



Bay Area Transit Priority Policy for Roadways



Regional Network Management Customer Advisory Group

October 20, 2025

Agenda Item 4a 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)**

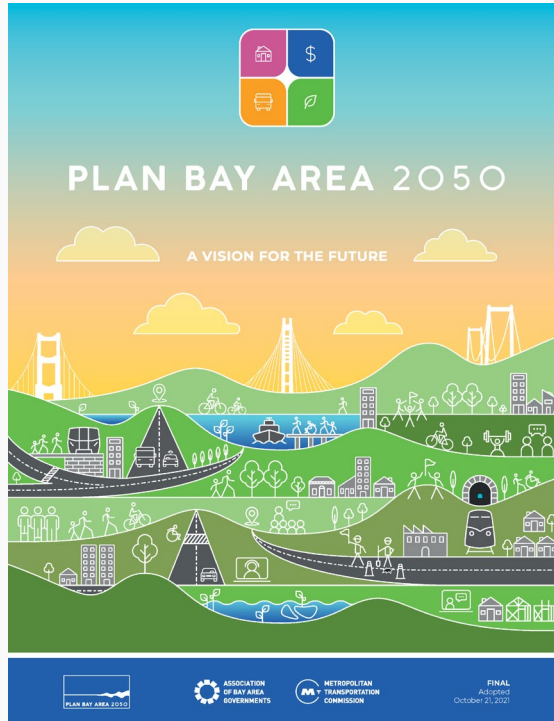
Project Delivery



**Forward Commute
Initiatives**

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

Established Bay Area Transit Plans call for a Transit Priority Policy & Transit Priority Investments



Plan Bay Area 2050 & Transit 2050+



Transit Transformation Action Plan



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 4th Street fairs and Farmer's Markets
- Tighter turn at 3rd Street and C Street created new conflict points
- **Closer coordination could have avoided issues**

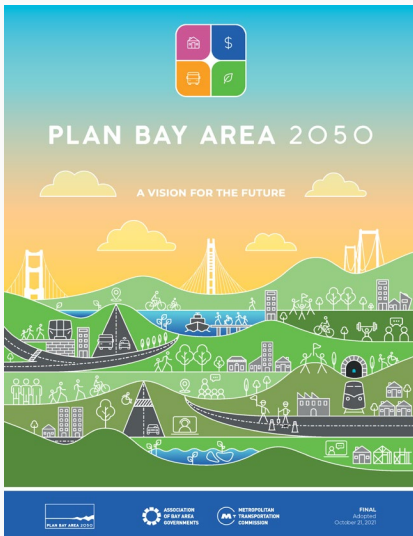


Bay Area Transit Priority Policy for Roadways



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 of transit-supportive design:

- **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

Bus Bulbs make sidewalk wider at transit stops



Bus Boarding Islands separate bikes from buses

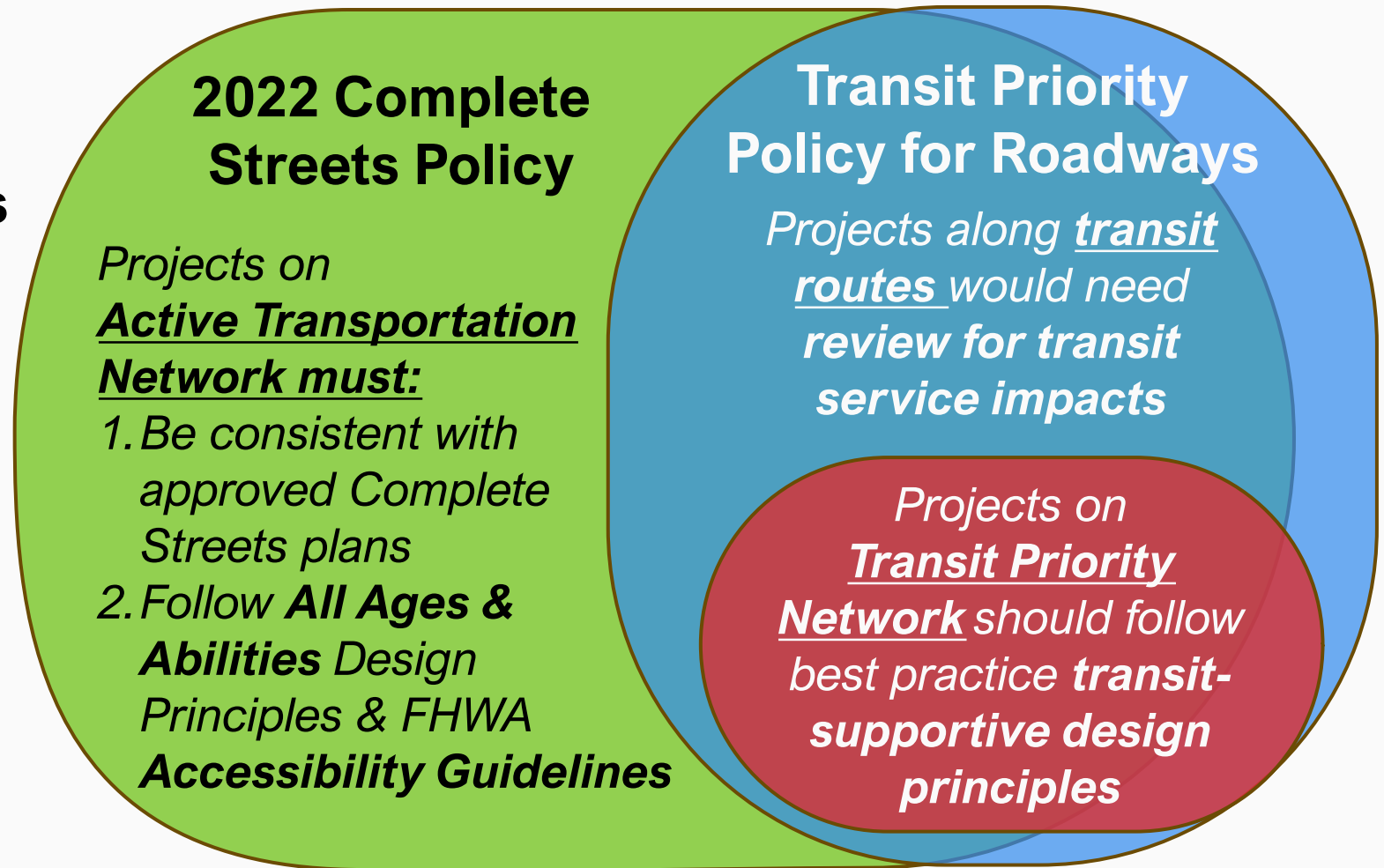


Photos: Jeremy Menzies/SFMTA, City of San Jose DOT

