



MANAGED (HOV/HOT) LANES



More Information: tti.tamu.edu/policy/how-to-fix-congestion

Description

Managed lanes are lanes that provide special access to vehicles based on a set of rules, usually occupancy and price. These facilities are also called:

- High-occupancy vehicle (HOV) lanes.
- High-occupancy toll (HOT) lanes.
- Express toll lanes.
- Truck-only lanes.
- Bus-only lanes.

Managed lanes give flexibility to users by allowing them to choose the best method for taking a trip. This choice reduces congestion by:

- Taking advantage of existing roadway space.
- Encouraging transit, carpools, and vanpools.

Target Market

The kind of managed lane, its design, and operating rules depend on the goals for the lane. Examples include moving more people, moving more freight, or generating revenue. Managed lanes work best in:

- Areas with heavily congested corridors with few travel options.

- Roads where specific vehicle types should be separated from other traffic.
- Areas where larger roadway improvements are not feasible.

Managed lanes boost the efficiency of both the current transportation network and any new or alternative network (such as transit or freight).

How Will This Help?

- **Improves travel time reliability** (making it to a destination on time every time) by providing an additional travel option.
- **Increases speed and efficiency on main traffic lanes.**
- **Increases safety** by removing large trucks and transit vehicles from the main traffic flow.

Implementation Issues

Public acceptance is critical to the successful addition of managed lanes into a city's transportation network. Planners must define the objectives and engage the public throughout the process. Operating rules for newer projects should reflect a balance between traffic performance and revenue needs.

COST



TIME



IMPACT



WHO



STATE,
TOLL AUTHORITY,
TRANSIT AGENCY

HURDLES



PUBLIC SUPPORT,
OPERATIONS AND
REVENUE NEEDS

SUCCESS STORIES

SR 167 HOT Lanes, Seattle, Washington:

In 2008, SR 167's HOV lanes were converted to HOT lanes using \$0.50 to \$9.00 tolls in order to improve overall corridor performance.



One year later, speeds on the non-tolled lanes:


Speed
increased
10%


Volume
increased
3-4%

A survey of users found

nearly **2/3**

were either very likely or somewhat likely to use the lanes in the future.

Operational issues such as barrier type, managed lane access, signing, and enforcement require unique consideration compared to traditional freeway projects.

