



# Bay Area Transit Priority Policy for Roadways



**Regional Network Management Council**

September 22, 2025

Agenda Item 3b Attachment D

# MTC's Regional Transit Priority Efforts

## *Policy*



**Transit Priority Policy  
for Roadways**

## *Planning*



**Transit Priority  
Roadway Assessment**

## *Funding & Technical Assistance*

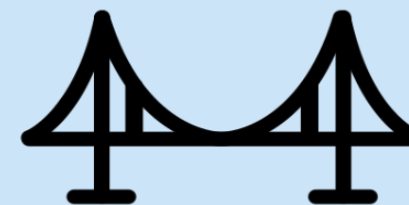


**Transit Performance  
Initiative (TPI)**

**Bus Accelerated  
Infrastructure Delivery  
(BusAID)**

**Innovative Deployments to  
Enhance Arterials (IDEA)**

## *Project Delivery*






**Forward Commute  
Initiatives**

- Bay Bridge Forward
- Richmond-San Rafael Bridge Forward
- Dumbarton Bridge Forward

# Increasing Reliability and Lowering Operating Costs

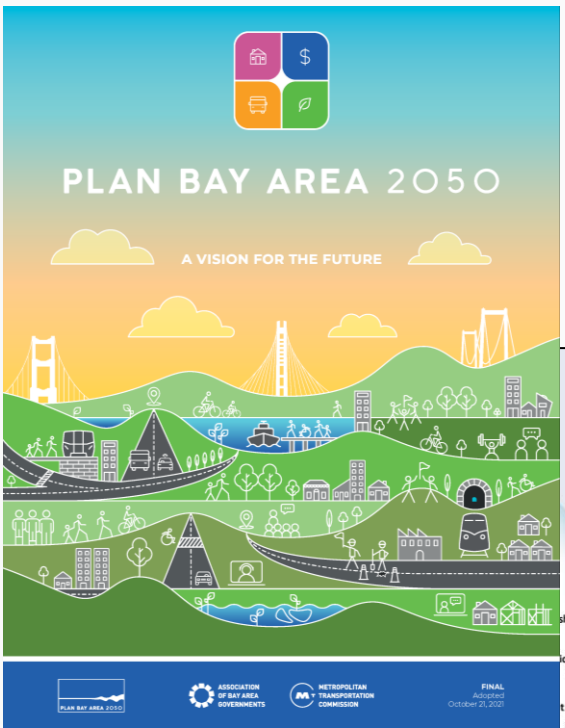
EXAMPLE: Cost to Provide 30-Minute Bus Frequency 6 AM – 8 PM, daily

<i>More efficient service means shorter travel time</i> ↓	One-way Travel Time	Buses Required	Annual Cost	<i>Longer travel time increases operating cost</i> ↑
	74 minutes		\$5 million	
	66 minutes		\$4.5 million	
	60 minutes		\$4 million	

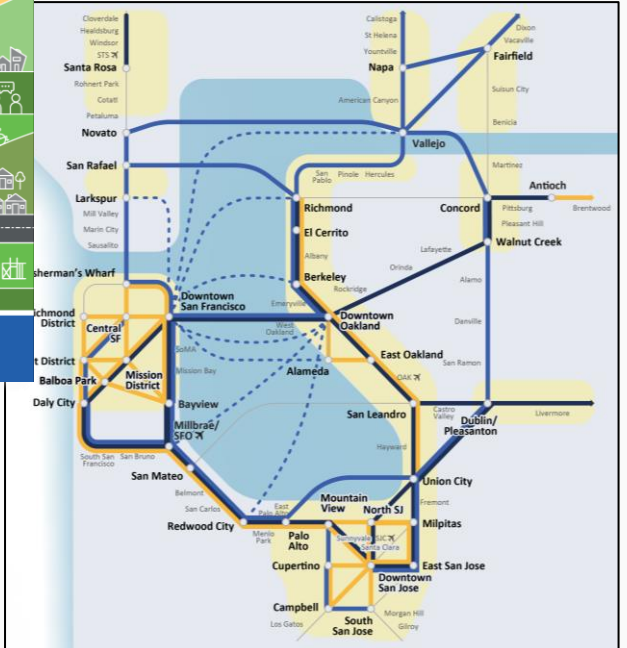
*Based on SFMTA methodology. Assumes operating cost of \$200/hour per vehicle for example purposes only. Actual costs vary.*



