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March 25, 2025

VIA ELECTRONIC MAIL

Watsonville City Council
275 Main Street
Suite 400 (4th Floor)
Watsonville, CA 95076

Re: March 25, 2025, City Council Meeting; Agenda Item 8.b.;
Approve Agreement Between Pajaro Valley Unified School District, Ceiba
Public Schools & the City of Watsonville

Members of the Council:

The City Council will be considering approval of an agreement between the City, Pajaro Valley Unified School District (PVUSD), and Ceiba College Preparatory Academy (CEIBA) that is a predicated step for the PVUSD Board of Trustees to approve a zoning exemption at CEIBA's campus at 215 Locust Street, Watsonville.

The City is seeking the zoning exemption for its client, CEIBA, in order to evade judicial resolution of ongoing related litigation, which is scheduled for trial on May 21, 2025. If the zoning exemption is granted, the City will seek dismissal of the relevant legal case ongoing. It is to be noted that the failure of competent and moral governance by the City and the PVUSD as regards to CEIBA has been longstanding and vast.

Even though there have been a number of documents previously submitted to the governing entities concerning the CEIBA issue, the analysis has still been lacking a number of critical components. Itemization of the relevant missing components is as follows:

1. **Systematic omission** of railroad and industrial hazards in staff reports, maps, and traffic studies.
2. **Documented student injuries** at unstudied, noncompliant crosswalks and railroad crossings near CEIBA— requiring emergency airlifts for two students.
3. **Failure to comply with** the California Department of Education Siting Guidelines and to secure comments from state authorities despite multiple railroad crossings, a state highway, and truck routes adjacent to the school.
4. **Undisclosed conflicts of interest** involving the Santa Cruz County Regional Transportation Commission, CEIBA, City, and PVUSD officials, including dual roles that compromised safety.
5. **Brown Act violations/procedural issues** tied to closed-session negotiations over the zoning exemption, including, but not limited to, CEIBA violating its Bylaws for its Zoning Exemption letter to the PVUSD.
6. **Ongoing safety and code enforcement failures** ignored for over a decade by five different city managers and three different PVUSD superintendents.

Enclosed is a document entitled “Defects of the Traffic Analysis for Ceiba College Preparatory Academy in Watsonville, California,” dated March 20, 2025 which includes related attached Appendices. The document is provided to address and remedy the analytical lacuna.

Respectfully,

A handwritten signature in black ink, appearing to read 'Marta Bulaich', with a stylized flourish at the end.

Marta Bulaich

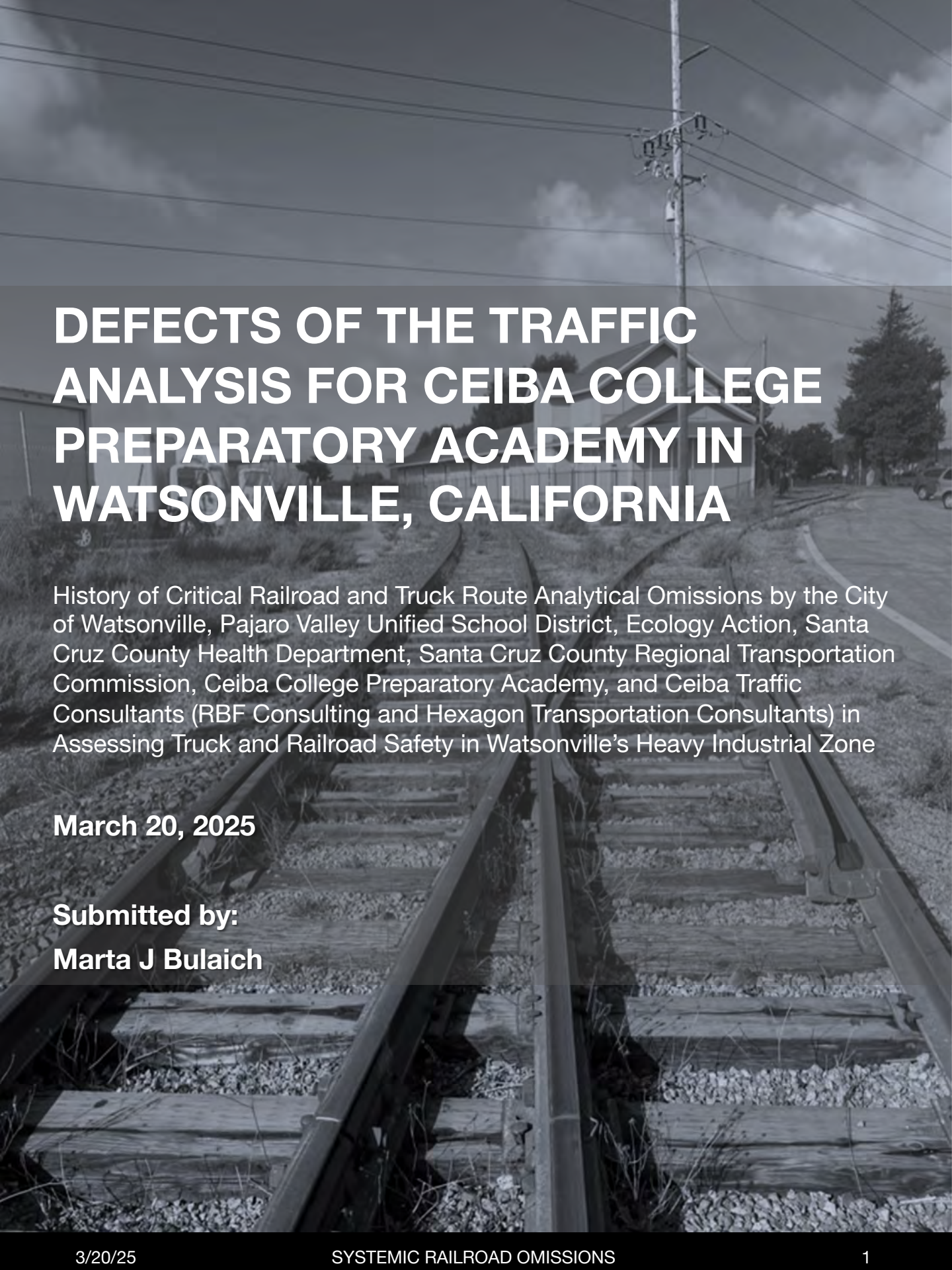
Watsonville City Council

March 25, 2025

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Attachments:

- (1) Defects of the Traffic Analysis for Ceiba College Preparatory Academy in Watsonville, California, dated March 20, 2025
 - (a) Appendix I - Failure of the Pajaro Valley Unified School District (PVUSD) to Competently Govern CEIBA Charter School
 - (b) Appendix II - Traffic Reports
 - (c) Appendix III - Railroad Correspondence from 2013-2015
 - (d) Appendix IV - City of Watsonville Staff Reports
 - (e) Appendix V - CEIBA Ongoing Conditions of Approval Violations
 - (f) [YouTube Video Link to CEIBA's Reckless Bus Procedures \(Once Upon a Time in Watsonville\)](#)



DEFECTS OF THE TRAFFIC ANALYSIS FOR CEIBA COLLEGE PREPARATORY ACADEMY IN WATSONVILLE, CALIFORNIA

History of Critical Railroad and Truck Route Analytical Omissions by the City of Watsonville, Pajaro Valley Unified School District, Ecology Action, Santa Cruz County Health Department, Santa Cruz County Regional Transportation Commission, Ceiba College Preparatory Academy, and Ceiba Traffic Consultants (RBF Consulting and Hexagon Transportation Consultants) in Assessing Truck and Railroad Safety in Watsonville's Heavy Industrial Zone

March 20, 2025

**Submitted by:
Marta J Bulaich**

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- 2 TRAFFIC REPORTS**
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- 4 CITY OF WATSONVILLE STAFF REPORTS**
- 5 VIOLATIONS OF CEIBA'S CONDITIONS OF APPROVAL (MAY 2023)**



INTRODUCTION

Ceiba College Preparatory Academy (CEIBA) is a children's charter school serving students in grades 6-12. It commenced its operations at the property located at 260 W. Riverside Drive, Watsonville, California, pursuant to a temporary ten-year Use Permit issued in 2013 by the Watsonville Planning Commission. **That permit was predicated on falsified zoning administration conducted by the City of Watsonville (CoW) and, as a result, is illicit and legally tenuous.** Among the numerous significant deficiencies in the planning process was the determination by CoW Staff (City Staff) to classify children's schools as a permitted use within an industrial-zoned district in direct violation of the CoW's own zoning ordinance. This action was undertaken without conducting the requisite state-mandated environmental review to assess significant impacts, as prescribed by applicable law, including receiving comments from Caltrans and the CPUC. Consequently, CEIBA was permitted to establish its educational facility within an industrial-zoned district, situated distant from the residential zone centers of the city, where the majority of its student population resided. Any students walking or bicycling to school and back home **would be traversing railway lines, a highway, heavy truck routes, industrial loading areas, and high-power transmission lines.** Access to the school site was structured through a driveway on a crowded narrow street adjacent to industrial uses.

In a memorandum dated February 4, 2022, Watsonville City Planner Justin Meek subsequently determined that the Watsonville Planning Commission **lacked the requisite authority to approve the Special Use Permit issued to CEIBA.** Furthermore, examination of CoW documentation, public school authority assessments, public recitals, CEIBA's traffic analyses, and Safe Routes to School plans reveals systemic omissions or failures to identify, analyze, and address critical factors, including **the presence of railroad lines, dangerous railroad conditions at Highway 129 and Walker Street, designated truck routes, and utility infrastructure.** Public school authorities consisting of the Pajaro Valley Unified School District (PVUSD), the Santa Cruz County Office of Education (SCCOE), and the Monterey County Office of Education (MCOE), consistently disregarded or deflected complaints regarding hazards and adverse impacts resulting from CEIBA's illicit entitlement (See Appendix I). Notably, the PVUSD either lost or destroyed relevant public documents concerning the hazardous siting of CEIBA within a heavy industrial zone. Within the PVUSD's jurisdiction, four schools are located within 1,500 feet of a railroad, yet the district's website provides no safety guidelines or protocols pertaining to any of these facilities.

SYSTEMIC OVERSIGHT BY GOVERNING AUTHORITIES OF RAILROAD CROSSINGS AND TRUCK ROUTES NEAR CEIBA

CoW, PVUSD, and CEIBA omitted mention of railroads in documentation, staff reports, traffic studies, public recital, safety studies used to approve operations of CEIBA, a children's charter school, in the heavy industrial zone (See Appendix IV.) By use of illicit zoning administration, CEIBA was sited one block from **Walker Street, a truck route with several railroad crossings (RXR):**

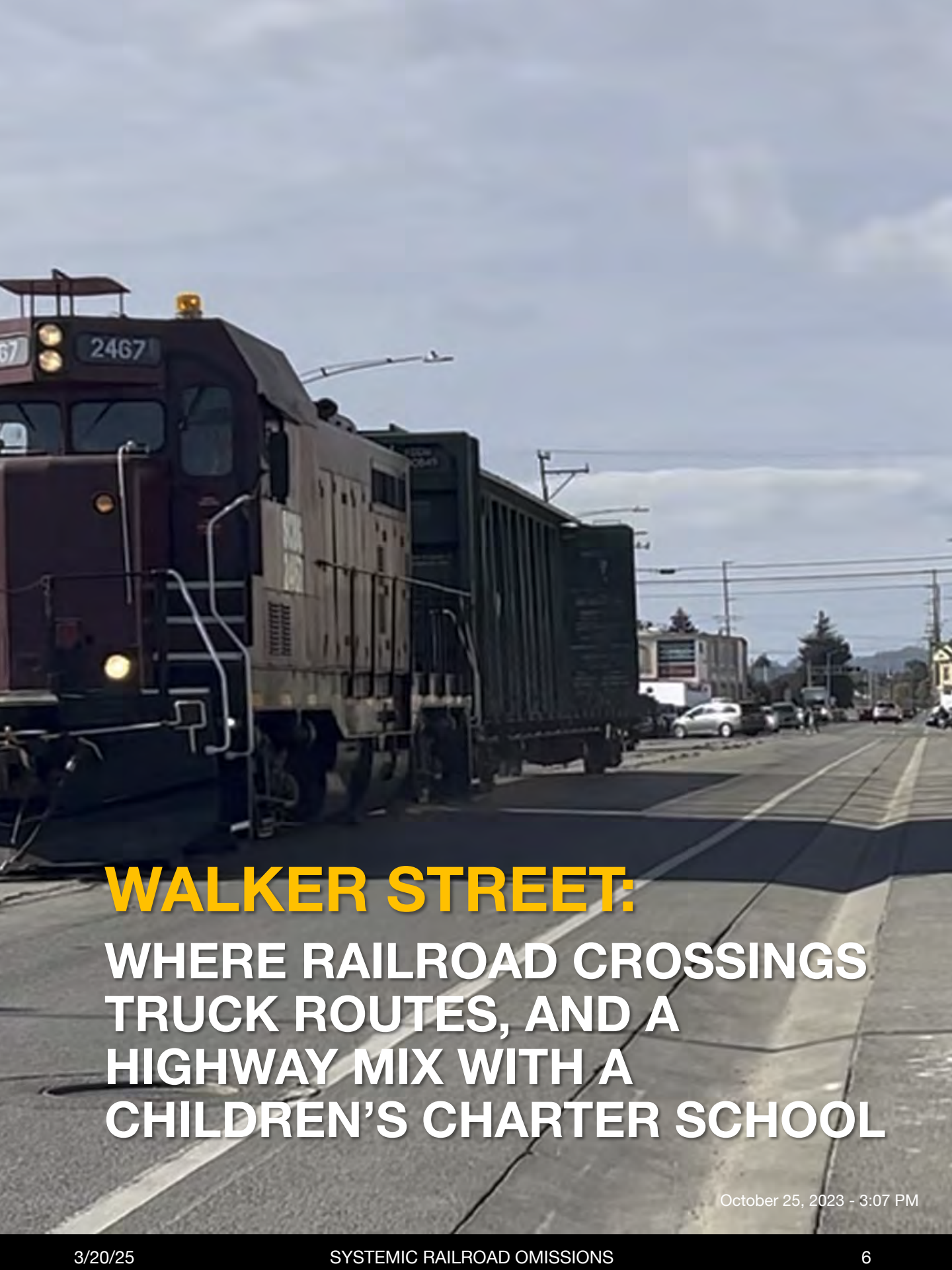
1. **752372T** Walker and Front Street: This railroad trestle, located in a high-crime area, is trespassed daily by students and poses serious safety risks;
2. **752375N** Walker and Highway 129: an intersection with a State Highway; CPUC was involved in mitigating long existing dangerous rail conditions at this location in June 2015;
3. **752376V** Walker and Second Street: A busy truck intersection that was never studied, though it is an inevitable "Safe Route to School" for CEIBA;
4. **752379R** Walker and Beach Street: An intersection where students, often on mobile phones, walk along railroad tracks, increasing vulnerability;
5. **752379R, 752361F, 752384M** Walker Street and Lake Avenue, and Kearney Street: Three railroad crossings (and a noncompliant crosswalk connected to the railroad), which CEIBA students cross daily.

This illicit approval was **fast-tracked by CoW Staff at the encouragement of a CoW Council Member (who was also a PVUSD administrator creating an egregious conflict of interest)** and proceeded without:

1. Compliance with the California Environmental Quality Act (CEQA);
2. Mandatory comments from county or state authorities overseeing railroads and highways, high power transmission lines, gas lines, chemicals, and toxic sites.
3. Adherence to California Department of Education Siting Guidelines;
4. Compliance with Watsonville's Zoning Code;
5. A complete, valid traffic study that addressed the railroad and truck routes; and
6. Knowledge of dangerous rail conditions on Walker Street.

The preceding information is context for the next sequence of defective procedure. In 2020, the California Department of Transportation (Caltrans) funded a major research project to analyze traffic issues around local schools and to make capital improvement recommendations for benefit of student pedestrians and bicyclists. That project culminated in a final report called the Watsonville Complete Streets to School Plan (Complete Streets Plan) conducted by Ecology Action (a local non-profit organization), CoW, PVUSD, and Santa Cruz County Health Department. Although the Complete Streets Plan was approved in February 2020 by PVUSD and CoW, it did not competently address railroad and truck routes. A detailed analysis of the defects of the Complete Streets Plan follows in the succeeding sections of this report.

In the following sections, frequent reference will be made to a field of research which identifies and recommends walking and bicycle paths for optimizing student safety. That field is known as "Safe Routes to School" (SRTS), and the walking and bicycling paths are known as "Safe Routes to School Plans." Oftentimes, government officials will refer to recommended walking and bicycle paths simply as SRTS for brevity of communication.



WALKER STREET:
WHERE RAILROAD CROSSINGS
TRUCK ROUTES, AND A
HIGHWAY MIX WITH A
CHILDREN'S CHARTER SCHOOL

October 25, 2023 - 3:07 PM

Railroad freight service is important for businesses in Watsonville, California.



Former Watsonville Community Development Director Suzi Merriam said that businesses in Watsonville would suffer if the freight service was lost and said that transporting hazardous substances is safer by rail than over land by truck.

- [Pajaronian \(June 14, 2018\)](#)

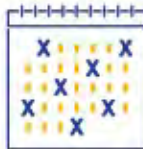
Railroads are also dangerous, especially to children and teens, which is why they are sited in heavy industrial zones.

Kids and Railroad Safety



The Facts

A child dies every 5 days as a result of being struck by a train. (Ages 0-19)



Teens ages 15-19 are at greatest risk of being injured or killed — nearly 4 times greater than kids ages 10-14, and nearly 6 times greater than kids ages 5-9.



Boys are nearly 3 times as likely as girls to be fatally struck by a train.



More children are getting hurt in the hours immediately following school dismissal and after school activities.

Despite the Facts

71% of parents were not concerned about their teen being hit by a train.



7 in 10 parents did not recognize "walking on, near, or along train tracks" as trespassing.



Half of parents admit to taking risks around railroads, such as walking along train tracks and driving around gates.



Less than half of parents (47%) have had a conversation with their children about rail safety.



ReTrain Your Brain

- Only cross train tracks at a designated crossing.
- If lights are flashing or the gate is down at a railroad crossing, wait for the train to pass completely, for the gates to lift and for the lights to stop flashing before crossing the tracks.
- Allow enough space for your vehicle to completely clear the entire railroad crossing, not just the tracks, before you attempt to cross.
- If you are using a cell phone, headphones or a game, remember: Heads Up, Devices Down when you cross the tracks.
- Don't be tempted to walk along the train tracks. It might be a shortcut, but it is dangerous.



SAFE
KIDS
WORLDWIDE

Source: [Safe Kids Worldwide](https://www.safekids.org/)

The City of Watsonville, PVUSD, and CEIBA were readily aware of Walker Street dangers including rail disrepair and truck routes near CEIBA when the City did a CEQA exemption in 2013 for CEIBA without comment from Caltrans or the CPUC.

The City of Watsonville was also aware of noncompliant crosswalks going into railroad property when it granted CEIBA a Zoning Amendment and Special Use Permit in 2023.

CoW, PVUSD, RTC, and Caltrans were aware of dangerous railroad conditions when CEIBA was allowed to illegally operate in 2013 (See Appendix III – Railroad Emails)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

February 26, 2014

Jeffrey Weeks
General Manager
Santa Cruz & Monterey Bay Railway (Iowa-Pacific Holdings)
11 Alexander Street, Suite H
Watsonville, CA 95076

RE: FAILING TRACK ACROSS STATE ROUTE 129 AT WALKER STREET

This letter is regarding the railroad you operate at the State Route 129 intersection with Walker Street in the city of Watsonville, CA. The track at this location is in a state of disrepair and requires restoration. The Caltrans Area Superintendent and the Engineer for the City of Watsonville have discussed this location and the need for repair in August 2013 and most recently in January.

Caltrans is willing to assist by paving back the failed concrete sections to either side of the tracks with hot mix asphalt and return the State highway to a safe and stable condition. Presently, however, these tracks are loose and visibly moving under traffic. The tracks must be stabilized as they are presenting a risk to vehicles crossing them, and this instability makes sustainable highway repair impossible. Since Caltrans is not liable or responsible for the tracks, we are requesting that you perform the track work as soon as possible.

You may contact and coordinate your work directly with Tom Barnett:

Tom Barnett, Caltrans Maintenance Area Superintendent
195 Capitola Road Extension
Santa Cruz, CA 95065
Tom.Barnett@dot.ca.gov
831-476-1351

If you have any other questions, Lance Gorman will be happy to assist you and he can be reached at (805) 549-3315.

Sincerely,



TIMOTHY M. GUBBINS
District Director

c: George Dondero, SCCRTC
Steve Palmisano, City of Watsonville Director of Public Works and Utilities

"Caltrans improves mobility across California"

CoW was aware of the railroad's dangers and should have addressed railroads in Staff Reports regarding CEIBA's illicit zoning



City of Watsonville - City Gov't

August 18, 2015

City of Watsonville

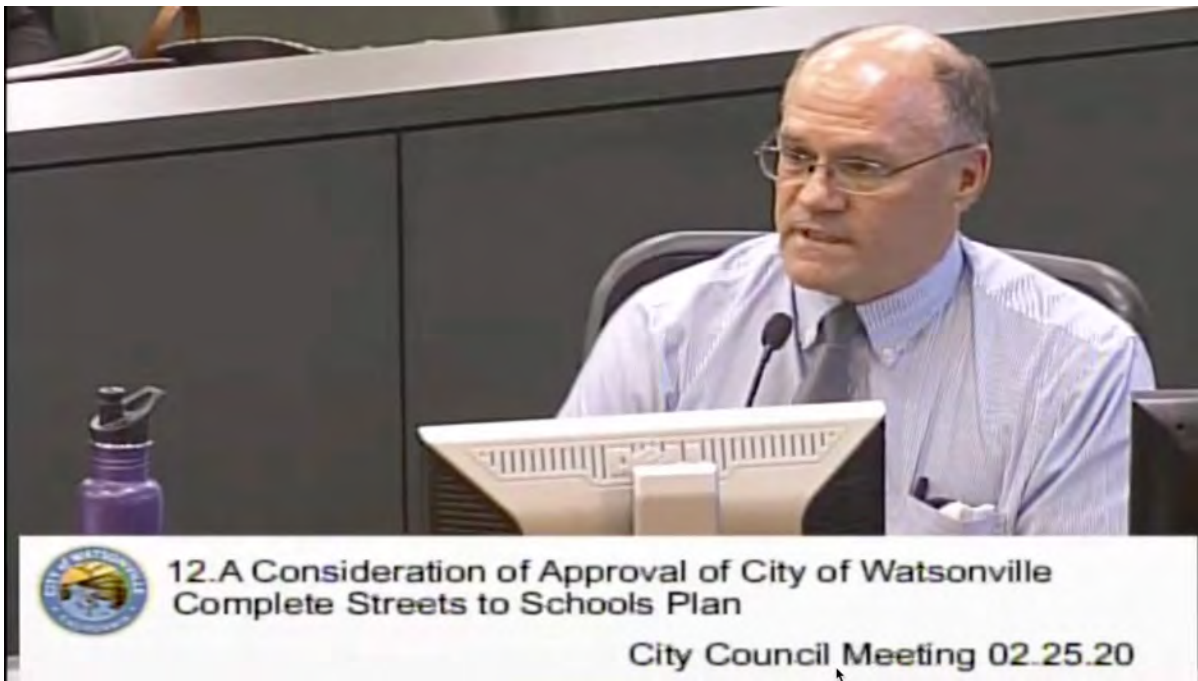
Traffic Delays on Tuesday and Wednesday on Riverside Drive @ Walker. Granite Rock is removing the rails, ties, and concrete panels in the westbound lanes and filling the void with asphalt. They are under contract with Iowa-Pacific Railroad to perform the work. Caltrans is providing traffic control.

Be aware!! The railroad crossing arms are not working during the construction. The train comes through this crossing twice each day. There will be a flagman stopping traffic while the train crosses Riverside Drive (SR 129). Be aware and stop for the flagman!



6

1 share



City of Watsonville's Admission of Noncompliant Crosswalk Going Into Driveway (but Staff never mentions the "railroad").

"W. Lake and Walker would need additional improvements in order to bring it up to current standards. So, along with the high visibility crosswalks, we would need to install curb ramps on each sides and develop pedestrian facilities on the west side of Walker.

Otherwise, we're developing a noncompliant facility....
[Emphasis added]

Murray Fontes

Watsonville City Principal Engineer

[February 25, 2020 City Council](#) [Video is at 5:04] on Noncompliant Crosswalk Dangers for CEIBA Students Along Walker Street

**Citizens, industrial stakeholders,
and a licensed traffic engineer
documented the dangers of the
railroad and truck routes.**

Pajaro Valley Cold Storage Company

(831) 722-9791 FAX: (831) 722-9805

175 Second Street
Watsonville, California 95076

February 27, 2023

Watsonville City Council

Public Comment Re: Ceiba Academy General Plan and Zoning amendment: Item 3a

Dear city council members,

I write this letter on behalf of the ownership of the Pajaro Valley Cold Storage Co. While we agree with the mission and goals of Ceiba College Preparatory, located at 215 Locust Street, we are strongly opposed to the proposal to amend the General Plan of the City of Watsonville and the industrial zoning designation of the current site of Ceiba. Allowing the school to remain in its currently location continues to risk the safety and well-being of both students and staff.

Ceiba Prep. currently sits in the center of an area zoned for industrial use and currently contains over 10 locations operating as cold storages or food processing facilities, with an average capacity of over 10,000 pounds of Ammonia refrigerant at each facility. In the event of any accidental discharge of Ammonia, due to earthquake, fire, maintenance or mechanical failure, there is a risk of lung damage and possibly even death to those exposed to the resulting gas cloud.

Another concern with the school residing in an industrial area is related to the amount of vehicle traffic surrounding the area. On average, it is estimated that over 200, 10 and 18 wheeled trucks, traverse both Riverside Drive (129) and Walker Street on a daily basis, with parents using the shoulder of Riverside Drive as a drop off and pick up zone, the risk of great bodily injury or death is present each and every morning and afternoon. In addition to the trucks, there is also train traffic on Walker Street, which is an *uncontrolled rail crossing* at Walker Street and Second Streets, students on their way to and from school cross at their own risk.

Lastly, the industrial operations in this area employ thousands both on site and in related activities, i.e. field work transportation and the like. These operations contribute greatly to the local economy and any rezoning of industrial areas, to neighborhood/public/institutional, could negatively affect community resources.

Planning and the council should examine closely the best way(s) to address the current zoning designations in regards to adhering to the General Plan, allowing schools in an industrial use zone is not a good fit.

Thank you for your consideration,



Peter Bobeda, General Manager Pajaro Valley Cold Storage Co.

A. CEIBA WAS ILLEGALLY SITED WITHIN 1,500 FEET OF FOUR RAILROAD CROSSINGS; NEAR OTHER RAIL CROSSINGS/DANGERS



Railroad Crossings and Dangers:

1. 752372T at the intersection of Walker and Front Streets
2. 752375N at the intersection of Walker and SR 129
3. 752376V at the intersection of Walker and Second Streets
4. 752379R at the intersection of Walker and Beach Road
5. 752379R and noncompliant crosswalk that goes to rail
6. 752361F private crossing along Walker past W. Lake Avenue
7. 752384M private crossing along Walker near Kearney Street
8. 752386B across Kearney Street, near Walker Street

A-1. Railroad Crossing 752372T Walker & Front Streets Railroad Trestle, Railroad Crossing Sign



Photos of the Railroad Crossing 752372T at the intersection of Front and Walker Streets.

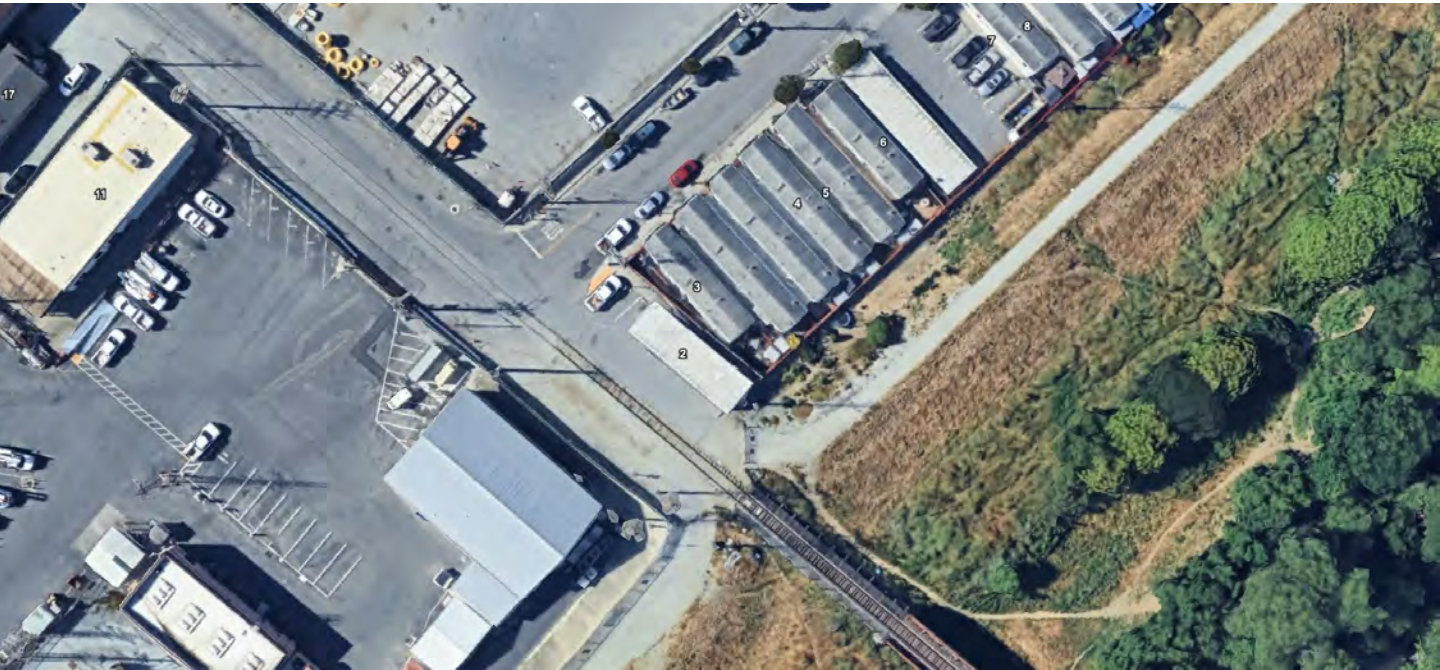


There is a railroad crossing sign at the northeast corner of the intersection.

1. Railroad Crossing 752372Y

Intersection of Walker & Front Streets

Industrial Zone and Railroad Trestle



Google Earth View of the Railroad Crossing 752372T at the intersection of Front and Walker Streets.

The railroad crossing at Front and Walker Street is adjacent to a PG&E substation on the west side of Walker, an equipment parking area for the utility on the east side of Walker Street; a mobile home park in an industrial zone along Front Street, East of Walker Street; and a railroad trestle crossing the Pajaro River.

CEIBA students trespass the railroad via this trestle across the Pajaro River near critical industrial infrastructure, heavy use by semi-trucks, and known criminal activity stemming from the homeless encampments along the levee.

To date, no study has ever been done by the CoW, PVUSD, CEIBA to protect underserved populations who have been provided defective Safe Routes to School plans, as well as industrial stakeholders, who are not expecting children in a heavily trafficked truck area near a railroad.

1. Railroad Crossing 752372T

Intersection of Walker & Front Streets

Industrial Zone Uses and Trestle

**Northwest Corner
PG & Substation and**



**Northeast Corner
Construction Materials and
Truck Storage Lot**



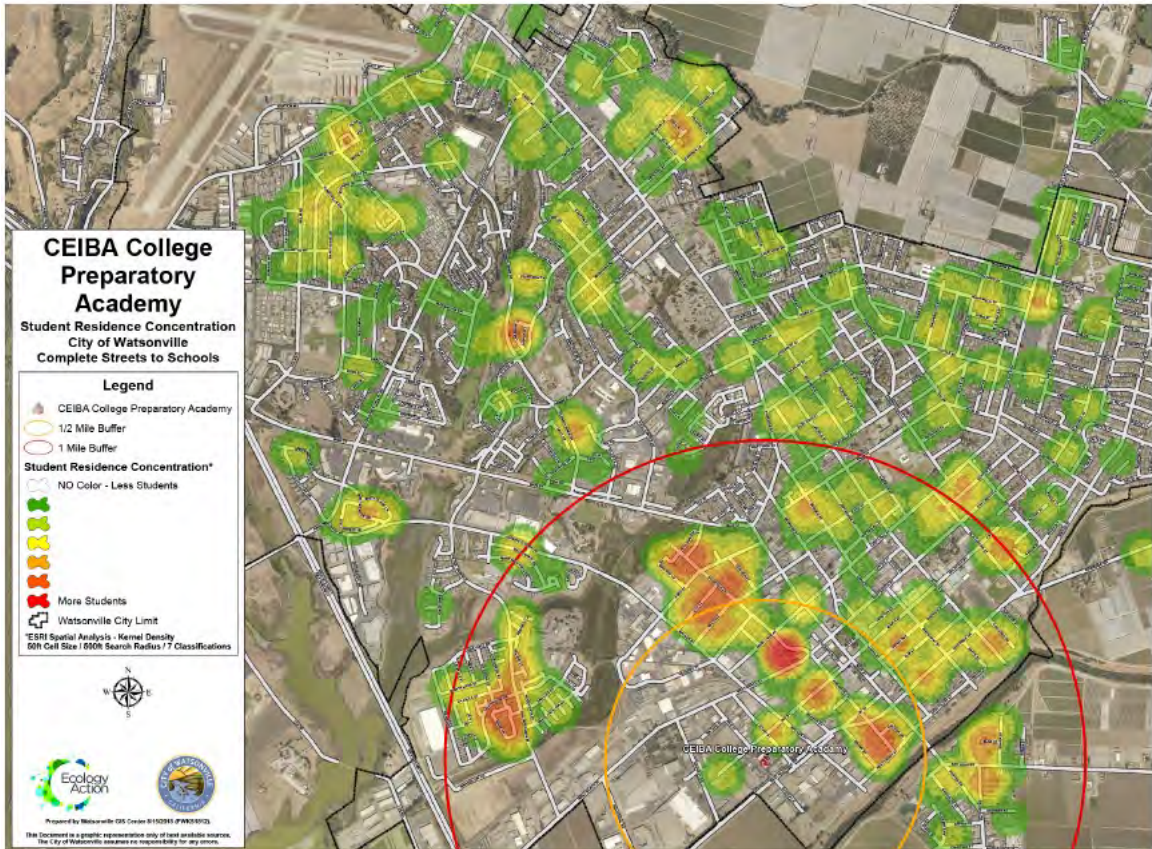
**Southwest Corner
Railroad Trestle**



**Southeast Corner
Manufactured Mobile Homes**



1. Railroad Crossing 752372T Walker & Front Streets CEIBA Students Trespass on Trestle



This 4-year-old map shows some CEIBA students live on Front Street and would have to cross railroad tracks to walk to/from school. Students that reside in Pajaro would likely cross a railroad trestle. At no point did the CoW-PVUSD-SCCHD-Ecology Action walking audits in the Complete Streets mention this. RTC “appears” completely unaware of this.

In California, it is illegal and unsafe for anyone, including children, to cross railway trestles or other railway tracks outside of designated pedestrian crossings. Trespassing on railroad property is against the law, and railway companies often post signs prohibiting entry to these areas.

Railroads and trestles are considered private property, and individuals who cross them without permission can be subject to legal penalties, including fines. Additionally, it is extremely dangerous, as trestles are often narrow, with little space to avoid an approaching train. Under **California Penal Code 369i**, entering or remaining on railroad property without authorization is considered trespassing.

1. Railroad Crossing 752372T Walker & Front Streets Students Trespassing on Trestle



Three CEIBA students crossing the railroad trestle at Walker Street, an area plagued by heavy drug use, crime from the nearby homeless encampment, and even homicides



There are no railroad safety guidelines in CEIBA's Safe Routes to School, website, Comprehensive School Safety Plans (CSSPs), nor the PVUSD's website.

1. Railroad Crossing 752372T

Walker & Front Streets

Dangers of Trestle Crossing



Google Earth view of the railroad bridge spanning the Pajaro River (~0.11 miles distance)

Crossing the Trestle

The Pajaro Bridge crossing is inherently unsafe for CEIBA students. Spanning approximately 0.11 miles from the Walker Street levee to the Pajaro levee, the trestle is part of an active freight train route. Designed exclusively for trains, railroad trestles are not intended for pedestrian use and present serious hazards.

Lack of Escape Routes: The trestle offers no safe areas for students to avoid trains, creating an immediate life-threatening risk.

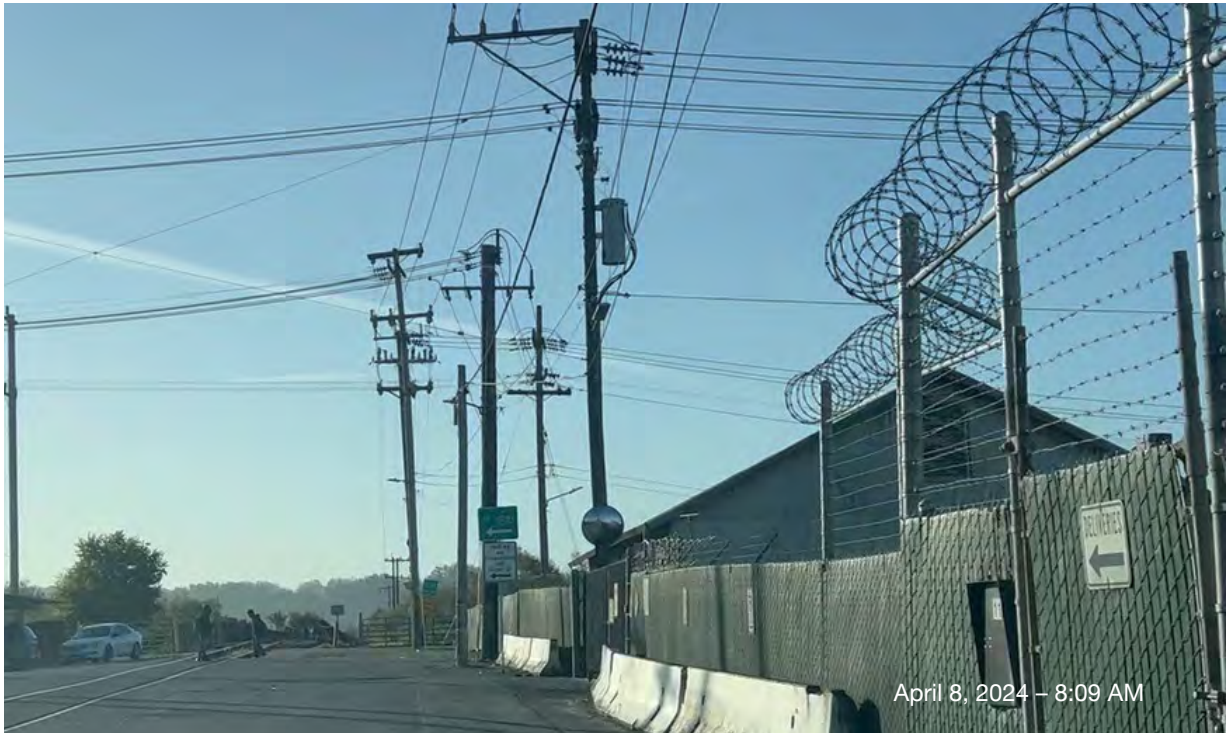
Limited Visibility: Students may be unable to detect an approaching train, especially if wearing headphones, heightening the danger of a sudden collision.

Trip and Fall Risks: The surface of the trestle contains gaps and uneven footing, increasing the likelihood of falls and severe injury.

Nearby Crime: The area around the trestle is known for violent crime and heavy drug use, further compromising student safety.

This situation presents a critical risk, and an urgent diagnostic review should be conducted to address the immediate hazards systemically ignored by CoW, PVUSD, CEIBA, Ecology Action, SCCHD, and RTC.

1. Railroad Crossing 752372T Walker & Front Streets Students Loiter Along Railroad Tracks



CEIBA students loitering around railroad tracks near trestle on way to school.



1. Railroad Crossing 752372T Walker & Front Streets Freight Trains are Wider than Tracks



Freight train width pose dangers for trespassing pedestrians

Width of Freight Trains

The freight car in the above photo demonstrates the width of railcars relative to the trestle. Any CEIBA student walking along the trestle would likely not be able to escape injury from the train.

A typical freight train car is **3 to 4 feet wider** than the rails it runs on. Standard railroad tracks (known as standard gauge) are 4 feet, 8.5 inches wide, while the width of a freight car is usually around **9 to 10 feet**. This means that each side of the freight car extends approximately **1.5 to 2.5 feet** beyond the rails, making it particularly dangerous for anyone walking along a trestle since there would be very little room, if any, to stand safely if a train were to approach.

1. Railroad Crossing 752372T Walker & Front Streets Heavy Semi-Truck Traffic Here



Semi-truck traffic on this segment of Walker Street, which has several industrial uses including a power transmission plant, roofing supply distributor, a vinegar factory, product packaging business, and warehouses with heavy truck traffic

2. Railroad Crossing 752375N Walker Street and State Highway 129 Students Mixing with Highway-Rail Crossing



Google Earth view of intersection that shows railroads and RXR signage on the pavement and industrial uses.

There is railroad crossing at Walker Street and Highway 129. Highway 129 is heavily trafficked by semi-trucks as this is the heart of the industrial zone. The rail is adjacent to Mizkan (a vinegar plant) on the southeast corner; L&W (a supplier of commercial building materials) on the northeast corner; Berry Pack (product packaging business site on the southwest corner), and Dixon Tires, an automotive services company on the northwest corner, which is adjacent to a toxic site at 135 Walker Street.

In defiance of the Conditions of Approval, Parent Handbook, and even CEIBA's substandard Safe Routes to School plans, parents drop off and pickup CEIBA students all over this area. Students jaywalk, often with headsets, and ride bicycles without helmets while talking on mobile devices.

During the time of CEIBA's illicit permit approval in 2013, the rail was in great disrepair and presented dangerous conditions (See Appendix III). The CPUC was involved in mitigating these in 2015.

The intersection has also had multiple vehicle accidents. This area was never properly addressed in the draft, unsigned RBF Traffic study submitted by CEIBA that was used by the COW and PVUSD in a critical land use decision (See Appendix II).

2. Railroad Crossing 752375N Walker Street and State Highway 129 Four Industrial Uses at Intersection

**Northwest Corner
Dixon Tires and Toxic Site at
135 Walker Street**



**Northeast Corner
L&W Construction and PV
Cold Storage**



**Southwest Corner
Berry Pack**



**Southeast Corner
Mizkan Vinegar Factory**



2. Railroad Crossing 752375N Walker Street and State Highway 129 There are only two crosswalks



CEIBA's COW-approved Safe Routes to School, where parents were instructed to drop off and pickup students along the state highway. There is a "No Ped Crossing" sign for the eastern leg of the intersection

2. Railroad Crossing 752375N Walker Street and State Highway 129 Students Cross Railroad, Even With Headset



CEIBA student crossing railroad at Walker Street and State Highway 129 next to an unhoused encampment resident on a bicycle



CEIBA student wearing headset while crossing railroad at Walker Street and State Highway 129

2. Railroad Crossing 752375N Walker Street and State Highway 129 This is NOT a Safe Route to School

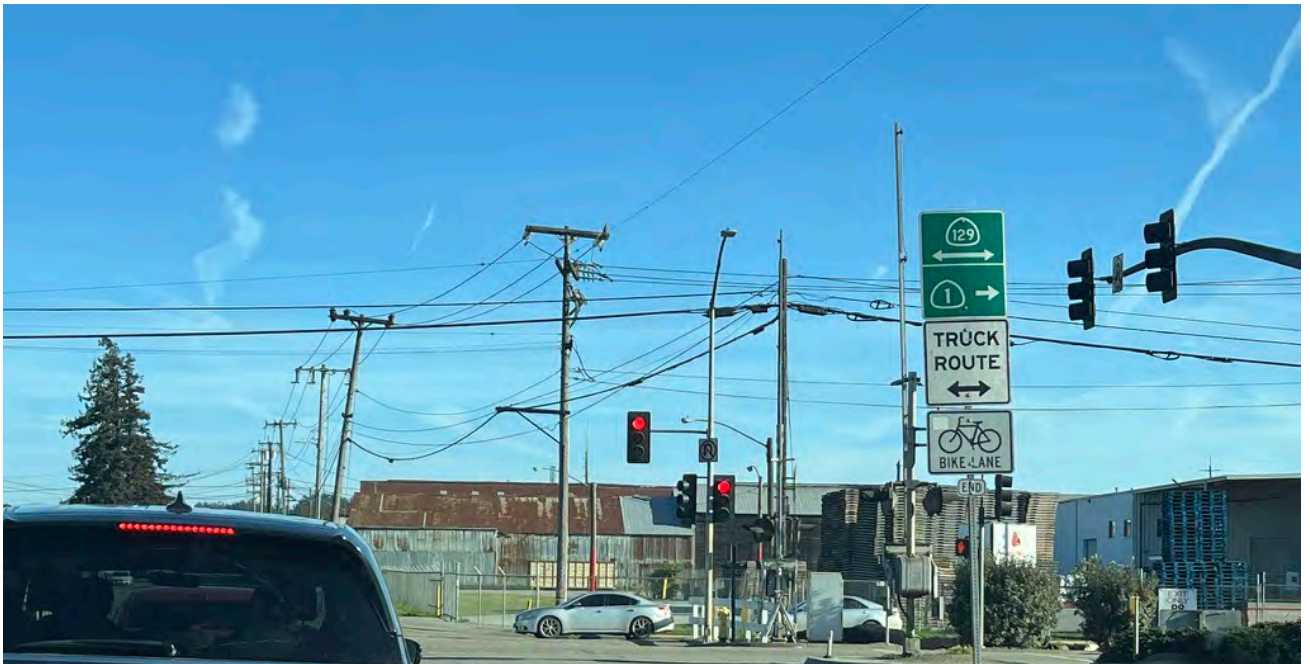


CEIBA students along Walker Street in the industrial zone towards Highway 129 where there is a railroad and significant truck traffic

2. Railroad Crossing 752375N Walker Street and State Highway 129 Trespassing/Violations of COA/Handbook



Typical pick-up/drop-off for CEIBA students on Walker Street on private property of industrial use



CEIBA parents park at First Street/Walker Street barricade to pick-up/drop-off students

2. Railroad Crossing 752375N Walker Street and State Highway 129 Semi-Trucks Must Stop for Students Daily



CEIBA student crossing Highway 129, near the railroad, with a semi-truck turning left to go westbound. This is CEIBA's approved Safe Routes to School plan. [\[VIDEO\]](#)



CEIBA student crossing Highway 129, near the railroad, with a semi-truck turning right to go westbound. This is CEIBA's approved Safe Routes to School plan.

2. Railroad Crossing 752375N Walker Street and State Highway 129 Students Ignore Railroad Gates



CEIBA students walking through railroad intersection while crossing gates are down and lights are flashing

2. Railroad Crossing 752375N Walker Street and State Highway 129 Bicyclist on Phone/No Helmet/On Sidewalk



CEIBA bicyclist violating state law wearing no helmet, violating municipal code riding on sidewalk, and crossing railroad intersection at State Highway while using a mobile phone



2. Railroad Crossing 752375N Walker Street and State Highway 129 Students Cross Railroad While on Phone



2. Railroad Crossing 752375N Walker Street and State Highway 129 CEIBA Student Waiting for Pick-up at corner of industrial intersection



CEIBA students waiting to be picked up at the northeast corner of the railroad intersection

2. Railroad Crossing 752375N Walker Street and State Highway 129 Typical Intersection Traffic



Typical traffic at the intersection.

2. Railroad Crossing 752375N Walker Street and State Highway 129 Dangerous Intersection; Many Accidents

Major injuries reported in Riverside Drive crash

BY TARMO HANNULA - July 24, 2023 3096



Photo: Tarmo Hannula/The Pajaronian

A man was seriously injured and a woman and two children suffered minor to moderate injuries in a two-vehicle crash Sunday on Riverside Drive.

**Railroad
Crossing
752375N
Intersection of
Walker and SR
129**

3. Railroad Crossing 752376V Walker and Second Streets Intersection of a Truck Route and Railroad



Railroad crossing at Second and Walker (Truck Route). This is where a CEIBA bicyclist was injured, which accident was witnessed by a City of Watsonville employee.

3. Railroad Crossing 752376V Walker and Second Streets Dangerous Intersection NOT Studied



Railroad crossing at Second and Walker

Railroad crossing **752376V** is at Walker Street and Second Street. This is a truck route and a minor arterial that is heavily trafficked by semi-trucks. As part of CEIBA-related analysis, a traffic safety study was never conducted for this intersection, although it is a likely trajectory to CEIBA's SRTS path. Suspiciously, the RBF Traffic Report evaluated the Rodriguez and Second Street intersection, but not Walker and Second Street.

There is a railroad crossing sign on the pavement, railroad signs and lights. There is only one eastbound crosswalk, but CEIBA students cross on both sides.

PV Cold Storage is on the southeast corner; an automotive service on the northeast corner; a transportation services lot on the southwest corner, and Revelry, **a cannabis travel accessories manufacturer and distributor**, on the northwest corner.

CEIBA parents routinely drop-off and pick-up CEIBA students all over this area in violation of Conditions of Approval, Parent Handbook, and CEIBA's SRTS plans. Only one crossing guard is posted here, who appears to be untrained, recklessly stepping in front of semi-trucks driving the speed limit. Students ride bicycles without helmets.

During the February 28, 2023 Council Meeting, PV Cold Storage opposed CEIBA's siting in the industrial zone **with a letter describing the dangers of the railroad** and an oral recital noting the daily hazards of CEIBA students dodging traffic on Walker Street.

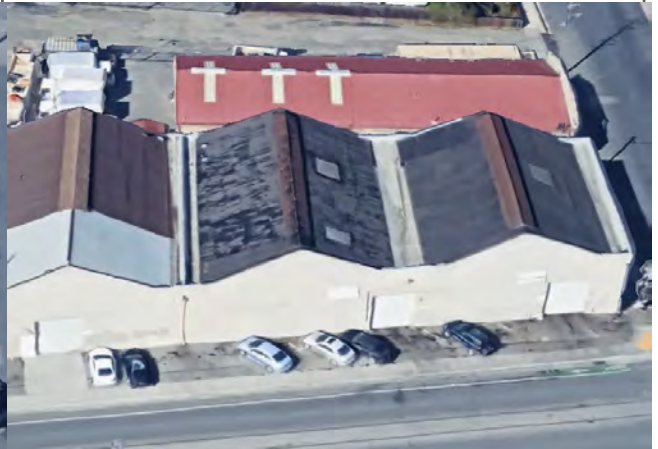
Three months later, a CEIBA bicyclist t-boned a pick-up truck in the middle of the railroad crossing.

3. Railroad Crossing 752376V Walker and Second Streets Four Industrial Uses

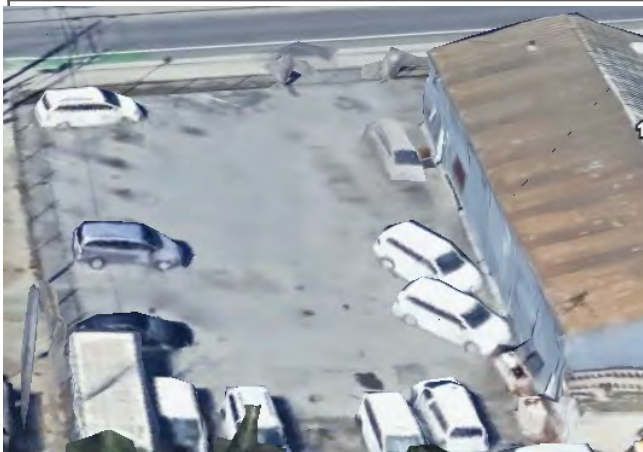
Northwest Corner
Revelry Cannabis
Accessories Mftg/Distributor



Northeast Corner
Automotive Services



Southwest Corner
Courtesy Cab Operations



Southeast Corner
PV Cold Storage
No Ped Crosswalk



3. Railroad Crossing 752376V Walker and Second Streets CEIBA Traffic Backs Up Over Railroad



CEIBA's campus is too small to handle the vehicle traffic causing a hazard on the railroad with cars backed up on Second Street past Walker Street, an unstudied dangerous railroad intersection.



Traffic backed up south on Walker Street due to CEIBA school traffic; CEIBA students preparing to cross railroad with no crossing guard.

3. Railroad Crossing 752376V Walker and Second Streets Parents Drop-off/Pick-up in Bicycle Lane



Typical pick-up/drop-off for CEIBA students all over the industrial zone including on Walker Street. This parent parked in the bicycle lane, waiting to pick up a student. This is within view of the Crossing Guard who does nothing, which is a Violation of the Conditional Use Permit.

3. Railroad Crossing 752376V Walker and Second Streets No Visibility of Poorly Trained Xing Guards



Crossing Guard is difficult to see by oncoming traffic, making the intersection more dangerous.



CEIBA's crossing guard is difficult to see behind a truck, creating confusion for traffic at a 2-way stop.
To find the crossing guard, look for the feet underneath the truck.

3. Railroad Crossing 752376V Walker and Second Streets Xing Guard Reckless with Semi-Trucks



Semi-truck driving along a designated truck route has to brake suddenly due to CEIBA's crossing guard dangerously stepping in front of it. This is a common occurrence on Walker Street. [WATCH VIDEO](#)

3. Railroad Crossing 752376V Walker and Second Streets Truck Route Impacted by Student Crossings



General truck traffic when students are crossing.

3. Railroad Crossing 752376V Walker and Second Streets CEIBA traffic contributes to dangers



CEIBA traffic backup leads to vehicles driving around northbound cars



Train operates while students present. No railroad safety guidelines by COW/PVUSD/CEIBA.

3. Railroad Crossing 752376V Walker and Second Streets Truck route traffic with school children



Typical CEIBA crossing at the railroad tracks.

3. Railroad Crossing 752376V Check Railroad Number Intersection of Walker and Second Streets



No Crossing Guards; students use section that is NOT for PED Crossing.

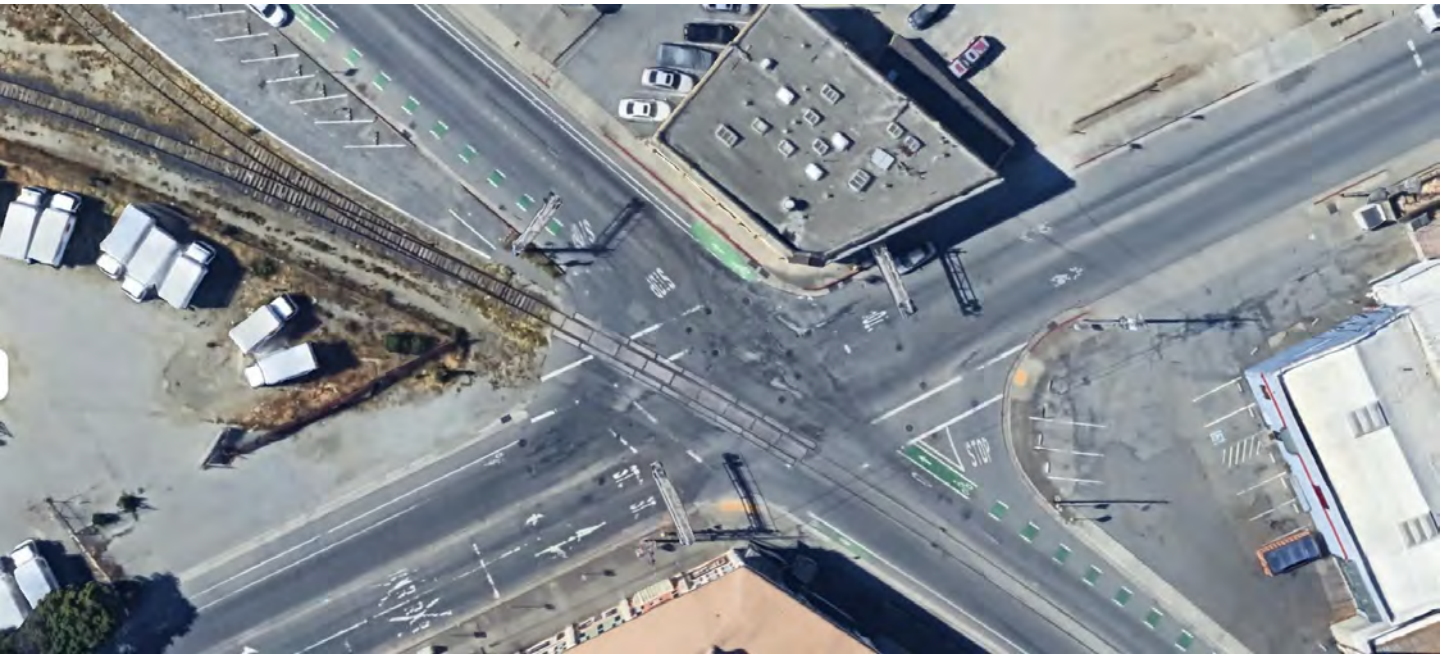


4. Railroad Crossing 752379R Walker Street & Beach Road Complicated, Unsafe Intersection



CEIBA student has to walk/cross railroad tracks in this section, which is not a pedestrian facility.

4. Railroad Crossing 752379R Walker Street & Beach Road CoW Known Dangerous Intersection



Railroad crossing **752379R** is at Walker Street and Beach Road has three crosswalks requiring students to cross railroad tracks. Both Beach Road and Walker Street are truck routes and minor arterials heavily trafficked by semi-trucks. **CoW, PVUSD, and CEIBA never had a traffic safety study done for this intersection.**

An industrial is on the southeast corner; a restaurant on the northeast corner; industrial use at the southwest corner; and the railroad and parking for the Sumano Bakery operations on the northwest corner.

CEIBA parents continue to drop off and pick up CEIBA students all over this area in violation of Conditions of Approval, Parent Handbook, and even CEIBA's SRTS plans.

There is no crossing guard posted at this intersection.

The Complete Streets Plan did a substandard job in analyzing this railroad intersection, but did recommend a refuge island on the southern leg. The CoW did **NOT** incorporate these recommendations into CEIBA's Conditions of Approval.

The Complete Streets Plan did not mention or address all the other railroad intersections closer to campus.



3. Railroad Crossing 752376V Walker and Beach Road Industrial Uses and Truck Routes

**Northwest Corner
Railway**



**Northeast Corner
Commercial Building**



**Southwest Corner
Industrial Use**



**Southeast Corner
Precision Welding**



4. Railroad Crossing 752379R Walker Street & Beach Road CEIBA Students Crossing Railroad Tracks



4. Railroad Crossing 752379R Walker Street & Beach Road Students Distracted on Mobile Near RXR



This is not a developed pedestrian facility.



4. Railroad Crossing 752379R Walker Street & Beach Road Truck traffic on Walker Street and W. Lake



4. Railroad Crossing 752379R Walker Street & Beach Road Truck Routes where CEIBA Students Walk



5. Noncompliant Crosswalk
Walker Street & W. Lake Avenue
Dangerous Intersection COW/CEIBA/PVUSD
have NOT rectified “invisible” crosswalk



5. Noncompliant Crosswalk Connects to Rail Walker Street & W. Lake Avenue Still Not Rectified Five Years Later

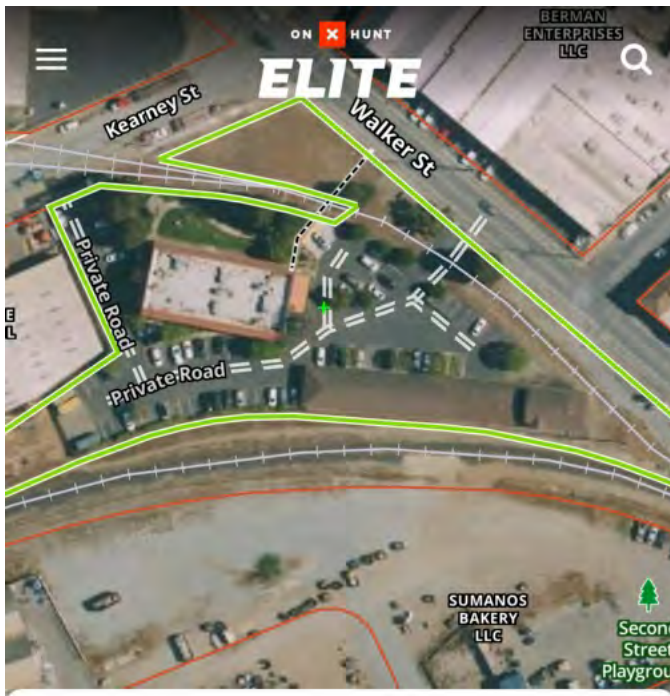


5. Noncompliant Crosswalk Walker Street & Lake Avenue CoW Failed to Stripe “Invisible” Crosswalk



CoW still hasn't addressed the dangerous noncompliant crosswalk on Walker and W. Lake Streets, minor arterials used daily by CEIBA students, as well as industrial traffic. This crosswalk is not visible to a driver going southbound on Walker Street

5. Noncompliant Crosswalk Walker Street & W. Lake Avenue CEIBA Students are Trespassing on Rail



CA Private Lands

REITER AFFILIATED COMPANIES LLC

Overview Hunt Unit Weather Content

Tax Address

730 S A ST OXNARD CA 93030

County

Santa Cruz

Area (Acres)

2.48

Add To Folder

Share

Driving Directions

Type: PARCEL

APN: 01821101

Remarks:

Type: PARCEL

APN: 01821102

Remarks:

Type: PARCEL

APN: 01821108

Remarks:

Type: PARCEL

APN: 01821116

Remarks:

Type: PARCEL

APN: 01821128

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Type: PARCEL

APN: 01821130

Remarks:

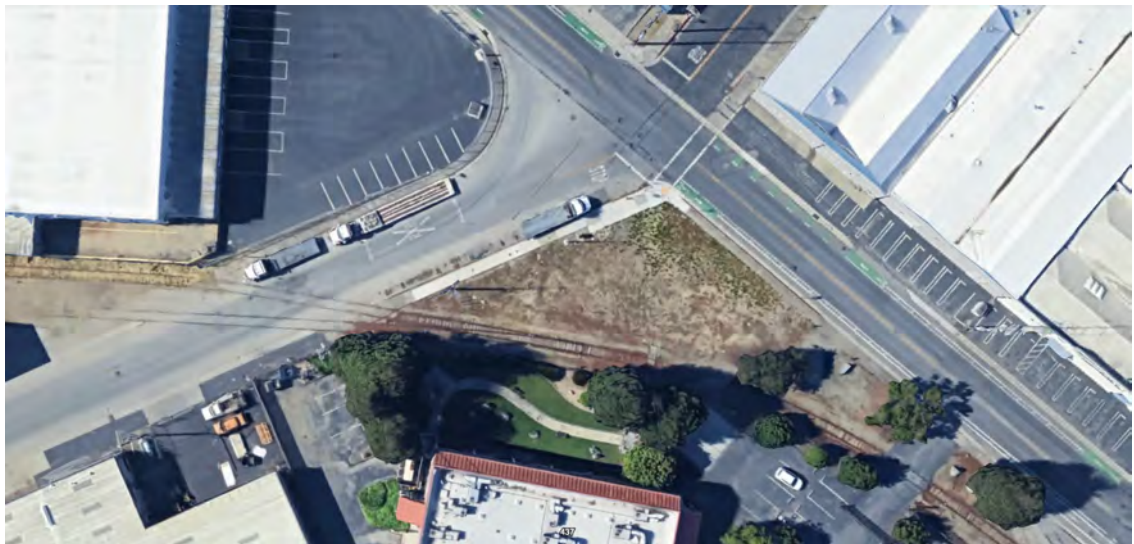
6. Railroad Crossing 752361F (Private) Walker Street Between W. Lake and Kearney Truck Route/Two Minor Arterials



7. Railroad Crossing 752384M (Private) Walker Street Between W. Lake and Kearney Truck Route/Two Minor Arterials



8. Railroad Crossing 752386B Kearney Street Near Walker Industrial Zone Stakeholders Uses Rail





Known Safety Hazards Continue to be Ignored by CoW Five Years Later

During the formal presentation of the Complete Streets Plan at the February 25, 2020 Watsonville City Council Meeting, City Staff demonstrated full awareness of the severe safety risks posed **by the lack of pedestrian facilities and the noncompliant crosswalk** at Walker Street and W. Lake Avenue, as well as the dangerous intersection at Beach Road and Walker Street. Despite City Staff writing a concerned parent that these dangers would be addressed in 2021, nothing has been done to mitigate these hazards. Moreover, CEIBA was not required to address these in their Conditions of Approval even though the Walker / Beach intersection was a recommended area of improvement by the Complete Streets Plan. **In fact, CoW selectively ignored all Complete Streets Plan recommendations involving the railroad, except for curb extensions along a truck route and state highway.**

In February 2024, Principal Engineer Murray Fontes communicated with Ripp about improving the Beach Street / Walker Street intersection. Ripp stated CEIBA was not legally required to do anything and would work on this at a later date. Ripp added CEIBA “cares about safety.” (See Section U). The documents also show that **this work requires a railroad easement.**

**B. CEIBA'S STUDENT ACCIDENTS OCCURRED
ALONG WALKER STREET AND A
NONCOMPLIANT CROSSWALK CONNECTED
TO A DRIVEWAY TO THE RAILROAD**





Walker Street is a Truck Route with a Railroad

Walker Street is a designated truck route that has five railroad crossings. It is a minor arterial that intersects with Highway 129, also a truck route. It starts at the railroad trestle at the intersection of Front and Walker Street and continues to Ford Street. It is in the **heavy industrial zone**. Walker Street has **five railroad crossings**, four of which are within 1,500 feet of CEIBA's campus. According to CEIBA, half of its students walk or bike to school everyday [TO BE DEVELOPED]. Nearly all of CEIBA students must cross a railroad to get to school, whether by motor vehicle, bicycle or walking.

CEIBA was illegally sited one block west of Walker Street, along State Highway 129. The school is also flanked by truck routes.

B-1 KSBW News reported on the accident where students were injured in a crosswalk at the intersection of Walker Street and W. Lake Avenue

[Source: KSBW - 2 Watsonville students hit by van walking to school](#)

covered the serious accident involving two CEIBA students critically injured within ½ mile of the CEIBA campus, in the heavy industrial zone.

December 11, 2019 – Updated

[KSBW: 2 Watsonville students hit by van walking to school](#)

According to Watsonville police, two boys were walking to Ceiba College Preparatory Academy when they were hit in a crosswalk on Walker St. around 7:30 a.m. by a van on Tuesday.

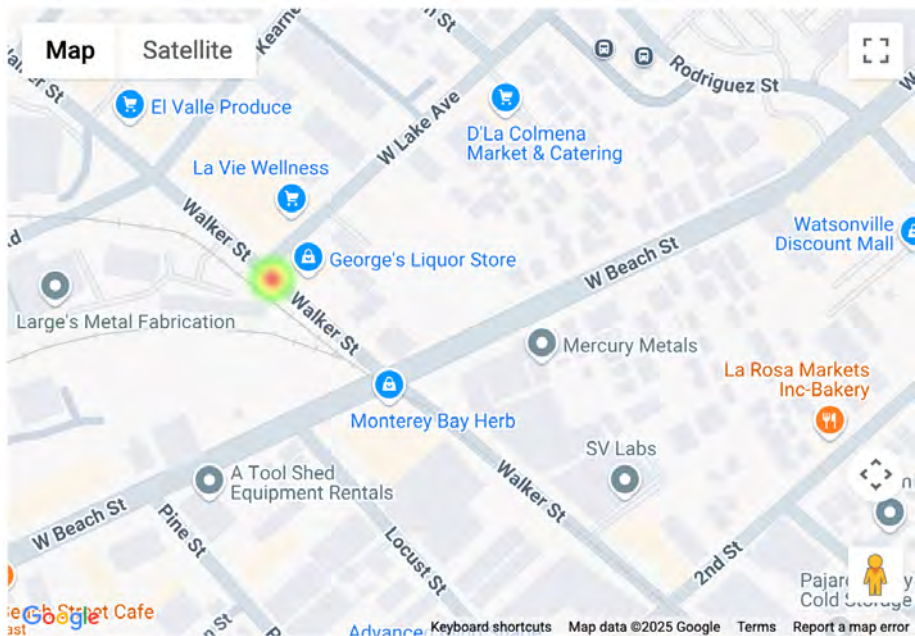
Police said the boys **suffered major injuries and were airlifted out.**



2 BOYS HIT BY VAN
WATSONVILLE



B-2. The Accident was Recorded in the Transportation Injury Mapping System, but the Severity was Misstated by Watsonville Police Department as a Suspected Minor Injury



Party Violation Classification	Type of Violation	Description	Count	%
Driver	21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	1	100.00%

Crash Summary Victim Summary Ped Crash Summary

By Victim Degree of Injury



Victim Degree of Injury	Count	%
1 - Killed	0	0.00%
5 - Suspected Serious Injury	0	0.00%
6 - Suspected Minor Injury	2	100.00%
7 - Possible Injury	0	0.00%

B-3 CoW, PUVSD, RTC, and CEIBA have yet to address this ongoing danger

Students were walking to school at the intersection of Walker Street (a designated municipal truck route) and W. Lake Avenue (a minor arterial), **approaching the railroad area without pedestrian facilities while crossing in an extremely dangerous known noncompliant crosswalk**, which the CoW and PVUSD were and are still aware is dangerous. Despite multiple promises, the CoW and PVUSD have done **absolutely nothing** to address this danger. In fact, the crosswalk lines are so worn out it is nearly impossible to detect the crosswalk. Former Council Member Felipe Hernandez noted they were “almost invisible” back 2020 during the February 25, 2020 City Council Meeting.

It is notable that even though this is where CEIBA students were injured and had to be airlifted to out-of-county trauma centers, neither COW nor the PVUSD **ever** required CEIBA to address this crosswalk.

In March 2020, CoW and PVUSD approved the Complete Streets Plan. The Complete Streets Plan never mentions the CEIBA students' accidents, the non-compliant crosswalk issues and the multiple railroad crossings, even though Ecology Action allegedly **conducted walking audits in the vicinity**.

At the February 25, 2020, Watsonville City Council meeting, parents reported participating in Ecology Action workshops where they had raised concerns about the active railroad. During the meeting, they voiced complaints about the persistent dangers posed by the railroad crossing areas, particularly on Walker Street near Beach Road and W. Lake Avenue.

The purported walking audits conducted for the Complete Streets Plan to Schools Plan should have documented the presence and condition of railroad tracks, pavement markings, roadway signs, crossbuck signs, active railroad signals, cantilevered crossing signals, railroad lights, and crossing gates along Walker Street.





RXR 752376V: Ecology Action's Complete Streets Plan walking audits missed the railroad tracks, posted signs, pavement signage, and railroad crossing lights

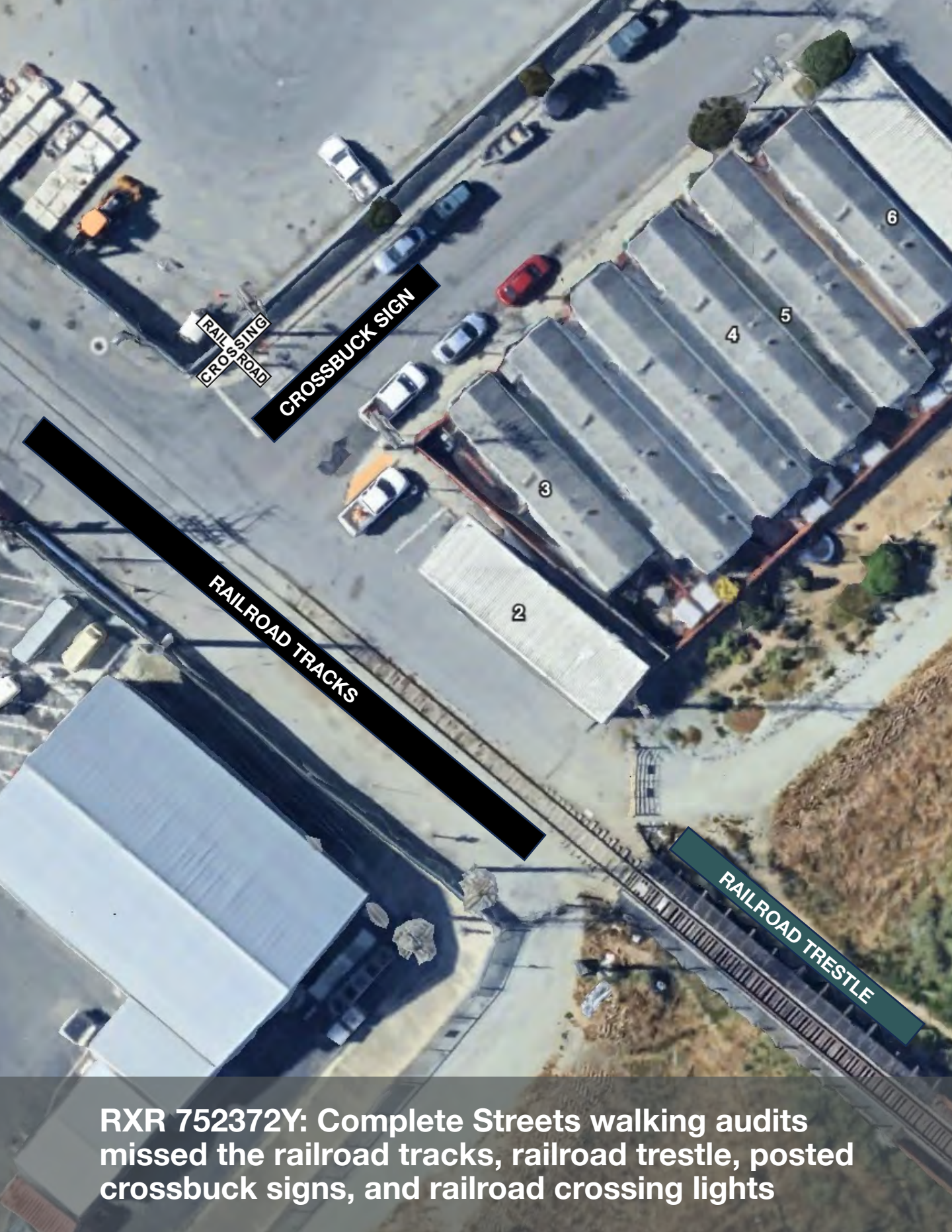


Ceiba College
Laboratory Academy



250

RXR 752375N: Complete Streets Plan walking audits missed the railroad tracks, cantilevered railroad crossing signals, crossbuck signs, railroad crossing pavement marking, railroad crossing gates, and railroad crossing gates with bells and lights



RXR 752372Y: Complete Streets walking audits missed the railroad tracks, railroad trestle, posted crossbuck signs, and railroad crossing lights



RXR 752379R: Complete Streets Plan walking audits missed railroad tracks, posted crossbuck signs, pavement signage, railroad gates, railroad lights, RXRs from Beach Road to Kearney Street; and a noncompliant crosswalk going into a driveway to the rail tracks

B-4. CEIBA never instructed parents and students to be cautious around railroad crossings, truck routes or dangerous noncompliant crosswalk before or after the accident

In a letter dated December 10, 2019, CEIBA Principal Ripp informed parents about the critical accident that occurred along the truck route where CEIBA students walk daily. There are several issues with Ripp's letter:

- The accident occurred ~ 0.3 mile from the campus, not more than half a mile from CEIBA.
- It never mentions truck routes, railroads, or semi-trucks.
- It never mentions railroad, highway, or truck safety.
- It never mentions the dangerous non-compliant crosswalk that the CoW and PVUSD were aware of.
- It never mentions a SRTS plan, although CEIBA was **violating the Conditions of Approval of its Use Permit by not having a current one in place at the time.**
- It never mentions what the traffic laws are that students should follow

It tells students to wear a helmet, but neighbors have never seen a CEIBA student wearing a helmet, which is required by state law for students under 18.

The letter also mentions that the school will reach out to Ecology Action. Notably, Ecology Action also never mentioned the dangers of the railroad, railroad crossings, truck routes, and noncompliant sidewalk in the Complete Streets Plan.

In fact, nowhere on CEIBA's website or Parent Handbooks is there mention of railroads or truck routes or adjacent utilities.

CEIBA also never mentions the railroad in its Comprehensive School Safety Plans.

B-5. December 10, 2019 CEIBA Public Schools Letter from Josh Ripp to Parents and Guardians

260 W.
phone:
fax:



CEIBA
PUBLIC SCHOOLS

Riverside Drive
Watsonville, CA 95076
831-740-8800
831-740-8812

December 10, 2019

Dear Ceiba Parents and Guardians,

This morning, two Ceiba students were in an accident while walking to school. They were more than half a mile from Ceiba when it happened. We are in touch with their families to monitor their well-being following the accident. We are deeply concerned and send our best wishes to the students and their families.

It is very important to talk to your children about how to walk safely to school. Here are some key points to cover in that talk.

Students should:

1. Stay off of cell phones and not use earbuds or other listening devices while walking.
2. Walk in pairs or in a group.
3. Follow all traffic signs and laws.
4. When riding bikes, always wear a helmet and obey all traffic laws.
5. When crossing a street or driveway:
 - a. Stop, look, and listen
 - b. Look left, then right, then left again before crossing
 - c. Continue looking while you cross the street.
 - d. Always make eye contact with drivers before crossing
 - e. Do not cross behind buses, trucks or cars where a driver can not see you.
 - f. If you do not have a clear line of vision to see if it is safe to cross, then go to a different crosswalk in order to cross safely

On our part, we will do the following:

- 1) See where we can incorporate lessons for students on pedestrian safety.
- 2) Discuss pedestrian safety at the Parent Leadership meeting in January.
- 3) Reach out to Ecology Action, a local organization which supports schools in student safety while walking to school to increase student and parent/guardian education in this area.

It is our shared responsibility to ensure that Ceiba scholars stay safe between home and school. We appreciate your support and assistance with this.

Sincerely,

Josh Ripp
Principal, Ceiba College Preparatory Academy
josh.ripp@ceibaprep.org
831-740-8786

B-6. PVUSD never “rectified” the crosswalk hazard despite former Board Trustee Jennifer Schacher’s promise on December 11, 2019



From PVUSD Minutes of the December 11, 2019 Board Meeting, Trustee Schacher offered her condolences for two boys hit at a crosswalk on Walker Street noting that this is a section that the City is looking at to improve safety.

In the PVUSD Board of Trustee’s Meeting **[Video: 18:37]** Schacher stated:

Thank you for being patient and coming tonight. So, I'd like to take a moment to offer my condolences and support for the family of the two boys who were hit in the intersection crosswalk on Walker Street. This is a crosswalk that the City has attention on, and it is **our goal, both as City officials and Board Members that children and pedestrians are protected, especially on their way to school, so we do take things like this seriously. And we will rectify the situation. [Emphasis added]**

Schacher never mentions that the accident occurred:

1. In a heavy industrial zone
2. Next to the **railroad tracks**
3. Along a truck route
4. At the intersection of two minor arterials
5. In a dangerous noncompliant crosswalk
6. **Involved students from CEIBA**, the only PVUSD school sited in a heavy industrial zone, and whose zoning approval was illegally fast-tracked without any environmental review.

Schacher’s concerns about this public right-of-way issue contradict former PVUSD superintendent Dr. Michelle Rodriguez’s policy stance. In her February 3, 2023 email to attorney William Seligmann responding to CEIBA industrial zone dangers, Rodriguez stated, “... the dangerous condition which you allege exists is located on a public right of way in close proximity to a property controlled by a charter school that is operated by a non-profit public-benefit corporation, not the District.” It is notable that the PVUSD was the co-lessee and guarantor of the lease for CEIBA’s school site.

Dangerous Student Drop-off & Pick-ups on Hwy 129

Bill Seligmann <bill@southbaylaw.com>
To: superintendent@pvusd.net

Sat, Jan 28, 2023 at 1:25 PM

Dear Dr. Rodriguez:

I have attached a letter concerning a dangerous condition that exists along Highway 129 involving the drop-off and pick-up of students from Ceiba College Preparatory Academy. Your anticipated attention and action on this matter will be greatly appreciated.

Bill Seligmann

Law Offices of Wm. R. Seligmann

333 Church Street, Suite A

Santa Cruz, California 95060

Ph (831) 423-8383

Fax (831) 438-0104

bill@southbaylaw.com



Hwy 129 Dangerous Condition ltr - PVUSD 012823.pdf
262K

LAW OFFICES
William R. Seligmann
333 Church Street, Suite A
Santa Cruz, California 95060
Telephone: (831) 423-8383
Fax: (831) 438-0104

Mailing Address:

PO Box 481
Santa Cruz, California 95061

January 28, 2023

Silicon Valley Office:
(408) 356-1950

Dr. Michelle Rodriguez
Superintendent of Schools
Pajaro Valley Unified School District
294 Green Valley Road
Watsonville, CA 95076
superintendent@pvusd.net

Re: Dangerous Condition: Highway 129 & Locust Street, Watsonville

Dear Dr. Rodriguez:

I want to call your attention to a dangerous condition occurring on Highway 129 in the vicinity of Locust Street in Watsonville. Ceiba College Preparatory Academy ("Ceiba") located off of Locust Street has been using Highway 129 as drop-off and pick-up zoning. During the morning and afternoon drop-off and pick-up times, long lines of cars jockey for limited parking spaces along Highway 129, often stretching for over two city blocks. This use creates a hazardous condition for numerous reasons:

- Highway 129 and Locust Street are used by large industrial trucks (see photo:)
- The parking is occurring in an acceleration zone, where the posted speed limit changes from twenty-five miles per hour (25 MPH) to forty-five miles per hour (45 MPH:)
- The 85th Percentile Speed along this section of Highway 129 was measured at fifty miles per hour (50 MPH:)
- Children frequently exit on the highway side of the vehicles toward oncoming traffic;
- Vehicles attempting to park along the curb of the highway impede oncoming traffic;
- Parking vehicles often extend into the travel lanes near the intersection of Locust Street, creating dangerous turning conditions;
- Parking vehicles have been seen extending into a red zone;
- Cars parked along the highway impede the visibility of drivers turning from Locust Street to Highway 129 and
- Parents driving eastbound on the highway have been observed making unsafe U-turns.

These conditions create a recipe for disaster and expose the District to significant liability. (See *Bonanno v. Central Contra Costa Transit Authority* (2003) 30 Cal.4th 139.) As Ceiba's authorizing agency and co-signator on their lease, I welcome your assistance in terminating this dangerous condition of public property.

Your anticipated attention to this matter is greatly appreciated.

Sincerely,

William R. Seligmann

William R. Seligmann

Highway 129: Ceiba Drop Off & Pick Up Locations

Parents drop off students in 45 mph zone along shoulder
Heavy industrial traffic with semi-trucks and wide loads



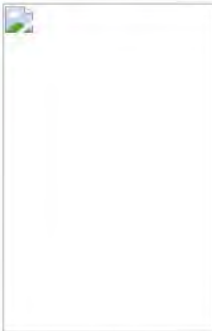
From: Michelle Rodriguez <michelle_rodriguez@pvusd.net>
Sent: Friday, February 3, 2023 3:53 PM
To: Bill Seligmann <bill@southbaylaw.com>
Subject: Re: Dangerous Student Drop-off & Pick-ups on Hwy 129

Dear Mr. Seligmann:

I am in receipt of your correspondence, dated January 28, 2023, regarding an alleged dangerous condition on Highway 129 in the vicinity of Ceiba College Preparatory Academy. Thank you for sharing your concerns.

While I appreciate your underlying concern for public safety, the Pajaro Valley Unified School District neither owns nor controls the property in question. Instead, the dangerous condition which you allege exists is located on a public right of way in close proximity to a property controlled by a charter school that is operated by a non-profit public-benefit corporation, not the District. I encourage you to seek a resolution to the issues you raise by conferring with the appropriate officials at Ceiba College Preparatory Academy and the City of Watsonville.

Thank you,
Dr. Michelle Rodriguez
Superintendent of Schools
Pajaro Valley Unified School District
Ph: 831-786-2135



Together We LIFT Up!

Whole Student, Whole Family, Whole Community

B-7. On February 27, 2023, Principal Josh Ripp misled KSBW News stating that there have been zero accidents involving students.

Watsonville's Ceiba College Preparatory School may close

Share   

KSBW
ACTION NEWS 8

Updated: 6:19 PM PST Feb 27, 2023

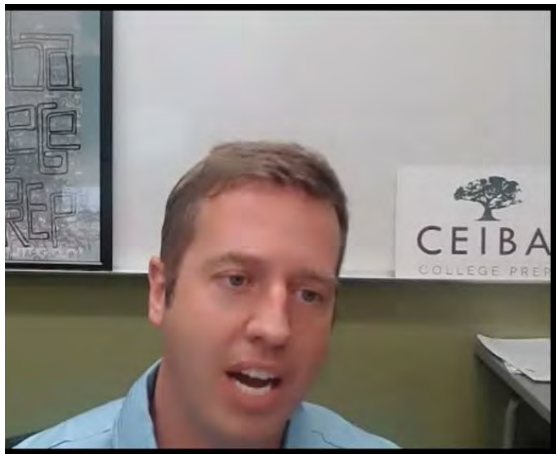
Infinite Scroll Enabled 

 Christian Balderrama   
Anchor/Reporter



WATSONVILLE, Calif. — Ceiba College Preparatory School may close permanently as soon as this summer, impacting over 500 students and some 60 employees.

Source: KSBW
Watsonville charter
school may close
permanently



According to Ripp, **there have been zero accidents involving students** and he says the school has already taken remedial steps to address traffic concerns. **[Emphasis added]**



B-8. At the February 28, 2023 City Council Meeting, Ripp stated two kids were injured in the accident

25 COUNCIL MEMBER OROZCO: Because that could

Creekside Court Reporting 831-426-5767

f23e2371-5459-4123-957e

Page 116

1 really definitely impact the data.

2 The other thing I wanted to ask, and maybe this
3 is not only for you but for city staff, is have we had
4 any pedestrian injury or accidents associated with just
5 traffic around Ceiba?

6 JOSH RIPP: I'd be happy to answer that. We've
7 had one accident that occurred. It happened in
8 December. And it happened about .5 miles away from
9 Ceiba on the corner of Walker and Lake Street.

10 And what happened was a student was walking out
11 of his house, which here is another example of a house
12 that's in an industrial area, and he was walking across
13 a crosswalk on Walker Street, correctly using that
14 crosswalk. And a van inadvertently hit -- it was
15 actually two students, a Ceiba sixth grader and a Ceiba
16 seventh grader. The students were air lifted to the
17 hospital. Thankfully they fully recovered. We were all
18 very concerned at that time.

19 That is the only incident that Ceiba's had of a
20 student injury going to and from school. And yeah,
21 that's the story.

B-9. At the April 5, 2022 Planning Commission Meeting, Ripp stated one student was injured; ignored SRTS Plan Condition of Approval Violation

On April 5, 2022, Ripp reported to the Planning Commissioners that only one student (not two) was injured.

Ripp also ignored the fact that CEIBA was completely out of compliance with its 2013 Conditions of Approval because the school had not fulfilled its annual Safe Routes to School (SRTS) requirement since 2014.

Moreover, CEIBA's 2014 SRTS plan was so substandard that it should have never been accepted by CoW for children who had to cross truck routes and railroad tracks to get to school. Ripp stated:

“We care about our students and we want them to be able to get to school safely. About three years ago and I'm sure a lot of our families can remember, **we had a bad accident.** The student actually had to be airlifted via helicopter first, I think to our local hospital. It was interesting hearing that public comment the beginning. **But then I think he ended up at San Jose.** And a lot of that comes from the, this was a little bit further away from CEIBA. But it just brought to light, the absolute need to have Safe Routes to School. **And so, we have every intention of creating those Safe Routes.**”

The school's SRTS plan continues to be substandard, with omissions of the railroad crossings and truck routes. Per the Conditions of Approval, SRTS are to be approved by the CoW annually.

B-10. On May 16, 2023, a CEIBA student bicyclist collided with a pickup truck along the railway tracks at crossing 752376V

On May 16, 2023, just three months after the City Council approved the Zoning Amendment for CEIBA, a CEIBA student bicyclist collided with a truck at railroad crossing **752376V**. The student was traveling eastbound on the sidewalk on Second Street and entered the Walker and Second Street railroad intersection.

CEIBA parents and CEIBA advocates Fabian and Maura Carrasco Leonor posted news about the accident on their Facebook accounts. **Their post stated that Watsonville Police Department was aware of it and that a City employee witnessed it.**

Former Council Member Aurelio Gonzalez commented that CEIBA needed to leave the industrial zone due to the danger to children.

Maura Leonor attributed blame to Caltrans. It is notable that the Leonors never mention the railroad or truck routes.

In fact, during the February 25 2020 City Council Meeting, Maura Leonor led a petition campaign for student safety addressed to CoW and Caltrans, which focused heavily on Walker Street. Leonor stated that City Council and several entities helped her with the Petition. Based on emails from public document requests, it appears Ecology Action and SCCHD participated in helping with the Petition. The Petition failed to mention railroads and truck routes in the petition.

Based on public records requests provided by Caltrans, there is no record of Caltrans being contacted by the Maura Leonor regarding this Petition.

Based on multiple conversations with Council Member Casey Clark, Clark confirmed viewing a City video recording of the Ceiba student bicycle accident at the railroad intersection of Second and Walker Streets (RXR 752376V).



B-11. CEIBA advocate and CoW Parks Commissioner Fabian Carlos Leonor Facebook post on the bicycle accident at Railroad Crossing 752376V

facebook

Fabian's Post

X



Fabian Carlos Leonor

May 15, 2023 · 🌐

Another student was struck by a pick up truck on Walker st and Second St. However, it was a weird accident! The driver that struck the kid on the bike picked up the boy put his bike in the truck and left, 🤔 WPD are looking at this moment. City of Watsonville employee saw everything .

👍👍👍 9

10 comments · 1 share

Like

Comment

Share

Most relevant



Nora Villa

He stole the bike? What about the kid?

42w · Like · Reply



Fabian Carlos Leonor

Nora Villa he took the kid with him. And the thing is that a lot of people saw what happen and they just let it happen.

42w · Like · Reply



Nora Villa

Fabian Carlos Leonor that's scary

42w · Like · Reply



Aurelio Gonzalez

One big reason why Ceiba needs to leave the industrial area to many hazards for the kid's.

42w · Like · Reply



Fabian Carlos Leonor

Aurelio Gonzalez let's agree to disagree my friend.

42w · Like · Reply



Maura Carrasco Leonor

Aurelio Gonzalez students nor Ceiba are the problem it's the irresponsible drivers and negligence of Caltrans to fix signage and appropriate lights. We need safer streets for our children whether or not it's in our industrial area or down town area period. We've all been neglected when this matter is ignored and children and pedestrians continue to be injured.

42w · Like · Reply · Edited

C. RAILROADS, INDUSTRIAL ZONES, GENERAL PLANS, AND FAILURE TO ADDRESS RAIL SAFETY ISSUES, DESPITE CITIZEN INPUT

1. General Plan and Railroads

Railroads and truck routes have long been instrumental to Watsonville's economy, supporting essential agricultural and industrial sectors. The rail line, owned by the Santa Cruz County Regional Transportation Commission (RTC), continues to operate as a designated “heavy rail corridor” in the industrial zone.

Watsonville's General Industrial Zone

The City of Watsonville's (CoW) General Industrial Zone encompasses areas east of Walker Street, between Front and First Street, and extends west of Walker Street from Front Street along Walker to the Open Space area beyond Ford Street. The designated use for this zone is industrial, with a few clustered areas of nonconforming residential properties. (See Map in Section. C-1).

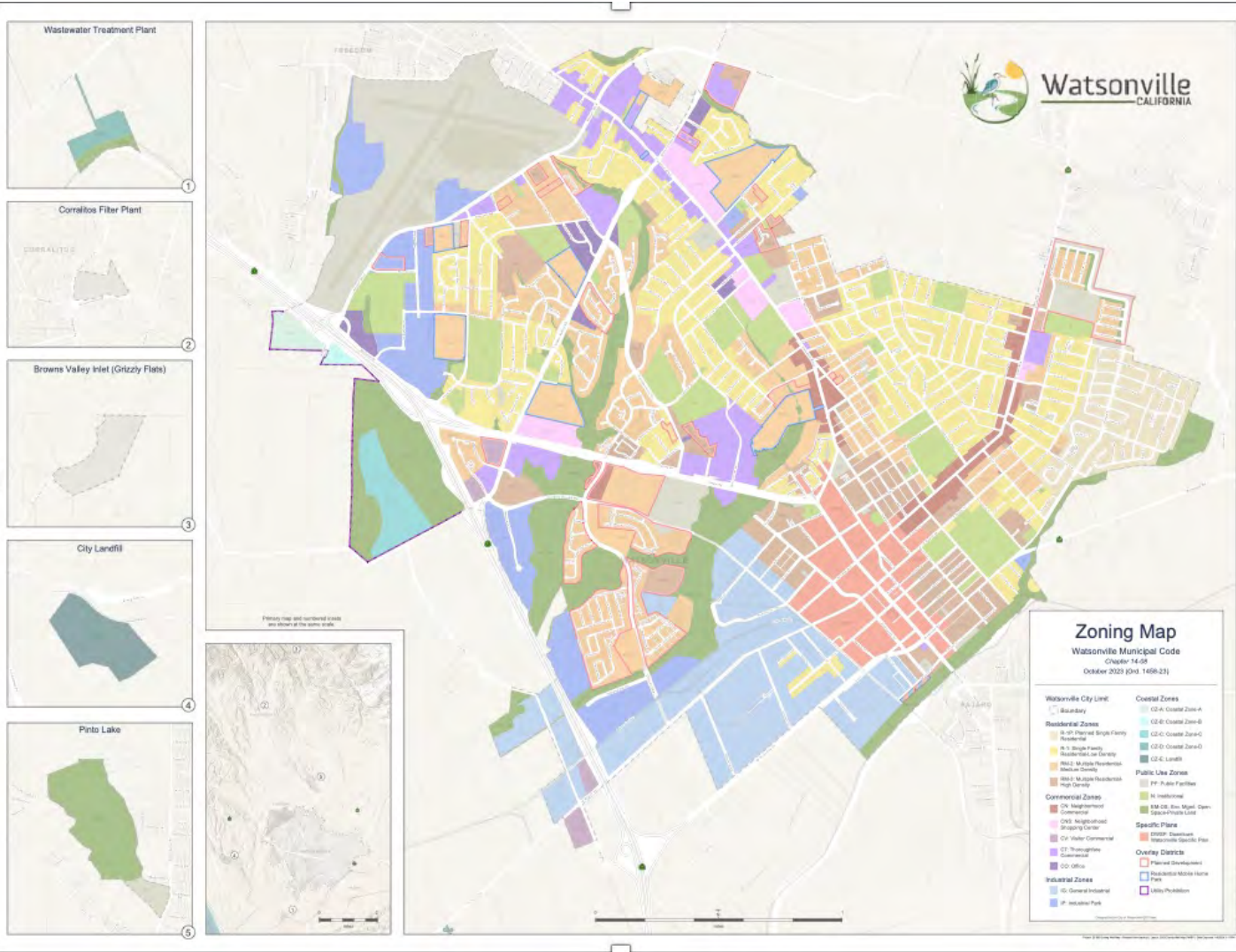
Truck Routes and Railroads in Watsonville's Industrial Zone

To facilitate transportation in the industrial zone, there are several truck routes, including State Highway 1, State Highway 129, Industrial Road, Harvest Drive, Beach Road, W. Lake Avenue, Kearney Street, Ford Street, and Walker Street. On Walker Street, there is also an active freight railroad with significant rail traffic that travels to Pajaro and crosses a rail trestle at Front Street, and continues along railroad crossings at Riverside Drive, Walker Street, Beach Road, and Kearney. Railway tracks extend to Lee Road at the intersection of Ohlone Parkway.

2005 City of Watsonville's General Plan

CoW's 2005 General Plan emphasizes the importance of truck routes and the railroad. However, CoW failed to consider these critical General Plan guidelines in Staff Reports and Agenda Packets for Planning Commission and City Council meetings related to CEIBA. In fact, City Staff never mentions railroads or truck routes at all, and neither does CEIBA. This oversight raises questions about the integrity of Staff's review process, and why it withheld these considerations in its review. It is notable that an independent traffic engineer, local citizens (Nick Bulaich and Peter Bobeda), and industrial stakeholders such as PV Cold Storage, and Rodoni Farms, urged attention to the railroad and General Plan's directives. CoW, PVUSD, and CEIBA failed to address the impact the school's impact on these vital transportation routes.

C-1 Map of Watsonville's Zoning



C-2 Railroads are essential, but are dangerous when basic safeguards are ignored and omitted



Train passes by CEIBA crossing guard and students at Second and Walker.

Freight railroads pose significant dangers due to the immense size, weight, and speed of trains, particularly near schools. Freight trains frequently transport hazardous materials—including chemicals, fuel, and other flammable or toxic substances—that can cause environmental contamination, fires, or explosions in the event of a derailment or collision.

The proximity of these railroads to schools heightens the risk of accidents and injuries, as children, pedestrians, bicyclists, and motorists crossing near active freight lines underestimate the dangers. This risk is exacerbated by modern distractions, with many children walking or biking while engaged with mobile phones or wearing headsets. Given that the railroad is along a truck route and intersects with a state highway, Walker Street is an exceptionally unsuitable area for a “Safe Route to School.”

C-3 Examples of serious railroad accidents in Watsonville and Santa Cruz County

Train Operator Injured When Train Rips Semi Truck in Two

April 16th, 2010 | Author: *FELA Law Staff*

WATSONVILLE, CA – A train brake operator was injured when an 18 wheeler big-rig was torn in two Thursday afternoon on April 15, 2010 when it collided with a train on West Beach Street. The truck strewn hundreds of gallon buckets filled with frozen strawberries across the road, blocking traffic for about five hours.

The truck driver was traveling eastbound on West Beach Street near Industrial Road around noon, Watsonville police officer Lee Katich said. The train was backing up on the north side of West Beach, heading south. The semi truck was traveling slower than the speed limit witnesses told officers, before it crashed into the train.

Officers said there seemed to be some conflict regarding whether the railroad warning lights were on at the time of the collision.

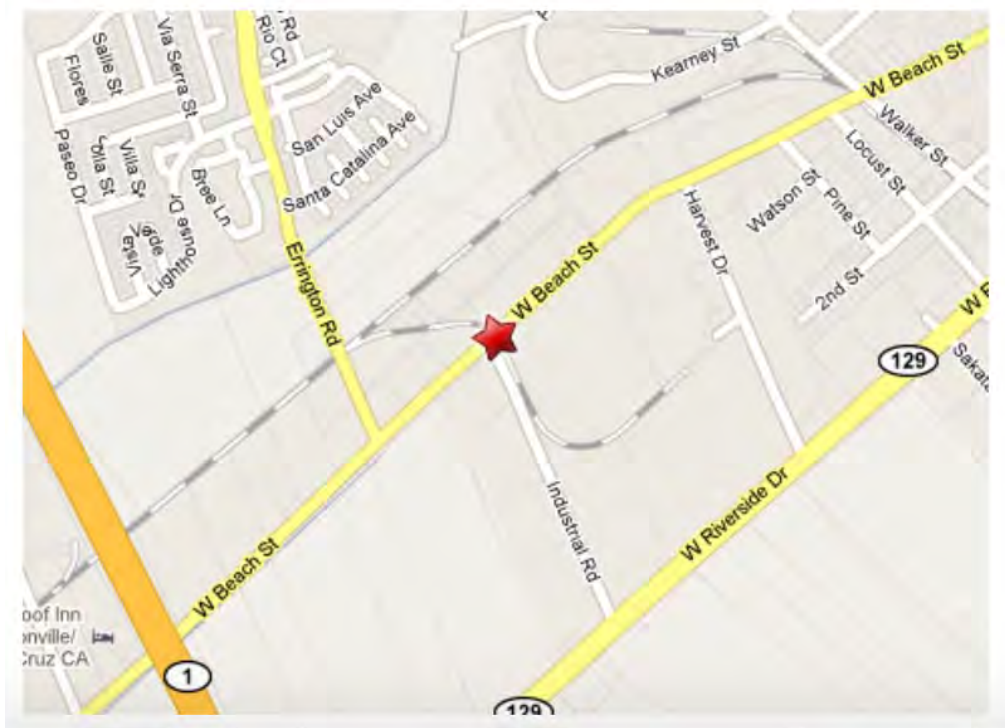
"There is no arm there, just lights and bells," Katich said. "The truck driver said the lights were not on, but the train people said they were on. The lights were on when I got there."

Katich said police will review video from witnesses and investigate the cause of the crash. The train's brake operator had minor injuries. No one else was injured in the crash.

"There was nothing but the rail between him and the truck," Katich said. "When they collided, he flew off the platform. He had a minor shoulder injury, but he was taken to the hospital."

The roads were blocked for about two hours before the westbound lanes were reopened. The truck driver contacted co-workers to assist in cleanup with forklifts

MAP



C-3 Examples of serious railroad accidents in Watsonville and Santa Cruz County

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)				HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT				OMB Approval No. 2130-0500			
1. Name of Reporting Railroad Santa Cruz and Monterey Bay Railway Co. [SCX]				1a. Alphabetic Code SCX				1b. Railroad Accident/Incident No. SC170720A			
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code				2b. Railroad Accident/Incident No.			
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Santa Cruz and Monterey Bay Railway Co. [SCX]				3a. Alphabetic Code SCX				3b. Railroad Accident/Incident No. SC170720A			
4. U.S. DOT Grade Crossing ID No. 752375N				5. Date of Accident/Incident month: 07 day: 20 year: 2017				6. Time of Accident/Incident 11:40 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>			
7. Nearest Railroad Station WATSONVILLE				8. Subdivision COASTAL				9. County SANTA CRUZ			
11. City (if in a city) WATSONVILLE				12. Highway Name or No. W RIVERSIDE DRIVE				10. State Abbr. CA Code 06			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A				17. Equipment 1. Train (unit pulling) 2. Train (unit pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1							
14. Vehicle Speed (est. mph at impact) 1 15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3				18. Position of Car Unit in Train 1							
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2							
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4							
20c. State here the name and quantity of the hazardous material released, if any											
21. Temperature (specify if minus) 66 °F 22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2				23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1							
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car 10. Spec. MoW Equip. 11. Passenger Train-Pushing 12. Commuter Train-Pushing Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1							
27. FRA Track Class (1-9,X) 1 28. Number of Locomotive Units 1 29. Number of Cars 1 30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 2 mph Code E				31. Time Table Direction 1. North 2. South 3. East 4. West Code 3							
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 03 06				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1							
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2							
38. Highway/ 39. Highway User's Gender User's Age 1. Male 2. Female Code 2 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2				41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 2							
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 3				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obscured Code 1							
44. Driver was 1. Killed 2. Injured 3. Uninjured 3				45. Was Driver in the Vehicle? 1. Yes 2. No Code 1							
46. Highway-Rail Crossing Users 0 Killed 0 Injured				47. Highway Vehicle Property Damage (est. dollar damage) \$50							
49. Railroad Employees 0				50. Total Number of People on Train (include passengers and train crew) 2							
52. Passengers on Train 0				51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2							
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				53b. Special Study Block							
54. Narrative Description (Be specific, and continue on separate sheet if necessary) TRAIN WAS OPERATING TIMETABLE EASTBOUND IN AREA OF "STREET RUNNING" IN THE MIDDLE OF WALKER STREET. VEHICLE WAS OPERATING TIMETABLE EASTBOUND IN THE RIGHT LANE OF WALKER STREET PARALLEL TO THE RAILROAD TRACK. VEHICLE STOPPED AT THE TRAFFIC LIGHT AT RIVERSIDE DRIVE, PROCEEDED INTO THE INTERSECTION AND THEN TURNED LEFT IN FRONT OF THE TRAIN TO CONTINUE COMING NORTHEAST ON RIVERSIDE DRIVE. THE SIDE VIEW MIRROR OF THE VEHICLE MADE CONTACT WITH THE LOCOMOTIVE AND THE VEHICLE CONTINUED.											
55. Typed Name and Title				56. Signature							
				57. Date							
NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).											
FORM FRA F 6180.57 (Rev. 08/10)				* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A							
OMB Approval expires 6/30/2021											

C-3 Examples of serious railroad accidents in Watsonville and Santa Cruz County

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)				HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT				OMB Approval No. 2130-0500							
Name Of				Alphabetic Code				RR Accident/Incident No.							
1. Reporting Railroad				SIERRA NORTHERN RAILWAY [SERA]				1a. SERA				1b. SERA1003			
2. Other Railroad Involved in Train Accident/Incident								2a.				2b.			
3. Railroad Responsible for Track Maintenance				SIERRA NORTHERN RAILWAY [SERA]				3a. SERA				3b. SERA1003			
4. U.S. DOT-AAR Grade Crossing ID No.				752393L				5. Date of Accident/Incident				04/15/10			
6. Time of Accident/Incident				01:00 PM											
7. Nearest Railroad Station				WATSONVILLE JCT				8. Division				SANTA CRUZ			
9. County				SANTA CRUZ				10. State				Code			
11. City (if in a city)				WATSONVILLE				12. Highway Name or No.				WEST BEACH DRIVE			
13. Type				C. Truck-trailer				17. Equipment				4. Car(s) (moving)			
A. Auto				D. Pick-up truck				1. Train (units pulling)				5. Car(s) (standing)			
B. Truck				E. Van				2. Train (units pushing)				6. Light loco(s) (moving)			
14. Vehicle Speed				15. Direction (geographical)				3. Train (standing)				7. Light loco(s) (standing)			
(est. mph at impact)				30				18. Position of Car Unit in Train				1			
16. Position				1. Stalled on crossing				19. Circumstance				1. Rail equipment struck highway user			
2. Stopped on Crossing				3. Moving over crossing				2. Rail equipment struck by highway user				Code			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?				1. Highway User				2. Rail Equipment				3. Both			
20b. Was there a hazardous materials release by				1. Highway User				2. Rail Equipment				3. Both			
20c. State the name and quantity of the hazardous material released, if any															
21. Temperature				22. Visibility (single entry)				23. Weather (single entry)							
(specify if minus) 63 °F				1. Dawn 2. Day 3. Dusk 4. Dark				1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow				Code			
24. Type of Equipment				A. Spec. MoW Equip				25. Track Type Used by Rail				26. Track Number or Name			
Consist				1. Freight train				Equipment Involved				INDUSTRIAL ROAD			
(single entry)				2. Passenger train				1. Main 2. Yard 3. Siding 4. Industry				SPUR			
3. Commuter train				6. Cut of cars				3							
27. FRA Track Class				28. Number of Locomotive Units				29. Number of Cars				30. Consist Speed (Recorded if available)			
X				1				1				8 mph			
31. Time Table Direction				1. North 2. South 3. East 4. West				2							
32. Type of Crossing				1. Gates				33. Signaled Crossing				34. Whistle Ban			
Warning				2. Cantilever FLS				Warning				1. Yes			
3. Standard FLS				4. Wig wags				20 sec warn min (1);				2. No			
Code(s)				03								3. Unknown			
35. Location of Warning				1. Both Sides				36. Crossing Warning Interconnected with Highway Signals				37. Crossing Illuminated by Street Lights or Special Lights			
2. Side of Vehicle Approach				1				1. Yes 2. No 3. Unknown				2			
3. Opposite Side of Vehicle Approach												1. Yes 2. No 3. Unknown			
38. Driver's Age				39. Driver's Gender				40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train				41. Driver			
40				1. Male				1. Yes 2. No 3. Unknown				1. Drove around or thru the gate			
2. Female				1				2				2. Stopped and then proceeded			
42. Driver Passed Standing Highway Vehicle				1. Yes 2. No 3. Unknown				43. View of Track Obscured by (primary obstruction)				44. Driver was			
3								1. Permanent Structure				1. Killed 2. Injured 3. Uninjured			
								2. Standing railroad equipment				3			
Casualties to:				Killed				45. Was Driver in the Vehicle?				1. Yes 2. No			
				Injured											
46. Highway-Rail Crossing Users				0				47. Highway Vehicle Property Damage (est. dollar damage)				48. Total Number of Highway-Rail Crossing Users (include driver)			
				0				\$0				3			
49. Railroad Employees				0				50. Total Number of People on Train (include passengers and crew)				51. Is a Rail Equipment Accident / Incident Report Being Filed			
52. Passengers on Train				0				2				1. Yes 2. No			
53a. Special Study Block								53b. Special Study Block							
54. Narrative Description															
LOCOMOTIVE PUSHING SINGLE FREIGHT CAR ACROSS W BEACH STREET WITH CONDUCTOR RIDING SIDE LADDER OF CAR. FLASHING LIGHTS AND BELL WERE FUNCTIONING PROPERLY. AS TRUCK AND TRAILER WERE APPROACHING CROSSING CONDUCTOR SIGNALLED TRUCK DRIVER TO STOP AND ENGINEER MADE EMERGENCY BRAKE APPLICATION. FREIGHT CAR STRUCK TRAILER, DESTROYING IT AND CAUSING CONTENTS (FROZEN STRAWBERRIES) TO BE SPILLED ON ROAD. CONDUCTOR DROPPED OFF BEFORE COLLISION AND SUFFERED SLIGHTLY BRUISED SHOULDER.															
55. Typed Name and Title				56. Signature				57. Date							

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

C-3 Examples of serious railroad accidents in Watsonville and Santa Cruz County

NEWS > CRIME AND PUBLIC SAFETY > CRASHES AND DISASTERS

Santa Cruz tourist train strikes pedestrian

Teenage tourist being treated for injuries, expected to live



A Roaring Camp conductor keeps an eye on traffic near the roundabout at the entrance to the Municipal Wharf as the train reverses toward the Santa Cruz Beach Boardwalk. Four trains leave each day from Roaring Camp and the Boardwalk. (Shmuel Thaler - Santa Cruz Sentinel file)



By JESSICA A. YORK | jyork@santacruzsentinel.com | Santa Cruz Sentinel
PUBLISHED: June 22, 2023 at 2:39 p.m.

Crash between car and train reported in Santa Cruz County

Share   

KSBW 8
ACTION NEWS

Updated: 1:05 PM PDT Jun 18, 2024

Infinite Scroll Enabled 



Ricardo Tovar  
Digital Content Manager



train and car crash in santa cruz county. SOURCE: California Highway Patrol

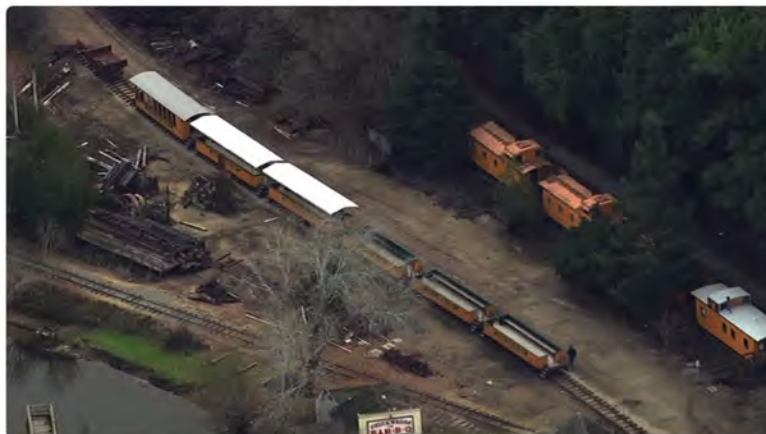
SANTA CRUZ COUNTY, Calif. — California Highway Patrol says they responded to a crash between a train and a car on Monday around 1:45 p.m.

The crash was reported on Old Chittenden Road near Highway 129.

C-3

abc 7 NEWS 24/7 Live

Bay City News
Monday, December 28, 2015



A Roaring Camp Railroad train in Felton, Calif. Dec. 28, 2015.
KGO-TV

≡ **The Mercury News**

Pedestrian hit by train on Old Santa Cruz Highway

NEWS

Pedestrian hit by train on Old Santa Cruz Highway

By BAY CITY NEWS SERVICE | Mercury News
PUBLISHED: March 18, 2007 at 3:30 a.m.



Listen to this article

A pedestrian was injured when a train derailed and struck the person on Old Santa Cruz Highway near the border of Santa Cruz and Santa Clara counties, California Highway Patrol Officer Tom Stewart reported.

The incident occurred around 6:06 p.m. Saturday. The location of where the pedestrian was struck was reported as 22412 Old Santa Cruz Highway, where it intersects with Summit Road.

No other details were immediately released.

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C-3 Examples of serious railroad accidents in Watsonville and Santa Cruz County

[Crime & Safety](#)

2 Vehicles Damaged After Train Collision In Santa Cruz

The Roaring Camp train suffered minor damage and continued onto Felton, police said. (BREAKING)



Susan C. Schena, Patch Staff

Posted Mon, Jul 3, 2017 at 8:14 pm PT | Updated Mon, Jul 3, 2017 at 8:16 pm PT



C-4 Railway trestles are dangerous, yet CEIBA students trespass them daily



[According to the Federal Railroad Administration:](#)

Trespassing along railroad rights-of-way is the leading cause of rail-related deaths in America. Nationally, more than 400 trespass fatalities occur each year. Railroad crossing incidents are the second leading cause of rail-related deaths in America. Together, **trespassing and railroad crossing** incidents account for 94% of all rail-related deaths and injuries, and almost all are preventable.

The number of trespassing occurrences on railroad property each year far exceeds the number of fatalities, which means the potential for more trespasser accidents.

It is illegal to access private railroad property anywhere other than a designated pedestrian or roadway crossing. **Trespassers are most often pedestrians who walk across or along railroad tracks as a shortcut to another destination.**

Railroads and trestles are considered private property, and individuals who cross them without permission can be subject to legal penalties, including fines. Additionally, it is extremely dangerous, as trestles are often narrow, with little space to avoid an oncoming train. Under **California Penal Code 369i**, entering or remaining on railroad property without authorization is considered trespassing.

Several CEIBA's students trespass on the trestle daily.

C-6 Maps of Railroads in Watsonville



C-7 Nearly all of CEIBA students MUST traverse a Railroad Crossing to get to school; railroad safety is not discussed in any public documentation

(See [Full CPUC Rail Crossing List](#))

RSSIMS Crossing ID	DOT Crossing Number	CPUC Crossing Number	Roadway Name
XING SCR-1001	752372T*	137A-1.20	FRONT ST
XING SCR-1002	752373A	017B-1.25-C	WALKER STREET
XING SCR-1003	752374G	017B-1.30-C	WALKER STREET
XING SCR-1004	752375N	137A-1.30	WALKER ST @ SR 129
XING SCR-1005	752376V	137A-1.35	2ND ST
XING SCR-1006	752377C	017B-1.38-D	MARTIN ST
XING SCR-1007	TBD	017B-1.40-C	WALKER ST
XING SCR-1008	752378J	017B-1.48-C	WALKER ST
XING SCR-1009	752379R	137A-1.50	WALKER + W BEACH
XING SCR-1109	752361F	137A-1.52-CX	GRANITE ROCK
XING SCR-1108	752384M	137A-1.55-CDX	GRANITE ROCK
XING SCR-1010	752380K	017B-1.60-C	WALKER ST
XING SCR-1011	752381S	017B-1.64-C	KEARNEY ST
XING SCR-1020	752386B	137A-1.65-C	KEARNEY ST
XING SCR-1021	752382Y	017B-1.66-C	FIFTH & WALKER STREETS
XING SCR-1022	TBD	017B-1.80-C	FORD STREET
XING SCR-1023	752389W	137A-2.25	OHLONE PARKWAY (formerly ERRINGTON ROAD)
XING SCR-1126	752355C	137A-2.65-CX	GRANITE CONSTRUCTION
XING SCR-1148	978053C	137A-2.66-D	COUCH PED
XING SCR-1040	752393L	137A-2.75-C	BEACH ST
XING SCR-1042	752394T	017B-2.80-C	INDUSTRIAL RD
XING SCR-1043	768289P	137A-2.80	LEE RD
XING SCR-1149	768288H	137A-2.82-CX	DEL MAR FOOD
XING SCR-1125	768291R	137A-2.85-CX	MARTINELLI

*The crossing states that the crossing is 752372Y. It is unclear if the sign or CPUC's list is inaccurate.

C-8 The California Department of Education (CDE) Guidelines state schools should be sited far from railroads



Photo of Second Street between Locust Street and the railroad crossing. This is part of CEIBA's SRTS Plan. The Railroad Crossing pavement signage (RXR) is clearly visible, but railroad mentions are clearly non-existent.

California Department of Education (CDE) Guidelines:

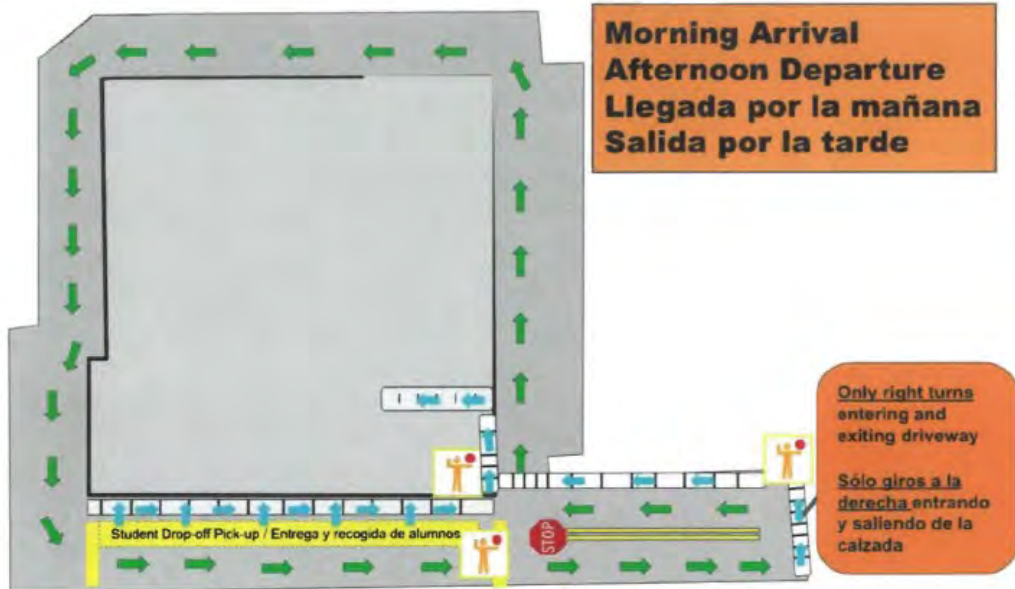
The California Department of Education (CDE) [requires schools to be sited far from railroads](#), including slow freight railroads, primarily for safety and environmental health reasons. These concerns are addressed through guidelines and regulations to protect students from potential risks, such as:

- 1. Accidents and Derailments:** Even slow-moving freight trains carry the risk of accidents or derailments, which can pose a significant danger to nearby schools due to the potential for collisions, fires, or release of hazardous materials.
- 2. Hazardous Material Exposure:** Freight trains often transport hazardous substances, such as chemicals, oil, or other dangerous materials. A spill or accident could expose children and staff to toxic fumes or contamination, creating serious health risks.
- 3. Noise and Vibration:** Railroads can produce constant noise and vibration, which can disrupt the learning environment, affect concentration, and potentially have long-term effects on students' well-being.
- 4. Air Quality:** Freight trains, especially those powered by diesel engines, emit pollutants that can negatively impact air quality, particularly in sensitive areas like schools where children are vulnerable to respiratory issues.

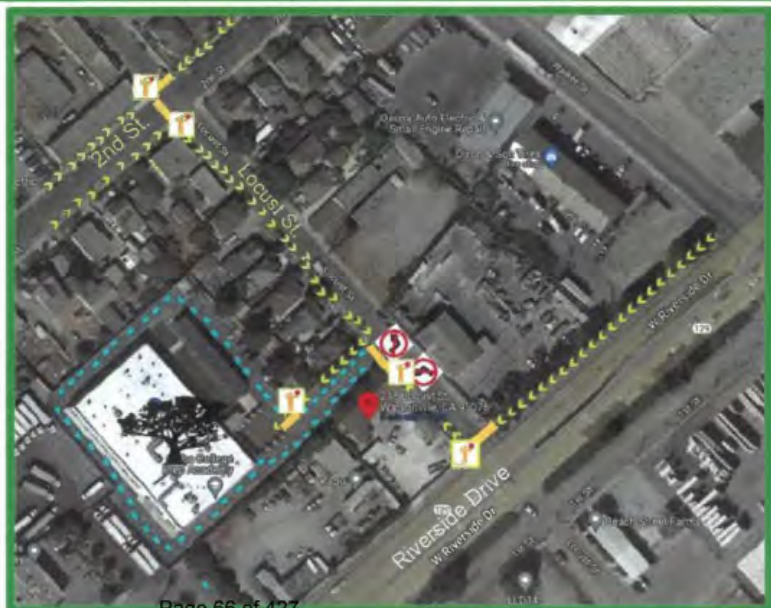
C-9 CEIBA's 2024-2025 SRTS Plan is cropped and start west of the railroad, which is deceptive



2024-25 Safe Routes to School



- No left turn entering or exiting Ceiba / No se puede girar a la izquierda para entrar o salir de Ceiba
- Students walking should follow crossing guards instructions / Los estudiantes que caminan deben seguir las instrucciones de los guardias de cruce



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C-9 CEIBA's 2024-2025 SRTS omit safety guidelines for railroad crossings and truck routes



2024-25 Safe Routes to School



1

Traffic Advisories Avisos de tráfico



Please do not double park
No aparcar en doble fila

Please do not Double Park
No aparcar en doble fila

2



Riverside Dr (HWY 129)



Second Street



Locust Street

- **Please do not drop off or pick up students along Riverside Dr, Second St, or Locust St**
- **Por favor, no deje ni recoja alumnos en Riverside Dr, Second St, o Locust St.**

3



- Students group here first
- Los estudiantes se agrupan aquí primero

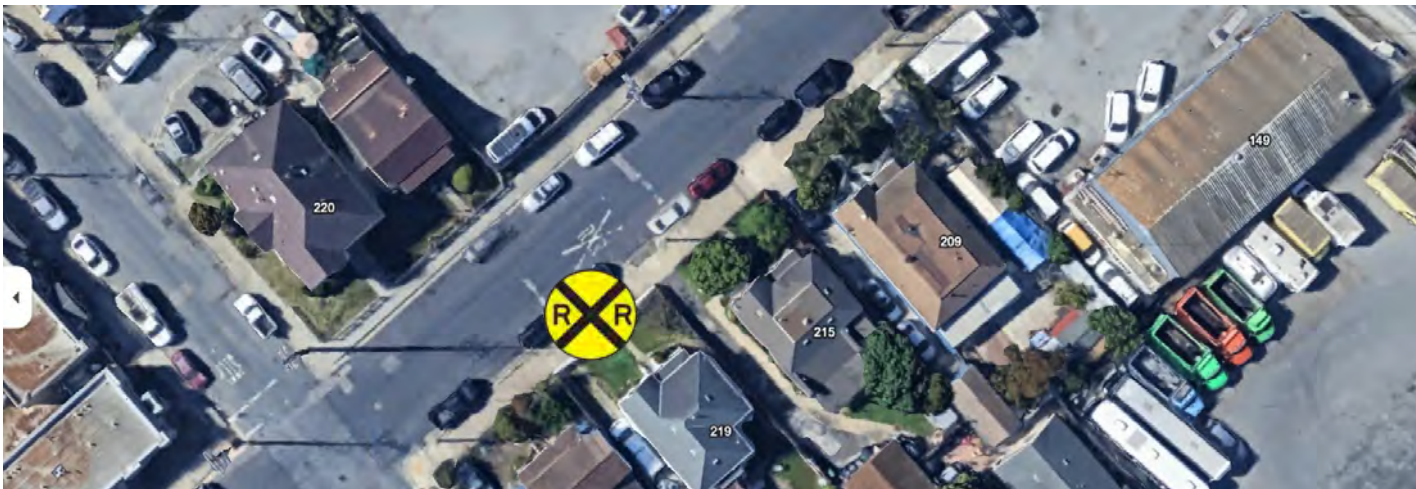
Student Crossing at 2nd and Locust

- Students cross Second St in group on North side of Locust St
- Los estudiantes cruzan la calle Second en grupo por el lado norte de la calle Locust

Page 67 of 427

C-9 CEIBA's 2024-2025 SRTS plan obscures the advance warning sign and the Railroad Crossing pavement markings on Second Street and SR 129

- No left turn entering or exiting Ceiba / No se puede girar a la izquierda para entrar o salir de Ceiba
- Students walking should follow crossing guards instructions / Los estudiantes que caminan deben seguir las instrucciones de los guardias de cruce



Google Earth view of Second Street/Locust Street intersection, part of CEIBA's Safe Routes to School showing the **Railroad Crossing** signage painted on the street.

C-10 Industrial stakeholders, non-CEIBA Traffic Engineers, CEIBA Parents, and Concerned Citizens referenced the railroad dangers

Notable railroad hazard references that were all ignored by CoW, PVUSD, CEIBA, Ecology Action, SCCOE, and RTC.

1. CEIBA's 2014 SRTS Plan shows railroad tracks, but there is no description of railroad safety. This file was suspiciously removed by CoW in the agenda package for February 28, 2023 (See Section S-2).
2. During the February 25, 2020 City Council Meeting with Ecology Action, multiple CEIBA parents expressed concerns about the dangers of Walker Street, particularly at Walker and Second Streets, and the railroad dangers from the intersection of Walker Street and Beach Road to Walker Street and W. Lake Avenue.
3. On October 27, 2021, CEIBA Parent Imelda Hernandez submitted a letter to CoW re the striping of W. Lake Avenue. CoW Maria Esther Rodriguez stated it would be done in a week. **This has still not been done five years later.**
4. On September 12, 2022 and October 20, 2022, Watsonville resident Ilia Bulaich presented to the Santa Cruz County Board of Education Trustees regarding the presence of railway lines and the City's and CEIBA's discarding of safety protocols in the industrial zone.
5. In the fall of 2022, Marta Bulaich spoke with RTC Director Guy Preston who stated he had no idea a school was near the railroad.
6. In February 2023, Registered Traffic Engineer James Jefferey addressed the railroad hazard in his report concern the systemic dangers regarding CEIBA's operations.
7. On February 27, 2023, PV Cold Storage General Manager Peter Bobeda wrote a letter to the Watsonville City Council regarding the City General Plan and issues with the railroad and dangers to CEIBA students.
8. On February 28 2023, Rodoni Farms executive Robert Rodoni addressed the City Council regarding the dangers of the railroad.
9. On March 14, 2023, local citizen Nick Bulaich wrote a letter to the City Council regarding the General Plan and railroads and truck routes.

D. COW and PVUSD IGNORED CDE'S SITING GUIDELINES REGARDING RAILROADS; NO REQUIRED EMERGENCY RESPONSE FOR SCHOOLS NEAR RAILROADS

D-1. Failure to Follow Railroad Siting Guidelines and No Emergency Response Plan

The CDE specifically states that if a proposed site is within 1,500 feet of a railroad track easement, a safety study **shall** be done by a competent professional.

It is notable that there are four PVUSD schools within 1,500 feet of a railroad:

- 1 [Radcliff Elementary School](#), 550 Rodriguez, Watsonville
- 2 [Navigator \(Watsonville Prep\)](#), 407 Main Street, Watsonville
- 3 [Pajaro Middle School](#), 250 Salinas Road, Pajaro
- 4 [CEIBA](#), 215 Locust Street/260 W. Riverside Drive, Watsonville

However, there **appear to be no railroad emergency response guidelines** on the PVUSD or individual school websites.

CEIBA, which has had three students injured on or around the railroad and on truck routes, has no railway safety guidelines or truck routes safety guidelines in its CSSP, on its website, in its Safe Routes to School or [parent handbooks](#).

California charter schools are not required to follow safety guidelines, however, CEIBA should have followed California Department of Education (CDE) guidelines, particularly those in the School Site Selection and Approval Guide, because its location at 260 W. Riverside Drive was in a heavy industrial zone.

D-2 CDE Siting Guidelines regarding “Proximity to Railroads”



Proximity to Railroads

When evaluating a site near railroad tracks, a study should be conducted to answer the following questions (See *California Code of Regulations, Title 5, Section 14010(d)*):

1. What is the distance from the track easement to the site?
2. Are the tracks mainline or spur?
3. What kinds of cargo are carried?
4. What is the frequency of rail traffic, and how does the rail traffic schedule relate to the school time schedule?
5. Is the proposed site near a grade, curve, bridge, signal, or other track feature?
6. What is the need for sound and safety barriers?
7. If pedestrians or vehicles must cross the tracks, are there adequate safeguards at the crossing?
8. Are there high-pressure gas lines near the tracks that might rupture in the event of derailment?

While most railroads have detailed instructions for handling hazardous materials, no setback distance between railroad tracks and schools is defined in law. However, the *California Code of Regulations, Title 5, Section 14010(d)*, established the following regulations pertaining to proximity to railroads:

If the proposed site is within 1,500 feet of a railroad track easement, a safety study shall be done by a competent professional trained in assessing cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track, need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossing, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, preparation of an evacuation plan. In addition to the analysis, possible and reasonable mitigation measures must be identified.

The National Transportation Safety Board has called for a uniform standard separation of at least 100 feet between hazardous materials storage and production facilities and mainline railroad tracks. Hazardous materials authorities have evacuated homes within a radius of 1,500 feet to 2,500 feet of railroad accidents when toxic gas and explosives were involved.

D-3 CDE Siting Guidelines regarding “Emergency Response Plans”



Emergency Response Plan

Emergency Response Plan. There are approximately thirty-three short line railroads, not mainline, around the state. **School districts should have information about them (e.g., name of rails, owner, operation, location, and dispatch office).** In addition, school districts should identify the mile post crossing nearest the school and keep on file with the school's emergency response plan.

E. CITY STAFF FAST-TRACKED CEIBA APPROVAL DISCARDING SAFETY AND USING A DEFECTIVE TRAFFIC STUDY

Description:

Emails dated from April 2-May 17, 2012, between former City Manager, Carlos Palacios and **PVUSD Executive and City Council Member Nancy Bilicich, former PVUSD Employee and City Council Member Lowell Hurst, and District 4 City Council Member Eduardo Montesino**. Email includes a memo from former Interim Community Development Director Marcela Tavantzis.

Summary:

The email states that “Attached is a memo from Marcela demonstrating the time frame that we responded to Ceiba on the proposed relocation to the Riverside property.”



E-1 CoW fast-tracked the approval for CEIBA

Description:

Emails dated between April 2 – April 10th between Tom Brown and former Community Development Director, Marcela Tavantzis Re Ceiba Long-Term Facilities Plan

Summary:

On April 2, 2012, Brown emailed Tavantzis about securing 260 W. Riverside Drive as an “interim solution while we purchase and construct a permanent campus.”

Tavantzis responded with concerns about “accessibility and traffic,” duration of lease, and number of students.

E-1 CoW fast-tracked the approval for CEIBA



Marcela Tavantzis

Re: Ceiba Long-Term Facilities Plan

To: Tom Brown

April 10, 2012 at 4:13 PM

Dear Tom. I have discussed the item with our traffic engineer (Maria) and Kurt. I have some concerns regarding accessibility and traffic. It kind of all depends on how long you plan to be there, and how many students we may be talking about. Would you like to meet and talk about it?

Take care
m

On Mon, Apr 2, 2012 at 8:07 PM, Tom Brown <tom.brown@beaconed.org> wrote:

Oh, so sorry to bother you in Chile and on FMLA. We're trying to work with Cabrillo for next year and they may not be able to accommodate our growth so we're looking at 260 W Riverside (former DHL transfer station). This would be an interim solution while we purchase and construct a permanent campus. I'd like to speak to you about whether the City would support our occupancy there. We have some ideas on how to mitigate surface street traffic (by queuing drop-off and pick-up around the building) and would like to know whether this is possible from the City's side before we go to the trouble of making a lease offer.

Any insights or suggestions would be most welcome.

Thank you for your help.

Tom

On Mon, Apr 2, 2012 at 7:45 PM, Marcela <marcela.tavantzis@cityofwatsonville.org> wrote:

I would love to help you but I'm off this week on FMLA. I'm in chile!! I'll be back on Monday. Will that work?

Thanks.
m

Sent from handheld device. Please excuse typos and brevity.

E-1 CoW fast-tracked the approval for CEIBA

On Mon, Apr 2, 2012 at 7:45 PM, Marcela <marcela.tavantzis@cityofwatsonville.org> wrote:

I would love to help you but I'm off this week on FMLA. I'm in chile!! I'll be back on Monday. Will that work?

Thanks.

m

Sent from handheld device. Please excuse typos and brevity.

On Apr 2, 2012, at 9:06 PM, Tom Brown <tom.brown@beaconed.org> wrote:

Hi Marcela:

Would you have 15 minutes tomorrow (Tuesday) to chat with me in person about our long-term plan for Watsonville?

Thank you very much.

Sincerely,

Tom

--

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep

280 Main Street | Watsonville, CA 95076

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

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tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

E-1 CoW fast-tracked the approval for CEIBA

Description:

Memo dated May 17, 2012 from Marcela Tavantzis to City Manager Carlos Palacios re Contact with Ceiba. Specifically, the City stated in April 17, 2012 that the “City will not oppose relocation request. ”

Summary:

The Memo details a timeline of events starting on April 2, 2012, the day after PVUSD sent CEIBA an offer. It states:

“This was accomplished without a formal application or fees paid.

Normally, these types of inquiries that involve rezoning, complex traffic and pedestrian access are only done using a formal application.

As you can see, the entire process was 15 days, including the fact that I was out of the country for half of that time, and that the applicant delayed the meeting by 5 days.

I have attached emails with correspondence.”

[Emphasis added]

E-1 CoW fast-tracked the approval for CEIBA

Memorandum from Community Development Department

To: City Manager, Carlos Palacios
From: Interim Community Development Director, Marcela Tavantzis
Date: May 17, 2012
Subject: Contact with Ceiba

Per your request I have compiled a timeline of our contact with Ceiba regarding their use of an industrial property for their expansion.

April 2, 2012 First contact from Tom Brown

April 2, 2012 Marcela (MT) responded to Tom Brown indicating that she was out of country

April 2, 2012 Tom Brown sends email to MT explaining proposal

April 9, 2012 MT contacts Tom Brown indicating that she is collecting comments from other departments to respond to his inquiry

April 10, 2012 MT contacts Tom Brown with feedback and offers to set up meeting

April 11, 2012 Tom Brown requests meeting for April 15-18

April 11, 2012 MT sets up meeting for April 16

April 17, 2012 MT communicates to Tom Brown that City will not oppose relocation request

This was accomplished without a formal application or fees paid. Normally, these types of inquiries that involve rezoning, complex traffic and pedestrian access are only done using a formal application. As you can see, the entire process was 15 days, including the fact that I was out of the country for half of that time, and that the applicant delayed the meeting by 5 days.

I have attached emails with correspondence.

E-1 CoW fast-tracked the approval for CEIBA

Description:

Various Email exchanges in October 2012 between Tom Brown, Nancy Bilicich and Marcela Tavantzis re Ceiba Facilities Update – 260 W. Riverside Drive, Watsonville.

Summary:

Tavantzis' email exchanges with Bilicich concern that City's support of the project. Tavantzis maintains that:

"We are supportive of the concept. Prior to final approval they will need to **complete a traffic study.**"

Bilicich questioned the need for a traffic study stating, "**We need to get them moving along.**"

The traffic consultant retained by CEIBA was [Frederik Jakobus Venter](#) (License Number 64621) a Vice President of Transportation Planning at RBF Consulting (now part of Michael Baker International). Venter is a consultant routinely retained by CoW and is former colleague of Interim Community Development Director [Justin Meek](#). Instead of submitting a complete report, Venter submitted a draft, incomplete, unsigned report with significant flaws and omissions. It is notable that CoW **NEVER** required CEIBA to submit a **complete a traffic study** for a significant land use decision seriously impacting both students and industrial stakeholders. This is problematic given the state of the rails at the intersection of Walker and Highway 129.

E-1 CoW and PVUSD knew Locust Street was narrow and comment from Caltrans was needed for a CEQA exemption; they ignored both issues

Description:

Various Email exchanges between Tom Brown, Nancy Bilicich and Marcela Tavantzis re Ceiba Facilities Update – 260 W. Riverside Drive, Watsonville.

Summary:

Tavantzis' stated:

"The public works department is requiring the traffic study. The number of vehicles that will be relatively narrow street is rather large. Also, the intersection with Riverside Drive needs to be addressed. They will also have to present a "safe route to schools" program. We are moving as fast they can turn stuff in." [Emphasis added]

At no point in any CoW Staff Reports or CEIBA-commissioned traffic studies is there any mention of Locust Street being narrow which is a critical assessment for the traffic analysis (Locust Street is only 34 feet wide). The narrowness contributes to chronic traffic backup when CEIBA actually uses its loop in accordance with its Conditions of Approval. Moreover, the City **FAILED** to address Riverside Drive, which is the intersection of Locust Street and State Highway 129. Before CoW could properly exempt CEQA, it was required to get comments from Caltrans to confirm CEQA was not required. It is notable that CoW did require Caltrans comments with Navigator School on Highway 152 in 2020, yet Navigator student traffic is downtown and not along heavy truck routes.

E-1 CoW Staffer confirmed she would do everything for PVUSD/Employee Council Member Bilicich; Bilicich objected to the need for a traffic study.

Description:

Various Email exchanges between Tom Brown, Nancy Bilicich and Marcela Tavantzis re Ceiba Facilities Update – 260 W. Riverside Drive, Watsonville.

Summary:

Bilicich responded:

"Thank you for your support Marcela. I just want them out by June and I know it will take time..."

Tavantzis declared:

"I will do everything I can to give Adult Education your building back!!!

Bilicich concluded:

"I know and that's why I appreciate you."

E-1 CoW fast-tracked the approval for CEIBA

Subject: Re: Ceiba Facilities Update - 260 W Riverside Drive, Watsonville

Date: Thursday, October 18, 2012 at 4:13:28 PM Pacific Daylight Time

From: nancy_bilicich@pvusd.net

To: Marcela Tavantzis

I know and that's why I appreciate you.

Sent from my Droid Charge on Verizon 4GLTE Marcela Tavantzis wrote:

I will do everything I can to give Adult Education your building back!!!

On Thu, Oct 18, 2012 at 3:21 PM, Bilicich, Nancy <Nancy_Bilicich@pvusd.net> wrote:

Thank you for your support Marcela. I just want them out by June and I know it will take time. . .

By the way, the trailer is back on Bridge Street again, by Franich Park. Looks like someone ran into the fender. . .

From: Marcela <marcela.tavantzis@cityofwatsonville.org<mailto:marcela.tavantzis@cityofwatsonville.org>>

Date: Thu, 18 Oct 2012 14:34:23 -0700

To: "Dr. Nancy Bilicich" <nancy_bilicich@pvusd.net<mailto:nancy_bilicich@pvusd.net>>

Subject: Re: FW: Ceiba Facilities Update - 260 W Riverside Drive, Watsonville

The public works department is requiring the traffic study. The number of vehicles that will be using this relatively narrow street is rather large. Also, the intersection with Riverside Drive needs to be addressed. They will also have to present a "safe route to schools" program.

We are moving as fast as they turn stuff in.

Thanks

On Thu, Oct 18, 2012 at 2:08 PM, Bilicich, Nancy

<Nancy_Bilicich@pvusd.net<mailto:Nancy_Bilicich@pvusd.net>> wrote:

Marcela,

What does the traffic study entail? Is that really necessary? We need to get them moving along. . .

Nancy

Dr. Nancy A. Bilicich, Director

Watsonville/Aptos Adult Education

Pajaro Valley Unified School District

294 Green Valley Road

Watsonville, CA 95076

(831) 786-2160

From: Marcela Tavantzis

[mailto:marcela.tavantzis@cityofwatsonville.org<mailto:marcela.tavantzis@cityofwatsonville.org>]

Sent: Thursday, October 18, 2012 8:50 AM

To: Bilicich, Nancy

Subject: Re: FW: Ceiba Facilities Update - 260 W Riverside Drive, Watsonville

Hi Nancy,

We are supportive of the concept. Prior to final approval they will need to complete a traffic study. We are in the process of responding to their application with the information as to what is missing from the application.

Thanks

m

On Thu, Oct 18, 2012 at 8:21 AM, Bilicich, Nancy

<Nancy_Bilicich@pvusd.net<mailto:Nancy_Bilicich@pvusd.net>> wrote:

Does the City support this?

E-1 CoW fast-tracked the approval for CEIBA

From: Tom Brown <tom.brown@beaconed.org<mailto:tom.brown@beaconed.org>>
<mailto:tom.brown@beaconed.org<mailto:tom.brown@beaconed.org>>>
Date: Tue, 16 Oct 2012 09:48:51 -0700
To: "Dr. Nancy Bilicich" <nancy_bilicich@pvusd.net<mailto:nancy_bilicich@pvusd.net>>
<mailto:nancy_bilicich@pvusd.net<mailto:nancy_bilicich@pvusd.net>>>
Subject: Ceiba Facilities Update - 260 W Riverside Drive, Watsonville

Hi Nancy:

Just wanted to give you an update on our search for more permanent facilities.

Last week (10/9/12) we submitted our Use Permit Application for 260 W Riverside Drive. We believe that this building could accommodate some combination of our middle/high school program for a number of years. Our board wants to get City approval for the use BEFORE we spend time and money designing tenant improvements in order to submit a lease proposal. Suzi Aratin told me to expect information from Keith Boyle in "a couple weeks" concerning the needs of the Planning Commission. I hope to hear from him next week.

Please contact me if you have any questions.

I hope things are going well with you.

Thank you, also, for your patience and support.

Sincerely,

Tom

--

Tom Brown

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email: tom.brown@ceibaprep.org<mailto:tom.brown@ceibaprep.org>
<mailto:tom.brown@ceibaprep.org<mailto:tom.brown@ceibaprep.org>> | web:
www.ceibaprep.org<<http://www.ceibaprep.org>><<http://www.ceibaprep.org>>

E-1 CoW fast-tracked the approval for CEIBA, didn't require a completed traffic report

Description:

Unsigned, Draft, RBF Traffic Study

Summary:

The City of Watsonville **FAILED** to require that CEIBA submit the mandated “**complete Traffic Study**”. Instead, RBF submitted a “draft, unsigned defective traffic study with several flaws and omissions.

E-1 CoW fast-tracked the approval for CEIBA, didn't require a completed traffic report

Description:

Unsigned, Draft, RBF Traffic Study

Summary:

Tom Brown emails Keith Boyle about the traffic report. However, the RBF Traffic report the City is using is dated January 10, 2013.

The City of Watsonville **FAILED** to require that CEIBA submit the mandated “**complete Traffic Study**” and instead, allow CEIBA to submit an RBF document that was a draft, unsigned “traffic study” rife with with several flaws, omissions, inaccuracies.

It is notable that Keith Boyle brings up the lack of recreational space two days before the staff report was finalized.

E-1 CoW fast-tracked the approval for CEIBA, didn't require a completed traffic report

TB

From: TB BEN tom.brown@ceibaprep.org
Subject: Re: Ceiba at 260 Riverside - Questions
Date: January 16, 2013 at 10:19 AM
To: Keith Boyle keith.boyle@cityofwatsonville.org
Cc: Tom Brown tom.brown@beaconed.org

Should be just a few more minutes. The traffic study is bogging down in our little printer.

Tom
tom.brown@beaconed.org
(831) 239-2322 mobile

On Jan 16, 2013, at 10:14 AM, Keith Boyle <keith.boyle@cityofwatsonville.org> wrote:

Hi Tom,

Thanks for the updated info. I still need the complete traffic study, and 10 color copies of the updated packet you provide me in December. Thanks for getting this to me ASAP because I am preparing the packet. Thanks

On Wed, Jan 16, 2013 at 8:30 AM, Tom Brown <tom.brown@beaconed.org> wrote:

Hi Keith:

Here is the revised project description. Please let me know if you think further clarification is suggested. Thank you for your help.

I will deliver the requested copies this morning to the Planning counter.

Thanks again for all your help.

Sincerely,

Tom

On Mon, Jan 14, 2013 at 4:30 PM, Keith Boyle <keith.boyle@cityofwatsonville.org> wrote:

Hi Tom,

I had a few other questions after going through the info in the traffic report. Please confirm how many students is it 450 or 526, also is it 6-10 or 6-12 grades. The traffic report conflicts with the written description you provided. You may want to revise the written description to clarify the application request. Also what is proposed for recreational activities. The site does not have much open space for recreation. Thanks for you help.

On Mon, Jan 14, 2013 at 4:21 PM, Tom Brown <tom.brown@beaconed.org> wrote:

Hi Keith:

Got your voice mail this afternoon. Here are the answers.

We are estimating 27 staff at 260 Riverside.

I will prepare and deliver to the counter tomorrow:

TIA, including appendices and exhibits, black and white copies (2 sets)

Project drawings (elev, floor plan, site plan, code analysis) in color (10 sets)

Thanks for your help. Please call or write if you need anything else.

Tom

--

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep

315 Main Street Suite 206 | PO Box 1449 | Watsonville, CA 95077

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

--
Keith Boyle
Principal Planner
City of Watsonville
[831-768-3073](tel:831-768-3073) keith.boyle@watsonville.org

--

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep

E-1 CoW fast-tracked the approval for CEIBA, didn't require a completed traffic report

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...
Keith Boyle
Principal Planner
City of Watsonville
(831)768-3073 keith.boyle@watsonville.org

E-2 The RBF Traffic Study was defective

The RBF Report is defective and should have never been considered in a land use decision. In addition to being incomplete and unsigned, there were emails exchanged after the date of the report, January 10, 2013, suggesting updates. However, none were included in publicly-posted documents. This January 10, 2013 draft, unsigned version was included in the June 4, 2013 Planning Commission Agenda Packet.

E-2. CEIBA's unsigned, draft, incomplete RBF Traffic Analysis Report used for a land use decision omitted railroads and truck routes

Source:

Planning Commission January 16, 2013 Staff Report

Document:

RBF Traffic Analysis does not mention:

1. Heavy industrial zone
2. Walker Street speed limit
3. Railroad operations on Walker Street
4. 4 Railroad crossings on Walker Street within 1,500 feet of the school
5. Walker Street is a truck route
6. Surrounding streets around CEIBA were truck routes (SR 129, Walker Street, Beach Road, Lake Avenue)
7. Any study of traffic at Second and Walker Streets
8. Narrowness of Locust Street (addressed in opposition letters dated submitted in the April 5, 2022 meeting)
9. Never considered likelihood of U-Turns on Highway 129 at Sakata Lane
10. The words "railroad," "railway," "rail"
11. The words "truck," "truck routes," or "semis"

.

E-2 RBF Consulting generated a draft, incomplete report used for a critical land use decision

PVUSD, CoW, and CEIBA Proceeded with Land Use Decision **Despite Known Traffic Impact Issues, by Using an Unsigned Draft Report in Agenda Packets and Staff Reports**



Ceiba Charter School Traffic Analysis Report

**CITY OF WATSONVILLE
SANTA CRUZ COUNTY, CALIFORNIA**

TRAFFIC IMPACT ANALYSIS

Draft Report

RBF Consulting

January 10, 2013

Failure Analysis of the Defective RBF Traffic Report Used by CoW and PVUSD in Siting CEIBA in the Heavy Industrial Zone

I. Compromised integrity of report: The RBF Report was a draft, unsigned document dated January 10, 2013. City Staff had an explicit requirement to “complete a traffic study,” as documented in Marcela Tavantzis's email dated October 18, 2012 to Pajaro Valley Unified School District Executive and City Council Member, Nancy Billich. Based on email exchanges provided by CEIBA, the responsible party for the RBF Traffic Impact Analysis was [Frederik Jakobus Venter](#), Vice President of Transportation Planning at RBF. He is a licensed Civil Engineer, License Number 64621.

II. Flawed Process: The fact that a **DRAFT** report was used in a critical land use decision indicates several procedural deficiencies.

III. Deficient analysis: The report relied on trip generation estimations that did not correspond to the actual local motor vehicle usage patterns. The actual generated trips were 50% higher than estimated by the report. The defective estimations resulted in defective traffic impact analysis pertaining to anticipated levels of service at intersections. These miscalculated levels of service (LOS) allowed CEIBA to “nominally” comply with LOS standards. Yet, shortly after the school commenced operations, CEIBA and CoW acknowledged that the traffic was an accident waiting to happen. Additionally, the report failed to consider the anticipated growth of staff as the school grew to 525 students (RBF only cites 25 members).

IV: Substandard review. The RBF report had significant omissions, including failure to mention that the school was sited in a heavy industrial zone flanked by an active railroad, truck routes, and the very narrow Locust Street incapable of handling the volume of CEIBA vehicular traffic. The report fell below the required standards of any licensed traffic engineer. Details of the issues are below:

- a. The report never mentions the proposed site for CEIBA was a heavy industrial zone surrounded by industrial uses including, but not limited to, a beer distributor and cold storage facilities.

Failure Analysis of the Defective RBF Traffic Report Used by CoW and PVUSD in Siting CEIBA in the Heavy Industrial Zone

- b. Failure to acknowledge four railroad crossings within 1,500 feet of the school.¹
- c. Failure to acknowledge the presence of a railroad one block from campus. The railroad at the intersection of Walker Street and Highway 129 was in disrepair and deemed dangerous by the City of Watsonville.² Emails from Principal Engineer Patrice Theriot indicate the railroad one block from CEIBA at the intersection of Walker Street and Highway 129 was in dire need of repair:

"The loose tracks are a safety issue. Vehicles swerve to miss them, barely avoiding collisions."

"This is not something we can afford to drag out any longer. It is not just a matter of aesthetics or rideability. The City has received claims for damaged vehicles and there are numerous near-misses when drivers slow suddenly or swerve when crossing the tracks."

- d. Failure to adequately study the intersections of these railroad crossings along Walker Street.
- e. Traffic analysis was not conducted at Walker Street and Second Street, a truck route even though RBF acknowledges that trips would divert due to

¹ CEIBA is near several railroad crossings: 752372T Walker and Front Street: This frequently trespassed railroad trestle, located in a high-crime area, is trespassed daily by students and poses serious safety risks; 752375N Walker and Highway 129: an intersection with a State Highway; 752376V Walker and Second Street: A busy intersection that was never studied, though it is an inevitable "Safe Route to School" for CEIBA; 752379R Walker and Beach Street: An intersection where students, often on mobile phones, walk on a sidewalk that is the railroad tracks, increasing vulnerability; and 752379R, 752361F, 752361F Walker Street and Lake Avenue, and Kearney Street: Three railroad crossings (and a noncompliant, unsafe crosswalk), which CEIBA students use daily.

² Emails detail needed repairs dated July 25, 2013 to August 18, 2015 between Principal Engineers Patrice Theriot and Murray Fontes, former City Manager Carlos Palacios, former City Planner Marcela Tavantz former Public Works & Utilities Employees Steve Palmisano, David Koch, and Maria Esther Rodriguez, former Santa Cruz County employees Greg Caput, Tony Gregorio, John Leopold, Caltrans employees Aileen Loe, Tim Gubbins, former Iowa Pacific employee Brett Wallace CPUC Employee Felix Ko, former RTC Director George Dondero and former Deputy Director Luis Méndez, PVUSD Executive/former City Council Member Nancy Bilicich, former Council Members Lowell Hurst, Karina Cervantez, Trina Coffman, Jimmy Dutra, Daniel Dodge, Felipe Hernandez, and former and current Council Member Eduardo Montesino. (ATTACHMENT IV)

Failure Analysis of the Defective RBF Traffic Report Used by CoW and PVUSD in Siting CEIBA in the Heavy Industrial Zone

Locust Street challenges. RBF maintains they would divert to Rodriguez and Second, which is not credible.

- f. Failure to adequately identify Walker Street as a truck route with a railroad.
- g. Failure to specify Walker Street's speed limit. This is particularly concerning given that nearly every CEIBA student would have to cross a railroad/truck route to get to school, whether by foot, bike or vehicle.



- h. Failure to acknowledge several streets surrounding the school were truck routes.
- i. Failure to acknowledge Locust Street was narrow (as Marcela Tavantzis detailed in her communications to Nancy Bilicich)
- j. Failure to acknowledge any semi-truck traffic in the region due to industrial uses.

Failure Analysis of the Defective RBF Traffic Report Used by CoW and PVUSD in Siting CEIBA in the Heavy Industrial Zone

- k. Failure to acknowledge the dangerous crosswalk issue on Riverside Drive and Locust (explained in detail in both James Jeffery's and Grant Johnson's traffic reports in Appendix II.)
- l. Failure to identify any crosswalks, except three mentions of onsite crosswalks. The onsite "crosswalk" is not a crosswalk, it is a walkway. There was no crosswalk striping.
- m. Understated the construction scope stating the "project consists of minor site work." The project was a year-long, \$2M remodel of a warehouse.
- n. Failure to acknowledge that the sidewalk gaps identified for pedestrians are all established truck routes in Watsonville, including Walker Street, which has a railroad. Also, the gaps identified are on the southern side of Highway 129, where no students reside. The report also fails to identify sidewalk gaps from Front Street to Walker Street.

The following sidewalk gaps were identified on the roadway segments within 1/2 mile walking radius.

Locust Street – North of SR 129 (Riverside Drive), eastern side, approx. 150'

Walker Street – Front Street to SR 129 (Riverside Drive), both sides

Walker Street – SR 129 (Riverside Drive) to Beach Street, eastern side

Walker Street – Beach Street to Lake Street, western side

Walker Street – Lake Street to Kearney Street, eastern side

Beach Street – Industrial Road to Walker Street, northern side

SR 129 (Riverside Drive) – Industrial Road to just east of Harvest Drive, both sides

SR 129 (Riverside Drive) – Sakata Lane to 1st Street, southern side

- o. Failure to properly describe the area from Beach Street to Lake Street, which is private property adjacent to railroad tracks. As noted by the City Principal Engineer Murray Fontes, there is not a pedestrian facility here. However, this is where students walk to school and in the connecting noncompliant crosswalk is where CEIBA students sustained major injuries.
- p. Failure to identify the noncompliant crosswalk connecting the eastern and western sides of Walker Street

Failure Analysis of the Defective RBF Traffic Report Used by CoW and PVUSD in Siting CEIBA in the Heavy Industrial Zone

- q. Failure to recognize bicycle routes to CEIBA would be problematic:
 - i. Locust Street is too narrow. Installing bike routes would require the removal of essential street parking for residents.
 - ii. Highway 129 is a state highway with an acceleration zone from Walker Street to Locust Street with semi-trucks traveling at or over the speed limit.
 - iii. Walker Street, Harvest Drive, Industrial Road, and Beach Road are all established truck routes.
 - iv. Walker Street has a railroad with four railroad crossings, which can pose challenges for bicyclists.
 - v. The planned facilities are still not there ten years later.

In the vicinity of the proposed project there are Class I, Class II, and Class III Bikeways located along SR 129 (Riverside Drive) east of Walker Street, Rodriguez Street, West Beach Street and Walker Street north of West Beach Street. There is currently a planned bicycle facility on SR 129 (Riverside Drive) west of Walker Street and Walker Street south of West Beach Street.

Bicyclists can travel to and from the proposed site by using existing facilities on Beach Street, Rodriguez Street and the planned facilities on SR 129 (Riverside Drive). Bicycle connectivity could be improved by providing bicycle facilities on Locust Street, connecting the school access to existing bicycle facilities.

Failure Analysis of the Defective RBF Traffic Report Used by CoW and PVUSD in Siting CEIBA in the Heavy Industrial Zone



- r. Acknowledges traffic impact on Highway 129, but had no communication with Caltrans regarding a required encroachment permit for usage of 260 W. Riverside Drive.

This report presents the results from traffic analyses indicating the potential traffic impacts from the proposed Ceiba Charter School. The traffic generated by the project will travel on Caltrans and the City of Watsonville roadways.

- s. Traffic analysis was not conducted at Walker Street and Second Street, which is a notable oversight. RBF acknowledges that trips would divert due to Locust Street challenges. RBF lists multiple intersections but omits the obvious railroad crossing at Walker and Second.
 - i. 1. Walker Street and SR 129 (Riverside Drive)
 - ii. 2. Locust Street and SR 129 (Riverside Drive)
 - iii. 3. Locust Street and 2nd Street

Failure Analysis of the Defective RBF Traffic Report Used by CoW and PVUSD in Siting CEIBA in the Heavy Industrial Zone

iv. 4. Rodriguez Street and 2nd Street

Due to the difficulty and long delays making left-turns in and out fo Locust Street at the unsignalized intersection of Highway 129 (Riverside Drive) and Locust Street, it is anticipated that project trips will instead divert to the intersection of Highway 129 (Riverside Drive) and Walker Street, where the existing signal provides less delay and improved safety. As future traffic volumes increase along Highway 129 (Riverside Drive), the likelihood of these rerouting increases.

