

From Policy to Pavement: SB 960 and Bus Stop Standards on State Highways

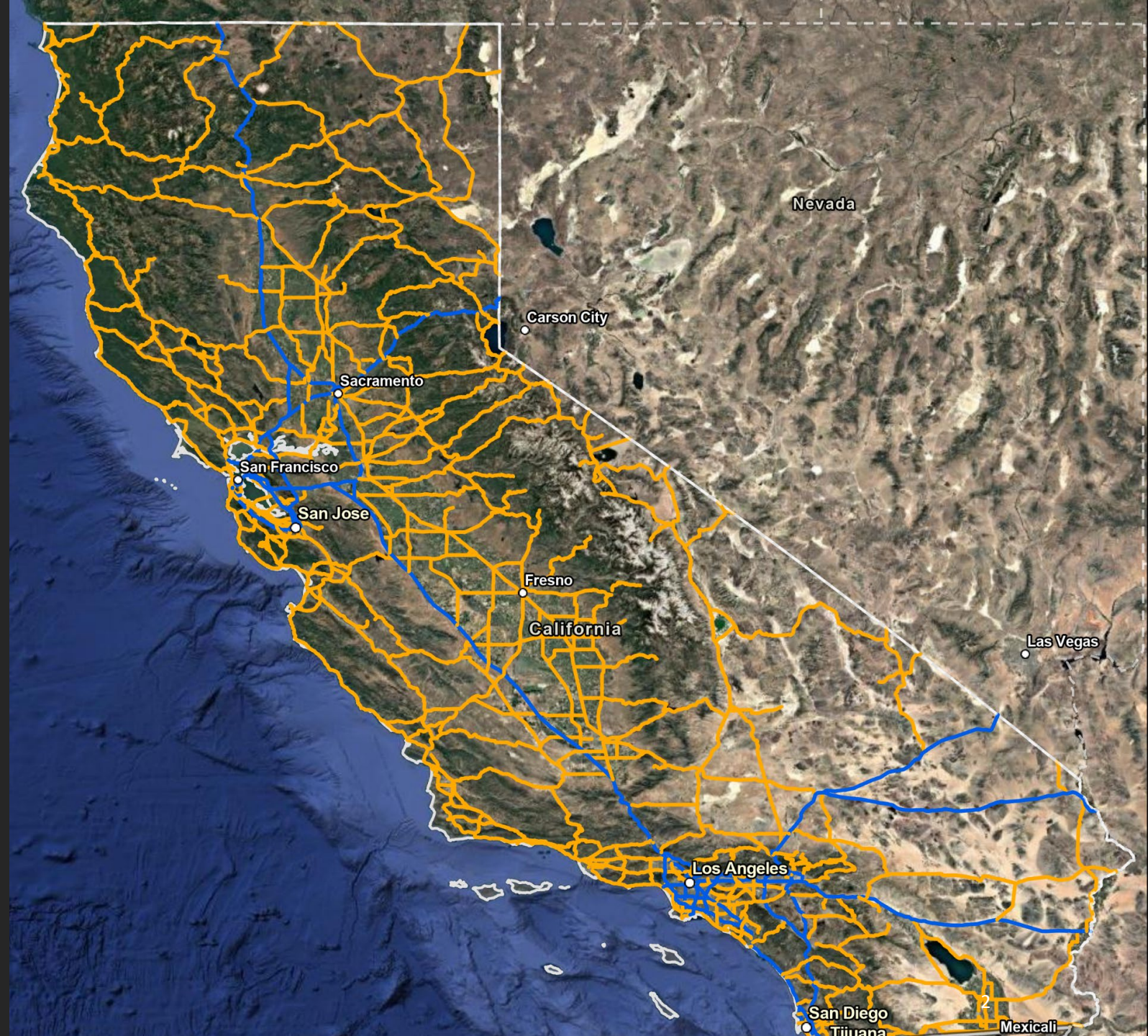
Josh Pulverman, Chief, Office of Transit Planning
Division of Mass Transportation



Our Focus: State Highway System (SHS)

Orange lines are State Highways

Blue lines are Interstate Routes



NEW Director's Policy

Transit

Provides Department-wide direction for Caltrans transit activities. Commits Caltrans to construct and improve transit infrastructure on the State Highway System (SHS). Commits to partnering with transit agencies to develop and implement projects that impact or improve transit on the SHS and to lead innovation of transit data and technology that improves planning and operational analysis.

