

The “TSP” Question?

Concept: Bus Transit Signal Priority

Can “Bus (and Emergency Vehicle) Transit Signalling Priority” (BTSP) be extended to add and invert the transit Mode Hierarchy while improving safety and enabling crossing innovations?

FROM	To	and		
Car	Pedestrian	Reduce Rush Hour E/W Congestion on Broadway B-Line	Possibly	
Bus	Bike	Reduce Rider Round-Trip Time (Commercial Dr. to UBC) by 12-24 Min a (week) day	Possibly	
Bike	Bus	Signal Prioritize Both Buses & Bikes	Yes if Realized	
Pedestrian	Car	Mode Separate Cars & Vehicles with Set Backs,	Yes if Realized	
	Infrastructure Level I	Minimal Changes to Signalling (2 new lights, 120 ft set-back, paint)	Quite Possible if Realized	
	Modes	Enable Bike Mode Shifting (Shop, Walk, Ride) Sequences while separating Bikes and Pedestrians a Pedestrians	Yes if Realized	
	Crossings	Facilitate Vancouver’s first “Scramble Intersection” Crossings		
	Infrastructure Level II	Significant changes in timing, sequencing, usage patterns	Somewhat Possible if Realized and benefits to pedestrians and cyclists are significant enough to implement	
Supporting	Precedents	1. Arbutus Greenway (separated bike , pedestrian crossing) and (set-back), 2. Commercial Drive (West B-Line Loading Guide Lines & Concierge)	Test	

Recommendation: Model & Prototype a (Bus/Bike) Provisional Bus+BikeTSP & Scramble Crossing Street Test with real signalling, vehicles/drivers, and pedestrian.