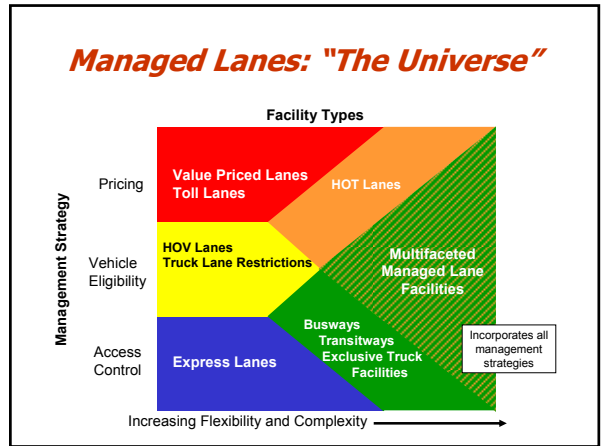


Managed Lanes

How Project Objectives Influence Operating Strategy


CAMPO
Technical Advisory Committee
 November 17, 2004






Why Managed Lanes?

- Funding issues and potential for revenue generation
- Unable to build enough lanes to address congestion
 - ✓ Construction and ROW costs
 - ✓ Environmental and community issues
- Offer travel options in congested corridor




SR-91 Express Lanes Orange County, CA



- **Design/Operation**
 - 4 express lanes, 10 miles
 - One entrance and one exit point
 - All vehicles tolled 24/7 except:
 - HOV3+ (50% toll PM super peak)
 - Motorcycles, ZEV
- **ADT**
 - Corridor 290,000
 - Express lanes 35,000
 - Exempt: 20% HOV3+
- **Revenue**
 - \$26M revenue in 2003
 - Revenue use
 - 60% debt service
 - 40% operations

Objectives:

- Facilitate fast, safe, reliable commute
- Maintain financial viability of lanes



I-15 FasTrak San Diego



- **Design/Operation**
 - 2-lane reversible facility
 - 8 miles, with one entry and one exit
 - HOV2+ free, SOV tolled
- **ADT**
 - Corridor 270,000
 - Express Lanes 30,000
 - Exempt: 75% HOV2+
- **Revenue**
 - \$2.2M revenue in 2003
 - Revenue use
 - 55% operation, maintenance, corridor improvement planning
 - 45% express bus service

Objectives:

- Make better use of available capacity
- Generate revenue to fund transit



I-15 Expansion

Objectives:

- Address reverse commute
- Provide intermediate access points
- Emphasize BRT
- Sell excess capacity




Katy QuickRide - Houston



Objectives:

- Make better use of available capacity
- Preserve bus operating speeds



- **Design/Operation**
 - One-lane reversible
 - 13 miles, intermediate access to P&R facilities and transit centers
 - HOV3+ free, HOV2 tolled during super peaks
 - Flat fee of \$2.00/trip for HOV2 in super peaks
- **ADT**
 - Corridor 210,000
 - HOV lane 9,200
 - Exempt: 98%
- **Revenue**
 - \$150,000 in 2003
 - Revenue use: operations

Loop 1: Where to start?

- **What is the desired outcome?**
 - ✓ Generate revenue to cover debt service, or O&M, or to pay for other improvements in the corridor?
 - ✓ Offer a free-flow alternative to congestion for motorists?
 - ✓ Provide attractive travel options – such as express bus, vanpooling and carpooling – to encourage more ridesharing?
 - ✓ Develop a BRT system with stations that facilitate transit-oriented development?
- **What is the importance of revenue in relation to other objectives?**
- **What can physically be accommodated in the corridor?**

