

APPENDIX

05

**Public Engagement
Summaries**





To: Tyler Brown, Sergio Ruiz, and Wingate Lew; Caltrans Bay Area (District 4)

From: Mauricio Hernández; Alta Planning + Design, Inc.

Date: February 19, 2025

Re: Public Engagement Summary Memo

Introduction

In 2023 Caltrans Bay Area (District 4) embarked on the development of a Transit Plan for the Bay Area to help improve the quality of transit service and meet state climate, health, equity, and environmental goals. The Caltrans Bay Area Transit Plan identifies and prioritizes potential infrastructure improvements on the State Transportation Network (STN) to encourage more transit use and develop district-level strategies to leverage existing programs to support transit.

Representatives from regional transportation authorities, transit operators, and a broad cross-section of Bay Area residents guided and informed the development of this Plan. The outreach and engagement efforts included Caltrans departments, transportation authorities, advocacy groups, members of communities of concern, members of multicultural/non-English speaking communities, non-governmental organization/community-based organization (NGO/CBO) leaders, and the general public. To reach such a diverse audience, the Alta team used a multipronged approach to public engagement, with outreach strategies including assembling a technical advisory committee (TAC), hosting a project website, distributing a community survey, convening targeted stakeholder meetings, and providing social media content for partners to promote events and engagement.

Engagement Strategy

At the outset of the project, the Alta Team developed a Public Engagement Strategy (PES) to define Caltrans' goals and objectives for public engagement related to the Plan, and outline metrics to gauge the effectiveness of communication strategies at key intervals. The PES served as a living "road map" to engagement and communications throughout the planning process. The document also identified key stakeholders to engage, community events and other pop-up opportunities, and a menu of outreach approaches to reduce barriers to participation and maximize engagement. The document can be found as an **Appendix** to this document.

Central to the Plan development were partnerships with trusted organizations and stakeholders. These organizations provided value to the planning process by sharing information about the project with their constituents, mobilizing community participation, and providing key insights and feedback on community needs and priorities. These advisory stakeholders included:

- AC Transit
- Alameda CTC
- BART
- Caltrans Headquarters
- C/CAG
- CCTA
- Golden Gate Transit/Ferry
- GGBHTD
- LAVTA
- Marin Transit
- MTC
- NVRTA
- SamTrans
- SFCTA
- SFMTA
- Solano Transportation Authority
- SCTA
- Sonoma County Transit
- TAM
- TransForm
- Vine Transit
- VTA

Finally, the Alta Team developed a detailed communications plan that was designed to leverage key milestones of the Plan as opportunities for public outreach and engagement. This included boilerplate and tailored messaging to educate stakeholders and the public on the importance of their input in developing a regional, implementable plan.

Outreach Activities

The Alta Team focused on the following outreach strategies to request feedback from local and regional stakeholders, and the community at large:

Website

The Alta Team developed a standalone project website (<https://caltransbayareatransitplan.org/>) to serve as the public landing page and share information about the project, events, survey, and listserv signup. The website was consistent with the branding for the project and was available in multiple languages. Through Caltrans Bay Area social media feeds, the Alta Team also used direct online marketing (e.g., Facebook, Instagram) to promote the project website and request feedback from the community at large in addition to local and regional agencies.

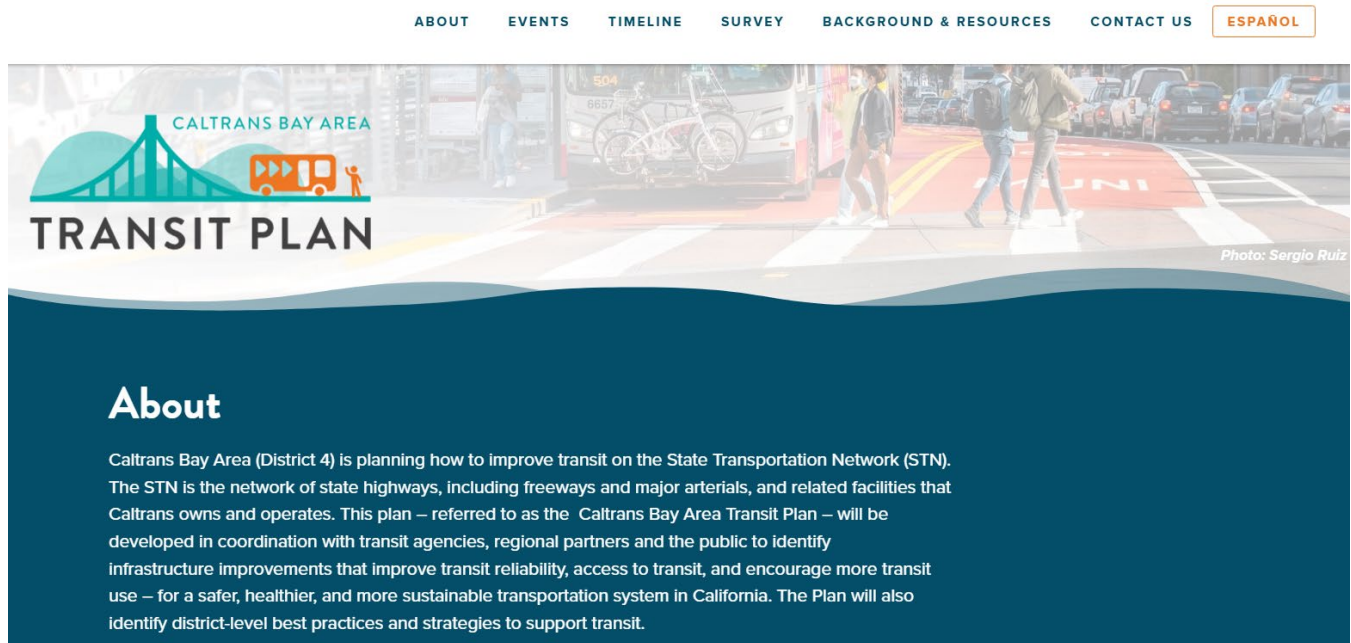


Figure 1. Screenshot of the project website.

Technical Advisory Committee Meetings

The Technical Advisory Committee (TAC) included representatives from the Metropolitan Transportation Commission (MTC), regional transportation authorities, and local/regional transit operators in the Bay Area. The TAC was assembled based on feedback from Caltrans staff and provided input to guide the project's process. The Alta Team met with the TAC five times through the duration of the project. Meeting dates and topics discussed included:

1. **October 25, 2023** – Project Introduction; Goals and Priorities Discussion; Constraints and Opportunities

The Alta Team hosted the first TAC meeting with 21 members in attendance to introduce the project and identify goals and priorities for the project. These goals and priorities included a few common themes: prioritization of transit over other modes, increased investment in transit infrastructure, need for interjurisdictional coordination, need to focus on resiliency and equity, and a desire for streamlining Caltrans project approvals, design guidance, and standardization. TAC members also identified barriers and solutions, and listed pending plans of which the Alta Team should be aware. Barriers that TAC members considered in discussing solutions included Caltrans project oversight gaps, jurisdictional coordination shortcomings, fragmentation of provision of transit services in the Bay Area, tradeoffs between enhanced safety/access and transit speed/travel times, and slow access to state funding.

2. **April 3, 2024** – Policy Research; Goals, Objectives, and Performance Measures Discussion

The second TAC meeting was used to discuss findings from the Alta Team's review of best practices on transit provision, policy findings, and to further define the goals, objectives, and measurable outcomes for the plan. TAC members also provided feedback to refine goals and objectives for the project and reviewed data requests from the Alta Team.

3. **July 30, 2024** – Transit-supportive Infrastructure Inventory; Goals, Objectives, and Performance Measures Prioritization; Project Prioritization Methodology

For the third TAC meeting, the Alta Team provided updates on the transit-supportive infrastructure inventory, led a discussion with TAC members on performance measures, and provided updates on the methodology used to prioritize transit enhancements.

4. **December 16, 2024** – Transit Facility Toolbox

At the fourth TAC meeting, Caltrans staff hosted a discussion on best practices for infrastructure facility development, which refined the facilities included in the transit facility toolbox.

5. **January 24, 2025** – Prioritization Results

The fifth and final meeting allowed members to comment on the findings from the prioritization of infrastructure that is included in the final Plan. Caltrans staff held additional meetings with sub-regional (i.e., countywide) fine-tune the prioritization methodology and request additional input from key stakeholders.

A complete account of each meeting including agenda, attendees and notes can be found in the **Appendix**.

Stakeholder Engagement

The Alta Team also engaged with regional stakeholder groups. These meetings were hosted as part of MTC’s Transit Priorities Team meetings and mirrored the TAC meetings in their format and outcomes, providing a similar opportunity for expert input into the project and process. The Alta Team held three specific stakeholder meetings:

1. **January 16, 2024** – Project Introduction; Engagement Process; Goals and Priorities Discussion; Constraints and Opportunities
2. **April 16, 2024** – Policy Research; Goals, Objectives, and Performance Measures Discussion
3. **August 20, 2024** – Transit-supportive Infrastructure Inventory; Goals, Objectives, and Performance Measures Prioritization; Project Prioritization Methodology

Direct Public Engagement

Caltrans staff and the Alta Team engaged with the general public at various transit hubs and major bus stops throughout the Bay Area to encourage transit riders to take an initial survey (online and paper) gauging general opinions about transit in the Bay Area, existing facilities, and proposed improvements. The Alta Team created collateral materials in the form of flyers in English, Spanish, and Chinese to encourage riders who speak those languages to complete the online survey. Caltrans staff assisted transit riders without phones in taking the survey. Caltrans planning staff also attended Bike to Wherever Day 2024 “energizer stations” to encourage people riding to transit to participate as well. **Table 1** through **Table 3** document many of the specific outreach events over the course of the project.

Table 1. Spring 2024 – Survey Outreach Events

County	Location	Date
Alameda	Uptown Transit Center	April 16, 2024
Contra Costa	Walnut Creek BART Station	April 26, 2024
Alameda	AC Transit/City of Alameda	May 1, 2024
Alameda	MacArthur BART Station	May 1, 2024
Alameda	40th & San Pablo	May 2, 2024
San Francisco	Transbay Terminal	May 2, 2024
Alameda	Lake Merritt BART Station	May 7, 2024
Santa Clara	Diridon Station - Bike to Wherever Day	May 16, 2024
Alameda	Old Oakland Bike Happy Hour - Bike to Wherever Day	May 16, 2024

Table 2. Fall 2024 – Transit Month Outreach Events

County	Location	Date
Santa Clara	Palo Alto Caltrain Station - Electrification Party	September 21, 2024
San Mateo	San Mateo Caltrain Station - Electrification Party	September 22, 2024
San Francisco	Transit Center Rooftop Park - Salesforce Rally	September 24, 2024
Alameda	Downtown Berkeley BART - Transit Month Rally	September 28, 2024

Table 3. Spring 2024 through Winter 2024 – Additional Presentations and Outreach

Group	Date
Planning and Modal Advisory Council (PMAC)	March 14, 2024
CalACT	September 2024
RMN Advisory Council	October 28, 2024
RMN Customer Advisory Group	November 19, 2024
AC Transit Board	December 13, 2024



Figure 3. Public engagement in Berkeley (source: Caltrans).



Figure 2. Caltrans staff answering questions (source: Caltrans).

Public Survey

The Alta Team developed an online survey to gauge interest in and opinions about transit services in the Bay Area. For full survey text, see the **Appendix**. The survey ran from February through June 2024 and received 617 responses. The survey was available in *English, Spanish, and Chinese* to help increase participation by a large and representative segment of Bay Area residents. Of these responses, 604 were in English, seven in Spanish, and six in Chinese. Respondents represented all nine counties in both primary residence and regular travel.

All major transit systems had representation, and frequency of use varied from at least once a day to once a month. The most common respondent was white, male, age 31-40, and had a high household income (more than \$200,000 per year). The following themes emerged as barriers to transit use:

- **Service Frequency and Connectivity**
 - Infrequent, unreliable, or poorly coordinated transit services.
 - Limited routes, poor regional connectivity, and inadequate first-/last-mile solutions.
 - Scheduling issues, including poorly timed transfers and lack of late-night service.
- **Accessibility and Infrastructure**
 - Existing barriers such as long walking distances, difficult access to stations, and bike facilities that feel unsafe or disconnected.
 - Lack of shelters, seating, and weather protection at stops.
 - Poor signage and wayfinding, making navigation difficult.

- **Safety, Security, and Comfort**

- Concerns about personal safety due to crime, unsafe roadways, or disruptive behavior.
- Perception of dirty and poorly maintained transit environments.
- Perception of overcrowded or uncomfortable transit vehicles.

- **Affordability and Convenience**

- High transit costs and difficulty integrating transit with daily needs (e.g., carrying items, parking, or transferring systems).

Respondents also provided feedback on potential solutions to the issues highlighted above. Respondents noted wanting to see more dedicated transit lanes and transit signal priority improvements to increase the speed and reliability of transit. To improve their experience getting to and from stations/stops, respondents highlighted the need for more connected and wider sidewalks, more visible and better lit street crossings, and leading pedestrian intervals (LPIs).

Users expressed support for more/improved bus stop shelters, as well as additional lighting and seating. Finally, respondents noted wanting to see real-time next-bus arrival information screens, mobility hubs, and wayfinding signage implemented to make it easier to navigate and connect between transit trips. Solution results are shown in **Figure 1** through **Figure 4**, where a higher score corresponds to a more frequent ranking.



Figure 4. Caltrans staff conducting survey outreach (source: Caltrans).

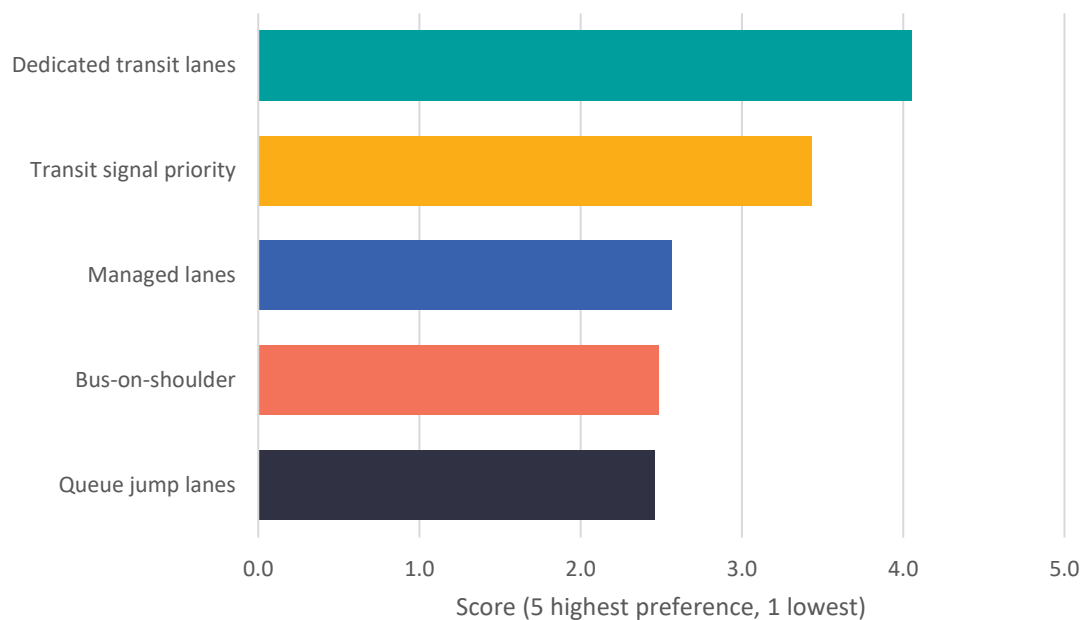


Figure 5. Survey Respondent Preferential Ranking of Investments to Increase the Speed and Reliability of Trips on Transit

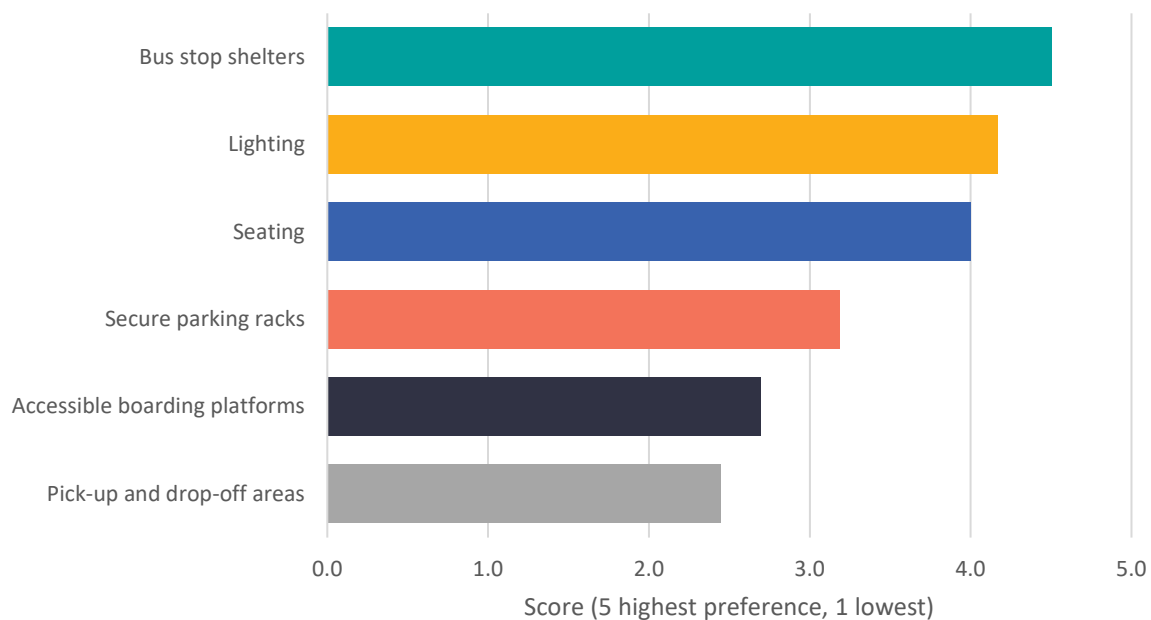


Figure 6. Survey Respondent Preferential Ranking of Investments to Improve User Experience Getting to and from Stations/Stops

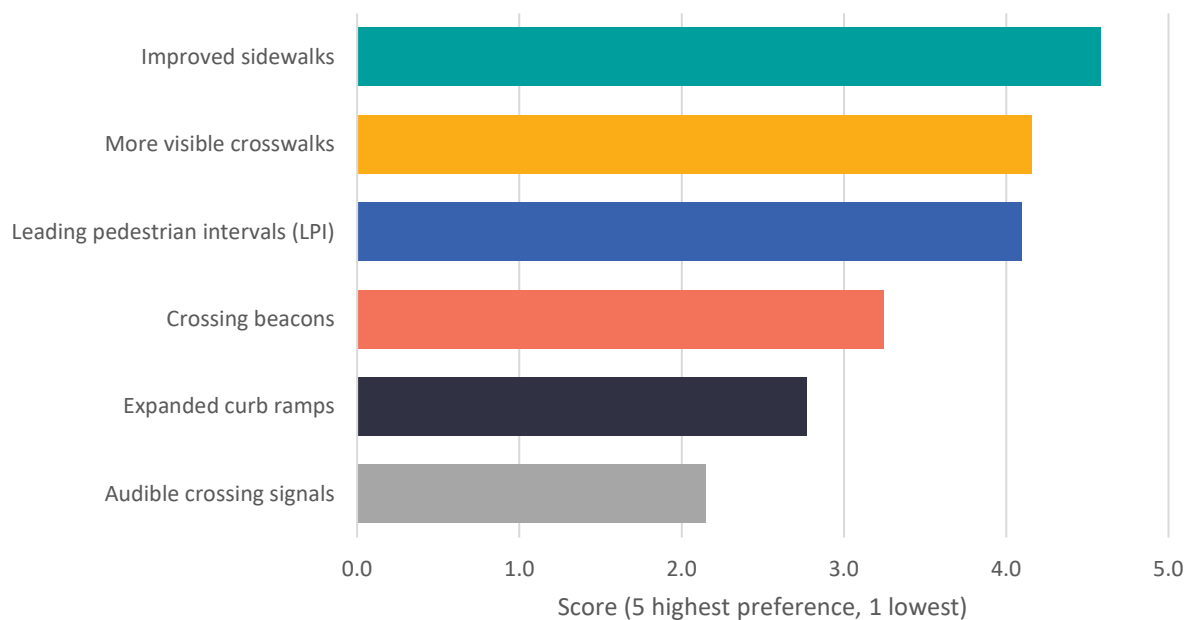


Figure 7. Survey Respondent Preferential Ranking of Investments to Improve User Experience Waiting at Stations and Stops

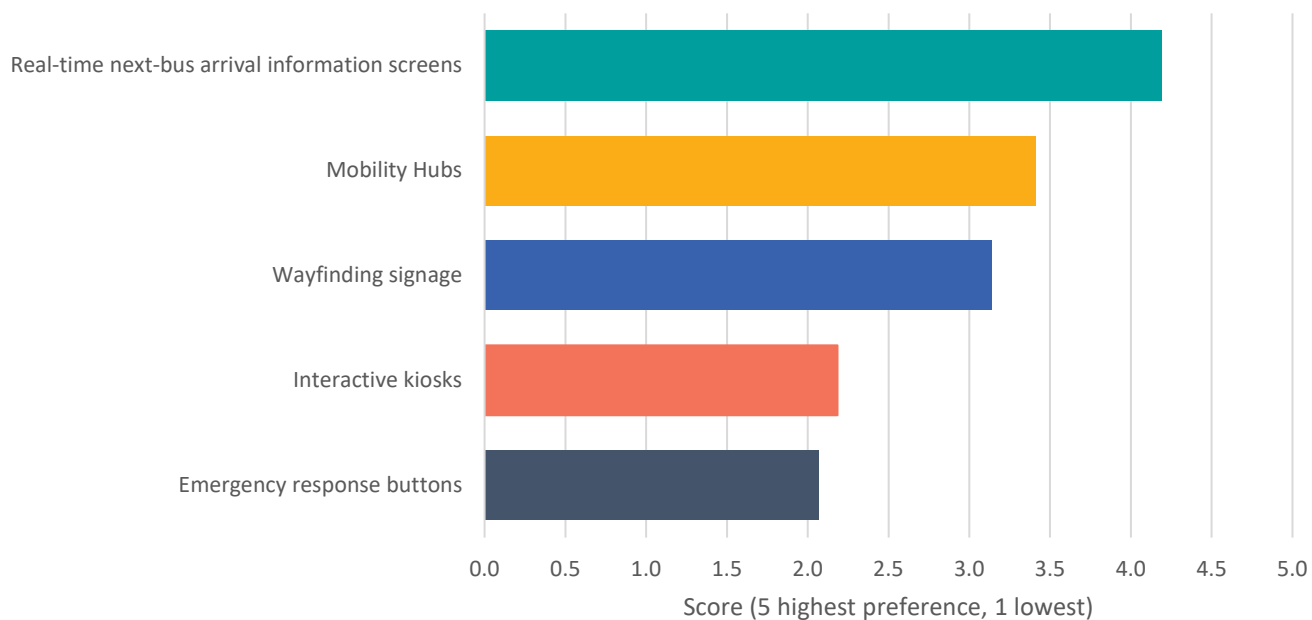


Figure 8. Survey Respondent Preferential Ranking of Investments to Improve Ease of Transit Trip Navigation and Connecting Transit Trips

In their general comments, respondents advocated for transit-only lanes, dedicated bus lanes, and express bus routes to make public transit faster and more competitive with car travel. Many respondents expressed interest in redirecting funds from highway widening and expansion to investments in public transit systems, such as buses, trains, and active transportation infrastructure like bike lanes and pedestrian pathways. There was a clear emphasis on enhancing transit operations, increasing service frequency, creating dedicated transit lanes, and improving last-mile connectivity to encourage sustainable, multimodal transportation options. Respondents also stressed the importance of making streets safer for non-motorized users by implementing measures like protected bike lanes, pedestrian-friendly crossings, traffic calming, and reducing vehicle speeds.

Survey respondents emphasized creating safer, more accessible transit options for all users, improving infrastructure for underserved areas, and enhancing security to encourage broader use of public transit. They also highlighted the need for transit improvements, including better signage, cleaner and safer stations, and addressing barriers such as homelessness and crime on public transit. Suggestions included building separated bicycle facilities and pedestrian-friendly pathways, and encouraging biking and walking to transit hubs.

According to survey respondents, the top three priorities for Caltrans to improve transit along the STN should be:

- 1. Prioritize transit over other transportation modes.**
- 2. Improve navigation of and connections between transit systems/networks.**
- 3. Maintain existing transit infrastructure.**

Finally, when comparing responses across multiple demographic categories, there were not many significant deviations between respondents' answers. The only answer that saw significantly more low-income and BIPOC (Black, Indigenous, and people of color) responses was to increase investment in accessible boarding platforms to improve their experience waiting at stations and stops.

Community feedback was used Caltrans Bay Area to inform the prioritization process. Feedback was shared with local and regional transit agencies to help shape future projects and related infrastructure improvements.

Appendix A: Public Engagement Strategy

To: Tyler Brown, Sergio Ruiz, and Wingate Lew; Caltrans Bay Area
From: Mauricio Hernández; Alta Planning + Design
Date: January 31, 2024
Re: Caltrans Bay Area Transit Plan – Public Engagement Strategy (FINAL)

The purpose of the Public Engagement Strategy (PES) is to serve as a living “road map” to engagement and communications throughout the planning process. This PES is designed to i) confirm target audiences, desired outcomes for public engagement (to gain stakeholder and public input and buy-in on a final conceptual alternative), and ii) to provide an overview of the strategies and communications tools to enable this outcome.

Project Overview

With a greater emphasis to improve the quality of transit service to meet state climate, health, equity, and environmental goals, Caltrans Bay Area (District 4) is embarking on the Caltrans Bay Area Transit Plan. The Plan will identify and prioritize potential infrastructure improvements on the State Transportation Network (STN) to encourage more transit use and develop district-level strategies to leverage existing programs to support transit. The final Plan will include:

1. **Toolbox of best practices**, common standards, and types of transit-supportive infrastructure to consider on the STN or at Caltrans facilities (building off the Complete Streets Elements Toolbox)
2. **Strategies and policies** for Caltrans Bay Area to adopt to promote and streamline transit-supportive infrastructure, including “transit-access” and “transit-priority” improvements.
3. **Inventory of existing transit supportive infrastructure** on the STN
4. Regional **goals, objectives, and performance measures** for transit-supportive infrastructure, with an emphasis on equity
5. **Prioritization methodology for transit-supportive infrastructure**, with an emphasis on equity
6. **Prioritized list and map of regional transit-supportive infrastructure** improvements along the STN

This Public Engagement Strategy includes the following key elements:

1. [Goals](#)
2. [Challenges and Opportunities](#)
3. [Approach](#)
4. [Target Audiences](#)
5. [Messaging](#)
6. [Outreach Strategies](#)
7. [Implementation](#)

Goals

Two overarching goals will guide the public engagement process for the Bay Area Transit Plan:

1. **Engage stakeholders and public effectively and equitably.** To build stakeholder understanding, input, and support, it will be important to explain the potential plan benefits. It will be equally as important to reflect on what was heard from stakeholders and the public, and to explain how it is helping to inform the further development and prioritization of transit-access and transit-priority infrastructure treatments and projects. A diverse range of notification and engagement platforms will be used to engage stakeholders. Visuals will be developed to ensure stakeholders understand the proposed treatments and projects. Communication materials will be translated when appropriate to ensure they are accessible to multicultural groups. The communication channels of advocacy groups and CBOs will be leveraged throughout the public input process to assist in engaging **Equity Priority Communities (EPCs)**.
2. **Ensure stakeholder and public input guides concept development.** Throughout each phase of public engagement, stakeholder and public comments will be synthesized to ensure feedback is incorporated into all phases of development.

Challenges and Opportunities

The following is a list of potential communication challenges and opportunities.

Challenges

- **Conducting meaningful Stakeholder Engagement:** Discussing the project to make it relevant Bay Area stakeholders. The Bay Area offers a complex network of transit services and agencies. Caltrans role' in directly supporting safe, reliable and efficient transit service is limited to infrastructure investments on the STN that require close coordination with transit agencies. Caltrans does not want to imply that we have a direct role in managing transit service.
- **Engagement with Equity Priority Communities (EPCs):** Engaging with EPCs including language barriers, and a lack of trust in government entities and skepticism of formal government planning processes.
- **Land Use and Population Differences:** There are vast economic- and values-based variations among the nine-county Bay Area – with some areas – especially those where access to transit and transit-supportive infrastructure may be especially challenging. Conversely, there are also communities in the Bay Area that are currently largely car dependent.

Opportunities:

- **Increased transit ridership:** Transit riders are returning to service following the COVID-19 pandemic. With considerable federal and state funds directed to non-auto and other forms of sustainable transportation, now is the time for Caltrans to invest in transit-supportive infrastructure that enhances the walking, biking, and transit rider experience.

- **Regional Partnerships:** The Metropolitan Transportation Commission (MTC) is also taking a more significant role in regional cooperation, including coordinating transit service and infrastructure investments. This project provides the opportunity to strengthen the partnership between D4 and MTC as regional partners to local transportation agencies and transit providers.
- **Leveraging Concurrent Planning Efforts:** existing Another opportunity is to leverage the outreach performed for the Caltrans Bay Area Bike Plan, as well as the extensive communications tools and channels that exist among partner agencies, and bicycle coalitions.

Bottom line: there is an excellent opportunity to continue to encourage mode shift from single-occupancy vehicles to transit use throughout the Bay Area.

Approach

Public outreach will be conducted around each major phase of the planning process. This process will begin with stakeholder outreach to vet the project definition and description of transit-access and transit-priority infrastructure.

Stakeholders will also be enlisted to help with outreach throughout the public engagement process. A survey will also be created during the project initiation phase to inform the development of goals and objectives and set forth regional transit priorities on which Caltrans can focus, as well as identify hot spots where improvements are wanted.

Caltrans' and partner agency existing communications tools and platforms will be leveraged to facilitate outreach to a broad cross section of stakeholders throughout the Bay Area, with a particular emphasis on making this project relevant to EPCs and ensuring they are part of the planning process.

Target Audiences

A preliminary list of stakeholder groups has been developed based on feedback from Caltrans staff and has been condensed into two overall groups: A) Technical Advisory Committee, B) Regional Stakeholders. Caltrans and the project team will also work to update internal departments as needed. Input from the TAC and other regional stakeholders will be used to help guide the process, but Caltrans and the project team will make final decisions throughout each phase. The communication channels of the technical and advisory groups will be leveraged to help engage stakeholders. The groups include the following organizations:

A. Technical Experts

Regional Planning Organizations

- MTC

Transportation Authorities

- Alameda County Transportation Commission
- Contra Costa Transportation Authority
- Transportation Authority of Marin
- San Francisco County Transportation Authority
- City/County Association of Governments of San Mateo County
- Santa Clara Valley Transportation Authority
- Solano Transportation Authority
- Sonoma County Transportation Authority
- Napa Valley Transportation Authority

Transit Operators

- AC Transit
- Altamont Commuter Express
- BART
- California HSRA
- Capitol Corridor Joint Powers Authority
- County Connection
- Fairfield/Suisun Transit System
- Golden Gate Transit
- Greyhound
- Marin Transit
- Petaluma Transit

- Rio Vista Delta Breeze
- SamTrans
- San Francisco MTA
- San Joaquin Regional Transit District
- San Leandro Link Shuttle
- Santa Rosa CityBus
- SMART
- Soltrans (Solano County Transit)
- Sonoma County Airporter
- Sonoma Transit
- Tri Delta Transit (Eastern Contra Costa County)
- Union City Transit
- Vacaville City Coach
- Water Emergency Transit Authority
- WestCAT (Western Contra Costa County)
- Transbay Joint Powers Authority
- Livermore Amador Valley Transit Authority

B. Advocacy Groups

Transit

- SF Transit Riders
- Voices for Public Transportation
- People's Transit Alliance
- Seamless Bay Area
- Transbay Coalition
- East Bay Transit Riders Union
- Greenlining Institute

Active Transportation

- Walk Oakland Bike Oakland
- Trails for Richmond Action Committee (TRAC)
- Rich City Rides
- San Mateo Commute.org
- TransForm
- SPUR
- Bike Walk Alameda

Environment/Climate Justice

- CEJA
- Sunflower Alliance
- WOEIP
- CBE
- PODER
- 350 Bay Area
- San Francisco Chapter Sierra Club
- Sunrise Bay Area

Messaging

As a best practice, we recommend “boilerplate” and tailored messaging. The boilerplate messaging should be used on all communications materials as a way of explaining, in layperson’s language, the purpose of the project and why it’s important.

Tailored messaging will also help engage different target audiences and resonate with the diverse sub-regions within the Bay Area. To that end, the messaging focuses on:

- **Make it accessible and comprehensible:** What is transit-access infrastructure; what is transit-priority infrastructure.
- **Make it relevant:** Explain how the public will inform the Plan and participate in project prioritization and tailor this message so that different audiences can relate to it.
- **Make it easy to participate:** Reach people “where they are” through online workshops and other forums that simplify public participation and provide opportunities for all to engage.
- **Make it culturally sensitive:** Ensure that messaging is sensitive to diverse cultures, with appropriate translation support to ensure communication materials are accessible to these multicultural groups.

We’ve included draft language below:

Caltrans Bay Area (District 4) is planning how to improve transit on the State Transportation Network (STN). The STN is the network of state highways, including freeways and major arterials, and related facilities that Caltrans owns and operates. This Plan – referred to as the Caltrans Bay Area Transit Plan – will be developed in coordination with transit agencies, regional partners and the public to identify infrastructure improvements that improve transit reliability, access to transit, and encourage more transit use – for a safer, healthier, and more sustainable transportation system in California. The Plan will also identify district-level best practices and strategies to support transit.

The following table provides examples of messaging for the targeted audience:

Table 1: Messaging by Target Audience

Target Audience	Sub-Messaging
Caltrans Departments	Caltrans Bay Area (District 4) is planning how to improve transit on the State Transportation System (STN) in the Bay Area. This Plan – referred to as the <i>Caltrans Bay Area Transit Plan</i> – is being developed in coordination with transit agencies, regional partners, and the public to identify and prioritize infrastructure improvements that improve transit reliability, access to transit, and encourage more transit use – for a safer, healthier, and more sustainable transportation system. We need your help to engage transit riders as we identify gaps in transit-supportive infrastructure and where to prioritize investment, consistent with the Caltrans Transit Priority Policy and other Caltrans plans and policies.
Transportation Authorities	Caltrans Bay Area (District 4) is planning how to improve transit on the State Transportation System (STN) in the Bay Area. This Plan – referred to as the <i>Caltrans Bay Area Transit Plan</i> – is being developed in coordination with transit agencies, regional partners, and the public to identify and prioritize infrastructure improvements that improve transit reliability, access to transit, and encourage more transit use – for a safer, healthier, and more sustainable transportation system. We need your help to engage constituents as we identify gaps in transit-supportive infrastructure and where to prioritize Caltrans investment in your area.
Advocacy Groups	Caltrans Bay Area is planning how to improve transit on the State Transportation System (STN) in the Bay Area. This Plan – referred to as the <i>Caltrans Bay Area Transit Plan</i> – is being developed in coordination with transit agencies, the public, and regional partners like you to identify and prioritize infrastructure improvements that improve transit reliability, access to transit, and encourage more transit use – for a safer, healthier, and more sustainable transportation system. We want your input and support in engaging the active transportation and transit rider communities in your area.
General Public	Caltrans is planning how to improve transit on state-managed roads in the Bay Area. We want your input to identify where to prioritize infrastructure improvements that improve transit reliability, access to transit, and encourage more transit use – for a safer, healthier, and more sustainable transportation options in your area.
Members of communities of concern	Caltrans is planning how to improve transit on state-managed roads in the Bay Area. Help us to identify where to invest in infrastructure that will improve transit reliability, access to transit, and encourage more transit use among peoples of all ages and abilities – for safer, healthier, and more sustainable transportation options in your area. Your opinion is important to us!
Members of multi-cultural/non-English speaking communities	We want to know how to improve your travel experience using transit in the Bay Area. Join us at an upcoming event and share your thoughts with Caltrans.
NGO/CBO leaders	Help us reach the important voices in your community. We want to understand where to improve infrastructure that supports transit service in the Bay Area. This is a real chance to elevate those often underheard to provide actionable input on improving and expanding transit access in XX.

