

California Department of Transportation Draft Managed Lanes Network Study



December 2016



- Purpose – Prioritize Managed Lane Freeway Corridors for Project Development
- Presentation Overview
 - Background – Why Now?
 - Study Process
 - Study Results/Recommendations
 - Next Steps

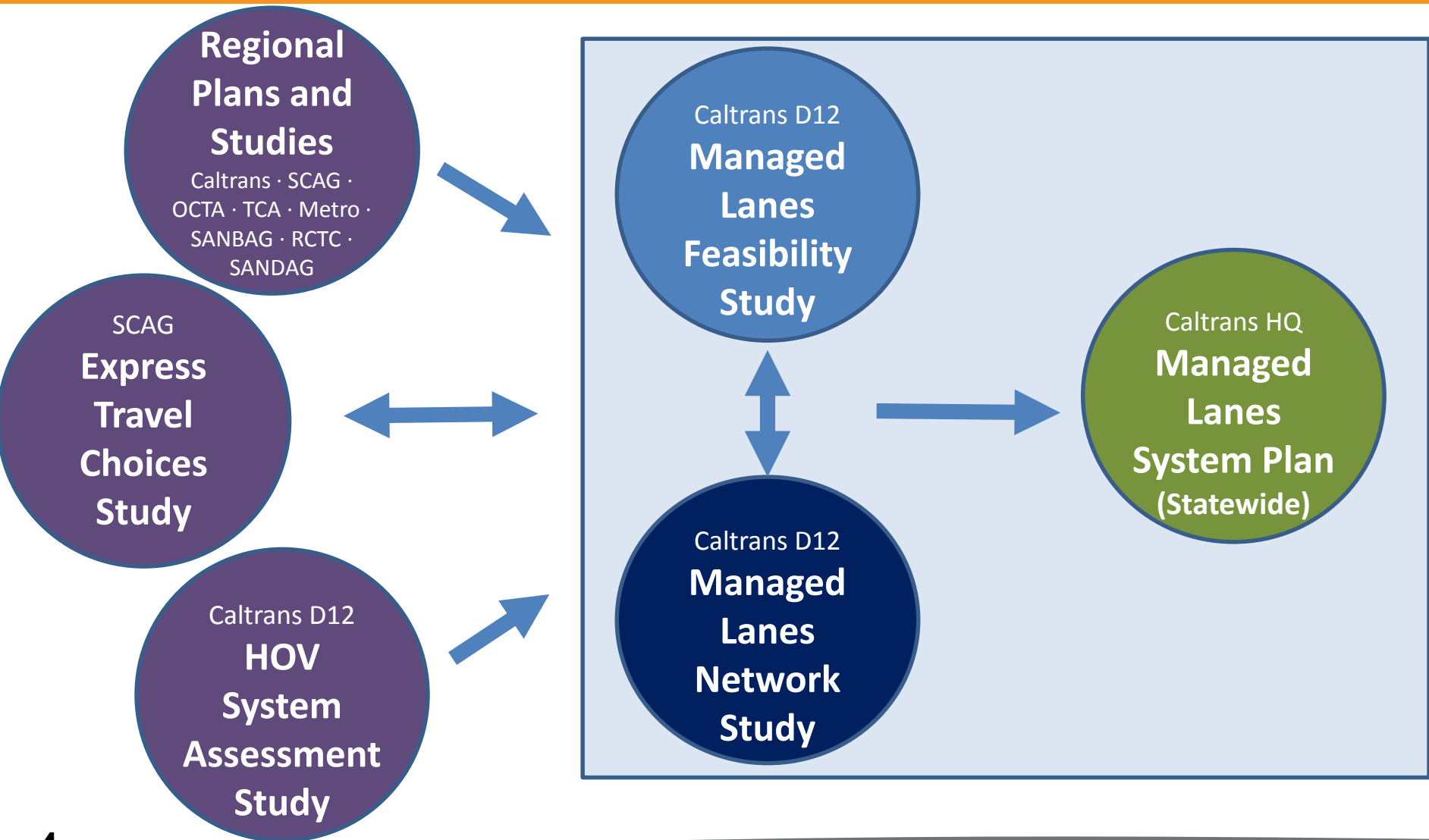
OVERVIEW

WHY NOW?

