Bus Rapid Transit: The *Caltrans Role*

May 3, 2011

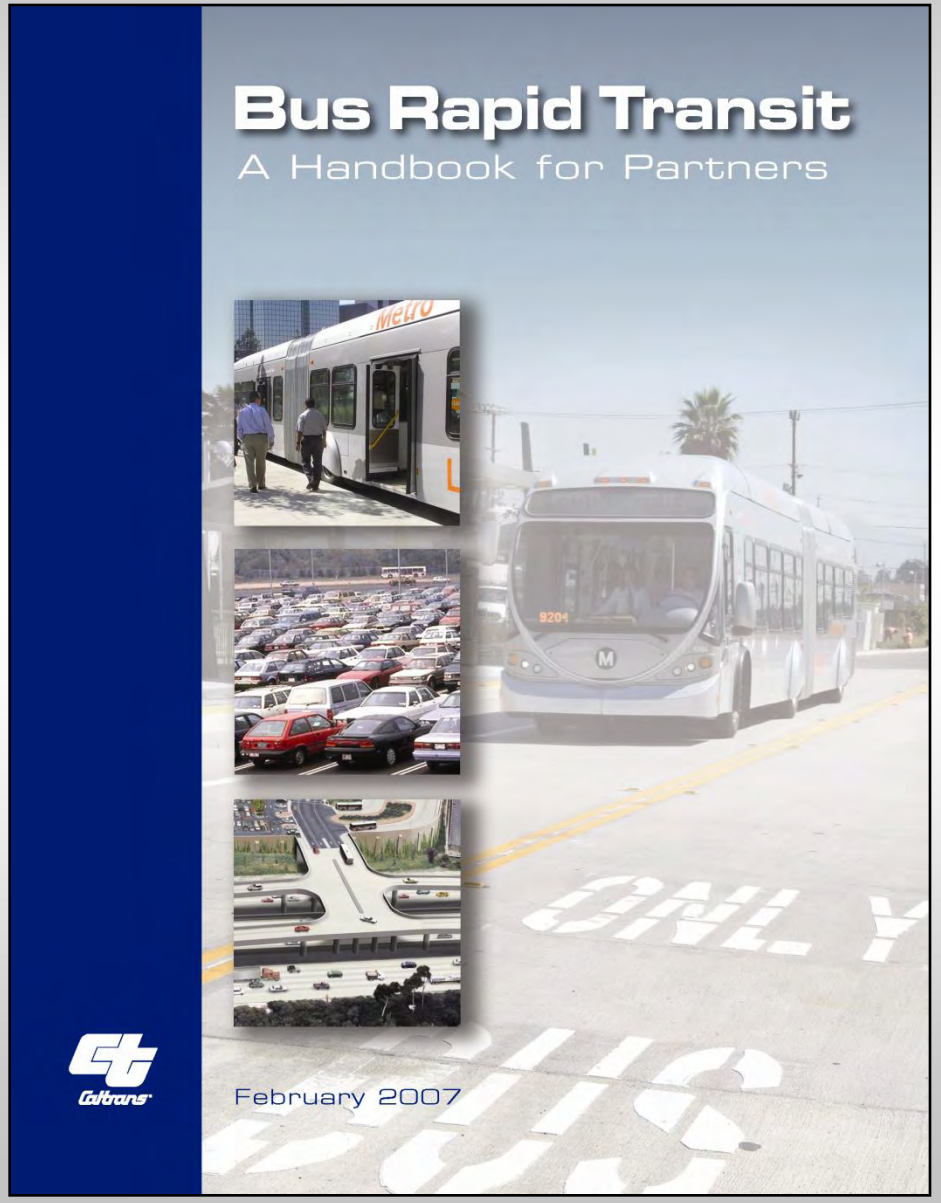
D-11 CEAL Committee

Caltrans & BRT

- Caltrans Role in Bus Rapid Transit Implementation
- BRT Implementation Process
- BRT Projects in San Diego
- Specific Issues and Lessons Learned

Caltrans Role in BRT

- Director's Policy on Bus Rapid Transit Implementation Support
- *Bus Rapid Transit: A Handbook for Partners*



Director's Policy No.27

- Maximize usefulness of our transportation system
- Enhance freeway capacity
- Move *more* people through multimodal system management
- Use our network of HOV lanes
- Innovate, advocate and assist in BRT implementation

