

California Department of Transportation

DISTRICT 12
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March 16, 2026

Mr. Amir Ainechi
Associate Engineer
City of Irvine
One Civic Center Drive
Irvine, CA. 92606

File: LDR/CEQA
SCH: 2026020565
12-ORA-2026-03042
I-405 PM: 6.446

Dear Mr. Ainechi,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the Irvine Business Complex (IBC) Multi-Use Trail Creekwalk Segment Project. The Project would construct and new multi-use paved trail along the western edge of the San Diego Creek and Peters Canyon Wash. The proposed trail would total approximately 1.75 miles of an off-street paved Class I shared-use path. The proposed trail would include two components: 1) a two-foot-wide paved shoulder nearest to the channel and an eight-foot-wide paved trail for pedestrians and cyclists and 2) a five-foot wide decomposed granite trail for equestrian use and a two-foot-wide earthen swale located on the western side of the path. Proposed intersection improvements at Coronado and Main Street would include at-grade crossings.

The Project Site is situated in the western part of the City, within Orange County. It lies approximately 0.22 miles north of Interstate 405 (I-405). The planned trail runs along the west side of San Diego Creek and Peters Canyon Wash, starting at Coronado Drive in the south and ending at Warner Avenue in the north. Interstate 405 is owned and operated by Caltrans, which serves as a commenting agency for this project. Accordingly, Caltrans has offered the following feedback:

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 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 supports local developments that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public and health safety. This can be achieved by promoting smart growth principles in projects which provide multi modal transportation choices and destinations accessible by active transportation (i.e. bicycle and pedestrian) and transit users.
3. 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. Continue to incorporate Complete Streets in project development.
4. The project consists of a Class I bicycle facility and is also located near several existing and planned bicycle facilities. With these features in mind, 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.).
 - o 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>).
5. 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. Prior to submitting to Caltrans Permit's branch, applicant should fill out Applicant's Checklist to Determine Applicable Review Process (QMAP List) Form TR-0416 to determine if project oversight/coordination with Caltrans Project Manager is needed. If coordination is not required, please submit an

encroachment permit application package (EPAP) through the Caltrans Encroachment Permit System (CEPS - <https://ceps.dot.ca.gov/>). EPAP should include application, PE signed and stamped site-specific traffic control plan, insurance, letter of authorizations as needed, and any other relevant documents. EPAP should be submitted as early as possible to avoid any delays.

6. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans R/W lines should be clearly labeled, which includes existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please include final Environmental Clearance Documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations.

Caltrans' mission is to improve lives and communities through transportation. 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 Julie Lugaro at julie.lugaro@dot.ca.gov.

Sincerely,


Scott Shelley (Mar 16, 2026 14:02:40 PDT)

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