



## CITY OF OJAI

### Public Works Department

408 South Signal Street · Ojai · California · 93023  
(805) 646-5581 · fax (805) 653-2235

April 4, 2016

To: Judith Johnduff, Program Analyst

SUBJECT: Call For Projects – TDA Article 3 Pedestrian and Bicycle Funds for  
FY 2016-2017: Project Selection Guidelines for Ventura County

The City of Ojai is pleased to present the attached subject grant application titled “The City of Ojai – Nordhoff High School Pedestrian Crossing Safety Improvements”. Please contact me with any questions at 646-5581 ext. 251 or at [grant@ojaicity.org](mailto:grant@ojaicity.org).

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Grant", is written over a light blue circular stamp.

Greg Grant,  
Public Works Director/ City Engineer

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

**FISCAL YEAR 2016/17  
PROJECT APPLICATION**

**I. Project Name and Funding Request**

a. Applicant Agency:	City of Ojai
b. Funds Requested:	\$40,000
c. Project Title:	City of Ojai – Nordhoff High School Pedestrian Crossing Safety Improvements
d. Project Summary (100 words):	Maricopa Highway (SR-33) is a four-lane divided State Highway on the western side of Ojai, adjacent to Nordhoff High School (NHS). Improving the safety of Ojai crosswalks is a top priority for the City, especially where pedestrians are predominantly students. The primary NHS crossings (Pirie Road and Church Street) receive frequent complaints from the school, parents, and students. This grant would provide prominent pedestrian-activated rapid-flashing LED beacons to alert drivers to be aware of pedestrians for these two crossings, and the next two to the east (ValleRio Ave and Carrillo Rd.) if funds allow.
e. Project Type (select one):	<input type="checkbox"/> Comprehensive Pedestrian/Bicycle Plan <input type="checkbox"/> Bicycle Safety Education <input checked="" type="checkbox"/> Capital: Pedestrian and/or Bicycle facility <input type="checkbox"/> Capital: Bicycle facility only

**III. Clear and Complete Proposal**

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

This project will significantly improve pedestrian safety at four existing pedestrian crossings on Maricopa Highway (SR-33) – at Pirie Road and Church Street (both adjacent to Nordhoff High School). If funds allow, the next two crossings to the east, at ValleRio Ave and Carrillo Rd (the, serving the school, hospital, transit, and the commercial/shopping area). The City is considering installing the RRFBs themselves (instead of

contracting), if this occurs it may save sufficient funds to allow all four crossings to be improved.

Please see the attached location/project map and existing conditions photos. Both crossings would include pedestrian-activated rectangular rapid-flashing beacons (RRFBs) located prominently on the roadside and in the existing planted median (only the two by the School have medians). The RRFB's dramatically increase the visibility of the pedestrian crossings. The project includes new retro reflective signage and audible push buttons to assist visually impaired persons.

*[Does not apply] Please complete section III.b. for Comprehensive Plan projects only:*

b. Check one: ☒ ~~N/A~~

☐ ~~New Plan~~

☐ ~~Update to existing plan~~

~~Date of previous plan:~~

c. Funding and Local Cash Match

Enter total project cost, totaling funds from all sources, here:

\$ 50,000

Funds requested:

\$40,000

Local match provided:

\$10,000

Local match percentage:

25%

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

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

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

d. Please provide the total Class I pathway miles in your jurisdiction: 0.4 miles

#### IV. Meets Evaluation Objectives

a. **SAFETY**

- How will the proposed project affect safety at existing facilities or improve safety by building new facilities? When describing the

project conditions, include any accident statistics and describe how the project will correct or improve the situation.

- How will the project be maintained?

Effect on safety:

Marciopa Highway (Rt.33) is the only location in the City of Ojai with 4 lanes (2 each way). It is also in front of the Nordhoff High School, the only public high school in the Ojai Valley. During morning school start and afternoon release, or any other time there is congestion, some cars/vehicles use the fast lane to pass slower vehicles, often not realizing there are pedestrians at the cross walks – the proposed RRFBs are highly effective at bringing the driver's attention to the pedestrian crossing, improving safety significantly. These RRFBs will be located at the roadside and are only activated when a pedestrian uses the crosswalk (so a driver knows when they are flashing, there is an active pedestrian). The two crossings at the High School have a median where a 3<sup>rd</sup> RRFB post can be installed, which improves visibility and safety even further.

The existing pedestrian crossings at Pirie Road and Church Street comprise outdated technology that provide inadequate warning to drivers. The proposed crossing improvements will correct this problem by providing prominent RRFBs in the planted median [and in curb extensions?] that will grab driver's attention and assure they notice and stop for pedestrians. This is especially important as this west side location is where vehicles (including a substantial number of large trucks passing to and from quarries and agricultural areas to the north) transition from the 35 mph zone in the City area to the lower 25 mph school zone, and because the pedestrians are primarily students. The RRFBs will significantly improve the visibility of pedestrians to drivers, and will increase the feeling of safety for pedestrians as well as reduce accidents

Maintenance: This project is relatively low maintenance, with new batteries required for the RRFBs at approximately 7 years, and miscellaneous failures. Both will be covered by the existing City street maintenance budget.

b. **TRAFFIC GENERATORS**

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

Connections: The Pirie Drive and Church Road crossings connect Nordhoff High School to churches, medical offices including a pharmacy, and the Ojai hospital, as well as ancillary parking and high-density housing areas. They are also the gateway to the large-lot housing areas in Ojai and county areas to the north and east of NHS. The Carrillo Ave and Carrillo Rd crossings connect the school, hospital, transit, and the

adjacent commercial/shopping areas.

