

Grand Boulevard Initiative



Transportation Partnerships: Working Successfully with Caltrans

March 21, 2012



SAMCEDA

San Mateo County
TRANSIT DISTRICT

C/CAG

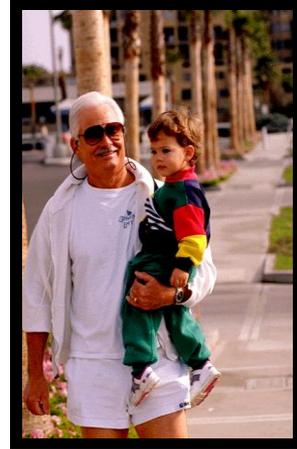
 Joint Venture
SILICON VALLEY NETWORK

El Camino Grand Boulevard Initiative

- Caltrans Role
 - Member agency since GBI inception
 - Representation on:
 - Task Force
 - Working Committee
 - Owner/Operator of El Camino Real (SR 82)
 - Provided planning grants for:
 - GBI Multimodal Corridor Plan
 - Participated in developing street design prototypes
 - San Mateo County Transit-Oriented Development Opportunity Study

Caltrans Complete Streets Policy (Deputy Directive 64-R-1)

- CT Provides for the needs of travelers
 - All ages and abilities
 - In all CT activities:
 - Planning, Programming, Design, Construction, Operations, Maintenance
- CT develops integrated multimodal projects
 - In balance with community goals, plans, values
 - Regardless of funding level
 - Beginning early in system planning through project delivery, operations, maintenance



Early Involvement: Planning/ Conceptual Design Phase

- Contact Caltrans (CT) District Planning Office
- Coordination meeting
 - Review community interests
 - Discuss potential alternative solutions
 - Key CT functional units: Planning, Design, Traffic Safety, Traffic Operations



Early Involvement: Planning/ Conceptual Design Phase

- Administrative Draft Plan
 - Submit to District Planning Office
 - CT internal circulation
 - CT comment letter, or
 - Coordination meeting with follow-up notes

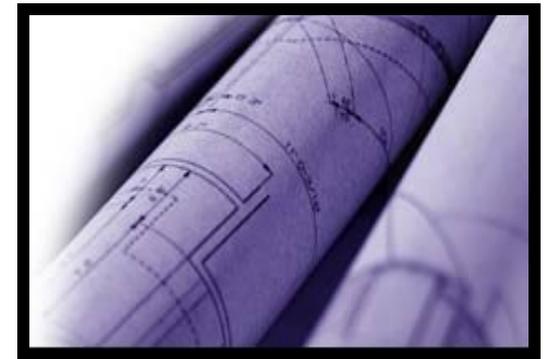


Caltrans Project Approval Process (<\$3 million)

- Design/construction cost in State right-of-way
 - <\$1 million
 - Encroachment Permit Application
 - \$1-\$3 million and not complex
 - Permit Engineering Evaluation Report (PEER)
 - Encroachment Permit Application

Caltrans Project Phases (>\$3 million)

- Project Study Report (K Phase)
 - Purpose & Need, Scoping, Alternatives
- Project Report (0 Phase)
 - Engineering for environmental analysis
 - Project approval at end of phase
- Design (I Phase)
 - Review points: 35, 65, 95, 100%
- ROW acquisition (2 Phase)
- Construction (3 Phase)



Caltrans Project Coordination

- <\$1 million
 - CT Encroachment Permits Office
 - Circulates application
 - Coordinates comments
 - Provides oversight for revisions
 - Issues permit
- >\$1 million
 - CT Project Manager and Design Staff
 - Coordinate Project Development Team meetings
 - Circulate documents for review and comment
 - Provide oversight for revisions



The logo for Grand Boulevard is a circular emblem. It features a central figure that appears to be a stylized person or a monument, surrounded by a ring of stars. The words "GRAND BOULEVARD" are written in a circular path around the top of the emblem, and "CALIFORNIA" is written along the bottom. The entire logo is rendered in a light, semi-transparent green color.