- Managed Lanes Planning
 - California Transportation Plan 2040
 - Caltrans Policy (Deputy Directive 43-R1)
- HOV Degradation



MANAGED LANES STUDIES



EVALUATION

Data

- OCTAM – OCTA model
- PeMS – Caltrans database

Analysis

- DTRAM – managed lanes modeling for demand, operations and revenue

Collaboration

- Representatives from FHWA, SCAG, OCTA, TCA, Caltrans HQ/Districts, Business Community and Public



EVALUATION SCENARIOS

Scenario 1 (“Single-Lane HOT”)

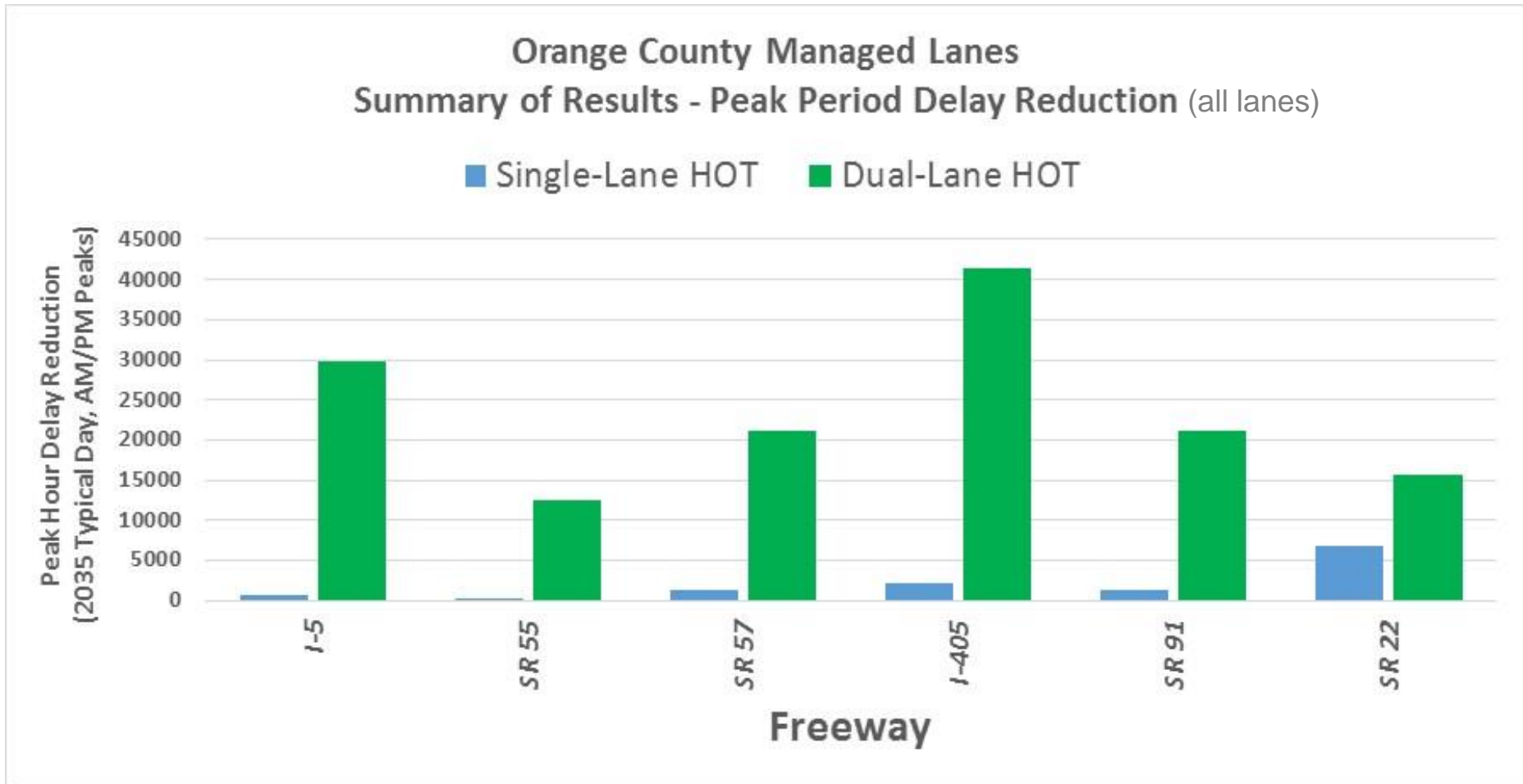
- **Convert** existing (HOV-2+) to Express Lanes (HOT-3+)

