SR-33 PAVEMENT PRESERVATION PROJECT

VENTURA COUNTY, CALIFORNIA
DISTRICT 7 – VEN – 33 (PM 6.3/13.5)
36090/0719000279

Initial Study with Negative Declaration / Environmental Assessment with Finding of No Significant Impact



Prepared by the State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

October 2025

All changes from Draft to Final Environmental Document are noted by a line on the right-hand side.

General Information about This Document

What's in this document:
The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study with Negative Declaration/Environmental Assessment (EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Casitas Springs, Oak View, and Ojai, CA. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Draft Initial Study/Environmental Assessment circulated to the public for 46 days between 5/12/25 and 6/27/25. Comments received during this period are included in Chapter 4 – Comments and Coordination. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document and the related technical studies are available for review upon request. This document may be downloaded at the following website.

https://dot.ca.gov/caltrans-near-me/district-7/sr33-pavement-preservation-project

Alternative Formats:
For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Susan Tse Koo; (213) 269-1106 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

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The California Department of Transportation (the Department) is proposing a multi-asset pavement preservation project in Ventura County on State Route 33 (SR-33) from 0.6-miles south of Parkview Drive (postmile (PM) 6.3) to 0.1-miles north of Foothill Trail (postmile 13.49) in Casitas Springs and Ojai within Ventura County.

Initial Study with Negative Declaration/Environmental Assessment with Finding of No Significant Impact

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies: California Transportation Commission

Kelly Ewing-Toledo

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10/16/2025
Date

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CALIFORNIA DEPARTMENT OF TRANSPORTATION

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

SR-33 Pavement Preservation Project

The California Department of Transportation (Caltrans) has determined that alternative (A2), Design Option 1 will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) and supporting technical studies which have been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate avoidance and minimization measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and supporting technical studies.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Kelly Ewing-Toledo

Kelly Ewing-Toledo
Caltrans District 7 Deputy District Director
Division of Environmental Planning

10/16/2025
Date

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes a pavement preservation project to extend the life, serviceability, and ride quality of SR-33. The project also proposes to replace the existing guardrail, terminal system, and improve multi-modal mobility and safety by providing better access for bicycles, pedestrians, and transit users.

Determination

The Department has prepared an Initial Study for this project has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

No effects were identified for Aesthetics, Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Recreation, Tribal Cultural Resources, and Utilities and Service Systems.

In addition, the proposed project would have less than significant effects to Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Public Services, Transportation, and Wildfire.

Any temporary impacts associated with construction activities would be short-term in nature and minimized through standard avoidance and minimization measures identified in the Initial Study.

Kelly Ewing-Toledo _____ 10/16/2025

Kelly Ewing-Toledo
Deputy District Director
District 7, Division of Environmental Planning
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction

NEPA Assignment

Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that are funded or otherwise approved by FHWA. These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the "Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, “NEPA Assignment” for additional information. The California Department of Transportation (Caltrans) proposes a pavement preservation project to extend the life, serviceability, and ride quality of State Route 33 (SR-33) from 0.6-miles south of Parkview Drive (postmile (PM) 6.3) to 0.1-miles north of Foothill Trail (postmile 13.49) in Casitas Springs and Ojai within Ventura County. The project also proposes to replace the existing guardrail, terminal system, and improve multi-modal mobility and safety by providing better access for bicycles, pedestrian, and transit users.

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) responsible for updating the federally required Regional Transportation Plan (RTP). On September 3, 2020, SCAG voted to approve and adopt Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). The Connect SoCal Project List includes projects under Federal Transportation Improvement Program (FTIP) ID LALS02 which covers projects under the SHOPP Roadway Preservation Program on various routes in Ventura County. The proposed project was approved under FTIP ID # VEN LALS02 on August 11, 2020, and is consistent with the RTP.

Figure 1: Project Vicinity Map

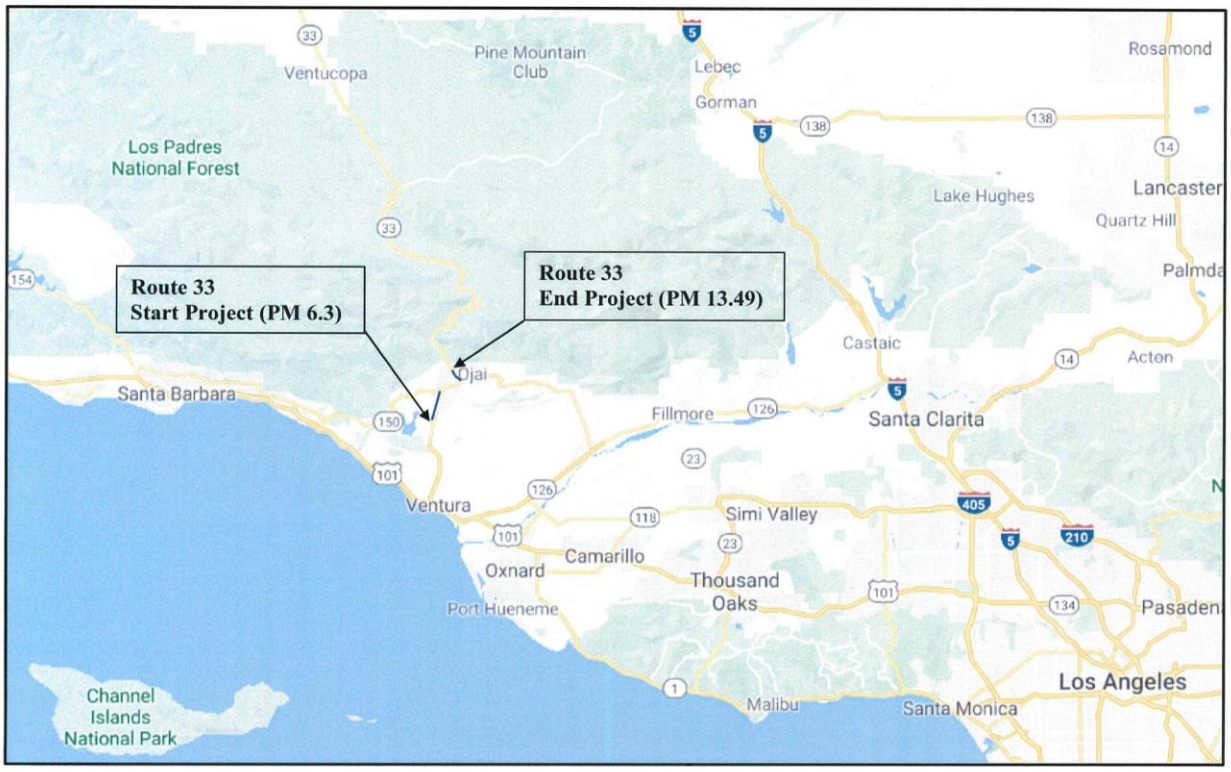
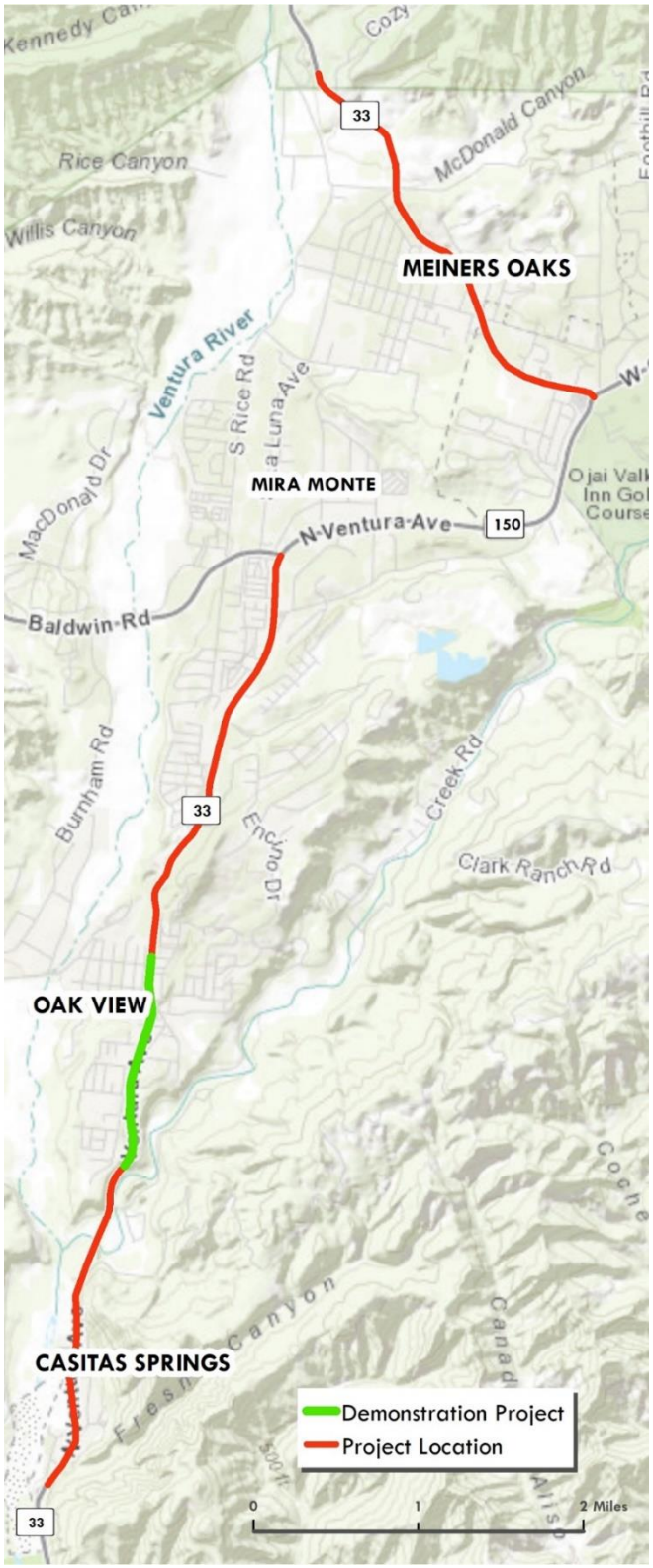


Figure 2: Project Location Map



1.2 Purpose and Need

The purpose of the project is to preserve and extend the service life of the existing pavement, improve multi-modal mobility, and improve safety by providing better access for bicycles pedestrian and transit users. The existing pavement requires preservation due to its deteriorated condition; the existing metal beam guardrails are damaged and do not meet current standards, and the sidewalks are not compliant with Americans with Disabilities Act (ADA) standards. Lastly, it is necessary to provide a safe highway that meets the mobility needs of cyclists, pedestrians, and transit users.

The project is needed as the existing pavement within the project limits shows signs of distress and deterioration due to heavy and continuous traffic. As indicated in the 2018 Pavement Condition Detailed Report from Pave M, the pavement shows moderate to high percentages of alligator cracking. Furthermore, several of the curb ramps within the project limits are not in compliance with current American with Disabilities Act (ADA) standards or California Government Code Section 4450 and will need to be upgraded to be accessible to persons with disabilities.

1.3 Independent Utility and Logical Termini

Logical termini for project development are defined as (1) rational endpoints for a transportation improvement, and (2) rational endpoints for a review of environmental impact. The environmental impact endpoints frequently cover a broader geographic area than the strict limits of a proposed transportation improvement. Independent utility means that the project improvements have independent significance, or that the improvements are usable at a reasonable expenditure even if no additional transportation improvements are made in the area.

The proposed project has logical termini because the project limits, on State Route 33 (SR-33) from 0.6-mile South of Parkview Drive to 0.1-mile North of Foothill Trail, would address pavement degradation while improving current multi-modal constraints in Oak View.

The proposed project has independent utility because it does not rely on other projects to address the identified need. Furthermore, the proposed project would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

1.4 Project Description

This section describes the proposed action, and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are Build Alternative A1, Build Alternative A2, and the No-Build Alternative B.

The California Department of Transportation (the Department) is proposing a multi-asset pavement preservation project in Ventura County on State Route 33 (SR-33) from

0.6-miles south of Parkview Drive (postmile (PM) 6.3) to 0.1-miles north of Foothill Trail (postmile 13.49) in Casitas Springs and Ojai within Ventura County. Refer to Figures 1 and 2 for the project vicinity and location. Other upgrades to guardrails, curb ramps, and other pedestrian infrastructure would be made. The project will require minor roadside clearing and tree trimming.

1.5 Project Alternatives

There are three alternatives under consideration. Build Alternative A1- Pavement Preservation and Upgrade, Build Alternative A2 – Bike Lane Design, and the No-Build Alternative. All comments have been considered following the public circulation period, and Caltrans has selected a preferred alternative based on the final determination of the project's effect on the environment. Under CEQA, a Negative Declaration (ND) has been prepared, as no unmitigable significant adverse impacts have been identified. Caltrans, as assigned by the Federal Highway Administration (FHWA), has also issued a Finding of No Significant Impact (FONSI) in accordance with NEPA, as the proposed action does not significantly impact the environment.

This project contains a number of standardized project measures which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.

1.5.1 Build Alternatives

Build Alternative A1 – Pavement Preservation and Upgrade

The proposal for Build Alternative A1 is to cold plane 0.15-foot Asphalt Concrete (AC) pavement and overlay of existing pavement AC with 0.15-foot Rubberized Hot Mix Asphalt Type G (RHMA-G). 3,100 feet of existing Metal Beam Guard Rail (MBGR) and end treatments will be upgraded to the current standard Midwest Guardrail System (MGS) and terminals. The alternative will upgrade forty-one (41) existing curb ramps to comply with current Americans with Disabilities Act (ADA) standards, install pavement delineations, replace all non-standard markers with current standards, and construct 1,700 new linear feet of sidewalk. It will also upgrade the Traffic Management System (TMS), upgrade one (1) and install two (2) traffic census stations, construct four (4) new bus pads and shelters, upgrade the traffic signals at four (4) intersections, and upgrade all crosswalks to Continental Crosswalks. Five (5) new crosswalks will be built with three (3) Pedestrian Hybrid Beacons (PHB) and two (2) Rectangular Rapid Flashing Beacon (RRFB) signals.

Build Alternative A2 – Bike Lane Design Option

In addition to all work listed in Build Alternative A1, Build Alternative A2 would also reconfigure current lane striping from five lanes to three lanes (one through lane in each direction divided by a two-way left-turn lane), with a bike lane at both sides of the road, from Santa Ana Boulevard to Larmier Avenue (between Postmile (PM) 8.45 to PM 9.12). This alternative will also provide landscaping and curb extensions within these limits.

Bike Lane Design Options

The design options shown in Design Option 1 (Figure 3; physical separation between travel lanes; Class IV Bike Lane) and Design Option 2 (Figure 4; painted buffer separation between travel lanes and cycle lanes; Class II Bike Lane) are both associated with Build Alternative A2.

Figure 3: Alt A2 Design Option 1 – Class IV Bike Lane

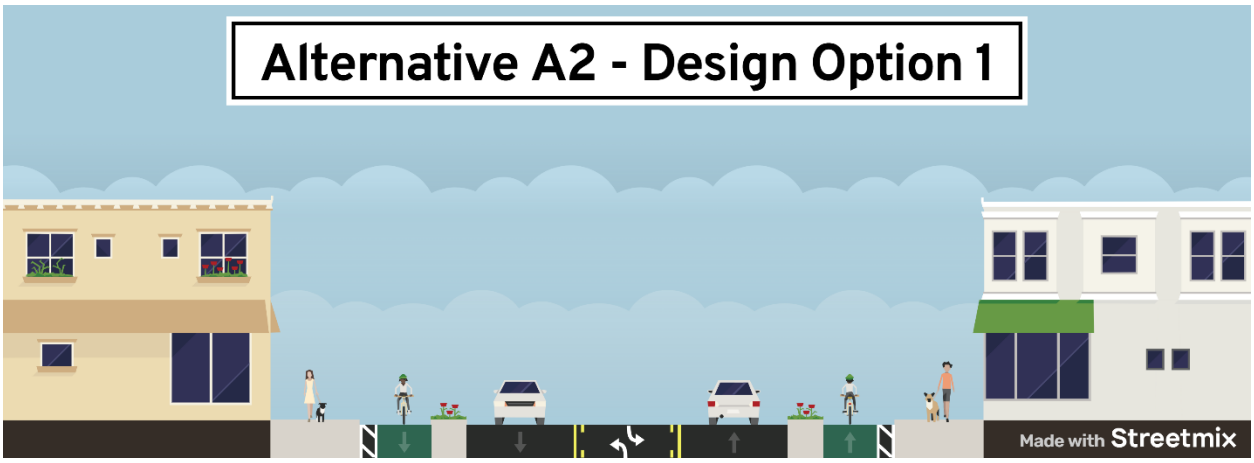
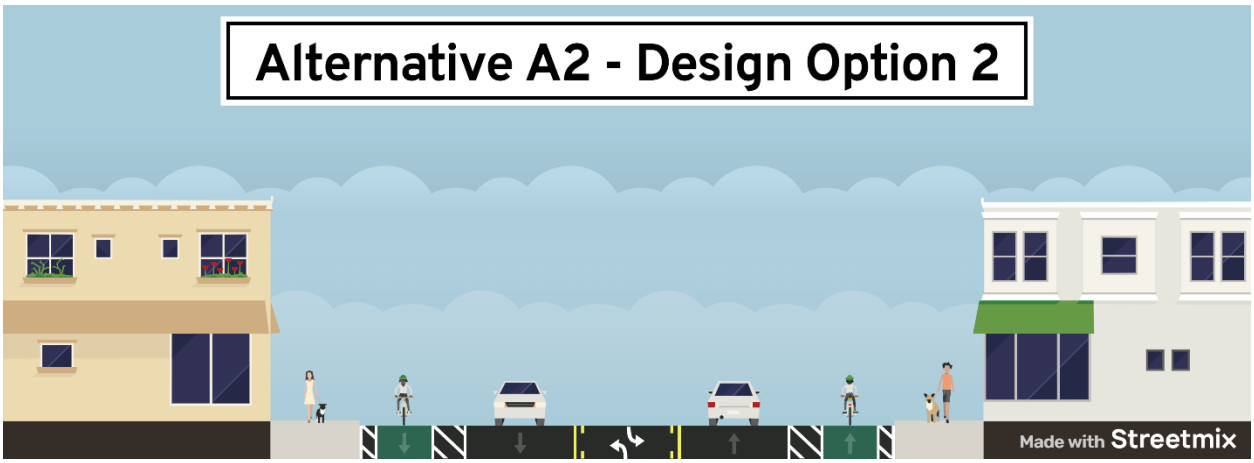


Figure 4: Alt A2 Design Option 2 – Class II Bike Lane



1.5.2 No-Build Alternative

No-Build Alternative B

The No-Build Alternative would have no changes made to the existing facility. No action would be taken to improve the existing road condition, and the road quality would continue to deteriorate.

1.6 Demonstration Project

In Winter 2024, a demonstration project was implemented in Oak View from Larmier Avenue to La Cross Street, for a total distance of just over half a mile. The demonstration project involved restriping SR-33, implementing Class II bike lanes and a buffer zone in each direction, as shown in Figure 5. The purpose of the demonstration project was to determine appropriate usage for pedestrians and cyclists, as well as determine how the project will impact local businesses. Data collected from the demonstration project was used to inform the Traffic Analysis Report completed in November 2024.

Figure 5: Demonstration Project Lane Reduction Along SR-33



1.7 Identification of a Preferred Alternative

The project development team has identified Build Alternative A2 with Design Option 1 (Pavement Upgrade/Preservation and Bike Lane Design Option) as the preferred alternative. This final determination is based on the engineering and environmental technical analyses and the comments and concerns expressed during the public review period.

Alternative A2, Design Option 1 would address the long-term pavement needs while enhancing roadway safety, operational efficiency, and multimodal accessibility. The lane reduction component supports a “Complete Streets” approach, calming traffic and improving conditions for all road users, including pedestrians and cyclists, without significantly impacting vehicle mobility.

The final environmental document was prepared to address all public comments and incorporate any refinements made to the project design, environmental setting, and impacts that have been identified since the Draft Environmental Document was completed.

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

Table 1: Permits and Approvals

Agency	Permit/Approval	Status
California Transportation Commission (CTC)	CTC vote to approve funds	Following approval of the Final Environmental Document, the CTC will be required to vote to approve funding for the project.

Chapter 2 Project Impacts

2.1 Resource Topics Dismissed from Analysis in Environmental Assessment

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

Table 2: Resource Topics Dismissed from Analysis

Resource	Rationale for Dismissal (Build Alternatives A1 & A2)
Existing and Future Land Use	The project will not physically divide an established community or cause a significant impact due to conflicting with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.
Consistency with State, Regional, and Local Plans and Programs	Build Alternative A2, Design Option 1 is consistent with the California Transportation Plan (CTP) 2040, which would improve multimodal mobility and accessibility, the Ventura Countywide Bicycle Master Plan by expanding and optimizing the project area's bicycle facilities, and the Ventura County Active Transportation Plan implementing pedestrian and bicyclist facilities within the County's unincorporated communities. It is also consistent with the Caltrans Contextual Guidance for Preferred Bicycle Facilities, which recommends a Class IV lane for suburban main streets with an average daily traffic (ADT) greater than 10,000 and a posted speed of 35-45 mph.
Coastal Zone	There will be no effects to coastal resources as the project area is not within the coastal zone.
Wild and Scenic Rivers	The proposed project will have no effect on wild and scenic rivers because the project is not located within any wild and scenic river.
Parks and Recreational Facilities	The project will have no impact on any parks or recreational facilities.
Farmlands/Timberlands	There will be no effect on farmland and timberland resources because the project is not located within farmland and timberland.
Growth	The proposed project is not anticipated to induce growth in the project area. The

	proposed project does not involve creating new access, housing, or capacity of other services.
Community Character and Cohesion	Please note: Executive Order (EO) 13985 has been rescinded pursuant to EO 14148. However, consideration of equity was included in the analyses for the Draft Environmental Document, prior to the rescission of EO 13985, and therefore has been retained in the Final Environmental Document for informational purposes only. A Community Impact Assessment (CIA) memorandum was prepared for the proposed project. The CIA found that the proposed project would not impact population and housing, economic conditions, community facilities, environmental justice, or equity.
Relocations and Real Property Acquisition	The proposed project does not relocate and/or displace residential or non-residential (commercial, industrial, and manufacturing businesses or agricultural or farmland) land. Two (2) small highway easements are proposed at APN 034-0-105-065 (~7.93 square feet) and APN 017-0-210-480 (~7.61 square feet) to allow space for the sidewalk to meet Caltrans design and ADA standards. Neither of these easements involve property acquisition or relocation. Additional discussion is included in Section 2.3.1.
Environmental Justice	Please note: Executive Order (EO) 12898 has been rescinded pursuant to EO 14173, and EO 14096 has been rescinded pursuant to EO 14148. However, consideration of environmental justice was included in the analyses for the Draft Environmental Document, prior to the rescission of EOs 12898 and 14096, and therefore has been retained in the Final Environmental Document for informational purposes only. No minority or low-income populations adversely affected by the proposed project have been identified, as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898.
Visual/Aesthetics	The proposed project will improve the visual and aesthetic resources within the project area by repaving distressed and deteriorated

	pavement, installing new sidewalks and crosswalks, landscaping, as well as constructing new bus pads and shelters.
Water Quality and Storm Water Runoff	According to the Stormwater Data Report – Short Form (December 2019), the project does not result in an increase of one acre or more of new impervious surface, therefore, the proposed project is not required to implement permanent Treatment Best Management Practices (BMPs). The proposed project will have little to no impact to water quality or storm runoff within the project limits.
Geology / Soils / Seismic / Topography	The project will not directly or indirectly cause potential substantial adverse effects, cause substantial soil erosion or the loss of topsoil, or is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
Paleontology	A majority of the proposed project lies on alluvial deposits, which are assigned a low paleontological sensitivity. SR-33 has also been subjected to extensive disturbance from previous construction and maintenance, as well as development within the communities of Casitas Springs and Oak View. Therefore, impacts to Paleontological Resources are not anticipated.
Hazardous Waste / Materials	Construction related activities involve hazardous waste issues common to highway construction projects but will be minimized through Caltrans Standard Specifications and Best Management Practices. Hazardous Waste materials of concern include the following: aerially deposited lead (ADL), potential petroleum hydrocarbons, electrical waste, treated wood waste, and yellow striping waste.
Air Quality	An air quality technical memorandum was completed in June 2023 analyzing project-level CO, PM10, PM2.5, and other pollutants. The study found that the project will not cause or contribute to a new violation of the CO, $PM_{2.5}$, or PM_{10} standards.
Noise	This is not a Type I project as defined in the 2020 Traffic Noise Analysis Protocol and is not expected to raise traffic noise levels or

	cause a substantial noise increase. Potential noise impacts related to short-term construction activities will be minimized through Caltrans Standard Specifications and Best Management Practices.
Energy	The proposed project does not add roadway capacity and is unlikely to increase direct energy consumption through increased fuel usage. While construction would result in a short-term increase in energy use, construction-related energy consumption would be temporary and not a permanent new source of energy demand.
Natural Communities	The oak woodlands are a natural community resource that is within and adjacent to the project impact area. However, the root zones are outside of the project impact area and will not be adversely affected. Replacement of guardrail would require trimming of oak tree canopy, but this impact would be minimized through incorporation of standard avoidance and minimization measures.
Wetlands and Other Waters	There are no wetlands and waters as defined by the Clean Water Act within the project area. Therefore, no impacts to wetlands and waters are anticipated as a result of the proposed project.
Plant Species	The project area is not a suitable habitat for special status plant species. Therefore, no adverse impacts are anticipated to special status plant species.
Animal Species	The project impact area does not provide suitable habitat for special status animal species. Therefore, no special status animal species will be adversely impacted.
Threatened and Endangered Species	A new species list from US Fish and Wildlife Service was obtained on 9/4/25. California Condor, Least Bell's Vireo, Southwestern Willow Flycatcher, Yellow-billed Cuckoo, Southwestern Pond Turtle, California Red-legged Frog, Foothill Yellow-legged Frog, Monarch Butterfly, Riverside Fairy Shrimp, Vernal Pool Fairy Shrimp, California Orcutt Grass, Gambel's Watercress, and Spreading Navarretia are listed as potentially occurring within the boundary of the project area. Based on previous protocol surveys, threatened and endangered species were not identified within the project impact area. The scope of the proposed project, which is

	limited to the prism of the roadway, would not impact potential habitat where these species may be found. Therefore, there will be no effect to the listed threatened and endangered species. No critical habitats were identified within the project area. This project is located outside of NOAA Fisheries Service jurisdiction; therefore, a NOAA species list is not required and no effects to NOAA species are anticipated. Species lists are contained in Appendix D.
Invasive Species	The project will not promote or inhibit the spread of invasive species. Invasive species will not be used in any landscaping for the project.
Section 4(f)	There are no historic sites, or wildlife or waterfowl refuges, which meet the definition of a Section 4(f) resource within the project vicinity. Several parks and recreational facilities are located within the project vicinity, however, there is no associated “use” of these facilities, and they will not be impacted. Therefore, this project is not subject to the provisions of Section 4(f) of the Department of Transportation Act of 1966. (Caltrans Memo 2021).

2.2 Resource Topics Warranting Further Analysis

2.2.1 Utilities and Emergency Services

Affected Environment

The following section is based on the Right-of-Way Datasheet, completed by the Caltrans Division of Right-of-Way (October 2024), and the Traffic Operations Analysis Report (TOAR) (November 2024).

Utilities

The project area is serviced by the following utility providers:

- Ventura County Public Works
- Casitas Municipal Water District
- EJ Harrison (Trash)
- Clean Power Alliance
- SoCalGas
- Southern California Edison
- AT&T
- Verizon
- Spectrum
- Frontier Internet

Emergency Services

The project area is serviced by the following emergency services:

- Ventura County Fire Department
- Ventura County Emergency Medical Services (EMS) Agency
- American Medical Response (AMR) Ventura County
- Ventura County Sheriff - Office of Emergency Services (OES)
- CalFire

- California Highway Patrol

Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, emergency services and public utilities will not be affected.

Build Alternative A1

Under Build Alternative A1, the existing four-lane configuration of SR-33 will remain, and no public utilities or emergency services will be affected. Emergency service response times are anticipated to remain at the same level of service as existing conditions.

Build Alternative A2

Under Build Alternative A2, no public utilities are anticipated to be relocated, therefore no impact is anticipated following project construction.

Certain geometric configurations of the lane reduction, as well as driver behavior may affect emergency response following project completion.

Traffic Analysis – Emergency Response Meeting

In addition to the comprehensive traffic operations analysis of the pre and post demonstration project conditions, a meeting was held with several emergency responders within the study area on June 17, 2024, to gain an understanding of any potential impacts that may be associated with the geometric changes associated with the demonstration project and the proposed project. The meeting was attended by representatives from the Ventura County Fire Department, Ventura County Emergency Medical Services, American Medical Response (AMR) Ambulance, and Caltrans. A summary of the meeting can be found in Chapter 4 – Comments and Coordination.

Bike Lane Design Options

The design options shown in Design Option 1 (Figure 3; physical separation between travel lanes; Class IV Bike Lane) and Design Option 2 (Figure 4; painted buffer separation between travel lanes and cycle lanes; Class II Bike Lane) are both associated with the permanent complete streets approach. Following the public comment period, the project development team has chosen Design Option 1 to implement as part of the proposed project. With this option, the two-way left turn lane will be used for emergency vehicle access for passing other vehicles in the travel lanes and is not expected to substantially impact emergency response. Emergency response access may also be maintained through strategic placement of gaps in the barrier at key intervals (such as intersections, driveways, and designated emergency access points),

allowing first responders to cross the buffer if necessary. Additionally, coordination with local emergency services will be conducted to ensure the final design meets their operational needs and maintains adequate access along the corridor.

Avoidance, Minimization, and/or Mitigation Measures

Minimization U-1: Caltrans shall continue to coordinate with emergency service providers throughout the project Design phase to ensure certain geometric features of the project do not impact emergency response times or increase hazards.

2.2.2 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

The Department, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

The following information is based on the Ojai Valley Highway 33 Multimodal and Community Enhancement Study (March 2020), the Community Impact Assessment Memorandum (July 2023), and the Traffic Operations Analysis Report (TOAR) (November 2024).

State Route 33

SR-33 is a primary corridor connecting the coastal City of Ventura to the City of Ojai, located in the foothills of the Los Padres National Forest. SR-33 carries approximately 21,000 vehicles per day and is a significant roadway for the entire region. Between Ventura and Ojai, the Ventura County unincorporated communities of Casitas Springs, Oak View, and Mira Monte are nestled along SR-33. This highway is a winding two-lane

road stretching 15 miles from Ventura to Ojai and rising approximately 750 feet in elevation. The highway shoulders are paved for emergency use, but family communities are nestled closely adjacent to the roadside. As a result, the Highway shoulders have become part of the de facto pedestrian network. Pedestrians, bicyclists, and transit users in the Ojai Valley use the highway shoulders as their walkways going to various businesses and community spaces due to limited alternatives. Therefore, pedestrians, bicyclists, and transit users are in a vulnerable position where their safety is compromised. During darker hours of the day, the lack of street lighting along the highway elevates the potential risk for pedestrians, bicyclists, and transit users.

In the vicinity of the proposed project, SR-33 is an undivided roadway with occasional two-way left-turn lanes, with a speed limit varying between 35 miles per hour (mph) and 45 mph. From approximately 345 feet north of Portal Street to 50 feet south of La Cross Street, SR-33 consists of a four-lane facility with two lanes in each direction of travel. SR-33 north of Creek Road is also a four-lane facility with two lanes in each direction of travel.

SR-33 primary traffic concerns relate to capacity, speed, flow, and parking. Vehicle volumes on SR-33 are above comfort levels for the residents of Ojai Valley. Corridor use as a thoroughfare to access Ojai and Ventura results in the degradation of the small-town rural aesthetics and community values. A range of vehicles with differing speeds share SR-33. Tractors and hay trucks on occasion share the Highway and create disturbance in flow. Left turns onto SR-33 become difficult during peak traffic hours and may lead to congestion on nearby streets.

Bicycle Facilities

The Ojai Valley Trail (Trail) is the primary backbone of the bicycle transportation network for the Ojai Valley area. The nine-mile Trail services many recreational uses and serves as a tremendous regional connector, connecting to the City of Ventura at its southern terminus, where significant employment opportunities exist. While the Trail provides recreational and regional benefits for longer-distance trips, the Trail is inadequate for short-distance, local, and non-recreational trips. Residences north of Oak View Avenue and west of SR-33 do not have easy access to the trail due to the highway as a barrier.

Pedestrian Facilities

Most intersections in the study corridor lack pedestrian amenities such as sidewalks, painted crosswalks, streetlights, or ADA compliant ramps—creating a less inviting pedestrian-friendly environment. The roadway design of SR-33 shows a strong preference for vehicular use, especially at intersections, where turning radii are large to allow vehicle turns at faster speeds.

Transit Facilities

The Ojai Valley is serviced by two transit providers. Bus stop infrastructure in the Ojai Valley is below ADA standards. The main concerns about bus stop amenities relate to

the lack of shelter from the elements, comfortable seating, lighting, and lack of pedestrian infrastructure. Limited safe pedestrian crossings on SR-33 are a significant barrier as passengers must cross the highway on at least one leg of the trip. Existing conditions place transit users at risk of conflict with vehicles by placing individuals in the roadway's vehicle use areas.

Safety

Safety is a main community concern. A majority of collisions in the area occur because of unsafe speeds. A three-year sample of Caltrans data shows unsafe speeds in 57% of collision reports. Wide lanes, passing lanes, and long stretches of roadway without crossings all contribute to the incidence of vehicles driving at unsafe speeds. This safety analysis used the most recent three years of collision data (2015-2017) available from the Statewide Integrated Traffic Records System (SWITRS). The dataset includes all reported collisions. During the three-year span, a total of four pedestrian-to-vehicle, three bicycle-to-vehicle, and 70 vehicle-to-vehicle collisions were reported, all of which resulted in varying levels of injury.

Environmental Consequences

Level of Service

Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of an intersection's traffic flow, ranging from LOS A (indicating traffic conditions with little to no delay) to LOS F (representing significant and over-saturated delays). This measure is derived from the average delay per vehicle for each movement at a study intersection, measured in seconds per vehicle. The "industry standard" level of service grading system is shown in Table 3. LOS E or LOS F is generally deemed deficient.

Table 3: Level of Service Grading System

LOS	Control Delay (Seconds/Vehicle)	Control Delay (Seconds/Vehicle)	Description
	Signalized Intersection	**Unsignalized Intersection**	
A	<10	<10	Free flow
B	>10 and <20	>10 and <15	Stable flow (some delays)
C	>20 and <35	>15 and <25	Stable flow (greater delays)
D	>35 and <55	>25 and <35	Approaching unstable flow
E	>55 and <80	>35 and <50	Unstable flow
F	>80	>50	Jammed

Source: TOAR 2024

Volume to Capacity (V/C) Ratio

Volume to Capacity (v/c) ratio is an output from the analysis tools (Synchro). Lower v/c ratios indicate low traffic density and imply that surplus green time is available on every signal cycle. Conversely, higher v/c ratios indicate high traffic density, restrictive movement, and limited or no surplus capacity. When v/c ratios fall between 0.90 and 1.00, there is little capacity available to accommodate day-to-day traffic fluctuations, and variations due to traffic composition, weather and construction, or unplanned incidents. Traffic volumes in excess of capacity imply that queues will form and expand until the approach flow rate falls below the processing capacity.

95th Percentile Queue Length

The 95th percentile queue length is an output from the analysis tools (SimTraffic), reported in feet for each lane group. The 95th percentile threshold represents the length that 95 out of 100 queue length observations would be at or below this length. Queue lengths are considered detrimental to the overall road network/system when these queues extend into upstream intersections, or block through lanes, thereby limiting overall throughput at the subject intersection and potentially those upstream.

Pre-Demonstration Project Conditions (January 2024)

Level of Service (LOS)

On the intersection approach level, some unsignalized approaches were found to operate at an unacceptable level of service and are summarized as follows:

- Westbound left at E Old Creek Road operates at LOS F in the afternoon peak hour.
- Westbound left at Creek Road operates at LOS F in the morning and afternoon peak hours.
- Westbound approach at Portal Street operates at LOS F in the morning and afternoon peak hours.
- Eastbound and westbound approaches at Park Ave operate at LOS E in the morning and afternoon peak hours.
- Eastbound and westbound approaches at Short Street operate at LOS F and E in the morning and afternoon peak hours, respectively.

All other unsignalized approaches operate at LOS D or better in the morning and afternoon peak hours. All signalized approaches operate at LOS C or better in the morning and afternoon peak hours.

On the overall intersection level, Creek Road at SR-33 is the only intersection operating at LOS F in the afternoon peak hour. All other unsignalized and all signalized intersections operate at LOS A or LOS B in the morning and afternoon peak hours.

Volume to Capacity (V/C) Ratio

The westbound left-turn movement at the intersection of Creek Road and SR-33 has a v/c ratio of 1.27 and 2.34 in the morning and afternoon peak hours respectively. V/c ratios for other movements are well below 0.90.

95th Percentile Queue Length

Some movements have queues longer than the storage lengths, and these locations are summarized below:

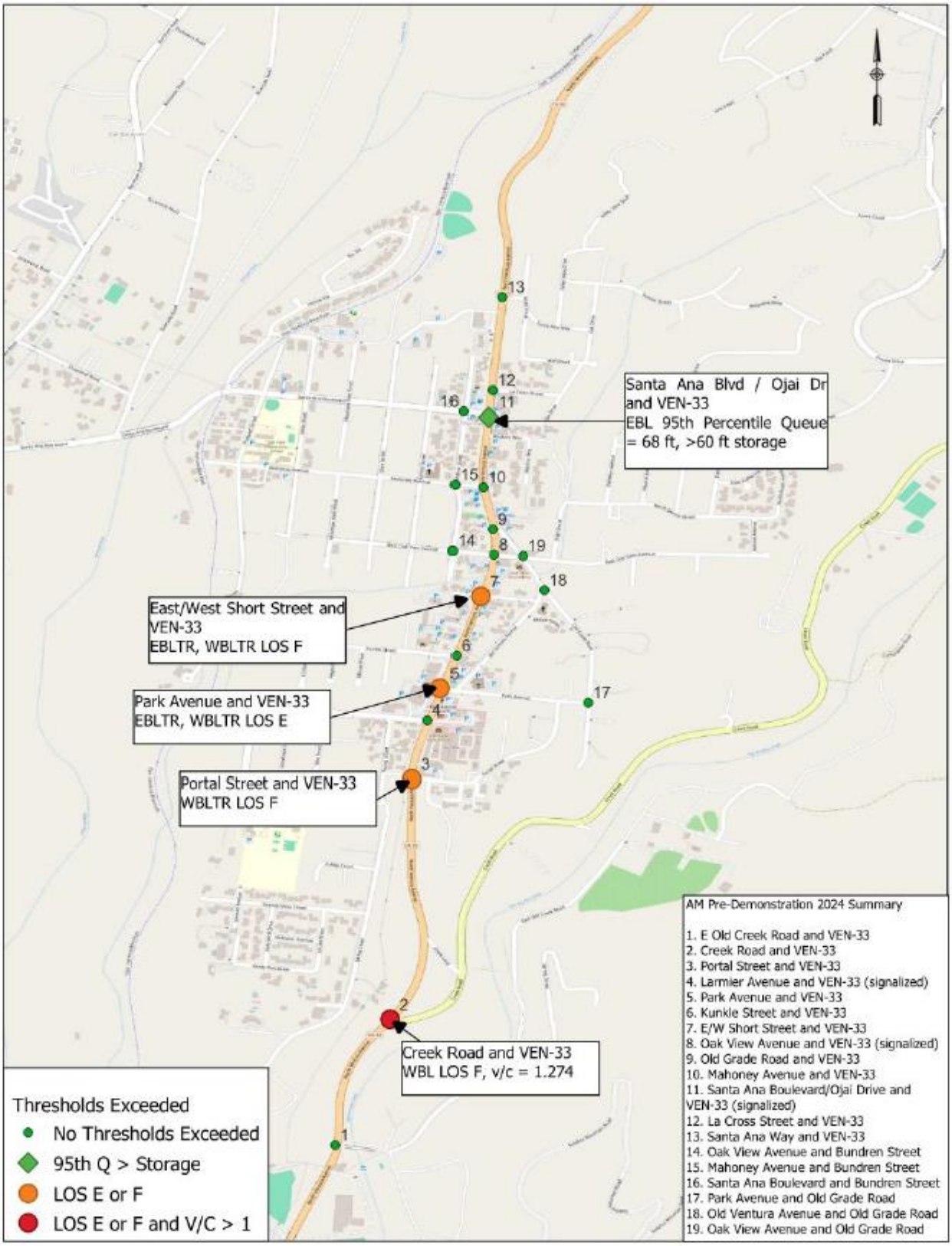
- Westbound right at the intersection of E Old Creek Road and SR-33 has an estimated queue length of approximately 21 feet which exceeds the 20 feet of available storage length in the afternoon peak hour.

- Westbound right at the intersection of Creek Road and SR-33 has an estimated queue length of approximately 49 feet which exceeds the 30 feet of available storage length in the afternoon peak hour.

- Eastbound left at the intersection of Santa Ana Blvd/Ojai Dr and SR-33 has an estimated queue length of approximately 68 and 78 feet which exceeds the 60 feet of available storage length in the morning and afternoon peak hour respectively.

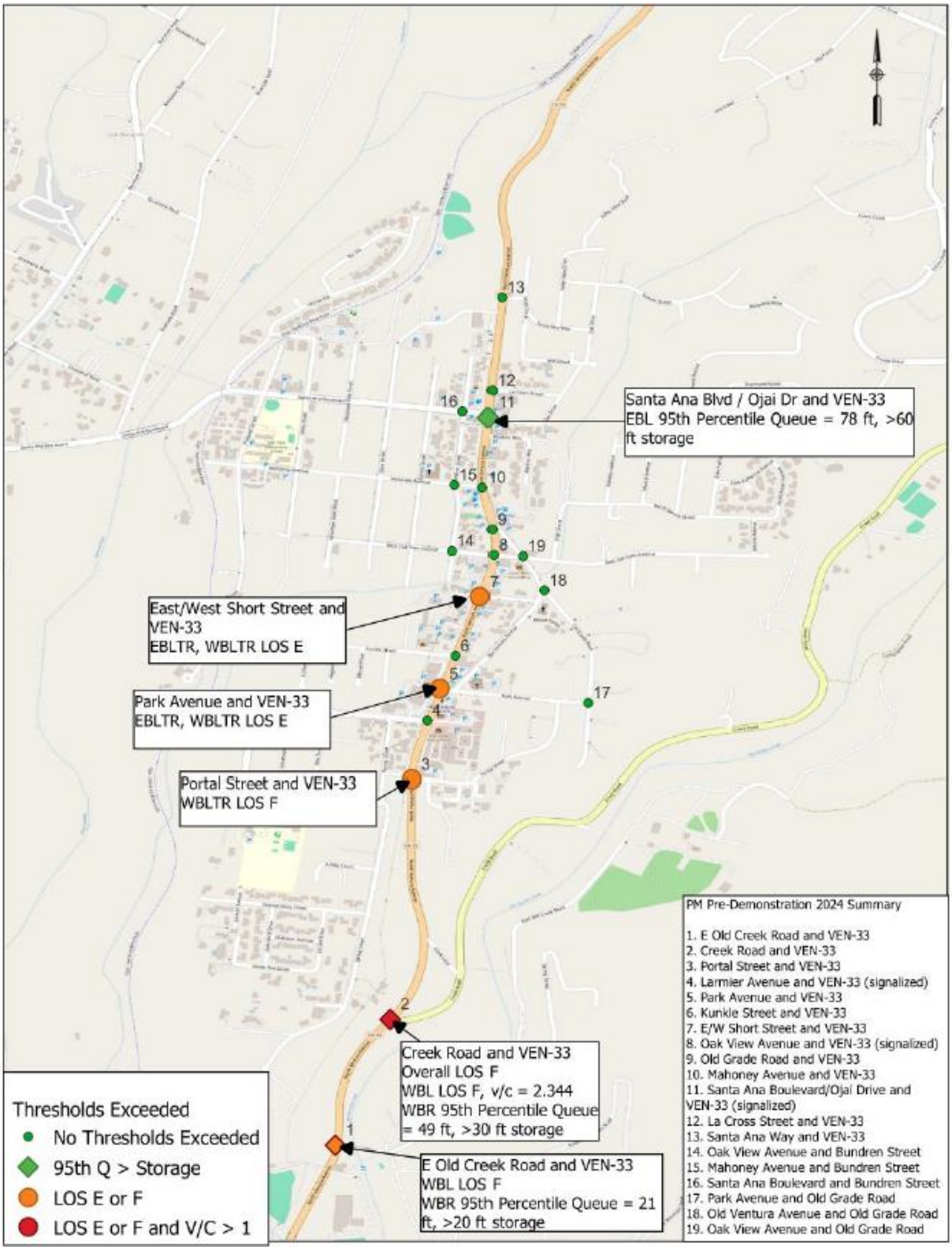
The above issues are graphically shown on Figures 6 and 7 for the AM and PM peak hours respectively.

Figure 6: AM Peak Hour Pre-Demonstration 2024 Summary of Issues



Source: TOAR 2024

Figure 7: PM Peak Hour Pre-Demonstration 2024 Summary of Issues



Source: TOAR 2024

*An orange and red diamond at Creek Rd and E Old Creek Rd indicate exceeded thresholds for both LOS and queue storage.

In the pre-demonstration 2024 scenario, intersection turning movements that did not meet the acceptable thresholds were limited to the eastbound and westbound movements from the minor streets turning onto VEN-33. The westbound left turn movement from Creek Road to VEN-33 is particularly challenging, with a LOS F for both the AM and PM peak hours. However, this issue is partly mitigated by the receiving lane downstream on the south approach, which later merges with the main southbound traffic. Generally, these turning movements from the minor streets have low volumes and the traffic operations issues are a result of the delays associated with finding a gap in the mainline northbound or southbound traffic.

Post-Demonstration Project Conditions (April 2024)

The demonstration project reduced the number of through lanes from two lanes to one lane in each direction along SR-33, from Larmier Ave to La Cross St, to allow for a bicycle lane to run parallel and separated with a buffer from general vehicle traffic.

The locations where traffic operations are exceeding acceptable thresholds are summarized below.

Level of Service (LOS)

- E Old Creek Road
    - Westbound left operates at LOS F in the PM peak hour similar to pre-demonstration project conditions.
- Creek Road
    - Overall LOS F in the PM peak hour.
    - Westbound left operates at LOS F for both AM and PM peak hours similar to pre-demonstration project conditions.
- Portal Street
    - Westbound operates at LOS F for both AM and PM peak hours similar to pre-demonstration project conditions.
- Park Avenue
    - Eastbound operates at LOS F for both AM and PM peak hours.
    - Westbound operates at LOS F and E for AM and PM respectively similar to pre-demonstration project conditions.
- Kunkle Street

    - Eastbound operates at LOS E for both AM and PM peak hours. This exceeds acceptable thresholds that were previously within acceptable thresholds in the pre-demonstration project scenario.

- Short Street
    - Eastbound operates at LOS F for both AM and PM peak hours similar to pre-demonstration project conditions.

- Old Grade Road
    - Eastbound operates at LOS F for the PM peak hour.

Volume to Capacity (V/C) Ratio

- Creek Road
    - Westbound left v/c ratio exceeds 1.0 for both the AM and PM.

95th Percentile Queue Length

- E Old Creek Road
    - Westbound right 95th percentile queue is estimated to be approximately 33 feet in the PM peak hour, exceeding the available storage length of 20 feet.

- Larmier Avenue
    - Southbound right 95th percentile queue is estimated to be approximately 61 and 117 feet in the AM and PM peak hours respectively, exceeding the available storage length of 50 feet.

- Oak View Avenue
    - Northbound right 95th percentile queue is estimated to be approximately 97 and 57 feet in the AM and PM peak hours respectively, exceeding the available storage length of 50 feet.

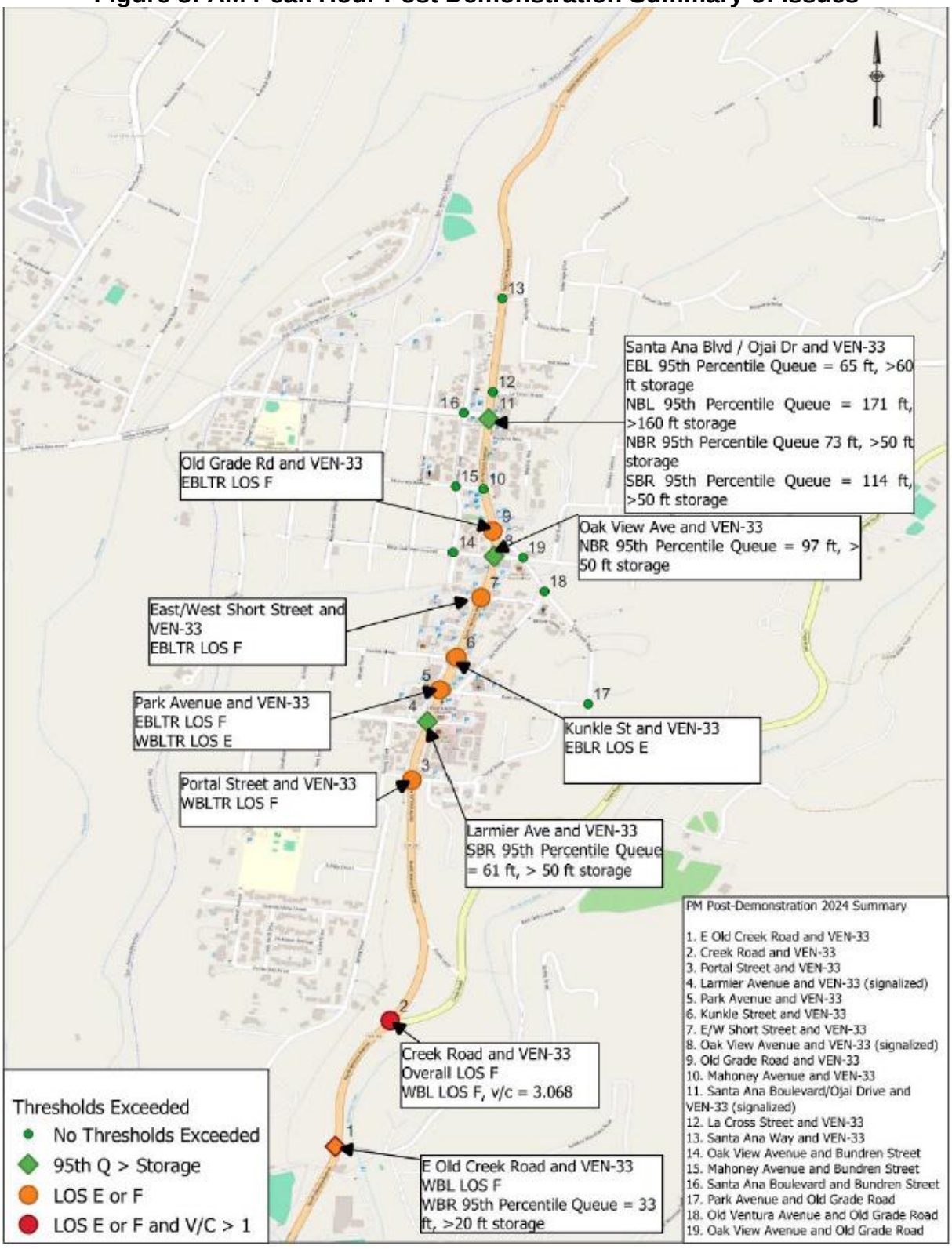
- Santa Ana Boulevard/Ojai Drive
    - Eastbound left 95th percentile queue is estimated to be approximately 65 and 81 feet in the AM and PM peak hours respectively, exceeding the available storage length of 60 feet.
    - Northbound left 95th percentile queue is estimated to be approximately 171 and 179 feet in the AM and PM peak hours respectively, exceeding the available storage of 160 feet.

- Northbound right 95th percentile queue is estimated to be approximately 73 feet in the PM peak hour, exceeding the available storage length of 50 feet.

- Southbound right 95th percentile queue is estimated to be approximately 114 and 79 feet in the AM and PM peak hours respectively, exceeding the available storage length of 50 feet.

The above issues are graphically shown on Figures 8 and 9 for the AM and PM peak hours respectively.

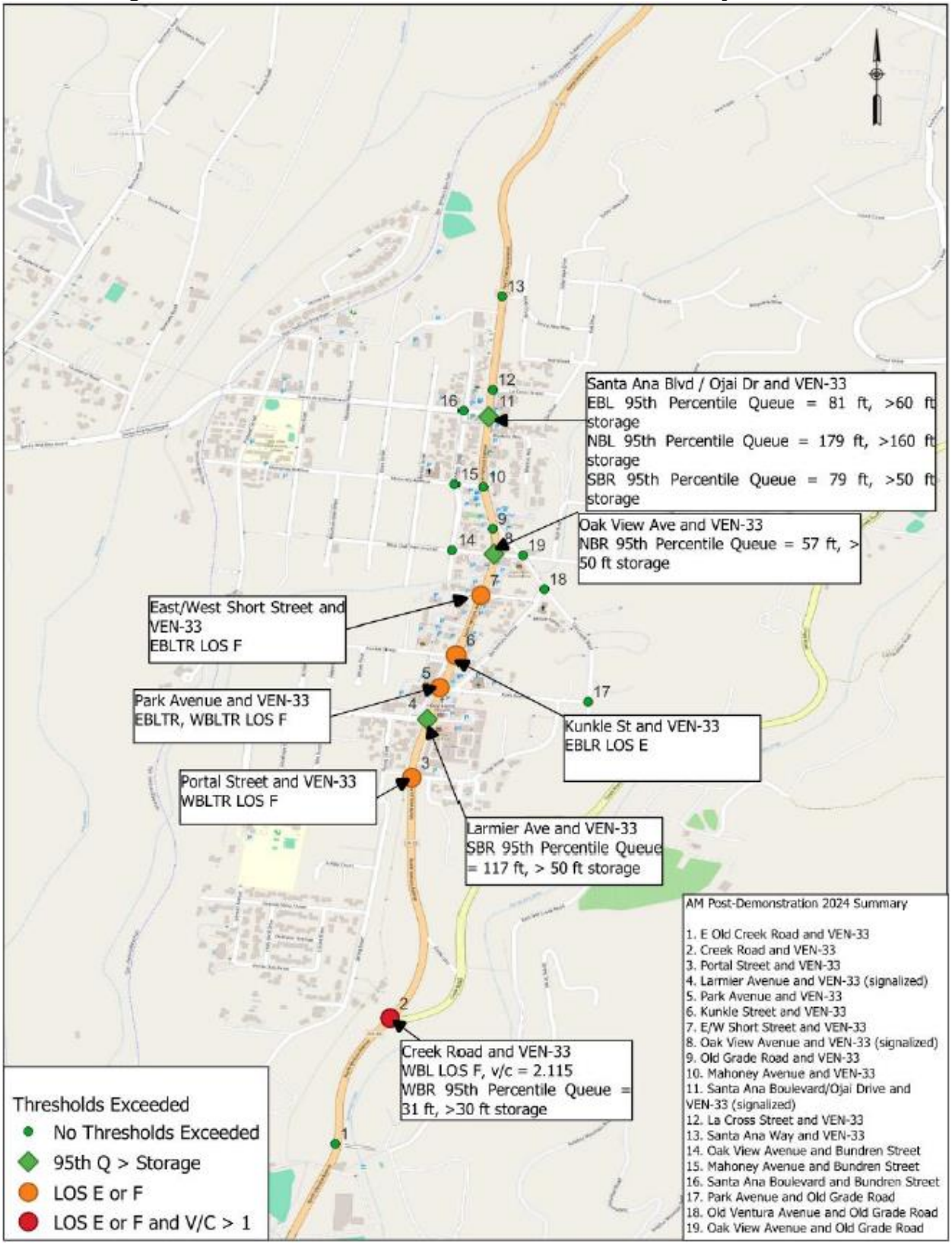
Figure 8: AM Peak Hour Post Demonstration Summary of Issues



Source: TOAR 2024

*An orange diamond at E Old Creek Road indicates exceeded thresholds for both LOS and queue storage.

Figure 9: PM Peak Hour Post Demonstration Summary of Issues



Source: TOAR 2024

After implementing the demonstration project, the traffic impact to the minor streets is similar to the pre-demonstration project scenario, though the eastbound movement for Kunkle Street and for Old Grade Road deteriorate to LOS E and LOS F respectively. While these movements have degraded as a result of the demonstration project, the level of service for the mainline northbound and southbound movements for all intersections along SR-33 remain within acceptable thresholds (LOS D or better) as there is sufficient capacity to accommodate the traffic demand, even after the lane reduction.

Corridor Performance

Corridor performance measures of effectiveness, represented by travel route times obtained from the traffic modeling program, Vissim, are compared with the route travel times obtained from the Google Maps Application Programming Interface (API) and are presented below in Tables 4 and 5. Average travel times along the study corridor in each peak hour and direction generally range between two to three minutes. The pre-demonstration project conditions are also included to allow a side-by-side comparison of traffic analysis results for each peak hour.

Table 4: Pre- and Post-Demonstration Existing (2024) AM Peak Hour Average Travel Time Comparison in Seconds

Corridor Measure of Effectiveness	Direction	AM Peak Hour Pre-Demonstration (January 2024)	AM Peak Hour Post-Demonstration (April 2024)
Average Travel Time – Vissim (Seconds)	Northbound	164	170
	Southbound	160	169
Route Travel Time – Google Maps API (Seconds)	Northbound	161	170
	Southbound	166	174

Source: TOAR 2024

Table 5: Pre- and Post-Demonstration Existing (2024) PM Peak Hour Average Travel Time Comparison in Seconds

Corridor Measure of Effectiveness	Direction	PM Peak Hour Pre-Demonstration (January 2024)	PM Peak Hour Post-Demonstration (April 2024)
Average Travel Time – Vissim (Seconds)	Northbound	158	171

	Southbound	157	167
Route Travel Time – Google Maps API (Seconds)	Northbound	159	170
	Southbound	175	178

Source: TOAR 2024

As indicated in Tables 4 and 5, the differences between travel times from both sources are minor; however, the travel times reported from the Google Maps API are generally slightly higher than those obtained from the Vissim model. During the AM peak period, the travel times reported by the Google Maps API were slightly lower in the northbound direction under the pre-demonstration scenario and lower under the post-demonstration scenario during the PM peak period. Even with these variations, the differences in the travel times remain under 15 seconds.

Bicyclist Volumes

Cyclist volumes at each of the study area intersections were collected both pre- and post-demonstration. Bicycle volumes were collected in January 2024 over the course of one day from 6 AM to 9 AM, and from 4 PM to 7 PM. Overall, there was a small increase in cyclist volumes (115 to 133) in the study network after implementing the demonstration project.

As this count was conducted shortly after implementation of the demonstration project, it is difficult to conclude whether this increase is due to the presence of cycle lanes on a segment of SR-33 or due to variability related to seasonality or the limited insight provided by observations conducted over a single day.

No-Build Alternative

The No-Build Alternative would have no changes made to the existing facility. No action would be taken to improve the existing road condition and the road quality would continue to deteriorate. The safety of bicyclists and pedestrians would continue to be at risk from the lack of a bike lane and sidewalk infrastructure. The traffic conditions would be similar to the Pre-Demonstration Existing conditions.

Build Alternative A1 – Pavement Preservation and Upgrade

Traffic and Transportation

Under Build Alternative A1, the existing configuration of SR-33 and the current number of lanes would remain. Traffic conditions would be similar to the *No-Build Alternative* and the *Pre-Demonstration Existing* conditions as shown in the previous section. No minimization measures are proposed for Build Alternative A1 as traffic conditions are anticipated to remain at an acceptable threshold.

Pedestrian and Bicycle Facilities

The implementation of upgraded safety features would improve safety for pedestrians, motorists, and bus users. However, the lack of a bicycle lane may continue to put bicycle users at risk.

Build Alternative A2 – Bike Lane Design Option

Traffic and Transportation

The traffic analysis results for the Build Alternative A2 (Design Options 1 and 2) scenario are similar to the *Post-Demonstration* conditions shown in the previous section, with mainly low-volume eastbound and westbound movements turning onto SR-33 falling short of acceptable thresholds. That said, many of these traffic operations issues would have occurred even if the demonstration project was not implemented, due to general growth of traffic along SR-33. Of note, in the AM peak hour, the southbound through movement on Larmier Avenue and SR-33 has an acceptable delay of 21 seconds (LOS C), it has an estimated Volume to Capacity (v/c) ratio of 0.96 after implementing the demonstration project. The removal of the lane in the demonstration project and the subsequent drop in capacity causes traffic demand for this movement to almost exceed the available capacity. Otherwise, the operating conditions of the signalized intersections are still within acceptable thresholds, though the subsequent increase in overall intersection v/c ratios suggest that there may not be much capacity remaining to accommodate future growth. In terms of queues, the estimated queue for the northbound left turn lane at Portal Street is expected to exceed the available storage length during conditions associated with the demonstration project.

Minimization measures were developed as part of the traffic analysis to address these challenges and are presented in the Avoidance, Minimization, and/or Mitigation Measures section. With these minimization measures, performance of the SR-33 corridor in the post-demonstration scenario are anticipated to be similar to existing conditions or within acceptable operating thresholds.

Following public circulation of the Draft Environmental Document, it was noted by several residents that drivers may be redirected to use Creek Road rather than SR-33 to get to Ojai. Based current data from the Traffic Study, on the AM/PM peak hour pre/post demonstration traffic at VEN-33 and Creek Road intersection, there is an overall increase in the northbound approach, as well as a +7% increase in the proportion of vehicles making a northbound right turn. This increase in northbound right-turn traffic does not directly correlate with a decrease in northbound traffic on SR-33, showing that previous traffic patterns were not directly altered because of the road diet.

Additional accident analysis will also be undertaken following project completion to compare accident rates before and after project implementation. Common practice for transportation agencies (FHWA, Caltrans, AASHTO) require a minimum of three years following project implementation to obtain accurate counts to include in accident analysis.

Pedestrian and Bicycle Facilities

The implementation of upgraded safety features would improve safety for pedestrians, motorists, and bus users. The addition of a bike lane as part of Build Alternative A2 would improve safety for bicycle users and pedestrians. Design Option 1 would implement a Class IV buffered bike lane with a physical barrier, which would reduce the risk of collisions between cyclists and motor vehicles. Separation reduces side-swipes, overtaking conflicts, etc. Having dedicated space for cyclists also means less unpredictable interactions (e.g. bikes swerving in motor lanes), which otherwise can slow traffic or cause delays.

The local community has expressed concern over safety, multimodal access, and preserving the character and walkability of Oak View – a Class IV Lane more directly addresses those concerns. This option is also consistent with the Caltrans Contextual Guidance for Preferred Bicycle Facilities, which recommends a Class IV Lane for suburban main streets with an average daily traffic (ADT) greater than 10,000 and a posted speed of 35-45 mph.

Avoidance, Minimization, and/or Mitigation Measures

This section identifies several potential minimization measures to address the key identified issues within the demonstration project boundaries between Larmier Avenue and Santa Ana Boulevard/Ojai Drive on SR-33 for the post-demonstration project scenarios in 2024 and 2029. Additionally, the intersection at Portal Street/SR-33, which falls outside the demonstration project boundaries, is also included in this section due to the intersection being near the demonstration project limits. Following project approval, the Project Development Team shall evaluate these measures further in the Design phase to determine feasibility and may revise the measures as needed to prioritize traffic efficiency and safety.

Minimization T-1: Address degraded LOS for side street traffic during the AM peak period at East Portal Street.

- Peak hour left turn restriction on the eastbound movement. It is noted that alternative access to SR-33 northbound during the AM peak period is available at the adjacent signalized intersection at Larmier Ave.

- Consideration of a traffic signal at East Portal Street/SR-33 intersection, along with the removal of the traffic signal at the Larmier Ave/SR-33 intersection.

Minimization T-2: Address degraded LOS for the side street during the AM and PM peak periods at Park Street.

- Peak hour left turn restriction on the westbound movement. It is noted that alternate access to SR-33 southbound is available through the signalized intersection at Oak View Ave.

- Peak hour left turn restrictions on the eastbound movement (private driveway). It is noted that alternative access to SR-33 northbound is available through the signalized intersection at Larmier Ave.

Minimization T-3: Address degraded LOS for the side street during AM and PM peak periods at Short Street.

- Peak hour left turn restriction on the westbound movement. It is noted that alternate access to SR-33 southbound is available through the signalized intersection at Oak View Ave.

Minimization T-4: Address degraded LOS for side street turning onto SR-33 during AM and PM peak periods at Old Grade Street.

- Full time restriction “no left turn” for westbound to southbound movement due to safety concerns and complex intersection geometry. These movements can be made at the Oak View Ave signalized intersection.

Minimization T-5: Larmier Ave Intersection Turn Lane Storage – Extend the storage length from 50 feet to 115 feet for the southbound right turn lane to minimize storage length issue during peak hours.

Minimization T-6: Oak View Ave Intersection Turn Lane Storage - Extend the storage length from 50 feet to 75 feet for the northbound right turn lane to minimize storage length issue during peak hours.

Minimization T-7: Santa Ana Blvd/Ojai Dr Intersection Turn Lane Storage – Extend the storage length from 160 feet to 220 feet for the northbound left turn lane and from 50 feet to 120 feet for the southbound right turn lane to minimize storage length issue during peak hours.

Minimization T-8: Larmier Ave Traffic Signal Optimization – Extend the southbound through green phase by ~10 seconds to minimize corridor travel time issue.

Minimization T-9: Additional accident analysis will also be undertaken following project completion to compare accident rates before and after project implementation.

2.2.3 Cultural Resources

Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal law, cultural resources that meet certain criteria of significance are referred to as “historic properties,” and “traditional cultural properties.” Under state laws cultural resources that meet certain criteria of significance

are referred to as “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources are described below.

The National Historic Preservation Act of 1966, as amended, sets forth national policy and procedures for historic properties that are, included in or eligible for listing in the National Register of Historic Places. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). Caltrans has entered into a Programmatic Agreement with FHWA, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the U.S. Army Corps of Engineers’ Sacramento District, San Francisco District, and Los Angeles District which streamlines and delegates certain responsibilities for Section 106 compliance to Caltrans for projects with FHWA involvement. FHWA’s responsibilities under the Programmatic Agreement have been further delegated to Caltrans under the NEPA Assignment Program.

The Archaeological Resources Protection Act applies when a project may involve archaeological resources located on federal or tribal land. The Archaeological Resources Protection Act requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. Public Resources Code Section 5024.1 established the California Register of Historical Resources and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the California Register of Historical Resources and, therefore, a historical resource. In 2014, Assembly Bill 52 added the term “tribal cultural resources” to CEQA, and Assembly Bill 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources. Defined in Public Resources Code Section 21074(a), a tribal cultural resource is a California Register of Historical Resources or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.

Public Resources Code Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the National Register of Historic Places listing criteria. It further requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register of Historic Places or are registered or eligible for registration as California Historical Landmarks. Caltrans has entered into a Memorandum of Understanding with the California State Historic Preservation Officer which streamlines and delegates certain responsibilities for Public Resources Code 5024 compliance to Caltrans for projects involving state-owned resources.

Affected Environment

An Archaeological Survey Report and Historic Property Survey Report were completed for this project in June 2023.

As part of these studies, a records search from the South-Central Coastal Information Center (SCCIC) was conducted, as well as review of the California Points of Historical Interest, California Historical Landmarks, California Register of Historical Resources (CRHR), National Register of Historic Places (NRHP), and California State Historic Resources Inventory.

A request was made for a search of the Native American Heritage Commission's Sacred Lands File and a list of Native American contacts. Initial consultation letters were sent to AB52 tribal contacts on August 24, 2022. A summary of consultation can be found in Chapter 4: Comments and Coordination.

Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, no changes would be made to the existing facility and no impact would occur.

Build Alternatives A1 & A2

Following the cultural resources studies, it was concluded that no cultural resources are present within the Area of Potential Effect (APE). Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures for cultural resources are proposed, as impacts are not anticipated. Standard avoidance and minimization measures will be implemented for potential construction-related impacts. Please refer to Section 2.3.4.