Encourages Multi-Modal Transit Use: The Ojai Trolley's route along this route, but many riders complain about the safety of crossing Maricopa Highway to get to/from the trolley stop to their destination. Improving the crossing safety will encourage trolley use. Additionally, the school district has significantly reduced the number of school buses – many parents would like their kids to use the trolley, but are concerned with the crosswalk safety, these improvements will help remove that barrier.

Benefit Transit-Dependent Areas: Improving the crossings will encourage travel from NHS and the local commercial/hospital/church to Meiners Oaks, a densely-populated area which depends on the trolley to connect to the Gold Coast Transit bus at the Y, where riders often access the school, commercial/shopping area, hospital, and church as part of their trip.

c. **PROJECT READINESS**

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

When Implemented: project is ready to go! This grant money will allow installation this summer, in time for the next school year. The outreach, public and City Council approvals are complete.

Past Funds Spent? Using TDA Article 3 grant money, the City has recently installed a pedestrian crosswalk at the Farmer's Market in downtown Ojai, and completed a Bike and Pedestrian Master Plan draft. Permitting for a crosswalk installation at the Whispering Oaks low income housing is underway, which is under Caltrans jurisdiction.

Partially Funded or Divided Into Phases?: Yes, any of the crossings being requested could be built alone at roughly one-quarter of the estimated total cost.

d. **MISSING LINK AND CONNECTIVITY**

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

Other Agencies Involved:

- Caltrans: The City has had several meetings with Caltrans to confirm support and approach to a broad upgrade to this portion of SR-33 and the adjacent SR -150 within the city limits.
- County: The County supports safe crossings and connection to areas north of Maricopa Highway such as churches, medical facilities the Ojai Trolley, and neighborhoods. See attached Support Letter from the Ojai Unified School District (OUSD) and a OUSD Board member.
- Ojai Unified School District (OUSD): A recent push to improve the safety of these crossings came from OUSD after some near misses, see attached support letter from the Ojai Unified School District (OUSD) and a OUSD Board member.
- County Sherriff and City of Ojai Police: are very concerned with safety at these crossings, please see the attached letter of support.

Connection with City/Regional Facilities? As noted above, the crossings provides access from NHS to the Ojai Trolley.

Countywide Bicycle Plan: The crossings support access to the proposed Maricopa Highway (SR-33) bike lanes. That is an extension to the Ojai Bike Trail, which is the Countywide Bicycle Plan access to Ojai, which will pass near NHS to the east.

e. ***SPECIAL CONSIDERATIONS***

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

1. The City is proposing \$10,000 in matching funds (25%).
2. Accessibility Improvement: The project provides significant improvements in the ability for NHS students and staff, and hospital and commercial users to gain safe pedestrian access across Maricopa Highway.
3. Environmental Advantages: These RRFBs utilize solar power to operate, no electrical grid connection is required. They are also simple to install, avoiding costly utility lines and infrastructure improvements, which avoids environmental impacts of construction and more substantial materials of more typical infrastructure improvements.
4. Public Support: Improving the NHS crossings and other adjacent crossings has been a priority with the City's Complete Streets Committee for years and has overwhelming support in public meetings.

Please see the attached support letter from the Ojai Unified School District Board member and the City Council's support letter for this grant application.

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

<i>Type of Plan:</i>	<i>Name of Plan, page (if applicable)</i>
i. County or City facilities plan	This project is a high priority in the City's Complete Streets Master Plan (draft version in public review).
ii. Circulation element of general plan	General Plan, Circulation Element (pages 10-18 and Figures 7 and 8).
iii. <i>Ventura County Comprehensive Bicycle Plan</i>	Page 49
iv. Other bicycle, pedestrian, complete streets, or similar plan(s):	Ojai Bicycle and Pedestrian Master Plan, throughout document.
v.	
vi.	

**VIII. Project Contact Information**

Primary Contact  
Name and Title:

Greg Grant, Public Works Director

Applicant agency and  
address:

City of Ojai  
P.O. Box 1570  
Ojai, CA 93024

Telephone:

(805) 646-5581 ext. 251

e-mail address:

Grant@OjaiCity.org

## **Attachments:**

Vicinity Map, Location Map, Project Plan and Photos of existing conditions.