Integrates Transit into Complete Streets Checklist

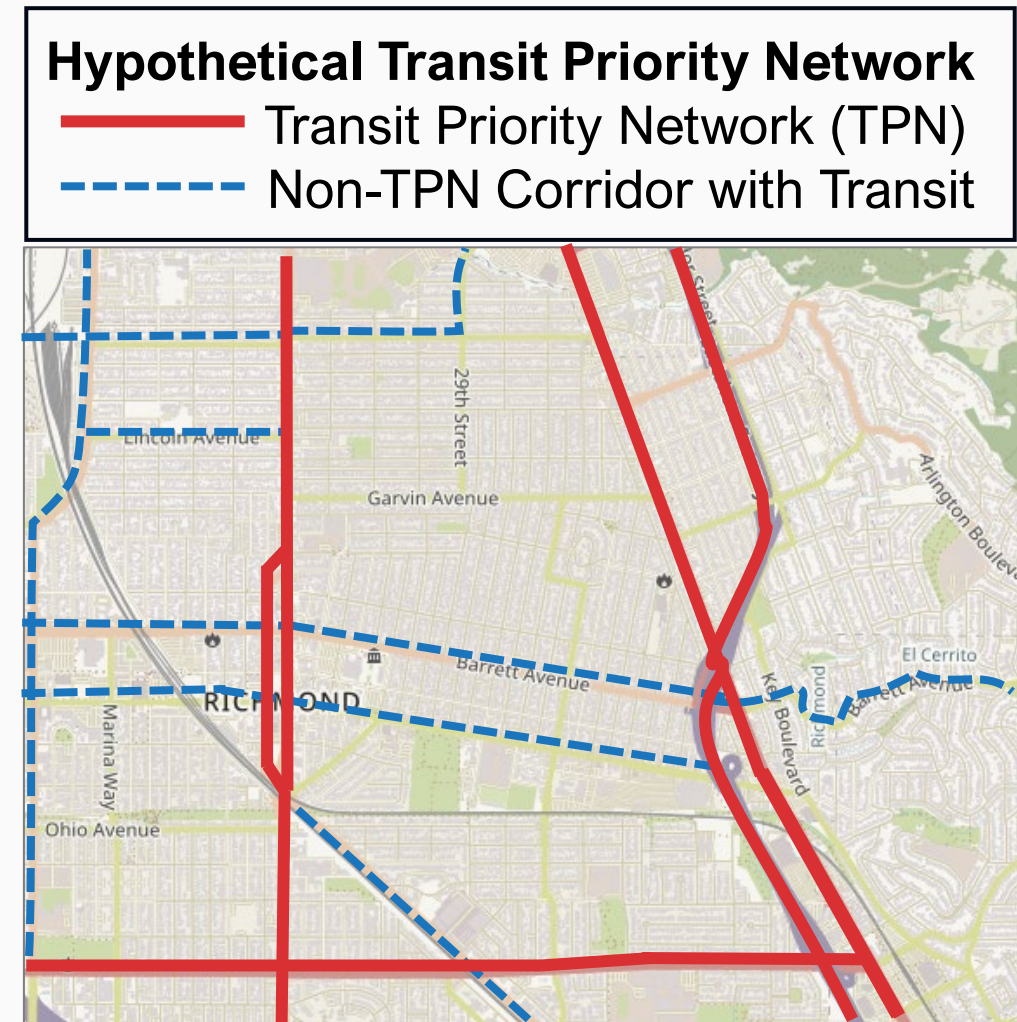
Currently, projects seeking more than \$250,000 of **regional discretionary funds** are required to complete a Complete Streets Checklist.

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?