2.2.4 Hydrology and Floodplain

Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. FHWA requirements for compliance are outlined in 23 CFR 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

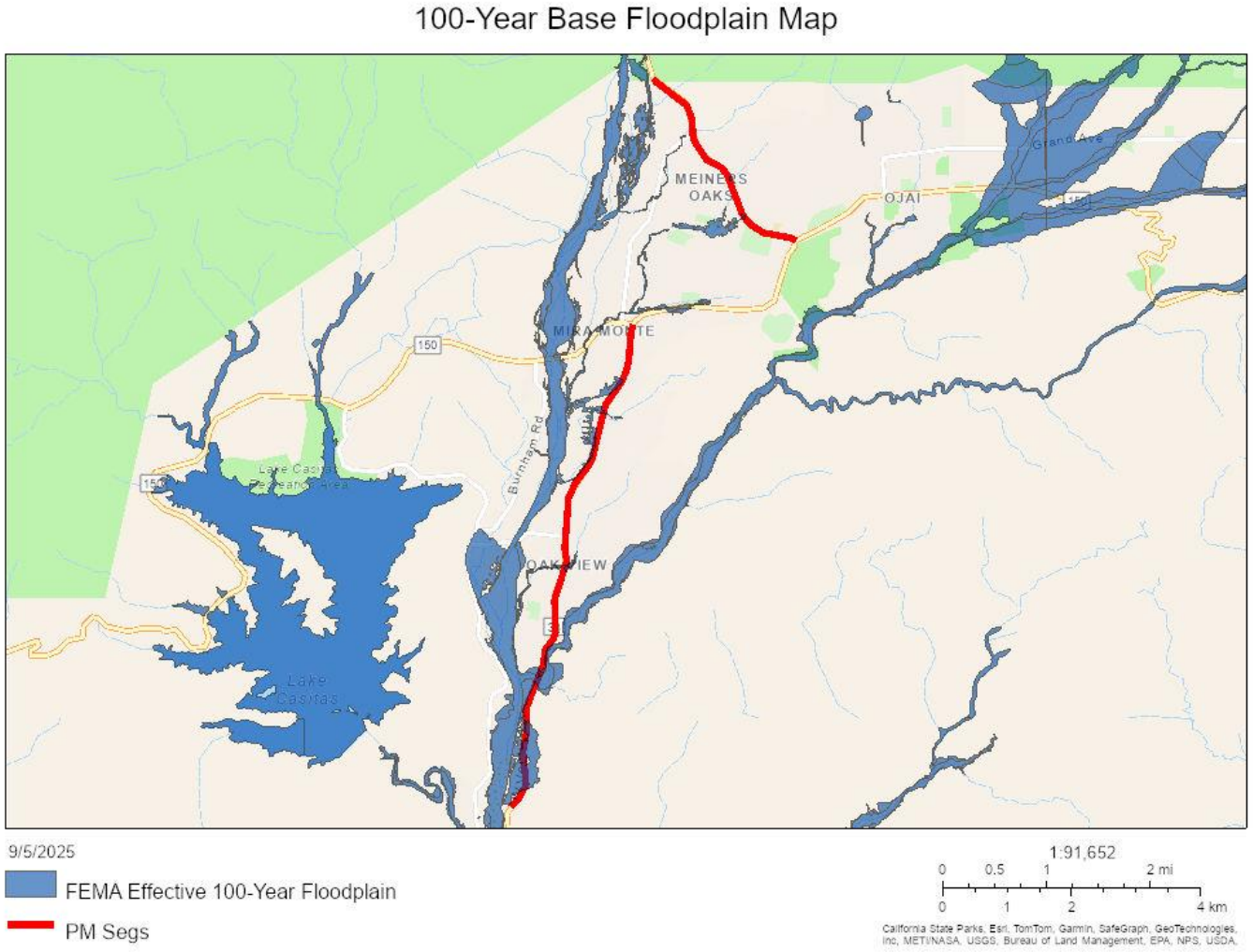
The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

Affected Environment

A Location Hydraulic Study and Summary Floodplain Encroachment Report were completed for this project in July 2023.

The project is located within Base Flood Elevation (Zone AE) of the Ventura River Floodplain and the San Antonio Creek Floodplain. Zone AE is defined as floodplain areas that have a 1-percent-annual-chance (or “100-year”) flood and have been provided a specific depth of flooding by FEMA. There would be no risks associated with the project since the project would not result in a significant encroachment in the 100-year floodplain. Figure 10 shows the project location in relation to the 100-year floodplain.

Figure 10: 100-Year Base Floodplain Map



Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, no changes would be made to the existing facility and no impact would occur.

Build Alternatives A1 & A2

As previously mentioned, no risks would be associated with the proposed project, as the project would take place on the existing built roadway and would not result in a significant encroachment in the 100-year floodplain.

Avoidance, Minimization, and/or Mitigation Measures

No risks are associated with the proposed project; therefore, no avoidance, minimization, and/or mitigation measures are necessary.

2.3 Construction Impacts

Construction activities associated with Build Alternatives A1 and A2 are anticipated to be temporary and will be reduced through avoidance and minimization measures, as well as implementation of Caltrans standard specifications and best management practices. The following discussion highlights the construction impacts that may be encountered for each environmental resource and avoidance and minimization measures that will be implemented to address these temporary impacts.

No construction impacts are associated with Existing and Future Land Use, Consistency with State, Regional, and Local Plans/Programs, Coastal Zone, Wild and Scenic Rivers, Parks and Recreational Facilities, Farmlands and Timberlands, Growth, Community Character and Cohesion, Relocations and Real Property Acquisition, Environmental Justice, Visual/Aesthetics, Hydrology and Floodplain, and Geology.

2.3.1 Relocation and Real Property Acquisition

Build Alternatives A1 & A2

During project construction, it is anticipated that twenty (20) Temporary Construction Easements (TCE) over nineteen (17) parcels will be needed for construction of the ADA curb ramps and sidewalks. The TCEs are minor in nature, i.e., a few feet wide at the edge of the property adjacent to Caltrans or public right-of-way to make room for staging and construction. There are no relocations involved with the 20 TCEs. Following construction completion, Caltrans relinquishes the portion of the property to the landowner.

Table 6: List of Temporary Construction Easements

Parcel Number	Address	Land Use Designation
061-0-121-160	445 N Ventura Ave	Commercial
034-0-131-030	500 N Ventura Ave	Commercial
034-0-131-075	530 N Ventura Ave	Commercial
034-0-107-135	423 N Ventura Ave	Commercial
034-0-107-055	550 N Ventura Ave	Commercial
034-0-107-065	566 N Ventura Ave	Commercial
061-0-080-450	595 N Ventura Ave	Commercial
034-0-105-055	690 N Ventura Ave	Commercial
034-0-103-035	710 N Ventura Ave	Commercial
031-0-190-155	790 N Ventura Ave	Commercial
061-0-047-050	805 N Ventura Ave	Commercial
031-0-190-545	820 N Ventura Ave	Commercial
031-0-190-170	830 N Ventura Ave	Commercial
031-0-183-110	880 N Ventura Ave	Commercial
033-0-372-090	11408 N Ventura Ave	Commercial
017-0-301-115	1301 Maricopa Hwy	Commercial
019-0-180-080	1200 Maricopa Hwy	Commercial

Source: ROW Datasheet

2.3.2 Utilities/Emergency Services

Build Alternatives A1 & A2

During construction, impacts to utilities would be very low to none as Caltrans will follow standard specifications and procedures when installing beacons and upgrading signals.

Emergency services may be temporarily impacted during project construction due to slowed speeds in construction areas. These impacts will be minimized by developing and implementing a Traffic Management Plan (Minimization T-9) to minimize congestion and delays during construction, and to implement Caltrans Standard Specifications. Additional information can be found in the Traffic and Transportation/Pedestrian and Bicycle Facilities section below.

2.3.3 Traffic and Transportation/Pedestrian and Bicycle Facilities

Build Alternatives A1 & A2

Impacts to emergency services, pedestrians, and bicyclists are anticipated during the construction phase. Slowed speeds in construction areas may cause delays and traffic congestion, which may impact motorists and businesses in the surrounding area. These impacts will be minimized by developing and implementing a traffic management plan (Minimization T-9) to minimize congestion and delays during construction, and implementation of Caltrans Standard Specifications.

Further outreach and communication will also be conducted as part of the Traffic Management Plan to keep residents informed of the project's progress and to address any concerns or issues that arise during the construction phase.

Community outreach may include:

- Community Meetings: Community meetings will inform residents and stakeholders about proposed construction plans and address any concerns or questions.

- Social Media: Social media platforms can reach a wider audience and inform the public of traffic pattern changes and construction updates. This can include posting updates on the project website, Twitter, Facebook, or Instagram and creating engaging content such as videos or infographics.

- Newsletters and Flyers: Sending out newsletters or flyers to residents in the affected area can provide detailed information on project construction, including what to expect and any potential disruptions to their daily routines.

- Public Service Announcements: Using local radio or TV stations to broadcast public service announcements can help to inform a wider audience about project construction and any changes they should be aware of.

- Road Signs and Message Boards: Clear and visible road signs and message boards can help inform drivers about project construction, any detours or alternate routes, and guide navigating through the area.

Avoidance and Minimization

Minimization T-10: A Traffic Management Plan (TMP) will be implemented to minimize direct and cumulative construction impacts on the community. The TMP shall be developed in coordination with the Ventura County Transportation Commission. It shall be provided with the construction plan to the City of Ventura, City of Ojai, and County of Ventura Police and Fire Departments before the beginning of construction activities. The TMP may include the following implementation plans:

Public Information: Provide project updates to affected residents and businesses. Information may be distributed via brochures and mailers, social media, public service announcements, community meetings, and website information.

Motorist Information: Provide project information using changeable message signs and ground-mounted signs.

Incident Management: Implement construction zone enhanced enforcement program, freeway service patrol, and California Highway Patrol traffic handling.

Traffic Management During Construction: Provide a traffic lane closure chart, detour routes, pedestrian routes, residential and commercial access routes, and temporary traffic signage during construction.

All construction activities would follow standard Caltrans guidelines (Caltrans Standard Specifications 2023).

2.3.4 Cultural Resources

Build Alternatives A1 & A2

There is a low probability of encountering buried archaeological resources during construction. However, out of an abundance of caution and at the request of Native American consulting parties, Caltrans District 7 will require monitoring for project construction excavation, with the requirement to be adjusted as construction necessitates as outlined in the Post-Review Discovery and Monitoring Plan (PRDMP) prepared for the project for whichever alternative is selected as the preferred. Implementation of measures C-1 and C-2 shall minimize any potential construction impacts to the maximum extent feasible.

Avoidance and Minimization

Minimization C-1: The stipulations outlined in the PRDMP shall be followed during project construction. The PRDMP requires at least one Archaeological Monitor and one Native American Monitor to observe ground-disturbing activities for construction in native soil that is not replacement-in-kind. If cultural features and deposits are uncovered during construction, the post-review and discovery fieldwork methods shall be followed.

Minimization C-2: If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately:

1. Stop all work within a 60-foot radius of the discovery
2. Secure the area
3. Notify the Engineer

Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized.

If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native

American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, will then notify the most likely descendent. At this time, the person who discovered the remains will contact Kimberly Harrison, District PQS, so that they may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

2.2.4 Water Quality and Storm Water Runoff

Build Alternatives A1 & A2

According to the Stormwater Data Report (2019), the total Disturbed Soil Area (DSA) is approximately 0.333 acres. Since the DSA is less than 1 acre, a Water Pollution Control Program (WPCP) is required. Temporary construction site best management practices (BMPs) shall be implemented to minimize construction stormwater pollution to the maximum extent feasible. Examples of temporary BMPs may include straw mulch, silt fencing, sediment traps, fiber rolls, gravel bags, and street sweeping.

Avoidance and Minimization

Minimization WQ-1: The contractor shall prepare and submit a complete Water Pollution Control Program (WPCP) to the Caltrans Resident Engineer for review and acceptance. The WPCP must comply with Caltrans Standard Specifications. Temporary construction site BMPs shall be implemented in accordance with the WPCP.

2.2.5 Paleontology

Build Alternatives A1 & A2

Based on initial project review by the Caltrans Paleontological Coordinator, the proposed project is unlikely to contain any scientifically important fossils in the proposed excavation area. Therefore, construction impacts are not anticipated for paleontological resources. In the unlikely event that paleontological resources are encountered, Minimization P-1 shall be followed.

Avoidance and Minimization

Minimization P-1: If unanticipated Paleontological resources are encountered, Caltrans shall follow Section 14-7 “Paleontological Resources” of the Caltrans Standard Specifications. This entails stopping all work within a 60-foot radius of the discovery, securing the area, and notifying the resident engineer. The resident must then notify the Caltrans Paleontological Coordinator for further direction.

2.2.6 Hazardous Waste

Build Alternatives A1 & A2

A Hazardous Waste Assessment (HWA) was completed in May 2023; the HWA identified potential hazardous materials occurring within the project area. These materials include Aerially Deposited Lead (ADL), petroleum hydrocarbons, lead and chromium in yellow thermoplastic traffic stripe and pavement marking, electronic waste, and treated wood waste. These materials are common to highway construction projects. All temporary construction impacts would each be minimized by the below measures.

Avoidance and Minimization

Minimization HW-1: The contractor shall prepare a project specific Lead Compliance Plan (LCP) to protect workers from exposure to hazards from lead while removing and handling ADL and the yellow traffic stripe residue, and a Work Plan for handling and testing of residue prior to transport to and disposal at an appropriate disposal facility.

Minimization HW-2: The contractor will handle, store, transport, and dispose of treated wood waste in accordance with Caltrans standard special provision 14-11.14.

Minimization HW-3: The contractor will dispose of electronic waste in accordance with Caltrans standard specification 14-11.15.

2.2.7 Air Quality

Build Alternatives A1 & A2

Short-term degradation of air quality is expected during construction from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated. Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays.

These emissions would be temporary and limited to the immediate area surrounding the construction site. Implementation of the following measures (AQ-1 to AQ-13) will reduce air quality impacts resulting from construction activities.

Avoidance and Minimization

Minimization AQ-1: Soil binder will be spread on any unpaved roads used for construction purposes and on all project construction parking areas.

Minimization AQ-2: Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.

Minimization AQ-3: Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel as required by the CA Code of Regulations Title 17, Section 93114.

Avoidance AQ-4: Equipment and materials storage sites will be located as far away from residential, and park uses as practicable. Construction areas will be kept clean and orderly.

Minimization AQ-5: All transported loads of soil and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize the emission of dust during transportation.

Minimization AQ-6: Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.

Minimization AQ-7: The project is located within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD) and must comply with the Air District Rules.

Minimization AQ-8: Construction contractors working on this project will be mandated to comply with all applicable VCAPCD Rules and to be responsible for payment of all fees as required.

Minimization AQ-9: Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited to the extent feasible.

Minimization AQ-10: Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible.

Minimization AQ-11: The construction contractor must comply with Caltrans' Standard Specifications in Section 14-9 (2023). Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. Nonstandard Specification 14-9.05 shall also be added to the project Specifications package to ensure contractor compliance with all applicable air quality regulations.

Minimization AQ-12: Track-out reduction measures will be used, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

Minimization AQ-13: Water or dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.

2.2.8 Noise

Build Alternatives A1 & A2

Per the Noise Review Memorandum (August 2022) this project is not expected to raise traffic noise levels or cause a substantial noise increase. However, due to noise sensitive receptors in the project vicinity, potential construction noise impacts will be addressed through the following minimization measure.

Avoidance and Minimization

Minimization N-1 Section 14-8.02, Sound Control Requirements, of Caltrans' Standard Specifications states that construction noise levels should not exceed sustained 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. These requirements also state that noise levels generated during construction shall comply with applicable local, state, and federal regulations.

2.2.9 Energy

Build Alternatives A1 & A2

Project construction would consume fuels such as diesel, gasoline, and electricity while operating a variety of construction vehicles, equipment, and tools, including heavy-duty trucks, delivery or hauling trucks, passenger vehicles by workers, and portable or stationary tools. However, energy usage from construction activities is not considered significant and would be temporary in nature.

2.2.10 Biological Environment

Build Alternatives A1 & A2

The proposed project has the potential to affect nesting birds during construction from activities such as vegetation trimming, and noise generated by other construction activities. The following measure shall be implemented to avoid any direct and indirect impacts to nesting birds.

Avoidance and Minimization

Avoidance BIO-1: Caltrans will avoid impacts to nesting birds by scheduling construction outside of the nesting bird season, which is from February 1 to September 1. If construction is scheduled during the nesting bird season, then pre-construction nesting bird surveys shall be conducted by a qualified biologist no later than three days before construction activity. If active nesting birds are observed within the work zone, then the biologist will establish a no-work buffer around the nest until the fledglings are independent. The typical buffer is 150 feet for songbirds and other non-raptors and 500 feet for raptors. If there is a lapse of three days or more after the initial survey, then the project area will need to be surveyed again.

The No Build Alternative will not have any project related construction impacts; there is no change.

2.4 Cumulative Impacts

Please note: Council on Environmental Quality (CEQ) NEPA Implementing Regulations that were contained in 40 Code of Federal Regulations 1500 et seq have been removed. Included in the removal was Section 1508 that defined cumulative impact. However, consideration of cumulative impacts was included in the analyses for the Draft Environmental Document, prior to the removal of the CEQ regulations, and therefore has been retained in the Final Environmental Document for informational purposes only.

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR) Section 1508.7.

Environmental Consequences

Build Alternatives A1 & A2

Incremental cumulative impacts as a result of the proposed project are not considered to be adverse and are temporary. All temporary impacts described in the above sections associated with Build Alternatives A1 and A2 would each be minimized and therefore, would not have a cumulative impact to the human, physical, or biological environment. The lane reduction associated with Build Alternative A2 is anticipated to have a net benefit to safety for pedestrians, bicyclists, and motorists.

No-Build Alternative B

With the No-Build Alternative, there would be no change to the existing facility and no upgrades would be implemented. Cumulative impacts may occur as the roadway continues to deteriorate.

Chapter 3 California Environmental Quality Act (CEQA) Evaluation

Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans. The Department is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related

to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.1.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

CEQA Significance Determinations for Aesthetics

a) – d) No Impact

The proposed project is not located on a scenic highway and would not impact scenic vistas or resources. The visual character of the environment will not be impacted, as the proposed project is anticipated to enhance the visual character of the area by upgrading the current roadway infrastructure and including landscaping elements to the project design such as native plants/trees where needed. No new sources of substantial light or glare would be created.

3.1.2 Agriculture and Forestry Resources

Question	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact

CEQA Significance Determinations for Agriculture and Forest Resources

a) – e) No Impact

There are no agricultural and forest resources within the project area. Therefore, no impacts will occur.

3.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

CEQA Significance Determinations for Air Quality

No Impact

a) This project will not conflict with or obstruct implementation of the applicable air quality plan.

b) This project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard.

Less Than Significant Impacts

c & d) Sensitive receptors found in the project area include Community Memorial Hospital, St. Thomas Aquinas Church, Nordhoff Junior High & High School, and various residential areas and neighborhoods. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. These emissions would be temporary and limited to the immediate area surrounding the construction site. Sensitive receptors would be marked and Avoidance and Minimization measures AQ-1 through AQ-13 as outlined in section 2.2.7 Air Quality, shall minimize any potential air quality impacts during construction to the maximum extent feasible.

3.1.4 Biological Resources

Would the project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

CEQA Significance Determinations for Biological Resources

No Impact

a) There are no candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries within the project impact area. Therefore, this project will not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species.

b) There are no riparian habitats or other sensitive natural communities identified in the local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service within the project impact area. The only natural community, Oak Woodlands, is adjacent to the project and will not be adversely affected

because the project impact area is outside of the root zones. Therefore, this project will not have no impact, either directly or through habitat modifications, on riparian habitat or other sensitive natural communities.

c) There are no state or federally protected wetlands within the project area. Therefore, this project will not have a substantial adverse effect on state or federally protected wetlands.

d) The project is a multi-asset roadway rehabilitation project that is within a developed area. No movement of native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors or native wildlife sites will be impacted as the project is on previously graded/disturbed areas. Use of native wildlife nurseries will not be impeded.

e) The project is a multi-asset roadway rehabilitation project that will conduct work on previously graded/paved surfaces. No biological resources protected by the local policies or ordinances will be impacted as a result of the project.

f) The project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as the build alternatives do not remove or alter biological resources within the area.

3.1.5 Cultural Resources

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

CEQA Significance Determinations for Cultural Resources

No Impact

a) There will be no impact in the significance of a historical resource pursuant to in §15064.5 because there are no historical resources within the project impact area.

b) There will be no impact in the significance of an archaeological resource pursuant to §15064.5 because there are no historical resources within the project impact area.

c) This project will not disturb any human remains, including those interred outside of dedicated cemeteries. Should human remains be found during construction, construction will halt until an archaeologist can assess the significance of the find.

3.1.6 Energy

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

CEQA Significance Determinations for Energy

No Impact

a & b)

This project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. It would also not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, as the smoother pavement resulting from the proposed project would not only ensure safer highway networks, but also help reduce pavement-vehicle friction, and thereby reduce overall fuel consumption. Upgrading Transportation Systems Management (TMS) will also allow better maintenance and restore the performance of the existing transportation facilities.

3.1.7 Geology and Soils

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

CEQA Significance Determinations for Geology and Soils

No Impact

a) – e) The proposed project does not involve extensive ground disturbance that would disturb geologic resources and soils. The extent of the project is located on ground that has been previously disturbed from the establishment of the current highway infrastructure. Therefore, the project would not rupture a known earthquake fault that would cause seismic ground shaking, liquefaction, landslides, or loss of topsoil. The proposed project is also located on stable soil and can support the use of wastewater disposal systems.

f) The project does not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. A majority of the proposed project lies on alluvial deposits, which are assigned a low paleontological sensitivity. SR-33 has also been subjected to extensive disturbance from previous construction and maintenance, as well as development within the communities of Casitas Springs and Oak View. Therefore, impacts to Paleontological Resources are not anticipated.

3.1.8 Greenhouse Gas Emissions

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

CEQA Significance Determinations for Greenhouse Gas Emissions

No Impact

b) This project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Less Than Significant Impact

a) While the proposed project will result in increase in GHG emissions due to the use of equipment during construction, the emissions are considered temporary lasting about 530 days or approximately 1.5 years for both build alternatives.

Alternative A1 would maintain the current configuration of SR-33. Upgraded pavement would also reduce GHG emissions by improving road surface smoothness, which leads to less fuel consumption by vehicles, thereby lowering the emissions produced during driving.

Alternative A2 would implement a road diet, or lane reduction, which can improve safety, calm traffic, and provide better mobility and access for all road users. According to the Policy Brief – Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions by the California Air Resources Board (September 2014), the reduction of highway vehicle capacity causes a reduction in vehicle miles traveled (VMT), which may in turn reduce GHG emissions.[1] With the implementation of traffic reduction measures T-1 through T-8 previously mentioned in Section 2.2.2, any potential operational GHG emissions would be minimized to a less than significant level. In addition, based on the traffic study, overall traffic delay is not expected to increase in the project area. Therefore, the project is not expected to result

[1] https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf

in increase in operational GHG emissions and is anticipated to improve motorists' safety while offering an alternate mode of transportation.

Additional information on GHG emissions may be found in Chapter 3.5 Climate Change.

3.1.9 Hazards and Hazardous Materials

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

CEQA Significance Determinations for Hazards and Hazardous Materials

No Impact

d) The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would not create a significant hazard to the public or the environment.

e) The project is not located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, and the project would not result in a safety hazard or excessive noise for people residing or working in the project area.

g) The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires

Less Than Significant Impact

a) Routine transport, use, or disposal of hazardous material may be needed during project construction. However, these activities would be temporary in nature and would be minimized through enforcement of Caltrans Standard and Non-Standard Specifications & Procedures.

b & c) There is potential for exposure to general hazardous waste/material during construction. Construction activities in Build Alternative A1 and A2 could expose workers to contaminants associated with yellow traffic striping, aerially deposited lead, petroleum hydrocarbons, as well as electronic and treated wood waste. Handling of the potentially hazardous waste would occur within one-quarter mile of an existing School (Sunset School). Any potential exposure to hazardous waste/materials will be minimized to the maximum extent feasible through Caltrans Standard and Non-Standard Specifications & Procedures and avoidance and minimization measures HW-1 through HW-3 as mentioned in Section 2.2.6 and Appendix B: Avoidance, Minimization, and/or Mitigation Summary.

f) The proposed project is not anticipated to substantially impair an adopted emergency response plan or evacuation plan. Build Alternative A1 would maintain the current number of lanes, which would maintain current emergency response times.

Build Alternative A2 may impact response times, as geometric features of the lane reduction may cause delays. However, any potential delays are not anticipated to be significant. When emergency responders need to use SR-33, drivers will need to pull over into the bike lane to allow emergency vehicles to pass. In the case where the bike lane has a protected barrier, emergency vehicles may use the center median to bypass vehicle traffic. Additional information may be found in Section 2.2.1 Utilities and Emergency Services.

3.1.10 Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

CEQA Significance Determinations for Hydrology and Water Quality

No Impact

a) – e) The proposed project would take place on existing facility and would primarily involve restriping and upgrading the current highway infrastructure. Groundwater will not be impacted as part of the proposed project, drainage patterns will remain the same,

and the project is not located in a flood hazard, tsunami, or seiche zone. Therefore, there would be no impacts to hydrology and water quality following project construction and the project will not obstruct implementation of a water quality control plan or groundwater management plan. During construction, the contractor will be required to prepare a Water Pollution Control Program (Minimization WQ-1) to minimize any stormwater pollutants generated during construction.

3.1.11 Land Use and Planning

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

CEQA Significance Determinations for Land Use and Planning

No Impact

a) The proposed project would occur on existing highway facilities and would not physically divide an established community.

b) The project would not cause an impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Current land uses in the project area will remain the same.

3.1.12 Mineral Resources

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

CEQA Significance Determinations for Mineral Resources

No Impact

(a & b) The proposed project is primarily located on alluvial deposits and would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state.

3.1.13 Noise

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive ground borne vibration or ground borne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

CEQA Significance Determinations for Noise

No Impact

c) The proposed project is not located within the vicinity of an airstrip or airport land use plan.

Less Than Significant Impact

(a & b) During project construction, an increase in ambient noise level and ground borne vibration may occur due to construction activity. However, this impact is temporary in nature and will be minimized through the incorporation of noise minimization measure N-1 mentioned in Section 2.2.8 Noise. Following project construction, noise levels are anticipated to return to current conditions.

3.1.14 Population and Housing

Would the project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

CEQA Significance Determinations for Population and Housing

No Impact

a) This project will not induce substantial unplanned population growth in an area, either directly or indirectly. Build Alternative A1 does not involve creating new access, housing, or capacity of other services. Build Alternative A2 would convert an existing vehicle lane to a bike lane, which would create new access for bicyclists. However, the lane reduction would not induce population growth in the area, as restriping would occur on existing facilities and no new road extensions would occur.

b) This project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

3.1.15 Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Question	CEQA Determination
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

CEQA Significance Determinations for Public Services

c) - e) No Impact

No schools, parks, or other public facilities will be impacted by the proposed project.

a) - b) Less Than Significant Impact

Build Alternative A1 would maintain the current number of lanes, which would maintain current emergency response times.

Build Alternative A2 may impact response times, as geometric features of the lane reduction may cause delays. However, any potential delays are not anticipated to be significant. With Design Option 1, emergency vehicles may use the center median to bypass vehicle traffic.

3.1.16 Recreation

Question	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

CEQA Significance Determinations for Recreation

No Impact

a) This project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

b) This project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

3.1.17 Transportation

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

CEQA Significance Determinations for Transportation

Less Than Significant Impact

a) The project is programmed in the Federal Transportation Improvement Program (FTIP) 2021 and is consistent with SCAG's 2020-2045 Regional Transportation Plan.

As mentioned in Section 2.2.2, the overall impact to traffic for Build Alternative A1 would be similar to the existing condition. Traffic is not expected to increase significantly as a result of Build Alternative A1.

Build Alternative A2 is similar to the Post-Demonstration condition with mainly low-volume eastbound and westbound movements turning onto SR-33 falling short of acceptable thresholds. That said, many of these traffic operations issues would have occurred even if the demonstration project was not implemented due to general growth of traffic along SR-33. With the incorporation of measures T-1 to T-8, traffic impacts are expected to be minimized to a Less Than Significant level.

Build Alternative A2 is consistent with the California Transportation Plan (CTP) 2040, which would improve multimodal mobility and accessibility, the Ventura Countywide Bicycle Master Plan by expanding and optimizing the project area's bicycle facilities, and the Ventura County Active Transportation Plan implementing pedestrian and bicyclist facilities within the County's unincorporated communities.

With the selection of Build Alternative A2, Design Option 1, a physical barrier between the roadway and bicycle lane would be implemented, which is an additional safety feature that will reduce conflicts between automobile traffic and bicyclists.

d) During construction, traffic-related impacts may affect emergency response times. To minimize this impact, Caltrans will implement and develop a Traffic Management Plan during the project Design and Construction phases. See Minimization measure T-9. Both Build Alternatives A1 and A2 would not result in inadequate emergency access. The proposed lane reduction under Build Alternative A2 maintains a consistent number of lanes with the adjacent upstream and downstream roadway segments. As a result, this alternative is not expected to impact emergency response times. Emergency vehicles will retain the ability to bypass traffic using the center two-way left-turn lane, ensuring continued access and mobility during critical situations.

No Impact

b) The project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). The proposed project is not capacity-increasing, and therefore is not anticipated to increase vehicle miles traveled (VMT).

c) The proposed project would be designed to current state and federal engineering standards. There are no geometric design features as part of the project design that would substantially increase hazards.

3.1.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

CEQA Significance Determinations for Tribal Cultural Resources

No Impact

a) Tribal cultural resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) are not identified within the project impact area. Therefore, the project will not cause substantial adverse changes in the significance of a tribal cultural resource, defined in Public Resources Code section 21074.

b) This project will not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.1.19 Utilities and Service Systems

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

CEQA Significance Determinations for Utilities and Service Systems

No Impact

a) The project does not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b) The project does not require water supplies to be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) The project does not require a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

d) The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

e) The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.1.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

CEQA Significance Determinations for Wildfire

Less Than Significant Impact

a) The proposed project is not anticipated to substantially impair an adopted emergency response plan or evacuation plan. Build Alternative A1 would maintain the current number of lanes, which would maintain current emergency response times. Build Alternative A2 may impact response times, as geometric features of the lane reduction may cause delays. However, any potential delays are not anticipated to be significant. The proposed lane reduction under Build Alternative A2 maintains a consistent number of lanes with the adjacent upstream and downstream roadway segments. As a result, this alternative is not expected to impact emergency response times or evacuation. With Design Option 1, emergency vehicles may use the center median to bypass vehicle traffic. Caltrans will continue to coordinate with all emergency responders in the project area to minimize any potential delays in emergency response times.

No Impact

b) The proposed project would not implement any elements that would expose occupants to pollutants from a wildfire.

c) The proposed project would not install infrastructure that would exacerbate fire risk. The scope of the project includes upgrading the highway infrastructure to current standards and re-striping.

d) The proposed project would not increase risk or exposure to downslope flooding or landslides as a result of post-fire instability or drainage changes. Project construction would not involve grading slopes or heavy excavation.

3.1.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact

CEQA Significance Determinations for Mandatory Findings of Significance

Less Than Significant Impact

c) The proposed project would have less than significant environmental effects on human beings, either directly or indirectly during project construction, which would be minimized with standard avoidance and minimization measures. Build Alternative A2 is anticipated to slow traffic in the one-mile stretch where the bicycle lane is implemented but would not be substantial for the entirety of the project limit. Following completion, the proposed project is anticipated to improve safety for the traveling public by upgrading the existing highway infrastructure to current standards.

No Impact

a) The proposed project does not contain suitable habitat for sensitive biological resources. Therefore, no impact will occur. The project will also be constructed on existing facilities and previously disturbed ground and is not anticipated to impact historical resources.

b) The proposed project does not have impacts that are cumulatively considerable. The scope of the project includes upgrading existing transportation facilities to current

standards. The lane reduction associated with Build Alternative A2 is anticipated to have a net benefit to safety for pedestrians, bicyclists, and motorists.

3.2 Senate Bill 743/Induced Demand Analysis

All capacity increasing projects on the State Highway System (SHS) are required to include a VMT-based transportation impact significance determination within the draft environmental document. However, most projects on the SHS are non-capacity increasing, are not anticipated to have significant transportation impacts under CEQA and would not require quantitative VMT analysis or mitigation.

Based on the described scope of work under both Build Alternatives, the proposed project can be screened under project types not likely to lead to a measurable and substantial increase in vehicle travel in the Transportation Analysis under CEQA (TAC) guidance (September 2020) under:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets that do not add additional motor vehicle capacity. (Build Alternatives A1 & A2)
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way. (Build Alternative A2)

Therefore, the proposed project is exempt from further review of SB 743.

3.3 Wildfire

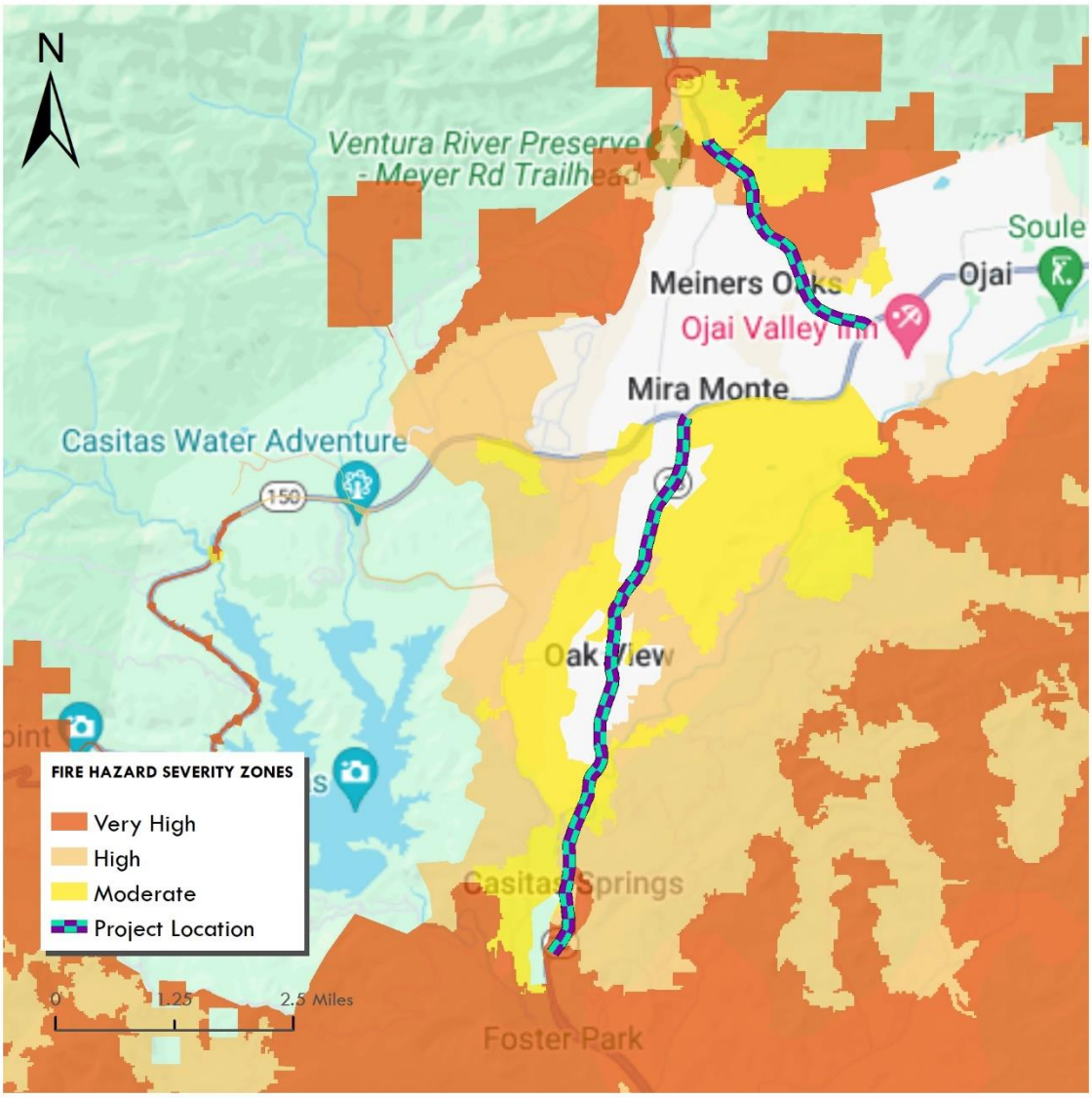
Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the “CEQA Checklist” for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects “near” these very high fire hazard severity zones.

Affected Environment

Fire Hazard Severity Zones (FHSZ) are areas in California that appear on fire zone maps and where physical conditions create moderate, high, and very high degrees of wildfire risk. Many factors are considered such as fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for the area. Figure 11 below shows the project location within the FHSZ.

Figure 11: Fire Hazard Severity Zone Map



Environmental Consequences

As an effect of climate change, it is expected that longer and more severe wildfire seasons will occur across California. The proposed project lies in an area mapped by CalFire as a Moderate to Very High Fire Hazard Safety Zone and Local Responsibility Area. Caltrans District 7 has mapped this portion of SR-33 as an Exposed Roadway and a medium level of concern in its models of future impacts of wildfire on state infrastructure. The proposed project aims to upgrade an existing facility and will not create new facilities within areas susceptible to wildfire hazards. The level of risk within the FHSZ in the project area would remain the same.

As previously mentioned in Section 3.1.20, project features will not substantially impair any emergency response or evacuation plans, exacerbate wildlife risks, or install associated infrastructure that would potentially increase wildfire risk. It does not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Avoidance, Minimization, and/or Mitigation Measures

Wildfire risks are not anticipated to be increased due to the proposed project. Therefore, no avoidance, minimization, and/or mitigation measures are warranted. Caltrans will continue to collaborate with local emergency services to minimize potential impacts to emergency response in the project Design phase.

3.4 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, more intense heat, extended and severe fire seasons, and historic flooding from changing storm patterns. Both mitigation and adaptation strategies are necessary to address these impacts. The most important mitigation strategy is to reduce GHG emissions. In the context of climate change (as distinct from CEQA and NEPA), “mitigation” involves actions to reduce GHG emissions or to enhance the “sinks” that store them (such as forests and soils) to lessen adverse impacts. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

REGULATORY SETTING

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In January 2023, the White House Council on Environmental Quality (CEQ) issued updated and expanded interim National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change (88 Fed. Reg. 1196) (CEQ NEPA GHG Guidance), in accordance with EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, 86 FR 70935 (Dec. 13, 2021) and EO 14008, *Tackling the Climate Crisis at Home and Abroad*. The CEQ guidance does not establish numeric thresholds of significance, but emphasizes quantifying reasonably foreseeable lifetime direct and indirect emissions whenever possible. This guidance also emphasizes resilience and environmental justice in project-level climate change and GHG analyses.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— "the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFÉ) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers

money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California's GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

ENVIRONMENTAL SETTING

The proposed project is in Ventura County, on Highway 33, which supports three multimodal communities of Mira Monte, Oak View, and Casitas Springs, providing a balance of pedestrians, bicyclists, transit users, and drivers. Highway 33 is a winding two-lane California Highway stretching 15 miles from Ventura to Ojai and rising approximately 750 feet in elevation as it reaches into the foothills of the Los Padres National Forest. Unlike most state highways, Highway 33 has family communities closely adjacent to the roadside with a well-developed road and street network. The project area is mainly residential, with some light industrial and commercial buildings.

GHG Inventories

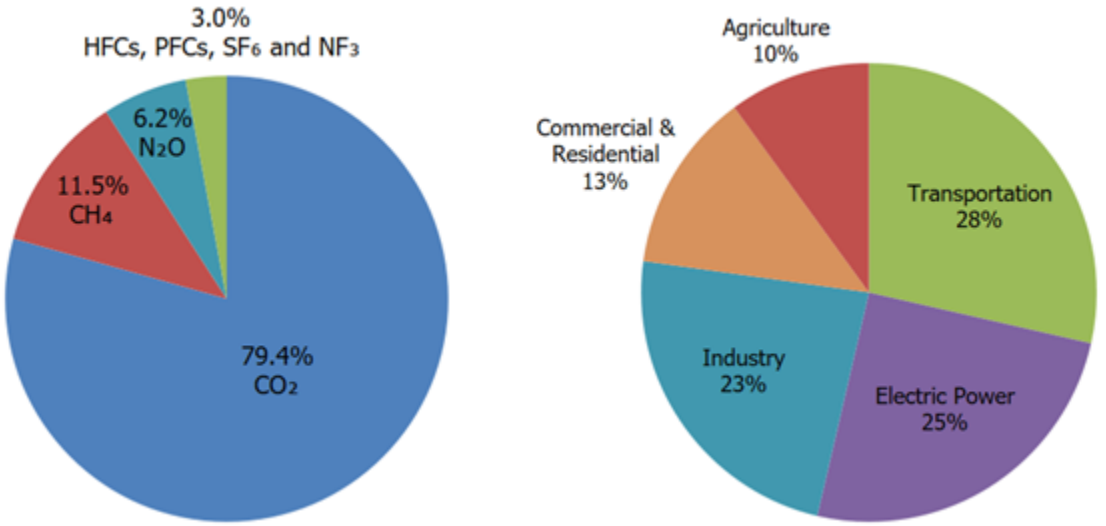
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

NATIONAL GHG INVENTORY

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2021 were 5,586.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 12% of total U.S. emissions in 2021 [U.S. EPA 2023a].) While total GHG emissions in 2021 were 17% below 2005 levels, they increased by 6% over 2020 levels. Of these, 79.4% were CO_2, 11.5% were CH_4, and 6.2% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2021, CO_2 emissions decreased by only 2% (U.S. EPA 2023a).

The transportation sector's share of total GHG emissions increased to 28% in 2021 and remains the largest contributing sector (Figure 12). Transportation fossil fuel combustion accounted for 92% of all CO_2 emissions in 2021. This is an increase of 7% over 2020, largely due to the rebound in economic activity following the COVID-19 pandemic (U.S. EPA 2023a, 2023b)).

Figure 12: U.S. Greenhouse Gas Emissions

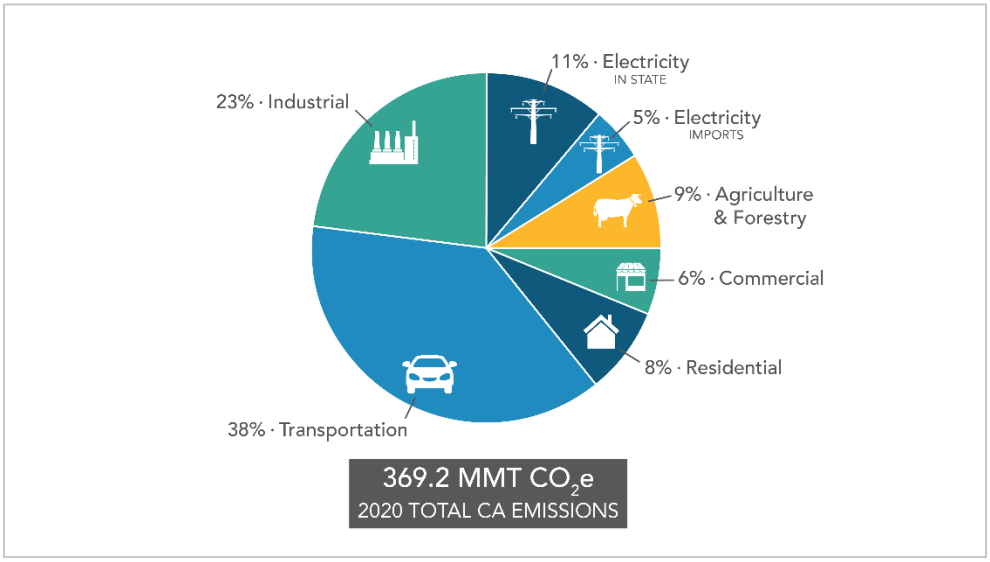


(Source: U.S. EPA 2023b)

STATE GHG INVENTORY

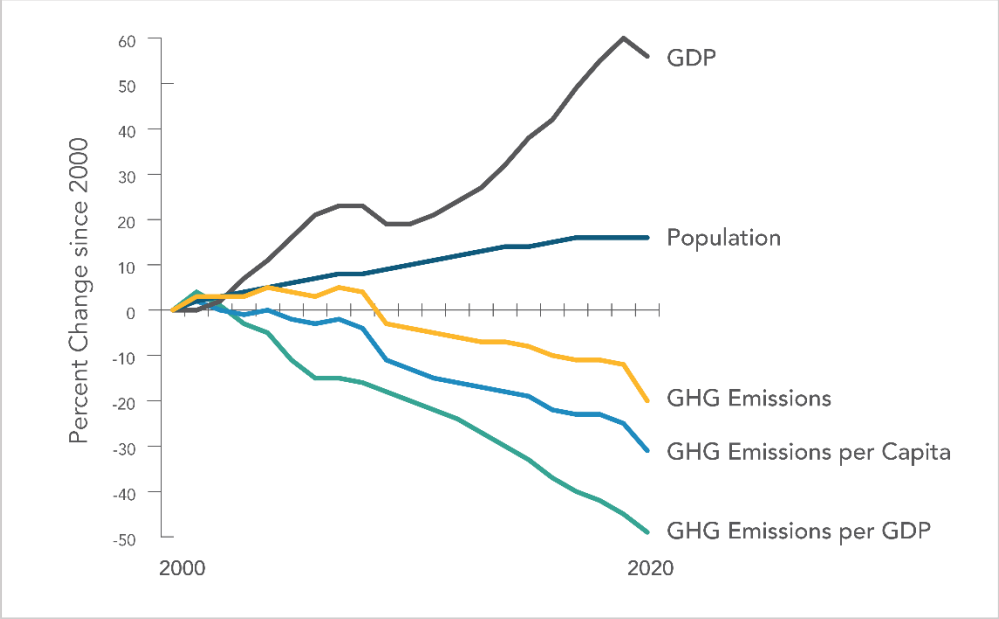
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2020 despite growth in population and state economic output (Figure 13) (ARB 2022a).

Figure 13: California 2020 Greenhouse Gas Emissions by Economic Sector



(Source: ARB 2022a)

Figure 14: Change in California GDP, Population, and GHG Emissions since 2000



(Source: ARB 2022a)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. ARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change

Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The *2022 Scoping Plan for Achieving Carbon Neutrality,* adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022b).

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for Southern California Association of Governments (SCAG). The regional reduction target for SCAG is -13% percent by 2035 (ARB 2021)[2].

The proposed project is within the jurisdiction of the SCAG Regional Transportation Planning Agency (RTPA). The SCAG 2020-2045 RTP (Connect SoCal) identifies several measures that address greenhouse gas emissions. They include but are not limited to methods based on design, methods based on planning, and methods based on technology and equipment type. Design methods target emission reduction goals through the implementation of project features, project design, or other measures; incorporating design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; or incorporating design measures to reduce energy consumption and increase the use of renewable energy. Planning methods require adopting plans or mitigation programs to reduce emissions as required as part of the Lead Agency's decision. Methods based on technology and equipment type include: incorporating the Best Available Control Technology (BACT) during the design, construction, and operation of projects to minimize GHG emissions; use of energy and fuel-efficient vehicles and equipment; use of the minimum feasible amount of GHG emitting construction materials; and construction of buildings to Leadership in Energy and Environmental Design (LEED) certified standards. Additionally, another suggested method is to plant shade trees in or near construction projects where feasible.

Connect SoCal's Sustainable Communities Strategy (SCS) summarizes SCAG's GHG reduction approach. The following are the strategies that SCAG has included and quantified to demonstrate the region's ability to meet the targets. The individual studies for each of these elements is available online from SCAG.

- Congestion Pricing
- Express Lane Pricing

[2] https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets

- Improved Bike Infrastructure
- Infill development and increased density near transit infrastructure
- Mileage-Based User Fee
- New Transit Capital Projects
- Shorter trips through land use strategies such as jobs/housing balance
- Transportation Demand Management
- Job Center Parking Strategy (e.g. parking pricing in select centers)
- Bike Share and Micromobility
- Carshare
- Co-working at strategic locations
- Increased Electric Vehicle Charging Infrastructure
- Electric Vehicle Incentives
- Improved Pedestrian Infrastructure
- Multimodal Dedicated Lanes
- Safe Routes to School
- Transit/TNC Partnership Program
- Increased Average Vehicle Ridership in Job Centers
- Parking Deregulation in certain Priority Growth Areas

These strategies, measures and policies collectively result in approximately 14 percent per-capita GHG reductions using the Activity Based Model, and 5 percent reductions using off-model methodologies. SCAG collaborated with ARB throughout 2018 and 2019 as SCS Program and Evaluation Guidelines were updated by ARB in response to more ambitious per-capita GHG reduction targets. This collaboration was essential to ensuring Connect SoCal's Growth Vision aligns with state expectations. The final technical methodology was submitted to ARB after adoption of Connect SoCal.

SCAG's Program EIR for the 2020 RTP/SCS includes ongoing GHG emission reduction and adaptation strategies in the SCAG region. Climate mitigation strategies include reducing or sequestering GHG emissions, while climate adaptation is preparing for the unavoidable impacts from climate change. Climate mitigation strategies include, but are not limited to:

- Promoting energy efficiency in buildings
- Using low carbon electricity
- Transitioning to high efficiency heating and cooling systems
- Using low carbon and alternative fuels
- Incorporating zero emission or hybrid vehicles
- Incorporating healthy community planning (active transportation)
- Increasing urban density
- Reducing automobile dependence
- Increasing transit options
- Integrating renewable energy
- Improving waste management

Climate adaptation solutions would be long term and require a shift in thinking on how communities are designed. Adaptation strategies include, but are not limited to

- Using scarce water more efficiently
- Adapting building codes to future climate conditions and extreme weather events
- Building flood defenses and raising the levels of levees
- Developing drought tolerant crops
- Implementing urban tree planting and reforestation
- Setting aside land corridors for species migration
- Increasing collaboration on climate preparedness strategies among public agencies.

California is committed to further supporting new research on ways to mitigate climate change and how to understand its ongoing and projected impacts. California's Fourth Climate Change Assessment and Indicators of Change Report will further update our understanding of the many impacts from climate change in a way that directly informs State agencies' efforts to safeguard the State's people, economy, and environment.

Pursuant to its authority under AB 32, CARB has designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020 (17 CCR Sections 95800 to 96023). Additionally, Executive Order B-32-15 works toward achieving GHG reduction targets with the California Sustainable Freight Action Plan, an integrated plan that establishes clear targets to improve freight efficiency, transition to zero-emission technologies and increase competitiveness of California's freight system.

The State is also taking steps to make the State more resilient to ongoing and projected climate impacts as laid out by the Safeguarding California Plan. The Safeguarding California Plan was updated in 2018 to present new policy recommendations and provide a roadmap of all the actions and next steps that state government is taking to adapt to the ongoing and inevitable effects of climate change. California's continuing efforts are vital steps toward minimizing the impact of GHG emissions and a three-pronged approach of reducing emissions, preparing for impacts, and conducting cutting-edge research can serve as a model for action.

Several transit integration strategies are also presented, which in combination with land use strategies such as Transit Oriented Development (TOD) and providing affordable housing, aim better to link housing, transit, and active transportation to reduce greenhouse gas emissions.

Other general plans, land use plans, and local climate action plans offer strategies that can be incorporated into specific projects. In addition, many cities and counties in District 7 have adopted Climate Action Plans (CAPs) designed to mitigate GHG emissions and reduce the impacts of climate change on their communities.

Ventura County in April 2010, the County of Ventura General Services Agency (GSA) released an Energy Action Plan to minimize energy intensities in GSA-maintained buildings, improve operational energy and water efficiencies, reduce energy and water

use, pursue LEED and Energy Star certifications, and educate GSA employees. As of April 2012, the County of Ventura released a Climate Protection Plan to reduce GHG emissions by 15 percent by 2020. The six action areas include climate protection leadership, countywide responsibility, facilities, vehicle (fleet) operations, employee commute, and expanded sustainability goals.

Table 7: Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)	SB 375 – GHG Reduction SB 743 – VMT Reduction Performance Outcomes: Location efficiency Mobility and accessibility Safety and public health Environmental quality Economic opportunity Investment effectiveness Transportation system sustainability Environmental Justice
Ventura County 2040 General Plan – Greenhouse Gas Emissions Reduction Strategy & Climate Action Plan	Table B-10 in Appendix B of the Ventura County 2040 General Plan provides a list of GHG Mitigation and Climate Adaptation Measures. These measures are included but are not limited to the following polices/programs: Land Use and Community Character Circulation, Transportation, and Mobility Public Facilities, Services, and Infrastructure Conservation and Open Space Hazards and Safety Agriculture Water Resources Economic Vitality

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called “carbon dioxide equivalent”, or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

This project proposes two Build Alternatives: Alternative A1 to rehabilitate pavement and roadway maintenance activities and Alternative A2 to reduce the number of travel lanes and provide a bike lane in each direction in addition to the scope proposed in Alternative A1. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-33, no increase in vehicle miles traveled (VMT) would occur. Alternative A2 offers an alternate mode of transportation by implementing a bike lane in each direction for approximately 0.67 miles. As a result, the project is not anticipated to result in an increase in operational GHG emissions. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Under the No-Build Alternative, no action would be taken to improve the existing road condition and the road quality would continue to deteriorate. The No-Build Alternative would cause a decrease in fuel efficiency, as pavement-vehicle tire friction would increase which would then add an increase in operational GHG emissions.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, traffic management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Based on model runs via CAL-CET2021, the proposed project is anticipated to result in an increase in GHG emissions. This increase in emissions, however, is due to the construction activities, which would last about 530 days. These associated construction activities are considered temporary.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not increase operational GHG emissions.

Alternative A1 would maintain the current configuration of SR-33. Upgraded pavement would also reduce GHG emissions by improving road surface smoothness, which leads to less fuel consumption by vehicles, thereby lowering the emissions produced during driving.

Alternative A2 would implement a road diet, or lane reduction, which can improve safety, calm traffic, and provide better mobility and access for all road users. According to the Policy Brief – Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions by the California Air Resources Board (September 2014), the reduction of highway vehicle capacity causes a reduction in vehicle miles traveled (VMT), which may in turn reduce GHG emissions.[3] With the implementation of traffic reduction measures T-1 through T-8 previously mentioned in Section 2.2.2, any potential operational GHG emissions would be minimized to a less than significant level. Therefore, the project is not expected to result in increase in operational GHG emissions and is anticipated to improve motorists' safety while offering an alternate mode of transportation.

The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With the implementation of construction GHG reduction measures, the impact would be less than significant.

[3] https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (ARB 2022c).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released

Natural and Working Lands Climate Smart Strategy (California Natural Resources Agency 2022).

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a department policy to ensure coordinated efforts to incorporate climate change into

Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

In addition to the air quality minimization measures (AQ-1 to AQ-13) outlined in the Air Quality Construction Impacts section in Chapter 2, the following GHG reduction measures, taken from the Caltrans GHG Reduction Measures Toolbox (June 2021) shall be implemented as needed to minimize GHG emissions during project construction.

GHG-1: Idling will be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

GHG-2: Construction truck trips will be scheduled outside of peak morning and evening commute hours.

GHG-3: Caltrans will reduce construction waste by re-using or recycling construction and demolition waste that meets Caltrans standards.

GHG-4: Caltrans will use recycled water for construction to reduce the construction water consumption of potable water.

GHG-5: Caltrans will require the contractor to maintain equipment in proper working condition, use the right size equipment for the job, and use equipment with new technologies to encourage improved fuel efficiency from construction equipment.

GHG-6: Reduce the need to transport earthen materials by balancing cut and fill quantities.

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that

landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance. Caltrans practices generally align with the 2023 CEQ interim Guidance on Consideration of Greenhouse Gas Emissions and Climate Change, which offers recommendations for additional ways of evaluating project effects related to GHG emissions and climate change. These recommendations are not regulatory requirements.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and "analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years … to support informed decision-making across the United States." Building on previous assessments, it continues to advance "an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate" (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation recognizes the transportation sector's major contribution of GHGs that cause climate change and has made climate action one of the department's top priorities (U.S. DOT 2023). FHWA's policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no

measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to "anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone." As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide the analysis of at-risk assets and the development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

Project Adaptation Analysis

It is possible that the proposed project will be subject to climate change effects. The proposed project is not located near the seacoast or within a regulatory floodway; however, it may be susceptible to wildfire. Recognizing these concerns, it is important to determine whether the project will exacerbate the effects of climate change relating to these topics, which are elaborated upon in the following sections: Floodplains and Wildfire.

Caltrans District 7 completed a climate change vulnerability assessment in September 2019 for Los Angeles and Ventura Counties. It provides a high-level review of potential climate impacts on the State Highway System in District 7 based on a database containing climate stressor geospatial data that was developed as part of the study.

Climate change risk analysis involves uncertainties as to the timing and intensity of potential risks, but some general climate trends are expected in California and the

western U.S. More severe droughts, less snowpack, and changes in water availability are anticipated, and rising sea levels, more severe storm impacts, and coastal erosion can be expected. Increased temperatures, more frequent, longer heat waves, and longer and more severe wildfire seasons are predicted.

The Governor's Office of Planning and Research prepared *Planning and Investing for a Resilient California*, a guidebook for state agencies performing climate risk analyses to determine how to integrate climate considerations into planning or investment decisions.

The first step is to identify how climate change could affect a project or plan by identifying impacts of concern and assessing the scale, scope, and context of climate disruption. Next, a climate risk analysis can be conducted by selecting climate change scenarios for analysis and selecting an analytical approach. Following that, a climate-informed decision can be made by evaluating the alternatives and design and applying resilient decision principles. Finally, the agency can track and monitor progress by evaluating determined metrics and adjusting as needed. This study will go through the first two steps to inform a decision for the proposed project.

Assessing the scale, scope, and context of climate disruption for this project means considering the timeframe/lifetime, adaptive capacity, and risk tolerance of the project areas. The guidebook states, "If the expected lifetime of a project is less than five years, it may not be necessary to integrate longer-term climate change into the design and analysis." The completed project is expected to last far longer than five years, so the impacts of extreme events should be considered to ensure that planning and investment decisions reflect the current climate conditions. In the following sections, extreme impacts of climate change-based sea-level rise, flooding, and wildfire will be considered. Other extreme weather impacts, such as drought and extreme heat, are also anticipated as changing climate conditions, but this study will focus on conditions that could potentially affect the project and its proposed structures.

Climate risk is characterized by asking a few key questions, focusing on the scale and scope of the risk, vulnerability, and adaptive capacity of the affected area, the nature of the risk, and the economic impacts.

Question 1: How severe are the consequences if your project or plan is disrupted by an extreme event or changes in average conditions?

If the construction of the project is disrupted by an extreme event, schedule delays and delays to traffic and emergency services would likely occur. Increased construction costs are also expected. Economic implications will be addressed in Question 4, and based on the severity, this would be a moderate impact. It is not unacceptable and is not likely to ultimately affect the completion of the project, but it would be an inconvenience and require additional planning and coordination, along with extra work to repair the damage done by an extreme condition. Preserving and improving structural integrity will help to increase the resilience of the highway to climate change.

The impact of average conditions disrupting the project or plan depends on the severity of these changes. Assuming the average changes are small or even negligible during the timeframe of project construction and completion by 2026, there would be low or no impact on design, planning, and construction.

Question 2: Who or what will be affected by the disruption of the project or plan?

Disruption of the project will affect the local community and state highway users in the long term by delaying construction, but not in the immediate short term. If disruption occurs during construction, construction workers would also be affected. With communication and emergency planning in place, the impact would be low to moderate; communities, systems, and infrastructure should be readily able to adapt or respond to any changes. Detours or other transportation methods could be arranged for the community. Coordination with California Highway Patrol, Ventura County Transportation Commission (VCTC), and the County of Ventura will be conducted in the event that a disruption occurs.

Question 3: What is the nature of this disruption?

Schedule delay and access would be the primary concern if the project is disrupted; however, it is expected that any disruption by climate change effects would not be permanent. Use of the highway or construction of the project would be able to continue; therefore, the nature of this disruption is temporary. Future flexibility would be maintained, and Caltrans and drivers would be readily able to respond or adapt.

Question 4: What are the economic implications of climate disruption?

As stated in the response to Question 1, schedule delays, delays to traffic and emergency services, and increased construction costs would be expected as a result of climate disruption. The local community may also have trouble getting to work or accessing local businesses such as shopping centers. These economic implications could potentially be large, depending on the extent and type of disruption. It is unlikely that the costs of disruption or response to the disruption would be unacceptably high. Such costs are between low to medium cost.

Figure 15: Mapping Risk Characteristics to Analytical Approaches

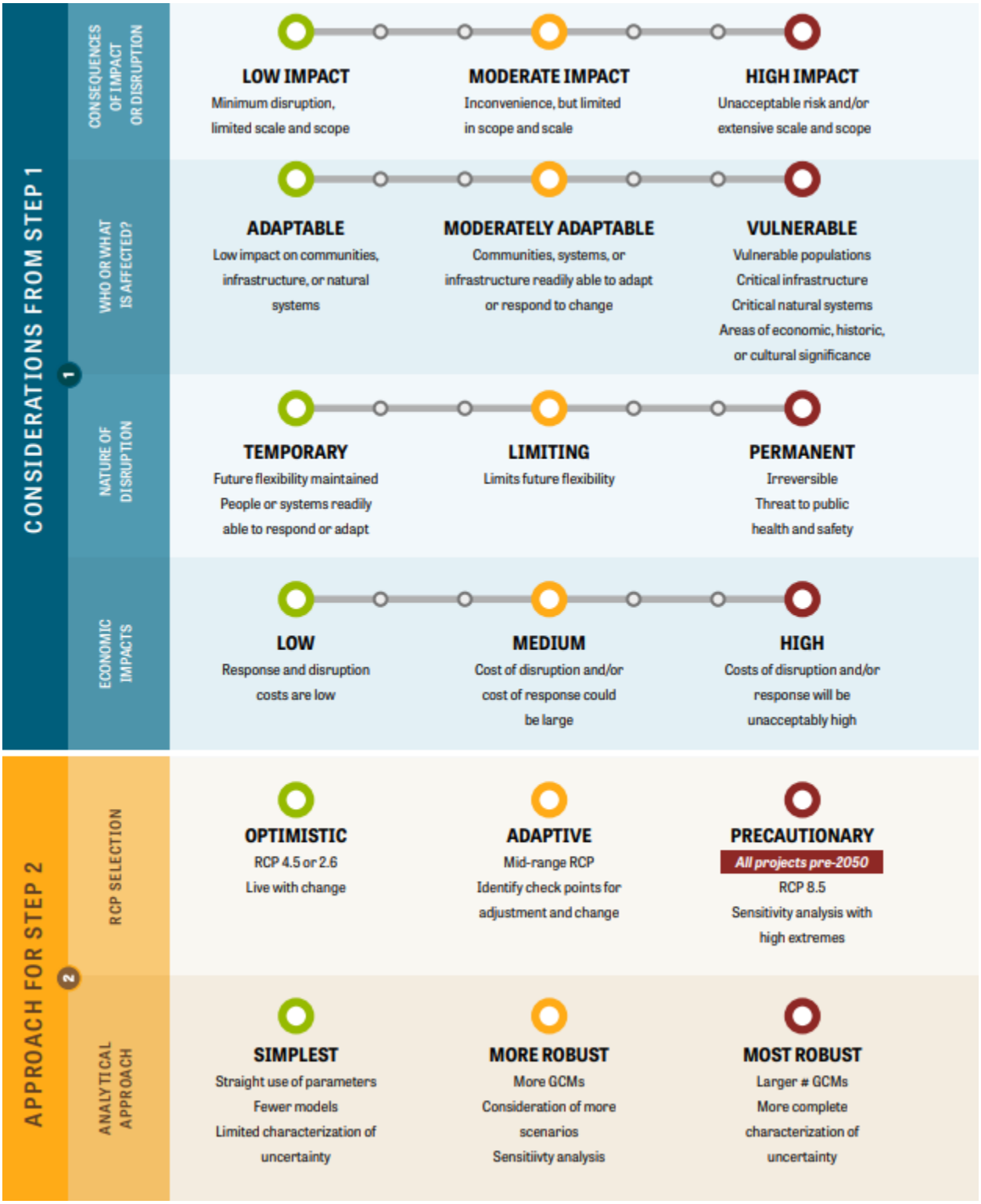


Figure 15 ***above*** (from Figure 2 in *Planning and Investing for a Resilient California*) matches the answers from the four questions with characteristics of analytical approaches and climate scenarios. For this analysis, because most answers were low or low-moderate, an optimistic RCP is selected, and a simple approach is used.

The proposed project is not expected to exacerbate any of the risks discussed above. Though the risks inherent to climate change already in progress are considered, the project would not contribute to the acceleration or increase of any such dangers in any significant way. It would not alter the highway's relation to the surrounding environment significantly, and it would not cause any significant change to the environment that would allow for increased or greater danger in the future.

SEA LEVEL RISE

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts on transportation facilities due to projected sea-level rise are not expected.

PRECIPITATION AND FLOODING

The project location is within the Ventura River Watershed, which encompasses 226 square miles. Two major streams are San Antonio Creek, which crosses Route 33, and the Ventura River. There appear to be no risks associated with the project, which would not result in a significant encroachment in the 100-year floodplain. There is no change in the floodplain land usage distribution for commercial or residential areas. The total runoff of the streams remains the same for a 100-year storm event. The floodplain adheres to the zoning laws in its development. The development thus far suggests that there is no incompatibility in the floodplain that will adversely affect the SR-33 Roadway Preservation project.

It has been noted by residents that some areas of the SR-33 roadway experience flooding during heavy rain events. These locations will be further evaluated in the Design phase and will be addressed if necessary. If these flooding locations are outside of Caltrans right-of-way, the County of Ventura shall be notified of the problem areas.

Wildfire

As previously mentioned in Section 3.3, it is expected that longer and more severe wildfire seasons will occur across California. The proposed project lies in an area mapped by CalFire as a Very High Fire Hazard Safety Zone and Local Responsibility Area. Caltrans District 7 has mapped this portion of SR-33 as an Exposed Roadway and a medium level of concern in its models of future impacts of wildfire on state infrastructure. The proposed project aims to upgrade an existing facility and will not create new facilities within areas susceptible to wildfire hazards.

TEMPERATURE

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is essential to the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency, tribal consultation, and public participation in this project have been accomplished through various formal and informal methods, including Project Development Team (PDT) meetings and early coordination with relevant stakeholders. This chapter summarizes the results-related issues through early and continuing coordination.

Scoping

The following section is summarized from the Scoping Summary Report (August 2023).

The CEQ NEPA Regulations (40 CFR Part 1500 *et seq*.) and the *CEQA Guidelines* (Sections15082-15083) recommend that federal, state, and local lead agencies use a public scoping process to help identify the various issues to be addressed in the environmental document. Early scoping allows public agencies and the general public to learn about the proposed project and to submit suggestions regarding alternatives and the types of impacts to be evaluated.

Notice of Initiation of Studies

Notices of Initiation of Studies letters (Figures 16 and 17) were sent to relevant public agencies, organizations, elected officials, Native American tribal contacts, and other interested individuals on February 27, 2023, as part of the scoping process. Approximately 1,800 property owners within the project area were notified by mail as part of the project. These communities were in the unincorporated communities of Casitas Springs, Oak View, and Mira Monte in the County of Ventura. Another 100 letters were sent via U.S. mail to public agencies, special interest groups, elected officials, and Native American tribes. This letter notified members of the public about the project, the date of a public meeting, and the deadline to submit comments. Newspaper ads were also published in La Opinion, OV News, and VC Star on February 27, 2023. A Caltrans News Release, Twitter, and Facebook were released on March 6, 2023.

Notices were sent out on February 27, 2023, and comments from the public were accepted until April 12, 2023.