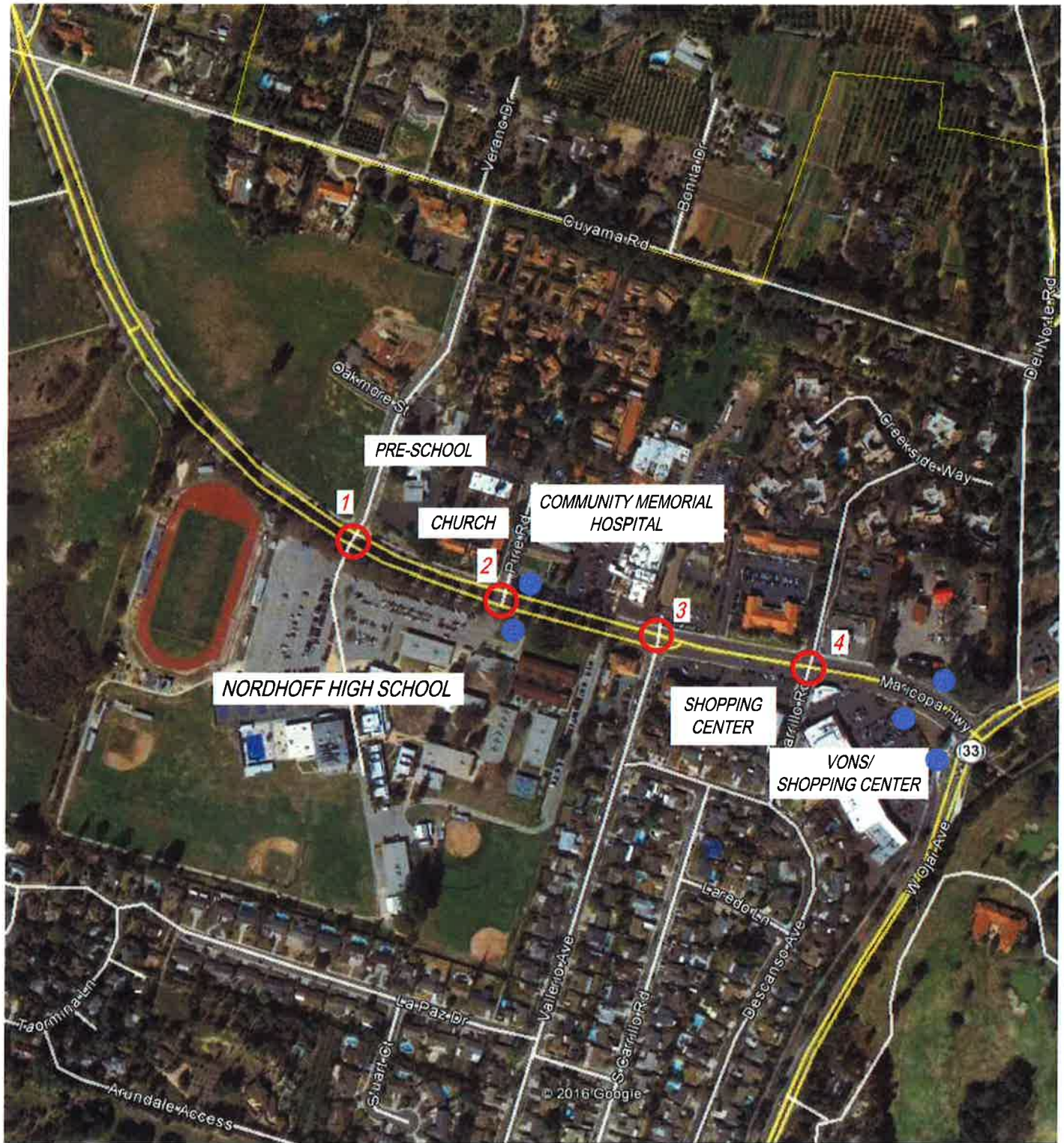
City Council's Action Supporting Project and Grant

Letters of Support:

- Ojai Unified School District
- Ojai Unified School District Board Member
- Ventura County Sherriff / City of Ojai Police Department



### Vicinity Map



## LEGEND

- BUS AND TROLLEY STOPS
- PROPOSED PEDESTRIAN CROSSING IMPROVEMENTS LOCATION:  
MARICOPA HIGHWAY:
  1. Church Road
  2. Pile Road
  3. Vallerio Avenue
  4. Carillo Road

CITY OF OJAI  
Department of Public Works

Maricopa Hwy. At/Near  
Nordhoff High School  
Pedestrian and Bike Safety Improvements

