

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

May 1, 2025

Jeff Hereford
City of Ventura
501 Poli Street
Ventura, CA 93001

RE: Main Street Bridge Replacement
Project
SCH # 2025040523
Vic. VEN-101/PM 31.56, VEN-33/PM 0.17
GTS # VEN-2025-00635-NOP

Dear Jeff Hereford:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The City of Ventura proposes to replace the existing Main Street Bridge over the Ventura River. In addition to the bridge replacement, the project would include two vehicle lanes, sidewalks, two 5-foot shoulders and a barrier protected Class I bike path. The project is located approximately 0.25 mile north of U.S. 101 and adjacent to SR-33 in the City of Ventura. The limits of the project are between Peking Street to the east and and Park Access Road to the west. The purpose of this project is to replace the existing bridge with a new crossing to meet current American Association of State Highway and Transportation Officials requirements; remain in service in the event of high river flows, bridge contraction, and pier scouring; maintain continuous access for pedestrians and bicycles during project construction; and maintain views of scenic resources located in the California Coastal Zone.

The project would follow the roadway corridor on Main Street from Peking Street to Park Access Road. The project would be constructed primarily within the existing roadway, with the exception of the construction of the piers in the Ventura River below the bridge. The proposed replacement bridge would be wider than the existing bridge and include two vehicle lanes, sidewalks, two shoulders, and a roundabout at Peking and Main Street. In addition, a Class I bike lane would be constructed on the south side of the bridge with a protected barrier. Anticipated construction-related vehicle trips include construction workers traveling to and from the project work areas, haul trucks, and other trucks associated with equipment and material deliveries.

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The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. The SEIR should also include Vehicle Miles Traveled. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<https://opr.ca.gov/ceqa/#guidelines-updates>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance, prepared in February 2024. You can review both documents at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

During construction, the project would not require any temporary road closures or detours that would interfere with emergency access. Project improvements would likely not result in an increase in roadway capacity, as the widening of the bridge would be in support of pedestrian and bicycle facilities. Therefore, the project would result in a less than significant impact related to CEQA Guidelines section 15064.3, subdivision (b).

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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The project is anticipated to have construction vehicle trips. This may include the use of oversized vehicles. These vehicles may travel at lower speeds than other traffic, and because of their size, intrude into adjacent travel lanes. Caltrans is concerned that this situation may potentially create a safety issue.

To assist in evaluating the safety impacts of this project on State Transportation facilities, a construction traffic study should be prepared to analyze the following information:

1. Construction/truck traffic impacts on US-101 and all significantly impacted streets, crossroads, and controlling intersections, as well as an analysis of existing conditions and construction periods.
2. If truck traffic is expected to cause a queue on the State facility, please forward a truck/traffic construction management plan to Caltrans for review.
3. Traffic volume counts that include anticipated AM and PM peak-hour volumes.
4. Queuing analysis or construction traffic discussion at Caltrans off-ramps at State impacted facilities before and during construction.
5. A brief construction/operation traffic discussion showing ingress/egress, turning movements, and a directional flow for construction vehicle trips.
6. Discussion of mitigation measures appropriate to alleviate anticipated construction/truck/operation traffic impacts.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from Caltrans, please feel free to send a copy of the DEIR directly to our office.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # VEN-2025-00635-NOP.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse