

QUALITIES AND CHARACTERISTICS OF SHARED FREIGHT/TRANSIT PRIORITY SCHEMES

Case	Date of Implementation	Length	Sharing Scheme	Span	Target Traffic	Primary Type of Truck	Priority Results	Source/More Reading
Fulton Mall (NYC)	1970s	0.5 mi	See above	24h, 7 days/week. No through truck traffic permitted, and deliveries during overnight (7 PM to 7 AM) hours only	Buses and local deliveries nighttime only.	Local delivery	Impacts unknown	https://nyc.streetsblog.org/2011/03/14/the-fulton-street-mall-retail-success-on-nycs-original-transitway/
14 St Busway (NYC)	October 2019 (pilot); June 2020 (permanent)	1.1 mi	Trucks and buses sharing a dedicated busway, or street with no through car traffic.	6 AM to 10 PM, 7 days/week	Buses, local deliveries, and through truck traffic. Part of city designated truck route network.	Local delivery	24% increase in bus speeds. Impacts on truck traffic unknown.	https://www1.nyc.gov/html/brt/html/routes/14th-street.shtml https://nyc.streetsblog.org/2021/11/19/thats-two-jay-street-busway-is-made-permanent-just-like-the-much-better-one-on-14th-street/
Jay St Busway (NYC)	August 2020	0.4 mi	See above	7 AM to 7 PM, weekdays	See above	Local delivery	30–50% increase in bus speeds. Impacts on truck traffic unknown.	https://nyc.streetsblog.org/2021/11/19/thats-two-jay-street-busway-is-made-permanent-just-like-the-much-better-one-on-14th-street/ https://www1.nyc.gov/html/dot/downloads/pdf/jay-st-busway-pilot-brochure-aug2020.pdf
Archer Ave/ Jamaica Busway (NYC)	November 2021	2 mi	See above	24h, 7 days/week	See above	Local delivery	Impacts unknown	https://www1.nyc.gov/html/dot/html/pr2021/pr21-035.shtml https://www1.nyc.gov/html/dot/downloads/pdf/jamaica-archer-busway-brochure.pdf
181 St Busway (NYC)	April 2021	0.5 mi	See above	6 AM to 10 PM, 7 days/week	See above	Local delivery	Impacts unknown	https://www1.nyc.gov/html/dot/downloads/pdf/181-st-broadway-ave-amsterdam-ave-brochure.pdf https://www1.nyc.gov/office-of-the-mayor/news/2021/recovery-all-us-181st-street-busway-launch-april-26-bringing-faster-buses-66-000
FAT Lane Pilot (Seattle)	January 2019	700 ft	Trucks and buses in shared lane.	24h, 7 days/week	Buses and trucks	Heavy trucks	Moderate increase in bus and truck speeds through area, though not all trucks used lane, and trucks were less likely to use lane when buses also present.	https://depts.washington.edu/sctlctr/sites/default/files/research_pub_files/SCTL_FAT_Lane_Report.pdf https://journals.sagepub.com/doi/abs/10.1177/03611981211031888?journalCode=trra

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No-car Lanes (Tyne and Wear)	1990s--2014 (most lanes)	7.3 mi over an unknown number of individual lanes	Trucks and buses in shared lane.	7AM-7PM (73% of lane-miles), 24h (27% of lane-miles)	Buses, trucks, and other commercial vehicles.	Local delivery	Found increase in travel time for all users using comparisons of averages for road segments with different priority treatments.	https://ses.library.usyd.edu.au/bitstream/handle/2123/19358/ITLS-WP-11-03.pdf?sequence=1&isAllowed=y
Waller St Truck Lane (Ottawa)	1980s	0.6 mi	Truck-only lane.	Unknown	Trucks, though designed to benefit buses by removing slow moving truck traffic from bus path.	Heavy trucks	Impacts unknown	https://www.metrolinx.com/en/regionalplanning/goodsmovement/Truck_Lane_Primer_April_2_2013.pdf
MLK/Grand Truck and Turn Lanes (Portland, OR)	2020	1.8 mi (.9 mi in each direction)	Trucks and buses in shared lane.	Unknown	Buses, trucks, and other commercial vehicles.	Heavy trucks	Impacts unknown	https://www.portland.gov/transportation/pbot-projects/ccim/construction/mlk-grand-transit-lane-improvements

All information current as of July 2022.