Outreach Strategies

The Caltrans Bay Area Transit Plan will use a variety of outreach strategies to engage with the community. The proposed outreach methods will combine opportunities to engage the general public digitally. These strategies are summarized below.

Table 2. Outreach Strategies

Outreach Strategy	Description	Phase(s)
Project Website	<p>The project team will develop a project webpage to:</p> <ul style="list-style-type: none"> • Promote outreach and education materials. • Document events or engagement opportunities • Host an online community survey and interactive map survey. • Allow members of the public to review and comment on the Draft plan. • Host the Draft Plan for the community to download. <p>TIMELINE: Fall 2023-Winter 2025</p> <p>The project website is currently live and can be found under: https://caltransbayareatransitplan.org/</p>	1 & 2
Technical Advisory Committee Meetings	<p>The project team will host up to five (5) Technical Advisory Committee Meetings throughout the project to 1)introduce the project, 2) request feedback on the Transit inventory and existing conditions, 3) help set the stage for the development of regional goals and objectives, 4)identify regional transit priorities, and 5) review the Draft report.</p> <p>TIMELINE:</p> <ul style="list-style-type: none"> • Meeting 1 – Project introduction (FALL 2023) • Meeting 2 – Existing Conditions (SPRING 2024) • Meeting 3 – Goals and Objectives (LATE SPRING 2024) • Meeting 4 – Prioritization (SUMMER 2024) • Meeting 5 – Draft Plan (FALL-WINTER 2024-2025). 	1 & 2
Community Survey	<p>An engagement survey to prioritize the types of treatments and priorities the general public is interested in seeing implemented throughout the Bay Area. The survey will also focus on understanding accessibility issues throughout transit stops along Caltrans right-of-way.</p> <p>TIMELINE: Winter 2024</p>	1

Outreach Strategy	Description	Phase(s)
Targeted Stakeholder Meetings	<p>The project team will conduct up to six (6) virtual meetings with local/regional stakeholders. During Phase 1, these meetings will focus on to inquiring about existing conditions and community concerns. These Phase 1 meetings will help the PMT to understand initial concerns and perspectives around transit, transit access, share goals of the planning process and background information about the project, and identify opportunities to maximize engagement moving forward. During Phase 2, we will solicit feedback on the draft report and recommended priorities.</p> <p>TIMELINE:</p> <ul style="list-style-type: none"> Phase 1 (up to 3) – Project Introduction / Existing Conditions (Winter-Spring 2024) Phase 2 (up to 3) – Draft Recommendations (Fall 2024) 	1 & 2
Online Public Workshops	<p>These public events will empower community members to participate in the planning process. Due to the sheer size of the Bay Area, the workshops will be hosted virtually to provide the greatest opportunities to engage the largest number of diverse populations. It is anticipated that Caltrans will promote the workshops through digital and non-digital communications.</p> <p>The project team will work with Caltrans to develop and provide all materials in up to two (2) languages to increase participation from non-English speaking populations.</p> <p>TIMELINE:</p> <ul style="list-style-type: none"> Phase 1 Workshops (up to 2) – Project Introduction/ Existing Conditions (Winter-Spring 2024) Phase 2 Workshops (up to 2) – Draft Recommendations (Fall 2024) 	1 & 2
Social Media	<p>The project team will develop materials to help promote the project and its goals. To this end, we will create a ‘media packet’ for each stakeholder partner to help promote the project throughout its duration. The project team will develop a detailed social media packet that is designed to leverage key milestones of the project as opportunities for public outreach and engagement.</p> <p>TIMELINE: Fall 2023-Winter 2025</p>	1 & 2

Implementation

The following table (Table 3) provides a high-level overview of the “drivers” for stakeholder and public outreach, the mechanisms for conducting outreach, and the target audiences. The general dates included in the table are dependent on the overall timeline of the Plan Milestones and may be subject to change.

Table 3: Summary of Proposed Events

Phase	Outreach Strategy	Target Audience(s)	Communication Channels	Timeline	Lead/Support
Phases 1 & 2	Project Website	General Public, Regional Stakeholders	Virtual	Fall 2023-Winter 2025	Alta
Phase 1	Technical Advisory Committee Meetings	Technical Advisory Committee	Virtual Meeting/ Email	Fall 2023-Late Spring 2024	Alta / Caltrans
	Community Survey	General Public	Website / Social Media / Email	Winter 2024	Alta / Caltrans
	Targeted Stakeholder Meetings	Regional Stakeholders	Website / Virtual Meeting / Email	Winter 2024	Alta / Caltrans
	Online Workshops	General Public, Regional Stakeholders	Website / Virtual Meeting / Email	Winter-Spring 2024	Alta / Caltrans
Phase 2	Technical Advisory Committee Meetings	Technical Advisory Committee	Virtual Meeting/ Email	Summer 2024-Winter 2025	Alta / Caltrans
	Online Workshops	General Public, Regional Stakeholders	Website / Virtual Meeting / Email	Fall 2024	Alta / Caltrans
	Targeted Stakeholder Meetings	Regional Stakeholders	Website / Virtual Meeting / Email	Fall 2024	Alta / Caltrans

Appendix B: Agendas, Notes and Presentations – Technical Advisory Meetings

PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #1	DATE	October 25, 2023
VENUE	https://us06web.zoom.us/j/83465821778?pwd=2Dx6ytbsy7fbNwEqt19Zssbc9e63cm.1	TIME	2:00 - 3:30 pm

CALTRANS BAY AREA (D4) <ul style="list-style-type: none"> Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation Tyler Brown, Project Manager Wingate Lew, D4 Transit Coordinator 	CONSULTANT TEAM <ul style="list-style-type: none"> Sam Corbett, Principal-in-Charge, Alta Planning + Design Mauricio Hernández, Project Manager, Alta Planning + Design Doug Arseneault, Assistant Project Manager, Alta Planning + Design
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Topic	Notes
1. Agenda Review	What changes, if any, should we make to the agenda?
2. Welcome & Introductions (15 min) (Caltrans staff)	What is your top priority for improving transit access and coordination in the Bay Area?
3. Project Scope (10 min) (Caltrans staff)	<ul style="list-style-type: none"> Plan components Schedule Milestones
4. Engagement Strategy (10 minutes) (Alta staff)	Preliminary schedule and goals
5. Goal Discussion (20 min) (Alta/ Caltrans)	Discussion of goals for transit-access and transit-priority infrastructure improvements on the State Transportation Network in the Bay Area <ul style="list-style-type: none"> Caltrans Goals Project Goals Agency Goals
6. Constraints and Opportunities (20 min) (Caltrans/Alta)	What potential barriers should the Project Team be aware of? How could the Project Team address these barriers?
7. Available Data (10 min) (Alta staff)	Priority projects data
8. Next Steps (5 min)	Next meeting: January 2024



PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #1	DATE	October 25, 2023
VENUE	Zoom	TIME	2:00 - 3:30 pm

CALTRANS BAY AREA (D4)

- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Tyler Brown, Project Manager
- Wingate Lew, D4 Transit Coordinator

TAC MEMBERS (in attendance)

- Nathan Barreras, LAVTA
- Robert Betts, Marin Transit
- Asher Butnik, Marin Transit
- Dexter Cypress, Vine Transit
- David Davenport, Golden Gate Transit/Ferry
- Eva Gaye, C/CAG
- Robert Guerrero, Solano Transportation Authority
- Andrew Heidel, San Francisco County Transportation Authority
- Derek McGill, Transportation Authority of Marin
- Shannon McCarthy, Alameda CTC
- Mika Miyasato, AC Transit / Regional Transit Priority Program

- Jumana Nabti, BART
- Audrey Ogden, Caltrans HQ
- Tamiko Percell, VTA
- Steven Schmitz, Sonoma County Transit
- Danielle Schmitz, Napa Valley Transportation Authority
- Cassie Halls, SFMTA
- Joel Shaffer, MTC
- Millie Tolleson, SamTrans
- Dana Turrey, Sonoma County
- Ying Smith, Contra Costa Transportation Authority

CONSULTANT TEAM

- Sam Corbett, Principal-in-Charge, Alta Planning + Design
- Mauricio Hernández, Project Manager, Alta Planning + Design
- Doug Arseneault, Assistant Project Manager, Alta Planning + Design

Agenda Review

Mauricio Hernandez (Alta) welcomed the TAC members and provided an overview of the agenda. Mauricio invited attendees to participate in the meeting using Mentimeter using the code provided. Mentimeter was used by TAC Members throughout the presentation to provide instant feedback on questions being asked. Mauricio (Alta) introduced the project team, including Caltrans and Alta staff, and TMD.

Welcome and Introductions

Sergio Ruiz (Caltrans) provided opening remarks, stressing Caltrans' effort to serve as a resource and guide regional efforts in partnership with MTC and the agencies represented by the TAC members. Following general remarks, Mauricio invited the participants to introduce themselves and provide their "top priority for improving transit access and coordination in the Bay Area" via Mentimeter. Comments received have been summarized into the following priority categories:

Prioritize Transit over Other Transportation modes

- Making transit faster / reducing transit travel time and delay
- Increasing mobility options

Invest in Transit Infrastructure

- Improving transit infrastructure and providing safe access to services operating in Caltrans ROW
- Better street design for transit and implementing transit corridors/transit priority/bus lanes
- Improved signal infrastructure to implement TSP
- Modernization of facilities and resilience to sea level rise

Caltrans streamlining/project Oversight and Design Standardization

- Faster approvals from Caltrans through streamlined permitting/evaluation processes for transit priority infrastructure and ped safety projects
- Updated Caltrans design standards to incorporate transit features and implement complete streets near freeway on/off ramps near stations.
- Greater leadership by Caltrans on transit priority projects that don't have clear ownership but are high-need corridors for transit priority (e.g., ECR)
- Implementation of the Caltrans transit first policy and more overall support from Caltrans on transit projects

Improve Inter-jurisdictional Coordination

- Improved coordination between ROW agencies and transit operators on projects & detours
- Resiliency: Addressing the fiscal cliff and providing reliable operational funding
- Equity: integrating equity into all aspects of planning

Project Scope

Sergio (Caltrans) provided an overview of the project scope which includes

- Public outreach and stakeholder engagement
- Literature review and best practices
- Transit inventory and existing conditions
- Goals, objectives, and performance metrics
- Identify / prioritize transit improvements
- Development of Final report

Mauricio (Alta) provided a summary of deliverables for each task and discussed the schedule through Winter 2025.

Engagement Strategy

Doug Arseneault (Alta) discussed the role of the TAC in informing policy development and recommendations, as well as providing feedback at key decision points and on recommendations and prioritization. Doug gave an overview of the engagement schedule, broken up into Phase 1 (October 2023 – May 2024) and Phase 2 (June – December 2024). Doug discussed the various tactics, including branding, website (CaltransBayAreaTransitPlan.org), a Regional Transit Priority Survey, targeted stakeholder meetings, and online public workshops.

Goal Discussion

Sergio (Caltrans) discussed Caltrans' goals and the context of the plan, including regional system fragmentation, competition for funding, shifts in shared mobility options, and pandemic impacts. Sergio (Caltrans) stressed that this plan will support identification of opportunities to improve regional coordination in partnership with MTC and transit agencies. Mauricio (Alta) discussed the conceptual strategies for transit planning: customer-focused, equity, complete trips, and balanced access.

Using Mentimeter, TAC members were asked to provide their agency's **GOALS for the next 5 years**, including the following common goals:

Transit prioritization over other modes

- Increase ridership / improve desirability of transit / encourage mode shift

Invest in transit infrastructure

- Prioritize transit priority improvements, including BRT, TSP, and quick-build projects on high-ridership corridors and locations with high person-minutes of delay
- Improve safety and accessibility for people walking and biking to bus stops on state roadways
- More efficient/consistent transit priority project delivery
- Bus stop balancing and relocations
- Acquiring property for bus charging and maintenance
- Improve transit access along Highway 101
- Audit signals on SR-82 (El Camino Real) and work with Caltrans to upgrade controllers and cabinets
- In-lane stopping or bus lanes on SR-82 (El Camino Real)
- Adding bus bulbs, in-lane stops, queue jumps, and bus-only lanes on SR-82 (El Camino Real)

Interjurisdictional coordination

- Improving service, including speed and reliability
- Improving connections to other transit agencies/systems
- Instituting regional transit priority policy that compliments Caltrans and local policies

Resiliency

- More funding/staff for transit priority projects
- Addressing the fiscal cliff

Equity

- Advance equity, accountability, and engagement

TAC members were also asked to provide their agencies' **TOP PRIORITIES for the next 5 years**, including common priorities:

Transit Prioritization over other Modes

- Prioritize transit over vehicles on the State Transportation Network
- Be open to SOV delay to deliver VHOV reliability/speed
- Person throughput (VMT over LOS)
- Ensuring "complete streets" work supports improved transit
- Focus on rider experience
- Mode shift

Invest in Transit Infrastructure

- Improve transit reliability – including hard decisions on HOV lane hours and bridge bicycle paths
- Faster project delivery and lower project costs
- Reduce variability in trip times
- Accessibility to/from destinations
- Pedestrian safety

Caltrans Streamlining/project Oversight and Standardization

- spending less time and money on getting approvals through long processes

Resiliency

- Supporting operations and maintaining service levels
- Expansion of service area

Equity

- Improve equitable access to transit
- Increase equitable engagement with the community

When asked about what this project's goals should be, TAC members recommended:

Transit Prioritization over other Modes

- Implement transit first policy
- Incorporate transit design standards into highway manual and standards
- Utilize Caltrans excess property for transit access projects

Invest in Transit Infrastructure

- A roadmap to upgrade all Caltrans facilities to be transit-supportive, including the State highways, ramps and other facilities.
- Incorporation of transit improvements into all Caltrans highway/road projects
- Evaluate opportunities for new/improved transit lanes/facilities on freeways
- Improve pedestrian access to transit services on freeways, including access to highway bus pads and safe access for bike/ped/transit near freeway on/off ramps

Caltrans Streamlining/project Oversight and Standardization

- Focus on Caltrans processes and administrative priorities, to avoid duplication of efforts with MTC Transit 2050+ in addressing regional transit connectivity/integration
- Faster and more consistent Caltrans review and approval of transit priority projects on Caltrans ROW
- Support local transit delivery on Caltrans ROW: “Many Caltrans roadways are not freeways; they are actually main streets for communities.”
- Better coordination between Caltrans, transit operators, and local jurisdictions for transit priority projects and detours to minimize impact to riders
- Provide the framework to deliver transit improvements in and to/from Caltrans ROW, in coordination with MTC and local/county jurisdictions, including design exemptions
- Develop a role, standards, and clear approach for D4 to coordinate when state ROW passes through multiple jurisdictions

Inter-jurisdictional coordination

- Develop a role, standards, and clear approach for D4 to coordinate when state ROW passes through multiple jurisdictions
- Incentivize local jurisdictions to support transit priority projects

Resiliency (environmental + fiscal)

- Ensure long term O&M resources for Caltrans transit projects

Constraints and Opportunities

Sam Corbett (Alta) led a discussion on what the project team will consider when developing recommendations, including creating consensus, meeting the needs of equity priority communities, promoting FLM connections, working within constrained ROW's, competing multimodal priorities, houselessness, and seamlessly integrating transit journeys.

When asked about **POTENTIAL BARRIERS** to implementation, TAC members provided responses including:

Caltrans project oversight gaps

- Long and inconsistent Caltrans review processes, including quick build projects and transit capacity enhancements: “[Caltrans] needs to speak with one ‘voice’ since comments can often reflect 30+ staff and not reflect stated goals for Caltrans.”
- Lack of coordination between Caltrans planning and permit staff
- Caltrans internal resistance to change
- Unclear responsibility for making tough calls on roadways – who is in charge: cities or Caltrans?
- Inadequate analysis of transit impacts when focusing on car and bike improvements

Poor interjurisdictional coordination:

- Transit agencies are not involved early enough in collaborating and developing a meaningful transit project
- Lack of city support for transit priority from cities along the Caltrans ROW

Fragmentation of transit service(s) in the Bay Area

Tradeoffs between enhanced safety/access and transit speed/travel times

Slow access to state funding

TAC members offered the following potential **SOLUTIONS to these BARRIERS**:

Invest in transit infrastructure

- Integration of roadway, transit, cycling/ped projects as comprehensive, multimodal projects
- HOV lane bus platforms with pedestrian connections to over/underpasses, like in LA
- Supporting countywide bikeways, like the Central Bikeway in Santa Clara County

Caltrans oversight & standardization

- Greater leadership by Caltrans on key corridors to guide decision-making on transit priority projects, including a central point of contact for transit priority projects.
- Prioritization of and streamlined approval for highest need transit projects
- Caltrans' transit priority policy and implementation of its policy / policy direction to put transit first
- Caltrans approved transit toolkit, including design exceptions.
- Trusting local expertise (cities, transit agencies) about the Caltrans ROW / bring in local transit agencies early to work collaboratively, similar to MTC project requirements

Interjurisdictional coordination

- Improved coordination with MTC on overlapping items, and expanding MTC's Regional Network Management role (coordination, funding, policy, etc.)

Resiliency:

- O&M funding for transit projects

Available Data

Doug (Alta) explained the project team's data-driven approach to developing recommendations by evaluating potential sites; creating and layering maps outlining equity, safety, and climate; and creating an index of priority improvement areas. When asked what pending plans of which the project team should be aware, TAC members identified:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Caltrans Vision 980 Strategy • MTC Transit 2050+ • MTC Regional Transit Priority Policy (under development early 2024) • MTC Bus Accelerated Infrastructure Delivery (BusAID) quick-build program • MTC Next Gen Freeways Study • MTC Regional Mapping & Wayfinding Project • AC Transit Transit Supportive Design Guidelines • AC Transit Major Corridors Plan • AC Transit Delay Hotspot Quick Build Plan • Alameda CTC I-580 Transit & Multimodal Strategy • Marin Countywide Transportation Plan • RSR Forward (and other bridge corridor studies) • Solano Connect Communities Transit Plan / community-based transportation plans | <ul style="list-style-type: none"> • ConnectSF Transit Corridors Strategy & SFTP • SFMTA Active Communities Plan • NVT Express Bus Study • Napa Countywide Transportation Plan - Advancing Mobility 2045 • Napa County SR 29 CMCP • BART Station Access Policy • BART Multi-modal Access Design Guidelines • San Mateo Countywide LRSP • West Contra Costa County Express Bus Study/Plan • SFMTA Active Communities Plan • Sonoma County Transit Integration Plan • Innovate 680 (Contra Costa) • I-580 TAMS |
|---|---|

Doug (Alta) thanked the TAC members for highlighting these plans. Caltrans committed to following up with a request for TAC members to share:

- New and expected changes to transit routes (GIS)
- Policies and performance measures for transit access and transit priority infrastructure and equity
- Infrastructure plans and studies, including project plans

Next Steps

Mauricio (Alta) thanked the TAC members for their time and robust engagement. The next TAC meeting will be held in January to share the proposed project goals, priorities, and performance metrics that incorporates feedback from the TAC, stakeholders, and the public.

Caltrans Bay Area Transit Plan

Technical Advisory Committee Meeting #1

Caltrans Bay Area | October 25, 2023



AGENDA



1. Agenda Review
2. Welcome and Introductions
3. Project Scope
4. Engagement Strategy
5. Goal Discussion
6. Constraints and Opportunities
7. Available Data
8. Next Steps

HOW TO INTERACT WITH US

Interactive elements using Mentimeter

We will use polls and questions that you can respond to using your computer, phone, or tablet go to:

www.menti.com
and enter 4259 4298

Stay on that page for the duration of the presentation



Before we begin...

Remarks by Sergio Ruiz, Caltrans Bay Area



Welcome and Introductions

PROJECT TEAM



Tyler Brown
Project Manager
Caltrans Bay Area



Sergio Ruiz
Chief, Transit & Active Transportation
Caltrans Bay Area



Sam Corbett
Principal-in-Charge
Alta



Mauricio Hernández
Project Manager
Alta



Doug Arseneault
Assistant Project Manager
Alta

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What is your name, and what area of the Bay Area are you representing?

23 responses

Nathan Barreras, LAVTA

Robert Betts - Marin Transit

Tamiko Percell, VTA, South Bay

Asher Butnik | Marin Transit

Mika Miyasato, Regional Transit
Priority Program

Dana Turrey, Sonoma County

Dexter Cypress, Napa County
(Vine Transit)

David Davenport, Golden Gate
Transit/Ferry, SF-Marin-
Sonoma-Contra Costa

Andrew Heidel, San Francisco
County Transportation
Authority

Shannon McCarthy, Alameda
County (Alameda CTC)

Robert O'Connell, Solano

Joel Shaffer Bay Area (MTC)



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What is your top priority for improving transit access and coordination in the Bay Area?

51 responses

Making transit faster

Faster approvals from Caltrans

Increasing mobility options in San Mateo County

Supporting Part Time Transit Lane implementation on the

Providing safe access to existing services operating in Caltrans ROW

Improve transit infrastructure and reduce transit travel time and delay.

- Caltrans Transit First policy that trickles down to everyday decision making, - Streamlined

Addressing the fiscal cliff and providing a regular, reliable source of revenue for operations, not just capital improvements.

improve transit speed, better street design for transit

More support and less pushback from Caltrans on



Project Scope

TASK ORGANIZATIONAL CHART



Technical
Advisory
Committee



Public Outreach and Stakeholder Engagement

Literature Review & Best Practices

Transit Inventory and Existing Conditions

Goals, Objectives & Performance Measures

Identify / Prioritize Transit Improvements

Transit Plan Final Report

PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT



Public Engagement Strategy



Outreach Activities

- Website
- Stakeholder Meetings
- Survey
- Social Media
- Branding and Logo
- Online Workshops

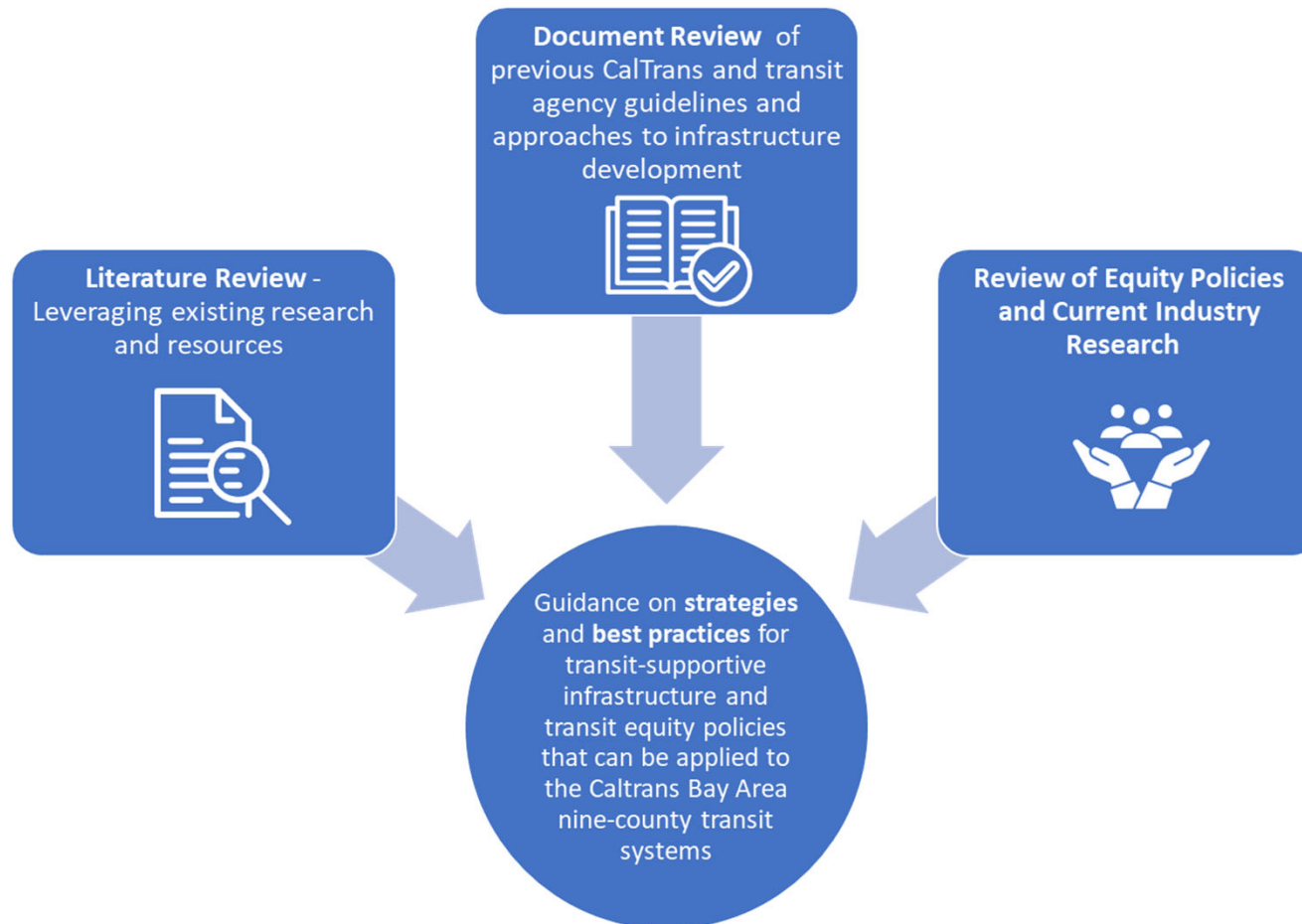


Summary Report



Adopted Plan Presentation

LITERATURE REVIEW & BEST PRACTICES



Best Practices Literature Review



Caltrans Policy and Plans Context Report



District Transit Strategies and Best Practices Toolbox

TRANSIT INVENTORY AND EXISTING CONDITIONS



Transit Agency Survey



*Transit Supportive
Infrastructure Inventory*

GOALS, OBJECTIVES, PERFORMANCE MEASURES



EMERYVILLE ACTIVE TRANSPORTATION PLAN

GOALS

Comfortable

The active transportation network is easy to navigate, including for parents, children, and seniors. Best practices in infrastructure design and programming reduces the risk of serious injury while walking, biking, or rolling throughout Emeryville.

Connected

The active transportation network is seamlessly integrated both within Emeryville and externally to neighboring communities. It allows for intermodal connectivity. Reaching destinations is direct and barrier-free.

Joyful

Traveling along well-designed routes in the active transportation network is an enjoyable and attractive experience. People feel connected to one another and take pride in their streets and trails as public spaces and desirable destinations.

Equitable

The needs of the less resourced, whether by income, ability, employment access, education, age or another characteristic where disparity exists, are centered in project and program planning, prioritization, and implementation and given equal weight to residents' more resourced counterparts.¹

Sustainable

To help mitigate the climate crisis and reduce local pollution, the active transportation network encourages mode shift to zero-emission travel (walking, biking, rolling, and public transit) and helps lower the carbon footprint of those living and working in Emeryville. It includes other environmental benefits by increasing the number of shade trees and acreage of green stormwater infrastructure.

¹ Equity addresses the differences in lived experiences that may affect access to the active transportation network. Disadvantaged communities have a disproportionate burden of adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions.

Implementable

The City incorporates active transportation network improvements into all aspects of the planning, development and construction process, including new private development projects. The City tackles complex and simple problems alike, allocating appropriate resources and creativity to each. The City leverages opportunities, large and small, to prioritize and implement any aspect of the active transportation network.



District Goals, Objectives, and Performance Measures

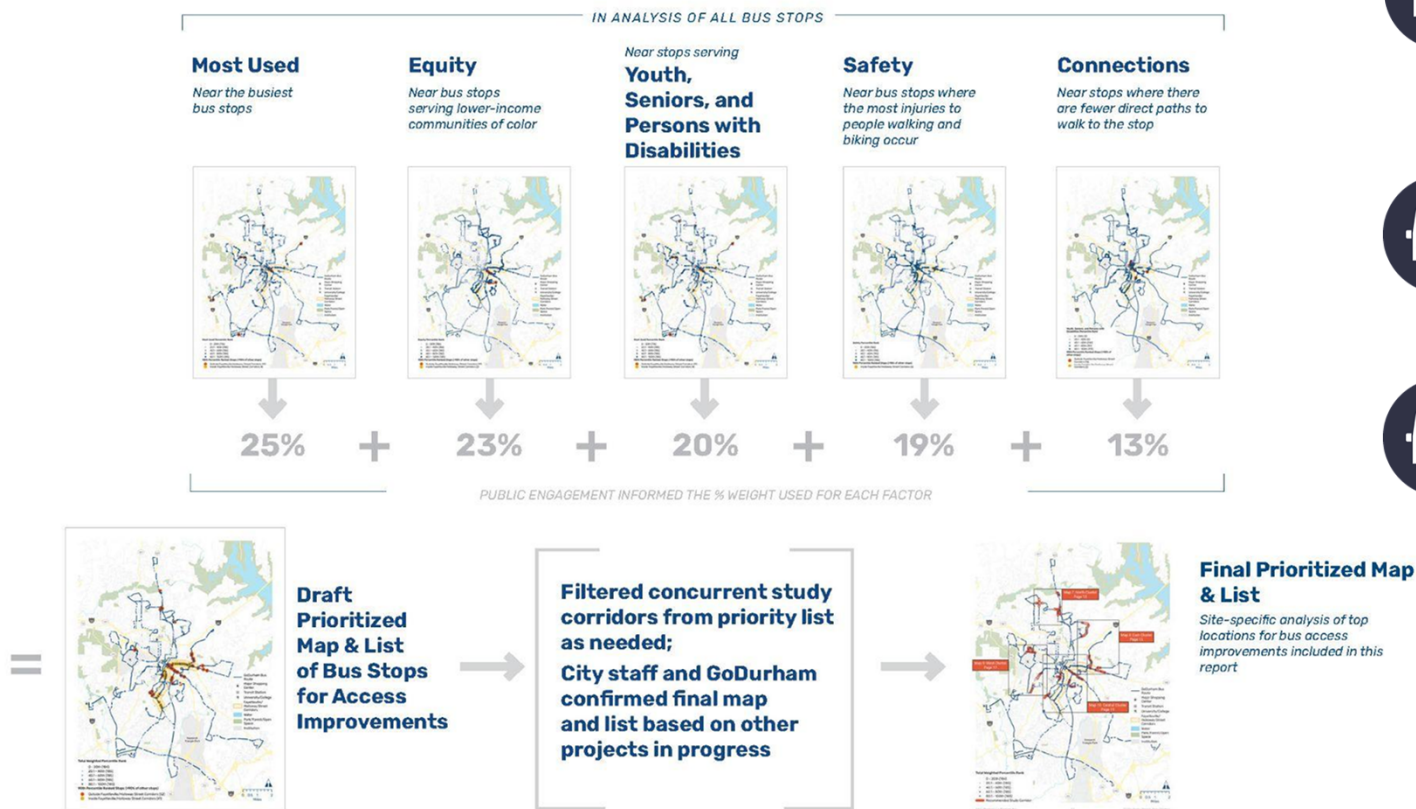


Goals, Objectives, and Performance Measures Crosswalk

IDENTIFY / PRIORITIZE TRANSIT IMPROVEMENTS



Identifying Top Locations for Recommended Bus Access Improvements

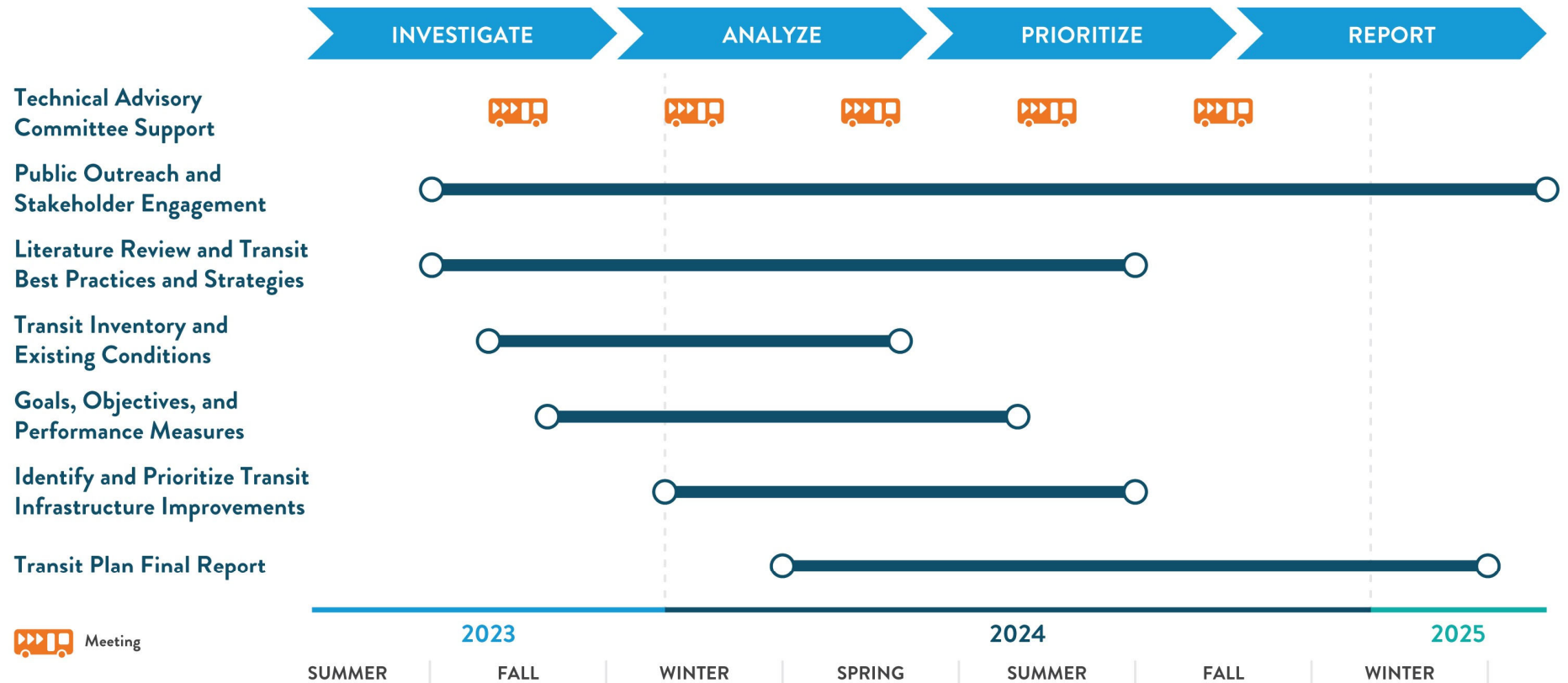


Develop Transit Priority Methodology

Prioritized Transit-Priority Projects

Prioritized Transit-Access Projects

SCHEDULE



Engagement Strategy

ROLE OF THE TECHNICAL ADVISORY COMMITTEE



Inform policy development and recommendations to be consistent and achievable



Provide feedback at key decision points during Plan



Provide feedback on recommendations, prioritization and next steps

ENGAGEMENT ACTIVITIES OVERVIEW



PHASE 1

(Oct 2023 – May 2024)

- Project Branding
- Website
- Social Media Packet
- Targeted Stakeholder Meetings
- Public Online Workshops
- Survey on Regional Transit Priorities (for stakeholders)



PHASE 2

(Jun – Dec 2024)

- Website
- Social Media
- Targeted Stakeholder Meetings
- Public Online Workshops

DIGITAL ENGAGEMENT



www.CaltransBayAreaTransitPlan.org

REGIONAL TRANSIT PRIORITIES SURVEY



PHASE 1

(Winter 2023-24)

- Survey of regional transit agencies, operators, partners, and other stakeholders
- Inform the project goals and objectives
- Review and share GIS data sets – current operations and planned improvements

TARGETED STAKEHOLDER MEETINGS



PHASE 1

(Oct 23 – May 24)

- Focused Listening Session with agencies and partners
- Existing Conditions
- Perspectives and concerns on regional transit connectivity and access
- Share goals and process
- Identify opportunities to maximize engagement



PHASE 2

(Jun – Dec 24)

- Present Draft Report
- Feedback on Recommended Priorities

ONLINE PUBLIC WORKSHOPS



PHASE 1

(Spring 2024)

- Introduce the project
- Discuss priorities, goals, and objectives



PHASE 2

(Fall 2024)

- Present Draft Plan

Goal Discussion

CALTRANS GOALS



SAFETY FIRST



CULTIVATE EXCELLENCE



ENHANCE AND CONNECT THE MULTIMODAL
TRANSPORTATION NETWORK



STRENGTHEN STEWARDSHIP AND DRIVE EFFICIENCY



LEAD CLIMATE ACTION



ADVANCE EQUITY AND LIVABILITY IN ALL COMMUNITIES

TRANSIT IN THE BAY AREA

- Tectonic shifts
 - Active Transportation as a Conduit to Transit
 - Shared mobility
 - Effects of COVID 19
- Fragmented Transit System
- Funding Competition
- Opportunities to Improve Regional Coordination: Caltrans-MTC, Caltrans-Agencies

Source: Seamless Bay Area



TRANSIT PLANNING STRATEGIES



Customer Focused: Elements that respond to customer demand, facilitate transit use, and enhance the customer experience.



Equity: Ensure that equity is part of project development and carried throughout the planning and implementation process.



Complete Trip: Easy transfers between transit modes and routes and between transit and other modes.



Balanced Access: Safe and equitable direct access to transit for all users by a variety of modes.

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What are your agency's goals for the next 5 years?

27 responses

Faster more reliable trainst
region-wideBetter
interjurisdictional coordination
Efficient/consistent trabsir
priority project deliveryMore
funding/staff for transit priority

Make buses faster, more
reliable, in dedicated transit
infrastructure

...has surpassed pre-pandemic
levels in Alameda County)

improving accessibility to and
from key destinations

Quick-build transit priority at
locations with high person-
minutes of delay, regional
transit priority policy that
compliments Caltrans and local
policies

Advancing Equity, Supporting
Economic Vitality, Supporting
Environmental Sustainability,
Safety, and Livability, and
ensuring Accountability and
Engagement

Improve safety for people
walking to bus stops on state
roadways

Market transit service and

17



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What are your agency's priorities for the next 5 years?

24 responses

ensuring that "complete streets"
work supports improved transit

on HOV lane hours and bridge
bicycle paths.

VHOV reliability/speed

Spending less time and money
on getting approvals through
long processes - deliver climate
action projects now!

Increase speed to support a 10
minute network



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What should this project's goals be?

26 responses

at this point (thank you for reading it all) but... transit operators know what we want to deliver, we are just hung up on Caltrans processes

All Caltrans led future projects should strive to include transit elements

facilities.

Develop a role, standards, and clear approach for D4 to coordinate when state ROW passes through multiple jurisdictions (ex. El Camino, San Pablo, etc.)

Ensure long term O&M resources for Caltrans transit projects

incorporate transit design standards into highway manual and standards; support

15





Constraints and Opportunities

CONSIDERATIONS FOR IMPLEMENTATION



- Creating Consensus among Key Regional Stakeholders
- Meeting the needs of Equity Priority Communities
- Providing First and Last Mile Connections
- Constrained ROW's
- Competing Multimodal Priorities
- Houselessness
- Seamless Integration



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What potential barriers should the Project Team be aware of?

21 responses

rigid requirements that are not context sensitive.

Caltrans reviewers

Lack of city support for transit priority from cities along the Caltrans ROW

fragmentation of transit service(s) in bay area

Slow review process

more support from caltrans on quick build projects, and shorter review/streamlined approvals

Staff who fear trying new things

Unclear responsibility for making tough calls on roadways - who is in charge, cities or Caltrans?

lack of PTTL guidance from HQ

14



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What are potential solutions to the barriers noted?

20 responses

Willingness to be bold and brave

Trusting local expertise (cities, transit agencies) about the Caltrans ROW

Caltrans being aware of SB743

Do not think of transit and roadway projects (or transit and cycling/ped projects, etc.) as discrete modal silos - make comprehensive, multimodal projects, even if its scary

Willingness to accept vehicle delay

Setting up systems/policies to make plan's transit-supportive recommendations the default

A requirement that Caltrans staff "check in" with transit operators for projects, similar to MTC project requirements. And by extension, detailed coordination with MTC on overlapping items.

13

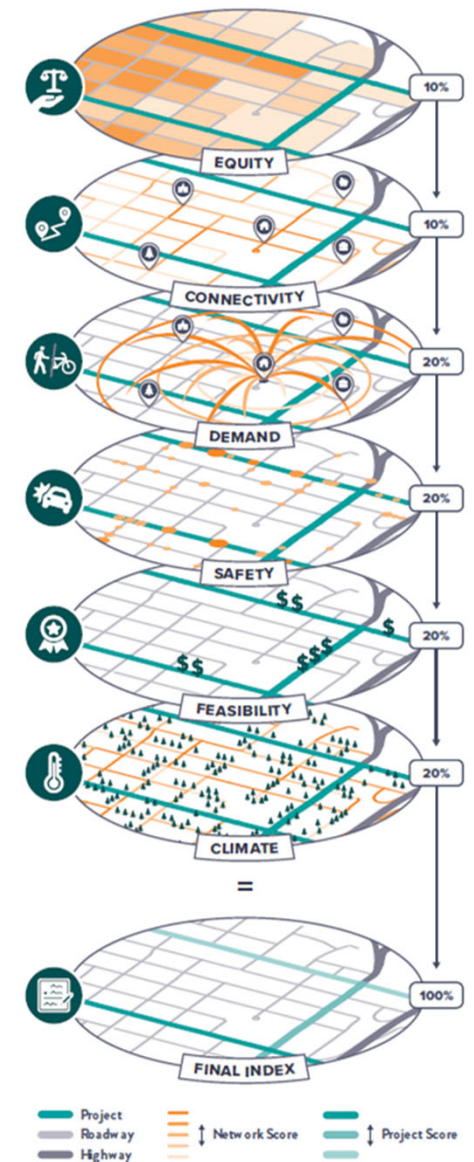


Available Data

IDENTIFY/ PRIORITIZE TRANSIT IMPROVEMENTS

Data-Driven Approach

- Evaluate and prioritize potential improvement sites
- Create maps of equity, safety, climate, etc.
- Layer all maps together
- Results in index of priority improvement areas



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Any plans we should be aware of that are under review / not yet approved?
19 responses

NVTA's Express Bus Study Napa
Countywide Transportation
Plan - Advancing Mobility 2045
Napa County's SR 29 CMCP

West Contra Costa County
Express Bus Study/Plan

Regional Mapping &
Wayfinding Project (eventually)

Delivery (BusRapid) quick build
program, MTC regional transit
priority policy (under
development early 2024)

BART station access policy:
[https://www.bart.gov/about/planning/station-
access/policy](https://www.bart.gov/about/planning/station-access/policy) BART Multi-
modal Access Design
Guidelines: [https://sfbartd-
my.sharepoint.com/personal/jnabti_bart_gov/_layouts/One](https://sfbartd-my.sharepoint.com/personal/jnabti_bart_gov/_layouts/One)

MTC's Next Gen Freeways
Study also underway

Sonoma County Transit
Integration Plan:
[https://scta.ca.gov/planning/tra
nsit-integration/](https://scta.ca.gov/planning/transit-integration/)

13



REQUESTS



Caltrans will follow up with requests for:

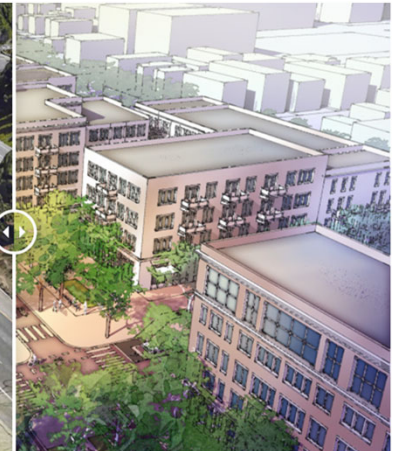
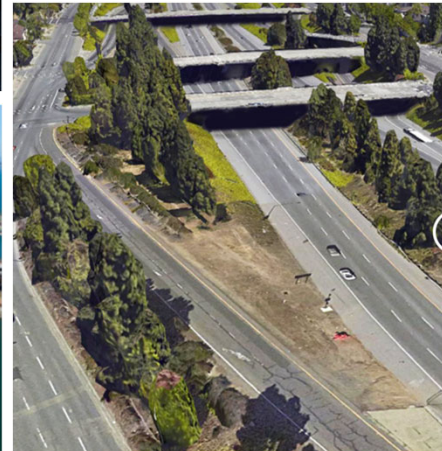
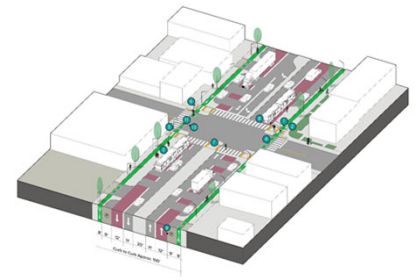
- Ridership data (GTFS)
- Transit Routes (GIS)
 - New
 - Changes
- Policies / Performance Measures for:
 - Transit-access infrastructure
 - Transit-supportive infrastructure
 - Equity
- Infrastructure Plans & Studies
 - Projects



Next Steps

Questions?

Thank you!





PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #2	DATE	April 3, 2024
VENUE	Zoom	TIME	3:00 – 4:30 PM

CALTRANS BAY AREA (D4)

- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Tyler Brown, Project Manager
- Wingate Lew, D4 Transit Coordinator

CONSULTANT TEAM

- Sam Corbett, Principal-in-Charge, Alta Planning + Design
- Mauricio Hernández, Project Manager, Alta Planning + Design
- Doug Arseneault, Assistant Project Manager, Alta Planning + Design
- Stuart Geltman, Task Lead, Transportation Management & Design Inc.

Topic	Notes
1. Agenda Review	
2. Project Updates	
3. Policy Research	
• Caltrans Policy and Plans	
• Context Report	
• Best Practices Literature Review	
4. Discussion	
• Goals, Objectives and Performance Measures	
5. Next Steps	
• Stakeholder Meeting	
• Public Workshop	
• Transit Supportive Infrastructure Inventory	

PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #2	DATE	April 3, 2024
VENUE	Zoom	TIME	3:00 – 4:30 PM

CALTRANS BAY AREA (D4)

- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Tyler Brown, Project Manager
- Wingate Lew, D4 Transit Coordinator

TAC MEMBERS (in attendance)

- Robert Betts, Marin Transit
- Jim Cunradi, AC Transit
- Dexter Cypress, Napa Valley Transportation Authority/Vine Transit
- Emily DelRoss, GGBHTD
- Zack Deutsch-Gross, TransForm
- Robert Guerrero, Solano Transportation Authority
- Leela I, Caltrans HQ
- Jumana Nabti, BART
- Audrey Ogden, Caltrans HQ
- Libby Payan, Napa Valley Transportation Authority
- Tamiko Percell, VTA

- Michael Rhodes, SFMTA
- Rebecca Schenck, Napa Valley Transportation Authority
- Joel Shaffer, MTC
- Laurie Talbert, Advanced Mobility Group (on behalf of Ying Smith, CCTA)
- Mike Tobin, LAVTA
- Dana Turrey, Sonoma County Transportation Authority

CONSULTANT TEAM

- Sam Corbett, Principal-in-Charge, Alta Planning + Design
- Mauricio Hernández, Project Manager, Alta Planning + Design
- Doug Arseneault, Assistant Project Manager, Alta Planning + Design
- Stuart Geltman, Task Lead, Transportation Management & Design Inc.

Topic	Notes
1. Agenda Review	<ul style="list-style-type: none"> • Caltrans staff welcomed the TAC members, provided an overview of the agenda: • The bulk of the meeting will focus on the Goals, Objectives, and Performance Measures. • Caltrans staff reminded TAC that the PowerPoint was sent yesterday as an attachment to the meeting invitation, so that members had the option to review the draft project Vision, Purpose, Goals, Objectives, and performance Measures in advance of today's meeting. • Members will use Mentimeter to provide input on the draft Goals and Objectives and suggest Performance Measures. • Members can also write in the Chat or raise hand features, but we will focus primarily on the input through Mentimeter. • Caltrans staff acknowledged that members have started entering their information into the first Mentimeter slide of sign-in. • Caltrans staff reintroduced the project team members.

Topic	Notes
2. Project Updates	<ul style="list-style-type: none"> Alta staff provided an overview of the engagement, policy, and data work Alta staff reiterated that a lot of technical work has gone on the background, leading into this meeting. Caltrans does not provide service, so the project team is relying on the TAC members and other partners for data and guidance on operational challenges and opportunities.
3. Policy Research	<ul style="list-style-type: none"> TMD Staff provided an overview of the policy review and research summaries. We focused on how national best practices can be applied to the Bay Area as well as the policies in action in communities across the region. TMD Staff highlighted the major findings from the Best Practices Literature Review. TMD Staff highlighted the major findings from the Caltrans Policy and Plans Context Report.
<ul style="list-style-type: none"> Caltrans Policy and Plans Context Report Best Practices Literature Review 	
4. Discussion	<ul style="list-style-type: none"> Caltrans Staff presented the project Vision and Purpose. <ul style="list-style-type: none"> The Purpose is based on the Director's Policy Caltrans Staff offered members the opportunity to provide feedback on the draft Vision and Purpose language. Caltrans Staff gave an overview of the Goals and their development based on Caltrans policies. <ul style="list-style-type: none"> Safe & Complete Streets to Enhance Transit Equity Climate Action Transit Prosperity Cultivate Excellence Alta Staff introduced the draft Goals and Objectives as major themes derived from the policy research summarized in the Best Practices Literature Review and Caltrans Policy and Plans Context Report. Alta staff welcomed members to provide authentic feedback, to support the project team in filling any gaps, ensure local context is considered, and ensure the goals and objectives are consistent with the goals of the TAC members' agencies. Alta staff reiterated that the State Transportation Network (STN) is the focus of this project, rather than all roadways where transit service operates throughout the region. Alta staff and Sam presented the goals and objectives. <ul style="list-style-type: none"> After each objective, he welcomed members to provide recommend performance measures and additional objectives via Mentimeter (see attachment). Members provided the following verbal comments <ul style="list-style-type: none"> Safe & Complete Streets: <ul style="list-style-type: none"> Jim Cunradi (AC Transit) highlighted the need to focus on transit-first streets rather than "Complete Streets" that give equal roles to all modes. Eva Gaye (C/CAG) discussed the need to include safety tools and measures. Equity: <ul style="list-style-type: none"> Derek McGill (TAM) discussed TAM's equity policy focused on proactively addressing and dismantling <i>barriers</i> to access through a community-grounded approach. Michael Rhodes (SMTA) discussed SFMTA's focus on reducing the travel time and effort of transit riders, particularly those from disadvantaged communities. Jumana Nabati (BART) suggested focusing on access to stops based in ground truths rather than strictly national standards like PROWAG.
<ul style="list-style-type: none"> Goals, Objectives and Performance Measures 	

Topic	Notes
	<ul style="list-style-type: none"> ○ Climate Action: <ul style="list-style-type: none"> ▪ Caltrans staff discussed Caltrans’ efforts to support funding of electric and other zero emission buses. ▪ Caltrans staff welcomed members to suggest how else Caltrans can support the transition to electric buses. ○ Transit Prosperity: <ul style="list-style-type: none"> ▪ Rebecca Schneck (NVRTA) discussed how bus costs increase between when Caltrans starts the grant process and when funds are distributed. ○ Cultivate Excellence: <ul style="list-style-type: none"> ▪ Jumana (BART) discussed the Bay Area Regional Mapping and Wayfinding Project (RMWP) focused on signage directing people to transit stops. <ul style="list-style-type: none"> ▪ Jumana suggested that the project team collaborate with the RMWP team to align recommendations and set an objective of adopting the recommended signage for installation along the STN. ▪ Sergio offered to lead coordination with the RMWP and facilitate the incorporation to their recommendation within Caltrans standards. ▪ Rebecca Schneck (Napa Valley Transportation Authority) suggested setting regionwide stop/station design standards that integrate agencies’ local standards.
5. Transit Data Request	<ul style="list-style-type: none"> • Alta staff discussed the request, highlighting that something is better than nothing. • Jumana asked for clarity on what formats are acceptable. <ul style="list-style-type: none"> ○ Doug responded that all the preferred and acceptable formats are in the form. ○ Tyler will send the request to Jumana directly (the request went to another BART contact). • Robert Betts (Marin Transit) highlighted that MTC has already requested most of this information (such as bottlenecks). • The project team is coordinating with MTC, as well as looking to fill gaps in the data provided to MTC.
6. Next Steps <ul style="list-style-type: none"> • Stakeholder Meeting • Public Workshop • Transit Supportive Infrastructure Inventory 	<ul style="list-style-type: none"> • Alta staff gave an overview of the upcoming engagement activities, including a Stakeholder Meeting on April 16 and a public workshop. • Alta staff also highlighted that the Transit Data Request will be used to complete the Transit Supportive Infrastructure Inventory.

Caltrans Bay Area Transit Plan

Technical Advisory Committee Meeting #2

Caltrans Bay Area | April 3, 2024



AGENDA



1. Agenda Review
2. Project Updates
3. Policy Research
4. Goals, Objectives, and Performance Measures – discussion
5. Transit Data Request
6. Next Steps

HOW TO INTERACT WITH US

Today's meeting will be guided by an interactive presentation using Mentimeter.

We will use Mentimeter to ask questions that you can respond to using your computer, phone, or tablet go to:

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Please stay on that page for the duration of the presentation.

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To confirm your attendance, please share your name, organization, and what part of the Bay Area you are representing:

Waiting for responses ...



PROJECT TEAM



Tyler Brown
Project Manager
Caltrans Bay Area



Mauricio Hernández
Project Manager
Alta



Doug Arseneault
Assistant Project Manager
Alta



Sergio Ruiz
Chief, Transit & Active Transportation
Caltrans Bay Area



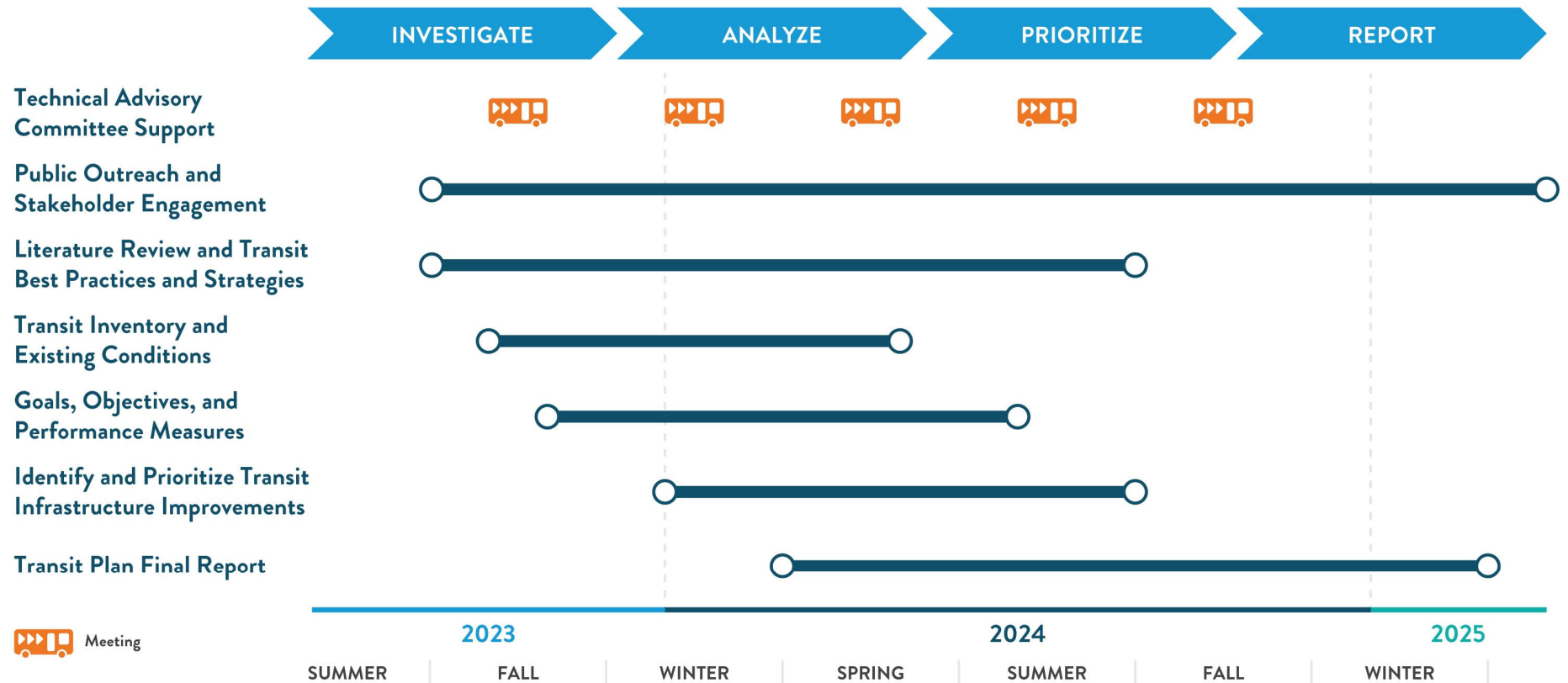
Sam Corbett
Principal-in-Charge
Alta



Stuart Geltman
Best Practices Lead
TMD

Project Updates

SCHEDULE



GENERAL ENGAGEMENT ACTIVITIES



COMPLETED OR UNDERWAY

(Aug 2023 – Mar 2024)

- ✓ Project Branding
- ✓ Website
- ✓ Social Media Packet
- ✓ TAC Meeting #1
- ✓ Targeted Stakeholder Meeting #1
- Public Survey on Regional Transit Priorities
- Transit Data Request



UPCOMING

(Apr – Jun 2024)

- Public Online Workshop #1
- Stakeholder Meeting #2

TECHNICAL ACTIVITIES



COMPLETED OR UNDERWAY

(Aug 2023 – Mar 2024)

- ✓ Data collection
- ✓ Basemap development
- ✓ Best Practices Literature Review
- ✓ Caltrans Policy & Plans Context Report
- D4 Goals, Objectives, and Performance Measures
- Transit Supportive Infrastructure Inventory



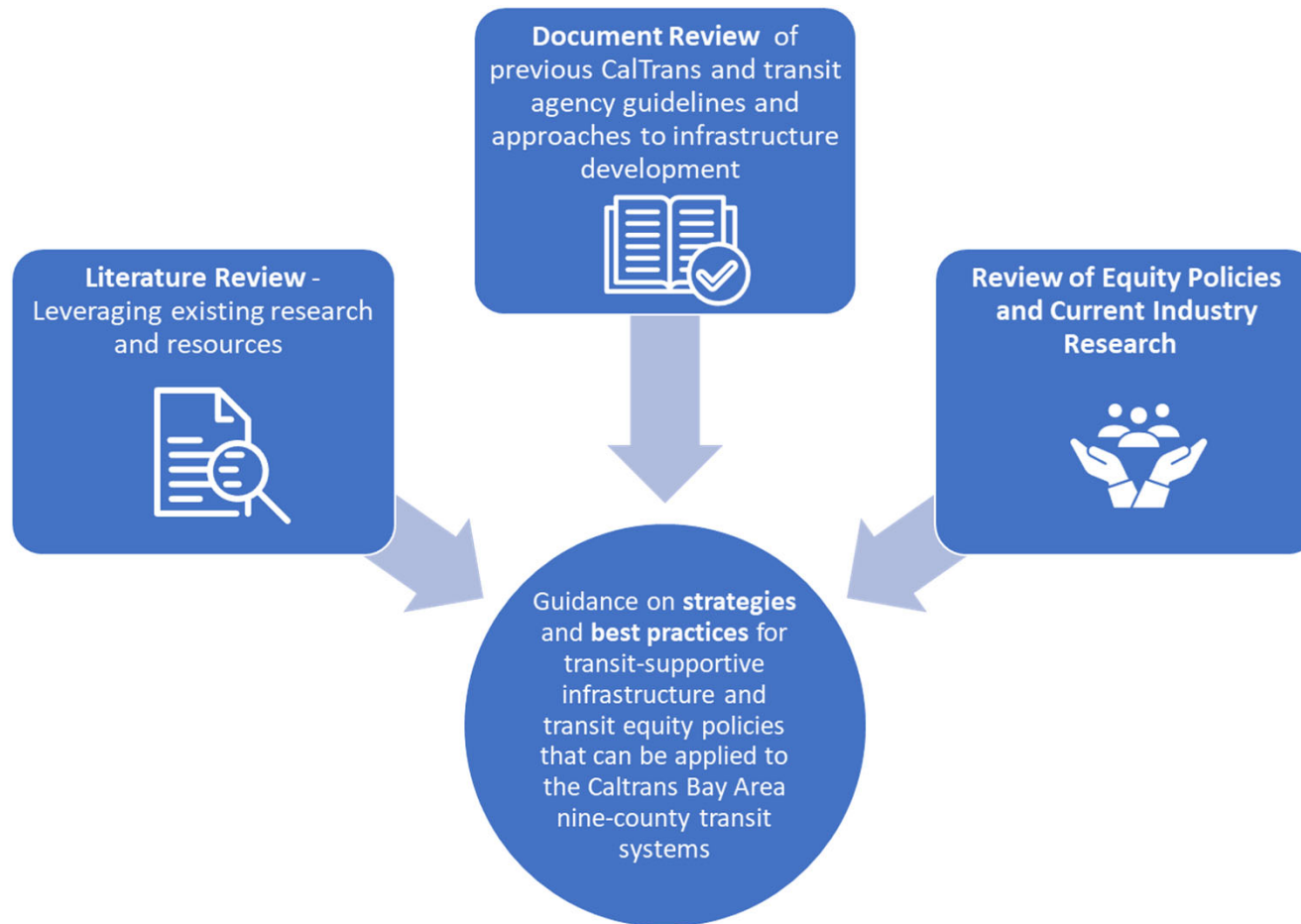
UPCOMING

(Apr – Jun 2024)

- Goals, Objectives, and Performance Measures Crosswalk
- Transit Priority Methodology

Policy Research

LITERATURE REVIEW & BEST PRACTICES



Best Practices Literature Review



Caltrans Policy and Plans Context Report



District Transit Strategies and Best Practices Toolbox

BEST PRACTICES LITERATURE REVIEW



The Caltrans Bay Area Transit Plan is the first of its kind. A comprehensive region-wide plan or standards have yet to be developed by any state department of transportation or other multi- regional governing agency.



Transit should be treated as a public service and not a business expected to achieve profitability. Transit is essential to achieving the region's climate and equity goals.



Equity must be considered in all aspects of transportation planning and funding. Transit-dependent populations often face **multiple interconnected barriers to mobility and access** to economic opportunities.



Streets that work for transit work for everyone. Transit-oriented streets support local businesses, pedestrians, the bicycle network, and safer access for drivers.



Transit prioritization cannot be a one-size-fits-all approach. There are multiple routes for success in transit prioritization depending on **roadway design, geographic area, and local, regional, and state goals.**

BEST PRACTICES LITERATURE REVIEW



Strong leadership and collaboration between stakeholders are vital for the success of the project.



Agencies and funders must **consider the project's impacts on the transit system as a whole.**



Transit works best when **local policies support** the transit network (e.g. parking pricing, congestion pricing, and zoning), and **streets are designed to prioritize transit service.**



Regional and state funding programs must inspire **local jurisdictions to collaborate on fixing road conditions** that delay transit vehicles.



Programs are needed to support both **coordinated transit corridor investments** (e.g. bus lanes, transit signal priority, and arterial HOV lanes) and **hot-spot and quick-build solutions** for locations that experience consistent transit delays.

CALTRANS POLICY & PLANS CONTEXT



Bus stops serve as the gateways to transit systems. Transit riders are particularly sensitive to time spent waiting for transit as compared to time spent on transit.



Improvements to connections between transit networks are important so that regional travel is **not constrained by transit district boundaries**.



Intermodal connections, specifically to local and regional bicycle and pedestrian networks, are important considerations for access to transit service.



Beyond physical connections, agencies should consider **integrating or aligning fare policy, payment methods, and other user-facing policies** that ensure frictionless connections between transit networks.



Reliability is the most important aspect of transit service. **Speed improvements must be combined with frequency and span of service** to achieve equity.

CALTRANS POLICY & PLANS CONTEXT



Improving transit service is consistent with Caltrans and the statewide goals and visions on equity, climate change, environmental impacts, access, and travel behavior change.



Caltrans needs to coordinate with agencies and communities to identify physical treatments that are effective and supportive of city, county, transit agency, and community goals.



Caltrans should develop specifications for these improvements to streamline the approval process for transit supportive infrastructure on the Caltrans network.

An aerial, isometric illustration of a city street scene. The scene includes a bus stop with a shelter and a bus, a crosswalk with white stripes, a dedicated bike lane with a white arrow and a bicycle symbol, and a sidewalk with trees and pedestrians. The entire image is overlaid with a semi-transparent teal color. The text 'Goals, Objectives, and Performance Measures Discussion' is written in white, bold, sans-serif font across the middle of the image. Below the text, there is a short orange horizontal line followed by the word 'PROPOSED' in a white, italicized, sans-serif font.

Goals, Objectives, and Performance Measures Discussion

PROPOSED

VISION



Caltrans Bay Area (District 4) will support a thriving and connected Bay Area with enhanced transit service speed, reliability, and access on the State Transportation Network.

DRAFT

PURPOSE



Caltrans Bay Area (District 4) will support enhanced transit service on the State Transportation Network through coordination, collaboration, and partnerships with transit agencies, the Metropolitan Transportation Commission, 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.

These improvements will improve access to opportunities for transit-dependent populations, encourage choice riders 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.

DRAFT

GOALS



Safe & Complete Streets



Equity



Climate Action



Transit Prosperity



Cultivate Excellence



DRAFT

GOAL: SAFE & COMPLETE STREETS



Support the design, funding and implementation of safe and complete streets that enhance and improve transit competitiveness, reliability, access, and safety while encouraging increased transit usage for a wide variety of users and trip purposes.

DRAFT

GOAL: SAFE & COMPLETE STREETS

Support the design, funding and implementation of safe and complete streets that enhance and improve transit competitiveness, reliability, access, and safety while encouraging increased transit usage for a wide variety of users and trip purposes.



Expand transit-access infrastructure for pedestrians, bicyclists, and micromobility users to enhance safety and connectivity between transit stops & stations and local/regional destinations.



Prioritize the implementation of centralized hubs that integrate transit and other shared travel modes to support a cohesive regional transit system.



Install transit-priority infrastructure to improve the travel speeds of buses and mixed-traffic running rail (e.g. MUNI).

DRAFT

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What other SAFE & COMPLETE STREETS objectives do you recommend that Caltrans Bay Area incorporate?

Waiting for responses ...



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What specific measurable outcomes for SAFE & COMPLETE STREETS do you recommend Caltrans Bay Area incorporate?

Waiting for responses ...



GOAL: EQUITY



Improve equity in transportation choices by helping to deliver transit projects on the STN that improve reliability and reduce travel times for all transit riders (all abilities, ages, ethnicities, genders, languages, races, socioeconomic statuses), while ensuring Equity Priority Communities (EPC's) and transit-reliant populations are meaningfully engaged throughout the design, construction, and operation of transit-supportive infrastructure and programs.

DRAFT

GOAL: EQUITY

Improve equity in transportation choices by helping to deliver transit projects on the STN that improve reliability and reduce travel times for all transit riders (all ages, abilities, ethnicities, genders, languages, races, socioeconomic statuses), while ensuring Equity Priority Communities (EPC's) and transit-dependent populations are meaningfully engaged throughout the design, construction, and operation of transit-supportive infrastructure and programs.



Ensure that equity is considered in all transportation decision-making processes including the distribution of Caltrans resources and infrastructure.



Ensure that historically underrepresented populations, transit-dependent populations, and residents of EPCs are actively engaged and provide input regarding their mobility circumstances and the experience accessing and using transit on the STN.



Improve access to low-cost transportation options for low-income communities and other disadvantaged populations such as Black, Indigenous, and people of color (BIPOC) and people with disabilities.

DRAFT

GOAL: EQUITY (Cont.)

Improve equity in transportation choices by helping to deliver transit projects on the STN that improve reliability and reduce travel times for all transit riders (all ages, abilities, ethnicities, genders, languages, races, socioeconomic statuses), while ensuring Equity Priority Communities (EPC's) and transit-dependent populations are meaningfully engaged throughout the design, construction, and operation of transit-supportive infrastructure and programs.



Incorporate ADA-compliant accessibility features into all transportation infrastructure projects along the STN to improve safe access to transit stops and stations for people with disabilities and aging populations.



Support and facilitate transit providers enhancing existing services along high ridership routes in EPC's.



Prioritize transit-supportive infrastructure over auto capacity-increasing projects, including in EPC's or routes serving residents in EPC's and other areas affected by low air quality according to CalEnviroScreen. *[Cross-listed with Climate Action]*

DRAFT

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Based on your agency's own goals and objectives, what other EQUITY objectives do you recommend that Caltrans Bay Area (District 4) incorporate?

Waiting for responses ...



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What specific measurable outcomes for EQUITY would you recommend Caltrans Bay Area incorporate?

Waiting for responses ...



