

City of Santa Paula

City Council

MAYOR MARTIN F. HERNANDEZ
VICE MAYOR JENNY CROSSWHITE
COUNCILMEMBER JAMES A. TOVIAS
COUNCILMEMBER GINGER GHERARDI
COUNCILMEMBER JOHN PROCTER



REGULAR MEETING OF THE
SANTA PAULA CITY COUNCIL

January 4, 2016

6:30 P.M – REGULAR MATTERS

SANTA PAULA CITY HALL
970 VENTURA STREET
SANTA PAULA, CA 93060

JUDY RICE, CITY CLERK
JAIME M. FONTES, CITY MANAGER
JOHN C. COTTI, CITY ATTORNEY

Spare Copies of staff reports or other written documentation relating to each item of business referred to on this agenda are on file in the Office of the City Clerk and are available for public inspection. If you have any questions regarding any agenda item, contact the City Clerk at (805) 933-4208.

CITY COUNCIL MEETING

You are invited to attend all City Council, commission, and board meetings. Agendas are posted in the front of City Hall in advance of the scheduled meetings. Information for commission and board meetings may be obtained by contacting the City Clerk's Office. The Santa Paula City Council's regular meetings start at 6:30 p.m. the first and third Monday of each month in the City Hall Council Chambers located at 970 Ventura Street in Santa Paula.

BRINGING ITEMS BEFORE THE CITY COUNCIL

If you wish to speak at a City Council meeting, please fill out a yellow **Public Comment Form** noting your name and address and submit the form to the City Clerk. Include the Agenda item number, when appropriate.

1. **Items Not on the Agenda:** If you wish to discuss an item which is not scheduled on the Agenda, you may address the City Council during *Public Comment*. Please realize that due to the limitations placed on the City Council by provisions of the *California Government Code*, the City Council ordinarily cannot take action on any item that is not on the agenda. Because of these restrictions, expect that matters that you identify during public comment will be referred to staff or considered on a future agenda.
2. **Agenda Items:** Items being considered by the City Council may appear on the Consent Calendar, as an Order of Business, or as a Public Hearing. Public comments on each type of item are handled differently, as explained below:
 - a. For items appearing on the Consent Calendar, please submit a Public Comment Form before the Council takes action on the Consent Calendar. Items that receive a Public Comment Form may be pulled from the Consent Calendar by the Mayor and discussed separately by the City Council.
 - b. For items appearing as an Order of Business, the Mayor will announce the Agenda item and request the staff report, the staff member responsible will give a brief summary of the report; the City Council will have an opportunity to ask questions of staff; members of the public will be given an opportunity to comment on the item and ask additional questions (all members of the public should speak directly into the microphone at the speaker's platform); and the City Council will discuss the item and then take appropriate action.
 - c. For items on which a Public Hearing is scheduled, the Mayor will open the public hearing and receive the staff report; members of the public will be given an opportunity to comment on the item and ask additional questions (all members of the public should speak directly into the microphone at the speaker's platform); the City Council will discuss the item; and the Mayor will close the public hearing after City Council action.

Your Participation in this meeting is in the public domain; meetings are cablecast; minutes of this meeting will reflect your participation in this meeting and are posted on the city's website.

PLEASE NOTE: *Be advised that if you bring a legal challenge to an action, you may be limited to raising only those issues you or someone else raised at the meeting described in this Agenda, or in written correspondence delivered to the City Council at or before the meeting. Any action is subject to the ninety-day time period set forth in Code of Civil Procedure § 1094.6.*

In compliance with the **Americans with Disabilities Act**, if you need special assistance to participate in this meeting, please contact the City Clerk at (805) 933-4208. Notification 48 hours before the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35, 102-35.104 ADA Title II). Written materials distributed to the City Council within 72 hours of the City Council meeting are available for public inspection immediately upon distribution in the City Clerk's office



CITY OF SANTA PAULA

CITY COUNCIL

AGENDA • JANUARY 4, 2016

I. REGULAR MATTERS - COUNCIL CHAMBERS

1. CALL TO ORDER

2. INVOCATION

3. FLAG SALUTE

4. ROLL CALL

5. PUBLIC COMMENT



REMINDER: in order to minimize distractions during public meetings, all personal communication devices should be turned off or put in a non-audible mode.

At this time, members of the public may comment on any item not appearing on the agenda that is within the subject-matter jurisdiction of the City Council. A Public Comment Form must be submitted to the City Clerk prior to the beginning of the Public Comment period in order to be recognized to speak. Individuals submitting Public Comment Forms after the beginning of the Public Comment period will not be allowed to speak at this time, but may be recognized to speak by the Mayor at the conclusion of the meeting. Individual Councilmembers may briefly respond to Public Comments or ask questions for clarification. The City Council may direct staff to report to the City Council on the item at a later meeting. For items appearing on the Agenda, the public will be invited to make comments at the time the item comes up for City Council consideration. If a member of the public wishes to address a Consent Calendar item, please submit a Public Comment Form for that item. It may then be discussed separately by the Council, and the public will be invited to make comments at that time. At all times, please use the microphone and write your name and address on the Public Comment Form provided.

6. CITY COUNCIL, STAFF COMMUNICATIONS

7. APPROVAL OF FINAL AGENDA

8. CONSENT CALENDAR

Background information has been provided to the City Council on all matters listed under the Consent Calendar and these items are considered to be routine by the City Council and are normally approved by one motion. If discussion is requested by a Councilmember on any item, or a member of the public wishes to comment on an item, that item may be removed from the Consent Calendar for separate action.

- A. **2015-CUP-04, Enforcement Agreement for Best Bar-B-Que Restaurant** – **Recommendation:** It is recommended that the City Council: (1) authorize the City Manager to execute an enforcement agreement, in a form approved by the City Attorney, allowing the sale of beer and wine for on-site consumption at the property located at 915 E. Harvard Boulevard; and (2) take such additional, related, action that may be desirable.

Report by: Planning Director Janna Minsk.

9. ORDER OF BUSINESS

- A. **Mayor's Standing Committees Selection** – **Recommendation:** It is recommended that the City Council discuss the appointments to the Mayor's Standing Committee and the City Council's Ad Hoc Committees.

Report by: City Manager Jaime M. Fontes

- B. **Final Traffic and Circulation Study for Santa Paula High School Neighborhood** – **Recommendation:** It is recommended that the City Council: (1); receive and file the Traffic Parking Study prepared by Stantec; (2); authorize staff to prepare an RFP to design a capital project from the recommendations and improvements identified in this study; and (3) take such additional, related action that may be desirable.

Report by: Interim Public Works Director Brian J. Yanez

- C. **Selection of Consultant to Provide a Fire Department Sustainability Analysis – Recommendation:** It is recommended that the City Council: (1) receive the Staff presentation on the responses to the Fire Department Sustainability Analysis Request for Proposals and select a consultant; (2) authorize the City Manager to execute a standard professional services agreement with the selected consultant in a form approved by the City Attorney; (3) authorize a budget adjustment to pay for negotiated costs of the analysis; and (4) take such additional, related action that may be desirable.

Report by: Fire Chief Richard Araiza

10. REQUEST FOR FUTURE AGENDA ITEMS

Any Councilmember may propose items for placement on a future agenda. Members may discuss whether or not the item should be placed on a future agenda and the description of the agenda item. Any direction to the City Manager to place an item on a future Council Agenda, do research, or a staff report must be accompanied with a majority vote of the City Council. The City Manager has discretion as to when the item will come back on the Agenda, unless the City Council identifies a specific meeting for the item's return.

11. ADJOURNMENT

State of California)-
County of Ventura)- ss
City of Santa Paula)-

I declare under penalty of perjury that I posted this City Council Agenda on the bulletin board near the front door of City Hall, 970 Ventura Street, Santa Paula, California.

On _____ at _____ Signed: _____
Lucy Blanco, Deputy City Clerk

For the City Council Regular Meeting of January 4, 2016

Agenda Item # 1.8.A

**CITY OF SANTA PAULA
MEMORANDUM**

To: Honorable Mayor and Members of the City Council

From: Janna Minsk, Planning Director
N.D. Doberneck, Associate Planner

Subject: 2015-CUP-04, Enforcement Agreement for Best Bar-B-Que Restaurant

Date: January 4, 2016

Recommendation: It is recommended that the City Council: (1) authorize the City Manager to execute an enforcement agreement, in a form approved by the City Attorney, allowing the sale of beer and wine for on-site consumption at the property located at 915 E. Harvard Boulevard; and (2) take such additional, related, action that may be desirable.

Report by: Planning Director Janna Minsk.

Fiscal Impacts: There are no fiscal impacts associated with this item.

Personnel Impacts: There are no personnel impacts associated with this item.

General Discussion:

SUMMARY

On December 18, 2015 the Planning Commission approved a Conditional Use Permit (CUP) to the applicant, Parmjit Singh Behniwal on behalf of the Best Bar-B-Que restaurant, to allow the on-site sale of alcoholic beverages in connection with a Type 41 ABC license (on-site sale of beer and wine) at an existing restaurant. A condition of the CUP requires that the applicant enter into an enforcement agreement with the City. The Enforcement Agreement provides a tool by which the City can monitor and control potential problems associated with the on-site sale of alcohol. Planning Commission Resolution No. 3739 and the conditions of approval are attached to the Enforcement Agreement.

The Enforcement Agreement has been prepared with input and participation by Santa

For the City Council Regular Meeting of January 4, 2016**Agenda Item # 1.8.A**

Paula Police Department and is designed to prevent many of the secondary impacts associated with the sale of alcohol. The agreement has also been reviewed by the City Attorney.

Santa Paula Municipal Code Chapter 16.58 - Alcoholic Beverage Sales requires that the property owner/operator/applicant enter into an enforcement agreement before the sale of alcohol on the subject property may occur. As noted above, this facilitates the Police Department's ability to monitor and take action for violations of the Applicant's ABC license.

ALTERNATIVES

The following alternative actions are available to the City Council:

1. Authorize the City Manager to execute the Agreement;
2. Modify the proposed Agreement and authorize the City Manager to execute it;
3. Receive and file the report without authorizing the City Manager to execute the proposed Agreement.

Attachments:

Enforcement Agreement including Planning Commission Resoluiton No. 3739 &
Conditions of Approval

December 18, 2015 Planning Commission Staff Report

ATTACHMENT A

ENFORCEMENT AGREEMENT

Between
The City of Santa Paula (the City)
and
Parmjit Singh Behniwal for Best Bar-B-Que (Applicant)
January 4, 2016

This agreement is entered into by the undersigned on January 4, 2016 at the City of Santa Paula, Ventura County, California as a consequence of the following facts:

- A. It is in the best interest of the citizens of the City of Santa Paula (the City) to monitor and control the sale of alcoholic beverages within the City;
- B. Parmjit Singh Behniwal (Applicant) was approved to allow the sale of alcohol through an on-sale beer and wine ABC license (type 41) in conjunction with a restaurant on his property (Best Bar-B-Que) located at 915 E. Harvard Blvd., Assessor's Parcel No. 103-0-241-625, as permitted conditionally under Project No. 2015-CUP-04;
- C. The Conditional Use Permit (CUP) granted to the Applicants under Santa Paula Planning Commission Resolution No. 3739 is predicated upon execution of an enforcement agreement between the Applicants and the City;
- D. Enforcement agreements have been successfully used by other California communities as a means to better monitor and enforce compliance with special conditions concerning alcohol sales;

NOW THEREFORE, the parties agree to the following:

I. PUBLIC DOCUMENT

This Agreement is a public document. A copy of this Agreement must be kept at all times on the premises, and must be made available for review immediately upon request by law enforcement personnel and members of the public. Failure by the Applicants or employees of the Applicants to produce a copy of this Agreement when asked to do so by a law enforcement officer will be deemed a violation of the Agreement.

II. CONDITIONS

Failure to comply with any of the conditions set forth below is a breach of this agreement and a violation of the CUP. Each failure by the Applicants to comply with any one condition listed below must be considered an individual and separate breach of this Agreement.

- a. The Applicant and all licensees, sublessees, must adhere to the Conditional Use Permit (CUP) granted to the Applicant under Santa Paula Planning Commission Resolution No. 3739 (attached).
- b. The Applicant and all licensees, sub lessees, must have a current, valid Alcohol Beverage Control license in order to serve alcoholic beverages.
- c. The Applicant and all licensees, sublessees, and their employees or agents who engage in the on-site sale of alcoholic beverages to the public must complete a course in *Responsible Beverage Sales and Service (RBSS)* or equivalent such as *Licensee Education on Alcohol and Drugs (LEAD)*, *Learn2Serve (program may be done online)* and in-restaurant training within thirty days of the granting of a license and/or date of employment.
- d. There must be no advertising of alcoholic beverages, or promoting or indicating the availability of alcoholic beverages, visible outside of the establishment, including advertising directed to the exterior from the interior. The foregoing must not be deemed to preclude interior advertising not directed to the exterior, but which is incidentally visible outside the establishment.
- e. Consumption of alcoholic beverages is only permitted on the premises.
- f. The sale of alcoholic beverages for consumption off the premises is strictly prohibited.
- g. The applicant must adopt a policy that outlines how security will be handled at events. This should include the following: proposed ratio per security guards to attendees, responsibilities of the security officers, traffic and parking issues, and procedures for ending an event.
- h. The applicants must develop an acknowledgement agreement that stipulates that all employees, lessees and caterers (food service and bartenders) have read all policies and will comply. Said agreement must be signed. A similar statement must be placed in the renter's contract.
- i. A copy of these conditions must be maintained on the premises and made available upon the demand of any peace officer.

III. BREACH OF THIS AGREEMENT

A breach of any condition listed in Section II (Conditions) above is a breach of this Agreement and a violation of the Applicants' Conditional Use Permit (CUP). Multiple breaches of the Agreement may result in more severe penalties, including amendment or revocation of the CUP.

IV. ENFORCEMENT

For each breach of the Agreement, the Applicants must pay a fine of five hundred dollars (\$500.00) Each breach constitutes substantial and sufficient evidence for the Planning Commission to amend or revoke the Applicants' Conditional Use Permit.

In addition, the Police Department may stop the sale of alcohol for noncompliance with conditions or problems arising from the consumption of alcohol or entertainment.

V. ENFORCEMENT COSTS

Enforcement costs incurred by the City caused by noncompliance with the Agreement by the Applicants, and including, without limitation, citations for violations, issuance and collection of fines or other penalties, and related administrative paperwork and bookkeeping, must be fully recoverable by the City from the Applicants based upon a schedule of fully allocated hourly rates.

VI. APPEALS

Any violation or breach by the Applicants of the Agreement may be appealed in writing to the Planning Commission. The appeal must be filed in the Office of the Planning Department within ten days of the notice of the violation(s) being sent.

VII. AMENDMENTS

No amendment, modification, or supplement to this Agreement will be binding on any of the parties unless it is in writing and signed by authorized representatives of the parties in interest at the time of the modification.

VIII. BINDING EFFECT

Each and all of the provisions hereof must be binding on and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, successors, and permitted assigns.

IX. FORCE MAJEURE

No party will be liable for any failure to perform its obligations in connection with any action described in this Agreement, if such failure results from any act of God, riot, war, civil unrest, flood, earthquake, or other cause beyond such party's reasonable control (including any mechanical, electronic, or communications failure, but excluding failure caused by a party's financial condition or negligence).

X. WAIVER OF BREACH

No waiver of any provision or consent to any action will constitute a waiver of any other provision or consent to any other action, whether or not similar. No waiver or consent will constitute a continuing waiver or consent or commit a party to provide a waiver in the future except to the extent specifically set forth in writing. Any waiver given by a party will be null and void if the party requesting such waiver has not provided a full and complete disclosure of all material facts relevant to the waiver requested.

XI. ENTIRE AGREEMENT

This Agreement and all Exhibits hereto, as well as agreements and other documents referred to in this Agreement constitute the entire agreement between the parties with regard to the subject matter hereof and thereof. This Agreement supersedes all previous agreements between or among the parties. There are no agreements, representations, or warranties between or among the parties other than those set forth in this Agreement or the documents and agreements referred to in this Agreement.

XII. SEVERABILITY

If any term or provision of this Agreement is determined to be illegal, unenforceable, or invalid in whole or in part for any reason, such illegal, unenforceable, or invalid provisions or part thereof will be stricken from this Agreement, and such provision will not affect the legality, enforceability, or validity of the remainder of this Agreement. If any provision or part thereof of this Agreement is stricken in accordance with the provisions of this section, then this stricken provision will be replaced, to the extent possible, with a legal, enforceable, and valid provision that is as similar in tenor to the stricken provision as is legally possible.

XIII. GOVERNING LAW

This Agreement will be governed by and construed under the laws of the State of California, irrespective of such state's choice of law principles. Exclusive venue for any dispute involving this Agreement is Ventura County Superior Court.

XIV. CONSTRUCTION

The terms of this Agreement have been negotiated by the parties hereto and the language used in this Agreement will be deemed to be the language chosen by the parties hereto to express their mutual intent. This Agreement will be construed without regard to any presumption or rule requiring construction against the party causing such instrument or any portion thereof to be drafted, or in favor of the party receiving a particular benefit under this Agreement. No rule or strict construction will be applied against any person.

XV. TRUTHFULNESS

The recitals set forth at the beginning of this Agreement of any matters or facts will be conclusive proof of the truthfulness thereof and the terms and conditions set forth in the recitals, if any, will be deemed a part of the Agreement.

XVI. REPRESENTATION BY COUNSEL

Each party has been represented by counsel in the negotiation and execution of this Agreement. This Agreement was executed voluntarily without any duress or undue influence on the part of or on behalf of the parties hereto. The parties acknowledge that they have read and understood this Agreement and its legal effect. Each party acknowledges that it has had a reasonable opportunity to obtain independent legal counsel for advice and representation in connection with this Agreement. Each party further acknowledges that it is not relying on and it is not for the purposes of the negotiation, execution, and delivery of this Agreement, a client of the legal counsel employed by any of the other parties to this Agreement.

XVII. COUNTERPARTS

This Agreement may be executed in two or more counterparts, each of which must be deemed an original, but all of which together will constitute one and the same instrument. This Agreement will not be effective until the execution and delivery between each of the parties of at least one set of counterparts. The parties authorize each other to detach and combine original signatures pages and consolidate them into a single identical original. Any one of such completely executed counterparts will be sufficient proof this Agreement.

Parmjit Singh Behniwal (trustee)
Property Owner, *Behniwal Family Trust*, 915 E. Harvard Blvd., Santa Paula, CA 93060

Date: _____

City of Santa Paula

Jaime Fontes, City Manager

APPROVED AS TO FORM:

John Coti, City Attorney

Attachment: Enforcement Agreement including Planning Commission Resolution No. 3739 & Conditions of Approval (1034 : 15-CUP-04 Best

STAFF REPORT PLANNING COMMISSION

TO: Members of the Planning Commission

FROM: N.D. Doberneck, Associate Planner

DATE: November 30, 2015
(Planning Commission meeting of December 18, 2015)

SUBJECT: **2015-CUP-04.** Request for a Conditional Use Permit to allow a Type 41 alcohol license (on-site sale of beer and wine) at an existing restaurant.

Location: 915 E. Harvard Blvd., APN 103-0-241-625

Applicant: Parmjit Singh Behniwal, *property owner trustee*

Representative: Ron Brett, *Architect* / Juan Manuel, *business owner*

General Plan: Commercial

Zoning: General Commercial (C-G)

Environmental: Staff has determined the project to be Categorically Exempt from the California Environmental Quality Act (CEQA) Guidelines per §15301 (Class 1, Existing Facilities)

SUMMARY

The applicant is requesting approval of a Conditional Use Permit (CUP) to allow a Type 41 alcohol license (on-site sale of beer and wine) at an existing restaurant (Best Bar-B-Que) occupying the existing building at 915 E. Harvard Boulevard.

All alcohol sales would be provided within the enclosed building as no outdoor seating is proposed as part of this request. No live entertainment is included with this request. The existing restaurant seats about 37 customers, 18 inside and 19 in the patio.

There are no structural changes proposed for the exterior of the building.

Surrounding Uses, Zoning, and General Plan Designations

Summary of General Plan, Zoning and Land Uses			
	General Plan	Zoning	Land Use
Project Site	Commercial	General Commercial (C-G)	Commercial / Prior Birthing Center
North	Residential High Density	Medium Density Residential (R-2)	Residential Medium Density
South	Transportation	State Route 126	State Route 126
East	Commercial	General Commercial (C-G)	Commercial
West	Commercial	General Commercial (C-G)	Commercial

BACKGROUND

The applicant is requesting approval of a Conditional Use Permit (CUP) to allow a Type 41 alcohol license (On-Sale Beer and Wine for Bona Fide Public Eating Place) at an existing 756-sf restaurant (Best Bar-B-Que) built in 1947, located at 915 E. Harvard Boulevard. This 11,500-sf parcel has a long history of development with commercial food service being a common use over the decades. City of Santa Paula records begin with the June 2, 1947 building permit for a 16-ft x 40-ft wood frame structure. The next year in 1948, the building served as a hot dog stand, then also in 1948 was converted into a drive-in food store. During the 1948 conversions concrete block walls and awnings were added. By 1969 the property was a 30-ft x 45-ft business called Tire Town. In 1981 a patio was added. Ten-years later, in April 1991, the property was developed in its' current form, with a restaurant at the southwest corner of E. Harvard Boulevard and Brett Way, with an attached single-family living unit, and adjacent residential duplex at the northeast corner of the lot. This 1991 business was Tia Babes Burritos & Mexican Food, and in 2010, would become another restaurant, Chicky Weedy's. The current owners, the Behniwal Family Trust, began remodeling operations in October 2014. The current business, the Best Bar-B-Que restaurant received approval in June 2015 for design review of the roof-mounted sign (15-DRS-14), and opened for business in August 2015.

PROJECT DESCRIPTION

The applicant is requesting approval of a Conditional Use Permit (CUP) to allow a Type 41 alcohol license (on-site sale of beer and wine) at an existing 756-sf restaurant (Best Bar-B-Que) built in 1947, on a 11,500-sf lot, located at 915 E. Harvard Boulevard. The existing bar-b-que restaurant occupies the entire building, and includes a typical back-of-house operations (kitchen, prep/storage/scullery area, bar-b-que grill, and order counter) and front-of-house facilities (dining room, unisex bathroom, enclosed patio. The beer and wine would be served from containers (i.e., no taps) housed in a typical glass-front commercial refrigerator.

Based on the floor plan, the restaurant's dining area consists of three two-top tables, and three four-top tables; the enclosed patio consists of six two-top tables. Collectively, the restaurant can seat about 37 customers, 18 inside and 19 in the covered patio, at 14-tables. All seating is either indoors or within the attached, covered patio space. Access is from the western side, from the parking lot. There is no direct access from the restaurant onto the sidewalk. The southern and western walls of the restaurant are immediately adjacent to the sidewalk edge.

Neither live entertainment and nor outdoor seating is proposed as part of this request. The hours of operation for the restaurant will be 10:30am to 8:00pm seven days a week. The Type 41 ABC License requires full meal service to be provided at all times. The proposed on-site sale of beer and wine would be from prepacked containers (bottle/cans) stored and displayed in a typical commercial-grade glass door refrigerator.

The subject parcel (APN 103-0-241-625) hosts the restaurant and one attached residential unit (to the north of the restaurant, separated by a common wall, at 245 Brett Way), and a detached duplex residential unit (to the east of the restaurant, at 923 and 923 ½ E. Harvard Boulevard, which shares access from the parking lot). The three residential units are unrelated to and unaffiliated with the project proposal.

ANALYSIS

GENERAL PLAN

The General Plan designation for the property is Commercial. The zoning is General Commercial (C-G), which is consistent with the corresponding General Plan land use designation. The purpose of the Commercial land use category is to provide locations within the planning area where a wide variety of services can be provided to serve the community.

The Project as a whole is consistent with the underlying General Plan land use designation and promotes the objectives, policies, and goals in the City's General Plan including:

- Economic Development: 7(b) (The City should encourage the attraction and expansion of businesses that will diversify and sustain the community economically);
- Land Use Compatibility: 67 (Use the Conditional Use Permit process to analyze and approve special uses in various zone districts).

In summary, the Project complies with the General Plan and encourages the expansion of businesses to sustain economic sustainability.

DEVELOPMENT CODE - FINDINGS

According to SPMC § 16.58.010 *Alcoholic Beverage Sales*, any use providing alcohol beverages for on-site consumption is subject to the following standards and conditions on use:

- A. All new sales of alcohol, with the exception of temporary sales as specified in Section 16.58.030 of this Chapter, must obtain a Conditional Use Permit.**

Applicant has requested a Conditional Use Permit for a Type 41 alcohol license (on-site sale of beer and wine).

- B. The new alcohol sales use may only be established in a location such that the proposed use will not contribute to undue concentration of such uses in an area where additional such would be undesirable, with consideration to be given to the area's function and character, problems of crime and loitering, traffic problems and capacity.**

The Project site is located in the United States Census Bureau's Census Tract 6 of the California Department of Alcoholic Beverage Control's license grid for the City of Santa Paula. An 'undue concentration' is defined in Cal. Business and Professions Code, § 23958.4¹. An analysis of ABC licensing criteria for Census Tract 6 indicates that Tract 6 is not over concentrated.

According to ABC's on-line mapping services, as of Nov. 04, 2015, within Census Tract #6 there were 16 businesses offering alcohol sales, of which four (4) were Type 41 (on-site sale of beer and wine).

- C. Except for temporary sales of alcohol, sale of alcoholic beverages within 300 feet of a public or private school is prohibited on weekdays between the hours of 7:00 a.m. and 6:00 p.m.**

The subject location is not within 300 feet of any public or private schools. The nearest public school, Isbell Middle School, is about two-blocks (approximately 1,300-feet west) of the subject property, and Grace Thille Elementary School is also about two-blocks (about 1,350-feet east) of the subject property.

- D. The proposed use must not adversely affect adjacent or nearby properties.**

Based on required compliance with the conditions of approval and enforcement agreement, the restaurant is not anticipated to adversely affect nearby properties and is compatible with surrounding uses.

¹ https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=BPC§ionNum=23958.4

E. Adequate litter receptacles must be provided.

As a condition of approval, the property will provide adequate litter receptacles.

F. Where the proposed use is near residential uses, it must be limited in hours of operation, or designed and operated, so as to avoid disruption of resident's sleep between the hours of 10:00 p.m. and 7:00 a.m.

There are residential uses near the project site; however, the restaurant does not propose operation after 10:00 pm nor before 7:00 am. Additionally, all dining is either indoors, or within the enclosed patio, thereby limiting noise to nearby residents.

G. No signs advertising any kind of alcoholic beverage, including beer, which will be easily visible from the exterior of the business, will be permitted.

As a condition of approval, no signs advertising alcoholic beverages visible from the exterior of the business will be permitted.

H. Windows will be required to be kept free of signs and other obstructions to allow visual inspection from the outside.

As a condition of approval, windows will be kept free of signs or other obstructions.

I. The property owner/applicant and the City must enter into an enforcement agreement to facilitate the control of the sale of alcohol, inclusive of spirits, distilled liquor, beer and wine at this site before selling alcohol on the subject property. This agreement will be subject to review and approval of the City Council. The agreement must also obligate any heirs, assigns, and other future owners/operators of the establishment, or must be replaced by a new agreement.

The applicant must comply with SPMC § 16.58.010 *Alcoholic Beverage Sales* and Resolution 3739 and enter in an enforcement agreement that is subject to review and approval by the City Council.

CONDITIONAL USE PERMIT - FINDINGS

According to Chapter 16.58 of the Santa Paula Development Code, all new sales of alcohol, with the exception of temporary sales as specified in Section 16.58.030, must obtain a Conditional Use Permit.

The applicant's request for a CUP to establish on-site sale of alcohol for a new restaurant would not contribute to an undue concentration of alcohol serving uses. The Project site is located in the United States Census Bureau's Census Tract 6 of the California Department of Alcoholic Beverage Control's license grid for the City of Santa Paula. An 'undue concentration' is defined in Cal. Business and Professions Code, § 23958.4². An analysis of ABC licensing criteria for Census Tract 6 indicates that Tract 6 is not over concentrated. Typically restaurant uses are not inherently troublesome as opposed to bar and nightclub uses.

According to ABC's on-line license query services, as of Nov. 04, 2015, within Census Tract 6 there were 16 businesses offering alcohol sales, of which four (4) were Type 41 (on-site sale of beer and wine). Also, the consumption of alcohol would be confined to the grounds and as conditioned would not create problems of crime because the establishment operates as a full-service restaurant.

California Code Section 23789³ and Rule 61.4⁴ state that the ABC may deny any retail license located

- (a) within the immediate vicinity of churches and hospitals, or
- (b) within at least 600 feet of schools, public playgrounds and nonprofit youth facilities.

Generally, the ABC will deny a license in the above situations when there is evidence that normal operation of the licensed premises will be contrary to public welfare and morals. However, the existing establishment is not near any aforementioned facilities. Mere proximity by itself is not sufficient to deny the license.

ABC also will not license a new retail location within 100-feet of a residence unless the applicant can establish that the operation of the proposed premises will not interfere with the quiet enjoyment of the property by residents. The project site is located within 100 feet of residences; however, the use is not expected to create problems for the nearby residences based on the applicant's operational statement, conformance with the enforcement agreement, physical layout of the dining areas, and proposed hours of operation.

Per Section 16.218.040 *Conditional Use Permits, Required Findings* of the Development Code, the Planning Commission may approve and/or modify a Conditional Use Permit in

² https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=BPC§ionNum=23958.4

³ California Business and Professions Code, Division 9 *Alcoholic Beverages*, Chapter 5 *Restrictions on Issuance Of Licenses*, § 23789

⁴ California Code of Regulations, Title 4 *Business Regulations*, *Alcoholic Division 1 Department of Beverage Control*, Article 11 *Applications and Licenses*, § 61.4 *Proximity to Residences*

whole or in part, with or without conditions, provided that all of the following findings are made:

1. **The proposed use at the particular location is necessary or desirable to provide storage facilities that will contribute to the general convenience or welfare of the neighborhood or the community;**

Consistent. The proposed use, on-site serving of alcohol is a service that contributes to the general convenience of the community by providing its customers with a service commonly found at a full service restaurant. This is a service sought after and enjoyed by a large segment of the community. The service is desirable and it would generate additional sales tax revenue for the City. Therefore, this finding can be made.

2. **The characteristics of the proposed use are not unreasonably incompatible with the types of use permitted in the surrounding areas;**

Consistent. The proposed business is in harmony with the surrounding area because the proposed restaurant is an allowed use in the underlying zoning district and the site was formerly used as a restaurant. The characteristics of the proposed project are not unreasonably incompatible with the types of uses permitted in the surrounding area. Therefore, this finding can be made.

3. **The proposed use is consistent with the objectives, policies, general land uses, and programs of the Santa Paula General Plan; and**

Consistent. The proposed use is consistent with the objectives, policies, general land uses, and programs of the Santa Paula General Plan: the Project is consistent with Economic Development 7(b); Land Use Compatibility 6.5 of the Santa Paula General Plan. Therefore, this finding can be made.

4. **The proposed use will not, under the circumstances of the particular case be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity.**

Consistent. The proposed use will not be detrimental to the health, safety, or general welfare because as conditioned, the project will comply with all current Building & Safety, Public Works, Fire and Development Code requirements. Therefore, this finding can be made.

SUMMARY OF ANALYSIS

Planning Staff recommends approval of the proposed Project because:

- 1) the Project is consistent with the General Plan;
- 2) the Project design, subject to the approval of a Conditional Use Permit, is compliant with the SPMC;
- 3) the Project development is compatible with the scale and character of the surrounding area;
- 4) the Project avoids significant adverse impacts to the environment;
- 5) the Project promotes orderly, attractive and harmonious development; and
- 6) the Project is recognized as a conditionally allowable use in the General Commercial zone.

ENVIRONMENTAL REVIEW

Based upon review of the policies and objectives of the General Plan, the SPMC requirements, and other City policies, staff determined that the proposed Project is Categorically exempt from the requirements of CEQA, the Santa Paula Guidelines and CEQA Guidelines, §15301, (Class 1, Existing Facilities) since the Project consists of licensing and involves no expansion of the existing use.

PUBLIC NOTIFICATION

A notice of public hearing was published in the Santa Paula Times in compliance with state law. Also, in compliance with the City's Zoning Ordinance, all property owners within a 300-foot radius of the project site were mailed notifications of the public hearing, and the project site was posted with a sign.

ALTERNATIVES

The following alternatives are available to the Planning Commission:

1. Adopt Resolution No. 3739 approving a Conditional Use Permit to allow a Type 41 alcohol license (on-site sale of beer and wine) at an existing 756-sf restaurant, subject to the conditions of approval.
2. Adopt an amended Resolution No. 3739 approving a Conditional Use Permit to allow a Type 41 alcohol license (on-site sale of beer and wine) at an existing 756-sf restaurant, subject to modifications to the conditions of approval required by the Planning Commission.
3. Deny the applicant's request for a Conditional Use Permit and direct staff to prepare a resolution of denial.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission select alternative one and approve Conditional Use Permit 2015-CUP-04 subject to the conditions of approval listed in the resolution.

Attachments:

- Attachment A – Resolution 3739 & Conditions of Approval**
- Attachment B – Enforcement Agreement**
- Attachment C – Vicinity Map**
- Attachment D – Project Plans**
- Attachment E – Site Photos**

ATTACHMENT A

RESOLUTION NO. 3739

**A RESOLUTION OF THE SANTA PAULA PLANNING COMMISSION
APPROVING A CONDITIONAL USE PERMIT TO ALLOW A
TYPE 41 ALCOHOL LICENSE AT A RESTAURANT FOR
PROPERTY LOCATED AT 915 E. HARVARD BLVD. (APN: 103-0-241-625)**

PROJECT NO. 2015-CUP-04

The Planning Commission of the City of Santa Paula does resolve as follows:

SECTION 1: The Planning Commission finds and declares that:

- A. On October 26, 2015, Parmjit Singh Behniwal (the Applicant) on behalf of Best Bar-B-Que restaurant, filed an application for a Conditional Use Permit (Project No. 2015-CUP-04) to permit the on-site sale of beer wine in conjunction with the restaurant use at 915 E. Harvard Blvd.(the Project);
- B. Per SPMC § 16.58.010, the sale of alcohol for on-site consumption requires the issuance of a CUP;
- C. The Project was reviewed by City’s Planning Department for, in part, consistency with the General Plan and conformity with the Santa Paula Municipal Code;
- D. The City Planning Department reviewed the project’s environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, “CEQA”), the regulations promulgated there under (14 Cal. Code of Regulations §§15000, *et seq.*, the “CEQA Guidelines”), and the City’s Environmental Guidelines (“Santa Paula Guidelines”; CEQA, CEQA Guidelines and Santa Paula Guidelines collectively referred to as “CEQA Regulations”);
- E. The Planning Department completed its review and scheduled a public hearing regarding the application before this Commission for December 18, 2015;
- F. On December 18, 2015 the Commission opened a public hearing to receive public testimony and other evidence regarding the application including without limitation, information provided to the Commission by the Applicant;

- G. The Commission considered the information provided by City staff, public testimony, and the Applicant's representative. This Resolution, and its findings, are made based upon the evidence presented to the Commission at its December 18, 2015 hearing including, without limitation, the staff report submitted by the Planning Department.

SECTION 2: *Factual Findings.* The Commission finds that the following facts exist:

- A. The Applicant is requesting a Conditional Use Permit to allow the on-site consumption of alcohol with approval of a Type 41 ABC license;
- B. The Project site is an existing restaurant (Best Bar-B-Que), and has for years been a series of other restaurants located within an area of commercial uses;
- C. Single-family and multi-family residential uses abut the Project site on the north and east, and while commercial uses are to the west and Highway 126 to the south;
- D. The on-site sale of alcohol would not contribute to an undue concentration of such uses. The Project site is located in Census Tract 6 of the ABC license grid for the City of Santa Paula. According to ABC, tract 6 is not over concentrated;
- E. There are no existing public and private schools within the 300-foot radius of the proposed project;
- F. The existing establishment is not within the immediate vicinity of churches and hospitals, or within at least 600 feet of public playgrounds and nonprofit youth facilities;
- G. The Police Chief has reviewed the Project and supports the proposal provided the applicant adheres to an Enforcement Agreement;
- H. The Project does not entail changes to the footprint of the existing building;
- I. Adherence with the recommended Conditions of Approval, included herein, will ensure that the proposed Project will avoid health and safety risks to persons and/or property in the Project vicinity.

SECTION 3: *General Plan and SPMC Consistency.* The proposed project conforms to the City's General Plan and Title 16 of the SPMC as follows:

- A. The General Plan Land Use Designation of the project site is Commercial. The Project is consistent with Economic Development 7(b), Land Use Compatibility: 67.

- B. The SPMC zoning classification for the project site is General Commercial (C-G), which is consistent with the proposed use and General Plan Commercial land use designation.

SECTION 4: *Development Code. Alcoholic Beverage Sales.* Conformance with SPMC §16.58:

- A. The location of the new license is not considered undesirable since the proposed alcohol license is in conjunction with a restaurant establishment.
- B. The consumption of alcohol would be confined to the grounds of the restaurant and would not create problems of crime and loitering due to the nature and type of the restaurant.
- C. The on-site sale of alcohol is not expected to generate additional traffic nor cause problems with the capacity since no changes to the footprint of the building or seating are proposed and adequate off-street parking is available;
- D. The Project site is not located within 300 feet of a public or private school; therefore no restrictions on hours of sale on weekdays are required;
- E. The applicant will be conditioned to provide adequate litter receptacles;
- F. The property owner/applicant and the City will enter into an enforcement agreement to facilitate the control of the on-site sales of alcohol on the subject property. The agreement will be subject to review and approval by the City Council. The agreement will also obligate any heirs, assigns, and other future owners/operators of the establishment, or must be replaced by a new similar agreement;
- G. No signs advertising any kind of alcoholic beverage, including beer, which will be easily visible from the exterior of the business will be permitted;
- H. Windows will be required to be kept free of signs and other obstructions to allow visual inspection from the outside; and
- I. The addition of alcohol sales with the restaurant is not expected to adversely affect adjacent or nearby properties. The applicant will enter into an enforcement agreement to facilitate the control of the on-site sales of alcohol on the subject property;

SECTION 5: *Conditional Use Permit.* Pursuant to SPMC §16.218.040, the Planning Commission makes the following findings:

- A. The proposed use at the particular location is necessary or desirable to provide a service or facility that will contribute to the general convenience or welfare of the neighborhood or community because the proposed use, on-site serving of

alcohol is a service that contributes to the general convenience of the community by providing its customers with a service commonly found at a full service restaurant. This is a service sought after and enjoyed by a large segment of the community. The service is desirable and would generate additional sales tax revenue for the City.

- B. The characteristics of the proposed use are not unreasonably incompatible with the types of uses permitted in the surrounding areas. The existing business is in harmony with the surrounding area because the intended use is compatible with the existing eating establishment, and is compatible with the surrounding properties. The characteristics of the proposed project are not unreasonably incompatible with the types of uses permitted in the surrounding area;
- C. The proposed use is consistent with the objectives, policies, general land uses, and programs of the Santa Paula General Plan: The Project is consistent with Economic Development: 7(b) (The City should encourage the attraction and expansion of businesses that will diversify and sustain the community economically); and Land Use Compatibility: 67. (Use the Conditional Use Permit process to analyze and approve special uses in various zone districts.
- D. The proposed use will not be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity. The proposed use will not be detrimental to the health, safety, or general welfare because as conditioned, the project will comply with all current Building & Safety, Public Works, Fire and Development Code requirements. The property owner/applicant and the City will enter into an enforcement agreement to facilitate the control of the on-site sales of alcohol on the subject property.

SECTION 6: *Environmental Assessment.* Based upon the facts identified in Section 2 of this Resolution and the evidence presented to the Commission at its December 18, 2015 hearing, the proposed Project is Categorically Exempt from the requirements of CEQA, the Santa Paula Guidelines and CEQA Guidelines, §15301, (Class 1, Existing Facility) since the Project consists of licensing and involves no expansion of the existing use.

SECTION 7: *Approval.* Subject to the conditions listed on the attached Exhibit "A," which are incorporated into this Resolution by reference, the Planning Commission grants a Conditional Use Permit for Project No. 2015-CUP-04.

SECTION 8: This Resolution will remain effective until superseded by a subsequent resolution.

SECTION 9: The Commission Secretary is directed to mail a copy of this Resolution to the Applicant's and to any other person(s) requesting a copy.

SECTION 10: This Resolution may be appealed within ten (10) calendar days after its adoption. All appeals must be in writing and filed with the City Clerk within this time period. Failure to file a timely written appeal constitutes a waiver of any right of appeal.

PASSED AND ADOPTED this 18th day of December, 2015.

Chairperson
City of Santa Paula Planning Commission

ATTEST:

Secretary
City of Santa Paula Planning Commission

APPROVED AS TO FORM:

Gregg W. Kettles, Assistant City Attorney

Attachment: December 18, 2015 Planning Commission Staff Report (1034 : 15-CUP-04 Best Bar-B-Que (915 Harvard) Type 41 Liquor Lic.)

EXHIBIT A**RESOLUTION 3739
CONDITIONS OF APPROVAL**

Project No. 2015-CUP-04:
at 915 E. Harvard Blvd.

In addition to all applicable provisions of the Santa Paula Municipal Code (“SPMC”), Parmjit Singh Behniwal (Property Owner) agrees for themselves, theirs, heirs and assigns that they will comply with the following provisions as Conditions for the City of Santa Paula’s Approval of Project No. 2015-CUP-04 (“Project Conditions”).

GENERAL CONDITIONS

1. The Resolution and these associated Conditions of Approval have been adopted with the knowledge, understanding and consent of the Property Owner/Applicant.
2. The Property Owner/Applicant must comply with all applicable ordinances, codes, regulations, policies, and conditions (including those herein) and pay all applicable fees and assessments to the City.
3. The Property Owner/Applicant’s failure to comply with, or breach of, any Project Conditions may result in the amendment or revocation of this Permit, or any related permits, or other enforcement action, as may be appropriate in the case. The City may undertake such acts and incur such expenses as it may consider necessary to effect compliance, the cost thereof including without limitation, administration costs and recoverable attorney’s fees, to be reimbursed by the applicant or current property owners, as may be appropriate in the case.
4. This permit is subject to an ongoing review. If at any time valid, substantiated complaints are received, a public hearing may be held before the Planning Commission, at the sole discretion of the City, to determine if any condition or the permit should be modified, amended or revoked.
5. The permit is granted for the subject Property only and is not transferable.
6. Any changes proposed to the nature of services provided at the facility will require approval from either the Planning Director or Planning Commission.

PLANNING DEPARTMENT

7. The applicant must comply with the following:
 - a. Provide adequate litter receptacles;
 - b. No signs advertising any kind of alcoholic beverage, including beer, which will be easily visible from the exterior of the business; and
 - c. Windows must be kept free of signs and other obstructions to allow visual inspection from the outside.
8. The applicant must obtain alcohol license with the Department of Alcoholic Beverage Control before the on-site sale of alcohol may commence, such license is limited to a Type 41 (on-site sales of beer and wine).
9. If applicable, plans submitted to the Fire Department, Inspection Services, for building permits must have the conditions printed directly onto the building plans and the Project number, "2015-CUP-04," in the title blocks of the blue prints for this Project.
10. The Applicant must notify the Planning Director in writing of any change in the status of its ABC license, including any change in the type of license.

SPECIAL CONDITIONS

11. The property owner/applicant and the City must enter into an enforcement agreement to facilitate the control of the sale of alcohol, inclusive of beer and wine at this site before selling alcohol on the subject property. This agreement will be subject to review and approval of the City Council. The agreement must also obligate any heirs, assigns, and other future owners/operators of the establishment, or must be replaced by a new agreement.
12. The Applicant agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of Project No. 2015-CUP-04. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of Project No. 2015-CUP-04, the Applicant agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of Santa Paula's elected officials, appointed officials, officers, and employees.

By signing this document, the Applicant certifies that he has read, understood, and agrees to the project conditions listed in this document.

Parmjit Singh Behniwal, Applicant

Date

Attachment: December 18, 2015 Planning Commission Staff Report (1034 : 15-CUP-04 Best Bar-B-Que (915 Harvard) Type 41 Liquor Lic.)

ATTACHMENT B

ENFORCEMENT AGREEMENT

Between
The City of Santa Paula (the City)
and
Parmjit Singh Behniwal for Best Bar-B-Que (Applicant)
December 18, 2015

This agreement is entered into by the undersigned on December 18, 2015 at the City of Santa Paula, Ventura County, California as a consequence of the following facts:

- A. It is in the best interest of the citizens of the City of Santa Paula (the City) to monitor and control the sale of alcoholic beverages within the City;
- B. Parmjit Singh Behniwal (Applicant) was approved to allow the sale of alcohol through an on-sale beer and wine ABC license (type 41) in conjunction with a restaurant on his property (Best Bar-B-Que) located at 915 E. Harvard Blvd., Assessor's Parcel No. 103-0-241-625, as permitted conditionally under Project No. 2015-CUP-04;
- C. The Conditional Use Permit (CUP) granted to the Applicants under Santa Paula Planning Commission Resolution No. 3739 is predicated upon execution of an enforcement agreement between the Applicants and the City;
- D. Enforcement agreements have been successfully used by other California communities as a means to better monitor and enforce compliance with special conditions concerning alcohol sales;

NOW THEREFORE, the parties agree to the following:

I. PUBLIC DOCUMENT

This Agreement is a public document. A copy of this Agreement must be kept at all times on the premises, and must be made available for review immediately upon request by law enforcement personnel and members of the public. Failure by the Applicants or employees of the Applicants to produce a copy of this Agreement when asked to do so by a law enforcement officer will be deemed a violation of the Agreement.

II. CONDITIONS

Failure to comply with any of the conditions set forth below is a breach of this agreement and a violation of the CUP. Each failure by the Applicants to comply with any one condition listed below must be considered an individual and separate breach of this Agreement.

- a. The Applicant and all licensees, sublessees, must adhere to the Conditional Use Permit (CUP) granted to the Applicant under Santa Paula Planning Commission Resolution No. 3739 (attached).
- b. The Applicant and all licensees, sub lessees, must have a current, valid Alcohol Beverage Control license in order to serve alcoholic beverages.
- c. The Applicant and all licensees, sublessees, and their employees or agents who engage in the on-site sale of alcoholic beverages to the public must complete a course in *Responsible Beverage Sales and Service (RBSS)* or equivalent such as *Licensee Education on Alcohol and Drugs (LEAD)*, *Learn2Serve (program may be done online)* and in-restaurant training within thirty days of the granting of a license and/or date of employment.
- d. There must be no advertising of alcoholic beverages, or promoting or indicating the availability of alcoholic beverages, visible outside of the establishment, including advertising directed to the exterior from the interior. The foregoing must not be deemed to preclude interior advertising not directed to the exterior, but which is incidentally visible outside the establishment.
- e. Consumption of alcoholic beverages is only permitted on the premises.
- f. The sale of alcoholic beverages for consumption off the premises is strictly prohibited.
- g. The applicant must adopt a policy that outlines how security will be handled at events. This should include the following: proposed ratio per security guards to attendees, responsibilities of the security officers, traffic and parking issues, and procedures for ending an event.
- h. The applicants must develop an acknowledgement agreement that stipulates that all employees, lessees and caterers (food service and bartenders) have read all policies and will comply. Said agreement must be signed. A similar statement must be placed in the renter's contract.
- i. A copy of these conditions must be maintained on the premises and made available upon the demand of any peace officer.

III. BREACH OF THIS AGREEMENT

A breach of any condition listed in Section II (Conditions) above is a breach of this Agreement and a violation of the Applicants' Conditional Use Permit (CUP). Multiple breaches of the Agreement may result in more severe penalties, including amendment or revocation of the CUP.

IV. ENFORCEMENT

For each breach of the Agreement, the Applicants must pay a fine of five hundred dollars (\$500.00) Each breach constitutes substantial and sufficient evidence for the Planning Commission to amend or revoke the Applicants' Conditional Use Permit.

In addition, the Police Department may stop the sale of alcohol for noncompliance with conditions or problems arising from the consumption of alcohol or entertainment.

V. ENFORCEMENT COSTS

Enforcement costs incurred by the City caused by noncompliance with the Agreement by the Applicants, and including, without limitation, citations for violations, issuance and collection of fines or other penalties, and related administrative paperwork and bookkeeping, must be fully recoverable by the City from the Applicants based upon a schedule of fully allocated hourly rates.

VI. APPEALS

Any violation or breach by the Applicants of the Agreement may be appealed in writing to the Planning Commission. The appeal must be filed in the Office of the Planning Department within ten days of the notice of the violation(s) being sent.

VII. AMENDMENTS

No amendment, modification, or supplement to this Agreement will be binding on any of the parties unless it is in writing and signed by authorized representatives of the parties in interest at the time of the modification.

VIII. BINDING EFFECT

Each and all of the provisions hereof must be binding on and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, successors, and permitted assigns.

IX. FORCE MAJEURE

No party will be liable for any failure to perform its obligations in connection with any action described in this Agreement, if such failure results from any act of God, riot, war, civil unrest, flood, earthquake, or other cause beyond such party's reasonable control (including any mechanical, electronic, or communications failure, but excluding failure caused by a party's financial condition or negligence).

X. WAIVER OF BREACH

No waiver of any provision or consent to any action will constitute a waiver of any other provision or consent to any other action, whether or not similar. No waiver or consent will constitute a continuing waiver or consent or commit a party to provide a waiver in the future except to the extent specifically set forth in writing. Any waiver given by a party will be null and void if the party requesting such waiver has not provided a full and complete disclosure of all material facts relevant to the waiver requested.

XI. ENTIRE AGREEMENT

This Agreement and all Exhibits hereto, as well as agreements and other documents referred to in this Agreement constitute the entire agreement between the parties with regard to the subject matter hereof and thereof. This Agreement supersedes all previous agreements between or among the parties. There are no agreements, representations, or warranties between or among the parties other than those set forth in this Agreement or the documents and agreements referred to in this Agreement.

XII. SEVERABILITY

If any term or provision of this Agreement is determined to be illegal, unenforceable, or invalid in whole or in part for any reason, such illegal, unenforceable, or invalid provisions or part thereof will be stricken from this Agreement, and such provision will not affect the legality, enforceability, or validity of the remainder of this Agreement. If any provision or part thereof of this Agreement is stricken in accordance with the provisions of this section, then this stricken provision will be replaced, to the extent possible, with a legal, enforceable, and valid provision that is as similar in tenor to the stricken provision as is legally possible.

XIII. GOVERNING LAW

This Agreement will be governed by and construed under the laws of the State of California, irrespective of such state's choice of law principles. Exclusive venue for any dispute involving this Agreement is Ventura County Superior Court.

XIV. CONSTRUCTION

The terms of this Agreement have been negotiated by the parties hereto and the language used in this Agreement will be deemed to be the language chosen by the parties hereto to express their mutual intent. This Agreement will be construed without regard to any presumption or rule requiring construction against the party causing such instrument or any portion thereof to be drafted, or in favor of the party receiving a particular benefit under this Agreement. No rule or strict construction will be applied against any person.

XV. TRUTHFULNESS

The recitals set forth at the beginning of this Agreement of any matters or facts will be conclusive proof of the truthfulness thereof and the terms and conditions set forth in the recitals, if any, will be deemed a part of the Agreement.

XVI. REPRESENTATION BY COUNSEL

Each party has been represented by counsel in the negotiation and execution of this Agreement. This Agreement was executed voluntarily without any duress or undue influence on the part of or on behalf of the parties hereto. The parties acknowledge that they have read and understood this Agreement and its legal effect. Each party acknowledges that it has had a reasonable opportunity to obtain independent legal counsel for advice and representation in connection with this Agreement. Each party further acknowledges that it is not relying on and it is not for the purposes of the negotiation, execution, and delivery of this Agreement, a client of the legal counsel employed by any of the other parties to this Agreement.

XVII. COUNTERPARTS

This Agreement may be executed in two or more counterparts, each of which must be deemed an original, but all of which together will constitute one and the same instrument. This Agreement will not be effective until the execution and delivery between each of the parties of at least one set of counterparts. The parties authorize each other to detach and combine original signatures pages and consolidate them into a single identical original. Any one of such completely executed counterparts will be sufficient proof this Agreement.

Parmjit Singh Behniwal (trustee)
Property Owner, *Behniwal Family Trust*, 915 E. Harvard Blvd., Santa Paula, CA 93060

Date: _____

City of Santa Paula

Jaime Fontes, City Manager

APPROVED AS TO FORM:

John Coti, City Attorney

Attachment: December 18, 2015 Planning Commission Staff Report (1034 : 15-CUP-04 Best Bar-B-Que (915 Harvard) Type 41 Liquor Lic.)

ATTACHMENT C

VICINITY MAP



1.8.A.b

Vicinity Map

(Project No. 2015-CUP-04, Best Bar-B-Que)

2 of 4

Packet Pg. 38

103-24

Tax Rate Area
04001
04024

RANCHO SANTA PAULA Y SATICOY
PORTION LOT 28

10

11



Vicinity Map

(Project No. 2015-CUP-04, Best Bar-B-Que)



ATTACHMENT E SITE PHOTOS



Site Photos

(Project No. 2015-CUP-04, *Best Bar-B-Que*)

Attachment: December 18, 2015 Planning Commission Staff Report (1034 : 15-CUP-04 Best Bar-B-Que (915 Harvard) Type 41 Liquor Lic.)



Attachment: December 18, 2015 Planning Commission Staff Report (1034 : 15-CUP-04 Best Bar-B-Que (915 Harvard) Type 41 Liquor Lic.)



Attachment: December 18, 2015 Planning Commission Staff Report (1034 : 15-CUP-04 Best Bar-B-Que (915 Harvard) Type 41 Liquor Lic.)

For the City Council Regular Meeting of January 4, 2016

Agenda Item # 1.9.A

**CITY OF SANTA PAULA
MEMORANDUM**

To: Honorable Mayor and Members of the City Council
From: Jaime Fontes, City Manager
Subject: Mayor's Standing Committees Selection
Date: January 4, 2016

Recommendation: It is recommended that the City Council discuss the appointments to the Mayor's Standing Committee and the City Council's Ad Hoc Committees.

Report by: City Manager Jaime M. Fontes

General Discussion: In accordance with Santa Paula Municipal Code Section 30.03 (A), the Mayor shall appoint standing committees of the City Council no later than the second regular meeting in the month following the appointment as Mayor. Mayor Cook has reviewed the Mayor's Standing Committees list and will discuss any changes at tonight's meeting.

Attachments:

Mayor's Standing Committees 2015

CITY COUNCIL COMMISSION/COMMITTEE APPOINTMENTS
MAYOR'S STANDING COMMITTEES - 2015

LOCAL STANDING COMMITTEES:

**SANTA PAULA UNIFIED SCHOOL
DISTRICT/CITY COUNCIL JOINT COMMITTEE**

Jenny Crosswhite, Member
Ginger Gherardi, Member
Meetings held as needed.

**ECONOMIC DEVELOPMENT ADVISORY
COMMITTEE**

Jim Tovias, Liaison
3rd Wednesday of month, 4:45 p.m.

FISH LADDER AUTHORITY

Martin F. Hernandez, Member
Annual Mtg. in April, to be announced

RECREATION COMMISSION LIAISON

Jim Tovias, Member
Ginger Gherardi, Alternate
4th Monday of month, 7:30 p.m.

**SANTA PAULA BASIN PUMPERS
ASSOCIATION**

Martin Hernandez, Member
Public Works Director, Member
Annual mtg. 4th Thursday of May-2:00 p.m.

**CALIFORNIA JOINT POWERS INSURANCE
AUTHORITY:**

Jim Tovias, Member
Jaime Fontes, Alternate

COUNTY STANDING COMMITTEES:

ANIMAL REGULATION COMMISSION

Martin F. Hernandez, Member
Qtrly mtg., 2nd Thursday-9:00 a.m. Camarillo

**ASSOCIATION OF VENTURA COUNTY CITIES
(City Selection Committee)**

Presiding Mayor, Member
Presiding Vice Mayor, Alternate
Mtg's hld as needed, 7:30 a.m. Camarillo City Hall

**ECONOMIC DEVELOPMENT COLLABORATIVE -
VENTURA COUNTY**

John Procter, Member
Jim Tovias, Alternate
3rd Thursday of month, 4:00 p.m.

**SANTA CLARA VALLEY NEIGHBORHOODS FOR
LEARNING**

Jenny Crosswhite, Member
1st Tues. every other month-1:30 p.m.

VENTURA COUNCIL OF GOVERNMENTS (VCOG)

John Procter, Member
Jim Tovias, Alternate
2nd Thursday of month, 5:00 p.m., Camarillo City Hall

**VENTURA COUNTY AIR POLLUTION CONTROL
DISTRICT ADVISORY COMMITTEE**

Martin F. Hernandez, Member
John Procter, Alternate
4th Tuesday of month, 7:30 p.m.

**VENTURA COUNTY REGIONAL ENERGY
ALLIANCE**

John Procter, Member
Martin Hernandez, Alternate
Qtrly, 3rd Thursday – 1:15 p.m. in Jan/Apr/July/Oct

VCTC / VISTA COMMITTEE

Ginger Gherardi, Member
John Procter, Alternate
1-3 meetings per year, around mbrs. schedule

**VENTURA COUNTY TRANSPORTATION
COMMISSION (VCTC)**

Ginger Gherardi, Member
1st Friday of month, 10:00 a.m. – Camarillo City
Hall

**VENTURA REGIONAL SANITATION DISTRICT
(VRSD)**

Martin Hernandez, Member
Jenny Crosswhite, Alternate
1st and 3rd Thursdays of monthly, 8:30 p.m.

STATE STANDING COMMITTEES:

**CALIFORNIA LEAGUE OF CITIES LIAISON
FOR STATE SENATOR AND
ASSEMBLYMEMBER**

Presiding Mayor and City Manager, joint action
members

For the City Council Regular Meeting of January 4, 2016

Agenda Item # 1.9.B

**CITY OF SANTA PAULA
MEMORANDUM**

To: Honorable Mayor and Members of the City Council

From: Brian Yanez, Interim Public Works Director

Subject: Final Traffic and Circulation Study for Santa Paula High School
Neighborhood

Date: January 4, 2016

Recommendation: It is recommended that the City Council: (1); receive and file the Traffic Parking Study prepared by Stantec; (2); authorize staff to prepare an RFP to design a capital project from the recommendations and improvements identified in this study; and (3) take such additional, related action that may be desirable.

Report by: Interim Public Works Director Brian J. Yanez

Fiscal Impacts: Public Works Staff will prepare and RFP to design a capital project from the recommendations and improvements identified in the study.

Personnel Impacts: None

General Discussion: On January 26, 2015, the City of Santa Paula and the Santa Paula Unified School District held a joint meeting at which both bodies resolved to prepare a study that analyzes traffic, pedestrian and parking conditions at the high school and on public streets immediately adjacent to the high school. The Santa Paula High School is located in a residential area. In the past years, construction of facilities has resulted in reduced parking availability on the high school property and increased parking demands on adjacent public streets. Separately, traffic issues on Santa Paula Street are perceived to adversely affect student safety and neighborhood quality of life. These issues include:

- Traffic volumes
- Vehicles speeds
- Student crossings

The intent of the study was to develop feasible measures to improve vehicular and

For the City Council Regular Meeting of January 4, 2016**Agenda Item # 1.9.B**

pedestrian safety, traffic flow and parking conditions during:

- Weekdays when school is in session
- Special Events - Graduation Ceremony and High School Football games

Stantec collected data on the SPSHS campus and the adjacent streets for regular weekday conditions when school is in session and during special event conditions (Graduation Ceremony and first football home game). The data collection effort included daily and peak hour traffic volumes at area roadway segments and intersections, vehicle speeds and accident data, pedestrian volumes and parking supply and parking demand data. In addition to the data collection, Stantec observed traffic and pedestrian flow and parking conditions.

WEEKDAY ANALYSIS**Findings**

- All roadway segments and intersections operate acceptably based on City and County standards. Santa Paula Street operates in the LOS A range, which is considered free-flow conditions. The daily traffic volume on Santa Paula Street (>5,000 ADT) and its function as an arterial precludes the installation speed humps.
- The data does not support converting the Santa Paula Street and 6th Street intersection from a two-way stop to an all-way stop.
- 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 majority of pedestrians cross at 5th Street and 6th Street. Existing crosswalk striping at 5th Street intersection is faded and no crosswalk markings or signing is currently provided at 6th Street (across Santa Paula Street).
- Installation of lighted crosswalks is warranted at the Santa Paula Street and 5th Street and Santa Paula Street and 6th Street Intersections.
- The 85th percentile speed on Santa Paula Street is 35 MPH (25 MPH speed limit). The 85th percentile is the speed that reasonable people tend to adopt according to the road environment. This indicates the need to provide traffic calming measures.
- Collision data does not indicate recurring accident patterns of the intersections (3 to 6 accidents per intersection over 10-year period).

