


MANAGED LANES

***TxDOT Project 0-4160:
Operating Freeways with
Managed Lanes***


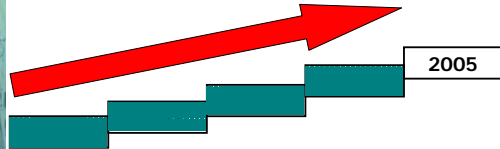
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Project 0-4160 Progress





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***TxDOT Managed Lanes
Research***

... to develop a better understanding of how managed lanes can improve mobility for people and freight.




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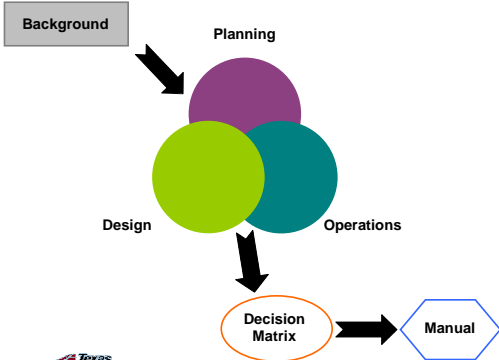
***Addressing the
Implementation Needs***

- Project Monitoring Committee
- Managed Lanes Symposium
- Project managers meetings
- Task-related panels
- External Stakeholder Committee



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***In what areas has guidance
been developed?***

- Geometric design and ramp issues
- Concept marketing
- Driver information and traffic control devices
- Legislative issues
- Financing options
- Enforcement




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How should access points be spaced?


Design Year Volume Level	Allow up to 10 mph Mainlane Speed Reduction for Managed Lane Weaving?	Intermediate Ramp?	Recommended Minimum Weaving Distance Per Lane (feet)
Medium (LOS C or D)	Yes	No	500
		Yes	600
	No	No	700
		Yes	750
High (LOS E or F)	Yes	No	600
		Yes	650
	No	No	900
		Yes	950


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How can traffic control devices be used to communicate effectively with motorists?


- Color coding
- Symbols and terminology
- Sign Placement
- Changeable Message Signs
- Pavement Markings


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When should a direct connect ramp be considered?

Freeway Volume	Maximum Weaving Volume (before considering direct managed lane access ramps)
Moderate (LOS C or D)	450 vehicles/hour
High (LOS E or F)	350 vehicles/hour


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More to come....

- Incident management
- Interoperability
- Staffing and training
- Interim and special use
- Evaluation and monitoring
- Decision matrix


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What's the most effective way to sell a project to the public?


- Use messages common to successful projects
- Determine public perception at the project level
- Gain support through political champions
- Address equity concerns through mobility options



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Questions?

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