- t. Traffic analysis never considered the preponderance of U-Turns on Highway 129 at Sakata Lane as well as erratic reckless behavior such as "shortcut" crossing in the middle of the median;
- u. The Traffic report only considers "onsite" recommendations for Safe Routes to School (SRTS), but acknowledges that there is no SRTS plan for pedestrians:

Various site improvements and operations are recommended on Figure 3, including drop-off and pick-up circulation areas, time limits to parking spaces and the provision of a walking path and crosswalk striping to the school entrance for improved pedestrian access.

Various roadways in the vicinity of the project do not have adequate pedestrian facilities and it is recommended that the City embark on a SRTS program for Ceiba Charter School to improve access for children to the school. In addition, bike racks must be provided on the site for students.

- v. Failure to adequately calculate the capacity of the circulation loop. Also, the recommended clockwise pattern did not consider the inevitable Locust Street, Second Street, and Highway 129 traffic congestion.

Failure Analysis of the Defective RBF Traffic Report Used by CoW and PVUSD in Siting CEIBA in the Heavy Industrial Zone

Due to the number of parking spaces available, it is anticipated that a large portion of the students will be dropped off and students will not be allowed to park on the site nor drive cars to school. To improve site circulation and eliminate queuing onto the streets, it is recommended that traffic travel in a clockwise pattern around the school building.

- w. RBF stated that the Riverside Drive access would be closed off.
However, Riverside Drive access was not closed off and continues to be used by CEIBA staff, buses, students, vendors, etc.
- x. The words "rail," "railroad," or "railway" never occur in the report.
- y. The words "truck," "truck route," or "semi-truck" never occur in the report.

E-3. Other City Staffers were concerned about the CEIBA approval process in 2013.

Description:

Two emails dated from April 19 2021 from former Community Development Director Suzi Merriam to City Planner Justin Meek and former City Manager Matt Huffaker regarding concerns on how Staff categorized CEIBA as a trade school and granted a CEQA exemption

E-3. Other City Staffers were concerned about the CEIBA approval process in 2013.

From: Suzi Merriam <suzi.merriam@cityofwatsonville.org>
Sent: Monday, April 19, 2021 11:55 AM PDT
To: Justin Meek <justin.meek@cityofwatsonville.org>
Subject: Fwd: Ceiba

Ugh....the original staff report for Ceiba was soooo bad.....it said that ceiba was the same as a trade school, and it was found to be exempt from Ceqa. The only saving grace we have is that it was limited to 10 years...which could justify why we didn't do further environmental review originally. Thoughts?

From: Suzi Merriam <suzi.merriam@cityofwatsonville.org>
Sent: Monday, April 19, 2021 11:53 AM PDT
To: Matt Huffaker <matt.huffaker@cityofwatsonville.org>
Subject: Fwd: Ceiba

Well well well. Keith and Marcela are killing us. The staff report literally said that a public charter school is the same as a trade school and there was no environmental review done.

F. NAVIGATOR CHARTER SCHOOL KNEW IT WAS NEXT TO THE RAILROAD; COW REQUIRED A RIGOROUS TRAFFIC STUDY

F-1. Navigator Did a Proper Traffic Report

While CEIBA was, in effect, given a pass on producing a valid traffic study, Navigator's traffic engineering firm Kittelson & Associates (Kittelson), generated a professional level report, which was in the Agenda Packet for the October 6, 2020 [Planning Commission Meeting](#).

Kittelson is a transportation engineering and planning consulting firm that partners with public agencies and private organizations to solve complex problems through research, planning, operations, and design.

The Kittelson Report covered everything from student drop-offs/pick-ups, buses, crossing guards, safety protocols, highways, and the railroad as Navigator **is within 1,500 feet of the Walker Street railroad crossing**.

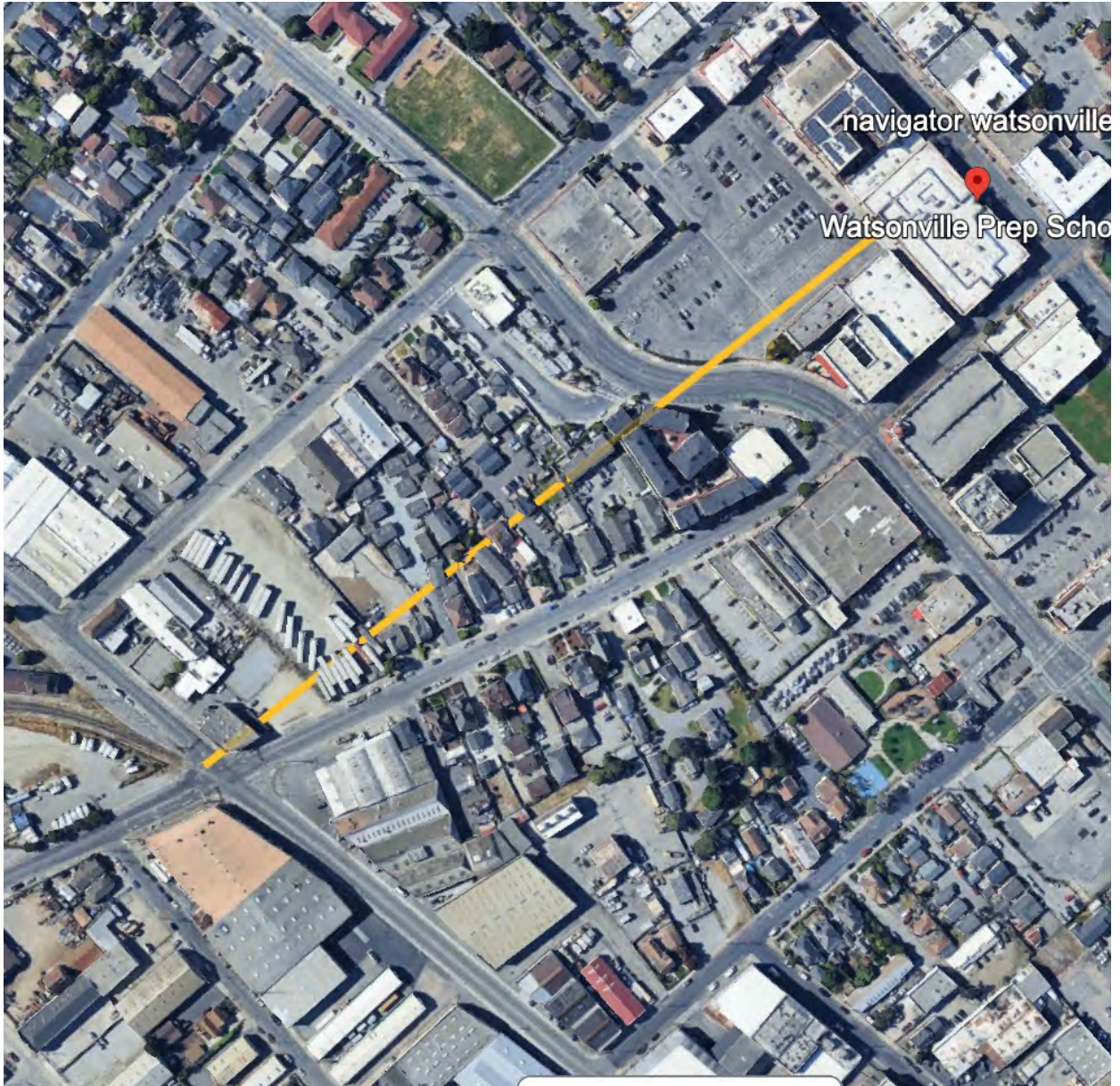
It is notable that CoW and PUVSD never required this level of rigor for CEIBA.

Conspicuously, CEIBA approval was **recklessly fast-tracked in the industrial zone**; had multiple student accidents on or near the railroad; is adjacent to the four railroad crossings; does not have any emergency plans regarding railroad; does not mention railroad in any document; never reported accidents to the RTC; and even denied to the media that any accidents along the railroad ever occurred.

CoW also required that Navigator **secure comments from Caltrans** because the school is along Highway 152 in downtown Watsonville, a 25 MPH commercial zone. It is further notable that CoW never required CEIBA to get comments from Caltrans even though the school was sited on Highway 129 where truck speeds exceed 45 MPH, and the school shared a driveway with a beer distributor that had outgrown its operational footprint by a factor of four.

CoW even encouraged CEIBA to have parents drop off and pick up students along State Highway 129. City Staff subsequently wrote a memo on January 31, 2023 that mischaracterized a public meeting wherein this danger was discussed. CEIBA was supposed to enact a policy to prevent parents from using Highway 129 as a drop-off and pick-up area. This matter has never been approved by the board or included in its Parent Handbook.

F-2. Map of Navigator School (aka Watsonville Prep School) showing it s within 1,500 of the Walker Street & Beach Road railroad crossing 752379R



F-3. Navigator's traffic engineer, Kittelson, properly described Walker Street with a railroad; CEIBA's consultant, RBF, did not mention the railroad

Differences in describing Walker Street

Kittelson included railroad references in its description of Walker Street. It also acknowledged industrial uses adjacent to CEIBA, even though Navigator is NOT in the industrial zone. RBF's incomplete, unsigned, draft report makes no mention of the railroad, the industrial zone, or even the intersection at Walker and Second Street. CEIBA students also traverse the Walker and Front Street intersection.

Kittelson Description of Walker Street

Walker Street is a northwest-southeast two-lane minor arterial that provides access to several industrial warehouses southwest of Downtown Watsonville. Class II bicycle lanes are present on both sides.

Sidewalks are generally provided on both sides of Walker Street – sidewalks gaps exist on the south side from Beach Street to W. Lake Avenue; the north side from W. Lake Avenue to Kearney Street On-street parking is available west of 6th Street. **A railroad crossing is present at the intersection with Beach Street**; the railroad continues southeast along Walker Street, moving through the area around 10 mph twice daily.

RBF Description of Walker Street

Walker Street is a two-lane arterial within the project limits. Walker Street runs north-south from Front Street Front Street to Ford Street and provides Class II bikeways within the City of Watsonville.

F-4. Kittelson Report referenced and described the railroad [October 6, 2020 CoW Agenda Package]

Description:

Transportation management plan by Kittelson & Associates is a valid report. It references the railroad, which is within 1,500 feet of Navigator. It is notable that the CoW never asked CEIBA to evaluate railroad issues. A letter to Navigator's principal Kevin Sved was only month after CEIBA students were injured near the intersection.

Summary:

This is a professional, complete report demonstrating the industry standard for Navigator School to address the railroad. At the stop on Walker and Beach, the railroad lacks crossing gates and lighting. While Navigator has limited activity at this intersection, CEIBA **does not**. CEIBA maintained it has over 515 students crossing busy intersections, to wit, Walker Street, daily.

The Kittelson report stated:

A **railroad** crossing is present at the intersection with Beach Street; the **railroad** continues southeast along Walker Street, moving through the area around 10 mph twice daily.

A low-speed, low-volume railroad crossing is within the Walker Street/Beach Street intersection.

Currently, **this railroad crossing does not meet standards since, among other features, it lacks crossing gates and lighting.** The City could work with the California Public Utilities Commission (CPUC) **to conduct a diagnostic review** of the crossing to identify necessary improvements. **Given the limited amount of school-related pedestrian activity expected at this intersection, upgrades to the railroad crossing would not be Project-related improvements.**

F-5. CoW required that Navigator secure comments from Caltrans; CEIBA was not required to do this.

Description:

Agenda Packet dated October 6, 2020 includes a letter from the City to Kevin Sved, Principal of Navigator dated January 24, 2020.

Summary:

This Agenda Packet demonstrates that the CoW had far more rigorous requirements for Navigator School than CEIBA, including parking, circulation drop off, railway, a traffic study, comments from Caltrans (even though Navigator is not exposed to 55 mph traffic with semi trucks), transportation impact analysis, operations at traffic intersections, current traffic data, site access, traffic management plan, etc.

The CoW letter to Sved stated:

PENDING AGENCY REVIEWS

Caltrans. As the project is adjacent to Highway 152, a referral has been sent to Caltrans for review regarding the proposed project. As of yet, Caltrans has not provided comments and City staff is awaiting a response.

However, the CoW **NEVER** sent anything to Caltrans for review despite CEIBA being sited on Highway 129 with documented concerns about “the intersection of Riverside” and long-existed dangerous rail conditions at the intersection of Walker and Highway 129.

G. SCCRTC KNOWS THERE IS BUSY RAIL FREIGHT CORRIDOR ON WALKER STREET

The SCCRTC knows that Watsonville **has a busy freight corridor on Walker Street**

During the June 25, 2024 CoW Council Meeting, former Director now Executive Director of the RTC, Sarah Christensen, described the railroad activity in Watsonville, which is nearby CEIBA:



Area of heavy freight corridor.



RTC's Regional Director states Watsonville has a heavy freight corridor

“Another challenge that we're having down in Watsonville within the RTC right of way is that there's a lot of rail traffic. This is a heavy rail corridor...”

Sarah Christensen
RTC Former Director (now Executive Director
June 25, 2024 City Council Meeting [Video 1:15:40]

G-2. During the June 25, 2024 CoW Council Meeting, RTC Director stated there's a lot of rail traffic in Watsonville, nearly CEIBA

Description:

June 25, 2024 City Council Meeting: Former Director now Executive Director of the RTC, Sarah Christensen, described the railroad activity in Watsonville, which is nearby CEIBA.

“The challenge with that I mentioned earlier is that's a around the curve, so we're placing it in this location currently. So you could see right there, that's where it's currently placed. But this is our first cut, and we'd like to get input from City Council and the community.

Another challenge that we're having down in Watsonville within the RTC right of way is that there's a lot of rail traffic. This is a heavy rail corridor, if you think about the existing freight being maintained, as well as adding passenger rail and then trying to squeeze a trail in there as well.

So, the reality of it is, there's some right of way needs in order to fit the trail alongside the rail. So, acquisition of private property in order to build the rail along or the trail along the rail line. So, one of the potential options that we're looking at is to divert the trail from the RTC right of way and putting that the active transportation facilities down Beach Street instead.”

G-3. During the June 25, 2024 CoW Council Meeting, RTC Director did not know how many schools were near the railroad

Council Member Ari Parker:

“No, I understand I'm responsible for myself in this one, but still. So, I wanted to know how many representatives were there for us when it came to people who live here and will be impacted.

We not only have so just for edification, and another comment for the RTC staff. We not only have a lot of commercial freight going back and forth, but we have not only businesses and those things, **we have seemingly a school that's right by that. And do they have schools right by all these train tracks in Santa Cruz**

Director Sarah Christensen (hesitatingly said...)

“Sometimes.”

Council Member Ari Parker:

“Sometimes meaning they do?”

Director Sarah Christensen

“There are schools within blocks of like the rail line.”

Council Member Ari Parker:

“One or two or five or 10. I mean, I'm saying that because it's important in this it's a smaller community here, and that kind of safety issues already an issue with our commercial and freight trains, let alone having more. Okay. I appreciate your patience. I hope that my comments were indicative of concerns that we have in South County and more.”

G-4. What did the SCCRTC know about CEIBA's student accidents given that its Risk Manager was formerly CEIBA's Board Chairwoman?

In the Fall of 2022, Marta Bulaich spoke with Guy Preston, former executive director of SCCRTC. Preston maintained he was entirely unaware that CEIBA was adjacent to the railroad.

However, Yesenia Parra, Head of Risk Management at RTC, was a board member and chairwoman of CEIBA from 2016-2020. In a public document request dated August 24, 2023 to the RTC requesting all communications to/from SCCRTC, Parra reported no communication from the RTC with CoW, PVUSD, Santa Cruz Office of Education, and/or CEIBA regarding the railway.

Given that two CEIBA students sustained major injuries on December 10, 2019, during her time as a CEIBA board member and her ongoing senior staff role at the RTC, it is reasonable to assume that (1) Parra was aware CEIBA was next to railroad crossings; (2) RTC was not informed about the accident she was privy to during the CEIBA board meeting she attending the same day of the accident; and (3) that the danger was non-trivial.

It is reasonable to expect that she would have reported this to the SCCRTC.

H. RTC RISK MANAGER/CEIBA BOARD MEMBER DID NOT FULFILL HER DUTY TO REPORT CEIBA-RAILROAD ISSUES TO RTC

Conflict of Interest with CEIBA Board Member and RTC

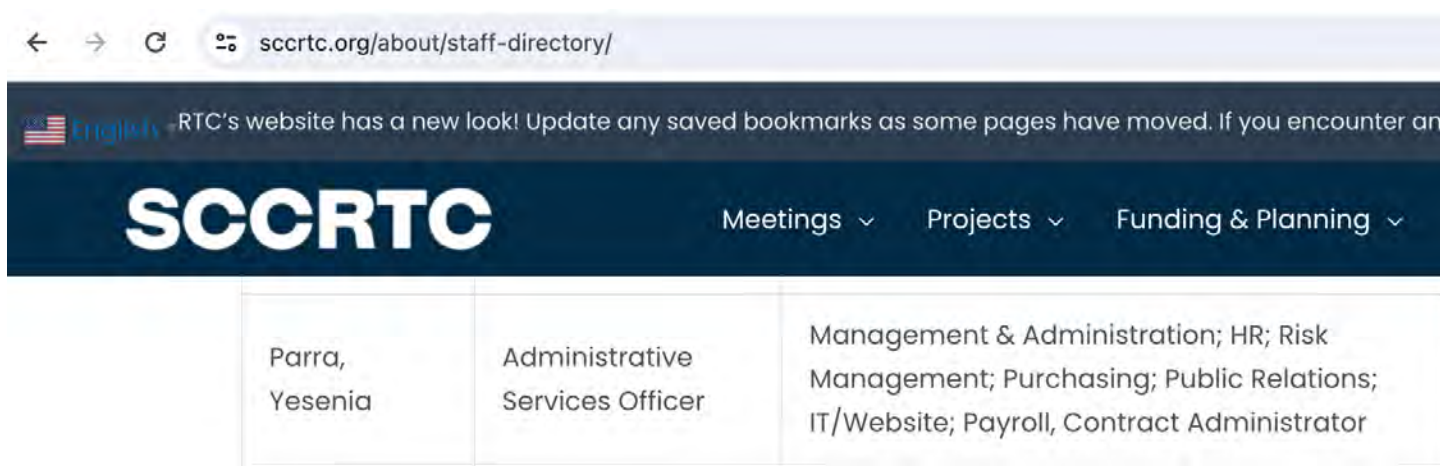
In the event of an accident involving minors walking along railroad tracks, the following entities should be promptly notified to ensure the safety of the minors and to facilitate appropriate remedial actions:

1. SCCRTC
2. Union Pacific Railroad
3. St. Paul and Pacific Railroad
4. California Public Utilities Commission (CPUC)
5. Federal Railroad Administration (FRA)

Pursuant to a public records request submitted to SCCRTC, no documents were provided detailing communications between the RTC and the City of Watsonville (CoW), the Santa Cruz County Office of Education (SCCOE), the Pajaro Valley Unified School District (PVUSD), or CEIBA College Preparatory Academy in relation to the accident. This omission is particularly concerning, given that at the time of the incident, Yesenia Parra, the Risk Manager for SCCRTC, concurrently served as the President of the Board for CEIBA College Preparatory Academy.

Although there was a police report about the CEIBA bicycle accident, it is unclear if SCCRTC was ever informed about this accident.

H-1. Yesenia Parra did not fulfill her duty as the RTC Risk Manager



It is unclear whether or not Parra actually ever informed the RTC, St. Paul, and the FRA. However, given her roles as a Board member of CEIBA and a Risk Manager, it would be reasonably expected of her. It's a factor that establishes weight in an ethical analysis. She is employed by the RTC in a risk role and served on CEIBA's board, to promote the well-being of the school. As the Chairperson of the board, she would understand the school was on precarious ground, voluntarily serving as a board member, promoting the well-being of the school.



Moreover, there was very little about the accident, or how CEIBA categorizes it, an "incident" in [CEIBA's board minutes of December 10, 2019](#).

d. **Public Comment**

At this time, any person may address the Board on any item not listed on the agenda. Pursuant to the Brown Act, the Board can not consider issues or take action on requests during this comment period. Time is limited to 3 minutes per person. The length of Public Comment can be extended by the Board.

Note from Annie Millar about student incident on 12/10/19

H-2. Yesenia Parra's LinkedIn page shows her as the Chair of CEIBA's Board from 2016 to present




Yesenia Parra · 3rd
Director of Administrative Services
Salinas, California, United States · [Contact info](#)
262 connections

[Message](#) [+ Follow](#) [More](#)

About


Strong leader, manager and employee.
Strong work ethic
Skilled talent manager, recruiter, trainer
Strong Human Resource, Talent Management Professional looking to continue to grow professionally in a ...see more

Experience




Director of Administrative Services
Santa Cruz County Regional Transportation Commission
2007 - Present · 17 yrs 3 mos
Santa Cruz

Human Resources/Risk Management/Purchasing/Property Management




Provost Office
CSU Monterey Bay
2002 - 2004 · 2 yrs

Project Management, Human Resources, Supervisor, Budget, Event Coordinator, Meeting facilitator



Project Manager
Household Credit Services
May 1993 - Oct 1997 · 4 yrs 6 mos



Recruiter
Olsten Staffing Services
1988 - 1990 · 2 yrs

Talent management, recruitment, training, sales, workshop facilitator, payroll, office management

H-2. Yesenia Parra's LinkedIn page shows her as the Chair of CEIBA's Board from 2016 to present



Volunteering



President Elect

Rotary Club of Freedom
Social Services

Rotary Club of Freedom, California comprises a group of local community leaders, business owners, and professionals who meet weekly for fellowship and community service.

We are a part of Rotary International, a world wide service organization whose mission is to provide humanitarian service and build goodwill and peace.

For over forty years our club has contributed to the community of Watsonville through organizing social action and helping fund local charities. Through our youth centric programs we have helped local kids become good, participative citizens.



Site Management Team President

Linscott Charter School
Jul 2013 - Present · 10 yrs 9 mos
Education

Linscott Charter School departs from the traditional school governance model. The Site Management Team, made up of an equal number of parents (elected by the parent group) and staff, plus the Administrative Director, oversees operation of the school, including setting budget priorities. In addition, each class elects a parent representative, who acts as a liaison between the class and the SMT.



Board Chair

Ceiba Public Schools
Aug 2016 - Present · 7 yrs 8 mos
Education

Ceiba believes that every student, regardless of background, can prepare for college success in an environment of high expectations, individualized support, and a small school culture that values each student's unique contribution. Ceiba Public Schools serves as a model to schools and organizations aligned to the same outcome.

H-3. CEIBA's December 10, 2019 Board Meeting Minutes does report a "student incident" for the accident; no other mention of the accident



Minutes

Regular Board Meeting

📅 Tue December 10th, 2019

🕒 5:15pm - 7:15pm PST

📍 260 W. Riverside Drive, Watsonville, CA - Room 211

👤 In Attendance

Greg Davis, Michael Jones, Olivia Madrigal, Annie Millar, Mary Navas, Daniel Ornelas, Yesenia Parra, Josh Ripp, Meredith Wall

I. Opening Items

a. Call Meeting to Order

Called to order at 5:15p

b. Record Attendance and Guests

Mary Navas
Meredith Wall
Greg Davis
Olivia Madrigal
Yesenia Parra
Michael Jones

Josh Ripp
Daniel Ornelas

II. Closed Session

a. Public Comment on Closed Session

At this time, any person may address the Board on any Closed Session item. Pursuant to the Brown Act, the Board can not consider issues or take action on requests during this comment period.

Following Closed Session, a public report will be made to acknowledge action taken on confidential issues without reference in regards to individuals or worksites.

Public comment from Principal Josh Ripp regarding a proposal:

Notes that the potential transition will be difficult but bringing staff together to discuss strengths and weaknesses will allow the school to move in a positive direction.

Board: Would Board be able to meet with staff to discuss this further?

H-3. CEIBA's December 10, 2019 Board Meeting Minutes listed a “student incident”; no accident.

b. **Adjourn to Closed Session**

The Closed Session agenda may include items to consider and/or take action on issues regarding personnel, litigation, property and/or student discipline. Examples include:

- * Personnel Issues
- * Litigation
- * Property
- * Student Discipline

Adjourned to Closed Session 5:18p

c. **Closed Session**

1. **Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9) Ceiba Public Schools v. Green Valley Corp. dba Barry Swenson Builders, et al**
Government Code 54947
2. **Public Employee - Discipline/Dismissal/Release: Executive Director**
3. **Adjourn Closed Session**

III. **Reconvene Open Session**

Reconvened at 6:11p

a. **Report out from Closed Session**

No report out from Closed Session

b. **Welcome and Introductions**

1. **Introduction of Guests/Attendees**

c. **Approval of the Agenda**

Decision: Moved by Mary Navas
Seconded by Michael Jones
Approved Unanimously

d. **Public Comment**

At this time, any person may address the Board on any item not listed on the agenda. Pursuant to the Brown Act, the Board can not consider issues or take action on requests during this comment period. Time is limited to 3 minutes per person. The length of Public Comment can be extended by the Board.

Note from Annie Millar about student incident on 12/10/19

IV. **Reports**

a. **Executive Director/Principal Report**

1. **Strategic Planning**
Strategic planning underway. Ceiba plans to have a report by January or February on status and next steps.
2. **Mid-Year 19/20 Report**
Update on students participating at Cabrillo working through their first Final Exam.

I. CITIZENS SUBMISSIONS RE GENERAL PLAN TRUCK ROUTES AND RAILWAYS WERE IGNORED BY THE COW AND CEIBA

I-1 Watsonville Ignored Their General Plan

CoW voted to amend the General Plan but made **no mention of the City's General Policies regarding Rails and Trucks**. A concerning industrial stakeholder and a concerned citizens wrote to the CoW regarding the General Plan railroads and trucks:

1. On February 27, 2023, GM of PV Cold Storage Peter Bobeda wrote a letter to the Council regarding the General Plan, ammonia, truck routes, and the rail.
2. On March 14, 2023, concerned citizen Nick Bulaich submitted a letter to the City Council Re Ceiba school: Request for Denial at Second Reading. Agenda Item 10.1-Watsonville City Council-March 14, 2023. Bulaich stated in his letter:

This letter was a formal request to the City Council (Council) to vote to deny adoption of the Second Reading for Ceiba College Preparatory Academy's (Ceiba) request for a Zoning Map Amendment for the temporarily located school at 215 Locust Street.

Since a Zoning Map Amendment is adopted as an Ordinance, it requires a Second Reading before adoption. For the Second Reading, in which the majority of the Council can vote to deny the Amendment, there are numerous issues which hopefully the Council will consider and use as a justification to deny Ceiba's requested Zoning Map Amendment.”

In this letter Mr. Bulaich states that:

Staff decided to omit numerous relevant Policies in their report and presentation to the Council and also decided to heavily focus on some Policies that, at best, were weakly connected to the issue. Both of these areas, Goals and Policies, will be covered below by Chapter and Policy number and brief comments to follow in order for the Council to better understand on why Staff has failed to properly analyze the Zoning Map Amendment request by Ceiba.

The letter includes references to chapters and 4 and 7:

4. Goal 10.3 Rail Facilities and Service and Policies 10.1 and 10.J
7. Goal 10.8 Truck Transportation and Policy 10.U

I-1. Concerned Citizen Nick Bulaich addressed the General Plan, rail, and truck routes

4. Goal 10.3 Rail Facilities and Service and Policies 10.1 and 10.J

Since the concept of using rail is still in the plans for Santa Cruz County, the City should be very careful in approving any project which has uses that spill over onto Walker Street. There is no doubt that some drop-off and pick-up of students occur on Walker Street.

In addition, there are numerous students who cross Walker Street to attend a school in an industrial area. This should be discouraged in order to avoid conflicts with any future rail activities.

7. Goal 10.8 Truck Transportation and Policy 10.U

Watsonville is an area that is crucial for truck transportation because multiple State Highways go through the City and numerous local industries require such transportation.

Goal 10.8 states the following:

"Recognize the importance of truck transportation to the Watsonville area, and to plan for the safe, unobtrusive movement of trucks."

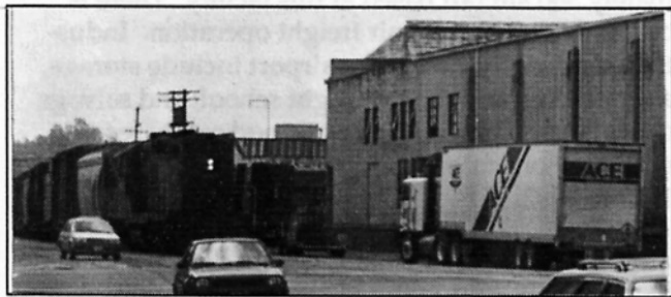
At a minimum, Staff is recommending curb extensions at Riverside Drive and Menker Street. Such extensions will surely be obtrusive to the movement of any trucks needing to use Menker Street and should not be constructed.

Despite the fact that there are semi-trucks and delivery trucks that traverse the streets and highway from every direction of the school throughout an entire day, Staff chose to ignore to cite this important Goal from the General Plan.

I-2. Watsonville's 2005 General Plan

RAIL SERVICE

Watsonville is provided with rail freight service by the main line of the Southern Pacific between San Francisco and Los Angeles. This is a vital freight link between population centers and the food processing plants located in Watsonville and northern Monterey County (Pajaro). Limited freight service is also available between Watsonville, Santa Cruz, and Davenport.



A freight train shares the road with automobiles. These trains are vital to the distribution of materials to and from Watsonville.

Goal 10.1 Street and Highway Facilities

Plan and provide for a safe, efficient, and environmentally sensitive network of streets and highways for movement of people and goods.

Goal 10.2 Transit Facilities and Service

Promote the use of transit as an alternative to the automobile for all types of travel.

Goal 10.3 Rail Facilities and Service

Plan and provide for the continued use of rail to move industrial/agricultural commodities and encourage the establishment of passenger service to the Watsonville area.

Policy 10.I Rail Facilities Use

The City shall support existing and future use of rail facilities for both commodity and passenger transportation.

Implementation Measures

- 10.I.1 Right of Way Preservation – When new land uses are proposed near existing rights-of-way, those rights-of-way shall be preserved for continued or future freight or passenger use.
- 10.I.2 Prevention of Conflicting Land Use – The City shall not permit conflicting new land uses that could preclude the use of rail rights-of-way for future commodity or passenger uses.
- 10.I.3 Railroad Mitigation Measures – Development adjacent to existing railroad rights-of-way shall be required to use mitigating measures for noise and viewscapes protection in anticipation of future rail service.

Policy 10.J Future Passenger Rail Service

The City shall consider all options for future fixed guideway passenger service.

Implementation Measures

- 10.J.1 Rail Service Options – The City shall encourage discussion and study by both private and public agencies of options for passenger service on existing alignments.

I-2. Watsonville's 2005 General Plan

GOALS FOR TRANSPORTATION AND CIRCULATION

The goals for transportation and circulation reflect a careful evaluation of community concerns and the long-range need to provide for alternatives to private automobile use.

Goal 10.1 Street and Highway Facilities

Plan and provide for a safe, efficient, and environmentally sensitive network of streets and highways for movement of people and goods.

Goal 10.2 Transit Facilities and Service

Promote the use of transit as an alternative to the automobile for all types of travel.

Goal 10.3 Rail Facilities and Service

Plan and provide for the continued use of rail to move industrial/agricultural commodities and encourage the establishment of passenger service to the Watsonville area.

Goal 10.4 Bicycle Circulation

Plan for and provide a safe, convenient network of bicycle facilities.

Goal 10.5 Pedestrian Circulation

Recognize the importance of pedestrian travel, alone, or in combination with other travel modes, and to encourage walking.

Goal 10.6 Aviation Facilities

Maintain, protect, and improve the facilities and services of the Watsonville Municipal Airport as part of the regional transportation network.

Goal 10.7 Aesthetic Considerations

Plan and provide for a circulation network that preserves and enhances scenic amenities.

Goal 10.8 Truck Transportation

Recognize the importance of truck transportation to the Watsonville area and to plan for the safe, unobtrusive movement of trucks.

Goal 10.9 Utility Routing

Ensure the adequate provision of necessary public utilities in a way which minimizes their visual impacts and potential hazards to the safety of residents.

Goal 10.10 Emergency Access

Ensure sufficient provision of emergency or secondary access and maintain acceptable response times for all parts of the service area.

POLICIES AND IMPLEMENTATION MEASURES

Policy statements and implementation measures for transportation and circulation have been developed both to improve the existing circulation network and also to provide additional capacity for projected growth.

Policy 10.A Street And Highway Improvements

The City shall pursue a program of regularly scheduled maintenance and street improvements, accompanied by the planned extension of roadways to serve new development.

Implementation Measures

10.A.1 Improvement Scheduling – The City shall use the Capital Improvement Program to ensure that needed road improvements are scheduled for timely completion.

10.A.2 Costs of Improvements – The City shall use the development review process to ensure that new development projects creating a need for additional roadway improvements pay an appropriate share of the costs, based on traffic impact fees and assessment districts.

10.A.3 Coordination of Improvements – The Planning Department shall consult with the Public Works Department to ensure that short-range roadway improvements and exten-

I-2. Watsonville's 2005 General Plan

TRANSPORTATION AND CIRCULATION, Chapter 10

Airport Master Plan and Regional Airport System Plan.

Implementation Measures

- 10.Q.1** Cooperative Planning – The County of Santa Cruz and the City shall coordinate land use planning for parcels impacted by airport operations. The City shall encourage the County to revise the Pajaro Valley General Plan to be consistent with *Watsonville: 2005*.
- 10.Q.2** Zoning for Safety – The City shall maintain strict zoning and land use controls within the Airport Operations Impact Area.
- 10.Q.3** State Guidelines – The City shall use the State's guidelines to review and manage development within the airport's area of influence.

Policy 10.R Airport Operations

The City shall continue to emphasize the economic importance of airport operations to the Watsonville Planning Area and to the regional transportation system.

Implementation Measures

- 10.R.1** Airport Improvements – The City shall continue to seek available funding sources and make appropriate capital improvements consistent with the recommendations of the *Airport Master Plan*.
- 10.R.2** Project Funding – The City shall work with the local transportation commission, California Department of Transportation, and State Transportation Commission to ensure that projects at the Watsonville Airport are given funding priority in the State Transportation Improvement Program.
- 10.R.3** Master Plan Update – The City shall review the *Airport Master Plan* at least every five years, beginning with the 1994 update, to determine the need for additional updating.

Policy 10.S Aesthetics

The City shall seek to preserve and enhance scenic vistas to and from the transportation corridors.

Implementation Measures

- 10.S.1** Scenic Vistas – The City shall investigate the use and development of scenic vistas and roadside rest areas when major roadway improvement and extension projects are undertaken.
- 10.S.2** Visual Clutter – The City shall use land use regulations, design review, and conditions of project approval to control the size, type, and location of commercial signs, utility equipment, and trash containers to avoid visual clutter and preserve scenic vistas.

Policy 10.T Landscaping

The City shall encourage the use of vegetation to create or enhance scenic vistas and to serve as buffers for transportation facilities.

Implementation Measures

- 10.T.1** Plant Type, Size and Location – The City shall use the design review process to establish conditions for the type, size, and location of plant species along transportation corridors and in parking areas.
- 10.T.2** Tree Preservation – The City shall design roadway improvements to avoid the destruction of landmark trees, individual specimen trees, and clusters of trees whenever possible.
- 10.T.3** Screening – The City shall use appropriate plant types to screen drainage structures and other related facilities associated with roadway improvement projects.

Policy 10.U Truck Facilities And Routing

Commodity movement utilizing trucks shall be encouraged and facilitated while related impacts on City streets are minimized to the extent possible.

I-2. Watsonville's 2005 General Plan

Watsonville 2005

Implementation Measures

- 10.U.1 On-Site Facilities** – The City shall use the development review process to ensure that new development which depends on large truck transportation provides on-site facilities sufficient to mitigate the impacts related to truck size, weight, and noise.
- 10.U.2 Access Improvements** – The City shall require developers of commercial and industrial property to improve the street immediately adjacent to the project access point to standards which accommodate the weight and length of trucks entering the project site.
- 10.U.3 Damage Control** – The City shall require that damage done to public streets by trucks involved in the construction process be repaired, or the City shall be appropriately compensated.
- 10.U.4 Truck Maneuvering** – The City shall use the development review process to require that commercial and industrial development projects provide adequate on-site commercial delivery space that does not block access to adjacent streets, or require backing maneuvers on public roads for either entering or leaving.

Policy 10.V Commercial Truck Routes

The City shall take all reasonable actions to prevent heavy truck traffic from using neighborhood collector streets.

Implementation Measures

- 10.V.1 Truck Route Designation** – The City shall plan and adopt truck routes and associated regulations for the purpose of keeping large trucks out of residential neighborhoods and limiting the truck size and hours of operation in noise sensitive areas.
- 10.V.2 Truck Route Signing** – The City shall continue efforts to clearly designate appropriate truck routes and discourage the use of neighborhood collector streets for commercial truck use.

- 10.V.3 Commercial Truck Parking** – The City shall regulate the docking location and permitted hours for commercial truck parking to avoid conflict with commercial and residential traffic.

Policy 10.W Transportation of Hazardous Materials

The City shall develop a process for ensuring that hazardous wastes being transported out of and through the city are carefully monitored.

Implementation Measures

- 10.W.1 Permit Conditions** – As part of the truck route designations, specific provisions or guidelines shall be established for the hours, method, route, and amount of hazardous waste being transported. These provisions shall be used to develop permit conditions for land uses within the city which generate hazardous wastes.
- 10.W.2 Spill Cleanup** – The City shall cooperate with the California Highway Patrol to develop a plan for cleaning up hazardous substance spills which might occur on State Highways and other streets within the city.

Policy 10.X Utility Routing

The City shall continue to cooperate and work with public utilities in the routing for transmission or transportation of water, electricity, or natural gas in order to best serve the community.

Implementation Measures

- 10.X.1 Utility Location** – The City shall consider enacting an ordinance requiring public utilities to submit their plans for new transmission utilities to the Planning Department for review and comment prior to right-of-way acquisition.
- 10.X.2 Seismic Hazards** – Where possible, the City shall avoid crossing areas of known seismic activity with underground utilities. When such a route cannot be avoided, special design shall be utilized to ensure the highest

I-3. GM of PV Cold Storage Peter Bobeda wrote a letter to the Council regarding the General Plan, ammonia, truck routes, and the rail

Pajaro Valley Cold Storage Company

(831) 722-9791 FAX: (831) 722-9805

175 Second Street
Watsonville, California 95076

February 27, 2023

Watsonville City Council

Public Comment Re: Ceiba Academy General Plan and Zoning amendment: Item 3a

Dear city council members,

I write this letter on behalf of the ownership of the Pajaro Valley Cold Storage Co. While we agree with the mission and goals of Ceiba College Preparatory, located at 215 Locust Street, we are strongly opposed to the proposal to amend the General Plan of the City of Watsonville and the industrial zoning designation of the current site of Ceiba. Allowing the school to remain in its currently location continues to risk the safety and well-being of both students and staff.

Ceiba Prep. currently sits in the center of an area zoned for industrial use and currently contains over 10 locations operating as cold storages or food processing facilities, with an average capacity of over 10,000 pounds of Ammonia refrigerant at each facility. In the event of any accidental discharge of Ammonia, due to earthquake, fire, maintenance or mechanical failure, there is a risk of lung damage and possibly even death to those exposed to the resulting gas cloud.

Another concern with the school residing in an industrial area is related to the amount of vehicle traffic surrounding the area. On average, it is estimated that over 200, 10 and 18 wheeled trucks, traverse both Riverside Drive (129) and Walker Street on a daily basis, with parents using the shoulder of Riverside Drive as a drop off and pick up zone, the risk of great bodily injury or death is present each and every morning and afternoon. In addition to the trucks, there is also train traffic on Walker Street, which is an *uncontrolled rail crossing* at Walker Street and Second Streets, students on their way to and from school cross at their own risk.

Lastly, the industrial operations in this area employ thousands both on site and in related activities, i.e. field work transportation and the like. These operations contribute greatly to the local economy and any rezoning of industrial areas, to neighborhood/public/institutional, could negatively affect community resources.

Planning and the council should examine closely the best way(s) to address the current zoning designations in regards to adhering to the General Plan, allowing schools in an industrial use zone is not a good fit.

Thank you for your consideration,



Peter Bobeda, General Manager Pajaro Valley Cold Storage Co.

J. NO RAILROADS OR TRUCK ROUTES MENTIONED BY COW IN AGENDA PACKET FOR FEBRUARY 28, 2023 SPECIAL COUNCIL MEETING; SCCOE IGNORED THEM AS WELL

Railroad Highlights of the February 28, 2023 Council Meeting

1. CoW made no mention of railroads in their Agenda Packages.
2. Industrial Stakeholders Traffic Engineer, James Jeffery, mentioned railways in his traffic report dated February 21, 2023.
3. CoW **cropped maps** in the Agenda Packet which excluded railroads
4. CEIBA **cropped maps** in the Agenda Packet which excluded railroads
5. Principal Planner Justin Meek misinformed Council about curb extensions not being on Truck Routes – they are on SR 129 and Menker, and were previously requested all over the industrial zone.
6. Meek implied the railroad was distant from CEIBA, which is patently false.
7. Mizkan, an industrial stakeholders, discussed the dangers about the highway and transportation
8. PV Cold Storage, an established industrial stakeholder, discussed the dangers of ammonia, truck routes and students dodging and hopscotching to avoid truck traffic. PV Cold Storage submitted a letter that **addressed the railroads**.
9. Rodoni Farms Farmer Robert Rodoni spoke about the **dangers of the railroads**
10. Principal Ripp claimed injured students fully recovered from accident, but never mentioned the railroad (Ripp told KSBW no students were injured).
11. SCCOE Superintendent Faris Sabbah (and CEIBA parent) spoke at the meeting. Sabbah never addressed the railway or industrial zone dangers and maintained CEIBA was a “unique” school. Sabbah failed to mention that CEIBA is flanked by truck routes, a railroads, and state highways, and industrial uses, even though he had been informed of same in 2022 with letters from Ilia Bulaich.
12. No one from PVUSD attended; a February 2023 PVUSD letter from Michelle Rodriguez did not address the dangers of the school’s location.

J-1. Agenda package map is cropped; does not include Walker Street

All the visuals to establish that CEIBA was “not incompatible” with the industrial zone cropped out the Walker Street and the railroad.



FIGURE 1 Aerial view of the project site and surrounding area

Source: Watsonville GIS Viewer, 2022

The surrounding area contains a mix of industrial and residential development. Adjacent and to the west and south of the site are existing industrial businesses on land designated for industrial use, including the Elyxir distribution beverage business at 270 West Riverside Drive, Superior Hydroseeding, Inc. at 250 West Riverside Drive, and Oliveira Plastering at 209 Locust Street. To the north and east of the project site are existing single-family residences fronting Locust and 2nd Streets.

The site and much of the surrounding area is within the 100-year floodplain. The property is within a FEMA designated Special Flood Hazard Area with a base flood elevation (BFE) of 28 feet. The ground surface is nearly flat and ranges from approximately 24 to 28 feet. The school building's first floor and the lowest elevation of equipment servicing the building is 28.2 feet (Attachment 2.4).

J-2. Agenda Package Map is cropped; does not include Walker Street

premises. Therefore, the project includes changing the site's land use designation and zoning as follows:

- Genera Plan: Industrial → Public/Quasi-Public
- Zoning: IG (General Industrial) → N (Institutional)

The purpose of the Public/Quasi-Public designation is to allow government or quasi-public buildings or facilities, including schools. Educational facilities for school-age children are allowed in N Zoning District with issuance of a Special Use Permit and may be operated by a public or private entity. [WMC § 14-16.802\(a\)\(6\)](#).

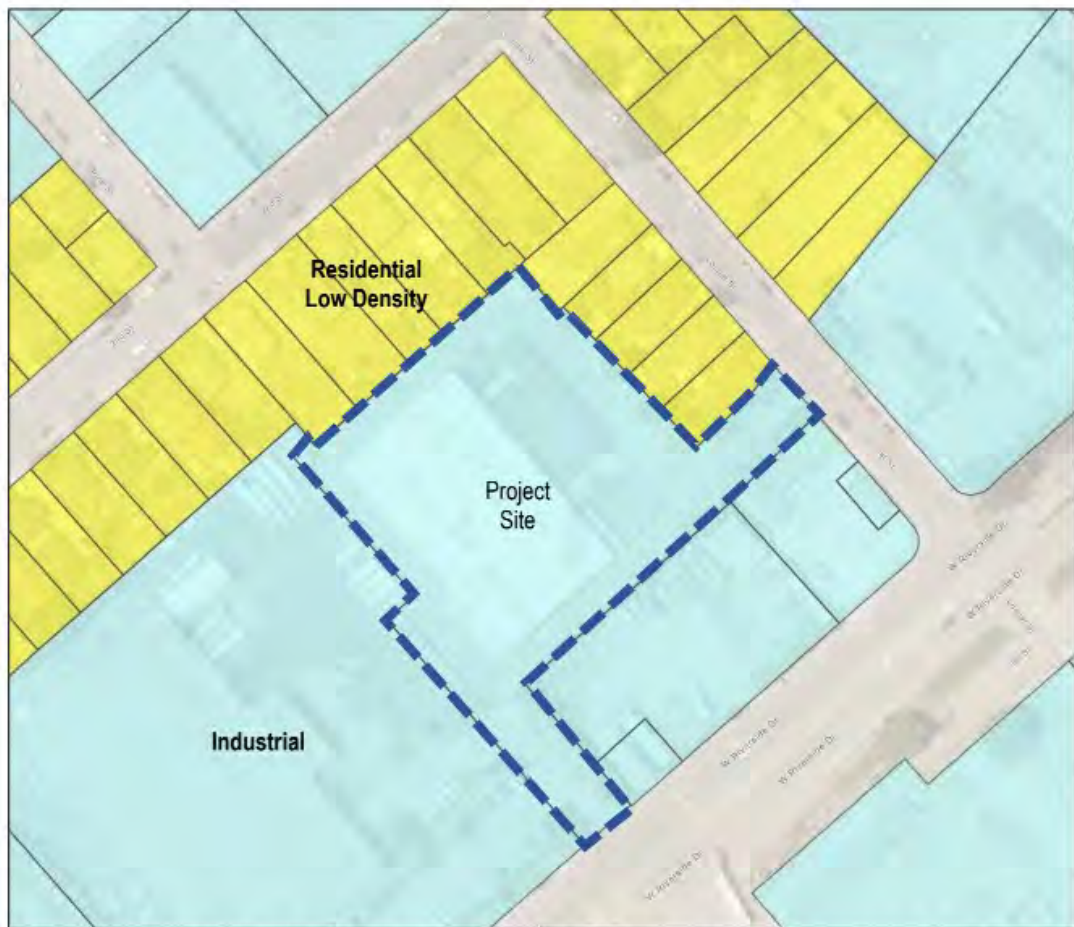
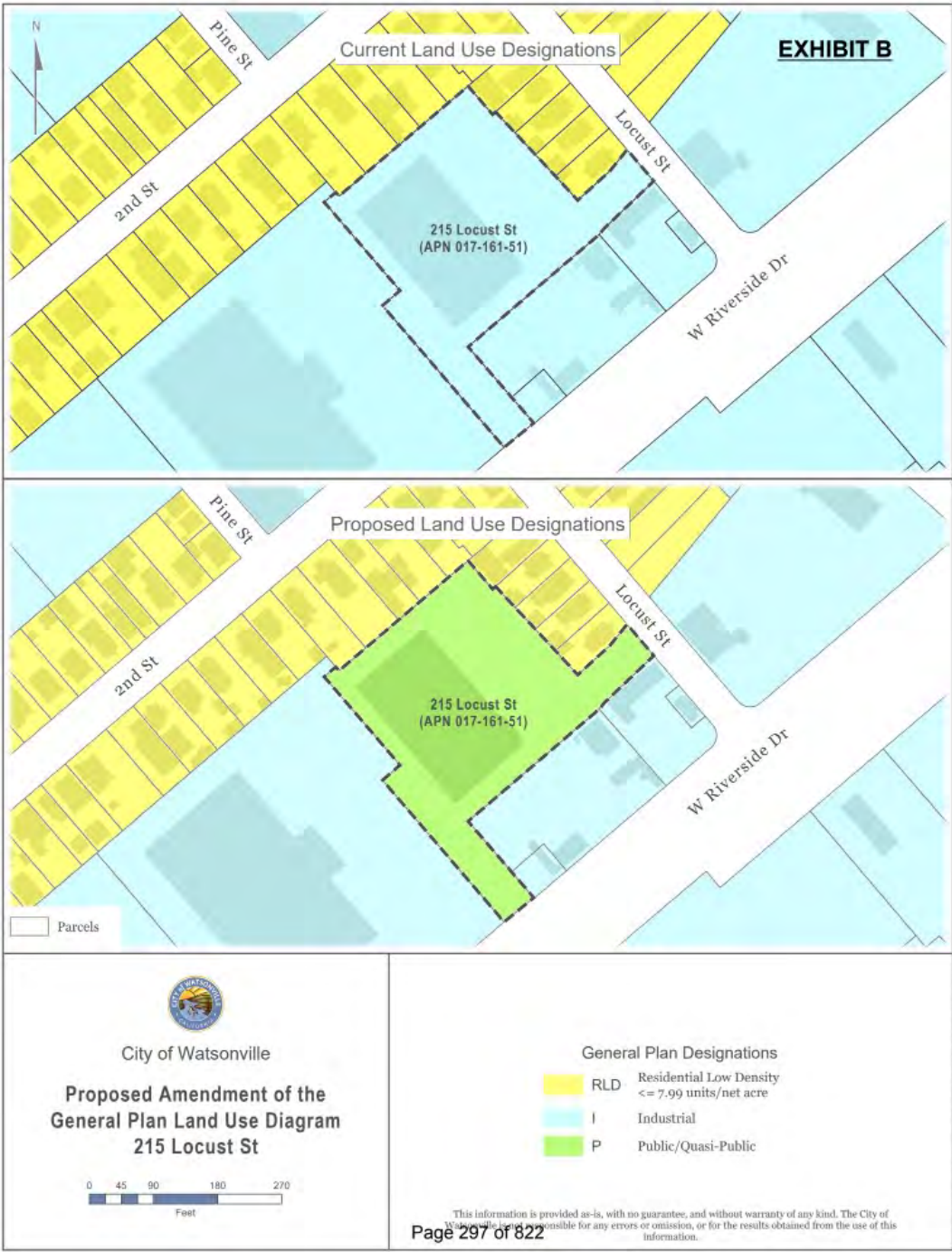


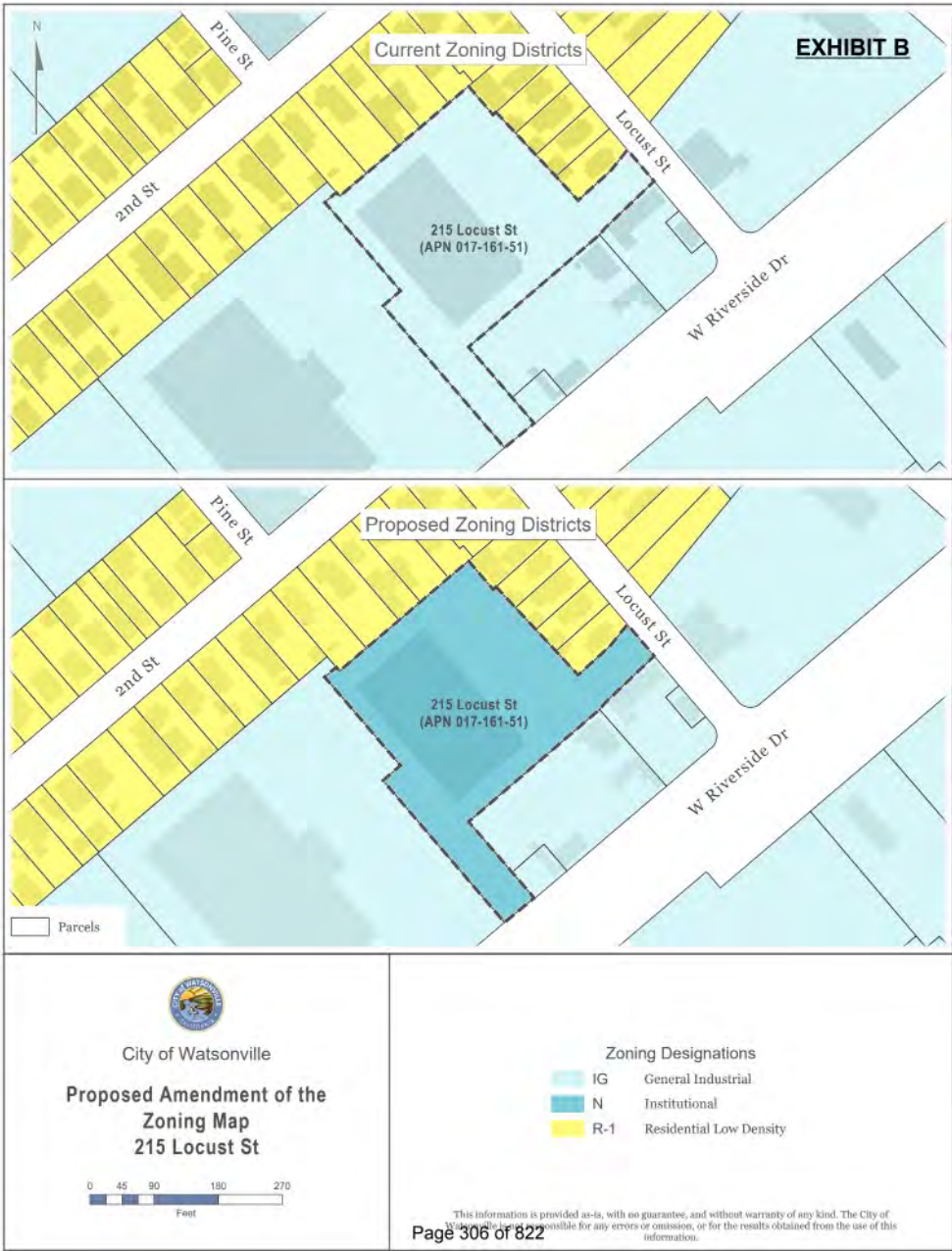
FIGURE 2 General Plan land use designations for the project site and surrounding area

Source: Watsonville GIS View, 2022

J-3. Agenda package map is cropped; does not include Walker Street



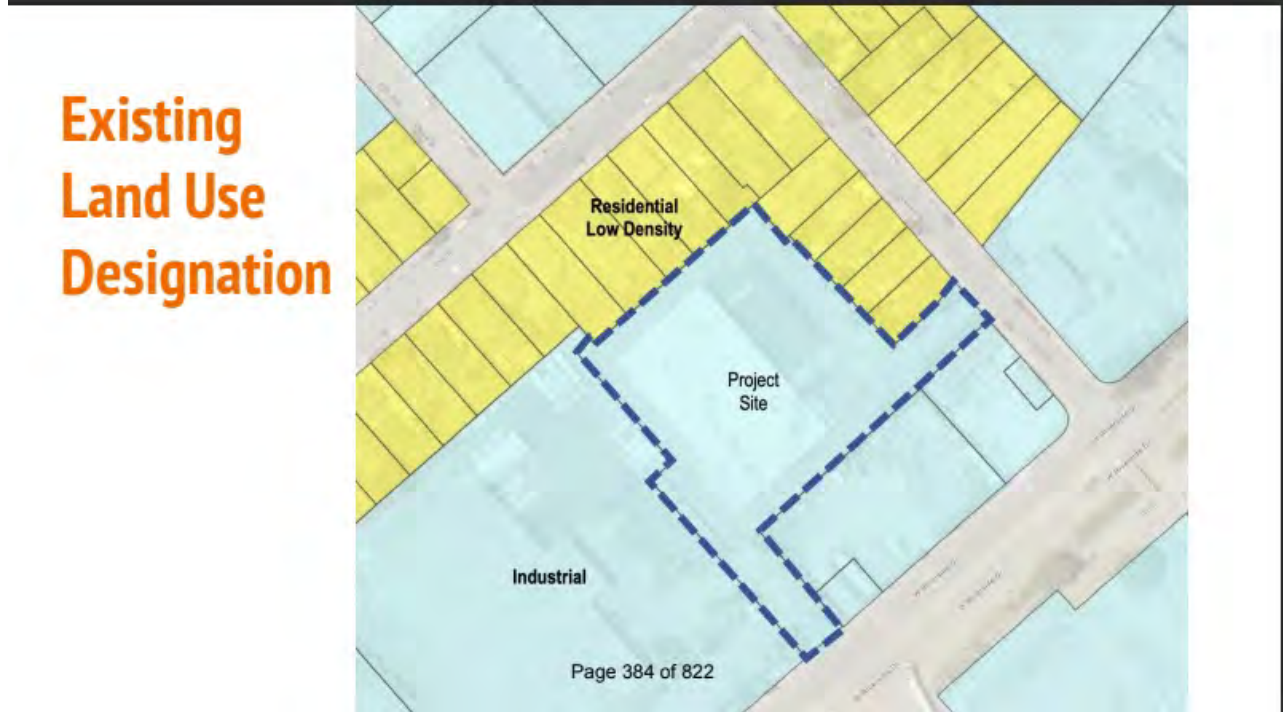
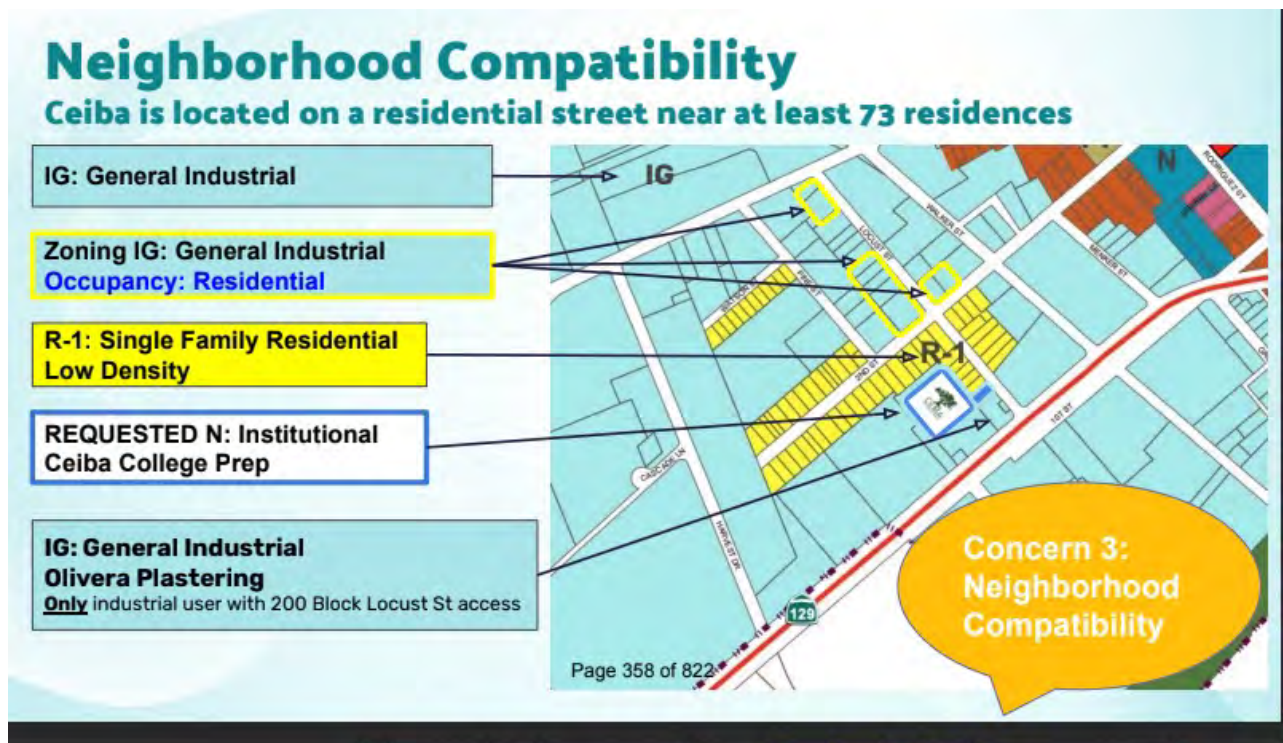
J-4. Agenda package map is cropped; does not include Walker Street



J-5. Agenda packages provides only a blurry Union Pacific mention in a tax assessor's map



J-5. This CEIBA map has Walker Street but not the nearby railroad or truck routes; instead, it includes residences 1000 feet away

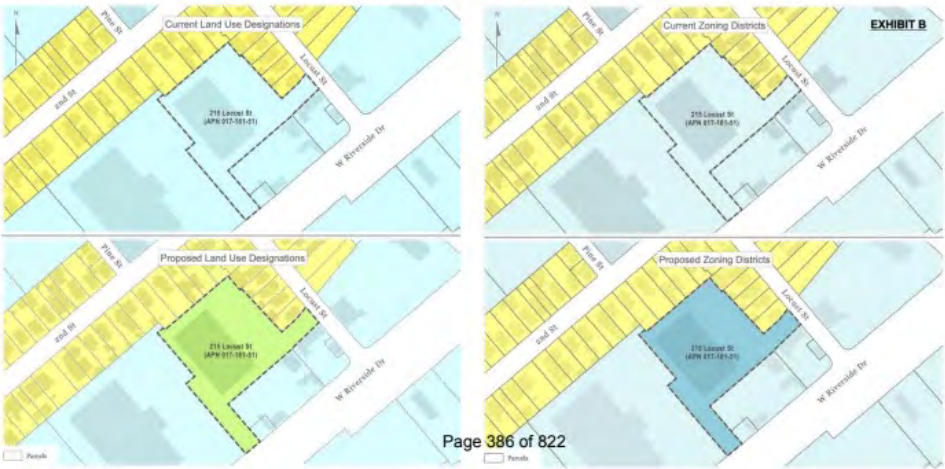


J-6. This CEIBA map excludes Walker Street and aims to show only residences

Existing
Land Use
Designation



General Plan & Zoning Map Changes



J-7. Hexagon Map shows Railroad Crossing pavement marking on Second Street

Ceiba School Parking Study

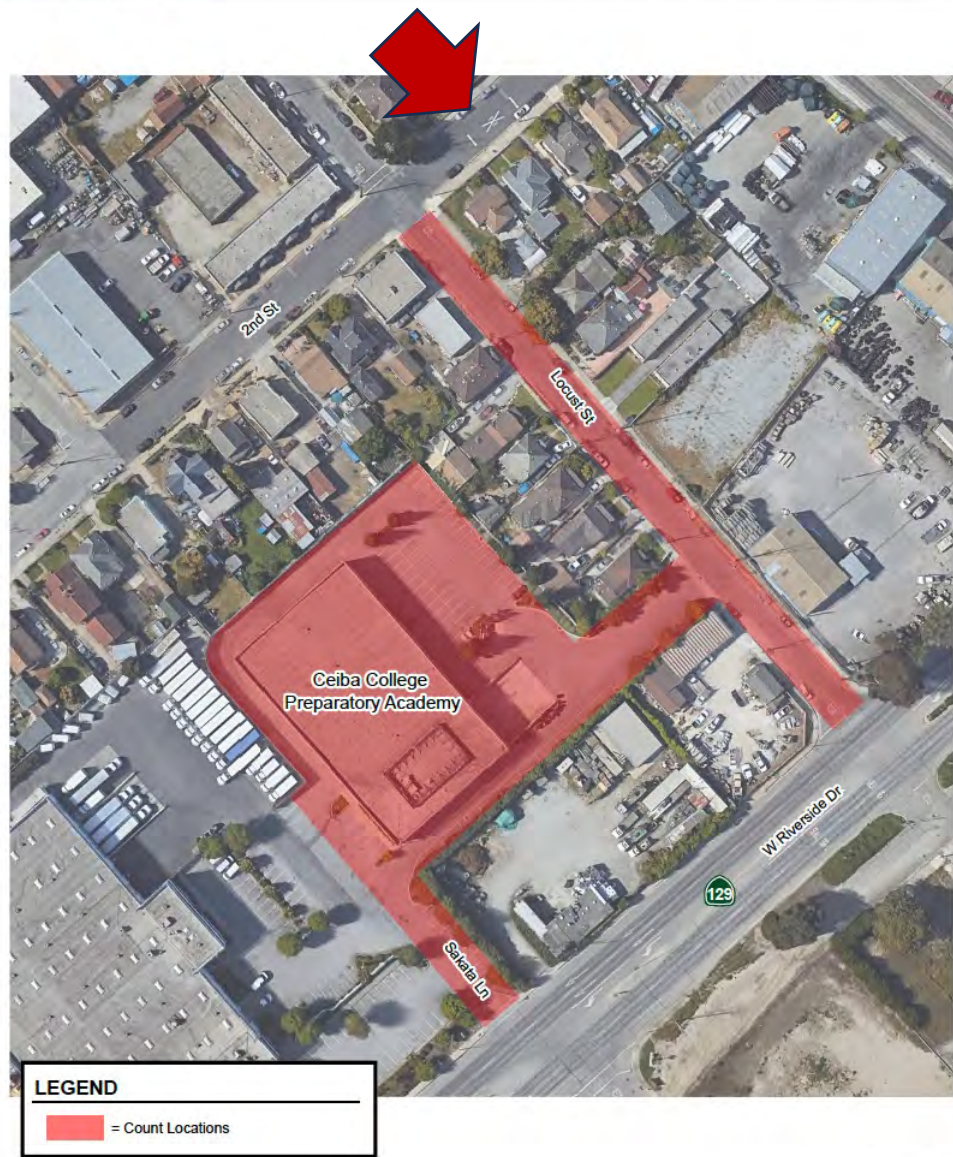


Figure 1
Parking Count Locations



J-7. Photos of railroad crossing pavement signs, which should have highlighted railroad

ATTACHMENT B

Ceiba School Traffic Operations Study

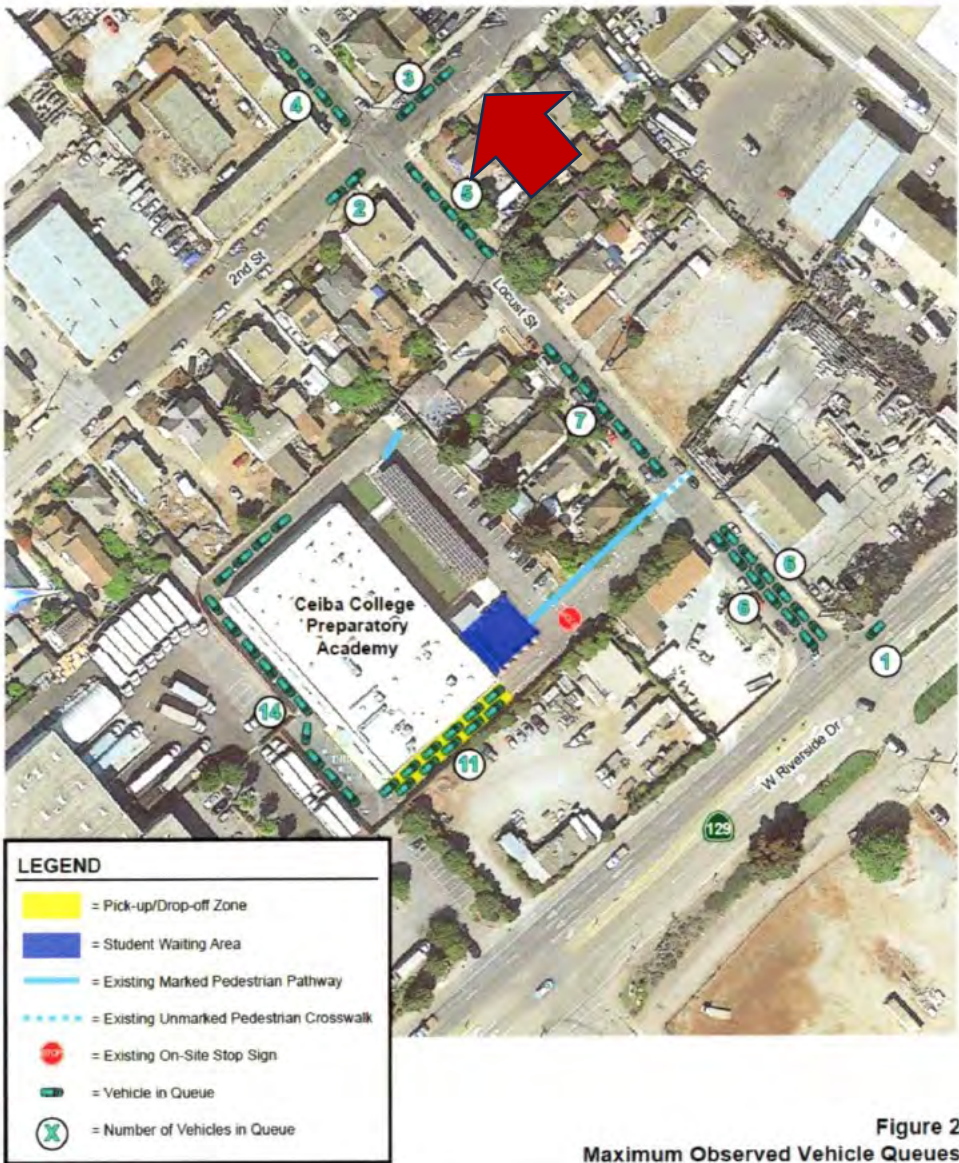


Figure 2
Maximum Observed Vehicle Queues



J-8. City Staff map for crosswalks shows Railroad Crossing pavement markings on Second Street and Riverside Drive



J-6 CEIBA's 2024-2025 SRTS Plan obscure the advance warning sign and the Railroad Crossing pavement markings on Second Street and SR 129



WALKING - CAMINANDO

→

Cross at 2nd Street and Locust
Cruce en 2nd Street y Locust

Cross at Riverside and Locust
Cruz en Riverside y Locust

**DO NOT CROSS IN FRONT OF THE DRIVEWAY.
NO CRUCE POR DELANTE DE LA CALZADA.**

Cross at Crosswalks - Cruce por los pasos de peatones

**(Yellow Lines
Líneas amarillas)**



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Attachment 4

Ceiba SRTS Slide 1 Diapositiva 1



DRIVING - CONDUCIR

→ 

Turn **right** into Ceiba.
Gire a la derecha en Ceiba.

Turn **right** out of Ceiba.
Gire a la derecha para salir de Ceiba.

Turn **right** onto Riverside Drive.
Gire a la derecha en Riverside Drive.

Please be extra cautious at the crosswalks and follow the crossing guards at all times.

Por favor, exteme las precauciones en los pasos de peatones y siga a los guardias de cruce en todo momento.

Student drop-off and pick-up
Dejar y recoger a los estudiantes





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Attachment 4

Ceiba SRTS Slide 2 Diapositiva 2

J-9. This City-sourced map shows Railroad pavement crossings, but the Staff report never mentions railroads.



Source: Maria Esther Rodriguez, Assistant Public Works Director / City Engineer

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Attachment 8
page 1 of 1

Environmental Review

- Project is exempt from CEQA because...
- No change, expansion or intensification of existing use (*CEQA Guidelines § 15301*)
- Allowing school use on permanent basis would not result in a significant effect on the environment (*CEQA Guidelines § 15061(b)(3)*)

Page 409 of 822



J-10. LEA Environmental, Inc. report done by Jim Wells does include a map depicting a railroad.

Source:

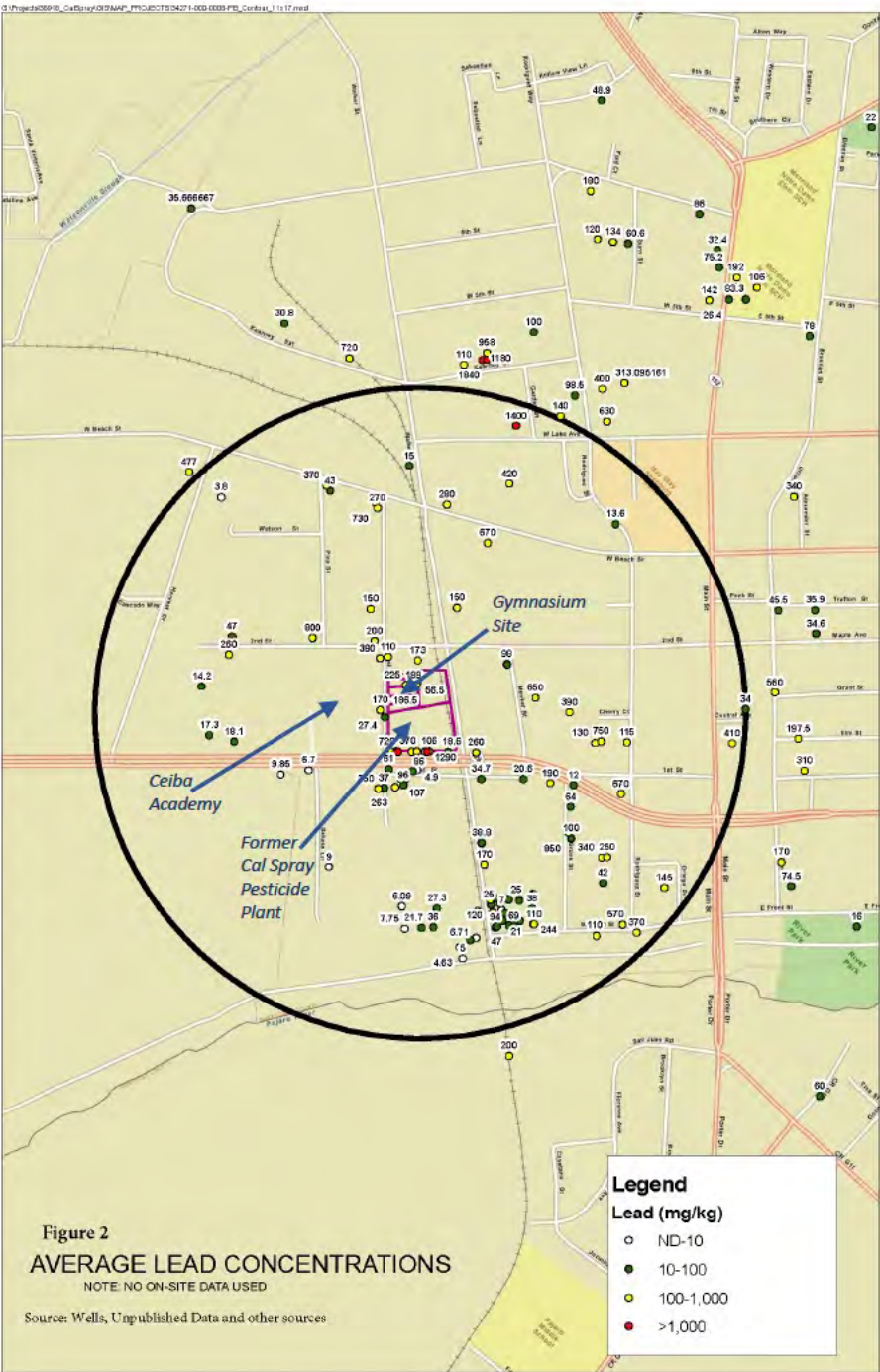
City Council Agenda Package dated February 28, 2023

Document:

LEA Environmental Report

Page 445 of the Jim Wells report shows a railroad adjacent to the contamination site.

J-10. LEA Environmental, Inc. report by Jim Wells does include a map depicting a railroad.



J-11. CEIBA's Cornerstone Earth Group claimed railroads were "Not Observed" even though scope required a drive by of adjoining properties (135 Walker)

Source:

City Council Agenda Package dated February 28, 2023

Document:

Cornerstone Earth Group Report

Pages 483, 483, 491 and 497.

The Cornerstone Report stated that no railroads were observed on the site) and the map the consultant provided is grainy and doesn't show Walker Street. On Pages 483-484, Cornerstone's scope of work would suggest railroads **should have been observed, especially since the railroad delivered chemicals to the Ortho plant.**

As presented in our Agreement, the scope of work performed for this Phase I ESA included the following:

- A reconnaissance of the Site to note readily observable indications of significant hazardous materials releases to structures, soil or groundwater.
- Drive-by observation of adjoining properties to note readily apparent hazardous materials activities that have or could significantly impact the Site.
- Acquisition and review of a regulatory agency database report of public records for the general area of the Site to evaluate potential impacts to the Site from reported contamination incidents at nearby facilities.
- Review of readily available information on file at selected governmental agencies to help evaluate past and current Site use and hazardous materials management practices.
- Review of readily available maps and aerial photographs to help evaluate past and current Site uses.
- Interviews with persons reportedly knowledgeable of existing and prior Site uses.
- Preparation of a written report summarizing our findings and recommendations.

J-11. CEIBA's environmental consultant, Cornerstone Earth Group, included a map without Walker Street and said railroads were "Not Observed"

1.2 SCOPE OF WORK

As presented in our Agreement, the scope of work performed for this Phase I ESA included the following:

- A reconnaissance of the Site to note readily observable indications of significant hazardous materials releases to structures, soil or groundwater.

215 Locust Street
Watsonville, California
1315-2-1

Page 1

Page 483 of 822



- Drive-by observation of adjoining properties to note readily apparent hazardous materials activities that have or could significantly impact the Site.
- Acquisition and review of a regulatory agency database report of public records for the general area of the Site to evaluate potential impacts to the Site from reported contamination incidents at nearby facilities.
- Review of readily available information on file at selected governmental agencies to help evaluate past and current Site use and hazardous materials management practices.
- Review of readily available maps and aerial photographs to help evaluate past and current Site uses.
- Interviews with persons reportedly knowledgeable of existing and prior Site uses.
- Preparation of a written report summarizing our findings and recommendations.

The limitations for the Phase I ESA are presented in Section 10; the terms and conditions of our Agreement are presented in Appendix A.

J-11. Cornerstone Earth Group claimed railroads were "Not Observed" even though scope required drive by of adjoining properties (135 Walker)



Table 6. Summary of Readily Observable Site Features

General Observation	Comments
Aboveground Storage Tanks	Not Observed
Agricultural Wells	Not Observed
Air Emission Control Systems	Not Observed
Boilers	Not Observed
Burning Areas	Not Observed
Chemical Mixing Areas	Not Observed
Chemical Storage Areas	Observed as described above
Clean Rooms	Not Observed
Drainage Ditches	Not Observed
Elevators	Not Observed
Emergency Generators	Not Observed
Equipment Maintenance Areas	Not Observed
Fill Placement	Not Observed
Groundwater Monitoring Wells	Not Observed
High Power Transmission Lines	Not Observed
Hoods and Ducting	A chemical fume hood was present in a science classroom
Hydraulic Lifts	Not Observed
Incinerator	Not Observed
Petroleum Pipelines or Wells	Not Observed
Ponds or Streams	Not Observed
Railroad Lines	Not Observed
Row Crops or Orchards	Not Observed
Stockpiles of Soil or Debris	Not Observed
Sumps or Clarifiers	Not Observed
Transformers	Observed as described above
Underground Storage Tanks	Not Observed
Vehicle Maintenance Areas	Not Observed
Vehicle Wash Areas	Not Observed
Wastewater Neutralization Systems	Not Observed

The comment "Not Observed" does not warrant that these features are not present on-Site; it only indicates that these features were not readily observed during the Site visit.

7.2.1 Site Photographs



Photograph 1. View of the on-Site building looking southwest.

215 Locust Street
Watsonville, California
1315-2-1



Photograph 2. View of the on-Site building looking northwest.

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J-11. Cornerstone Earth Group used a vague map that excluded Walker Street



J-12. Martinelli's photo of processing plants with ammonia refrigeration....and the railroad



J-13. Justin Meek mentioned a railroad existed in the industrial zone but distant from CEIBA



City of Watsonville’s City Planner Justin Meek misled the public and Council regarding CEIBA’s proximity to the railroad

“...but that’s over by the railroad tracks, again, a bit of a distance from this existing site.”

Justin Meek

Watsonville City Planner

February 28, 2023 City Council Meeting

[Video](#) [33:53]

As demonstrated previously, this is patently false.

J-13. Principal Planner Justin Meek comment insinuates road is far from CEIBA

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1 build a new facility in the Manabe-OW Business Park
2 Specific Plan area. They seem to have outgrown their
3 specific site in which to expand, and so they may be
4 looking to relocate in the future.

5 COUNCIL MEMBER SALCIDO: Are there any other
6 Special Use Permits that have been adopted in this
7 general area? We mentioned Jacob's Heart earlier. Are
8 there any other Special Use Permits that are in this
9 area that you know of?

10 JUSTIN MEEK: In the industrial zone, in close
11 proximity, no. In the general industrial zone, there
12 was the propane facility that failed a few years ago
13 over off Ohlone, but that's probably close to quarter to
14 a half mile away. Aside from that, there was I think an
15 expansion to the biodiesel facility --

16 COMMUNITY DEVELOPMENT DIRECTOR MERRIAM:
17 Yeah.

18 JUSTIN MEEK: -- but that's over by the
19 railroad tracks, again, a bit of a distance away from
20 this existing site. But in the general vicinity, within
21 say a block, there has not been any applications.

22 COMMUNITY DEVELOPMENT DIRECTOR MERRIAM: I can
23 say there's several uses out in the industrial zone that
24 were permitted through Special Use Permits. One of the
25 things that requires a use permit is anything related to

Creekside Court Reporting 831-426-5767

J-14. Industrial Stakeholder Mizkan Americas commented on transportation dangers on Walker Street



Mizkan Americas

46 Walker St | Watsonville, CA 95076

[Mizkan Americas](#) is a manufacturer of specialty vinegars, mustards, cooking wines, marinades, wine reductions, salted spirits, asian sauces and dressings and a variety of liquid condiments. Mizkan Americas plant as well as shipping and receiving location exist at this location. Mizkan Americas is located at 46 Walker Street on the corner of W. Riverside Drive and the Union Pacific Railroad.

The company wrote an opposition letter to CEIBA. Plant Manager, Jose Luis Sanchez, also presented at the February 28, 2023 Meeting.

J-14. Industrial Stakeholder Mizkan Americas Manager Jose Luis Sanchez commented on adverse impacts on operations on Walker Street

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1 believe Ceiba is in the current safest spot it can be
2 in? If you believe that, then you can vote that way. I
3 don't personally believe that. I believe there's safer
4 locations for it.

5 Next question is someone came for you, for the
6 beer building next door and wanted to put ammonia in it,
7 would you approve that? That's my question to you guys.

8 Thank you.

9 MAYOR MONTESINO: Thank you.

10 JOSE LUIS SANCHEZ: Good evening. My name is
11 Jose Luis Sanchez, I'm the plant manager at Mizkan
12 Americas. We're off of Walker Street. I'll keep this
13 short.

14 Our opposition is to propose amendments is
15 two-fold. Number one, the proposed zoning changes may
16 create potential safety hazards which could negatively
17 impact our team members, visitors, transportation
18 partners, as well as other members of the public.

19 Number two, Highway 129 is a major route into
20 the city for both commercial and non-commercial traffic.
21 We believe that rezoning this portion of that route will
22 have a negative impact on all businesses who have
23 operated under the current zoning rules for many years.

24 Thank you.

25 MAYOR MONTESINO: Thank you.

Creekside Court Reporting 831-426-5767

J-15. Industrial stakeholder PV Cold Storage commented on transportation dangers on Walker Street and railroad and unsafe CEIBA behavior



PV Cold Storage

175 Second St | Watsonville, CA 95076

PV Cold Storage in Watsonville is a facility that provides cold storage services, primarily for agricultural products such as fruits and vegetables. The facility helps local growers and distributors by offering temperature-controlled environments to preserve the freshness and quality of perishable goods before they are transported to markets. Cold storage facilities like these, which house ammonia for operations, are crucial for the regional agriculture industry, especially in a climate-sensitive area like Watsonville.

PV Cold Storage Manager, Pete Bobeda, presented at the February 28, 2023 Meeting and submitted a letter addressing the railroad.

Another concern with the school residing in an industrial area is related to the amount of vehicle traffic surrounding the area. On average, it is estimated that over 200, 10 and 18 wheeled trucks, traverse both Riverside Drive (129) and Walker Street on a daily basis, with parents using the shoulder of Riverside Drive as a drop off and pick up zone, the risk of great bodily injury or death is present each and every morning and afternoon. In addition to the trucks, there is also train traffic on Walker Street, which is an *uncontrolled rail crossing* at Walker Street and Second Streets, students on their way to and from school cross at their own risk.

Source:

City Council Agenda Package dated February 28, 2023

Document:

February 27, 2023 Letter from PV Cold Storage Manager Peter Bobeda regarding the railroad dangers.

Page 469:

The letter states:

Another concern with the school residing in an industrial area is related to the amount of vehicle traffic surrounding the the area. On average, it is estimated that over 200, 10, 18 wheeled trucks, traverse both Riverside Drive (129) and Walker Street on a daily basis, with parents using the shoulder of Riverside Drive as a drop off and pick up zone, the risk of great bodily injury or death is present each and every morning and afternoon. In addition to the trucks, there is also train traffic on Walker Street, which is an uncontrolled rail crossing at Walker Street and Second Streets, students on their way to and from school cross at their own risk.
[Emphasis added]

Bobeda also spoke at the February 28, 2023 City Council Meeting and addressed the dangers of Walker Street stating:

I see daily the treacherous student drop-off on Riverside Drive and also students dodging traffic crossing Walker Street at Second Street on their way to and from school.

2/27/23, 4:12 PM

City of Watsonville Mail - Public Comment 3.a - CEIBA Academy General Plan



City Council <citycouncil@cityofwatsonville.org>

Public Comment 3.a - CEIBA Academy General Plan

1 message


Pete Michelle <pycold@gmail.com>
To: citycouncil@cityofwatsonville.org

Mon, Feb 27, 2023 at 2:43 PM

Attention: Watsonville City Council

Please see attached Public Comment.

—
Peter Bobeda
Plant Manager
Pajaro Valley Cold Storage
831-722-9791

 CEIBA Watsonville City Council 2.27.23.pdf
423K

Pajaro Valley Cold Storage Company

(831) 722-9791 FAX: (831) 722-9805

175 Second Street
Watsonville, California 95076

February 27, 2023

Watsonville City Council

Public Comment Re: Ceiba Academy General Plan and Zoning amendment: Item 3a

Dear city council members,

I write this letter on behalf of the ownership of the Pajaro Valley Cold Storage Co. While we agree with the mission and goals of Ceiba College Preparatory, located at 215 Locust Street, we are strongly opposed to the proposal to amend the General Plan of the City of Watsonville and the industrial zoning designation of the current site of Ceiba. Allowing the school to remain in its currently location continues to risk the safety and well-being of both students and staff.

Ceiba Prep. currently sits in the center of an area zoned for industrial use and currently contains over 10 locations operating as cold storages or food processing facilities, with an average capacity of over 10,000 pounds of Ammonia refrigerant at each facility. In the event of any accidental discharge of Ammonia, due to earthquake, fire, maintenance or mechanical failure, there is a risk of lung damage and possibly even death to those exposed to the resulting gas cloud.

Another concern with the school residing in an industrial area is related to the amount of vehicle traffic surrounding the area. On average, it is estimated that over 200, 10 and 18 wheeled trucks, traverse both Riverside Drive (129) and Walker Street on a daily basis, with parents using the shoulder of Riverside Drive as a drop off and pick up zone, the risk of great bodily injury or death is present each and every morning and afternoon. In addition to the trucks, there is also train traffic on Walker Street, which is an *uncontrolled rail crossing* at Walker Street and Second Streets, students on their way to and from school cross at their own risk.

Lastly, the industrial operations in this area employ thousands both on site and in related activities, i.e. field work transportation and the like. These operations contribute greatly to the local economy and any rezoning of industrial areas, to neighborhood/public/institutional, could negatively affect community resources.

Planning and the council should examine closely the best way(s) to address the current zoning designations in regards to adhering to the General Plan, allowing schools in an industrial use zone is not a good fit.

Thank you for your consideration,



Peter Bobeda, General Manager Pajaro Valley Cold Storage Co.

J-15. Industrial stakeholder PV Cold Storage commented on reckless student behavior on Walker Street and the State Highway

18 PETE BOBEDA: Good evening. My name is Pete
19 Bobeda, and I'm here tonight to voice my opposition to
20 the rezoning of the Ceiba school site. While we all can
21 agree that the community benefits greatly from the
22 education Ceiba provides to the students of Watsonville,
23 the fact of the matter is the school is located in the
24 wrong section of town. Having this school located in
25 the industrial corridor of Watsonville is both

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1 incompatible with the established businesses and
2 dangerous to the students and staff.

3 I see daily the treacherous student drop-off on
4 Riverside Drive and also students dodging traffic
5 crossing Walker Street at Second Street on their way to
6 and from school.

7 In addition to the traffic situation, another
8 safety concern should be the possible exposure to
9 ammonia from accidental releases from the many
10 surrounding cold storages and food processing plants.

11 For these reasons I ask two things from you:
12 First, the Council to seriously consider these issues
13 and reject the rezoning proposal; and secondly, to
14 instruct staff in the city of Watsonville to take up the
15 task of locating an appropriate site to relocate --
16 thank you.

J-16. Ag/industrial stakeholder Rodoni Farms comments on railroads



Rodoni Farms **Watsonville, CA 95076**

Rodoni Farms is a third-generation farmers transitioning into the organic market over the last 20 years. They now have over 100 organic acres. We currently grow brussels sprouts, leeks, artichokes, beets, peas, beans, leafy greens, broccoli, avocados, lemons, limes, strawberries, pumpkins and more!

Farmer Robert Rodoni addressed the City Council at the February 28, 2023 meeting, highlighting the severe dangers posed by the nearby railroad. He urged the Council to take the rail's significant safety risks into serious consideration.

J-16. Ag/industrial stakeholder Rodoni Farms comments on railroads

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1 issue coming before the Planning Commission.

2 We have always welcomed community involvement
3 and meaningful participation in school governance. It
4 begs the question then why a neighbor would wait until
5 the eleventh hour to threaten the very existence of our
6 school in spite of the countless improvements we've made
7 in response to their unforeseen complaints. We are
8 bending over backwards to respond to their grievances
9 and their public information requests in a timely
10 fashion, but I have yet to see a neighborly willingness
11 to compromise. All we have wanted is open communication
12 and collaboration.

13 Families choose our school for its tight-knit
14 community, for its safe, closed campus, and yes, for its
15 record of success. Failure to rezone the property Ceiba
16 already occupies will effectively close our school.

17 MAYOR MONTESINO: Thank you.

18 MIKE RICH: Thank you.

19 UNIDENTIFIED SPEAKER: Good evening, Council.
20 I just ask that a few things I saw on the slides, one is
21 Walker Street, which has train tracks on it with I
22 believe the RTC owns the train tracks with plans of
23 future commuter rail service on there. So (inaudible)
24 that crosswalk would be cars, people, and commuter rail.
25 My next question to all of you is do you

Creekside Court Reporting 831-426-5767

J-16. Ag/Industrial Stakeholder Rodoni Farms Comments On Railroads

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1 believe Ceiba is in the current safest spot it can be
2 in? If you believe that, then you can vote that way. I
3 don't personally believe that. I believe there's safer
4 locations for it.

5 Next question is someone came for you, for the
6 beer building next door and wanted to put ammonia in it,
7 would you approve that? That's my question to you guys.

8 Thank you.

9 MAYOR MONTESINO: Thank you.

10 JOSE LUIS SANCHEZ: Good evening. My name is
11 Jose Luis Sanchez, I'm the plant manager at Mizkan
12 Americas. We're off of Walker Street. I'll keep this
13 short.

14 Our opposition is to propose amendments is
15 two-fold. Number one, the proposed zoning changes may
16 create potential safety hazards which could negatively
17 impact our team members, visitors, transportation
18 partners, as well as other members of the public.

19 Number two, Highway 129 is a major route into
20 the city for both commercial and non-commercial traffic.
21 We believe that rezoning this portion of that route will
22 have a negative impact on all businesses who have
23 operated under the current zoning rules for many years.

24 Thank you.

25 MAYOR MONTESINO: Thank you.

Creekside Court Reporting 831-426-5767

J-17. SCCOE advocated for CEIBA, provided advice on a “war room,” conducted outreach to Council Members, and wrote a letter of support

From: Faris Sabbah fsabbah@santacruzcoe.org
Subject: Re: Ceiba College Prep - Zoning Issue
Date: August 18, 2022 at 10:47 PM
To: Josh Ripp josh.ripp@ceibaprep.org

FS

Hi Josh,

Thanks for the update.

I spoke with Paco, Vanessa, and Rebecca. I left a message for Eduardo Montesino.

I think Paco will vote with the school. Vanessa didn't say much (you shared a little about she stands).

Rebecca said she wants to hear from parents and she wants to know if the concerns from neighbors have been resolved.

I will be writing a letter of support for the school and I will show up at the Council meeting in support as well.

Any idea why the Prop 39 agreement with PVUSD was set for the year after the zoning waiver expires?

Faris



Dr. Faris Sabbah
County Superintendent of Schools
(831) 466-5900 | fsabbah@santacruzcoe.org
www.santacruzcoe.org
400 Encinal St. Santa Cruz, CA 95060
pronouns: he, him, his
[f](#) [t](#) [i](#) [i](#) [n](#)

On Thu, Aug 18, 2022 at 6:04 PM Josh Ripp <josh.ripp@ceibaprep.org> wrote:

Hi Again Faris,

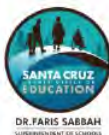
I just learned Ceiba will not appear on the August 30th City Council agenda. We may appear mid-September or even October.

Thank you so much for reaching out to the council members. Your advocacy makes a difference. If they pass anything along to you, please let me know.

Josh

On Thu, Aug 18, 2022 at 11:02 AM Faris Sabbah <fsabbah@santacruzcoe.org> wrote:

I have started calling city council members



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[f](#) [t](#) [i](#) [i](#) [n](#)

On Thu, Aug 18, 2022 at 7:43 AM Josh Ripp <josh.ripp@ceibaprep.org> wrote:

Thank you! Yes, we're working all angles.

On Wed, Aug 17, 2022 at 11:32 PM Faris Sabbah <fsabbah@santacruzcoe.org> wrote:

If you haven't already done so... I would recommend you put together a "war room" team to activate your parent community and begin a full-court press (letters to the editor, emails, calls, attending board meetings)

Faris



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On Wed, Aug 17, 2022 at 11:18 PM Faris Sabbah <fsabbah@santacruzcoe.org> wrote:

Hi Josh,

Thanks for this information.

I will be reaching out to City Council members to support the school. I will also be writing a letter of support

Faris



Dr. Faris Sabbah
County Superintendent of Schools
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400 Encinal St. Santa Cruz, CA 95060

J-17. SCCOE advocated for CEIBA, provided advice on a “war room,” conducted outreach to Council Members, and wrote a letter of support



Dr. Faris Sabbah
Superintendent of Schools
pronouns: he, him, his
f t i

On Wed, Aug 17, 2022 at 4:28 PM Josh Ripp <josh.ripp@ceibaresp.org> wrote:
Good Afternoon Faris,

Thank you for helping us charter schools get the 2022-23 school year off to a great start! I am writing to let you know about an upcoming Watsonville City Council hearing that will impact the future of Ceiba.

In 2013, Ceiba received a 10-year conditional use permit from the Watsonville Planning Commission to operate at our current site - [215 Locust St](#) (at that time our address was [260 W. Riverside](#)). That conditional use permit is set to expire in June of 2023. In response, Ceiba is attempting to rezone our property from Industrial to Institutional so that we may continue operating our school at our current site beyond the 2022-23 school year.

On April 5, 2022, Ceiba appeared before the Watsonville Planning Commission to request that they recommend to the Watsonville City Council that our property be rezoned as institutional. The Watsonville Planning Commission voted 3-2 in favor of Ceiba's request to recommend a rezoning, but 4 affirmative votes were necessary to gain a recommendation for approval as a majority of the total Planning Commissioners (6 total with 1 seat vacant) is necessary for them to approve a recommendation. Thus, the Planning Commission did not make a formal recommendation to rezone our property as institutional. A subsequent [April 8th Pajaronian article](#) described some of the events that occurred during the meeting.

After the Planning Commission hearing, Watsonville city staff informed Ceiba that our request to rezone our property would still move forward to the Watsonville City Council for a decision, albeit without a recommendation for approval or denial. Now, Ceiba is tentatively planned to appear before the Watsonville City Council on August 30, 2022, but that date has not been confirmed.

If the Watsonville City Council approves Ceiba's request to rezone our property to institutional, Ceiba will be able to continue operations indefinitely at our current site pending WASC accreditations and PVUSD Board of Trustee authorizations. However, if the Watsonville City Council denies our recommendation, Ceiba faces the probability of closure at the end of the 2022-23 school year. Ceiba's closure means 525 students in grades 6 through 12 would likely return to PVUSD schools for the 2023-24 school year, including approximately 70 special education students. Our school building would also need to be remodeled and returned to a delivery warehouse. As you are aware, California charter schools may request facilities or facility funding through Proposition 39. However, in 2013 Ceiba and PVUSD signed a Prop 39 settlement agreement that extends through the 2023-24 school year meaning Ceiba could not pursue facilities from the district next school year.

During the Planning Commission hearing, neighbors voiced concerns about traffic on Locust St at drop-off and pick-up times, instances of poor student behavior before and after school, insufficient parking, and litter being found on streets around Ceiba. In response, Ceiba implemented a traffic plan that resulted in there being virtually no traffic back-up on Locust, reached out to our neighbors through a Ceiba Cares community group, and acquired additional parking spaces to address the parking concerns. In addition, Ceiba has or is in the process of complying with 36 conditions of approval (see attached) that could result in over \$500,000 invested in the local community for traffic signs, crosswalks, and sidewalks.

Ceiba would be extremely appreciative if you would be willing to voice your support for our school and our requested rezoning to the Watsonville City Council members (listed below). I know it's in the Ceiba community's as well as the Watsonville community's best interest to continue to have Ceiba as an educational option for local youth.

Please let me know if you have any questions.

Thanks,

Josh Ripp

All City Council Members	citycouncil@cityofwatsonville.org cityclerk@cityofwatsonville.org citymanager@cityofwatsonville.org
District 1:	eduardo.montesino@cityofwatsonville.org

J-17. SCCOE advocated for CEIBA, provided advice on a “war room,” conducted outreach to Council Members, and wrote a letter of support

Mayor Pro Tempore Eduardo Montesino	cityclerk@cityofwatsonville.org
District 2: Vanessa Quiroz-Carter	vanessa.quiroz@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 3: Lowell Hurst	lowell.hurst@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 4: Francisco Estrada	Francisco.Estrada@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 5: Rebecca J. Garcia	rebecca.garcia@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 6: Jimmy Dutra	jimmy.dutra@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 7: Mayor Ari Parker	ari.parker@cityofwatsonville.org cityclerk@cityofwatsonville.org

Josh Ripp
Head of School
Ceiba College Prep
[215 Locust St](https://www.google.com/maps/place/215+Locust+St,+Watsonville,+CA+95076/@37.0833333,-121.7333333,15z)
[Watsonville, CA 95076](https://www.google.com/maps/place/215+Locust+St,+Watsonville,+CA+95076/@37.0833333,-121.7333333,15z)
(831) 740-8786

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www.santacruzcoe.org



Josh Ripp
Head of School
Ceiba College Prep
[215 Locust St](https://www.google.com/maps/place/215+Locust+St,+Watsonville,+CA+95076/@37.0833333,-121.7333333,15z)
[Watsonville, CA 95076](https://www.google.com/maps/place/215+Locust+St,+Watsonville,+CA+95076/@37.0833333,-121.7333333,15z)
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Josh Ripp
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[215 Locust St](https://www.google.com/maps/place/215+Locust+St,+Watsonville,+CA+95076/@37.0833333,-121.7333333,15z)
[Watsonville, CA 95076](https://www.google.com/maps/place/215+Locust+St,+Watsonville,+CA+95076/@37.0833333,-121.7333333,15z)
(831) 740-8786

J-17. SCCOE ignored several citizen reports of CEIBA-related dangers on truck routes in the industrial zone

Summary:

The Santa Cruz County Office of Education (SCCOE) supports the Pajaro Valley Unified School District (PVUSD) by providing educational resources, programs, and services. SCCOE's has direct authority over PVUSD.

Multiple recitals were delivered to the SCCOE Board of Trustees regarding the dangers of CEIBA's parents dropping-off and picking-up students in the industrial zone, particularly around Highway 129, truck routes, cold storages and ammonia, and railroads.

Not one of the SCCOE Trustees acted on this. In fact, most stated that "Someone needs to get the parents to do something."

In an email to former PVUSD Superintendent Michelle Rodriguez regarding a public documents request, Sabbah stated, "Not sure who he represents or what they are fishing for."

Subject: Fwd: Public Records Request

Date: Sunday, November 27, 2022 at 10:23:14 PM Pacific Standard Time

From: Faris Sabbah

To: Michelle Rodriguez

Hi Michelle,

FYI we received this Public Records Act request. Not sure who he represents or what they are fishing for.



Dr. Faris Sabbah

County Superintendent of Schools

(831) 466-5900 | fsabbah@santacruzcoe.org

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pronouns: he, him, his



During the February 28, 2023 Special Council Meeting, Sabbah ignored all dangers pertaining to industrial zone, limiting his commentary to nuisances such as parking, trash, crossing guards and noise. At no point did Sabbah address the highway, accident. Without any evidence whatsoever, Sabbah declared CEIBA addressed those issues and is a unique school.

J-17. SCCOE Superintendent Faris Sabbah recital conspicuously ignored the truck route dangers; trivialized nuisances



3.a General Plan Map & Zoning Map Amendments, & Special Use Permit with Environmental Review to Allow Permanent Establishment of a School Located at 215 Locust St

-15s

+15s

16 FARRIS SABAH: Good evening, Mayor Montesino,
17 Members of the City Council. My name is Farris Sabah,
18 and I'm the county superintendent of schools. I'm a
19 proud PVUSD parent and a proud former parent of Ceiba.

20 I'm here to speak on behalf of Ceiba and in
21 support of your decision to rezone the school to allow
22 it to be able to continue where it's at.

23 The school's made many improvements to address
24 the many concerns that we've heard about. And the
25 school is not perfect. It faces many of the same

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J-17. SCCOE Superintendent Faris Sabbah recital conspicuously ignored the truck route dangers; trivialized nuisances

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1 challenges that schools across the county face.

2 Challenges like too little parking, nearby businesses,
3 trash, off-task crossing guards, noise, frustrated
4 neighbors.

5 These similarities also don't eclipse the fact
6 that this is a very special school, it's a unique
7 school, and it has helped provide opportunities for
8 dozens and dozens of students to continue their career
9 and their education.

10 Your decision tonight is going to have a huge
11 impact for the ability for the school to continue
12 offering those opportunities. Thank you.

13 MAYOR MONTESINO: Thank you.

14 UNIDENTIFIED SPEAKER: Good evening, City
15 Council Members.

16 To begin, let's ask ourselves, what makes Ceiba
17 different from the rest of the schools? Ceiba is
18 distinct from other schools. It's small in comparison
19 to others. We have small classes, and the students are
20 there from sixth grade to the twelfth grade. This
21 allows more teachers to help students get one-on-one
22 help if needed and connect with them on a personal
23 level. Therefore, it's our safe space. The students
24 are driven by the motivation to go to college and make
25 it further.

J-18. Neighborhood Traffic Engineer Grant Johnson identified safety issues, including Walker Street and heavy truck traffic

Page 147

1 has a cleanup committee of students that pick up litter
2 in the surrounding areas.

3 To finish my one minute, on behalf of Ceiba
4 community I respectfully ask for your approval on
5 Ceiba's zoning request.

6 MAYOR MONTESINO: Thank you.

7 KARINA ESCOBEDO: (In Spanish.)

8 MAYOR MONTESINO: Thank you.

9 Hold on one minute because there's going to be
10 a translation.

11 MAYOR MONTESINO: We can't hear you.

12 KARINA ESCOBEDO: (Through Interpreter). I'm
13 Karina Escobedo. I have a son at Cal Poly and another
14 one possibly going to Stanford. You told us as a
15 teacher that you know the value of education. Most of
16 us know, Justice Sotomayor, she's told us that we need
17 to build bridges and not obstacles. And I hope that
18 your vote tonight is not an obstacle to our students.

19 Thank you.

20 MAYOR MONTESINO: Thank you.

21 Go ahead.

22 GRANT JOHNSTON: Thank you.

23 Members of the Council, my name is Grant
24 Johnston. I'm a professional traffic engineer and I'm
25 registered in the State of California. I have been

J-18. Neighborhood Traffic Engineer Grant Johnson identified safety issues, including Walker Street and heavy truck traffic

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1 hired by affected neighborhood stakeholders to create an
2 engineering study of about traffic and safety related to
3 the Ceiba school, and that report was submitted to the
4 Council last week.

5 So some of the summary of my findings are that
6 the Ceiba school location has many challenges and
7 problems, especially regarding safety. The school site
8 lacks the physical capacity to accommodate traffic
9 impacts.

10 A traffic signal at the intersection of Locust
11 Street and Highway 129 in my opinion would never be
12 approved by Caltrans. It's only 400 feet away from
13 Walker. And the complications of the coordinated signal
14 system and the liability that would take place there
15 with a crosswalk I think is a significant issue.

16 There's heavy truck traffic and loading on
17 Locust Street. The average --

18 MAYOR MONTESINO: Thank you.

19 DENISE SANCHEZ: Good evening. My name is
20 Denise Sanchez, and I'm here to support Ceiba College
21 Prep.

22 Ceiba is located in one of Watsonville's
23 underprivileged neighborhoods where there's
24 disadvantaged youth. Having any college prep school in
25 that area gives opportunity to many of our students who

K. NO RAILROADS MENTIONED IN AGENDA PACKET FOR APRIL 5, 2022 PLANNING COMMISSION MEETING

Summary

1. CoW Agenda Package made no mention of railroads and trucks other than what was in the Complete Streets Plan.
2. Walker Street is mentioned in Complete Streets Plan and regarding the School Zone COA and crosswalks
3. CoW cropped maps in the Agenda Package which excluded railroads
4. CEIBA cropped maps in the Agenda Package which excluded railroads
5. CEIBA Principal Ripp misled the Commission about the accident (stated only one student was injured).
6. Ripp stated that CEIBA is concerned about safety but ignored the railroad, highway, truck routes, and teachers that stated the Locust Street was an accident waiting to happen.
7. CoW and CEIBA misled the Commission regarding CEIBA's expansion plans with the Chevron properties.
8. Includes February 4, 2022 Memo from Justin Meek that the Planning Commission lacked authority to authorize CEIBA in 2013.
9. Hexagon Transportation, Inc. defective parking study shows **railroad crossing pavement markings, but no mention of the railroads.**

K-1. Transcription of Josh Ripp testimony at April 5, 2022 planning commission re student accident along a truck route and SRTS Plan

Summary:

Josh Ripp discusses the accident that occurred along a truck route and adjacent to train tracks in a non-conforming crosswalk. He also emphasized the need for Safe Routes to School, however, CEIBA violated its 2013 Conditions of Approval by not ever updating the substandard Safe Routes to School document sent to parents in 2014. In a letter from the CoW to CEIBA in June 2022, the CoW highlights this.

Given the accident's proximity to the railroad tracks, the non-conforming crosswalk which students use daily, the RTC should have been informed by the CoW, PUVSD, and CEIBA.

.

K-1. Transcription of Josh Ripp testimony at April 5, 2022 planning commission re student accident along a truck route and SRTS Plan

Description:

Transcription of Ripp Testimony at the April 5, 2022 Watsonville Planning Commission Meeting

Commissioner Rojas, thank you. Thank you for the presentation. I just have a few questions, so I wanted to ask first, what is the school's plan to address the infrastructure improvements that are required for the permit?

Principal Ripp: Yeah, great question. We've already reached out to our architect, architect, and have a site design and budgeted for all the crosswalks that are recommended. And I anticipate us, once we get the permitting involved the to move forward those as soon as we can. I think the one on State Road, 129, or Riverside might take a little bit longer, because we have to go through Caltrans, but we have every expectation to complete those improvements. One thing, and I want to say like we're not just doing this because, oh, it's a rule in city code XYZ. We care about our students, and we want them to be able to get to school safely. About three years ago. And I'm sure a lot of our families can remember we had a bad accident. The student actually had to be airlifted, be a helicopter first, I think to our local hospital is interesting, hearing that public comment at the beginning, but then I think he ended up at San Jose, and a lot of that comes from the this was a little bit further away from CEIBA but it just brought to light the absolute need to have Safe Routes to School and so we have every intention of completing those.

L. PVUSD BOARD OF TRUSTEE MEETINGS DATED FEBRUARY 26, 2020 SHOWS PVUSD WAS AWARE OF CEIBA-RELATED DANGERS

Summary:

Ecology Action Amelia Conlen and CoW Principal Planner Murray Fontes presented at the PVUSD Board Meeting dated February 26, 2020.

1. [Meeting Minutes](#) indicate that there was significant concern about the dangers. Schacher, the most outspoken about CEIBA safety at the prior meeting, was absent.
 - a. Trustee Danny Dodge, Jr. requested additional safety measures for the CEIBA area, Walker and Riverside areas.
 - b. Fontes stated the CoW was very concerned and that educating children yielded the greatest success.
 - c. Trustee Acosta moved to approve this item. Trustee Osmundson seconded the motion. The motion passed 6/0/1 (Trustees Acosta, De Serpa, Holm, Orozco, Osmundson, and President Dodge Jr.: Yes; Trustee Schacher: Absent).
2. Transcript indicates the following:
 - a. There was no discussion of the injured CEIBA students
 - b. Danny Dodge, Jr. stated:

I know you guys are looking at CEIBA because CEIBA is stuck between West beach and West Riverside. I know that's a concern. I know you were talking about how we need to be more educated on, you know, using the crosswalk, but **sometimes we forget that West Beach and West Riverside are highways**. And, so, if we can do a little bit more, my daughter's grandfather was hit a couple years ago crossing Menker and West Riverside.
 - c. Fontes showed he was aware of the existence of a railroad, but fails to mention this is where CEIBA students must cross to get to school:

The City is also designing a trail on Lee Road that **would extend from the railroad tracks** to Harkin Slough Road and to Pajaro Valley High School, which would provide an alternative access for bicycle and pedestrians.

L-1. Section 8.2 from the Minutes the PVUSD Board Meeting on February 26, 2020

8.2 Final Watsonville Safe Routes Plan

Emelia Conlen, Planner with Ecology Action presented the final Complete Streets to School plan in partnership with the City of Watsonville,. Recommendation for improved access to 15 schools. Had public meetings, walk audits, and school presentations. There are citywide recommendations and school level recommendation for the 15 Watsonville schools based on public meeting input, observation with school audits, engineering expertise. Recommendations include educational programs, encouragement programs, and enforcement policies. Recommendation is for the Board to adopt this final plan.

Murry Fontes, Principal Engineer of the City of Watsonville, shared several recommendations in the report. Have received grant funding for some of the recommendations. Have supported many programs within various schools. Watsonville City Council approved it last night.

Trustee De Serpa thanked those involved for the work. There have been many deaths associated with pedestrians. In full support of anything we can do to make streets safer.

Trustee Osmundson asked if the City is looking for further grant funding to accomplish these recommendations. Murry replied that the City is very concerned with the number of collisions, have been applying for grants. Would like be partners to assist in the city right of way. The greatest success comes from teaching the children.

Trustee Acosta shared her appreciation for what has been done.

President Dodge Jr. thanked staff for the work. Requested additional safety measures for the CEIBA area, Walker and Riverside areas.

Trustee Acosta moved to approve this item. Trustee Osmundson seconded the motion. The motion passed 6/0/1 (Trustees Acosta, De Serpa, Holm, Orozco, Osmundson, and President Dodge Jr.: Yes; Trustee Schacher: Absent).

M. NO MENTION OF RAILROADS IN AGENDA PACKAGE FOR JUNE 4, 2013 PLANNING COMMISSION MEETING

The June 4, 2013 Agenda Package is flawed for many reasons. As noted, City Staff used an incomplete, defective Traffic Study as support for the decision. Additionally, Principal Planner Justin Meek established in his memo dated February 4, 2022, that the Planning Commission lacked authority to allow CEIBA to operate in the industrial zone.

The Agenda Package has:

1. No mention of the following terms:
Railroad, rail, railway, truck routes, semi-trucks.
2. Obfuscation of the Caltrans requirement by alleging the project was conditioned to only allow parent and student access from Locust Street to reduce potential conflicts on Riverside Drive, when in fact it was used for school buses, staff, etc.
3. An incomplete, draft traffic report that is defective and never mentions railroads and truck routes.
4. Falsely claims that traffic study also identifies potential safe routes to school that students can also ride or walk to this location.
5. Falsely states that school is compatible and does not conflict with adjacent uses. Conveniently, the report only lists adjacent construction businesses and a "beverage distribution business." The beverage business is an alcohol distributor whose owners also own the building in which CEIBA operates. The PVUSD co-signed a lease with the owner of the alcohol distributor.
6. Fails to mention the adjacent railroad tracks that were posing dangers to motorists.

N. COW CONTINUED TO MISLEAD CONCERNED CEIBA PARENT REGARDING RAILROAD AND TRUCK ROUTE DANGERS

Summary:

In 2021 a CEIBA parent, who stated she was on CEIBA's Site Council, notified the CoW of her concerns regarding the railroad and Walker Street.

CoW Principal Engineer Maria-Esther Rodriguez ignored the railroad in her response.

During the February 25, 2020 City Council meeting, Rodriguez presented and detailed the issues of the noncompliant crosswalk and the intersection.






N-1. In November 2023, there were various email exchanges with CoW Staff, Council Members and a concerned CEIBA Parents

Description:

Email exchanges with Maria-Esther Rodriguez, Hernandez with Eduardo Montesino, Beatriz Flores, and Christian Di Renzo

Summary:

These email exchanges clearly establish the safety concerns of a parent, Imelda Hernandez, who is also a [CEIBA School Site Council Member](#). Ms. Hernandez has two students attending school in the heavy industrial zone. Shown below are the significant factors revealed by these emails.

-  Parents recognize safety has been an ongoing concern even pre-Covid; there was Ceiba student accident at the intersection of Walker and W. Lake Ave; Ceiba parents approached the school board to request school signs and restriping. Now vehicle and pedestrian traffic have increased, raising safety concerns again. Nothing has been done by the City, CEIBA or District.
-  Imelda acknowledges the December 2019 CEIBA student accident
-  Untrained volunteers do crossing guard duty (unclear about frequency)
-  CEIBA parents drop-off and pick-up students all over the industrial zone.
-  Students cross a dangerous train track which all CEIBA's traffic engineers and City Staff failed to mention in any agenda packet and conditions of approval.

N-2. Rodriguez's response is misleading and deflecting and she is ostensibly unaware of CEIBA'S SRTS Plan

Maria-Esther Rodriguez's response is very disturbing as it both misleading and deflecting. Rodriguez:

- Makes no mention of the railroad or the industrial zone
- States she believes there is a specific Safe Routes to School plan for CEIBA.
- Is content that there are "parent volunteers to assist with student travel getting to and leaving school" even though the school is flanked by truck routes and a railroad
- States, "I believe there is also a specific Safe Route to School plan for Ceiba students specifically that identifies which routes are suggested when traveling to and from school. I understand this information is shared with parents at the beginning of the year," but the CoW never checked this or required CEIBA to comply even though children were critically injured.
- Stated the crosswalk will be done in a week, when she stated in a City Council meeting, there is a lot more to this than painting some lines with new equipment:

"This past year, our City was able to purchase striping equipment to allow for our own City crews to perform striping and address items in a more cost efficient and timely manner. The location of Walker and West Lake is on the list to re-do and is currently scheduled for the end of next week - weather permitting. We will also look at the surrounding area and restripe areas, as needed."

N-3. November 3, 2021 response from Maria Esther Rodriguez; cc: to Montesino, Beatrix Flores, and Christian De Renzo

irwin.ortiz@cityofwatsonville.org

From: Maria Esther Rodriguez <maria.esther.rodriguez@cityofwatsonville.org>
Sent: Wednesday, November 3, 2021 12:45 PM
To: imehdz0906@gmail.com
Cc: Eduardo Montesino; Beatrix Flores; Christian Di Renzo
Subject: RE: Street Striping - Ceiba College Prep

Hello Ms Hernandez,

I was forwarded your email regarding striping and signs relative to Ceiba College Prep. Thank you for taking the time to contact us.

The City is making efforts to better address striping and signs on our City roadways. This past year, our City was able to purchase striping equipment to allow for our own City crews to perform striping and address items in a more cost efficient and timely manner. **The location of Walker and West Lake is on the list to re-do and is currently scheduled for the end of next week - weather permitting.** We will also look at the surrounding area and restripe areas, as needed.

Regarding some of the other items you mention, here is a bit more information:

It is good to hear that Ceiba continues to provide parent volunteers to assist with student travel getting to and leaving school. I believe there is also a specific Safe Route to School plan for Ceibe students specifically that identifies which routes are suggested when traveling to and from school. I understand this information is shared with parents at the beginning of the year.

The City approved a Complete Streets/ Safe Routes to School plan for all City schools- which I believe is what you mention in your email.. As part of this plan, there are various improvements proposed in the vicinity of and adjacent to schools throughout the City. Many of the items include striping and signage updates, and many sites also have some sidewalk and corner improvements identified, as well. With our modest budget, the City is able to do some of the striping and signs (working our way throughout the City - so quite a bit to do). We are also always looking for grant funding to be able to do more of the suggested improvements from the Plan.

Another big component in the plan is also continued education for students/ families - whether they are driving, walking or biking. The City partners with Santa Cruz County Health Services Agency and Ecology Action as they provide in class safety education relative to walking and biking.

I also wanted to mention that Navigator School just opened this fall on Main St near Beach St. As you point out - the adjacent striping and signs were upgraded to the appropriate school markings and signs: this was required as part of the school project. It was performed by their contractor at their cost - with City and State permits to do so.

Again, our crews should be doing some restriping in the area late next week, weather permitting. Please let me know if further information would be helpful or if you have other questions.

Sincerely,

N-4. October 27, 2021 email from Imelda Hernandez to Council Member Eduardo Montesino and City Clerk Irwin Ortiz

Maria Esther Rodriguez

----- Forwarded message -----

From: **Imelda Hernandez** <imehdz0906@gmail.com>

Date: Wed, Oct 27, 2021 at 11:05 AM

Subject: Street stripping

To: <eduardo.montesino@cityofwatsonville.org>, <cityclerk@cityofwatsonville.org>

Good morning,

My name is Imelda Hernández, I am a community member and a parent of two students who are currently attending Ceiba College Prep. The main entrance to their school is on Locust, although the School address is 260 W. Riverside Dr. I am reaching out to you today because Ceiba falls under the District 1, that you represent.

For many years safety has been a concern for many parents at Ceiba and before COVID, I personally attended many meetings regarding safe route to schools and provided feedback and attended various community meetings. About 2-3 years one of our students was involved in a pedestrian accident while crossing the street on Walker and W. Lake Ave. At that time Ceiba parents went for the board and requested school signs and restriping, after kids went to distance learning and things kind of "died down" once again we are back to "normal" and there is now more vehicle and pedestrian traffic.

Today I am asking again, how can we get school signs, yellow cross walks along Locust, Walker St and possible extended up to W. Lake and Riverside crossing on Walker. Ceiba is a charter school located in an industrial zoning and hidden, we have students walking from different parts of the city. When students get out in the afternoon if they are not picked up they are walking typically left on Locust, right on Second St. crossing across a train track on Walker St and going towards either Main St or turned left on Walker, where there are no sidewalk for them to walk on. Ceiba does its part in making it safe, we have parents that volunteer as cross guards on the corners of Walker/Second, Locust/Second and on Locust in front of the school, it would help them out if there were actual visible crosswalks on those intersections.

I was very surprised that a couple of weeks I drove by Main Street and noticed the bright yellow crosswalks, schools signs now that Watsonville Prep has a new home inside what used to be Gotcha's, now I wonder how did they make it happen? Because I want to make it happen for our school. Can you please guide me on how we can get school signs and the yellow cross walks (what is the rule for how far from the school do the crosswalks need to be yellow vs white?) and if there can be restriping all along Walker, Second, Locust. If I am not mistaken Second St doesn't have a separation in the middle of the road either.

Thank you for your time.

If you would like to reach out to me via phone you can call me at 831-359-1035.

Imelda Hernandez--

Maria Esther Rodriguez

Assistant Director/ City Engineer

Public Works and Utilities Department

250 Main Street

Watsonville, CA 95076

(831) 768-3112

O. SIGNIFICANT CEIBA SAFETY ISSUES RAISED DURING THE FEBRUARY 25, 2020 CITY COUNCIL MEETING

February 25, 2020 — Posted Dec 23, 2020
2:12 PM

[Video](#)

[Minutes](#)

[Agenda](#)



City Council Meeting 02/25/20

City of Watsonville's Admission of Noncompliant Crosswalk Going Into Driveway (but Staff never mentions the "railroad")

"But as Murray mentioned, that particular crossing, it doesn't have accessibility, and there's no sidewalks on that side. It goes into a driveway. So in order to bring it up to compliance, in order to install a crossing there the way it should be, it does have to provide accessibility. So there has to be ramps, **and it has to go to a pedestrian safe location, and currently that doesn't exist.** So you're right, that crosswalk has probably been there for years, but once we touch it, we have to make sure that it meets current standards. So we couldn't just paint it without it being brought up to accessibility standards. So that's when we'll have to do a little bit more work there in order to make sure that it complies."

Maria Esther Rodriguez

Watsonville City Public Works Director

[February 25, 2020 City Council](#) [Video is at 5:04] on Noncompliant Crosswalk Dangers for CEIBA Students Along Walker Street



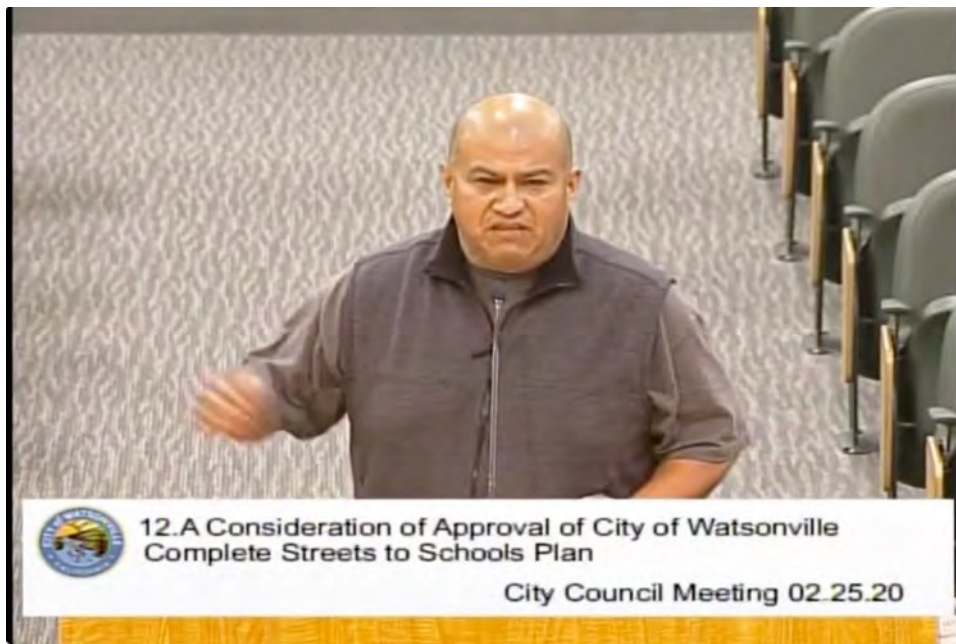
City of Watsonville's Known Noncompliant Crosswalk Going into Driveway to railroad.

“My question is, what do we do in these circumstances where we know it's unsafe and we can't really touch it, and we shouldn't really have a crosswalk there because it's unsafe, but people are still going to cross there, and a crosswalk provides the illusion that somehow, you're in a crosswalk and you're safe. What do we do?”

Lowell Hurst

Watsonville Council Member and Former PVUSD Employee

[February 25, 2020 City Council](#) [Video at 5:06] on Noncompliant Crosswalk Dangers for CEIBA Students Along Walker Street



City of Watsonville's Known Safety Hazards re Second and Walker Street Truck Route/Railroad Crossing.

"I'm still concerned about Walker and Second Street, I was out there just talking to the lady that was cross the crosswalk, lady that yesterday, and she was sticking out, not even going all the way. She was just like, what a quarter of the way out with her sign and shaking. She's scared. There's semis going through there. There's FedEx trucks going through there."

Fabian Leonor

Watsonville Parks Commissioner and CEIBA Parent

[February 25, 2020 City Council](#) [Video at 5:26] Meeting Opining on the Daily Dangers Presented to CEIBA Students Along Walker and Second Streets.



City Council Meeting 02/25/20

City of Watsonville's Known Railroad Hazards

"I think that's the four way stop right the West Beach Street, where the little restaurant is in the corner right, and then there's trains that pass at certain hour of the day, and a lot of kids use that, that four way to to to get to CEIBA, and that's a really dangerous four way stop. I feel that the one that you guys are planning to eliminate that it's not up to code is safer, even though the two kids were hit then this cross right here, the four way.

Laura Leonor, CEIBA Parent

[February 25, 2020 City Council](#) [Video at 5:27] Meeting Opening on the Daily Railroad Dangers to CEIBA Students Along Walker Street

O-2. PVUSD Board Member Jennifer Schacher spoke at the CoW February 25, 2020 Meeting; never mentioned CEIBA



That light at Harkin Slough Road and Green Valley is very congested. Adding any type of retail business that's going to bring a lot more people coming and going into that area is going to put those students at risk, especially because they're pedestrians, bicyclists.... We have parents cutting through that parking lot to drop their kids off, to walk down. We have students cutting through that parking lot to keep their route shorter. You have cars turning right with cars turn left, and it's a mess, just a pretty mess.

-Jennifer Schacher, former PVUSD Board of Trustee at the CoW February 25, 2020 Council Meeting re PV High, but ignored citizen input re CEIBA even though CEIBA had a major accident during her tenure.

O-3. Partial February 25, 2020 Meeting Transcript

Felipe Hernandez 19:34

the high vis. Is there going to be high-visibility crosswalks at East West Lake and Walker and Ford and Walker? What am I missing? Fifth and Walker, because they're there. They're just not that high visibility.

You mentioned which intersections West Lake, where the where the collision actually happened on Walker, and then Fifth and Ford and Walker,

Murray Fontes 20:12

Westlake and Walker would need additional improvements in order to bring it up to current standards. So along with the high visibility crosswalks, we would need to install curb ramps on each side and develop pedestrian facilities on the west side of Walker. Otherwise, we're developing a noncompliant facility.

20:43

So the other plan right now is that the area where the collision happened of the vehicle versus two pedestrian students does not have a disabled access ramp on the west side.

Felipe Hernandez 20:59

Okay? Well, I was, I was making reference to the crosswalks there because there is a crosswalk there, but it's almost invisible because it's so old and worn out.

Murray Fontes 21:12

I believe there's been some work there, [THIS IS FALSE, WHICH IS WHY RODRIGUEZ STEPPED IN]

Felipe Hernandez 21:17

not on Beach. I'm talking about Walker, where the

Maria Esther Rodriguez 21:22

Good evening. Maria Esther Rodriguez, I know that particular crosswalk. There's a lot of crosswalks that we're getting our striping going on. But as Murray mentioned, that particular crossing doesn't have accessibility, and there's no sidewalks on that side. It goes into a driveway. So in order to bring it up to compliance, in order to install a crossing there the way it should be, it does have to provide accessibility. So there has to be ramps, and it has to go to a pedestrian-safe location, and currently, that doesn't exist. So you're right, that crosswalk has probably been there for years, but once we touch it, we have to make sure that it meets current standards. So we couldn't just paint it without it being brought up to accessibility standards. So that's when we'll have to do a little bit more work there in order to make sure that it complies.

Rebecca Garcia 22:17

Okay? Lowell,

O-4. CoW Meeting Transcript

Lowell Hurst 22:19

Yes, my question is, what do we do in these circumstances where we know it's unsafe and we can't really touch it, and we shouldn't really have a crosswalk there because it's unsafe, but people are still going to cross there, and a crosswalk provides the illusion that somehow you're in a crosswalk, and you're safe. What do we do?

Maria Esther Rodriguez 22:43

There are a couple of things we can do. One, of the things is, actually, we could remove it. We we could remove the striped crosswalks. We'd have to notice it. It has been out for 30 days, and we could take it out. I do want to remind everyone here that at every corner, every corner, is a legal crossing, so whether it's striped or not, if a person chooses to cross at the extension of a sidewalk, they can do so, and that would not be jaywalking. So I just want to also bring that up, but in order, again, to improve a crossing so that it's compliant and we can stripe it and include all the all the sign and everything else, it has to be compliant. So there's work to do in that respect as well. And again, there's a lot of old places in the city that you know we have, we have work to do. There's it's a it's a big city, and there's a lot of corners, so we have to carefully look at where we're going to prioritize and when we can bring things up to code, and especially in that area. I also want to remind you, you'll hear an item after this one about the Downtown Complete Streets plan that talks about Complete Street, which we've been talking about, and in you will also you'll. You may also recall that we're currently doing work on our Downtown Specific Plan, which also includes Walker Street. So we're looking at this whole area in a number of different plans, and I'll bring you a little bit more information on Rodriguez Street and what's planned for that in the next item, but we can go and look at all these specific intersections to see what improvements we can do or what modifications we can do to make sure that they're that they're compliant and up to code as best we can.

Rebecca Garcia 24:36

Aurelio,

Aurelia 24:37

yeah, before you walk away on that Walker in West Lake Avenue intersection, is there, is there a possibility that we can we do what was done on Lincoln and Beach Street, the rails with no no crosswalk corner. We're not letting students cross that corner to corner. Is there any possibility that we can do that? The interim put a barrier that says don't cross at this position, and forcing the folks to go across West Lake down to the four way stop?

25:10

Yes, that is something that we can definitely consider, put up a barricade and have people know that they should go to the next corner where there's an all way stop. That's something that we can definitely look into and do.

P. CEIBA PARENT PETITION TO COW AND CALTRANS WAS FLAWED; NEVER SUBMITTED TO CALTRANS

P-1. The Petition

A safety advocacy group led by CEIBA parent Maura Leonor submitted a Petition to the City Council on February 25, 2020. This Petition which states it is petitioning the COW and Caltrans, did not appear to have ever made it to Caltrans based on a California Public Records Act request to Caltrans for petitions submitted by Maura Leonor.

The Petition is a classic "**coming to the nuisance**" complaint that states that Walker Street, an established truck route in a heavy industrial zone, needs a reduced speed limit, four way stops, and Watsonville Police Department escort.

It is also signed by parents affiliated with schools like Mintie White, Cabrillo, Bradley, Freedom, Calabasas, MacQuiddy, Ann Soldo, PV High.

While CEIBA inflated its count of active transportation students in a letter of support to the CoW for the Complete Streets to School project, even its own traffic consultants estimated CEIBA pedestrian/bicycle counts to be low.

In a February 2018 article from the *Pajaronian*, PVUSD Board President Daniel Dodge Jr. and City Councilman Felipe Hernandez attended a meeting at Ceiba to listen to parents' concerns. **Dodge, Jr. noted that the meeting served as a clear reminder of the need for improvements to the streets surrounding Watsonville High School, Radcliff Elementary School, and CEIBA, where his daughter is a student.**

At no point, do the parents or government officials address the dangers affiliated with the violations of the Conditions of Approval, including scattered drop-offs and pick-ups, no Safe Routes to School, and untrained crossing guards, students riding bikes without helmets, lack of safety near truck routes, highways, and railroads; bus procedures on beer distributor lots, etc. No one mentions the presence of a railroad, truck route, and noncompliant crosswalks along the expected routes students would walk.

P-2. Document Request to Caltrans yielded no petition submission by Maura Leonor

Public Records Request

about a year ago

✓

✓

✓

Completed

R026510-100423

Any and all records concerning, documenting, or consisting of communications (including but not limited to any emails, telephone calls, log of telephone calls, voicemails, calendar entries, audio and/or video recordings, memoranda, letters, correspondence, notes, text messages, group texts, group messages, and messages originating from communications platforms or other messaging apps) regarding a Petition titled, "Safe Street for Children"; submitted by Maura Leonor to and/or from any employee or official of Caltrans, occurring between January 1, 2019 and October 4, 2023.

Status : No Responsive Records

P-3. CoW, Ecology Action & CEIBA's Parent Petition never mentions the Railroad or truck routes;

CEIBA Parent and Advocate Maura Leonor presented a Petition to the Council on February 25, 2020. This Broad Petition of 500 names, some signatures appear similar. The Petition and accompanying recital is a classic "coming to the nuisance," a legal doctrine in property law that applies when someone moves to or develops property near an existing condition that might otherwise be considered a nuisance, and then complains about it.

The Petition fails to mention :

1. The railroad tracks and the four railroad crossings
2. That CEIBA kids use the trestle to get to/from home
3. Walker Street is a truck route

According to a document request to Caltrans, this Petition was never submitted to Caltrans. Based on emails, it appears that Ecology Action, Santa Cruz County Health Department, and CoW helped Ms. Leonor on this flawed petition.

P-4. CoW, Ecology Action & CEIBA's Parent Petition never mentions the Railroad or truck routes;

5076

Petition: Safe Street For Children

We, the parents of Watsonville area schools, petition the City of Watsonville and Caltrans to install high visible crosswalks, from Ford Street and Rodriguez Street, to Riverside Drive, to install Flashing Crosswalk signs, ADA compliances access, Reduce speed limit on Walker Street, Four way stop sign on Walker St/Second St, and Locust St / Second St. In addition we want high visibility flags on intersections that our children use in route to schools. We want friendly police visibility/activity along the school route.

This petition will help us address the current unsafe street conditions that students walk to Ceiba College Preparatory, Watsonville High School, and Radcliff Elementary. The High Volume of commercial traffic from these areas puts many of the children at risk of major accidents like the one on December 2019. Please sign our petition and help us make a safer city for our children and community.

P-5. CoW, Ecology Action & CEIBA's Parent Petition never mentions the Railroad or truck routes;

Assistance with the Petition

During the February 25, 2020 COW City Council Meeting, Maura Leonor noted that she and husband both “worked on this petition together, and with the help of some of the city council and other people.”

Based on document requests, it appears that many governmental agencies and Ecology Action were involved.

No consideration to the existing heavy industrial environment or operations was provided.

Ecology Action and SCCHD seem to omit the presence of:

1. A Railroad
2. A truck route
3. A minor arterial at W. Lake
4. A state highway
5. Known noncompliant crosswalks that are patently dangerous

P-6. CoW, Ecology Action & CEIBA's Parent Petition never mentions the Railroad or truck routes;

From: [Jeanne LePage](#) on behalf of [Jeanne LePage](#) <jeanne.lepage@ecoact.org>
To: [Maria Esther Rodriguez](#); [Murray Fontes](#)
Cc: theresia.rogerson@santacruzcounty.us
Subject: Ceiba Prep Petition and Letters from Parents - related to 12/19 crash
Date: Wednesday, June 8, 2022 11:29:53 AM
Attachments: [Outlook-2fittr4y.png](#)

Do either of you remember a petition and parent letter stemming from the 2 children injury outside the school Dec. 2019? We found this text in the C5 ATP request (Theresia remembers writing it) but we cannot find petition and letter and would like to include as attachments in both Watsonville ATP applications for C6 if possible. Here's the old language:

Late last year on their way to school, two students from Ceiba College Prep Academy were seriously injured when they were hit by a car and airlifted to a trauma center. Parents, rightfully upset and concerned, requested the City and school institute better safeguards and safety education. Parents and over 500 residents petitioned the City and Caltrans to prioritize street safety improvements for pedestrians and cyclists on the streets surrounding the school.

Thanks for any help!

Jeanne

*"For there is always light,
if only we're brave enough to see it,
if only we're brave enough to be it".*

Amanda Gorman
2021 Presidential Inauguration Poet



Jeanne LePage (she/her)
Strategic Fund Development Director

Mobile 831-234-8364

Web <https://ecoact.org/> **Email** jlepage@ecoact.org

Address 877 Cedar St. Suite 240 Santa Cruz, CA 95060

P-7 CoW, Ecology Action & CEIBA's Parent Petition never mentions the Railroad or truck routes

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News Local News

Watsonville parents gather hundreds of signatures for street safety improvements

Petition to be presented at Feb. 25 City Council meeting

BY TONY MURIEZ • February 18, 2021 • 9130

A man and a young boy safely use the crossing signal to get across East Lake Avenue at Main Street in downtown Watsonville. Pedestrian safety was a major concern this year. —Tanna Hermula/The Pajaronian

WATSONVILLE — Concerned parents of students attending schools in downtown Watsonville are demanding that the City make drastic pedestrian safety improvements.

Maura Carrasco Leonor, a mother of a 14-year-old at Ceiba College Prep Academy, has for the last month helped circulate a petition that calls for the City and Caltrans to prioritize worn or nonexistent crosswalks, stop signs and lighting throughout Walker, Rodriguez, Second and Locust streets. It also asks the city to reduce the speed limit on Walker Street from Riverside Drive through Ford Street.

That petition, she said, has been signed by more than 500 people in the weeks leading up to the Feb. 25 City Council meeting. Council members at that meeting will determine an action plan for projects listed in a trio of plans that seek to make the city safer for pedestrians.

The Downtown Complete Streets and Complete Streets to School plans, both of which have been in the works for more than a year, serve as roadmaps for the City as it makes millions of dollars worth of changes to its streets over the course of several years.

Carrasco Leonor said she and several other parents believe the changes they are calling for are long overdue.

"We need action," Carrasco-Leonor said. "Acknowledgment is not going to give us anything. We need [the council] to show us you can do something for us now."

The City has for years tried to address its well-known woes with pedestrian safety. Along with drafting the aforementioned plans, Watsonville in 2018 also adopted Vision Zero, a multi-national initiative that acknowledges traffic fatalities are preventable and aims to come up with solutions to achieve a zero death goal by 2030.

Now known as the Safe Streets Save Lives-Vision Zero Action Plan, the document is an all-encompassing plan that involves a sprawling list of officials from various city and county offices, including Watsonville Police Department, Caltrans, the Pajaro Valley Unified School District and the Santa Cruz County Health Services Agency.

More than a dozen of the 37 items from that plan have been implemented, including increased enforcement in what the City has deemed "zero tolerance" zones along Main Street and Freedom Boulevard.

Yet, Carrasco Leonor and other parents say those plans have done very little to curb the speeding and distracted driving that leads to incidents involving pedestrians.

Case in point: a collision between a van and two boys in a Walker Street crosswalk late last year that sent both young people to out-of-county trauma centers.

"That was the last straw," Carrasco Leonor said. "When it affects kids, when parents don't know if their kids are going to be safe doing something as simple as walking to school, something needs to be done. The safety of children is our biggest concern."

PVUSD Board President Daniel Dodge Jr. and City Councilman Felipe Hernandez last month attended a Saturday morning meeting at Ceiba to hear the parents' concerns. The meeting, Dodge said, was a clear reminder that improvements are needed for the streets surrounding Watsonville High School, Radcliff Elementary School and Ceiba, where his daughter attends school.

"It's always been an issue, and one that we know needs to be addressed," he said. "I'm glad the parents are getting together and organizing to bring some change."

CIVIC EVENTS

LOCAL TICKETING + FREE ADVERTISING!

SUN 20 Jazz at the Ranch, Salinas, CA

SUN 20 Usul/Holy Fire @ III Reiki I & II Certificate, Sacred Dreams Well, Morgan Hill, CA

SUN 20 Thomas and Percy's Halloween Party, Roaring Camp Rail, Felton, CA

SUN 20 Thomas and Percy's Halloween Party, Roaring Camp Rail, Felton, CA

SUN 20 Historic Ground Tours at Wilder Ranch, Wilder Ranch State, Santa Cruz, CA

SUN 20 Microdosing Hike Santa Cruz, Sent as you flow, Santa Cruz, CA

SUN	MON	TUE	WED	THU	FRI
20	21	22	23	24	25

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Renaissance Faire

Halloween Fantasy! OCT 19th & 20th NorCalRenFaire.com

VOTE YES on Q Water and Wildlife Protection

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Q. COMPLETE STREETS PLAN INADEQUATELY ADDRESSES RAILWAYS AND TRUCK ROUTES IN WATSONVILLE REPORT, BUT NOT IN ITS 2020 SANTA CRUZ REPORT

Q-1. Complete Streets Plan to School only Vaguely Mentions the Railroad

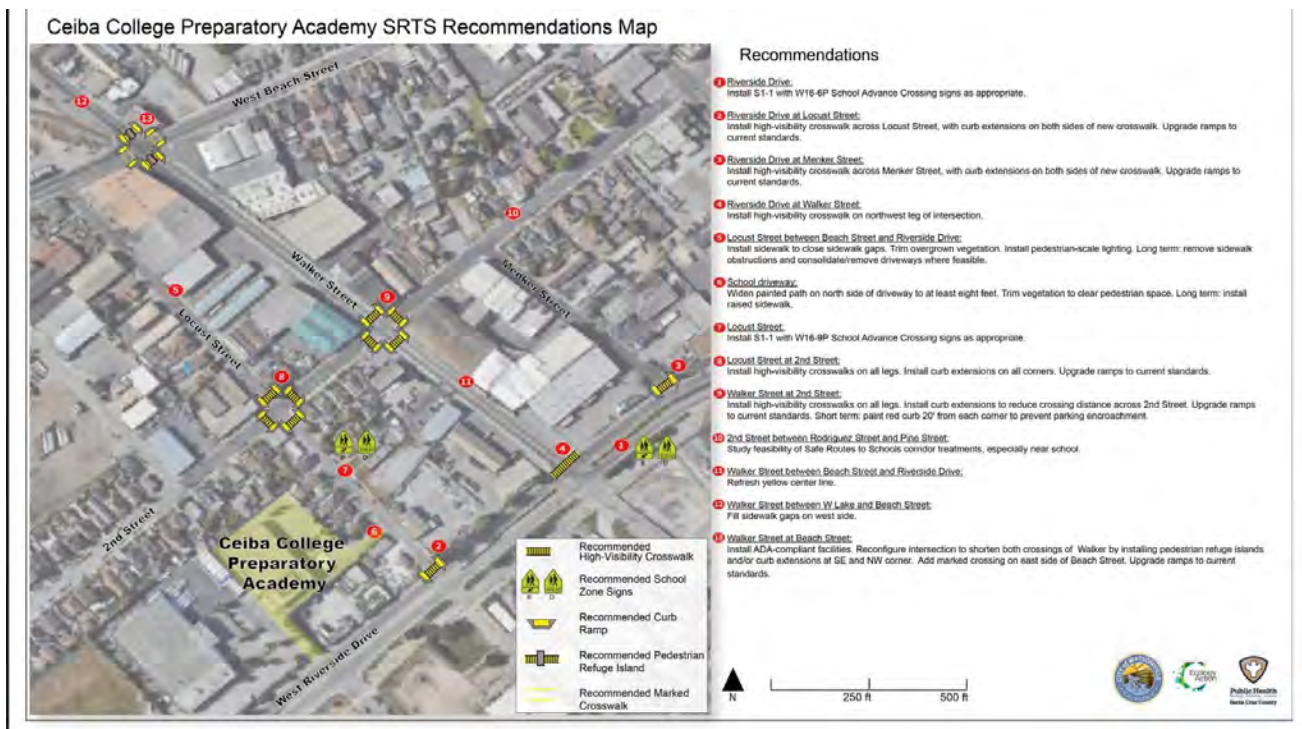
The Complete Streets Plan downplayed the railroad, even though there are four railroad crossing with 1,500 feet of CEIBA. In fact, the word “**railroad**” is not used at all. This is alarming given that Josh Ripp’s 2017 support letter implies that the railroad is crossed over 500 times a day by students.

Complete Streets Plan states, “Parents reported speeding traffic on Riverside Drive, 2nd Street, and Walker Street, which are all major corridors surrounding the school,” but doesn’t state that Riverside Drive is Highway 129 and Walker Street is a truck route with a railroad.

But Ecology Action knows how to identify a railroad. It did this in the report for County of Santa Cruz/City of Scotts Valley’s Complete Streets To School Plan (Santa Cruz Complete Streets or CSTP).

In its support letter to the CoW to request the Caltrans grant, CEIBA stated the majority of its students cross a dangerous corridor – i.e., Walker Street, however, the Complete Streets Plan never addressed this.

During the February 25, 2020 Watsonville City Council Meeting, Ecology Action and City Staff presented the Ceiba College Preparatory Academy SRTS Recommendations Map (which included supporting text). This SRTS text and map makes no mention of the railroad, heavy truck routes, a highway, or a noncompliant crosswalk at W. Lake and Walker. It mentions “sidewalk gaps on west side” but no railroad.



PVUSD CBO Melody Canady sent a Support Letter to former CoW City Manager Charles Montoya re "Watsonville Complete Streets to School Planning Grant"



Pajaro Valley Unified School District

Business Services

294 Green Valley Road, Watsonville, CA 95076

Phone: (831) 786-2140 • Fax: (831) 728-8160

Melody Canady
Chief Business Officer

October 16, 2017

Charles A. Montoya
City Manager
275 Main St., Suite 400
Watsonville, CA 95076

Dear Mr. Montoya,

The Pajaro Valley Unified School District is pleased to support the "Watsonville Complete Streets to School Planning Grant" targeting improvements to increase the frequency and safety of bicycling and walking among our Districts' students.

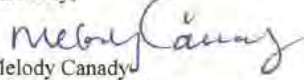
Our community's high rate of obesity, as well as the increasing use of private vehicles to transport students to school is of vital concern to us as we continue to search for methods to boost safe multi-modal access to all of our schools. We strongly support the promotion of active, non-polluting transportation for our students as it also creates wellness opportunities for our school communities.

Pajaro Valley Unified currently transports children within one mile of schools. With safety improvements and encouragement programs, many more children could be walking or biking to school.

The school district supports the proposed activities, and looks forward to participating in community stakeholder meetings and on-site school audits. In addition, the district will supply non-identifying student residence information in order to accurately map travel routes and allow our parents and students to be surveyed.

Thank you for your consideration of this proposal that will provide a thorough and well thought out plan to increase safe and equitable multi-modal access to our schools, as well as contribute towards the additional benefits of reduced congestion around schools and improved air quality and greenhouse gas reduction. Thank you for your support of our efforts to build a more livable community with all residents in mind.

Sincerely,


Melody Canady
Chief Business Officer
Business Services

On October 2, 2017, Amelia Conlen, as RTC Bicycle Advisory Committee Chair, sent a Support Letter to former CoW City Manager Charles Montoya re the Watsonville Complete Streets Planning Grant



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL: info@sccrtc.org

October 2, 2017

Charles A. Montoya
City Manager
275 Main St., Suite 400
Watsonville, CA 95076

Dear Mr. Montoya:

I'm writing on behalf of the Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Advisory Committee in support of the City of Watsonville's proposal entitled "Watsonville Complete Streets to School Planning Grant" to Caltrans. This proposal would impact 15 schools and lay the groundwork for increasing the frequency and safety of bicycling and walking among city school students. If funded, the grant would enhance safety through coordinated efforts among public works, public health, community-based programs, the schools, and law enforcement.

The RTC's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. This grant proposal complements the Bicycle Advisory Committee's goals to increase the number of safe bicycle trips through safety awareness and education, including plans to distribute information to motorists about driving safely around more vulnerable road users. The project will involve a coordinated approach to integrated land use and transportation in planning and implementation, furthering the regions' land-use planning.

The increasing use of private vehicles to transport students to school is of vital concern to us as we continue to search for methods to boost safety and reduce congestion for increased multi-modal access to local city schools. With population projections for the region rising, we have fundamental work to do to prepare for mode shift within the current landscape. This city-wide school improvement plan will have many long-term benefits for students and the community, as well as providing a vehicle for leveraging traffic safety funding for school projects in the future. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other committee related matters.

Sincerely,

Amelia Conlen
Bicycle Advisory Committee Chair

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee

On October 9, 2017, RTC Executive Director George Dondero sent a Support Letter to former CoW City Manager Charles Montoya re “City of Watsonville Complete Streets to School Plan”



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 fax (831) 460-3215 email info@sccrtc.org

October 9, 2017

Charles A. Montoya
City Manager
275 Main St., Suite 400
Watsonville, CA 95076

Dear Mr. Montoya:

The Santa Cruz County Regional Transportation Commission supports the “City of Watsonville Complete Streets to School Plan” proposal for a Caltrans’ Fiscal Year 2017-2018 Sustainable Transportation Planning Grant. This plan will lay the groundwork for increasing safe multi-modal usage by school students within the city of Watsonville.

This comprehensive assessment of schools in Watsonville directly aligns with the RTC’s *Regional Transportation Plan* (RTP) goals by providing planning needed to: improve people’s access to schools in ways that improve health, and reduce pollution; reduce transportation related fatalities and injuries for all transportation modes; and, by using multiple infrastructure and non-infrastructure tools, the plan will deliver safety improvements that are cost effective, equitable and responsive to the needs of all users of the transportation system and beneficially for the natural environment. The proposed planning effort is also consistent with the Statewide Bicycle and Pedestrian Plan.

Compared to similar jurisdictions, the California Office of Traffic Safety found that Watsonville had the very highest rate of crashes resulting in injury or death for pedestrians under the age of 15 in 2014, and was number 2 in 2013. It ranked 4th worst for pedestrian incidents overall. Although biking and walking account for just 3% of mode share in the city, they account for 65% of the transportation-related serious injuries and deaths in the city. The RTC supports Watsonville’s efforts to make it safer, which will likely require a combination of infrastructure improvements of education and encouragement activities.

With a plan in place and potential funding from state and local funding programs, Watsonville will be well positioned to reach the state’s GHG-reduction target to triple cycling and double walking by 2020. We strongly support the City’s proposal that will provide a plan to increase safe and equitable multi-modal access to the school communities, as well as contribute towards the additional benefits of reduced congestion around schools and improved air quality and greenhouse gas reduction. Thank you for your continued support of creating a livable Watsonville.

Sincerely,

George Dondero
Executive Director

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Q-2. CEIBA's September 17, 2017 letter states that students walking/biking to school face risks at busy intersections

Ripp stated: "At least half of our 515 students walk or ride their bike to school...Biking to school poses risks at busy intersections without stoplights, which surround our school."

Comment:

This inflated count of active transportation has never been substantiated by even the RBF report or CoW documents. Ripp also never mentions truck routes, the highway, nor the railroad.

CEIBA School Principal Josh Ripp sent a letter dated September 27, 2017 to Watsonville City Manager Charles Montoya in relation to the Watsonville Complete Streets to School Plan (Complete Streets Plan). In that letter, Ripp stated that CEIBA had 515 enrolled students and that half of those students walk or bike to school. That information was supposed to serve as an informational base to complete the Complete Streets Plan. Unfortunately, Ripp's statement was false and misleading and led to a defective plan document.

The true information on this matter is found in field observations done around CEIBA. Although CEIBA has a nominal enrollment of 515 students, the actual daily attendance lies closer to 460 students. Of that, group 200 students are usually dropped off daily on the CEIBA campus from an automobile. 160 students are usually dropped off daily from an automobile on the streets within one block of the school. There are number of students that are dropped off daily from an automobile further than one block from school, which tends to vary.

Typically, there are five or fewer students that ride a bike to school each day. Using these observations reveals that only about 60-70 students actually use walking or bicycling to get to CEIBA from their home. The actual ratio of students using active transportation to get to CEIBA is thus less than 20%. It also needs to be noted that the large number of students dropped off and picked up by automobile offsite each day is in violation of CEIBA's use permit conditions of approval and is an adverse impact to the adjacent industrial zone.

Watsonville City Staff originally structured CEIBA's use permit to confine student drop-off/pick-up activity onsite. Due to controversy of problematic traffic issues, City Staff then guided CEIBA to violate their use permit and drop off and pick up students all over the surrounding neighborhoods, with the students relying upon passive transportation to get near the school then walking the perfunctory short distance to create the illusion that CEIBA is not an automobile dependent school.

Q-2. CEIBA's September 17, 2017 letter states that students walking/biking to school face risks at busy intersections



CEIBA
PUBLIC SCHOOLS

260 W. Riverside Drive
Watsonville, CA 95076
phone: 831-740-8800
fax: 831-740-8812

September 27, 2017

Charles A. Montoya
City Manager
275 Main St., Suite 400
Watsonville, CA 95076

Dear Mr. Montoya,

Ceiba School strongly supports the "Watsonville City Complete Streets to School Planning Grant" proposal to lay the groundwork for increasing the frequency and safety of bicycling and walking among our schools' students.

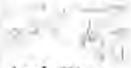
The rising problem of student obesity as well as the increasing use of private vehicles to transport students to school is of vital concern to us as we continue to search for methods to boost safe multi-modal access as well as provide physical activity for our students. We strongly support the promotion of active, non-polluting transportation for our students as it also creates wellness opportunities for our students.

At least half of our 515 students walk or ride their bike to school as we have no busses for our charter school. Of these 515 students, approximately 80% are English language learners and receive and/or reduced lunch. Biking to school poses risk at busy intersections without stoplights, which surround our school. A Transportation Plan for Watsonville would provide many benefits to our Ceiba scholars and their families.

Ceiba supports the proposed activities, and looks forward to participating in community stakeholder meetings and an on-site school audit. In addition, we will supply non-identifying student residence information in order to accurately map travel routes and allow our parents and students to be surveyed.

Thank you for your support of this proposal that will provide a plan to increase safe and equitable multi-modal access to Ceiba families, as well as contribute towards the additional benefits of reduced congestion and improved air quality and greenhouse gas reduction. Thank you for your support.

Sincerely,


Josh Ripp
Principal
Ceiba College Preparatory Academy
Josh.ripp@ceibaprep.org
831.740.8786

Q-2. Defective “Complete Streets to School” Plan, Process and Recommendations

Background

In 2017, the Pajaro Valley Unified School District (PVUSD), Santa Cruz County Health Department (SCCHD), and CoW applied for and received a \$320,000 Caltrans grant for a Complete Streets to School (Complete Streets) study, which it received in 2018. In a 2017 support letter for the Complete Streets grant to the CoW, CEIBA Principal Josh Ripp claimed, without any proof, **that over 50% of its 515-person study body must cross dangerous intersections to get to school.**

The joint governmental project also included Ecology Action, a local non-profit, which conducted underlying research in the Complete Schools. **The governmental entities and Ecology Action all had an obligation to evaluate the crossings in question, given CEIBA's stated magnitude of number of student crossings at dangerous intersections.**

Dangerous Crossings Include a Highway, Truck Routes & Railroads

A thorough analysis of Walker Street, which spans from the rail trestle at Front Street to Ford Street, should have been evaluated in Ecology Action's stated walking audits and recommendations, particularly since nearly all of CEIBA's student body must cross Walker Street to get to school. Walker Street is a designated truck route that intersects with Highway 129 and several railroad crossings. It is northwest-southeast two-lane minor arterial that provides access to several industrial uses west of downtown Watsonville, requiring students to also pass by loading areas and semi-trucks. There are several sidewalk gaps from Front Street to Ford Street. From Front to Riverside Drive, there is no sidewalk. From Riverside Drive to Second Street, there is a sidewalk only on the south side of Walker; from Walker to Beach Road, there is a rolled sidewalk used as driveways by industrial stakeholders; from Beach Road to W. Lake, there is only sidewalk on the east side. The westside is a private area and railroad track. Connecting the west to east side railroad is a dangerous, noncompliant crosswalk where students cross daily. According to Murray Fontes, pedestrian facilities need to be developed here.

The Ecology Action Spring 2019 Study Never Addressed Railroad Crossings

Ecology Action presented a report in Spring 2019. Said report never mentioned the railroad.

Q-2. Defective “Complete Streets to School” Plan, Process and Recommendations

CEIBA Students Injured in the Industrial Zone

In December 2019, two CEIBA students were injured in the noncompliant crosswalk connected to the railroad tracks. This is at the intersection of two minor arterials, Walker Street and W. Lake Avenue. The children were hit by a van. It does not appear that the CoW, PVUSD, or CEIBA properly notified the Santa Cruz County Regional Transportation Commission (RTC) about the children’s accident near the railroad nor did the Watsonville Police Department properly notify the CHP about the severity of the accident.

The Final Complete Streets Plan

Alarming, the final March 2020 PVUSD-CoW-SCCHD-Ecology Action Complete Streets makes no mention of the accident and the noncompliant crosswalk on Walker Street near the railroad. Complete Streets Plan misstates the highway number near CEIBA, never specifies the truck routes, never discusses the four railroad crossings and busy intersections that have 515 student crossings daily, and only includes a reference to a bisected rail at the intersection of Walker and Beach Road.

