

California Department of Transportation

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November 8, 2024

11-SD-15
PM M23.00

Rancho Bernardo Health Center Medical Office Building,
UCSD Response to Comments
MND/SCH#2024041069

Ms. Alison Buckley
Senior Environmental Planner
University of California, San Diego
9500 Gilman Drive, MC 0074
La Jolla, CA 92093-0074

Dear Ms. Buckley:

Thank you for including the California Department of Transportation (Caltrans) in the Response to Comments for the Mitigated Negative Declaration (MND) Document on the Rancho Bernardo Health Center Medical Office Building, University of California, San Diego (UCSD) located near Interstate 15 (I-15) and Bernardo Center Drive in Rancho Bernardo. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

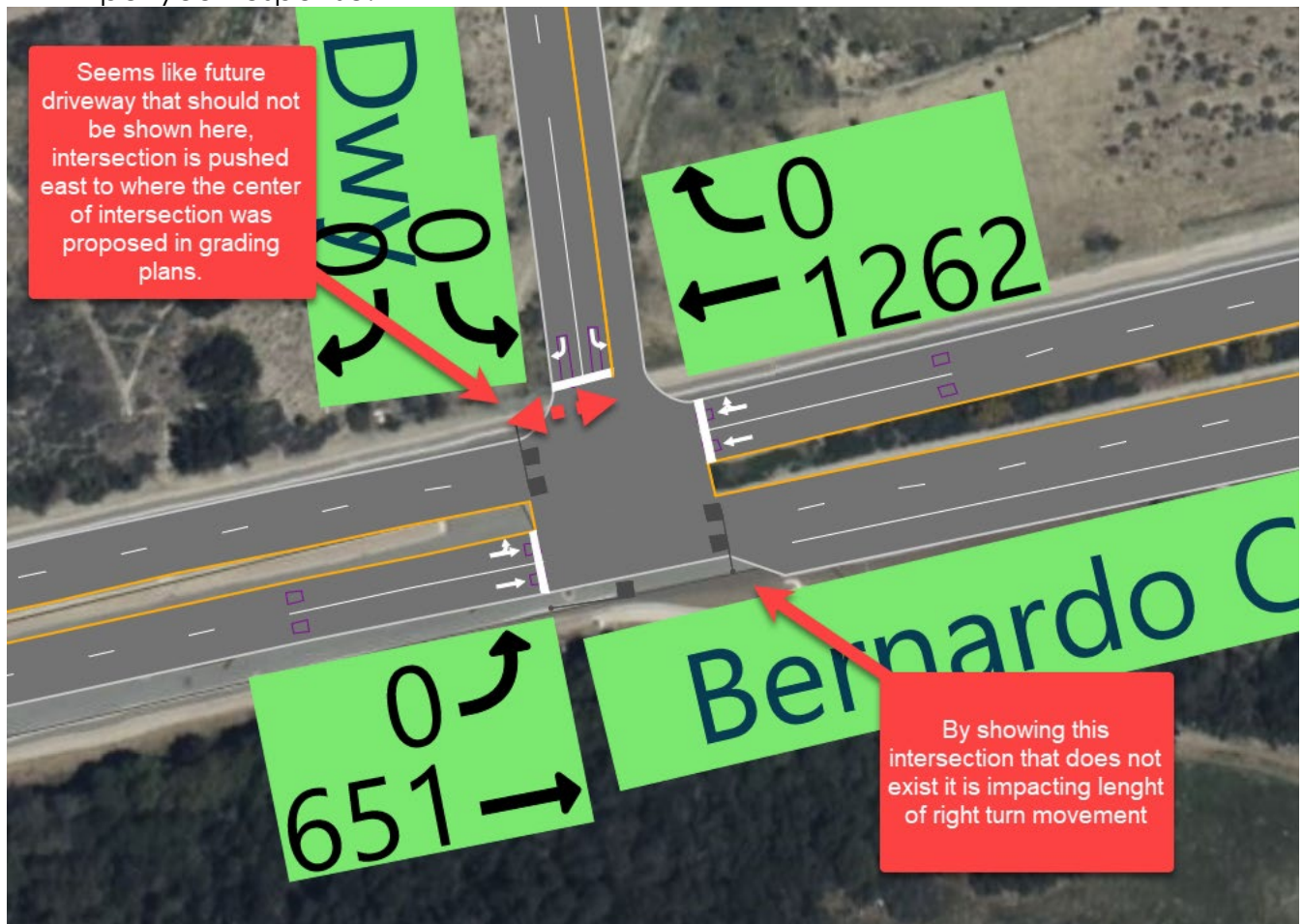
Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with UCSD in areas where UCSD and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Impact Study

