

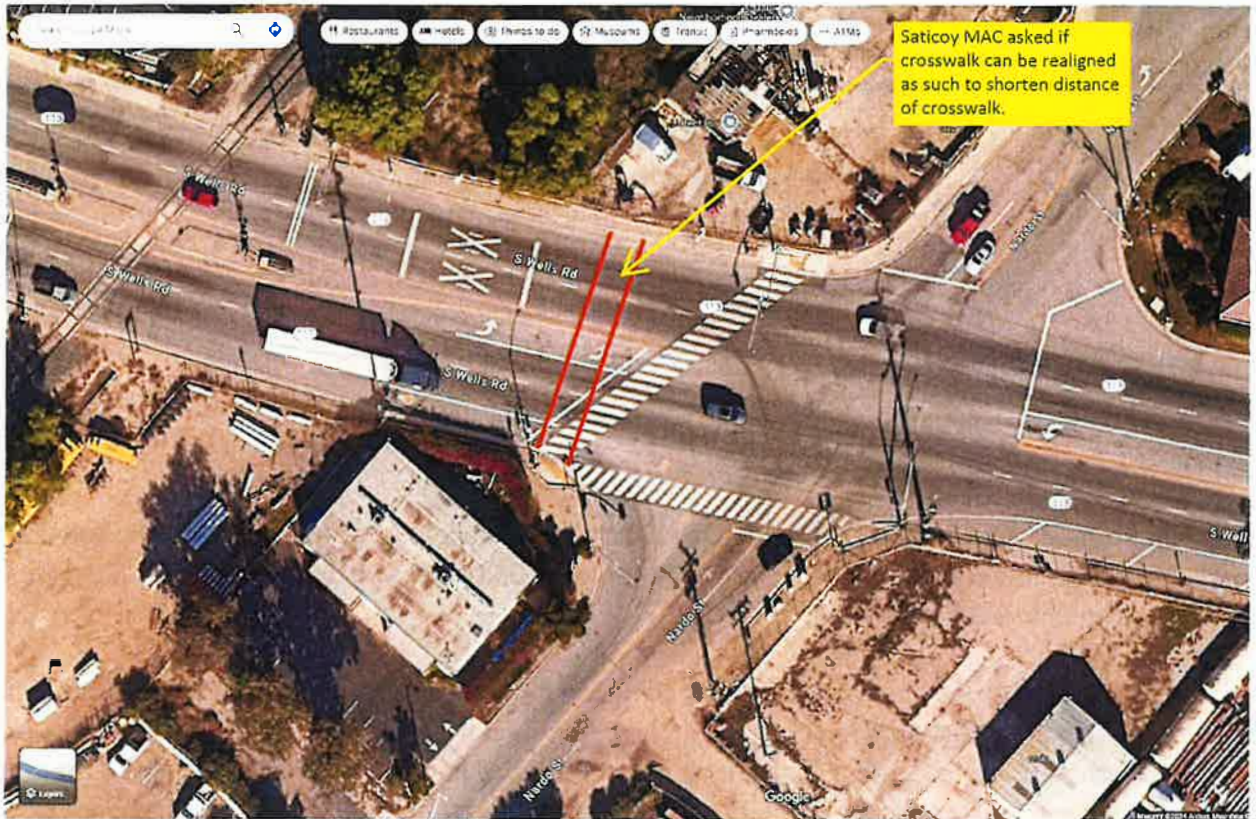
Solorzano, Lourdes

From: Bedolla, Hector H@DOT <hector.bedolla@dot.ca.gov>
Sent: Friday, September 27, 2024 10:13 AM
To: Solorzano, Lourdes
Cc: Phan, Bao T@DOT; Yamashiro, Fawne K@DOT; Medina, James@DOT; Melgoza, Ana; Jreij, Wahib G@DOT; Ng, Mandy@DOT; Duong, Trung S@DOT; De Leon, Dean@DOT
Subject: RE: 07-36100 - Ven-118 - Pavement Rehab Project - Bike Lanes in Saticoy - Outreach to Saticoy Municipal Advisory Council

Hi Lourdes,

At the September 16, 2024 meeting, the Saticoy MAC members posed several questions and comments that I indicated would require me to check with other units at Caltrans. I've done some research into these and can now offer the following responses:

- A Council Member indicated that the duration of the pedestrian phase of the traffic signal system for [crossing SR-118 \(Wells Road\) at Nardo Street](#) may not be long enough for pedestrians to walk the length of the crosswalk. He also indicated that there is a propensity for elderly residents who walk at slow pace to use this crosswalk. I checked with our Traffic Operations Unit in charge of the operations of this signal and was assured that the duration is based on current standards. Basically, the duration of the pedestrian phase (pedestrian clearance time) is based on a standard walking pace of 3.5 feet per second. However, Caltrans may adjust the timing of the intersection and use a reduced walking pace to increase the pedestrian clearance time upon receiving a request from the local agency where the signal is located, in this case the County of Ventura. Such a request from County of Ventura Management can be made via e-mail or in writing and may include the contact information of a constituent so that we may check with him/her to determine the pedestrian clearance time desired. The email may be written to Wahib Jreij, Senior Transportation Engineer (Wahib.Jreij@dot.ca.gov).
- During conversation of the above item, it was asked if the skewed crosswalk may be realigned to be perpendicular to the roadway and thus shortening the distance needed to cross Wells Road. See sketch below:



I checked with our Traffic Safety and Corridor Management units on this proposal and they recommended against it. The realigned crosswalk may be costly and may introduce safety concerns including the following:

- A shortened eastbound (EB) left turn lane thus reducing its storage capacity.
- NB and SB Nardo Street traffic may experience reduced visibility of pedestrians on the crosswalk. Since the crosswalk is offset from the NW corner, it will be increasingly difficult for SB Nardo Street traffic turning right to see pedestrians waiting to cross south.
- A new signal poles for the pedestrian signal and pedestrian push button would be required at the NW corner.
- A new curb ramp at the NW corner would be needed.
- A Saticoy MAC member indicated that the handless/motion sensing activation feature of the pedestrian push button at the NE corner of the Nardo Street intersection was inoperable. I checked with our Traffic Operations unit on this and was informed that we are not currently using motion sensing devices for crosswalks. The push buttons require touch to be activated.
- A Saticoy MAC member asked about the possibility of adding rumble strips along the buffer between the proposed bike lanes and vehicle lanes. I checked with our Traffic Safety unit and received a recommendation against rumble strips in this situation due to the possibility of incidents where bicyclists may be forced into the rumble strips. For example, if there is an obstacle in the bike lane, the bicyclist may have to leave the bike lane by crossing over the rumble strip into the traffic lane. One of the main purposes of rumble strips is to alert vehicle drivers of encroachment into shoulders. This is especially useful long tangential segments of roads in rural areas where drivers may become inattentive and wander off of the lane. The proposal would add bike lanes through the urban areas of Saticoy where the curved alignments, numerous intersections, and variety of scenic attributes help keep drivers attentive with diminished drowsy driving. Another consideration is the noise impact of the rumble strips. Repeated rumble strip strikes may become a concern to residents to nearby residents.

- A Saticoy MAC member asked if our project could install trees along the new sidewalk. I checked with our Office of Permits and Maintenance Agreements units on this and confirmed that Caltrans typically does not plant trees along its sidewalks due to lack of resources needed to plant and maintain such trees. In order to include trees in the sidewalk of our project, the local agency (City and/or County of Ventura) would need to agree to fund the tree/landscape work in the construction project as well as enter into an agreement with the State for the local agency to maintain the trees after the project is constructed. I can provide a contact person to help initiate the process if the local agency expresses interest in executing such an agreement.

It was a pleasure presenting to the Saticoy MAC. Due to time constraints, it was a brief presentation (~20 minutes). I would be happy to return if additional information or details of any of the scope items (bike lanes, sidewalk, pavement rehab...) of this project are requested.

Please let me know if you have any questions.

Thank you,
Hector Bedolla
Transportation Engineer
Maintenance Engineering (West)
213-760-6961

Solorzano, Lourdes

From: Bedolla, Hector H@DOT <hector.bedolla@dot.ca.gov>
Sent: Monday, October 7, 2024 3:51 PM
To: Solorzano, Lourdes
Cc: Phan, Bao T@DOT; Yamashiro, Fawne K@DOT; Medina, James@DOT
Subject: RE: Saticoy MAC minutes
Attachments: MAC Agenda Monday September 16 DRAFT SUMMARY MINUTES for October 7 2024.pdf; ForwardedMessage.eml

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Thanks Lourdes,

I took a quick look and I don't have any major comments. My only concern is that the minutes in regards to the tree well question make it seem like the answer was a solid no, but in reality I thought I indicated that trees could go in if the City/County agreed to maintain them and that I would do a little more research regarding this reply.

By the way, did you receive my responses to comments on September 27 (see email attached)? Would that be part of meeting minutes?

Thank you,
Hector Bedolla
Transportation Engineer
Maintenance Engineering (West)
213-760-6961