

# 02: Managed / Transit Lane Counts

## Numero de Carriles de Tránsito

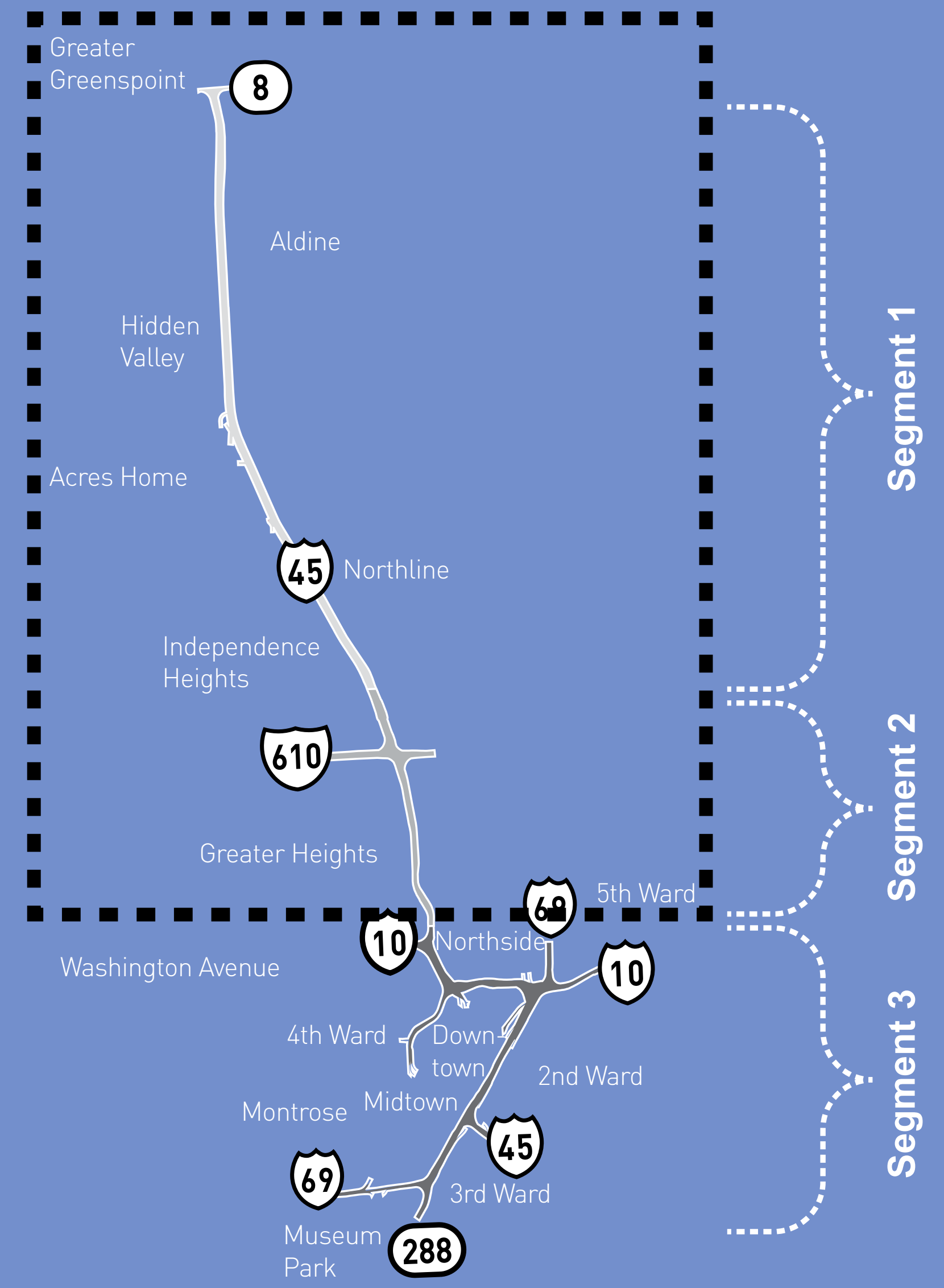
### Description:

The TxDOT proposal requires additional right-of-way to convert a single reversible HOV lane, to 4 managed lanes. On other freeways, managed lanes allow transit, carpools and single-occupant cars that pay tolls. Tolls can be set so that the lanes are not congested. Current TxDOT policy does not allow tolling. TxDOT had not decided which sorts of vehicles could use the managed lanes; buses and carpools would be allowed and automated cars, electric vehicles, or long-distance traffic may be allowed as well.

