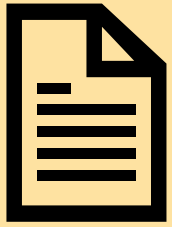




Transit Priority Roadway Assessment

MTC's Regional Transit Priority Efforts

Policy



Transit Priority Policy for Roadways

*Adopted January 2026
(MTC Resolution No. 4739)*

Planning



Transit Priority Roadway Assessment

**Plan Bay Area 2050+
(and Transit 2050+)**

Caltrans Coordination

- District 4 Transit Plan
- Director's Policy on Transit
- Transit Implementation Plan
- Executive Order N-7-26

Funding & Technical Assistance

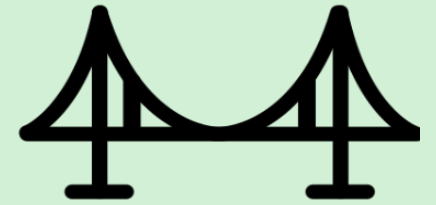


Transit Performance Initiative (TPI)

**Bus Accelerated
Infrastructure Delivery
(BusAID)**

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

Project Delivery



Forward Initiatives

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

Transit Priority Policy for Roadways (Policy): Implementation via Complete Streets Checklist

- As part of Complete Streets Checklist, added requirement for project sponsors to coordinate with transit agencies to ensure the needs of transit are considered.
- Held webinar on 5/4/26 to review CS Checklist process with agency staff
 - Over 100 people attended from 56 agencies (32 city, 11 county/CTA, 11 transit, MTC, Caltrans)
- **140 projects reviewed***
 - **103 (74%) compliant with Policy**
 - **30 (21%) not yet compliant with Policy** or additional information needed
 - **7 (5%) not subject to Policy** or approved for exception
- **Coordination with 17 out of 19 roadway transit agencies in all 9 counties**

Transit Priority Roadway Assessment: Key Outputs

Assessment will help MTC and its partners better understand roadway transit existing conditions in the Bay Area and develop a regional Transit Priority Network.

Deliverable	Timeframe
Existing Conditions Transit Baseline Analysis including "Hotspot" locations with notable delay/reliability issues	Spring/Summer 2026
Regional Transit Priority Network key transit corridors throughout the Bay Area	Draft: Summer 2026 Final: Winter 2027
Near-Term Implementation Strategy	Spring 2027
Transit-Supportive Roadway Design Toolkit technical resource	Spring 2027

Check out the [Transit Priority Roadway Assessment webpage](#) for updates.