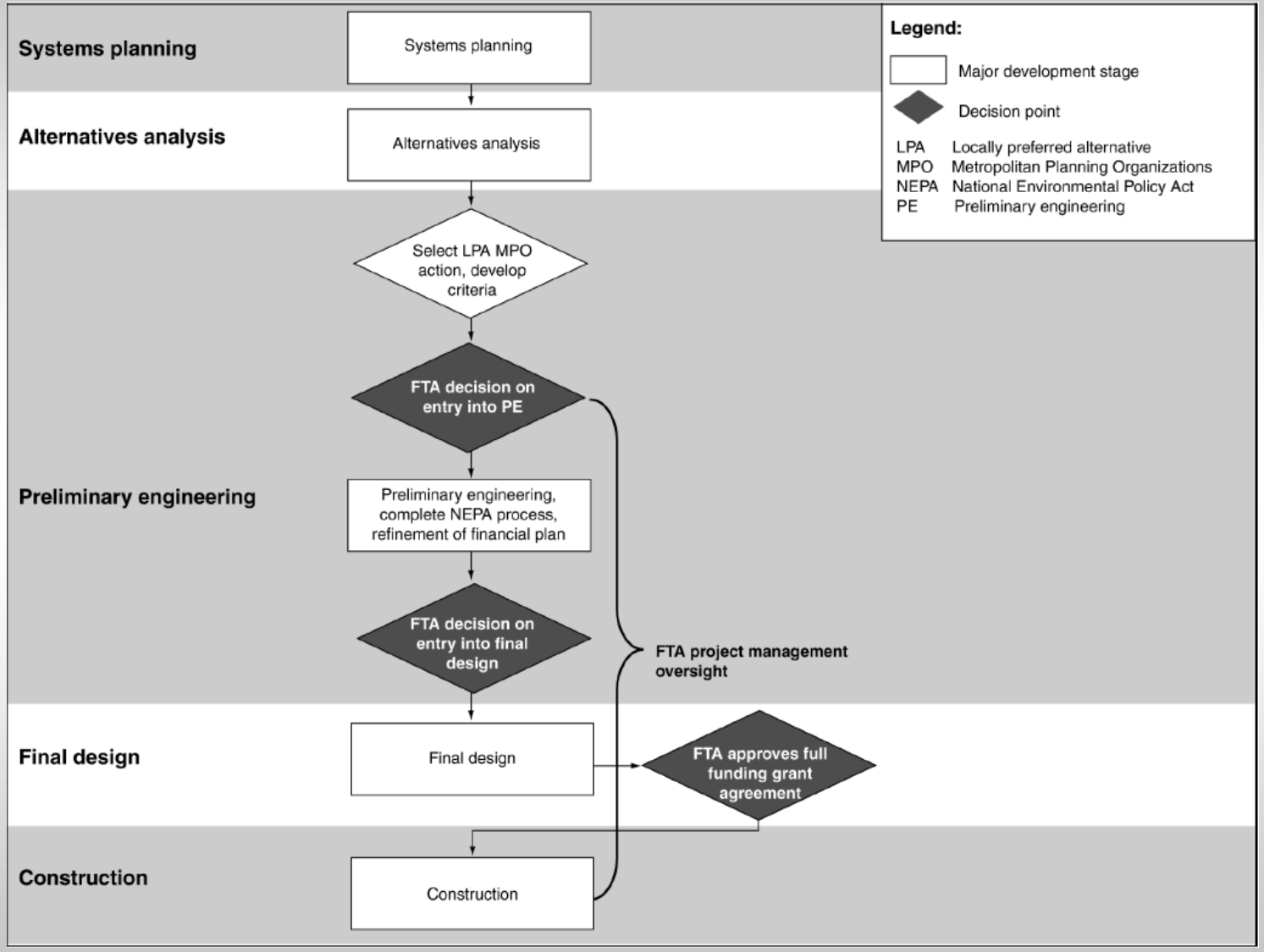
Deputy Directive No.98

- Integrate BRT into State facilities
- Involve partnerships
- Improve “person-throughput”
- Reduce congestion
- Mitigate pollution
- Consider BRT in early stages
- Seek innovative solutions

Caltrans District Reps

- Designated person in each District
- Primary Caltrans contact person for transit districts, other agencies and the public regarding BRT
- Assist in positive and timely response by the District to local and regional BRT issues

Transit-Focused Project Development Process/Procedures Structure



Source: FTA

SHS x Federal Funding for BRT Projects

State Highway System	Federal Funding for BRT Projects	
	Yes	**No**
Yes	• SF Bay Area East Bay • SF Bay Area Van Ness Ave.* • Monterey Peninsula • SF Bay Area El Camino Real ---------- • Roaring Fork Valley, CO (VelociRFTA) • Seattle, WA, Alaska Way Viaduct & Pacific Highway South • Austin, TX Metro Rapid • Cleveland, OH Euclid Ave.	• San Diego South Bay • Los Angeles metropolitan area Metro Rapid 3 • Sacramento metropolitan area I-80/Placer County-Watt Ave. to SR65
No	• San Diego I-15 corridor** • San Diego Mid-City Rapid Bus***	• San Diego Escondido Breeze

***US 101 is a designated US highway not on the SHS but is also included here**

**** Though it appears this project is on the SHS, because of the I-15 Express Lane construction including the Direct Access Ramps and the fact that BRT vehicles will operate on the Express Lanes, the BRT construction component only involves construction of BRT stations and purchase of BRT vehicles; and four out of five BRT stations are outside the SHS ROW.**

*****Route crosses over 3 freeways but Caltrans is not requiring highway-based PDP adherence.**

BRT Projects in San Diego

Arterial

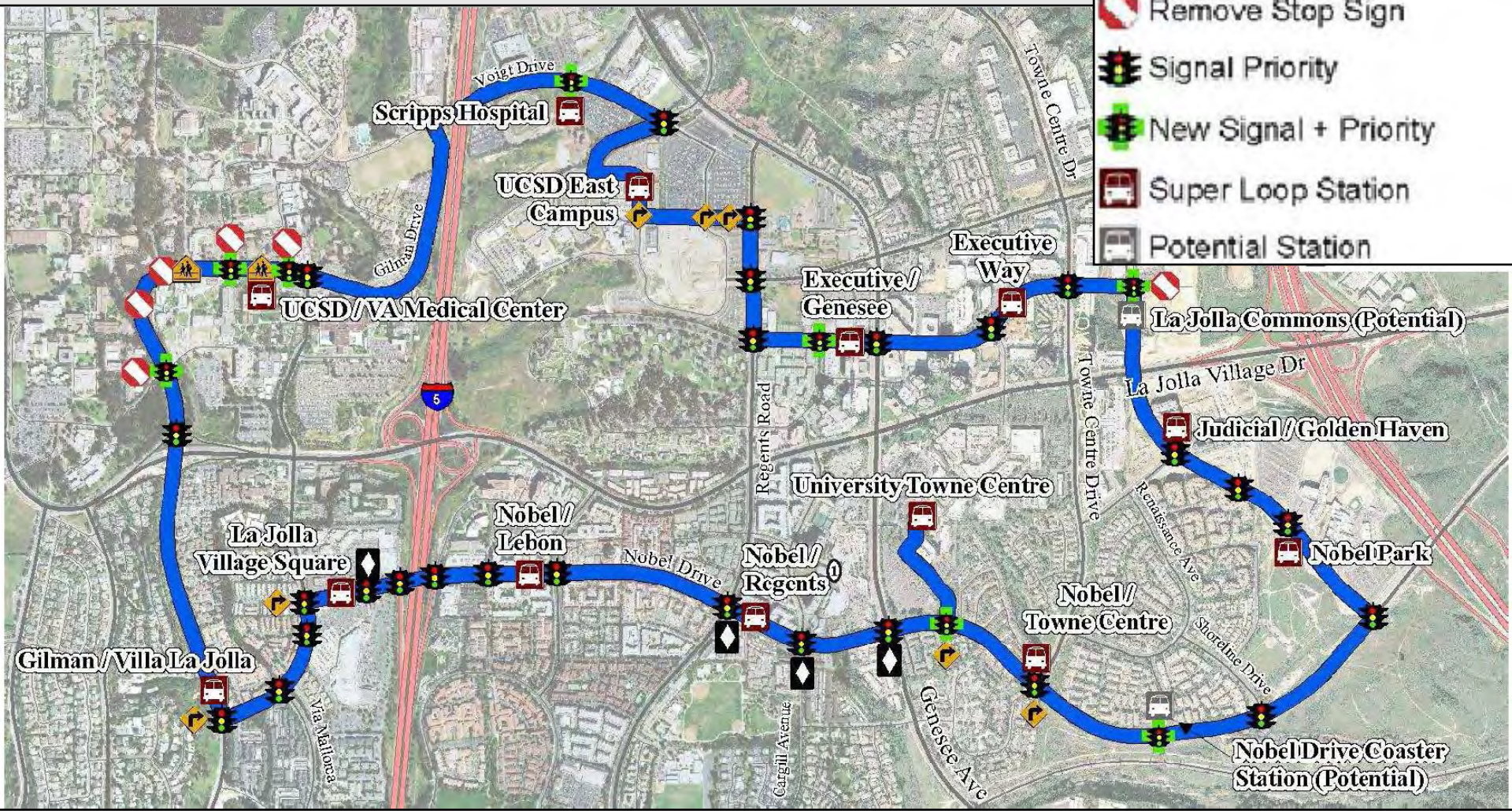
- Super Loop
- Mid-City Rapid Bus
- Escondido Rapid Bus

Freeway

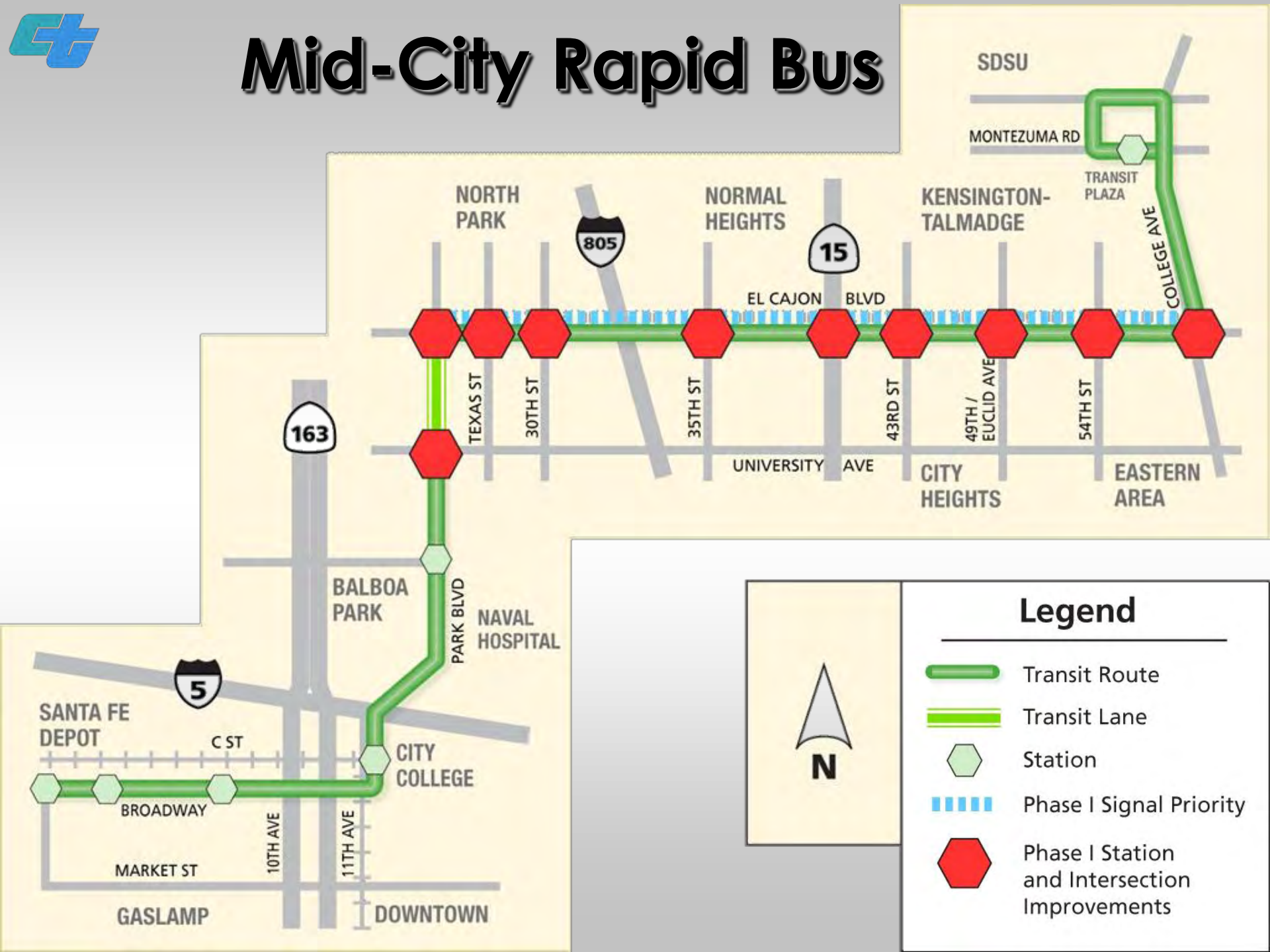
- I-15 Managed Lanes &BRT
- I-805 Corridor / South Bay BRT
- Freeway Transit Lane Pilot

