

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research



*Making Conservation
a California Way of Life.*

Jun 29 2020

June 26, 2020

STATE CLEARINGHOUSE

11-SD I-5
PM 15.8

NOP (SCH# 2020059044)

SDHS Site Modernization and Long-Range Facilities Plan

Mr. Paul Garcia
San Diego Unified District
4860 Ruffner Street
San Diego, CA 92111

Dear Mr. Garcia:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the San Diego High School Whole Site Modernization and Long-Range Facilities Master Plan near Interstate 5 (I-5). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with Caltrans' mission and state planning priorities.

Caltrans has the following comments:

Traffic

- A Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) should be provided for this project. Caltrans references the Governor's Office of Planning and Research Guidance¹ to identify VMT related impacts.
- The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent any existing or proposed State facilities. Caltrans may request traffic operational analyses including the intersection of the I-5 on and off ramps at Park Boulevard, to understand operations at this intersection and potentially

¹ California Governor's Office of Planning and Research (OPR) 2018.
"Technical Advisory on Evaluating Transportation Impacts in CEQA."
http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

identify any safety concerns. For such analyses please provide Synchro Version 10 files.

- The geographic area examined in the TIS should also include, at a minimum, all regionally significant arterial system segments and intersections, including State transportation facilities.
- The data used in the TIS should not be more than 2 years old.
- Early coordination with Caltrans is recommended.

Complete Streets and Mobility Network

Caltrans views all land development improvements that impact the transportation network as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. During the development of this project, please consider the following existing bicycle and pedestrian conditions as well as future proposed improvements within the project area.

Park Boulevard has a buffered Class II Bike Lane from Russ Boulevard to the I-5 on/off-ramps located next to the San Diego City College Soccer Field. North of the I-5 ramps, Park Boulevard is a Class III bicycle facility with shared-lane markings.

Based on information found on local plans, the Multi-Modal Programs branch recommends that the project applicant coordinate with the City to appropriately accommodate the proposed one-way Class IV Cycle Track facilities that will begin near the I-5 ramps and to find out the timeline of the implementation of the cycle tracks.

- The Downtown San Diego Mobility Plan (June 2016) proposes a one-way Class IV bicycle facility in each direction in this area: <https://civicsd.com/wp-content/uploads/2018/03/Downtown-San-Diego-Mobility-Plan.pdf>).
- The Downtown Community Plan also proposes a Class IV cycle track at this location: <https://www.sandiego.gov/sites/default/files/downtown-comunity-plan-all-1.pdf>).

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Please consider including additional bicycle and pedestrian improvements on Russ Boulevard such as, but not limited to: signage, striping, and lighting.

Design

Regarding the San Diego High School's preliminary proposal to relocate their access point so that it is directly across from the I-5 southbound ramps, please see the Project Development Procedures Manual Chapter 27 Access Control Modification.

- <https://dot.ca.gov/programs/design/manual-project-development-procedures-manual-pdpm>

Although the access control for I-5 terminates as the ramps connect to Park Boulevard, Caltrans has the right to determine if an additional leg/access point at the intersection is in the best interest of the State and the interstate system.

Any proposal would require that the City of San Diego approve the proposed connection, and the City would also need to become the project sponsor. The connection would need to function as an at-grade roadway connection with all traffic movements addressed. This may also require that the City be given control over the roadway segment since Caltrans would need to have a maintenance agreement in place, and this can only be done with a public agency such as the City of San Diego.

Please coordinate with Caltrans as a Project Report, an Environmental Document and a New Roadway Connection Report would be required to fully evaluate the proposed roadway connection to San Diego High School. In addition to Caltrans District 11, Caltrans Headquarters and the Federal Highway Administration (FHWA) would be involved in the review and approvals process. Provision of the Project Report, Environmental Document, and New Roadway Connection Report to Caltrans only generates review and consideration of the connection proposal, and does not imply or presume approval.

Right-of-Way

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. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA)

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determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies.

If you have any questions, please contact Roger Sanchez-Rangel, of the Caltrans Development Review Branch, at (619) 688-6494 or by e-mail sent to roger.sanchez-rangel@dot.ca.ca.

Sincerely,

electronically signed by

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review Branch