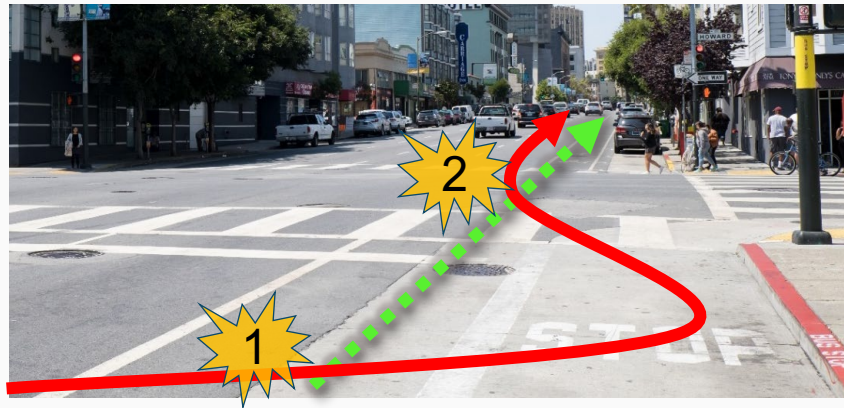


All Ages and Abilities Design and Transit-Supportive Design Working Together

Urban

San Francisco
(7th 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

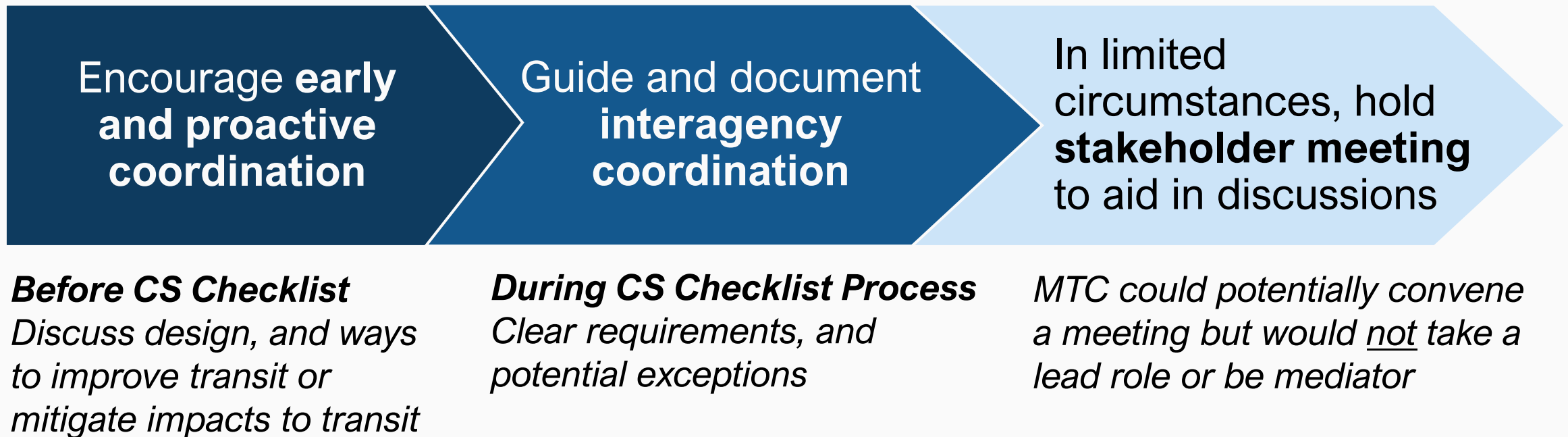
Examples

- 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.

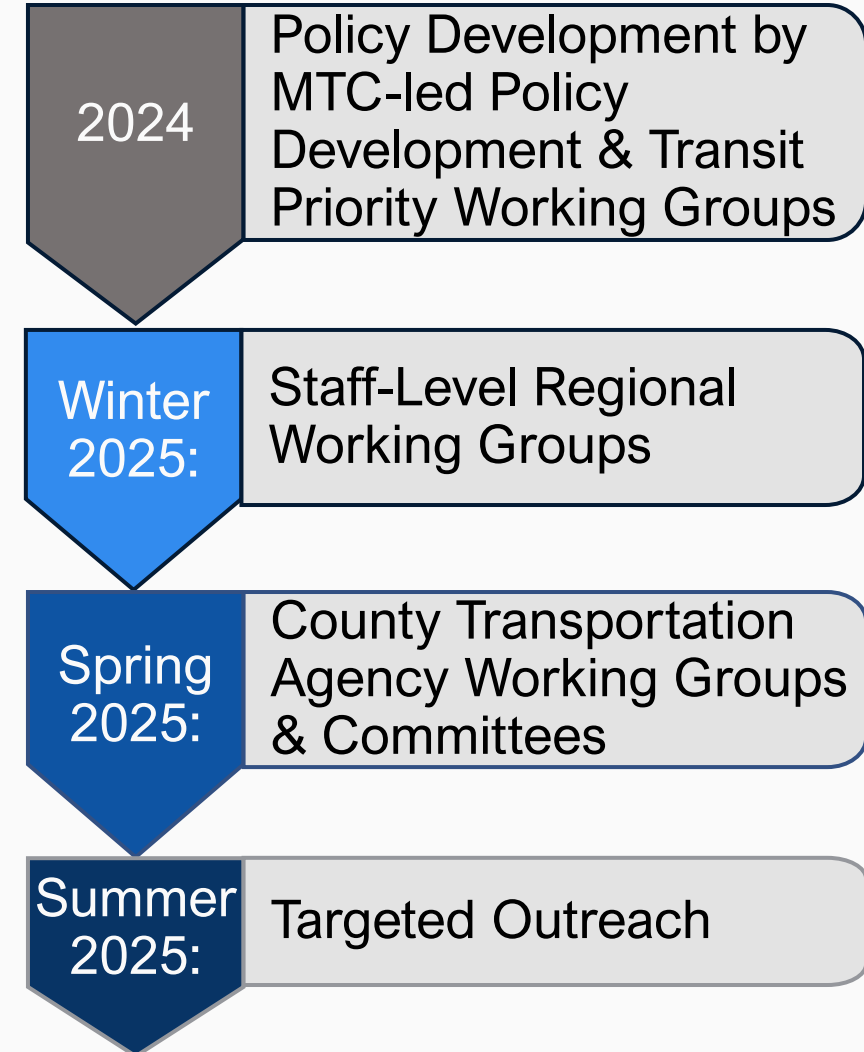
Approach **provides tools for more effective interagency coordination**, resulting in better projects with improved outcomes for transit, **without stepping into local decision-making or conflict resolution**.



