

## Innovations in Partnerships

Caltrans priority of partnership aims to improve our transportation system by building great relationships, which requires innovation to embrace bold and transformative idea to achieve objectives of Caltrans priority of innovation and compliance with Director's Policy 6 - Caltrans Partnerships. Caltrans priority of modality to leverage active transportation for vehicle miles of travel reduction is dependent on partnerships with local agencies.

The City of San Jose, through its annual pavement rehabilitation program, routinely installs bike lanes throughout the City, including within the State rights-of-way, under a restrictive schedule due to contracting limitations, delivery targets, and political reasons that does not always allow sufficient time for the City to coordinate and obtain timely approvals from Caltrans. In addition, these facilities include nonstandard roadway features requiring documentations like Design Standard Decision Documents (DSDD) and maintenance agreements, which represents a challenge to issue encroachment permits within the City's schedule restrictions.

An innovate approach has been adopted by the Office of Encroachment Permits in coordination with the District Divisions of Transportation Planning, Design, Maintenance, and Program and Project Management to collaborate with the City by providing pre-permit consultations, and conducting coordination meetings, to meet design standards, approvals of DSDD, execution of maintenance agreements, and revisions to delivery schedule to allow more time for Caltrans approvals. These efforts also support the current District-focused Process, Bureaucracy, and Jams (PB&J) campaign to identify processes, bureaucracy, and jams (aka "Just-Stop-Its") that, if stopped, would increase efficiency, which is also a Caltrans priority.

A recent example of this innovative approach includes a bike lane installation on I-680/N. Capitol Avenue Interchange at 04/SCL/680 Post Mile 5.1 in the City of San Jose completed recently for widening of a Class II bikeway and for restriping Capitol Avenue as part of the City of San Jose annual pavement rehabilitation program. Design for work within the State right-of-way included nonstandard features requiring a DSDD approval, and execution of a maintenance agreement for future maintenance responsibilities of the bike lanes.

Consultation process started earlier this year, and the City proceeded with submittal of a permit application on May 12, 2022, with a request to prioritize the issuance of a permit. Since the DSDD and maintenance agreements were signature-ready at that stage, a formal review was quickly performed and the permit was issued on May 23, 2022 in record 12 days, which, under normal review process, would take 60 days or more to complete. The District Office of Encroachment Permits is using this project as a model on similar projects throughout District 4.

## City of San Jose I-680/N. Capitol Avenue Bike Lanes