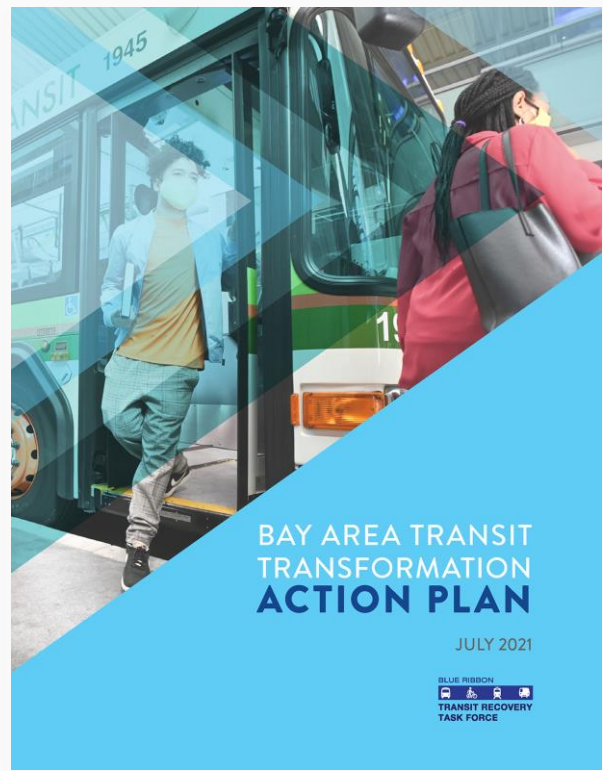
# Established Vision for Bay Area Transit



## Plan Bay Area 2050 & Transit 2050+



## Transit Transformation Action Plan



# Coordination with State and Regional Efforts



## SB125 Transit Transformation Task Force

Developing state transit policy recommendations for legislature and administration to consider

## Caltrans Director's Transit Policy



Setting internal Caltrans transit policies and processes along Caltrans ROW



Identifying strategies and locations for transit priority and access improvements in District 4 Caltrans ROW.

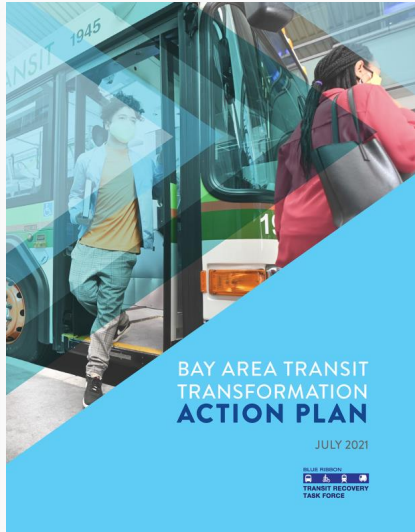
# What We're Trying to Avoid: San Rafael Case Study

- **Two-way conversion of C Street** to improve pedestrian safety in 2020
- Affected **detour route** used by Marin and Golden Gate Transit buses during 4<sup>th</sup> Street fairs and Farmer's Markets
- Tighter turn at 3<sup>rd</sup> Street and C Street created new conflict points
- **Closer coordination could have avoided issues**





# Bay Area Transit Priority Policy for Roadways



## Implements:

Transit  
Transformation  
Action Plan  
**Action 12**



## Supports:

Plan Bay  
Area 2050+  
**Strategy T11**

## What:

- New Policy to emphasize transit priority
- Implemented via existing Complete Streets Checklist to avoid creating an additional administrative process

## Goals:

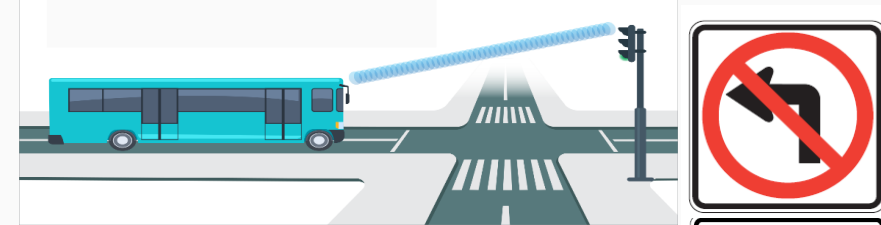
1. Establish a common understanding of transit priority
2. Reinforce and strengthen interjurisdictional collaboration
3. Require that roadway improvement projects consider accommodation of transit and/or transit priority
4. Inform prioritization of funding for transit priority projects

# Definition of Transit Priority

Transit-supportive infrastructure, design, and policies can decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays.

