INNOVATE 680
PART-TIME TRANSIT LANES

FACT SHEET

Overview

The Part-Time Transit Lanes (PTTL) project is one of the six ground-breaking projects that make up Contra Costa Transportation Authority's (CCTA) INNOVATE 680 program. This program seeks to implement a carefully curated suite of projects that, when operating together, will address corridor-wide congestion, travel delays, and long-standing operational challenges along Interstate 680 (I-680) in Contra Costa County.

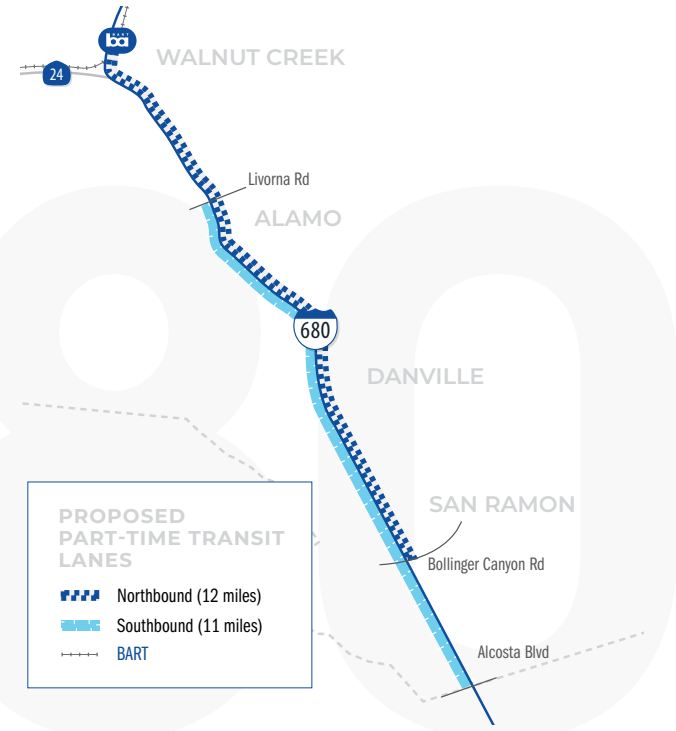
The PTTL project will enable buses to travel on dedicated shoulder lanes (or transit-only lanes) to bypass congestion during periods of heavy traffic. This will not only help reduce congestion on the freeway and express lanes, but it will also make transit more reliable. In Contra Costa County, 12 miles of part-time transit lanes are currently planned between Bollinger Canyon Road to Walnut Creek BART. In the southbound direction, 11 miles of part-time transit lanes are planned between Livorna Road to Alcosta Boulevard. In addition to implementation of exclusive travel lanes, this project also includes the addition of buses which will increase on-time performance.

Several US cities have successfully implemented part-time transit lane systems, some of which have been in operation for a number of years.

- Minneapolis-St. Paul, MN
- Atlanta, GA
- Chicago, IL
- Columbus, OH
- Miami, FL
- Raleigh-Durham-Chapel Hill, NC

Goals

- Provide faster, more reliable transit
- Increase bus ridership
- Decrease use of single occupancy vehicles
- Reduce congestion and VMT thereby improving air quality
- Regulate traffic flow and vehicle weaving
- Increase accessibility of efficient, safe travel
- Improve overall transit experience for all riders



How Part-Time Transit Lanes Work

To create an exclusive space for buses to travel during heavy traffic, the **shoulder area of the freeway would be converted into a transit-only lane**. The buses authorized to use this exclusive lane will be clearly identified on road signs. The lanes can only be used **when traffic is moving at a speed less than 35 mph**. Here are a few other guidelines that buses will follow while traveling in this lane:

Lane Speed limit = 35 mph

Bus travel speed cannot be greater than 15 mph over the bypassing traffic speed.

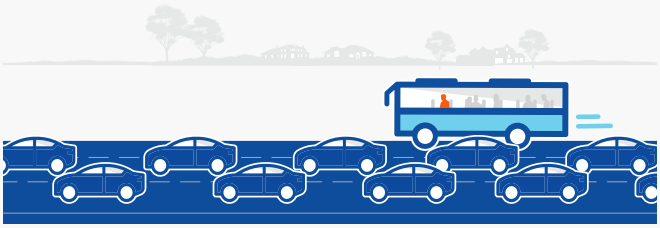
For example, *if traffic is stopped (zero miles per hour), the bus using the part-time transit lane can travel at a max speed of 15 mph.*

0 mph + 15mph = 15mph max speed

If congested traffic is moving at 20 miles per hour, the bus using the part-time transit lane can travel at the max speed of 35 mph.

20mph + 15mph = 35mph max speed

Buses will yield to all traffic incidents on shoulder



Vision of User Experience

Commuter opens mobility on demand app, chooses to travel by bike, then bus.

Commuter stores bike safely at a shared mobility hub, and boards bus.

Timed lights on city streets provide smooth ride to on-ramp, where bus takes HOV lane to quickly enter freeway.

Congestion on I-680 prompts bus to use Part-Time Transit Lane located on shoulder, bypassing traffic.

Commuter arrives with short walk to office.

Project Status

Our project team is working diligently to meet several milestones in the next year, including:

- **Preliminary engineering**
- **Environmental and traffic studies**
- **Coordinate with California Highway Patrol (CHP)**
- **Ensure plans comply with statewide guidance from Caltrans on transit-only lanes***

*Caltrans guidance pending as of fact sheet publication date.

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CONTRA COSTA transportation authority

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