Keys to Successful Project

- Interest-Based Negotiation
 - Rather than starting with a specific position/solution
 - Focuses on outcomes
 - Finds win-win solutions
 - Example
 - Positional approach: we need a traffic signal
 - Interest-based approach: we need to make it easier and safer for people to cross the street
 - Solution may be a signal or it may be different, such as a pedestrian hybrid beacon and high-visibility crosswalk

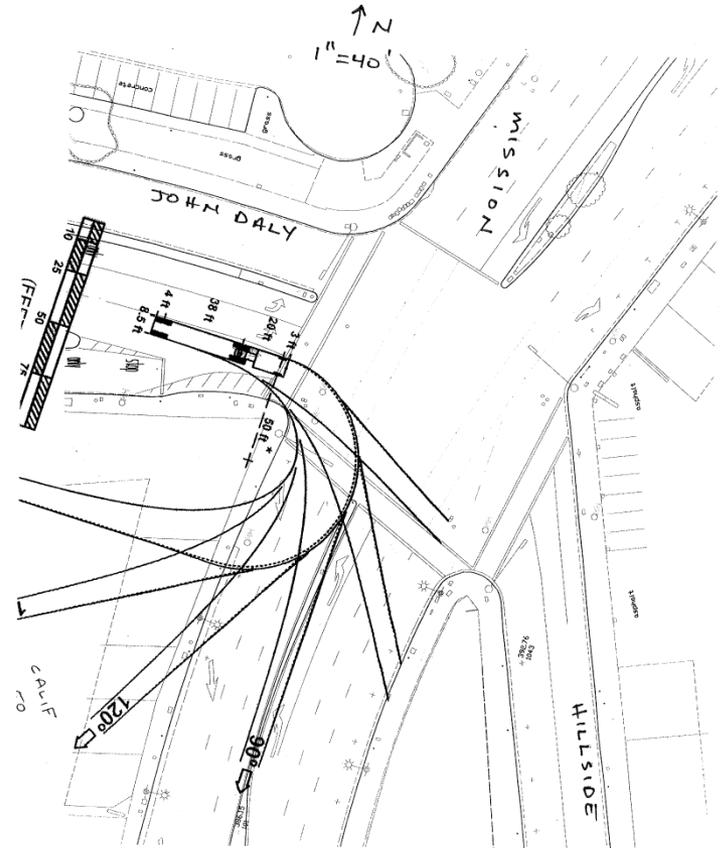
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Keys to Successful Project

- Coordinate with Caltrans in concept phase
- Make sure traffic study provides needed data for all transportation modes
 - Include pedestrian and bicycle counts
 - Get transit ridership data & projections
 - Estimate latent pedestrian & bicyclist demand
 - Consider conducting multimodal level of service (LOS) analysis
 - Pedestrian & bicycle quality of service measures
 - From 2010 Highway Capacity Manual

Keys to Successful Project

- Flexibility while meeting project purpose/need:
Design
 - Project features may have different dimensions (example: bulbouts)
 - Truck turns may affect corner radii and raised medians
 - Allow smaller design vehicle for turns onto minor streets



Keys to Successful Project

- Flexibility while meeting project purpose/need:
Operations
 - Be prepared to adjust signal timing
 - May need to incur additional traffic delay on local street to facilitate pedestrian crossing of major route
 - CT may recommend somewhat different combination of features
 - Examples (unsignalized crossings):
 - New, more effective beacon types in lieu of in-crosswalk lights
 - High visibility crosswalks instead of colored asphalt