Figure 16: Notice of Initiation of Studies to General Public

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

2/27/2023

Agencies, Individuals, and Organizations
Interested in SR-33 Pavement Preservation Project

Notice of Initiation of Studies for SR-33 Pavement Preservation Project

This notice is to inform you that the California Department of Transportation (Caltrans) is formally initiating studies for a pavement preservation project on State Route 33 (SR-33) between 0.6 mile south of Parkview Drive to 0.1 mile north of Foothill Trail at Post Miles (PM) 6.3 to 13.49, in Ventura County. The purpose of this project is to preserve and extend the service life of the existing pavement, improve multi-modal mobility, ride quality, and safety by providing a better access for bicyclists, pedestrian, and transit users.

The project includes three alternatives:

Build Alternative A1
The Build Alternative A1 scope of work includes upgrading the existing asphalt pavement, curb ramps, traffic signals, crosswalks, as well as upgrading the Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) at (PM 6.30/13.49). The project also proposes constructing new sidewalks, installing American with Disabilities Act (ADA) Pedestrian Infrastructure, bus pads with shelters, and pedestrian crossings.

Build Alternative A2
The Build Alternative A2 includes the scope of work in Alternative A1 in addition, to reconfiguring travel lanes from Santa Ana Blvd to Larmier Ave (between PM 8.0 & PM 9.1). The travel lanes will be reconfigured from 5 lanes to 3 lanes, with 1 through lane in each direction divided by two-way left turn lane, 8 feet parking and bike lanes at both side of the road. This alternative will also provide a raised median, landscaping, and curb extensions throughout project limit where feasible.

No Build Alternative B
The No-Build Alternative would not have changes made to the existing facility. No action would be taken to improve the existing road condition and the road quality would continue to deteriorate.

A demonstration project will be implemented in late spring or early summer of 2023 in Ventura County on SR-33 (from Creek Road to La Cross Street) within the Oak View community from PM 8.0 to PM 9.1. The proposed project will restripe the existing travel lanes into 1 through lane in each direction of SR-33 between PM 8.0 to PM-9.1. The

purpose of the project is to temporarily test the proposed concept of the new lane configuration as part of a larger project. The demonstration project can be modified as needed until the set goals are achieved. The follow-up study will determine impact on traffic, other roadway users, and surrounding businesses. The demonstration project is expected to last for a period of six months.

Based on the current scope, it is anticipated that an Initial Study will be prepared to evaluate the anticipated environmental impacts pursuant to the California Environmental Quality Act (CEQA) and an Environmental Assessment will be prepared to evaluate the anticipated environmental effects pursuant to the National Environmental Policy Act (NEPA).

A public scoping meeting to provide information and gather public input about the proposed project will be held at the following location:

LOCATION
March 16, 2023, from 6:30pm to 8:30pm
Oak View Park & Resource Center
555 Mahoney Avenue
Oak View, CA 93022

If you cannot attend in person, please join at: **https://us02web.zoom.us/j/87464703946** to access the Webinar. If connecting from a computer the user does not need the ID, but if connecting by phone ID is: **Webinar ID: 874 6470 3946 ID**

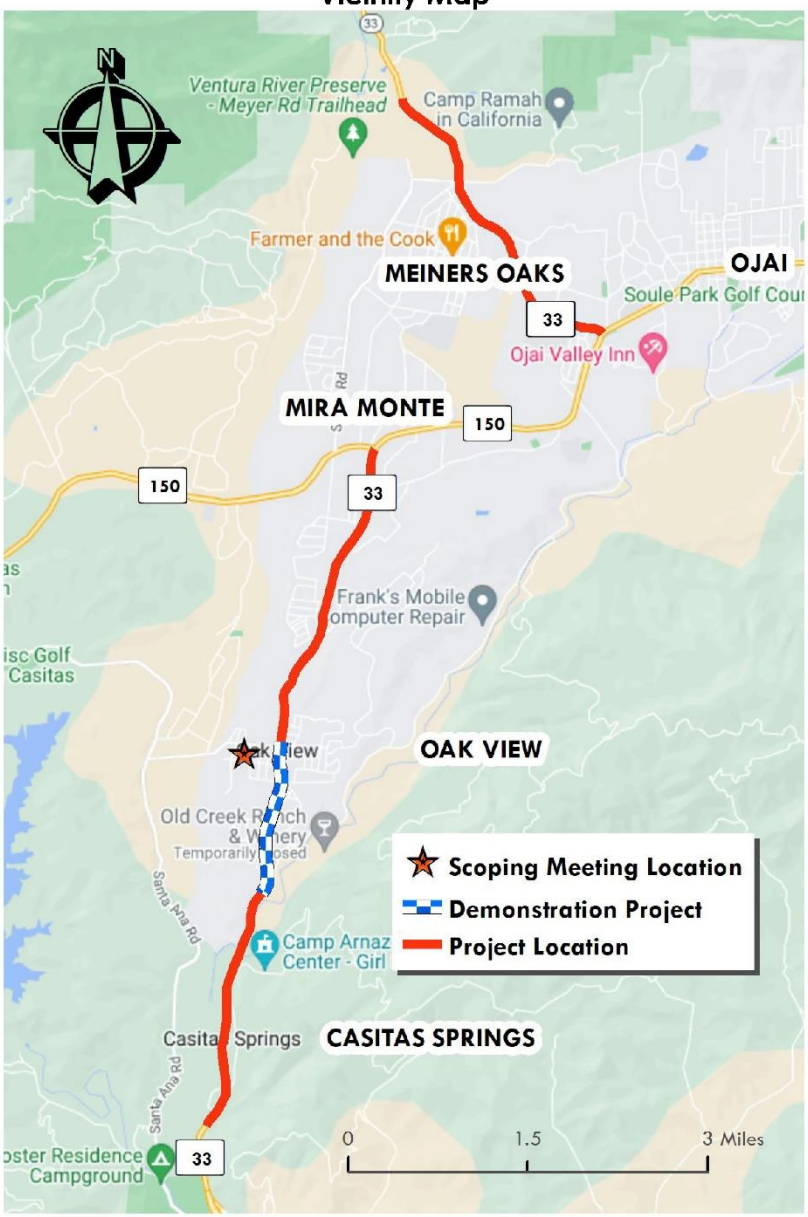
Additional information can be found at the project website by accessing the QR code below or at (https://dot.ca.gov/caltrans-near-me/district-7/sr33-pavement-preservation-project). Please submit your comments and questions to GoOakview@dot.ca.gov. Thank you for your interest in this important study.

Sincerely,

GARRETT DAMRATH,
Acting Deputy District Director, Environmental Division
California Department of Transportation District 7

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

Vicinity Map



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

Figure 17: Notice of Initiation of Studies to Elected Officials

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

02/27/2023

The Honorable Julia Brownley
U.S. Congress
300 E. Esplanade Dr. Suite 209B
Oxnard, CA 93036

Notice of Initiation of Studies for SR-33 Pavement Preservation Project

This notice is to inform you that the California Department of Transportation (Caltrans) is formally initiating studies for a pavement preservation project on State Route 33 (SR-33) between 0.6 mile south of Parkview Drive to 0.1 mile north of Foothill Trail at Post Miles (PM) 6.3 to 13.49, in Ventura County. The purpose of this project is to preserve and extend the service life of the existing pavement, improve multi-modal mobility, ride quality, and safety by providing a better access for bicyclists, pedestrian, and transit users.

The project includes three alternatives:

Build Alternative A1
The Build Alternative A1 scope of work includes upgrading the existing asphalt pavement, curb ramps, traffic signals, crosswalks, as well as upgrading the Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) at (PM 6.30/13.49). The project also proposes constructing new sidewalks, installing American with Disabilities Act (ADA) Pedestrian Infrastructure, bus pads with shelters, and pedestrian crossings.

Build Alternative A2
The Build Alternative A2 includes the scope of work in Alternative A1 in addition, to reconfiguring travel lanes from Santa Ana Blvd to Larmier Ave (between PM 8.0 & PM 9.1). The travel lanes will be reconfigured from 5 lanes to 3 lanes, with 1 through lane in each direction divided by two-way left turn lane, 8 feet parking and bike lanes at both sides of the road. This alternative will also provide a raised median, landscaping, and curb extensions throughout project limit where feasible.

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Based on the current scope, it is anticipated that an Initial Study will be prepared to evaluate the anticipated environmental impacts pursuant to the California Environmental Quality Act (CEQA) and an Environmental Assessment will be prepared to evaluate the anticipated environmental effects pursuant to the National Environmental Policy Act (NEPA).

A public scoping meeting to provide information and gather public input about the proposed project will be held at the following location:

LOCATION
March 16, 2023, from 6:30pm to 8:30pm
Oak View Park & Resource Center
555 Mahoney Avenue
Oak View, CA 93022

If you cannot attend in person, please join at: **https://us02web.zoom.us/j/87464703946** to the Webinar. If connecting from a computer the user does not need the ID, but if connecting by phone ID is: **Webinar ID: 874 6470 3946 ID**

Additional information can be found at the project website by accessing the QR code below or at (https://dot.ca.gov/caltrans-near-me/district-7/sr33-pavement-preservation-project). Please submit your comments and questions to GoOakview@dot.ca.gov. Thank you for your interest in this important study.

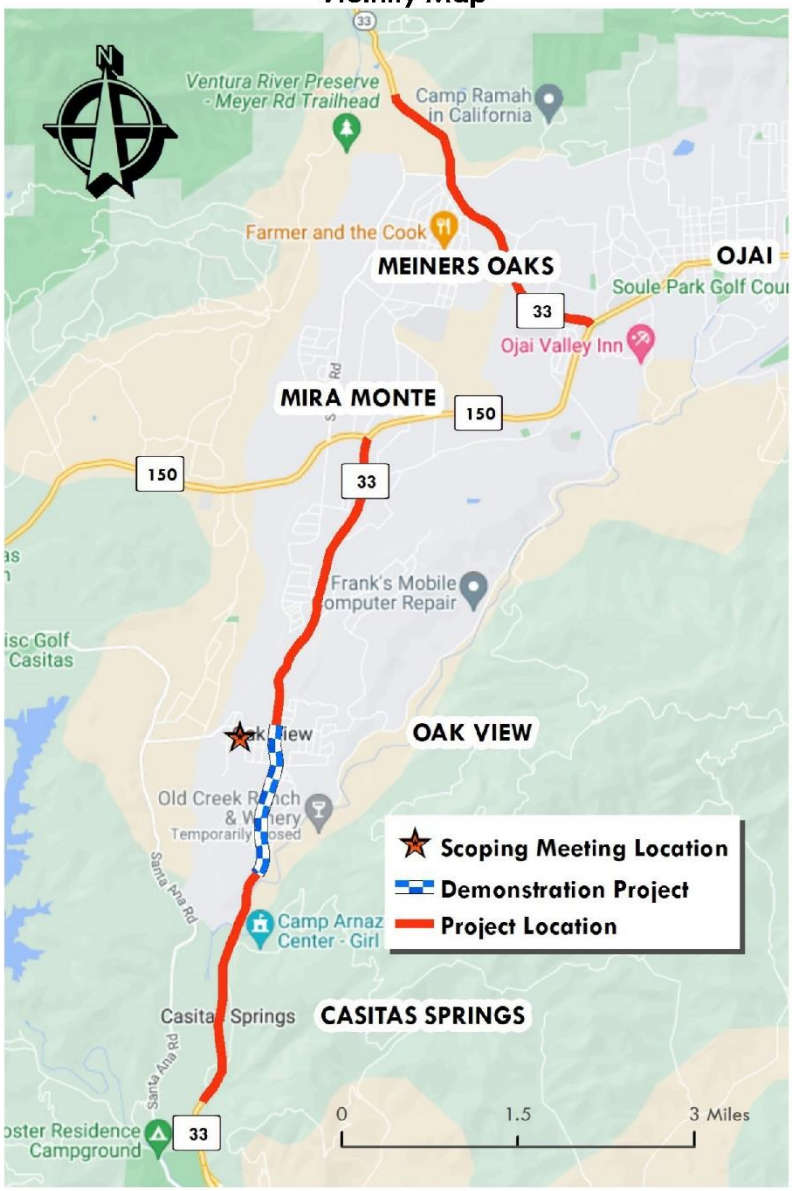
Sincerely,

Gloria Roberts (Feb 22, 2023 09:21 PST)

GLORIA ROBERTS
District Director (Acting)
California Department of Transportation District 7

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

Vicinity Map



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

Scoping Meeting

A public meeting was held on Thursday, March 16, 2023, at Oak View Park & Resource Center at 555 Mahoney Avenue, Oak View, CA 93022, from 6:30 pm to 8:30 pm. The format of the scoping meeting consisted of an open house with displays, a PowerPoint presentation, and a breakout session with Caltrans specialists.

One hundred and fourteen (114) people attended the scoping meeting in person, and one hundred and sixteen (116) people attended via Zoom webinar. Upon arrival, participants were encouraged to sign in, pick up informational materials, review the public meeting agenda, visit various project posters, and talk with Caltrans staff. Participants were provided a comment card to make comments. Spanish translators were readily available if needed.

Scoping Comments

Four methods were used to collect public comments; comment cards collected at the public scoping meeting, the online survey, mail, and project email. The number of comments and types are as follows:

Scoping Meeting Comment Cards	52
Project Email	38
Website Survey	95
Mail	1

Scoping comments were received through U.S. mail and through the project e-mail (GoOakview@dot.ca.gov) during the scoping period (February 27, 2023, to April 12, 2023) and via written comments at the public scoping meeting on March 16, 2023. Since Project Scoping, the GoOakview email has remained open to obtain public feedback regarding the demonstration project. All comments have been received by the Project Development Team and will be considered for the project design in the future Design phase.

Summary of Comments Received

Community comments were compiled and reviewed from the in-person public scoping meeting, written in-person comments, online survey, mail, and project email. A list of primary concerns identified by the community regarding the proposed project are listed as follows:

- Potential increased traffic congestion diverting traffic to local streets.
- Potential increased accident rate.
- Decreased emergency vehicle accessibility.
- Safety concerns from adding a left turn lane.
- No need for additional parking.
- Change to community character.

In general, 55% of comments were in favor of a bike lane, reducing speed, better sidewalks, and safer pedestrian crossing. 23% were opposed to the proposed project, and 22% took a neutral position.

Traffic Analysis – Emergency Responders Meeting

In addition to the comprehensive traffic operations analysis of the pre and post demonstration project conditions, a meeting was held with several emergency responders within the study area on June 17, 2024, to gain an understanding of any potential impacts that may be associated with the geometric changes associated with the demonstration project and the proposed project. The meeting was attended by representatives from the Ventura County Fire Department, Ventura County Emergency Medical Services, American Medical Response (AMR) Ambulance, and Caltrans.

Key items that were raised at the review meeting include:

- Concern with features in the median/raised median. Currently, with the painted cycle lanes (demonstration project), some people may not know that they can pull into the bike lane when emergency responders are coming through. It would be problematic for emergency response if vehicles are not able to pull to the right.
- Other potential impacts or observations that were raised during the meeting include:
    - Ojai Valley only has four roads in – all are two lanes in/out. It is noted that several businesses operate from the SR-33 roadway. The four lanes allow for local traffic to make a turn into the businesses.
    - There are two S curves (on SR-33) approaching Larmier Ave. – people will have to hit the brakes as they get to the light and need to merge, so traffic collisions may occur due to this maneuver. Post meeting note – the merging configuration will be modified and addressed during the final design of the bike lanes.
    - Fire Station 23 is more difficult to get in/out of now that the highway is down to a single lane in each direction.
    - Structure fires – Fire trucks will come from Ventura County, and these vehicles are heavier. There could be more delay if drivers do not know which way to pull over.
    - Center island with curb/raised median is not recommended.

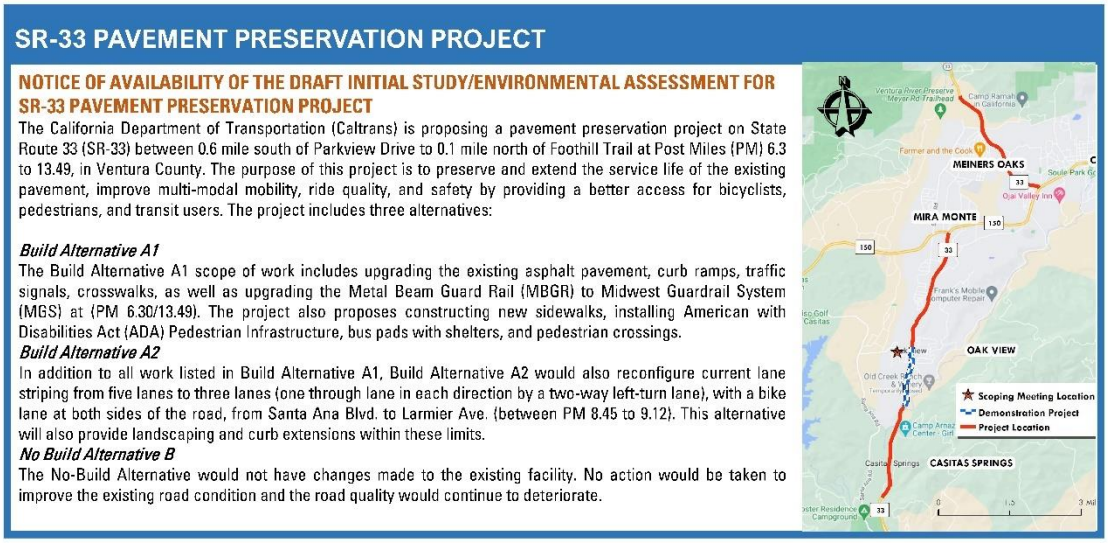
Notice of Availability/Notice of Intent (NOA/NOI)

Notices of Availability letters and postcards (Figures 18, 19, and 20) were sent to relevant public agencies, organizations, elected officials, Native American tribal contacts, and other interested individuals on May 12, 2025, as part of the draft environmental document public circulation process. Approximately 1,800 property owners within the project area were notified by mail as part of the project. These

communities were in the unincorporated communities of Casitas Springs, Oak View, and Mira Monte in the County of Ventura. Another 100 letters were sent via U.S. mail to public agencies, special interest groups, elected officials, and Native American tribes. This letter notified members of the public about the project, the date of the public hearing, and the deadline to submit comments. Newspaper ads were also published in La Opinion, OV News, and VC Star on February 27, 2023 (Figures 21, 22, 23). Caltrans Media Advisories, X, and Facebook posts were published on May 12, 2025, May 27, 2025, and June 23, 2025.

Notices were sent out on May 12, 2025, and comments from the public were accepted during a 46-day comment period until June 27, 2025.

Figure 18: Notice of Availability Postcard



SR-33 PAVEMENT PRESERVATION PROJECT

NOTICE OF AVAILABILITY OF THE DRAFT INITIAL STUDY/ENVIRONMENTAL ASSESSMENT FOR SR-33 PAVEMENT PRESERVATION PROJECT

The California Department of Transportation (Caltrans) is proposing a pavement preservation project on State Route 33 (SR-33) between 0.6 mile south of Parkview Drive to 0.1 mile north of Foothill Trail at Post Miles (PM) 6.3 to 13.49, in Ventura County. The purpose of this project is to preserve and extend the service life of the existing pavement, improve multi-modal mobility, ride quality, and safety by providing a better access for bicyclists, pedestrians, and transit users. The project includes three alternatives:

Build Alternative A1

The Build Alternative A1 scope of work includes upgrading the existing asphalt pavement, curb ramps, traffic signals, crosswalks, as well as upgrading the Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) at (PM 6.30/13.49). The project also proposes constructing new sidewalks, installing American with Disabilities Act (ADA) Pedestrian Infrastructure, bus pads with shelters, and pedestrian crossings.

Build Alternative A2

In addition to all work listed in Build Alternative A1, Build Alternative A2 would also reconfigure current lane striping from five lanes to three lanes (one through lane in each direction by a two-way left-turn lane), with a bike lane at both sides of the road, from Santa Ana Blvd. to Larmier Ave. (between PM 8.45 to 9.12). This alternative will also provide landscaping and curb extensions within these limits.

No Build Alternative B

The No-Build Alternative would not have changes made to the existing facility. No action would be taken to improve the existing road condition and the road quality would continue to deteriorate.



Caltrans has studied the environmental and community impacts of the proposed project and has prepared an Initial Study/Environmental Assessment (IS/EA). The IS/EA is available online at: https://dot.ca.gov/caltrans-near-me/district-7/district-7-programs/d7-environmental-docs

A public hearing to provide information and gather public input will be held at the following location:

Monday, June 2nd, 2025, from 5:30pm to 7:00pm
Oak View Park & Resource Center
555 Mahoney Avenue
Oak View, CA 93022

If you cannot attend in person, please join virtually to attend the Webinar:

Webinar Link: https://us06web.zoom.us/s/89490007996
Call-in number: 213.338.8477
Webinar ID: 894-9000-7996

Registration (Tiny URL): bit.ly/SR-33PublicHearing
Spanish Call-In: 571.317.3112
Spanish access code: 832 132 405

Please submit your comments no later than **June 27, 2025** to:

GoOakview@dot.ca.gov
Susan Tse Koo, Senior Environmental Planner
Caltrans District 7, Division of Environmental Planning
100 S Main St., MS16A, Los Angeles, CA 90012

Additional information can be found at the project website by accessing the QR code or at https://dot.ca.gov/caltrans-near-me/district-7/sr33-pavement-preservation-project

Caltrans – District 7
Division of Environmental Planning
100 S. Main St, Suite 100, MS16A
Los Angeles, CA 90012

Figure 19: Notice of Availability - General Public

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

May 12, 2025

To:
Agencies, Organizations, and Individuals
Interested in the SR-33 Pavement Preservation Project

Notice of Availability (NOA) of the Initial Study/Environmental Assessment and Notice of Intent (NOI) to Adopt a Negative Declaration for the SR-33 Pavement Preservation Project

The California Department of Transportation (Caltrans) is proposing a pavement preservation project on State Route 33 (SR-33) between 0.6 mile south of Parkview Drive to 0.1 mile north of Foothill Trail at Post Miles (PM) 6.3 to 13.49, in Ventura County. The purpose of this project is to preserve and extend the service life of the existing pavement, improve multi-modal mobility, ride quality, and safety by providing a better access for bicyclists, pedestrians, and transit users.

The project includes three alternatives:

Build Alternative A1 – Pavement Preservation and Upgrade
The Build Alternative A1 scope of work includes upgrading the existing asphalt pavement, curb ramps, traffic signals, crosswalks, as well as upgrading the Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) at (PM 6.30/13.49). The project also proposes constructing new sidewalks, installing American with Disabilities Act (ADA) Pedestrian Infrastructure, bus pads with shelters, and pedestrian crossings.

Build Alternative A2 – Lane Reduction Road Diet
In addition to all work listed in Build Alternative A1, Build Alternative A2 would also reconfigure current lane striping from five lanes to three lanes (one through lane in each direction by a two-way left-turn lane), with a bike lane at both sides of the road, from Santa Ana Boulevard to Larmier Avenue (between Postmile (PM) 8.45 to PM 9.12). This alternative will also provide landscaping and curb extensions within these limits.

No Build Alternative B
The No-Build Alternative would not have changes made to the existing facility. No action would be taken to improve the existing road condition and the road quality would continue to deteriorate.

Caltrans has studied the environmental and community impacts of the proposed project and has prepared an Initial Study/Environmental Assessment (IS/EA).

The IS/EA is available online at https://dot.ca.gov/caltrans-near-me/district-7/district-7-programs/d7-environmental-docs. It is also available for review and reproduction at the Caltrans District 7, Division of Environmental Planning Office (100 S. Main Street, Suite 100, Los

Angeles, CA 90012) on weekdays from 8:00 a.m. to 4:00 p.m. Additionally, the IS/EA will be available for review at Oak View Public Library, 555 Mahoney Ave, Oak View, CA 93022.

A public hearing to provide information and gather public input about the project will be held at the following location:

LOCATION
June 2nd, 2025, from 5:30pm to 7:00pm
Oak View Park & Resource Center
555 Mahoney Avenue
Oak View, CA 93022

If you cannot attend in person, please join virtually to attend the Webinar at 6pm:

Registration (Tiny URL): bit.ly/SR-33PublicHearing

Call-in number: 213.338.8477
Webinar ID: 894-9000-7996

Spanish Call-in: 571.317.3112
Spanish access code: 832-132-405

If connecting from a computer the user does not need the ID, but if connecting by phone ID is needed.

Additional information can be found at the project website by accessing the QR code below or at (http://dot.ca.gov/caltrans-near-me/district-7/sr33-pavement-preservation-project).

Please submit any written comments on the IS/EA by email or postal mail no later than **June 27, 2025** to:

Susan Tse Koo
Senior Environmental Scientist
100 S. Main Street, MS16A
Los Angeles, CA 90012

Please submit your comments and questions to **GoOakview@dot.ca.gov**. Thank you for your interest in this important transportation project.

Sincerely,

Kelly Ewing-Toledo

KELLY EWING-TOLEDO
Deputy District Director, Environmental Planning
California Department of Transportation District 7

Project Website QR Code

"Improving lives and communities through transportation"

Vicinity Map

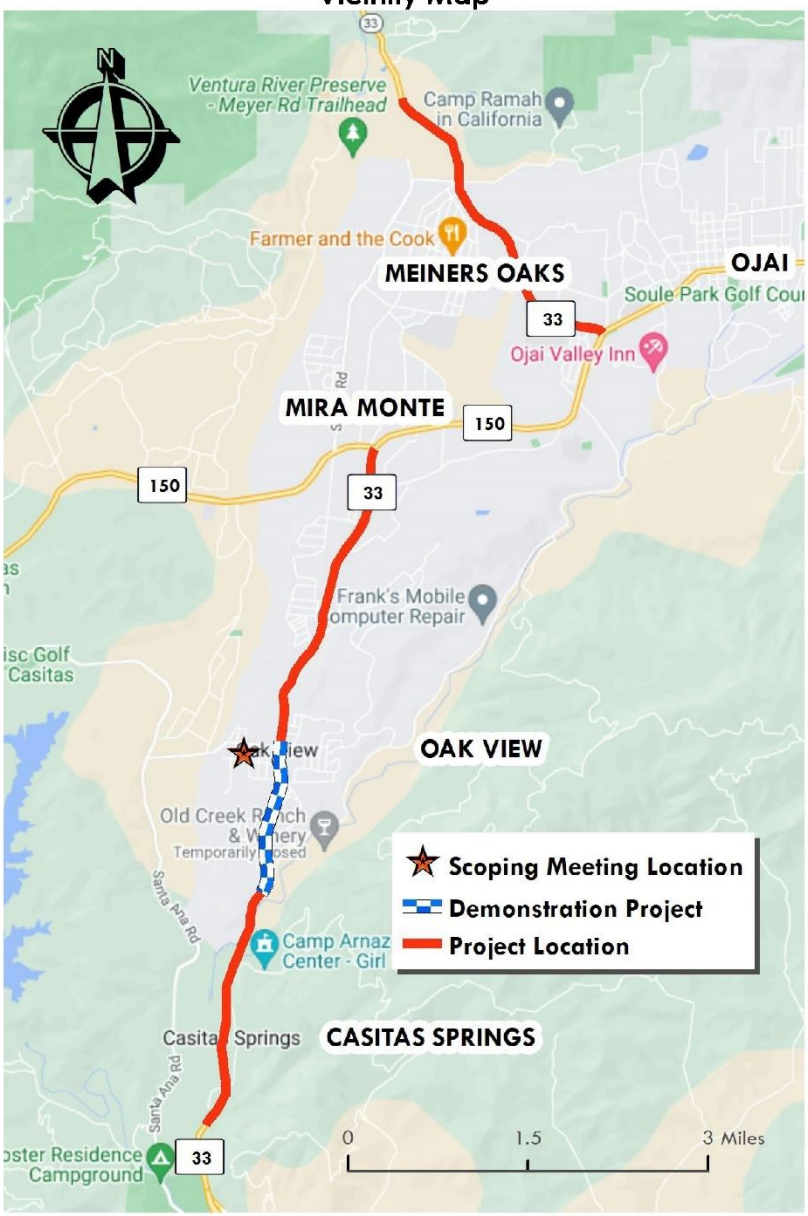


Figure 20: Notice of Availability - Elected Officials

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

May 12, 2025

The Honorable Steve Bennett
State Assembly Member District 38
300 E Esplanade Dr, Suite 1790
Oxnard, CA 93036

Dear Assemblymember Bennett:

Notice of Availability (NOA) of the Initial Study/Environmental Assessment and Notice of Intent (NOI) to Adopt a Negative Declaration for the SR-33 Pavement Preservation Project

The California Department of Transportation (Caltrans) is proposing a pavement preservation project on State Route 33 (SR-33) between 0.6 mile south of Parkview Drive to 0.1 mile north of Foothill Trail at Post Miles (PM) 6.3 to 13.49, in Ventura County. The purpose of this project is to preserve and extend the service life of the existing pavement, improve multi-modal mobility, ride quality, and safety by providing a better access for bicyclists, pedestrians, and transit users.

The project includes three alternatives:

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Build Alternative A2
In addition to all work listed in Build Alternative A1, Build Alternative A2 would also reconfigure current lane striping from five lanes to three lanes (one through lane in each direction by a two-way left-turn lane), with a bike lane at both sides of the road, from Santa Ana Boulevard to Larmier Avenue (between Postmile (PM) 8.45 to PM 9.12). This alternative will also provide landscaping and curb extensions within these limits.

No Build Alternative B
The No-Build Alternative would not have changes made to the existing facility. No action would be taken to improve the existing road condition and the road quality would continue to deteriorate.

Caltrans has studied the environmental and community impacts of the proposed project and has prepared an Initial Study/Environmental Assessment (IS/EA).

The IS/EA is available online at https://dot.ca.gov/caltrans-near-me/district-7/district-7-programs/d7-environmental-docs. It is also available for review and reproduction at the Caltrans District 7, Division of Environmental Planning Office (100 S. Main Street, Suite 100, Los Angeles, CA 90012) on weekdays from 8:00 a.m. to 4:00 p.m. Additionally, the IS/EA will be available for review at Oak View Public Library, 555 Mahoney Ave, Oak View, CA 93022.

A public hearing to provide information and gather public input about the project will be held at the following location:

LOCATION
June 2nd, 2025, from 5:30pm to 7:00pm
Oak View Park & Resource Center
555 Mahoney Avenue
Oak View, CA 93022

If you cannot attend in person, please join virtually to attend the Webinar:

Webinar Link:
https://us06web.zoom.us/s/89490007996

Call-in number: 213.338.8477
Webinar ID: 894-9000-7996

Registration (Tiny URL): bit.ly/SR-33PublicHearing

Spanish Call-in: 571.317.3112
Spanish access code: 832-132-405

If connecting from a computer the user does not need the ID, but if connecting by phone ID is needed.

Additional information can be found at the project website by accessing the QR code below or at (http://dot.ca.gov/caltrans-near-me/district-7/sr33-pavement-preservation-project).

Please submit any written comments on the IS/EA by email or postal mail no later than **June 27, 2025** to:

Kelly Ewing-Toledo
Deputy District Director, Environmental Planning
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Please submit your comments and questions to **GoOakview@dot.ca.gov.** Thank you for your interest in this important transportation project.

Sincerely,

GLORIA ROBERTS
District Director
California Department of Transportation District 7

Project Website QR Code

"Improving lives and communities through transportation"

Vicinity Map



"Improving lives and communities through transportation"

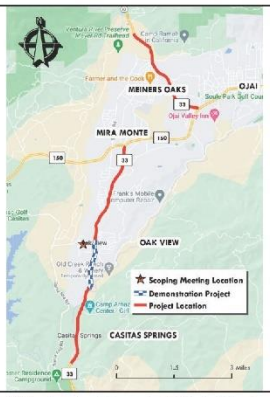
Figure 21: La Opinion Tear Sheet

Caltrans

AVISO DE AUDIENCIA PÚBLICA

Y DISPONIBILIDAD DE DOCUMENTO AMBIENTAL

PROYECTO DE CONSERVACIÓN DEL PAVIMENTO DE LA SR-33



¿Qué Se Está Planeando? El Departamento de Transporte de California (Caltrans) está proponiendo un Proyecto de Conservación del Pavimento en la Ruta Estatal 33 (SR-33), desde el Punto de Milla (PM, en inglés) 6.3 hasta 13.49 en el Condado de Ventura. La Alternativa de Construcción A1 reemplazaría las Barreras Metálicas de Protección (MBCB, en inglés) no estándares y los tratamientos finales con el Sistema de Barreras de Protección del Medio Oeste (MGS, en inglés) estándar actual y el sistema terminal, mejoraría los caminos peatonales eliminando las barreras de acceso peatonal y modernizaría las instalaciones peatonales para cumplir con las normas de la Ley de Estadounidenses con Discapacidades (ADA, en inglés) actuales. La Alternativa de Construcción A2 incluye el trabajo mencionado anteriormente, junto con la reconfiguración de la demarcación de carriles de cinco (5) carriles a tres (3) carriles con un (1) carril continuo en cada dirección, dividido por un carril de vuelta a la izquierda en ambas direcciones desde Santa Ana Blvd hasta Lirmier Ave (PM 8.45 a PM 9.12). Esta alternativa proporcionaría demarcaciones de estacionamiento, dos carriles para bicicletas en ambos lados de la carretera, una mediana elevada, paisajismo y extensiones de aceras en todo el límite del proyecto donde sea viable.

¿Por Qué Este Aviso? Caltrans ha estudiado los impactos que este proyecto puede tener sobre el medio ambiente. Nuestros estudios muestran que con la incorporación de medidas de evitación y minimización este proyecto no tendrá un impacto significativo en la calidad del medio ambiente. El informe que explica los impactos del proyecto se denomina Estudio Inicial/Evaluación Ambiental (IS/EA, en inglés). El propósito de este aviso es informar al público sobre la disponibilidad del IS/EA, brindarle al público la oportunidad de comentar, informar al público sobre la intención de Caltrans de aceptar una Declaración Negativa (ND, en inglés) e invitar a las personas interesadas a la audiencia pública.

¿Qué Está Disponible? El IS/EA está disponible para revisión en línea en https://dot.ca.gov/caltrans-near-me/district-7/district-7-programs/d7-environmental-docs. También está disponible para revisión y reproducción en la Oficina de la División de Planeación Ambiental del Distrito 7 de Caltrans (100 S. Main Street, Suite 100, Los Angeles, CA 90012) de lunes a viernes de 8:00 a.m. a 4:00 p.m. Además, el IS/EA estará disponible para revisión en Oak View Public Library, 555 Mahoney Ave, Oak View, CA 93022.

DETALLES DE LA AUDIENCIA PÚBLICA:

Oak View Park & Resource Center
555 Mahoney Avenue, Oak View, CA 93022
2 de junio de 2025, de 5:30pm a 7:00pm

Si no puede asistir en persona, acompáñenos virtualmente a través del seminario web a las 6pm: bit.ly/SR-33PublicHearing.

ID del seminario web: 894-9000-7996

Número de llamada en español: 571.317.3112 | Código de acceso: 832-132-405

Si se conecta desde una computadora, no necesita el ID. Si se conecta por teléfono, sí será necesario ingresar el ID. Para más información, puede visitar el sitio web del proyecto escaneando el código QR que aparece abajo o accediendo a: https://dot.ca.gov/caltrans-near-me/district-7/sr33-pavement-preservation-project

Por favor envíe cualquier comentario por escrito sobre el documento IS/EA por correo electrónico o postal a más tardar el 27 de junio de 2025 a: Susan Tse Koo, Senior Environmental Scientist, 100 S. Main Street, MS16A, Los Angeles, CA 90012

Para obtener información adicional, consulte el sitio web del proyecto utilizando el código QR a continuación. También puede enviar sus comentarios y preguntas a: GoOakView@dot.ca.gov. Gracias por su interés en este proyecto de mejora del transporte.

209-132918-1

Clasificados!

Property Based Section 8 Affordable Waiting List Opening

Sheridan West Apartments (Windward A & B)

2131 S Hoover St. 621 W 81 st 1514 W 20 th St.

Apartment Features

0, 1 & 2 Bedroom Apartments with Stove and Refrigerator included

Occupancy Standards Apply

Accessible Mobility/Sensory Unit Features

0 Bedroom Apartment with Stove and Refrigerator included. Sensory features can be found in the accessible unit @ 2131 S Hoover St. & 1514 W 20th St.
2 Bedroom Apartment with Stove and Refrigerator included. Mobility features can be found in the accessible unit @ 621 W 81st St

A person with a disability may request a reasonable accommodation (a reasonable change in policies), a reasonable structural modification, an accessible unit or the provision of auxiliary aids and services, in order to have equal access to a housing program. Please contact our staff by emailing AlphaWL@21alphagroup.com

For auditory assistance, contact can be made at no charge through the California Relay Service: TDD 1-800-735-2929 or 711

The waitlist will be open on

Thursday May 15, 2025 and Friday May 16, 2025

To request to add your name to the waiting list you may contact us at:

310-205-2105
AlphaWL@21alphagroup.com
www.accesshousingla.org

SCAN ME

Or you may also scan the QR code below and enter yourself using Rent Café

This Housing is offered without regard to: race, color, religion, sex, gender, gender identity and expression, familial status, national origin, citizenship status, immigrant status, primary language, marital status, ancestry, age, sexual orientation, disability, source of income (including receipt of Section 8 and other similar vouchers), genetic information, military or veteran status, arbitrary characteristics, or any other basis currently or subsequently prohibited by law

Notificación de Audiencia Pública y Disponibilidad del Documento

El miércoles, 11 de junio 2025 a las 4:00 p.m., La Compañía de Inversión Comunitaria de Long Beach llevará a cabo una Audiencia Pública en la Cámara del Consejo Municipal ubicado en el Ayuntamiento Municipal en el 411 Ocean Boulevard, Long Beach.

El propósito de la Audiencia Pública es el de obtener retroalimentación pública sobre el Plan de Acción (Plan) del Año Fiscal 2025-2026, el cual aborda las prioridades del Plan Consolidado actual. La Ciudad de Long Beach recibe anualmente fondos por parte del Departamento de Vivienda y Urbano (HUD) estadounidense para ayudar a mejorar a nuestras comunidades. Los fondos estructurales provienen de tres fuentes de financiación: Subvención del Desarrollo Comunitario (CDBG), Subvención de Soluciones de Emergencias (ESG), y la Ley de Afiliación de Inversiones Viviendas (HOME).

A partir del 12 de mayo, 2025, copias de borradores del Plan de Acción 2025-2026 estarán disponibles para la revisión y comentario público. Los niveles de financiación presentados en el borrador del Plan representan montos aproximados y son sujetos a cambiar en base a la asignación de montos finales. El borrador del Plan puede ser bajado por medio de "Stay Informed:Latest News" la sección de anuncios en la página web del Desarrollo Comunitario por medio de longbeach.gov/lbds, en persona en el 411 West Ocean Boulevard, Long Beach, CA 90802 o al comunicarse con Elizabeth Weithers por correo electrónico Elizabeth.Weithers@longbeach.gov o por teléfono (562) 570-6812.

La Ciudad de Long Beach pretende brindar adaptaciones razonables a las Audiencias Públicas de acuerdo con la Ley Estadounidense para Discapacidades de 1990. Si requiere adaptaciones especiales, o para solicitar material traducido, favor de llamar a Elizabeth Weithers al (562) 570-6912 con por lo menos 48 horas previo a la Audiencia Pública del 11 de junio, 2025. Para aquellas personas que padecen una discapacidad auditiva o del habla, favor de llamar al 711 para ser conectado con un Servicio de Retransmisión de Telecomunicación. Los Ciudadanos que deseen brindar comentarios escritos lo pueden hacer a más tardar del 13 de junio, 2025. Los comentarios escritos también pueden ser dirigidos a Elizabeth Weithers, Departamento del Desarrollo Comunitario, 411 West Ocean Boulevard, Long Beach, CA 90802. Correo electrónico: Elizabeth.Weithers@longbeach.gov.

La Opinión
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Clasificados de **La Opinión** ¡Le dará resultados!

Figure 22: Ventura County Star Tear Sheet

Trans troops say waiver is impossible

Pentagon criteria seems to disqualify all of them

Phil Stewart and Idrees Ali
REUTERS

WASHINGTON – So far, none of America's transgender troops who want to continue serving in uniform has applied for a waiver to the Pentagon's ban on their service, Reuters was told by each of the military services.

The reason?

Because it's impossible to qualify, transgender troops say.

Reuters was first to report May 8 on a Pentagon memo outlining its plans to start kicking out transgender service members in June unless they elect to voluntarily leave on their own beforehand.

For transgender service members carrying out critical missions, from flying combat helicopters to serving on warships overseas, there has been a lot of interest in any legal strategy to continue in uniform.

The Pentagon has said waivers would be granted "provided there is a compelling government interest in retaining the service member that directly supports warfighting capabilities."

But the qualifications for a waiver look impossible to comply with, allowing only individuals who meet the following qualifications, laid out in a Pentagon memo from February:

- "The service member has never attempted to transition to another sex."
- "The service member demonstrates 36 consecutive months of stability in their sex."

"As far as I know, no such transgender service member exists," said one transgender service member, speaking on condition of anonymity.

The Pentagon referred Reuters back to its memo on the qualifications when asked for comment.

Nicolas Talbott, a second lieutenant in the U.S. Army Reserve, said it was impossible to apply for a waiver under the Pentagon's list of exemptions since he had fully transitioned.

"It's wild that anybody would think that was something that was actually within the realm of possibility for us to do," Talbott told Reuters.



Defense Secretary Pete Hegseth has embraced conservative stances on culture war issues, including eliminating diversity initiatives at the Pentagon.
NATHAN HOWARD/REUTERS FILE

Jennifer Levi, senior director of transgender and queer rights at GLAD Law, an advocacy group, said the list of exemptions essentially meant there was no waiver.

"It doesn't make sense to file a waiver because they can't serve in their birth sex, because they're transgender people," Levi said.

There were no waivers requested from the Air Force or Space Force, while the Army, Navy and Marine Corps said they were also not aware of any service members who had applied for an exemption.

As of late last year, there were 4,240 U.S. active-duty and National Guard transgender troops, officials have said. Transgender rights advocates have given higher estimates.

The Pentagon said on May 8 about 1,000 service members who have self-identified as being diagnosed with gender dysphoria will begin the voluntary separation process.

A poll from Gallup published this in February said 58% of Americans favored allowing openly transgender individuals serving in the military, but the support had declined from 71% in 2019.

> **"It doesn't make sense to file a waiver because they can't serve in their birth sex, because they're transgender people."**
>
> **Jennifer Levi**
> Senior director of transgender and queer rights at GLAD Law

The Pentagon's ban is just one of a series of steps the Trump administration has taken to curb transgender rights.

Trump issued an executive order on his first day in office for his second term on Jan. 20 stating that the U.S. government will recognize only two sexes, male and female, and that they are not changeable.

But Trump's efforts to end transgender rights in the military were a special focus on his election campaign.

In the executive order barring transgender troops, the White House said that a man identifying as a woman was "not consistent with the humility and selflessness required of a service member."

A former Fox News host, Defense Secretary Pete Hegseth has embraced conservative stances on this and other culture war issues, including eliminating diversity initiatives at the Pentagon.

Speaking on May 6, Hegseth told a conference hosted by U.S. special operations forces: "No more pronouns, no more climate-change obsessions, no more emergency vaccine mandates, no more dudes in dresses."

Military ordered to pull books on diversity, gender issues

The Pentagon also ordered military educational institutions to pull and review any books that promote what it called "divisive concepts and gender ideology" on May 9, in the latest move from Trump's administration against diversity, equity and inclusion.

In a new memo, the Pentagon said that educational materials "promoting divisive concepts and gender ideology are incompatible with the Department's core mission."

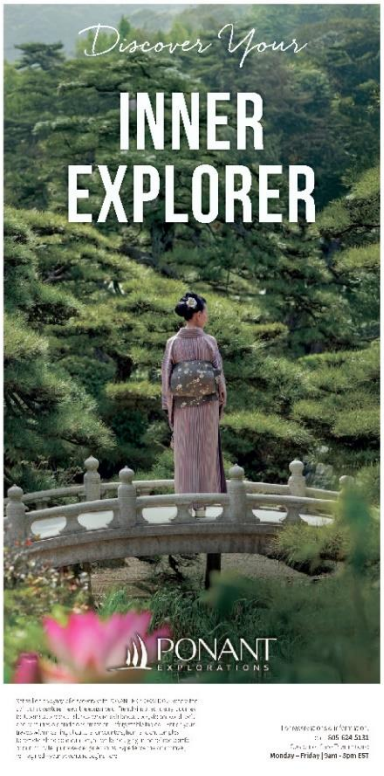
It said the military would identify and sequester any such material, and then dispose of it after a review process.

The memo said a temporary committee comprised of leaders, educators and library professionals from across the military would identify the books and carry out the review.

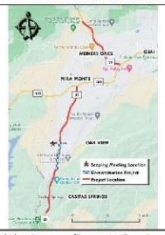
In an attachment, the memo listed a number of terms to use to help in searching for books, including "diversity, equity and inclusion (DEI)," "anti-racism" and "white privilege."

DEI programs seek to promote opportunities for women, racial and ethnic minorities and other traditionally underrepresented groups.

Civil rights advocates argue such programs, generally backed by Democrats, are needed to address long-standing inequities and structural racism. They have come under attack from conservatives, who say race- and gender-focused initiatives are inherently discriminatory and fail to prioritize merit.



NOTICE OF PUBLIC HEARING
AND ENVIRONMENTAL DOCUMENT AVAILABILITY
SR 33 PAVEMENT PRESERVATION PROJECT



What Is Being Planned? The California Department of Transportation (Caltrans) is proposing a Pavement Preservation Project on State Route 33 (SR-33) from post mile 17.0 (0.5 mile south of Casitas Springs) to post mile 24.1 (0.5 mile north of Creek Road in Ojai). The project would replace the worn surface layer of asphalt concrete pavement with a new layer of asphalt concrete, and upgrade pedestrian facilities to comply with current ADA standards. Build Alternative A2 includes the above work, along with overlaying the bridge deck from the bridge at the Ventura/Santa Barbara County line to the Santa Ana Creek bridge (post mile 17.0 to post mile 17.2). The alternative would install pavement delineation, two single-lane roundabouts at the ramp intersections, and other minor improvements within the project limits. Estimated construction cost is $8 million.

Why This Notice? Caltrans has completed environmental studies for this project. The purpose of the environmental studies was to evaluate potential impacts of the proposed project and identify measures to avoid, minimize, or mitigate impacts. An Initial Study with Proposed Mitigated Negative Declaration (IS/MND) was prepared for the project in accordance with the California Environmental Quality Act (CEQA). The purpose of this notice is to inform the public of the availability of the IS/MND, provide the public an opportunity to comment, and invite public participation in the CEQA environmental review process. Caltrans is the lead agency for the project and will consider all comments received during the public review period before approving the project. This notice also serves as notice of the public hearing.

What is Available? The IS/MND is available for review online at https://dot.ca.gov/caltrans-near-me/district-7/district-7-environmental-documents. It is also available for review and reproduction at the following locations: California Department of Transportation, District 7 Office, 100 S. Main Street, Suite 100, Los Angeles, CA 90012 (Monday through Friday, 8:00 a.m. to 4:00 p.m.). Additionally, the IS/MND will be available for review at Oak View Library, 555 Mahoney Ave, Oak View, CA 93022.

PUBLIC HEARING DETAILS:
Oak View Town & Recreation Center
555 Mahoney Ave, Oak View, CA 93022
June 4, 2025, from 3:00 p.m. to 4:00 p.m.

If you are not able to attend, please join virtually through the Webinar at https://bit.ly/4kvJ3Ph. Public Hearing

Call-in number: +1 323-618-3717 | Webinar ID: 857 3800 7986
Spanish Call-in: +1 971-317-3112 | Access code: 822-324-228

For meeting room accommodations needed for the in-person meeting, or if you prefer to attend the meeting by phone, the Project Team will be available to answer questions via the Caltrans Webinar at https://bit.ly/4kvJ3Ph. Public Hearing or at https://dot.ca.gov/caltrans-near-me/district-7/d7-upcoming-projects#sr-33-project.

Please submit any written comments on the IS/MND by mail or speak mail to arrive by June 27, 2025 to Alejandro Gonzalez, Environmental Scientist, 100 S. Main Street, MS 16, Los Angeles, CA 90012

For additional information, please refer to the project website or email the Project Team at D7.Oak.View.SR33@dot.ca.gov. If you prefer to send a letter, you can mail it to the above address. Please include the project name in your letter to ensure that it is routed to the appropriate project team member.

Figure 23: Ojai Valley News Tear Sheet

Trash, Recycling and Yard/Organics Waste Pick Up DELAY Due to the Memorial Day Holiday

Due to the Memorial Day holiday on Monday, May 26, trash, recycling and yard/organics waste will be collected one day later than usual the week of May 25-31 in Ojai and the unincorporated areas of Ventura County.

Harrison

Thank you and Happy Holiday
E. J. Harrison & Sons
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Organization's sting operation catches alleged predator

Grant Phillips
grant@venturacountystar.com

According to a release from the Ventura County Sheriff's Office, Gary Larson, 67 of Camarillo, was allegedly at Target in Newbury Park hoping to meet up with a 13-year-old girl. But that 13-year-old was actually a disguised member of an organization known as "Predator Poachers." Predator Poachers is a non-law-enforcement organization based out of Texas that conducts sting operations across the United States on adults who seek sexual activities with minors, according to the release.

According to its social media account, "Predator Poachers" claims to have been responsible for arrests in 48 U.S. states, resulting in 40 convictions.

According to the Sheriff's Office, Thousand Oaks patrol deputies responded to the Target on Teller Road on Feb. 8 to a possible child crime investigation.

When deputies arrived, they spoke with members from the "Predator Poachers" organization, who believed that Larson had been communicating with on their team members disguised as a 13-year-old girl.

During the initial investigation, Larson admitted to speaking with female juveniles, according to the Sheriff's Office.

One of the conversations allegedly included sexually explicit acts he was seeking to engage in.

Larson also admitted to sending explicit photographs to one of the female juveniles, according to a release.

Larson was arrested and the East County Major Crimes Sexual Assault Unit conducted an extensive investigation, which found Larson to be in possession of child sexual abuse material (CSAM), and was allegedly active in multiple group chats on messaging applications trading various CSAM videos and images.

Larson was arrested and booked at the Ventura County Jail for communicating with a minor to commit a sexual offense; arranging a meeting with a minor for the purpose of lewd or lascivious acts; possession of child pornography; distribution of child pornography.

On Feb. 11, Larson posted bail for $100,000.

Coaching career

A records check revealed that Larson was also involved in coaching youth soccer and giving private tennis lessons, according to the Sheriff's Office.

In late February, a 12-year-old girl and her mother went to the Thousand Oaks Police Station to report a possible child crime.

A responding deputy spoke with the mother and the girl, and learned that Larson had allegedly advertised "tennis lessons for juveniles" on Craigslist, and that this 12-year-old had been receiving tennis lessons from Larson for more than a year.

Based on the report that was filed, the Sheriff's Office alleges that Larson was "grooming" the juvenile, which is defined as a manipulative process where an individual builds trust and an emotional connection with a juvenile to exploit or abuse them.

The investigation into this crime remains ongoing, according to the Sheriff's Office.

VCSO added there is a possibility that other people may have been victimized in a similar manner by Larson, and anyone with any information is encouraged to reach out to Detective Nicole Adrianzen at: 805 494 8229 or at Nicole.adrianzen@ventura.org.

Information about online safety is available from the National Center for Missing and Exploited Children at missingkids.org.

Cat burglar cases home in Persimmon Hill neighborhood



Security Camera photo

A mountain lion prowls in the Persimmon Hill neighborhood within the city of Ojai near the home of Clay Creasey and Kim Barnes on Wednesday, May 21, around 6 a.m. According to the homeowners, the cat walked with a slight limp, favoring its front left paw, and came back the following morning on Thursday, May 22. Their dog, Camo, barked at the mountain lion through the sliding-glass bedroom door, scaring it away.

Caltrans

NOTICE OF PUBLIC HEARING
AND ENVIRONMENTAL DOCUMENT AVAILABILITY
SR 33 PAVEMENT PRESERVATION PROJECT



What Is Being Planned? [illegible]

Why This Notice? [illegible]

What is Available? [illegible]

PUBLIC HEARING DETAILS:
[illegible]

[illegible]

TRAILS:
CONTINUED FROM O1

Taylor told the Ojai Valley News.

Volunteers will meet at the OVLC office, 370 Baldwin Road, Building A1.

Hike

From 8 to 10:30 a.m., a docent-led nature hike is planned on the Ventura River Preserve.

Hikers will enjoy the Rice Canyon-Wills Canyon loop, a moderate to strenuous hike with a total distance of nearly 5 miles, about 500 feet of elevation gain and a river crossing near the Oso Trailhead. "It's shady and not too hilly," Taylor said. There will be stops along the way to observe flora and fauna.

Participants should wear closed-toe shoes (boots, preferably), long pants, a long-sleeved shirt, a hat and sun protection. A small pack with water and snacks is also recommended.

Hikers will meet at the Oso Trailhead on Meyer Road.

Pool party

National Trails Day is not just about celebrating OVLC's 27 miles of trails and the work that goes into building and maintaining them, according to Taylor. "We also use it as an opportunity to celebrate our volunteers," he said.

To celebrate, OVLC will host a volunteer appreciation pool party from 12:30 to 5:30 p.m. at the Ventura River Steelhead Preserve, 9458 Santa Ana Road.

Along with swimming (bring a swimsuit and a towel), the party features the magic and mind reading of mentalist Jerry Dunn, and the chance to win outdoor gear.

The event will be catered by Jim & Rob's Fresh Grill, while Topa Topa Brewing Co. and Athletic Brewing Co. will provide the cold drinks. All food and drink is being provided through donations.

Anyone who's volunteered with OVLC over the past year, even if it was only once, is welcome to come and bring a guest, Taylor said.

"Come and have a good time and just experience the volunteer community, which is really what it's all about," Taylor said, "being together and sharing time."

To sign up for any of the Land Conservancy's National Trails Day events, visit ovlc.org/events/national-trails-day-2025.

MEMORIAL DAY:
CONTINUED FROM O1

Nordhoff High School senior Shanti Kettles will sing the National Anthem while her father, Marcus, will perform the Armed Forces Medley, honoring all six branches of the U.S. armed services: Army, Navy, Air Force, Marines, Coast Guard and Space Force.

Ojai Scout Troop 504 will be on hand to present and retire the Colors, while the band returns to the stage to play taps at the end of the ceremony.

While at Libbey Park, be sure to visit the Wall of Remembrance, a collection of approximately 450 posters honoring veterans throughout the Ojai Valley displayed all around the upper tennis courts.

In the grassy area above the Bowl, pop-up tents hosted by the VFW and Scout Troop 504 will offer poppies and books about Ventura County veterans, and donations are welcome. The American Legion Auxiliary will be selling water, cookies and other snacks.

Quilici encouraged families to attend the concert. "It's a good chance to educate your children about what veterans have done for this country," he said.

Many veterans attend the program every Memorial Day, most having served in the Korean and Vietnam wars. "In conflicts ever since, we've had people standing up for liberty and American values and we just want to say 'thank you' to all of them as best we can," Quilici said.

VFW always welcomes new members. "Joining the VFW would be a great way to actually give comfort and appreciation to other veterans here in the valley," Quilici said.

Along with raising money for the Memorial Day program, the VFW hosts a Christmas dinner for veterans, sponsors a float in the Ojai Independence Day parade, and offers poppy and book giveaways on Veterans Day.

"All of those things are in support of veterans," Quilici said, "and that's what we're all about."

FRAUD CHARGES:
CONTINUED FROM O1

Once insurance companies responded with checks issued to the city and to the defendant's attention, Alameda allegedly deposited those checks into his bank account, totaling $193,086, according to the LA District Attorney's Office.

According to a May 15 statement from the city of Ojai: "Alameda was hired by the City of Ojai in July of 2023. At the time of his hiring, the City was unaware of any pending investigations or allegations of wrongdoing. ... Since the investigation was ongoing during the time of his hire, details about the alleged crimes were confidential and not disclosed to the City."

A preliminary hearing for Alameda has been set for July 23 at the Clara Shortridge Foltz Criminal Justice Center of the Central District of Los Angeles County Superior Court.

Alameda is considered innocent until proven guilty in a court of law.

To view the city of Ojai's frequently asked questions about the issue, visit tinyurl.com/ywjhw9kc.

To view the city of La Canada Flintridge FAQs about the issue, visit tinyurl.com/4wk9xvws.

Public Hearing

A public hearing was held on Monday, June 2, 2025, at Oak View Park & Resource Center at 555 Mahoney Avenue, Oak View, CA 93022, from 5:30 pm to 7:30 pm. The format of the hearing consisted of an open house with displays, a presentation, and verbal comment period.

Four methods were used to collect public comments; comment cards collected at the public hearing, public hearing verbal comments, mail, and project email. The number of comments and types are as follows:

Public Hearing Comment Cards	20
Public Hearing Speakers	15
Project Email	84
Mail	1

Comments were received through U.S. mail and through the project e-mail (GoOakview@dot.ca.gov) during the 46-day comment period (May 12, 2025, to June 27, 2025) and via written comments at the public hearing on June 2, 2025. All comments have been received by the Project Development Team and will be considered for the project design in the future Design phase.

Summary of Comments Received

Community comments were compiled and reviewed from the public hearing, comment cards, mail, and project email. A list of primary concerns identified by the community regarding the proposed project are listed as follows:

Roadway Lanes and Traffic:

- Fear over potential bottlenecks along SR-33 during natural disasters such as wildfires.
- Lane reductions potentially leading to slower vehicle speeds.
- Lane reductions potentially leading to more traffic, which will negatively affect local businesses due to driver frustration.
- Lane reductions causing traffic to divert to local streets, such as Creek Road.
- Trash trucks blocking travel lanes during rush hour.

Safety

- Vehicular accidents because of removal of traffic lanes.

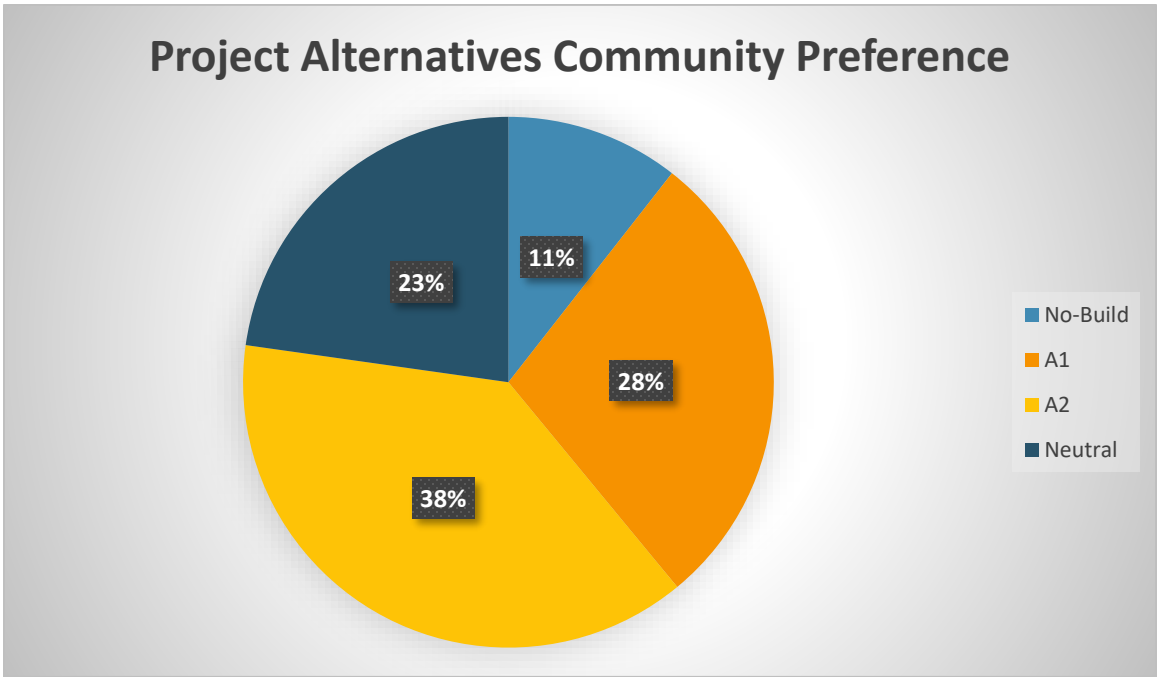
Bike Lanes

- Some residents believe that bike lanes are not needed, as existing bike paths are rarely used.
- Bike lanes would be a benefit, as long as they are safely designed. It will help improve access to local spaces.

Demonstration Project

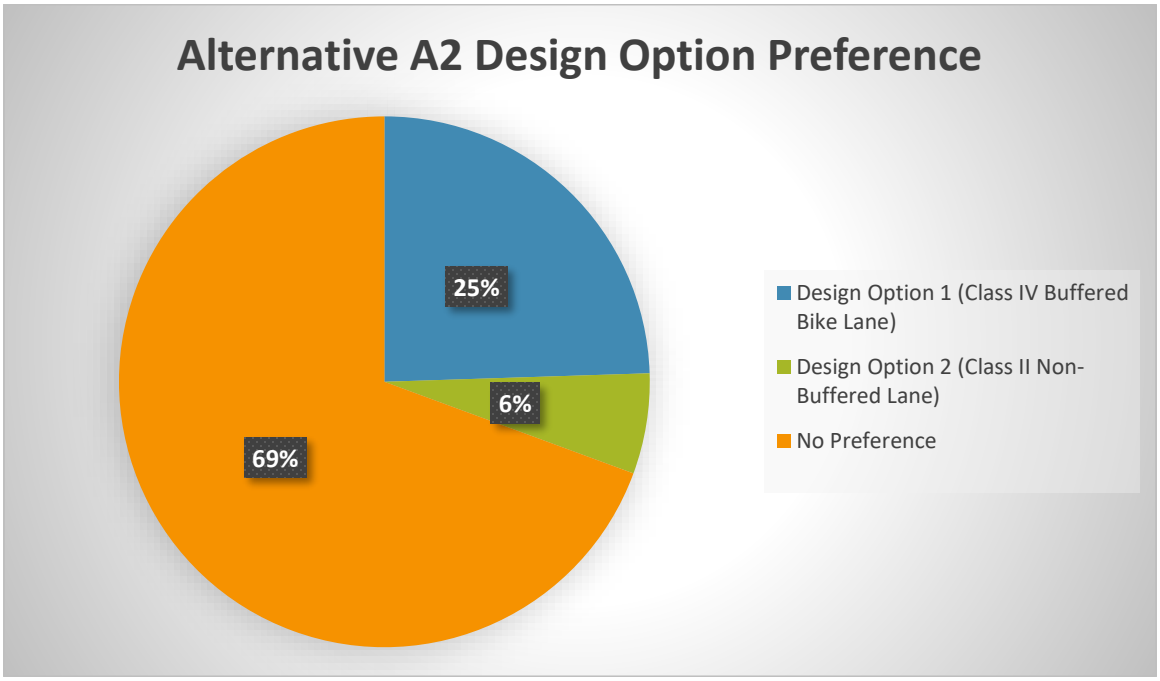
- Some appreciation for the demonstration project, as it improved walking and biking safety.

Figure 24: Project Alternatives Community Preference



In general, the sentiment of the public was split on the road diet versus maintaining the four-lane configuration of SR-33 as shown in Figure 24.

Figure 25: Alternative A2 Design Option Preference



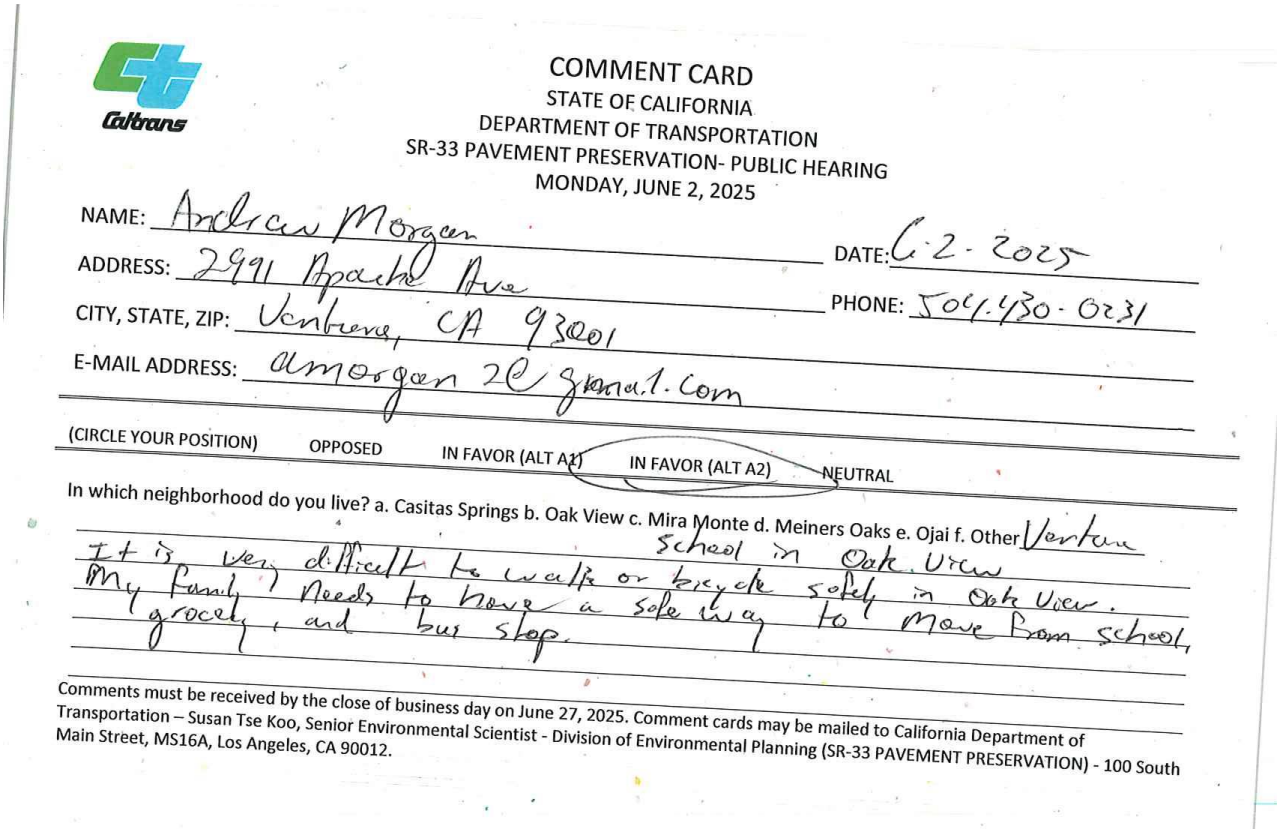
Of the comments received showing support for Alternative A2, 69% showed no preference between design options, while 25% preferred Design Option 1 with a Class IV buffered bike lane, and 6% preferring Design Option 2 with a Class II Non-Buffered Bike Lane.

Future Outreach Efforts

The Draft IS/EA environmental document was circulated to elected officials, governmental agencies, local stakeholders, and other interested and potentially affected parties – reference Chapter 6 of this environmental document (Distribution List) for a complete listing. Project updates will be provided in future phases of the project, including the Design and Construction phases.

4.1 Draft Environmental Document Public Comments and Responses

4.1.1 Public Hearing Comment Cards



COMMENT CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

NAME: Andrew Morgan DATE: 6-2-2025
ADDRESS: 2991 Apache Ave PHONE: 504-430-0231
CITY, STATE, ZIP: Ventura, CA 93001
E-MAIL ADDRESS: amorgan2@gmail.com

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other Ventura

It is very difficult to walk or bicycle safely in Oak View. My family needs to have a safe way to move from school, grocery, and bus stop.

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo, Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Andrew Morgan

The comment states: It is very difficult to walk or bicycle safely in Oak View. My family needs to have a safe way to move from school, grocery, and bus stop.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your concern for safety in the Oak View community and support for Alt A2 are noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Cami Stallings

Affiliation (i.e. organization, resident, business):

Address: Monte Via

Phone/Cell:

Email: cami.stall56@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Top of Santa Ana Blvd the lane directions ↰|↑↱ (left turn only and Straight/right hand turn. Since both left turn and Straight can only go with green light the right hand turns are delayed and backed up until light turns green. The original lane assignments use to be ↰|↑↱ (left turn, straight and right turn.