GOAL: CLIMATE ACTION



Advance transportation solutions that support Caltrans environmental goals and consider the context of Bay Area communities. Play an essential role in creating a greener transportation system to help the region to combat climate change, increase resilience, and improve environmental quality.

DRAFT

GOAL: CLIMATE ACTION

Advance transportation solutions that support Caltrans environmental goals and consider the context of Bay Area communities. Play an essential role in creating a greener transportation system to help the region combat climate change, increase resilience, and improve environmental quality.



Re-evaluate investment opportunities, project scoping and design, and performance metrics to help reduce per capita vehicle miles traveled (VMT).



Encourage transit-oriented development along the STN and adjacent Priority Development Areas (PDAs), Transit-Oriented Community Policy Areas, and Transit Priority Areas (TPAs) – as defined by MTC – by incentivizing the construction of additional housing units (particularly multi-family housing) and mixed-use developments, without parking minimums, to reduce distances between housing, work sites, and essential goods and services.

DRAFT

GOAL: CLIMATE ACTION (Cont.)

Advance transportation solutions that support Caltrans environmental goals and consider the context of Bay Area communities. Play an essential role in creating a greener transportation system to help the region combat climate change, increase resilience, and improve environmental quality.



Prioritize transit-supportive infrastructure over auto capacity-increasing projects, including in EPC's or routes serving residents in EPC's and other areas affected by low air quality according to CalEnviroScreen. *[Cross-listed with Equity]*



Support the development, implementation, and maintenance of zero-emission bus and electric micromobility infrastructure as the State, local jurisdictions, and private entities invest in electric vehicle charging network development along the STN.

DRAFT

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What other CLIMATE ACTION objectives do you recommend that Caltrans Bay Area should incorporate?

Waiting for responses ...



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Feedback

What specific measurable outcomes for CLIMATE ACTION would you recommend that Caltrans Bay Area incorporate?

Waiting for responses ...

GOAL: TRANSIT PROSPERITY



Provide support in identifying and securing long-term resources for transit-supportive projects and transit service enhancements, in accordance with Caltrans statewide project delivery and funding guidelines.

DRAFT

GOAL: TRANSIT PROSPERITY

Provide support in identifying and securing long-term resources for transit-supportive projects and transit service enhancements, in accordance with Caltrans statewide project delivery and funding guidelines.



Increase dedicated funding for the transit-supportive infrastructure projects along the STN.



Facilitate project-level coordination between the U.S. Department of Transportation, California State Transportation Agency, MTC, and local and regional stakeholders to assist Caltrans, county transportation authorities, and transit agencies in effectively leveraging and implementing federal and state funding programs, in coordination with MTC.



Ensure long-term maintenance of existing resources for Caltrans and local transit-supportive infrastructure projects.

DRAFT

GOAL: TRANSIT PROSPERITY (Cont.)

Provide support in identifying and securing long-term resources for transit-supportive projects and transit service enhancements, in accordance with Caltrans statewide project delivery and funding guidelines.



Ensure long-term funding for Operation and Management of transit along the STN.



Incorporate transit operating cost and ridership impacts into the decision-making process for all Caltrans capital projects in the Bay Area.

DRAFT

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**What other TRANSIT PROSPERITY objectives
do you recommend that Caltrans Bay Area
incorporate?**

Waiting for responses ...



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**What specific measurable outcomes for
TRANSIT PROSPERITY do you recommend that
Caltrans Bay Area incorporate?**

Waiting for responses ...



GOAL: CULTIVATE EXCELLENCE

Provide consistent and efficient Caltrans evaluation, permitting, and oversight processes to implement transit-supportive infrastructure projects and programs in Bay Area communities, in accordance with Caltrans statewide project delivery and funding guidelines and design standards.

Establish a regional leadership role for Caltrans with improved coordination among transit operators, MTC, cities, counties, transportation agencies, and Caltrans divisions involved in planning and implementing transit-supportive infrastructure on the STN.

DRAFT

GOAL: CULTIVATE EXCELLENCE

Provide consistent and efficient Caltrans review, permitting, and oversight processes to implement transit-supportive infrastructure projects and programs in Bay Area communities, in accordance with Caltrans project delivery and funding guidelines and design standards. Establish a regional leadership role for Caltrans Bay Area with improved coordination among transit operators, MTC, cities, counties, transportation agencies, and internal Caltrans divisions involved in planning and implementing transit-supportive infrastructure on the STN.



Refine design guidance and standards to prioritize context-sensitive solutions that are supportive of transit infrastructure and improve connections to surrounding land uses.



Reduce administrative barriers to local transit project delivery along the STN.



Streamline the administrative permitting and project oversight processes for transit-supportive infrastructure projects along and intersecting with the STN in the Bay Area.

DRAFT

GOAL: CULTIVATE EXCELLENCE (Cont.)

Provide consistent and efficient Caltrans review, permitting, and oversight processes to implement transit-supportive infrastructure projects and programs in Bay Area communities, in accordance with Caltrans project delivery and funding guidelines and design standards. Establish a regional leadership role for Caltrans Bay Area with improved coordination among transit operators, MTC, cities, counties, transportation agencies, and internal Caltrans divisions involved in planning and implementing transit-supportive infrastructure on the STN.



Implement the Caltrans Director's Policy on Transit Priority and Focus in the Bay Area and facilitate the adoption of consistent policies by Bay Area counties and cities, in coordination with MTC.



Develop a role, standards, and clear approach for Caltrans Bay Area to coordinate transit agencies, cities, and counties when planning transit-supportive projects along the STN across multiple jurisdictions.



Serve as a leader and conduit for increased coordination between local and regional agencies at each stage of the project including planning, design, construction, and operation.

DRAFT

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 Mentimeter

What other CULTIVATE EXCELLENCE objectives do you recommend that Caltrans Bay Area incorporate?

Waiting for responses ...



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**What specific measurable outcomes for
CULTIVATE EXCELLENCE do you recommend
that Caltrans Bay Area incorporate?**

Waiting for responses ...





Transit Data Request

TRANSIT DATA REQUEST



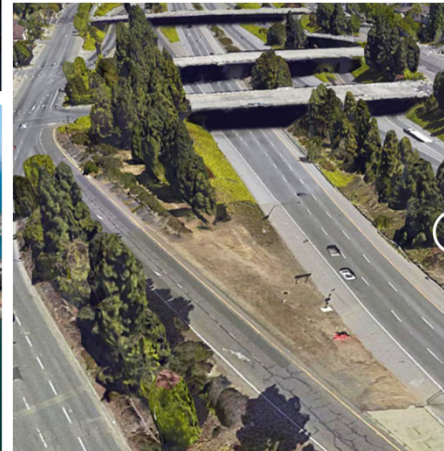
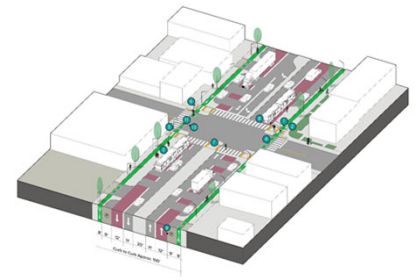
- Request of transit agencies, county transportation authorities, and MTC
- **COMPLETE BY MONDAY, APRIL 22, 2024**
- Data requested
 - Bus stop, rail station, and transit center/mobility hub amenities
 - Route-level ridership
 - Stop-level ridership
 - Planned route alignments
 - Microtransit service areas
 - Transit-priority infrastructure
 - Known bottlenecks

Next Steps



Questions?

Thank you!





PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #2	DATE	July 30, 2024
VENUE	Zoom	TIME	10:30 AM – 12:00 PM

CALTRANS BAY AREA (D4)

- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Tyler Brown, Project Manager
- Wingate Lew, D4 Transit Coordinator

CONSULTANT TEAM

- Sam Corbett, Principal-in-Charge, Alta Planning + Design
- Mauricio Hernández, Project Manager, Alta Planning + Design
- Doug Arseneault, Assistant Project Manager, Alta Planning + Design
- Stuart Geltman, Task Lead, Transportation Management & Design Inc.

Topic	Notes
1. Agenda Review	
2. Project Updates	
3. Transit Supportive Infrastructure Inventory	
4. Performance Measures	<i>Discussion</i>
5. Project Prioritization Methodology	<i>Discussion</i>
6. Next Steps	

PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #3	DATE	July 30, 2024
VENUE	Zoom	TIME	10:30 AM – 12:00 PM

CALTRANS BAY AREA (D4)

- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Tyler Brown, Project Manager
- Wingate Lew, D4 Transit Coordinator

TAC MEMBERS (in attendance)

- Casey Bruno, AC Transit
- Asher Butnik, Marin Transit
- Dexter Cypress, NVT/Vine Transit
- Emily DelRoss, GGBHTD
- Colin Dentel-Post, Alameda CTC
- Zack Deutsch-Gross, Transform
- Robert Guerrero, Solano Transportation Authority
- Cassie Halls, SMC
- Hilary Lin, Alameda CTC

- Derek McGill, TAM
- Mika Miyasato, AC Transit / Regional Transit Priority Program
- Jumana Nabti, BART
- Tamiko Percell, VTA
- Joel Shaffer, MTC
- Britt Tanner, MTC
- Laura Tolkoff, SPUR
- Dana Turrey, SCTA

CONSULTANT TEAM

- Mauricio Hernández, Project Manager, Alta Planning + Design
- Doug Arseneault, Assistant Project Manager, Alta Planning + Design
- Stuart Geltman, Task Lead, Transportation Management & Design Inc.

Topic	Notes
1. Agenda Review	Tyler Brown (Caltrans) welcomed the TAC members and re-introduced the project team.
2. Project Updates	<p>Doug Arseneault (Alta) provided an overview of actions taken since the last TAC meeting, including completion of the Best Practices Literature Review, Caltrans Policy and Plans Context Report, and the D4 Goals & Objectives.</p> <p>Doug discussed the upcoming activities, including the Performance Measures and Prioritization Methodology that will be discussed during the meeting.</p> <ul style="list-style-type: none"> • Development of the project lists and Transit Strategies and Best Practices Toolbox will follow.
3. Transit Supportive Infrastructure Inventory	Doug Arseneault (Alta) outlined the Inventory, including the core sections – Demographic Analysis; Transit Priority Infrastructure and Service; and Transit Access Infrastructure – and their components.

Topic	Notes
	<p>Doug highlighted the key findings:</p> <ul style="list-style-type: none"> • Areas densest with high-propensity transit rider demographics live in urban areas or near major universities. • Equity priority communities (EPCs) are concentrated along key corridors of the STN. • Employment clusters tend to be along the key corridors of the STN and concentrated in Downtown districts or near major universities. • Urban areas have robust and frequent transit services with transit priority treatments, while rural and suburban services tend to be less frequent and peak period-oriented service with fewer treatments. • The Bay Area region has a robust bike and pedestrian network to connect to transit services, but gaps still remain. • Doug also shared that we received limited and inconsistent data between agencies, but will move forward in making recommendations based on the available data. <p>Derek McGill (TAM) asked if the focus is on the STN only</p> <ul style="list-style-type: none"> • Doug responded: yes, the Inventory is focused on the STN and surrounding ½ mile. <p>Mika Miyasato (AC Transit) asked about critical data gaps.</p>
<p>4. Performance Measures</p> <p><i>Discussion</i></p>	<p>Stuart Geltman (TMD) provided an overview of the proposed performance measures.</p> <ul style="list-style-type: none"> • This D4 plan is the first plan of its kind – these Goals, Objectives, and Performance Measures will guide the other region’s plans and HQ policies • We leveraged data from Caltrans, transit provider, local jurisdictions (cities and counties), and others. • Our goal is to par down and prioritize the performance measures. <p>Stuart presented the questions for discussion:</p> <ul style="list-style-type: none"> • Which performance measures should be prioritized? • How can Caltrans support each agency in collecting/providing data? • What data points are you able to provide? • How frequently should data be updated? • How should the performance measures be used in the short and long-term? <p>Stuart highlighted a few performance measures.</p>

Topic	Notes
	<p>Michael Rhodes (SFMTA): What is valuable to Caltrans? Agencies would need to dedicate significant staff time to collecting all this data.</p> <p>Derek McGill (TAM):</p> <ul style="list-style-type: none"> • Limit to aspects within Caltrans' purview • Focus on more programmatic approaches • Performance Measures should consider engagement and exhausting EPC with repetitious, burdensome conversations. • Caltrans should commit to working with agencies on engagement and formal coordination. MTC plays the role of mediator. <p>Cassie Halls (SamTrans):</p> <ul style="list-style-type: none"> • Reporting should be tied to carrots (funding, in-kind support from Caltrans staff, etc.) • CalITP should be the primary data collector and analyzer. <p>Mika Miyasato (AC Transit):</p> <ul style="list-style-type: none"> • While reliability is important to riders, it's time consuming for agencies to report. • Ask small and medium agencies what data is realistic to collect. <p>Laura Tolkoﬀ (SPUR): One way to refine this list is to focus in on those that are more clearly tied to what you want to do with the information. Said another way, how do you want the performance measures to influence Caltrans' actions, or the actions of transit agencies or local governments?</p> <p>Casey Bruno (AC Transit): Some of these performance measures can be collected through local jurisdictions, so how are local jurisdictions engaged in the development of this transit plan? Are transit agencies expected to be the intermediary between themselves and Caltrans when gathering data?</p> <p>Tamiko Percell (VTA):</p> <ul style="list-style-type: none"> • Diﬃcult to evaluate VMT on smaller projects • How will Caltrans improve internal accountability? The Cultivate Excellence goal focuses on improving accountability and Caltrans' overall role as a partner to agencies and MTC. <p>Colin Dentel-Post (Alameda CTC):</p> <ul style="list-style-type: none"> • "Number of projects" may be a little arbitrary given project sizes can vary widely. Focus on outcomes vs outputs might be more meaningful, e.g. % of ADA curb ramps that meet current standards.

Topic	Notes
	<ul style="list-style-type: none"> Transit priority treatments including TSP should be prioritized on the basis of the amount of passenger travel time they would save.
5. Project Prioritization Methodology <i>Discussion</i>	<p>Stuart Geltman (TMD) outlined the Prioritization Methodology:</p> <ul style="list-style-type: none"> Step 1: Identify Transit Investment Areas Step 2: Differentiate Areas by Mode and Operating Environment (urban/suburban/rural) Step 3: Score and Prioritize Segments/Projects/Treatments within the Transit Investment Areas <p>Stuart presented the questions for discussion:</p> <ul style="list-style-type: none"> What criteria should be used for weighting goals and objectives for prioritization? What should be the balance between three operating environments (Urban, Suburban, Rural)? Should the same weighting system be used for all three operating environments? <p>Mauricio (Alta) asked members, which criteria are most important / should be weighted?</p> <p>Cassie Halls (SamTrans):</p> <ul style="list-style-type: none"> Caltrans should incorporate transit improvements into SHOPP (like how bike/ped improvements are required) Another streamlining opportunity is allowing agencies to conduct the PR / PSR-PDS at the corridor level not the project level <p>Mika Miyasato (AC Transit):</p> <ul style="list-style-type: none"> Prioritize projects that serve EPCs instead of ones located inside EPCs. We should be measuring on cores of the plan goals. Every goal should strive to achieve equity and sustainability. But I don't know if we need measurable goals for equity and sustainability. Since this is the first plan, the plan should focus on cores. <ul style="list-style-type: none"> Cassie Halls (SamTrans) agreed. <p>Derek McGill (TAM): CalEnviroScreen excludes Marin County and is not a helpful tool for our local conditions.</p> <p>Jumana Nabti (BART/RMWP): How will major transfer points (like BART stations) be prioritized?</p> <p>Colin Dentel-Post (Alameda CTC): Higher ridership corridors should also be a prioritization factor.</p>

Topic	Notes
6. Next Steps	<p>Feedback due August 9</p> <p>Tyler Brown (Caltrans): What are the highest priority performance measures and prioritization criteria? What data is available, and what data would be overly burdensome to collect?</p> <p>The Stakeholder Group (MTC Transit Priority Working Group) will also review the Performance Measures.</p> <p>Tyler Brown (Caltrans) thanked the TAC members for the robust discussion.</p>

Caltrans Bay Area Transit Plan

Technical Advisory Committee Meeting #3

Caltrans Bay Area | July 30, 2024



Caltrans Bay Area



alta

AGENDA

1. **Agenda Review**
2. **Project Updates**
3. **Transit-Supportive Infrastructure Inventory**
4. **Performance Measures – discussion**
5. **Project Prioritization Methodology – discussion**
6. **Next Steps**

Project Updates

SCHEDULE



TECHNICAL ACTIVITIES



COMPLETED OR UNDERWAY

(Aug 2023 – Jul 2024)

- ✓ Data collection
- ✓ Basemap development
- ✓ Best Practices Literature Review
- ✓ Caltrans Policy & Plans Context Report
- ✓ D4 Goals and Objectives
 - D4 Performance Measures
 - Transit Supportive Infrastructure Inventory
 - Transit Priority Methodology
 - Goals, Objectives, and Performance Measures Crosswalk



UPCOMING

(Jul – Sep 2024)

- Transit-Priority Project List
- Transit-Access Project List
- Strategies and Best Practices Toolbox



Transit-Supportive Infrastructure Inventory

INVENTORY STRUCTURE & OVERVIEW



POPULATION AND DEMOGRAPHIC ANALYSIS

Who lives in the Caltrans Bay Area's nine-county service area?



TRANSIT PRIORITY INFRASTRUCTURE AND SERVICE

What transit services are available and what are some of the issues?



TRANSIT ACCESS INFRASTRUCTURE

What riders use to access transit services and make connections

DEMOGRAPHIC ANALYSIS



Zero-car households



Low-income households



Population by age group



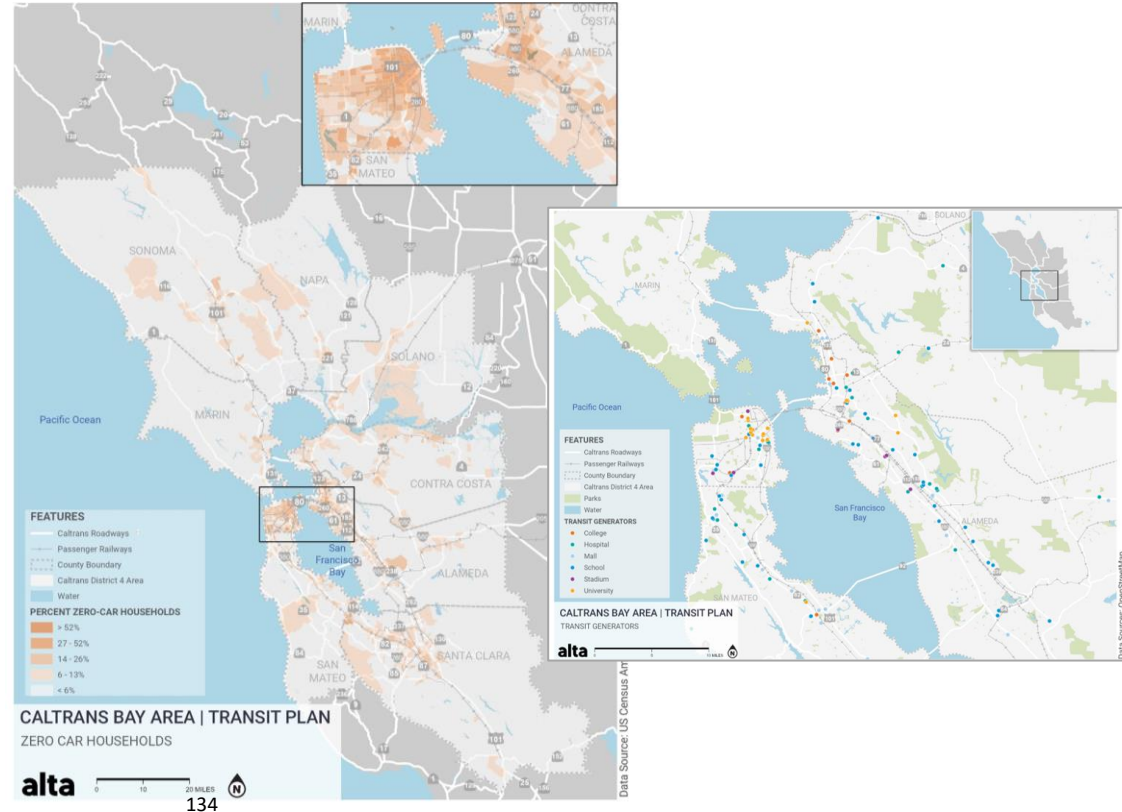
Population density



Employment density



Transit generators



TRANSIT PRIORITY INFRASTRUCTURE AND SERVICE



Rail routes



Bus routes



Planned service changes



Service frequencies



Transit ridership



Transit priority infrastructure



Transit bottlenecks



TRANSIT ACCESS INFRASTRUCTURE



Transfer points



Bus stop amenities



On-demand transit zones



Pedestrian and bicycle infrastructure



KEY FINDINGS



We received limited and inconsistent data between agencies, but will move forward in making recommendations based on the available data.



Areas densest with high-propensity transit rider demographics live in urban areas or near major universities.



Equity priority communities (EPCs) are concentrated along key corridors of the STN.



Employment clusters tend to be along the key corridors of the STN and concentrated in Downtown districts or near major universities.



Urban areas have robust and frequent transit services with transit priority treatments, while rural and suburban services tend to be less frequent and peak period-oriented service with fewer treatments.



The Bay Area region has a robust bike and pedestrian network to connect to transit services, but gaps still remain.



Performance Measures Discussion


PROPOSED

PERFORMANCE MEASURES DEVELOPMENT



Intended to quantify progress in meeting D4 Goals and Objectives



Sponsors should consider measures in project development



Data for measuring performance will come from ALL project partners – Caltrans, transit agencies, local jurisdictions, etc.



Measures tied to goals and objectives

PERFORMANCE MEASURES DATA



Data already collected by Caltrans



Data provided by transit providers



Data provided by local jurisdictions (Cities and counties)



Data provided by others

DISCUSSION QUESTIONS



Which performance measures should be prioritized?



How can Caltrans support each agency in collecting/providing data?



What datapoints are you able to provide?



How frequently should data be updated?



How should the performance measures be used in the short and long-term?

GOAL: SAFE & COMPLETE STREETS

Objectives	Performance Measures
EXPAND TRANSIT-ACCESS INFRASTRUCTURE FOR PEDESTRIANS, BICYCLISTS, AND MICROMOBILITY USERS TO ENHANCE SAFETY, COMFORT, AND CONNECTIVITY BETWEEN TRANSIT STOPS & STATIONS AND LOCAL/REGIONAL DESTINATIONS.	<p>1.A.1: Increase in the number low-stress street crossings within 1-mile of transit stops along the STN.</p> <p>1.A.2: Number of traffic calming/ complete streets improvements integrated into projects per fiscal year.</p> <p>1.A.3: Increase in active mode ridership within one (1) year of transit-access infrastructure project implementation, measured through transit rider surveys provided by public transit operators.</p> <p>1.A.4: Decrease in total reported and severity-weighted collisions involving people walking, biking, or rolling following the implementation of the transit-access project.</p> <p>1.A.5: Decrease in the number of fatalities and serious injuries following the implementation of the transit-access project. Data would come from public safety agencies.</p>
INSTALL TRANSIT-PRIORITY INFRASTRUCTURE TO IMPROVE TRAVEL SPEEDS OF TRANSIT INCLUDING BUSES, LIGHT RAIL, AND STREETCARS.	<p>1.B.1: Increase in the number of transit signal priority projects completed per fiscal year compared to previous fiscal year.</p> <p>1.B.2: Decrease in transit travel time along the STN as reported by transit operators and CalITP.</p> <p>1.B.3: Decrease in transit travel time variability along the STN as reported by transit operators.</p> <p>1.B.4: Decrease in annual hours of transit delay per capita along the STN as reported by transit operators.</p> <p>1.B.5: Improvement in on-time performance on routes serving the STN as reported by transit operators.</p> <p>1.B.6: Positive change in bus headway separation, in percentage within X percent of scheduled headway (e.g. $\pm 25\%$ of headway) along the STN as reported by transit operators.</p> <p>1.B.7: Increase in average transit travel speed relative to automobile travel speed along the STN as reported by transit operators and CalITP.</p>
PRIORITIZE THE IMPLEMENTATION OF CENTRALIZED HUBS THAT INTEGRATE TRANSIT AND OTHER SHARED TRAVEL MODES TO SUPPORT A COHESIVE REGIONAL TRANSIT SYSTEM.	<p>1.C.1: The number of mobility hub projects implemented per fiscal year.</p> <p>1.C.2: Increase in linked ridership (inclusive of bus-bus, bus-active mode transfers), following the implementation of the mobility hub as reported by transit agencies.</p> <p>1.C.3: Increase in use of active modes (walking, biking, rolling) following the implementation of a mobility hub from transit passenger surveys that are conducted periodically.</p>

GOAL: EQUITY

Objectives	Performance Measures
ENSURE THAT EQUITY IS CONSIDERED IN ALL TRANSPORTATION DECISION-MAKING PROCESSES INCLUDING THE DISTRIBUTION OF CALTRANS RESOURCES AND INFRASTRUCTURE.	2.A.1: Increase in the representation of underrepresented/disadvantaged populations, especially people of these populations who use transit regularly, on transit agency advisory committees and decision boards. 2.A.2: Prioritization of transit service improvement in MTC Equity Priority Communities, in terms of access, frequency, or span .
ENSURE THAT HISTORICALLY UNDERREPRESENTED POPULATIONS AND RESIDENTS OF EPCS ARE ACTIVELY ENGAGED AND PROVIDE INPUT REGARDING THEIR MOBILITY CIRCUMSTANCES AND THEIR EXPERIENCE ACCESSING AND USING TRANSIT ON THE STN.	2.B.1: Increase in participation from historically underrepresented populations and people residing in EPCs included/reached in public engagement activities. 2.B.2: A minimum of 50% of in-person engagement activities taking place in EPC's or with a focus on EPC's (i.e. targeted digital engagement). 2.B.3: Increase in the number of local community-based organizations (CBO) engaged in development of transit related plans and projects.
IMPROVE ACCESS TO LOW-COST TRANSPORTATION OPTIONS FOR LOW-INCOME COMMUNITIES AND OTHER DISADVANTAGED POPULATIONS SUCH AS BLACK, INDIGENOUS, AND PEOPLE OF COLOR (BIPOC) AND PEOPLE WITH DISABILITIES.	2.C.1: Increase in the share of jobs - as measured by the US Census/American Community Survey - accessible within a 45-minute trip catchment area due to infrastructure improvements allowing for faster trips. 2.C.2: Improvement in access to destinations by income quintile and race, as measured by the US Census/American Community Survey.

GOAL: EQUITY (continued)

Objectives	Performance Measures
IMPLEMENT ADA-COMPLIANT ACCESSIBILITY FEATURES AS PART OF ALL TRANSPORTATION INFRASTRUCTURE PROJECTS ALONG THE STN TO IMPROVE SAFE ACCESS TO TRANSIT STOPS AND STATIONS FOR PEOPLE WITH DISABILITIES AND AGING POPULATIONS.	<p>2.D.1: Increase in the number of projects that provide an ADA accessibility improvement to current infrastructure, per year.</p> <p>2.D.2: Increase in the number of projects that include ADA accessibility infrastructure in a new infrastructure project, per year.</p>
SUPPORT AND FACILITATE TRANSIT PROVIDERS ENHANCING EXISTING SERVICES ALONG HIGH-PRIORITY ROUTES IN EPC'S.	<p>2.E.1: Increase in the number of transit supportive infrastructure projects in EPCs along high priority routes in close proximity to the STN, per year.</p> <p>2.E.2: Increase in the number of complete streets projects supportive of transit in EPCs along high priority routes in close proximity to the STN, per year.</p> <p>2.E.3: Increase in transit service levels along high-priority routes after complete streets or transit supportive infrastructure projects are implemented in close proximity to the STN.</p>
IMPROVE ACCESS TO LOW-COST TRANSPORTATION OPTIONS FOR LOW-INCOME COMMUNITIES AND OTHER DISADVANTAGED POPULATIONS SUCH AS BLACK, INDIGENOUS, AND PEOPLE OF COLOR (BIPOC) AND PEOPLE WITH DISABILITIES.	<p>2.F.1: Total expenditure per year on projects that include transit supportive infrastructure serving EPCs along the STN.</p> <p>2.F.2: Increase in the total expenditures per year on complete streets projects serving EPCs near existing transit along the STN.</p>

GOAL: CLIMATE ACTION

Objectives

RE-EVALUATE INVESTMENT OPPORTUNITIES, PROJECT SCOPING AND DESIGN, AND PERFORMANCE METRICS TO HELP REDUCE PER CAPITA VEHICLE MILES TRAVELED (VMT).

ENCOURAGE TRANSIT-ORIENTED DEVELOPMENT ALONG THE STN AND ADJACENT PRIORITY DEVELOPMENT AREAS (PDAS), TRANSIT-ORIENTED COMMUNITY POLICY AREAS, AND TRANSIT PRIORITY AREAS (TPAS) – AS DEFINED BY MTC – BY INCENTIVIZING THE CONSTRUCTION OF ADDITIONAL HOUSING UNITS (PARTICULARLY MULTI-FAMILY HOUSING) AND MIXED-USE DEVELOPMENTS, WITHOUT PARKING MINIMUMS, TO REDUCE DISTANCES BETWEEN HOUSING, WORK SITES, AND ESSENTIAL GOODS AND SERVICES.

INVEST IN TRANSIT-SUPPORTIVE INFRASTRUCTURE TO PRIORITIZE PERSON THROUGHPUT OVER SINGLE-OCCUPANCY VEHICLES IN EPCS, ROUTES SERVING RESIDENTS OF EPCS, AND OTHER AREAS AFFECTED BY LOW AIR QUALITY ACCORDING TO CALENVIROSCREEN

SUPPORT THE DEVELOPMENT, IMPLEMENTATION, AND MAINTENANCE OF ZERO-EMISSION BUS AND ELECTRIC MICROMOBILITY INFRASTRUCTURE AS THE STATE, LOCAL JURISDICTIONS, AND PRIVATE ENTITIES INVEST IN ELECTRIC VEHICLE CHARGING NETWORK DEVELOPMENT ALONG THE STN.

Performance Measures

3.A.2: Decrease in vehicle miles traveled (VMT) in transit investment priority areas.

3.A.3: Decrease in GHG emissions including NOx, VOCs, CO, PM10 & PM2.5 along STN.

3.B.1: Increase in the total population within ¼ mile of a high-frequency transit stop (10 minutes or less). Requires schedule changes by transit providers

3.B.2: Increase the land acreage available to develop or redevelop (includes zoning to allow for housing to be built) adjacent to transit routes along the STN. Cities and counties to consider land use policies along the STN

3.B.3: Increase in the land available to develop or redevelop (includes zoning to allow for housing to be built) adjacent to high-frequency routes operating every 10 minutes or less along the STN. Cities and counties to consider land use policies along STN.

3.B.4: Increase the land use activity density along the STN. Cities and counties to consider land use policies along the STN.

3.C.1: Increase in the number of transit supportive infrastructure projects implemented per year along the STN.

3.C.2: Increase in the percentage of infrastructure investment along the STN being spent on transit supportive infrastructure.

3.C.1: Increase in the number of complete streets projects complementary of transit along the STN implemented per year.

3.D.1: Increase in the number of zero-emission buses operated by partner agencies along the STN.

3.D.2: Increase the number of electric micromobility charging locations operated by local jurisdictions and local agencies along the STN.

GOAL: TRANSIT PROSPERITY

Objectives	Performance Measures
INCREASE DEDICATED FUNDING FOR THE TRANSIT-SUPPORTIVE INFRASTRUCTURE PROJECTS ALONG THE STN.	<p>4.A.1: Increase in the overall funding dedicated to transit including SHOPP.</p> <p>4.A.2: Positive change in the transit funding relative to the change in funding for all other transportation modes.</p>
FACILITATE PROJECT-LEVEL COORDINATION BETWEEN THE U.S. DEPARTMENT OF TRANSPORTATION, CALIFORNIA STATE TRANSPORTATION AGENCY, MTC, AND LOCAL AND REGIONAL STAKEHOLDERS TO ASSIST CALTRANS, COUNTY TRANSPORTATION AUTHORITIES, AND TRANSIT AGENCIES IN EFFECTIVELY LEVERAGING AND IMPLEMENTING FEDERAL AND STATE FUNDING PROGRAMS, IN COORDINATION WITH MTC.	<p>4.B.1: Increase in the frequency and number of stakeholder coordination meetings to identify priorities and a funding framework for transportation funding.</p> <p>4.B.2: Increase in project partner engagement at the project level to be tracked as part of project development.</p>
ENSURE LONG-TERM MAINTENANCE OF EXISTING RESOURCES FOR CALTRANS AND LOCAL TRANSIT-SUPPORTIVE INFRASTRUCTURE PROJECTS.	<p>4.C.1: Transit facilities in good condition along the STN. Inclusion transit infrastructure as part of the prioritization of funding for projects.</p> <p>4.C.2: Number of lane-miles along the STN repurposed for transit priority such as bus only lanes.</p> <p>4.C.3: Number of miles of enhanced pedestrian infrastructure including safety, convenience, and amenity related projects along the STN.</p>
ENSURE LONG-TERM FUNDING FOR OPERATION AND MAINTENANCE (O&M) OF TRANSIT ALONG THE STN.	<p>4.D.1: Increase in the available funding for transit facility maintenance projects along the STN to ensure State of Good Repair, such as SHOPP.</p> <p>4.D.2: Increase in dedicated funding sources for O&M along the STN including SHOPP.</p>
INCORPORATE TRANSIT OPERATING COST AND RIDERSHIP IMPACTS INTO THE DECISION-MAKING PROCESS FOR ALL CALTRANS INVESTMENTS IN THE BAY AREA.	<p>4.E.1: Improvements to transit operating speed based on transit priority treatments on the STN</p> <p>4.E.2: Improvement of transit service reliability based on transit priority treatments on the STN.</p> <p>4.E.3: Increase in the number of passengers benefiting from transit priority treatments on the STN as reported by transit providers based on passengers utilizing transit priority treatments.</p> <p>4.E.4: Net transit financial impact of investment over its lifecycle (ridership and service coverage versus infrastructure capital cost and maintenance) to ensure efficient and effective investment.</p>

DRAFT

GOAL: CULTIVATE EXCELLENCE

Objectives	Performance Measures
REFINE DESIGN GUIDANCE AND STANDARDS TO PRIORITIZE CONTEXT-SENSITIVE SOLUTIONS THAT SUPPORT TRANSIT INFRASTRUCTURE AND ENHANCE CONNECTIONS TO SURROUNDING LAND USES.	5.A.1: Adoption by Caltrans, transit providers, and cities of a continuously evolving design toolkit that standardizes that facilitates the review and implementation of transit infrastructure along the STN.
REDUCE ADMINISTRATIVE BARRIERS TO LOCAL TRANSIT PROJECT DELIVERY ALONG THE STN.	5.B.1: Reduction in overall time required for the review process for implementation of transit related projects due to the adoption of development design toolkit that is consistent with Caltrans design requirements.
STREAMLINE AND COORDINATE THE ADMINISTRATIVE PERMITTING AND PROJECT OVERSIGHT PROCESSES FOR TRANSIT-SUPPORTIVE INFRASTRUCTURE PROJECTS ALONG AND INTERSECTING WITH THE STN IN THE BAY AREA.	5.C.1: Development of an evolving design toolkit that standardizes and facilitates the review and implementation of transit infrastructure along the STN. 5.C.2: Implementation and utilization of updated guidelines/procedures to reduce time needed for review of transit supportive projects and transit access projects along the STN.

GOAL: CULTIVATE EXCELLENCE (continued)

Objectives	Performance Measures
IMPLEMENT THE CALTRANS PUBLIC TRANSIT POLICY IN THE BAY AREA AND FACILITATE THE ADOPTION OF CONSISTENT POLICIES BY BAY AREA COUNTIES AND CITIES, IN COORDINATION WITH MTC.	<p>5.D.1: Incorporation of Caltrans Public Transit Policy language into local jurisdictions and transit providers' existing codes and policies.</p> <p>5.D.2: Demonstrated utilization of the Caltrans design toolkit by developing project designs that are consistent with Caltrans standards.</p>
DEVELOP A ROLE, STANDARDS, AND CLEAR APPROACH FOR CALTRANS BAY AREA TO COORDINATE WITH TRANSIT AGENCIES, CITIES, AND COUNTIES WHEN PLANNED TRANSIT-SUPPORTIVE PROJECTS CROSS MULTIPLE JURISDICTIONS ALONG THE STN.	<p>5.E.1: Designation of a Caltrans project champion for each local project, likely and expanded role for Transit Grants & Planning Branch, to facilitate the review process within Caltrans and partner agencies.</p> <p>5.E.2 Increase in the number of transit supportive projects and transit access projects along the STN reviewed and approved by Caltrans staff per year.</p> <p>5.E.3: Increase the number of complete streets projects along the STN reviewed and approved by Caltrans staff per year.</p> <p>5.E.4: Reduction of time required for project development and review along the STN.</p>
DEVELOP TOOLKIT THAT FACILITATES TRANSIT INFRASTRUCTURE PROJECTS ACCEPTABLE TO CALTRANS AND LOCAL OPERATORS.	<p>5.F.1: Development of design toolkit that standardizes and facilitates the review and implementation of transit related infrastructure along the STN.</p> <p>5.F.2: Increase in the number of transit supportive projects and transit access projects implemented along the STN that complement transit service.</p>

DISCUSSION QUESTIONS



Which performance measures should be prioritized?



How can Caltrans support each agency in collecting/providing data?



What datapoints are you able to provide?



How frequently should data be updated?



How should the performance measures be used in the short and long-term?



Project Prioritization Methodology


PROPOSED

WHAT IS THE PRIORITIZATION METHODOLOGY?

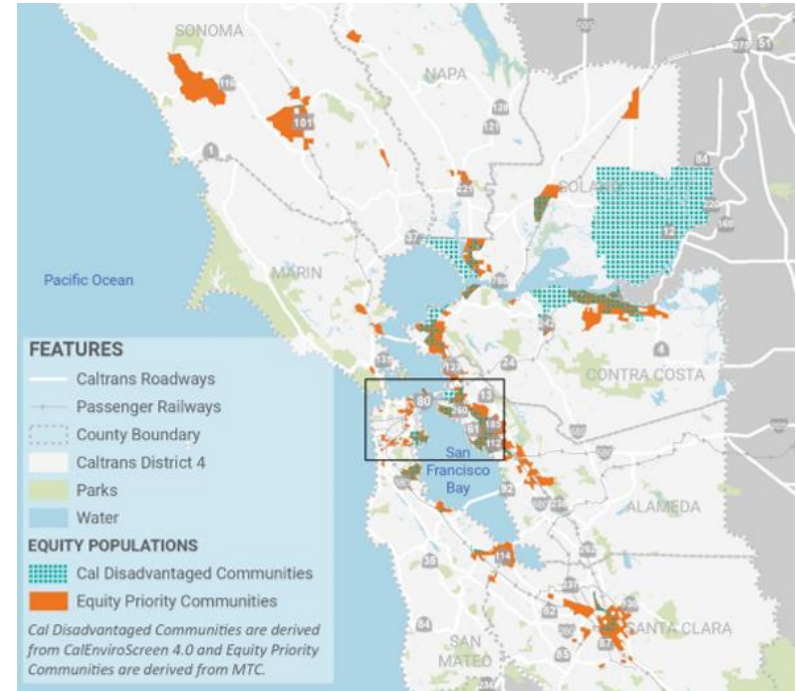
- Methodology will evaluate in which areas/corridors Caltrans and our partners should focus investment
- Three Step Process



- **Next up:** Prioritize the investment areas and identify potential improvements

STEP 1: Identify Transit Investment Areas

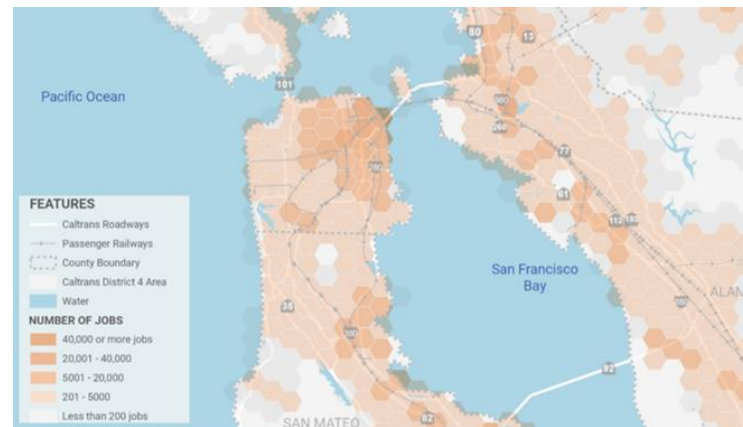
- **Market based indicators based on goals and objectives**
 - CalEnviroScreen 4.0
 - MTC's Equity Priority Communities
- **Transit service indicators**
 - Transit bottlenecks
 - Major transfer points
 - Mobility hubs
 - Park and ride
 - Crash data
- **Determine where identified areas intersect the STN**



DRAFT

STEP 2: Differentiate Areas by Mode and Operating Environment

- **By Area**
 - Urban: >30 people per acre or >20K jobs per square mile
 - Suburban: 3-30 people per acre or 200-20,000 jobs per square mile
 - Rural: <3 people per acres or <200 jobs per square mile
- **By Mode**
 - Bus
 - Rail
 - Other



STEP 3: Score and Prioritize Segments/ Projects/Treatments within Transit Investment Areas



- Each transit investment area scored based on the Goals and Objectives
- Higher score = Higher priority for investment
- Transit investment areas compared by mode and operating environment (Urban, Suburban, Rural)

DISCUSSION QUESTIONS



What criteria should be used for weighting goals and objectives for prioritization?



What should be the balance between three operating environments (Urban, Suburban, Rural)?



Should the same weighting system be used for all three operating environments?

GOAL: SAFE & COMPLETE STREETS

Objectives	Basis for Scoring
Install transit-priority infrastructure to improve travel speeds of transit operating in mixed traffic including buses, light rail, and streetcars.	More transit vehicle trips per hour that operate through bottlenecks earn a higher score
Prioritize the implementation of centralized hubs that integrate transit and other shared travel modes to support a cohesive regional transit system.	More high frequency transit routes with the opportunity to improve infrastructure at all corners of an intersection earns a higher score
Expand transit-access infrastructure for pedestrians, bicyclists, and micromobility users to enhance safety, comfort, and connectivity between transit stops & stations and local/regional destinations.	Lack of enhanced bike and pedestrian infrastructure and integration with the community earns a higher score

GOAL: EQUITY

Objectives	Basis for Scoring
Improve access to low-cost transportation options for low-income communities and other disadvantaged populations such as Black, Indigenous, and people of color (BIPOC) and people with disabilities.	Area located in identified EPC communities earn a higher score
Implement ADA-compliant accessibility features as part of all transportation infrastructure projects along the STN to improve safe access to transit stops and stations for people with disabilities and aging populations.	Transit investment area identified as ADA infrastructure deficient (as identified in an agency ADA plan) earns a higher score
Support and facilitate transit providers enhancing existing services along high-priority routes in EPC's.	Higher number of bus trips per hour on major corridor routes serving EPCs earns a higher score
Invest in transit-supportive infrastructure to prioritize person throughput over single-occupancy vehicles including in EPCs, routes serving residents of EPCs, and other areas affected by low air quality according to CalEnviroScreen. <i>[Cross-listed with Climate Action]</i>	Opportunity exists to repurpose road space for a transit use within the transit investment area earns a higher score

GOAL: CLIMATE ACTION

Objectives

Re-evaluate investment opportunities, project scoping and design, and performance metrics to help reduce per capita vehicle miles traveled (VMT).

Encourage transit-oriented development along the STN and adjacent Priority Development Areas (PDAs), Transit-Oriented Community Policy Areas, and Transit Priority Areas (TPAs) – as defined by MTC – by incentivizing the construction of additional housing units (particularly multi-family housing) and mixed-use developments, without parking minimums, to reduce distances between housing, work sites, and essential goods and services.

Invest in transit-supportive infrastructure to prioritize person throughput over single-occupancy vehicles in EPCs, routes serving residents of EPCs, and other areas affected by low air quality according to CalEnviroScreen. *[Cross-listed with Climate Action]*

Support the development, implementation, and maintenance of zero-emission bus and electric micromobility infrastructure as the State, local jurisdictions, and private entities invest in electric vehicle charging network development along the STN.

Basis for Scoring

Area has projects proposed with VMT reduction elements/reduction in VMT (as identified in CEQA/NEQA documents) receives a higher score
Existing, planned, zoned TOD within the transit investment area (as identified in city and county planning documents) receives a higher score

Higher number of transit passengers traveling through the area on weekdays (based on ridership provided by transit agency/ies) receives a higher score
Presence of utilities supportive of implementing Zero-Emission Bus infrastructure along or within a ½ mile of transit investment area receives a higher score

GOAL: TRANSIT PROSPERITY

Objectives	Basis for Scoring
Facilitate project-level coordination between the U.S. Department of Transportation, California State Transportation Agency, MTC, and local and regional stakeholders to assist Caltrans, county transportation authorities, and transit agencies in effectively leveraging and implementing federal and state funding programs, in coordination with MTC.	Having letters of support demonstrating coordination among agencies receives a higher score
Ensure long-term maintenance of existing resources for Caltrans and local transit-supportive infrastructure projects.	Having Caltrans/transit agency/local jurisdiction plans established for State of Good Repair receives a higher score
Ensure long-term funding for operation and maintenance (O&M) of transit along the STN.	Confirmation of O&M funding commitment from Caltrans/transit agency/local jurisdiction receives a higher score
Incorporate transit operating cost and ridership impacts into the decision-making process for all Caltrans investments in the Bay Area.	Return on investment (ROI) analysis including changes to O&M and capital costs and revenue with a higher ROI having a higher score

GOAL: CULTIVATE EXCELLENCE

Objectives	Basis for Scoring
Implement the Caltrans Public Transit Priority and Focus Policy in the Bay Area and facilitate the adoption of consistent policies by Bay Area counties and cities, in coordination with MTC.	Demonstrated compliance/adherence to policies receives a higher score
Develop a role, standards, and clear approach for Caltrans Bay Area to coordinate with transit agencies, cities, and counties when planned transit-supportive projects across multiple jurisdictions along the STN.	Providing letters of support demonstrating coordination with partners within the transit investment area receives a higher score
Develop toolkit that facilitates transit infrastructure projects acceptable to Caltrans and local operators.	Demonstrated utilization of toolbox in the design and implementation of a project receives a higher score

DISCUSSION QUESTIONS



What criteria should be used for weighting goals and objectives for prioritization?



What should be the balance between three operating environments (Urban, Suburban, Rural)?



Should the same weighting system be used for all three operating environments?

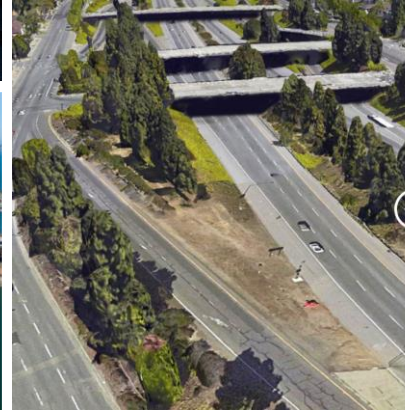
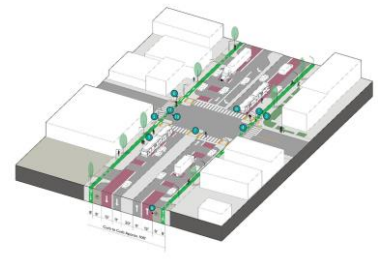
Next Steps





Questions?

Thank you!



 *Caltrans Bay Area*

alta

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PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #4 Zoom Meeting	DATE	December 16, 2024
VENUE	Meeting ID: 889 2180 9530 Passcode: 519364	TIME	1:00-2:30 PM

CALTRANS BAY AREA (D4)

- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Tyler Brown, Project Manager
- Wingate Lew, D4 Transit Coordinator

CONSULTANT TEAM

- Mauricio Hernández, Project Manager, Alta Planning + Design
- Stuart Geltman, Task Lead, Transportation Management & Design Inc.

Topic	Notes
1. Agenda Review	
2. Project Updates	
3. Facility Toolbox and Strategies <i>Discussion</i>	
4. Next Steps	

PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Tyler Brown
SUBJECT	Technical Advisory Committee Meeting #4 Zoom Meeting	DATE	December 16, 2024
VENUE	Meeting ID: 889 2180 9530 Passcode: 519364	TIME	1:00-2:30 PM

CALTRANS BAY AREA (D4)

- Tyler Brown, Project Manager
- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Wingate Lew, D4 Transit Coordinator

TAC MEMBERS (in attendance)

- Andrew Heidel, SFCTA
- Andy Furillo, Caltrans HQ
- Anton Jacquard, Caltrans
- Asher Butnik, Marin Transit
- Barbara Vincent, GGBHTD
- Britt Tanner, MTC
- Dana Turrey, SCTA
- Danielle Schmitz, NVTa
- Dexter Cypress, NVTa/Vine Transit
- Greg Currey, Caltrans Bike Ped
- Jasmine Stitt, Caltrans Bike Ped
- Jeff Lacap, C/CAG

- Jessi Downing, Caltrans HQ
- Joel Shaffer, MTC
- Jumana Nabti, BART
- Kathrina Gregana, STA
- Leela Immadisetty, Caltrans HQ
- Mika Miyasato, AC Transit
- Pierson Rohr, Caltrans
- Robert Guerrero, STA
- Shannon McCarthy, Alameda CTC
- Steve Boland, SFMTA
- Steven Schmitz, Sonoma County Transit
- Tamiko Percell, VTA
- Ying Smith, CCTA

CONSULTANT TEAM

- Mauricio Hernández, Project Manager, Alta Planning + Design
- George Foster, Alta Planning + Design
- Stuart Geltman, Task Lead, Transportation Management & Design Inc.

Topic	Notes
1. Agenda Review	Alta team welcomed the TAC members and had attendees introduce themselves in the chat.
2. Project Updates	Alta staff provided an overview of actions taken since the last TAC meeting, including completion of project goals/objectives and transit prioritization methodology. Underway are the transit facility toolbox and transit priority areas. Upcoming are the draft plan, public review of draft plan, and final plan by April 2025.
3. Facility Toolbox and Strategies <i>Discussion</i>	<p>Sergio Ruiz (Caltrans) introduced the draft transit facilities toolbox and Tyler Brown (Caltrans) went through the toolbox. Guiding discussion questions were:</p> <ol style="list-style-type: none"> 1. Does the description provide sufficient guidance? 2. Are there any examples of these facilities in your service area? 3. What additional guidance would you like to see reflected? 4. Are there other treatments that should be considered? <p>Included in the toolbox were lane treatments, signal priority treatments, bus stops and bus amenities, and other transit amenities (wayfinding, mobility hubs).</p>

Topic	Notes
	<p>Lane Treatments:</p> <ul style="list-style-type: none"> • Steve Boland – report doesn't have HOV examples (placeholder currently) and seems geared towards freeway HOV lanes, though HOV may be suitable on arterials as well • Andrew Heidel – report doesn't include nuanced differences between HOT and HOV lanes; conversion to HOT is the current movement in the field over construction of additional (not additional capacity, but management of existing capacity) • Jumana Nabti – would like to see freeway median bus access; part time parking lanes on the state highways include Ashby Ave (state route 13), though is used for general purpose and not specifically for transit • Britt Tanner – there are various part-time transit lanes that convert to parking lane off-peak in SF, but I don't think those are on Caltrans ROW • Mika Miyasato – where traffic violations are high (e.g. Tempo BRT in Oakland), red lanes and delineation maybe desirable. <p>Signal Priority Treatments:</p> <ul style="list-style-type: none"> • Asher Butnik – the discussion of TSP seemed to focus on surface street corridors, but it would also be helpful to have that information for freeway on and off ramps • Sergio Ruiz – Van Ness BRT has transit-only advance signal heads on CT ROW • Mika Miyasato – would like to see guidance or standardization on the issue of transit that predominantly uses right-most lanes making left turns from queue jump lanes (example queue jump left turn, check I-80 at Buchanan) • Tamiko Percell – for this bullet in signal priority: "Where transit operates in mixed traffic conditions, TSP can be utilized on streets where traffic signal delay interferes with transit schedule adherence, or where traffic signal wait times (often combined with dwell times - where transit must wait at transit stops) causes transit travel times to be long compared to making the same trip by individual passenger vehicle." Can we eliminate the part about comparison to vehicle speed? Vehicle speed shouldn't be the baseline to decide if transit is already fast enough. <p>Bus Stops and Bus Stop Amenities:</p> <ul style="list-style-type: none"> • Tyler Brown – term amenity makes it sound extra, though these are integral and important • Jumana Nabti – bus boarding islands are currently under construction on San Pablo Ave near Cutting Blvd; concrete bus pad - Are you recommending just for bus stop area or a full lane? • Jumana Nabti – LA Metro is including device charging capabilities in the updated bus stop standards. • Tamiko Percell – VTA will be doing a boarding island pilot on El Camino in 2025; there are cement boarding islands on 10th and 11th in San Jose if you need pictures • Asher Butnik – for the Freeway Access Stations, there is discussion about bus stops that are difficult for pedestrians to access, but there is not discussion of improving pedestrian access. We would like to see some text about improving pedestrian access to freeway bus pads [received several thumbs ups in the chat from other TAC members] • Jumana Nabti – want standards for wayfinding signage that also directs people to facilities on Caltrans ROW • Mauricio Hernández – mobility hub definitions from MTC may help with synching regional documents and terminology

Topic	Notes
	<ul style="list-style-type: none"> Sergio Ruiz – Park and Rides with increased amenities aren’t quite mobility hubs but are something more, may be good to clarify any of this language on this spectrum <p>Caltrans staff reminded TAC Members that this is the first ever district-level transit plan for Caltrans, the rest of the districts to follow, after this planning effort’s example.</p> <p>District Strategies</p> <ol style="list-style-type: none"> Transit Planning & Funding Project Delivery Data Collection & Performance Measures <p>Britt Tanner – re: strategies - may want to mention coordination with MTCs transit priority policy?</p>
4. Next Steps	<ul style="list-style-type: none"> <i>TAC members to provide comments on the draft toolbox by December 27, 2024 to Tyler Brown (Caltrans).</i> Make sure to include examples and photos if you have them <i>TAC members to fill out the Doodle Poll for TAC Meeting #5 in January:</i> https://doodle.com/meeting/participate/id/b8WMjqWa. Meeting will include an update on findings from PRIORITIZATION

Caltrans Bay Area Transit Plan

Technical Advisory Committee Meeting #4

Caltrans Bay Area | December 16, 2024



Caltrans Bay Area

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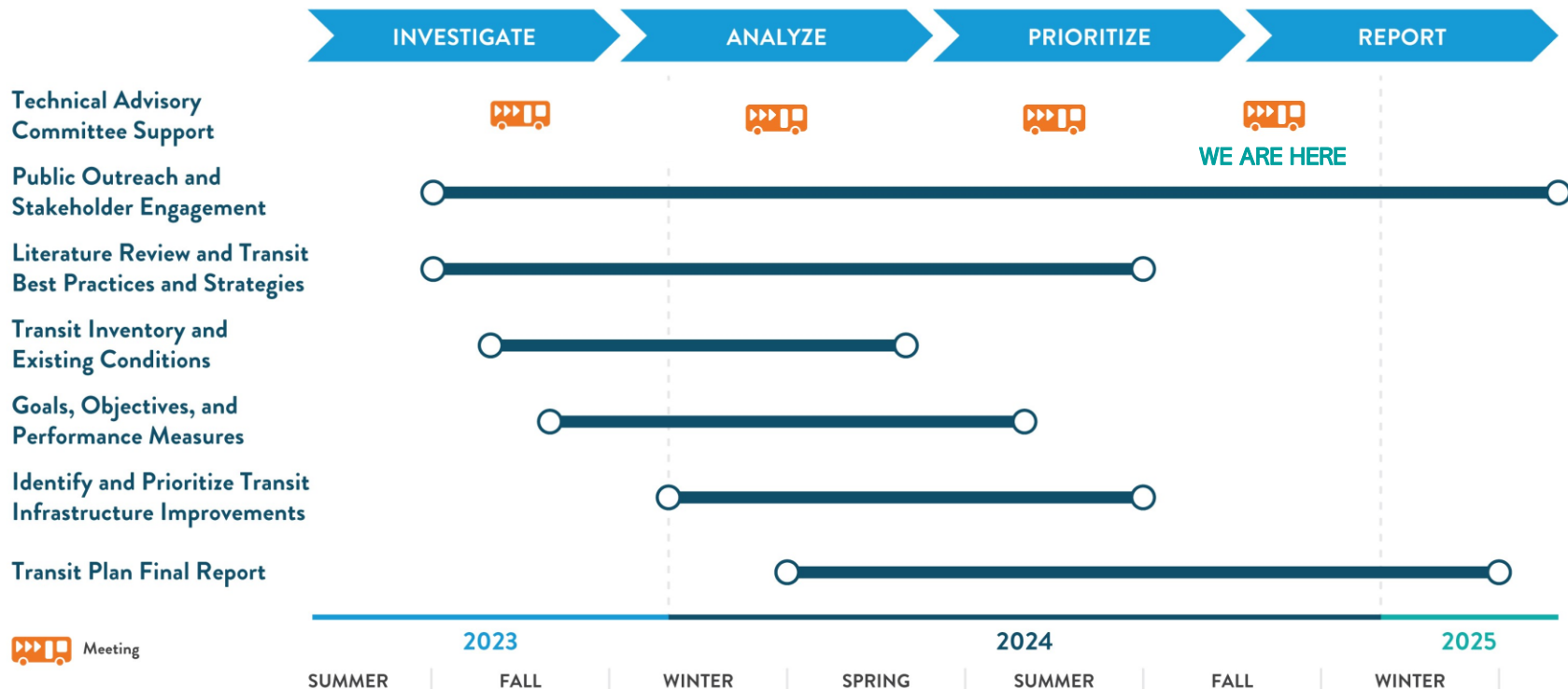
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AGENDA

- 1. Agenda Review**
- 2. Project Updates**
- 3. Facility Toolbox and Strategies (DRAFT)**
- 4. Next Steps**

Project Updates

SCHEDULE



TECHNICAL ACTIVITIES



COMPLETED OR UNDERWAY

(July through December 2024)

- ✓ ~~Goals, Objectives, and Performance Measures Crosswalk~~
- ✓ ~~Transit Prioritization Methodology~~
 - Toolbox and Strategies
 - Transit Priority Areas



UPCOMING

(December 2024 – April 2025)

- DRAFT Plan
- Public Review of DRAFT Plan
- Final Plan



Transit Facility Toolbox and Strategies

Guiding Principles

- Transit as a public service to be managed well but not a business expected to achieve profitability.
- Equity must be considered in all aspects of transportation planning and funding.
- Streets that work for transit work for everyone.
- Transit prioritization cannot be a one-size-fits-all approach.
- Strong leadership and collaboration between stakeholder partners are vital for the success of the project.
- Agencies and funding bodies must consider the project's impact on the transit system at both macro and micro levels.
- Transit works best when local and regional policies support the transit network
- Funding programs must inspire collaboration on improving services
- Programs are needed to support transit corridor investments and transit priority improvements.

Caltrans Bay Area Role

- Maintain State Transportation Network
- Administer funding to plan, implement, and evaluate transit services
- Provide guidance and support on project delivery



Reference Design Guidelines

- [California Highway Design Manual \(CA HDM\) 7th Edition](#)
- [California Manual on Uniform Traffic Control Devices \(CA MUTCD\) Rev 8](#)
- [Caltrans Complete Streets Elements Toolbox \(CSET\) 3.0.1](#)
- [Design Information Bulletins](#)
- [Federal Highway Administration Manual on Uniform Traffic Control Devices \(FHWA MUTCD\) 11th Edition](#)
- [National Association of City Transportation Officials \(NACTO\)](#)
- Various Guidance Documents
- Transit Agency Various Design Guidelines

PREVIEW - DISCUSSION QUESTIONS



Does the description provide sufficient guidance?



Are there any examples of these facilities in your service area?



What additional guidance would you like to see reflected?



Are there other treatments that should be considered?

1

Transit Priority Facilities



Lane Treatments



Transit Lanes

Description

Traffic lane dedicated for use by transit vehicles.

Typical Application

Where there is demand for FREQUENT transit service or where there is traffic congestion

Considerations

Color treatment; Physical separation;
Enforcement; Green transitways;
Coordination with bikeways;



Queue Jump Lanes

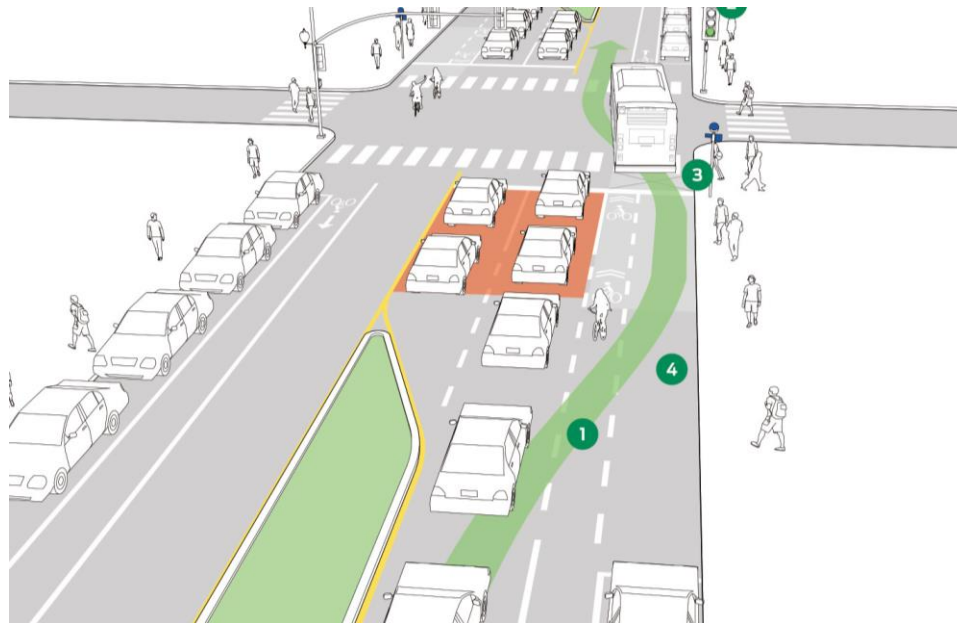
Description

Designed to provide space for transit to bypass mixed traffic in adjacent lanes

Typical Application

Often designed as right-turn lanes that permit transit to move through.

May incorporate a bus stop at the near side of the intersection that enables the bus to merge into traffic.



Part Time Transit-Only Lanes

Description

Allow authorized transit buses to drive on dedicated lanes under designated operating conditions, to bypass congestion during peak periods.

Typical Application

May use parking lanes or medians of a highway

Additional considerations

Must be adequate for the additional vehicle loading expected on it



High-Occupancy Vehicle (HOV) Lanes

Description

Managed lane that is available for use by high occupancy vehicles. Transit can use to bypass congestion

Typical Application

Should support transit with wayfinding and signage, queue jump lanes and signal preemption to bypass congestion

Requires supporting HOV connectors regionally



DISCUSSION QUESTIONS

Lane Treatments



Does the description provide sufficient guidance?



Are there any examples of these facilities in your service area?



What additional guidance would you like to see reflected?



Are there other treatments that should be considered?

Signal Priority Treatments



Transit Signal Priority (TSP)

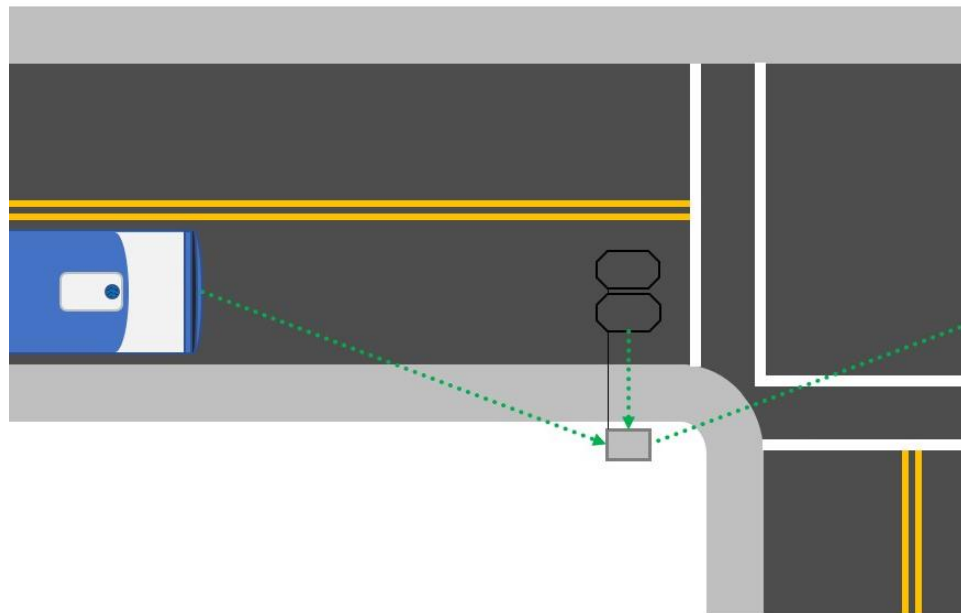
Description

Uses communication system between traffic signals and transit vehicles to extend the green signal indication when a transit vehicle is approaching an intersection

Typical Application

Should be used in conjunction with locating transit stops/stations on the far side of intersections

Can be used in conjunction with transit-only lanes and on streets where traffic signal delay interferes with transit schedule adherence



Transit-only advanced signal indication (with dedicated transit approach lane)

Description

Allows transit vehicles to proceed through or turn at an intersection ahead of other traffic.

Typical Application

Installed in combination with a bus-only lane (along the corridor, or as a queue jump) or rail-only lane, for transit vehicles to use a dedicated transit signal.



Signal Priority Treatments



Does the description provide sufficient guidance?



Are there any examples of these facilities in your service area?



What additional guidance would you like to see reflected?



Are there other treatments that should be considered?

2

Transit Access Facilities



Bus Stops and Bus Amenities



Bus Stops (location and general design guidance)

Typical Application

Key factors to consider are the type of transit system being served, and the transit travel demand related to the origins/destinations and built environment of the local area.

Need to be clearly marked and indicate transit routes servicing the stop

Caltrans planners and designers need to coordinate with local transit providers on any modifications to bus stops or bus stop location.



Freeway Access Stations

Description

Provide direct access to a transit line operating within the footprint of a freeway, expressway, or controlled-access ramp that links to a freeway or expressway

Typical Application

Used at locations that have high demand for express transit services using freeway or expressway where technically feasible



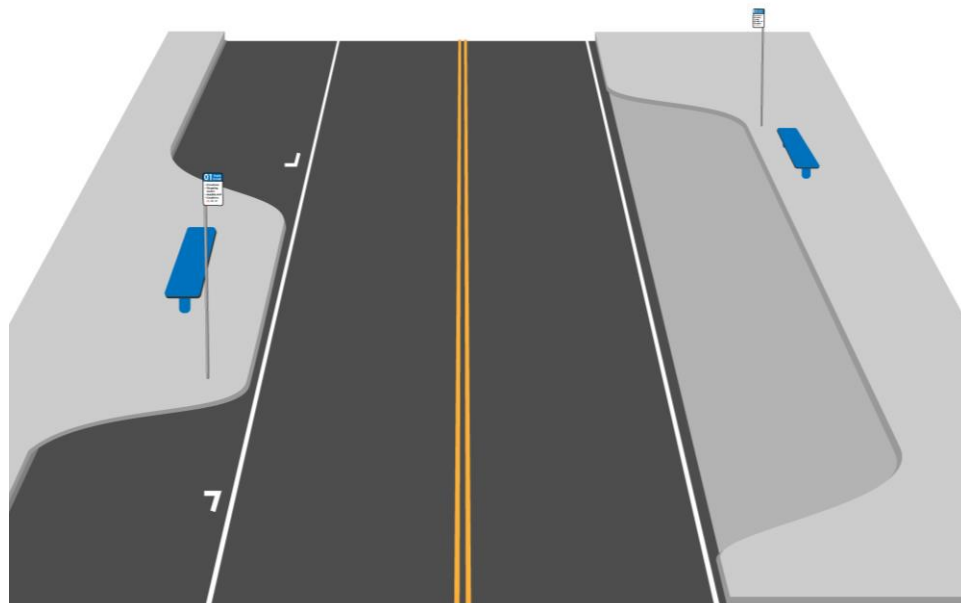
Bus Bulbs

Description

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

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 bus stop.



Bus Boarding Islands

Description

Bus stops where the boarding platform is separated from the sidewalk by a bike lane. Also known as floating bus stops

Typical Application

Typically used on streets with a Class IV protected bikeway minimize conflicts between bicycle movements and boarding/alighting operation by placing bike lane behind stop

Provide a dedicated space for passenger boarding/alighting, and reduced transit vehicle dwell times at bus stops.



Bus Stop Amenities

Description

Improve passenger comfort to those that increase the efficiency of transit operations. May include: transit shelters and shade structures including trees, real-time passenger information & wayfinding, seating, pedestrian-scale lighting, bicycle & pedestrian access, bike parking (also e-scooters), concrete bus pad, curb treatments, platforms for level boarding, transit curbs, bus stop pavement markings & queuing space, among others



Enhanced Waiting Areas

Description

Integrate the stop into the local community and providing amenities to help pass the time while waiting. May include hydration stations, wi-fi connectivity, charging station for phones and/or tablets, a library, play equipment such as swings, among others

Considerations

Local features and spatial context, crime prevention through environmental design, ADA access.



Bus Stops & Bus Amenities



Does the description provide sufficient guidance?



Are there any examples of these facilities in your service area?



What additional guidance would you like to see reflected?



Are there other treatments that should be considered?

Other Transit Amenities



Wayfinding

Description

General signage that enables users to navigate a city, town, or region and assist them to find their destination of choice

Typical Application

Signage should be placed between services at major decision points to support wayfinding and connections. Signage shall direct users to platforms, bus stops, taxis, parking, bicycle parking, adjacent streets, and exits.



Mobility Hubs

Description

Are locations that provide an integrated suite of mobility services, amenities, and technologies to enable seamless multimodal trips by allowing the community at large and individual users

Typical Application

Prioritize multimodal connectivity

Enhance connections between public transit, bikeshare, carshare among others.

Can be located in places where transit already comes together



Other Transit Amenities



Does the description provide sufficient guidance?



Are there any examples of these facilities in your service area?



What additional guidance would you like to see reflected?



Are there other amenities that should be considered?



District Strategies

District Strategies

1. **Transit Planning & Funding**
2. **Project Delivery**
3. **Data Collection & Performance Measures**

ADDITIONAL STATE EFFORTS :

SB 125 – Transit Transformation Task Force

SB 960 – transit performance measures

Caltrans Director's Transit Policy





Next Steps



Questions?

Thank you!



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PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #5 Zoom Meeting	DATE	January 24, 2025
VENUE	Meeting ID: 889 2180 9530 Passcode: 519364	TIME	10:00-11:30 AM

CALTRANS BAY AREA (D4)

- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Tyler Brown, Project Manager
- Wingate Lew, D4 Transit Coordinator

CONSULTANT TEAM

- Mauricio Hernández, Project Manager, Alta Planning + Design
- Stuart Geltman, Task Lead, Transportation Management & Design Inc.

Topic	Notes
1. Agenda Review	
2. Project Updates	
3. Prioritization Findings and Discussion	
4. Next Steps	

PROJECT	Caltrans Bay Area Transit Plan	ORGANIZER	Mauricio Hernández
SUBJECT	Technical Advisory Committee Meeting #5 Zoom Meeting	DATE	January 24, 2025
VENUE	Meeting ID: 889 2180 9530 Passcode: 519364	TIME	10:00-11:30 AM

CALTRANS BAY AREA (D4)

- Sergio Ruiz, Supervising Transportation Planner and Office Chief, Transit & Active Transportation
- Tyler Brown, Project Manager
- Wingate Lew, D4 Transit Coordinator

TAC MEMBERS (in attendance)

- Albert Hew, Caltrans D4 Transit Grants and Planning
- Andrew Heidel, SFCTA
- Andy Furillo, Caltrans HQ
- Asher Butnik, Marin Transit
- Audrey Ogden, Caltrans
- Colin Dentel-Post, Alameda CTC
- Danielle Schmitz, NVTA
- David Davenport, GGBHTD
- Derek McGill, TAM

- Eva Gaye, C/CAG San Mateo
- Jasmine Stitt, Caltrans Bike Ped
- Jim Cunradi, AC Transit
- Joel Shaffer, MTC
- Leela Immadisetty, Caltrans HQ
- Liam Finn, Caltrans D4, Transit Grants and Planning
- Mika Miyasato, AC Transit
- Steve Boland, SFMTA
- Steven Schmitz, Sonoma County Transit
- Tamiko Percell, VTA

CONSULTANT TEAM

- Mauricio Hernández, Project Manager, Alta Planning + Design
- George Foster, Planner, Alta Planning + Design
- Stuart Geltman, Task Lead, Transportation Management & Design Inc.

Topic	Notes
1. Agenda Review	Alta team welcomed the TAC members and had attendees introduce themselves in the chat.
2. Project Updates	Alta staff provided an overview of actions completed, including finalization of Goals, Objectives, and Performance Measures; Transit Prioritization Methodology; and Toolbox and Strategies. Underway are the evaluation and designation of Transit Priority Areas. Upcoming are the draft plan, public review of draft plan (March 2025), and final plan by April 2025.
3. Prioritization Findings and Discussion	<p>TMD staff explained the methodology completed to evaluate individual STN segments with existing transit for transit priority (tiered score based on benefit for faster service) and access priority (tiered score based on improving access to transit) rankings.</p> <ul style="list-style-type: none"> • Identified transit investment areas, including equity and transit service indicators

Topic	Notes
	<ul style="list-style-type: none"> • Differentiated by mode (bus, rail, other) and operating environment (land use—high, medium, and low density) • Scored and tiered corridor segments and access locations <p>Alta staff clarified that this analysis looked at segments and not entire corridor, and that there is a need for more robust, aggregated data to be created, consolidated, and shared with the public.</p> <p>Higher tiers for transit priority infrastructure had higher transit propensity, typically in flatter, higher-density areas. Higher tiers for transit access infrastructure had higher transit propensity, typically in higher-density areas.</p> <p>David Davenport - Does "transit service" include private operators like Greyhound, FlixBus, or airporters? I see I-580 in Richmond (Cutting Blvd to I-80) listed as Tier 2, but there is no public transit service there. To clarify, part of the STN could rank relatively high (e.g., Tier 2) even though there is no public transit service?</p> <p>Alta and Caltrans staff - Transit service did not include Greyhound, FlixBus, or Airporter as unfortunately we did not have access to their data. In theory, no, the first step should establish only corridors with transit service, so there might be an error there.</p> <p>Danielle Schmitz - Goal 3: Climate Action - encourage transit-oriented development along the STN and PDAs. How is this plan incentivizing construction of housing?</p> <p>Staff - _____</p> <p>Andy Furillo - Did the tiering consider former transit service that has been cut? For example, almost all service on the I-80 and I-505 corridors in the Davis-Winters-Vacaville-Dixon triangle (listed as Tier 3) has disappeared over the last 5 years, and it's possible that unreliability due to traffic congestion had a role in that.</p> <p>Alta staff - We were limited to what data was available, and unfortunately those changes may not be reflected in the information provided to the project team.</p> <p>Andy Furillo - Does the transit scoring include congested areas where transit speeds are low?</p> <p>TMD staff – Yes. The team collected data on bottlenecks, supplemented with additional congestion data, where missing.</p> <p>Derek McGill – There is a lack of alignment of these study results with historical or present congestion data and efforts locally. There could be an</p>

Topic	Notes
	<p>opportunity for follow-up meetings at the county level to clarify or correct inconsistencies.</p> <p>Alta staff – Comparing data across very different counties in the region was challenging, particularly with incomplete data access. There is an opportunity in the upcoming comment period to provide more localized input.</p> <p>TMD staff – As an example, looking at Marin, much of SR 101 is Tier 3 while where I-580 splits towards the Richmond-San Rafael Bridge is Tier 1. For Safe and Complete streets, neither segment scored highly, but under climate action, the Interstate scored higher. Similarly, SR 123 in Contra Costa and Alameda Counties, showed differences in scoring along the extent of the corridor.</p> <p>Derek McGill – Breaking down the data that informed these decisions is particularly helpful in identifying data gaps for local agencies, as well as helping them understand where their priorities may not be in alignment with this study.</p> <p>Danielle Schmitz - I echo Derek's request for individual county meetings with CTA/transit staff.</p> <p>Mika Miyasato - +1 for meeting with individual agencies/CTA. Some of recommendations should be vetted with agencies first. Can you share which agencies or areas are lacking data and possibly affecting your recommendations?</p> <p>Derek McGill - I'd reiterate the early comment to allow for agency review prior to public comment.</p> <p>Alta staff – We will share the existing conditions memo with TAC members on this call to clarify data needs/gaps.</p> <p>Jim Cunradi - That is not showing missing information. It shows that some answers are "no."</p> <p>Tyler Brown (Caltrans) - We will be working on a publicly available webmap for the full Bay Area, so we can all dig deeper into the data.</p> <p>David Davenport - I do not quite follow the tier scoring. Within the GGT service area, for example, I see Tier 1 scoring in areas that are of little/no concern to us or that don't even have bus service, while areas of serious concern tend to rank as Tier 3. Something non-transit-related must be weighing heavily in the scoring.</p> <p>Danielle Schmitz - How were the thresholds for rural, suburban, and urban defined?</p>

Topic	Notes			
		High	Medium	Low
	Population Density (per acre)	> 30 people	3 to 30 people	< 3 people
	Employment Density (per square mile)	> 20,000 jobs	200 to 20,000 jobs	< 200 jobs
	<p>Tamiko Percell - VTA has concerns that freeway transit service is not provided on some of the areas with higher tier propositions in their mapped area. How can we resolve the fact that some Tier 1 and most of the Tier 2 segments in Santa Clara County are where we do not operate transit?</p> <p>Alta and Caltrans staff – In theory Step 1 precludes areas that don't provide service. There were generally a lot of limitations with data, and the analysis included STN segments where transit crossed their ROW, but perhaps did not travel along.</p> <p>Mika Miyasato – Transit access improvements would be different whether there are stops along an STN or it merely crosses it.</p>			

4. Next Steps

Caltrans staff will try to work with TAC members to follow-up on localized input on tiering and data discrepancies in parallel with report production.

Staff to create online webmap for TAC members and the public to see details and data layers.

Public DRAFT Review will run from March 1-28, including a Transit Priority Working Group, additional public engagement (Caltrans staff-led), direct comments, and 1-on-1 meetings with Caltrans Staff.

Caltrans Bay Area Transit Plan

Technical Advisory Committee Meeting #5

Caltrans Bay Area | January 24, 2025



Caltrans Bay Area



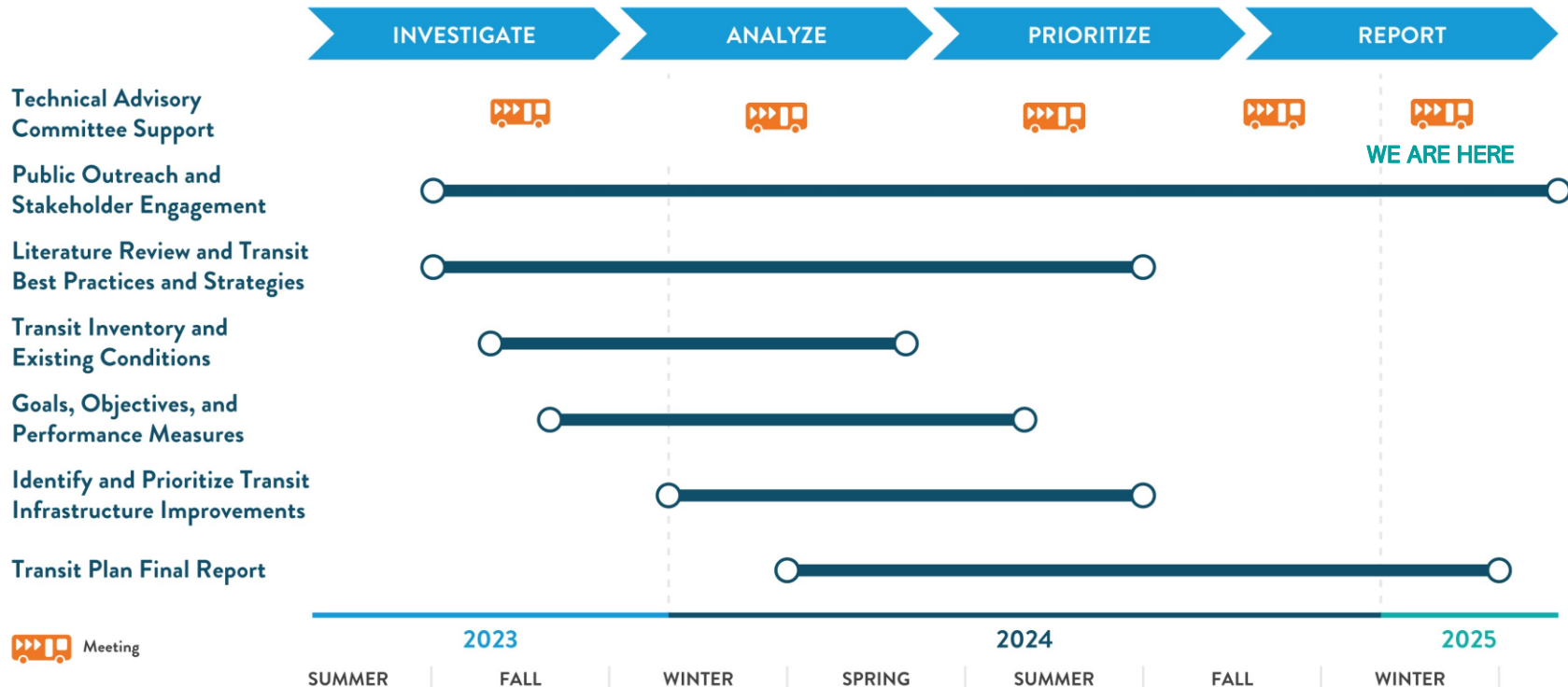
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AGENDA

- 1. Agenda Review**
- 2. Project Updates**
- 3. Priorization Findings – presentation and discussion**
- 4. Next Steps**

Project Updates

SCHEDULE



TECHNICAL ACTIVITIES



COMPLETED OR UNDERWAY

(July through December 2024)

- ✓ ~~Goals, Objectives, and Performance Measures Crosswalk~~
- ✓ ~~Transit Prioritization Methodology~~
- ✓ ~~Toolbox and Strategies~~
- Transit Priority Areas



UPCOMING

(January – April 2025)

- Public Review of DRAFT Plan
(March 2025)
- Final Plan
(April 2025)

Priority and Access

WHAT WE EVALUATED



Individual STN segments



STN segments that have existing transit service operating



STN segments based on *Transit Priority* (tiered score based on benefit for faster service)



STN segments based on *Transit access* (tiered score based on improving access to transit)

Methods and tiering are designed to be updated as new datasets are incorporated

INVENTORY STRUCTURE & OVERVIEW



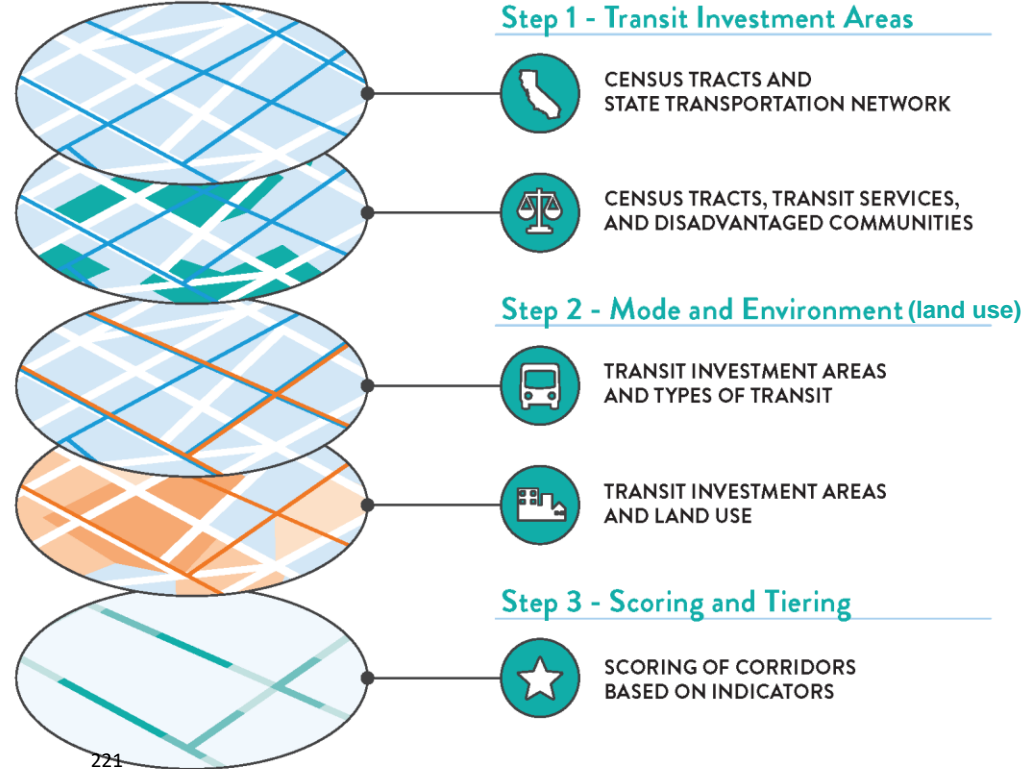
STEP 1 - Identify Transit Investment Areas



STEP 2 - Differentiate by Mode & Operating Environment (land use)



STEP 3 - Scoring and Tiering Corridor Segments & Access Locations



STEP 1 - IDENTIFY TRANSIT INVESTMENT AREAS



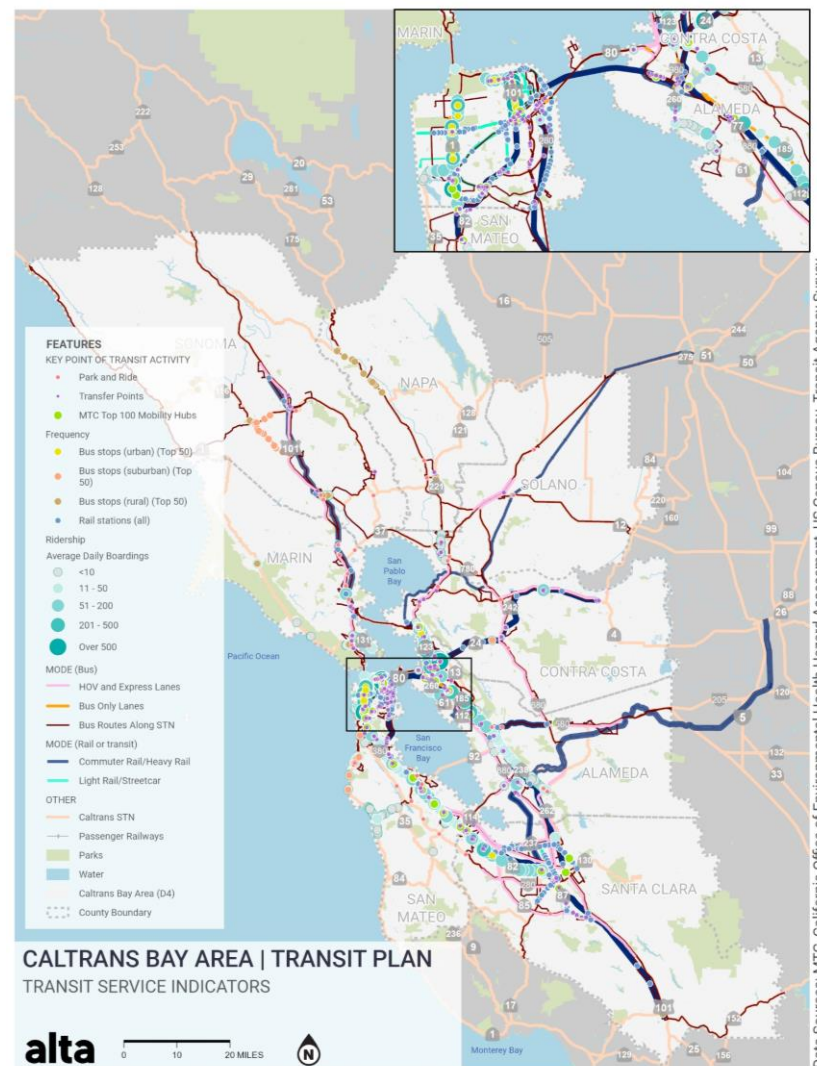
Census Tracts along the STN



Cal Disadvantaged, MTC Equity Priority Areas, MTC Priority Development Areas (2050+)



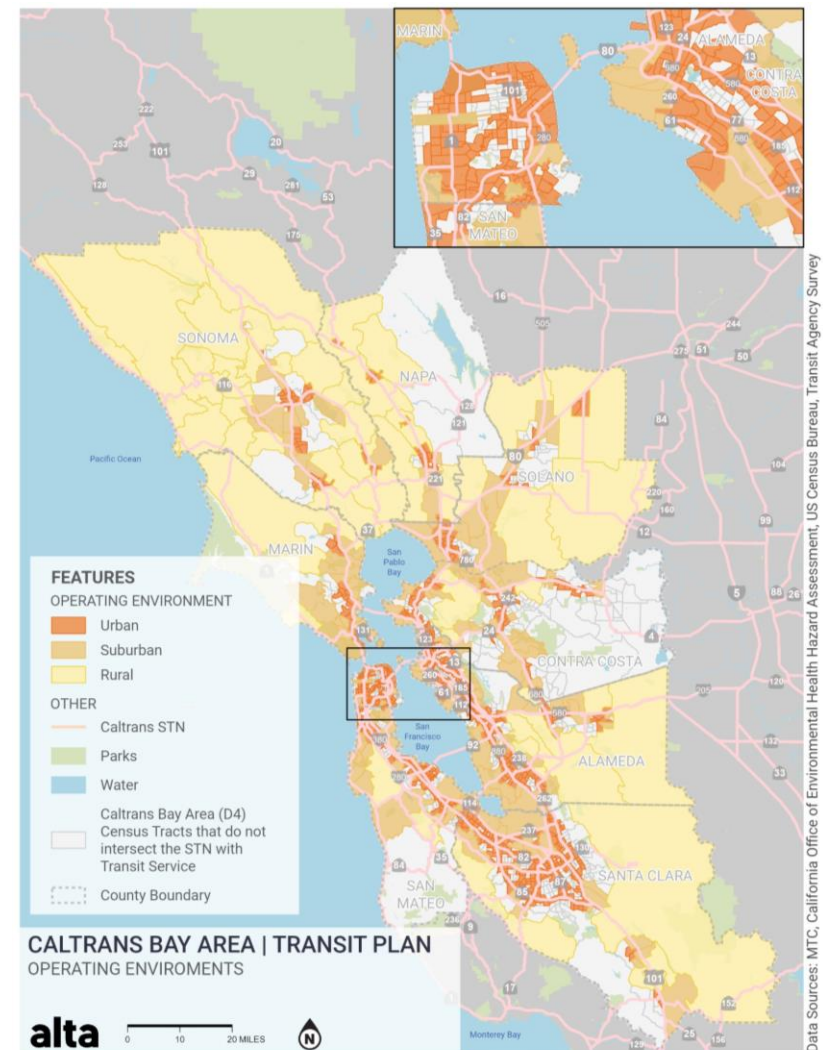
Transit Service Indicators



	URBAN	SUBURBAN	RURAL
POPULATION DENSITY (PER ACRE)	>30 people	3 to 30 people	<3 people
EMPLOYMENT DENSITY (PER SQ. MI.)	>20,000 jobs	200 to 20,000 jobs	<200 jobs

MODE/ LAND USE	URBAN	SUBURBAN	RURAL
BUS	Urban – Bus	Suburban – Bus	Rural – Bus
RAIL	Urban – Rail	Suburban – Rail	Rural – Rail
OTHER MODES	Urban – Other	Suburban – Other	Rural – Other

Differentiation by mode and land use allows for location appropriate thresholds for identifying investment tiers



STEP 3 – SCORING AND TIERING

TRANSIT PRIORITY INFRASTRUCTURE



Tier scoring for transit infrastructure



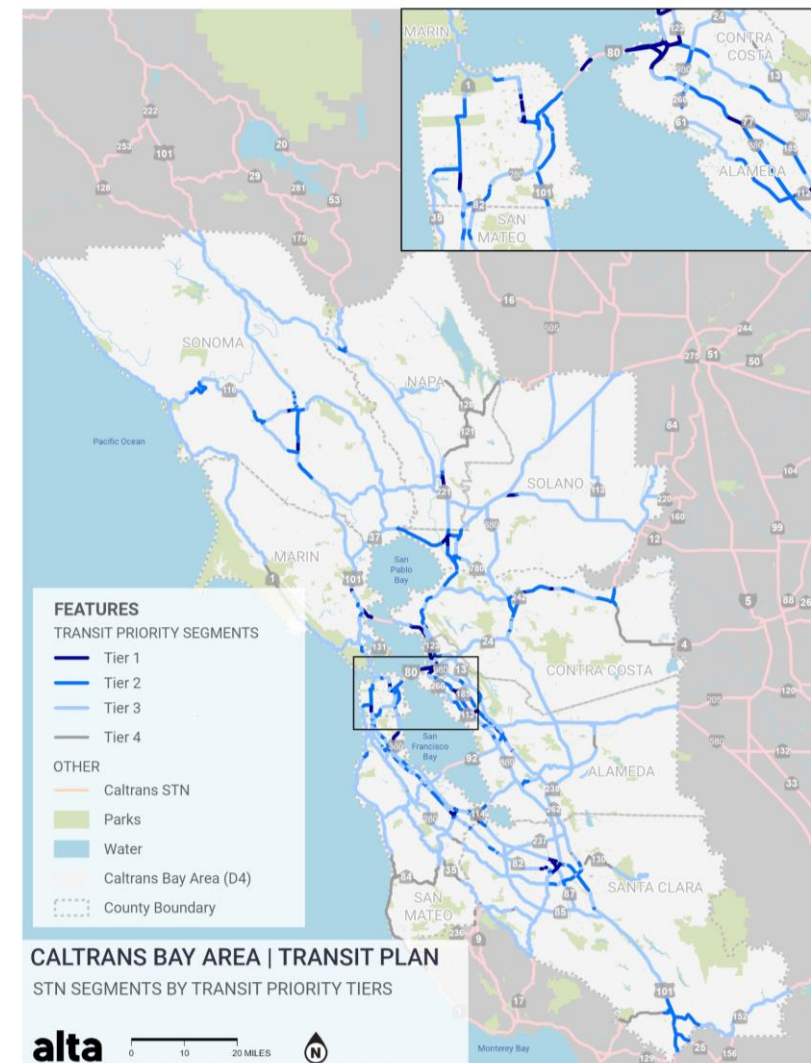
Scores developed for census tracts and applied to STN network based on the intersection of the STN segment and the census tract



Data considered:

- Transit service frequency
- Transit ridership
- Equity
- Development potential
- Bottlenecks/congestion/travel speeds
- ADA infrastructure

	TIER 1	TIER 2	TIER 3	TIER 4
MILEAGE	87.1	490.8	2,085.8	339.2
# CORRIDORS	24	37	45	23



STEP 3 – SCORING AND TIERING

TRANSIT ACCESS INFRASTRUCTURE

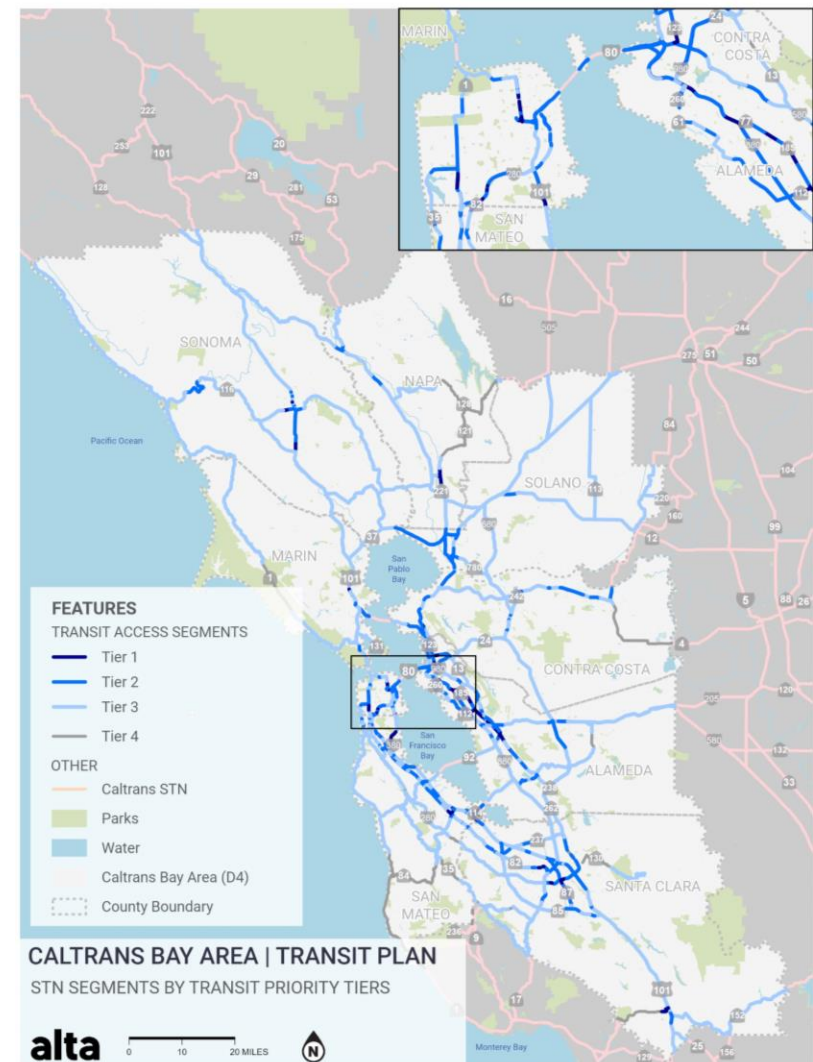


Scores modified based on safety (i.e., Collision data) and presence of existing bicycle/pedestrian infrastructure (i.e., class I, class IV and sidewalks)



TIER 1 corridors tend to be more urban areas
TIER 2 corridors tend to be more suburban areas
TIER 3 corridors tend to be in rural areas
TIER 4 corridors included segments with no existing transit services

	TIER 1	TIER 2	TIER 3	TIER 4
MILEAGE	106.2	409.2	2,148.1	329.2
# CORRIDORS	24	37	44	226 23



RECOMMENDATIONS



Identifies tiers for incorporating transit infrastructure in projects along the STN



Projects can be Caltrans or initiated by local jurisdictions



Caltrans Best Practices Toolbox to be used for context sensitive transit solutions along the STN



Transit infrastructure improvements to be included in overall STN maintenance projects as well as major STN improvements



Tiering will evolve as more robust datasets are incorporated into the process



Next Steps

NEXT STEPS

Proposed Dates



Administrative Draft Review (internal to Caltrans)

JAN 31 – FEB 14



Public DRAFT Review (1 month)

MAR 1 - 28

Transit Priority Working Group

Additional Public Engagement (Caltrans Staff led)

Direct comments + 1 on 1 meetings with Caltrans Staff



Public Draft revisions

MAR 31 – APR 18



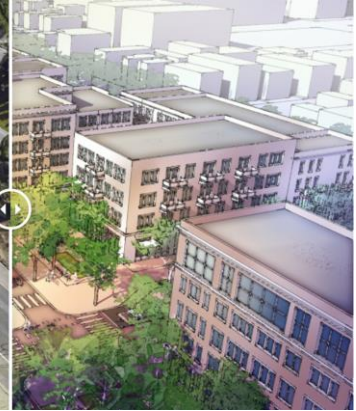
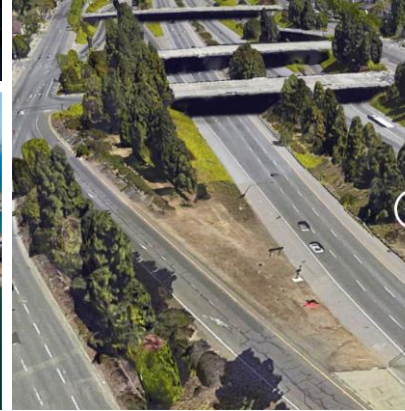
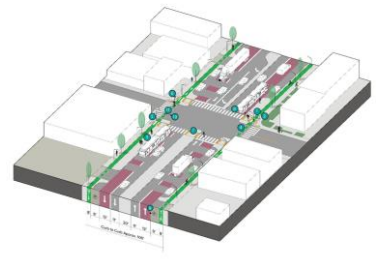
Final Draft

LATE APRIL 2025



Questions?

Thank you!



 *Caltrans Bay Area*

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Appendix C: Attendee Lists, Agendas, and Presentations – Stakeholder Meetings

Meeting #1 – January 16, 2023(MTC Transit Priority Working Group)

Attendance:

- Sergio Ruiz, Caltrans D4
- Tyler Brown, Caltrans D4
- Rebecca Schenck, NVTA
- Emily DelRoss, Golden Gate Bridge Highway and Transportation District
- Robert del Rosario, AC Transit
- Jumana Nabti, BART
- Casey Bruno, AC Transit
- Finn Wurtz, WestCAT
- Pranjal Dixit, County Connection
- Andy Metz, AC Transit
- Susan Lindsay, Caltrans
- Mika Miyasato, AC Transit
- Kara Vuicich, MTC/ABAG
- Mandi Renshaw, Solano County Transit
- Michael Rhodes, SFMTA
- Steve Adams, Union City Transit
- Tamiko Percell, VTA
- Matt Wilcox, Santa Rosa CityBus
- Mauricio Hernández, Alta Planning + Design
- Doug Arseneault, Alta Planning + Design

Agenda:

1. Project Scope
2. Engagement Strategy
3. Goal Discussion
4. Next Steps

Caltrans Bay Area Transit Plan

MTC Transit Priority
Working Group

Caltrans Bay Area | January 16, 2023



Caltrans Bay Area

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AGENDA



1. Project Scope
2. Engagement Strategy
3. Goal Discussion
4. Next Steps

PROJECT TEAM



Tyler Brown
Project Manager
Caltrans Bay Area



Sergio Ruiz
Chief, Transit & Active Transportation
Caltrans Bay Area



Mauricio Hernández
Project Manager
Alta



Doug Arseneault
Assistant Project Manager
Alta

HOW TO INTERACT WITH US

Interactive elements using Mentimeter

We will use polls and questions that you can respond to using your computer, phone, or tablet go to:

www.menti.com
and enter 2979 3879

Stay on that page for the duration of the presentation

What is your name, and what agency are you representing?

Waiting for responses ...



