

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

July 22, 2024

Jared Rosengren  
City of Ventura  
501 Poli Street  
Ventura, CA 93001

RE: Main Street Moves Project: Notice of  
Preparation (NOP)  
GTS # 07-VEN-2024-00600  
SCH # 2024060943  
Vic. LA 33 PM 0.317  
LA 101 PM 30.159

Dear Jared Rosengren:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Project is a continuation of the existing temporary closure, initially approved by Ventura City Council on May 18, 2020, and extended six times through January 31, 2025. The project would result in the full-time, long-term closure of Main Street, from Fir Street to Figueroa Plaza; South California Street, from Main Street to the alleys south of Main Street; and North California Street, from Main Street to the North California Street parking lot. The project would also result in the reopening of South California Street, south of the alleys. The project would result in the construction of semi-permanent removable bollards and crash-rated planters to limit general traffic flow. Overall, up to 69 semi-permanent bollards and up to 20 crash-rated planters would be installed within the project site. Figure 3 depicts the general locations of proposed bollards and planters, along with the proposed change in roadway closure or reopening associated with the project. The existing traffic signal at the intersection of South California Street and Santa Clara Street would return to full operation, and the existing traffic signal at the intersection of South California Street and Main Street would be modified to operate as a pedestrian signal for Main Street pedestrian travel. All other traffic signals along Main Street would be permanently modified to flash, as they are currently. The project would result in the potential loss of up to 154 parking spaces on Main Street, the potential loss of up to 12 parking spaces on South California Street, and the potential loss of up to five parking spaces on North California Street, for a total loss of up to 171 parking spaces. The project would retain the existing sidewalk, curb, and gutter configuration. The City of Long Beach is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are SR 33, and US 101. After reviewing the project's documents, Caltrans has the following comments:

Caltrans is in support of this project's pedestrian-oriented plans that help achieve state planning priorities contained in state law and meet state policy goals on transportation, VMT reduction, GHG emissions reduction, and/or betterment of the environment and human health. To achieve the goal of zero traffic-related fatalities and serious injuries by 2050, Caltrans emphasizes the importance of enhancing pedestrian and bicyclist amenities in community destinations.

The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics surrounding the project site. Caltrans recommends the following multimodal improvements to be included in the future documents:

- These methods include constructing physically separated facilities such as ADA compliance, Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.
- Visual indicators such as pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.
- If the proposed project results in new sidewalks and intersection improvements, it is expected to reconstruct the sidewalk along property frontage per the latest state standards and construct ADA curb ramps to meet the current Caltrans Standard Plans. Please refer to the link below for further reference:

[https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0020348\\_complete-streets-elements-toolbox-a11y.pdf](https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0020348_complete-streets-elements-toolbox-a11y.pdf)

For additional multimodal options, please refer to CAPCOA's *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Chapter 3). This reference is available online at:

[https://www.calemod.com/documents/handbook/full\\_handbook.pdf](https://www.calemod.com/documents/handbook/full_handbook.pdf)

Caltrans will require an Encroachment Permit for work performed within the State Right-of-way. Caltrans recommends that large-size truck travel and construction traffic be limited to off-peak commute hours. Caltrans requires a permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at [Jaden.Oloresisimo@dot.ca.gov](mailto:Jaden.Oloresisimo@dot.ca.gov) and refer to GTS # 07-VEN-2024-00600.

Sincerely,



Anthony Higgins  
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse