

Transportation Corridor Concept Report Possible Bicycle, Pedestrian, and Transit Facility Datasets

About

This is a discussion document meant to present possible datasets that will be included in System Planning's Transportation Corridor Concept Report (TCCR) guidelines. It is being presented in order to refine the bicycle, pedestrian, and transit facility datasets through discussions with varying audiences. These datasets are likely to change and do not represent the final measures that will be included in the TCCR guidelines.

Three tables are provided for each of the three facility types. The first table includes preliminary, draft instructions and sources to be used by the district planner. The second table represents the required datasets. The third represents all datasets, optional and required. Orange text within the first table indicate required datasets. The second and third tables include hypothetical examples and the grey fields indicate instances where the field is not applicable.

System Planning

System Planning is Caltrans long-range (20-years) transportation planning process to evaluate current & future operating conditions & deficiencies on the State Highway System (SHS). The TCCR is a planning document that identifies existing route conditions and future needs. Each District prepares one document for each SHS route within their boundaries.

Bicycle, Pedestrian, and Transit Facility

As stated in DD-64-R1, *Complete Streets – Integrating the Transportation System*, the safety and mobility needs of bicyclists, pedestrians, and transit users need to be planned, designed, operated and maintained as part of the transportation facility. System planning is integral in this effort as it addresses those needs early in the planning process. The Transportation Corridor Concept Report meets the needs of DD-64-R1 by addressing the (1) Bicycle Facility, (2) Pedestrian Facility, and (3) Transit Facility along each segment of each SHS route within the state.

If you have any questions or comments please contact Kelly Lier at Kelly_Lier@dot.ca.gov

Bicycle Facility

Data Table Instructions:

Measure	Instructions	Source
State Bicycle Facility:	The following categories only relate to the facility as it exists on the State Highway.	
Segment:	Identify the bicycle facility segments within each state highway segment. Indicate the state highway segment by their number (e.g. segment 1, segment 2), the state bicycle facility segment by letters (e.g. segment A, segment B), and the Parallel bicycle facility numerically. For example if you were to refer to the second parallel bicycle facility segment (in the table below) you would refer to it as segment 1B2.	
Postmile:	Provide the postmiles of bicycle facility segments. Determine the segments based on major changes to the bicycle facility (e.g. change in class, shoulder width, access).	Driving the route, Photolog, CT Earth
Location Description:	Provide a brief reference to the limits of the bicycle segments that are easily recognizable to someone that is not familiar with the area.	Driving the route, Photolog, CT Earth
Access Prohibited:	Is bicycle access prohibited to this segment? Yes, No, or Varies.	District Bicycle Coordinator
Class:	Provide the bicycle facility classification of the segment (Shared, Class I, Class II, Class III).	District Bicycle Coordinator
Shoulder Width:	Categorize the shoulder width along the segment as either <4 feet, 4-8 feet, >8 feet, or varying.	Driving the route, Photolog, CT Earth
Facility Description:	Include a description of the significant facility characteristics (e.g. terrain, obstacles).	Driving the route, Photolog, CT Earth
Shoulder Pavement Condition:	Provide the percentage of poor shoulder pavement condition along the segment. If possible provide the postmile limits of the poor pavement instead.	Pavement Condition Report, Contact Maintenance, driving the route
Volume:	Provide the bicycle volume counts for the segment.	Source and method of collection is up to district discretion
Posted Speed Limit:	Provide the posted speed limit for the segment (Useful for speed suitability).	Contact district traffic operations
Parallel Bicycle Facility:	The following items are optional. If they will be analyzed, they should only be addressed if bicycle access is prohibited on the State Route. Identify parallel facilities within ½ mile of the State Route.	Only identify parallel facilities designated by local bicycle plans
Parallel Facility Present:	Is a parallel bicycle facility present within the corridor? Yes or No.	Local bicycle plans
Segment:	Segmentation for the parallel facility is done in addition to the segmentation for the state bicycle facility. Indicate the state bicycle facility segment that the parallel facility is serving. Segmentation should occur where the classification changes, or, if it is on a shared roadway, where the shoulder width changes significantly.	Local bicycle plans
Name:	Provide the name of the roadway along which the bicycle facility runs.	Local bicycle plans
Location Description:	Provide a brief reference to the limits of the bicycle segments that are easily recognizable to someone that is not familiar with the area.	Local bicycle plans
Class. or Shoulder Width:	Indicate the parallel facility classification (Shared, Class I, Class II, Class III). If on a shared roadway, provide the shoulder width instead. Categorize the width as <4 feet, 4-8 feet, >8 feet, or varying.	Local bicycle plans

Example with Only Required Fields

S e g	State Bicycle Facility					
	S e g	Post Mile	Location Description	Access Prohibited	Class.	Shoulder Width
1	A	0.000- 0.230	Junction with SR-65 to the Junction with SR-175	No	II	>8 ft.
	B	0.230- 1.045	Junction with SR- 175 to Milliken Ave.	Yes		
2	C	1.045 - 5.067	Milliken Ave. to Junction with SR- 99	No	Shared	4-8 ft.
	D	5.067- 10.250	Junction with SR- 99 to County Line	Yes		

Table X.X: Bicycle Facility

S e g	State Bicycle Facility										Parallel Bicycle Facility				
	S e g	Post Mile	Location Description	Access Prohibited	Class.	Shoulder Width	Facility Description	Distressed Shoulder Pavement	Vol.	Posted Speed Limit	Parallel Facility Present	S e g	Name	Location Description	Class.
1	A	0.000- 0.230	Junction with SR- 65 to the Junction with SR- 175	No	II	>8 ft.	comfortable ride, no obstacles	5%	50	45 mph.					
	B	0.230- 1.045	Junction with SR- 175 to Milliken Ave.	Yes							Yes	1	Main St.	3rd St. - 12th St.	II
												2	Main St.	12th - 30th	I
												3	Main St.	30th - 40th	II
4												Main St.	40th - 60th	III	
2	C	1.045 - 5.067	Milliken Ave. to Junction with SR-99	No	Shared	4-8 ft.	Few obstacles	10%	20	45mph					
	D	5.067- 10.25 0	Junction with SR-99 to County Line	Yes							No				

Pedestrian Facility

Data Table Instructions:

Measure	Instructions	Sources
Segment	Identify the pedestrian facility segments within each state highway facility segment. Indicate the state highway segment by their number (e.g. segment 1, segment 2), the pedestrian facility segment by letters (e.g. segment G, segment H). Continue the lettering of the pedestrian segments from the bicycle segments. If you end the bicycle segments on D, start the pedestrian segments on E. If you were to refer to the second pedestrian facility segment (in the table below) you would refer to it as segment 1F.	
Postmile	Provide the postmiles of the pedestrian facility segments. Determine the segments based on major changes to the pedestrian facility (e.g. changes in access, sidewalk coverage, sidewalk width, shoulder width). Predominance in segmentation should be given to sidewalk coverage in order to accurately portray sidewalk locations.	Driving the Route, Photolog, CT Earth
Location Description	Provide a brief reference to the limits of the pedestrian facility segments that are easily recognizable to someone not familiar with the area.	Driving the Route, Photolog, CT Earth
Access Prohibited	Is pedestrian access prohibited along the segment? Yes, No, or Varies.	Driving the Route
Sidewalk Present	Is the whole segment covered by sidewalk? Yes, No, or Varies. If "No" or "Varies" provide shoulder width.	Driving the Route, Photolog, CT Earth
Sidewalk Width	Categorize the sidewalk width along the segment as either, 5 feet, 5-10 feet, >10 feet, or varying.	Driving the Route, Photolog, CT Earth
Facility Description	Include a description of the significant facility characteristics (e.g. obstructions (leaving <4 ft. clear), type of activity on sidewalk, State or local facility, substandard curb ramps).	Driving the Route, Photolog, CT Earth
Volume	Provide pedestrian volume counts for the segment.	Source and method of collection is up to district discretion
Interchange	List the location, role, type, and corner radii for each interchange that falls within the pedestrian facility segment.	
Location	Provide the name of the roadway that crosses the State Highway.	Driving the Route, Photolog, CT Earth
Role	Describe the role or importance of the interchange in the local pedestrian network. Please keep context sensitivity in mind, low pedestrian volumes do not automatically mean the interchange is of minor importance.	Local, Regional, General and Specific Plans
Type	Indicate if the crossing type is one of the following. For each type, specify if the interchange is (a) signalized or not signalized and (b) grade-separated or at-grade: <ul style="list-style-type: none"> - Ped and Bicycle Over/Undercrossing - Crosswalks, refuges, & sidewalks - Crosswalks & sidewalks - Sidewalks - No crosswalks, sidewalks, or refuges 	Driving the Route, Photolog, CT Earth, DHIPP
Corner Radii	Assess if the corner radii is small, medium, or large. If preferred, districts may assess quantitatively.	Driving the Route, Photolog, CT Earth, DHIPP
Alternate Facility	List the major parallel routes for pedestrians within the corridor (within 1/4 mile from the segment). This is an optional measure. If it will be analyzed, it should only be addressed if pedestrian access to the State Highway is prohibited.	Local, Regional, General and Specific Plans

Example with Only Required Fields

Seg	Ped. Seg	Post mile	Location Description	Access Prohibited	Sidewalk Present	Interchange	
						Location	Type
1	E	0.000-0.230	Junction with SR-65 to the Junction with SR-175	No	Yes	Baseline Ave.	At-grade, signalized, crosswalks & sidewalks
	F	0.230-1.502	Junction with SR-175 to Milliken Ave.	No	Yes	Mills Ave.	Grade separated, Ped/Bike Undercrossing
						Milliken Ave.	Signalized, at-grade, crosswalk, refuges, & sidewalks
2	G	1.502-5.650	Milliken Ave. to Junction with SR-99	No	No	No Interchanges	
	H	5.650-10.250	Junction with SR-99 to County Line	Yes		Carnelia n Ave.	Not signalized, grade-separated, crosswalk, refuges, & sidewalks

Table X.X: Pedestrian Facility

Seg	Ped. Seg	Post mile	Location Description	Access Prohibited	Sidewalk Present	Sidewalk Width	Facility Description	Vol.	Interchange				Alt. Facility
									Location	Role	Type	Corner Radii	
1	E	0.00-0.230	Junction with SR-65 to the Junction with SR-175	No	Yes	5-10 ft.	No obstructions, sidewalk cafes	200	Baseline Ave.	minor	At-grade crosswalks	large	
	F	0.230-1.502	Junction with SR-175 to Milliken Ave.	No	Yes	<5 ft.	Few obstacles	150	Mills Ave.	major	Ped/Bike Over/Undercrossing	small	
									Milliken Ave.	major	Interchange with crosswalk, refuges, & sidewalks	medium	
2	G	1.502-5.650	Milliken Ave. to Junction with SR-99	No	No		Many obstacles, substandard curb ramps @ Elm St.	100	No Interchanges				
	H	5.650-10.250	Junction with SR-99 to County Line	Yes					Carnelia n Ave.	Vital	Interchange with crosswalk, refuges, & sidewalks	small	Main Street, Pine St.

Transit Facility

Include modes and transit providers that run on the State Highway System or run parallel within ½ mile of the State Highway System. The segmentation of the transit facility should coincide with the segmentation of the State Highway Facility. If a mode is not found within the corridor it does not need to be included in the table.

Measures	Instructions	Sources
Mode & Collateral Facility	<p>Indicate the modes that run within the corridor. Choose from:</p> <ul style="list-style-type: none"> - Commuter Bus (long distance, minimal stops, to and from work) - Express Bus/BRT (within an urban corridor, short headways) - Traditional Bus (generally longer trip lengths than commuter and express) - CA High Speed Rail - Ferries - Rail - Light Rail <p>Also include the collateral facilities of:</p> <ul style="list-style-type: none"> - Park & Ride Lots (may be considered a transit center if multiple transit routes serve the location) - Transit Centers <p>For collateral facilities there is no need to provide Route End Points, Ridership, or Headway.</p>	Local, Regional, General and Specific Plans, long and short range transit plans
Name	Provide the name of the service provider. (Amtrak Bus Service falls under the Rail Mode.)	Local, Regional, General and Specific Plans
Route End Points	Provide the beginning and ending points of service within the corridor.	Service Provider
Annual Ridership	Provide the number of passengers annually.	Service Provider
Headway	Provide the headway of transit vehicles during the peak period. You can either quantify headway or categorize headway as either ≤15 minutes, 16-30 minutes, 31-60 minutes, or >60 minutes. If the headway ranges vary throughout the peak period either use the average or list the applicable ranges.	Service Provider
ITS and Technology	List any form of technology or ITS related to transit that has been utilized within the corridor. (e.g. Next Bus, Google Transit, other transit trip planner systems)	Contact traffic operations
Stations: Cities	Provide the names of the cities along the segment's corridor where stations are located.	Service Provider
Stations: Postmiles	If the mode runs on the state highway, it is required to provide the postmile location of each station. Otherwise this measure is optional.	Photolog, Service Provider
Amenities	If the stations are located on the segment describe the amenities (e.g. bicycle parking, lighting, shelter, sidewalk bulbout, real time transit information).	Photolog, driving the route, service provider
Transit Service	Provide the name of the transit service providers that serve the collateral facility and indicate if carpoolers use the facility. Only required for Park & Ride lots and transit centers.	Service Provider
Parking Spaces	Number of parking spaces at the collateral facility. Only required for Park & Ride lots and transit centers.	Service Provider

Example with Only Required Fields

S e g	Mode & Collateral Facility	Name	Route End Points	Stations		Transit Service	# Parking Spaces
				Cities	Postmiles		
1	Rail	Amtrak: CA Zephyr	San Francisco to Chicago	Davis, Sacramento			
		Amtrak: Capitol Corridor	San Jose to Auburn	Davis, Sacramento			
	Light Rail	Regional Transit: Gold Line	Sacramento to Folsom	Sacramento			
	Express Bus/BRT	Yolobus	Dixon to Sacramento	Davis	2.365		
				Davis	3.421		
				Sacramento	5.375		
	Traditional Bus	Yolobus	Dixon to Sacramento	Davis, Sacramento			
	CA High Speed Rail	CA High Speed Rail	San Diego to Sacramento/ San Francisco	Sacramento			
Park & Ride	Davis Amtrak Depot		Davis		Unitrans, Amtrak	130	
	Mace Blvd.		Davis		Yolobus	147	

Table X.X Transit Facility

S e g	Mode & Collateral Facility	Name	Route End Points	Annual Ridership	Headway	ITS & Technology	Stations		Amenities	Transit Service	# Parking Spaces
							Cities	Postmiles			
1	Rail	Amtrak: CA Zephyr	San Francisco to Chicago	##	Long	Real-time	Davis, Sacramento				
		Amtrak: Capitol Corridor	San Jose to Auburn	##	Long	Real-time	Davis, Sacramento				
	Light Rail	Regional Transit: Gold Line	Sacramento to Folsom	##	Short	Transit signal priority	Sacramento				
	Express Bus/BRT	Yolobus	Dixon to Sacramento	##	Medium	Transit signal priority, Real-time info	Davis	2.365	Bike Locks, Lighting, Shelter, BRT Lane		
							Davis	3.421	Bike locks, No shelter, BRT Lane		
							Sacramento	5.375	Bus pad, BRT Lane		
	Traditional Bus	Yolobus	Dixon to Sacramento	##	Long	N/A	Davis, Sacramento				
	CA High Speed Rail	CA High Speed Rail	San Diego to Sacramento/ San Francisco	##	Medium	N/A	Sacramento				
Park & Ride	Davis Amtrak Depot					Real-time	Davis		Bike Lockers, 2 Bike Locks	Unitrans, Amtrak	130
	Mace Blvd.					Real-time	Davis		Bike Lockers, 2 Bike Locks	Yolobus	147