Super Loop

Priority Treatments



Mid-City Rapid Bus

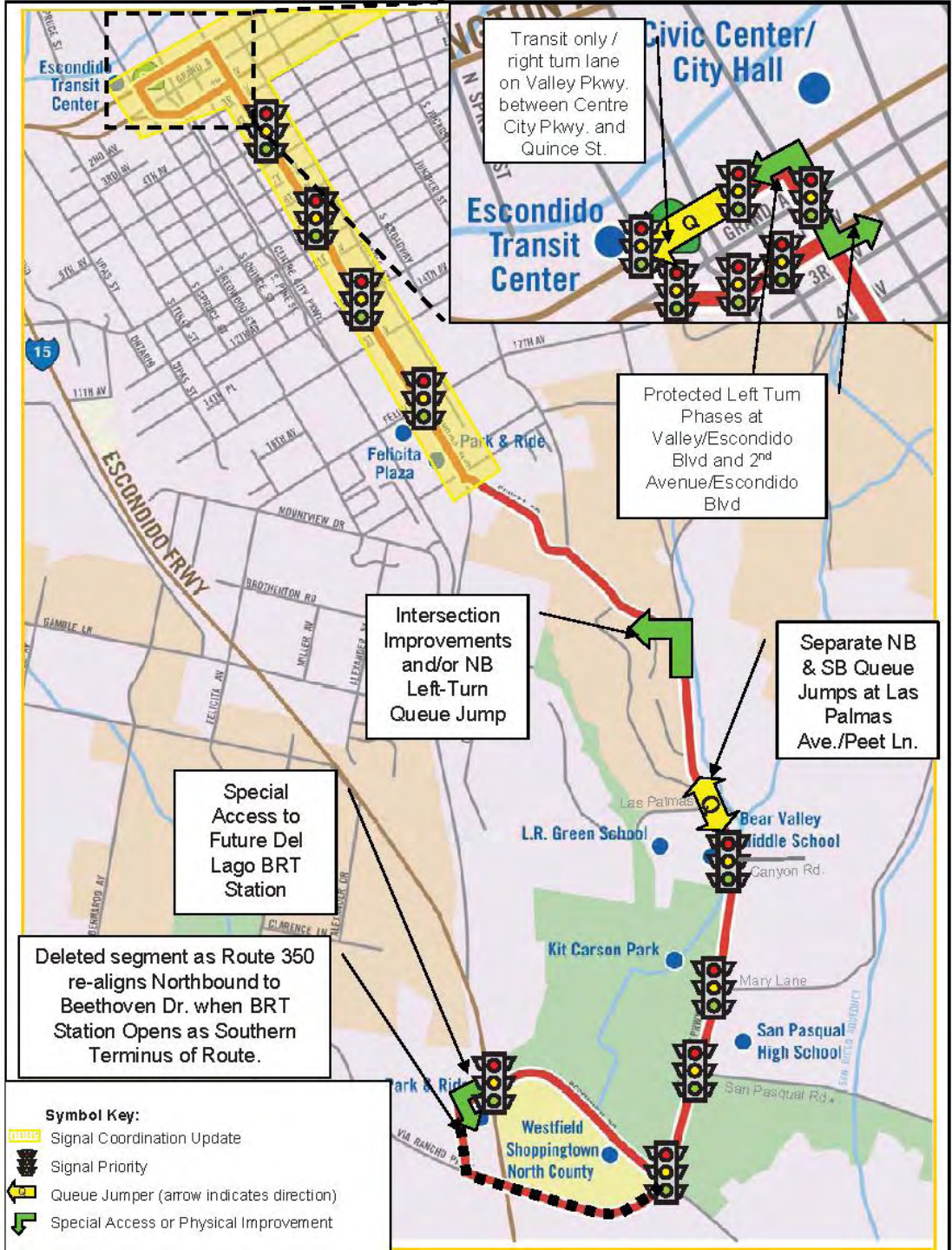


Escondido Rapid Bus

Priority Treatments

Symbol Key:

