

California Department of Transportation

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May 16, 2025

11-SD-5
PM R28.4
Update to the 2018 UC San Diego La Jolla Campus
Long Range Development Plan
SBE/SCH#2016111019

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

Dear Ms. Buckley:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Subsequent Environmental Impact Report (SBE) for the Update to the 2018 UC San Diego La Jolla Campus Long Range Development Plan for University of California San Diego (UC San Diego) located near Interstate 5 (I-5) and Genesee Avenue in La Jolla. 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 the UC San Diego in areas where the University 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:

Complete Streets and Mobility Network

In coordination with Caltrans and the City of San Diego and to increase safety for the anticipated campus population growth, please consider exploring the opportunity in:

- Upgrading the existing Class IV bike lane on Medical Ctr Dr at I-5 by adding vertical separation such as curb or flexible posts with buffer markings.
- Installing a Class IV bike lane on La Jolla Village Dr at I-5.
- Upgrading the existing Class II bike lane on Genesee Ave at I-5 into a Class IV bike lane.

System Planning

- Draft Subsequent Environmental Impact Report (SEIR) for the UCSD Update to the 2018 La Jolla Campus Long Range Development Plan (Update to the 2018 LRDP) – Volume I
 - It is noted that the University of California is exempt from local regulation under California Constitution Article 9, Section 9. Caltrans System Planning encourages a robust review and consideration of the curated planning documents and resources within this letter.
 - Please consider updating Section 3.10.1.1 Existing Modes of Travel in the UCSD Vicinity with the following:
 - Transit Network- MTS Bus
 - Please include mention of [existing MTS bus routes](#) providing access to and near the project area: 30, 31, 41, 60, 101, 105, 201, 202, 204, 237, Flex 479, 921, 921A, 985

- Recommend including existing and planned bicycle and pedestrian network maps to visualize the changes.
 - Please consider including the [2025 Regional Transportation Improvement Plan](#) in Section 3.10.2.3 Regional. It incrementally implements the SANDAG 2021 Regional Plan.
 - Please consider including the following documents in Section 3.10.2.4 Local (Non-Regulatory).
 - The [City of San Diego 2025 Mobility Master Plan](#)
 - The City of San Diego began an update in 2024 to its [2013 City of San Diego Bicycle Master Plan](#)
- Draft SEIR for the UCSD Update to the 2018 La Jolla Campus LRDP – Volume II
 - The University Community Plan Amendment Transportation Impact Study (2016) is cited in Appendix B2 (page 347 of the PDF). Please note that the San Diego City Council approved the [University Community Plan Update](#) on July 30th, 2024.
- The [SR 52 Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan](#) (CMCP) outlines potential strategies to enhance travel choices, safety, and connectivity throughout the region. The CMCP's study area and area of influence incorporates the UCSD region. Please also see the CMCP's [Appendix D: Transportation Solution Strategies](#) for proposed projects that may align with your project.
 - D2. Mobility Hub Profiles:
 - Please see various Transportation Solution Strategies listed in Tables D-2 through D-6
 - Mobility Hub Major Node 1 – UCSD Transit Center
 - Mobility Hub Major Node 2 – UTC Transit Center
- The [South Bay to Sorrento CMCP](#) highlights planned transit routes that include UCSD in [Appendix A: Transportation Solution Strategies](#).
- The SANDAG Regional Plan, formally known as, [San Diego Forward: The 2021 Regional Plan](#), is listed within the Draft SEIR for the UCSD Update to the 2018

LRDP. Caltrans System Planning encourages further review of the following sections that may support your project:

- [Appendix A: Transportation Projects, Programs, and Phasing](#)
- [Appendix B: Implementation Actions](#)
- [Appendix F: Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern](#)
- [Appendix K: Regional Housing Needs Assessment Plan](#)
- [Appendix L: Active Transportation](#)
- SANDAG is currently working on the next iteration of the regional plan. A high-level overview of the proposed improvements is now available for review, [Draft Proposed 2025 Regional Plan Transportation Network](#), and the Draft 2025 Regional Plan is estimated to be ready for public feedback in May 2025.
- Please review the [Purple Line](#) project that has potential alignments through the University City community and may support transportation connectivity for the future increase in student population, housing, and land development. The [Purple Line Conceptual Planning Study Executive Summary](#) is now available for review.
- The following planning documents frequently utilized by Caltrans System Planning promotes the importance of accessibility through multimodal mobility, clean transportation, and active travel. These documents may provide further background on state and regional planning in relation to the Draft SEIR for the UCSD Update to the 2018 LRDP.
 - [California Transportation Plan 2050](#)
 - [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#) and [CAPTI 2.0](#)
 - [Smart Mobility Framework 2010](#)
 - [California State Bicycle and Pedestrian Plan](#)
 - [Statewide Transit Strategic Plan](#)

- Please consider the following [planned Bus Rapid Transit routes](#). System Planning advises to reach out to MTS and SANDAG for future BRT projects.
 - Rapid 688: Connects San Ysidro Transit Center to Kearny Mesa. Precursor to the planned Purple Line rail corridor.
 - Rapid 880: Connects East County to the UCSD area. Part of the SR 52 Improvements Project.
- [LOSSAN Value Analysis \(VA\) Study Report](#)

The LOSSAN Final VA Study Report shows several alternative concepts for the San Diego LOSSAN Rail Realignment Project that involve the Torrey Pines area bordering the UCSD campus. In several of the alternatives, a proposed southern portal would be located between south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road. The existing railroad tracks closest to UCSD's East Campus parallels Sorrento Valley Road by less than a mile. SANDAG is currently working on the Draft EIR for this project. Caltrans suggests including language about the LOSSAN Rail Realignment project in the UCSD 2018 LRDP update.

Land Use and Smart Growth

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.

The UC San Diego should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, the Department of Transportation (Caltrans) is not responsible for existing or future traffic noise impacts associated with the existing configuration of I-5.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' Right-of-Way (R/W) through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's Environmental Document.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of Vehicle Miles Travelled (VMT) and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Right-of-Way

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

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Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to shannon.aston@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, G.I.S.P.
Acting Branch Chief
Local Development Review