March, 2016

Location Map

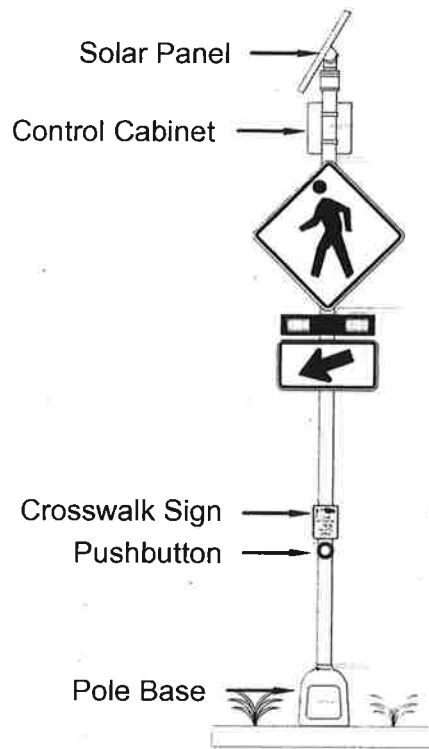


**LEGEND**

-  SCHOOL
-  BUS AND TROLLEY STOPS
-  PROPOSED PEDESTRIAN CROSSING IMPROVEMENTS LOCATION

**MARICOPA HIGHWAY:**

1. Church Road
2. Pirie Road
3. Vallerio Avenue
4. Carillo Road



TYPICAL RRFB CONFIGURATION DETAIL  
NTS

**CONSTRUCTION NOTES (TYPICAL BOTH SIDES)**

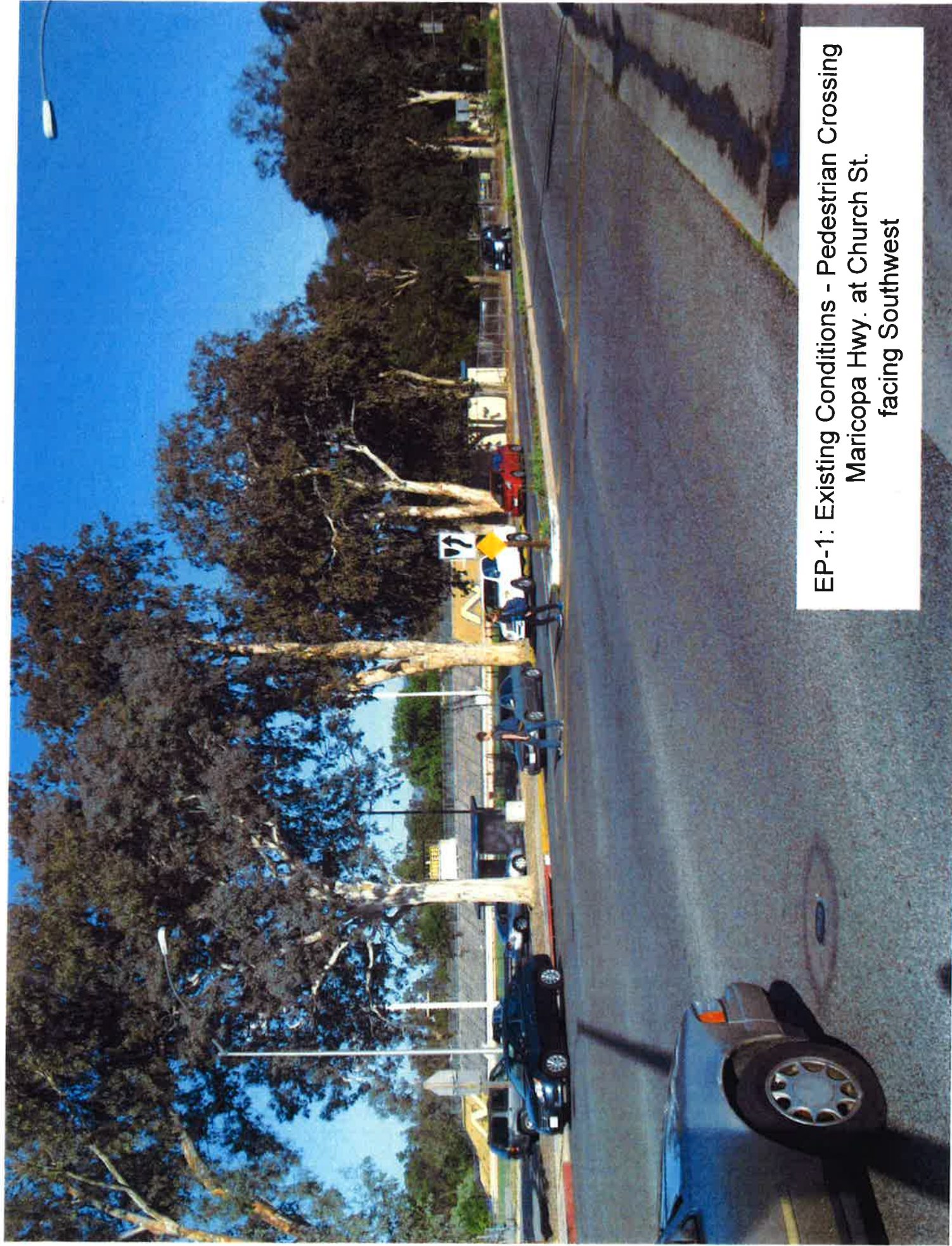
- ① **INSTALL TRAFFIC SIGN W11-2 (30"x30") & W16-7P (24"x12"). INSTALL SOLAR POWERED PEDESTRIAN PUSH BUTTON ACTIVATED RECTANGULAR RAPID FLASH BEACON RRFB-XL SYSTEM FROM TAPCO ON TYPE 1-A POLE.**
- ② **INSTALL TRAFFIC SIGN W11-2 (30"x30") & W16-7P (24"x12") ON NEW POLE PER CALTRANS STD PLANS RS-1 AND RS-2.**
- ③ **INSTALL TRAFFIC SIGN R4-7, OM1, TYPE N-1 ON NEW POLE.**
- ④ **INSTALL LADDER TYPE CROSSWALK STRIPING PER CALTRANS STD PLAN RSP A24F.**
- ⑤ **INSTALL OBJECT MARKER TYPE Q PER CALTRANS STD PLAN A73A.**
- ⑥ **CONSTRUCT 6" CONCRETE CURB TYPE A1 PER CALTRANS STD PLAN A87A.**
- ⑦ **UPGRADE ADA ACCESS RAMP.**

