

MANAGED (HOV/HOT) LANES

Description

Managed lanes refer to any lane or corridor that controls usage by vehicle eligibility, price, or access control.

- Variably priced (High Occupancy Toll [HOT] or Express)
- High occupancy Vehicle (HOV)
- Exclusive lane use (bus or truck lanes)

Managed lanes provide travel alternatives, giving flexibility to users by allowing them to choose the best method of travel for the trip. This choice reduces congestion by maximizing existing capacity while encouraging transit and carpool/vanpool usage.

Target Market

The kind of managed lane, its design, and operating rules depend upon what the goals for the lane will be: maximizing person-moving capacity, revenue needs, freight-moving capacity, etc. Managed lanes lend themselves to boosting efficiency of both the current transportation network and any new or alternative network (such as transit or freight traffic).

How Will This Help?

- Improve Travel Time Reliability for transit or other eligible vehicles.
- Increase Speed and Efficiency on main traffic lanes as cumbersome vehicles are removed.
- Increase Safety by removing large trucks and transit vehicles from main traffic flow.

Success Stories

- Katy Freeway Managed Lanes (Houston)
<https://www.hctra.org/katymanagedlanes/>
- 91 Express Lanes (CA)
<http://www.91expresslanes.com/>
- I-394 MnPass
<http://www.mnpass.org/index%20394.html>
- 95 Express Miami
<http://www.95express.com/>



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| Cost: | ●●●●● |
| Time: | Moderate-Long |
| Impact: | Corridor |
| Who: | State with Local Partners |
| Hurdles: | Public Support, Operations & Revenue Needs |

Implementation Issues

Public acceptance is crucial to successfully integrating managed lanes into a city's transportation network. Planners must carefully craft the goals and objectives for the lanes and engage public opinion throughout the entire process in order to improve understanding and acceptance. Operating rules for newer projects increasingly reflect a balance between traffic performance and revenue needs. There are a number of operational issues—barrier type, integration with the existing freeway, signing, and enforcement—that require non-traditional approaches.