California Department of Transportation

Director's Policy

Number:	DP-40
Effective Date:	02/06/2026
Supersedes:	N/A
Responsible Program:	Transit and Rail Programs / Planning and Modal Programs / Project Delivery / Maintenance and Operations / Asset Management / Sustainability

Title Transit

Policy

Public transit provides vital mobility to many Californians daily, central to powering our state's society and economy. As outlined in the Director's Complete Streets Policy DP-37, it is California Department of Transportation (Caltrans') organizational priority to encourage and maximize transit as a strategy to not only meet state climate, health, equity, and environmental outcomes but also to foster socially and economically vibrant, thriving, and resilient communities. Furthermore, public transit use results in significant safety benefits for all road users and aid California to achieve its goal of eliminating fatalities and serious injuries, as outlined in Director's Road Safety Policy DP-36 and the Secretary's Policy 01-25 on Road Safety.

To this end, Caltrans supports, and, to the extent feasible and practicable, incorporates transit priority facilities within the State Highway System (SHS).

Caltrans partners with local agencies, Regional Transportation Planning Agencies (RTPA's) and Metropolitan Planning Organizations (MPO's) to plan, build, and maintain Caltrans transit priority facilities and transit supportive infrastructure on the SHS to the extent feasible and practicable using available and eligible funding.

Caltrans will establish metrics for transit that strengthen Caltrans' ability to evaluate and measure the performance of and need for transit on the SHS.

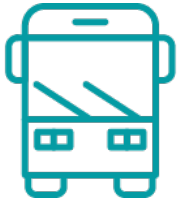


DP-40 Transit Policy Goals

- ✓ Facilitate faster & more efficient transit.
- ✓ Build transit priority infrastructure on the SHS.
- ✓ Build transit supportive facilities on the SHS.
- ✓ Increase transit planning.
- ✓ Develop data to support planning and project delivery.



Who does what?



Transit Agency / operator

- Transit Routes
- Transit Schedules
- Stop Spacing
- Some Stop Features



City / County / Local Agency

- Local Roads
- Signals & Operations
- Curbside Uses
- Zoning / Land Use
- Some Stop Features



Highway Operator (Caltrans)