- Response A2-5: Synchro model was reviewed again, and model of existing condition should not show a signalized intersection where there currently is none, even if signal is phase in green for through movements and no trips are shown going or coming from a driveway that should not exist.
 - By showing the signalized intersection in existing condition there are impacts shown that would possibly impact study. Remove intersection from Synchro Model Existing and Near-Term scenarios. Even if signal and trips are turned off per your response.



- Previous comment still applies: The Existing condition has included the proposed intersection that does not exist. Need to remove for Existing and Near Term.
- Further Synchro review shows that the model needs to be corrected for errors and the Sim traffic calibration for 60 minutes duration to capture peak hour, it is set to 10 minutes.

Intervals Volumes UTDF Options

SimTraffic Parameters

Vehicles Drivers Intervals & Volumes UTDF Options

Random Number Seed: 1

	0	1	
Interval Name	Seeding	Recording	—
Start time (hhmm)	06:57 A	07:00 A	—
Duration (min)	3	10	—
Record Statistics	No ▼	Yes ▼	—

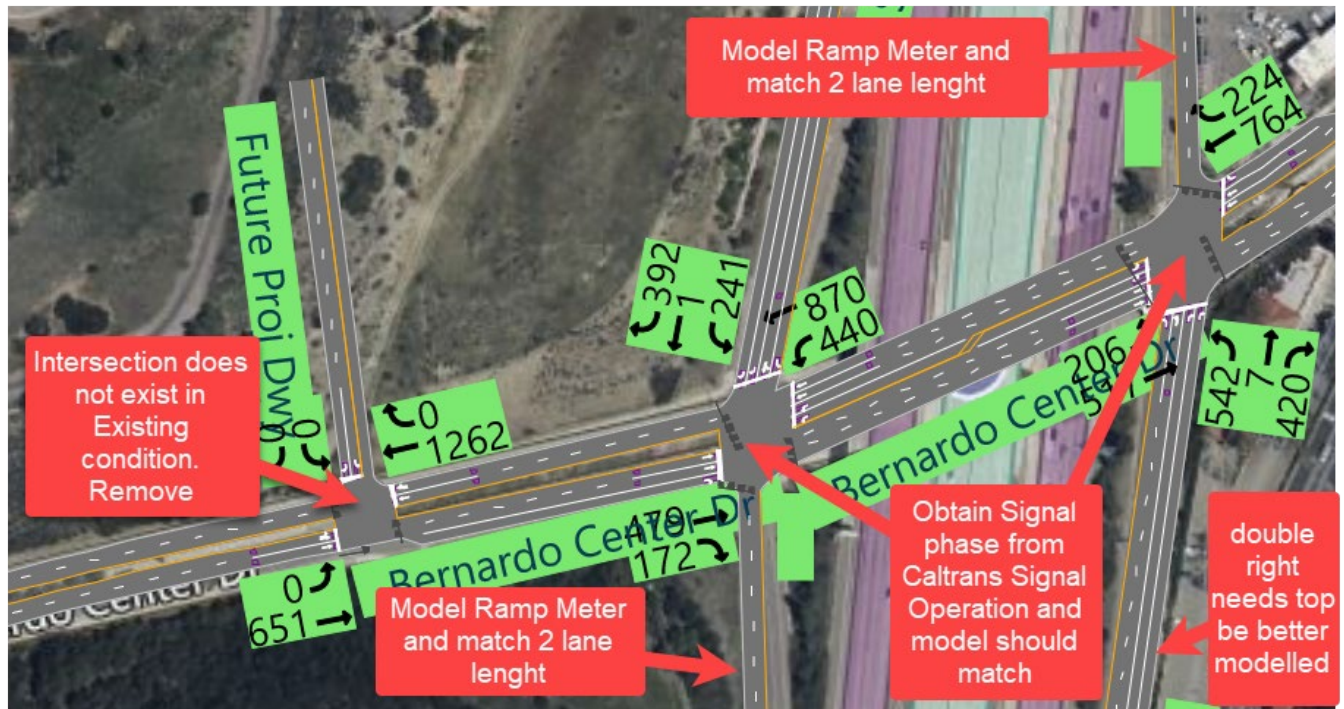


Lane Settings			
	SBL	SBT	SBR
Lanes and Sharing (#RL)			
Traffic Volume (vph)	241	1	392
Future Volume (vph)	241	1	392
Street Name	I-15 SB Ramp		
Link Distance (ft)	—	1018	—
Link Speed (mph)	—	65	—
Set Arterial Name and Speed	—	SB	—
Travel Time (s)	—	10.7	—
Ideal Satd. Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)	—	15	—
Area Type CBD	—	☐	—
Storage Length (ft)	300	—	420
Storage Lanes (#)	1	—	2
Right Turn Channelized	—	—	None
Curb Radius (ft)	—	—	—
Add Lanes (#)	—	—	—
Lane Utilization Factor	0.95	0.95	0.88