Project Scope

TASK ORGANIZATIONAL CHART



Stakeholders

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Public Outreach and Stakeholder Engagement

Literature Review & Best Practices

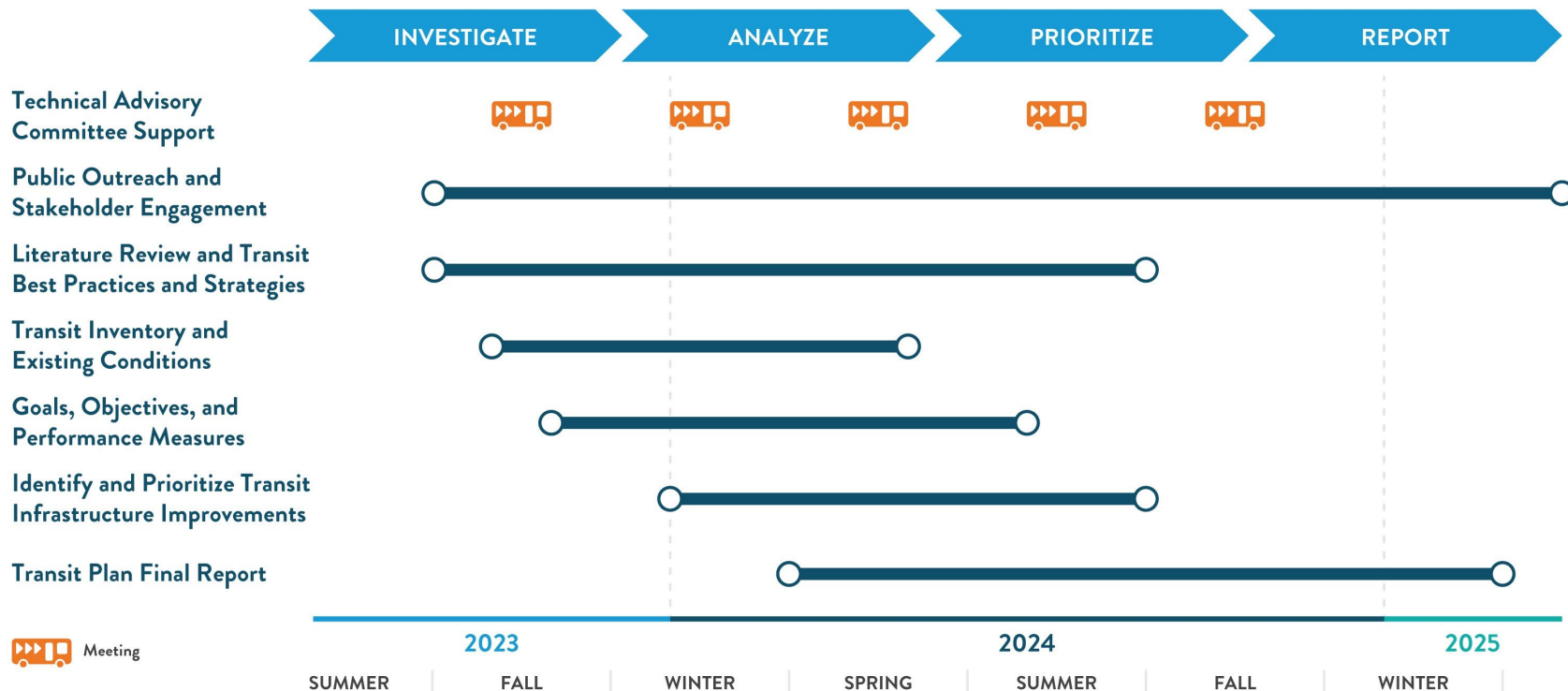
Transit Inventory and Existing Conditions

Goals, Objectives & Performance Measures

Identify / Prioritize Transit Improvements

Transit Plan Final Report

SCHEDULE



Engagement

PROJECT WEBSITE



ABOUT

EVENTS

TIMELINE

BACKGROUND & RESOURCES

CONTACT US

ESPAÑOL



www.CaltransBayAreaTransitPlan.org

TARGETED STAKEHOLDER MEETINGS



PHASE 1

(Jan – May 24)

- Focused Listening Session with agencies and partners
- Existing Conditions
- Perspectives and concerns on regional transit connectivity and access
- Share goals and process
- Identify opportunities to maximize engagement



PHASE 2

(Jun – Dec 24)

- Present Draft Report
- Feedback on Recommended Priorities

REGIONAL TRANSIT PRIORITIES SURVEY



PHASE 1

(Winter 2024)

- Survey of regional transit agencies, operators, partners, and other stakeholders
- Inform the project goals and objectives
- Review and share GIS data sets – current operations and planned improvements

ONLINE PUBLIC WORKSHOPS



PHASE 1

(Spring 2024)

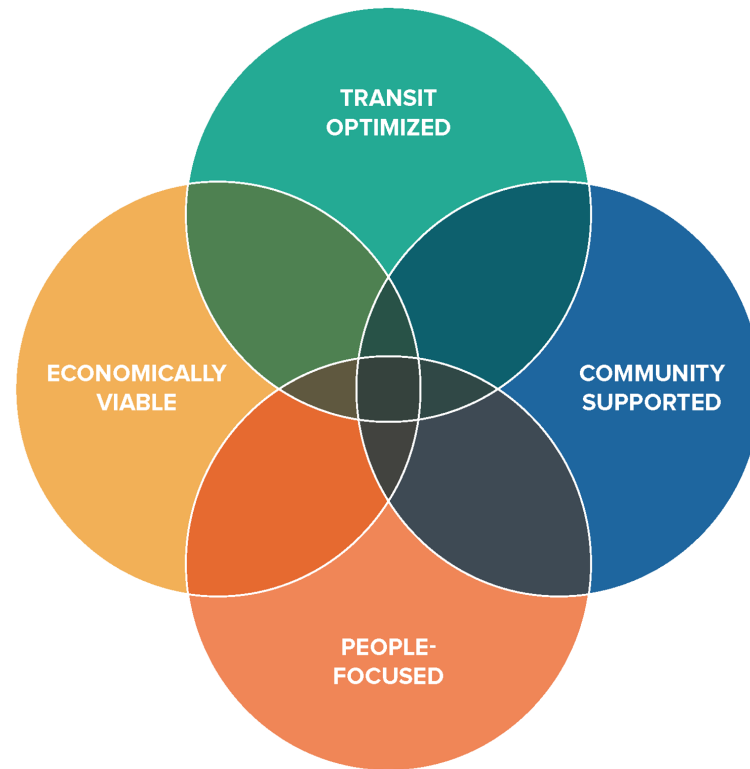
- Introduce the project
- Discuss priorities, goals, and objectives



PHASE 2

(Fall 2024)

- Present Draft Plan





Goal Discussion

CALTRANS GOALS



SAFETY FIRST



CULTIVATE EXCELLENCE



ENHANCE AND CONNECT THE MULTIMODAL
TRANSPORTATION NETWORK



STRENGTHEN STEWARDSHIP AND DRIVE EFFICIENCY



LEAD CLIMATE ACTION



ADVANCE EQUITY AND LIVABILITY IN ALL COMMUNITIES

What are your agency's priorities for the next 5 years?

Waiting for responses ...



What are potential barriers to improving transit service on Caltrans ROW in the Bay Area?

Waiting for responses ...



What are potential solutions to the barriers noted?

Waiting for responses ...



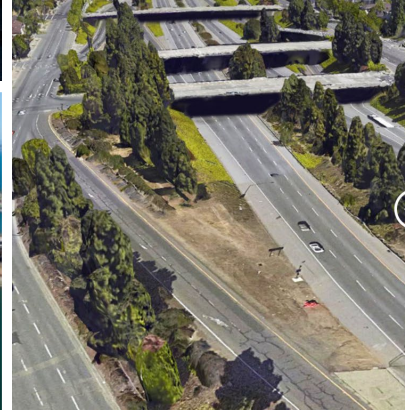
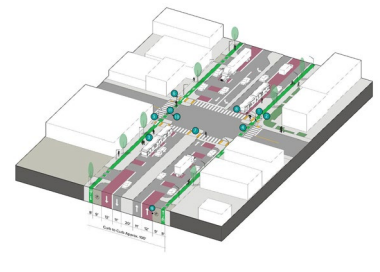


Next Steps



Questions?

Thank you!



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Meeting #2 – April 16, 2024 (MTC Transit Priority Working Group)

Attendance:

None taken

Agenda:

1. Agenda Review
2. Project Updates
3. Policy Research
 - a. Caltrans Policy and Plans
 - b. Context Report
 - c. Best Practices Literature Review
4. Discussion of Goals, Objectives and Performance Measures
5. Transit Data Request
6. Next Steps
 - a. Public Workshop
 - b. Transit Supportive Infrastructure Inventory

Caltrans Bay Area Transit Plan

Stakeholder Meeting #2

MTC Transit Priority Working Group

Caltrans Bay Area | April 16, 2024



Caltrans Bay Area

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AGENDA

1. Agenda Review
2. Project Updates
3. Policy Research
4. Project Goals Discussion
5. Transit Data Request
6. Next Steps

Project Updates

SCHEDULE



GENERAL ENGAGEMENT ACTIVITIES



COMPLETED OR UNDERWAY

(Aug 2023 – Mar 2024)

- ✓ Project Branding
- ✓ Website
- ✓ Social Media Packet
- ✓ TAC Meeting #1
- ✓ Targeted Stakeholder Meeting #1
- Public Survey on Regional Transit Priorities
- Transit Data Request



UPCOMING

(Apr – Jun 2024)

- Public Online Workshop #1
- Stakeholder Meeting #2

TECHNICAL ACTIVITIES



COMPLETED OR UNDERWAY

(Aug 2023 – Mar 2024)

- ✓ Data collection
- ✓ Basemap development
- ✓ Best Practices Literature Review
- ✓ Caltrans Policy & Plans Context Report
- D4 Goals, Objectives, and Performance Measures
- Transit Supportive Infrastructure Inventory

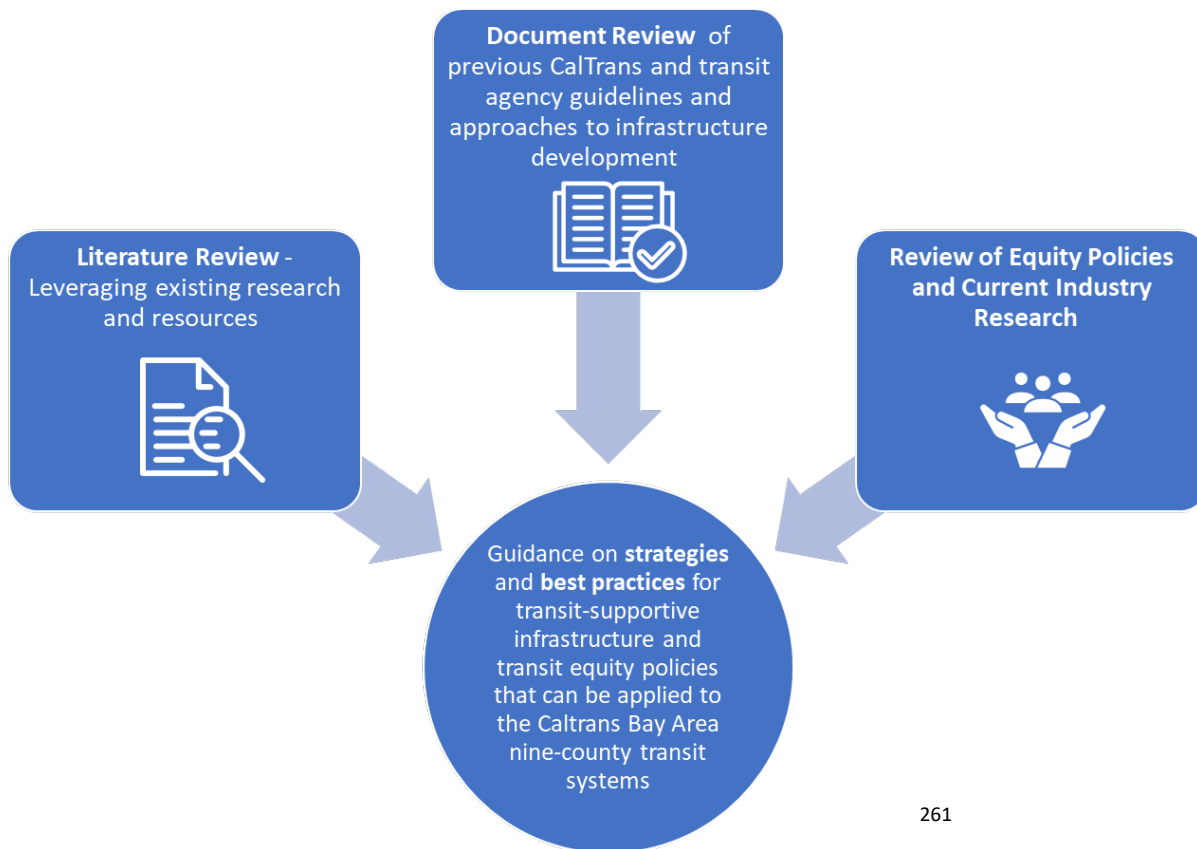


UPCOMING

(Apr – Jun 2024)

- Goals, Objectives, and Performance Measures Crosswalk
- Transit Priority Methodology

LITERATURE REVIEW & BEST PRACTICES



Best Practices Literature Review



Caltrans Policy and Plans Context Report



District Transit Strategies and Best Practices Toolbox

BEST PRACTICES LITERATURE REVIEW

- The Caltrans Bay Area Transit Plan is the first of its kind.
- Transit should be treated as a public service.
- Equity must be considered in all aspects of transportation planning and funding.
- Streets that work for transit work for everyone.
- Transit prioritization cannot be a one-size-fits-all approach.
- Strong leadership and collaboration between stakeholders are vital for the success of the project.
- Agencies and funders must consider the project's impacts on the transit system as a whole.
- Local policies should support street designs that prioritize transit service.
- Regional and state funding programs must inspire local jurisdictions to collaborate on fixing road conditions that delay transit vehicles.
- Programs and policies should support coordinated transit corridor investments as well as hot-spot and quick-build solutions to bottlenecks.

CALTRANS POLICY & PLANS CONTEXT

- Bus stops serve as gateways to transit systems.
- Caltrans, MTC, and agencies should integrate or align fare policy, payment methods, and other user-facing policies.
- Intermodal connections, specifically to local and regional bicycle and pedestrian networks, are important considerations for access to transit service.
- Speed improvements must be combined with frequency and span of service.
- Improving transit service is consistent with statewide goals on equity, climate change, environmental impacts, access, and travel behavior change.
- Caltrans needs to coordinate with agencies and communities to identify physical treatments that are effective and supportive of city, county, agency, and community goals.
- Caltrans should develop specifications for these improvements to streamline the approval process for transit supportive infrastructure on the Caltrans network.



Vision and Goals Discussion


PROPOSED

Caltrans Bay Area (District 4) will support a thriving and connected Bay Area with enhanced transit service speed, reliability, and access on the State Transportation Network.

PURPOSE

Caltrans Bay Area (District 4) will support enhanced transit service on the State Transportation Network through coordination, collaboration, and partnerships with transit agencies, the Metropolitan Transportation Commission, 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.

These improvements will improve access to opportunities for transit-dependent populations, encourage choice riders 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.

GOALS



Safe & Complete Streets



Equity



Climate Action



Transit Prosperity



Cultivate Excellence

GOAL: SAFE & COMPLETE STREETS

Support the **design, funding and implementation** of safe and complete **streets** that enhance and improve transit competitiveness, reliability, access, and safety while encouraging **increased transit usage** for a wide variety of users and trip purposes.

GOAL: EQUITY

Improve equity in transportation choices by helping to deliver transit projects on the STN that improve reliability and reduce travel times for **all transit riders (all abilities, ages, ethnicities, genders, languages, races, socioeconomic statuses)**, while ensuring **Equity Priority Communities (EPC's)** and **transit-reliant populations are meaningfully engaged** throughout the design, construction, and operation of transit-supportive infrastructure and programs.

GOAL: CLIMATE ACTION

Advance transportation solutions that **support Caltrans environmental goals** and consider the **context of Bay Area communities**. Play an essential role in creating a **greener transportation system** to help the region to **combat climate change, increase resilience, and improve environmental quality**.

GOAL: TRANSIT PROSPERITY

Provide support in **identifying and securing long-term resources** for transit-supportive projects and transit service enhancements, **in accordance with Caltrans statewide project delivery and funding guidelines.**

GOAL: CULTIVATE EXCELLENCE

Provide **consistent and efficient Caltrans evaluation, permitting, and oversight processes** to implement transit-supportive infrastructure projects and programs in Bay Area communities, **in accordance with Caltrans statewide project delivery and funding guidelines and design standards.**

Establish a **regional leadership role for Caltrans** with improved **coordination among transit operators, MTC, cities, counties, transportation agencies, and Caltrans divisions** involved in planning and implementing transit-supportive infrastructure on the STN.

DISCUSSION



Safe & Complete Streets



Equity



Climate Action



Transit Prosperity



Cultivate Excellence

- Based on your agency's goals, what **objectives/strategies** do you recommend that Caltrans incorporate?
- Within the proposed goals, are there **performance measures/metrics** that your agencies are already using that could serve as examples for Caltrans?



Transit Data Request

TRANSIT DATA REQUEST

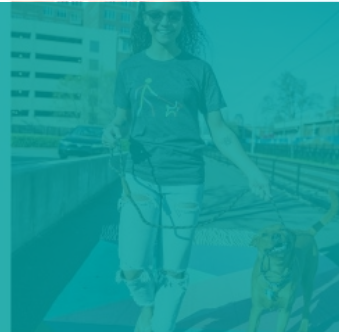
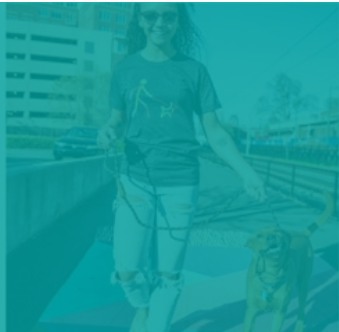
- Request of transit agencies, county transportation authorities, and MTC
- **COMPLETE BY MONDAY, APRIL 22, 2024**
- Data requested
 - Bus stop, rail station, and transit center/mobility hub amenities
 - Route-level ridership
 - Stop-level ridership
 - Planned route alignments
 - Microtransit service areas
 - Transit-priority infrastructure
 - Known bottlenecks



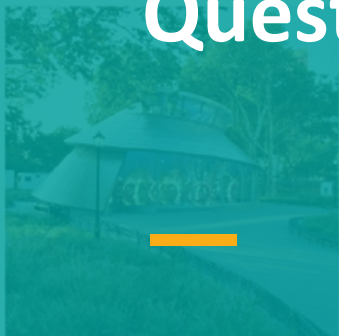
Next Steps

NEXT STEPS

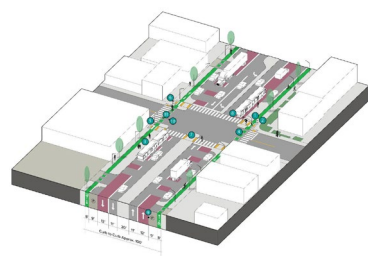
- Process data from Transit Data Request
- Finalize Vision, Goals and Objectives
- Transit-Supportive Infrastructure Inventory
- Transit Prioritization Methodology



Questions?



Thank you!



 *Caltrans Bay Area*

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Meeting #3 – August 20, 2024

Attendance:

None taken

Agenda:

1. Agenda Review
2. Project Updates
3. Transit Supportive Infrastructure Inventory
4. Performance Measures Discussion
5. Project Prioritization Methodology Discussion
6. Next Steps

Caltrans Bay Area Transit Plan

Stakeholder Meeting #3 MTC Transit Priority Group

Caltrans Bay Area | August 20, 2024



Caltrans Bay Area

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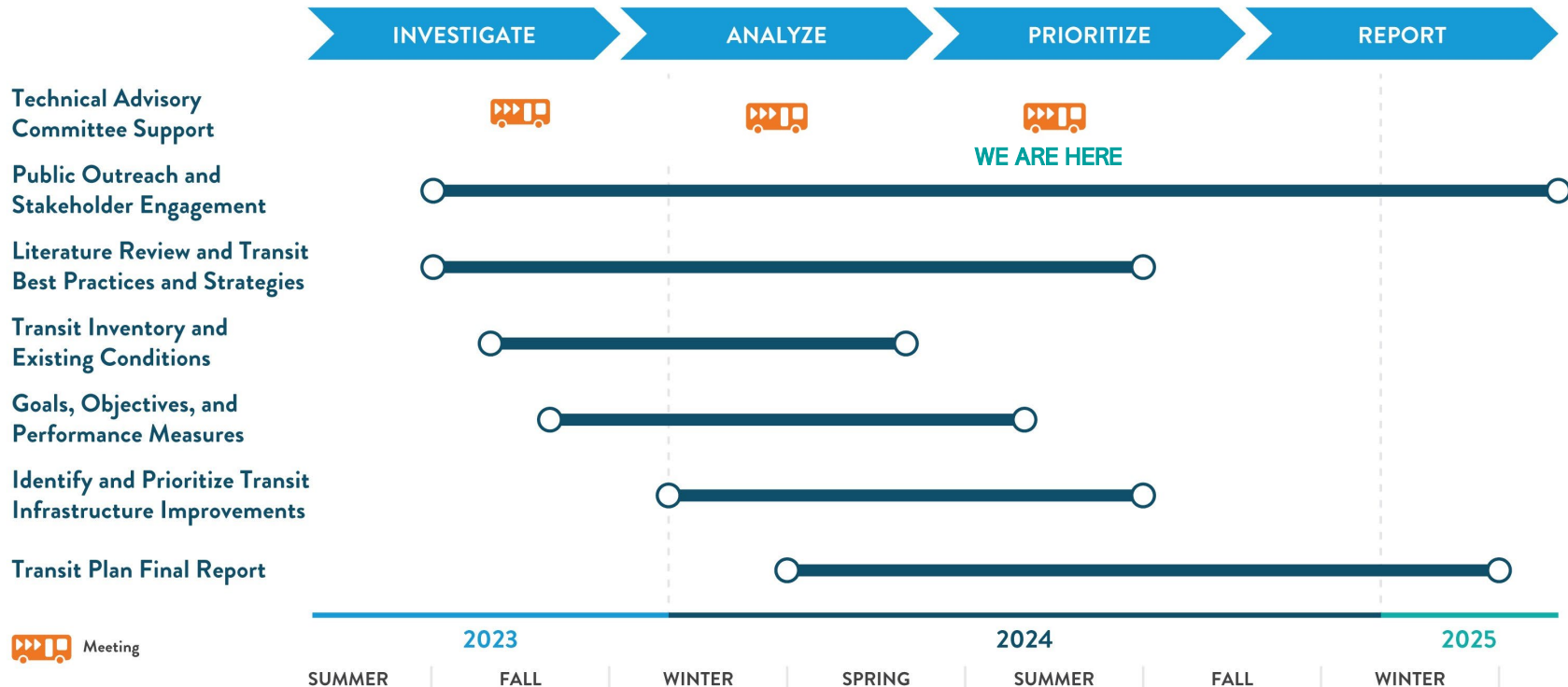
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AGENDA

- 1. Agenda Review**
- 2. Project Updates**
- 3. Transit-Supportive Infrastructure Inventory Findings**
- 4. Performance Measures – discussion**
- 5. Project Prioritization Methodology – discussion**
- 6. Next Steps**

Project Updates

SCHEDULE



TECHNICAL ACTIVITIES



COMPLETED OR UNDERWAY

(Aug 2023 – Jul 2024)

- ✓ Data collection
- ✓ Basemap development
- ✓ Best Practices Literature Review
- ✓ Caltrans Policy & Plans Context Report
- ✓ D4 Goals and Objectives
 - D4 Performance Measures
 - Transit Supportive Infrastructure Inventory
 - Transit Priority Methodology
 - Goals, Objectives, and Performance Measures Crosswalk



UPCOMING

(Jul – Sep 2024)

- Transit-Priority Project List
- Transit-Access Project List
- Strategies and Best Practices Toolbox



Transit-Supportive Infrastructure Inventory

INVENTORY STRUCTURE & OVERVIEW



POPULATION AND DEMOGRAPHIC ANALYSIS

Who lives in the Caltrans Bay Area's nine-county service area?



TRANSIT PRIORITY INFRASTRUCTURE AND SERVICE

What transit services are available and what are some of the issues?



TRANSIT ACCESS INFRASTRUCTURE

What riders use to access transit services and make connections

KEY FINDINGS



We received limited and inconsistent data between agencies, but will move forward in making recommendations based on the available data.



Areas densest with high-propensity transit rider demographics live in urban areas or near major universities.



Equity priority communities (EPCs) are concentrated along key corridors of the STN.



Employment clusters tend to be along the key corridors of the STN and concentrated in Downtown districts or near major universities.



Urban areas have robust and frequent transit services with transit priority treatments, while rural and suburban services tend to be less frequent and peak period-oriented service with fewer treatments.



The Bay Area region has a robust bike and pedestrian network to connect to transit services, but gaps still remain.

An aerial, isometric illustration of a city street scene. The scene includes a bus stop with a shelter, a crosswalk with white stripes, a sidewalk with trees and pedestrians, and a road with a bus and a cyclist. The entire image is overlaid with a teal color filter. The text 'Performance Measures Discussion' is centered in the upper half of the image.

Performance Measures Discussion

 *PROPOSED*

PERFORMANCE MEASURES DEVELOPMENT



Intended to quantify progress in meeting D4 Goals and Objectives



Sponsors should consider measures in project development



Data for measuring performance will come from ALL project partners – Caltrans, transit agencies, local jurisdictions, etc.



Measures tied to goals and objectives

PERFORMANCE MEASURES DATA



Data already collected by Caltrans



Data provided by transit providers



Data provided by local jurisdictions (Cities and counties)



Data provided by others

DISCUSSION QUESTIONS



Which performance measures should be prioritized? Caltrans vs transit provider focused?



How can Caltrans support each agency in collecting/providing data?



What datapoints are you able to provide?



How frequently should data be updated?



How should the performance measures be used in the short- and long-term?



Project Prioritization Methodology


PROPOSED

WHAT IS THE PRIORITIZATION METHODOLOGY?

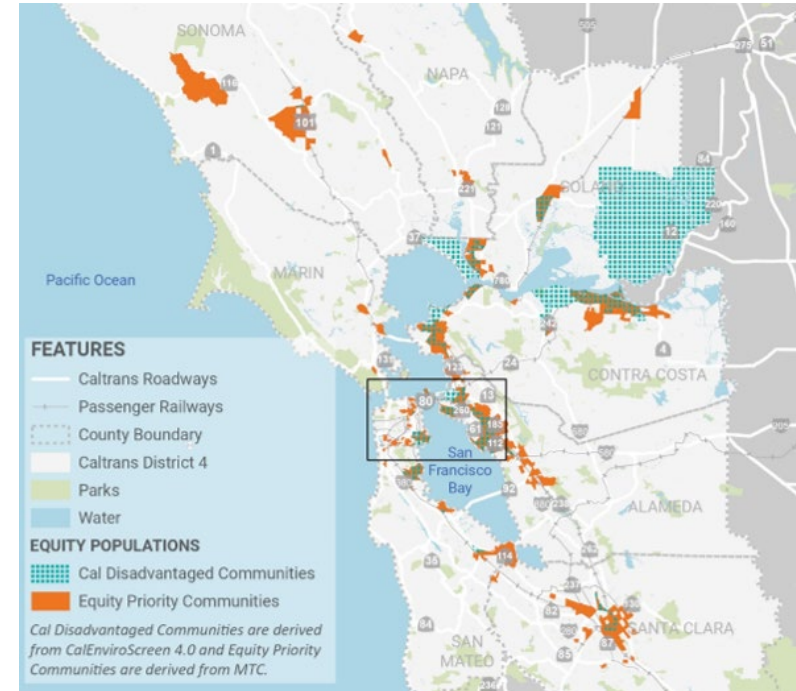
- Methodology will evaluate in which areas/corridors Caltrans and partners should focus investment
- Three Step Process



- **Next up:** Prioritize the investment areas and identify potential improvements

STEP 1: Identify Transit Investment Areas

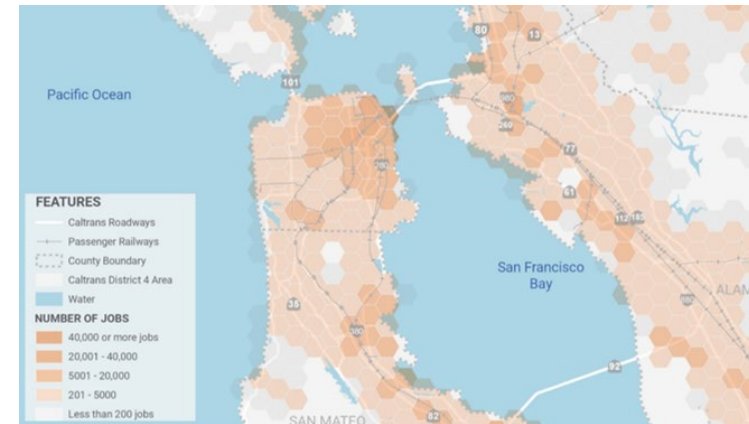
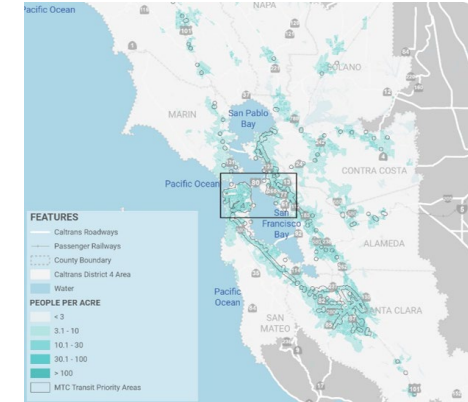
- **Market indicators based on goals and objectives**
 - CalEnviroScreen 4.0
 - MTC's Equity Priority Communities
- **Transit service indicators**
 - Transit bottlenecks
 - Major transfer points
 - Mobility hubs
 - Park and ride
 - Crash data
- **Determine where identified areas intersect the STN**



DRAFT

STEP 2: Differentiate Areas by Mode and Operating Environment

- **By Area**
 - Urban: >30 people per acre or >20K jobs per square mile
 - Suburban: 3-30 people per acre or 200-20,000 jobs per square mile
 - Rural: <3 people per acres or <200 jobs per square mile
- **By Mode**
 - Bus
 - Rail
 - Other



STEP 3: Score and Prioritize Segments/ Projects/Treatments within Transit Investment Areas



- Each transit investment area scored based on the Goals and Objectives
- Higher score = Higher need for transit investment
- Transit investment areas compared by mode and operating environment (Urban, Suburban, Rural)

DISCUSSION QUESTIONS



Which goals are most important to your organization and should be ranked higher through the prioritization process? Why?

1. Focus on implementing safe and complete streets projects supportive of transit
2. Improve equity in transportation choices by helping to deliver transit projects on the STN
3. Advance transportation solutions that support Caltrans environmental goals
4. Work to identify and secure long-term resources for transit-supportive projects and transit service enhancements
5. Improve coordination with partners and streamline Caltrans review, permitting and oversight processes of transit projects

DISCUSSION QUESTIONS



Should all projects be prioritized the same or modal context be considered?
(i.e., should bus, rail, other modes be prioritized the same?)

DISCUSSION QUESTIONS



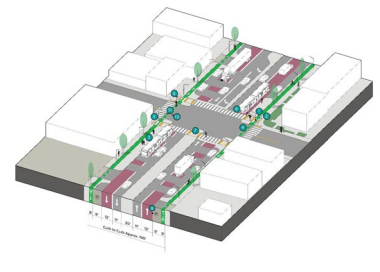
Should the same weighting system be used for all three operating environments?

(i.e., should projects in rural areas ranked the same way as those in urban areas or those in suburban areas?)



Questions?

Thank you!



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Appendix D: Demographic Data from Each Engagement Round

For the public survey, approximately 78% of the 617 respondents provided optional demographic information about themselves. **Table 4** through **Table 7** detail the percentage breakdown of those who did provide this information and compare results to American Community Survey (ACS) 5-year estimates for the nine county San Francisco Bay Area encompassed by Caltrans District 4.

Table 4. Public Survey Respondents by Age

Age	Percent of Responses	2023 ACS 5-Year Estimate
Younger than 18	2.5%	19.9%
18-30	24.5%	15.0%
31-40	28.1%	15.7%
41-50	17.4%	13.6%
51-64	15.9%	19.4%
65 or older	11.5%	16.4%

Note: Age brackets were determined using existing Census designations.

Table 5. Public Survey Respondents by Gender

Gender	Percent of Responses	2023 ACS 5-Year Estimate
Female	32.8%	49.9%
Male	63.8%	50.1%
Transgender	1.1%	N/A
Nonbinary	3.7%	N/A
I self-identify as: _____	0.6%	N/A

Note: Respondents could select all that apply. "I self-identify as: ____" responses included: royalty, a cat, and a comment on transgender etymology. ACS only includes limited options for binary gender responses.

Table 6. Public Survey Respondents by Race and Hispanic Origin

Race and Hispanic Origin	Percent of Responses	2023 ACS 5-Year Estimate
Hispanic	7.2%	24.5%
Asian	23.4%	28.1%
Black or African American	3.4%	5.8%
Native American or Alaska Native	0.9%	0.9%
Native Hawaiian or other Pacific Islander	1.1%	0.6%
White	65.5%	40.3%
Two or more races	8.1%	12.7%
Other: _____	3.4%	11.7%

Note: Respondents could select all that apply. Racial categories were determined using existing Census designations. "Other: ____" responses included: mixed race 'mestizo' Colombian-American, Latino, South Asian, Punjabi, American, and Human.

Table 7. Public Survey Respondents by Household Income

Household Income	Percent of Responses	2023 ACS 5-Year Estimate
Less than \$35,000	6.1%	14.0%
\$35,000 to \$74,999	10.9%	16.3%
\$75,000 to \$149,999	31.1%	26.0%
\$150,000 to \$199,999	15.8%	12.1%
\$200,000 or more	36.2%	31.6%

Note: Income brackets were determined using existing Census designations, though \$200,000 or more was added, as household incomes in this region are considerably higher than national averages.

Appendix E: Engagement Materials

Social Media Posts





Caltrans quiere
su opinion!



TOME LA ENCUESTA



Caltrans quiere
su opinion!



TOME LA ENCUESTA



加州運輸部
希望聆聽你的意見



參加問卷調查



加州運輸部
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參加問卷調查

Appendix F: Survey Text



To: Tyler Brown, Sergio Ruiz, Wingate Lew; Caltrans Bay Area

From: Mauricio Hernandez; Alta Planning + Design

Date: January 30, 2024

Re: Phase 1 Public Survey (**FINAL 01-30-24**)

Introduction

As part of the Public Engagement portion of the Caltrans Bay Area Transit Plan, Alta has put together the approach below for developing a public survey.

