

Driving innovation in pavement markings



Note: On Dec. 12, distribution logs and individual feedback from TMMA members revealed the Dec. 3 issue of The Centerline newsletter did not reach all of its intended recipients. As a result, this email is a resend of that issue. – Ed.

Dedicated bus lanes save time, fuel, add safety benefits for all road users



Red bus lanes: "It makes the street more intelligible and makes people understand what the function of the street is. It really does change behavior," said Alex Engel of the National Association of City Transportation Officials. "If it's just [uncolored] marking, motorists often don't realize they're driving in a



Last November, TikTok contributor 'Transit Hunter' took a free ride on a 7.6 mile stretch of bus lanes in Richmond, Virginia called "The Pulse." Since the COVID-19 pandemic, ridership on this BRT remains free. [Click here to take the ride.](#)

MT. OLIVE, N.C. - Red bus lanes move people safely, efficiently and in many cases at no cost.

"Dedicated bus lanes benefit everyone," said Montgomery County Maryland Transportation Director Chris Conklin. "The intended outcome is to increase bus ridership by providing more reliable and faster service."

Red bus lanes, like those found in Maryland, San Francisco, Vancouver British Columbia or elsewhere, not only get people where they are traveling safely and efficiently, the distinctive red lanes also keep errant vehicles in check, according to the National Association of City Transportation Officials, who report red bus lanes reduce car intrusions by 30% to 50%.

The U.S. Federal Highway Administration selected the eye-catching red color for bus priority lanes in December 2019 based on experiments with dedicated lanes in Chicago, New York City, San Diego County and Santa Rosa in California, as well as Washington, D.C. These experiments found red lanes brought greater motorist attention to travel lanes specifically intended for buses.

In the U.S. in some cases, taxis, bicyclists and scooters are permitted in the red lanes and the federal transportation agency does not restrict such decisions. FHWA acknowledges vehicles may have to occasionally enter the transit lanes to make necessary turns or access parking, but in the majority of cases, personal vehicles should not be in the dedicated lanes.

BUS LANES IN THE E.U.

In Europe, no uniform standard exists for bus lanes. Although each country and even each municipality may use their own marking system, most country's bus lanes are separated from other traffic lanes with white solid or short-dashed pavement markings. These markings are sometimes yellow or red and the word 'BUS' is typically painted on the pavement with dashed lanes usually separating the entrance and exit of the bus lanes. In some locations, road signs tell motorists bus lanes are valid only during peak hours.

Taxis are usually permitted to use bus lanes, but this is not a general rule. Motorcycles



Photo: City of Philadelphia

Philadelphia, Pennsylvania's red bus lanes along Chestnut Street. NACTO reports implementing red bus-only lanes can reduce car intrusions by 30% to 50%.



LONDON - Ten years ago, motorcyclists were granted permanent access to city bus lanes. The decision followed a three-year trial which helped smooth traffic flow, cut emissions and reduce travel times.



Red transit lanes being installed in San Francisco. Similar transit lanes can be found in New York City; Washington, D.C.; Portland, Ore., Seattle, Wash.; Boston, Mass. and elsewhere. (Photo: SFMTA)

and scooters are typically not allowed in bus lanes either, but some municipalities like London, U.K. and Warsaw, Poland, have allowed two-wheel motorized vehicles in bus lanes for years. These decisions came following trial periods in which traffic flows were improved and emissions were decreased in those cities. In the U.K., the National Motorcyclists Council strongly welcomes a new proposal to make motorcycle access in bus lanes the rule across Britain.

REDUCED COMMUTE TIMES, ROAD-USER BENEFITS

Regardless of what city, town or country they're in, dedicated bus lanes are not only attention grabbing, they also significantly reduce commuters' travel times and contribute in efforts to ease city traffic flows, lower emissions, save fuel and move greater numbers of people.

NACTO estimates one 10-foot travel lane at peak conditions accommodates just 600 to 1,600 people in private vehicles, while dedicated transit lanes move between 4,000 and 8,000 people in one hour. That's important in growing cities like Madison, Wisconsin whose population of about 270,000 residents continues to grow.

"We can't keep adding lanes to our downtown streets, right?" said Madison Transportation Services Director Tom Lynch. "And so, this is going to be the mode that really helps relieve traffic congestion and provides equitable and fast access to jobs, people and services."