CITY OF OJAI  
Department of Public Works

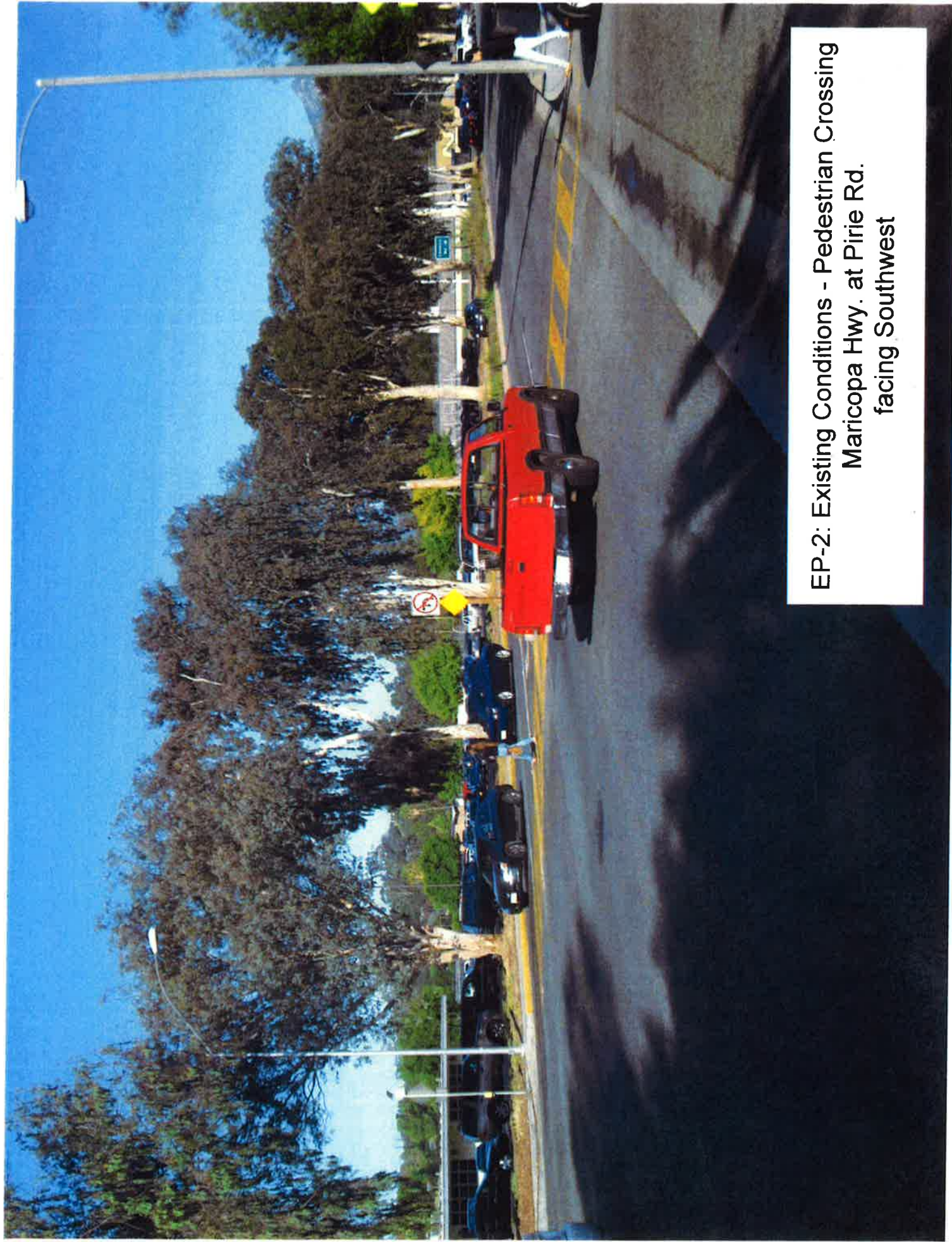
Maricopa Hwy. At/Near  
Nordhoff High School  
Pedestrian and Bike Safety Improvements