Discrepancy with Ecology Action’s Complete Streets Santa Cruz

Ecology Action collaborated on a Complete Streets report for Santa Cruz County and provided recommendations for **non-functioning railroad crossings** near a school. It is a glaring discrepancy for Ecology Action not to address the railroad crossings in the Watsonville Complete Streets Plan, given that the area near CEIBA has a very heavy freight rail line.

Complete Streets Recommendations of Curb Extensions

Without consideration of the industrial zone stakeholders, Complete Streets Plan makes recommendations for numerous curb extensions in the industrial zone, which would severely impair the use of semi-trucks in the industrial zone along State Highway 129, railroads, truck routes, and bicycle lanes.

Complete Streets Walker Street Recommendations

For the bisected rail at at Walker Street and Beach Road, Complete Streets Plan recommends a “refreshed yellow line” in the middle of Walker Street. It does not appear that there ever was a yellow line to refresh. CoW did not require these in CEIBA’s Conditions of Approval.

Complete Streets Ignored Caltrans’ Requirement of Pedestrian Counts

Caltrans provided feedback to Ecology Action, PVUSD, and CoW noting that pedestrian counts would be needed for curb extension along Highway 129. The report shows no evidence these counts were made. Ergo, the Complete Streets Plan recommended curb extensions on Highway 129 were not validated by Caltrans.

Q-2. Defective “Complete Streets to School” Plan, Process and Recommendations

CoW/SCCHD/Ecology Action Write Parent Petition

On February 18, 2020, CEIBA Parent Maura Leonor led a petition campaign regarding Walker Street. The petition was defective for many reasons, and although it was addressed to the City of Watsonville and Caltrans, Caltrans has no record of receiving this from Ms. Leonor. (See Section P).

City Council Meeting of February 25, 2020

During the City Council Meeting of February 25, 2020, Ecology Action’s Amelia Conlen presented along with Principal Engineer, Murray Fontes. The testimony shows considerable admission of the dangers at the intersections of Walker Street and Beach Road and Walker Street and W. Lake Avenue. Staff and Council Members NEVER mentioned the railroad, only a single CEIBA parent did.

PVUSD Meeting of February 26, 2020

In the transcription of the PVUSD Board Meeting of February 26, 2020, Ecology Action’s Amelia Conlen presented along with Principal Engineer, Murray Fontes. The testimony omits any mention of the bisected rail and dangers at the intersections of Walker Street and Beach Road and Walker Street and W. Lake Avenue.

Q-3. Scope of Work



What was Ecology Action supposed to do?

A project “similar to Santa Cruz City School’s Complete Streets Master Plan.”

SCOPE OF WORK: City of Watsonville Complete Streets to Schools Plan

INTRODUCTION:

This project will produce a product similar to the Santa Cruz City Schools Complete Streets Master Plan, which resulted in a \$1.4M ATP Cycle 2 grant. This project will provide the City of Watsonville with the tools to help reduce the barriers to walking, biking, and busing for city students. The plan is founded on public partnership and will involve the active participation of parents, school administrators, neighbors, and students from fifteen schools. The City of Watsonville has an estimated population of 53,796 and a 20% poverty rate. Eighty-four percent of residents are Latino. Project activities are designed to maximize input from the target disadvantaged community (DAC).

PROJECT DETAILS AND PUBLIC PARTICIPATION:

The public will be asked to participate in walking and biking audits, assess public transportation, and submit comments at public meetings, using an online portal, parent surveys, and school site audits. All communication will be provided in English and Spanish with an effort to reach parents of all reading levels. Community input will be crucial. The plan will provide a systematic and comprehensive assessment and analysis of the greatest barriers to increased school-based active transportation and access to public transit. The project will provide decision-makers with a publicly vetted and prioritized project list that reflects participation from a broad range of stakeholders and public participants to facilitate improvements going forward.

RESPONSIBLE PARTIES:

Sub-applicant Ecology Action will lead this effort with the ongoing collaborative participation of the City of Watsonville Public Works and County Health Services Agency staff. An outside consultant will also assist throughout the planning process. A competitive RFP process will be utilized to procure a consultant.

OVERALL PROJECT OBJECTIVES:

- Identify the greatest barriers to walking and biking trips to school.
- Identify low-cost, non-infrastructure solutions to increase school-based active trips.
- Identify barriers to public transit use at schools.
- Identify low-cost and community-generated non-infrastructure solutions to vehicle congestion at schools.
- Produce a citywide public school plan to guide future infrastructure improvements that reduce school-based congestion and increase safe, active, and sustainable transportation to and from school.

Q-4. Complete Streets Plan re CEIBA cites wrong highway and shows dramatically different active transportation population than traffic studies

CHAPTER 4: SCHOOL-LEVEL RECOMMENDATIONS AND PROFILES

Ceiba College Prep

Ceiba is located within the industrial zone of central Watsonville, adjacent to the Highway 152 corridor. Ceiba is a charter school that draws students from neighborhoods throughout Watsonville (see the map that follows).

Grade Levels

6–12

Number of students

517

Students residing within one mile of school

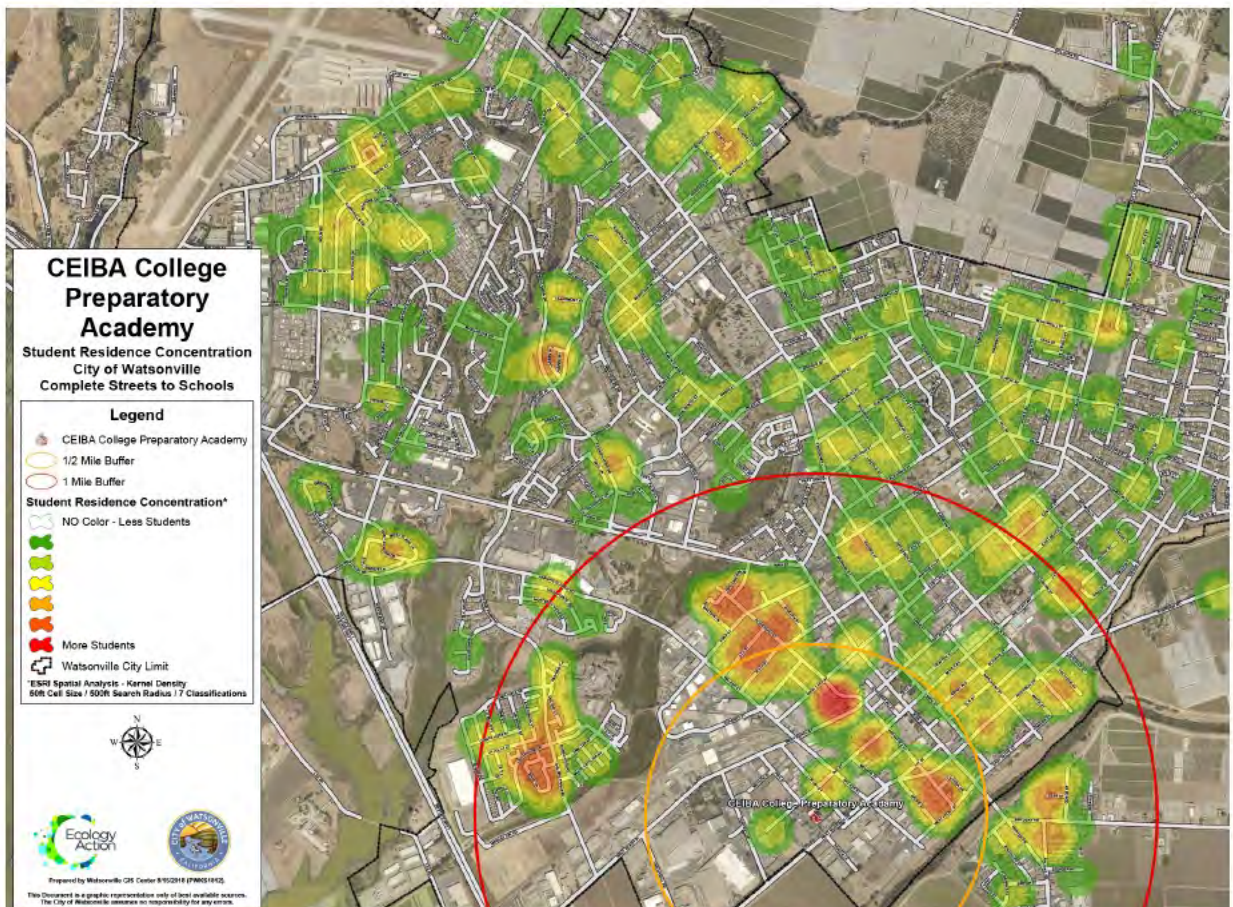
11%

Students qualifying for free or reduced-price meals

92.3%

Students using active transportation

31%



Q-4. Walker Street mentions with Pedestrian Conditions in the Complete Streets Plan

CHAPTER 4: SCHOOL-LEVEL RECOMMENDATIONS AND PROFILES

Existing Infrastructure Conditions

Motorist Conditions

- Parents are directed to a drop-off area on the Ceiba school campus. Many parents drop off and pick up students on Locust Street rather than on the school campus.
- Locust Avenue in front of the school grows congested during the school drop-off period, and parents double-park on Locust to drop off students.
- Parents reported speeding traffic on Riverside Drive, 2nd Street, and Walker Street, which are all major corridors surrounding the school.
- Large truck traffic is common on Walker Street and 2nd Street, while Riverside Drive sees high volumes of commuter traffic.
- There is no school zone signage on Riverside Drive or 2nd Street.
- Parents reported that drivers headed eastbound on Walker Street in the morning have the sun in their eyes, creating low visibility.

Pedestrian Conditions

- There is a sidewalk gap on Locust Street across from the school, and sidewalks on Locust Street are generally in poor condition, with vegetation obstructing the sidewalk in several places.
- The intersection of 2nd Street and Locust Street has transverse crosswalks on two sides. The intersection of 2nd Street and Walker Street has a transverse crosswalk on one side.
- There is continuous sidewalk on both sides of 2nd Street between Locust Street and Main Street.
- There is sidewalk with rolled curb on both sides of Walker Street. The sidewalk is sometimes obstructed by parked trucks.
- The intersection of Walker Street and Beach Street has transverse crosswalks on three sides, is bisected by the rail line, and has missing sidewalk on Walker Street between Beach Street and West Lake Avenue.



Attachment 2.7

page 3 of 9

P. 36

Railroad photo – Walker Street and Beach Road (Page 60 of Agenda Package of February 28, 2023 from Complete Streets Plan)

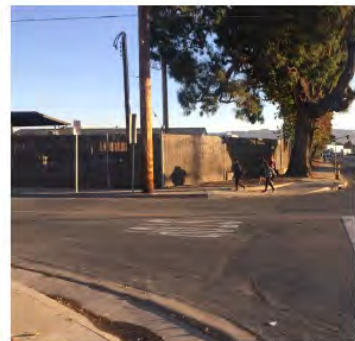
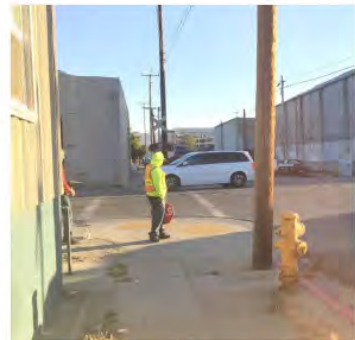
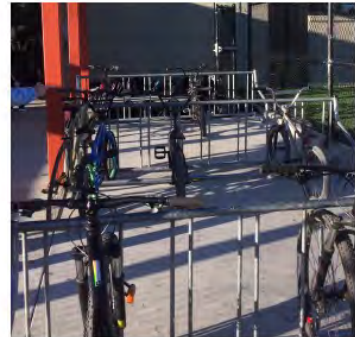


Bicycling Conditions

- There are no bicycle facilities on Riverside Drive, Locust Street, or 2nd Street.
- There are Class II bike lanes on Walker Street/Harkins Slough Road between Green Valley Road and Riverside Drive.
- There are Class II bike lanes on Rodriguez Street between Main Street and Front Street, and on West Beach Street between Lee Road and Walker Street.

Audit Observations

- Ceiba is located in the industrial area of Watsonville, which presents significant challenges for students walking or bicycling to school. Streets around the school are heavily used by large trucks, and drivers may not be expecting to share the road with bicyclists and pedestrians.
- Parent volunteers act as crossing guards at the intersections of Locust Street and 2nd Street and 2nd Street and Walker Street.
- There are no high-visibility or yellow crosswalks located near the school. Crosswalks are unmarked in some locations used by students walking to school, such as Riverside Drive at Menker, Locust, and Walker Streets.
- Broken sidewalks, overgrown vegetation, limited lighting, sidewalk gaps, and truck traffic all contribute to challenging conditions for pedestrians.
- While Ceiba students are dispersed across Watsonville, a cluster of students live along Rodriguez Street. Those students use West Lake Avenue, 2nd Street, and Riverside Drive to walk to school.
- Some students are dropped off on the shoulder of Riverside Drive, which parents described as a hazard. They also noted that occasional U-turns occur on Riverside Drive after drivers have dropped off students.



Railroad photo of Second and Walker Streets (Page 61 of Agenda Package of February 28, 2023 from Complete Streets)



Watsonville's Complete Streets Plan Failed to Identify Railroad Crossings

Source:

City Council Agenda Package dated February 28, 2023

Planning Commission Agenda Package dated April 5, 2023

Document:

Watsonville Complete Streets to School Plan dated March 2020. This was a Caltrans funded project co-sponsored by City of Watsonville, PVUSD, Santa Cruz County Health Department, with Ecology Action as the consultant managing the project.

Pages: 62, 64, 260, 261 and 262

Issues: There are photos of the railroad, however the report does not adequately address railroads. In fact, it fails to properly identify "railroad crossings." For example, the Beach Road and Walker Street intersection is a CPUC-designated railroad crossing as number: **RXR 752379R**.

The Complete Streets Plan describes it as follows:

The intersection of Walker Street and Beach Street has transverse crosswalks on three sides, **is bisected by the rail line**, and has missing sidewalk on Walker Street between Beach Street and West Lake Avenue.

Complete Streets minimizes the critical safety risks associated with rail traffic at crossing RXR 752379R. Omitting the term "railroad crossing" avoids compliance with the standards for traffic and pedestrian safety at such crossings.

Moreover, Ecology Action conducted walking audits for Complete Streets Plan and missed railroads throughout the CEIBA area. The other rail mentions are about the future rail trail and a recommendations section which is prospective in nature:

Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to meet current standards. Study additional pedestrian improvements **when rail trail segment is constructed**.

Watsonville's Complete Streets Plan Failed to Identify Railroad Crossings

Source:

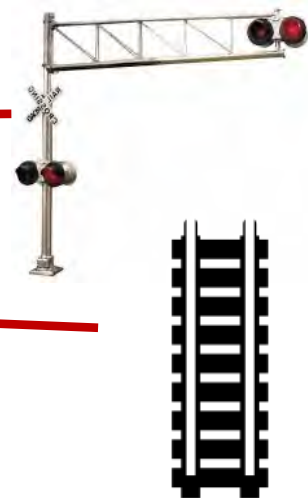
City Council Agenda Package dated February 28, 2023
Planning Commission Agenda Package dated April 5, 2023

Document:

Watsonville Complete Streets to School Plan dated March 2020

Pages 62 and 262.

Railroad Crossing at Beach Road and Walker Street.
Notice the railroad tracks that anyone in the crosswalk would have to cross and the cantilevered railroad crossing signal.



PHOTOS IN THE AGENDA PACKAGES – COMPLETE STREETS PLAN

Source:

City Council Agenda Package dated February 28, 2023
Planning Commission Agenda Package dated April 5, 2023

Document:

Watsonville Complete Streets Plan dated March 2020

Pages 61 and 261.

Railroad Crossing at Second and Walker Streets.
Notice the railroad tracks that students have to cross and the railroad crossbuck sign above the crossing guard's head. This RXR is most used by CEIBA students; never mentioned in Complete Streets Plan.



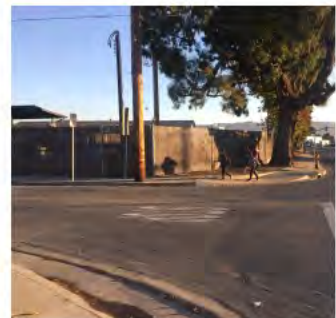
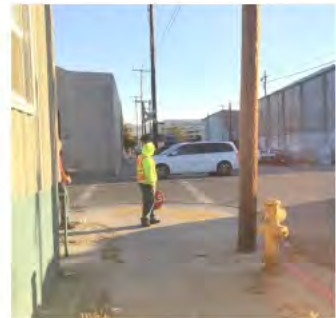
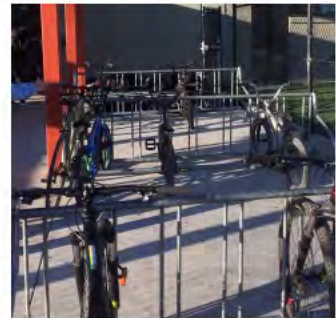
CHAPTER 4: SCHOOL-LEVEL RECOMMENDATIONS AND PROFILES

Bicycling Conditions

- There are no bicycle facilities on Riverside Drive, Locust Street, or 2nd Street.
- There are Class II bike lanes on Walker Street/Harkins Slough Road between Green Valley Road and Riverside Drive.
- There are Class II bike lanes on Rodriguez Street between Main Street and Front Street, and on West Beach Street between Lee Road and Walker Street.

Audit Observations

- Ceiba is located in the industrial area of Watsonville, which presents significant challenges for students walking or bicycling to school. Streets around the school are heavily used by large trucks, and drivers may not be expecting to share the road with bicyclists and pedestrians.
- Parent volunteers act as crossing guards at the intersections of Locust Street and 2nd Street and 2nd Street and Walker Street.
- There are no high-visibility or yellow crosswalks located near the school. Crosswalks are unmarked in some locations used by students walking to school, such as Riverside Drive at Menker, Locust, and Walker Streets.
- Broken sidewalks, overgrown vegetation, limited lighting, sidewalk gaps, and truck traffic all contribute to challenging conditions for pedestrians.
- While Ceiba students are dispersed across Watsonville, a cluster of students live along Rodriguez Street. Those students use West Lake Avenue, 2nd Street, and Riverside Drive to walk to school.
- Some students are dropped off on the shoulder of Riverside Drive, which parents described as a hazard. They also noted that occasional U-turns occur on Riverside Drive after drivers have dropped off students.



Attachment 5
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CHAPTER 4: SCHOOL-LEVEL RECOMMENDATIONS AND PROFILES

Recommended Infrastructure Improvements around Ceiba College Prep

The following table lists recommendations for Ceiba College Prep, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Riverside Drive/Hwy 129	Install S1-1 with W16-6P school zone signs as appropriate.
Riverside Drive/Hwy 129 at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Walker Street	Install high-visibility crosswalk on northwest leg of intersection.
Locust Street between Beach Street and Riverside Drive/Hwy 129	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long-term: Remove sidewalk obstructions and consolidate or remove driveways where feasible.
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space. Long-term: Install raised sidewalk.
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to meet current standards.
Walker Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to meet current standards. Short-term: Paint red curb 20' from each corner to prevent parking encroachment.
2nd Street between Rodriguez Street and Pine Street	Study the feasibility of Safe Routes to Schools Corridor treatments, especially near school.
Walker Street between Beach Street and Riverside Drive/Hwy 129	Refresh yellow center lines.
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side.
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to meet current standards. Study additional pedestrian improvements when rail trail segment is constructed.
	See citywide recommendations for 2nd Street/Maple Avenue, Rodriguez Street, and Riverside Drive.

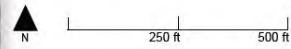
Q-4. Complete Streets CEIBA

Ceiba College Preparatory Academy SRTS Recommendations Map



Recommendations

- 1 **Riverside Drive/hwy 129:**
Install S1-1 with W16-6P School Advance Crossing signs as appropriate.
- 2 **Riverside Drive/hwy 129 at Locust Street:**
Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards.
- 3 **Riverside Drive/hwy 129 at Menker Street:**
Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards.
- 4 **Riverside Drive/hwy 129 at Walker Street:**
Install high-visibility crosswalk on northwest leg of intersection.
- 5 **Locust Street between Beach Street and Riverside Drive/hwy 129:**
Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long term: remove sidewalk obstructions and consolidate/remove driveways where feasible.
- 6 **School driveway:**
Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space. Long term: install raised sidewalk.
- 7 **Locust Street:**
Install S1-1 with W16-6P School Advance Crossing signs as appropriate.
- 8 **Locust Street at 2nd Street:**
Install high-visibility crosswalks on all legs. Install curb extensions on all corners. Upgrade ramps to current standards.
- 9 **Walker Street at 2nd Street:**
Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to current standards. Short term: paint red curb 20' from each corner to prevent parking encroachment.
- 10 **2nd Street between Rodriguez Street and Pine Street:**
Study feasibility of Safe Routes to Schools corridor treatments, especially near school.
- 11 **Walker Street between Beach Street and Riverside Drive/hwy 129:**
Refresh yellow center line.
- 12 **Walker Street between West Lake and Beach Street:**
Fill sidewalk gaps on west side.
- 13 **Walker Street at Beach Street:**
Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to current standards.



Recommended Infrastructure Improvements around Ceiba College Prep

The following table lists recommendations for Ceiba College Prep, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Riverside Drive/Hwy 129	Install S1-1 with W16-6P school zone signs as appropriate.
Riverside Drive/Hwy 129 at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Walker Street	Install high-visibility crosswalk on northwest leg of intersection.
Locust Street between Beach Street and Riverside Drive/Hwy 129	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long-term: Remove sidewalk obstructions and consolidate or remove driveways where feasible.
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space. Long-term: Install raised sidewalk.
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to meet current standards.
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2nd Street between Rodriguez Street and Pine Street	Study the feasibility of Safe Routes to Schools Corridor treatments, especially near school.
Walker Street between Beach Street and Riverside Drive/Hwy 129	Refresh yellow center lines.
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side.
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to meet current standards. Study additional pedestrian improvements when rail trail segment is constructed.
	See citywide recommendations for 2nd Street/Maple Avenue, Rodriguez Street, and Riverside Drive.

Q-4. Recommended Infrastructure Improvements

Recommended Infrastructure Improvements around Ceiba College Prep

The following table lists recommendations for Ceiba College Prep, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Riverside Drive/Hwy 129	Install S1-1 with W16-6P school zone signs as appropriate.
Riverside Drive/Hwy 129 at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Walker Street	Install high-visibility crosswalk on northwest leg of intersection.
Locust Street between Beach Street and Riverside Drive/Hwy 129	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long-term: Remove sidewalk obstructions and consolidate or remove driveways where feasible.
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space. Long-term: Install raised sidewalk.
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to meet current standards.
Walker Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to meet current standards. Short-term: Paint red curb 20' from each corner to prevent parking encroachment.
2nd Street between Rodriguez Street and Pine Street	Study the feasibility of Safe Routes to Schools Corridor treatments, especially near school.
Walker Street between Beach Street and Riverside Drive/Hwy 129	Refresh yellow center lines.
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side.
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to meet current standards. Study additional pedestrian improvements when rail trail segment is constructed.
	See citywide recommendations for 2nd Street/Maple Avenue, Rodriguez Street, and Riverside Drive.

Q-4. Aware of the rail, but addressing as a rail trail that will serve as an active transportation mode in the future (what about the railroad now?)

CHAPTER 2: EXISTING CONDITIONS

Monterey Bay Sanctuary Scenic Trail Master Plan

The Santa Cruz County Regional Transportation Commission purchased the Santa Cruz Branch **Rail** Line in 2012 and released the Monterey Bay Sanctuary Scenic Trail Network Master Plan in 2013. The Master Plan details the alignment of the 32-mile Coastal **Rail** Trail, located along the Santa Cruz Branch **Rail** Line between Davenport and Pajaro. The Coastal **Rail** Trail will serve as an active transportation route through the county and will provide access to 44 local schools.¹²

Several Coastal **Rail** Trail segments could serve Watsonville schools—specifically Segments 18 and 19, which run parallel to West Beach Street along the **rail** line and along Walker Street to the county line.¹² Construction of these segments could provide a new off-street route for students traveling to Ceiba College Preparatory Academy, which is located near Walker Street in the industrial area of Watsonville. The City of Watsonville has secured funding for the construction of Segment 18.

Coastal **Rail** Trail: Segment 18



Source: Santa Cruz County Regional Transportation Commission. 2019.

City of Watsonville General Plan

The CSTS Plan aligns with the goals of the Watsonville 2005 General Plan Circulation Element, including:

- Goal 10.4: Bicycle Circulation – Plan for and provide a safe, convenient network of bicycle facilities.
- Goal 10.5: Pedestrian Circulation – Recognize the importance of pedestrian travel, alone or in combination with other travel modes, and encourage walking.¹³

The CSTS Plan supports the above goals by identifying projects designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and reduced vehicle trips.

12. Santa Cruz County Regional Transportation Commission: <https://scrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/>

13. Watsonville 2005 General Plan Circulation Element: <https://www.cityofwatsonville.org/DocumentCenter/View/186/10-Circulation-PDF>

Q-5. Complete Streets Santa Cruz Mentions Railroads



County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan

Page 26, Rail Mentions in the CSTS Plan that Are not Trail Rail Related

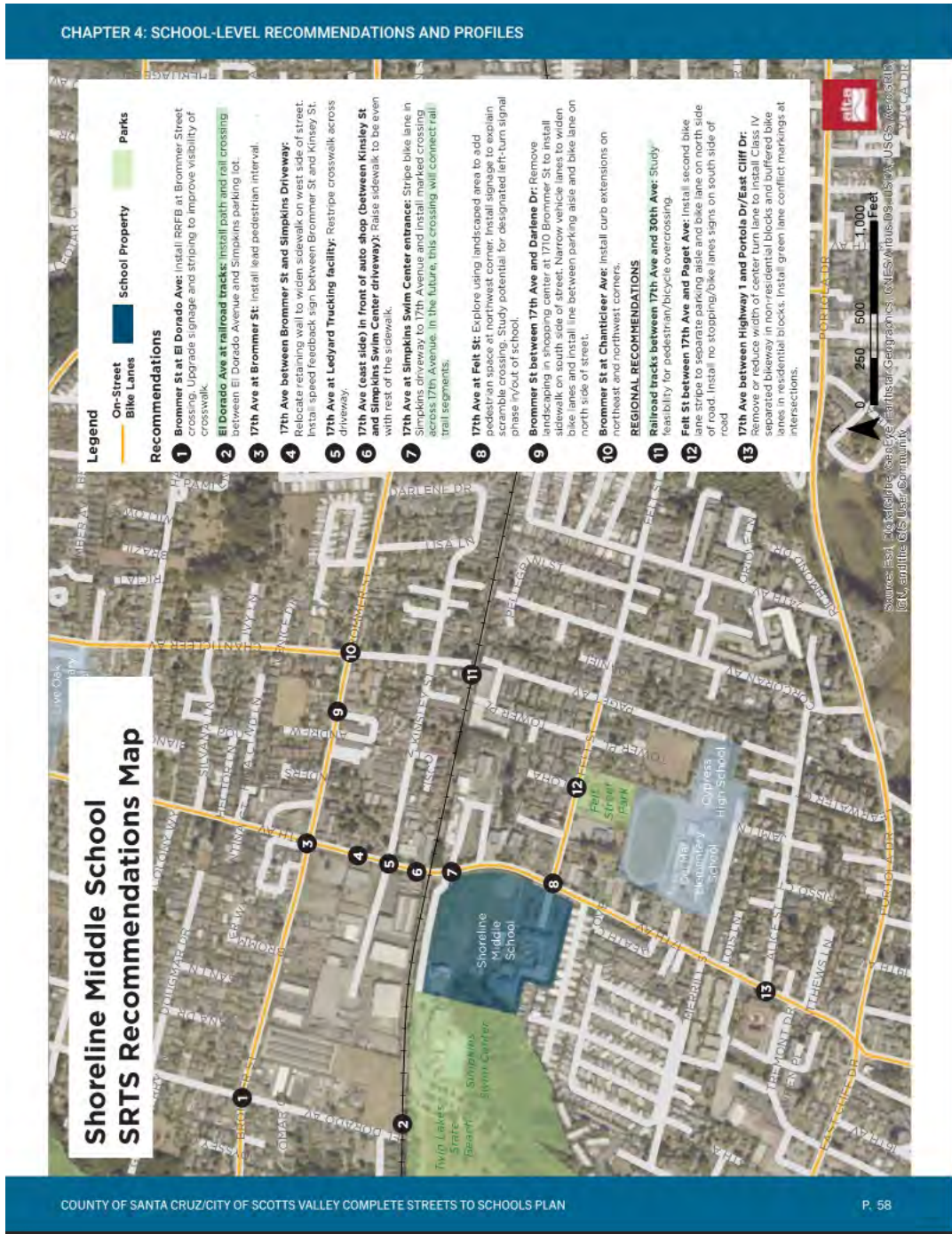
The CSTS Plan reiterates several recommendations from the master plan that are particularly important for trips to school, such as the rail crossing at El Dorado Avenue near Shoreline Middle School. In other cases, recommendations in the CSTS Plan expand on those in the master plan—for example, to explore a rail crossing for cyclists and pedestrians between 17th and 30th Avenues.

Page 32

Railroad tracks between 17th Avenue and 30th Avenue	Study the feasibility of a pedestrian and bicycle overcrossing.
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Q-5. Complete Streets Santa Cruz Mentions Railroads

Page 58, Item 11 also mentions these railroad tracks



Q-5. Complete Streets Santa Cruz Mentions Railroads

CHAPTER 4: SCHOOL-LEVEL RECOMMENDATIONS AND PROFILES

Recommended Infrastructure Improvements around Shoreline Middle School

The following table lists recommendations for Shoreline Middle School, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Brommer Street at Chanticleer Avenue	Install curb extensions on northeast and northwest corners.
Brommer Street between 17th Avenue and Darlene Drive	Remove landscaping in shopping center at 1710 Brommer to install sidewalk on south side of street. Narrow the vehicle lanes and widen bike lanes, and install a line between parking aisle and bike lane on north side of street.
17th Avenue at Brommer Street	Install lead pedestrian interval.
17th Avenue (east side) in front of auto shop (between Kinsley Street and Simpkins Swim Center driveway)	Raise sidewalk to be even with rest of the sidewalk.
17th Avenue at Ledyard Trucking facility	Restripe crosswalk across driveway.
17th Avenue between Brommer and Simpkins Driveway	Relocate retaining wall to widen sidewalk on west side of street.
17th Avenue at Simpkins Swim Center entrance	Install marked crossing across 17th Avenue. In the future, this crossing will connect rail trail segments. Stripe the bike lane in Simpkins driveway to 17th Avenue.
El Dorado Avenue at railroad tracks	Install path and rail crossing between El Dorado Avenue and Simpkins parking lot.
Brommer Street at El Dorado Avenue	Install RRFB at Brommer Street crossing. Upgrade signage and striping to improve visibility of crosswalk.
17th Avenue at Felt Street	Explore using landscaped area to add pedestrian space at northwest corner. Install signage to explain scramble crossing. Study potential for designated left-turn signal phase in and out of the school.
	See countywide recommendations in Chapter 3 for 17th Avenue, Felt Street and rail line.



R. CALTRANS REQUIREMENTS REGARDING CURB EXTENSIONS RATIONALE WERE EXCLUDED IN THE FINAL COMPLETE STREETS PLAN

R-1 Caltrans Requirements Ignored

A Caltrans grant funded the Complete Streets multi-year project. During the project, Caltrans Associate Transportation Planner Jennifer Calate was engaged with the other entities – CoW, PVUSD, SCCHD, and Ecology Action.

At one point Caltrans provided commentary about the requirements of a pedestrian count for validation to create curb extensions along a state highway.

These requirements were ignored by Ecology Action in their Complete Streets Plan. Moreover, CoW added even MORE curb extensions in their June 21, 2022 letter to CEIBA. As detailed in the previously referenced traffic report by Traffic Engineer James Jeffery, these curb extensions are detrimental to the industrial zone.

Nonetheless, CoW still included Menker Street curb extensions as a condition of approval.

R-2. Caltrans provided feedback re curb extensions and crosswalks proposed on Highway 129; CoW and Ecology Action ignored these.

Description:

Agenda for Ecology Action's Amelia Conlen's June 19th meeting which included "Review Caltrans feedback on recommendations"

Watsonville Complete Streets to Schools Plan

Monthly Coordination meeting

June 19th, 2:00 - 4:30pm

Watsonville City Hall, Conference Room 1A

- I. Review Caltrans feedback on recommendations
- II. Review feedback from school presentations
- III. Next steps for project
 - a. Project prioritization
 - b. Draft plan review
 - c. Presentations to Councils/Committees

	A	B	C	D
1		CEIBA COLLEGE		
2		Location	Recommendation	Notes
3		1 Riverside Drive	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	
4		2 Riverside Drive at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk.	
5		3 Riverside Drive at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk.	
6		4 Riverside Drive at Walker Street	Install high-visibility crosswalk on northwest leg of intersection	
7				
8				

	E
1	
2	Caltrans Review
3	In general, all school zone signage needs approval from MUTCD. Requirements are strict especially school related signage. <i>Safe routes to school plan required.</i>
4	Counts needed to justify new crosswalks.
5	Documentation of need required. Counts needed to justify new crosswalks.
6	Counts needed to justify new crosswalks.
7	
8	

S. CEIBA'S SRTS PLANS AND TRAFFIC STUDIES ARE DEFECTIVE AND OMIT THE TRUCK ROUTES AND RAILROADS

City Staff routinely relied on defective traffic and parking studies.

2012-2023

Despite resistance and pressure from the PVUSD, City Staffer Marcela Tavantzis informed PVUSD Employee/CoW Council Member Nancy Bilicich that a **complete traffic study would be required for CEIBA**. The charter school never submitted a complete study. Instead, the CoW accepted a draft, and egregiously defective traffic study conducted by RBF Consulting VP of Transportation Planning, Frederik Venter. This draft, defective report was used to assess safety for a critical land use decision impacting the industrial zone. It never included any mention of the railroad and truck routes.

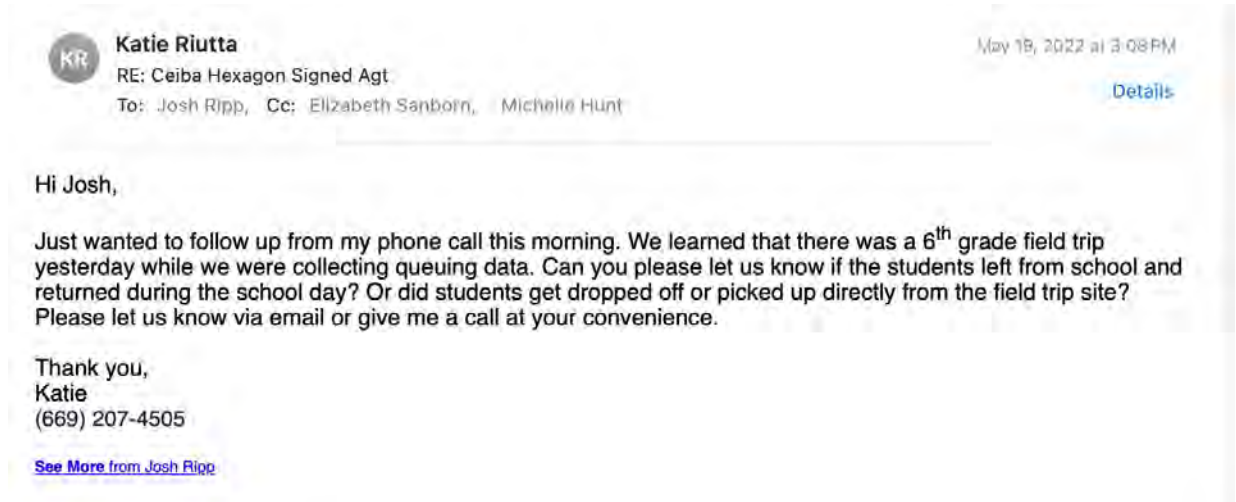
2022-2023

CEIBA's parking study conducted by Hexagon Transportation Consultant's Traffic Engineer Oliver Zhou, was also flawed as Zhou failed to independently verify data provided by CEIBA real estate consultant Elizabeth Sanborn Falcon. Contrary to Zhou's misguided, unverified conclusions, CEIBA did NOT meet the COW municipal parking requirements.

After the April 5, 2022 Planning Commission, CoW required that CEIBA conduct an Operations Study. The study is dated June 8, 2022. CEIBA's purpose for this report was to validate a mid-block crosswalk to its newly acquired Chevron Properties. The report acknowledged that more parents dropped off students offsite than onsite, including in the highway shoulder along the state highway. The report was also done on an atypical day when CEIBA students had a field trip.

Hexagon never studied anything beyond a narrow scope on Locust Street and Highway 129. No observations were made on Walker Street, Second Street, Pine Street, and Menker Street, yet Hexagon blindly endorsed all Complete Streets Plan recommendations without identifying railroad crossings and truck routes. Hexagon recommended installing high-visibility crosswalks and curb extensions at the north leg of Locust Street/Riverside Drive, the north leg of Menker Street/Riverside Drive, the north leg of Walker Street/Riverside Drive, all legs of Locust Street/2nd Street, and all legs of Walker Street/2nd Street as listed in the Complete Streets Plan.

S-1 Email with Hexagon's Katie Riutta and Josh Ripp re the Operations Study conducted on an atypical day when students were on a field trip.



S-2 Stakeholders Professional Traffic Reports including Concern of Watsonville allowing Drop-offs and Pick-ups on a State Highway

The City of Watsonville, PVUSD, and CEIBA relied on defective traffic studies in making a critical land use decision, demonstrating gross negligence and disregard for comprehensive safety analysis. Having exhausted all available administrative remedies, I personally commissioned three complete, independently conducted traffic studies signed by licensed engineers to address the deficiencies in the prior assessments.

1. **Semi-truck and School Bus Traffic Engineering Study** by Grant Johnson, dated November 10, 2023
2. **Traffic Engineering Study / Review Relating to Ceiba College Prep School Traffic Operations and Associated Safety Issues** by Grant Johnson, dated February 24, 2023
3. **Traffic and Safety Analysis of Ceiba College Preparatory Academy** by James Jeffery, dated February 21, 2023

These independent studies reveal significant glaring safety hazards and meet the professional standards required for informed land use planning. Each report is signed, dated, and includes data independently verified by licensed traffic engineers. These completed reports were submitted to both the CoW and PVUSD, the latter of which appears to have subsequently lost or destroyed some these documents as they were unable to produce them in a document request.

James Jeffery, an expert in SRTS identified railways in the report and addressed CEIBA's egregious Safe Routes to Schools process:

Highways are also inherently dangerous for students. Watsonville's own "Impact of Traffic Violence" report states that 25% of the City's fatal and serious injury crashes occur on 1.9 miles of the State highways within City limits. Yet, the City recommended an SRTS plan along a high speed highway and encourages a highway shoulder drop-off and pick-up zone. **In all my years as a registered Traffic Engineer, I have never encountered any jurisdiction encouraging Safe Routes to Schools for student pedestrians and bicycles that includes a high speed facility nor have I ever seen parents allowed to drop off and pick up students along a highway shoulder. [Emphasis added]**

S-2 CoW issued a falsified memo regarding the Highway 129 drop-off and pick-up zone; citizens challenged this memo

To give the illusion that CEIBA had addressed the traffic gridlock on Locust Street, a narrow street incapable of handling the volume of CEIBA parents dropping-off and picking-up students on campus, CoW encouraged CEIBA parents to pick up and drop-off in a highway shoulder on the State Highway. Both Jeffery and Johnson's reports addressed these unsafe procedures. Johnson's report also includes a transcript of a September 29, 2022 community meeting that the City of Watsonville co-hosted with CEIBA. CEIBA's Principal signature was on City of Watsonville letterhead of this improperly noticed meeting. (Notice of the meeting to neighborhood stakeholders was only in English, despite a preponderance of such residents who only spoke Spanish.)

During this "Co-Hosted Community Meeting," both CoW and CEIBA deflected answering questions regarding the highway drop-off and pick-up.

On January 31, 2023, City Staff took the initiative to compose a formal Staff Report that was provided to the City Council that completely falsified the transcription of the aforementioned stakeholder questions and then composed nonsensical answers to their own falsified transcriptions.

In the February 28, 2023 Watsonville City Council Agenda Package, both Marta Bulaich and Nick Bulaich challenged the false statements made in the memo.

S-2. Traffic Engineer James Jeffery referenced railways in his report dated February 21, 2023

Source:

City Council Agenda Package dated February 28, 2023

Document:

James Jeffery Traffic Report dated February 21, 2023 addresses railroads and truck routes. Jeffery also states he has never seen a City recommend Safe Routes to School along a highway. Photos show CEIBA traffic spilled over so badly, it extended past the railroad tracks on Walker Street, which is dangerous.

Pages 127, 140, 134, 135, 139

4. Safe Routes to School

Watsonville City officials and corresponding school officials utilize methods of identifying and recommending safe walking and bicycling paths for students. These methods are referred to as Safe Routes to School (SRTS) and their related documents are referred to as SRTS plans. An SRTS plan walking path (or route) will guide pedestrians for optimal safety and will typically have a map and text. Most of Ceiba students live in residential zones distant from the school. This forces student pedestrians to traverse **railways**, truck routes, loading zones, and other hazards in order to get to school.

Jeffery also addresses the unsafe Safe Routes to School:

Highways are also inherently dangerous for students. Watsonville's own "Impact of Traffic Violence" report states that 25% of the City's fatal and serious injury crashes occur on 1.9 miles of the State highways within City limits. Yet, the City recommended an SRTS plan along a high speed highway and encourages a highway shoulder drop-off and pick-up zone. In all my years as a registered Traffic Engineer, I have never encountered **any jurisdiction encouraging Safe Routes to Schools for student pedestrians and bicycles that includes a high speed facility nor have I ever seen parents allowed to drop off and pick up students along a highway shoulder.**

S-2 Traffic Engineer James Jeffery referenced railroads in his report dated February 21, 2023

4. Safe Routes to School

Watsonville City officials and corresponding school officials utilize methods of identifying and recommending safe walking and bicycling paths for students. These methods are referred to as Safe Routes to School (SRTS) and their related documents are referred to as SRTS plans. An SRTS plan walking path (or route) will guide pedestrians for optimal safety and will typically have a map and text. Most of Ceiba students live in residential zones distant from the school. This forces student pedestrians to traverse railways, truck routes, loading zones, and other hazards in order to get to school.

From 2014 to 2022, Ceiba maintained a basic SRTS plan walking route that merely instructed student pedestrians to enter the school along Locust Street. The hazards of using Ceiba's industrial location for the school together with negligible safe walking route guidance were demonstrated in December 2019 when two Ceiba students were injured in the industrial zone in a crosswalk, while walking to school. In 2022, it appears that revision to walking path recommendations was being considered.

One SRTS document (and related email) was provided by Ceiba to the City on June 30, 2022, which was merely a map of Watsonville's Central Walking Routes, "photoshopped" to superimpose a route for Ceiba along a quiet street. It does not appear that Ceiba posted this on its website. It is uncertain if this document was ever distributed to Ceiba parents and students: Its effectiveness is unknown.

5. Locust Street

Locust Street is the center of the traffic activity that is associated with Ceiba and will be analyzed through a series of specific sections.

A. Description

Ceiba is situated on the western side of the southern block of Locust Street, a two-lane local street running north-south from Highway 129 to West Beach Street, spanning two blocks. It has a significant intersection with Second Street. The speed limit along Locust Street is 25 miles per hour. Locust Street is a substandard, narrow street with a width of slightly less than 34 feet, less than the City's street standard of 34 feet. Ceiba's SRTS plan designates the southern block of Locust Street as a recommended walking path and bike path.³ There are no bicycle lanes on

toxic waste from pesticides manufacturing. They are currently zoned residential. This present study does not address traffic and safety impacts from the use of these additional properties. However, it should be noted that Ceiba applied to have these properties included in its current application without a CEQA or traffic analysis. Given that the building is intended to be a gymnasium, a CEQA and traffic study should be conducted to determine the impact to the neighboring stakeholders.

³ Per the proposed "Conditions of Approval," Ceiba was to provide their Safe Routes to School Plan to the City Engineer prior to the start of the 2022-23 school year.

PAGE 3

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Attachment 4
Page 44 of 162

S-2. Traffic Engineer James Jeffery referenced railroads in his report dated February 21, 2023

adhere to the SRTS plan to ensure appropriate onsite drop off and pick up locations. School staff, crossing guards and volunteers shall also ensure queuing of vehicles are onsite and traffic does not back up onto City streets, thereby avoiding causing traffic congesting and unsafe conditions. Any issues arising from poor traffic control shall be remedied by the school upon notification from City staff. (CDD-P, PWD)

While this is important, on September 29, 2022, the City Traffic Coordinator invalidated this requirement by noting that, "Unfortunately, we, the City, cannot control where, you know, the parents choose to drop off kids."

One critical note is that Ceiba's "Drop Off and Pick Up Procedures" specifically instructs parents, "Do not drop your students off on Locust Street," **however it fails to instruct parents to NOT drop students off on a high speed state highway.** This strange arrangement of guidance calls to mind the classic rule of logic that "the exception proves the rule." Parents assume that, while Locust Street is not to be used for drop-offs and pick-ups, Highway 129 is permissible.

8. Conclusion

Best practices in traffic engineering avoid placing schools in industrial zones where there are substandard streets, large semi-trailers, and adjacent high speed highways. More often than not, they are incompatible with one another. This is clearly the case with the Ceiba.

In the Conditions of Approval for this rezoning application, the City has failed to consider the needs of the existing residential and industrial stakeholders by requiring curb extensions at critical trucking nodes.

For reasons unknown, the City has allowed unsafe conditions to persist since the school commenced operations at 215 Locust Street. Poorly trained crossing guards, ill-advised placement of orange cones without the benefit of a permit, allowing midblock crossing by students, and parents dropping off and picking up students in the middle of the street are all unsafe for students and drivers, as well as neighboring stakeholders. It is enough already that two Ceiba students have been injured in a crosswalk in the industrial zone in a 30 MPH area at the intersection of West Lake Avenue and Walker Street.

Highways are also inherently dangerous for students. Watsonville's own "Impact of Traffic Violence" report states that 25% of the City's fatal and serious injury crashes occur on 1.9 miles of the State highways within City limits. Yet, the City recommended an SRTS plan along a high speed highway and encourages a highway shoulder drop-off and pick-up zone. In all my years as a registered Traffic Engineer, **I have never encountered any jurisdiction encouraging Safe Routes to Schools for student pedestrians and bicycles that includes a high speed facility nor have I ever seen parents allowed to drop off and pick up students along a highway shoulder.**

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Attachment 4
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S-2. Traffic Engineer James Jeffery referenced railroads in his report dated February 21, 2023



Typical gridlock on rainy days at the Second and Locust intersection. Rain is like a “stress test” of the traffic circulation loop, which fails and backs up on Second Street extending past Walker Street.



Typical gridlock on rainy days on Second Street; back up extends past Walker Street.

As another Condition of Approval, Ceiba must assume responsibility for traffic flow to and from its site during student drop-off and pick-up:

School Administration staff shall be responsible for traffic flow to and from the site during student drop off and pick up. School staff, crossing guards and volunteers shall

PAGE 15

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Attachment 4
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S-2. Traffic Engineer James Jeffery referenced railroads in his report dated February 21, 2023



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Attachment 4
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Photo of railroad intersection and truck route
(James Jeffery's Traffic Report (from small picture
on page 135 in the 2/28/23 Agenda Package)



Semi-trailers routinely need to take wide turns near students



Semi-trailers routinely need to take wide turns near students

S-2. Traffic Engineer James Jeffery referenced railroads in his report dated February 21, 2023



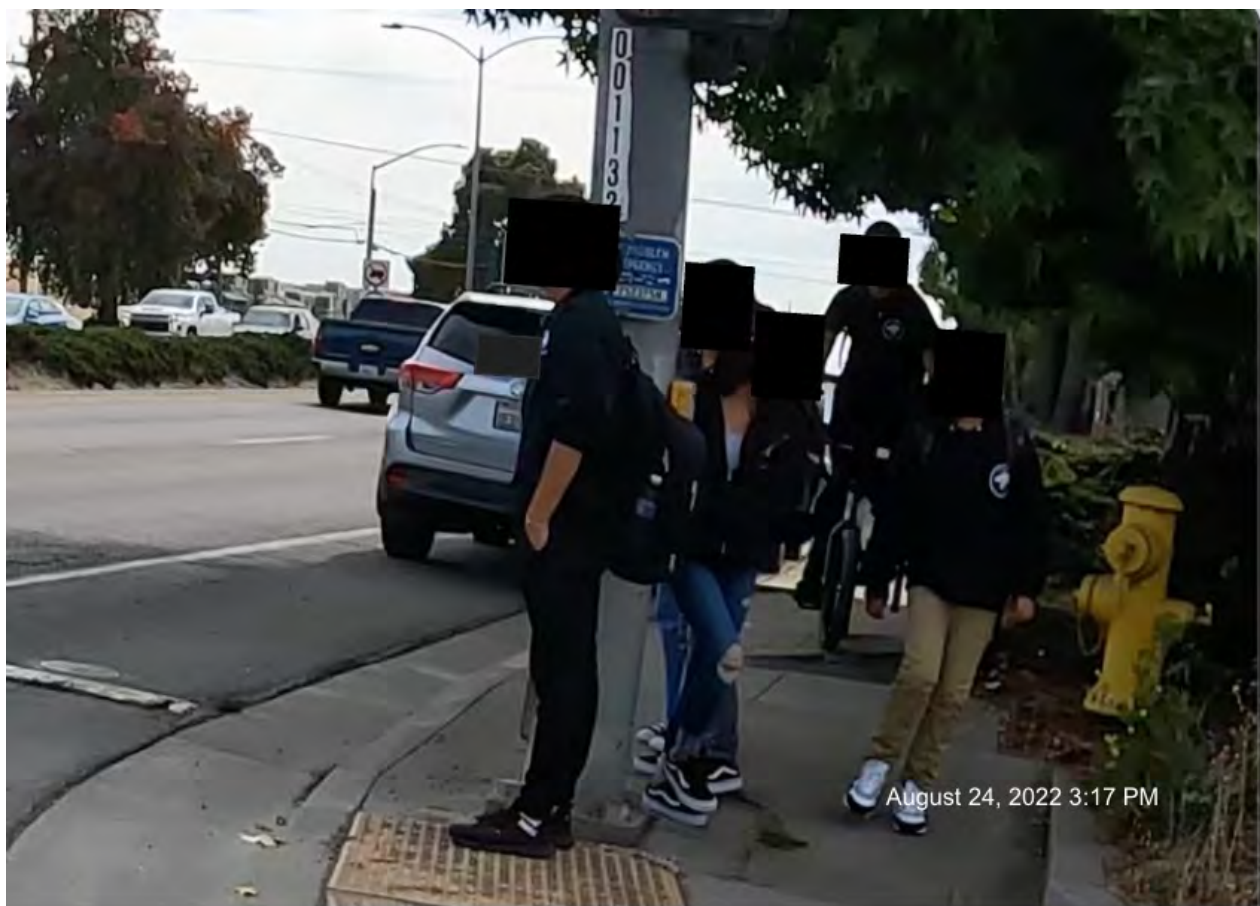
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Photo at Walker and Highway 129 with blue RXR sign (James Jeffery's Traffic Report from small picture on page 135 in the 2/28/23 Agenda Package)



Bicyclists illegally ride on the sidewalk along Highway 129 without helmets amidst clustering of students.

S-3. Traffic Engineer Grant Johnson's Report shows industrial zone dangers.

Source:

City Council Agenda Package dated February 28, 2023

Document:

Grant Johnson's Traffic Report dated February 23, 2023 shows the industrial zone dangers.

Grant Johnson has great visuals in his [referenced webpage](#) on page 237 of Agenda Package. The password ITE9th@Edition

S-3. Photo industrial zone (Grant Johnson's February 23, 2023 Traffic Report (page 226) & Prism Engineering Weblink – pw ITE9th@Edition



S-3. Photos at Walker & SR 129 and Walker & Second (Grant Johnson's February 23, 2023 Traffic Report Prism Engineering ([Weblink](#) – PW ITE9th@Edition))



S-3. Traffic Engineer Grant Johnson's February 23, 2023 report and Weblink – PW ITE9th@Edition



S-4. CEIBA's August 2014 Safe Routes to School plan had a railroad icon; it was cropped in other Plans and omitted in a critical letter in the 2/28/23 Agenda Package

Source:

City Council Agenda Package dated February 28, 2023
Administrative Record

Document:

Attachment of June 21, 2022 Letter from CoW to CEIBA, which is CEIBA's Safe Routes to School, which was allegedly sent to parents on August 27, 2014. This attachment shows a railroad on Walker Street, but there are no safety guidelines on crossing the Walker Street railroad, which is required for CEIBA students to get to school.

City Staff omitted this attachment from a draft from of letter in the Agenda Package. It was later added to the Administrative Record.



Attachment 1
page 4 of 4

S-4. CEIBA's Sole Railroad Reference: An icon in the 2014 SRTS Plan, which was required by their COA in the CoW Special Use Permit

DocuSign Envelope ID: B787D272-C2EA-4B8D-8E59-32C032F22C82



Safe Route to School Drop-Off and Pick-Up Procedures 260 Riverside Campus

Members of the Ceiba Community:

In addition to teaching and learning, safety is the most critical element of our work at Ceiba. While the new facility provides wonderful teaching and learning spaces, it also presents a number of logistical challenges that affect student safety. It is vitally important that you read, understand and follow to the letter Ceiba's policies regarding the Safe Route to School and Drop-Off/Pick-Up. As a reminder:

Safe Route to School

The Safe Route to School is along Locust Street. Pedestrians, skaters and bikers must follow the striped pathway from Locust to the main entrance. Riding is prohibited on the pathway.

Drop-Off and Pick-Up

All Drop-Off and Pick-Up traffic MUST line up on the Ceiba property according to the diagram below.



Yellow arrows indicate "in-coming traffic". Red arrows indicate the flow of traffic around Ceiba. The dashed light blue arrows indicate Drop-Off and Pick-Up zones. Drivers must follow the directions of the Ceiba traffic monitors.

Thank you for your cooperation.

CEIBA COLLEGE PREP

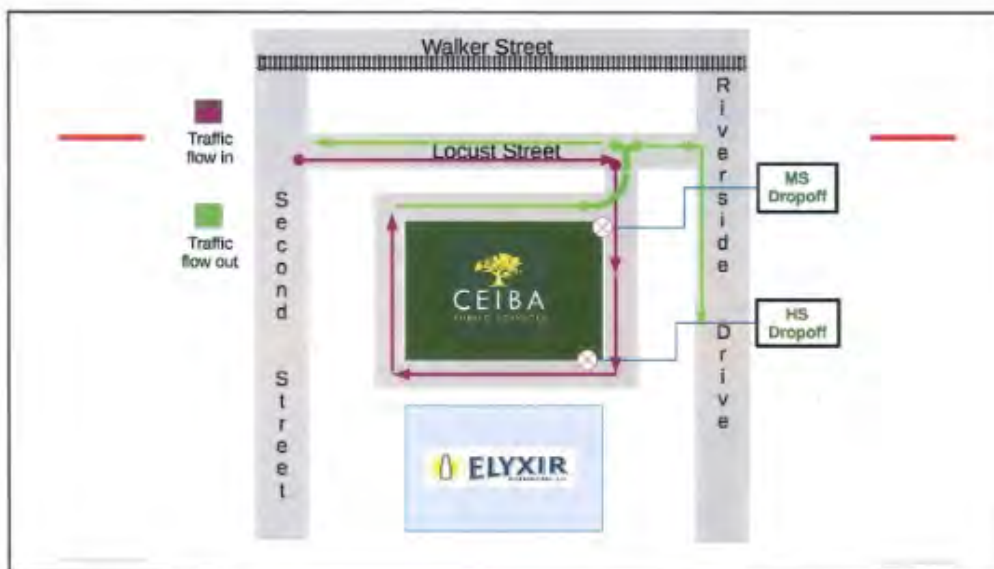
Attachment 1
page 3 of 4

S-4. CEIBA's Sole Railroad Reference: An icon in the 2014 SRTS Plan, which was required by their COA in the CoW Special Use Permit

DocuSign Envelope ID: B757D272-C2EA-4B8D-8E59-32C032F22C82

Student Pick up and Drop off

- No Entrance through Riverside Dr.
- Different entrances for Middle and High School Students.
- Map on next slide



Attachment 1
page 4 of 4

S-4. CEIBA's August 2014 Safe Routes to School plan had a railroad icon; it was cropped in other Plans and omitted in a critical letter in the 2/28/23 Agenda Package



Fwd: Traffic Information for Families

TBrown Ceiba <tom.brown@ceibaprep.org>

Wed, Aug 27, 2014 at 1:45 PM

To: Keith Boyle <keith.boyle@cityofwatsonville.org>, Jeff Huff <jhuff@barryswensonbuilder.com>, Keith Henderson <khenderson@barryswensonbuilder.com>

Keith:

Here is the information that has been communicated to Ceiba families and staff first through all school orientation sessions held last week, then posts on the Ceiba student portal and finally handouts to families distributed by student leaders during the first week of school.

Please let me know if you have any questions.

Thank you for all your help.

tb

----- Forwarded message -----

From: **Mike Rich** <mike.rich@ceibaprep.org>

Date: Wed, Aug 27, 2014 at 9:55 AM

Subject: Traffic Information for Families

To: Tom Brown <tom.brown@ceibaprep.org>

Tom,

This is what was distributed to families and covered during Family Orientation nights last wee.

Best,

Mike

—

Mike Rich

Interim School Leader

Ceiba College Prep Academy

—

Tom Brown

Ceiba Public Schools | Ceiba College Prep

315 Main Street Suite 206 | PO Box 1449 | Watsonville, CA 95077

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

2 attachments



CS.Family.Traffic.Info.pdf

172K

<https://mail.google.com/mail/u/0/?ui=2&ik=23a4a3ea4d&view=pt&search=inbox&th=1481938146e49fe3&siml=1481938146e49fe3>

Attachment 1

page 1 of 4_{1/2}

S-4. CEIBA's August 2014 Safe Routes to School plan had a railroad icon; it was cropped in other Plans and omitted in a critical letter in the 2/28/23 Agenda Package

DocuSign Envelope ID: B787D272-C2EA-4B6D-8E59-32C032F22C82

02/28/23 14

City of Washington Mail - Fwd: Traffic Information for Families



CPS_Safe Route to School Letter Eng.pdf

813K

Attachment 1

page 2 of 4

2/2

<https://mail.google.com/mail/u/0/?ui=2&ik=23a4a3ea4d&view=pt&search=inbox&th=1481938146e49fe3&siml=1481938146e49fe3>

S-4. Analysis of CEIBA's Recklessly Deficient SRTS; CEIBA was in violation of Condition when the December 10, 2019 accident occurred

CEIBA's Defective and Recklessly Deficient SRTS Plan

The 2014 SRTS Plan reveals significant shortcomings in its ability to adequately address safety concerns for students traveling to and from the school. Located near several active railroad crossings, truck routes, and an industrial zone, the area poses clear dangers to pedestrians, yet the plan fails to incorporate necessary protections for students. Since the issuance of the plan, two accidents have occurred near or on railroad crossings, underscoring the inadequacy of the plan **and the need for immediate review.**

Key Areas of Concern:

Railroad Proximity:

The 2014 plan does not sufficiently address the fact that the map includes **two railroad crossings**. Nearly all of CEIBA's students must cross a railroad to get to school, yet there is no mention of safety measures that would protect pedestrians and vehicles from passing trains and trucks. Railroads require safety infrastructure such as crossing arms, warning lights, and signals, particularly in areas with frequent pedestrian traffic. The absence of such precautions in the plan suggests a lack of foresight regarding the hazards posed by these crossings, despite their clear visibility and potential risks. The subsequent accidents further illustrate the dangers associated with neglecting railroad safety in proximity to a school.

Truck Route and Industrial Zone Hazards:

The plan overlooks the significant truck traffic that passes through the area on designated truck routes. Large commercial vehicles present an increased danger to pedestrians, especially young students who are often distracted by mobile devices, due to their size, blind spots, and the potential for high-speed travel. Furthermore, the school is located in a heavy industrial zone near a highway, which introduces additional risks such as high traffic speeds and large vehicle volumes. The plan fails to account for these factors by omitting critical safety features like protected pedestrian walkways, crossing guards, or traffic-calming devices.

S-4. Analysis of CEIBA's Recklessly Deficient SRTS Plan; CEIBA was in violation of Condition when the December 10, 2019 accident occurred

Accidents Post-2014:

Since the Safe Routes to School plan was implemented in 2014, **two accidents near or on the railroad** have taken place, highlighting the serious nature of the risks that were not adequately addressed. These incidents demonstrate a clear disconnect between the actual hazards present in the environment and the limited scope of the plan. The fact that these accidents occurred points to a lack of preventive safety measures that should have been incorporated into the plan to better protect students.

Inadequacies in Infrastructure:

Lack of Pedestrian Infrastructure:

One of the most critical shortcomings of the plan was the absence of detailed **pedestrian infrastructure**. There were no designated sidewalks, crosswalks, or safe pathways for students walking to school, which is particularly troubling given the school's location in a heavy industrial zone with frequent truck traffic and active railroads.

No Safety Updates or Revisions:

Despite the two accidents that have occurred near the railroad since the 2014 SRTS Plan, there appears to have been no update or revision to the include the railroad. The lack of updates in response to these accidents raises questions about why the school, district, and city have withheld action and failed to inform rail authorities.

Conclusion:

The 2014 Safe Routes to School plan for Ceiba College Prep was insufficient in addressing the serious hazards surrounding the school. With four active railroad crossings, busy designated truck routes, and proximity to a highway, the risks were clear and significant. The two accidents that have occurred near or on the railroad since the plan's release further underscore the dangers of failing to incorporate robust safety measures.

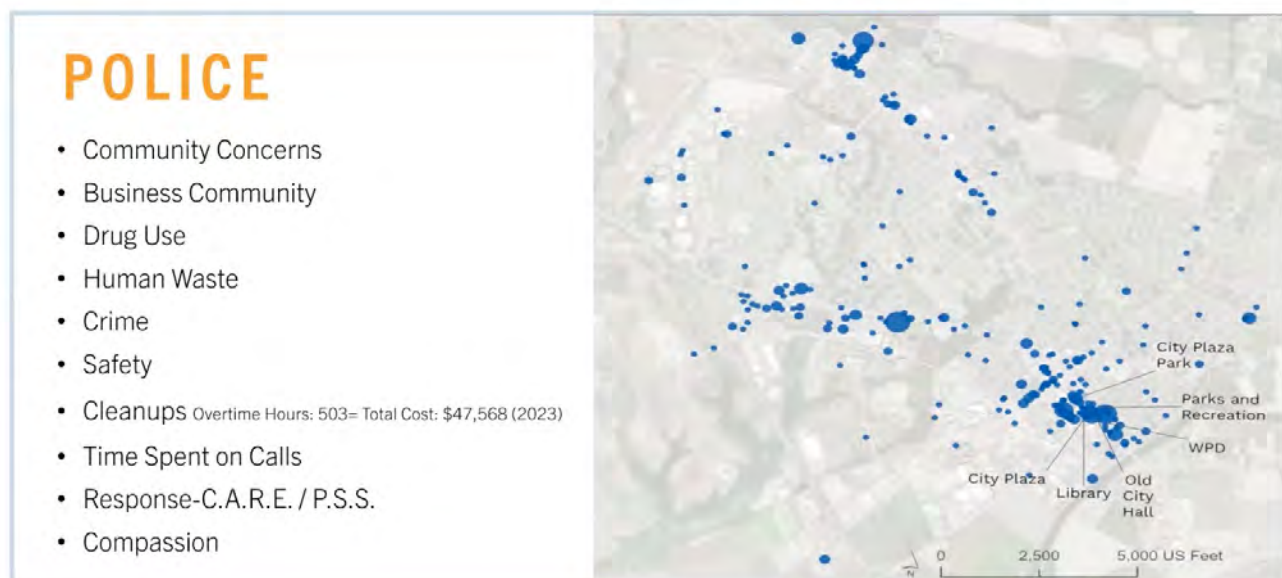
T. HIGH CRIME NEAR WALKER STREET AND TRESTLE WHERE CEIBA STUDENTS TRESPASS TO GO TO/FROM SCHOOL

T-1 High Crime Rate on the Westside of District 1

According to the Watsonville Police Department, District 1 has the highest level of homeless-related crime in the City.

Much of this criminal activity stems from homeless encampments at the Pajaro River. A railroad trestle spans Walker Street to the City of Pajaro. This trestle is trespassed daily by CEIBA students.

During a March 23, 2024 Special Council Meeting, Watsonville Police Chief Zamora presented a map with blue dots that represented calls for service connected to anything to homelessness. The preponderance of homeless-related calls is in District 1 (with the size of the blue dots being proportional to the number of calls).



T-1. In 2012, CoW and PVUSD were well aware of the homeless related dangers nearby CEIBA

Subject: Levee

Date: Monday, April 23, 2012 at 11:13:21 AM Pacific Daylight Time

From: Terry Traub

To: Daniel Dodge, Eduardo Montesino, Emilio Martinez, Lowell Hurst, Nancy Bilicich, Oscar Rios, Carlos Palacios, Felipe Hernandez

CC: Manny Solano, Robert Knill, David McCartney, Jorge Zamora, Michael Ridgway

The next levee clean up is scheduled for May 2nd. The PD will provide notifications on April 30th. Levee clean ups have to concentrate on specific areas, as there's not enough time and/or resources to clean up the entire levee one day a month. The PD and Public works have been working together on this for several months. The goal is to identify and remove the most visible and/or problematic encampment areas.

The PD has been hitting enforcement on the levee hard the last couple months for narcotics, alcohol, and various other criminal and/or suspicious activities. The majority of criminal activity on the levee occurs West of Loughhead Ave. Although we do keep an eye underneath the Riverside Dr/Bridge St bridge area. Mr. Sterrett is referring to the area, further East of where we typically receive complaints or concerns about. This area is busier with routine pedestrian/bicyclist traffic. There is also less cover for those participating in criminal type behavior to hide and hang out. This being one of the reasons the majority of levee complaints/issues occur between Loughhead Ave and the Walker St trestle. The West end of the levee also allows for officers to maintain a close proximity to their patrol units, should an emergency and/or priority in progress call come in.

The East part of the levee covers much larger area. We do and have responded to calls for service on this portion of the levee. These calls typically come in by cell phone or officer flag-downs by citizens using the levee. This is a hard section officers to cover on foot, due to the distance away from their patrol units should an emergency/priority in progress call come in. In the past, we've sent patrol cars up there to conduct extra patrols. The results were far more complaints from the walkers/joggers/bicyclists having to maneuver around the patrol vehicles than any calls for service.

I agree with Chief Solano, the best solution for the levee area West of Riverside Dr/Bridge St is to use our motors to conduct extra patrols. Traffic Sgt. Mike Ridgway and Lt. Zamora have been contacted and notified of the issue. They will ensure our motor officers include this part of the levee as part of their patrols. This should help with Mr. Sterretts concerns, as well as keeping it safe for the levee trail users. We will continue to have our beat patrol officers conduct patrols of the levee West of Loughhead Ave.

Lieutenant Terry Traub

Watsonville Police Department

Operations Commander

terry.traub@cityofwatsonville.org

(831) 768-3322

(831) 247-4229

215 Union St.

Watsonville, Ca 95076

Subject: Re: Levee Hazards

Date: Saturday, May 19, 2012 at 7:17:09 AM Pacific Daylight Time

From: Manny Solano

To: Eduardo Montesino

CC: Terry Traub, Carlos Palacios, David Koch, Bob Geyer, Carl Johnson, Robert Knill, Michael Ridgway, Jorge Zamora, Mario Maldonado, Marcela Tavantzis, Emilio Martinez, Nancy Bilicich, Oscar Rios, Felipe Hernandez, Daniel Dodge

Hello Mayor,

I will have Lt. Terry Traub give a status report on the levee cleanups we have been doing. Public Works and the Police Department are trying to do routine patrols and maintenance as much as staffing will permit.

We have focused primarily on the Pajaro bridge, Walker St and down to Lough Head St. area but will see if we could span out to the other areas this gentleman indicates.

We have already increased motorcycle patrols, since patrol cars are too big and generate complaints from Levee Walkers.

Either way, just know we have this on our radar and are trying to do as much as humanly possible to remove these encampments which is an ongoing process.

Do understand that with the stag Hotel fire and the demolition of the old Metro bus barn on Sakata Lane, there will be an influx of more homeless having to find a new place to live.

Some are being housed at the Rescue Mission, however we can expect many to take to the river levee since the weather is getting better this summer.

We will do our best.

Manny

Sent from Manny Solano's iPhone

On May 19, 2012, at 6:58 AM, Eduardo Montesino <eduardo.montesino@cityofwatsonville.org> wrote:

I just wanted to forward this to you and if we can go by levee once an a while. I responded back to him and basically told him the same thing with limited resources we will do our best.

Eduardo

----- Forwarded message -----

From: Mark Sterrett <dngprpr@yahoo.com>

Date: Fri, Apr 20, 2012 at 9:02 AM

Subject: Levee Hazards

To: eduardo.montesino@cityofwatsonville.org

Mr. Montesino, my girlfriend and I both work at Watsonville High School, and love to take our morning bike commute along the levee from Delta to Bridge St. Most of the time the ride is quiet and enjoyable, with the occasional drunken fool stumbling along--usually by the bridge or even under the bridge. The afternoon ride is entirely different due to the presence of criminal activity, leering stalkers, and the occasional runaway dog.

What I'm suggesting is a more visible police presence along the levee--suggest to WPD to send a squad car out there on a regular basis (hopefully daily), and not just the drive-by on Bridge St. but an actual drive on the levee road. The change in the levee ambiance would be remarkable.

Also, I was impressed with the city's action to dismantle the hobo camps about 6 months ago, as the mattresses, empty beer bottles, as well as the denizens inhabiting the space under the bridge were removed--they had been there for a full year. Sadly there remains some hobos who recently returned, both under the bridge and under the lone redwood tree on the other side of the creek.

Please help make this beautiful urban recreational space safe for its citizens.

Mark Sternett
215 E. High St.
Watsonville, CA
95076

--
Eduardo Montesino
Mayor/Alcalde
City of Watsonville
cel. 831 247 9699

T-2. Dangers at the Walker Street Trestle Continue as evidenced by Several News Articles



Santa Cruz County FOLLOW 9 Followers

Two people shot in Watsonville near Walker Street



The PAJARONIAN



Yellow crime scene tape still clings to a sign on Walker Street at the Pajaro River levee in Watsonville. Police are investigating three recent shootings, including one Saturday at the end of Walker Street. — Tamea Hannula/The Pajaronian

Local News

Watsonville sees three shootings in 48-hour period

By: STAFF REPORT February 16, 2021

WATSONVILLE — Three shootings in Watsonville inside of 48 hours have left law enforcement investigators with their hands full.

Watsonville Police Department spokeswoman Michelle Pulido said the first shooting happened early Saturday morning on the Pajaro River levee at the end of Walker Street. That shooting left a 46-year-old man with life-threatening injuries.

"Officers responded to the area shortly after midnight on Saturday and found the victim down an embankment near a campsite," Pulido said.

The PAJARONIAN

Woman arrested after tossing illegal gun

By: STAFF REPORT January 29, 2019



WATSONVILLE — A Watsonville woman was arrested Monday after she reportedly tossed a sawed-off shotgun before leading police on a short foot chase.

Matyilde Murrieta, 38, was charged with carrying a concealed weapon, carrying a loaded firearm and illegal possession of ammunition.

She is also charged with altering the gun.

As a felon, Murrieta is legally prohibited from having guns.

According to Watsonville Police spokeswoman Michelle Pulido, an officer came across Murrieta while doing foot patrol on the levee at Walker Street. Murrieta reportedly fled toward the river when she saw the officer, and tossed the gun.

A search after she was captured turned up a shotgun shell hidden on her sweater, Pulido said.

T-2. Dangers at the Walker Street Trestle Continue as evidenced by Several News Articles

Watsonville police investigate second homicide of the year

Share   

KSBW
ACTION NEWS **8**

Updated: 7:25 PM PST Jan 11, 2021

Infinite Scroll Enabled 

 **Erin Clark**   

News Anchor



No arrests have been made in either shooting







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News **Local News**

Man shot, killed in Pajaro River bed

BY STAFF REPORT • February 26, 2021 • 1977



Watsonville Police study an area in the Pajaro River bed Sunday where a man was shot and killed. Photo: Tarmo Hannula/The Pajaronian

CIVIC EVENTS

TUE 5	Hours
	2005 Wharf Rd Capitola, CA
FRI 1	Free Fridays @ Cruzloworks
	Cruzloworks Santa Cruz, CA
FRI 1	Felix Kulpa Gallery: 'Mining the Plasto...
	Felix Kulpa Galler... Santa Cruz, CA
FRI 1	A Very DIY Punk/Rock Día de Los Muert...
	The 418 Project Santa Cruz, CA
SAT 2	Spina Farms Pumpkin Patch 2024
	Morgan Hill, CA
SAT 2	Holiday Ornament Making Workshop
	Armeglass Watsonville, CA
SAT 2	Historic Ground Tours at Wilder Ranch
	Wilder Ranch State... Santa Cruz, CA

FRI 1	SAT 2	SUN 3	MON 4	TUE 5	WED 6

 See all events...  Add your event...



T-2. Dangers at the Walker Street Trestle Continue as evidenced by Several News Articles



WATSONVILLE - Police in Watsonville are investigating after a dog was injured in a shooting this week on the Pajaro River Bridge levee.

Officers responded about 12:30 a.m. Wednesday to reports of shots fired and found the dog with a gunshot wound.

A witness told police that two suspects had been seen jumping from the bridge onto the levee and walking down to a campsite where the dog, named Oso, was staying with its owner.

A gunshot was heard and both suspects ran further down the levee, witnesses told police.



Oso the dog, who was injured in a shooting near the Pajaro River Bridge on December 27, 2023. Two suspects are being sought in the case. WATSONVILLE POLICE DEPARTMENT

"At this time, it's unknown if the dog's owner was the intended target," police said in a news release on Thursday.

T-2. Dangers at the Walker Street Trestle Continue as evidenced by Several News Articles

Neighbors worry over village for homeless people

Officials embrace micro village but neighbors raise concerns

BY JESSIE MORRIS - 10/2/2024 12:01



Threats of physical assault, vandalism and car break-ins are some of the problems these neighbors say are connected to the Pajaro levee encampment. Photo: Jossie Morris

Residents of a Watsonville neighborhood are pushing back against a proposed housing project meant to help homeless people staying along the Pajaro River levee. They say that local officials have ignored their concerns over crime and safety and are moving ahead without addressing complaints connected to the encampment.

City and county officials say that the community should stand behind efforts to address homelessness in the area, which leaves neighbors feeling their voice is being drowned out.

The "Recurso de Fuerza" (Resource of Strength) tiny home micro village was first proposed in 2023 as a joint effort between the counties of Santa Cruz and Monterey to address homelessness along the Pajaro riverbed. For years, unhoused people have camped in the levee area at the border of Watsonville and Pajaro and are particularly vulnerable during events like the Pajaro flood in 2023.

Additionally, the Pajaro River Flood Risk Management Project, which will construct levees and improvements along the lower Pajaro River and its tributaries, is slated to begin in 2024. This means that the encampment would have to be moved at some point in the near future.

In late 2022, Monterey County officials surveyed the enclave of around 50 people to determine the problems they faced. Occupants of the camp cited immigration and citizenship assistance, job development, mental health services and substance abuse intervention as prerequisites for housing stability.

Monterey County received a \$2 million Encampment Resolution Funding grant from the State of California, which will be used to create Recurso de Fuerza. The management of the 34-unit facility would be a collaboration between Monterey County's Homelessness Services Program, Santa Cruz County's Health and Human Services department and the City of Watsonville.

In April 2024, the Monterey County Board of Supervisors approved a \$5 million agreement with San Francisco-based nonprofit DignityMoves for the development of the facility, and \$2.5 million to manage the village and provide services for the first two years. DignityMoves has experience running similar projects throughout California.

Originally set for a June 2024 groundbreaking, the project has stalled and is expected to begin later this year.

A rear lot on the premises of the Westview Presbyterian Church in downtown Watsonville was selected as the site for Recurso de Fuerza, which is located off the Highway 129 thoroughfare. It is roughly a half mile from the Pajaro levee campsite and was chosen in order to ease the transition for future residents and maintain an access corridor.



Mobile homes on West Front Street run up against the Pajaro River levee and nearby encampment. PHOTO: Taina Harns

But residents of the Riverside Mobile Home complex on the 100 block of West Front Street have begun to voice their opposition to the project. The complex runs up against the levee area where the encampment is situated, and neighbors say they have been subjected to increasing crime and harassment by people connected to the encampment. Numerous residents are now saying that city and county officials failed to adequately inform them of their plans for the micro village, and that the move will create a corridor of crime and unsafe conditions for both residents and the encampment dwellers.

What About Us?

CIVIC EVENTS	
OCT 26	Boardwalk Chili Cook-Off Santa Cruz Bookstore - Santa Cruz, CA
MON 7	Digital Skills Workshop Agnes Mearns Library - Aptos, CA
TUE 8	Housing Matters Drop In Hours @ Capit... Capitola Branch - Capitola, CA
TUE 8	BAMM - Balance, Mobility & Meditatio... Virtual Class via - Salinas, CA
TUE 8	Cancer Support Group BonnerCare Orland, CA
TUE 8	10/8 Naturalist Night: Are Octopuses ... Santa Cruz Museum - Santa Cruz, CA
TUE 8	Compassionate Friends of Santa Cruz Santa Cruz Quaker - Santa Cruz, CA
MON TUE WED THU FRI SAT 7 8 9 10 11 12	

VOTE KRISTEN BROWN
LEGISLATIVE COUNCIL SUPERVISOR

Experience. Dedication. Results.

7,865 FANS 4,879 FOLLOWERS 2,603 FOLLOWERS

FARMERS' MARKET
TUESDAYS, 3 - 7 PM

NEW LOCATION
BEHIND THE WATSONVILLE HEALTH CENTER
(ON THE CORNER OF CRESTVIEW DR. & MADISON ST.)

Renaissance Faire
Masquerade!
OCT 12th & 13th
NorCalRenFaire.com

VOTE YES on Q
Water and Wildlife Protection

Who funded this ad? VoteYesOnQ.com

Sweltering heat wave cancels PCAL cross country center meets
November 3, 2024

U. FEBRUARY 28, 2023 CONDITIONS OF APPROVAL EXCLUDED WALKER STREET RAILROAD-RELATED COMPLETE STREETS PLAN RECOMMENDATIONS

U-1 Summary:

In the CoW's February 28, 2023 Conditions of Approval (COA), City Staff excluded all Complete Streets Plan Walker Street recommendations except the crosswalks. However, in email exchanges with Ripp and Principal Engineer Murray Fontes, these recommendations resurfaced.

CEIBA Principal noted he didn't want to risk his own zoning for an additional request not tied to his zoning. However, this should have been included in CEIBA's COA.

The following section includes email exchanges (which excluded attachments) with Ripp and CoW Staff re rectangular rapid flash beacons (RRFB) and the railroad which even Ripp notes the City did not include in the Conditions of Approval. These recommendations also excluded the noncompliant crosswalk, which both the CoW and PUVSD stated they would rectify. CEIBA's engineer stated there would be complications because:

- The angle of Walker Street creates a right turn lane that will require an island.
- There is a **railroad easement** that will complicate things.
- The buildings along Walker and Beach are so close to the corners that curb ramps will not fit without street curb reconfiguration.

California Public Utilities Commission (CPUC):

The CPUC has jurisdiction over railroad safety, and any modifications, such as changes to crossings, traffic patterns, or safety measures near railroads, typically require coordination with the CPUC. The school needs to submit a formal application or request to ensure that safety regulations are met and to address any potential impacts on railroad operations and public safety. It is notable that the CoW does not appear to have contacted the state authority or even the RTC on this matter.

U-2. Email dated February 13, 2024 to Murray Fontes, Lou Bartlett and Chris Stout re Walker & Beach Intersection Concerns

From: Josh Ripp <josh.ripp@ceibaprep.org>
Sent: Tuesday, February 13, 2024 7:46 AM
To: Murray Fontes <murray.fontes@watsonville.gov>
Cc: Lou Bartlett <loub@wrdarch.com>; Chris Stout <chris@landsengineers.com>
Subject: Walker & Beach Intersection Questions & Concerns

Good Morning Murry,

A question arose regarding the Walker and Beach St intersection. Ceiba's architect and engineer concluded that the intersection is challenging to update because:

- The angle of Walker street creates a right turn lane that will require an island.
- There is a railroad easement that will complicate things.
- The buildings along Walker and Beach are so close to the corners that curb ramps will not fit without street curb reconfiguration.

Given that this intersection was not listed in the final Conditions of Approval, can Ceiba move forward with our other intersection improvements and return to this at a later date? Our engineer and architect (cc'd above) indicated it will take several weeks to resubmit plans for this intersection. I'd like to begin work on the intersections we're legally obligated to improve as soon as possible (see attached).

To clarify further, Ceiba intends to fulfill our legal obligation to improve the intersections listed in the Conditions of Approval. I don't want to delay our legally obligated intersection improvements for a request that was not formally agreed to when our zoning was granted. Ceiba does have the intention of improving the Walker and Beach intersection because we want the area to be safe for our students and local community pedestrians. Ceiba is even actively seeking grant funds to support this improvement process, but I don't want to risk our own zoning for an additional request that is not tied to our zoning

Thank you for your consideration,

Josh Ripp

Head of School

Ceiba College Prep


215 Locust St

Watsonville, CA 95076

(831) 740-8786

3 attachments

 **Copy of Ceiba Off Street Scope Summary.xlsx**
20K

 **02.28.23 josh ripp slides.pdf**
429K

 **FW: Walker & Beach Intersection Questions & Concerns.eml**
645K

U-3. Email exchanges from Murray Fontes to Josh Ripp, Lou Bartlett, Chris Stout, Courtney Lindberg and Suzi Merriam

----- Forwarded message -----

From: Murray Fontes <murray.fontes@watsonville.gov>

To: Josh Ripp <josh.ripp@ceibaprep.org>

Cc: Lou Bartlett <loub@wrdarch.com>, Chris Stout <chris@landsengineers.com>, Suzi Merriam <suzi.merriam@watsonville.gov>, Courtney Lindberg <courtney.lindberg@watsonville.gov>

Bcc:

Date: Wed, 21 Feb 2024 21:45:04 +0000

Subject: FW: Walker & Beach Intersection Questions & Concerns

Josh,

Thank you for contacting me about the CEIBA offsite improvements. You are correct that the Walker & Beach intersection improvements are not part of the city conditions. I've included them in my review comments because they were proposed by CEIBA (see attached slide), included in the recent permit application and would improve pedestrian safety within the project area.

You can move forward at this time with the conditioned improvements and defer the others to another time.

If you are going to focus on those intersections identified in the city conditions, please do the following:

- Revise the project improvement plans to include only those intersections for which work will be done;
- Revise the permit application to reflect these changes;
- Provide an update on the status of the improvements within Caltrans right of way;
- Identify when the deferred improvements will be done;
- At the time that the deferred improvements are to be done, submit a new permit application.

Please contact me if you have any additional questions.

Murray Fontes

U-4. Email exchange dated March 6, 2024 from Chris Stout to Murray Fontes

From: Chris Stout <chris@landsengineers.com>
Sent: Wednesday, March 6, 2024 12:48 PM
To: Murray Fontes <murray.fontes@watsonville.gov>
Subject: Ceiba Crosswalk Improvement Plans - RRFB locations

Hi Murray,

The traffic engineer consultant recommended the RRFB's at the Walker and 2nd intersection, but he did not specify them at Locust and 2nd. The City comments recommended the RRFB's at both intersections. Should I follow the traffic engineer consultant's recommendations or the City's?

Thanks,

Chris

Page 112 of 420

<https://mail.google.com/mail/u/0/?ik=28ddb15501&view=pt&search=all&permthid=thread-f:1792898117116135150&simpl=msg-f:1792898117116135150&simpl=...> 1/4

3/29/24, 2:35 PM

Ceiba College Preparatory Academy Mail - RE: Ceiba Crosswalk Improvement Plans - RRFB locations

Chris Stout
L&S Engineering and Surveying
2460 Garden Road, Suite G
Monterey, CA 93940
(831)655-2723 OFFICE
(831)655-3425 FAX

U-6. Email exchange dated March 7, 2024 from Murray Fontes to Chris Stout, Suzi Merriam, Courtney Lindberg, and Josh Ripp



Josh Ripp <josh.ripp@ceibaprep.org>

RE: Ceiba Crosswalk Improvement Plans - RRFB locations

2 messages

Murray Fontes <murray.fontes@watsonville.gov>

Thu, Mar 7, 2024 at 11:48 AM

To: Chris Stout <chris@landsengineers.com>

Cc: Suzi Merriam <suzi.merriam@watsonville.gov>, Courtney Lindberg <courtney.lindberg@watsonville.gov>, Josh Ripp <josh.ripp@ceibaprep.org>

Chris,

RRFB installation comments for Walker and 2nd should also be applied to Locust and 2nd.

Attached is a recent email exchange between CEIBA Principal Josh Ripp and me. Principal Ripp requested, and I approved, deferring improvements that were not included in the project conditions. Flashing beacons were not included with the project conditions but were proposed by Principal Ripp so I requested that they be included with the offsite improvements.

The email exchange speaks about improvements at Walker St and West Beach St and not the flashing beacons. If installation of the flashing beacons will be deferred, I request the following:

- Revise the improvement plans to include only those intersections and improvements for which the work will be done;
- Revise the permit application to reflect these changes;
- Identify when the deferred improvements will be done.

If the flashing beacons will be deferred, please respond and let me know.

Murray Fontes

U-8. Email exchanges from Chris Stout to Murray Fontes, Suzi Merriam, Courtney Lindberg, and Josh Ripp

Chris Stout <chris@landsengineers.com>

Thu, Mar 7, 2024 at 3:21 PM

To: Murray Fontes <murray.fontes@watsonville.gov>

Cc: Suzi Merriam <suzi.merriam@watsonville.gov>, Courtney Lindberg <courtney.lindberg@watsonville.gov>, Josh Ripp <josh.ripp@ceibaprep.org>

Hi Murray,

Thanks for getting back to me.

We'll install the RRFB's at the 2nd St and Locust St intersection.

Thanks!

Chris

Chris Stout

L&S Engineering and Surveying

2460 Garden Road, Suite G

Monterey, CA 93940

(831)655-2723 OFFICE

(831)655-3425 FAX

V. CEIBA PURCHASED PROPERTIES NEAR THE RAILROAD TO EXPAND OPERATIONS, MISLED COUNCIL ABOUT ITS EXPANSION PLANS

Summary:

1. In May 2022, CEIBA purchased two lots at 228-234 Locust Street (Chevron Properties), controversial toxic properties.
2. The Chevron Properties are ~206 feet away from the railway. CEIBA planned to expand the school's operations by building a gymnasium on the Chevron Properties. The goal was to expand in a piecemeal fashion in an illegal attempt to skirt California Environmental Quality Act (CEQA) review.
3. During the February 28, 2023 City Council Meeting, CEIBA Principal Ripp was asked by then Mayor Eduardo Montesino about the gymnasium. Ripp stating that the gymnasium was a long-term plan and that CEIBA did not have any architectural plans.
4. Based on CEIBA Board documents, from 2021-2022, CEIBA financed plans to build a gymnasium, applied for a charter school bond, and secured a loan approval from the Santa Cruz County Bank. The School planned to build the gym in 2023. Also, CEIBA's charter school advisor, Nick Driver, recommended that CEIBA not discuss real estate during open sessions. (Driver has a controversial background in the charter industry, including a [conflict of interest lawsuit in Santa Barbara](#)).

V-1. In May 2022, CEIBA purchased two lots at 228-234 Locust Street (Chevron Properties), 206 feet from the Railroad

Description:

The deeds for the Chevron Properties were recorded on May 10, 2022.

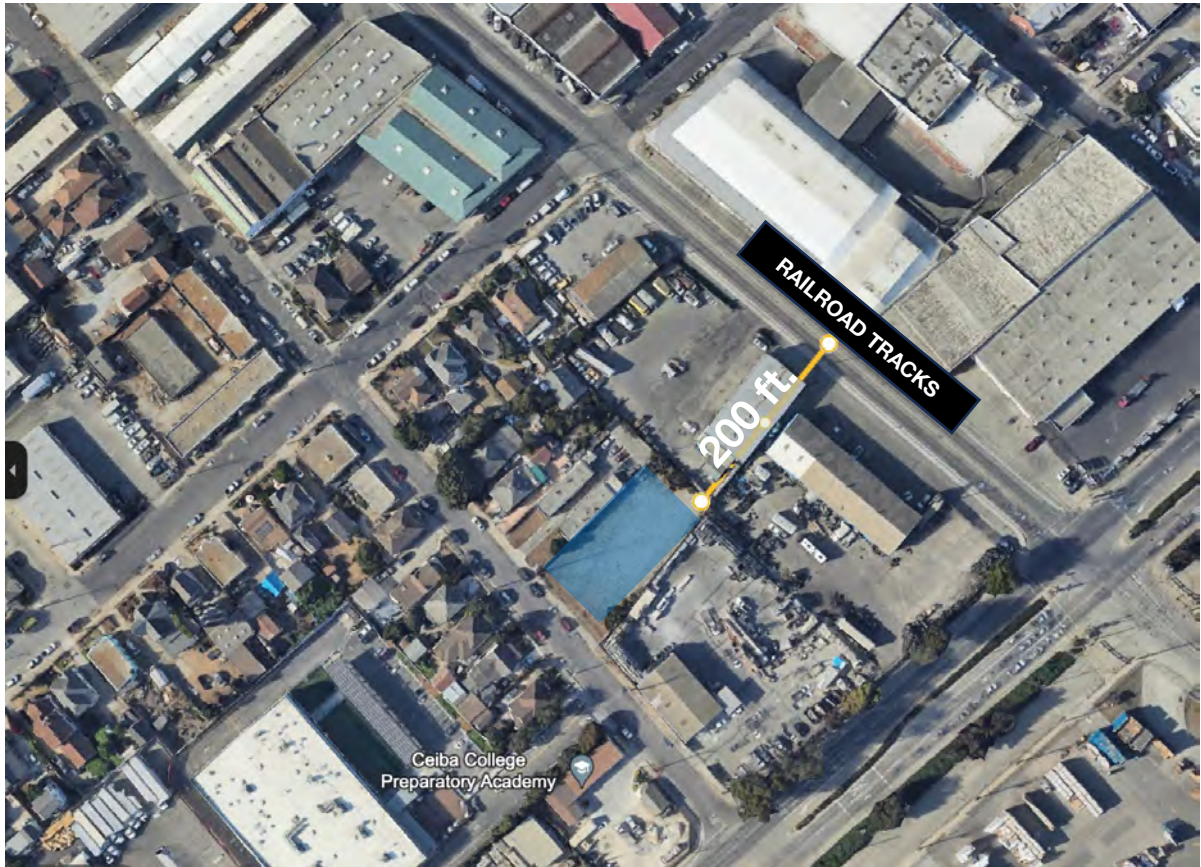
Summary:

Ceiba Public Schools used school funding to pay for escrow, but Ceiba Public Schools Foundation holds the title. This appears to be a "related-party transaction."

5	<input type="checkbox"/>	2022-0015575	05/17/2022	DEED	[E] CEIBA PUBLIC SCHOOLS FOUNDATION [R] CHEVRON ENVIRONMENTAL MANAGEMENT CO	01716215	Perm
6	<input type="checkbox"/>	2022-0015576	05/17/2022	DEED	[E] CEIBA PUBLIC SCHOOLS FOUNDATION [R] CHEVRON USA INC	01716216	Perm

CEIBA COLLEGE PREPARATORY ACADEMY	CEIBA PUBLIC SCHOOLS	CEIBA PUBLIC SCHOOLS FOUNDATION	CEIBA SPARTAN, LLC
Ceiba College Preparatory Academy's mission is to prepare students in the Watsonville area to graduate from four-year colleges	Ceiba Public Schools prepares historically underserved students in non-urban communities to succeed in college and in life. We do this by opening and operating exceptional and sustainable public charter schools that provide opportunities for young people to flourish and succeed in 4-year college and university programs.	Ceiba Public Schools Foundation provides funding to support the educational purposes of Ceiba Public Schools	Ceiba Spartan, LLC is a shell company formed to purchase the 215 Locust Street facility for \$7.5M and lease it to the school. Ceiba Spartan is listed as the Applicant / Borrower on CFSA Application

V-2. In May 2022, CEIBA purchased two lots at 228-234 Locust Street (Chevron Properties), 206 feet from the Railroad



Google Earth View of distance from Chevron Properties to the Railroad.



V-3. Transcript of February 28, 2023 Showing CEIBA Principal Stating the School had not Created Architectural Plans for the Gymnasium

Page 84

1 and, you know, can you tell me why you bought the
2 property across the street even though you didn't -- you
3 still didn't have a permit and zone change?

4 JOSH RIPP: Yeah. So Ceiba was bought the
5 property across the street because we had the
6 opportunity to do so at a reduced market rate. The
7 property was practically donated to us, we just had to
8 pay closing costs for Chevron.

9 Our long-term plans are to eventually put in a
10 gymnasium there possibly, but Ceiba has not yet secured
11 financing or created architectural plans for that.

12 Upon looking into what it would take to convert
13 this space, which is still zoned as residential, we
14 realized there's a number of hurdles that Ceiba still
15 has to face and we really haven't gotten any substantive
16 planning done yet. In fact, I'd even say whether that
17 site eventually becomes a gym or not is still not a
18 certainty.

V-4. From 2021-2022, CEIBA drew plans to build a gymnasium, applied for charter school bond, secured a loan approval.

Description:

YouTube video of CEIBA's

[September 6, 2021 - Board Meeting](#) [start at 1:17:44]. The video captures strategy – these are highlights.

Summary:

During this board meeting, Ripp details the Chevron strategy throughout the meeting. He told his board:

Chevron is the owner of the property across the street from Ceiba as you're coming in from Locust Street, and lot numbers are 228 and 234 Locust Street, and they are interested in selling the property to us for \$350,000. And it has the space to place a 7200-square-foot high school gym there. So this is something that we are exploring closely. It's actually fairly complex. I'm it's one of my regular weekly meetings where I'm checking in with a number of people. But basically, for the Chevron properties, they're currently zoned as residential. If Ceiba were able to acquire these properties, we need to make sure that we complete our environmental impact site and know that there's no detriments to students or any subsequent facility that would build on that property. Then we would need to get the city to approve either a zoning change for that particular property to be rezoned into either industrial or public institutional, so that we are permitted to build a gym on that particular lot. And then finally, Ceiba is in the processes of purchasing our facility. To do that we're going to be issuing bonds. And we really wanted to include both the gym and the lot purchase in this bond issuance for this upcoming school year. But the issue with this is just looking at the timeline of getting City approvals for this and the bond purchasers are going to want to see a complete process of what is going to be the final outcome of this. I don't anticipate this happening. The property might be purchased this school year, but being at the point where we're going to be digging and ready to build a new gym, I don't anticipate that being able to be done during this 2021-2022 school year, but it's something that is on the horizon.

V-4. From 2021-2022, CEIBA drew plans to build a gymnasium, applied for charter school bond, secured a loan approval.

Description:

YouTube video of Ceiba's

[September 6, 2021 - Board Meeting](#) [start at 1:25:00]

Continued Summary:

Ripp updated about the bond structure also noted that Ceiba had drawings created for the gymnasium:

Yes. So, we had drawings created. And there is a 5,800 square foot middle school gym, that fits the property perfectly. Well, this was another wrinkle. So, the way the zoning ordinance is if the building takes up more than 50% of the land, and you have to ask for a special conditional use permit. We know from purchasing this facility that bond purchasers don't want to see that conditional use permit. If we go with the larger gym, which is what we need, we need the high school-size gym, then that's going to take up about 80% of the total space. So, we'd have to figure out some way to appease that with the City. But there are ways to do that. You've met Elizabeth Sanborn before, she's really knowledgeable about this. And I feel really fortunate to be able to work with her regularly on this project.

V-4. From 2021-2022, CEIBA drew plans to build a gymnasium, applied for charter school bond, secured a loan approval.

Description:

YouTube video of Ceiba's

[September 6, 2021 - Board Meeting](#) [start at 1:27:33]

Continued Summary:

Board members also asked whether Ceiba would put classrooms on the Chevron property:

It's a great question. **I know we're always desperate for more space.** And really, it comes down to finances. So, could we have you know, 35-foot-high gym and then put classrooms on top of that? Well that would go against the zoning ordinance, which maintains that buildings cannot be above 35 feet high. If we put the high school gym in the footprint of that gym is going to take up the majority of that land there. So, there wouldn't be a lot of space for additional classrooms. But I'm always open to kind of exploring creative uses. And it just comes down. I mean, one of the challenges too, when we looked at, so basically, by purchasing our building Ceiba would save about \$2.8 million over the life of the 35-year bond. The gym itself costs while the middle school gym costs \$2 million, the high school gym is close to \$3 million. So, it's close. It's close enough that I think with a concerted and concentrated fundraising effort, we could easily come up with the funds to complete that high school gym just like we want. But to go more than that and do something else special, that's just more funds that we would need to raise somehow, basically, if you want to get something really creative in that space.

V-4. From 2021-2022, CEIBA drew plans to build a gymnasium, applied for a charter school bond, and secured a loan approval.

Description:

YouTube video of Ceiba's

[September 6, 2021 - Board Meeting](#) [start at 1:29:19]

Continued Summary:

One board member expressed concern that this meeting was recorded for public:

The only other thing I would say, this is for future agenda is that, you know, to the degree that any of all of these are both public meetings and also recorded, you know if there's anything that is sensitive, but this discussion can all be part of a closed session item next time. And, you know, I don't think we're giving away any negotiating tips to our potential sellers. But that is the reason why. If we were, that's the reason why real estate discussions can can often be done can can legally be done in closed session. So, I would just note that caution we've been very open about you know, all the angles here which is which is great because it's public meeting and some of them, you know, could could also be had next time in closed session.

V-4. From 2021-2022, CEIBA drew plans to build a gymnasium, applied for a charter school bond, and secured a loan approval.

Description:

Minutes of the Tuesday September 6, 2021

Board Meeting (n.b., Ceiba had the wrong date)

Summary:

The Minutes provide a Facility Purchase Update:

2. Facility Purchase Update

Ceiba finally has a new address; 215 Locus St. Ceiba is currently working toward the possibility of purchasing land to build a gym as well as zoning updates for the current facility to be able to purchase the facility.

Jones: Could we use the bond sale to purchase the gym as well? Ripp: No. Ceiba would have to purchase the property and then make an amendment to the bond issuance at a later time when all the wheels are in motion toward building the gym.

Vilaubi: Where is Ceiba with getting plans? Ripp: There are drawings for a Middle School sized gym and a High School sized gym that we are in the process of finalizing. We would have to look at how a possible conditional use permit for the gym might impact Ceiba's ability to use bond funds.

Vilaubi: Would Ceiba use that site for only a gym or more classroom space? Ripp: It comes down to finances and just how much of that lot is taken up by the facility. High school gymnasium would cost nearly \$3 million.

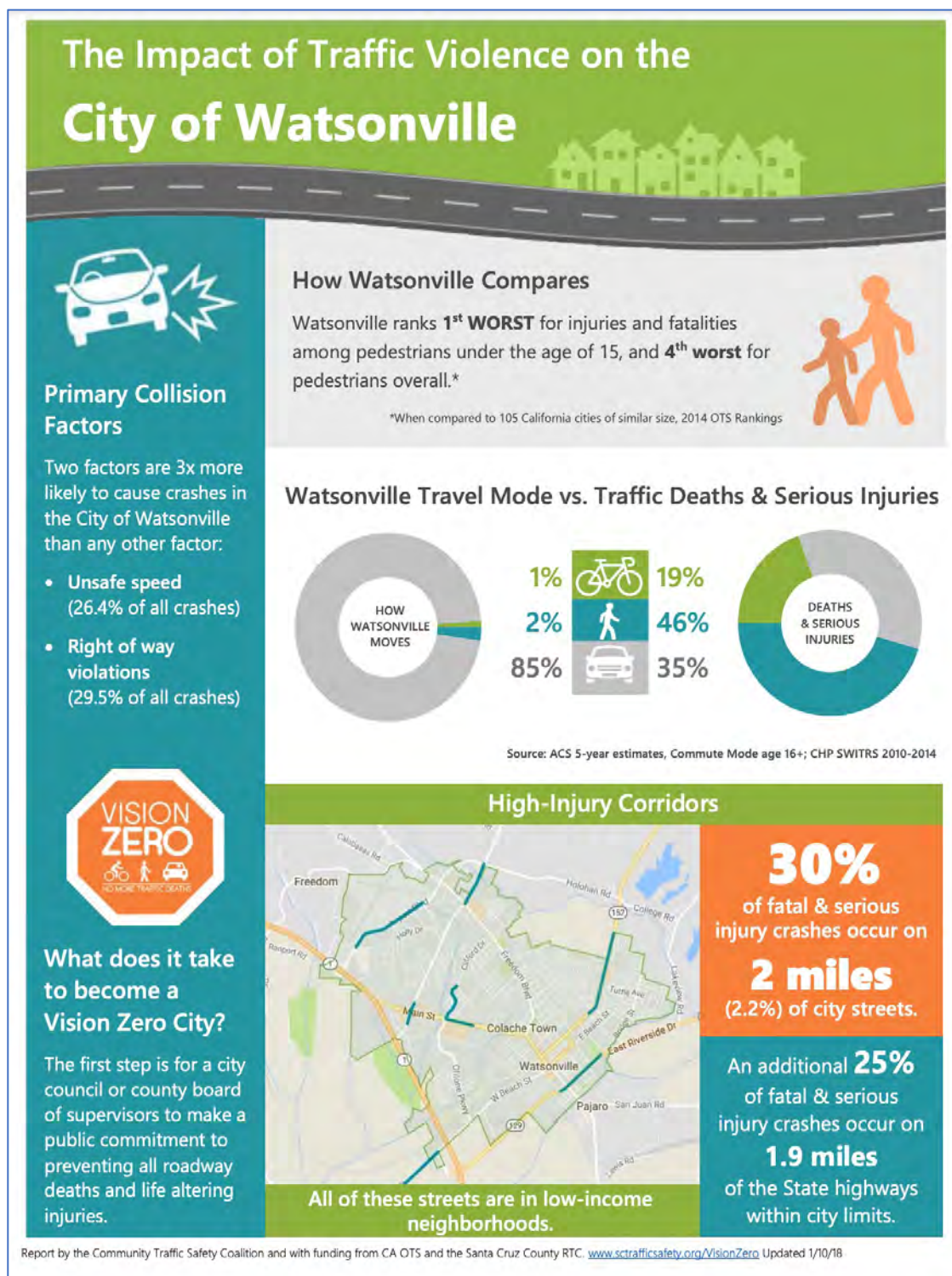
W. WATSONVILLE HAS A DISASTROUS PEDESTRIAN SAFETY RECORD

W-1. Summary:

1. Based on a 2018 report by the Community Traffic Safety Coalition, Watsonville was ranked as the worst city in the state among cities of similar size of injuries and fatalities among pedestrians under the age of 15, and 4th worst for pedestrians overall.
2. Statistics from the Transportation [Injury Mapping System](#) (starting from the year Ceiba was illegally allowed to operate in the industrial zone) are alarming.

Even with these grim publicly-available statistics, the CoW and PVUSD discarded all meaningful safeguards when siting CEIBA in a heavy industrial zone. Both governmental entities have done nothing to “rectify” the dangerous crossing areas along truck routes/railroads and have failed to do any code enforcement, even though both publicly stated they would address the dangers (See Appendix V).

W-1. Infographic on the Impact of Traffic Violence on the City of Watsonville Statistics.



W-2. Transportation Injury Mapping Shows CEIBA is in a Dangerous Location

Transportation Injury Mapping System

Home About - Statewide Summary - Tools - Help Donate Marta Bulaich -

Safe Routes to School Crash Map Viewer

Help

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

Select by County/City/School

County

Santa Cruz

City

Watsonville

School

Ceiba College Preparatory Academy

Or Enter an Address or Zipcode:

Type address or zipcode

Q

Types of Crashes:

☒ Bicycle

☒ Pedestrian

Crash Severity:

☒ Fatal

☒ Severe Injury

☒ Other Visible Injury

☒ Complaint of Pain

Years:

2012

2013

2014

2015

2016

2017

2018

2019

2020

2021

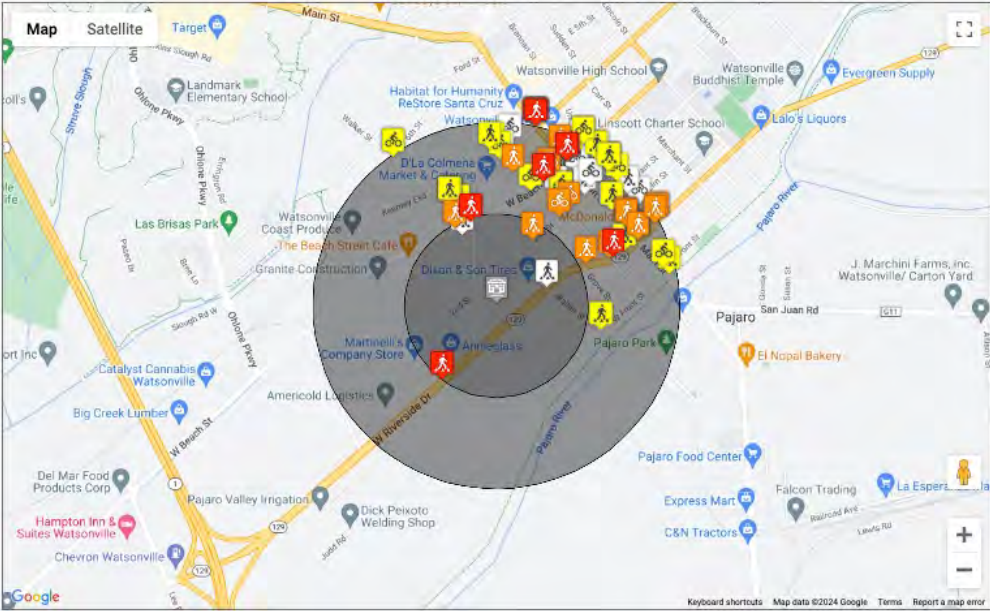
2022 *

* 2022 data is provisional and subject to change

Ceiba College Preparatory Academy

Show Result Print Download Crashes

260 West Riverside Drive | Watsonville | Santa Cruz County | CDS: 4469799017804



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	1	2	0	4	6	1	7
1/4 - 1/2 mi.	6	14	37	44	68	33	101
Total	7	16	37	48	74	34	108

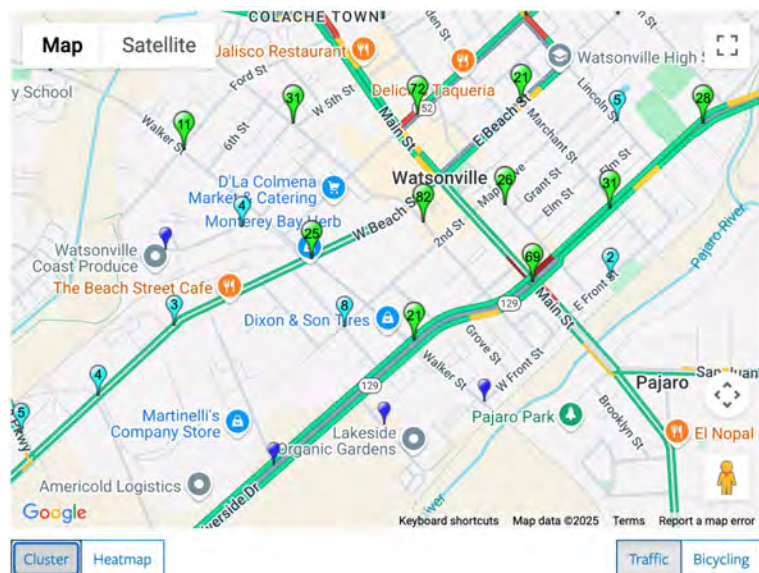
Crash List

W-3. Transportation Injury Mapping Shows CEIBA is in a Dangerous Location

The State of California has a [Transportation Injury Mapping System \(TIMS\)](#). It is a web-based tool developed by the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley. TIMS provides users with access to California crash data, allowing them to analyze and map collision information.

Statistics from [TIMS](#) (starting from the year Ceiba was illegally allowed to operate in the industrial zone) are troubling. Of the six generally known pedestrian/bicycle accidents along Walker Street (a truck route with a railroad), one-third of the accidents are Ceiba-related students.

In addition to downgrading the severity of the December 10, 2019 accident, the Watsonville Police Department did NOT submit the May 26, 2023 CEIBA Student Bicyclist accident to the CHP to be included in the [UC Berkeley Transportation summary](#).



X. CEIBA CITED IN NETWORK FOR PUBLIC EDUCATION'S BLOG REGARDING SCANDALS #AnotherDayAnotherCharterScandal

About the Network for Public Education

The [Network for Public Education](#) (NPE) was founded in 2013 by Diane Ravitch and Anthony Cody. We are an advocacy group whose mission is to preserve, promote, improve and strengthen public schools for both current and future generations of students. The goal of NPE is to connect all those who are passionate about our schools – students, parents, teachers and citizens. We share information and research on vital issues that concern the future of public education at a time when it is under attack.

Diane Ravitch **Diane Silvers Ravitch** is a historian of education, an educational policy analyst, and a research professor at [New York University's Steinhardt School of Culture, Education, and Human Development](#). Previously, she was a U.S. Assistant [Secretary of Education](#). In 2010, she became "an activist on behalf of public schools". Her blog at [DianeRavitch.net](#) has received more than 36 million page views since she began blogging in 2012. Ravitch writes for the [New York Review of Books](#).

In addition to school performance, NPE chronicles issues regarding charter schools including school safety.

X-1. Network for Public Education Twitter Post regarding CEIBA



Network4PublicEd @Network4pubEd · May 17, 2023

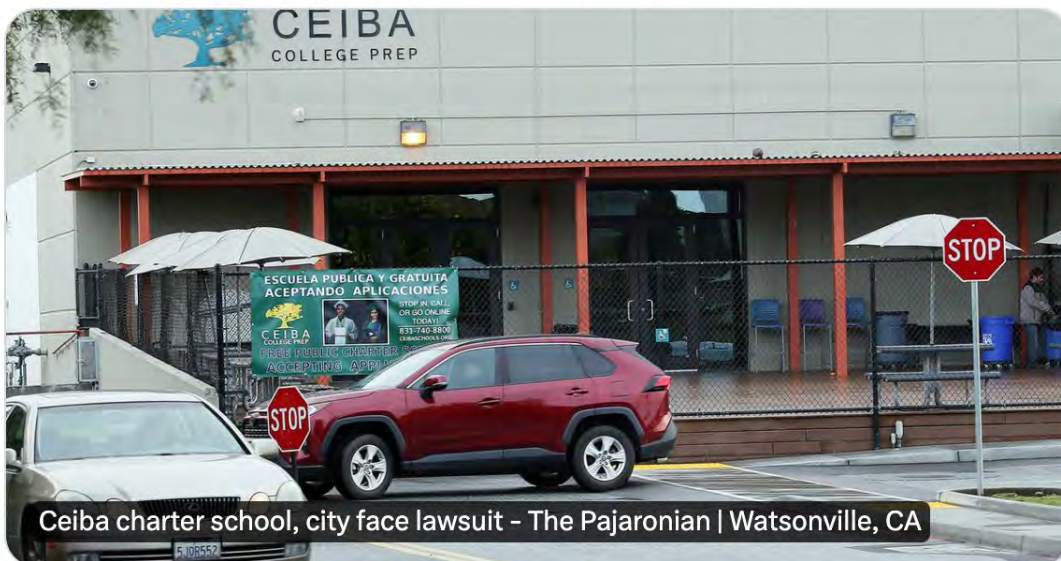
...

Ceiba charter school, city face lawsuit - school placed in industrial zone which allows the largest use of hazardous situations

pajaronian.com/ceiba-charter-...

[#AnotherDayAnotherCharterScandal](#)

@carolburris @DianeRavitch @jeffbcdm @ppssf



Ceiba charter school, city face lawsuit - The Pajaronian | Watsonville, CA

From pajaronian.com



1.2K



Y. CEIBA, PVUSD, AND THE COW IGNORED CALIFORNIA DEPARTMENT OF EDUCATION SITING GUIDELINES

Systemic Disregard for California Department of Education Safety Requirements

According to the California Department of Education: "Safety is the first consideration in the selection of school sites. State regulations and the policies of the Department govern certain health and safety requirements. In selecting a school site, the selection team should consider the following factors: (1) proximity to airports; (2) proximity to high-voltage power transmission lines; (3) presence of toxic and hazardous substances; (4) hazardous air emissions and facilities within a quarter mile; (5) other health hazards; (6) proximity to railroads; (7) proximity to high-pressure natural gas lines, gasoline lines, pressurized sewer lines, or high-pressure water pipelines; (8) proximity to propane tanks; (9) noise; (10) proximity to major roadways; (11) results of geological studies and soils analyses; (12) condition of traffic and school bus safety; (13) safe routes to school; and (14) safety issues for joint-use projects."

PVUSD and CEIBA committed to jointly identifying an independent site for the charter school, advocating together and submitting facility use proposals to the City of Watsonville (CoW). In pursuing this plan, the three entities—CoW, PVUSD, and CEIBA—settled on an industrial warehouse on an industrial lot in the heavy industrial zone, where children's schools were explicitly prohibited by local zoning code.

It important to note that the two most incompatible zoning designations between each other are heavy industrial and children's schools. Heavy industrial zoning allows the largest use of hazardous situations. Children's school zoning allows the least. **Placing a children's school in an industrial zone defeats the purpose of having a zoning code in the first place.** The area of Riverside Drive/Highway 129 from Menker Street to Industrial Road is all zoned industrial. A clustering of industrial properties constitutes an industrial district. Maintaining a cohesive industrial district is beneficial for the industrial operators and the city at large insofar as it places the intense hazards associated with industrial operations among similar operators and reduces total risk dispersal among other uses such as retail, schools, etc.

Children's schools are land uses that inevitably generate limitations on industrial chemicals. In addition, schools immediately generate zoning exclusion areas around them. These exclusion circles are already written in the Watsonville Zoning Code for certain uses. The presence of the school automatically has placed restrictions on the surrounding properties on what future uses can be established on their properties. Children's schools also generate restrictions on traffic. Watsonville City Government is directing Ceiba to apply to Caltrans to have Riverside Drive be designated a School Zone, so as to establish more traffic restrictions.

In a rational world, the City Planning Department would have never allowed a children's school in a heavy industrial zone, but instead, in Watsonville, City Staff continues to defend the practice. The California Department of Education provides Siting Guidelines to prevent these types of practices.

California Department of Education

Site Selection Criteria

Part 1

Site Identification		Grade Level
Location	Gross Acres	Estimated Value

Safety (These factors must be avoided.)		OK	Potential Problem
Adjacent to or near roadways with a high volume of traffic			✓
Within 1,500 feet of railroad tracks			✓
Within two miles of an airport runway			
Close to high-voltage power lines			✓
Close to high-pressure lines, for example natural gas, gasoline sewer or water lines			✓
Contaminants/toxics in the soil or groundwater, such as from landfills, dumps, chemical plants, refineries, fuel tanks, nuclear plants, or agricultural use of pesticides or fertilizer, etc.*			✓
Close to high decibel noise sources			✓
Close to open-pit mining			✓
On or near a fault zone or active fault			
In a dam inundation area or 100- year flood plain			✓
Social hazards in the neighborhood, such as high incidence of crime and drug or alcohol abuse			✓
<i>*Note: A Phase I Environmental Site Assessment must be conducted for the selected site.</i>			
Location			
Safe walking areas			✓
Centrally located to avoid extensive transporting and to minimize student travel distance			✓
Compatible with current and probable future zoning regulations			✓
Close to libraries, parks, museums, and other community services			✓
Favorable orientation to wind and natural light			
Environment			
Free from sources of noise that may impede the instructional process			✓
Free from air, water and soil pollution			✓
Free from smoke, dust, odors, and pesticide spray			✓
Provides aesthetic view from and of the site			
Compatible with the educational program			
Soils			
Proximity to faults or fault traces			
Stable subsurface and bearing capacity			
Danger of slides or liquefaction			
Percolation for septic system and drainage			
Adequate water table level			
Existing land fill is reasonably well compacted			
<i>Note: A geological hazard report must be conducted to determine soil and seismic conditions.</i>			

Topography	OK	Potential Problem
Feasibility of mitigating steep grades		
Rock ledges or outcroppings		
Surface and subsurface drainage		
Level area for playfields		
Size and Shape		
Net acreage consistent with standards of California Department of Education as noted in "School Site Analysis and Development"		✓
Length-to-width ratio does not exceed 2:1		✓
Sufficient open play area and open space		✓
Potential for expansion for future needs		✓
Area for adequate and separate bus loading and parking		✓
Accessibility		
Obstacles such as crossings on major streets and intersections, narrow or winding streets, heavy traffic patterns		✓
Access and dispersal roads		✓
Natural obstacles such as grades or gullies		
Freeway access for bus transportation		
Routing patterns for foot traffic		✓
Remote areas (with no sidewalks) where students walk to and from school		✓
Easily reachable by emergency response vehicles		✓
Public Services		
Fire and police protection, including firelines		
Available public transportation		
Trash and garbage disposal		
Utilities		
Availability of water, electricity, gas, sewer		
Feasibility of bringing utilities to site at reasonable cost		
Restrictions on right of way		
Cost		
Reasonable costs for purchase of property, severance damages, relocation of residents and businesses, and legal fees		✓
Reasonable costs for site preparation including, but not limited to, drainage, parking, driveways, removal of existing buildings, and grading		✓
Toxic cleanup beyond the owner's obligation		✓
Environmental mitigation		✓
Reasonable maintenance costs		

Availability	OK	Potential Problem
On the market for sale		
Title clearance		
Condemnation of buildings and relocation of residents		
Public Acceptance		
Public acceptance of the proposed site		✓
Receptivity of city or county planning commission		✓
Zoned for prime agriculture or industrial use		✓
Negative environmental impact report		✓
Coordination of proposed school with future community plans		✓
Comments:		

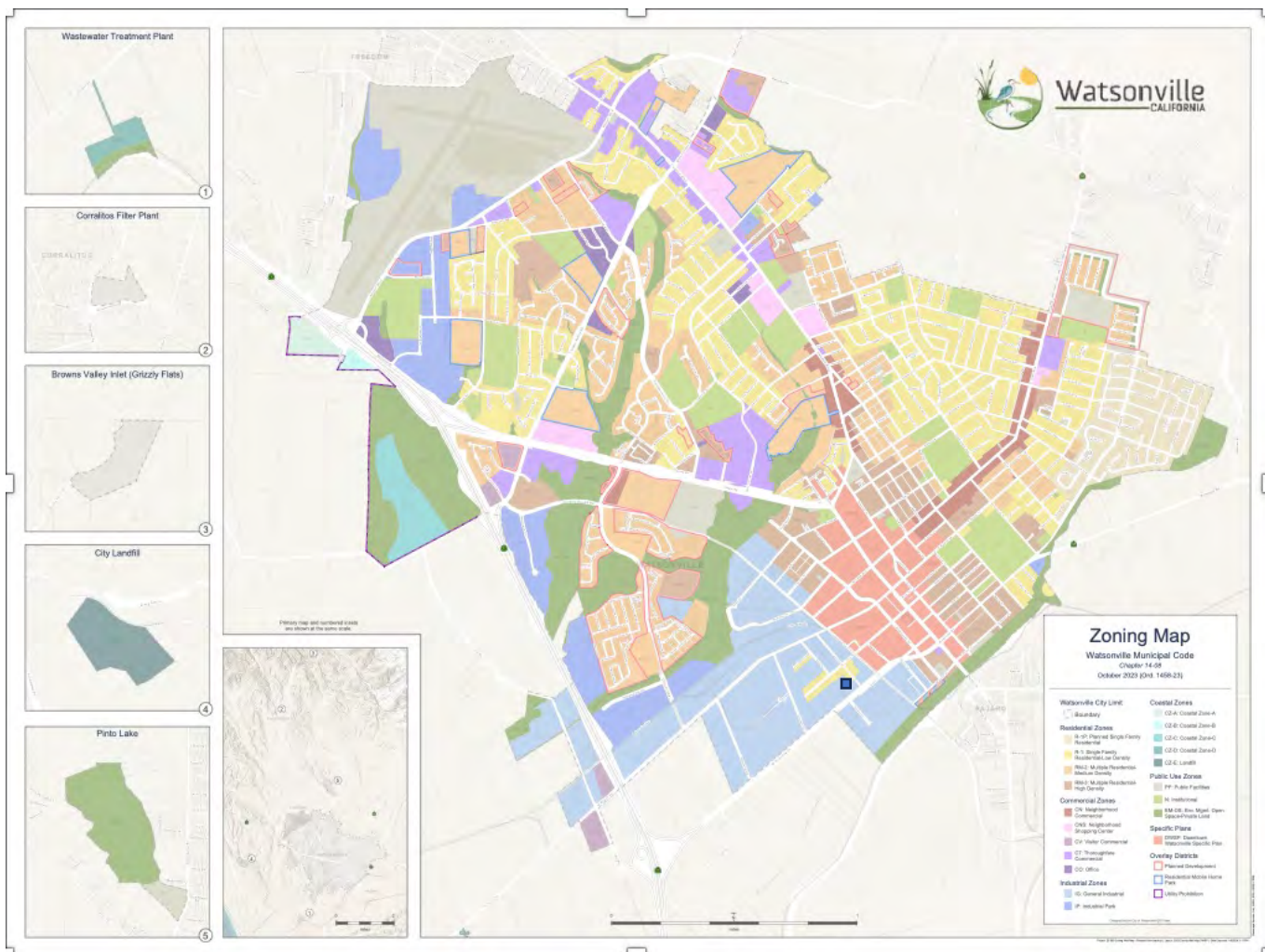
CEIBA was Improperly and Illegally Sited in a Dangerous Location Violating CEQA and California Department of Education Guidelines

CEIBA was sited in an area that presents significant safety, environmental, accessibility, and zoning concerns, highlighting its incompatibility with the surrounding area.

- A. Sited in an area zoned for heavy industrial use
- B. Adjacent to or near truck routes with a high volume of traffic
- C. In an unsafe walking areas traversing industrial loading areas
- D. Along a 45-mph zone on a heavily-trafficked California State Highway 129
- E. Next door to a large alcohol distributorship
- F. Within 1,500 feet of four active railway crossings
- G. Within 40 feet of high transmission power lines
- H. In the presence of toxic and hazardous substances, across from a DTSC-designated toxic site which previously manufactured pesticides
- I. Within a quarter mile of hazardous air emissions and facilities
- J. Adjacent to cold storages which utilize ammonia in their operations
- K. In the vicinity of agriculture fields
- L. In proximity to a pressurized gas, gasoline, or sewer pipeline
- M. Next to construction businesses with frequent truck traffic
- N. Inordinately distant from the residences of most of the students' homes
- O. On an inadequately sized lot for their use based on density of students
- P. On a site lacking adequate parking
- Q. On a site with no safe flow of bus traffic
- R. Next to a high-crime drug area near the levee, where students illegally cross a trestle
- S. With insufficient open play area and open space
- T. In an area where expansion would further erode industrial stakeholder's land
- U. With substandard, dangerous, incomplete Safe Routes to School.
- V. With reckless bus procedures

Y-1. Spot zoning a children's school in the middle of Watsonville's Heavy Industrial Zone

On February 28, 2023, the Watsonville City Council voted to approve an illicit “spot zoning” amendment for the property where CEIBA is located. That illicit “spot zoning” amendment was to give CEIBA a permanent land use entitlement that was incompatible with the surrounding industrial uses. That zoning amendment approval has been challenged by litigation since 2023. CEIBA is identified on the zoning map below with a square black dot.



Y-2. Watsonville's General Industrial District (IG) allows radioactive materials manufacturing and mining; children's school are not permitted

Part 6: IG—General Industrial District

14-16.600 Purpose.

The purpose of the General Industrial District is to provide and protect an environment which will encourage sound industrial development. These regulations are intended to facilitate industrial operations to the highest degree while protecting the district and adjacent land uses, persons, and property from excessive noise, odor, dust, dirt, smoke, vibration, heat, glare, heavy traffic, and other objectional influences and from fire, explosion, fumes, radiation, and other hazards.

(Ord. 506-80 C-M, eff. September 11, 1980)

14-16.601 Principal permitted uses.

All principal permitted and accessory uses shall be subject to the approval of an Administrative Review Permit issued without a public hearing by the Zoning Administrator.

14-16.602 Accessory uses.

Uses and buildings customarily appurtenant or incidental to a principal permitted use on the same parcel, subject to applicable regulations and Performance Standards, including service facilities, such as cafeterias, employee recreation facilities, and other similar installations intended solely for use by the occupants of a principal permitted use or uses; and watchman or caretaker's residential quarters as an accessory use.

(Ord. 506-80 C-M, eff. September 11, 1980)

Y-2. Watsonville's General Industrial District (IG) does not permit a children's school and allows radioactive materials

INDUSTRIAL—NONMANUFACTURING

All nonmanufacturing uses shall be subject to review and to minimum Performance Standards.

GLU	10	Lumber and other building material dealers
	11	Public warehousing, excluding 114
	12	Wholesaling Exclusion: DLU 1229
	13	Transportation services
	14	Manufacturing research and development
	16	Contractors, general and heavy
	17	Construction special trade contractors
	18	Vacant industrial nonmanufacturing buildings and uses.
	19	Heavy commercial uses Exclusion: DLU 192, 194 and 199
	4833	Satellite earth station antennas

INDUSTRIAL—MANUFACTURING

All manufacturing uses shall be subject to review and to minimum Performance Standards.

GLU	20	Food and kindred products
	21	Ordnance and accessories
	22	Generalized manufacturing
GLU	23	Apparel and other products made from fabrics
	24	Lumber and wood products, except furniture
	25	Furniture and fixtures
	26	Paper and allied products
	27	Printing, publishing, and reproduction
	30	Rubber, plastic, and leather products
	31	Vacant manufacturing buildings and uses
	32	Stone, clay, and glass products
	33	Primary metal industries
	34	Fabricated metal products
	35	Machinery, except electrical
	36	Electrical machinery, equipment, and supplies
	37	Transportation equipment
	38	Instrument manufacturing
	39	Miscellaneous manufacturing industries

Y-2. Watsonville's General Industrial District (IG) does not permit a children's school and allows radioactive materials

Part 6: IG—General Industrial District

14-16.602 Accessory uses.

Uses and buildings customarily appurtenant or incidental to a principal permitted use on the same parcel, subject to applicable regulations and Performance Standards, including service facilities, such as cafeterias, employee recreation facilities, and other similar installations intended solely for use by the occupants of a principal permitted use or uses; and watchman or caretaker's residential quarters as an accessory use. (Ord. 506-80 C-M, eff. September 11, 1980)

14-16.603 Conditional uses.

(a) The following uses require an Administrative Use Permit: temporary buildings, structures, outdoor storage areas, office uses in conjunction with a valid building permit application for remodeling or new construction.

DLU	115	Cannabis distribution facility (Type 11 license)
	115	Type 9 cannabis delivery for cultivation/manufacturing facilities only
	2	Cannabis manufacturing (Type 6 or 7 license) volatile and/or nonvolatile solvents
	6291	Cannabis testing lab (Type 8 license)

15	Minerals and petroleum, wholesale	
	28	Chemicals and allied products
	29	Petroleum products refining and storage
	40	Railroad transportation
	41	Transit, local and suburban
	42	Motor freight transportation
	43	Right-of-way transportation
	44	Water transportation
	45	Air transportation
	46	Pipeline transportation
	47	Utilities, R/W
	48	Communication
	49	Electric, gas, and sanitary service
	4811	Telecommunications sites
	4812	Telecommunications facilities
DLU	50	Retail cannabis facility (Type 10 license only)
	51	Service station
	551	Motor vehicle dealers—new and used
	552	Used car sales and display
	555	Recreation vehicles and mobile homes, sales and displays
	5811	Restaurant
	5811	Restaurant with beer and wine sales
	5811	Restaurant with liquor sales
	5811	Restaurant with bar
	5812	Eating and drinking places Exclusions: drive-through facilities
	5814	Donuts/pastry shops
	618	Cabinet or furniture, custom manufacturing
	6193	Equipment rental and leasing services
	6212	Outdoor advertising company
	624	Service to buildings, machinery, and property
	6297	Automatic merchandising companies
DLU	63	Automotive repair, services, and garages
	64	Repair services, miscellaneous
	651	Dance studio
	6791	Artist studio
	692	Utility company offices
	715	Industrial trade school
	731	City garage
	733	Fire station
	734	Police station
	78	Armory
	7911	Business and trade organization
	7913	Labor union office
	7917	Social service and welfare organizations which are IRS 501(c)(3) charitable nonprofit corporations
GLU	91	Indoor cultivation of cannabis up to twenty-two thousand (22,000) square feet (Type 1A, 2A or 3A license)

NONURBAN, AGRICULTURAL, AND EXTRACTIVE LAND (NEW USES ONLY)		
GLU	90	Extensive land uses, mining
	91	Irrigated agriculture
	92	Nonirrigated agriculture
	93	Pasture, native vegetation, pastured range, grass
	94	Animals, agriculture
	95	Reservoirs, water supply, irrigation lands
	96	Woodland, forest, and brush
	97	Water areas, river, lake
	98	Wetlands, slough, marsh, swamp, tidal flats
	99	Testing facilities
DLU	114	Mini storage, household goods
	05	Farm labor housing
	4583	Crop dusting operation
		Radioactive materials, manufacture and use of

Y-3. CEIBA was improperly and illegally sited adjacent to or near truck routes with a high volume of traffic

CEIBA's site is flanked by multiple truck routes. The City never acknowledged that CEIBA is surrounded by major and minor arterials in the City.

These are the truck routes:

- (a) Riverside Drive along State Route 129 in its entirety;
- (b) West Beach Street between Walker Street to Lee Road;
- (c) Industrial Road in its entirety;
- (d) Walker Street between Riverside Drive (Highway 129) to Ford Street;
- (e) Kearney Street from Walker Street east to Gardner Court and west on Kearney Extension from Walker Street in its entirety;
- (f) Ford Street from Walker Street westerly in its entirety;
- (g) West Lake Avenue from Walker Street east to Gardner Court;
- (h) Harvest Drive in its entirety;
- (i) Lee Road between the northern City limit boundary and the southern City limit boundary; and
- (j) Ohlone Parkway (between West Beach Street and Slough Road West), Slough Road West from Ohlone Parkway to its western limit and portion of Business Park Road North that is north of Slough Road West and within Assessor Parcel Numbers 018-711-24 and 018-711-28.

CEIBA's incomplete, draft traffic study never mentions the "truck routes" or railways/railroads. This draft traffic study was used to make a critical land use decision.

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CDE Siting Guidelines: Proximity to Major Roadways

The *California Code of Regulations*, Title 5, Section 14010(e), states: **"The site shall not be adjacent to a road or freeway that any site-related traffic and sound level studies have determined will have safety problems or sound levels which adversely affect the educational program."**

Trucks traveling on public roads - including interstate freeways, state highways, and local roads - often contain the same hazardous materials that railcars on railroads contain. Although the quantities of materials being carried on trucks are smaller for a double trailer or tanker in comparison to a railcar, trucks have a greater incidence of accidents, spills, and explosions than do railcars. Moreover, the protective enclosures of a truck are not as strong as are those of a railcar.

When evaluating a site near a major roadway, a school district needs to ask questions similar to those used in evaluating risk from rail lines:

1. What is the distance from the near edge of the roadway right-of-way to the site?
2. How heavy is the traffic flow?
3. How many trucks carrying freight use the roadway during the time students and staff are present?
4. Is a safety or sound barrier necessary?
5. How will students coming across the highway get to school safely?








The California Highway Patrol (CHP) maintains records of traffic flow, traffic accidents, and roadway accidents involving hazardous materials. The CHP Commercial Vehicles Section (916-445-865) maintains records on traffic flow and accidents involving hazardous materials. The CHP Safety Net Section (916-375-2838) maintains records on all accidents.

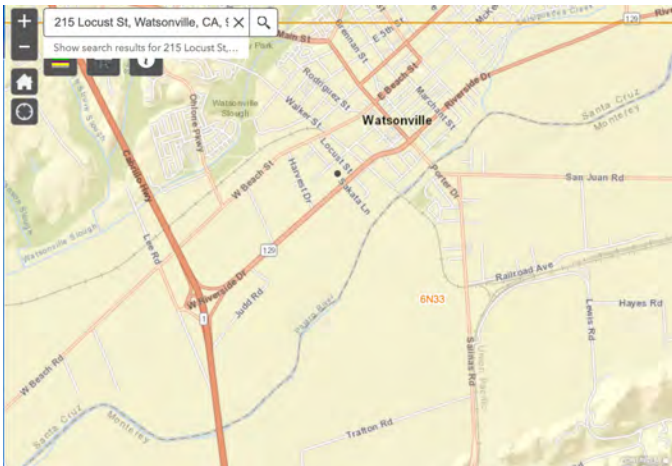
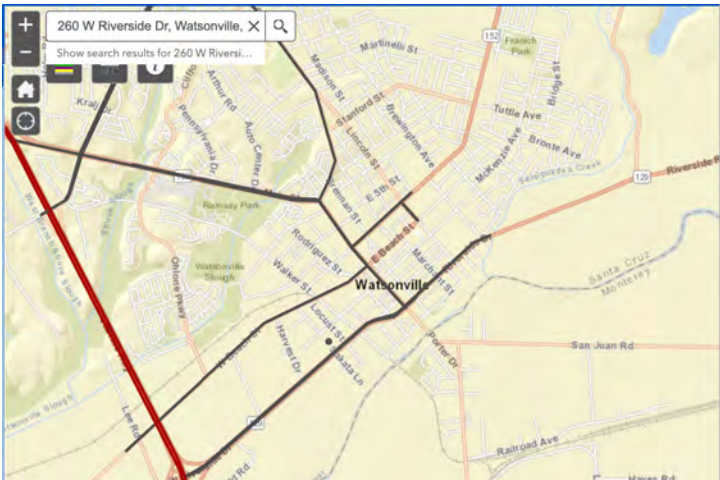
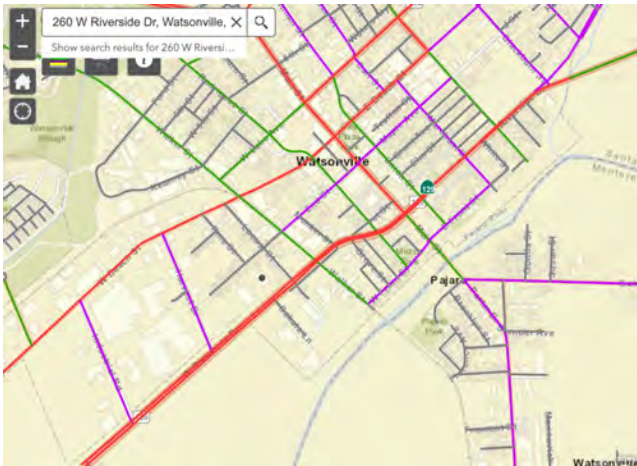
County road departments are also a good source for traffic flow and accident information in the local area. The school district may wish to consult the city or county general plan "Noise Element" to help evacuate school sites near major roadways. Like railroad setbacks, highway setbacks from schools are not established in law. However, experience and practice indicate that distances of at least 2,500 feet are advisable when explosives are carried and at least 1,500 feet when gasoline, diesel, propane, chlorine, oxygen, pesticides, and other combustible or poisonous gases are transported. In the absence of specific, legally defined setback distances for schools, the Department reviews each case individually.

Y-3. Maps of Watsonville's Interstates, Principal and Minor Arterials.

Functional Classification (FC)

FUNCTIONAL CLASSIFICATION SYSTEM








INTERSTATE	1	
OTHER FWY OR EXPWY	2	
OTHER PRINCIPAL ARTERIAL	3	
MINOR ARTERIAL	4	
MAJOR COLLECTOR	5	
MINOR COLLECTOR	6	
LOCAL	7	



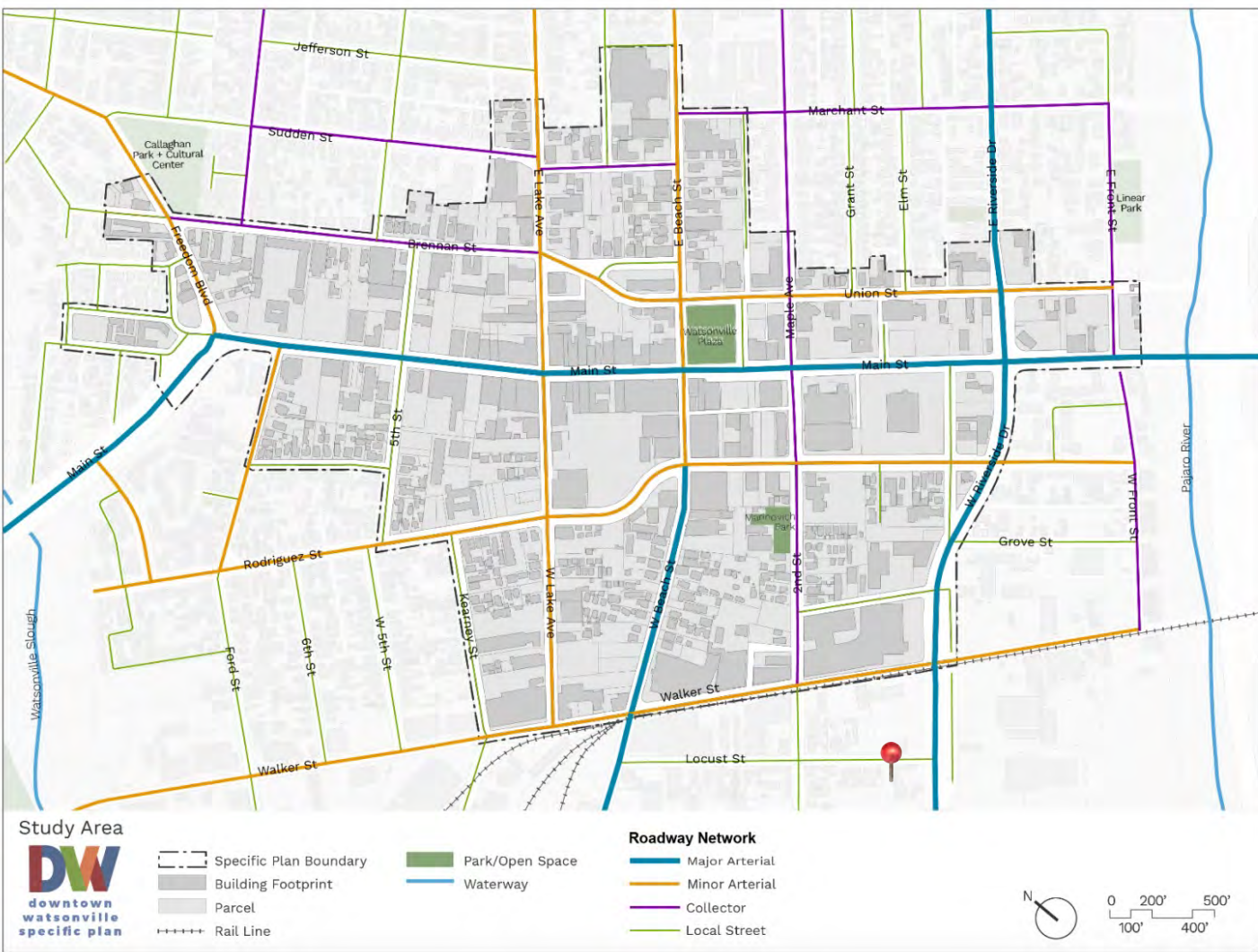
Y-3. Maps of Watsonville's Interstates, Principal and Minor Arterials

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MINOR COLLECTOR	6	
LOCAL	7	





There is a Roadway Network Map on page 2 of the [2020 Downtown Strategic Plan](#).

It shows Major Arterials, Minor Arterials, Collector Roads and Local Streets. It also shows the Rail Line, which is one block from CEIBA and is discussed in Section F, but missing from all documentation submitted by CoW, PVUSD, and CEIBA to evaluate the siting of the school in the heavy industrial zone.

Y-4. CEIBA was improperly and illegally sited on Highway 129 without receiving comments from Caltrans

This action was done by the PVSUD, CoW and CEIBA in violation of CEQA and CDE siting guidelines for school locations. The joint forces never requested review from any state and governmental agencies including, but not limited to, Caltrans and the CPUC. More concerning, CoW Staff never required that CEIBA submit a **complete traffic study, despite telling PVUSD Executive/City Council Member Bilicich, Staff would require it.**

Instead, a “draft, unsigned study” was utilized in a major land use decision by CoW. Both the PVUSD Staff and CoW knew there was an issue with “the Riverside intersection,” particularly since Locust Street was too narrow to accommodate traffic.

The Grant Johnson Bus and Traffic study addresses the issues with Caltrans. There were several complaint letters submitted to Caltrans.

CoW even encouraged parents to have students picked-up/dropped-off on the highway, and bus procedures on the highway and then falsified documents about this action.



8:29am 9/29/22

Y-4. CEIBA's protocol of dropping off and picking up students was along a highway shoulder on Highway 129 (average truck speed of 44 mph)



CEIBA's site is flanked by multiple truck routes. The City never acknowledged that CEIBA is surrounded by major and minor arterials in the City. This image from Grant Johnson's Traffic report shows the average speed near where the City recommended that CEIBA parents drop off and pick up students.

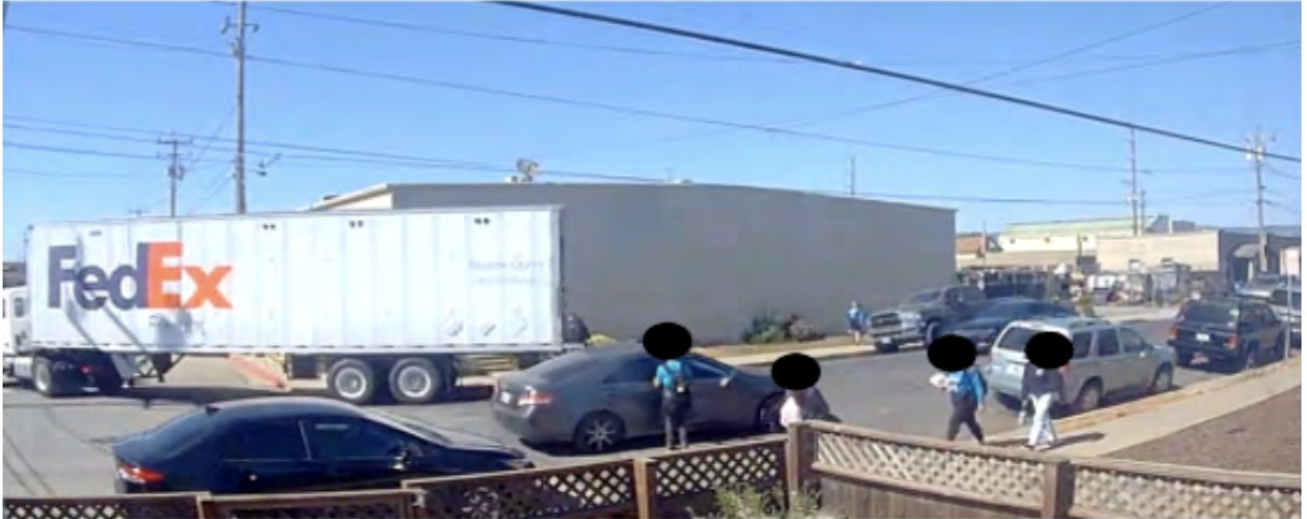
Y-5. CEIBA was improperly and illegally sited in an unsafe walking area traversing industrial loading zones

CEIBA students must traverse multiple truck routes in the industrial zone including:

Highways	Minor Arterials	Connectors
Highway 129	Walker Street Beach Road Lake Avenue	Locust Street Menker Street Pine Street Second Street

Moreover, the school has never had an adequate SRTS plan. In fact, they intentionally crop the SRTS plan to exclude Walker Street, a truck route with an active railroad.

Y-6. CEIBA was improperly and illegally sited in an unsafe walking area traversing industrial loading zones



CEIBA parents pick up students in the middle of the intersection in the presence of semi-truck traffic.

Y-7. CEIBA was improperly and illegally sited next to a large alcohol distributor; PVUSD was the co-lessee and lease guarantor





CDE Siting Guidelines:

Proximity to High-Voltage Power Transmission Lines

Electric power transmission lines maintained by power companies may or may not be hazardous to human health. Research continues on the affects of electromagnetic fields (EMF) on human beings. However, school districts should be cautious about the health and safety aspects relating to overhead transmission lines. School districts should take a conservative approach when reviewing sites situated near easements for power transmissions lines.

In consultation with the State Department of Health Services (DHS) and electric power companies, the Department has established the following limits for locating any part of a school site property line near the edge of easements for high-voltage power transmission lines:

1. 100 feet from the edge of an easement for a 50-133kV (kilo volts) line
2. 150 feet from the edge of an easement for a 220-230kV line
3. 350 feet from the edge of an easement for a 500-550kV line

These figures represent kV strengths of transmission lines used by utility companies in January 1993. Utility companies report that strengths for distribution lines are below 50kV.

The Department of Health Services completed a multiyear study of EMFs in schools. Results of the study were published at the end of 2000. The limits noted above for locating school sites near EMF-producing lines may be amended on the basis of the findings of the study.

When evaluating a potential site situated near a power line easement, the site selection team should ask the following questions:

1. Is it necessary for the school district to acquire a site near the easement?
2. Are other options available?
3. Has the school district contacted and discussed with the utility company any plans to (a) increase the voltage of the transmission lines; or (b) build other towers on the easement?
4. Is the line a transmission or distribution line?

Each site will be evaluated according to its own potential hazards by the Department consultant. (See *CCR, Title5*, Section 14010(c).)

Y-9. CEIBA was improperly and illegally sited adjacent to high-voltage power transmission lines

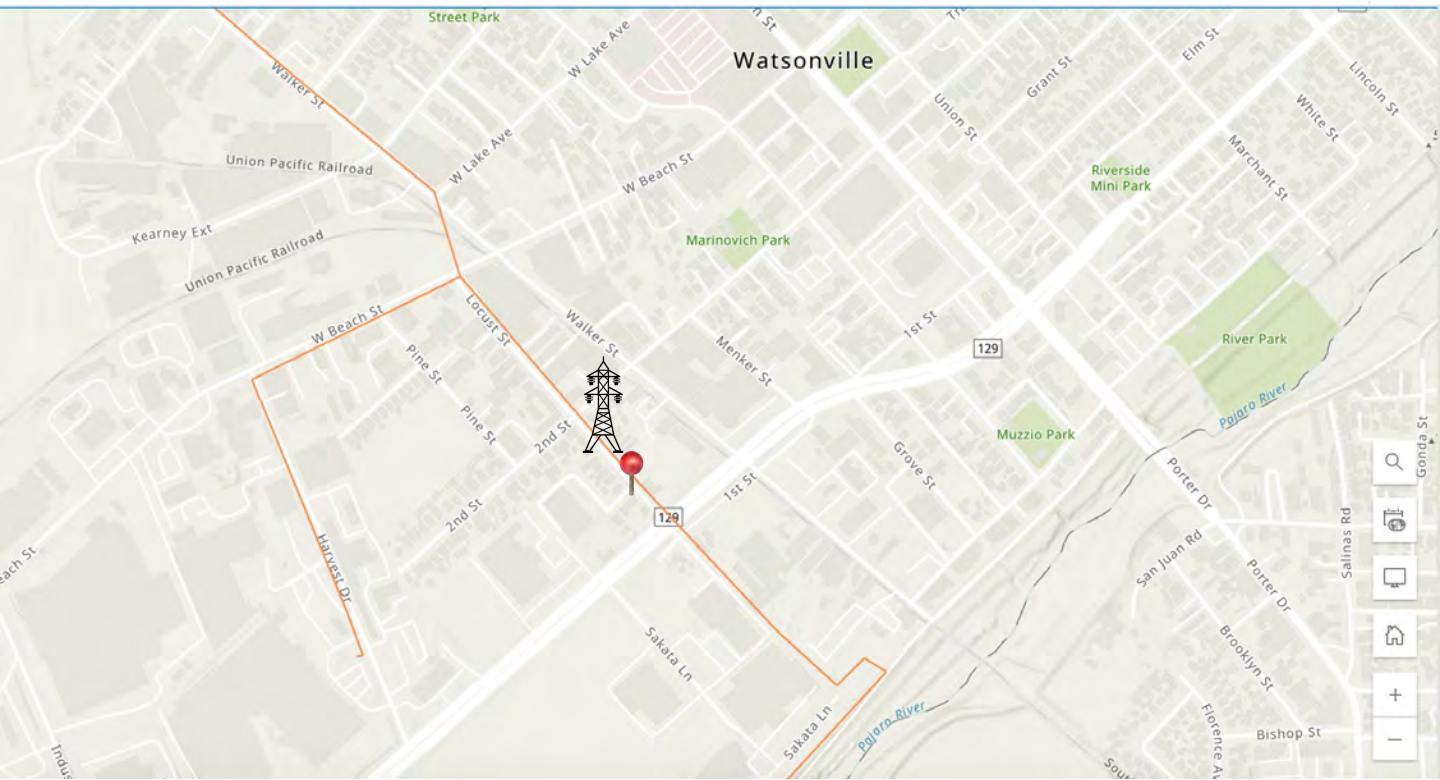
According to the open data [Cal Gov Portal](#), CEIBA **was sited within 40 feet of a PG&E 60kV transmission line**. This action was done by the PVSUD, CoW and CEIBA in violation of the CDE siting guidelines for school locations, without ever requesting review from state and governmental agencies including, but not limited to, the California Public Utilities Commission (CPUC), as well as utility provider Pacific Gas & Electric. **In fact, there was ZERO mention of high-voltage transmission power lines by the CoW in any Staff Reports, Agenda Packets, etc.** Failing to disclose this proximity demonstrated incompetent zoning administration.

This issue of proximity to transmission lines was further exacerbated in May 10, 2022 when CEIBA clandestinely purchased the toxic Chevron Properties located at 228-234 Locust Street. The Chevron Properties are right next to the high-voltage transmission lines on the east side of Locust Street. (The Chevron Properties are also less than 200 feet from an active freight railroad.) (Per communications with CEIBA and its real estate strategist, [Elizabeth Sanborn of Benchmark Realty Advisors](#) (License #00468326), CEIBA secretly revealed this property purchase only to select CoW Staffers. The goal was to expand CEIBA's footprint by piecemealing sites, which is in violation of CEQA.)

In CoW Staff reports, CoW should have mentioned that CEIBA was being sited within 40 feet of high-power transmission lines. The proximity of educational facilities to high-power transmission lines raises significant health and safety concerns due to potential electromagnetic field (EMF) exposure, fire risks, and other hazards. This information would have been essential for the Planning Commission and City Council to evaluate the safety and suitability of the site. Additionally, such details are critical for compliance with environmental regulations and **thorough California Environmental Quality Act (CEQA) review**.

Siting guidelines also ask if it is necessary to site schools near the transmission line. In 2012, PVUSD offered CEIBA two other locations. Today, PVUSD has 7,500 seats available and could easily provide CEIBA multiple safe campuses with play areas. In March 2025, the PVUSD recently offered CEIBA Renaissance High School campus in response to CEIBA's facilities request.

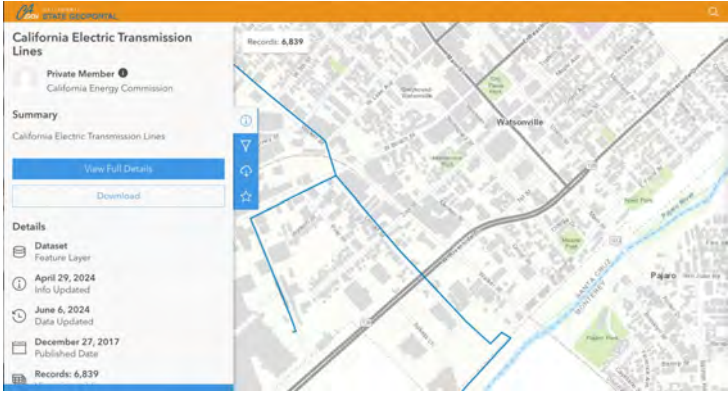
Y-9. CEIBA was improperly and illegally sited adjacent to high-voltage power transmission lines



Transmission Line - TransmissionLine CEC: PG&E 60kV

Table Zoom to

Name	PG&E 60kV
Circuit	Single
Comments	
Creator	FTHONG
Creator Date	6/22/2010, 5:00 PM
kV	60
kV (Sort)	60.00
Last Editor	SVC_AGIS_SQLADM
Last Editor Date	4/25/2016, 8:28 AM
Legend	PG&E_60_70kV



[Source: Cal Gov Open Data Portal](#)



PG&E 60kV power transmission lines on Locust Street and Highway 129 across the street from CEIBA's 215 Locust Street location and next to the Chevron Properties, located at 238 and 240 Locust Street

Y-10. CEIBA was improperly and illegally sited in the presence of toxic and hazardous substances

CEIBA was sited adjacent to one of Watsonville's most known toxic sites. From 1901 to 1951, an adjacent property, 135 Walker Street, was home to one of the world's largest chemical pesticide-producing facilities, Ortho California Chemical Spray Company, which pulverized lead, arsenic, and strychnine in its manufacturing operations.

Chevron Chemical Corporation purchased 135 Walker Street in 1931 and sold it in the 1950s. In the mid-90s high levels of lead, arsenic, and strychnine were discovered at 135 Walker Street and three adjacent parcels. Chevron then applied for a voluntary clean-up agreement with the Department of Toxic Substance Control (DTSC). It was determined that the environmental clean-up was required on four pieces of property.

Many Latino families were gravely impacted by this pesticide manufacturing. This was covered in the press Watsonville in 2000, when Chevron did a self-reported clean-up. The editor of the Pajaronian provided a summary email of the event (in this section).

Even in the June 2013 Planning Commission Meeting, Tom Brown stated he was eyeing the Chevron Properties for expansion. Despite the history, CoW, PUVSD, and CEIBA failed to conduct an environmental review of the CEIBA campus or adjacent sites.

CEIBA purchased the Chevron Properties across the street. They have a tragic history and were the subject of multiple, high-profile, complicated lawsuits (Case [CV146344](#) - Santa Cruz County Superior Court). I spoke with one of the attorneys who represented affected neighbors; **he believes a site like the Chevron Properties "could never be cleaned."**

The Chevron Properties 228 and 234 Locust Street - are also next to the high-voltage power transmission lines and a DTSC- Designated “No Public School Site”

CALIFORNIA SPRAY & CHEMICAL (44280006)				SIGN UP FOR EMAIL ALERTS	
135 WALKER STREET WATSONVILLE, CA 95076 SANTA CRUZ COUNTY SITE TYPE: VOLUNTARY AGREEMENT				PROJECT MANAGER: CLAUDE JEMISON SUPERVISOR: JULIE PETTIJOHN OFFICE: CLEANUP BERKELEY CENSUS TRACT: 6087110400 CALENVIROSCREEN PERCENTILE SCORE: 80-85%	
Summary Land Use Restrictions Activities Community Involvement Site/Facility Docs Sub-Areas Map Related Sites CalEnviroScreen					
Land Use Restrictions					
DISCLAIMER: The land use restrictions listed under the site management requirements are only an abbreviated summary of the land use restrictions, and may not encompass all restrictions and notification requirements placed on a property. For complete land use restriction information please see the Land Use Restriction document by, clicking on the "VIEW COVENANT" link.					
AREA	SUB-AREA	TITLE/DESCRIPTION	DATE RECORDED	SITE MANAGEMENT REQUIREMENTS	
AREA 1		Deed Restriction (Land Use Covenant)	6/19/2002	<ul style="list-style-type: none">• ASPHALT COVER NOT TO BE DISTURBED WITHOUT APPROVAL• DAY CARE CENTER PROHIBITED• HOSPITAL USE PROHIBITED• LAND USE COVENANT• NO EXCAVATION OF CONTAMINATED SOILS WITHOUT AGENCY REVIEW AND APPROVAL• NOTIFY AFTER CHANGE OF PROPERTY OWNER• PUBLIC OR PRIVATE SCHOOL FOR PERSONS UNDER 21 PROHIBITED• RAISING OF FOOD PROHIBITED• RESIDENCE USE PROHIBITED	



CDE Guidelines:

Presence of toxic and hazardous substances

The presence of potentially toxic or hazardous substances on or in the vicinity of a prospective school site is another concern relating to the safety of students, staff, and the public. Persons responsible for site evaluation should give special consideration to the following hazards:

1. Landfill areas on or adjacent to the site
2. Proximity of the site to current or former dump areas, chemical plants, oil fields, refineries, fuel storage facilities, nuclear generating plants, abandoned farms and dairies, and agricultural areas where pesticides and fertilizer have been heavily used
3. Naturally occurring hazardous materials, such as asbestos, oil, and gas

Education Code sections 17071.13, 17072.13, 17210, 17210.1, 17213.1-3, and 17268 became effective January 1, 2000. Together they established requirements for assessments and approvals regarding toxic and hazardous materials that school districts must follow before receiving final site approval from the Department and funds under the School Facilities Program. (A summary of those requirements is noted below.) The school district may submit materials documenting compliance with the toxic and hazardous substances requirements before submitting the balance of the site approval package documents required by the Department. A local educational agency (LEA) may elect not to pursue a proposed site at any time during the process. Refer to SFPD Advisory 00-01 and SFPD Form 4.01* for further information. (See *CCR, Title 5, Section 14011(j)*.)