Stakeholder Outreach Informed Policy

Key themes from 500+ individual comments:

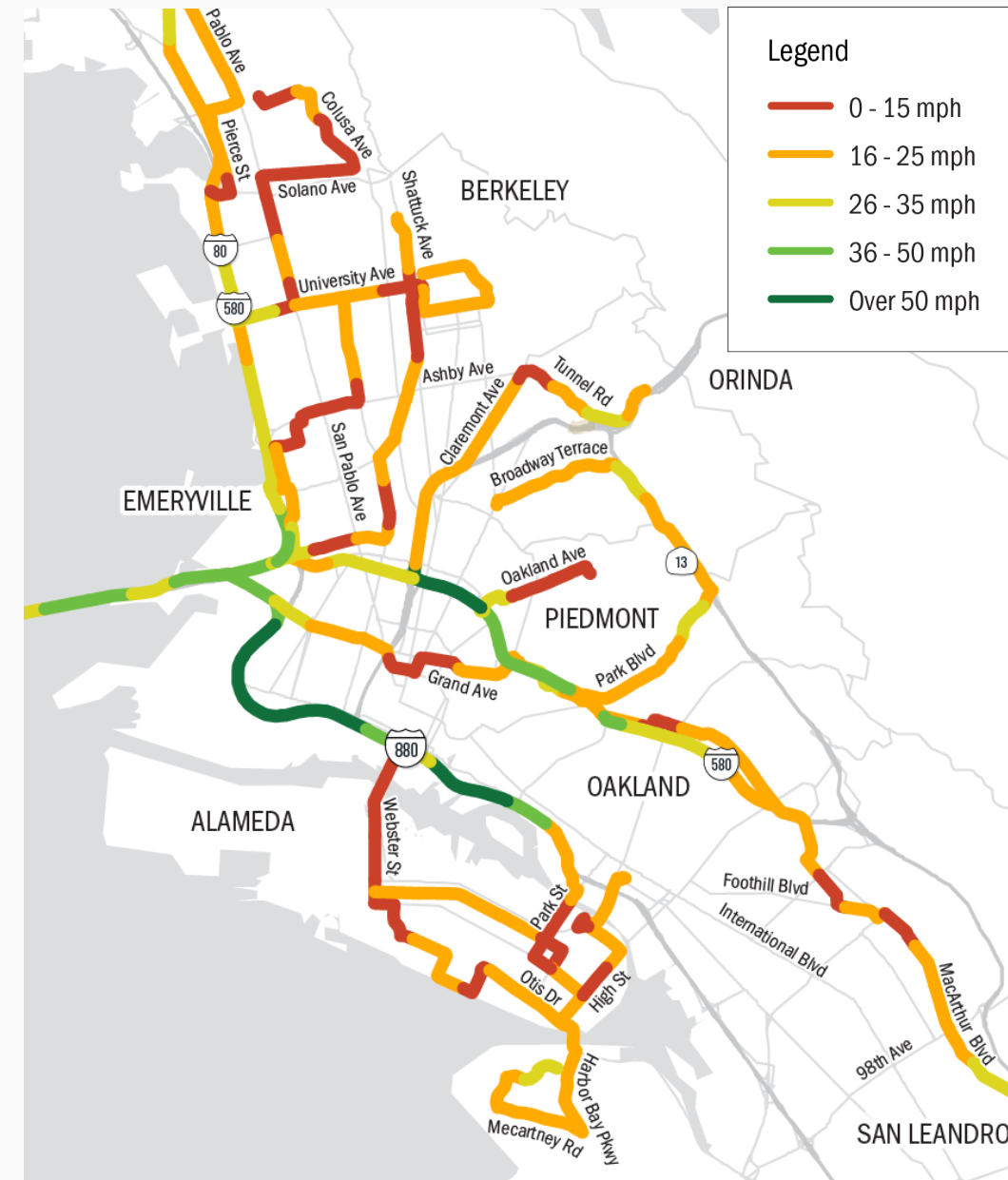
Comments	Agency Type
Context-sensitive transit-supportive design	Local Jurisdictions
Technical assistance resources	Local Jurisdictions
Clarity on policy requirements for interagency coordination & MTC's role	CTAs, Transit Agencies, Local Jurisdictions
Clear guidance about the transit review process and policy implementation	Transit Agencies, Local Jurisdictions
Funding incentives to encourage local transit priority policies & resolutions.	Transit Agencies, Advocacy Groups



