



PUBLIC DRAFT

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CALTRANS BAY AREA

# TRANSIT PLAN

# Definitions and Notes

Following are definitions of frequently used terms throughout this document.

## Bus Rapid Transit

A rapid mode of transportation that can provide the quality of rail transit and the flexibility of buses. BRT is a combination of facility, system, and vehicle investments that increase the efficiency and effectiveness of the service to the end user. Appropriate and effective BRT implementation improves system performance, increases transit ridership, and improves air quality.

## CalEnviroScreen

Currently in its fourth version, [CalEnviroScreen](#) includes an online mapping tool, a supplemental race analysis, and related documents. It analyzes data on environmental, public health, and socioeconomic conditions in California's 8,000 census tracts to provide a clear picture of cumulative pollution burdens and vulnerabilities in communities throughout the state.

## Equity Priority Communities (EPCs)

Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. The EPC framework helps make decisions on investments that meaningfully reverse the disparities in access to transportation, housing and other community services.

## First/Last Mile:

“First mile/last mile” highlights the method a transit rider uses to get to and from the nearest transit station or stop, usually by walking, biking, driving, or other mode (for example, from the user's home to the closest stop).

## Frequent Service Stop

A transit stop that is served every 15 minutes or better.

## High-Quality Transit Corridor

A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

## Microtransit

Microtransit offers riders an on-demand option that provides more flexibility than either fixed-route transit or by-appointment paratransit services. Microtransit gives riders the power to manage their own transportation.

## Micromobility

Micromobility refers to small and lightweight vehicles. This includes human and electric-powered scooters, bicycles, skateboards, rickshaws, and cargo bikes.

## Mobility Hub

Places in a community that bring together public transit, bike share, car share, and other ways for people to get where they want to go without a private vehicle. Built around frequent and high-capacity transit, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer from one type of transportation to another.



## DEFINITIONS AND NOTES (CONTINUED)

### State Transportation Network (STN)

Refers to the State Highway System and all other multimodal facilities owned and operated by Caltrans. This includes parallel paths, frontage roads, and other facilities not directly on a mainline of the State Highway System.

### Public Transit

Generally refers to passenger service provided to the general public with fixed or variable schedules and routes at published fares.

### Transit Stop

A location where transit vehicles stop to load and unload passengers. Transit stops can range from a neighborhood bus stop to a transfer center and rail station.

### Transit-Access Facilities

Transit-access facilities are infrastructure treatments or projects that improve the transit experience and the ease of use for people walking, biking, scooting, accessing microtransit, ride-hailing, ride-sharing, or using other travel modes to get to and from transit stops. Examples include accessibility improvements for people with disabilities and limited mobility; mobility hubs; safety enhancements at intersections, such as improved crosswalks, leading pedestrian intervals (LPIs), and crossing beacons; bicycle and micromobility parking facilities; pick-up and drop-off areas for microtransit, paratransit, ride-hailing, or ride-sharing; bus stop amenities, such as shelters, shade, seating, lighting, platforms, real-time next-bus arrival information screens, interactive kiosks, mobile phone charging stations, and emergency response buttons; and wayfinding.

### Transit-Priority Facilities

Transit-Priority facilities facilitate faster, more reliable transit, increasing person throughput on state highways by making transit a more attractive and used travel option. Some of these elements may include dedicated transit lanes (bus-only lanes); bus on shoulder; transit signal prioritization; managed lanes (high-occupancy vehicle lanes, express lanes, reversible lanes); queue jump lanes; or intersection treatments.



CHAPTER

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01

Introduction



# Introduction

The **Caltrans Bay Area Transit Plan** is the first of its kind in the State of California and has been developed in coordination with transit agencies, regional partners, and local residents to identify deficiencies and potential improvements to increase transit reliability and access, and encourage more transit use along the State Transportation Network (STN) roadways in the Bay Area.

Caltrans Bay Area (District 4) developed this plan to serve as a complement to its existing [Bicycle](#) and [Pedestrian](#) master planning efforts and a regional tool to help meet state climate, health, equity, and environmental goals.



Source: VTA

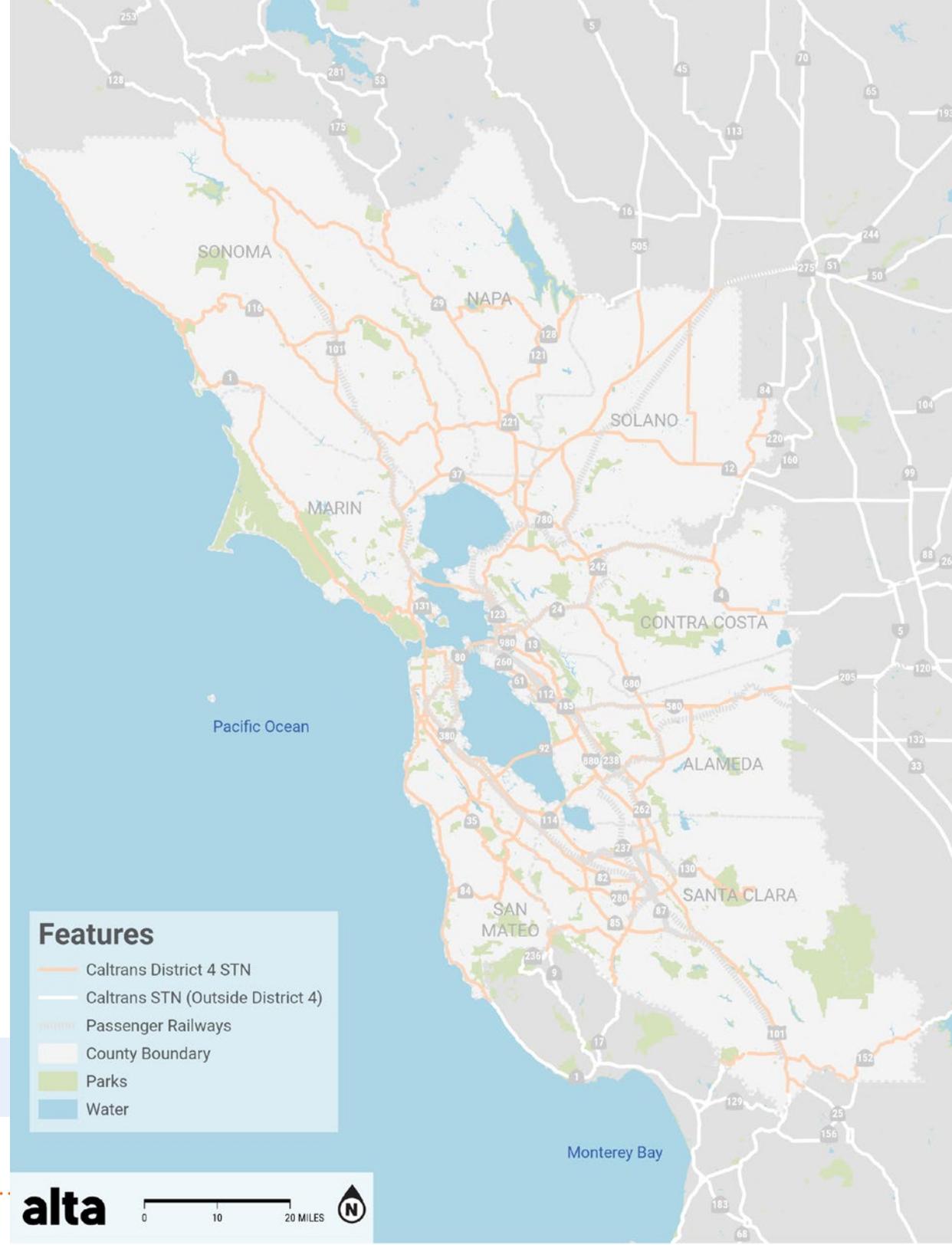


## Project Purpose

Caltrans Bay Area supports enhanced transit service on the STN ([Figure 1](#)) through coordination, collaboration, and partnerships with the Metropolitan Transportation Commission (MTC), transit agencies, county transportation authorities, local governments, Tribes, community-based organizations, and other local and regional stakeholders, in accordance with the Caltrans Director's Policy on Transit-Priority and Focus (in development).

Improvements along the STN will focus on increasing access to opportunities for transit-dependent populations, encourage people to make more trips via transit, and enhance the quality of life for residents and visitors of the nine-county Bay Area region by offering a more equitable, user-friendly, safe, healthy, resilient, and sustainable transportation system.

**Figure 1.** Caltrans Bay Area State Transportation Network



## Overview

This plan provides a systematic assessment of transit facilities and services along the STN to understand where focused investments may benefit transit services along Caltrans right-of-way (ROW). While local and regional planning efforts focusing on transit reliability are underway, the STN is underutilized from a transit perspective, but presents a key opportunity to connecting local and regional transit, making transit more accessible, and improving the travel experience of transit riders. As such, this plan provides a toolbox of best practices and common standards on *transit-priority* and *transit-access* facilities for local transit agencies to consider and leverage to increase access and reliability of transit in the Bay Area.

To clearly present the findings of this plan, its contents are organized into the following core elements:



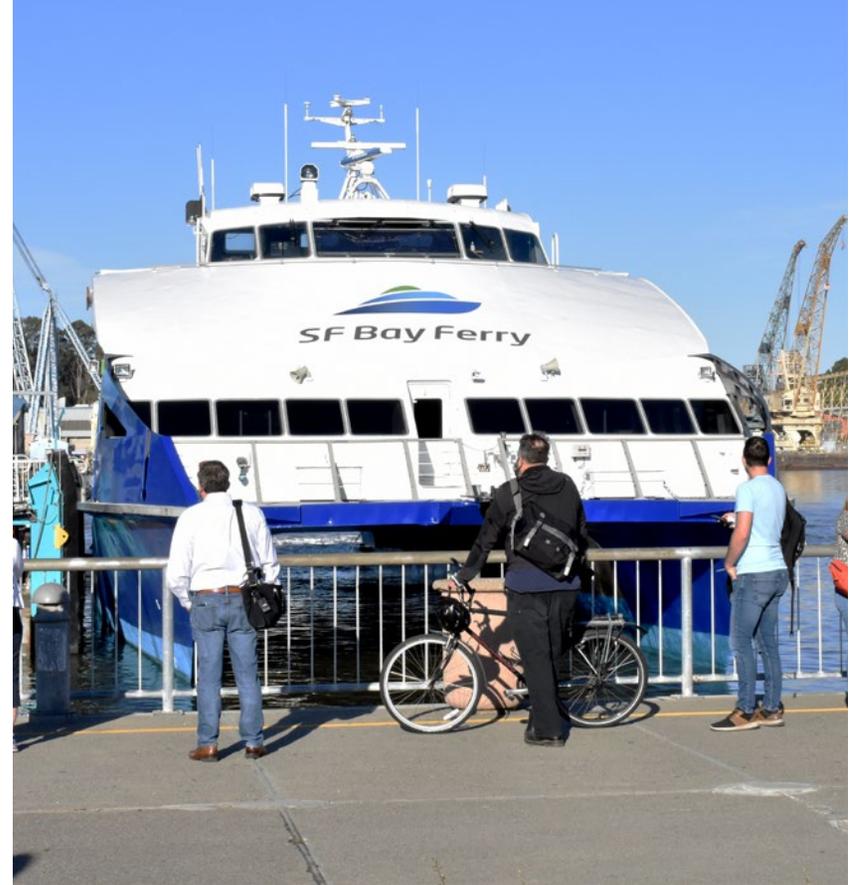
**Inventory of existing transit-supportive facilities on the STN.**



**District-level goals, objectives, and performance measures** for transit-supportive facilities, with an emphasis on equity.



**Toolbox of best practices, common standards, and types of transit-supportive facilities** to consider on the STN or at Caltrans facilities (building off the Transit Infrastructure Toolbox).



Source: SF Bay Ferry



**Strategies and actions for Caltrans Bay Area to adopt to promote and streamline transit-supportive facilities**, including transit-access and transit-priority facilities.

These elements were informed by a robust public and stakeholder engagement process, which included oversight by a technical advisory committee (TAC), direct stakeholder engagement, and various community outreach activities.

# Chapter Organization - To review the entire plan visit

<https://caltransbayareatransitplan.org/>

This plan has been organized into **six distinct chapters**:

## CHAPTER 1

### Introduction

Describes the vision and purpose of this study.

## CHAPTER 2

### Transit in the Bay Area Today

Provides updates on regional transit efforts in the Bay Area including transit-supportive facilities along the STN. This chapter also presents best practices for transit facilities throughout the Bay Area and beyond.

## CHAPTER 3

### Goals, Objectives, and Performance Measures

Provides a summary of the project vision, goals, objectives, and performance.

## CHAPTER 4

### Public and Stakeholder Outreach

Summarizes the comprehensive public and stakeholder outreach that was conducted to understand community needs and stakeholder feedback about transit project implementation along the STN in the local and state context.

## CHAPTER 5

### Complete Streets Transit Toolbox

Identifies a toolbox of best practices, common standards, and types of transit-supportive facilities to consider on the STN or throughout Caltrans facilities.

## CHAPTER 6

### Next Steps

Provides strategies for Caltrans Bay Area and regional partners to adopt to promote and streamline supportive facilities, including transit-access and transit-priority facilities.

### Appendices

A set of appendices have also been included to provide additional context on the project and its findings.





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