A summary of the requirements is as follows:

- Current and historic uses on and near the proposed school site shall be investigated by a qualified consultant who prepares a Phase I Environmental Site Assessment (paper/database, site review, and interview investigation) conducted according to the American Society of Testing and Materials standards (ASTM E-1527-2000).
- If the Phase I review concludes that no further investigation is required, two copies of the Phase I assessment and payment for review by the Department of Toxic Substances Control (DTSC) shall be submitted to the Department. The Department will transmit the payment and the Phase I assessment to DTSC for its review and determination. If DTSC concurs with the Phase I assessment, it will issue a determination letter stating that "no action" is required related to hazardous materials.
- If the Phase I review concludes that further investigation is needed or DTSC requires it, the LEA shall enter into an agreement with DTSC and hire a qualified consultant to complete a Preliminary Endangerment Assessment (PEA) under DTSC oversight and review. The PEA includes the sampling of soils and risk assessment to determine whether a release of hazardous material has occurred, there is a threat of release, or a naturally occurring hazardous material poses a significant health risk. The LEA will then submit the PEA to DTSC. If no hazardous materials are identified, or if they do not pose a significant health risk, DTSC will approve the PEA and issue a determination letter stating that "no further action" is required.
- If required by DTSC because of health risks associated with hazardous materials are identified in the approved PEA, the LEA shall prepare and implement a Response Action (cleanup, removal, or remediation of hazardous materials) under DTSC oversight and approval. DTSC will issue a certification letter when the Response Action is completed. When a Response Action is required for a site, the LEA must obtain a Contingent Site Approval from the Department before the acquisition and implementation of the Response Action to ensure that the site meets all other requirements for Department approval.

Y-10. Summary from former Pajaronian Editor, Jon Chown on the City of Watsonville and Chevron “Clean-up” of the Locust Street Properties

August 23, 2022

This property is a tale of human suffering. A story so terrible that it still haunts me nearly 20 years after reporting on it. In February 2003 I was the editor of the Register-Pajaronian. I had hired some eager, young talented reporters and we were trying to revive the Pulitzer-prize winning tradition of Watsonville's daily newspaper.

One afternoon, as I recall, a Chevron spokesman appeared at the newspaper with the city's public relations representative in tow. They just stopped in to say that there's going to be some trucks filled with dirt going through town. It's regarding some cleanup of a site on Walker Street and there's nothing to really report on about it or look into. So, just letting you know, nothing to see here.

As soon as they left I called a staff meeting and formed a plan to see what was up. As it turns out, Chevron wasn't really being honest with me. Who'd have thought?

There were several lawsuits associated with the cleanup site. Frankly, it was like the plot of a horror movie. A chemical spray company had once been there and chemists would just pour stuff out on the ground. Contamination, especially arsenic and lead, had been found on property all throughout the area because the site sits on a floodplain. Silt and sand make up the first five feet of soil, with a dense layer of clay beneath. So those poisons drifted above that hard clay, which would bubble up when it rained, smelling like battery acid. One neighbor recalled playing with the mud with his siblings, most all of whom eventually had cancer and other problems. Two of his sisters died of cancer by the age of 42, four others had uterine cancer, and all of his sisters had miscarriages, some multiple times. Several children who did survive had birth defects and died in infancy.

"I remember when it would rain, this gooey substance would bubble out of the ground and it smelled like battery acid," David Valverde told my reporter. "It was everywhere."

Now, supposedly, all of this has been cleaned up. In 2003, Chevron took part in George Bush's new "Voluntary Cleanup Program," dug a bunch of soil up at 135 Walker St and hauled it away in uncovered trucks, contaminated dirt blowing out into the wind. They were able to pick their own regulator, the EPA's Department of Toxic Substance Control, and removed the county from any oversight. According to our reporting, the county never received any documentation on the testing done at the site or the cleanup actions that were performed. I'd be curious to know if they ever did, 20 years later. Somehow, I really doubt it.

George Bush's environmental record was not good. The EPA was not really functioning during his two terms and our reporting showed that the DTSC basically rubber stamped what Chevron reported. Chevron signed some papers promising it was all cleaned up, that tests showed no further significant contamination elsewhere, even though tests indicated that there probably was, and they left town.

So, apparently the families like the Zunigas, the Avilas and the Valverde's — with deep histories of cancers, birth defects and other horrible outcomes — that lived in a block or so radius of the cleanup, all of that was unrelated.

What does the county really know about the cleanup done at this site? In 2003, it was being kept in the dark. I don't know that it ever changed. I rather doubt Chevron just decided to share what it had successfully kept hidden. According to our reporting at the time, contamination was found at 234 Locust Street, 236 Locust Street, 240 Locust Street, 220 First Street and all the way to 135 Walker Street. In 2003, 60 people living in the area where tested for neurological abnormalities and 51 were found to have them.

There's a lot more that needs to be known about this site, but it seems to be about the worst place to educate children.

--

Jon Chown
(831) 869-2484

May 10, 2022 [Chevron]

Description:

The deeds for the Chevron Properties were recorded on May 10, 2022.

Summary:

Ceiba Public Schools used school funding to pay for escrow, but Ceiba Public Schools Foundation holds the title. This appears to be a "related-party transaction."

5	<input type="checkbox"/>	2022-0015575	05/17/2022	DEED	[E] CEIBA PUBLIC SCHOOLS FOUNDATION [R] CHEVRON ENVIRONMENTAL MANAGEMENT CO	01716215	Perm
6	<input type="checkbox"/>	2022-0015576	05/17/2022	DEED	[E] CEIBA PUBLIC SCHOOLS FOUNDATION [R] CHEVRON USA INC	01716216	Perm

CEIBA COLLEGE PREPARATORY ACADEMY	CEIBA PUBLIC SCHOOLS	CEIBA PUBLIC SCHOOLS FOUNDATION	CEIBA SPARTAN, LLC
Ceiba College Preparatory Academy's mission is to prepare students in the Watsonville area to graduate from four-year colleges	Ceiba Public Schools prepares historically underserved students in non-urban communities to succeed in college and in life. We do this by opening and operating exceptional and sustainable public charter schools that provide opportunities for young people to flourish and succeed in 4-year college and university programs.	Ceiba Public Schools Foundation provides funding to support the educational purposes of Ceiba Public Schools	Ceiba Spartan, LLC is a shell company formed to purchase the 215 Locust Street facility for \$7.5M and lease it to the school. Ceiba Spartan is listed as the Applicant / Borrower on CFSA Application

Y-12. CEIBA Was Improperly and Illegally Sited Within a Quarter Mile of Hazardous Air Emissions and Facilities

The PVUSD was required to consult with the administering agency and the local air pollution control district or air quality management district to identify facilities within a quarter-mile of the proposed school site that may reasonably be anticipated to emit hazardous air emissions or handle hazardous materials, substances, or wastes. For Watsonville, California, the administering agency and local air pollution control district is the Monterey Bay Air Resources District (MBARD), which oversees air quality in Santa Cruz County. CEIBA is located within 0.25 miles of several industrial-related facilities that have permits for use coatings, emergency internal combustion engines, gasoline dispensing, vapor recovery, etc.

Yet the CoW, PVUSD, and CEIBA failed to conduct the requisite study as mandated by CDE guidelines, raising questions about their compliance with both environmental and public health standards.

Additionally, CEIBA's was sited along Highway 129, a major arterial route, carrying both commuter and commercial traffic, including a significant amount of freight due to its connection to agricultural and industrial areas. It sees heavy use from trucks and other vehicles, which contributes to high levels of vehicle emissions, especially diesel particulate matter (DPM) and nitrogen oxides (NOx). This is particularly concerning for nearby sensitive receptors such as schools, as long-term exposure to these pollutants can have serious health impacts, particularly on children.

CoW, PVUSD, and CEIBA did not evaluate air quality risks associated with traffic emissions. California law mandates air quality studies to assess these potential health risks, and school districts must mitigate such risks.

This raises significant environmental injustice issues as well CEIBA's students are a low-income, underserved Latino, as well as special needs students.



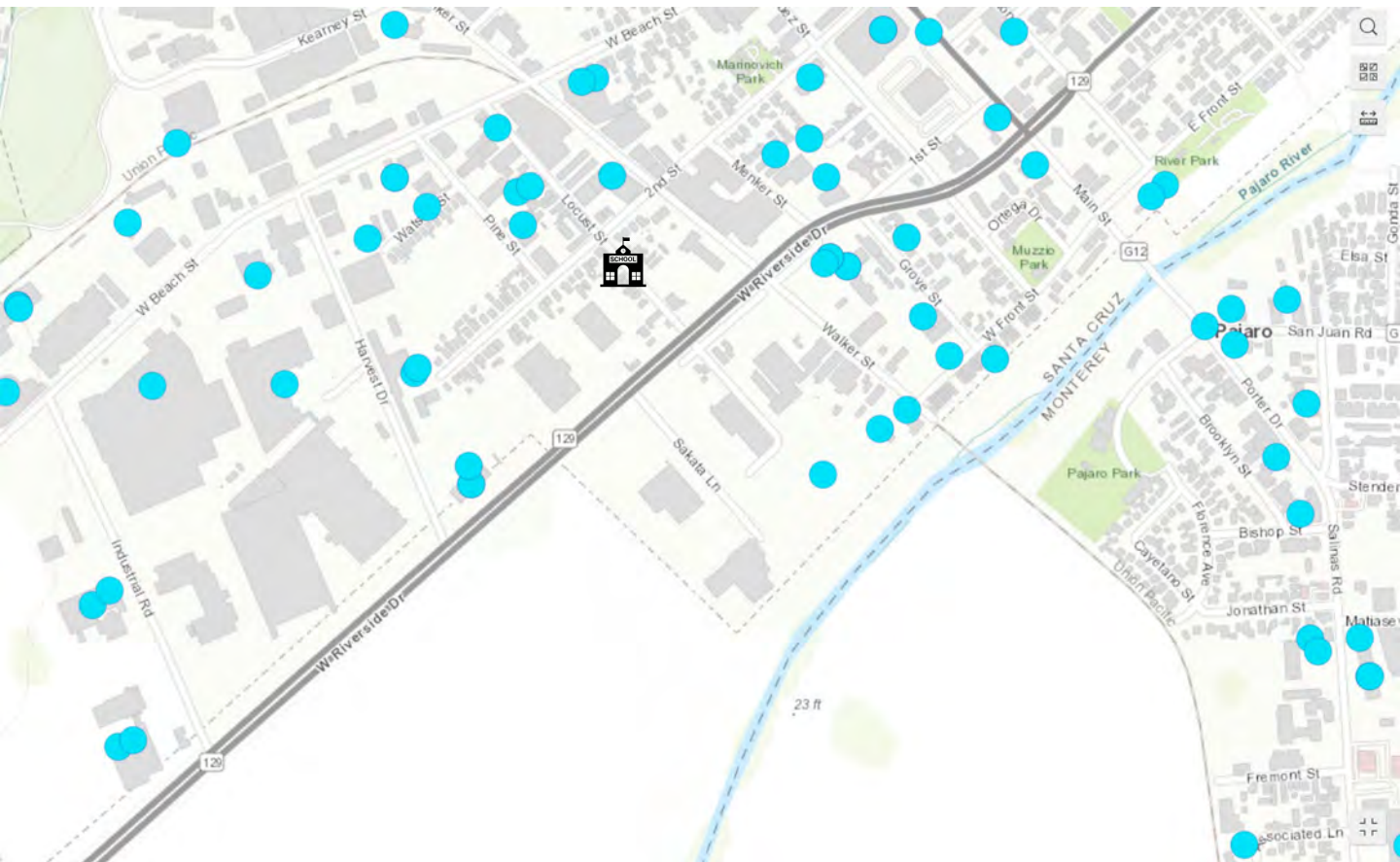
CDE Siting Guidelines: **Hazardous Air Emissions and Facilities** **within a Quarter Mile**

(See *Education Code* Section 17213(b) and *Public Resources Code* Section 21151.8(a)(2).)

The LEA **shall** consult with the administering agency and the local air pollution control district or air quality management district to identify facilities within a quarter mile of the proposed site that might reasonably be anticipated to emit hazardous air emissions or handle hazardous materials, substances, or wastes and shall provide written notification of those findings.

The LEA shall make the finding either that no such facilities were identified or that they do exist but that the health risks do not or will not constitute an actual or potential endangerment of public health at the site or that corrective measures will be taken that will result in emissions mitigation to levels that will not constitute endangerment. In the final instance the LEA should make an additional finding that emissions will have been mitigated before occupancy of the school.

These written findings, as adopted by the LEA governing board, must be submitted to the Department as a part of the site approval package. Often this information is included in the Phase I site assessment and in the adopted California Environmental Quality Act (CEQA) document. (See *CCR, Title 5, Section 14011(i).*)



The map above shows the locations of MBARD permits adjacent to CEIBA.

Y-13. CEIBA was improperly and illegally sited adjacent to agricultural fields



CEIBA was sited on Highway 129, adjacent to agricultural fields. In their joint quest to fast-track this approval, the CoW, PVUSD, and CEIBA failed to conduct a thorough evaluation of the area's history of agricultural pesticide use or the potential exposure risks to students. The complete lack of consideration for this critical environmental factor by all three entities raises significant concerns regarding their compliance with applicable health, safety, and environmental regulations.

Moreover, it raises concerns regarding the motivations of each entity, particularly the CoW. As noted by former Superintendent Rodriguez in her February 13, 2023, the CoW became a “stakeholder in this process, having granted CEIBA a ten-year special use permit to operate in an area otherwise zoned for general industrial use.”

Y-14. CEIBA was improperly and illegally sited adjacent to cold storages using ammonia

CEIBA was sited on Highway 129, adjacent to several cold storages that use ammonia including the beer distributorship, Golden Brands, PV Cold Storage, Berry Chill, and Giant.

As noted in Martinelli's Ammonia letter and study, the risk of an ammonia leak would be very detrimental.

In defense of this, a member of the CEIBA community declared that "ammonia is not dangerous." It appears that the Watsonville City Council accepted this statement.



CDE Siting Guidelines:

Proximity to high-pressure natural gas lines, gasoline lines, pressurized sewer lines, or high-pressure water pipelines

Large, buried pipelines are commonly used for delivery of water. The ground surfaces over these buried pipelines are covered with roadways or green belts or remain undeveloped, and the general public is unaware of their existence. Designs of such pipelines include a wide margin of safety for the operating water pressures within the pipe, but a severe earthquake, damage by an adjacent construction activity, or highly corrosive conditions surrounding soils can contribute to leakage or even failure of the pipe. A sudden rupturing of a high-pressure pipeline can result in the release of a large volume of water at the point of failure and fragments of concrete pipe being hurled throughout the immediate area. Subsequent flooding of the immediate area and along the path of drainage to lower ground levels might occur.

To ensure the protection of students, faculty, and school property if the proposed school site is within 1,500 feet of the easement of an aboveground or underground pipeline that can pose a safety hazard, the school district should obtain the following information from the pipeline owner or operator:

1. The pipeline alignment, size, type of pipe, depth of cover
2. Operating water pressures in pipelines near the proposed school site
3. Estimated volume of water that might be released from the pipeline should a rupture occur on the site
4. Owner's assessment of the structural condition of the pipeline (Periodic reassessment would be appropriate as long as both the pipeline and the school remain operational.)

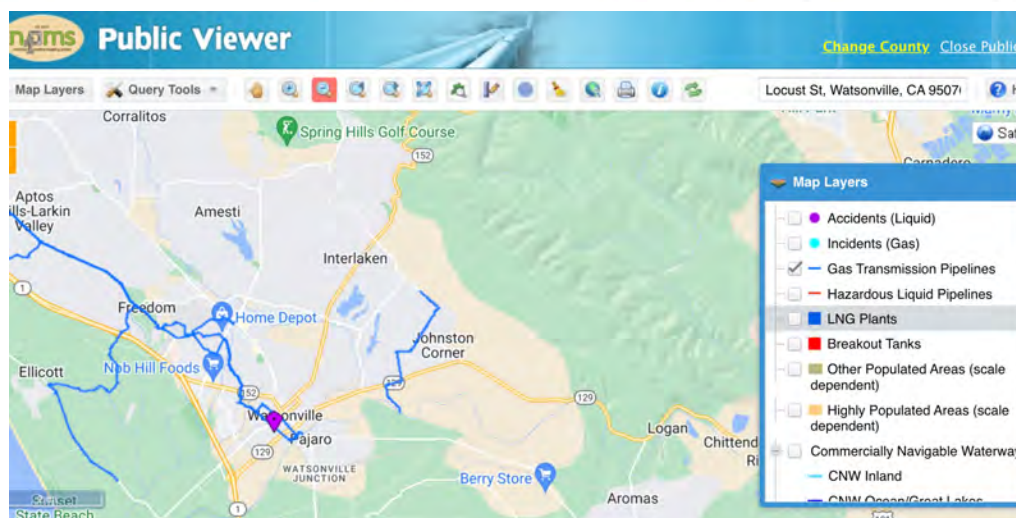
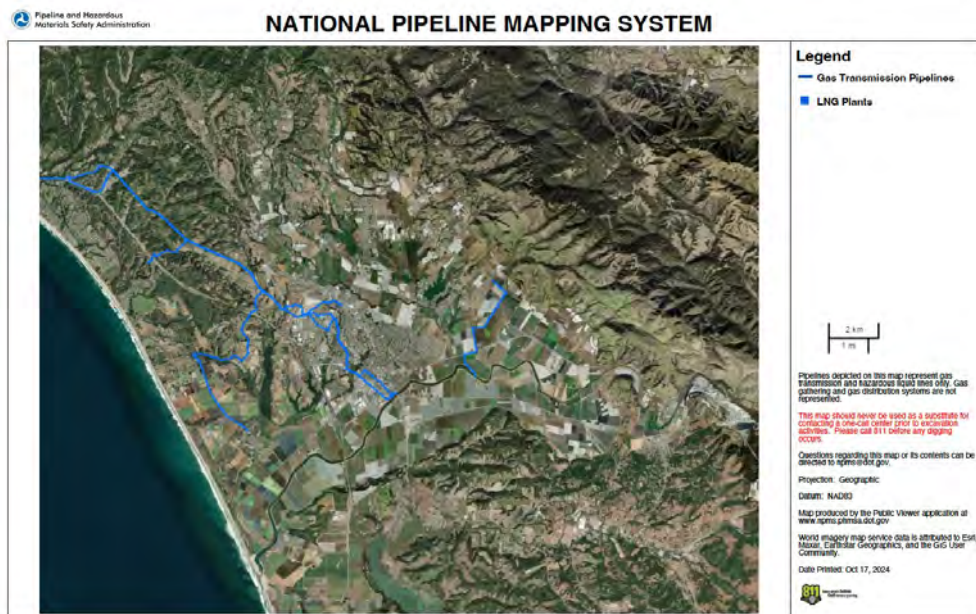
School districts should determine from topographic maps and in consultation with appropriate local officials the general direction that water released from the pipeline would drain. If site selection must involve such pipelines, districts should seek to (1) avoid or minimize students use of ground surfaces above or in close proximity to the buried pipeline; (2) locate facilities safely or provide safeguards to preclude flooding in the event of a pipeline failure; and (3) prepare and implement emergency response plans for the safety of students and faculty in the event of pipeline failure and flooding.

Y-16. CEIBA was improperly and illegally sited next to a high speed gas transmission pipeline

CEIBA's location on Locust Street is near a natural gas line that runs along Walker Street

Based on information from the National Pipeline Mapping System, CEIBA was sited within approximately 300 feet adjacent to a gas transmission pipeline.

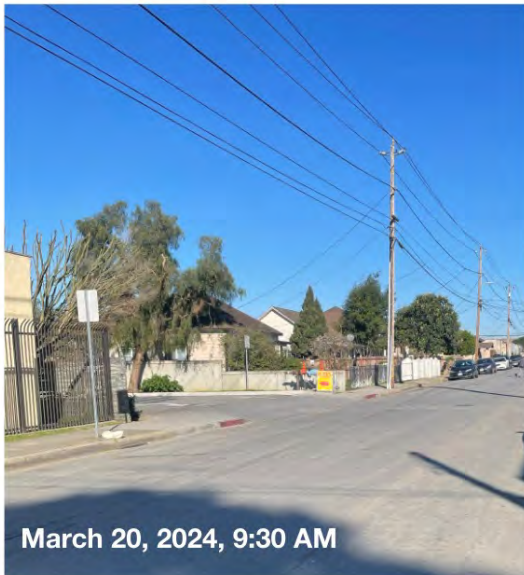
Information from the National Pipeline Mapping System is below.



Y-16. CEIBA's site is inadequately sized to handle CDE Traffic and School Bus Safety Guidelines

Although CEIBA markets itself as a charter school that offers several annual college campus field trips for its students, it lacks safe procedures for chartered buses to do these trips. The CoW has always known this.

1. As detailed in Grant Johnson's Bus Safety Report dated November 23 2023, CEIBA's location in the heavy industrial zone, along a state highway, on a narrow substandard street adjacent to constructions businesses, is not a safe site for CEIBA.
2. CEIBA doesn't follow the State Bus Guideline; there is no separation of bus traffic from all other traffic is of paramount importance
3. CEIBA doesn't follow the the PVUSD Guidelines.
4. PVUSD considered CEIBA's Riverside Drive drop off not optimal
5. Bus drivers, **not traffic engineers**, created bus procedures, which were approved by the CoW and PVUSD.
6. This was approved even though it violates the Department of Justice guidelines as the bus procedures usurp ADA parking spaces.
7. CEIBA violated its Bylaws when it withheld updated bus procedures to its Parent Handbook without receiving approval from its its Board.
8. CEIBA misled the Council on March 14, 2023 regarding bus violations.
9. CEIBA's traffic reports never considered buses.
10. CEIBA's newest bus procedure with vendor Michael's Transportation violates all safety traffic protocols.



March 20, 2024, 9:30 AM



April 10, 2024, 9:30 AM

Unload and load at unpermitted ADA ramp where cars drop off and pick up students



March 20, 2024, 1:30 PM

Have bus enter in opposite direction of other vehicular traffic

Instruct bus to cross double yellow lines in opposing traffic

Danger Posed to Workers Not Expecting School Buses



March 20, 2024, 1:35 PM



CDE Siting Guidelines: **Traffic and School Bus Safety** **Conditions**

The school facility should be situated so that students can enter and depart the buildings and grounds safely. As the number of schools providing child care and extended day classes increases, schools need to ensure the safe flow of buses and other traffic through designated areas of the school grounds. When analyzing potential school sites, the selection team should consider a number of safety factors. The size and shape of the site will affect the traffic flow and the placement of pickup and drop-off points for parents.

When designing pickup and drop-off points, the team should remember that the separation of bus traffic from all other traffic is of paramount importance. Roads servicing the area must be of sufficient paved width when the point at which the bus loads and unloads pupils is off the main thoroughfare. The need for left turn lanes must be determined. Driveway openings must conform to local ordinances or regulations. When analyzing potential school sites for traffic and bus safety, site selection teams should use the evaluation checklist contained in Appendix B. Department consultants can help in evaluating issues of ingress and egress

California Department of Education

Evaluation Checklist for School Bus Driveways (June 1998)

Name of School	Date
Location of School	

Note: A yes answer for each of the items indicates a well-planned traffic pattern for school buses.

	Yes	No	Apply
1. School bus loading and unloading areas are provided on the school site.		✓	
2. When loading and unloading of pupils takes place on a main thoroughfare, the roadway has a minimum width of 40 feet of hard surface.			
3. The driveway leading to and from the loading and unloading area for school buses has a minimum width of 30 feet of paved surface.		✓	
4. If diagonal parking is provided for buses in the loading and unloading area, a minimum width of 60 feet of paved surface is available.			
5. Parking for loading and unloading of pupils at school is bumper-to-bumper or diagonal. In either case, the necessity for backing a vehicle does not exist.			
6. The school bus driver is not required to back a vehicle anywhere on school property.			
7. All school bus movement on the school grounds is one way in a counterclockwise direction.		✓	
8. School bus traffic does not completely encircle the school building.		✓	
9. The school bus driver has proper sight distance at all points along the driveway.			
10. Crosswalks for students do not traverse the entrance to the school bus driveway.		✓	
11. Separation is maintained between school bus traffic and all other traffic.		✓	
12. Vehicular pickup points for no-bused students are located on driveways separate from those used by school buses.			
13. Curbing and suitable drainage are provided along driveways.			
14. Curbing and driveway construction complies with state highway specifications.			
15. At areas of ingress and egress to and from the school, the minimum radius on the inner edge of the driveway pavement is from 50 to 100 feet.			
16. On the school site there is a minimum radius on inner edge of driveway pavement of 60 feet.			
17. At least a 50-foot tangent section is provided between reverse curves.			
18. A maximum grade of 2 percent is adhered to at ingress and egress points.			
19. A maximum grade of 5 percent is adhered to on the school bus driveway located within the school site.			
20. A clear view for at least 200 feet exists in both directions from the school loading/unloading zone.			
21. A clear view of at least 200 feet exists in both directions from the entrances and exits of the site.			

Signature of person making report	Signature of the director of school transportation
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APPENDICES

APPENDIX I FAILURE OF THE PAJARO VALLEY UNIFIED SCHOOL DISTRICT (PVUSD) TO COMPETENTLY GOVERN CEIBA CHARTER SCHOOL

APPENDIX II TRAFFIC REPORTS

CEIBA SUBMITTED REPORTS

1. **Unsigned, draft RBF Traffic Impact Analysis** dated January 10, 2013
2. **Hexagon Transportation Consultants Parking Study for Ceiba College Preparatory Academy in Watsonville, California** dated November 4, 2021
3. **Hexagon Transportation Consultants Traffic Operations Study for the Ceiba College Preparatory Academy in Watsonville, California,** dated June 8, 2022

MARTA BULAICH SUBMITTED REPORTS

1. **Traffic and Safety Analysis of Ceiba College Preparatory Academy by James Jeffery,** dated February 21, 2023
2. **Traffic Engineering Study / Review Relating to Ceiba College Prep School Traffic Operations and Associated Safety Issues by Grant Johnson,** dated February 24, 2023
3. **Semi-Truck & School Bus Traffic Engineering Study conducted by Registered Traffic Engineer Grant Johnson Relating to Mixing of CEIBA Charter School Operations with Golden Brands Beer Distributor Operations** dated November 10, 2023

APPENDIX III RAILROAD CORRESPONDENCE FROM 2013-2015

APPENDIX IV

CITY OF WATSONVILLE STAFF REPORTS

1. [Agenda Package for the March 14, 2023 City Council Meeting](#)
(hyperlink to City of Watsonville website)
2. [Agenda Package for the February 28, 2023 City Council Meeting](#) (hyperlink to City of Watsonville website)
3. [Agenda Package for the April 5, 2022 Planning Commission Meeting](#) (hyperlink to City of Watsonville website)
4. January 16, 2013 City Staff Report for the June 4, 2013 Planning Commission Meeting

APPENDIX V

VIOLATIONS OF CEIBA's CONDITIONS OF APPROVAL (MAY 2023)



APPENDIX I

FAILURE OF THE PAJARO VALLEY UNIFIED SCHOOL DISTRICT (PVUSD) TO COMPETENTLY GOVERN CEIBA CHARTER SCHOOL



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- G. PVUSD Has Unlawful Record Keeping Procedures, Violating California Public Records Act (CPRA)
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- I. Under Interim Superintendent Murry Schekman, PVUSD Violated The Brown Act Re Ceiba's Zoning Exemption
- J. Former PVUSD Chief Business Officer Brett McFadden Continued Unsafe practices at Monterey County Office of Education (MCOE)
- K. SCCOE Superintendent Faris Sabbah Trivialized Dangers Relating to the Industrial Zone; Advised CEIBA to do a War Room



Preface

This document chronicles a troubling history of potential malfeasance, unethical behavior, and environmental injustice involving the Pajaro Valley Unified School District (PVUSD), the City of Watsonville (CoW), and Ceiba College Preparatory Academy (CEIBA), a public charter school that serves students in grades 6-12. This history examines a pattern of apparent disregard for public safeguards under the California Environmental Quality Act (CEQA), the [California Department of Education \(CDE\) Guidelines for Siting Schools](#), and the Watsonville Municipal Code. These entities unlawfully allowed CEIBA to operate on 260 W. Riverside Drive, Watsonville, California (State Route 129) - an industrial-zoned parcel, located in the heart of a heavy industrial zone - in direct violation of applicable laws and regulations. CoW, in conjunction with PVUSD input, illicitly “fast-tracked” this illegal approval, even after CEIBA rejected two compliant campuses offered by PVUSD. PVUSD co-signed the lease for the industrial property which is adjacent to a beer distributor. PVUSD was also the lease guarantor.

Based on publicly available documents, this report reveals how these decisions placed students in ongoing danger while threatening the long-term viability of the surrounding industrial zone, a critical driver of Watsonville's economic vitality. Santa Cruz County Office of Education (SCCOE) and Monterey County Office of Education (MCOE) also overlooked student safety issues, reflecting a broader pattern of pervasive and willful negligence across two counties, two county offices of education and PVUSD. This behavior persisted unabated, even after CEIBA students suffered major injuries near railroad tracks on Walker Street, a truck route in the industrial zone. Although PVUSD pledged to address these hazards, it took no action. Further compounding the issue, PVUSD has four schools within 1,500 feet a railroad, but provides no railroad safety guidelines on its website for schools near heavy freight corridors.

Siting Charter Schools in Heavy Industrial Zones is Reckless

Siting of charter schools in industrial zones is advantageous for such schools due to lower property costs and weaker neighborhood opposition. The City of Richmond was so besieged by independent charter schools seeking sites in industrial areas that the city had to enact a moratorium on new charter school facilities to protect the economic vitality of the region and prevent further encroachment on essential industrial land.

Rocketship Charter School initially sought to establish a campus in a heavy industrial zone in Redwood City. However, due to a flawed traffic study and strong opposition from industrial stakeholders, who pushed back against the Planning Department's urban development goals, the school was ultimately forced to seek a more suitable location for a children's school.

Summit Denali School was sued by the City of Sunnyvale for operating in the industrial zone with key nuisances such as lack of street parking, parking overflow, increased traffic, no bicycle lanes, etc. The school had 31% fewer parking spaces than the number required by the code. (CEIBA's parking shortage is even worse). One of the partners of the Watsonville's City Attorney's law firm Burke Williams - John Yeh - [wrote a blog](#) on this zoning decision that provides useful insight on the issue.

KIPP SoCal Public Schools attempted to site a charter in the heavy industrial zone of Cudahy, California, a story eerily similar to Watsonville. The same pattern at work, separated by a distance of 350 miles. Like Watsonville, the City of Cudahy let KIPP **skirt proper state environmental review**. Cudahy's City Council approved the KIPP school as a ministerial project that wouldn't require an environmental impact report. The same charter school playbook, the same municipal zoning violations, and even the same billionaire tycoon (Reed Hastings) associated with it. The end result is the same detriment to so many people in the community through the circumventing of safeguards, raising the essential question - **who is it that profits from this?** The good news for the residents of Cudahy is that KIPP abandoned its plan to a school on a toxic site.

This past year, [the Teachers Union in Riverhead, New York fought the expansion of a charter school in the industrial zone](#). The city's Planning Department was leveraging the charter for its new comprehensive plan, but the teachers' union, community, and industrial stakeholders prevailed.

Unfortunately, the CEIBA issue has elements of each of these illicit zoning stories, but unlike the other circumstances, here the situation involves several other governmental entities, including CoW and PVUSD, all discarding safety protocols.



NO SCHOOL ON TOXIC LAND

Cudahy Alliance for Justice



The Cudahy Alliance for Justice fought back against the City approving KIPP's siting of a charter school on a toxic site without CEQA



The Riverhead teachers' union, community, and industrial stakeholders fought against the city's planning department attempt to site a charter school in the heavy industrial zone, impacting economic vitality and jobs.

A. PVUSD's Proposition 39 Violation is the Root Cause of CEIBA's Illegal Zoning and Student Injuries

1. CEIBA College Preparatory Academy (fka as Beacon Education Network (BEN)), initially [launched with a million dollars in start-up funds from Reed Hastings, was authorized by PVUSD in 2008.](#) Upon authorization, PVUSD immediately violated Proposition 39 by failing to provide CEIBA with conforming educational facilities. Instead, PVUSD offered nonconforming brick buildings with no setbacks or playing area on Main Street next to City Hall.

2. CEIBA immediately proved to be a nuisance to CoW, and a protracted legal dispute arose between CEIBA and PVUSD over the adequacy of the facilities provided by the District. For multiple years, regular meetings took place between Tom Brown (Principal of CEIBA), Brett McFadden (Chief Business Officer from PVUSD), Carlos Palacios (Watsonville City Manager), and Marcela Tavantzis (Watsonville Community Development Director) to find alternatives for CEIBA. PVUSD, CoW, and CEIBA identified three sites: Amesti School, EA Hall, and an illegal option of a warehouse in the heavy industrial zone. The entities converged on the illegal option for motives that appear to be related to illegitimate urban redevelopment schemes.

3. In 2012-2013, Nancy Bilicich was a City Council Member who was also a PVUSD Administrator in charge of PVUSD's Adult Education program. As emails in this document will demonstrate, Bilicich, urged the City to fast-track the permitting process for the illegal site and updated Superintendent Dorma Baker on her progress. Bilicich's behavior was an abuse of power and conflict of interest.

3. CoW fast-tracked the zoning approval process without:
- a. A complete and valid traffic study,
 - b. Adhering to California Department of Education Siting Guidelines;
 - c. California Environmental Quality Act (CEQA) review, and
 - d. Following Watsonville Municipal Code.
 - e. Receiving comment from state authorities such as Caltrans and the California Public Utilities Commission since the school was being sited next to a state highway with heavy truck traffic traveling 45 mph, within 1,500 feet of four railroad crossings, within 40 feet of high-power transmission lines, and one block from a high-speed gas line.

CEIBA is the only PVUSD school sited deep in a heavy industrial zone with such a number of procedural defects of discarding essential public safeguards.

CHARTER SCHOOL FACILITIES AND PROPOSITION 39 COMPLIANCE



“The intent of the people . . . is that public school facilities should be shared fairly among all public school pupils, including those in charter schools.” (Ed. Code § 47614.)

What is Proposition 39?

- > School districts must share their facilities with charter schools, and the offered facilities must be reasonably equivalent to the district's other facilities.
- > Proposition 39 and its implementing regulations set forth a process for a school district to evaluate the quantity and quality of teaching space, specialized teaching space, and non-teaching space at comparison schools. The school district must make a good faith effort to consider and accurately measure all of the facilities of the comparison group schools and accurately describe the facilities offered to the charter school.

What are reasonably equivalent facilities?

- > Comparable in quality and quantity to district operated schools
- > Contiguous (located together at one site, not spread across campus or multiple sites)
- > Similarly furnished and equipped as district's comparison schools

Deadlines

November 1	Charter school's written request for facilities
December 1	School district may object in writing to charter school's projected average daily attendance (ADA)
January 2	Charter school may respond to any objections raised by school district regarding ADA projections
February 1	School district to provide a preliminary offer of facilities, along with detailed information about the offer and a draft facilities use agreement
March 1	Charter school to respond to preliminary offer
April 1	School district to provide a final facilities offer
May 1	Charter school may accept school district's final facilities offer

Evaluation of Facilities Requests and Preparation of Responses

- > Prop. 39 facilities request should be reviewed shortly after receipt to determine the reasonableness of the charter school's ADA projections and what facilities will be offered.
- > School district's preliminary offer must include detailed information, including a description of comparison school groups, and all conditions of use, along with the proposed facilities use agreement.

Lozano Smith attorneys are available to assist with the evaluation of facilities requests and ADA projections, evaluation of reasonably equivalent facilities, and preparation of legally compliant responses and proposed facilities use agreement.

A-1. PVUSD authorized CEIBA in 2008 and sited the school in nonconforming facilities on Main Street next to City Hall

Santa Cruz Sentinel

Watsonville council has final say on charter school's new home



By **DONNA JONES**

UPDATED: September 11, 2018 at 12:00 AM PST



Listen to this article



Watsonville's newest public school has signed up 160 sixth- and seventh-graders, hired a principal and 14 teachers and, pending City Council approval, secured classrooms downtown. Ceiba College Preparatory Academy, a charter school sponsored by the Pajaro Valley Unified School District, plans to open Aug. 18 at the Porter Building at Main and Maple streets. The council will consider today whether to amend a lease with the school district to allow the academy to occupy the city-owned building.

Porter has been home to Watsonville/Aptos Adult Education for several years, but classes have moved to the new Institute of Language and Culture on Rodriguez Street. School district officials had talked about finding a new tenant, possibly a commercial interest, to sublease the century-old, two-story building designed by famed architect William Weeks. But with a mandate to provide a home for Ceiba and few other options, the district negotiated the lease change with the city.

The district leases the 10,000-square-foot building for \$6,700 a year.

The amended lease calls for Ceiba to provide a traffic plan that will avoid downtown gridlock and for the school to purchase permits for staff to park in city lots and garages instead of using on-street spaces.

Ceiba is the first effort of Beacon Education Network, which was launched in 2006 with \$1 million in start-up funds from Netflix founder Reed Hastings. The idea was to open schools modeled on the successful Pacific Collegiate School in Santa Cruz throughout Santa Cruz County.

Charter schools are public schools free to set up their own academic content to meet specific needs or goals.

Beacon leaders plan to expand Ceiba through 12th grade in coming years with an emphasis on helping students who will be the first in their families to go to college.

Ceiba, pronounced SAY-ba, is a tropical tree that was revered by the Mayans.

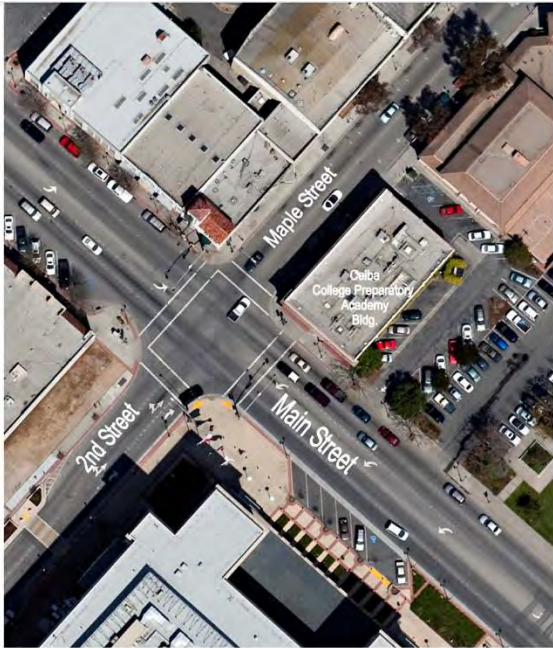
Beacon leaders said they chose Watsonville for the first school in an effort to reach an underserved population.

Principal Shad Coffey, a former E.A. Hall Middle School teacher, said with small class sizes and personal attention from teachers and a group of recent college graduates, known as the BEN Corps, Ceiba provides a unique opportunity for students. There's also a longer school day and uniforms.

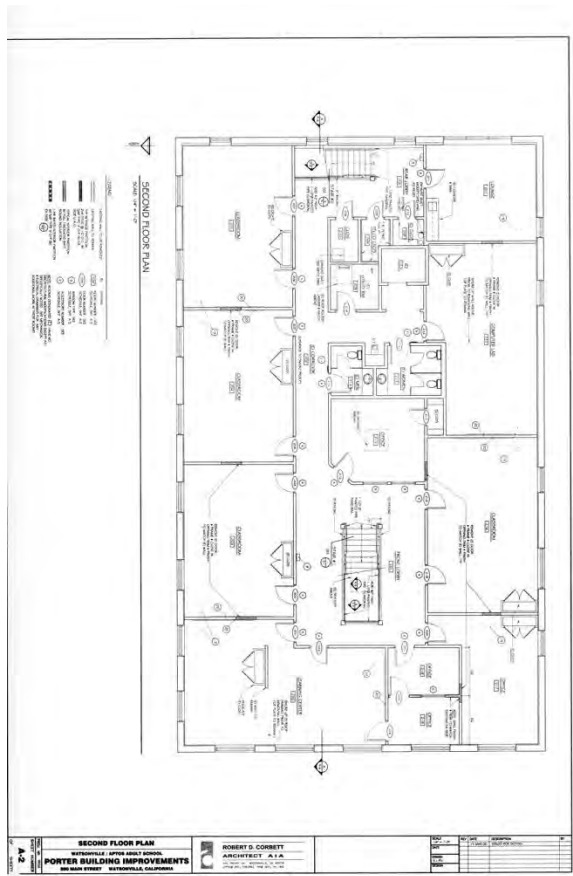
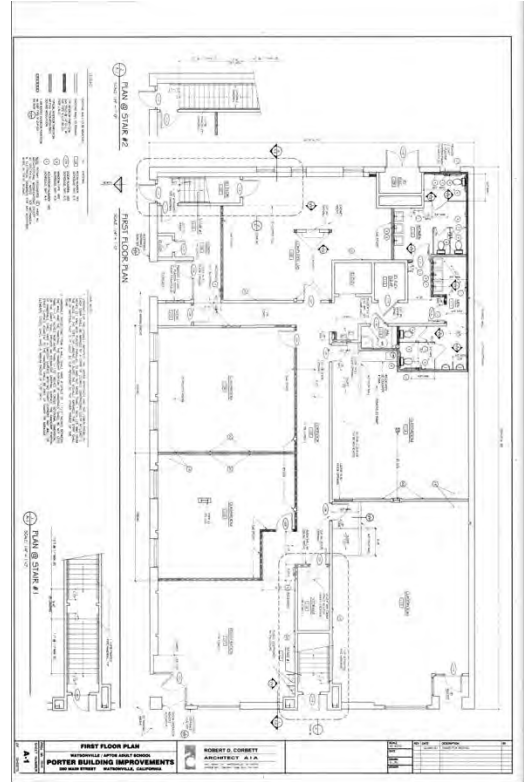
"We really like our chances to help kids succeed in school and life," Coffey said.

Contact Donna Jones at 763-4505 or djones@santacruzsentinel.com.

Originally Published: August 12, 2008 at 12:00 AM PST



Ceiba, College Preparatory Academy
280 Main Street, Watsonville, CA 95076
Aerial Photo Taken 4/6/09



A-2. CEIBA's siting downtown immediately became a problem to CoW

PVUSD Authorized CEIBA in 2008; immediately Violated Prop 39

CEIBA College Preparatory Academy (fka as Beacon Education Network), initially [launched with a million dollars in start-up funds from Reed Hastings](#), was authorized by PVUSD in 2008. Upon authorization, **PVUSD immediately violated Proposition 39 by failing to provide CEIBA with conforming educational facilities.** Consequently, CEIBA was forced to operate out of non-conforming commercial buildings on Main Street. These structures, grossly inadequate for safety and educational purposes, were masonry buildings without setbacks, lacked designated play areas for children and adequate parking.

The following correspondence demonstrates how CEIBA immediately became a nuisance to the City.

Additionally, in an email dated April 18, 2017 email, former CEIBA Principal, Tom Brown, CEIBA complained that PVUSD-assigned custodians were the worst performing in the District:

“Ceiba was consistently assigned the worst performing custodian in the district and was frequently subject to no shows, erratic behavior, including custodians who left teachers notes about the content and subject matter visible in their rooms and worse (Ceiba custodians were frequently on 'probation' and were simply 'serving' out their time before termination. We went many months without regular janitorial services at 280 Main.”

April 18, 2017

Description:

Email from former CEIBA Principal Tom Brown to former CEIBA Executive Director Annie Millar regarding an example of PVUSD's significant noncompliance with Proposition 39 regulations.



Tom Brown

Re: Custodial Services

To: Annie Millar, Cc: Kate Watkins

Email: ceibaprep.org April 18, 2017 at 12:05 PM

[Details](#)

Short version:

We were in dispute with the District over the custodians 'assigned' to Ceiba as part of the Prop39 offer of facilities and services comparable to other district sites. Ceiba was consistently assigned the worst performing custodian in the district and was frequently subject to no shows, erratic behavior, including custodians who left teachers notes about the content and subject matter visible in their rooms and worse (Ceiba custodians were frequently on 'probation' and were simply 'serving' out their time before termination. We went many months without regular janitorial services at 280 Main. Parents came in to clean bathrooms.

This was unworkable, to say the least.

After much time and many unfilled promises from PVUSD, we reached agreement with the District to reimburse Ceiba for 'like kind and quality' of janitorial services provided by an outside firm. We requested proposals from three local firms, received two and selected Collins (who was approved for reimbursement by Rick Mullikin, Dir of Facilities at PVUSD).

On Tue, Apr 18, 2017 at 11:52 AM, Annie Millar <annie.millar@ceibaprep.org> wrote:

Can we get the background on why custodial services were outsourced rather than 'in house'? Just wondering!

Thanks!

Annie

Annie Millar

Executive Director

Ceiba Public Schools

p: [831-740-8460](tel:831-740-8460)

m: [707-318-1833](tel:707-318-1833)

a: 260 W. Riverside Drive, Watsonville, CA 95076

Tom Brown

Ceiba Public Schools | Ceiba College Prep

260 West Riverside Drive | PO Box 1449 | Watsonville, CA 95077

tel: (t) [831-740-8772](tel:831-740-8772) (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

PVUSD Sited CEIBA Downtown, Causing Multiple Complaints from CoW and Businesses

Siting of CEIBA downtown in CoW-owned non-conforming facilities caused ongoing safety issues and disturbances to nearby businesses and key municipal offices, including Watsonville Public Library and the City Hall. The City received multiple complaints and continually warned CEIBA about these disruptions. CoW did, however, do code enforcement here, as it was to the benefit of the City. It is notable that CoW refused and continues to refuse to do code enforcement with CEIBA at its industrial zone location, although it has perpetually violated several conditions of approval and that the CEIBA students are subject to dangers associated with railways and truck routes on a persistent basis.

October 22, 2011

Description:

Email dated between October 22, 2011, Nathalie Manning to Carol Heitzig with a cc: to Carlos Palacios re CEIBA

Summary:

In this email, Manning requests a meeting with CEIBA principal and [sic] Tom Brown “to discuss several issues related to the CEIBA students including the issues you’ve had at the library.”

From: [Nathalie Manning](#) on behalf of [Nathalie Manning <nmanning@ci.watsonville.ca.us>](#)
To: [Carol Heitzig](#)
Cc: [Carlos Palacios](#)
Subject: CEIBA
Date: Saturday, October 22, 2011 10:32:35 PM

Hi Carol—

I just wanted to let you know that Monica is working on setting up a meeting with the CEIBA principal and Tom Brown to discuss several issues related to the CEIBA students including the issues you've had at the library. Monica will send you an appointment when a date is determined.

Thanks!
-nathalie

Nathalie Manning
Assistant to the City Manager
City of Watsonville
275 Main Street, Suite 400
Watsonville, CA 95076
(831) 768-3021 (phone)
(831) 761-0736 (fax)

February 7, 2012

Description:

Email dated February 7, 2012 from Elizabeth Padilla to Tom Brown regarding Safety Concern for CEIBA Students

Summary:

In this email Padilla expresses concerns about students climbing over fences and roof tops to retrieve frisbees.



Elizabeth Padilla

Safety Concern for CEIBA Students

To: tom.brown@beaumont.org

February 3, 2017, 4:22 PM (GMT-07:00)

Hi Mr. Brown,

In our Safety Committee meeting last week, a concern was raised about the CEIBA students and the use of frisbee's. The students have apparently been using frisbees and they've been landing on the lower roof located over the basketball courts of the Youth Center. Apparently, a few students have been taking it upon themselves to retrieve the frisbees by climbing the fence surrounding the basketball court and climbing on top of the roof to get the frisbees.

This of course is a concern for us because we would hate to have any of the children hurt retrieving a frisbee. Would you please address this safety concern with the teachers and students. If you have any questions or concerns, please feel free to contact me. We appreciate your assistance with this concern.

Sincerely,
Liz

—
Elizabeth Padilla
Administrative Analyst
City of Watsonville
Direct Line: 831.768.3018
Fax: 831.761.0736

March 28, 2013

Description:

Email dated March 28, 2013, from Tom Brown to Marcela Tavantzis re City Employee Parking in Ceiba Lot

Summary:

In this email Tom Brown raises concerns about “tensions brewing over parking at Porter.”

It is notable that Ceiba feels entitled to secure its parking spaces but refuses to grant the same to the neighborhood which it impacts.



Tom Brown

City Employee Parking in Ceiba Lot

To: Marcela Tavantzis, Marcela

March 28, 2015 at 5:29 PM

Hi Marcela:

I hope this finds you well and enjoying the early days of spring.

Would you kindly let city staff know that we need all available parking spaces at Ceiba? Apparently there is some tension brewing over parking at Porter. Please let me know if there is anything I should do from our end.

Thank you very much.

tb

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep

315 Main Street Suite 206 | PO Box 1449 | Watsonville, CA 95077

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

April 1, 2013

Description:

Email exchanges dated April 1, 2013, from Tom Brown to Marcela Tavantzis re Red Mustang in Ceiba Parking Stalls

Summary:

In this email Tom Brown raises concerns a vehicle using one of his parking stalls.

The City reacted swiftly to the concerns.



Marcela Tavantzis

APR 11, 2013 at 2:02 PM

Fwd: Red Mustang in Ceiba Parking Stalls

To: Tom Brown

Hi Tom

we are unable to figure out who this vehicle belongs to. I passed the picture all around City Hall. No one recognizes it, and the license plate info below doesn't help.

Please let me know if anyone has seen who the driver is.

Thanks

m

----- Forwarded message -----

From: **Terry Traub** <terry.traub@cityofwatsonville.org>

Date: Mon, Apr 1, 2013 at 2:09 PM

Subject: Red Mustang in Ceiba Parking Stalls

To: Marcela Tavantzis <marcela.tavantzis@cityofwatsonville.org>

This vehicle comes back to a LLC Leasing Inc. out of Tulsa Oklahoma. There are no other names attached to the DMV record.

Based on the DMV info, I have no way of knowing who the leasee is. I would say the only way of knowing who the driver is would be for them to call when the vehicle arrives. PD could then attempt to contact the driver to identify and resolve issue. If it's that much of a nuisance for them, they could also watch to see where the driver goes and then direct either you or PD to contact the person. Let me know if you have any other ideas!

Thanks, Terry

Lieutenant Terry Traub

Watsonville Police Department

Community Services Division

terry.traub@cityofwatsonville.org

(831) 768-3322

(831) 247-4229

215 Union St.

Watsonville, Ca 95076

May 7, 2013

Description:

Email exchanges dated May 7, 2012 with PVUSD and CEIBA regarding new facility options

Summary:

Emails regarding offer of other compliant facilities.

From: TB BEN tom.brown@ceibaprep.org
Subject: Re: New facility options
Date: May 7, 2012 at 8:58 AM
To: McFadden, Brett Brett_McFadden@pvusd.net
Cc: Tom Brown tom.brown@beaconed.org, Schekman, Murry murry_schekman@pvusd.net, Baker, Dorma Dorma_Baker@pvusd.net, Devon B. Lincoln dlincoln@lozanosmith.com

TB

Brett:

We would like to proceed with Option 1: ILC. Please advise on next steps. We require all SpED, FUA and MOUs to be negotiated and executed simultaneously.

Thank you for your help.

Tom
tom.brown@beaconed.org
(831) 239-2322 mobile

On May 3, 2012, at 7:50 PM, "McFadden, Brett" <Brett_McFadden@pvusd.net> wrote:

May 3, 2012

TO: Tom Brown, Beacon Education

FROM: Brett McFadden, CBO PVUSD

RE: Overview of district's revised April 1 facilities offer

Per our telephone discussion today, the following is an overview of the district's revised April 1 facilities offer. Based on your feedback, the district will provide you and your board an official revised April 1 offer next week. This is meant as an overview for your consideration. We will of course have to work out the specifics as spelled out in Prop. 39.

Short term facility solution

Option 1: Use of ILC Adult Ed Facility Downtown Watsonville

- Exclusive use of the entire facility for Ceiba's 9th and 10th grades
- Site has staff and student bathrooms, computer lab, student area, outside patio, close to Porter Bldg
- Site was acquired by district about four years ago – amenities fairly new
- Negotiated use of WHS sports field for PE
- \$1.20 per sq ft pro rata fee for Porter and ILC facilities
- One year option until permanent independent facility is ID'd
- Downtown parking fees for Ceiba staff provided by district

Option 2: EA Hall Middle School

- Use of Portables 24-31 (along Palm Ave.) for grades 9 and 10
- District will provide necessary upgrades to portables
- Negotiated use of site sports fields for PE
- \$1.20 per sq ft pro rata fee for Porter and EA Hall facilities
- District will provide necessary upgrades for food services, student changing areas, lab, bathrooms, student tables, etc
- One year option until permanent facility is ID'd

Long term

- District and Ceiba staff will jointly search and ID independent site for charter school
- District and Ceiba will jointly advocate and submit facility use proposals to the city
- District is open to selling Amesti property to Ceiba with negotiated use of Amesti Elementary playfields

B. Conflict Of Interest With PVUSD Administrator who was also a Watsonville City Council Member



Nancy Bilicich

City Council Member

PVUSD - Director of Adult Education

Description:

Emails dated from April 2 – October 18, 2012, between former City Manager, Carlos Palacios and **PVUSD Administrator and City Council Member Nancy Bilicich**, former PVUSD Employee and City Council Member Lowell Hurst, and District 4 City Council Member Eduardo Montesino. The email includes a memo from former Interim Community Development Director Marcela Tavantzis regarding how the City Staff fast-tracked CEIBA's zoning process in unprecedented fashion.

B-1. May 17, 2012: City Manager Carlos Palacios updated Council Members/PVUSD employee on “fast-tracking” CEIBA relocation approval

Description:

Email dated May 17, 2012 from former City Manager, Carlos Palacios to PVUSD Administrator and City Council Member Nancy Bilicich, former PVUSD Employee and City Council Member Lowell Hurst, and District 4 City Council Member Eduardo Montesino. Email includes a memo from former Interim Community Development Director Marcela Tavantzis.

Summary:

The email states that “Attached is a memo from Marcela demonstrating the time frame that we responded to Ceiba on the proposed relocation to the Riverside property.”



B-2. Memorandum dated May 17, 2012 from Marcela Tavantzis to Carlos Palacios re “Contact with Ceiba”

Summary:

The email states that “Attached is a memo from Marcela demonstrating the time frame that we responded to Ceiba on the proposed relocation to the Riverside property.” The Memo details a timeline of events starting on April 2, 2012, the day after PVUSD sent CEIBA a settlement offer that included proper school facilities.

On April 17, 2012 stated that the “City will not oppose relocation request.”

Additionally, Tavantzis added that the process was fast-tracked and done in an atypical time frame of 15 days:

“This was accomplished without a formal application or fees paid. Normally, these types of inquiries that involve rezoning, complex traffic and pedestrian access are only done using a formal application. As you can see, the entire process was 15 days, including the fact that I was out of the country for half of that time, and that the applicant delayed the meeting by 5 days.

I have attached emails with correspondence.”

[Emphasis added]

B-2. Memorandum dated May 17, 2012 from Marcela Tavantzis to Carlos Palacios re “Contact with Ceiba”

Memorandum from Community Development Department

To: City Manager, Carlos Palacios
From: Interim Community Development Director, Marcela Tavantzis
Date: May 17, 2012
Subject: Contact with Ceiba

Per your request I have compiled a timeline of our contact with Ceiba regarding their use of an industrial property for their expansion

April 2, 2012 First contact from Tom Brown

April 2, 2012 Marcela (MT) responded to Tom Brown indicating that she was out of country

April 2, 2012 Tom Brown sends email to MT explaining proposal

April 9, 2012 MT contacts Tom Brown indicating that she is collecting comments from other departments to respond to his inquiry

April 10, 2012 MT contacts Tom Brown with feedback and offers to set up meeting

April 11, 2012 Tom Brown requests meeting for April 15-18

April 11, 2012 MT sets up meeting for April 16

April 17, 2012 MT communicates to Tom Brown that City will not oppose relocation request

This was accomplished without a formal application or fees paid. Normally, these types of inquiries that involve rezoning, complex traffic and pedestrian access are only done using a formal application. As you can see, the entire process was 15 days, including the fact that I was out of the country for half of that time, and that the applicant delayed the meeting by 5 days

I have attached emails with correspondence

B-3. Email exchanges from April 2-10, 2012 with CEIBA and CoW regarding expansion into the industrial zone

April 2-10, 2012

Description:

Emails dated between April 2 – April 10th between Tom Brown and former Community Development Director, Marcela Tavantzis Re Ceiba Long-Term Facilities Plan

Summary:

On April 2, 2012, Brown emailed Tavantzis about securing 260 W. Riverside Drive as an “interim solution while we purchase and construct a permanent campus.”

Tavantzis responded with concerns about “accessibility and traffic,” duration of lease, and number of students.

April 2-10, 2012



Marcela Tavantzis

Re: Ceiba Long-Term Facilities Plan

To: Tom Brown

April 10, 2012 at 4:13 PM

Dear Tom. I have discussed the item with our traffic engineer (Maria) and Kurt. I have some concerns regarding accessibility and traffic. It kind of all depends on how long you plan to be there, and how many students we may be talking about. Would you like to meet and talk about it?

Take care

m

On Mon, Apr 2, 2012 at 8:07 PM, Tom Brown <tom.brown@beaconed.org> wrote:

Oh, so sorry to bother you in Chile and on FMLA. We're trying to work with Cabrillo for next year and they may not be able to accommodate our growth so we're looking at 260 W Riverside (former DHL transfer station). This would be an interim solution while we purchase and construct a permanent campus. I'd like to speak to you about whether the City would support our occupancy there. We have some ideas on how to mitigate surface street traffic (by queuing drop-off and pick-up around the building) and would like to know whether this is possible from the City's side before we go to the trouble of making a lease offer.

Any insights or suggestions would be most welcome.

Thank you for your help.

Tom

On Mon, Apr 2, 2012 at 7:45 PM, Marcela <marcela.tavantzis@cityofwatsonville.org> wrote:

I would love to help you but I'm off this week on FMLA. I'm in chile!! I'll be back on Monday. Will that work?

Thanks.

m

Sent from handheld device. Please excuse typos and brevity.

April 2-10, 2012

On Mon, Apr 2, 2012 at 7:45 PM, Marcela <marcela.tavantzis@cityofwatsonville.org> wrote:

I would love to help you but I'm off this week on FMLA. I'm in chile!! I'll be back on Monday. Will that work?

Thanks.

m

Sent from handheld device. Please excuse typos and brevity.

On Apr 2, 2012, at 9:06 PM, Tom Brown <tom.brown@beaconed.org> wrote:

Hi Marcela:

Would you have 15 minutes tomorrow (Tuesday) to chat with me in person about our long-term plan for Watsonville?

Thank you very much.

Sincerely,

Tom

--

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep

280 Main Street | Watsonville, CA 95076

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

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Tom Brown

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280 Main Street | Watsonville, CA 95076

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

B-4. Email exchanges on April 17, 2012 with CEIBA and CoW regarding expansion into the industrial zone

April 17, 2012

Description:

Emails dated between April 17, 2012 between Tom Brown and former Community Development Director, Marcela Tavantzis Re Ceiba, with a copy to Suzi Aratin, Charles Eadie, Keith Boyle

Summary:

On April 17, 2012, Tavantzis emailed Brown stating:

“We are willing to take the proposal to the Planning Commission for a Special Use Permit.”

Tavantzis added, “In order to process your project, we will need a complete application so we can determine what additional information is necessary (i.e. traffic).”

It is notable that CEIBA was NEVER required to submit a complete application because City Staff accepted an incomplete, draft traffic study.

April 17, 2012



Marcela Tavantzis

Ceiba

April 17, 2012 at 4:13 PM

To: Tom Brown, Charles Eadie, Cc: Keith Boyle, Suzi Aratin, Maria Cadenas

[Details](#)

Dear Tom,

We are willing to take the proposal to the Planning Commission for a Special Use Permit. We won't process it as a re-zoning (because it would require a General Plan amendment), but will take it without staff's recommendation. If it is approved by the Planning Commission, it may be appealed to the City Council. If it is not appealed, then the PC would be the final approval. If not approved by PC, you may appeal their decision to the City Council.

In order to process your project, we will need a complete application so we can determine what additional information is necessary (i.e. traffic).

Please let me know if you have any questions.

Thank you for your patience.

marcela



Tom Brown

Re: Ceiba

April 17, 2012 at 4:17 PM

To: Marcela Tavantzis, Cc: Charles Eadie, Keith Boyle, Suzi Aratin & 1 more

[Details](#)

Dear Marcela:

Thank you very much for this information. We will prepare the application.

Sincerely,

Tom

On Tue, Apr 17, 2012 at 4:13 PM, Marcela Tavantzis <marcela.tavantzis@cityofwatsonville.org> wrote:

Dear Tom,

We are willing to take the proposal to the Planning Commission for a Special Use Permit. We won't process it as a re-zoning (because it would require a General Plan amendment), but will take it without staff's recommendation. If it is approved by the Planning Commission, it may be appealed to the City Council. If it is not appealed, then the PC would be the final approval. If not approved by PC, you may appeal their decision to the City Council.

In order to process your project, we will need a complete application so we can determine what additional information is necessary (i.e. traffic).

Please let me know if you have any questions.

Thank you for your patience.

marcela

--

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep

280 Main Street | Watsonville, CA 95076

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

B-5. Email exchanges between October 16-18, 2012 with PVSUD and CoW

Summary:

Various Email exchanges between Tom Brown, Nancy Bilicich and Marcela Tavantzis re Ceiba Facilities Update – 260 W. Riverside Drive, Watsonville.

In these exchanges Tavantzis stated CEIBA needed to submit a **complete** traffic study and Bilicich questioned the need.

Tavantzis also noted that:

1. The number of vehicles that will be relatively narrow street is rather large (referring to Locust Street);
2. The intersection with Riverside Drive needs to be addressed. (Clearly a Caltrans issue since Riverside Drive is Highway 129);
3. They will also have to present a “safe route to schools” program.
4. The City is moving as fast they can turn stuff in.

October 16-18, 2012

Description:

Various Email exchanges between Tom Brown, Nancy Bilicich and Marcela Tavantzis re Ceiba Facilities Update – 260 W. Riverside Drive, Watsonville.

Summary:

Tom Brown's email states:

“Last week (10/9/12) we submitted our Use Permit Application for 260 W Riverside Drive. We believe that this building could accommodate some combination of our middle/high school program for a number of years. Our board wants to get City approval for the use BEFORE we spend time and money designing tenant improvements in order to submit a lease proposal Suzi Aratin told me to expect information from Keith Boyle in “a couple of weeks” concerning the needs of the Planning Commission.”

October 16-18, 2012

Description:

Various Email exchanges between Tom Brown, Nancy Bilicich and Marcela Tavantzis re Ceiba Facilities Update – 260 W. Riverside Drive, Watsonville.

Summary:

Tavantzis' email exchanges with Bilicich concern that City's support of the project. Tavantzis maintains that:

"We are supportive of the concept. Prior to final approval **they will need to complete a traffic study.**"

Bilicich questioned the need for a traffic study stating, "**We need to get them moving along.**"

The City NEVER required CEIBA to complete a traffic study. Instead, CEIBA submitted a draft, unsigned study that was intrinsically defective.

October 16-18, 2012

Description:

Various Email exchanges between Tom Brown, Nancy Bilicich and Marcela Tavantzis re Ceiba Facilities Update – 260 W. Riverside Drive, Watsonville.

Summary:

Tavantzis' stated:

“The public works department is requiring the traffic study. The number of vehicles that will be relatively narrow street is rather large. Also, the intersection with Riverside Drive needs to be addressed. They will also have to present a “safe route to schools” program. We are moving as fast they can turn stuff in.”

At no point in the Staff Reports or CEIBA-commissioned traffic studies is there any mention of Locust Street being narrow which is a critical assessment and why there was chronic backup. Moreover, the City **FAILED** to address Riverside Drive, which is the intersection with State Highway 129 and required interaction with Caltrans to confirm CEQA was not required. CoW did require this with Navigator school in 2020.

October 16-18, 2012

Description:

Various Email exchanges between Tom Brown, Nancy Bilicich and Marcela Tavantzis re Ceiba Facilities Update – 260 W. Riverside Drive, Watsonville.

Summary:

Bilicich responded:

"Thank you for your support Marcela. I just want them out by June and I know it will take time..."

Tavantzis declared:

"I will do everything I can to give Adult Education your building back!!!

Bilicich concluded:

"I know and that's why I appreciate you."

Subject: Re: Ceiba Facilities Update - 260 W Riverside Drive, Watsonville
Date: Thursday, October 18, 2012 at 4:13:28 PM Pacific Daylight Time
From: nancy_bilicich@pvusd.net
To: Marcela Tavantzis

I know and that's why I appreciate you.

Sent from my Droid Charge on Verizon 4GLTE Marcela Tavantzis wrote:
I will do everything I can to give Adult Education your building back!!!

On Thu, Oct 18, 2012 at 3:21 PM, Bilicich, Nancy <Nancy_Bilicich@pvusd.net> wrote:

Thank you for your support Marcela. I just want them out by June and I know it will take time. . .

By the way, the trailer is back on Bridge Street again, by Franich Park. Looks like someone ran into the fender. . .

From: Marcela <marcela.tavantzis@cityofwatsonville.org<mailto:marcela.tavantzis@cityofwatsonville.org>>
Date: Thu, 18 Oct 2012 14:34:23 -0700
To: "Dr. Nancy Bilicich" <nancy_bilicich@pvusd.net<mailto:nancy_bilicich@pvusd.net>>
Subject: Re: FW: Ceiba Facilities Update - 260 W Riverside Drive, Watsonville

The public works department is requiring the traffic study. The number of vehicles that will be using this relatively narrow street is rather large. Also, the intersection with Riverside Drive needs to be addressed. They will also have to present a "safe route to schools" program.
We are moving as fast as they turn stuff in.
Thanks

On Thu, Oct 18, 2012 at 2:08 PM, Bilicich, Nancy
<Nancy_Bilicich@pvusd.net<mailto:Nancy_Bilicich@pvusd.net>> wrote:
Marcela,
What does the traffic study entail? Is that really necessary? We need to get them moving along. . .
Nancy

Dr. Nancy A. Bilicich, Director
Watsonville/Aptos Adult Education
Pajaro Valley Unified School District
294 Green Valley Road
Watsonville, CA 95076
(831) 786-2160

From: Marcela Tavantzis
[mailto:marcela.tavantzis@cityofwatsonville.org<mailto:marcela.tavantzis@cityofwatsonville.org>]
Sent: Thursday, October 18, 2012 8:50 AM
To: Bilicich, Nancy
Subject: Re: FW: Ceiba Facilities Update - 260 W Riverside Drive, Watsonville

Hi Nancy,
We are supportive of the concept. Prior to final approval they will need to complete a traffic study. We are in the process of responding to their application with the information as to what is missing from the application.
Thanks
m

On Thu, Oct 18, 2012 at 8:21 AM, Bilicich, Nancy
<Nancy_Bilicich@pvusd.net<mailto:Nancy_Bilicich@pvusd.net>> wrote:
Does the City support this?

From: Tom Brown <tom.brown@beaconed.org<mailto:tom.brown@beaconed.org>>>
<mailto:tom.brown@beaconed.org><mailto:tom.brown@beaconed.org>>>
Date: Tue, 16 Oct 2012 09:48:51 -0700
To: "Dr. Nancy Bilicich" <nancy_bilicich@pvusd.net<mailto:nancy_bilicich@pvusd.net>>>
<mailto:nancy_bilicich@pvusd.net><mailto:nancy_bilicich@pvusd.net>>>
Subject: Ceiba Facilities Update - 260 W Riverside Drive, Watsonville

Hi Nancy:

Just wanted to give you an update on our search for more permanent facilities.

Last week (10/9/12) we submitted our Use Permit Application for 260 W Riverside Drive. We believe that this building could accommodate some combination of our middle/high school program for a number of years. Our board wants to get City approval for the use BEFORE we spend time and money designing tenant improvements in order to submit a lease proposal. Suzi Aratin told me to expect information from Keith Boyle in "a couple weeks" concerning the needs of the Planning Commission. I hope to hear from him next week.

Please contact me if you have any questions.

I hope things are going well with you.

Thank you, also, for your patience and support.

Sincerely,

Tom

--

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep
315 Main Street Suite 206 | PO Box 1449 | Watsonville, CA 95077
tel: (m) 831-239-2322

email: tom.brown@ceibaprep.org<mailto:tom.brown@ceibaprep.org>
<mailto:tom.brown@ceibaprep.org><mailto:tom.brown@ceibaprep.org>> | web:
www.ceibaprep.org<<http://www.ceibaprep.org>><<http://www.ceibaprep.org>>

C. June 4, 2013 Planning Commission Agenda Package Omitted Several Dangers Near School; Commission Lacked Legal Authority to Approve

Significant Omissions:

The Planning Commission approved CEIBA's special use permit. However, it was established by CoW on February 4, 2022 that the Planning Commission lacked the authority to do so. Moreover, the Commission relied upon a draft, defective traffic report to make a critical land use decision.

Additionally, Staff's Agenda Package includes no mention of:

- Railroads (and the City knew they were in disrepair and dangerous)
- Truck Routes
- Utilities along Locust and Walker Street
- Highway 129
- The narrowness of Locust Street
- Walker Street and Second Street intersection at a railroad crossing
- Significant crime at Sakata Lane and at Walker Street trestle

In the Minutes, it is clear CEIBA was already planning to expand to adjacent toxic properties because the school site lacked adequate playing area.

There were several safety inquiries; all deflected.

Ironically, the next agenda item in the meeting included mention of the railroad, but CEIBA's didn't. Steve Palmisano: Interim Director of Public Works & Utilities, stated the section that will be improved is from the railroad crossing to Beach Street, which has not been improved yet.

It is notable that Brett McFadden (PVUSD Chief Business Officer at the time) attended the June 4, 2013 meeting but appears to have added little or nothing.

MEMORANDUM



DATE: February 4, 2022
TO: File
FROM: Justin Meek, AICP, Zoning Administrator
RE: Special Use Permit with Environmental Review (PP2012-251) & Application #1737

BACKGROUND

On June 4, 2013, the Planning Commission of the City of Watsonville adopted Resolution No. 08-13, approving Special Use Permit with Environmental Review (PP2012-251), to allow establishment of a 525-student charter school in a vacant 27,000 square-foot industrial building at 260 West Riverside Drive (APN 017-161-51). This action allowed CEIBA charter school to use the premises for a period of up to 10 years while a permanent site is identified for purchase.

There were significant errors made by this action. Key information provided in the staff report are erroneous, such as the procedural discussion allowing the issuance of a Special Use Permit for a school use in the General Industrial (IG) Zoning District. In addition, evidence provided in support of making required findings lack appropriate policy and impact analyses.

On May 27, 2021, Elizbath Sanborn Falcon with Benchmark Realty Advisors on behalf of CEIBA College Preparatory Academy submitted an application for a General Plan Map Amendment (to change the site's land use designation from Industrial to Public/Quasi-Public), Zoning Map Amendment (to changes the site's zoning designations from IG to N for Institutional), and Special Use Permit (App. No. 1737).

Subsequently, Ms. Sanborn Falcon has asserted that the General Plan and Zoning Map Amendments are not needed and requested that their application only consists of a request for a Special Use Permit to allow the establishment of a school use on the premises with no term or time limits.

The following is a discussion on specific procedural errors in granting a Special Use Permit for the establishment of a school use in the IG Zoning District.

PROCEDURAL ERRORS

Listing of a School Use in Error

Elementary, junior high and high schools (DLUs 711, 712 and 713) are allowed conditionally in certain zoning districts. For instance, these types of educational facilities are allowed in the PF and N Zoning Districts with issuance of a Special Use Permit and may be operated by a public or private entity. WMC § 14-16.802(a)(6)

Elementary, junior high and high schools are not, however, a permitted use by right or conditionally in the IG Zoning District. While commercial and industrial trade schools (DLUs 651

and 715) are permitted conditionally, these types of educational facilities are meant for adults learning a professional trade, vocation or skill, such as dancing. WMC § 14-16.603(b)

The staff report states under the Procedure heading, "Section 14-16.603 (65) of the Watsonville Municipal Code (WMC) allows the establishment of trade schools and dance studios in the General Industrial Zoning district with approval of a Special Use Permit by the Planning Commission, if it can be found that the Use is compatible with adjacent uses." The statement omits any mention that a school facility for grades 6-12 (DLUs 712 and 713) is not conditionally permitted use in the IG Zoning District. This statement therefore incorrectly conflates the establishment of charter school for grades 6-12 as that same as the establishment of trade schools and dance studios. These are different types of educational facilities and, as they are in no way similar to one another, fall within different land use classifications.

Issuance of Special Use Permit in Error

While the purpose of granting a conditional use permit is to ensure the proper integration of uses "which, because of their special nature, may be suitable online in certain locations or zoning districts or only provided that such uses are arranged or designated in a particular manner," the Planning Commission does not have the authority to grant a Special Use Permit for a listed use allowed in a different zoning district than the one under consideration. WMC §§ 14-12.500 *et seq.* & 14-10.107 *et seq.*

If school uses had been *unlisted*, the applicant would have gone through the "determination on unlisted uses" procedures. However, the Zoning Administrator or the Planning Commission shall not determine that a use is permitted in a zone when the use is specifically first listed as permissible in a zone district allowing more intensive uses. WMC § 14-10.107(c).

Therefore, the Planning Commission did not have the authority to issue a Special Use Permit for the establishment of a charter school for grades 6-12, as junior and high school uses are permitted in the PF and N Zoning Districts.

June 4, 2013

Description:

Minutes of the June 4, 2013 Planning Commission Meeting

Summary:

The Planning Commission voted to adopt a resolution approving Ceiba's Application on June 4, 2013. During the meeting, Brown immediately shared his plans to expand Ceiba's footprint, because the Locust Street site was too small to accommodate physical fitness activities. Brown referenced both the vacant lot across the street and 220 W. Riverside Drive:

Commissioner Jenkins asked Mr. Brown if he has considered using the vacant lot across from Locust Street for parking or play fields.

Mr. Brown stated that he has and is eager to an open discussion with the property owner and has also looked at 220 Riverside Drive for possible usage of this property.

June 4, 2013

Description:

Minutes of the June 4, 2013 Planning Commission Meeting

Continued Summary:

The area of land which Jenkins referred to as vacant is known as the "Chevron Properties."

Commissioner Gomez-Contreras asked, "How far along is the conversation with the property owner of the vacant lot across the [sic] from the school site?" Brown responded as follows:

With regards to the vacant lot, they have just identified the property owner and no conversations have taken place.

Mr. Brown also added that Ceiba will grow beyond its site.

Commissioner Gomez-Contreras asked if they were still recruiting students and what are the chances of outgrowing this facility.

June 4, 2013

Description:

Minutes of the June 4, 2013 Planning Commission Meeting

Continued Summary:

Mr. Brown stated that as a public charter school they are obligated to have a public lottery for enrollment in the event that applications exceed the number of spaces available. 525 students is a nice small school size and they don't believe it will not be necessary to grow beyond that at this site.

Staff members present at the June 4, 2013 meeting included **Senior Planner Suzi Aratin (nee Merriam)** and **Assistant Director of Public Works & Utilities Maria Esther Rodriguez**. Both of these Staff members were intimately involved in assisting Ceiba with its rezoning proposal during the past three years.

MINUTES**REGULAR MEETING OF THE PLANNING COMMISSION
OF THE CITY OF WATSONVILLE****COUNCIL CHAMBERS
275 MAIN STREET, 4th FLOOR, WATSONVILLE, CALIFORNIA****June 4, 2013****6:09 P.M.**

In accordance with City policy, all Planning Commission meetings are recorded on audio and videotapes in their entirety, and the tapes are available for review in the Community Development Department (CDD). These minutes are a brief summary of action taken.

1.0 ROLL CALL OF COMMISSIONERS

Present were Commissioners Marty Corley, Rick Danna, Mireya Gomez-Contreras, Aurelio Gonzalez, Dobi Jenkins, Jenny Sarmiento, and Acting Chair Pedro Castillo.

Staff members present were Secretary Marcela Tavantzis, Principal Planner Keith Boyle, Senior Planner Suzi Aratin, Interim Director of Public Works & Utilities Steve Palmisano, Assistant Director of Public Works & Utilities Maria Esther Rodriguez, Administrative Services Director Ezequiel Vega, Master Officer Leo Kafer, Recording Secretary Angela Paz and Interpreter Carlos Landaverry.

2.0 PLEDGE OF ALLEGIANCE

Commissioner Gomez-Contreras led the Pledge of Allegiance.

3.0 PETITIONS AND ORAL COMMUNICATIONS

Commissioner Danna welcomed CEIBA, he also stated that Community Development Department is in danger of losing 2 of their 3 Code Enforcement Officers and asked the community to talk to their Councilmember about safety concerns in the community.

4.0 CONSENT AGENDA**4.1 MOTION APPROVING MINUTES FOR THE MAY 7, 2013 REGULAR MEETING**

Commissioner Gomez-Contreras asked if it was standard procedure to only notify property owners.

Secretary Tavantzis stated that by law we are only required to notify property owners.

MOTION: It was moved by Commissioner Gonzalez, seconded by Commissioner Danna, and carried by and carried by the following vote to approve the Consent Agenda:

AYES:	COMMISSIONERS:	Corley, Danna, Gonzalez, Jenkins, Castillo
NOES:	COMMISSIONERS:	None
ABSTAIN:	COMMISSIONERS:	Gomez-Contreras, Sarmiento



5.0 PUBLIC HEARINGS

5.1 A PUBLIC HEARING TO CONSIDER AN APPLICATION FOR A SPECIAL USE PERMIT (PP2013-86), TO ALLOW THE ESTABLISHMENT OF A CROSSFIT TRAINING FACILITY IN AN EXISTING INDUSTRIAL BUILDING, AT 57A HANGAR WAY (APN: 015-111-23), FILED BY CLIFF HODGES, APPLICANT.

a) Staff Presentation

The staff report was given by Senior Planner Suzi Aratin.

b) Applicant Presentation

Cliff Hodges, applicant, stated that he along with his partner, Sam Radetsky are the owners of Crossfit West and have been located in Santa Cruz for the last 5 years. They are hoping to open the first Crossfit training facility in Watsonville.

Sam Radetsky, applicant, stated that the Crossfit community is effective and is a very close knit community inside and outside the gym.

Commissioner Jenkins inquired about the equipment that will be used for this type of training.

Mr. Hodges stated that it's an open space gym and the equipment consists of free weights, physical objects, and mobile equipment.

Commissioner Danna asked if the 11 parking spaces would suffice for their business.

Mr. Hodges stated that it is more than adequate given the fact that the use of the gym is by appointment only.

Commissioner Gomez-Contreras wanted to know who would be teaching the classes and if youth can participate in this type of training.

Mr. Radetsky stated that they have staff that will be teaching the classes and they do offer Crossfit Kids and Crossfit Teens in Santa Cruz and will offer it at their Watsonville facility.

Acting Chairperson Castillo, inquired about hours of operations, usage of the Santa Cruz facility, and membership requirements.

Mr. Hodges stated that officially the hours will be 6:00 a.m. to 8:00 p.m.; the facility use is mostly seasonal but it does operate year round, and that membership is open to all community members.

Commissioner Sarmiento asked if employees are required to have any background checks.

Mr. Hodges stated that all employees must go through a thorough background check and extensive training program to work at the facility.



ADOPTED MINUTES

c) Public Hearing

Acting Chairperson Castillo opened the Public Hearing and hearing no public comments, closed the Public Hearing.

a) Commission Discussion

None

b) Motion:

It was moved by Commissioner Jenkins, seconded by Commissioner Gomez-Contreras, and carried by the following vote to adopt a resolution approving Application (PP2013-86) for a Special Use Permit:

AYES:	COMMISSIONERS: Corley, Danna, Gomez-Contreras, Gonzalez, Jenkins, Sarmiento, Castillo
NOES:	COMMISSIONERS: None
ABSENT:	COMMISSIONERS: None

5.2 A PUBLIC HEARING TO CONSIDER AN APPLICATION FOR A SPECIAL USE PERMIT WITH ENVIRONMENTAL REVIEW (PP2012-251), TO MODIFY AN EXISTING 27,000 SQUARE FOOT INDUSTRIAL BUILDING, TO ALLOW ESTABLISHMENT OF A 525-STUDENT CHARTER SCHOOL (CEIBA), AT 260 RIVERSIDE DRIVE (APN: 017-161-51), FILED BY TOM BROWN, APPLICANT.

Commissioner Danna excused himself from this item due to a conflict of interest.

a) Staff Presentation

The staff report was given by Principal Planner Keith Boyle.

Commissioner Corley asked if a fence would be installed along the back side of the building or a gate at the end.

Principal Planner Boyle stated that there would be no additional fencing installed because it is a shared access.

Commissioner Gonzalez asked if Second Street residents were notified and had concerns on emergency exits.

Mr. Boyle stated that the residents were notified and that possibly some residents would be speaking during the Public Hearing. The Fire Department reviewed and approved the emergency exits.

Commissioner Sarmiento asked where most of the students reside that will be attending CEIBA.

Mr. Boyle stated that a list of student locations was provided to the Commission in the packet.



ADOPTED MINUTES

Commissioner Jenkins stated that the junction at Walker Street and Second Street is a classic deep dip and asked if staff has considered improving that entrance.

Assistant Director of Public Works & Utilities Maria Esther Rodriguez stated that the situation has not been addressed but it is something that can certainly be looked at and addressed.

Commissioner Sarmiento asked if the school is taking into consideration the concerns that Youth Council expressed regarding school safety in the Second Street/Walker Street area and how they plan on addressing this issue.

Secretary Tavantzis stated that a member from the Youth Council is present and will speak on the subject.

b) Applicant Presentation

Tom Brown, applicant, stated that he will provide a snap shot of the organization, history of the extensive research for suitable school sites, student/parent and district prospective on this project, and answer any questions the Commission might have.

Commissioner Jenkins asked Mr. Brown if he has considered using the vacant lot across from Locust Street for parking or play fields.

Mr. Brown stated that he has and is eager to an open discussion with the property owner and has also looked at 220 Riverside Drive for possible usage of this property.

Commission Gonzales asked if he plans to have designated people monitoring the vehicles entering and exiting during school hours. Since this area is not designated for crosswalks for students, how will crosswalks be addressed?

Mr. Brown stated that one of the conditions of approval is to provide a student safety plan and in addition to the safety plan they will have parent volunteers stationed for traffic flow during drop off and pick up hours.

Commissioner Sarmiento readdressed her question regarding student safety.

Mr. Brown indicated that since parents have been stationed at crosswalks, crime has decreased and the area is safer.

Commissioner Corley asked if the students would have access to the south end of the building.

Mr. Brown stated that bollards will be installed and the students would have access to the school building but there would be no traffic access.

Commissioner Gonzalez expressed his concern regarding the installation of the bollards on the south end of the building and blocking the entrance for the Fire Department.

Secretary Tavantzis stated that the Fire Department approved this as shown but a condition of approval could be added to make the bollards removable.



ADOPTED MINUTES

Commissioner Gomez-Contreras asked how many high school students attend CEIBA and how many drive. How far along is the conversation with the property owner of the vacant lot across the from the school site?

Mr. Brown stated that the school has 135 high school students and none of them drive. With regards to the vacant lot, they have just identified the property owner and no conversations have taken place.

Commissioner Gomez-Contreras asked if this site is approved, where Physical Education classes be held? What kind of parent involvement have you had regarding moving into this new location and what will be done if this site is not approved?

Mr. Brown stated that there are very few perfect sites available in Watsonville but the plan is to create a number of spaces on the driveway that surrounds the building for grade level exercise. Parents will be more involved once the conditional use permit is received and conclude negotiations with the landlord. Should this site not be approved he would utilize Plan B which is continued use of the Porter Building, Institute Language and Culture, and continued use of commercial space downtown.

Commissioner Jenkins inquired about the status of the building on Airport Boulevard.

Mr. Brown stated that he has no information on this building.

Chief Business Officer with Pajaro Valley Unified School District Brett McFadden, stated that he has limited knowledge of the property.

Commissioner Sarmiento asked about the possibility of receiving a report regarding safety in this area.

Secretary Tavantzis stated that a report can be provided.

CEIBA Student Dulce Sixtos, stated that the students did not feel safe at the new downtown location, however after adapting to the downtown area the students felt safer.

Commissioner Gonzalez inquired about combining the different age groups and how the situation would be handled.

Mr. Brown stated that CEIBA is a very distinctive school culture and within the building itself, mini campuses will be created to separate the various age groups.

Commissioner Gomez-Contreras asked if they were still recruiting students and what are the chances of outgrowing this facility.

Mr. Brown stated that as a public charter school they are obligated to have a public lottery for enrollment in the event that applications exceed the number of spaces available. 525 students is a nice small school size and they don't believe it will not be necessary to grow beyond that at this site.



ADOPTED MINUTES

Acting Chairperson Castillo asked about the school being an open campus and Riverside Drive being opened for traffic.

Mr. Brown stated that CEIBA is a closed campus.

Mr. Boyle addressed Acting Chairperson Castillo's question and stated that there will be no traffic access to Riverside Drive.

c) Public Hearing

Acting Chairperson Castillo opened the Public Hearing

The following community members spoke in favor of the approval of CEIBA Charter School:

Christal Moore
Jacquie Saporito
Ulises Cisneros
Juan Duque
Juanita Alvarez
Dulce Sixtos
Brett McFadden
Maria L Santillan
Anna Rodriguez
Anthony Tapiz
E. Tapia
Yolanda DeAnda
Avelina Tapia
Jesse Ramirez
Maria Boiso-Dias
Esmeralda
Richard Rodriguez

Hearing no additional public comments, Acting Chairperson Castillo closed the Public Hearing.

d) Commission Discussion

None

e) Motion:

It was moved by Commissioner Corley, seconded by Commissioner Sarmiento, and carried by the following vote to adopt a resolution approving Application (PP2012-251) for a Special Use Permit with Environmental Review:

AYES:	COMMISSIONERS:	Corley, Gomez-Contreras, Gonzalez, Jenkins, Sarmiento, Castillo
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	None
ABSTAIN:	COMMISSIONERS:	Danna excused himself due to a conflict of interest



ADOPTED MINUTES

5.3 A PUBLIC HEARING TO CONSIDER PLANNING COMMISSION RECOMMENDATION TO THE CITY COUNCIL TO ADOPT THE CITY'S 2013-2015 CAPITAL IMPROVEMENT PROGRAM (CIP) WITH PROPOSED PUBLIC IMPROVEMENTS AND FIND THE PROJECTS ARE CONSISTENT WITH THE GENERAL PLAN, FILED BY THE CITY OF WATSONVILLE.

a) Staff Presentation

The staff report was given by Administrative Services Director Ezequiel Vega.

Commissioner Corley inquired about Ohlone Parkway Improvement Phase II.

Steve Palmisano, Interim Director of Public Works & Utilities stated that the section that will be improved is from the railroad crossing to Beach Street which has not been improved yet.

Commissioner Danna asked if the Downtown Streetscape Improvements was for Main Street and what the improvements consist of.

Secretary Tavantzis confirmed that it was for Main Street and "Welcome to Watsonville" signs and LED lights will be installed.

Acting Chairperson Castillo inquired about the hanging purple ribbons throughout the City.

Secretary Tavantzis stated that it was for "Relay for Life" because May was cancer awareness month.

Commissioner Gonzalez asked if the Airport runway projects were previously submitted.

Administrative Service Director stated that these were new projects.

Mr. Palmisano also stated that these projects were put out to bid but were put on hold due to Environmental Regulations and permit requirements.

Commissioner Jenkins inquired about the Main Street/Freedom Boulevard 2015/2016 operational improvements and the possibilities of a traffic circle.

Mr. Palmisano stated that they will be working with Caltrans to conduct a study of options at this intersection but nothing has been decided.

Commissioner Gonzalez inquired about the relocation of sewers at Manana Lane.

Mr. Palmisano stated that these are old sewer lines and the slope is not sloped enough to drain in a reasonable way.

Commissioner Gomez-Contreras asked for clarification of the curb wrap program.

Ms. Tavantzis stated that money is allocated every year to rehabilitate corners to proper accessibility requirements.



ADOPTED MINUTES

Commissioner Danna inquired about the costs to rehabilitate each corner.

Mr. Palmisano stated that the cost depends on how severely out of order the corner is.

Commissioner Gomez-Contreras asked how staff came to the conclusion that these would be these year's projects and if there was any public input.

Ms. Tavantzis stated that they base the selection of projects on the funding and need of each project and that the public input is taken into consideration.

Acting Chairperson Castillo asked if the monies allocated for each department are to be spent within the department only.

Mr. Vega stated that yes the monies allocated to each department should be used within the department.

Commissioner Gonzalez inquired about school traffic; will there be coordination with CEIBA and has the money been allocated to specific sites?

Ms. Tavantzis stated that Assistant Director of Public Works & Utilities Maria Esther Rodriguez will work with CEIBA on signage and crosswalks and that no specific sites have been selected.

Commissioner Danna inquired about the \$2.4 million improvements on Brodis Street and Alta Vista Avenue.

Mr. Palmisano stated that it is the next phase of the Freedom Boulevard project.

Commissioner Sarmiento asked if the Pajaro Valley High School connector is in addition to what is already planned to be built or this revised.

Ms. Tavantzis stated that this is to develop a pedestrian trail to access Pajaro Valley High School from Airport Boulevard.

Public Hearing

Acting Chairperson Castillo opened the Public Hearing and hearing no public comments, closed the Public Hearing.

c) Commission Discussion

None

d) Motion:

It was moved by Commissioner Gomez-Contreras, seconded by Commissioner Gonzalez, and carried by the following vote to recommend to the City Council to adopt the City's 2013-2015 Capital Improvement Program (CIP) with proposed public improvements and find the projects are consistent with the General Plan:



ADOPTED MINUTES

AYES: COMMISSIONERS: Corley, Danna, Gomez-Contreras,
Gonzalez, Jenkins, Sarmiento, Castillo
NOES: COMMISSIONERS: None
ABSENT: COMMISSIONERS: None

6.0 UNFINISHED BUSINESS

6.1 NOMINATIONS AND ELECTION OF PLANNING COMMISSION CHAIRPERSON

a) Nomination Period

Secretary Tavantzis opened the nomination period for the election of Planning Commission Chairperson.

Commissioner Sarmiento nominated Commissioner Castillo for Chairperson, seconded by Commissioner Corley.

Hearing no further nominations, Secretary Tavantzis closed the nomination period.

b) Motion Electing New Chairperson

Commissioner Castillo was elected as Chairperson by the following vote of 7-0:

AYES: Corley, Danna, Gomez-Contreras, Gonzalez, Jenkins, Sarmiento, Castillo.
NOES: None
ABSENT: None

6.2 NOMINATIONS AND ELECTION OF PLANNING COMMISSION VICE-CHAIRPERSON

a) Nomination Period

Secretary Tavantzis opened the nomination period for the election of Planning Commission Vice-Chairperson.

Commissioner Jenkins nominated Commissioner Corley for Vice-Chairperson, seconded by Commissioner Gonzalez.

Commissioner Gomez-Contreras nominated Commissioner Sarmiento for Vice-Chairperson, seconded by Commissioner Danna.

Hearing no further nominations, Secretary Tavantzis closed the nomination period.

b) Motion Electing New Vice-Chairperson

Commissioner Corley was elected as Vice-Chairperson by the following vote of 6-1:



ADOPTED MINUTES

AYES: Corley, Danna, Gonzalez, Jenkins, Sarmiento, Castillo.
NOES: Gomez-Contreras
ABSENT: None

7.0 NEW BUSINESS

7.1 APPOINT MEMBER TO DOWNTOWN COMMITTEE

Secretary Tavantzis stated that a presentation for the Downtown Committee will be given at the next Planning Commission meeting but the appointment of a representative was needed.

Commissioner Gomez-Contreras stated that she was interested in the appointment to the committee.

Commissioner Gonzalez stated that he would be a back up to Commissioner Gomez-Contreras.

8.0 REPORT OF SECRETARY

None

9.0 ADJOURNMENT

Acting Chairperson Castillo adjourned the meeting at 8:46 p.m. The next Planning Commission meeting is scheduled for Tuesday, July 2, 2013 at 4:30 p.m. in the City Council Chambers.



Marcela Tavantzis, Secretary
Planning Commission



Pedro Castillo, Acting Chairperson
Planning Commission



D. PVUSD was and Continues to be Negligent in its Role as Ceiba's Charter Authorizer



Extremely dangerous drop-off/pick-up activity of CEIBA students on the shoulder of Highway 129 with high-speed heavy truck traffic passing close by.





CEIBA Principal Josh Ripp acted as a crossing guard on Highway 129, a heavily trafficked state highway, where CEIBA parents were directed to drop off and pick up students. This decision was driven by gridlock occurring regularly on “narrow Locust Street” and the preponderance of students who live far from campus generating a traffic volume incapable of being accommodated by CEIBA’s school’s undersized lot, the most densely packed school in PVUSD. Vehicles routinely parked in the highway shoulder on State Highway blocking visibility (detailed in multiple traffic reports).

Failed Governance

PVUSD was fully aware and repeatedly informed about the student accidents and the daily hazards facing CEIBA students as they navigate to and from school in the industrial zone. Despite this knowledge, the District failed to implement or provide any safety guidelines to mitigate these dangers. Instead of addressing the risks, PVUSD downplayed the severity of the incidents by labeling them as “**alleged**” dangerous conditions and lost or destroyed documents provided by citizens informing them of the dangers. Neighborhood stakeholders had three complete traffic studies done conducted and signed by licensed professionals. CEIBA has never had a valid traffic study.

In 2020, the California Department of Transportation (Caltrans) funded a major research project to analyze traffic issues around local schools and to make capital improvement recommendations for benefit of student pedestrians and bicyclists. That project culminated in a final report called the Watsonville Complete Streets to School Plan (Complete Streets Plan) conducted by Ecology Action (a local non-profit organization), CoW, PVUSD, and Santa Cruz County Health Department. Although the Complete Streets Plan was approved in February 2020 by PVUSD and CoW, it did not competently address railroad and truck routes.

D-1. CEIBA students were injured in the industrial zone near the railroad tracks

Source: KSBW - 2 Watsonville students hit by van walking to school



2 BOYS HIT BY VAN
WATSONVILLE



December 10, 2019

Description:

[KSBW News](#) covered the serious accident involving two CEIBA students critically injured **within ½ mile of the CEIBA campus**, in the heavy industrial zone. Students were walking to school at the intersection of Walker Street (a designated municipal truck route) and W. Lake Avenue (a minor arterial), approaching the railroad while crossing in **a deteriorated crosswalk with a number of extraordinary compliance defects**. To this day, serious questions exist as to how CEIBA was permitted to be established without any competent assessment of the traffic dangers for the students. Both CoW and PVUSD are aware of the crosswalk issues. Despite multiple promises, both entities have done **absolutely nothing** to "rectify" it. In fact, the crosswalk lines are so worn out it is nearly impossible to detect. It is notable that even though this is where CEIBA students were injured and had to be airlifted to out-of-county trauma centers, PVUSD and CoW have failed to provide guidance to parents and students not to use the noncompliant crosswalk.

D-2. PVUSD never “rectified “the hazard despite former Board Trustee Jennifer Schacher’s promise on December 11, 2019



From PVUSD Minutes of the December 11, 2019 Board Meeting, Trustee Schacher offered her condolences for two boys hit at a crosswalk on Walker Street noting that this is a section that the City is looking at to improve safety.

In PVUSD Board of Trustee’s Meeting [**Video: 18:37**] Schacher stated:

Thank you for being patient and coming tonight. So, I’d like to take a moment to offer my condolences and support for the family of the two boys who were hit in the intersection crosswalk on Walker Street. This is a crosswalk that the City has attention on, and it is **our goal, both as City officials and Board Members that children and pedestrians are protected, especially on their way to school, so we do take things like this seriously. And we will rectify the situation. [Emphasis added]**

Schacher never mentions that the accident occurred:

1. In a heavy industrial zone
2. Next to the railroad tracks
3. Along a truck route
4. At the intersection of two minor arterials
5. In a dangerous noncompliant crosswalk
6. **Involved students from CEIBA**, the only PVUSD school sited in a heavy industrial zone, and whose zoning approval was illegally fast-tracked without any environmental review.

Schacher’s concerns about this public right-of-way issue contradict former PVUSD superintendent Dr. Michelle Rodriguez’s policy stance. In her February 3, 2023 email to attorney William Seligmann responding to CEIBA industrial zone dangers, Rodriguez stated, “... the dangerous condition which you allege exists is located on a public right of way in close proximity to a property controlled by a charter school that is operated by a non-profit public-benefit corporation, not the District.”

D-3. Former PVUSD Employee and CoW Council Member Acknowledged the Area was Unsafe



Former PVUSD Employee and City of Watsonville Council Member, Lowell Hurst, was also aware of the dangers.

“My question is, what do we do in these circumstances where we know it's unsafe and we can't really touch it, and we shouldn't really have a crosswalk there because it's unsafe, but people are still going to cross there, and a crosswalk provides the illusion that somehow, you're in a crosswalk and you're safe. What do we do?”

Lowell Hurst
Watsonville Council Member and Former PVUSD Employee
[February 25, 2020 City Council](#) [Video at 5:06] on Noncompliant Crosswalk Dangers for CEIBA Students Along Walker Street

D-4. It is Unclear if a Student Accident Report was ever Filed; Accident was downplayed by CoW, PVUSD and CEIBA

In an email dated August 11, 2022, former CBO Clint Rucker stated that “I checked in with Risk and Safety and they couldn’t recall any in the past couple years but did believe we had an unfortunate safety incident around Lakeview a few years back.”

Student ID: _____

PAJARO VALLEY UNIFIED SCHOOL DISTRICT
STUDENT ACCIDENT REPORT **CONFIDENTIAL**

(For District Use Only) Note: The school employee either witnessing the accident or supervising at the time should complete and submit this form within 24 hours – with the assistance of the site nurse/health assistant, as applicable, on items 10 thru 17.
IN CASE OF SERIOUS INJURY, A TELEPHONE REPORT IS TO BE MADE IMMEDIATELY TO THE OFFICE OF RISK MANAGEMENT, 786-2140.

1. School _____ Date and Time of Accident _____

2. Injured Student's Name _____ Gender ☐ Male ☐ Female Age _____ Grade _____

3. Home address _____ Phone number(s) _____

4. Location of accident: School Building ☐ Grounds ☐ School Bus ☐ Other ☐ _____

Specifics of location/equipment/structures involved _____

5. Describe accident in detail **(REQUIRED)** –What was student doing? List any specific acts by other individuals, or conditions, that led to accident. Include any tools, machinery, equipment, or instruments involved.

Actions needed or taken to prevent like incidents in future?

6. Who was supervising students at the time of the accident? (name & contact info) _____

Was he/she present at the time of the accident? ☐ Yes ☐ No

7. Did the injured violate any school rules? Yes ☐ No ☐

Explain: _____

8. Witness(es) – name, address, and contact information

9. Apparent nature of injury at time of report:

Abrasion ☐ Cut ☐ Laceration ☐ Scratches ☐ Puncture ☐

Burn ☐ Bite ☐ Teeth ☐ Bruising/Swelling ☐ Loss of Consciousness ☐

Possible: Strain/Sprain ☐ Dislocation ☐ Concussion ☐ Fracture ☐

Other (specify) _____

10. Part(s) of Body Injured: Head ☐ Neck ☐ Back ☐ Finger ☐ Arm ☐ Leg ☐ Face ☐

Eye ☐ Abdomen ☐ Hand ☐ Foot ☐ Knee ☐

Other (describe and indicate left or right as applicable) _____

11. Was First Aid administered? Yes or No ☐

What was done? _____

12. Forms or guidance given to parent/guardian (what, by whom) _____

13. Disposition of injured after accident: Class ☐ Home ☐ Doctor ☐ Hospital ☐ 911 called ☐

Via ambulance ☐ Transported by _____

14. Who was notified? _____

Relationship to injured: _____

15. If student left school, to whom released and relationship to injured: _____

16. Did parent/guardian contact the school again after the accident? Yes ☐ No ☐

17. Accident report completed by _____ Title _____

18. Site Administration name _____ Title _____

ORIGINAL TO RISK MANAGEMENT

COPY TO REMAIN ON SITE

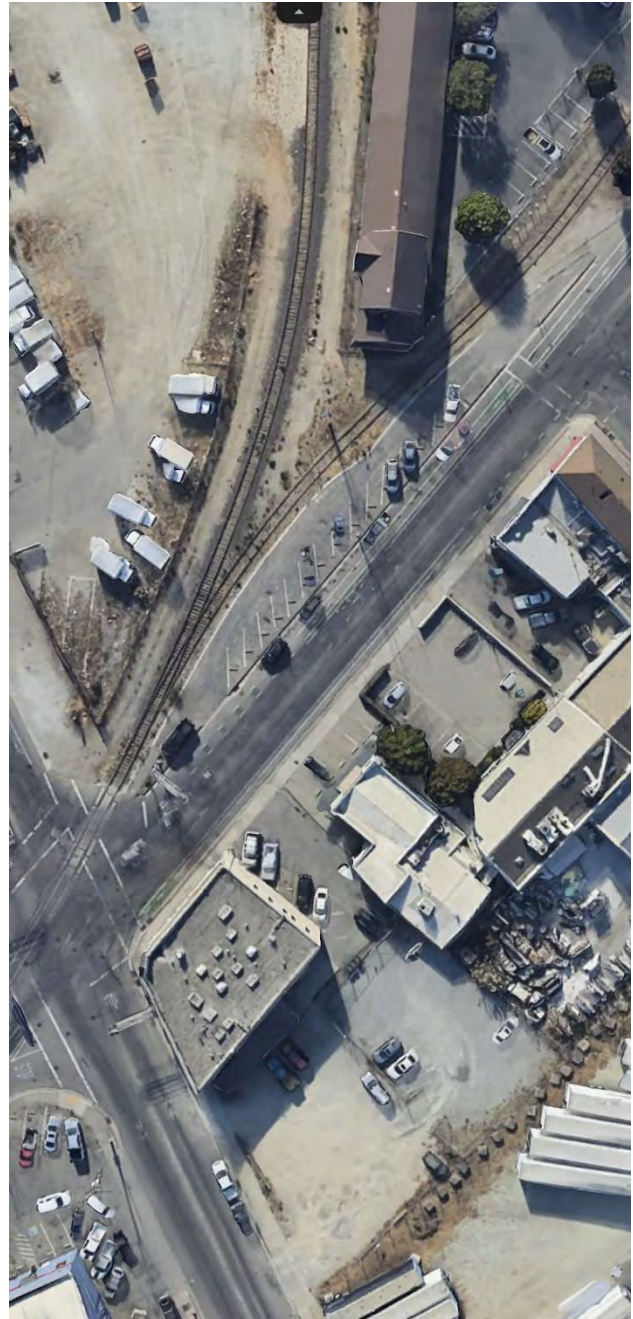
CONFIDENTIAL - NOT TO BE RELEASED

D-4. CEIBA Students Walk Along the Railway Tracks to School

Walking along railway tracks is extremely dangerous and illegal. It is prohibited in California and many other places due to the high risk of accidents and fatalities associated with trains. Trains' size and weight make it difficult for them to stop quickly.

Trespassing on railroad tracks is not only against the law, but it also poses a serious risk to personal safety.

It is to be noted that neither CEIBA, PVUSD, nor CoW have done anything to provide formal guidance to students on competently handling railway danger on their likely walking paths to school.



E. PVUSD-Sponsored Complete Streets is a Defective State-Funded Report with Serious Omissions



Photo of railroad crossing is in Complete Streets Plan; no mention of this railroad crossing despite crossbuck sign and tracks.



This photo of railroad crossing is in Complete Streets Plan; no mention of this leg of the crosswalk.

E-1. Complete Streets Plan Omits Critical Railroad Crossings, Truck Routes and Utilities

The March 2020 Complete Streets to School study, conducted by Ecology Action in partnership with the City of Watsonville (CoW), the Pajaro Valley Unified School District (PVUSD), and the Santa Cruz County Health Department, did not include an evaluation of critical infrastructure elements within the study area surrounding CEIBA College Preparatory Academy, a public charter school. These omissions including multiple railroad crossings near the school, detail on the designated truck routes flanking the site, high power transmission lines located approximately 40 feet from the school, and a gas transmission line situated one block away. An initial Ecology Action analysis presented to CEIBA in April and in June 2019 to PVUSD, similarly excluded these elements. Additionally, the March 2020 report omitted any mention of a December 2019 accident which occurred in a noncompliant crosswalk going into a railroad property without pedestrian facilities, at the intersection of Walker Street and W. Lake Avenue. Here two CEIBA students were seriously injured and needed to be airlifted to out-of-county trauma centers.

In June 2019, Caltrans specified requirements concerning crosswalks and curb extensions. Caltrans' required pedestrian counts as a predicated step for commissioning such improvements. Those requirements were not implemented. Nonetheless, CoW included irrational curb extensions and crosswalks as Conditions of Approval for CEIBA in 2023. CEIBA's traffic consultant, Hexagon Transportation, also recommended these conditions but conducted no evaluation of the region in its Operations Study of June 2022.

E-2. The April 20, 2019 Complete Streets update report was also deficient and inadequate.

April 20, 2019

Description:

CEIBA presentation prepared by PVUSD, CoW, SCCHD and Ecology Action indicates clear and present danger in the industrial zone.

Summary:

This PVUSD-CoW-Ecology presentation is both reckless and incompetent, with serious omissions including, but not limited to, the presence of a working railroad, three designated truck routes, minor arterials, and a dangerous non-compliant crosswalk connecting the northside of Walker Street to a railroad. While the presentation shows pictures of intersections which are railroad crossings, **the report fails to address these actual railroad crossings.**

This presentation recommends bizarre and unjustified **curb extensions all over the industrial zone**, including State Highway 129, truck routes (SR 129 and Walker Streets), and connecting streets - Locust, Menker, Second, and Walker Street. These extensions would adversely impact use of the routes by existing industrial zone stakeholders. Moreover, this problematic recommendation would degrade the use of the bicycle lanes on Walker Street, which were constructed not so long ago at great cost to CoW.

The presentation does, however, recommend that CEIBA present information to parents at the beginning of the year, which CEIBA failed to do since 2014 in violation of its 2013 Conditions of Approval. The City did not require CEIBA to complete the Complete Streets recommendations north of Second Street.

Ceiba College Prep

Safe Routes to Schools Recommendations

Parent Leadership Meeting
April 20th, 2019



Safe Routes to Schools Plan Timeline

- 15 public schools in Watsonville
- List of barriers to walking & biking to school
- Recommendations to improve access to each school

Public Meetings
Fall 2018

Walk Audits
Fall 2018

Recommendations
Spring 2019

Final Plan
Winter 2019



Why Do We Want Students to Walk & Bike to School?

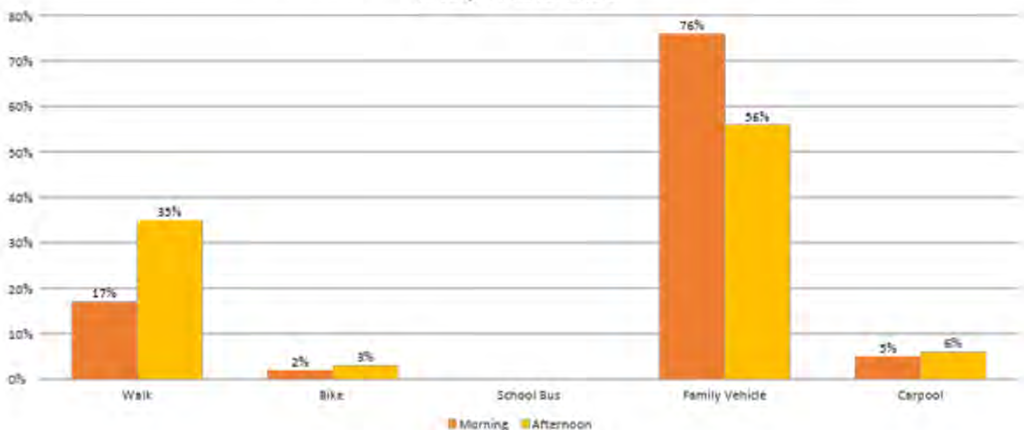


- Regular exercise = better health!
- Students arrive at school alert, focused and ready to learn
- Student independence
- Less congestion
- Transportation is the largest source of GHG emissions in California
- Safer, more liveable neighborhoods

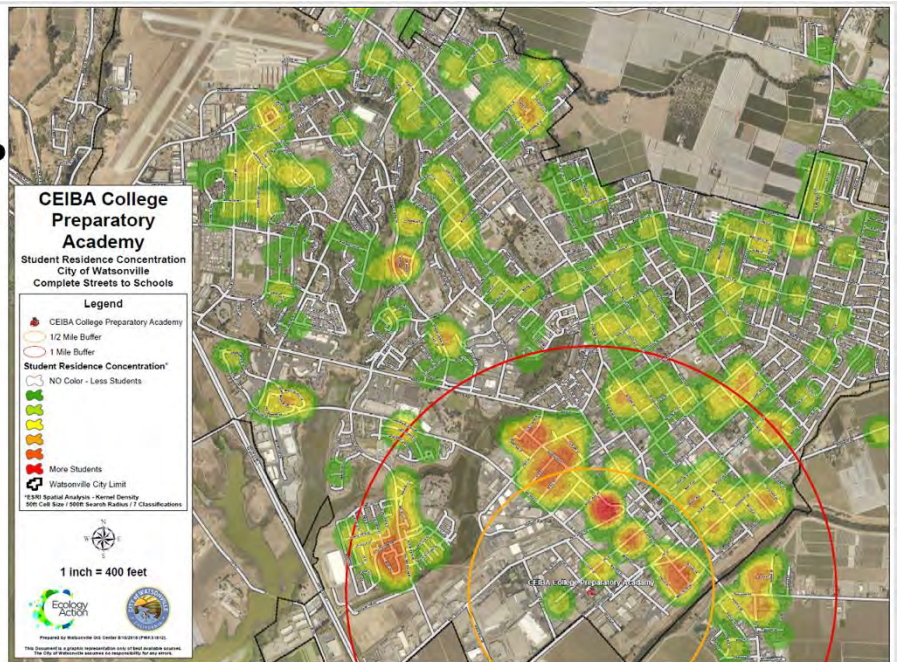


Ceiba College Prep Parent Survey

How does your child typically get to and from school?
42 responses received



Where Do Students Live?



What We Heard

- Lots of pedestrians crossing Locust onto school campus
- Path into school is narrow
- Sidewalks on Locust are narrow and broken, vegetation is overgrown
- Lots of fast traffic on Riverside, crossings are unsafe
- Lots of traffic on Walker, crossings are unsafe
- Crosswalks are faded or missing



Ceiba College Prep Recommendations Map



Ceiba College Prep Recommendations

1. Riverside Dr: Install school signage
2. Riverside and Locust: Install high visibility crosswalk across Locust with curb extensions on both sides of new crosswalk
1. Front of school: Install school signage and widen painted path in driveway to at least 8ft.
Long term: install raised sidewalk in driveway.



Graphic: Alta Planning + Design



Recommendations Continued

4. Locust St.: Close sidewalk gaps, trim overgrown vegetation and install pedestrian-scale lighting. Long-term: remove sidewalk obstructions and consolidate driveways where feasible.
5. Locust St and 2nd: Install high-visibility crosswalks on all legs of intersection and curb extensions on all corners.
6. 2nd St between Rodriguez St and Pine St: Study Safe Routes to Schools corridor treatments

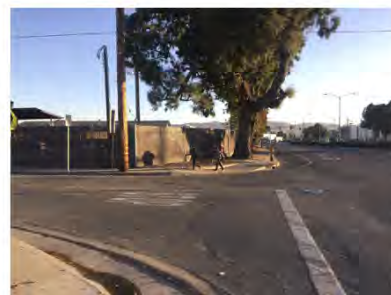


Ceiba College Prep Recommendations Map



Recommendations Continued

7. Walker between Lake and Beach: Fill sidewalk gaps
8. Walker St at Beach St: Reconfigure intersection to shorten crossing distances and add ADA-compliant facilities
9. 2nd and Walker: Install high-visibility crosswalks on all legs and curb extensions across 2nd. Short term: paint red curb 20' from each corner to prevent parking encroachment.
10. Riverside Dr across Walker St and Menker St: Install high-visibility crosswalks with curb extensions on both sides



Program Recommendations

EDUCATION

- Distribute transportation info at start of school year
- Look for other traffic safety education opportunities for parents
- Annual bike/ped safety and bike repair clinic for students
- Develop curriculum around transportation and health and environment



PARKING LOT SAFETY

- Fund at least one crossing guard per school + annual training
- Targeted traffic enforcement at start of school year



Program Recommendations Continued

ENCOURAGEMENT

- Host biannual bike/walk to school day events
- Encourage bike clubs, mountain bike clubs and skateboard clubs
- Develop school carpooling incentive programs
- Student parking permit fees
- Expand Earn-A-Bike programs



We Want to Hear From You!



Amelia Conlen

aconlen@ecoact.org

Gino Garcia

ggarcia@ecoact.org

<https://ecoact.org/planningwatsonville>



E-3. Caltrans feedback at the June 20, 2019 Complete Streets meeting was not integrated appropriately.

June 19, 2019

Description:

Amelia Conlen from Ecology Action/RTC requested a meeting which included “feedback from Caltrans for Watsonville students.”

Subject: Watsonville Caltrans Planning - Monthly Coordination Meeting
Location: Watsonville City Hall, 250 Main Street - Conference Room 1A

Start: Wednesday, June 19, 2019 2:00 PM PDT
End: Wednesday, June 19, 2019 4:30 PM PDT
Show Time As: Tentative

Recurrence: None

Meeting Status: Not yet responded

Organizer: Amelia Conlen

Required Attendees: Murray Fontes (murray.fontes@cityofwatsonville.org) <murray.fontes@cityofwatsonville.org>; Maria Esther Rodriguez <maria.esther.rodriguez@cityofwatsonville.org>; Gino Garcia <ggarcia@ecoact.org>; Kithy.Chavez@santacruzcounty.us <Kithy.Chavez@santacruzcounty.us>; Jeanne LePage <jlepage@ecoact.org>

Attachment(s): "6.19 Watsonville Mtg Agenda.docx", "Caltrans Feedback_Watsonville.xlsx", "Presentation Follow-up.xlsx"

Hi folks,

See attached for the agenda, notes from parent presentations, and feedback from Caltrans for Watsonville schools.

I'll try to get through everything by 4pm, but wanted to give us extra time in case we need it. Let me know if the 2pm start time works for you.

See you next week!

Amelia Conlen | Planner

Transportation

EcologyAction | EcoAct.org

Direct 515-1351 | Main [\(831\) 426-5925](tel:8314265925)

E-3. Recommendations from Caltrans were ignored.

June 19, 2019

Description:

Agenda for Amelia Conlen's June 19th meeting which included "Review Caltrans feedback on recommendations"

Watsonville Complete Streets to Schools Plan

Monthly Coordination meeting

June 19th, 2:00 - 4:30pm

Watsonville City Hall, Conference Room 1A

- I. Review Caltrans feedback on recommendations
- II. Review feedback from school presentations
- III. Next steps for project
 - a. Project prioritization
 - b. Draft plan review
 - c. Presentations to Councils/Committees

	A	B	C	D
1		CEIBA COLLEGE		
2		Location	Recommendation	Notes
3		1 Riverside Drive	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	
4		2 Riverside Drive at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk.	
5		Riverside Drive at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk.	
6		4 Riverside Drive at Walker Street	Install high-visibility crosswalk on northwest leg of intersection	
7				
8				

	E
1	
2	Caltrans Review
3	In general, all school zone signage needs approval from MUTCD. Requirements are strict especially school related signage. Safe routes to school plan required.
4	Counts needed to justify new crosswalks.
5	Documentation of need required. Counts needed to justify new crosswalks.
6	Counts needed to justify new crosswalks.
7	
8	

[Similar slides can be found on PVUSD's Board Docs website from PVUSD's November 13, 2019 Board of Trustees meeting.](#)

These materials fail to include any reference to the Caltrans review, SR129, truck routes, or the railroad, despite the intersection at Beach and Walker Streets being directly impacted by the railroad crossing.

CEIBA COLLEGE PREPARATORY		
Location	Recommendation	Notes
Riverside Drive	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	
Riverside Drive at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk and upgrade ramps to current standards.	
Riverside Drive at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk and upgrade ramps to current standards.	
Riverside Drive at Walker Street	Install high-visibility crosswalk on northwest leg of intersection	
Locust Street between Beach Street and Riverside Drive	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting.	Long term: remove sidewalk obstructions and consolidate/remove driveways where feasible.
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space.	Long term: install raised sidewalk.
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to current standards.	
Walker Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street and upgrade ramps to current standards.	Short term: paint red curb 20' from each corner to prevent parking encroachment
2nd Street between Rodriguez Street and Pine Street	Study feasibility of Safe Routes to Schools corridor treatments, especially near school	
Walker Street between Beach Street and Riverside Drive	Refresh yellow center line	
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side	
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street and upgrade ramps to current standards.	
		See Citywide recommendations for 2nd/Maple, Rodriguez, and Riverside

June 19, 2019

Description:

The Audit (and final Complete Streets to School Report) fails to identify the Highway next to CEIBA accurately – it states “Ceiba is located within the industrial zone of central Watsonville adjacent to the Highway 152 corridor.”

While both Highway 152 and 129 are Caltrans highways, they’re very different roadways. It is notable that Complete Streets has the appropriate designation for Watsonville High, whose playing fields abut SR 129 in a 25 mph zone. CEIBA’s location is in a 45-mph acceleration zone (See Grant Johnson’s and James Jeffery’s traffic reports in Appendix II). A more detailed analysis of Ecology Action’s failings in CEIBA’s assessment are in the Railroad History as well as Appendix I.

Ceiba College Prep

Ceiba is located within the industrial zone of central Watsonville adjacent to the Highway 152 corridor. Ceiba is a charter school and draws students from neighborhoods throughout Watsonville (see Map x).

Grade Levels	Number of Students	Students Residing within 1/2 mile of	% of students who qualify for Free & Reduced Price	% of students using active transportation
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E-4. PVUSD, RTC, and CEIBA all provided letters of support to the former CoW City Manager, Charles Montoya

PVUSD CBO Melody Canady sent a Support Letter to former CoW City Manager Charles Montoya re "Watsonville Complete Streets to School Planning Grant"



Melody Canady
Chief Business Officer

October 16, 2017

Charles A. Montoya
City Manager
275 Main St., Suite 400
Watsonville, CA 95076

Dear Mr. Montoya,

The Pajaro Valley Unified School District is pleased to support the "Watsonville Complete Streets to School Planning Grant" targeting improvements to increase the frequency and safety of bicycling and walking among our Districts' students.

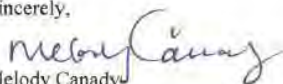
Our community's high rate of obesity, as well as the increasing use of private vehicles to transport students to school is of vital concern to us as we continue to search for methods to boost safe multi-modal access to all of our schools. We strongly support the promotion of active, non-polluting transportation for our students as it also creates wellness opportunities for our school communities.

Pajaro Valley Unified currently transports children within one mile of schools. With safety improvements and encouragement programs, many more children could be walking or biking to school.

The school district supports the proposed activities, and looks forward to participating in community stakeholder meetings and on-site school audits. In addition, the district will supply non-identifying student residence information in order to accurately map travel routes and allow our parents and students to be surveyed.

Thank you for your consideration of this proposal that will provide a thorough and well thought out plan to increase safe and equitable multi-modal access to our schools, as well as contribute towards the additional benefits of reduced congestion around schools and improved air quality and greenhouse gas reduction. Thank you for your support of our efforts to build a more livable community with all residents in mind.

Sincerely,


Melody Canady
Chief Business Officer
Business Services

In October 2017, Amelia Conlen from the RTC, sent a Support Letter to former CoW City Manager Charles Montoya re “Watsonville Complete Streets to School Planning Grant”



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

October 2, 2017

Charles A. Montoya
City Manager
275 Main St., Suite 400
Watsonville, CA 95076

Dear Mr. Montoya:

I'm writing on behalf of the Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Advisory Committee in support of the City of Watsonville's proposal entitled "Watsonville Complete Streets to School Planning Grant" to Caltrans. This proposal would impact 15 schools and lay the groundwork for increasing the frequency and safety of bicycling and walking among city school students. If funded, the grant would enhance safety through coordinated efforts among public works, public health, community-based programs, the schools, and law enforcement.

The RTC's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. This grant proposal complements the Bicycle Advisory Committee's goals to increase the number of safe bicycle trips through safety awareness and education, including plans to distribute information to motorists about driving safely around more vulnerable road users. The project will involve a coordinated approach to integrated land use and transportation in planning and implementation, furthering the regions' land-use planning.

The increasing use of private vehicles to transport students to school is of vital concern to us as we continue to search for methods to boost safety and reduce congestion for increased multi-modal access to local city schools. With population projections for the region rising, we have fundamental work to do to prepare for mode shift within the current landscape. This city-wide school improvement plan will have many long-term benefits for students and the community, as well as providing a vehicle for leveraging traffic safety funding for school projects in the future. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other committee related matters.

Sincerely,

Amelia Conlen
Bicycle Advisory Committee Chair

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee

RTC Executive Director George Dondero sent a Support Letter to former CoW City Manager Charles Montoya re “City of Watsonville Complete Streets to School Plan”



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

October 9, 2017

Charles A. Montoya
City Manager
275 Main St., Suite 400
Watsonville, CA 95076

Dear Mr. Montoya:

The Santa Cruz County Regional Transportation Commission supports the “City of Watsonville Complete Streets to School Plan” proposal for a Caltrans’ Fiscal Year 2017-2018 Sustainable Transportation Planning Grant. This plan will lay the groundwork for increasing safe multi-modal usage by school students within the city of Watsonville.

This comprehensive assessment of schools in Watsonville directly aligns with the RTC’s *Regional Transportation Plan* (RTP) goals by providing planning needed to: improve people’s access to schools in ways that improve health, and reduce pollution; reduce transportation related fatalities and injuries for all transportation modes; and, by using multiple infrastructure and non-infrastructure tools, the plan will deliver safety improvements that are cost effective, equitable and responsive to the needs of all users of the transportation system and beneficially for the natural environment. The proposed planning effort is also consistent with the Statewide Bicycle and Pedestrian Plan.

Compared to similar jurisdictions, the California Office of Traffic Safety found that Watsonville had the very highest rate of crashes resulting in injury or death for pedestrians under the age of 15 in 2014, and was number 2 in 2013. It ranked 4th worst for pedestrian incidents overall. Although biking and walking account for just 3% of mode share in the city, they account for 65% of the transportation-related serious injuries and deaths in the city. The RTC supports Watsonville’s efforts to make it safer, which will likely require a combination of infrastructure improvements of education and encouragement activities.

With a plan in place and potential funding from state and local funding programs, Watsonville will be well positioned to reach the state’s GHG-reduction target to triple cycling and double walking by 2020. We strongly support the City’s proposal that will provide a plan to increase safe and equitable multi-modal access to the school communities, as well as contribute towards the additional benefits of reduced congestion around schools and improved air quality and greenhouse gas reduction. Thank you for your continued support of creating a livable Watsonville.

Sincerely,

George Dondero
Executive Director

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September 17, 2017

Description:

Letter from CEIBA to City Manager Charles Montoya

Summary:

Ripp states:

“At least half of our 515 students walk or ride their bike to school...Biking to school poses risks at busy intersections without stoplights, which surround our school.”

Comment:

This inflated count of active transportation has never been substantiated by even the RBF report or CoW documents. Neither Ripp, PVUSD, nor RTC ever mention truck routes, the highway, or the railroad.

CEIBA School Principal Josh Ripp sent a letter dated September 27, 2017 to Watsonville City Manager Charles Montoya in relation to the Watsonville Complete Streets to School Plan (Complete Streets Plan). In that letter, Ripp stated that CEIBA had 515 enrolled students and that half of those students walk or bike to school. That information was supposed to serve as an informational base to complete the Complete Streets Plan. Unfortunately, Ripp's statement was false and misleading and led to a defective plan document.

The true information on this matter is found in field observations done around CEIBA. Although CEIBA has a nominal enrollment of 515 students, the actual daily attendance lies closer to 460 students. Of that, group 200 students are usually dropped off daily on the CEIBA campus from an automobile. 160 students are usually dropped off daily from an automobile on the streets within one block of the school. There are number of students that are dropped off daily from an automobile further than one block from school, which tends to vary.

Typically, there are five or fewer students that ride a bike to school each day. Using these observations reveals that only about 60-70 students actually use walking or bicycling to get to CEIBA from their home. The actual ratio of students using active transportation to get to CEIBA is thus less than 20%. It also needs to be noted that the large number of students dropped off and picked up by automobile offsite each day is in violation of CEIBA's use permit conditions of approval and is an adverse impact to the adjacent industrial zone.

Watsonville City Staff originally structured CEIBA's use permit to confine student drop-off/pick-up activity onsite. Due to controversy of problematic traffic issues, City Staff then guided CEIBA to violate their use permit and drop off and pick up students all over the surrounding neighborhoods, with the students relying upon passive transportation to get near the school then walking the perfunctory short distance to create the illusion that CEIBA is not an automobile dependent school.



CEIBA
PUBLIC SCHOOLS

260 W. Riverside Drive
Watsonville, CA 95076
phone: 831-740-8800
fax: 831-740-8812

September 27, 2017

Charles A. Montoya
City Manager
275 Main St., Suite 400
Watsonville, CA 95076

Dear Mr. Montoya,

Ceiba School strongly supports the "Watsonville City Complete Streets to School Planning Grant" proposal to lay the groundwork for increasing the frequency and safety of bicycling and walking among our schools' students.

The rising problem of student obesity as well as the increasing use of private vehicles to transport students to school is of vital concern to us as we continue to search for methods to boost safe multi-modal access as well as provide physical activity for our students. We strongly support the promotion of active, non-polluting transportation for our students as it also creates wellness opportunities for our students.

At least half of our 515 students walk or ride their bike to school as we have no busses for our charter school. Of these 515 students, approximately 80% are English language learners and receive and/or reduced lunch. Biking to school poses risk at busy intersections without stoplights, which surround our school. A Transportation Plan for Watsonville would provide many benefits to our Ceiba scholars and their families.

Ceiba supports the proposed activities, and looks forward to participating in community stakeholder meetings and an on-site school audit. In addition, we will supply non-identifying student residence information in order to accurately map travel routes and allow our parents and students to be surveyed.

Thank you for your support of this proposal that will provide a plan to increase safe and equitable multi-modal access to Ceiba families, as well as contribute towards the additional benefits of reduced congestion and improved air quality and greenhouse gas reduction. Thank you for your support.

Sincerely,

Josh Ripp
Principal
Ceiba College Preparatory Academy
josh.ripp@ceibaprep.org
831.740.8786

CEIBA Never Instructed Parents and Students to be Cautious around Truck Routes and Railroads in the Industrial Zone Before or After the Accident, which was < ½ mile from Campus



CEIBA
PUBLIC SCHOOLS

260 W. Riverside Drive
Watsonville, CA 95076
phone: 831-740-8800
fax: 831-740-8612

December 10, 2019

Dear Ceiba Parents and Guardians,

This morning, two Ceiba students were in an accident while walking to school. They were more than half a mile from Ceiba when it happened. We are in touch with their families to monitor their well-being following the accident. We are deeply concerned and send our best wishes to the students and their families.

It is very important to talk to your children about how to walk safely to school. Here are some key points to cover in that talk.

Students should:

1. Stay off of cell phones and not use earbuds or other listening devices while walking.
2. Walk in pairs or in a group.
3. Follow all traffic signs and laws.
4. When riding bikes, always wear a helmet and obey all traffic laws.
5. When crossing a street or driveway:
 - a. Stop, look, and listen.
 - b. Look left, then right, then left again before crossing.
 - c. Continue looking while you cross the street.
 - d. Always make eye contact with drivers before crossing.
 - e. Do not cross behind buses, trucks or cars where a driver can not see you.
 - f. If you do not have a clear line of vision to see if it is safe to cross, then go to a different crosswalk in order to cross safely.

On our part, we will do the following:

- 1) See where we can incorporate lessons for students on pedestrian safety.
- 2) Discuss pedestrian safety at the Parent Leadership meeting in January.
- 3) Reach out to Ecology Action, a local organization which supports schools in student safety while walking to school to increase student and parent/guardian education in this area.

It is our shared responsibility to ensure that Ceiba scholars stay safe between home and school. We appreciate your support and assistance with this.

Sincerely,

Josh Ripp
Principal, Ceiba College Preparatory Academy
jripp@cebaschools.org
831-740-8788

In February 2023, Principal Josh Ripp told KSBW that there have been NO student accidents

Watsonville's Ceiba College Preparatory School may close

Share



Updated: 6:19 PM PST Feb 27, 2023

Infinite Scroll Enabled



Christian Balderas f t e
Anchor/Reporter



WATSONVILLE, Calif. — Ceiba College Preparatory School may close permanently as soon as this summer, impacting over 500 students and some 60 employees.

Source: KSBW
Watsonville charter school may close permanently



According to Ripp, there have been zero accidents involving students and he says the school has already taken remedial steps to address traffic concerns. [Emphasis added]

Parent comments indicate that the area is unsafe for active transport, and that several CEIBA families live too far for students to walk or bike

APPENDIX 2 - SURVEY DATA

Comments Section

SurveyID	Comment
1648103	If ceiba was in a safe area of watsonville I would let my daughter bike/walk to school. It a very healthy way for kids to get/stay healthy.
1648131	TRANS: I would like it if my son could use his bike but the distance y too much and I believe he is still too young. -- Que me en cantarra que mi hijo pudiera usa su bicicleta pero la discatio es mucha y creo que el es todabia muy pequeno
1648150	TRANS: I as a mother use bicycle for work but there are no safe routes. -- Yo como mame uso bicicleta para el trabajo pero no hay rutus seguras
1649744	Como mam no me siento comoda dejar ir a mis hijos caminando a la escula pero es necesario
1649784	NA
1649825	Nose que contest muy bien porque en nvostro caso vivmos muy legus y cusi nunca cuminan
1647479	TRANS: I let my son walk to school because it's nearby and he doesn't have to leave the sidewalk and walks with a classmate. -- Yo Dejo a mi hijo caminar ala escuela por que le Queda muy cerca y no debe bajar la acera y camina con otro companero
1647540	TRANS: My daughters don't walk and I'm not sure I live far from school and too dangerous. I drop off and pick up. -- Mis hijas no caminan y no estoy segura q vivo le jos de la escuela y muy peligioso yo las dejo y recojo
1647547	my child would not walk or bike to school because we live out of town
1647587	TRANS: I don't know (illegible). -- No se llendar pregenta
1647603	TRANS: Well, personally I worry about him walking because those who drive don't want to give them right of way or some just drive too fast. -- Pues en lo personal se me hace un poco preowpante que camine por la cuestion que lod qe manuan no les quiren dure el paso o manejan a alta celocidaid algunos
1647645	TRANS: I personally don't see it safe for my daughter go walking or on bicycle. -- amienlo personal no me parese seguro para min nina que se vaballa caminando o en bisicleta
1647651	TRANS: Its too (illegible) this incline. -- esta muy uiene este cuesta
1647955	TRANS: More security around schools. -- Mas seguridad al rededor de los esduelas
1647964	TRANS: In my opinion I don't know what to respond because we live too far. -- en mi opinion no se que conterar por que nosotrou vivimos moy lejos
1647972	TRANS: I don't understand the what this survey is for but if it's to provide something good for my children then it's fine by me. -- no entiendo para que es esta encuesta pero si es para aportar algo bueno para mis hijos para mi esta bien
1649675	The route to my house the is like a 1/2 mile that the speed limit is 55mpr but most of the cars go at 65 to 70 mph. It is really dangerous for my kids
1649681	Solo estudie en tercero de secundaria en Mexico

Shortly after the Accident in December 2019, PVUSD and CoW Approved the Defective Final Complete Streets Plan

Incomprehensible Approvals:

Ignoring the dangerous circumstances, both PVUSD and CoW approved the Complete Streets Plan in February/March of 2020. At that time and until 2 years later, CEIBA still did not implement a Safe Routes to School (SRTS) Plan.

During the February 26, 2020 PVUSD Board of Trustees Meeting, President Daniel Dodge Jr. requested additional safety measures for the CEIBA area, Walker and Riverside areas stating:

“I believe Walker and Rodriguez Radcliffe, you know if we could do something with the lights. I know you guys are looking at CEIBA because CEIBA is stuck between West beach and West Riverside. I know that's a concern. I know you were talking about how we need to be more educated on, you know, using the crosswalk, but sometimes we forget that **West beach and West Riverside are highways.**”
[Emphasis added]

Even though Dodge referred to traffic hazards at the Riverside Drive area, PVUSD subsequently deflected on dealing with those hazards, and CoW failed to do any hazard mitigation as well.

[In this video, comments are muted during parts of Trustees Georgia Acosta and Dodge's discussions.](#)

On February 26, 2020, PVUSD Approved the Equally Flawed Final Complete Streets to School Report

- **8. ACTION ITEMS**

- **8.2 Final Watsonville Safe Routes Plan**

- Emelia Conlen, Planner with Ecology Action presented the final Complete Streets to School plan in partnership with the City of Watsonville,. Recommendation for improved access to 15 schools. Had public meetings, walk audits, and school presentations. There are citywide recommendations and school level recommendation for the 15 Watsonville schools based on public meeting input, observation with school audits, engineering expertise. Recommendations include educational programs, encouragement programs, and enforcement policies. Recommendation is for the Board to adopt this final plan.
- Murry Fontes, Principal Engineer of the City of Watsonville, shared several recommendations in the report. Have received grant funding for some of the recommendations. Have supported many programs within various schools. Watsonville City Council approved it last night.
- Trustee De Serpa thanked those involved for the work. There have been many deaths associated with pedestrians. In full support of anything we can do to make streets safer.
- Trustee Osmundson asked if the City is looking for further grant funding to accomplish these recommendations. Murry replied that the City is very concerned with the number of collisions, have been applying for grants. Would like be partners to assist in the city right of way. The greatest success comes from teaching the children.
- Trustee Acosta shared her appreciation for what has been done.
- President Dodge Jr. thanked staff for the work. Requested additional safety measures for the CEIBA area, Walker and Riverside areas.
- Trustee Acosta moved to approve this item. Trustee Osmundson seconded the motion. The motion passed 6/0/1 (Trustees Acosta, De Serpa, Holm, Orozco, Osmundson, and President Dodge Jr.: Yes; Trustee Schacher: Absent).

F. PVUSD was Repeatedly Apprised about CEIBA-related Dangers in the Heavy Industrial Zone

Summary:

PVUSD was repeatedly noticed about the dangers in the industrial zone. However, public documents requests have revealed that the Superintendent, Trustees and/or PVUSD ignored these warnings. Based on public document request, it appears PVUSD also lost or destroyed documents submitted relating to student safety.

Former PVUSD Superintendent Michelle Rodriguez considered evidence of students being dropped off or picked up along Highway 129 an “alleged” danger.

Trustees also did not respond to my requests for a meeting.

F-1. PVUSD Superintendent did not consider student pick-up and drop-off on a State Highway dangerous; the Chief Business Officer Clint Rucker did

January 28, 2023

Description:

Email exchange with William Seligmann and Dr. Michelle Rodriguez Re Dangerous Student Drop-offs & Pick-ups on Highway 129

Summary:

This email details all the dangers with CEIBA and CoW's ill-advised drop-off and pick-up procedures on Highway 129, Locust Street, resulting from back-up on CEIBA's campus. There was mention of CEIBA students being dropped off on Highway 129 (pages 35-37).

- Some students are dropped off on the shoulder of Riverside Drive, which parents described as a hazard. They also noted that occasional U-turns occur on Riverside Drive after drivers have dropped off students.

It is notable that at the time of this letter and until August of 2024, PVUSD was a Co-Lessee, Secondary Tenant, and Lease Guarantor of the facility in which CEIBA operates.

LAW OFFICES

William R. Seligmann

333 Church Street, Suite A
Santa Cruz, California 95060
Telephone: (831) 423-8383
Fax: (831) 438-0104

Mailing Address:

PO Box 481
Santa Cruz, California 95061

January 28, 2023

Silicon Valley Office:
(408) 356-1950

Dr. Michelle Rodriguez
Superintendent of Schools
Pajaro Valley Unified School District
294 Green Valley Road
Watsonville, CA 95076
superintendent@pvusd.net

Re: Dangerous Condition: Highway 129 & Locust Street, Watsonville

Dear Dr. Rodriguez:

I want to call your attention to a dangerous condition occurring on Highway 129 in the vicinity of Locust Street in Watsonville. Ceiba College Preparatory Academy ("Ceiba") located off of Locust Street has been using Highway 129 as drop-off and pick-up zoning. During the morning and afternoon drop-off and pick-up times, long lines of cars jockey for limited parking spaces along Highway 129, often stretching for over two city blocks. This use creates a hazardous condition for numerous reasons:

- Highway 129 and Locust Street are used by large industrial trucks (see photo;)
- The parking is occurring in an acceleration zone, where the posted speed limit changes from twenty-five miles per hour (25 MPH) to forty-five miles per hour (45 MPH;)
- The 85th Percentile Speed along this section of Highway 129 was measured at fifty miles per hour (50 MPH;)
- Children frequently exit on the highway side of the vehicles toward oncoming traffic;
- Vehicles attempting to park along the curb of the highway impede oncoming traffic;
- Parking vehicles often extend into the travel lanes near the intersection of Locust Street, creating dangerous turning conditions;
- Parking vehicles have been seen extending into a red zone;
- Cars parked along the highway impede the visibility of drivers turning from Locust Street to Highway 129 and
- Parents driving eastbound on the highway have been observed making unsafe U-turns.

These conditions create a recipe for disaster and expose the District to significant liability. (See *Bonanno v. Central Contra Costa Transit Authority* (2003) 30 Cal.4th 139.) As Ceiba's authorizing agency and co-signator on their lease, I welcome your assistance in terminating this dangerous condition of public property.

Your anticipated attention to this matter is greatly appreciated.

Sincerely,

William R. Seligmann

William R. Seligmann

Highway 129: Ceiba Drop Off & Pick Up Locations

Parents drop off students in 45 mph zone along shoulder

Heavy industrial traffic with semi-trucks and wide loads



February 3, 2023

Description:

Email exchange with William Seligman and Dr. Michelle Rodriguez Re Dangerous Student Drop-off & Pick-ups on Highway 129

Summary:

This email demonstrates how PVUSD deflected on acknowledging or addressing the dangers with Rodriguez stating:

“While I appreciate your underlying concern for public safety, the Pajaro Valley Unified School District neither owns **nor controls the property** in question. Instead, the dangerous condition **which you allege** exists is located on a public right of way in close proximity to a property **controlled by a charter school** that is operated by a non-profit public-benefit corporation, not the District. I encourage you to seek a resolution to the issues you raise by conferring with the appropriate officials at Ceiba College Preparatory Academy and the City of Watsonville.”

Rodriguez failed to acknowledge PVUSD was a co-lessee and guarantor of the lease.

February 3, 2023

Description:

Email exchange with William Seligman and Dr. Michelle Rodriguez Re Dangerous Student Drop-off & Pick-ups on Hwy 129

From: Michelle Rodriguez <michelle_rodriguez@pvusd.net>
Sent: Friday, February 3, 2023 3:53 PM
To: Bill Seligmann <bill@southbaylaw.com>
Subject: Re: Dangerous Student Drop-off & Pick-ups on Hwy 129

Dear Mr. Seligmann:

I am in receipt of your correspondence, dated January 28, 2023, regarding an alleged dangerous condition on Highway 129 in the vicinity of Ceiba College Preparatory Academy. Thank you for sharing your concerns.

While I appreciate your underlying concern for public safety, the Pajaro Valley Unified School District neither owns nor controls the property in question. Instead, the dangerous condition which you allege exists is located on a public right of way in close proximity to a property controlled by a charter school that is operated by a non-profit public-benefit corporation, not the District. I encourage you to seek a resolution to the issues you raise by conferring with the appropriate officials at Ceiba College Preparatory Academy and the City of Watsonville.

Thank you,
Dr. Michelle Rodriguez
Superintendent of Schools
Pajaro Valley Unified School District
Ph: 831-786-2135

February 3, 2023

Description:

Email exchange with Michelle Rodriguez and William Seligmann.

Summary:

The Pajaro Valley Unified School District (PVUSD) responded by denying responsibility, claiming that the alleged dangers are located on a public right of way near a charter school operated by a nonprofit public-benefit corporation, over which the district has no control. The district advised that the concerns be addressed with Ceiba and the City of Watsonville.

However, PVUSD's response is legally flawed. Not only is PVUSD the authorizer of Ceiba College Prep, **but it is also the co-lessee and guarantor of the building where the school operates.** This gives the District both legal and financial responsibilities regarding the safety of the school's operations. As the charter authorizer, PVUSD has an oversight role that includes ensuring compliance with safety regulations and conditions of approval, such as CEQA, CDE Guidelines, and traffic safety requirements, particularly since CEIBA used State Funding for its campus.)

Despite its clear involvement, PVUSD has deflected accountability, failing to address serious safety concerns that directly impact the students and the surrounding community. This failure compounds the district's earlier lapses in oversight, including the improper siting of the school in a heavy industrial zone without proper environmental review or traffic safety studies.

Moreover, PVUSD did approve the Complete Streets Plan which mentions this very issue regarding student drop off along the State Highway.

F-2. PVUSD appears to have deficient record keeping regarding student accidents.

August 11, 2022

Description:

Email exchange with Marta Bulaich and former PVUSD Chief Business Officer Clint Rucker regarding pedestrian accidents.

Summary:

This email demonstrates that PVUSD was aware of other incidents aside from the CEIBA accident in December 2019. There had been a “safety incident” that occurred at Lakeview, but PVUSD’s details were scant, at best, as the District’s recordkeeping seems to have fallen short.



Clint Rucker <clint_rucker@pvusd.net>

to me ▾

Thu, Aug 11, 2022, 8:08AM



Marta,

Thank you for meeting with me and thank you and your brother for all for the information you provided me with regarding Ceiba Public Schools. As promised I have included some information below for you regarding your questions:

1) Ceiba last renewed in October 2020 and their renewal is good for up to 5 Years. So they won't be renewing again until 2025.

2) Injuries at PVUSD: I checked in with Risk and Safety and they couldn't recall any in the past couple years but did believe we had an unfortunate safety incident around Lakeview a few years back. Unfortunately we don't have any detailed information on it.

3) Bond Information: We have not been informed of any Bond information from Ceiba, we did receive a request to confirm good standing from a Charter School Facility Grant program. It's possible that Ceiba received funding for facilities from this grant. The new budget included additional funding for Charter school facilities as well.

Thanks,

Clint Rucker
Chief Business Officer
Pajaro Valley Unified School District
(831)786-2100

August 11, 2022

Description:

Email exchange with Marta Bulaich and former PVUSD Chief Business Officer Clint Rucker regarding pedestrian accidents.

Summary:

This email confirms that PVUSD was aware of the CEIBA accident. It is unclear if they filed or kept a record of the Walker Street accident. While it references a 'safety incident' at Lakeview, the District's details were minimal, raising serious concerns about PVUSD's failure to maintain thorough records. A school district has an inherent duty to ensure the safety of its students and staff, which includes promptly documenting, investigating, and addressing all accidents. The District's apparent lapse in recordkeeping not only falls short of normal district policies but also raises questions about whether PVUSD has met its legal obligations to report and respond to such incidents in a timely and transparent manner.

Questions Regarding Ceiba

Clint Rucker <clint_rucker@pvusd.net>
To: Marta Bulaich <martabulaich@gmail.com>

Thu, Aug 11, 2022 at 8:08 AM

Marta,

Thank you for meeting with me and thank you and your brother for all for the information you provided me with regarding Ceiba Public Schools. As promised I have included some information below for you regarding your questions.

1) Ceiba last renewed In October 2020 and their renewal is good for up to 5 Years. So they won't be renewing again until 2025.

2) Injuries at PVUSD: I checked in with Risk and Safety and they couldn't recall any in the past couple years but did believe we had an unfortunate safety incident around Lakeview a few years back. Unfortunately we don't have any detailed information on it.

3) Bond Information: We have not been informed of any Bond information from Ceiba, we did receive a request to confirm good standing from a Charter School Facility Grant program. It's possible that Ceiba received funding for facilities from this grant. The new budget included additional funding for Charter school facilities as well.

Thanks,

Clint Rucker
Chief Business Officer
Pajaro Valley Unified School District
(831)786-2100

G. PVUSD Has Unlawful Record Keeping Procedures, Violating the California Public Records Act (CPRA)

Record Keeping

PVUSD appears to be in violation of state and federal record retention laws by maintaining unacceptable record-keeping procedures or potentially engaging in the unlawful destruction of documents regarding student safety. Under California's Public Records Act (CPRA), public institutions, including school districts, are required to properly preserve and maintain records related to school operations, student safety, and compliance. Failure to adhere to these requirements constitutes a breach of legal obligations, exposing the district to litigation, penalties, and further scrutiny.

Correspondence sent or received by a superintendent that relate to the business of the school district are public records. The superintendent is a public official, and their communications, including emails and letter, document decisions, policies, and other actions affect the district's operations. As such, these emails and letters must be preserved according to state record retention policies.

G-1. Irregularities concerning documents submitted during oral presentations at PVUSD Board Meetings.

September 22-26, 2023

Description:

Email exchanges with PVUSD Rucker and Marta Bulaich re public document request irregularities including missing documents.

Summary:

The communications reveal that PVUSD lacks adequate recordkeeping procedures for documents submitted during public input, which constitutes a violation of public records laws. As a matter of practice, I provide ten (10) copies of all submitted materials (7) so each trustee receives one (1); one (1) for the superintendent, and two (2) for the clerk for official recordkeeping. The meeting minutes and video recordings clearly reflect my speaking and the submission of these documents. I have included these minutes and videos as evidence to demonstrate the inexplicable loss of these materials, which are of a controversial nature, and the Board of Trustees' failure to produce them upon request.

PVUSD's failure to account for these records suggests a possible a deliberate attempt to withhold or improperly manage public documents relating to student and public safety. This demonstrates the magnitude of PVUSD's gross negligence.



Marta Bulaich <martabulaich@gmail.com>

Information Request

Marta Bulaich <martabulaich@gmail.com>
To: Clint Rucker <clint_rucker@pvusd.net>

Fri, Sep 22, 2023 at 6:15 PM

Hi Clint,

Thank you for your email dated August 28, 2023. I have downloaded the related files that were in Google Drive.

However, there are some issues that I would like to get resolved. The documents that the PVUSD produced appear to be incomplete and present a number of irregularities.

In Item 1, the bus records provided by the PVUSD, I could not locate the addresses of either Ceiba's pick-up or return locations. The forms state "Ceiba CPC." As you may know, Ceiba has used and continues to use multiple addresses for its location.

Concerning the two PVUSD bus trips in 2019, Ceiba's legal address at that time was 260 W. Riverside Drive. This address is along Highway 129, with a shared driveway with Golden Brands, a large beer distributor located at 270 W. Riverside Drive. Based on conversations with the California Department of Education Transportation Division, it is my understanding that school districts are required to record the actual addresses of drop-off and pick-up locations for field trips. Please confirm if the PVUSD buses picked up/dropped off Ceiba students along Highway 129 or in the Golden Brands beer distributor lot. For the two bus trips in 2022, Ceiba's address had been legally changed to 215 Locust Street. Please confirm that your buses picked up/dropped off passengers at Ceiba on their school site using the 215 Locust Street address.

In item B, I requested copies of PVUSD bus transportation safety plans containing procedures for school personnel to follow. I **did not** receive any copies. Please provide PVUSD's bus transportation procedures and/or safety protocols, including any requirements to document specific bus drop-off and pick-up locations for trips involving school children.

In Item C, it appears your files do not include several letters I personally hand-delivered to the PVUSD, Dr. Michelle Rodriguez, and all of the Board of Trustees during Board Meetings. As a professional courtesy, I always provide extra copies for your recordkeeping. I was unable to find a single one of these hand-delivered letters in the files. I believe the California Records Act requires that these records be kept on file and produced. Given the sensitive nature of these correspondences, I would like to receive copies as soon as possible.

Lastly, in Ceiba Principal Josh Ripp's email dated February 14, 2023 to Dr. Michelle Rodriguez (PVUSD Superintendent at that time), Ripp references new student safety protocols that Ceiba has, stating:

Ceiba will provide you with a written report of procedures and precautions we've taken to ensure student safety during drop-off and pick-up times in the coming weeks.

I was not able to find any of these referenced procedures and precautions. If the PVUSD ever received these documents, please provide a copy. If the PVUSD did not receive this, please let me know if any employee or representative of the PVUSD made any efforts to secure a copy from Ceiba. If no PVUSD staff made any efforts, are they planning on doing so in the foreseeable future?

As always, I appreciate your help and look forward to hearing from you regarding the outstanding items.

Respectfully,

Marta

[Quoted text hidden]

--

Marta J. Bulaich
+1 415 816 1665
@martahari



Clint Rucker <clint_rucker@pvusd.net>

to me ▾

📧 Sep 26, 2023, 9:47 AM



Marta,

Here is the response from our transportation department regarding pickup/dropoff for Ceiba:

We pick up and drop off on Locust Street when we have done field trips for Ceiba as Riverside is too busy of a roadway. We believe this is the safest location for their students.

As for the Safety plan I have attached it here.

As for the letters, I will have Alicia reach out to Board to see if they have their copies, we do not take their copies and file them and since Dr. Rodriguez has left I'm not sure if she will have access to that file however we will look. In regards to Josh's email, I don't have any knowledge of that but we can reach out to Ceiba and see if this document exists.

Thanks,

Chief Business Officer
Pajaro Valley Unified School District
(831)786-2100



Clint Rucker <clint_rucker@pvusd.net>

Sep 26, 2023, 9:47 AM



to me ▾

Marta,

Here is the response from our transportation department regarding pickup/dropoff for Ceiba:

We pick up and drop off on Locust Street when we have done field trips for Ceiba as Riverside is too busy of a roadway. We believe this is the safest location for their students.

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Thanks,

Chief Business Officer
Pajaro Valley Unified School District
(831)786-2100



Clint Rucker <clint_rucker@pvusd.net>

Mon, Oct 9, 2023, 12:42 PM



to me ▾

Marta,

Here are the letters that Eva provided me that she had copies of that were delivered to the board along with the plan that Josh Ripp from Ceiba provided regarding safety.

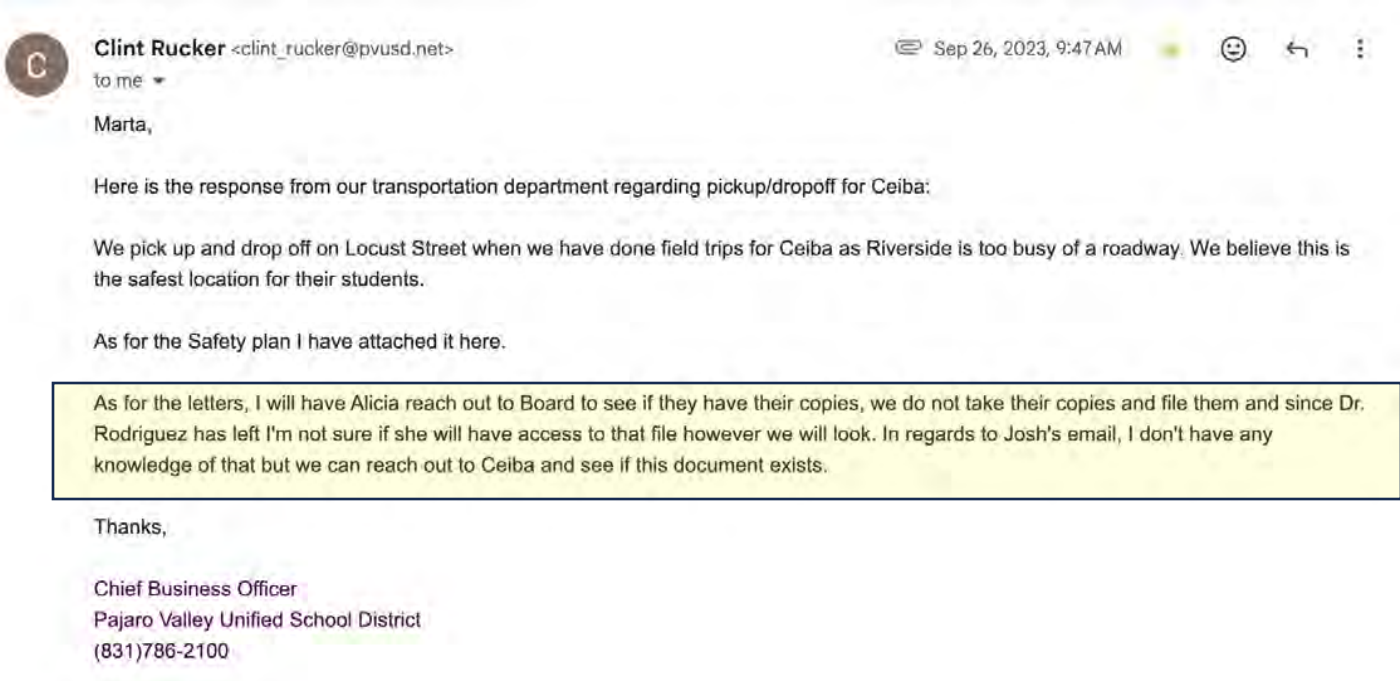
Thanks,

Clint Rucker
Chief Business Officer
Pajaro Valley Unified School District
(831)786-2100

3 Attachments • Scanned by Gmail



G-2. PVUSD does not retain documents related to student safety submitted to Board of Trustees and Superintendent.



G-3. Nearly all PVUSD Board Trustees ignored request for a meeting regarding CEIBA safety issues.

October 7, 2022

Description:

Emails with the Board of Trustees.

Summary:

I emailed all the Members of the Board regarding the safety issues with CEIBA. After multiple attempts, only Jennifer Holm responded, and we met for an hour via Zoom on October 13, 2022. It is notable Holm is the only Trustee not in Watsonville. Based on public documents, Trustees such as Jennifer Schacher appeared to have intentionally ignored my request. Schacher was apparently gleeful about such evasion in her communication to the Superintendent.

School board trustees are generally **expected to uphold their duty of care** to the broader school community, which includes ensuring **student safety**.

Ceiba College Preparatory Academy

Marta Bulaich <martabulaich@gmail.com>
To: jennifer_schacher@pvusd.net

Fri, Oct 7, 2022 at 12:23 PM

Dear Trustee Schacher,

In August, I presented to the PVUSD about Ceiba Charter School, which operates in an industrial building on an industrial-zoned parcel, in an industrial-zoned district, along a **busy state highway** - Highway 129.

Ceiba currently leases its school campus and is pursuing several aggressive real estate goals:

1. To change the zoning of the campus parcel from industrial to public school so as to be entitled to operate in an industrial zone permanently.
2. To then purchase the campus property.
3. To expand the campus by changing the zoning of two recently purchased parcels from residential to public school and constructing more school buildings there. Chevron previously owned these parcels, which were the subject of high-profile litigation regarding toxic waste from pesticide manufacturing. It is my understanding that these sites can never be "cleaned."

