

BUS ON SHOULDER



The Transit Only Lane Demonstration Project allows for South Bay *Rapid* buses, operated by specially trained drivers and equipped with innovative technology, to perform Bus on Shoulder (BOS) operations along I-805 and SR 94 during peak travel times.

TRANSPORTATION INNOVATION

To ensure reliability, South Bay *Rapid* buses can operate on freeway shoulders during heavy traffic congestion, helping bus drivers to bypass slow traffic and maintain transit schedules. Detailed performance monitoring will document on-time performance data, travel speeds, technology use, enforcement issues, and rider/driver perceptions of the service. Participating agencies will use this data when planning future projects that include vehicle-to-infrastructure technology.



START DATE

Winter 2022

DEMONSTRATION PERIOD

Three Years

OPERATIONS

Weekdays only

6-9 a.m. (northbound I-805/
westbound SR 94)

3-7 p.m. (eastbound SR 94/
southbound I-805 connector)

PROJECT COST

\$30.9 million (includes \$17
million for new *Rapid* buses)

FUNDING SOURCES

Federal Transit Administration
and *TransNet*, the regional
half-cent sales tax for
transportation projects
administered by SANDAG

SIGN UP FOR PROJECT UPDATES

Website:
BusOnShoulder.SANDAG.org

Email:
BusOnShoulder@KeepSanDiegoMoving.com

Be the **BOS** OF YOUR COMMUTE

South Bay
Rapid

SAFETY FIRST

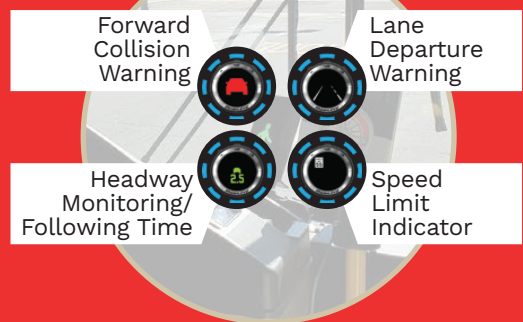
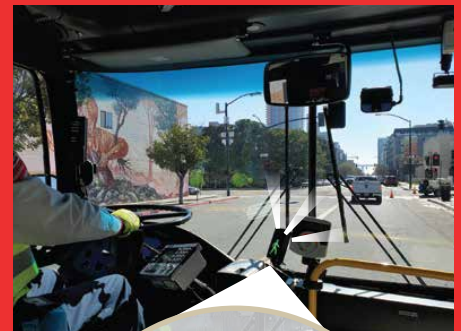
Only specially trained MTS drivers on South Bay *Rapid* buses equipped with driver assistance technology are permitted to operate on the freeway shoulder. Buses can only enter the shoulder if travel lanes are operating under 35 miles per hour (mph) and will not exceed a maximum speed of 35 mph in the shoulder. Shoulders will always remain available for law enforcement, emergencies, and incident management. After the program's three-year demonstration period, the freeway shoulders will be restored to prior condition.

2021 REGIONAL PLAN ALIGNMENT

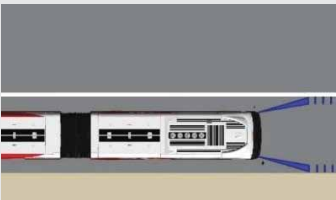
The project aligns closely with California's innovation and environmental priorities, and SANDAG's 2021 Regional Plan, which will modernize the San Diego region's transportation system, so it is accessible for everyone, safer, and more sustainable. The plan will create transportation options that are as fast or faster than driving alone and make transit competitive in every major corridor in the region.

TECHNOLOGY

This project is the San Diego region's first use of vehicle-to-infrastructure. Sensors embedded on these buses provide audio and visual alerts to the drivers regarding lane position and potential conflicts between the *Rapid* buses, other vehicles, or obstructions along the corridor and shoulder.



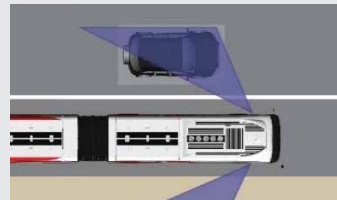
On-Bus + Infrastructure Technology



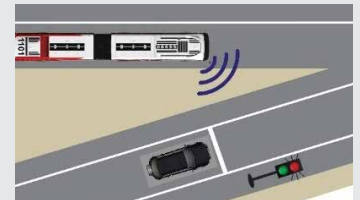
Lane Departure Warning



Forward Collision Warning



Blind Spot Warning



Ramp Metering Transit Priority System



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SDCaltrans
SDMTS



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