

## California Department of Transportation

DISTRICT 12  
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November 6, 2024

Mr. Amir Ainechi  
Senior Transportation Analyst  
City of Irvine  
1 Civic Center Place  
Irvine, CA 92606

File: LDR/CEQA  
SCH: 2024100433  
12-ORA-2024-02660  
I-405, PM 6.821

Dear Mr. Ainechi,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the IBC Multi-Use Trail Along the Barranca Channel (Barranca Parkway to Jamboree Road) for the City of Irvine. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The proposed project involves the construction of a Class I multi-use trail stretching approximately 1.35 miles long along the Barranca Channel from Barranca Parkway between Von Karman Avenue and Millikan Avenue to the intersection of Jamboree Road. Regional access to the site is provided by State Route 261 (SR 261), Interstate 5 (I-5), Interstate 405 (I-405), and State Route 55 (SR 55). Caltrans is a commenting agency on this project, and has the following comments:

1. The proposed Class I multi-use trail will connect to an existing Class II bikeway at Barranca Parkway. With the proposed features in mind, consider providing secure bicycle parking facilities. For bicycle parking best practices, refer to Association of Pedestrian and Bicycle Professionals' (APBP)'s Essentials of Bike Parking guide.  
([https://www.apbp.org/assets/docs/EssentialsofBikeParking\\_FINA.pdf](https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf))

Bike parking should be installed a minimum of 24" away from walls and other objects (e.g., trash cans, plants, etc.). With growing popularity of electric bikes and cargo/utility bikes (which tend to be bigger and heavier), Caltrans also recommends that bicycle storage facilities be designed to accommodate a range of bicycle styles, sizes, and weights.

2. 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

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

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.

3. Caltrans supports the inclusion of bicycle storage facilities pursuant to CALGreen code. Caltrans also recommends following bicycle parking best practices described in the "Essentials of Bike Parking" guide created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>). Bike parking should be installed a minimum of 24" away from walls and other objects (e.g., trash cans, plants, etc.). With the growing popularity of electric bikes and cargo/utility bikes (which tend to be bigger and heavier), Caltrans also recommends that bicycle storage facilities be designed to accommodate a range of bicycle styles, sizes, and weights.

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  
Caltrans, District 12