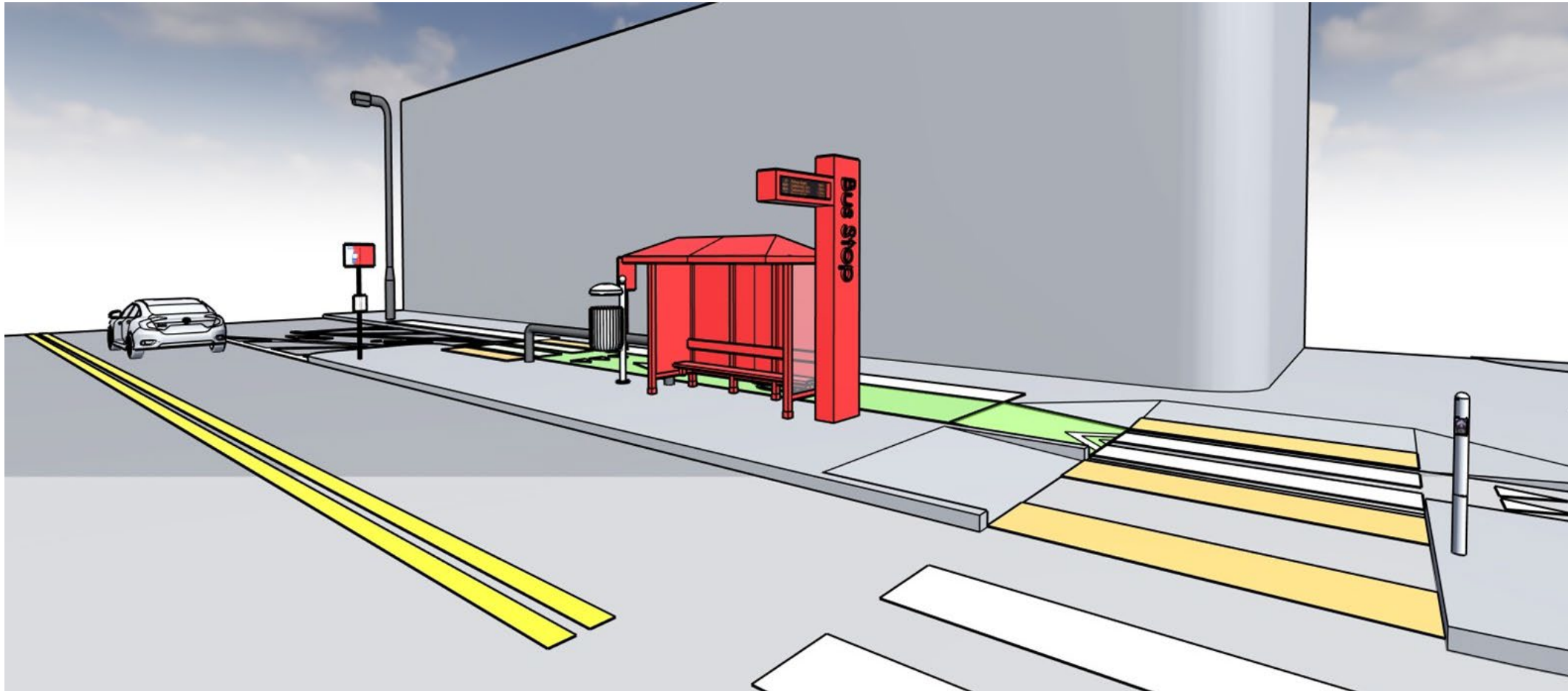
- State Highway System
- Signals & Operations
- Some Curbside Uses
- Some Stop Features