For the City Council Regular Meeting of January 4, 2016

Agenda Item # 1.9.B

- The Santa Paula Street and 5th Street intersection experienced two vehicle-pedestrian collisions and one vehicle-bicycle collision during the 10-year period.
- The opening of 5th Street to parking has reduced parking demand on public streets. Sufficient parking supply is available during weekdays. On Santa Paula Street 56% of parallel parking spaces are available during the peak demand period.
- A parking district on Palm Court has been approved by City Council. At the time of the study the parking district had not yet been implemented. Therefore, data was not collected to determine the effect of a parking district on Palm Court.
- Implementation of a parking district is not recommended on either Santa Paula Street or 6th Street.

Proposed Improvements

Install vehicle Speed Feedback Signs on Santa Paula Street. The sign for westbound traffic should be located west of 7th Street, and the sign for eastbound traffic should be located east of Olive Street.

Install school Warning signs (S4-5) with 25 MPH speed limit up to 1,000 feet from school grounds.

Construct curb extensions (bulb outs), rectangular rapid flashing beacons (RRFB), at the intersections of Santa Paula Street with 5th Street and 6th Street. Update existing signage and pavement markings (2014 MUTCD). The narrowing of the roadway will slow traffic shorten pedestrian crossing distance. The RRFB's will increase visibility for motorists to detect crossing students.

Install street lights on southwest corner of each intersection to provide sufficient crosswalk lighting.

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 3:00 p.m. - 4:00 p.m.).

Install rectangular rapid flashing beacons (RRFB) including signage, yield markings and "crosswalk ahead" pavement markings at the Santa Barbara Street and 5th Street intersection.

Promote use of the school tripper service to students and parents to increase public transit use. The High School should provide feedback to the City on how public transit can improve ridership for students and parents.

SPECIAL EVENT ANALYSIS

For the City Council Regular Meeting of January 4, 2016**Agenda Item # 1.9.B****Findings**

- Most pedestrians cross at 5th Street and Palm Court.
- Poor driver compliance at 5th Street was observed. Vehicles were observed to encroach into the crosswalk area.
- Event staff directs pedestrians away from the Santa Paula Street and Palm Court intersection, pedestrians cross Santa Paula Street mid-block at various locations.
- Opening of the baseball field for special event parking has added approximately 80 off-street spaces, thereby reducing parking demand on public streets.
- Parking conditions are constrained but spaces are available along Santa Paula Street. Additional signage should be provided to direct vehicles to the baseball field. The future parking lot at 41 and 42 Palm court would add up to 20 parking spaces to the off-street parking inventory. The new parking lot on Palm Court would be available during regular school days and special events.
- Remote parking can be provided in the future at the St. Sebastian School parking lot. No other viable remote parking locations were identified.
- A drop-off and pick-up zone located on 5th Street adjacent to the walkway that provided pedestrian access to Palm Court and the stadium can divert drop-off and pick-up from Santa Paula Street.
- Implementation of a parking district on Santa Paula Street or 6th Street is not expected to improve circulation and parking conditions during large events.
- The parking space additions on 5th Street and use of the baseball field for special event parking have resulted in more overall available parking spaces than provided during any period since the school's establishment.

Proposed Improvements

- Restrict passenger drop-off and pick-up on Santa Paula Street at Palm Court in both directions using signage. Add staff to regulate pedestrian crossing at Palm Court.
- Additional event signage on Santa Paula Street, 5th Street and 6th Street to direct vehicles to the special event parking on the SPSHS baseball field.
- Drop-off and pick-up zone on 5th Street adjacent to the walkway between 5th Street and Palm Court. Zone to extend 100 feet north and south of crosswalk. Install signage to direct vehicles to drop-off and pick-up area. Add staff to

For the City Council Regular Meeting of January 4, 2016**Agenda Item # 1.9.B**

regulate traffic flow.

- Provide information via school media and public media to promote the use of the pick-up and drop-off zone on campus during special events.
- Coordinate with St. Sebastian School to allow use of its parking lot during next school year's special events.

Alternatives:

- A. Approve Staff's recommendation.
- B. Deny Staff's recommendation.
- C. Provide staff with additional information.

Attachments:

Santa Paula High School Neighborhood Final Traffic Study by Stantec

SPHS Traffic Study Appendix

SANTA PAULA HIGH SCHOOL NEIGHBORHOOD Final Traffic and Circulation Study

City of Santa Paula, CA

December 1, 2015

W.O. 2064112801



Prepared By:

111 E. Victoria Street
Santa Barbara, CA 93101
Phone: (805) 963-9532



Attachment: Santa Paula High School Neighborhood Final Traffic Study by Stantec (1037 : Traffic Study)

EXECUTIVE SUMMARY

Stantec, in coordination with the City of Santa Paula and the Santa Paula Unified school District, has prepared a study that analyzes traffic, pedestrian and parking conditions on the high school and on public streets immediately adjacent to the high school. The Santa Paula High School is located in a residential area. In the past years, construction of facilities has resulted in reduced parking availability on the high school property and increased parking demands on adjacent public streets. Separately, traffic issues on Santa Paula Street are perceived to adversely affect student safety and neighborhood quality of life. These issues include:

- o Traffic volumes
- o Vehicle speeds
- o Student crossings

The intent of the study was to develop feasible measures to improve vehicular and pedestrian safety, traffic flow and parking conditions during:

- o Weekdays when school is in session.
- o Special Events – Graduation Ceremony and High School Football games.

Stantec collected data on the SPSHS campus and vicinity streets for regular weekday conditions when school is in session and during special event conditions (Graduation Ceremony and first football home game). The data collection effort included daily and peak hour traffic volumes at area roadway segments and intersections, vehicle speeds and accident data, pedestrian volumes and parking supply and parking demand data. In addition to the data collection, Stantec observed traffic and pedestrian flow and parking conditions.

WEEKDAY ANALYSIS

Findings

- o All roadway segments and intersections operate acceptably based on City and County standards. Santa Paula Street operates in the LOS A range, which is considered free-flow conditions. The daily traffic volume on Santa Paula Street (>5,000 ADT) and its function as an arterial preclude the installation of speed humps.
- o The data does not support converting the Santa Paula Street/6th Street intersection from a two-way stop to an all-way stop.
- o 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.
- o The majority of pedestrian cross at 5th Street and 6th Street. Existing crosswalk striping at 5th Street intersection is faded and no crosswalk markings or signing is currently provided at 6th Street (across Santa Paula Street).
- o Installation of lighted crosswalks is warranted at the Santa Paula Street/5th Street and Santa Paula Street/6th Street Intersections.
- o The 85th percentile speed on Santa Paula Street is 35 MPH (25 MPH speed limit). The 85th percentile is the speed that reasonable people tend to adopt according to the road environment. This indicates the need to provide traffic calming measures.

- Collision data does not indicate recurring accident patterns at the intersections (3 to 6 accidents per intersection over 10-year period).
- The Santa Paula Street/5th Street intersection experienced two vehicle-pedestrian collisions and one vehicle-bicycle collision during the 10-year period.
- The opening of 5th Street to parking has reduced parking demand on public streets. Sufficient parking supply is available during weekdays. On Santa Paula Street 56% of parallel parking spaces are available during the peak demand period.
- A parking district on Palm Court has been approved by City Council. At the time of the study the parking district had not yet been implemented. Therefore, data was not collected to determine the effect of a parking district on Palm Court.
- Implementation of a parking district is not recommended on either Santa Paula Street or 6th Street.

Proposed Improvements

- Install vehicle Speed Feedback Signs on Santa Paula Street. The sign for westbound traffic should be located west of 7th Street, and the sign for eastbound traffic should be located east of Olive Street.
- Install school Warning signs (S4-5) with 25 MPH speed limit up to 1,000 feet from school grounds.
- Construct curb extensions (bulbouts), rectangular rapid flashing beacons (RRFB), at the intersections of Santa Paula Street with 5th Street and 6th Street. Update existing signage and pavement markings (2014 MUTCD). The narrowing of the roadway will slow traffic and shorten pedestrian crossing distance. The RRFB's will increase visibility for motorists to detect crossing students.
- Install street lights on southwest corner of each intersection to provide sufficient crosswalk lighting.
- 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 AM – 8:30 AM and 3 PM – 4 PM).
- Install rectangular rapid flashing beacons (RRFB) including signage, yield markings and "crosswalk ahead" pavement markings at the Santa Barbara Street/5th Street intersection.
- Promote use of the school tripper service to students and parents to increase public transit use. The High School should provide feedback to City on how public transit can improve ridership for students and parents.

SPECIAL EVENT ANALYSIS

Findings

- Most pedestrians cross at 5th Street and Palm Court.
- Poor driver compliance at 5th Street was observed. Vehicles were observed to encroach into the crosswalk area.
- Event staff directs pedestrians away from the Santa Paula Street/Palm Court intersection, pedestrians cross Santa Paula Street mid-block at various locations.
- Opening of the baseball field for special event parking has added approximately 80 off-street spaces, thereby reducing parking demand on public streets.
- Parking conditions are constrained but spaces are available along Santa Paula Street. Additional signage should be provided to direct vehicles to the baseball field. The future parking lot at 41 and 42 Palm Court would add up to 20 parking spaces to the off-street parking inventory. The new parking lot on Palm Court would be available during regular school days and special events.
- Remote parking can be provided in the future at the St. Sebastian School parking lot. No other viable remote parking locations were identified.
- A drop-off/pick-up zone located on 5th Street adjacent to the walkway that provides pedestrian access to Palm Court and the stadium can divert drop-off and pick-up from Santa Paula Street.
- Implementation of a parking district on Santa Paula Street or 6th Street is not expected to improve circulation and parking conditions during large events.
- The parking space additions on 5th Street and use of the baseball field for special event parking have resulted in more overall available parking spaces than provided during any period since the school's establishment.

Proposed Improvements

- Restrict passenger drop-off and pick-up on Santa Paula Street at Palm Court in both directions using signage. Add staff to regulate pedestrian crossing at Palm Court.
- Additional event signage on Santa Paula Street, 5th Street and 6th Street to direct vehicles to the special event parking on the SPHS baseball field.
- Drop-off/pick-up zone on 5th Street adjacent to the walkway between 5th Street and Palm Court. Zone to extend 100 feet north and south of crosswalk. Install signage to direct vehicles to drop-off/pick-up area. Add staff to regulate traffic flow.
- Provide information via school media and public media to promote the use of the pick-up/drop-off zone on campus during special events.
- Coordinate with St. Sebastian School to allow use of its parking lot during next school year's special events.

FUTURE TRAFFIC CONDITIONS ANALYSIS

Future (Year 2025) conditions for the study area were assessed using traffic data contained in the reviewed *Section 4.4 - Transportation and Traffic* of the *EA1 Specific Plan Amendment (SPA) Supplemental EIR*. Santa Paula Street is expected to carry 9,900 ADT between Palm Street and 5th Street, and 8,600 ADT, which equates to LOS B-C operations for a two-lane collector roadway.

The intersections of Santa Paula Street with Palm Avenue, 5th Street and 6th Street are forecast to operate in the LOS D/E range during both the AM and PM peak hours assuming the existing intersection geometry and control. The following mitigations would be required to provide LOS C or better:

Santa Paula St/Palm Ave. The 2025 peak hour volumes would satisfy *Traffic Signal Warrant 3 – Peak Hour* contained in the MUTCD. This indicates that installation of a traffic signal is likely warranted under 2025 conditions. Additional improvements would be provision of left-turn lanes on the eastbound and westbound approaches. This would require extending the red curb for approximately 100 feet to facilitate a left-turn lane and a shared through/right-turn lane.

Santa Paula St/5th St. The forecast delay is slightly above the LOS C/D transition (25 sec/veh) and the delay affects a total of 56 vehicles in the AM peak hour and 55 vehicles in the PM peak hour only. No mitigations are therefore proposed. It is recommended that the intersection be monitored periodically and mitigations developed when conditions warrant.

Santa Paula St/6th St. 2025 conditions at this intersection are likely to satisfy Multi-Way Stop Criteria D (80% of the minimum values of Criteria B, C1 and C2), which apply to number of collisions, vehicle and pedestrian volumes and delay. It is recommended that the intersection control is converted from two-way stop to all-way stop control when conditions warrant.

Attachment: Santa Paula High School Neighborhood Final Traffic Study by Stantec (1037 : Traffic Study)

TABLE OF CONTENTS

Introduction	1
Project Description	1
Analysis Methodology	1
Study Area	1
Roadways	3
Bicycle Facilities	4
Transit Facilities	4
Parking	4
Weekday Conditions	4
Level of Service Criteria	4
Roadway Operations	5
Intersection Operations	5
Parking	8
Speeds	8
Accident Data	10
Weekday Evaluation and Recommendations	10
Weekday Operations Summary	10
Evaluation of Improvement Measures	11
Recommended Improvements	13
Special Event Conditions	15
Roadway and Intersection operations	15
Parking	15
Traffic Management and Event Staffing	18
Special Event Evaluation and Recommendations	18
Evaluation of Improvement Measures	18
Recommended Improvements	20
Future Traffic Conditions Analysis	22
Roadway and Intersection operations	22
Future Intersection Mitigations	22

LIST OF TABLES

Table 1: Study Area Intersections	3
Table 2: Level of Service Definitions	5
Table 3: Peak Hour Intersection Levels of Service	8
Table 4: Santa Paula Street – Accident Experience (2004 – 2014)	10
Table 5: Santa Paula Street – All-Way Stop Analysis	12
Table 6: Year 2025 Peak Hour Intersection Levels of Service	21

TABLE OF EXHIBITS

Exhibit 1: Existing Roadway and Intersection Geometry	2
Exhibit 2: Average Daily Traffic and Peak Hour Intersection Volumes	6
Exhibit 3: Pedestrian Crossing peak Hour Volumes	7
Exhibit 4: Parking Supply and Peak Hour Parking Demand	9
Exhibit 5: Santa Paula Street and Santa Barbara Street – Proposed Improvements	14
Exhibit 6: Special Event Traffic Volumes	16
Exhibit 7: Special Event Pedestrian Crossing peak Hour Volumes	17
Exhibit 8: Santa Paula Street and SPS – Special Event Control	21

TECHNICAL APPENDIX

Appendix 1 - Roadway and Intersection Turning Movement Counts
Appendix 2 – Pedestrian Crossing Counts
Appendix 3 – Parking Demand Counts
Appendix 4 – Speed Survey
Appendix 5 – Cost Estimates
Appendix 6 – Level of Service Calculation Worksheets

INTRODUCTION

Stantec has prepared the following traffic, circulation and access study for the Santa Paula High School. The study includes an assessment of existing traffic and parking conditions within the area surrounding the high school and recommends measures to improve vehicular and pedestrian safety, traffic flow and parking conditions. A discussion of future conditions is also provided.

PROJECT DESCRIPTION

The Santa Paula High School (SPHS) is located at 404 North 6th Street in the City of Santa Paula. The High School is comprised of several buildings and facilities between Palm Court and 6th Street, Virginia Street and Santa Paula Street. Exhibit 1 shows the location of SPHS is illustrated in Exhibit 1. In the past years, construction of facilities has resulted in reduced parking availability on the high school property and increased parking demands on adjacent public streets. In addition, traffic conditions on Santa Paula Street, in combination with special events at the High School, are perceived to adversely affect safety for students and the neighborhood quality of life. The City of Santa Paula and the Santa Paula Unified School District have asked for an evaluation of the following ongoing issues:

- Traffic and parking congestion.
- Speeding in the vicinity of the High School.
- Pedestrian safety.
- SPHS on-site and off-site circulation.
- SPHS on-site and street parking and student loading.

ANALYSIS METHODOLOGY

Stantec collected data on the SPHS campus and vicinity streets for regular weekday conditions when school is in session and during special event conditions. The data collection effort included daily and peak hour traffic volumes at area roadway segments and intersections, vehicle speeds and accident data, pedestrian volumes and parking supply and parking demand data. Weekday data was collected on Thursday, May 15. Special event data was collected during the Graduation Ceremony on Thursday, June 11 and during the first home football game on Friday, September 4. Graduation is the largest event to be held at the High School stadium. In addition to the data collection, Stantec observed traffic and pedestrian flow and parking conditions. After analyzing the data and observations, improvements were developed for both weekday conditions and special event conditions. An analysis of future (Year 2025) weekday roadway and intersection operations is also provided.

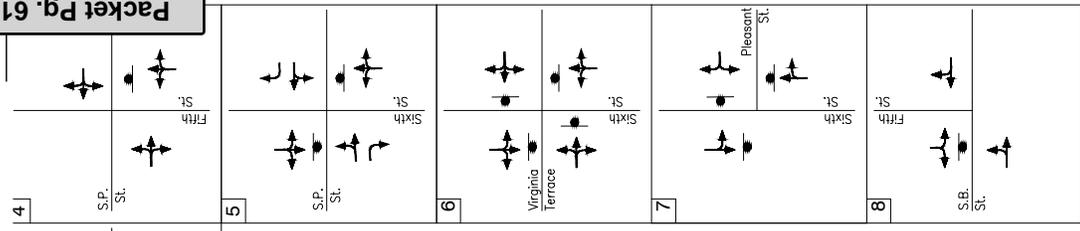
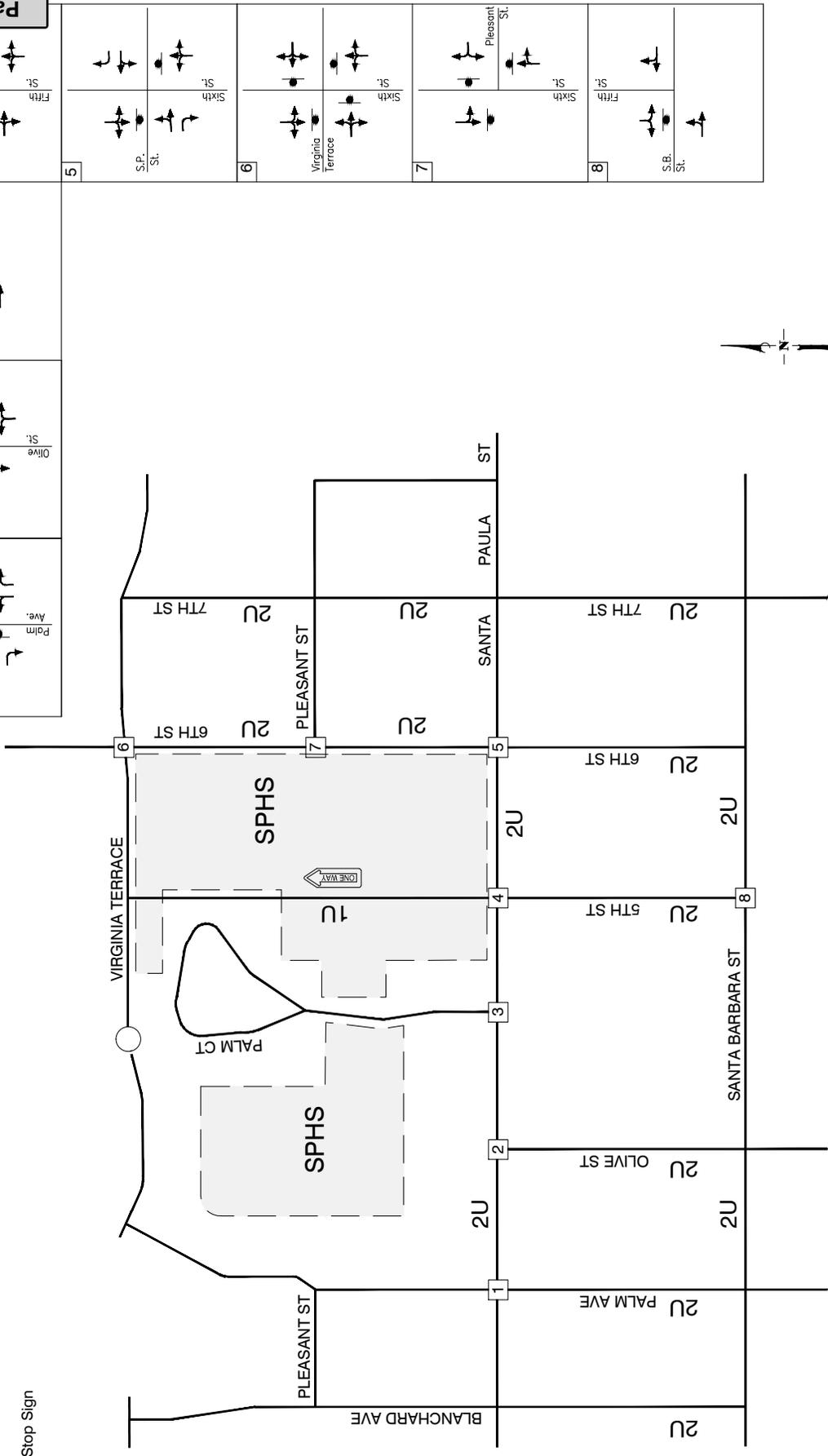
STUDY AREA

The study area street network is comprised of arterials, collectors and local streets. Table 1 lists the roadways and intersections included in the study and Exhibit 1 illustrates the roadway and intersection geometry and intersection control. A brief discussion of the study area facilities is provided below Table 1.

Attachment: Santa Paula High School Neighborhood Final Traffic Study by Stantec (1037 : Traffic Study)

LEGEND

-  - Intersection Lane Geometry
-  - Two-Lane Undivided Street
-  - Stop Sign




111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 1
 EXISTING ROADWAY AND
 INTERSECTION GEOMETRY

**Table 1
Study Area Intersections**

Roadways	Intersections
Santa Paula Street - Palm Ave to 7 th St	Santa Paula St/Palm Ave
Palm Avenue - Santa Paula St to Santa Barbara St	Santa Paula St/Olive St
Olive Street - Santa Paula St to Santa Barbara St	Santa Paula St/Palm Ct
5 th Street - Virginia Terrace to Santa Barbara St	Santa Paula St/5 th St
6 th Street - Virginia Terrace to Santa Barbara St	Santa Paula St/6 th St
	Virginia Terrace/6 th St
	Pleasant St/6 th St
	Santa Barbara St/5 th St

Roadways

The east-west roadways in the study area are designed as Collector roadways. The north-south roadways are comprised of arterial, collector and local streets. A brief discussion of the major components is provided below.

Palm Avenue is designated as Arterial in the City's Circulation Element. The roadway extends north from Santa Maria Street south of State Route (SR) 126 to Virginia Terrace west of the SPSHS, and provides regional access to the high school via its interchange with SR 126. The roadway contains one lane in each direction, Class II (on-street marked) bike lanes and parking on both sides.

Santa Paula Street is an east-west collector road that extends from Cummings Road through Santa Paula until it terminates at Grant Line Street at the Santa Paula Creek. The roadway provides direct access to the SPSHS. Within the study area the roadway contains one travel lane in each direction with Class II bike lanes and parking on both sides. Sidewalks are provided on both sides of the streets. The intersection of Santa Paula Street with Palm Avenue is controlled by an all-way stop, the intersections with Olive Street, Palm Court, 5th Street and 6th Street are controlled by stop signs on the side streets. The posted speed limit in the study area is 25 MPH.

School crosswalks are installed at the intersection with Palm Avenue, 5th Street and 6th Street (crossing 6th Street only). In-roadway warning lights are installed at the crosswalks at 5th Street, however these are not operational due to the lack of available replacement parts. The City's Capital Improvement Plan (CIP) includes replacing unrepairable in-roadway lighted crosswalks with flashing beacons.

Santa Barbara Street is a collector road that extends east from Dean Drive to 12th Street. The roadway contains one travel lane in each direction and parking on both sides. The roadway is designated as a truck route. The Santa Barbara Street/5th Street intersection is controlled by a stop sign on 5th Street, and a school crosswalk is installed across Santa Barbara Street.

Attachment: Santa Paula High School Neighborhood Final Traffic Study by Stantec (1037 : Traffic Study)

Virginia Terrace is located directly north of the SPHS. The roadway extends west from State Route 150 as a two-lane collector until it terminates west of the SPHS.

6th Street is a collector road that extends north from Santa Barbara Street to Glade Drive. The roadway contains two travel lanes and parking on both sides. All intersections along 6th Street in the vicinity of the high school are controlled by stop signs.

Bicycle Facilities

As discussed, Class II (marked and signed) bike lanes are provided at Palm Avenue and Santa Paula Street. All other streets in the study area do not have marked bike lanes and are considered Class III bike routes, which are unmarked facilities where motorists and bicyclists share the road.

Transit Facilities

Valley Express operates fixed-route, ADA-paratransit, and general purpose Dial-a-Ride services throughout the Heritage Valley. The study area is served by the Valley Express Route A/B, which is a fixed route service, with a bus stop located on Santa Barbara Street at 4th Street. Valley Express also provides school tripper service (Tripper 1) to and from the high school before and after regular school hours with a bus stop on Santa Paula Street at 6th Street.

Parking

Parking is provided on all City streets in the study area. A parking district was created for Palm Court in 2014 to restrict parking to residents only. The parking district has not yet been implemented. The SPHS has recently added 30 parking spaces in the parking lot adjacent to the new Science/Technology Building, and 43 angled spaces along 5th Street, for a total of 73 parking spaces. A total of 59 parking spaces were provided prior to construction activities, the parking supply has therefore increased by 14 spaces. The District is also proposing to construct a parking lot on 41 and 42 Palm Court, which would add up to 20 parking spaces (including two accessible spaces) to the SPHS parking supply.

WEEKDAY CONDITIONS

Level of Service Criteria

To identify the operating condition at the study area roadways and intersections, a level of service (LOS) ranking scale was used. This scale compares traffic volumes to roadway and intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. Table 2 summarizes the LOS definitions.

**Table 2
Level of Service Definitions**

LOS	Definition
A	Conditions of free unobstructed flow. Vehicles are unimpeded in their ability to maneuver within the traffic stream. Control delay at intersections is minimal.
B	Conditions of stable flow, very little delay. The ability to maneuver is only slightly restricted. Control delay at intersections is not significant.
C	Conditions of stable flow, delays are low to moderate. Longer queues at intersections may contribute to lower travel speeds.
D	Conditions approaching unstable flow, delays are moderate to heavy, significant deficiencies are experienced for short durations during the peak traffic period.
E	Conditions of unstable flow, delays are significant, Roadway and intersection congestion exists for extended duration throughout the peak period.
F	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream intersection are unable to proceed because of back-ups from a downstream intersection.

Source: 2010 Highway Capacity Manual.

Roadway Operations

Exhibit 2 shows the average daily traffic (ADT) volumes for the study area roadway segments. Palm Avenue carries 4,600 ADT south of Santa Paula Street. Santa Paula Street carries 5,500 ADT to 7,200 ADT between Palm Avenue and 7th Street, with a peak hourly flow from 3 PM to 4 PM with approximately 350 vehicles in each direction. Olive Street, 5th Street and 6th Street carry between 600 ADT and 700 ADT south of Santa Paula Street. These volumes indicate good (LOS A/B) conditions based on the design capacity contained in the Circulation Element for each roadway segment.

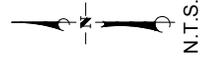
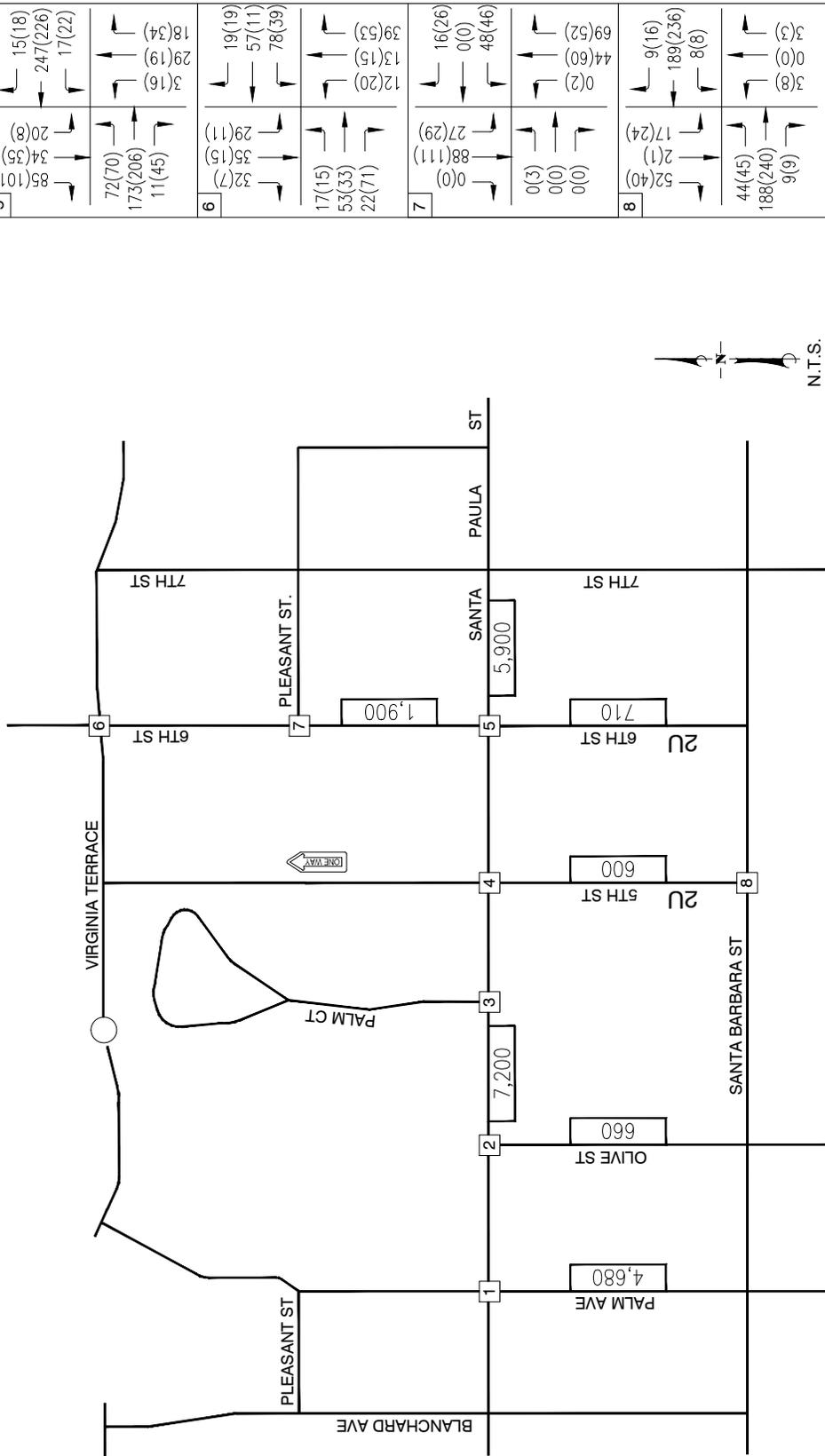
Intersection Operations

Turning volume and pedestrian and bicycle counts at the study area intersections were collected by Stantec during the AM (7 AM to 9 PM) and PM (2:30 PM to 4:30 PM) peak periods on May 14, 2015, to coincide with peak school activity. Exhibits 2 and 3 show the AM and PM peak hour intersection volumes and pedestrian volumes, respectively. Intersection levels of service and delays were calculated for the peak hours, and for the 15-minute period with peak vehicle and pedestrian concentrations. The intersection levels of service are summarized in Table 3.

Attachment: Santa Paula High School Neighborhood Final Traffic Study by Stantec (1037 : Traffic Study)

LEGEND

- XXXX - Average Daily Traffic
- XX(XX) - AM Peak Hour (PM Peak Hour)
- ↔ - Traffic Movement



4	17(16) 0(0) 294(302) 0(3)	17(16) 0(0) 297(290) 23(27)	17(16) 0(0) 294(302) 0(3)	17(16) 0(0) 297(290) 23(27)
3	2(2) 312(306) 38(48)	2(2) 312(306) 38(48)	2(2) 312(306) 38(48)	2(2) 312(306) 38(48)
2	13(21) 222(196) 84(97)	13(21) 222(196) 84(97)	13(21) 222(196) 84(97)	13(21) 222(196) 84(97)
1	8(11) 48(39) 16(24)	8(11) 48(39) 16(24)	8(11) 48(39) 16(24)	8(11) 48(39) 16(24)
5	2(9) 233(223) 79(57)	2(9) 233(223) 79(57)	2(9) 233(223) 79(57)	2(9) 233(223) 79(57)
6	45(27) 224(283) 46(43)	45(27) 224(283) 46(43)	45(27) 224(283) 46(43)	45(27) 224(283) 46(43)
7	17(15) 53(33) 22(17)	17(15) 53(33) 22(17)	17(15) 53(33) 22(17)	17(15) 53(33) 22(17)
8	52(40) 2(1) 17(24)	52(40) 2(1) 17(24)	52(40) 2(1) 17(24)	52(40) 2(1) 17(24)

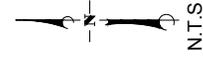
111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 2
 AVERAGE DAILY TRAFFIC AND
 PEAK HOUR INTERSECTION TRAFFIC VOLUMES

LEGEND

XX(XX) - AM Peak Hour (PM Peak Hour)

↔ - Pedestrian Movement



4	<p>↔ 87(129) ↔</p> <p>↔ 5(1) ↔</p> <p>↔ 47(28) ↔</p>	<p>↔ 75(101) ↔</p> <p>↔ 2(3) ↔</p> <p>↔ 34(17) ↔</p>	<p>↔ 40(11) ↔</p> <p>↔ 16(10) ↔</p> <p>↔ 47(39) ↔</p> <p>↔ 36(84) ↔</p>
5	<p>↔ 93(173) ↔</p> <p>↔ 303(287) ↔</p> <p>↔ 2(2) ↔</p> <p>↔ 108(67) ↔</p>	<p>↔ 41(48) ↔</p> <p>↔ 50(44) ↔</p> <p>↔ 26(37) ↔</p> <p>↔ 19(4) ↔</p>	<p>↔ 14(32) ↔</p> <p>↔ 53(78) ↔</p> <p>↔ 6(17) ↔</p> <p>↔ 99(107) ↔</p>
6	<p>↔ 75(35) ↔</p> <p>↔ 4(1) ↔</p> <p>↔ 29(14) ↔</p> <p>↔ 10(3) ↔</p>	<p>↔ 38(80) ↔</p> <p>↔ 30(20) ↔</p> <p>↔ 12(25) ↔</p> <p>↔ 60(76) ↔</p>	<p>↔ 4(8) ↔</p> <p>↔ 7(129) ↔</p> <p>↔ 47(28) ↔</p>
7	<p>↔ 47(39) ↔</p> <p>↔ 36(84) ↔</p> <p>↔ 40(11) ↔</p> <p>↔ 16(10) ↔</p>	<p>↔ 34(17) ↔</p> <p>↔ 2(3) ↔</p> <p>↔ 75(101) ↔</p> <p>↔ 4(8) ↔</p>	<p>↔ 47(28) ↔</p> <p>↔ 5(1) ↔</p> <p>↔ 87(129) ↔</p>
8	<p>↔ 5(1) ↔</p> <p>↔ 22(23) ↔</p> <p>↔ 0(1) ↔</p>	<p>↔ 5(1) ↔</p> <p>↔ 22(23) ↔</p> <p>↔ 0(1) ↔</p>	<p>↔ 47(28) ↔</p> <p>↔ 5(1) ↔</p> <p>↔ 87(129) ↔</p>

111 East Victoria Street,
 Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 3
 PEDESTRIAN CROSSING
 PEAK HOUR TRAFFIC VOLUMES

**Table 3
Peak Hour Intersection Levels of Service**

Intersection	Traffic Control	AM Delay/LOS		PM Delay/LOS	
		Peak Hour	Peak 15-minute Period	Peak hour	Peak 15-minute Period
1. Santa Paula St/Palm Ave	All-Way Stop	11.5/B	17.6/C	11.8/B	19.2/C
2. Santa Paula St/Olive St	Two-Way Stop	17.5/C	24.4/C	11.7/B	13.7/C
3. Santa Paula St/Palm Ct	One-Way Stop	11.9/B	14.0/B	13.4/B	16.4/C
4. Santa Paula St/5 th St	One-Way Stop	17.7/C	25.2/D	18.4/C	26.6/D
5. Santa Paula St/6 th St	Two-Way Stop	16.8/C	27.7/D	21.0/C	40.2/E
6. Virginia Terrace/6 th St	All-Way Stop	8.1/A	10.1/B	7.5/A	8.6/A
7. Pleasant St/6 th St	All-Way Stop	7.6/A	8.5/A	7.8/A	8.7/A
8. Santa Barbara St/5 th St	One-Way Stop	11.3/B	16.1/C	12.4/B	16.5/C

Delay for one-way/two-way stop control is delay of worst approach.
Cursive values indicate adverse delay during the peak 15-minute period.

As shown, all intersections operate acceptably (LOS A-C) during the peak hours. During the peak 15-minute period, the highest delays are experienced at the intersections of Santa Paula Street with 5th Street and 6th Street, which is as the result of peak vehicle flow and peak pedestrian crossing activity occurring simultaneously.

Parking

Parking data was collected from 8 AM to 8 PM on May 14, 2015 to determine weekday parking demands. The opening of 5th Street and the parking lot on SPHS added 73 off-street parking to the study area parking space supply. Exhibit 3 shows the parking supply and the peak parking demand per street segment. The peak parking demand in the study area occurred between 3 PM and 4 PM with 56% parking space occupancy, meaning that 44% of available parking spaces were not occupied. The peak parking demand on Santa Paula Street between Palm Avenue and 7th Street occurred at 8 PM, with 44% space occupancy. It is noted that short-term parking demand increases occur at start of classes (8 AM) and end of classes (3:12 PM), however these peak demand periods last approximately 20 minutes and do not significantly affect overall neighborhood parking supply.

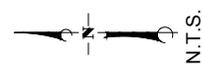
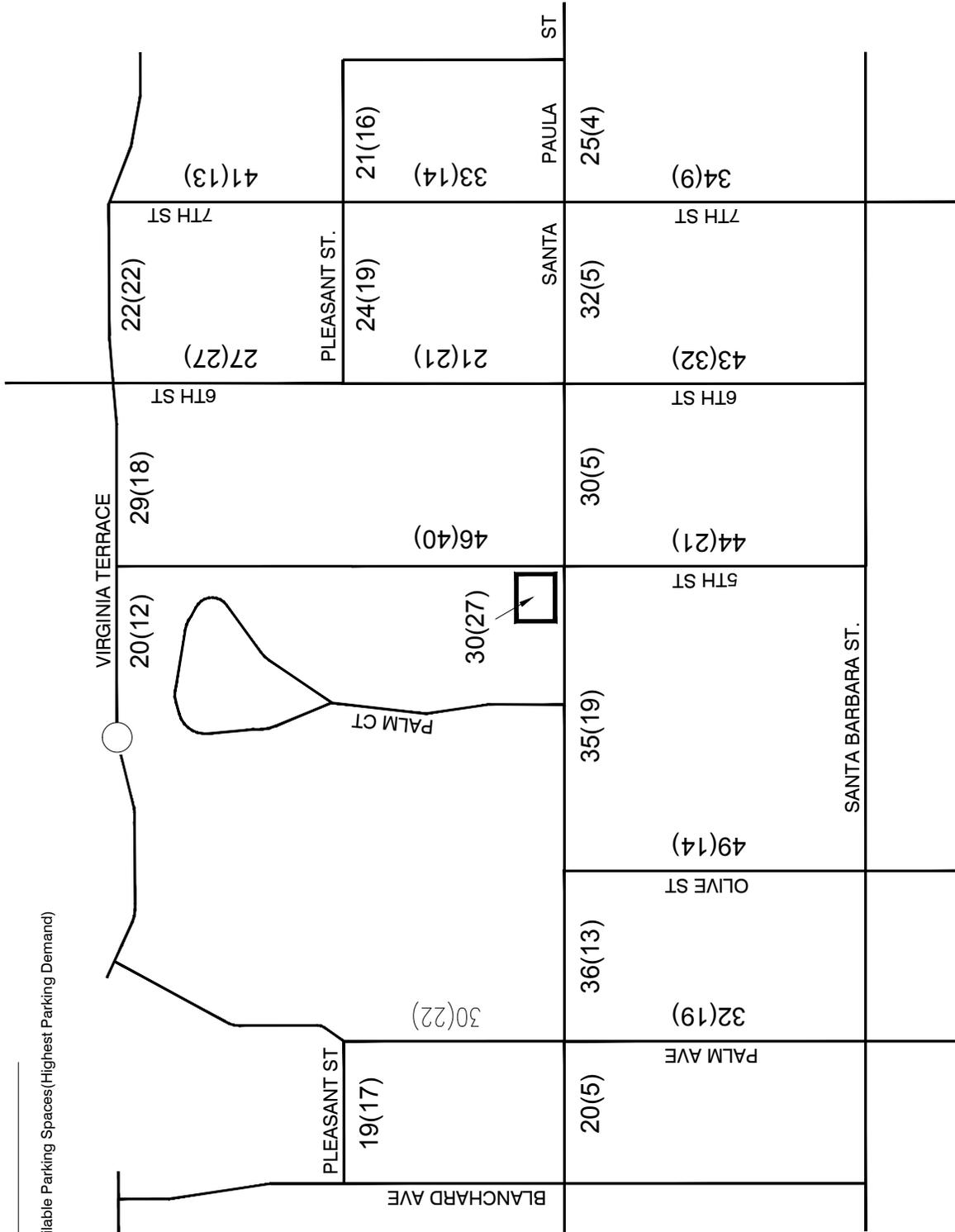
Speeds

Radar speed data was collected on Santa Paula Street between Palm Avenue and 6th Street to determine prevailing speeds on this segment of Santa Paula Street, which has a posted speed limit of 25 MPH. The speed survey indicates that the 85th percentile speed is 35 MPH (average speed of 31 MPH).

Attachment: Santa Paula High School Neighborhood Final Traffic Study by Stantec (1037 : Traffic Study)

LEGEND

XX(XX) - Available Parking Spaces(Highest Parking Demand)



111 East Victoria Street,
 Phone: (805) 963-9532

Santa Barbara, CA 93101
 Fax: (805) 966-9801

EXHIBIT 4
 PARKING SUPPLY AND
 PEAK HOUR PARKING DEMAND

Accident Data

Collision data for the intersection for the period from 2004 – 2014 was obtained from the City of Santa Paula and is summarized in Table 4.

**Table 4
Santa Paula Street
Accident Experience (2004-2014)**

Accident Type	Intersection				
	Olive St	Palm Ct	5 th St	6 th St	7 th St
Rear End	3	2	1	1	1
Left Turn	-	1	1	-	-
Right Turn	-	-	-	-	-
Fixed Object	-	-	-	-	-
Head On	1	-	-	-	-
Overtuned	-	-	-	-	-
Broadside	-	-	-	-	2
Sideswipe (Parked Vehicle)	2	2	-	2	-
Bicycle/Pedestrian	-	-	3	-	-
TOTAL	6	5	5	3	3

As shown, the intersections along Santa Paula Street experienced between three and six correctable accidents in the 11-year period. The Santa Paula Street/5th Street intersection experienced two vehicle-pedestrian collisions and one vehicle-bicycle collision.

Weekday Evaluation and Recommendations

Weekday Operations Summary. *Roadways.* Santa Paula Street carries between 5,500 and 7,200 ADT adjacent to the SPHS, which is well within the capacity range for a collector roadway. All roadway segments analyzed operate in the LOS A range, indicating good operations. Short-term congestion was observed around 7:45 AM and 3:15 PM, during which pedestrian crossing volumes at 5th Street and 6th Street and midblock parking maneuvers restrict traffic flow on Santa Paula Street. These peak congestion periods last around 20 minutes and are typical of conditions associated with middle school or high school start and end of regular schedule.

Intersections. The highest delays are experienced at the intersections of Santa Paula Street with 5th Street and 6th Street, which is as the result of peak vehicle flow and peak pedestrian crossing activity occurring simultaneously. Observations during the peak periods indicate that vehicles attempting to turn left from 5th Street and 6th Street experience high delays as they wait for crossing pedestrians and vehicle queues on Santa Paula Street to clear.

Pedestrians. The majority of pedestrians cross at the intersections of Santa Paula Street with 5th Street and 6th Street, and at the Pleasant Street/6th Street intersection. The Pleasant Street/6th Street intersection operates acceptably with the existing all-way stop control and school crosswalks markings. School crosswalks striping and signage is provided at Santa Paula Street/5th Street intersection. An inventory indicated that that yield lines are faded and vehicles were

observed to encroach into the crosswalk area during crossings. A crosswalk is installed on the north leg of the Santa Paula Street/6th Street intersection, no crosswalk across Santa Paula Street is provided. Due to the absence of crosswalk striping or signing, vehicle encroachment into the crossing area was also observed at this location.

Parking. The data indicates that sufficient parking availability is provided in the study area during weekdays. Parking demand created by most weekday afternoon and evening activities associated with SPHS and other organizations can largely be absorbed by the recently added on-campus parking spaces. The data does not support implementation of a parking district on either Santa Paula Street or 6th Street. It is noted that the future parking lot proposed on 41 and 42 Palm Court would add up to 20 parking spaces (including two accessible spaces) to the parking inventory, thereby further reducing on-street parking demands. Since the parking district on Palm Court has not yet been implemented, no data was not collected to determine the effect of a parking district.

The street segments of Virginia Terrace adjacent to the SPHS (6th Street to cul-de-sac) and Pleasant Street between 6th Street and 7th Street were evaluated to determine whether conversion of parallel parking to angled parking would increase on-street parking supply. The evaluation indicated that angled parking can be implemented on the north side of Virginia Street from 6th Street to the cul-de-sac, resulting in about 49 spaces. Because there are 48 parallel spaces now on both sides, there would be no significant parking space gain.

The width of Pleasant Street is approximately 50 feet. To increase parking, the existing parallel parking would have to be converted to angled parking. Because approximately 60 feet of width is required to implement angled parking on both sides and maintain two-way traffic, one-way traffic would need to be implemented to allow angled parking on both sides of the street. With one-way traffic, approximately 43 angled spaces can be provided between 6th Street to 7th Street, which would be an increase of 19 spaces compared to the existing number of spaces. However, implementation of one-way traffic is not recommended, as it would have an adverse effect on traffic flow.

Evaluation of Improvement Measures. *Speeds:* Traffic calming measures were evaluated to reduce vehicle speeds on Santa Paula Street. Speed humps are typically used on residential streets and are not advised on bus or emergency response routes. Given the existing ADT volume (> 5,000 ADT) on Santa Paula Street, its function as arterial between the western portion of Santa Paula and State Route 150, and being an emergency route to the high school, it is not recommended that speed bumps/humps be installed.

Speed tables, which are longer speed humps (22 feet or longer), can be installed on collectors and emergency routes. However, given the roadway's function as arterial rather than collector, its traffic volume of 7,200 ADT and future traffic volume of approximately 10,000 ADT associated with regional and City wide development, installation of speed tables is also not recommended. Additional disadvantages could include an increase in noise and vibration, acceleration of vehicles between and after the devices, and diversion of traffic to other streets.

Vehicle speed feedback signs are frequently used in school zones to reduce speeds. This interactive sign displays speeds to oncoming motorists. Average speed reductions of about 5 MPH is possible. Specifically, speed feedback signs have been shown to significantly reduce

speeds of vehicles that were travelling in excess (10 MPH or more) of the speed limit, while not interfering with the progress of the majority of traffic travelling at or below the speed limit.

Intersections: A multi-way stop control analysis was completed for the intersections of Santa Paula Street with 5th Street and 6th Street to determine if all-way stop control is warranted at these locations. The analysis was completed pursuant the criteria contained in CAMUTCD's Section 2B.07 and are summarized in Table 5.

**Table 5
Santa Paula Street
All-Way Stop Analysis**

Warrant #	Criteria	5 th Street Warrant Satisfied?	6 th Street Warrant Satisfied?
A	Interim measure prior to installation of traffic signal.	No	No
B	5 or more crashes in 12-month period that can be corrected by mutli-way stop.	No	No
C.1	Major street volume: minimum of 300 vph for 8 hours of an average day	Yes	Yes
C.2	Minor street volume: minimum of 200 vph/peds/bicyclists for same 8 hours, with an average delay of at least 30 sec/vehicle during the peak hour.	No	No
D	Criteria B, C.1 and C.2 are all satisfied to 80% of the minimum values.	No	No

Table 5 indicates that conversion of the existing two-way stop control at either intersection to an all-way stop control is not warranted.

Pedestrians. The traffic and pedestrians volumes at the Santa Paula Street/5th Street intersection and Santa Paula Street/6th Street Intersection satisfy the criteria contained in CAMUTCD's Section 4N.02 to install a crosswalk with in-roadway warning lights. Crosswalk treatment guidelines contained in *NCHRP Report 562 – Improving Pedestrian Safety at Unsignalized Crossings*¹ and ITE's *Alternative Treatments for At-Grade Pedestrian Crossings*² were applied to determine the appropriate improvements.

Studies conducted by the FHWA³ have shown 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 rapid flash beacons (RRFB) be installed at the crosswalks. Installation of

¹ *Improving Pedestrian Safety at Unsignalized Crossings*, National Cooperative Highway Research Program, Transportation Research Board, 2006.

² *Alternative Treatments for At-Grade Pedestrian Crossings*. Pedestrian and Bicycle Council, Institute of Transportation Engineers, 2001.

³ *Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled Locations*, Federal Highway Administration, 2005.

bulbouts (curb extensions) further improve pedestrian safety by narrowing the pedestrian crossing distance, improving vehicle-to-pedestrian sight distance and reducing vehicle speeds. *Drop-off/pick-up zones.* Designated student drop-off/pick-up zone locations were reviewed to improve traffic flow on Santa Paula Street. A drop-off/pick-up zone could be provided on Santa Paula Street or on 5th Street on the high school campus. A zone on Santa Paula Street is not recommended as it would reduce public parking. A drop off/pick-up zone on 5th Street could be located between the alley crosswalk and Cardinal Way. However, it is not expected that providing a drop off/pick-up zone at this location would result in a significant change in drop-off and pick-up behavior given that the 5th Street route would not provide the most convenient route for most vehicles. While a regulated drop-off/pick-up location on 5th Street is not advised, it is recommended that the high school provide information to parents to encourage use of 5th Street for student drop-off and pick-up to alleviate conditions on Santa Paula Street.

Recommended Improvements. The following improvements are recommended to reduce vehicle speeds and improve vehicular and pedestrian flow and safety during weekdays:

Santa Paula Street

1. Install Vehicle Speed Feedback Signs on Santa Paula Street. The sign for westbound traffic should be located west of 7th Street, and the sign for eastbound traffic should be located east of Olive Street. Install School Warning signs (S4-5) with 25 MPH speed limit up to 1,000 feet from school grounds.
2. Install curb extensions (bulbouts), rectangular rapid flashing beacons (RRFB), at the Santa Paula Street/5th Street intersection. Update existing signage and pavement markings, The narrowing of the roadway will slow traffic and shorten pedestrian crossing distance. The RRFB's will increase visibility for motorists to detect crossing students. Install street light on southwest corner to provide sufficient crosswalk lighting.
3. Install curb extensions (bulbouts), rectangular rapid flashing beacons (RRFB) and new north/south crosswalk with signage and pavement markings at the Santa Paula Street/6th Street intersection. Install street light on south side of Santa Paula Street to provide sufficient crosswalk lighting.
4. Install No Left-Turn signage at the Santa Paula Street/5th Street intersection to restrict left-turns for northbound and southbound traffic during peak hours (7:30 AM – 8:30 AM AND 3 PM – 4 PM) Install No Left-Turn signage at the Santa Paul Street/6th Street intersection to restrict left-turns for northbound traffic only during peak hours.

Santa Barbara Street

5. Install rectangular rapid flashing beacons (RRFB) including signage, yield markings and crosswalk ahead pavement markings at the Santa Barbara Street/5th Street intersection. The RRFB's will increase visibility for motorists to crossing students.

Transit

6. The High School should promote use of the school tripper service to students and parents to increase public transit use. The High School should provide feedback to the City on how public transit can improve ridership for students and parents.

Exhibit 5 Illustrates the proposed improvements.

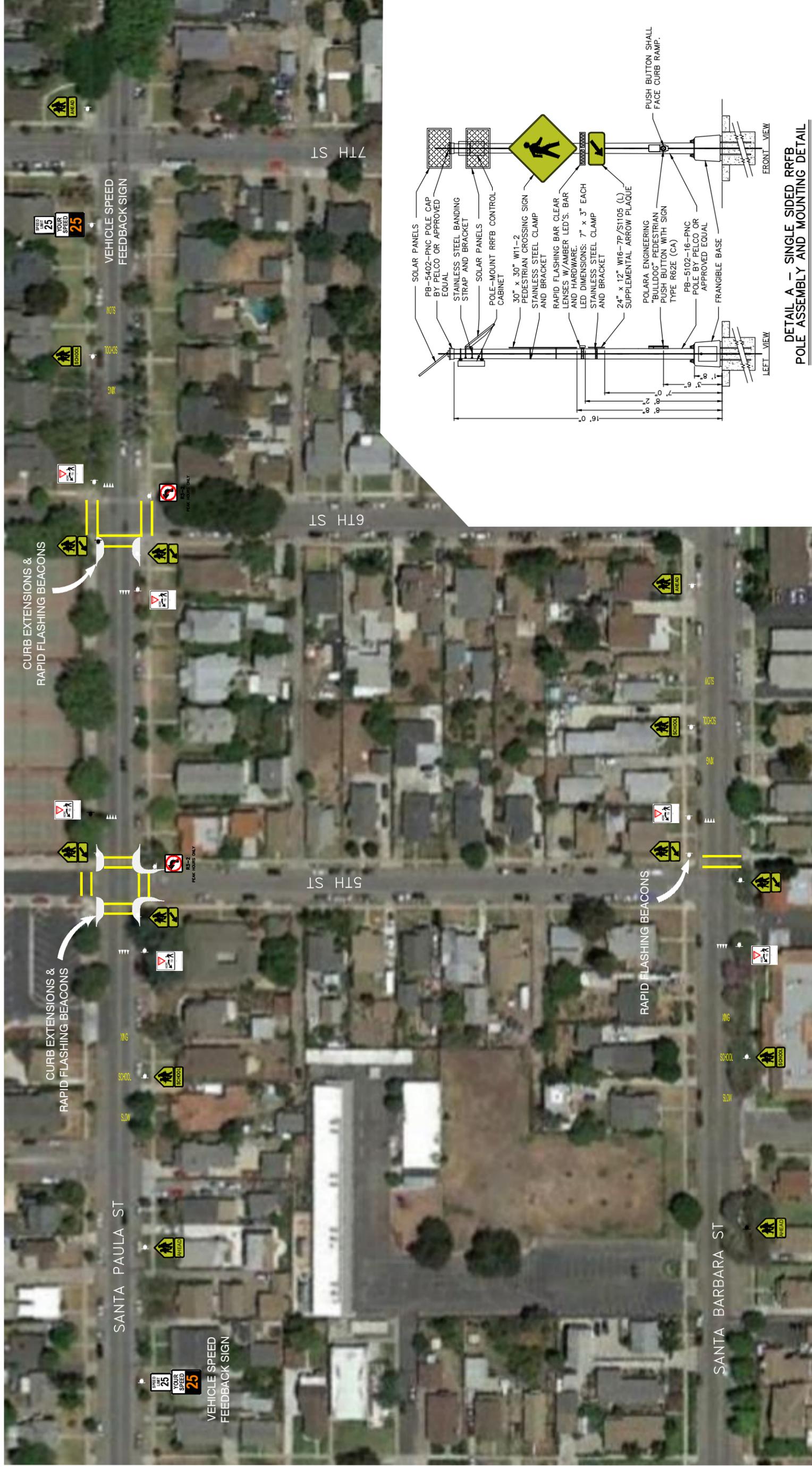


EXHIBIT 5

SANTA PAULA ST AND SANTA BARBARA ST

PROPOSED IMPROVEMENTS

DETAIL A - SINGLE SIDED RRFB
 POLE ASSEMBLY AND MOUNTING DETAIL
 SCALE: N.T.S.

SPECIAL EVENT CONDITIONS

Special events are high attendance events outside of normal school hours. Special events are Friday evening football games from September to November, and Graduation Ceremony in June. Traffic, pedestrian and parking data was collected during graduation of the Class of 2015 on Thursday June 11, 2015. In addition, traffic and pedestrian flow and parking conditions were observed during a football game on Friday September 4, 2015. Both events were held at the SPSHS stadium. The following sections summarize special event conditions.

Roadway and Intersection Operations

Exhibit 6 shows the ADT volumes and peak hour traffic volumes for the study area roadway segments and intersections. Santa Paula Street carried 5,500 ADT to 7,100 ADT between Palm Avenue and 7th Street, which is slightly less than normal weekdays. The peak hour occurred from 5:30 PM to 6:30 PM with approximately 300 vehicles in each direction. The arrival pattern was more spread out compared to weekday's student arrival, and intersection operations during the peak hour are therefore better compared to normal weekday operations.

The peak pedestrian crossing volumes are shown in Exhibit 7. Peak pedestrian flow occurred from 8:00 PM to 8:30 PM after the graduation ceremony, and from 9:00 PM to 9:30 after the football game. There are two pedestrian routes that provide access to the stadium. Attendees parking on Virginia Terrace, Pleasant Street and parts of 5th Street and 6th Street use the on-campus pathway provided between 5th Street and Palm Court. All other attendees enter Palm Court via Santa Paula Street.

The majority of pedestrians cross at the Santa Paula Street/5th Street intersection (323 pedestrians). A total of 164 pedestrians crossed at Palm Court, which currently does not have crosswalk signing or markings. Event staff was observed to direct pedestrians away from the Santa Paula Street/Palm Court intersection to the painted crosswalks provided at Palm Street, 5th Street and 6th Street. This resulted in pedestrians crossing Santa Paula Street mid-block at various locations. A total of 183 pedestrians crossed Santa Paula Street between Palm Court and 5th Street. Observations also indicated poor driver compliance with pedestrian right-of-way at the crossings at 5th Street and vehicles were observed to encroach into the crosswalk area.

Parking

Parking data was collected from 5:30 PM to 9:30 PM in the study area to capture parking demands during the Graduation Ceremony on June 11, 2015. Similar to weekday operations, Palm Court was closed to parking except resident parking. On-campus parking was restricted by event staff. During football season, the SPSHS has opened the baseball field for special event parking, which has added approximately 80 off-street spaces. During special events, the total parking supply on campus is approximately 176 spaces.

The peak parking demand in the study area occurred between 7 PM and 8 PM with 93% parking space occupancy, meaning that 7% of available parking spaces was not occupied. Note that the survey was completed prior to the availability of the baseball field for special event parking.