In further evaluating Ceiba's application, site, and operations, I have discovered several other significant problems involving safety, traffic, and school expansion plans, all of which are highly relevant to the charter school's authorizer, PVUSD.

I want to discuss these issues in the upcoming weeks. Would you be open to meeting in person, telephonically, or via Zoom?

Sincerely,

Marta

—
Marta Bulaich
+1 415 816 1665
@martahari

Ceiba College Preparatory Academy

Marta Bulaich <martabulaich@gmail.com>
To: jennifer_holm@pvusd.net

Fri, Oct 7, 2022 at 12:09 PM

Dear Trustee Holm,

In August, I presented to the PVUSD about Ceiba Charter School, which operates in an industrial building on an industrial-zoned parcel, in an industrial-zoned district, along a **busy state highway** - Highway 129.

Ceiba currently leases its school campus and is pursuing several aggressive real estate goals:

1. To change the zoning of the campus parcel from industrial to public school so as to be entitled to operate in an industrial zone permanently.
2. To then purchase the campus property.
3. To expand the campus by changing the zoning of two recently purchased parcels from residential to public school, and constructing more school buildings there. Chevron previously owned these properties, which were the subject of high-profile litigation regarding toxic waste from pesticide manufacturing. It is my understanding that these sites can never be "cleaned."

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I want to discuss these issues in the upcoming weeks. Would you be open to meeting in person, telephonically, or via Zoom?

Sincerely,

Marta

—
Marta J. Bulaich
+1 415 816 1665
@martahari

Subject: Fwd: Ceiba College Preparatory Academy

Date: Monday, November 28, 2022 at 1:35:15 PM Pacific Standard Time

From: Jennifer Schacher

To: Alicia Jimenez

I received this email. I did not respond.
Jennifer

----- Forwarded message -----

From: **Marta Bulaich** <martabulaich@gmail.com>

Date: Friday, October 7, 2022

Subject: Ceiba College Preparatory Academy

To: jennifer_schacher@pvusd.net

Dear Trustee Schacher,

In August, I presented to the PVUSD about Ceiba Charter School, which operates in an industrial building on an industrial-zoned parcel, in an industrial-zoned district, along a **busy state highway** - Highway 129.

Ceiba currently leases its school campus and is pursuing several aggressive real estate goals:

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3. To expand the campus by changing the zoning of two recently purchased parcels from residential to public school and constructing more school buildings there. Chevron previously owned these parcels, which were the subject of high-profile litigation regarding toxic waste from pesticide manufacturing. It is my understanding that these sites can never be "cleaned."

In further evaluating Ceiba's application, site, and operations, I have discovered several other significant problems involving safety, traffic, and school expansion plans, all of which are highly relevant to the charter school's authorizer, PVUSD.

I want to discuss these issues in the upcoming weeks. Would you be open to meeting in person, telephonically, or via Zoom?

Sincerely,

Marta

—
Marta Bulaich
+1 415 816 1665
@martahari

—
Sincerely,
Jennifer Schacher
PVUSD Board Trustee

Subject: Re: Public Information Request

Date: Monday, November 28, 2022 at 2:33:40 PM Pacific Standard Time

From: Jennifer Schacher

To: Michelle Rodriguez

CC: Alicia Jimenez

Good Afternoon Alicia,

I have had no phone calls regarding Ceiba. I will search my email and forward you any emails regarding Ceiba. There was info passed out at one of the board meetings from a speaker but I no longer have that paperwork. I believe it was a article.

Thanks

Jennifer

On Sunday, November 27, 2022, Michelle Rodriguez <michelle_rodriguez@pvusd.net> wrote:

Good Afternoon,

We received the following Public Information Request for communications about Ceiba Charter School. Please either provide Alicia with the requested communications or inform her that you do not have any such communication. To comply with the timeline, please let Alicia know by this coming Friday, December 2, 2022.

Thank you,

Dr. Michelle Rodriguez

Superintendent of Schools

Pajaro Valley Unified School District

Ph: 831-786-2135



Together We LIFT Up!

Whole Student, Whole Family, Whole Community

"Be One Who Nurtures and Builds,

Be One Who Has An Understanding and Forgiving Heart,

Be One Who Looks for the Best in People"

--Marvin J Ashton

----- Forwarded message -----

From: **Michelle Rodriguez** <michelle_rodriguez@pvusd.net>

Date: Fri, Oct 7, 2022 at 3:05 PM

Subject: Re: Ceiba College Preparatory Academy

To: Daniel Dodge Jr. <daniel_dodge@pvusd.net>

Good Afternoon Daniel,

The District did approve the original charter and continues to renew their charter every five years. Here is the attached 2013 agreement where they will not ask us for facilities until the 2024-2025 school year. A point to make on charter schools, we only oversee their fiscal solvency and their implementation of required state curriculum. We do not oversee their property or facilities when they are not using our facilities.

Thank you,

Dr. Michelle Rodriguez

Superintendent of Schools

Pajaro Valley Unified School District

Ph: 831-786-2135

On Fri, Oct 7, 2022 at 12:50 PM Daniel Dodge Jr. <daniel_dodge@pvusd.net> wrote:
Good afternoon,

I'm not sure how to answer this person because I don't remember PVUSD doing anything to authorize for Ceiba to exist.

Begin forwarded message:

From: Marta Bulaich <martabulaich@gmail.com>
Date: October 7, 2022 at 12:28:44 PM PDT
To: [Daniel_dodge@pvusd.net](mailto:daniel_dodge@pvusd.net)
Subject: Ceiba College Preparatory Academy

Dear Trustee Dodge,

In August, I presented to the PVUSD about Ceiba Charter School, which operates in an industrial building on an industrial-zoned parcel, in an industrial-zoned district, along a **busy state highway** - Highway 129.

Ceiba currently leases its school campus and is pursuing several aggressive real estate goals:

1. To change the zoning of the campus parcel from industrial to public school so as to be entitled to operate in an industrial zone permanently.
2. To then purchase the campus property.
3. To expand the campus by changing the zoning of two recently purchased parcels from residential to public school and constructing more school buildings there. Chevron previously owned these parcels, which were the subject of high-profile litigation regarding toxic waste from pesticide manufacturing. It is my understanding that these sites can never be "cleaned."

Page 2 of 3

In further evaluating Ceiba's application, site, and operations, I have discovered several other significant problems involving safety, traffic, and school expansion plans, all of which are highly relevant to the charter school's authorizer, PVUSD.

I want to discuss these issues in the upcoming weeks. Would you be open to meeting in person, telephonically, or via Zoom?

Sincerely,

Marta

—

Marta J. Bulaich
+1 415 816 1665
@martahari

Subject: Ceiba- Public Information Request

Date: Thursday, December 1, 2022 at 6:17:32 PM Pacific Standard Time

From: Maria Orozco

To: Alicia Jimenez

Hi Alicia,

I am confirming I received one communication regarding Ceiba College Prep occurring between January 1, 2022 and present.

See the screenshot below. I did not respond to the email.

Best,
Maria

--

Maria Orozco

PVUSD Board Trustee, Area 6

President, Pajaro Valley Education Foundation

Subject: Ceiba information request (emails)

Date: Monday, November 28, 2022 at 7:39:56 PM Pacific Standard Time

From: Jennifer Holm

To: Alicia Jimenez

Dear Alicia,

These are the emails I have had since January 1, 2022 that contain any reference to Ceiba (many are very brief mentions, and probably not relevant, but I'll let the legal team make that determination). To the best of my recollection, I have not made any social media posts about the school. I did meet with Marta Bulaich for about an hour on October 13th via Zoom to discuss her concerns, but have not had any phone conversations. I searched my text history and did not find anything related to Ceiba.

Sincerely,

Jennifer Holm, DNP, PHN, RN

[Trustee, Area VII](#)

Pronouns: She | Her | Hers

Phone: (831) 251-5012

[Arts Education Committee Meeting Minutes.eml](#)

PVUSD Could Not Produce Controversial Documents Relating to Safety Submitted in Person

In an email from Clint Rucker, Rucker states he is “unsure” if PVUSD has access to the former Superintendent’s files.

@martahari



Clint Rucker <clint_rucker@pvusd.net>
to me ▾

Tue, Sep 26, 2023, 9:47 AM



Marta,

Here is the response from our transportation department regarding pickup/dropoff for Ceiba:

We pick up and drop off on Locust Street when we have done field trips for Ceiba as Riverside is too busy of a roadway. We believe this is the safest location for their students.

As for the Safety plan I have attached it here.

As for the letters, I will have Alicia reach out to Board to see if they have their copies, we do not take their copies and file them and since Dr. Rodriguez has left I'm not sure if she will have access to that file however we will look. In regards to Josh's email, I don't have any knowledge of that but we can reach out to Ceiba and see if this document exists.

Thanks,

Chief Business Officer
Pajaro Valley Unified School District
(831)786-2100

...

One attachment • Scanned by Gmail



G-4. PVUSD did not retain records regarding CEIBA.

Description:

According to the PUVSD Minutes, I presented several times between August 2022 and the present on student safety issues. Every time I presented I personally hand-delivered 10 copies. PVUSD could not produce five of these documents in a public documents request.

1. August 24, 2022: **No record of Marta Bulaich or Ilia Bulaich's submission**
2. October 12, 2022: **No record of Marta Bulaich submission**
3. January 25, 2023: This was provided.
4. March 8, 2023: **No record of Marta Bulaich submission**
5. March 22, 2023: **No record of Marta Bulaich submission**
6. May 10, 2023: **No record of Marta Bulaich submission**
7. June 14, 2023: This was provided.
8. March 13, 2024: Not part of a PRA, but description is inadequate
9. March 27, 2024: Not part of a PRA, but description is inadequate

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Public Input to PVUSD Trustees and Superintendent

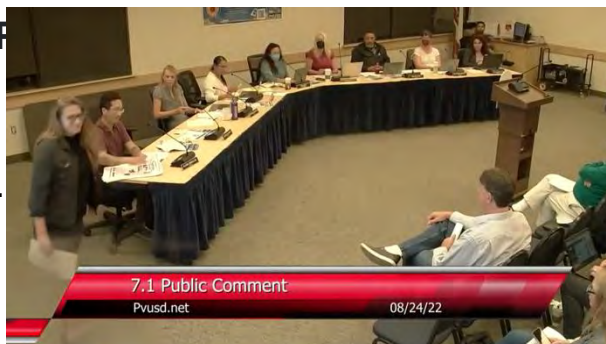
Event: [August 24, 2022](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich and Ilia Bulaich both recited to the Trustees and submitted documents as well during the meeting. Shown below are relevant excerpts of the written Minutes of the meeting and photos of the documents being submitted. The Minutes do not reflect that Marta and Ilia Bulaich submitted documents. These documents were regarding student safety issues and should have been kept as public records.

Excerpts of Minutes:

Marta Bulaich spoke about CEIBA Charter. There are safety issues in the location of the school. CEIBA purchased two properties near the school that may be contaminated.

Ilia Bulaich spoke about CEIBA. The school is currently operating under a temporary use permit that expires next year. School officials are seeking to rezone the lease of the school to remain there permanently. The City Council will be making a decision on this.



Marta Bulaich submitted news articles regarding the Chevron Properties



Ilia Bulaich submitted to the PVUSD Board a copy of a letter from Anka Bulaich to the Watsonville Planning Commission for their April 5, 2022 meeting

Transcription of Marta Bulaich Recital During the August 24, 2022 Meeting

Good evening, members of the board and Dr. Rodriguez. My name is Marta Bulaich. I'm a former resident of Watsonville, Attended local public schools, and my immediate family resides here. Recently, a public controversy erupted in your jurisdiction regarding CEIBA charter school. In 2013, the CEIBA planning the City Planning Commission approved a 10-year temporary use permit for CEIBA to establish a public charter school in a vacant industrial building on an industrial zone parcel and an industrial zone district along a busy State Highway, highway 129. Since commencing operations in 2014 the school immediately generated chronic adverse impacts on the adjacent uses. Moreover, there's evidence of severe safety defects with the school's siting and operation. In fact, in December 2019 two CEIBA students walking to school in an industrial zone were hit by a van and sustained major injuries. Subsequent events have revealed large amounts of irregularities in zoning procedures by the planning department. On April 5 this year, the planning commission considered an application by CEIBA to change the zoning of the school premises from industrial to public institutional. During the process, the school's adverse impacts were documented by formal communications by adjacent stakeholders with zero support for the rezoning. Also of note is that in CEIBA's aggressive expansion plan, the school purchased two properties on Locust Street across from CEIBA entrance. This is to build a gymnasium. **These properties were previously owned by Chevron and were the subject of high-profile litigation regarding toxic waste from pesticides manufacturing. I have copies of you from newspaper articles about these contaminated sites.** If you the trustees find this information to be of concern regarding the proper use of local education funds and the safety of your students, then I urge you to give this matter further investigation. I'm available to communicate with you in the coming days to solicit your input and provide the information I have. City Council will decide on this matter at a future, unknown date. Thank you for your time and attention.

Transcription of Ilia Bulaich Recital during the August 24, 2022 Meeting

Members of the Board. My name is Ilia Bulaich, and I am a Watsonville resident, and I wanted to address the board in regard to the CEIBA charter school located on Locust Street in the Watsonville west side. The CEIBA school is currently operating under authorization of a 10-year temporary use permit granted in 2013 which does expire next year. The CEIBA school officials are currently seeking to rezone the leased premises of their school so as to remain there permanently. However, this has become a controversy, as the school has proven to be quite incompatible with the adjacent properties in the neighborhood. This was evidenced by extensive public input during the April 5, 2022 Watsonville Planning Commission meeting that was on this subject. The City Council will soon be making a final decision on this. I believe you, the board, will be receiving input on that rezoning. I wanted to introduce myself as a preface to future communications. And finally, I wanted to distribute a written communication to you, the trustees, from a long-time neighborhood resident who happens to be my mother, which was submitted to the Watsonville Planning Commission at their April meeting, that I believe provided the most cogent and comprehensive narrative of the **subject for your reference file**. Thank you.

Public Input to PVUSD Trustees and Superintendent

Event: [October 12, 2022](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich recited to the Trustees and submitted documents as well during the meeting. Shown below are relevant excerpts of the written Minutes of the meeting and photo of the documents being submitted. The Minutes do not reflect that Marta submitted documents. These documents were regarding student safety issues and should have been kept as public records.

Excerpts of Minutes:

Marta Bulaich spoke on the CEIBA rezoning. Shared she attended a community meeting where zoning and student drop off was discussed.

Photo:



Marta Bulaich submitted a copy of CoW February 4, 2022 Memo acknowledging that the Planning Commission **lacked authority** to issue a Special Use Permit for Ceiba in 2013

Transcription of Marta Bulaich Recital During the October 12, 2023 Meeting

My name is Marta Bulaich and I presented in August regarding Ceiba's rezoning. On September 29, there was a Community Meeting attended by hundreds of Ceiba students and parents, who appeared to be prepped for the meeting by Ceiba School officials. I attended and noticed many unusual things, including:

1. Community Development Director Merriam served as a relatively insignificant source of information. She made no mention of Staff's February 4th Memo acknowledging that the Planning Commission **lacked authority** to issue a Special Use Permit for Ceiba in 2013.
2. Principal Ripp stated if the zoning request is denied, all Ceiba students will have **to transfer schools at the end of the school year**. His statement omitted protections afforded to Charter Schools in Proposition 39, which benefited Ceiba in 2012. The meeting was focused on land use issues; however, it devolved into a **diatribe against PVUSD, with many Ceiba parents** citing substandard education and safety. One parent and PVUSD employee expressed fear for her daughter "surviving in a PVUSD classroom."
3. Traffic engineers, City Staff and Ceiba have maintained that student drop-off and pick-up traffic impacts would be mitigated by a loop around the school. Said loop has never functioned as claimed because the site cannot accommodate drop-off and pick-up for 525 students. Now, Ceiba and the City appear to have approved new student drop-off/pick-up locations, including along Highway 129, which goes from 25 to 45 mph. When asked about the safety of this protocol, both City Traffic Coordinator Gonzalez and Principal Ripp refused to answer the question. Instead, Gonzalez misstated the speed limit, said it was in the State's jurisdiction, and that the City can't control where the parents choose to drop off their kids. Ripp maintained parents have the prerogative to use the state highway for student drop-off and pick-up.

Highway 129 is heavily trafficked by semis, tractors, and delivery vehicles, often exceeding speed limits. It is unsafe and so is operating a school in an industrial zone. Here is a copy of Staff's February 4th memo for your review.

Public Input to PVUSD Trustees and Superintendent

Event: [January 25, 2023](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich recited to the Trustees and submitted documents as well during the meeting. Shown below are relevant excerpts of the written Minutes of the meeting and photos of the documents being submitted. The Minutes do not reflect that Marta submitted documents, but the PVUSD produced this document in a records request. These documents were regarding student safety.

Excerpt of Minutes:

Marta Bulaich spoke on the CEIBA Charter school. The Watsonville City Council will hear a zoning request. Spoke on lack of safety for students.

Photos:



Marta Bulaich showed a poster of the dangers on Highway 129 and submitted a letter

Transcription of Marta Bulaich Recital During the January 25, 2023 Meeting

Members of the Board. My name is Marta Bulaich. In 2008 the Pajaro Valley school board authorized the establishment of the CEIBA Charter School. Afterwards, CEIBA operated out of commercial buildings on Main Street in 2013 CEIBA moved into an industrial building on State Highway 129 through a temporary ten-year use permit from the Watsonville Planning Commission. Since CEIBA's occupancy it has been an adverse impact and has resulted in neighborhood opposition to their continued presence. That issue will be an upcoming agenda item for the Watsonville City Council in the form of a zoning amendment request. As part of the information review, certain facts have come to light, which reveal how a children's charter school has been placed in an industrial zone. Upon receiving authorization, CEIBA requested facilities from PVUSD, as allowed by state proposition 39. From this a dispute arose between CEIBA in the district as to the adequacy of what facilities the district was offering. This dispute continued to 2013 whereupon, CEIBA and the district entered into a settlement agreement. Under the Settlement Agreement, the district agreed to loan \$2 million to save up and to be a guarantor in and co-lessee on any property lease that CEIBA would enter into for facility provided by other entities in consideration. CEIBA waived its prop 39 rights for publicly provided facilities from 2013 to the 2023 and 24 school year,. CEIBA used that agreement to secure an industrial building for their school. Ultimately, CEIBA began using the state highway for drop off and pick up of students each day. At this point, I would like to show a photo of the end result of what save as Safe Routes to School in an industrial zone looks like.

No school board should be allowing this violation of basic safety to be occurring. Thank you.

G-4. Missing March 8, 2023 Materials

Missing March 8, 2023 Materials

The following pages includes the letters I submitted, PVUSD Minutes, a video link, and photo of my handing over the documents

Public Input to PVUSD Trustees and Superintendent

Event: [March 8, 2023](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich recited to the Trustees and submitted documents as well during the meeting. Shown below are relevant excerpts of the written Minutes of the meeting and photos of the documents being submitted. The Minutes do not reflect that Marta submitted documents. These documents were regarding student safety issues and a procedural defect and should have been kept as public records.

Excerpt of Minutes:

Marta Bulaich spoke on the letter from Dr. Rodriguez regarding CEIBA. Shared that not all council members received the letter and not included in the Council agenda packet.

Photo:



Marta Bulaich delivers a letter regarding Superintendent Michelle Rodriguez' February 13, 2023 letter to the City Council

Transcription of Marta Bulaich Recital During the March 8, 2023 Meeting

Members of the Board:

On February 13th, Superintendent Michelle Rodriguez transmitted a letter addressed to the Watsonville City Council, which was sort of a policy position statement by PVUSD about Ceiba charter school's rezoning proposal.

However, a significant irregularity exists with the letter. **Although addressed to the Watsonville City Council, the Superintendent only transmitted that letter to City Manager Rene Mendez and Mayor Eduardo Montesino.** In the past, the Superintendent has used a protocol of transmitting communications to all of the Council Members when the Council was the indicated recipient.

Although the two city officials had received the Superintendent's letter in advance of the February 28th Council Meeting, they neither distributed it to the other Council Members nor the City Clerk. **Consequently, the letter was not included in the publicly-distributed Agenda packet.**

The letter was only discovered by inadvertent circumstances - I received a copy of the letter on February 23rd, through a public records document request made to the Watsonville City Government. I also discovered that some Council Members had never received the letter. On February 26th I emailed a copy of the Superintendent's letter to every Council Member with a cover letter informing them that a serious irregularity was in effect.

Because of past legal problems, PVUSD has been compromised in its willingness to provide needed oversight of Ceiba's school misgovernance. Nonetheless, there is a troubling question that the Trustees, District Personnel, and the Public should be considering:

Why did the Superintendent transmit her letter to the Council in a manner that made it likely that the letter could be withheld?

Even more significant, why did the City Manager and City Mayor withhold the letter from the other Council Members, other City Staff, and the Public?

2546 Rolling Hills Ct.
Alamo, CA 94507

March 8, 2023

VIA HAND DELIVERY

Board of Trustees
Pajaro Valley Unified School District
294 Green Valley Road
Watsonville, CA 95076

Re: PVUSD Response to Ceiba College Preparatory Academy Rezoning Petition

Members of the Board:

Ceiba Charter School has been pursuing a zoning change for its campus in Watsonville. During the past ten months, Watsonville City Officials have collaborated with the Ceiba charter school community to modify the perceived environmental impacts of the school's operation on the adjacent land uses to bolster the rezoning. During that time, the Pajaro Valley Unified School District (PVUSD) has received communications from a number of entities detailing defects of the land use entitlements and governance of the school.

On February 13, 2023, the Superintendent transmitted a letter addressed to the Watsonville City Council, which was sort of a policy position statement by the PVUSD as to the Ceiba rezoning proposal. In that letter, the Superintendent provided a brief history of Ceiba's authorization. The letter stated that Ceiba might have to shut down if the school lost the use of its industrial school facility but that the PVUSD assuredly had the capacity to accommodate all of the displaced students.

The letter also reminded the City Council that the City was a stakeholder in the Ceiba enterprise since the City was the entity that approved a children's school to operate in an industrial zone in the first place. Finally, the letter encouraged Ceiba and the City Officials to resolve dangers with student drop offs and pick ups on Highway 129.

The Superintendent's letter was a critically important factor for the Council Members in making a decision on the Ceiba rezoning. However, a significant irregularity exists with the letter. Although the letter was addressed to the Watsonville City Council, the Superintendent only transmitted the letter to City Manager Rene Mendez and Mayor Eduardo Montesino. In the past, the Superintendent has used a protocol of transmitting communications to all of the Council Members when the Council was the indicated recipient. For this controversial and serious issue, the Superintendent changed the transmittal protocol.

Although the two city officials had received the Superintendent's letter well in advance of the February 28, 2023 Council Meeting, they neither distributed it to the other Council Members nor to the City Clerk. As a consequence, the Superintendent's letter was not included in the Agenda packet that was publicly released on February 24, 2023.

Given the mass and complexity of the agenda materials to be reviewed and considered in the brief span of four days, this was a grave omission. The concealment of the letter was only discovered by random inadvertent circumstances. I had received a copy of the Superintendent's letter on February 23, 2023, through a public records document request made to the Watsonville City Government.

Upon noticing that the Superintendent's letter was not in the distributed agenda packet, I then discovered that some Council Members had never received the letter either in their agenda materials or in any other manner.

Given the extreme time constraints of only two days before the Council Meeting, on February 26, 2023, I took the step of emailing a copy of the Superintendent's letter to every Council Member with a cover letter informing them that a serious irregularity was in effect. The next day, the City Manager distributed the Superintendent's February 13th letter to all Council Members with one day to go before the meeting.

Because of past legal problems, PVUSD has been compromised in its willingness to provide needed oversight of Ceiba's school misgovernance. Nonetheless, there is a troubling question that the Trustees, District Personnel, and the Public should be considering: Why did the Superintendent transmit her letter to the Council in a manner that made it likely that the letter could be withheld? Even more significant, why did the

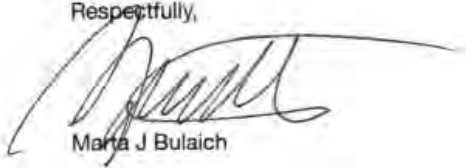
Board of Trustees

March 8, 2023

Page 3

City Manager and City Mayor withhold the letter from the other Council Members,
other City Staff, and the Public?

Respectfully,

A handwritten signature in black ink, appearing to read 'Marta J Bulaich', with a long horizontal flourish extending to the right.

Marta J Bulaich

Attachments - 1

From: [Michelle Rodriguez on behalf of Michelle Rodriguez <michelle_rodriguez@pvusd.net>](#)
To: [Eduardo Montano](#); [Rene Mendez](#)
Subject: PVUSD Response to Ceiba College Preparatory Academy Rezoning Petition
Date: Monday, February 13, 2023 5:37:16 PM
Attachments: [PVUSD Letter to Watsonville City Council Regarding Ceiba Facilities Permit.pdf](#)

Good Evening Eduardo and Rene,
Please find PVUSD's response to Ceiba College Preparatory Academy Rezoning Petition. Let me know if you would like to discuss further.
Thank you,





February 13, 2023

By U.S. Mail & E-Mail: eduardo.montesino@cityofwatsonville.org

Watsonville City Council
275 Main Street, Suite 400
Watsonville, CA 95076

OFFICE OF THE
SUPERINTENDENT

Re: Ceiba College Preparatory Academy Rezoning Petition (215 Locust Street)

Dear Members of the Watsonville City Council,

Dr. Michelle Rodriguez
Superintendent

As you may be aware, the Parajo Valley Unified School District ("PVUSD") is the charter authorizer for the Ceiba College Preparatory Academy ("Ceiba"). As Ceiba's authorizer, PVUSD is intimately familiar with its history and operations, and is in a unique position to offer insight and context to help inform the City Council's upcoming consideration of Ceiba's request to rezone the location of its current school site from industrial to institutional (the "rezoning petition"). In addition, to the extent that Ceiba remains at its current facility, I urge the City of Watsonville and Ceiba to work closely to resolve public safety concerns that have recently been brought to my attention. Conversely, should Ceiba be unable to remain at its current site, PVUSD will remain a committed civic partner and be available to serve and any and all pupils who wish to enroll.

By way of background, the PVUSD Board of Trustees initially granted Ceiba its school charter in October 2007, and Ceiba began offering its educational program in the 2008-2009 school year. Since that time, the PVUSD Board of Trustees has renewed Ceiba's charter for three (3) additional five-year terms, the most recent renewal occurring in October 2020. While Ceiba initially operated within PVUSD facilities, in May of 2013, the parties entered a facilities memorandum of understanding ("MOU") through which Ceiba moved into its current facility located at 215 Locust Street.

Board of Education

Jennifer Holm
President

Georgia Acosta
Vice President/Clerk

Daniel Dodge Jr.

Olivia Flores

Kimberly De Serpa

Oscar Soto

The terms of the MOU provided Ceiba with the certainty of having a home for its operations through the end of the 2023-2024 school year. As you may be aware, the City was a stakeholder in this process, having granted Ceiba a ten-year special use permit to operate in an area otherwise zoned for general industrial use. Importantly, the MOU provided that, in exchange for several concessions from PVUSD, Ceiba waived its statutory right to request facilities from PVUSD through the end of the 2023-2024 school year. This is a critical provision of the MOU as it means that should the City Council deny the rezoning petition, Ceiba may find itself without facilities for the 2023-2024 school year and, according to Ceiba, face closure.

While Ceiba has had a stable facilities arrangement since it entered the MOU with PVUSD, it is PVUSD's understanding that Ceiba's current residency has not been without issue. Members of the community have alleged that there is a dangerous condition along Highway 129 near Locust Street where Ceiba students are dropped-off and picked-up at the start and end of school days. To this point, I urge City officials and Ceiba leadership to work collaboratively to remediate any potentially dangerous conditions.

I recognize that the opinions and considerations the City Council must weigh in its present deliberations are myriad, and PVUSD will remain neutral to allow the City Council, Ceiba, and the local community to seek a resolution. To the extent that the parties are unable to resolve this matter, PVUSD is has sufficient capacity throughout its 16 secondary school sites and is prepared to welcome any and all of the approximately 520 existing Ceiba students who may wish to attend PVUSD schools.

I hope this letter helps inform the City Council of the context underlying Ceiba's relationship with PVUSD, and I remain available should you or the City Council have any questions.

cc: Josh Ripp, Head of School
Ceiba College Preparatory Academy

Sincerely,



Dr. Michelle Rodriguez
Superintendent of Schools

Public Input to PVUSD Trustees and Superintendent

Event: [March 22, 2023](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich recited to the Trustees and submitted documents as well during the meeting. Shown below are relevant excerpts of the written Minutes of the meeting and photos of the documents being submitted. The Minutes do not reflect that Marta submitted documents, and the PVUSD did not produce this document in a records request. These documents were regarding student safety issues and should have been kept as public records.

Excerpt of Minutes:

Marta Bulaich mentioned that CEIBA is in violation of using Highway 129 for loading and unloading of students. City staff set conditions for the drop-off and pickup procedures that were not followed.



Marta delivers copy of her letter to the Board of Trustees detailing CEIBA's ongoing safety violations.

Transcription of Marta Bulaich Recital During the March 22, 2023 Meeting

Members of the board. My name is Marta Bulaich. During the February 28 Watsonville City Council meeting, CEIBA Charter School principal Josh Ripp maintained he would enforce the city's prohibition on student drop off and pick up activity on Highway 129. **However, CEIBA wasted no time in violating this policy and another policy. The very next day, CEIBA used both highway 129 and its highway access driveway for student loading two Monterey County Office of Education busses were chartered by CEIBA for a field trip transporting 80 students.** At approximately 3pm, the two busses dropped off students along the shoulder of highway 129 in a 45 mile an hour zone in front of the Golden brands building located at 270 West Riverside Drive. There were no flashing red lights on the bus, nor did there appear to be a bus driver directing student traffic. CEIBA students disembarked and entered the CEIBA campus on the highway 129 access driveway. In the February 28 2023 City Council agenda packet, city staff set forth conditions 27 and 29 forbidding the use of highway 12 for student drop off and pick up and CEIBA highway access driveway for student use. Both of these conditions of approval were ignored and violated. Although the Monterey County Office of Education provided the busses for the hazardous drop off and pick up procedure that office has thus far stonewalled on providing the designated drop off and pick up addresses for that day. CEIBA's reckless student drop off and pick up protocols pose ongoing threats to students, neighborhood stakeholders and all drivers using public roadways. The dangers posed to the community are unprecedented for any school in Watsonville.

CEIBA continues to be a detriment to the neighborhood. Here is a copy of my letter to the Watsonville City Council detailing CEIBA's ongoing safety violations. Thank you.

Public Input to PVUSD Trustees and Superintendent

Event: [May 10, 2023](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich recited to the Trustees and submitted documents as well during the meeting. Shown below are relevant excerpts of the written Minutes of the meeting and photos of the documents being submitted. The Minutes do not reflect that Marta submitted documents. These documents were regarding student safety issues and should have been kept as public records. The description also fails to mention that CEIBA was conducting its bus procedures on a beer distributor lot. The PVUSD and CEIBA are co-lessees with the owner of the beer distributor lot.

Minutes:

Marta Bulaich shared that the Watsonville City Council is allowing CEIBA to operate in industrial area. CEIBA has been violating the permit by allowing students to be dropped off on an industrial road.



Marta delivers copy of her letter to the Board of Trustees detailing CEIBA's ongoing safety violations.

Transcription of Marta Bulaich Recital During the May 10, 2023 Meeting

Members of the board. My name is Marta Bulaich. On February 28 the Watsonville City Council, through a defective legislative procedure, approved a zoning amendment and use permit for CEIBA charter school to allow the school to operate in the industrial zone permanently. Part of the justification that city council used in approving the project was the imposition of a number of use permit conditions of approval that ostensibly served to mitigate the injurious impact of the school on adjacent uses.

Since that time, CEIBA has been **openly violating those conditions of approval**. CEIBA is currently using a procedure of having school busses drop off and pick up students in an industrial beer distributors parking lot. This is done in a reckless and negative matter, and then they route the students over to a driveway that abuts the Riverside Drive highway 129 all the while exposing children to large advertising, advertising graphics of beer and alcohol.

These procedural violations resulted in a formal complaint filed with the Watsonville city government. Additionally, CEIBA lacks adequate parking on site prior to the city council approval, CEIBA school principal Josh Ripp and CEIBA representatives indicated that CEIBA had acquired parking spaces from the adjacent beer distributor facility, thereby extending school operations to a beer distributor lot.

To the best of my knowledge, there's not been any zoning approval to allow this, given that the Pajaro Valley Unified School District is the co-lessee of CEIBA's building **next to a beer distributor lot**, and that the board is the authorizer for CEIBA and has oversight authority, the board members should make note of the situation as they monitor CEIBA's behavior integrity, and ongoing lack of concern for student safety and well being. Thank you. Here's a copy of the formal complaint.

PVUSD Hand-Delivered Documents

Event: [June 14, 2023](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich recited to the Trustees and submitted documents as well during the meeting. Shown below are relevant excerpts of the written Minutes of the meeting and photo of the documents being submitted. The Minutes do not reflect that Marta submitted documents. These documents were regarding student safety issues. This document was produced in a public documents request.

Minutes:

Marta Bulaich shared that there was another student accident in the industrial zone for CEIBA. This marks the third accident in the industrial zone.



Marta delivers copy of her letter to the Board of Trustees detailing CEIBA's ongoing safety violations.

Transcription of Marta Bulaich Recital During the June 14, 2023 Meeting

Members of the Board:

It appears there has been **yet another** Ceiba charter school student accident in the industrial zone.

Witnesses observed that during the afternoon of May 16th, a Ceiba student riding his bicycle from school ran through a stop sign at the intersection of Second and Walker Streets and T-boned a pick-up truck traveling south on Walker Street. Based on bystander accounts, the child fell off his bike and sustained minor injuries. The driver stopped, checked on the child, placed the bicycle in the back of the truck, and drove the child somewhere. No crossing guard was seen. A police report was filed.

This marks the third Ceiba student accident **in the industrial zone**. In December 2019, two Ceiba students were hit while walking to school on Walker Street and sustained major injuries, requiring them to be airlifted out of the county.

The two most incompatible zoning designations between each other are heavy industrial and children's schools. Yet **Ceiba's location is in the heart of the industrial zone**, adjacent to a large alcohol distributor, plastering and landscape contractors, cold storages, agricultural fields, and a major state highway. **Heavy truck traffic is common here.**

A registered professional traffic engineer analyzed issues related to Ceiba in advance of Watsonville City Council's meeting on Ceiba's zoning. The analysis explained that proper school placement should adhere to the California Manual of Uniform Traffic Control Devices, emphasizing uniformity to prevent dangerous conditions for drivers and students. **The report concluded that Ceiba's location in a heavy industrial zone is NOT typical for schools and would not allow for a uniform school traffic plan.**

Continuing Ceiba student traffic accidents in the industrial zone provide ongoing evidence that children's schools do not belong in industrial zones and should not be located in them. Thank you.

Public Input to PVUSD Trustees and Superintendent

Event: [March 13, 2024](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich recited to the Trustees. Shown below are relevant excerpts of the written Minutes of the meeting and photo of the recital. This document was produced in a public documents request. The minutes exclude any mention of a beer distributor or students being exposed to alcohol ads.

Minutes:

Martha Bulaich spoke on CEIBA and the dangers of the driveway encroachment. Asked the Board to require CEIBA to use a safer bus protocol.



Marta provides a recital re bus protocols.

Transcription of Marta Bulaich Recital During the March 13, 2024 Meeting

Good evening. I'm Marta Bulaich, CEIBA charter school commingles its school bus operations with operations of Golden Brands bear distributorship property. For years, Golden Brands has been expanding its business on an undersized industrial lot, causing its trucking operations to spill over onto Highway 129 resulting in moving violations that put the community at risk. Golden Brands property has one driveway that prohibits trucks and another that is shared with CEIBA. The shared driveway is substandard for CEIBA as related traffic. The driveways are under the jurisdiction of Caltrans. Despite the dangers of these driveway encroachments, it appears that neither the City of Watsonville, Golden Brands nor CEIBA has ever contacted Caltrans regarding the expanded and changed use of these driveways and students are routinely exposed to vivid alcohol ads. RAND Corporation research on the impact of minority youth exposure to alcohol advertising is relevant as these ads increase the likelihood that adolescents will start to drink alcohol, I urge you to intervene and require CEIBA to use the safer, best protocol. Thank you.

Public Input to PVUSD Trustees and Superintendent

Event: [March 27, 2024](#) PVUSD Board of Trustees Meeting

Description: Marta Bulaich recited to the Trustees. Shown below are relevant excerpts of the written Minutes of the meeting and photo of the recital. This document was produced in a public documents request. The Minutes do not reflect that Marta submitted documents.

Minutes:

Martha Bulaich shared she has presented several times on issues at CEIBA. Spoke on CEIBA's violations on drop off and pickup zones located at industrial zones. Had a traffic safety study conducted by a registered traffic engineer. Requested that Board and legal counsel review the study.



Marta delivers copy of her letter to the Board of Trustees detailing CEIBA's ongoing safety violations.

Transcription of Marta Bulaich Recital During the March 27, 2024 Meeting

Members of the Board. My name is Marta Bulaich, I've presented several times to you regarding dangers related to CEIBA charter schools operations next to Highway 129, since CEIBA began operating the industrial zone through a falsified land use entitlement currently being litigated. Parents have violated, and continue to violate, the City of Watsonville, conditions of approval and CEIBA family handbook. CEIBA administrators noted that their student drop off and pick up protocols were an accident waiting to happen. The City has never required CEIBA to conduct a traffic safety study, moreover, CEIBA is the only school in PVUSD located in the industrial zone along the highway, and the only school with students who have sustained major injuries while walking to school because of the city's reckless discarding of so many safety protocols, I retained the services are registered traffic engineer to conduct a traffic safety study regarding CEIBA operations in the industrial zone, I request that you, your transportation team and legal counsel, review the traffic safety study and intervene promptly by directing CEIBA to follow the conditions of approval versus spilling its operations into a heavy industrial zone. Thank you.

Record Keeping

PVUSD appears to be in violation of state and federal record retention laws by maintaining unacceptable record-keeping procedures or potentially engaging in the unlawful destruction of documents. Under California's Public Records Act (CPRA) and the Federal Education Records Privacy Act (FERPA), public institutions, including school districts, are required to properly preserve and maintain records related to school operations, student safety, and compliance. Failure to adhere to these requirements constitutes a breach of legal obligations, exposing the district to litigation, penalties, and further scrutiny.

Communications sent or received by a superintendent that relate to the business of the school district are public records. The superintendent is a public official, and their communications, may document decisions, policies, and other actions affecting the district's operations. As such, these documents must be preserved according to state record retention policies.

H. Under Interim Superintendent Murry Schekman, PVUSD Violated The Brown Act Regarding Ceiba's Zoning Exemption



The Brown Act

History of Interim PVUSD Superintendent Murry Schekman's Involvement

Background on Schekman's Involvement

Murry Schekman has a long history with the Pajaro Valley Unified School District (PVUSD). From 2006 to 2015, he served as Assistant Superintendent under Dorma Baker. In Spring 2014, Schekman resigned from his role as Assistant Superintendent of Secondary Education, alongside Chief Business Officer Brett McFadden, marking the end of his first tenure with PVUSD. He later returned as Interim Superintendent from July 2023 to May 2024.

On November 21, 2023, CEIBA sent a letter to Schekman requesting a zoning exemption in exchange for relinquishing its Proposition 39 rights. Notably, this letter violated CEIBA's own bylaws, as CEIBA's board never formally approved this significant fiscal decision.

Schekman was responsible for setting PVUSD board agendas. During his tenure, a significant defect of public procedure occurred. The Agenda for the January 24, 2024 PVUSD Board Meeting contained wording for a closed session Agenda Item concerning a zoning request.

At that time, it was possible, yet uncertain, whether the Item pertained to an ongoing zoning exemption request by CEIBA. However, the Agenda Item wording did not reference CEIBA nor did the wording include other mandatory details.

This procedural violation of state public meeting law led attorney William Seligmann to send a letter to Schekman informing him of the violation and requesting a remedy of relevant information disclosure to be implemented.

In response, at the February 29, 2024 PVUSD Board Meeting, Schekman guided the Board to approve a commitment by resolution for the PVUSD to stop violating the state open meeting law. PVUSD used this action as a justification to refuse to provide remedial disclosure of the concealed Board activities regarding the CEIBA zoning exclusion matter.

The commitment itself remains undated. It is uncertain whether PVUSD has fully complied with the Brown Act since that commitment was approved.

January 24, 2024

Description:

Agenda Item for Closed Session meeting of January 24, 2024.

Meeting	Jan 24, 2024 - Regular Board Meeting
Category	CLOSED SESSION
Subject	Existing/Pending/Anticipated Litigation - Zoning Request Update from Legal Counsel
Type	Information

LAW OFFICES
William R. Seligmann
333 Church Street, Suite A
Santa Cruz, California 95060
Telephone: (831) 423-8383
Fax: (831) 438-0104

Mailing Address:
PO Box 481
Santa Cruz, California 95061

February 7, 2024

Silicon Valley Office:
(408) 356-1950

Murry Schekman
Interim Superintendent of Schools
Pajaro Valley Unified School District
294 Green Valley Road
Watsonville, CA 95076
murry_schekman@pvusd.net
superintendent@pvusd.net

Re: Closed Session on Zoning Request/Records Request/Request for Meeting Notices

Dear Mr. Schekman:

I want to bring certain matters to your attention regarding the recent Board Meeting of January 24, 2024.

Brown Act Violation:

One of my clients recently brought to my attention that your Board Meeting Agenda for January 24, 2024, listed the following closed session description for item 2.9:

“Existing/Pending/Anticipated Litigation - Zoning Request Update from Legal Counsel”

This description is quite vague, and fails to satisfy the District’s legal requirements to provide notice to the public. As you are no doubt aware, pursuant to the California Education Code section 35145, school districts are subject to the requirements of the Ralph M. Brown Act. The listed agenda description falls far short of the requirements of the Brown Act, and deprives members of the public of a meaningful opportunity to appear and address the topic that was discussed in the closed session. Under the Brown Act, the notice is required to contain the specific section, subsection and paragraph designation of the Government Code that authorizes the closed session; and

- If it is existing litigation, either: (1) the claimant’s name, names of parties, case or claim numbers; or (2) a statement that disclosure would jeopardize service of process or existing settlement negotiations; or
- If it is anticipated litigation, the number of potential cases, and a summary of the facts and circumstances giving rise to the need for the closed session. (Cal. Gov. Code §§ 54954.5(c), 54956.9(e), (g).)

In fact, the Brown Act sets forth safe harbor closed session item descriptions, which the agenda in this case missed the mark completely. (See, Government Code section 54954.5) Given that the District failed to comply with these requirements, the closed session held on item 2.9 was illegal, and all matters discussed, and records exchanged during the session need to be made public to remedy the violation.

Records Request:

Under these circumstances, I request that you provide my office with the following records:

1. Any and all records concerning, or documenting the discussions held on item 2.9 of the Board Meeting Agenda for January 24, 2024, including but not limited to any minutes, notes, and/or audio or video recordings;

2. Any and all records concerning, documenting or consisting of any records distributed or viewed in anticipation of, or during item 2.9 of the Board Meeting Agenda for January 24, 2024, including but not limited an memoranda or correspondence;

3. Any and all records concerning, documenting or consisting of any communications between employees, representatives, officials and/or agents of Ceiba College Preparatory Academy and employees, representatives, officials and/or agents of Pajaro Valley Unified School District regarding any potential exemption from local zoning requirements, including but not limited to any letters, emails, text messages, notes, telephone messages and/or voicemail recording;

4. Any and all records concerning, documenting or consisting of any communications between employees, representatives, officials and/or agents of the City of Watsonville and employees, representatives, officials and/or agents of Pajaro Valley Unified School District regarding any potential exemption from local zoning requirements between January 1, 2021 and the present date, including but not limited to any letters, emails, text messages, notes, telephone messages and/or voicemail recording; and

5. Any and all records concerning, documenting or discussing exempting any school located in the City of Watsonville from local zoning requirements between January 1, 2021 and the present date.

Your response should include records on personal devices of employees, officials, and board members. (See *City of San Jose v. Superior Court (Smith)* (2017) 2 Cal. 5th 608.)

Pursuant to California Government Code section 7922.535(a), you are required to respond to this request within ten (10) calendar days of receipt. Please provide each document as soon as it is located rather than waiting to provide all documents at once.

Please provide all documents in electronic form to the extent possible. The documents can be emailed to me at bill@southbaylaw.com either as attachments or by link to a shared folder.

If there is a charge for the direct cost of duplication over \$200.00, please let me know in advance of sending the requested records. As a reminder, the District may not seek recovery of costs for any staff time related to responding to this Public Records Act request. (*North County Parents v. Dept. of Education* (1994) 23 Cal.App.4th 144; *County of Los Angeles v. Super. Ct.* (2000) 82 Cal.App.4th 819, 826.)

Notice of Future Meetings Regarding Potential Exemptions from Local Zoning:

Pursuant to California Government Code section 54954.1, please provide my office with copies of all agendas and all the documents constituting the agenda packet for any forthcoming items involving any action to potentially exempt any school in the City of Watsonville from local zoning requirements. To the extent these items are in electronic format, please provide them to me as an email attachment or link, which may be addressed to bill@southbaylaw.com.

I would greatly appreciate it if you would provided me with notice of these meetings at least ten (10) days in advance. However, in any event, please provide the agenda and packet as soon as they are available, but in no instance later than the items are made available to members of the Board.

I look forward to your cooperation; and if you have any questions regarding this request, please let me know.

Sincerely,



William R. Seligmann

cc: Marta Bulaich


Under Interim Superintendent Murry Schekman, PVUSD Violated the Brown Act to Discuss CEIBA's Zoning Exemption

Meeting	Feb 29, 2024 - Special Board Study Session: Declining Enrollment
Category	ACTION ITEM
Subject	Brown Act Unconditional Commitment
Type	Action
Goals	🚩 Goal #3 Positive and Supportive Culture

Report by Murry Schekman, Interim Superintendent
2 min. report 2 min. discussion

On February 7, 2024, the District received correspondence from William Seligmann asserting that an item on the District Board's January 24, 2024, closed session agenda was not agendized in accordance with the Brown Act. The Brown Act, at Government Code Section 54960.2 provides that if the District receives a cease and desist letter alleging this type of violation, in order to avoid unnecessary litigation, and without admitting a violation or constituting evidence of a violation, the Board may elect to respond, with an "unconditional commitment to cease, desist from, and not repeat the past action that is alleged to violate" the Brown Act, in a form as provided for in that provision of law. As such, without admitting that the challenged agenda item violated the Brown Act, but in order to avoid unnecessary litigation, it is recommended that the Board adopt and comply with the unconditional commitment in the form attached.

Prepared by: Murry Schekman, Interim Superintendent

 Unconditional Commitment Letter.pdf (183 KB)

Minutes from the February 29, 2024 Meeting

3. ACTION ITEM

3.1 Brown Act Unconditional Commitment

Interim Superintendent Schekman announced that in accordance with the procedures set forth in the Brown Act in order to avoid unnecessary litigation, and without admitting a violation of the Brown Act, staff recommends that the Board take action to adopt the proposed unconditional commitment, as described in the agenda item.

Trustee Holm moved to approve this item. Trustee Flores seconded the motion. The motion passed 4/0/3 (Trustees Flores, Holm, Scow, and President Acosta: Yes; Trustee De Serpa, Dodge Jr., and Soto: Absent).



PVUSD Special Board Meeting 02/29/24



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OFFICE OF THE
SUPERINTENDENT

Murry Schekman
Interim Superintendent
of Schools

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President

Oscar Soto
Vice President/Clerk

Adam Bolaños Scow

Kimberly De Serpa

Daniel Dodge Jr.

Olivia Flores

Jennifer Holm

Ruby Romero-Maya
Student Trustee

William R. Seligmann
333 Church Street, Suite A
Santa Cruz, CA 95060

Dear Mr. Seligmann

The Pajaro Valley Unified School District has received your cease and desist letter dated February 7, 2024, alleging that the following described past action of the legislative body violates the Ralph M. Brown Act:

Holding a closed session described on the January 24, 2024, Board agenda as "Existing/Pending/Anticipated Litigation – Zoning Request Update from Legal Counsel" without specifying the specific section, subsection, and paragraph of the Government Code that authorized the closed session.

In order to avoid unnecessary litigation and without admitting any violation of the Ralph M. Brown Act, the Pajaro Valley Unified School District Board of Trustees hereby unconditionally commits that it will cease, desist from, and not repeat the challenged past action as described above.

The Pajaro Valley Unified School District Board of Trustees may rescind this commitment only by a majority vote of its membership taken in open session at a regular meeting and noticed on its posted agenda as "Rescission of Brown Act Commitment." You will be provided with written notice, sent by any means or media you provide in response to this message, to whatever address or addresses you specify, of any intention to consider rescinding this commitment at least 30 days before any such regular meeting. In the event that this commitment is rescinded, you will have the right to commence legal action pursuant to subdivision (a) of Section 54960 of the Government Code. That notice will be delivered to you by the same means as this commitment, or may be mailed to an address that you have designated in writing.

Very truly yours,

Georgia Acosta
Board President

ATKINSON, ANDELSON, LOYA, RUUD & ROMO

A PROFESSIONAL LAW CORPORATION

ATTORNEYS AT LAW

12800 CENTER COURT DRIVE SOUTH, SUITE 300

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SACRAMENTO

(916) 923-1200

SAN DIEGO

(619) 485-9526

DHarden@aallr.com
(562) 653-3402

43597918.1

February 12, 2024

VIA EMAIL (bill@southbaylaw.com)

William R. Seligmann
Law Offices of William R. Seligmann
333 Church Street, Suite A
Santa Cruz, California 95060

Re: Pajaro Valley Unified School District

Dear Mr. Seligmann:

Our office represents the Pajaro Valley Unified School District ("District"), and this correspondence is in response to your letter of February 7, 2024, to District Interim Superintendent Schekman. The District will respond further to the remainder of your letter at a future time, but we are hereby confirming that the District will provide you links to its Board meeting agenda packets in conformance with your request pursuant to Government Code Section 54954.1. The links will be provided to you in accordance with the timelines specified in Section 54954.1. Please note, the District will provide this information for all Board meetings, but is not required to and will not selectively provide you with this information or otherwise inform you if and when a particular topic(s) of interest to you may be included on a Board agenda.

Please direct any future correspondence regarding these matters to my attention.

Very truly yours,

ATKINSON, ANDELSON, LOYA, RUUD & ROMO



Davina F. Harden

DFH

cc: Murry Schekman, Interim Superintendent of Schools

Brown Act Violation was related to CEIBA's Zoning Exemption offer. This offer was NEVER Approved by CEIBA's Board, Violating the School's Bylaws

Summary:

In evaluating the Minutes of CEIBA's Board Meetings, there was no closed session meeting discussion the Zoning Exemption. Under CEIBA's Charter, the Board of Directors is fully responsible for the operation and fiscal affairs of the Charter School. Not having a board approval for a decision of this magnitude is a violation of internal governance rules and undermines the board's authority. A decision to waive Prop 39 rights, which impacts the school's access to district facilities and zoning matters, could have significant operational and financial consequences. This offer clearly lies under the purview of the board.

If the Board did approve this, it was done improperly and in violation of CEIBA's By Laws.

It appears this was done to keep this zoning exemption offer hidden from public view.

Subject: Ceiba Request for Local Zoning Exemption

From: Josh Ripp <josh.ripp@ceibaprep.org>
Date: Tue, Nov 21, 2023 at 8:42 AM
Subject: Ceiba Request for Local Zoning Exemption
To: <murry_schekman@pvusd.net>

Dear Pajaro Valley Board of Trustees,

I hope this letter finds you well. I am writing to address a matter of significant importance to Ceiba College Preparatory Academy and its future operations at 215 Locust St. Last Spring, the Watsonville City Council voted 4 to 3 to permanently rezone Ceiba's school site to institutional, ensuring our continued presence in the current location. This decision was crucial as it followed the expiration of a 10-year conditional use permit set to end at the conclusion of the 2022-23 school year.

The decision, while necessary for our school's continuity, was not without contention. Some neighboring residents and businesses expressed concerns about having a school in an area primarily designated as industrial. Subsequently, a group known as the Watsonville Environmental Safety, Traffic, and Industrial Alliance (WESTIA) filed a petition for a writ of mandamus with the Santa Cruz Superior Court, challenging the city council's decision. WESTIA contends that the City of Watsonville improperly applied a CEQA exemption to Ceiba, and the administrative record is currently under construction, with a hearing expected in the Spring of 2024.

The purpose of this letter is to request that the PVUSD Board of Trustees consider exempting Ceiba from local zoning requirements. According to Section 53094 of the California Government Code, the governing board of a school district, by a two-thirds majority vote, has the authority to render a city zoning ordinance inapplicable to a proposed use of property by the school district for public school instructional purposes. This includes classroom use by charter schools such as Ceiba. In return for the PVUSD exempting Ceiba from local zoning requirements, Ceiba would enter into an in-lieu Proposition 39 agreement whereby Ceiba would relinquish its rights under Proposition 39 in perpetuity.

If the PVUSD Board approves such a zoning exemption through a two-thirds vote, the following outcomes would ensue:

- **Division of State Architect Oversight:** The Division of State Architect, rather than the City of Watsonville, would oversee all aspects of Ceiba's structural, accessibility, and fire and life safety codes, leveraging their expertise in overseeing K-12 school districts throughout California.
- **Resolution of Lawsuit:** The current lawsuit against the City of Watsonville would become irrelevant, as the city's zoning ordinances would no longer apply to Ceiba, mirroring the exemption granted to PVUSD schools.
- **Streamlined Oversight:** Ceiba would no longer be subject to oversight by the Watsonville Planning Commission and City Council for structural, accessibility, fire, and life safety codes, responsibilities that were questioned during the zoning hearing.

By granting this zoning exemption, Ceiba would:

- **Operate with Certainty:** Ceiba could continue operating at its current site without the risk of a zoning change that might jeopardize its continued presence at 215 Locust St.
- **Avoid Legal Expenses:** Ceiba would no longer need to finance legal fees associated with responding to the current lawsuit, benefiting both Ceiba and the City of Watsonville.

- **Direct Collaboration with State Authorities:** Ceiba could work directly with the Division of State Architects to ensure compliance with all safety obligations.

PVUSD would also reap several benefits from exempting Ceiba from local zoning:

- **Stability for Ceiba:** Assurance that Ceiba will not seek district facilities in the event of zoning being overturned or subsequent city council decisions.
- **Financial Savings:** Significant savings for the district as Ceiba would permanently forgo its rights under Proposition 39. Ceiba's current Prop 39 settlement agreement expires in June of 2024 and the District could be responsible for either providing facilities or providing in-lieu Proposition 39 funding on an annual basis thereafter in perpetuity.
- **Student Safety Assurance:** Confidence that student safety requirements will be met through the Division of State Architect, an agency experienced in ensuring the safety of K-12 students statewide.

I kindly request the Board's thoughtful consideration of this matter and, if deemed appropriate, to proceed with the necessary vote for the zoning exemption. I am happy to meet with you in person to discuss the details further and also connect your legal counsel to Ceiba's should you have concerns about district liability.

Your support in this endeavor is crucial for the continued success of Ceiba School and the assurance of a safe and stable educational environment for our students. Thank you for your time and consideration.

Josh Ripp

*Head of School
Ceiba College Prep
215 Locust St
Watsonville, CA 95076
(831) 740-8786*

CEIBA Staff Routinely Withholds Information from the CEIBA Board of Directors

Summary:

Each year, CEIBA updates its Parent Handbook, and these revisions are presented to the Board of Directors for review and approval. However, changes related to the safety of the school's bus procedures have consistently been omitted from information provided to the Board, raising concerns about transparency and completeness in the reporting of changes regarding CEIBA's dangerous operations.

This pattern of omissions regarding unsafe bus procedures is notable given that CEIBA, CoW, and the MCOE have adopted and implemented reckless procedures, including dropping off and picking up students on the State Highway, a crowded unsafe beer distributor lot, on random streets, and on their own campus which has no room for a bus to navigate without:

- (1) Violating the Parent Handbook rules about traffic
- (2) Violating Condition of Approval 27 and using the Riverside Access
- (3) Driving children through an unsafe beer distributor lot
- (4) Adopting bus procedures recommended by MCOE bus drivers in unconventional, unsafe ways violating the organization's own established protocols. It is notable that the City of Watsonville approved these procedures which violate DOJ ADA rules.

May 7, 2012

Description:

Email exchanges with CEIBA Principal Tom Brown, Dorma Baker, Brett McFadden, Murry Schekman and Devon Lincoln regarding New Facility Options.

Summary:

In these emails Tom Brown elects Option 1 of PVUSD April 1, 2012 proposed options, which includes PVUSD facilities and a one-year option until a “permanent independent facility is ID’d.” The use of the industrial building was always stated by Tom Brown to be “temporary” in other documents. Additionally, the email states that:

District and Ceiba staff will jointly search and ID independent site for charter school

District and Ceiba will jointly advocate and submit facility use proposals to the city

District is open to selling Amesti property to Ceiba with negotiated use of Amesti Elementary playfields

From: TB BEN tom.brown@ceibaprep.org
Subject: Re: New facility options
Date: May 7, 2012 at 8:58 AM
To: McFadden, Brett Brett_McFadden@pvusd.net
Cc: Tom Brown tom.brown@beaconed.org, Schekman, Murry murry_schekman@pvusd.net, Baker, Dorma Dorma_Baker@pvusd.net, Devon B. Lincoln dlincoln@lozanosmith.com

TB

Brett:

We would like to proceed with Option 1: ILC. Please advise on next steps. We require all SpED, FUA and MOUs to be negotiated and executed simultaneously.

Thank you for your help.

Tom
tom.brown@beaconed.org
(831) 239-2322 mobile

On May 3, 2012, at 7:50 PM, "McFadden, Brett" <Brett_McFadden@pvusd.net> wrote:

May 3, 2012

TO: Tom Brown, Beacon Education

FROM: Brett McFadden, CBO PVUSD

RE: Overview of district's revised April 1 facilities offer

Per our telephone discussion today, the following is an overview of the district's revised April 1 facilities offer. Based on your feedback, the district will provide you and your board an official revised April 1 offer next week. This is meant as an overview for your consideration. We will of course have to work out the specifics as spelled out in Prop. 39.

Short term facility solution

Option 1: Use of ILC Adult Ed Facility Downtown Watsonville

- Exclusive use of the entire facility for Ceiba's 9th and 10th grades
- Site has staff and student bathrooms, computer lab, student area, outside patio, close to Porter Bldg
- Site was acquired by district about four years ago – amenities fairly new
- Negotiated use of WHS sports field for PE
- \$1.20 per sq ft pro rata fee for Porter and ILC facilities
- One year option until permanent independent facility is ID'd
- Downtown parking fees for Ceiba staff provided by district

Option 2: EA Hall Middle School

- Use of Portables 24-31 (along Palm Ave.) for grades 9 and 10
- District will provide necessary upgrades to portables
- Negotiated use of site sports fields for PE
- \$1.20 per sq ft pro rata fee for Porter and EA Hall facilities
- District will provide necessary upgrades for food services, student changing areas, lab, bathrooms, student tables, etc
- One year option until permanent facility is ID'd

Long term

- District and Ceiba staff will jointly search and ID independent site for charter school
- District and Ceiba will jointly advocate and submit facility use proposals to the city
- District is open to selling Amesti property to Ceiba with negotiated use of Amesti Elementary playfields



Pajaro Valley Unified School District

Business Services

294 Green Valley Road, Watsonville, CA 95076

Phone: (831) 786-2140 • Fax: (831) 728-8160

Brett W. McFadden
Chief Business Officer

(Sent via U.S. Mail and Email: tom.brown@ceibaprep.org)

November 29, 2012

Thomas R. Brown, President
College Preparatory Academy Charter School
Beacon Education Network
P.O. Box 1449
Watsonville, CA 95077

Re: **Initial Response to Prop 39 Facilities Request**

Dear Tom:

This letter constitutes an initial response to the request submitted on November 1 by Ceiba College Preparatory Academy Charter School for district provided facilities in the 2013-2014 school year.

Section 11969.9(d) of Title 5 of the California Code of Regulations requires a school district, upon receiving a request for facilities, to review a charter school's projections of in-district and total average daily attendance (ADA) and in-district and total classroom ADA and, on or before December 1, express any objections in writing and state the projections the school district considers reasonable. We note an item that could create confusion and request further clarification. Page two of Ceiba's facilities request letter states that a "reasonable projection of the Charter School's in-district average daily classroom attendance for the 2013-14 school year is 354." However, the district presumes, based on Tables 2 and 4, the intended attendance projection for 2013-14 is to be 415 students, not 354. We have reviewed Ceiba's calculations and methodology based on the higher number. If this is incorrect, please let us know at your earliest convenience.

The District has accordingly reviewed Ceiba's ADA projections for compliance with applicable regulations (Cal. Code Regs., tit. 5, § 11969.1 et seq.; "Prop 39 Regulations"), and does not object to Ceiba's ADA projections. Therefore, the District agrees that Ceiba's projection of 415 in-district ADA is reasonable.

The District also welcomes the fact that Ceiba is pursuing a privately-owned facility as an alternative. We will continue to work with you and your staff in support of these efforts. We are informed that Ceiba will seek planning commission approval of these plans sometime in February. As you know, the District's preliminary offer in response to Ceiba's facilities request is due February 1, 2013. The District hereby requests that Ceiba agree that the District is not obligated to provide a facilities offer until March 1, 2013.

The District appreciates the mutually beneficial relationship the parties have always enjoyed, and as in the past, the District hopes and expects to work with you to address Ceiba's facilities needs for the 2013-2014 school year.

Sincerely,



Brett W. McFadden
Chief Business Officer

cc: Dorma Baker, Superintendent
Murry Schekman, Assistant Superintendent
Devon Lincoln, Lozano Smith

November 29, 2012

Description:

Email exchanges with CEIBA Principal Tom Brown, PVUSD crew Kathy Fuentes, Dorma Baker, Brett McFadden, **Murry Schekman**, and Devon Lincoln regarding CEIBA Initial Response 11-29-12.

Summary:

This letter is the District's initial response to CEIBA's Prop 39 Facilities Request.

There were issues with the ADA number for the 2013-2014 school year needed to be 415 versus 354.

The District supported CEIBA's choice of securing a privately-owned facility as an alternate to a conforming school campus and would continue supporting CEIBA's efforts. Additionally, it was noted that CEIBA was seeking planning commission approval in February 2013.



Fuentes, Kathy

November 29, 2012 at 11:47 AM

FW: Ceiba Initial Response 11-29-12

To: TB BEN (tom.brown@ceibaprep.org) <tom.brown@ceibaprep.org>, tom.brown@beaconed.org

Hi Tom,

Would you mind responding back to me and let me know that you received our Initial Response letter via email today?

Thank you,

Kathy Fuentes
Administrative Assistant
Business Services
Pajaro Valley Unified
(831) 786-2100 ext. 2531
kathy_fuentes@pvusd.net

From: Fuentes, Kathy

Sent: Thursday, November 29, 2012 9:53 AM

To: TB BEN (tom.brown@ceibaprep.org)

Cc: McFadden, Brett; Schekman, Murry; Baker, Dorma; 'Devon B. Lincoln'

Subject: Ceiba Initial Response 11-29-12

Hello Tom,

Attached please find district's initial response to Ceiba Prop 39 Facilities Request. A hard copy of this letter will also be mailed to you today.

Thank you,

Kathy Fuentes
Administrative Assistant
Business Services
Pajaro Valley Unified
(831) 786-2100 ext. 2531
kathy_fuentes@pvusd.net



**Ceiba Initial Response
11-29-12.pdf**





Pajaro Valley Unified School District

Business Services

294 Green Valley Road, Watsonville, CA 95076

Phone: (831) 786-2140 • Fax: (831) 728-8160

Brett W. McFadden
Chief Business Officer

(Sent via U.S. Mail and Email: tom.brown@ceibaprep.org)

November 29, 2012

Thomas R. Brown, President
College Preparatory Academy Charter School
Beacon Education Network
P.O. Box 1449
Watsonville, CA 95077

Re: **Initial Response to Prop 39 Facilities Request**

Dear Tom:

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The District has accordingly reviewed Ceiba's ADA projections for compliance with applicable regulations (Cal. Code Regs., tit. 5, § 11969.1 et seq.; "Prop 39 Regulations"), and does not object to Ceiba's ADA projections. Therefore, the District agrees that Ceiba's projection of 415 in-district ADA is reasonable.

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The District appreciates the mutually beneficial relationship the parties have always enjoyed, and as in the past, the District hopes and expects to work with you to address Ceiba's facilities needs for the 2013-2014 school year.

Sincerely,



Brett W. McFadden
Chief Business Officer

cc: Dorma Baker, Superintendent
Murry Schekman, Assistant Superintendent
Devon Lincoln, Lozano Smith

From: judithhcarey@gmail.com
Subject: Re: Ceiba Facilities Update
Date: January 8, 2013 at 8:32 PM
To: Ankur Luthra ankurluthra@gmail.com
Cc: TB BEN tom.brown@ceibaprep.org, Greg Davis gregdavis26@gmail.com, Tom Brown tom.brown@beaconed.org, Dina Hoffman dinahoffman@proper.com

Just getting caught up on this thread ... Truly exciting developments -- especially what appears to be cooperation from the district. Agreed on counsel review of contracts.

Makes the need for fundraising all the more real and urgent.

Sent from my iPad

On Jan 8, 2013, at 4:31 PM, Ankur Luthra <ankurluthra@gmail.com> wrote:

Greg, I like that idea of yours a lot.

Tom, this sounds pretty fantastic to me!! Thrilled to hear of this positive development and keeping my fingers crossed given we are still in the early innings here.

On Jan 8, 2013, at 4:11 PM, TB BEN <tom.brown@ceibaprep.org> wrote:

Absolutely. I'm working on a "term sheet" and will send it to Paul for calibration. Good idea.

Tom
tom.brown@beaconed.org
(831) 239-2322 mobile

On Jan 8, 2013, at 3:39 PM, Greg Davis <gregdavis26@gmail.com> wrote:

Tom -

As we discussed earlier, it sounds good. As I sat in the dentist's chair this afternoon I started wondering if we should get Paul Minney's reaction to our deal with PVUSD. It seems like a good idea to have a third party evaluate whether we did really well or not in our negotiations with PVUSD. Thoughts?

Greg

On Jan 8, 2013, at 3:31 PM, Tom Brown <tom.brown@beaconed.org> wrote:

Customary language that protects their investment in labor, purchased materials and/or subcontractor time/materials and overhead in the event we are not able to secure financing, City approvals or an executed lease.

tb

On Tue, Jan 8, 2013 at 3:28 PM, Dina Hoffman <dinahoffman@proper.com> wrote:

Wow, fabulous on many levels!

What does it mean Barry Swenson Builders wants us to sign an agreement that provides "substantial penalties for early termination"? What would termination look like?

On 1/8/2013 3:08 PM, Tom Brown wrote:

Briefly:

- 1) We received the Owner's signed LOI for 260 W Riverside on Friday. Still waiting on word from the current tenant, Fox Racing, on their early termination date. We have asked for Mar 1 but could, possibly, live with Apr 1. Please consider whether we need counsel to review the lease and advise us on construction documents and contracts. I think we do and would ask James to recommend two possible sources.
- 2) We are advancing with Barry Swenson Builders on the "design/build" contract. They asked us to sign an agreement that provides substantial penalties for early termination. We have since "unbundled" the design services as a separate contract in order to keep things moving. I'll be asking for approval to execute this agreement at the BoD meeting Tuesday. We've estimated a "not to exceed" amount of \$100,000.
- 3) Traffic Impact Study for 260 Riverside was received yesterday and delivered to the City Planning Dept this morning. City staff returned from break yesterday and I received a call from the principal planner on status. I don't think we've lost any time but the next step by City staff will be a review of our use permit application for completion. When staff designates the application complete, they will schedule a Planning Commission meeting. Lori will be working the Commissioners and community.
- 4) We met with Dorna, Murry and Brett yesterday to discuss the district's financial contribution to Ceiba in-lieu of Prop39. Here are the rough outlines of our agreement, to be finalized on Thursday and presented to you for approval on Tuesday and the PVUSD Board on Wednesday:

a) \$1.650 million in-kind contribution over ten years (\$150K up front and \$150K each year for 10 years). We would use this credit to purchase goods and services from through the District (think internet, janitorial services and utilities at 260 Riverside, moving expenses including technology relocation, furniture, fixtures, equipment, etc.).

Line of Credit - amount to be determined - based on the availability of non-general funds - to be used finance or supplement commercial term loan for the purpose of Tenant Improvements at 260 Riverside. The interest savings realized by Ceiba from any such arrangement would be taken by the District as a credit against their in-kind contribution. For example, if they provide \$1.5 million in financing and save us \$20,000 in interest during a year,

contribution. For example, if they provide \$1.5 million in financing and save us \$90,000 in interest during a year, then Ceiba would have a credit balance of \$90,000 to use for in-kind purchases.

b) Brett and I will negotiate the terms of our MOU, Facilities Use Agreement and Special Education Agreement and they will be signed contemporaneously with the In-Lieu of Prop39 Agreement.

c) We would agree to refrain from making any Prop39 requests of PVUSD for the students enrolled at 260 Riverside for the period of the initial lease term or 10 years.

5) We met with GKKWorks space planning team yesterday to discuss our programmatic needs for 260 Riverside. They will turn those "requirements" into design specifications that will be written into the Barry Swenson Contract. We hope to have that document in 10 days.

6) Still waiting to hear from Wells Fargo Bank on credit facility. Lighthouse Bank has re-stated their interest in the facility (10 yr term loan for \$2.700 MM at 6%, fully amortized).

More soon.

tb
—

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep

315 Main Street Suite 206 | PO Box 1449 | Watsonville, CA 95077

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

—

Tom Brown

Beacon Education Network | Ceiba Public Schools | Ceiba College Prep

315 Main Street Suite 206 | PO Box 1449 | Watsonville, CA 95077

tel: (m) [831-239-2322](tel:831-239-2322)

email: tom.brown@ceibaprep.org | web: www.ceibaprep.org

I. PVUSD Was Reckless in Co-Signing CEIBA's Lease for a Property Next to an Alcohol Distributorship on Highway 129



Siting A School Next to an Alcohol Distributor

In August 2013, PVUSD co-signed a lease with Spinnaker Ventures, the owner of the former DHL building in which CEIBA operates at 260 W. Riverside Drive. (Highway 129). Adjacent to the DHL Building is Golden Brands (formerly Elyxir Distributing). Spinnaker Ventures principals – Skip and Glenn Ely, were also previous owners of Elyxir prior to selling their business to Golden Brands (owned by Reyes, the largest beer distributor in America).

In the referenced lease, under Section 3 – Lease Term –it is acknowledged by CEIBA and PVUSD that CEIBA would be operating next to an alcohol distributorship. Text of the relevant clause is shown below.

Potential Use Incompatibility. The parties acknowledge it is possible that changes to applicable laws, statutes, ordinances or governmental rules or regulations or requirements of duly constituted public authorities which may hereafter be enacted or promulgated could cause Tenant's use of the Premises as a school to prohibit the operation by Landlord of its alcohol distributorship on adjacent real property ("Use Incompatibility"). Tenant acknowledges that a Use Incompatibility may constitute a condition giving Landlord the right to terminate to Tenant's continuing possession under this Lease. If, in spite of Landlord's diligent, commercially reasonable efforts, Landlord cannot satisfy the Use Incompatibility and the use of the Premises and the use of Landlord's adjacent real property are accordingly not permitted under applicable legal requirements, either Landlord or Tenant may terminate this Lease by written notice to the other party, and the parties shall thereafter have no further obligations under this Lease (excepting those obligations that are expressly intended to survive the termination of this Lease, including, without limitation, the parties' indemnification, defense and hold harmless obligations). Any such termination on account of a Use Incompatibility shall be effective as of the later of the next June 30 or sixty (60) days after the date of the termination notice.

Marta Bulaich repeatedly presented concerns to PVUSD regarding unsafe bus procedures and alcohol advertisements targeting CEIBA students and the hazardous bus procedures for CEIBA students on an unsafe, crowded industrial lot, as described by Golden Brands, a beer distributor operating in the area.

PVUSD took no action in response. Subsequently, PVUSD claimed there was no record of her initial submissions. PVUSD's stance revealed a violation of competent maintenance of public documents. Evidence has been presented here which demonstrates that Bulaich did make the referenced recitals with document submittals to the PVUSD board. In March 2024, PVUSD received a traffic study from Grant Johnson, a Registered Traffic Engineer—detailing the hazardous bus procedures, yet failed to intervene. The PVUSD also received a video of the hazardous bus procedures.

Separately, Bulaich emailed the traffic report and video to Watsonville City Council and Planning Commission on November 14, 2023; Planning Commissioners later confirmed that City Staff never provided the document to them. As a corrective action to this procedural defect, Bulaich personally submitted the report and video link to the Commissioners at their March 12, 2024 Meeting. Watsonville Community Development Director Suzi Merriam acknowledged withholding the Bulaich communication from the Commissioners, without offering a rational justification for such action.

Receiving no response from these government entities, Bulaich contacted Golden Brands, the alcohol brands it represents, sporting brands linked to the onsite beer promotions, and the Beer Institute, a leading beer industry lobbyist. They all declined to initiate any mitigating actions.

Despite PVUSD's receipt of the video and traffic report, CEIBA continued to utilize the industrial lot for unsafe bus procedures within the industrial zone.

I-2. CEIBA routinely violated safety guidelines regarding its bus procedures



J. Former PVUSD Chief Business Officer Brett McFadden continued unsafe practices at Monterey County Office of Education



Brett McFadden served as the Chief Business Officer for PVUSD from May 2009 until June 2015 when he, along with Murry Schekman resigned. He subsequently took on a role as Assistant Deputy Superintendent at the Monterey County Office of Education (MCOE), which would charter buses for CEIBA's field trips. In violation of the CPRA, MCOE failed to provide documents regarding communications with CEIBA and the MCOE. MCOE's buses conducted bus drop-off and pick-up in unsafe ways and in violation of its own policies. PVUSD never acted on this.

J-1. MCOE chartered buses dropped off and picked up students in a highway shoulder along Highway 129

In August 2023, McFadden had a Zoom call with Bulaich. McFadden stated that the bus drivers drive safely and would contact the headquarters if asked to do anything in violation of its procedures. McFadden never mentioned that the MCOE chose to no longer provide bus services to CEIBA.



J-2. Marta Bulaich presented to the MCOE on its failure to produce documents

On September 13, 2023, Bulaich presented to the Monterey County Board of Education Trustees. [The minutes](#) indicate that my correspondence was submitted for the record. The MCOE delayed and deflected in producing these documents. When these protocols were relayed to PVUSD, PVUSD did nothing.

2. Communications

2.1 Correspondence: None.

2.2 Oral Comments from the Public *(Comments from the public are limited to items both within the Board's jurisdiction, as well as not on the agenda. The Board may limit public comments to no more than three (3) minutes, at the discretion of the Board President. Public comment will also be allowed on each specific agenda item prior to Board action thereon.)*

Marta Bulaich, Watsonville property owner, voiced a complaint regarding a Public Records Act request for information concerning transportation that was provided for field trips by the Monterey County Office of Education (MCOE) to Ceiba Charter School, which is located in Watsonville, California. Correspondence from Ms. Bulaich dated September 13, 2023, with the subject "Monterey County Office of Education and Compliance with the California Public Records Act" was submitted for the record.

The Board moved to Item 7.1.

Digital Copy of Letter Hand-Delivered to the MCOE on September 13, 2023

Inbox



Marta Bulaich <martabulaich@gmail.com>

Fri, Sep 15, 2023, 5:31AM



to ayeestack, jmcpherson, howen, jwohlgemuth, jfernandez, mclaypool, socampo, superintendent, bcc: me

Dear Members of the Board and Superintendent Guss,

I am writing to provide a digital copy of the letter I delivered in person at the MCOE Board Meeting on Wednesday, September 13, 2023, at 901 Blanco Circle in Salinas. I wanted to ensure you received both a physical and digital version for your records.

Thank you for your time and consideration regarding the matters discussed in my letter. I look forward to hearing from you. Please let me know if you need any additional information from me.

Respectfully,

Marta

Marta J Bulaich

+1 415 818 1665

@martaheri

2546 Rolling Hills Ct.
Alamo, CA 94507

September 13, 2023

VIA ELECTRONIC MAIL AND HAND DELIVERY

Dr. Deneen Guss, Superintendent
Board of Trustees
Monterey County Office of Education
901 Blanco Circle
Salinas, CA 93901

Re: Monterey County Office of Education and Compliance with the California Public Records Act

Members of the Board and Superintendent Guss:

Monterey County Office of Education (MCOE) is governed, among other laws, by the California Public Records Act (CPRA), which requires access be provided to public records upon request. Over a lengthy time span, I have made requests for copies of certain public records to your office. In such process, Brett McFadden (Deputy Superintendent of the MCOE) has been specified as the staff member responsible for responding to my request.

The nature of my two requests concerns addresses of MCOE bus trips and correspondence with Ceiba Charter School (CEIBA), which is located in Watsonville, California. The MCOE is not CEIBA's authorizer, and CEIBA is not in Monterey County. However, the MCOE appears to have become Ceiba's key transportation provider for field trips/special events by frequently providing buses with drivers on a rental fee basis.

With respect to my March 2, 2023 request, the MCOE still has not provided the actual addresses where the buses picked up and dropped off the students. Instead, the MCOE provided a billing address and a Google Map, which would never lead the bus drivers past Moss Landing. Mr. McFadden maintains the MCOE is not required to track and document your buses' precise pick-up and drop-off addresses for CEIBA bus activity. I have verified that the California Department of Education disagrees with Mr. McFadden. The absence of accurate

Dr. Deneen Guss, Superintendent
Board of Trustees
September 13, 2023
Page 2

bus pick-up and drop-off locations in your records highlights significant issues with your documentation practices and safety protocols.

With respect to my June 6, 2023, request, the MCOE still has not provided the addresses of the actual bus pick-up and drop-off locations. Further, Mr. McFadden has further withheld compliance, stating that part of my request for documents relating to Ceiba will "require considerable time and administrative resources to accomplish" and his IT team is involved in "other projects." The last time Mr. McFadden wrote to me was on August 14, 2023, stating, "I have spoken to our Chief Technology Officer. He will get back to me soon regarding the feasibility and timeframe regarding item #1 outlined in your June request. I anticipate hearing back from him in a few days." To date, Mr. McFadden and your CTO, Jarrett Garife, have failed to provide a date when I will receive the documents.

The Board should be aware of this situation and give consideration to prompting the resolution of my requests.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Marta J Bulaich', with a long horizontal flourish extending to the right.

Marta J Bulaich

J-3. **Watsonville City Council Member Casey Clark received an email from McFadden stating MCOE discontinued bus services to CEIBA**

From: "Brett McFadden" <bmcfadden@montereycoe.org>
To: "Kc4pres@yahoo.com" <Kc4pres@yahoo.com>
Cc: "Jarrett Garife" <jgarife@montereycoe.org>, "Superintendent Unknown" <superintendent@montereycoe.org>, "Darren Fort" <dfort@montereycoe.org>
Sent: Wed, Nov 29, 2023 at 3:05 PM
Subject: Transportation services for Ceiba Charter School
Dear Mr. Clark -

Thank you for contacting the Monterey County Office of Education (MCOE) regarding safety concerns related to MCOE's contracted transportation services to Ceiba Charter School for miscellaneous, one-time school field trips. We appreciate you contacting our office by phone before the Thanksgiving holiday, as well as a follow email containing a video of your concerns today, November 29, 2023. Due to local concern and controversy regarding the charter school's current location, MCOE is no longer providing occasional transportation services for the school's field trips. That decision has been in effect since July 1, 2023 and will remain so indefinitely.

MCOE's jurisdiction lies solely within Monterey County. Therefore, MCOE does not provide regular home-to-school transportation services for the charter school. MCOE has, however, provided occasional transportation services in the past for a small portion of the charter school's field trips. These services are allowable under the law. Such services were by MCOE on a periodic and date specific nature. As previously mentioned, MCOE notified Ceiba Charter School that it will no longer provide transportation services for the school's field trips.

MCOE adheres strictly to all local and state school transportation statutes and regulations. We believe our transportation program has operated in accordance with these statutes and regulations. Nevertheless, due to concerns expressed by local officials such as yourself, and other residents in the area, MCOE has chosen to no longer provide any transportation services to the school as previously outlined.

I would be happy to discuss this matter in greater detail with you. I am available to set telephone or virtual appointment with you should you have further questions and/or concerns on this matter. Once again, thank you for contacting MCOE about this matter.

Sincerely,

Brett W. McFadden
Deputy Superintendent, MCOE

—
Brett W. McFadden
Deputy Superintendent
Monterey County Office of Education

MCOE Online: [Website](#) | MCOE on [Facebook](#) | MCOE on [Twitter](#)

Leadership, Support and Service to Prepare All Students for Success

K. SCCOE Superintendent Faris Sabbah trivialized dangers relating to the industrial zone.



In the fall of 2022, Marta Bulaich presented several times to the Santa Cruz County Board of Education. Board members stated that this was an issue for City of Watsonville. In emails dated from August 17 – 18, 2022, between Sabbah and CEIBA Principal Josh Ripp, Superintendent **Sabbah demonstrated his partisan bias on and advocacy for CEIBA wherein he provided advice on a “war room,” conducted outreach to Council Members, and noted that he would write a letter of support.**

Sabbah also presented during the City Council Meeting of February 28, 2023, indicating he was a proud CEIBA parent and that the school had “typical problems.” **Although aware of the industrial zone dangers, Sabbah trivialized them and focused exclusively on traffic and parking issues.**

K-1. Presentations to the SCCOE

Date	Description in Minutes
September 15, 2022	<p>4. PUBLIC COMMENT Ilia Bulaich (<i>Community Member</i>) spoke to the Board regarding the proposed zoning change in the City of Watsonville and the impact the potential change would have on Ceiba Charter School and the neighboring areas.</p> <p>Minutes fail to reflect that Bulaich submitted a letter. It is unclear if the SCCOE included this despite the fact that it was safety related.</p>
October 20, 2022	<p>4. PUBLIC COMMENT Marta Bulaich (<i>Community Member</i>) spoke to the Board regarding the proposed zoning change in the City of Watsonville and the impact the potential change would have on Ceiba Charter School and the neighboring areas.</p> <p>Ilia Bulaich (<i>Community Member</i>) spoke to the Board regarding the proposed zoning change in the City of Watsonville and the impact the potential change would have on Ceiba Charter School and the neighboring areas.</p> <p>Minutes fail to reflect that Bulaiches submitted letters. It is unclear if the SCCOE included this despite the fact that it was safety related.</p>
January 19, 2023	<p>4. PUBLIC COMMENT Marta Bulaich (<i>Community Member</i>) spoke to the Board regarding the proposed zoning change in the City of Watsonville and the impact the potential change would have on Ceiba Charter School and the neighboring areas.</p> <p>Minutes fail to reflect that Bulaiches submitted letters. It is unclear if the SCCOE included this despite the fact that it was safety related</p>

Ilia Bulaich
305 Second St.
Watsonville, CA 95076
(831) 728-5640
October 20, 2022.

Santa Cruz County Board of Education
400 Encinal St.
Santa Cruz, CA 95060

RE: Ceiba Charter School, Watsonville, CA.

Members of the Board:

During the Public Comment Agenda Item of your last regular Board Meeting, I distributed a written communication (dated Sept. 12, 2022) that provided historical information regarding Ceiba Charter School (Ceiba) in Watsonville. In addition, that letter provided information about the public controversy that is occurring due to Ceiba's application to change the zoning of their school property.

As was detailed in that letter, Ceiba was allowed to operate in their current location by a temporary, ten-year Use Permit approved by the Watsonville Planning Commission in 2013. As was also detailed in that letter, the Use Permit was issued in clear violation of the Watsonville Zoning Code as well as California Environmental Quality Act law.

As was also detailed in that letter: In response to application by Ceiba, Watsonville City Community Development Department (City Staff) refused to modify the Use Permit insofar as removing the ten-year time limit.

Enclosed with this letter is copy of a written communication (dated Feb. 4, 2022) from City Staff that explains their policy position on the Ceiba Use Permit. That communication was part of the official documents for the Ceiba zoning Agenda Item considered by the Watsonville Planning Commission during their April 5, 2022 Meeting.

In that communication, City Staff explain that children's schools are not permitted uses in the industrial zones and that the Planning Commission had no legal authority to approve the Use Permit for Ceiba in 2013.

In that communication, City Staff also explain that the City Staff had presented defective information to the Planning Commission in 2013 as justification for the Use Permit.

Oct. 20, 2022.

These procedural defects by City Staff together with the negligence and carelessness of the Planning Commission in 2013 resulted in the discarding of the public safeguards of the Zoning Code.

It should not be a surprise or mystery to any interested observer that discarding Zoning Code public safeguards results in significant adverse impacts on the public. Those impacts caused by Ceiba on the adjacent neighborhoods and stakeholders were detailed in my last letter to the Board.

In the midst of a serious and grave public controversy such as the Ceiba zoning change application, a very troubling and serious data point is obtained when a governing regulatory body formally announces that a land use was established illegally by the government body itself with wholesale abandonment of required impact analysis.

The Board should take into consideration the information presented herein as they observe the ongoing progression of the Ceiba zoning controversy.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'Ilia Bulaich', written in a cursive style.

Ilia Bulaich

IB

Enclosure

Ilia Bulaich
305 Second St.
Watsonville, CA 95076
(831) 728-5640
Sept. 12, 2022.

Santa Cruz County Board of Education
400 Encinal St.
Santa Cruz, CA 95060

RE: Ceiba Charter School, Watsonville, CA.

Members of the Board:

This communication will provide historical information on Ceiba Charter School (Ceiba) located at 215 Locust Street, Watsonville, CA 95076. Ceiba began as a small independent, publicly funded charter school in commercial buildings on Main Street in Watsonville. In 2013, the Watsonville Planning Commission considered an application by Ceiba for a Use Permit.

That Use Permit was to allow Ceiba to establish, via relocation, their children's (Grades 6 through 12) charter school inside a vacant industrial building on an industrial zoned property. The proposal was notable in that it would entitle dramatic expansion of enrollment (up to 525 students) in a facility located deep in an industrial zone district distant from the residential zone centers of the city.

Any students walking or bicycling to school and back home would be traversing railway lines, heavy truck routes and industrial loading areas. Access to the school site was to be through a driveway on a crowded narrow street with residential and industrial uses mixed together.

The Watsonville Community Development Department (City Staff) analysis of the proposal consisted of four major modules. For zoning review, City Staff declared that since vocational trade schools were a permitted use in the industrial zone districts, then public, children's schools could be considered as equivalent and thus qualify as a permitted use.

For vehicle traffic review, a formal traffic impact analysis was prepared by external consultants which determined that transport of 525 students two times per day onto a crowded narrow street would result in an acceptable level of service. City Staff accepted the consultant's analysis.

For vehicle parking review, City Staff recommended a waiver of the City parking standards. The Staff justification for the waiver was that the industrial site lacked adequate land area for the proposed enrollment.

For environmental review under the California Environmental Quality Act, City Staff declared that the school relocation to an industrial zone was exempt from environmental impact review based on their stance that children's schools were permitted uses in industrial zones.

On June 4, 2013, the Watsonville Planning Commission approved the Use Permit for Ceiba with a ten year life span. After a large expense of construction work, Ceiba began operation at the Locust Street site in 2014. Adverse impacts from the school upon the neighborhood were profound and immediate.

These impacts consisted of traffic gridlock, parking spillover, student loitering and littering and obstruction of the narrow sidewalks, belligerent episodes involving students, parents of students and neighborhood residents, mobile food vendor intrusions and noise disruptions. Despite citizen complaints, City Staff withheld code enforcement for the past eight years of the school operation.

In the aftermath, impartial review of the Watsonville planning process reveals that serious defects were committed from the start in a truly bizarre manner. Children's schools were not (and are not) permitted uses in the industrial zones. The traffic analysis was demonstrably defective. The parking waiver was irrational and the lack of proper environmental review was professionally abusive.

This defect of planning process resulted in serious degradation both of living standards for neighborhood residents and functionality of the industrial zone district for the adjacent industrial uses. This state of affairs dragged on until recently when Ceiba sought to escape the impending termination date of their Use Permit (June 4, 2023). Ceiba made request to City Staff last year to modify their Use Permit so as to remove the termination date. Ceiba had decided that they wanted to operate their school in the industrial zone district permanently.

City Staff refused to consider modifying the Use Permit and, in the alternative, guided Ceiba to pursue an amendment of the existing industrial zoning to a children's school zoning. Ceiba made such application and that was considered by the Watsonville Planning Commission during their April 5, 2022 Meeting. Receiving significant neighborhood opposition, the Planning

IB to SCCBOE

- 3 -

Sept. 12, 2022.

Commission did not approve the zoning amendment.

The matter is presently being managed by City Staff for presentation to the Watsonville City Council for a final decision at a date that is likely imminent yet unspecified.

This letter is submitted to the Board as a historical reference in the event of future Board involvement on the matter.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Ilia Bulaich", written in a cursive style.

Ilia Bulaich

IB

K-2. Email exchanges between Faris Sabbah and CEIBA Principal Josh Ripp show partisan bias

From: Faris Sabbah fsabbah@santacruzcoe.org
Subject: Re: Ceiba College Prep - Zoning Issue
Date: August 18, 2022 at 10:47 PM
To: Josh Ripp josh.ripp@ceibaprep.org

FS

Hi Josh,

Thanks for the update.

I spoke with Paco, Vanessa, and Rebecca. I left a message for Eduardo Montesino.

I think Paco will vote with the school. Vanessa didn't say much (you shared a little about she stands).

Rebecca said she wants to hear from parents and she wants to know if the concerns from neighbors have been resolved.

I will be writing a letter of support for the school and I will show up at the Council meeting in support as well.

Any idea why the Prop 39 agreement with PVUSD was set for the year after the zoning waiver expires?

Faris



Dr. Faris Sabbah

County Superintendent of Schools

(831) 466-5900 | fsabbah@santacruzcoe.org

www.santacruzcoe.org

400 Encinal St. Santa Cruz, CA 95060

pronouns: he, him, his



On Thu, Aug 18, 2022 at 6:04 PM Josh Ripp <josh.ripp@ceibaprep.org> wrote:

Hi Again Faris,

I just learned Ceiba will not appear on the August 30th City Council agenda. We may appear mid-September or even October.

Thank you so much for reaching out to the council members. Your advocacy makes a difference. If they pass anything along to you, please let me know.

Josh

On Thu, Aug 18, 2022 at 11:02 AM Faris Sabbah <fsabbah@santacruzcoe.org> wrote:

I have started calling city council members



Dr. Faris Sabbah

County Superintendent of Schools

(831) 466-5900 | fsabbah@santacruzcoe.org

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400 Encinal St. Santa Cruz, CA 95060

pronouns: he, him, his



On Thu, Aug 18, 2022 at 7:43 AM Josh Ripp <josh.ripp@ceibaprep.org> wrote:

Thank you! Yes, we're working all angles.

On Wed, Aug 17, 2022 at 11:32 PM Faris Sabbah <fsabbah@santacruzcoe.org> wrote:

If you haven't already done so... I would recommend you put together a "war room" team to activate your parent community and begin a full-court press (letters to the editor, emails, calls, attending board meetings)

Faris



Dr. Faris Sabbah

County Superintendent of Schools

(831) 466-5900 | fsabbah@santacruzcoe.org

www.santacruzcoe.org

400 Encinal St. Santa Cruz, CA 95060

pronouns: he, him, his



On Wed, Aug 17, 2022 at 11:18 PM Faris Sabbah <fsabbah@santacruzcoe.org> wrote:

Hi Josh,

Thanks for this information.

I will be reaching out to City Council members to support the school. I will also be writing a letter of support

Faris



Dr. Faris Sabbah

County Superintendent of Schools

(831) 466-5900 | fsabbah@santacruzcoe.org

www.santacruzcoe.org

400 Encinal St. Santa Cruz, CA 95060

K-2. Email exchanges between Faris Sabbah and CEIBA Principal Josh Ripp show partisan bias



pronouns: he, him, his
f t i

On Wed, Aug 17, 2022 at 4:28 PM Josh Ripp <josh.ripp@ceibawatsonville.org> wrote:
Good Afternoon Faris,

Thank you for helping us charter schools get the 2022-23 school year off to a great start! I am writing to let you know about an upcoming Watsonville City Council hearing that will impact the future of Ceiba.

In 2013, Ceiba received a 10-year conditional use permit from the Watsonville Planning Commission to operate at our current site - [215 Locust St](#) (at that time our address was [260 W. Riverside](#)). That conditional use permit is set to expire in June of 2023. In response, Ceiba is attempting to rezone our property from Industrial to Institutional so that we may continue operating our school at our current site beyond the 2022-23 school year.

On April 5, 2022, Ceiba appeared before the Watsonville Planning Commission to request that they recommend to the Watsonville City Council that our property be rezoned as institutional. The Watsonville Planning Commission voted 3-2 in favor of Ceiba's request to recommend a rezoning, but 4 affirmative votes were necessary to gain a recommendation for approval as a majority of the total Planning Commissioners (6 total with 1 seat vacant) is necessary for them to approve a recommendation. Thus, the Planning Commission did not make a formal recommendation to rezone our property as institutional. A subsequent [April 8th Pajaronian article](#) described some of the events that occurred during the meeting.

After the Planning Commission hearing, Watsonville city staff informed Ceiba that our request to rezone our property would still move forward to the Watsonville City Council for a decision, albeit without a recommendation for approval or denial. Now, Ceiba is tentatively planned to appear before the Watsonville City Council on August 30, 2022, but that date has not been confirmed.

If the Watsonville City Council approves Ceiba's request to rezone our property to institutional, Ceiba will be able to continue operations indefinitely at our current site pending WASC accreditations and PVUSD Board of Trustee authorizations. However, if the Watsonville City Council denies our recommendation, Ceiba faces the probability of closure at the end of the 2022-23 school year. Ceiba's closure means 525 students in grades 6 through 12 would likely return to PVUSD schools for the 2023-24 school year, including approximately 70 special education students. Our school building would also need to be remodeled and returned to a delivery warehouse. As you are aware, California charter schools may request facilities or facility funding through Proposition 39. However, in 2013 Ceiba and PVUSD signed a Prop 39 settlement agreement that extends through the 2023-24 school year meaning Ceiba could not pursue facilities from the district next school year.

During the Planning Commission hearing, neighbors voiced concerns about traffic on Locust St at drop-off and pick-up times, instances of poor student behavior before and after school, insufficient parking, and litter being found on streets around Ceiba. In response, Ceiba implemented a traffic plan that resulted in there being virtually no traffic back-up on Locust, reached out to our neighbors through a Ceiba Cares community group, and acquired additional parking spaces to address the parking concerns. In addition, Ceiba has or is in the process of complying with 36 conditions of approval (see attached) that could result in over \$500,000 invested in the local community for traffic signs, crosswalks, and sidewalks.

Ceiba would be extremely appreciative if you would be willing to voice your support for our school and our requested rezoning to the Watsonville City Council members (listed below). I know it's in the Ceiba community's as well as the Watsonville community's best interest to continue to have Ceiba as an educational option for local youth.

Please let me know if you have any questions.

Thanks,

Josh Ripp

All City Council Members	citycouncil@cityofwatsonville.org cityclerk@cityofwatsonville.org citymanager@cityofwatsonville.org
District 1:	eduardo.montesino@cityofwatsonville.org

K-2. Email exchanges between Faris Sabbah and CEIBA Principal Josh Ripp show partisan bias

Mayor Pro Tempore Eduardo Montesino	cityclerk@cityofwatsonville.org
District 2: Vanessa Quiroz-Carter	vanessa.quiroz@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 3: Lowell Hurst	lowell.hurst@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 4: Francisco Estrada	Francisco.Estrada@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 5: Rebecca J. Garcia	rebecca.garcia@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 6: Jimmy Dutra	jimmy.dutra@cityofwatsonville.org cityclerk@cityofwatsonville.org
District 7: Mayor Ari Parker	ari.parker@cityofwatsonville.org cityclerk@cityofwatsonville.org

Josh Ripp
Head of School
Ceiba College Prep
215 Locust St
Watsonville, CA 95076
(831) 740-8786

Santa Cruz County Office of Education
www.santacruzcoe.org
   

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(831) 740-8786

K-3. SCCOE ignored several citizen reports of CEIBA-related dangers on truck routes in the industrial zone

Summary:

SCCOE supports PVUSD by providing educational resources, programs, and services. SCCOE has certain authority over PVUSD.

Multiple recitals were delivered to the SCCOE Board of Trustees regarding the dangers of CEIBA's parents dropping-off and picking-up students in the industrial zone, particularly around Highway 129, truck routes, cold storages and ammonia, and railroads.

In an email to former PVUSD Superintendent Michelle Rodriguez regarding a public documents request, Sabbah stated, "Not sure who he represents or what they are fishing for."

Subject: Fwd: Public Records Request
Date: Sunday, November 27, 2022 at 10:23:14 PM Pacific Standard Time
From: Faris Sabbah
To: Michelle Rodriguez

Hi Michelle,

FYI we received this Public Records Act request. Not sure who he represents or what they are fishing for.

Dr. Faris Sabbah
County Superintendent of Schools
(831) 466-5900 | fsabbah@santacruzcoe.org
www.santacruzcoe.org
400 Encinal St. Santa Cruz, CA 95060
pronouns: he, him, his
□□□□

During the February 28, 2023 Special Council Meeting, Sabbah ignored all dangers pertaining to industrial zone, limiting his commentary to nuisances such as parking, trash, crossing guards and noise. At no point did Sabbah address the highway, accident. Without any evidence whatsoever, Sabbah declared CEIBA addressed those issues and is a unique school.

K-4. SCCOE Superintendent Faris Sabbah recital conspicuously ignored the truck route dangers; trivialized parking, traffic, and other nuisances



3.a General Plan Map & Zoning Map Amendments, & Special Use Permit with Environmental Review to Allow Permanent Establishment of a School Located at 215 Locust St

16 FARRIS SABAH: Good evening, Mayor Montesino,
17 Members of the City Council. My name is Farris Sabah,
18 and I'm the county superintendent of schools. I'm a
19 proud PVUSD parent and a proud former parent of Ceiba.
20 I'm here to speak on behalf of Ceiba and in
21 support of your decision to rezone the school to allow
22 it to be able to continue where it's at.
23 The school's made many improvements to address
24 the many concerns that we've heard about. And the
25 school is not perfect. It faces many of the same

Creekside Court Reporting 831-426-5767

K-4. SCCOE Superintendent Faris Sabbah recital conspicuously ignored the truck route dangers; trivialized parking, traffic, and other nuisances

Page 151

1 challenges that schools across the county face.

2 Challenges like too little parking, nearby businesses,
3 trash, off-task crossing guards, noise, frustrated
4 neighbors.

5 These similarities also don't eclipse the fact
6 that this is a very special school, it's a unique
7 school, and it has helped provide opportunities for
8 dozens and dozens of students to continue their career
9 and their education.

10 Your decision tonight is going to have a huge
11 impact for the ability for the school to continue
12 offering those opportunities. Thank you.

13 MAYOR MONTESINO: Thank you.

14 UNIDENTIFIED SPEAKER: Good evening, City
15 Council Members.

16 To begin, let's ask ourselves, what makes Ceiba
17 different from the rest of the schools? Ceiba is
18 distinct from other schools. It's small in comparison
19 to others. We have small classes, and the students are
20 there from sixth grade to the twelfth grade. This
21 allows more teachers to help students get one-on-one
22 help if needed and connect with them on a personal
23 level. Therefore, it's our safe space. The students
24 are driven by the motivation to go to college and make
25 it further.

APPENDIX II

Traffic Reports

CEIBA SUBMITTED REPORTS

1. **Unsigned, draft RBF Traffic Impact Analysis** dated January 10, 2013
2. **Hexagon Transportation Consultants Parking Study for Ceiba College Preparatory Academy in Watsonville, California** dated November 4, 2021
3. **Hexagon Transportation Consultants Traffic Operations Study for the Ceiba College Preparatory Academy in Watsonville, California,** dated June 8, 2022

MARTA BULAICH SUBMITTED REPORTS

1. **Traffic and Safety Analysis of Ceiba College Preparatory Academy by James Jeffery,** dated February 21, 2023
2. **Traffic Engineering Study / Review Relating to Ceiba College Prep School Traffic Operations and Associated Safety Issues by Grant Johnson,** dated February 24, 2023
3. **Semi-Truck & School Bus Traffic Engineering Study conducted by Registered Traffic Engineer Grant Johnson Relating to Mixing of CEIBA Charter School Operations with Golden Brands Beer Distributor Operations** dated November 10, 2023

CEIBA SUBMITTED REPORTS

1. **Unsigned, draft RBF Traffic Impact Analysis** dated January 10, 2013
2. **Hexagon Transportation Consultants Parking Study for Ceiba College Preparatory Academy in Watsonville, California** dated November 4, 2021
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Ceiba Charter School Traffic Analysis Report

CITY OF WATSONVILLE
SANTA CRUZ COUNTY, CALIFORNIA

TRAFFIC IMPACT ANALYSIS

Draft Report

RBF Consulting

January 10, 2013

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- C. Watsonville VISTA 2030 General Plan Bicycle Map

1 EXECUTIVE SUMMARY

This Traffic Study presents the analysis results for the proposed relocation of the Ceiba Charter School, currently located at 280 Main Street to 260 Riverside Drive in the City of Watsonville, California. The Ceiba Charter School plans to convert an existing 27,200 square foot Airborne Express package processing facility/warehouse into a new school for 520 students (grades 1-12) and 25 staff members. The project will reuse the existing facility and remodel minor portions of the building. The building will house 15 general classrooms, 2 science classrooms, a multipurpose room, a flexible library/media center and an associated support spaces throughout the building. The project consists of minor site work to accommodate new drop-off locations for the students and 43 parking spaces for staff and visitors. Due to limited availability of parking on the site, no student parking will be allowed.

The proposed project is anticipated to generate 471 trips (259 in, 212 out) during the AM peak hour and 313 trips (147 in, 166 out) during the school PM peak hour. To determine the anticipated trip distribution and modal split to and from the proposed site, Ceiba Charter School provided addresses of the current middle school students. Based on the addresses provided, it is calculated that 11% of the student population lives within ½ mile radius of the school and 70% of those students will walk or bike to school.

The traffic analysis was conducted at the following four intersections:

1. Walker Street and SR 129 (Riverside Drive)
2. Locust Street and SR 129 (Riverside Drive)
3. Locust Street and 2nd Street
4. Rodriguez Street and 2nd Street

Development Conditions

The study analyzed traffic conditions under the following development scenarios:

- Existing Traffic Conditions
- Existing plus Project Conditions
- Cumulative Conditions without the Project
- Cumulative Conditions with the Project

The AMBAG (Association of Monterey Bay Area Governments) traffic model, consistent with the City of Watsonville General Plan, was used to obtain cumulative volumes. Existing traffic distribution was based on driveway and intersection counts. The current student addresses were used to determine the proposed project traffic distribution and modal split.

All of the project intersections are anticipated to operate at an acceptable level of service (LOS), during both Existing Conditions and Cumulative Conditions with the addition of the Project; therefore no offsite improvements are proposed as part of this project.

Conclusion

All intersections are anticipated to operate at an acceptable LOS during the Existing plus Project Conditions and Cumulative Conditions with the Project, during both the AM and PM school peak hours.

The intersection of SR 129 (Riverside Drive) and Locust Street is anticipated to operate with 0.2 and 0.6 seconds less delay under the Existing plus Project Conditions compared to the Existing Traffic Conditions and Cumulative Conditions with the Project compared to the Cumulative Conditions without the Project, respectively, during the PM peak. This decrease in delay is due to existing warehouse trips being removed from the intersection, including 7 southbound left-turns, 8 eastbound through, 3 westbound through, and 2 westbound right-turns. The proposed school is anticipated to add trips to the intersection, including 47 westbound right-turns, 3 southbound right-turns and 53 eastbound through. The eastbound and westbound approaches are not controlled; therefore the reduction in southbound trips outweighs the impacts of increasing the westbound through.

Due to the difficulty and long delays making left-turns in and out of Locust Street at the unsignalized intersection of Highway 129 (Riverside Drive) and Locust Street, it is anticipated that project trips will instead divert to the intersection of Highway 129 (Riverside Drive) and Walker Street, where the existing signal provides less delay and improved safety. As future traffic volumes increase along Highway 129 (Riverside Drive), the likelihood of these rerouting increases.

Various site improvements and operations are recommended on **Figure 3**, including drop-off and pick-up circulation areas, time limits to parking spaces and the provision of a walking path and crosswalk striping to the school entrance for improved pedestrian access.

Various roadways in the vicinity of the project do not have adequate pedestrian facilities and it is recommended that the City embark on a SRTS program for Ceiba Charter School to improve access for children to the school. In addition, bike racks must be provided on the site for students.

2 INTRODUCTION

2.1 Project Description

The proposed Ceiba Charter School project will be located at 260 Riverside Drive in the City of Watsonville, California. The proposed project will be located on SR 129 (Riverside Drive) between Harvest Drive and Locust Street. The Ceiba Charter School plans to convert an existing 27,200 square foot Airborne Express package processing facility/warehouse into a new school for 520 students (grades 1-12) and 25 staff members. The project will reuse the existing facility and remodel minor portions of the building. The building will house 15 general classrooms, 2 science classrooms, a multipurpose room, a flexible library/media center and an associated support spaces throughout the building.

Currently, the project site is an occupied industrial warehouse consisting of 27,200 square foot Airborne Express package processing facility. Access to the Airborne Express is provided on Riverside Drive (SR 129) and Locust Street.

Access to the proposed site will continue to be provided on Locust Street. It is anticipated that the current access on SR 129 (Riverside Drive) will be removed and no trips are assigned to this driveway. The project consists of minor site work to accommodate two new drop-off locations for the students and 43 parking spaces for staff and visitors. Due to the number of parking spaces available, it is anticipated that a large portion of the students will be dropped off and students will not be allowed to park on the site nor drive cars to school. To improve site circulation and eliminate queuing onto the streets, it is recommended that traffic travel in a clockwise pattern around the school building. School starts in the morning at 8AM and closes at 4PM. School traffic typically peak for a 15-20 minute period before the bell goes in the morning at for about 15-20 minutes in the afternoon when school ends. **Figures 1, 2 and 3** provide a Vicinity Map, Location Map, and On-Site Circulation for the proposed project, respectively.

This report presents the results from traffic analyses indicating the potential traffic impacts from the proposed Ceiba Charter School. The traffic generated by the project will travel on Caltrans and the City of Watsonville roadways.

2.2 Scope of Work

The study identifies potential traffic impacts that may be associated with the development of the project. It includes traffic analyses at intersections during weekday AM and PM school peak hours. The following intersections and roadways were included in the analysis.

Intersections

1. Walker Street and SR 129 (Riverside Drive)
2. Locust Street and SR 129 (Riverside Drive)
3. Locust Street and 2nd Street
4. Rodriguez Street and 2nd Street

Analysis Conditions

The study analyzed traffic conditions under the following development scenarios:

- Existing Traffic Conditions
- Existing plus Project Conditions
- Cumulative Conditions without the Project
- Cumulative Conditions with the Project

2.3 Trip Generation

Trip generation rates contained in *Trip Generation 9th Edition*, published by the Institute of Transportation Engineers (ITE), were used to estimate project trips.

2.4 Traffic Operation Evaluation Methodologies and Level of Service Standards

Intersection traffic flow operations are evaluated using a level of service (LOS) concept. Intersections are rated based on a grading scale of "LOS A" through "LOS F" with "LOS A" representing free flowing conditions and "LOS F" representing oversaturated where traffic flows exceed design capacity, resulting in long queues and delays.

For signalized intersections, the delay a motorist experiences that can be attributed to the presence of a traffic signal or opposing traffic is analyzed. The level of service of vehicle movements is determined by computing the weighted average of the average control delay for all lane groups based on the amount of volume within each lane group.

For one and two-way stop controlled intersections, the operating efficiency of vehicle movements that must yield to through movements are analyzed. The level of service of vehicle movements on the controlled approaches is based on the distribution of gaps in the major street traffic stream and on driver judgment in selecting gaps. The 2010 HCM calculations the level of service of the minor street approaches. Using this data, an overall intersection level of service was calculated. Both are reported in this study because traffic on the minor street approaches has the lowest priority of right-of-way at the intersection and is the most critical in terms of delay. Generally, an LOS operation on the side street approach is the threshold that warrants improvements.

Table 1 shows the relationship between vehicle delay and level of service for signalized and unsignalized intersections.

Table 1: HCM Level of Service (LOS) Criteria for Signalized and Unsignalized Intersections

Level of Service	Description	Control Delay (Sec/Vehicle)	
		Signalized	Unsignalized
A	Intersections operating at LOS A contain no congestion. The intersection operates with very little delay.	0 – 10	0 – 10
B	Intersections operating at LOS B contain very little congestion. The intersection operates with minimal delay.	>10 – 20	>10 – 15
C	Intersections operating at LOS C contain little congestion. The intersection operates with some delay.	>20 – 35	>15 – 25
D	Intersections operating at LOS D contain some congestion. The intersection operates with longer delays.	>35 – 55	>25 – 35
E	Intersections operating at LOS E border on being congested.	>55 – 80	>35 – 50
F	Intersections operating at LOS F contain congestion.	>80	>50
<i>Source: Highway Capacity Manual, 2010</i>			

2.5 LOS Standards

The City of Watsonville has established LOS D as the minimum acceptable LOS for overall intersection operations, except for those accepted to operate at less than LOS D.

The standard for Caltrans level of service is the LOS C/D threshold in which LOS C is acceptable in all cases and LOS D is acceptable on a case-by-case basis.

2.6 Standards of Significance Criteria

Caltrans and the City of Watsonville have jurisdiction over the roadways studied. The standards of significance criteria apply to project and cumulative project traffic being added to roadways operating at an LOS that does not meet the required standard of the agency. The following is the significance criteria for the relevant jurisdictions:

The Caltrans Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002) states that if an existing State Highway facility is operating at less than the target LOS, the existing LOS should be maintained, thus adding any trips to a facility operating at adverse LOS would be a significant impact.

The City of Watsonville General Plan (Watsonville VISTA 2030) states that street improvements are required when traffic volumes exceed LOS D on roadway segments and at signalized intersections.

The City of Watsonville does not have a specific LOS threshold for unsignalized intersections. The Watsonville VISTA 2030 states that unsignalized intersections may exceed LOS D during peak hour operations. It also states that if the intersection operates worse than LOS D, it should be evaluated for feasible operational improvements.

3 EXISTING TRAFFIC CONDITIONS

The following sections provide a description of the existing traffic network, existing traffic volumes, intersection LOS, and an overview of traffic conditions within the study area.

3.1 Existing Traffic Network

Regional access to the project site is provided from Highways 129 (Riverside Drive) and Highway 1. Roadways in the vicinity of the project site include 2nd Street, Rodriguez Street, Walker Street and Locust Street. The following provides a description of the roadway facilities.

Highway 1 is a state highway that travels along the coast from south of Los Angeles to north of Fort Bragg. In the project vicinity it is a four-lane freeway. The speed limit is 65 miles per hour.

SR 129 (Riverside Drive) is a state highway providing Watsonville a connection with Highway 101 to the east and to Highway 1 to the west. In the vicinity of the project, SR 129 (Riverside Drive) is a four-lane divided facility and has a speed limit of 40 miles per hour from Harvest Drive to Walker Street and 25 miles per hour east of Walker Drive.

2nd Street is a two-lane local roadway, running east-west, parallel to SR 129 (Riverside Drive). The speed limit on 2nd Street is 25 miles per hour in the vicinity of the project.

Rodriguez Street is a two-lane arterial with center left-turn lanes within the project limits. Rodriguez Street runs north-south from Front Street to Rodriguez Way and provides Class II bikeways within the City of Watsonville.

Walker Street is a two-lane arterial within the project limits. Walker Street runs north-south from Front Street to Ford Street and provides Class II bikeways within the City of Watsonville.

Locust Street is a two-lane local street running north-south from SR 129 (Riverside Drive) to West Beach Street. The speed limit along Locust Street is 25 miles per hour.

Intersections

1. Walker Street and SR 129 (Riverside Drive)

The Walker Street and SR 129 (Riverside Drive) intersection is a signalized intersection. Left-turn lanes are provided on SR 129 (Riverside Drive) in both the eastbound and westbound directions.

2. Locust Street and SR 129 (Riverside Drive)

The Locust Street and SR 129 (Riverside Drive) intersection is a two-way, stop controlled intersection. SR 129 (Riverside Drive) is uncontrolled in both the eastbound and westbound directions and Locust Street is stop controlled in both the northbound and southbound directions.

3. Locust Street and 2nd Street

The Locust Street and 2nd Street intersection is a two-way, stop controlled intersection. 2nd Street is uncontrolled in both the eastbound and westbound directions and Locust Street is stop controlled in both the northbound and southbound directions.

4. Rodriguez Street and 2nd Street

The Rodriguez Street and 2nd Street intersection is an all-way, stop controlled intersection.

3.2 Transit

The Watsonville Transit Center is part of the Santa Cruz Metropolitan Transit District (SCMTD), which provides mass transit for the county of Santa Cruz. The transit center is located in downtown Watsonville at the Rodriguez Street / West Lake Avenue intersection and provides local bus service along 5 routes (Route 72, 74, 75, 76, and 79) throughout the City. It also provides regional bus service to the City of Santa Cruz on Route 71 (SCMTD routes), to the City of Marina on Route 27 (Monterey Salinas Transit – MST routes), and to the City of Salinas on Routes 28 and 29 (MST routes).

Routes 27, 28, 29 and 77 are located within close proximity to the proposed site. Routes 27 and 28 have bus stops located on SR 129 (Riverside Drive) with the closest bus stop at the intersection of SR 129 (Riverside Drive) and Locust Street. Routes 29 and 77 have bus stops located on Rodriguez Street with the closest stop at Rodriguez Street and 2nd Street. **Figure 4** demonstrates the location of the bus stops and routes in close proximity to the project site.

3.3 Pedestrian Facilities

Within ½ mile walking radius from the proposed project site, the following roadways were investigated to identify gaps in sidewalk links.

- Harvest Drive – Beach Street to SR 129 (Riverside Drive)
- Locust Street – Beach Street to SR 129 (Riverside Drive)
- Walker Street / Harkins Slough Road – 6th Street to Front Street
- Rodriguez Street – 5th Street to Front Street
- Main Street – Front Street to Lake Avenue
- Beach Street – Industrial Road to Union Street
- SR 129 (Riverside Drive) – Industrial Road to Union Street
- 2nd Street – East of Harvest Drive to Union Street

The following sidewalk gaps were identified on the roadway segments within ½ mile walking radius.

- Locust Street – North of SR 129 (Riverside Drive), eastern side, approx. 150'
- Walker Street – Front Street to SR 129 (Riverside Drive), both sides
- Walker Street – SR 129 (Riverside Drive) to Beach Street, eastern side
- Walker Street – Beach Street to Lake Street, western side
- Walker Street – Lake Street to Kearney Street, eastern side
- Beach Street – Industrial Road to Walker Street, northern side

- SR 129 (Riverside Drive) – Industrial Road to just east of Harvest Drive, both sides
- SR 129 (Riverside Drive) – Sakata Lane to 1st Street, southern side

Figure 5 demonstrates the missing links of sidewalk within close proximity to the project site.

3.4 Bicycle Facilities

The City of Watsonville provides bicycle facilities throughout the city. The facilities range from Class I to Class III Bikeways. Descriptions of the bicycle facility classifications are provided in the following sections.

Class I Bikeway (Bike Path) – A Class I Bikeway is a physically separated bike path that does not share the roadway with motorized vehicles. They can be separated by either open space or a physical barrier and are generally two-way facilities.

Class II Bikeway (Bike Lane) – A Class II Bikeway is a bike lane that shares a portion of the roadway with motorized vehicles. They are separated by striping and are signed and marked for exclusive use by bicycle traffic. Class II Bikeways provide service for one-way bicycle traffic and are located outside of the through lanes for motorized vehicles.

Class III Bikeway (Bike Route) – A Class III Bikeway is a bike route that shares the roadway with motorized vehicles. They are identified by signs and not separated by striping. Class III Bikeways are utilized in locations that do not have Class I or Class II facilities or to connect Class II Bikeways to provide a continuous bikeway system.

In the vicinity of the proposed project there are Class I, Class II, and Class III Bikeways located along SR 129 (Riverside Drive) east of Walker Street, Rodriguez Street, West Beach Street and Walker Street north of West Beach Street. There is currently a planned bicycle facility on SR 129 (Riverside Drive) west of Walker Street and Walker Street south of West Beach Street.

Bicyclists can travel to and from the proposed site by using existing facilities on Beach Street, Rodriguez Street and the planned facilities on SR 129 (Riverside Drive). Bicycle connectivity could be improved by providing bicycle facilities on Locust Street, connecting the school access to existing bicycle facilities.

Figure 6 demonstrates the bicycle facilities within close proximity to the project site. The *Watsonville VISTA 2030 General Plan* Existing and Planned Bike Facilities are included in Appendix C.

3.5 Existing Traffic Data

Traffic counts were performed on Tuesday, December 4, 2012 and Tuesday, December 18, 2012 at the project intersections during the morning and school afternoon peaks. Existing turning movements are included in Appendix A.

3.6 Existing Traffic Conditions Intersection Operations

Synchro Traffic analyses were performed to determine the LOS for the weekday Existing AM and PM school peak hour at each of the intersections within the project area. **Table 2** demonstrates the results of the Existing Traffic Conditions Intersection Operations.

Table 2: Existing Traffic Conditions Intersection Operations

Intersection	Movement	AM		School PM	
		LOS	Delay (sec)	LOS	Delay (sec)
1.Riverside / Walker	Overall	B	12.3	B	14.5
2.Riverside / Locust	NB	B	10.4	C	23.8
	SB	C	15.4	D	33.3
	Overall	A	0.4	A	0.9
3.2nd / Locust	NB	A	9.4	B	10.1
	SB	A	9.9	B	10.7
	Overall	A	4.6	A	4.7
4.2nd / Rodriguez	EB	B	11.0	B	11.3
	WB	A	9.9	B	10.6
	NB	B	10.1	B	11.6
	SB	A	10.0	B	13.3
	Overall	B	10.2	B	11.7

All intersections currently operate at an acceptable LOS during the Existing Traffic Conditions AM and PM school peak hours.

The Synchro output calculations are provided in **Appendix B**.

4 EXISTING PLUS PROJECT CONDITIONS

The following section describes the analysis performed during the AM and PM Existing plus Project Conditions and provides an explanation of the project trip generation, distribution, and assignment. For this development scenario the project trips were added to the Existing Traffic Conditions.

4.1 Project Trip Generation

Trip generations were established using the Institute of Transportation Engineers' (ITE) *Trip Generation, 9th Edition*. The project consists of converting a 27,200 square foot Airborne Express package processing facility/warehouse into a new school for 520 students (grades 1-12) and 25 staff members. The project consists of minor site work to accommodate two new drop-off locations for the students and 43 parking spaces for staff and visitors.

Although the school includes students in grades 1-12, due to the size of the parking lot it is assumed that parking will not be available for students. Therefore Private School (K-8) (ITE Land Use Code 534) was used to determine the trips generated by the new school facility. No credit

was taken for possible rerouting of trips due to the relocation of the school from its current location; therefore this analysis represents the worst case scenario.

The proposed project is anticipated to generate 471 trips (259 in, 212 out) during the AM peak hour and 313 trips (147 in, 166 out) during the PM peak hour. To determine the anticipated trip distribution and modal split to and from the proposed site, Ceiba Charter School provided addresses of the current middle school students. Based on the addresses provided, it is assumed that 11% of the student population lives within ½ mile radius of the school and 70% of those students will walk or bike to school. These walk and bicycle trips were subtracted from the trip generation rates.

Warehouse (ITE Land Use Code 150) was used to determine the trips generated by the existing use at the proposed site. The Airborne Express package processing facility/warehouse is anticipated to generate 40 trips (32 in, 8 out) during the AM peak hour and 26 trips (6 in, 20 out) during the PM peak hour. The warehouse trips were subtracted from the Existing Traffic Conditions traffic volumes.

Table 3 demonstrates the trip generation for both the proposed school and the existing warehouse.

Table 3: Trip Generation

ITE Land Use	Students	GSF	Total	In	Out	Total	In	Out	Total	In	Out
Private School (K-8) (534)	520		--	--	--	471	259	212	313	147	166
	11% Walk / Bike		--	--	--	50	27	22	33	15	17
	Total		--	--	--	421	232	190	280	131	148
Warehousing (150)		272	161	80	80	40	32	8	26	6	20

Note: K-8 trip rate used due to limited parking availability on the site.

4.2 Project Trip Distribution and Assignment

The driveway and intersection volumes were used to obtain the existing site traffic distribution. The current student addresses were used to determine the proposed project traffic distribution and modal split.

It is estimated that 41% of the existing facility generated trips would access it from SR 129 (Riverside Drive) West, 11% from SR 129 (Riverside Drive) East, and 48% from Highway 152.

The project trip distribution, determined from the addresses provided by the school, is indicated in **Table 4**.

Table 4: Trip Distribution

Zone	Address		Trip Distribution					
			AM			PM		
	Number	Percent	Total	In	Out	Total	In	Out
Total	392	100%	471	259	212	313	147	166
Home Destination Trips								
½ Mile Circle - Walk / Bike	41	11%	50	27	22	33	15	17
½ Mile Circle - Drive	18	5%	21	12	10	14	7	7
South	56	14%	67	37	30	45	21	24
West	8	2%	10	5	4	6	3	3
Northwest	19	5%	23	13	10	15	7	8
North	15	4%	18	10	8	12	6	6
Northeast	130	33%	156	86	70	104	49	55
East	105	27%	126	69	57	84	39	44
Work / Other Destination Trips								
To/From W 129		41%			77		53	
To/From E 129		11%			21		15	
To/From 152		48%			91		63	

4.3 Existing plus Project Conditions Analysis

4.3.1 Existing plus Project Conditions Intersection Operations

The project trips were added to the Existing Traffic Conditions traffic volumes. Traffic analyses were performed for the weekday AM and PM school peak hours at each of the study intersections. **Table 5** demonstrates the results of the Existing plus Project Conditions Intersection Operations. Existing plus Project Conditions turning movements are included in **Appendix A**.

Table 5: Existing plus Project Conditions Intersection Operations

		Existing Traffic Conditions				Existing plus Project Conditions			
		AM		School PM		AM		School PM	
Intersection	Movement	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Riverside / Walker	Overall	B	12.3	B	14.5	B	17.5	B	18.7
Riverside / Locust	NB	B	10.4	C	23.8	B	10.3	D	28.0
	SB	C	15.4	D	33.3	B	11.3	D	31.3
	Overall	A	0.4	A	0.9	A	0.9	A	1.1
2nd / Locust	NB	A	9.4	B	10.1	B	10.5	B	13.1
	SB	A	9.9	B	10.7	B	12.4	B	12.0
	Overall	A	4.6	A	4.7	A	9.0	A	8.6
2nd / Rodriguez	EB	B	11.0	B	11.3	B	12.0	B	13.1
	WB	A	9.9	B	10.6	B	10.3	B	11.9
	NB	B	10.1	B	11.6	B	10.5	B	13.6
	SB	A	10.0	B	13.3	B	10.7	C	19.0
	Overall	B	10.2	B	11.7	B	10.8	B	14.8

All intersections are anticipated to continue to operate at an acceptable LOS during the Existing Traffic plus Project Conditions, during both the AM and PM school peak hours.

The intersection of SR 129 (Riverside Drive) and Locust Street is anticipated to operate with 0.2 seconds less delay under the Existing plus Project Conditions compared to the Existing Traffic Conditions during the PM peak. This decrease in delay is due to existing warehouse trips being removed from the intersection, including 7 southbound left-turns, 8 eastbound through, 3 westbound through, and 2 westbound right-turns. The proposed school is anticipated to add trips to the intersection, including 47 westbound right-turns, 3 southbound right-turns and 53 eastbound throughs. The eastbound and westbound approaches are free movements; therefore the reduction in southbound trips outweighs the impacts of increasing the westbound through.

The Synchro output calculations are provided in **Appendix B**.

5 CUMULATIVE WITHOUT PROJECT TRAFFIC CONDITIONS

The following sections describe the results of the traffic analysis performed under cumulative traffic conditions (2030 traffic conditions). These conditions do not include trips generated by the project site.

5.1 Cumulative Volumes

The 2030 AMBAG model includes various cumulative projects in the City and surrounding areas and regional growth is incorporated on the regional road connectors.

The year 2030 volumes on the study road network were extracted from the model for evaluation. These volumes exclude the project. The turning movements were balanced based on the existing turning movement counts, the expected development in the area and the 2030 approach volumes.

Cumulative turning movements are included in **Appendix A**.

5.2 Cumulative without Project Analysis

5.2.1 *Cumulative without Project Conditions Intersection Operations*

Table 6 demonstrates the results of the Cumulative without Project Conditions Intersection Operations.

Table 6: Cumulative without Project Conditions Intersection Operations

Intersection	Movement	AM		School PM	
		LOS	Delay	LOS	Delay
Riverside / Walker	Overall	C	20.4	C	20.2
Riverside / Locust	NB	B	10.7	E	35.6
	SB	C	17.3	F	64.4
	Overall	A	0.5	A	1.6
2nd / Locust	NB	B	11.0	B	11.3
	SB	B	11.0	B	12.0
	Overall	A	4.0	A	2.8
2nd / Rodriguez	EB	B	11.3	B	11.7
	WB	B	10.8	B	11.1
	NB	B	10.5	C	12.0
	SB	B	10.6	B	14.7
	Overall	B	10.8	B	12.5

All intersections operate at an acceptable LOS during the Cumulative without Project Conditions Intersection Operations, during both the AM and PM school peak hours, except for the SR 129 (Riverside Drive) and Locust Street southbound approach, which is anticipated to operate with a LOS F during the school PM peak.

The Synchro output calculations are provided in **Appendix B**.

6 CUMULATIVE WITH PROJECT TRAFFIC CONDITIONS

This section describes the analysis results of the study intersection operations under cumulative traffic conditions, which includes the project trips.

6.1 Cumulative Projects Trip Generation

The project traffic was added to the cumulative volumes and analyzed. Cumulative with Project Conditions turning movements are included in **Appendix A**.

6.2 Cumulative with Project Analysis

6.2.1 *Cumulative with Project Conditions Intersection Operations*

The project trips were added to the Cumulative without Project Conditions traffic volumes. Traffic analyses were performed for the school AM and PM school peak hours at each of the study intersections. **Table 7** demonstrates the results of the Cumulative with Project Conditions Intersection Operations.

Table 7: Cumulative with Project Conditions Intersection Operations

		Cumulative without Project Conditions				Cumulative with Project Conditions			
		AM		School PM		AM		School PM	
Intersection	Movement	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Riverside / Walker	Overall	C	20.4	C	20.2	C	34.4	C	32.4
Riverside / Locust	NB	B	10.7	E	35.6	B	10.7	D	31.5
	SB	C	17.3	F	64.4	B	13.5	E	40.0
	Overall	A	0.5	A	1.6	A	1.0	A	1.0
2nd / Locust	NB	B	11.0	B	11.3	B	12.7	C	21.8
	SB	B	11.0	B	12.0	C	14.9	B	17.0
	Overall	A	4.0	A	2.8	A	8.8	A	9.3
2nd / Rodriguez	EB	B	11.3	B	11.7	B	12.5	B	13.6
	WB	B	10.8	B	11.1	B	11.2	B	12.7
	NB	B	10.5	C	12.0	B	10.9	B	14.3
	SB	B	10.6	B	14.7	B	11.4	C	22.7
	Overall	B	10.8	B	12.5	B	11.4	C	16.5

All intersections are anticipated to operate at an acceptable LOS with the addition of the project trips for the Cumulative with Project Conditions, during both the AM and PM school peak hours.

The intersection of SR 129 (Riverside Drive) and Locust Street is anticipated to operate with 0.6 seconds less delay under the Cumulative with Project Conditions compared to the Cumulative without Project Conditions during the PM peak. This decrease in delay is due to existing warehouse trips being removed from the intersection, including 7 southbound left-turns, 8 eastbound through, 3 westbound through, and 2 westbound right-turns. The proposed school is anticipated to add trips to the intersection, including 47 westbound right-turns, 3 southbound right-turns and 53 eastbound through. The eastbound and westbound approaches are free movements; therefore the reduction in southbound trips outweighs the impacts of increasing the westbound through.

The Synchro output calculations are provided in **Appendix B**.

7 PROJECT ACCESS AND ON-SITE CIRCULATION

This section documents a review of the project site access and on-site circulation.

7.1 Project Access

Access to the proposed site will be provided on Locust Street; however the existing access on SR 129 (Riverside Drive) will be removed. The project consists of minor site work to accommodate two new drop-off locations for the students and 43 parking spaces for staff and visitors. Due to the number of parking spaces available, it is anticipated that a large portion of the students will be dropped off. To improve site circulation it is recommended that traffic travel in a clockwise pattern around the school building.

The project site was also evaluated for providing "Safe Routes to Schools (SRTS)" for the students and various improvements are recommended on the site, including the provision of a protected walkway from Locust Street to the school building. In addition, bicycle routes and sidewalks were surveyed. Various roadways do not have adequate pedestrian facilities and it is recommended that the City embark on a SRTS program for Ceiba Charter School to improve access for children to the school and provide "complete streets". Traffic cones must be placed in front of 5 parking spaces during drop-off and pick-up, to provide additional loading space and improve traffic flow. The number of spaces that should be coned off may have to be increased based on field observations. These spaces should be sign posted to prohibit parking during pick-up and drop-off time periods. In addition, bike racks must be provided on the site for students.

8 CONCLUSION

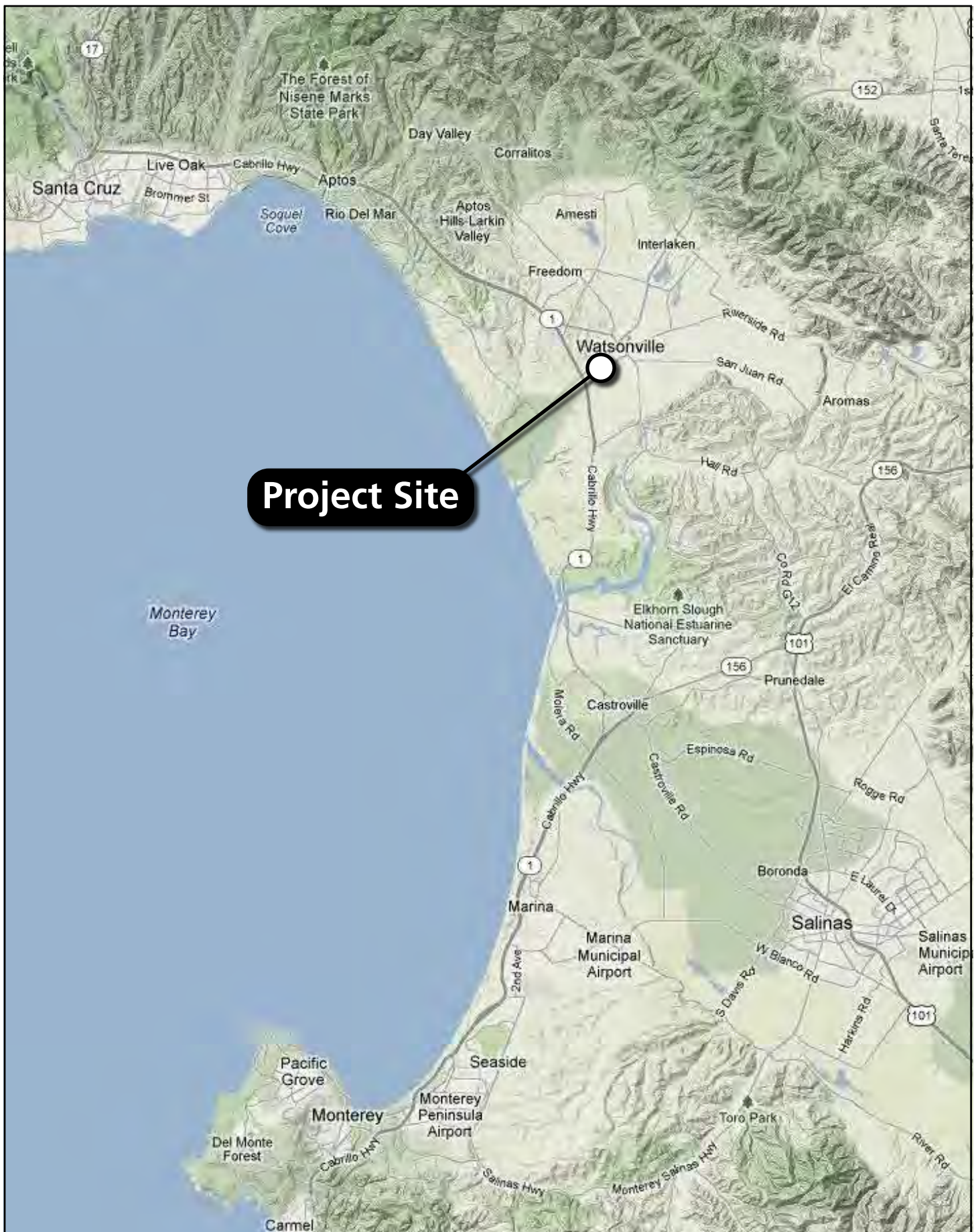
All intersections are anticipated to operate at an acceptable LOS during the Existing plus Project Conditions and Cumulative Conditions with the Project, during both the AM and PM school peak hours.

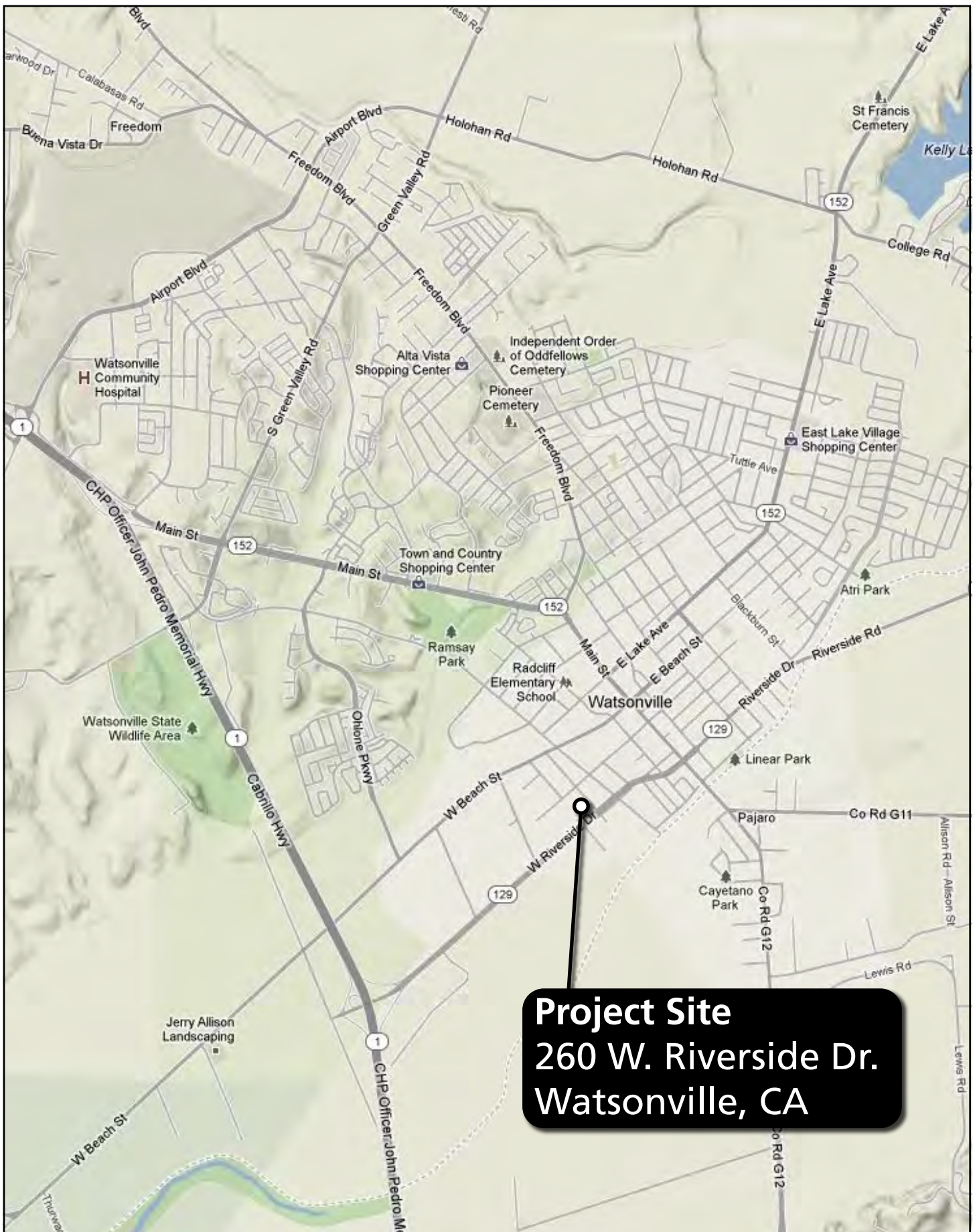
The intersection of SR 129 (Riverside Drive) and Locust Street is anticipated to operate with 0.2 and 0.6 seconds less delay under the Existing plus Project Conditions compared to the Existing Traffic Conditions and Cumulative Conditions with the Project compared to the Cumulative Conditions without the Project, respectively, during the PM peak. This decrease in delay is due to existing warehouse trips being removed from the intersection, including 7 southbound left-turns, 8 eastbound through, 3 westbound through, and 2 westbound right-turns. The proposed school is anticipated to add trips to the intersection, including 47 westbound right-turns, 3 southbound right-turns and 53 eastbound through. The eastbound and westbound approaches are not controlled; therefore the reduction in southbound trips outweighs the impacts of increasing the westbound through.

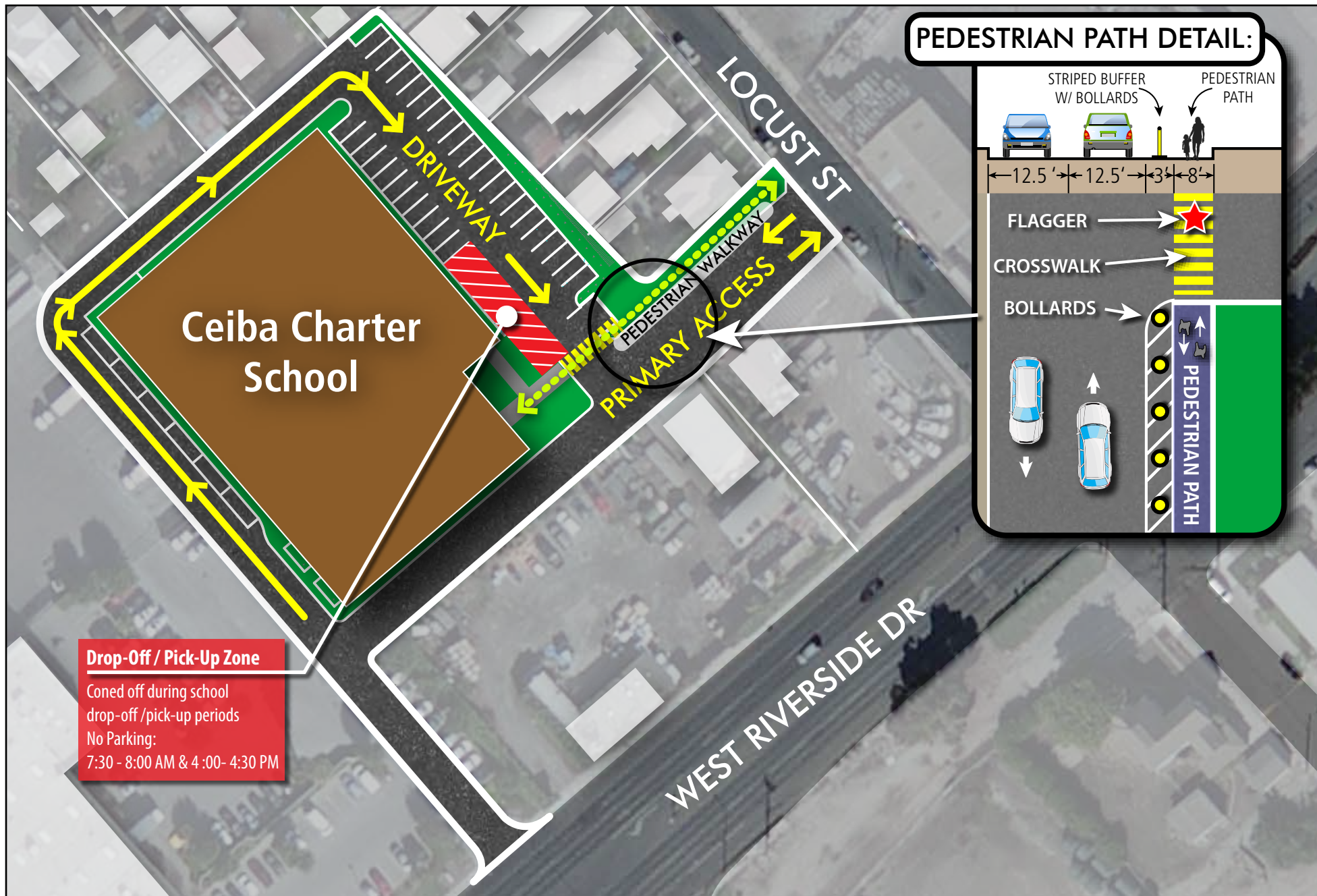
Due to the difficulty and long delays making left-turns in and out of Locust Street at the unsignalized intersection of Highway 129 (Riverside Drive) and Locust Street, it is anticipated that project trips will instead divert to the intersection of Highway 129 (Riverside Drive) and Walker Street, where the existing signal provides less delay and improved safety. As future traffic volumes increase along Highway 129 (Riverside Drive), the likelihood of these rerouting increases.

Various site improvements and operations are recommended on **Figure 3**, including drop-off and pick-up circulation areas, time limits to parking spaces and the provision of a walking path and crosswalk striping to the school entrance for improved pedestrian access.

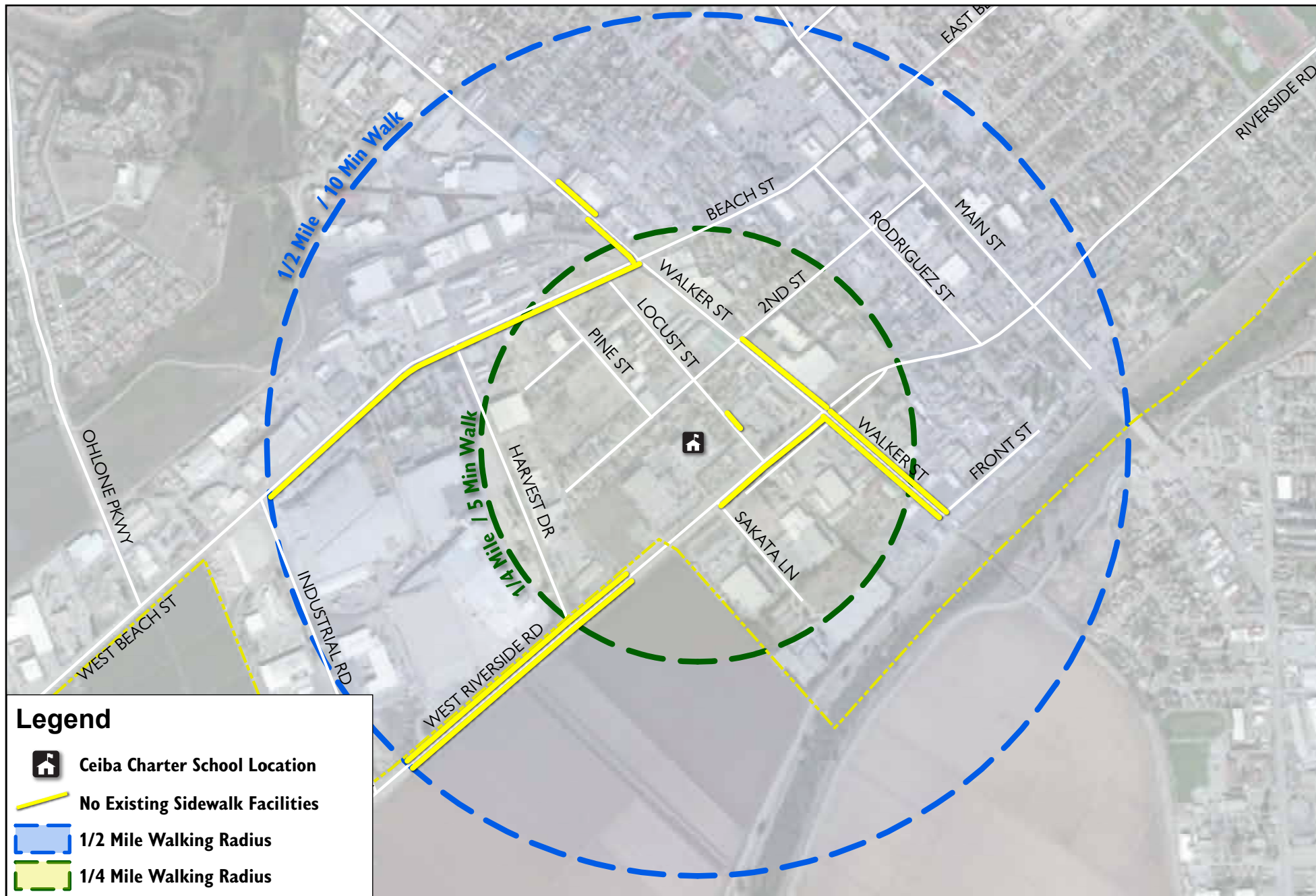
Various roadways in the vicinity of the project do not have adequate pedestrian facilities and it is recommended that the City embark on a SRTS program for Ceiba Charter School to improve access for children to the school. In addition, bike racks must be provided on the site for students.











