BUS QUEUE JUMP LANE

A bus queue jump lane, also known as a bus bypass lane, is a short bus lane located at the approach to a traffic signal. Buses use the lane to bypass waiting traffic, significantly improving transit travel time. Bus queue jumps may take many forms:

- **Transit Exemption for Right-Turn Lanes:** The bus queue jump lane shares space with the right-turn lane, but transit vehicles are allowed to proceed straight through the intersection.
- **Advanced Stop Bar:** In this configuration, the main stop bar is pushed back several car lengths and a transit-only or "right and transit" lane is placed along the curb ahead of the stop line, so that transit vehicle can pull ahead of other traffic.
- **Shared Right-Turn/Bus Lane:** The entire curbside lane is reserved for transit vehicles, but drivers are allowed to use it for right turns at intersections. This gives buses even more priority, but requires the removal of parking or travel lanes.

USE

- Best used on primary transit routes at congested intersections where transit vehicles are likely to experience significant delays.
- Place bus stops at the far-side of the intersection to allow buses to take advantage of the bus queue jump lane on the near-side of the intersection. If the bus stop is on the near-side, place it behind the bus queue jump lane.

DESIGN

- Design bus queue jump lanes long enough so that buses can move ahead of vehicles stopped at an intersection. Special pavement markings and/or signage may be needed to indicate the space is exclusively for transit vehicles.
- Place an advanced stop bar at least two car lengths ahead of the main traffic stop bar in the bus queue jump lane to give buses a head start.
- Provide space on the other side of the intersection for the bus to reenter traffic.
- Modify traffic signal timing to allow right-turning drivers to clear the bus queue jump lane in order for transit vehicles to use it. This may require an additional right-turn signal phase. Shorter traffic phases may also help to reduce backups at the intersection, making transit signal priority more efficient.

SPECIAL CONSIDERATIONS

- To be fully effective, use transit signal priority alongside a bus queue jump lane to speed buses through the intersection.
- Where right-of-way is available, consider upgrading bus queue jump lanes to full transit lanes, which increase the speed and reliability of transit and reduce the risk of drivers encroaching on the lane.
- Bus queue jump lanes can give priority to both transit vehicles and bicyclists. However, if the bus queue jump lane is physically separated from the rest of the street, bicyclists should not be allowed to share the lane due to the higher speeds transit vehicles will be able to achieve.
- Exercise caution when placing bicycle lanes next to shared bus queue jump lane/right-turn lanes due to conflicts with drivers merging in and out of the lane. Use green colored pavement markings to identify the conflict zone.
- Parking or other uses of the curbside lane should be set back a far distance from the stop line, depending on the typical length of the traffic queue, to ensure that transit vehicles are able to enter the lane.
- Ensure that the construction of a bus pad does not interfere with underground utilities. Bus queue jump lanes may require a bus pad or other strengthening of the road surface to support standing or waiting transit vehicles.

OPERATIONS AND MAINTENANCE

- Bus queue jump lanes can be cleared of snow using regular snow equipment and should never be used for snow storage.