Left turns to go down Santa Ana Blvd - you almost always have to wait for light to turn yellow/red to be able to turn — Dangerous!!

Traffic time through town has increased.

Businesses are loosing out ~~since~~ because there are many bypassing town due to the congestion of traffic.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Cami Stallings

The comment states: Top of Santa Ana Blvd the lane directions (left turn only and straight/ right hand turn. Since both left turn and straight can only go with green light, the right-hand turns are delayed and backed up until light turns green. The original lane assignment used to be left turn/ straight and right turn.

Left turns to go down Santa Ana Blvd – you almost always have to wait for light to turn yellow/red to be able to turn – Dangerous!

Traffic time through town has worsened.

Businesses are losing out because there are many bypassing town due to the congestion of traffic.

Response to Comment: Thank you for attending the public hearing for the proposed project. The Traffic Study confirms your concern that the storage queue at the SR-33/Santa Ana Blvd intersection is currently exceeded, which can make driving conditions potentially unsafe. Minimization measure T-7 is proposed to extend the storage length at this intersection.

Minimization T-7: Santa Ana Blvd/Ojai Dr Intersection Turn Lane Storage – Extend the storage length from 160 feet to 220 feet for the northbound left turn lane and from 50 feet to 120 feet for the southbound right turn lane to minimize storage length issue during peak hours.

Further evaluation will be conducted during the Design phase to determine the feasibility of additional options that can minimize traffic impacts.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name:	David Gehr, Polly Gehr
Affiliation (i.e. organization, resident, business):	resident
Address:	526 Thomas St., Oak View
Phone/Cell:	805-816-7370
Email:	davegehr@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Fully support A2, option 1 (wide buffer)

We live here in Oak View, both drive and bicycle to destinations in town. We are grateful for the dramatic reduction in speed of vehicular traffic, and for the bicycle lanes which make it safer and more convenient. We hope that the lane reduction will be the choice of solutions. For too long, and after many serious accidents, and fatalities, drivers have made the 4 lanes a dangerous situations. With 2 lanes in, and 2 lanes out, the .6 mile stretch thru town is was a vehicular rodeo.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: David Gehr, Polly Gehr

The comment states: Fully support A2, option 1 (wide buffer)

We live here in Oak View, both drive and bicycle to destinations in town. We are grateful for the dramatic reduction in speed of vehicular traffic, and for the bicycle lanes which make it safer and more convenient. We hope that the lane reduction will be the choice of solutions. For too long, and after many serious accidents, and fatalities, drivers have made the four lanes a dangerous situation. With two lanes in, and two lanes out, the .6 mile stretch through town was a vehicular rodeo.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your concern for safety in the Oak View community and support for Alt A2, Design Option 1 has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Dr. Terry Collins

Affiliation (i.e. organization, resident, business): Resident

Address: 8765 N. Ventura Ave.

Phone/Cell: 805.890.2825

Email: drtcollins@sbcglobal.net

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Option 1 & 2 are expensive & worthless. Since the current bike lane were put in, I have only seen 1 biker. once for 2 blocks. I walk the Oja. trail almost every day. That where all of the bikers go. Besides not being used, the bike lanes have backed up traffic from Oja. to the freeway. I adamantly request Option 3 - going back to the original layout of 2 car lanes each way.

I have lived here 14 years. I am also California credentialed in Public Safety - Driver Ed. & Driver Training.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Dr. Terry Collins

The comment states: Option 1 and 2 are expensive and worthless. Since the current bike lanes were put in, I have only seen one biker once for two blocks. I walk the Ojai trail almost every day. That where all of the bikers go. Besides not being used, the bike lanes have backed up traffic from Ojai to the freeway. I adamantly request Option 3 – going back to the original layout of two car lanes each way.

I have lived here 74 years. I am also California credentialed in public safety. Driver Ed and Driver Training.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your preference to return the layout of the highway to two lanes in each direction has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Gia Isle

Affiliation (i.e. organization, resident, business): resident

Address: 755 Spring St. Oak View CA 93022

Phone/Cell: 805 550 7824

Email: gia.isle@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Thank you for your efforts to make Oak View more safe, more walkable, and more beautiful. As a homeowner near Sunset School, I have been grateful for the demonstration project as it has enabled us to more safely walk to Oak View businesses and for my son to safely ride to the bike path via the new bike lanes. Having a walkable downtown for Oak View will be a huge improvement for both residents and businesses alike. The continued plans to improve via sidewalks, landscaping & more crosswalks will be a benefit to all. I appreciate the study to show traffic is not significantly impacted. I am excited for landscaping, buffers, beautification & safety to improve where we live for years to come.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Gia Ilole

The comment states: Thank you for your efforts to make Oak View more safe, more walkable, and more beautiful. As a homeowner near Sunset School, I have been grateful for the demonstration project as it has enabled us to more safely walk to Oak View businesses and for my son to safely ride to the bike path via the new bike lanes. Having a walkable downtown for Oak View will be a huge improvement for both residents and businesses alike. The continued plans to improve via sidewalks, landscaping and more crosswalks will be a benefit to all. I appreciate the study to show traffic is not significantly impacted. I am excited for landscaping, buffers, beautification, and safety to improve where we live for years to come.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your concern for safety in the Oak View community and support for bike lanes is noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Greg Webster owner Greg Rents, inc

Affiliation (i.e. organization, resident, business): Lived in oak view 40 years owned Grg rents from 09' - current

Address: 420 N Ventura ave Oak View Ca 93022

Phone/Cell: 805-208-1205 cell

Email:

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

I Put my own side walk in 100k in cost

* how much did we Pay the Consultant?
* emergency lane kept in center
* bike ~~tax~~ on road bikes bike lic
* tax dollars for sidewalks
* lack of education on bike lanes
* landscape is not maintained
* Pro landscape & trees for shade

* for opt (1)
* what is the bike lans stripes made from? seems very toxic

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Greg Webster

The comment states: I put my own sidewalk in 100K in cost.

- How much did we pay the consultant?
- Emergency lane kept in center.
- Bike tax on road bikes
- Tax dollars for sidewalks
- Lack of education on bike lanes
- Landscape is not maintained
- Pro landscape and trees for shade
- For opt 1
- What is the bike lane stripes made from? Seems very toxic.

Response to Comment: Thank you for attending the public hearing for the proposed project.

Three consultants were hired for the current Project Approval/Environmental Document phase. Parsons Engineering - $139,974 for preparation of the Traffic Analysis Report, Galvin Consulting - $77,983 for public outreach, and Value Management Strategies - $38,400 for preparation of a Value Analysis.

The center lane will be kept in its current configuration to allow emergency responders to retain clear and timely access in the SR-33 corridor.

Currently, there is no specific local or state tax on road bikes in California. Transportation infrastructure, including bike lanes and sidewalks, are funded through a combination of sources, including state and federal funds (State Highway Operation and Protection Program (SHOPP)), sales taxes, and gas taxes.

Caltrans will continue to work with local agencies to educate the general public on bicycle safety. BikeVenturaCounty currently provides educational services for ages K-8 on bicycle skills and safety (https://bikeventura.org/bicycle-education/). In addition, the California Highway Patrol has an online e-bike safety training program available through their website (https://www.chp.ca.gov/Programs-Services/Services-Information/Bike-and-Ped-Safety).

Landscaping is a feature included in both Build Alternatives for the proposed project. Caltrans will engage with the County of Ventura for a landscape maintenance program along SR-33.

Your preference for Bike Lane Option 1 has been noted.

Bike lane stripes and markings in California are made of various materials, including thermoplastic materials, which are powder paints heated to high temperatures and then sprayed onto the road surface. They form a durable, wear-resistant, and reflective layer after cooling. Glass beads are often added to thermoplastic materials to improve reflectivity, color, and texture. Thermoplastic road striping is generally a safe and durable option when applied correctly with appropriate safety precautions. During construction, Caltrans and the construction contractor will follow all standard safety procedures outlined in the Caltrans Standard Specifications to protect workers and the general public from risks that may come from roadway construction projects.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: James Clark

Affiliation (i.e. organization, resident, business): Both

Address: 145 R.O via 501 N Ventura ave

Phone/Cell: 805 746-3316

Email: ovmJim@Gmail.Com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Change it back To 4 Lanes to Accomdate The Side Streets and Businesses. It Takes Too much Time for my Customers to Navigate the Traffic and I have Lost Business. In The whole 33 Corridor There are more Businesses and Side Streets in Oak view Than in The whole 33 Hwy and Need 4 Lanes to Navigate, The Bike Lane To No where is ridiculous Use The Bike lane Thats Already there few People Use that lane Any-way. There are far more Accidents who is Responsible when Someone gets killed The last one in front of Doughnut Shop a child was Taken away in Ambulance

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: James Clark

The comment states: Change it back to four lanes to accommodate the side streets and businesses. It takes too much time for my customers to navigate the traffic, and I have lost business. In the whole 33 corridor there are more businesses and side streets in Oak View than in the whole 33 highway and need four lanes to navigate. The bike lane to nowhere is ridiculous. Use the bike lane that's already there. Few people use that lane anyway. There are far more accidents who is responsible when someone gets killed. The last one in front of doughnut shop a child was taken away in ambulance.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your preference to return the highway configuration to four lanes is noted. The proposed project will be properly planned and engineered to meet current engineering standards, which will help to reduce crash rates. Additional accident analysis will also be undertaken following project completion to compare accident rates before and after project implementation. Common practice for transportation agencies (FHWA, Caltrans, AASHTO) require a minimum of three years following project implementation to obtain accurate counts to include in accident analysis.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: JAYNE PENDERGAST

Affiliation (i.e. organization, resident, business):

Address: 8330 VENTURA AVE CASITAS SPRINGS

Phone/Cell:

Email:

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

DON'T WANT SIDEWALKS IN CASITAS SPRINGS

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Jayne Penderqast

The comment states: Don’t want sidewalks in Casitas Springs.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your preference for no sidewalks has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name:	Jeff Weinstein
Affiliation (i.e. organization, resident, business):	Local Architect
Address:	353 Montana Road Ojai 93023
Phone/Cell:	805 798 0010
Email:	wenwilpc@aol.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Thank you for accepting public comments. The last time I was here, Steve Bennett, our area representative, would not allow the public to speak, fearing the opinions of those that disagree with him. I am opposed to Lane Reduction thru Oak View because I have yet to see a single bike rider using the bike lane at any time of day when commuting to Ventura nearly everyday. I also ride my bike nearly everyday and regularly use the existing bike trail. 2 lanes are necessary from Ojai to Ventura because when you get behind a slow-moving vehicle at the 'Y' in Ojai, it adds an extra 10-15 minutes getting to Ventura, not 1-2 minutes as some supporters claim. Slow-moving vehicles include large trucks, trailers, agricultural and industrial vehicles. If slowing traffic thru Oak View is the goals, please consider stop signs, speed bumps, flashing yellow lights, etc., not elimination of vehicle lanes needed by drivers. Thank you.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Jeff Weinstein

The comment states: Thank you for accepting public comments. The last time I was here, Steve Bennett, our area representative would not allow the public to speak, fearing the opinions of those that disagree with him. I am opposed to Lane Reduction through Oak View because I have yet to see a single bike rider using the bike lane at any time of day when commuting to Ventura nearly every day. I also ride my bike nearly everyday and regularly use the existing bike trail. Two lanes are necessary from Ojai to Ventura because when you get behind a slow-moving vehicle at the 'Y' in Ojai, it adds an extra 10-15 minutes getting to Ventura, not 1-2 minutes as some supporters claim. Slow-moving vehicles include large trucks, trailers, agricultural, and industrial vehicles, If slowing traffic through Oak View is the goal, please consider stop signs, speed bumps, flashing yellow lights, etc, not elimination of vehicle lanes needed by drivers. Thank you.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your opposition to the lane reduction alternative has been noted. Build Alternative A1 would maintain the existing two-lane configuration in each direction and would install safety features such as sidewalks, pavement delineations, bus pads and shelters, crosswalks, and pedestrian hybrid beacons. Please refer to Chapter 1.5.1 for additional detail.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name:	Jennifer Upman
Affiliation (i.e. organization, resident, business):	resident
Address:	502 Vine St Oak View, CA 93022
Phone/Cell:	805 861 8272
Email:	upman1021@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Az! Cement Buffers!

I'll come out and help plant some trees!

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Jennifer Upman

The comment states: A2! Cement buffers! I'll come out and help plant some trees!

Response to Comment: Thank you for attending the public hearing for the proposed project. Your support for Alternative A2 has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: JOHN CINATL (RETIRED CALTRANS) D-6

Affiliation (i.e. organization, resident, business): RETIRED CALTRANS - D6.

Address: 137 W CHANNEL ISLANDS BLVD PORT HUENEME 93041

Phone/Cell: (805) 984-2631

Email: J.F.CINATL@SBCGLOBAL.NET

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

SEVERAL FRIENDS THAT LIVE IN OTAI/OAKVIEW REPORT MAJOR PROBLEMS ON 33 AND 78 TRASH TRUCKS BLOCKING THE HIGHWAY DURING RUSH HOUR

PERHAPS WORK WITH THE TRASH COLLECTION FOLKS & ADJUST PICK-UP HOURS OUTSIDE OF RUSH HOURS

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: John Cinatl

The comment states: Several friends that live in Ojai/Oak View report major problems on 33 due to trash trucks blocking the highway during rush hour.

Perhaps work with the trash collection folks and adjust pick-up hours outside of rush hours.

Response to Comment: Thank you for attending the public hearing for the proposed project. Caltrans has notified the County regarding concerns about trash collection hours.

The County of Ventura Public Works has jurisdiction of waste management services in the project area and may be contacted through their public information office. The public may submit any questions and concerns through the online application VCPWA Connect. https://publicworks.venturacounty.gov/report-a-concern/

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Michael Alcente

Affiliation (i.e. organization, resident, business):

Address: 150 Rio Vista

Phone/Cell: 805 649 3831

Email:

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Decisions made by those not living here not wanted!
This is our town and NO changes without Votes!
Its Bad For Business and Customers alike!
We'll take sidewalks but Need the extra lane.
Don't Need a Bike Lane We have uses
How Can you change Our Community Without a Vote – We Voted For Resource Center going there town has become a pain in the ass, all too much traffic

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Michael Aldenete

The comment states: Decisions made by those not living here not wanted. This is our town and no changes without votes! It's bad for business and customer alike! We'll take sidewalks but need the extra lane. Don't need a bike lane no one uses. How can you change our community without a vote – we voted for resource center. Going through town has become a pain in the ass, all too much traffic.

Response to Comment: Thank you for attending the public hearing for the proposed project. Community input is valuable for all major Caltrans projects when selecting the preferred alternative. Your preference to return the highway to its original configuration has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: _____

Affiliation (i.e. organization, resident, business): _____

Address: _____

Phone/Cell: _____

Email: _____

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

I really would like to hear a response to the question Why do we need the 2 bike paths that are both traveling north & South within a ¼ mile or less of each other, its after the fact but my comment/ Question is why did we need this 2!

Going back to the original design seems best, that is my opinion.
Returning to a 4 lane situation?
Traffic flow through town Oak View with large semi-trucks, whatever the design that was proposed the area is still not safe for bicyclists and pedestrians, or autos.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Anonymous

The comment states: I really would like to hear a response to the question why do we need the two bike paths that are both traveling north and south within a 1/4 mile or less of each other, it's after the fact but my comment/question is why did we need this?!

Going back to the original design seems best, that is my opinion. Returning to a four-lane situation. Traffic flow through town Oak View with large semi-trucks, whatever the design plan that was proposed the area is still not safe for bicyclists and pedestrians, or autos.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your preference for a four-lane configuration has been noted.

A Multimodal Study was completed by the County of Ventura for SR-33 in March 2020. The Multimodal Study recommended a road diet to improve safety and reduce vehicle speeds in the project area. The study also shows that implementing a bike lane through Oak View would help to improve access to the existing Ojai Valley Trail, allowing users to use the trail for short-distance trips within the community.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Polly Gehr

Affiliation (i.e. organization, resident, business): resident

Address: 526 Thomas St

Phone/Cell: Oxnard 805-797-6563

Email: davegehr@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Please keep the bike lanes. We are happy to have the lane reduction to slow down the traffic. It is nice to be able to ride to the post office, bank, Ranch Market, etc.

It is ridiculous to me that people are against it when it is just over ½ mile. It is sad that people can't slow down and be patient.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

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Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Polly Gehr

The comment states: Please keep the bike lanes. We are happy and have the lane reduction to slow down the traffic. It is nice to be able to ride to the post office, bank, Ranch Market, etc.

It is ridiculous to me that people are against it when it is just over ½ mile. It is sad that people can't slow down and be patient.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your preference for bike lanes in the project area has been noted.

opposed to

SR-33 Pavement Preservation Project

Public Hearing

Emergency Fire Evacuation Concerns

Comment Sheet

Name: Robert Wells

Affiliation (i.e. organization, resident, business): Resident

Address: 8791 Nye Rd, Apt. 2, Casitas Springs, CA

Phone/Cell: 805-258-8463

Email: musicartproduction@gmail.com

OPPOSED! For No-Build Alternative B !!!

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

X Reinstate the 4 lanes through Oak View only! (5?) Do this immediately, this is an Emergency!

X No more new work is needed on SR-33 now.

X For alternative B – the no-build alternative

X I reject the current trial test of the (3?2) lanes through Oak View. It is not wanted. X It is a traffic bottleneck now and would be very dangerous in a fire situation (like the Thomas Fire) when the thousands of residents in Ojai Valley would be (5?) evacuating on SR-33. Reinstate the original 4 lanes and road markings through Oak View only! (over)

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

* We residents do not want to have traffic slowed down ~~in any~~ through Oak View or even be in a stop and go situation where potentially people could be burned alive in their cars as what happed to the camp fire victims ~~are~~ stuck in their cars trying to leave Paradise, CA!

* No Bike lanes are needed through Oak View because there is a bike path that runs all the way from Ventura to Ojai. I never see people riding bikes through Oak View.

Fold Here

* Don't contribute to a traffic bottleneck through Oak View that could back up traffic immensely in a very dangerous fire evacuation situation of all the residents of ~~the~~ Ojai Valley as was the case during the Thomas Fire. Don't contribute to people being burned alive in their cars here!!!

Place Stamp Here

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

Commenter: Robert Wells

The comment states: Opposed! For No Build Alternative B!!!

Reinstate the four lanes through Oak View only! (5?) Do this immediately. This is an emergency!

No more new work is needed on SR-33. Now.

For Alternative B – the no-build alternative.

I reject the current trial test of the 2 (3?) lanes through Oak View. It is not wanted. It is a traffic bottleneck now and would be very dangerous in a fire situation (like the Thomas Fire) when the thousands of residents in Ojai Valley would be evacuating on SR-33. Reinstate the original four lanes and road markings through Oak View only!

We residents do not want to have traffic slowed down through Oak View or even being a stop and go situation where potentially people could be burned alive in their cars as what happened to the Camp Fire victims stuck in their cars trying to leave Paradise, CA!

No bike lanes are needed through Oak View because there is a bike path that runs all the way from Ventura to Ojai. I never see people riding bikes through Oak View.

Don't contribute to a traffic bottleneck through Oak View that could back up traffic immensely in a very dangerous fire evacuation situation of all the residents of Ojai Valley as was the case during the Thomas Fire. Don't contribute to people being burned alive in their cars here!!!

Response to Comment: Thank you for attending the public hearing for the proposed project. Your preference for Alternative B – No-Build is noted.

Caltrans shares your concern regarding any condition that might increase risk during fire evacuations. The proposed project will be designed to current Caltrans standards and will allow use of the center median for emergency vehicle access. The All-Hazards Evacuation Plan was completed by the County of Ventura in September 2024. Caltrans, along with the County of Ventura, local jurisdictions, and community stakeholders are required to follow the scope of this plan in the event of an emergency that requires evacuation. For additional information on emergency readiness please refer to https://www.readyventuracounty.org/.

During project planning and development, Caltrans collaborated with emergency service providers in the project area during preparation of the Traffic Analysis in June 2024. As a result of this coordination, the option of a raised center-median was dropped from the project design to maintain access for emergency vehicles within the project boundary. Caltrans will continue to actively consult with local fire departments and emergency services during the project Design phase. Throughout project development, Caltrans will continue to consider the emergency service needs of the project area.

It is true that the Ojai Valley Trail runs parallel to SR-33, but not all trips begin or end on that trail. Bike lanes on SR-33 are intended to safely accommodate cyclists who need access to homes, businesses, schools, and transit stops in Oak View.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: ROSE BONNER

Affiliation (i.e. organization, resident, business): BUSINESS/COMMERCIAL

Address: 501 VENTURA AVE., OAK VIEW

Phone/Cell: (805) 994-6494

Email:

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

- FOR A COMMUNITY TO BE VACANCED, ECONOMY-WISE, IT MUST BE ABLE TO CATER ITS COMMUNITY, ADJACENT NEIGHBORS AND VISITORS AS WELL. OTHERWISE, IF IT IS TO CATER ONE SIDE ONLY, THE TOWN IS DOOM TO FAIL.
- WE DO NOT WANT TO FOLLOW A LIMITED, ONE-SIZE FITS ALL TOWN. WE ARE LUCKY TO SEE THE ONE~~X~~ TOWN WHO HAS A MIXTURE OF BUSINESSES, RELIGIOUS CENTER, SCHOOLS RESTAURANTS, AUTO SHOPS, ETC.
- IF ONLY ONE OR A COUPLE OF GROUPS ARE REPRESENTED, THINKS WILL GO WELL FOR ONE OR A COUPLE SECTORS WHO'S NEEDS ARE CONSIDERED AND THEIR CONCERNS ADDRESSED.
- IT WOULD BE GRATE IF SOME OF THE CUL-DE-SACK COULD ~~MAKE~~ MAKE ROOM TO CONNET TWO OR THREE STREETS ON EACH END IN A WAY TO GO AROUND THROUGH THE NEIGHBORHOOD NOT ON HWY 33.
- HIWAY 33 IS MADE FOR TRAFFIC; NOT PEDESTRIANS. IT WOULD BE GOOD TO HELP MOTHERS TO DO IT OFF THE HWY. 33

Thank you.

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Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Rose Bonner

The comment states: For a community to be balanced, economy-wise, it must be able to cater to its community, adjacent neighbors and visitors as well. Otherwise, if it is to cater one side only, the town is doom to fail.

We do not want to follow a limited, one-size fits all town. We are lucky to see the one town who has a mixture of businesses, religious center, schools, restaurants, auto shops, etc.

If only one or a couple of groups are represented, things will go well for one or a couple sectors whose needs are considered and their concerns addressed.

It would be great if some of the cul-de-sac could make room to connect two or three streets on each end in a way to go around through the neighborhood. Not on highway 33.

Highway 33 is made for traffic; not pedestrians. It would be good to help mothers to do it off the highway 33. Thank you.

Response to Comment: Thank you for attending the public hearing for the proposed project. Caltrans considers all comments received from the community in project decision-making.

In the project area, Caltrans has jurisdiction only on the SR-33 right-of-way. Any alterations to local streets would be overseen by the County of Ventura Public Works Office. The public may submit any questions and concerns through the online application VCPWA Connect. https://publicworks.venturacounty.gov/report-a-concern/

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Vicki Quinlyn

Affiliation (i.e. organization, resident, business):

Address: 605 Spring St OV 93022

Phone/Cell: 805 670 6821

Email: vicke.quinlyn@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

Environmentally - Even if you remove lanes it does not mean less traffic. It creates more accidents as a result of drivers having few options when face with - normal trafic Flow - turing - slowing to turn.

So far what has been created are pedestrians & bikers being hit, an advance in car accidents, frustration and delays.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Vicke Quinlyn

The comment states: Environmentally – Even if you remove lanes it does not mean less traffic. It creates more accidents as a result of drivers having few options when faced with normal traffic flow – turning – slowing to turn.

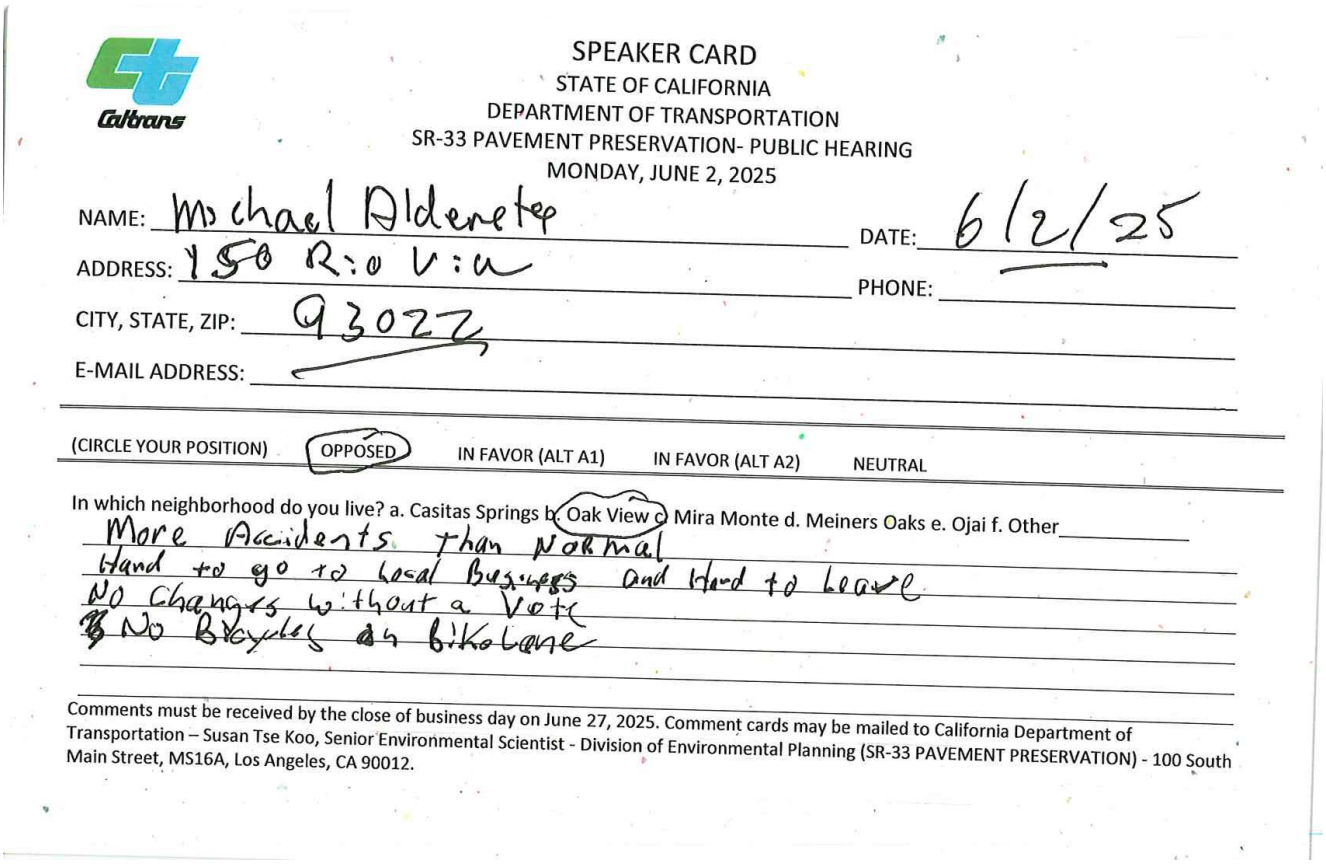
So far what has been created are pedestrians and bikers being hit, an advance in car accidents, frustration and delays.

Response to Comment: Thank you for attending the public hearing for the proposed project. According to the Multimodal Study (2020) prepared by the County of Ventura for SR-33, most collisions in the study area occur because of unsafe speeds. However, there is a lack of data that shows a lane reduction would cause more accidents. Federal Highway Administration (FHWA) and numerous studies show:

- Average crash reductions of 19-47% after converting 4 lanes to 3.
- Rear-end and left-turn crashes drop significantly because turning movements are better organized.
- Pedestrian safety improves because there are fewer lanes to cross and slower vehicle speeds.

The proposed project will be designed to current Caltrans standards, which will help to improve safety in the project area.

Additional accident analysis will also be undertaken following project completion to compare accident rates before and after project implementation. Common practice for transportation agencies (FHWA, Caltrans, AASHTO) require a minimum of three years following project implementation to obtain accurate counts to include in accident analysis.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

NAME: Michael Aldenete DATE: 6/2/25
ADDRESS: 150 Rio Vista PHONE:
CITY, STATE, ZIP: 93022
E-MAIL ADDRESS:

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

More Accidents than Normal
Hard to go to local Business and Hard to Leave
NO Changes without a Vote
No Bicycles on bikelane

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo, Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Michael Aldenete

The comment states: More accidents than normal.

Hare to go to local businesses and hard to leave.

No changes without a vote.

No bicycles on bike lane.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your opposition to the project has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Ginger Maxwell

Affiliation (i.e. organization, resident, business): resident

Address: 935 Spring Street Oak View CA 93022

Phone/Cell: 805. 216-0188

Email: gemspring1@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

We have always supported the idea of the project. We have raised three kids in Oak View and community walkability / bikeability and safety are top priority! We also crave beautification of our thoroughfare.

The demonstration phase has effectively shown the impact of traffic to be minimal. We use the roadway at all hours and there is only occasionally a line at the intersections. We appreciate the more regulated traffic flow and speed suppression. It is outrageous that people are still using the bike lanes to speed around, and it just highlights the need for concrete buffers to the bike and walk zone.

We support Build Alternative A-2, Thank you!

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025**. Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

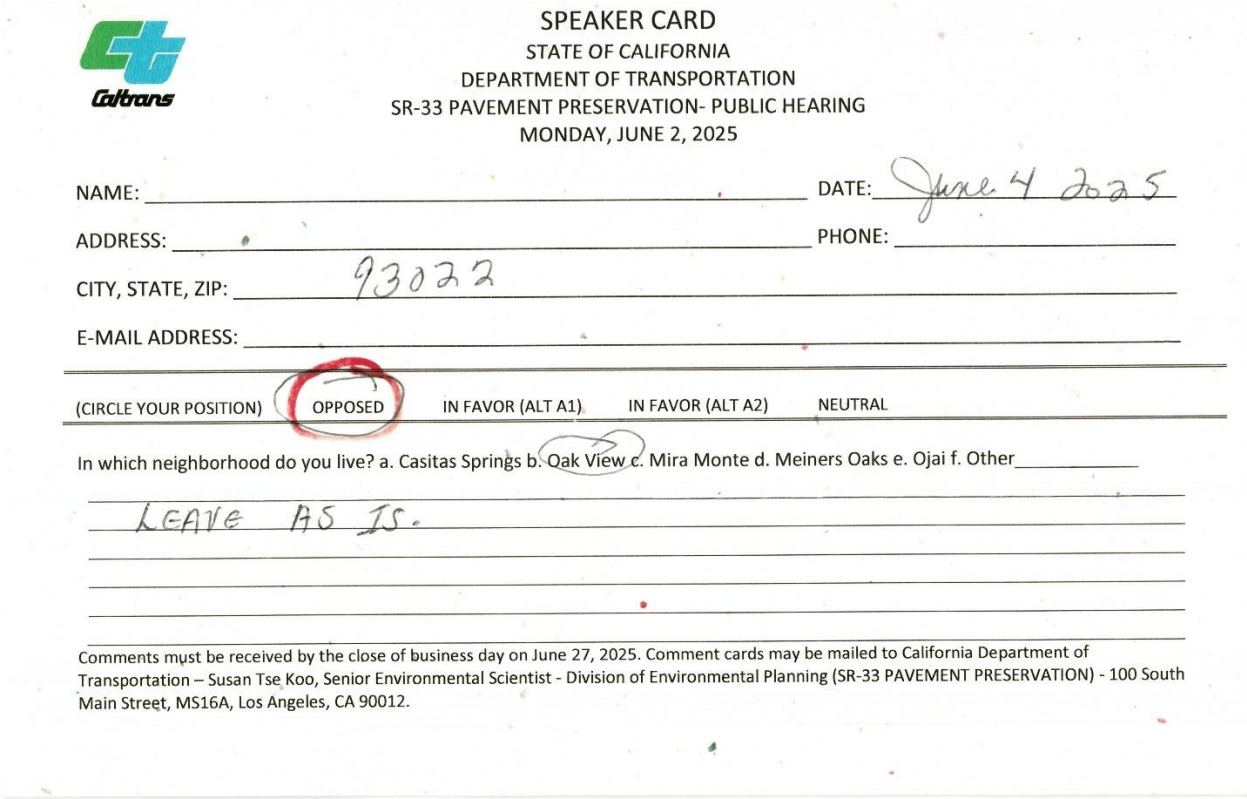
Commenter: Ginger Maxwell

The comment states: We have always supported the idea of the project. We have raised three kids in Oak View and community walkability/bikeability and safety are top priority! We also crave beautification of our thoroughfare.

The demonstration phase has effectively shown the impact in traffic to be minimal. We use the roadway at all hours and there is only occasionally a line at the intersections. We appreciate the more regulated traffic flow and speed suppression. It is outrageous that people are still using the bike lanes to speed around and it just highlights the need for concrete buffers to the bike and walk zone.

We support Build Alternative A2. Thank you!

Response to Comment: Thank you for attending the public hearing for the proposed project. Your insight and commitment to safety is valued for project input. Your support for Build Alternative A2 has been noted.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

NAME: _____ DATE: June 4 2025

ADDRESS: _____ PHONE: _____

CITY, STATE, ZIP: 93022

E-MAIL ADDRESS: _____

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other_____

LEAVE AS IS.

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo, Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Anonymous

The comment states: Leave as is.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your opposition to the proposed project has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Carrie Eller

Affiliation (i.e. organization, resident, business): resident

Address: 540 Thomas St. Oak View, CA 93022

Phone/Cell: 805-485-8204

Email: carreeller58@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

I fully support A2, option 1 (wide buffer) As Oak View residents for 25 years we are thrilled to have the option to dramatically improve safety in our community. This 6/10ths of a mile is the heart of the community. We have experienced numerous close calls of accidents from speeding. This will also encourage more people to walk and bike around our community. When I broke my ankle and couldn't drive, I fully realized how dangerous our current situation is.

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025**. Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Carrie Eller

The comment states: I fully support A2, option 1 (wide buffer). As Oak View residents for 25 years we are thrilled to have the option to dramatically improve safety in our community. This 6/10ths of a mile is the heart of the community. We have experienced numerous close calls of accidents from speeding. This will also encourage more people to walk and bike around our community. When I broke my ankle and couldn't drive, I fully realized how dangerous our current situation is.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your support for Alternative A2, design option 1 has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name:	Jimmy HARVEY
Affiliation (i.e. organization, resident, business):	Resident
Address:	540 THOMAS ST OAK VIEW CA 93022
Phone/Cell:	805 402 3218
Email:	BADFEETZ@GMAIL.COM

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

I THINK A2 OPTION 1 WITH THE WIDE BUFFER. A MAJOR IMPROVEMENT would be INSTALLING TURN ARROW at EACH TRAFFIC LIGHT

I AM ENCOURAGED that OUR COMMUNITY will get THAT "SMALL TOWN" feel AGAIN where it IS COMFORTABLE WALKING AND BIKING DOWN TOWN

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Jimmy Harvey

The comment states: I think A2 option 1 with the wide buffer. A major improvement would be installing turn arrow at each traffic light.

I am encouraged that our community will get that “small town” feel again where it is comfortable walking and biking downtown.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your support for Alternative A2 option 1 has been noted.

The scope of the project includes upgrading traffic signals to current standards at four intersections, and the project is primarily focused on upgrading the existing highway infrastructure to current standards. Signal upgrades – such as installing protected turn arrows – typically fall under a separate capital improvement process and would require additional environmental review, engineering design, and funding beyond the current project scope.

While new signalization may not be included as part of this project, Caltrans continues to document community support for future signal upgrades and is committed to conducting further traffic safety analyses in coordination with local agencies.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Margo Kwiatkowski

Affiliation (i.e. organization, resident, business):

Address: 15 Almond Ave, Oak View CA 93022

Phone/Cell: 805-258-3372

Email: margogeorgnion@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

I really look forward to the changes proposed in A1 and A2. As a mom of two young boys we are often crossing the 33 to get to school, the park, the market and the coffee shop. My family loves that we can walk to these places with a stroller but we often don't feel safe. The more sidewalks and separation between cars and the sidewalk - the better. One area that really needs to be addressed is the corner of Lomier and the 33 where the bank is. There is no way to get to the corner with a double stroller without walking in the road. I would love to see more businesses stick around in Oak View and I think the town will clean up more with added pedestrian access and even parking. Land scaping along the way sounds so amazing. Oak View has so much potential and I hope the council continues to keep our citizens (esp children!) safe. Also, we don't NEED a bike lane... but we do need safe sidewalks.

- Physical Therapist (business owner in Ventura)

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025**. Written comments may be submitted at the hearing or via:

Susan Tse Koo
Senior Environmental Scientist
Caltrans, District 7
100 S Main St, M/S16A
Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Margo Kwiatkowski

The comment states: I really look forward to the changes proposed in A1 and A2. As a mom of two young boys we are often crossing the 33 to get to school, the park, the market and the coffee shop. My family loves that we can walk to these places with a stroller but we often don't feel safe. The more sidewalk and separation between cars and the sidewalk – the better. One area that really needs to be addressed is the corner of Larmier and the 33 where the bank is. There is no way to get to the corner with a double stroller without walking in the road. I would love to see more businesses and stores around in Oak View and I think the town will clean up more with added pedestrian access and even parking. Landscaping along the way sounds so amazing. Oak View has so much potential and I hope the counsel continues to keep our citizens (esp children!) safe. Also, we don't need a bike lane…but we do need safe sidewalks.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your insight and commitment to safety is valued for project input. As part of the project scope, the Larmier Ave/SR-33 intersection will be upgraded to current standards to allow for safer access to the surrounding businesses. Your support for the project has been noted.

SR-33 Pavement Preservation Project

Public Hearing

Comment Sheet

Name: Rose Marie Eller

Affiliation (i.e. organization, resident, business):

Address: 1273 South Rice Road Ojai, CA

Phone/Cell: 830-377-9341

Email: roseMarieeller34@gmail.com

Thank you for your interest in SR-33 Pavement Preservation Project. We welcome your comments.

I would love to see the 6/10 ths of a mile through the community of Oak View be improved for safety and beautification. Being able to support the local businesses and post office without fear of being killed by speeding vehicles would help the community and me!

A2 option 1 looks wonderful, but please use this vote as supporting all options which keep a single lane each direction. I am concerned that multiple options could allow the "go back to the way it was" minority have an advantage. Thank you!

PUBLIC COMMENT PERIOD: The formal comment period for SR-33 Preservation Project ends on **Friday, June 27, 2025.** Written comments may be submitted at the hearing or via:

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Senior Environmental Scientist
Caltrans, District 7
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Los Angeles, CA 90012

GoOakview@dot.ca.gov

Please submit all comments via mail, email, and the project website (as indicated in QR code).

Caltrans

Commenter: Rose Marie Eller

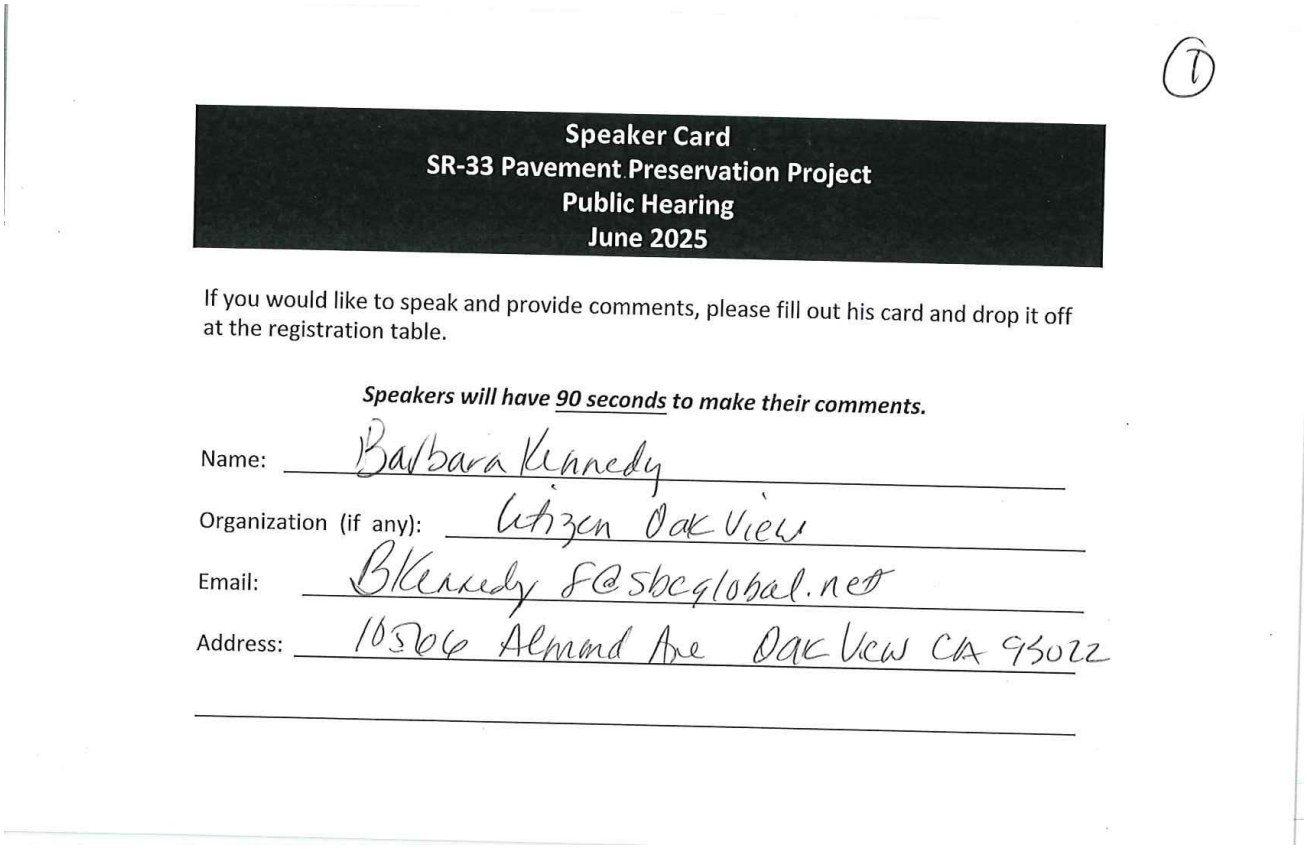
The comment states: I would love to see the 6/10ths of a mile through the community of Oak View be improved for safety and beautification. Being able to support the local businesses and post office without fear of being killed by speeding vehicles would help the community and me!

A2 option 1 looks wonderful, but please use this vote as supporting all options which keep a single lane each direction. I am concerned that multiple options would allow the "go back to the way it was" minority have an advantage. Thank you!

Response to Comment: Thank you for attending the public hearing for the proposed project. Your support for Alternative A2, option 1 has been noted.

4.1.2 Public Hearing Verbal Comments

The following section are comments obtained during the verbal comment period of the public hearing.



(1)

Speaker Card
SR-33 Pavement Preservation Project
Public Hearing
June 2025

If you would like to speak and provide comments, please fill out his card and drop it off at the registration table.

Speakers will have 90 seconds to make their comments.

Name: Barbara Kennedy

Organization (if any): Citizen Oak View

Email: BKennedy8@sbcglobal.net

Address: 10506 Almond Ave Oak View CA 93022

Commenter: Barbara Kennedy

Verbal Comment: My comment is that I am in favor of turn signals at each of the intersections. I think that would save a lot of the problems that we have in Oak View. There's not enough time for cars to get through, and we watch people run red lights all day long. It would also allow for the businesses to have time to make those left-hand turns to get out of their businesses for their patrons. That's a big problem in Oak View right now. The cars never stop going. And so until we can get those cars to stop, there's no way for these people to work with the business owners and be patrons for them.

I think lack of police enforcement is a huge issue in Oak View. I think that has a lot to do with the accidents that we're having right now. People driving in the bike lane when they shouldn't be. The other big question I'm going to have – you probably can't answer today – is e-bikes. Are they supposed to be in that bike lane or not? I think there's a lot of confusion. I think the lack of education on this whole project has really left for some of the issues that we're having in our community. I think that that's the number one thing.

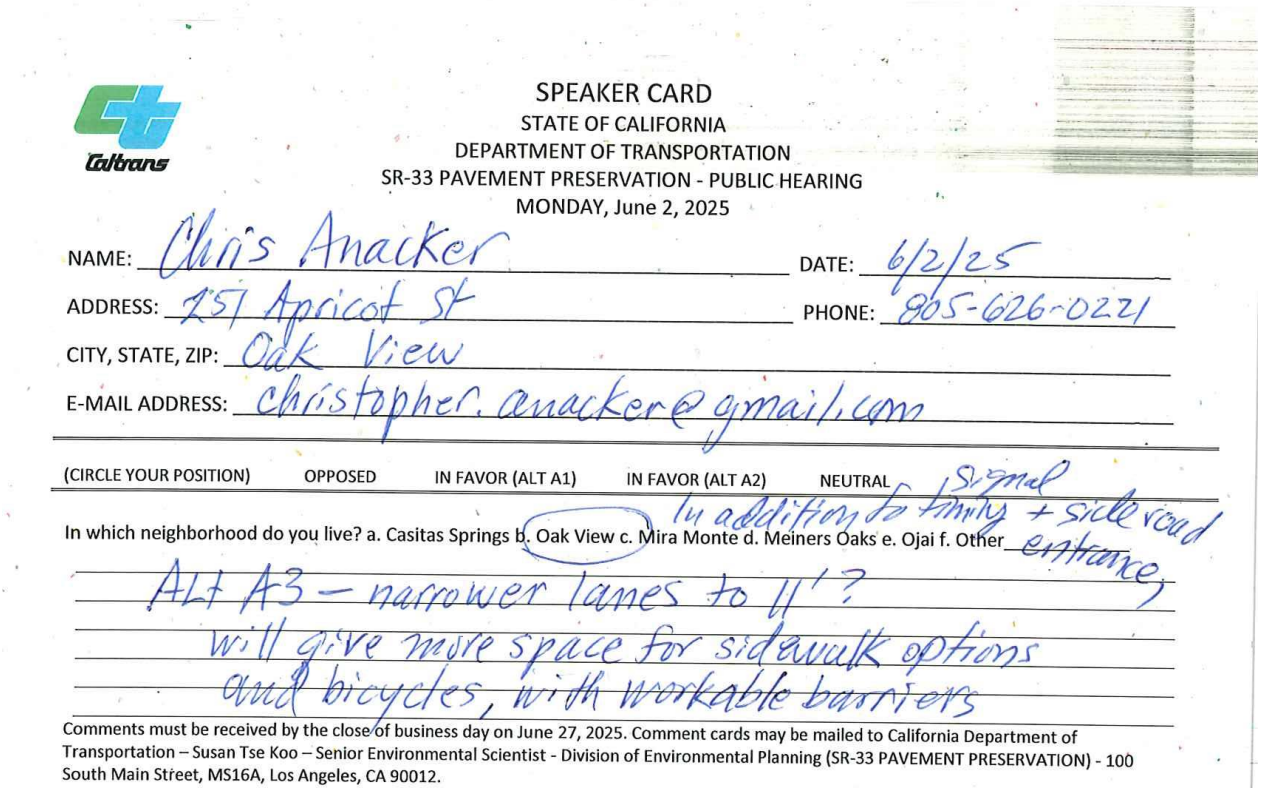
For instance, the stoplight in Casitas Springs. You're talking about putting more of those in Oak View for crosswalks in Oak View. Nobody knows how to use the thing. People don't remember that a flashing red light means stop. The point of the flashing red light is to slow traffic. It's not just to get people to cross the street. The flashing red light is supposed to continue on till people stop like it's a four-way stop and slow and calm the traffic going through the community. I think education is what we're really, really lacking in this project from the very beginning.

Response to Comment: Thank you for attending the public hearing for the proposed project. We agree that improving signal phasing – especially protected left-turn signals where feasible – could help alleviate congestion and reduce red-light running. The scope of the project includes upgrading traffic signals to current standards at four intersections, and the project is primarily focused on upgrading the existing highway infrastructure to current standards. Several minimization measures are proposed as part of the Traffic Analysis completed for this project, which include left turn restrictions at unsafe intersections, signal optimization, and additional left turn storage. In the project Design phase, Caltrans will further evaluate these measures and include them as needed to maximize safety along the project corridor.

Your concern about inadequate traffic enforcement has been noted. While the County and Caltrans oversee infrastructure, law enforcement is under the jurisdiction of the Ventura County Sheriff's Office and California Highway Patrol. We are in communication with local public safety partners to share these concerns.

We agree that public education is paramount to improved safety for highway users. BikeVenturaCounty currently provides educational services for ages K-8 on bicycle skills and safety (https://bikeventura.org/bicycle-education/). In addition, the California Highway Patrol has an online e-bike safety training program available through their website (https://www.chp.ca.gov/Programs-Services/Services-Information/Bike-and-

Ped-Safety). Caltrans will continue to work with local agencies to educate the general public on bicycle and traffic safety.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION - PUBLIC HEARING
MONDAY, June 2, 2025

NAME: Chris Anacker DATE: 6/2/25
ADDRESS: 157 Apricot St PHONE: 805-626-0221
CITY, STATE, ZIP: Oak View
E-MAIL ADDRESS: christopher.anacker@gmail.com

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

In addition to turning + side road signal entrance,
ALT A3 – narrower lanes to 11'?
will give more space for sidewalk options
and bicycles, with workable barriers

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo – Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Chris Anacker

Verbal Comment: I have an idea to accept Alternative 3. Somebody mentioned go back to the two lanes, but if Caltrans can do it – and I think they can from the research I've done – is narrow the lanes to 11 feet instead of 12 feet, and then you have more space for the safety and wider sidewalks.

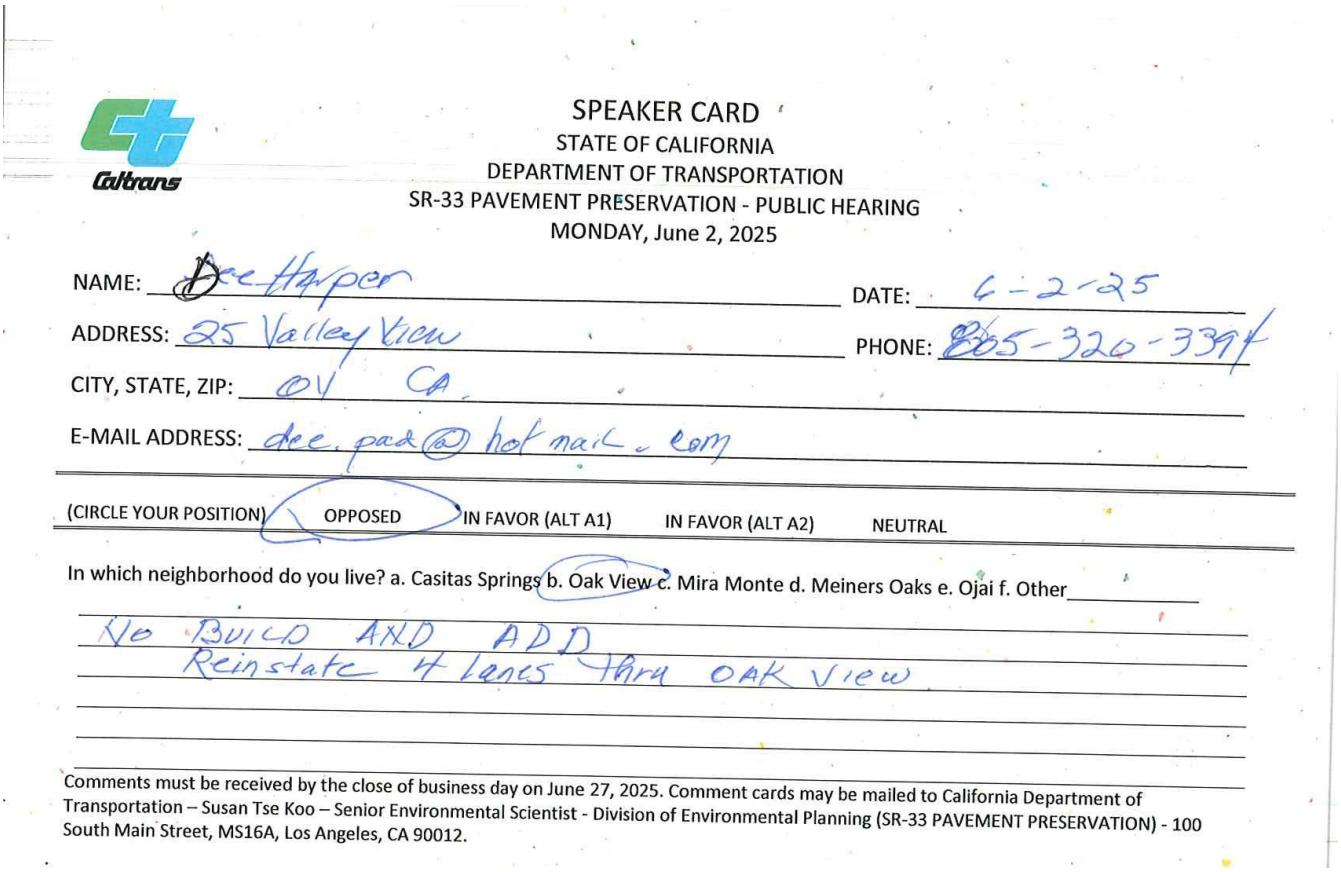
So you kind of accommodate and compromise for both. You've got wider lanes – narrower lanes, but you've got two lanes going back to what people want, for some reason. Good luck with negotiating back past – getting south past Larmier. You'll have to let each other go by, but that may be the compromise. Anyway, so that's the gist of it. It's narrower lanes, if they can do it, and I understand 11 feet can work. Thank you.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your suggestion regarding the use of 11-foot lanes to accommodate two travel lanes while providing additional space for safety improvements has been noted.

Caltrans recognizes the importance of balancing mobility, safety, and community preferences in the design of transportation projects. The feasibility of implementing 11-foot lanes was considered during the development of project alternatives. While 11-foot lanes are acceptable under certain conditions and are used in various contexts, their suitability depends on factors such as roadway classification, traffic volumes, vehicle mix (including trucks and agricultural equipment), and safety standards.

For SR-33, which serves as a regional corridor and experiences a mix of passenger vehicles and heavy trucks, the use of narrower lanes could impact operational safety and efficiency. Additionally, the roadway geometry, right-of-way constraints, and existing infrastructure pose design challenges that may limit the ability to reintroduce two full travel lanes while also enhancing pedestrian facilities and ensuring compliance with applicable design standards.

That said, the input provided regarding lane width and the potential for compromise solutions is valuable and will be considered as part of the ongoing project development and final design. Caltrans is committed to engaging with the community and exploring context-sensitive solutions wherever feasible.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION - PUBLIC HEARING
MONDAY, June 2, 2025

NAME: Dee Harper DATE: 6-2-25

ADDRESS: 25 Valley View PHONE: 805-320-3394

CITY, STATE, ZIP: OV CA.

E-MAIL ADDRESS: dee.pad@hotmail.com

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

No BUILD AND ADD
Reinstate 4 lanes thru OAK View

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo – Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

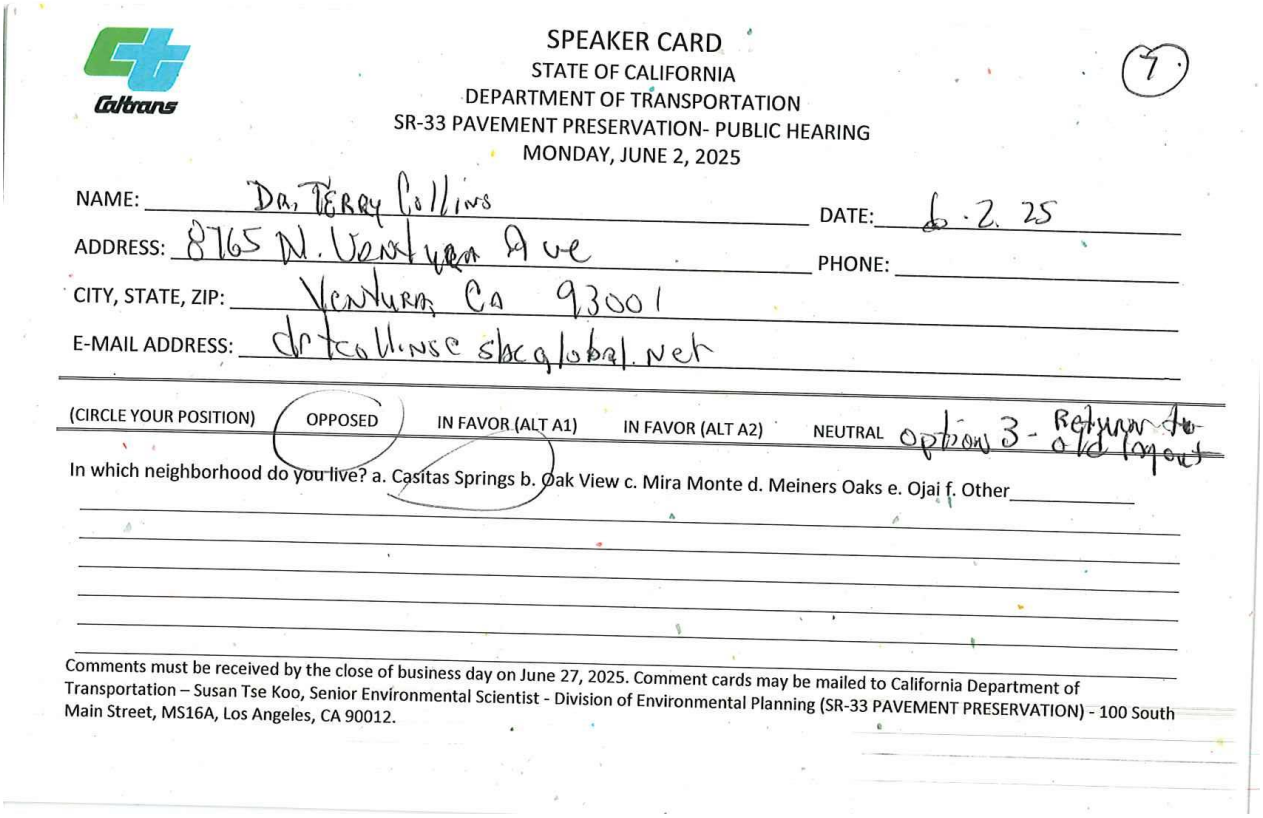
Commenter: Dee Harper

Verbal Comment: I'm going to be very simplistic in my plea to this community, and that is, do you remember the Thomas Fire? My primary concern is the Thomas Fire and evacuation of this Valley for its residents. I want a return to a four-lane capacity. I'm also concerned that the State of California is a billion dollars in debt; that very few people are using the bike lanes currently.

I have empathy for the businesses. I support Greg Rents. Greg, if you are here, you can go back and see my name on lots of receipts, and I think a lot of us have empathy for businesses. But the current situation in Oak View is not helpful for your business, so that's my plea. Please remember these things. They are important to this community, and I plan to live here till I'm 100, so, you know. Thank you.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your opposition has been noted.

We recognize the deep impact the Thomas Fire had on this region, and we share your commitment to ensuring that emergency evacuation routes remain safe, functional, and efficient. Wildfire preparedness is a serious concern that is considered throughout the design process, and Caltrans works closely with public safety agencies to ensure that roadway designs support effective emergency response and evacuation procedures.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

7

NAME: Dr. Terry Collins DATE: 6.2.25
ADDRESS: 8765 N. Ventura Ave PHONE:
CITY, STATE, ZIP: Ventura, Ca 93001
E-MAIL ADDRESS: drtcollinsesbcglobal.net

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL Option 3 - Return to old lanes

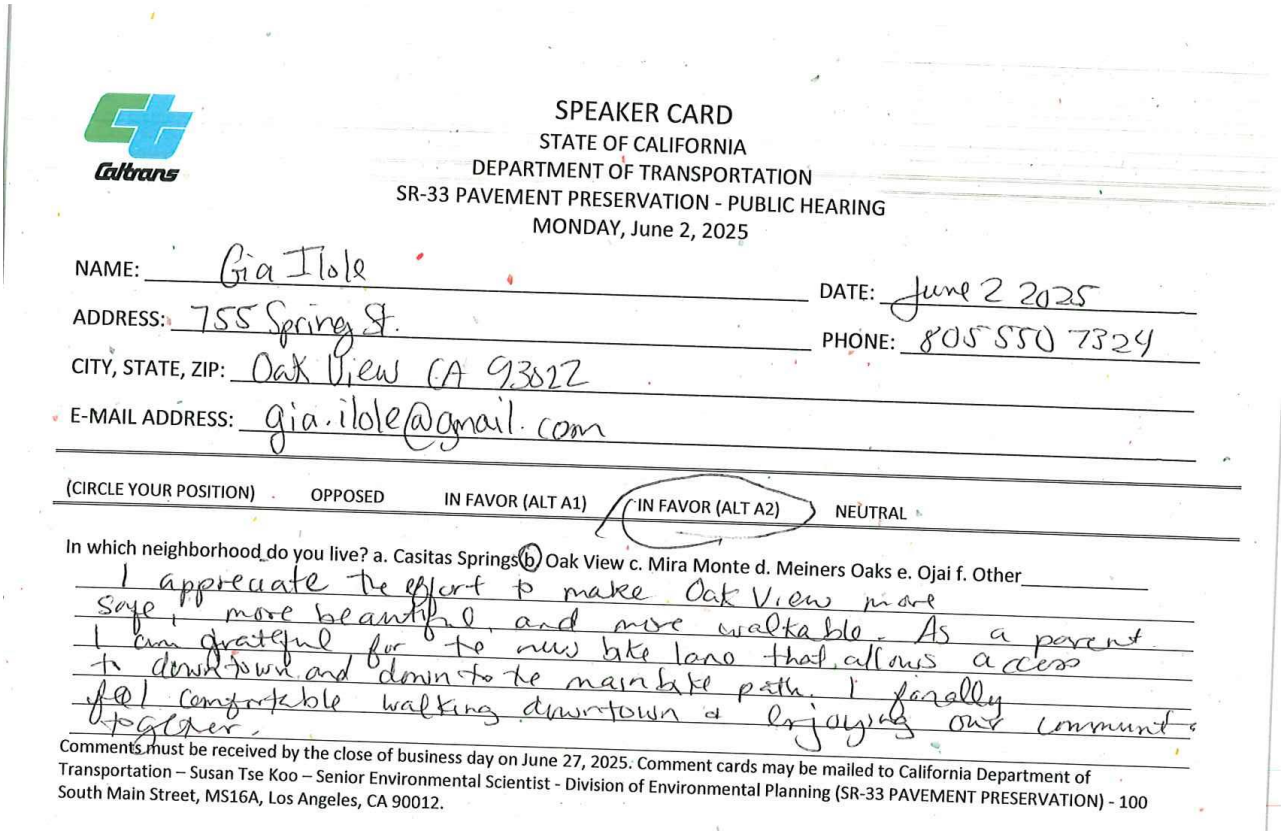
In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo, Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Dr. Terry Collins

Verbal Comment: I'm coming from the perspective of having lived here 74 years.· I've been driving this road 59 years.· I go to Ojai at least a dozen times a week. Besides that, I'm a retired educator.· One of my credentials is in public safety, including driver education, driver's training.· I've got a little perspective there. · · · · · Since the bike lanes demonstration project was put in, the total bikes I have seen on those areas is one.· I walk the Ojai trail every day, and I see many, many bikes there where it's very safe for them to use that. · · · · · My proposal, after talking to Joseph before the meeting, he presented Option 1 and Option 2.· What he didn't present was what he told me was Option 3, which is to put it back the way it was before the demonstration bike lanes:· Two lanes in each direction. · · · · · At the same time, repave, do all the safety measures, fix the sidewalks, do all the stuff that we need to beautify, allow people in and out to the businesses; but at the same time, eliminate the hazards with the bike lanes there. · · · · · One block from here, the Ojai trail's right there, block away, and that's where most of the bikes are used, and that's where it's safe. I would urge all of you to write your comments and go back to Option 3, the way it was 20 years ago. It'll increase traffic flow through here, make it a lot faster, easier, and less people trying to crunch people out of the way.· Thank you.

Response to Comment: Thank you for attending the public hearing for the proposed project and providing your comment. Your preference to return the highway to its original configuration has been noted.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION - PUBLIC HEARING
MONDAY, June 2, 2025

NAME: Gia Ilole DATE: June 2 2025
ADDRESS: 755 Spring St. PHONE: 805 550 7324
CITY, STATE, ZIP: Oak View CA 93022
E-MAIL ADDRESS: gia.ilole@gmail.com

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) (IN FAVOR (ALT A2)) NEUTRAL

In which neighborhood do you live? a. Casitas Springs (b) Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

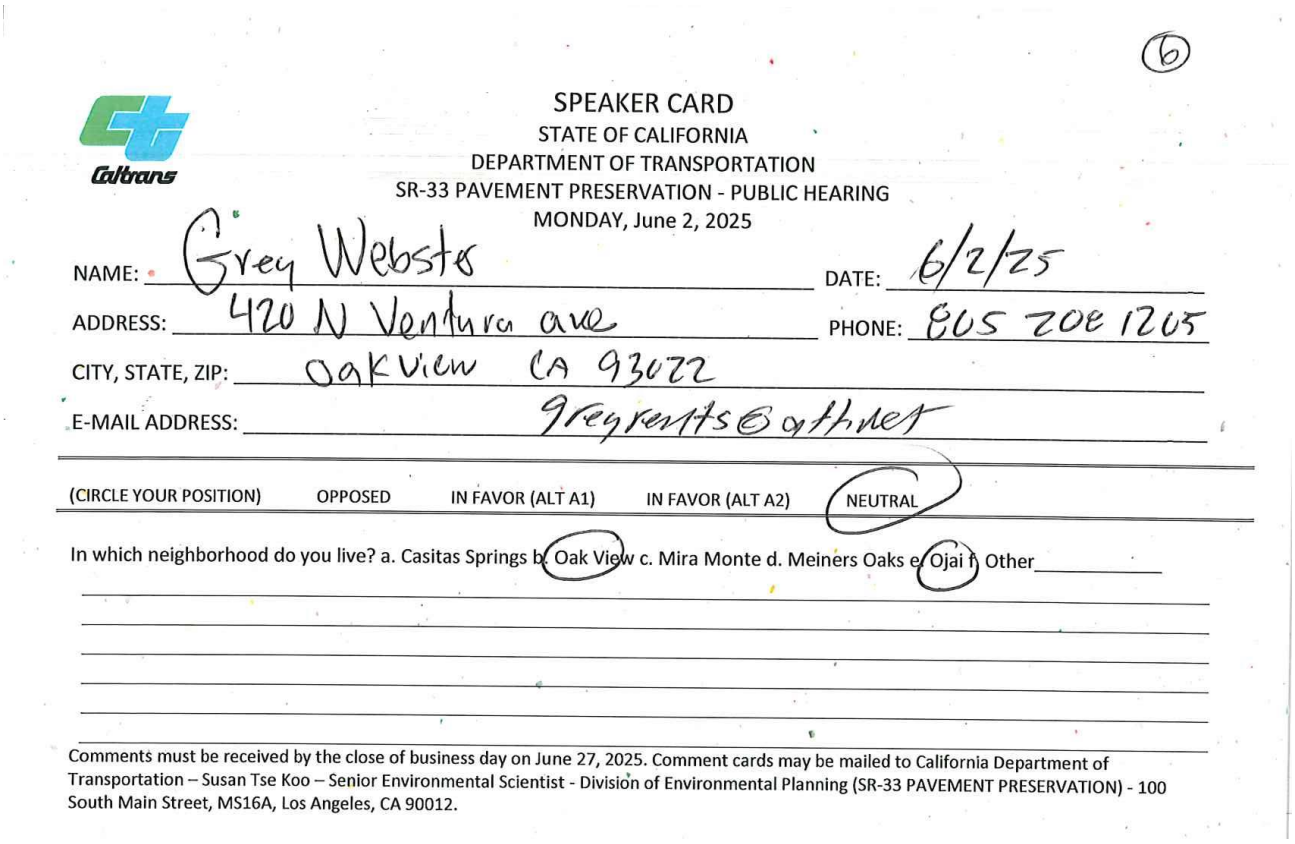
I appreciate the effort to make Oak View more safe, more beautiful, and more walkable. As a parent I am grateful for the new bike lane that allows access to downtown and down to the main bike path. I finally feel comfortable walking downtown & enjoying our community together.