Transit Agency / operator



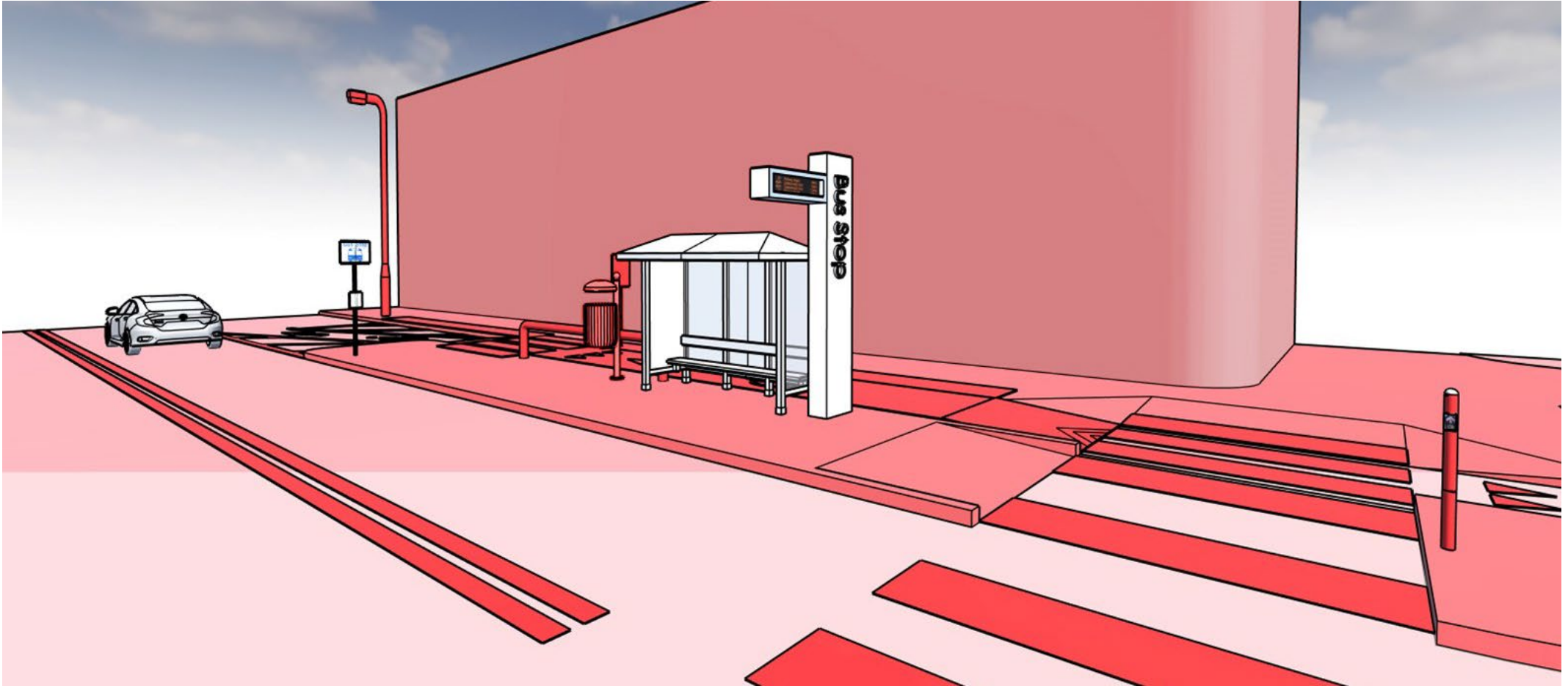
- Route, Schedule
- Approximate Stop Locations
- Typically: Signage, Shelter, Amenities



CITY/COUNTY/LOCAL AGENCY



- Local Road Design
- Number/Types of Lanes
- Signal Timing
- On-Street Parking
- Streetlights
- Zoning / Land Use