Attachment: Santa Paula High School Neighborhood Final Traffic Study by Stantec (1037 : Traffic Study)

LEGEND

XXXX - Average Daily Traffic

XX - Special Event Peak Hour Volume (Evening)

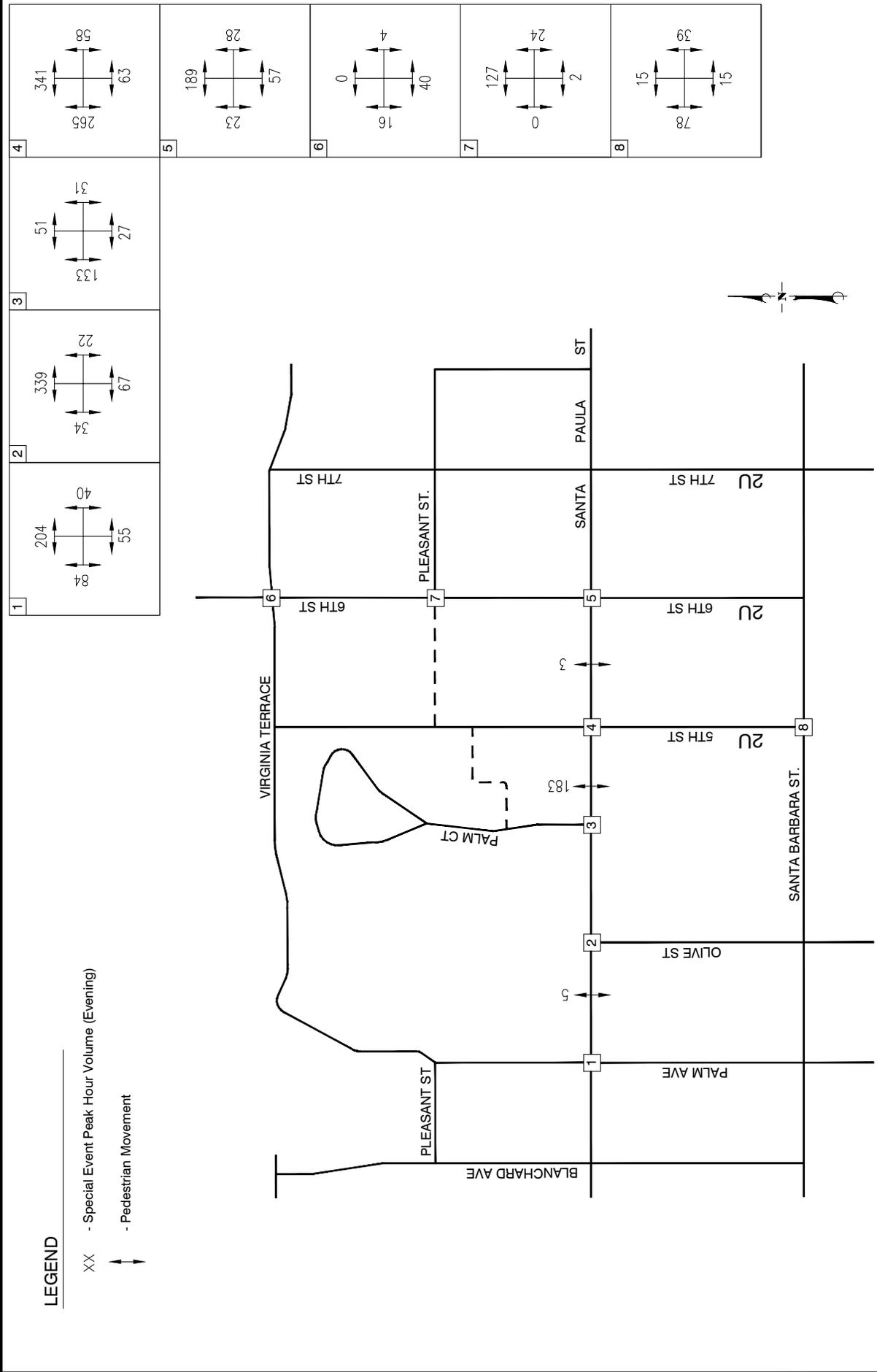
↔ - Traffic Movement



4	↔ 4 ↔ 249 ↔ 55 ↔ 4 ↔ 297 ↔ 29 ↔ 45	↔ 7 ↔ 298 ↔ 0 ↔ 13 ↔ 317 ↔ 0	↔ 2 ↔ 282 ↔ 17 ↔ 6 ↔ 262 ↔ 48 ↔ 2 ↔ 2
5	↔ 19 ↔ 225 ↔ 14 ↔ 72 ↔ 190 ↔ 26 ↔ 19 ↔ 12 ↔ 1	↔ 88 ↔ 4 ↔ 13 ↔ 190 ↔ 26 ↔ 72 ↔ 12 ↔ 1	↔ 19 ↔ 225 ↔ 14 ↔ 72 ↔ 190 ↔ 26 ↔ 19 ↔ 12 ↔ 1
6	↔ 10 ↔ 5 ↔ 18 ↔ 20 ↔ 9 ↔ 5 ↔ 43 ↔ 93 ↔ 10 ↔ 5 ↔ 18	↔ 20 ↔ 9 ↔ 5 ↔ 43 ↔ 93 ↔ 5 ↔ 43 ↔ 93	↔ 10 ↔ 5 ↔ 18 ↔ 20 ↔ 9 ↔ 5 ↔ 43 ↔ 93 ↔ 10 ↔ 5 ↔ 18
7	↔ 4 ↔ 0 ↔ 19 ↔ 0 ↔ 0 ↔ 0 ↔ 0 ↔ 0 ↔ 4 ↔ 0 ↔ 19	↔ 4 ↔ 0 ↔ 19 ↔ 0 ↔ 0 ↔ 0 ↔ 0 ↔ 0 ↔ 4 ↔ 0 ↔ 19	↔ 4 ↔ 0 ↔ 19 ↔ 0 ↔ 0 ↔ 0 ↔ 0 ↔ 0 ↔ 4 ↔ 0 ↔ 19
8	↔ 26 ↔ 147 ↔ 3 ↔ 29 ↔ 207 ↔ 9 ↔ 26 ↔ 147 ↔ 3 ↔ 29 ↔ 207 ↔ 9	↔ 26 ↔ 147 ↔ 3 ↔ 29 ↔ 207 ↔ 9 ↔ 26 ↔ 147 ↔ 3 ↔ 29 ↔ 207 ↔ 9	↔ 26 ↔ 147 ↔ 3 ↔ 29 ↔ 207 ↔ 9 ↔ 26 ↔ 147 ↔ 3 ↔ 29 ↔ 207 ↔ 9

111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 6
SPECIAL EVENT TRAFFIC VOLUMES



The peak parking demand on Santa Paula Street between Palm Avenue and 7th Street occurred during the same time, with 86% space occupancy. Thus, during the peak parking demand period, parking spaces were available on Santa Paula Street. Parking demand was reduced to normal (30% to 40% occupancy) by 8:30 PM.

Observations during the football game on September 4 indicate that peak parking demands on Santa Paula Street remained similar to the demands observed during the Graduation Ceremony, but that the additional special event parking capacity on campus has resulted in reduced parking demands on neighboring streets.

Because Palm Court provides direct access to the stadium from Santa Paula Street, vehicles travelling in both directions on Santa Paula Street stop at Palm Court to load and unload passengers. In the westbound direction, vehicles stop along the red curb on both sides of the intersection and obstruct the bike lane. In the eastbound direction, vehicles use the residential driveway curb cut opposite Palm Court to merge in and out of traffic. Vehicles were observed to back up into the bike lane and periodically obstruct the eastbound travel lane.

Traffic Management and Event Staffing

Palm Court is closed off to non-residential traffic with barricades. A barricade with a no left-turn (R3-2) sign is placed on Santa Paula Street facing eastbound traffic. A police cruiser is parked on Palm Court at Santa Paula Street. Special event parking signage is provided west of 5th Street, and on the tennis court fence facing eastbound traffic, to direct event traffic to the special event parking provided on the baseball field. Traffic and parking control staff consisted of one volunteer and one cadet controlling access to Palm Court, and two school staff on 5th Street directing vehicles to event parking on the baseball field. Other school event staff is distributed throughout campus and at the stadium.

Special Event Evaluation and Recommendations

Evaluation of Improvement Measures. Intersections. Palm Court is closed to traffic except permitted drop-offs and resident traffic and parking. As discussed, vehicles travelling in both directions on Santa Paula Street stop at Palm Court to load and unload passengers, periodically obstructing traffic. It is recommended that signage is installed at Palm Court to prohibit drop-off and pick-up and drop-off .

Pedestrians. The majority of pedestrians cross at the intersections of Santa Paula Street with Palm Court and 5th Street. Attempts by event staff to direct pedestrians away from Palm Court to 5th Street result in a substantial number of pedestrians crossing midblock between Palm Court and 5th Street. The Santa Paula Street/Palm Court intersection is a legal crosswalk location, but since no crosswalks markings or signage is provided, yielding compliance during heavy event pedestrian flow is poor. It is recommended that additional staff be provided to allow and regulate pedestrian crossing flow at Palm Court. The presence of additional staff is also expected to reduce the number of midblock crossings.

Yielding compliance to pedestrians at the Santa Paula Street/5th Street intersection is expected to improve after implementation of the proposed crosswalk improvements. No further improvements are recommended.

Attachment: Santa Paula High School Neighborhood Final Traffic Study by Stantec (1037 : Traffic Study)

Parking. The parking data indicates that parking conditions are constrained but spaces are available along Santa Paula Street during peak parking conditions. The event parking on the baseball field was not fully utilized. Additional signage should be provided to direct vehicles to the baseball field, particularly for westbound traffic. The future parking lot proposed on 41 and 42 Palm Court would add up to 20 parking spaces (including two accessible spaces) to the parking inventory during special events, thereby further reducing on-street parking demands.

Bus parking for visiting teams is provided on Palm Avenue at the Renaissance High School. On-street parking space is available for up to two busses, and space for up to two busses can be provided on the school's parking lot. No other parking measures for busses are required.

Implementation of a parking district on Santa Paula Street or 6th Street is not expected to improve circulation and parking conditions during large events.

It is noted that the parking space additions on 5th Street and use of the baseball field for special event parking have resulted in more overall available parking spaces than provided during any period since the school's establishment.

Remote parking. Special event parking at locations within walking distance to the high school was evaluated. Two locations were identified within the typical maximum acceptable walking distance of approximately 1,500 feet. These include the Spears Manufacturing lot at 140 W. Santa Barbara Street and the St. Sebastian School parking lot at 325 E. Santa Barbara Street. The Spears Manufacturing lot is continuously used by plant employee and truck traffic and is therefore not considered a practical remote parking location. The St. Sebastian School parking lot provides a viable location, however current school scheduling conflicts with potential special event parking. It is recommended that the District coordinate with St. Sebastian School to allow use of its parking lot during next school year's special events. This would add between 24 spaces and 30 spaces to the off-street parking supply during special events.

Drop-off/pick-up zones. No designated drop-off/pick-up zones are currently provided during special events. Attendees are mostly dropped off and picked up along Santa Paula Street and at Palm Court. A drop-off and pick-up zone could be provided on the north side of Santa Paula Street directly east of 5th Street, however since a drop-off/pick-up zone would eliminate parking, would need to be staffed and would not directly improve flow on Santa Paula Street, this is not recommended.

Alternatively, a drop-off/pick-up zone, located on 5th Street adjacent to the walkway that provides pedestrian access to Palm Court and the stadium, would divert drop-off and pick-up from Santa Paula Street to this on-campus location and could improve traffic flow. The temporary stacking of vehicles before and after the game is not expected to adversely impact parking and traffic flow along 5th Street on the campus.

Recommended Improvements. The following measures are recommended to improve traffic and parking conditions during special events:

Santa Paula Street

1. Restrict passenger drop-off and pick-up on Santa Paula Street at Palm Court in both directions using signage. Add staff to regulate pedestrian crossing at Palm Court.
2. Install additional event signage on Santa Paula Street, 5th Street and 6th Street to direct vehicles to the special event parking on the SPHS baseball field.

Special Event Parking Supply

3. Open the SPHS baseball field during high attendance special events for special event parking. Provide special event staff to control traffic flow and parking. (completed)
4. Provide drop-off/pick-up zone on 5th Street adjacent to the walkway between 5th Street and Palm Court. Zone to extend 100 feet north and south of crosswalk. Install signage to direct vehicles to drop-off/pick-up area. Add staff to regulate traffic flow.
5. The high school should provide information via school media and public media to promote the use of the pick-up/drop-off zone on campus during special events.
6. Coordinate with St. Sebastian School to allow use of its parking lot during next school year's special events.

Exhibit 8 illustrates the propose special event management components.



Stantec
 111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

**EXHIBIT 8
 SPECIAL EVENT
 PROPOSED IMPROVEMENTS**

FUTURE TRAFFIC CONDITIONS ANALYSIS

Future Roadway and Intersection operations

Future (Year 2025) conditions for the study area were assessed using traffic data contained in the reviewed *Section 4.4 - Transportation and Traffic* of the *EA 1 Specific Plan Amendment (SPA) Supplemental EIR*⁴. The cumulative plus project conditions indicate that future volumes on Santa Paula Street are forecast to increase by approximately 270 PM peak hour trips, which equates to approximately 2,700 ADT. These increases are the result of regional (ambient) growth and a list of approved and pending developments in Santa Paula, including the East Area 1 development.

Santa Paula Street is expected to carry 9,900 ADT between Palm Street and 5th Street, and 8,600 ADT, which equates to LOS B-C operations for a two-lane collector roadway. Stantec calculated the levels of service for the intersections along Santa Paula Street in the study area using the HCM 2010⁵ methodologies. The intersection levels of service are shown in Table 6.

**Table 6
Year 2025 Peak Hour Intersection Levels of Service**

Intersection	Traffic Control	AM Peak Hour Delay/LOS	PM Peak hour Delay/LOS
1. Santa Paula St/Palm Ave	All-Way Stop	37.7/E	31.4/D
2. Santa Paula St/Olive St	One-Way Stop	15.1/C	15.3/C
3. Santa Paula St/Palm Ct	One-Way Stop	16.3/C	16.3/C
4. Santa Paula St/5 th St	One-Way Stop	25.4/D	25.6/D
5. Santa Paula St/6 th St	Two-Way Stop	44.0/E	35.8/E

Delay for one-way/two-way stop control is delay of worst approach.
 Bolded values exceed City's LOS C standard.

Table 6 indicates that the intersections of Santa Paula Street with Palm Avenue, 5th Street and 6th Street are forecast to operate in the LOS D/E range during both the AM and PM peak hours assuming the existing intersection geometry and control.

Future Intersection Mitigations

The following mitigations would be required to provide LOS C or better:

Santa Paula St/Palm Ave. The 2025 peak hour volumes would satisfy *Traffic Signal Warrant 3 – Peak Hour* contained in the MUTCD. This indicates that installation of a traffic signal is likely warranted under 2025 conditions. Additional improvements would be provision of left-turn lanes on the eastbound and westbound approaches. This would require extending the red curb for approximately 100 feet to facilitate a left-turn lane and a shared through/right-turn lane.

Santa Paula St/5th St. The forecast delay is slightly above the LOS C/D transition (25 sec/veh) and the delay affects a total of 56 vehicles in the AM peak hour and 55 vehicles in the PM peak hour

⁴ *East Area 1 Specific Plan Amendment Supplemental EIR*, Meridian Consultants, October 2014.
⁵ *Highway Capacity Manual*, Transportation Research Board, 2010.

only. No mitigations are therefore proposed. It is recommended that the intersection be monitored periodically and mitigations developed when conditions warrant.

Santa Paula St/6th St. 2025 conditions at this intersection are likely to satisfy Multi-Way Stop Criteria D (80% of the minimum values of Criteria B, C1 and C2), which apply to number of collisions, vehicle and pedestrian volumes and delay. It is recommended that the intersection control is converted from two-way stop to all-way stop control when conditions warrant.



**SANTA PAULA HIGH SCHOOL NEIGHBORHOOD
Traffic and Circulation Study**

Santa Paula, CA

TECHNICAL APPENDIX

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

TABLE OF CONTENTS

Appendix 1 - Roadway and Intersection Turning Movement Counts

Appendix 2 – Pedestrian Crossing Counts

Appendix 3 – Parking Demand Counts

Appendix 4 – Speed Survey

Appendix 5 – Cost Estimates

Appendix 6 – Level of Service Calculation Worksheets

Appendix 1 - Roadway and Intersection Turning Movement Counts

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Weekday Roadway and Intersection Counts

Prepared by NDS/ATD

VOLUME

6th St Bet. Santa Paula St & Pleasant St

Day: Thursday
Date: 5/14/2015

City: Santa Paula
Project #: CA15_5302_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					788	1,090	0	0	1,878		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	1			1	12:00	12	12			24
0:15	0	0			0	12:15	7	7			14
0:30	1	0			1	12:30	19	20			39
0:45	0	1	0	1	0	12:45	16	54	28	67	44
1:00	0	0			0	13:00	19	12			31
1:15	0	0			0	13:15	18	16			34
1:30	0	0			0	13:30	6	16			22
1:45	0	0			0	13:45	9	52	10	54	19
2:00	0	0			0	14:00	13	13			26
2:15	1	0			1	14:15	14	32			46
2:30	0	0			0	14:30	4	15			19
2:45	0	1	0		0	14:45	17	48	20	80	37
3:00	0	0			0	15:00	32	24			56
3:15	0	0			0	15:15	41	49			90
3:30	0	0			0	15:30	28	46			74
3:45	1	1	1	1	2	15:45	13	114	40	159	53
4:00	0	0			0	16:00	12	30			42
4:15	0	0			0	16:15	13	35			48
4:30	0	0			0	16:30	13	20			33
4:45	0	4	4		4	16:45	15	53	22	107	37
5:00	1	2			3	17:00	17	18			35
5:15	0	1			1	17:15	15	10			25
5:30	2	4			6	17:30	16	10			26
5:45	3	6	4	11	7	17:45	15	63	22	60	37
6:00	1	11			12	18:00	13	12			25
6:15	2	6			8	18:15	14	11			25
6:30	2	3			5	18:30	6	7			13
6:45	3	8	12	32	15	18:45	8	41	14	44	22
7:00	7	23			30	19:00	10	6			16
7:15	17	23			40	19:15	7	6			13
7:30	30	39			69	19:30	7	7			14
7:45	46	100	54	139	100	19:45	4	28	3	22	7
8:00	20	19			39	20:00	7	8			15
8:15	10	18			28	20:15	8	15			23
8:30	6	11			17	20:30	3	10			13
8:45	13	49	13	61	26	20:45	8	26	2	35	10
9:00	5	15			20	21:00	6	2			8
9:15	4	15			19	21:15	7	4			11
9:30	11	11			22	21:30	9	7			16
9:45	12	32	14	55	26	21:45	6	28	3	16	9
10:00	11	13			24	22:00	5	11			16
10:15	14	17			31	22:15	3	18			21
10:30	4	11			15	22:30	1	6			7
10:45	8	37	11	52	19	22:45	4	13	4	39	8
11:00	6	10			16	23:00	0	0			0
11:15	8	10			18	23:15	0	0			0
11:30	12	18			30	23:30	0	0			0
11:45	7	33	13	51	20	23:45	0	0			0
TOTALS	268	407			675	TOTALS	520	683			1203
SPLIT %	39.7%	60.3%			35.9%	SPLIT %	43.2%	56.8%			64.1

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS					NB	SB	EB	WB	Total
					788	1,090	0	0	1,878
AM Peak Hour	7:15	7:00			7:15	PM Peak Hour	14:45	15:15	15:00
AM Pk Volume	113	139			248	PM Pk Volume	118	165	273
Pk Hr Factor	0.614	0.644			0.620	Pk Hr Factor	0.720	0.842	0.75
7 - 9 Volume	149	200	0	0	349	4 - 6 Volume	116	167	283
7 - 9 Peak Hour	7:15	7:00			7:15	4 - 6 Peak Hour	16:45	16:00	16:00
7 - 9 Pk Volume	113	139	0	0	248	4 - 6 Pk Volume	63	107	160
Pk Hr Factor	0.614	0.644	0.000	0.000	0.620	Pk Hr Factor	0.926	0.764	0.83

Prepared by NDS/ATD

VOLUME

Santa Paula St Bet. 6th St & 7th St

Day: Thursday
Date: 5/14/2015

City: Santa Paula
Project #: CA15_5302_006

DAILY TOTALS						NB	SB	EB	WB	Total			
						0	0	2,861	3,063	5,924			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
0:00			1	2	3	12:00			72	39	111		
0:15			4	3	7	12:15			71	34	105		
0:30			1	2	3	12:30			68	36	104		
0:45			4	10	0	12:45			41	252	41	150	402
1:00			9	2	11	13:00			35	43	78		
1:15			1	2	3	13:15			36	46	82		
1:30			0	1	1	13:30			46	36	82		
1:45			1	11	1	13:45			42	159	27	152	311
2:00			0	2	2	14:00			63	48	111		
2:15			1	1	2	14:15			57	96	153		
2:30			1	1	2	14:30			58	80	138		
2:45			0	2	3	14:45			47	225	56	280	505
3:00			1	0	1	15:00			53	53	106		
3:15			1	1	2	15:15			88	98	186		
3:30			1	0	1	15:30			56	59	115		
3:45			0	3	1	15:45			63	260	56	266	526
4:00			1	1	2	16:00			57	46	103		
4:15			2	1	3	16:15			57	46	103		
4:30			4	3	7	16:30			56	39	95		
4:45			4	11	3	16:45			65	235	48	179	414
5:00			5	10	15	17:00			56	67	123		
5:15			6	11	17	17:15			67	43	110		
5:30			8	18	26	17:30			66	64	130		
5:45			13	32	26	17:45			53	242	45	219	461
6:00			17	27	44	18:00			47	55	102		
6:15			22	22	44	18:15			35	42	77		
6:30			11	24	35	18:30			50	36	86		
6:45			21	71	34	18:45			46	178	34	167	345
7:00			32	40	72	19:00			40	41	81		
7:15			39	55	94	19:15			35	40	75		
7:30			51	67	118	19:30			30	46	76		
7:45			57	179	83	19:45			23	128	24	151	279
8:00			52	74	126	20:00			35	38	73		
8:15			37	36	73	20:15			40	27	67		
8:30			36	35	71	20:30			25	35	60		
8:45			39	164	39	20:45			36	136	40	140	276
9:00			46	27	73	21:00			14	31	45		
9:15			47	30	77	21:15			21	26	47		
9:30			37	33	70	21:30			15	19	34		
9:45			32	162	24	21:45			14	64	20	96	160
10:00			21	38	59	22:00			9	14	23		
10:15			29	33	62	22:15			12	22	34		
10:30			30	38	68	22:30			12	8	20		
10:45			34	114	41	22:45			4	37	12	56	93
11:00			42	121	163	23:00			5	7	12		
11:15			40	92	132	23:15			10	7	17		
11:30			31	41	72	23:30			9	4	13		
11:45			46	159	37	23:45			3	27	3	21	48
TOTALS			918	1186	2104	TOTALS			1943	1877	3820		
SPLIT %			43.6%	56.4%	35.5%	SPLIT %			50.9%	49.1%	64.5		

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	2,861	3,063	5,924	
AM Peak Hour			11:45	10:45	7:15	PM Peak Hour			15:15	14:30	14:30
AM Pk Volume			257	295	478	PM Pk Volume			264	287	539
Pk Hr Factor			0.892	0.610	0.854	Pk Hr Factor			0.750	0.732	0.71
7 - 9 Volume	0	0	343	429	772	4 - 6 Volume	0	0	477	398	875
7 - 9 Peak Hour			7:15	7:15	7:15	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	199	279	478	4 - 6 Pk Volume	0	0	254	222	476
Pk Hr Factor	0.000	0.000	0.873	0.840	0.854	Pk Hr Factor	0.000	0.000	0.948	0.828	0.91

Prepared by NDS/ATD

VOLUME

6th St Bet. Santa Paula St & Santa Barbara St

Day: Thursday
Date: 5/14/2015

City: Santa Paula
Project #: CA15_5302_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					297	415	0	0	712		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	4	5			9
0:15	0	0			0	12:15	2	2			4
0:30	0	0			0	12:30	3	0			3
0:45	0	0			0	12:45	5	14	7	14	12
1:00	0	0			0	13:00	5	6			11
1:15	0	0			0	13:15	9	5			14
1:30	0	0			0	13:30	1	1			2
1:45	0	0			0	13:45	1	16	0	12	1
2:00	1	0			1	14:00	5	2			7
2:15	1	0			1	14:15	4	19			23
2:30	0	0			0	14:30	2	10			12
2:45	0	2	0		0	14:45	10	21	7	38	17
3:00	0	0			0	15:00	24	23			47
3:15	0	0			0	15:15	32	54			86
3:30	0	0			0	15:30	10	17			27
3:45	0	0			0	15:45	3	69	8	102	11
4:00	0	0			0	16:00	3	8			11
4:15	1	0			1	16:15	6	8			14
4:30	0	0			0	16:30	7	4			11
4:45	2	3	2	2	4	16:45	4	20	2	22	6
5:00	0	0			0	17:00	8	6			14
5:15	0	1			1	17:15	4	4			8
5:30	3	2			5	17:30	6	3			9
5:45	2	5	1	4	3	17:45	4	22	9	22	13
6:00	1	1			2	18:00	4	4			8
6:15	1	1			2	18:15	7	5			12
6:30	1	1			2	18:30	2	3			5
6:45	0	3	0	3	0	18:45	5	18	1	13	6
7:00	2	0			2	19:00	1	3			4
7:15	6	8			14	19:15	4	3			7
7:30	14	16			30	19:30	2	4			6
7:45	24	46	26	50	50	19:45	2	9	3	13	5
8:00	6	12			18	20:00	0	3			3
8:15	2	5			7	20:15	2	7			9
8:30	3	3			6	20:30	2	5			7
8:45	3	14	7	27	10	20:45	1	5	6	21	7
9:00	2	4			6	21:00	0	1			1
9:15	4	10			14	21:15	4	4			8
9:30	0	3			3	21:30	1	1			2
9:45	0	6	5	22	5	21:45	2	7	0	6	2
10:00	1	7			8	22:00	0	2			2
10:15	0	4			4	22:15	3	2			5
10:30	1	8			9	22:30	2	1			3
10:45	2	4	3	22	5	22:45	0	5	2	7	2
11:00	1	5			6	23:00	0	1			1
11:15	2	2			4	23:15	1	0			1
11:30	3	3			6	23:30	0	2			2
11:45	1	7	2	12	3	23:45	0	1	0	3	0
TOTALS	90	142			232	TOTALS	207	273			480
SPLIT %	38.8%	61.2%			32.6%	SPLIT %	43.1%	56.9%			67.4

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS					NB	SB	EB	WB	Total
					297	415	0	0	712
AM Peak Hour	7:15	7:15			7:15	PM Peak Hour	14:45	15:00	14:4
AM Pk Volume	50	62			112	PM Pk Volume	76	102	177
Pk Hr Factor	0.521	0.596			0.560	Pk Hr Factor	0.594	0.472	0.51
7 - 9 Volume	60	77	0	0	137	4 - 6 Volume	42	44	86
7 - 9 Peak Hour	7:15	7:15			7:15	4 - 6 Peak Hour	16:15	16:00	16:1
7 - 9 Pk Volume	50	62	0	0	112	4 - 6 Pk Volume	25	22	45
Pk Hr Factor	0.521	0.596	0.000	0.000	0.560	Pk Hr Factor	0.781	0.688	0.80

Prepared by NDS/ATD

VOLUME

5th St Bet. Santa Paula St & Santa Barbara St

Day: Thursday
Date: 5/14/2015

City: Santa Paula
Project #: CA15_5302_004

DAILY TOTALS						NB	SB	EB	WB	Total	
						273	325	0	0	598	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	1	5			6
0:15	0	0			0	12:15	2	2			4
0:30	1	0			1	12:30	8	5			13
0:45	0	1	0		0	12:45	1	12	6	18	7
1:00	1	0			1	13:00	6	4			10
1:15	0	0			0	13:15	3	8			11
1:30	0	0			0	13:30	3	5			8
1:45	0	1	0		0	13:45	0	12	3	20	3
2:00	0	1			1	14:00	3	5			8
2:15	1	1			2	14:15	5	6			11
2:30	0	0			0	14:30	7	2			9
2:45	0	1	0	2	0	14:45	15	30	5	18	20
3:00	0	0			0	15:00	22	16			38
3:15	0	0			0	15:15	18	42			60
3:30	0	1			1	15:30	7	9			16
3:45	0	1	2		1	15:45	2	49	3	70	5
4:00	0	0			0	16:00	3	1			4
4:15	0	1			1	16:15	6	4			10
4:30	0	1			1	16:30	7	0			7
4:45	0	0	2		0	16:45	4	20	7	12	11
5:00	1	1			2	17:00	4	8			12
5:15	2	5			7	17:15	8	8			16
5:30	0	5			5	17:30	3	2			5
5:45	0	3	1	12	1	17:45	2	17	3	21	5
6:00	1	2			3	18:00	4	2			6
6:15	1	2			3	18:15	2	3			5
6:30	0	2			2	18:30	2	5			7
6:45	2	4	4	10	6	18:45	1	9	2	12	3
7:00	0	2			2	19:00	4	1			5
7:15	1	7			8	19:15	1	1			2
7:30	11	16			27	19:30	3	3			6
7:45	36	48	36	61	72	19:45	5	13	0	5	5
8:00	5	12			17	20:00	3	1			4
8:15	2	4			6	20:15	5	1			6
8:30	0	1			1	20:30	1	0			1
8:45	3	10	3	20	6	20:45	1	10	0	2	1
9:00	3	4			7	21:00	0	0			0
9:15	0	0			0	21:15	1	6			7
9:30	2	1			3	21:30	1	0			1
9:45	2	7	3	8	5	21:45	0	2	1	7	1
10:00	0	2			2	22:00	2	0			2
10:15	1	5			6	22:15	0	0			0
10:30	1	3			4	22:30	2	0			2
10:45	1	3	1	11	2	22:45	0	4	1	1	1
11:00	3	3			6	23:00	1	0			1
11:15	2	2			4	23:15	0	0			0
11:30	4	5			9	23:30	0	0			0
11:45	7	16	1	11	8	23:45	0	1	0		0
TOTALS	94	139			233	TOTALS	179	186			365
SPLIT %	40.3%	59.7%			39.0%	SPLIT %	49.0%	51.0%			61.0

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS						NB	SB	EB	WB	Total	
						273	325	0	0	598	
AM Peak Hour	7:30	7:15			7:15	PM Peak Hour	14:30	14:45		14:4	
AM Pk Volume	54	71			124	PM Pk Volume	62	72		134	
Pk Hr Factor	0.375	0.493			0.431	Pk Hr Factor	0.705	0.429		0.55	
7 - 9 Volume	58	81	0	0	139	4 - 6 Volume	37	33	0	0	70
7 - 9 Peak Hour	7:30	7:15			7:15	4 - 6 Peak Hour	16:30	16:45			16:3
7 - 9 Pk Volume	54	71	0	0	124	4 - 6 Pk Volume	23	25	0	0	46
Pk Hr Factor	0.375	0.493	0.000	0.000	0.431	Pk Hr Factor	0.719	0.781	0.000	0.000	0.71

Prepared by NDS/ATD

VOLUME

Olive St Bet. Santa Paula St & Santa Barbara St

Day: Thursday
Date: 5/14/2015

City: Santa Paula
Project #: CA15_5302_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					362	300	0	0	662		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	0			1	12:00	5	3			8
0:15	0	0			0	12:15	2	3			5
0:30	0	0			0	12:30	10	2			12
0:45	0	1	2	2	2	12:45	6	23	2	10	8
1:00	0	0			0	13:00	9	2			11
1:15	1	1			2	13:15	0	3			3
1:30	0	0			0	13:30	2	1			3
1:45	0	1	1	2	1	13:45	4	15	2	8	6
2:00	1	0			1	14:00	9	10			19
2:15	0	0			0	14:15	10	9			19
2:30	0	0			0	14:30	3	9			12
2:45	0	1	0		0	14:45	18	40	14	42	32
3:00	0	0			0	15:00	19	11			30
3:15	0	0			0	15:15	9	32			41
3:30	0	0			0	15:30	11	16			27
3:45	0	0			0	15:45	8	47	7	66	15
4:00	0	0			0	16:00	6	4			10
4:15	0	0			0	16:15	9	5			14
4:30	1	0			1	16:30	4	5			9
4:45	0	1	0		0	16:45	4	23	4	18	8
5:00	0	0			0	17:00	9	5			14
5:15	1	0			1	17:15	4	1			5
5:30	2	1			3	17:30	6	2			8
5:45	4	7	1	2	5	17:45	5	24	1	9	6
6:00	4	2			6	18:00	5	3			8
6:15	1	1			2	18:15	6	7			13
6:30	0	1			1	18:30	4	1			5
6:45	4	9	1	5	5	18:45	3	18	2	13	5
7:00	3	5			8	19:00	5	4			9
7:15	6	12			18	19:15	3	2			5
7:30	17	11			28	19:30	3	6			9
7:45	28	54	17	45	45	19:45	3	14	2	14	5
8:00	4	10			14	20:00	2	3			5
8:15	4	3			7	20:15	1	0			1
8:30	4	5			9	20:30	5	2			7
8:45	2	14	3	21	5	20:45	3	11	0	5	3
9:00	7	1			8	21:00	4	1			5
9:15	2	3			5	21:15	5	1			6
9:30	2	2			4	21:30	1	3			4
9:45	3	14	0	6	3	21:45	1	11	0	5	1
10:00	7	1			8	22:00	3	2			5
10:15	1	2			3	22:15	1	1			2
10:30	6	1			7	22:30	1	2			3
10:45	1	15	3	7	4	22:45	0	5	1	6	1
11:00	2	1			3	23:00	0	0			0
11:15	5	5			10	23:15	0	0			0
11:30	0	5			5	23:30	1	0			1
11:45	4	11	3	14	7	23:45	2	3	0		2
TOTALS	128	104			232	TOTALS	234	196			430
SPLIT %	55.2%	44.8%			35.0%	SPLIT %	54.4%	45.6%			65.0

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS					NB	SB	EB	WB	Total
					362	300	0	0	662
AM Peak Hour	7:15	7:15			7:15	PM Peak Hour	14:45	14:45	14:4
AM Pk Volume	55	50			105	PM Pk Volume	57	73	130
Pk Hr Factor	0.491	0.735			0.583	Pk Hr Factor	0.750	0.570	0.79
7 - 9 Volume	68	66	0	0	134	4 - 6 Volume	47	27	74
7 - 9 Peak Hour	7:15	7:15			7:15	4 - 6 Peak Hour	16:15	16:15	16:1
7 - 9 Pk Volume	55	50	0	0	105	4 - 6 Pk Volume	26	19	45
Pk Hr Factor	0.491	0.735	0.000	0.000	0.583	Pk Hr Factor	0.722	0.950	0.80

Prepared by NDS/ATD

VOLUME

Santa Paula St Bet. Palm Ave & Olive St

Day: Thursday
Date: 5/14/2015

City: Santa Paula
Project #: CA15_5302_002

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	3,557	3,612	7,169					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			1	4	5	12:00			79	49	128			
0:15			2	4	6	12:15			85	38	123			
0:30			1	3	4	12:30			72	50	122			
0:45			7	11	18	12:45			42	278	69	206	111	484
1:00			8	2	10	13:00			60	49	109			
1:15			1	2	3	13:15			50	53	103			
1:30			0	1	1	13:30			53	47	100			
1:45			3	12	15	13:45			53	216	37	186	90	402
2:00			1	4	5	14:00			69	52	121			
2:15			1	1	2	14:15			72	105	177			
2:30			1	0	1	14:30			67	78	145			
2:45			1	4	5	14:45			57	265	58	293	115	558
3:00			1	1	2	15:00			105	40	145			
3:15			1	1	2	15:15			104	95	199			
3:30			1	0	1	15:30			80	88	168			
3:45			1	4	5	15:45			60	349	91	314	151	663
4:00			1	1	2	16:00			61	62	123			
4:15			1	1	2	16:15			67	78	145			
4:30			4	3	7	16:30			74	61	135			
4:45			2	8	10	16:45			68	270	56	257	124	527
5:00			7	13	20	17:00			60	73	133			
5:15			7	13	20	17:15			80	52	132			
5:30			7	30	37	17:30			85	68	153			
5:45			14	35	49	17:45			61	286	57	250	118	536
6:00			21	38	59	18:00			51	61	112			
6:15			23	35	58	18:15			47	45	92			
6:30			15	40	55	18:30			52	35	87			
6:45			29	88	117	18:45			61	211	45	186	106	397
7:00			37	46	83	19:00			49	41	90			
7:15			66	56	122	19:15			37	45	82			
7:30			103	84	187	19:30			42	45	87			
7:45			112	318	430	19:45			35	163	30	161	65	324
8:00			53	91	144	20:00			45	43	88			
8:15			46	48	94	20:15			42	36	78			
8:30			41	40	81	20:30			27	47	74			
8:45			46	186	232	20:45			46	160	41	167	87	327
9:00			52	33	85	21:00			23	30	53			
9:15			39	36	75	21:15			25	23	48			
9:30			39	39	78	21:30			25	22	47			
9:45			40	170	210	21:45			23	96	21	96	44	192
10:00			26	42	68	22:00			15	16	31			
10:15			38	36	74	22:15			14	18	32			
10:30			34	48	82	22:30			10	13	23			
10:45			52	150	202	22:45			4	43	9	56	13	99
11:00			46	102	148	23:00			7	8	15			
11:15			51	113	164	23:15			7	11	18			
11:30			50	52	102	23:30			12	6	18			
11:45			58	205	263	23:45			3	29	3	28	6	57
TOTALS			1191	1412	2603	TOTALS			2366	2200	4566			
SPLIT %			45.8%	54.2%	36.3%	SPLIT %			51.8%	48.2%	63.7%			

Attachment: SPSHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,557	3,612	7,169		
AM Peak Hour			7:15	7:15	7:15	PM Peak Hour			15:00	15:15	15:00
AM Pk Volume			334	319	653	PM Pk Volume			349	336	685
Pk Hr Factor			0.746	0.876	0.816	Pk Hr Factor			0.831	0.884	0.83
7 - 9 Volume	0	0	504	495	999	4 - 6 Volume	0	0	556	507	1063
7 - 9 Peak Hour			7:15	7:15	7:15	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	334	319	653	4 - 6 Pk Volume	0	0	293	268	561
Pk Hr Factor	0.000	0.000	0.746	0.876	0.816	Pk Hr Factor	0.000	0.000	0.862	0.859	0.88

Prepared by NDS/ATD

VOLUME

Palm Ave Bet. Santa Paula St & Santa Barbara St

Day: Thursday
Date: 5/14/2015

City: Santa Paula
Project #: CA15_5302_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						2,318	2,366	0	0	4,684	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	1			2	12:00	28	30			58
0:15	5	2			7	12:15	31	44			75
0:30	1	1			2	12:30	38	34			72
0:45	3	10	2	6	5	12:45	39	136	35	143	74
1:00	2	1			3	13:00	27	34			61
1:15	1	2			3	13:15	37	35			72
1:30	2	2			4	13:30	43	29			72
1:45	2	7	0	5	2	13:45	36	143	33	131	69
2:00	2	2			4	14:00	21	33			54
2:15	2	2			4	14:15	32	37			69
2:30	0	0			0	14:30	44	52			96
2:45	2	6	0	4	2	14:45	69	166	45	167	114
3:00	0	0			0	15:00	57	34			91
3:15	0	0			0	15:15	66	55			121
3:30	1	3			4	15:30	60	45			105
3:45	1	2	0	3	1	15:45	45	228	59	193	104
4:00	0	2			2	16:00	60	54			114
4:15	0	5			5	16:15	38	44			82
4:30	1	9			10	16:30	38	44			82
4:45	3	4	5	21	8	16:45	52	188	32	174	84
5:00	5	21			26	17:00	40	38			78
5:15	5	20			25	17:15	58	38			96
5:30	4	23			27	17:30	66	39			105
5:45	14	28	28	92	42	17:45	55	219	35	150	90
6:00	12	33			45	18:00	49	31			80
6:15	15	39			54	18:15	37	28			65
6:30	13	34			47	18:30	36	33			69
6:45	14	54	41	147	55	18:45	33	155	22	114	55
7:00	20	47			67	19:00	39	27			66
7:15	35	42			77	19:15	35	32			67
7:30	48	71			119	19:30	33	27			60
7:45	68	171	51	211	119	19:45	36	143	18	104	54
8:00	24	47			71	20:00	25	24			49
8:15	17	41			58	20:15	21	22			43
8:30	11	33			44	20:30	25	21			46
8:45	35	87	32	153	67	20:45	18	89	32	99	50
9:00	14	35			49	21:00	37	18			55
9:15	17	31			48	21:15	23	11			34
9:30	15	25			40	21:30	23	10			33
9:45	19	65	18	109	37	21:45	22	105	12	51	34
10:00	13	19			32	22:00	17	8			25
10:15	18	26			44	22:15	13	9			22
10:30	23	27			50	22:30	18	9			27
10:45	31	85	23	95	54	22:45	7	55	9	35	16
11:00	24	25			49	23:00	3	8			11
11:15	32	36			68	23:15	4	5			9
11:30	33	26			59	23:30	5	4			9
11:45	61	150	50	137	111	23:45	10	22	5	22	15
TOTALS	669	983			1652	TOTALS	1	1649	6	1383	303
SPLIT %	40.5%	59.5%			35.3%	SPLIT %	54.4%	45.6%			64.7

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS						NB	SB	EB	WB	Total
						2,318	2,366	0	0	4,684
AM Peak Hour	7:15	7:00			7:15	PM Peak Hour	14:45	15:15		15:1
AM Pk Volume	175	211			386	PM Pk Volume	252	213		444
Pk Hr Factor	0.643	0.743			0.811	Pk Hr Factor	0.913	0.903		0.91
7 - 9 Volume	258	364	0	0	622	4 - 6 Volume	407	324	0	731
7 - 9 Peak Hour	7:15	7:00			7:15	4 - 6 Peak Hour	17:00	16:00		17:0
7 - 9 Pk Volume	175	211	0	0	386	4 - 6 Pk Volume	219	174	0	369
Pk Hr Factor	0.643	0.743	0.000	0.000	0.811	Pk Hr Factor	0.830	0.806	0.000	0.87

ITM Peak Hour Summary

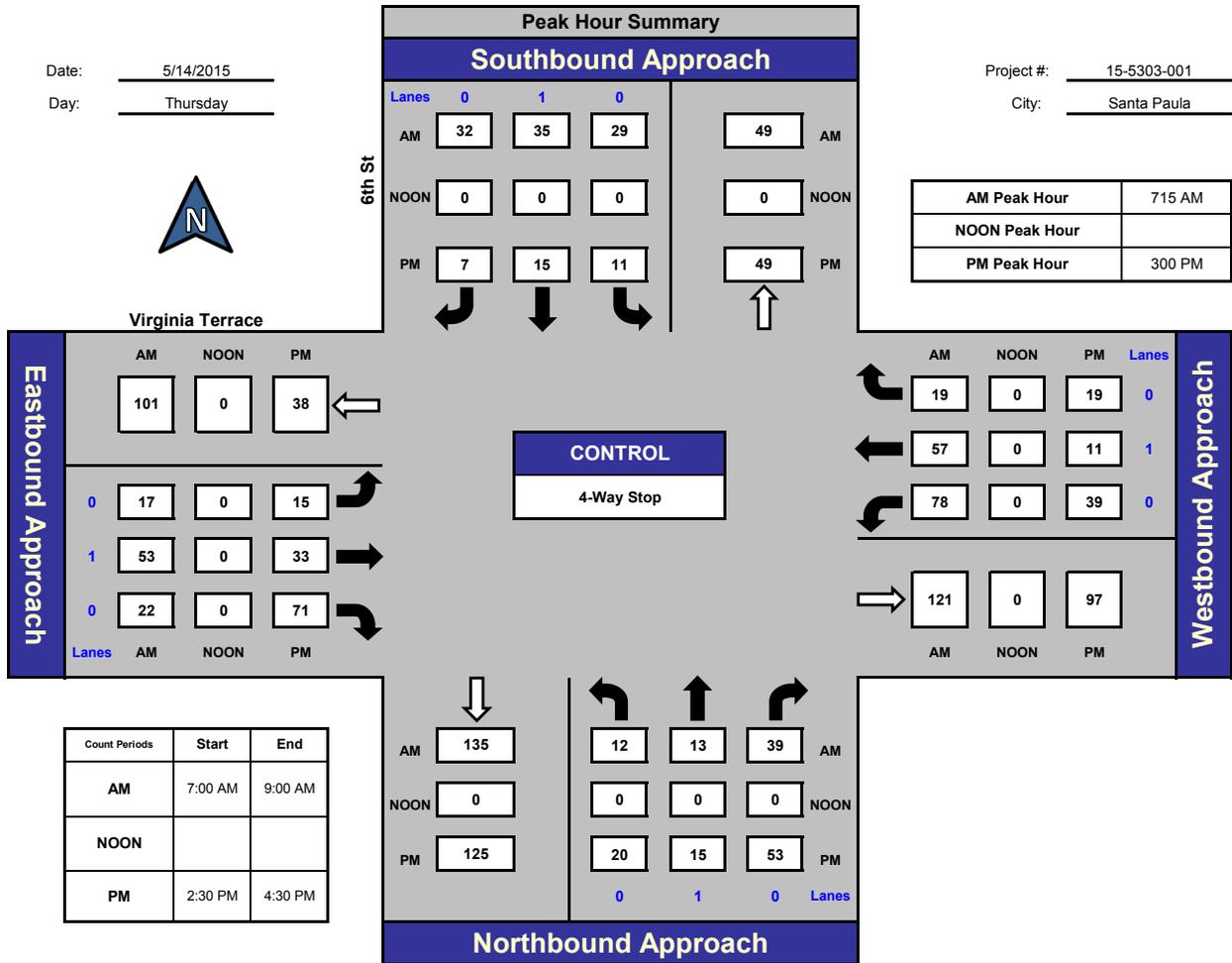


Prepared by:
National Data & Surveying Services

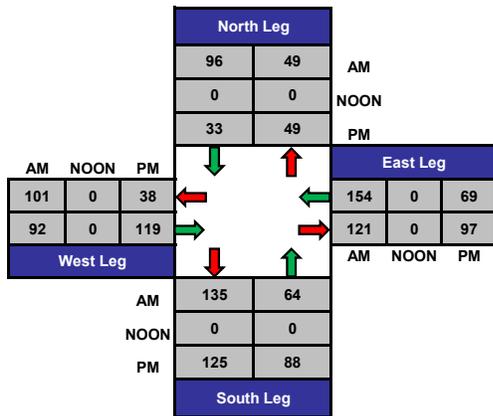
6th St and Virginia Terrace, Santa Paula

Date: 5/14/2015
Day: Thursday

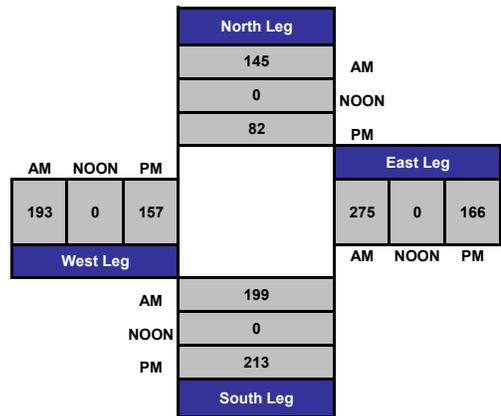
Project #: 15-5303-001
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

Prepared by:

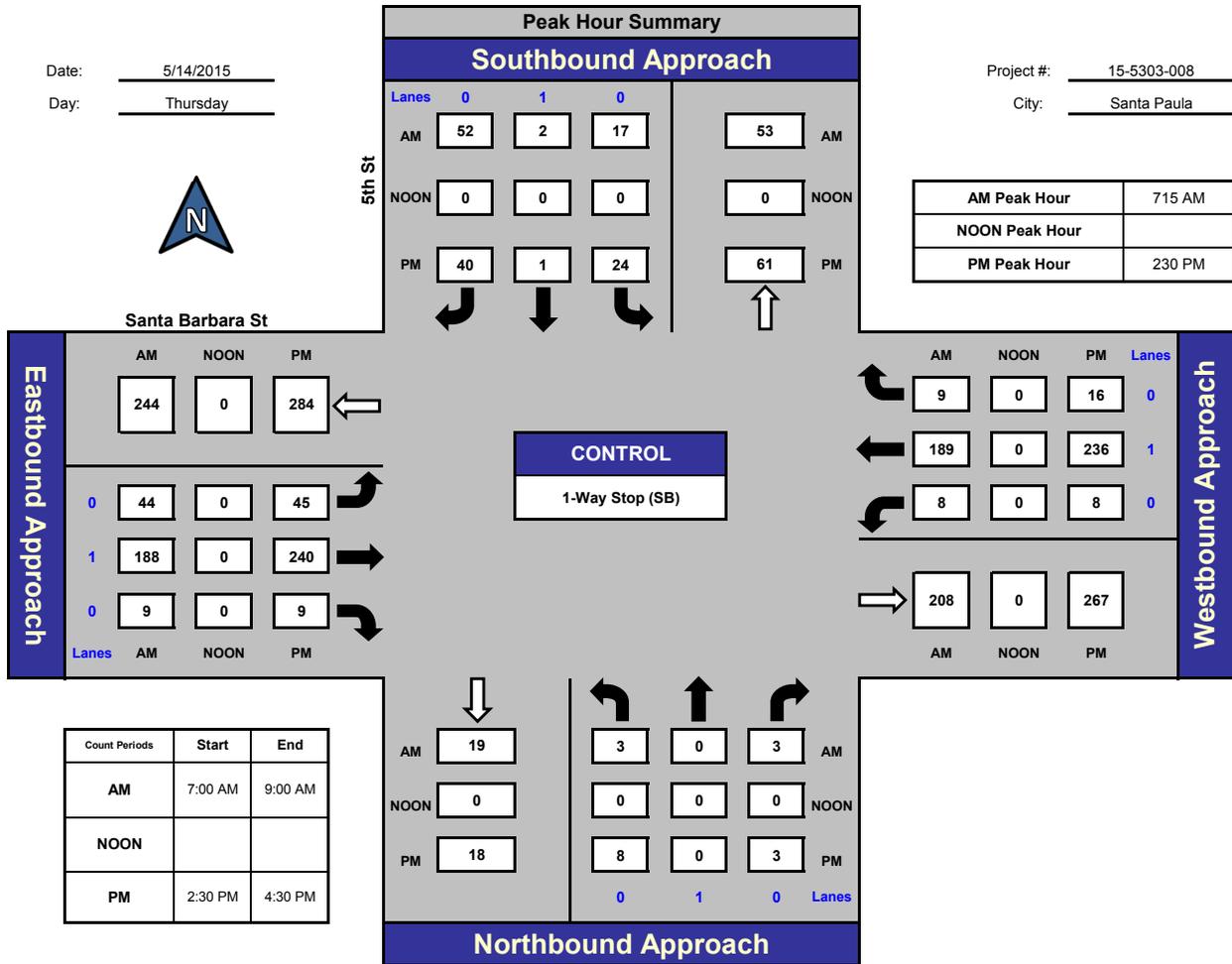


National Data & Surveying Services

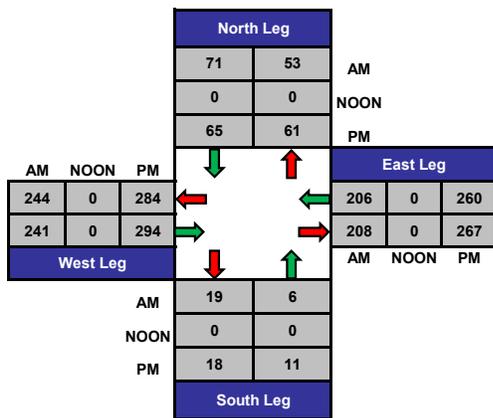
5th St and Santa Barbara St, Santa Paula

Date: 5/14/2015
Day: Thursday

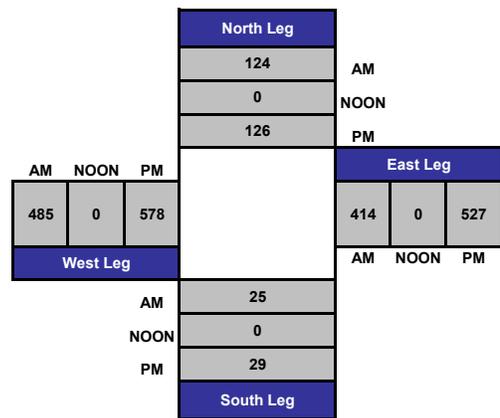
Project #: 15-5303-008
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

Prepared by:

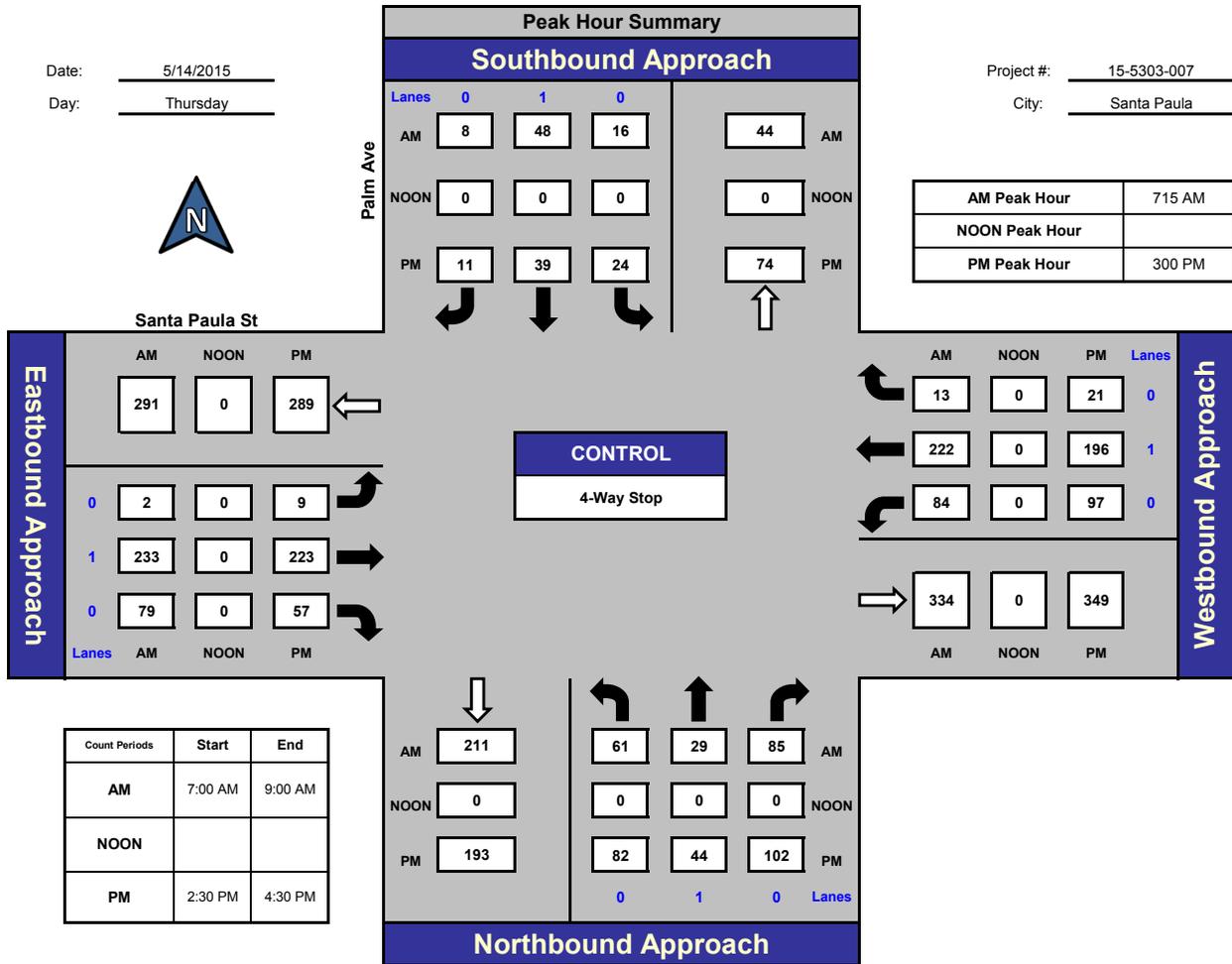


National Data & Surveying Services

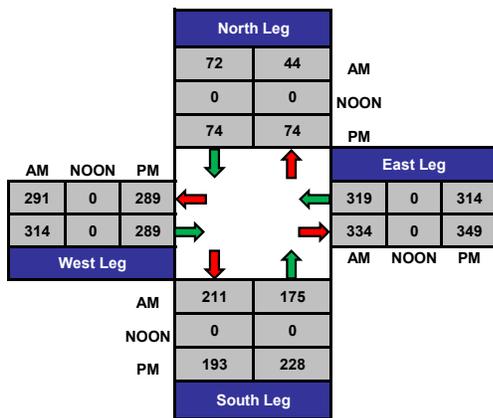
Palm Ave and Santa Paula St., Santa Paula

Date: 5/14/2015
Day: Thursday

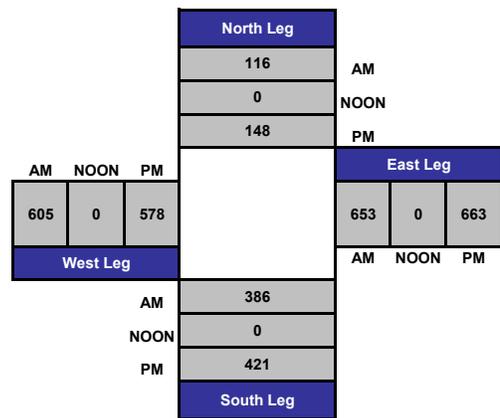
Project #: 15-5303-007
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

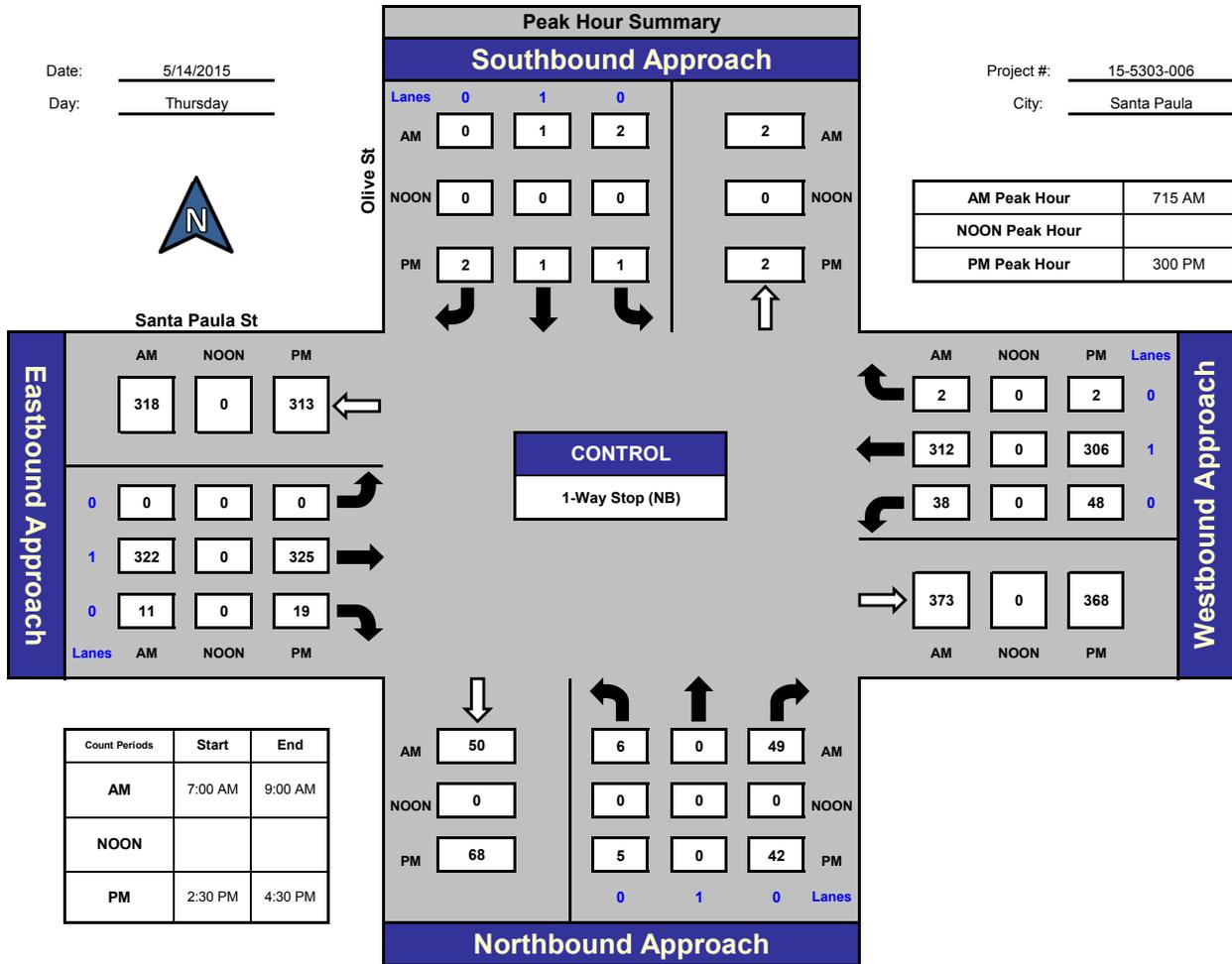


National Data & Surveying Services

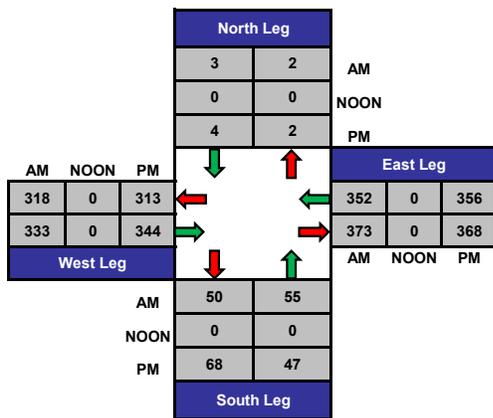
Olive St and Santa Paula St, Santa Paula

Date: 5/14/2015
Day: Thursday

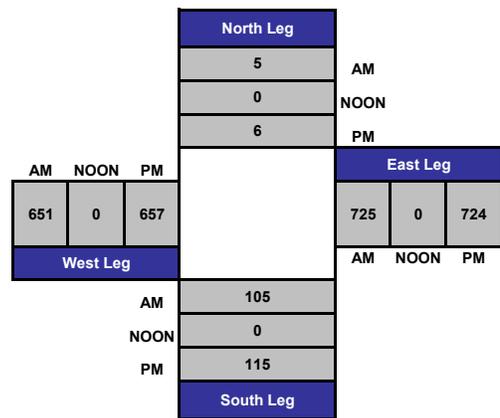
Project #: 15-5303-006
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

Prepared by:

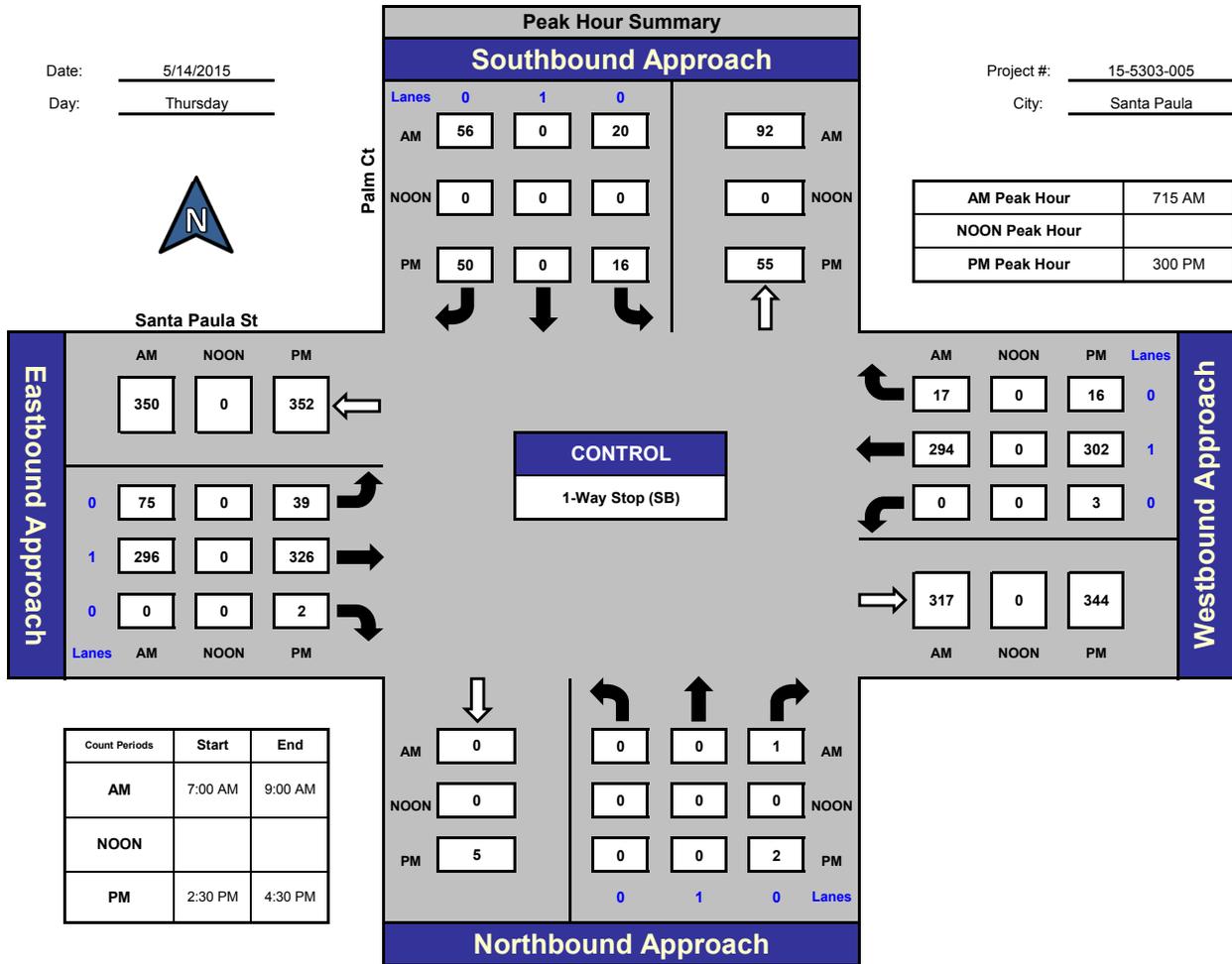


National Data & Surveying Services

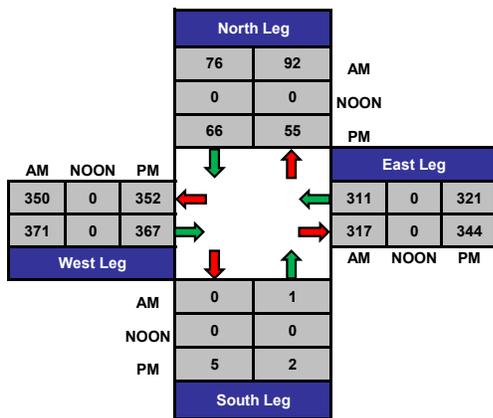
Palm Ct and Santa Paula St, Santa Paula

Date: 5/14/2015
Day: Thursday

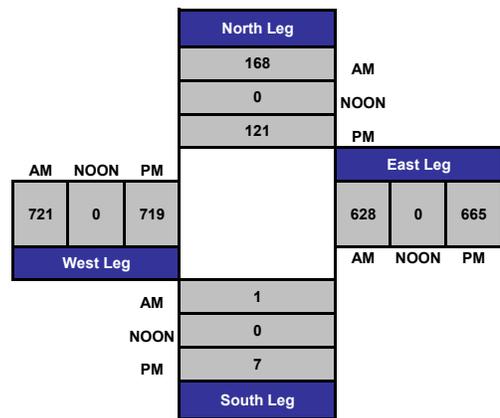
Project #: 15-5303-005
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

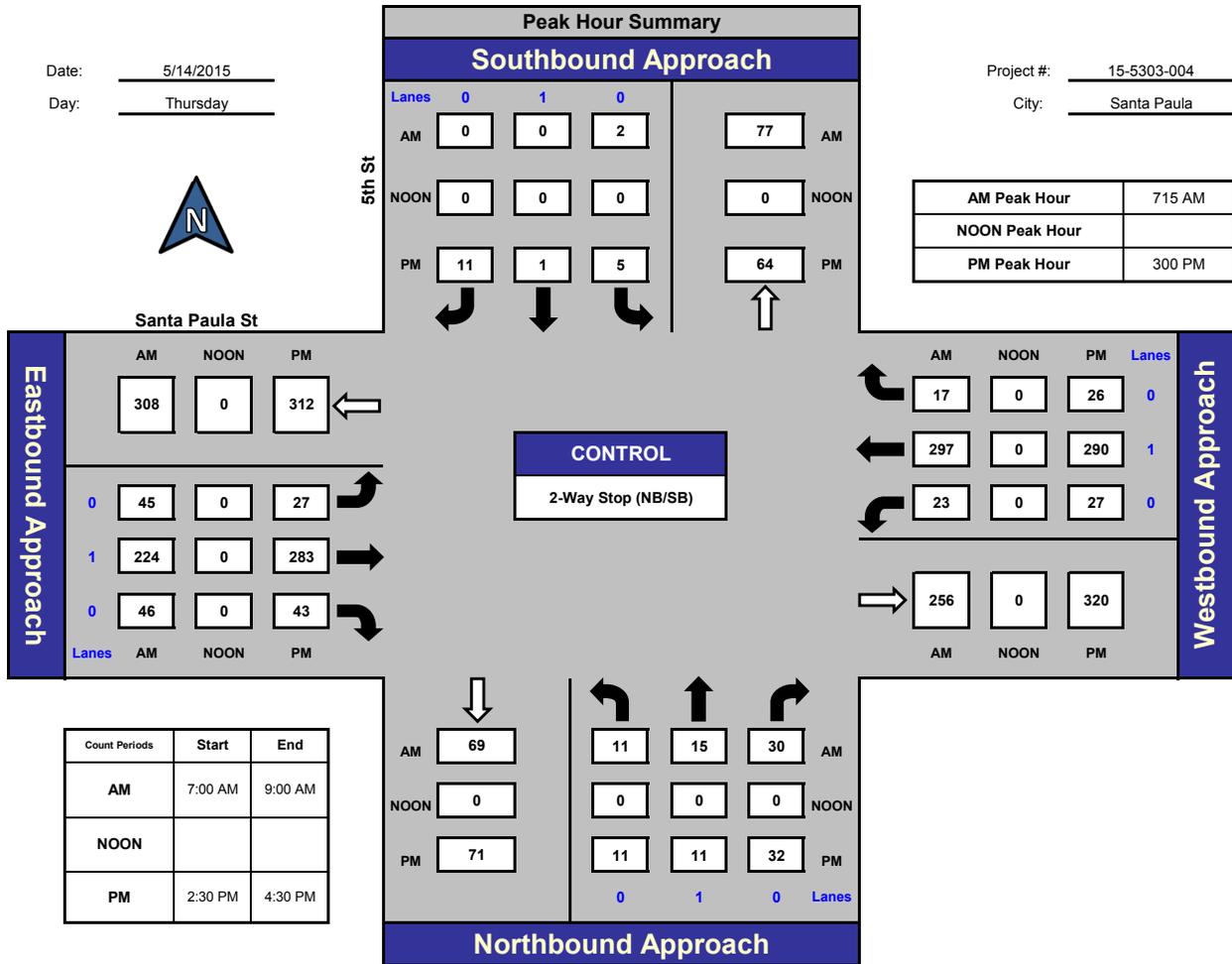


Prepared by:
National Data & Surveying Services

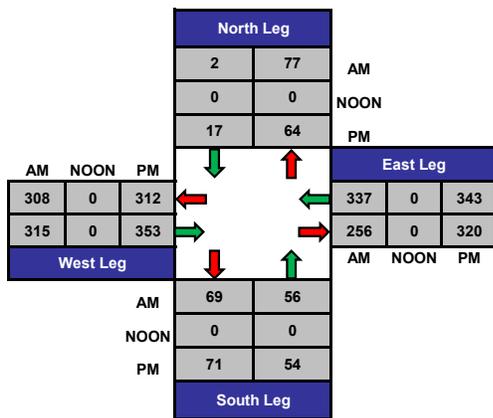
5th St and Santa Paula St, Santa Paula

Date: 5/14/2015
Day: Thursday

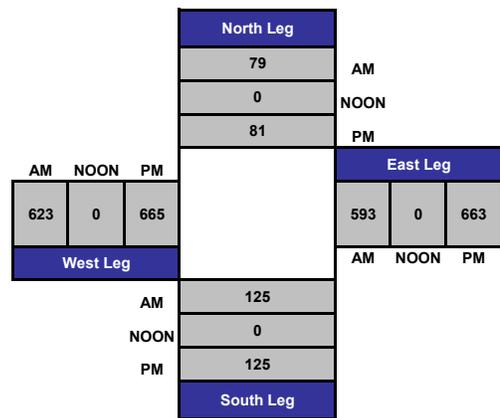
Project #: 15-5303-004
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

Prepared by:

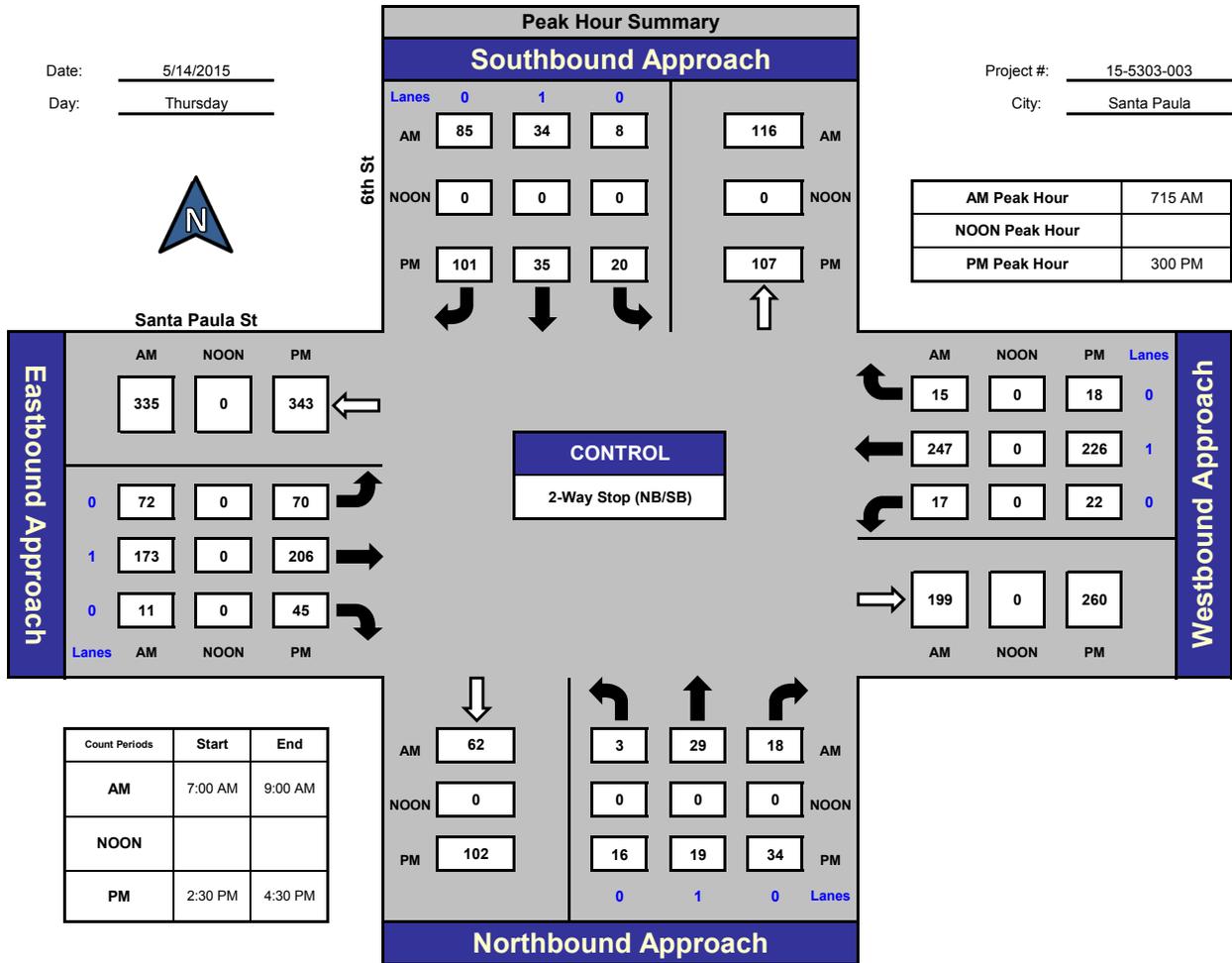


National Data & Surveying Services

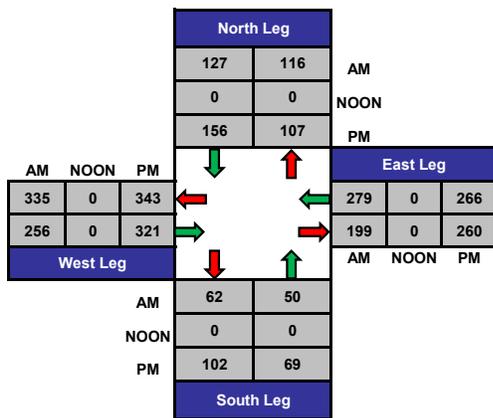
6th St and Santa Paula St, Santa Paula

Date: 5/14/2015
Day: Thursday

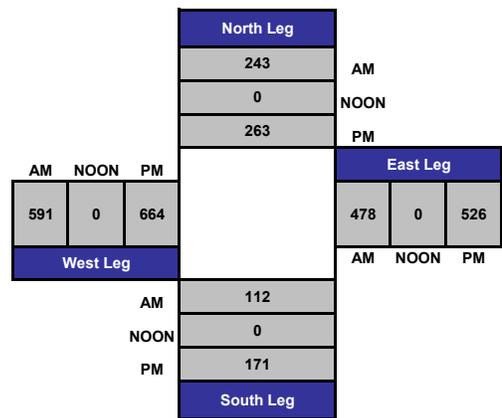
Project #: 15-5303-003
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

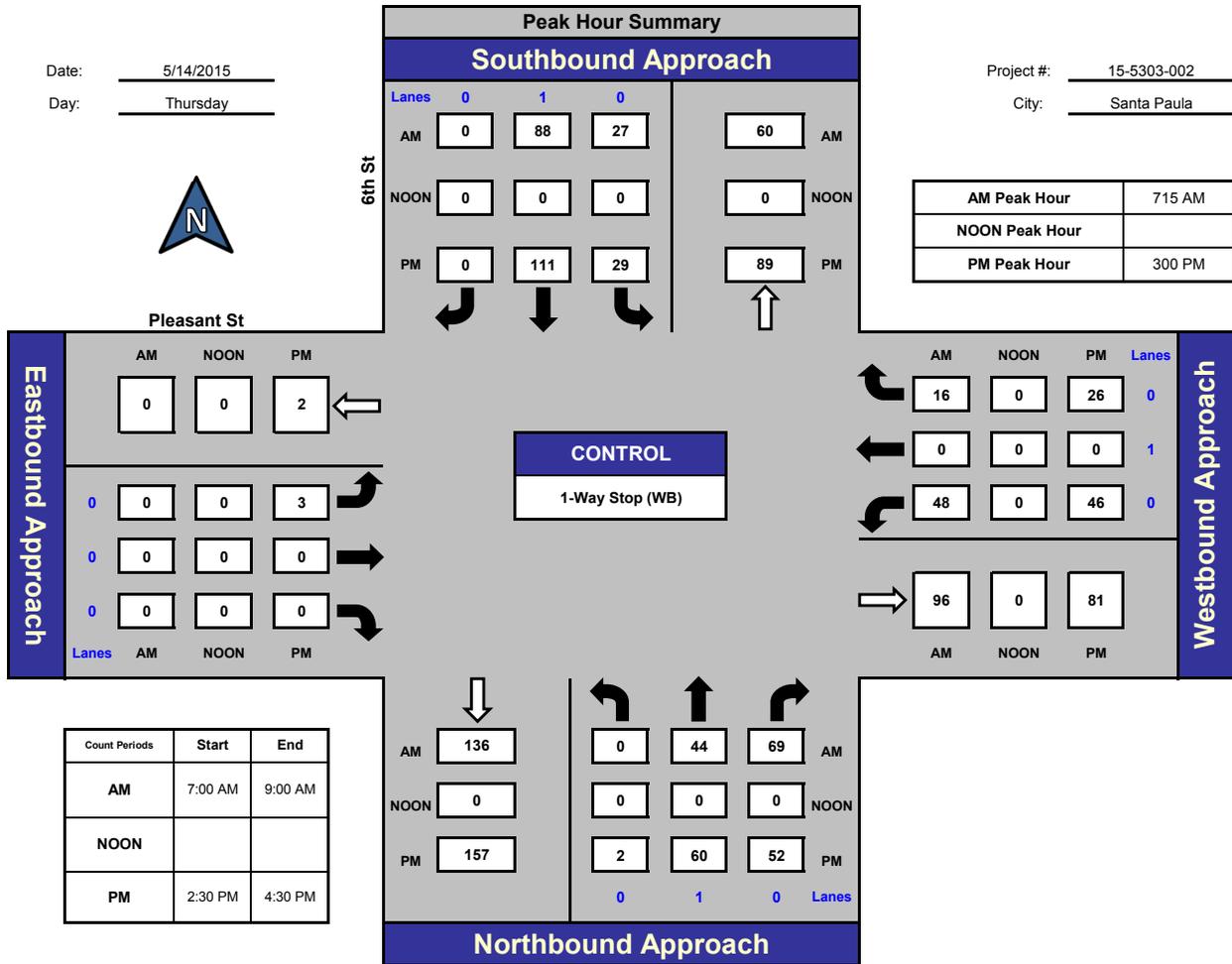


Prepared by:
National Data & Surveying Services

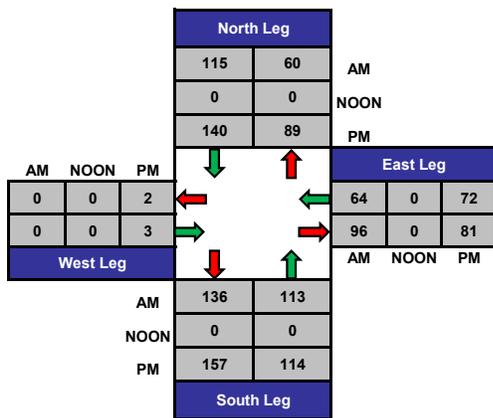
6th St and Pleasant St, Santa Paula

Date: 5/14/2015
Day: Thursday

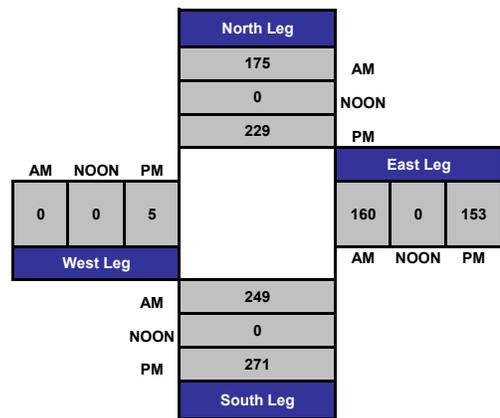
Project #: 15-5303-002
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Special Event Roadway and Intersection Counts

Prepared by NDS/ATD

VOLUME

Santa Paula St Bet. 6th St & 7th St

Day: Thursday
Date: 6/11/2015

City: Santa Paula
Project #: CA15_5379_003

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	2,623	2,894	5,517					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			7	9	16	12:00			43	35	78			
0:15			5	4	9	12:15			30	48	78			
0:30			10	1	11	12:30			49	34	83			
0:45			5	27	2	12:45			49	171	40	157	89	328
1:00			5	3	8	13:00			44	50	94			
1:15			3	0	3	13:15			45	43	88			
1:30			3	4	7	13:30			39	40	79			
1:45			1	12	1	13:45			45	173	30	163	75	336
2:00			2	3	5	14:00			32	34	66			
2:15			4	3	7	14:15			41	31	72			
2:30			0	1	1	14:30			38	39	77			
2:45			1	7	0	14:45			49	160	49	153	98	313
3:00			1	0	1	15:00			38	43	81			
3:15			1	2	3	15:15			49	46	95			
3:30			1	1	2	15:30			45	65	110			
3:45			3	6	1	15:45			58	190	64	218	122	408
4:00			0	2	2	16:00			60	62	122			
4:15			4	3	7	16:15			48	64	112			
4:30			3	3	6	16:30			57	84	141			
4:45			4	11	6	16:45			66	231	82	292	148	523
5:00			11	5	16	17:00			61	72	133			
5:15			11	15	26	17:15			63	69	132			
5:30			8	15	23	17:30			71	74	145			
5:45			8	38	24	17:45			42	237	68	283	110	520
6:00			8	12	20	18:00			47	55	102			
6:15			16	27	43	18:15			49	59	108			
6:30			14	29	43	18:30			49	43	92			
6:45			17	55	21	18:45			39	184	35	192	74	376
7:00			15	25	40	19:00			38	48	86			
7:15			23	32	55	19:15			41	54	95			
7:30			24	54	78	19:30			34	45	79			
7:45			31	93	33	19:45			35	148	40	187	75	335
8:00			37	28	65	20:00			35	58	93			
8:15			31	33	64	20:15			45	61	106			
8:30			29	30	59	20:30			50	68	118			
8:45			28	125	26	20:45			53	183	38	225	91	408
9:00			23	23	46	21:00			30	45	75			
9:15			35	21	56	21:15			19	25	44			
9:30			20	26	46	21:30			27	29	56			
9:45			38	116	30	21:45			21	97	23	122	44	219
10:00			32	25	57	22:00			15	22	37			
10:15			28	25	53	22:15			19	8	27			
10:30			34	29	63	22:30			20	20	40			
10:45			30	124	32	22:45			9	63	22	72	31	135
11:00			33	31	64	23:00			11	16	27			
11:15			27	27	54	23:15			11	16	27			
11:30			37	35	72	23:30			13	5	18			
11:45			33	130	27	23:45			7	42	4	41	11	83
TOTALS			744	789	1533	TOTALS			1879	2105	3984			
SPLIT %			48.5%	51.5%	27.8%	SPLIT %			47.2%	52.8%	72.2			

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,623	2,894	5,517		
AM Peak Hour			11:45	7:30	11:45	PM Peak Hour			16:45	16:30	16:4
AM Pk Volume			155	148	299	PM Pk Volume			261	307	558
Pk Hr Factor			0.791	0.685	0.901	Pk Hr Factor			0.919	0.914	0.94
7 - 9 Volume	0	0	218	261	479	4 - 6 Volume	0	0	468	575	1043
7 - 9 Peak Hour			7:45	7:30	7:30	4 - 6 Peak Hour			16:45	16:30	16:4
7 - 9 Pk Volume	0	0	128	148	271	4 - 6 Pk Volume	0	0	261	307	558
Pk Hr Factor	0.000	0.000	0.865	0.685	0.869	Pk Hr Factor	0.000	0.000	0.919	0.914	0.94

Prepared by NDS/ATD

VOLUME

Santa Paula St Bet. Olive St & 5th St

Day: Thursday
Date: 6/11/2015

City: Santa Paula
Project #: CA15_5379_002

DAILY TOTALS					NB	SB	EB		WB	Total				
					0	0	3,547	3,521	7,068					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			14	12	26	12:00			44	46	90			
0:15			7	6	13	12:15			47	49	96			
0:30			12	5	17	12:30			62	36	98			
0:45			7	40	5	28	12:45		60	213	48	179	108	392
1:00			6	3	9	13:00			56	63	119			
1:15			3	5	8	13:15			48	54	102			
1:30			3	5	8	13:30			45	43	88			
1:45			2	14	0	13	2	27	52	201	36	196	88	397
2:00			4	4	8	14:00			40	44	84			
2:15			3	3	6	14:15			46	30	76			
2:30			1	3	4	14:30			51	52	103			
2:45			1	9	0	10	1	19	55	192	45	171	100	363
3:00			2	0	2	15:00			54	55	109			
3:15			2	2	4	15:15			69	54	123			
3:30			0	1	1	15:30			62	75	137			
3:45			2	6	4	7	6	13	82	267	66	250	148	517
4:00			0	1	1	16:00			100	74	174			
4:15			4	3	7	16:15			102	81	183			
4:30			2	3	5	16:30			106	91	197			
4:45			1	7	14	21	15	28	96	404	92	338	188	742
5:00			11	7	18	17:00			105	74	179			
5:15			12	14	26	17:15			107	71	178			
5:30			10	20	30	17:30			96	82	178			
5:45			9	42	29	70	38	112	79	387	74	301	153	688
6:00			11	17	28	18:00			75	75	150			
6:15			18	29	47	18:15			68	76	144			
6:30			16	40	56	18:30			57	53	110			
6:45			19	64	29	115	48	179	54	254	50	254	104	508
7:00			18	38	56	19:00			49	50	99			
7:15			28	38	66	19:15			49	62	111			
7:30			34	56	90	19:30			49	48	97			
7:45			50	130	45	177	95	307	45	192	48	208	93	400
8:00			47	30	77	20:00			44	54	98			
8:15			40	39	79	20:15			63	84	147			
8:30			38	39	77	20:30			65	78	143			
8:45			35	160	34	142	69	302	57	229	71	287	128	516
9:00			33	31	64	21:00			40	57	97			
9:15			41	28	69	21:15			33	33	66			
9:30			27	35	62	21:30			34	30	64			
9:45			41	142	37	131	78	273	32	139	31	151	63	290
10:00			34	32	66	22:00			22	38	60			
10:15			30	33	63	22:15			27	11	38			
10:30			42	46	88	22:30			29	24	53			
10:45			34	140	39	150	73	290	11	89	25	98	36	187
11:00			43	50	93	23:00			14	18	32			
11:15			35	38	73	23:15			14	19	33			
11:30			41	44	85	23:30			17	9	26			
11:45			52	171	40	172	92	343	10	55	6	52	16	107
TOTALS			925	1036	1961	TOTALS			2622	2485	5107			
SPLIT %			47.2%	52.8%	27.7%	SPLIT %			51.3%	48.7%	72.3%			

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS					NB	SB	EB		WB	Total	
					0	0	3,547	3,521	7,068		
AM Peak Hour			11:45	11:30	11:45	PM Peak Hour			16:30	16:00	16:1
AM Pk Volume			205	179	376	PM Pk Volume			414	338	747
Pk Hr Factor			0.827	0.913	0.959	Pk Hr Factor			0.967	0.918	0.94
7 - 9 Volume	0	0	290	319	609	4 - 6 Volume	0	0	791	639	1430
7 - 9 Peak Hour			7:45	7:00	7:30	4 - 6 Peak Hour			16:30	16:00	16:1
7 - 9 Pk Volume	0	0	175	177	341	4 - 6 Pk Volume	0	0	414	338	747
Pk Hr Factor	0.000	0.000	0.875	0.790	0.897	Pk Hr Factor	0.000	0.000	0.967	0.918	0.94

Prepared by NDS/ATD

VOLUME

Santa Paula St Bet. Palm Ave & Olive St

Day: Thursday
Date: 6/11/2015

City: Santa Paula
Project #: CA15_5379_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,413	3,411	6,824		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			15	12	27	12:00			44	45	89
0:15			7	6	13	12:15			40	46	86
0:30			13	4	17	12:30			58	40	98
0:45		44	9	6	15	12:45		203	52	183	113
1:00			5	4	9	13:00			53	58	111
1:15			2	4	6	13:15			48	52	100
1:30			3	5	8	13:30			43	42	85
1:45			2	12	2	13:45		200	41	193	97
2:00			4	3	7	14:00			34	43	77
2:15			2	4	6	14:15			42	33	75
2:30			1	2	3	14:30			42	49	91
2:45			1	8	3	14:45		167	42	167	91
3:00			2	0	2	15:00			49	43	92
3:15			4	3	7	15:15			70	51	121
3:30			1	0	1	15:30			63	68	131
3:45			1	8	4	15:45		260	57	219	135
4:00			0	1	1	16:00			87	65	152
4:15			3	4	7	16:15			94	63	157
4:30			2	5	7	16:30			102	63	165
4:45		7	2	11	13	16:45		369	76	267	162
5:00			3	13	16	17:00			102	64	166
5:15			10	22	32	17:15			103	70	173
5:30			4	27	31	17:30			92	75	167
5:45			8	25	25	17:45		382	62	271	147
6:00			11	19	30	18:00			73	64	137
6:15			18	29	47	18:15			72	61	133
6:30			15	49	64	18:30			53	56	109
6:45			18	62	26	18:45		250	47	228	99
7:00			20	42	62	19:00			47	51	98
7:15			30	42	72	19:15			55	53	108
7:30			34	55	89	19:30			43	55	98
7:45		134	50	189	100	19:45		197	45	204	97
8:00			48	34	82	20:00			41	56	97
8:15			37	45	82	20:15			53	70	123
8:30			39	34	73	20:30			49	79	128
8:45		161	33	146	70	20:45		193	76	281	126
9:00			27	28	55	21:00			42	59	101
9:15			38	32	70	21:15			31	31	62
9:30			26	34	60	21:30			37	33	70
9:45			36	127	42	21:45		140	31	154	61
10:00			32	35	67	22:00			25	37	62
10:15			31	32	63	22:15			26	13	39
10:30			40	44	84	22:30			29	23	52
10:45			37	140	43	22:45		92	24	97	36
11:00			39	45	84	23:00			13	18	31
11:15			40	37	77	23:15			15	21	36
11:30			44	50	94	23:30			19	7	26
11:45			53	176	44	23:45		56	9	55	18
TOTALS			904	1092	1996	TOTALS			2509	2319	4828
SPLIT %			45.3%	54.7%	29.2%	SPLIT %			52.0%	48.0%	70.8%

Attachment: SPSHS Traffic Study Appendix (1037 : Traffic Study)

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,413	3,411	6,824		
AM Peak Hour			11:45	7:00	11:45	PM Peak Hour			16:30	16:45	16:45
AM Pk Volume			195	189	370	PM Pk Volume			393	285	668
Pk Hr Factor			0.841	0.859	0.944	Pk Hr Factor			0.954	0.938	0.96
7 - 9 Volume	0	0	295	335	630	4 - 6 Volume	0	0	751	538	1289
7 - 9 Peak Hour			7:45	7:00	7:30	4 - 6 Peak Hour			16:30	16:45	16:45
7 - 9 Pk Volume	0	0	174	189	353	4 - 6 Pk Volume	0	0	393	285	668
Pk Hr Factor	0.000	0.000	0.870	0.859	0.883	Pk Hr Factor	0.000	0.000	0.954	0.938	0.96

ITM Peak Hour Summary

Prepared by:

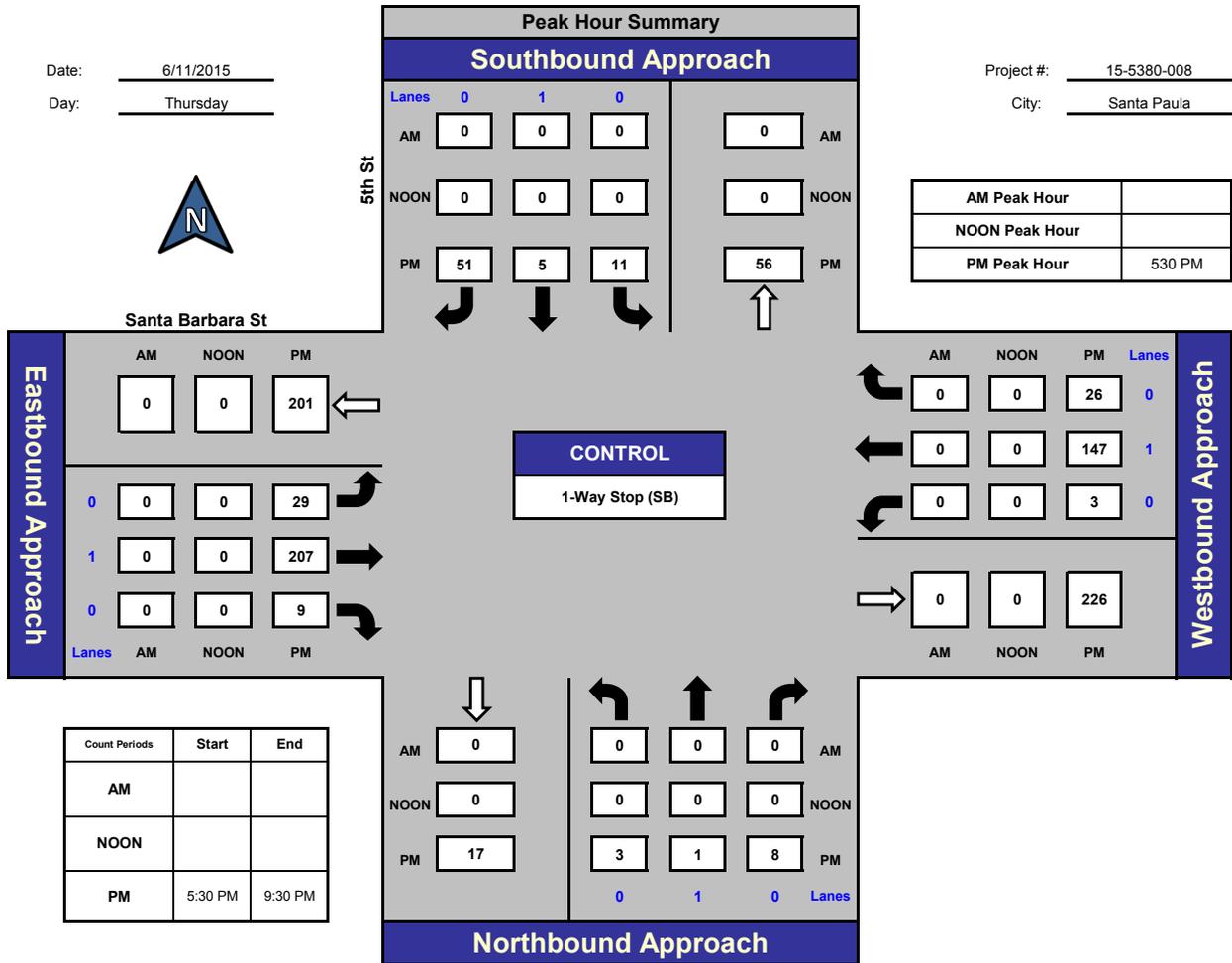


National Data & Surveying Services

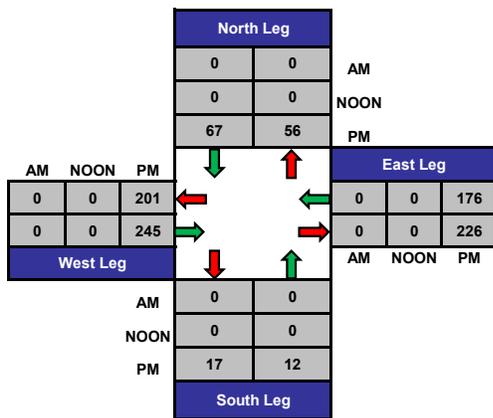
5th St and Santa Barbara St, Santa Paula

Date: 6/11/2015
Day: Thursday

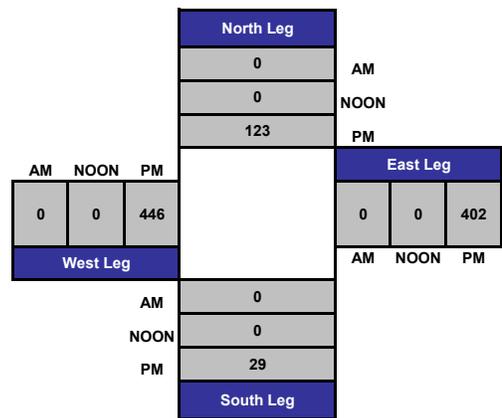
Project #: 15-5380-008
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

Prepared by:

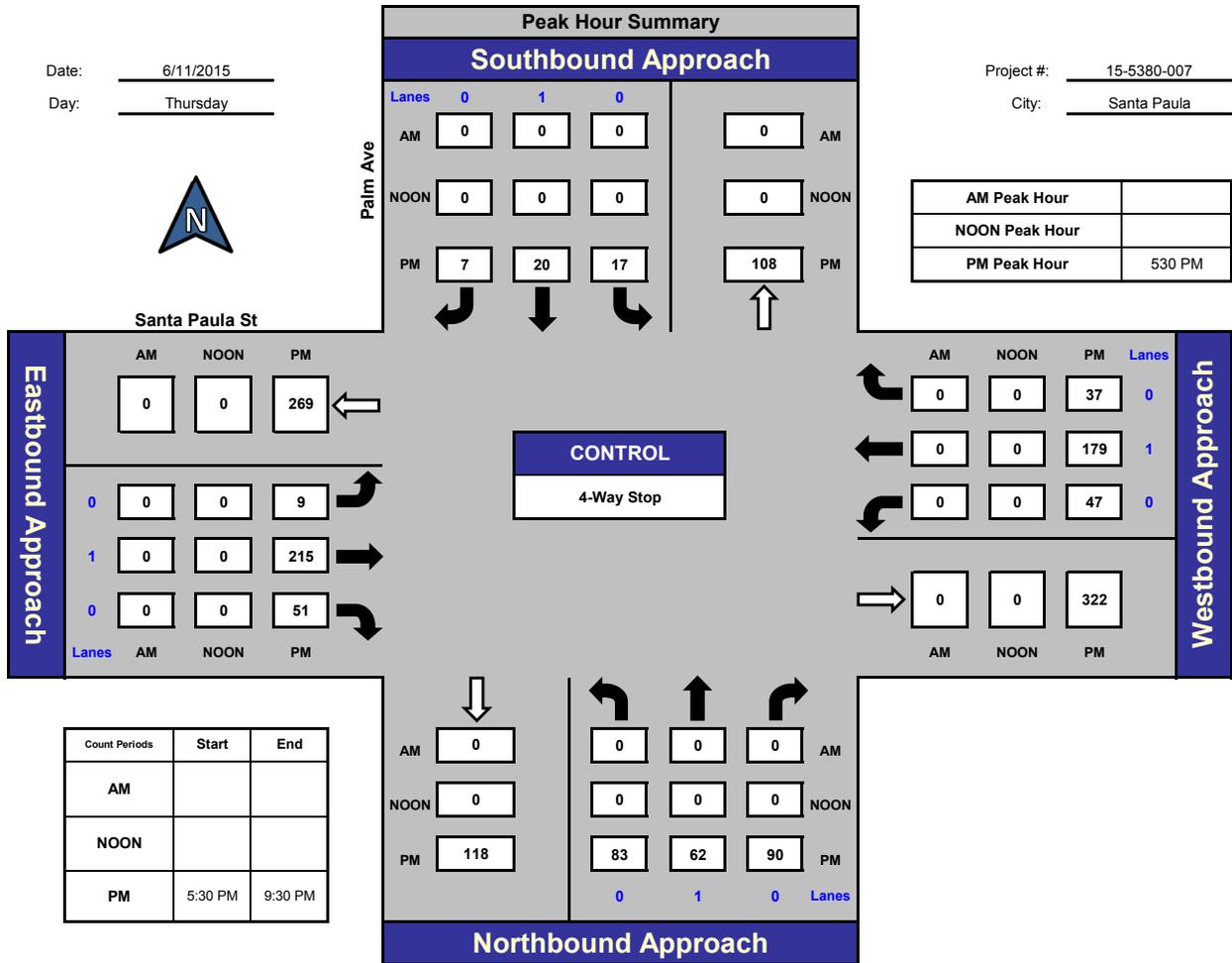


National Data & Surveying Services

Palm Ave and Santa Paula St., Santa Paula

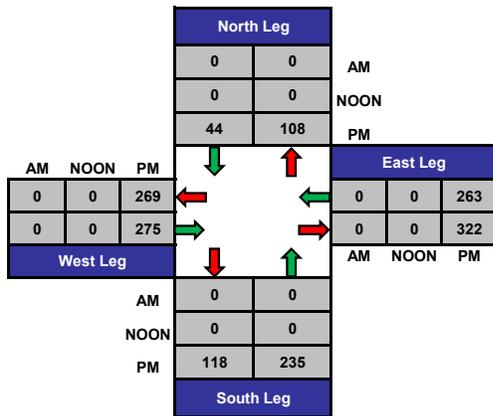
Date: 6/11/2015
Day: Thursday

Project #: 15-5380-007
City: Santa Paula

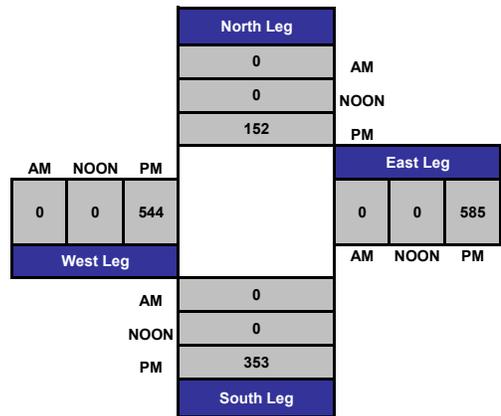


Count Periods	Start	End
AM		
NOON		
PM	5:30 PM	9:30 PM

Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

Prepared by:

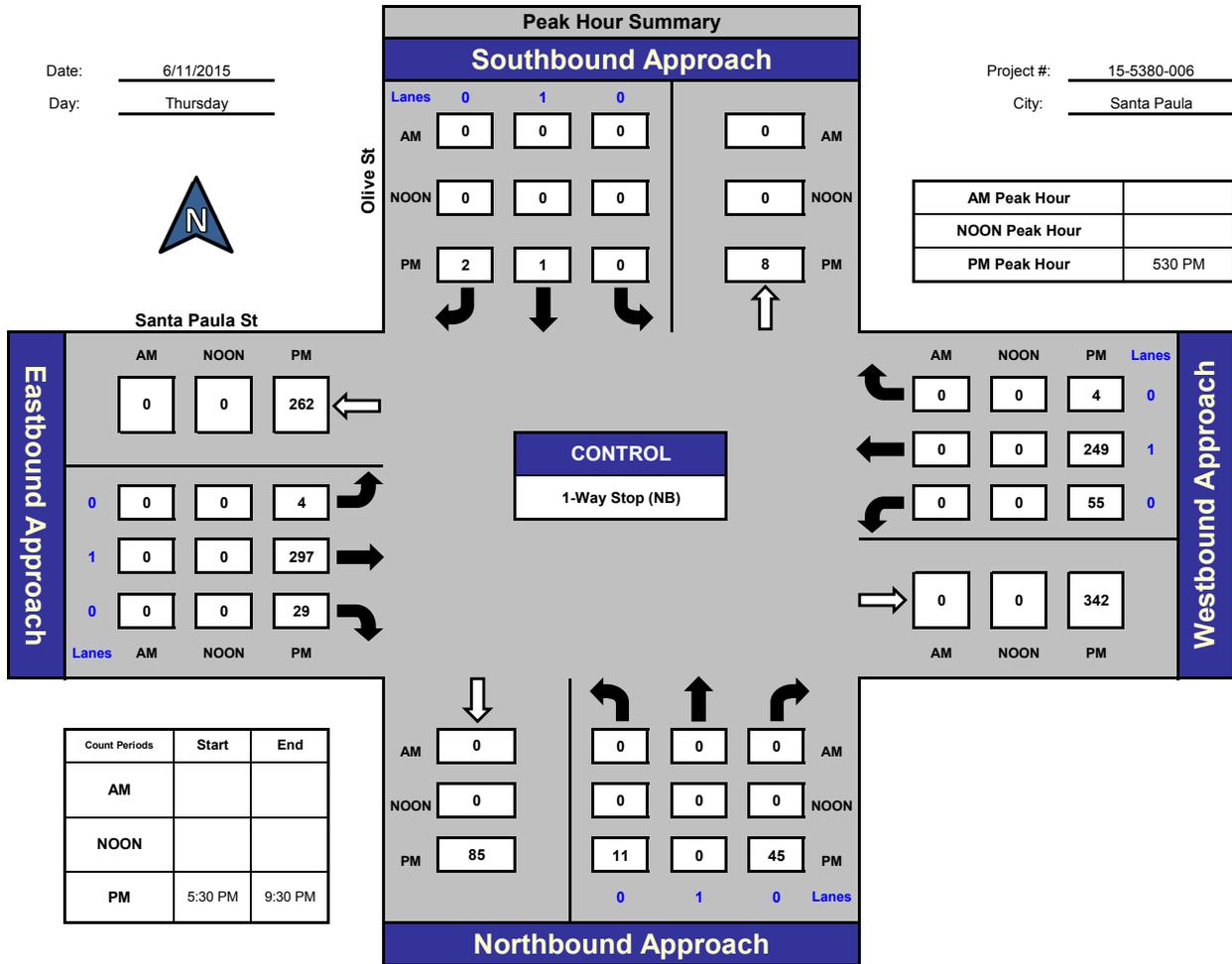


National Data & Surveying Services

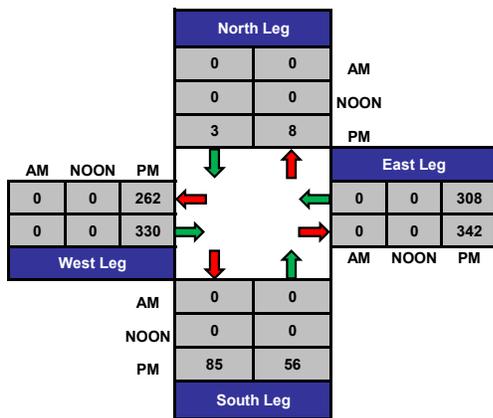
Olive St and Santa Paula St, Santa Paula

Date: 6/11/2015
Day: Thursday

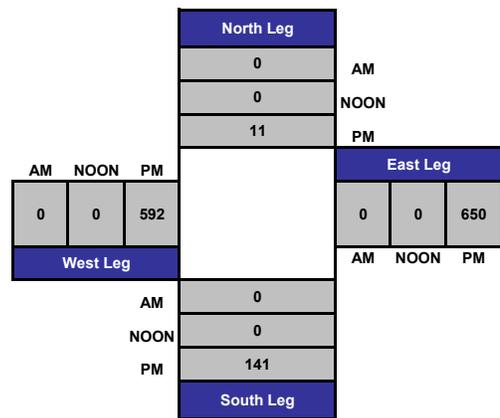
Project #: 15-5380-006
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

Prepared by:

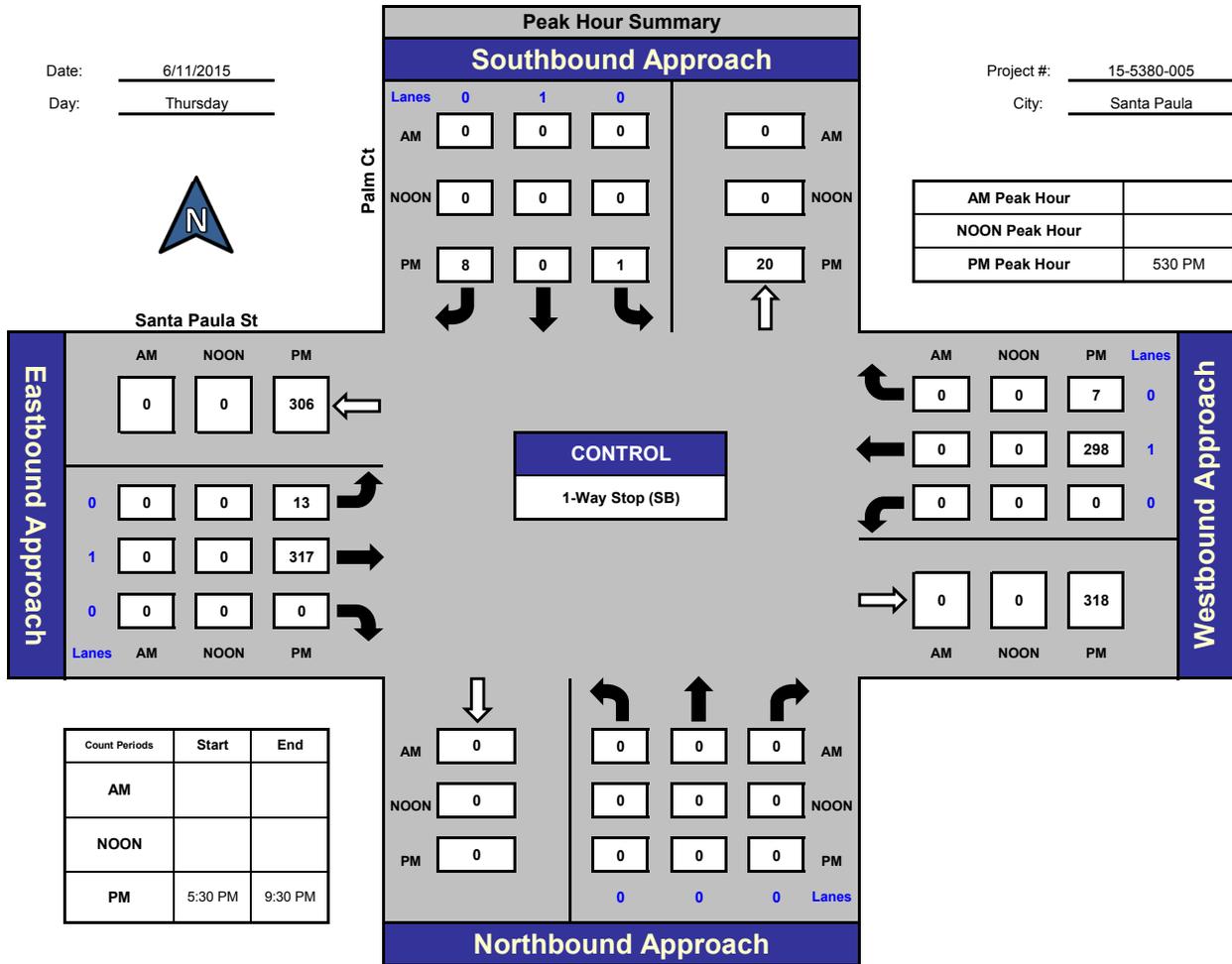


National Data & Surveying Services

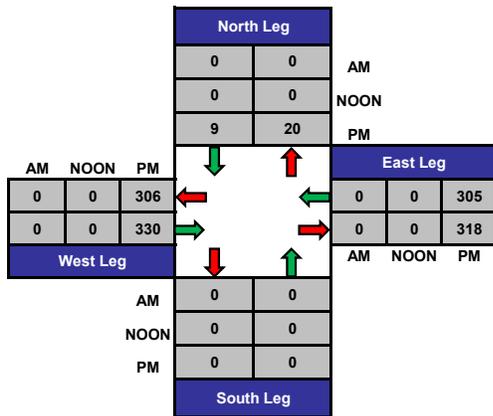
Palm Ct and Santa Paula St, Santa Paula

Date: 6/11/2015
Day: Thursday

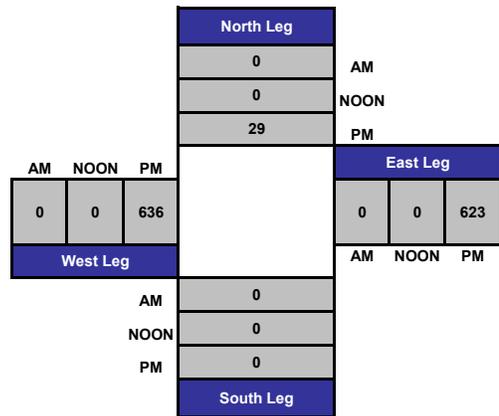
Project #: 15-5380-005
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

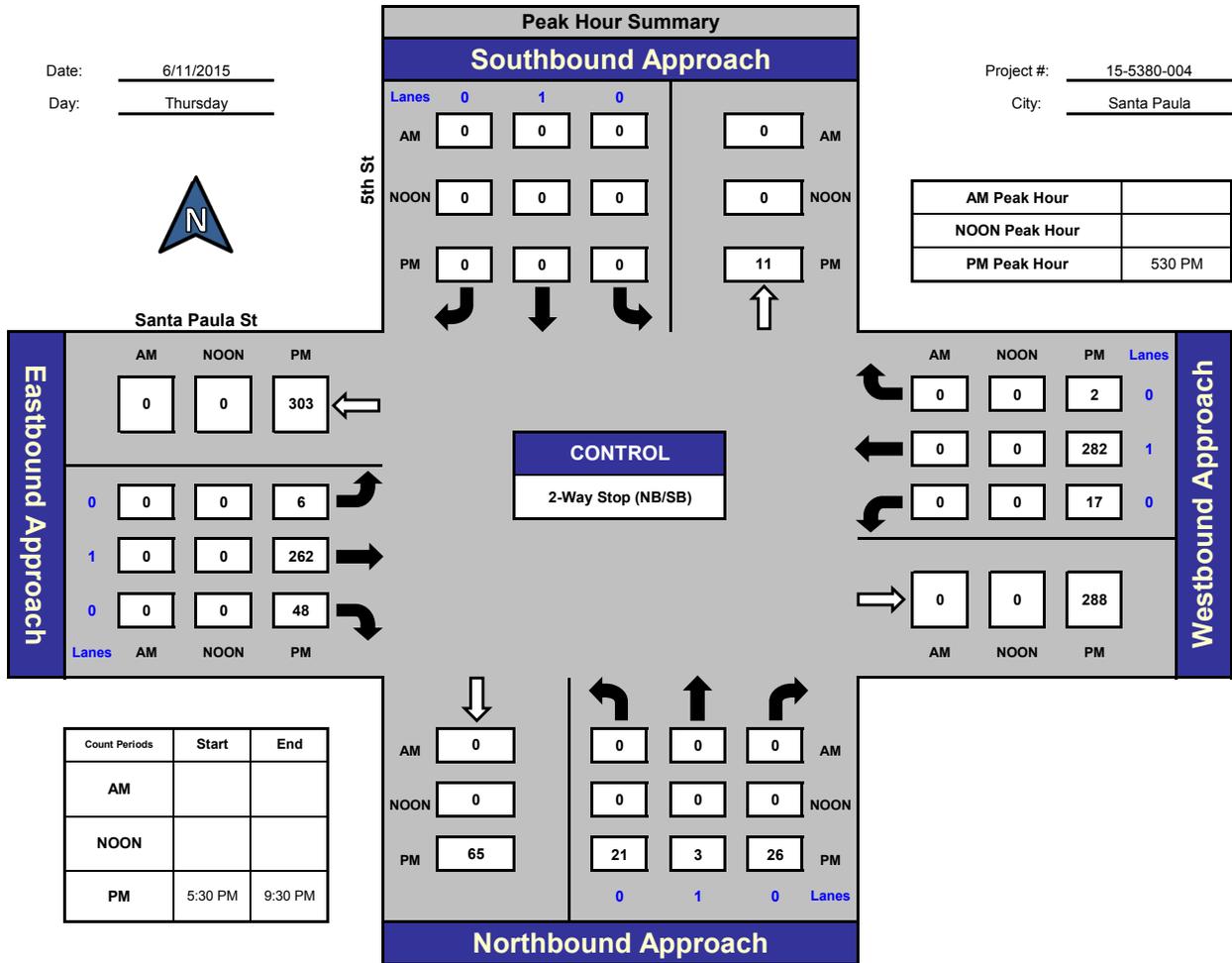


Prepared by:
National Data & Surveying Services

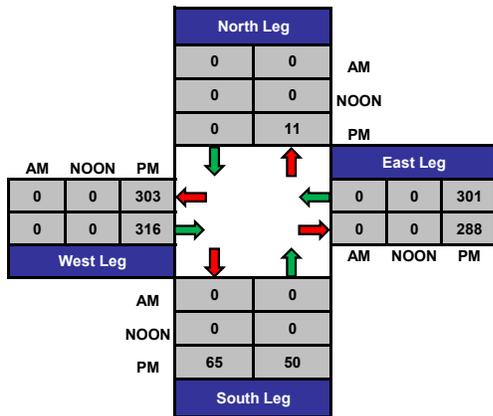
5th St and Santa Paula St, Santa Paula

Date: 6/11/2015
Day: Thursday

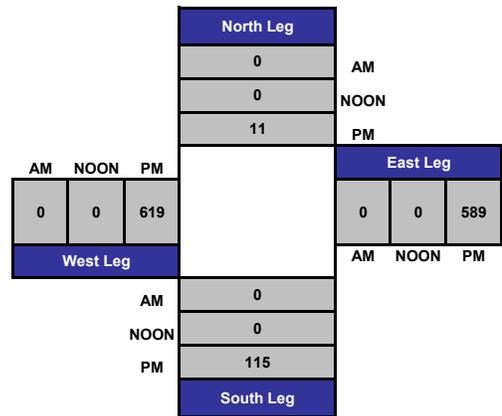
Project #: 15-5380-004
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

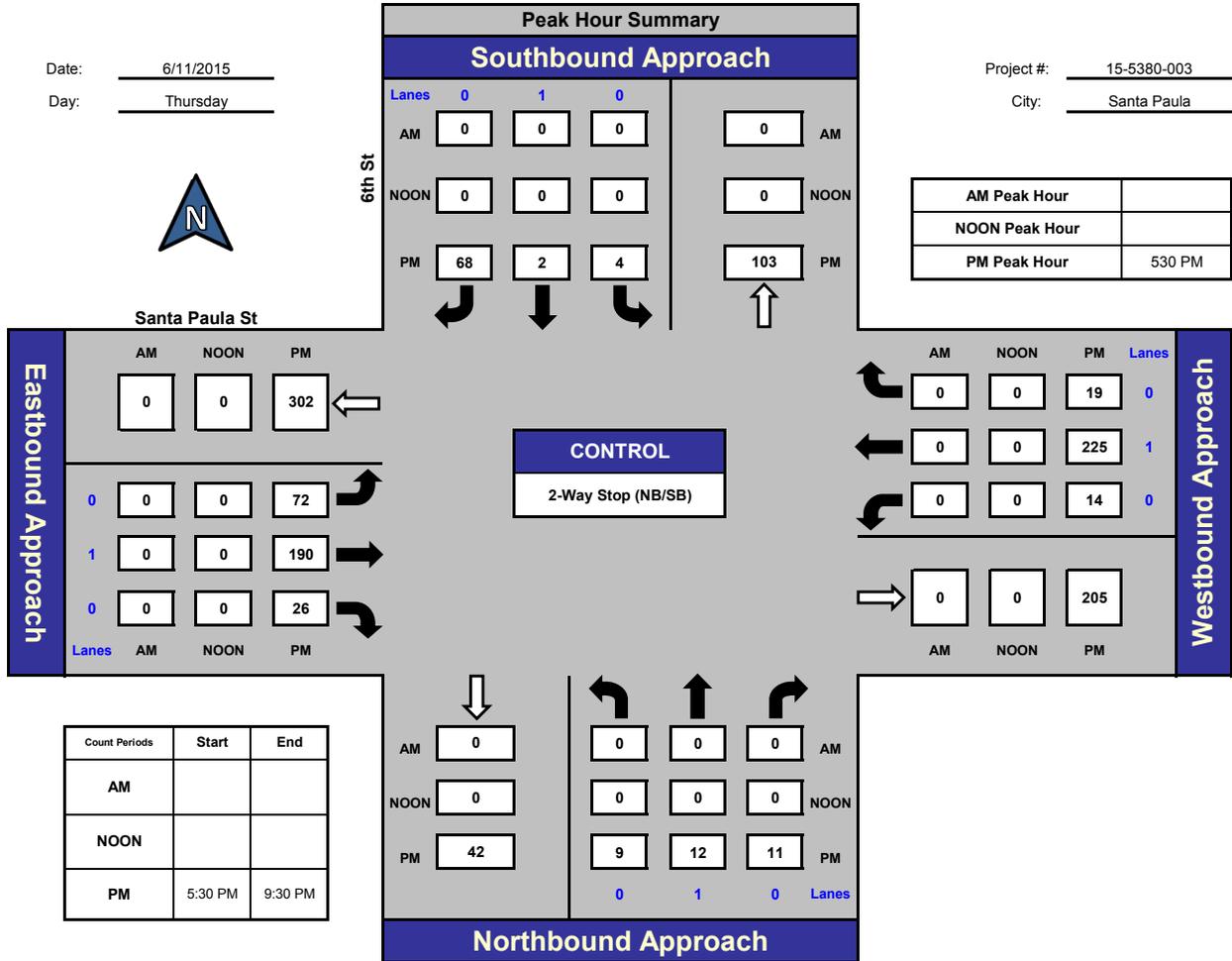


Prepared by:
National Data & Surveying Services

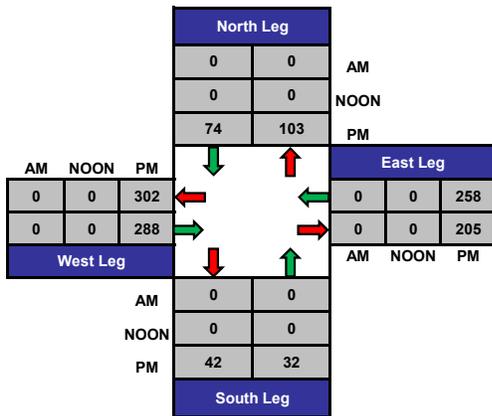
6th St and Santa Paula St, Santa Paula

Date: 6/11/2015
Day: Thursday

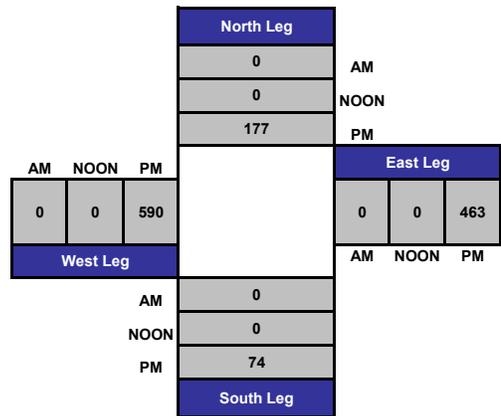
Project #: 15-5380-003
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