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo – Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Gia Ilole

Verbal Comment: I did walk here with Sezina, and I also have school-age children, and I will say that I've really enjoyed this past year where we have been able to access that bike lane and my son has been able to get over to the bike path to get to school. I'm a widow, and sometimes I can't always pick him up. And it's been very, very helpful for me in the last year that my son can actually ride to school.· So that's been important. It's also been really valuable that we can walk to Noe's Cafe for the first time.· I wouldn't have walked there before.· I wouldn't have.· That we can go to the Thai place, and I really want to echo Greg's comments on having the trees and having some landscaping.· It's really going to add a lot to our downtown.· Having a walkable neighborhood is really valuable.· It's great for homeowners and the prices and all the things that we want.· It's really great for the community, and I really look forward to my kids and my grandchildren growing up in an area where we can come to these businesses and make this part of our home.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your preference for a walkable community through Build Alternative A2 has been noted.



(6)

SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION - PUBLIC HEARING
MONDAY, June 2, 2025

NAME: Greg Webster DATE: 6/2/25

ADDRESS: 420 N Ventura ave PHONE: 805 208 1205

CITY, STATE, ZIP: Oak View CA 93022

E-MAIL ADDRESS: gregrents@gmail.net

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other_____

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo – Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Greg Webster

Verbal Comment: 40 years I've lived here.· I run Greg Rents Equipment Rental.· I've been a commercial driver since 2005.· It's extremely challenging pulling out onto the highway.· Anything we can do to get traffic to slow down is safer.· I'm tired of seeing people die out here.· I'm afraid for my life every day working in the streets of Oak View in the Ojai Valley in Ventura County. · · · · · I do think education is key on the bike lanes, for sure, like Barbara said.· I think the green lights would be great.· Tax dollars for sidewalks.· You know, I had to spend $100,000 of my own money to put a sidewalk in in front of 420 North Ventura Avenue right here. That's a whole nother story.· That was a big deal. · · · · · The landscaping that's here, I've kind of gone rogue and put in a lot of trees as you see through the whole corridor.· On Sunday morning -- it's not maintained.· I'm having to maintain it myself on Sunday. Look at the sidewalks that are here.· I think we need more sidewalks.· I'm in support of that. · · · · · I'm for Option 1.· I'm curious to see if the bike lanes -- the striping is toxic.· When they're laying that stuff down, you don't want to breathe it. You don't want your kids around it. · · · · · I'm curious how much we paid the consultant. I'm curious to see how many trips are coming from -- to and back from Ventura.· You yourself make the trip.· How many people are making that trip commuting? · · · · · I'm pro landscaping.· What size of the bus -yeah.· Thank you, guys.· I appreciate ya.· Any tax dollars coming our way for the town of Oak View is much appreciated.· I'm all for it.· Thank you.

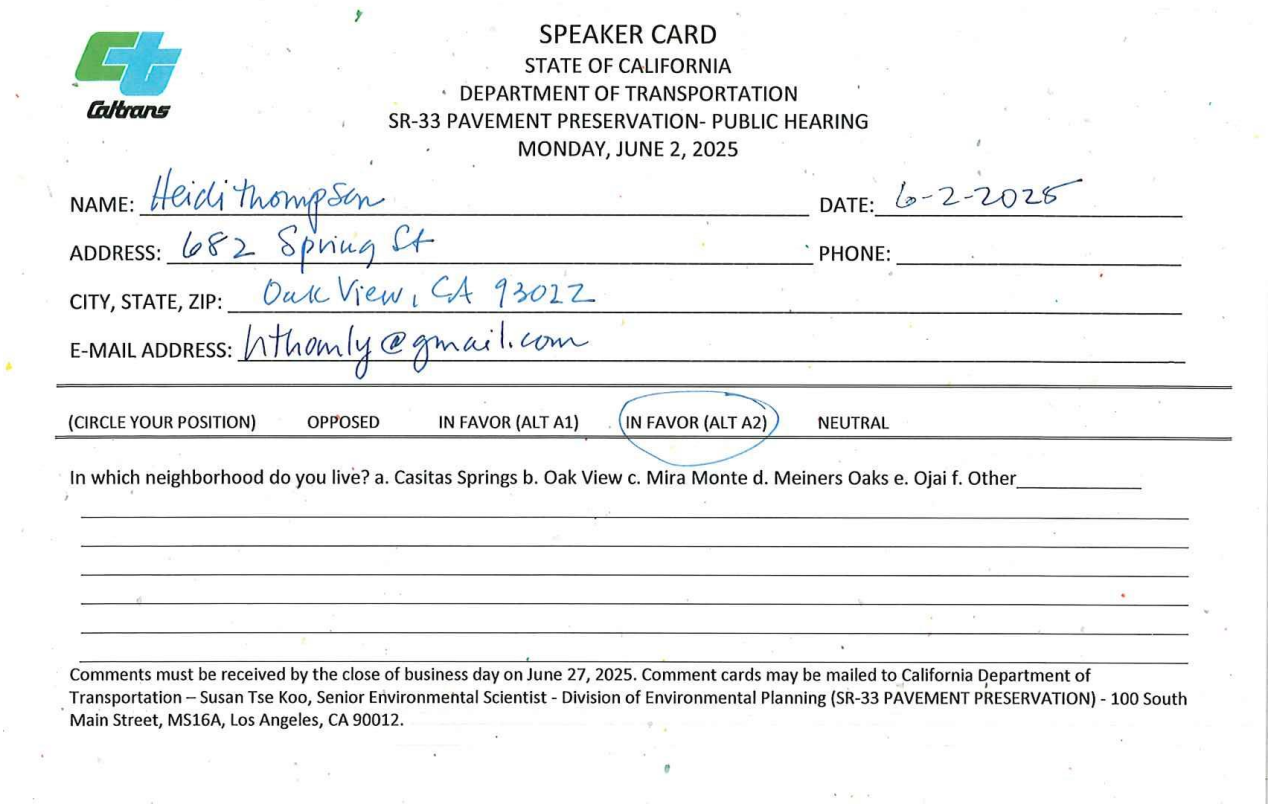
Response to Comment: Thank you for attending the public hearing for the proposed project. Your insight and commitment to safety is valued for project input.

Caltrans will continue to work with local agencies to educate the general public on bicycle safety. BikeVenturaCounty currently provides educational services for ages K-8 on bicycle skills and safety (https://bikeventura.org/bicycle-education/). In addition, the California Highway Patrol has an online e-bike safety training program available through their website (https://www.chp.ca.gov/Programs-Services/Services-Information/Bike-and-Ped-Safety).

Landscaping is a feature included in both Build Alternatives for the proposed project. Caltrans will engage with the County of Ventura for a landscape maintenance program along SR-33.

Your preference for Bike Lane Option 1 has been noted.

Bike lane stripes and markings in California are made of various materials, including thermoplastic materials, which are powder paints heated to high temperatures and then sprayed onto the road surface. They form a durable, wear-resistant, and reflective layer after cooling. Glass beads are often added to thermoplastic materials to improve reflectivity, color, and texture. Thermoplastic road striping is generally a safe and durable option when applied correctly with appropriate safety precautions. During construction, Caltrans will follow all standard safety procedures outlined in the Caltrans Standard Specifications to protect workers and the general public from risks that may come from roadway construction projects.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

NAME: Heidi Thompson DATE: 6-2-2025
ADDRESS: 682 Spring Ct PHONE:
CITY, STATE, ZIP: Oak View, CA 93022
E-MAIL ADDRESS: hthomly@gmail.com

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

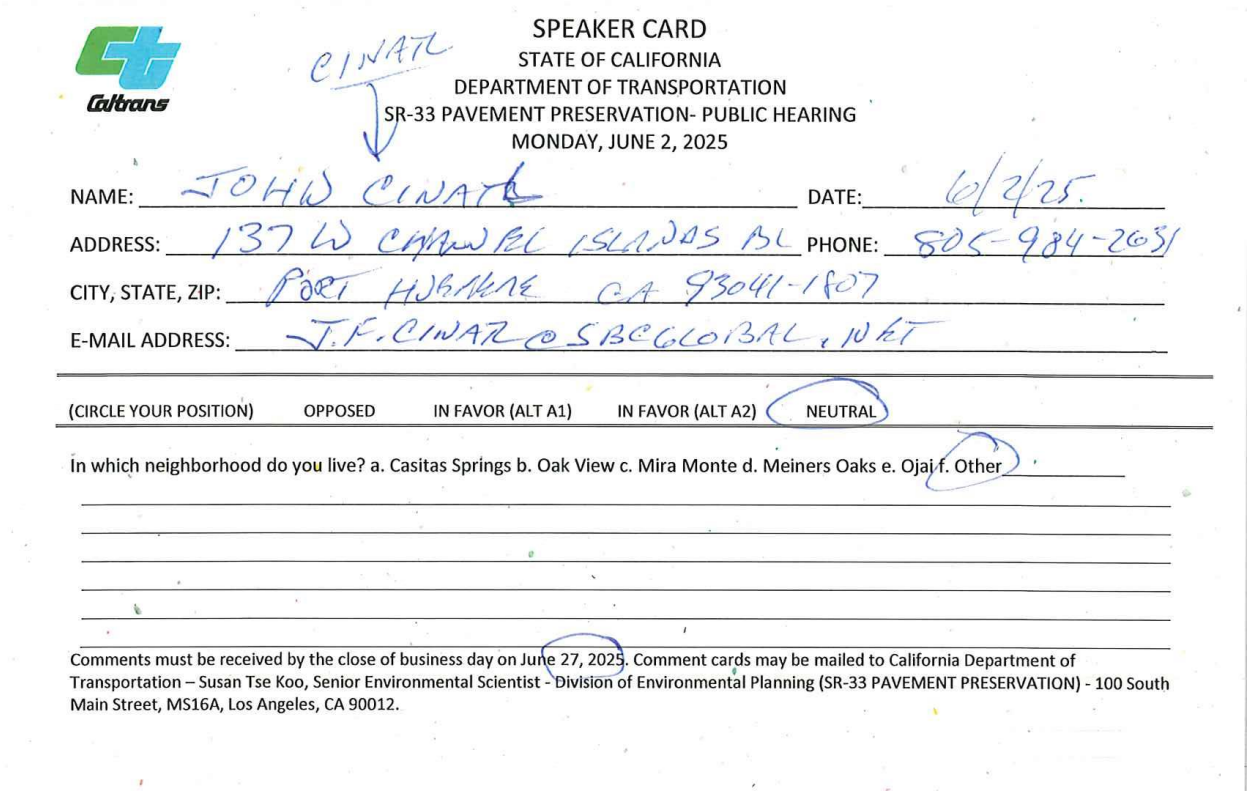
In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo, Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Heidi Thompson

Verbal Comment: I live near Sunset Elementary School.· To me, this is primarily an issue of safety.· I walk over to the post office and the bank a couple times a week. · · · · · While crossing 33 coming back from the post office, I witnessed a really terrible accident that left one of my neighbors so seriously injured that he basically lost his livelihood.· People have died crossing 33 in the last five years. · · · · · The bike lane's not being used right now because it's too dangerous.· And as other people have said, there are several hundred families over near Sunset Elementary School that are cut off from the bike path and cannot get to other businesses because it's too dangerous to walk on 33 so I'm a big supporter of Alternative 2. And I hope while we're all remembering things, we can remember some of the families who have lost family members or have lost their livelihood because 33 is so dangerous.

Response to Comment: Thank you for attending the public hearing for the proposed project. We acknowledge the specific challenges faced by families and individuals living near Sunset Elementary School. Your support for Alternative A2 has been noted, and the design features in this alternative are intended to provide safer, more comfortable access for people of all ages and abilities, and to help address the dangers you and others have experienced.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

CINATL

NAME: JOHN CINATL DATE: 6/2/25.

ADDRESS: 137 W CHANNEL ISLANDS BL PHONE: 805-984-2031

CITY, STATE, ZIP: PORT HUENEME CA 93041-1807

E-MAIL ADDRESS: J.F.CINAT@SBCGLOBAL.NET

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo, Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

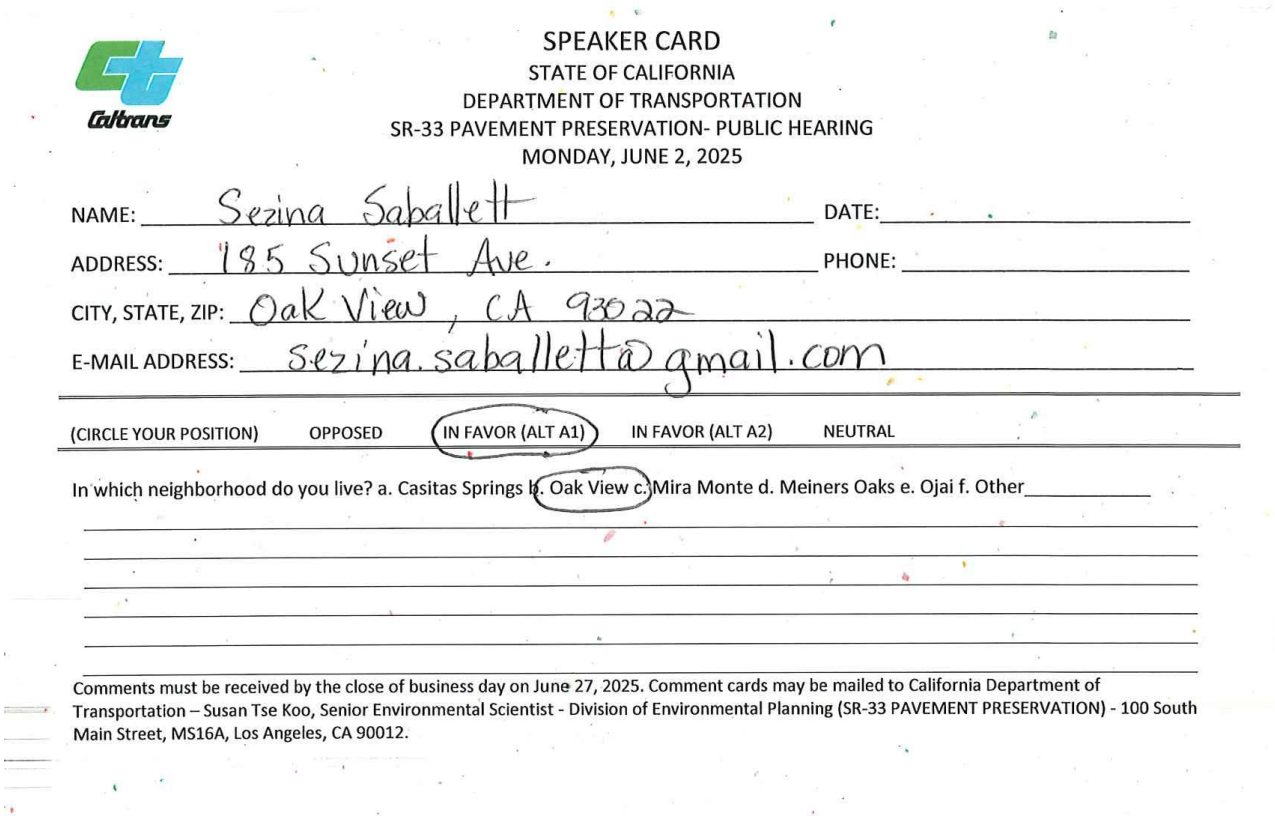
Commenter: John Cinatl

Verbal Comment: I live in beautiful flatlands of Port Hueneme.· I'm here because a couple friends of mine that live just a few blocks from here cannot be here, and also I'm retired Caltrans bike coordinator from District 6, which is up in Fresno. · · · · · Two things:· My friends, when we get together for lunch or whatever, they always complain about trash trucks during rush hour on 33.· If that's a concern for any of you, please put that on the card.· Okay. · · · · · The other thing is, just a few minutes ago, the trail was announced.· The trail is a separate facility from 33.· Long distance riders use it.· If you're -- if you want to bike and use the retail areas along 33, the bike trail is not where you're going to use.· You're going to need something along 33. · · · · · So there's different plans here.· You guys can make some decisions, but think about the trash trucks, maybe contacting Caltrans or Steve's office and adjusting the trash truck hours so they're not stopping along the highway when -- during rush hour.· Just a matter of adjusting times. · · · · · And also, the trail is not what we're trying to work on here, which is the retail area on 33 here, which is -- whatever.· So anyway, thank you very much. And thank you for being here.

Response to Comment: Thank you for attending the public hearing for the proposed project. Caltrans has notified the County regarding concerns about trash collection hours.

The County of Ventura Public Works has jurisdiction of waste management services in the project area and may be contacted through their public information office. The public

may submit any questions and concerns through the online application VCPWA Connect. https://publicworks.venturacounty.gov/report-a-concern/



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

NAME: Sezina Saballett DATE:
ADDRESS: 185 Sunset Ave. PHONE:
CITY, STATE, ZIP: Oak View, CA 93022
E-MAIL ADDRESS: sezina.saballetta@gmail.com

(CIRCLE YOUR POSITION) OPPOSED (IN FAVOR (ALT A1)) IN FAVOR (ALT A2) NEUTRAL

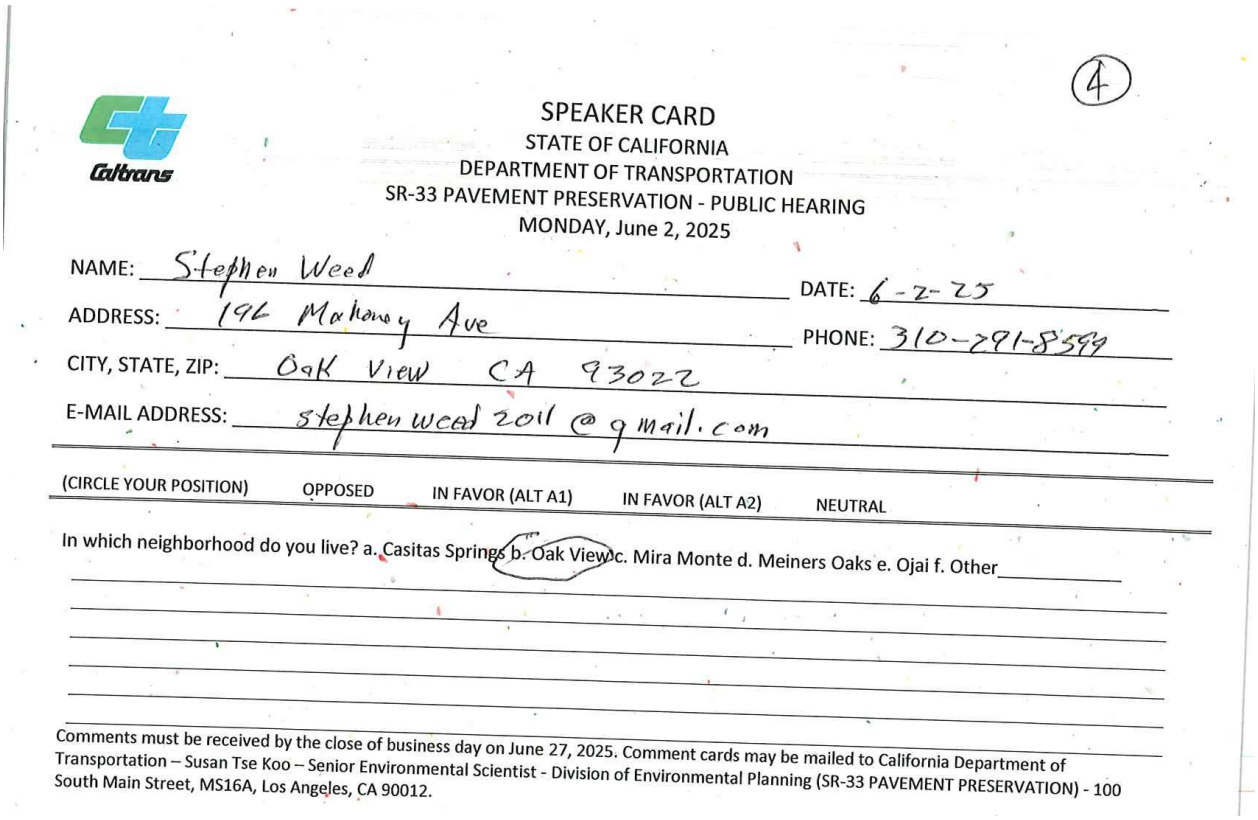
In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo, Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Sezina Saballett

Verbal Comment: I don't have anything prepared, and I called my neighbor Gia, as we live right on Sunset and Larmier, and we thought, you know, let's walk over to this meeting. I feel like my voice and who I'm representing needs to be heard.· So here it goes. · · · · · I'm a mother of two children.· I've lived in Oak View for 15 years and to be -- I've come here to Nan Tolbert Center on a stroller when Greg Rents didn't have the sidewalk, so thank you for putting all that money for us mothers trying to get down here to Nan Tolbert for Mommy and Me classes and being able to walk without fearing your life -- for your life and your children. · · · · · I also just want to address the whole thing about sidewalks and the bike lane.· We don't have access to the beautiful bike lane here in the upper Oak View near Ranch -- sorry.· I'm a little nervous -- by the market.· There's no way for us in this neighborhood to get to that.· And for all these years, I've had to go down, you know, the 33 in order for me to get to this side or to get to the bike path.· It's scary.· I have children.· My children now are 13 and 11, and I will never let them go until I see some kind of safer bike lane where it is divided where they feel like -- I think there's many -- the community is changing.· There's a lot of new families, and I want that to be considered too because things change, right, and kids -- our teenagers are wanting to get to school to Nordhoff, and I won't let them go on a bike because I don't feel like I can get to the bike path.· So thank you."

Response to Comment: Thank you for attending the public hearing for the proposed project. Your concern for safety in the community and preference for a buffered bike lane is noted.



(4)

SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION - PUBLIC HEARING
MONDAY, June 2, 2025

NAME: Stephen Weed DATE: 6-2-25
ADDRESS: 196 Mahoney Ave PHONE: 310-291-8599
CITY, STATE, ZIP: Oak View CA 93022
E-MAIL ADDRESS: stephenweed2011@gmail.com

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo – Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

Commenter: Stephen Weed

Verbal Comment: “My perspective of what's happening out there now seems like it's roughly equivalent to Proposal 2 without the barriers between the bike lane and traffic.· I think a lot of things are working there.· Traffic is slowing down.· People are being courteous.· There are obviously shortfalls to it. · · · · · I'm going to speak to just a couple of things. Following up on what Tina said, I do think that we need to have statistics about traffic counts before and after.· And personally, I'm not really sure how you project into 2029 to find out what commute times are. · · · · · Secondly, I really like the proposal where the bike lanes are not restricted.· It reduces visibility to have those bumpers there.· Especially if you have, you know, bushes there, and if you're riding a bike, which not many people are, but some are, then it makes it -it gives bicyclists the assumption that they're going to be protected.· If you're going to pull in there, the visibility is really bad, so I think having those partitions is a really bad idea. Secondly, the most important thing I want to speak to is one particular intersection.· That's Highway 33 and Larmier Drive.· Coming up the hill, you have a lot of people that cannot see the street sign that say, Hey, traffic change ahead, narrowing to one lane, and you have a curve there.· I think what you need is some sort of a bump-out just past the bank, so that if somebody's going to like la, la, la, la and go down that bike lane, they're going to learn really quickly. That's really important for safety, and that's one of the primary issues of this whole project.”

Response to Comment: Thank you for attending the public hearing for the proposed project. As part of the Traffic Study, baseline traffic volumes were collected prior to the

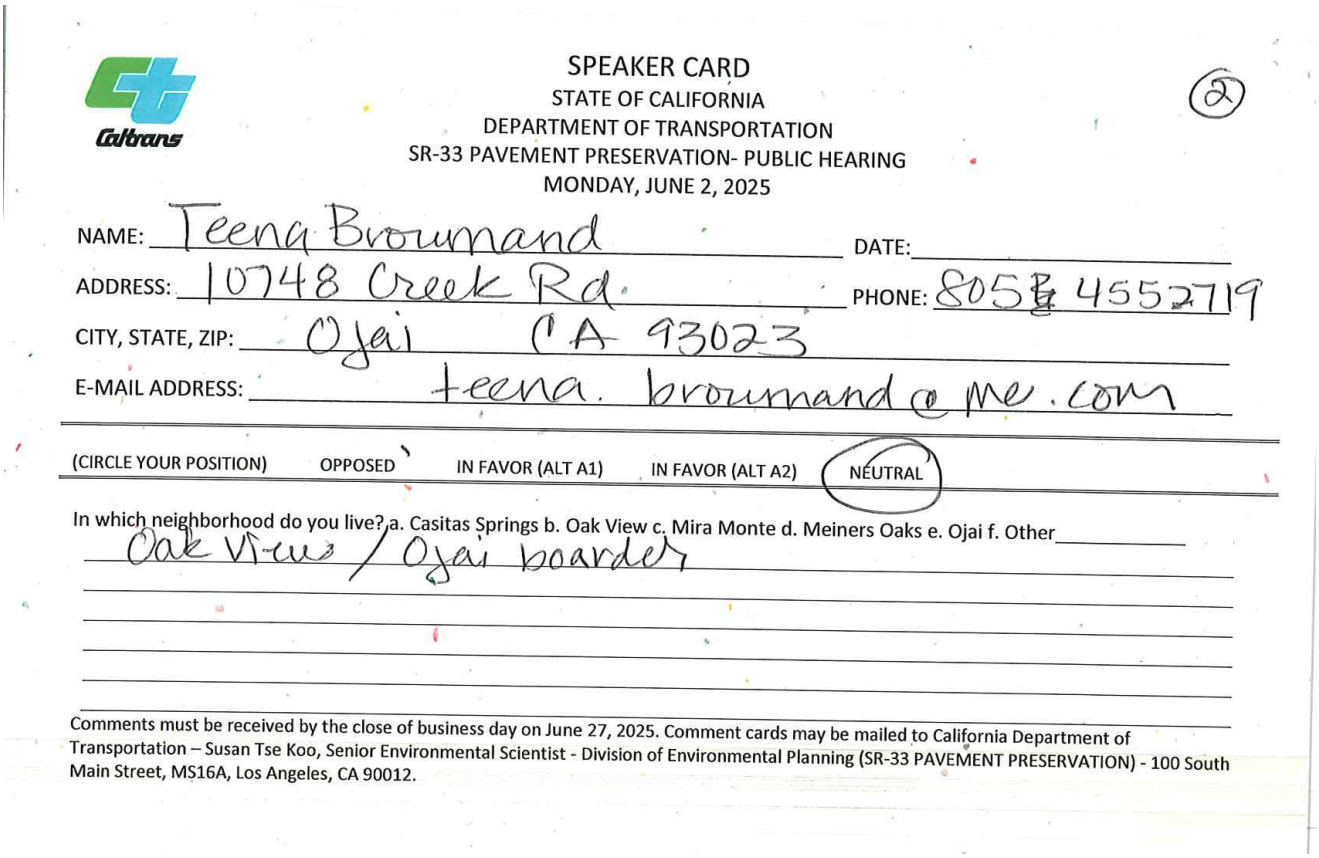
demonstration project, and additional data was collected after the implementation that measure traffic flow, speeds, and overall roadway performance.

As part of traffic analysis, Caltrans is required to evaluate traffic volumes for a project's Base Year and Opening Year. The base year (Existing Year) for the project is 2024. The Opening Year refers to the planned year that a transportation project is expected to be open to traffic or begin operation, which for this project is 2029.

While projecting commute times out to future years is inherently uncertain, regional growth models and traffic forecasting tools such as Synchro, SimTraffic, and Vissim allow us to consider potential future conditions in a consistent and data-driven manner.

Your feedback on the proposed physical separation elements is appreciated. Visibility – for both bicyclists and drivers – is a key design consideration. If protective elements are included in final design, they will be evaluated carefully to ensure they do not obstruct sightlines or create unexpected hazards.

Thank you for calling attention to the specific location of SR-33 and Larmier Drive. Your suggestion will be considered during the final design of the project.



SPEAKER CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

(2)

NAME: Teena Broumand DATE:

ADDRESS: 10748 Creek Rd. PHONE: 805 & 4552719

CITY, STATE, ZIP: Ojai CA 93023

E-MAIL ADDRESS: teena.broumand@me.com

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other

Oak View / Ojai boarder

Comments must be received by the close of business day on June 27, 2025. Comment cards may be mailed to California Department of Transportation – Susan Tse Koo, Senior Environmental Scientist - Division of Environmental Planning (SR-33 PAVEMENT PRESERVATION) - 100 South Main Street, MS16A, Los Angeles, CA 90012.

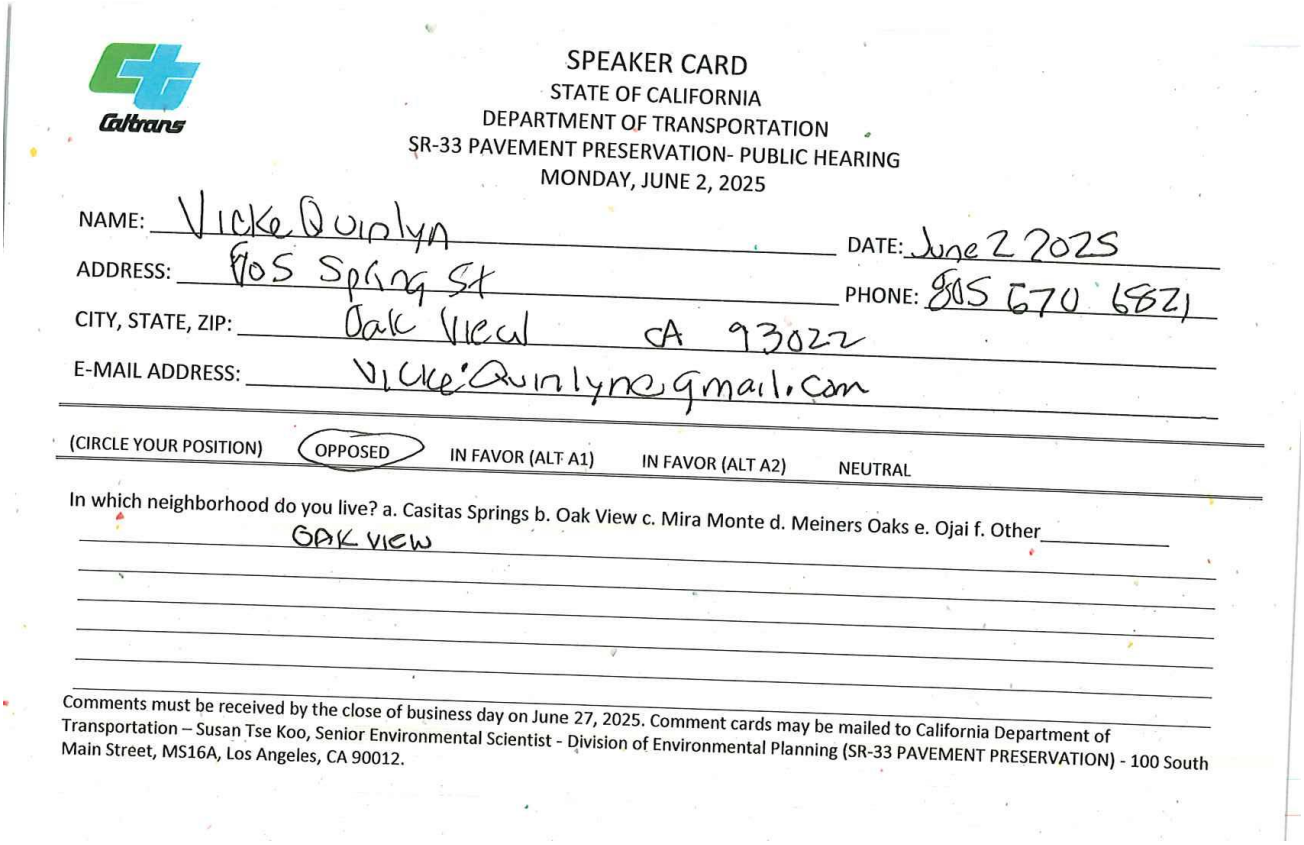
Commenter: Teena Broumand

Verbal Comment: Back when this project started, it was estimated that the narrowing of lanes could handle 21,000 average daily trips.· Nowhere in this report today did I understand or hear how many average daily trips do we have going through the corridor.· It's my understanding that we have already exceeded that amount and that we don't have any room for growth. · · · · · We have AutoZone that's about to make a change to our entire Oak View area plan as it relates to businesses where businesses aren't required to do a traffic study.· We don't know what that's going to do, and if we're already at our maximum of throughput, we have a proposed change that's going to even grow more traffic. Creek Road is not included in any of these studies yet it provides a 100 percent bypass to all of the congestion that's going on in Oak View.· So while this may have calmed things, while your numbers may look better, all that traffic goes diverted down Creek Road, which is a wildlife corridor, so we have traffic accidents that are not being reported. · · · · · We have damage to property.· We have the inability for pedestrians to walk in what was a rural road, and that is not being captured, and we've asked for that upfront.· So this is really a big, big problem. I absolutely agree that maybe timing lights -I noticed in Ventura or Santa Barbara going down Bath Street, 25 miles an hour, you get green signs.· We don't have any of that in this proposal here. · · · · · I recommend you get with some of us that are really invested.· I've been at every single meeting. I can tell you all these things happily to give you the detail that I think you need.· Like Barbara is saying, more of that in Casitas Springs, it's going to cause more congestion.

Response to Comment: Thank you for attending the public hearing for the proposed project. The completed traffic study for this project includes both current traffic counts and a capacity analysis based on the proposed roadway configuration. The analysis confirms that SR-33 operates within acceptable levels of service for existing volumes with the implementation of traffic minimization measures. Additional information can be found in Section 2.2.2 Traffic and Transportation/Pedestrian and Bicycle Facilities.

We understand how your concern about how new development – such as the Autozone project – may contribute additional trips to the corridor. While that project may not have required its own traffic impact study due to its size, the cumulative effects of local and regional growth were considered in the broader traffic analysis for the SR-33 corridor. Future traffic projections were modeled using standard forecasting tools to evaluate the road diet's performance under increased demand. With the implementation of the minimization measures proposed in Section 2.2.2, the corridor can continue to function within acceptable thresholds.

Thank you for highlighting Creek Road. Although it was not a primary focus of the SR-33 Traffic Study, your feedback has emphasized the importance of monitoring secondary roadways. We acknowledge the potential for diversion effects, and we are coordinating with the County of Ventura to examine reported issues related to pedestrian safety, wildlife impacts, and property damage. If new data suggests significant diversion to Creek Road, supplemental study may be considered.



SPEAKER CARD
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
SR-33 PAVEMENT PRESERVATION- PUBLIC HEARING
MONDAY, JUNE 2, 2025

NAME: Vicke Quinlyn DATE: June 2 2025
ADDRESS: 605 Spring St PHONE: 805 670 6821
CITY, STATE, ZIP: Oak View CA 93022
E-MAIL ADDRESS: Vicke.Quinlyn@gmail.com

(CIRCLE YOUR POSITION) OPPOSED IN FAVOR (ALT A1) IN FAVOR (ALT A2) NEUTRAL

In which neighborhood do you live? a. Casitas Springs b. Oak View c. Mira Monte d. Meiners Oaks e. Ojai f. Other
OAK VIEW

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Commenter: Vicke Quinlyn

Verbal Comment: I appreciate what was just said because, although I've only been in this Valley for 15 years and just the last four years in Oak View, but what I can say is the bike trail that goes from Ventura all the way through to, like, Bryant Lane, I mean, it's beautiful.· Whether you walk it, you drive it, you -- I mean, drive it on a bike.· Don't use your cars -anyway, and -- or horses.· And I've seen -- and it's such a beautiful trail. · · · · · To take out actual driving lanes, I mean, I get that if there's less cars on the road, there's less pollution.· I get that.· But I haven't seen that. It's -- actually, there's more cars -- there's the same amount of cars.· It just takes longer to get through town.· And like someone else was talking about Creek Road, and yes, that's what I do.· I go Creek Road because it's such a mess. Anyway, I really appreciate the opportunity to be able to voice an opinion, and I agree with the previous person.· We need to put it back the way it was, and people need to use the bike lane for the bike lane and for the horses and for the walking.· Thank you.

Response to Comment: Thank you for attending the public hearing for the proposed project. We understand your concern about travel times and congestion on SR-33. The traffic study completed for the project examined travel patterns, vehicle volumes, and delays before and after the implementation of the demonstration project. While vehicle counts have remained relatively stable, some residents have reported perceived increases in travel time. The data show that while speeds have decreased slightly—contributing to improved safety—overall delays through Oak View have generally

remained within acceptable limits, particularly outside of peak hours. Additional information may be found in Section 2.2.2. Your preference to return the highway to its original configuration has been noted.

Webinar Comments

Commenter: Jeff Galvin

Verbal Comment: I am joining you today as a strong supporter of version Build Alternative 2 with the barricaded bike lanes.· I'm a father.· I have several young children.· I've seen a counterargument out there saying there are no bikes going through Oak View.· I can tell the audience and the presenters there that I would love to use the road with my bike and my children; however, the current layout makes it very dangerous, and I would not be willing to put the family at risk as is. · · · · · I believe that a lot of people are worried about the increased traffic collisions due to the bike lanes, and I do agree that how it is now, there are additional traffic collisions because people are speeding through town.· But if those dedicated barriers were able to block traffic from doing that, then it would be more of a single-file line through town for all of the vehicles. · · · · · I do think that additional thought needs to be given on how to connect the proposed A-2 Build with the buffered bike lanes to the Ojai bike trail.· Instead of it being truly a sidewalk and bike path on either side of the 33, I think more of a multiuse biking and walking path on one side of the 33.· And then on the other side, it could be a sidewalk and a less dedicated bike path, and that would allow more people to travel towards the bike path or towards the school system or all the businesses on the left-hand side.

Earlier, I mostly spoke to the bike path aspect of the version A, Alternative 2, with the buffered bike lane.· But another aspect of keeping it a single lane in either direction is that when the vehicles reach either end of Oak View, in the old version of the roadway, vehicles would accelerate to get through Oak View.· They would reach that new lane that opens up, and they would accelerate. · · · · · With this new model, keeping it single lane through town, we don't have that issue of vehicles trying to pass and turning Oak View essentially into a drive-through town.· So I think it really adds to the community character to keep vehicles slower and overall safety enhanced.· That's all.· Thanks.· And I appreciate the ability to speak.

Response to Comment: Thank you for attending the public hearing via Webinar. Your perspective as a parent and value for safety are appreciated. Your support for Build Alternative A2 has been noted.

Commenter: Lauren Galvin

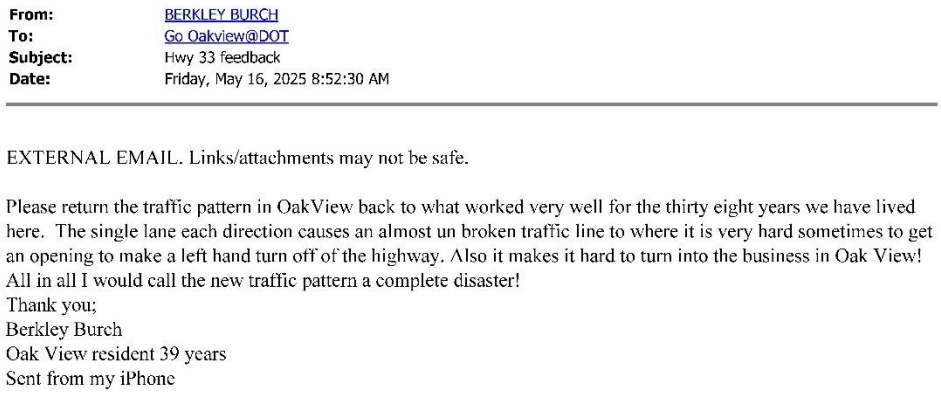
Verbal Comment: So we're right in the heart of the project area, and I really do relate to the last two ladies who spoke because we live on a street that dead-ends into the 33.· Dead end is not the right term. · · · · · But our only way to anywhere is making a right or a left on the 33, and I have three young children, and I am so eager to make it to that bike path and get there to enjoy that beautiful path as well and go to school without our car because it's so close, but it's just not attainable because it's not safe or -- for the path or anywhere else so we can't take advantage of those things right now because as it is now, as we said, cars are using the bike path to pass on the right.· I've observed it, and so I'm not willing to put them at risk. However, I do truly appreciate the efforts that have been made so far. · · · · · So I'm fully in support of A-2 with the class four bike lanes for that purpose so it gives us that barrier. · · · · · And not only is it cosmetic, but I've read that -- according to the Transportation Research Board that it reduces bicycle crashes by up to 90 percent. · · · · · I heard that emergency access is a main concern, and my husband's in emergency response.· He actually drives emergency response vehicles, and he's very well aware of what it would take, and he's been through many communities where it's a two-lane road, and it's a non-issue because the designs are engineered with emergency vehicles in mind. · · · · · Another important concern I heard was emergency evacuations, especially during fire season. I live here too.· I take that very seriously.· And while the 33 carries an average daily traffic volume of somewhere around 25,000 vehicles, according to the U.S. Department of Transportation, the road down the street with volumes below that threshold do not impede evacuation and can even reduce the confusion.

Response to Comment: Thank you for attending the public hearing for the proposed project. Your support for Alternative A2 is noted.

We acknowledge and take seriously the concerns expressed by the community about emergency access and evacuation, particularly during wildfire season. Caltrans works closely with local emergency services to ensure roadway designs accommodate emergency response vehicles and facilitate efficient evacuations when needed. As mentioned in your comment, the current standard Caltrans design of two-lane corridors with appropriate turnouts and shoulders can continue to function safely for emergency access. This perspective is invaluable and is being considered as part of our ongoing coordination with first responders.

4.1.3 Email Comments

The following section contains comments received through the GoOakview email address from the public circulation period.



From: BERKLEY BURCH
To: Go Oakview@DOT
Subject: Hwy 33 feedback
Date: Friday, May 16, 2025 8:52:30 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Please return the traffic pattern in OakView back to what worked very well for the thirty eight years we have lived here. The single lane each direction causes an almost un broken traffic line to where it is very hard sometimes to get an opening to make a left hand turn off of the highway. Also it makes it hard to turn into the business in Oak View! All in all I would call the new traffic pattern a complete disaster!
Thank you;
Berkley Burch
Oak View resident 39 years
Sent from my iPhone

Commenter: Berkley Burch

The comment states: Please return the traffic pattern in Oak View back to what worked very well for the thirty eight years we have lived here. The single lane each direction causes an almost un broken traffic line to where it is very hard sometimes to get an opening to make a left hand turn off the highway. Also it makes it hard to turn into the business in Oak View! All in all I would call the new traffic pattern a complete disaster!

Thank you;

Berkley Burch

Oak View resident 39 years

Response to Comment: Thank you for commenting on the proposed project. Your preference to return to the original highway configuration has been noted.

From: John Brooks
To: Go Oakview@DOT
Subject: SR 33 pavement project.
Date: Monday, May 19, 2025 3:27:55 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear CalTrans,

Im in favor of sidewalks which we really need especially from Oak View Avenue to Mahoney. Please keep the single lane for through traffic it has made our town safer. Bicycle lanes are also great.
Thank you
John Brooks
Oak View

Commenter: John Brooks

The comment states: Dear CalTrans,

Im in favor of sidewalks which we really need especially from Oak View Avenue to Mahoney. Please keep the single lane for through traffic it has made our town safer. Bicycle lanes are also great.
Thank you
John Brooks
Oak View

Response to Comment: Thank you for submitting your comment for the proposed project. Your preference for bicycle lanes and sidewalks has been noted.

From: Christopher Anacker
To: Go Oakview@DOT
Cc: christopher.anacker@gmail.com
Subject: ATTN: Ms. Koo re: SR33 project input and assistance ...
Date: Wednesday, May 21, 2025 12:50:12 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Koo:

As an Oak View community member of 32 years (since 1993), I have been involved in a number of community efforts through the years. Lately, I've given some time to address the SR33 project. Perhaps you are aware of my www.oakviewhalfmile.org Website that I have created to inform community members of the project to make this section of the highway safer and ideally better looking and more inviting going forward.

So, I am offering any assistance you may need to address issues with the SR-33 Pavement Preservation Project.

As you'll see at the Website, I've posted some key information about the project issues, particularly some issues that have been raised by both community members and non-community members (e.g., non-community people who live outside Oak View, such as in Meiners Oaks, Mire Monte, and Ojai). And I posted a summary of the reported CHP crashes for Oak View for the time period 2013 - 2024.

One seemingly false claim about the project is that is has caused more traffic accidents, which from the CHP data I analyzed, it has not. To that end, I posted an article that addresses this: "Reasons why 'people' have accidents, not roads, no matter how many lanes ... ".

Also, some people didn't know that California law allows drivers to drive in a bike lane up to 200 feet, as necessary : Bike Lanes, Right Turn Lanes ... What's the law?

Another complaint that some people have, and we believe they are primarily outsiders who drive through town on the way to work in the morning and home in the evening, is that the longer lines of drivers has 'significantly' added to their travel time. I am not convinced this is an issues, after I counted the time each of the three

red lights are red (Larmier, Oak View Ave, and Santa Ana Blvd) was roughly 10 to 30 seconds. This suggest that at worst case, if someone got all three lights red, the time to get through this half-mile section would be 1.5 minutes.

Another misconception I'm hearing from a number of people is that the right lane was converted simply to a Bike Lane, when it is actually a combination bike lane / right-turn only lane. To address that misconception, I would suggest that the green striping be much reduced and have the bike lane portion be painted closer to the sidewalk, allowing for right-turn arrows to be painted a number of times (perhaps at each driveway entrance) so people realize it's not just a Bike Lane.

Others in favor of the lane reduction is that all of the rest of the Valley has one lane, and so why should Oak View be forced to have two lanes anymore, especially since the people from out of town, on their way to work, speed in the left lane to pass people, thinking they are gaining precious time, when actually they very often just end up in from a car or two waiting at the next light. All the while, myself and others, complain that while along the sidewalk, we've experienced the speeders flying by, frightened at the prospect they don't lose control and hit one of us, being a mere ten feet away. Some sort of metal guard railing needs to be installed to prevent this from happening, even if the project stays one lane each way.

Just some quick thoughts.

If there is anything I can do to assist, let me know.

Respectfully,
Christopher
(805) 626-0221 cell

Virus-free.www.avast.com

Commenter: Christopher Anacker

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Just some quick thoughts.

If there is anything I can do to assist, let me know.

Respectfully,
Christopher
(805) 626-0221 cell

Response to Comment: Thank you for providing your comment on the proposed project and dedication to the Oak View community.

Your work compiling data – particularly the CHP crash reports – and addressing some of the common misconceptions surrounding the project is incredibly valuable. As noted, there is currently a lack of data that supports the claim that collision rates have increased as a result of lane reduction projects. In fact, slower speeds contribute to improved safety outcomes, which is one of the central objectives of the proposed project.

Your suggestion to adjust pavement markings is well taken, and this idea will be shared with the Caltrans Design team for consideration in any potential refinements. Your suggestion for a metal guardrail or additional protective elements for pedestrians along the sidewalk is another valuable contribution, as an aspect of the project will be to replace and upgrade metal beam guardrail in the project area to the standard Midwest Guardrail System.

We also acknowledge your point about regional consistency: many parts of the Ojai Valley function effectively with a single lane in each direction. Ensuring that Oak View’s corridor design aligns with both local needs and broader network continuity is a consideration that is being weighed as part of the evaluation.

From:	Christopher Anacker
To:	Go Oakview@DOT
Subject:	SR33 Oak View, CA - Alternative layout for SR33 in the half-mile section ... lane narrowing, wider sidewalks, physical barriers ...
Date:	Friday, May 30, 2025 5:25:13 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

This can be considered for alternative layout ...

If lane narrowing is allowed on SR33 in Oak View, CA, several proven design options and case studies can guide your project:

Potential Designs for SR33 in Oak View

- **Narrowed Travel Lanes**: - Reduce lane widths to 11 feet (the Caltrans minimum for town centers and lower-speed roads), freeing up space for other uses.
- **Wider Sidewalks**: - Use the reclaimed width to expand sidewalks, improving comfort and safety for pedestrians and those with strollers or mobility devices.
- **Protected Bike Facilities**: - Dedicate part of the expanded sidewalk or roadway space to a separated or buffered bike lane, improving cyclist safety and connectivity.
- **Physical Barriers**: - Install planters, bollards, or guardrails between the roadway and sidewalk/bikeway to protect vulnerable users, while using mountable or removable barriers at driveways for business access.
- **High-Visibility Crosswalks and Pedestrian Islands**: - Add features at intersections and mid-block crossings to improve pedestrian safety and visibility.
- **Landscaped Buffers**: - Incorporate landscaping between the sidewalk and roadway for additional separation and aesthetic improvement.

Relevant Case Studies and Design Examples

FHWA Road Diet Case Studies: -
The Federal Highway Administration has compiled 24 road diet case studies, including several in California and in small towns, which detail before-and-after conditions, design choices, and outcomes. These studies show that reallocating space from travel lanes to sidewalks, bike lanes, and buffers consistently improves safety and walkability[1][2][6].

Park Boulevard, Oakland, CA: -
Oakland's Park Boulevard Road Diet Feasibility Study is a strong California example. The project reduced lane widths, added buffered bike lanes, widened sidewalks, and installed pedestrian safety islands. The study found that one travel lane per direction with turn pockets could accommodate current and future traffic, while improving safety for all users[3].

Davis, CA – Fifth Street Corridor: -
Davis implemented a road diet on a state route, narrowing lanes and adding bike lanes and pedestrian improvements. Studies showed improved safety and increased bike use without significant congestion[4].

FHWA Road Diet Informational Guide: -
This guide includes design templates, operational analysis, and safety data for road diets on state highways in towns. It provides detailed cross-sections and discusses the use of narrower lanes, wider sidewalks, and protected bikeways[5].

Resources for Review

- [FHWA Road Diet Case Studies][1][2]
- [Oakland Park Blvd Road Diet Feasibility Study][3]
- [Davis, CA Fifth Street Road Diet Study][4]
- [FHWA Road Diet Informational Guide][5]
- [CAT SIP Road Diet Case Studies][6]
- [Oak View Pedestrian Safety Poll and Case Study Links][7]

Summary: -
Designs for SR33 can include 11-foot lanes, wider sidewalks, protected bike lanes, and physical barriers—mirroring successful projects in Oakland, Davis, and other California towns. These approaches are well-documented in FHWA case studies and state/local feasibility studies, which provide templates and outcome data for similar contexts.

Citations:
[1] https://safety.fhwa.dot.gov/road_diets/case_studies/
[2] https://highways.dot.gov/safety/other/road-diets/road-diet-case-studies
[3] https://cao-94612.s3.us-west-2.amazonaws.com/documents/ParkBlvdStudy.pdf
[4] https://journals.sagepub.com/doi/10.3141/2587-08
[5] https://rosap.ntl.bts.gov/view/dot/28626/dot_28626_DS1.pdf
[6] https://catsip.berkeley.edu/news/road-diet-case-studies
[7] https://oak-view-half-mile.org/pedestrian-safety-poll-february-2023/
[8] https://sf.streetsblog.org/2023/07/18/oakdot-killing-grand-avenue-road-diet-at-ac-transits-request

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Answer from Perplexity: https://www.perplexity.ai/search/can-you-find-me-case-studies-o-v41g7NduTkaruVyxj9YEFA?utm_source=copy_output

Virus-free.www.avast.com

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[2] https://highways.dot.gov/safety/other/road-diets/road-diet-case-studies
[3] https://cao-94612.s3.us-west-2.amazonaws.com/documents/ParkBlvdStudy.pdf
[4] https://journals.sagepub.com/doi/10.3141/2587-08
[5] https://rosap.ntl.bts.gov/view/dot/28626/dot_28626_DS1.pdf
[6] https://catsip.berkeley.edu/news/road-diet-case-studies
[7] https://oak-view-half-mile.org/pedestrian-safety-poll-february-2023/
[8] https://sf.streetsblog.org/2023/07/18/oakdot-killing-grand-avenue-road-diet-at-ac-transitsrequest

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Answer from Perplexity: https://www.perplexity.ai/search/can-you-find-me-case-studies-ov41g7NduTkaruVyxj9YEFA?utm_source=copy_output

Response to Comment: Thank you for providing additional case studies and examples.

From: Palmer, Jeff
To: Go Oakview@DOT
Subject: Oak View Traffic comments
Date: Monday, June 2, 2025 10:22:04 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am submitting this as a resident, I live on Encino Drive.

I have two comments.

1. Since the demonstration project was put in place, NB traffic on Hwy 33/Ventura Avenue at Encino has changed. The one-lane Oak view traffic has stretched out the cue going NB. There used to be gaps in the cars to turn left (SB) out of Encino Drive. Now there are extended periods of time where there are no gaps and it's a very long delay to turn Left.
2. With that lack of gaps, it is very difficult to cross the highway to get to the bike trail from Encino Drive. Bikes and pedestrians must walk on the dirt NB shoulder, no sidewalk or buffered bike lane exists, to Barbara Street. This area should really be widened and some sort of crossing delineation at Barbara street.

Jeff Palmer

Commenter: Jeff Palmer

The comment states: I am submitting this as a resident, I live on Encino Drive.

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Jeff Palmer

Response to Comment: Thank you for providing your comment on the proposed project and for your perspective on the Encino Drive/SR-33 intersection. The Project Development Team will review this intersection at the Design phase to confirm if any additional design safety options are warranted.

From: Lauren Galvin
To: Go Oakview@DOT
Subject: Oak View Resident in Support of A2, with Class IV Lanes : Let"s Prioritize Safety and Community
Date: Monday, June 2, 2025 12:07:47 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello, my name is Lauren Galvin, and I live right here in Oak View — not just nearby, but right in the heart of the project area.

I'm here tonight to support **Alternative A2 with class IV bike lanes**, because Oak View deserves to be more than a pass-through town. It should be a place where families can safely walk and bike — not just a shortcut for commuters.

My family and I bought our home here. We saw potential. We saw a community trying to grow in the right direction, and we believed in Oak View's future as a connected, thriving place to live and raise our children.

Before the road diet, the 33 functioned like a freeway through town — **45 mph with two lanes in each direction**. It didn't feel like a neighborhood street. Now it's down to 35 mph, one lane each way, with a center turn lane and painted bike lanes — but **people frequently ignore the bike lane** and use it to pass, creating dangerous conditions. According to the **National Highway Traffic Safety Administration**, nearly **60% of bicyclist fatalities involve vehicles failing to yield or making improper passes** (NHTSA, 2022). That's not just a number — that's the risk my children and I face just trying to ride to school or the Ojai Trail.

We live on a dead-end street. We have **no alternative exit**. This section of the 33 is our only connection to school, groceries, and the rest of town. That's why I'm asking for real protection — for **buffered and physically separated class IV bike lanes**. These aren't just cosmetic. According to the **Transportation Research Board**, protected bike lanes reduce bicycle crashes by up to **90%** (TRB, 2018).

Emergency access is a major concern for many, and I completely understand that. My husband is a firefighter/engineer, and though he's on shift tonight, I asked him directly whether this type of road design poses a problem for emergency response. He actually laughed and said, "Absolutely not." He's driven fire engines and ambulances through many communities with protected bike lanes — and it's never been an issue. These designs are **engineered with emergency vehicles in mind**. In fact, the **Federal Highway Administration** confirms that properly designed road diets **do not delay emergency response times** (FHWA, 2019).

And I want to acknowledge another important concern: **emergency evacuations**, especially during fire season. I live here too, and I take that seriously. But this stretch of SR-33 carries an **average daily traffic volume well below 25,000 vehicles**, and according to the **U.S. Department of Transportation**, road diets on streets with volumes below that threshold **do not impede evacuation and can even reduce confusion** by improving lane clarity and reducing risky behavior (USDOT, 2014).

What my husband and I *are* concerned about is the current state of confusion — where a road narrows and expands, and drivers try to pass in the bike lane before it pinches back to one lane. That inconsistency causes **more accidents**, not fewer. **Caltrans collision data** confirms

that this stretch has had a **high rate of speed-related crashes**.

As for **traffic congestion**, the traffic study already conducted showed that mainline flow remains **within acceptable levels**, with **manageable delays on side streets**. And those minor delays are **mitigated in A2** with strategies like **longer turn pockets and improved signal timing** — best practices outlined by the **Institute of Transportation Engineers**(ITE, 2021).

Some have worried that local businesses might suffer. But research from the **Project for Public Spaces** shows that slower, safer, pedestrian-friendly streets often **increase foot traffic and retail sales** — sometimes by as much as **30%**(PPS, 2017). When people feel safe walking or biking, they're more likely to stop and support the businesses right here in our town.

This pilot gave us a chance to gather data. A2 takes what we've learned and **builds something better** — a design that's safe, beautiful, and functional.

Finally, I understand that some commuters are frustrated. Nobody wants to be slowed down. But let's be real — the stretch of SR-33 through Oak View is just **0.67 miles long**. That's it. It takes maybe **60 seconds** to drive through. To claim this is a major disruption to a Ventura-Ojai commute just doesn't add up.

But those same 60 seconds could be **life-changing** for the people who live here. For families walking their kids to school. For cyclists trying to get to the trail. For businesses that want customers to slow down and take notice. That **short stretch of road is our community** — it's where we live.

I support **Alternative A2 with Class IV bike lanes** because it protects us, connects us, and gives Oak View the chance to become more than just a speedway between other places. It's about **safety, community, and future-forward design** — and I hope we can move forward together.

Thank you.

Commenter: Lauren Galvin

The comment states: Hello, my name is Lauren Galvin, and I live right here in Oak View — not just nearby, but right in the heart of the project area.

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I support **Alternative A2 with Class IV bike lanes** because it protects us, connects us, and gives Oak View the chance to become more than just a speedway between other places. It's about **safety, community, and future-forward design** — and I hope we can move forward together.

Thank you.

Response to Comment: Thank you for providing your comment on the proposed project. Your remarks effectively highlight the key goals of the proposed project which include safety for all users and improved multimodal access. Your support for Alternative A2 has been noted.

From: Stephen Weed
To: Go Oakview@DOT
Subject: Comments on options for this project.
Date: Tuesday, June 3, 2025 9:06:44 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Good morning,
I attended last night's meeting and wanted to add to my verbal comments. Thank you for the forum; the presentation showed that you have been working in the background.

1. The current Oak View corridor resembles option 2 without bike lane barriers. Vehicle speeds have reduced during peak hours. The stop light timing allows more time for pedestrians to cross. Many drivers are courteous enough to let vehicles enter Hwy 33 from side streets when traffic is heavy. The concerns over fire trucks and hay trucks entering traffic has not been a problem.
2. I like the idea of longer left turn lanes on Hwy 33 e.g. Oak View Ave. It should help traffic flow with no adverse effect. Barbara Kennedy made the comment that left turn signals should be added from side streets. I am ambivalent about this because while it couldn't hurt, I think most drivers make eye contact and allow for the right of way.
3. DOT owes the community current traffic counts. The meeting disclosed that travel times have not significantly changed since the demonstration project was implemented. With the concerns of some citizens that drivers are diverting to Creek Road, It is important for PR and to understand whether the County needs to consider action to know whether this is so. One attendee said she drives Creek Road now. If drivers do divert to Creek Road, shame on them. However it is important for the public and VC panners to know traffic count now vs prior .
4. In the earlier meetings, there was discussion about physical barriers to slow traffic. Sidewalk extensions were in the original drawings. In my mind, these will help address the major concern which is speed on Hwy 33. I suggest that the engineers look at these corners and consider installing them on both the s and northeast corners:
Santa Ana and Hwy 33- northwest corner. This is where the highway used to become 4 lanes through town. It is really important to keep speed slow at this intersection. Drivers turn right to cross the bridge and also into the restaurant. It's scary to cross this street here. The crosswalk needs to be protected here. If the highway were not 4 lanes north of this intersection, I would want a sidewalk extension on the east side too.
Oak View and Hwy 33- On all corners of this intersection. This is an intersection with a light but it is also in the middle of town. If the local public knows that there is a bump out here, they will be less likely to use the bike lane.
Lamier and Hwy 33- This is a busy intersection and remains dangerous for several reasons. First is the residential community adjacent to it. Second is that the market, bank and post office are draws. Lastly, I have seen many drivers either DWE (driving while entitled) or distracted merge into the legal lane **after** this intersection. So I strongly suggest that a sidewalk extension be installed on the northeast corner. If it weren't for cars turning right at Lamier, I would suggest a sidewalk extension on the northwest corner too. It is not uncommon for drivers to enter the curb lane and then accelerate to reenter the through lane to go down the hill.
There is new signage south of the Lamier intersection that alerts drivers that there is one lane ahead. For those drivers who might heed the warning, sometimes they miss the sign due to the curve of the road and the trees that often obscure it. So if this can be improved, that might help.
The public is not safe at this intersection. Even with intermittent enforcement and education,

the only sure way to reduce speeds is to add physical changes to enforce the new traffic lanes. Some will worry about the risk of more accidents. My response is compared to what? Is it better to have a bad driver swerve to avoid a sidewalk extension or continue down the bike path until he can merge at a higher rate of speed later? In the long term, drivers will know they have to merge before they enter this intersection eventually.
5. Regarding the bicycle lanes, I prefer to NOT have a lane separated by a barrier. I appreciate that parents want to feel safe. However if a distracted driver veers into the bike lane, they may not stop with a small barrier like a curb. So to put the barriers in only gives parents a false sense of security. It also will create more congestion because it will limit the places where vehicles can enter business parking lots. I think when the curbs and sidewalks are repaired, parents will feel safer about using those with younger children. It is very difficult to push a stroller anywhere in Oak View.
Thank you for reading my thoughts.

Stephen Weed
Oak View

Commenter: Stephen Weed

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The public is not safe at this intersection. Even with intermittent enforcement and education, the only sure way to reduce speeds is to add physical changes to enforce the new traffic lanes. Some will worry about the risk of more accidents. My response is compared to what? Is it better to have a bad driver swerve to avoid a sidewalk extension or continue down the bike path until he can merge at a higher rate of speed later? In the long term, drivers will know they have to merge before they enter this intersection eventually.
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Thank you for reading my thoughts.

Stephen Weed
Oak View

Response to Comment: Thank you for attending the meeting and for taking the time to submit your follow-up comments.

Your observations about the corridor's current configuration mirroring Alternative A2 (without bike lane barriers) is accurate. As noted, speed reductions, improved pedestrian crossing times, and increased driver courtesy during peak hours are promising signs that the interim configuration has had positive behavioral effects. The completed traffic study supports your point – traffic flow remains within operational expectations, and emergency vehicle access has not been compromised.

We appreciate your insight for the option of extending left-turn lanes, particularly Oak View Avenue. Proposed traffic minimization measures include implementing longer queuing lines for drivers making a left-turn to allow additional bypass of traffic. Additional information may be found in Section 2.2.2.

The Traffic Study completed for the project included updated traffic counts for the project area and may be provided to the public upon request. A summary of the data from the Traffic Study may be found in Section 2.2.2.

Your insight on specific intersections will be helpful in guiding the Design team on improving safety measures throughout the project corridor.

Your preference for bike lanes without a barrier has been noted. Improving sidewalks and curb ramps to enhance pedestrian mobility is an important part of the overall project.

From: ovmjim@gmail.com
To: Go Oakview@DOT
Cc: atticus.reyes@asm.ca.gov
Subject: SR- 33 PAVEMENT PRESERVATION PROJECT
Date: Tuesday, June 3, 2025 11:21:14 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am a business owner in Oak View (Ojai Valley Muffler) I am verry disappointed with the reduction of lanes through Oak View it has caused significant reduction in business at my shop people are saying they do not want to use shops in Oak View because of the lane changes and danger getting in and out of the shops. The Bike trail to nowhere is a total waste of tax payer money it goes to the end of Oak View then you have you go into the main stream of traffic and down Arnez grade to a unfinished bridge that barley has room for two lanes let alone a bike. Who has to get killed before someone realizes this is a mistake. We were told at the last meeting that this project was only a trial period well it failed change it back to 5 lanes repave the streets install the sidewalks like promised years ago. What happened to the money that was allocated for the side walks years ago. Why are all the reports in favor of the project, you cant tell me that slower traffic does not cause more pollution and accidents. I sit in my office and see the flow of traffic all day there have been far more accidents since the change. Creek Rd residents are furious with the traffic flow this project has caused. Because people do not want to go through Oak View they take Creek Rd. to Ojai and are speeding through an area with wild life and dangerous curves. Not to mention Santa Anna Rd. is now a race track to go the back way to Ojai. Oak View needs 5 lanes to navigate traffic it has more business and side streets than the whole of SR33 Lets put it to a vote with the people of Oak View decide, let the majority decide instead of a select few.

James Clark

Commenter: James Clark

The comment states: I am a business owner in Oak View (Ojai Valley Muffler) I am very disappointed with the reduction of lanes through Oak View it has caused significant reduction in business at my shop people are saying they do not want to use shops in Oak View because of the lane changes and danger getting in and out of the shops. The Bike trail to nowhere is a total waste of tax payer money it goes to the end of Oak View then you have you go into the main stream of traffic and down Arnez grade to a unfinished bridge that barley has room for two lanes let alone a bike. Who has to get killed before someone realizes this is a mistake. We were told at the last meeting that this project was only a trial period well it failed change it back to 5 lanes repave the streets install the sidewalks like promised years ago. What happened to the money that was allocated for the side walks years ago. Why are all the reports in favor of the project, you cant tell me that slower traffic does not cause more pollution and accidents. I sit in my office and see the flow of traffic all day there have been far more accidents since the change. Creek Rd residents are furious with the traffic flow this project has caused. Because people do not want to go through Oak View they take Creek Rd. to Ojai and are speeding through an area with wild life and dangerous curves. Not to mention Santa Anna Rd. is now a race track to go the back way to Ojai. Oak View

needs 5 lanes to navigate traffic it has more business and side streets than the whole of SR33 Lets put it to a vote with the people of Oak View decide, let the majority decide instead of a select few.

James Clark

Response to Comment: Thank you for providing your comment on the proposed project. We recognize that your perspective as a long-time Oak View business owner – and someone who experiences corridor conditions daily – is vital to this process. Your feedback helps us better understand how the interim configuration may be affecting access, visibility, and economic activity along the corridor. Your preference to return the highway to its original configuration has been noted.

Additional accident analysis will be undertaken following project completion to compare accident rates before and after project implementation. Common practice for transportation agencies (FHWA, Caltrans, AASHTO) require a minimum of three years following project implementation to obtain accurate counts to include in accident analysis. If it is determined that there is an increased accident rate during this time, then additional systemic improvements will be taken to minimize accident rates.

From: Jeffrey Weinstein
To: Go Oakview@DOT
Cc: Lourdes Solorzano; Clint Garman; Matt LaVere
Subject: SR-33 Lane Reduction
Date: Wednesday, June 4, 2025 4:19:31 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Susan Tse Koo, Sr. Environmental Planner
Caltrans District 7
Los Angeles

Hello Ms. Koo and Caltrans, because I did not have an opportunity to voice my comments on the **proposed vehicle lane reduction thru Oak View** at last Monday 6/2 evening's public hearing, I shall do so via this email. I am pleased Caltrans is providing an opportunity for public comment, because at the 1st public hearing I attended before the start of the Demonstration Project, State representative Steve Bennett refused to allow any comments from those in attendance.

I am opposed to Lane Reduction (converting vehicle into bicycle lanes) because although I commute nearly everyday into Ventura (at various hours), **I have never, not a single time, seen anybody using the bike lane in either direction**. I also ride a bike nearly every single day, I often use the well-established Ojai bike trail, so I am certainly not opposed to promoting bicycling. But, driving from the 'Y' in Ojai to Ventura without any opportunity to pass slower-moving vehicles adds 10 to 15 minutes of additional travel time, not the 1-2 minutes some supporters claim.