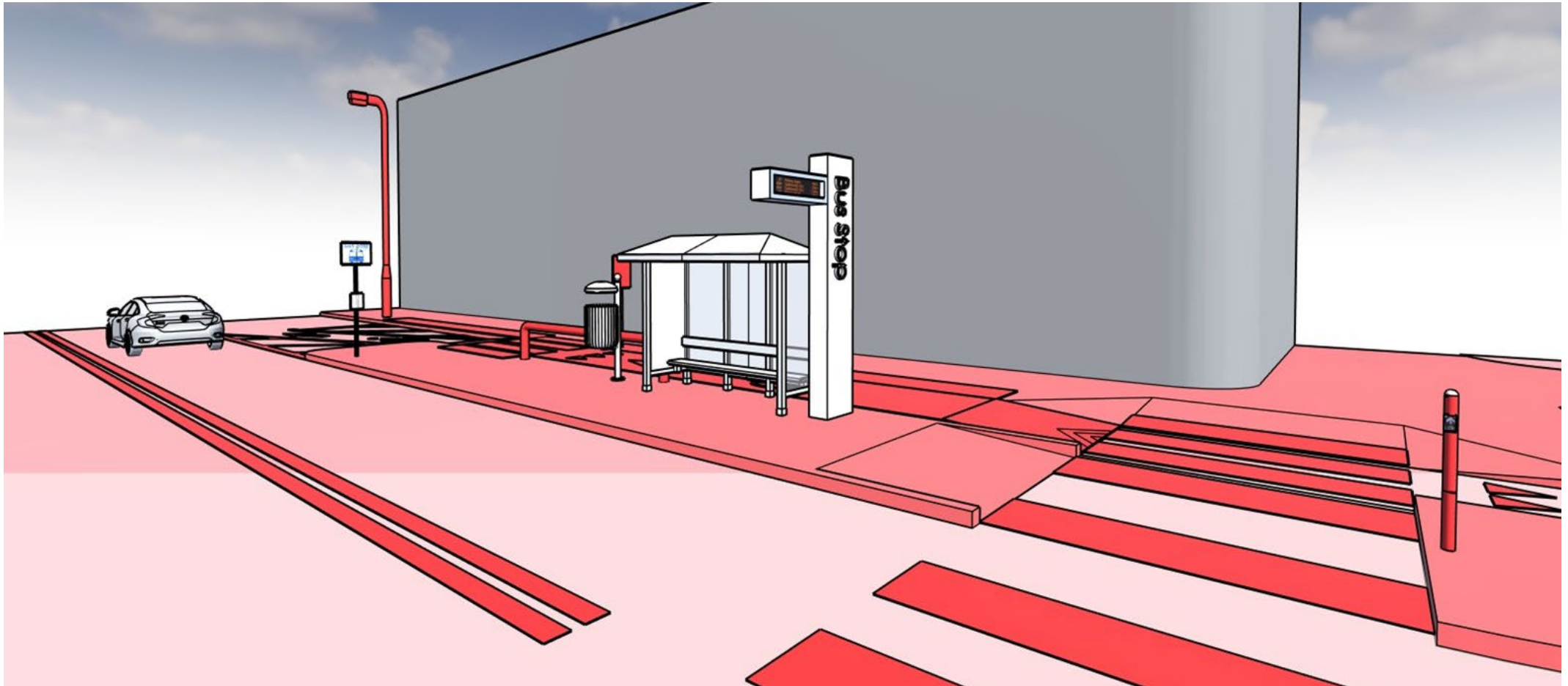


CALTRANS



- State Highway Design
 - Roadway
 - Sidewalks
 - Curbs

- Signals & Operations
 - Transit Signal Priority
 - Bus-Only Lanes
 - Managed Lanes





Transit-Priority Facilities

Transit Priority Facilities refer to infrastructure that makes road-based transit service **faster and more reliable**.

Such infrastructure may include, transit-only lanes, managed lanes, queue jump lanes at intersections, traffic signal priority for transit, and shoulders that serve as bus lanes during congested periods.

- Caltrans Director's Policy 40



Transit Priority Facilities



San Diego, I-15, MTS



Oakland, City Street, AC Transit



Oakland, Route 185 / International Blvd, AC Transit Tempo

Transit-Supportive Facilities

Transit-Supportive Facilities is a broad term including operational Transit Priority Facilities as well as **pedestrian and bicycle infrastructure amenities, multi-modal connections,** and infrastructure supporting **transit stops.**

