

**MANAGED LANES**

## *Managed Lanes in Freeway Operations*

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## *Overview*

- Key Planning Issues
- Key Operations Issues
- Current Research
- Final Remarks




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## *Key Planning Issues*

- User groups
- Marketing
- Financing
- Legislative




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## *Planning - Possible Vehicle User Groups*

- SOV
- HOV
- Bus/BRT
- Truck
- ILEV
- Taxi, shuttle
- Emergency vehicles
- Motorcycles
- Future rail

Selection of user groups will depend upon

- ✓ Corridor characteristics
- ✓ Project goals/objectives
- ✓ Policy issues





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## *Planning - Concept Marketing*

- Common messages
  - ✓ Choice
  - ✓ Tool
  - ✓ Efficiency
  - ✓ Operations
  - ✓ Enforcement
  - ✓ Revenue use
  - ✓ Funding
- Determine public perception at the project level
- Gain support through political champions



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## *Planning – Funding & Financing*

- Match available financing method to project goals
  - ✓ What is being managed?
- Legislative changes needed to attract private investment




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### **Planning – Legal & Policy Issues**

- Permanence in the value-price / HOT lane program
- Violations and enforcement strategies may require legislative action
- Challenges of exclusive lanes and lane restrictions



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### **Key Operations Issues**

- Design
- Traveler information and signing
- Enforcement
- Incident management
- Technology and interoperability
- Evaluation and monitoring



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### **Operations - Design**



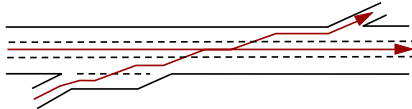
- Intended users
- Pricing and enforcement
- Allow for flexibility in operational strategies
- Support operational goals




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### **Operations - Access**



- Weaving distances should be between 500' and 1000' per lane
- Look at direct connect ramps
  - ✓ Preserve freeway speeds: 400 veh/hr
  - ✓ Preserve speeds of weaving vehicles (more conservative): 275 veh/hr





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### **Texas Research Project Objectives**

- . . . to investigate the complex and interrelated issues surrounding the safe and efficient operation of managed lanes.
- . . . to develop a comprehensive manual to help TxDOT make informed decisions.

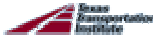


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### **Final Remarks**

- Flexibility to maximize freeway efficiency and managed lane effectiveness 24/7
- Flexibility presents unique challenges
- Type of managed facility needed in a corridor depends on corridor characteristics



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## Web Site & Newsletter

**MANAGED LANES FAST LANE**

**Welcome!**

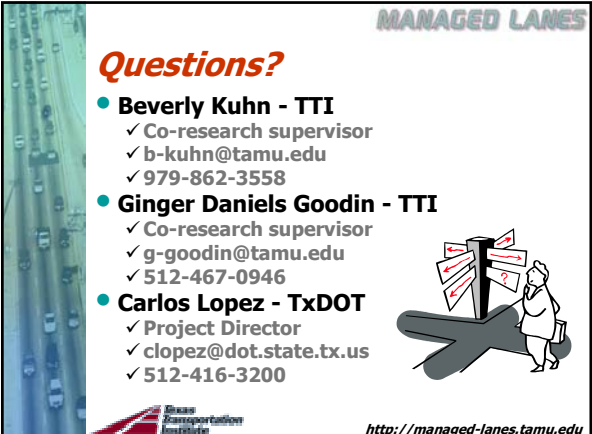
Welcome to the Managed Lanes website at Texas Transportation Institute. This site highlights ongoing research that TTI is conducting for managed lanes - provides key research results and access to our products, has information on meetings and other events related lanes across the country, and has links to key related internet sites. You can also read our quarterly newsletter, participate, online, access archives, and join our mailing list.

This site will evolve and grow as managed lanes research progresses and we encourage your comments and feedback. Should you have any questions, please don't hesitate to contact us.

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## Questions?

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