Legend



Ceiba Charter School Location



No Existing Sidewalk Facilities



1/2 Mile Walking Radius

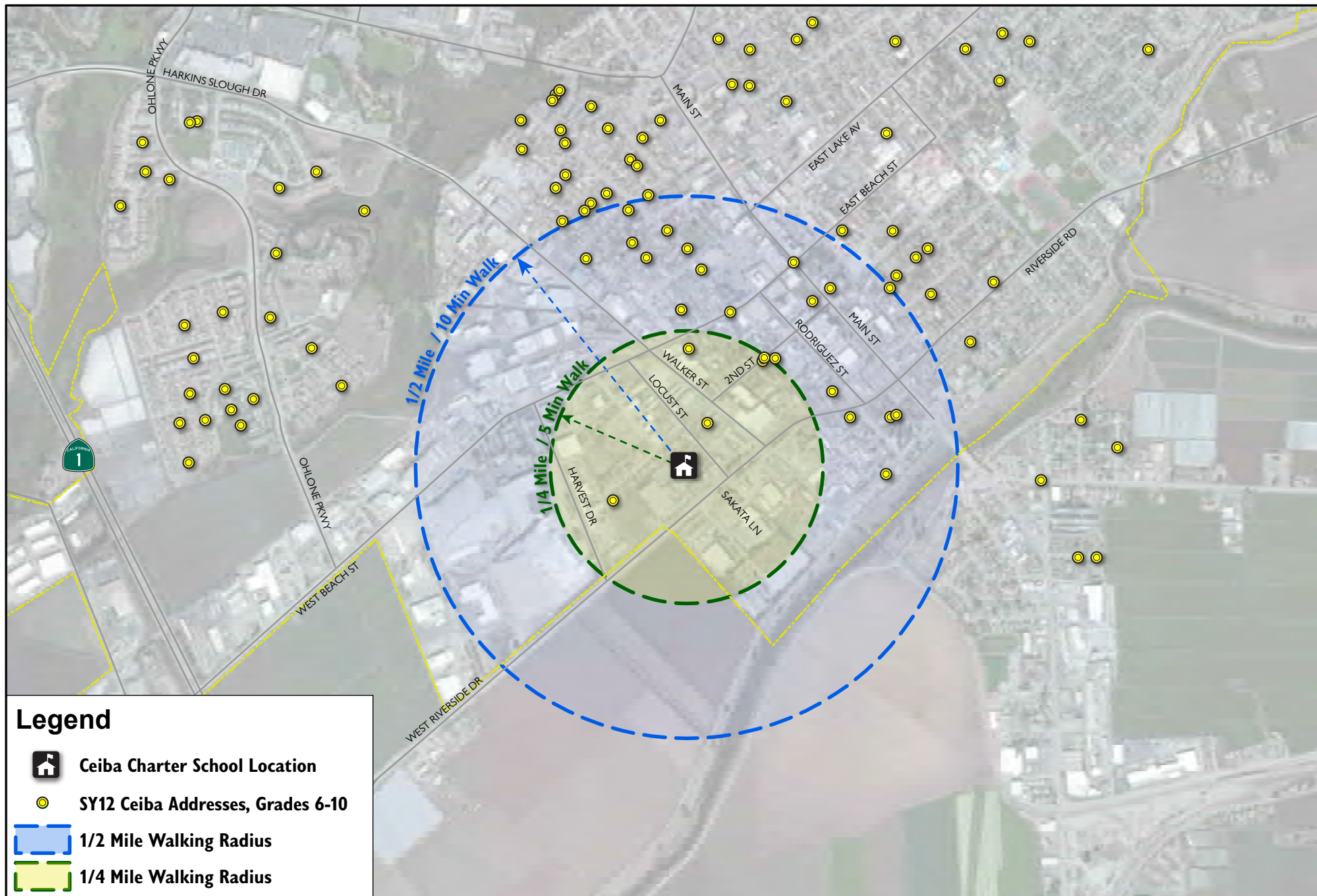


1/4 Mile Walking Radius





Existing and Proposed Bicycle Facilities



Legend



Ceiba Charter School Location



SY12 Ceiba Addresses, Grades 6-10



1/2 Mile Walking Radius

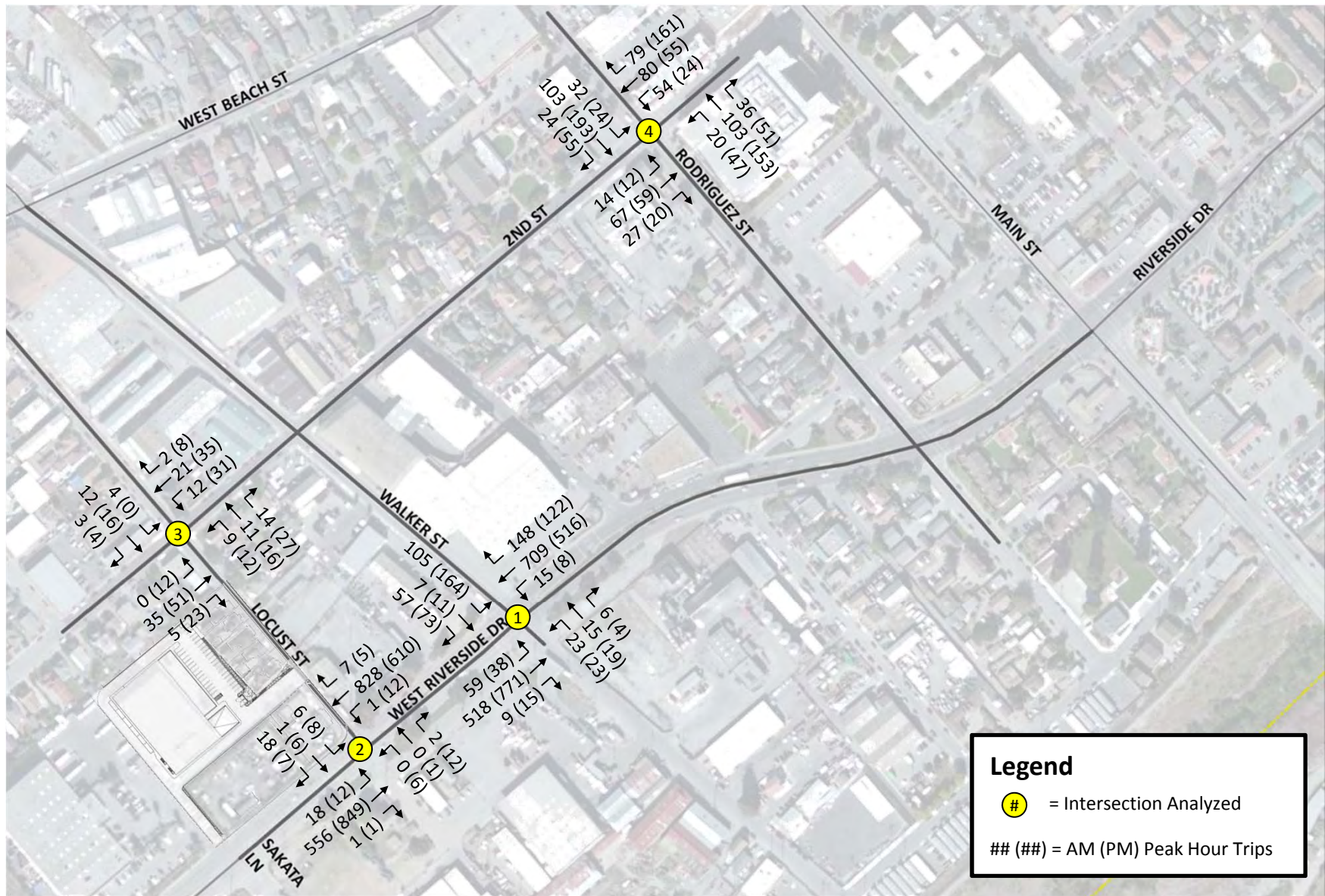


1/4 Mile Walking Radius



Appendix A

Turning Movement Figures

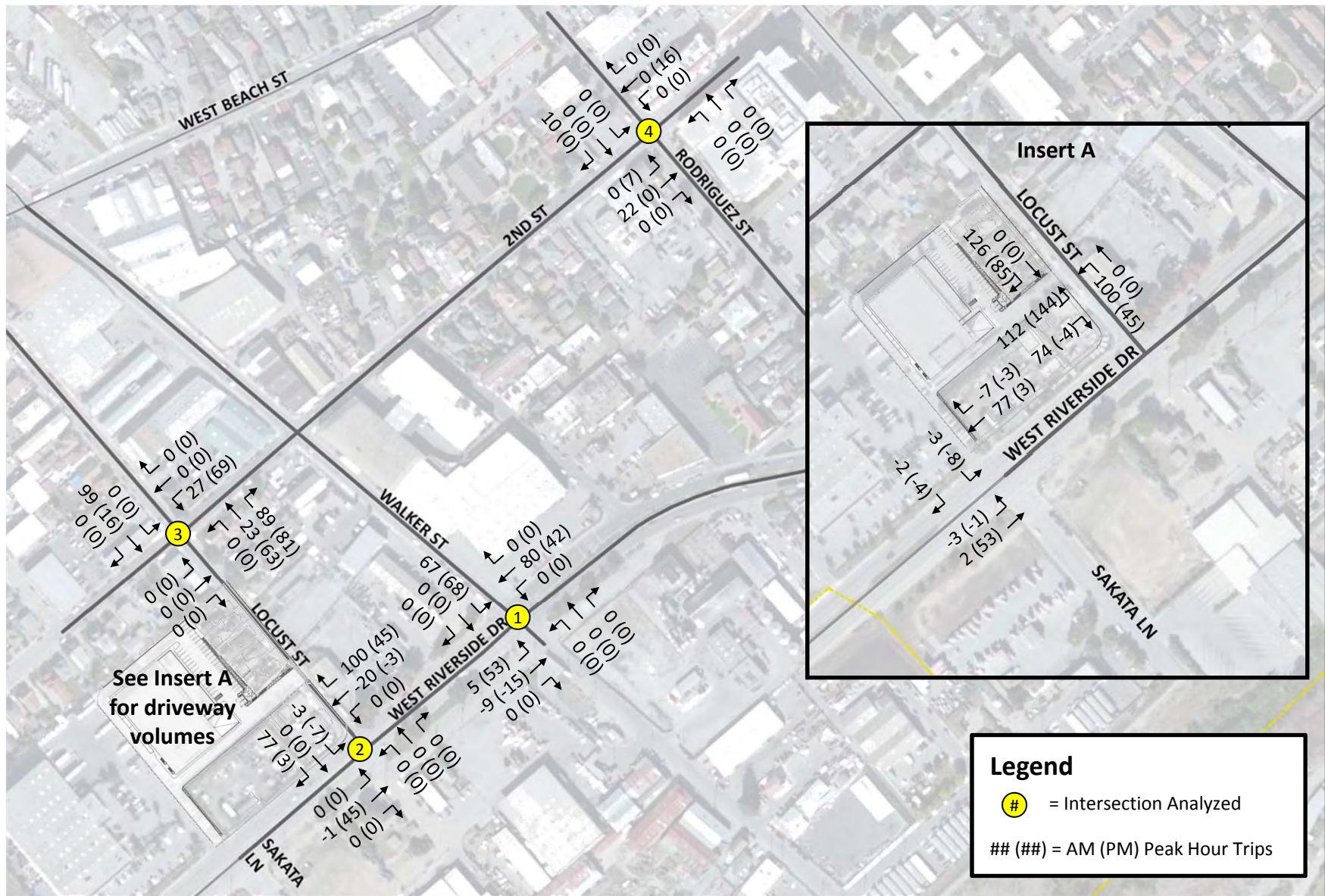


Source: RBF Consulting, 12/2012



Not to Scale

EXISTING TURNING MOVEMENTS



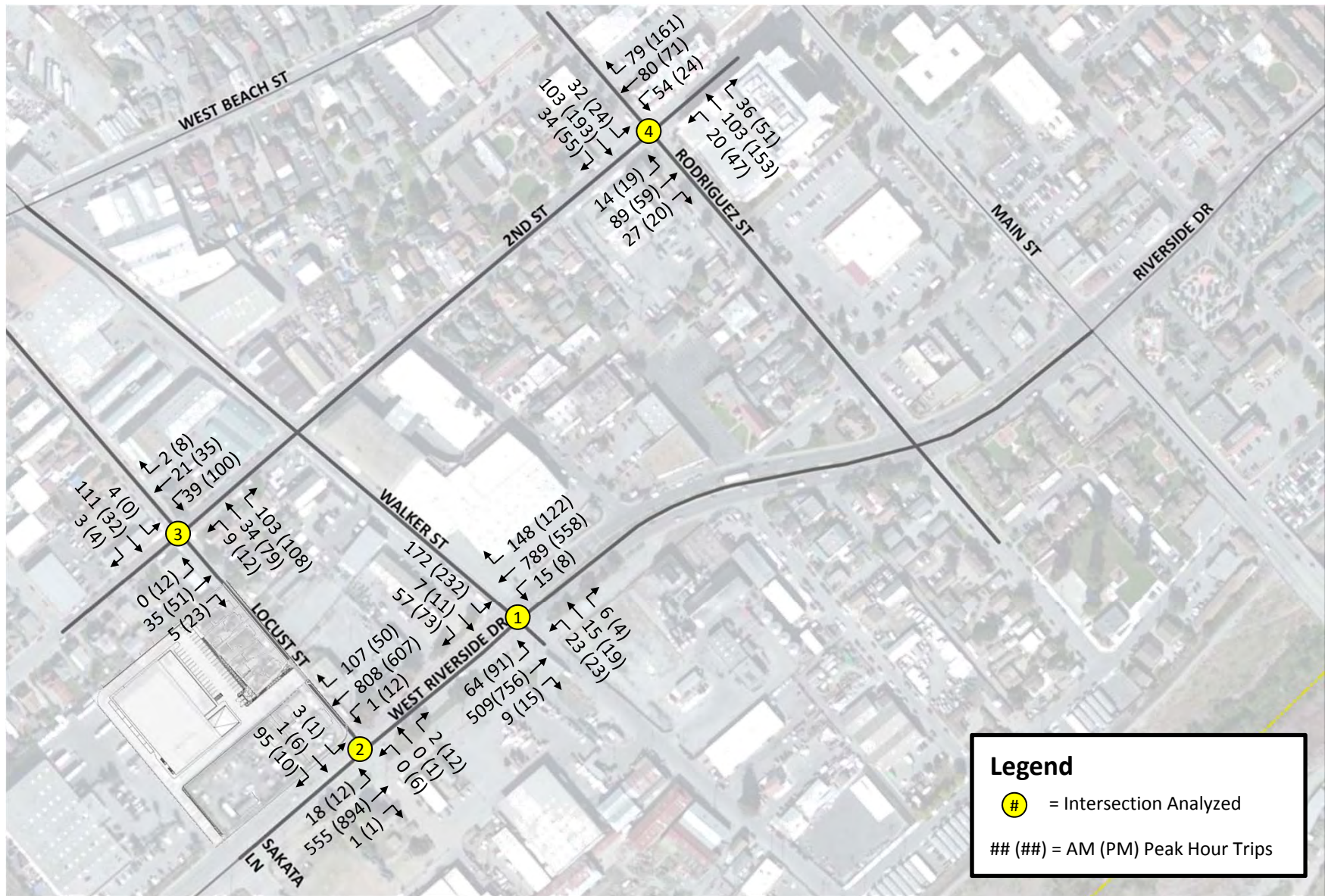
Source: RBF Consulting, 12/2012



Not to Scale

CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

PROJECT PEAK HOUR TRIP ASSIGNMENT



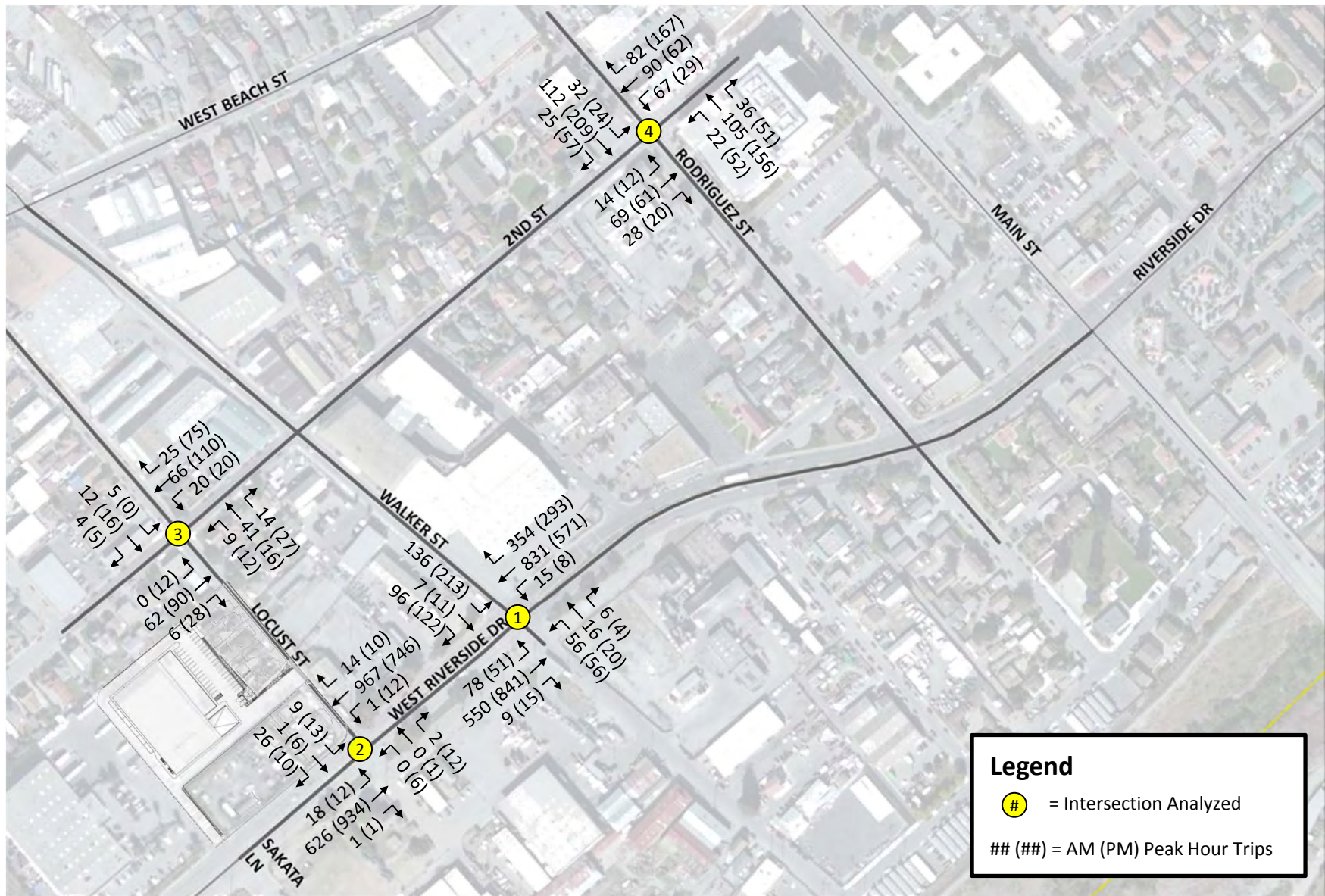
Source: RBF Consulting, 12/2012

CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE



Not to Scale

EXISTING + PROJECT TURNING MOVEMENTS



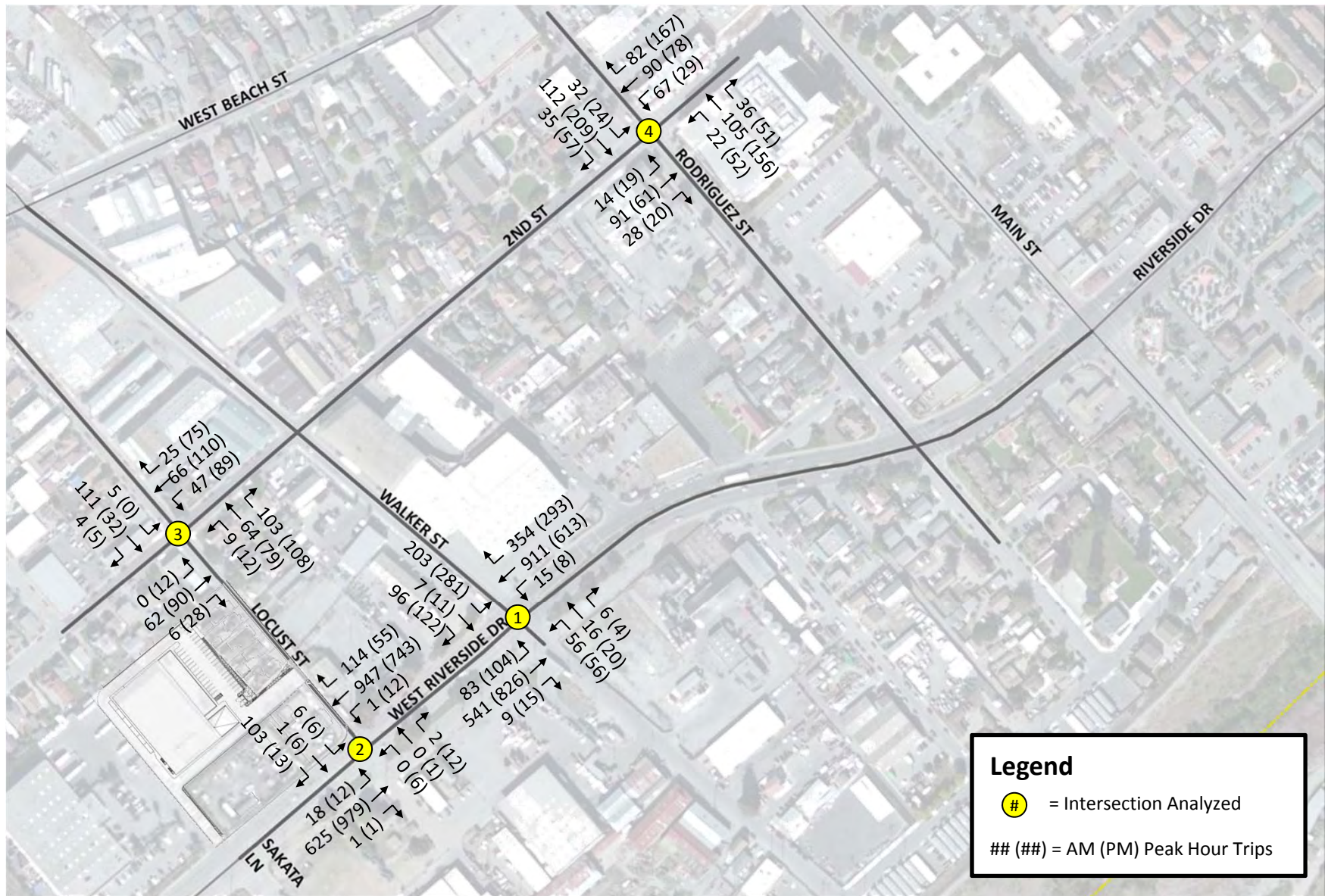
Source: RBF Consulting, 12/2012

CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE



Not to Scale

CUMULATIVE TURNING MOVEMENTS



Source: RBF Consulting, 12/2012

CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE



Not to Scale

CUMULATIVE + PROJECT TURNING MOVEMENTS



















Appendix B

Intersection Level of Service Calculations

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	518	9	15	709	148	23	15	6	105	7	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.97			0.98			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1687	3369		1504	3186			1405			1543	
Flt Permitted	0.95	1.00		0.95	1.00			0.84			0.79	
Satd. Flow (perm)	1687	3369		1504	3186			1212			1264	
Peak-hour factor, PHF	0.81	0.81	0.81	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	73	640	11	18	844	176	32	21	8	114	8	62
RTOR Reduction (vph)	0	1	0	0	17	0	0	7	0	0	25	0
Lane Group Flow (vph)	73	650	0	18	1003	0	0	54	0	0	159	0
Heavy Vehicles (%)	7%	7%	0%	20%	9%	17%	39%	7%	50%	13%	29%	14%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.3	32.0		1.1	28.8			10.4			10.4	
Effective Green, g (s)	4.3	32.0		1.1	28.8			10.4			10.4	
Actuated g/C Ratio	0.08	0.57		0.02	0.51			0.19			0.19	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	129	1918		29	1633			224			234	
v/s Ratio Prot	c0.04	c0.19		0.01	c0.31							
v/s Ratio Perm								0.04			c0.13	
v/c Ratio	0.57	0.34		0.62	0.61			0.24			0.68	
Uniform Delay, d1	25.0	6.5		27.3	9.7			19.5			21.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	3.4	0.1		26.1	0.8			0.6			7.6	
Delay (s)	28.4	6.6		53.4	10.5			20.1			28.9	
Level of Service	C	A		D	B			C			C	
Approach Delay (s)		8.8			11.3			20.1			28.9	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM Average Control Delay			12.3			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			56.2			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			54.9%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Riverside Drive & Locust Street

















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	556	1	1	828	7	0	0	2	6	1	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	21	654	1	1	974	8	0	0	2	7	1	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.83						0.83	0.83		0.83	0.83	0.83
vC, conflicting volume	982			655			1208	1682	328	1352	1678	491
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	558			655			832	1405	328	1006	1400	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			100			100	100	100	96	99	98
cM capacity (veh/h)	845			942			208	113	674	160	114	885
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	21	436	219	1	649	333	2	29				
Volume Left	21	0	0	1	0	0	0	7				
Volume Right	0	0	1	0	0	8	2	21				
cSH	845	1700	1700	942	1700	1700	674	375				
Volume to Capacity	0.03	0.26	0.13	0.00	0.38	0.20	0.00	0.08				
Queue Length 95th (ft)	2	0	0	0	0	0	0	6				
Control Delay (s)	9.4	0.0	0.0	8.8	0.0	0.0	10.4	15.4				
Lane LOS	A			A			B	C				
Approach Delay (s)	0.3			0.0			10.4	15.4				
Approach LOS							B	C				
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			36.8%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 2nd Street & Locust Street




















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	35	5	12	21	2	9	11	14	4	12	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.73	0.73	0.73	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	0	49	7	16	29	3	11	14	18	6	17	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	32			56			129	117	53	140	119	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	32			56			129	117	53	140	119	30
tC, single (s)	4.1			4.3			7.1	6.5	6.3	7.3	6.7	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.4	3.7	4.2	3.6
p0 queue free %	100			99			99	98	98	99	98	100
cM capacity (veh/h)	1594			1458			823	768	1001	749	735	962
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	56	48	42	27								
Volume Left	0	16	11	6								
Volume Right	7	3	18	4								
cSH	1594	1458	866	767								
Volume to Capacity	0.00	0.01	0.05	0.04								
Queue Length 95th (ft)	0	1	4	3								
Control Delay (s)	0.0	2.6	9.4	9.9								
Lane LOS		A	A	A								
Approach Delay (s)	0.0	2.6	9.4	9.9								
Approach LOS			A	A								
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			18.6%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 2nd Street & Rodriguez Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	67	27	54	80	79	20	103	36	32	103	24
Peak Hour Factor	0.73	0.73	0.73	0.70	0.70	0.70	0.80	0.80	0.80	0.74	0.74	0.74
Hourly flow rate (vph)	19	92	37	77	114	113	25	129	45	43	139	32
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	148	191	113	25	174	43	172					
Volume Left (vph)	19	77	0	25	0	43	0					
Volume Right (vph)	37	0	113	0	45	0	32					
Hadj (s)	-0.09	0.29	-0.68	0.50	-0.09	0.55	-0.06					
Departure Headway (s)	6.0	6.2	5.2	6.6	6.0	6.7	6.0					
Degree Utilization, x	0.25	0.33	0.16	0.05	0.29	0.08	0.29					
Capacity (veh/h)	555	549	647	508	560	506	561					
Control Delay (s)	11.0	11.0	8.1	8.7	10.3	9.0	10.2					
Approach Delay (s)	11.0	9.9		10.1		10.0						
Approach LOS	B	A		B		A						
Intersection Summary												
Delay			10.2									
HCM Level of Service			B									
Intersection Capacity Utilization			34.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	771	15	8	516	122	23	19	4	164	11	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.97			0.99			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1671	3267		1421	3159			1691			1578	
Flt Permitted	0.95	1.00		0.95	1.00			0.83			0.77	
Satd. Flow (perm)	1671	3267		1421	3159			1440			1253	
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	44	897	17	10	614	145	26	22	5	178	12	79
RTOR Reduction (vph)	0	2	0	0	24	0	0	4	0	0	18	0
Lane Group Flow (vph)	44	912	0	10	735	0	0	49	0	0	251	0
Heavy Vehicles (%)	8%	10%	20%	27%	11%	11%	0%	10%	44%	13%	8%	10%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.0	25.7		1.2	22.9			16.4			16.4	
Effective Green, g (s)	4.0	25.7		1.2	22.9			16.4			16.4	
Actuated g/C Ratio	0.07	0.46		0.02	0.41			0.29			0.29	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	119	1499		30	1292			422			367	
v/s Ratio Prot	c0.03	c0.28		0.01	0.23							
v/s Ratio Perm								0.03			c0.20	
v/c Ratio	0.37	0.61		0.33	0.57			0.12			0.68	
Uniform Delay, d1	24.8	11.4		27.0	12.7			14.5			17.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.7	0.8		2.4	0.7			0.1			5.2	
Delay (s)	25.5	12.2		29.4	13.4			14.6			22.7	
Level of Service	C	B		C	B			B			C	
Approach Delay (s)		12.8			13.7			14.6			22.7	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay			14.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			56.0			Sum of lost time (s)			12.7			
Intersection Capacity Utilization			59.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Riverside Drive & Locust Street

















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	849	1	12	610	5	6	1	12	8	6	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	999	1	14	718	6	7	1	14	9	7	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	724			1000			1426	1779	500	1291	1777	362
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	434			1000			1226	1624	500	1074	1621	26
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.9	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	98			98			94	99	97	93	92	99
cM capacity (veh/h)	924			700			110	89	522	127	89	917
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	14	666	334	14	478	245	22	25				
Volume Left	14	0	0	14	0	0	7	9				
Volume Right	0	0	1	0	0	6	14	8				
cSH	924	1700	1700	700	1700	1700	214	152				
Volume to Capacity	0.02	0.39	0.20	0.02	0.28	0.14	0.10	0.16				
Queue Length 95th (ft)	1	0	0	2	0	0	9	14				
Control Delay (s)	9.0	0.0	0.0	10.2	0.0	0.0	23.8	33.3				
Lane LOS	A			B			C	D				
Approach Delay (s)	0.1			0.2			23.8	33.3				
Approach LOS							C	D				
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			33.5%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 2nd Street & Locust Street




















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	51	23	31	35	8	12	16	27	0	16	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.78	0.78	0.78	0.83	0.83	0.83	0.70	0.70	0.70
Hourly flow rate (vph)	15	65	29	40	45	10	14	19	33	0	23	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	55			94			256	244	79	281	254	50
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			94			256	244	79	281	254	50
tC, single (s)	4.1			4.2			7.2	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.3	3.6	4.2	3.3
p0 queue free %	99			97			98	97	97	100	96	99
cM capacity (veh/h)	1563			1434			637	637	973	596	602	1024
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	109	95	66	29								
Volume Left	15	40	14	0								
Volume Right	29	10	33	6								
cSH	1563	1434	767	656								
Volume to Capacity	0.01	0.03	0.09	0.04								
Queue Length 95th (ft)	1	2	7	3								
Control Delay (s)	1.1	3.3	10.1	10.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.1	3.3	10.1	10.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.7									
Intersection Capacity Utilization			25.9%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 2nd Street & Rodriguez Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	59	20	24	55	161	47	153	51	24	193	55
Peak Hour Factor	0.87	0.87	0.87	0.70	0.70	0.70	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	14	68	23	34	79	230	54	176	59	27	219	62
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	105	113	230	54	234	27	282					
Volume Left (vph)	14	34	0	54	0	27	0					
Volume Right (vph)	23	0	230	0	59	0	63					
Hadj (s)	-0.04	0.25	-0.70	0.72	-0.15	0.52	-0.06					
Departure Headway (s)	6.7	6.6	5.7	7.0	6.2	6.8	6.2					
Degree Utilization, x	0.20	0.21	0.36	0.11	0.40	0.05	0.49					
Capacity (veh/h)	484	505	590	482	553	498	553					
Control Delay (s)	11.3	10.2	10.7	9.7	12.0	9.0	13.7					
Approach Delay (s)	11.3	10.6		11.6		13.3						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay			11.7									
HCM Level of Service			B									
Intersection Capacity Utilization			38.5%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	509	9	15	789	148	23	15	6	172	7	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.98			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.96	
Satd. Flow (prot)	1687	3369		1504	3196			1405			1559	
Flt Permitted	0.95	1.00		0.95	1.00			0.84			0.77	
Satd. Flow (perm)	1687	3369		1504	3196			1205			1247	
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	78	670	12	18	939	176	32	21	8	187	8	62
RTOR Reduction (vph)	0	1	0	0	17	0	0	6	0	0	14	0
Lane Group Flow (vph)	78	681	0	18	1098	0	0	55	0	0	243	0
Heavy Vehicles (%)	7%	7%	0%	20%	9%	17%	39%	7%	50%	13%	29%	14%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	6.5	35.2		1.4	30.1			17.2			17.2	
Effective Green, g (s)	6.5	35.2		1.4	30.1			17.2			17.2	
Actuated g/C Ratio	0.10	0.53		0.02	0.45			0.26			0.26	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	165	1783		32	1447			312			323	
v/s Ratio Prot	c0.05	0.20		0.01	c0.34							
v/s Ratio Perm								0.05			c0.19	
v/c Ratio	0.47	0.38		0.56	0.76			0.18			0.75	
Uniform Delay, d1	28.4	9.2		32.2	15.2			19.1			22.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.8	0.2		12.8	2.5			0.3			9.5	
Delay (s)	29.2	9.4		45.0	17.7			19.4			32.2	
Level of Service	C	A		D	B			B			C	
Approach Delay (s)		11.4			18.1			19.4			32.2	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay			17.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			66.5			Sum of lost time (s)			12.7			
Intersection Capacity Utilization			63.4%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Riverside Drive & Locust Street

















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	550	1	1	808	107	0	0	2	3	1	95
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	27	647	1	1	951	126	0	0	2	4	1	112
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.75						0.75	0.75		0.75	0.75	0.75
vC, conflicting volume	1076			648			1292	1781	324	1396	1718	538
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	425			648			713	1368	324	853	1284	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			100			100	100	100	98	99	86
cM capacity (veh/h)	855			947			201	107	678	186	120	800
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	27	431	217	1	634	443	2	116				
Volume Left	27	0	0	1	0	0	0	4				
Volume Right	0	0	1	0	0	126	2	112				
cSH	855	1700	1700	947	1700	1700	678	692				
Volume to Capacity	0.03	0.25	0.13	0.00	0.37	0.26	0.00	0.17				
Queue Length 95th (ft)	2	0	0	0	0	0	0	15				
Control Delay (s)	9.3	0.0	0.0	8.8	0.0	0.0	10.3	11.3				
Lane LOS	A			A			B	B				
Approach Delay (s)	0.4			0.0			10.3	11.3				
Approach LOS							B	B				
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			41.1%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 2nd Street & Locust Street




















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	35	5	34	21	2	9	34	103	4	111	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	49	7	49	30	3	13	49	147	6	159	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	33			56			265	183	53	353	185	31
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	33			56			265	183	53	353	185	31
tC, single (s)	4.1			4.3			7.1	6.5	6.3	7.3	6.7	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.4	3.7	4.2	3.6
p0 queue free %	100			97			98	93	85	99	76	100
cM capacity (veh/h)	1592			1458			548	691	1001	442	661	960
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	56	81	209	169								
Volume Left	0	49	13	6								
Volume Right	7	3	147	4								
cSH	1592	1458	866	655								
Volume to Capacity	0.00	0.03	0.24	0.26								
Queue Length 95th (ft)	0	3	24	26								
Control Delay (s)	0.0	4.6	10.5	12.4								
Lane LOS		A	B	B								
Approach Delay (s)	0.0	4.6	10.5	12.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			9.0									
Intersection Capacity Utilization			28.7%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 2nd Street & Rodriguez Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	89	27	54	80	79	20	103	36	32	103	34
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	20	127	39	77	114	113	25	129	45	46	147	49
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	186	191	113	25	174	46	196					
Volume Left (vph)	20	77	0	25	0	46	0					
Volume Right (vph)	39	0	113	0	45	0	49					
Hadj (s)	-0.08	0.29	-0.68	0.50	-0.09	0.55	-0.11					
Departure Headway (s)	6.2	6.4	5.4	6.8	6.2	6.8	6.1					
Degree Utilization, x	0.32	0.34	0.17	0.05	0.30	0.09	0.33					
Capacity (veh/h)	545	532	621	491	539	493	550					
Control Delay (s)	12.0	11.4	8.3	9.0	10.7	9.3	11.0					
Approach Delay (s)	12.0	10.3		10.5		10.7						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay			10.8									
HCM Level of Service			B									
Intersection Capacity Utilization			34.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	756	15	8	558	122	23	19	4	232	11	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.97			0.99			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.96	
Satd. Flow (prot)	1671	3266		1421	3165			1703			1584	
Flt Permitted	0.95	1.00		0.95	1.00			0.82			0.74	
Satd. Flow (perm)	1671	3266		1421	3165			1430			1220	
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	50	995	20	10	664	145	32	26	5	252	12	79
RTOR Reduction (vph)	0	2	0	0	22	0	0	3	0	0	12	0
Lane Group Flow (vph)	50	1013	0	10	787	0	0	60	0	0	331	0
Heavy Vehicles (%)	8%	10%	20%	27%	11%	11%	0%	10%	44%	13%	8%	10%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.5	28.6		1.3	25.4			21.5			21.5	
Effective Green, g (s)	4.5	28.6		1.3	25.4			21.5			21.5	
Actuated g/C Ratio	0.07	0.45		0.02	0.40			0.34			0.34	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	117	1457		29	1254			480			409	
v/s Ratio Prot	c0.03	c0.31		0.01	0.25							
v/s Ratio Perm								0.04			c0.27	
v/c Ratio	0.43	0.70		0.34	0.63			0.12			0.81	
Uniform Delay, d1	28.6	14.3		31.0	15.5			14.8			19.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.9	1.6		2.6	1.1			0.1			11.2	
Delay (s)	29.5	15.8		33.6	16.7			14.9			30.7	
Level of Service	C	B		C	B			B			C	
Approach Delay (s)		16.5			16.9			14.9			30.7	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay			18.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			64.1			Sum of lost time (s)			12.7			
Intersection Capacity Utilization			63.7%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Riverside Drive & Locust Street

















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	841	1	12	607	50	6	1	12	1	6	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	76	989	1	14	714	59	7	1	14	1	7	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	773			991			1544	1944	495	1434	1915	386
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	384			991			1289	1759	495	1160	1726	0
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.9	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	92			98			92	98	97	99	90	99
cM capacity (veh/h)	928			706			88	65	525	98	69	915
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	76	660	331	14	476	297	22	20				
Volume Left	76	0	0	14	0	0	7	1				
Volume Right	0	0	1	0	0	59	14	12				
cSH	928	1700	1700	706	1700	1700	179	157				
Volume to Capacity	0.08	0.39	0.19	0.02	0.28	0.17	0.13	0.13				
Queue Length 95th (ft)	7	0	0	2	0	0	10	11				
Control Delay (s)	9.2	0.0	0.0	10.2	0.0	0.0	28.0	31.3				
Lane LOS	A			B			D	D				
Approach Delay (s)	0.7			0.2			28.0	31.3				
Approach LOS							D	D				
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			39.9%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 2nd Street & Locust Street




















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	51	23	47	35	8	12	79	108	0	32	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	17	72	32	67	50	11	17	113	154	0	46	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	61			104			340	318	88	523	328	56
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	61			104			340	318	88	523	328	56
tC, single (s)	4.1			4.2			7.2	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.3	3.6	4.2	3.3
p0 queue free %	99			95			97	80	84	100	91	99
cM capacity (veh/h)	1555			1421			531	567	962	305	534	1017
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	121	129	284	51								
Volume Left	17	67	17	0								
Volume Right	32	11	154	6								
cSH	1555	1421	726	564								
Volume to Capacity	0.01	0.05	0.39	0.09								
Queue Length 95th (ft)	1	4	47	7								
Control Delay (s)	1.1	4.2	13.1	12.0								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.1	4.2	13.1	12.0								
Approach LOS			B	B								
Intersection Summary												
Average Delay			8.6									
Intersection Capacity Utilization			36.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 2nd Street & Rodriguez Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	19	59	20	24	71	161	47	153	51	24	193	55
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	27	84	29	34	101	230	59	191	64	34	276	79
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	140	136	230	59	255	34	354					
Volume Left (vph)	27	34	0	59	0	34	0					
Volume Right (vph)	29	0	230	0	64	0	79					
Hadj (s)	-0.02	0.23	-0.70	0.72	-0.15	0.52	-0.06					
Departure Headway (s)	7.3	7.2	6.2	7.6	6.7	7.2	6.6					
Degree Utilization, x	0.28	0.27	0.40	0.12	0.47	0.07	0.65					
Capacity (veh/h)	439	470	530	450	513	474	520					
Control Delay (s)	13.1	11.6	12.1	10.4	14.3	9.5	19.9					
Approach Delay (s)	13.1	11.9		13.6		19.0						
Approach LOS	B	B		B		C						
Intersection Summary												
Delay			14.8									
HCM Level of Service			B									
Intersection Capacity Utilization			38.9%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	550	9	15	831	354	56	16	6	136	7	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.96			0.99			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1687	3369		1504	3096			1363			1534	
Flt Permitted	0.95	1.00		0.95	1.00			0.68			0.79	
Satd. Flow (perm)	1687	3369		1504	3096			966			1245	
Peak-hour factor, PHF	0.81	0.81	0.81	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	96	679	11	18	989	421	77	22	8	148	8	104
RTOR Reduction (vph)	0	1	0	0	56	0	0	4	0	0	31	0
Lane Group Flow (vph)	96	689	0	18	1354	0	0	103	0	0	229	0
Heavy Vehicles (%)	7%	7%	0%	20%	9%	17%	39%	7%	50%	13%	29%	14%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	6.0	43.1		1.4	38.5			16.9			16.9	
Effective Green, g (s)	6.0	43.1		1.4	38.5			16.9			16.9	
Actuated g/C Ratio	0.08	0.58		0.02	0.52			0.23			0.23	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	137	1960		28	1609			220			284	
v/s Ratio Prot	c0.06	0.20		0.01	c0.44							
v/s Ratio Perm								0.11			c0.18	
v/c Ratio	0.70	0.35		0.64	0.84			0.47			0.81	
Uniform Delay, d1	33.2	8.2		36.1	15.2			24.7			27.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	12.4	0.1		32.0	4.3			1.6			15.3	
Delay (s)	45.6	8.3		68.1	19.5			26.3			42.4	
Level of Service	D	A		E	B			C			D	
Approach Delay (s)		12.9			20.1			26.3			42.4	
Approach LOS		B			C			C			D	
Intersection Summary												
HCM Average Control Delay			20.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			74.1			Sum of lost time (s)			12.7			
Intersection Capacity Utilization			66.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Riverside Drive & Locust Street

















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	626	1	1	967	14	0	0	2	9	1	26
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	21	736	1	1	1138	16	0	0	2	11	1	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.71						0.71	0.71		0.71	0.71	0.71
vC, conflicting volume	1154			738			1382	1936	369	1561	1928	577
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	387			738			710	1494	369	964	1483	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			100			100	100	100	93	99	96
cM capacity (veh/h)	835			877			213	85	634	147	87	757
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	21	491	247	1	758	396	2	42				
Volume Left	21	0	0	1	0	0	0	11				
Volume Right	0	0	1	0	0	16	2	31				
cSH	835	1700	1700	877	1700	1700	634	336				
Volume to Capacity	0.03	0.29	0.15	0.00	0.45	0.23	0.00	0.13				
Queue Length 95th (ft)	2	0	0	0	0	0	0	11				
Control Delay (s)	9.4	0.0	0.0	9.1	0.0	0.0	10.7	17.3				
Lane LOS	A			A			B	C				
Approach Delay (s)	0.3			0.0			10.7	17.3				
Approach LOS							B	C				
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			42.7%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 2nd Street & Locust Street




















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	62	6	20	66	25	9	41	14	5	12	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.73	0.73	0.73	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	0	87	8	27	90	34	11	51	18	7	17	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	125			96			268	271	92	297	258	108
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	125			96			268	271	92	297	258	108
tC, single (s)	4.1			4.3			7.1	6.5	6.3	7.3	6.7	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.4	3.7	4.2	3.6
p0 queue free %	100			98			98	92	98	99	97	99
cM capacity (veh/h)	1475			1409			659	627	952	555	609	869
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	96	152	80	30								
Volume Left	0	27	11	7								
Volume Right	8	34	18	6								
cSH	1475	1409	682	630								
Volume to Capacity	0.00	0.02	0.12	0.05								
Queue Length 95th (ft)	0	1	10	4								
Control Delay (s)	0.0	1.5	11.0	11.0								
Lane LOS		A	B	B								
Approach Delay (s)	0.0	1.5	11.0	11.0								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			23.5%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 2nd Street & Rodriguez Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	69	28	67	90	82	22	105	36	32	112	25
Peak Hour Factor	0.73	0.73	0.73	0.70	0.70	0.70	0.80	0.80	0.80	0.74	0.74	0.74
Hourly flow rate (vph)	19	95	38	96	129	117	28	131	45	43	151	34
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	152	224	117	28	176	43	185					
Volume Left (vph)	19	96	0	28	0	43	0					
Volume Right (vph)	38	0	117	0	45	0	34					
Hadj (s)	-0.10	0.30	-0.68	0.50	-0.09	0.55	-0.06					
Departure Headway (s)	6.2	6.3	5.3	6.8	6.2	6.8	6.2					
Degree Utilization, x	0.26	0.39	0.17	0.05	0.30	0.08	0.32					
Capacity (veh/h)	541	541	634	494	542	493	545					
Control Delay (s)	11.3	12.2	8.2	9.0	10.7	9.2	10.9					
Approach Delay (s)	11.3	10.8		10.5		10.6						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay			10.8									
HCM Level of Service			B									
Intersection Capacity Utilization			36.2%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	841	15	8	571	293	56	20	4	213	11	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.95			0.99			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1671	3268		1421	3087			1738			1570	
Flt Permitted	0.95	1.00		0.95	1.00			0.71			0.78	
Satd. Flow (perm)	1671	3268		1421	3087			1277			1266	
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	59	978	17	10	680	349	64	23	5	232	12	133
RTOR Reduction (vph)	0	2	0	0	81	0	0	3	0	0	24	0
Lane Group Flow (vph)	59	993	0	10	948	0	0	89	0	0	353	0
Heavy Vehicles (%)	8%	10%	20%	27%	11%	11%	0%	10%	44%	13%	8%	10%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.1	31.9		1.3	29.1			22.7			22.7	
Effective Green, g (s)	4.1	31.9		1.3	29.1			22.7			22.7	
Actuated g/C Ratio	0.06	0.47		0.02	0.42			0.33			0.33	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	100	1520		27	1310			423			419	
v/s Ratio Prot	c0.04	c0.30		0.01	c0.31							
v/s Ratio Perm								0.07			c0.28	
v/c Ratio	0.59	0.65		0.37	0.72			0.21			0.84	
Uniform Delay, d1	31.4	14.1		33.2	16.4			16.5			21.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	5.6	1.1		3.1	2.2			0.3			14.2	
Delay (s)	37.1	15.2		36.3	18.6			16.8			35.5	
Level of Service	D	B		D	B			B			D	
Approach Delay (s)		16.5			18.7			16.8			35.5	
Approach LOS		B			B			B			D	
Intersection Summary												
HCM Average Control Delay			20.2			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			68.6			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			64.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Riverside Drive & Locust Street

















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	934	1	12	746	10	6	1	12	13	6	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	1099	1	14	878	12	7	1	14	15	7	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
vC, conflicting volume	889			1100			1610	2045	550	1504	2040	445
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	810			1100			1558	2009	550	1448	2004	348
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.9	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	98			98			89	98	97	78	87	98
cM capacity (veh/h)	712			642			64	55	484	70	56	616
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	14	733	367	14	585	304	22	34				
Volume Left	14	0	0	14	0	0	7	15				
Volume Right	0	0	1	0	0	12	14	12				
cSH	712	1700	1700	642	1700	1700	140	93				
Volume to Capacity	0.02	0.43	0.22	0.02	0.34	0.18	0.16	0.37				
Queue Length 95th (ft)	2	0	0	2	0	0	14	36				
Control Delay (s)	10.2	0.0	0.0	10.7	0.0	0.0	35.6	64.4				
Lane LOS	B			B			E	F				
Approach Delay (s)	0.1			0.2			35.6	64.4				
Approach LOS							E	F				
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			35.9%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 2nd Street & Locust Street




















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	90	28	20	110	75	12	16	27	0	16	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.78	0.78	0.78	0.83	0.83	0.83	0.70	0.70	0.70
Hourly flow rate (vph)	15	114	35	26	141	96	14	19	33	0	23	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	237			149			421	450	132	445	420	189
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	237			149			421	450	132	445	420	189
tC, single (s)	4.1			4.2			7.2	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.3	3.6	4.2	3.3
p0 queue free %	99			98			97	96	96	100	95	99
cM capacity (veh/h)	1342			1367			493	492	910	462	487	858
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	165	263	66	30								
Volume Left	15	26	14	0								
Volume Right	35	96	33	7								
cSH	1342	1367	636	543								
Volume to Capacity	0.01	0.02	0.10	0.06								
Queue Length 95th (ft)	1	1	9	4								
Control Delay (s)	0.8	0.9	11.3	12.0								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.8	0.9	11.3	12.0								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			31.8%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 2nd Street & Rodriguez Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	61	20	29	62	167	52	156	51	24	209	57
Peak Hour Factor	0.87	0.87	0.87	0.70	0.70	0.70	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	14	70	23	41	89	239	60	179	59	27	238	65
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	107	130	239	60	238	27	302					
Volume Left (vph)	14	41	0	60	0	27	0					
Volume Right (vph)	23	0	239	0	59	0	65					
Hadj (s)	-0.04	0.25	-0.70	0.72	-0.14	0.52	-0.06					
Departure Headway (s)	6.9	6.8	5.8	7.2	6.3	6.9	6.3					
Degree Utilization, x	0.20	0.24	0.39	0.12	0.42	0.05	0.53					
Capacity (veh/h)	470	496	579	472	539	489	533					
Control Delay (s)	11.7	10.8	11.2	10.0	12.6	9.1	15.2					
Approach Delay (s)	11.7	11.1		12.0		14.7						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay			12.5									
HCM Level of Service			B									
Intersection Capacity Utilization			39.6%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	541	9	15	911	354	56	16	6	203	7	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.96			0.99			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1687	3369		1504	3109			1363			1549	
Flt Permitted	0.95	1.00		0.95	1.00			0.71			0.76	
Satd. Flow (perm)	1687	3369		1504	3109			1000			1212	
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	103	712	12	18	1085	421	77	22	8	221	8	104
RTOR Reduction (vph)	0	1	0	0	47	0	0	4	0	0	21	0
Lane Group Flow (vph)	103	723	0	18	1459	0	0	103	0	0	312	0
Heavy Vehicles (%)	7%	7%	0%	20%	9%	17%	39%	7%	50%	13%	29%	14%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	6.2	41.9		1.5	37.2			22.1			22.1	
Effective Green, g (s)	6.2	41.9		1.5	37.2			22.1			22.1	
Actuated g/C Ratio	0.08	0.54		0.02	0.48			0.28			0.28	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	134	1805		29	1479			283			343	
v/s Ratio Prot	c0.06	0.21		0.01	c0.47							
v/s Ratio Perm								0.10			c0.26	
v/c Ratio	0.77	0.40		0.62	0.99			0.37			0.91	
Uniform Delay, d1	35.3	10.7		38.1	20.2			22.4			27.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	20.8	0.2		26.1	20.0			0.8			27.2	
Delay (s)	56.1	10.9		64.1	40.3			23.2			54.3	
Level of Service	E	B		E	D			C			D	
Approach Delay (s)		16.6			40.6			23.2			54.3	
Approach LOS		B			D			C			D	
Intersection Summary												
HCM Average Control Delay			34.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			78.2			Sum of lost time (s)			12.7			
Intersection Capacity Utilization			73.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Riverside Drive & Locust Street

















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	620	1	1	947	114	0	0	2	6	1	103
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	27	729	1	1	1114	134	0	0	2	7	1	121
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.61						0.61	0.61		0.61	0.61	0.61
vC, conflicting volume	1248			731			1465	2035	365	1605	1968	624
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115			731			472	1410	365	702	1301	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			100			100	100	100	96	99	81
cM capacity (veh/h)	903			883			229	82	637	194	96	651
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	27	486	244	1	743	505	2	129				
Volume Left	27	0	0	1	0	0	0	7				
Volume Right	0	0	1	0	0	134	2	121				
cSH	903	1700	1700	883	1700	1700	637	551				
Volume to Capacity	0.03	0.29	0.14	0.00	0.44	0.30	0.00	0.23				
Queue Length 95th (ft)	2	0	0	0	0	0	0	23				
Control Delay (s)	9.1	0.0	0.0	9.1	0.0	0.0	10.7	13.5				
Lane LOS	A			A			B	B				
Approach Delay (s)	0.3			0.0			10.7	13.5				
Approach LOS							B	B				
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			48.5%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 2nd Street & Locust Street




















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	62	6	42	66	25	9	64	103	5	111	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	87	8	60	94	36	13	91	147	7	159	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	130			96			409	342	92	517	328	112
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	130			96			409	342	92	517	328	112
tC, single (s)	4.1			4.3			7.1	6.5	6.3	7.3	6.7	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.4	3.7	4.2	3.6
p0 queue free %	100			96			97	84	85	98	71	99
cM capacity (veh/h)	1468			1409			415	559	952	311	543	863
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	96	190	251	171								
Volume Left	0	60	13	7								
Volume Right	8	36	147	6								
cSH	1468	1409	720	533								
Volume to Capacity	0.00	0.04	0.35	0.32								
Queue Length 95th (ft)	0	3	39	35								
Control Delay (s)	0.0	2.7	12.7	14.9								
Lane LOS		A	B	B								
Approach Delay (s)	0.0	2.7	12.7	14.9								
Approach LOS			B	B								
Intersection Summary												
Average Delay			8.8									
Intersection Capacity Utilization			34.0%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 2nd Street & Rodriguez Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	91	28	67	90	82	22	105	36	32	112	35
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	20	130	40	96	129	117	28	131	45	46	160	50
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	190	224	117	28	176	46	210					
Volume Left (vph)	20	96	0	28	0	46	0					
Volume Right (vph)	40	0	117	0	45	0	50					
Hadj (s)	-0.08	0.30	-0.68	0.50	-0.09	0.55	-0.10					
Departure Headway (s)	6.3	6.5	5.5	7.0	6.4	7.0	6.3					
Degree Utilization, x	0.33	0.41	0.18	0.05	0.31	0.09	0.37					
Capacity (veh/h)	531	524	610	476	522	480	534					
Control Delay (s)	12.5	12.7	8.5	9.2	11.1	9.5	11.8					
Approach Delay (s)	12.5	11.2		10.9		11.4						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay			11.4									
HCM Level of Service			B									
Intersection Capacity Utilization			36.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street



















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	826	15	8	613	293	56	20	4	281	11	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.95			0.99			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1671	3268		1421	3094			1745			1576	
Flt Permitted	0.95	1.00		0.95	1.00			0.68			0.75	
Satd. Flow (perm)	1671	3268		1421	3094			1235			1219	
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	137	1087	20	10	730	349	77	27	5	305	12	133
RTOR Reduction (vph)	0	1	0	0	67	0	0	3	0	0	20	0
Lane Group Flow (vph)	137	1106	0	10	1012	0	0	106	0	0	430	0
Heavy Vehicles (%)	8%	10%	20%	27%	11%	11%	0%	10%	44%	13%	8%	10%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	8.4	35.4		1.5	28.5			29.6			29.6	
Effective Green, g (s)	8.4	35.4		1.5	28.5			29.6			29.6	
Actuated g/C Ratio	0.11	0.45		0.02	0.36			0.37			0.37	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	177	1461		27	1113			462			456	
v/s Ratio Prot	c0.08	0.34		0.01	c0.33							
v/s Ratio Perm								0.09			c0.35	
v/c Ratio	0.77	0.76		0.37	0.91			0.23			0.94	
Uniform Delay, d1	34.5	18.3		38.4	24.1			17.0			24.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	17.3	2.4		3.1	11.0			0.3			28.1	
Delay (s)	51.7	20.7		41.5	35.1			17.3			52.1	
Level of Service	D	C		D	D			B			D	
Approach Delay (s)		24.2			35.1			17.3			52.1	
Approach LOS		C			D			B			D	
Intersection Summary												
HCM Average Control Delay			32.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			79.2			Sum of lost time (s)			12.7			
Intersection Capacity Utilization			70.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Riverside Drive & Locust Street

















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	979	1	12	743	55	6	1	12	6	6	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	1152	1	14	874	65	7	1	14	7	7	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.79						0.79	0.79		0.79	0.79	0.79
vC, conflicting volume	939			1153			1665	2148	576	1554	2116	469
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	400			1153			1316	1925	576	1175	1885	0
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.9	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	98			98			91	98	97	92	87	98
cM capacity (veh/h)	851			613			80	51	465	93	54	852
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	14	768	385	14	583	356	22	29				
Volume Left	14	0	0	14	0	0	7	7				
Volume Right	0	0	1	0	0	65	14	15				
cSH	851	1700	1700	613	1700	1700	158	132				
Volume to Capacity	0.02	0.45	0.23	0.02	0.34	0.21	0.14	0.22				
Queue Length 95th (ft)	1	0	0	2	0	0	12	20				
Control Delay (s)	9.3	0.0	0.0	11.0	0.0	0.0	31.5	40.0				
Lane LOS	A			B			D	E				
Approach Delay (s)	0.1			0.2			31.5	40.0				
Approach LOS							D	E				
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			37.1%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 2nd Street & Locust Street




















1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	90	28	89	110	75	12	79	108	0	32	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	17	127	39	127	157	107	17	113	154	0	46	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	264			166			675	699	146	856	665	211
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	264			166			675	699	146	856	665	211
tC, single (s)	4.1			4.2			7.2	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.3	3.6	4.2	3.3
p0 queue free %	99			91			94	66	83	100	86	99
cM capacity (veh/h)	1311			1348			290	328	893	149	324	835
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	183	391	284	53								
Volume Left	17	127	17	0								
Volume Right	39	107	154	7								
cSH	1311	1348	493	353								
Volume to Capacity	0.01	0.09	0.58	0.15								
Queue Length 95th (ft)	1	8	90	13								
Control Delay (s)	0.8	3.2	21.8	17.0								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.8	3.2	21.8	17.0								
Approach LOS			C	C								
Intersection Summary												
Average Delay			9.3									
Intersection Capacity Utilization			46.7%		ICU Level of Service				A			
Analysis Period (min)			15									

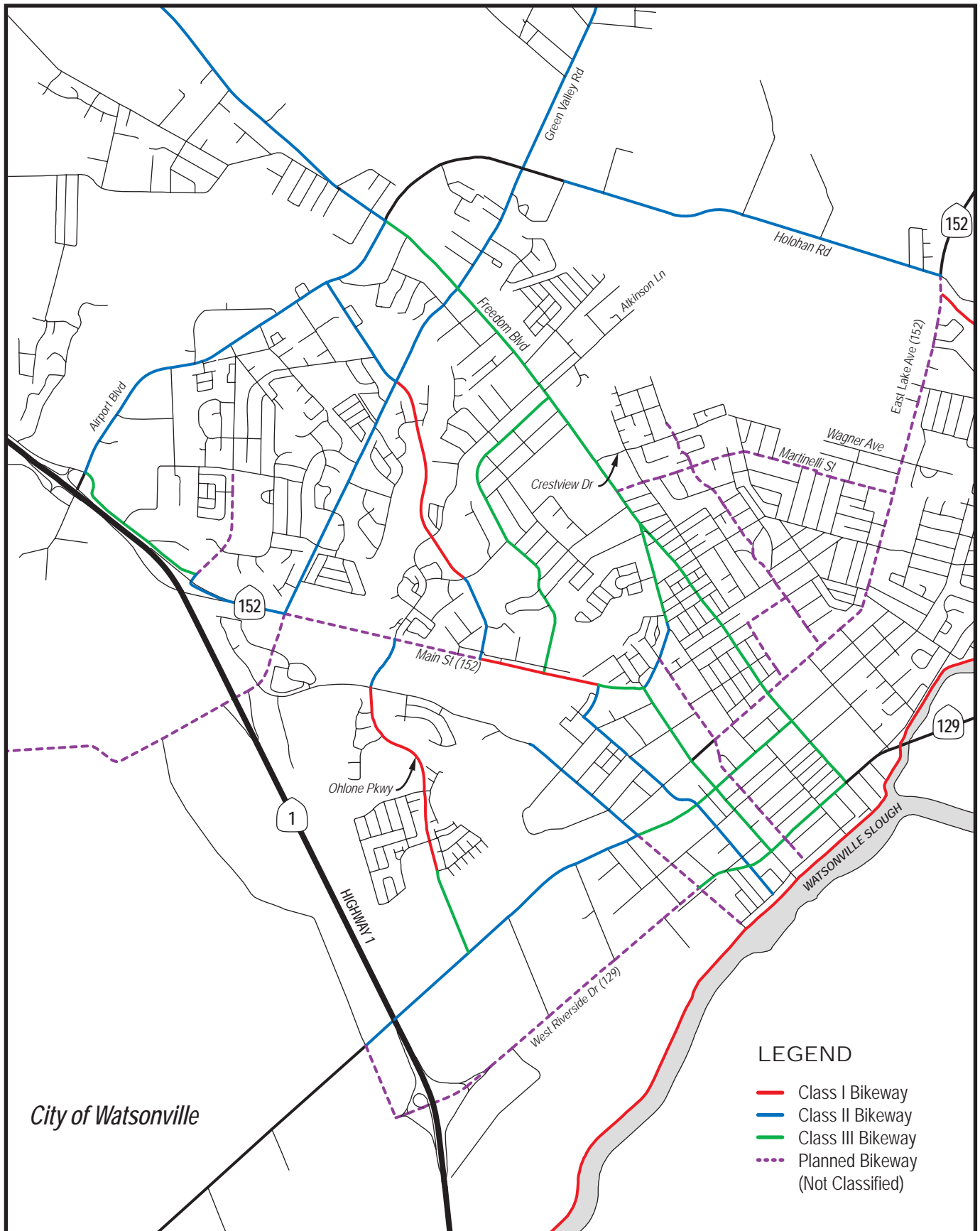
HCM Unsignalized Intersection Capacity Analysis

4: 2nd Street & Rodriguez Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	19	61	20	29	78	167	52	156	51	24	209	57
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	27	87	29	41	111	239	65	195	64	34	299	81
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	143	153	239	65	259	34	380					
Volume Left (vph)	27	41	0	65	0	34	0					
Volume Right (vph)	29	0	239	0	64	0	81					
Hadj (s)	-0.02	0.23	-0.70	0.72	-0.14	0.52	-0.06					
Departure Headway (s)	7.5	7.4	6.4	7.8	6.9	7.4	6.8					
Degree Utilization, x	0.30	0.31	0.42	0.14	0.49	0.07	0.72					
Capacity (veh/h)	426	460	518	439	489	465	511					
Control Delay (s)	13.6	12.5	12.9	10.8	15.2	9.7	23.9					
Approach Delay (s)	13.6	12.7		14.3		22.7						
Approach LOS	B	B		B		C						
Intersection Summary												
Delay			16.5									
HCM Level of Service			C									
Intersection Capacity Utilization			39.9%		ICU Level of Service					A		
Analysis Period (min)			15									

Appendix C
Watsonville VISTA 2030 General Plan Bicycle Map



Source: RBF Consulting (2008)

0 1/2 1 Mile

APPROXIMATE

MANABE OW SPECIFIC PLAN TIA



Existing and Planned Bikeway System

04/16/08 JN 70-100160 • 074-Exhibit 22 EX Bikeway Sys.ai

Exhibit 22



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: November 4, 2021

To: Ms. Elizabeth Sanborn Falcon, Benchmark Realty Advisors

From: Katie Riutta, Ollie Zhou

Subject: Parking Study for Ceiba College Preparatory Academy in Watsonville, California

Hexagon Transportation Consultants, Inc. has completed a parking study for the Ceiba College Preparatory Academy located at 215 Locust Street in Watsonville, California. The project site is located on the southwest side of Locust Street. The school currently has 525 students in grades 6-12 and 63 staff members. The Watsonville Municipal Code requires one space per staff member plus 20 additional spaces. The site has 61 spaces.

The purpose of this study is to determine whether sufficient parking is available to support the school's current parking needs. This memo provides an analysis of the peak parking demand observed at the Ceiba College Preparatory Academy. The surveyed parking demand at the school was compared to the number of existing parking spaces on-site.

Parking Counts

Parking occupancy counts were conducted on three typical weekdays in October 2021 (October 26 – October 28). Hexagon confirmed with the school that operations were normal on those count days, and all students were present (except those that may have been sick). Parking counts were conducted in the on-site parking lot, including the administration parking on Sakata Lane, and along Locust Street (see Figure 1). On-site parking was counted every 15 minutes beginning at 9:00 AM, 30 minutes after the school's start time at 8:30 AM. Past experience has shown that school parking typically peaks in the morning when any visitors and part-time staff may be present. On-site parking was observed to plateau around 10:00 AM. On-street parking was counted for the purpose of identifying whether staff/students utilize street parking instead of parking within the designated areas on-site. It should be noted that student driving is prohibited per the existing CUP and school policy. People that were observed to park on-street and walk into the school were recorded. On-street parking was observed beginning at 8:00 AM, since school starts at 8:30 AM. Approximately 10 vehicles in total were observed to park on-street for school use. This excludes vehicles temporarily parking on-street for drop-off operations.

Based on the peak parking counts conducted at the Ceiba College Preparatory Academy, parking demand ranged from 54 to 60 during the count periods, including 10 vehicles parked on-street and 44 to 50 vehicles parked on-site (see Table 1).



Figure 1
Parking Count Locations

Table 1
Peak School Parking Demand

Hour	Peak School Parking Demand ¹		
	Tuesday 10/26	Wednesday 10/27	Thursday 10/28
9:00 AM	54	55	57
9:15 AM	57	54	59
9:30 AM	57	56	56
9:45 AM	58	55	59
10:00 AM	58	57	60
<u>Notes:</u>			
Source: Parking counts conducted from 10/26/2021 - 10/28/2021			
1. Parking demand includes 10 vehicles that were observed to park on-street for school use			

Existing Parking Supply

The school currently has 63 staff members and 61 parking spaces on-site. Based on the City's parking standards, the school is required to provide 83 parking spaces (one space per staff member plus 20 additional spaces). Thus, the school is currently 22 spaces short of this requirement.

The peak parking demand observed at the Ceiba College Preparatory Academy was found to be 60 vehicles, which is fewer than the existing parking supply of 61 spaces. Therefore, the existing parking supply is sufficient to support the peak parking demand.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

June 8, 2022

Mr. Josh Ripp
Ceiba Public Schools
215 Locust Street
Watsonville, CA 95076

Re: *Traffic Operations Study for the Ceiba College Preparatory Academy in Watsonville, California*

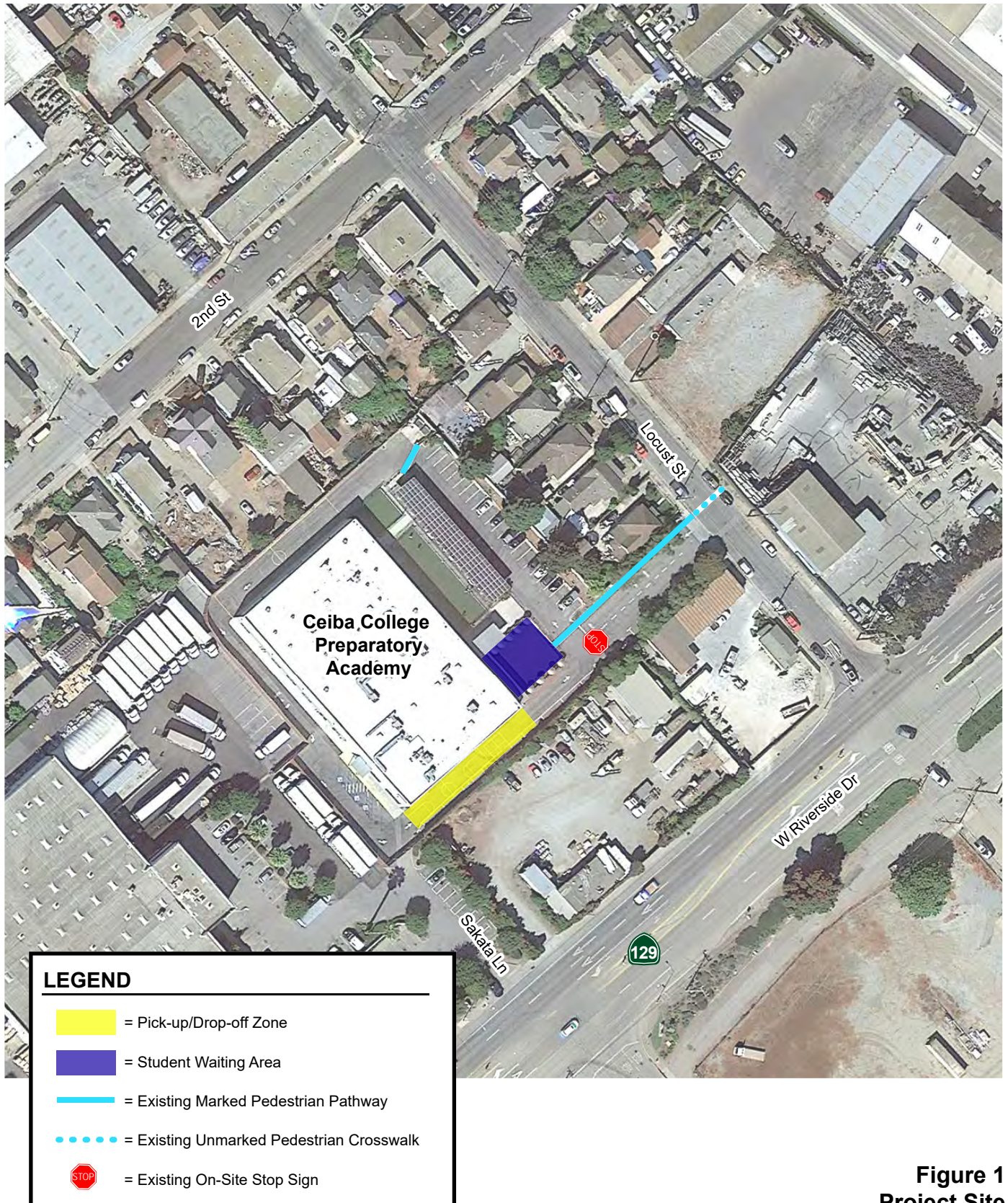
Dear Mr. Ripp:

Hexagon Transportation Consultants, Inc. has completed a traffic operations study for the Ceiba College Preparatory Academy located at 215 Locust Street in Watsonville, California. The purpose of this study is to improve traffic operations associated with student drop off and pick up during the peak periods immediately before and after school. The school site is located on Locust Street between Riverside Drive and 2nd Street. As shown in Figure 1, the student pick-up/drop-off zone is located along the south side of the school. After school is dismissed, students wait in an enclosed raised patio located on the east side of the school. Existing pedestrian pathways are striped within the at-grade parking lot at the northeast corner of the school site, connecting the school to a trash enclosure, and along the project driveway, connecting the student waiting area to Locust Street. An unmarked crosswalk is shown across Locust Street where a crossing guard typically directs students across the street during the drop off and pick up periods.

Data Collection

Intersection turning-movement counts were conducted at the school driveway's intersection with Locust Street during the peak periods before and after school (7 – 9 AM and 3 – 5 PM) on a typical school day on Tuesday, May 10, 2022. School begins at 8:30 AM on Monday through Friday. School ends at 2:00 PM on Mondays and at 3:42 PM on Tuesday through Friday. Based on the counts, there are approximately 98 vehicles entering the school and 80 vehicles exiting the school during the AM peak hour of 7:45 – 8:45 AM. This includes approximately 50 vehicles making left turns into the site and 28 vehicles making left turns out of the site. During the PM peak hour of 3:30 – 4:30 PM, there are approximately 68 vehicles entering the school and 61 vehicles exiting the school. This includes 26 vehicles making left turns into the site and 13 vehicles making left turns out of the site. In addition, 128 pedestrians were counted crossing Locust Street during the AM peak hour and 106 pedestrians were counted during the PM peak hour. The intersection turning movement counts are included in Appendix A.

Based on the turning movement counts, vehicle queuing was observed during the AM and PM peak one-hour periods on a typical school day on Wednesday, May 18, 2022, along Locust Street, Riverside Drive, and 2nd Street. The number of vehicles queued were recorded every five minutes. Most on-street queuing occurred between 8:10 – 8:30 AM and 3:45 – 3:55 PM. Student crossings of Locust Street at the school driveway result in vehicle queues midblock. The maximum midblock queue observed along Locust Street at the school driveway occurred during the AM peak hour with seven vehicles in the southbound direction and six vehicles in the northbound direction and one vehicle extending from northbound Locust Street onto westbound



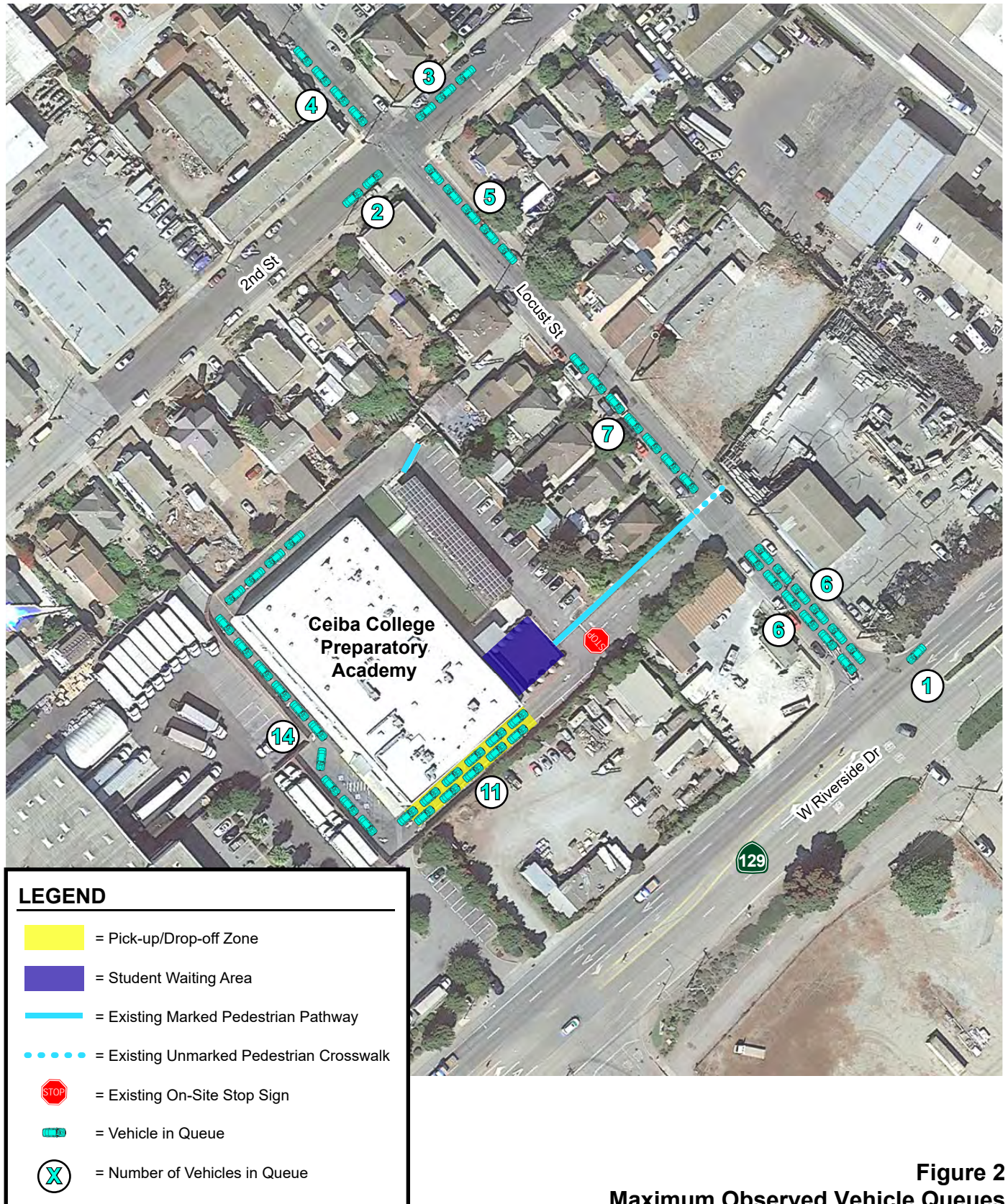


Figure 2
Maximum Observed Vehicle Queues



Riverside Drive (see Figure 2). A maximum of two to five vehicles were observed to queue on each approach to the Locust Street & 2nd Street intersection during either peak hour.

Queuing was also observed on site at the school pick-up and drop-off zone. One line of up to four vehicles formed within the drop-off zone during the AM peak hour. Two lines of up to 11 vehicles formed within the pick-up zone during the PM peak hour. As parents waited to enter the pick-up and drop-off zone, one line with up to 2 vehicles was observed to queue during the AM peak hour and up to 14 vehicles were observed to queue during the PM peak hour.

On-street drop-offs and pick-ups (including both vehicles parking along the curb and stopping in the travel lane) were observed during the AM and PM peak one-hour periods along Locust Street, Riverside Drive, and 2nd Street. A total of 89 vehicles were observed dropping students off on the street during the AM peak hour, which exceeds the number of parents dropping students off on the school site (80 vehicles exiting the site during the AM peak hour). During the PM peak hour, 30 vehicles were observed picking up students along the street, which is only about half the number of parent vehicles that pick students up on the school site (61 vehicles exiting the site during the PM peak hour). In addition, three students were observed to drive and park on-street.

Observations

In addition to the above data collection, Hexagon observed the pick-up and drop-off operations on site on Thursday, May 26, 2022, before and after school.

Morning Drop-off Operations

During the AM drop-off period, the drop-off zone was observed to operate efficiently with traffic cones placed along the outer edge of the drop-off zone (adjacent to the property's southern fence) to create a single drop-off lane. No crossing guards were present at the drop-off zone. One crossing guard was stationed at the on-site stop sign/crosswalk. The crossing guard generally waited for several students to accumulate before allowing them to cross in larger groups (as opposed to allowing them to cross individually). The inbound queue within the driveway was generally one to two vehicles at the stop sign and never spilled back to Locust Street. One crossing guard was stationed at the Locust Street/school driveway intersection, directing students across the unmarked crossing across Locust Street. The maximum outbound queue within the driveway was observed at 8:20 AM, when it briefly reached the on-site stop sign. However, it cleared quickly and did not spill back to the drop-off zone. Lastly, one staff member was stationed at the Locust Street/2nd Street intersection. The operations of the Locust Street/2nd Street intersection did not affect activity at the school driveway.

Peak congestion was observed to occur between 8:15 – 8:30 AM and was concentrated at the Locust Street/school driveway intersection. Generally, the congestion was not caused by spillback on-site, from either the drop-off zone or the on-site stop sign. One source of congestion was pedestrian activity. The crossing guard stationed at the Locust Street/school driveway intersection generally stopped traffic as soon as a student appeared at the crossing. This was especially disruptive to vehicle traffic after 8:20 AM, when there was a nearly continuous flow of pedestrians crossing Locust Street towards the school (from east to west). Another source of congestion was drop offs on Locust Street (not parked curbside, but double parking), especially along northbound Locust Street. After 8:15 AM, many of the on-street parking spaces on northbound Locust Street between the driveway and Riverside Drive were occupied already, so curbside drop offs were no



longer possible. Many of the vehicles along northbound Locust Street would simply stop within the travel lane, at the driveway itself or just south of it, to let students out of the car. Other vehicles behind the stopped vehicle would then let out students onto the street as well, causing even more delay. This also occurred on southbound Locust Street but to a lesser extent, since there were more on-street spaces available for curbside drop-offs compared to the northbound side. Also, the crossing guard, who was positioned at the northwest corner of the Locust Street/school driveway intersection, directed drivers on southbound Locust Street to pull into the driveway and drop off on site, instead of stopping on the street. All students were observed to cross Locust Street with the crossing guard and none were observed crossing on their own.

Afternoon Pick-up Operations

In the afternoon preceding school dismissal, a traffic cone was placed at the on-site stop sign/crosswalk. The purpose of the cone is to prevent vehicles from driving through areas along the north and south side of the school that are used as outdoor recreation areas during the school day. Furthermore, the cone prevents parent vehicles from queuing in the on-site parking lot that could block teacher vehicles that may need to enter or exit the school parking lot. Just before the cone was removed at 3:25 PM, the queue within the driveway consisted of about five vehicles and extended back to Locust Street but did not spillover into Locust Street. The driveway queue cleared immediately when vehicles were permitted to proceed to the pick-up zone. After the cone was removed, a crossing guard was stationed at the on-site stop sign/crosswalk and the inbound queue at the on-site stop sign was generally no more than three vehicles and never extended back to Locust Street. Similar to the AM, crossing guards were also stationed at the Locust Street/school driveway intersection and Locust Street/2nd Street intersection. The outbound queue within the driveway was generally no more than three vehicles and never extended back to the stop sign or pick-up zone.

The operations in the pick-up zone were generally efficient. Students gathered within the waiting area shown on Figure 1. The students would visually identify their parent's car from the fenced area, then proceed down a ramp to greet a staff member/crossing guard. Students would enter the first three or four vehicles in each lane, and not just the front vehicle. Most drivers and students were attentive, so help from the crossing guard was rarely needed to keep traffic flowing. The crossing guard was responsible for allowing students to safely cross to the outer lane. It was noted that a majority of students were picked up on site and very rarely did vehicles double park within the travel lane to pick up students. It was also noted that most students were picked up within 15 minutes of school dismissal. The pedestrian volume crossing Locust Street was highest within 10 minutes of dismissal and students crossed in large groups, as opposed to crossing individually or in small groups as observed during the AM. The crossing guard controlled when the crowd would cross, and the crossings were not as disruptive to the traffic on Locust Street compared to the AM. In addition, the school hosts an after-school program on Tuesday through Friday. Approximately 120 students attend this program and are picked up by 5:00 PM.

Recommendations

Based on the traffic and queuing data and field observations, Hexagon has the following recommendations to improve traffic operations during the pick-up and drop-off periods.



High-Visibility Crosswalk at School Driveway

Since many students already cross mid-block on Locust Street under the direction of the crossing guard, Hexagon recommends striping a high-visibility crosswalk on Locust Street at the school driveway and constructing curb extensions (also known as bulb-outs) to reduce the crossing distance and increase visibility of pedestrians. Crossing guards should be present during peak periods before and after school.

Mid-block crosswalks are commonly provided adjacent schools to encourage students to practice safe crossing etiquette by utilizing crosswalks at convenient locations. A mid-block crosswalk with high visibility striping and curb extensions was recently constructed on Lincoln Street adjacent to Watsonville High School.

Crossing Guard/Staff Duties

One major source of congestion is the mid-block pedestrian crossing across Locust Street. Hexagon recommends instructing the crossing guard stationed at the Locust Street/school driveway intersection to direct students to wait and cross in large groups (i.e. one crossing/minute) rather than stopping traffic as soon as one pedestrian arrives. This will improve traffic flow through the intersection and, as a result, encourage more vehicles to either park curbside or go on-site for drop offs and pick ups.

In addition, Ceiba staff should monitor inbound queuing within the driveway before school dismissal and allow vehicles to use the on-site parking area as necessary to prevent spillback queues extending onto Locust Street. Preventing spillback queues on Locust Street will encourage more parents to drive onsite to utilize the school pick-up zone and will decrease double parking and on-street congestion.

No Double-Parking within Travel Lane

Another major source of congestion is vehicles stopping to load and unload students within the travel lane. California Vehicle Code Section 22500(h) prohibits double parking. Hexagon recommends that the school proactively discourage double parking and enforce no drop offs or pick ups from the travel lane. This could involve an education campaign to communicate proper drop-off/pick-up procedures with parents and students and remind parents that any and all vehicle violations (such as double parking, blocking private driveways, blocking pedestrian crossings, etc.) would be subject to enforcement and citations. In addition, the school could position staff on the east side of Locust Street between the school driveway and Riverside Drive to discourage double parking and consider penalizing students dropped off within the travel lane via detention.

Complete Streets to Schools Improvements

Hexagon recommends implementing the infrastructure improvements recommended in the *City of Watsonville Complete Streets to Schools Plan* (Chapter 4: School-Level Recommendations and Profiles). Nearby improvements to pedestrian infrastructure would make active transportation modes safer and would encourage more students to walk or bike to school, thereby encouraging less vehicle traffic. Key improvements identified in the Plan include the installation of a sidewalk along the east side of Locust Street between the school driveway and Riverside Drive to fill in the sidewalk gap. In addition, Hexagon recommends installing high-visibility crosswalks and curb-extensions at the north leg of Locust Street/Riverside Drive, the north leg of Menker Street/Riverside Drive, the north leg of Walker Street/Riverside Drive, all legs of Locust Street/2nd



Street, and all legs of Walker Street/2nd Street as listed in the Plan. In addition, Hexagon recommends installing a raised sidewalk in place of the striped pedestrian pathway along the north side of the school driveway. The section of the *Complete Streets to Schools Plan* that is relevant to Ceiba College Preparatory Academy is included in Appendix B.

TDM Measures

To further decrease vehicle traffic during the pick-up and drop-off periods, Hexagon recommends considering Transportation Demand Management (TDM) measures for students, parents and staff. TDM is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, greenhouse gas emissions, and air pollution problems. Hexagon recommends considering the following TDM measures:

- **Carpool Matching Program.** To help facilitate carpooling, the school should distribute a carpool matching application to all students/parents and staff. The application should match people who live in the same area who may be able to carpool together. Some parents or staff who may be reluctant to reach out individually to find carpool partners may be more likely to fill out a form that will be administered by the school.
- **Incentives or Promotional Events.** To encourage students and staff to use alternative modes of transportation, such as biking and carpooling, the school could provide incentives or host promotional events. Such incentives could include providing subsidized transit passes or cash stipends for carpooling. Promotional events could include a monthly raffle or a point system for those who use alternative modes. TDM measures encouraging active modes of transportation will be more effective if implemented in combination with the *Complete Streets to Schools Plan* improvements.
- **Bicycle Program.** Ceiba School currently provides bike racks located at the front entrance with a capacity of 30 bikes. During Hexagon's field observations, seven bikes were observed parked on the racks during the school day. The school reported that at most 15 to 20 people have been observed to bike to school. To encourage more students and staff to ride bicycles, the school could provide a free bikeshare program, or give away bicycles to the students.



Mr. Josh Ripp
June 8, 2022
Page 8 of 8

We appreciate the opportunity to review the traffic operations at Ceiba College Preparatory Academy. Please do not hesitate to contact us if there are any questions regarding the traffic operations study.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

A handwritten signature in black ink that reads "Michelle Hunt".

Michelle Hunt
Vice President and Principal Associate

A handwritten signature in black ink that reads "Katie Riutta".

Katie Riutta
Planner

Appendix A

Traffic Counts



(303) 216-2439
www.alltrafficdata.net

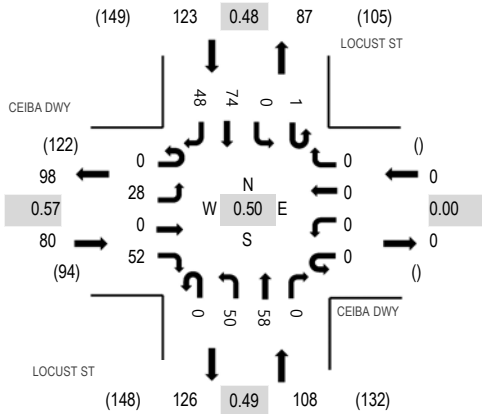
Location: 1 LOCUST ST & CEIBA DWY AM

Date: Tuesday, May 10, 2022

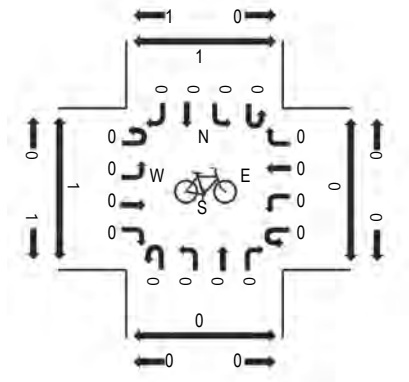
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

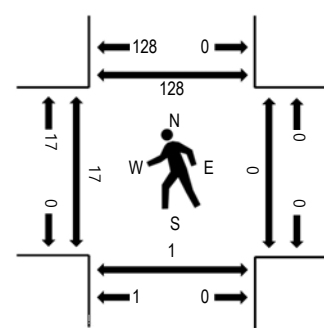
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CEIBA DWY Eastbound				CEIBA DWY Westbound				LOCUST ST Northbound				LOCUST ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	2	0	0	0	0	0	2	3	0	0	0	1	0	8	100	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	6	4	13	157	0	0	0	0
7:30 AM	0	4	0	4	0	0	0	0	0	12	2	0	0	0	5	5	32	299	0	0	0	0
7:45 AM	0	6	0	7	0	0	0	0	0	9	10	0	1	0	5	9	47	311	0	0	1	13
8:00 AM	0	7	0	12	0	0	0	0	0	14	7	0	0	0	8	17	65	275	3	0	0	18
8:15 AM	0	6	0	29	0	0	0	0	0	23	33	0	0	0	46	18	155		12	0	0	78
8:30 AM	0	9	0	4	0	0	0	0	0	4	8	0	0	0	15	4	44		2	0	0	19
8:45 AM	0	4	0	0	0	0	0	0	0	1	2	0	0	0	4	0	11		0	0	0	1
Count Total	0	36	0	58	0	0	0	0	0	65	67	0	2	0	90	57	375		17	0	1	129
Peak Hour	0	28	0	52	0	0	0	0	0	50	58	0	1	0	74	48	311		17	0	1	128



(303) 216-2439
www.alltrafficdata.net

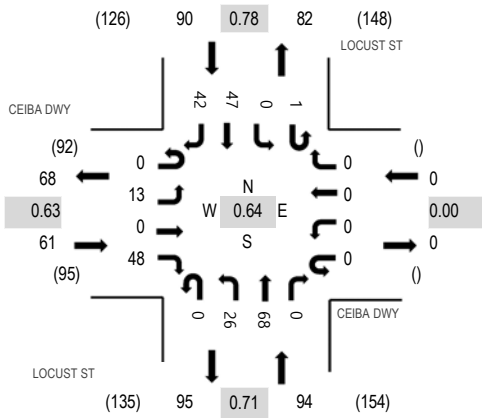
Location: 1 LOCUST ST & CEIBA DWY PM

Date: Tuesday, May 10, 2022

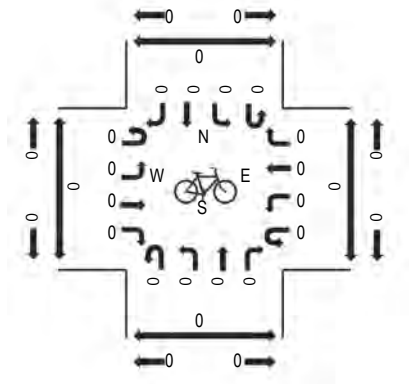
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

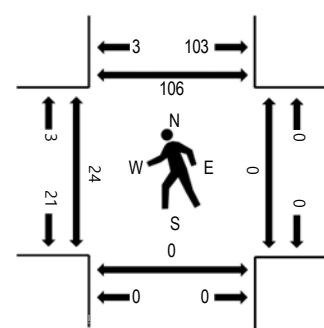
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CEIBA DWY Eastbound				CEIBA DWY Westbound				LOCUST ST Northbound				LOCUST ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	1	0	1	0	0	0	0	0	2	11	0	0	0	4	1	20	199	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	6	15	0	3	0	6	4	34	242	1	0	0	0
3:30 PM	0	0	0	5	0	0	0	0	0	8	13	0	0	0	10	13	49	245	6	0	0	33
3:45 PM	0	5	0	27	0	0	0	0	0	7	28	0	1	0	14	14	96	240	16	0	0	52
4:00 PM	0	7	0	8	0	0	0	0	0	7	16	0	0	0	16	9	63	176	0	0	0	14
4:15 PM	0	1	0	8	0	0	0	0	0	4	11	0	0	0	7	6	37		2	0	0	7
4:30 PM	0	13	0	12	0	0	0	0	0	3	5	0	0	0	7	4	44		2	0	0	3
4:45 PM	0	2	0	5	0	0	0	0	0	2	16	0	0	0	5	2	32		0	0	0	0
Count Total	0	29	0	66	0	0	0	0	0	39	115	0	4	0	69	53	375		27	0	0	109
Peak Hour	0	13	0	48	0	0	0	0	0	26	68	0	1	0	47	42	245		24	0	0	106

Appendix B
Complete Streets to Schools Plan

Ceiba College Prep

Ceiba is located within the industrial zone of central Watsonville, adjacent to the Highway 152 corridor. Ceiba is a charter school that draws students from neighborhoods throughout Watsonville (see the map that follows).

Grade Levels

6-12

Number of students

517

Students residing within one mile of school

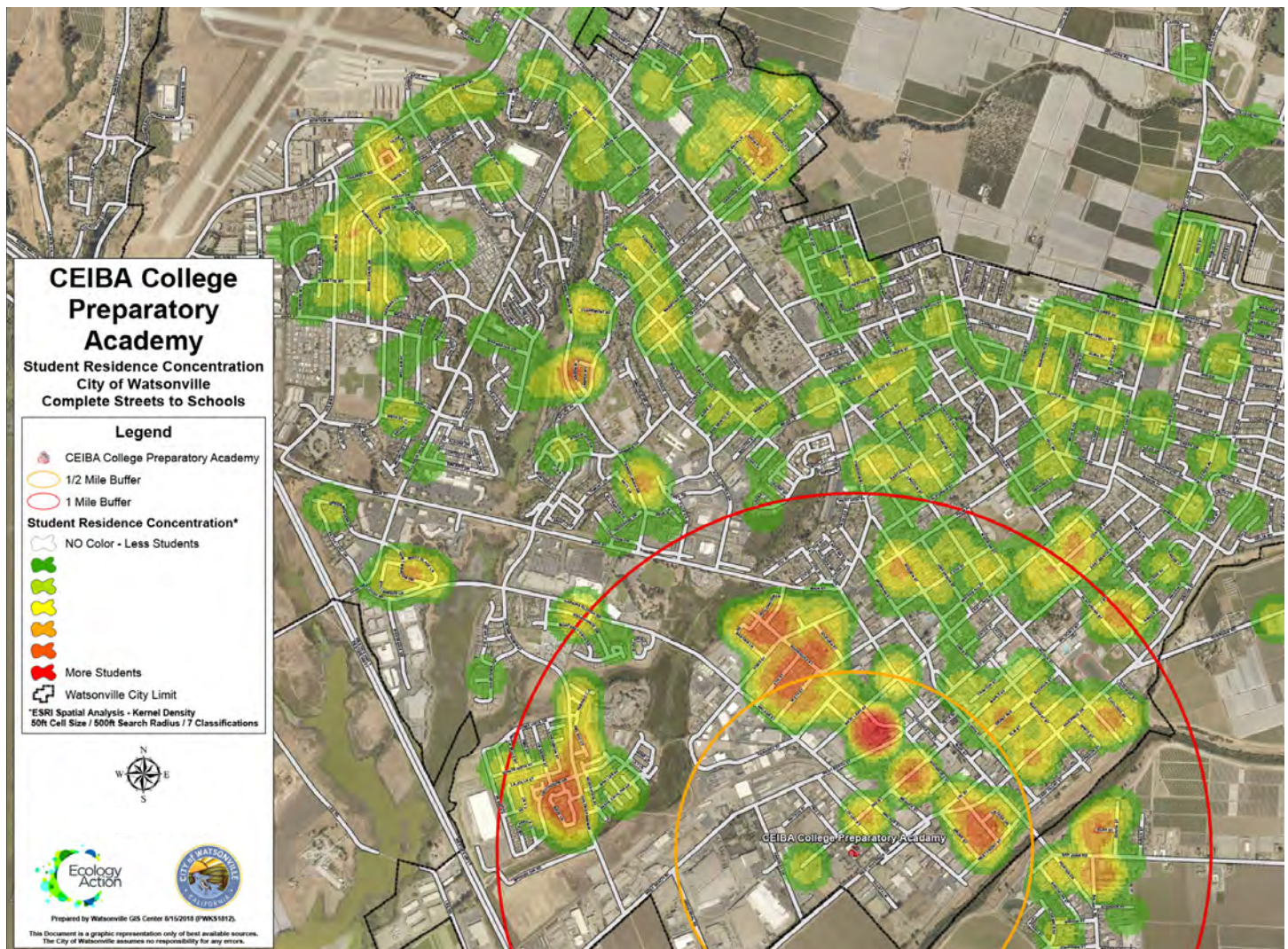
11%

Students qualifying for free or reduced-price meals

92.3%

Students using active transportation

31%

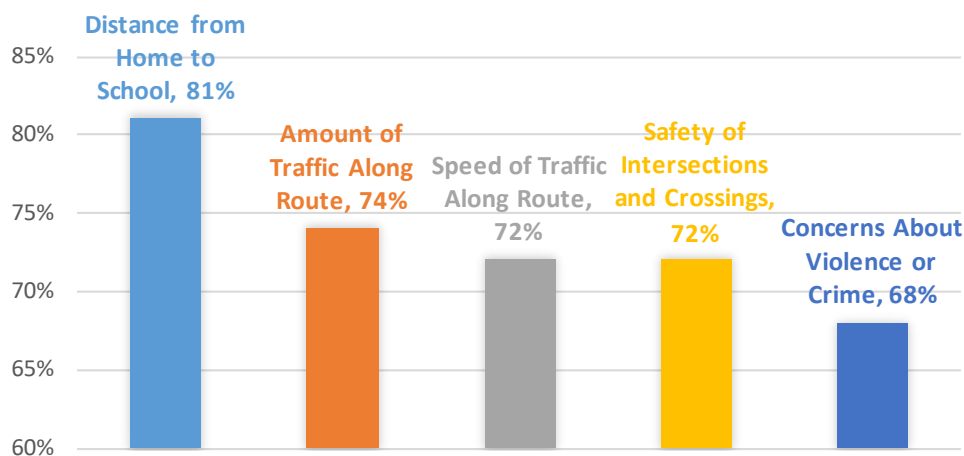


Parent Survey

Ceiba parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October 2018, and 82 surveys were received. The full survey report is shown in Appendix 2.

The survey asked parents to select the most important issues affecting their decision of whether to allow their child to walk or bike to school. The following graph lists the top five issues for parents whose children do not currently walk or bike to school.

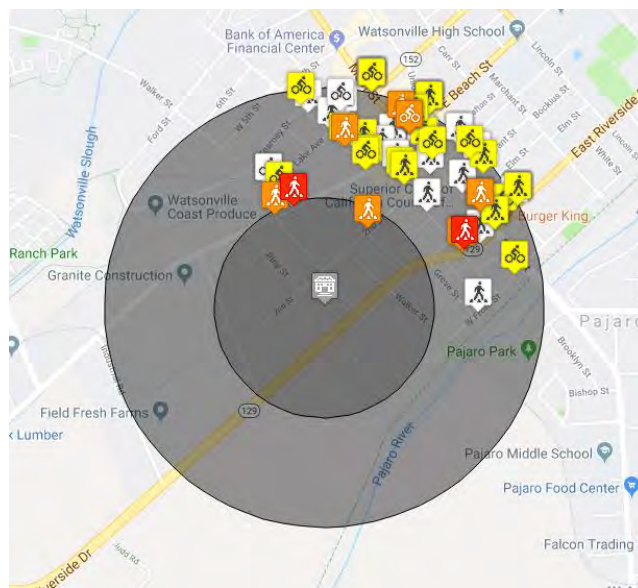
TOP FIVE ISSUES FOR CEIBA PARENTS



Crash Data

The following map shows bicycle and pedestrian collisions that took place within half a mile of Ceiba from 2006–2016. During this 10-year period, 52 pedestrian and 23 bicycle collisions occurred. There were 9 severe-injury collisions and 2 fatalities.

Collision Severity	Bike	Ped
Fatal		
Injury (Severe)		
Injury (Other Visible)		
Injury (Complaint of Pain)		



Existing Infrastructure Conditions

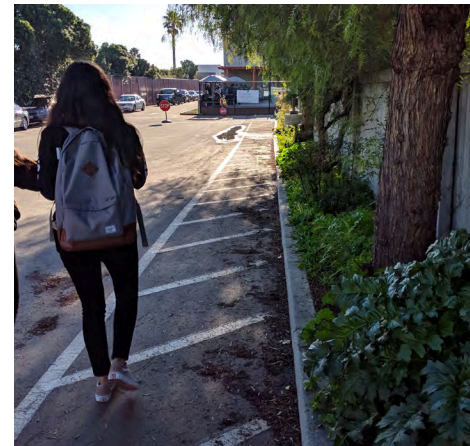
Motorist Conditions

- Parents are directed to a drop-off area on the Ceiba school campus. Many parents drop off and pick up students on Locust Street rather than on the school campus.
- Locust Avenue in front of the school grows congested during the school drop-off period, and parents double-park on Locust to drop off students.
- Parents reported speeding traffic on Riverside Drive, 2nd Street, and Walker Street, which are all major corridors surrounding the school.
- Large truck traffic is common on Walker Street and 2nd Street, while Riverside Drive sees high volumes of commuter traffic.
- There is no school zone signage on Riverside Drive or 2nd Street.
- Parents reported that drivers headed eastbound on Walker Street in the morning have the sun in their eyes, creating low visibility.



Pedestrian Conditions

- There is a sidewalk gap on Locust Street across from the school, and sidewalks on Locust Street are generally in poor condition, with vegetation obstructing the sidewalk in several places.
- The intersection of 2nd Street and Locust Street has transverse crosswalks on two sides. The intersection of 2nd Street and Walker Street has a transverse crosswalk on one side.
- There is continuous sidewalk on both sides of 2nd Street between Locust Street and Main Street.
- There is sidewalk with rolled curb on both sides of Walker Street. The sidewalk is sometimes obstructed by parked trucks.
- The intersection of Walker Street and Beach Street has transverse crosswalks on three sides, is bisected by the rail line, and has missing sidewalk on Walker Street between Beach Street and West Lake Avenue.

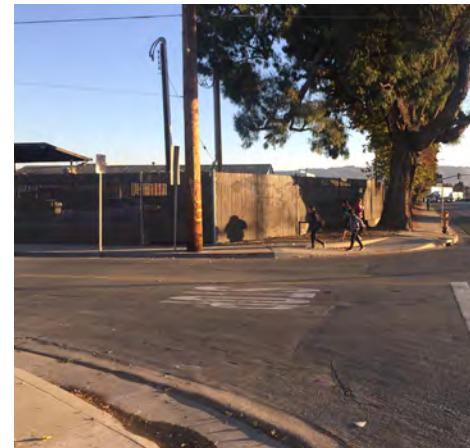
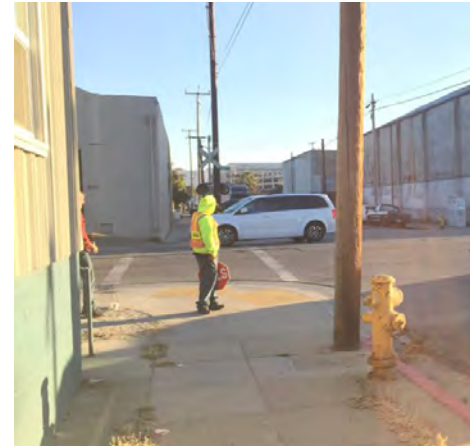
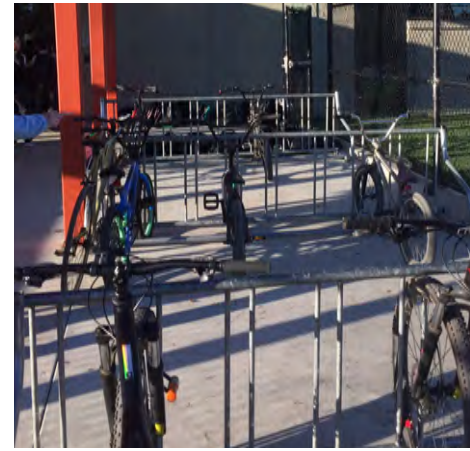


Bicycling Conditions

- There are no bicycle facilities on Riverside Drive, Locust Street, or 2nd Street.
- There are Class II bike lanes on Walker Street/Harkins Slough Road between Green Valley Road and Riverside Drive.
- There are Class II bike lanes on Rodriguez Street between Main Street and Front Street, and on West Beach Street between Lee Road and Walker Street.

Audit Observations

- Ceiba is located in the industrial area of Watsonville, which presents significant challenges for students walking or bicycling to school. Streets around the school are heavily used by large trucks, and drivers may not be expecting to share the road with bicyclists and pedestrians.
- Parent volunteers act as crossing guards at the intersections of Locust Street and 2nd Street and 2nd Street and Walker Street.
- There are no high-visibility or yellow crosswalks located near the school. Crosswalks are unmarked in some locations used by students walking to school, such as Riverside Drive at Menker, Locust, and Walker Streets.
- Broken sidewalks, overgrown vegetation, limited lighting, sidewalk gaps, and truck traffic all contribute to challenging conditions for pedestrians.
- While Ceiba students are dispersed across Watsonville, a cluster of students live along Rodriguez Street. Those students use West Lake Avenue, 2nd Street, and Riverside Drive to walk to school.
- Some students are dropped off on the shoulder of Riverside Drive, which parents described as a hazard. They also noted that occasional U-turns occur on Riverside Drive after drivers have dropped off students.



Recommended Infrastructure Improvements around Ceiba College Prep

The following table lists recommendations for Ceiba College Prep, and the following map shows their locations in relation to the school.

Location	Recommendation (where feasible, upon further review)
Riverside Drive/Hwy 129	Install S1-1 with W16-6P school zone signs as appropriate.
Riverside Drive/Hwy 129 at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of the new crosswalk. Upgrade ramps to meet current standards.
Riverside Drive/Hwy 129 at Walker Street	Install high-visibility crosswalk on northwest leg of intersection.
Locust Street between Beach Street and Riverside Drive/Hwy 129	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long-term: Remove sidewalk obstructions and consolidate or remove driveways where feasible.
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space. Long-term: Install raised sidewalk.
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to meet current standards.
Walker Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to meet current standards. Short-term: Paint red curb 20' from each corner to prevent parking encroachment.
2nd Street between Rodriguez Street and Pine Street	Study the feasibility of Safe Routes to Schools Corridor treatments, especially near school.
Walker Street between Beach Street and Riverside Drive/Hwy 129	Refresh yellow center lines.
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side.
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to meet current standards. Study additional pedestrian improvements when rail trail segment is constructed.
	See citywide recommendations for 2nd Street/Maple Avenue, Rodriguez Street, and Riverside Drive.

Ceiba College Preparatory Academy SRTS Recommendations Map



Recommendations

- 1 Riverside Drive/Hwy 129:**
Install S1-1 with W16-6P School Advance Crossing signs as appropriate.
- 2 Riverside Drive/Hwy 129 at Locust Street:**
Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards.
- 3 Riverside Drive/Hwy 129 at Menker Street:**
Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards.
- 4 Riverside Drive/Hwy 129 at Walker Street:**
Install high-visibility crosswalk on northwest leg of intersection.
- 5 Locust Street between Beach Street and Riverside Drive/Hwy 129:**
Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long term: remove sidewalk obstructions and consolidate/remove driveways where feasible.
- 6 School driveway:**
Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space. Long term: install raised sidewalk.
- 7 Locust Street:**
Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
- 8 Locust Street at 2nd Street:**
Install high-visibility crosswalks on all legs. Install curb extensions on all corners. Upgrade ramps to current standards.
- 9 Walker Street at 2nd Street:**
Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to current standards. Short term: paint red curb 20' from each corner to prevent parking encroachment.
- 10 2nd Street between Rodriguez Street and Pine Street:**
Study feasibility of Safe Routes to Schools corridor treatments, especially near school.
- 11 Walker Street between Beach Street and Riverside Drive/Hwy 129:**
Refresh yellow center line.
- 12 Walker Street between West Lake and Beach Street:**
Fill sidewalk gaps on west side.
- 13 Walker Street at Beach Street:**
Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to current standards.

APPENDIX 3 - PRIORITIZED PROJECT LIST

Project Number	School Site	Location	Jurisdiction	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Proximity	Equity	Total Score
CC8	Cesar Chavez	Hammer Drive between Pennsylvania Drive and Arthur Road		Install high-visibility crosswalk with RRFB and pedestrian refuge island across Hammer Drive at Winchester Drive. Narrow vehicle travel lanes to 10' along the no parking segments	10	30	10	0	0	10	15	75
CC9	Cesar Chavez	Hammer Drive at Winchester Drive		Install curb extensions to shorten crossing distance across Winchester Drive and upgrade ramps to current standards.	10	20	10	0	10	10	15	75
CEIBA1	Ceiba College Prep	Riverside Drive	Caltrans	Install S1-1 with W16-6P School Advance Crossing signs as appropriate	15	0	5	10	0	10	15	55
CEIBA10	Ceiba College Prep	2nd Street between Rodriguez Street and Pine Street		Study feasibility of Safe Routes to Schools corridor treatments, especially near school	0	30	10	0	0	10	15	65
CEIBA11	Ceiba College Prep	Walker Street between Beach Street and Riverside Drive		Refresh yellow center line	15	20	10	10	0	10	15	80
CEIBA12	Ceiba College Prep	Walker Street between W Lake and Beach Street		Fill sidewalk gaps on west side	0	30	10	10	10	10	15	85
CEIBA13	Ceiba College Prep	Walker Street at Beach Street		Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street. Upgrade ramps to current standards.	0	30	10	10	10	10	15	85
CEIBA2	Ceiba College Prep	Riverside Drive at Locust Street	Caltrans	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards	10	0	10	10	10	10	15	65
CEIBA3	Ceiba College Prep	Riverside Drive at Menker Street	Caltrans	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk. Upgrade ramps to current standards	10	0	0	10	10	10	15	55
CEIBA4	Ceiba College Prep	Riverside Drive at Walker Street	Caltrans	Install high-visibility crosswalk on northwest leg of intersection	15	0	5	10	0	10	15	55

APPENDIX 3 - PRIORITIZED PROJECT LIST

Project Number	School Site	Location	Jurisdiction	Recommendation (where feasible, upon further review)	Implementation	Safety	Community Identified Need	Roadway Type	Connectivity And Access	Proximity	Equity	Total Score
CEIBA5	Ceiba College Prep	Locust Street between Beach Street and Riverside Drive		Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting. Long term: remove sidewalk obstructions and consolidate/remove driveways where feasible.	0	30	10	0	10	10	15	75
CEIBA7	Ceiba College Prep	Locust Street		Install S1-1 with W16-9P School Advance Crossing signs as appropriate	15	0	10	0	0	10	15	50
CEIBA8	Ceiba College Prep	Locust Street at 2nd Street		Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to current standards	0	0	10	0	0	10	15	35
CEIBA9	Ceiba College Prep	Walker Street at 2nd Street		Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street. Upgrade ramps to current standards. Short term: paint red curb 20' from each corner to prevent parking encroachment.	0	10	10	10	0	10	15	55
EAH1	EA Hall	Brewington Avenue at Orchard Street		Upgrade existing crosswalk to raised crosswalk and install curb extensions. Upgrade ramps to current standards. Install high-visibility crosswalk across Orchard Street	10	10	5	5	10	10	15	65
EAH2	EA Hall	South side of Brewington Avenue, near track		Repair broken sidewalk	10	10	5	5	0	10	15	55
EAH3	EA Hall	E Lake Avenue at Brewington Avenue	Caltrans	Install curb extension at existing crosswalk or refuge island if curb extension is infeasible. Install Rectangular Rapid Flashing Beacon. Upgrade ramps to current standards.	10	20	10	10	10	10	15	85
EAH4	EA Hall	E Lake Avenue at Blackburn Street	Caltrans	Consider re-installing crosswalk across E Lake Avenue on south side of intersection. If crosswalk is re-installed, also install refuge island and/or curb extensions and upgrade ramps to current standards.	10	30	10	10	10	10	15	95
EAH5	EA Hall	Palm Avenue between Lincoln Street & Hill Avenue		Repair broken sidewalks	10	30	10	0	0	10	15	75

Project Costs - Ceiba College Preparatory

Location	Recommendation (where feasible, upon further review)	Notes	Cost Estimate
Riverside Drive	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	Consider W16-6P (directional arrow pointing to school zone on side street) - there is no school crossing on Riverside. Cost assumes 1 sign each direction	\$1,000
Riverside Drive at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk and upgrade ramps to current standards.		\$103,000
Riverside Drive at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk and upgrade ramps to current standards.		\$103,000
Riverside Drive at Walker Street	Install high-visibility crosswalk on northwest leg of intersection		\$3,000
Locust Street between Beach Street and Riverside Drive	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting.	Long term: remove sidewalk obstructions and consolidate/ remove driveways where feasible.	\$427,000
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space.	Long term: install raised sidewalk.	cost unknown - location unclear
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate		\$1,000
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to current standards.		\$212,000
Walker Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street and upgrade ramps to current standards.	Short term: paint red curb 20' from each corner to prevent parking encroachment. Assumed 4 curb extensions.	\$212,000
2nd Street between Rodriguez Street and Pine Street	Study feasibility of Safe Routes to Schools corridor treatments, especially near school	Other intersections addressed in other proposals. Assumed 4 curb extensions at Rodriguez; 2 high visibility crosswalks at Menker, 3 speed humps; curb ramp construction and 2 high visibility crosswalks at Pine	\$245,000
Walker Street between Beach Street and Riverside Drive	Refresh yellow center line		\$5,600
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side		\$88,000
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street and upgrade ramps to current standards.		\$250,000
		See Citywide recommendations for 2nd/Maple, Rodriguez, and Riverside	0

MARTA BULAICH SUBMITTED REPORTS

1. **Traffic and Safety Analysis of Ceiba College Preparatory Academy by James Jeffery**, dated February 21, 2023
2. **Traffic Engineering Study / Review Relating to Ceiba College Prep School Traffic Operations and Associated Safety Issues by Grant Johnson**, dated February 24, 2023
3. **Semi-Truck & School Bus Traffic Engineering Study conducted by Registered Traffic Engineer Grant Johnson Relating to Mixing of CEIBA Charter School Operations with Golden Brands Beer Distributor Operations** dated November 10, 2023

FEB 24 '23 AM 11:53

James C. Jeffery, III
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February 21, 2023

Watsonville City Council
City of Watsonville
275 Main Street
Suite 400 (4th Floor)
Watsonville, CA 95076

Re: Traffic and Safety Analysis of Ceiba College Preparatory Academy

Dear Honorable Mayor Montesino and Council Members:

This communication is submitted to provide a professional opinion on traffic-related impacts, particularly safety-related impacts, that both have existed and currently exist as pertaining to Ceiba College Preparatory Academy (Ceiba), a children's charter school located on 215 Locust Street in the City of Watsonville, California. I have been retained by concerned neighborhood stakeholders.

1. Professional Qualifications

I am a registered Civil Engineer (Professional Engineer License No. 1179, California) and a registered Traffic Engineer (Professional Engineer License No. 36644, California). I am also a General Engineering Contractor (License No. 391026). I hold BS Degrees in Engineering Management and Environmental Studies. I am a Professional Traffic Operations Engineer (License No. 197, Transportation Professional Certification Board) and hold California Driver's Licenses in Classes C, A, and M1. Since 1983, I have been in private practice, offering traffic and civil engineering consulting services; in this practice, I provide consultation, litigation support, and expert testimony. While in private practice I have also, at various times, been a consulting City Traffic Engineer. I have worked in traffic engineering and transportation planning, in both the public and private sectors, for nearly 45 years. I was also a Regional Traffic Engineer for the AMBAG region which includes Watsonville. I have worked on behalf of both plaintiffs and defendants, and my expert testimony has been accepted in Superior and Federal Courts in several states as well as a Canadian province. I am a Life Fellow of the Institute of Transportation Engineers (ITE). I am frequently retained as an expert witness and

technical witness for the California Board of Professional Engineers and Land Surveyors. I have co-authored several publications on road and school safety, including “Implementing Road Safety Audits in North America,” ITE TSC 96-01; “ITE Expert Witness Information Notebook,” ITE IR-099; and “Survey of Traffic Circulation & Safety at School Sites.”

2. Information Sourcing

As part of the engagement, I have reviewed Ceiba’s site, adjacent streets, and conducted a review of the following materials: (1) RBF Traffic Study dated January 2013; (2) the April 5, 2022 City of Watsonville Planning Commission Meeting Agenda folio; (3) photographs and videos of school traffic spanning from July 27, 2022 to date; (4) transcript of the City of Watsonville and Ceiba’s September 29, 2022 “Information and Listening Session” of Q&A involving Watsonville Traffic Coordinator Adolfo Gonzalez and Ceiba Principal Josh Ripp; (5) five different Ceiba Safe Routes to School plans; (6) pamphlet titled “Impact of Traffic Violence on the City of Watsonville” from the City’s own website; (7) communications between the City of Watsonville and Ceiba; (8) communications from neighborhood stakeholders; (9) City of Watsonville letter dated June 21, 2022 to Ceiba regarding new conditions of approval; (10) City of Watsonville letter dated September 10, 2021 to Ceiba regarding conditions of approval; (11) Hexagon Transportation Consultants, Inc. (Hexagon) Traffic Operations Study dated June 8, 2022; (12) Hexagon Parking Study dated November 4, 2022; and (13) flyer titled “Safety Tips for Parents/School Drop-off and Pick-up” provided to Ceiba by Maria Esther Rodriguez, Assistant Public Works Director, on December 15, 2015; and (14) the KSBW news article dated December 11, 2019, regarding two Ceiba students hit by a minivan in a crosswalk.

3. Site Location and Land Entitlement

Ceiba operates its school in an industrial building, on an industrial-zoned parcel within an industrial-zoned corridor situated along State Highway 129. The Ceiba site is partially surrounded by rows of single-family dwellings along Locust and Second Streets. It is on a functionally classified local street, Locust Street. Ceiba is adjacent to a beer distributor (Golden Brands/Elyxir), a plastering contractor (Oliveira Plastering), across the street from an industrial toxic site used by Oliveira for large vehicle parking,¹ and across Highway 129 from agricultural land. Ceiba has applied for a General Plan Map Amendment, Zoning Map Amendment, and Special Use Permit with Environmental Review (App #1737) to allow the permanent establishment of its 525-student charter school for grades 6-12 in an existing 27,000± square-foot building with an 8,500± square-foot mezzanine, on a 2.1± acre site located at 215 Locust Street (APN 017-161-51 (App #1737)).²

¹ 135 Walker Street, Watsonville, across the street from Ceiba’s Locust access, is listed as a toxic site on the California Department Toxic Substance Control [Envirostar website](#). Land restrictions list that public and private schools for persons under 21 are prohibited.

² Ceiba has also acquired two properties, 228 and 234 Locust Street, with plans to build a gymnasium across from its entrance on 215 Locust Street. These properties were previously owned by Chevron and were the subject of high-profile litigation regarding

4. Safe Routes to School

Watsonville City officials and corresponding school officials utilize methods of identifying and recommending safe walking and bicycling paths for students. These methods are referred to as Safe Routes to School (SRTS) and their related documents are referred to as SRTS plans. An SRTS plan walking path (or route) will guide pedestrians for optimal safety and will typically have a map and text. Most of Ceiba students live in residential zones distant from the school. This forces student pedestrians to traverse railways, truck routes, loading zones, and other hazards in order to get to school.

From 2014 to 2022, Ceiba maintained a basic SRTS plan walking route that merely instructed student pedestrians to enter the school along Locust Street. The hazards of using Ceiba's industrial location for the school together with negligible safe walking route guidance were demonstrated in December 2019 when two Ceiba students were injured in the industrial zone in a crosswalk, while walking to school. In 2022, it appears that revision to walking path recommendations was being considered.

One SRTS document (and related email) was provided by Ceiba to the City on June 30, 2022, which was merely a map of Watsonville's Central Walking Routes, "photoshopped" to superimpose a route for Ceiba along a quiet street. It does not appear that Ceiba posted this on its website. It is uncertain if this document was ever distributed to Ceiba parents and students: Its effectiveness is unknown.

5. Locust Street

Locust Street is the center of the traffic activity that is associated with Ceiba and will be analyzed through a series of specific sections.

A. Description

Ceiba is situated on the western side of the southern block of Locust Street, a two-lane local street running north-south from Highway 129 to West Beach Street, spanning two blocks. It has a significant intersection with Second Street. The speed limit along Locust Street is 25 miles per hour. Locust Street is a substandard, narrow street with a width of slightly less than 34 feet, less than the City's street standard of 34 feet. Ceiba's SRTS plan designates the southern block of Locust Street as a recommended walking path and bike path.³ There are no bicycle lanes on

toxic waste from pesticides manufacturing. They are currently zoned residential. This present study does not address traffic and safety impacts from the use of these additional properties. However, it should be noted that Ceiba applied to have these properties included in its current application without a CEQA or traffic analysis. Given that the building is intended to be a gymnasium, a CEQA and traffic study should be conducted to determine the impact to the neighboring stakeholders.

³ Per the proposed "Conditions of Approval," Ceiba was to provide their Safe Routes to School Plan to the City Engineer prior to the start of the 2022-23 school year.

Second or Locust streets. Bicycling on Locust Street is not safe due to the extremely narrow space with parked cars, traffic congestion, and poor visibility.



Locust Street is a narrow, substandard street; no room or potential room for bicycle lanes.

B. Use of Orange Traffic Cones

Since commencing operations at its site, Ceiba has used a procedure of placing and removing a row of orange traffic cones at some distance near the median of Locust Street. This placement and removal was done in the vicinity of their driveway several times each day with the apparent goal of forcing school vehicle traffic into temporary channels. The use of any traffic control devices on public property in California is under the purview of professional engineers and police. Improper placement of traffic cones can create hazardous conditions for drivers and pedestrians, and may even result in accidents or injury.

Submittals by residents described that large trucks became blocked by the cones. It is my understanding that Ceiba never obtained an encroachment permit to place cones on the street; therefore the school was doing this improvised traffic management without the benefit of a permit. City Staff were informed of this in April 2022. The practice was not addressed until a public records request was submitted regarding permitting the cones in August 2022. While the practice of placing cones appears to have stopped, it is noted that the city tolerated and enabled hazardous and disruptive use of the cones for a remarkably long time span. Since mid-August 2022, the cones are no longer being used.



Ceiba utilized traffic cones to direct traffic.

C. Midblock Pedestrian Crossing

For over eight years, Ceiba promoted a midblock pedestrian crossing where students, with and without crossing guard assistance, would cross the middle of a block to get to school. Hexagon observed this phenomenon in its June 2022 Traffic Operations Study and claimed that a midblock section of Locust Street was “an unmarked crosswalk.” Any street area located midblock without proper marking cannot be a recognized crosswalk. California Vehicle Code (CVC) Section 275(a) defines what a crosswalk is:

"That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street."

Midblock pedestrian crossing is dangerous and disruptive, particularly when done by masses of students. Reckless midblock drop-off and pick-up activity makes the problem more chaotic. Evidence indicates that midblock drop-off and pick-up still happens regularly. Formal acknowledgment of citizen complaints was made on December 15, 2015 in an email from Maria Esther Rodriguez to Ceiba noting that a “crossing guard had been seen stopping traffic mid-block across from the driveway entry.” No enforcement of this safety violation appears to have been done by the City, other than the sharing of a flyer with Ceiba titled “Safety Tips for Parents School Drop-off and Pick-up.”



Midblock crossing was a common occurrence at Ceiba for eight years.

D. Curb Extensions

The City of Watsonville's Conditions of Approval for the proposed Ceiba use permit disregard industrial and residential stakeholders. In a letter dated June 21, 2022, the City of Watsonville updated its condition of approval for Ceiba to do upgrades across the industrial zone:

High-visibility crosswalks and curb-extensions at the north leg of Locust Street/Riverside Drive, the north leg of Menker Street/Riverside Drive, the north leg of Walker Street/Riverside Drive, all legs of Locust Street/2nd Street, and all legs of Walker Street/2nd Street; and

Curb extensions (also known as bulb-outs) protrude into the street and narrow the roadway. While pedestrians can benefit from shorter crosswalk distances, curb extensions are not typically advised in the industrial zone because they violate the intent of an equitable sharing of a public road. In this case, the implementation of curb extensions would diminish surrounding established traffic uses in the industrial zone, especially industrial stakeholders who rely on trucks to operate their businesses, due to restricting a truck's turning radius, especially on narrow streets such as Locust Street.

Additionally, curb extensions have an adverse impact on trucks using streets that intersect with state highways, such as Highway 129. The presence of curb extensions may result in increased accident risk for large vehicles, reduced maneuverability, increased congestion, and obstacles for larger vehicles. **It is important to note that the implementation of this condition would not meet any known standard for an articulated truck or trailer.**

The impact of curb extensions is not limited to large industrial trucks. Bulb-outs not only impede the traffic flow of large industrial trucks, they make it awkward for regular passenger vehicles. Curb extensions reduce the number of parking spaces in neighborhoods, impacting residential stakeholders who start losing needed street parking space.

6. Highway 129/West Riverside Drive

Highway 129 connects to the previously discussed Locust Street where Ceiba is sited and will also be analyzed in the following sections.

A. Description

Highway 129 is a four-lane divided state highway providing Watsonville with a connection from Highway 101 to the east and Highway 1 to the west. Westbound, the highway has a 25 MPH speed limit sign posted east of Menker Street and a 45 MPH sign posted immediately after Locust Street. From Menker Street to Locust Street, Highway 129 operates as an acceleration zone to become a high speed highway shortly thereafter (high speed highway being defined as a highway with a design speed greater than 45 MPH).

B. Crosswalk on Locust at Highway 129

There is not a marked crosswalk at the westbound Highway 129 and Locust Street intersection. Nonetheless, by state law, a legal crosswalk does exist there. It is a two-way, stop-controlled intersection with Highway 129 uncontrolled in both eastbound and westbound directions, and Locust Street stop controlled in the northbound and southbound directions.

Per the recommendation of the City of Watsonville Public Works and Utilities Department, Ceiba guides student pedestrians to use this crosswalk. In general, directing student pedestrians to use a crosswalk is proper. Here, however, the guidance creates an unusual problem that poses significant traffic hazards on Highway 129 for the following reasons.

A crosswalk is designed for pedestrians in order to allow them to see and to be seen by drivers in moving vehicles. For this reason, sight distance requirements MUST be adhered to. Given the number of parent vehicles that park along the highway shoulder to drop off and pick up students, the critical sight distance requirements become compromised. As a result, crosswalk pedestrians will not be able to see westbound vehicles nor be visible to such vehicles. Any such vehicles attempting to turn right must stop, slow down, or abruptly change lanes in order to accommodate that student pedestrian traffic. Traffic backups on Highway 129 can be dangerous, regardless of the origin. The typical cause of backups in this area includes pedestrian saturation in the crosswalk or vehicles jutting into the Highway 129 travel lane from Locust Street, as highlighted in Figure 2 of Hexagon's Traffic Operations Study dated June 8, 2022. Figure 2 depicts vehicles backing up on Locust Street and one extending from northbound Locust Street onto westbound Highway 129. This type of congestion in high-volume traffic areas, especially in an acceleration zone, can increase the likelihood of accidents.

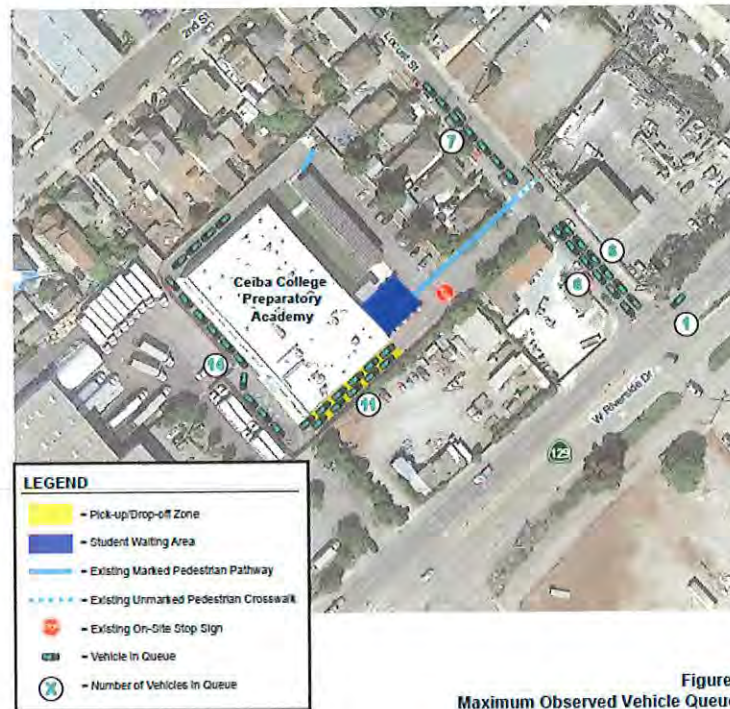


Figure 2
Maximum Observed Vehicle Queues

C. Student Drop-Off and Pick-Up

During the years from 2014 to 2022, parents of Ceiba students were observed dropping off and picking up students in random chaotic manner all over the adjacent neighborhood. This trend migrated to westbound Highway 129 where parents increasingly used (and still use) the shoulder of the highway between Walker Street and Harvest Drive to drop-off and pick-up students. The migration of drop-off and pick-up activity appears to have been the result of parents evading the gridlock occurring on Locust Street. Up through most of 2022, Ceiba's SRTS plan never recommended a student walking path on Highway 129. The drop-off and pick-up activity has generated amplified pedestrian activity in an ad hoc manner. This presents a problem insofar as highway sections with accelerating heavy truck traffic are not desirable walking or bicycle paths for students, nor should they be drop-off or pick-up locations.

In an email dated November 4, 2022 in reference to Highway 129, National Safe Routes to School organization director Nancy Pullen-Seufert stated:

Certainly what's safest for pedestrians is to not mix with motor vehicles at all and when there is mixing, 20 mph speed limits. Sounds like there are a lot of issues here that have gotten intertwined. Hopefully no more students will be injured while solutions are found.

During the City of Watsonville and Ceiba co-sponsored “Information and Listening Session” on September 29, 2022, a concerned citizen asked the City of Watsonville Traffic Coordinator Adolfo Gonzalez and Ceiba School Principal Josh Ripp the following:

Although highways are in the jurisdiction of Caltrans, does the City of Watsonville and Ceiba consider the shoulder of State Highway 129 in the vicinity of Ceiba an appropriate and safe drop-off and pick-up location for students?

Gonzalez misstated the speed limit and maintained that the section of Highway 129 was not a “highway shoulder.” Ceiba Principal Josh Ripp referenced the school’s SRTS plan and stated that parents have the prerogative to pull over to the shoulder and drop off and pick up students. Both of these statements are problematic. This portion of Highway 129 is marked with an edge line indicating that **it is a highway shoulder**.

The purpose of a highway shoulder is multifold, including bicycle use, emergency situations, access for first responders, and an additional recovery area for drivers trying to avoid conflicts in adjoining lanes. Using it for a student drop-off and pick-up is ill-advised since students in grades 6-12 lack the experience, judgment, or awareness to recognize and respond to potential dangers in traffic and often are distracted walking while looking at mobile phones. Vehicles, especially large trucks, are incapable of braking in time in the event a student steps into the highway lane or enters or exits the vehicle on the driver’s side, which occurs regularly with Ceiba students.

Observed Ceiba Parent and Student Behaviors





Parents routinely park vehicles over the highway shoulder edge line impacting sight distance



Drivers turning from Locust Street are routinely placed at risk due to sight distance issues



Chaotic scene with the driver making dangerous U-turns to drop-off students and vehicles over edge line



Vehicle making dangerous U-turn drops off student while parked over the edge line near heavy industrial traffic



Semi-trailers routinely need to take wide turns near students



Ceiba parents usurp the highway shoulder daily for drop-off and pick-up



Students routinely exit vehicles on the highway side of the vehicle, which is extremely dangerous



Parents pick-up/drop-off students in a 45 MPH zone adjacent to semi-trailers, which is unsafe



Parents regularly make dangerous U-turns from the highway shoulder to go eastbound on Highway 129



Bicyclists illegally ride on the sidewalk along Highway 129 without helmets amidst clustering of students



Parents routinely drop-off students in the middle of Second Street in front of crossing guards who do nothing



Parents routinely drop-off students in the middle of Locust Street in front of crossing guards who do nothing



It appears that Ceiba implemented Highway 129 to be an SRTS designated walking path for the 2022-2023 school year. There is a confounding factor with this proposal. At times, parents will interpret an SRTS walking path as a safe location to drop off and pick up students. A recommended walking path is **not necessarily a recommended drop-off and pick-up area**.

Ceiba is also required to comply with the City's Condition of Approval 35 of the proposed use permit:

Caltrans Facilities Enhancements: Riverside Drive School Zone Signs, Accessible Ramps, and Crosswalk Upgrades. Due to the proximity of the school to the State Route 129, School Administration staff shall submit an Encroachment Permit to Caltrans for (a) establishing of a School Zone on Riverside Drive, (b) upgrading existing crosswalk(s) at Riverside Drive and Walker Street to school crosswalks, (c) upgrading existing ramps at Riverside Drive and Locus (sic) Street, and (d) installing high-visibility crosswalks and curb extensions at Riverside Drive and Menker Street to meet current ADA standards. (Caltrans,PWD)

In a general sense, this condition is anemic for many reasons. First, it only requires Ceiba to "submit" an Encroachment Permit to Caltrans, not to "obtain" one. The requirement was heavily diluted from an earlier condition cited in a letter dated September 10, 2021, which required the following:

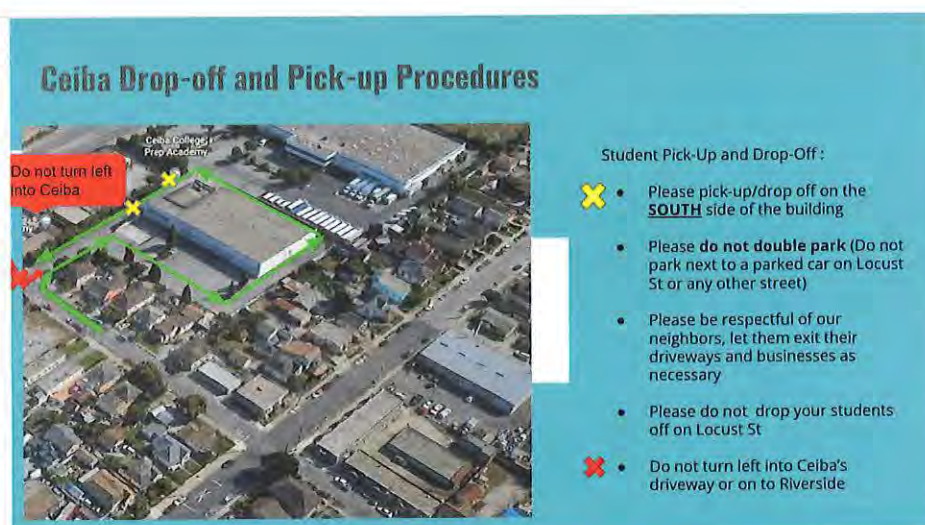
School Zone Signs on SR 129. Due to the proximity of the school to the State Route 129, the applicant shall obtain an Encroachment Permit from Caltrans to establish a School Zone on Riverside Drive and upgrade existing crosswalk(s) at Riverside Drive and Walker Street to school crosswalks.

Setting up a School Zone on an acceleration zone of a state highway traversed by heavy truck traffic lacks good judgment. This fact together with the city even proposing a condition of

approval to establish such a highway school zone raises a competence issue with the City Planning process.

7. Ceiba's Traffic Onsite Circulation Loop

According to Ceiba's current traffic protocol, parents are directed to use Second Street to turn onto Locust Street. They are instructed to turn right into the school's driveway and follow a counterclockwise route around the facility to drop off students (this is different than the posted 2014 drop-off and pick-up plan which had parents follow a clockwise route). When leaving the school, parents are instructed to make a right turn out of the driveway and another right turn onto Riverside Drive.



Condition 23 of the Use Permit prohibits the school from allowing traffic to stack and back up on City streets.

Condition 23:

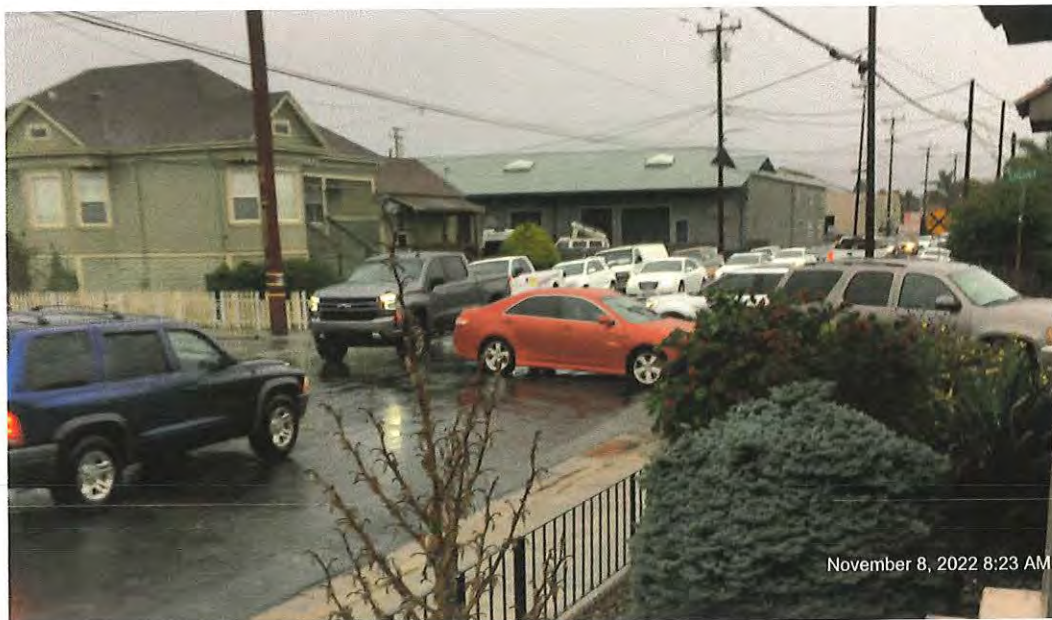
School administration shall be responsible for traffic flow on the site during student drop off and pick up. No traffic back up shall be allowed onto City streets. Any issues arising from poor traffic control shall be remedied by the school upon notification from City Staff.

However, given the proximity to Highway 129, this condition failed to stipulate that the traffic **should not be allowed to back up onto the adjacent state highway**. Dangers associated with vehicles backing up onto a state highway were previously addressed in the Highway 129 section above.

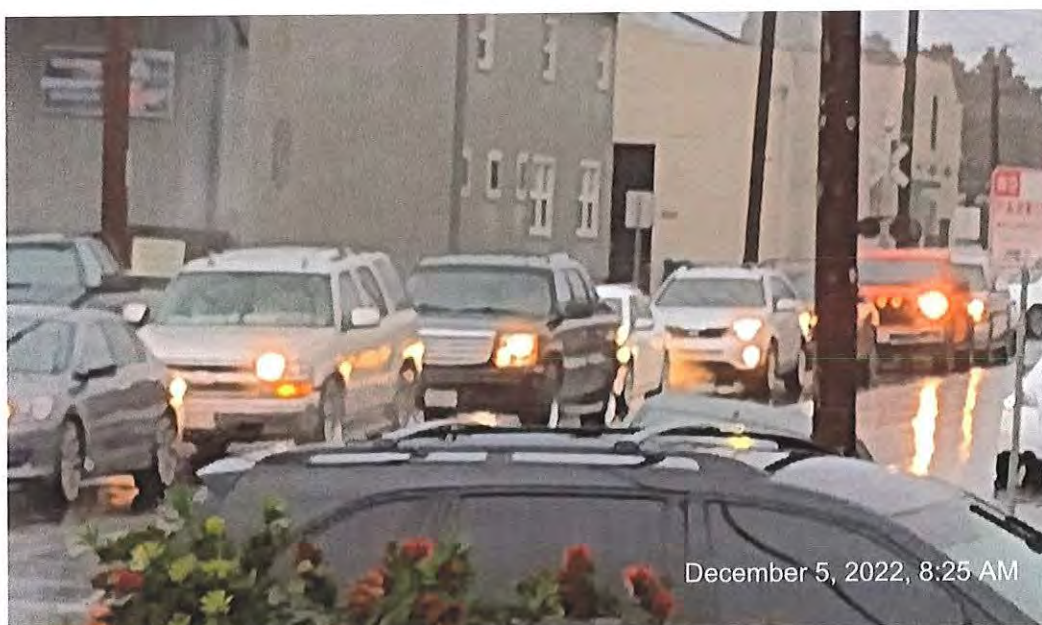
Although the RBF Traffic Report (dated January 2013) modeled moderate degradation of traffic, that was not the result, as evidenced by subsequent complaints and emails. In reality, the circulation loop never worked. Limitations of Ceiba's traffic loop are due to several factors, including the substandard street size, unpredicted vehicle trips, the circumference of the onsite loop, the proximity of the school's driveway to Highway 129 (approximately 200 feet), the presence of a stop sign at the intersection of Locust Street and Riverside Drive, the traffic signal on Walker Street, and the pattern of parents parking vehicles along the roadway shoulder which obstructs sight distance. To ensure safe and efficient traffic flow, drivers should have an unobstructed view of the intersection and a sufficient view along the intersecting roadway to anticipate and avoid potential collisions when approaching or departing from a stopped position at an intersection.

Hexagon's June 2022 study observed the number of vehicles dropping off or picking up students offsite exceeded the number of parents dropping off students on the school site. In lieu of using the required onsite loop, parents dropped off and picked up students in the middle of streets, in arbitrary locations scattered across the industrial zone, and most dangerously along Highway 129. Failure of parent adherence to a protocol is very common when schools lack adequate traffic queues. Invariably parents become frustrated with time delays and seek alternative shortcuts and locations to save time.

Some of Ceiba's parents violate the procedure by turning from Riverside Drive; some violate the "No Left Turn" sign from Locust Street to Riverside Drive; some make dangerous U-turns from the highway shoulder near Sakata Lane to return eastbound. While technically a U-turn is legal, video and photos indicate parents are not exercising safe driving behavior. The only times that Ceiba's parents attempt to comply with the onsite traffic circulation loop are during rainy days, which creates gridlock traffic at the intersection of Locust Street and Second Streets, backing up eastbound on Second past Walker Street. This is similar to the gridlock the neighborhood experienced regularly before the 2022-2023 school year. As is evident, neighborhood stakeholders are unable to use their streets or to receive timely services in case of an emergency.



Typical gridlock on rainy days at the Second and Locust intersection. Rain is like a “stress test” of the traffic circulation loop, which fails and backs up on Second Street extending past Walker Street.



Typical gridlock on rainy days on Second Street; back up extends past Walker Street.

As another Condition of Approval, Ceiba must assume responsibility for traffic flow to and from its site during student drop-off and pick-up:

School Administration staff shall be responsible for traffic flow to and from the site during student drop off and pick up. School staff, crossing guards and volunteers shall

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adhere to the SRTS plan to ensure appropriate onsite drop off and pick up locations. School staff, crossing guards and volunteers shall also ensure queuing of vehicles are onsite and traffic does not back up onto City streets, thereby avoiding causing traffic congesting and unsafe conditions. Any issues arising from poor traffic control shall be remedied by the school upon notification from City staff. (CDD-P, PWD)

While this is important, on September 29, 2022, the City Traffic Coordinator invalidated this requirement by noting that, “Unfortunately, we, the City, cannot control where, you know, the parents choose to drop off kids.”

One critical note is that Ceiba’s “Drop Off and Pick Up Procedures” specifically instructs parents, “Do not drop your students off on Locust Street,” **however it fails to instruct parents to NOT drop students off on a high speed state highway.** This strange arrangement of guidance calls to mind the classic rule of logic that “the exception proves the rule.” Parents assume that, while Locust Street is not to be used for drop-offs and pick-ups, Highway 129 is permissible.

8. Conclusion

Best practices in traffic engineering avoid placing schools in industrial zones where there are substandard streets, large semi-trailers, and adjacent high speed highways. More often than not, they are incompatible with one another. This is clearly the case with the Ceiba.

In the Conditions of Approval for this rezoning application, the City has failed to consider the needs of the existing residential and industrial stakeholders by requiring curb extensions at critical trucking nodes.

For reasons unknown, the City has allowed unsafe conditions to persist since the school commenced operations at 215 Locust Street. Poorly trained crossing guards, ill-advised placement of orange cones without the benefit of a permit, allowing midblock crossing by students, and parents dropping off and picking up students in the middle of the street are all unsafe for students and drivers, as well as neighboring stakeholders. It is enough already that two Ceiba students have been injured in a crosswalk in the industrial zone in a 30 MPH area at the intersection of West Lake Avenue and Walker Street.

Highways are also inherently dangerous for students. Watsonville’s own “Impact of Traffic Violence” report states that 25% of the City’s fatal and serious injury crashes occur on 1.9 miles of the State highways within City limits. Yet, the City recommended an SRTS plan along a high speed highway and encourages a highway shoulder drop-off and pick-up zone. In all my years as a registered Traffic Engineer, **I have never encountered any jurisdiction encouraging Safe Routes to Schools for student pedestrians and bicycles that includes a high speed facility nor have I ever seen parents allowed to drop off and pick up students along a highway shoulder.**

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This is reckless and grossly negligent, promotes unsafe driving, and poses a threat to students, neighboring stakeholders, and all drivers. The drop-off and pick-up in the hazardous location discussed above should be terminated immediately. There should be enforcement of the aforementioned unsafe maneuvers.

If additional information becomes available at a later time, this Engineer reserves the right to supplement this Report.


James C. Jeffery III, P.E., PTOE

21. February 2023
Date

cc: Rene Mendez, City Manager
Suzi Merriam, Community Development Director



FEB 24 '23 PM 3:00

Received
Watsonville
City Clerk

February 24, 2023

Watsonville City Council
City of Watsonville
275 Main Street
Suite 400 (4th Floor)
Watsonville, CA 95076

**Re: Ceiba College Preparatory Academy Zoning Amendment Agenda Item of
February 28, 2023 Watsonville City Council Meeting**

Dear Honorable Mayor Montesino and Council Members:

Attached is a Traffic Engineering Study and Review that I have prepared regarding traffic issues surrounding Ceiba Charter School.

This is submitted as a professional analysis to guide the Council in deciding the referenced zoning application.

Sincerely,
PRISM Engineering

A handwritten signature in black ink, appearing to be "G. Johnson", written over a faint circular stamp.

Grant P. Johnson, TE
Principal

Attachment

cc: Rene Mendez, City Manager
Suzi Merriam, Community Development Director

TRAFFIC ENGINEERING STUDY / REVIEW

Relating to Ceiba College Prep School Traffic Operations and Associated Safety Issues



Prepared for:

Ilia and Marta Bulaich, Watsonville, CA 95076

February 23, 2023

Prepared by:



This report has been prepared and certified by Grant P. Johnson, TE, Principal. Lic #1453



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INTRODUCTION

PURPOSE OF THIS STUDY. PRISM Engineering was hired to conduct a comprehensive traffic review of the current traffic operations situation surrounding the CEIBA College Preparatory Academy, a charter school located at 215 Locust Street operating under a temporary use permit in an industrial zone frequented by large trucks, including semitrucks. The CEIBA driveway on the narrow Locust Street is very busy at peak hours (both am and pm) and is located only a mere 160 feet north of the Highway 129 (W. Riverside Ave.) curb face, a distance so small as to make all school driveway traffic keenly intertwined with the operations of Highway 129 at or near to the Locust Street unsignalized intersection and its associated highway traffic which includes numerous large and heavy semitrucks some weighing 80,000 pounds fully loaded.

STOPPING SIGHT DISTANCE EXPLAINED. This important and little understood factor is addressed here because it is so important to the need for improved safety along Highway 129 near Locust Street. Basically, a large fully loaded truck can take up to twice as far to brake to a stop compared to a car, just like the physics principle that a long train going only 50 mph must travel about a mile while braking before it can come to a full stop (due to its extreme weight and momentum). This is why trains always crash into a vehicle crossing the tracks at the wrong time. A semitruck going 50 mph can need up to 700 feet to come to a complete stop¹ (comprising of 1) perception time² + 2) reaction time + 3) braking time), when compared to a conventional passenger car as represented in Table 201.1 (see at right). That table indicates that 430 feet of stopping sight distance is needed at 50 mph. Even going only 25 mph, a car needs about 150 feet to stop, and a semitruck needs about 250 feet to stop.

**Table 201.1
Sight Distance Standards**

Design Speed ⁽¹⁾ (mph)	Stopping ⁽²⁾ (ft)	Passing (ft)
10	50	---
15	100	---
20	125	800
25	150	950
30	200	1,100
35	250	1,300
40	300	1,500
45	360	1,650
50	430	1,800
55	500	1,950
60	580	2,100

¹ See Figure 6, "Comparison of stopping sight distance requirements for trucks with AASHTO criteria" in US Transportation Research Board (TRB) publication found at:

<https://onlinepubs.trb.org/Onlinepubs/trr/1989/1208/1208-005.pdf> and also shown in the Appendix as Exhibit 1.

² AASHTO Stopping Sight Distance criteria has been defined based on different speeds and is well documented in the Caltrans Highway Design Manual Table 201.1. However, large trucks take a little longer to stop depending on speed. At 50 mph a semitruck takes up to 700 feet to stop.

NOT ENOUGH DISTANCE. Along Highway 129 between Walker Street and Locust Street there is not enough distance for large truck to stop if a car pulls out mid-block (only 200 feet from Walker). These large semitrucks are currently mixing with parking maneuvers of passenger cars while passing at high speeds on Highway 129 at very close proximity (a matter of a few feet away). These parking maneuvers labeled as student "Drop Off" and "Pick Up" are really just parallel parking maneuvers which are difficult to safely do under almost any circumstance when traffic is on the road. These parking maneuvers are taking place at random areas along the entire westbound section of Highway 129 between Walker Street and Sakata Lane, an 800 foot distance. Truck drivers are faced with trying to avoid these near misses of small vehicle darting to as stop, and darting out, and some making U-turns and quickly darting to the edge of Highway 129 every single day. These people are often late for school, competing with others for the same space, or are in a hurry to get on to work, etc. I was able to observe numerous situations where near misses happened and was able to document with video these same events. An entire contiguous 72 minutes of aerial drone video of these streets was captured, showing the events on Highway 129, Locust Street, 2nd Street, and even Walker Street.

TRUCKS CAN NOT STOP IN TIME. The distance between Walker Street and Locust Street on Highway 129 is only 410 feet, curb to curb (the area where student drop off and pick up is taking place daily on the first segment, and while proximate to large semitrucks traveling adjacent at high speeds). Since student drop off and pickup maneuvers are occupying the entire distance of these block faces, randomly spaced, a truck driver may have no time to 1) perceive, 2) react and 3) brake, especially if it takes up to 700 feet to get this done in a typical 50 mph stopping scenario and there is only typically 200 feet or less from the front of a truck to the passenger vehicle that happens to make a pull over or pull out parking maneuver mistake. If the drivers of any one of these drop off vehicles carrying students makes a mistake in either stopping to "drop off" or in pulling out after, the truck will NOT be able to stop in time, and a severe accident will occur, likely fatal at these speeds. The truck is extremely unforgiving to a passenger car in a rear-end or broadside collision.

SAFETY SHOULD BE FIRST. These are the kinds of concerns that this traffic study will be addressing. These are safety issues, and it is not possible to mitigate these safety issues on Highway 129 any more than it would be possible to properly mitigate a high speed freeway to allow use of its shoulder lane to drop off pedestrians while large trucks pass by at high speeds. Even the slightest deviations and drifting towards cars making such maneuvers would result in fatalities in the case of collision. Caltrans would never consider this as an option no matter the number of pedestrians that need to exit vehicles, they would install an off-ramp first, because it is a significant safety issue to mix parking with high speed traffic, and there is no standard in transportation to allow for such a high risk situation, certainly not in putting chaotic school traffic into the mix.

AN UNMARKED STREET WITH VISUAL CONSTRAINTS. There are no pavement markings for cars or pedestrians along Locust Street, excepting a stop bar to accompany the stop sign at Highway 129. Because Locust Street is a very narrow road in an industrial zone (34 feet), and also because cars are parallel parking on both sides of the street (occupying about 8 feet of road width per side, 16 feet total),

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

the remaining 18 feet in the middle must be shared by vehicles traveling in both directions. This means that there is a mere 9 foot lane of space for each direction, far too narrow to be safe especially with no shoulder, just a parked vehicle one foot away. There is no room for error. It is not dissimilar to driving through a concrete tunnel that has no shoulders because there is no room for error. The tunnel is usually providing at least a 12 foot lane with centerline striping, while Locust Street has no such striping and only has about 9 feet available in each direction (depending on the width of cars or trucks parked). Cars pass each other close enough to risk bumping car mirrors. All vehicles travel very slow, under 5 mph with these conditions, and the stress level in driving is very high due to the possibility that a parked car could enter the lane, or a parked car door may open, or a child pedestrian may dart through cars and not see an oncoming car. The sight distance constraints for drivers is keenly high, and the comfort/confidence level is low, that they can safely pass without incident. Situations like this where a driver cannot adequately see pedestrians crossing the street are outside of the realm of safety, let alone a "Safe Route to School" plan.

ANALYSIS OF TRAFFIC OPERATIONS RELATED TO THE CEIBA SCHOOL

VEHICLE SPEED SURVEYS USING AERIAL VIDEO AND STOPWATCH. When speed surveys are done by radar speed guns, the highest speed attained is recorded, even if it was only for a second or two. In our survey we calculated the average speed of a free-flow vehicle and recorded that value, paying no attention to the highs or lows of the two block distance traveled on southbound Highway 129 (W. Riverside Ave.) from Walker Street to Sakata Lane. 40 samples were measured, taking care to only sample a "free flowing" vehicle so that it would truly represent the speed that a driver would take if there were no restraints or blockage on the roadway. The speed was calculated based on the factor of 60 mph = 88 feet per second. By calculating the seconds it took for a vehicle to travel from the Walker Street crosswalk to the first curb of Sakata Lane, a distance of 800 feet, the speed can be calculated by the following formula:

$$\text{MPH} = (800 \text{ FT} / \text{X SECS}) * (60 \text{ MPH} / 88 \text{ FT} / \text{SEC})$$

In Figure 1 below it shows the various average speeds that were sampled and calculated from seconds (measured to the 1/10 of a second using a stopwatch) and computed into miles per hour (mph).

These are not the highest speeds observed (a radar speed survey would report the highest speed of any vehicle sampled), but these are the average speeds of a single vehicle over the entire two block distance of 800 feet. This means that the highest speed of each vehicle is not shown (which would be shown and used to set speed limits).

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL



FIGURE 1. AVERAGE SPEEDS OF FREE FLOW VEHICLES, WB ON HIGHWAY 129 (W. RIVERSIDE)

Even so, the average speed of these vehicles was 44 mph, but if this were a radar speed survey the speed values would be higher, and especially since the 85th percentile of these average speeds is about 50 mph. A California Traffic Engineer would recommend setting the speed limit at 50 mph, but Caltrans has it set at 45 mph. If the highest speeds observed by radar were used to set the speed limit, there is no doubt in my judgment that the radar speed survey would have an 85th percentile speed of 55 mph or higher, since the average speeds which we measured put it at 50 mph.

What does this mean? It means that the vast majority of drivers deem it reasonable and safe to travel at a speed of at least 50 mph on westbound Highway 129 (W. Riverside Avenue) between Walker Street and Sakata Lane, and if a full radar survey were taken, this value would be 55 mph (because that is indeed what many drivers are doing today). This four-lane arterial highway with median is not a safe place to mix large volumes of high speed vehicles and trucks with school traffic and pedestrians (or bikes), especially at an uncontrolled intersection with Locust Street. A signal would help, but at being only 400 feet away from Walker Street, would never be recommended for installation (too close, would have to be interlinked, and would significantly disrupt Highway 129 flows, which are already backing up). The CEIBA school's traffic is adding to the already significant congestion and backups taking place on Highway 129 (W. Riverside Avenue) for non-school related traffic. Figure 2 is an example of a backup taking place during school hours. It can be seen that traffic is "stop and go" conditions and would be very difficult for any car to enter this stream safely from Locust Street.



FIGURE 2. PM PEAK BACKUPS ON HWY 129 EB, AROUND 4 PM WHEN CEIBA SCHOOL LETS OUT

SAFETY ISSUES AND DOCUMENTATION OF TRAFFIC HAZARDS

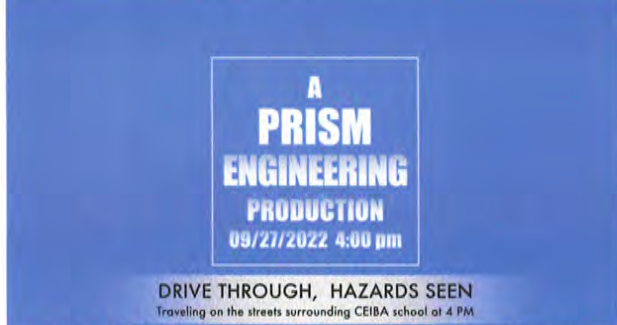


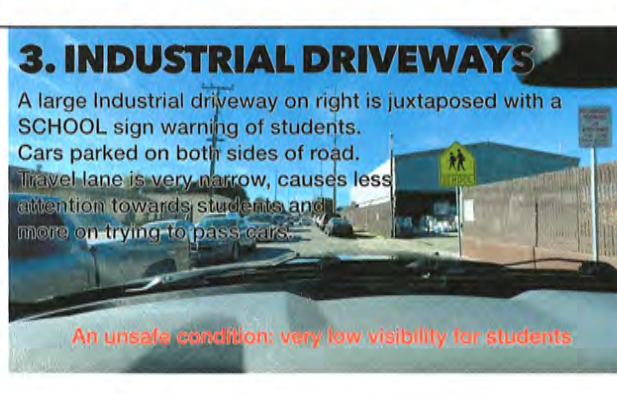
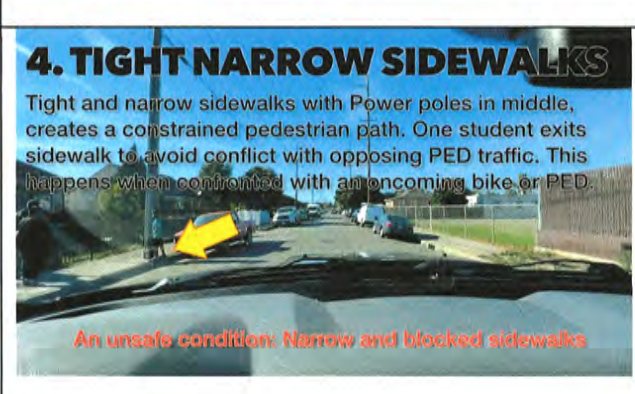
This section of the report documents the numerous unsafe conditions that were taking place on a random sample day, a Tuesday, September 27, 2022 during CEIBA school arrival times (automobile activity begins at 7:30 and continues to around 8:30 am) as well as departure times (automobile activity related to student pickup varies between 3:30 and 4:30 pm).

Sometimes when parents are late or in a hurry to drive children to school, careless driving mistakes can be made especially with U-turns, left turns, pulling over to park on a busy high speed arterial, or pulling out of a parking maneuver after dropping off or picking up a child from school, and then accelerating into traffic to avoid collisions. Changing lanes to get over to the inside lane to make a U-turn at Sakata Lane, etc., is also a travel path that is fraught with potential conflicts from other parents doing the same things. There is numerous turning movement conflict potential between cars, let alone when throw young pedestrians into the mix, as well as a large semi-truck and trailer weighing 80,000 pounds, or other industrial trucks using Locust Street in the industrial zone there. Truly this situation is a serious accident waiting to happen. There is significant potential for a rear end accident due to parents pulling over to the curb in a narrow 8 foot "lane" which is not really a lane, nor is it designated parking (no signage as such), it is merely an edge line with the inside area possibly serving as emergency parking such as also exists on freeways, but it is not a lane. The implementation of the edge line striping shows that it has a curved taper back to the curbs at the corner of Highway 129 and Locust Street, and it was never intended to be used for parking, let alone an active drop off and pick up zone for cars with young

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

students. The situation is dangerous and not recommended especially with the mix of high speed semi-trucks and other high speed vehicles.

DRIVE THROUGH SURVEY OF ROAD HAZARDS, A REAL WORLD EXPERIENCE. In the drive through dash cam screen shots that follow in Figure 3 (multiple pages), a story is told that while on a simple 10 minute random drive through of the local roads surround CEIBA school, that over a dozen hazardous situations presented themselves shortly after school let out on a Tuesday, September 27, 2022.

 <p>A PRISM ENGINEERING PRODUCTION 09/27/2022 4:00 pm</p> <p>DRIVE THROUGH, HAZARDS SEEN Traveling on the streets surrounding CEIBA school at 4 PM</p>	<p>An amazing thing happened. Over a dozen critical and dangerous traffic conditions manifested in a relatively short drive through, all captured on camera, and illustrating the various dangerous road conditions that exist every day.</p> <p>These incidents support the premise that the CEIBA school is located in the wrong location and zoning. Industrial traffic surrounds the school, large vehicles and trucks and trailers.</p>
<p>1. BACKING TRUCKS</p> <p>A large Industrial Propane Truck is BACKING into the driveway of an industrial use right across the street from the CEIBA Prep School. Blocks Locust St traffic.</p> <p>An unsafe condition for students</p>  <p>Locust St at W Riverside (Highway 129) Traveling NORTHBOUND on Locust St. Date: 9/27/2022 TUE, 4:10 pm</p>	<p>2. STUDENTS NOT LOOKING</p> <p>There is no Crosswalk. No Crossing Guards. Students do not look both ways. They are only looking down.</p> <p>An unsafe condition</p>  <p>It is important to recognize that children are not being proactive to look for any danger, but completely surrender to the dangers of vehicle traffic that may not see them.</p>
<p>3. INDUSTRIAL DRIVEWAYS</p> <p>A large Industrial driveway on right is juxtaposed with a SCHOOL sign warning of students. Cars parked on both sides of road. Travel lane is very narrow, causes less attention towards students and more on trying to pass cars.</p> <p>An unsafe condition: very low visibility for students</p> 	<p>4. TIGHT NARROW SIDEWALKS</p> <p>Tight and narrow sidewalks with Power poles in middle, creates a constrained pedestrian path. One student exits sidewalk to avoid conflict with opposing PED traffic. This happens when confronted with an oncoming bike or PED.</p> <p>An unsafe condition: Narrow and blocked sidewalks</p> 

5. CARS DOUBLE PARK

Cars double park, or block the roadway so that if there are cars coming both directions, they cannot pass each other.



An unsafe condition: Takes away attention from student pedestrians. Impassable Streets due to lack of width.

6. NO CROSSWALK

Students crossing street with no marked crosswalk. Intersection is already too narrow for industrial zoning area with large trucks that have difficulty making turns here, let alone trying to avoid conflicts with student pedestrians (or crowded vehicle situations).



An unsafe condition: Near impossible large industrial truck turning movements. Students caught in the middle of this sight and visibility issue.

7. STOP & GO TRAFFIC

NB HWY 129 (W. Riverside Ave.) at Sakata Ln., it is difficult to get into stream of traffic. A generous driver lets me in. Trying to get over to left turn pocket was challenging, again a generous driver let me merge over...



An unsafe condition for picking up kids in afternoon around 4 pm. Too much congestion on HWY 129 northbound.

8. SEMI-TRUCK DANGER

Fast approaching me at estimated 50 mph. If I could not get in to Locust St. due to backing because of industrial driveway blocking and school traffic, I would probably have been struck broadside by the SEMI TRUCK.



An unsafe condition: High Speed traffic on WB HWY 129, and a busy Locust St.

9. APPROACHING 2ND STREET

Traffic is backing up at this simple 2-way STOP intersection (2nd St. is uncontrolled). The width is very narrow and nearly impossible for large vehicles to turn here, unless the intersection is empty.



An unsafe condition: Large vehicles navigating this intersection may not see children crossing.

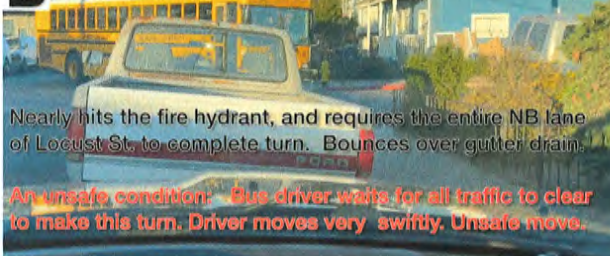
10. SCHOOL BUS TURN



The school bus will turn left from 2nd St. onto SB Locust St. after letting students off into their neighborhood.

10. SCHOOL BUS TURN

B school bus can barely fit.



Nearly hits the fire hydrant, and requires the entire NB lane of Locust St. to complete turn. Bounces over gutter drain.

An unsafe condition: Bus driver waits for all traffic to clear to make this turn. Driver moves very swiftly. Unsafe move.

10. DOES NOT FIT THE ROAD



TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

11. LONG WAITS AT WALKER ST

It was difficult to get a safe gap in traffic to either enter or cross Walker St. from 2nd St. going east. This very busy street is even more difficult for a student to safely cross especially since there is no crosswalk or stop sign for Walker Street.

An unsafe condition: Students cross this street at a pace much slower than my vehicle did. Vehicles are traveling fast on this road due to its generous width and no stops.

12. STUDENTS WALKING

Three students are walking on 2nd St. going east, and they did cross Walker, and pass through the Locust St. and 2nd St. intersection which is also unmarked, crowded, and frequented with very large vehicles and tight spaced cars.

An unsafe condition: Students are required to navigate dangerous crowded intersections and cross high speed roads with no provision for their right-of-way in crossing.

13. 4-WAY STOP @ RODRIGUEZ

Traveling via Rodriguez back to HWY 129 or W. Riverside Ave. Make right and go west on HWY 129. 25 mph speed limit.

A much safer condition for PEDS on Rodriguez from 2nd St. Visible crosswalks in place, a 4-WAY STOP, Bike Lanes, etc.