Scenario 2 (“Dual-Lane HOT”)

- **Add lanes** to create two managed lanes in each direction.

RESULTS: DELAY IMPROVEMENTS

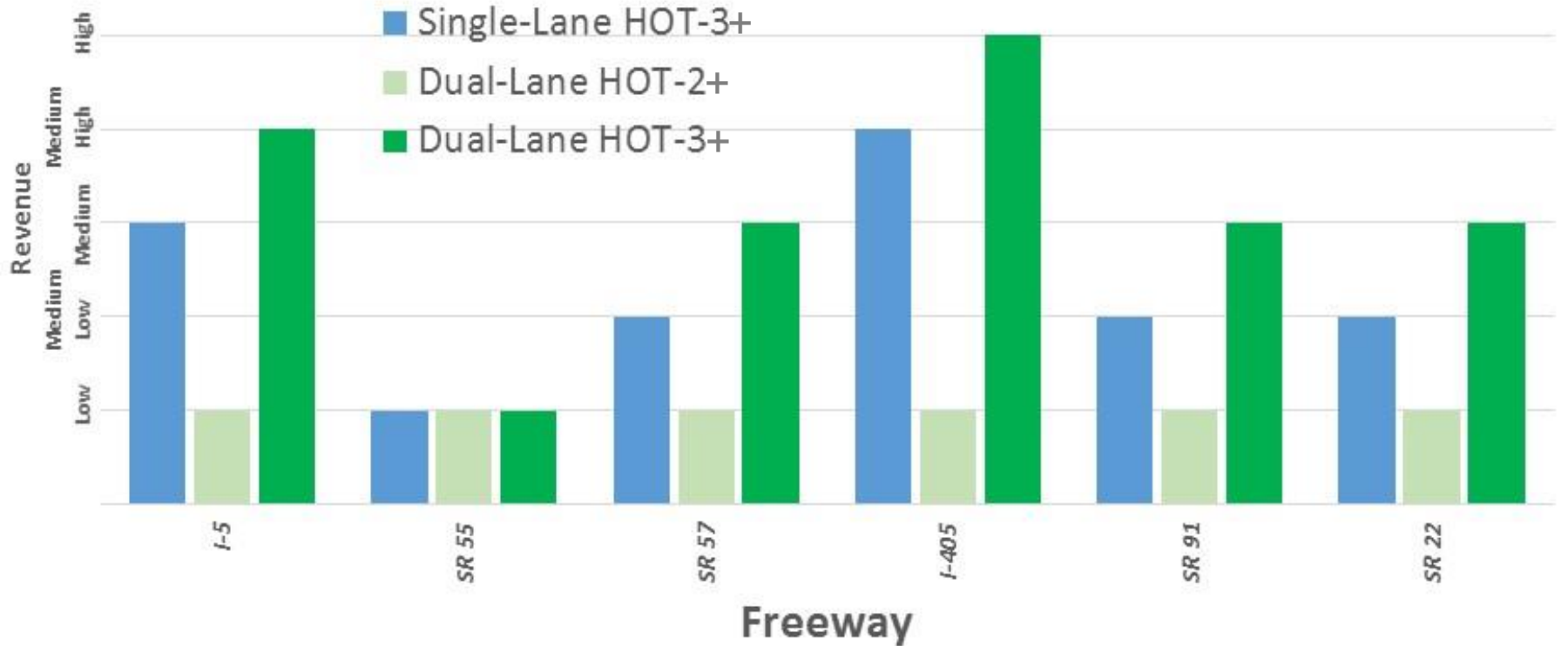
Throughout the peak periods, how much less time will vehicles be stuck in traffic?