Some examples:

- **Bus lanes** helps transit avoid traffic congestion
- **Transit signal priority** reduces red light delay
- **Bus bulbs, optimized bus stops, and parking regulations** reduces boarding delays

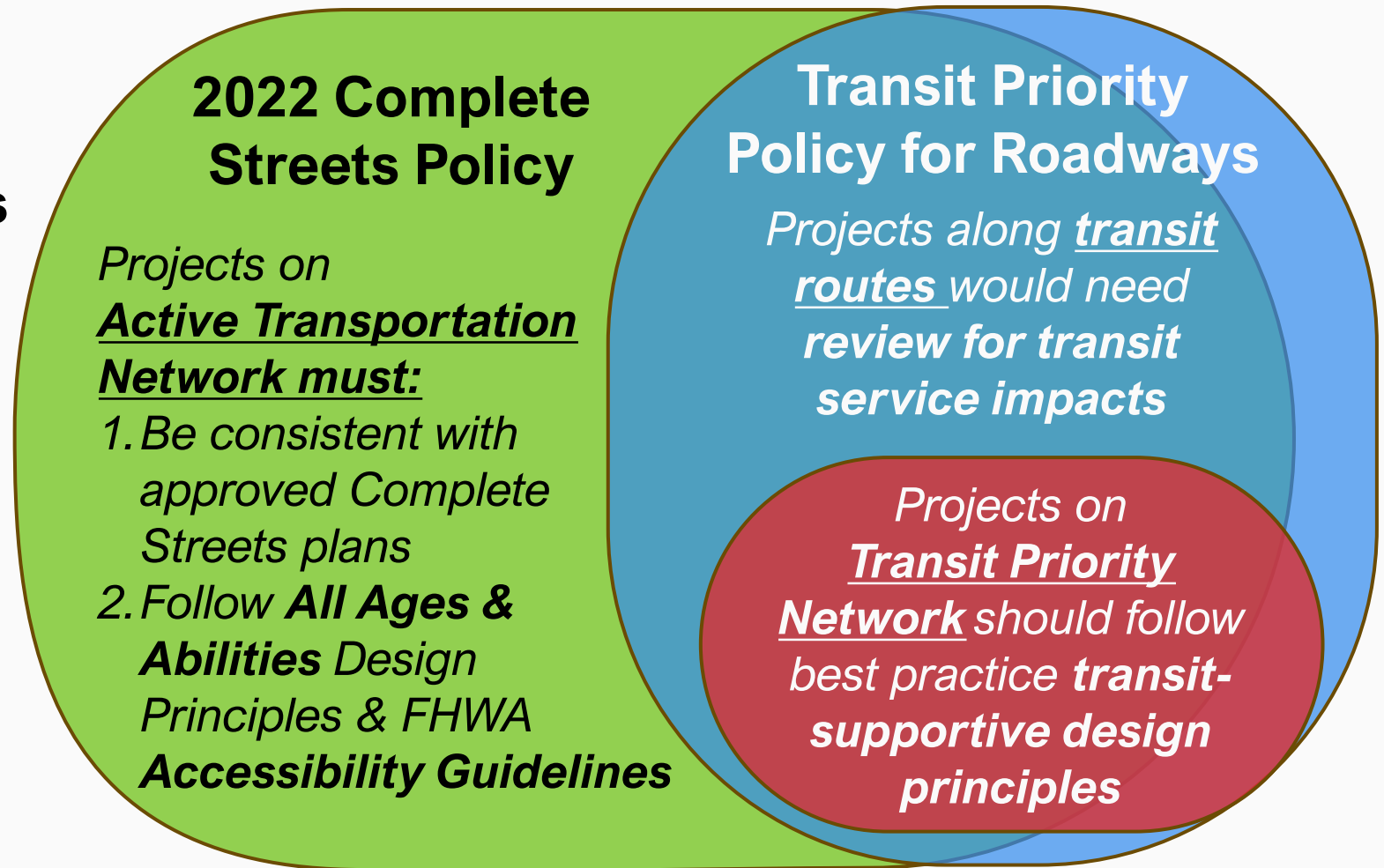




# Integrates Transit into Complete Streets Checklist

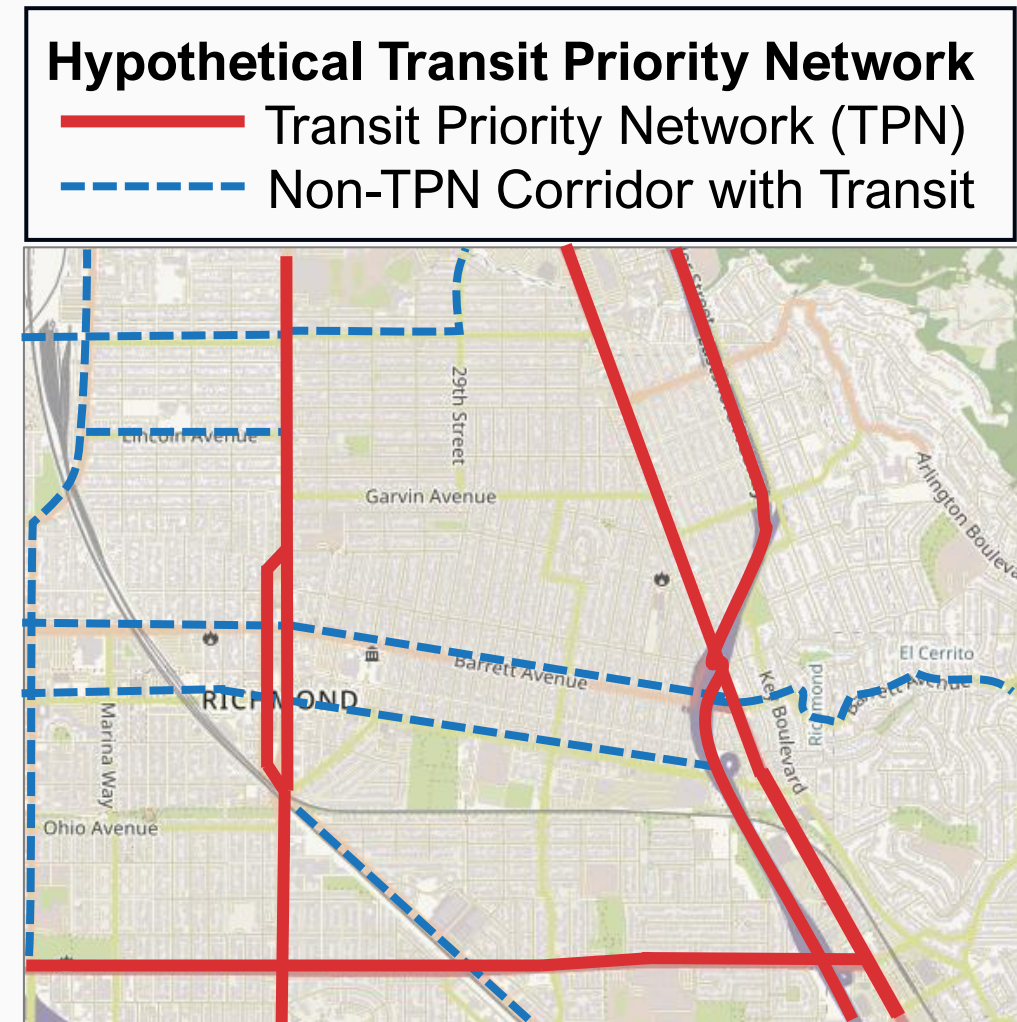
Currently, projects seeking more than \$250,000 of **regional discretionary funds** are required to complete a Complete Streets Checklist.

Policy would **modify transit agency review and design requirements**, and detail eligible exceptions.



# Where and When Would Policy Apply?

- All roadways projects with scheduled **public transit service** (including detours and non-revenue) would be required to have transit agency review, not just transit agency acknowledgement.
  - **Principle for all roadways:**  
*“Do no harm” to transit.*
- Projects on key transit corridors (**Transit Priority Network**) would be required to consider transit-supportive design principles.
  - **Principle for Transit Priority Network:**  
*How can transit be improved?*



# Transit-Supportive Design Principles

Projects on the Transit Priority Network should consider best-practice transit-supportive design principles, such as:

- Bus bulbs instead of pedestrian bulbs
- Relocating bus stops to optimize stop placement
- Bus boarding islands adjacent to bikeways
- Transit Signal Priority

