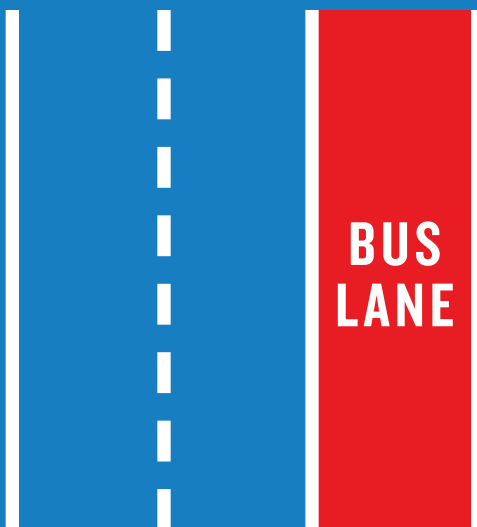


MOVING FORWARD ON DEDICATED BUS LANES

Buses are an affordable, environmentally friendly transportation option for all, but traffic in major cities can undermine these benefits by making them slow and unreliable. Dedicated bus lanes, often indicated with red paint, give buses their own space—free from cars or other traffic—to improve speed, reliability, and ridership.



What are the benefits of dedicated bus lanes?

Faster and more reliable trips for more people

- Bus lanes make streets more efficient: A dedicated bus lane can move up to five times as many people as a standard traffic lane, letting more people travel with less congestion.¹
- Buses can spend up to half of their time just sitting in traffic. Clearing a lane for them is the most cost-effective way to improve transit speed and reliability. Dedicated bus lanes in Washington, D.C., New York City, Boston, and San Francisco have reduced travel times by up to 30 percent.²
- Investing in transit-friendly streets can win back riders: Projects with dedicated bus lanes in New York and San Francisco have seen increased ridership of 10 to 47 percent.

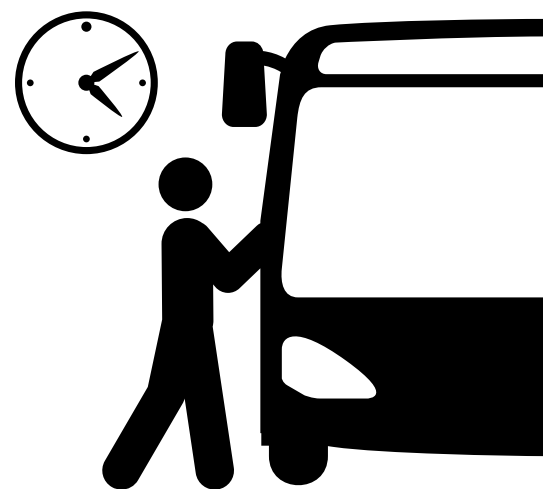
Greener and healthier cities

- Cleaning up one's commute is among the most effective climate actions an individual can take; transportation is the single-largest source of greenhouse gas emissions in the United States, and passenger cars account for the largest share of these emissions.³
- A bus full of people produces 82 percent fewer greenhouse gas emissions per passenger mile than a car does.⁴
- Dedicated bus lanes can also improve safety: When San Francisco implemented red lanes, serious collisions dropped by 24 percent on those streets.⁵



Improved affordable transportation access for low-income residents

- Bus riders across the country are disproportionately likely to earn less than \$15,000 per year, and 68 percent of bus riders do not have regular access to a car.⁶
- Access to reliable transportation is among the strongest predictors of economic mobility.⁷



¹ <https://nacto.org/publication/transit-street-design-guide/introduction/why-designing-move-people/>
² <https://nyc.streetsblog.org/2019/10/17/even-more-data-shows-that-citys-car-ban-on-14th-street-is-making-buses-work/>
³ <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>
⁴ <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationRoleinRespondingToClimateChange2010.pdf>
⁵ <https://www.sfmta.com/blog/red-transit-only-lanes-work-two-new-studies-show-their-benefits>
⁶ <https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Who-Rides-Public-Transportation-2017.pdf>
⁷ <https://opportunityinsights.org/paper/land-of-opportunity/>