

What's New in the World of Managed Lanes

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Managed Lanes

HOV Lanes HOT Lanes
 Express Toll Lanes Exclusive Transitways
 Express Lanes Exclusive Truck Lanes

Active Management

- Eligibility
- Access Control
- Price

Managed Lanes in Texas

El Paso, Ft. Worth, Dallas, Waco, Austin, Houston, Beaumont, San Antonio, Corpus Christi, McAllen

In the Beginning: HOV Lanes

Number of vehicles needed to carry 45 people

Bus	1
Vanpool	3
3 Person Carpool	15
2 Person Carpool	23
Single Occupant Automobile	45

MLs as a Mobility Strategy

- “Next generation” of HOV lanes
- Can support fast convenient transit and other forms of ridesharing
- Examples
 - ✓ I-394 MN
 - ✓ I-15 CA
 - ✓ I-25 CO

I-15 FasTrak San Diego

- HOV2+ free, SOV tolled
- Dynamic pricing
- Revenue
 - \$2.2 million annually
 - 50% operations
 - 50% 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





I-394 Minneapolis





Objectives:

- Improve the efficiency of I-394
- Maintain free flow speeds for transit and carpools
- Improve highway and transit in corridor with revenues generated



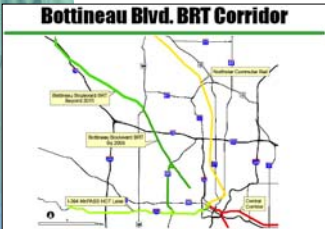
I-394 Phase One (HOT)

- Dynamic Pricing to ensure free-flow speeds (55 mph)
- Half of net revenue dedicated to transit
- Toll recovery unconstrained by policy
 - ✓ Demand management primary priority
 - ✓ Revenue generation secondary priority





I-394 Phase Two (BRT+HOT)

Bottineau Blvd. BRT Corridor



- Maximize transit advantages in the corridor
 - ✓ Park-and-ride space needs
 - ✓ Signal priority on local roads
 - ✓ Automated passenger counters
 - ✓ Comprehensive evaluation of transit service in corridor
 - ✓ Assess impacts of intermediate access points
 - ✓ Coordinate with Bottineau Blvd. BRT



I-25 HOT Lanes - Denver

- HOV to HOT conversion
 - ✓ Opening Spring 2006



I-25 HOV Today


Objectives:


- Better utilize existing HOV lanes
- Manage traffic growth over time
- Optimize person-carrying capacity
- Cover operations and maintenance expenses



I-25 / Transit Connection


- FTA-funded facility
 - ✓ Key policy determinant
 - ✓ Toll rates set to ensure BUS travel times are maintained
 - ✓ All excess revenue returns to RTD (transit operator)
 - ✓ Relieves RTD of snow removal / maintenance






I-25 / Transit Connection

- **Transit-specific**
 - ✓ Travel times measured by on-bus transponders and GPS
 - ✓ **MINIMUM** peak-hour toll rates equal to Express Bus Service fare (\$2.75)
 - ✓ Cross-modal marketing of carpools, bus service, and toll-paying users



Challenges for Managed Lanes with Ridesharing Emphasis

- Revenue expectations
- Benefits of carpool preference
- Operations and enforcement
- Maintaining flexibility over time



Questions?

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