As you well know, there are many semi-trucks, buses, very large agricultural, industrial and delivery vehicles, carrying all manner of livestock, hay, produce, building supplies, etc., not to mention slower and senior drivers (under the speed limit), etc., so those persons going to work, doctor's appointments, shopping, dropping children off at school, etc. are all delayed with just a single lane in each direction, with no opportunity to pass the 12-15 miles between Ventura and Ojai. Due to the current Demonstration Project, people now use alternate routes between Ojai and Ventura, traveling through previously calm residential districts.

If the **purpose of the Demonstration Project is to slow traffic**, then please consider installing stop signs, speed bumps, flashing lights and/or cross walks, thereby not eliminating vehicle lanes. Thank you, Jeff

Jeffrey Weinstein, AIA
353 Montana Road
Ojai, CA 93023
(805) 798-0010
wenwilpc@aol.com

Commenter: Jeffrey Weinstein

The comment states: Susan Tse Koo, Sr. Environmental Planner
Caltrans District 7
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Jeffrey Weinstein, AIA
353 Montana Road
Ojai, CA 93023
(805) 798-0010
wenwilpc@aol.com

Response to Comment: Thank you for providing your comment on the proposed project. Your opposition to the lane reduction has been noted.

Your point about encountering slower-moving vehicles and the absence of passing opportunities is noted, as is your observation that some drivers are now using alternative residential routes. These are valid concerns, and they are being considered as part of the overall evaluation of the project.

The Traffic Study contains data on the bicycle usage in the project corridor for both pre- and post-demonstration. Volumes were collected from 6 AM to 9 AM and from 4 PM to 7 PM. 115 cyclists were counted during pre-demonstration conditions and 133 cyclists were counted during post-demonstration conditions. We acknowledge that additional data collection will be needed after one or two years to better assess the long-term impact of the project on cyclist volumes.

Improved safety features such as upgraded pavement, pedestrian warning signs, crosswalks, and roadway restriping will be implemented as part of the proposed project.

From: Brenda C.
To: Go Oakview@DOT
Subject: Oak View 33 Bike Path Suggestion
Date: Friday, June 6, 2025 9:42:31 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello!
I wanted to add a consideration to the Oak View Pavement Preservation. I live on Alto Court, and we ride our electric bikes to the bike path. We prefer Valley Meadow when we want to head to Ojai because the trail is just across the street. The other two ways are from Encino or through town, both have different issues. I was wondering if you could put a crosswalk at Valley Meadow where you could push a button to stop the traffic, or have a bike path on the side of the road to where you could cross safely. I have used the bike path through town, and I feel safer. Thank you! I know you have put a lot of time and thought into this project. Hopefully, you will consider my suggestion about how I and others living on the east side of the 33 could get to the bike path in either direction.
Cheers to a safer Ojai Valley!
Brenda Corby
10911 Alto Ct.
Oak View
(805) 407-1960

Commenter: Brenda Corby

The comment states: Hello!
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Cheers to a safer Ojai Valley!
Brenda Corby
10911 Alto Ct.
Oak View
(805) 407-1960

Response to Comment: Thank you for providing your comment on the proposed project. The proposed project would involve upgrades to the existing layout of SR-33 and there are currently no plans to install a cross walk at SR-33 and Valley Meadow Dr. However, we are actively reviewing opportunities to improve bike and pedestrian access and your recommendation is noted. The proposed project would install a number of safety features on SR-33 that include sidewalks, ADA curb ramps, and upgrades to guard rails in the project area that would help to improve pedestrian safety.

From: Jeff Ragatz
To: Go Oakview@DOT
Date: Friday, June 6, 2025 11:43:58 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Leave 33 in oak view like it used to be .There's horrible traffic now ,you can't even pull out until a light changes .It's nkn stop one car after another. THERE HAS BEEN WAY MKRE ACCIDENTS SINCE THIS MESS !I have lived here for 60 years & worst traffic ever .

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From: Ynez Parker LaDow
To: Go Oakview@DOT
Subject: Project
Date: Friday, June 6, 2025 6:17:47 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Seriously??? If we have another Thomas or Wheeler Fire, are you going to pay for all the loss of life??? It took people over 3 hours to evacuate with 2 lanes during the Thomas Fire.
Also, are you going to pay to repair the Backroads like, Burnham, Santa Ana, Creek Road & others???
Also, people are driving 50 to 60 MPH on our Backroads.
Quit destroying this Valley!!! I'm a 4th-generation resident.

Sincerely,
Ynez Camarillo Parker LaDow

Ynez Parker LaDow
ynezpl1@gmail.com

Commenter: Ynez Camarillo Parker LaDow

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Ynez Parker LaDow
ynezpl1@gmail.com

Response to Comment: Thank you for providing your comment on the proposed project. Evacuation safety during wildfires is one of the most serious considerations in any transportation planning effort. The safety of residents – especially in the event of emergencies – is a top priority in evaluating any design changes to SR-33.

The completed Traffic Study included thorough review of traffic capacity, with meetings and input from emergency service providers in the project area. Additional coordination with emergency service providers will also be conducted in future phases of the project to ensure that residents' safety is at the forefront.

From: lcbenard@gmail.com
To: Go Oakview@DOT
Subject: Highway 33 changes
Date: Friday, June 6, 2025 10:17:38 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

The current trial situation through Oak View has created traffic problems where there were none previously. It is now problematic making turns onto or from the highway, while we look a bicycle lane where in the 27 years that I have lived here ,I have NEVER seen a single bicycle! It also adds approximately 10 minutes to the travel time to the Ventura to Santa Barbara bus stop. Lawrence Benard
That's all folks

Commenter: Lawrence Benard

The comment states: The current trial situation through Oak View has created traffic problems where there were none previously. It is now problematic making turns onto or from the highway, while we look a bicycle lane where in the 27 years that I have lived here ,I have NEVER seen a single bicycle! It also adds approximately 10 minutes to the travel time to the Ventura to Santa Barbara bus stop. Lawrence Benard
That's all folks

Response to Comment: Thank you for providing your comment on the proposed project. We understand your concerns regarding the changes to traffic flow and the challenges you've noted with turning onto or from the highway. Regarding bicycle usage, we recognize that usage patterns can vary based on individual perception. We acknowledge your concern about the visibility of current usage and are factoring that into the broader assessment.

From: Scott Erickson
To: Go Oakview@DOT
Subject: Lane reductions
Date: Saturday, June 7, 2025 2:03:53 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Please keep the lane reductions from the demonstration project. It's been a huge improvement for those of us that live in the neighborhood.

I finally feel safe walking on the sidewalks with my young children now that speeding cars are no longer inches away from the curb. We regularly walk into town to frequent businesses, which we didn't feel safe doing before.

When I make a turn onto the 33, I feel safer knowing there is only one lane of cross traffic to cross.

We've lived here for 10 years and Oak View finally feels like the safe neighborhood it should be. Don't jeopardize lives for commuters to speed more.
=S=

Commenter: Scott Erickson

The comment states: Please keep the lane reductions from the demonstration project. It's been a huge improvement for those of us that live in the neighborhood.

I finally feel safe walking on the sidewalks with my young children now that speeding cars are no longer inches away from the curb. We regularly walk into town to frequent businesses, which we didn't feel safe doing before.

When I make a turn onto the 33, I feel safer knowing there is only one lane of cross traffic to cross.

We've lived here for 10 years and Oak View finally feels like the safe neighborhood it should be. Don't jeopardize lives for commuters to speed more.
=S=

Response to Comment: Thank you for providing your comment on the proposed project. Your support for the bike lanes and value for safety in the neighborhood has been noted.

From: R Brian Adolph
To: Go Oakview@DOT
Subject: SR-33 Pavement Preservation Project
Date: Monday, June 9, 2025 7:10:46 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Yes please to all of it. I live in Oak View and the demonstration project has been a welcome change to what was an inappropriately fast section of the 33. In particular, I'd strongly support any improvements that make the "village" stretches of the 33 more appealing - especially trees! Connecting the new bike lanes to the well used bike path at a few points would also be ideal.

Thank you for pursuing this project! Can you start sooner than Fall 2027?

Brian Adolph
970 Larmier Ave, Oak View, CA 93022

Commenter: Brian Adolph

The comment states: Yes please to all of it. I live in Oak View and the demonstration project has been a welcome change to what was an inappropriately fast section of the 33. In particular, I'd strongly support any improvements that make the "village" stretches of the 33 more appealing – especially trees! Connecting the new bike lanes to the well used bike path at a few points would also be ideal.

Thank you for pursuing this project! Can you start sooner than Fall 2027?

Brian Adolph
970 Larmier Ave, Oak View, CA 93022

Response to Comment: Thank you for providing your comment on the proposed project. Your support for improvements, landscaping, and bike lane have been noted.

While the target construction window is currently forecasted for Fall 2027, the project design phase will take approximately one year to accomplish from when the project is approved by the California Transportation Commission. Opportunities to streamline future phases will be explored where possible.

From: spencer berman
To: Go Oakview@DOT
Subject: comment on draft EA
Date: Monday, June 9, 2025 7:17:07 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I have been a resident of Oak View for 40 years. Since the demonstration has begun (lane reduction) there has been a noticeable increase in traffic on Burnham Rd. Burnham is not adjacent to SR33 but is an alternative to avoiding SR33 (similar to Creek Rd is an alternative). I don't believe these roads were accounted for in the traffic study.

There has been a marked increase in traffic accidents in the demonstration zone as compared to prior to the lane downsizing. Has this been addressed in the EA?

Before this project was undertaken, I was of the impression that it was just a demonstration. It was not permanent. The people of Oak View should be the ones to decide their own future, not pencil pushers in LA. For better or worse, I am not in favor of this project. Never was. Save your Cal Trans dollars and put SR33 back to 2 lanes in each direction.
I realize this is not one of the alternatives but it is none the less my recommendation and desire. I'm sorry Cal Trans ever got involved in this demonstration of incompetence.

Put the road back to the way it was prior to this mess you have created.

Thank you
Spencer Berman
339 Burnham Rd
Oak View, CA 93022

Commenter: Spencer Berman

The comment states: I have been a resident of Oak View for 40 years. Since the demonstration has begun (lane reduction) there has been a noticeable increase in traffic on Burnham Rd. Burnham is not adjacent to SR33 but is an alternative to avoiding SR33 (similar to Creek Rd is an alternative). I don't believe these roads were accounted for in the traffic study.

There has been a marked increase in traffic accidents in the demonstration zone as compared to prior to the lane downsizing. Has this been addressed in the EA?

Before this project was undertaken, I was of the impression that it was just a demonstration. It was not permanent. The people of Oak View should be the ones to decide their own future, not pencil pushers in LA. For better or worse, I am not in favor of this project. Never was. Save your Cal Trans dollars and put SR33 back to 2 lanes in each direction.
I realize this is not one of the alternatives but it is none the less my recommendation and desire. I'm sorry Cal Trans ever got involved in this demonstration of incompetence.

Put the road back to the way it was prior to this mess you have created.

Thank you
Spencer Berman
339 Burnham Rd
Oak View, CA 93022

Response to Comment: Thank you for providing your comment on the proposed project. Your observation about traffic diverting to Burnham Road is important. While the Traffic Study primarily focused on SR-33 and its adjacent streets, we understand that diversion to secondary roads is a key concern for residents. However, traffic data collected did not show that traffic patterns were directly altered because of the road diet. Additional information may be found in Section 2.2.2.

Additional accident analysis will also be undertaken following project completion to compare accident rates before and after project implementation. Common practice for transportation agencies (FHWA, Caltrans, AASHTO) require a minimum of three years following project implementation to obtain accurate counts to include in accident analysis.

From: Steve Risser
To: Go Oakview@DOT
Subject: In favor of Build Alternative A2
Date: Tuesday, June 10, 2025 11:26:59 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello-
I have been an Oak View resident for 15 years. I have a wife and two children (ages 11 and 13) We are a cycling family and for many years we have used state Route 33 between Larimer and Santa Ana in order to access the Ojai - Ventura bike path. That section of highway is busy, unattractive, and not representative of many other beautiful communities in Ventura County. Furthermore, it is unsafe. My neighbor was killed crossing the highway on foot at Larimer and Ventura Avenue a couple years ago.

My family is similar to many other active families in Oak View. We would like to see dedicated bike lanes, slower through traffic, and if possible, easier access throughout Oak View to the Ojai -Ventura bike path.

Please, take this opportunity to make a much needed improvement to this beautiful area. The people of the Ojai Valley deserve it. Thank you.

Steve Risser
185 Sunset Ave
Oak View, Ca

Sent from my iPhone

Commenter: Steve Risser

The comment states: Hello-
I have been an Oak View resident for 15 years. I have a wife and two children (ages 11 and 13) We are a cycling family and for many years we have used state Route 33 between Larimer and Santa Ana in order to access the Ojai – Ventura bike path. That section of highway is busy, unattractive, and not representative of many other beautiful communities in Ventura County. Furthermore, it is unsafe. My neighbor was killed crossing the highway on foot at Larimer and Ventura Avenue a couple years ago.

My family is similar to many other active families in Oak View. We would like to see dedicated bike lanes, slower through traffic, and if possible, easier access throughout Oak View to the Ojai – Ventura bike path.

Please, take this opportunity to make a much needed improvement to this beautiful area. The people of Ojai Valley deserve it. Thank you.

Steve Risser
185 Sunset Ave
Oak View, Ca

Response to Comment: Thank you for providing your comment on the proposed project. We are deeply sorry to hear of your neighbor's tragic loss, and we appreciate your willingness to speak about how safety concerns affect the community. Your support for dedicated bike lanes, traffic calming, and better access to the regional trail has been noted.

From: Fabiola Sosa
To: Go Oakview@DOT
Subject: Draft Comment for SR-33 Pavement Preservation Project
Date: Tuesday, June 10, 2025 11:54:35 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern,

Thank you for prioritizing much-needed improvements along the SR-33 corridor. As a local resident, I fully support the goals of this project and especially appreciate the inclusion of upgrades for pedestrians, cyclists, and transit users.

I strongly support Alternative A2, as it not only enhances safety but also introduces elements of beautification that this neighborhood desperately needs. Improvements like bike lanes, curb extensions, landscaping, and visible crosswalks would bring new life to a corridor that has long been overlooked. These changes would make the area feel more welcoming, connected, and reflective of the vibrant community that lives here.

Please continue to involve the public in the process as the project moves forward, and thank you again for your work to improve mobility, safety, and quality of life on SR-33.

Sincerely,

Fabiola Sosa

Sent from my iPhone

Commenter: Fabiola Sosa

The comment states: To Whom It May Concern,

Thank you for prioritizing much-needed improvements along the SR-33 corridor. As a local resident, I fully support the goals of this project and especially appreciate the inclusion of upgrades for pedestrians, cyclists, and transit users.

I strongly support Alternative A2, as it not only enhances safety but also introduces elements of beautification that this neighborhood desperately needs. Improvements like bike lanes, curb extensions, landscaping, and visible crosswalks would bring new life to a corridor that has long been overlooked. These changes would make the area feel more welcoming, connected, and reflective of the vibrant community that lives here.

Please continue to involve the public in the process as the project moves forward, and thank you again for your work to improve mobility, safety, and quality of life on SR-33.

Sincerely,
Fabiola Sosa

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Mark Jacobs
To: Go Oakview@DOT
Subject: Oakview HWY 33 project
Date: Wednesday, June 11, 2025 6:41:33 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

All of my friends and neighbors think the demo project and potential lane reduction in Oak View is no good.

First it is a waste of money. Most people think it was just fine with the 5 lanes the way it was originally setup.

Almost never do we see any bicyclist using the bike lanes. At many times during the day the traffic is backed up and this delays commutes. The extra lane each direction makes for much better traffic flow.

There have been a couple accidents in Oak View during this test and seems they were caused by the test lane configuration.

My vote is for no change to the original configuration, keeping the 5 lane setup.

The project further up 33 in front of Nordhoff High School is also a joke. Never see bycilcists there. Much easier getting around there when it was 2 lanes in each direction.

Mark Jacobs
mark@ojaijake.com
805-798-4544

Commenter: Mark Jacobs

The comment states: All of my friends and neighbors think the demo project and potential lane reduction in Oak View is no good.

First it is a waste of money. Most people think it was just fine with the 5 lanes the way it was originally setup.

Almost never do we see any bicyclist using the bike lanes. At many times during the day the traffic is backed up and this delays commutes. The extra lane each direction makes for much better traffic flow.

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My vote is for no change to the original configuration, keeping the 5 lane setup.

The project further up 33 in front of Nordhoff High School is also a joke. Never see bycilcists there. Much easier getting around there when it was 2 lanes in each direction.

Mark Jacobs
mark@ojaijake.com
805-798-4544

Response to Comment: Thank you for your comment on the proposed project. Your preference to maintain the original layout of the highway has been noted.

The demonstration project has been in place since Winter 2024, and there is currently a lack of data that shows that accidents have risen because of the lane reduction. Federal Highway Administration (FHWA) and numerous studies show:

- Average crash reductions of 19-47% after converting 4 lanes to 3.
- Rear-end and left-turn crashes drop significantly because turning movements are better organized.
- Pedestrian safety improves because there are fewer lanes to cross and slower vehicle speeds.

The proposed project will be designed to current Caltrans standards, which will help to improve safety in the project area.

Additional accident analysis will also be undertaken following project completion to compare accident rates before and after project implementation. Common practice for transportation agencies (FHWA, Caltrans, AASHTO) require a minimum of three years following project implementation to obtain accurate counts to include in accident analysis.

From: sheilaghen
To: Go Oakview@DOT
Subject: Highway 33 Project
Date: Wednesday, June 11, 2025 7:28:15 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,
I want to give feedback on the Highway 33 project and bike lanes as an Oak View business owner and longtime Ojai resident. I have lived in Ojai since 2002 and had my business property in Oak View since 2017. I have never experienced the amount of traffic accidents and traffic delays in over 2 decades. It is very difficult and dangerous for our work vehicles to try to race across the 33 to head to Ventura. The reduction of lanes has caused daily back up of cars. People are frustrated and do not want to let you out of streets and driveways. The bike lane is never used. Period. My husband and I drive the route daily from Ojai and have seen 2 bicyclists since the lane reduction. The bike lane is as dangerous as vehicles trying to get out with the traffic backup. This project has had a huge impact on traffic and delays.

It took us 3 hours to get out of the Valley and get to Oxnard during the Thomas Fire. The reduction in lanes has caused further danger and delays when we have to evacuate. Please look at the amount of cars, multiple per family, that would be trying to get out of town and evacuate. Ojai and Oak View will become the next town of Paradise, with all of us locals trapped here trying to get out of town on these limited lanes. It was traumatic and scary the 1st time and this lane reduction has made it worse. Just in everyday traffic, people are frustrated and aggressive due to the constant, backed up traffic from the reduction of lanes. Please protect us citizens from a repeat of Paradise Fire and protect the employees of our business that cannot even get out of our street without extreme delays, stress and danger.

Sheila Ghen

Commenter: Sheila Ghen

The comment states: Hello,
I want to give feedback on the Highway 33 project and bike lanes as an Oak View business owner and longtime Ojai resident. I have lived in Ojai since 2002 and had my business property in Oak View since 2017. I have never experienced the amount of traffic accidents and traffic delays in over 2 decades. It is very difficult and dangerous for our work vehicles to try to race across the 33 to head to Ventura. The reduction of lanes has caused daily back up of cars. People are frustrated and do not want to let you out of streets and driveways. The bike lane is never used. Period. My husband and I drive the route daily from Ojai and have seen 2 bicyclists since the lane reduction. The bike lane is as dangerous as vehicles trying to get out with the traffic backup. This project has had a huge impact on traffic and delays.

It took us 3 hours to get out of the Valley and get to Oxnard during the Thomas Fire. The reduction in lanes has caused further danger and delays when we have to evacuate. Please look at the amount of cars, multiple per family, that would be trying to get out of town and evacuate. Ojai and Oak View will become the next town of Paradise, with all of us locals trapped here trying to get out of town on these limited lanes. It was traumatic and scary the 1st time and this lane reduction has made it worse. Just in everyday traffic, people are frustrated and aggressive due to the constant, backed up traffic from the reduction of lanes. Please protect us citizens from a repeat of

Paradise Fire and protect the employees of our business that cannot even get out of our street without extreme delays, stress and danger.

Sheila Ghen

Response to Comment: Thank you for providing your comment on the proposed project. Your personal insight to the current conditions of traffic regarding the lane reduction are valuable for project input and will be considered when refining the project design.

We understand that traffic flow and safety are critical, especially during emergency evacuations. Data collected for the traffic study showed that no substantial change in traffic patterns occurred after implementation of the demonstration project. Traffic patterns will continue to be monitored following implementation of the proposed project.

Caltrans shares your concern regarding any condition that might increase risk during fire evacuations. The proposed project will be designed to current Caltrans standards and will allow use of the center median for emergency vehicle access. The All-Hazards Evacuation Plan was completed by the County of Ventura in September 2024. Caltrans, along with the County of Ventura, local jurisdictions, and community stakeholders are required to follow the scope of this plan in the event of an emergency that requires evacuation. Caltrans also actively coordinates with local emergency service providers to ensure that routes remain safe and effective for rapid evacuation when necessary. Public safety remains our highest priority.

For information regarding bike lane usage, please refer to Section 2.2.2 Traffic and Transportation.

From: don ladigin
To: Go Oakview@DOT
Subject: SR-33 Project
Date: Wednesday, June 11, 2025 7:49:54 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

I prefer the Build Alternative A2.
Thank you,
Don Ladigin
20 Santa Ana Way
Oak View. CA 93022

Sent from Yahoo Mail on Android

Commenter: Don Ladigin

The comment states: I prefer the Build Alternative A2.
Thank you,
Don Ladigin
20 Santa Ana Way
Oak View, CA 93022

Response to Comment: Thank you for providing your comment. Your preference for Alternative A2 has been noted.

From: Bert Rapp
To: Go Oakview@DOT
Subject: 7/Sr 33-Pavement Preservation
Date: Wednesday, June 11, 2025 1:53:52 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

My wife and I strongly support Alternate A2 to reduce the number of lanes through Oak View from 5 to 3 lanes and adding bike paths. The slower traffic speeds, safer pedestrian access and bicycle facilities are much preferred to the 5 lane Alternative A1.

We have lived in Oak View for 45 years, walk and ride bicycles a lot. Alternative A2 is going to be a fantastic Improvement to our community.

Bert Rapp, 805-272-5480
198 Portal Street, Oak View, CA

Commenter: Bert Rapp

The comment states: My wife and I strongly support Alternate A2 to reduce the number of lanes through Oak View from 5 to 3 lanes and adding bike paths. The slower traffic speeds, safer pedestrian access and bicycle facilities are much preferred to the 5 lane Alternative A1.

We have lived in Oak View for 45 years, walk and ride bicycles a lot. Alternative A2 is going
to be a fantastic Improvement to our community.

Bert Rapp, 805-272-5480
198 Portal Street, Oak View, CA

Response to Comment: Thank you for providing your comment on the proposed project. Your preference for Alternative A2 has been noted.

From: Denise Thomas
To: Go Oakview@DOT
Subject: Oakview paving project
Date: Wednesday, June 11, 2025 4:56:01 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am writing to express my reasons why the Hwy 33 corridor thru OakView should go back to the way it used to be.

I drive thru Oak View from Ojai to travel out of the valley on a regular basis. I have been dissatisfied from the beginning of this project to take away one lane on each side of the road. It causes many slow downs, sometimes to the point that a car might have to wait 2 or 3 times to get thru the light at Santa Ana or Larimar. When there is a large truck going slower than the speed limit it causes slow downs. The SCAT bus can cause issues with the flow of traffic also.

I will also say that since this project started I have only seen someone riding a bike maybe 2 or 3 times on the bike lane. The bike rider has no where to go once you get to either Santa Ana or Larimar. I am an avid bike rider but I wouldn't ride my bike in the condition it is now and try to get across the road.

I understand the need to slow traffic, but it doesn't just slow the traffic it makes it very congested, many drivers are unsure how to maneuver turning right on or off the road.

I hope that you will take into consideration all comments people make on this issue.

Thank you,
Denise Thomas
220 S. Lomita Ave.
Ojai

Commenter: Denise Thomas

The comment states: I am writing to express my reasons why the Hwy 33 corridor thru Oak View should go back to the way it used to be.

I drive thru Oak View from Ojai to travel out of the valley on a regular basis. I have been dissatisfied from the beginning of this project to take away one lane on each side of the road. It causes many slow downs, sometimes to the point that a car might have to wait 2 or 3 times to get thru the light at Santa Ana or Larimar. When there is a large truck going slower than the speed limit it causes slow downs. The SCAT bus can cause issues with the flow of traffic also.

I will also say that since this project started I have only seen someone riding a bike maybe 2 or 3 times on the bike lane. The bike rider has no where to go once you get to either Santa Ana or Larimar. I am an avid bike rider but I wouldn't ride my bike in the condition it is now and try to get across the road.

I understand the need to slow traffic, but it doesn't just slow the traffic it makes it very congested, many drivers are unsure how to maneuver turning right on or off the road.

I hope that you will take into consideration all comments people make on this issue.

Thank you,
Denise Thomas
220 S. Lomita Ave.

Ojai

Response to Comment: Thank you for providing your comment on the proposed project. Your personal insight to the current conditions of traffic regarding the lane reduction are valuable for project input and will be considered when refining the project design.

We understand that traffic flow and safety are critical, especially during emergency evacuations. Traffic patterns will continue to be monitored following project implementation.

For additional information, please refer to Section 2.2.2 Traffic and Transportation.

From: Ted Lucas
To: Go Oakview@DOT
Subject: Proposed improvements
Date: Wednesday, June 11, 2025 5:17:20 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am NOT in favor of option A or option B.

I drive through Oak View several times a week, and I have never seen a bicyclist in the bicycle lanes.

Ted Lucas
Ojai
805-910-5201

Commenter: Ted Lucas

The comment states: I am NOT in favor of option A or option B.

I drive through Oak View several times a week, and I have never seen a bicyclist in the bicycle lanes.

Ted Lucas
Ojai
805-910-5201

Response to Comment: Thank you for providing your comment on the proposed project. Your opposition to the project has been noted.

From: Hannah Erickson
To: Go Oakview@DOT
Subject: Oak View project comment
Date: Friday, June 13, 2025 1:51:22 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello CalTrans Officials,

We wanted to share our comments on the recent public meeting on your Highway 33 Oak View project.

We strongly support option A-2 that would reduce the lanes in Oak View and make the corridor safer for cars and pedestrians. We live in the neighborhood and have noticed that the demonstration project has helped dramatically with safety. We now feel comfortable walking to the businesses in the area with our kids.

But there is more that could be done and we love the idea of improving the area even more. This is especially important for the many kids who attend sunset school and walk along the road twice per day. We sometimes still see cars run the red light at the crossings and cars speeding. Although the speeding has been much less of an issue since the demonstration project.

Thank you so much for the work you are doing to make our community safer. We and many of our neighbors with children really appreciate it!

Sincerely,
Hannah Erickson

Commenter: Hannah Erickson

The comment states: Hello CalTrans Officials,

We wanted to share our comments on the recent public meeting on your Highway 33 Oak View project.

We strongly support option A-2 that would reduce the lanes in Oak View and make the corridor safer for cars and pedestrians. We live in the neighborhood and have noticed that the demonstration project has helped dramatically with safety. We now feel comfortable walking to the businesses in the area with our kids.

But there is more that could be done and we love the idea of improving the area even more. This is especially important for the many kids who attend sunset school and walk along the road twice per day. We sometimes still see cars run the red light at the crossings and cars speeding. Although the speeding has been much less of an issue since the demonstration project.

Thank you so much for the work you are doing to make our community safer. We and many of our neighbors with children really appreciate it!

Sincerely,
Hannah Erickson

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted. In addition to implementation of the bicycle lane, the safety features listed in Alternative A1 would also be included as

part of Alternative A2, which include sidewalks, ADA curb ramps, upgraded crosswalks, and other additional safety features.

From: Chad Cullins
To: Go Oakview@DOT
Subject: 10 creek lane bike path and sound wall on highway 33
Date: Saturday, June 14, 2025 1:25:13 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am a resident of oak view and I have lived here for 12 years. Due to the speeding and excessive car and motorcycle noise on highway 33, I can't even enjoy my yard. There are no sidewalks to sulphur mountain road or Larmier road, so I cannot walk anywhere. The speeding has gotten so out of control behind my property on highway 33, that I have been almost hit 3 times in the last 60 days at the intersection of highway 33 and Creek Road. This project corridor from casitas springs needs to be entirely 1 lane to deter speeding. We need a sound wall and bike path along highway 33 behind my property 10 creek lane, oak view. I pay over 5000 dollars a year to in taxes and my neighborhood should have a walking path and a sound wall. My cats are scared to be outside because of the excessive noise. The traffic and noise is much worse than 12 years ago when I bought the property. If there is anyway to include the Arnaz Grade corridor in your study, our neighborhood would appreciate it. The drivers don't care about my neighborhood and actually road rage me. Im careful at the intersections here because I hear the frequent accidents behind my property. People from oak view should be able to walk down to sulphur mountain road and enjoy the hiking/bike trail. Please help us.

Sincerely,

Chad Cullins
Owner, 10 Creek Lane
Oak View
CA, 93022
805 302 6451

Commenter: Chad Cullins

The comment states: I am a resident of oak view and I have lived here for 12 years. Due to the speeding and excessive car and motorcycle noise on highway 33, I can't even enjoy my yard. There are no sidewalks to sulphur mountain road or Larmier Road, so I cannot walk anywhere. The speeding has gotten so out of control behind my property on highway 33, that I have been almost hit 3 times in the last 60 days at the intersection of highway 33 and Creek Road. This project corridor from casitas springs needs to be entirely 1 lane to deter speeding. We need a sound wall and bike path along highway 33 behind my property 10 creek lane, oak view. I pay over 5000 dollars a year to in taxes and my neighborhood should have a walking path and a sound wall. My cats are scared to be outside because of the excessive noise. The traffic and noise is much worse than 12 years ago when I bought the property. If there is any way to include the Arnaz Grade corridor in your study, our neighborhood would appreciate it. The drivers don't care about my neighborhood and actually road rage me. Im careful at the intersections here because I hear the frequent accidents behind my property. People from oak view should be able to walk down to sulphur mountain road and enjoy the hiking/bike trail. Please help us.

Sincerely,

Chad Cullins

Owner, 10 Creek Lane
Oak View
CA, 93022
805 302 6451

Response to Comment: Thank you for providing your comment on the proposed project. Addressing speeding and traffic safety is a top priority of this project. The current improvements aim to reduce speeding and enhance safety for all users. We appreciate your suggestion regarding a sound wall and pedestrian pathways along SR-33 near your property and including the Arnaz Grade corridor in future studies. Your input will be shared with relevant departments to explore feasible options and potential future improvements.

From: Richard Dorn
To: Go Oakview@DOT
Cc: Ranger Dorn
Subject: Hwy 33 Improvement Project.
Date: Sunday, June 15, 2025 7:52:44 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello. Here are my opinions about the options presented and why they do not address key points. rd

I suggest coming up with an alternative that would address traffic needs long into the future, which is to extend the Hwy 33 Freeway portion to Hwy 150 as planned many years ago by-passing Casitas Springs and Oak View, which will relieve traffic issues on the existing highway as well as neighborhoods facing speeding traffic that avoid the jam that is now Highway 33 daily. Feel free to study the speed and number of cars that are using neighborhoods as their route between Ojai and the south end of Oak View. Or just come observe them on a busy day before someone is run over. Neighborhoods should not be the primary route for commuters. This condition was caused by the current experiment on Hwy 33 in Oak View.
In all of the alternatives, there is no mention of the viable existing bike path, which could be linked better to communities along Hwy 33 and maintained as part of the Hwy 33 transportation corridor.

A1- Several components make sense, but the road width in Casitas Springs would make adding a center turn lane very tight and would take away parking, or make it perilous. There is no mention of the existing bike path, which could be linked better to communities along Hwy 33 and maintained as part of the Hwy 33 transportation corridor. Evacuation during a disaster would not be helped by this approach.

A2- This existing component has proven to be unworkable. It is not generating bicycle ridership, has proven to be a hazard vis vehicle crashes and ignores the existing bike trail that runs the entire length of Hwy 33 from Ojai to Ventura. Linking the existing bike trail better to Oak View would provide a safer alternative to forcing bikes into a zone known for being used as a green striped passing lane. Evacuation during a disaster would not be helped by this approach.

B- This one is laughable as abandoning normal maintenance of a State Highway should not be an option to present to the public. If it is an attempt to get people to support one of the other two options, then shame on you. Evacuation during a disaster would not be helped by this approach.

R. Ranger Dorn P.O. Box 653 Oak View, CA 93022 805-701-1459 ranger.dorn@me.com Sent from iCloud

Commenter: Richard Dorn

The comment states: Hello. Here are my opinions about the options presented and why they do not address key points. Rd

I suggest coming up with an alternative that would address traffic needs long into the future, which is to extend the Hwy 33 Freeway portion to Hwy 150 as planned many years ago bypassing Casitas Springs and Oak View, which will relieve traffic issues on the existing highway as well as neighborhoods facing speeding traffic that avoid the jam

that is now Highway 33 daily. Feel free to study the speed and number of cars that are using neighborhoods as their route between Ojai and the south end of Oak View. Or just come observe them on a busy day before someone is run over. Neighborhoods should not be the primary route for commuters. This condition was caused by the current experiment on Hwy 33 in Oak View.
In all of the alternatives, there is no mention of the viable existing bike path, which could be linked better to communities along Hwy 33 and maintained as part of the Hwy 33 transportation corridor.

A1- Several components make sense, but the road width in Casitas Springs would make adding a center turn lane very tight and would take away parking, or make it perilous. There is no mention of the existing bike path, which could be linked better to communities along Hwy 33 and maintained as part of the Hwy 33 transportation corridor. Evacuation during a disaster would not be helped by this approach.

A2- This existing component has proven to be unworkable. It is not generating bicycle ridership, has proven to be a hazard vis vehicle crashes and ignores the existing bike trail that runs the entire length of Hwy 33 from Ojai to Ventura. Linking the existing bike trail better to Oak View would provide a safer alternative to forcing bikes into a zone known for being used as a green striped passing lane. Evacuation during a disaster would not be helped by this approach.

B- This one is laughable as abandoning normal maintenance of a State Highway should not be an option to present to the public. If it is an attempt to get people to support one of the other two options, then shame on you. Evacuation during a disaster would not be helped by this approach.

R. Ranger Dorn P.O. Box 653 Oak View, CA 93022 805-701-1459
ranger.dorn@me.com

Response to Comment: Thank you for providing your comment on the proposed project.

Your suggestion to extend SR-33 to SR-150, bypassing Casitas Springs and Oak View, is a significant infrastructure concept that has been discussed in the past. While such a project could relieve traffic and reduce cut-through neighborhoods, it involves complex planning, funding, and environmental considerations beyond the current scope. Caltrans and other regional transportation planning agencies such as Ventura County Transportation Commission (VCTC) and Southern California Association of Regional Governments (SCAG) continue to monitor the growth of the region, and any potential large-scale projects will be proposed in future planning efforts as future needs arise.

The community has voiced their concerns with regards to drivers using Creek Road and other local streets as an alternate route to SR-33. The data collected as part of the Traffic Study showed that previous traffic patterns were not directly altered because of the road diet. Additional information may be found in Section 2.2.2.

We appreciate your emphasis on the Ojai Bike Trail. Enhancing connections between the trail and the communities along SR-33 is an important consideration. The Ojai Bike Trail is owned and operated by the County of Ventura Parks Department, and Caltrans will continue to work with the County for future improvements that would provide connections throughout the region.

Regarding the specific alternatives:

A1 – Alternative A1 would involve upgrading the existing facility of SR-33 to current standards and maintaining a two-lane configuration in each direction. Parking would not be impacted, and the project would be designed according to the Caltrans Standard Plans and Specifications (2024).

A2 - Additional information on bicycle usage can be found in Section 2.2.2 Traffic and Transportation. With Design Option 1, a physical barrier would be installed to protect bicyclists from automobile traffic. Improved safety may help to encourage bicycle usage in the area. Alternative A2 will be designed to current Caltrans standards and will allow use of the center median for emergency vehicle access. The All-Hazards Evacuation Plan was completed by the County of Ventura in September 2024. Caltrans, along with the County of Ventura, local jurisdictions, and community stakeholders are required to follow the scope of this plan in the event of an emergency that requires evacuation. Caltrans also actively coordinates with local emergency service providers to ensure that routes remain safe and effective for rapid evacuation when necessary. Public safety remains our highest priority.

B – Maintaining state highway infrastructure is a fundamental responsibility, and the No-Build Alternative is not being considered.

Evacuation safety remains a paramount concern for this project. We continue to work closely with emergency service providers to ensure all alternatives support efficient and safe evacuation routes.

From: Joseph Spiccia
To: Go Oakview@DOT
Subject: Oak View Resident In Support of A2 with Permanent Bike Lanes
Date: Tuesday, June 17, 2025 10:27:34 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello, my name is Joe Spiccia. My family and I live right here in Oak View — not just nearby, but right in the heart of the project area. We live on Kunkle Street, which is right off the 33.

I'm writing in support **Alternative A2 with class IV bike lanes**, because Oak View, its residents and businesses deserve to be more than a pass-through town. It should be a place where families can safely walk and bike. I believe this project prioritizes the residents needs and the growth of this community.

My family and I bought our home here. We saw potential. We saw a community growing in the right direction. We believe in Oak View's future as a connected, thriving place to live and raise our children.

Before the road diet, the 33 functioned like a freeway through town — **45 mph with two lanes in each direction**. It didn't feel like a neighborhood street in traffic or safety. Now it's down to 35 mph, one lane each way, with a center turn lane and painted bike lanes — but **people frequently ignore the bike lane** and use it to pass, creating dangerous conditions. According to the **National Highway Traffic Safety Administration**, nearly **60% of bicyclist fatalities involve vehicles failing to yield or making improper passes** (NHTSA, 2022). That's not just a number — that's the risk my children and I face just trying to ride to school or the Ojai Bike and Hike Trail.

We live on a dead-end street. We have **no alternative exit**. This section of the 33 is our only connection to school, groceries, parks and the rest of town. That's why I'm asking for real protection for my family — for **buffered and physically separated class IV bike lanes**. These aren't just cosmetic. According to the **Transportation Research Board**, protected bike lanes reduce bicycle crashes by up to **90%** (TRB, 2018).

Emergency access is a major concern for many, and I completely understand that. My neighbor is a firefighter/engineer. I asked him directly whether this type of road design poses a problem for emergency response. He actually laughed and said, "Absolutely not." He's driven fire engines and ambulances through many communities with protected bike lanes — and it's never been an issue. These designs are **engineered with emergency vehicles in mind**. In fact, the **Federal Highway Administration** confirms that properly designed road diets **do not delay emergency response times** (FHWA, 2019).

And I want to acknowledge another important concern: **emergency evacuations**, especially during fire season. I live here too, and I take that seriously. But this stretch of SR-33 carries an **average daily traffic volume well below 25,000 vehicles**, and according to the **U.S. Department of Transportation**, road diets on streets with volumes below that threshold **do not impede evacuation and can even reduce confusion** by improving lane clarity and reducing risky behavior (USDOT, 2014).

What my wife and I *are* concerned about is the current state of confusion — where a road

narrows and expands, and drivers try to pass in the bike lane before it pinches back to one lane. That inconsistency causes **more accidents**, not fewer. **Caltrans collision data** confirms that this stretch has had a **high rate of speed-related crashes**.

As for **traffic congestion**, the traffic study already conducted showed that mainline flow remains **within acceptable levels**, with **manageable delays on side streets**. And those minor delays are **mitigated in A2** with strategies like **longer turn pockets and improved signal timing** — best practices outlined by the **Institute of Transportation Engineers**(ITE, 2021).

Some have worried that local businesses might suffer. But research from the **Project for Public Spaces** shows that slower, safer, pedestrian-friendly streets often **increase foot traffic and retail sales** — sometimes by as much as **30%**(PPS, 2017). When people feel safe walking or biking, they're more likely to stop and support the businesses right here in our town.

Finally, I understand that some commuters are frustrated. Nobody wants to be slowed down. The stretch of SR-33 through Oak View is just **0.67 miles long**. That's it. It takes maybe **60 seconds** to drive through. To claim this is a major disruption to a Ventura-Ojai commute just doesn't add up. I would also like to prioritize the needs of the community in which the project is actually taking place, Oak View.

But those same 60 seconds could be **life-changing** for the people who live here. For families walking their kids to school. For cyclists trying to get to the trail. For businesses that want customers to slow down and take notice. That **short stretch of road is our community** — it's where we live.

I support **Alternative A2 with Class IV bike lanes** because it protects us, connects us, and gives Oak View the chance to become more than just a speedway between other places. It's about **safety, community, and future-forward design** — and I hope we can move forward together.

Sincerely,

Joe Spiccia

Commenter: Joseph Spiccia

The comment states: Hello, my name is Joe Spiccia. My family and I live right here in Oak View — not just nearby, but right in the heart of the project area. We live on Kunkle Street, which is right off the 33.

I'm writing in support **Alternative A2 with class IV bike lanes**, because Oak View, its residents and businesses deserve to be more than a pass-through town. It should be a place where families can safely walk and bike. I believe this project prioritizes the residents needs and the growth of this community.

My family and I bought our home here. We saw potential. We saw a community growing in the right direction. We believe in Oak View's future as a connected, thriving place to live and raise our children.

Before the road diet, the 33 functioned like a freeway through town — **45 mph with two**

lanes in each direction. It didn't feel like a neighborhood street in traffic or safety. Now it's down to 35 mph, one lane each way, with a center turn lane and painted bike lanes — but **people frequently ignore the bike lane** and use it to pass, creating dangerous conditions. According to the **National Highway Traffic Safety Administration**, nearly **60% of bicyclist fatalities involve vehicles failing to yield or making improper passes** (NHTSA, 2022). That's not just a number — that's the risk my children and I face just trying to ride to school or the Ojai Bike and Hike Trail.

We live on a dead-end street. We have **no alternative exit**. This section of the 33 is our only connection to school, groceries, parks and the rest of town. That's why I'm asking for real protection for my family — for **buffered and physically separated class IV bike lanes**. These aren't just cosmetic. According to the **Transportation Research Board**, protected bike lanes reduce bicycle crashes by up to **90%** (TRB, 2018).

Emergency access is a major concern for many, and I completely understand that. My neighbor is a firefighter/engineer. I asked him directly whether this type of road design poses a problem for emergency response. He actually laughed and said, "Absolutely not." He's driven fire engines and ambulances through many communities with protected bike lanes — and it's never been an issue. These designs are **engineered with emergency vehicles in mind**. In fact, the **Federal Highway Administration** confirms that properly designed road diets **do not delay emergency response times** (FHWA, 2019).

And I want to acknowledge another important concern: **emergency evacuations**, especially during fire season. I live here too, and I take that seriously. But this stretch of SR-33 carries an **average daily traffic volume well below 25,000 vehicles**, and according to the **U.S. Department of Transportation**, road diets on streets with volumes below that threshold **do not impede evacuation and can even reduce confusion** by improving lane clarity and reducing risky behavior (USDOT, 2014).

What my wife and I *are* concerned about is the current state of confusion — where a road narrows and expands, and drivers try to pass in the bike lane before it pinches back to one lane. That inconsistency causes **more accidents**, not fewer. **Caltrans collision data** confirms that this stretch has had a **high rate of speed-related crashes**.

As for **traffic congestion**, the traffic study already conducted showed that mainline flow remains **within acceptable levels**, with **manageable delays on side streets**. And those minor delays are **mitigated in A2** with strategies like **longer turn pockets and improved signal timing** — best practices outlined by the **Institute of Transportation Engineers**(ITE, 2021).

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people feel safe walking or biking, they're more likely to stop and support the businesses right here in our town.

Finally, I understand that some commuters are frustrated. Nobody wants to be slowed down. The stretch of SR-33 through Oak View is just **0.67 miles long**. That's it. It takes maybe **60 seconds** to drive through. To claim this is a major disruption to a Ventura-Ojai commute just doesn't add up. I would also like to prioritize the needs of the community in which the project is actually taking place, Oak View.

But those same 60 seconds could be **life-changing** for the people who live here. For families walking their kids to school. For cyclists trying to get to the trail. For businesses that want customers to slow down and take notice. That **short stretch of road is our community** — it's where we live.

I support **Alternative A2 with Class IV bike lanes** because it protects us, connects us, and gives Oak View the chance to become more than just a speedway between other places. It's about **safety, community, and future-forward design** — and I hope we can move forward together.

Sincerely,

Joe Spiccia

Response to Comment: Thank you for providing your comment on the proposed project. Your personal perspective as a homeowner, parent, and daily user of SR-33 adds valuable insight to the decision-making process. We also appreciate the data and research you've referenced to support your points. National and federal studies, along with feedback from local emergency responders, help us evaluate the design from multiple perspectives, including public safety, emergency access, and evacuation planning. Your support for Alternative A2 has been noted.

From: Elizabeth Dubrin
To: Go Oakview@DOT
Subject: SR-33 Pavement Preservation Project
Date: Tuesday, June 17, 2025 12:07:28 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Greetings,
I am writing in support of **Build Alternative A2**
In addition to all work listed in Build Alternative A1, Build Alternative A2 would also reconfigure current lane striping from five lanes to three lanes (one through lane in each direction by a two-way left turn lane), with a bike lane at both sides of the road, from Santa Ana Boulevard to Larmier Avenue (between PM 8.45 to 9.12). This alternative will also provide landscaping and curb extensions within these limits.
in the Oak View area.

I believe this is an excellent improvement, especially for bicyclists and pedestrians. As a resident of Oak View that enjoys walking to the local businesses with my family, I feel much safer using the sidewalks now than I did previously. I support this project, and I appreciate Caltrans efforts to improve our community.

Thank you,
Liz Dubrin, resident of Oak View
lizdubrin@gmail.com

Commenter: Elizabeth Dubrin

The comment states: Greetings,
I am writing in support of **Build Alternative A2**
In addition to all work listed in Build Alternative A1, Build Alternative A2 would also reconfigure current lane striping from five lanes to three lanes (one through lane in each direction by a two-way left turn lane), with a bike lane at both sides of the road, from Santa Ana Boulevard to Larmier Avenue (between PM 8.45 to 9.12). This alternative will also provide landscaping and curb extensions within these limits.
in the Oak View area.

I believe this is an excellent improvement, especially for bicyclists and pedestrians. As a resident of Oak View that enjoys walking to the local businesses with my family, I feel much safer using the sidewalks now than I did previously. I support this project, and I appreciate Caltrans efforts to improve our community.

Thank you,
Liz Dubrin, resident of Oak View
lizdubrin@gmail.com

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Bill
To: Go Oakview@DOT
Subject: Oak View, ventura county, ca highway project
Date: Tuesday, June 17, 2025 12:54:33 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

6/17/25
To: Caltrans
From: Bill Miley, Ojai
Subject: Oak View highway project

Hello.

I like the present demonstration project whereby 4 traffic lanes were turned into 2 traffic lanes, and two bicycle lanes. It streamlined the traffic going through the community of Oak View both ways. Allowing easier crossing (access) of highway from north to south and reverse. By vehicles and pedestrians and bicyclists.

The old 4 lanes was congested for anyone trying to access the highway or cross it. It was an unnecessary expansion of a 2 lane highway 33 to 4 lanes (for about a mile) in the 1960's anticipating a freeway through the entire Ojai Valley, which was stopped at Foster Park in the late 1960's.

I have lived in the Ojai Valley since 1968. This version of highway 33, now all 2 lanes, is consistent for driver expectations making it safer with less "jockeying" for a forward position in the vehicle line.

Thankyou for these improvements.

Bill Miley

Commenter: Bill Miley

The comment states: 6/17/25
To: Caltrans
From: Bill Miley, Ojai
Subject: Oak View highway project

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I have lived in the Ojai Valley since 1968. This version of highway 33, now all 2 lanes, is consistent for driver expectations making it safer with less "jockeying" for a forward position in the vehicle line.

Thankyou for these improvements.

Bill Miley

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Marilyn Miller
To: Go Oakview@DOT
Subject: Highway 33 Oak View Lane Reduction
Date: Tuesday, June 17, 2025 2:19:56 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I strongly support maintaining single lanes each way through Oak View on Highway 33 and providing bicycle lanes/pedestrian lanes in the remaining lanes. The current demonstration has resulted in slower traffic, safer traffic, easier crossing at sidewalks for pedestrians and easier access to local Oak View businesses. Thank you for making this project permanent.

Marilyn K. Miller
130 Park Avenue
Oak View CA 93022
805/415-1773
mkmandcompany@gmail.com

Commenter: Marilyn Miller

The comment states: I strongly support maintaining single lanes each way through Oak View on Highway 33 and providing bicycle lanes/pedestrian lanes in the remaining lanes. The current demonstration has resulted in slower traffic, safer traffic, easier crossing at sidewalks for pedestrians and easier access to local Oak View businesses. Thank you for making this project permanent.

Marilyn K. Miller
130 Park Avenue
Oak View CA 93022
805/415-1773
mkmandcompany@gmail.com

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Heidi Thompson
To: Go Oakview@DOT
Subject: Support for SR-33 Option A2
Date: Thursday, June 19, 2025 12:50:46 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Friends at CalTrans District 7 -

I'm writing to submit my strong support for Building Alternative A2 for the SR-33 Pavement Preservation Project. (This is the option that includes all the sidewalk, bus stop and curb improvements AND the reduction of lanes from 5 to 3).

As a resident of Oak View, I'm very concerned about safety for everyone using 33. I live close to the intersection of Larmier and 33, where there have been several accidents in the last few years, mostly because of speeding drivers. Option 2 will slow traffic and make our community safer for drivers, bikers and pedestrians.

Thank you for your work on this - Heidi

--
Heidi Thompson
m. 202-436-0601
e. hthomly@gmail.com

Commenter: Heidi Thompson

The comment states: Friends at CalTrans District 7 –

I'm writing to submit my strong support for Building Alternative A2 for the SR-33 Pavement Preservation Project. (This is the option that includes all the sidewalk, bus stop and curb improvements AND the reduction of lanes from 5 to 3).

As a resident of Oak View, I'm very concerned about safety for everyone using 33. I live close to the intersection of Larmier and 33, where there have been several accidents in the last few years, mostly because of speeding drivers. Option 2 will slow traffic and make our community safer for drivers, bikers and pedestrians.

Thank you for your work on this – Heidi

--
Heidi Thompson
m. 202-436-0601
e. hthomly@gmail.com

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Ched Myers
To: Go Oakview@DOT
Cc: Elaine Enns
Subject: Strong support for SR-33 Option A2
Date: Thursday, June 19, 2025 1:34:41 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom it May Concern at CalTrans District 7:

I'm writing to enthusiastically express our household's strong support for Building Alternative A2 for the SR-33 Pavement Preservation Project, including all the sidewalk, bus stop and curb improvements AND the reduction of lanes from 5 to 3.

Next month my wife and I celebrate our 20th year as homeowners in Oak View. From our earliest days here, we have been concerned about safety for everyone using the 33—especially pedestrians and cyclists. We live off of Santa Ana Blvd—a major local artery—and are all too familiar with the dangerous jockeying for turns off of, and onto, the 33. Overall, there have been too many accidents, and ever more close calls, because of the 5 lane vehicular "speedway" that opens up and ends in the mile-long span of small unincorporated town. While the old highway architecture did nothing to advance traffic along the 33, it had a hugely negative impact on both customers and businesses along that corridor, including our Post Office, gas stations and markets.

We have been *very* pleased with the reduction of lanes and creation of bike lanes through Oak View during this provisional "experiment" over the last year. There has been NO evidence of negative impacts on overall traffic flow. Moreover, we are residents who not only drive the highway daily, but also frequently walk and bike it. Because the Ojai Bike Path does not provide access to business district of Oak View, we *really* need those bike lanes on the 33. In fact, we'd love to see bike lanes extend north from the Santa Ana Blvd intersection to Barbara St to meet the Bike Path!

In sum, our household strongly wishes to see the existing "experimental" changes improved and made permanent, as per Option 2. It has proven effective at slowing and ordering traffic in a way that makes our "main avenue" safer for *everyone*. Please do *not* return this community to the nightmare of the last two decades! As "keeper of our thoroughfares," we thank you for addressing real problems with constructive solutions!

Ched Myers and Elaine Enns

PO Box 328, Oak View, CA 93022 805-836-1227

Commenter: Ched Myers, Elaine Enns

The comment states: To Whom it May Concern at CalTrans District 7:
I'm writing to enthusiastically express our household's strong support for Building Alternative A2 for the SR-33 Pavement Preservation Project, including all the sidewalk, bus stop and curb improvements AND the reduction of lanes from 5 to 3.
Next month my wife and I celebrate our 20th year as homeowners in Oak View. From our earliest days here, we have been concerned about safety for everyone using the 33—especially pedestrians and cyclists. We live off of Santa Ana Blvd—a major local artery—and are all too familiar with the dangerous jockeying for turns off of, and onto, the 33. Overall, there have been too many accidents, and ever more close calls, because of the 5 lane vehicular "speedway" that opens up and ends in the mile-long span of small unincorporated town. While the old highway architecture did nothing to

advance traffic along the 33, it had a hugely negative impact on both customers and businesses along that corridor, including our Post Office, gas stations and markets.

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In sum, our household strongly wishes to see the existing “experimental” changes improved and made permanent, as per Option 2. It has proven effective at slowing and ordering traffic in a way that makes our “main avenue” safer for *everyone*. Please do *not* return this community to the nightmare of the last two decades! As “keeper of our thoroughfares,” we thank you for addressing real problems with constructive solutions!

Ched Myers and Elaine Enns
PO Box 328, Oak View, CA 93022 805-836-1227

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted. Your suggestion for additional connections with the Ojai Valley Trail is valuable and will be shared with the project team.

From: Chris Wight
To: Go Oakview@DOT
Subject: Re: SR-33 Pavement Preservation Project.
Date: Thursday, June 19, 2025 1:36:10 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

My name is Chris Wight, resident of Oak View CA (93 Prospect St) for the past 11 years.
I am writing in support of **Build Alternative A2** - During the demonstration period, while driving I have experienced no noticeable negative effects and only positive improvements in turning into and out of businesses in my town. Also I can remember only one experience of speeding/undertaking (overtaking on my right) since the green paint was laid down, and this was very early on and was clearly a very angry individual who saw themselves and their truck as more important that anything or anyone else near the 33. Since then I have noticed no problems or delays. As a pedestrian I have noticed no particular benefits or negative effects. Therefore I support both Alternatives A1 and A2, with a strong preference for A2, as, based on the descriptions, it seems to offer a more permanent and solid looking set of works.
thanks
Chris Wight

Commenter: Chris Wight

The comment states: My name is Chris Wight, resident of Oak View CA (93 Prospect St) for the past 11 years.
I am writing in support of **Build Alternative A2 –** During the demonstration period, while driving I have experienced no noticeable negative effects and only positive improvements in turning into and out of businesses in my town. Also I can remember only one experience of speeding/undertaking (overtaking on my right) since the green paint was laid down, and this was very early on and was clearly a very angry individual who saw themselves and their truck as more important that anything or anyone else near the 33. Since then I have noticed no problems or delays. As a pedestrian I have noticed no particular benefits or negative effects. Therefore I support both Alternatives A1 and A2, with a strong preference for A2, as, based on the descriptions, it seems to offer a more permanent and solid looking set of works.
thanks
Chris Wight

Response to Comment: Thank you for your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Renee Roth
To: Go Oakview@DOT
Cc: Heidi Thompson; Suza Francina
Subject: Support Option 2
Date: Thursday, June 19, 2025 3:30:57 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear CAL Trans

I strongly support all the traffic calming changes implemented so far. Going from 2 lanes down to one in each direction reduces the "speedway mentality" and also means we cooperate more and introduce civility into the commuter traffic.

I live across from Nordhoff in Ojai and I personally know I feel much safer now when I walk across the street to take our dog for a walk at Nordhoff or the Ojai Meadow Preserve! Major safety change when in the car and trying to cross the street also. Everyone has slowed down significantly so thank you!

Pedestrians and bicyclists who live locally deserve safer streets, and will frequent the local shops and may even get to know their neighbors again! Please let drivers know they will have to slower down—-and take more time. Please respect all residents you share the roadways with.

Sincerely,
Renee Roth
805-798-3897

Commenter: Renee Roth

The comment states: Dear CAL Trans

I strongly support all the traffic calming changes implemented so far. Going from 2 lanes down to one in each direction reduces the "speedway mentality" and also means we cooperate more and introduce civility into the commuter traffic.

I live across from Nordhoff in Ojai and I personally know I feel much safer now when I walk across the street to take our dog for a walk at Nordhoff or the Ojai Meadow Preserve! Major safety change when in the car and trying to cross the street also. Everyone has slowed down significantly so thank you!

Pedestrians and bicyclists who live locally deserve safer streets, and will frequent the local shops and may even get to know their neighbors again! Please let drivers know they will have to slower down – and take more time. Please respect all residents you share the roadway with.

Sincerely,
Renee Roth
805-798-3897

Response to Comment: Thank you for your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Rose M Berger
To: Go Oakview@DOT
Subject: SUPPORT for Building Alternative A2 for the SR-33 Pavement Preservation Project/ Oak View
Date: Thursday, June 19, 2025 5:56:10 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Attn: CalTrans District 7

I'm writing to submit my **strong support** for Building Alternative A2 for the SR-33 Pavement Preservation Project. (This is the option that includes all the sidewalk, bus stop and curb improvements AND the reduction of lanes from 5 to 3).

As a resident of Oak View, I'm very concerned about safety for everyone using 33. I live close to the intersection of Larmier and 33, where there have been several accidents in the last few years, mostly because of speeding drivers. **This morning at 10:15a I witnessed a 3700 lb Hyundai Santa Cruz truck hurtling at 70mph south IN THE BIKE LANE between Short St and Larmier. This has got to stop.**

Option 2 will slow traffic and make our community safer for drivers, bikers and pedestrians.

Thank you for your work on this - Rose Berger

--
Rose Marie Berger
Ojai Valley, California
Traditional Chumash territory
Ventura River watershed
www.rosemarieberger.com

Commenter: Rose Marie Berger

The comment states: Attn: CalTrans District 7

I'm writing to submit my **strong support** for Building Alternative A2 for the SR-33 Pavement Preservation Project. (This is the option that includes all the sidewalk, bus stop and curb improvements AND the reduction of lanes from 5 to 3).

As a resident of Oak View, I'm very concerned about safety for everyone using 33. I live close to the intersection of Larmier and 33, where there have been several accidents in the last few years, mostly because of speeding drivers. **This morning at 10:15a I witnessed a 3700 lb Hyundai Santa Cruz truck hurtling at 70mph south IN THE BIKE LANE between Short St and Larmier. This has got to stop.**

Option 2 will slow traffic and make our community safer for drivers, bikers and pedestrians.

Thank you for your work on this – Rose Berger.

--
Rose Marie Berger
Ojai Valley, California

Traditional Chumash territory
Ventura River watershed
www.rosemarieberger.com

Response to Comment: Thank you for your comment on the proposed project. Your support for Alternative A2 has been noted.

From: John Brooks
To: Go Oakview@DOT
Subject: SR 33
Date: Friday, June 20, 2025 2:13:52 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear CalTrans,
I live in Oak View i hope you build **Alternative A2.**
Thank you
John Brooks

Commenter: John Brooks

The comment states: Dear CalTrans,
I live in Oak View i hope you build **Alternative A2.**
Thank you
John Brooks

Response to Comment: Thank you for your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Leila GB
To: Go Oakview@DOT
Subject: SR-33 Pavement Preservation Project
Date: Friday, June 20, 2025 2:26:46 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello. Anyone who lives in the Ojai Valley who has lived with the demonstration project's experimental bike lanes in Oak View knows that **Build Alternative A1** is the most sensible option. I have personally seen 1 bicyclist the entire time of this project. Granted, I don't drive it daily but if there was any increase in biking, I drive it enough that I would've seen cyclists more often than almost never. Contrary to making that stretch of road safer, I've seen cars driving in the bike lane in an attempt to overtake cars in the correct lane. How is that safer for anyone?

Thank you for noting my preference for **Build Alternative A1**.

Leila Gregory-Browne
Ojai, CA

Commenter: Leila Gregory-Browne

The comment states: Hello. Anyone who lives in the Ojai Valley who has lived with the demonstration project's experimental bike lanes in Oak View knows that **Build Alternative A1** is the most sensible option. I have personally seen 1 bicyclist the entire time of this project. Granted, I don't drive it daily but if there was any increase in biking, I drive it enough that I would've seen cyclists more often than almost never. Contrary to making that stretch of road safer, I've seen cars driving in the bike lane in an attempt to overtake cars in the correct lane. How is that safer for anyone?

Thank you for noting my preference for **Build Alternative A1**.

Leila Gregory-Browne
Ojai, CA

Response to Comment: Thank you for your comment on the proposed project. Your support for Alternative A1 has been noted.

From: s t
To: Go Oakview@DOT
Subject: public comment
Date: Sunday, June 22, 2025 4:44:43 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

For Susan Tse Koo, Sr. environmental scientist

Hello,

I saw an article about this project on Highway 33 in the Oakview area. Please send me a PDF regarding this project and/or a link to further information.

Most importantly, at the intersection of Sulphur Mountain Road and Highway 33, please put a traffic light for pedestrians like you have in Casitas Springs and a crosswalk. You should also re-evaluate putting a left hand turn lane on the southbound lane.

While this intersection is not as dangerous as the Creek Road intersection, this is a dangerous intersection. Please be sure you drive south on 33 and turn left onto Sulphur Mountain Rd several times. What you will find is cars leave the roadway and pass on the right, on the shoulder. This happens on a daily basis. If you happen to be standing on the shoulder when this happens, there is a high probability of getting hit by a car.

While there are next to no houses or businesses on Sulphur Mountain Road, the County of Ventura has a hiking trail designated as a park at the end of S Mtn Road. On a regular daily basis, people will be on the Ojai - Ventura bike path and cross Hwy 33 at this intersection. People cross daily on bicycles, walking, and on horses. **This is extremely dangerous !!!! Again, I suggest you try walking back and forth across the highway several times.**

Please also take a look at the speed limit on this section of road. When the construction started about a 1/2 mile north, on the San Antonio Creek bridge, the signage became a bit odd. I think currently the northbound speed limit is 35 mph and the southbound speed limit is 45 miles an hour.

I suggest as part of your analysis, you work with the CHP and monitor the actual speeds in this section of road. You should do this by having a CHP or Caltrans official be out of sight. My guess is the average speed is about 55 mph.

Again, go out and try to cross the highway a few times. Pay particular attention to how much time you have to get out of the way of a car coming around the curve from Casitas Springs at 55 mph. It makes sense to make the speed limit 35 mph in

this section. Please note where the flashing yellow light is. This light is too far south, especially if you create a safe speed limit in this zone.

Please enter this as official testimony and pass on to your legal and safety team. You now have notice of the dangers at this intersection.

Thank you,
S. Weiss

Commenter: S. Weiss

The comment states: For Susan Tse Koo, Sr. environmental scientist

Hello,

I saw an article about this project on Highway 33 in the Oakview area. Please send me a PDF regarding this project and/or a link to further information.

Most importantly, at the intersection of Sulphur Mountain Road and Highway 33, please put a traffic light for pedestrians like you have in Casitas Springs and a crosswalk. You should also re-evaluate putting a left hand turn lane on the southbound lane.

While this intersection is not as dangerous as the Creek Road intersection, this is a dangerous intersection. Please be sure you drive south on 33 and turn left onto Sulphur Mountain Rd several times. What you will find is cars leave the roadway and pass on the right, on the shoulder. This happens on a daily basis. If you happen to be standing on the shoulder when this happens, there is a high probability of getting hit by a car.

While there are next to no houses or businesses on Sulphur Mountain Road, the County of Ventura has a hiking trail designated as a park at the end of S Mtn Road. On a regular daily basis, people will be on the Ojai - Ventura bike path and cross Hwy 33 at this intersection. People cross daily on bicycles, walking, and on horses. **This is extremely dangerous !!!! Again, I suggest you try walking back and forth across the highway several times.**

Please also take a look at the speed limit on this section of road. When the construction started about a 1/2 mile north, on the San Antonio Creek bridge, the signage became a bit odd. I think currently the northbound speed limit is 35 mph and the southbound speed limit is 45 miles an hour.

I suggest as part of your analysis, you work with the CHP and monitor the actual speeds in this section of road. You should do this by having a CHP or Caltrans official be out of sight. My guess is the average speed is about 55 mph.

Again, go out and try to cross the highway a few times. Pay particular attention to how much time you have to get out of the way of a car coming around the curve from Casitas Springs at 55 mph. It makes sense to make the speed limit 35 mph in this section. Please note where the flashing yellow light is. This light is too far south, especially if you create a safe speed limit in this zone.

Please enter this as official testimony and pass on to your legal and safety team. You now have notice of the dangers at this intersection.

Thank you,
S. Weiss

Response to Comment: Thank you for providing your comment on the proposed project.

Information on the project along with the environmental document may be found on the project website at: https://dot.ca.gov/caltrans-near-me/district-7/sr33-pavement-preservation-project . If you would like a copy of any additional studies prepared as part of this project, they may be provided upon request.

Your request for a pedestrian traffic signal at Sulphur Mountain Road is noted, and this location will be looked into further in the project Design phase to evaluate options to improve safety at this location.

From: Nancy Hart
To: Go Oakview@DOT
Subject: Traffic on Creek Rd
Date: Monday, June 23, 2025 8:35:29 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

I highly recommend that you DO NOT reduce the traffic lanes to install bike lanes on Hwy 33 going into Ojai. Creek Rd is already becoming highly dangerous due to speeding cars and wildlife endangerment.

Please please please reconsider your plans that would highly impact Creek Rd. DO NOT PUT BIKE LANES THAT REDUCE TRAFFIC LANES on Hwy 33.

Thank you,

Nancy Hart
805 794-9009

Commenter: Nancy Hart

The comment states: To whom it may concern,

I highly recommend that you DO NOT reduce the traffic lanes to install bike lanes on Hwy 33 going into Ojai. Creek Rd is already becoming highly dangerous due to speeding cars and wildlife endangerment.

Please please please reconsider your plans that would highly impact Creek Rd. DO NOT PUT BIKE LANES THAT REDUCE TRAFFIC LANES on Hwy 33.

Thank you,

Nancy Hart
805-794-9009

Response to Comment: Thank you for providing your comment on the proposed project. Your opposition to the lane reduction and bike lanes has been noted.

From: Lea Lucas
To: Go Oakview@DOT
Subject: Lane Reduction
Date: Monday, June 23, 2025 8:58:03 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,
I am writing in support of the lane reduction in Oak View. As a resident of Oak View I have noticed a significant decrease in car speeds through Oak View and it is no longer treated like one big passing lane from folks passing through. I am now able to safely turn into my neighborhood. So thank you. I hope the project goes through in its entirety.
Best Regards,
Lea Lucas
Sent from my iPhone

Commenter: Lea Lucas

The comment states: Hello,
I am writing in support of the lane reduction in Oak View. As a resident of Oak View I have noticed a significant decrease in car speeds through Oak View and it is no longer treated like one big passing lane from folks passing through. I am now able to safely turn into my neighborhood. So thank you. I hope the project goes through in its entirety.
Best regards,
Lea Lucas

Response to Comment: Thank you for providing your comment on the proposed project. Your support for the lane reduction is noted.

From: John Brooks
To: Go Oakview@DOT
Subject: A2
Date: Monday, June 23, 2025 9:35:16 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

I fully support the A2 plan.
John Brooks
Oak view

Commenter: John Brooks

The comment states: I fully support the A2 plan.

