

## California Department of Transportation

DISTRICT 12  
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February 3, 2026

CA High-Speed Rail Authority  
355 South Grand Avenue  
Los Angeles, CA 90071

File: LDR/CEQA  
SCH: 2007031067  
LDR LOG #2025-00446

Greetings,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Rail (HSR) System, Los Angeles to Anaheim Project Section.

The mission of Caltrans is Improving lives and communities through transportation. Caltrans is a commenting agency on this project and has the following comments:

1. 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 state and local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.
2. Caltrans encourages California High-Speed Rail Authority (CHSRA) to continue coordination with the Orange County Transportation Authority (OCTA) for opportunities to enhance multimodal transit strategies at stations along the HSR system.
3. 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 CHSRA on areas of joint jurisdiction to enhance the transportation network and connections between various modes of travel, to improve the experience of those who use the transportation system.

"Improving lives and communities through transportation."

4. Fullerton Station serves various local and regional bus routes. If Fullerton is selected as a stop, ensure construction impacts are minimized, and coordinate with Orange County Transportation Authority (OCTA) to maintain these services during construction.
5. Buena Park Station serves OCTA bus route 29/29a, 123, and 129. The latter, 129, is missing from the EIR. CHSRA should coordinate with OCTA on maintaining existing services along these routes during construction of the station relocation and aim to mitigate and/or minimize impacts on riders.
6. Caltrans encourages CHSRA to coordinate with the City of Anaheim and other partners as developments such as OC Vibe intensify. Particularly, as events such as the LA 28 Olympics bring an influx of visitors into Anaheim Regional Transportation Intermodal Center (ARTIC) and Orange County.
7. Caltrans supports the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable connections to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation.
8. Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists near the proposed stations. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.
9. Given the proximity to existing bicycle facilities near the proposed stations at Buena Park, Fullerton, and ARTIC, the project should ensure there are easy, safe, and direct multimodal connections to the proposed stations. Also, please ensure that the bike parking included in the project is both secure (allows frame of bicycle to be locked to rack) and functional (adequate spacing between bicycle spaces). For additional guidance on providing functional bike parking, see the attached "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).

10. On page 4-4 of Appendix 2-C please include the existing Class II bike lane on Beach Boulevard.
11. During construction, please ensure that appropriate detours and safety measures are in place that prioritize the mobility, access, and safety of bicyclists, pedestrians, and transit users. If adjacent sidewalks or bike lanes need to be closed during construction, please ensure that closures and detours are clearly signed.
12. 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.

Please continue to coordinate with Caltrans for any future developments that could potentially impact the State transportation facilities. If you have any questions, please do not hesitate to contact Maryam Molavi at [Maryam.Molavi@dot.ca.gov](mailto:Maryam.Molavi@dot.ca.gov).

Sincerely,



Scott Shelley (Feb 3, 2026 08:48:47 PST)

Scott Shelley  
Branch Chief – Local Development Review/Climate Change/Transit Grants  
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