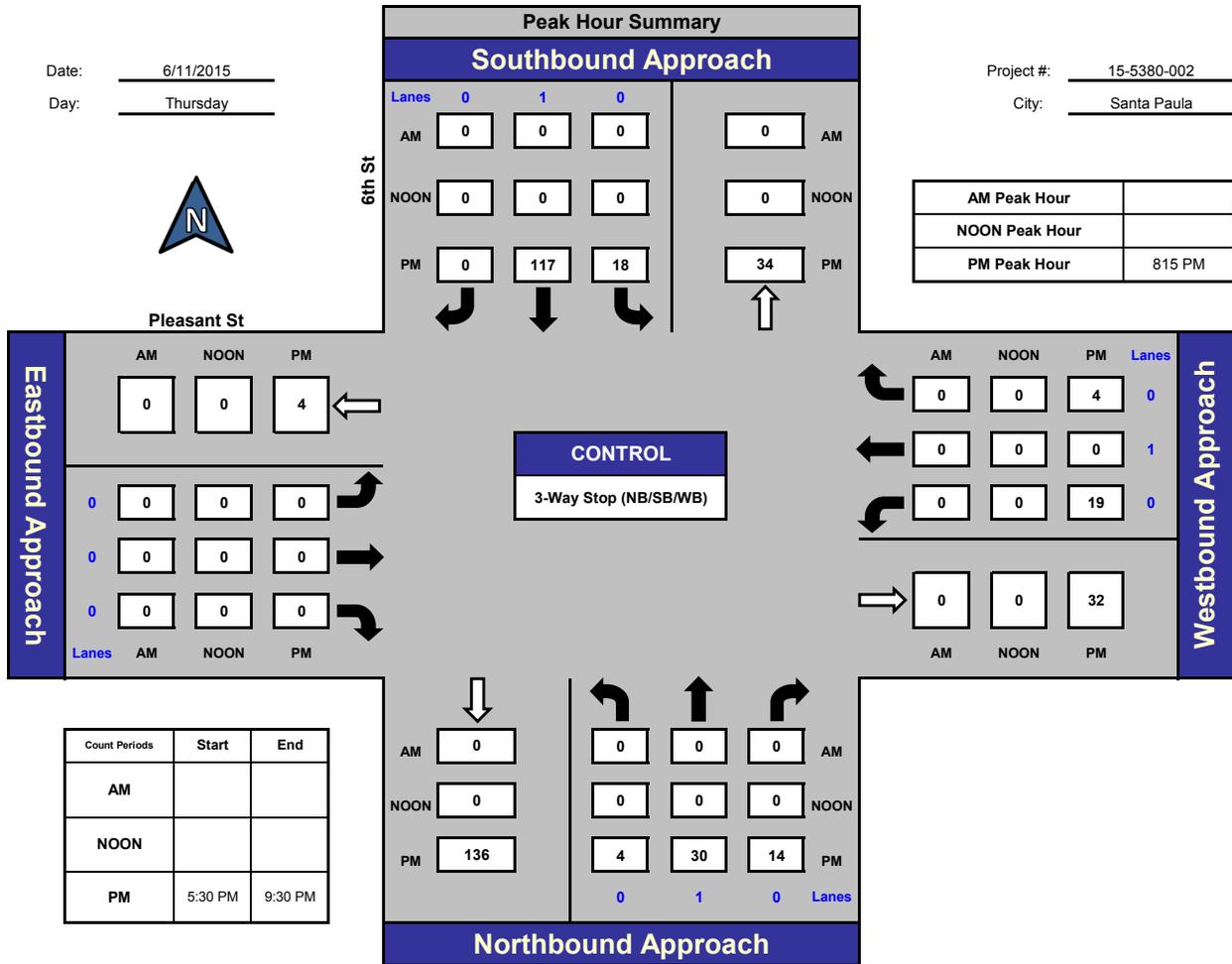


Prepared by:
National Data & Surveying Services

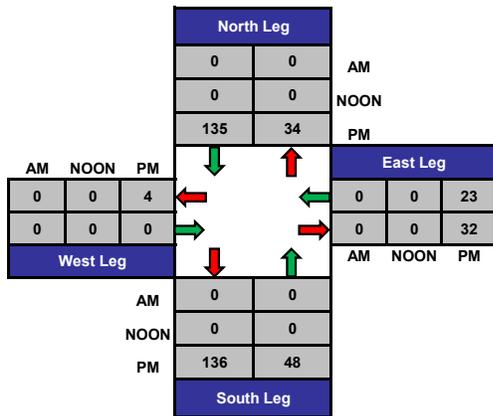
6th St and Pleasant St, Santa Paula

Date: 6/11/2015
Day: Thursday

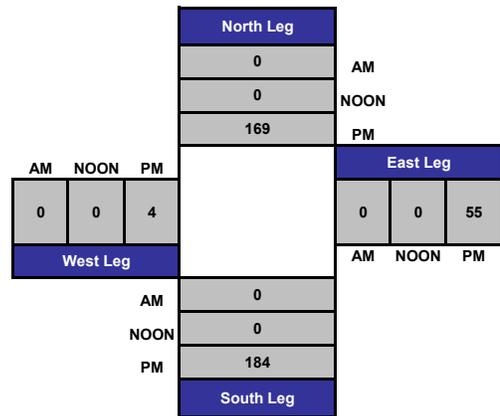
Project #: 15-5380-002
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

ITM Peak Hour Summary

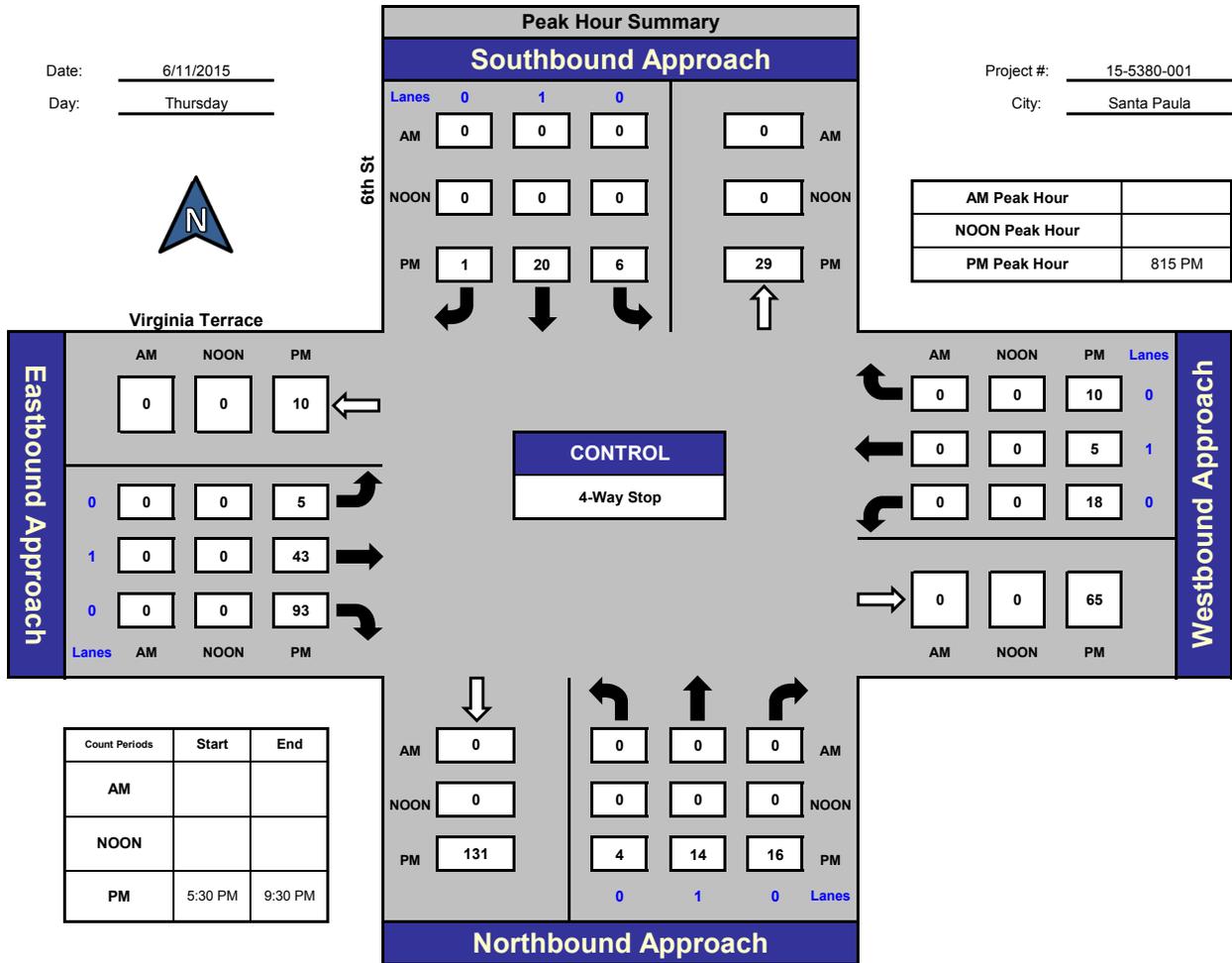


Prepared by:
National Data & Surveying Services

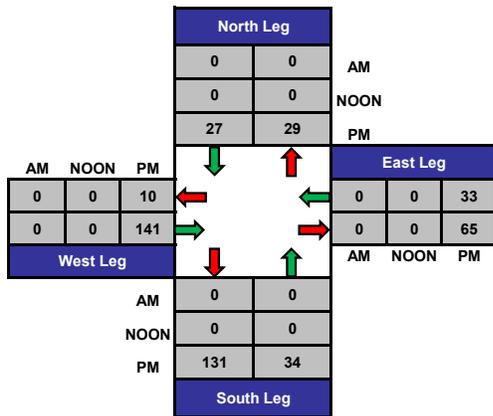
6th St and Virginia Terrace, Santa Paula

Date: 6/11/2015
Day: Thursday

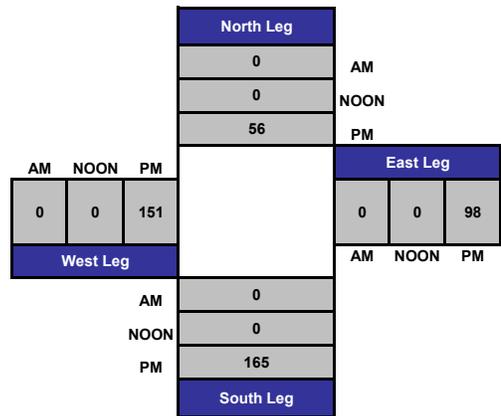
Project #: 15-5380-001
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Appendix 2 – Pedestrian Crossing Counts

Weekday Pedestrian Crossing Counts

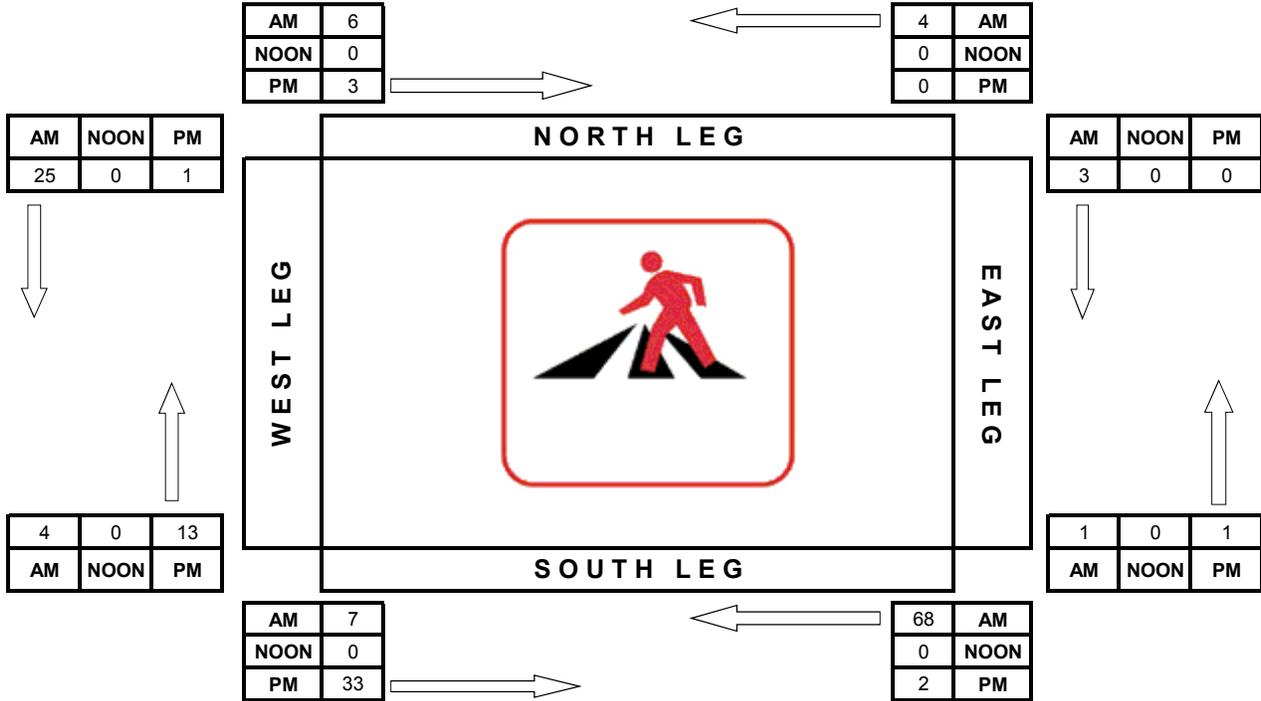
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5303-001
 N/S Street: 6th St
 E/W Street: Virginia Terrace
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

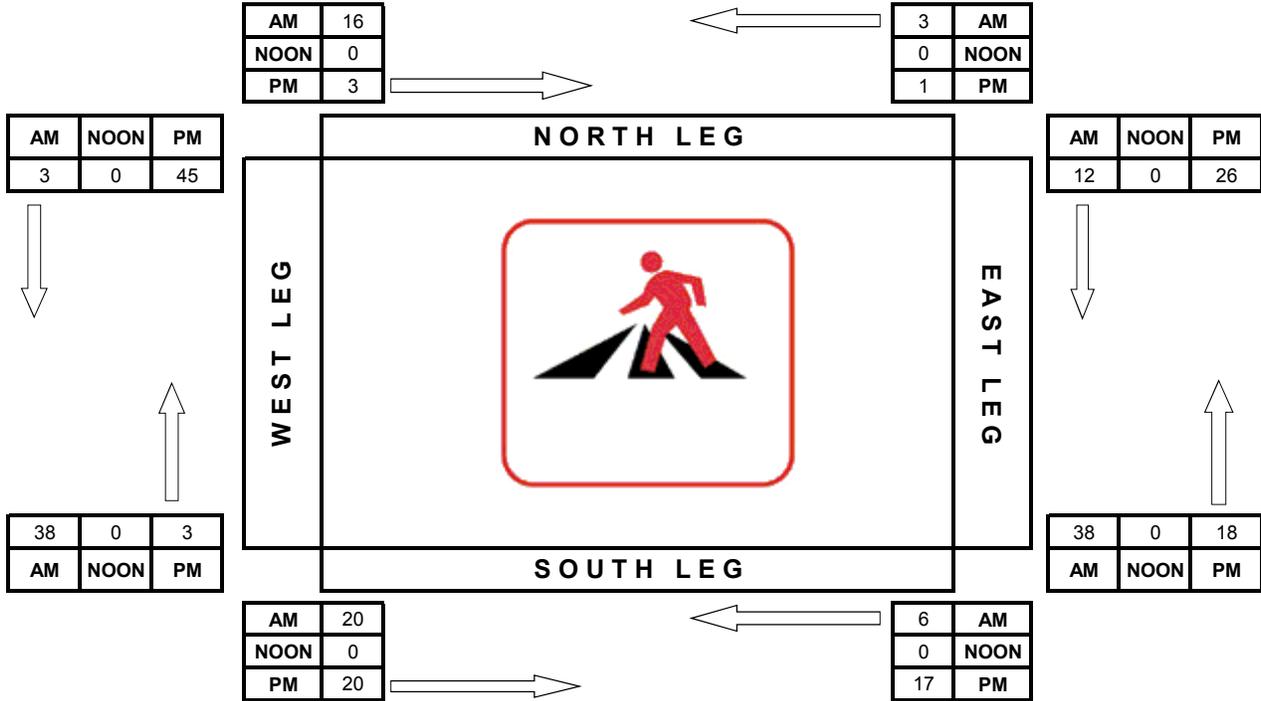
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5303-008
 N/S Street: 5th St
 E/W Street: Santa Barbara St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

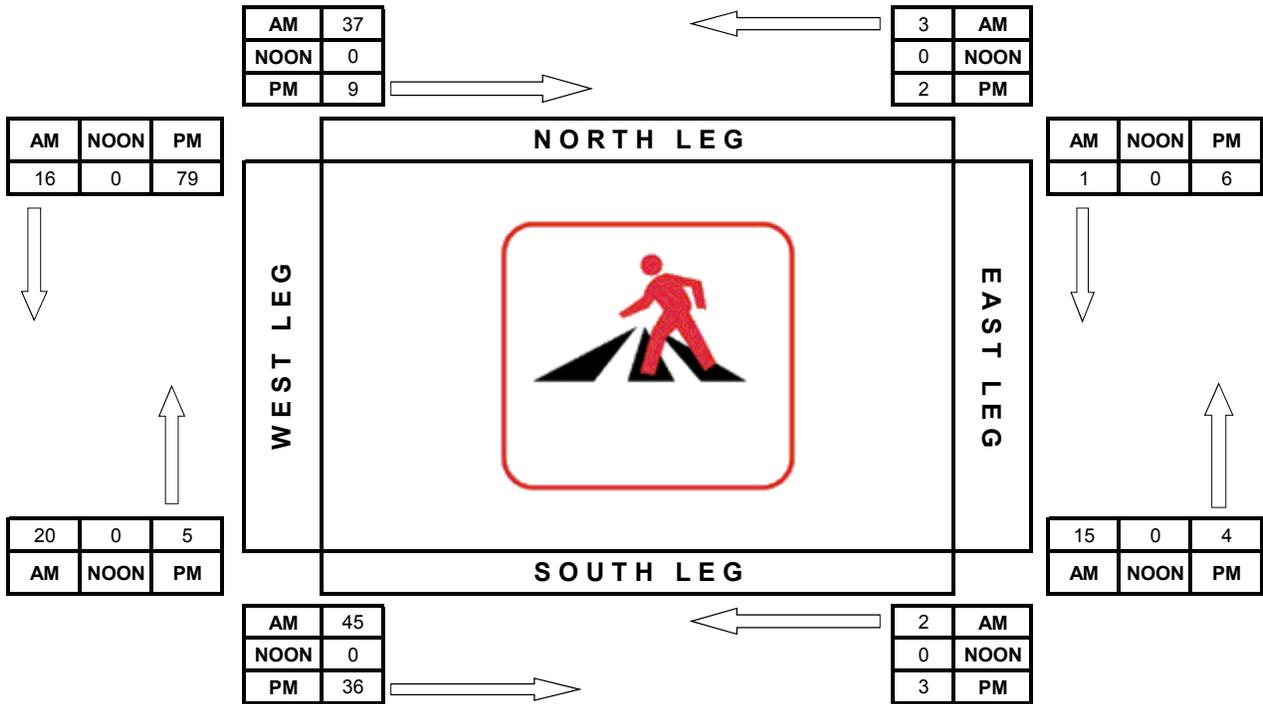
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5303-007
 N/S Street: Palm Ave
 E/W Street: Santa Paula St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

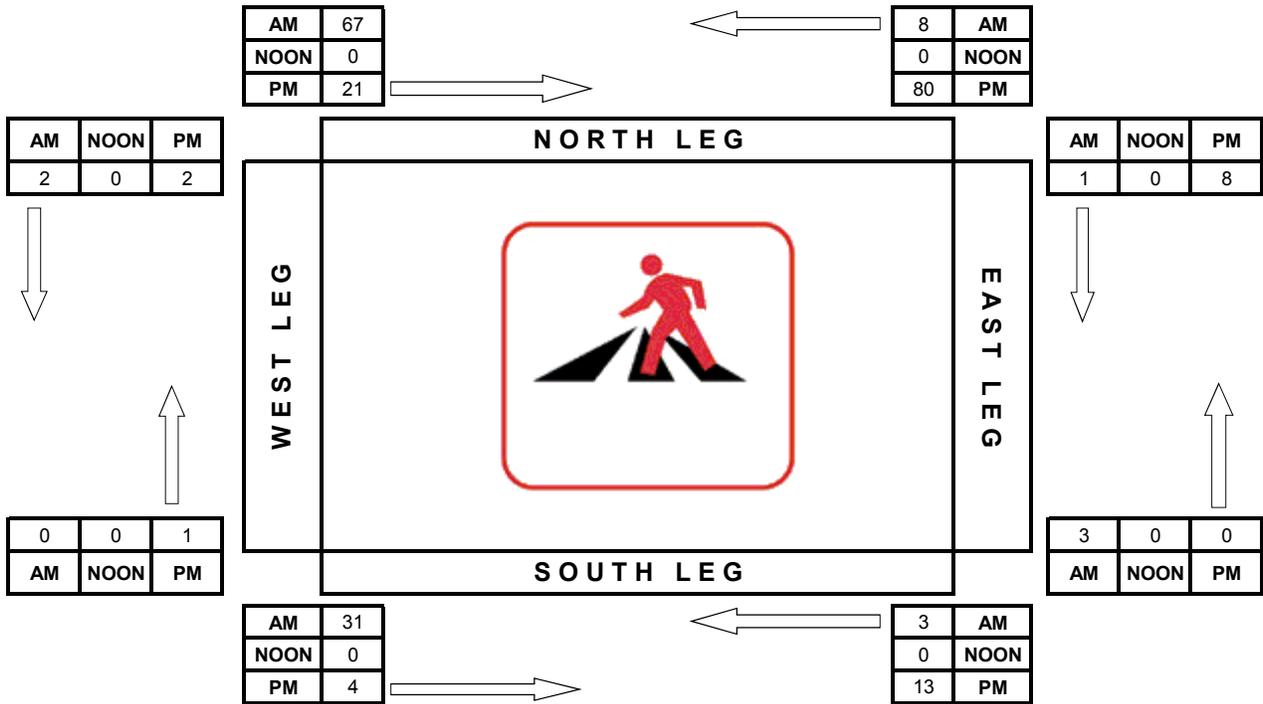
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5303-006
 N/S Street: Olive St
 E/W Street: Santa Paula St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

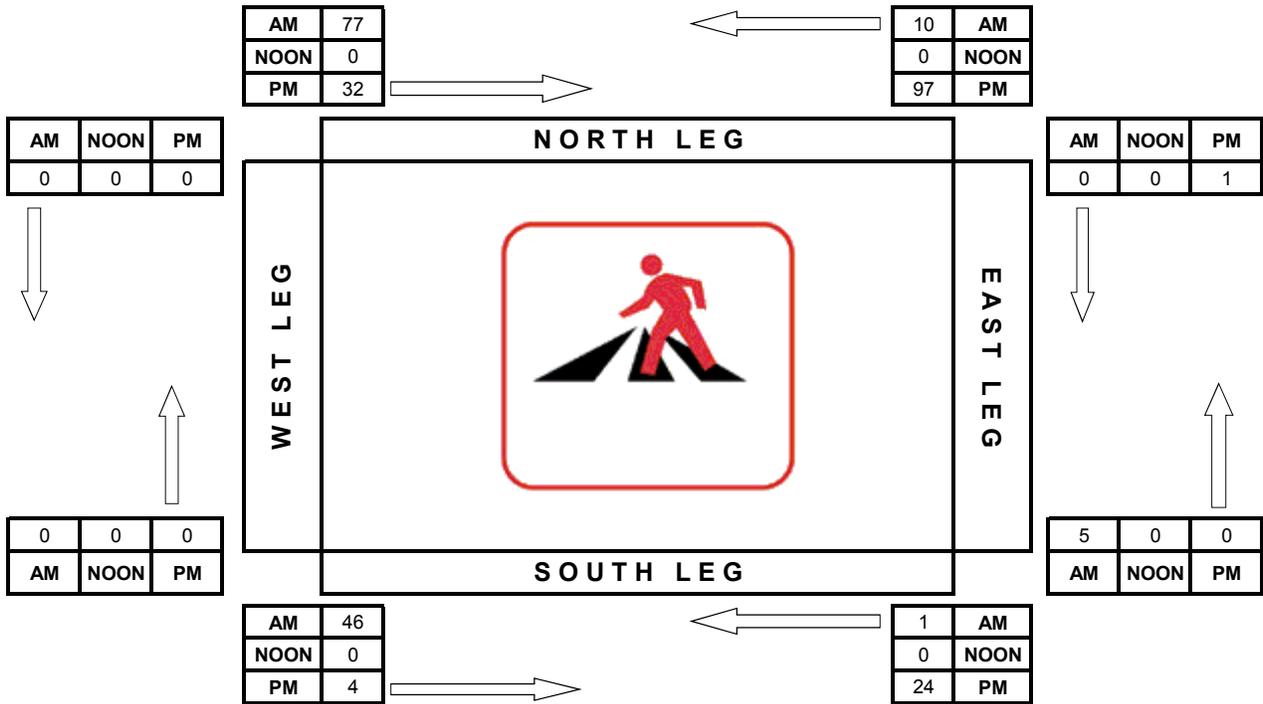
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5303-005
 N/S Street: Palm Ct
 E/W Street: Santa Paula St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

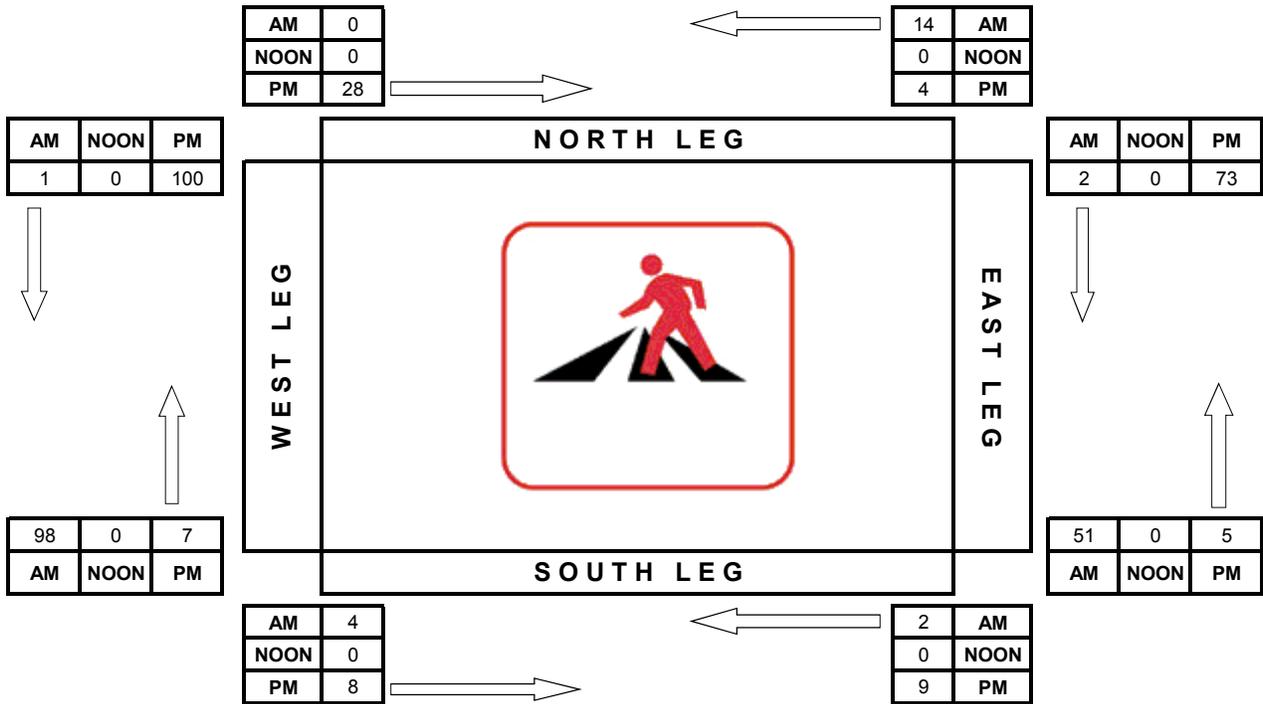
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5303-004
 N/S Street: 5th St
 E/W Street: Santa Paula St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

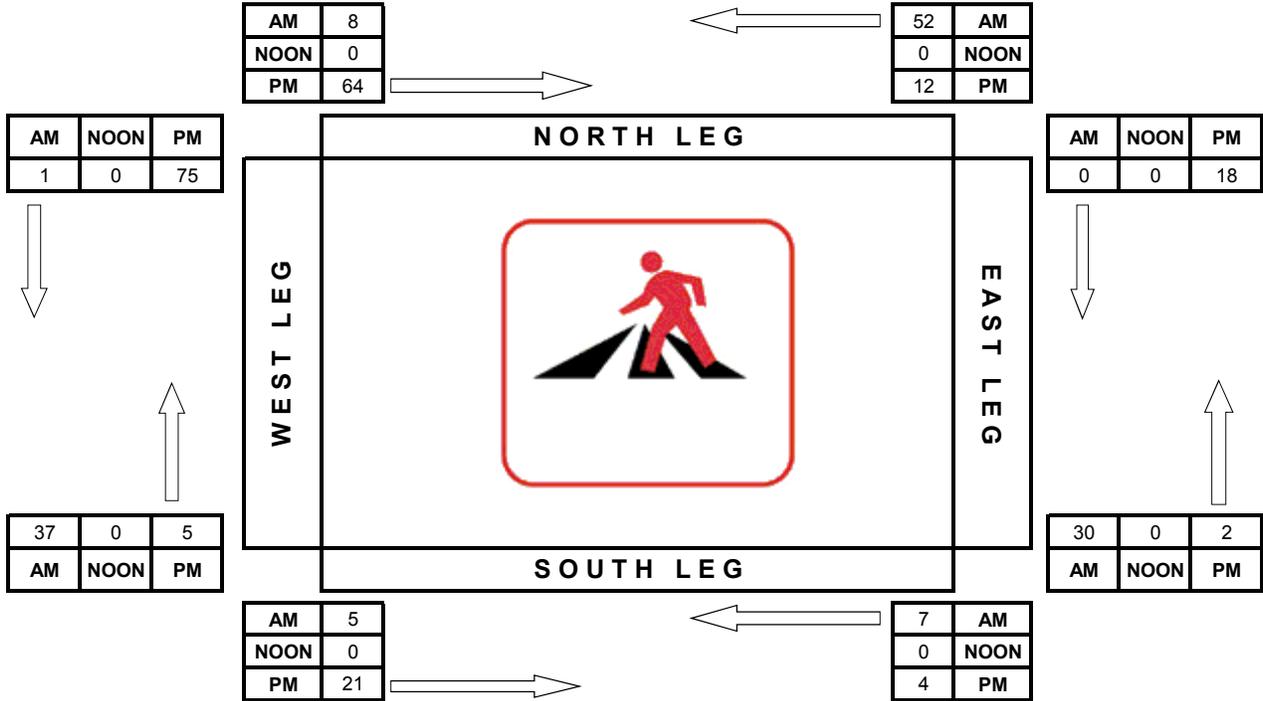
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5303-003
 N/S Street: 6th St
 E/W Street: Santa Paula St
 DATE: 5/14/2015
 CITY: 0

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

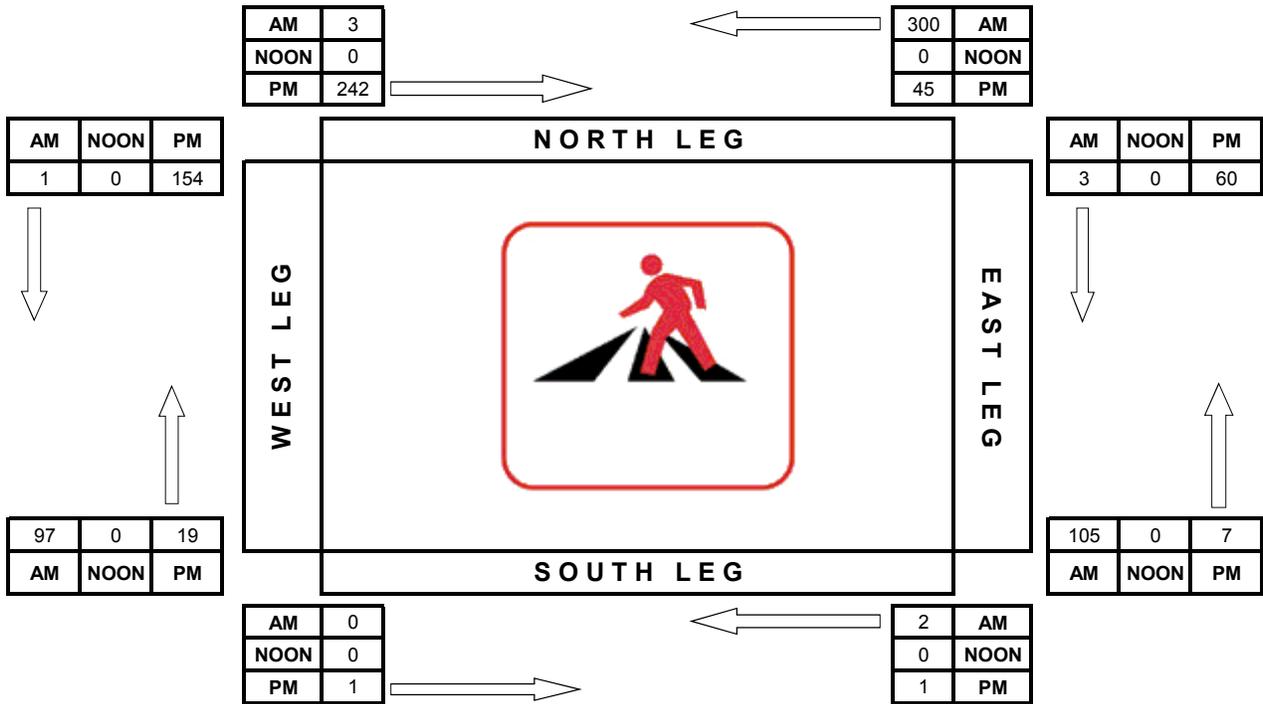
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5303-002
 N/S Street: 6th St
 E/W Street: Pleasant St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

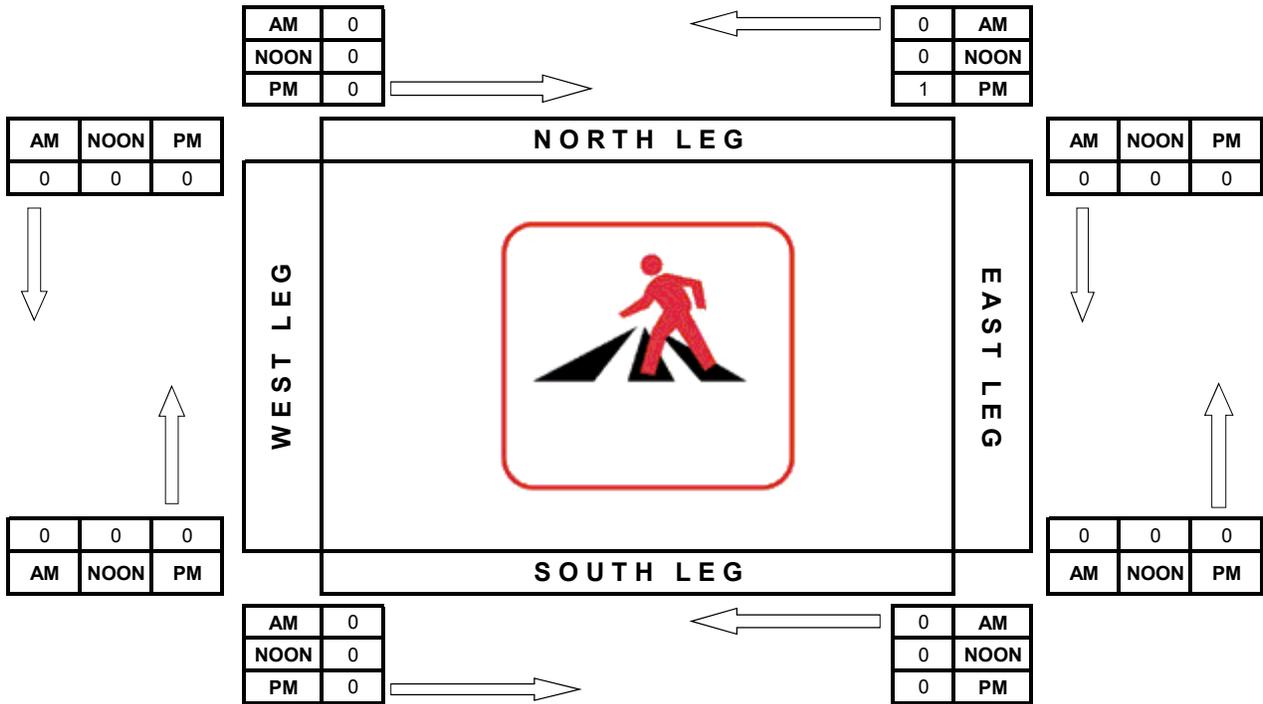
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5301-003
 N/S Street: Bet 5th St & 6th St
 E/W Street: Santa Paula St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

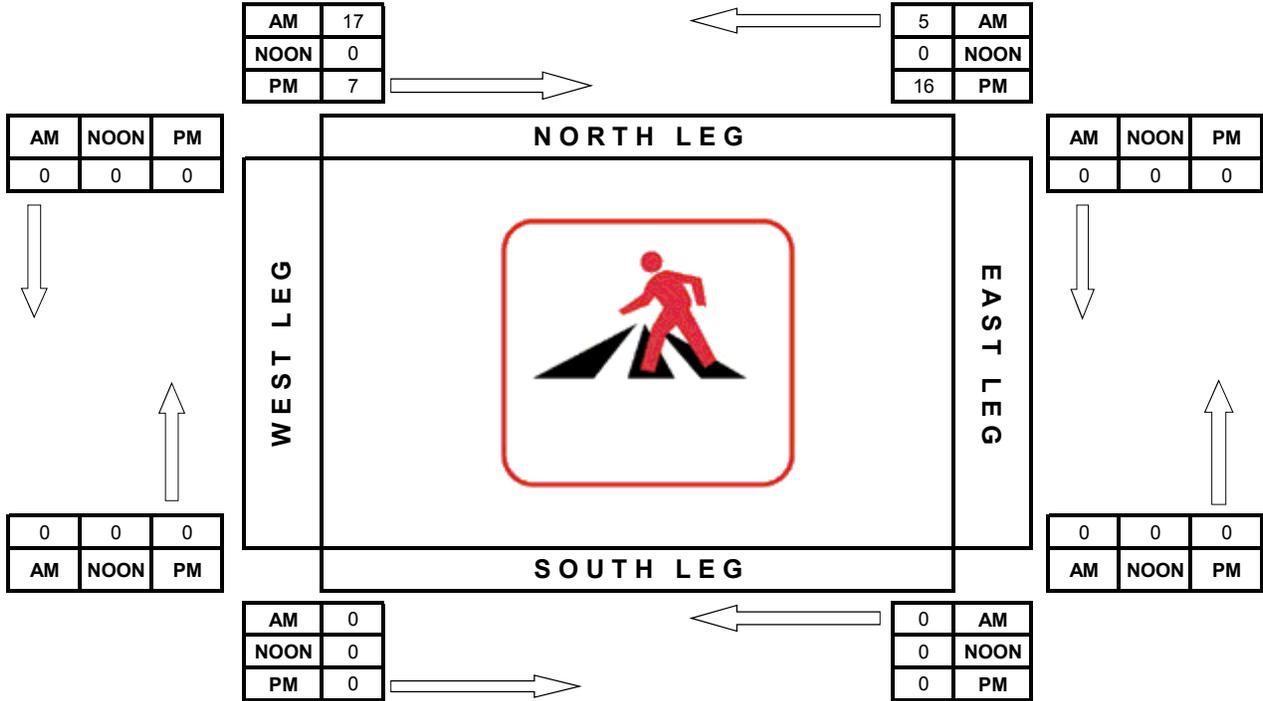
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5301-002
 N/S Street: Bet Olive St & 5th St
 E/W Street: Santa Paula St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

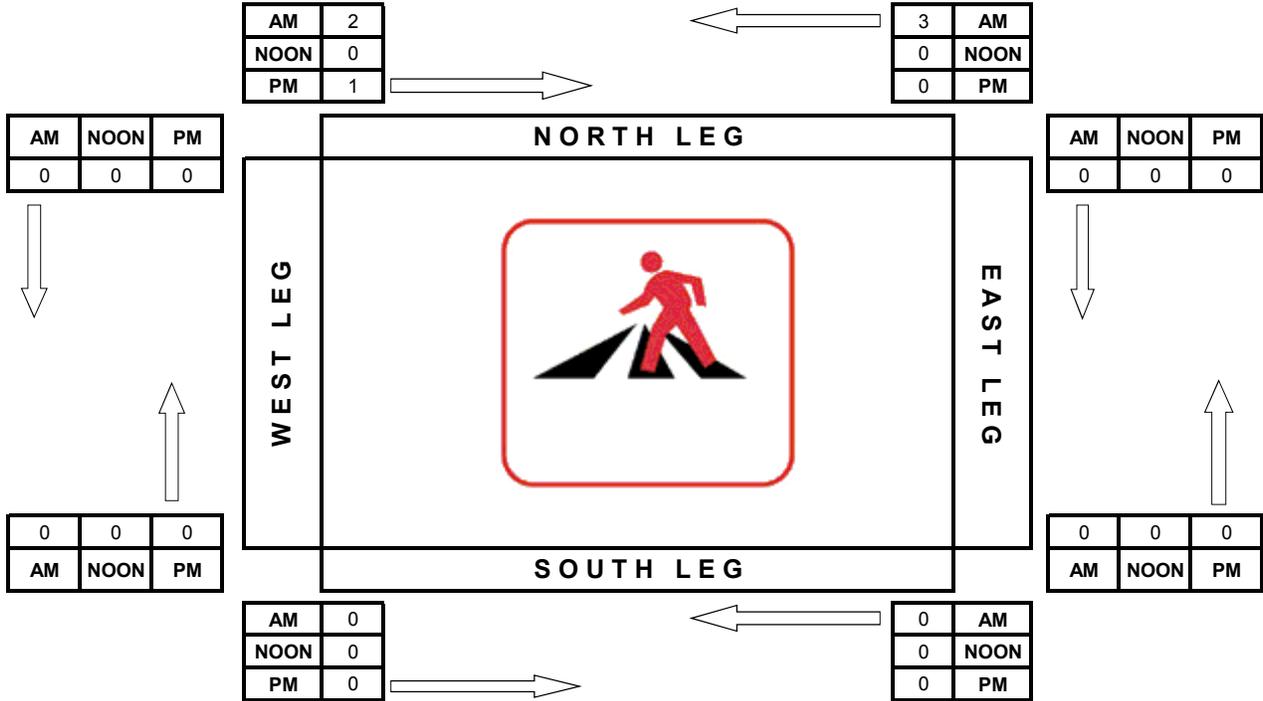
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5301-001
 N/S Street: Bet. Palm Ave & Olive St
 E/W Street: Santa Paula St
 DATE: 5/14/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM	7:00	9:00
NOON		
PM	14:30	16:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Special Event Pedestrian Crossing Counts

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

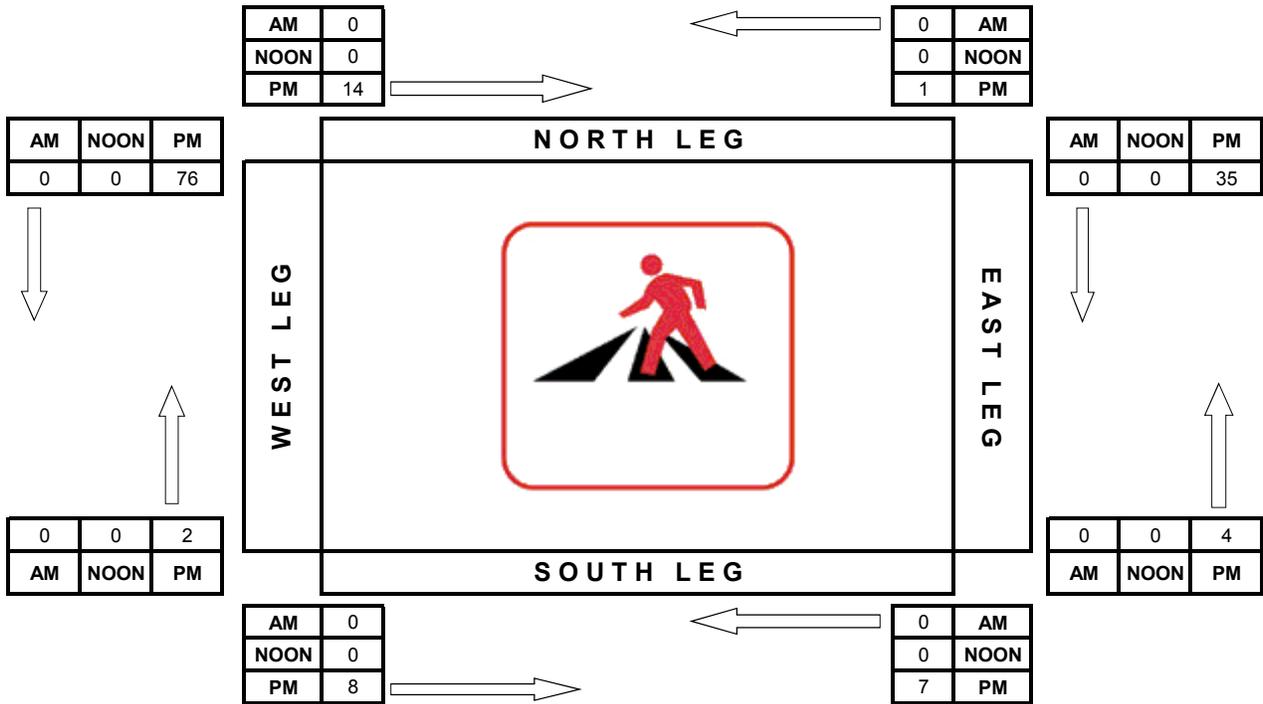
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5380-008
 N/S Street: 5th St
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

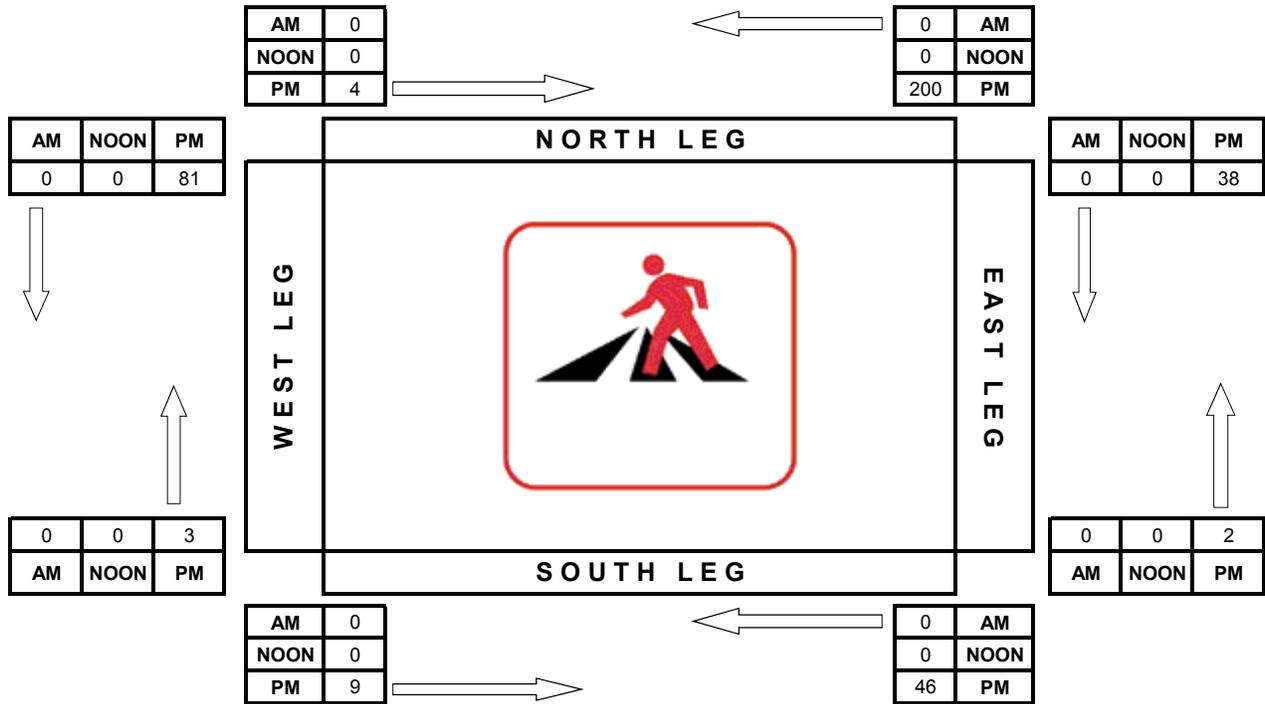
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5380-007
 N/S Street: Palm Ave
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

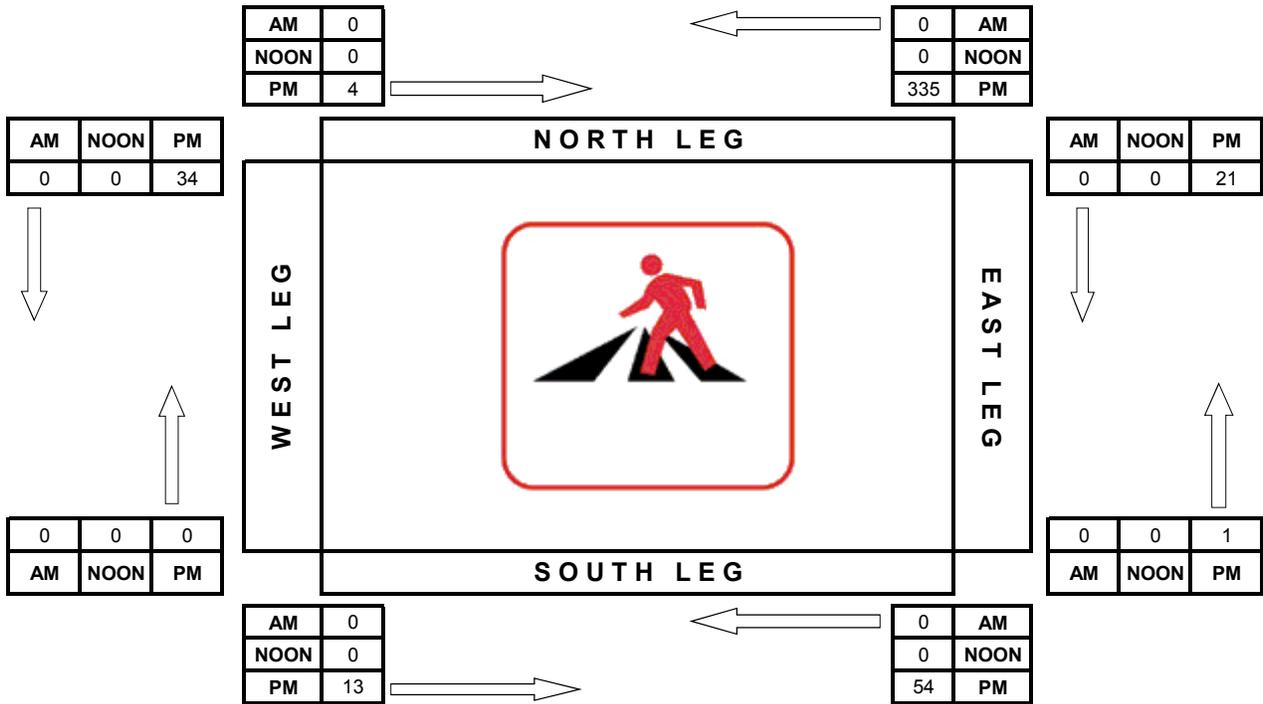
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5380-006
 N/S Street: Olive St
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

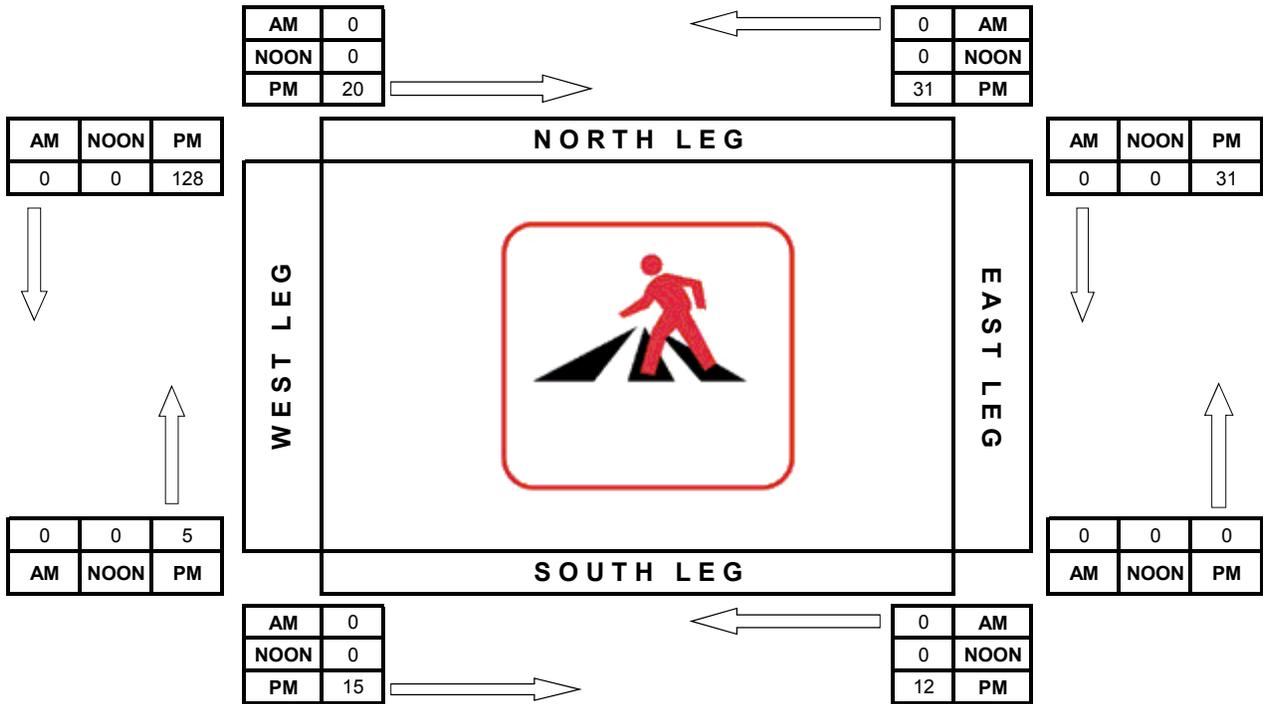
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5380-005
 N/S Street: Palm Ct
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

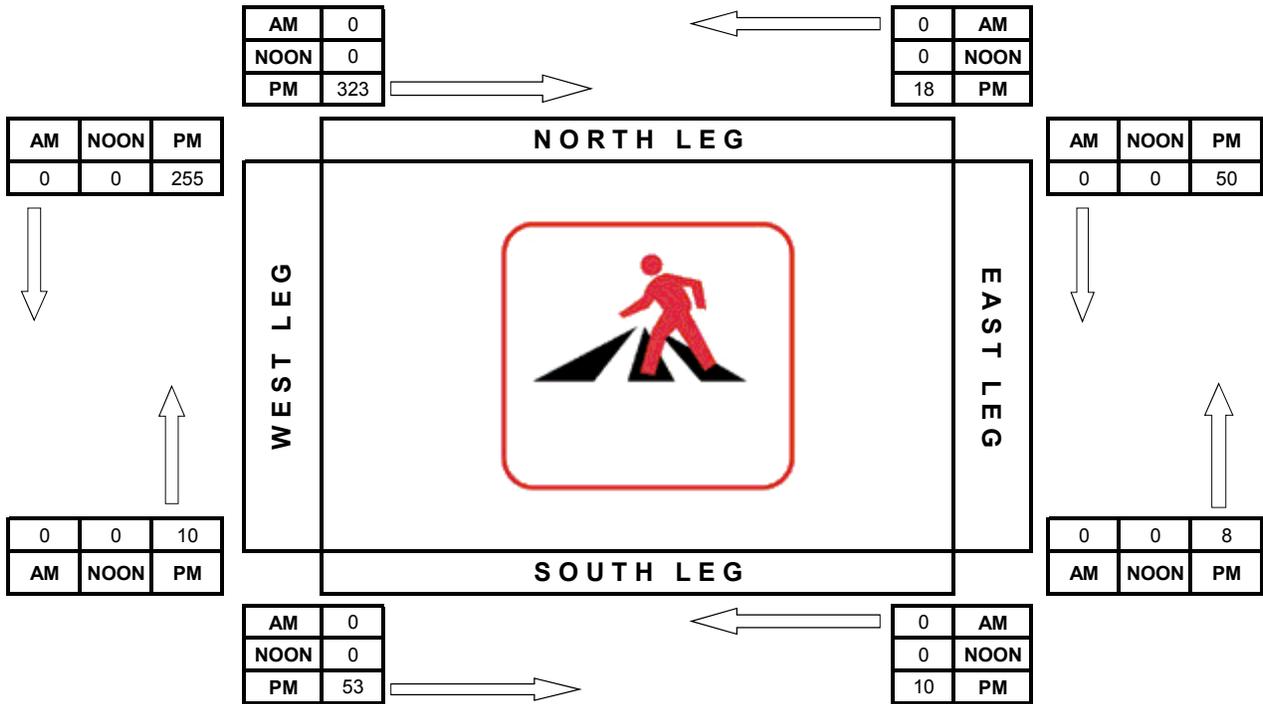
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5380-004
 N/S Street: 5th St
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

