no additional service hours or miles on the existing transit 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

Michael Rock

Printed Name

Date

City Manager

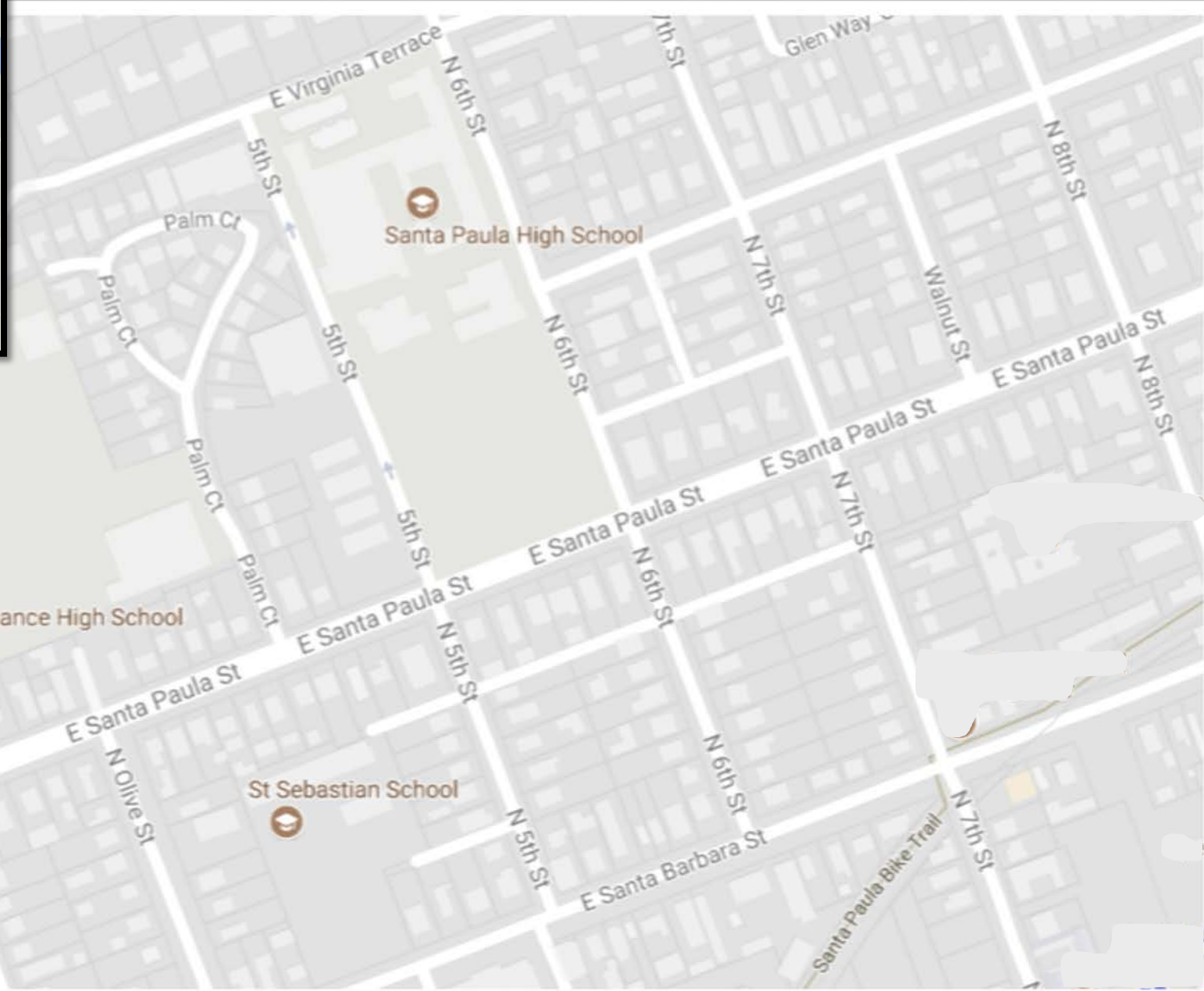
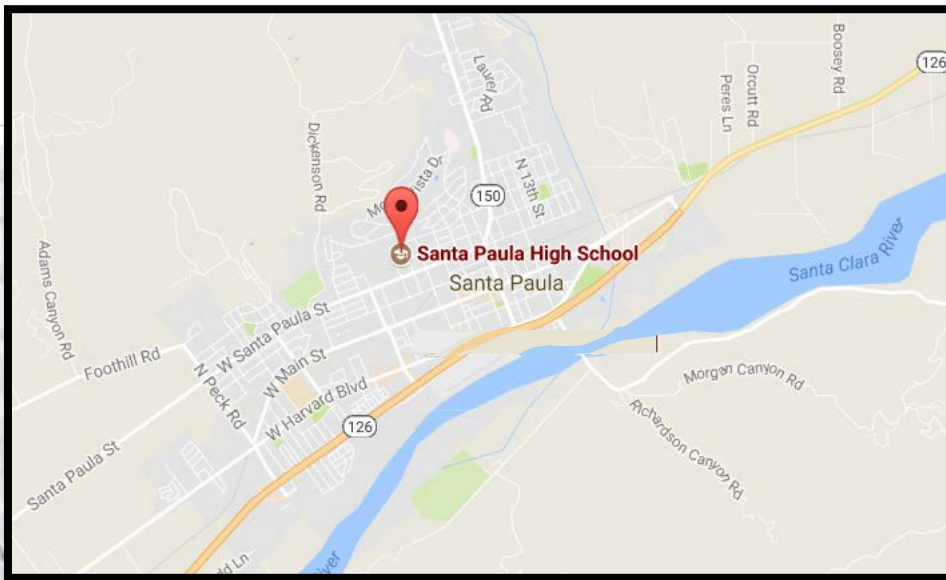
Title*