- Caltrans Director's Policy 40





Transit-Supportive Facilities

Local Guidance

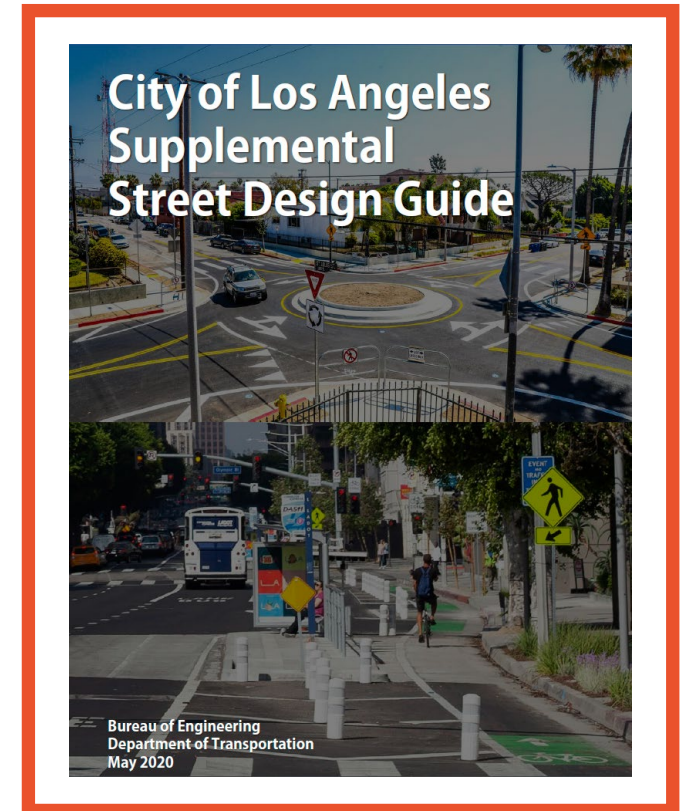
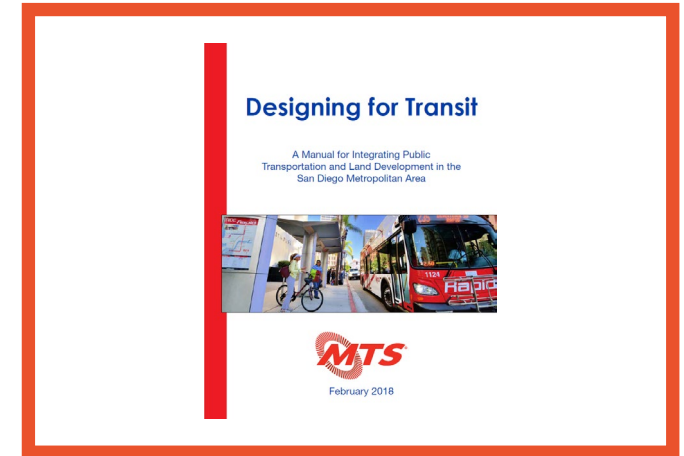
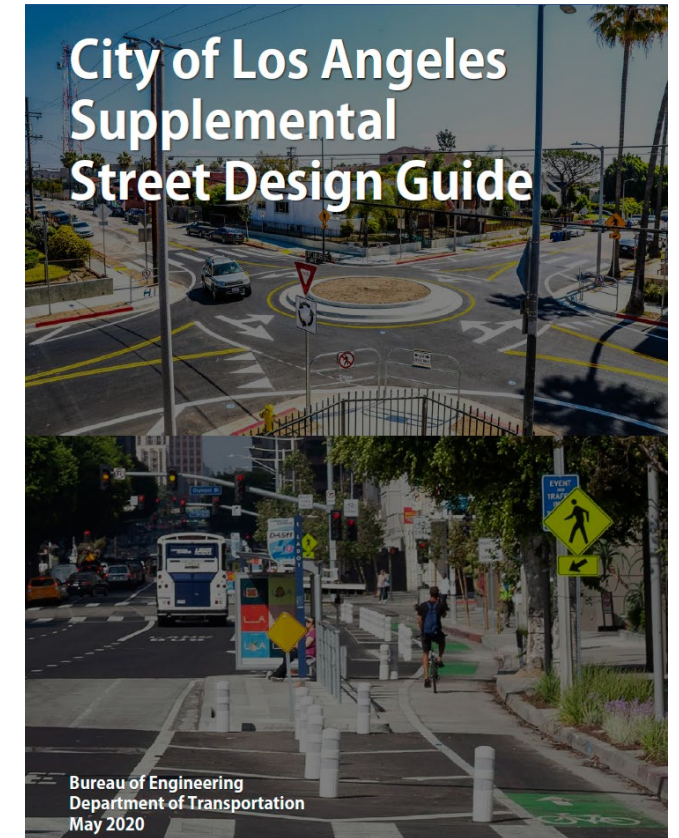


Figure 4-4 - Example Near-side Attached (Type I) Bus Bulb with Protected Bike Lane



Local Guidance



District Transit Plans Project Overview

Identify and prioritize transit infrastructure needs on the State Transportation Network and position district-specific needs for funding and implementation.

