

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

Late 2021

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:**
KeepSanDiegoMoving.com/BusOnShoulder

 **Email:**
BusOnShoulder@KeepSanDiegoMoving.com

Be the **BOS** OF YOUR COMMUTE

South Bay
Rapid

SAFETY FIRST

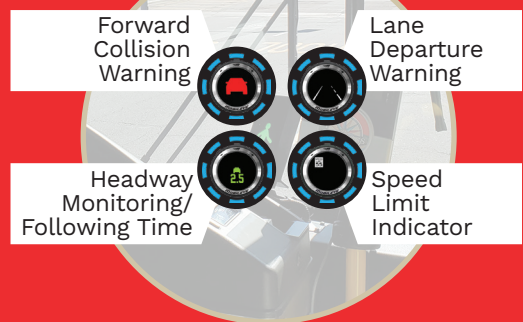
Only specially trained MTS drivers on South Bay *Rapid* buses equipped with driver assistance technology are permitted to operate on the freeway shoulder. Buses can only enter the shoulder if travel lanes are operating under 35 miles per hour (mph) and will not exceed a maximum speed of 35 mph in the 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.

REGIONAL AND STATE TRANSPORTATION GOALS

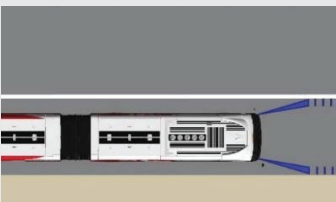
The BOS project aligns with California's innovation and environmental priorities as well as the SANDAG 5 Big Moves (Complete Corridors, Transit Leap, Mobility Hubs, Flexible Fleets, Next OS). These strategies reimagine how our region will grow and people will get around. BOS will help connect users, transportation service providers, and smart infrastructure for seamless multimodal travel.

TECHNOLOGY

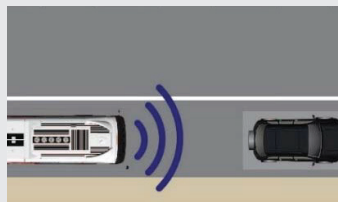
This project is the first use of vehicle-to-infrastructure technology in the San Diego region. Sensors embedded on these buses provide audio and visual alerts to the drivers regarding lane position and potential conflicts between the *Rapid* buses, other vehicles, or obstructions along the corridor and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



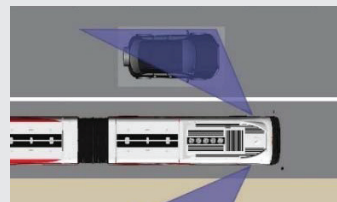
On-Bus + Infrastructure Technology



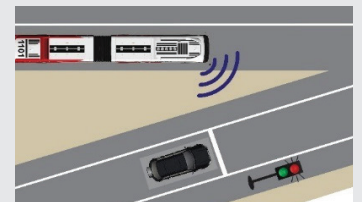
Lane Departure Warning



Forward Collision Warning



Blind Spot Warning



Ramp Metering Transit Priority System



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SDMTS



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