

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

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Making Conservation  
a California Way of Life.



April 25, 2022

Mr. Jason Killebrew  
Community Development Director  
City of Brea  
1 Civic Center Cir  
Brea, CA 92821

File: LDR/CEQA

12-ORA-2018-01915  
SR 142, PM 0.991

Dear Mr. Killebrew,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Brea 265 Specific Plan for the City of Brea (City). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The project proposes a master planning residential community of low-, medium-, and high-density residential neighborhoods, parks, recreational amenities and open space, linked systems. At build-out, the proposed project would provide 301 low density units, 273 medium-density units, and 526 high-density units, totaling, 1,100 units with an overall average density of approximately 4 dwelling units per acre, provide 18.1 acres of parks/recreation uses and 55.7 acres of open space. Regional access to the project is provided by State Route 142 (SR 142/Carbon Canyon Road), State Route 90 (SR 90/Imperial Highway, and State Route 57 (SR 57).

This letter serves to supplement our comment letter sent on Friday, April 22, 2022. Caltrans is a responsible agency for this project and upon review, we have the following comments:

**Traffic Operations**

1. The change of land use for this proposed project will potentially have a direct traffic impact on SR 142 and SR 90. As such, please coordinate with Caltrans Traffic Operations to help mitigate traffic impacts during peak hour.
2. Caltrans Safety Monitoring Table C Program has identified high collision hotspots in the project area at 3 locations in the previous 5 years:
  - Route 90/NB 57 off-ramp intersection
  - Route 90/Associated Road intersection
  - Route 90/Kraemer Blvd Intersection

Please include safety improvements at these intersections such as modifying traffic signals to increase signal head visibility (add or move heads, place yellow tape around heads, etc). Install additional safety lighting. Install ADA curb ramps to meet current State standard. Also consider capacity increasing improvements such as turn pocket modifications and/or widening of the intersection to reduce congestion related vehicle and pedestrian collisions.

3. Due to the high trip generation and increased volumes of both vehicles and pedestrians, the following improvements should be included in the project:
  - Eliminate any gaps in the sidewalk system on route 142 and 90 (between 57 and Yorba Linda city limits)
  - Upgrade all non-standard ADA curb ramps to current state standard on route 142 and 90 (between 57 and Yorba Linda city limits)
  - Upgrade all pedestrian signal heads to countdown type where currently not provided on route 142 and 90 (between 57 and Yorba Linda city limits)

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Joseph Jamoralin at (657) 328-6276 or [Joseph.Jamoralin@dot.ca.gov](mailto:Joseph.Jamoralin@dot.ca.gov)

Sincerely,



SCOTT SHELLEY  
Branch Chief, Regional-LDR-Transit Planning  
District 12