District Transit Plan - Transit Partner Coordination

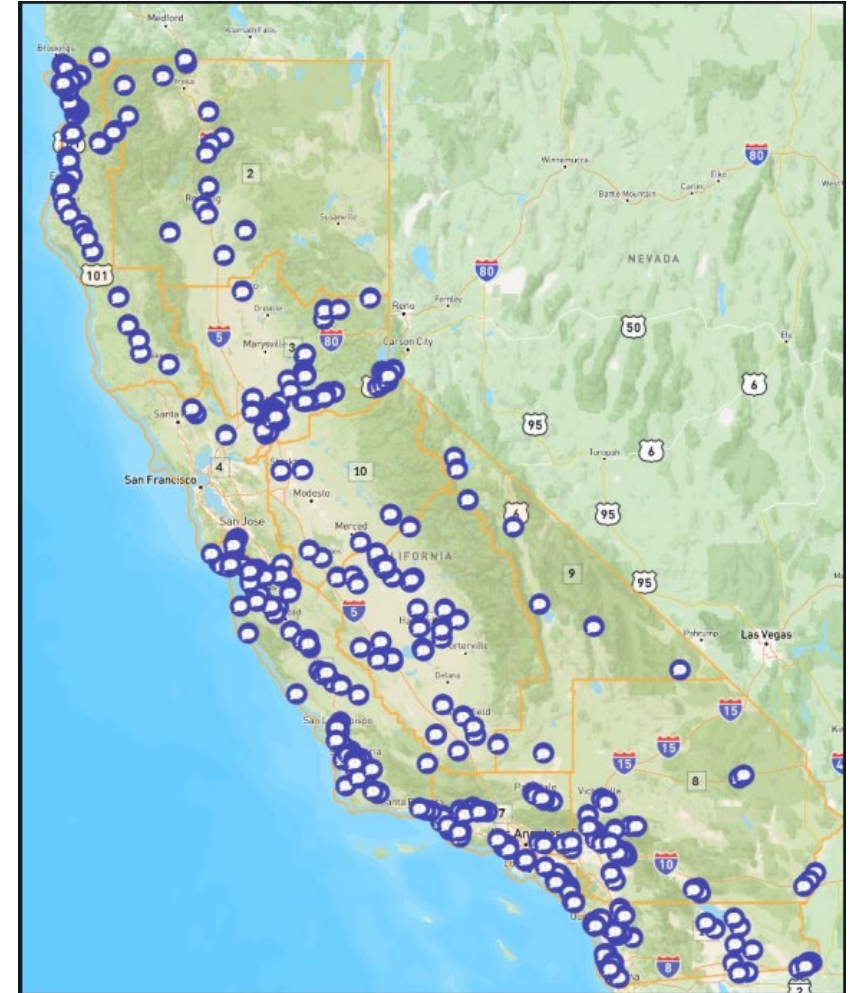
September 22 – October 31, 2025

Partner Focus Groups

- 30 meetings across 11 Caltrans Districts
- 140 Transit and Partner Agencies Engaged

Map-Based Survey

- More than 1,000 geographic pins dropped



District Transit Plan - Transit Partner Coordination

Emerging Findings

Service & Access

- Buses face traffic congestion, reducing reliability.
- Pedestrian access is limited; many stops lack ADA features, sidewalks or crossings.
- Rural bus stops often missing basic amenities (shelters, lighting, signage).



Questions?

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