City of Santa Paula

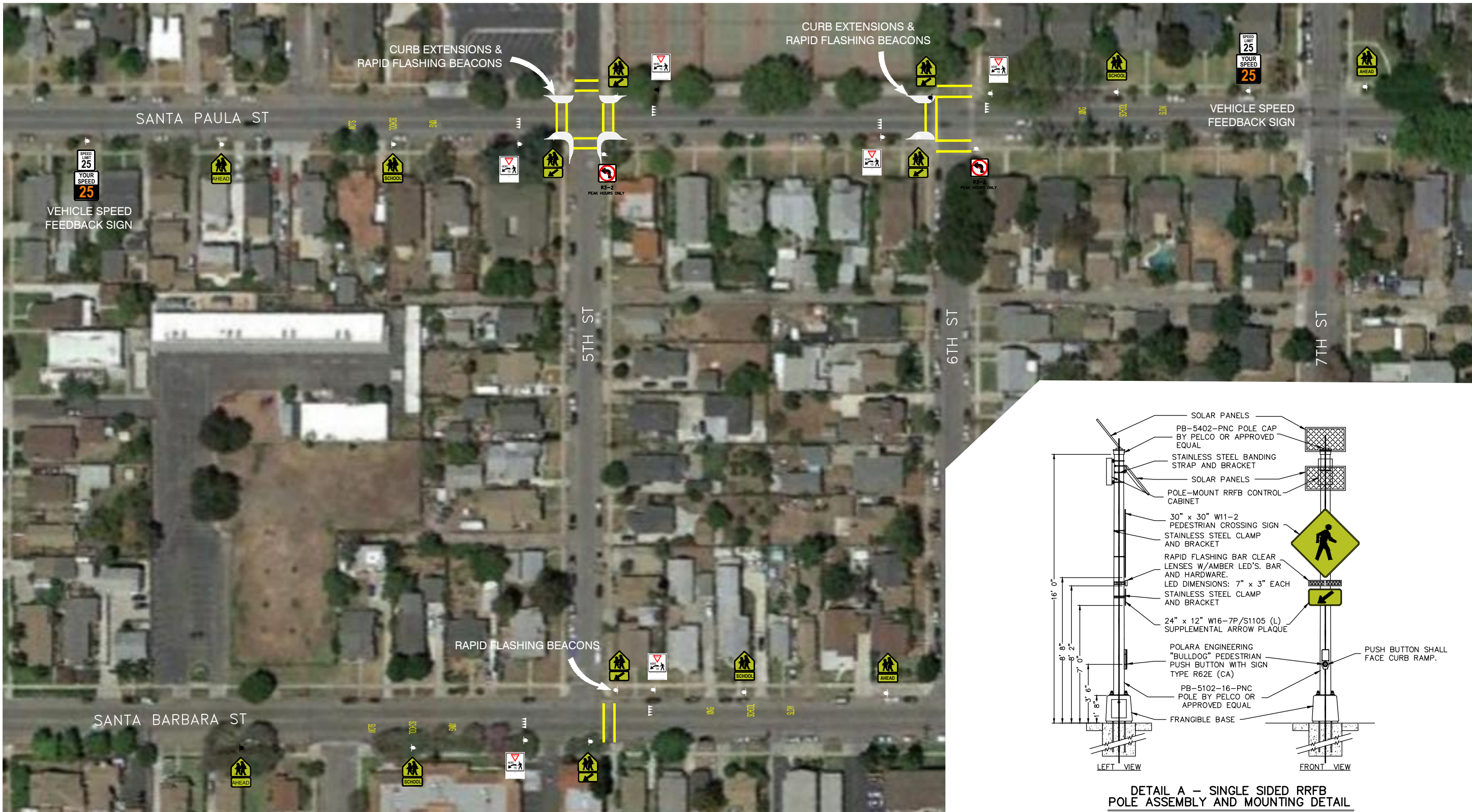
Agency

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

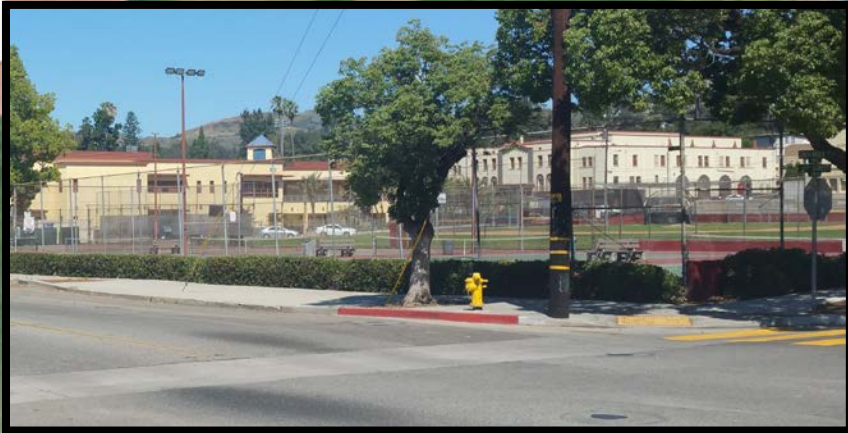
Vicinity Map for City of Santa Paula and SPHS



Project Site Map



Photos at intersection of Santa Paula Street and 6th Street



Photos at intersection of Santa Paula Street and 5th Street



Pedestrian and Bicycle Destinations Served by Project

2-mile radius

3/4-mile radius

Pedestrian destinations within ¾-mile radius include:

- A. Blanchard Community Library
- B. Santa Paula City Hall and Veterans Park
- C. Santa Paula Hospital
- D. Business district on Main Street
- E. Business district on Harvard Boulevard
- F. Regional bus stop (Route Highway 126) at the intersection of East Ventura Street and South Mill Street
- G. Local bus stops for School Tripper, Santa Paula A, Santa Paula B.

Bicycle destinations within 2-mile radius include:

- H. Boys & Girls Club of Santa Clara Valley
- I. Santa Paula Police Department
- J. US Post Office, Ventura College Santa Paula, Kmart
- K. DMV, Santa Paula Shopping Center, Senior Center
- And all of the City of Santa Paula

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0037
(916) 319-2037
FAX (916) 319-2137

DISTRICT OFFICES
101 W. ANAPAMU STREET, SUITE A
SANTA BARBARA, CA 93101
(805) 564-1649
89 SOUTH CALIFORNIA STREET, SUITE F
VENTURA, CA 93001
(805) 641-3700

Assembly California Legislature



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BUDGET SUBCOMMITTEE #2 ON
EDUCATION FINANCE
SELECT COMMITTEE
CHAIR: NONPROFIT SECTOR
JOINT COMMITTEE
FISHERIES AND AQUACULTURE

August 10th, 2017

Ventura County Transportation Commission
Attn: Judith Johnduff
950 County Square Drive, Suite 207
Ventura, California 93003

Re: Santa Paula High School Neighborhood Traffic Safety Improvement Project

Dear Ms. Johnduff:

I am writing to express my support for the City of Santa Paula's proposed Santa Paula High School Neighborhood Traffic Safety Improvement Project. I believe this project will greatly benefit my constituents in the City of Santa Paula, and in the 37th Assembly District.

