

MANAGED LANE ACTION PLAN

TEAM FL

Quarterly Meeting

October 20, 2011



Managed Lane Action Plan

Project Objective

Develop a statewide action plan to guide the implementation of managed lanes on limited access facilities, where appropriate.

The plan will:

- ◆ Include policies to guide the identification, prioritization, and implementation(including financing options) of managed lanes;
- ◆ Identify initial process to map and prioritize planned limited access highway capacity improvements to be evaluated for the feasibility of implementing managed lanes;
- ◆ Identify the entity responsible for taking the lead in the feasibility studies (e.g. Turnpike Enterprise or District); and
- ◆ Identify action steps on how we will move forward in the future.



Definition of Managed Lanes

- ◆ Dedicated lanes in roadway corridors “managed” by the Department
- ◆ Includes high occupancy vehicle (HOV) lanes, reversible lanes, express lanes, truck only lanes, vehicle restricted lanes and bus lanes
- ◆ Can be managed in either a static or dynamic nature
- ◆ Dynamic management includes lane reversals, vehicle restrictions or variable pricing and tolling strategies where operations change throughout the course of a day.



Action Plan Managed Lane Strategy

Managed Lane Action Plan Focus:

- ◆ *Dynamically Managed*
- ◆ *Urban Expressway*
- ◆ *Highly Congested*



Purpose of Managed Lanes

- ◆ Congestion Management

- ✓ Reduce Congestion
- ✓ Increase Reliability



- ◆ Support SIS “To and Through” Concept
- ◆ Provide Reliable Transit Alternatives
- ◆ Provide Revenue to Support Operation



Policy Framework for Managed Lanes

◆ Project Identification

- ✓ Limited Access SIS Highway Corridor(or potential SIS)
- ✓ Identified SIS capacity need
- ✓ Screened for existing congestion severity and duration
- ✓ Candidate for Public-Private Partnership (P3)

◆ Project Prioritization

- ✓ Production-readiness
- ✓ Financial feasibility
- ✓ Anticipated benefit (ROI analysis)



Policy Framework for Managed Lanes

◆ Project Implementation:

- ✓ Projects are subject same environmental reviews as other projects
- ✓ Projects **must have a funding and finance plan** for construction, maintenance, and operation over its life-cycle
- ✓ Projects should be included or described as an option in an MPO/TPO Transportation Improvement Program or their Long Range Transportation Plan
- ✓ Transit investments planned or programmed in the corridor should be considered



Managed Lane Action Plan

SIS Goals:

Goal 1: A safer and more secure transportation system for residents, businesses and visitors

Goal 2: Effective preservation and management of Florida's transportation facilities and services

Goal 3: Increased mobility for people and for freight and efficient operations of Florida's transportation system