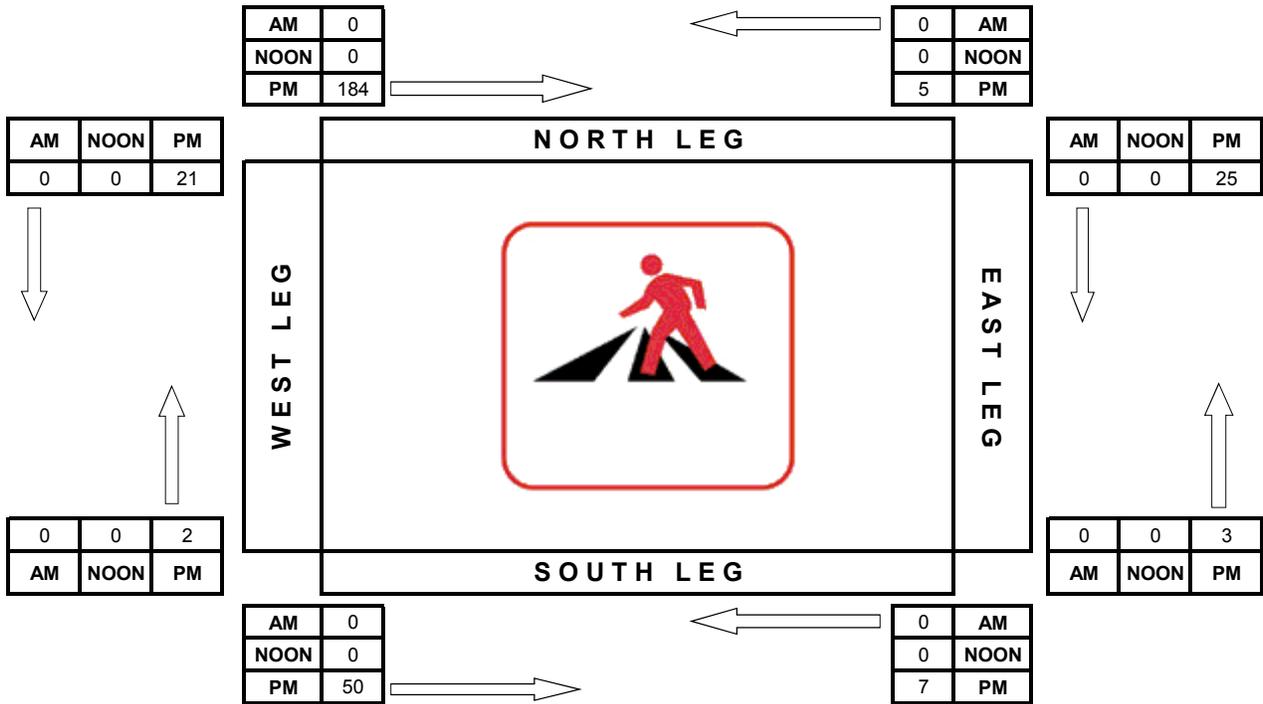
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5380-003
 N/S Street: 6th St
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

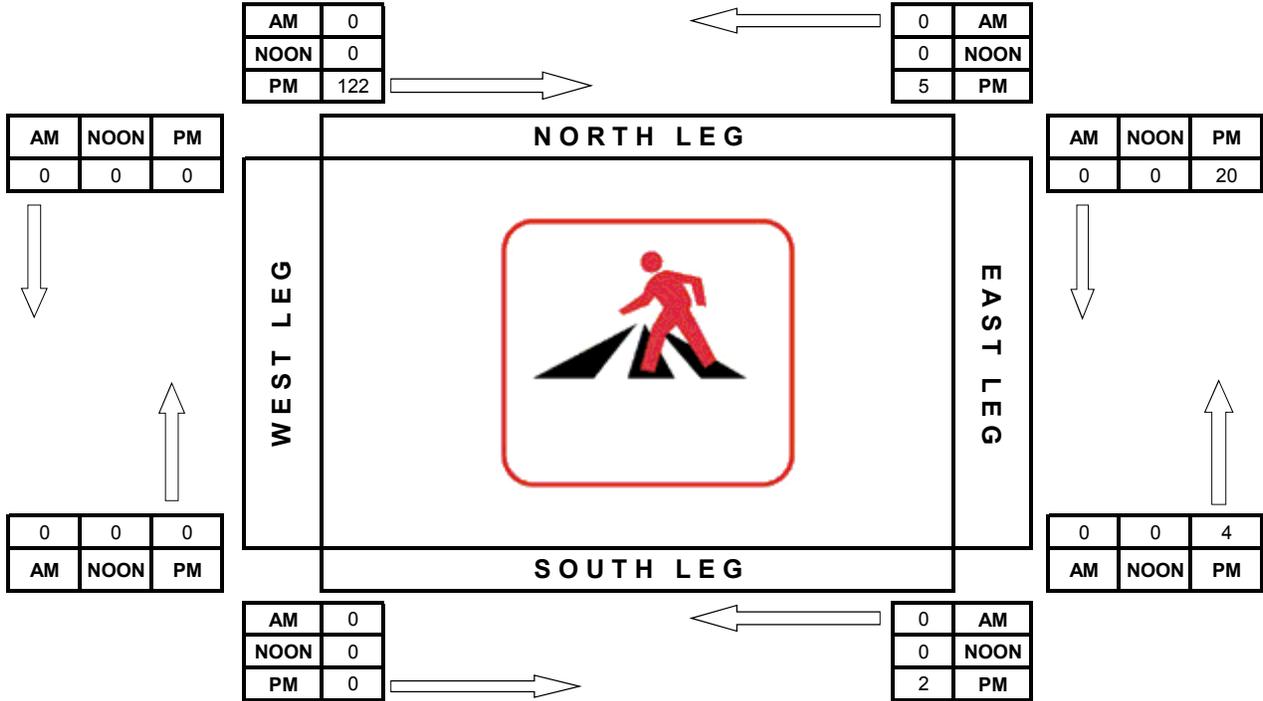
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5380-002
 N/S Street: 6th St
 E/W Street: Pleasant St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

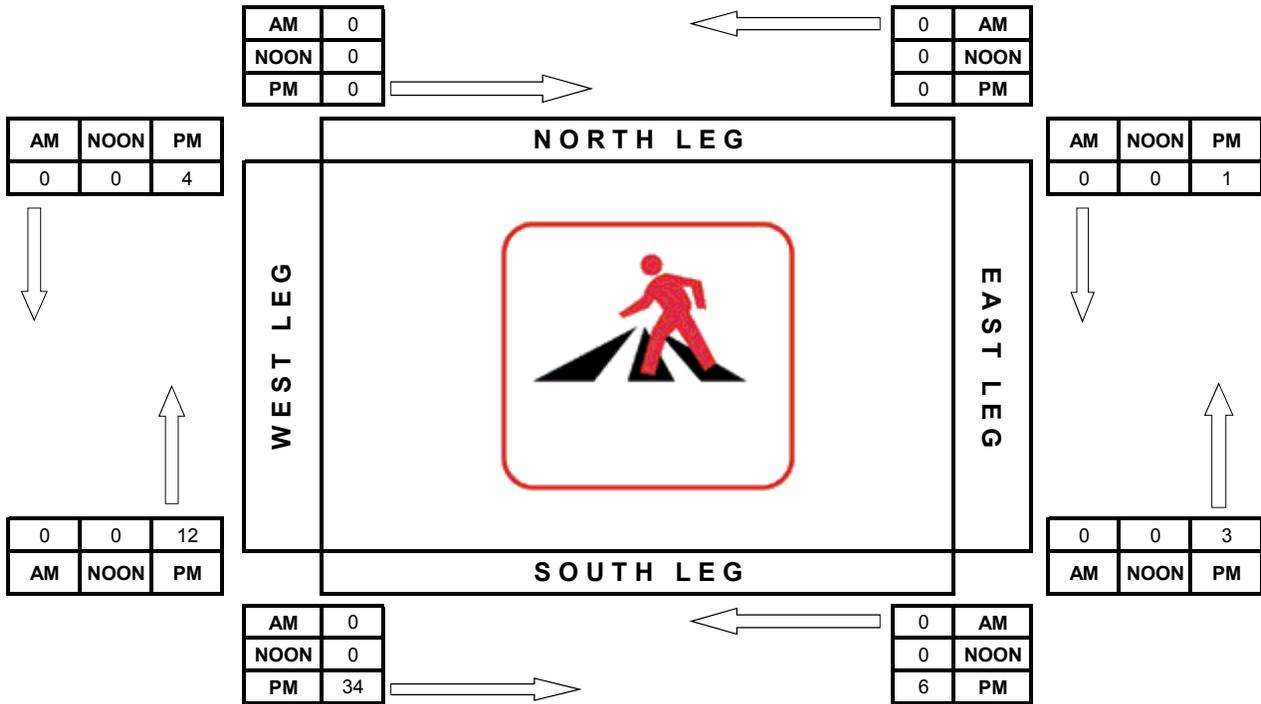
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5380-001
 N/S Street: 6th St
 E/W Street: Virginia Terrace
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

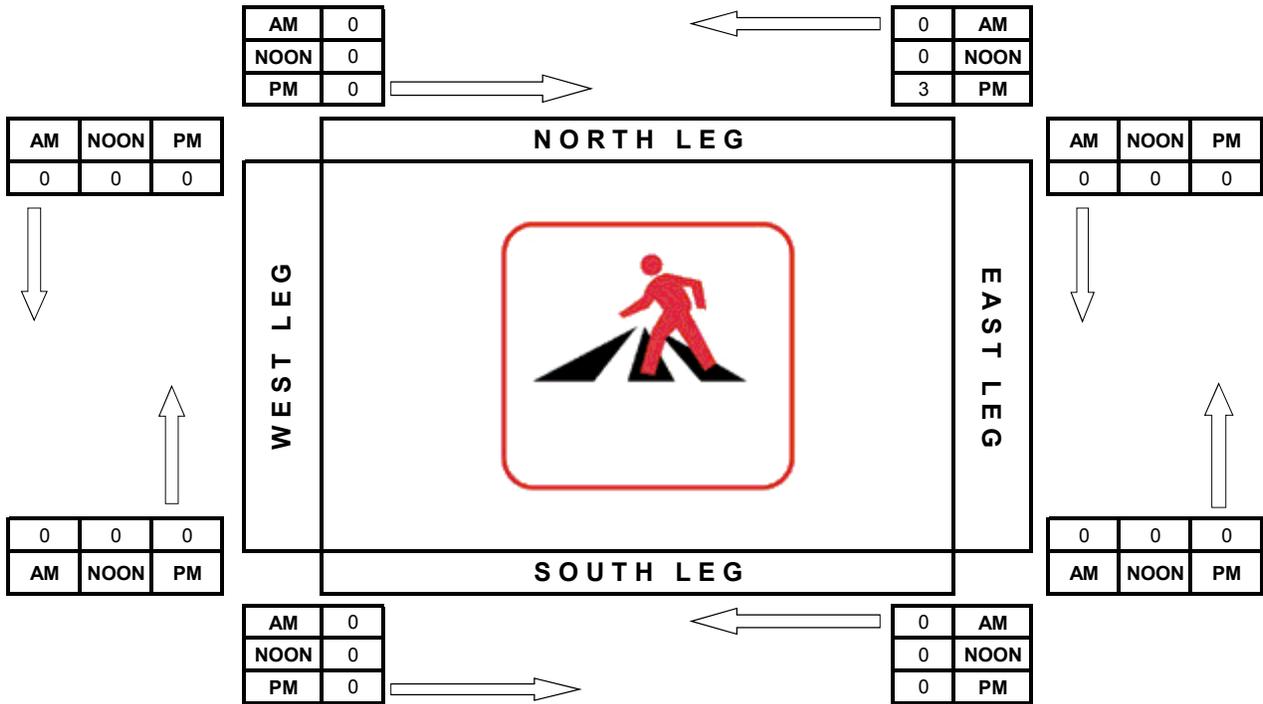
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5382-003
 N/S Street: Bet 5th St & 6th St
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

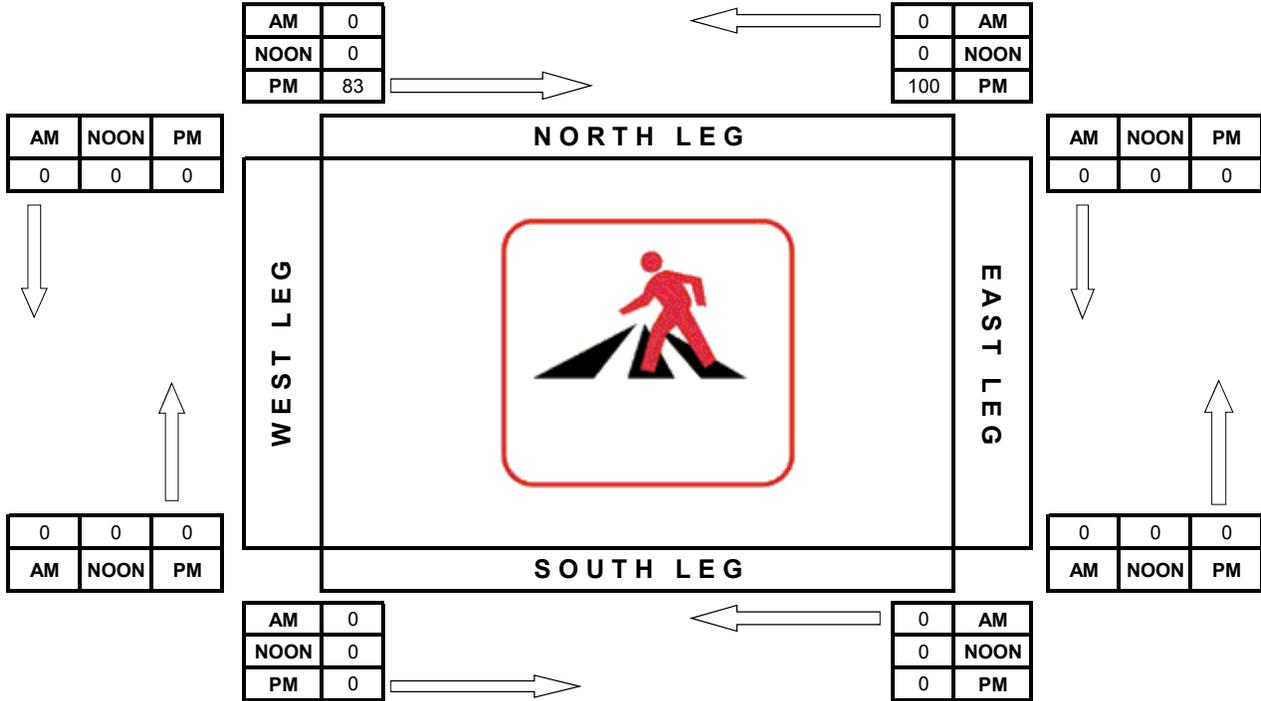
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5382-002
 N/S Street: Bet Olive St & 5th St
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

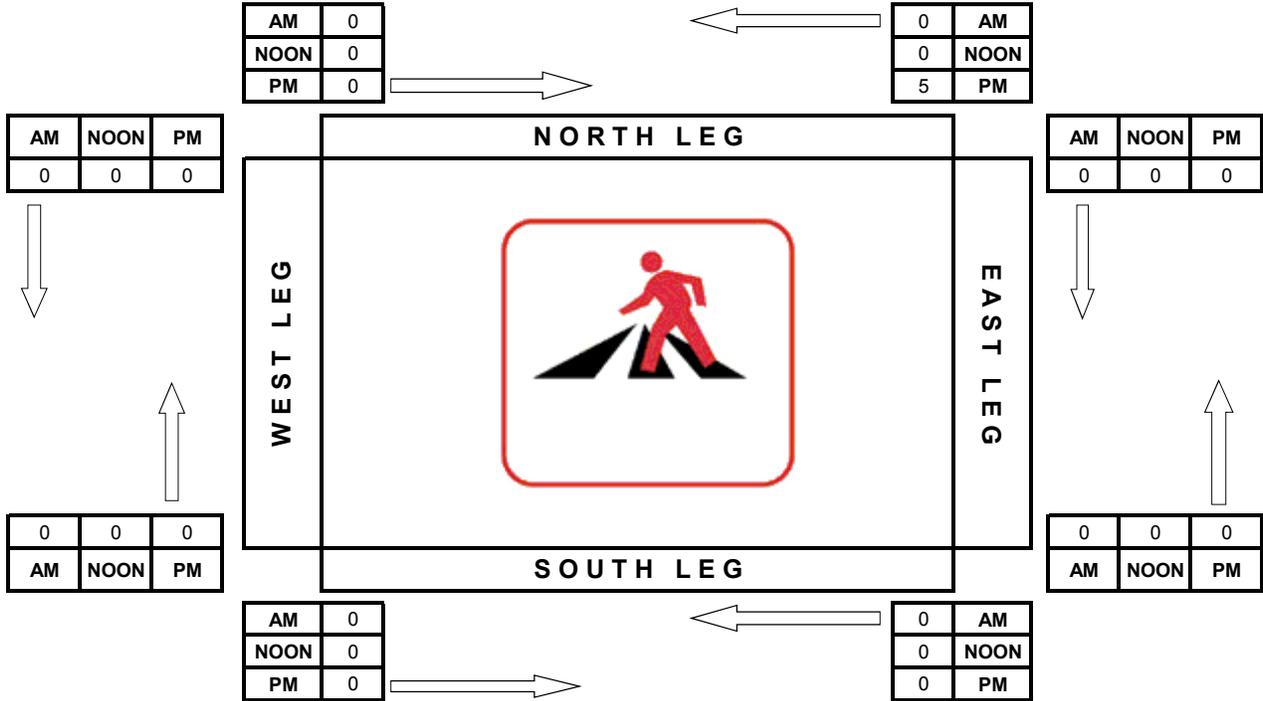
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 15-5382-001
 N/S Street: Bet. Palm Ave & Olive St
 E/W Street: Santa Paula St
 DATE: 6/11/2015
 CITY: Santa Paula

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	17:30	21:30



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Appendix 3 - Parking Demand Counts

CLIENT: STANTEC
 PROJECT: SANTA PAULA HIGH SCHOOL PARKING SURVEYS
 DATE: THURSDAY MAY 14, 2015
 PERIOD: 8:00 AM TO 8:00 PM

Street	Between	Side of Road	Space Type	Inventory	AM PERIOD								PM PERIOD							
					800-900	900-1000	1000-1100	1100-1200	1200-100	100-200	200-300	300-400	400-500	500-600	600-700	700-800				
Pleasant St.	Blanchard Ave. & N. Palm Ave.	North	Unmarked	10	6	7	7	6	9	7	6	10	6	5	7	5				
				9	4	7	8	7	8	7	7	7	8	6	5					
N. Palm Ave.	Pleasant St. & E. Santa Paula St.	East	Unmarked	16	7	6	8	8	10	9	8	9	9	7	7	9				
				14	7	11	10	10	12	11	13	10	12	12	13					
N. Palm Ave.	E. Santa Paula St. & E. Santa Barbara St.	East	Unmarked	16	7	6	8	6	9	9	6	11	7	10	10	14				
				16	9	7	7	8	7	7	8	9	10	11	11					
N. Olive St.	E. Santa Barbara St. & E. Santa Paula St.	East	Unmarked	23	5	4	4	5	8	7	5	7	5	5	6					
				26	7	8	8	8	7	7	7	7	6	10						
N. 5th St.	E. Santa Barbara St. & E. Santa Paula St.	East	Unmarked	21	5	4	5	4	5	4	4	9	10	10	8					
				23	6	8	8	8	8	8	12	8	5	16	10					
N. 5th St.	E. Santa Paula & E. Virginia Terr.	East	Unmarked	43	40	43	43	43	39	37	40	18	12	11	19					
				3																
N. 6th St.	E. Virginia Terr. & Pleasant St.	East	Unmarked	12	9	11	10	10	7	9	12	5	2	4	6					
				15	16	14	15	13	15	15	15	8	1	3	4					
N. 6th St.	Pleasant St. & E. Santa Paula St.	East	Unmarked	13	5	7	8	6	5	9	13	6	5	6	4					
				9	5	7	8	8	8	7	9	4	3	4	8					
N. 6th St.	E. Santa Paula St. & E. Santa Barbara St.	East	Unmarked	22	10	11	15	14	13	15	16	19	18	19						
				21	11	11	11	9	8	10	16	15	15	17	16					
N. 7th St.	E. Santa Barbara St. & E. Santa Paula St.	East	Unmarked	13	7	6	8	5	7	5	6	7	7	10						
				21	2	4	2	3	3	3	3	4	4	7	6					
N. 7th St.	E. Santa Paula St. & Pleasant St.	East	Unmarked	14	3	3	3	3	4	2	6	2	3	4	5					
				19	7	7	7	6	7	7	8	7	7	7	12					
N. 7th St.	Pleasant St. & E. Virginia Terr.	East	Unmarked	20	4	4	3	5	4	3	6	6	5	7	6					
				21	5	6	4	5	4	3	7	3	4	4	6					
E. Virginia Terr.	N. 7th St. & N. 6th St.	North	Unmarked	11	5	3	5	5	2	2	11	2	3	5	6					
				11	7	7	7	8	7	8	11	6	7	8	9					
E. Virginia Terr.	N. 6th St. & N. 5th St.	North	Unmarked	16	16	15	15	14	13	7	10	4	1	0	0					
				13	13	12	13	12	11	11	8	3	0	0	0					
E. Virginia Terr.	After N. 5th St.	North	Unmarked	11	10	10	11	9	10	8	7	5	3	4						
				9	8	8	8	9	9	5	6	2	2	2						

Pleasant St.	N. 6th St. & N. 7th St.	North	Unmarked	14	13	13	13	13	12	12	13	8	7	11	7	4	5	9
		South	Unmarked	10	9	9	10	9	9	9	10	5	7	8	4	1	1	3
Pleasant St.		North	Unmarked	11	7	5	7	9	9	9	9	7	7	9	7	8	10	9
		South	Unmarked	10	4	3	5	3	3	3	5	7	4	7	7	9	9	10
E. Santa Paula St.		North	Unmarked	12	0	2	1	1	1	1	2	2	3	2	1	1	3	2
		South	Unmarked	13	2	1	1	1	1	1	1	1	1	2	2	3	4	5
E. Santa Paula St.		North	Unmarked	16	7	5	4	3	3	3	3	3	3	3	2	2	2	2
		South	Unmarked	16	5	3	4	2	2	2	3	5	4	2	3	7	7	9
E. Santa Paula St.		North	Unmarked	14	3	3	4	3	3	3	3	3	3	3	2	2	2	2
		South	Unmarked	16	8	7	4	2	2	2	3	5	4	2	3	7	7	9
E. Santa Paula St.		North	Unmarked	17	5	4	5	7	7	7	6	7	6	4	4	6	6	8
		South	Unmarked	18	9	7	8	7	7	8	8	10	9	10	10	9	11	12
E. Santa Paula St.		North	Unmarked	17	7	5	5	7	7	6	6	6	7	9	9	7	7	8
		South	Unmarked	19	4	5	4	4	4	4	4	3	5	4	6	7	8	8
E. Santa Paula St.		North	Unmarked	9	2	3	2	2	2	3	3	3	1	3	3	2	2	4
		South	Unmarked	11	1	2	2	1	1	1	1	1	2	2	1	2	2	2
Parking Lot			Unmarked	27	13	24	21	22	22	24	24	23	24	26	6	3	2	1
			Handicapped	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0
			Total	744	351	358	357	364	364	361	361	358	343	415	284	263	301	336
					47%	48%	48%	49%	49%	49%	49%	48%	46%	56%	38%	35%	40%	45%
			Santa Paula St	133	48	39	38	35	35	36	36	42	41	42	39	49	50	58
			Palm to 7th		36%	29%	29%	26%	26%	27%	27%	32%	31%	32%	29%	37%	38%	44%

Prepared by National Data & Surveying Services

Street Parking Study

Project #: 15-5381
City: Santa Paula

Day: Thursday
Date: 6/11/2015

Street:	From:	To:	Side of Street: N,S,E or W	Time				
				5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM
Virginia Terrace (EW)	dead end	6th St	North side	27	28	28	5	3
	6th St	7th St	North side	11	12	12	4	3
	dead end	5th St	South side	11	11	12	4	4
	5th St	6th St	South side	15	15	15	0	0
	6th St	7th St	South side	11	11	10	8	8
Pleasant St (EW)	Blanchard Ave	Palm Ave	North side	11	11	11	6	6
	6th St	7th St	North side	14	14	14	5	5
	7th St	8th St	North side	20	19	19	18	18
	Blanchard Ave	Palm Ave	South side	9	9	9	7	7
	6th St	7th St	South side	12	12	12	2	2
	7th St	Walnut St	South side	10	10	10	8	9
Santa Paula St (EW)	Walnut St	8th St	South side	8	8	7	4	5
	Blanchard Ave	Palm Ave	North side	6	7	7	3	4
	Palm Ave	Olive St	North side	10	10	11	8	9
	Olive St	Palm Ct	North Side	6	12	12	2	2
	Palm Ct	5th St	North Side	6	5	5	4	4
	5th St	6th St	North side	13	13	13	1	0
	6th St	7th St	North side	12	14	14	3	4
	7th St	Walnut St	North side	8	10	10	2	2
	Walnut St	8th St	North side	7	6	7	3	3
	Blanchard Ave	Palm Ave	South side	9	9	9	2	1
	Palm Ave	Olive St	South side	10	11	11	8	9
	Olive St	5th St	South side	20	20	20	11	8
	5th St	6th St	South side	13	13	13	7	7
	6th St	7th St	South side	11	14	15	4	6
7th St	8th St	South side	16	20	20	8	8	
Palm Ave (NS)	Santa Barbara St	Santa Paula St	East side	18	19	19	7	8
	Santa Paula St	Pleasant St	East side	15	15	15	8	9
	Santa Barbara St	Santa Paula St	West side	18	17	18	14	11
	Santa Paula St	Pleasant St	West side	15	15	15	7	7
Olive St (NS)	Santa Barbara St	Santa Paula St	East side	22	22	21	3	6
	Santa Barbara St	Santa Paula St	West side	22	22	22	13	14
5th St (NS)	Santa Barbara St	Santa Paula St	East side	20	20	20	11	14
	Santa Paula St	Virginia Terrace	East side	31	36	38	7	7
	Santa Barbara St	Santa Paula St	West side	22	23	23	6	0
	Santa Paula St	Virginia Terrace	West side	No Parking				
6th St (NS)	Santa Barbara St	Santa Paula St	East side	21	21	22	18	19
	Santa Paula St	Pleasant St	East side	13	13	13	3	3
	Pleasant St	Virginia Terrace	East side	10	10	9	5	5
	Santa Barbara St	Santa Paula St	West side	21	21	22	20	20
	Santa Paula St	Virginia Terrace	West side	24	24	24	2	2
7th St (NS)	Santa Barbara St	Santa Paula St	East side	16	15	14	9	8
	Santa Paula St	Pleasant St	East side	16	15	15	3	3
	Pleasant St	Virginia Terrace	East side	13	13	13	9	9
	Santa Barbara St	Santa Paula St	West side	17	16	18	7	8
	Santa Paula St	Pleasant St	West side	16	16	16	12	12
	Pleasant St	Virginia Terrace	West side	11	12	13	7	7

	667	689	696	308	309
	89%	92%	93%	41%	41%
Santa Paula St	101	112	114	48	49
Palm to 7th	76%	84%	86%	36%	37%

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Appendix 4 – Speed Survey

Spot Speed Study

Prepared by: National Data & Surveying Services

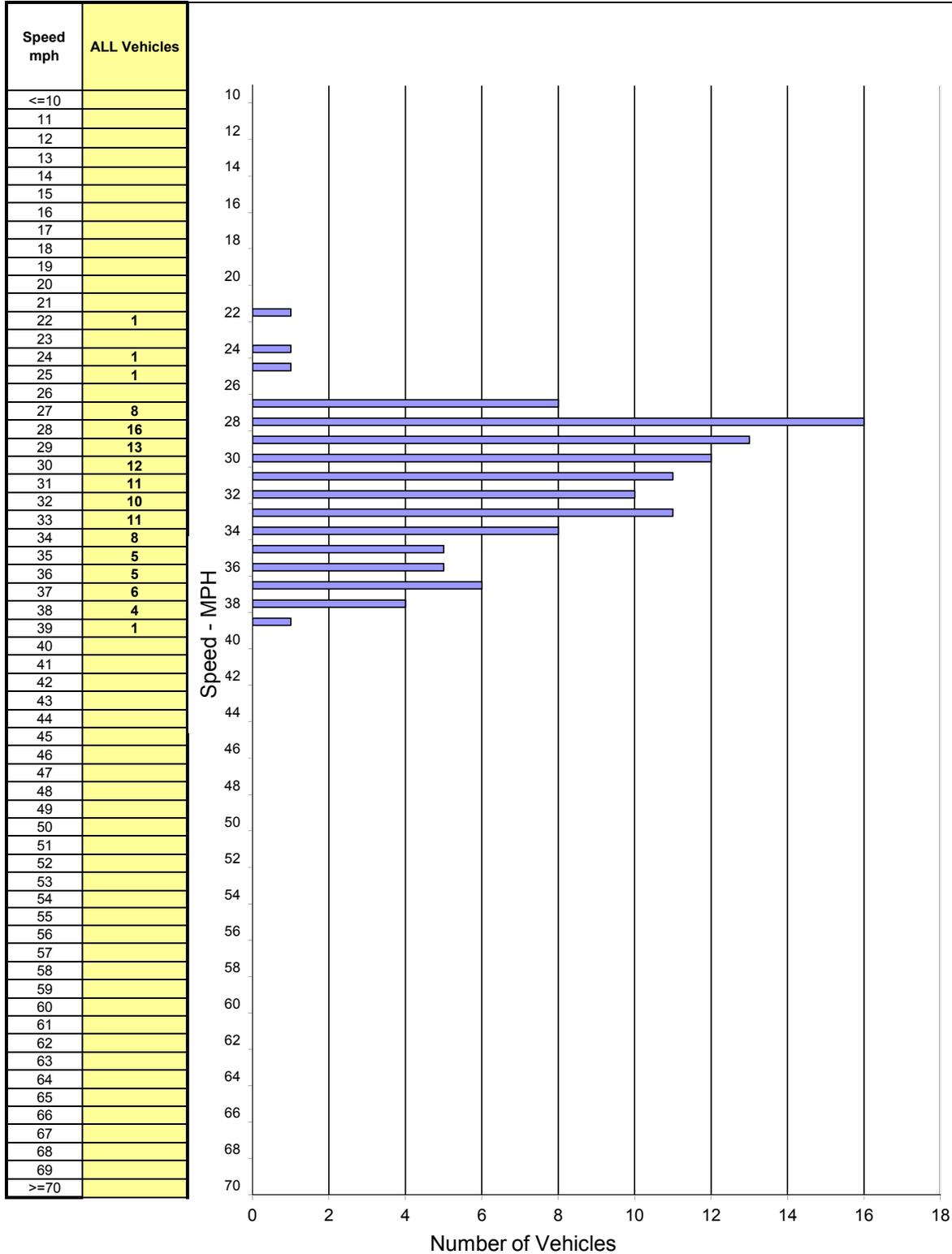
City of Santa Paula

DATE: 9/1/2015
DAY: Tuesday

Location: Santa Paula St Bet. Olive St & 5th St
Posted Speed: 25 MPH

Project #: 15-5528-001

Eastbound & Westbound Spot Speeds



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	113	22 - 39	31 mph	35 mph	27 - 36	99	88%	2% / 3	10% / 11

Spot Speed Study

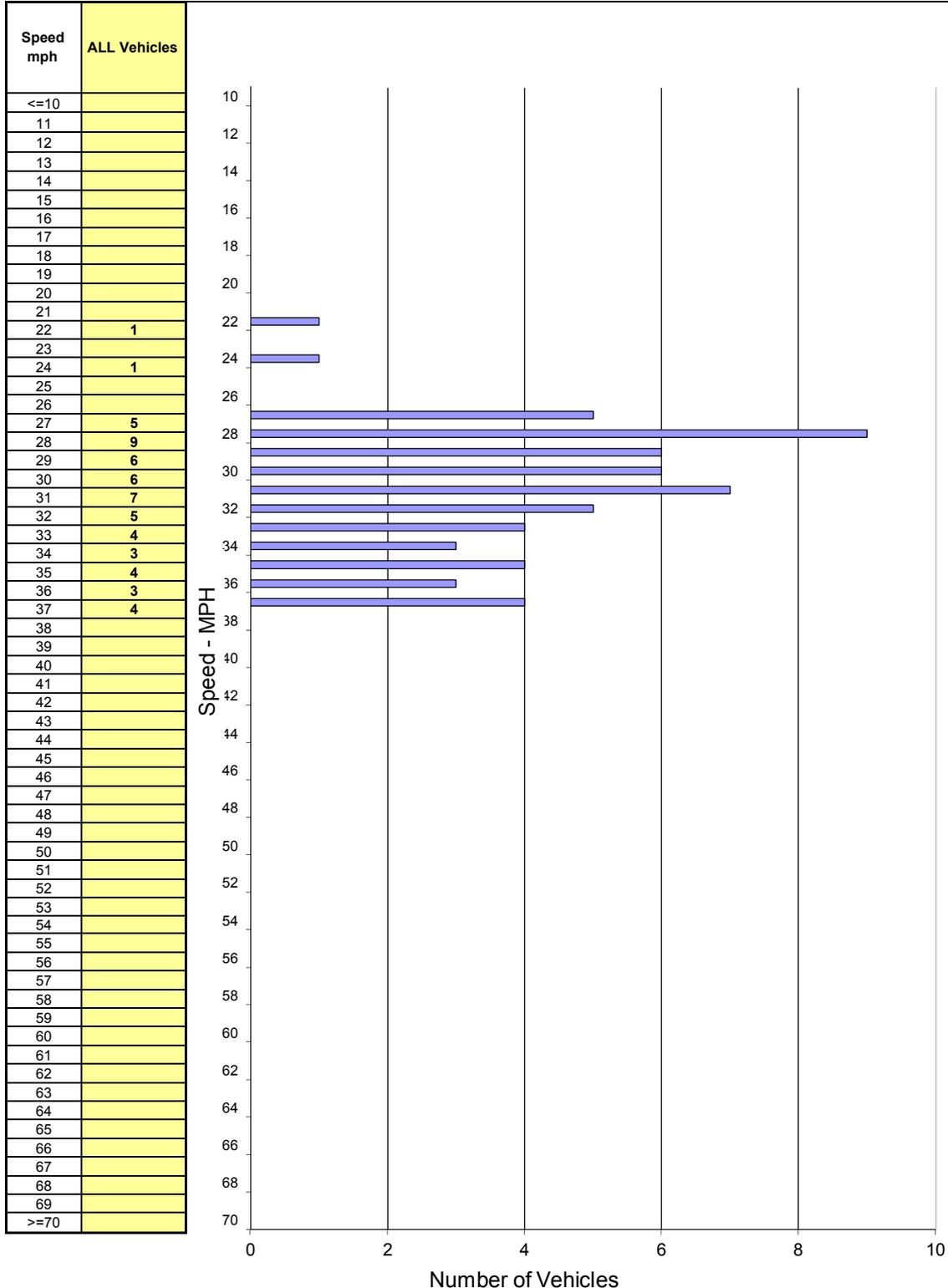
Prepared by: National Data & Surveying Services

City of Santa Paula

DATE: 9/1/2015
DAY: Tuesday

Location: Santa Paula St Bet. Olive St & 5th St
Posted Speed: 25 MPH Project #: 15-5528-001

Eastbound Spot Speeds



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	58	22 - 37	31 mph	35 mph	27 - 36	52	90%	3% / 2	7% / 4

Spot Speed Study

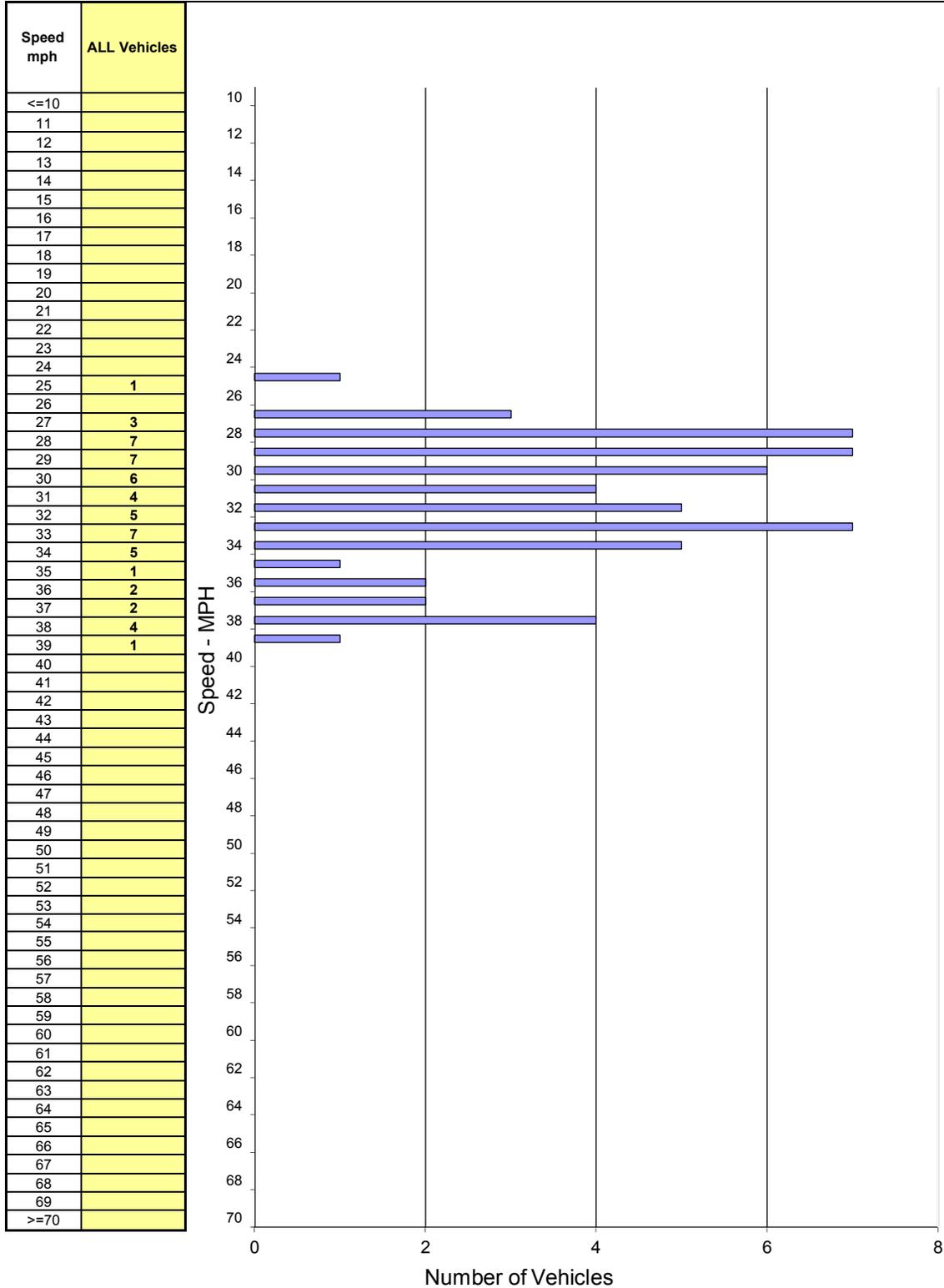
Prepared by: National Data & Surveying Services

City of Santa Paula

DATE: 9/1/2015
DAY: Tuesday

Location: Santa Paula St Bet. Olive St & 5th St
Posted Speed: 25 MPH Project #: 15-5528-001

Westbound Spot Speeds



Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	55	25 - 39	31 mph	36 mph	27 - 36	47	85%	1% / 1	13% / 7

Appendix 5 – Cost Estimates

CONSTRUCTION COST ESTIMATE

Stantec
 111 E. Victoria Street
 Santa Barbara, CA 93101

Project: Intersection Improvement Plan - Santa Paul Street and 5th Street
 Location: Santa Paula, CA
 Client: City of Santa Paula
 W.O. No.: 2064018179
 Calc'd By: DJL
 Path Name: V:\2064\active\2064112801\Cost estimates\
 File Name: SP Street & SB Street Pedestrian Improvements_Cost Estimate.xlsx

Date: 6-Oct-15

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
GENERAL					
1	Mobilization, Demobilation, Bonds, Insurance	L.S.	1	\$ 15,000.00	\$15,00
2	Construction Surveying	L.S.	1	\$ 5,000.00	\$5,00
3	Traffic Control, Postings and Notifications	L.S.	1	\$ 5,000.00	\$5,00
DEMOLITION					
4	Remove Concrete	S.F.	1,200	\$ 1.40	\$1,68
5	Remove Asphalt Concrete Pavement	S.F.	2,500	\$ 1.70	\$4,25
6	Remove Pavement Marking	S.F.	1,000	\$ 2.25	\$2,25
7	Salvage In-Road Warning Lights	L.S.	1	\$ 1,000.00	\$1,00
8	Salvage Electrical Cabinet	L.S.	1	\$ 2,000.00	\$2,00
STREET IMPROVEMENTS					
9	Asphalt Concrete (C2-PG 64-10)	TONS	4	\$ 120.00	\$48
10	Concrete Sidwalk	C.Y.	12	\$ 580.00	\$6,96
11	Concrete Curb Ramp	C.Y.	30	\$ 920.00	\$27,60
12	Adjust Manhol Frame and Cover to Finish Grade	EA.	1	400.00	\$40
13	Concrete Curb and Gutter	L.F.	500	\$ 30.00	\$15,00
14	Catch Basin	EA.	2	\$ 4,000.00	\$8,00
15	Street Light Complete	EA.	2	5,000.00	\$10,00
16	Traffic Signal Pull Box	EA.	2	\$ 400.00	\$80
TRAFFIC IMPROVEMENTS					
17	Paint Pavement Marking (2-Coat)	S.F.	1,500	\$2.50	\$3,75
18	Paint Traffic Stripe (2-Coat)	L.F.	500	\$0.70	\$35
19	Remove Existing Sign	EA.	12	\$ 100.00	\$1,20
20	Install Salvaged Sign	EA.	4	\$100.00	\$40
21	New Traffic Signing	EA.	24	\$ 250.00	\$6,00
22	Speed Feedback Sign	EA.	2	\$5,000.00	\$10,00
22	Install Rectangular Rapid Flashing Beacon	EA.	6	\$ 10,000.00	\$60,00
Sub-Total Estimated Construction Cost:					\$187,12
10% Contingency:					\$18,71

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Appendix 6 – Level of Service Calculation Worksheets

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Existing Weekday AM and PM Peak Hour LOS Worksheets

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 AWSC
1: Palm Ave & Santa Paula St

Existing AM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 17.6
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	2	233	79	84	222	13	61	29	85	16	48	8
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	311	105	112	296	17	81	39	113	21	64	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.5	20.1	13.7	11.5
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	1%	26%	22%
Vol Thru, %	17%	74%	70%	67%
Vol Right, %	49%	25%	4%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	314	319	72
LT Vol	29	233	222	48
Through Vol	85	79	13	8
RT Vol	61	2	84	16
Lane Flow Rate	233	419	425	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.41	0.647	0.675	0.185
Departure Headway (Hd)	6.328	5.682	5.831	6.938
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	572	641	625	519
Service Time	4.336	3.682	3.831	4.951
HCM Lane V/C Ratio	0.407	0.654	0.68	0.185
HCM Control Delay	13.7	18.5	20.1	11.5
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	2	4.7	5.2	0.7

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
2: Olive St & Santa Paula St

Existing AM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	322	11	38	312	2	6	0	49	2	1	0
Conflicting Peds, #/hr	75	0	34	34	0	75	2	0	4	4	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	429	15	51	416	3	8	0	65	3	1	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	423	0	0	448
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2.218	-	-	2.218
Pot Capacity-1 Maneuver	1136	-	-	1112
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	1065	-	-	1043
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	14.6	24.4
HCM LOS			B	C

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	448	1065	-	-	1043	-	-	190
HCM Lane V/C Ratio	0.164	-	-	-	0.049	-	-	0.021
HCM Control Delay (s)	14.6	0	-	-	8.628	0	-	24.4
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.58	0	-	-	0.153	-	-	0.064

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
3: Santa Paula St & Palm Ct

Existing AM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	75	296	294	17	20	56
Conflicting Peds, #/hr	87	0	0	87	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	395	392	23	27	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	420	0	1003
Stage 1	-	-	408
Stage 2	-	-	595
Follow-up Headway	2.218	-	3.518
Pot Capacity-1 Maneuver	1139	-	268
Stage 1	-	-	671
Stage 2	-	-	551
Time blocked-Platoon, %	-	-	-
Mov Capacity-1 Maneuver	1056	-	234
Mov Capacity-2 Maneuver	-	-	234
Stage 1	-	-	668
Stage 2	-	-	482

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	17.1
HCM LOS			C

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1056	-	-	-	398
HCM Lane V/C Ratio	0.095	-	-	-	0.255
HCM Control Delay (s)	8.765	0	-	-	17.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.313	-	-	-	0.998

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
4: 5th St & Santa Paula St

Existing AM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	45	224	46	23	297	17	11	15	30	2	0	0
Conflicting Peds, #/hr	14	0	6	6	0	14	99	0	53	53	0	99
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	299	61	31	396	23	15	20	40	3	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	518	0	0	459	0	0	1116	1127	442	1146	1147	520
Stage 1	-	-	-	-	-	-	548	548	-	568	568	-
Stage 2	-	-	-	-	-	-	568	579	-	578	579	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1048	-	-	1102	-	-	185	205	615	176	199	556
Stage 1	-	-	-	-	-	-	521	517	-	508	506	-
Stage 2	-	-	-	-	-	-	508	501	-	501	501	-
Time blocked-Platoon, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	1036	-	-	1089	-	-	154	154	558	123	150	504
Mov Capacity-2 Maneuver	-	-	-	-	-	-	154	154	-	123	150	-
Stage 1	-	-	-	-	-	-	443	440	-	432	447	-
Stage 2	-	-	-	-	-	-	483	443	-	407	426	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	1.2		0.6		25.2		34.9
HCM LOS					D		D

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	252	1036	-	-	1089	-	-	123
HCM Lane V/C Ratio	0.296	0.058	-	-	0.028	-	-	0.022
HCM Control Delay (s)	25.2	8.688	0	-	8.402	0	-	34.9
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.198	0.184	-	-	0.087	-	-	0.066

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
5: 6th St & Santa Paula St

Existing AM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	72	173	11	17	247	15	3	29	18	20	34	85
Conflicting Peds, #/hr	60	0	12	12	0	60	38	0	30	30	0	38
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	231	15	23	329	20	4	39	24	27	45	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	387	0	0	283	0	0	970	901	336	922	898	437
Stage 1	-	-	-	-	-	-	468	468	-	423	423	-
Stage 2	-	-	-	-	-	-	502	433	-	499	475	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1171	-	-	1279	-	-	233	278	706	251	279	620
Stage 1	-	-	-	-	-	-	575	561	-	609	588	-
Stage 2	-	-	-	-	-	-	552	582	-	554	557	-
Time blocked-Platoon, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	1112	-	-	1215	-	-	133	229	649	176	230	570
Mov Capacity-2 Maneuver	-	-	-	-	-	-	133	229	-	176	230	-
Stage 1	-	-	-	-	-	-	501	489	-	531	556	-
Stage 2	-	-	-	-	-	-	377	550	-	420	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0.5	21.6	27.7
HCM LOS			C	D

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	283	1112	-	-	1215	-	-	339
HCM Lane V/C Ratio	0.236	0.086	-	-	0.019	-	-	0.547
HCM Control Delay (s)	21.6	8.543	0	-	8.019	0	-	27.7
HCM Lane LOS	C	A	A		A	A		D
HCM 95th %tile Q(veh)	0.895	0.283	-	-	0.057	-	-	3.114

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 AWSC
22: 6th Street & Virginia Terrace

Existing AM Peak Hour
10/27/2015

Intersection

Intersection Delay, s/veh 10.1
Intersection LOS B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	53	22	0	78	57	19	0	12	13	39
Peak Hour Factor	0.92	0.54	0.54	0.54	0.92	0.54	0.54	0.54	0.92	0.54	0.54	0.54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	98	41	0	144	106	35	0	22	24	72
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.5	11.1	9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	18%	51%	30%
Vol Thru, %	20%	58%	37%	36%
Vol Right, %	61%	24%	12%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	92	154	96
LT Vol	12	17	78	29
Through Vol	13	53	57	35
RT Vol	39	22	19	32
Lane Flow Rate	119	170	285	178
Geometry Grp	1	1	1	1
Degree of Util (X)	0.163	0.233	0.389	0.249
Departure Headway (Hd)	4.957	4.924	4.907	5.052
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	713	721	727	702
Service Time	3.055	3.015	2.986	3.144
HCM Lane V/C Ratio	0.167	0.236	0.392	0.254
HCM Control Delay	9	9.5	11.1	9.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.6	0.9	1.8	1

HCM 2010 AWSC
20: Pleasant St & 6th Street

Existing AM Peak Hour
10/27/2015

Intersection

Intersection Delay, s/veh 8.5
Intersection LOS A

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	48	16	0	44	69	0	27	88
Peak Hour Factor	0.92	0.61	0.61	0.92	0.61	0.61	0.92	0.61	0.61
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	79	26	0	72	113	0	44	144
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	8.1	8.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	75%	23%
Vol Thru, %	39%	0%	77%
Vol Right, %	61%	25%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	113	64	115
LT Vol	0	48	27
Through Vol	44	0	88
RT Vol	69	16	0
Lane Flow Rate	185	105	189
Geometry Grp	1	1	1
Degree of Util (X)	0.207	0.138	0.232
Departure Headway (Hd)	4.029	4.735	4.421
Convergence, Y/N	Yes	Yes	Yes
Cap	893	759	814
Service Time	2.045	2.759	2.438
HCM Lane V/C Ratio	0.207	0.138	0.232
HCM Control Delay	8.1	8.5	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.5	0.9

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
14: Santa Barbara St & 5th St

Existing AM Peak Hour
10/27/2015

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	44	188	189	9	17	52
Conflicting Peds, #/hr	19	0	0	19	50	41
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	342	344	16	31	95

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	410	0	904
Stage 1	-	-	402
Stage 2	-	-	502
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1149	-	307
Stage 1	-	-	676
Stage 2	-	-	608
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1131	-	257
Mov Cap-2 Maneuver	-	-	257
Stage 1	-	-	648
Stage 2	-	-	532

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1131	-	-	-	450
HCM Lane V/C Ratio	0.071	-	-	-	0.279
HCM Control Delay (s)	8.4	0	-	-	16.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 AWSC
1: Palm Ave & Santa Paula St

Existing PM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 19.2
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	223	57	97	196	21	82	44	102	24	39	11
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	297	76	129	261	28	109	59	136	32	52	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.4	22.6	16.7	12
HCM LOS	C	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	3%	31%	32%
Vol Thru, %	19%	77%	62%	53%
Vol Right, %	45%	20%	7%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	289	314	74
LT Vol	44	223	196	39
Through Vol	102	57	21	11
RT Vol	82	9	97	24
Lane Flow Rate	304	385	419	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.538	0.644	0.707	0.196
Departure Headway (Hd)	6.376	6.019	6.079	7.167
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	565	597	595	498
Service Time	4.431	4.073	4.13	5.243
HCM Lane V/C Ratio	0.538	0.645	0.704	0.199
HCM Control Delay	16.7	19.4	22.6	12
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	3.2	4.6	5.7	0.7

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
2: Olive St & Santa Paula St

Existing PM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	325	19	48	306	2	5	0	42	1	1	2
Conflicting Peds, #/hr	101	0	17	17	0	101	3	0	8	8	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	433	25	64	408	3	7	0	56	1	1	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	419	0	0	467
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2.218	-	-	2.218
Pot Capacity-1 Maneuver	1140	-	-	1094
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	1044	-	-	1002
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	15.3	18.6
HCM LOS			C	C

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1044	-	-	1002	-	-	270
HCM Lane V/C Ratio	0.152	-	-	-	0.064	-	-	0.02
HCM Control Delay (s)	15.3	0	-	-	8.838	0	-	18.6
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.53	0	-	-	0.204	-	-	0.06

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
3: Santa Paula St & Palm Ct

Existing PM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	39	326	302	16	16	50
Conflicting Peds, #/hr	129	0	0	129	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	435	403	21	21	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	425	0	953
Stage 1	-	-	414
Stage 2	-	-	539
Follow-up Headway	2.218	-	3.518
Pot Capacity-1 Maneuver	1134	-	287
Stage 1	-	-	667
Stage 2	-	-	585
Time blocked-Platoon, %	-	-	-
Mov Capacity-1 Maneuver	1012	-	267
Mov Capacity-2 Maneuver	-	-	267
Stage 1	-	-	666
Stage 2	-	-	545

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	16.4
HCM LOS			C

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1012	-	-	-	403
HCM Lane V/C Ratio	0.051	-	-	-	0.218
HCM Control Delay (s)	8.75	0	-	-	16.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.162	-	-	-	0.821

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
4: 5th St & Santa Paula St

Existing PM Peak Hour
8/23/2015

Intersection

Intersection Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	27	283	43	27	290	26	11	11	32	5	1	11
Conflicting Peds, #/hr	32	0	17	17	0	32	107	0	78	78	0	107
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	377	57	36	387	35	15	15	43	7	1	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	528	0	0	542	0	0	1176	1185	545	1197	1197	543
Stage 1	-	-	-	-	-	-	585	585	-	583	583	-
Stage 2	-	-	-	-	-	-	591	600	-	614	614	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1039	-	-	1027	-	-	168	189	538	163	186	540
Stage 1	-	-	-	-	-	-	497	498	-	498	499	-
Stage 2	-	-	-	-	-	-	493	490	-	479	483	-
Time blocked-Platoon, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	1011	-	-	1000	-	-	133	142	477	113	140	479
Mov Capacity-2 Maneuver	-	-	-	-	-	-	133	142	-	113	140	-
Stage 1	-	-	-	-	-	-	431	432	-	432	433	-
Stage 2	-	-	-	-	-	-	442	425	-	391	419	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	26.6	22.4
HCM LOS			D	C

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	1011	-	-	1000	-	-	229
HCM Lane V/C Ratio	0.303	0.036	-	-	0.036	-	-	0.099
HCM Control Delay (s)	26.6	8.692	0	-	8.734	0	-	22.4
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.228	0.111	-	-	0.112	-	-	0.325

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
8: Santa Barbara St & 5th St

10/27/2015

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	45	240	236	16	24	40
Conflicting Peds, #/hr	4	0	0	4	44	48
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	358	352	24	36	60

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	424	0	905
Stage 1	-	-	412
Stage 2	-	-	493
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1135	-	307
Stage 1	-	-	669
Stage 2	-	-	614
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1131	-	262
Mov Cap-2 Maneuver	-	-	262
Stage 1	-	-	642
Stage 2	-	-	546

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1131	-	-	-	407
HCM Lane V/C Ratio	0.059	-	-	-	0.235
HCM Control Delay (s)	8.4	0	-	-	16.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 AWSC
6: 6th Street & Virginia Terrace

10/27/2015

Intersection												
Intersection Delay, s/veh	8.6											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	33	71	0	39	11	19	0	20	15	53
Peak Hour Factor	0.92	0.54	0.54	0.54	0.92	0.54	0.54	0.54	0.92	0.54	0.54	0.54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	61	131	0	72	20	35	0	37	28	98
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.8	8.6	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	13%	57%	33%
Vol Thru, %	17%	28%	16%	45%
Vol Right, %	60%	60%	28%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	119	69	33
LT Vol	20	15	39	11
Through Vol	15	33	11	15
RT Vol	53	71	19	7
Lane Flow Rate	163	220	128	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.262	0.165	0.082
Departure Headway (Hd)	4.47	4.273	4.644	4.848
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	840	770	736
Service Time	2.51	2.305	2.682	2.894
HCM Lane V/C Ratio	0.204	0.262	0.166	0.083
HCM Control Delay	8.6	8.8	8.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.1	0.6	0.3

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 AWSC
20: 6th Street & Pleasant St

10/27/2015

Intersection

Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	46	26	0	60	52	0	29	111
Peak Hour Factor	0.92	0.63	0.63	0.92	0.63	0.63	0.92	0.63	0.63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	73	41	0	95	83	0	46	176
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	8.3	9.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	64%	21%
Vol Thru, %	54%	0%	79%
Vol Right, %	46%	36%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	112	72	140
LT Vol	0	46	29
Through Vol	60	0	111
RT Vol	52	26	0
Lane Flow Rate	178	114	222
Geometry Grp	1	1	1
Degree of Util (X)	0.206	0.15	0.274
Departure Headway (Hd)	4.174	4.717	4.436
Convergence, Y/N	Yes	Yes	Yes
Cap	860	760	811
Service Time	2.196	2.744	2.456
HCM Lane V/C Ratio	0.207	0.15	0.274
HCM Control Delay	8.3	8.6	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.5	1.1

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
8: Santa Barbara St & 5th St

10/27/2015

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	45	240	236	16	24	40
Conflicting Peds, #/hr	4	0	0	4	44	48
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	358	352	24	36	60

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	424	0	905
Stage 1	-	-	412
Stage 2	-	-	493
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1135	-	307
Stage 1	-	-	669
Stage 2	-	-	614
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1131	-	262
Mov Cap-2 Maneuver	-	-	262
Stage 1	-	-	642
Stage 2	-	-	546

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1131	-	-	-	407
HCM Lane V/C Ratio	0.059	-	-	-	0.235
HCM Control Delay (s)	8.4	0	-	-	16.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Year 2025 AM and PM Peak Hour LOS Worksheets

HCM 2010 AWSC
1: Palm Ave & Santa Paula St

Year 2025
AM Peak Hour

Intersection

Intersection Delay, s/veh 37.7
Intersection LOS E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	9	369	83	0	138	349	27	0	67	96	102
Peak Hour Factor	0.92	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.92	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	369	83	0	138	349	27	0	67	96	102
Number of Lanes	0	0	1	1	0	0	1	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	28.6	65.4	14.9
HCM LOS	D	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	41%	0%	2%	0%	28%	0%	12%	0%
Vol Thru, %	59%	0%	98%	0%	72%	0%	88%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop							
Traffic Vol by Lane	163	102	378	83	487	27	179	11
LT Vol	67	0	9	0	138	0	21	0
Through Vol	96	0	369	0	349	0	158	0
RT Vol	0	102	0	83	0	27	0	11
Lane Flow Rate	163	102	378	83	487	27	179	11
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.388	0.216	0.787	0.156	1	0.049	0.427	0.024
Departure Headway (Hd)	8.574	7.635	7.499	6.766	7.442	6.579	8.587	7.799
Convergence, Y/N	Yes							
Cap	427	476	488	535	487	540	426	466
Service Time	6.178	5.275	5.157	4.445	5.232	4.367	6.189	5.433
HCM Lane V/C Ratio	0.382	0.214	0.775	0.155	1	0.05	0.42	0.024
HCM Control Delay	16.5	12.3	32.5	10.7	68.5	9.7	17.4	10.6
HCM Lane LOS	C	B	D	B	F	A	C	B
HCM 95th-tile Q	1.8	0.8	7.1	0.5	13.4	0.2	2.1	0.1

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Intersection												
Int Delay, s/veh	1.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	504	11	38	413	2	6	0	49	2	1	0
Conflicting Peds, #/hr	75	0	34	34	0	75	2	0	4	4	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	504	11	38	413	2	6	0	49	2	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	419	0	0	519	0	0	1009	1009	589	1032	1013	493
Stage 1	-	-	-	-	-	-	514	514	-	494	494	-
Stage 2	-	-	-	-	-	-	495	495	-	538	519	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1140	-	-	1047	-	-	219	240	508	211	239	576
Stage 1	-	-	-	-	-	-	543	535	-	557	546	-
Stage 2	-	-	-	-	-	-	556	546	-	527	533	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1069	-	-	982	-	-	196	226	475	170	226	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	226	-	170	226	-
Stage 1	-	-	-	-	-	-	541	533	-	555	517	-
Stage 2	-	-	-	-	-	-	494	517	-	443	531	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	15.1	24.8
HCM LOS	-	-	C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	411	1069	-	-	982	-	-	185
HCM Lane V/C Ratio	0.134	-	-	-	0.039	-	-	0.016
HCM Control Delay (s)	15.1	0	-	-	8.8	0	-	24.8
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
3: Santa Paula St & Palm Ct

Year 2025
AM Peak Hour

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	75	478	395	17	20	56
Conflicting Peds, #/hr	87	0	0	87	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	478	395	17	20	56

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	417	0	1037
Stage 1	-	-	409
Stage 2	-	-	628
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1142	-	256
Stage 1	-	-	671
Stage 2	-	-	532
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1059	-	229
Mov Cap-2 Maneuver	-	-	229
Stage 1	-	-	668
Stage 2	-	-	479

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1059	-	-	-	394
HCM Lane V/C Ratio	0.071	-	-	-	0.193
HCM Control Delay (s)	8.7	0	-	-	16.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
4: 5th St & Santa Paula St

Year 2025
AM Peak Hour

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	45	372	46	23	445	17	11	15	30	2	0	0
Conflicting Peds, #/hr	14	0	6	6	0	14	99	0	53	53	0	99
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	372	46	23	445	17	11	15	30	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	561	0	0	517	0	0	1183	1191	508	1206	1206	567
Stage 1	-	-	-	-	-	-	584	584	-	599	599	-
Stage 2	-	-	-	-	-	-	599	607	-	607	607	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1010	-	-	1049	-	-	166	187	565	160	184	523
Stage 1	-	-	-	-	-	-	498	498	-	488	490	-
Stage 2	-	-	-	-	-	-	488	486	-	483	486	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	998	-	-	1037	-	-	140	144	512	117	141	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	144	-	117	141	-
Stage 1	-	-	-	-	-	-	430	430	-	421	436	-
Stage 2	-	-	-	-	-	-	468	433	-	408	420	-

Approach	EB			WB			NB			SB
HCM Control Delay, s	0.9			0.4			25.4			36.3
HCM LOS							D			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	232	998	-	-	1037	-	-	117
HCM Lane V/C Ratio	0.241	0.045	-	-	0.022	-	-	0.017
HCM Control Delay (s)	25.4	8.8	0	-	8.6	0	-	36.3
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	0.1

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
5: 6th St/6th Street & Santa Paula St

Year 2025
AM Peak Hour

Intersection

Int Delay, s/veh 11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	125	337	18	22	363	21	6	51	24	17	53	121
Conflicting Peds, #/hr	60	0	12	12	0	60	38	0	30	30	0	38
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	337	18	22	363	21	6	51	24	17	53	121

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	422	0	0	393	0	0	1177	1100	444	1128	1099	472
Stage 1	-	-	-	-	-	-	634	634	-	456	456	-
Stage 2	-	-	-	-	-	-	543	466	-	672	643	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1137	-	-	1166	-	-	168	212	614	181	212	592
Stage 1	-	-	-	-	-	-	467	473	-	584	568	-
Stage 2	-	-	-	-	-	-	524	562	-	445	468	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1080	-	-	1108	-	-	80	166	565	107	166	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	166	-	107	166	-
Stage 1	-	-	-	-	-	-	387	392	-	484	536	-
Stage 2	-	-	-	-	-	-	340	531	-	301	387	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0.5	37.1	44
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	191	1080	-	-	1108	-	-	273
HCM Lane V/C Ratio	0.424	0.116	-	-	0.02	-	-	0.7
HCM Control Delay (s)	37.1	8.8	0	-	8.3	0	-	44
HCM Lane LOS	E	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.9	0.4	-	-	0.1	-	-	4.8

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 AWSC
1: Palm Ave & Santa Paula St

Year 2025
PM Peak Hour

Intersection

Intersection Delay, s/veh 31.4
Intersection LOS D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	6	373	58	0	89	339	23	0	88	189	114
Peak Hour Factor	0.92	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.92	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	373	58	0	89	339	23	0	88	189	114
Number of Lanes	0	0	1	1	0	0	1	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	30.9	46.1	20.3
HCM LOS	D	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	32%	0%	2%	0%	21%	0%	22%	0%
Vol Thru, %	68%	0%	98%	0%	79%	0%	78%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop							
Traffic Vol by Lane	277	114	379	58	428	23	126	5
LT Vol	88	0	6	0	89	0	28	0
Through Vol	189	0	373	0	339	0	98	0
RT Vol	0	114	0	58	0	23	0	5
Lane Flow Rate	277	114	379	58	428	23	126	5
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.624	0.229	0.795	0.11	0.9	0.043	0.313	0.011
Departure Headway (Hd)	8.209	7.221	7.655	6.925	7.568	6.742	8.93	8.085
Convergence, Y/N	Yes							
Cap	443	494	478	521	475	527	404	445
Service Time	5.909	5.021	5.355	4.625	5.365	4.537	6.63	5.785
HCM Lane V/C Ratio	0.625	0.231	0.793	0.111	0.901	0.044	0.312	0.011
HCM Control Delay	23.6	12.2	34	10.5	48	9.8	15.6	10.9
HCM Lane LOS	C	B	D	B	E	A	C	B
HCM 95th-tile Q	4.1	0.9	7.3	0.4	10	0.1	1.3	0

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	470	19	48	444	2	5	0	42	1	1	2
Conflicting Peds, #/hr	101	0	17	17	0	101	3	0	8	8	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	470	19	48	444	2	5	0	42	1	1	2

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	454	0	0	497	0	0	1039	1038	589	1058	1046	554
Stage 1	-	-	-	-	-	-	488	488	-	549	549	-
Stage 2	-	-	-	-	-	-	551	550	-	509	497	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1107	-	-	1067	-	-	209	231	508	203	228	532
Stage 1	-	-	-	-	-	-	561	550	-	520	516	-
Stage 2	-	-	-	-	-	-	519	516	-	547	545	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1014	-	-	977	-	-	179	213	462	160	210	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	213	-	160	210	-
Stage 1	-	-	-	-	-	-	557	546	-	517	479	-
Stage 2	-	-	-	-	-	-	442	479	-	455	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	15.3	18.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	1014	-	-	977	-	-	264
HCM Lane V/C Ratio	0.119	-	-	-	0.049	-	-	0.015
HCM Control Delay (s)	15.3	0	-	-	8.9	0	-	18.8
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	0

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
3: Santa Paula St & Palm Ct

Year 2025
PM Peak Hour

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	39	471	440	16	16	50
Conflicting Peds, #/hr	129	0	0	129	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	471	440	16	16	50

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	457	0	998
Stage 1	-	-	449
Stage 2	-	-	549
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1104	-	270
Stage 1	-	-	643
Stage 2	-	-	579
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	985	-	255
Mov Cap-2 Maneuver	-	-	255
Stage 1	-	-	642
Stage 2	-	-	547

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	985	-	-	-	385
HCM Lane V/C Ratio	0.04	-	-	-	0.171
HCM Control Delay (s)	8.8	0	-	-	16.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

HCM 2010 TWSC
4: 5th St & Santa Paula St

Year 2025
PM Peak Hour

Intersection												
Int Delay, s/veh	2.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	27	419	43	27	438	26	11	11	32	5	1	11
Conflicting Peds, #/hr	32	0	17	17	0	32	107	0	78	78	0	107
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	419	43	27	438	26	11	11	32	5	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	569	0	0	1220	1227	580	1235	1235	590
Stage 1	-	-	-	-	-	-	602	602	-	612	612	-
Stage 2	-	-	-	-	-	-	618	625	-	623	623	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1002	-	-	1003	-	-	157	178	514	153	176	508
Stage 1	-	-	-	-	-	-	486	489	-	480	484	-
Stage 2	-	-	-	-	-	-	477	477	-	474	478	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	975	-	-	976	-	-	128	137	456	112	135	450
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	137	-	112	135	-
Stage 1	-	-	-	-	-	-	426	429	-	421	425	-
Stage 2	-	-	-	-	-	-	435	418	-	403	419	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	25.6	22.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	228	975	-	-	976	-	-	222
HCM Lane V/C Ratio	0.237	0.028	-	-	0.028	-	-	0.077
HCM Control Delay (s)	25.6	8.8	0	-	8.8	0	-	22.6
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	0.2

Attachment: SPHS Traffic Study Appendix (1037 : Traffic Study)

For the City Council Regular Meeting of January 4, 2016

Agenda Item # 1.9.C

**CITY OF SANTA PAULA
MEMORANDUM**

To: Honorable Mayor and Members of the City Council

From: Richard Araiza,

Subject: Selection of Consultant to Provide a Fire Department Sustainability Analysis

Date: January 4, 2016

Recommendation: It is recommended that the City Council: (1) receive the Staff presentation on the responses to the Fire Department Sustainability Analysis Request for Proposals and select a consultant; (2) authorize the City Manager to execute a standard professional services agreement with the selected consultant in a form approved by the City Attorney; (3) authorize a budget adjustment to pay for negotiated costs of the analysis; and (4) take such additional, related action that may be desirable.