The City's application will support the safety upgrade of three street intersections in the immediate vicinity of the high school. This project is located in a critically underserved area that is identified in CalEnviroScreen 3.0 with a rating of 41-45%. In the 2015 Census Bureau reports, the City of Santa Paula has a median household income of \$52,824 which is well below the State of California median household income.

This project increases safety for pedestrians, bicyclists, transit riders, and motorists and further encourages active transportation modes. This underserved area would greatly benefit from these improvements and this investment. This project additionally supports the local and regional goals of providing a balanced transportation network of roadways as well as transit, bikeways, and pedestrian routes.

I support the City's efforts to improve overall traffic safety and the quality of life in the Santa Paula community. My team and I are happy to provide necessary feedback to ensure the project is viable for the community. Thank you for giving your full consideration to the City of Santa Paula's Santa Paula High School Neighborhood Traffic Safety Improvement Project grant application. Do not hesitate to contact my office with any comments or questions, at (805) 564-1649.

Sincerely,

A handwritten signature in blue ink, reading "Monique Limón".

Monique Limón
ASSEMBLYMEMBER, 37TH DISTRICT

August 15, 2017

Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, California 93003

Dear Ms. Judith Johnduff,

Ventura County Public Health supports the City of Santa Paula's proposal to submit a grant application for the Santa Paula High School Neighborhood Traffic Safety Improvement Project. This project will benefit Santa Paula High School students and the surrounding neighborhood, which is a critically underserved area of Ventura County. Santa Paula is identified in the CalEnviroScreen 3.0 web-tool, as being in the 56-60% rating range, or significantly impacted.

Our support of this project aligns with our Ventura County Public Health mission to support environments that protect and promote the health and well-being of everyone in Ventura County. We work to empower the community to improve and promote health and emergency preparedness, and prevent disease, injury, and disability. We protect and promote the health of the people of Ventura County.

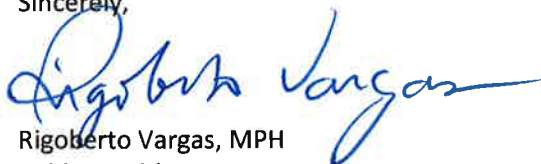
The proposed improvements will significantly improve traffic safety along Santa Paula Street near the high school for pedestrians, bicyclists, and motorists. Implementation of this project will increase use of non-motorized transport (bicycling and walking), increase public transit use, improve bicycle/pedestrian paths/facilities, and improve intersections.

Although this project is principally about safety, public works projects are increasingly being proposed with the intent of contributing to improve public health. The Centers for Disease Control and Prevention currently supports research exploring the relationship between public health, community design, land-use choices and transportation choices. This project benefits the health of the community by:

- Increasing crosswalk safety for school and neighborhood benefit.
- Increasing physical activity by enticing residents to bike/walk.
- Reducing health impacts (e.g., asthma) suffered disproportionately by low-income communities due to air pollutants by promoting non-motorized transport and transit ridership.
- Reducing harmful health conditions (e.g., obesity) suffered disproportionately by low-income communities due to improvements to the built environment (e.g., enhancing active transportation opportunities).

Ventura County Public Health gives the Santa Paula High School Neighborhood Traffic Safety Improvement Project and this funding program our fullest support and we look forward to this project's successful implementation.

Sincerely,



Rigoberto Vargas, MPH
Public Health Director



SANTA PAULA UNIFIED SCHOOL DISTRICT

Governing Board
Kelsey Stewart, President
Michelle Kolbeck
Christina Urias
Derek Luna
Pam Thompson
Superintendent
Alfonso Gamino

August 7, 2017

Ventura County Transportation Commission
Attn: Judith Johnduff
950 County Square Drive, Suite 207
Ventura, California 93003

Re: City of Santa Paula: Santa Paula High School Neighborhood Traffic Safety Improvement Project

Dear Ms. Johnduff:

The Santa Paula Unified School District (SPUSD) supports the efforts of the City of Santa Paula to secure grant funding for the Santa Paula High School Neighborhood Traffic Safety Improvement Project through the CMAQ/TDA Call for Projects. The high school students, faculty, staff, and the community as a whole will all benefit greatly from this project.