14. 25 MPH SIGNS BEFORE 1ST

Traveling west on HWY 129, two 25 mph speed limit signs. After the signal at Walker, traffic speeds increase significantly.

An unsafe student drop-off condition after Walker: Drivers no longer assume 25 mph after Walker St, and quickly accelerate to speeds up to 50 mph or more before Locust St.

15. In this video frame sequence to the right it shows cars making U-turns and dropping off students, some to the driver's side into the vehicle traffic lane. The speeds of traffic here are between 40 mph and 50 mph, and there is no room for pedestrians to be in this arterial lane.



16. WB HWY 129 AREA BEING USED AS DROP-OFF & PICKUP

An unsafe student drop-off condition after Walker: accelerate to speeds up to 50 mph or more before Locust St.

17. LOCUST ST. BLOCKAGE

Pickup Truck with large Industrial Flatbed Trailer BACKING into the driveway of an industrial use right across the street from the CEIBA Prep School. Blocks Locust St traffic during maneuver, and driver has blind spots towards the sidewalk, might not see students walking there.

Locust St at W. Riverside (Highway 129)

An unsafe condition for students

Traveling NORTHBOUND on Locust St. Date: 9/27/2022 TUE, 4:20 pm

FIGURE 3. DRIVE THROUGH DASH CAM, AND REAL WORLD HAZARDS WITNESSED

These are screen shots from video of drive through ("DRIVE THROUGH, HAZARDS SEEN"), found on PRISM webpage: <https://www.prism.engineering/watsonville-ceiba-school-traffic-and-safety-investigation.html>

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

THE CEIBA STUDENT / FAMILY HANDBOOK POLICY ON STUDENT DROP OFFS. The families of numerous students are not adhering to the schools official Student / Family Handbook which addresses how students are to be dropped off at and picked up from the school campus, to avoid creating safety compromise on the surround street system. The policy does not include allowing for the current chaotic and dangerous parking and pedestrian activity taking place on Highway 129 (and other roads) during the AM and PM peak hours. Parents are parking their cars in a narrow shoulder area (6 feet of pavement barely wide enough for a car, and behind the highway's wide edge line). It may appear to parents to be a "parking area," but it is not a parking area. Just like on a freeway, if there is a paved shoulder area to the right of the wide white edge line, this area is designated as a temporary emergency parking or vehicle breakdown area, and it is still a dangerous thing to do, to stop in these areas on a freeway. On Highway 129 there is not a single parking space delineated from Walker Street to Sakata Lane primarily because this paved shoulder separated by solid wide edge line is NOT a parking area, or a loading zone area. Parallel parking maneuvers should always be done only on roads that have very slow speeds, and where parking is obvious and customary. These CEIBA student parking maneuvers are taking place in random and rapid fashion as parents jockey their cars into an "available spot" while doing so on a high speed highway with no room for error risking rear-end or broadside accidents with Highway 129 through traffic. Figure 4 shows this section of Highway 129 and its dimensions.



FIGURE 4. HIGHWAY 129 (W. RIVERSIDE AVE.) SOUTHBOUND BEFORE LOCUST STREET

This traffic activity is specifically **not allowed** in the school's policy document, but this significant and dangerous activity shows how difficult it is for a school to control the private behavior of the parents of the children who attend their school by merely creating **unenforceable policy language**. These parents are mingling their parallel parking conflicts with high speed semitruck traffic that frequents the Highway 129 corridor, typically traveling at fairly high speeds in the right-most lane immediately adjacent to the shoulder area where the illegal parking or loading zone is taking place, leaving only a foot or two between the edge of truck and the car doors of those using the shoulder as a loading zone (dangerous). These large and wide trucks, typically 8.5 feet wide (almost 3 feet wider than a small car) and in a 12 foot wide lane, cannot stop on a dime. When traveling at 50 mph a semitruck needs 700 feet to come to a complete stop, and at 25 mph needs a full 250 feet to stop. It is not possible to stop

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

in time under any reasonable scenario there, with just the short 400 feet distances of these block faces filled with cars that can jump out into the path of a truck at any time where the loading / unloading is taking place. It should be noted that the curb on Highway 129 is NOT painted green, customary to the CA MUTCD manual which specifies how and where traffic control devices and paint or markings are to be installed.

In addition, many parents are trying to get their cars proximate to Locust Street corner to save time, and end up parking outside of the striped shoulder area, straddling the edge line that curves to the "unmarked crosswalk" corner. This creates more conflicts with vehicles that are trying to enter or exit Locust Street at Highway 129, and who cannot make the turn easily because of these vehicles in the way, and end up having to overextend (extra wide path) their turn movement and cause conflict with other vehicles that are not expecting encroachment into their pathway.

The CEIBA policy document **"STUDENT / FAMILY HANDBOOK"** (2022-23, Board Approved August 9, 2022)³ addresses how student drop off is to take place on page 21 and says:

"Pick-Up, Drop-Off and Dismissal

For your student's safety, please ensure that he/she is picked up promptly upon their dismissal and that you **follow pick-up and drop-off procedures at all times**. Once students are dropped off at school, they must remain on campus until they are picked up at the end of the day. **Students who are being picked up after school must remain on campus until they are picked up.**

If you will not be the one picking-up your student, it is imperative that you make clear arrangements with your student. Please notify the office ahead of time (at least 1 hour before dismissal) if there are changes so that we can inform your student. In order to keep students safe, alleviate traffic congestion, and maintain a positive relationship with the City of Watsonville, we ask that **parents/guardians respect all traffic laws during drop-off and pick-up.**

All traffic for Ceiba College Prep must enter from and exit to Locust. Parents/guardians and students are not permitted to enter from Riverside Drive. **All drop-off and pick-up must take place on Ceiba property. Students and parents/guardians are not permitted to drop-off or pick-up in the neighboring lots or surrounding neighborhood.** All traffic on Ceiba property is one-way only. Traffic flows around the building, counterclockwise. **Parents/guardians and students must use the designated drop-off and pick-up zones.** Students must wait in the designated pick up zones after dismissal.
(emphasis by PRISM Engineering)

³ Found at <https://www.ceibaschools.org/apps/pages/handbook> From page 1: "This Family-Student Handbook serves to provide... policies and procedures...also **serves as a contract between students, families, and Ceiba**. Please review it carefully with your student, then **sign and return the acknowledgement form** to indicate that you have read and understood the Family-Student Handbook."

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

Note that the policy prohibits all student drop offs or pick-ups at ANY location other than directly on the CEIBA property (see red text). This obviously is not happening despite the contract and signed form by all parents and students. We know it is not happening because of the abundant ground level video survey taken by PRISM Engineering to document traffic activity off the CEIBA property, as well as our 72 minute contiguous aerial drone videos during drop off and pick up times. These videos on the ground and in the sky document the NUMEROUS external drop off and pick up events that are taking place on Highway 129's narrow shoulder, on the Locust Street parking areas or by double parking in the street to let students out, or on 2nd Street including at the corner of Locust Street, etc., all surrounding the CEIBA property and beyond. The vast majority of students that are walking onto the CEIBA property from Locust Street are coming from a nearby location at Highway 129 where they were dropped off (and in the afternoon walking out to be picked up in the same locations). This is also happening along Locust and Second Street where parents/guardians are exercising their personal option to avoid coming on to the CEIBA campus site and having to wait in long lines. They are opting for shorter drop off and pick up times by ignoring and disobeying the CEIBA rules.

Solution: *There is no solution as long as parents continue to choose to dangerously drop off and pick up their children along the Highway 129 narrow shoulder to save some time. If the school personally monitored this activity daily, and punished offenders for not keeping their contract, maybe it could be reduced. But the root of the problem is ultimately parents are trying to save themselves some time despite the dangers, with the activity of dropping their kids off for school and not on the CEIBA site as agreed. Nobody wants to wait in a long line of congestion, the kind of delays that happen for all parents using the CEIBA site for drop off and pick up. Even if CEIBA could get all parents to comply to their policy contract, it would cause even more significant and problematic traffic jams on Locust Street and extending into Highway 129, backing into and possibly causing blockage to Highway 129 westbound through traffic approaching Locust Street. This could lead to serious rear-end accidents on the highway if Locust Street is blocked or congested.*

The California Manual of Uniform Traffic Control Devices (CA MUTCD 2014 ver.) states this about traffic goals where school traffic is involved. It basically states that we are to strive for uniform installations, conditions, and situations, so that drivers (or students) are not confused, which could lead to a dangerous condition. It states on page 1260 of the California MUTCD 2014 Edition (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California), in PART 7, TRAFFIC CONTROL FOR SCHOOL AREAS, CHAPTER 7A. GENERAL, the following:

Section 7A.01 Need for Standards

Support:

01 Regardless of the school location, the best way to achieve effective traffic control is through the uniform application of **realistic policies, practices, and standards developed through engineering judgment or studies.**

02 Pedestrian safety depends upon public understanding of **accepted methods** for efficient traffic control. This principle is especially important in the control of pedestrians, bicycles, and other vehicles in the vicinity of schools. Neither pedestrians on their way to or from school nor other road users can be expected to move safely in school areas **unless they understand both the need for traffic controls and how these controls function** for their benefit.

03 **Procedures and devices that are not uniform might cause confusion among pedestrians and other road users, prompt wrong decisions, and contribute to crashes.** To achieve uniformity of traffic control in school areas, comparable traffic situations need to be treated in a **consistent manner**. Each traffic control device and control method described in Part 7 fulfills a specific function related to specific traffic conditions.

04 **A uniform approach to school area traffic controls assures the use of similar controls for similar situations,** which promotes appropriate and uniform behavior on the part of motorists, pedestrians, and bicyclists.

05 A school traffic control plan permits the orderly review of school area traffic control needs, and the coordination of school/pedestrian safety education and engineering measures. Engineering measures alone do not always result in the intended change in student and road user behavior.

The highlighted text (by PRISM Engineering) in this CA MUTCD standard is to emphasize the area of concern that I had while observing regular traffic on Highway 129 in an industrially zoned area, along with the CEIBA school traffic that was also taking place as a layer on top of or mixed with industrial traffic and large semitrucks. This area is not a typical area where schools are operated. In fact, there are so many challenges because of this industrial zone area, that it is not possible to have a school traffic plan that is uniform to other school traffic control. As the CA MUTCD states, “Procedures and devices that are not uniform **might cause confusion** among pedestrians and other road users, **prompt wrong decisions, and contribute to crashes.**”

My Opinions / Conclusions about this industrial area that make it a difficult fit for any school:

- Sidewalks are extremely narrow (4 ft), and three or more students cannot pass each other at a power pole without stepping off the sidewalk into the street due to power poles being within all sidewalks on Locust Street.
- There are no pedestrian loading zones on Highway 129, but parents are confused that this is an OK thing to do. If it were a loading zone the curb would be painted white to indicate this. White Curb means–Stop only long enough to pick up or drop off passengers.
- Sidewalks on Highway 129 are narrow (4 ft near Locust).
- A pedestrian loading zone would have a white curb as per CA Vehicle Code, but Highway 129 has no such curbs.
- Highway 129 has a narrow 8 foot paved shoulder from solid white edge line to the face of curb, but is not delineated with beginning and end of space by painting, which are typically 20 feet between markings. These do not exist on this segment of Highway 129.

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

- Locust Street is very narrow (34 ft) and has parallel parking allowed on both sides. Large industrial trucks and school buses have great challenge to make the turns at corners such as at Second Street, especially when there is school traffic in the way.
- There is no room for a left turn pocket into the CEIBA driveway.
- All cars are navigating in 8 foot “lanes” on Locust, edge to edge, and must travel at less than 5 mph to pass each other safely. This is a dangerous situation for a stray student trying to j-walk.

RIDING A BIKE ON HIGHWAY 129 WB DURING AM CEIBA SCHOOL “DROP OFF” PARKING.

This section of Highway 129 (West Riverside Ave.) between Walker St. and Locust St. does not show any posted speed limit. However, cars are moving on the average, at least 44 mph which can be unnerving to a bike rider in this situation where the road has to be shared with traffic because of the parking that is taking place for drop off and pick up of students in what would be a bike lane normally on the paved shoulder and separated from the 45 mph lane by a wide edge line, typical of state highways. At the end of the video immediately past Locust St. a 45 mph sign can be seen. Because of the 45 mph nature of this long stretch of road, many drivers will be traveling at speeds much higher than 25 mph. In fact, our field survey with aerial videography showed that this is the case. With a 50th percentile speed of 50 mph.



In the video⁴ of a cyclist traveling west on Highway 129, it can be seen that parents of school students are waiting in their cars in the 8 foot wide paved shoulder area behind the solid white edge line, an area that could better be used as a bike lane. However, there is no provision for bicycles and so cyclists are forced to share the road with large trucks and cars which is a dangerous situation especially when

⁴ Can be viewed on <https://www.prism.engineering/watsonville-ceiba-school-traffic-and-safety-investigation.html> under the “Unsafe Bike Travel, No Speed Limit Present” section.

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there is no room for both. Vehicles must share the lane and go around a bicycle as shown in this video. A car door of a parked car could open anytime presenting more danger. If a cyclist rides on the sidewalk instead, there is the danger of opening car doors and collision with pedestrians. Overall, this is a highly dangerous condition because of the high speed nature of this road and the large vehicles which frequent it.

CEIBA SCHOOL TRAFFIC STUDY CONTENT REVIEWS AND CRITIQUE

ORIGINAL RBF STUDY FOR CEIBA CHARTER SCHOOL TRAFFIC ANALYSIS REPORT (JAN 10, 2013)

Stated in 3rd paragraph on P.2: *Due to the difficulty and long delays making left-turns in and out of Locust Street at the unsignalized intersection of Highway 129 (Riverside Drive) and Locust Street, it is anticipated that project trips will instead divert to the intersection of Highway 129 (Riverside Drive) and Walker Street, where the existing signal provides less delay and improved safety. As future traffic volumes increase along Highway 129 (Riverside Drive), the likelihood of these rerouting increases.*

Follow-up Question: Did these project trips “divert” to Walker Street to access Riverside Drive (Hwy 129)?

PRISM Engineering Answer: No, these trips did not divert to Walker Street as verified in our random aerial drone video that sustained the survey for well over an hour in the am peak hour, as well as the afternoon peak hour. The school traffic impacted Locust Street, the intersections of Second Street at Locust Street, W. Riverside Drive at Locust Street, and the westbound segments of Highway 129 (W. Riverside Avenue) between Walker Street and Sakata Lane. Drivers are using the shortest distances and did not divert to go up to Second Street and over to Walker Street to then travel south to W. Riverside Avenue to make a left turn or go straight at that signalized intersection. Most made a right turn out of Locust Street onto Highway 129 (W. Riverside Avenue) and then made a U-Turn at Sakata Lane to go east on Highway 129. The end result is that Highway 129 between Walker Street and Sakata Lane is heavily impacted by the CEIBA school.

TRAFFIC OPERATIONS STUDY BY HEXAGON TRANSPORTATION CONSULTANTS, INC. (DATED JUNE 8, 2022) for Ceiba College Preparatory Academy located at 215 Locust Street (formerly 260 W. Riverside Drive). This study was undertaken following the April 5, 2022, Planning Commission meeting. That study recommended to encourage more students and staff to ride bicycles, provide free bikes, and install bike racks (30 exist at CEIBA). Here is the language of this recommendation:

Bicycle Program. To encourage more students and staff to ride bicycles, School Administration staff shall provide a free bikeshare program, or give away bicycles to the students. Ceiba School currently provides bike racks located at the front entrance with a capacity of 30 bikes. During Hexagon’s field observations, seven bikes were observed parked on the racks during the school day. As of May 2022, school staff reported that at most 15 to 20 people have been observed to bike to school. (CDD-P)

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

Follow-up Question: Is it practical or feasible that bicycles can safely navigate the streets surrounding CEIBA's school site? Such as Locust Street, Highway 129, Second Street, etc.

PRISM Engineering Answer: No, this is not a safe idea to have bicycles share the road with vehicles on Locust Street because of the lack of width in the road. As previously identified, Locust Street is only 32 feet wide curb to curb, and there is parallel parking on each side taking about at least 6-8 feet per side. This leaves only 16-20 feet left over for vehicles to try and pass each other (average 9 foot unstriped "lane" for each direction). If a vehicle tries to pass a bicycle with such limited space, an accident is likely to happen. While it may be a good idea to save gas and improve air quality to recommend or encourage students to ride bikes, in this particular case with these very narrow industrial zone streets with parking on both sides, it is not a safe idea to mix bike traffic with large trucks and cars, and where they must share the road, but the bicycle is in the most danger. Unless Locust Street is repurposed to remove parking and stripe bike lanes on each side, it is not recommended to send bicycles into harm's way without these safety enhancing improvements. It is not feasible to repurpose Locust Street because of the existing industrial zoning and existing uses with large trucks and buses.

VIDEO SUMMARIES OF SURVEY DATA

Several videos have been prepared to document observations, and to provide traffic count data that is relatable to the CEIBA charter school traffic and pedestrian activity. The following videos have been prepared and can be viewed on PRISM Engineering's website under the following URL: <https://www.prism.engineering/watsonville-ceiba-school-traffic-and-safety-investigation.html>

DRIVE THROUGH, HAZARDS SEEN

INDUSTRIAL TRUCKS AND STUDENTS: AN EXAMPLE OF THE DANGERS OF MIXING THE TWO

CEIBA SCHOOL TRAFFIC PATTERNS, IMPACTING LOCUST STREET AND HWY 129 (W. RIVERSIDE AVE.)

CHAOTIC TRAFFIC. UNSAFE MANEUVERS. NUMEROUS ACCIDENTS WAITING TO HAPPEN.

HIGHWAY 129 (W. RIVERSIDE AVE.), UNSAFE BIKE TRAVEL, NO SPEED LIMIT PRESENT

TRAFFIC PATTERNS IN HEAVY INDUSTRIAL ZONE

APPENDIX

Large semitrucks need more distance to stop than do ordinary passenger vehicles. This chart shows the difference by illustrating the various values of stopping sight distance results using different brake system and driver performance criteria. Worst results are the top line showing conventional braking systems and ordinary drivers. The top line also represents the most likely situation: average driver and conventional brakes.

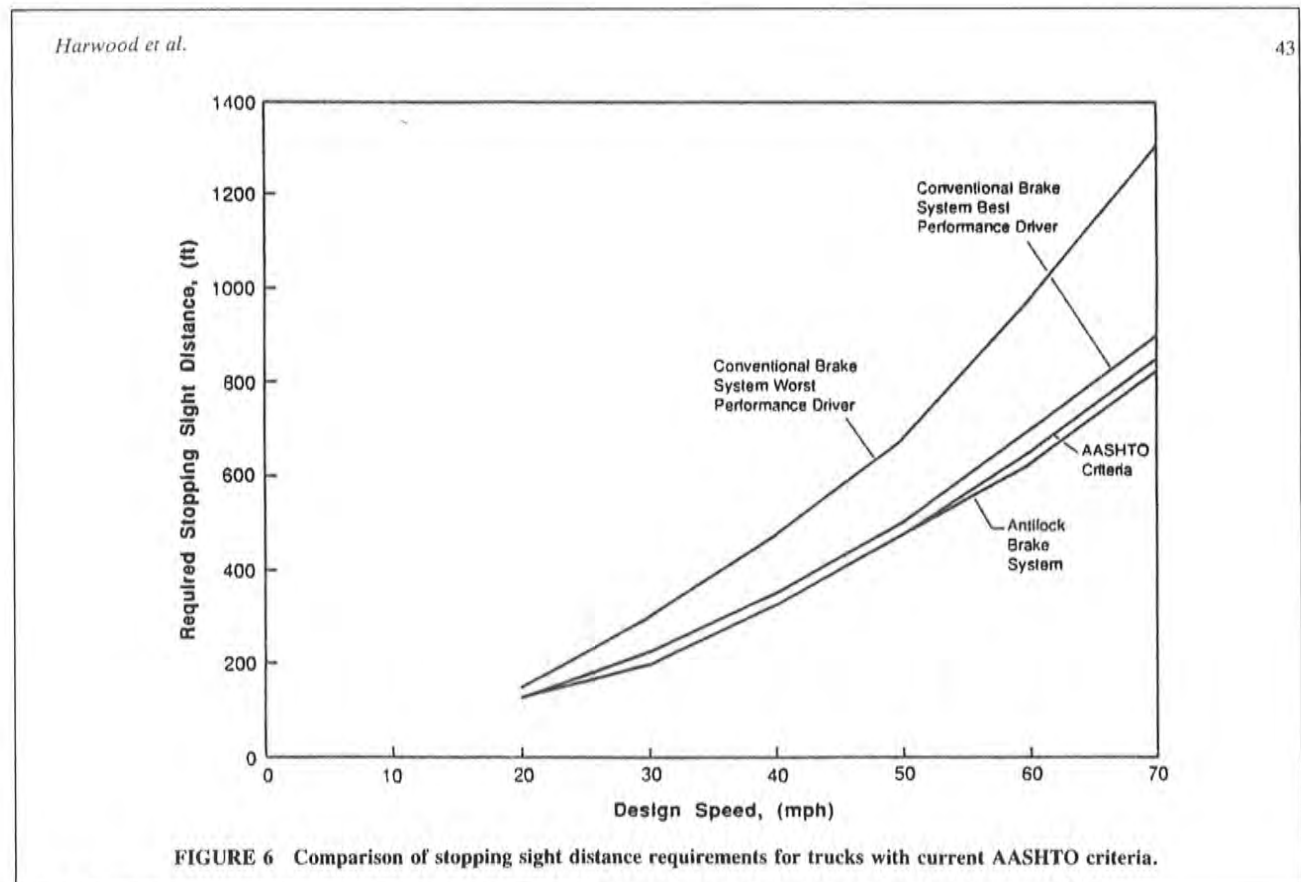


Exhibit 1. Figure 6 from Stopping Sight Distance Design for Large Trucks,
 From TRB.ORG publication TRANSPORTATION RESEARCH RECORD 1208

INFORMATION AND LISTENING/COMMUNITY MEETING
 MARTA QUESTIONS

Marta: Good evening. Thank you, Principal Ripp and Mr. Mendez, for chairing this community meeting. I have two questions. One:

Although highways are in the jurisdiction of Caltrans, does the City of Watsonville and Ceiba consider the shoulder of State Highway 129 in the vicinity of Ceiba an appropriate and safe drop-off and pick-up location for students?

TRAFFIC REVIEW OF CEIBA COLLEGE PREP SCHOOL

Adolfo: Um, Riverside Drive, is a State Highway. When you are referring to the shoulder, are you referring to the school side or

Marta: On the school side on the shoulder between Walker Street all the way to Sakata Lane and beyond to the 45-mile zone sign as well as to the No Parking zone sign.

Adolfo: So based on Caltrans standards, that's not a shoulder it's actually it's an improvement; it has an actual sidewalk, curb, and gutter, so pedestrian activity is allowed.

Marta: That's not my question. Let me specify my question.

Does the City of Watsonville and Ceiba School consider that part of Highway 129 a safe and appropriate drop-off location for students?

Adolfo: That zone, that section is a 25-mile-an-hour zone.

Marta: It actually extends to a 45 mile per an hour zone.

Adolfo: Actually, just north of the it's a 25 mile per an hour zone

Marta: That's where the drop off occurs.

Adolfo: So, it's a 25-mile zone.

Marta: Going to a 45-mile an hour.

Adolfo: Correct. But at that particular point is a 25-mile-per-hour zone. Current speed limits around school zones are 25 miles an hour. Is it a safe location? That would be up to Caltrans to determine if it is safe.

Marta: I've asked if the City considers that safe and appropriate.

So for Ceiba, Principal Ripp, do you consider that area of 129 a safe and appropriate drop-off and pick-up location, recognizing that the pick-up does start from Walker Street and extends beyond Sakata Lane, which is a 45-mile-an-hour zone.

Ripp: So Ceiba has a Safe Routes to School Plan, and we encourage all of our families to use the Safe Routes to School Plan to get to school. So some families come in on Riverside. Some come in on Second, and we encourage them to drive around Ceiba and enter and exit and never take a left onto our driveway or a left out of our driveway.

The reason I am emphasizing that, I know it sounds like I'm not answering your question, is that is our Safe Routes to School to go to school. However, families can choose to drive where they would like to go. Some families choose to drop off their kids at the library. Some families choose to drop off in the area you are describing, and some families choose to drop off over at Second. And if they are pulled over to the shoulder, that is their prerogative to make that decision.

Marta: And so you consider that a safe and appropriate drop-off?

Ripp: I just answered that question. We have Safe Routes to School where we go.

Marta: Great. Thanks

Marta: One last question: Why doesn't the City want a condition of approval that requires all student drop-offs and pick-ups to occur on the school property?

Adolfo: The school, is they do have a pick-up and drop-off within inside the school, and it is recommended that they do use the route within the school. Unfortunately, we, the City, cannot control where, you know, the parents choose to drop off kids. We have identified locations where they could safely drop off their kids or alternative locations and made those recommendations.

Marta: Thank you.

Exhibit 2. Responses from City and CEIBA RE: Student Drop Off Locations

SEMI-TRUCK & SCHOOL BUS TRAFFIC ENGINEERING STUDY

Relating to Mixing of CEIBA Charter School Operations with Golden Brands Beer Distributor Operations



Prepared for:
Marta Bulaich, Watsonville, CA 95076

November 10, 2023

Prepared by:



*This report has been
prepared and certified by
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INTRODUCTION

Purpose of This Study: PRISM Engineering was hired to study the traffic and safety impacts of school bus and semi-truck procedures at two locations (in Watsonville, California), which share significant site facilities. Ceiba College Preparatory Academy (CEIBA), a charter school (grades 6-12), is the first location at 215 Locust Street. Golden Brands (a subsidiary of Reyes Holdings, the largest beer distributor in America), is the second location at 270 W. Riverside Drive. The two entities use a shared driveway which directly accesses California State Highway 129 at 260 W. Riverside Drive. The Golden Brands' lot also has a second driveway west of the shared driveway. Golden Brands is engaged in beer marketing and distribution activities that involve the transit, loading and unloading of semi-trucks, parking large semi-trailers, and employee parking. CEIBA uses Golden Brands' operational lot and shared driveway for employee parking, service and delivery vehicle transit, school bus procedures, and moving students between buses and CEIBA's campus. This study evaluates the area shown in Figure 1 below. Public roadways of this area include California Highway 129 (Riverside Drive), Sakata Lane, and Locust Street. The study period was from March 1, 2023 to September 26, 2023.



FIGURE 1. AERIAL PHOTO OF STUDY AREA

SEMI-TRUCK TRAFFIC REVIEW IN VICINITY OF CEIBA CHARTER SCHOOL

The studied roadway area shown is entirely comprised of Heavy Industrial Zoning. This particular section of Highway 129 has a posted speed limit of 45 mph. The area has frequent semi-truck traffic, which includes entrance, exit, and turning maneuvers into the two Golden Brands driveways, and especially at the intersection of Riverside Drive (SR 129) and Sakata Lane, where multiple cold storage facilities operate hundreds of truck trips daily. At Golden Brands lot, most semi-truck activity occurs at the shared eastern driveway, which is 44 feet wide. The western driveway is only 22 feet wide, which is too narrow for large vehicle traffic and a “No Trucks” sign is posted there. These numerous large semi-trucks that traverse this highway can weigh up to 80,000 pounds when fully loaded. Figure 2 shows the same aerial view as Figure 1, but with the business boundaries delineated for Golden Brands and CEIBA.



FIGURE 2. GOLDEN BRANDS TRUCKING DISTRIBUTION AND CEIBA CHARTER SCHOOL

SEMI-TRUCK TRAFFIC REVIEW IN VICINITY OF CEIBA CHARTER SCHOOL

There is a back gate (tall cyclone fence) located near the southern corner of the Ceiba building that opens between the beer distributor operations and the school. CEIBA uses this gate for the aforementioned activities, including to let students in and out of the campus for the purpose of loading onto and off of county school buses and private chartered buses used regularly by CEIBA for student field trips and special events during peak highway traffic times. Figure 3 shows a photo of this back gate, which has two signs - the one on the bottom is Golden Brands' and the one on top is Ceiba's, which states "DO NOT BLOCK GATE - CEIBA PUBLIC SCHOOLS - Emergency Vehicle Entrance."



FIGURE 3. CEIBA BACK GATE BETWEEN BEER DISTRIBUTOR OPERATIONS AND THE SCHOOL OPERATIONS

Monterey County Office of Education (MCOE) is a local public agency which rents out their school buses for various events. Their yellow school buses have been observed using the Golden Brands narrow western driveway to enter the parking lot for picking up and dropping off CEIBA students either on CEIBA's site or in the middle of the semi-trailer parking area. In order to drop-off/pick-up students at CEIBA, buses first have to turn around in the adjacent industrial lot (competing with semi-truck parking and movement) and then back up into CEIBA's lot.¹ MCOE buses also were observed unloading in the middle of the semi-trailer parking area of Golden Brands. Figure 4 depicts three photos of CEIBA's

¹ Per the MCOE Transportation Division 2022-2023 Back to School In-Service Report dated August 1, 2022, Section 5.4: DRIVING POLICIES (EMPTY OR LOADED), it is mandated that bus drivers "Avoid backing situations while in route." In addition, under Section 7.4.D: STUDENT RELATED POLICIES, specifically for Loading and Unloading at School Sites, the policy instructs drivers to "Never back up while at a school site."

SEMI-TRUCK TRAFFIC REVIEW IN VICINITY OF CEIBA CHARTER SCHOOL

school bus activity, where county school buses and private charter buses are parking in the Golden Brands lot and shared driveway. They are unloading CEIBA students there during business hours of the trucking business, **a dangerous activity**, and an accident waiting to happen because of the potential for blocking incoming traffic from SR 129, and a westbound vehicle or semi-truck hitting that blocked car or semi-truck and sending it into the children who are being loading or unloaded from parked boarding buses in the driveway.



A. County School Buses Parked in Golden Brands Parking Lot Transporting CEIBA Students



B. County School Buses Parked in Golden Brands Parking Lot Unloading CEIBA Students



C. County School Bus Driver Departing Golden Brands Parking Lot After Unloading Students



FIGURE 4. COUNTY AND PRIVATE SCHOOL BUSES TRANSPORTING CEIBA STUDENTS

Discovery Charters is a local business which provides contracted passenger bus service. Two Discovery charter buses were observed turning from the left-turn lane on eastbound Highway 129 into Golden Brands' eastern driveway, driving deep into the beer distributor's operational lot (including the loading docks), in order to turn around. One of the buses partially backed into CEIBA's campus (while parents were driving vehicles along CEIBA's traffic circulation loop for student pick-up), and the other bus then parked in front of the first bus in the driveway facing Riverside Drive. Students walk and/or run from the driveway into the traffic circulation loop.

This observed activity is occurring in the context of a serious confounding factor. As was recently disclosed to the Watsonville City Planning Commission and City Council, Golden Brands truck and loading activities are operating significantly beyond safe and orderly capacities.² Within this context, it is very dangerous to Golden Brands' employees, working in the docking area and driving out of the eastern driveway, to have to navigate around CEIBA staff, students, and chartered buses. Accidents are likely to occur since visibility is limited and drivers are unfamiliar with student activity. Parked buses in the shared driveway of an active beer distributorship create special hazards and complications for incoming traffic from Highway 129, leading to backups or collisions.

We also observed that Monterey County Office of Education yellow school buses (two at a time) were being used to drop off and pick up students while directly parked in the shoulder of SR 129 while high-speed traffic was passing these buses with students present and unloading. It was also observed that the mandatory red flashing STOP SIGN mounted to these buses was not deployed, creating an extreme

² Pehr Peterson presented to the Watsonville Planning Commission on March 21, 2023 and to the Watsonville City Council on April 11, 2023.

SEMI-TRUCK TRAFFIC REVIEW IN VICINITY OF CEIBA CHARTER SCHOOL

safety hazard for the CEIBA students, who were also crossing the Golden Brands driveway and parking lot to get to the back gate, all while semi-truck activity was possible. No traffic control at all was used in this dangerous drop-off. Figure 5 denotes this activity below.



A. Two MCOE School Buses Dropping Off Students along California Highway 129



B. CEIBA Students Walking across the 260 W. Riverside Driveway into the Emergency Vehicle Entrance



C. Two MCOE School Buses Dropping off Students along California Highway 129

FIGURE 5. COUNTY BUSES TRANSPORTING CEIBA STUDENTS

ISSUES WITH CEIBA'S SCHOOL BUS PICK-UP AND DROP-OFF PROCEDURE

CEIBA has formal school bus procedures that are codified in a policy document.³ On April 12, 2023, Ceiba Principal, Josh Ripp, informed the City of Watsonville's Community Development Director Suzi Merriam that "Ceiba developed this bus pick-up and drop-off procedure in collaboration with bus drivers and bus companies" and that "Ceiba sends this slide deck to all bus companies that will be transporting Ceiba students." That policy is fraught with problems, and there seems to be no good solution to the safety breaches taking place, no matter where CEIBA students board or get off the buses. The location is (1) in a hazard zone with high traffic volume posing the risk of bus interaction with commercial vehicles, (2) in the presence of an adult-oriented business unsuitable for children and teenagers, and (3) uses a driveway that was not designed or approved for safety protocols necessary for a school bus access.

Figure 6 shows CEIBA's school bus procedures, which the City of Watsonville has accepted.

Inaccurate Representation of Bus Navigation and Driveway: CEIBA's bus procedures have multiple inaccuracies. First, these procedures do not accurately depict the bus navigation that inevitably occurs upon trying to enter CEIBA's lot. Due to space limitations, buses cannot turn directly into CEIBA's entrance on 215 Locust Street. As an alternative, CEIBA has been directing buses to enter the adjacent industrial property at 270 W. Riverside Drive. On that property, the buses need to turnaround in a constrained area where semi-truck activity is taking place. In order to back the buses in CEIBA's campus, bus drivers then must turn to Riverside and block the driveway in the process, causing significant congestion in a lot that already lacks operational safety. Backing into a school site poses a high safety risk due to limited site visibility, a concern particularly acute during periods when Ceiba's school queue is active, as evidenced by photos in Ceiba's bus procedure. Secondly, CEIBA denotes the driveway as "Sakata Lane." The shared driveway is not a public way. The Santa Cruz County Surveyor's Office does not indicate that the driveway is part of Sakata Lane.

Western Driveway Access: CEIBA's bus procedures indicate that buses use the substandard western driveway. This driveway is inadequate for large trucks and buses, due to turning radius issues, which will result in buses backing on the state highway causing a hazardous condition. Additionally, as noted in Figure 1, there are multiple obstacles for a bus turning from the western driveway into the lot, due to large number of semi-trailers parked where small vehicle parking is designated.

³ "Ceiba College Prep Bus Pick-up and Drop-off Procedure," which was included in the City of Watsonville Agenda Packet dated May 9, 2023 <https://pub-cityofwatsonville.escribemeetings.com/FileStream.ashx?DocumentId=14821>, pages 70-73.

SEMI-TRUCK TRAFFIC REVIEW IN VICINITY OF CEIBA CHARTER SCHOOL

Eastern Driveway Access: The eastern driveway was never intended or designed for school bus ingress/egress. Whether county school buses or private chartered buses enter from the westbound lane or the eastbound left turn lane, the eastern driveway is not wide enough and poses significant issues. From the westbound lane, the bus will likely have to slow down or completely stop on the highway in order to turn into the driveway. Traffic following behind the bus in the 45-mph zone will then need to come to a complete stop, making vehicles vulnerable to potential accidents. Eastbound buses on Riverside Drive can enter the driveway from the left-hand turn lane. Regardless of which approach is used, the buses will then be required to execute multi-point turns around in the loading dock area, semi-trailer parking lot, and/or driveway itself in order to orient to Riverside Drive.

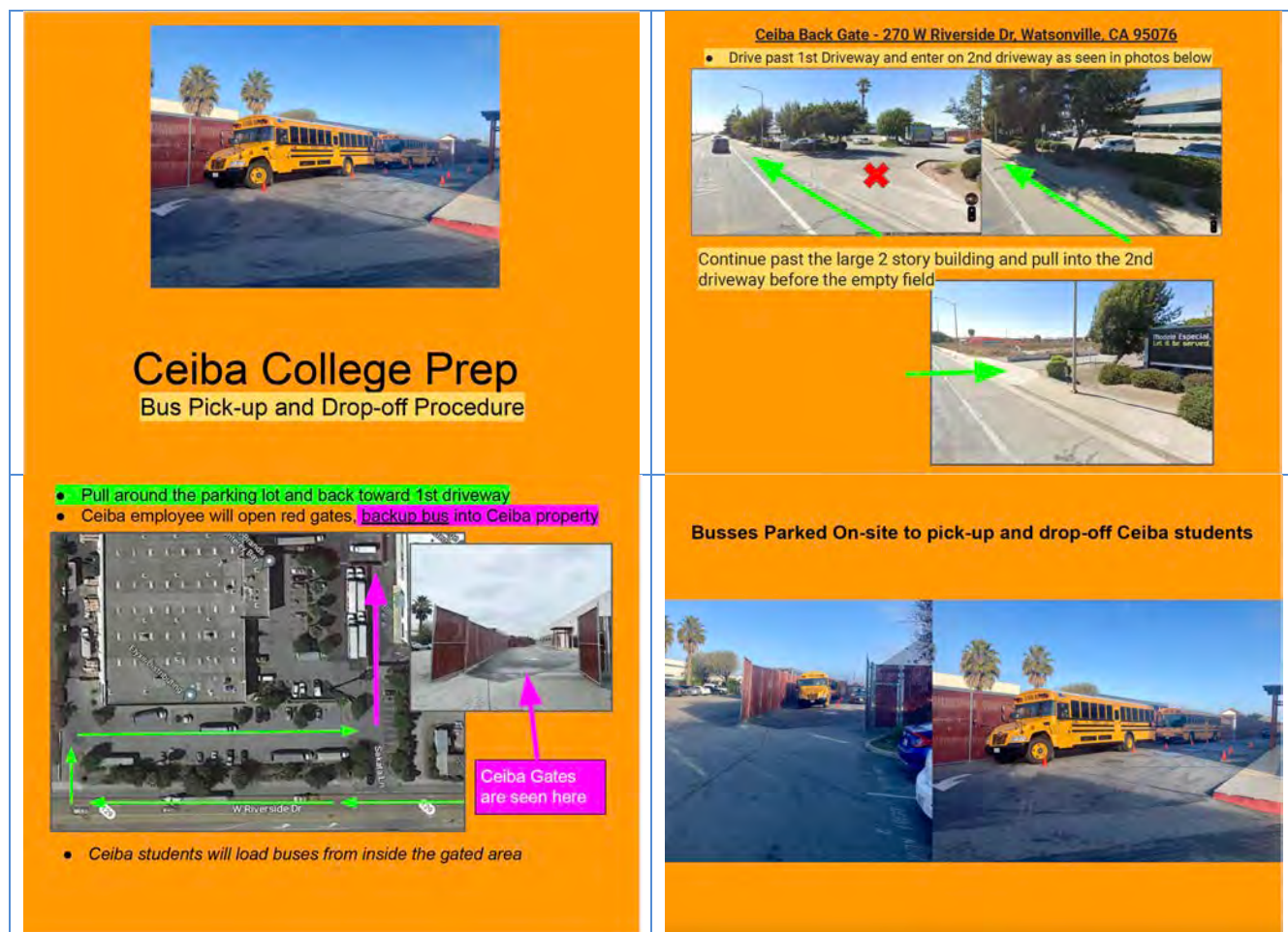


FIGURE 6. CEIBA SCHOOL BUS PICK-UP AND DROP-OFF PROCEDURE

Violating ADA Compliance: CEIBA's bus procedures instruct school bus drivers to park onsite at the western side of the building along the school's parent pick-up/drop-off traffic loop. The photos in the procedure show the school uses orange cones to block off accessible parking spaces rendering them unusable and repurposes these parking spaces for the school traffic loop. The Americans with Disabilities Act (ADA) mandates that public and private schools provide accessible parking spaces.

SEMI-TRUCK TRAFFIC REVIEW IN VICINITY OF CEIBA CHARTER SCHOOL

Using such spaces for other purposes violates ADA requirements if it limits disabled access. Changing established accessible parking designations conflicts with state and local codes governing required parking ratios. Allowing driving and loading in marked accessible parking spots creates confusion and unsafe conditions for those requiring disability access. CEIBA is improvising ad hoc school bus procedures in order to conduct passenger loading for their events. In the process, they are degrading the accessible parking functionality.

CITY OF WATSONVILLE'S ANALYSIS ON CEIBA'S HIGHWAY 129 ACCESS AND SAFE ROUTES TO SCHOOL

This report provides analysis of a number of serious safety issues relating to how CEIBA uses its Riverside Drive access. This state of affairs is concerning given the location of the access on a major state highway and the sensitive nature of the use occurring there, namely a children's school.

Historical records clarify how these safety defects have come to be. During CEIBA's entitlement process, there does **not** appear to be any study or review done for CEIBA's use of the Riverside Drive access. This appears to have occurred due to a decision by City Officials to prohibit use of the access.

The City clearly established a context of how the access was analyzed. This is evidenced by the 2013 RBF CEIBA Charter School Traffic Analysis Report dated January 10, 2013, which stated that, "It is anticipated that the current access on SR 129 (Riverside Drive) will be removed..." This is also evidenced by the statements made during the 2013 Watsonville Planning Commission Meeting when Principal Planner Keith Boyle publicly declared to the Commission that that there will be no traffic access to Riverside Drive. This is further evidenced by the 2013 Use Permit Condition of Approval Number 18, which states that "The Riverside Drive access shall not be utilized."

The relevant public agency having jurisdiction over traffic impacts on the adjacent state highway is Caltrans. A review of the relevant public documents establishes that Watsonville City officials provided no notice to Caltrans of the proposed use of the access by the school. The lack of notice to Caltrans implies that the Riverside Drive access would never be utilized.

Even though the Riverside Drive access was not authorized for use, it is a fact that CEIBA is currently using the access for school buses, as well as several other uses.

We did not conduct field observations of each school bus traffic operation that occurred for the study period for this report. Our observations were random samples. Having said that, our review of public information indicates that there have been at least 22 bus trips over a 60-school day period from March 1 to June 6, 2023, when school was in session. An extrapolation of the traffic defects of the sample observations to the actual number of trips occurring indicates that a significant traffic impact on the highway has been enabled without a conforming review and conditioning.

It does not appear that City officials are doing any intervention toward mitigation of this defect of safety and functionality.

Figure 7 shows CEIBA's Safe Routes to School (SRTS) plan. In the top frame of Figure 7 is shown the SRTS recommended walking paths. One notable fact here is that a walking path is designated along westbound State Highway 129. This walking path is on a highway with heavy trucks traveling at high speeds. This is unusual and presents an elevated safety risk. A second notable fact is that a walking path is recommended along westbound Highway 129 between Locust Street and a point approximately 200 feet west of Locust Street, as one of CEIBA's safe walking routes. There does not appear to be a rational reason for designating this area as a walking path, since there are no nearby residences in that sector from which students would be walking to get to the school. This anomalous path should be removed from the SRTS map for clarity. Regarding buses, it is obvious that school buses should not be using the Riverside Drive access, as explained previously. However, if CEIBA does find a suitable location for school bus loading in the future, there should be SRTS guidance created for such a location.



FIGURE 7. CEIBA SCHOOL SAFE ROUTES TO SCHOOL

HOW ADEQUATE IS THE DRIVEWAY FOR SHARED SEMI-TRUCK/SCHOOL USES?

Figure 8 shows the reality of the woefully inadequate eastern driveway throat width, which is barely wide enough to accommodate one incoming semi-truck. If that truck gets blocked by a CEIBA bus parking in the throat of this driveway, it can block SR 129, and an accident involving students could occur if a westbound semi-truck cannot stop in time, bumping the other semi-truck towards the students. Also, if students are on the sidewalk approaching the driveway and cross the lot to get to the back gate of the CEIBA campus, an incoming semi-truck may pose a significant danger to these students, since traffic is not controlled, and no warning (such as a traffic control) is given to the truck drivers using the driveway, both inbound and outbound. This is a reckless traffic situation, a safety breach. Additionally, the line of sight of approaching traffic is obscured by trees and a tall fence, providing no warning for traffic approaching any vehicles entering the Golden Brands lot.

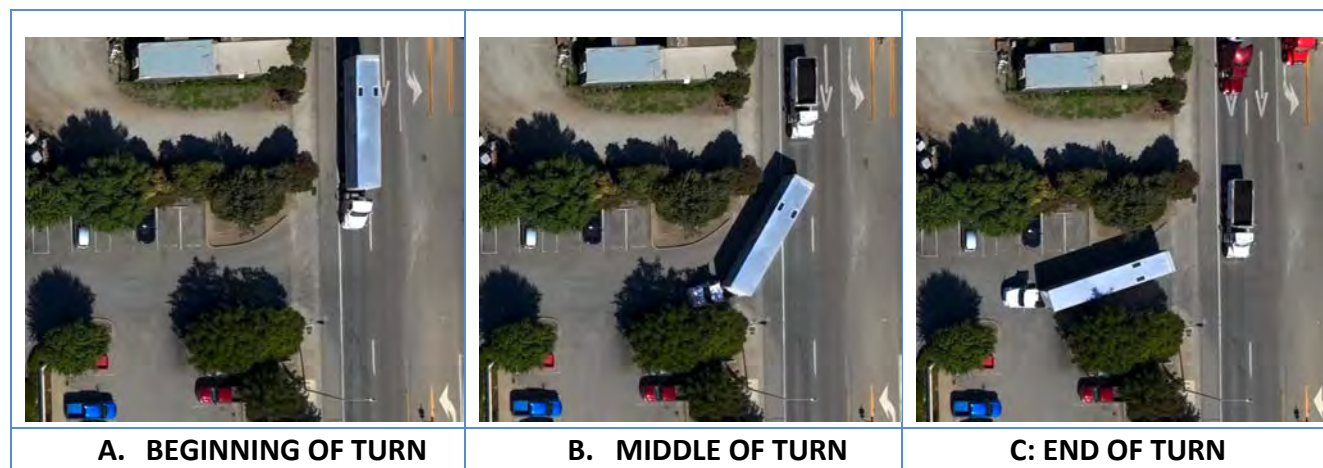


FIGURE 8. A GOLDEN BRANDS 65' LONG SEMI-TRUCK ENTERS THE SITE ON 9/6/2023.

It can be seen in Figure 8 as observed by our drone footage that a 65-foot semi-truck entering the Golden Brands parking lot and docking facility is barely able to make the turn from the WB lane of SR 129 and requires the entire width of the driveway throat opening to complete the turn.⁴ This means that if there were a vehicle exiting the site at the same time, this inbound truck would have to stop, blocking SR 129 (as in the middle position shown above) until the hypothetical outbound vehicle reverses back into the parking lot and moves out of the way. If that outbound vehicle is blocked from behind, then there is a traffic jam extending into the SR 129 highway. This is a dangerous situation,

⁴ Due to being in the shoulder lane of the road, this truck mounted the curb and did not make the turn properly because the driveway is too narrow to accommodate large semi-trucks without taking the whole width of the driveway throat.

and a safety measure is to have trucks enter the site from the EB Left Turn pocket, making a left turn at the Sakata Lane intersection.

However, we see that due to truck driver confusion, limited capacity, and staging challenges at the Golden Brands site, there are trucks that cannot enter into the site, and use SR 129 as an extension to their operations, routinely blocking SR 129.⁵ We observed that a semi-truck waiting to get into the Golden Brands parking lot from the EBL on SR 129 at Sakata Lane actually just parked their truck in the left turn lane. That semi-truck blocked the left turn pocket there for 10 minutes, and drivers behind were forced to make dangerous moves to get beyond that truck. A motorcycle passed on the left, and another vehicle pulled into SR 129 traffic lanes to pass, and then turned into Golden Brands with no left turn lane since it was blocked by the parked semi-truck. The driver got out of the truck to talk to someone at the lot. We also observed that for every semi-truck entering Golden Brands driveway from the eastbound SR 129 direction there were two semi-trucks entering from the westbound direction of SR 129 (similar to what was shown in Figure 8).

WHY IS IT IMPORTANT TO DISCUSS TRUCK SIZES AND PARKING

Truck size and parking is crucial to address because CEIBA is mixing its operations with the semi-truck operations of the Golden Brands lot, a lot where the City of Watsonville has acknowledged that Golden Brands lacks operational safety. Both Monterey County Office of Education buses and private bus charters transport CEIBA students to the Golden Brands parking lot, which is very busy with truck traffic. It is dangerous to load students onto and off of a large bus that is parked among semi-trucks and then have those students walk amongst those trucks to get to the back gate. Pehr Peterson, director of construction for Reyes Holdings (owner of Golden Brands) said:

“Currently we have to shuttle trailers in and out of dock positions. We have to shuttle them multiple times during the day at the night on weekends.”⁶

Because the parking lot and loading areas on the site are small and insufficient for their needs, there is an increase of semi-truck parking maneuvers, backing, etc., and moving the trailers to other locations where small vehicles normally park (see Figure 1 for proof of this taking place on the front parking area of Golden Brands).

⁵ Multiple videos have documented these dangerous maneuvers, including semi-trucks actually backing on SR 129 in the wrong direction of westbound lanes to pass the driveway and take another run at the driveway.

⁶ Pehr Peterson, Director of Construction for Reyes Holdings (owner of Golden Brands) stated that Golden Brands has been operating in its Watsonville center under a lease. One thing that became apparent upon acquiring Elyxir Distributing in 2020 was that it was too small for the company's growth, “We knew that coming in on day one, that the building was a bottleneck farm.”

Figure 9 shows that even a 65' truck will **barely** make it into the driveway, by occupying the whole width of the driveway without regard for any outbound vehicles. The site only has one driveway that can be used for semi-trucks. The second smaller driveway on the west side is narrow and cannot accommodate large trucks, but can handle ordinary cars or vehicles of employees, etc. There is a NO TRUCKS sign at this driveway entrance. Some trucks parked on the lot were measured to be 65' long. The average length of a semi-truck is 72' long (the CA STAA standard, see Appendix for details and a copy of the Caltrans Truck Turning Template Standard for this type of semi-truck), but the California Legal Design 65' long standard was used to evaluate these driveways.



What this means is that there is serious semi-truck activity taking place at the Golden Brands business parking-staging-loading dock lot, which is at least two times over capacity for the site. A 65' semi-truck is barely able to enter the Golden Brands lot's eastern driveway as shown in Figure 9 (this movement **requires** that no outbound traffic is exiting at the same time, because there would be no room to complete the inbound truck turn, and the truck would stop and block westbound SR 129). We have routinely observed trucks backing up onto the highway when this occurs.

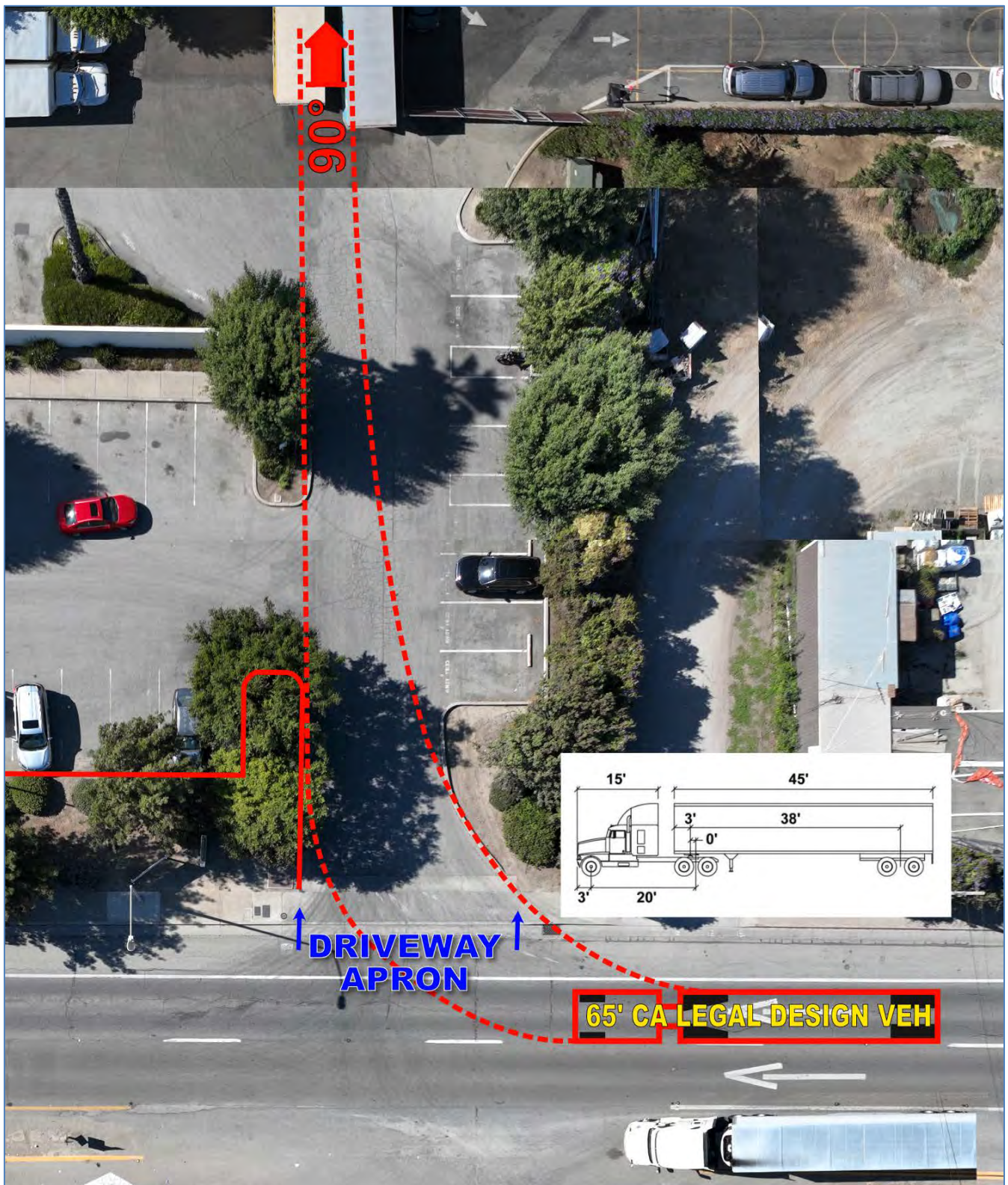


FIGURE 9. GOLDEN BRANDS PARKING LOT DRIVEWAY: CA LEGAL DESIGN VEHICLE TEST

The Golden Brands site eastern driveway is completely inadequate to handle inbound semi-truck traffic from westbound SR 129 due to the narrow throat width. An additional 20 feet of driveway width is required to meet minimum standard for driveway access for a semi-truck. The Caltrans Truck Turn Template (red lines in Figure 9) was used to evaluate the Golden Brands site driveway and was found to be inadequate as shown⁷. When a semi-truck enters from the westbound direction of SR 129, the outbound lane of the driveway is completely overrun. If an outbound vehicle is in the way, then the semi-truck cannot enter, blocking westbound SR 129 lanes until the blockage is removed.

Caltrans has previously commented on this driveway and their conclusions in the Encroachment Permit Application Review said that the driveway was too narrow to accommodate both directions of driveway traffic if a semi-truck is entering the site from westbound SR 129. This note from the application is shown in Figure 10 below. The full page of the Caltrans encroachment permit is shown in the Appendix.

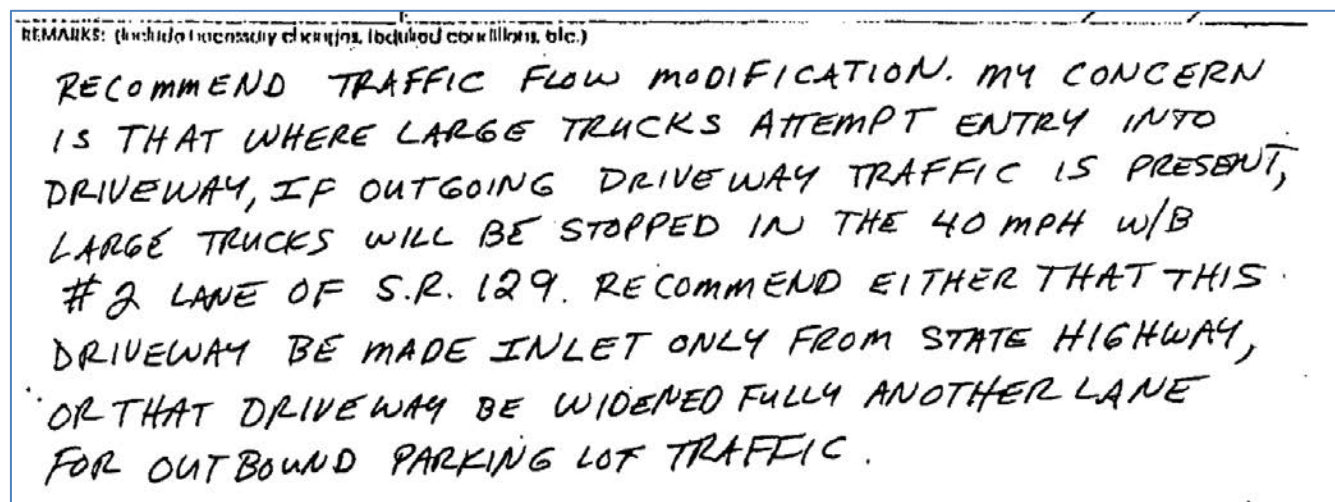


FIGURE 10. CALTRANS ENCROACHMENT PERMIT NO. 0598 6RC 0500, JULY 31, 1998, "REMARKS"

TRUCK TRAFFIC PROXIMATE TO STUDENTS IS A DANGER TO STUDENTS

According to the [National Highway Traffic Safety Administration](#) (NHTSA), almost three-quarters of pedestrian fatalities occur in urban settings. The [Insurance Institute for Highway Safety](#) found that pedestrians accounted for 15% of all deaths involving large trucks the same year. Pedestrians are already overrepresented in truck accident fatalities statistics, even without being next to a school where the pedestrian count is dramatically increased. Pedestrians struck by large trucks are more likely

⁷ See Appendix for a copy of the official Caltrans Truck Turning Template used in Figure 8.

to die of their injuries than pedestrians who are struck by smaller vehicles. This is a fact that the statistics bear out.⁸

CEIBA Students are walking and also being dropped off with semi-truck traffic in the mix. Watsonville already has the worst pedestrian accident record in the State of California for cities of its size⁹. Various dangers of schools near semi-trucks in a heavy industrial zone include:

1. **An Increased Risk of Accidents:** *Semi-trucks are larger and heavier than passenger vehicles, cannot stop as quick as a car, which means accidents involving trucks near schools can have more severe consequences, especially for pedestrians and students.*
2. **Vulnerability of Children:** *Children are less visible to truck drivers due to their height, due to a lack of visibility by truck drivers, and children may not fully understand the dangers posed by large trucks, making them more vulnerable to accidents.*
3. **Air Pollution:** *Semi-trucks are known to emit significant amounts of pollutants which is why locating a school near to a heavy industrial use in a heavy industrial zone is dangerous to health (leading to respiratory problems).*
4. **Noise Pollution:** *The noise generated by heavy truck traffic can disrupt the learning environment in schools, affecting students' concentration and overall well-being.*
5. **Traffic Congestion:** *The location of a school in the presence of constant semi-trucks can contribute to traffic congestion during drop-off and pick-up times (which is taking place on SR 129 between Locust and Sakata (next to CEIBA). Congestion poses obvious safety risks for students and pedestrians.*
6. **Pedestrian Safety:** *The presence of large trucks can make walking to school more dangerous, as students may need to cross busy roads or navigate through crowded intersections, or worse, through a trucking parking lot (currently taking place with CEIBA students getting off buses in a commercial semi-truck parking lot with semi-trucks loading and unloading, backing, and parking taking place continually).*

These well-known points prompt the question, **why was a heavy industrial zoning parcel used for a school campus in the first place?** It is not possible to create a truck route to avoid the school. The CEIBA charter school was placed in the epicenter of a heavy industrial zone with a high-speed Caltrans highway running right through it.

⁸ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811888>

⁹ Statistics are available on the City of Watsonville's website: <https://www.watsonville.gov/DocumentCenter/View/7837/Impact-of-Traffic-Violence-on-City-of-Watsonville>

WHY SEMI-TRUCK TRAFFIC AT 45 MPH CAN'T STOP IN TIME FOR STUDENTS

The hazards of semi-truck traffic are well-known, especially in parking facilities where during a turning movement, the visibility through mirrors is limited on the side of the turn. The potential for accidental knocking over of a pedestrian as the trailer sidewall sweeps towards the turn, and the follow-up potential for running over the pedestrian by rear wheels is high. This is because of the hinge of the truck and trailer, and the mirror being mounted to the front truck, in a turn, faces the side of the trailer and does not always show where a pedestrian might be standing or walking on a corner or in a lot.

STOPPING SIGHT DISTANCE EXPLAINED.

This important and little understood factor is addressed here because it is so important to the need for improved safety along Highway 129 in the vicinity of CEIBA. A semitruck going 50 mph needs about 700 feet to come to a complete stop¹⁰.

The Caltrans Table 201.1 (at right) indicates that 430 feet of stopping sight distance is needed at 50 mph for a car to stop. Even going only 25 mph, a car needs about 150 feet to stop, and a semitruck at 25 mph needs about 250 feet to stop.

**Table 201.1
Sight Distance Standards**

Design Speed ⁽¹⁾ (mph)	Stopping ⁽²⁾ (ft)	Passing (ft)
10	50	---
15	100	---
20	125	800
25	150	950
30	200	1,100
35	250	1,300
40	300	1,500
45	360	1,650
50	430	1,800
55	500	1,950
60	580	2,100

NOT ENOUGH DISTANCE FOR SEMI-TRUCKS TO STOP.

Along Highway 129 between Walker Street and Locust Street there is not enough distance for large semitruck to stop if a car pulls out mid-block (only 200 feet from Walker) or at Locust Street, or along any portion of the segment from Walker Street to Sakata Lane, an 800-foot distance. Figure 6 shows the measured speeds of traffic on SR 129 in the vicinity of CEIBA (between Walker and Sakata), the average speed being 44 mph in each direction. This high-speed highway is one of the main reasons that the CEIBA school should never have been placed in this Heavy Industrial Zone. SR 129 is surrounded by Heavy Industrial Zoning on both sides in the vicinity of where the CEIBA school was located. This Heavy Industrial Zoning is frequented by large semi-trucks, and over one out of every 10 vehicles on SR 129 is a large truck, over half of these being a long semi-truck. There is insufficient sight distance at the driveway of 260 W. Riverside when a semi-truck or car is parked in the shoulder, blocking the view of high-speed westbound oncoming traffic on SR 129. We observed these ongoing conditions in our field inspections.

¹⁰ See Figure 6, "Comparison of stopping sight distance requirements for trucks with AASHTO criteria" in US Transportation Research Board (TRB) publication found at: <https://onlinepubs.trb.org/Onlinepubs/trr/1989/1208/1208-005.pdf> (also see Appendix Exhibit 1).

SAKATA LANE INTERSECTION IS DANGEROUS: SEMI-TRUCK AND SCHOOL TRAFFIC MIX

Trucks are numerous (12% of traffic in the area is truck traffic) and the drivers are faced with the daunting task of trying to avoid these near misses with small vehicles darting into and out of temporary parking, and then some making U-turns in the middle of the street. When drivers of students are late for school and compete with others or are in a hurry to get on to work, etc., we were able to observe numerous similar situations where near misses happened. These were documented with drone video. An entire contiguous 72 minutes of aerial drone video of these streets was captured, showing the events on Highway 129, Locust Street, 2nd Street, and even Walker Street.

The semi-truck is extremely unforgiving to a passenger car in a rear-end or broadside collision. The average speed on SR 129 near CEIBA was 44 mph, just under the posted speed limit of 45 mph. Our observations of traffic speeds would indicate that a 50-mph speed limit could be recommended based on the 85th percentile speed threshold, since the average is already 44 mph (see Appendix for more detail on how speeds limits are set).



FIGURE 11. MEASURED SPEEDS ON SR 129 IN THE VICINITY OF CEIBA

Summary of the CEIBA School Bus Procedures in the Industrial Zone

The following points summarize PRISM Engineering's evaluation of the CEIBA school bus situation:

- CEIBA is located in the middle of a Heavy Industrial Zone and as such, will always be conflicting with semi-truck traffic. Mixing any school's students with semi-truck traffic is unsafe at any time. especially on this lot, given its proximity to the State Highway and neighboring traffic at the intersection of Highway 129 and Sakata Lane.
- The City of Watsonville is **well aware of the dangers** posed on Golden Brands' beer distributor lot and is approving and enabling **unsafe bus procedures and protocols** on this lot that will compound existing traffic issues on neighboring roadways as well as present potential ADA compliance issues.
- Despite citizen complaints submitted as well as a formal letter from an involved attorney, Watsonville City Officials have not responded to the safety issues of CEIBA's bus procedures.
- Locust Street is too narrow to accommodate a bus trying to enter the CEIBA campus. Even if it could get inside, the turn radii are too small to accommodate a turn, let alone a turn around to get out. Additionally, if these buses parked on Locust Street, traffic would be greatly impacted.
- SR 129 (Riverside Drive) is a state highway with four lanes and a painted median. This means that school buses are vulnerable from BOTH directions of SR 129's high speed 45-50 mph traffic. If a school bus stops on SR 129, the red lights must flash and all traffic on SR 129 should come to a stop.
 - However, the Monterey Office of Education school buses are not operating flashers and do not extend a flashing STOP sign on the buses when we observed this activity on SR 129 just west of the intersection of Sakata and SR 129.
- Monterey County has a school bus policy and procedure that is not being followed for transporting CEIBA students loading and debarking on SR 129 as shown in Figure 12.

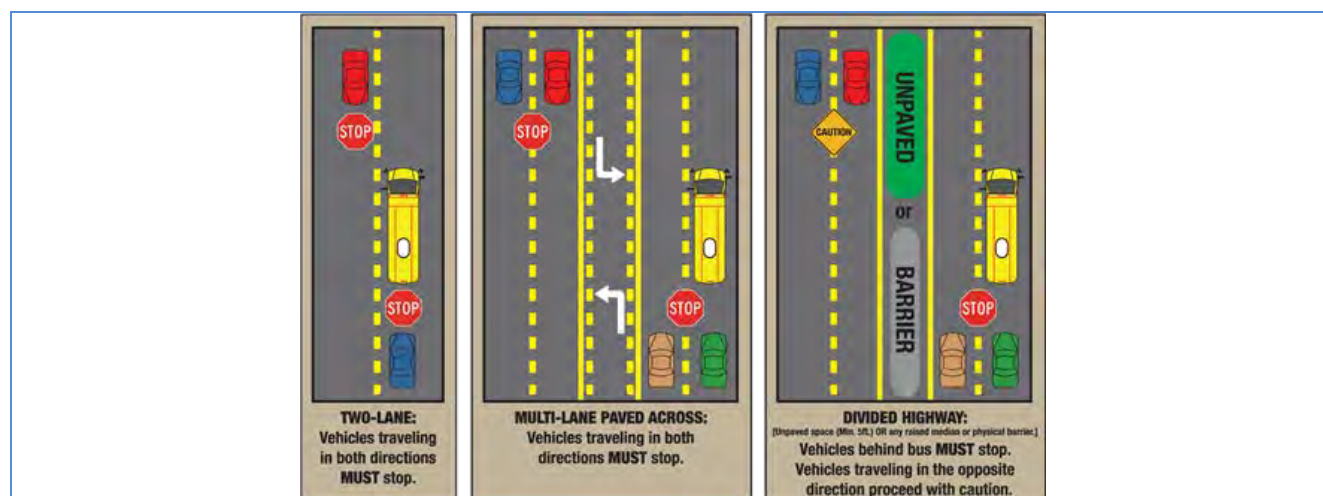


FIGURE 12. MONTEREY COUNTY SCHOOL BUS POLICY AND PROCEDURE FOR STOPPING RULES

Additionally, CEIBA does not follow its own bus procedures detailed in the School Bus and Passenger section of its 2023-24 Family-Student Handbook, which states:

All students who transported in a school bus or school student activity bus shall receive instruction in school bus emergency procedures and passenger safety. A copy of the complete Policy is available upon request at the main office and on the school website. Buses are expected to pick-up and drop off students on site.

It does not appear that the school bus emergency procedures and passenger safety policy referenced in the Handbook are available on the school's website.

The safety and well-being of students should always be the top priority as should the safety of employees and drivers on Highway 129. CEIBA should be required to find a different location outside of the industrial zone to conduct its school bus operations. Suggested options could be partnering with neighboring schools like Radcliff, Navigator (Watsonville Prep School), Watsonville High School and/or the downtown Metro station.

APPENDIX

The Golden Brands site driveway is completely inadequate to handle inbound semi-truck traffic from westbound SR 129 due to the narrow throat width. An additional 20 feet of driveway width is required to meet minimum standard for driveway access for a semi-truck. The following Caltrans Truck Turn Template was used to evaluate the Golden Brands site driveway and was found to be inadequate as shown in Figure 6 of this report.

TEMPLATE FOR A 65' SEMI-TRUCK CALIFORNIA LEGAL DESIGN VEHICLE.

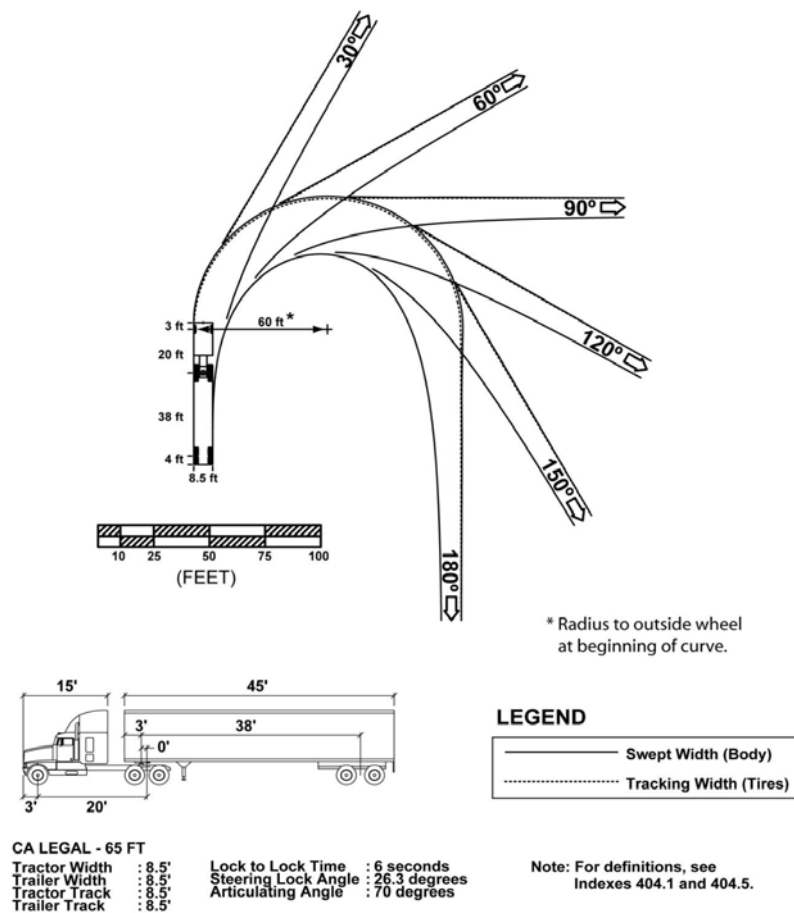
400-22

Highway Design Manual

July 1, 2020

Figure 404.5D

California Legal Design Vehicle 60-Foot Radius



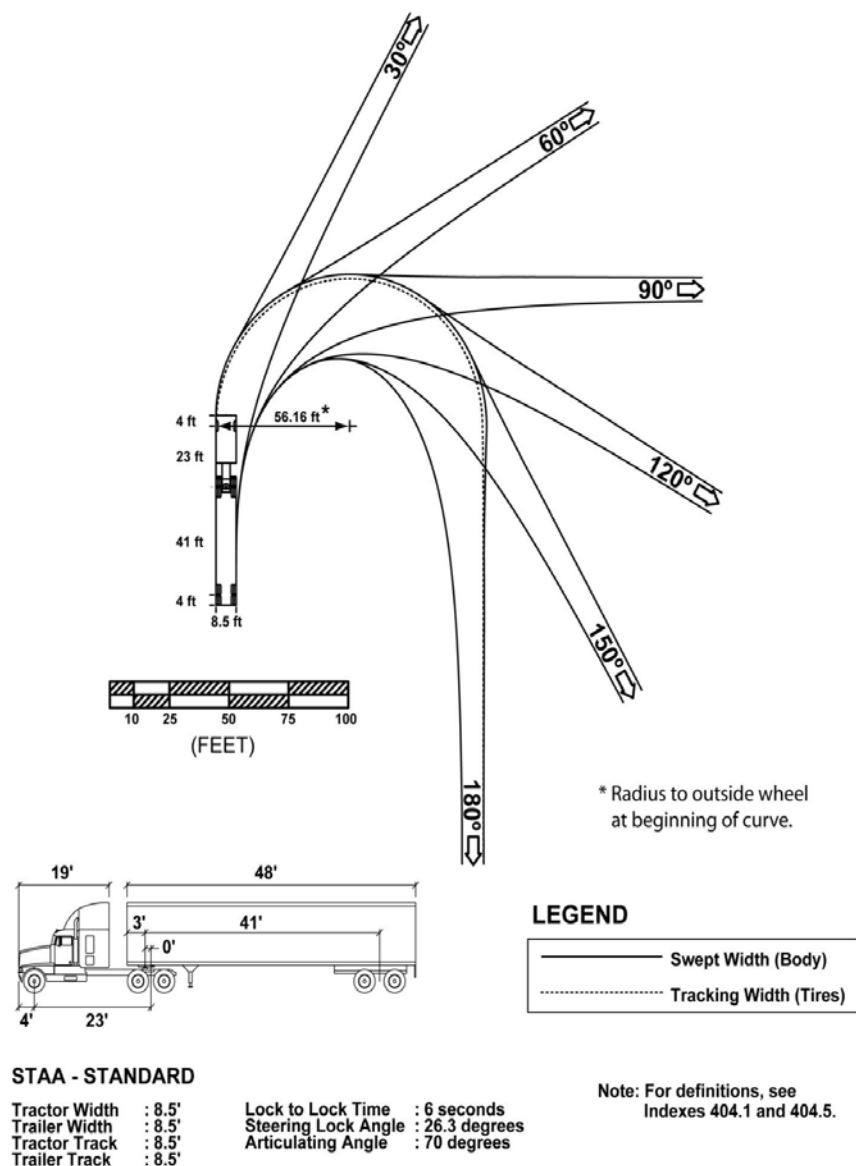
TEMPLATE FOR A 65' SEMI-TRUCK CALIFORNIA LEGAL DESIGN VEHICLE.

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Figure 404.5A

STAA Design Vehicle 56-Foot Radius



TEMPLATE FOR A 72' SEMI-TRUCK STAA DESIGN VEHICLE.

Although this template was not used in this study due to the larger sizes of the semi-trucks it applies to, it shows that the longer trucks need an even wider “sweep” area when compared to the previous CA Legal Design 64' semi-trucks, and so making a turn is even more difficult to avoid obstacles on the inside of the turn curve (such as curbs, poles, vehicles, or pedestrians). Much more care is needed to make sure the roadways and intersections are large enough to handle these large trucks.

CALTRANS JULY 31, 1998, ENCROACHMENT PERMIT APPLICATION REVIEW FOR DRIVEWAY

Harwood et al.

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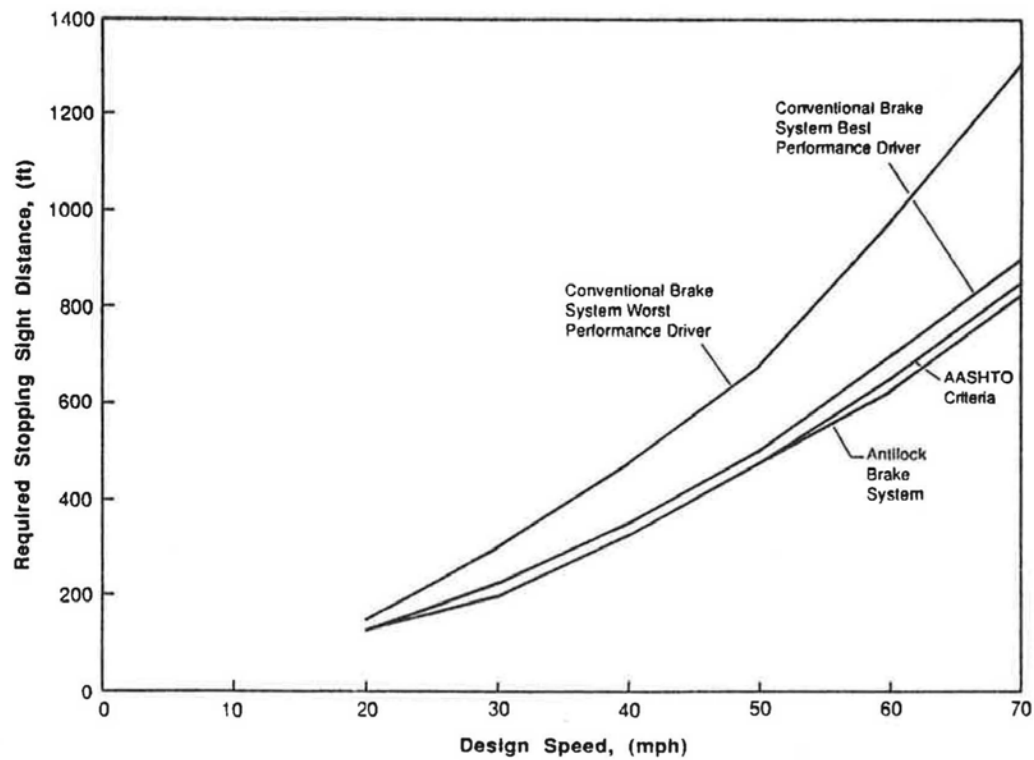


FIGURE 6 Comparison of stopping sight distance requirements for trucks with current AASHTO criteria.

(FIGURE 6 FROM STOPPING SIGHT DISTANCE DESIGN FOR LARGE TRUCKS, FROM TRB.ORG PUBLICATION TRANSPORTATION RESEARCH RECORD 1208)

HOW SPEED LIMITS ARE SET

VEHICLE SPEED SURVEYS USING AERIAL VIDEO AND STOPWATCH. When speed surveys are done by radar speed guns, the highest speed attained is recorded, even if it was only for a second or two. In our survey we calculated the average speed of a free-flow vehicle and recorded that value, paying no attention to the highs or lows of the two-block distance traveled on westbound Highway 129 (W. Riverside Drive) from Walker Street to Sakata Lane. 40 samples were measured, taking care to only sample a “free flowing” vehicle so that it would truly represent the speed that a driver would take if there were no restraints or blockage on the roadway. The speed was calculated based on the factor of 60 mph = 88 feet per second. By calculating the number of seconds it took for a vehicle to travel from the Walker Street crosswalk to the first curb return of Sakata Lane, a distance of 800 feet, the speed can be calculated by the following formula:

$$\text{MPH} = (800 \text{ FT} / \text{X SECS}) * (60 \text{ MPH} / 88 \text{ FT} / \text{SEC})$$

In Figure 1 below it shows the various average speeds that were sampled and calculated from seconds (measured to the 1/10 of a second using a stopwatch) and computed into miles per hour (mph).

These are not the highest speeds observed (a radar speed survey would report the highest speed of any vehicle sampled), but these are the average speeds of a single vehicle over the entire two block distance of 800 feet. This means that the highest speed of each vehicle is not shown (which would be shown and used to set speed limits).

Even so, the average speed of these vehicles was 44 mph, but if this were a radar speed survey the speed values would be higher, and especially since the 85th percentile of these average speeds is about 50 mph. A California Traffic Engineer would recommend setting the speed limit at 50 mph, but Caltrans has it set at 45 mph. If the highest speeds observed by radar were used to set the speed limit, there is no doubt in my judgment that the radar speed survey would have an 85th percentile speed of 55 mph or higher, since the average speeds which we measured put it at 50 mph.

SEMI-TRUCK TRAFFIC REVIEW IN VICINITY OF CEIBA CHARTER SCHOOL

CALTRANS TOTAL TRAFFIC COUNTS (YEAR 2021) WITH DIRECTIONAL INFO¹¹

DISTRICT	ROUTE	ROUTE_SFX	COUNTY	PM_PFX	PM	PM_SFX	LOCATION DESCRIPTION	BACK_PEAK_HOUR	BACK_PEAK_MADT	BACK_AADT	AHEAD_PEAK_HOUR	AHEAD_PEAK_MADT	AHEAD_AADT
05	129	SCR	L	0			JCT. RTE. 1						
05	129	SCR	L	1.469			MAIN ST	2600	27500	20900	1650	30000	17500
05	129	SCR		.54			WATSONVILLE, BLACKBURN STREET	2400	28500	21500	1300	16400	13400
05	129	SCR		1.4			LAKEVIEW ROAD	1300	15900	13000	1350	15800	12000
05	129	SCR		3.35			CARLTON ROAD	970	10600	10200	930	12100	10000
05	129	SCR		7.2			ROGGE LANE	920	12400	10300	930	10300	10000
05	129	SCR		9.998			SAN BENITO/SANTA CLARA COUNTY LINE	840	9400	9400			
05	129	SBT		0			SAN BENITO/SANTA CLARA COUNTY LINE				940	9000	9300
05	129	SBT	R	2.644			JCT. RTE. 101	760	9900	9200			

TRUCK TRAFFIC COUNTS (YEAR 2021) WITH TOTALS AND ALSO AXLE PERCENTAGES

RTE	RTE_SFX	DIST	CNTY	PM_PFX	POSTMILE	PM_SFX	LEG	DESCRIPTION	VEHICLE_AADT_TOTAL	TOT_TRK_AADT	TRK_PERCENT_TOT	TRK_2_AXLE	TRK_2_AXLE_PCT	TRK_3_AXLE	TRK_3_AXLE_PCT
128	03	YOL			4.590		A	COUNTY ROAD 86	2200	131	5.95	81	62.18	21	15.97
128	03	YOL			8.770		B	WINTERS, RAILROAD STREET	9900	347	3.50				9.50
128	03	YOL			9.835		B	JCT. RTE. 505	11600	879	7.58				6.16
129	05	SCR	L	0.000			A	JCT. RTE. 1	17500	1015	5.80				1.10
129	05	SCR		0.540			B	WATSONVILLE, BLACKBURN STREET	21500	2537	11.80				5.40
129	05	SCR		0.540			A	WATSONVILLE, BLACKBURN STREET	13400	2050	15.30				5.50
129	05	SCR		7.200			B	ROGGE LANE	10300	2101	20.40				5.50
129	05	SBT	R	2.644			B	JCT. RTE. 101	9200	2558	27.80				4.40

It can be seen that SR 129 has a very high percentage of trucks (12%) which is normally around 2% on regular roadways that are not State Highways. 53% of these trucks are 2 axle trucks, and the remaining 47% have 3 or more axles with a trailer.

¹¹ <https://dot.ca.gov/programs/traffic-operations/census>

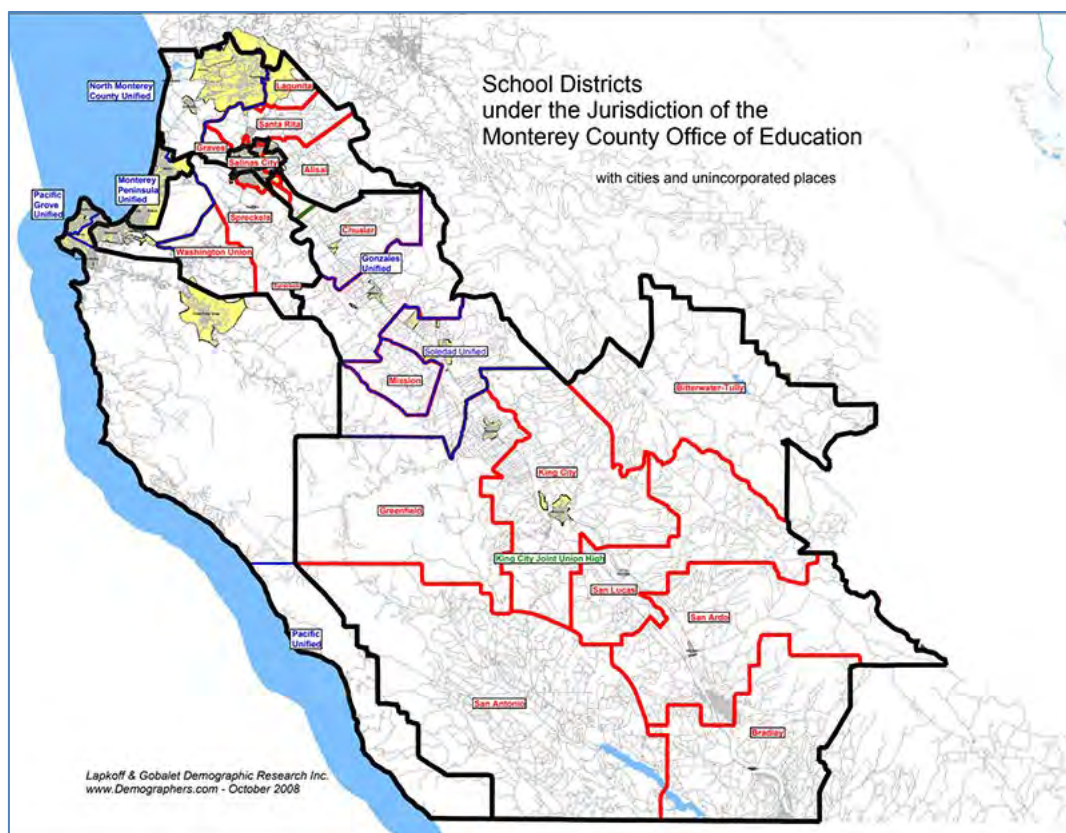
SCHOOL BUS FLASHING LIGHTS AND CA LAWS CONCERNING WHEN TO STOP

In California, **the law** states that:

- Drivers behind school buses must stop when school buses stop and display their flashing red lights (and extend their stop signs, if equipped).
- When school buses stop and display their flashing red lights and extend their stop signs (if equipped) on two-lane roads lacking medians, vehicles on both sides of the road must stop.
- Traffic on both sides of the road must stop on a two-lane road with a center turn lane.
- On a road with four lanes, motorists driving on the side of the road without a stopped school bus may proceed. However, they should exercise extreme caution when doing so.
- Motorists on the side of the road without a stopped school bus may proceed when there is a raised divider.
- Motorists on the side of the road without a stopped school bus may proceed when there is a median.

Drivers can also pass a stopped school bus in the following circumstances:

- When the red lights stop flashing and the stop sign is no longer extended;
- When the bus driver indicates that they may pass;
- When the bus begins moving again.



MONTEREY COUNTY OFFICE OF EDUCATION SCHOOL DISTRICTS MAP

The Impact of Traffic Violence on the City of Watsonville



Primary Collision Factors

Two factors are 3x more likely to cause crashes in the City of Watsonville than any other factor:

- **Unsafe speed**
(26.4% of all crashes)
- **Right of way violations**
(29.5% of all crashes)



What does it take to become a Vision Zero City?

The first step is for a city council or county board of supervisors to make a public commitment to preventing all roadway deaths and life altering injuries.

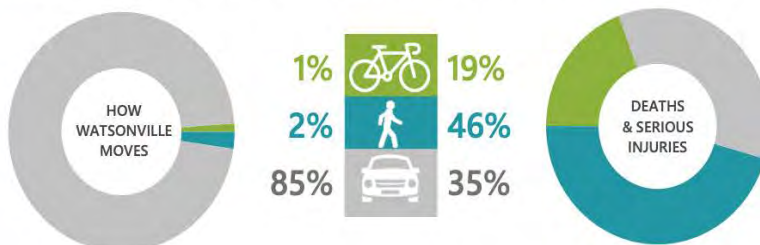
How Watsonville Compares

Watsonville ranks **1st WORST** for injuries and fatalities among pedestrians under the age of 15, and **4th worst** for pedestrians overall.*

*When compared to 105 California cities of similar size, 2014 OTS Rankings

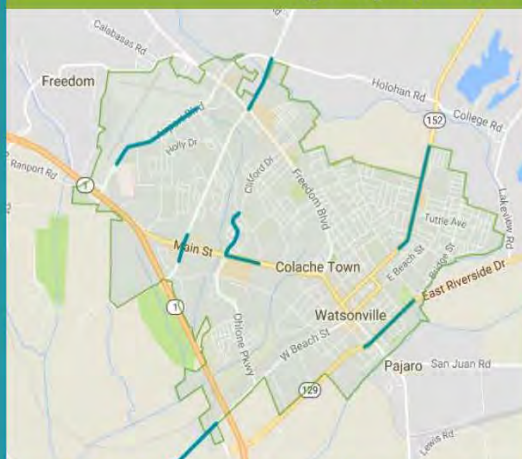


Watsonville Travel Mode vs. Traffic Deaths & Serious Injuries



Source: ACS 5-year estimates, Commute Mode age 16+; CHP SWITRS 2010-2014

High-Injury Corridors



All of these streets are in low-income neighborhoods.

30%
of fatal & serious
injury crashes occur on
2 miles
(2.2%) of city streets.

An additional **25%**
of fatal & serious
injury crashes occur on
1.9 miles
of the State highways
within city limits.

Report by the Community Traffic Safety Coalition and with funding from CA OTS and the Santa Cruz County RTC. www.sctrfficsafety.org/VisionZero Updated 1/10/18

APPENDIX III

Railroad Correspondence from 2013-2015

Subject: Riverside Dr (SR 129) at Walker St intersection (railroad) is being fixed

Date: Tuesday, August 18, 2015 at 3:05:10 PM Pacific Daylight Time

From: Patrice Theriot

To: Steve Palmisano, Bilicich, Nancy, David Koch, Marcela Tavantzis, Nancy Bilicich, Maria Esther Rodriguez

queue up the banjos and start singing "I've Been Working on the Railroad"...

Granite Rock is working Tuesday and Wednesday this week to remove the problematic spur lines, ties, and concrete panels in the westbound lanes of Riverside Dr. They anticipate completing the work by the end of the day Wednesday.

This contract does not include removing the rail and panels in the eastbound lanes.

Traffic will be constricted to one lane in each direction while crews are working.

Iowa-Pacific Railroad is covering the cost of repairs and Caltrans is providing traffic control.

One small glitch, though. The crossing arms will not be operational until the control panel for the railroad signal can be reprogrammed. Until that can be done, a flagman will be stopping traffic when the train crosses Riverside Dr. Fortunately, that is only twice per day. The local railroad crew is awaiting plans from their engineer before they can reprogram it. It should be taken care of by the end of the week.



Patrice Theriot
Principal Engineer
City of Watsonville Public Works & Utilities
250 Main St.
Watsonville, CA 95076

phone 831-768-3113

fax 831-763-4065

email patrice.theriot@cityofwatsonville.org

Please note new mailing address and email.

Subject: Re: Grade Crossing Repair - Walker St./Hwy 129
Date: Monday, June 8, 2015 at 9:27:32 PM Pacific Daylight Time
From: Bilicich, Nancy
To: Jimmy Dutra

Now to just find it!

On 6/8/15 9:24 PM, "Jimmy Dutra" <jimmy.dutra@cityofwatsonville.org> wrote:

Sounds good.

Sent from my iPhone

On Jun 8, 2015, at 8:48 PM, Bilicich, Nancy <nancy_bilicich@pvusd.net> wrote:

I need to focus a little more with work and my staff. I will look for the email and put it in your capable hands. No commitments just listening.

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Jimmy Dutra <jimmy.dutra@cityofwatsonville.org>
Date: 06/08/2015 8:42 PM (GMT-08:00)
To: "Bilicich, Nancy" <nancy_bilicich@pvusd.net>
Subject: Re: Grade Crossing Repair - Walker St./Hwy 129

I don't mind. Clearly they're medicinal here in California. I've had some friends with breast cancer that this really helped them.

Sent from my iPhone

On Jun 8, 2015, at 8:39 PM, Bilicich, Nancy <nancy_bilicich@pvusd.net> wrote:

Do you want to meet with the marijuana group?

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Jimmy Dutra <jimmy.dutra@cityofwatsonville.org>
Date: 06/08/2015 8:37 PM (GMT-08:00)
To: Lowell Hurst <lowell.hurst@cityofwatsonville.org>
Cc: George Dondero <gdondero@scrtc.org>, greg.caput@co.santa-cruz.ca.us, tony.gregorio@co.santa-cruz.ca.us, lhurst@ci.watsonville.ca.us, aileen.loe@dot.ca.gov,

Subject: RE: Grade Crossing Repair - Walker St./Hwy 129
Date: Monday, June 8, 2015 at 8:56:15 PM Pacific Daylight Time
From: Bilicich, Nancy
To: Steve Hill

Great news as it is getting worse. Just get it done!

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: Steve Hill <HillS@IowaPacific.com>
Date: 06/08/2015 7:40 PM (GMT-08:00)
To: lowell.hurst@cityofwatsonville.org, gdondero@sccrtc.org
Cc: jimmy.dutra@cityofwatsonville.org, greg.caput@co.santa-cruz.ca.us, tony.gregorio@co.santa-cruz.ca.us, lhurst@ci.watsonville.ca.us, aileen.loe@dot.ca.gov, tim.gubbins@dot.ca.gov, Brett Wallace <WallaceB@IowaPacific.com>, Luis Mendez <lmendez@sccrtc.org>, john.leopold@santacruzcounty.us, nancy.bilicich@cityofwatsonville.org, steve.palmisano@cityofwatsonville.org, felipe.hernandez@cityofwatsonville.org, marcela.tavantzis@cityofwatsonville.org
Subject: Re: Grade Crossing Repair - Walker St./Hwy 129

Meeting with a contractor tomorrow to discuss

Sent from my Verizon 4G LTE Smartphone

----- Original message-----

From: Lowell Hurst
Date: Mon, Jun 8, 2015 7:39 PM
To: George Dondero;
Cc: jimmy.dutra@cityofwatsonville.org;greg.caput@co.santa-cruz.ca.us;tony.gregorio@co.santa-cruz.ca.us;lhurst@ci.watsonville.ca.us;aileen.loe@dot.ca.gov;tim.gubbins@dot.ca.gov;Brett Wallace;Luis Mendez;John Leopold;Nancy Bilicich;Steve Palmisano;Felipe Hernandez;Marcela Tavantzis;
Subject: Re: Grade Crossing Repair - Walker St./Hwy 129

Well that is great news and everyone who travels that State highway should say thank you!

We have been pounding on, and pounded by this crossing for a long time and it is good to finally hear some positive actions on this bone jarring bump.

The Mayor and I did recently speak with Iowa Pacific VP of Engineering Stephen Hill, but this has been in progress and back and forth with Cal Trans and the rail folks back into the last century.

Even the front end alinement and tire repair experts will be happy!

Lowell Hurst
Councilman Dist. #3 / Former Mayor
275 Main St. Suite 400
City of Watsonville, CA. 95076
Tell: 831-768-3008
Voicemail: 831-768-3003

"Over 30 years serving our community"

On Jun 8, 2015, at 5:44 PM, George Dondero <gdondero@sccrtc.org> wrote:

To: Interested Parties

I was notified today by Iowa Pacific Holdings that the problematic grade crossing at Hwy. 129 and Walker Street in Watsonville will be removed. IPH will engage a contractor to remove the track and make the road repair. Any questions regarding the work should be directed to Brett Wallace, General Manager of the Santa Cruz and Monterey Bay Railway. Brett is copied on this email.

.....

<[image001.jpg](#)>
  <[image004.png](#)>
<[image005.png](#)>

George Dondero, Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue | Santa Cruz, CA 95060
Main Office 831.460.3200 | Watsonville
831.768.8012
Direct 831.460.3202 | Mobile 831.332.5441
Follow our social networks for the latest RTC news

Subject: Re: Grade Crossing Repair - Walker St./Hwy 129
Date: Monday, June 8, 2015 at 7:59:27 PM Pacific Daylight Time
From: Bilicich, Nancy
To: Lowell Hurst

Finally!!!!

From: Lowell Hurst <lowell.hurst@cityofwatsonville.org>
Date: Monday, June 8, 2015 7:39 PM
To: George Dondero <gdondero@sccrtc.org>
Cc: "jimmy.dutra@cityofwatsonville.org" <jimmy.dutra@cityofwatsonville.org>, "greg.caput@co.santa-cruz.ca.us" <greg.caput@co.santa-cruz.ca.us>, "tony.gregorio@co.santa-cruz.ca.us" <tony.gregorio@co.santa-cruz.ca.us>, "lhurst@ci.watsonville.ca.us" <lhurst@ci.watsonville.ca.us>, "aileen.loe@dot.ca.gov" <aileen.loe@dot.ca.gov>, "tim.gubbins@dot.ca.gov" <tim.gubbins@dot.ca.gov>, "wallaceb@iowapacific.com" <wallaceb@iowapacific.com>, Luis Mendez <lmendez@sccrtc.org>, John Leopold <john.leopold@santacruzcounty.us>, Nancy Bilicich <nancy.bilicich@cityofwatsonville.org>, Steve Palmisano <steve.palmisano@cityofwatsonville.org>, Felipe Hernandez <felipe.hernandez@cityofwatsonville.org>, Marcela Tavantzis <marcela.tavantzis@cityofwatsonville.org>
Subject: Re: Grade Crossing Repair - Walker St./Hwy 129

Well that is great news and everyone who travels that State highway should say thank you!

We have been pounding on, and pounded by this crossing for a long time and it is good to finally hear some positive actions on this bone jarring bump.

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Tell: 831-768-3008
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"Over 30 years serving our community"

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.....



[<image001.jpg>](#)

[<image004.png>](#)

[<image005.png>](#)

George Dondero, Executive Director

Santa Cruz County Regional Transportation Commission

1523 Pacific Avenue | Santa Cruz, CA 95060

Main Office 831.460.3200 | Watsonville
831.768.8012

Direct 831.460.3202 | Mobile 831.332.5441

Follow our social networks for the latest RTC news

Subject: Re: City of Watsonville, rail crossing at SR129/Walker St
Date: Thursday, June 4, 2015 at 4:25:16 PM Pacific Daylight Time
From: Steve Palmisano
To: Bilicich, Nancy
CC: Maria Esther Rodriguez, Patrice Theriot, Marcela Tavantzis

Hi Nancy,

GREAT NEWS!!! We just heard the railroad finally has received funding to repair the tracks at Walker Street!

Many thanks to Patrice Theriot, our Principal Engineer, for your perseverance and many, many calls and emails!

Now, we will see how long it actually takes, but this is the first "yes" we've even received, so we are hopeful.

Thanks,
Steve

On Thu, Jun 4, 2015 at 4:16 PM, Patrice Theriot <patrice.theriot@cityofwatsonville.org> wrote:

Yeah!!!

Thank you for letting us know.

Patrice Theriot
Principal Engineer
City of Watsonville Public Works & Utilities
250 Main St.
Watsonville, CA 95076

phone 831-768-3113
fax 831-763-4065
email patrice.theriot@cityofwatsonville.org

Please note new mailing address and email.

On Thu, Jun 4, 2015 at 4:14 PM, Ko, Felix <felix.ko@cpuc.ca.gov> wrote:

Patrice,

I spoke with Santa Cruz & Monterey Bay Railway (Iowa Pacific) on May 29 who stated they have received the go-ahead to begin repairs on the crossing surface. They will remove the industrial track, which is in disrepair, and replace the pavement.

Felix Ko, P.E.
Acting Senior Utilities Engineer
Safety and Enforcement Division
Rail Crossings Safety Section
505 Van Ness Ave

San Francisco, CA 94102

(415) 703-3722

From: Patrice Theriot [mailto:patrice.theriot@cityofwatsonville.org]

Sent: Wednesday, May 06, 2015 9:39 AM

To: Ko, Felix

Subject: Re: City of Watsonville, rail crossing at SR129/Walker St

Hello--

I am following up on the issue of track maintenance on SR129 at Walker St. in the City of Watsonville. Has the CPUC been in contact with Iowa Pacific regarding the degraded track at this crossing? If so, what, if any, response has there been?

Thank you.

Patrice Theriot

Principal Engineer

City of Watsonville Public Works & Utilities

250 Main St.

Watsonville, CA 95076

phone 831-768-3113

fax 831-763-4065

email patrice.theriot@cityofwatsonville.org

Please note new mailing address and email.

On Thu, Mar 26, 2015 at 11:31 AM, Patrice Theriot <patrice.theriot@cityofwatsonville.org> wrote:

Greetings--

I understand that the City of Watsonville's mayor, Dr. Nancy Bilicich, has been in contact with you concerning

the rail crossing at the intersection of SR 129 at Walker St. in the City of Watsonville.

The tracks and concrete panels in the intersection are loose and unstable when vehicles go over them, creating a safety concern. This situation has been like this for years, and has not been addressed by the operator of this line (Iowa-Pacific).

If there is anything that the City of Watsonville can do to facilitate the repairs at this intersection, please let me know. So far, the efforts of both Caltrans and the City have been unsuccessful at moving this along.

Thank you.

Patrice Theriot

Principal Engineer

City of Watsonville Public Works & Utilities

250 Main St.

Watsonville, CA 95076

phone 831-768-3113

fax 831-763-4065

email patrice.theriot@cityofwatsonville.org

Please note new mailing address and email.

Subject: Fwd: City of Watsonville, at grade crossing Walker St at SR 129

Date: Sunday, July 20, 2014 at 11:33:31 AM Pacific Daylight Time

From: Steve Palmisano

To: Bilicich, Nancy

CC: Carlos Palacios

Hi Nancy,

We're still pushing the RTC and railroad to make the repairs happen. See email below.

The railroad company has been incredibly unresponsive. Many phone calls and emails have been sent. Our staff engineer has even walked down to their office in Watsonville several times to try to find someone to talk with.

The railroad set aside the money, so I don't know why the repairs have not been made. We'll keep at it!

Thanks,
Steve

----- Forwarded message -----

From: Patrice Theriot <patrice.theriot@cityofwatsonville.org>

Date: Fri, Jul 18, 2014 at 9:53 AM

Subject: City of Watsonville, at grade crossing Walker St at SR 129

To: lmendez@scctr.org

Good Morning Luis--

Following the RTC meeting in Watsonville on June 5, 2014, you met with Jeffrey Weeks of Iowa Pacific, Maria Esther Rodriguez (City of Watsonville), and me, to discuss the repairs of the at-grade crossing at Walker Street at SR 129 within the City of Watsonville.

Jeffrey Weeks indicated that Iowa Pacific would have cash resources to do the repairs in approximately a month from when we spoke. I have not seen any movement on the required repairs. Attempts to contact him have not been successful.

Do you know what their schedule is for the repairs? This is not something we can afford to drag out any longer. It is not just a matter of aesthetics or rideability. The City has received claims for damaged vehicles and there are numerous near-misses when drivers slow suddenly or swerve when crossing the tracks. In addition, there are repairs that Caltrans needs to do to the intersection, but cannot until the at-grade crossing repairs are complete.

Please impress upon Iowa-Pacific that the track repairs are utmost priority. As owners of the facility, it is ultimately the responsibility of the SCCTRC to assure the safety of the crossings. If Iowa-Pacific lags in making the repairs, the SCCTRC needs to step in and make sure they are done in a timely manner.

Please let me know the schedule of the repairs.

Thank you

Patrice Theriot
Principal Engineer
City of Watsonville Public Works & Utilities
250 Main St.
Watsonville, CA 95076

phone 831-768-3113
fax 831-763-4065

email patrice.theriot@cityofwatsonville.org

Please note new mailing address and email.

Subject: Progress on Walker Street Railroad Crossing

Date: Sunday, March 9, 2014 at 9:57:33 PM Pacific Daylight Time

From: Steve Palmisano

To: Bilicich, Nancy

CC: Carlos Palacios, Maria Esther Rodriguez

Hi Nancy,

Attached is a formal letter from Caltrans directing the railroad company to fix the tracks, and offering to do the asphalt repair part of the work.

We will continue to follow up with both parties to get this work completed, but getting Caltrans to put this in writing is an important step.

Thanks,
Steve

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dis05>



*Flex your power!
Be energy efficient!*

February 26, 2014

Jeffrey Weeks
General Manager
Santa Cruz & Monterey Bay Railway (Iowa-Pacific Holdings)
11 Alexander Street, Suite H
Watsonville, CA 95076

RE: FAILING TRACK ACROSS STATE ROUTE 129 AT WALKER STREET

This letter is regarding the railroad you operate at the State Route 129 intersection with Walker Street in the city of Watsonville, CA. The track at this location is in a state of disrepair and requires restoration. The Caltrans Area Superintendent and the Engineer for the City of Watsonville have discussed this location and the need for repair in August 2013 and most recently in January.


Caltrans is willing to assist by paving back the failed concrete sections to either side of the tracks with hot mix asphalt and return the State highway to a safe and stable condition. Presently, however, these tracks are loose and visibly moving under traffic. The tracks must be stabilized as they are presenting a risk to vehicles crossing them, and this instability makes sustainable highway repair impossible. Since Caltrans is not liable or responsible for the tracks, we are requesting that you perform the track work as soon as possible.

You may contact and coordinate your work directly with Tom Barnett:

Tom Barnett, Caltrans Maintenance Area Superintendent
195 Capitola Road Extension
Santa Cruz, CA 95065
Tom.Barnett@dot.ca.gov
831-476-1351

If you have any other questions, Lance Gorman will be happy to assist you and he can be reached at (805) 549-3315.

Sincerely,


TIMOTHY M. GUBBINS
District Director

c: George Dondero, SCCRTC
Steve Palmisano, City of Watsonville Director of Public Works and Utilities

"Caltrans improves mobility across California"

Subject: Fwd: City of Watsonville, Walker St at Riverside Dr, railroad
Date: Wednesday, January 29, 2014 at 6:43:07 PM Pacific Standard Time
From: Steve Palmisano
To: Bilicich, Nancy, Carlos Palacios

FYI...progress is being made on Walker Street.

Thanks.

----- Forwarded message -----

From: Patrice Theriot <patrice.theriot@cityofwatsonville.org>
Date: Wed, Jan 29, 2014 at 4:05 PM
Subject: Re: City of Watsonville, Walker St at Riverside Dr, railroad
To: "Barnett, Tom M@DOT" <tom.barnett@dot.ca.gov>

Great. If you need any input from the City, just let me know.

Thanks
Patrice Theriot
Principal Engineer
City of Watsonville Public Works & Utilities
250 Main St.
Watsonville, CA 95076

On Wed, Jan 29, 2014 at 11:35 AM, Barnett, Tom M@DOT <tom.barnett@dot.ca.gov> wrote:

Yes. I contacted our Caltrans Maintenance Engineer and he has drafted a letter that will go out to both the SCCRTC and Iowa Pacific very soon. They also made a phone call and I received a call from Mr. Weeks. We have a meeting set for Friday Jan.31 at 0900 at the site to come up with a plan and get the needed repairs completed quickly. Thank you, Tom

Tom Barnett
CalTrans Maintenance Superintendent
Office: 831-476-1351
Cell: 831-601-0034
Fax: 831-479-8875
Email: Tom.barnett@dot.ca.gov
[cid:image002.png@01CE368D.704F31D0]

From: Patrice Theriot [mailto:patrice.theriot@cityofwatsonville.org]
Sent: Tuesday, January 28, 2014 3:13 PM
To: Barnett, Tom M@DOT
Subject: Re: City of Watsonville, Walker St at Riverside Dr, railroad

Hi Tom--
I am just following up on this issue. Anything new?

Thanks

Patrice Theriot
Principal Engineer
City of Watsonville Public Works & Utilities

250 Main St.
Watsonville, CA 95076

phone 831-768-3113
fax 831-763-4065

email patrice.theriot@cityofwatsonville.org<mailto:patrice.theriot@cityofwatsonville.org>

Please note new mailing address and email.

On Thu, Jan 16, 2014 at 5:15 PM, Patrice Theriot

<patrice.theriot@cityofwatsonville.org<mailto:patrice.theriot@cityofwatsonville.org>> wrote:

Hi Tom--

The loose tracks are a safety issue. Vehicles swerve to miss them, barely avoiding collisions. If Iowa Pacific is not going to repair this, then the tracks need to be pulled and patched. The loose tracks are for a spur line that doesn't even operate at this time. The switch for the spur line hasn't worked in years.

I have spoken with Luis Mendez at the RTC, and he was going to research who is responsible for the spur line. I have not heard from him on this issue, though.

Please give me a call, so we can decide how to proceed.

Patrice Theriot
Principal Engineer
City of Watsonville Public Works & Utilities
250 Main St.
Watsonville, CA 95076

phone 831-768-3113
fax 831-763-4065

email patrice.theriot@cityofwatsonville.org<mailto:patrice.theriot@cityofwatsonville.org>

Please note new mailing address and email.

Subject: Update

Date: Thursday, December 5, 2013 at 6:33:22 PM Pacific Standard Time

From: Carlos Palacios

To: Carlos Palacios

BCC: Bilicich, Nancy

Below is an email regarding today's RTC meeting. Great news for Watsonville!

The City received funding for four of the five applications. Only the Rail Trail - Walker Street project did not receive funding.

Several project supporters attended the meeting and spoke on behalf of City projects including Councilmembers Dodge & Hurst, Watsonville Wetlands Watch members Bob Culberson, Jim Van Houten and Dobie Jenkins and Santa Cruz County Land Trust Executive Director Terry Corwin. Watsonville Youth City Council mentor Reina Ruiz presented a letter on behalf of the Youth City Council.

Councilmember and Transportation Commissioner Eduardo Montesino was elected chairman of the commission.

City projects and funding were as follows:

Airport Blvd - \$1,450,000 requested, \$1,195,000 awarded

Bicycle Safety Training - \$30,000 requested, 30,000 awarded

Rail Trail - Lee Road - \$1,040,000 requested, \$1,040,000 awarded

Rail Trail - Walker Street - \$600,000 requested, \$0 awarded

Sidewalk Infill - \$144,000 requested, \$120,000 awarded

Murray Fontes

Subject: RTC grants awarded

Date: Thursday, November 14, 2013 at 11:08:19 AM Pacific Standard Time

From: Murray Fontes

To: Lowell Hurst, Karina Cervantez, Nancy Billich, Trina Coffman, Daniel Dodge, Felipe Hernandez, Eduardo Montesino

CC: Carlos Palacios, Steve Palmisano, Maria Esther Rodriguez

Council Members,

I am pleased to report that the Santa Cruz County Regional Transportation Commission staff has recommended funding all five of the City's applications. Listed below are the projects, the amount requested by the City and the amount recommended by RTC staff.

Airport Blvd. Request = \$1,450,000. Recommend = \$1,200,000.

Bike Safety. Request = \$30,000. Recommend = \$30,000.

Infill Project. Request = \$144,000. Recommend = \$144,000.

Rail Trail - Lee Road. Request = \$1,040,000. Recommend = \$1,000,000.

Rail Trail - Walker Street. Request = \$600,000. Recommend = \$600,000.

Being recommended for funding is a great. But it's even better to have the Commission award us the funding!

Now the goal is to "encourage" the Commission members to vote in support of the applications at the 12/05/13 RTC meeting. Time to call, email and write to them and to encourage others to do so.

Murray A. Fontes

Principal Engineer

City of Watsonville Public Works & Utilities Department

250 Main Street

Watsonville, CA 95076

831-768-3117 (office)

831-763-4065 (fax)

murray.fontes@cityofwatsonville.org

Subject: Re: <no subject>

Date: Thursday, July 25, 2013 at 7:00:24 PM Pacific Daylight Time

From: Steve Palmisano

To: Bilicich, Nancy

CC: Carlos Palacios

Hi Nancy,

This week our staff has made calls to Caltrans (who is in charge of Riverside Drive, since it is Highway 129) and the Regional Transportation Commission (RTC), who now owns the railroad.

We have tried to get this problem fixed many times in the past, but are trying again with new hope. Since the RTC is now in charge of the rail line, we might actually be able to make some progress on it.

Thank you for bringing our attention to it. We will keep you posted.

Steve

On Wed, Jul 24, 2013 at 12:21 AM, Bilicich, Nancy <Nancy_Bilicich@pvusd.net> wrote:

Steve,

I know that the railroad track on Riverside and Walker has been fixed several times, BUT if you are going west in the fast lane (inside lane) there is still a bump. Who is in charge of fixing that?

Nancy

tim.gubbins@dot.ca.gov, wallaceb@iowapacific.com, Luis Mendez
<lmendez@sccrtc.org>, John Leopold <john.leopold@santacruzcounty.us>,
Nancy Bilicich <nancy.bilicich@cityofwatsonville.org>, Steve Palmisano
<steve.palmisano@cityofwatsonville.org>, Felipe Hernandez
<felipe.hernandez@cityofwatsonville.org>, Marcela Tavantzis
<marcela.tavantzis@cityofwatsonville.org>

Subject: Re: Grade Crossing Repair - Walker St./Hwy 129

Thank you tremendously for this repair. It has been a long time coming
and we are thrilled here in Watsonville. The tracks are in really bad
shape and all of our cars are so thankful!

Sent from my iPhone

On Jun 8, 2015, at 7:39 PM, Lowell Hurst
<lowell.hurst@cityofwatsonville.org<<mailto:lowell.hurst@cityofwatsonville.org>>> wrote:

Well that is great news and everyone who travels that State highway
should say thank you!

We have been pounding on, and pounded by this crossing for a long time
and it is good to finally hear some positive actions on this bone
jarring bump.

The Mayor and I did recently speak with Iowa Pacific VP of Engineering
Stephen Hill, but this has been in progress and back and forth with Cal
Trans and the rail folks back into the last century.

Even the front end alinement and tire repair experts will be happy!

Lowell Hurst
Councilman Dist. #3 / Former Mayor
275 Main St. Suite 400
City of Watsonville, CA. 95076
Tell: 831-768-3008
Voicemail: 831-768-3003
"Over 30 years serving our community"

On Jun 8, 2015, at 5:44 PM, George Dondero
<gdondero@sccrtc.org<<mailto:gdondero@sccrtc.org>>> wrote:

To: Interested Parties

I was notified today by Iowa Pacific Holdings that the problematic grade crossing at Hwy. 129 and Walker Street in Watsonville will be removed. IPH will engage a contractor to remove the track and make the road repair. Any questions regarding the work should be directed to Brett Wallace, General Manager of the Santa Cruz and Monterey Bay Railway. Brett is copied on this email.

.....
.....

<image001.jpg><<http://www.sccrtc.org/>>
[<http://icons.iconarchive.com/icons/fasticon/web-2/24/FaceBook-icon.png>]
<<http://www.facebook.com/sccrtc>>[<http://icons.iconarchive.com/icons/fasticon/web-2/24/Twitter-icon.png>]<<https://twitter.com/#!/santacruzrtc>><image004.png><<http://www.youtube.com/user/SCCRTC?feature=mhee>><image005.png>
<<http://sccrtc.org/upcoming-meetings-and-events/feed/>>

George Dondero<<mailto:gdondero@sccrtc.org>>, Executive Director

Santa Cruz County Regional Transportation
Commission<<http://www.sccrtc.org/>>

1523 Pacific Avenue | Santa Cruz, CA 95060

Main Office 831.460.3200 | Watsonville 831.768.8012

Direct 831.460.3202 | Mobile 831.332.5441

Follow our social networks for the latest RTC news

APPENDIX IV

City of Watsonville Staff Reports

1. [Agenda Package for the March 14, 2023 City Council Meeting](#) (hyperlinked)
2. [Agenda Package for the February 28, 2023 City Council Meeting](#) (hyperlinked)
3. [Agenda Package for the April 5, 2022 Planning Commission Meeting](#) (hyperlinked)
4. January 16, 2013 City Staff Report for the June 4, 2013 Planning Commission Meeting (attached)

City of Watsonville
MEMORANDUM

Agenda Item #: _____

Endorsed for presentation to
the Planning Commission:

City Manager's Office



Date: January 16, 2013

To: Planning Commission

From: Marcela Tavantzis, Community Development Director
Keith Boyle, Principal Planner

Subject: **SPECIAL USE PERMIT WITH ENVIRONMENTAL REVIEW (PP2012-251) TO ALLOW ESTABLISHMENT OF A CHARTER SCHOOL IN AN EXISTING INDUSTRIAL BUILDING AT 260 WEST RIVERSIDE DRIVE (APN: 017-161-51).**

Item: June 4, 2013 Planning Commission

RECOMMENDATION:

Staff recommends that the Planning Commission approve the Special Use Permit with Environmental Review (PP2012-251) to allow the establishment of a charter school in an existing industrial building at 260 West Riverside Drive.

BASIC PROJECT DATA

APPLICATION NO. PP2012-251 **APN:** 017-161-51

PROJECT LOCATION: 260 West Riverside Drive

PROJECT DESCRIPTION: Special Use Permit with Environmental Review to allow the establishment of a charter school in an existing industrial building at 260 West Riverside Drive.

GENERAL PLAN/ZONING: I (Industrial) / IG (General Industrial)

ADJACENT GP/ZONING: I (Industrial)/ IG (General Industrial)

FLOOD ZONE: FEMA Flood Panel # 06087C0393D

EXISTING LAND USE: Vacant industrial building (previously used as DHL Shipping and Nordic Naturals Storage)

PROPOSED LAND USE: CEIBA Charter School

LOT SIZE: 27,190 +/- Square Feet

PROPERTY OWNER: Spinnaker Ventures, Skip Ely, 270 W Riverside Drive, Watsonville, CA 95076

APPLICANT: Tom Brown, 315 Main Street, Ste. 206, Watsonville, CA 95076

CALIFORNIA ENVIRONMENTAL QUALITY ACT REVIEW (CEQA): This project is eligible for a Class 01 Categorical Exemption per Section 15301 of the CEQA regulations as it involves a change in use of an existing building that meets zoning regulations.

BACKGROUND:

The applicant, Tom Brown, has submitted an application for tenant improvements to modify an existing storage and shipping business in a vacant 27,000 square foot building at 260 Riverside Drive to accommodate the 525-student CEIBA Charter School. This property was previously utilized as storage for Nordic Naturals and a shipping facility for DHL International. The building is currently not being utilized. It is located adjacent to the Elyxir Distributing business on the west and residential properties on the north.

PROCEDURE:

Section 14-16.603 (65) of the Watsonville Municipal Code (WMC) allows the establishment of trade schools and dance studios in the General Industrial Zoning district with approval of a Special Use Permit by the Planning Commission, if it can be found that the Use is compatible with adjacent uses.

PLANNING ANALYSIS:

Existing Site. The building at 260 West Riverside Drive is located near the corner of Locust Street and Riverside Drive but is setback from Riverside Drive by an entry driveway. The property is adjacent to the Elyxir distribution beverage business on the west, two small contractor yards on the south, and residential units along the northern property line. The building has been equipped with fire sprinklers to accommodate a variety of uses.

Proposed Business Operation. The applicant is proposing a tenant improvement to relocate the existing 525 student CEIBA Charter School from its two current locations in downtown Watsonville, to a consolidated operation in this building. The school will accommodate approximately 525 students from grades 6-12. The school proposes to operate between 7:30 a.m. and 5:00 p.m. five days a week with select evening and weekend events. It anticipated that the school would be located here at least 10 years while a permanent site is located for purchase.

Land Use Compatibility. The site is located in an area that has limited industrial impacts including two small contractors' yards and a beverage distribution facility. Neither of these businesses generates significant noise or use potentially hazardous chemicals that could impact a school. Additionally, the school is setback from the street with two separate driveways, so traffic going to the site should not impact the operations of the existing businesses. Two of the sides are surrounded with residential development, which is consistent with a school use, similar to the rest of the community. Based on these observations, staff does not anticipate that a school use at this site will create use conflicts with the students or the surrounding businesses. Staff is supporting the temporary use of this location as a charter school while the administrators look for a permanent site that they can purchase and build a new facility. A ten-year permit will be issued with the option for an extension if a permanent site is not found before then. The site has limited outdoor activity potential, which is one drawback of this proposed site. Recreational opportunities will be integrated into the school's program through off-site activities, and limited on site use.

Site Plan/Parking. The Watsonville Municipal Code requires that a minimum of one parking space be provided for each employee on site plus 20 public parking spaces for junior high school operations per Section 14-17.1101 b 71 of the WMC. The applicant has indicated that there will be 23 teachers and administrators at this location and therefore the 43 spaces provided on site meet the City's parking requirements. Because this use represents an intensification of use from the previous storage use, a traffic study was required to be prepared. This report indicates that the school will generate approximately 470 am peak trips (with 259 in and 212 out) and 313 pm peak trips (with 147 in and 166 out). The property has access points from Locust Street and Riverside Drive. The project has been designed to have primary access off of Locust Street to reduce potential conflicts with access from the driveway to Riverside Drive. The site has been designed to include separate drop offs areas for the junior high and high school components of the school. Parking will not be allowed for students. The report indicates that the studied intersections including Riverside Drive and Walker Street; Riverside Drive and Locust Street; Second Street and Locust Street; and Second Street and Rodriguez St. will not be significantly impacted by the additional traffic generated by the school. The project will be conditioned to only allow parent and student access from Locust Street to reduce potential conflicts on Riverside Drive.

The traffic study also identifies potential safe routes to school that students can also ride or walk to this location. It is estimated that 20% of the students will get to school on their own.

SUMMARY/ RECOMMENDATION:

The proposed tenant improvement to accommodate a charter school at this location has been found to not cause adverse effects to neighboring businesses or residences. Staff recommends that the Planning Commission approve the project, as conditioned.

ACTION:

1. **Public Hearing** - Accept public testimony
2. **Special Use Permit** - Adoption of Resolution

ATTACHMENTS:

1. Site and Vicinity Map
2. Project Description
3. Ceiba Charter School Traffic Analysis
4. Project Plans

NOTICE OF EXEMPTION*Supplementary Document Q*

TO: ____ Office of Planning and Research
1400 Tenth St. Room 121
Sacramento, Calif. 95814

FROM: City of Watsonville
Community Development Dept.
250 Main Street
Watsonville, Calif. 95076

XX Clerk of the Board
Santa Cruz County
701 Ocean St., Room 500
Santa Cruz, CA 95060

FILE NO. PP2012-251

Project Title:

Project Location - Specific: 260 West Riverside Drive

Project Location - City: Watsonville

Project Location-County: Santa Cruz

Description of Project: Special Use Permit for the tenant improvements to establish a 525-student charter school in an existing industrial building.

Name of Public Agency Approving Project: City of Watsonville

Name of Person or Agency Carrying Out Project: Tom Brown

Exempt Status: (Check One):

- ____ Ministerial (Sec.21080 (b)(1); 15268);
____ Declared Emergency (Sec. 21080(b)(3);15269(a));
____ Emergency Project (Sec. 21080(b)(4); 15269(b)(c);
 X **Categorical Exemption. State Type and Section number:** 15301 –Change in use
____ Statutory Exemptions. State code number:

Reasons why project is Exempt: Section 15301 exempts projects that involve changes in use that do not involve additional construction and that meet zoning regulations.

Lead Agency Contact Person: Keith Boyle

Telephone: 831-768-3073

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes ____ No ____

Signature: _____

Date: June 5, 2013

Title: Principal Planner

Signed by Lead Agency
Signed by Applicant

Date received for filing at OPR:

**INTERESTED PARTIES
PLANNING COMMISSION**

June 4, 2013

260 Riverside Drive (PP2012-251)

Applicant:

Tom Brown
CEIBA CEO
315 Main St.
Watsonville, CA 95076

Property Owner:

Paul Ely
Spinnaker Ventures
270 W. Riverside Dr.
Watsonville, CA 95076



\<AUTODATE>\KB\dm

PRA_009348

AR000066

June 5, 2013

Tom Brown
315 Main Street, Suite 206
Watsonville, CA 95076

**Re: Special Use Permit Application (PP2012-251),
260 West Riverside Drive**

Dear Mr. Brown:

We are pleased to inform you that your application (PP2012-251) for a Special Use Permit to establish the CEIBA Charter School at 260 West Riverside Drive was **APPROVED** with conditions by the Planning Commission on June 4, 2013. Please find attached a copy of the Final Conditions of Approval.

Please be advised that the Special Use Permit will become final after 14 calendar days, unless appealed. The Conditions of Approval are attached to this letter for reference. If you wish to appeal this decision, a letter of concerns along with a \$177 fee shall be submitted to the City Clerk.

If you have any questions regarding the contents of this letter, please call me at the number listed below. Thank you for your time.

Sincerely,

Keith Boyle, Principal Planner
Community Development Department
(831)768-3073

Attachment

Cc: Spinnaker Ventures, Skip Ely, 270 W Riverside Drive,
Watsonville, CA 95076

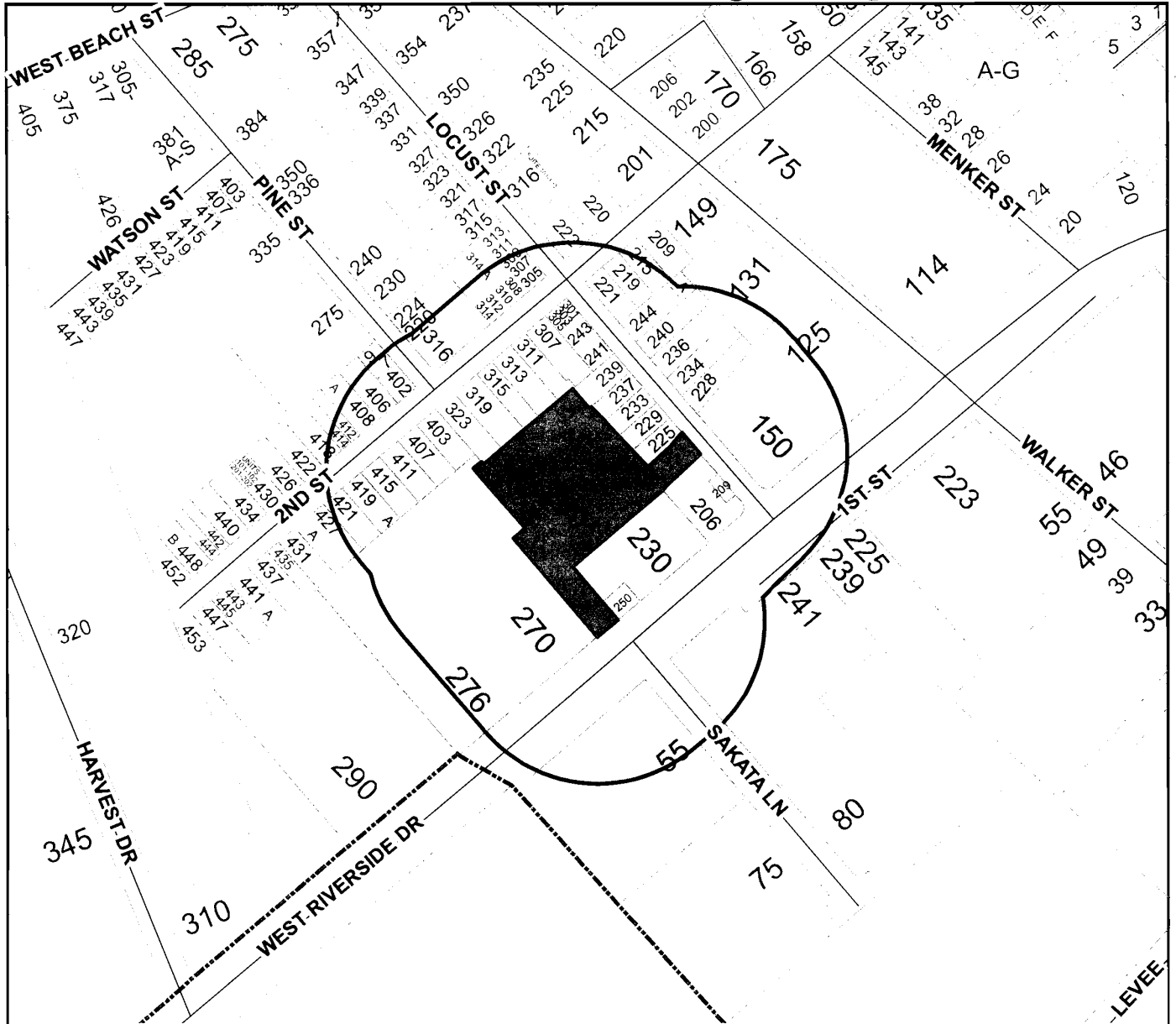


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PRA_009349

AR000067

Site and Vicinity Map



Legend



Watsonville City Limit



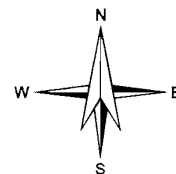
Parcel

Project Site



300' Buffer Zone

PROJECT: PP2012-251
 APPLICANT: Tom Brown
 APN#s: 017-161-51
 LOCATION OF PROJECT: 260 West Riverside Dr



Prepared by Watsonville GIS Center 10/10/2012 (CDD1257).

This Document is a graphic representation only of best available sources.
 The City of Watsonville assumes no responsibility for any errors.

ATTACHMENT 1
 Page 1 of 1



AR000068

PROJECT DESCRIPTION
CEIBA COLLEGE PREPARATORY ACADEMY
PROPOSED TENANCY AT 260 W. RIVERSIDE DRIVE
WATSONVILLE, CA

PROFILE

Ceiba Public Schools is a nonprofit charter management organization committed to raising student achievement in high need communities by starting and operating extraordinary charter schools.

Ceiba is driven by the belief that all students are capable of succeeding in college and beyond. Our program is based on explicit and ambitious expectations for student achievement, a small school setting offering personalized attention, a longer school day and school year, and a positive, structured school environment. All students are enrolled in a challenging academic course load as well as art and physical education classes.

Ceiba's first school, Ceiba College Preparatory Academy (CCP-Watsonville or CCP-W) is the highest performing school in Santa Cruz County serving a majority of low-income and English Learner students. CCP-Watsonville is also one of the top schools in California serving this population. For the 2012-2013 school year, CCP-Watsonville serves 390 students in grades 6 through 10 in two locations (280 Main Street and 320 Rodriguez Street). Ceiba seeks to consolidate these campuses at one location within City limits that is accessible for a majority of our families.

PROJECT PROPOSAL

Ceiba Public Schools intends to lease the property at 260 W. Riverside for use as a public charter school serving approximately 526 students in grades 6-12. There will be 23 staff members on site. Recreation areas will be provided on the subject property blacktop immediately adjacent to proposed school building. The primary occupancy as a public school will occur Monday through Friday from 7:30am to 5:00pm with select evening and weekend events.

APPLICANT

Tom Brown
President and CEO, Ceiba Public Schools
315 Main Street, Suite 206
Post Office Box 1449
Watsonville, CA 95077
(831) 239-2322 mobile
tom.brown@ceibaprep.org

FOR MORE INFORMATION

Please visit our website: www.ceibaschools.org

ATTACHMENT 2
Page 1 of 1



RECEIVED

JAN 16 2013

CITY OF WATSONVILLE
COMMUNITY DEVELOPMENT DEPT.

Ceiba Charter School Traffic Analysis Report

**CITY OF WATSONVILLE
SANTA CRUZ COUNTY, CALIFORNIA**

TRAFFIC IMPACT ANALYSIS

Draft Report

RBF Consulting

January 10, 2013

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- C. Watsonville VISTA 2030 General Plan Bicycle Map

1 EXECUTIVE SUMMARY

This Traffic Study presents the analysis results for the proposed relocation of the Ceiba Charter School, currently located at 280 Main Street to 260 Riverside Drive in the City of Watsonville, California. The Ceiba Charter School plans to convert an existing 27,200 square foot Airborne Express package processing facility/warehouse into a new school for 520 students (grades 1-12) and 25 staff members. The project will reuse the existing facility and remodel minor portions of the building. The building will house 15 general classrooms, 2 science classrooms, a multipurpose room, a flexible library/media center and an associated support spaces throughout the building. The project consists of minor site work to accommodate new drop-off locations for the students and 43 parking spaces for staff and visitors. Due to limited availability of parking on the site, no student parking will be allowed.

The proposed project is anticipated to generate 471 trips (259 in, 212 out) during the AM peak hour and 313 trips (147 in, 166 out) during the school PM peak hour. To determine the anticipated trip distribution and modal split to and from the proposed site, Ceiba Charter School provided addresses of the current middle school students. Based on the addresses provided, it is calculated that 11% of the student population lives within ½ mile radius of the school and 70% of those students will walk or bike to school.

The traffic analysis was conducted at the following four intersections:

1. Walker Street and SR 129 (Riverside Drive)
2. Locust Street and SR 129 (Riverside Drive)
3. Locust Street and 2nd Street
4. Rodriguez Street and 2nd Street

Development Conditions

The study analyzed traffic conditions under the following development scenarios:

- Existing Traffic Conditions
- Existing plus Project Conditions
- Cumulative Conditions without the Project
- Cumulative Conditions with the Project

The AMBAG (Association of Monterey Bay Area Governments) traffic model, consistent with the City of Watsonville General Plan, was used to obtain cumulative volumes. Existing traffic distribution was based on driveway and intersection counts. The current student addresses were used to determine the proposed project traffic distribution and modal split.

All of the project intersections are anticipated to operate at an acceptable level of service (LOS), during both Existing Conditions and Cumulative Conditions with the addition of the Project; therefore no offsite improvements are proposed as part of this project.

Conclusion

All intersections are anticipated to operate at an acceptable LOS during the Existing plus Project Conditions and Cumulative Conditions with the Project, during both the AM and PM school peak hours.

The intersection of SR 129 (Riverside Drive) and Locust Street is anticipated to operate with 0.2 and 0.6 seconds less delay under the Existing plus Project Conditions compared to the Existing Traffic Conditions and Cumulative Conditions with the Project compared to the Cumulative Conditions without the Project, respectively, during the PM peak. This decrease in delay is due to existing warehouse trips being removed from the intersection, including 7 southbound left-turns, 8 eastbound through, 3 westbound through, and 2 westbound right-turns. The proposed school is anticipated to add trips to the intersection, including 47 westbound right-turns, 3 southbound right-turns and 53 eastbound through. The eastbound and westbound approaches are not controlled; therefore the reduction in southbound trips outweighs the impacts of increasing the westbound through.

Due to the difficulty and long delays making left-turns in and out of Locust Street at the unsignalized intersection of Highway 129 (Riverside Drive) and Locust Street, it is anticipated that project trips will instead divert to the intersection of Highway 129 (Riverside Drive) and Walker Street, where the existing signal provides less delay and improved safety. As future traffic volumes increase along Highway 129 (Riverside Drive), the likelihood of these rerouting increases.

Various site improvements and operations are recommended on **Figure 3**, including drop-off and pick-up circulation areas, time limits to parking spaces and the provision of a walking path and crosswalk striping to the school entrance for improved pedestrian access.

Various roadways in the vicinity of the project do not have adequate pedestrian facilities and it is recommended that the City embark on a SRTS program for Ceiba Charter School to improve access for children to the school. In addition, bike racks must be provided on the site for students.

2 INTRODUCTION

2.1 Project Description

The proposed Ceiba Charter School project will be located at 260 Riverside Drive in the City of Watsonville, California. The proposed project will be located on SR 129 (Riverside Drive) between Harvest Drive and Locust Street. The Ceiba Charter School plans to convert an existing 27,200 square foot Airborne Express package processing facility/warehouse into a new school for 520 students (grades 1-12) and 25 staff members. The project will reuse the existing facility and remodel minor portions of the building. The building will house 15 general classrooms, 2 science classrooms, a multipurpose room, a flexible library/media center and an associated support spaces throughout the building.

Currently, the project site is an occupied industrial warehouse consisting of 27,200 square foot Airborne Express package processing facility. Access to the Airborne Express is provided on Riverside Drive (SR 129) and Locust Street.

Access to the proposed site will continue to be provided on Locust Street. It is anticipated that the current access on SR 129 (Riverside Drive) will be removed and no trips are assigned to this driveway. The project consists of minor site work to accommodate two new drop-off locations for the students and 43 parking spaces for staff and visitors. Due to the number of parking spaces available, it is anticipated that a large portion of the students will be dropped off and students will not be allowed to park on the site nor drive cars to school. To improve site circulation and eliminate queuing onto the streets, it is recommended that traffic travel in a clockwise pattern around the school building. School starts in the morning at 8AM and closes at 4PM. School traffic typically peak for a 15-20 minute period before the bell goes in the morning at for about 15-20 minutes in the afternoon when school ends. **Figures 1, 2 and 3** provide a Vicinity Map, Location Map, and On-Site Circulation for the proposed project, respectively.

This report presents the results from traffic analyses indicating the potential traffic impacts from the proposed Ceiba Charter School. The traffic generated by the project will travel on Caltrans and the City of Watsonville roadways.

2.2 Scope of Work

The study identifies potential traffic impacts that may be associated with the development of the project. It includes traffic analyses at intersections during weekday AM and PM school peak hours. The following intersections and roadways were included in the analysis.

Intersections

1. Walker Street and SR 129 (Riverside Drive)
2. Locust Street and SR 129 (Riverside Drive)
3. Locust Street and 2nd Street
4. Rodriguez Street and 2nd Street

Analysis Conditions

The study analyzed traffic conditions under the following development scenarios:

- Existing Traffic Conditions
- Existing plus Project Conditions
- Cumulative Conditions without the Project
- Cumulative Conditions with the Project

2.3 Trip Generation

Trip generation rates contained in *Trip Generation 9th Edition*, published by the Institute of Transportation Engineers (ITE), were used to estimate project trips.

2.4 Traffic Operation Evaluation Methodologies and Level of Service Standards

Intersection traffic flow operations are evaluated using a level of service (LOS) concept. Intersections are rated based on a grading scale of "LOS A" through "LOS F" with "LOS A" representing free flowing conditions and "LOS F" representing oversaturated where traffic flows exceed design capacity, resulting in long queues and delays.

For signalized intersections, the delay a motorist experiences that can be attributed to the presence of a traffic signal or opposing traffic is analyzed. The level of service of vehicle movements is determined by computing the weighted average of the average control delay for all lane groups based on the amount of volume within each lane group.

For one and two-way stop controlled intersections, the operating efficiency of vehicle movements that must yield to through movements are analyzed. The level of service of vehicle movements on the controlled approaches is based on the distribution of gaps in the major street traffic stream and on driver judgment in selecting gaps. The 2010 HCM calculations the level of service of the minor street approaches. Using this data, an overall intersection level of service was calculated. Both are reported in this study because traffic on the minor street approaches has the lowest priority of right-of-way at the intersection and is the most critical in terms of delay. Generally, an LOS operation on the side street approach is the threshold that warrants improvements.

Table 1 shows the relationship between vehicle delay and level of service for signalized and unsignalized intersections.

Table 1: HCM Level of Service (LOS) Criteria for Signalized and Unsignalized Intersections

Level of Service	Description	Control Delay (Sec/Vehicle)	
		Signalized	Unsignalized
A	Intersections operating at LOS A contain no congestion. The intersection operates with very little delay.	0 – 10	0 – 10
B	Intersections operating at LOS B contain very little congestion. The intersection operates with minimal delay.	>10 – 20	>10 – 15
C	Intersections operating at LOS C contain little congestion. The intersection operates with some delay.	>20 – 35	>15 – 25
D	Intersections operating at LOS D contain some congestion. The intersection operates with longer delays.	>35 – 55	>25 – 35
E	Intersections operating at LOS E border on being congested.	>55 – 80	>35 – 50
F	Intersections operating at LOS F contain congestion.	>80	>50
Source: Highway Capacity Manual, 2010			

2.5 LOS Standards

The City of Watsonville has established LOS D as the minimum acceptable LOS for overall intersection operations, except for those accepted to operate at less than LOS D.

The standard for Caltrans level of service is the LOS C/D threshold in which LOS C is acceptable in all cases and LOS D is acceptable on a case-by-case basis.

2.6 Standards of Significance Criteria

Caltrans and the City of Watsonville have jurisdiction over the roadways studied. The standards of significance criteria apply to project and cumulative project traffic being added to roadways operating at an LOS that does not meet the required standard of the agency. The following is the significance criteria for the relevant jurisdictions:

The Caltrans Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002) states that if an existing State Highway facility is operating at less than the target LOS, the existing LOS should be maintained, thus adding any trips to a facility operating at adverse LOS would be a significant impact.

The City of Watsonville General Plan (Watsonville VISTA 2030) states that street improvements are required when traffic volumes exceed LOS D on roadway segments and at signalized intersections.

The City of Watsonville does not have a specific LOS threshold for unsignalized intersections. The Watsonville VISTA 2030 states that unsignalized intersections may exceed LOS D during peak hour operations. It also states that if the intersection operates worse than LOS D, it should be evaluated for feasible operational improvements.

3 EXISTING TRAFFIC CONDITIONS

The following sections provide a description of the existing traffic network, existing traffic volumes, intersection LOS, and an overview of traffic conditions within the study area.

3.1 Existing Traffic Network

Regional access to the project site is provided from Highways 129 (Riverside Drive) and Highway 1. Roadways in the vicinity of the project site include 2nd Street, Rodriguez Street, Walker Street and Locust Street. The following provides a description of the roadway facilities.

Highway 1 is a state highway that travels along the coast from south of Los Angeles to north of Fort Bragg. In the project vicinity it is a four-lane freeway. The speed limit is 65 miles per hour.

SR 129 (Riverside Drive) is a state highway providing Watsonville a connection with Highway 101 to the east and to Highway 1 to the west. In the vicinity of the project, SR 129 (Riverside Drive) is a four-lane divided facility and has a speed limit of 40 miles per hour from Harvest Drive to Walker Street and 25 miles per hour east of Walker Drive.

2nd Street is a two-lane local roadway, running east-west, parallel to SR 129 (Riverside Drive). The speed limit on 2nd Street is 25 miles per hour in the vicinity of the project.

Rodriguez Street is a two-lane arterial with center left-turn lanes within the project limits. Rodriguez Street runs north-south from Front Street to Rodriguez Way and provides Class II bikeways within the City of Watsonville.

Walker Street is a two-lane arterial within the project limits. Walker Street runs north-south from Front Street to Ford Street and provides Class II bikeways within the City of Watsonville.

Locust Street is a two-lane local street running north-south from SR 129 (Riverside Drive) to West Beach Street. The speed limit along Locust Street is 25 miles per hour.

Intersections

1. Walker Street and SR 129 (Riverside Drive)

The Walker Street and SR 129 (Riverside Drive) intersection is a signalized intersection. Left-turn lanes are provided on SR 129 (Riverside Drive) in both the eastbound and westbound directions.

2. Locust Street and SR 129 (Riverside Drive)

The Locust Street and SR 129 (Riverside Drive) intersection is a two-way, stop controlled intersection. SR 129 (Riverside Drive) is uncontrolled in both the eastbound and westbound directions and Locust Street is stop controlled in both the northbound and southbound directions.

3. Locust Street and 2nd Street

The Locust Street and 2nd Street intersection is a two-way, stop controlled intersection. 2nd Street is uncontrolled in both the eastbound and westbound directions and Locust Street is stop controlled in both the northbound and southbound directions.

4. Rodriguez Street and 2nd Street

The Rodriguez Street and 2nd Street intersection is an all-way, stop controlled intersection.

3.2 Transit

The Watsonville Transit Center is part of the Santa Cruz Metropolitan Transit District (SCMTD), which provides mass transit for the county of Santa Cruz. The transit center is located in downtown Watsonville at the Rodriguez Street / West Lake Avenue intersection and provides local bus service along 5 routes (Route 72, 74, 75, 76, and 79) throughout the City. It also provides regional bus service to the City of Santa Cruz on Route 71 (SCMTD routes), to the City of Marina on Route 27 (Monterey Salinas Transit – MST routes), and to the City of Salinas on Routes 28 and 29 (MST routes).

Routes 27, 28, 29 and 77 are located within close proximity to the proposed site. Routes 27 and 28 have bus stops located on SR 129 (Riverside Drive) with the closest bus stop at the intersection of SR 129 (Riverside Drive) and Locust Street. Routes 29 and 77 have bus stops located on Rodriguez Street with the closest stop at Rodriguez Street and 2nd Street. **Figure 4** demonstrates the location of the bus stops and routes in close proximity to the project site.

3.3 Pedestrian Facilities

Within ½ mile walking radius from the proposed project site, the following roadways were investigated to identify gaps in sidewalk links.

- Harvest Drive – Beach Street to SR 129 (Riverside Drive)
- Locust Street – Beach Street to SR 129 (Riverside Drive)
- Walker Street / Harkins Slough Road – 6th Street to Front Street
- Rodriguez Street – 5th Street to Front Street
- Main Street – Front Street to Lake Avenue
- Beach Street – Industrial Road to Union Street
- SR 129 (Riverside Drive) – Industrial Road to Union Street
- 2nd Street – East of Harvest Drive to Union Street

The following sidewalk gaps were identified on the roadway segments within ½ mile walking radius.

- Locust Street – North of SR 129 (Riverside Drive), eastern side, approx. 150'
- Walker Street – Front Street to SR 129 (Riverside Drive), both sides
- Walker Street – SR 129 (Riverside Drive) to Beach Street, eastern side
- Walker Street – Beach Street to Lake Street, western side
- Walker Street – Lake Street to Kearney Street, eastern side
- Beach Street – Industrial Road to Walker Street, northern side

- SR 129 (Riverside Drive) – Industrial Road to just east of Harvest Drive, both sides
- SR 129 (Riverside Drive) – Sakata Lane to 1st Street, southern side

Figure 5 demonstrates the missing links of sidewalk within close proximity to the project site.

3.4 Bicycle Facilities

The City of Watsonville provides bicycle facilities throughout the city. The facilities range from Class I to Class III Bikeways. Descriptions of the bicycle facility classifications are provided in the following sections.

Class I Bikeway (Bike Path) – A Class I Bikeway is a physically separated bike path that does not share the roadway with motorized vehicles. They can be separated by either open space or a physical barrier and are generally two-way facilities.

Class II Bikeway (Bike Lane) – A Class II Bikeway is a bike lane that shares a portion of the roadway with motorized vehicles. They are separated by striping and are signed and marked for exclusive use by bicycle traffic. Class II Bikeways provide service for one-way bicycle traffic and are located outside of the through lanes for motorized vehicles.

Class III Bikeway (Bike Route) – A Class III Bikeway is a bike route that shares the roadway with motorized vehicles. They are identified by signs and not separated by striping. Class III Bikeways are utilized in locations that do not have Class I or Class II facilities or to connect Class II Bikeways to provide a continuous bikeway system.

In the vicinity of the proposed project there are Class I, Class II, and Class III Bikeways located along SR 129 (Riverside Drive) east of Walker Street, Rodriguez Street, West Beach Street and Walker Street north of West Beach Street. There is currently a planned bicycle facility on SR 129 (Riverside Drive) west of Walker Street and Walker Street south of West Beach Street.

Bicyclists can travel to and from the proposed site by using existing facilities on Beach Street, Rodriguez Street and the planned facilities on SR 129 (Riverside Drive). Bicycle connectivity could be improved by providing bicycle facilities on Locust Street, connecting the school access to existing bicycle facilities.

Figure 6 demonstrates the bicycle facilities within close proximity to the project site. The Watsonville VISTA 2030 General Plan Existing and Planned Bike Facilities are included in Appendix C.

3.5 Existing Traffic Data

Traffic counts were performed on Tuesday, December 4, 2012 and Tuesday, December 18, 2012 at the project intersections during the morning and school afternoon peaks. Existing turning movements are included in Appendix A.

3.6 Existing Traffic Conditions Intersection Operations

Synchro Traffic analyses were performed to determine the LOS for the weekday Existing AM and PM school peak hour at each of the intersections within the project area. **Table 2** demonstrates the results of the Existing Traffic Conditions Intersection Operations.

Table 2: Existing Traffic Conditions Intersection Operations

Intersection	Movement	AM		School PM	
		LOS	Delay (sec)	LOS	Delay (sec)
1.Riverside / Walker	Overall	B	12.3	B	14.5
2.Riverside / Locust	NB	B	10.4	C	23.8
	SB	C	15.4	D	33.3
	Overall	A	0.4	A	0.9
3.2nd / Locust	NB	A	9.4	B	10.1
	SB	A	9.9	B	10.7
	Overall	A	4.6	A	4.7
4.2nd / Rodriguez	EB	B	11.0	B	11.3
	WB	A	9.9	B	10.6
	NB	B	10.1	B	11.6
	SB	A	10.0	B	13.3
	Overall	B	10.2	B	11.7

All intersections currently operate at an acceptable LOS during the Existing Traffic Conditions AM and PM school peak hours.

The Synchro output calculations are provided in **Appendix B**.

4 EXISTING PLUS PROJECT CONDITIONS

The following section describes the analysis performed during the AM and PM Existing plus Project Conditions and provides an explanation of the project trip generation, distribution, and assignment. For this development scenario the project trips were added to the Existing Traffic Conditions.

4.1 Project Trip Generation

Trip generations were established using the Institute of Transportation Engineers' (ITE) *Trip Generation, 9th Edition*. The project consists of converting a 27,200 square foot Airborne Express package processing facility/warehouse into a new school for 520 students (grades 1-12) and 25 staff members. The project consists of minor site work to accommodate two new drop-off locations for the students and 43 parking spaces for staff and visitors.

Although the school includes students in grades 1-12, due to the size of the parking lot it is assumed that parking will not be available for students. Therefore Private School (K-8) (ITE Land Use Code 534) was used to determine the trips generated by the new school facility. No credit

was taken for possible rerouting of trips due to the relocation of the school from its current location; therefore this analysis represents the worst case scenario.

The proposed project is anticipated to generate 471 trips (259 in, 212 out) during the AM peak hour and 313 trips (147 in, 166 out) during the PM peak hour. To determine the anticipated trip distribution and modal split to and from the proposed site, Ceiba Charter School provided addresses of the current middle school students. Based on the addresses provided, it is assumed that 11% of the student population lives within ½ mile radius of the school and 70% of those students will walk or bike to school. These walk and bicycle trips were subtracted from the trip generation rates.

Warehouse (ITE Land Use Code 150) was used to determine the trips generated by the existing use at the proposed site. The Airborne Express package processing facility/warehouse is anticipated to generate 40 trips (32 in, 8 out) during the AM peak hour and 26 trips (6 in, 20 out) during the PM peak hour. The warehouse trips were subtracted from the Existing Traffic Conditions traffic volumes.

Table 3 demonstrates the trip generation for both the proposed school and the existing warehouse.

Table 3: Trip Generation

ITE Land Use	Students	GSF	Total	In	Out	Total	In	Out	Total	In	Out
Private School (K-8) (534)	520		--	--	--	471	259	212	313	147	166
	11% Walk / Bike		--	--	--	50	27	22	33	15	17
	Total		--	--	--	421	232	190	280	131	148
Warehousing (150)		272	161	80	80	40	32	8	26	6	20

Note: K-8 trip rate used due to limited parking availability on the site.

4.2 Project Trip Distribution and Assignment

The driveway and intersection volumes were used to obtain the existing site traffic distribution. The current student addresses were used to determine the proposed project traffic distribution and modal split.

It is estimated that 41% of the existing facility generated trips would access it from SR 129 (Riverside Drive) West, 11% from SR 129 (Riverside Drive) East, and 48% from Highway 152.

The project trip distribution, determined from the addresses provided by the school, is indicated in Table 4.

Table 4: Trip Distribution

Zone	Address		Trip Distribution					
			Total	AM		Total	PM	
	Number	Percent		In	Out		In	Out
Total	392	100%	471	259	212	313	147	166
Home Destination Trips								
½ Mile Circle - Walk / Bike	41	11%	50	27	22	33	15	17
½ Mile Circle - Drive	18	5%	21	12	10	14	7	7
South	56	14%	67	37	30	45	21	24
West	8	2%	10	5	4	6	3	3
Northwest	19	5%	23	13	10	15	7	8
North	15	4%	18	10	8	12	6	6
Northeast	130	33%	156	86	70	104	49	55
East	105	27%	126	69	57	84	39	44
Work / Other Destination Trips								
To/From W 129	41%				77		53	
To/From E 129	11%				21		15	
To/From 152	48%				91		63	

4.3 Existing plus Project Conditions Analysis

4.3.1 Existing plus Project Conditions Intersection Operations

The project trips were added to the Existing Traffic Conditions traffic volumes. Traffic analyses were performed for the weekday AM and PM school peak hours at each of the study intersections. **Table 5** demonstrates the results of the Existing plus Project Conditions Intersection Operations. Existing plus Project Conditions turning movements are included in **Appendix A**.

Table 5: Existing plus Project Conditions Intersection Operations

Intersection	Movement	Existing Traffic Conditions				Existing plus Project Conditions			
		AM		School PM		AM		School PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Riverside / Walker	Overall	B	12.3	B	14.5	B	17.5	B	18.7
Riverside / Locust	NB	B	10.4	C	23.8	B	10.3	D	28.0
	SB	C	15.4	D	33.3	B	11.3	D	31.3
	Overall	A	0.4	A	0.9	A	0.9	A	1.1
2nd / Locust	NB	A	9.4	B	10.1	B	10.5	B	13.1
	SB	A	9.9	B	10.7	B	12.4	B	12.0
	Overall	A	4.6	A	4.7	A	9.0	A	8.6
2nd / Rodriguez	EB	B	11.0	B	11.3	B	12.0	B	13.1
	WB	A	9.9	B	10.6	B	10.3	B	11.9
	NB	B	10.1	B	11.6	B	10.5	B	13.6
	SB	A	10.0	B	13.3	B	10.7	C	19.0
	Overall	B	10.2	B	11.7	B	10.8	B	14.8

All intersections are anticipated to continue to operate at an acceptable LOS during the Existing Traffic plus Project Conditions, during both the AM and PM school peak hours.

The intersection of SR 129 (Riverside Drive) and Locust Street is anticipated to operate with 0.2 seconds less delay under the Existing plus Project Conditions compared to the Existing Traffic Conditions during the PM peak. This decrease in delay is due to existing warehouse trips being removed from the intersection, including 7 southbound left-turns, 8 eastbound through, 3 westbound through, and 2 westbound right-turns. The proposed school is anticipated to add trips to the intersection, including 47 westbound right-turns, 3 southbound right-turns and 53 eastbound throughs. The eastbound and westbound approaches are free movements; therefore the reduction in southbound trips outweighs the impacts of increasing the westbound through.

The Synchro output calculations are provided in **Appendix B**.

5 CUMULATIVE WITHOUT PROJECT TRAFFIC CONDITIONS

The following sections describe the results of the traffic analysis performed under cumulative traffic conditions (2030 traffic conditions). These conditions do not include trips generated by the project site.

5.1 Cumulative Volumes

The 2030 AMBAG model includes various cumulative projects in the City and surrounding areas and regional growth is incorporated on the regional road connectors.

The year 2030 volumes on the study road network were extracted from the model for evaluation. These volumes exclude the project. The turning movements were balanced based on the existing turning movement counts, the expected development in the area and the 2030 approach volumes.

Cumulative turning movements are included in **Appendix A**.

5.2 Cumulative without Project Analysis

5.2.1 Cumulative without Project Conditions Intersection Operations

Table 6 demonstrates the results of the Cumulative without Project Conditions Intersection Operations.

Table 6: Cumulative without Project Conditions Intersection Operations

Intersection	Movement	AM		School PM	
		LOS	Delay	LOS	Delay
Riverside / Walker	Overall	C	20.4	C	20.2
Riverside / Locust	NB	B	10.7	E	35.6
	SB	C	17.3	F	64.4
	Overall	A	0.5	A	1.6
2nd / Locust	NB	B	11.0	B	11.3
	SB	B	11.0	B	12.0
	Overall	A	4.0	A	2.8
2nd / Rodriguez	EB	B	11.3	B	11.7
	WB	B	10.8	B	11.1
	NB	B	10.5	C	12.0
	SB	B	10.6	B	14.7
	Overall	B	10.8	B	12.5

All intersections operate at an acceptable LOS during the Cumulative without Project Conditions Intersection Operations, during both the AM and PM school peak hours, except for the SR 129 (Riverside Drive) and Locust Street southbound approach, which is anticipated to operate with a LOS F during the school PM peak.

The Synchro output calculations are provided in **Appendix B**.

6 CUMULATIVE WITH PROJECT TRAFFIC CONDITIONS

This section describes the analysis results of the study intersection operations under cumulative traffic conditions, which includes the project trips.

6.1 Cumulative Projects Trip Generation

The project traffic was added to the cumulative volumes and analyzed. Cumulative with Project Conditions turning movements are included in **Appendix A**.

6.2 Cumulative with Project Analysis

6.2.1 Cumulative with Project Conditions Intersection Operations

The project trips were added to the Cumulative without Project Conditions traffic volumes. Traffic analyses were performed for the school AM and PM school peak hours at each of the study intersections. **Table 7** demonstrates the results of the Cumulative with Project Conditions Intersection Operations.

Table 7: Cumulative with Project Conditions Intersection Operations

Intersection	Movement	Cumulative without Project Conditions				Cumulative with Project Conditions			
		AM		School PM		AM		School PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Riverside / Walker	Overall	C	20.4	C	20.2	C	34.4	C	32.4
Riverside / Locust	NB	B	10.7	E	35.6	B	10.7	D	31.5
	SB	C	17.3	F	64.4	B	13.5	E	40.0
	Overall	A	0.5	A	1.6	A	1.0	A	1.0
2nd / Locust	NB	B	11.0	B	11.3	B	12.7	C	21.8
	SB	B	11.0	B	12.0	C	14.9	B	17.0
	Overall	A	4.0	A	2.8	A	8.8	A	9.3
2nd / Rodriguez	EB	B	11.3	B	11.7	B	12.5	B	13.6
	WB	B	10.8	B	11.1	B	11.2	B	12.7
	NB	B	10.5	C	12.0	B	10.9	B	14.3
	SB	B	10.6	B	14.7	B	11.4	C	22.7
	Overall	B	10.8	B	12.5	B	11.4	C	16.5

All intersections are anticipated to operate at an acceptable LOS with the addition of the project trips for the Cumulative with Project Conditions, during both the AM and PM school peak hours.

The intersection of SR 129 (Riverside Drive) and Locust Street is anticipated to operate with 0.6 seconds less delay under the Cumulative with Project Conditions compared to the Cumulative without Project Conditions during the PM peak. This decrease in delay is due to existing warehouse trips being removed from the intersection, including 7 southbound left-turns, 8 eastbound through, 3 westbound through, and 2 westbound right-turns. The proposed school is anticipated to add trips to the intersection, including 47 westbound right-turns, 3 southbound right-turns and 53 eastbound through. The eastbound and westbound approaches are free movements; therefore the reduction in southbound trips outweighs the impacts of increasing the westbound through.

The Synchro output calculations are provided in **Appendix B**.

7 PROJECT ACCESS AND ON-SITE CIRCULATION

This section documents a review of the project site access and on-site circulation.

7.1 Project Access

Access to the proposed site will be provided on Locust Street; however the existing access on SR 129 (Riverside Drive) will be removed. The project consists of minor site work to accommodate two new drop-off locations for the students and 43 parking spaces for staff and visitors. Due to the number of parking spaces available, it is anticipated that a large portion of the students will be dropped off. To improve site circulation it is recommended that traffic travel in a clockwise pattern around the school building.

The project site was also evaluated for providing "Safe Routes to Schools (SRTS)" for the students and various improvements are recommended on the site, including the provision of a protected walkway from Locust Street to the school building. In addition, bicycle routes and sidewalks were surveyed. Various roadways do not have adequate pedestrian facilities and it is recommended that the City embark on a SRTS program for Ceiba Charter School to improve access for children to the school and provide "complete streets". Traffic cones must be placed in front of 5 parking spaces during drop-off and pick-up, to provide additional loading space and improve traffic flow. The number of spaces that should be coned off may have to be increased based on field observations. These spaces should be sign posted to prohibit parking during pick-up and drop-off time periods. In addition, bike racks must be provided on the site for students.

8 CONCLUSION

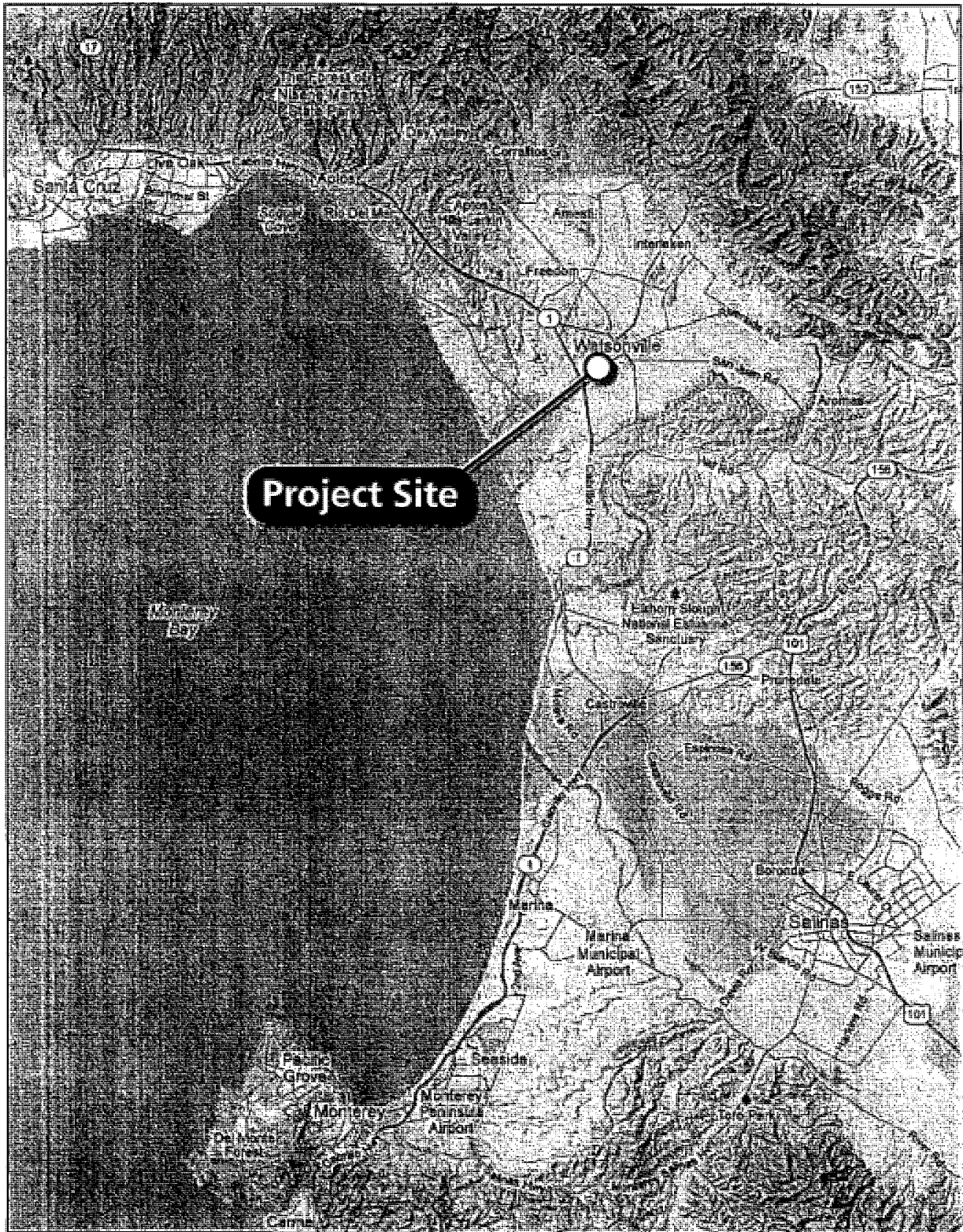
All intersections are anticipated to operate at an acceptable LOS during the Existing plus Project Conditions and Cumulative Conditions with the Project, during both the AM and PM school peak hours.

The intersection of SR 129 (Riverside Drive) and Locust Street is anticipated to operate with 0.2 and 0.6 seconds less delay under the Existing plus Project Conditions compared to the Existing Traffic Conditions and Cumulative Conditions with the Project compared to the Cumulative Conditions without the Project, respectively, during the PM peak. This decrease in delay is due to existing warehouse trips being removed from the intersection, including 7 southbound left-turns, 8 eastbound through, 3 westbound through, and 2 westbound right-turns. The proposed school is anticipated to add trips to the intersection, including 47 westbound right-turns, 3 southbound right-turns and 53 eastbound through. The eastbound and westbound approaches are not controlled; therefore the reduction in southbound trips outweighs the impacts of increasing the westbound through.

Due to the difficulty and long delays making left-turns in and out of Locust Street at the unsignalized intersection of Highway 129 (Riverside Drive) and Locust Street, it is anticipated that project trips will instead divert to the intersection of Highway 129 (Riverside Drive) and Walker Street, where the existing signal provides less delay and improved safety. As future traffic volumes increase along Highway 129 (Riverside Drive), the likelihood of these rerouting increases.

Various site improvements and operations are recommended on **Figure 3**, including drop-off and pick-up circulation areas, time limits to parking spaces and the provision of a walking path and crosswalk striping to the school entrance for improved pedestrian access.

Various roadways in the vicinity of the project do not have adequate pedestrian facilities and it is recommended that the City embark on a SRTS program for Ceiba Charter School to improve access for children to the school. In addition, bike racks must be provided on the site for students.



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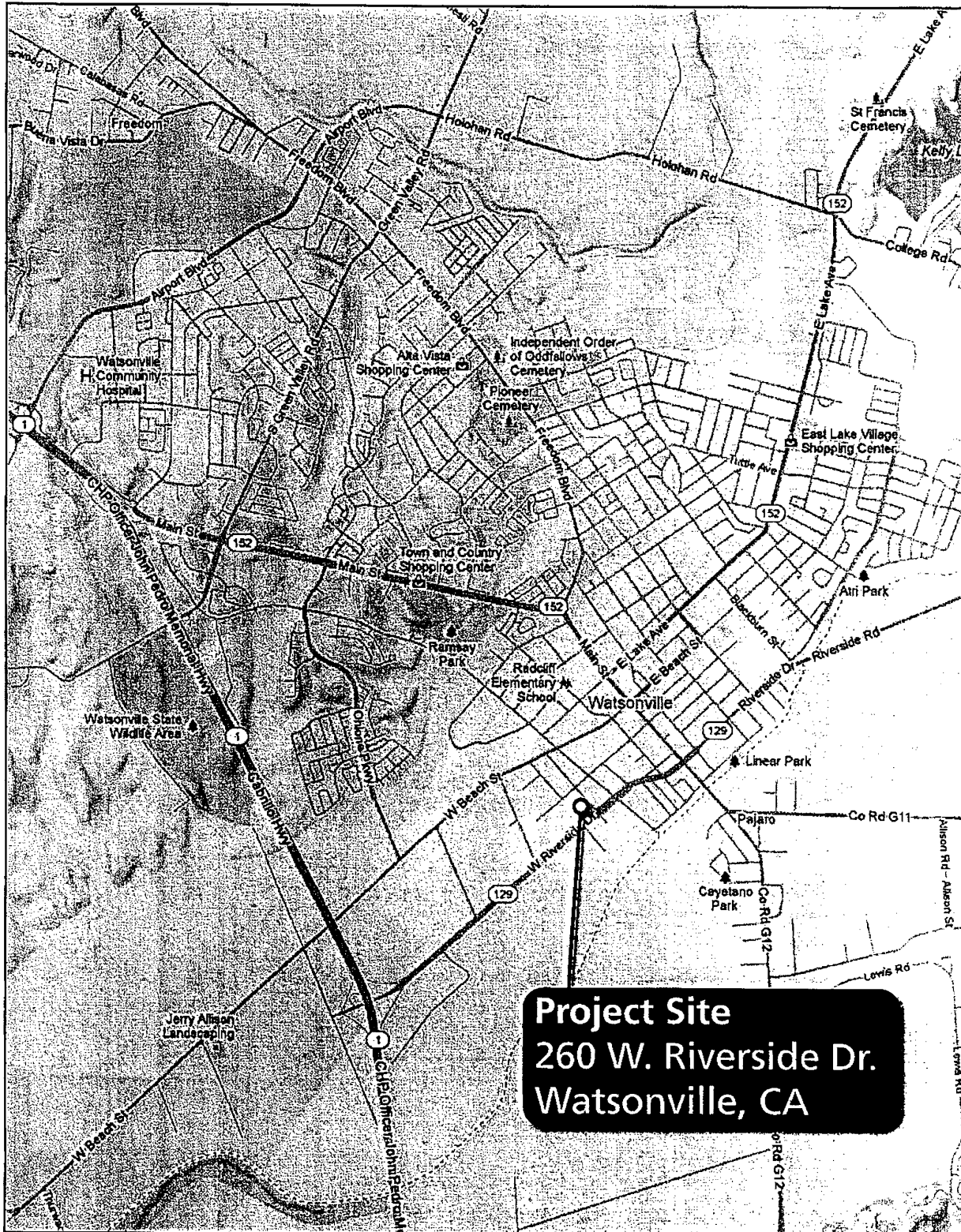
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CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

Project Vicinity

Figure 1



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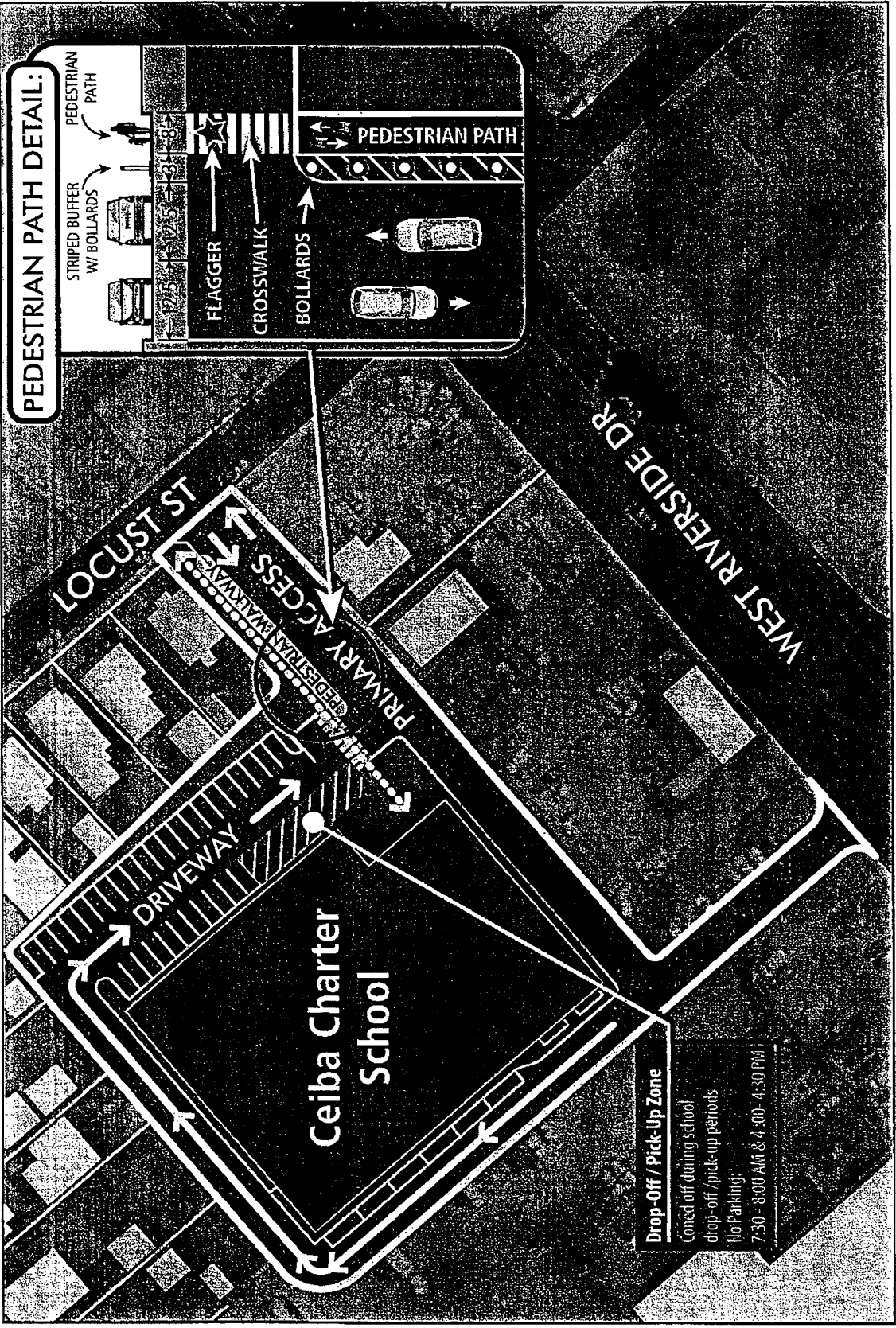
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CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

Project Location Map

Figure 2



CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

On-Site Circulation

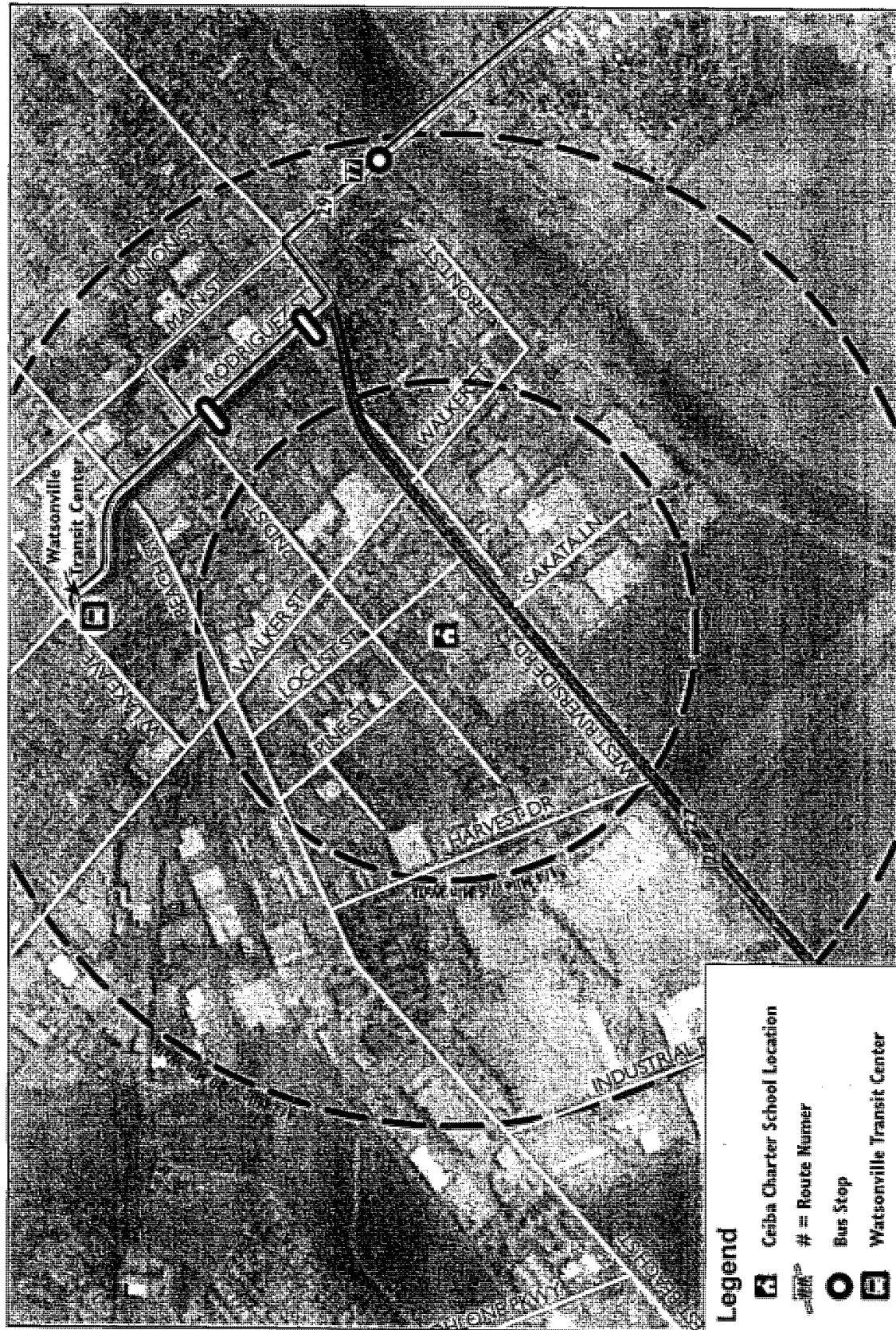
Figure 3



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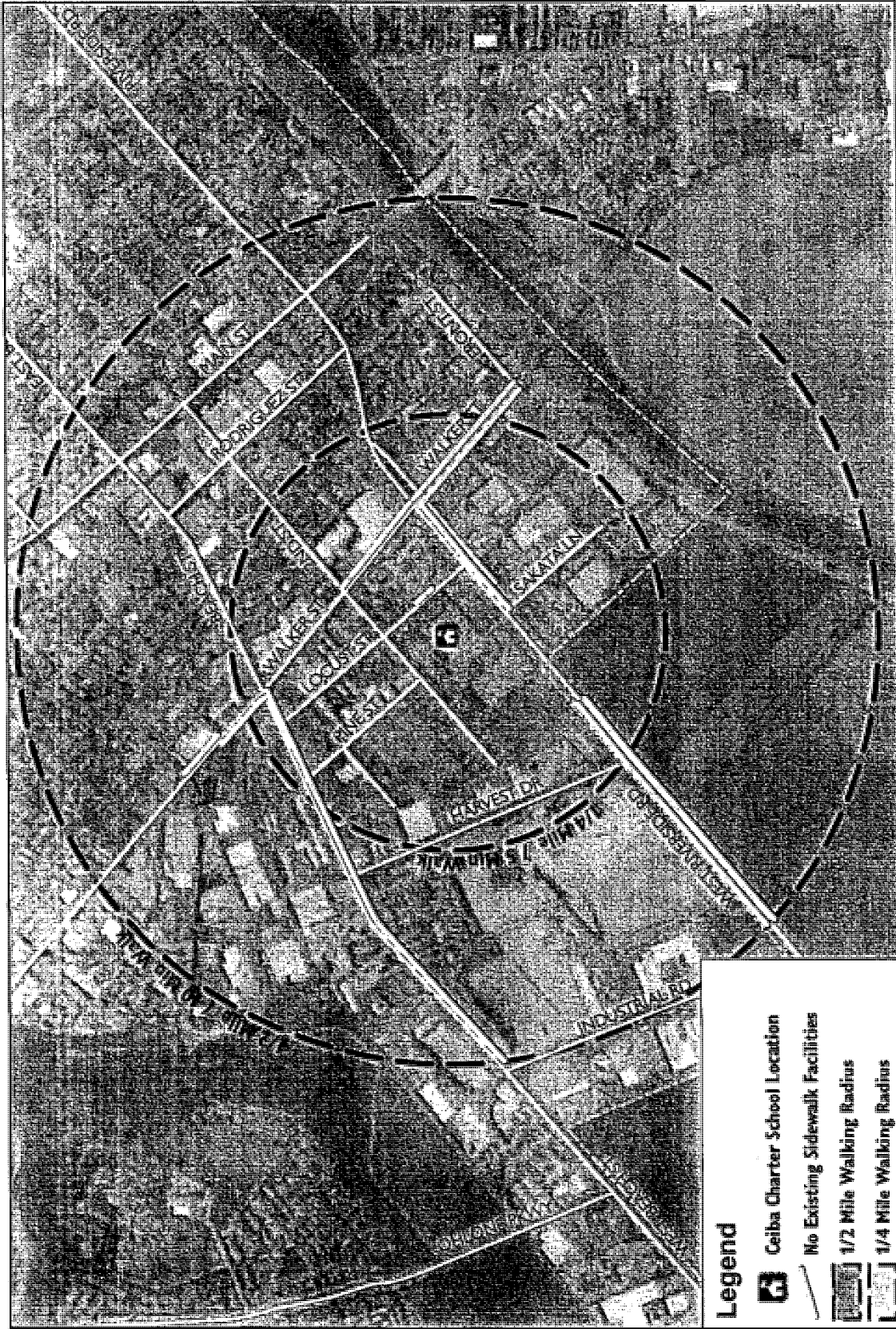
CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

Existing Transit Facilities

Figure 4



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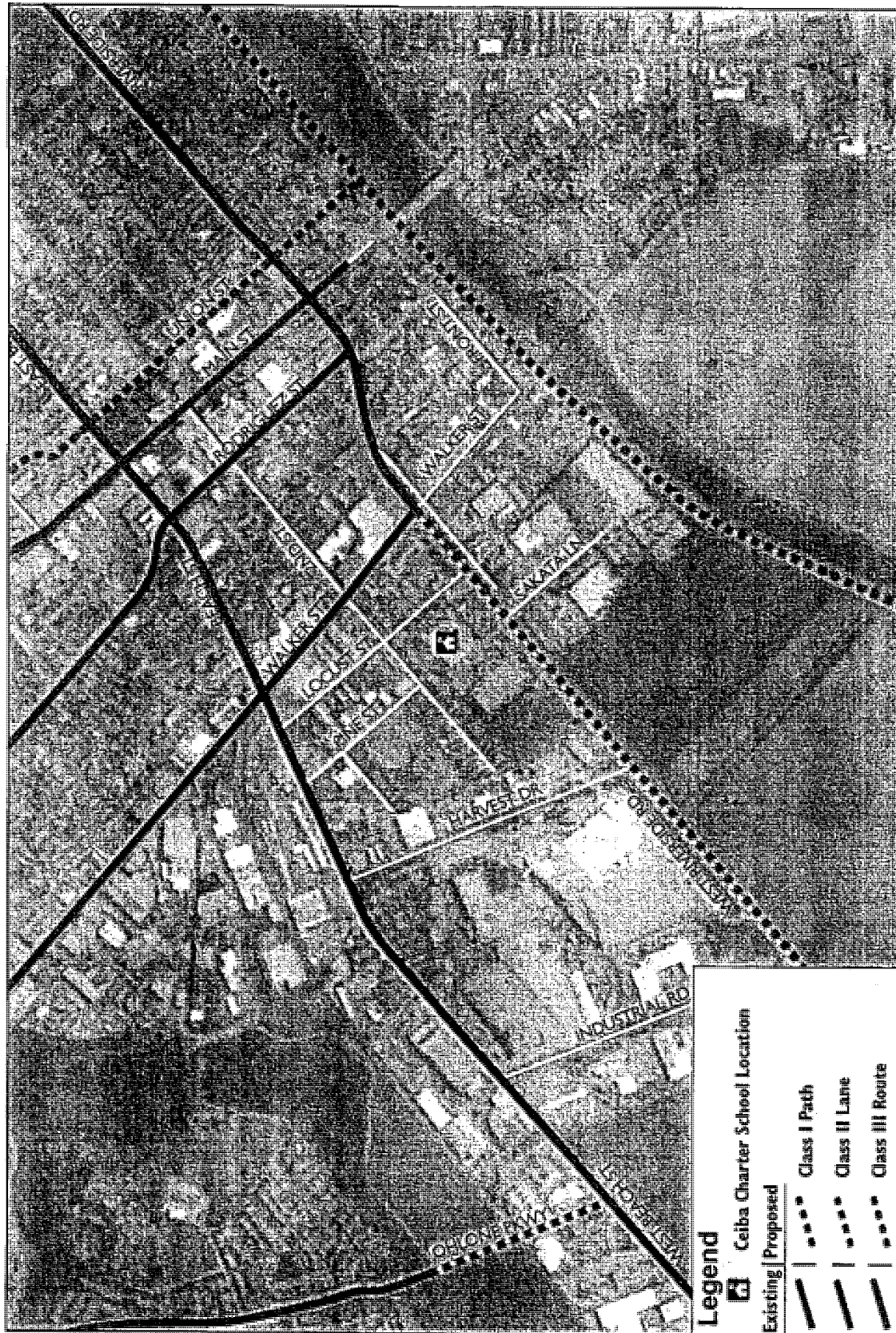
Sidewalk Gap Map

Figure 5



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Legend

Ceiba Charter School Location

Existing	Proposed	
		Class I Path
		Class II Lane
		Class III Route

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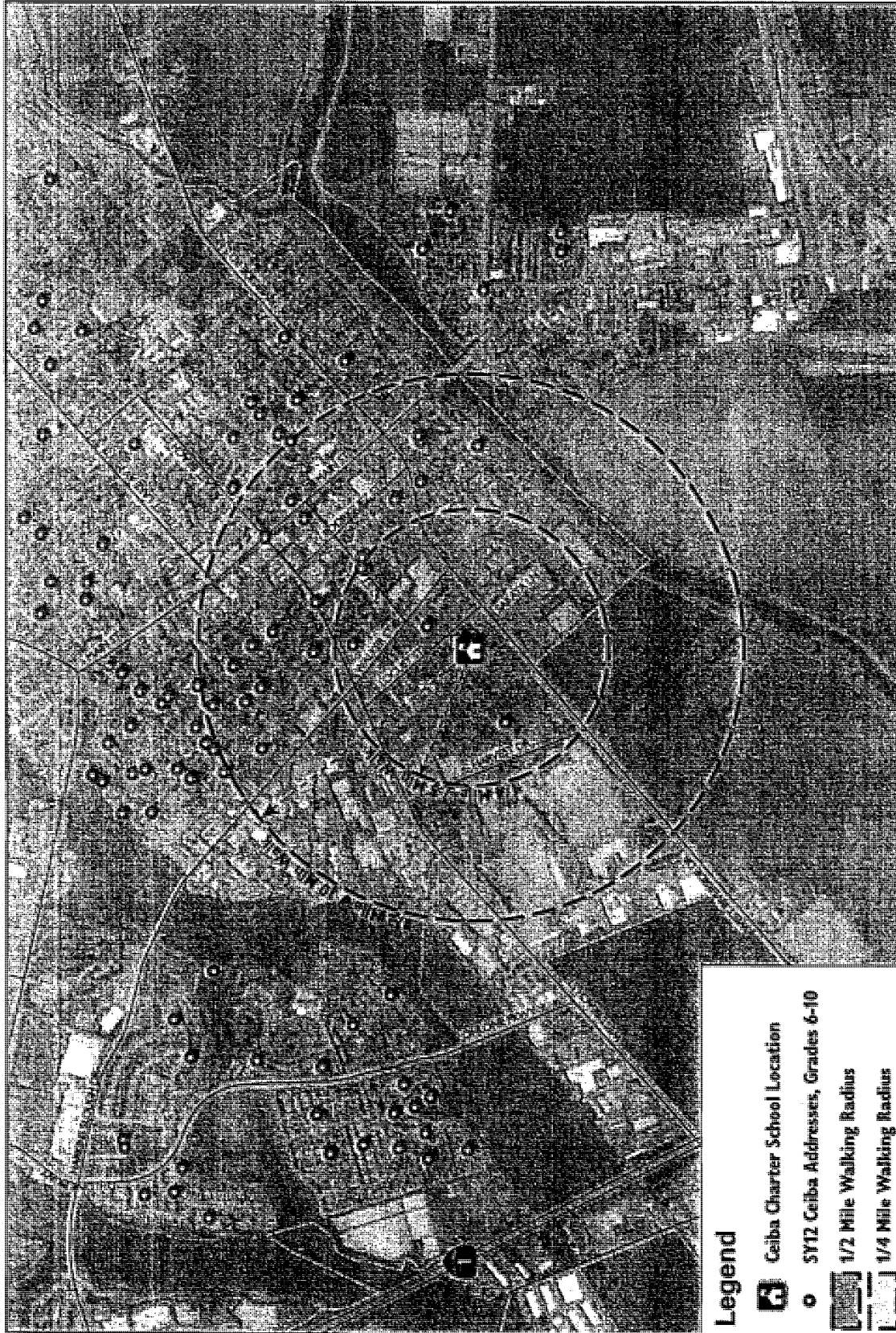
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CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

Existing and Proposed Bicycle Facilities

Figure 6



Legend

-  Ceiba Charter School Location
-  SY12 Ceiba Addresses, Grades 6-10
-  1/2 Mile Walking Radius
-  1/4 Mile Walking Radius



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CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

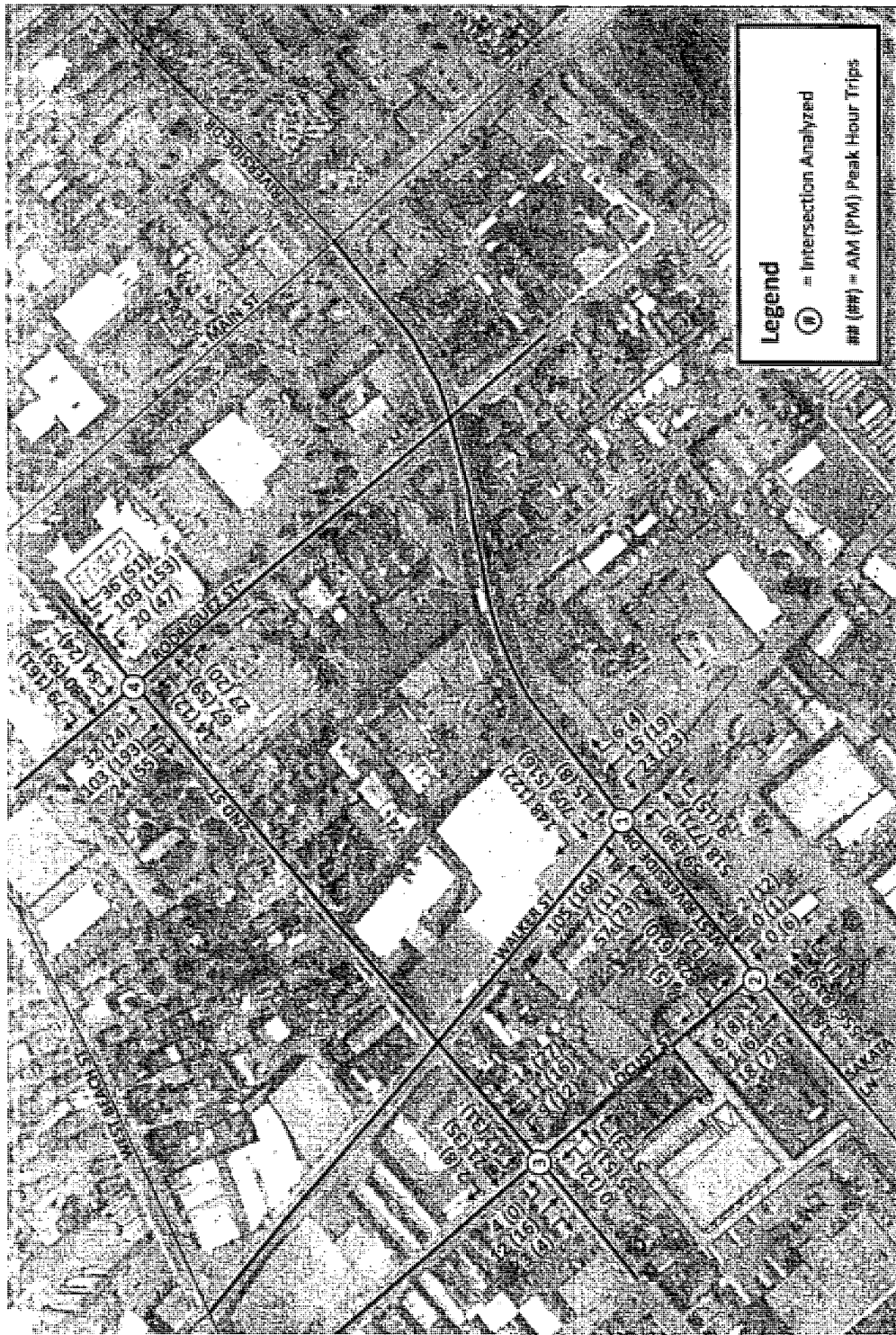
Walking Capture Area

Figure 7

Appendix A

Turning Movement Figures





Source: RBF Consulting, 12/2012

CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

EXISTING TURNING MOVEMENTS

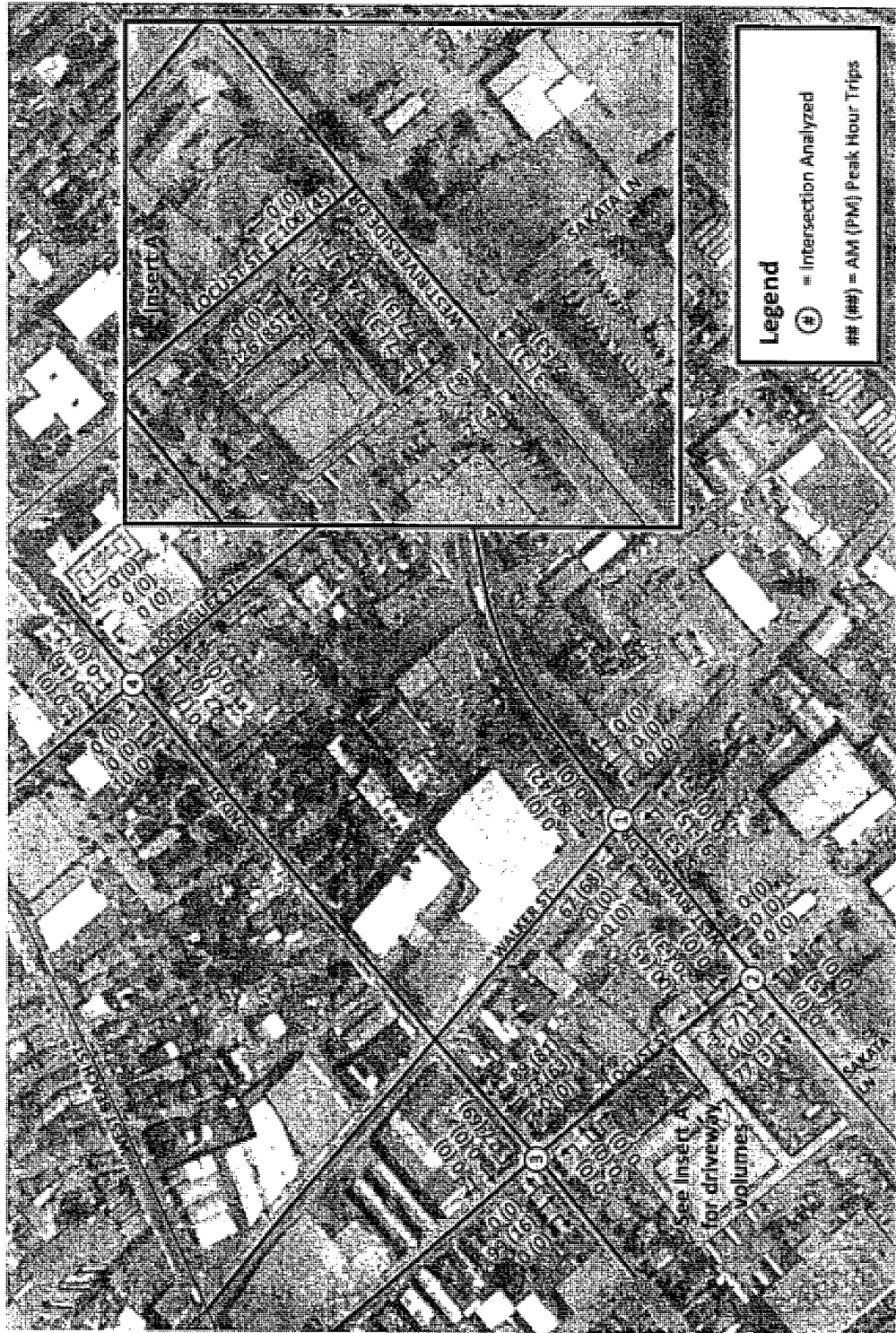
FIGURE A1

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North

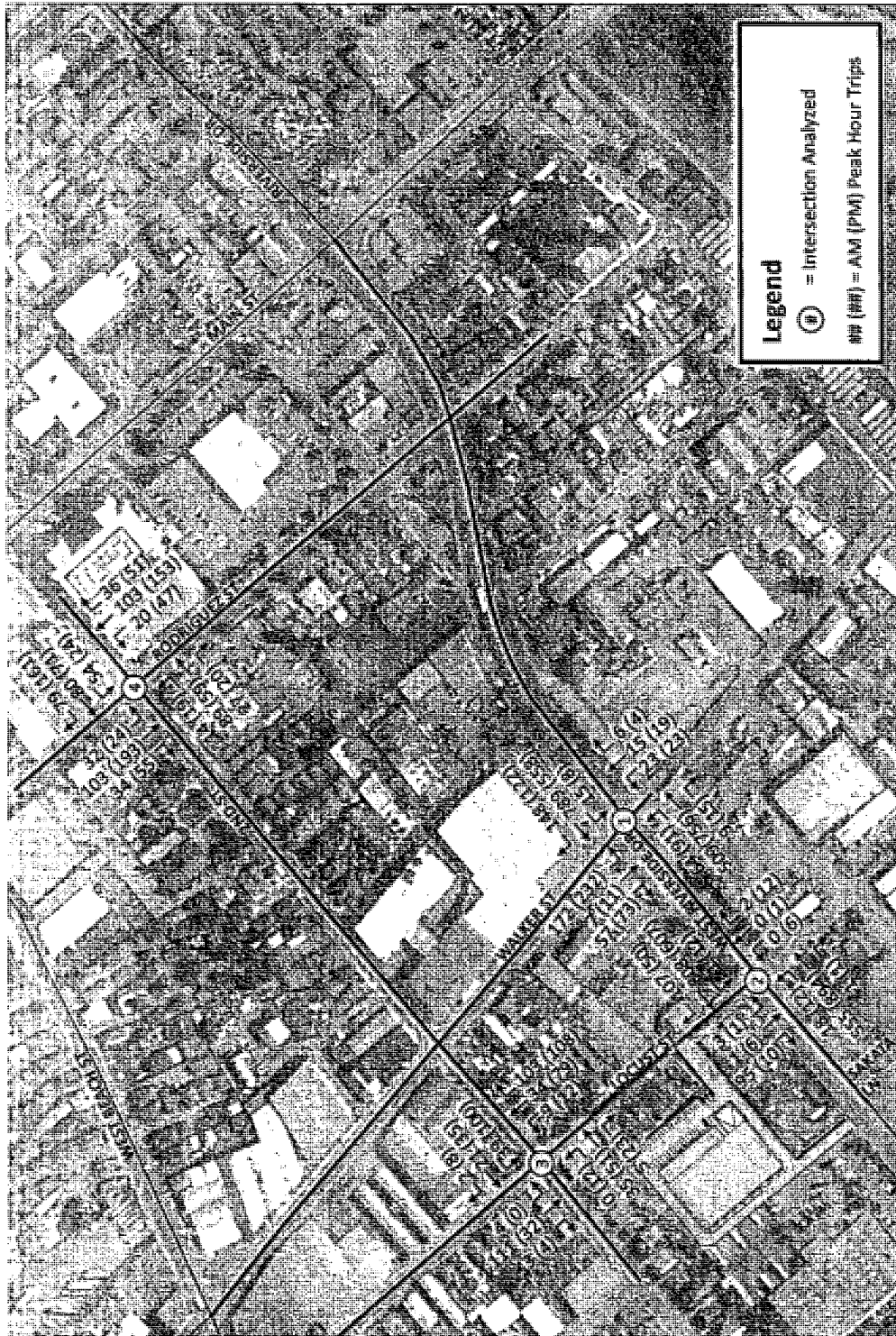
RBF CONSULTING A 3320 Company




CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

PROJECT PEAK HOUR TRIP ASSIGNMENT

FIGURE A2



Source: RBF Consulting, 12/2012


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CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE
EXISTING + PROJECT TURNING MOVEMENTS
 FIGURE A3



CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

CUMULATIVE TURNING MOVEMENTS

FIGURE A4

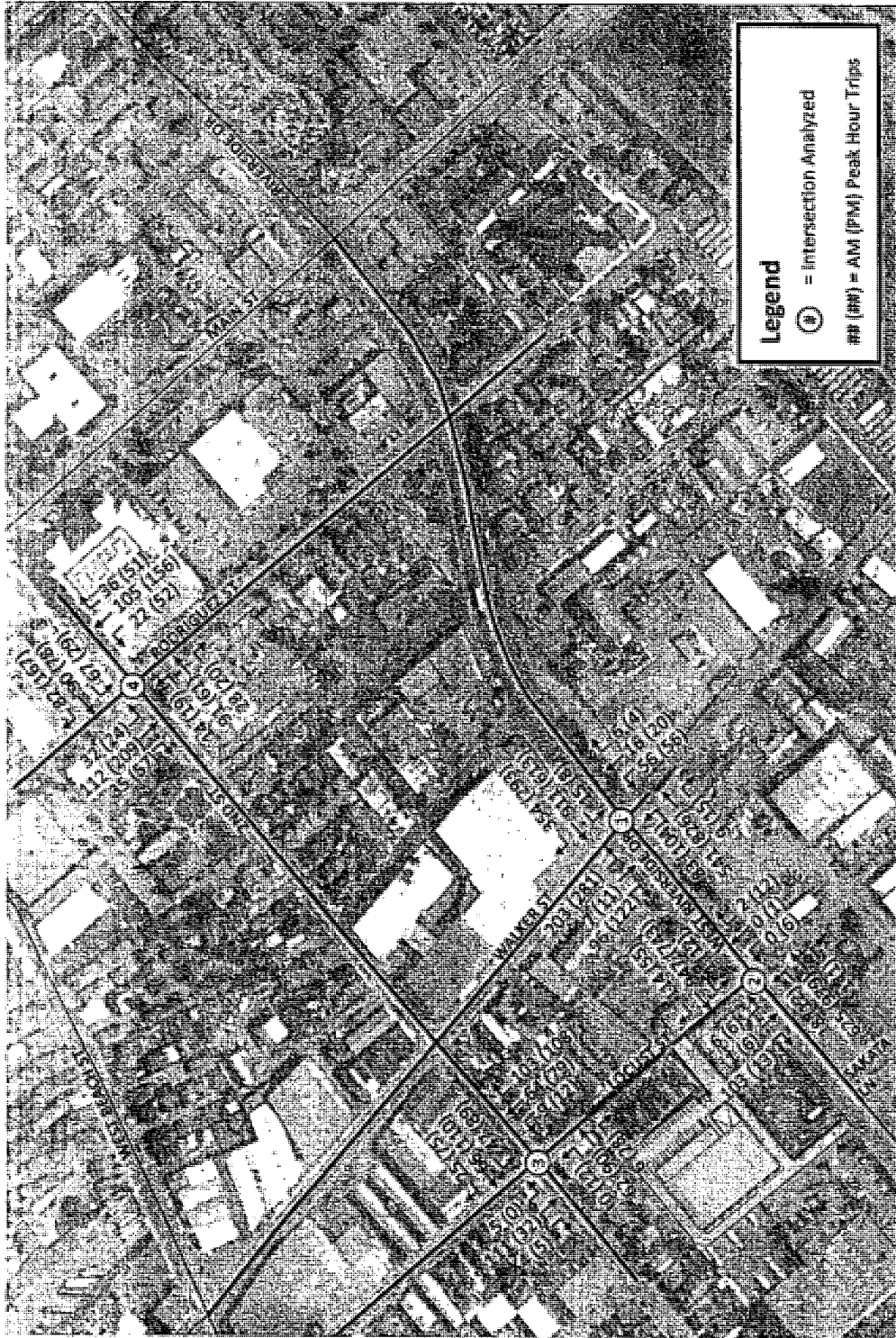
Source: RBF Consulting, 12/2012



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CEIBA CHARTER SCHOOL, CITY OF WATSONVILLE

CUMULATIVE + PROJECT TURNING MOVEMENTS

FIGURE A5

Source: RBF Consulting, 12/2012

North



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Appendix B
Intersection Level of Service Calculations



HCM Signalized Intersection Capacity Analysis 1: Riverside Drive & Walker Street

1/9/2013





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩		↩	↩↩			↩			↩↩	
Volume (vph)	59	518	9	15	709	148	23	15	6	105	7	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Flt	1.00	1.00		1.00	0.97			0.98			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1687	3369		1504	3186			1405			1543	
Flt Permitted	0.95	1.00		0.95	1.00			0.84			0.79	
Satd. Flow (perm)	1687	3369		1504	3186			1212			1264	
Peak-hour factor, PHF	0.81	0.81	0.81	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	73	640	11	18	844	176	32	21	8	114	8	62
RTOR Reduction (vph)	0	1	0	0	17	0	0	7	0	0	25	0
Lane Group Flow (vph)	73	650	0	18	1003	0	0	54	0	0	159	0
Heavy Vehicles (%)	7%	7%	0%	20%	9%	17%	39%	7%	50%	13%	29%	14%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.3	32.0		1.1	28.8			10.4			10.4	
Effective Green, g (s)	4.3	32.0		1.1	28.8			10.4			10.4	
Actuated g/C Ratio	0.08	0.57		0.02	0.51			0.19			0.19	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	129	1918		29	1633			224			234	
v/s Ratio Prot	c0.04	c0.19		0.01	c0.31						c0.13	
v/s Ratio Perm							0.04					c0.13
v/c Ratio	0.57	0.34		0.62	0.61		0.24				0.68	
Uniform Delay, d1	25.0	6.5		27.3	9.7		19.5				21.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00				1.00	
Incremental Delay, d2	3.4	0.1		26.1	0.8		0.6				7.6	
Delay (s)	28.4	6.6		53.4	10.5		20.1				28.9	
Level of Service	C	A		D	B		C				C	
Approach Delay (s)		8.8			11.3		20.1				28.9	
Approach LOS		A			B		C				C	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 2: Riverside Drive & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	556	1	1	828	7	0	0	2	6	1	18
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	21	654	1	1	974	8	0	0	2	7	1	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)				466								
pX, platoon unblocked	0.83						0.83	0.83		0.83	0.83	0.83
vC, conflicting volume	982			655			1208	1682	328	1352	1678	491
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	558			655			832	1405	328	1006	1400	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			100			100	100	100	96	99	98
cM capacity (veh/h)	845			942			208	113	674	160	114	885
Direction/Lane	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume Total	21	436	213	1	649	333	2	29				
Volume Left	21	0	0	1	0	0	0	7				
Volume Right	0	0	1	0	0	8	2	21				
cSH	845	1700	1700	942	1700	1700	674	375				
Volume to Capacity	0.03	0.26	0.13	0.00	0.38	0.20	0.00	0.08				
Queue Length 95th (ft)	2	0	0	0	0	0	0	6				
Control Delay (s)	9.4	0.0	0.0	8.8	0.0	0.0	10.4	15.4				
Lane LOS	A			A			B	C				
Approach Delay (s)	0.3			0.0			10.4	15.4				
Approach LOS							B	C				
Intersection Summary												
Average Delay	0.4											
Intersection Capacity Utilization	36.8%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
3: 2nd Street & Locust Street

















1/9/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	35	5	12	21	2	9	11	14	4	12	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.73	0.73	0.73	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	0	49	7	16	29	3	11	14	18	6	17	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	32			56			129	117	53	140	119	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	32			56			129	117	53	140	119	30
tC, single (s)	4.1			4.3			7.1	6.5	6.3	7.3	6.7	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.4	3.7	4.2	3.6
p0 queue free %	100			99			99	98	98	99	98	100
cM capacity (veh/h)	1594			1458			823	768	1001	749	735	962
Direction Conf	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume Total	56	45	42	21								
Volume Left	0	16	11	6								
Volume Right	7	3	18	4								
cSH	1594	1458	866	767								
Volume to Capacity	0.00	0.01	0.05	0.04								
Queue Length 95th (ft)	0	1	4	3								
Control Delay (s)	0.0	2.6	9.4	9.9								
Lane LOS		A	A	A								
Approach Delay (s)	0.0	2.6	9.4	9.9								
Approach LOS			A	A								
Intersection Summary												
Average Delay				4.6								
Intersection Capacity Utilization				18.6%			ICU Level of Service			A		
Analysis Period (min)				15								





















HCM Unsignalized Intersection Capacity Analysis
4: 2nd Street & Rodriguez Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	14	67	27	54	80	79	20	103	36	32	103	24
Peak Hour Factor	0.73	0.73	0.73	0.70	0.70	0.70	0.80	0.80	0.80	0.74	0.74	0.74
Hourly flow rate (vph)	19	92	37	77	114	113	25	129	45	43	139	32
Direction/Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	148	191	113	25	174	43	172					
Volume Left (vph)	19	77	0	25	0	43	0					
Volume Right (vph)	37	0	113	0	45	0	32					
Hadj (s)	-0.09	0.29	-0.68	0.50	-0.09	0.55	-0.06					
Departure Headway (s)	6.0	6.2	5.2	6.6	6.0	6.7	6.0					
Degree Utilization, x	0.25	0.33	0.16	0.05	0.29	0.08	0.29					
Capacity (veh/h)	555	549	647	508	560	506	561					
Control Delay (s)	11.0	11.0	8.1	8.7	10.3	9.0	10.2					
Approach Delay (s)	11.0	9.9		10.1		10.0						
Approach LOS	B	A		B		A						
Intersection Summary												
Delay	10.2											
HCM Level of Service	B											
Intersection Capacity Utilization	34.8%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis 1: Riverside Drive & Walker Street


1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	771	15	8	516	122	23	19	4	164	11	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7		3.7		
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00		
Flt	1.00	1.00		1.00	0.97			0.99		0.96		
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.97		
Satd. Flow (prot)	1671	3267		1421	3159			1691		1578		
Flt Permitted	0.95	1.00		0.95	1.00			0.83		0.77		
Satd. Flow (perm)	1671	3267		1421	3159			1440		1253		
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	44	897	17	10	614	145	26	22	5	178	12	79
RTOR Reduction (vph)	0	2	0	0	24	0	0	4	0	0	18	0
Lane Group Flow (vph)	44	912	0	10	735	0	0	49	0	0	251	0
Heavy Vehicles (%)	8%	10%	20%	27%	11%	11%	0%	10%	44%	13%	8%	10%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8					
Actuated Green, G (s)	4.0	25.7		1.2	22.9			16.4			16.4	
Effective Green, g (s)	4.0	25.7		1.2	22.9			16.4			16.4	
Actuated g/C Ratio	0.07	0.46		0.02	0.41			0.29			0.29	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	119	1499		30	1292			422			367	
v/s Ratio Prot	c0.03	c0.28		0.01	0.23						c0.20	
v/s Ratio Perm							0.03					
v/c Ratio	0.37	0.61		0.33	0.57		0.12			0.68		
Uniform Delay, d1	24.8	11.4		27.0	12.7		14.5			17.5		
Progression Factor	1.00	1.00		1.00	1.00		1.00			1.00		
Incremental Delay, d2	0.7	0.8		2.4	0.7		0.1			5.2		
Delay (s)	25.5	12.2		29.4	13.4		14.6			22.7		
Level of Service	C	B		C	B		B			C		
Approach Delay (s)		12.8			13.7		14.6			22.7		
Approach LOS		B			B		B			C		
Intersection Summary												
HCM Average Control Delay			14.5				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			56.0				Sum of lost time (s)			12.7		
Intersection Capacity Utilization			59.2%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group













HCM Unsignalized Intersection Capacity Analysis 2: Riverside Drive & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↕		↰	↕			↕			↕	
Volume (veh/h)	12	849	1	12	610	5	6	1	12	8	6	7
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	999	1	14	718	6	7	1	14	9	7	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	466											
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	724			1000			1426	1779	500	1287	1777	362
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	434			1000			1226	1624	500	1074	1621	26
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.9	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	98			98			94	99	97	93	92	99
cM capacity (veh/h)	924			700			110	89	522	127	89	917
Direction/Lane	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume Total	14	849	1	14	610	5	6	1	12	8	6	7
Volume Left	14	0	0	14	0	0	7	9				
Volume Right	0	0	1	0	0	6	14	8				
cSH	924	1700	1700	700	1700	1700	214	152				
Volume to Capacity	0.02	0.39	0.20	0.02	0.28	0.14	0.10	0.16				
Queue Length 95th (ft)	1	0	0	2	0	0	9	14				
Control Delay (s)	9.0	0.0	0.0	10.2	0.0	0.0	23.8	33.3				
Lane LOS	A			B			C	D				
Approach Delay (s)	0.1			0.2			23.8	33.3				
Approach LOS							C	D				
Intersection Summary												
Average Delay	0.9											
Intersection Capacity Utilization	33.5%											
ICU Level of Service	A											
Analysis Period (min)	15											
















HCM Unsignalized Intersection Capacity Analysis 3: 2nd Street & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	12	51	23	31	35	8	12	16	27	0	16	4
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.79	0.79	0.79	0.78	0.78	0.78	0.83	0.83	0.83	0.70	0.70	0.70
Hourly flow rate (vph)	15	65	29	40	45	10	14	19	33	0	23	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	55			94			256	244	79	281	254	50
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			94			256	244	79	281	254	50
tC, single (s)	4.1			4.2			7.2	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.3	3.6	4.2	3.3
p0 queue free %	99			97			98	97	97	100	96	99
cM capacity (veh/h)	1563			1434			637	637	973	596	602	1024
Direction Lane #	EBL	WBL	NBL	SBL								
Volume Total	109	95	66	29								
Volume Left	15	40	14	0								
Volume Right	29	10	33	6								
cSH	1563	1434	767	656								
Volume to Capacity	0.01	0.03	0.09	0.04								
Queue Length 95th (ft)	1	2	7	3								
Control Delay (s)	1.1	3.3	10.1	10.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.1	3.3	10.1	10.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay	4.7											
Intersection Capacity Utilization	25.9%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
4: 2nd Street & Rodriguez Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	12	59	20	24	55	161	47	153	51	24	193	55
Peak Hour Factor	0.87	0.87	0.87	0.70	0.70	0.70	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	14	68	23	34	79	230	54	176	59	27	219	62
Direction/Lane #	EB:1	WB:1	WB:2	NB:1	NB:2	SB:1	SB:2					
Volume Total (vph)	105	113	230	54	234	27	282					
Volume Left (vph)	14	34	0	54	0	27	0					
Volume Right (vph)	23	0	230	0	59	0	63					
Hadj (s)	0.04	0.25	0.70	0.72	0.15	0.52	0.06					
Departure Headway (s)	6.7	6.6	5.7	7.0	6.2	6.8	6.2					
Degree Utilization, x	0.20	0.21	0.36	0.11	0.40	0.05	0.49					
Capacity (veh/h)	484	505	590	482	553	498	553					
Control Delay (s)	11.3	10.2	10.7	9.7	12.0	9.0	13.7					
Approach Delay (s)	11.3	10.6		11.6		13.3						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay	11.7											
HCM Level of Service	B											
Intersection Capacity Utilization	38.5%						ICU Level of Service					
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis 1: Riverside Drive & Walker Street

1/9/2013





















Movement	EBL	EB	EBR	WBL	WB	WBR	NBL	NBT	NBR	SBL	SB	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Volume (vph)	59	509	9	15	789	148	23	15	6	172	7	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Flt	1.00	1.00		1.00	0.98			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.96	
Satd. Flow (prot)	1687	3369		1504	3196			1405			1559	
Flt Permitted	0.95	1.00		0.95	1.00			0.84			0.77	
Satd. Flow (perm)	1687	3369		1504	3196			1205			1247	
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	78	670	12	18	939	176	32	21	8	187	8	62
RTOR Reduction (vph)	0	1	0	0	17	0	0	6	0	0	14	0
Lane Group Flow (vph)	78	681	0	18	1098	0	0	55	0	0	243	0
Heavy Vehicles (%)	7%	7%	0%	20%	9%	17%	39%	7%	50%	13%	29%	14%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	6.5	35.2		1.4	30.1			17.2			17.2	
Effective Green, g (s)	6.5	35.2		1.4	30.1			17.2			17.2	
Actuated g/C Ratio	0.10	0.53		0.02	0.45			0.26			0.26	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	165	1783		32	1447			312			323	
v/s Ratio Prot	c0.05	0.20		0.01	c0.34							
v/s Ratio Perm								0.05			c0.19	
v/c Ratio	0.47	0.38		0.56	0.76			0.18			0.75	
Uniform Delay, d1	28.4	9.2		32.2	15.2			19.1			22.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.8	0.2		12.8	2.5			0.3			9.5	
Delay (s)	29.2	9.4		45.0	17.7			19.4			32.2	
Level of Service	C	A		D	B			B			C	
Approach Delay (s)		11.4			18.1			19.4			32.2	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay			17.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			66.5			Sum of lost time (s)			12.7			
Intersection Capacity Utilization			63.4%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group













HCM Unsignalized Intersection Capacity Analysis 2: Riverside Drive & Locust Street

1/9/2013

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	23	550	1	1	808	107	0	0	2	3	1	95	
Sign Control	Free				Free		Stop				Stop		
Grade	0%				0%		0%				0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	27	647	1	1	951	126	0	0	2	4	1	112	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None						None						
Median storage (veh)													
Upstream signal (ft)	466												
pX, platoon unblocked	0.75						0.75	0.75			0.75	0.75	0.75
vC, conflicting volume	1076				648			1292	1781	324	1396	1716	538
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	425				648			713	1368	324	853	1284	0
tC, single (s)	4.1				4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)													
tE (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97				100			100	100	100	98	99	86
cM capacity (veh/h)	855				947			201	107	678	186	120	800
Direction Lane Assignment	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Volume Total	27	431	212	1	634	443	2	116					
Volume Left	27	0	0	1	0	0	0	4					
Volume Right	0	0	1	0	0	126	2	112					
cSH	855	1700	1700	947	1700	1700	678	692					
Volume to Capacity	0.03	0.25	0.13	0.00	0.37	0.26	0.00	0.17					
Queue Length 95th (ft)	2	0	0	0	0	0	0	15					
Control Delay (s)	9.3	0.0	0.0	8.8	0.0	0.0	10.3	11.3					
Lane LOS	A				A			B	B				
Approach Delay (s)	0.4				0.0			10.3	11.3				
Approach LOS							B	B					
Intersection Summary													
Average Delay	0.9												
Intersection Capacity Utilization	41.1%												
ICU Level of Service	A												
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis 3: 2nd Street & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	35	5	34	21	2	9	34	103	4	111	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	49	7	49	30	3	13	49	147	6	159	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	33			56			265	183	53	353	185	31
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	33			56			265	183	53	353	185	31
tC, single (s)	4.1			4.3			7.1	6.5	6.3	7.3	6.7	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.4	3.7	4.2	3.6
p0 queue free %	100			97			98	93	85	99	76	100
cM capacity (veh/h)	1592			1458			548	691	1001	442	661	960
Direction/Lane #	EBL	WBL	NBL	SBL								
Volume Total	56	81	209	169								
Volume Left	0	49	13	6								
Volume Right	7	3	147	4								
cSH	1592	1458	866	655								
Volume to Capacity	0.00	0.03	0.24	0.26								
Queue Length 95th (ft)	0	3	24	26								
Control Delay (s)	0.0	4.6	10.5	12.4								
Lane LOS		A	B	B								
Approach Delay (s)	0.0	4.6	10.5	12.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay				9.0								
Intersection Capacity Utilization				28.7%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis
4: 2nd Street & Rodriguez Street

1/9/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	14	89	27	54	80	79	20	103	36	32	103	34
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	20	127	39	77	114	113	25	129	45	46	147	49

Direction/Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	186	191	113	25	174	46	196
Volume Left (vph)	20	77	0	25	0	46	0
Volume Right (vph)	39	0	113	0	45	0	49
Hadj (s)	-0.08	0.29	-0.68	0.50	-0.09	0.55	-0.11
Departure Headway (s)	6.2	6.4	5.4	6.8	6.2	6.8	6.1
Degree Utilization, X	0.32	0.34	0.17	0.05	0.30	0.09	0.33
Capacity (veh/h)	545	532	621	491	539	493	550
Control Delay (s)	12.0	11.4	8.3	9.0	10.7	9.3	11.0
Approach Delay (s)	12.0	10.3		10.5	10.7		
Approach LOS	B	B		B		B	

Intersection Summary	
Delay	10.6
HCM Level of Service	B
Intersection Capacity Utilization	34.8%
Analysis Period (min)	15
ICU Level of Service	A

HCM Signalized Intersection Capacity Analysis 1: Riverside Drive & Walker Street



















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Volume (vph)	38	756	15	8	558	122	23	19	4	232	11	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.97			0.99			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.96	
Satd. Flow (prot)	1671	3266		1421	3165			1703			1584	
Flt Permitted	0.95	1.00		0.95	1.00			0.82			0.74	
Satd. Flow (perm)	1671	3266		1421	3165			1430			1220	
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	50	995	20	10	664	145	32	26	5	252	12	79
RTOR Reduction (vph)	0	2	0	0	22	0	0	3	0	0	12	0
Lane Group Flow (vph)	50	1013	0	10	787	0	0	60	0	0	331	0
Heavy Vehicles (%)	8%	10%	20%	27%	11%	11%	0%	10%	44%	13%	8%	10%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.5	28.6		1.3	25.4			21.5			21.5	
Effective Green, g (s)	4.5	28.6		1.3	25.4			21.5			21.5	
Actuated g/C Ratio	0.07	0.45		0.02	0.40			0.34			0.34	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	117	1457		29	1254			480			409	
v/s Ratio Prot	c0.03	c0.31		0.01	0.25							
v/s Ratio Perm								0.04			c0.27	
v/c Ratio	0.43	0.70		0.34	0.63			0.12			0.81	
Uniform Delay, d1	28.6	14.3		31.0	15.5			14.8			19.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.9	1.6		2.6	1.1			0.1			1.2	
Delay (s)	29.5	15.8		33.6	16.7			14.9			30.7	
Level of Service	C	B		C	B			B			C	
Approach Delay (s)		16.5			16.9			14.9			30.7	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay				18.7			HCM Level of Service				B	
HCM Volume to Capacity ratio				0.75								
Actuated Cycle Length (s)				64.1			Sum of lost time (s)			12.7		
Intersection Capacity Utilization				63.7%			ICU Level of Service			B		
Analysis Period (min)				15								

c Critical Lane Group













HCM Unsignalized Intersection Capacity Analysis 2: Riverside Drive & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	841	1	12	607	50	6	1	12	1	6	10
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	76	989	1	14	714	59	7	1	14	1	7	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)				486								
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	773			991			1544	1944	495	1434	1915	386
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	384			991			1289	1759	495	1160	1726	0
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.9	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	92			98			92	98	97	99	90	99
cM capacity (veh/h)	928			706			88	65	525	98	69	915
Direction Lane	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume Total	76	989	1	14	714	59	7	1	14	1	7	12
Volume Left	76	0	0	14	0	0	7	1	0	0	0	0
Volume Right	0	989	1	0	714	59	0	0	14	1	7	12
cSH	928	1700	1700	706	1700	1700	179	157				
Volume to Capacity	0.08	0.39	0.19	0.02	0.28	0.17	0.13	0.13				
Queue Length 95th (ft)	7	0	0	2	0	0	10	11				
Control Delay (s)	9.2	0.0	0.0	10.2	0.0	0.0	28.0	31.3				
Lane LOS	A			B			D	D				
Approach Delay (s)	0.7			0.2			28.0	31.3				
Approach LOS							D	D				
Intersection Summary												
Average Delay	1.1											
Intersection Capacity Utilization	39.9%			ICU Level of Service			A					
Analysis Period (min)	15											

















HCM Unsignalized Intersection Capacity Analysis 3: 2nd Street & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (Veh/h)	12	51	23	47	35	8	12	79	108	0	32	4
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	17	72	32	67	50	11	17	113	154	0	46	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	61			104			340	318	88	523	328	56
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	61			104			340	318	88	523	328	56
tC, single (s)	4.1			4.2			7.2	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.3	3.6	4.2	3.3
p0 queue free %	99			95			97	80	84	100	91	99
cM capacity (veh/h)	1555			1421			531	567	962	305	534	1017
Direction/Lane #	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume Total	121	129	284	51								
Volume Left	17	67	17	0								
Volume Right	32	11	154	6								
cSH	1555	1421	726	564								
Volume to Capacity	0.01	0.05	0.39	0.09								
Queue Length 95th (ft)	1	4	47	7								
Control Delay (s)	1.1	4.2	13.1	12.0								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.1	4.2	13.1	12.0								
Approach LOS			B	B								
Intersection Summary												
Average Delay	8.6											
Intersection Capacity Utilization	36.4%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 4: 2nd Street & Rodriguez Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	19	59	20	24	71	161	47	153	51	24	193	55
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	27	84	29	34	101	230	59	191	64	34	276	79
Direction/Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	140	136	230	59	255	34	354					
Volume Left (vph)	27	34	0	59	0	34	0					
Volume Right (vph)	29	0	230	0	64	0	79					
Hadj (s)	-0.02	0.23	-0.70	0.72	-0.15	0.52	-0.06					
Departure Headway (s)	7.3	7.2	6.2	7.6	6.7	7.2	6.6					
Degree Utilization, x	0.28	0.27	0.40	0.12	0.47	0.07	0.65					
Capacity (veh/h)	439	470	530	450	513	474	520					
Control Delay (s)	13.1	11.6	12.1	10.4	14.3	9.5	19.9					
Approach Delay (s)	13.1	11.9		13.6		19.0						
Approach LOS	B	B		B		C						
Intersection Summary												
Delay	14.8											
HCM Level of Service	B											
Intersection Capacity Utilization	38.9%			ICU Level of Service								
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis 1: Riverside Drive & Walker Street

1/9/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱			↱		↰	↱	↰
Volume (vph)	78	550	9	15	831	354	56	16	6	136	7	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.96			0.99			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1687	3369		1504	3096			1363			1534	
Flt Permitted	0.95	1.00		0.95	1.00			0.88			0.79	
Satd. Flow (perm)	1687	3369		1504	3096			966			1245	
Peak-hour factor, PHF	0.81	0.81	0.81	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	96	679	11	18	989	421	77	22	8	148	8	104
RTOR Reduction (vph)	0	1	0	0	56	0	0	4	0	0	31	0
Lane Group Flow (vph)	96	689	0	18	1354	0	0	103	0	0	229	0
Heavy Vehicles (%)	7%	7%	0%	20%	9%	17%	39%	7%	50%	13%	29%	14%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	6.0	43.1		1.4	38.5			16.9			16.9	
Effective Green, g (s)	6.0	43.1		1.4	38.5			16.9			16.9	
Actuated g/C Ratio	0.08	0.58		0.02	0.52			0.23			0.23	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	137	1960		28	1609			220			284	
v/s Ratio Prot	c0.06	0.20		0.01	c0.44							
v/s Ratio Perm								0.11			c0.18	
v/c Ratio	0.70	0.35		0.64	0.84			0.47			0.81	
Uniform Delay, d1	33.2	8.2		36.1	15.2			24.7			27.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	12.4	0.1		32.0	4.3			1.6			15.3	
Delay (s)	45.6	8.3		68.1	19.5			26.3			42.4	
Level of Service	D	A		E	B			C			D	
Approach Delay (s)		12.9			20.1			26.3			42.4	
Approach LOS		B			C			C			D	
Intersection Summary												
HCM Average Control Delay			20.4				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			74.1				Sum of lost time (s)			12.7		
Intersection Capacity Utilization			66.7%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 2: Riverside Drive & Locust Street

1/9/2013

Movement	EBL	EB	EBR	WBL	WB	WBR	NBL	NB	NBR	SBL	SB	SBR	
Lane Configurations	↰	↱↲		↰	↱↲			↱			↱		
Volume (veh/h)	18	626	1	1	967	14	0	0	2	9	1	26	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	21	736	1	1	1138	16	0	0	2	11	1	31	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None						None						
Median storage (veh)													
Upstream signal (ft)	466												
pX, platoon unblocked	0.71						0.71	0.71					0.71
vC, conflicting volume	1154				738			1382	1936	369	1561	1928	577
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	387				738			710	1494	369	964	1483	0
tC, single (s)	4.1				4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)													
tE (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97				100			100	100	100	93	99	96
cM capacity (veh/h)	835				877			213	85	634	147	87	757
Direction/Lane	EBL	EB	EBR	WBL	WB	WBR	NBL	NB	NBR	SBL	SB	SBR	
Volume Total	21	43	247	1	759	396	2	42					
Volume Left	21	0	0	1	0	0	0	0	11				
Volume Right	0	0	1	0	0	16	2	31					
cSH	835	1700	1700	877	1700	1700	634	336					
Volume to Capacity	0.03	0.29	0.15	0.00	0.45	0.23	0.00	0.13					
Queue Length 95th (ft)	2	0	0	0	0	0	0	11					
Control Delay (s)	9.4	0.0	0.0	9.1	0.0	0.0	10.7	17.3					
Lane LOS	A			A			B	C					
Approach Delay (s)	0.3			0.0			10.7	17.3					
Approach LOS							B	C					
Intersection Summary													
Average Delay	0.5												
Intersection Capacity Utilization	42.7%												
ICU Level of Service	A												
Analysis Period (min)	15												

















HCM Unsignalized Intersection Capacity Analysis 3: 2nd Street & Locust Street

1/9/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	62	6	20	66	25	9	41	14	5	12	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.73	0.73	0.73	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	0	87	8	27	90	34	11	51	18	7	17	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	125			96			268	271	92	297	258	108
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	125			96			268	271	92	297	258	108
tC, single (s)	4.1			4.3			7.1	6.5	6.3	7.3	6.7	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.6	4.0	3.4	3.7	4.2	3.6
p0 queue free %	100			98			98	92	98	99	97	99
cM capacity (veh/h)	1475			1409			659	627	952	555	609	869
Direction/Lane #	EBL	WBL	NBL	SBL								
Volume Total	96	152	80	30								
Volume Left	0	27	11	7								
Volume Right	8	34	18	6								
cSH	1475	1409	682	630								
Volume to Capacity	0.00	0.02	0.12	0.05								
Queue Length 95th (ft)	0	1	10	4								
Control Delay (s)	0.0	1.5	11.0	11.0								
Lane LOS		A	B	B								
Approach Delay (s)	0.0	1.5	11.0	11.0								
Approach LOS			B	B								
Intersection Summary												
Average Delay	4.0											
Intersection Capacity Utilization	23.5%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
4: 2nd Street & Rodriguez Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	14	69	28	67	90	82	22	105	36	32	112	25
Peak Hour Factor	0.73	0.73	0.73	0.70	0.70	0.70	0.80	0.80	0.80	0.74	0.74	0.74
Hourly flow rate (vph)	19	95	38	96	129	117	28	131	45	43	151	34
Direction Lane #	EB1	WB1	WB2	NB1	NB2	SB1	SB2					
Volume Total (vph)	152	224	117	28	176	43	185					
Volume Left (vph)	19	96	0	28	0	43	0					
Volume Right (vph)	38	0	117	0	45	0	34					
Hadj (s)	-0.10	0.30	-0.68	0.50	-0.09	0.55	-0.06					
Departure Headway (s)	6.2	6.3	5.3	6.8	6.2	6.8	6.2					
Degree Utilization %	0.26	0.39	0.17	0.05	0.30	0.08	0.32					
Capacity (veh/h)	541	541	634	494	542	493	545					
Control Delay (s)	11.3	12.2	8.2	9.0	10.7	9.2	10.9					
Approach Delay (s)	11.3	10.8		10.5		10.6						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay	10.6											
HCM Level of Service	B											
Intersection Capacity Utilization	36.2%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis 1: Riverside Drive & Walker Street



















1/9/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑↑		←	↑↑			↑			↑	
Volume (vph)	51	841	15	8	571	293	56	20	4	213	11	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	0.95			0.99			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1671	3268		1421	3087			1738			1570	
Flt Permitted	0.95	1.00		0.95	1.00			0.71			0.78	
Satd. Flow (perm)	1671	3268		1421	3087			1277			1266	
Peak-hour factor, PHF	0.86	0.86	0.86	0.84	0.84	0.84	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	59	978	17	10	680	349	64	23	5	232	12	133
RTOR Reduction (vph)	0	2	0	0	81	0	0	3	0	0	24	0
Lane Group Flow (vph)	59	993	0	10	948	0	0	89	0	0	353	0
Heavy Vehicles (%)	8%	10%	20%	27%	11%	11%	0%	10%	44%	13%	8%	10%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.1	31.9		1.3	29.1			22.7			22.7	
Effective Green, g (s)	4.1	31.9		1.3	29.1			22.7			22.7	
Actuated g/C Ratio	0.06	0.47		0.02	0.42			0.33			0.33	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	100	1520		27	1310			423			419	
v/s Ratio Prot	c0.04	c0.30		0.01	c0.31							
v/s Ratio Perm								0.07			c0.28	
v/c Ratio	0.59	0.65		0.37	0.72			0.21			0.84	
Uniform Delay, d1	31.4	14.1		33.2	16.4			16.5			21.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	5.6	1.1		3.1	2.2			0.3			14.2	
Delay (s)	37.1	15.2		36.3	18.6			16.8			35.5	
Level of Service	D	B		D	B			B			D	
Approach Delay (s)		16.5			18.7			16.8			35.5	
Approach LOS		B			B			B			D	
Intersection Summary												
HCM Average Control Delay			20.2				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			68.6				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			64.8%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

















HCM Unsignalized Intersection Capacity Analysis 2: Riverside Drive & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	934	1	12	746	10	6	1	12	13	6	10
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	1099	1	14	878	12	7	1	14	15	7	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)				466								
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
VC, conflicting volume	889			1100			1610	2045	550	1504	2040	445
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	810			1100			1558	2009	550	1448	2004	348
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.9	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	98			98			89	98	97	78	87	98
cM capacity (veh/h)	712			642			64	55	484	70	56	616
Direction Lane #	EB1	EB2	EB3	WB1	WB2	WB3	NB1	SB1				
Volume Total	14	733	367	14	585	304	22	34				
Volume Left	14	0	0	14	0	0	7	15				
Volume Right	0	0	1	0	0	12	14	12				
cSH	712	1700	1700	642	1700	1700	140	93				
Volume to Capacity	0.02	0.43	0.22	0.02	0.34	0.18	0.16	0.37				
Queue Length 95th (ft)	2	0	0	2	0	0	14	36				
Control Delay (s)	10.2	0.0	0.0	10.7	0.0	0.0	35.6	64.4				
Lane LOS	B			B			E	F				
Approach Delay (s)	0.1			0.2			35.6	64.4				
Approach LOS							E	F				
Intersection Summary												
Average Delay	1.6											
Intersection Capacity Utilization	35.9%											
ICU Level of Service	A											
Analysis Period (min)	15											

















HCM Unsignalized Intersection Capacity Analysis 3: 2nd Street & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	90	28	20	110	75	12	16	27	0	16	5
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.79	0.79	0.79	0.78	0.78	0.78	0.83	0.83	0.83	0.70	0.70	0.70
Hourly flow rate (vph)	15	114	35	26	141	96	14	19	33	0	23	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	237			149			421	450	132	445	420	189
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	237			149			421	450	132	445	420	189
tC, single (s)	4.1			4.2			7.2	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.3	3.6	4.2	3.3
p0 queue free %	99			98			97	96	96	100	95	99
cM capacity (Veh/h)	1342			1367			493	492	910	462	487	858
Direction Lane #	EBL	WBL	NBL	SB								
Volume Total	165	263	66	30								
Volume Left	15	26	14	0								
Volume Right	35	96	33	7								
cSH	1342	1367	636	543								
Volume to Capacity	0.01	0.02	0.10	0.06								
Queue Length 95th (ft)	1	1	9	4								
Control Delay (s)	0.8	0.9	11.3	12.0								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.8	0.9	11.3	12.0								
Approach LOS				B	B							
Intersection Summary												
Average Delay				2.8								
Intersection Capacity Utilization				31.8%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis 4: 2nd Street & Rodriguez Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	12	61	20	29	62	167	52	156	51	24	209	57
Peak Hour Factor	0.87	0.87	0.87	0.70	0.70	0.70	0.87	0.87	0.87	0.88	0.88	0.88
Hourly flow rate (vph)	14	70	23	41	89	239	60	179	59	27	238	65
Direction Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	107	130	239	60	238	27	302					
Volume Left (vph)	14	41	0	60	0	27	0					
Volume Right (vph)	23	0	239	0	59	0	65					
Head (s)	-0.04	0.25	-0.70	0.72	-0.14	0.52	-0.06					
Departure Headway (s)	6.9	6.8	5.8	7.2	6.3	6.9	6.3					
Degree Utilization, x	0.20	0.24	0.39	0.12	0.42	0.05	0.53					
Capacity (veh/h)	470	496	579	472	539	489	533					
Control Delay (s)	11.7	10.8	11.2	10.0	12.6	9.1	15.2					
Approach Delay (s)	11.7	11.1		12.0		14.7						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay	12.5											
HCM Level of Service	B											
Intersection Capacity Utilization	39.6%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis

1: Riverside Drive & Walker Street




















1/9/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Volume (vph)	78	541	9	15	911	354	56	16	6	203	7	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Flt	1.00	1.00		1.00	0.96			0.99			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1687	3369		1504	3109			1363			1549	
Flt Permitted	0.95	1.00		0.95	1.00			0.71			0.76	
Satd. Flow (perm)	1687	3369		1504	3109			1000			1212	
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	103	712	12	18	1085	421	77	22	8	221	8	104
RTOR Reduction (vph)	0	1	0	0	47	0	0	4	0	0	21	0
Lane Group Flow (vph)	103	723	0	18	1459	0	0	103	0	0	312	0
Heavy Vehicles (%)	7%	7%	0%	20%	9%	17%	39%	7%	50%	13%	29%	14%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8					
Actuated Green, G (s)	6.2	41.9		1.5	37.2			22.1			22.1	
Effective Green, g (s)	6.2	41.9		1.5	37.2			22.1			22.1	
Actuated g/C Ratio	0.08	0.54		0.02	0.48			0.28			0.28	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	134	1805		29	1479			283			343	
v/s Ratio Prot	c0.06	0.21		0.01	c0.47							
v/s Ratio Perm								0.10			c0.26	
v/c Ratio	0.77	0.40		0.62	0.99			0.37			0.91	
Uniform Delay, d1	35.3	10.7		38.1	20.2			22.4			27.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	20.8	0.2		26.1	20.0			0.8			27.2	
Delay (s)	56.1	10.9		64.1	40.3			23.2			54.3	
Level of Service	E	B		E	D			C			D	
Approach Delay (s)		16.6			40.6			23.2			54.3	
Approach LOS		B			D			C			D	
Intersection Summary												
HCM Average Control Delay			34.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			78.2			Sum of lost time (s)			12.7			
Intersection Capacity Utilization			73.6%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

















HCM Unsignalized Intersection Capacity Analysis 2: Riverside Drive & Locust Street

1/9/2013

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (veh/h)	23	620	1	1	947	114	0	0	2	6	1	103		
Sign Control	Free			Free			Stop			Stop				
Grade	0%			0%			0%			0%				
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	27	729	1	1	1114	134	0	0	2	7	1	121		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None			None										
Median storage (veh)														
Upstream signal (ft)						466								
pX, platoon unblocked	0.61						0.61	0.61						0.61
vC, conflicting volume	1248				731			1465	2035	365	1605	1968	624	
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	115				731			472	1410	365	702	1301	0	
tC, single (s)	4.1				4.1			7.5	6.5	6.9	7.5	6.5	7.0	
tC, 2 stage (s)														
tF (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0	3.4	
p0 queue free %	97				100			100	100	100	96	99	81	
cM capacity (veh/h)	903				883			229	82	637	194	96	651	
Direction Lane	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Volume Total	27	466	244	1	1743	505	2	129						
Volume Left	27	0	0	1	0	0	0	7						
Volume Right	0	0	1	0	0	134	2	121						
cSH	903	1700	1700	883	1700	1700	637	551						
Volume to Capacity	0.03	0.29	0.14	0.00	0.44	0.30	0.00	0.23						
Queue Length 95th (ft)	2	0	0	0	0	0	0	23						
Control Delay (s)	9.1	0.0	0.0	9.1	0.0	0.0	10.7	13.5						
Lane LOS	A			A			B	B						
Approach Delay (s)	0.3			0.0			10.7	13.5						
Approach LOS							B	B						
Intersection Summary														
Average Delay	1.0													
Intersection Capacity Utilization	48.5%			ICU Level of Service			A							
Analysis Period (min)	15													




















HCM Unsignalized Intersection Capacity Analysis 3: 2nd Street & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	62	6	42	66	25	9	64	103	5	111	4
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	0	87	8	60	94	36	13	91	147	7	159	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	130			96			409	342	92	517	328	112
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	130			96			409	342	92	517	328	112
tC, single (s)	4.1			4.3			7.1	6.5	6.3	7.3	6.7	6.5
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.6	4.0	3.4	3.7	4.2	3.6
p0 queue free %	100			96			97	84	85	98	71	99
cM capacity (veh/h)	1468			1409			415	559	952	311	543	863
Direction/Lane #	EBL	WBL	NBL	SBL								
Volume Total	96	190	251	171								
Volume Left	0	60	13	7								
Volume Right	8	36	147	6								
cSH	1468	1409	720	533								
Volume to Capacity	0.00	0.04	0.35	0.32								
Queue Length 95th (ft)	0	3	39	35								
Control Delay (s)	0.0	2.7	12.7	14.9								
Lane LOS		A	B	B								
Approach Delay (s)	0.0	2.7	12.7	14.9								
Approach LOS			B	B								
Intersection Summary												
Average Delay	8.8											
Intersection Capacity Utilization	34.0%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 4: 2nd Street & Rodriguez Street

1/9/2013

												
Movements	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	91	28	67	90	82	22	105	36	32	112	35
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	20	130	40	96	129	117	28	131	45	46	160	50
Direction/Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	190	224	117	28	176	46	210					
Volume Left (vph)	20	96	0	28	0	46	0					
Volume Right (vph)	40	0	117	0	45	0	50					
Hadj (s)	-0.08	0.30	-0.68	0.50	-0.09	0.55	-0.10					
Departure Headway (s)	6.3	6.5	5.5	7.0	6.4	7.0	6.3					
Degree Utilization, x	0.33	0.41	0.18	0.05	0.31	0.09	0.37					
Capacity (veh/h)	531	524	610	476	522	480	534					
Control Delay (s)	12.5	12.7	8.5	9.2	11.1	9.5	11.8					
Approach Delay (s)	12.5	11.2		10.9		11.4						
Approach LOS	B	B		B		B						
Intersection Summary												
Delay	11.4											
HCM Level of Service	B											
Intersection Capacity Utilization	36.5%						ICU Level of Service	A				
Analysis Period (min)	15											



















HCM Signalized Intersection Capacity Analysis
1: Riverside Drive & Walker Street

1/9/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑↑		←	↑↑			↑			↑	
Volume (vph)	104	826	15	8	613	293	56	20	4	281	11	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Flt	1.00	1.00		1.00	0.95			0.99			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1671	3268		1421	3094			1745			1576	
Flt Permitted	0.95	1.00		0.95	1.00			0.68			0.75	
Satd. Flow (perm)	1671	3268		1421	3094			1235			1219	
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	137	1087	20	10	730	349	77	27	5	305	12	133
RTOR Reduction (vph)	0	1	0	0	67	0	0	3	0	0	20	0
Lane Group Flow (vph)	137	1106	0	10	1012	0	0	106	0	0	430	0
Heavy Vehicles (%)	8%	10%	20%	27%	11%	11%	0%	10%	44%	13%	8%	10%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	8.4	35.4		1.5	28.5			29.6			29.6	
Effective Green, g (s)	8.4	35.4		1.5	28.5			29.6			29.6	
Actuated g/C Ratio	0.11	0.45		0.02	0.36			0.37			0.37	
Clearance Time (s)	3.7	5.3		3.7	5.3			3.7			3.7	
Vehicle Extension (s)	2.0	4.0		2.0	4.0			3.0			3.0	
Lane Grp Cap (vph)	177	1461		27	1113			462			456	
v/s Ratio Prot	c0.08	0.34		0.01	c0.33							
v/s Ratio Perm								0.09			c0.35	
v/c Ratio	0.77	0.76		0.37	0.91			0.23			0.94	
Uniform Delay, d1	34.5	18.3		38.4	24.1			17.0			24.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	17.3	2.4		3.1	11.0			0.3			28.1	
Delay (s)	51.7	20.7		41.5	35.1			17.3			52.1	
Level of Service	D	C		D	D			B			D	
Approach Delay (s)		24.2			35.1			17.3			52.1	
Approach LOS		C			D			B			D	
Intersection Summary												
HCM Average Control Delay		32.4										
HCM Volume to Capacity ratio		0.91										
Actuated Cycle Length (s)		79.2								12.7		
Intersection Capacity Utilization		70.8%								C		
Analysis Period (min)		15										
c Critical Lane Group												

















HCM Unsignalized Intersection Capacity Analysis 2: Riverside Drive & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	979	1	12	743	55	6	1	12	6	6	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	1152	1	14	874	65	7	1	14	7	7	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					466							
pX, platoon unblocked	0.79						0.79	0.79		0.79	0.79	0.79
vC, conflicting volume	939			1153			1665	2148	576	1554	2116	469
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	400			1153			1316	1925	576	1175	1885	0
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.9	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	98			98			91	98	97	92	87	98
cM capacity (veh/h)	851			613			80	51	465	93	54	852
Direction	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3
Volume Total	14	768	385	14	583	356	22	29				
Volume Left	14	0	0	14	0	0	7	7				
Volume Right	0	0	1	0	0	65	14	15				
cSH	851	1700	1700	613	1700	1700	158	132				
Volume to Capacity	0.02	0.45	0.23	0.02	0.34	0.21	0.14	0.22				
Queue Length 95th (ft)	1	0	0	2	0	0	12	20				
Control Delay (s)	9.3	0.0	0.0	11.0	0.0	0.0	31.5	40.0				
Lane LOS	A			B			D	E				
Approach Delay (s)	0.1			0.2			31.5	40.0				
Approach LOS							D	E				
Intersection Summary												
Average Delay	1.0											
Intersection Capacity Utilization	37.1%											
ICU Level of Service	A											
Analysis Period (min)	15											

















HCM Unsignalized Intersection Capacity Analysis 3: 2nd Street & Locust Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	90	28	89	110	75	12	79	108	0	32	5
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.71	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	17	127	39	127	157	107	17	113	154	0	46	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	264			166			675	699	146	856	665	211
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	264			166			675	699	146	856	665	211
tC, single (s)	4.1			4.2			7.2	6.5	6.2	7.2	6.7	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.0	3.3	3.6	4.2	3.3
p0 queue free %	99			91			94	66	83	100	86	99
cM capacity (veh/h)	1311			1348			290	328	893	149	324	835
Directional Lane #	EBL	WBL	NBL	SBT								
Volume Total	183	391	284	53								
Volume Left	17	127	17	0								
Volume Right	39	107	154	7								
cSH	1311	1348	493	353								
Volume to Capacity	0.01	0.09	0.58	0.15								
Queue Length 95th (ft)	1	8	90	13								
Control Delay (s)	0.8	3.2	21.8	17.0								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.8	3.2	21.8	17.0								
Approach LOS				C	C							
Intersection Summary												
Average Delay				9.3								
Intersection Capacity Utilization				46.7%	ICU Level of Service			A				
Analysis Period (min)				15								

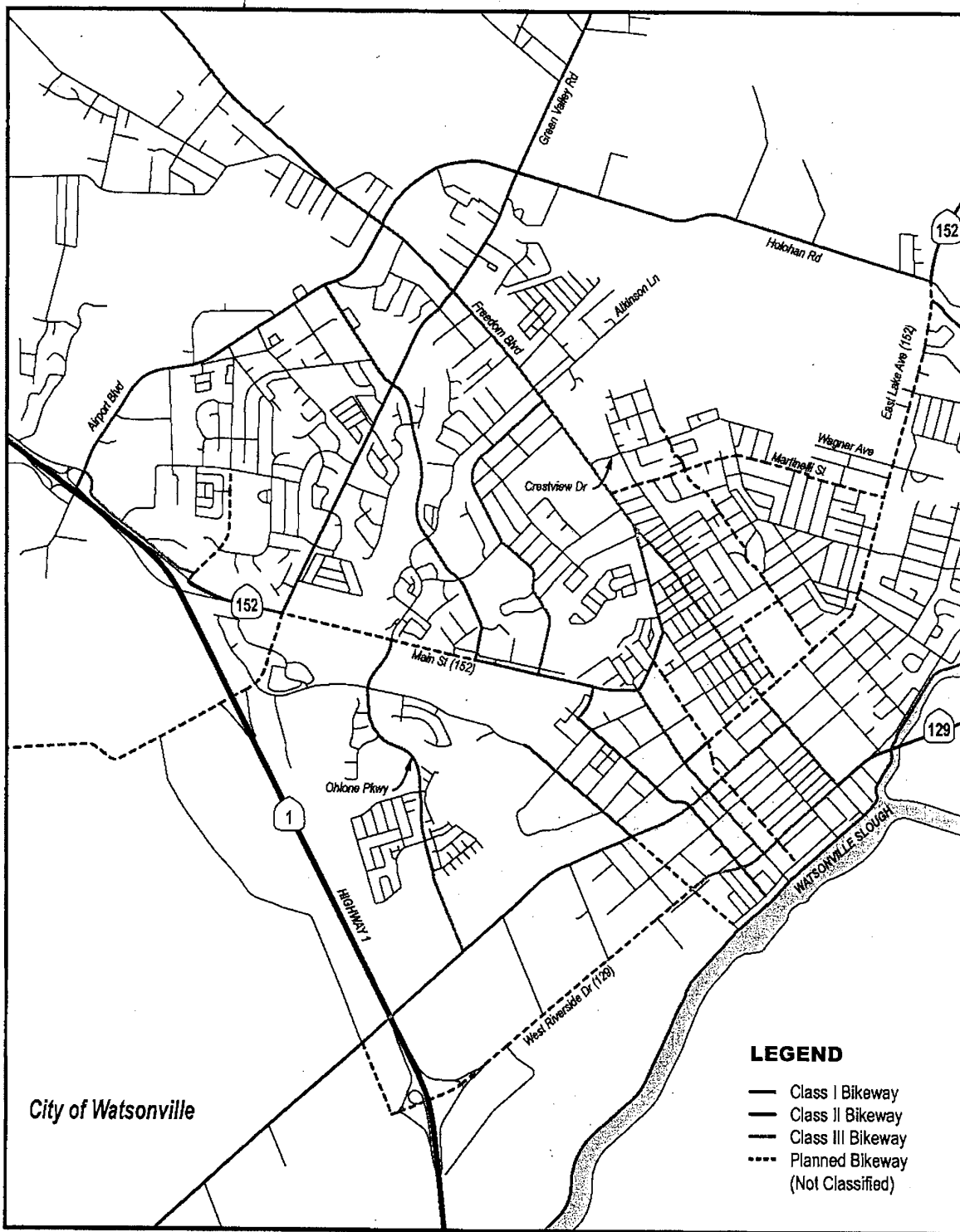
HCM Unsignalized Intersection Capacity Analysis 4: 2nd Street & Rodriguez Street

1/9/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	19	61	20	29	78	167	52	156	51	24	209	57
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.70	0.70	0.70
Hourly flow rate (vph)	27	87	29	41	111	239	65	195	64	34	299	81
Direction/Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	143	153	239	65	259	34	380					
Volume Left (vph)	27	41	0	65	0	34	0					
Volume Right (vph)	29	0	239	0	64	0	81					
Hadj (s)	-0.02	0.23	-0.70	0.72	-0.14	0.52	-0.06					
Departure Headway (s)	7.5	7.4	6.4	7.8	6.9	7.4	6.8					
Degree Utilization, x	0.30	0.31	0.42	0.14	0.49	0.07	0.72					
Capacity (veh/h)	426	460	518	439	489	465	511					
Control Delay (s)	13.6	12.5	12.9	10.8	15.2	9.7	23.9					
Approach Delay (s)	13.6	12.7		14.3		22.7						
Approach LOS	B	B		B		C						
Intersection Summary												
Delay	16.5											
HCM Level of Service	C											
Intersection Capacity Utilization	39.9%											
ICU Level of Service	A											
Analysis Period (min)	15											

Appendix C
Watsonville VISTA 2030 General Plan Bicycle Map





Source: RBF Consulting (2008)

0 1/2 1 Mile
APPROXIMATE

RBF
CONSULTING



04/18/08 JN 70-100160 • 074-Exhibit 22 BX Bikeway Sys.ai

Existing and Planned Bikeway System

MANABE OW SPECIFIC PLAN TIA

Exhibit 22

ATTACHMENT 3
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AR000138



Accrediting Commission for Schools

533 Airport Boulevard, Suite 200
Burlingame, California 94010
(650) 696-1060 • Fax (650) 696-1867
rspetman@acswasc.org • www.acswasc.org

DAVID E. BROWN, PH.D.
EXECUTIVE DIRECTOR

MARILYN S. GEORGE, ED.D.
ASSOCIATE EXECUTIVE DIRECTOR

LEE DUNCAN, ED.D.
ASSOCIATE EXECUTIVE DIRECTOR

January 16, 2013

To: Mrs. Veronica S. Robinson
135 Felix St. Apt 1
Santa Cruz, CA 95060

MEMBER INVITATION

Dear Mrs. Robinson:

It is our pleasure to send you an invitation to serve as a member on the following Visiting Committee team:

Name of School: Valley Charter High School 50 10504 234
108 Campus Way
Modesto, CA 95350

Name of Chairperson: Dr. Brad Huff Phone: 559-412-4450
1637 W. Morris Email: bradh@csufresno.edu
Fresno, CA 93711

Dates of Visitation: 3/18/2013* through 3/20/2013

Self-Study Document: FOL-WASC/CDE 2012 Edition

The self-study evaluation can be a powerful growth and improvement process for each school as well as for the members who participate on a team. It does take time and training to prepare to be a valuable member on an accreditation team and we sincerely hope you can accept this important responsibility. Enclosed with this invitation is a Visiting Committee Member Invitation Response form. Please complete and return the form, and the Data Sheet Update, if applicable. If you accept, a packet of Visiting Committee materials will be mailed to you shortly.

We would very much appreciate a response from you upon receipt of this invitation. Additional information regarding WASC and the accreditation process can be found on our website at: www.acswasc.org.

We appreciate your contributions to school improvement through accreditation. Thank you in advance for your consideration of this invitation.

Sincerely,

David E. Brown, Ph.D.
Executive Director

***Note: All teams meet the afternoon preceding the first day of the visit.**

VISITING COMMITTEE MEMBER INVITATION RESPONSE

- ☐ I accept your invitation to serve as a member of the Visiting Committee:

Valley Charter High School (Modesto)
3/18/2013 through 3/20/2013

- ☐ No, I am unable to serve on this accreditation team. (Please indicate the reason you are unable to serve and alternative dates if you are able to serve at another time.)
-
-

The school you will visit is using the following manual for their Self-Study:

FOL-WASC/CDE 2012 Edition

If you are accepting, please review and sign the following "Conflict of Interest / Proprietorship Declaration."

CONFLICT OF INTEREST / PROPRIETORSHIP DECLARATION

I do not have, and have not had, in the past five years a staff, administrative, supervisory, governing, or other relationship with the above-named institution which might affect my objectivity in performing the tasks aligned with this review. I will also respect any site, district, or company policies as well as any materials that may be proprietary of the school and will not use such materials from this review without written permission of the institution.

Name: Mrs. Veronica S. Robinson 145321

Signature: _____ Date: _____

ADDITIONAL INFORMATION

Visiting Committee members are asked to attend a one-day Visiting Committee Member Training Focus on Learning Workshop. If the dates of upcoming workshops do not accompany this invitation, they can be found on our website at www.acswasc.org/cal_vc-member.htm. Please feel free to contact us with any additional questions.

Please return this form in the enclosed envelope or fax or email it to us and retain a copy for future reference. We will send visiting committee materials once we receive your acceptance. Please bring these materials to the training workshop. Thank you.

UPDATE DATA SHEET

PLEASE NOTE: Though the paper form that follows may still be used it is now possible to update your information online at <https://secure.acswasc.org/memberprofile/login.cfm>. Please logon as veronica.robinson@ceibaprep.org with a temporary password of UQ7KE5JZ.

If you prefer not to update your information online please review the following data sheet. If there are any errors or omissions please correct them and return the corrected data sheet to WASC.

Mrs. Veronica S. Robinson

145321

Title: Special Projects Coordinator
Date of Birth: 12/12/1986

Gender: F
Ethnicity: Hispanic or Latino

Employer: **Ceiba College Preparatory Academy**
280 Main Street
Watsonville, CA 95076

Home Address: 135 Felix St. Apt 1
Santa Cruz, CA 95060

Work Address: Ceiba College Preparatory Academy
Home Office
280 Main Street
Watsonville, CA 95076

Send mail to: ☒ Home Address

☐ Work Address

Reimbursements to: ☒ Home Address

☐ Work Address

Direct Phone: 410-913-1850 Fax:
Email: veronica.robinson@ceibaprep.org

Home Phone:
Cell Phone: 410-913-1850

3 years Teaching 1 years Administration ___ years Other (explain): _____

Experience

- ☐ Preschool
- ☒ Elementary
- ☒ Junior High/Middle School
- ☐ Comprehensive High School
- ☒ Charter School
- ☐ Continuation High School
- ☐ Independent Study
- ☐ Postsecondary Institution
- ☐ Correctional Adult School
- ☐ Court/Community School
- ☐ Online/Distance Learning
- ☐ Regional Occupational Ctr/Pgm
- ☒ Urban
- ☒ Rural
- ☐ Suburban
- ☐ Public School
- ☐ Private/Independent School
 - ☐ CAIS
 - ☐ HAIS
- ☐ Religious School
 - ☐ ACSI
 - ☐ SDA
 - ☐ WCEA
- ☐ Boarding School
- ☐ NPS
- ☐ Other Experience: _____

Curricular

- ☒ English/Language Arts
- ☐ ESL
- ☐ Bilingual Education
- ☐ Computer/Technology
- ☒ History/Social Science
- ☒ Math
- ☐ Physical Education
- ☒ Science
- ☐ Visual and Performing Arts
- ☐ Vocational Technical Education
- ☐ Int'l Baccalaureate (PYP)
- ☐ Int'l Baccalaureate (MYP)
- ☐ Int'l Baccalaureate (Diploma Program)
- ☐ Other Curricular Experience: _____

Languages

- ☐ Chinese
- ☐ French
- ☐ German
- ☐ Japanese
- ☐ Korean
- ☒ Spanish
- ☐ Tagalog
- ☐ Thai
- ☐ Other Languages: _____

Areas of Expertise

- ☐ Alternative Education
- ☒ At-Risk Students
- ☐ Career Education
- ☐ Counseling
- ☒ Culturally Diverse Students
- ☒ Curricular Development
- ☒ Instructional Leadership
- ☐ Library Services
- ☒ Management/Organization
- ☐ Program Quality Review
- ☐ Restructuring
- ☒ School Culture
- ☒ School Planning
- ☐ School Services/Facilities
- ☐ Special Education
- ☐ Special Needs
- ☒ Staff Development
- ☐ Student Assessment
- ☐ Student Services
- ☐ Other Areas of Expertise: _____

Signature _____

Date _____

Ceiba College Prep
Conditional Use
Permit Application
 260 West Riverside
 Watsonville, CA 95076
 Contact:
 Tom Brown
 831.239.2322

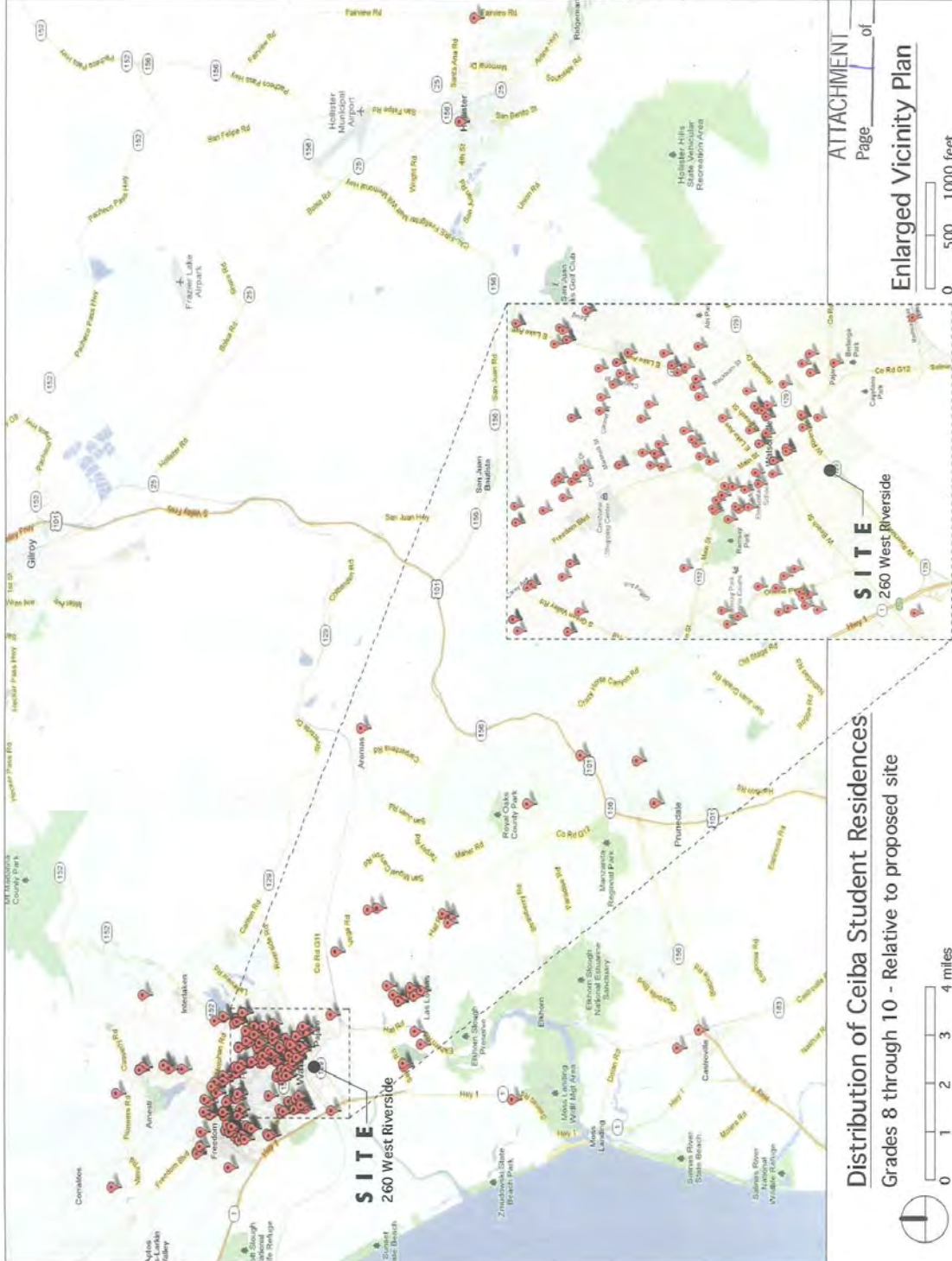
REVISIONS

**SITE PLAN
 & PROJECT
 INFORMATION**

4 OCTOBER 2012

ATTACHMENT 4 of 5
 Page

A - 1



Distribution of Ceiba Student Residences
 Grades 8 through 10 - Relative to proposed site

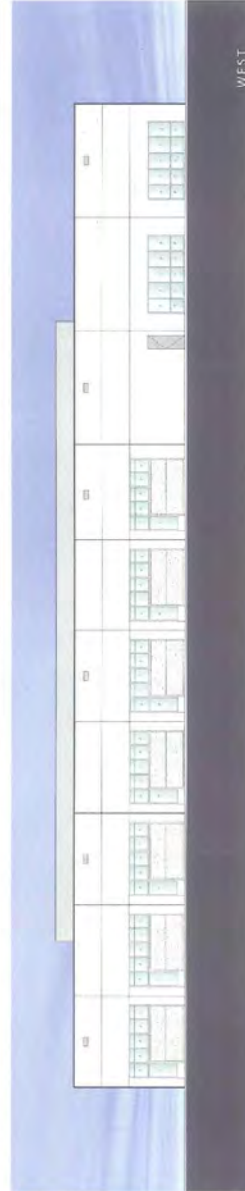
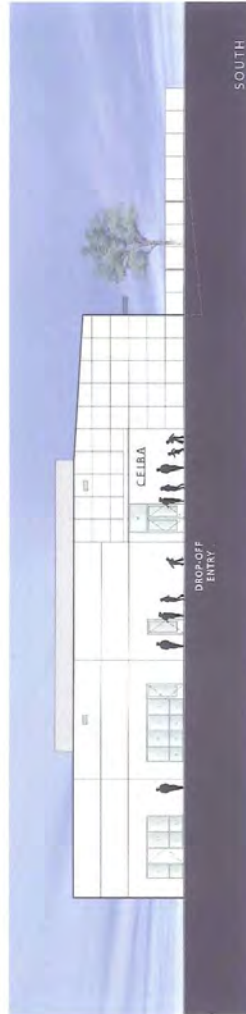
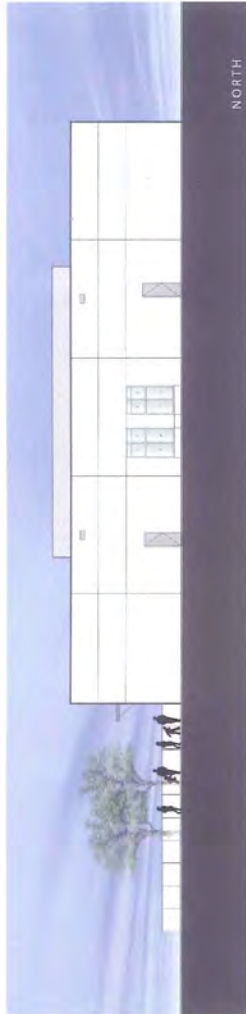


0 1 2 3 4 miles

SITE
 260 West Riverside

Enlarged Vicinity Plan

0 500 1000 feet



ELEVATIONS

CITY OF WATSONVILLE
COMMUNITY DEVELOPMENT DEPARTMENT
275 MAIN STREET, SUITE 400
WATSONVILLE, CA 95077

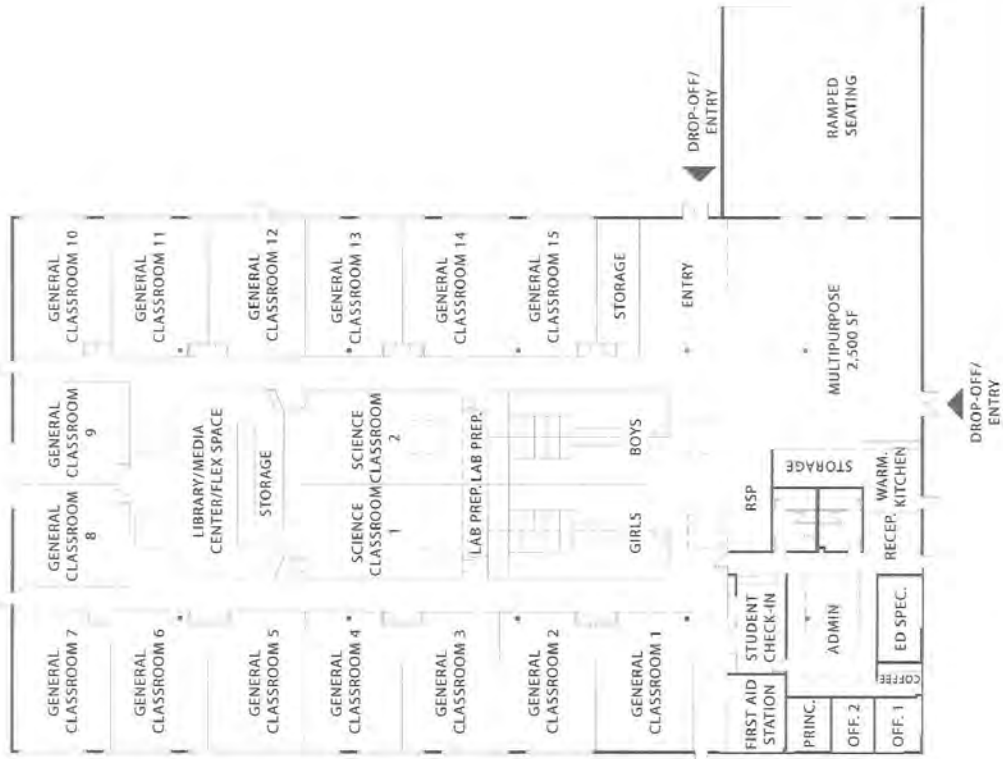
155 SOUTH FAIR OAKS AVENUE
WATSONVILLE, CA 95075
408-554-6500

gkkworks

CITY OF WATSONVILLE - SPECIAL USE PERMIT
CEIBA CHARTER SCHOOL
DECEMBER 6, 2012

ATTACHMENT 4
Page 2 of 5

AR000143



ATTACHMENT 4
Page 4 of 5

CITY OF WATSONVILLE - SPECIAL USE PERMIT
CEIBA CHARTER SCHOOL
DECEMBER 6, 2012

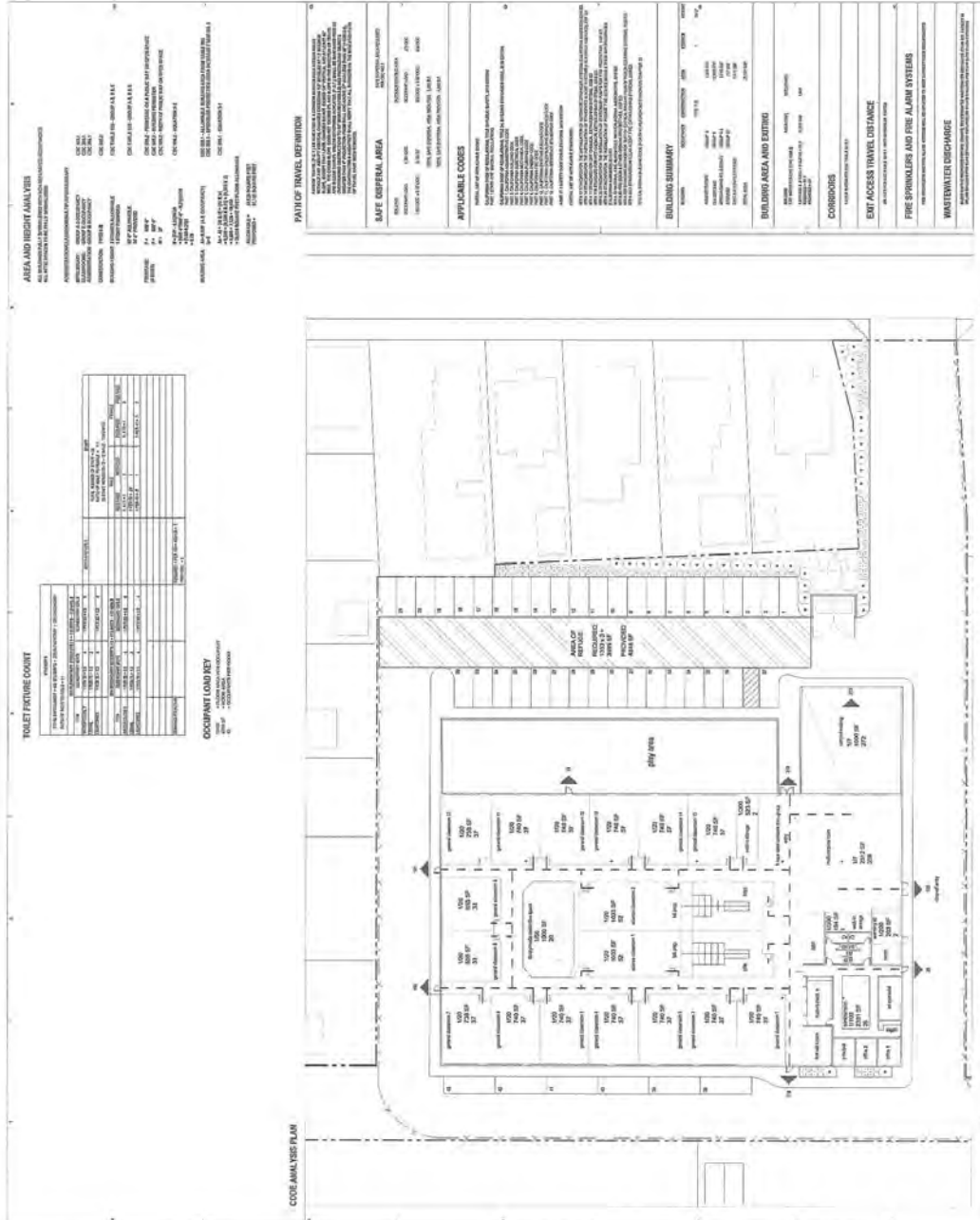
111 SOUTH FAIR DALE AVENUE
WATSONVILLE, CA 95077
773-444-6200

gkkworks

CITY OF WATSONVILLE
COMMUNITY DEVELOPMENT DEPARTMENT
375 MAIN STREET, SUITE 400
WATSONVILLE, CA 95077

FLOOR PLAN

AR000145



RESOLUTION NO. _____ - 13 (PC)

**RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF WATSONVILLE, CALIFORNIA, APPROVING SPECIAL USE PERMIT WITH
ENVIRONMENTAL REVIEW (PP2012-251), TO ALLOW ESTABLISHMENT OF A 525-
STUDENT CHARTER SCHOOL IN A VACANT 27,000 SQUARE FOOT INDUSTRIAL
BUILDING AT 260 WEST RIVERSIDE DRIVE.
(APN: 017-161-51)**

WHEREAS, An application for a Special Use Permit with Environmental Review (PP2012-251) to allow the establishment of 525-student charter school in a vacant 27,000 square foot industrial building at 260 West Riverside Drive (APN: 017-161-51) was filed by Tom Brown, CEO of Ceiba, on behalf of Spinnaker Ventures LLC, property owner; and

WHEREAS, the Planning Commission has considered all written and verbal evidence regarding this application;

WHEREAS, notice of time and place of the hearing to consider approval of the Special Use Permit with Environmental Review (PP2012-251) was given at the time and in the manner prescribed by the Zoning Ordinance of the City of Watsonville. The matter called for hearing evidence both oral and documentary introduced and received, and the matter submitted for decision; and

WHEREAS, the Planning Commission has considered all written and verbal evidence regarding this application at the public hearing and has made Findings, attached hereto and marked as Exhibit "A" in support of the required Special Use Permit with Environmental Review (PP2012-251) to allow the establishment of a 525-student charter school in a vacant 27,000 square foot industrial building at 260 West Riverside Drive, Watsonville, California.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Watsonville, California, as Follows:

Good cause appearing, therefore, the Planning Commission of the City of Watsonville does hereby grant approval of the Special Use Permit with Environmental Review (PP2012-251), attached hereto and marked as Exhibit "C," subject to the Conditions attached hereto and marked as Exhibit "B," to allow the establishment of a 525-student charter school in a vacant 27,000 square foot industrial building at 260 West Riverside Drive, Watsonville, California (APN: 017-161-51).

I HEREBY CERTIFY that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Watsonville, California, held on the 4th day of June, 2013, by Commissioner _____, who moved its adoption, which motion being duly seconded by Commissioner _____, was upon roll call, carried and the resolution adopted by the following vote:

Ayes:	Commissioners:
Noes:	Commissioners:
Absent:	Commissioners:

Marcela Tavantzis, Secretary
Planning Commission

Pedro Castillo, Acting Chairperson
Planning Commission

**CITY OF WATSONVILLE
PLANNING COMMISSION**

Application No. PP2012-251
APN: 017-161-51
Applicant: Tom Brown
Hearing Date: June 4, 2013

SPECIAL USE PERMIT APPROVAL FINDINGS

1. The proposed use at the specified location is consistent with the policies of the General Plan and the general purpose and intent of the applicable district regulations.

Supportive Evidence

The establishment of a charter school in the General Industrial zoning district is conditionally allowable as long as the school does not conflict with adjacent uses. The proposed charter school will be located adjacent to a beverage distribution business and two small contractors' yards which will not be negatively impacted by the development of a charter school, and meets all requirements of the General Industrial zoning district.

2. The proposed use is compatible with and preserves the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development-related adverse impacts such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods. These improvements or modifications may include but shall not be limited to the placement or orientation of buildings and entryways, parking areas, buffer yards, and addition of landscaping, walls, or both, to mitigate such impacts.

Supportive Evidence

The building is located adjacent to residential uses on two sides which are compatible with the development of a charter school. Additionally, the existing beverage distribution business and contractors' yards do not create potential hazards that may impact the school, and the school has separate entrances that will not disturb the existing businesses. The site provides adequate parking for the proposed charter school.

3. The proposed use will not generate pedestrian or vehicular traffic that will be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

Supportive Evidence

Although the charter school will generate more trips than the previous storage uses, a traffic study was prepared that indicated that the proposed traffic will not create impacts that warrant additional traffic control devices. The project has been conditioned to direct additional pedestrian traffic through the Beach Street corridor

EXHIBIT A
Page 1 of 2

and that vehicular traffic be limited to accessing the site from Locust Street. The additional traffic generated by this project will not adversely effect the surrounding neighborhood

4. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to reduce or eliminate development impacts on surrounding neighborhood streets.

Supportive Evidence

The project establishes safe routes to school path that students are requested to follow to limit potential impacts.

5. The proposed use incorporates features to minimize adverse effects, including visual impacts and noise of the proposed special use on adjacent properties.

Supportive Evidence

The charter school is required to comply with all Building Code requirements for any new construction, as well as project conditions, and will not adversely impact adjacent properties.

6. The proposed special use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed special use and uses within the applicable base-zoning district.

Supportive Evidence

Conditions of Approval have been included to provide for the adherence to all City standards not addressed by the submittal.

7. The proposed special use will not be materially detrimental to the public health, safety, convenience and welfare, and will not result in material damage or prejudice to other property in the vicinity.

Supportive Evidence

The proposed charter school will not adversely effect surrounding businesses or the residential area and adequate parking is provided for the proposed use. With the proposed conditions, the project will not cause any negative impacts to adjacent properties in the vicinity.

EXHIBIT A
Page 2 of 2

CITY OF WATSONVILLE
PLANNING COMMISSION

Application No. PP2012-251
APN: 017-161-51
Applicant: Tom Brown
Hearing Date: June 4, 2013

FINAL SPECIAL USE PERMIT CONDITIONS OF APPROVAL

General Conditions:

1. This approval applies to the application for the establishment of an 525-student charter school in a vacant 27,000 sq. ft. industrial building at 260 West Riverside Drive, date stamped by the Community Development Department on October 9, 2012. (CDD-P)
2. This Use Permit shall be null and void if not acted upon within 24 months from the effective date of the approval. Time extensions may be considered upon receipt of written request submitted no less than 30 days prior to expiration. The permit shall be valid for a period of 10 years at which time it must be renewed if a permanent site is not located in that time frame. (CDD-P)
3. Modifications to the project or to conditions imposed may be considered in accordance with Section 14-10.609 of the City Zoning Ordinance. All revisions shall be submitted prior to field changes and are to be clouded on plans. (CDD-P)
4. The project shall be in compliance with Use Permit Conditions, all local codes and ordinances, appropriate development standards, and current City policies. Any deviation will be grounds for review by the City and may possibly result in revocation of the Use Permit. (CDD-P)
5. This Use Permit shall not be effective until fourteen days after approval by the Planning Commission or following final action on any appeal. (CDD-P)
6. A copy of the final conditions of approval must be printed on the front sheet of plans submitted for future permits. **Plans without the conditions of approval printed directly on the front page will not be accepted at the plan check phase.** (CDD-P)

At time of building permit application, the following shall be complied with:

7. Any signage proposed for the business shall require a separate sign permit. (CDD-P)

EXHIBIT B
Page 1 of 4

8. Comprehensive detailed construction plans are required at the time of submittal to be reviewed for adequate content prior to intake by the Building Official. (CDD-B)
9. The project shall comply with all applicable provisions of the California State Building Code (Title 24) Part 2 Chapter 11B for Disabled Access. Plans must show compliance with all requirements. (CDD-B)
10. Improvements (new framing, electrical, mechanical, plumbing) Obtain all required building permits (Building, Plumbing, Mechanical, Grading etc.) for this project. All construction shall comply with all State Building Codes; Framing, mechanical, plumbing, electrical, T-24 energy, T-24 Accessibility and Municipal codes in effect at the time of plan submittal for building permits resulting in actual construction. (CDD-B)
- A design professional will be required at time of construction drawings, to prepare plans for proposed improvements per the business and professions code
 - Comprehensive detailed construction plans are required at the time of submittal to be reviewed for adequate content prior to intake, by the Building Official
 - Provide Occupancy group type of construction proposed per the CBC, to clearly determine requirements.
 - In January 1, 2010 the new California Building Code became effective. All construction projects shall comply with the City's Green Building Ordinance and all amended California Building Codes including:
 - 2010 California Building Code
 - 2010 California Electrical Code
 - 2010 California Mechanical Code
 - 2010 California Plumbing Code
 - 2010 California Energy Code
 - 2010 California Fire Code
11. Comply with all applicable provisions of the California State Building Code (Title 24) Part 2 Chapter 11B Division I, II & III for Disabled Access. Plans must show compliance in sufficient information and detail to determine compliance was noted for the following:
- Path of travel from Public Transportation (main entry to the public sidewalk).
 - Disabled parking requirements:
 - Van Accessible Parking (requires 8'-0" unloading area)
 - Number of spaces (1 for 1st 25, 2 for the next 50 see table 11B-6).
 - Path of travel from accessible parking to any elevators
 - Slopes at parking & unloading areas must not exceed 1:50
 - Proper disabled signage, lettering and stripping is required (CDD-B)

12. Main building entrances and required exits must be accessible. Design professional must provide written verification of compliance for existing disabled access features or facilities noted on plans. (CDD-B)
13. The building shall have Automatic Fire Sprinklers installed, complying with NFPA installation standards. The fire sprinkler contractor shall submit three sets of plans and calculations for a separate fire permit prior to installation of the system. (CDD-B, WFD)
14. The project shall comply with the current CBC, and CFC 2007 regulations for fire issues. (CDD-B, WFD)
15. A UL central station shall monitor all fire sprinkler systems. The monitoring shall provide water flow notification to the hearing and visually impaired. The monitoring contractor shall submit three sets of plans for a separate fire permit prior to installation of the system. (CDD-B, WFD)
16. The building shall be provided with KNOX-BOX or keyed entry for emergency access at all times. (CDD-B, WFD)
17. All buildings shall be provided with the required size and number of fire extinguishers. Exterior doors providing access to the fire risers and alarm panel shall have proper signage installed. (CDD-B, WFD)
18. The school access shall be limited to the driveway off of Locust Street. The Riverside Drive access shall not be utilized. (CDD-P, WFD)
19. No work for which a building permit is required shall be performed within the hours of 7:00 p.m. to 7:00 a.m. Monday through Friday, nor prior to 8:00 a.m. or after 5:00 p.m. on Saturday, nor prior to 12:00 noon or after 4:00 p.m. on Sunday. A sign shall be posted at a conspicuous location near the main entry to the site, prominently displaying these hour restrictions. (CDD-B)

ONGOING CONDITIONS:

20. The School shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday with occasional evening meetings allowed. (CDD-P)
21. Students shall not be allowed to park at the facility. (WPD)
22. Administration shall prepare a document that identifies the designated safe routes for children that shall be provided to all families at the beginning of school. (CDD-P)

EXHIBIT B
Page 3 of 4

23. School administration shall be responsible for traffic flow on the site during student drop off and pick up. No traffic back up shall be allowed onto City streets. Any issues arising from poor traffic control shall be remedied by the school upon notification from City Staff. (CDD-P)

Key to Department Responsibility:

CDD-P = Community Development Department Planning Division

WPD = Police Department

WFD = Watsonville Fire Department

PW = Public Works

PC = Planning Commission

EXHIBIT

Page

4

of

4

**CITY OF WATSONVILLE
PLANNING COMMISSION**

Application No: PP2012-251
APN: 017-151-51
Applicant: Tom Brown
Hearing Date: June 4, 2013

Applicant: Tom Brown, 315 Main Street, Suite 206, Watsonville, CA 95076
Owner: Spinnaker Ventures, Skip Ely
Address: 270 West Riverside Drive, Watsonville, CA 95076
Project: Special Use Permit (PP2012-251)
Location: 260 West Riverside Drive, Watsonville, CA 95076
Purpose: Special Use Permit to establish a 525-student charter school in an existing 27,000 sq. ft. industrial building.

Special Use Permit with Environmental Review (PP2012-251), requested by the applicant for the purpose stated above, was reviewed at a public hearing on June 4, 2013, by the Planning Commission and was conditionally approved by adoption of Planning Commission Resolution No. _____ (PC), together with Conditions of Approval, attached hereto and made a part of this Permit.

CITY OF WATSONVILLE
Planning Commission

Marcela Tavantzis
Community Development Director

EXHIBIT C
Page 1 of 1

APPENDIX V

CEIBA CONDITIONS OF APPROVAL VIOLATIONS

1. May 9, 2023 Letter from Attorney William Seligmann to Watsonville Community Development Director Suzi Merriam re CEIBA School Violations of Conditions of Approval
2. June 30, 2023 Letter from Deputy City Attorney Denise Bazzano re May 9, 2023 Allegations of Violation of Conditions of Approval by Ceiba

LAW OFFICES
William R. Seligmann
333 Church Street, Suite A
Santa Cruz, California 95060
Telephone: (831) 423-8383
Fax: (831) 438-0104

Mailing Address:

PO Box 481
Santa Cruz, California 95061

May 9, 2023

Silicon Valley Office:
(408) 356-1950

Suzi Merriam
Community Development Department
City of Watsonville
250 Main Street
Watsonville, CA 95076
Suzi.Merriam@cityofwatsonville.org

Re: Ceiba School – Violation of Conditions of Approval

Dear Ms. Merriam:

I am writing to you on behalf of my client, Marta Bulaich, who, as you are aware is a local property owner and concerned citizen. Earlier today, Ms. Bulaich submitted a code enforcement complaint, using the City's online complaint form. I have attached a copy of the complaint for your reference, together with relevant photographs.

In general, the complaint notifies your Department that on April 12, 2023, Ceiba College Preparatory Academy violated Condition 27 of its Special Use Permit by having students access the school site from the Riverside Drive access. In the process of violating this condition of approval, the school bused students into the parking lot of Golden Brands off of Riverside Drive, which was crowded with large delivery trucks. The buses never activated their warning lights or displayed their stop signs; and the students were allowed to wander to the Riverside Drive school access without any apparent supervision. These circumstances not only violate Condition 27, but also present an obvious safety hazard for the students.

Moreover, this situation also constitutes a violation of Condition of Approval 29, which provides in part, that the school shall "adhere to the SRTS plan to ensure appropriate onsite drop off and pick up locations." Clearly, the industrial parking lot of a beer distributor, utilized by semi-trucks for deliveries is not an appropriate drop off site.

As the Community Development Director and Zoning Administrator, you are charged with enforcing conditions of approval imposed under Title 14 of the Watsonville Municipal Code (see Watsonville Municipal Code § 14-14.010;) and under the laws of this State, you have a mandatory, ministerial duty to enforce conditions of approval. (*Terminal Plaza Corp. v. City of San Francisco* (1986) 186 Cal.App.3d 814, 830-835.) In keeping with your legal responsibilities, I anticipate that your Department will act immediately to enforce the conditions imposed on the Ceiba school, and keep my client and I informed of your actions.

Your prompt attention to this matter will be greatly appreciated.

Sincerely,



William R. Seligmann

cc: clients

Code Violations - Violations of Conditions 27 and 29

Address of Violation:

260 W. Riverside Drive

Nature of Complaint:

On April 12, 2023, Ceiba Preparatory College Academy (Ceiba) violated Conditions 27 and 29 of the Special Use Permit.

Condition 27:

27. Driveway Access. The school access for student drop off and pick up shall be limited to the driveway off of Locust Street. The Riverside Drive access shall not be utilized. (CDD-P, WFD)

(Condition 27 is an ongoing condition (previously Condition 18 from the Conditional Use Permit from 2013, which stated, "The school access shall be limited to the driveway off of Locust Street. The Riverside Drive access shall not be utilized. (CDD-P, WFD)")

Condition 29:

29. On- and Off-Site Traffic Circulation. School Administration staff shall prioritize management of traffic flow to and from the site during student drop off and pick up. School staff, crossing guards and volunteers shall adhere to the SRTS plan to ensure appropriate onsite drop off and pick up locations. School staff, crossing guards and volunteers shall also ensure queuing of vehicles onsite and that traffic does not back up onto City streets, thereby avoiding causing traffic congestion and unsafe conditions. Any issues arising from poor traffic control, due to Ceiba's management of traffic flow, shall be remedied by the school upon notification from City staff.

School Administration staff will institute a policy that no student drop off or pick up is to take place along Riverside Drive. (CDD-P, PWD)

Ceiba contracted two school buses from the Monterey Office of Education to transport students offsite. Both buses drove westbound on Highway 129, turned right into the Golden Brands western driveway located at 270 W. Riverside Drive. Golden Brands is a beer distributor with heavy traffic of semi-trucks entering and exiting their parking lot. The buses drove into the Golden Brands parking lot for the purpose of dropping off and picking up students via Ceiba's Riverside Drive Access, which is prohibited by Conditions 27 and 29.

Code Violations - Violations of Conditions 27 and 29

Page Two

April 12 Morning Violation - Approximately at 8:00 AM

The first of the two buses struggled to turn into Golden Brands western driveway, which is narrow with a short length to the parking lot. The school buses require a wide turning radius which cannot be accommodated by the physical site features of the Golden Brands lot.

The resulting inability to turn efficiently required the second bus on Highway 129 to stop abruptly, as did other vehicles behind the bus in the number two lane. This area of Highway 129 is a 45 mph zone frequently trafficked by semi-trucks. Sudden braking by school buses poses a danger to all vehicles traveling westbound on Highway 129.

The buses entered the Golden Brands lot. Ceiba Principal Josh Ripp opened the Ceiba gate on Riverside Drive, guided the buses to back into the Ceiba property, and then closed the gates.

April 12, 2023 Afternoon Violations of Conditions 27 and 29

In the afternoon, starting at approximately 3:15 PM, two Monterey County Office of Education buses were observed entering the narrow, western driveway at Golden Brands parking lot. The buses parked parallel to Highway 129, positioned on top of many parking stalls in the lot between a parked vehicle and a semitrailer. The buses used no flashing lights or mechanical stop signs to alert any vehicles in the lot. The students disembarked on the side facing the state highway and walked in front of and between the buses, with no adult supervision, even though there was vehicular traffic in the parking lot.

The students then entered Ceiba's campus via the 260 W. Riverside Drive access driveway.

Code Enforcement Violation

Ceiba College Preparatory Academy (Ceiba)

Violation of Conditions 27 & 29

Special Use Permit

Date of Violation: April 12, 2023

Condition 27 of Ceiba's Special Use Permit

27. **Driveway Access.** The school access for student drop off and pick up shall be limited to the driveway off of Locust Street. The Riverside Drive access shall not be utilized. (CDD-P, WFD)

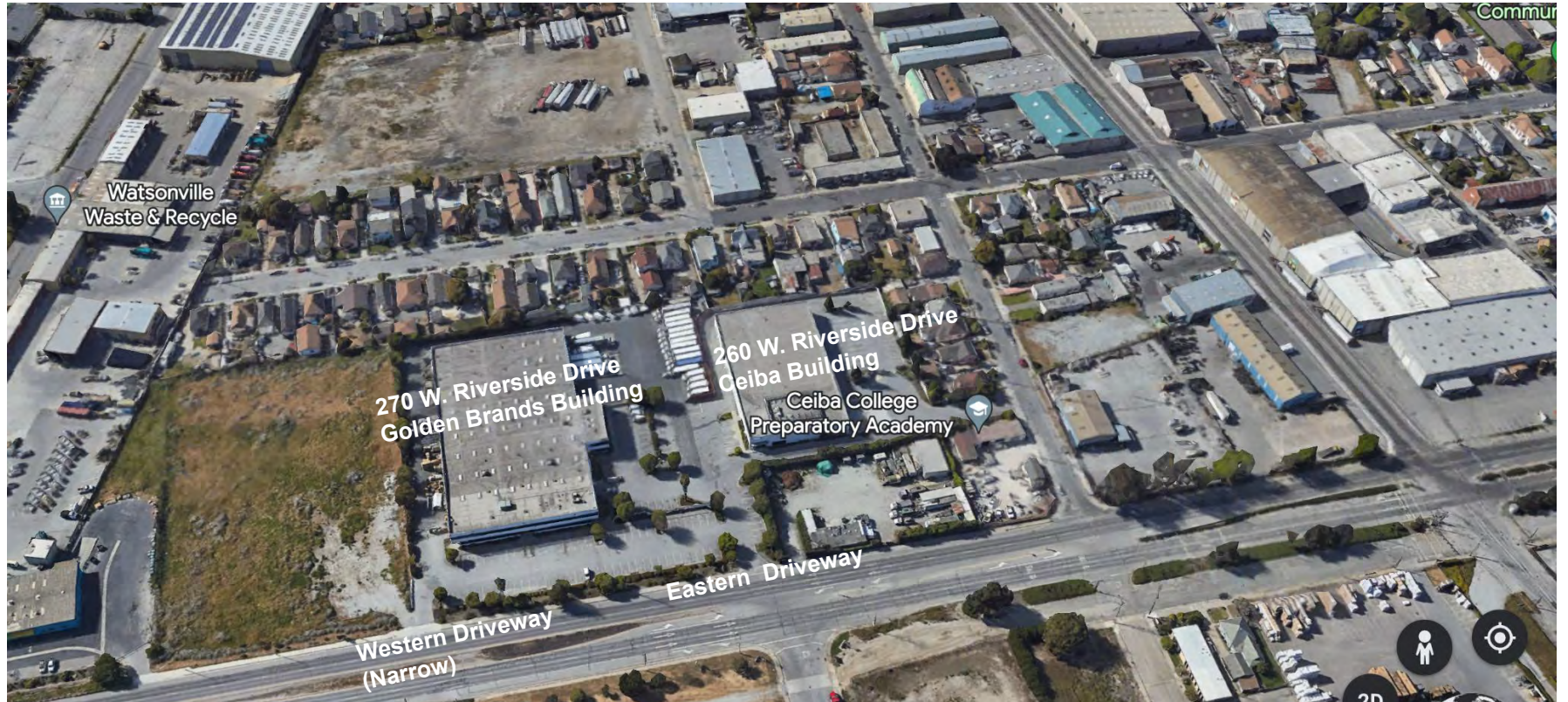
Condition 27 is **not** a new condition. It is an ongoing condition for Ceiba. In June 2013, the City of Watsonville's Conditional Use Permit also had a Condition (Condition 18) prohibiting the use of the Riverside Drive Access.

Condition 29 of Ceiba's Special Use Permit

29. **On- and Off-Site Traffic Circulation.** School Administration staff shall prioritize management of traffic flow to and from the site during student drop off and pick up. School staff, crossing guards and volunteers shall adhere to the SRTS plan to ensure appropriate onsite drop off and pick up locations. School staff, crossing guards and volunteers shall also ensure queuing of vehicles onsite and that traffic does not back up onto City streets, thereby avoiding causing traffic congestion and unsafe conditions. Any issues arising from poor traffic control, due to Ceiba's management of traffic flow, shall be remedied by the school upon notification from City staff.

School Administration staff will institute a policy that no student drop off or pick up is to take place along Riverside Drive. (CDD-P, PWD)

260 & 270 W. Riverside Drive (Google Earth Photo)



Golden Brands is Located at 270 W. Riverside Drive; it is a Large Alcohol Distributor with a Parking Lot Heavily Trafficked by Semi-Trailer Trucks



Trucks Routinely Drive by Ceiba's Riverside Drive Access; Student Drop-Off and Pick-Up is Prohibited Here



Two Monterey County Office of Education Buses Parked in Golden Brands' Parking Lot to Pick Up and Drop Off Students



Buses Parked Between a Vehicle and Semi-Trucks

No Red Lights or Mechanical Stop Sign Used by Bus Drivers



April 12, 2023 3:21 PM

Students Disembarked Walking Between the Parked Vehicle and Bus #1; Buses Parked in an ad hoc Haphazard Fashion over Perpendicular Parking Stalls



Students Disembarked Walking and Running Between the Parked Vehicle and Adjacent School into the Parking Lot



Students Walking/Running Between the Parked Vehicle and Adjacent Bus, with No Adults Supervising Students in the Industrially-Zoned Lot



Students Disembark Walking/Running Between the Two Buses No Adults Supervising Students in Industrial Lot



Vehicles Driving in Parking Lot with Students Walking/Running Around - No Adult Supervision



Students Chasing Each Other Running Around Industrial Parking Lot; No Adult Supervision in the Parking Lot



Students All Walked to Ceiba Riverside Drive Entrance



Students All Walked to Ceiba Riverside Drive Entrance



Buses Departing Golden Brands' Industrial Parking Lot



June 30, 2023

VIA ELECTRONIC MAIL ONLY

William R. Seligmann
Law Offices of William R. Seligmann
333 Church Street, Suite A
Santa Cruz, CA 95060
bill@southbaylaw.com

Re: May 9, 2023 Allegations of Violation of Conditions of Approval by Ceiba Preparatory Academy

Dear Mr. Seligmann:

The City has reviewed the allegations of violations of the Conditions of Approval by Ceiba Preparatory Academy ("Ceiba") set forth in your May 9, 2023 correspondence as well as the two code enforcement complaints filed with the City by your client, Marta Bulaich on May 9, 2023 and June 6, 2023 (collectively referred to as "Complaints"). The Complaints generally allege that buses dropping off students on Riverside Drive and various other activities constitute violations of Conditions of Approval 27 ("COA No. 27") and 29 ("COA No. 29"), conditions imposed as part of the Special Use Permit approved by the City Council on April 12, 2023 ("2023 Special Use Permit").

The City has carefully considered the Complaints, the conditions associated with the 2023 Special Use Permit and other supporting documents and has determined that there are no facts that have been presented that would warrant any enforcement action by the City at this time. We provide our explanation for this determination below.

COA No. 27

In essence, your correspondence and the Complaints seek a very broad application of COA No. 27¹, to prohibit all vehicles, including buses dropping-off and picking-up students on Riverside Drive. We believe that such a broad application of COA No. 27

¹ COA No. 27 states in its entirety, "27. Driveway Access. The school access for student drop off and pick up shall be limited to the driveway off of Locust Street. The Riverside Drive access shall not be utilized. (CC-P, WFD)"

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would be contrary to the underlying rationale for COA No. 27. We also believe that such a broad application of COA No. 27 would be contrary to the historical interpretation and application by both Ceiba and the City of the original Condition of Approval No. 18 of the 2013 Special Use Permit.

As you are aware, COA No. 27 incorporates the language from Condition of Approval No. 18 of Ceiba's original Special Use Permit issued in 2013,² which was intended to address traffic issues relating to parent drop-offs and pick-ups identified in the traffic study prepared for the consideration of the 2013 Special Use Permit application. The June 4, 2013 Staff Report for Ceiba's original Special Use Permit explains the rationale for the condition in relevant part as follows:

“...The project has been designed to have primary access off of Locust Street to reduce potential conflicts with access from the driveway to Riverside Drive. ... The project will be conditioned to only allow parent and student access from Locust Street to reduce potential conflicts on Riverside Drive.”

The 2013 traffic study referenced in the June 4, 2013 Staff Report does not consider nor discuss traffic impacts relating to infrequent/special event bus drop-offs and pick-ups.³ There was also no mention or discussion of bus drop-offs and pick-ups during the consideration of the 2013 Special Use Permit. Indeed, this is because these types of bus drop-offs and pick-ups do not usually have a significant impact on traffic flow because bussing for field trips and other special events typically do not occur during peak drop-off and pick-up times. In addition, transporting children by bus often improves traffic flow by using a more efficient form of transportation and generating fewer trips than individual passenger vehicles.

Although COA No. 27 revised the Condition of Approval No. 18 language slightly to add “for student drop off and pick up,” this additional language was added to give context (since it was being renumbered) and clarify that the condition applied to student drop-off and pick-up and not intended to change the underlying rationale for the condition. Both COA No. 27 and Condition of Approval No. 18 are intended to limit parent/guardian drop-offs and pick-ups to the onsite driveway off of Locust Street and address the traffic

² Condition of Approval No. 18 states in its entirety, “18. The school access shall be limited to the driveway off of Locust Street. The Riverside Drive access shall not be utilized. (CDD-P, WFD)”

³ The main purpose of the traffic study was to evaluate the effect the number of trips generated by the school—using the Institute of Transportation Engineers trip generation rates for a school use—would have on traffic flow or vehicle delay at nearby signalized and unsignalized intersections during weekday AM and PM peak hours.

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impacts to Riverside Drive by specifying that those types of regular, daily drop-offs and pick-ups are not to occur in the Riverside Drive access area.

Extending COA No. 27 to apply to all vehicles would be contrary to the historical interpretation and application by both Ceiba and the City of the original Condition of Approval No. 18 of the 2013 Special Use Permit. During the approximately ten years that the original 2013 Special Use Permit was in place, City staff and Ceiba both applied Condition of Approval No. 18 to limit student drop-offs and pick-ups by parents and guardians to Locust Street-not to buses.

While the second sentence of COA No. 27 does state that the “Riverside Drive access shall not be utilized” this sentence cannot be read in isolation to prohibit all vehicles from accessing Ceiba via Riverside Drive and must be read together with the first sentence so that the entire condition makes sense in the context in which it was imposed. As discussed above, COA No. 27 was intended to allow parent and student access from Locust Street to reduce potential conflicts on Riverside Drive. Thus, when the two sentences of COA No. 27 are read together, the prohibition of use of Riverside Drive could only apply to parent/guardian drop-offs and pick-ups and cannot be read to prohibit all vehicles from accessing Ceiba via Riverside Drive for student drop-offs and pick-ups. Moreover, reading the language in isolation would mean that Ceiba property could never be accessed via Riverside Drive by all vehicles for any reason, which would be an unreasonable interpretation of the condition. Ceiba staff, deliveries, emergency vehicles, etc. all may utilize Riverside Drive from time to time to access Ceiba property.

Based on the foregoing, the City believes that a broad application of COA No. 27 to apply to all vehicles is not appropriate. Thus, the allegations in your correspondence and the Complaints that buses using Riverside Drive to drop students off is a violation of COA No. 27, is without merit.

Condition of Approval No. 29

Your correspondence and the Complaints also allege that Ceiba violated Condition of Approval No. 29 of the 2023 Special Use Permit (“COA No. 29”)⁴ by generally allowing

⁴ COA No. 29 states in its entirety, “29. On and Off-Site Traffic Circulation. School Administration staff shall prioritize management of traffic flow to and from the site during student drop off and pick up. School staff, crossing guards and volunteers shall adhere to the SRTS plan to ensure appropriate onsite drop off and pick up locations. School staff, crossing guards and volunteers shall also ensure queuing of vehicles onsite and that traffic does not back up onto City streets, thereby avoiding causing traffic congestion and

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bus drop-offs and pick-ups from the Golden Brands' parking lot using Riverside Drive and that these drop-offs and pick-ups were conducted in an unsafe manner for various reasons (e.g., buses did not use flashing lights, students allowed to walk in an unsafe manner, etc.).

It is important to note that COA No. 29, similar to COA No. 27 discussed above, was intended to address the traffic impacts associated with regular parent/guardian drop-offs and pick-ups. Accordingly, the Safe Routes to School plan ("SRTS") submitted by Ceiba prior to consideration of the 2023 Special Use Permit application does not address special event/field trip bus drop-offs and pick-ups. As such, there can be no violation of the SRTS that would arise from special event/field trip bus drop-offs and pick-ups using Riverside Drive. While COA No. 29 does provide that Ceiba management will remedy any issues of traffic flow upon notification from City staff, City staff does not consider the infrequent use of Riverside Drive by buses picking up and dropping off students for special events/field trips, as identified in the Complaints, to be an issue affecting traffic flow on Riverside Drive.

Nonetheless, the City has provided Ceiba a copy of the Complaints. In an effort to be a good neighbor, Ceiba has prepared a new bus pick-up and drop-off procedure to address these Complaints. A copy of that procedure is attached. As you will see, it provides a clear procedure for loading and unloading buses within Ceiba's gated area. Ceiba is taking steps to educate the bus service companies that it utilizes for bus services.

We note that the complaint filed with the City on June 6, 2023 also alleges that "parents were observed picking up students along Highway 129." We would need more information (such as date/time) in order to investigate this allegation further to determine if there is a violation of COA No. 29. However, COA No. 29 only requires adoption of a policy by Ceiba School Administration staff. Ceiba has adopted a policy which provides clear walking/driving directions to parents/guardians and students regarding where to drop-off and pick-up students, including not to drop-off or pick-up students on Riverside Drive. The City has no control over enforcement of this Ceiba policy.

unsafe conditions. Any issues from poor traffic control, due to Ceiba's management of traffic flow, shall be remedied by the school upon notification from City staff.

School Administration staff will institute a policy that no student drop off or pick up is to take place along Riverside Drive. (CDD-P, PWD)"

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We are hopeful that this letter and Ceiba's new bus pick-up and drop-off procedure will address all of the concerns relating to bus use of the Riverside Drive access point raised in the Complaints.

Sincerely,

BURKE, WILLIAMS & SORENSEN, LLP



Denise S. Bazzano

DSB:db

Cc:

Suzi Merriam, Community Development Director, suzi.merriam@watsonville.org
Justin Meek, Principal Planner, justin.meek@watsonville.org

Attachment 1-Ceiba bus pick-up and drop-off procedure

ATTACHMENT 1

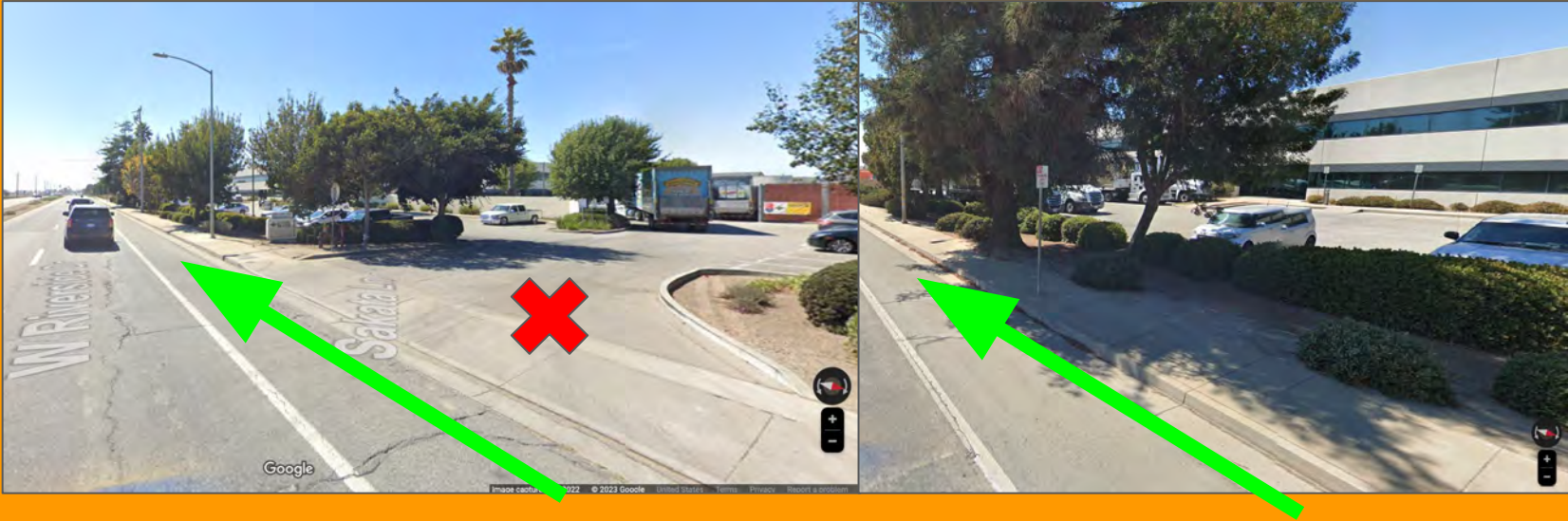


Ceiba College Prep

Bus Pick-up and Drop-off Procedure

Ceiba Back Gate - 270 W Riverside Dr, Watsonville, CA 95076

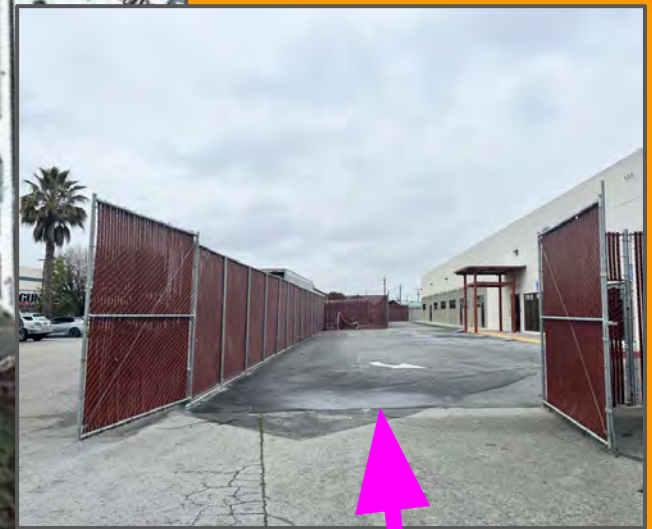
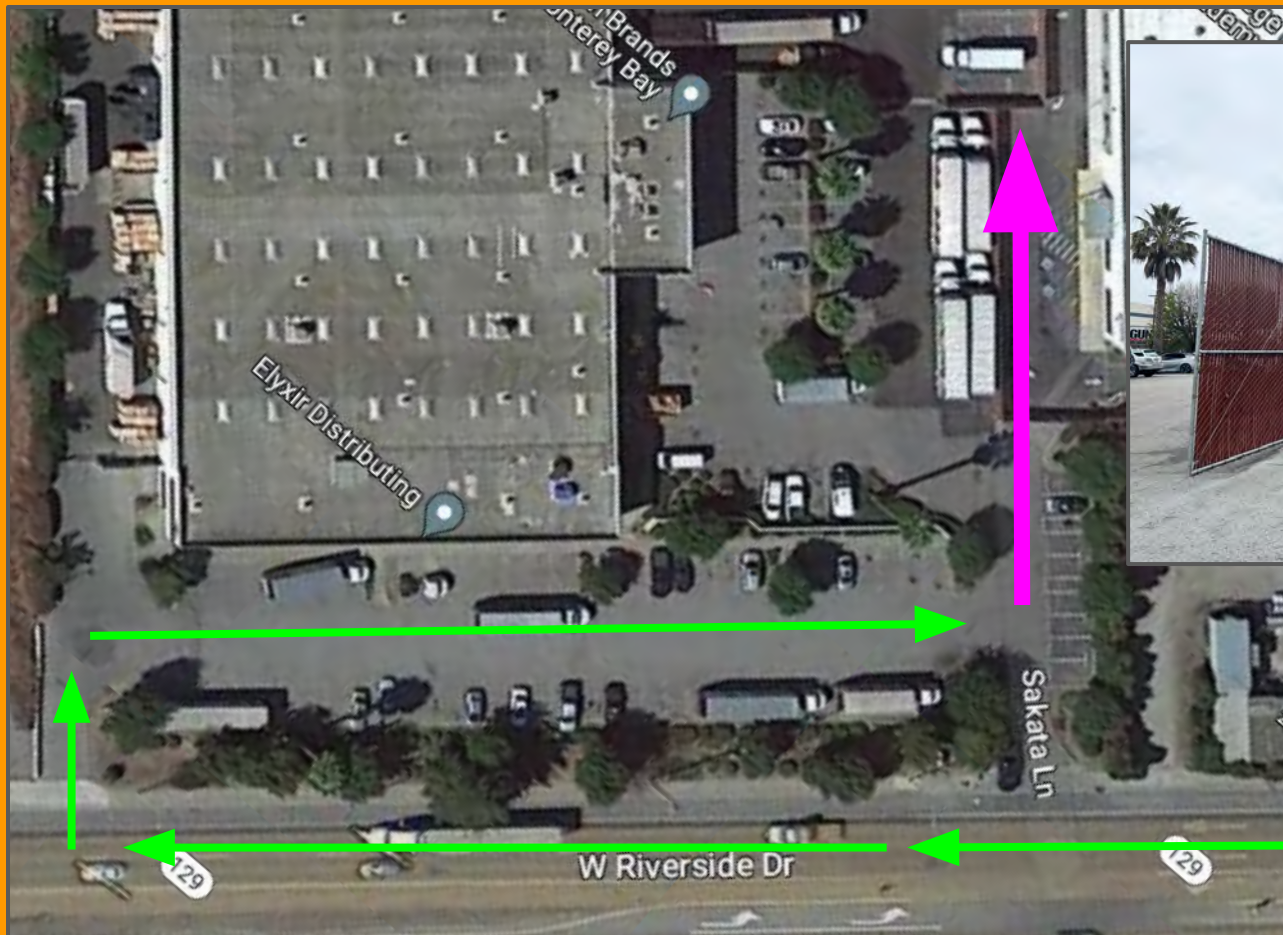
- Drive past 1st Driveway and enter on 2nd driveway as seen in photos below



Continue past the large 2 story building and pull into the 2nd driveway before the empty field



- Pull around the parking lot and back toward 1st driveway
- Ceiba employee will open red gates, backup bus into Ceiba property



Ceiba Gates
are seen here

- *Ceiba students will load buses from inside the gated area*

Busses Parked On-site to pick-up and drop-off Ceiba students

