Types of Transit Priority Measures

Regulatory Measures are transit priority measures that can be applied through existing (or new) legislation/regulations, typically through signage and/or pavement markings.

- Vehicular Movement Restrictions can improve transit travel times and reliability by restricting major conflicting traffic movements, such as right or left turns, often by time of day. Note that this may redistribute the traffic to a nearby location.
- Transit Exemptions to Movement Restrictions. This measure refers to transit vehicles being able to perform movements that are prohibited for other vehicles, such as restricted left-turns, or for example, transit vehicles being able to use right-turn-only lanes to proceed straight through an intersection.
- Parking Restrictions can be used where other physical measures cannot be implemented, to use existing street space to temporarily increase the number of available lanes. These restrictions often coincide with the peak hours and/or peak direction, and are sometimes used to create curbside high occupancy vehicle or bus lanes.
- Reserved Lanes are dedicated to specific users, such as one or more of the following type of users: Transit vehicles, High occupancy vehicles (HOV); Taxis; and Bicycles. Reserved lanes can be created by re-striping/signing an existing lane, or through widening of the roadway.

Transit Signal Priority (TSP or TS) refers to the adjustment of the existing signal timings and/or phase sequence to provide preferential treatment to transit vehicles at a signalized intersection.

- Passive Transit Signal Priority is a transit signal priority treatment where adjustments to the signal timings along the corridor or at an intersection favour transit movements. It does not require specific hardware or software to facilitate transit through a signalized intersection.
- Actuated Transit Signal Priority detection of a transit vehicle triggers the request of a signal phase from the intersection signal control equipment. A transit phase is inserted into the normal traffic signal sequence.
- Active Transit Signal Priority causes regular operation of traffic signals to be altered temporarily in response to the detection of a transit vehicle. The most common transit priority techniques are the green extension and red truncation.
- Traffic Signals Required by Transit can be installed that may not be justified for general traffic purposes, but would reduce delays to transit vehicles. A common example is signals to assist transit vehicles turning from a side street.

- Transit Signal Displays is a signal phase designed for transit movements (through,left turn, and right turn), and may allow complementary vehicle and pedestrian movements at the same time. A white vertical bar is an example of a display that is dedicated to transit movements.

Physical Measures are divided into two categories. Dedicated physical measures are defined as physical measures that are continuous from one intersection to the next. In contrast, localized measures only exist at a single isolated intersection. For both, the purpose is to minimize the number of interactions between transit vehicles and other vehicles

- Busways are roadways that are separated from general traffic, and dedicated to bus use.
- Transit Mall is a physical measure that provides priority to transit vehicles by limiting the types of other vehicles that could use the dedicated portion of roadway. Usually located in high density areas along a major commercial street.
- Curbside Bus Lane is a dedicated transit lane located on the curb of the street. Use of the lane for right turns for general traffic are sometimes permitted at intersections only. This lane can be used at all times or based on the time of day.