RESULTS: TOLL REVENUE

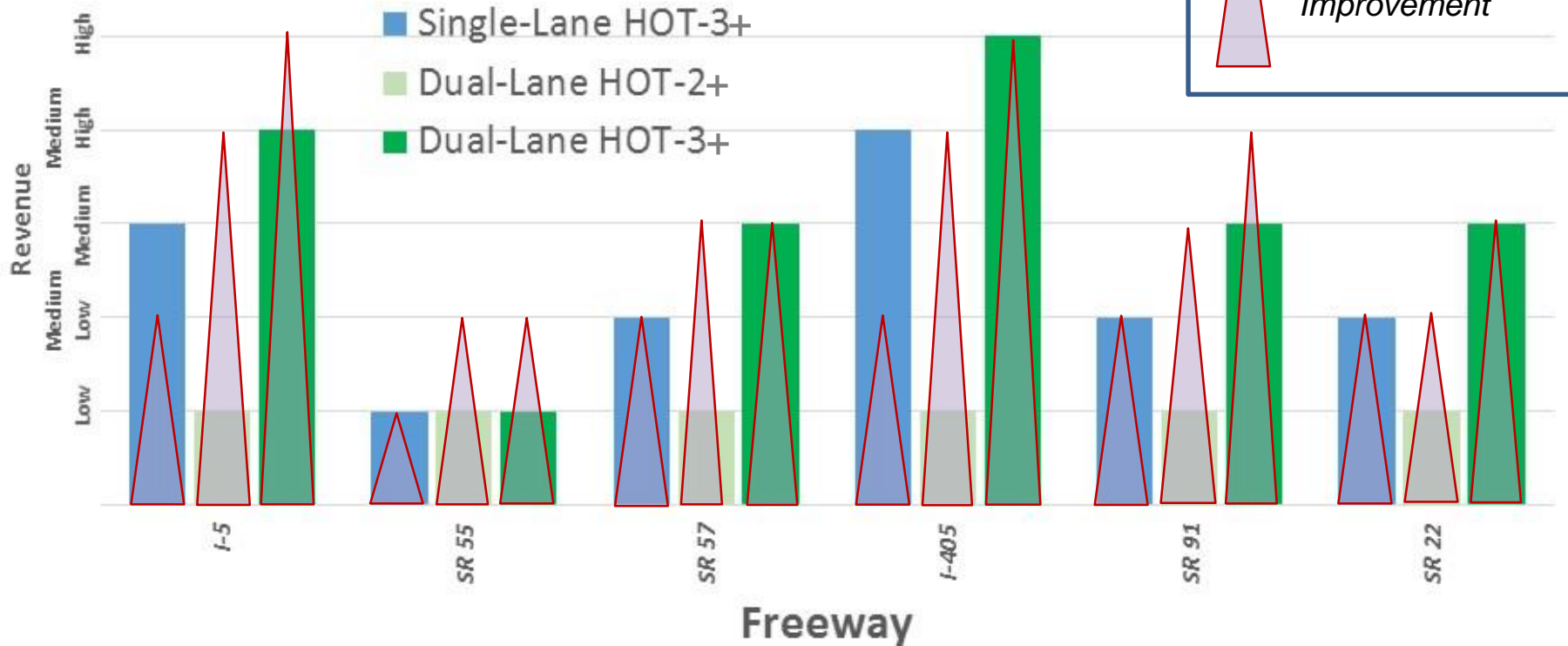
What toll revenue is expected?