Goal 4: Enhanced economic competitiveness and economic diversification

Goal 5: Enriched quality of life and responsible environmental stewardship



Managed Lane Action Plan

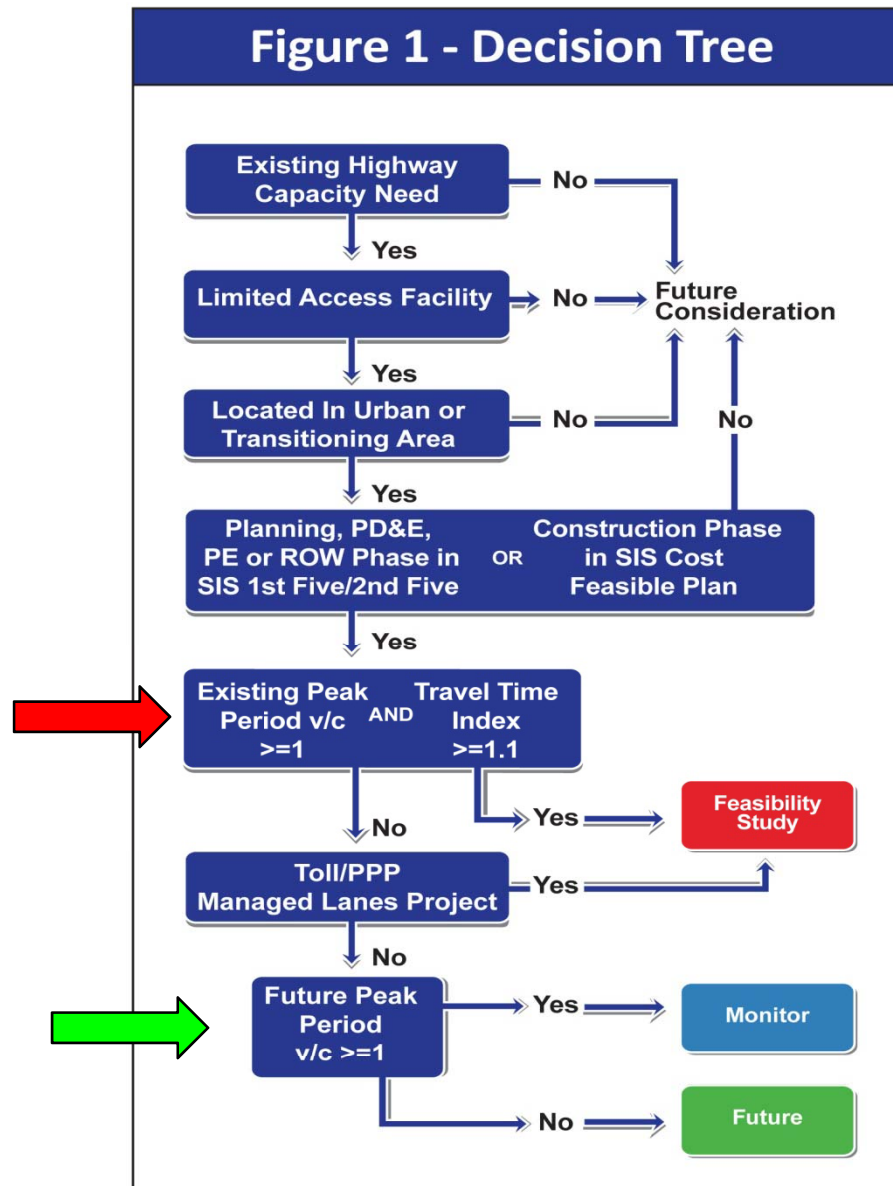
Goal 3: Increased mobility for people and for freight and efficient operations of Florida's transportation system

Goal Measured	Measure	Maximum Score
Mobility	Connector Location	1
	Volume /Capacity (v/c) Ratio	4
	Truck Volume (% Trucks)	2
	Vehicular Volume (AADT)	2
	System Gap	2
	Change in v/c – LOS (for Mainline segments only)	3
	Interchange Operations (for Interchanges only)	2
	Bottleneck/Grade Separation	2
	Delay	4
	<i>Maximum Subtotal</i>	



Managed Lane Action Plan

Figure 1 - Decision Tree



Managed Lane Action Plan

- ◆ *Southeast Region* –
 - ✓ I-95 in Broward & Palm Beach Counties
 - ✓ I-75 in Broward & Miami-Dade Counties
 - ✓ SR 826 (Palmetto Expressway) in northern Miami-Dade County

- ◆ *Central Region*
 - ✓ I-4 in the Orlando Area
 - ✓ I-4 in Tampa Bay Area
 - ✓ I-75 in Tampa Bay Area
 - ✓ I-275 in Tampa Bay Area

- ◆ *Northeast Region*
 - ✓ I-95 in Jacksonville Area
 - ✓ I-295 in Jacksonville Area



Managed Lane Action Plan

Next Steps

- ◆ Develop Policy Statement and Procedures for adoption by the Executive Board;
- ◆ Work with Districts and FTE to identify near-term projects with Managed Lane potential;
- ◆ Work with Districts and FTE to further define the Managed Lane Feasibility Study format and content;
- ◆ Work with Districts and FTE to develop consistent modeling processes, platforms and methods for evaluating candidate Managed Lane projects from both an operational and financial perspective; and,
- ◆ Perform ROI analysis to prioritize near-term candidate Managed Lane projects identified in the Action Plan, as well as, additional near-term projects identified by the Districts and FTE.
- ◆ Work cooperatively with D-4, D-6 & FTE in development of Operational Strategies for SE Florida System to establish statewide policies,



MANAGED LANE ACTION PLAN

ANY QUESTIONS?

Safety is success by purpose - Not Accident

Contact:

John H. Taylor, PE

(850) 414-4930

John.Taylor@dot.state.fl.us