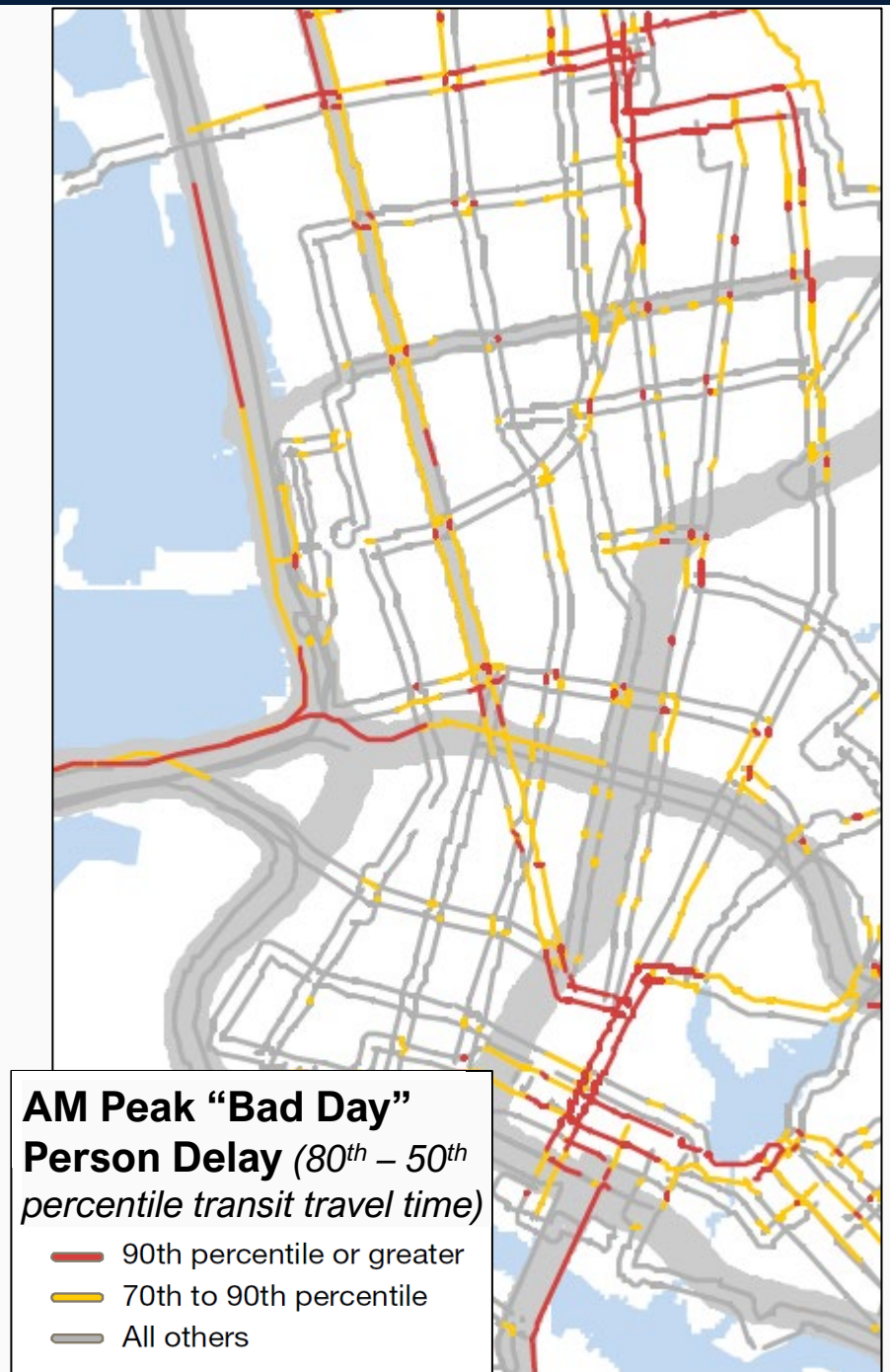
Transit Agencies Included in Assessment

Assessment includes transit agencies that operate scheduled, fixed-route, publicly-accessible roadway transit service and are eligible for State Transit Assistance (STA) funds.

- **AC Transit**
- **County Connection**
- **Dumbarton Express**
- **FAST** (City of Fairfield)
- **Golden Gate Transit**
- **Marin Transit**
- **Muni** (SFMTA)
- **Petaluma Transit**
- **SamTrans**
- **Santa Rosa CityBus**
- **SolTrans**
- **Sonoma County Transit**
- **Tri-Delta Transit**
- **Union City Transit**
- **Vacaville City Coach**
- **Vine Transit** (NVTA)
- **VTA**
- **WestCAT**
- **Wheels** (LAVTA)

Existing Conditions Baseline Analysis

- **Service Levels**
 - Route-miles & service-hours
 - Peak frequencies
 - Upcoming major service changes
- **Ridership**
 - Boardings per mile
 - Vehicle passenger loads
- **Delay & Reliability (including “hotspots”)**
 - Vehicle median speeds
 - Transit vs. auto vs. posted speeds
 - Vehicle-minutes & person-minutes of delay/mile
 - Span of delay
- **Transit Priority Infrastructure**
 - Segment treatments (e.g., transit lanes)
 - Intersection treatments (e.g., transit signal priority)