March, 2016

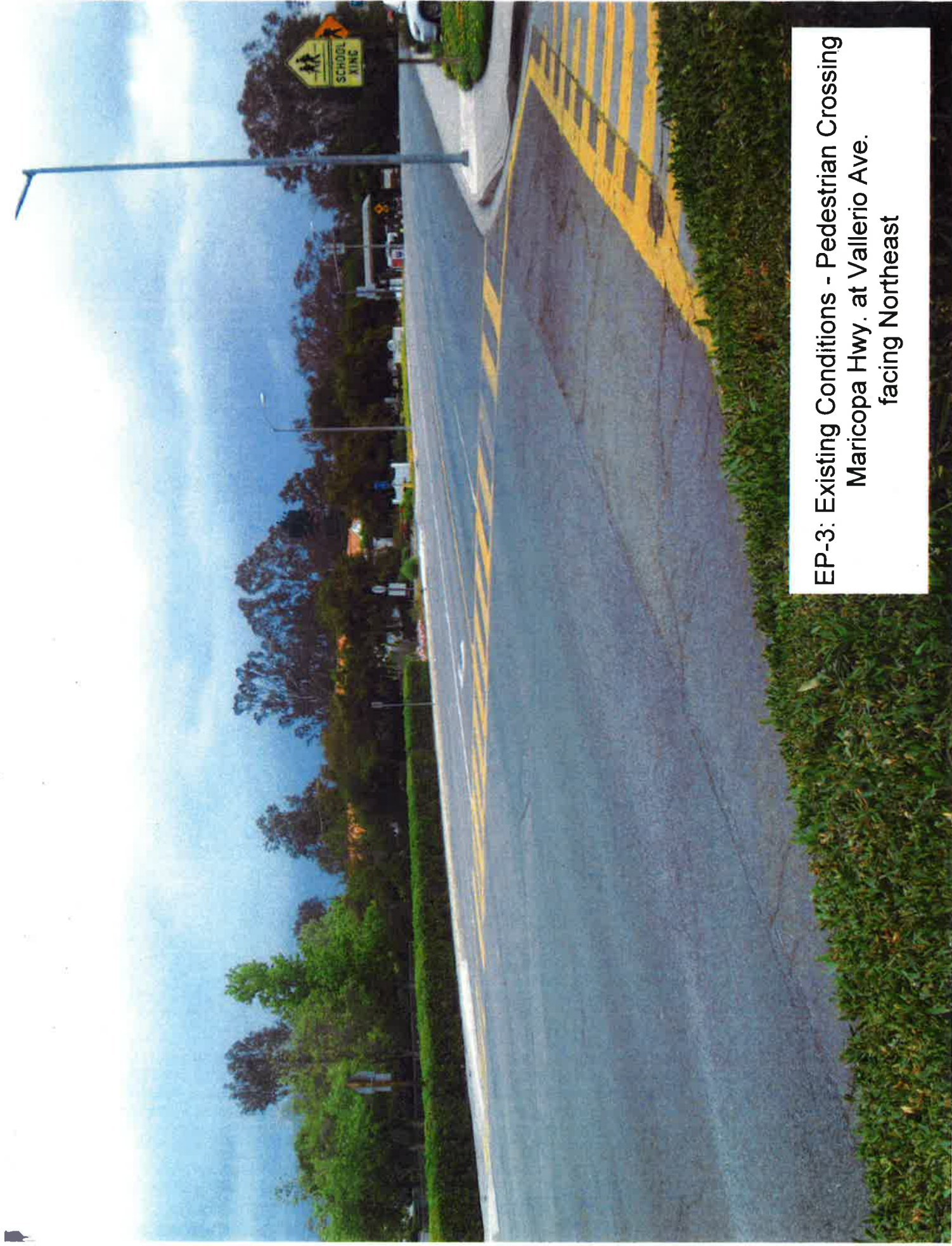
Typical RRFB Detail



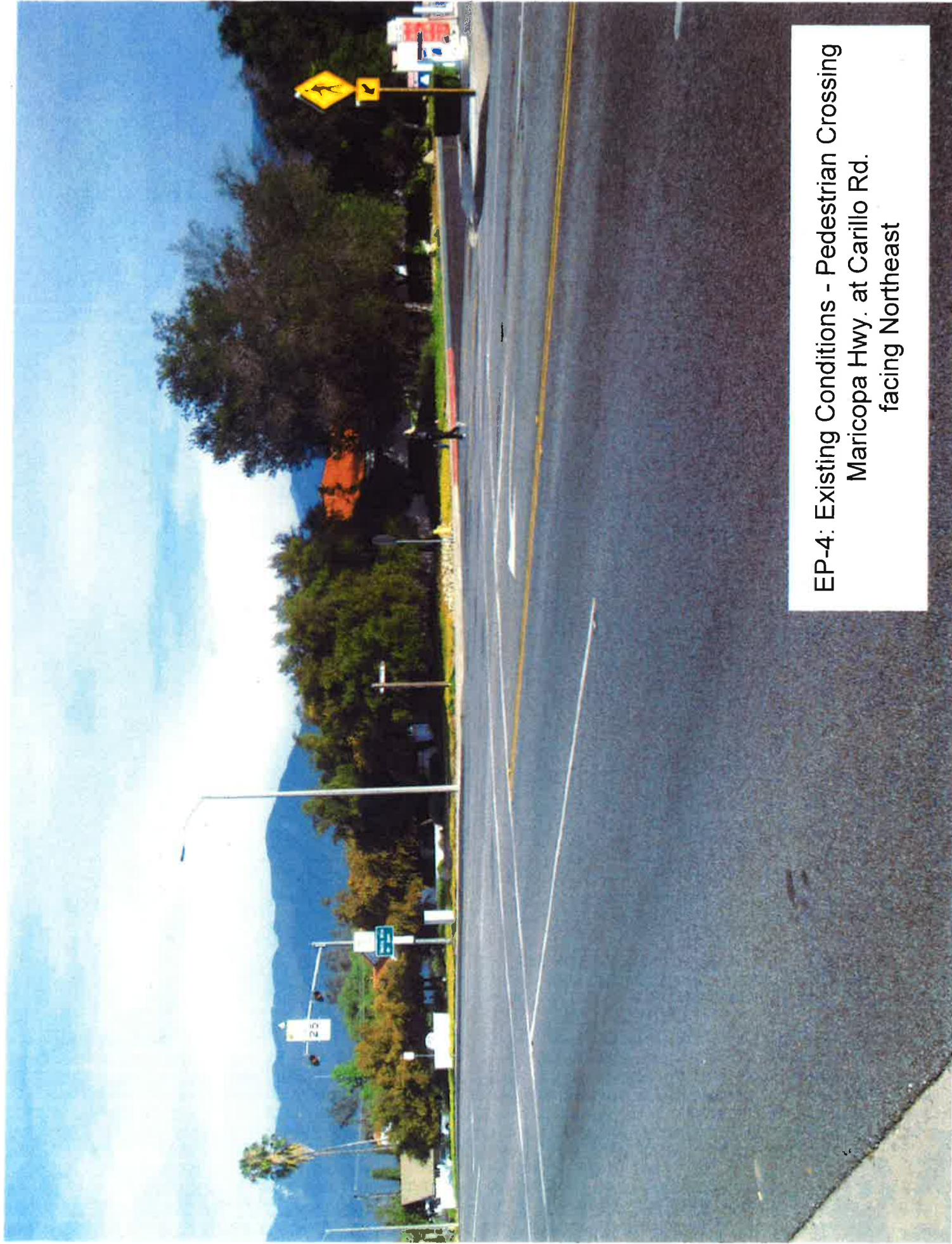
EP-1: Existing Conditions - Pedestrian Crossing  
Maricopa Hwy. at Church St.  
facing Southwest



