

The project will include special transit priority features and new schedules to create a more convenient transit system. Upgrades will feature dedicated bus only lanes, transit signal priority, and queue jump lanes designed to move buses faster.



### QUEUE JUMP LANE

A queue jump lane lets buses move past congestion, or “the queue,” at an intersection. These can be paired with special **bus only signals** to let buses get a head start.

### TSP

TSP or Transit Signal Priority, lets buses move through intersections more quickly and keeps buses on time.

### BUS ONLY LANES

Bus only lanes keep travel lanes clear to help them stay on schedule.



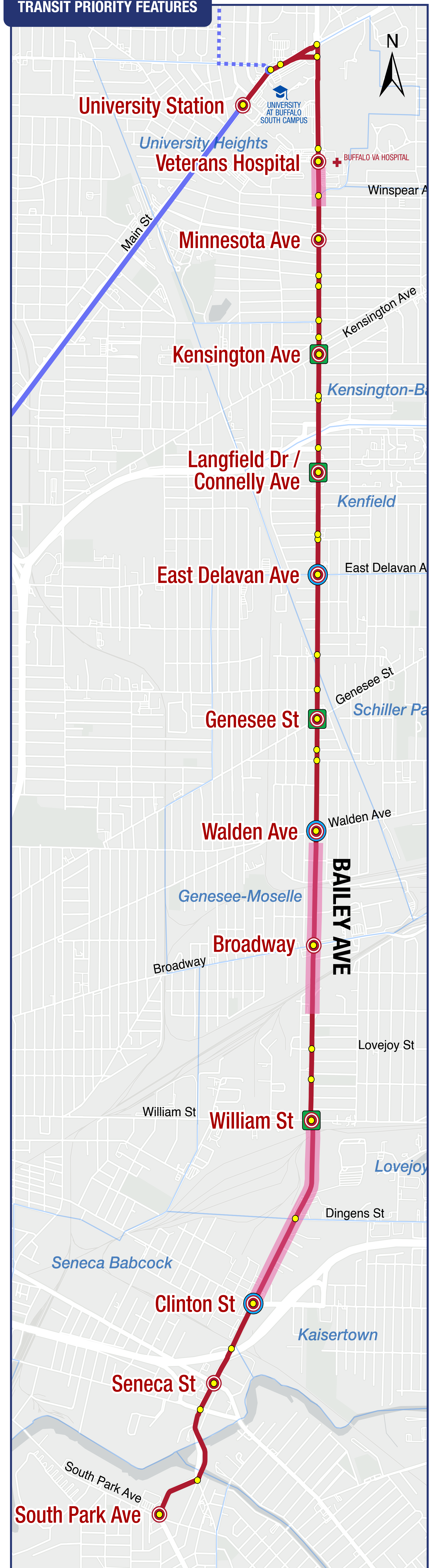
### SERVICE

BRT routes have **more buses** during the busiest parts of the day, allowing for more frequent trips.

Another core element of a Bus Rapid Transit system is that BRT buses come more frequently. NFTA is evaluating BRT buses every 10 minutes during the peak periods and between 15 and 20 minutes off peak.

Local buses would continue to serve all bus stops in the corridor but would come a little less frequently.

### TRANSIT PRIORITY FEATURES



- Transit Signal Priority
- Bus Only Queue Jump with LRT
- Bus Only Queue Jump
- Bus Only Lane
- BRT Stations (Proposed)
- BRT Route (Proposed)
- Metro Rail
- - - Metro Rail Expansion (Proposed)
- Bailey Ave Neighborhoods