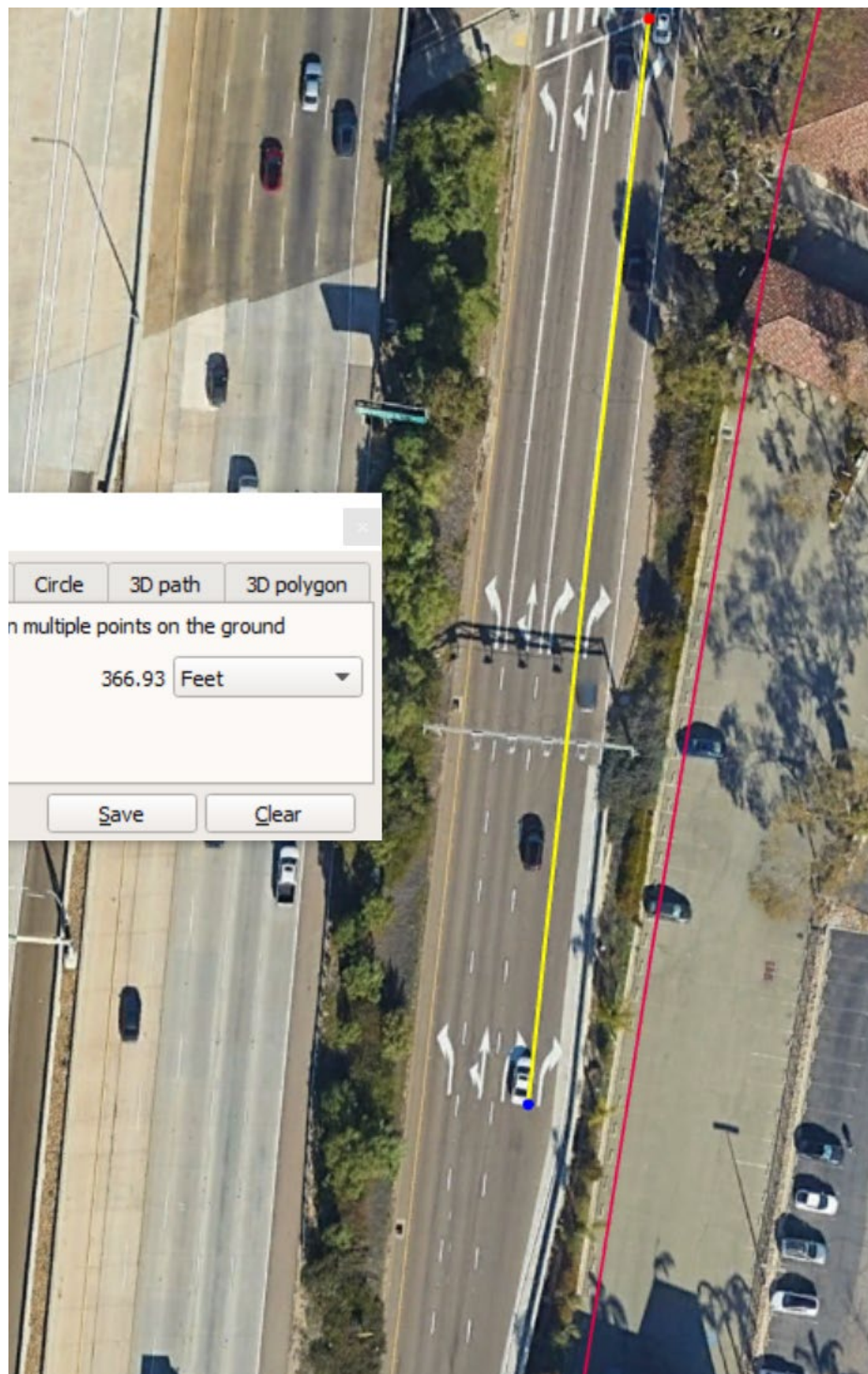


- Response A2-6: This response does not address comments and still applies. Approval of Quality Management Assessment Process (QMAP) permit will require all comments to be addressed to Caltrans satisfaction.
 - Response states that Near Term + project scenario can be used to determine impacts, but cumulative project trips will also be included, so impact is from all developments at near term. We want to see this project impacts only.
 - The Existing + Project condition is missing and is required to be shown. This is required to see any direct impacts to Caltrans ramps and queue analysis results from the model.
 - Submit scenario Synchro model and update the Local Mobility Analysis (LMA) with this information.
- Response A2-7: This response confirms that Caltrans Signal Operations phasing is being used, can we get an email from Signal Operations concurring? This concurrence will be required for QMAP permit process.
- Response A2-8: This response does not satisfy Caltrans comments therefore comments still apply. See comments on response above.
 - Not all Caltrans Traffic comments were addressed:

- Synchro model comments still apply, and revised model is required.
 - Also, ramp meter should be modelled during peak hours.



- The Synchro model needs to be updated and the sent to us for review. Then update LMA and resubmit to us for review.



Settings	 NBL	 NBT	 NBR
Phasing (#RL)			
Volume (vph)	542	7	420
Volume (vph)	542	7	420
Location	I-15 NB Ramp		
Width (ft)	—	1264	—
Speed (mph)	—	65	—
Direction Name and Speed	—	NB	—
Signal Cycle (s)	—	13.3	—
Flow (vphpl)	1900	1900	1900
Length (ft)	12	12	12
Queue Length (ft)	—	0	—
Control Type	—	☐	—
Length (ft)	0	—	535
Lanes (#)	—	—	2
Channelized	—	—	None
Width (ft)	—	—	—
Width (ft)	—	—	—
Friction Factor	0.95	0.95	0.88



- Ramp meter lane configuration needs to be modelled and shown.





- Comment that a queue analysis for exit ramps is not warranted is not accepted. Provide queue analysis in the update LMA required for the QMAP Permit process approval. Failure to comply with Caltrans request will delay the QMAP Permit Process.

Ms. Alison Buckley, Senior Environmental Planner
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If you have any questions or concerns, please contact Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to mark.mccumsey@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review