

California Department of Transportation

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11-SD-67
PM 18.305

Mt Woodson Gateway County Preserve Parking Lot
Draft IS/MND/SCH#2022090403

Ms. Nicole Revelo
Land Use/Environmental Planner
County of San Diego, Department of Parks and Recreation
5500 Overland Ave, Ste. 410
San Diego, CA 92123

Dear Ms. Nicole:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Initial Study (IS)/Mitigated Negative Declaration (MND) for the Mt Woodson Gateway County Preserve Parking Lot Project located near State Route 67 (SR-67). 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.

We look forward to working with the County of San Diego (County) in areas where the County 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:

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Traffic Engineering and Analysis

- The County will need to coordinate with Caltrans regarding specific striping plans. Striping plans will need to conform to Caltrans standards, operational and safety guidance.
- The submitted Public Review Draft Initial Study MND needs to be updated with all previous requirements from Caltrans. See attached redlined report for comments and further details.
- We have previously requested PSOMAS to submit the Synchro electronic files to verify the queue length and safety for through traffic on NB SR-67 at the proposed left-turn pocket, since the 2 northbound lanes merge to one in this area.
- Parking along southbound (SB) SR-67 will need to be prohibited. Place "No Parking Any Time" signs along the SB lanes beyond the edge of shoulder area to prevent vehicles parking along SR-67.
- Caltrans requires the restriping SB SR-67 (from Trail Head Staging Area Rd to Mt. Woodson Rd) to two 12-foot southbound lanes and an 8-foot shoulder. This will improve traffic operations along this segment.
- In addition, the County has requested a sign for the new proposed Mt. Woodson Trail Head parking area but the County needs to officially name the road or driveway to "Mt. Woodson Trail Head Drive" or similar so Caltrans can investigate the possibility of approving such request.
- Please see attached previous history and comments regarding the striping and signage requirements that Caltrans requires to be made with the new access proposal from SR-67 to this proposed parking area.

Hydrology and Drainage Studies

- Any shoulder width reduction on SR-67 shall include spread-width calculations where flows are concentrated.
- At the primary driveway entrance on SR-67, provide plans for pre- and post-developed conditions, showing detailed contours with drainage configurations and patterns.
- On all plans, show Caltrans' Right of Way (R/W) and SR-67 centerline and stationing.
- Early coordination with Caltrans is recommended.
- Caltrans generally does not allow development projects to impact hydraulics within the State's R/W. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities (i.e., hydrological and water quality impacts to the highways, bridges, culverts, and drains) will not be allowed.

Design

- Please provide a set of plans with more details for review.

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 promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the County of San Diego, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the County to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

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

Traffic Control Plan/Hauling

Caltrans has discretionary authority with respect to highways under its jurisdiction and may, upon application and if good cause appears, issue a special permit to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations specified in the California Vehicle Code. The Caltrans Transportation Permits Issuance Branch is responsible for the issuance of these special transportation permits for oversize/overweight vehicles on the State Highway network. Additional information is provided online at: <http://www.dot.ca.gov/trafficops/permits/index.html>

A Traffic Control Plan is to be submitted to Caltrans District 11, including the intersections at SR-54 and Archie Moore Rd, to SR-54 and Mt Woodson Rd, at least 30 days prior to the start of any construction. Traffic shall not be unreasonably delayed. The plan shall also outline suggested detours to use during closures, including routes and signage.

Potential impacts to the highway facilities (SR-67) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-67.

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' 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 IS/MND 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 lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the approved IS/MND.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway network be eliminated or reduced to a level of insignificance pursuant to the CEQA and National Environmental Policy Act (NEPA) standards.

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.
- 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 contacting the Caltrans Permits Office at (619) 688-6158 or emailing D11.Permits@dot.ca.gov or by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Charlie Lecourtois, LDR Coordinator, at (619) 985-4766 or by e-mail sent to Charlie.Lecourtois@dot.ca.gov.

Sincerely,

Maurice A. Eaton

MAURICE EATON
Branch Chief
Local Development Review

Attachment – TEA Review Public Review Draft IS MND Mt Woodson