### Also Addresses:

**Property**

### Key:



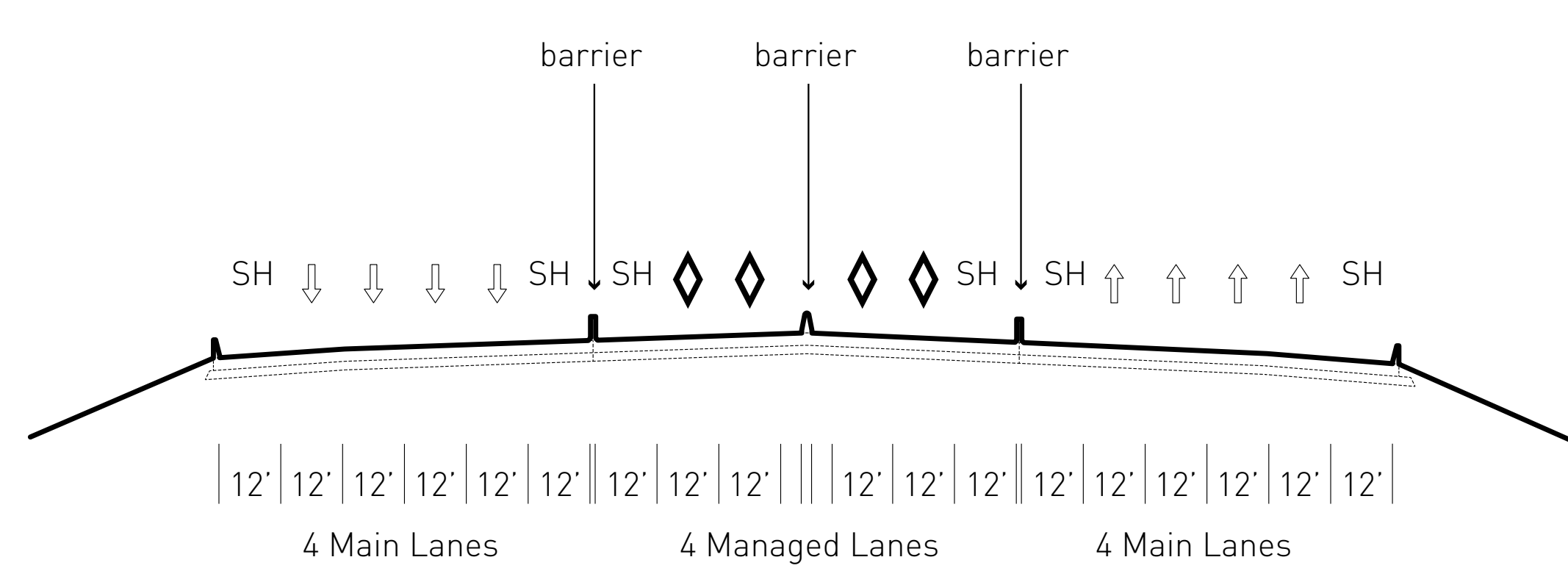
### We Heard:

We don't need 4 managed lanes. 2 is enough because going and coming isn't congested 24 hours a day.

I think 1 HOV lane in each direction would be enough.

## TxDOT Proposal

Two full time "managed lanes" in each direction, separated by barrier from the mainlanes. There would be direct access to Downtown. Managed lanes will be used by buses + carpools and could include electric, automated, or long distance traffic.



