

MANAGED USE LANES

TAC COMMITTEE MEETING: May 15, 2013

DEFINITION

- *A managed lane is a facility that increases roadway efficiency by packaging various operational and design actions. Lane management operations may be adjusted at any time to better match regional goals*
 - *New York State Managed Use Lanes Study –May 2008*

DEFINITION

- Managed Use Lanes (also known as High Occupancy Toll or HOT lanes) are tolled lanes where Single Occupancy Vehicles pay a variable toll for use of the lane typically during rush-hour conditions. The rate of the Toll will depend on the level of congestion in the lane itself – thus called “congestion pricing”. Usually HOVs and transit vehicles are allowed access to the lanes for free.

Toll Roads vs. Manage Use Lanes

- Toll Roads charge all vehicles a flat rate – usually based on number of axles and/or number of miles driven on the facility.
- Managed Use Lanes charge only single occupancy vehicles a toll and the toll itself is dynamic – varying dependent upon level of congestion in the lane

HOT lanes Actually Help Everyone

- I-95 through Ft. Lauderdale/Miami
 - Prior to implementation average speed during rush hour was 25 mph. After implementation HOT lane speed averaged 50 mph and general use (free) lanes averaged 43 mph

Managed Use Facilities in Texas

- Katy Freeway Managed Use Lanes – Houston, opened April 18, 2009
- Dallas/Ft. Worth area – “dozens of miles of managed lanes” are already under construction
- Austin – MoPac Managed Lanes @ US 290 and US 183



Naming Convention

- NCTCOG has requested of TxDOT and Texas MPOs that we all support a single naming convention for any managed use facility throughout the State of Texas