



CALTRANS BAY AREA

TRANSIT PLAN

Caltrans Bay Area Transit Plan

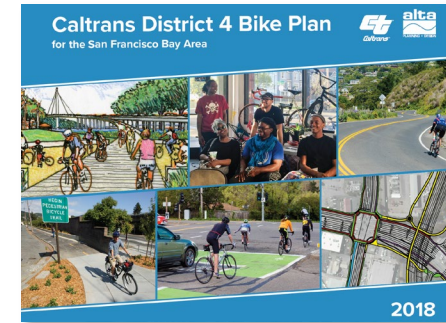
AC Transit General Manager's Access Committee
April 8, 2025



District 4 Modal Plans

A ROADMAP FOR SUCCESS

- Caltrans District 4 Bike Plan, 2018
- Caltrans District 4 Pedestrian Plan, 2021
- Caltrans Bay Area Transit Plan, 2024/25



San Pablo Avenue, Albany

CALTRANS BAY AREA



TRANSIT PLAN

Consultant Team

alta

TMD
TRANSPORTATION MANAGEMENT & DESIGN, INC.



Major Tasks

Public & Stakeholder Engagement

Transit Inventory & Existing Conditions

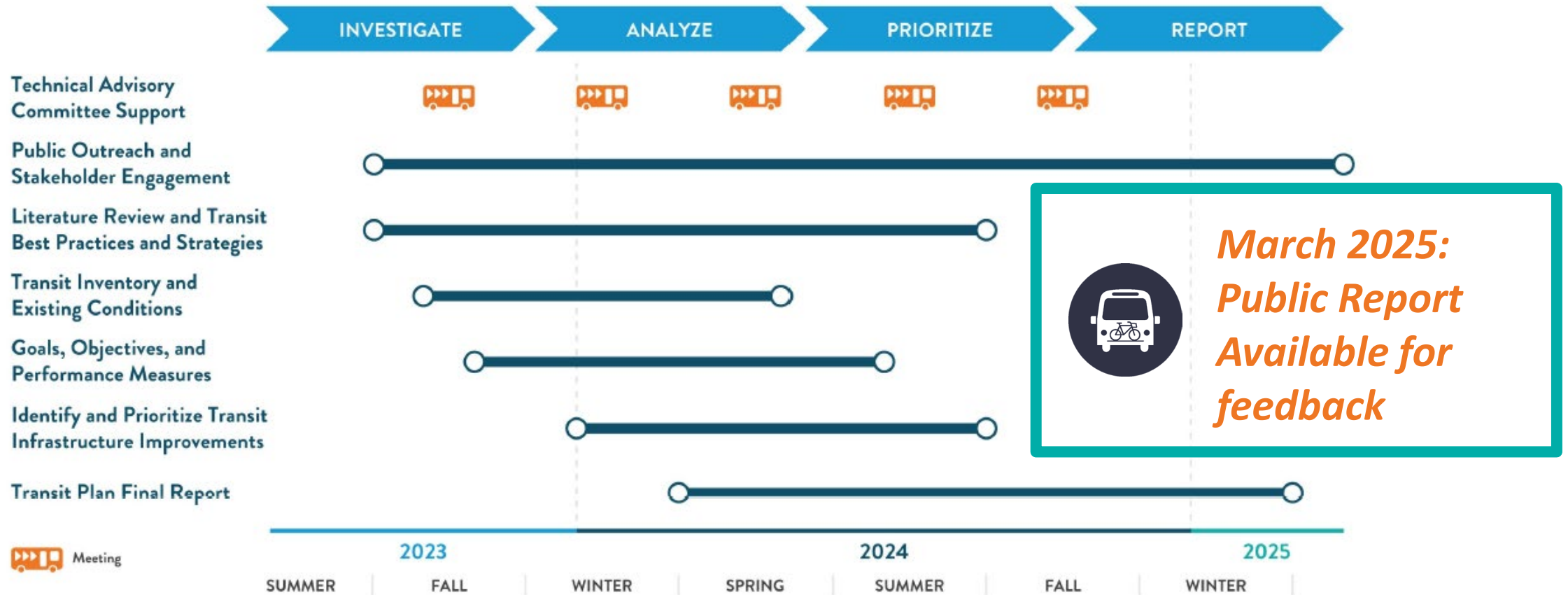
Goals, Objectives & Performance Measures

Identify Transit Needs

Transit Best Practices Toolkit

Transit Plan Final Report

Timeline



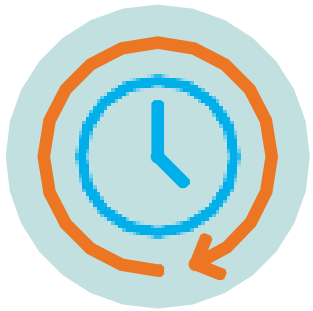
Public and Stakeholder Engagement

- Technical Advisory Committee
- Stakeholder presentations and coordination
- Website
- Social media
- Public survey
- Tabling and flyers at special events





Barriers to Transit Use— SURVEY RESULTS



**Service
Frequency
and
Connectivity**



**Accessibility
and Infra-
structure**



**Safety,
Security,
and
Comfort**



**Affordability
and
Convenience**

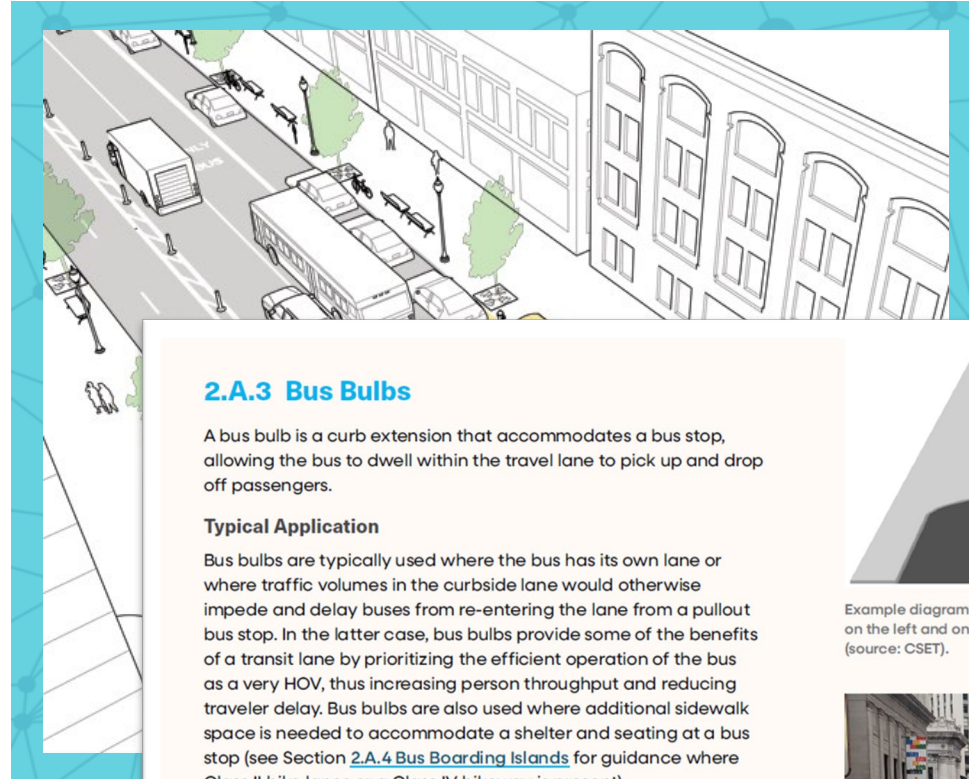
Transit Best Practices Toolkit

Transit Priority Facilities (examples)

- Dedicated transit lanes
- Transit signal priority
- Queue jump lanes
- Bus stop relocations

Transit Access Facilities (examples)

- Bus bulbs/islands
- Bikeways, sidewalks, crosswalks
- Bus stop amenities
- Wayfinding



2.A.3 Bus Bulbs

A bus bulb is a curb extension that accommodates a bus stop, allowing the bus to dwell within the travel lane to pick up and drop off passengers.

Typical Application

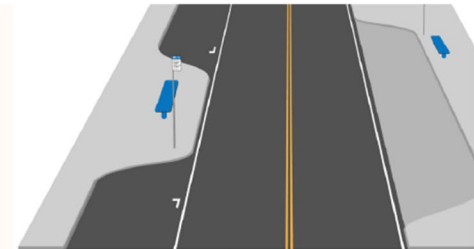
Bus bulbs are typically used where the bus has its own lane or where traffic volumes in the curbside lane would otherwise impede and delay buses from re-entering the lane from a pullout bus stop. In the latter case, bus bulbs provide some of the benefits of a transit lane by prioritizing the efficient operation of the bus as a very HOV, thus increasing person throughput and reducing traveler delay. Bus bulbs are also used where additional sidewalk space is needed to accommodate a shelter and seating at a bus stop (see Section [2.A.4 Bus Boarding Islands](#) for guidance where Class II bike lanes or a Class IV bikeway is present).

Additional Considerations

While stopping in the traffic lane may impact traffic operations, there are situations where preferential treatment for transit may be desirable, with the goal to minimize overall person delay.

Reference Design Guidelines

- ▶ [CA HDM 7th Edition](#) – [Topic 303.4](#) for guidance on sidewalk bulb-outs, with Index 303.4(2) specific to bus bulbs



Example diagram of bus bulbs, with one stop extending into the travel lane on the left and one extending bus travel into the sidewalk zone on the right (source: CSET).



Transit Best Practices Toolkit

Definition of Transit-Access Facilities:

Transit-access facilities are infrastructure focused on improving the experience for transit passengers by providing generally direct, comfortable, and accessible infrastructure for pedestrians and bicyclists to access existing transit stop locations.

This toolbox includes guiding passengers to bus stops, improving pedestrian and bicycle access to bus stops, mobility hubs, and park-and-rides.



Transit Needs Assessment

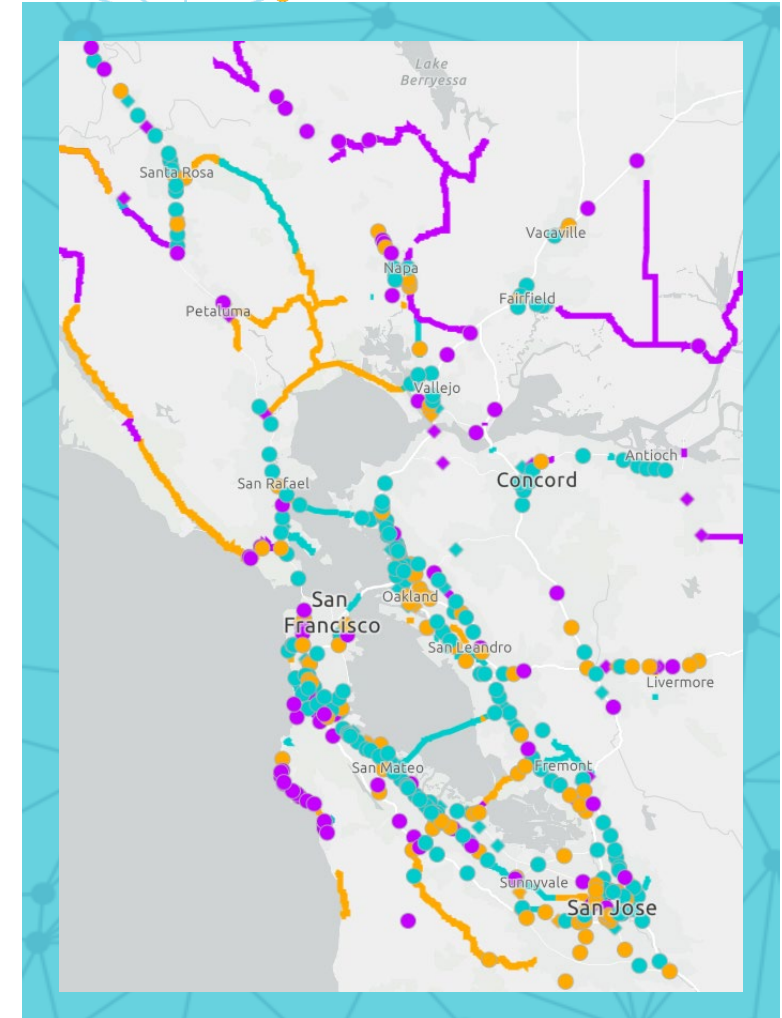
Similar to D4 Bike Plan framework (*pictured right*)

Transit **Priority** metrics:

- Transit Reliability (Travel Speed Variation)
- Transit Speed
- Transit Frequency (proxy for: Ridership)
- Access to Destinations (CT EQI)
- Priority Development Areas
- Local Priority (Transit agencies & county transportation authorities)

Transit **Access** Metrics:

- Transit Frequency (proxy for: Ridership)
- Proximity to Transit Hub (rail or Mobility Hub)
- Bike/Ped Infrastructure (CAT Plans) (w/equity)
- Priority Development Areas
- Local Priority (Transit agencies & county transportation authorities)



D4 Bike Plan Prioritized Needs

Other Strategies to Support Transit in District 4

- **Transit Planning & Funding** – Support the development and implementation of Caltrans Transit Policy, include transit more formally
- **Project Delivery** – Improve transparency and predictability, opportunities to streamline
- **Data Collection & Performance Measures** – Monitor transit priority implementation on the State Highway System
- **Staffing up**
 - Build up transit planning function
 - Point-of-contact for transit agencies
 - Engagement to support transit equity



Questions?

Key Questions for GMAC:

What are the key barriers and areas for improvement in accessing public transit on Caltrans State Transportation Network?

What transit locations on the State Transportation Network are most difficult to access?

What can Caltrans do to further support your transit experience on the State Transportation Networks?



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