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Gia Ilole
To: Go Oakview@DOT
Subject: Support for A2
Date: Monday, June 23, 2025 12:12:21 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Thank you for offering opportunity for input from the community on the road diet. I am supportive of the road diet and the plan to add sidewalks, barriers, trees and other landscaping to our Oak View downtown. I enjoy the opportunity to make the area more walkable for businesses and to be able to more safely get from my neighborhood down to the bike path. I think landscaping and more trees in medians would add a much needed aesthetic for our community. Since the road diet I have done much more walking but I would feel much more comfortable with barriers and trees for shade!
Thank you so much!
Gia Ilole
755 Spring St.
Oak View

Commenter: Gia Ilole

The comment states: Thank you for offering opportunity for input from the community on the road diet. I am supportive of the road diet and the plan to add sidewalks, barriers, trees and other landscaping to our Oak View downtown. I enjoy the opportunity to make the area more walkable for businesses and to be able to more safely get from my neighborhood down to the bike path. I think landscaping and more trees in medians would add a much needed aesthetic for our community. Since the road diet I have done much more walking but I would feel much more comfortable with barriers and trees for shade!
Thank you so much!
Gia Ilole
755 Spring St.
Oak View

Response to Comment: Thank you for providing your comment on the proposed project. Your support for a road diet along with sidewalks, barriers, and landscaping has been noted.

From: Michelle Thomas
To: Go Oakview@DOT
Subject: Oakview lane reduction
Date: Monday, June 23, 2025 12:18:52 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

A comprehensive evaluation and road evacuation study is needed for the entire Ojai Valley!
Traffic and tourism related traffic has increased to the point where there seems to be traffic accidents and reckless driving occurring daily.

-I would like to see published statistics about this before you change anything.
None of these issues are being addressed by law enforcement!

None of this is being addressed by the driver of traffic – increased tourism!

I propose that you do a comprehensive study of traffic and evacuation issues before you change anything!
Do we need another Paradise tragedy where people can't get out?

Does the public know that professional evacuation studies have shown that people who try to evacuate taking all their family cars increase gridlock by 40%?
Add this to all the tourist cars and we have a huge mess!

I am personally in favor of traffic calming measures. The lane reduction in Oakview is not an issue to me because the highway is 2 lanes before and after Oakview!
It is not acceptable to me, however, that Creek Road has become an unofficial detour around Oakview, this is endangering the public, and the wildlife on this corner.

None of this addresses the greater issue,
-which is there are too many cars coming in and going out of Ojai.
-We are beyond the carrying capacity of two lane highways!
Please consider giving input about not allowing any more tourism to be developed until we address this situation.

Again, don't do anything until you evaluate ingress and egress to the Ojai Valley with a professional Ojai Valley traffic study, and evacuation study!
Keyword is PROFESSIONAL!

Thank you for listening,
Michelle Thomas
Ojai

Commenter: Michelle Thomas

The comment states: A comprehensive evaluation and road evacuation study is needed for the entire Ojai Valley!
Traffic and tourism related traffic has increased to the point where there seems to be traffic accidents and reckless driving occurring daily.

-I would like to see published statistics about this before you change anything.
None of these issues are being addressed by law enforcement!

None of this is being addressed by the driver of traffic – increased tourism!

I propose that you do a comprehensive study of traffic and evacuation issues before you change anything!
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It is not acceptable to me, however, that Creek Road has become an unofficial detour around Oakview, this is endangering the public, and the wildlife on this corner.

None of this addresses the greater issue,
-which is there are too many cars coming in and going out of Ojai.
-We are beyond the carrying capacity of two lane highways!
Please consider giving input about not allowing any more tourism to be developed until we address this situation.

Again, don't do anything until you evaluate ingress and egress to the Ojai Valley with a professional Ojai Valley traffic study, and evacuation study!
Keyword is PROFESSIONAL!

Thank you for listening,
Michelle Thomas
Ojai

Response to Comment: Thank you for providing your comment on the proposed project.

Traffic volume increases, particularly during peak tourism periods, do present challenges that extend beyond any single corridor. A comprehensive Traffic Study was completed for the project, and this study analyzed current traffic volumes, patterns, and safety conditions. A summary of this information can be found in Section 2.2.2 Traffic and Transportation.

Caltrans shares your concern regarding any condition that might increase risk during fire evacuations. The proposed project will be designed to current Caltrans standards and will allow use of the center median for emergency vehicle access. The All Hazards Evacuation Plan was completed by the County of Ventura in September 2024. Caltrans, along with the County of Ventura, local jurisdictions, and community stakeholders are required to follow the scope of this plan in the event of an emergency that requires evacuation. For additional information on emergency readiness please refer to https://www.readyventuracounty.org/.

From: kassyerickson@icloud.com
To: Go Oakview@DOT
Subject: Planned lane deduction in Oak View: comment
Date: Monday, June 23, 2025 12:30:20 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I support the planned lane reduction.

Recently there was a lane reduction on Highway 33 near the Y intersection. Driving, and walking, there appears considerably safer now.

County improvements recently to Creek Rd have been welcome.

I don't live on Creek Rd but must drive it. I have to cross it walking several times a week. I cannot say whether traffic has increased. City of Ojai traffic has increased, not surprisingly given the low business vacancy rate downtown.

If further safety improvements are under consideration for Highway 33, I would nominate the intersection of Hermosa, and Krotona, as dangerous, as it has been for years.

Kassy Erickson
Sent from my iPad

Commenter: Kassy Erickson

The comment states: I support the planned lane reduction.

Recently there was a lane reduction on Highway 33 near the Y intersection. Driving, and walking, there appears considerably safer now.

County improvements recently to Creek Rd have been welcome.

I don't live on Creek Rd but must drive it. I have to cross it walking several times a week. I cannot say whether traffic has increased. City of Ojai traffic has increased, not surprisingly given the low business vacancy rate downtown.

If further safety improvements are under consideration for Highway 33, I would nominate the intersection of Hermosa, and Krotona, as dangerous, as it has been for years.

Kassy Erickson

Response to Comment: Thank you for providing your comment on the proposed project. Your support for the lane reduction has been noted. Your suggestion for safety improvements at the intersections of Hermosa St. and Krotona St. is valuable and will be further evaluated in the project Design phase.

From: jgd.dgomez@gmail.com
To: Go Oakview@DOT
Subject: Hwy 33 Improvements
Date: Monday, June 23, 2025 12:39:47 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Susan Tse Koo,

I live on Watkins Way, intersecting Hwy 33 just south of Santa Ana Blvd.

I support Alternative A1 completely over any other alternative. This is the safest option by far.

I am a retired civil engineering project manager, and I would like to express my disappointment with Caltrans regarding Alternative A2 and the current temporary improvements along Hwy 33 from the post office to Santa Ana Blvd.

I have never seen a more dangerous concept in my 50 years of experience for the design and construction of these improvements for cities, counties, or state, which I hope will not be implemented for alternative A2 if chosen.

The striping is not clear to bicyclists and pedestrians; they seem to assume this is not a shared lane with vehicles. There is no distinctive signage, the bicycle symbol does not show as a shared lane. I have seen pedestrians walking along this lane, vehicles coming to complete stops in this lane, delivery trucks at a complete stop, and bicyclists traveling in the wrong direction, which you can see in the Starr Free Press photo. I have also experienced being pushed off the lane by other vehicles that believe this is a designated bike lane.

The northbound designated right turn lane at Larmier Ave. (post office) does not provide enough time for the vehicle to change lanes, and no clear signage for the vehicles.

I do not see a reason to put our vehicle traffic backed up in both directions and in hardship for the simple reason of very light recreational bicycling.

Also upset with the traffic light timing on Oak View Ave., this seems to be set for turning red when there are no vehicles or pedestrians crossing Hwy 33.

Sincerely,

Dennis Gomez

Commenter: Dennis Gomez

The comment states: Susan Tse Koo,
I live on Watkins Way, intersecting Hwy 33 just south of Santa Ana Blvd.
I support Alternative A1 completely over any other alternative. This is the safest option by far.
I am a retired civil engineering project manager, and I would like to express my disappointment with Caltrans regarding Alternative A2 and the current temporary improvements along Hwy 33 from the post office to Santa Ana Blvd.
I have never seen a more dangerous concept in my 50 years of experience for the design and construction of these improvements for cities, counties, or state, which I hope will not be implemented for alternative A2 if chosen.
The striping is not clear to bicyclists and pedestrians; they seem to assume this is not a shared lane with vehicles. There is no distinctive signage, the bicycle symbol does not show as a shared lane. I have seen pedestrians walking along this lane, vehicles coming to complete stops in this lane, delivery trucks at a complete stop, and bicyclists

traveling in the wrong direction, which you can see in the Starr Free Press photo. I have also experienced being pushed off the lane by other vehicles that believe this is a designated bike lane.
The northbound designated right turn lane at Larmier Ave. (post office) does not provide enough time for the vehicle to change lanes, and no clear signage for the vehicles.
I do not see a reason to put our vehicle traffic backed up in both directions and in hardship for the simple reason of very light recreational bicycling.
Also upset with the traffic light timing on Oak View Ave., this seems to be set for turning red when there are no vehicles or pedestrians crossing Hwy 33.
Sincerely,
Dennis Gomez

Response to Comment: Thank you for providing your comment on the proposed project. Your insight as a former civil engineering project manager and personal experiences using SR-33 are valuable, and your support for Alternative A1 has been noted. Further options to improve safety and traffic flow will be evaluated in the project Design phase.

From: charles crofoot
To: Go Oakview@DOT
Subject: Lane Reduction Expriment
Date: Monday, June 23, 2025 1:17:33 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Thousands of new vehicle use on Creek Road has resulted because of the bicycle lane placed the length of town. The bottleneck created makes for a very dangerous situation being created on Creek Road when people who commute to and from Ojai decide not use Hwy 33, instead creating chaos where I live, and have lived for more than 50 years.The rural setting has been destroyed by the constant influx of new traffic,along with increased fumes and noise. Whoever thought this up as a traffic remedy is a very sick person indeed! Sincerely- Charles Crofoot Sr.

Commenter: Charles Crofoot Sr.

The comment states: Thousands of new vehicle use on Creek Road has resulted because of the bicycle lane placed the length of town. The bottleneck created makes for a very dangerous situation being created on Creek Road when people who commute to and from Ojai decide not use Hwy 33, instead creating chaos where I live, and have lived for more than 50 years. The rural setting has been destroyed by the constant influx of new traffic, along with increased fumes and noise. Whoever thought this up as a traffic remedy is a very sick person indeed! Sincerely- Charles Crofoot Sr.

Response to Comment: Thank you for providing your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and your concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

From: Amber Drury
To: Go Oakview@DOT
Cc: kent.ko@parsons.com; teena.broumand@me.com
Subject: Re: Creek Road Concerns
Date: Monday, June 23, 2025 5:03:36 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom it May Concern,

I am writing regarding my concerns about Creek Rd in Ojai. I've lived on Creek Road for 20 years and have seen a huge increase in traffic and aggressive behavior by drivers using Creek Road in the past few years. I regularly see aggressive tailgating and passing illegally sometimes on BLIND CORNERS. Imagine being aggressively tailgated regularly as you drive on your street to your home and even honked at as you turn into your driveway. There are many many homes that have driveways with blind corners on Creek Road and with speeding drivers it's a recipe for disaster.

I believe adding a stop sign at Encino and possibly another at Hermosa or Country Club could help. I also believe opening back up the roads through Oak View would alleviate some of the traffic. We already have a bike path in Oak View.

I am concerned for the safety of the people that live on Creek Road and for the people that drive on Creek Road as there are drivers that are willing to risk their lives, and everyone on the roads, to get in and out of Ojai quicker. At the very least we need a police presence and ticketing regularly. Please consider making some changes before something awful happens.

Sincerely, Amber Drury
Homeowner at 10690 Creek Rd, Ojai

Sent from the all new AOL app for iOS

Commenter: Amber Drury

The comment states: To Whom it May Concern,

I am writing regarding my concerns about Creek Rd in Ojai. I've lived on Creek Road for 20 years and have seen a huge increase in traffic and aggressive behavior by drivers using Creek Road in the past few years. I regularly see aggressive tailgating and passing illegally sometimes on BLIND CORNERS. Imagine being aggressively tailgated regularly as you drive on your street to your home and even honked at as you turn into your driveway. There are many many homes that have driveways with blind corners on Creek Road and with speeding drivers it's a recipe for disaster.

I believe adding a stop sign at Encino and possibly another at Hermosa or Country Club could help. I also believe opening back up the roads through Oak View would alleviate some of the traffic. We already have a bike path in Oak View.

I am concerned for the safety of the people that live on Creek Road and for the people that drive on Creek Road as there are drivers that are willing to risk their lives, and everyone on the roads, to get in and out of Ojai quicker. At the very least we need a police presence and ticketing regularly. Please consider making some changes before something awful happens.

Sincerely, Amber Drury
Homeowner at 10690 Creek Rd, Ojai

Response to Comment: Thank you for providing your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and your concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

Caltrans is limited to improvements within the operational right-of-way of SR-33. However, your recommendations for stop signs at the locations of Encino, Hermosa, and Country Club will be forwarded to the County of Ventura.

From: Kim Regan
To: Teena.broumand@me.com; Go Oakview@DOT
Cc: Mike Regan; kent.ko@parsons.com
Subject: Response and feedback to your mailing
Date: Monday, June 23, 2025 6:27:26 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

We live on Creek Rd. 10806. In the 10 years we have lived here we have seen wreckless drivers using this road as a speedway. We had an accident between two cars one of which crashed onto our property hitting our oak tree and landing on our driveway just short of hitting our garage.

We have motorcycles, stock trailers and construction trucks exceeding the limits and no way they can stop if they need to, let alone the cars that exceed safe speed limits as well.

A real concern is no stop sign where Encino meets Creek Rd. It is a blind curve turning onto Creek from Encino. Also the speed limits are not consistent on Creek Rd. We have seen many accidents and fatalities.

I hope my feedback is helpful and thank you for e-mail. Your concerns are our concerns.

Kim Regan

Sent from my iPad

Commenter: Kim Regan

The comment states: We live on Creek Rd. 10806. In the 10 years we have lived here we have seen wreckless drivers using this road as a speedway. We had an accident between two cars one of which crashed onto our property hitting our oak tree and landing on our driveway just short of hitting our garage.

We have motorcycles, stock trailers and construction trucks exceeding the limits and no way they can stop if they need to, let alone the cars that exceed safe speed limits as well.

A real concern is no stop sign where Encino meets Creek Rd. It is a blind curve turning onto Creek from Encino. Also the speed limits are not consistent on Creek Rd. We have seen many accidents and fatalities.

I hope my feedback is helpful and thank you for e-mail. Your concerns are our concerns.

Kim Regan

Response to Comment: Thank you for providing your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and your concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

Caltrans is limited to improvements within the operational right-of-way of SR-33. However, your recommendation for a stop sign at Encino Dr will be forwarded to the County of Ventura.

From: Raymond Faulstich
To: Go Oakview@DOT
Subject: Evacuation Study
Date: Monday, June 23, 2025 8:33:53 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To: the CA Dept of Transportation
I have lived in Ojai for 36 years and have seen the traffic triple in that period. I worry that when (not if) the next wildfire sweeps through, lived will be lost from delays caused by gridlock.
I urge the Department of Transportation to fund an evacuation study. The focus should be on new ideas about how other California communities are requiring battling gridlock.
Raymond Faulstich
Ojai
Sent from my iPhone

Commenter: Raymond Faulstich

The comment states: To: the CA Dept of Transportation
I have lived in Ojai for 36 years and have seen the traffic triple in that period. I worry that when (not if) the next wildfire sweeps through, lived will be lost from delays caused by gridlock.
I urge the Department of Transportation to fund an evacuation study. The focus should be on new ideas about how other California communities are requiring battling gridlock.
Raymond Faulstich
Ojai

Response to Comment: Thank you for providing your comment on the proposed project. Evacuation safety is a critical consideration in transportation planning, particularly in wildfire-prone communities in the Ojai Valley and the broader Ventura County region. The County of Ventura completed an All-Hazards Evacuation Plan (2024), which outlines a coordinated structure for alerting residents, managing evacuations, and ensuring emergency response resources are deployed effectively. The County's Multi-Jurisdictional Hazard Mitigation Plan (adopted in July 2022 and FEMA-approved in August 2022) analyzes wildfire risk zones, population vulnerability, and evacuation routes across the county.

From: Bobbi
To: Go Oakview@DOT
Subject: Hwy. 33 Comments
Date: Tuesday, June 24, 2025 1:04:36 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

1) Put it back the way it was. Two lanes were originally put in to ease congestion.
2) Install left hand turn signals at all 3 signals.
3) Fix the bridge over San Antonio Creek.
4) Is this a social experiment to see how much we can take?

Bobbi Brewer
228 Apricot Street
Oak View

Commenter: Bobbi Brewer

The comment states: 1) Put it back the way it was. Two lanes were originally put in to ease congestion.
2) Install left hand turn signals at all 3 signals.
3) Fix the bridge over San Antonio Creek.
4) Is this a social experiment to see how much we can take?

Bobbi Brewer
228 Apricot Street
Oak View

Response to Comment: Thank you for your comment on the proposed project. Your preference to return the highway to its original configuration has been noted.

Further evaluation will be conducted in the project Design phase to potentially install left hand turn signals at the signalized intersections.

The San Antonio Creek Bridge Project team are currently developing a water diversion plan to comply with California Department of Fish and Wildlife's permitting requirements. Construction is anticipated to be complete in 2027.

From: RoseAnn Hill
To: Go Oakview@DOT
Subject: Support for SR-33 Option A2
Date: Tuesday, June 24, 2025 1:18:27 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Friends at CalTrans District 7 -

I'm writing to submit my strong support for Building Alternative A2 for the SR-33 Pavement Preservation Project. (This is the option that includes all the sidewalk, bus stop and curb improvements AND the reduction of lanes from 5 to 3).

As a 30-year resident of Oak View, I'm very concerned about safety for everyone using 33. There have been several accidents in the last few years, mostly because of speeding drivers. Option 2 will slow traffic and make our community safer for drivers, bikers and pedestrians.

Warmest regards,
RoseAnn Hill, Broker-Associate, Graduate, REALTOR Institute
Certified Distressed Property Expert
RE/MAX Gold Coast Realtors 805-798-1460

Commenter: RoseAnn Hill

The comment states: Friends at CalTrans District 7 –

I'm writing to submit my strong support for Building Alternative A2 for the SR-33 Pavement Preservation Project. (This is the option that includes all the sidewalk, bus stop and curb improvements AND the reduction of lanes from 5 to 3).

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Warmest regards,
RoseAnn Hill, Broker-Associate, Graduate, REALTOR Institute
Certified Distressed Property Expert
RE/MAX Gold Coast Realtors 805-798-1460

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Dan Hope
To: Go Oakview@DOT
Subject: Oak View Road Diet / Lane Reduction
Date: Wednesday, June 25, 2025 10:11:22 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,
I live on Old Ventura Ave, ½ a block from Hwy 33 and my street has been massively impacted by the Lane Reduction experiment.

Many residents are using our street as a bypass due backed up traffic on Hwy 33 and they speed down our street every day as well as other side streets. Maybe this is why the timing has not been overly impacted based on Cal Trans reports since many drivers are diverting to side roads. This will result in our roads deteriorating sooner and possible pedestrian or bike accidents. It is now almost impossible to turn left from Park Ave onto Hwy 33 during rush hours.

Living this close to the highway for more than 20 years we have noticed a major increase in traffic accidents between Larmier and Santa Anna roads due to the lane reduction. We also notice the Fire Department has to use air horns and takes longer to get out on the highway from station 23 on Kunkle Street.

My family is in favor of Build Alternate A1 only.

We are **opposed** to Build Alternate A2 and B.

Thank you for allowing us to comment.

Dan Hope
530 Old Ventura Ave.
Oak View CA 93022
dan@sbglassmen.com

Commenter: Dan Hope

The comment states: Hello,
I live on Old Ventura Ave, ½ a block from Hwy 33 and my street has been massively impacted by the Lane Reduction experiment.

Many residents are using our street as a bypass due backed up traffic on Hwy 33 and they speed down our street every day as well as other side streets. Maybe this is why the timing has not been overly impacted based on Cal Trans reports since many drivers are diverting to side roads. This will result in our roads deteriorating sooner and possible pedestrian or bike accidents. It is now almost impossible to turn left from Park Ave onto Hwy 33 during rush hours.

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My family is in favor of Build Alternative A1 only.

We are **opposed** to Build Alternative A2 and B.

Thank you for allowing us to comment.

Dan Hope
530 Old Ventura Ave.
Oak View CA 93022
dan@sbglassmen.com

Response to Comment: Thank you for submitting your comment on the proposed project. Your support for Build Alternative A1 has been noted.

From: Natalie Kilmer
To: Go Oakview@DOT
Subject: Lane reduction oak view coment
Date: Wednesday, June 25, 2025 1:07:27 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,
I am in favor of the lane reduction in Oakview. I appreciate that it slows traffic through the busy part of Oak View. People used to drive so fast through there. Crossing the street on foot and visiting local businesses with people driving too fast was difficult. Please keep the lane reduction and bike lane on the highway through Oak View. I hope it improves the town's businesses and walkability over time. It's a town, not just a highway! I live in Ojai and seldom take Creek Road to get home. I prefer Highway 33. I find Creek Road too curvy, and many people drive too fast on Creek Road, so I try to avoid that route.

Commenter: Natalie Kilmer

The comment states: Hello,
I am in favor of the lane reduction in Oakview. I appreciate that it slows traffic through the busy part of Oak View. People used to drive so fast through here. Crossing the street on foot and visiting local businesses with people driving too fast was difficult. Please keep the lane reduction and bike lane on the highway through Oak View. I hope it improves the town's businesses and walkability over time. It's a town, not just a highway! I live in Ojai and seldom take Creek Road to get home. I prefer Highway 33. I find Creek Road too curvy, and many people drive too fast on Creek Road, so I try to avoid that route.

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Xplor Mor
To: Go Oakview@DOT
Subject: Comment on SR-33 Pavement Preservation Project (Oak View, California)
Date: Wednesday, June 25, 2025 2:15:33 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Tse Koo,

I'm writing as a long-time resident of Oak View, California—my family has lived here for 45 years—to express my strong support for the proposed pavement preservation project on SR-33. I truly appreciate that Caltrans is taking steps to invest in and improve this important stretch of road through our small but vibrant town.

While I know some have voiced concerns, I believe this project offers a real opportunity to revitalize Oak View. SR-33 has increasingly become a high-speed thoroughfare, with drivers using it simply to get from one place to another without pausing to notice the heart of our town. By enhancing the road—and especially by following through on elements like landscaped medians, street trees, and improved sidewalks and access—Caltrans could help slow traffic, draw attention to local businesses, and foster a safer, more welcoming environment for residents and visitors alike.

Some argue that additions like bike lanes or accessible walkways aren't needed because they don't currently see many cyclists or wheelchair users. But I believe that's precisely the point: Oak View hasn't been accessible or inviting in that way for decades. If better infrastructure is finally put in place, I have no doubt we'll see more people walking, biking, and feeling included in our shared public space.

I travel SR-33 multiple times a week and regularly support local businesses—from the gas station and car wash to the Thai and Mexican restaurants, the grocery store, bank, nail spa, post office, and even the equipment rental yard. These places matter to me and to many of us who call Oak View home. I believe this project—if carried out thoughtfully and with attention to beautification—will directly benefit our community by making it more functional, attractive, and economically resilient.

Thank you again for the work you're doing, and for considering the long-term growth and wellbeing of towns like Oak View. I hope this project moves forward with strong community support and becomes a model for how even small towns can evolve with care.

Warm Regards,

Julia Thomsen

Resident of Santa Ana Blvd, Oak View

Commenter: Julia Thomsen

The comment states: Dear Ms. Tse Koo,

I'm writing as a long-time resident of Oak View, California—my family has lived here for 45 years—to express my strong support for the proposed pavement preservation project on SR-33. I truly appreciate that Caltrans is taking steps to invest in and improve this important stretch of road through our small but vibrant town.

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drivers using it simply to get from one place to another without pausing to notice the heart of our town. By enhancing the road—and especially by following through on elements like landscaped medians, street trees, and improved sidewalks and access—Caltrans could help slow traffic, draw attention to local businesses, and foster a safer, more welcoming environment for residents and visitors alike.

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Thank you again for the work you're doing, and for considering the long-term growth and wellbeing of towns like Oak View. I hope this project moves forward with strong community support and becomes a model for how even small towns can evolve with care.

Warm Regards,

Julia Thomsen

Resident of Santa Ana Blvd, Oak View

Response to Comment: Thank you for your comment on the proposed project. Your perspective as a longtime resident helps guide this project's vision and your support has been noted.

From: Rebecca Adams
To: Go Oakview@DOT
Cc: Kent.Ko@parsons.com; Teena Broumand
Subject: Ojai Creek Road
Date: Wednesday, June 25, 2025 4:04:32 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I recently drove on Creek Road from the 33 down to the town of Ojai. I no longer drive this road as I feel badly for the impact on residents of apps such as Waze and Maps that direct many cars to use this route and stream past the once quiet homes.

I was struck by the amount of cars who were also using the road and who were speeding. Part of this is a new 'culture' of drivers brought to us from Los Angeles imports, but part of it is, I believe, drivers being routed off the 33 which is coned down to one lane seeking a faster route into Ojai.

This seems to me a great shame. Creek Rd is lovely, rural, quiet, and quaint. Its being turned into a speedway/freeway.

Was this result considered when planning the lane reduction of the 33 through Oak View?

Rebecca Adams EA

(805) 646-7974, office
(805) 509-7504, cell
(805) 303-1005, fax

Commenter: Rebecca Adams

The comment states: I recently drove on Creek Road from the 33 down to the town of Ojai. I no longer drive this road as I feel badly for the impact on residents of apps such as Waze and Maps that direct many cars to use this route and stream past the once quiet homes.

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Was this result considered when planning the lane reduction of the 33 through Oak View?

Rebecca Adams EA

(805) 646-7974, office

(805) 509-7504, cell
(805) 303-1005, fax

Response to Comment: Thank you for providing your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and that drivers may use local streets as alternate routes to Ojai. Residents' concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

From: Steve Carr
To: Go Oakview@DOT
Cc: kent.ko@parsons.com; Teena Broumand
Subject: Creek Road
Date: Thursday, June 26, 2025 10:04:38 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

My wife and I have lived on Creek Road for 16 years. We have seen, first hand, many of the changes both good and bad during these years. We are grateful for the repaving project a couple of years ago. We are also appreciative of the speed limits being reduced to 40 MPH. However, this has not reduced the need to mitigate traffic congestion, speed, passing, accidents and other challenges on our country road. For residents who live and regularly drive on this road we experience the continued unsafe conditions and accidents which occur all too often. So long as Google reroutes traffic to Creek as opposed to Highway 33, we will continue to get the majority of traffic heading to and from Ojai. We believe that a Stop sign or traffic light at Encino, Hermosa or Country Club would be enough to change the Google algorithm. Creek Rd is a wildlife corridor and it is not uncommon to see roadkill, of rabbits, deer, skunk, bobcats hit on this road. This should be a country, scenic road taken at a slow safe speed. This is not the case. People drive way too fast and often pass on this road. Lately there has been a lot of tree, pole and wire work on Creek by Edison crews. This has led to many drivers who get frustrated and then want to make up speed on other sections of the road. It is a rare event to have law enforcement ticket unsafe drivers on Creek Rd. Every Friday is trash pickup day and I have witnessed a good deal of unsafe passing when garbage trucks are frequently stopping. I hope you will consider conducting a full safety study to mitigate some of these issues for the residents and community that utilizes Creek Road.
Thank you for your consideration of these concerns.
Sincerely,
Stephen and Debra Carr
10810 Creek Rd,
Ojai, CA 93023
805-207-3033
scarr4863@gmail.com

Commenter: Stephen and Debra Carr

The comment states: My wife and I have lived on Creek Road for 16 years. We have seen, first hand, many of the changes both good and bad during these years. We are grateful for the repaving project a couple of years ago. We are also appreciative of the speed limits being reduced to 40 MPH. However, this has not reduced the need to mitigate traffic congestion, speed, passing, accidents and other challenges on our country road. For residents who live and regularly drive on this road we experience the continued unsafe conditions and accidents which occur all too often. So long as Google reroutes traffic to Creek as opposed to Highway 33, we will continue to get the majority of traffic heading to and from Ojai. We believe that a Stop sign or traffic light at Encino, Hermosa or Country Club would be enough to change the Google algorithm. Creek Rd is a wildlife corridor and it is not uncommon to see roadkill, of rabbits, deer, skunk, bobcats hit on this road. This should be a country, scenic road taken at a slow safe speed. This is not the case. People drive way too fast and often pass on this road. Lately there has been a lot of tree, pole and wire work on Creek by Edison crews. This has led to many drivers who get frustrated and then want to make up speed on other sections of the road. It is a rare event to have law enforcement ticket unsafe drivers on

Creek Rd. Every Friday is trash pickup day and have witnessed a good deal of unsafe passing when garbage trucks are frequently stopping.
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Thank you for your consideration of these concerns.
Sincerely,
Stephen and Debra Carr
10810 Creek Rd,
Ojai, CA 93023
805-207-3033
scarr4863@gmail.com

Response to Comment: Thank you for providing your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and your concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

Caltrans is limited to improvements within the operational right-of-way of SR-33. However, your recommendations for stop signs at the locations of Encino Dr, Hermosa Rd, and Country Club Dr will be forwarded to the County of Ventura.

From: Catherine Meek
To: Go Oakview@DOT
Cc: teena.broumand@me.com
Subject: Creek Road
Date: Thursday, June 26, 2025 10:40:46 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I have lived on Creek Road for 25 years. I walk almost every day from my house to Encino, up Encino, and back - about 21/2 miles round trip.

Over that time period, my walk has gone from a pleasurable exercise in observing our wonderful flora and fauna to one that puts my life in danger. I have been yelled at, given the finger, almost hit several times -- all for walking on the street I live on and pay taxes for.

We should not have to live in fear trying to get out of our driveway, walking, talking to our neighbors. Creek Road should not be the preferred route to get to Ojai.
Thank you for your consideration
Catherine Meek
Think Global, Act Local

Commenter: Catherine Meek

The comment states: Hello,

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Over that time period, my walk has gone from a pleasurable exercise in observing our wonderful flora and fauna to one that puts my life in danger. I have been yelled at, given the finger, almost hit several times -- all for walking on the street I live on and pay taxes for.

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Thank you for your consideration
Catherine Meek
Think Global, Act Local

Response to Comment: Thank you for providing your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and your concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

From: Deb Carr
To: Go Oakview@DOT; kent.ko@parsons.com
Cc: teena.broumand@me.com
Subject: Lane Reduction Experiment in Oak View comment
Date: Thursday, June 26, 2025 1:48:48 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Go Oakview council,

I have been a resident of Creek Road in Ojai for 16 years. My husband submitted a comment this morning, but I wanted to reiterate some of my concerns which he did not mention.

My understanding is that the lane reduction experiment in Oak View was addressed to help Oak View businesses gain interest and heighten their business ventures, which is a great idea in my opinion. However, the construction makeup of the North Ventura Ave/Hwy 33 in Oak View is four lanes. Reducing these to two lanes, as the experiment has done, has had a very negative effect on the two lane country road on Creek Road. It has also increased traffic in and out of the Oak View and Ojai area on Hwy 33 because the road is condensed to two lanes. Cars are backed up to considerable lengths going both ways, making it difficult to turn into the businesses. The closed off lanes on either side are virtually unused unless used for right turns onto side roads. The effects that Creek Road is experiencing are the complete opposite. Since there is no extra lane to avoid cars turning into their driveways or side roads, vehicles often pass illegally and dangerously. I have personally had this happen to me. With my blinkers on, slowed to a stop, with the intention of turning into my driveway a car will pass either on the shoulder or try to pass as I'm trying to turn into my driveway. This is very dangerous and thankfully no accident has happened yet. We used to walk on our road, but no longer do it out of safety. I understand there is an increase in traffic to the valley, but with more asphalt on Hwy 33 than there is on Creek Road, this is an idea that just does not make sense.
It's my understanding that to slow the traffic on Hwy 33 through Oak View lights were installed, which in my opinion is a good thing. We've requested that stop signs be installed on Creek Road, but to no avail. There are a couple of obvious spots, like Encino and Hermosa that would help quell the speed of traffic on our little country road, but this request has met deaf ears. Also, I find it difficult to understand why a highway, Hwy 33 through Oak View, has posted a speed limit of 35 mph and our small two lane country road, Creek Road, has posted a speed limit of 40 mph. The speed limit and the amount of stop signs is an algorithm that both Google Maps and Waze use for directions to and from Ojai. It seems it would be logical to at least even the playing field for the Creek Road residents and add some stop signs. Maybe the traffic coming in and out of Ojai could be split up some and make both roads safer and kinder to both the residents of Creek Road and the businesses and residents of Oak View.

Thank you for your understanding,

Debra Carr
10810 Creek Road
Ojai, Ca. 93023
debcarr10810@gmail.com
805-218-1783

Commenter: Debra Carr

The comment states: Go Oakview council,

I have been a resident of Creek Road in Ojai for 16 years. My husband submitted a comment this morning, but I wanted to reiterate some of my concerns which he did not mention.

My understanding is that the lane reduction experiment in Oak View was addressed to help Oak View businesses gain interest and heighten their business ventures, which is a great idea in my opinion. However, the construction makeup of the North Ventura Ave/Hwy 33 in Oak View is four lanes. Reducing these to two lanes, as the experiment has done, has had a very]negative effect on the two lane country road on Creek Road. It has also increased traffic in and out of the Oak View and Ojai area on Hwy 33 because the road is condensed to two lanes. Cars are backed up to considerable lengths going both ways, making it difficult to turn into the businesses. The closed off lanes on either side are virtually unused unless used for right turns onto side roads. The effects that Creek Road is experiencing are the complete opposite. Since there is no extra lane to avoid cars turning into their driveways or side roads, vehicles often pass illegally and dangerously. I have personally had this happen to me. With my blinkers on, slowed to a stop, with the intention of turning into my driveway a car will pass either on the shoulder or try to pass as I'm trying to turn into my driveway. This is very dangerous and thankfully no accident has happened yet. We used to walk on our road, but no longer do it out of safety. I understand there is an increase in traffic to the valley, but with more asphalt on Hwy 33 than there is on Creek Road, this is an idea that just does not make sense.
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Thank you for your understanding,

Debra Carr
10810 Creek Road
Ojai, Ca. 93023
debcarr10810@gmail.com
805-218-1783

Response to Comment: Thank you for providing your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and your concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

Caltrans is limited to improvements within the operational right-of-way of SR-33. However, your recommendations for stop signs at the locations of Encino Dr, Hermosa Rd will be forwarded to the County of Ventura.

From: Emma Nathan
To: Go Oakview@DOT
Subject: Comment on SR-33 Pavement Preservation Project
Date: Thursday, June 26, 2025 2:09:35 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I am a resident of Oak View and in full support of Build Alternative A2 for the SR-33 Pavement Preservation Project. I believe that Oak View will substantially benefit from landscaping and curb extensions, and it will keep our community safe. I want to live in a walkable community and I appreciate the work CalTrans has done to make this possible.

Sincerely,
Emma Nathan
52 Prospect Street

Commenter: Emma Nathan

The comment states: Hello,

I am a resident of Oak View and in full support of Build Alternative A2 for the SR-33 Pavement Preservation Project. I believe that Oak View will substantially benefit from landscaping and curb extensions, and it will keep our community safe. I want to live in a walkable community and I appreciate the work CalTrans has done to make this possible.

Sincerely,
Emma Nathan
52 Prospect Street

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Nadine Seeley
To: Go Oakview@DOT
Subject: SR-33 Pavement Preservation Project
Date: Thursday, June 26, 2025 2:53:45 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,
As a decade long Oak View resident, I would respectfully like to back the No-Build Alternative B along Highway 33. Reducing lanes and adding a bike lane on a mainly commuter route has caused more problems along this stretch and also pushed a lot of traffic to alternative roads (Burnham and Creek Rd) that were not meant for the volume of traffic and have nonexistent traffic enforcement. I have seen this effect myself, living on one of many blind curves along Burnham Rd. Pulling out of my drive with speeding cars has become even more hazardous. Has there been any traffic study on Burnham Rd? Or Creek Rd on the opposite side of Highway 33?

I now avoid going onto Highway 33 in the demonstration section. It's terrible trying to cross traffic or even enter and exit safely. The amount of bike traffic would be extremely minimal compared to commuter traffic using that area. Adding more crosswalks would be unsafe in this area also. As a pedestrian using crosswalks with flashing lights while in Ojai, I can't tell you what a false sense of security they offer. Almost EVERY time cars fly by without stopping even when you are in the crosswalk. The bike lanes don't connect to anything but that short area, how useful is that?

If the people making the decision on this project currently lived in the Ojai Valley they would see why this project does not benefit the majority of the constituents but only a very select few . Instead, put the money to a project that benefits the majority of the residents.

I support No-Build Alternative B.

Sincerely,
Nadine Seeley
339 Burnham Rd
Oak View, CA 93022

Commenter: Nadine Seeley

The comment states: Hello,
As a decade long Oak View resident, I would respectfully like to back the No-Build Alternative B along Highway 33. Reducing lanes and adding a bike lane on a mainly commuter route has caused more problems along this stretch and also pushed a lot of traffic to alternative roads (Burnham and Creek Rd) that were not meant for the volume of traffic and have nonexistent traffic enforcement. I have seen this effect myself, living on one of many blind curves along Burnham Rd. Pulling out of my drive with speeding cars has become even more hazardous. Has there been any traffic study on Burnham Rd? Or Creek Rd on the opposite side of Highway 33?

I now avoid going onto Highway 33 in the demonstration section. It's terrible trying to cross traffic or even enter and exit safely. The amount of bike traffic would be extremely minimal compared to commuter traffic using that area. Adding more crosswalks would

be unsafe in this area also. As a pedestrian using crosswalks with flashing lights while in Ojai, I can't tell you what a false sense of security they offer. Almost EVERY time cars fly by without stopping even when you are in the crosswalk. The bike lanes don't connect to anything but that short area, how useful is that?

If the people making the decision on this project currently lived in the Ojai Valley they would see why this project does not benefit the majority of the constituents but only a very select few . Instead, put the money to a project that benefits the majority of the residents.

I support No-Build Alternative B.

Sincerely,
Nadine Seeley
339 Burnham Rd
Oak View, CA 93022

Response to Comment: Thank you for providing your comment on the proposed project. Your support for the No-Build Alternative has been noted.

We understand your concerns about increased traffic on local roads and the safety issues you've observed. While the focus of the project is SR-33, your input about local roads is valuable when considering the indirect impact that the proposed project may cause.

Regarding the bike lanes, the intent is to improve safety for all road users and encourage more active transportation. We recognize that connectivity to the broader bike network is important and are exploring opportunities to better link bike lanes with existing trails and community destinations.

We appreciate your insights about pedestrian safety and crosswalks, and we continue to prioritize designs that enhance safe crossings while balancing traffic flow and visibility.

From: gary arant
To: Go Oakview@DOT
Subject: My vote is A1. go back to 5 lanes so the traffic can flow through Oak View again and not be backed up like downtown Ojai is now.
Date: Friday, June 27, 2025 11:43:31 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Commenter: Gary Arant

The comment states: Subject: My vote is A1. go back to 5 lanes so the traffic can flow through Oak View again and not be backed up like downtown Ojai is now.

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A1 has been noted.

From: Suza Francina
To: Go Oakview@DOT
Cc: Martin Erickson; Rachel Lang; Matt LaVere
Subject: GoOakview traffic plan: Support Option 2
Date: Friday, June 27, 2025 2:20:12 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear CALTRANS and all concerned:

I am writing to express my support for Option Two, including the lane reduction through OakView and bike lanes to make it safer for residents, especially those with young children, to have safer access to local stores, other businesses, as well as a safer route to schools and community events that are not accessible via the popular Ojai Valley mixed-use trail.

While serving on the Ojai City Council, l attended the community meeting that was held when Assembly Member Steve Bennett was still Ventura County Supervisor. He gave a slideshow of the proposed lane reduction, bike lanes, sidewalks, and a vision for an attractive tree-lined-pedestrian-friendly OakView downtown core.

I strongly support all the traffic calming changes implemented so far. Going from two lanes down to one in each direction reduces the "speedway mentality."

The argument that four lanes are needed during fire emergencies neglects to point out that four lanes quickly become two lanes again and any time gained is lost when traffic hits the two lane stretch to Casitas Springs and Ventura.

The argument that the lane reduction will result in more drivers speeding down Creek Road to downtown Ojai can be mitigated without maintaining four lanes through downtown OakView.

When l served on the Ojai City Council (2016 —2024) we presented the County Supervisors with a safety plan to reduce using Creek Road as a speedway. A revised, updated Creek Road safety plan (showing increased vehicle accidents and wildlife deaths) needs to be taken seriously by County Supervisors and CALTRANS officials. Changes on Creek Road should be
implemented along with the OakView lane reduction as proposed in Option Two.

Sincerely,
Suza Francina
Former Mayor, City Council Member
Representative to VCTC
Cell: 805 603 8635

suzaojaicitycouncil@gmail.com

Commenter: Suza Francina

The comment states: Dear CALTRANS and all concerned:

I am writing to express my support for Option Two, including the lane reduction through OakView and bike lanes to make it safer for residents, especially those with young children, to have safer access to local stores, other businesses, as well as a safer route to schools and community events that are not accessible via the popular Ojai Valley mixed-use trail.

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I strongly support all the traffic calming changes implemented so far. Going from two lanes down to one in each direction reduces the “speedway mentality.”

The argument that four lanes are needed during fire emergencies neglects to point out that four lanes quickly become two lanes again and any time gained is lost when traffic hits the two lane stretch to Casitas Springs and Ventura.

The argument that the lane reduction will result in more drivers speeding down Creek Road to downtown Ojai can be mitigated without maintaining four lanes through downtown OakView.

When l served on the Ojai City Council (2016 —2024) we presented the County Supervisors with a safety plan to reduce using Creek Road as a speedway. A revised, updated Creek Road safety plan (showing increased vehicle accidents and wildlife deaths) needs to be taken seriously by County Supervisors and CALTRANS officials. Changes on Creek Road should be implemented along with the OakView lane reduction as proposed in Option Two.

Sincerely,
Suza Francina
Former Mayor, City Council Member
Representative to VCTC
Cell: 805 603 8635
suzaojaicitycouncil@gmail.com

Response to Comment: Thank you for providing your comment on the proposed project. Your perspective as a former City Council Member, Mayor, and representative to VCTC is valuable insight for project decisionmakers and your support for Alternative A2 has been noted.

We also appreciate your insights regarding emergency evacuation. The project team has reviewed the traffic impacts of the proposed project, and the Multi-modal Study has shown that road diets on corridors with daily volumes under 25,000 vehicles generally maintain or even improve emergency response and evacuation through clearer lane organization and reduced crash rates.

Lastly, we recognize your concern about potential impacts to Creek Road. We will share the public’s comments with the County of Ventura to ensure that traffic management on adjacent roads is considered alongside the SR-33 improvements.

From: Geri Singer
To: Go Oakview@DOT
Subject: SR-33 Pavement Preservation Project
Date: Friday, June 27, 2025 2:26:38 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

My name:. Geri Singer
Address.: 45 Valley View Drive Oak View , California
Email: gbsinger1@gmail.com

I have lived here in Oak View for 50 years and have seen a couple of bad fires in this little town……including the Thomas Fire in 2017. I feel very strongly about what you're proposing to do to our streets. My neighbor and I had a difficult time getting through Oak View during the evacuation of the Thomas fire, which at the time was the only way out the Valley. Everyone in Ojai and Oak View had to use that street. It was a mess. If you go ahead with Build Alternative A1or A2 you will be putting us all in danger when the next fire comes……The 33 is a very busy street and we already have a safe bike trail, that could be linked to school and housing …Every person I've talked to about the bike lines that have been Painted , are all saying the same thing. They find them dangerously inconvenient and a big waste of time and a lot of wasted money. I vote to have them removed and the No-build Alternative B be used. The one thing that must be fixed is the bridge between Casitas springs and Oak View because everyone is this whole valley will be coming to that bridge and it will cause a big back up of traffic and then one one will get out. Please listen to reason and consider what is the safe thing to do and the smart thing for the people of the Ojai Valley
.

Thank you Geri Singer
45 Valley View Drive
Oak View Ca 93022

Commenter: Geri Singer

The comment states: My name:. Geri Singer
Address.: 45 Valley View Drive Oak View , California
Email: gbsinger1@gmail.com

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Thank you Geri Singer
45 Valley View Drive
Oak View Ca 93022

Response to Comment: Thank you for providing your comment on the proposed project. Your support for the No-Build Alternative has been noted.

Emergency evacuation and wildfire response are key considerations in the planning of this project. Your experience during the 2017 Thomas Fire is a powerful reminder of the importance of prioritizing safety and emergency access in every transportation decision.

The San Antonio Creek Bridge Project team are currently developing a water diversion plan to comply with California Department of Fish and Wildlife's permitting requirements. Construction is anticipated to be complete in 2027.

From: LAURA LOES
To: Go Oakview@DOT
Cc: kent.ko@parsons.com; teena.broumand@me.com
Subject: Resident on Creek Rd.
Date: Friday, June 27, 2025 3:03:35 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

I am a homeowner at 11025 Creek Rd., in Ojai. I, and my husband Chris, have owned this home for over 22 years and have raised 3 children here and are now raising 2 grandchildren. I have watched the evolution of traffic on Creek Rd. over the years, but never has it been to the level it has attained in the past year. In all the years I have lived here, I have never been as concerned as I am now about something as simple as turning into my driveway or getting my mail…both requiring extreme caution. I fear turning into my driveway either north or southbound, as the cars behind me are numerous and often fast and/or seemingly distracted. Every time I slowdown to turn, I look in my rearview mirror to make sure the cars behind me stop behind me and not on me! I must be prepared to hit the gas quickly! When driving northbound, I must wait for oncoming traffic and for the most part the turn occurs after a curve, adding to the worry of being hit from behind.

When I must cross the street to get my mail I am always reminded of the game Frogger (may be dating myself), but I surely wait until I think it is clear and then run across Creek Rd., to my mailbox and then back again. I have this ongoing visual when I cross that I will trip while running and splat - flattened by a car! Did I mention there is a curve inhibiting my view…the cars can come up very fast. But, that is not the only problem on Creek Rd., there are also an abundance of slow drivers which in turn, cause other drivers to pass illegally! I have even heard of people doing so where they put the new medium near the Kenewa tract - harrowing! I have witnessed numerous people passing slow cars by crossing a double yellow line and every time a few choice cuss words fly out of my mouth.

Also, since our home is located at the top of the hill, I can hear the traffic on Creek Rd., something that was not so prevalent in earlier years. I hear the roaring of motorcycles and cars as well as a few crashes - then it is just a matter of figuring out where it happened. Personally, I have known 2 teenage kids who have crashed on Creek Rd., both times lucky to come out relatively unscathed. My daughter was hit because someone unfamiliar with the area decided to make a U-turn across the double yellow lines, her car was a total loss. To be sure, none of my kids have ever walked or ridden a bike to school on Creek Rd., can you imagine!!!!! We made special arrangements with the Ojai Unified so the bus would pick up our kids at the bottom of our driveway, because we would not allow them to walk to the bus on Creek Rd. Everyone who drives on Creek Rd. should try walking or riding a bike near my house, no sidewalks, gravel, ditches, nothing conducive to safety. We willing accepted this because we were the road less travelled on. Not anymore!

When I bought my house on Creek Rd., we were the windy, slow road people were scared to drive on…smelled like horses and ranches and you would rarely have to wait for cars to pass…if you did, it was likely a neighbor. Those days are gone. I completely understand progress but it is not progress when you change the roads in other parts of town and don't change the "alternate route" which townfolk know is quicker and where internet mapping will send people only because it is the "fastest" route to Ojai. Creek Rd., remains a windy road

that seemingly leads to a rural, less inhabited area, until people see so many other cars going the same way and realize they didn't miss a turn, they just have to turn a lot - oops, that corner was a little tight - as they impede into the opposite lane, a lot. The fear is real, the potential for tragedy constant and as someone who rarely has to drive through Oak View (because I live on Creek Rd.) the road in and our is crowded and the new bike lanes are confusing, but I have yet to see a bike!

Lastly, when we evacuated during the Thomas Fire, we were virtually locked in - it took us hours to get out of Ojai and our plan to caravan to our house in Paso Robles was impossible, we had to meet in Carpinteria to regroup. I can't imagine what it would be like now, with so many people familiar with Creek Rd., deciding to use it as a way out…the back-up of cars trying to get out would pretty much make it so you can't leave!

In all sincerity, I ask that you evaluate all concerns and come up with a plan to either increase the safety of the roads on Creek Rd., or decrease the traffic. Those are the only satisfactory solutions.

Please feel free to contact me anytime and I appreciate your consideration and time.

Laura Loes

Laura A. Loes
Private Investigator, Loes Investigations
Owner, TMI Research Services
California PI #189040
805-798-1446

Commenter: Laura A. Loes

The comment states: To whom it may concern,

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When I must cross the street to get my mail I am always reminded of the game Frogger (may be dating myself), but I surely wait until I think it is clear and then run across Creek Rd., to my mailbox and then back again. I have this ongoing visual when I cross that I will trip while running and splat - flattened by a car! Did I mention there is a curve inhibiting my view…the cars can come up very fast. But, that is not the only problem on

Creek Rd., there are also an abundance of slow drivers which in turn, cause other drivers to pass illegally! I have even heard of people doing so where they put the new medium near the Kenewa tract - harrowing! I have witnessed numerous people passing slow cars by crossing a double yellow line and every time a few choice cuss words fly out of my mouth.

Also, since our home is located at the top of the hill, I can hear the traffic on Creek Rd., something that was not so prevalent in earlier years. I hear the roaring of motorcycles and cars as well as a few crashes - then it is just a matter of figuring out where it happened. Personally, I have known 2 teenage kids who have crashed on Creek Rd., both times lucky to come out relatively unscathed. My daughter was hit because someone unfamiliar with the area decided to make a U-turn across the double yellow lines, her car was a total loss. To be sure, none of my kids have ever walked or ridden a bike to school on Creek Rd., can you imagine!!!!! We made special arrangements with the Ojai Unified so the bus would pick up our kids at the bottom of our driveway, because we would not allow them to walk to the bus on Creek Rd. Everyone who drives on Creek Rd. should try walking or riding a bike near my house, no sidewalks, gravel, ditches, nothing conducive to safety. We willing accepted this because we were the road less travelled on. Not anymore!

When I bought my house on Creek Rd., we were the windy, slow road people were scared to drive on…smelled like horses and ranches and you would rarely have to wait for cars to pass…if you did, it was likely a neighbor. Those days are gone. I completely understand progress but it is not progress when you change the roads in other parts of town and don't change the "alternate route" which townfolk know is quicker and where internet mapping will send people only because it is the "fastest" route to Ojai. Creek Rd., remains a windy road that seemingly leads to a rural, less inhabited area, until people see so many other cars going the same way and realize they didn't miss a turn, they just have to turn a lot - oops, that corner was a little tight - as they impede into the opposite lane, a lot. The fear is real, the potential for tragedy constant and as someone who rarely has to drive through Oak View (because I live on Creek Rd.) the road in and our is crowded and the new bike lanes are confusing, but I have yet to see a bike!

Lastly, when we evacuated during the Thomas Fire, we were virtually locked in - it took us hours to get out of Ojai and our plan to caravan to our house in Paso Robles was impossible, we had to meet in Carpinteria to regroup. I can't imagine what it would be like now, with so many people familiar with Creek Rd., deciding to use it as a way out…the back-up of cars trying to get out would pretty much make it so you can't leave!

In all sincerity, I ask that you evaluate all concerns and come up with a plan to either increase the safety of the roads on Creek Rd., or decrease the traffic. Those are the only satisfactory solutions.

Please feel free to contact me anytime and I appreciate your consideration and time.

Laura Loes

Laura A. Loes
Private Investigator, Loes Investigations
Owner, TMI Research Services
California PI #189040
805-798-1446

Response to Comment: Thank you for your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and your concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

In response to concerns about evacuation and emergency egress, especially considering the Thomas Fire, we want to assure you that Caltrans is working closely with emergency response partners, including the County of Ventura and local fire departments. A traffic study was conducted as part of the SR-33 project development, and we will also review data and guidance from regional emergency planning efforts in project design.

From: Catherine Lee
To: Go Oakview@DOT
Subject: Creek Road
Date: Friday, June 27, 2025 3:06:48 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To someone who can make a difference!
I live at 9940 Creek Rd. , the last straightaway before people go south to the #33 . the speeds and the "idiots "on motorcycles and other various cars have created a very dangerous situation on Creek Road. I've been here 38 years and I'm sickened by the noise and the acceleration and the amount of (what I call) " Yahoo's, " who typically go 40 -45 mph and I've seen 55 mph! I no longer ride horses on Creek Road because I could get killed easily .
10 years ago, this was not the case ! I've offered the highway patrol to sit in my driveway and see how terrible it is, but I have had no takers. Please contact me if I can help in anyway. The traffic on the 33 SHOULD NOT be routed to Creek Road. It was not intended for such volume and such speed. This is an accident waiting to happen.!!
CATHERINE Lee
9940 Creek Road
Oak view
Sent from my iPhone

Commenter: Catherine Lee

The comment states: To someone who can make a difference!

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CATHERINE Lee
9940 Creek Road
Oak view

Response to Comment: Thank you for your comment on the proposed project. We understand that any changes to SR-33 can affect surrounding roadways, and your concerns about increased traffic, noise, and impacts to safety on Creek Road are being considered as part of the ongoing evaluation process.

From: Teena Broumand
To: Go Oakview@DOT; kent.ko@parsons.com
Subject: Oak View Road Diet
Date: Friday, June 27, 2025 3:31:09 PM
Attachments: Traffic Volume data Larry Hail.docx

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear CalTrans and Mr Ko -
My name is Teena and we spoke after the meeting in Oak View on Monday July 16th regarding the Oak View lane reduction. I would like to request a copy of the traffic study your firm completed as a part of this project specific to the traffic counts collected on Creek Rd.

I have been involved in traffic on Creek Road since County road-worker, Adan Lara was hit and killed near my house October of 2015. Creek Road has historically been a narrow winding county road which is a designated wildlife corridor and has historically had several horse arenas and equine facilities. Creek Road parallels Highway 33 to reach the town of Ojai and creates a bypass to the main highway.

With each change that CalTrans has made, and with each installation of traffic signals on the highway reaching Ojai, we see an increase in traffic being diverted off the highway and onto Creek Road. Over the years, the county has widened Creek Rd and increased the shoulder, area resulting in increased speeds. The narrowing of lanes in Oak View has been the biggest impact to date to Creek Rd and has resulted in a noticeable change to Creek Road traffic patterns with a noticeable increase in the number of cars, speeds driven, and aggressiveness of drivers.

Over time, the combination of these changes, has resulted in Google Maps and Waze directing visitors down Creek Road to reach Ojai (a tourist destination where many visitors rely on digital maps to reach this destination).

There has been no new development surrounding Creek Road to account for the shift in traffic patterns. We have gone so far as hired a traffic engineer (with our own funds) to help us with some comparisons as to the RATE of traffic increasing on the Highway vs the rate of traffic on Creek Road (this was a few years ago).
There is NO WAY your/Parsons data showed there is no impact on Creek Rd as a result of the lane reduction in Oak View (see attached correspondence from traffic engineer Larry Hail, PE). There has already been an on-going impact for years and years. As the traffic increases on Highway 33, Creek Road, Villanova Road and even La Luna Rd are seeing significant impacts as a result of traffic bypassing the highway and the miles of congestion.

Ojai is a geographically constrained valley with limited routes for ingress and egress of residents and visitors. We have a recent report produced from the Ojai Valley Fire Safe Council which clearly states we would be impacted in emergency evacuations and this was clearly demonstrated in the Thomas Fire and the Wheeler Fire, both of which I personally experienced.

It is my opinion that we have a serious lack of traffic enforcement in Oak View which is the ROOT of the problem. The City of Ojai recently recognized this and hired a FTE traffic enforcement officer from VCSD to patrol and ticket drivers within the 4 sq. mile downtown core.

I agree that business improvement and to generally spruce up downtown Oak View is a good idea but NOT at the expense of traffic being diverted down Creek Road as an alternative.

Commenter: Teena Broumand

The comment states: Dear CalTrans and Mr Ko -
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I agree that business improvement and to generally spruce up downtown Oak View is a good idea but NOT at the expense of traffic being diverted down Creek Road as an alternative.

Response to Comment: Thank you for providing your comment on the proposed project. We appreciate your long-standing engagement on this project and your commitment to safety in the Ojai Valley.

We acknowledge the loss of Adan Lara in 2015 as a tragic and important moment in the community's awareness of road safety. We also recognize the unique characteristics of Creek Road as a rural, equestrian, and environmentally sensitive corridor—and your concern that incremental changes to SR-33 and broader traffic dynamics may have cumulative and compounding effects.

The project team is working in coordination with Ventura County emergency response agencies to ensure that any final design does not impeded evacuation capacity. We agree that in a geographically constrained valley like the Ojai Valley, any change in corridor function must be evaluated not only locally but system-wide.

While Caltrans is responsible for state highway design and maintenance, enforcement on both SR-33 and county roads like Creek Road falls under the jurisdiction of the California Highway Patrol and Ventura County Sheriff's Office. Your input will be shared with our law enforcement partners.

From: INGRID SCHUH
To: Go Oakview@DOT
Subject: 33 project
Date: Friday, June 27, 2025 3:50:23 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

It is with sad heart and anger that I see what is going on in Oak View with disregard for the moneys being spent; to beautify Oak View, while making it even more dangerous than it already was. Recent changes have proven this to be the case. Traffic is worse, accidents have multiplied, bike lanes are being used by cars for passing, and some cyclists are disregarding the laws and going the wrong way.
Why in the world are we not doing something to prevent deaths and help evacuation in case of fires. How many people will die? Where is a sense of priority. Lives should matter. The numbers could be immeasurable. How can anyone live with the thought of this if they have the opportunity to make a difference?
Sincerely
Ingrid Schuh
Oak View resident since 1978

Commenter: Ingrid Schuh

The comment states: It is with sad heart and anger that I see what is going on in Oak View with disregard for the moneys being spent; to beautify Oak View, while making it even more dangerous than it already was. Recent changes have proven this to be the case. Traffic is worse, accidents have multiplied, bike lanes are being used by cars for passing, and some cyclists are disregarding the laws and going the wrong way.
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Sincerely
Ingrid Schuh
Oak View resident since 1978

Response to Comment: Thank you for your comment and for taking the time to share your concerns about the proposed project. Your concerns about increased congestion, misuse of bike lanes, and the potential for accidents or delays during a wildfire evacuation will be considered in project decision making. The proposed project will be designed to current Caltrans standards and will allow use of the center median for emergency vehicle access. The All-Hazards Evacuation Plan was completed by the County of Ventura in September 2024. Caltrans, along with the County of Ventura, local jurisdictions, and community stakeholders are required to follow the scope of this plan in the event of an emergency that requires evacuation. Caltrans also actively coordinates with local emergency service providers to ensure that routes remain safe and effective for rapid evacuation when necessary. Public safety remains our highest priority.

From: JÖE ™
To: Go Oakview@DOT
Subject: Re: Oak View Lane Reduction
Date: Friday, June 27, 2025 4:32:50 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am writing in support of the bike path/lane reduction in Oak View. It has done a good job of mellowing traffic through there in my opinion! People would use the right lane as a last chance passing lane before leaving downtown Oak View in with direction. I can now safely turn into the Ojai Valley Ranch Market without worrying about a speeder hitting me from behind.
Suggestions that this area has increased traffic or dangerous in an emergency are illogical as the road into and out of Oak View are One Lane. Those are the bottle necks and the bike lane in Oak View makes no difference.
I"ve lived on North Ventura Avenue in Mira Monte for 13 years.

Sincerely, Joe Razo.

Get Outlook for Android

Commenter: Joe Razo

The comment states: I am writing in support of the bike path/lane reduction in Oak View. It has done a good job of mellowing traffic through there in my opinion! People would use the right lane as a last chance passing lane before leaving downtown Oak View in with direction. I can now safely turn into the Ojai Valley Ranch Market without worrying about a speeder hitting me from behind.
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I've lived on North Ventura Avenue in Mira Monte for 13 years.

Sincerely, Joe Razo.

Response to Comment: Thank you for providing your comment on the proposed project. Your support for Alternative A2 has been noted.

From: kala rexroad
To: Go Oakview@DOT
Subject: My Vote = No Build Alternative B
Date: Friday, June 27, 2025 5:29:25 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern.

I have read the EVACUATION ASSESSMENT produced by the Ojai Valley Fire Safe Council.

The report CLEARLY states we are going to have PROBLEMS with FIRE evacuation, during ingress and egress. In case you've never been here… We have four roads in and out of this Valley. At any time, one or more of those roads can be closed. As in the case of the Thomas fire, we experienced severe traffic congestion leaving the Ojai Valley, with several roads closed due to the fire. Do not impose this project on us—the majority of Ojai ABHORS what you have done to Oak View.

ROADWAY CAPACITY AND CONGESTION ARE MAJOR CONCERNS OF THE OV FSC REPORT FINDINGS. We are already having difficulty exiting Ojai. We are supposed to be guaranteed an average of Road Level C, and yet we were already an F before this Demonstration was installed. Backing traffic up into Ojai further and further is a crime against every person who lives in this Valley.

HAVE YOU LEARNED NOTHING FROM PARADISE CA? Is a refresher required? https://youtu.be/F3OX1PR2SCM
Paradise CA, actually asked for roads to be widened, see above video, somewhere around 20:48

If you watch the Paradise documentary (linked above). Paradise City requested that the State widen the roads for that one day in a decade; they needed to evacuate everyone from the Mountain in a hurry. They asked for $15M, but the request was turned down. How many people died that wouldn't have if they could have gotten out of Paradise quicker?

How dare every one of you who want to make it more challenging to enter and exit the Ojai Valley. We live in a "Very High Fire Hazard Severity Zone", it's not a matter of IF Ojai has another fire. IT'S WHEN!

Please stop micromanaging our Valley.

Respectfully,

Kala Rexroad

Commenter: Kala Rexroad

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Please stop micromanaging our Valley.

Respectfully,

Kala Rexroad

Response to Comment: Thank you for your comment on the proposed project. Your concerns regarding evacuation capacity, road congestion, and wildfire preparedness are shared by many in the community and are being carefully reviewed by Caltrans as part of the public input process. The region's limited ingress and egress routes are

central to ongoing coordination between Caltrans, Ventura County Fire, and California Highway Patrol.

From: Edith Resto
To: Go Oakview@DOT
Subject: road work in oakview
Date: Friday, June 27, 2025 5:45:18 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

my vote: no build
alternative B
we cannot continue to decrease - lanes/ roads in / out of ojai.. was a huge issue last time we had a fire .. and it will continue to be an issue..

Sent from my iPhone

Commenter: Edith Resto

The comment states: my vote: no build
alternative B
we cannot continue to decrease - lanes/ roads in / out of ojai.. was a huge issue last time we had a fire .. and it will continue to be an issue..

Response to Comment: Thank you for your comment on the proposed project. Your support for the No-Build Alternative has been noted.

From: Carolyn DeBrower
To: Go Oakview@DOT
Subject: My Vote is no on Alternative B
Date: Friday, June 27, 2025 5:53:42 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am very upset that you would even consider the proposal. My concern is egress from the Ojai valley. My husband got trapped in Ojai during the Thomas fire. There was no way to leave. I did not hear from him for 3 days, I was panic stricken for him and for our two dogs, 3cat and a bunny.
Fires are going to continue to come. Please consider the danger and vote no.
Also of concern is the of Traffic conditions for every day travel. It has been much worse since since your changes a few years ago. We all need reasonable consideration for everyone
Think about our children and how they will leave the area because traffic is bad.
Please vote No..

Commenter: Carolyn DeBrower

The comment states: I am very upset that you would even consider the proposal. My concern is egress from the Ojai valley. My husband got trapped in Ojai during the Thomas fire. There was no way to leave. I did not hear from him for 3 days, I was panic stricken for him and for our two dogs, 3cat and a bunny.
Fires are going to continue to come. Please consider the danger and vote no.
Also of concern is the of Traffic conditions for every day travel. It has been much worse since your changes a few years ago. We all need reasonable consideration for everyone
Think about our children and how they will leave the area because traffic is bad.
Please vote No..

Response to Comment: Thank you for your comment on the proposed project. Your support for the No-Build Alternative has been noted. Your concerns regarding evacuation during potential wildfires are shared by many in the community and are being carefully reviewed by Caltrans as part of the public input process. The proposed project will be designed to current Caltrans standards and will allow use of the center median for emergency vehicle access. The All-Hazards Evacuation Plan was completed by the County of Ventura in September 2024. Caltrans, along with the County of Ventura, local jurisdictions, and community stakeholders are required to follow the scope of this plan in the event of an emergency that requires evacuation. Caltrans also actively coordinates with local emergency service providers to ensure that routes remain safe and effective for rapid evacuation when necessary. Public safety remains our highest priority. The region's limited ingress and egress routes are central to ongoing coordination between Caltrans, Ventura County Fire, and California Highway Patrol.

From: Hayley Marcus
To: Go Oakview@DOT; Teena.broumand@me.com
Subject: NO build alt B!
Date: Friday, June 27, 2025 6:08:16 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I truly hope this will not happen! Come on- everyone knows that this is a high fire valley! 4 lanes was always better. There's already a bike lane in place- and from what I have ever witnessed hardly used I don't know what more is needed?! This seems like a complete waste of funds - a lot of funds!. As is we can still use a middle lane If necessary for an evacuation. If you build a median, that will deter most cars. More and more people are living in the Valley full-time - so why less and less road? We do not. want to have a documentary made about us one day like Paradise Ca. sadly that is a possibility here. It is insane to me that this is being considered to take more road away especially while we already now have clearly marked bike lane AND the bike path-
We want No Build -
Thank you

Sent

Commenter: Hayley Marcus

The comment states: I truly hope this will not happen! Come on- everyone knows that this is a high fire valley! 4 lanes was always better. There's already a bike lane in place- and from what I have ever witnessed hardly used I don't know what more is needed?! This seems like a complete waste of funds – a lot of funds!. As is we can still use a middle lane If necessary for an evacuation. If you build a median, that will deter most cars. More and more people are living in the Valley full-time – so why less and less road? We do not. want to have a documentary made about us one day like Paradise Ca. sadly that is a possibility here. It is insane to me that this is being considered to take more road away especially while we already now have clearly marked bike lane AND the bike path-
We want No Build –
Thank you

Response to Comment: Thank you for your comment on the proposed project. Following public input from public scoping conducted in 2023, a raised median was dropped from the project design due to concerns about evacuation. Your support for the No-Build Alternative has been noted.

From: bkennedy8@sbcglobal.net
To: Go Oakview@DOT
Subject: Hwy 33 Improvement Project
Date: Friday, June 27, 2025 6:23:21 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I am writing in support of the repaving and lane reduction in Oak View CA 93022. I have lived here 60 and tired of seeing the unsafe side walks and access to business. Please put me down as a Yes Keep the bike lane, reduce the traffic land and please please fix our sidewalks

All the best

Barbara Kennedy
Barbara Kennedy Enterprises Inc.

P.O. Box 1337
Oak View, CA 93022
tel: 805.340.1883
bkennedy8@sbcglobal.net

Commenter: Barbara Kennedy

The comment states: I am writing in support of the repaving and lane reduction in Oak View CA 93022. I have lived here 60 and tired of seeing unsafe sidewalks and access to business. Please put me down as a Yes Keep the bike lane, reduce the traffic land and please please fix our sidewalks

All the best

Barbara Kennedy
Barbara Kennedy Enterprises Inc.

P.O. Box 1337
Oak View, CA 93022
tel: 805.340.1883
bkennedy8@sbcglobal.net

Response to Comment: Thank you for your comment on the proposed project. Your support for the lane reduction, Alternative A2, has been noted.

From: Kim Barnes
To: Go Oakview@DOT
Subject: NO BUILD Alternative B
Date: Friday, June 27, 2025 6:55:46 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Sent from my iPhone

Commenter: Kim Barnes

The comment states: Subject: NO BUILD Alternative B

Response to Comment: Thank you for your comment on the proposed project. Your support for the No-Build Alternative has been noted.

From: Shani Kettles
To: Go Oakview@DOT
Subject: No build - B
Date: Friday, June 27, 2025 7:02:29 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Commenter: Shani Kettles

The comment states: Subject: No build – B

Response to Comment: Thank you for your comment on the proposed project. Your support for the No-Build Alternative has been noted.