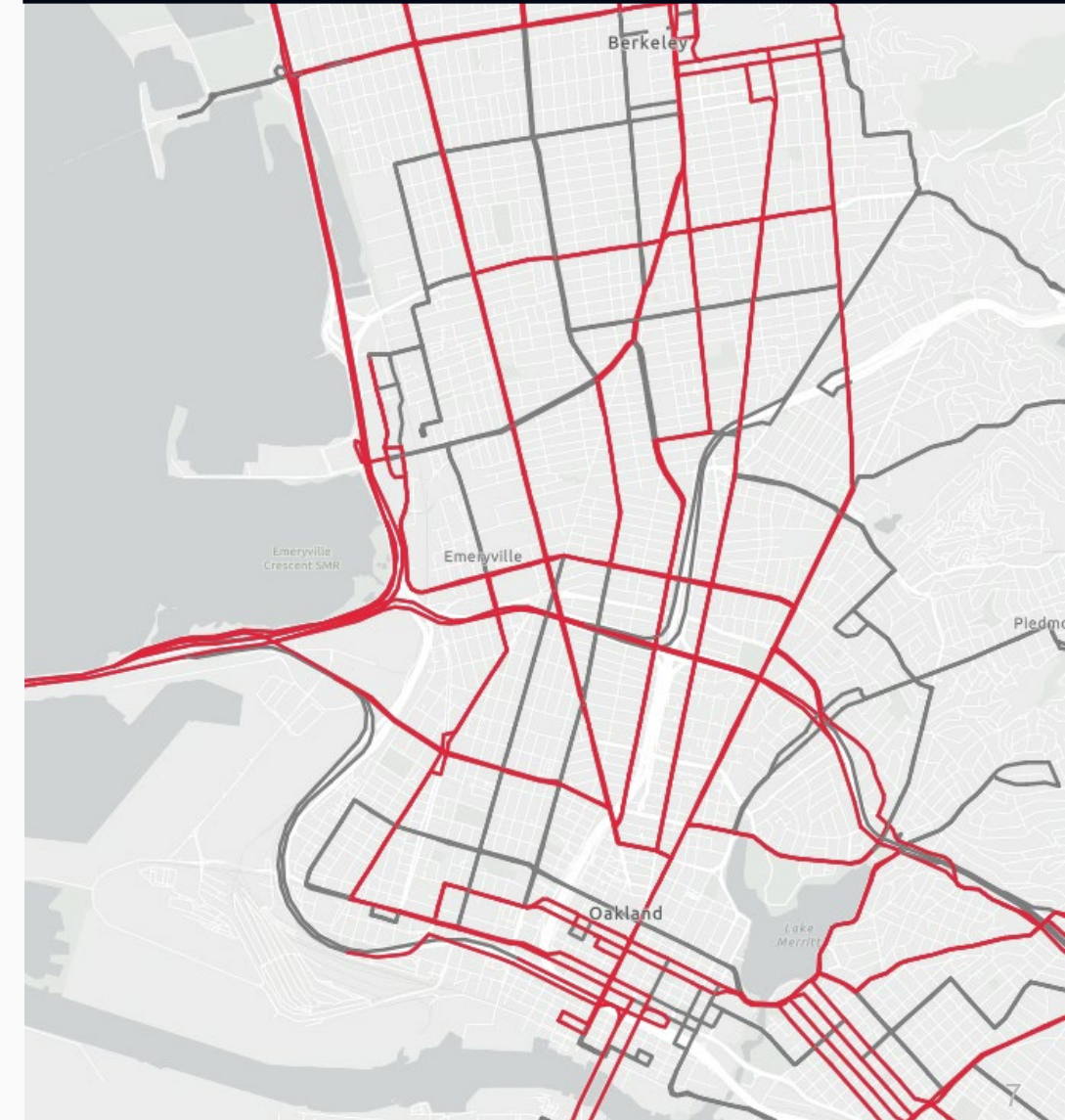


Transit Priority Network

- Established in Transit Priority Policy for Roadways
- Defines network of key transit roadways in the region:
 - Where transit-supportive investments should be prioritized for funding
 - Where projects should consider transit-supportive design elements
(i.e., not only mitigate project impacts to transit, but also strive to improve transit).

Draft Transit Priority Network (TPN)

- Proposed TPN Corridor
- Non-TPN Corridor with Transit



Near-Term Implementation Strategy

- **Support near-term action and enhance local capacity to deliver transit priority:**
 - Determine potential technical assistance MTC could provide to partner agencies
 - Define agency roles and responsibilities (e.g., performance data collection, project monitoring, technology specifications)
 - Consider parameters for future funding allocation toward transit priority projects
 - Map out the development lifecycle of a transit priority project
 - Determine frequency of updates to Assessment



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Transit-Supportive Roadway Design Toolkit

- Toolkit will provide context-specific guidance for different Bay Area roadway types, including benefits and tradeoffs
- Toolkit will address:
 - Existing state and local standards and design guidance, as well as local and national best practices
 - Design and cost considerations for transit-supportive treatments including lane markings, signals, transit stops and other traffic engineering solutions



Short Bus Lane

Short bus lanes—also called transit approach lanes, queue bypass lanes, or queue jump lanes—are segments of traffic lanes dedicated to buses approaching an intersection. Often paired with TSP (see TSP in a Queue Jump Lane), short bus lanes reduce transit delay at intersections by allowing buses to bypass queues and travel through the intersection more quickly.

Benefits

- Improves speed and reliability by allowing buses to bypass general traffic queues. Can use existing stops (if not creating bus stop curb extensions).
- Can implement in areas without space for a longer dedicated lane
- Can lengthen or reconfigure in any lane to meet the needs of a given corridor

Challenges

- Must be long enough to allow buses to bypass queues of through lane and turn lane general purpose traffic
- Enforcement is difficult, as the lane is not typically physically separated, and vehicles are only in the lane for a short time
- Intersections where right turns on red are prohibited may result in longer queues and reduce the benefit of the short bus lane

Complementary Treatments

- Bus Bulbs (p. 90)
- TSP in Queue Jump Plan (p. 40)

- 1 **Painting Treatment** Short bus lanes should be painted red with "BUS ONLY" or "BUS BIKE ONLY" markings.
- 2 **Queueing** Ensure short bus lane is long enough for buses to bypass general purpose traffic queues and reach the short bus lane. If queues span multiple intersections along a corridor, consider implementing a dedicated bus lane instead.
- 3 **Bus-bike Interactions** If the street cannot accommodate a separated bike lane, allow bicycles in the short bus lane with a bike box at the head of the bus lane, if possible.
- 4 **Enforcement** Ensure there is a strategy in place to prevent illegal driving in short bus lane.
- 5 **Roadway Type** Short bus lanes are most impactful at approaches to TSP-enabled intersections, intersections where transit vehicles operate in a curbside lane, or at crossings where a right-turn queue jump lane is not viable.



