California Department of Transportation

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December 15, 2025

Lindsey Hashimoto
Principal Planner
UC Irvine
455 Aldrich Hall
Irvine, CA 92697-2325

File: LDR/CEQA
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SR 73, PM 23.228

Dear Ms. Hashimoto,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for a Draft Environmental Impact Report for the UC Irvine 2027 Long Range Development Plan. The mission of Caltrans is improving lives and communities through transportation. UC Irvine proposes to prepare a new Long Range Development Plan (2027 LRDP) which will serve to guide physical planning and development at UC Irvine consistent with its teaching, research, and public service missions through the next 20 years. An LRDP is not a mandate for growth and does not commit the University to any specific enrollment level, campus population, or development. Facility development may not keep pace with demonstrated need due to funding constraints. Similarly, campus population may or may not grow at the rates projected in the LRDP. UC Irvine desires to update the existing 2007 LRDP and its associated EIR due to various factors, such as, including but not limited to, the campus nearing previously analyzed projections, as well as changes in statewide and regional plans for greenhouse gas emissions and changes in State regulations for transportation. The University of California, Irvine (UC Irvine) is in the southern portion of the City of Irvine, Orange County, California. UC Irvine is bounded generally by Campus Drive and Jamboree Road on the north, Culver Drive on the east, Bonita Canyon Drive on the south, and the State Route (SR) 73 and MacArthur Boulevard on the west.
Regional access to the site is provided by State Route 241 (SR 241), State Route 133 (SR 133), State Route 261 (SR 261), and Interstate 5 (I-5). Caltrans is a commenting agency on this project and has the following comments:

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

2. Caltrans supports the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, and comfortable connections to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation.

3. The project area is located near several existing and planned bicycle facilities around the University of California, Irvine, and in the City of Irvine in general. With these features in mind, Caltrans recommends the inclusion of additional secure and functional short-term bike parking. Short-term bike parking at public locations should be placed in visible areas that are close to main destinations and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). With the increasing popularity of electric bikes and cargo/utility bikes, bike parking should also be designed to accommodate different styles, sizes, and weights of bikes (e.g. cargo bike, bike with trailer, adult tricycle, etc.). For additional guidance on bicycle parking best practices, see the "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: https://www.apbp.org/Publications).

4. Caltrans encourages the City to continue coordination with the Orange County Transportation Authority (OCTA) for opportunities to enhance multimodal transit strategies.

5. The City of Irvine is working on a Campus Drive Complete Streets and Safety Study that will improve pedestrian and bicycle safety along Campus Drive between University Drive and Turtle Rock Drive. We encourage coordination with the City to align future land use development along Campus Drive with the proposals from the Study. The Study is to be completed in 2028.

6. Encourage transit use between UCI residential land uses and OCTA's bus routes by looking at transit mobility opportunities to connect current/existing bus service. For example, OCTA has explored adding a southern extension to Route 533 to John Wayne Airport and UCI. Throughout the 2024 OC Transit Vision public outreach process, OCTA received requests to provide more service to John Wayne Airport and UCI. We encourage future development to be aligned with this demonstrated interest for transit to these destinations.

7. Please consider the following for Freight/Goods movement where it can be applied/implemented":

    a) Consider delivery areas to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts). Loading docks and parking spots should be Well-lit to improve safety.

    b) Identify potential conflict areas with environmental justice communities. Pricing strategies to incentivize and encourage greater use of ZEV trucks can reduce emissions for surrounding communities. Caltrans encourages coordination with local/regional Travel Demand Manager to ensure workers can travel to warehouse/distribution center without needing personal vehicles to reduce air pollution and roadway congestion

    c) Consider dedicated truck routes to decrease truck impacts to the local community. Incident Response Plans can keep critical entrances open for emergency personnel. Plans should also include alternative local roads and highways, so roadways do not become congested during an emergency.

    d) Please consider leveraging strategic investments to maintain and modernize a multimodal freight transportation system with innovative approaches, including advanced technology to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction.

    e) Establish freight pick up & drop off times that do not coincide with peak commute hours to reduce passenger vehicle conflicts and congestion for freight. Consider designating on-street freight-only parking and delivery time windows so trucks will not resort to double parking, thus causing street traffic congestion.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Joseph Jamoralin at Joseph.Jamoralin@dot.ca.gov.

Sincerely,

Scott Shelley (Dec 15, 2025 11:38:25 PST)

Scott Shelley
Branch Chief, Local Development Review-Climate Change
Caltrans, District 12