

## California Department of Transportation

DISTRICT 12  
1750 East 4<sup>th</sup> Street, Suite 100 | SANTA ANA, CA 92705  
(657) 328-6000 | FAX (657) 328-6522 TTY 711  
<https://dot.ca.gov/caltrans-near-me/district12>



December 31, 2024

Ms. Virginia Gomez  
Senior Planner  
OC Public Works  
601 N. Ross Street 4<sup>th</sup> Floor  
Santa Ana, CA 92701

File: LDR/CEQA  
SCH: 2024120147  
12-ORA-2024-02702  
I-5, PM 34.769

Dear Ms. Gomez,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the Orange County Youth Transition Center Juvenile Hall Replacement Project for Orange County Public Works (OC Public Works). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The project proposes to overhaul the existing Orange County Juvenile Hall Campus to construct new replacement buildings in three phases. Regional access to the site is provided by Interstate 5 (I-5), State Route 57 (SR 57), and State Route 22 (SR 22). Caltrans is a commenting agency on this project and has the following comments:

1. On Page 160 of the Public Review Draft ISMND Document under the Response to Question 4.21 a): Less than Significant Impact, consider adding a discussion of the existing bus services relating to the nearest regional connectivity into the rail services provided by Metrolink and Amtrak Pacific Surfliner.
2. Encourage the use of transit among future residents, visitors, and workers of the development. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
3. The project is adjacent to an existing Class I (off-road) bicycle facility, the Santa Ana River Trail Bikeway. Caltrans recommends the inclusion of 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. Large operations should include emergency traffic management plans that prevents the local network from being overwhelmed, if feasible.

Creation of emergency plans that include emergency routes and paths, can alleviate congestion in the event of an emergency and allow EMS to easily access the site.

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](mailto:Joseph.Jamoralin@dot.ca.gov).

Sincerely,



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