

**Bay Area Transit Priority Policy for Roadways (TPPR)****BACTA Planning Directors: Comment Form for Policy Memo & Presentation**

***By end of day 3/24, please provide comments on the Policy Memo and Presentation. Please email this spreadsheet to [transitpriority@bayareametro.gov](mailto:transitpriority@bayareametro.gov).***

Reviewing the existing MTC Complete Streets (CS) Policy is strongly encouraged as the two policies should complement each other. The CS Policy is found here:

[https://mtc.ca.gov/sites/default/files/documents/2022-05/Resolution-4493\\_approved.pdf](https://mtc.ca.gov/sites/default/files/documents/2022-05/Resolution-4493_approved.pdf)

Agency/Organization Name	City/County Association of Governments of San Mateo County	
Section/Page of Memo or Presentation Slide Number	Comment	Commenter Name
Slide 8 - Proposed Additions to CS Checklist	Bike/Ped stakeholders in a BPAC would not be the appropriate group to review transit priority projects. There might be inherent conflicts with potential bicycle facilities and potential transit priority improvements. These projects might require a trade off among parking, bicycle facilities, and transit priority improvements.	C/CAG
Slide 9 - Proposed CS Checklist Process Update. Must obtain approval or exemption from transit agency director-level staff.	There can be potential governance issues with transit agency being able to exempt projects. Please provide a clear articulation of the exemption process to address potential conflicts between transit priority and other priorities like safety or local road needs.	C/CAG
Slide 9 - Proposed CS Checklist Process Update. Must obtain approval or exemption from transit agency director-level staff.	This reduces the right of way and planning authority of local jurisdictions by requiring approval or exemption from a transit agency. MTC needs to show a map for potential areas covered. Given the clustering of housing and jobs along the Bay side in San Mateo County, this requirement might extend to a high percentage of the local streets. See attached PDF map of high quality transit areas in San Mateo County. We are already hearing concerns from the LSRPDWG members. What are the options to incorporate transit priority design during the design/application process but that would not require approval from a transit agency?	C/CAG
Slide 13 - Policy Expectations by Agency Type	Please provide clarification on the role of Caltrans in this policy. Caltrans D4 is currently working on a specific transit policy for El Camino Real on the peninsula and possible conflicts may arise with the addition of the TPPR. Also, Caltrans D4 is updating its CMCP along 101 and ECR. Regarding the inclusion of "access controlled" highways, what about the SMCEL-JPA, which operates express lanes on Highway 101 in SMC?	C/CAG
Slide 11 - Example	Please provide additional examples and case studies of how the policy would work in practice, especially in areas with limited right-of-way (i.e.. El Camino Real), lower densities, and rural areas like the Coastside in San Mateo County.	C/CAG
Slide 14 - Schedule & Outreach	The policy will be finalized while the Transit Priority Network will be in development. If the requirements of the TPPR checklist require the project to be on the TPN, how will BPACs and transit agencies be able to properly review checklists? Consider delaying when the policy will be in effect until the TPN is finalized.	C/CAG

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Slide 10 - NACTO Transit Streets Design Guide	We ask that MTC considers expanding the design standard options beyond NACTO to include AASHTO and other Caltrans standards. The will allow practitioners in local agencies to exercise engineering judgement and determine what is most appropriate within those standards.	C/CAG
Page 3 - Optional: Adoption of a Local Resolution in Support of Transit Priority	If this policy is meant to be complementary to the Complete Streets policy, there also should be funding available for local agencies if they prepare a local Complete Streets policy. Additionally, many local agencies may not be willing to adopt standalone transit priority policies.	C/CAG
General	We appreciate MTC planning to present this at the CCAG TAC in April. We request that our member agencies have sufficient time after the presentation to the CCAG TAC to review and comment on this draft policy before it goes to MTC Committees.	C/CAG
Memo Page 3, bullet "a"	Clarify what it means to be "along" scheduled fixed route? Is it "on"? Would it apply to fixed rail transit operators whose stations intersect with fixed bus routes?	C/CAG

Figure 5: Priority Development Areas, High-Quality Transit Areas and Transit-Supportive Densities