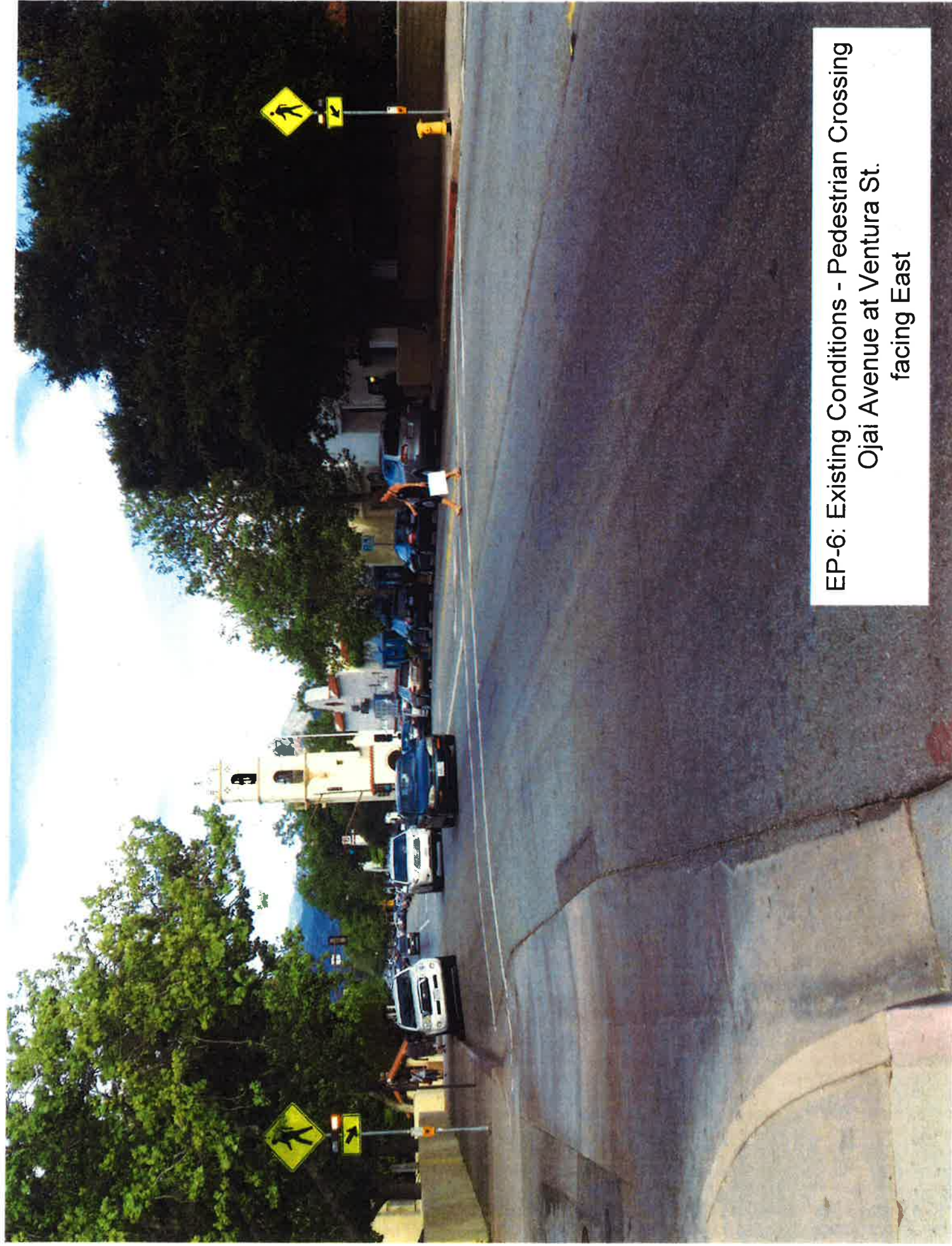
EP-2: Existing Conditions - Pedestrian Crossing  
Maricopa Hwy. at Pirie Rd.  
facing Southwest



EP-3: Existing Conditions - Pedestrian Crossing  
Maricopa Hwy. at Vallerio Ave.  
facing Northeast



EP-4: Existing Conditions - Pedestrian Crossing  
Maricopa Hwy. at Carillo Rd.  
facing Northeast



EP-6: Existing Conditions - Pedestrian Crossing  
Ojai Avenue at Ventura St.  
facing East



# Administrative Report

## CONSENT ITEM

**TO:** CITY COUNCIL

**FROM:** Greg Grant, Public Works Director/ City Engineer

**DATE REPORT PREPARED:** March 8, 2016

**MEETING DATE:** March 22, 2016

**SUBJECT:** Grant Application Authorization - Transportation Development Act (TDA) Article 3 Bicycle/Pedestrian Fund Grant - Fiscal Year 2016/2017  
Pedestrian Crossing Safety Improvements on Maricopa Highway

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### Recommendation

Authorize the Public Works Director to submit a TDA Article 3 Bicycle/Pedestrian Fund Grant application to the Ventura County Transportation Commission (VCTC) for Pedestrian and Bike Safety Improvements on Maricopa Highway as outlined in this report.

### Discussion

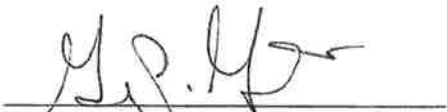
The City Council's goals include crosswalk safety, leveraging City money with grants, traffic calming, implementation of Complete Streets projects, and additional bike lanes. Grant opportunities exist under the subject program to request funding for Bicycle and/or Pedestrian facilities.

Staff and the Complete Streets Committee is recommending requesting funds to provide rectangular rapid flashing beacons (RRFBs) for the two crossings adjacent to the Nordhoff High School, at Pirie Road and Church Street, to improve crossing safety. These crossings receive frequent complaints, and repair of the existing in pavement flashing beacons at Pirie Road are no longer supported by the manufacturer. RRFBs were recently installed at the pedestrian crossing on Ojai Avenue at Ventura Street with very positive public feedback – primarily that the RRFBs are highly visible only when activated and they have negligible aesthetic impact. Estimated cost for the project is \$50,000, with a recommended match portion of \$10,000 of City funds (requesting \$40,000 in grant monies). If the grant is successful, and the grant money covers more than the two crossings, it is recommended additional crossings to the east of these be added to the project (i.e. – the Valle Rio and/or Carrillo Ave crossings).

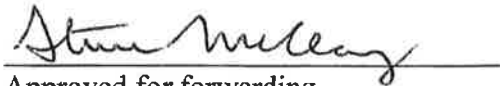
Note the City has recently been notified of being awarded a much larger ATP grant that provides for pedestrian crossing improvements on the Maricopa Highway, including the above crossings, but this grant will take approximately three years to construct. These RRFBs will provide safer crossings in the interim, and provide a demonstration to the community of an option for the ATP grant.

**Fiscal Impact**

The recommended action has minimal fiscal impact to the General Fund beyond utilizing staff time to prepare the application. The \$10,000 matching fund will be allocated in the Fiscal Year 2016/17 Fund 31 (Capital Improvement Fund). If the application is successful, the FY 2015/2016 budget and the five-year Capital Improvement Program will reflect the grant and required match.