In recent years, Dane County Wisconsin has seen a rapid population rise in both the city of Madison and its suburbs, fueled by growth at the University of Wisconsin-Madison and the local economy.

Local media have called Madison's Bus Rapid Transit line an "unprecedented overhaul in the city's public transportation," which led the city to plan a second BRT line in 2027 or the following year to meet the demands of Madison's growing population. Madison's BRT system features 31 stations along its route that each have full shelter, real-time information for travelers and platforms at the level of the bus floor.

To be classified as a BRT line, the transportation system must have dedicated rights-of-way and proper busway alignment without impediments like traffic or parking. The BRT must also include offboard fare collection to keep buses moving and save



Jersey City, N.J. - A green bike lane runs next to a red bus lane along Jersey City's Montgomery Street.



A view of Arlington, Virginia's North Moore Street, directly in front of the Rosslyn D.C. Metro station.



Red bus lanes in New South Wales, Australia. Generally, only registered buses, taxis and emergency service vehicles can operate in Australian bus lanes.



Board of Directors

time on boarding, intersection treatments to prevent turns along with prioritized traffic signals, and platform-level boarding to make buses accessible for everyone.

LOCAL SUCCESS STORIES

The list of cities and towns that have turned to red bus lanes to ease congestion, lower commute times and improve mobility for all road users continues to grow.

San Francisco reports their Van Ness BRT line includes all the benefits to ease a commuter's trip including dedicated center running transit lanes that don't get slowed by parking or turning vehicles, transit signal priority that gives buses a green light as they approach intersections, and low-floor vehicles with all-door boarding to make it quicker and easier for passengers to load and unload at each stop.

"Riders love it because it's easier for us to get into the bus zone, so it's easier and safer to pick up passengers, especially people with disabilities," said Raymone Garner, whose been a San Francisco bus driver for 23 years.

Data shows bus travel along the west coast corridor in that city is now 36% faster, injury traffic collisions are down by 54% and transit is 45% more reliable.

Three months ago, Montgomery County Maryland launched its Great Seneca Transit Network that helps connect commuters in and around busy Gaithersburg to jobs, healthcare providers and medical facilities. The new system is already saving people an impressive amount of commuter time.

"Transportation from the Shady Grove Metro station to Adventist Medical Center via the pink line will take 21 minutes, less than half of the current 43-minute commute on the existing route," said Chris Conklin, Montgomery County's transportation director.

And just six months ago in New England, the Massachusetts Bay Transportation Authority installed red bus lanes along its Gateway East corridor that's expected to carry 15,000 riders every day. The project in the town of Brookline was funded by a Massachusetts DOT Shared Street and Spaces grant.

"This pilot will reduce travel times for our existing riders and we anticipate that it will attract new riders as we make travel times more reliable," said MBTA General Manager

Chair Kevin Goforth, Potters Industries
Vice Chair Harald Mosböck, SWARCO Road Marking Systems
Michael Boeger, Crown USA
Richard Baker, Preform
Melvin Carter, Traffic Material Supplier LLC
Erica Everett, Dow Chemical Company
Eric Greyson, PPG Industries
Ralf Steinbach, GEVEKO
Robert Dingess, TMMMA President and CEO

Visit out website [SafeMarkings.com](https://www.SafeMarkings.com)

Red-Colored Pavement for Public Transit Systems

From the 11th Edition of the Manual on Uniform Traffic Control Devices
[Section 3H.07, pages 626-629](#)
December 2023

[Click Here](#)

[Need more help? Click here to email for assistance.](#)



and CEO Phillip Eng. "The 60, 65 and 66 are vital bus routes for thousands of riders making connections to the Longwood medical area, the Green Line and beyond."

During the year-long pilot program, Brookline officials are actively seeking input from community road users to help evaluate the efficiency of the new service. Those groups include bus riders, motorists, pedestrians, cyclists and micro-mobility users.



**TMMA Headquarters
Mount Olive, N.C. USA
Visit our website: [SafeMarkings.com](https://www.SafeMarkings.com)**

Traffic Marking Manufacturers Alliance | Hillcrest Drive | Mt. Olive, NC 27534 US

[Unsubscribe](#) | [Update Profile](#) | [Constant Contact Data Notice](#)



Try email marketing for free today!