Report by: Fire Chief Richard Araiza

Fiscal Impacts: It is anticipated that the costs associated with the analysis will be approximately \$40,000 to \$50,000. The cost for the analysis will require a budget adjustment to the general fund.

Personnel Impacts: Minimal. Approval of this contract will not result in any significant personnel impact. The work will be performed by the selected consultant with staff contributing information as necessary.

General Discussion: On October 20, 2015, the City issued a Request for Proposal (RFP) for a consultant to provide a detailed, three-part analysis of the Santa Paula Fire Department. The RFP required the consultant to have significant expertise in and be able to perform a detailed the three-part analysis consisting of:

1) The possible structural and financial restructuring of the Santa Paula Fire Department within current revenue levels, but also comparing full staffing and operational revenue levels to ensure the same or better service levels and long term sustainability. This may include the continued and/or increased use of reserve personnel.

For the City Council Regular Meeting of January 4, 2016**Agenda Item # 1.9.C**

2) A detailed structural and financial analysis of how the Santa Paula Fire Department could ensure the better or same service levels by joining the Ventura County Fire Department in a format that ensures long term sustainability of this function within an arrangement that is financially advantageous to the City.

3) A detailed structural and revenue production analysis of various options that could be used to fund public safety on a long term, sustainable format. The analysis must include all possible public safety election measures including but not limited to special and general measure, hybrid measures, assessment districts, parcel and utility taxes etc.

The RFP process required the applicants to submit a proposal outlining their firm's qualifications, executive summary, their proposed organization and specific experience and capabilities of the principal-in-charge, project manager. The proposal also requested information on the key personnel proposed for the scope of services. The firm was also asked to give the firm's approach, along with estimated hours for each major task including those of all sub-consultants to complete the scope of services.

The responding vendors included: Center for Public Safety Management, LLC (CPSM) and Matrix Consulting Group. Both consultants' responses to the RFP were received prior to the deadline. Both consultants appear to be "responsible" vendors capable of performing the work desired.

An evaluation of the proposals was done by a committee consisting of Fire Chief Rick Araiza, City Attorney John Cotti, City Manager Jaime Fontes, Finance Director Sandy Easley, Human Resources Director Lorena Alvarez and Dr. Thomas Gardner. The RFP evaluation process and the "responsive" nature of the two proposals was also reviewed by a third party (David Mitchell, CPA) and found to be properly done. The committee graded the proposals based on the quality and substance of their proposal, experience of the consulting team and their management approach. The total overall combined scores of all reviewers were CPPM 106.5 and Matrix 143.5. This resulted in an average score from each reviewer of CPPM scoring a 17.8 and Matrix a 23.9 score.

Based on this evaluation, staff recommends that the City Council approve the selection of Matrix as the firm to do the Fire Department Sustainability Analysis and authorize staff to prepare a standard professional service agreement.

Alternatives:

1. Authorize City staff to engage Matrix to perform the Fire Department Sustainability analysis;
2. Authorize City staff to engage CPPM to perform the Fire Department Sustainability analysis;
3. Provide additional direction to City staff.

For the City Council Regular Meeting of January 4, 2016

Agenda Item # 1.9.C

Attachments:

RFP Fire Analysis

Summation of Scores RFP Fire

CPSM Proposal

Matrix Proposal

City of Santa Paula



REQUEST FOR PROPOSAL TO PROVIDE CONSULTING SERVICES

Fire Department Sustainability Analysis

October 20, 2015

Requests for clarification are due by 4:00 P.M. Thursday, November 5, 2015, and shall be submitted to Sandy Easley at seasley@spcity.org.

Proposals are due at the City Clerk's office by 4:30 P.M. Friday, November 20, 2015, at:

City of Santa Paula
City Clerk's Office
970 E. Ventura Street
Santa Paula, CA 93060



CITY OF SANTA PAULA
REQUEST FOR PROPOSAL
TO PROVIDE CONSULTING SERVICES

PROPOSALS ARE DUE: Not later than 4:30 P.M. Friday, November 20, 2015, at the City Clerk's office at 970 E. Ventura Street, Santa Paula, CA 93060.

The City of Santa Paula (City) is requesting proposals from qualified consultants to provide consulting services for the Fire Department Sustainability Analysis. The Request for Proposal (RFP) is enclosed. The RFP details the introduction, schedule, City background, scope of services, proposal requirements, insurance requirements, and evaluation criteria among others.

The successful consultant shall execute a Professional Services Agreement with the City to perform the consulting services.

One (1) original and three (3) copies of the proposal shall be submitted to the following address:

City of Santa Paula
City Clerk
970 E. Ventura Street
Santa Paula, CA 93060

Proposal shall include a copy of this form and be signed by the consultant's authorized representative.

I have read, understood, and agree to the terms and conditions on all pages of the RFP. The undersigned agrees to furnish the services stipulated in this RFP.

Company

Address

Name (Print)

Signature

Company Phone No.

Title

Attachment: RFP Fire Analysis (1032 : Approval of RFP)

Introduction

With this Request for Proposal (RFP), the City of Santa Paula (City) is requesting proposals from qualified consultants to provide consulting services for the Fire Department Sustainability Analysis. The Santa Paula Fire Department is a full-service fire department responsible for the protection of life, property, and the environment to the citizens of the City.

The City proposes to enter into an agreement with a consultant to provide a sustainability analysis. The consultant selected must conduct a detailed, three-part analysis of the Santa Paula Fire Department.

Authority

This RFP is issued under the authority of the City of Santa Paula, a general law city and municipal corporation. All prospective consultants are charged with presumptive knowledge of all requirements of the cited authority. Submission of a valid executed proposal by any prospective consultant shall constitute admission of such knowledge on the part of such prospective consultant.

Schedule of Key Dates

The schedule of key dates set forth herein represents the City's best estimate of the schedule that will be followed. Any of the dates listed below may be changed at any time.

Proposals Due	Friday, November 20, 2015
Selection	Thursday, December 3, 2015
Award Professional Services Agreement	Monday, December 21, 2015

City Background

The City is located 65 miles northwest of Los Angeles and 14 miles east of Ventura and the coastline of the Pacific Ocean. The City is the geographical center of Ventura County, situated in the rich agricultural Santa Clara River Valley. The City is surrounded by rolling hills and rugged mountain peaks in addition to orange, lemon and avocado groves. In fact, the City is referred to as the "Citrus Capital of the World."

The City was incorporated on April 22, 1902, as a general law city. The City Council is made up of five members, elected at-large, serving four year terms. The Mayor is selected for a one-year term from among the members of the City Council. The City operates under a council-manager form of government. The City Council appoints the City Manager and City Attorney. The City Clerk and City Treasurer are elected and serve four year terms.

The City delivers municipal services through nine departments- Administration (City Council, City Manager, City Attorney, City Clerk, Personnel, Risk Management), Building and Safety (building and code enforcement), Community Services (recreation, senior services, cable television, filming, California Oil Museum, tourism), Economic Development (redevelopment, housing), Finance (City Treasurer, Utility Billing and Payments, Accounting, Payroll, Purchasing), Fire, Police, Public Works (streets, parks, water, wastewater, refuse).

Scope of Services

The consultant shall have significant expertise in each area of the three-part analysis as follows:

- Part 1. The possible structural and financial restructuring of the Santa Paula Fire Department within current revenue levels, but also comparing full staffing and operational revenue levels to ensure the same or better service levels and long term sustainability. This may include the continued and/or increased use of reserve personnel. Enclosed is the Santa Paula Fire Department Budget and Structure (Exhibit A).
- Part 2. A detailed structural and financial analysis of how the Santa Paula Fire Department could ensure the better or same service levels by joining the Ventura County Fire District in a format that ensures long term sustainability of this function within an arrangement that is financially advantageous to the City.
- Part 3. A detailed structural and revenue production analysis of various options that could be used to fund public safety on a long term, sustainable format. The analysis must include all possible public safety election measures including, but not limited to special and general measures, hybrid measures, assessment districts, parcel and utility taxes etc. Enclosed is a summary of these various alternatives (Exhibit B).

The consultant shall have significant experience in providing fire department, financial and, elections analysis services. Experience with government bodies, cities, counties, or special districts is preferred.

Proposal Requirements

The proposal shall demonstrate the qualifications, competence, and capacity of the consultant to provide the services in accordance with the requirements of the RFP. The proposal shall specify an approach that will meet the RFP requirements.

The proposal shall contain the information as set forth in this section. Failure to include this information, or an incomplete response, may be cause for disqualification. The proposals will be used to evaluate and select the most qualified firm or firms.

The proposal shall include the following information as a minimum:

1. Transmittal cover letter signed by the person or persons authorized to represent the firm.
2. Executive summary.
3. Firm's name, background, and contact person, including corporate office and local office address, city, state, zip code, telephone number, facsimile number, web site address, and electronic mail address.
4. All existing and past financial relationships including agreements between your firm and proposed subconsultants, with current Members of the City Council and City staff, and entities for which said members are employed, or have an interest, both past and present. If there are none, the proposal shall clearly state this. The Members of the City Council can be viewed at <http://www.ci.santa-paula.ca.us/Council-Members.htm>.
5. Descriptions of the proposed organization and specific experience and capabilities of the principal-in-charge, project manager, and support staff related to the scope of services. Résumés for each key personnel shall be included and attached separately in an appendix to the proposal. Copies of résumés will not count as part of the page limitation.
6. A brief explanation of why the firm is best-suited to provide these services. The firm's related experience, qualifications, expertise, experience, areas of specialization, and government contracts shall be stated. Provide contact names and phone numbers for at least three (3) relevant projects listed that will serve as references.
7. A summary of the firm's approach. Address the scope of services as presented, but include other approaches, items, or considerations; or exceptions and additions. The approach should demonstrate a thorough understanding of the issues.
8. Estimated hours for each major task including those of all subconsultants to complete the scope of services. If tiered subconsultants are part of the organization, they shall be listed under the task performed.

One (1) original and three (3) copies of the proposal shall be submitted at the address set forth below, no later than 4:30 P.M. Friday, November 20, 2015:

City of Santa Paula
City Clerk
970 E. Ventura Street
Santa Paula, CA 93060

The proposal shall be sealed in an envelope. The name and address of the firm shall appear in the upper left hand corner of the envelope. If more than one envelope is required, each envelope shall be legibly numbered below the name of the firm, e.g. Envelope 1 of 3, as required.

The proposal shall be a maximum of twenty (20) pages and single-sided.

A proposal may be amended only if the City receives such amendment before the deadline stated herein for receiving proposals.

A proposal may be considered non-responsive if conditional, incomplete, or if it contains alterations of form, additions not called for, or other irregularities that may constitute a material change to the proposal.

The City will not be responsible for proposals that are delinquent, lost, incorrectly marked, or sent to an address other than that given herein, or sent by mail or courier service and not signed for by the City. LATE PROPOSALS WILL NOT BE ACCEPTED.

Insurance Requirements

Insurance shall be obtained and maintained at all times during the term of the Professional Services Agreement, and not less than the following coverage and limits of insurance under forms of policies satisfactory to the City:

1. Commercial General Liability, limit \$1,000,000 per occurrence to cover bodily injury and property damage.
2. Commercial Automobile Liability, limit \$1,000,000 per occurrence to cover bodily injury and property damage.
3. Workers' Compensation Insurance, Statutory Limits of State of California, including \$1,000,000 Employers' Liability.
4. Professional Liability (errors and omissions) in the amount of \$1,000,000 per occurrence/\$2,000,000 policy aggregate.

Proof of insurance shall be submitted before award of the Professional Services Agreement. An example of an acceptable form of proof of insurance is enclosed (Exhibit C). The insurance company shall be an admitted carrier in the State of California with an A.M. Best rating of A-IV or better.

All insurance required pursuant to the Professional Services Agreement shall:

1. Name the City of Santa Paula, its employees, city council members, officers, and agents as additional insureds.

Specific provisions for insurance are set forth in the enclosed Professional Services Agreement template (Exhibit D).

Evaluation Criteria

From the proposals received, the City will select the most qualified firm. Selection will be based on the following:

1. Project Manager's qualifications and ability to perform the work as outlined above based on information provided by the Consultant and client references.
2. Consultant's key personnel and subconsultant's qualifications, knowledge of local conditions and ability to perform the work as outlined in the RFP, based on information provided by Consultant.
3. Consultant's responsiveness and availability to City staff, and the ability of the Consultant's key personnel to effectively and efficiently complete the scope of services.
4. The Consultant's understanding of the scope of services as demonstrated by its approach, the proposal's responsiveness to the RFP and the City's needs.
5. Based on client references, the Consultant's performance on similar projects.

The City will enter into negotiations with the firm receiving the highest rating. A separate fee proposal will be requested from the firm that received the highest rating. The fee proposal shall show the Consultant and any subconsultants for each classification of personnel assigned. This fee information will be used as a basis for negotiation with the successful consultant. If such negotiations are not successful, the City will then enter into negotiations with the firm or firms receiving the next highest rating. The fee proposal will be valid for ninety (90) calendar days.

The successful consultant is required to obtain insurance, as set forth in the RFP, with an insurer or insurers that are satisfactory to the City. Failure to meet the insurance requirements will result in the consultant's disqualification. By signing and submitting a proposal, the Consultant is certifying that it has reviewed the City's insurance coverage requirements, and that the said insurance coverages will be obtained and be in force upon execution of a Professional Services Agreement with the City. The successful consultant shall submit a completed certificate of insurance with the signed Professional Services Agreement.

Failure to respond to the RFP requirements will result in the disqualification of the proposal as non-responsive to the RFP.

Services to be Provided by City

The services to be provided by the City will include the following:

1. General direction to the Consultant.

Right to Reject Any or All Proposals

The City reserves the right to reject any or all proposals or to select the proposal most advantageous to the City. The City reserves the right to verify all information submitted in the proposal. The City reserves the right to amend the RFP or issue a notice of amendment. The City reserves the right to reject any and all proposals and to waive any informality, irregularity, or technicality in any proposal. The posting of this RFP is not a guarantee that consulting services will be purchased by the City.

The City may reject a proposal from any firm who previously failed to perform properly, or complete on time, contracts of similar nature, or to reject a proposal from the firm who is not in a position to perform such a contract satisfactory. The City may reject a proposal from any firm who is in default of payment of taxes, licenses, or other monies due to the City.

No compensation will be made for the cost of preparing any proposal. All submitted materials of a proposal will become the property of the City. The City will retain all proposals submitted and may use any idea in a proposal regardless of whether that proposal is selected.

Evaluations of the proposals will be available for public inspection at the conclusion of the selection process.

Submission of a proposal constitutes acceptance of the conditions contained in the RFP unless clearly and specifically noted in the proposal submitted and confirmed in the Professional Services Agreement.

Enclosures: Exhibit A- Santa Paula Fire Department Budget and Structure
Exhibit B- Summary of Various Alternatives
Exhibit C- Certificate of Insurance
Exhibit D- Professional Services Agreement

December 22, 2015

THOMAS GARDNER - ASSOCIATES

2821 Ocean Village Way, Oceanside, Ca. 92054. (760) 527-5757

Memorandum

To: Jaime Fontes, City Manager
Rick Araiza, Fire Chief

From: Thomas Gardner, DPA

Date: December 22, 2015

Subject: Summation of Evaluator's scores of Fire Service Consulting Proposals

At your request I have recorded the scores for the proposals presented to the City of Santa Paula for consulting services to provide a Fire Department Sustainability Analysis. The responding vendors included: Center for Public Safety Management, LLC (CPSM) and Matrix Consulting Group.

Based on both the vendor's responses to the RFP which were received pursuant to the deadline, and based on a brief internet search of the firms I found them both to be "responsible" vendors capable of performing the work desired. In reviewing the proposals both vendors were responsive to the questions asked with one exception: CPPM did not respond to question #8 which asked for "the estimated hours for each major task". For this reason most reviewers downgraded that proposal. That question is an important one since it provides the City with an opportunity to review the recommended tasks of the project and a timetable for completion.

The 6 persons evaluating the proposals included: Fire Chief Araiza, City Attorney John Coti; City Manager Jaime Fontes; Finance Director Sandy Easley; Human Resources Director Lorena Alvarez and myself.

Summary of Evaluations:

- Total scores: Matrix = 143.5, CPSM = 106.5
- In all categories the reviewers found the proposal from Matrix to be equal to or better than the proposal presented by CPSM.
- All reviewers preferred Matrix as the best responder by an average score of 23.9 to 17.8.
- Review of references paralleled the review of proposals with Matrix out scoring CPSM 18.5 to 15.

Based upon the scoring, Matrix appears to be the best qualified firm pursuant to the criteria established by the RFP and contact with references. Below is a table of the scores provided by each evaluator. I can provide the table with the names if you would like.

December 22, 2015

THOMAS GARDNER - ASSOCIATES

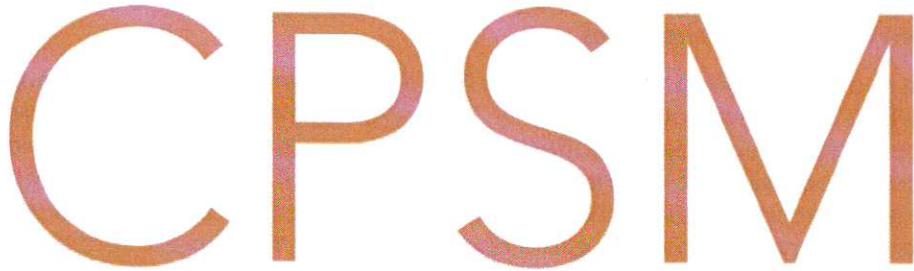
2821 Ocean Village Way, Oceanside, Ca. 92054. (760) 527-5757

If you have any further questions please do not hesitate to contact me at your earliest conveniences.

Evaluation Scores for Fire Service Proposals													
Question:	Reviewer #1		Reviewer #2		Reviewer #3		Reviewer #4		Reviewer #5		Reviewer #6		
	CPSM	Matrix											
# 5	5	5	3.5	5	5	5	4	5	4	4	4.5	4.5	
#6 a	4	4	4	5	4	5	4	5	4	5	4	5	
#6 b	4.5	4.5	3	5	4	5	4	5	3	5	4	4	
#7	4	4.5	3.5	5	4	5	4	5	4	5	4.5	4.5	
#8	0	5	0	5	1	5	4	5	2	5	3	3.5	
	17.5	23	14	25	18	25	20	25	17	24	20	21.5	
References							12	15			3	3.5	
	Total	Av.					References						
CPPM	106.5	17.8					CPPM	15.0					
Matrix	143.5	23.9					Matrix	18.5					

Attachment: Summation of Scores RFP Fire (1032 : Approval of RFP)

Proposal for
Fire Department Sustainability Analysis
City of Santa Paula, CA
November 20, 2015



Center for Public Safety Management, LLC

475 K Street, NW Suite 702

Washington, DC 20002

www.cpsm.us 716-969-1360

*Exclusive Provider of Public Safety Technical Assistance for
International City/County Management Association*

Attachment: CPSM Proposal (1032 : Approval of RFP)

CPSM

Center for Public Safety Management, LLC

1. Transmittal Letter & 2. Executive Summary

November 20, 2015

City Clerk
City of Santa Paula, CA
970 E. Ventura Street
Santa Paula, CA 93060

The Center for Public Safety Management, LLC, the exclusive provider of public safety technical assistance for the International City/County Management Association, is pleased to submit this proposal for an analysis of Fire / EMS services for Santa Paula. The CPSM approach is unique and more comprehensive than ordinary accreditation or competitor studies. In general, our analysis involves the following major outcomes:

- Conduct a data-driven forensic analysis to identify actual workload;
- Identify and recommend appropriate staffing and deployment levels for every discrete operational and support function in the department.
- Examine the department's organizational structure and culture;
- Perform gap analysis, comparing the "as is" state of the department to the best practices of industry standards;
- Recommend a management framework to ensure accountability, increased efficiency and improved performance;
- Develop a strategic plan to insure the long term sustainability of the fire service including analysis of alternative delivery strategies.

This proposal is specifically designed to provide the local government with a thorough and unbiased analysis of fire/EMS services in your community. We have developed a unique approach by combining the experience of dozens of subject matter experts in the areas of emergency services. The team assigned to the project will have hundreds of years of practical experience managing emergency service agencies, a record of research, academic, teaching and training, and professional publications, and extensive consulting experience completing hundreds of projects nation-wide. The team assembled for you will be true "subject matter experts" not research assistants or interns.

ICMA has provided direct services to local governments worldwide for almost 100 years, which has helped to improve the quality of life for millions of residents in the United States and abroad. I, along with my colleagues at CPSM, greatly appreciate this opportunity and would be pleased to address any comments you may have. You may contact me at 716.969.1360 or via email at lmatarese@cpsm.us

Sincerely,



Leonard A. Matarese, ICMA-CM, IPMA-HR
Director, Research and Project Development
Center for Public Safety Management, LLC

Attachment: CPSM Proposal (1032 : Approval of RFP)

3. Firm's Information

Name

Center for Public Safety Management, LLC
475 K Street, NW, Suite 702
Washington, DC 20002
www.cpsm.us

Contact Person

Leonard A. Matarese, Principal
Director of Research & Project Development
Lmatarese@cpsm.us
716-969-1360
866-350-1050 (fax)

4. Financial Relationships

CPSM and its principals and staff have had no relationship with current Members of the City Council or members of the City Staff.

Attachment: CPSM Proposal (1032 : Approval of RFP)

5. Description of Organization

The Association & The Company

International City/County Management Association (ICMA)

The International City/County Management Association (ICMA) is a 101 year old, non-profit professional association of local government administrators and managers, with approximately 9,000 members located in 32 countries.

Since its inception in 1914, ICMA has been dedicated to assisting local governments in providing services to its citizens in an efficient and effective manner. Our work spans all of the activities of local government – parks, libraries, recreation, public works, economic development, code enforcement, Brownfield's, public safety, etc.

ICMA advances the knowledge of local government best practices across a wide range of platforms including publications, research, training, and technical assistance. Our work includes both domestic and international activities in partnership with local, state and federal governments as well as private foundations. For example, it is involved in a major library research project funded by the Bill and Melinda Gates Foundation and provided community policing training in Panama working with the U.S. State Department. It has personnel in Afghanistan assisting with building wastewater treatment plants and has teams in Central America providing training in disaster relief working with SOUTHCOM.

The **ICMA Center for Public Safety Management (ICMA/CPSM)** was one of four Centers within the Information and Assistance Division of ICMA providing support to local governments in the areas of police, fire, EMS, Emergency Management and Homeland Security. In addition to providing technical assistance in these areas we also represent local governments at the federal level and are involved in numerous projects with the Department of Justice and the Department of Homeland Security. In each of these Centers, ICMA has selected to partner with nationally recognized individuals or companies to provide services that ICMA has previously provided directly. Doing so will provide a higher level of services, greater flexibility and reduced costs in meeting member's needs as ICMA will be expanding the services that ICMA can offer to local government is expanding. For example, The Center for Productivity Management (CPM) is now working exclusively with SAS, one of the world's leaders in data management and analysis. And the Center for Strategic Management (CSM) is now partnering with nationally recognized experts and academics in local government management and finance.

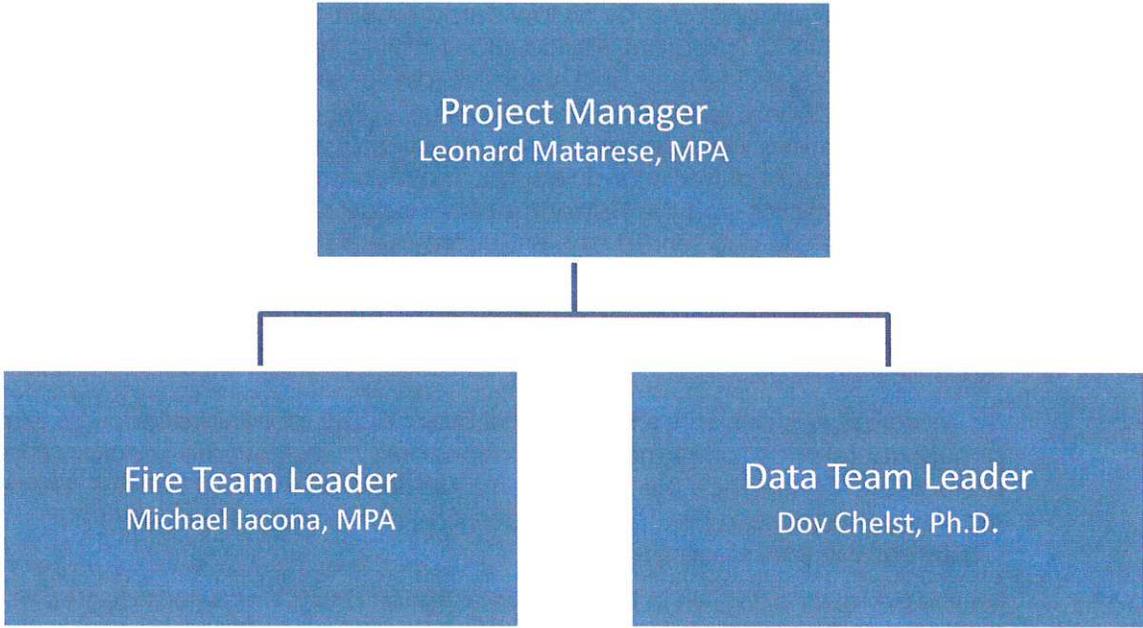
Center for Public Safety Management, LLC (CPSM) is now the exclusive provider of public safety technical assistance for ICMA and provides training and research for the Association's members and represents ICMA in its dealings with the federal government and other public safety professional associations such as CALEA and CPSE. The Center for Public Safety Management, LLC maintains the same team of individuals performing the same level of service that it has for the past nine years for ICMA.

CPSM's local government technical assistance experience includes workload and deployment analysis, using our unique methodology and subject matter experts to examine department organizational structure and culture, identify workload and staffing needs as well as industry best practices. We have conducted over 225 such studies in 36 states and 185 communities ranging in size from 8,000 population Boone, IA to 800,000 population Indianapolis, IN.

Project Staffing

The proposal will look at the fire services of Santa Paula. For this project, the CPSM has assembled a premier team of experts from a variety of disciplines and from across the United States. The goal is to develop recommendations that will enable it to produce the outcomes necessary to provide critical emergency services consistent with the community's financial capabilities. The team will consist of a Project Manager, two Team Leaders and several senior public safety Subject Matter Experts selected from our team specifically to meet the needs of the community.

The management organizational chart for the project includes the following Key Team Members:



Attachment: CPSM Proposal (1032 : Approval of RFP)

Project Manager

**Director of Research and Project Development, Center for Public Safety Management,
Leonard Matarese, MPA, ICMA-CM, IPMA-CP**

- **Background**

Mr. Matarese is a specialist in public sector administration with particular expertise in public safety issues. He has 44 years' experience as a law enforcement officer, police chief, public safety director, city manager and major city Human Resources Commissioner. He was one of the original advisory board members and trainer for the first NIJ/ICMA Community Oriented Policing Project which has subsequently trained thousands of municipal practitioners on the techniques of the community policing philosophy over the past 18 years. He has managed several hundred studies of emergency services agencies with particular attention to matching staffing issues with calls for service workload.

Recognized as an innovator by his law enforcement colleagues he served as the Chairman of the SE Quadrant, Florida, Blue Lighting Strike Force, a 71 agency, U.S. Customs Service anti-terrorist and narcotics task force and also as president of the Miami-Dade County Police Chief's Association – one of America's largest regional police associations. He represents ICMA on national projects involving the United States Department of Homeland Security, The Department of Justice, Office of Community Policing and the Department of Justice, Office Bureau of Justice Assistance. He has also served as a project reviewer for the National Institute of Justice and is the subject matter expert on several ICMA / USAID police projects in Central America. As a public safety director he has managed fire / EMS systems including ALS transport. He was an early proponent of public access and police response with AEDs.

Mr. Matarese has presented before most major public administration organizations annual conferences on numerous occasions and was a keynote speaker at the 2011 annual PERF conference. He was a plenary speaker at the 2011 TAMSEC Homeland security conference in Linköping, Sweden and at the 2010 UN Habitat PPUD Conference in Barcelona, Spain.

He has a Master's degree in Public Administration and a Bachelor's degree in Political Science. He is a member of two national honor societies and has served as an adjunct faculty member for several universities. He holds the ICMA Credentialed Manager designation, as well as Certified Professional designation from the International Public Management Association- Human Resources. He also has extensive experience in labor management issues, particularly in police and fire departments. Mr. Matarese is a life member of the International Association of Chiefs of Police.

Data Assessment Team

Center for Public Safety Senior Team Members

Dov Chelst, Ph.D., Director of Quantitative Analysis

- **Background**

Dr. Chelst is an expert in analyzing public safety department's workload and deployment. He manages the analysis of all public safety data for the Center. He is involved in all phases of The Center's studies from initial data collection, on-site review, large-scale dataset processing, statistical analysis, and designing data reports. To date, he has managed over 140 data analysis projects for city and county agencies ranging in population size from 8,000 to 800,000.

Dr. Chelst has a Ph.D. Mathematics from Rutgers University and a B.A. Magna Cum Laude in Mathematics and Physics from Yeshiva University. He has taught mathematics, physics and statistics, at the university level for 9 years. He has conducted research in complex analysis, mathematical physics, and wireless communication networks and has presented his academic research at local, national and international conferences, and participated in workshops across the country.

Senior Public Safety Subject Matter Expert

David Martin, Ph.D., Senior Researcher in the Center for Urban Studies, Wayne State University

- **Background**

Dr. Martin specializes in public policy analysis and program evaluation. He has worked with several police departments to develop crime mapping and statistical analysis tools. In these projects he has developed automated crime analysis tools and real-time, dashboard-style performance indicator systems for police executive and command staff. Dr. Martin teaches statistics at Wayne State University. He is also the program evaluator for four Department of Justice Weed and Seed sites. He is an expert in the use of mapping technology to analyze calls for service workload and deployments.

Senior Public Safety Data Analyst

Sarita Vasudevan, M.S., M.S., MBA

- **Background**

Sarita Vasudevan specializes in data analysis and database design to analyze public safety agencies. Sarita has worked on over 45 projects for police and fire departments across the United States. Prior to CPSM, Sarita worked as a Vice President with the Corporate Technology group at Morgan Stanley, as a senior implementations consultant with the Global Solutions Delivery group at Ariba Inc. and as a Technical manager in the Consultancy Services group at Oracle Corporation.

Sarita Vasudevan has a M.S in Statistics from Rutgers University, a M.S. in IEOR from the University of California, Berkeley and an MBA from the Indian Institute of Management, Calcutta.

Senior Public Safety Data Analyst

Priscila Monachesi, M.S., B.A.

- **Background**

Priscila Monachesi is a Senior Data Analyst with CPSM and has worked on over 40 data analysis projects for city and county public safety agencies. She has over ten years' experience as a Project Leader/Senior System Analyst in auto manufacturing and financial systems.

She has a M.S in Statistics from Montclair State University, a B.A. in Economics from Montclair State University, and a Technical Degree in Data Processing from Pontificia Universidade Católica in Brazil.

Operations Assessment Team – Fire Unit

Senior Manager of Fire and EMS

Chief Mike Iacona, MPA (Ret.) Retired Fire Chief/Director Flagstaff Fire Department, Flagstaff Arizona; former Director and Fire Chief , Orange County, Florida Fire Rescue Department.

- **Background**

Chief Iacona has 38 years of fire service experience, with the last 17 years as Fire Chief. He currently serves as fire chief for the City of Flagstaff, Arizona and has held this position since 2002. Prior to this, he was the Director of Orange County Fire Rescue, Florida, which included oversight of the County's emergency management functions. In addition to duties associated with fire chief, he has served in various capacities, rising through the ranks from fire fighter/paramedic to chief fire officer. Mike has led a fire training division, was the Chief of Operations, served as Emergency Manager in EOC Operations, was Chief Negotiator in multiple IAFF Contract deliberations. He has supervised the development of several fire master plans, was a volunteer fire fighter coordinator, led multiple fire code adoption processes, was in charge of personnel and payroll functions and implemented fire impact fees. He also has wildland fire experience, supervising a fuel management program, the adoption of a Wildland Interface Code, and the adoption of a Community Wildfire Protection Plan (CWPP).

Chief Iacona holds a Master's Degree in Public Administration and did his undergraduate work in Urban Planning at Florida Atlantic University, in Boca Raton, FL. He is a graduate of the National Fire Academy's Executive Fire Officer Program and attended The Program for Senior Executives in State and Local Government at the Harvard Kennedy School.

Director, Center for Public Safety Management, LLC

Thomas Wieczorek, Retired City Manager Ionia, MI; former Executive Director Center for Public Safety Excellence

- **Background**

Thomas Wieczorek is an expert in fire and emergency medical services operations. He has served as a police officer, fire chief, director of public safety and city manager and is former Executive Director of the Center for Public Safety Excellence (formerly the Commission on Fire Accreditation International, Inc.). He has taught a number of programs at Grand Valley State University, the National Highway Traffic

Attachment: CPSM Proposal (1032 : Approval of RFP)

Safety Administration (NHTSA), and Grand Rapids Junior College. He has testified frequently for the Michigan Municipal League before the legislature and in several courts as an expert in the field of accident reconstruction and fire department management. He is the past-president of the Michigan Local Government Manager's Association; served as the vice-chairperson of the Commission on Fire Officer Designation; and serves as a representative of ICMA on the NFPA 1710 career committee.

He most recently worked with the National League of Cities and the Department of Homeland Security to create and deliver a program on emergency management for local officials titled, "Crisis Leadership for Local Government Officials." It has been presented in 43 states and has been assigned a course number by the DHS. He represents ICMA on the NFPA 1710 and 1730 Standards Committees and is a board member on the International Accreditation Service, a wholly owned subsidiary of the International Code Council.

He received the Mark E. Keane "Award for Excellence" in 2000 from the ICMA, the Association's highest award and was honored as City Manager of the Year (1999) and Person of the Year (2003) by the Rural Water Association of Michigan, and distinguished service by the Michigan Municipal League in 2005.

Senior Associate

Gerard J. Hoetmer, MPA, retired Executive Director of Public Entity Risk Institute, Fairfax, Virginia

- **Background**

Gerry Hoetmer is an expert in fire services, emergency management, and risk management. He served as the founding executive director of the Public Entity Risk Institute, a nonprofit organization that provided training, technical assistance, and research on risk management issues for local government and other public and quasi-public organizations. During his tenure as executive director he was a member of the National Academy of Sciences Disaster Roundtable. Prior to his position as executive director at PERI, Mr. Hoetmer worked at ICMA for 19 years, most recently as the director of research and development. He has written extensively on local government emergency management, the fire service, code enforcement, and risk management issues.

Seminal works include the first report to Congress on fire master planning and the first edition of *Emergency Management: Principles and Practices for Local Government*. In addition to providing expert testimony before Congress and local arbitration boards on fire staffing and scheduling issues, Mr. Hoetmer represented ICMA on the NFPA 1500 Standard on Occupational Safety and Health; NFPA 1201, the Standard for Providing Emergency services to the Public; and the NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. Mr. Hoetmer has developed and conducted training programs and seminars at FEMA's Emergency Management Institute and the National Fire Academy in Emmitsburg, Maryland.

He holds a Bachelors from the State University of New York, New Paltz and the Master of Public Administration degree from the University of Colorado at Denver

Attachment: CPSPM Proposal (1032 : Approval of RFP)

Senior Associate

Chief John (Jack) Brown (Ret.), BA, MS, EFO, Director, Arlington County Office of Emergency Management, Retired Assistant Chief Fairfax County Fire & Rescue Department

- **Background**

Jack Brown's 40 year public safety career includes 29 years with the Fairfax County, Virginia Fire & Rescue Department, where he retired as Assistant Fire Chief of Operations. He served in a number of operational and staff positions, including the Office of the Fire Marshal where he attained NFPA certification as a Fire Inspector II and Fire Investigator. As an investigator, he conducted post fire and post blast investigations, assisting in the prosecution of offences involving arson and illegal explosives. He served as a Planning Section Chief and Task Force Leader for the Fairfax County Urban Search and Rescue Task Force (VA TF-1). He deployed to Nairobi, Kenya as Plans Chief in response to the 1998 embassy bombing and as Task Force Leader on a deployment to Taiwan in response to an earthquake in 1999.

Upon his retirement from Fairfax County in 2000, he became the Assistant Chief for the Loudoun County Department of Fire, Rescue and Emergency Management, where he led a team of firefighters to the Pentagon on 9/11 and assisted the Arlington County Fire Department as the initial Planning Section Chief for the incident. Jack served as Planning Section Chief on a Northern Virginia multi-jurisdictional emergency management task force that reestablished the New Orleans Emergency Operations Center just after Hurricane Katrina. He retired from Loudoun County in 2006 to pursue a career in emergency management.

Brown retired from the Coast Guard Reserve as a Chief Warrant Officer 4, specializing in port safety and security, with 33 years of combined Army and Coast Guard Reserve service. After 9/11, he served on active duty for 47 months, including 15 months in the Middle East. He received the Bronze Star Medal for actions in Baghdad, Iraq while supporting combat operations during Operation Iraqi Freedom.

Brown holds a bachelor's degree in Fire Science Administration from the University of Maryland and a master's degree in Quality Systems Management from the National Graduate School, Falmouth, Massachusetts. He is a 1997 graduate of the National Fire Academy's Executive Fire Officer Program at the National Emergency Training Center, Emmitsburg, Maryland. He has been an adjunct professor at the Northern Virginia Community College and the University of the District of Columbia in the Fire Science curriculums. He is a graduate of the Executive Leadership Program in the Center for Homeland Defense and Security at the Naval Postgraduate School, Monterey, California.

Associate

Chief Peter J. Finley, Jr. (Ret.), BA, EFO, Retired Chief of Department City of Vineland Fire Department and Winslow Township Fire Department. Past President NJ Career Fire Chiefs Association.

- **Background**

Pete Finley's 36 year career in the fire and emergency services includes 28 in a career capacity with several different fire departments. He has served as Chief of Department for two New Jersey Fire Departments, most recently the Winslow Township Fire Department where, significant among other accomplishments, he was responsible for the planning, establishment and initial deployment of the career

component of the department as it transitioned from fully volunteer to combination status. Prior to that he served for more than 20 years with the City of Vineland Fire Department holding every operational rank (Firefighter, Fire Prevention Specialist, Captain, Deputy Chief, Fire Chief) including 4 ½ years as Chief of Department. In this position he initiated significant changes within the department including implementing numerous improved operational and safety initiatives, updating and modernizing equipment, providing the department's first ever formal officer training and development program, and, significantly increasing the capabilities of the regional hazardous materials and special operations response team. During his tenure the department received more than one million dollars in various grants. He formerly commanded the Vineland Rescue Squad gaining significant EMS operations and command experience, and, completing a complete overhaul of that organization's operations.

Chief Finley currently serves as an Adjunct Professor in the Fire Science Program at Camden County College. In addition, since his retirement, he has been involved in conducting numerous fire department operational readiness and organizational evaluations including several under the auspices of the United State Coast Guard related to domestic port security assessments. He has also been involved in the development and administration of a number of fire service promotional examinations and assessment processes.

Chief Finley received his Associate in Applied Science degree from Atlantic Community College in New Jersey, and, earned his Bachelor of Science degree in Fire Science/ Administration from the University of Maryland. He is a 2003 graduate of the National Fire Academy's Executive Fire Officer Program earning an Outstanding Research Award for his 2002 paper titled, "Residential Fire Alarm Systems: The Verification and Response Dilemma". He has earned more than two dozen state and national fire service certifications, most of them the highest level attainable. Chief Finley has been a member of a number of fire service organizations and served on numerous committees throughout his career. In 2008 and 2009 he served as President of the New Jersey Career Fire Chiefs Association, a professional association that represents and advocates for the interests of the state's full time professional fire chiefs and the fire service in general. From 2003–2005 he was a member of the Training and Education Committee of the Governor's Fire Service and Safety Task Force.

Attachment: CPSM Proposal (1032 : Approval of RFP)

6. Explanation as to why CPSM is best suited to provide services.

CPSM is unique in the universe of public safety consulting firms. As the exclusive provider of Public Safety Technical Services for ICMA we bring a management perspective to our projects. However our team members are also highly qualified subject matter experts (SME) in police, fire and EMS services. For example two principals of CPSM have served as city managers and fire chiefs or public safety directors in their careers.

Thus we have extensive knowledge of municipal budgets, alternative taxing approaches and conducting ballot issues to generate public safety revenue. Additionally several communities have used our studies to promote adoption of additional taxing authority relaying on our studies unbiased analysis of public safety challenges.

We conduct numerous training sessions for elected officials and administrators teaching how to properly analyze the resource needs of police and fire departments – showing how to make objective, data driven decisions on resource allocation rather than emotional, subjective choices which is often the case. Our training program "Asking your police and fire chiefs the right questions to get the right answers" has consistently been the most popular training session conducted by ICMA over the past seven years.

We have conducted numerous studies involving contracts for services, consolidation of services, increased use of part-time (reserve) public safety officers and implementation of full volunteer programs. As such we fully understand the challenges each of these approaches brings, the political consequences of such efforts and the potential of successful implementation. We will bring this expertise in assisting the City of Santa Paula in determining the future design of delivery of fire/EMS services for the community.

References

Queen Creek, AZ

Comprehensive Analysis of Fire Department & Development of Strategic Plan

Contact: Ron Knight
Fire Chief
(480) 358-3375
Ron.knight@queencreek.org

Plymouth, MI

Comprehensive Analysis of Fire Department & Development of Consolidation Plan

Contact: Paul Sincock
City Manager
(734) 453-1234
psincock@ci.plymouth.mi.us

Wyoming, MI

Comprehensive Analysis of Fire Department & Development of Consolidation Plan

Contact: Curtis Holt
City Manager
(616) 530-7265
holtc@ci.wyoming.mi.us

Attachment: CPSM Proposal (1032 : Approval of RFP)

Past & Current Engagements

LOCALITY	STATE	PROJECT
Kenai	AK	Comprehensive Analysis of Fire Services
Auburn	AL	Comprehensive Analysis of Fire Services
Auburn	AL	Comprehensive Analysis of Police Services
Dothan	AL	Comprehensive Analysis of Police Services
Casa Grande	AZ	Comprehensive Analysis of Police Services
Florence	AZ	Comprehensive Analysis of Police Services
Lake Havasu	AZ	Comprehensive Analysis of Police Services
Lake Havasu	AZ	Comprehensive Analysis of Fire Services
Pinal County	AZ	Comprehensive Analysis of Sheriff's Office
Prescott	AZ	Comprehensive Analysis of Fire Services
Prescott	AZ	Comprehensive Analysis of Police Services
Queen Creek	AZ	Police Strategic Plan
Queen Creek	AZ	Comprehensive Analysis of Fire Services
Scottsdale	AZ	Comprehensive Analysis of Police Services
Tucson	AZ	Comprehensive Analysis of Police Services
Youngtown	AZ	Comprehensive Analysis of Police Services
Alameda	CA	Comprehensive Analysis of Police Services
Burbank	CA	Analysis of Investigations Workload / Staffing
Carlsbad	CA	Comprehensive Analysis of Police Services
Hermosa Beach	CA	Comprehensive Analysis of Fire services
Hermosa Beach	CA	Comprehensive Analysis of Police Services
Palm Desert	CA	Comprehensive Analysis of Fire Services
Palo Alto	CA	Comprehensive Analysis of Fire Services
San Jose	CA	SWOT Analysis of Police and Fire Services
San Mateo Co.	CA	Dispatch Operations Review
Santa Ana	CA	Comprehensive Analysis of Police Services
Santa Clara	CA	Comprehensive Analysis of Police Services
Santa Monica	CA	Police Chief Selection
Sonoma County	CA	Performance Measurement Analysis
Stockton	CA	Comprehensive Analysis of Police Services
Stockton	CA	Comprehensive Analysis of Fire Services
Yuba City	CA	Comprehensive Analysis of Fire Services
Yuba City	CA	Comprehensive Analysis of Police Services
Federal Heights	CO	Comprehensive analysis of Police Services
Federal Heights	CO	Comprehensive analysis of Fire Services
Littleton	CO	Comprehensive Analysis of Fire Services
Steamboat Springs	CO	Comprehensive Analysis of Fire Services
Cheshire	CT	Police Management Review
Southington	CT	Comprehensive Analysis of Fire Services
Dover	CT	Comprehensive Analysis of Police Department
Dover	CT	Comprehensive Analysis of Fire Services
Alachua	FL	Expert Witness Law Enforcement Issues
BCCMA	FL	Analysis of Sheriff's Contract Services
Citrus County	FL	Comprehensive Analysis of Fire Services
Delray Beach	FL	Comprehensive Analysis of Police Services
Delray Beach	FL	Comprehensive Analysis of Fire Services

Dunedin	FL	Police Consolidation Review
Hollywood	FL	Police Internal Affairs Review
Indian River Shores	FL	Public Safety Staffing Analysis
Indian River Shores	FL	Public Safety Study
Jacksonville Beach	FL	Police Chief Selection
Jupiter	FL	Police and Fire
Jupiter Island	FL	Public Safety Consolidation
Kenneth	FL	Comprehensive Analysis of Police Services
Miami Beach	FL	Comprehensive analysis of Fire Services
North Port	FL	Comprehensive Analysis of Police Services
Pasco County	FL	Comprehensive analysis of Fire Services
Pompano Beach	FL	Comprehensive Analysis of Police Services
Venice	FL	Comprehensive Analysis of Fire Services
Camden County	GA	Comprehensive Analysis of Fire Services
Camden County	GA	Police Consolidation Study
Garden City	GA	Preliminary Analysis Public Safety Merger
Sandy Springs	GA	Comprehensive Analysis of Police Department
Johns Creek	GA	Analysis of Fire Services
Boone	IA	Public Safety Consolidation
Hayden	ID	Comprehensive Analysis of Police Services
Jerome	ID	Analysis of Police Services
Glenview	IL	Comprehensive Analysis of Police & Fire Services
Glenview	IL	Comprehensive Analysis of Police Services
Glenview	IL	Dispatch Operations Review
Highland	IL	Comprehensive Analysis of Fire Services
Highland Park	IL	Comprehensive Analysis of Fire Consolidation
Highwood	IL	Comprehensive Analysis of Fire Consolidation
Lake Bluff	IL	Analysis of Fire Consolidation
Lake Forest	IL	Analysis of Fire Consolidation
Lake Zurich	IL	Comprehensive Analysis of fire services
Naperville	IL	Police Department Staffing & Deployment Analysis
Western Springs	IL	Comprehensive Analysis of Police Services
Indianapolis	IN	Analysis of Police Workload & Deployment Services
Plainfield	IN	Comprehensive Analysis of Police Services
Topeka	KS	Preliminary review of Fire Department
Northborough	MA	Comprehensive Analysis of Police Services
Northborough	MA	Comprehensive Analysis of Fire Services
Algonquin	MD	Performance Measurement Study
Annapolis	MD	Comprehensive Analysis of Police Services
Ocean City	MD	Dispatch Operations Review
Ann Arbor	MI	Comprehensive Analysis of Fire Services
Auburn Hills	MI	Comprehensive Analysis of Fire Services
Auburn Hills	MI	Comprehensive Analysis of Police Services
Benton Harbor	MI	Public Safety Consolidation
Chesterfield Twp.	MI	Comprehensive Analysis of Police Services
Delta Township	MI	Comprehensive Analysis of Police Services
Delta Township	MI	Comprehensive Analysis of Fire Services
Detroit Public Schools	MI	Police Department Review

Attachment: CPSM Proposal (1032 : Approval of RFP)

Douglas	MI	Comprehensive Analysis of Police Services
Flint	MI	Comprehensive Analysis of Fire Services
Flint	MI	Comprehensive Analysis of Police Services
Grand Rapids	MI	Comprehensive Analysis of Police Services
Grand Rapids	MI	Comprehensive Analysis of Fire Services
Grosse Pointe	MI	Public Safety Consolidation
Grosse Pointe Park	MI	Public Safety Consolidation
Kentwood	MI	Comprehensive Analysis of Police & Fire Services
Mott Community College	MI	Comprehensive Analysis of Public Safety Services
Novi	MI	Comprehensive Analysis of Police Services
Novi	MI	Comprehensive analysis of Fire Services
Oshtemo Township	MI	Police Workload / Contract for Services Analysis
Petoskey	MI	Public Safety Consolidation
Plymouth	MI	Fire Services Consolidation
Royal Oak	MI	Public Safety Consolidation
Saginaw	MI	Comprehensive Analysis of Police Services
Saginaw	MI	Comprehensive Analysis of Fire Services
So. Kalamazoo Fire Auth.	MI	Financial Analysis of Fire Authority
St. Joseph	MI	Public Safety Consolidation
Sturgis	MI	Public Safety Analysis
Troy	MI	Comprehensive Analysis of Police Services
Troy	MI	Review of Fire Administration and Inspections
Wyoming	MI	Comprehensive Analysis of Police Services 2012
Wyoming	MI	Comprehensive Analysis of Fire Services 2012
Wyoming	MI	Comprehensive Analysis of Police Services 2009
Wyoming	MI	Comprehensive Analysis of Fire Services 2009
Kentwood	MI	Analysis of Police Services Consolidation
Kentwood	MI	Analysis of Fire Services Consolidation
Mankato	MN	Public Safety Study
Moorhead	MN	Comprehensive Analysis of Fire Services
St. Cloud	MN	Police Strategic Planning Review
St. Cloud	MN	Comprehensive Analysis of Police Services
St. Louis	MO	Comprehensive Analysis of Fire Services
St. Louis	MO	Comprehensive Analysis of Police Services
St. Louis	MO	Standard of Response Cover and risk assessment
Bald Head Island	NC	Public Safety Consolidation
Chapel Hill	NC	Comprehensive Analysis of police services
Davidson	NC	Fire Consolidation Study
Greenville	NC	Comprehensive Analysis of Fire Services
Oxford	NC	Comprehensive Analysis of Fire Services
Oxford	NC	Comprehensive Analysis of Police Services
Rocky Mount	NC	AED Grant assistance
Rocky Mount	NC	Comprehensive Analysis of Police Services
Grand Island	NE	Comprehensive Analysis of Police Services
Grand Island	NE	Comprehensive Analysis of Fire Services
South Sioux City	NE	Fire Services Strategic Plan
East Brunswick	NJ	EMS Study

Attachment: CPSM Proposal (1032 : Approval of RFP)

Oradell	NJ	Comprehensive Analysis of Police Services
Paterson	NJ	Comprehensive Analysis of Police Services
South Orange	NJ	Comprehensive Analysis of Police Services
Westwood	NJ	Comprehensive Analysis of Police Services
Ruidoso	NM	Comprehensive Analysis of Police Services
Bernalillo	NM	Comprehensive Analysis of Fire Services
Boulder City	NV	Police Organizational Study
Henderson	NV	Comprehensive Analysis of Police Services
Las Vegas	NV	Comprehensive Analysis of Fire Services
North Las Vegas	NV	Fire Workload Analysis
Garden City	NY	Comprehensive Analysis of Fire Services
Long Beach	NY	Comprehensive Analysis of Fire and EMS services
North Castle	NY	Comprehensive Analysis of Police Services
Oneonta	NY	Comprehensive Analysis of Fire and EMS services
Oneonta	NY	Fire Apparatus Review
Orchard Park	NY	Comprehensive Analysis of Police Services
Ossining	NY	Comprehensive Analysis of Police Services
Rye	NY	Police Chief Selection
Watertown	NY	Comprehensive Analysis of Fire Services
Cincinnati	OH	Police Dispatch Review
Huron	OH	Comprehensive Analysis of Police Services
Huron	OH	Comprehensive Analysis of Fire Services
Independence	OH	Comprehensive Analysis of Police Services
Independence	OH	Comprehensive Analysis of Fire Services
Sandusky	OH	Comprehensive Analysis of Police Services
Dayton	OH	Police Internal Affairs Review
Broken Arrow	OK	Comprehensive Analysis of Police Services
Broken Arrow	OK	Comprehensive Analysis of Fire Services
Edmond	OK	Comprehensive Analysis of Police Services
Jenks	OK	Comprehensive Analysis of Police Services
Muskogee	OK	Comprehensive Analysis of Police Services
Bend	OR	Comprehensive Analysis of Police Services
Grants Pass	OR	Comprehensive Analysis of Fire Services
Grants Pass	OR	Comprehensive Analysis of Police Services
Grants Pass	OR	Public Safety Strategic Plan Development
Ontario	OR	Comprehensive Analysis of Police Services
Ontario	OR	Comprehensive Analysis of Fire Services
Cumru Township	PA	Comprehensive Analysis of Police Services
Ephrata	PA	Comprehensive Analysis of Police Services
Farrell	PA	Comprehensive Analysis of Police Services
Lower Windsor Twp.	PA	Comprehensive Analysis of Police Services
Tredyffrin Township	PA	Comprehensive Analysis of Police Services
Jamestown	PA	Comprehensive Analysis of Police Services
East Providence	RI	Comprehensive Analysis of Fire Services
East Providence	RI	Expert Witness Fire Issues
Beaufort	SC	Comprehensive Analysis of Fire Services
Beaufort	SC	Comprehensive Analysis of Police Services
Walterboro	SC	Comprehensive Analysis of Public Safety Dept.

Attachment: CPSM Proposal (1032 : Approval of RFP)

Germantown	TN	Comprehensive Analysis of Fire Services
Johnson City	TN	Comprehensive Analysis of Fire Services
Johnson City	TN	Comprehensive Analysis of Police Services
Smyrna	TN	Comprehensive Analysis of Police Services
Smyrna	TN	Comprehensive Analysis of Fire Services
Addison	TX	Comprehensive Analysis of Fire Services
Addison	TX	Comprehensive Analysis of Police Services
Baytown	TX	EMS Study
Belton	TX	Comprehensive Analysis of Police Services
Belton	TX	Comprehensive Analysis of Fire Services
Belton	TX	Police Chief Selection
Belton	TX	Fire Chief Selection
Cedar Park	TX	Comprehensive Analysis of Police Services
Conroe	TX	Fire Services Analysis and Standard of Response
Frisco	TX	Comprehensive Analysis of Fire Services
Highland Village	TX	Fire Review
Lucas	TX	Fire and EMS Analysis
Prosper	TX	Comprehensive Analysis of Police Services
Round Rock	TX	Comprehensive Analysis of Fire Services
Victoria	TX	Comprehensive Analysis of Police Services
Washington City	UT	Comprehensive Public Safety Analysis
Hampton	VA	Police Chief Selection
Loudoun County	VA	Comprehensive Analysis of Sheriff Services
Loudoun County	VA	Comprehensive Analysis of Fire Services
Lacey	WA	Comprehensive Analysis of Fire Services
Spokane Valley	WA	Comprehensive Analysis of Police Services
Vancouver	WA	Comprehensive Analysis of Police Services
Vancouver	WA	Police Chief Selection
Wauwatosa	WI	Comprehensive Analysis of Fire Services
Jackson Hole	WY	Police Consolidation Review
Laramie	WY	Comprehensive Analysis of Police Services
Teton County	WY	Police Consolidation Review
Leduc, Canada	AB	Comprehensive Analysis of Fire Services.
Leduc County	AB	Fire Consolidation Plan

Attachment: CPSPM Proposal (1032 : Approval of RFP)

7. Summary of CPSM approach.

Scope of Services in RFP

Part 1. The possible structural and financial restructuring of the Santa Paula Fire Department within current revenue levels, but also comparing full staffing and operational revenue levels to ensure the same of better service levels and long term sustainability. This may include the continued and/or increased use of reserve personnel.