In some situations, project sponsor may be eligible for an exception, if transit priority elements cannot be incorporated

**Bus Bulbs** make sidewalk wider at transit stops



**Bus Boarding Islands** separate bikes from buses



Photos: Jeremy Menzies/SFMTA, City of San Jose DOT

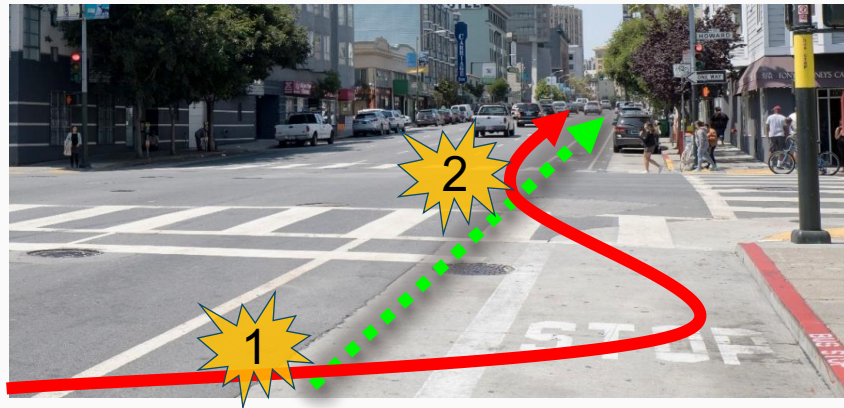


# All Ages and Abilities Design and Transit-Supportive Design Working Together

## Urban

San Francisco  
(7<sup>th</sup> at Howard)

Unprotected bike lane  
adjacent to a bus stop



With **Transit-Supportive and All Ages & Abilities Design Principles**



## Suburban

Fremont  
(Walnut at Civic Center)



# Optional: Local Resolution on Transit Priority

- **Purpose:** Promote broader local support of transit priority
- MTC would provide a variety of templates for a local policy or resolution:
  - Local resolution supporting the regional Policy
  - Local transit priority policy
  - Update to local complete streets resolution
- Funding incentives could be applied on a program-by-program basis

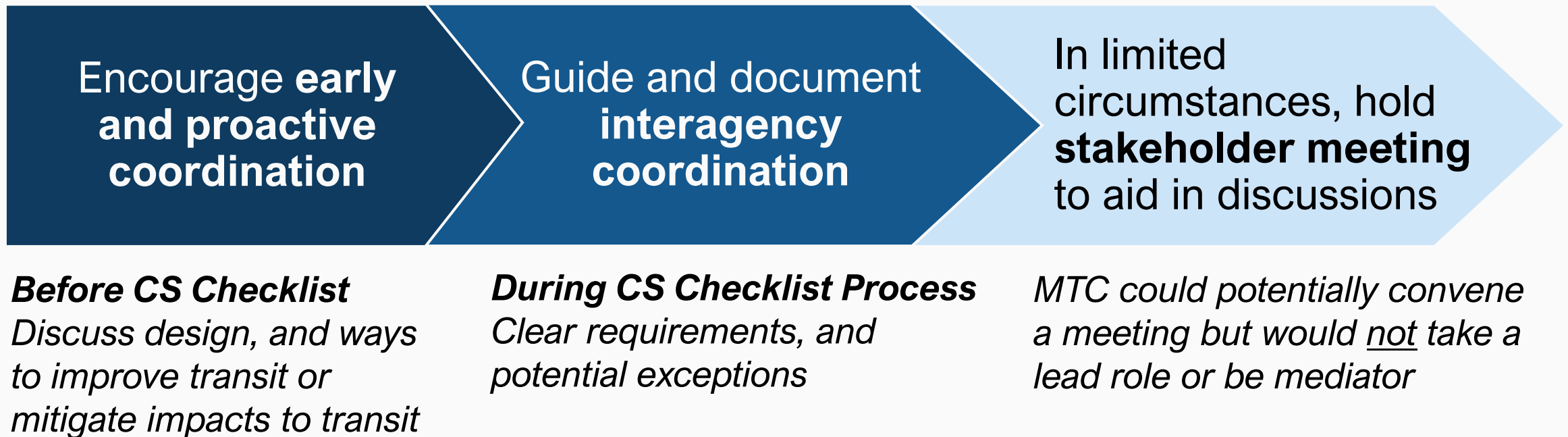
## Examples

- City of San Francisco Transit First Policy (*City Charter*)
- City of Berkeley Transit First Policy (*General Plan*)
- City of El Cerrito Transit First Policy (*General Plan*)
- City of San José Transit First Policy (*City Council Policy, Move San José*)

# Process Encourages Coordination & Collaboration

Policy **does not dictate roadway design**, which would remain a local decision.