ENGLISH	SPANISH	CHINESE
<p>Caltrans Bay Area Transit Plan - Public Survey Introduction</p> <p>Welcome to the Caltrans Bay Area Transit Plan Survey! This survey should take less than 15 minutes to complete.</p> <p>Caltrans Bay Area (District 4) is planning how to improve transit on the State Transportation Network (STN) in the Bay Area. The STN is the network of state highways, including freeways and major arterial roadways and related facilities that Caltrans owns and operates. This Plan – referred to as the Caltrans Bay Area Transit Plan – will identify infrastructure investments that improve transit speed and reliability, improve access to transit, and encourage more transit use. - https://caltransbayareatransitplan.org/</p> <p>We want your input on what investments would help you to access transit services and improve your experience using transit throughout the Bay Area! Share your feedback by taking this short survey!</p> <p>Your input will help us to create a safer, healthier, and more sustainable transportation system in the Bay Area.</p>	<p>La Encuesta del Plan de Transporte Público de Caltrans Bay Area Introducción</p> <p>¡Bienvenido a la Encuesta del Plan de Transporte Público de Caltrans Bay Area! La encuesta debería tardar menos de 15 minutos en completarse.</p> <p>Caltrans Bay Area (Distrito 4) está planeando cómo mejorar el servicio de transporte público en la Red de Transporte Estatal (STN por sus siglas en inglés) en el Área de la Bahía. La STN es la red de carreteras estatales, autopistas y carreteras principales e instalaciones relacionadas, que Caltrans posee y opera. Este Plan, conocido como Plan de Transporte Público del Área de la Bahía de Caltrans, identificará recomendaciones a la infraestructura de infraestructura que mejoren la velocidad y confiabilidad del tránsito, aumenten el acceso al transporte y fomenten un mayor uso del transporte. - https://caltransbayareatransitplan.org/</p> <p>¡Queremos su opinión sobre qué mejoras le ayudarían a acceder a los servicios de transporte público y mejorar su experiencia al utilizar el transporte público en todo el Área de la Bahía! ¡Comparta sus comentarios respondiendo esta breve encuesta!</p> <p>Su opinión nos ayudará a crear un sistema de transporte público más seguro, saludable y sostenible en el Área de la Bahía.</p>	<p>Caltrans 湾区交通计划 - 公众调查介绍</p> <p>欢迎参加加州交通局湾区交通计划调查！该调查应在 15 分钟内完成。</p> <p>加州交通局湾区（第 4 区）正在规划如何改善湾区国家交通网络 (STN) 的交通。STN 是州高速公路网络，包括加州交通局拥有和运营的高速公路和主要干线公路以及相关设施。该计划（称为加州交通局湾区交通计划）将确定基础设施投资，以提高交通速度和可靠性、改善交通便利性并鼓励更多的交通使用。 - https://caltransbayareatransitplan.org/</p> <p>我们希望您提供意见，了解哪些投资可以帮助您获得交通服务并改善您在整个湾区的交通使用体验！通过参加这个简短的调查来分享您的反馈！</p> <p>您的意见将帮助我们在湾区创建一个更安全、更健康、更可持续的交通系统。</p>
<p>The following question asks about investments <u>to increase the speed and reliability of your trips on transit</u>. These five (5) definitions with images will help in answering the question:</p>	<p>La siguiente pregunta se refiere a inversiones para <u>aumentar la velocidad y confiabilidad de sus viajes en transporte público</u>. Las próximas cinco (5) definiciones con imágenes le ayudarán a responder la pregunta:</p>	<p>以下问题询问有关提高交通出行速度和可靠性的投资。接下来的五 (5) 个带有图像的定义将有助于回答这个问题：</p>
<p>The following question asks about investments <u>to improve your experience getting to and from stations/stops</u>. These six (6) definitions with images will help in answering the question:</p>	<p>La siguiente pregunta se refiere a inversiones para <u>mejorar su experiencia al llegar y regresar de estaciones/paradas</u>. Las próximas seis (6) definiciones con imágenes ayudarán a responder la pregunta:</p>	<p>以下问题询问有关改善您往返车站/停靠点的体验的投资。接下来的六 (6) 个带有图像的定义将有助于回答这个问题：</p>
<p>The following question asks about <u>investments to improve your experience waiting at stations and stops</u>. These six (6) definitions with images will help in answering the question:</p>	<p>La siguiente pregunta se refiere a inversiones para <u>mejorar su experiencia esperando en estaciones y paradas bus</u>. Las próximas seis (6) definiciones con imágenes ayudarán a responder la pregunta:</p>	<p>以下问题询问有关改善您在车站候车体验的投资。接下来的六 (6) 个带有图像的定义将有助于回答这个问题：</p>
<p>The following question asks about investments <u>to make it easier for you to navigate transit trips and connect between transit trips</u>. These five (5) definitions with images will help in answering the question:</p>	<p>La siguiente pregunta se refiere a inversiones para <u>facilitarle la navegación en los viajes de tránsito y la conexión entre viajes de tránsito</u>. Las próximas cinco (5) definiciones con imágenes ayudarán a responder la pregunta:</p>	<p>以下问题询问有关投资的问题，以便您更轻松地导航过境旅行并在过境旅行之间进行转接。接下来的五 (5) 个带有图像的定义将有助于回答这个问题：</p>

<div><div>General Questions</div><div><div>1. In which county do you live?</div><div><div><div><div></div></div>Alameda County</div><div><div><div></div></div>Contra Costa County</div><div><div><div></div></div>Marin County</div><div><div><div></div></div>Napa County</div><div><div><div></div></div>San Francisco County</div><div><div><div></div></div>San Mateo County</div><div><div><div></div></div>Santa Clara County</div><div><div><div></div></div>Solano County</div><div><div><div></div></div>Sonoma County</div><div><div><div></div></div>I do not live in the 9-County Bay Area</div></div></div><div><div>2. Excluding your home county, what Bay Area counties do you regularly travel to (i.e., more than once per month) for work, school, social activities, errands, etc.?</div><div><div><div><div></div></div>Alameda County</div><div><div><div></div></div>Contra Costa County</div><div><div><div></div></div>Marin County</div><div><div><div></div></div>Napa County</div><div><div><div></div></div>San Francisco County</div><div><div><div></div></div>San Mateo County</div><div><div><div></div></div>Santa Clara County</div><div><div><div></div></div>Solano County</div><div><div><div></div></div>Sonoma County</div><div><div><div></div></div>N/A: I do not regularly travel to any of these Counties</div></div></div><div><div>3. Which transit systems in the Bay Area do you regularly use? (Select all that apply)</div><div><div><div><div></div></div>AC Transit</div><div><div><div></div></div>Bay Area Rapid Transit District (BART)</div><div><div><div></div></div>Caltrain</div><div><div><div></div></div>Golden Gate Transit</div><div><div><div></div></div>SamTrans</div><div><div><div></div></div>VTA</div><div><div><div></div></div>Muni</div><div><div><div></div></div>Other (please specify) _____</div></div></div><div><div>4. How frequently do you use transit (bus, rail, ferry)?</div><div><div><div><div></div></div>Once a day</div><div><div><div></div></div>At least once a week</div><div><div><div></div></div>At least once a month</div><div><div><div></div></div>I do not use transit regularly</div></div></div></div>	<div><div>Preguntas Generales</div><div><div>1. ¿En qué condado vive?</div><div><div><div><div></div></div>Condado de Alameda</div><div><div><div></div></div>Condado de Contra Costa</div><div><div><div></div></div>Condado de Marín</div><div><div><div></div></div>Condado de Napa</div><div><div><div></div></div>Condado de San Francisco</div><div><div><div></div></div>Condado de San Mateo</div><div><div><div></div></div>Condado de Santa Clara</div><div><div><div></div></div>Condado de Solano</div><div><div><div></div></div>Condado de Sonoma</div><div><div><div></div></div>No vivo en el Área de la Bahía de los 9 condados</div></div></div><div><div>2. ¿Excluyendo el condado donde vive, a qué condados del Área de la Bahía viaja regularmente (es decir, más de una vez al mes) para trabajar, estudiar, realizar actividades sociales, hacer recados, etc.?</div><div><div><div><div></div></div>Condado de Alameda</div><div><div><div></div></div>Condado de Contra Costa</div><div><div><div></div></div>Condado de Marín</div><div><div><div></div></div>Condado de Napa</div><div><div><div></div></div>Condado de San Francisco</div><div><div><div></div></div>Condado de San Mateo</div><div><div><div></div></div>Condado de Santa Clara</div><div><div><div></div></div>Condado de Solano</div><div><div><div></div></div>Condado de Sonoma</div><div><div><div></div></div>N/A: No viaje regularmente a ninguno de estos condados.</div></div></div><div><div>3. ¿Qué sistema de transporte público en el Área de la Bahía utiliza habitualmente? (Seleccione todos las que correspondan)</div><div><div><div><div></div></div>AC Transit</div><div><div><div></div></div>Bay Area Rapid Transit District (BART)</div><div><div><div></div></div>Caltrain</div><div><div><div></div></div>Golden Gate Transit</div><div><div><div></div></div>SamTrans</div><div><div><div></div></div>VTA</div><div><div><div></div></div>Muni</div><div><div><div></div></div>Otro (sea específico) _____</div></div></div><div><div>4. ¿Con qué frecuencia utiliza servicios de transporte público (autobús, tren, ferry)?</div><div><div><div><div></div></div>Una vez al día</div><div><div><div></div></div>Al menos una vez a la semana</div><div><div><div></div></div>Al menos una vez al mes</div><div><div><div></div></div>No uso transporte público</div></div></div></div>	<div><div>一般的问题</div><div><div>1. 您住在哪个县？</div><div><div><div><div></div></div>阿拉米达县</div><div><div><div></div></div>康特拉科斯塔县</div><div><div><div></div></div>马林县</div><div><div><div></div></div>纳帕县</div><div><div><div></div></div>旧金山县</div><div><div><div></div></div>圣马特奥县</div><div><div><div></div></div>圣克拉拉县</div><div><div><div></div></div>索拉诺县</div><div><div><div></div></div>索诺玛县</div><div><div><div></div></div>我不住在 9 县湾区</div></div></div><div><div>2. 除您的家乡县外，您在哪个县？您经常前往（即每月一次以上）工作、上学、社交活动、办事等湾区哪些县？</div><div><div><div><div></div></div>阿拉米达县</div><div><div><div></div></div>康特拉科斯塔县</div><div><div><div></div></div>马林县</div><div><div><div></div></div>纳帕县</div><div><div><div></div></div>旧金山县</div><div><div><div></div></div>圣马特奥县</div><div><div><div></div></div>圣克拉拉县</div><div><div><div></div></div>索拉诺县</div><div><div><div></div></div>索诺玛县</div><div><div><div></div></div>不适用：我不经常前往这些县</div></div></div><div><div>3. 您经常使用湾区的哪些交通系统？（选择所有符合条件的）</div><div><div><div><div></div></div>交流交通</div><div><div><div></div></div>湾区捷运区 (BART)</div><div><div><div></div></div>加州火车</div><div><div><div></div></div>金门捷运</div><div><div><div></div></div>萨姆运输公司</div><div><div><div></div></div>VTA</div><div><div><div></div></div>穆尼</div></div></div></div>
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ENGLISH	SPANISH	CHINESE
		<div><div><div><div></div><div>其他</div></div><div><div></div><div>请注明) _____</div></div></div><div>4. 您使用公共交通（公共汽车、铁路、渡轮）的频率如何？</div><div><div><div></div><div>每天一次</div></div><div><div></div><div>每周至少一次</div></div><div><div></div><div>每月至少一次</div></div><div><div></div><div>我不使用公共交通</div></div></div></div>

<div>INFRASTRUCTURE</div> <div>5. What physical barriers do you face when using transit? (Select all that apply)</div> <div><div><div><div></div></div><div>Accessibility/Comfort: lack of safe, comfortable, or connected walkways and bicycle lanes to/from stops and stations</div></div><div><div><div></div></div><div>Safety/security: poor lighting; general feeling of danger at or near stops and stations</div></div><div><div><div></div></div><div>Other (please specify)</div></div></div> <div>6. Which of the following TRANSIT PRIORITY investments to increase the speed and reliability of your trips on transit would you like to see more in the Bay Area? See images and descriptions below for reference. <i>(Please rank based on level of importance to you)</i></div> <table><tr><td>Dedicated transit lanes (bus-only lanes) <i>Lanes designed for sole use by transit vehicles.</i> [PHOTO HERE]</td><td>Bus-on-shoulder <i>Highway/freeway shoulders or medians paved for use by buses during peak commute times.</i> [PHOTO HERE]</td></tr><tr><td>Transit signal priority <i>Traffic signal timing designed to prioritize the movement of transit vehicles through the intersection.</i> [PHOTO HERE]</td><td>Managed lanes <i>Also known as High-Occupancy Vehicle (HOV) lanes; express lanes; or reversible lanes.</i> [PHOTO HERE]</td></tr><tr><td>Queue jump lanes <i>Short, dedicated transit lane areas that allow transit vehicles to more easily enter traffic flow before other vehicles.</i> [PHOTO HERE]</td><td>Other (please specify)</td></tr></table> <div>7. Which of the following transit access investments to improve your experience getting to and from stations/stops would you like to see more in the Bay Area? <i>(Please rank based on level of importance to you)</i></div>	Dedicated transit lanes (bus-only lanes) <i>Lanes designed for sole use by transit vehicles.</i> [PHOTO HERE]	Bus-on-shoulder <i>Highway/freeway shoulders or medians paved for use by buses during peak commute times.</i> [PHOTO HERE]	Transit signal priority <i>Traffic signal timing designed to prioritize the movement of transit vehicles through the intersection.</i> [PHOTO HERE]	Managed lanes <i>Also known as High-Occupancy Vehicle (HOV) lanes; express lanes; or reversible lanes.</i> [PHOTO HERE]	Queue jump lanes <i>Short, dedicated transit lane areas that allow transit vehicles to more easily enter traffic flow before other vehicles.</i> [PHOTO HERE]	Other (please specify)	<div>INFRAESTRUCTURA</div> <div>5. ¿Qué barreras físicas enfrenta al utilizar transporte público? (Seleccione todas las que correspondan)</div> <div><div><div><div></div></div><div>Accesibilidad/Comodidad: falta de pasarelas y carriles para bicicletas seguros, cómodos o conectados hacia/desde paradas y estaciones de tránsito</div></div><div><div><div></div></div><div>Seguridad/protección: iluminación deficiente; Sensación general de peligro en o cerca de paradas y estaciones.</div></div><div><div><div></div></div><div>Otro (sea específico)</div></div></div> <div>6. ¿Cuál de las siguientes inversiones en proyectos para PRIORITIZAR EL SERVICIO DE TRANSITO para aumentar la velocidad y confiabilidad de sus viajes le gustaría ver más en el Área de la Bahía? Vea las imágenes y descripciones a continuación como referencia. (Por favor clasifique según el nivel de importancia para usted)</div> <table><tr><td>Carriles exclusivos para transporte público (carriles exclusivos para autobuses) <i>Carriles diseñados para uso exclusivo de vehículos de tránsito.</i></td><td>Autobús en las calzadas <i>Banquinas o medianas en las autopistas para uso por autobuses durante las horas pico.</i></td></tr><tr><td>Señales de prioridad <i>Temporización de semáforos diseñada para priorizar el movimiento de los vehículos de tránsito a través de la intersección.</i> [PHOTO HERE]</td><td>Carriles gestionados También conocidos como carriles para vehículos de alta ocupación (HOV); carriles expresos; o carriles reversibles.</td></tr><tr><td>Carriles de salto de cola Áreas cortas y exclusivas en carriles de tránsito que permiten que los vehículos de tránsito ingresen más fácilmente al flujo de tránsito antes que otros vehículos. [PHOTO HERE]</td><td>Otro (sea específico)</td></tr></table> <div>7. ¿Cuál de las siguientes inversiones en acceso al transporte para mejorar su experiencia al llegar y salir de estaciones/paradas le gustaría ver más en el Área de la Bahía? (Por favor clasifique según el nivel de importancia)</div>	Carriles exclusivos para transporte público (carriles exclusivos para autobuses) <i>Carriles diseñados para uso exclusivo de vehículos de tránsito.</i>	Autobús en las calzadas <i>Banquinas o medianas en las autopistas para uso por autobuses durante las horas pico.</i>	Señales de prioridad <i>Temporización de semáforos diseñada para priorizar el movimiento de los vehículos de tránsito a través de la intersección.</i> [PHOTO HERE]	Carriles gestionados También conocidos como carriles para vehículos de alta ocupación (HOV); carriles expresos; o carriles reversibles.	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[PHOTO HERE]	Otro (sea específico)	<div>基础设施</div> <div>5. 您在使用公共交通时面临哪些物理障碍？（选择所有符合条件的）</div> <div><div><div><div></div></div><div>可达性/舒适度：缺乏往返车站和车站的安全、舒适或连通的人行道和自行车道</div></div><div><div><div></div></div><div>安全/保障：照明不佳；在车站和车站或其附近的总体危险感</div></div><div><div><div></div></div><div>其他（请注明）</div></div></div> <div>6. 您希望在湾区看到以下哪些交通优先投资，以提高您的交通出行速度和可靠性？请参阅下面的图像和描述以供参考。（请根据您的重要性进行排名）</div> <table><tr><td>专用交通车道（巴士专用车道） 专供交通车辆使用的车道。</td><td>巴士肩上 为高峰通勤时间公交车使用而铺设的高速公路/高速公路路肩或隔离带。</td></tr><tr><td>公交信号优先 交通信号计时旨在优先考虑交通车辆通过交叉路口的移动。</td><td>管理车道 也称为高载客量车辆 (HOV) 车道；快速车道；或可逆车道。</td></tr><tr><td>队列跳转通道 较短的专用交通车道区域使交通车辆能够在其他车辆之前更轻松地进入交通流。</td><td>其他（请注明）</td></tr></table> <div>7. 您希望在湾区看到更多以下哪些交通运输投资来改善您往返车站/站点的体验？（请根据您的重要性进行排名）</div>	专用交通车道（巴士专用车道） 专供交通车辆使用的车道。	巴士肩上 为高峰通勤时间公交车使用而铺设的高速公路/高速公路路肩或隔离带。	公交信号优先 交通信号计时旨在优先考虑交通车辆通过交叉路口的移动。	管理车道 也称为高载客量车辆 (HOV) 车道；快速车道；或可逆车道。	队列跳转通道 较短的专用交通车道区域使交通车辆能够在其他车辆之前更轻松地进入交通流。	其他（请注明）
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ENGLISH		SPANISH		CHINESE	
<div><div>Improved sidewalks</div><div><i>Sidewalks that are level, wide enough, and without obstructions.</i></div><div>[PHOTO HERE]</div></div>	<div><div>Expanded curb ramps for people with limited mobility</div><div><i>Expanded curb ramps for strollers and people with limited mobility.</i></div><div>[PHOTO HERE]</div></div>	<div><div>Aceras mejoradas</div><div><i>Aceras niveladas, lo suficientemente anchas y sin obstrucciones.</i></div></div>	<div><div>Rampas en las aceras ampliadas para personas con movilidad reducida</div><div><i>Rampas en las aceras ampliadas para cochecitos y personas con movilidad reducida.</i></div></div>	<div><div>改善人行道</div><div>人行道平坦、足够宽且无障碍物。</div></div>	<div><div>为行动不便的人扩大路边坡道</div><div>为婴儿车和行动不便的人扩大路缘坡道。</div></div>
<div><div>More visible crosswalks</div><div><i>Crosswalks can improve visibility of pedestrians crossing traffic, either at an intersection or mid-block.</i></div><div>[PHOTO HERE]</div></div>	<div><div>Leading pedestrian intervals (LPI)</div><div><i>Pedestrians given a few seconds head start to cross at an intersection, before the corresponding green signal in the same direction. This enhances the visibility of pedestrians in the intersection and establishes their right-of-way.</i></div><div>[PHOTO HERE]</div></div>	<div><div>Cruces de peatones más visibles</div><div><i>Los cruces peatonales pueden mejorar la visibilidad de los peatones que cruzan la calle, ya sea en una intersección o a mitad de cuadra.</i></div></div>	<div><div>Intervalos de peatones principales (LPI)</div><div><i>Los peatones, con unos segundos de ventaja, pueden cruzar la calle, antes de que el semáforo cambie a verde en la misma dirección. Esto mejora la visibilidad peatonal en la intersección y establece su derecho de paso.</i></div></div>	<div><div>人行横道更加明显</div><div>人行横道可以提高行人在十字路口或街区中间穿越交通的可见度。</div></div>	<div><div>领先行人间隔 (LPI)</div><div>行人在同方向相应的绿灯亮起之前，有几秒钟的时间开始在十字路口过马路。 这增强了十字路口行人的能见度并确定了他们的通行权。</div></div>
<div><div>Crossing beacons</div><div><i>Crossing beacons alert drivers of pedestrian presence at a crosswalk (ex. Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons).</i></div><div>[PHOTO HERE]</div></div>	<div><div>Audible crossing signals</div><div><i>Audible crossing signals for people who are deaf or hard of hearing.</i></div><div>[PHOTO HERE]</div></div>	<div><div>Semáforos de cruce de calles</div><div><i>Las balizas de cruce alertan a los conductores de la presencia de peatones en un cruce de peatones (por ejemplo, balizas rectangulares de destello rápido y balizas híbridas para peatones).</i></div><div>[FOTO AQUÍ]</div></div>	<div><div>Señales de cruce auditivas</div><div>Señales de cruce auditivas para personas sordas o con problemas de audición.</div><div>[PHOTO HERE]</div></div>	<div><div>穿越信标</div><div>人行横道信标提醒驾驶员人行横道上有行人（例如矩形快速闪烁信标和行人混合信标）</div><div>信标)</div></div>	<div><div>交叉路口声音信号</div><div>为聋哑人或听力障碍人士提供的声音过路信号。</div></div>
<div>Other (please specify)</div>		<div>Otro (sea específico)</div>		<div>其他（请注明）</div>	
<div>8. Which of the following station infrastructure investments TO IMPROVE YOUR EXPERIENCE WAITING AT STATIONS AND STOPS would you like to see more in the Bay Area? See images and descriptions below for reference. (Please rank based on level of importance to you)</div>					
<div><div>Lighting</div><div><i>Improved lighting at the stop and surrounding area for late nights and early mornings.</i></div><div>[PHOTO HERE]</div></div>	<div><div>Secure parking racks</div><div><i>Secure parking facilities for bicycles, scooters, and other micromobility devices.</i></div><div>[PHOTO HERE]</div></div>	<div><div>Iluminación</div><div><i>Mejora de la iluminación en la parada y sus alrededores para las altas horas de la noche y las primeras horas de la mañana.</i></div><div>[PHOTO HERE]</div></div>	<div><div>Estacionamiento seguro</div><div>Estacionamiento seguro para bicicletas, scooters y otros dispositivos de micromovilidad.</div></div>	<div><div>灯光</div><div>改善深夜和清晨车站及周边地区的照明。</div></div>	<div><div>安全停车架</div><div>自行车、踏板车和其他微型移动设备的安全停车设施。</div></div>
				<div><div>上车和下车区域</div><div>微型交通、辅助交通和网约车/拼车（例如 Lyft 和 Uber）的上下车区。</div></div>	<div><div>公交车站候车亭和遮阳棚</div><div>有屋顶，有时还有墙壁的避难所，用于防晒、防热、防雨和防风。</div></div>

ENGLISH		SPANISH		CHINESE	
<div>Pick-up and drop-off areas</div> <div><i>Pick-up and drop-off areas for microtransit, paratransit, and ride-hailing/ride-sharing (like Lyft and Uber).</i></div> <div>[PHOTO HERE]</div>	<div>Bus stop shelters and shade</div> <div><i>A shelter with a roof, and sometimes walls, for protection from sun, heat, rain, and wind.</i></div> <div>[PHOTO HERE]</div>	<div>Áreas de recogida y devolución</div> <div><i>Áreas de recogida y devolución para microtransporte, paratransito y transporte privado/viaje compartido (como Lyft y Uber).</i></div>	<div>Paradas de autobús con marquesina y sombra</div> <div><i>Un refugio con techo y, a veces, paredes, para protegerse del sol, el calor, la lluvia y el viento.</i></div>	<div>座位</div> <div>等待公共汽车时可以坐下或倾斜的表面，特别适合儿童、老年人和残疾人。</div>	<div>无障碍登机平台</div> <div>登机区抬高，避免需要走上公共交通，填补了轮椅使用者的路边空白。</div>
<div>Seating</div> <div><i>Surfaces to sit or lean while waiting for a bus, particularly for children, seniors, and people with disabilities.</i></div> <div>[PHOTO HERE]</div>	<div>Accessible Boarding platforms</div> <div><i>Elevated boarding areas to avoid the need to step up onto transit, filling a curb gap for wheelchair users.</i></div> <div>[PHOTO HERE]</div>	<div>Asientos</div> <div><i>Superficies para sentarse o apoyarse mientras se espera un autobús, especialmente para niños, personas mayores y personas con discapacidad.</i></div>	<div>Plataformas de embarque accesibles</div> <div><i>Áreas de embarque elevadas para evitar la necesidad de subir al tránsito, llenando un espacio en la acera para los usuarios de sillas de ruedas.</i></div>	其他（请注明）	
Other (please specify)		Otro (sea específico)		9. 是否可以通过转接和连接其他转接选项来简化导航？ 图像和描述请继续参考。（请根据您的重要性进行排名）	
9. Which of the following station investments to make it easier for you to navigate transit trips and connect between transit trips would you like to see more in the Bay Area? See images and descriptions below for reference. <i>(Please rank based on level of importance to you)</i>		9 ¿Cuál de las siguientes inversiones le facilitaría la navegación en viajar por tránsito y la conexión otras opciones de tránsito? Vea las imágenes y descripciones a continuación como referencia. <i>(Por favor clasifique según el nivel de importancia)</i>		移动中心	
<div>Mobility Hubs</div> <div><i>Centralized facilities where people can access transit, bike/scooter-share, carshare and other shared modes of travel. May also include personal EV charging, quick-serve restaurants, retail stores, and/or public space.</i></div> <div>[PHOTO HERE]</div>	<div>Interactive kiosks</div> <div><i>Touch-screen board with live information about the transit stop and system, as well as the surrounding area, with information like maps, weather, and local destinations.</i></div> <div>[PHOTO HERE]</div>	<div>Centros de movilidad</div> <div>Instalaciones centralizadas donde personas pueden acceder al transporte público, compartir bicicletas/scooters, compartir automóviles y acceder a otros modos de viaje compartido. También puede incluir estaciones de carga para vehículos eléctricos, restaurantes de servicio rápido, tiendas minoristas y/o espacios públicos.</div> <div>[PHOTO HERE]</div>	<div>Quioscos interactivos</div> <div>Tableros de pantalla táctil con información en tiempo real sobre la parada y el sistema de tránsito, así como el área circundante, con información como mapas, clima y destinos locales.</div> <div>[PHOTO HERE]</div>	<div>人们可以使用公共交通、自行车/踏板车共享、汽车共享和其他共享出行方式的集中设施。 还可能包括个人电动汽车充电、快餐店、零售店和/或公共空间。</div>	<div>互动信息亭</div> <div>触摸屏板提供有关公交站点和系统以及周边地区的实时信息，包括地图、天气和当地目的地等信息。</div>
<div>Real-time next-bus arrival information screens</div> <div><i>Screen and audio of estimated times for next arrivals at the stop.</i></div> <div>[PHOTO HERE]</div>	<div>Wayfinding signage</div> <div><i>Signs that help orient and direct users for transit, as well as local institutions and destinations.</i></div> <div>[PHOTO HERE]</div>	<div>Pantallas de información de llegada del próximo autobús en tiempo real</div> <div><i>Pantalla y audio de tiempos estimados de próximas llegadas a la parada.</i></div> <div>[FOTO AQUÍ]</div>	<div>Señalización</div> <div>Señales que ayudan a orientar y dirigir a los usuarios hacia el tránsito, así como hacia las instituciones y destinos locales.</div> <div>[FOTO AQUÍ]</div>	<div>实时下一班车到达信息屏幕</div> <div>屏幕和音频显示下次到达车站的预计时间。</div>	<div>寻路标牌</div> <div>帮助引导用户出行以及当地机构和目的地的标志。</div>
<div>Emergency response buttons</div> <div><i>Each call box has a direct intercom to emergency dispatchers, who can mobilize a response to your location. Some include cameras activated once pushed, and produce lights and sound.</i></div>	<div>Other (please specify)</div>	<div>Botones de emergencia</div>	<div>Otro (sea específico)</div>	<div>紧急响应按钮</div> <div>每个呼叫亭都有一个直接对讲机连接紧急调度员，他们可以对您所在的位置做出响应。 有些包括一旦按下即可启动的摄像头，并发出灯光和声音。</div>	<div>其他（请注明）</div>
				10. 关于您的交通经历，您还有什么想分享的吗？（可选）	

ENGLISH		SPANISH		CHINESE
<div>[PHOTO HERE]</div>		<div>Cabina telefónica con intercomunicador directo con los operadores de emergencia, quienes pueden movilizar una respuesta a su ubicación. Algunos incluyen cámaras que se activan una vez que se presionan y producen luces y sonido. [FOTO AQUÍ]</div>		
10. Is there anything else you would like to share about your transit experience?		10. ¿Hay algo más que le gustaría compartir sobre su experiencia utilizando servicios de transporte público? (OPCIONAL)		
<p>POLICY</p> <p>11. What should be the top three (3) priorities for Caltrans to improve transit along the State Transportation Network (STN) in the Bay Area?</p> <ul style="list-style-type: none">○ Prioritize Transit over Other Transportation Modes (see question 6 for more examples)○ Improve Access to Transit on the STN (see question 7 for more examples)○ Improve Amenities at Transit Stops/Stations on the STN (see question 8 for more examples)○ Improve Navigation of and Connections between Transit Systems/Networks (see question 9 for more examples)○ Maintain existing Transit Infrastructure○ Streamline Project Delivery○ Other (please explain) <p>12. Are there any other thoughts on policies Caltrans Bay Area (District 4) could focus on for improving transit service along the State Transportation Network (i.e., highways, including freeways and major arterial roadways and related facilities that Caltrans owns and operates)?</p>		<p>POLITICA</p> <p>11 ¿Cuáles deberían ser las tres (3) prioridades principales para que Caltrans mejore el servicio de transporte público a lo largo de la Red de Transporte Estatal (STN) en el Área de la Bahía?</p> <ul style="list-style-type: none">○ Priorizar el transporte público sobre otros modos de transporte (consulte la pregunta 6 para obtener más ejemplos)○ Mejorar el acceso al tránsito en el STN (consulte la pregunta 7 para obtener más ejemplos)○ Mejorar las comodidades en las paradas/estaciones de tránsito del STN (consulte la pregunta 8 para obtener más ejemplos)○ Mejorar la navegación y las conexiones entre sistemas/redes de tránsito (consulte la pregunta 9 para obtener más ejemplos)○ Mantener la infraestructura de tránsito existente○ Agilizar la entrega del proyecto○ Otro (por favor explique) <p>12. ¿Tiene alguna otra idea sobre las políticas en las que Caltrans Bay Area (Distrito 4) pueda enfocarse para mejorar el servicio de tránsito a lo largo de la Red de Transporte Estatal (es decir, carreteras, incluidas autopistas y arterias principales e instalaciones relacionadas que Caltrans posee y opera)? (OPCIONAL)</p>		<p>政策</p> <p>11.加州交通局改善湾区国家交通网络 (STN) 沿线交通的三大 (3) 优先事项应该是什么？</p> <ul style="list-style-type: none">○ 优先考虑公共交通而不是其他交通方式（更多示例请参阅问题 6）○ 改善 STN 的交通便利性（更多示例请参阅问题 7）○ 改善 STN 公交站/站的设施（更多示例请参阅问题 8）○ 改善交通系统/网络之间的导航和连接（更多示例请参阅问题 9）○ 维护现有的交通基础设施○ 简化项目交付○ 其他（请说明） <p>12. 对于 Caltrans 湾区（第 4 区）可以重点改善国家交通网络（即高速公路，包括高速公路和主要干线公路以及 Caltrans 拥有和运营的相关设施）沿线的交通服务的政策，还有其他想法吗？（可选）</p>
<p>Demographics</p> <p>We would like to know a little more about you to make sure we are hearing from a representative sample of the Bay Area population. Your answers are confidential. If you do not want to answer, you can mark “prefer not to say,”.</p> <p>13. How old are you?</p> <ul style="list-style-type: none">○ Younger than 18		<p>Demografía</p> <p>Nos gustaría saber un poco más sobre usted para asegurarnos que tengamos un una muestra representativa de la población del Área de la Bahía. Sus respuestas son confidenciales. Si no desea responder, puede marcar “prefiero no decir”, omitir la pregunta o enviar la encuesta en cualquier momento.</p> <p>13. ¿Cuántos años tiene?</p>		<p>人口统计</p> <p>我们想更多地了解您，以确保我们听到的是湾区人口的代表性样本。 您的答案是保密的。如果您不想回答，可以标记“不想说”、跳过问题或随时提交调查。</p> <p>13.你几岁了？</p>

ENGLISH	SPANISH	CHINESE
<div><div><div><div><div></div><div>18-30</div></div><div><div></div><div>31-40</div></div><div><div></div><div>41-50</div></div><div><div></div><div>51-64</div></div><div><div></div><div>65 or older</div></div><div><div></div><div>Prefer not to say</div></div></div></div></div>	<div><div><div><div><div></div><div>Menor de 18 años</div></div><div><div></div><div>18-30</div></div><div><div></div><div>31-40</div></div><div><div></div><div>41-50</div></div><div><div></div><div>51-64</div></div><div><div></div><div>65 años o más</div></div><div><div></div><div>Prefiero no decir</div></div></div></div></div>	<div><div><div><div><div></div><div>18 岁以下</div></div><div><div></div><div>Ø 18-30</div></div><div><div></div><div>Ø 31-40</div></div><div><div></div><div>Ø 41-50</div></div><div><div></div><div>Ø 51-64</div></div><div><div></div><div>65 岁或以上</div></div><div><div></div><div>不想说</div></div></div></div></div>
<div><div>14. What gender do you identify as? (Select all that apply)</div><div><div>a. Female</div><div>b. Male</div><div>c. Transgender</div><div>d. Nonbinary</div><div>e. Prefer not to say</div><div>f. I self-identify as _____</div></div></div>	<div><div>14. ¿Con que género se identifica? (Seleccione todas las que correspondan)</div><div><div>a. Femenino</div><div>b. Masculino</div><div>c. Transgénero</div><div>d. no binario</div><div>e. Prefiero no decir</div><div>f. Me identifico como _____</div></div></div>	<div><div>14.您认为自己的性别是什么？（选择所有符合条件的）</div><div><div>A。 女性</div><div>b. 男性</div><div>C。 跨性别</div><div>d. 非二元</div><div>e. 宁愿不说</div><div>F。 我自我认定为 _____</div></div></div>
<div><div>15. What is your race or ethnicity?</div><div><div>a. Asian</div><div>b. Black or African American</div><div>c. Hispanic</div><div>d. Native American or Alaska Native</div><div>e. Native Hawaiian or other Pacific Islander</div><div>f. White</div><div>g. Two or more races</div><div>h. Prefer not to say</div><div>i. Other (please specify)</div></div></div>	<div><div>15. ¿Cuál es tu raza o etnia?</div><div><div>a. asiático</div><div>b. Negro o afroamericano</div><div>c. Hispano</div><div>d. Nativo americano o nativo de Alaska</div><div>e. Nativo de Hawai u otra isla del Pacífico</div><div>f. Blanco</div><div>g. Mas de dos razas/etnias</div><div>g. Otros (sea específico)</div></div></div>	<div><div>15. 您的种族或民族是什么？</div><div><div>A。 亚洲人</div><div>b. 黑人或非裔美国人</div><div>C。 西班牙裔</div><div>d. 美洲原住民或阿拉斯加原住民</div><div>e. 夏威夷原住民或其他太平洋岛民</div><div>F。 白色的</div><div>G。 两场或两场以上比赛</div><div>H。 其他（请注明）</div></div></div>
<div><div>16. What is the income of all adults in your household combined?</div><div><div>a. Less than \$35,000</div><div>b. \$35,000 to \$74,999</div><div>c. \$75,000 to \$149,999</div><div>d. \$150,000 to \$199,999</div><div>e. \$200,000 or more</div><div>f. I prefer not to say</div></div></div>	<div><div>16. ¿Cuál es el ingreso combinado de todos los adultos de su hogar?</div><div><div>a. Menos de 35.000 dólares</div><div>b. \$35,000 a \$74,999</div><div>c. \$75,000 a \$149,999</div><div>d. \$150,000 a \$199,999</div><div>e. \$200,000 o más</div><div>f. prefiero no decirlo</div></div></div>	<div><div>16. 您家庭中所有成年人的收入合计是多少？</div><div><div>A。 低于 35,000 美元</div><div>b. 35,000 美元至 74,999 美元</div></div></div>
<div><div>17. Please share your email address to stay up to date on project progress and future opportunities to share your thoughts (OPTIONAL)</div></div>	<div><div>17. Comparta su dirección de correo electrónico para mantenerse al tanto sobre el progreso del proyecto y oportunidades futuras para compartir sus pensamientos (OPCIONAL)</div></div>	

ENGLISH	SPANISH	CHINESE
		<p>C。 75,000 美元至 149,999 美元</p> <p>d. 150,000 美元至 199,999 美元</p> <p>e. 200,000 美元或以上</p> <p>F。 我宁愿不说</p> <p>17. 请分享您的电子邮件地址， 以便及时了解项目进展以及未来分享您的想法的机会（可选）</p>