- Signal Coordination Update
- Signal Priority
- Queue Jumper (arrow indicates direction)
- Special Access or Physical Improvement



I-15 Corridor Managed Lanes & BRT Project

Escondido to Downtown San Diego

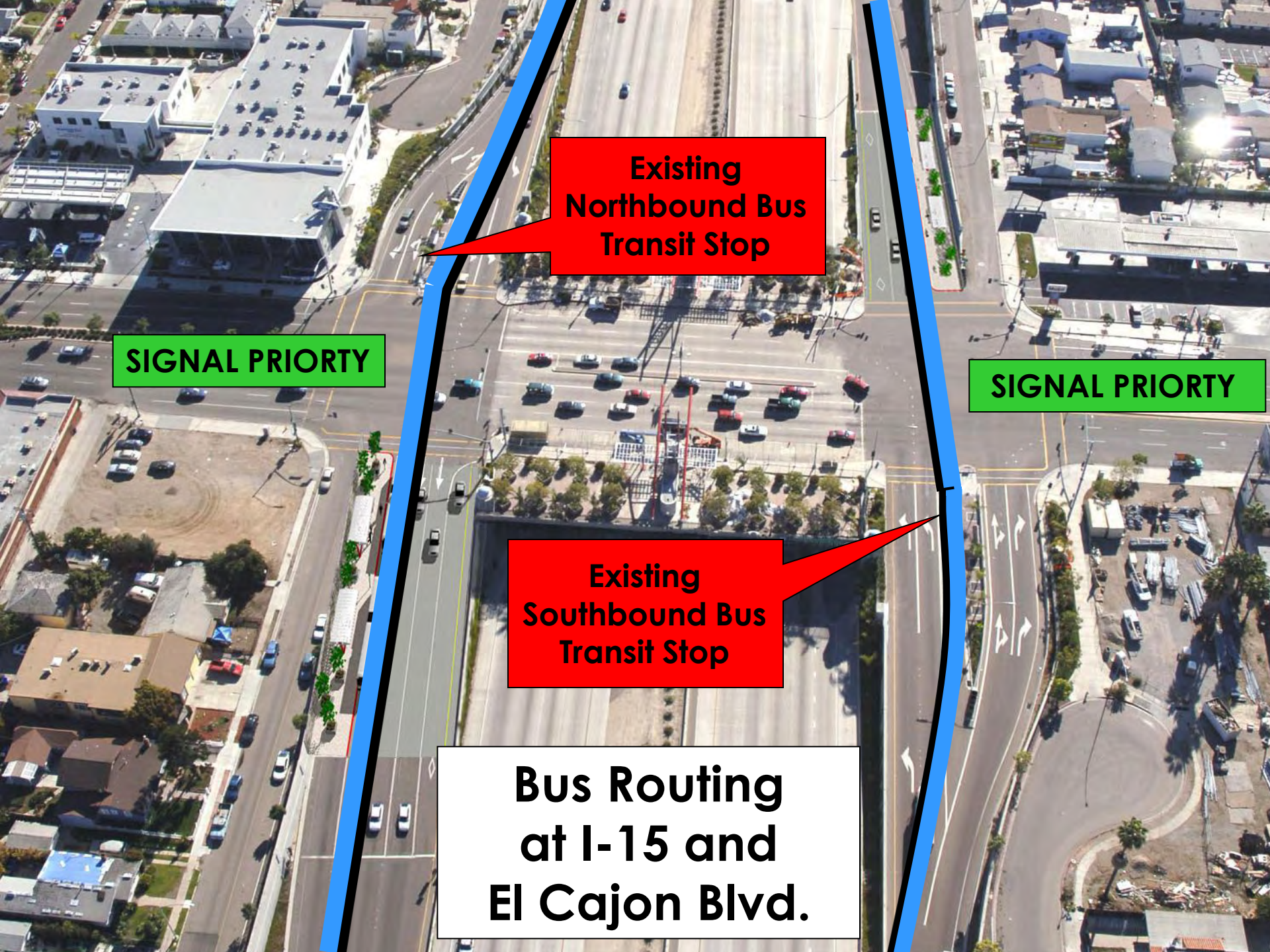
- 20 miles of managed lanes between SR-78 and SR-163
- 15 miles of BRT between SR-163 and Downtown San Diego (via SR-94)
- BRT/Park & Ride stations spaced 4-5 miles apart (avg.)

