



# Interstate 5 BUS ON SHOULDER Pilot Project in Wilsonville



## Overview

The Oregon Department of Transportation is collaborating with South Metro Area Regional Transit to support more reliable travel by using the highway shoulder for transit vehicles. This innovative concept is referred to as Bus on Shoulder.

The pilot project extends approximately two miles in both directions of I-5 between the I-205 interchange and Elligsen Road. Authorized buses may use the shoulder in clearly marked areas when traffic drops below 35 mph.

No other vehicles are authorized to use road shoulders to bypass traffic. Emergencies always take priority in use of the shoulder.

## Who

SMART is the only authorized transit provider to use the shoulder for this pilot project. Their experienced and highly trained bus operators will undertake additional training to support safe and efficient travel in the corridor.

## When

This pilot will launch in November 2021, following the completion of a paving project. The pilot will last for one year, followed by a two-year review and assessment period. After the pilot evaluation, ODOT will consider steps to make this Bus on Shoulder corridor permanent.

## Why

Bus on Shoulder is a low-cost multi-modal transportation solution used throughout the country with proven results including safe and cost-efficient means of addressing congestion.

ODOT's goals for this pilot are to create a more reliable transit commute and promote improved transit accessibility.

With less time on the road, vehicles will emit fewer emissions, helping support cleaner air in the community.

With small, but clear adjustments to road striping and other signage, Bus on Shoulder supports more efficient travel on Oregon's freeways without large infrastructure improvements that can take years to be realized. This Bus on Shoulder pilot project maximizes use of existing transportation infrastructure and planned highway maintenance, reducing the needed resources for implementation.



SMART 2X service will travel in the Bus on Shoulder pilot corridor.

## How

In the designated 2-mile stretch of highway, buses may merge onto the shoulder if and when the traffic drops below 35 mph. Buses may drive up to 15 miles per hour faster than the flow of traffic in the main lanes, up to a maximum speed of 35 mph.

Cars, trucks and other non-emergency vehicles must remain in the designated highway lanes, and are not permitted to use the shoulder unless it's an emergency, to avoid large highway debris, or to make room for a passing emergency vehicle.

Emergencies take priority over buses. Transit operators are required to yield the shoulder to all emergency vehicles and to merge back into the main traffic lanes. Bus operators encountering an emergency will report back to dispatch so that subsequent operators on those routes are made aware of the obstructions ahead of time.

## Contact

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For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128,

TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Habla usted español? Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llámé al 503- 731-4128.

[tinyurl.com/i5busonshoulder](https://tinyurl.com/i5busonshoulder)





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## FAQ

### What is Bus on Shoulder?

Bus on Shoulder is a low-cost multi-modal transportation solution where authorized buses may use the shoulder along designated stretches of highway when traffic drops below 35 mph. With small adjustments to road striping and signage, Bus on Shoulder supports more efficient travel on Oregon's highways.

### When can buses use the shoulder?

Authorized transit provider may use the shoulder in clearly marked areas along this stretch of highway when traffic speed drops below 35 mph. Bus operators will merge back into traffic lanes at the end of these designated Bus on Shoulder segments. Buses may drive no more than 15 miles per hour faster than the adjacent lane of traffic, up to 35 mph assuming traffic is slower.

### Where is Bus on Shoulder allowed on I-5?

Bus on Shoulder will be permitted in the north and south bound directions of I-5 between the I-205 interchange and Elligsen Rd. The permitted length is approximately two miles.

### When does Bus on Shoulder pilot begin?

The pilot is expected to start in the fall of 2021 after a maintenance paving project.

### Who is authorized to use I-5 shoulder?

Buses operated by South Metro Area Regional Transit may use the shoulder. Emergency, law enforcement, highway maintenance, and other pre-authorized vehicles may use shoulders at any time.

### What happens if I need to move my car over because of a breakdown or emergency?

Emergency use of shoulder due to collisions or adhering to emergency vehicles is allowed. Priority for shoulder use is always given to emergency vehicles or vehicle breakdowns. If you are involved in a traffic accident, you are expected to move your vehicle to the shoulder.

### Are personal or freight vehicles allowed to use shoulders?

No, personal or freight vehicles are not authorized to use shoulders except in the case of avoiding debris or during emergencies. These vehicles must return to the travel lane immediately, if able. Non-authorized vehicles must also avoid buses in the shoulder.

### How does Bus on Shoulder help my transit commute?

Bus on Shoulder projects in other states have demonstrated effectiveness with getting transit vehicles through congestion points faster, safely, and cost-effectively. Not only does this support more efficient traffic patterns, transit riders also benefit from a more reliable commute.

### How is the Bus on Shoulder pilot funded?

ODOT will use construction project funds to add road striping, pavement legends, fabrication and installation of signs and sign structures as part of its 2021 repaving project. SMART will be responsible for operating Route 2X along the corridor using existing funding.

### Will Bus on Shoulder become permanent?

Bus on Shoulder on I-5 is a one-year pilot project. ODOT will closely monitor and measure its effectiveness throughout the pilot. If ODOT deems the pilot effective and safe, ODOT will consider options to make bus on shoulder in this corridor a permanent option while also considering expanding authorized use to other transit agencies.

### Which SMART bus routes will this impact?

SMART's Line 2X will operate on the shoulder during this pilot. Line 2X runs north and south between Wilsonville Transit Center and the Tualatin Park and Ride.

[tinyurl.com/i5busonshoulder](https://tinyurl.com/i5busonshoulder)