From: Liz Lee
To: Go Oakview@DOT
Subject: No Build B
Date: Friday, June 27, 2025 7:10:44 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Fire hazard Valley Safe Council says this will cause significant problems with evacuation having one way in and out of OJAI 4 lanes in and out and one can be cut out will be a disaster and the state of California.

Pavement preservation projects should not limit road traffic, use another route. Already existing problems with road construction and ongoing traffic congestion. The monies spent for this project to go to water conservation and address immediate problems not creating more.

We already have had fires in Ojai that have proven limited accessibility for residents due to being a 2-4 lane highway through Hwy 33.

Elizabeth Lee
PO Box 2967
Ventura, CA 93002

Virus-free.www.avast.com

Commenter: Elizabeth Lee

The comment states: Fire hazard Valley Safe Council says this will cause significant problems with evacuation having one way in and out of OJAI 4 lanes in and out and one can be cut out will be a disaster and the state of California.

Pavement preservation projects should not limit road traffic, use another route. Already existing problems with road construction and ongoing traffic congestion. The monies spent for this project to go to water conservation and address immediate problems not creating more.

We already have had fires in Ojai that have proven limited accessibility for residents due to being a 2-4 lane highway through Hwy 33.

Elizabeth Lee
PO Box 2967
Ventura, CA 93002

Response to Comment: Thank you for your comment on the proposed project. The proposed lane reduction on SR-33 applies only to a 0.67-mile segment and does not affect the rest of the highway, which remains two lanes in either direction north and south of the project area. The center two-way turn lane also allows flexibility for emergency vehicles, including temporary use during evacuations if needed. Caltrans will continue to collaborate with emergency service providers in the project area during the Design phase to minimize traffic impacts during emergency situations.

From: Craig Rigsby
To: Go Oakview@DOT
Subject: Support for Build Alternative A2
Date: Friday, June 27, 2025 7:12:08 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,
We are 3 Oakview residents at 201 Ashby Ct.
We are in support of Build Alternative A2.

We want Oakview to be safe to walk and ride. Even now I would not ride a bike in the green zone. People now pass on the right there. Its more dangerous than before

Thank you!

Craig, Liesel and Melia Rigsby

Commenter: Craig, Liesel, and Melia Rigsby

The comment states: Hello,
We are 3 Oakview residents at 201 Ashby Ct.
We are in support of Build Alternative A2.

We want Oakview to be safe to walk and ride. Even now I would not ride a bike in the green zone. People now pass on the right there. Its more dangerous than before

Thank you!

Craig, Liesel, and Melia Rigsby

Response to Comment: Thank you for your comment on the proposed project. Your support for Alternative A2 has been noted.

From: Richard Vittitow
To: Go Oakview@DOT
Subject: No Build - B
Date: Friday, June 27, 2025 7:16:52 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

My choice for the oak view road project is no build -b

Commenter: Richard Vittitow

The comment states: My choice for the oak view road project is no build -b.

Response to Comment: Thank you for your comment on the proposed project. Your support for the No-Build Alternative has been noted.

From: Keith and Ruth Brooks
To: Go Oakview@DOT
Subject: Oak View Creek Road Speed and Traffic
Date: Friday, June 27, 2025 7:31:43 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I would like to express my concerns for the increased traffic and high rates of speed of many of the vehicles traveling on Creek Road.

Numerous unsightly reflective chevron arrow signs have been installed, and yet, there have still been many wrecks that have occurred near our property address at 10180 Creek Road. The Vegas-esque flashing speed limit signs are also an eyesore and I don't believe that they have resulted in many people lowering their speeds. They are usually just flashing the white strobe because people are exceeding the limit as they fly by.

These features appear to not have worked, but have definitely made the road and properties less attractive as there are a glut of them installed. We had to ask for a couple of them to be moved because they blocked our mailbox and blocked one of our driveways. Fortunately, the installers got approval and shifted them enough to give us and the USPS access room again. It appears that the engineers selecting the location for the installation of the signs did not take the time to see the real world impact that they would have at the locations that their mathematical programs designated for their installation.

Congruent with the insulation of the chevron signs, the road was repaved recently, which we are thankful for, but it was widened slightly which, in my opinion, has only served to increase the speed at which people travel. That, also in my opinion, has increased the number of vehicles that have slid off the roads on the sharp curves near our residence. About a mile up the road from us, a granular gripping treatment was applied on the new asphalt, but this was done in an area that doesn't have a history of vehicle accidents.

There has also been aggressive tree trimming, which makes more room for people like myself who bike daily on this road, but I believe that it also has caused traffic speeds to increase.

Although anecdotal, and I can't prove it, I do believe that the traffic has increased considerably since the lane reduction was implemented in Oak View.

I can simply Google sample recommended routes from numerous locations between Ventura and Ojai, and the fastest recommended route is almost always via Creek Road rather than highway 33 through Oak View. The recommended routes are regularly via Santa Ana Road or Creek Road rather than through downtown Oak View. It's simple math since the speed limits have been increased on Creek Road, from their previous temporary lowering, and there is now copious traffic on Creek Road during busy times through Oak View due to the lane reductions.

We are now regularly serenaded by screeching tires as they speed faster than before around the curves near our home. This section of Road near our home is locally known as "Shellnut Curve". It is not uncommon for those screeching tires to end in a loud thud or bang as they crash into the trees, rock, telephone pole (that is regularly replaced because of crash damage),

one of our walnut trees that has been hit and killed, or more than not, they slide off the shoulder down the steep embankment toward San Antonio Creek. We have assisted crashed vehicles numerous times.

I don't know the solution, but trust that your traffic engineers have ideas that can help remedy this. Stop signs at the major intersections along Creek Road may help somewhat. That combined with decreased speed limits on Creek Road would feed mathematical information to the Google and Apple mapping programs to route The motorists that are navigating with these apps through other roads.

Rumble strips and road diets (decreasing lane widths) may also be of benefit and could make things safer for cyclists.

Thank you for working on this safety issue for our community. Feel free to arrange a time to drop by and watch the cars fly by with me. :-)

Warm regards,
Keith Brooks
805-207-6841

Commenter: Keith Brooks

The comment states: Hello,

I would like to express my concerns for the increased traffic and high rates of speed of many of the vehicles traveling on Creek Road.

Numerous unsightly reflective chevron arrow signs have been installed, and yet, there have still been many wrecks that have occurred near our property address at 10180 Creek Road. The Vegas-esque flashing speed limit signs are also an eyesore and I don't believe that they have resulted in many people lowering their speeds. They are usually just flashing the white strobe because people are exceeding the limit as they fly by.

These features appear to not have worked, but have definitely made the road and properties less attractive as there are a glut of them installed. We had to ask for a couple of them to be moved because they blocked our mailbox and blocked one of our driveways. Fortunately, the installers got approval and shifted them enough to give us and the USPS access room again. It appears that the engineers selecting the location for the installation of the signs did not take the time to see the real world impact that they would have at the locations that their mathematical programs designated for their installation.

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applied on the new asphalt, but this was done in an area that doesn't have a history of vehicle accidents.

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We are now regularly serenaded by screeching tires as they speed faster than before around the curves near our home. This section of Road near our home is locally known as "Shellnut Curve". It is not uncommon for those screeching tires to end in a loud thud or bang as they crash into the trees, rock, telephone pole (that is regularly replaced because of crash damage), one of our walnut trees that has been hit and killed, or more than not, they slide off the shoulder down the steep embankment toward San Antonio Creek. We have assisted crashed vehicles numerous times.

I don't know the solution, but trust that your traffic engineers have ideas that can help remedy this. Stop signs at the major intersections along Creek Road may help somewhat. That combined with decreased speed limits on Creek Road would feed mathematical information to the Google and Apple mapping programs to route The motorists that are navigating with these apps through other roads.

Rumble strips and road diets (decreasing lane widths) may also be of benefit and could make things safer for cyclists.

Thank you for working on this safety issue for our community. Feel free to arrange a time to drop by and watch the cars fly by with me. :-)

Warm regards,
Keith Brooks
805-207-6841

Response to Comment: Thank you for your comment and suggestions on the proposed project. We recognize that many residents have expressed concern about increased use of Creek Road since the SR-33 lane reduction demonstration project was implemented. While Caltrans has jurisdiction primarily on state routes and highways, the

comments and responses submitted from this project will be shared with the County of Ventura Public Works Department, which manages Creek Road and other local streets.

From: Ryan
To: Go Oakview@DOT
Subject: Oak view traffic management
Date: Friday, June 27, 2025 7:34:21 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Saw a FB post about writing in for comment.
I am in full support of the traffic management. Makes access to the businesses much safer. The bike lane is secondary.
I feel it should also be a bus lane to aid public transport.

Thanks

Ryan Larkan
9512508325
Sent from my iPhone

Commenter: Ryan Larkan

The comment states: Saw a FB post about writing in for comment.
I am in full support of the traffic management. Makes access to the businesses much safer. The bike lane is secondary.
I feel it should also be a bus lane to aid public transport.

Thanks

Ryan Larkan
9512508325

Response to Comment: Thank you for your comment on the proposed project. Your value for traffic management is noted. The proposed project would upgrade the existing facility of SR-33 to current standards, and the goal is to improve multi-modal use throughout the region.

From: Nancy Decker
To: Go Oakview@DOT
Subject: NO! ON THE PARADISE FIRE RE-RUN IN OJAI VALLEY
Date: Friday, June 27, 2025 8:36:56 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

I have read the EVACUATION ASSESSMENT produced by the Ojai Valley Fire Safe Council.

The report CLEARLY states we are going to have PROBLEMS with FIRE evacuation, during ingress and egress.

We live in a "Very High Fire Hazard Severity Zone", it's not a matter of IF Ojai has another fire. IT'S WHEN!

Imagine YOUR FAMILY, all packed up to evacuate. Now which of the four roads do you choose?

You know what happened during the Thomas fire --
the 150 to SB BACKED UP
The 126 NOT EVEN PASSIBLE.
HWY 33 -already a nightmare

I ride the existing bike path from Ojai to Ventura and back. What biker with a brain would choose to ride side by side auto traffic? We don't need another bike lane.

Planners. Good luck to you and your family. **Think of them and make a better plan. WIDEN the lanes.**

OJAI VALLEY FIRE SAFE COUNCIL

Our families, YOUR family. People burning alive in cars. Screaming.
And where are you?

Paradise City asked the State for roads to be widened for that one day in a decade, they needed to get everyone off the Mountain in a hurry. It was $15M they asked for, and they were turned down.

You saw that footage and yet you plan for this event . Have a look again.





Commenter: Nancy Decker

The comment states: I have read the EVACUATION ASSESSMENT produced by the Ojai Valley Fire Safe Council.

The report CLEARLY states we are going to have PROBLEMS with FIRE evacuation, during ingress and egress.

We live in a "Very High Fire Hazard Severity Zone", it's not a matter of IF Ojai has another fire. IT'S WHEN!

Imagine YOUR FAMILY, all packed up to evacuate. Now which of the four roads do you choose?

You know what happened during the Thomas fire --
the 150 to SB BACKED UP
The 126 NOT EVEN PASSIBLE.
HWY 33 -already a nightmare

I ride the existing bike path from Ojai to Ventura and back. What biker with a brain would choose to ride side by side auto traffic? We don’t need another bike lane.

Planners. Good luck to you and your family. **Think of them and make a better plan. WIDEN the lanes.**

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And where are you?

Paradise City asked the State for roads to be widened for that one day in a decade, they needed to get everyone off the Mountain in a hurry. It was $15M they asked for, and they were turned down.

You saw that footage and yet you plan for this event. Have a look again.

Response to Comment: Thank you for your comment on the proposed project. We acknowledge that the Ojai Valley is located in Very High Fire Hazard Severity Zone, and that evacuation during wildfire events presents serious challenges. Safety for automobile users and bicycle and pedestrians will always be at the forefront of project planning. The Ojai Valley Fire Safe Council's Evacuation Assessment is an important resource and has been reviewed by project planners. Emergency services have been involved or consulted in various aspects of planning and will continue to be key stakeholders in the future project Design phase. Caltrans will also continue to work with the community, local elected officials, and the County of Ventura throughout the project.

From: Therese Hartmann
To: Go Oakview@DOT
Subject: Pavement Preservation Project
Date: Friday, June 27, 2025 10:43:47 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Susan Tse Koo...

You live in Los Angeles so I'm sure when the idea for this "experiment" first came up, it might have seemed like it would be a perfect fit for a county which embraces sports and likes the idea of protecting athletes and the environment. As I understand, the goal was to extend the life of the pavement, improve mobility, ride quality and safety for bicyclists, pedestrians and transit users. But this is ANYTHING but the case. The downstream effects of this colossal waste of taxpayer money with this project were not fully considered, in my opinion. Most certainly, the lane reduction running through Oak View will result in many problems and is hugely unpopular with residents that use it. I only learned today about being able to write my opposition and I'm sure many will not have been told so consider that my thoughts are representative of over 100 people.

Here is a list of just a few of the many concerns your constituents have and the reason the PPP needs to go:

1) The lane reduction traps drivers attempting to commute back and forth to Ventura, or other destinations. Slowing traffic has its own set of issues. For example, reducing car speed by 30 mph is shown to increase pollution. Idling and stop-and-go traffic emits significantly more carbon per mile. Secondarily and perhaps more importantly, the blockages that happen because of having one lane through an area with a lot of commerce, are a hazard especially in the event of a fire, earthquake or other natural disaster.

2) It's an accident waiting to happen. I cannot find any information on Cal Trans undertaking a study with regard to the number of commercial driveways on this section of road that is meant to encourage cyclists and pedestrians to use it. As an avid bicyclist, I look at the road as a potential deathtrap, especially for youngsters. There are in excess of 20 driveways through the PPP! Who thinks this is a good idea to have bikes up against cars that need to turn? Obviously not the bicyclists because you pretty much never see any stupid enough to take the risk of riding along this section of road.

3) We already have a safe bike path! I'm glad that it was rebuilt and potentially there could have been more done to encourage riders and pedestrians. So why force people to use an unsafe pathway?

This is the kind of government waste that makes taxpayers angry. Why was it done? We need answers and more importantly, we need action to convert the section of road back to a four-lane highway. It's not safe for drivers, cyclists, pedestrians or the environment.

Thank you for your consideration.

Therese Hartmann
(805) 798-2158

Commenter: Therese Hartmann

The comment states: Dear Susan Tse Koo...

You live in Los Angeles so I'm sure when the idea for this "experiment" first came up, it might have seemed like it would be a perfect fit for a county which embraces sports and likes the idea of protecting athletes and the environment. As I understand, the goal was to extend the life of the pavement, improve mobility, ride quality and safety for bicyclists, pedestrians and transit users. But this is ANYTHING but the case. The downstream effects of this colossal waste of taxpayer money with this project were not fully considered, in my opinion. Most certainly, the lane reduction running through Oak View will result in many problems and is hugely unpopular with residents that use it. I only learned today about being able to write my opposition and I'm sure many will not have been told so consider that my thoughts are representative of over 100 people.

Here is a list of just a few of the many concerns your constituents have and the reason the PPP needs to go:

1) The lane reduction traps drivers attempting to commute back and forth to Ventura, or other destinations. Slowing traffic has its own set of issues. For example, reducing car speed by 30 mph is shown to increase pollution. Idling and stop-and-go traffic emits significantly more carbon per mile. Secondarily and perhaps more importantly, the blockages that happen because of having one lane through an area with a lot of commerce, are a hazard especially in the event of a fire, earthquake or other natural disaster.

2) It's an accident waiting to happen. I cannot find any information on Cal Trans undertaking a study with regard to the number of commercial driveways on this section of road that is meant to encourage cyclists and pedestrians to use it. As an avid bicyclist, I look at the road as a potential deathtrap, especially for youngsters. There are in excess of 20 driveways through the PPP! Who thinks this is a good idea to have bikes up against cars that need to turn? Obviously not the bicyclists because you pretty much never see any stupid enough to take the risk of riding along this section of road.

3) We already have a safe bike path! I'm glad that it was rebuilt and potentially there could have been more done to encourage riders and pedestrians. So why force people to use an unsafe pathway?

This is the kind of government waste that makes taxpayers angry. Why was it done? We need answers and more importantly, we need action to convert the section of road

back to a four-lane highway. It's not safe for drivers, cyclists, pedestrians or the environment.

Thank you for your consideration.

Therese Hartmann
(805) 798-2158

Response to Comment: Thank you for your comment on the proposed project. We recognize that transportation projects must be developed with a full understanding of local conditions, community priorities, and emergency response situations.

A Traffic Study was conducted for the project, including peak-hour travel time analysis and corridor delay monitoring. Findings indicated that average vehicle throughout along this segment of SR-33 could be maintained under the proposed project with incorporated minimization measures T-1 through T-8 as shown in Section 2.2.2. These measures include left turn restrictions and increasing queue storage at traffic lights. Regarding emissions, while it is true that prolonged idling and congestion can result in higher localized pollutants, GHG's may also be lowered through increased use of multi-modal facilities such as bike and bus.

You raise a critical point about conflicts between vehicles turning into driveways and bicycles or pedestrians using the new facilities. Further options shall be evaluated in the project Design phase based on recent feedback to determine whether additional safety measures should be implemented.

You are correct that the Ojai Valley Trail is an established, well-used alternative route for many non-motorized users. However, it is not accessible from all properties and does not connect directly to every Oak View destination. Trail integration and signage improvements are being explored to better align both facilities, ensuring that users can choose the safest and most appropriate route for their needs.

The project is being funded through a combination of state and federal dollars, with the primary goal of extending pavement life and improving safety for all modes of travel. Lane reconfiguration (sometimes referred to as a "road diet") was studied as a potential way to:

- Reduce collisions
- Improve pedestrian and bike access
- Support downtown revitalization in Oak View.

From: Timothy Park
To: Go Oakview@DOT
Cc: Kent.ko@parsons.com; teena.broumand@me.com
Subject: Creek Road traffic issues
Date: Friday, June 27, 2025 11:23:23 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

I am writing to express my alarm over the noticeably increased traffic, persistent excessive speeds, repeated incidents of personally witnessed unsafe driving, tailgating, road raging and illegal passing on Creek Road since the recent lane reduction in Oak View CA.

Since the implementation of the ill-conceived lane reduction experiment on highway 33, Creek Road has become the preferred route into Ojai and the traffic surge has dramatically, and negatively, impacted the quality of life on our formerly sleepy and idyllic small county road. Why is it that on Creek Road, a designated wildlife corridor, speed limits are higher than on Highway 33? Creek Road has recently been paved, inviting cars to regularly hit speeds in excess of 60-70 MPH with little to no police presence to discourage such unsafe behavior.

Residents of Creek Road are fed up with this short-sided and ineffective planning by the County of Ventura. At a minimum, we need stop signs, speed bumps, crosswalks and reduced speed limits to discourage drivers from using Creek Road as a raceway. Just yesterday I witnessed one of my neighbors, an elderly woman, trying to cross Creek Road to reach her mailbox as a speeding car with blaringly loud music raced past her and honked aggressively. Would you want this for your mother or grandmother? Please end this failed experiment ASAP and restore Creek Road to it's intended character before lives are lost unnecessarily.

Sincerely,

Dr. Timothy Park
Board Certified Psychiatrist and Family Physician
Concerned resident of Creek Road in Ojai, CA

Commenter: Timothy Park

The comment states: To whom it may concern,

I am writing to express my alarm over the noticeably increased traffic, persistent excessive speeds, repeated incidents of personally witnessed unsafe driving, tailgating, road raging and illegal passing on Creek Road since the recent lane reduction in Oak View CA.

Since the implementation of the ill-conceived lane reduction experiment on highway 33, Creek Road has become the preferred route into Ojai and the traffic surge has dramatically, and negatively, impacted the quality of life on our formerly sleepy and idyllic small county road. Why is it that on Creek Road, a designated wildlife corridor, speed limits are higher than on Highway 33? Creek Road has recently been paved, inviting cars to regularly hit speeds in excess of 60-70 MPH with little to no police presence to discourage such unsafe behavior.

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Road to reach her mailbox as a speeding car with blaringly loud music raced past her and honked aggressively. Would you want this for your mother or grandmother? Please end this failed experiment ASAP and restore Creek Road to it's intended character before lives are lost unnecessarily.

Sincerely,

Dr. Timothy Park
Board Certified Psychiatrist and Family Physician
Concerned resident of Creek Road in Ojai, CA

Response to Comment: Thank you for your comment and suggestions on the proposed project. While Caltrans has jurisdiction primarily on state routes and highways, the comments and responses submitted from this project will be shared with the County of Ventura Public Works Department, which manages Creek Road and other local streets.

4.1.4 Mail Comments

The following section contains comments received through US mail.

June 3. 2025

Susan Tse Koo, Senior Environmental Planner
Caltrans District 7 Division of Environmental Planning
100 South Main Street MS16A
Los Angeles, Ca 90012

Dear Ms. Koo,

We are residents of Oak View. We watched the meeting last night on Zoom. It was our understanding that the bike lanes in Oak View were an experiment and then there would be discussion if it should be permanent. The No Build Alternative B on the card sent out to residents does not make sense.

We are not in favor of the bike lanes in our town. We are in favor of street and sidewalk improvements. The traffic is difficult with the bike lanes and rarely do you see a bike using the lanes. The bike trail is a wonderful way to get from Ventura to Ojai and travel around the area.

Thank you for your time.

Sincerely,

Mike & Betti Mentzer

Mike and Betti Mentzer
873 Spring Street
Oak View, Ca 93022

Commenter: Mike and Betti Mentzer

The comment states: We are residents of Oak View. We watched the meeting last night on Zoom. It was our understanding that the bike lanes in Oak View were an experiment and then there would be discussion if it should be permanent. The No Build Alternative B on the card sent out to residents does not make sense.

We are not in favor of the bike lanes in our town. We are in favor of street and sidewalk improvements. The traffic is difficult with the bike lanes and rarely do you see a bike using the lanes. The bike trail is a wonderful way to get from Ventura to Ojai and travel around the area.

Response to Comment: Thank you for submitting your comment for the proposed project. The purpose of the demonstration project in Oak View was to study the feasibility of a road diet project in the community. Shortly following its implementation, a Traffic Study was conducted to obtain information on traffic impacts in the project area as a result of the demonstration project. Additional information may be found in Section 2.2.2 Traffic and Transportation/Pedestrian and Bicycle Facilities.

Your support for street and sidewalk improvements has been noted.

4.1.5 Agency Comments

The following section contains comments received from government agencies.

June 26, 2025

Susan Tse Koo (via email: GoOakview@dot.ca.gov)
Senior Environmental Scientist
100 S. Main Street, MS16A
Los Angeles, CA 90012

SUBJECT: CALTRANS STATE ROUTE 33 PAVEMENT PRESERVATION PROJECT IN OAK VIEW

Dear Ms. Koo,

Thank you for the opportunity to review and comment on the 7-mile pavement preservation project on SR-33 between approximately a half mile south of Parkview Drive to just north of Foothill Trail at post miles 6.3 to 13.4, in unincorporated Ventura County area of Oak View and Ojai. VCTC has reviewed the draft Initial Study with Proposed Negative Declaration/Environmental Assessment, as well as the three project alternatives:

Build Alternative A1
The Build Alternative A1 scope of work includes upgrading the existing asphalt pavement, curb ramps, traffic signals, crosswalks, as well as upgrading the Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) at (PM 6.30/13.49). The project also proposes constructing new sidewalks, installing American with Disabilities Act (ADA) Pedestrian Infrastructure, bus pads with shelters, and pedestrian crossings.

Build Alternative A2
In addition to all work listed in Build Alternative A1, Build Alternative A2 would also reconfigure current lane striping from five lanes to three lanes (one through lane in each direction by a two-way left turn lane), with a bike lane at both sides of the road, from Santa Ana Boulevard to Larmier Avenue (between PM 8.45 to 9.12). This alternative will also provide landscaping and curb extensions within these limits.

No Build Alternative B
The No-Build Alternative would not have changes made to the existing facility. No action would be taken to improve the existing road condition and the road quality would continue to deteriorate.

After a review of the Initial Study with Proposed Negative Declaration/Environmental Assessment, VCTC has no comments at this time. Thank you again for the opportunity to review the project. Should you have any questions, please contact me at (805) 642-1591 (ext. 103) or by email at: afagan@goventura.org.

Respectfully Submitted,

Amanda L. Fagan

Amanda Fagan
Director of Planning and Sustainability

Commenter: Ventura County Transportation Commission

The comment states:

Dear Ms. Koo,

Thank you for the opportunity to review and comment on the 7-mile pavement preservation project on SR-33 between approximately a half mile south of Parkview Drive to just north of Foothill Trail at post miles 6.3 to 13.4, in unincorporated Ventura County area of Oak View and Ojai. VCTC has reviewed the draft Initial Study with Proposed Negative Declaration/Environmental Assessment, as well as the three project alternatives:

Build Alternative A1

The Build Alternative A1 scope of work includes upgrading the existing asphalt pavement, curb ramps, traffic signals, crosswalks, as well as upgrading the Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) at (PM 6.30/13.49). The project also proposes constructing new sidewalks, installing American with Disabilities Act (ADA) Pedestrian Infrastructure, bus pads with shelters, and pedestrian crossings.

Build Alternative A2

In addition to all work listed in Build Alternative A1, Build Alternative A2 would also reconfigure current lane striping from five lanes to three lanes (one through lane in each direction by a two-way left turn lane), with a bike lane at both sides of the road, from Santa Ana Boulevard to Larmier Avenue (between PM 8.45 to 9.12). This alternative will also provide landscaping and curb extensions within these limits.

No Build Alternative B

The No-Build Alternative would not have changes made to the existing facility. No action would be taken to improve the existing road condition and the road quality would continue to deteriorate.

After a review of the Initial Study with Proposed Negative Declaration/Environmental Assessment, VCTC has no comments at this time. Thank you again for the opportunity to review the project. Should you have any questions, please contact me at (805) 642-1591 (ext. 103) or by email at: afagan@goventura.org.

Respectfully Submitted,

Amanda Fagan

Director of Planning and Sustainability

Response to comment: Thank you for providing your comment on the proposed project. We acknowledge that VCTC does not have comments on the draft environmental document at this time.

PUBLIC VENTURA COUNTY WORKS

WATERSHED PROTECTION

WATERSHED PLANNING AND PERMITS DIVISION
800 South Victoria Avenue, Ventura, California 93009

MEMORANDUM

DATE: June 3, 2025

TO: Philip Hess, Case Planner
County of Ventura

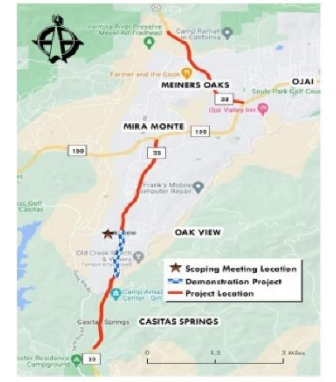
FROM: Yunsheng Su, PWA-WP Case Reviewer

SUBJECT: RMA25-021 SR-33 Pavement Preservation
APN:083006132
CEQA Review Comments and Conditions

Pursuant to your request dated 5/21/2025, this office has reviewed the submitted materials and provides the following comments.

PROJECT LOCATION:

Location Map:



PROJECT DESCRIPTION:
The California Department of Transportation (Caltrans) is proposing a pavement preservation project on State Route 33 (SR-33) between 0.6 mile south of Parkview Drive to 0.1 mile north of Foothill Trail at Post Miles (PM) 6.3 to 13.49, in Ventura County. The purpose of this project is to preserve and extend the service life of the existing pavement, improve multi-modal mobility, ride quality, and safety by providing a better access for bicyclists, pedestrian, and transit users.

APPLICATION COMPLETENESS:
Complete - from our area of concern.

ENVIRONMENTAL IMPACT ANALYSIS:
Item 31a. Flood Control Facilities/Watercourses – Ventura County Public Works Agency, Watershed Protection is deemed to be Less Than Significant.

The proposed project is situated about 1000 feet from the ventura river, which is a WP jurisdictional redline channel. No new or modified direct stormwater drainage connections to this WP channel, activities within WP's easement, or activities over, under, or within the redline channel appear to be proposed or indicated on the applicant's submitted materials.

This proposed project would result in NO increase of impervious area within the subject property.

WP staff determines that the environmental impact is less than significant (LS) on redline channels under the jurisdiction of the Ventura County Public Works Agency - Watershed Protection.

WATERSHED PROTECTION COMMENTS:
None.

WATERSHED PROTECTION CONDITIONS:
None.

If you have any questions, please feel free to contact me by email at Yunsheng.Su@Ventura.Org or by phone at 805-654-2005.

END OF TEXT.

Commenter: Ventura County Public Works, Watershed Planning and Permits Division

The comment states:

Pursuant to your request dated 5/21/2025, this office has reviewed the submitted materials and provides the following comments.

PROJECT DESCRIPTION:

The California Department of Transportation (Caltrans) is proposing a pavement preservation project on State Route 33 (SR-33) between 0.6 mile south of Parkview Drive to 0.1 mile north of Foothill Trail at Post Miles (PM) 6.3 to 13.49, in Ventura County. The purpose of this project is to preserve and extend the service life of the existing pavement, improve multi-modal mobility, ride quality, and safety by providing a better access for bicyclists, pedestrian, and transit users.

APPLICATION COMPLETENESS:

Complete **-** from our area of concern.

ENVIRONMENTAL IMPACT ANALYSIS:

Item 31a. Flood Control Facilities/Watercourses – Ventura County Public Works Agency, Watershed Protection is deemed to be Less Than Significant.

The proposed project is situated about 1000 feet from the ventura river, which is a WP jurisdictional redline channel. No new or modified direct stormwater drainage connections to this WP channel, activities within WP's easement, or activities over, under, or within the redline channel appear to be proposed or indicated on the applicant's submitted materials.

This proposed project would result in NO increase of impervious area within the subject property.

WP staff determines that the environmental impact is less than significant (LS) on redline channels under the jurisdiction of the Ventura County Public Works Agency – Watershed Protection.

WATERSHED PROTECTION COMMENTS:

None.

WATERSHED PROTECTION CONDITIONS:

None.

If you have any questions, please feel free to contact me by email at Yunsheng.Su@Ventura.Org or by phone at 805-654-2005.

Response to Comment: Thank you for providing your comment on the proposed project. Caltrans acknowledges the County's impact finding as less than significant for watershed resources.

PUBLIC WORKS VENTURA COUNTY

COUNTY of VENTURA

Gregg Strakaluse
Agency Director

Jeff Palmer
Assistant Director

Central Services **Joan Araujo**, Director | Engineering Services **Anastasia Seims**, Director | Roads & Transportation **Anitha Balan**, Director | Water & Sanitation **Vacant**, Director | Watershed Protection **Earthea Nance**, Director

June 25, 2025

Susan Tse Koo
Senior Environmental Scientist
100 S. Main Street, MS 16A
Los Angeles, CA 90012
GoOakview@dot.ca.gov.

SUBJECT: SR-33 PAVEMENT PRESERVATION PROJECT ENVIRONMENTAL DOCUMENT REVIEW COMMENTS

Dear Ms. Koo:

This letter is in reference to the California Department of Transportation (Caltrans) advertised request for comments on the Draft Environmental impact Report (DEIR) for State Route 33 (SR-33) Pavement Preservation Project in Oak View. The Ventura County Public Works Agency (VC-PWA) has reviewed the Project and associated DEIR. We provide the following comments.

DEIR findings on 3.1.17(a) page 70:

Question 3.1.17(a) in the EIR asks if the project is in "Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?"

Caltrans response to Question 3.1.17(a) states that the project's CEQA determination as having "No Impact". The VC-PWA disagrees with this assessment.

With increased travel time on the SR-33, some of the project's improvements will lower LOS on the SR-33. Additionally, the DEIR identified a drop in the LOS for some areas of the SR-33 from "E" to "F".

The Ventura County General Plan (GP) 2040 CTM-1 and Ojai Valley Area Plan (OVAP) OV-22.1 through OV-22.5 set policies for the minimum standard LOS for the SR-33 and Creek Rd at LOS "E". Assessment of the project with respect to the GP and OVAP will find that a measurable "impact" on LOS will occur for the SR-33.

Furthermore, the project has the potential to change existing traffic patterns and divert traffic from the SR-33 to Creek Rd, lowering the LOS on Creek Rd. The impacts on Creek Rd must be further evaluated.

DEIR findings on 3.1.17(b) page 70:

Question 3.1.17(b) in the EIR asks if the project is in "Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)"

Caltrans response to Question 3.1.17(b) states that the project's CEQA determination as having "No Impact". The VC-PWA disagrees with this assessment.

Vehicles opting to avoid traffic calming measures or increased travel times will divert their course from the SR-33 to Creek Rd and increase their Vehicle Miles Travelled (VMT).

The Ventura County General Plan (GP) 2040 CTM-1 and CTM-4 set policies for VMT reduction. Assessment of the project with respect to the GP will find that a measurable "impact" on VMT will occur for diverted vehicles. The traffic impacts of this project on Creek Road must be further evaluated.

Community Feedback for the Oak View Demonstration Project:

The VC-PWA has received feedback from Ojai area residents concerning increased traffic on Creek Rd regarding the Oak View Demonstration Project. Residents have identified a change in traffic patterns with vehicles diverting from the SR-33 in favor of Creek Road to avoid increase travel times on the SR-33 that have resulted from the Oak View Demonstration project. The extent of these changes in traffic flow is not addressed in the DEIR or the Multimodal Study.

Project Recommendations:

VC-PWA recommends that the project's scope in the DEIR and Multimodal study be updated to include the project's impacts on Creek Road. Currently, the DEIR and Multimodal Study do not consider the Creek Rd impacts resulting from the project. Information pre and post the Oak View Demonstration project can be used to substantiate findings. Changes in LOS, VMT, and traffic counts on the SR-33 and Creek Road should be identified. The findings should be evaluated for conformance to the GP and OVAP. Lowering the LOS on the SR-33 or Creek Rd is inconsistent with the GP and OVAP.

If you have any questions concerning this item, please contact Anitha Balan at (805) 654-2077.

Sincerely,

Anitha Balan,
Director, Roads & Transportation

cc. Gregg Strakaluse, Agency Director
Jeff Palmer, Assistant Director VC-PWA
Philip Hess, VCRMA – Planning Division

Commenter: Ventura County Public Works, Roads & Transportation

The comment states:

Dear Ms. Koo:

This letter is in reference to the California Department of Transportation (Caltrans) advertised request for comments on the Draft Environmental impact Report (DEIR) for State Route 33 (SR-33) Pavement Preservation Project in Oak View. The Ventura County Public Works Agency (VC-PWA) has reviewed the Project and associated DEIR. We provide the following comments.

DEIR findings on 3.1.17(a) page 70:

Question 3.1.17(a) in the EIR asks if the project is in "Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?"

Caltrans response to Question 3.1.17(a) states that the project's CEQA determination as having "No Impact". The VC-PWA disagrees with this assessment.

With increased travel time on the SR-33, some of the project's improvements will lower LOS on the SR-33. Additionally, the DEIR identified a drop in the LOS for some areas of the SR-33 from "E" to "F".

The Ventura County General Plan (GP) 2040 CTM-1 and Ojai Valley Area Plan (OVAP) OV-22.1 through OV-22.5 set policies for the minimum standard LOS for the SR-33 and Creek Rd at LOS "E". Assessment of the project with respect to the GP and OVAP will find that a measurable "impact" on LOS will occur for the SR-33. Page 2 of 3

Hall of Administration L #1600 800 S. Victoria Avenue, Ventura, CA 93009 • (805) 654-2018 • www.VCPublicWorks.org

Furthermore, the project has the potential to change existing traffic patterns and divert traffic from the SR-33 to Creek Rd, lowering the LOS on Creek Rd. The impacts on Creek Rd must be further evaluated.

DEIR findings on 3.1.17(b) page 70:

Question 3.1.17(b) in the EIR asks if the project is in "Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)"

Caltrans response to Question 3.1.17(b) states that the project's CEQA determination as having "No Impact". The VC-PWA disagrees with this assessment.

Vehicles opting to avoid traffic calming measures or increased travel times will divert their course from the SR-33 to Creek Rd and increase their Vehicle Miles Travelled (VMT).

The Ventura County General Plan (GP) 2040 CTM-1 and CTM-4 set policies for VMT reduction. Assessment of the project with respect to the GP will find that a measurable "impact" on VMT will occur for diverted vehicles. The traffic impacts of this project on Creek Road must be further evaluated.

Community Feedback for the Oak View Demonstration Project:

The VC-PWA has received feedback from Ojai area residents concerning increased traffic on Creek Rd regarding the Oak View Demonstration Project. Residents have identified a change in traffic patterns with vehicles diverting from the SR-33 in favor of Creek Road to avoid increase travel times on the SR-33 that have resulted from the Oak View Demonstration project. The extent of these changes in traffic flow is not addressed in the DEIR or the Multimodal Study.

Project Recommendations:

VC-PWA recommends that the project's scope in the DEIR and Multimodal study be updated to include the project's impacts on Creek Road. Currently, the DEIR and Multimodal Study do not consider the Creek Rd impacts resulting from the project. Information pre and post the Oak View Demonstration project can be used to substantiate findings. Changes in LOS, VMT, and traffic counts on the SR-33 and Creek Road should be identified. The findings should be evaluated for conformance to the GP and OVAP. Lowering the LOS on the SR-33 or Creek Rd is inconsistent with the GP and OVAP. Page 3 of 3

If you have any questions concerning this item, please contact Anitha Balan at (805) 654-2077.

Sincerely,

Anitha Balan

Director, Roads & Transportation

Response to Comment: Thank you for providing your comment on the proposed project. Upon further review, the project development team agrees that a measurable impact on LOS will occur at some locations along SR-33 with the implementation of Alternative A2. The CEQA significance finding has been revised.

An increase in Vehicle Miles Traveled (VMT) is not anticipated in accordance with SB 743, as the proposed project will not create additional trips related to the project and is not capacity-increasing. See Section 3.2 Senate Bill 743/Induced Demand Analysis. Increase on the overall VMT is minimal since both routes; SR-33 and Creek Road, have similar distance with difference within 0.2 miles. This difference in distances between the routes are nominal compared to the variability of daily traffic patterns. For example, Google Maps routes assuming a pass-through commuting trip, Creek Road runs parallel and rejoins the main road at Ojai Dr. and S Montgomery St. This diversion route to use Creek Road is 0.2 miles less in distance, compared to staying on the mainline SR-33.

The increase in vehicles diverting to Creek Road is unlikely to be the main reason of the increase (if any) of VMT.

We acknowledge the community feedback received regarding potential increased traffic on Creek Road. Based current data from the Traffic Study, on the AM/PM peak hour pre/post demonstration traffic at VEN-33 and Creek Road intersection, there is an overall increase in the northbound approach, as well as a +7% increase in the proportion of vehicles making a northbound right turn. This increase in northbound right-turn traffic does not directly correlate with a decrease in northbound traffic on SR-33, showing that previous traffic patterns were not directly altered because of the road diet.

4.1.6 Elected Officials

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0038
(916) 319-2038
FAX (916) 319-2138

DISTRICT OFFICE
300 E. ESPLANADE DRIVE, SUITE 1790
OXNARD, CA 93036
(805) 485-4745
FAX (805) 485-4779

E-MAIL
Assemblymember.Bennett@assembly.ca.gov

Assembly
California Legislature

STEVE BENNETT
ASSEMBLYMEMBER, THIRTY-EIGHTH DISTRICT

COMMITTEES
CHAIR: BUDGET SUBCOMMITTEE NO. 4 ON CLIMATE CRISIS, RESOURCES, ENERGY, AND TRANSPORTATION
BUDGET
ELECTIONS
EMERGENCY MANAGEMENT
WATER, PARKS AND WILDLIFE

October 13, 2025

Gloria Roberts, District Director
Caltrans District 7
100 Main Street, 10th Floor
Los Angeles, CA 90012

Re: State Route (SR) 33 Preservation Project

Dear Director Roberts,

I am pleased to offer my strong support for the State Route (SR) 33 Preservation Project Build Alternative A2. I believe that with these necessary community upgrades and enhancements, the Oak View community will enjoy significant improvements to pedestrian and traffic safety along the SR-33 corridor.

For years, when I was the County Supervisor representing this area, I heard frustration about the SR-33 Oak View corridor and that the community of Oak View often felt ignored.
Therefore, at that time we held a series of public meetings where broad community support was given to explore options to improve pedestrian and traffic safety. What ensued was a multi-year, transparent and good faith effort to address the needs that were presented by the many residents of Oak View at those meetings. Nearly a decade later, following the completion of the SR-33 Multimodal study and the demonstration project, we finally have the opportunity to achieve those two goals.

The Build Alternative A2 scope of work includes necessary upgrades and improvements to the existing asphalt pavement, curb ramps, traffic signals, and crosswalks. Alternative A2 also proposes the addition of much needed American with Disabilities Act (ADA) Pedestrian Infrastructure, along with a Class IV protected bike lane, for Oak View residents of all ages and abilities to move freely and safely through the SR-33 corridor.

For these reasons, I strongly support the State Route (SR) 33 Preservation Project Build Alternative A2 for I believe it successfully achieves the two community-desired goals of improving pedestrian and traffic safety. Further, given the State of California's budget uncertainty in the coming years, we will not likely see Caltrans able to start another project in Oak View like this for many decades.

Sincerely,

Steve Bennett

Assemblymember Steve Bennett
38th Assembly District

Commenter: Assemblymember Steve Bennett, 38th Assembly District

The comment states:

Dear Director Roberts,

I am pleased to offer my strong support for the State Route (SR) 33 Preservation Project Build Alternative A2. I believe that with these necessary community upgrades and enhancements, the Oak View community will enjoy significant improvements to pedestrian and traffic safety along the SR-33 corridor.

For years, when I was the County Supervisor representing this area, I heard frustration about the SR-33 Oak View corridor and that the community of Oak View often felt ignored.

Therefore, at that time we held a series of public meetings where broad community support was given to explore options to improve pedestrian and traffic safety. What ensued was a multi-year, transparent and good faith effort to address the needs that were presented by the many residents of Oak View at those meetings. Nearly a decade later, following the completion of the SR-33 Multimodal study and the demonstration project, we finally have the opportunity to achieve those two goals.

The Build Alternative A2 scope of work includes necessary upgrades and improvements to the existing asphalt pavement, curb ramps, traffic signals, and crosswalks. Alternative A2 also proposes the addition of much needed American with Disabilities Act (ADA) Pedestrian Infrastructure, along with a Class IV protected bike lane, for Oak View residents of all ages and abilities to move freely and safely through the SR-33 corridor.

For these reasons, I strongly support the State Route (SR) 33 Preservation Project Build Alternative A2 for I believe it successfully achieves the two community-desired goals of improving pedestrian and traffic safety. Further, given the State of California's budget uncertainty in the coming years, we will not likely see Caltrans able to start another project in Oak View like this for many decades.

Sincerely,

Assemblymember Steve Bennett

Response to Comment: Thank you, Assemblymember Bennett. Your support for Build Alternative A2 with a Class IV protected bike lane has been noted.

Chapter 5 List of Preparers

Susan Tse Koo, **Senior Environmental Scientist (Supervisory)**

Christopher Laurel, **Senior Environmental Scientist (CEQA/NEPA Specialist)**

Mojgan Abbassi, **Senior Environmental Scientist (CEQA/NEPA Specialist)**

Lillian Cai, **Environmental Scientist**

Joben Penuliar, **Associate Transportation Planner**

Hannah Tram, **Volunteer Intern**

Kimberly Harrison, **Associate Environmental Planner (Archaeologist)**

Claudia Harbert, **Senior Environmental Scientist (Cultural Resources)**

Mario Mariotta, **Associate Environmental Planner (Biologist)**

Sean Herron, **Environmental Scientist (Biologist)**

Paul Caron, **Senior Environmental Scientist (Supervising Biologist)**

Samia Soueidan, **Noise Specialist**

Jin Lee, **Senior Noise Specialist**

Stewart Fong, **Hazardous Waste Specialist**

Henry Jones, **Senior Hazardous Waste Specialist**

Andrew Yoon, **Senior Air Quality Specialist**

Alison Wong, **Environmental Scientist (AQ/Climate Specialist)**

Donny Thai, **Landscape Architect**

Keith Sellers, **Senior Landscape Architect**

Joseph Kibe, **Project Manager**

Celeste Solano, **Project Engineer**

Md Alam, **Senior Transportation Engineer**

Rick Komisarki, **Graphic Designer III**

Benjamin Roxton, **Staff Services Manager I, Graphics**

James Medina, **Information Officer I**

Marc Bischoff, **Information Officer I**

Chapter 6 Distribution List

The Draft IS/EA or a Notice of Availability (NOA) was distributed to elected officials, local and regional agencies, utility providers, and other interested groups, organizations, and individuals affected by the project. To minimize the size of this document, a list of property owners/residents/business owners included in the NOA distribution is appended separately. A complete list of property owners/residents/business owners included in the NOA distribution can be provided upon request by emailing GoOakview@dot.ca.gov.

6.1 Elected Officials

Federal

The Honorable Laphonza Butler
U.S. Senator
112 Hart Senate Office Building
Washington D.C., 20510

The Honorable Alex Padilla
U.S. Senator
112 Hart Senate Office Building
Washington D.C., 20510

The Honorable Julia Brownley
Representative in Congress District 26
201 East Fourth St, Suite 209B
Oxnard, CA 93030

The Honorable Salud Carbajal
Representative in Congress District 24
125 E De La Gerra Site 203B
Santa Barbara, CA 93101

State

The Honorable Monique Limon
California Senator District 19
300 E. Esplanade Dr. Suite 430
Oxnard, CA 93036

The Honorable Steve Bennett
State Assembly Member District 38
89 S. California Street, Ste F
Ventura, CA 93001

The Honorable Scott Wilk
California Senator District 21
23920 Valencia Blvd, Suite 250
Santa Clarita, CA 91355

The Honorable Gregg Hart
State Assembly Member District 37
101 West Anapamu Street, Suite A
Santa Barbara, CA 93101

County of Ventura

The Honorable Matt LeVere
County of Ventura District 1 Supervisor
800 S. Victoria Ave.
Ventura, CA 93009

The Honorable Michelle Ascencion
Ventura County Clerk-Recorder
800 S. Victoria Ave.
Ventura, CA 93009

City of Ojai

The Honorable Betsy Stix
City of Ojai Mayor
401 S. Ventura St.
Ojai, CA 93023

The Honorable Andrew Whitman
City of Ojai Mayor Pro Tempore
401 S. Ventura St.
Ojai, CA 93023

The Honorable Leslie Rule
City of Ojai District 1 Council Member
401 S. Ventura St.
Ojai, CA 93023

The Honorable Rachel Lang
City of Ojai District 2 Council Member
401 S. Ventura St.
Ojai, CA 93023

The Honorable Suza Francina
City of Ojai District 4 Council Member
401 S. Ventura St.
Ojai, CA 93023

Ben Harvey
City of Ojai City Manager
401 S. Ventura St.
Ojai, CA 93023

Cynthia Burell
City of Ojai Clerk
401 S. Ventura St.
Ojai, CA 93023

Lucas Seibert
City of Ojai Community Development Director
401 S. Ventura St.
Ojai, CA 93023

The Honorable Dr. Sherrill Knox
Ojai Unified School District Superintendent
414 E. Ojai Ave.
Ojai, CA 93023

The Honorable Dr. Atticus Reyes
Ojai Unified School District Board President
414 E. Ojai Ave.
Ojai, CA 93023

6.2 Public Agencies

Federal Agencies

Stephen P. Henry
Field Supervisor, Ventura Field Office
United States Fish and Wildlife Service
2493 Portola Rd., Suite B
Ventura, CA 93003

Robert J. Fenton
Region 9 Administrator
Federal Emergency Management Agency
1111 Broadway
Oakland, CA 94607

Thomas J. Vilsack
Office of the Secretary
United States Department of Agriculture
1400 Independence Ave., SW
Washington, D.C. 20250

Elissa Konove
Division Administrator
Federal Highway Administration
California Division
888 S. Figueroa St., Suite 440
Los Angeles, CA 90017

Stephen G. Tryon
Director
Department of the Interior
Office of Environmental Policy and Compliance
1849 “C” Street, NW, MS 2462
Washington, D.C. 20240

Candice Robertson
Senior Advisor, Office of Environmental Management
United States Department of Energy
1000 Independence Ave., SW
Washington, D.C. 20585

Veronica Garza
Land and Special Use Officer
Los Padres National Forest
3505 Paradise Rd.
Santa Barbara, CA 93101

State Agencies

California Highway Patrol
CHP 765 Ventura
4656 Valentine Rd.
Ventura, CA 93003

California State Clearinghouse
1400 Tenth St.
Sacramento, CA 95814

Governor's Office of Planning and Research
Environment Review
1400 Tenth St.
Sacramento, CA 95814

Drew Bohan
Executive Director
California Energy Commission
715 P Street
Sacramento, CA 95814

Liane M. Randolph
Board Chair
California State Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Joshua Eddy
Executive Director
California Department of Food and Agriculture
1220 N Street
Sacramento, CA 95814

Stacy St. James
South Central Coastal Information Center Coordinator
California Office of Historic Preservation
P.O. Box 6846
Fullerton, CA 92834

Rachel Peterson
Executive Director
California Public Utilities Commission
505 Van Ness Ave.
San Francisco, CA 94102

Mildred Garcia
Office of the Chancellor
California State University
401 Golden Shore Blvd.
Long Beach, CA 90802

Yana Garcia
Secretary for Environmental Protection
California Environmental Protection Agency
1001 I Street, P.O. Box 2815
Sacramento, CA 95812

Laurie Cannady Udit
Los Angeles Field Office Director
Department of Housing and Urban Development
300 N. Los Angeles St., Suite 4054
Los Angeles, CA 90012

Norma Camacho
Chair
California Water Quality Control Board
320 W. 4th Street, Suite 200
Los Angeles, CA 90013

County/Local Agencies

Dustin Gardner
Fire Chief
Ventura County Fire Department
165 Durley Ave.
Camarillo, CA 93010

Chad Cook
Deputy Chief
Ventura County Fire Department
165 Durley Ave.
Camarillo, CA 93010

Denise Sliva
Headquarters Commander
Ventura County Sheriff's Office
800 S. Victoria Ave.
Ventura, CA 93009

Dave Ward
Planning Director
Ventura County Resource Management Agency
800 S. Victoria Ave.
Ventura, CA 93009

Susan Curtis
Assistant Planning Director
Ventura County Resource Management Agency
800 S. Victoria Ave.
Ventura, CA 93009

Winston Wright
Permit Administrator
Ventura County Resource Management Agency
800 S. Victoria Ave.
Ventura, CA 93009

Gregg Strakaluse
Director
Ventura County Public Works
800 S. Victoria Ave.
Ventura, CA 93009

David Fleisch
Assistant Agency Director
Ventura County Public Works
800 S. Victoria Ave.
Ventura, CA 93009

Anitha Balan
Roads and Transportation Director
Ventura County Public Works
800 S. Victoria Ave.
Ventura, CA 93009

Jim Fryhoff
Sheriff
Ventura County Sheriff's Office
800 S. Victoria Ave.
Ventura, CA 93009

Jim Finch
Board Member
Ojai Basin Groundwater Management Agency
P.O. Box 1779
Ojai, CA 93024

Jim and Myron Harrison
Vice Presidents
EJ Harrison & Sons
P.O. Box 4009
Ventura, CA 93007

Alma Quezada
General Manager
Ventura River Water District
409 Old Baldwin Rd.
Ojai, CA 93023

Mike Etchart
President
Meiners Oaks Water District
202 W. Roblar Dr.
Ojai, CA 93023

Mary Bergen
Director, Division 4
Casitas Mutual Water Company
P.O. Box 415
Oak View, CA 93022

Southern California Edison
2131 Walnut Grove Ave.
Rosemead, CA 91770

Pacific Bell Telephone Company
140 New Montgomery St.
San Francisco, CA 94105

Lindy Palmer
Public Works Director
City of Ojai Department of Public Works
408 S. Signal St., #3254
Ojai, CA 93023

Matt Davis
Recreation Manager
City of Ojai Department of Recreation
510 Park Rd.
Ojai, CA 93024

Trina Newman
Police Chief
Ojai Police Department
402 S. Ventura St.
Ojai, CA 93023

6.3 Interested Groups, Organizations, and Individuals

Katie Davis
Santa Barbara-Ventura Chapter Chair
Sierra Club
P.O. Box 31241
Santa Barbara, CA 93130

Matt Meadows
Camp Property Manager
Girl Scouts of America, Camp Arnaz
155 Sulphur Mountain Rd.
Ventura, CA 93001

Kathy Nolan
Board President
Ojai Valley Green Coalition
226 W. Ojai Ave., Suite 101
Ojai, CA 93023

Roger Essick
President
Ojai Valley Land Conservancy
P.O. Box 1092
Ojai, CA 93024

Sandy Buechley
Vice President
Ojai Valley Land Conservancy
P.O. Box 1092
Ojai, CA 93024

Linda Quiquivix
Interim Executive Director
Bike Ventura County
490 N. Ventura Ave.
Ventura, CA 93001

Larry Abele
Chair
Bike Ventura County
490 N. Ventura Ave.
Ventura, CA 93001

Mirta Millares
President
Channel Islands Bicycle Club
P.O. Box 1164
Ventura, CA 93002

Kate Faulkner
Caltrans “Adopt-a-Bike Path” Coordinator
Channel Islands Bicycle Club
P.O. Box 1164
Ventura, CA 93002

Sheri Leiken
President
Conejo Valley Cyclists
567 Tree Top Lane
Thousand Oaks, CA 91360

The Old Kranks Bicycle Club
1385 E. Janss Rd.
Thousand Oaks, CA 91362

Serious Cycling
29041 Thousand Oaks Blvd.
Agoura Hills, CA 91301

John Ferro
President
Ventura County Motorcycle Club
1211 Indigo Place
Oxnard, CA 93010

Judy Fenerty
Chapter Council Chair
California Native Plant Society
P.O. Box 6
Ojai, CA 93024

Natural Resources Conservation Services
California Land Conservation Assistance Network
3550 Harbor Blvd.
Oxnard, CA 93035

Barbara Haskins
Board President
Ojai Valley Chamber of Commerce
206 N. Signal St.
Ojai, CA 93023

Stephanie Caldwell
President & CEO
Ventura Chamber of Commerce
P.O. Box 24287
Ventura, CA 93002

Jeff Kuyper
Executive Director
Los Padres Forest Watch
P.O. Box 831
Santa Barbara, CA 93102

Maureen McGuire
Chief Executive Officer
Farm Bureau of Ventura County
5156 McGrath St., Suite 102
Ventura, CA 93006

Haady Lashkari
Chief Administration Officer
Ojai Valley Community Hospital
1306 Maricopa Highway
Ojai, CA 93023

Sharon Dykstra
Library Supervisor
Oak View Library
555 Mahoney Ave.
Oak View, CA 93022

Ron Solorzano
Regional Librarian
Ojai Library
111 E. Ojai Ave.
Ojai, CA 93023

Jodi Grass
Head of School
Oak Grove School
220 W. Lomita Ave.
Ojai, CA 93023

Shawna Garritson
School Principal
Valley Oak Charter School
907 El Centro St.
Ojai, CA 93023

Alexandra Mejia-Holdsworth
School Principal
Meiners Oaks Elementary School
400 S. Lomita Ave.
Ojai, CA 93023

Katherine White
School Principal
Mira Monte Elementary School
1215 Loma Dr.
Ojai, CA 93023

Tomas Gaeta
School Principal
Sunset Elementary School
400 Sunset Ave.
Oak View, CA 93023

Vincent Serrano
Branch Director
Boys and Girls Club of Greater Ventura, Teen Center
18 Valley Rd.
Oak View, CA 93022

J. Colter Chisum
Deputy Director
Ventura County Parks Department
11202 Riverbank Dr., Suite A1
Ventura, CA 93004

Chad Bowie
Parks Operations
Ventura County Parks Department
11202 Riverbank Dr., Suite A1
Ventura, CA 93004

Oak View Park and Resources Center
555 Mahoney Ave.
Oak View, CA 93022

Megan Telfer
Co-Executive Director
Help of Ojai
108 S. Montgomery St.
Ojai, CA 93023

Matthew Vestuto
Chair
Barbareños/Ventureño Band of Mission Indians
P.O. Box 364
Ojai, CA 93024

Appendix A Title VI/Non-Discrimination Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS–49 | SACRAMENTO, CA 94273–0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2022

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.*"

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

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

Appendix B Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

The following measures are not considered Mitigation under CEQA.

Description of Commitment	Timing	Responsible Staff	Commitment Type
AQ-1: Soil binder will be spread on any unpaved roads used for construction purposes and on all project construction parking areas.	Construction	Resident Engineer	Minimization
AQ-2: Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.	Construction	Resident Engineer	Minimization
AQ-3: Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel as required by the CA Code of Regulations Title 17, Section 93114.	Construction	Resident Engineer	Minimization
AQ-4: Equipment and materials storage sites will be located as far away from residential, and park uses as practicable. Construction areas will be kept clean and orderly.	Construction	Resident Engineer	Avoidance
AQ-5: All transported loads of soil and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize the emission of dust during transportation.	Construction	Resident Engineer	Minimization
AQ-6: Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.	Construction	Resident Engineer	Minimization

AQ-7: The project is located within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD) and must comply with the Air District Rules.	Construction	Resident Engineer	Minimization
AQ-8: Construction contractors working on this project will be mandated to comply with all applicable VCAPCD Rules and to be responsible for payment of all fees as required.	Construction	Resident Engineer	Minimization
AQ-9: Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited to the extent feasible.	Construction	Resident Engineer	Avoidance
AQ-10: Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible.	Construction	Resident Engineer	Minimization
AQ-11: The construction contractor must comply with Caltrans' Standard Specifications in Section 14-9 (2023). Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. Nonstandard Specification 14-9.05 shall also be added to the project Specifications package to ensure contractor compliance with all applicable air quality regulations.	Construction	Resident Engineer	Minimization

AQ-12: Track-out reduction measures will be used, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.	Construction	Resident Engineer	Minimization
AQ-13: Water or dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.	Construction	Resident Engineer	Minimization
BIO-1: Caltrans will avoid impacts to nesting birds by scheduling construction outside of the nesting bird season, which is from February 1 to September 1. If construction is scheduled during the nesting bird season, then pre-construction nesting bird surveys shall be conducted by a qualified biologist no later than three days before construction activity. If active nesting birds are observed within the work zone, then the biologist will establish a no-work buffer around the nest until the fledglings are independent. The typical buffer is 150 feet for songbirds and other non-raptors and 500 feet for raptors. If there is a lapse of three days or more after the initial survey, then the project area will need to be surveyed again.	Pre-Construction	Biologist; Environmental Construction Liaison	Minimization
C-1: The stipulations outlined in the PRDMP shall be followed during project construction. The PRDMP requires at least one Archaeological Monitor and one Native American Monitor to observe ground-disturbing activities for construction in native soil that is not replacement-in-kind. If cultural features and	Construction	Archaeologist	Minimization

deposits are uncovered during construction, the post-review and discovery fieldwork methods shall be followed.			
C-2: If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work. If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, will then notify the most likely descendent. At this time, the person who	Construction	Archaeologist	Minimization

discovered the remains will contact Kimberly Harrison, District PQS, so that they may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.			
Minimization U-1: Caltrans shall coordinate with emergency service providers throughout the project Design phase to ensure certain geometric features of the project do not impact emergency response times or increase hazards.	Design	Project Engineer	Minimization
T-1: Address degraded LOS for side street traffic during the AM peak period at East Portal Street. • Install peak hour left turn restriction on the eastbound movement. It is noted that alternative access to SR-33 northbound during the AM peak period is available at the adjacent signalized intersection at Larmier Ave. • Consideration of a traffic signal at East Portal Street/SR-33 intersection, along with removal of the traffic signal at the Larmier Ave/SR-33 intersection.	Design	Project Engineer	Minimization
T-2: Address degraded LOS for side street during the AM and PM peak periods at Park Street. • Install peak hour left turn restriction on the westbound movement. It is noted that alternate access to SR-33 southbound is	Design	Project Engineer	Minimization

available through the signalized intersection at Oak View Ave. • Peak hour left turn restrictions on the eastbound movement (private driveway). It is noted that alternative access to SR-33 northbound is available through the signalized intersection at Larmier Ave.			
T-3: Address degraded LOS for the side street during AM and PM peak periods at Short Street. • Install peak hour left turn restriction on the westbound movement. It is noted that alternate access to SR-33 southbound is available through the signalized intersection at Oak View Ave.	Design	Project Engineer	Minimization
T-4: Address degraded LOS for side street turning onto SR-33 during AM and PM peak periods at Old Grade Street. • Install full time restriction “no left turn” for westbound to southbound movement due to safety concerns and complex intersection geometry. These movements can be made at the Oak View Ave signalized intersection.	Design	Project Engineer	Minimization
T-5: Larmier Ave Intersection Turn Lane Storage – Extend the storage length from 50 feet to 115 feet for the southbound right turn lane.	Design	Project Engineer	Minimization
T-6: Oak View Ave Intersection Turn Lane Storage - Extend the storage length from 50 feet to 75 feet for the northbound right turn lane.	Design	Project Engineer	Minimization

T-7: Santa Ana Blvd/Ojai Dr Intersection Turn Lane Storage – Extend the storage length from 160 feet to 220 feet for the northbound left turn lane and from 50 feet to 120 feet for the southbound right turn lane.	Design	Project Engineer	Minimization
T-8: Larmier Ave Traffic Signal Optimization – Extend the southbound through green phase by ~10 seconds.	Design	Project Engineer	Minimization
T-9: Additional accident analysis will also be undertaken following project completion to compare accident rates before and after project implementation.	Post-Construction	Traffic Engineer	Minimization
T-10: A Traffic Management Plan (TMP) will be implemented to minimize direct and cumulative construction impacts on the community. The TMP shall be developed in coordination with local agencies and emergency services, which include the City of Ojai, County of Ventura, California Highway Patrol, and Ventura County Fire Dept. The TMP shall be provided with the construction plan to the County of Ventura, City of Ojai, and County of Ventura Police and Fire Departments before the beginning of construction activities.	Design; Pre-Construction	Project Engineer	Minimization
WQ-1: The contractor shall prepare and submit a complete Water Pollution Control Program (WPCP) to the Caltrans Resident Engineer for review and acceptance. The WPCP must	Pre-Construction	Resident Engineer	Minimization

comply with Caltrans Standard Specifications. Temporary construction site BMPs shall be implemented in accordance with the WPCP.			
P-1: If unanticipated Paleontological resources are encountered, Caltrans shall follow Section 14-7 “Paleontological Resources” of the Caltrans Standard Specifications. This entails stopping all work within a 60-foot radius of the discovery, securing the area, and notifying the resident engineer. The resident must then notify the Caltrans Paleontological Coordinator for further direction.	Construction	Resident Engineer; Paleo Coordinator	Minimization
Minimization HW-1 The contractor shall prepare a project specific Lead Compliance Plan (LCP) to protect workers from exposure to hazards from lead while removing and handling ADL and the yellow traffic stripe residue, and a Work Plan for handling and testing of residue prior to transport to and disposal at an appropriate disposal facility.	Pre-Construction	Resident Engineer; Hazardous Waste Unit	Minimization
Minimization HW-2 The contractor will handle, store, transport, and dispose of treated wood waste in accordance with Caltrans standard special provision 14-11.14.	Construction	Resident Engineer; Hazardous Waste Unit	Minimization
Minimization HW-3 The contractor will dispose of electronic waste in accordance with Caltrans standard specification 14-11.15.	Construction	Resident Engineer; Hazardous Waste Unit	Minimization

Minimization N-1 Section 14-8.02, Sound Control Requirements, of Caltrans' Standard Specifications states that construction noise levels should not exceed sustained 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. These requirements also state that noise levels generated during construction shall comply with applicable local, state, and federal regulations.	Construction	Resident Engineer	Minimization
GHG-1: Idling will be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).	Construction	Resident Engineer	Minimization
GHG-2: Truck trips will be scheduled outside of peak morning and evening commute hours.	Construction	Resident Engineer	Minimization
GHG-3: Caltrans will reduce construction waste by re-using or recycling construction and demolition waste that meets Caltrans standards.	Construction	Resident Engineer	Minimization
GHG-4: Caltrans will use recycled water for construction to reduce the construction water consumption of potable water.	Construction	Resident Engineer	Minimization
GHG-5: Caltrans will maintain equipment in proper working condition, use the right size equipment for the job, and use equipment with new technologies to encourage improved fuel efficiency from construction equipment.	Construction	Resident Engineer	Minimization

GHG-6: Reduce the need to transport earthen materials by balancing cut and fill quantities.	Construction	Resident Engineer	Minimization

Appendix C List of Technical Studies

The following studies and/or technical analyses have been prepared and are incorporated by reference into this Environmental Document.

- Ojai Valley Highway 33 Multimodal and Community Enhancement Study, March 2020
- Community Impact Assessment Memorandum, July 2023
- Preliminary Stormwater Data Report, December 2019
- Air Quality Technical Report, June 2023
- Noise Review Memorandum, August 2022
- Natural Environment Study Minimal Impacts, November 2022
- Floodplain Encroachment Report, July 2023
- Archeological Survey Report & Historic Property Survey Report, June 2023
- Visual Impact Assessment, October 2022
- Hazardous Waste Assessment, May 2023
- Scoping Summary Report, August 2023
- Location Hydraulics Report, July 2023
- Traffic Analysis Report, November 2024

Appendix D US Fish and Wildlife Service Species List

See next page.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish And Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003-7726
Phone: (805) 644-1766 Fax: (805) 644-3958
Email Address: FW8VenturaSection7@FWS.Gov

In Reply Refer To: 09/04/2025 22:14:47 UTC
Project Code: 2025-0145167
Project Name: 36090 State Route 33 Pavement Preservation from PM 6.3 to 13.49 Casitas Springs to Ojai

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve

conflicts with respect to threatened or endangered species or their critical habitat prior to a written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Ventura Fish And Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003-7726
(805) 644-1766

PROJECT SUMMARY

Project Code: 2025-0145167

Project Name: 36090 State Route 33 Pavement Preservation from PM 6.3 to 13.49 Casitas Springs to Ojai

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The project will coldplane and overlay the pavement through the entire project extent, bring guardrail to current standard, bring curb ramps to current ADA standard, add sidewalks, bus infrastructure, and pedestrian infrastructure.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.39608509999999,-119.29982484992121,14z



Counties: Ventura County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 20 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
California Condor *Gymnogyps californianus* Population: Wherever found, except where listed as an experimental population There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8193	Endangered
California Least Tern *Sternula antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Least Bell's Vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Light-footed Ridgway's Rail *Rallus obsoletus levipes* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6035	Endangered
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Southwestern Willow Flycatcher *Empidonax traillii extimus* There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749	Endangered
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

REPTILES

NAME	STATUS
Southwestern Pond Turtle *Actinemys pallida* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4768	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California Red-legged Frog *Rana draytonii*	Threatened

NAME	STATUS
There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	
Foothill Yellow-legged Frog *Rana boylii* Population: South Coast Distinct Population Segment (South Coast DPS) There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5133	Endangered

FISHES

NAME	STATUS
Tidewater Goby *Eucyclogobius newberryi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRUSTACEANS

NAME	STATUS
Riverside Fairy Shrimp *Streptocephalus woottoni* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8148	Endangered
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened

FLOWERING PLANTS

NAME	STATUS
California Orcutt Grass *Orcuttia californica* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4923	Endangered
Gambel's Watercress *Rorippa gambellii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4201	Endangered
Salt Marsh Bird's-beak *Cordylanthus maritimus ssp. maritimus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6447	Endangered

NAME	STATUS
Spreading Navarretia *Navarretia fossalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1334	Threatened
Ventura Marsh Milk-vetch *Astragalus pycnostachyus var. lanosissimus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1160	Endangered

CRITICAL HABITATS

There are 2 critical habitats wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
California Red-legged Frog *Rana draytonii* https://ecos.fws.gov/ecp/species/2891#crithab	Final
Southwestern Willow Flycatcher *Empidonax traillii extimus* https://ecos.fws.gov/ecp/species/6749#crithab	Final

IPAC USER CONTACT INFORMATION

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