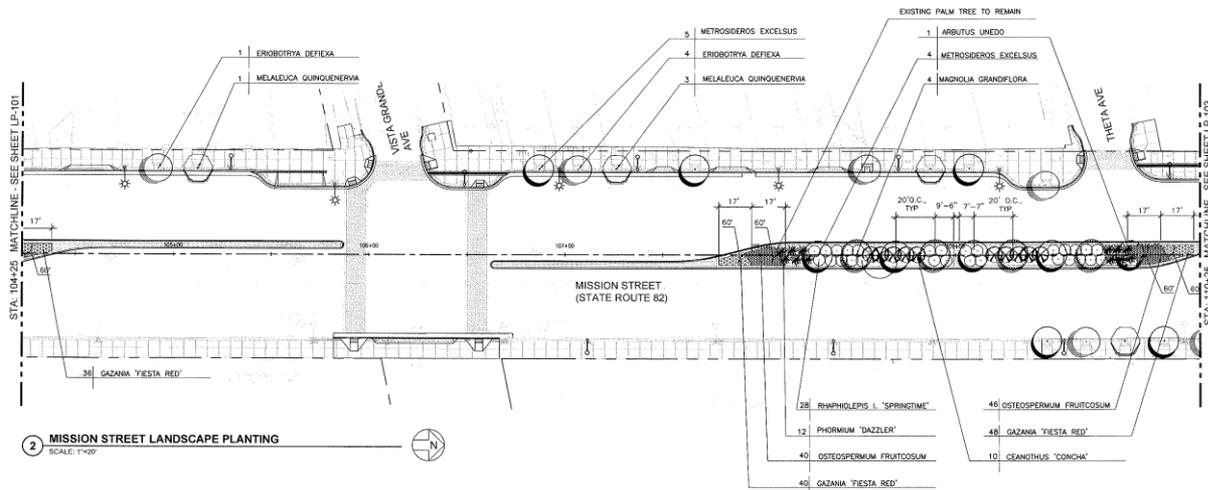


Daly City “Top of the Hill” Project

- Three parties: Daly City, Grand Boulevard Initiative, Caltrans
- Common interests: multimodal safety, access, efficient operations
- Additional *major* emphasis
 - City and GBI: local and corridor economic development
 - Caltrans: regional trips

Daly City “Top of the Hill” Project

- Wider Sidewalks
- Street and Median Trees
- Design Exceptions
 - Narrower lanes
 - Bulbouts (corner curb extensions)



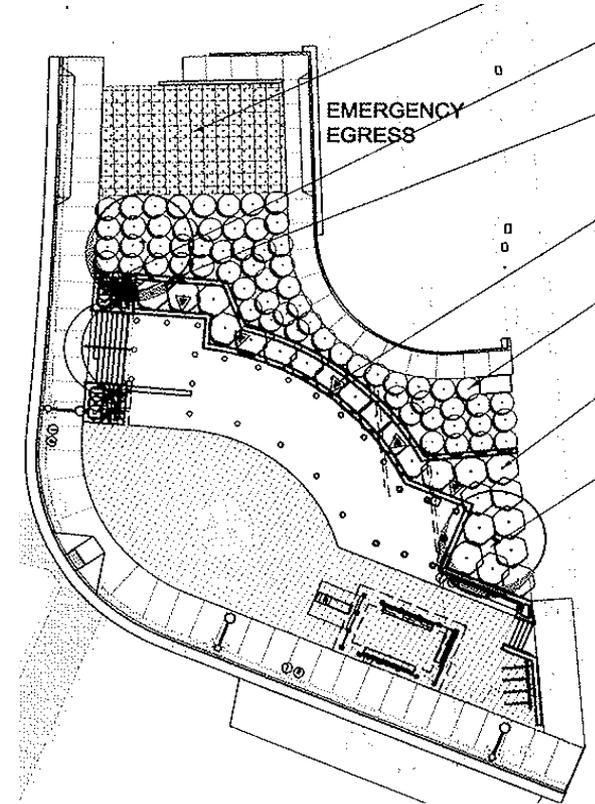
Daly City “Top of the Hill” Project

- Mission Street (SR 82) & John Daly Blvd:
Before



Daly City “Top of the Hill” Project

- Mission Street (SR 82) & John Daly Blvd
 - Focus on providing 4th pedestrian crossing leg
 - Direct connection to:
 - Site of future transit plaza (included in project)
 - Highest ridership bus stop in SamTrans system
 - BART station further down John Daly Blvd



Daly City “Top of the Hill” Project

- Mission Street (SR 82) & John Daly Blvd
 - Focus on providing 4th pedestrian crossing leg
 - Signal timing modified
 - Shortened phase for left turns from John Daly Blvd
 - Overall signal cycle increased
 - But intersection will provide direct connections for all users



Conclusion

- Early Caltrans involvement increases chances of success
- Become familiar with Caltrans project approval process
- Be flexible while meeting project purpose and need



Thank You

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