



Interstate 5 BUS ON SHOULDER Pilot Project in Wilsonville

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. SMART will also operate deadhead buses in this corridor, which are out of service buses.

tinyurl.com/i5busonshoulder