CPSM routinely conducts this type of analysis, completing over 125 such studies of fire departments. Typically we begin by conducting a full workload analysis to identify the actual demand for services. Occasionally departments will have internally the capabilities to conduct an adequate workload analysis. We do not know if that is the case in Santa Paula. Our ultimate pricing would be dependent upon whether or not there is sufficient internal analysis. Note that fully understanding the true workload and level of service will be critical to answering Parts 2 and 3 of the Scope of Services.

Please see the following discussion on the CPSM Approach to Fire/EMS starting on page 13.

Part 2. A detailed structural and financial analysis of how the Santa Paula Fire Department could ensure the better or same service levels by joining the Ventura County Fire District in a format that ensures long term sustainability of this function within an arrangement that is financially advantageous to the City.

Once we fully understand the current level of service and workload we will then be able to review a potential arrangement with Ventura County Fire District. Critical in this step will be to "ensure the better or same service levels." We will identify those levels as part of Part 1 work. Any arrangement with Ventura should require, as part of the agreement, specific levels of services (response times to differing type of calls, specific critical tasking plans for Fire and EMS calls, appropriate apparatus, etc.)

Part 3. A detailed structural and revenue production analysis of various options that could be used to fund public safety on a long term, sustainable format. The analysis must include all possible public safety election measures including, but not limited to special and general measures, hybrid measures, assessment districts, parcel and utility taxes etc.

As experienced public administrators we are quite familiar with the challenges local government elected officials face when attempting to generate additional revenues through referendum. Success in such an effort typically depends on a well diagnosed analysis of services levels, workload and demand; a clear and understandable explanation for the public on what the additional revenues generated by such effort will be used for; an equally comprehensible explanation of what the consequences would be of failure to pass such the election and necessary documentation that all alternatives have been properly explored.

The CPSM Approach: Fire/EMS

Operations Review

Using information analyzed by the data team, an operational assessment by CPSM technical experts will be conducted to evaluate the deployment of emergency resources.

The CPSM team will evaluate equipment, maintenance, budget and payroll records, policies, procedures, mapping, implemented technology and innovations, facilities, training, and staff to create recommendations for future service delivery.

The team may meet with elected and appointed officials as well as identified community leaders to determine the outcome they are seeking from deployment of resources.

Observations and recommendations will be developed around key performance and analysis areas in the completion of the report and include:

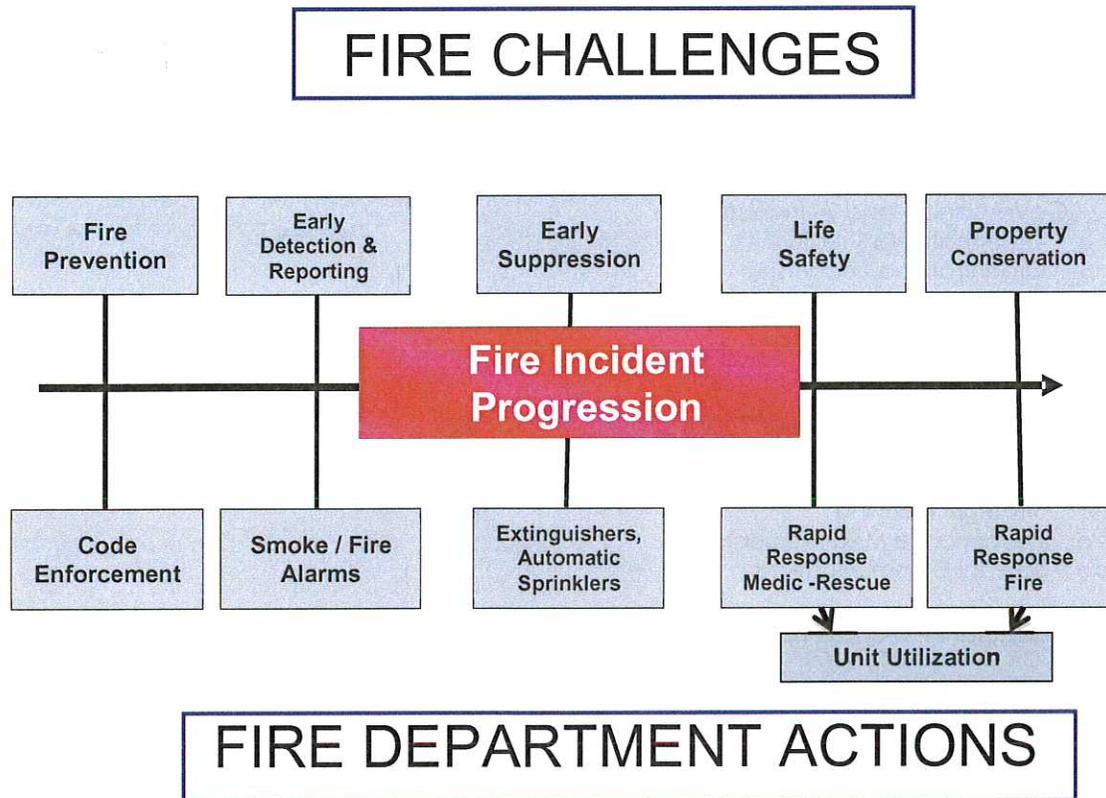
- Comprehensive Data Analysis
 - Incident Type Workload
 - Response Time
 - Unit Workload
 - Analysis of Busiest Hour
 - Emergent and Non-Emergent Responses
- Governance and Administration
 - Organizational Structure
 - Organizational Leadership
 - Staffing and Deployment
 - External Relationships
 - Personnel Practices
- Organizational Behavior/Management/Processes
 - Time Allocation of Staff
 - Organizational Communication
 - Strategic Planning
 - Performance Measurement
 - Internal Communications
- Financial Resources (Operating and Capital Resources)
- Programs (To include fire suppression, EMS, fire prevention, public education, fire investigation and fire loss , technical rescue, hazardous materials, emergency management, , and other service delivery programs)
- Risk Management/All hazards approach to community protection
- ISO/Accreditation Benefit Analysis

Using GIS technology we will review the current locations of deployed equipment and stations with recommendations developed for the future. Key to making these determinations will be response time for dispatched units and call density.

The CPSM data team has created a methodology for determining resource utilization that quantifies the maximum and minimum deployment of personnel and equipment. It is unlike any other approach currently used by consultants and is indicative of the desire by CPSM to deliver the right resources at the right time.

Fire Suppression Services

Fire departments staff their stations and train their personnel to respond to a wide array of fire and vehicular accident emergencies. In addition, many departments use the long intervals between calls for service for a variety of fire prevention, training and station activities. Research in the United Kingdom as well as by FEMA has shown that the most cost-effective approach to fire deployment is the elimination of calls. If a call is received, eliminating hazards decreases the risk faced by first responders and may result in a more positive outcome. These preventive strategies should include building effective code enforcement and fire prevention activities as well as strong public education programs promoting smoke detectors fire extinguisher use and placement in homes and businesses. The effort may also include early fire suppression through the use of automatic sprinkler systems and other fire protection systems. All of these prevention and response challenges are illustrated below.



Attachment: CPSM Proposal (1032 : Approval of RFP)

The resulting data study CPSM completes will gather and analyze data on the efficiency and effectiveness of the current deployment on the fire runs. Resource utilization will be quantified for concentration, location, unit utilization and collaboration with neighboring response agencies including options for Joint Response, Automatic Response and Consolidations.

The study will also analyze fire call data to provide a comprehensive review of how fire services are delivered to the community including a detailed analysis of workloads and response times. The analysis of the workloads should begin with an in-depth study of the types of calls handled and their severity. The

goal of this data gathering would be to explicate the fundamental nature of the fire challenge faced by the Fire Department.

The study will pay special attention to fires reported in residences or buildings. Some examples of questions to be answered as a part of the study include: What was the average response time of the first arriving fire suppression unit capable of deploying extinguishing agent? How long did the engine companies work at the scene?

For each call type, we will determine the time spent on-scene and the manpower personnel who worked the scene. This data will be aggregated to determine an overall average total time spent on fire calls per 24-hour period and by shift for each engine company. It will document any dramatic variations by time of day and day of week as well as seasonal variations. It will also require the review the department's non-emergency productive hours that fire personnel carry out between emergency calls. The study will also analyze data to determine the proportion of calls and the associated workload that arise within the community's borders compared to mutual aid calls.

Response time is an important statistic in emergency service systems. We will determine:

- Average response time of first arriving fire suppression unit capable of deploying extinguishing agent.
- Distribution of response times for different call categories
- Response time for the second arriving engine company, where possible

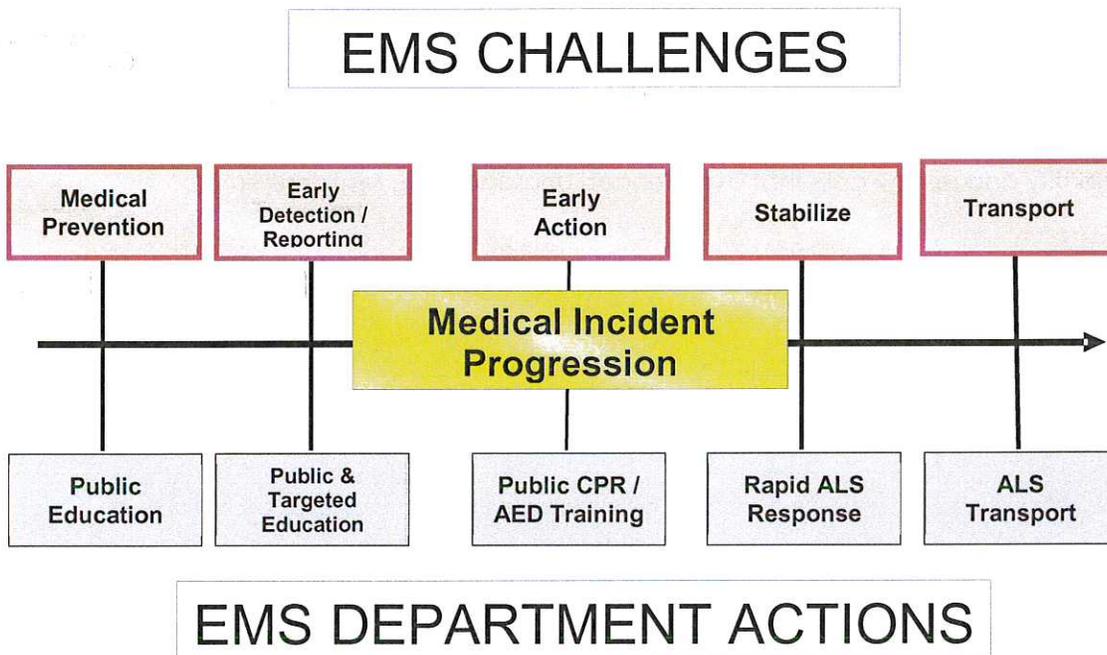
We will also identify and review calls that experienced unusually long response times.

EMS

Emergency Medical Services

Fire Departments provide emergency medical services in addition to fire suppression duties. In this project we will analyze EMS call data to provide a comprehensive review of emergency medical services including a detailed analysis of workloads and response times. The analysis of the workloads will begin with an in-depth study of the types of calls handled and their severity. The goal is to explicate the fundamental nature of the emergency medical challenge faced by the community's Fire Department. We will pay special attention to the most critical emergencies such as heart attack and serious vehicular accidents. We will also look at the level of EMS care being provided and evaluate the options and impacts of providing EMS care at the EMT, Intermediate or Paramedic levels.

For each call type, we will determine the time spent on-scene and the manpower personnel who



Attachment: CPSM Proposal (1032 : Approval of RFP)

worked the scene. These data will be aggregated to determine an overall average total time spent on fire calls per 24-hour period for each ambulance company and the unit hour utilization (UHU). We will also determine how much EMS calls contribute to the workload of fire engine companies since they also respond to most calls. We will document any dramatic variations by time of day and day of week as well as seasonal variations.

Response time is an important statistic in emergency service systems. We will determine not only average response time but also the distribution of response times for different call categories. We will also identify and review calls that experienced unusually long response times.

8. Estimated Hours

We cannot estimate the total number of hours involved in the project. We do not bill by hours – we bill by project. Once we agree to a negotiated fee we deliver the project and do not charge for whatever additional effort is required to complete the project to our client's satisfaction, regardless of how much time it takes. The actual cost of this project will be dependent on the quality of the department's internal records (as described previously) and whether or not additional data analysis would be required. This would be decided during an onsite meeting with the City as part of the fee negotiations.

Attachment: CPSM Proposal (1032 : Approval of RFP)

**Proposal to Provide Consulting Services for the
Fire Department Sustainability Analysis**

CITY OF SANTA PAULA, CALIFORNIA

COPY



Attachment: Matrix Proposal (1032 : Approval of RFP)

TABLE OF CONTENTS

November 18, 2015

	<i>Page</i>
1. LETTER OF TRANSMITTAL	1
2. EXECUTIVE SUMMARY	1
3. FIRM BACKGROUND AND CONTACT INFORMATION	2
4. CURRENT AND PAST FINANCIAL RELATIONSHIPS	3
5. PROJECT TEAM EXPERIENCE	4
6. FIRM EXPERIENCE AND REFERENCES	6
7. PROJECT APPROACH	9
8. PROJECT HOURS	17
APPENDIX – PROJECT TEAM RESUMES	18

Attachment: Matrix Proposal (1032 : Approval of RFP)



CITY OF SANTA PAULA
REQUEST FOR PROPOSAL
TO PROVIDE CONSULTING SERVICES

PROPOSALS ARE DUE: Not later than 4:30 P.M. Friday, November 20, 2015, at the City Clerk's office at 970 E. Ventura Street, Santa Paula, CA 93060.

The City of Santa Paula (City) is requesting proposals from qualified consultants to provide consulting services for the Fire Department Sustainability Analysis. The Request for Proposal (RFP) is enclosed. The RFP details the introduction, schedule, City background, scope of services, proposal requirements, insurance requirements, and evaluation criteria among others.

The successful consultant shall execute a Professional Services Agreement with the City to perform the consulting services.

One (1) original and three (3) copies of the proposal shall be submitted to the following address:

City of Santa Paula
City Clerk
970 E. Ventura Street
Santa Paula, CA 93060

Proposal shall include a copy of this form and be signed by the consultant's authorized representative.

I have read, understood, and agree to the terms and conditions on all pages of the RFP. The undersigned agrees to furnish the services stipulated in this RFP.

Matrix Consulting Group, Ltd

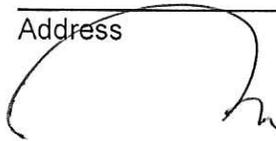
Company

201 San Antonio Circle, Suite 148, Mountain View, CA 94040

Address

Richard Brady

Name (Print)



Signature

650-858-0507

Company Phone No.

President

Title

Attachment: Matrix Proposal (1032 : Approval of RFP)



November 18, 2015

Ms. Judy Rice
 City Clerk
 City of Santa Paula
 970 E. Ventura Street
 Santa Paula, CA 93060

Dear Ms. Rice:

The Matrix Consulting Group, Ltd. is pleased to provide you with our Proposal to conduct consulting services for the Fire Department Sustainability Analysis sought by the City of Santa Paula. The Matrix Consulting Group is a firm comprised of highly experienced local government management consultants specializing in the analysis of public safety services.

The City is seeking independent analysis of the operation, structure, staffing and financial options available to provide the best organizational and governance model for the City of Santa Paula. The focus of the study will be to ensure all structural and financial aspects, including the development of additional revenue streams for providing fire services are analyzed and options given to the City.

A review of our proposal will show that the Matrix Consulting Group has extensive experience evaluating fire operations and emergency medical services and management in California and throughout the United States. The references we have provided can attest to the depth, quality and value of our analysis. Our team has extensive experience working with emergency service providers. This experience can be summarized by the following points:

- While our firm has provided fire services consulting since 2002, senior members of the firm have worked together in this and other firms to provide regional fire consulting services in California since the aftermath of Proposition 13 in 1978. Since then, we have worked with over 100 fire agencies in the State.
- As the President of the firm, with over 30 years of experience analyzing public safety functions, I would be the overall Project Manager for this assignment. My experience analyzing the fire service encompasses over 150 projects. I have completed over 35 fire service reorganization studies since becoming a consultant. I will be directly involved in the project and will be responsible for overall direction and quality control.
- Overall, our team's fire service experience includes over 250 prior projects. The table, below, is a list of our recent fire studies:

Albuquerque, New Mexico	Hanford, California	Putnam County, Florida
Auburn, Maine	Hermosa Beach, California	Red Bluff, California
Augusta, Maine	Huntington Beach, California	Reno, Nevada
Bellingham Washington	Indio, California	Sacramento, California
Canandaigua, New York	Keene, New Hampshire	Santa Clara County, California
Chesapeake, Virginia	Killington, Vermont	Seminole County, Florida
Colusa, California	Milwaukee, Wisconsin	Seminole, Florida
Coventry, Connecticut	Monterey, California	Somerville, Massachusetts
Corte Madera, California	Napa, California	Southlake, Texas
DeKalb County, Georgia	Omaha, Nebraska	Spokane, Washington
Dinuba, California	Pacific Grove, California	Springdale, Arkansas
Fort Lauderdale, Florida	Placer County, California	Sterling, Illinois
Glenview, Illinois	Portland, Oregon	Sunnyvale, California
Goodyear, Arizona	Pueblo, Colorado	Wilbraham, Massachusetts

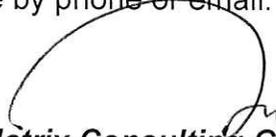
We are currently completing fire services studies in Lincoln (RI) and Butte County (CA) and have recently been selected to conduct a financial and governance study in Tracy (CA).

- The firm and project team have extensive experience conducting fire and emergency service consolidation feasibility and merger support, including:

Contract Service Evaluations	Feasibility Studies	Consolidation Analyses	Countywide Studies
Campbell, CA	Charlotte County, FL	Burlingame/Hills., CA	Albemarle County, VA
Indio, CA	Coral Springs, FL	Capitola/SCFPD#1, CA	Mesa County, CO
Orange County, CA	Cupertino, CA	Charlottes./Albemarle, VA	Monterey County, CA
Pomona, CA	Highland, CA	Escambia Cty./Pensa, FL	Placer County, CA
Reno/Washoe Cty., NV	Parkland, FL	La Mesa/Lemon Gr., CA	San Mateo, CA
Sacramento, CA	San Ramon, CA	North Utah County, UT	Santa Clara Cty, CA
Salinas/SRFPD, CA	Sarasota County, FL	San Rafael/Marin, CA	Sonoma County, CA
Seminole, FL	Scottsdale, AZ	Saratoga/Sara. FPD, CA	Stanislaus, CA

As President of the firm, I am authorized to sign and commit the firm to the obligations contained in the RFP and intend to adhere to the provisions described.

We look forward to an opportunity to further discuss our proposal with you. If I can answer any questions, please do not hesitate to contact me by phone or email.


Matrix Consulting Group

Richard Brady
 President

2. EXECUTIVE SUMMARY

Our firm and the assigned project team is available to work on this project and will remain available for questions and be responsive to the needs of the City even after the project report is complete. As a firm we have conducted over 250 fire studies in California and around the United States, many of which include operation and financial analysis of alternatives available for providing fire services or moving to a regional model for fire service delivery.

In this project, as in all our public safety projects, the President of the firm will be directly involved in the project to ensure timelines are met and deliverables are of high quality and consistency and meet the objectives of the project. For this project we propose no subcontractors – all of the work would be performed by staff with the firm.

To achieve a successful project, the City desires a three-part analytical study.

Part One. Review the structural and financing of the Santa Paula Fire Department to determine opportunities for possible restructuring that will ensure the same or higher service levels with long-term financial sustainability.

Part Two. Conduct detailed structural and financial analysis can ensure the same or higher service levels by joining the Ventura County Fire District.

Part Three. Conduct detailed structural and revenue production analysis of various options that could be used to fund public safety on a long-term, sustainable basis.

To meet this scope of work, the Matrix Consulting Group proposes the following estimated hours for each six (6) major tasks to provide the Fire Department Sustainability Analysis Consulting Services.

Task	PM	Lead	Financial Analysts	Project / GIS Analysts	Total Hours
1. Project Initiation	8	0	0	0	8
2. Profile	8	40	36	16	100
3. Feasibility Analysis	4	32	16	8	60
4. Operational Analysis	4	24	0	28	56
5. Fiscal Projections	4	8	40	20	72
6. Governance Models	4	24	24	0	52
TOTAL HOURS	32	128	116	72	348

As shown above, we plan to complete this project over a 16-week period.

3. FIRM BACKGROUND AND CONTACT INFORMATION

This section of our proposal provides an overview of the firm and our experience providing fire and emergency medical analytical services to government agencies in general and to fire service agencies in particular.

- While our company was formed in 2002, our founders have worked together in this and other firms for up to 30 years (in Hughes, Perry & Associates, MAXIMUS and Hughes, Heiss & Associates). We are incorporated in California.
- We provide management operations studies only for government – county and city, state and university clients are 100% of our business.
- Each of our senior consultants has between 10 and 30 years of analytical and management experience. Our public safety analytical team is comprised of career public safety analysts and former public safety managers who now are full-time consultants.
- Our firm maintains its headquarters in Mountain View, California; we also have offices in the following metropolitan areas: Boston (MA); Dallas (TX); Spokane (WA) and St. Louis (MO). We currently employ 15 full-time and 5 part-time employees. The President of the Firm, Richard Brady, is authorized to negotiate the contract for this engagement:

Matrix Consulting Group
 201 San Antonio Circle, Suite 148
 Mountain View, California 94040
 (650) 858-0507 – Office (650) 917-2310 – Fax
www.matrixcg.net
rbrady@matrixcg.net

- Our primary focus is on the analysis of public safety operations (fire, emergency medical and police services). As later sections of this proposal will demonstrate, we have personally served over 250 Fire and EMS agencies in our careers.
- For this project we propose no subcontractors – all of the work would be performed by staff with the firm. In fact, we do not believe that the extensive use of subcontractors assists our clients – it leads to inconsistency in work quality and customer service.

Our experience is personal and corporate – our team has worked together on hundreds of public safety management and efficiency studies throughout the country.

4. CURRENT AND PAST FINANCIAL RELATIONSHIPS

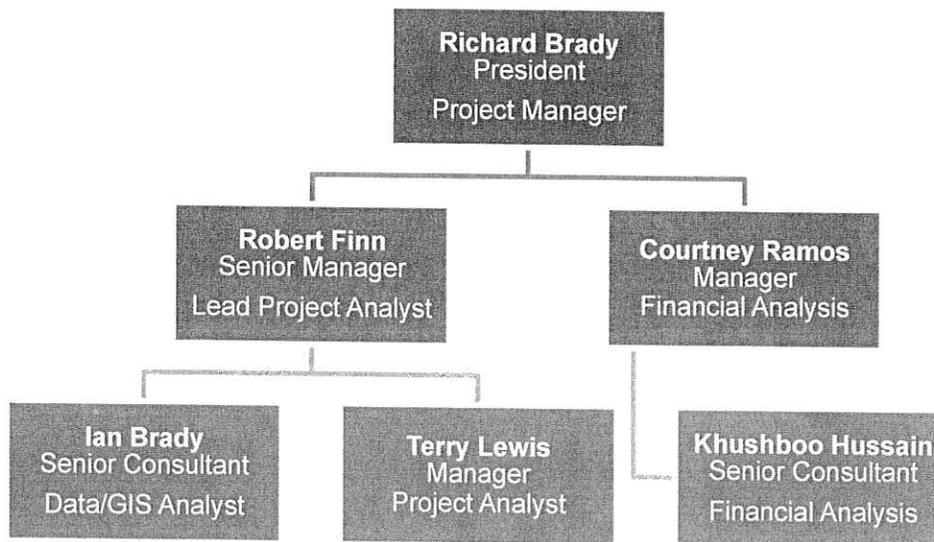
The Matrix Consulting Group has no current or prior financial relationships, including agreements with current Members of the City Council, City staff and/or entities for which said members are employed nor do not have an interest either past or present with any of the above individuals.

5. PROJECT TEAM EXPERIENCE

The Matrix Consulting Group proposes to utilize a senior project team, including our President and other personnel with fire and emergency medical service analytical experience. The senior professional members of the team have between 10 and 30 years of professional experience as consultants and/or fire professionals. This senior team includes:

- The President of the firm will serve as the project manager to ensure there will be appropriate review and oversight; this process ensures quality service throughout the engagement.
- Our proposed project lead analyst was a former Fire Chief and Public Safety Director. He has led our fire services practice for five (5) years.
- The manager of our financial services practice will be conducting the financial analysis and developing the revenue projection models.
- We possess our own proprietary GIS practice which allows us to develop real time responsive analysis of resource utilization and service capabilities in existing and alternative service delivery systems.
- We do not propose the use of any sub consultants for this project, as we possess the requisite experience in-house and this practice detracts from service quality and consistency.

The organization chart, which follows, depicts the project team:



CITY OF SANTA PAULA, CALIFORNIA
Proposal to Provide Fire Department Sustainability Analysis Consulting Services

Summary descriptions of each team member are provided below, with more detailed resumes for the most senior team members provided in pages, which follow:

Consultant	Summary of Experience
Richard Brady President Project Manager	<ul style="list-style-type: none"> • President and Project Manager with firm since inception. • Overall responsibility for the firm's management studies. • 33 years of fire / emergency services consulting experience. • Project manager and lead analyst on almost 500 projects. • Extensive experience conducting over 150 fire / EMS studies nationwide involving over 300 jurisdictions. • BA Cal State University, Hayward; PhD, Oxford University, UK.
Robert Finn Senior Manager Lead Project Analyst	<ul style="list-style-type: none"> • Senior Manager and Lead Analyst. • 20+ years of combined as a public safety executive and consultant. • Experience as a Fire Chief – and prior experience as a Coordinator of EMS and Firefighter / Driver / Paramedic. ▪ MBA, BS in Public Safety Management, Grand Canyon University. ▪ Peer Assessor, Team Leader, and Technical Reviewer with the Commission on Fire Accreditation International (CFAI).
Courtney Ramos Senior Manager Financial Analyst	<ul style="list-style-type: none"> • Senior Manager with the firm. • 12 years experience in cost allocation plans, user fees and managerial operation reviews. • Developed the Cost Allocation Model for the firm. • She received and AA in Administration of Justice and an AS in Sociology from Santa Barbara Community College, CA.
Terry Lewis Manager Project Analyst	<ul style="list-style-type: none"> • Manager with the firm – 4 years with firm • 30 years of experience – Fire Chief of the Henderson (KY) Fire Department and the Loveland-Symmies Fire Department (OH). • Peer Assessor and Team Leader for the Commission on Fire Accreditation International (CFAI). • BS degree in Fire Science and AA in Accounting from the University of Cincinnati and has completed the Executive Fire Officer (EFO) program from the National Fire Academy.
Ian Brady Senior Consultant Data/GIS Analyst	<ul style="list-style-type: none"> • Consultant with firm as part of our Management Services Division, and is based in our Mountain View office – 4 years with firm. • Created and maintains the firm's geo-spatial analytical capability which assists in the analysis of regional public safety resource utilization, capabilities and coordination. • He received his BA in Political Science from Willamette University in Salem, Oregon.
Khushboo Hussain Consultant Financial Analyst	<ul style="list-style-type: none"> • Consultant in the Financial Services Division. • Assists in conducting financial management studies and developing cost allocation plans. • Prior experience as an international relations and government service delivery analyst. • She received a BA in International Economics and an MA in International Affairs from the University of California, San Diego.

More detailed resumes for our team members are provided as an appendix.

6. FIRM EXPERIENCE AND REFERENCES

The Matrix Consulting Group and the assigned project team are best suited to bring maximum value through the delivery of high quality consulting services due to the considerable depth and knowledge of our firm and project team. This allows us to ensure successful analysis and evaluation of the options available to the City of Santa Paula in regards to the sustainability of fire services in the City.

1. GENERAL PRIOR FIRE SERVICE EXPERIENCE

We have extensive experience analyzing fire service organization and operations around the country, including the analysis of demand, deployment, staffing, scheduling, staff utilization, fire station locations financing, organizational and management for the following sample of recent clients (with California agencies in **bold**):

Albuquerque, New Mexico	Hanford, California	Putnam County, Florida
Auburn, Maine	Hermosa Beach, California	Red Bluff, California
Augusta, Maine	Huntington Beach, California	Reno, Nevada
Bellingham Washington	Indio, California	Sacramento, California
Canandaigua, New York	Keene, New Hampshire	Santa Clara County, California
Chesapeake, Virginia	Killington, Vermont	Seminole County, Florida
Colusa, California	Milwaukee, Wisconsin	Seminole, Florida
Coventry, Connecticut	Monterey, California	Somerville, Massachusetts
Corte Madera, California	Napa, California	Southlake, Texas
DeKalb County, Georgia	Omaha, Nebraska	Spokane, Washington
Dinuba, California	Pacific Grove, California	Springdale, Arkansas
Fort Lauderdale, Florida	Placer County, California	Sterling, Illinois
Glenview, Illinois	Portland, Oregon	Sunnyvale, California
Goodyear, Arizona	Pueblo, Colorado	Wilbraham, Massachusetts

This project team is also conducting an evaluation of the feasibility of consolidating fire services in the Town of Lincoln (RI) and a reorganization study of the fire services in Butte County (CA). We have also recently been selected to conduct a study of the Fire Governance and Financing Structure for the South County Fire Authority, Tracy (CA).

We have also been recently selected to conduct an impact and fire prevention fee study for the Novato Fire District, California.

2. FEASIBILITY AND COOPERATIVE SERVICES STUDIES

The firm and project team also have extensive experience conducting fire and emergency service consolidation feasibility and merger support, including the evaluation and assessment of organizational structures, asset location, financial models, and

CITY OF SANTA PAULA, CALIFORNIA

Proposal to Provide Fire Department Sustainability Analysis Consulting Services

governance models. Our fire service analytical experience with California cities and counties stretches back to the post-Proposition 13 period. The table on the following page provides a sample of other areas where we have conducted this type of work for clients:

Contract Service Evaluations	Feasibility Studies	Consolidation Analyses	Countywide Studies
Campbell, CA Indio, CA Orange County, CA Pomona, CA Reno/Washoe Cty., NV Sacramento, CA Salinas/SRFPD, CA Seminole, FL	Charlotte County, FL Coral Springs, FL Cupertino, CA Highland, CA Parkland, FL San Ramon, CA Sarasota County, FL Scottsdale, AZ	Burlingame/Hills., CA Capitola/SCFPD#1, CA Charlottes/Albemarle, VA Escambia Cty./Pensa, FL La Mesa/Lemon Gr., CA North Utah County, UT San Rafael/Marin, CA Saratoga/Sara. FPD, CA	Albemarle County, VA Lee County, FL Mesa County, CO Placer County, CA San Mateo, CA Santa Clara Cty, CA Sonoma County, CA Stanislaus, CA

3. REFERENCES

The following table summarizes recently completed similar fire projects. We strongly encourage you to contact these clients about our work.

Client	Project Summary	Reference
Mesa County, Colorado Efficiency and Cooperative Services Study 2013	The Matrix Consulting Group was retained by Mesa County and the City of Grand Junction, Colorado to conduct an independent analysis of the County's fire incident response system. Key recommendations included standardizing response procedures, establishing performance standards, developing annual training plans, consolidating two fire districts and merging one fire district with Grand Junction Fire Department and building a new station to protect an underserved area.	Ken Watkins Fire Chief (970) 244-1415
North Utah County, Utah Fire Consolidation Feasibility Study 2013	The cities of Alpine, American Fork, Cedar Hills, Highland and Pleasant Grove, Utah retained the Matrix Consulting Group to conduct an assessment of the feasibility to create a single fire authority to serve the communities. The project team found numerous opportunities to improve fire service delivery if the agencies maintained the status quo; including training, dispatching and turnout times. Findings also included improvements in fire prevention activities, developing shared response procedures for critical calls. The study also showed that redeployment of resources in a consolidated agency would improve operational responses to emergency calls.	Rich Nelson City Administrator City of Alpine (801) 756-6347 x7

CITY OF SANTA PAULA, CALIFORNIA

Proposal to Provide Fire Department Sustainability Analysis Consulting Services

Client	Project Summary	Reference
<p>Dinuba, California</p> <p>Update to the Fire Department Master Plan</p> <p>Last Update 2014</p>	<p>In this project the Matrix Consulting Group conducted an update to the Fire Department Master Plan, which was originally developed twenty years ago for the Department by our firm (another update was developed 10 years ago). Several changes in the city had occurred since the plan including population growth, annexation and a focus on attracting large distribution centers. The analysis showed a gap in service to the western and northern portions of the City and the need to begin planning for the construction of a second station. Also there was an immediate need to improve staffing and deployment of personnel to ensure an adequate response force could be sent on initial assignments.</p>	<p>Chad Thompson Fire Chief</p> <p>(559) 591-5931</p>
<p>Pacific Grove, California</p> <p>Analysis of Alternative Approaches to Providing Fire Protection Services</p> <p>2013</p>	<p>The Matrix Consulting Group was retained by the City of Pacific Grove to analyze alternative approaches to providing fire protection services in the City. The study examined the current services provided by the Monterey Fire Department and other options including contracting with a private company or other jurisdiction, forming a stand-alone fire department or forming a regional fire authority. The project team made several recommendations related to improving the current contract with the City of Monterey while working toward forming a regional fire authority.</p>	<p>Thomas Frutchey City Manager</p> <p>(831) 648-3106</p>
<p>Sterling and Rock Falls, Illinois</p> <p>Fire / EMS Cooperative Services Study</p> <p>2012</p>	<p>The Matrix Consulting Group was retained by the City of Sterling, Illinois to conduct a feasibility assessment of the opportunities for improving cooperation or sharing services between the two cities Fire Departments. The project team found numerous opportunities for two agencies to improve services while reducing costs through cooperative efforts in fire operations and fire prevention.</p>	<p>Scott Shumard City Manager</p> <p>(815) 632-6621</p>

On request, we would be pleased to provide additional references for fire study projects we have completed.

Attachment: Matrix Proposal (1032 : Approval of RFP)

7. PROJECT APPROACH

This section of our proposal provides a summary of our proposed approach to conducting the scope of services described in the Request for Proposals. This detailed work plan would serve as the basis for our initial data collection efforts, interviews and other project tasks.

1. PROJECT APPROACH

The Matrix Consulting Group believes very strongly in the science of our craft. As a result, we utilize formal project management techniques in conducting our studies, to best meet the needs of our clients. These techniques include:

- **Fact-Based and Jurisdiction Specific Analysis:** The central tenet of our approach is collecting facts and data specific to the jurisdiction to ensure all analysis and recommendations are specific to the agency and its requested scope of services.
- **Interactive Study Process:** A successful project needs to be based on a study process that involves Department / District staff and their input regarding recommendations. This approach includes meeting with Fire Department / District representatives from the communities protected.
- **Detailed Project Management Plan:** All project work activities, including team member roles, deliverables, schedule, and budget is detailed in a project management plan along with regular status updates during the study.
- **Cross-Trained Project Team:** Our project team's background as both career consultants and former fire service managers provides a unique understanding of the various components that need to be explored to arrive at recommendations that are able to be implemented while providing accurate and timely financial projections.
- **Work Product Reviews:** All interim and final work products are reviewed by the client and designated project manager before being delivered or presented at any public meeting.

Our approach and philosophy has provided our clients with valuable assistance and advice in dealing with important public policy, organizational and operational issues. It has also resulted in projects with high implementation rates.

2. BACKGROUND TO THE STUDY

The City is seeking to engage the services of a consulting firm to provide consulting services to analyze the Fire Department Sustainability. To achieve a successful project, the City desires a three-part analytical study.

- **Part One.** Review the structural and financing of the Santa Paula Fire Department with a full staffing and operation analysis to determine opportunities for possible structural or financial restructuring that will ensure the same or higher service levels with long-term financial sustainability.
- **Part Two.** Conduct detailed structural and financial analysis can ensure the same or higher service levels by joining the Ventura County Fire District in a format that ensures long-term sustainability of fire services that is financially advantageous to the City.
- **Part Three.** Conduct detailed structural and revenue production analysis of various options that could be used to fund public safety on a long-term, sustainable basis. This can include public safety election measures, assessment districts, parcel and utility taxes as well as hybrid measures.

The Fire Department currently operates from two (2) fire stations in a three-platoon format. Each station is currently staffed with three (3) career personnel each shift. In addition there are approximately 45 reserve firefighter/EMT's that provide supplemental staffing to emergency response apparatus.

The current General Fund budget of the Fire Department annually is approximately \$2.7 million. Approximately 85% of the budget is spent on operations with the remaining 15% covering administrative and fire prevention costs.

2. PROJECT WORK PLAN

The following task plan provides a detailed description of our proposed approach to this project.

Task 1 Project Initiation

It is important that the project team understands, in detail, the basic service delivery targets, current service levels, and where there may be overlaps and gaps in the delivery of services in the City of Santa Paula and between it and the Ventura County Fire District.

In this task the project team will meet with the management teams of the City and the County as well as any other identified external stakeholders to gain a full understanding of the current issues facing the organization(s), as well as background, goals and expectations for the study, from their perspective. Issues to be covered will

include:

- The historical basis for this study and the development of a needs assessment of the interests of the stakeholders in developing and implementing strategies to address the structure and financing of the Santa Paula Fire Department.
- Key operating and financial pressures facing the City and County Fire District.
- Views toward the effectiveness of the current fire services delivery as well as potential alternative approaches and improvement opportunities.
- Other issues as appropriate.

Based on the outcome of the meeting(s) the project team will finalize the proposed schedule and project management plan.

We would also propose that at the conclusion of the meeting(s) the formation of a formal project steering committee, with representatives from the City and Fire Department. This will establish the working relationships between the project team and the agencies and provide a point of contact for each agency during the project. This committee would also be tasked with reviewing interim deliverables.

Project Deliverable – MCG	Client Services Required
<ul style="list-style-type: none"> • On-site initial meeting with Executive staff to review goals, objectives, and project management plans • Kick-off presentation to appropriate staff • Detailed project management plan – outlining dates for monthly status reports 	<ul style="list-style-type: none"> • Attendance at kick-off presentation and initial Executive staff meetings. • Designate a project management representative from each participating agency.

Task 2 Data Collection, Interviews and Development of a Descriptive Profile

In order provide a comprehensive understanding of the current service delivery model provided in the City of Santa Paula, including the development of a cost and operational analysis, the project team will need to collect and compile several key components of data from the Santa Paula Fire Department (SPFD) and Ventura County Fire District (VCFD).

Where possible we would use the agency specific data to develop a clear understanding of each organization and how they fit into the delivery of fire services for the region. This information will include station information, staffing plans, apparatus deployment, calls for service information, revenue and expense data, budgets, etc.

During this task we will also meet individually with key personnel of the SPFD, and VCFD to gain a full understanding of how the fire delivery system functions such as governance, authority, administration, operations, prevention and training, support

CITY OF SANTA PAULA, CALIFORNIA
Proposal to Provide Fire Department Sustainability Analysis Consulting Services

services, etc. We will also meet with labor group representatives to gain input from their perspective and any potential labor issues that may arise from the options developed later in the study.

Project Deliverable – MCG	Client Services Required
<ul style="list-style-type: none"> Data collection and compilation for analysis of the current fire service delivery system. Development of a draft profile detailing the factual understanding of the current situation in terms of governance, authority, stations, deployment, staffing, budgets and workload. 	<ul style="list-style-type: none"> Provide consultant with data as requested. Ensure availability of staff for one on one interview with the project team. Review profile to ensure accuracy.

Task 3 Conduct the Structural and Financial Restructuring Analysis

Once the data is collected and analyzed from the preceding task and the Draft profile is reviewed and verified as a factual representation of the current state we will be able to begin development of the structural and financial analysis. This will utilize the data previously provided as well as information from the individual meetings with senior leadership from the Santa Paula Fire Department. The analysis will focus on:

- Review of prior reports and studies of emergency services provided in the City.
- The development of strategies to address the financing of the SPFD.
- Development of initial options to preserve and enhance the current and future revenue streams resulting from the provision of fire, EMS and fire prevention services to ensure they have long-term sustainability and maximize revenue opportunities for the City.
- Analysis of the current staffing and deployment of SPFD personnel and apparatus to determine if there are any areas where deployment efficiencies can be realized to reduce costs without impacting service levels.
- Analysis of opportunities to continue or increase the use of reserve personnel to provide emergency response and support services in the Santa Paula Fire Department.

Project Deliverable – MCG	Client Services Required
<ul style="list-style-type: none"> Analysis of all options related to the structure, financing and staffing of the SPFD to determine an changes that can be made to reduce costs and improve efficiencies without impact to service levels. 	<ul style="list-style-type: none"> Provide the representatives for review of the options and issues of each identified option developed during the analysis.

Attachment: Matrix Proposal (1032 : Approval of RFP)

Task 4 Conduct Analysis Related to Joining the Ventura County Fire District.

In this task the project team will analyze opportunities to improve the current delivery of fire services and the related costs by joining the Ventura County Fire District and having the District provide fire services to the City.

This analysis will include review of the current fire station network, apparatus and other specialty response units utilized by the fire department and Fire District to provide emergency services to determine economies of scale or improved operational efficiencies that can be gained through consolidation of services with the County Fire District. It will include Computer Aided Dispatch (CAD) and GIS analysis of the following:

(1) Demand

The Computer Aided Dispatch (CAD) records and Records Management System (RMS) reports will be utilized to determine the current demand for services in each service area. The Department/District service areas will be analyzed by incident type, as well as time of day and day of week service demands. Calls will be analyzed to determine:

- Call Type
- Call location
- Call frequency

The service demands will be displayed geographically for each station and the overall study area in the form of an ArcView GIS spatial analyst map.

(2) Distribution

The study of distribution involves locating first-due resources geographically to assure rapid deployment in minimizing and terminating emergency incidents. All existing facilities in the service area will be analyzed through the ArcView GIS software to determine the predicted effectiveness of first-due personnel in accordance with adopted service level objectives.

(3) Concentration

The study of concentration requires an analysis of the arrangement of multiple resources, to allow an effective response force to be assembled within adopted timelines. The ability for the current system to deploy and assemble an effective response force will be evaluated in the study area.

(4) Reliability

The study of reliability uses actual incident history and data to measure the historical performance in accordance with adopted performance standards. Reliability can be determined by answering five questions:

- Are established goals of performing something within X minutes, Y percent of the time met?
- Is there sufficient depth in the system to provide coverage for calls for service?
- Are there frequent instances of multiple calls occurring simultaneously? Does this effect system performance?
- Are there predictable times when queued calls for service occur?
- Is there extra capacity in the system or within individual units?

The project team will analyze the current workload and utilization of each company in the Fire Department and Fire District to determine actual or estimated failure rates based on the availability of data and show the impact on the ability to deploy an effective response force based on the findings.

Project Deliverable – MCG	Client Services Required
<ul style="list-style-type: none"> • Analysis of the current operational capabilities of the current system deployment of the Fire Department and Fire District. • Analysis of potential consolidation options that can enhance current service delivery options. • Analysis of future station, apparatus and staffing levels needed based on identified growth areas and future annexations. • Development of a comparative operational analysis document showing the capabilities of the current fire service delivery system and expected performance for each service area. 	<ul style="list-style-type: none"> • Provide the agency representative for review of the operational analysis and potential areas identified that may benefit from consolidation vs. operating at the status quo.

Task 5 Conduct Analysis Regarding Fiscal Projections of Revenue

During this task the project team will develop a detailed understanding of the current funding and revenue streams used to fund the Santa Paula Fire Department and determine opportunities to develop other sustainable funding streams in the City to provide fire services.

During this task the project team will work with the City of Santa Paula Finance Department to develop estimates of annual property tax revenue and what percentage would need to be allocated toward ensuring fire services are continued at the current

Attachment: Matrix Proposal (1032 : Approval of RFP)

CITY OF SANTA PAULA, CALIFORNIA
Proposal to Provide Fire Department Sustainability Analysis Consulting Services

level of service desired. The work from the financial assessment of the City of Santa Paula will allow development of costs associated with the various options identified and accepted during the feasibility analysis.

During this task we will evaluate the revenue projections and pro's and con's of various revenue options that can be used by the City. These will include:

- Maintaining the status quo in terms of revenue streams
- Enhancing current charges for services
- Adopting impact fees for new growth areas
- Adopting local sales tax options
- Implementing a parcel tax on non-vacant property
- Forming a Community Services District
- Forming a "hybrid" District

Finally, after reviewing the current funding and revenue streams as well as projections, the project team will identify cost allocations for the various identified service delivery options as well as overall costs and potential savings, if any. Any conditions identified that will affect revenue projections will be identified as well as the impact of those conditions on the revenue to provide fire services.

Project Deliverable – MCG	Client Services Required
<ul style="list-style-type: none"> • Comparative analysis of the current funding and revenue streams utilized by the City • Comparative analysis of other communities and identification of successful implements options. • Identification of projected revenue streams and the pro's and con's of the available options. 	<ul style="list-style-type: none"> • Provide the agency representative for review of the financial comparative analysis and identified future funding sources and pro's and con's of each for providing fire services.

Task 6 Development, Delivery and Review of the Draft and Final Fire Department Sustainability Analysis Report.

The project team will provide a draft report of the Fire Department Sustainability Analysis for review and discussion with the City and SPFD. Once the comments have been received and revisions are completed by the project team a final report will be delivered and presented to the City, SPFD and elected officials to facility their understanding of the plan and its implications for the City and Fire Services.

Attachment: Matrix Proposal (1032 : Approval of RFP)

CITY OF SANTA PAULA, CALIFORNIA
Proposal to Provide Fire Department Sustainability Analysis Consulting Services

The report will include the following elements at a minimum:

- Executive Summary of the project team findings and recommendations
- Identification of direct costs, indirect costs and the overhead costs for the current services provided.
- Recommendations on the consolidation or contracting of services between the City of Santa Paula and the VCFD.
- Complete cost allocation methodology and apportionment options for all aspects of any recommended governance and organizational models.
- Deployment options for providing fire services in the service areas.
- In depth financial analysis for the City under the current organizational structure along with the long term implications each option provided.

Project Deliverable – MCG	Client Services Required
<ul style="list-style-type: none"> • Development of the draft project report. • Conduct necessary edits and answer questions for the City and Fire Department. • Deliver the final report. • Make a presentation of the final plan to the City, SPFD and elected officials at a public meeting. 	<ul style="list-style-type: none"> • Provide the agency representatives for review of the draft report to provide comments and feedback on any required edits. • Schedule a mutually acceptable date for the public presentation of the final report.

3. PROJECT WORK SCHEDULE

The chart, below, shows our proposed schedule for completing the project and accomplishing the work tasks described in the previous section of our proposal. As shown in the chart, we propose to conduct the project in 16 calendar weeks. The chart also portrays points at which it is appropriate to have Project steering committee and staff review meetings.

Task / Week	1-2	3-4	5-6	7-8	9-10	11-12	13-14	15-16
1. Project Initiation	1							
2. Data Collection, interviews and Profile		2						
3. Feasibility Analysis			3					
4. Operational Analysis				4				
5. Fiscal Projections					5			
6. Draft / Final Report							6	

Attachment: Matrix Proposal (1032 : Approval of RFP)

8. PROJECT HOURS

The Matrix Consulting Group is proposing the following estimated hours for each major task to provide the Fire Department Sustainability Analysis Consulting Services.

Task	PM	Lead	Financial Analysts	Project / GIS Analysts	Total Hours
1. Project Initiation	8	0	0	0	8
2. Profile	8	40	36	16	100
3. Feasibility Analysis	4	32	16	8	60
4. Operational Analysis	4	24	0	28	56
5. Fiscal Projections	4	8	40	20	72
6. Governance Models	4	24	24	0	52
TOTAL HOURS	32	128	116	72	348

As shown above, we plan to commit approximately 348 hours to complete this project over the 16-week period.

RICHARD P. BRADY
President, Matrix Consulting Group
Project Manager

BACKGROUND

Richard Brady is the Matrix Consulting Group's President. Mr. Brady has been a management consultant to local government for more than thirty years. Prior to joining the Matrix Consulting Group, he was the MAXIMUS national Vice President in charge of its local government consulting practice, and before that the managing partner of the California-based management consulting firm of Hughes, Heiss & Associates. Mr. Brady has conducted numerous studies of every local government function. However, the vast majority of his work is in the public safety area of the police and fire services.

EXPERIENCE AS A FIRE SERVICES CONSULTANT

- Management audits, each of which have included evaluation of all departmental programs (e.g., Hazmat; public education; plan check and development review, etc.); service level analysis for fire suppression and emergency medical services; financial analysis of all fees and revenues; and training program evaluation. Also included staffing level evaluation and revenues; and training program evaluation of all functions and review of departmental management practices. For example:
 - Alachua County, Florida
 - Albany, New York
 - Americus, Georgia
 - Augusta-Richmond County, Georgia
 - Bellingham, Washington
 - Boston, Massachusetts
 - Brattleboro, Vermont
 - Bremerton, Washington
 - Broward County, Florida
 - Burlington, Massachusetts
 - Charlotte County, Florida
 - Hilton Head Island, South Carolina
 - Lansing, Michigan
 - Newark, California
 - Norwalk, Connecticut
 - Omaha, Nebraska
 - Palo Alto, California
 - Peoria, Illinois
 - Polk County, Florida
 - Reno, Nevada
 - Salt Lake City, Utah
 - San Rafael, California
 - Sarasota County, Florida

CITY OF SANTA PAULA, CALIFORNIA
 Proposal to Provide Fire Department Sustainability Analysis Consulting Services

- Tallahassee, Florida
- Venice, Florida
- Developed comprehensive fire master plans for the following clients. Each project included evaluation of service levels for both fire protection and emergency medical services; recommendation of service level standards related to response times; company staffing; fire flow capabilities; and built-in protection. Also included development of multi-year facilities plans; capital equipment requirements; and detailed program recommendations involving prevention programming and hazardous materials control.
 - Redmond, Washington
 - Woodinville, Washington
 - Monroe, Washington
 - Orange County, California
 - Corte Madera, California
 - Dinuba, California (and 2 updates over 20 years)
- Regional analyses of fire service systems to identify consolidation opportunities; potential to improve service cost-effectiveness by contracting for service in specific areas; and assessing the feasibility of multi-agency cooperation in such areas as training; communications and dispatch; and hazmat response and control. Projects include:
 - Boston Metro Area, Massachusetts
 - Burlingame and Hillsborough, California
 - Carlsbad; Oceanside; Vista, California
 - Dixon and Dixon FPD, California
 - La Mesa and Lemon Grove, California
 - Lee County, Florida
 - Mesa County, Colorado
 - Monterey County – Three studies (LAFCO)
 - North Utah County, Utah
 - **Placer County, California**
 - San Mateo County, California
 - Sonoma County, California (LAFCO)
 - Stanislaus County, California (LAFCO)
 - Santa Cruz County, Capitola and Central FPD, California (LAFCO)
 - South Snohomish County, Washington
 - Tiburon and Alto-Richardson in Marin County, California
 - Tulare County, California (LAFCO)
- Conducted Municipal Services Reviews for Local Agency Formation Commissions in California, including:
 - Santa Clara County (fire service)

CITY OF SANTA PAULA, CALIFORNIA
 Proposal to Provide Fire Department Sustainability Analysis Consulting Services

- San Mateo County (multiple services)
- Station location studies/plans for:
 - Broward County, Florida
 - Dougherty Regional Fire Authority (Dublin-San Ramon), California
 - Fort Lauderdale, Florida
 - Fulton County, Georgia
 - Hanford, California
 - Monterey, California
- Fire Department feasibility studies which involved projecting service demand; recommending service level standards and objectives; identifying revenue sources; and developing detailed facilities, staffing and apparatus requirements including budgets for in-house fire departments for cities which contract for service or are served by a larger fire protection district or other fire department. Each project also included evaluation of service contracts and recommendation of the most cost-effective alternative. Clients include:
 - Cupertino, California
 - San Ramon, California
 - Scottsdale, Arizona
- Emergency medical service feasibility studies which also involved projecting service demand; recommending service level standards and objectives; identifying revenue sources and cost recovery strategies. Clients include:
 - Coral Springs, Florida
 - Escambia County and Pensacola, Florida
- Emergency communications consolidation feasibility studies for over 30 client agencies, including **Placer County, California** as well as San Bernardino County and San Mateo County, California.

EDUCATION

BA, California State University, Hayward
 Ph.D., Oxford University, United Kingdom

ROBERT FINN

Senior Manager, Matrix Consulting Group – Lead Project Analyst

BACKGROUND

Robert Finn is a Senior Manager with the Matrix Consulting Group and previously served as the Chief of the Southlake (TX) Department of Public Safety, Fire Department. Mr. Finn has a strong educational background coupled with a successful track record that includes strategic planning, budgeting, change management, community relations, and building collaborative partnerships.

EXPERIENCE AS A FIRE SERVICES CONSULTANT

Clients for whom Mr. Finn has recently provided fire consulting services include the following:

- Anchorage, Alaska
- Auburn, Maine
- Boston, Massachusetts
- Chelsea, Massachusetts
- Cleveland, Ohio
- Hanford, California
- Huntington Beach, California
- Mat Su Borough, Alaska
- Mesa County, Colorado
- Pacific Grove, California
- Peachtree City, Georgia
- Perrysburg, Ohio
- San Antonio, Texas
- Springdale, Arkansas
- Sterling, Illinois
- Suffolk, Virginia

EXPERIENCE AS A PUBLIC SAFETY PROFESSIONAL

Mr. Finn has served at many levels in public safety, including as the following:

- Chief of Fire Services (2004 to 2008)
- Lieutenant of Professional Standards (1999 to 2004)
- Lieutenant of Training (1995 to 1999)
- Coordinator of Emergency Medical Services (1993 to 1995)
- Firefighter / Driver / Paramedic (1987 to 1993)

PUBLIC SAFETY ASSOCIATION AFFILIATIONS

Center for Public Safety Excellence as a Peer Assessor, Team Leader and Technical Reviewer (2006 to Present).

EDUCATION AND TRAINING

He has a Master of Business Administration in Executive Leadership and a Bachelor of Science in Public Safety Administration from the Grand Canyon University, Phoenix (AZ), as well as training at the FBI National Academy and Basic Peace Officer, Firefighter Academy, and various National Fire Academy courses.

COURTNEY RAMOS
Financial Services Manager, Matrix Consulting Group

BACKGROUND

Courtney Ramos is a Financial Services Manager with the Matrix Consulting Group, and is the leader of our Financial Services practice. Since joining the firm in 2004, Ms. Ramos has contributed to a number of cost allocation plan, user fee, management, operations, and staffing analyses for our California and national clients.

EXPERIENCE

Ms. Ramos has participated in and managed numerous comprehensive revenue enhancement, cost allocation, and user fee studies. These studies determined the costs of providing local government services utilizing activity based costing principles, and led to recommendations that generated significant additional revenues for local government clients.

Allegan County, Michigan	Richmond, California
Arcata, California	Rockville, Maryland
Asheville, NC	Sacramento Public Library Authority, California
Austin, Texas	San Diego CCDC, California
El Cerrito, California	San Marcos, Texas
Elk Grove, California	San Mateo, California
Fairfield, California	Santa Barbara County, California
Fresno, California	San Francisco, California
Ft. Lauderdale, Florida	San Jose, California
Kissimmee, Florida	Santee, California
Long Beach, California	Seal Beach, California
Los Angeles, California	Sunnyvale, California
Manhattan Beach, California	Temecula, California
Marin County, California	Union Sanitary District, California
Maui County, Hawaii	Vacaville, California
Oceanside, California	West Palm Beach, Florida
Pasadena, California	Willits, California

EDUCATION

A.A. Administration of Justice, A.A. Sociology Santa Barbara City College, Santa Barbara, CA.

Attachment: Matrix Proposal (1032 : Approval of RFP)

TERRY LEWIS
Manager, Matrix Consulting Group – Project Analyst

SUMMARY OF PROFESSIONAL QUALIFICATIONS

Terry Lewis has over 30 years of experience in the fire service. He began his career in 1980 with the Loveland-Symmes Fire Department in Ohio, where he worked until 1999, advancing through the ranks from Firefighter/Paramedic to Battalion Chief. While in Loveland Symmes, Chief Lewis worked in a variety of capacities including financial management, fire prevention, public education and managing the operations division. Terry was appointed Fire Chief in Henderson, Kentucky in 1999 until retiring in 2009.

EXPERIENCE

Consultant, Matrix Consulting Group

Recent fire service regional analytical studies include Matanuska-Susitna Borough (AK), King William County (VA) and Mesa County (CO).

Fire Chief, City of Henderson, Kentucky

Provided overall management and direction of fire suppression and risk reduction services, utilizing 60 personnel covering eighteen square miles and approximately 30,000 customers. Administered an annual operating budget of \$4.5 million along with various capital improvement projects. He has also composed Standard of Cover Documents and developed and served on the Board of a regional hazmat and technical rescue team.

Peer Assessor and Technical Advisor:

Served as a Peer Assessor and Technical Advisor (Mentor) during the Accreditation process for the following agencies:

- King of Prussia, PA
- Lenexa, KS
- Fort Lee, VA
- McChard AFB, WA
- Menasha, WI
- Wilson, NC
- Clearwater, FL
- Edmonton, Alberta, Canada
- Winter Park, FL
- Country Side Fire District, IL
- Southlake, TX
- Santa Clara County, CA
- Port Huron, MI
- Fenton, MO
- Searcy, AR
- Summit, NJ

EDUCATION

Bachelor of Science in Fire and Safety Engineering Technology and Associate of Science in Accounting from the University of Cincinnati.

Attachment: Matrix Proposal (1032 : Approval of RFP)

IAN BRADY
Senior Consultant, Matrix Consulting Group

BACKGROUND

Ian Brady is a Senior Consultant with the Matrix Consulting Group as part of our Management Services Division, and is based in our Mountain View (CA) office. He began with the firm as an intern but now has 4 years of consulting experience. He specializes in public safety and is dedicated to providing analytical support for all of our police, fire, emergency communications and criminal justice system studies. Mr. Brady also developed the firm's GIS analytical tools for analyzing field service workloads and service levels, beat design and efficiency, and alternatives to deployment and scheduling of resources.

EXPERIENCE IN PUBLIC SAFETY STUDIES

Mr. Brady has experience conducting fire service management, staffing and operations studies, including recently for the following clients:

- Anchorage, Alaska
- DeKalb County, Georgia
- Hanford, California
- Suffolk, Virginia

He is currently working with us to complete fire studies in DeKalb County (GA), Redding and Shasta County (CA)

Mr. Brady has experience conducting GIS (beat) law enforcement analysis, including recently for the following clients:

- Arlington, Washington
- Berkeley, California
- Hanford, California
- Hayward, California
- Laguna Hills, California
- Orange County, Florida
- Patterson, California
- Portland, Oregon
- Suffolk, Virginia
- Winnipeg (Manitoba)

He is currently completing beat studies in Birmingham (AL) and Raleigh (NC).

EDUCATION

Mr. Brady received his BA in Political Science from Willamette University in Oregon.

KHUSHBOO HUSSAIN
Senior Consultant, Matrix Consulting Group

BACKGROUND

Khushboo Hussain is a Consultant with the Matrix Consulting Group and is part of our Financial Services Division. Ms. Hussain has contributed to a range of cost allocation plan, user fee, management, and operations analyses for our California and national clients.

EXPERIENCE

Ms. Hussain has assisted and participated in several cost allocation and user fee studies. These studies determined the costs of providing local government services utilizing activity based costing principles, and led to recommendations that generated significant additional revenues for local government clients.

Austin, Texas	Manhattan Beach, California
Asheville, NC	Monterey Bay Unified Air Pollution Control District
Central Contra Costa Sanitary District, California	Maui County, Hawaii
Elk Grove, California	Pasadena, California
Fairfield, California	San Bernardino, California
Fresno, California	San Pablo, California
Ft. Lauderdale, Florida	San Mateo, California
Huntington Park, California	Santee, California
Kissimmee, Florida	Seal Beach, California
Long Beach, California	Vacaville, California
Madera, California	Willits, California

EDUCATION

B.A., University of California – San Diego, International Economics
M.A., University of California – San Diego, International Affairs

Attachment: Matrix Proposal (1032 : Approval of RFP)