I-15 Corridor BRT

Rancho Bernardo Station

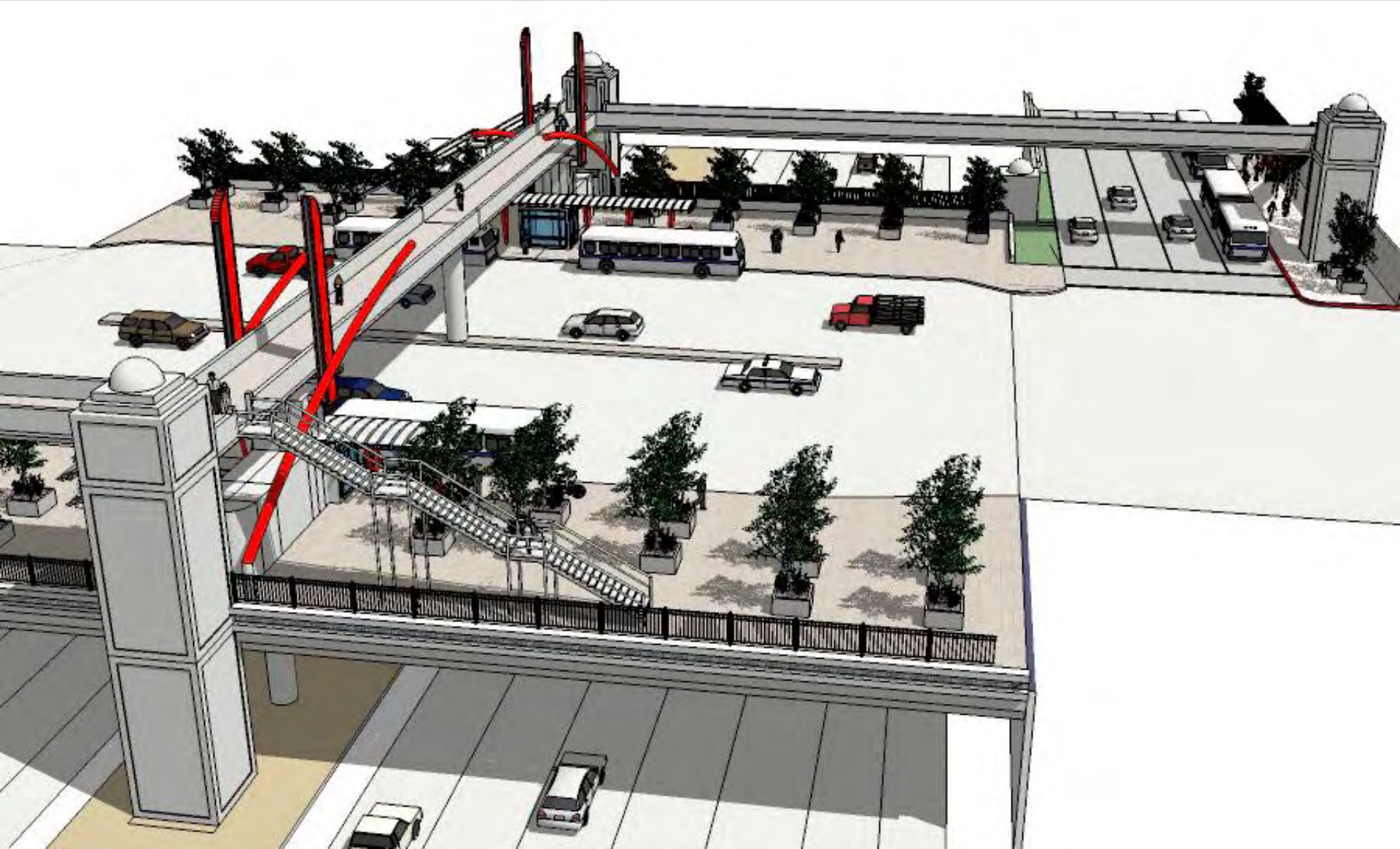
I-15 Mid-City BRT

El Cajon Blvd. Station


Existing
Northbound Bus
Transit Stop
SIGNAL PRIORTY
SIGNAL PRIORTY
Existing
Southbound Bus
Transit Stop
Bus Routing
at I-15 and
El Cajon Blvd.

Mid-City BRT @ El Cajon Blvd.

Enhanced Ramp Station Alternative



Mid-City BRT @ El Cajon Blvd.

Median Station Alternative

Mid-City BRT @ El Cajon Blvd.

Median Station Alternative

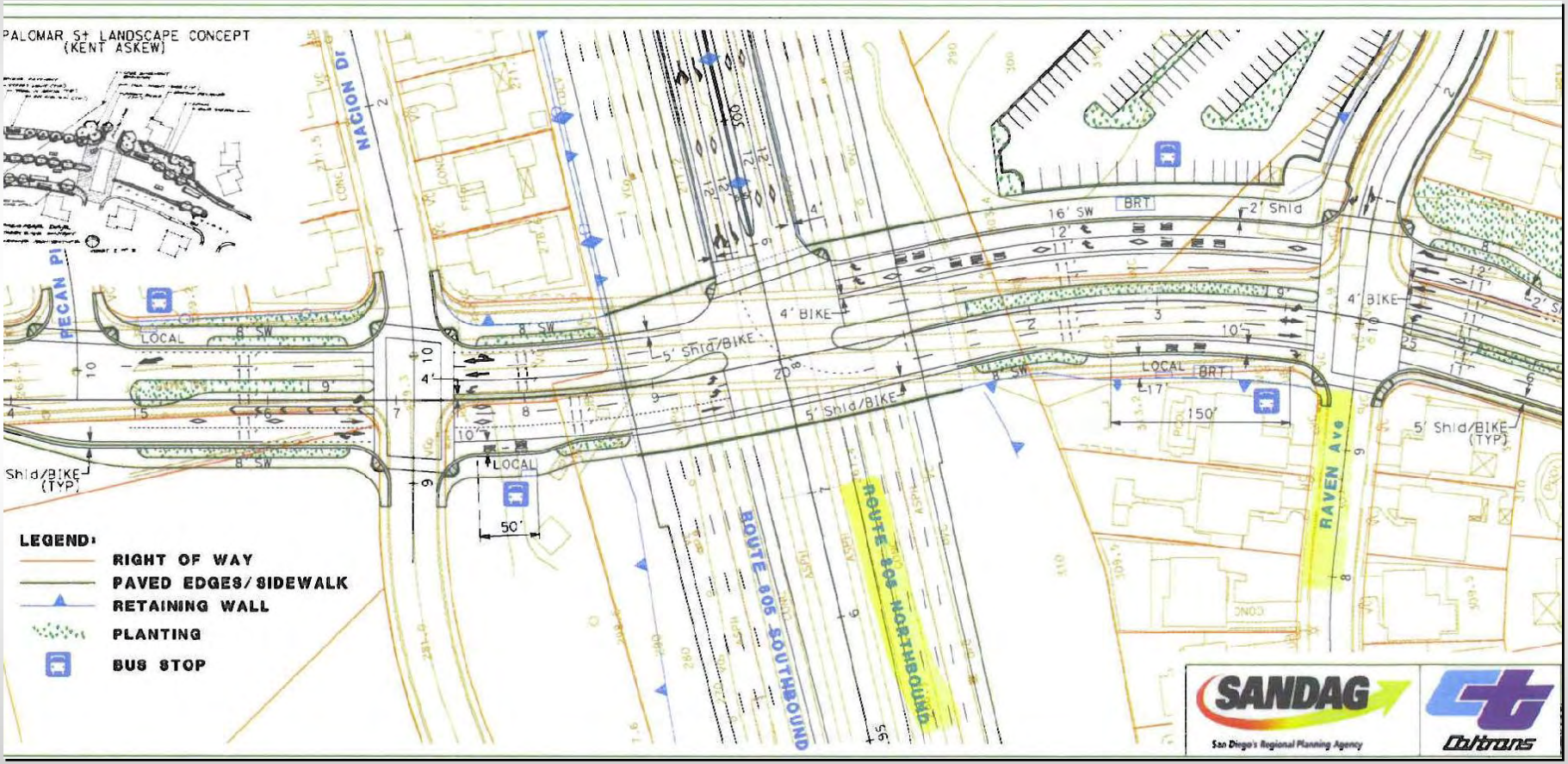
Mid City I-15 BRT Stations
Transit Transfers