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.

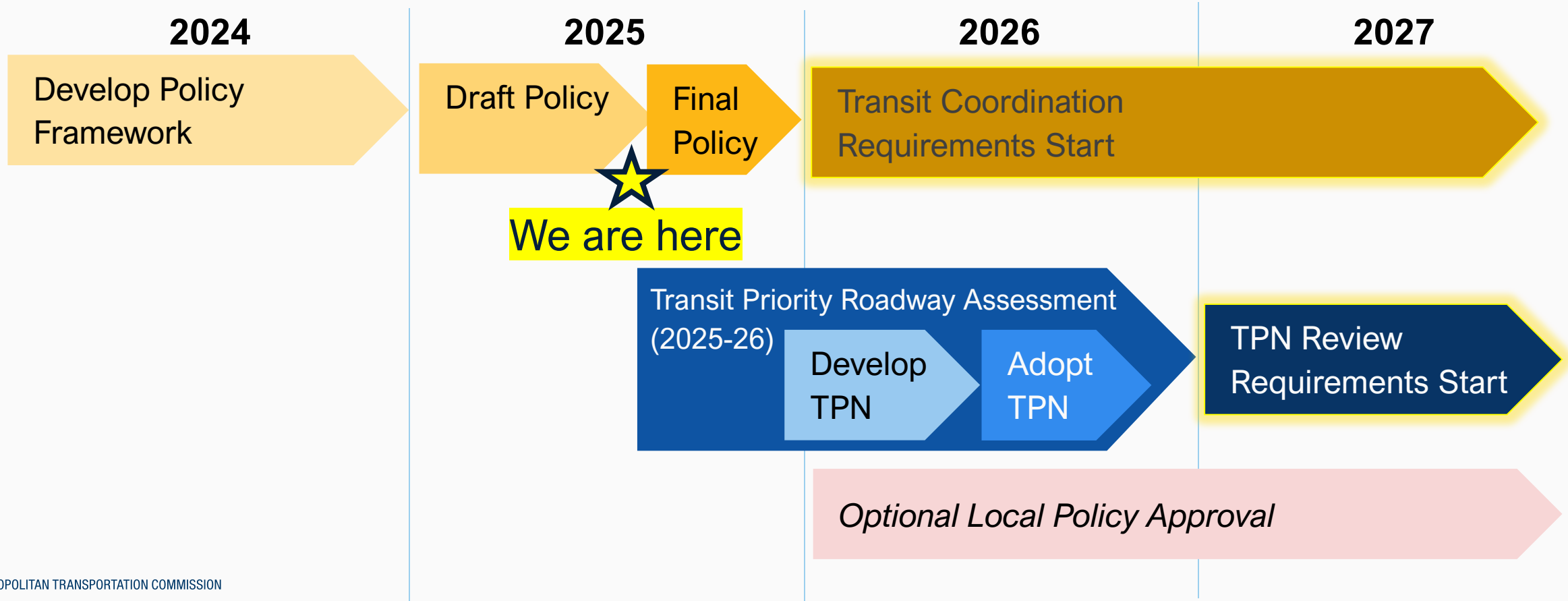
Average AC Transit Transbay Bus Speeds Weekday AM Peak Hour



Source: Swiftly Speed Map
(Weekdays, 8-9 AM May 2025)

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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