Submitted by Greg Grant,  
Public Works Director/ City Engineer



Approved for forwarding  
City Manager's Office



# Ojai Unified School District

414 East Ojai Avenue, P.O. Box 878, Ojai, CA 93024  
(805) 640-4300 • Fax (805) 640-4419 • [www.ojaiusd.org](http://www.ojaiusd.org)

March 28, 2016

To Whom It May Concern:

I am writing this letter on behalf of the Ojai Unified School District Board of Education and the administration of Nordhoff High School. Specifically, we stand strongly in support of the grant application of the City of Ojai to secure funding for a Rectangular Rapid Flash Beacon at the crosswalk at the corner of Church Road and Maricopa Highway. The Nordhoff principal and assistant principal have informed me that they receive several reports from students and parents each year indicating a number of close calls and near accidents at this location. This is one situation of personal safety that begs for a solution before an accident occurs.

The complementary letter submitted by Mr. Kevin Ruf, a Nordhoff parent and member of our School Board, details well the precarious conditions on the main highway adjacent to our high school. Please acknowledge that the speed of cars traveling on the highway makes it potentially dangerous for pedestrians crossing there. Appropriate safety precautions need to be taken. We believe a RRFB system would make it less dangerous by drawing attention to the crosswalk with enough time for cars to stop safely for pedestrians.

Thank you for your consideration of this important matter.

Sincerely,

Henry S. Bangser  
Superintendent of Schools

Cc: Greg Grant, Public Works Director, City of Ojai  
Kevin Ruf  
Greg Bayless, Principal, Nordhoff High School  
Dave Monson, Assistant Principal, Nordhoff High School

**Administration**

Henry Bangser, Ph.D., Superintendent  
Andrew Cantwell, Assistant Superintendent Business and Administrative Services

**Board of Education**

Linda Taylor, President  
Jane Weil, Vice President  
Kevin Ruf, Clerk  
Michael Shanahan, Member  
Thayne Whipple, Member

*Kevin F. Ruf  
Ojai Unified School District Trustee  
Box 373  
Ojai, California 93024*

March 11, 2016

To Whom It May Concern:

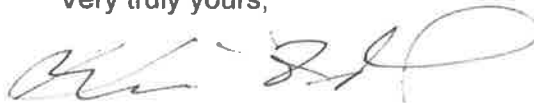
I am a current Trustee of the Ojai Unified Schools District and a parent of a Nordhoff High School freshman. In the course of my coming and going to Nordhoff this year, I have noted the scary conditions encountered by students crossing Highway 33 in front of the high school. Given the curvature of the road and the high speeds of traffic, drivers often do not appear to be aware of students crossing the road. On one occasion, my son nearly walked into the path of a speeding car which did not yield or acknowledge his presence in the cross walk.

I am grateful to learn that the City of Ojai is taking efforts to secure funds to install a Rectangular Rapid Flash Beacon (RRFB) on this crosswalk. I am familiar with the strong effect of the RRFB system because the City of Ojai has installed one in downtown Ojai. I have never witnessed a car fail to yield in the face of the flashing RRFB system – it is impossible to miss!

Reviewing available literature about RRFB systems leads to studies that have shown they can increase the percentage of yielding cars from 18% to 81%. ("An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks." FHWA Home / Safety / Intersection / Rectangular Rapid Flash Beacon. ) This would be a stunningly effective safety enhancement for our school.

I could not more strongly support the City's efforts to secure funding for this vital safety improvement. Because our school district is suffering declining enrollment and concomitant financial pressures, I do not believe we have the resources to provide this improvement ourselves. We appreciate greatly your assistance.

Very truly yours,



Kevin F. Ruf

Greg Grant, City of Ojai, Public Works Director/City Engineer

**VENTURA COUNTY SHERIFF'S DEPARTMENT**  
**West County Patrol Services**  
**Ojai Police Station**



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## MEMORANDUM

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**DATE:** 3-30-2016

**TO:** To Whom It May Concern

**FROM:** Sgt Mike Ferguson #2609

**SUBJECT:** City of Ojai Crosswalk Improvement Grant

I am the Administrative Sergeant at the Ojai Police Station and have first-hand knowledge of the numerous complaints made by Ojai City residents regarding driver's failing to yield the right of way to pedestrians, even pedestrians walking in a marked crosswalk. Just last night in the city, an elderly woman was struck by a vehicle as she was walking in a marked crosswalk. The woman is currently in an intensive care unit with fractures to her legs and bleeding on the brain. She is expected to recover, but her life will be drastically changed. The driver who struck the woman did not stop to identify themselves so I am not exactly sure the cause of the accident, but I strongly feel the driver simple did not see the elderly woman in the crosswalk.

With today's fast-paced lifestyles and our reliance on electronic devices, drivers do not always pay enough attention to their driving and jeopardize the safety of other drivers and pedestrians. I am familiar with the stretch of roadway where city officials would like to upgrade the crosswalks. The roadway is wide, four lanes with a center median, and is one of the major thoroughfares in the city. The area has a hospital, businesses, and a high school which generate a large volume of pedestrian traffic. To cross the roadway, pedestrians use marked crosswalks at uncontrolled intersections. I am aware of close calls where pedestrians, including high school students, were almost struck. From my professional experience, I feel a tragedy, such as a student being struck by a vehicle and being seriously injured or kill, is likely going to happen and it is just a matter of time.

Ben Franklin was quoted as saying, "An ounce of prevention is worth a pound of cure," which means it's easier to stop something from happening in the first place than to repair the damage after it has happened. I strongly feel that if the city would be approved for the grant, it will help prevent a student or a resident from being killed or having their lives drastically changed like the elderly woman who I wrote about earlier.

Please help the City of Ojai protect their residents, especially the children.

Thank you for your time,

Sgt Mike Ferguson