Example guidance from the MBTA Bus Priority Toolkit

Assessment & Transit Priority Network Outreach Plan*

Content	Date	Group
Introduction to Assessment	Spring 2026	Staff Working Groups
	Spring/Summer 2026	RNM Bodies
Draft Transit Priority Network	Summer/Fall 2026	Outreach to cities through County Transportation Agency committees
		<i>Alameda</i> <i>Alameda County Technical Advisory Committee (TAC)</i>
		<i>Contra Costa</i> <i>Countywide Smart Signals Group</i>
		<i>Marin</i> <i>TAM Technical Advisory Working Group, Executive Committee</i>
		<i>Napa</i> <i>Community Advisory Committee, TAC</i>
		<i>San Mateo</i> <i>Congestion Management TAC, Congestion Management and Environmental Quality Committee</i>
		<i>Santa Clara</i> <i>TAC, System Operations and Management Working Group</i>
		<i>Solano</i> <i>Solano County Intercity Transit Consortium, TAC</i>
		<i>Sonoma</i> <i>TAC</i>
		<i>San Francisco</i> <i>Coordinating directly with staff (consolidated city/county)</i>
	Fall 2026	RNM Bodies
Final Transit Priority Network	Winter/Spring 2027	RNM Bodies

*schedule subject to change

Integrating the Transit Priority Network into the 2027 BusAID Program

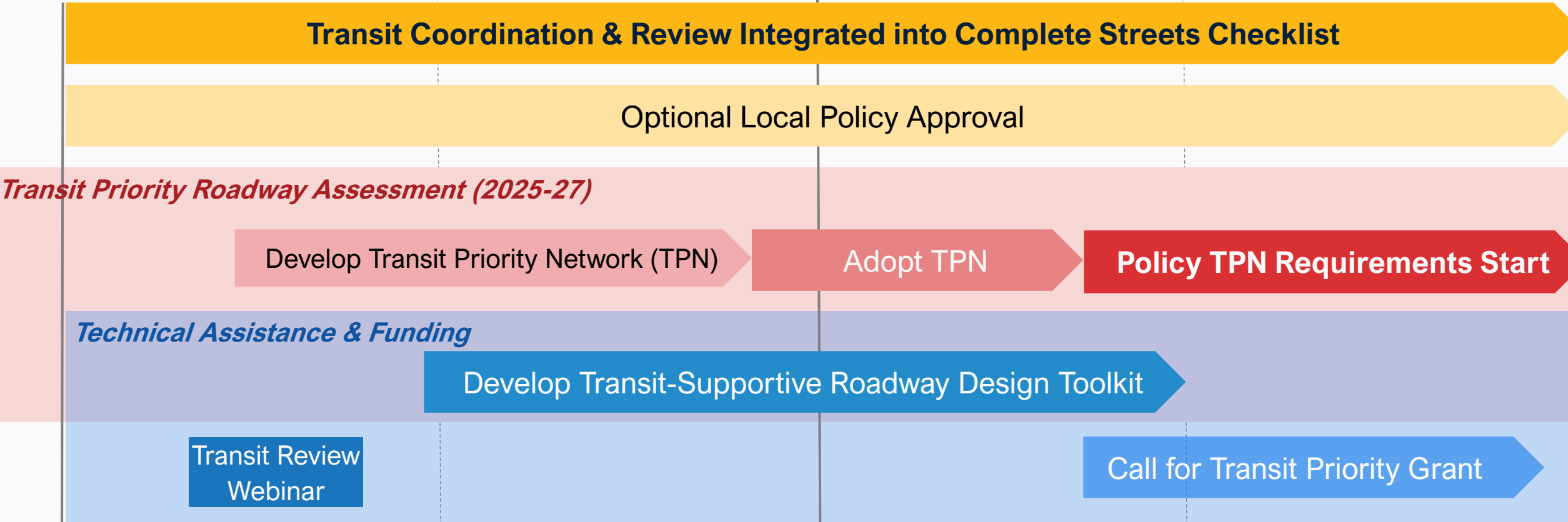
- **Preparing for next Call for Projects mid-2027 (after adopting Transit Priority Network)**
 - ~\$25 million anticipated, state and federal funds
- Revised guidelines will provide **bonus points for projects located along the Transit Priority Network** (subject to Commission approval)

Overall Transit Priority Timeline*

*Policy Adopted
January 2026*

2026

2027



**schedule subject to change*

Thank You

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