Orange County Managed Lanes
Summary of Results - Revenue Expectations



RESULTS: REVENUE AND MOBILITY BENEFITS

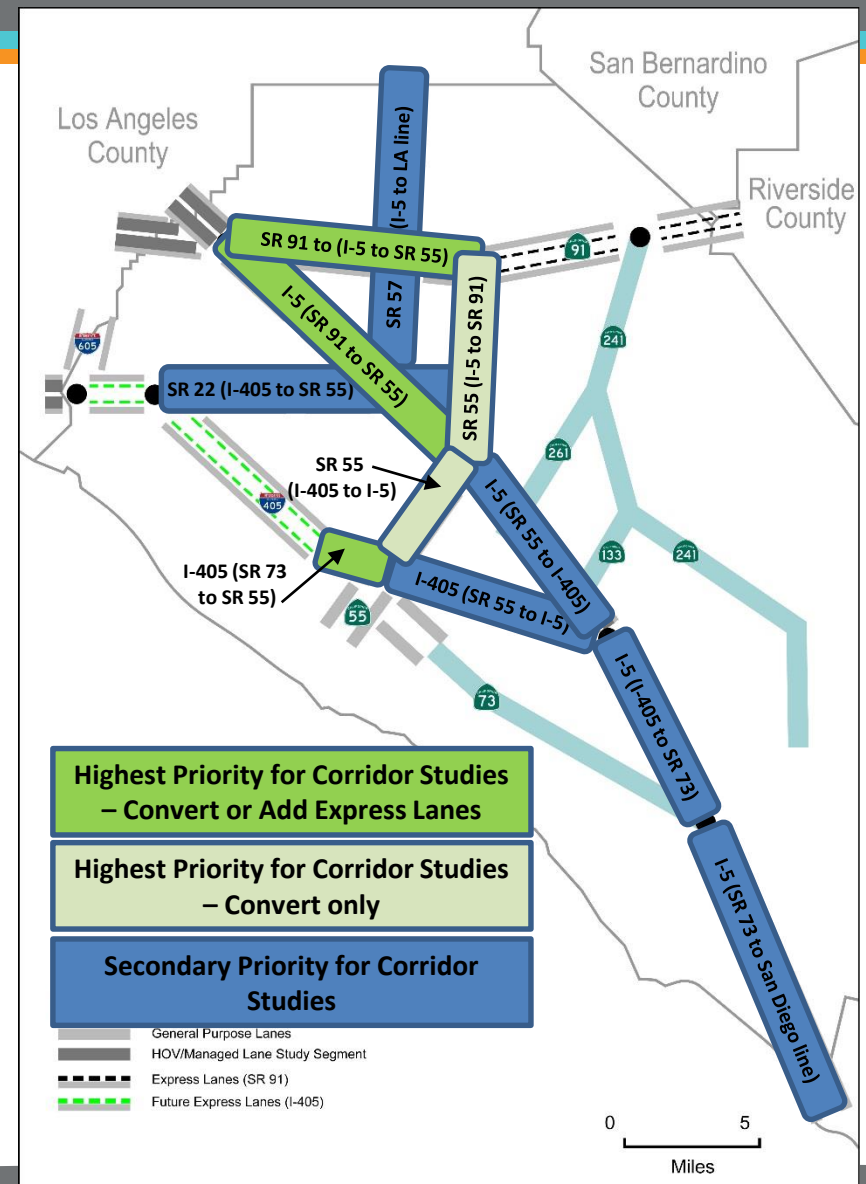
Orange County Managed Lanes
Summary of Results - Revenue Expectations



RECOMMENDED CORRIDORS

Evaluation Measures

- Managed lanes operations
- Speed and delay
- Funding (revenue vs. cost)
- Connectivity and system integration
- Stakeholders and policy
- Independent function



NEXT STEPS

- Continue to work with regional partners
 - Consensus on priority corridors (Early 2017)
 - Initiate PSRs/Corridor Studies (Late 2017)





QUESTIONS AND DISCUSSION