

Transit Priority Measures Types

Regulatory Measures: These are strategies that can be implemented through existing or new laws and regulations. They often use a combination of signs and pavement markings to indicate priority for transit vehicles and can be adjusted by time of day.

- *Transit exemptions to movement restrictions* allow transit vehicles to make maneuvers that are not allowed for other vehicles. This includes making restricted left turns or using lanes designated for right turns only to continue straight through intersections.
- *Parking restrictions* can be applied in areas where it is not feasible to implement other physical changes, making use of the existing street space to temporarily expand the number of available lanes. Often, these restrictions align with peak traffic hours or directions and are sometimes employed to establish curbside lanes for high occupancy vehicles or buses.
- *Reserved lanes* are designated exclusively for certain types of users, such as transit vehicles, taxis and bicycles. These lanes can be established by repainting or adding signs to an existing lane, or by expanding the roadway.

Traffic Signal Measures refers to the adjustment of the existing signal timings and/or phase sequence to give preference to transit vehicles at a signalized intersection.

- *Passive Transit Signal Priority* is a transit signal priority measure where the timings of traffic signals along a route or at an intersection are adjusted to benefit transit movements. This approach does not need specialized hardware or software to help transit vehicles move through signalized intersections.
- *Actuated Transit Signal Priority* works by detecting a transit vehicle, which then triggers a request for a special signal phase from the intersection's signal control equipment. This results in a transit-specific phase being added to the regular sequence of traffic signals.
- *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.

Attachment 1

- *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, such as near a transit centre.
- *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: These are changes made to the physical infrastructure to create dedicated spaces for transit vehicles; for example, dedicated bus lanes. This reduces their interaction with other traffic, aiming to improve travel times and reliability for public transit.

- *Queue jumps* are a type of bus only lane coupled with transit signal priority that allows buses to bypass the vehicles waiting at a traffic light.
- *Curbside Bus Lanes* are dedicated transit lanes 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.