The subject of traffic safety in the vicinity of Santa Paula High School (SPHS) has been a concern and has been addressed at SPUSD board meetings for several years culminating in the District funding a traffic safety study (at the request of the city) focused on the vicinity of SPHS. The City worked with Stantec to complete a traffic study. The concept for the City's proposed Santa Paula High School Neighborhood Traffic Safety Improvement was derived from the recommendations made in the study.

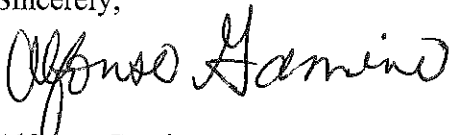
This project is principally about safety. The proposed improvements will significantly improve traffic safety along Santa Paula Street in the vicinity of the high school for pedestrians, bicyclists, and motorists. Additionally, implementation of this project will increase use of non-motorized means of transportation (bicycling and walking), increase public transit use, improve bicycle/pedestrian facilities.

201 S. Steckel Drive, Santa Paula, CA 93060
Phone Number 805-933-8802 Fax Number 805-933-8026
www.santapaulaunified.org

Post-project-implementation will be complemented and enhanced by the VCTC's ongoing marketing campaign to promote transit ridership, especially on the Valley Express Santa Paula Tripper line which serves SPHS. The SPUSD looks forward to engaging with VCTC to see that our students are well served by Valley Express and its Santa Paula Tripper service. The SPUSD will also be seeking to supplement VCTC's marketing efforts by applying for private foundation grant through Pepperdine University to support public engagement and promote active modes of transportation to Santa Paula High School as well as transit use.

The SPUSD gives this project and this funding program our fullest support and we look forward to this project's successful implementation.

Sincerely,

A handwritten signature in black ink, appearing to read "Alfonso Gamino". The signature is fluid and cursive, with the first name "Alfonso" written in a larger, more prominent script than the last name "Gamino".

Alfonso Gamino
Superintendent
Santa Paula Unified School District



Central Coast Alliance United for a Sustainable Economy

CAUSE

regional power in action

Counties of Ventura • Santa Barbara • San Luis Obispo • Monterey • Santa Cruz • San Benito

August 14, 2017

Ventura County Transportation Commission
Attn: Judith Johnduff
950 County Square Drive, Suite 207
Ventura, California 93003

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(CDR)*

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Community Organizing Director

Lucas Zucker

Policy & Communications

Director

Jovita Valdez

Development Director

Vicky Curtis

Finance Administrator

Joana Barrera

Community Organizer

Ocil Herrejon

Community Organizer

Raul Lopez

Community Organizer

Lucia Marquez

Community Organizer

Abe Melendrez

Community Organizer

Aracely Preciado

Community Organizer

Frank Rodriguez

Community Organizer

Re: Santa Paula High School Neighborhood Traffic Safety Improvement Project

Dear Ms. Johnduff:

The Central Coast Alliance United for A Sustainable Economy (CAUSE) is writing this letter in support of the City of Santa Paula's Santa Paula High School Neighborhood Traffic Safety Improvement Project application for grant funding. This project benefits Santa Paula High School students and the surrounding neighborhood, a critically underserved area, by improving overall traffic safety and the neighborhood quality of life.

CAUSE is a grassroots organization with a mission build local support for social, economic and environmental justice for the people of California's Central Coast. CAUSE's vision is that together we can create a global community where we all contribute to, and benefit from, a sustainable economy that is just, prosperous and environmentally healthy.

As a staunch supporter of public transportation, CAUSE believes this project will increase safety for transit riders as well as pedestrians, bicyclists, and motorists, while encouraging non-motorized transportation. Public transportation is crucially necessary for underserved residents to reach work and educational opportunities.

In the past, CAUSE has worked with the city of Santa Paula and Ventura County Transportation Commission to improve bus service in Santa Paula and Fillmore including supporting the current Valley Express fixed route bus service. This expanded service is a great benefit to the community including students and others in the community who do not have access to a car.

CAUSE strongly encourages VCTC to provide funding for the project application before you because it will benefit Santa Paula High School students and the Santa Paula community.

Sincerely,

Maricela Morales
Executive Director, CAUSE

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