- ALTERNATIVE 2: SIDE PLATFORM

I-805 Corridor / South Bay BRT

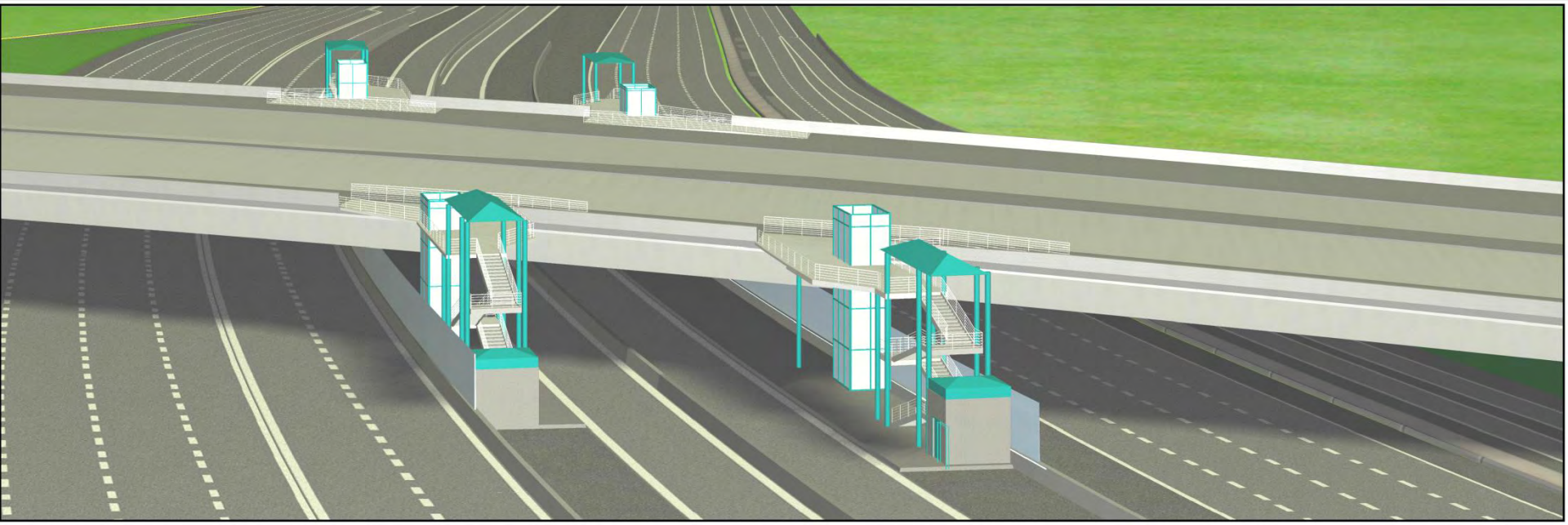
Otay Mesa to Downtown San Diego

I-805 Corridor / Palomar DAR



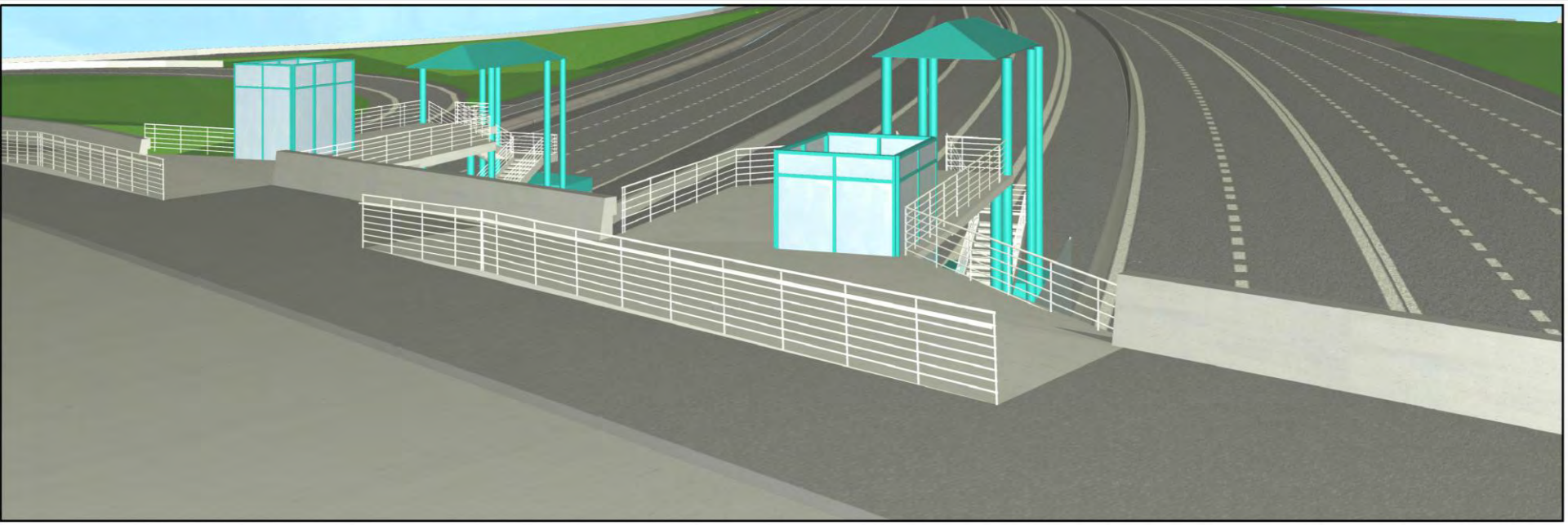
I-805 Corridor / South Bay BRT

H Street Station



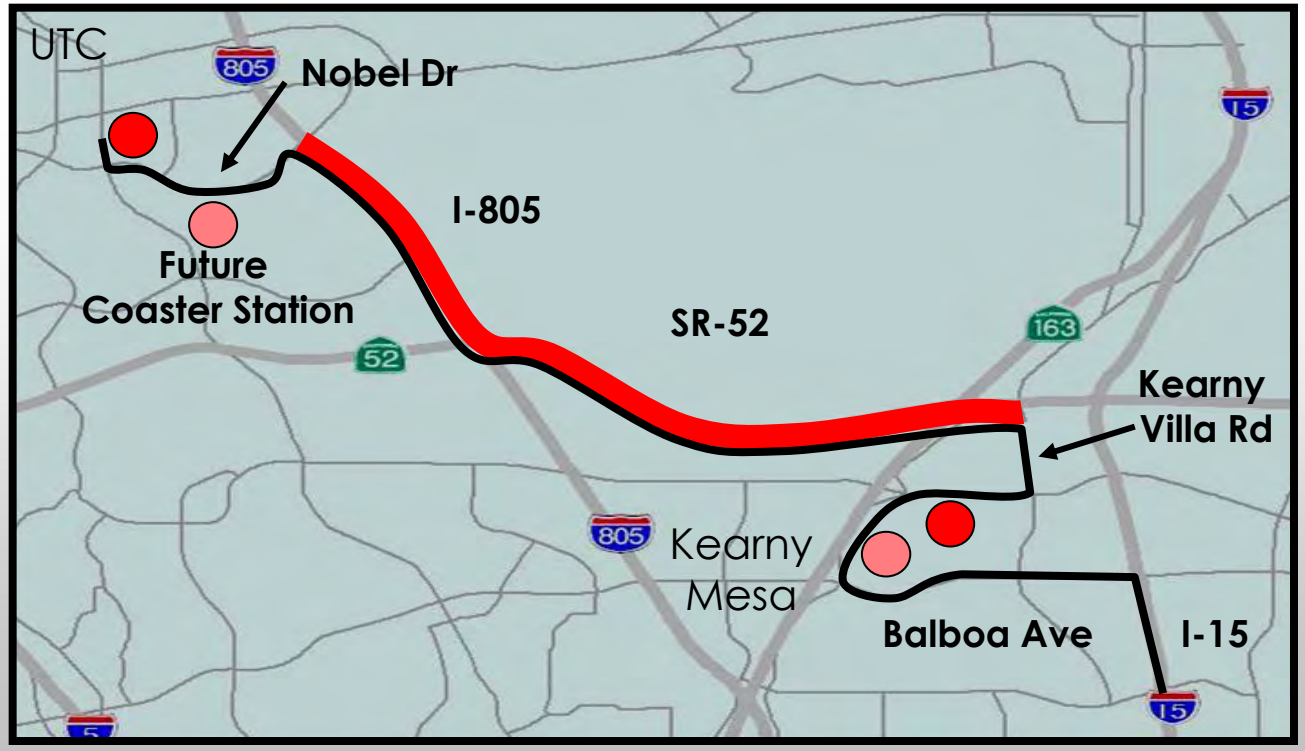
I-805 Corridor / South Bay BRT

H Street Station



Freeway Transit Lanes Pilot

- One year demonstration on SR-52/I-805
- Allow buses on existing freeway outside shoulders
- Evaluate demo (safety, perceptions, maintenance)
- Evaluate potential for application on other freeways



THANK YOU!

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