

## California Department of Transportation

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April 25, 2024



11-SD-Var  
City of San Diego Blueprint Initiative DEIR  
SCH# 2021070359

Ms. Elena Pascual  
City of San Diego  
Planning Department  
202 C Street  
San Diego, CA 92101

Governor's Office of Planning & Research

**Apr 29 2024**

**STATE CLEARINGHOUSE**

Dear, Ms. Pascual:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the Blueprint SD Initiative, Hillcrest FPA, and University CPU Program Draft Environmental Impact Report (DEIR). 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 death or serious injury on California's roads. We strive 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 of the transportation network. These pursuits are 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.

### **Traffic Analysis**

At the time of development, each development shall submit a VMT analysis and Local Mobility Analysis (LMA) including Multi-Modal and Safety Analysis. Proper mitigation measures for each project development shall be determined in the VMT/LMA for Multi-Modal and Safety Analysis.

### **Multimodal System Planning**

Please consider incorporating further review of impacts on the State Highway System (SHS). There are several Comprehensive Multimodal Corridor Plans (CMCP's) that provide more information specific to SHS routes.

- [South Bay to Sorrento CMCP](#): This document incorporates the areas of the University CPU and parts of the City of San Diego.
- [Central Mobility Hub and Connections](#) and [Draft Kumeyaay Corridor](#) CMCP's: These documents incorporate the City of San Diego and Hillcrest FPA related to multi-modal planning. As an example, please see the [Draft Kumeyaay Corridor Appendix E - Transportation Solutions, Cost Estimates, and Phasing Results](#), page 14 of the PDF, solution AT267, regarding multi-modal improvements to University Avenue.

Please review the [South Bay to Sorrento CMCP](#) and [SANDAG 2021 Regional Plan](#) for information on the [Purple Line, a new-proposed commuter rail service](#). The [SANDAG 2021 Regional Plan](#) also includes information about light rail improvements and the integration of California High-Speed Rail in the San Diego Region.

Please consider the [Smart Mobility Framework 2010](#) and [California Transportation Plan 2050](#), documents: to supplement discussion of the Climate Smart Village Areas and Vehicle Miles Traveled (VMT).

Please review the accuracy of the boundaries of the Hillcrest FPA. The draft PEIR states that the Hillcrest FPA is bounded by Park Boulevard to the west (it should state that the Hillcrest FPA is bounded by Park Boulevard to the east in relation to the other listed streets). Here are some of the sections where this information is listed:

- Memo, pg. 3 (PDF pg. 3)
- Chapter 2.1.1.2 Hillcrest Focused Plan Amendment Area, pgs. 2-4 (PDF pg. 73)
- Chapter 3.4 Project Location, pg. 3-8 (PDF pg. 94)
- Chapter 4.1.1 Physical Setting, pg. 4.1-2 (PDF pg. 166)

### **Broadband**

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

### **Complete Streets and Mobility Network**

Caltrans views all transportation improvements 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 network.

Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promote a complete and integrated transportation network.

### **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, I-8, I-805, SR-15, and SR-163.

### **Right of Way (R/W)**

Any work performed within Caltrans' Right-of-Way (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) determination addressing any environmental impacts with the Caltrans' R/W, and any corresponding technical studies.

If you have any questions or concerns, please contact Roger Sanchez, LDR Coordinator, at (619) 987-1043 or by e-mail sent to [roger.sanchez-rangel@dot.ca.gov](mailto:roger.sanchez-rangel@dot.ca.gov).

Sincerely,

*Melina Pereira*

MELINA PEREIRA  
Acting Branch Chief  
Local Development Review