Approach **provides tools for more effective interagency coordination**, resulting in better projects with improved outcomes for transit, **without stepping into local decision-making or conflict resolution**.





# Stakeholder Outreach

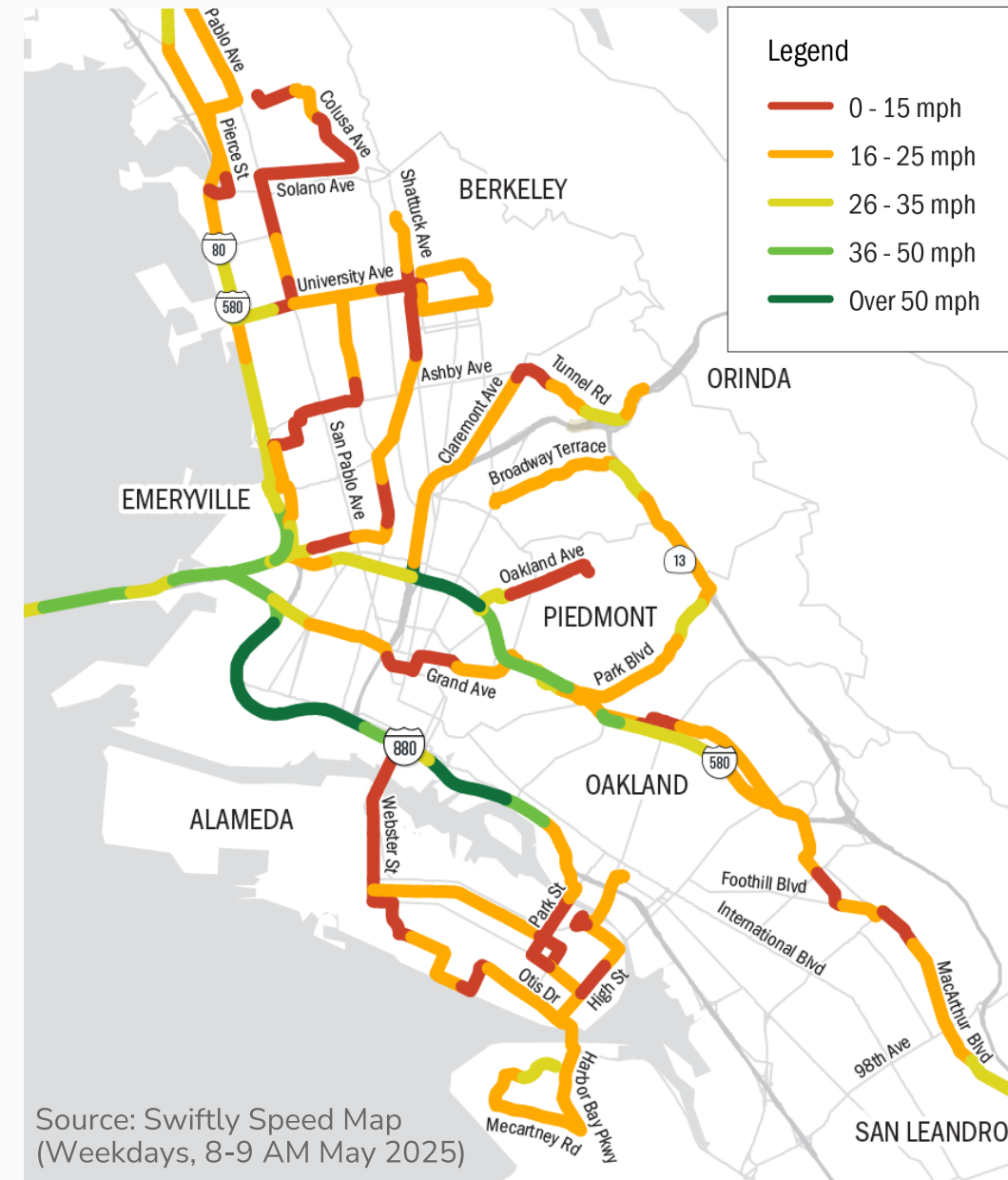
- **Staff engaged various groups to inform development of Policy:**
  - 8 Staff-Level Regional Working Groups (February-March)
  - 15+ County Transportation Agency Working Groups & Committees (April-June)
  - Executive-Level Input (July-August)
  - More than 500 individual comments received at meetings and in-writing
  - Key themes included:
    - Streamlining transit review
    - Context sensitive transit design solutions
    - Support resolving modal conflicts
    - Providing funding incentives for local transit priority resolutions and policies



# Transit Priority Roadway Assessment

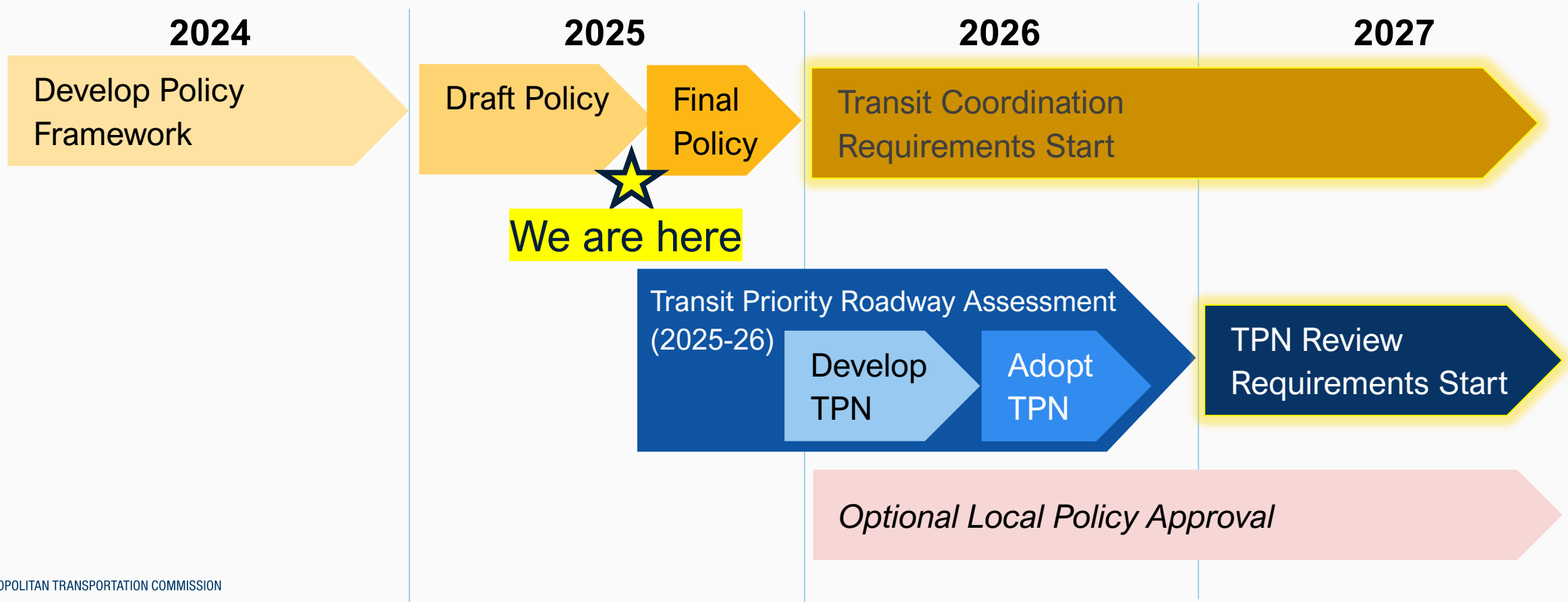
- Previously referred to as “Regional Transit Assessment”
- Develop the **Transit Priority Network (TPN)** based on:
  - Transit frequency/ridership
  - Approved local transit or transportation plans
  - Equity
  - Other contextual considerations
- Identify key **"hot spot"** locations with transit delay and reliability issues, and a near-term implementation plan.

## Average AC Transit Transbay Bus Speeds Weekday AM Peak Hour



# Policy Development & Implementation Timeline

- September/October – Draft Policy to RNM bodies and CTAs
- November/December – Final Policy to RNM bodies & MTC Commission





# Thank You

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