### PROS

- Two lanes minimize the impacts of breakdowns
- Managed lanes can allow experimentation with new technologies and prioritize adoption
- The barriers ensure that managed lane traffic will not be affected by mainlane traffic jams
- All-day, 2-way transit service in managed lanes

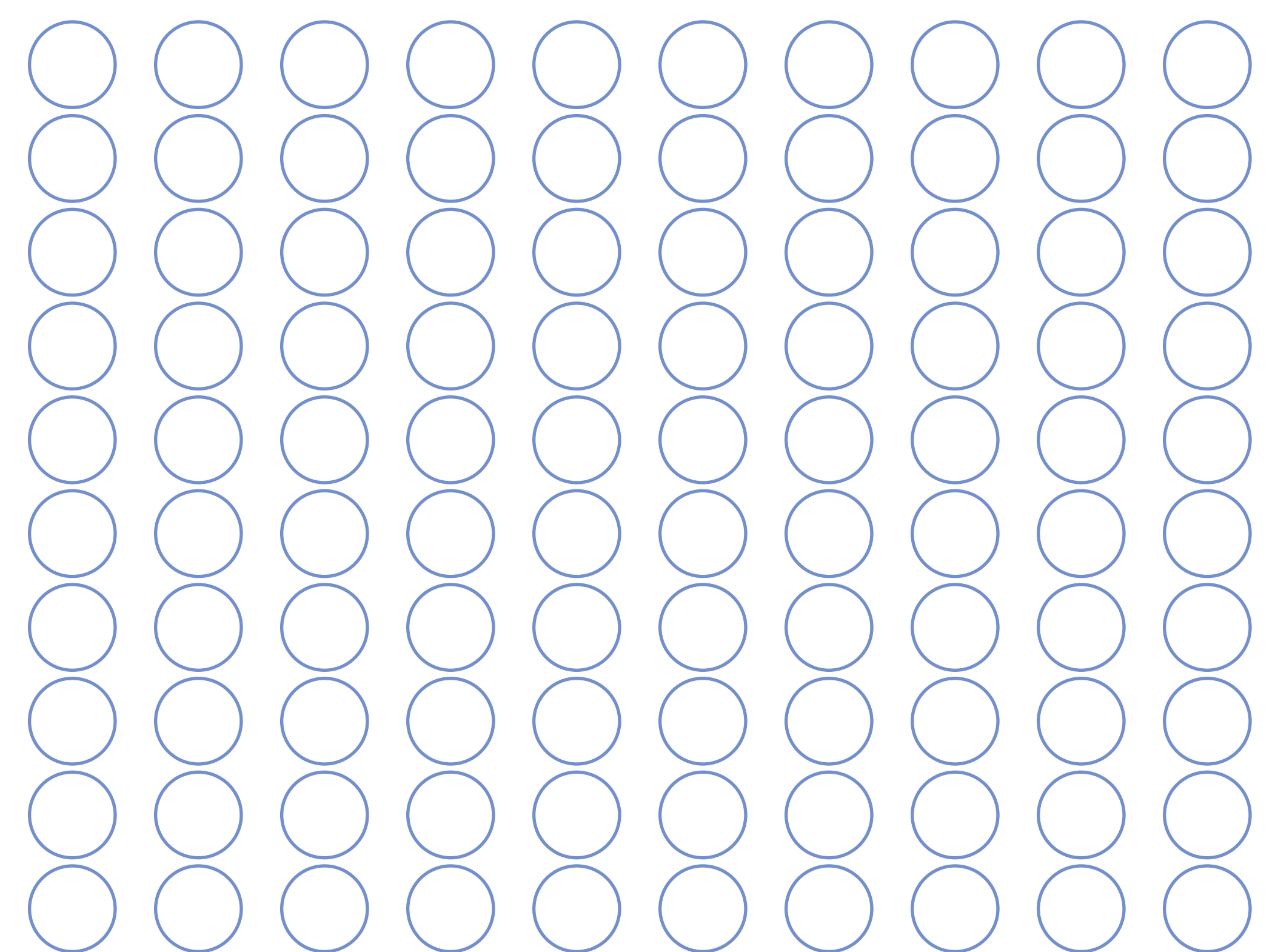
### CONS

- Access to the lanes is limited to a few locations, so only carpools traveling between those places would be able to use the lanes
- Opening the lane to multiple types of vehicles can cause transit to be slower and less reliable
- BRT stations require large + expensive ramps

## Give us your input.

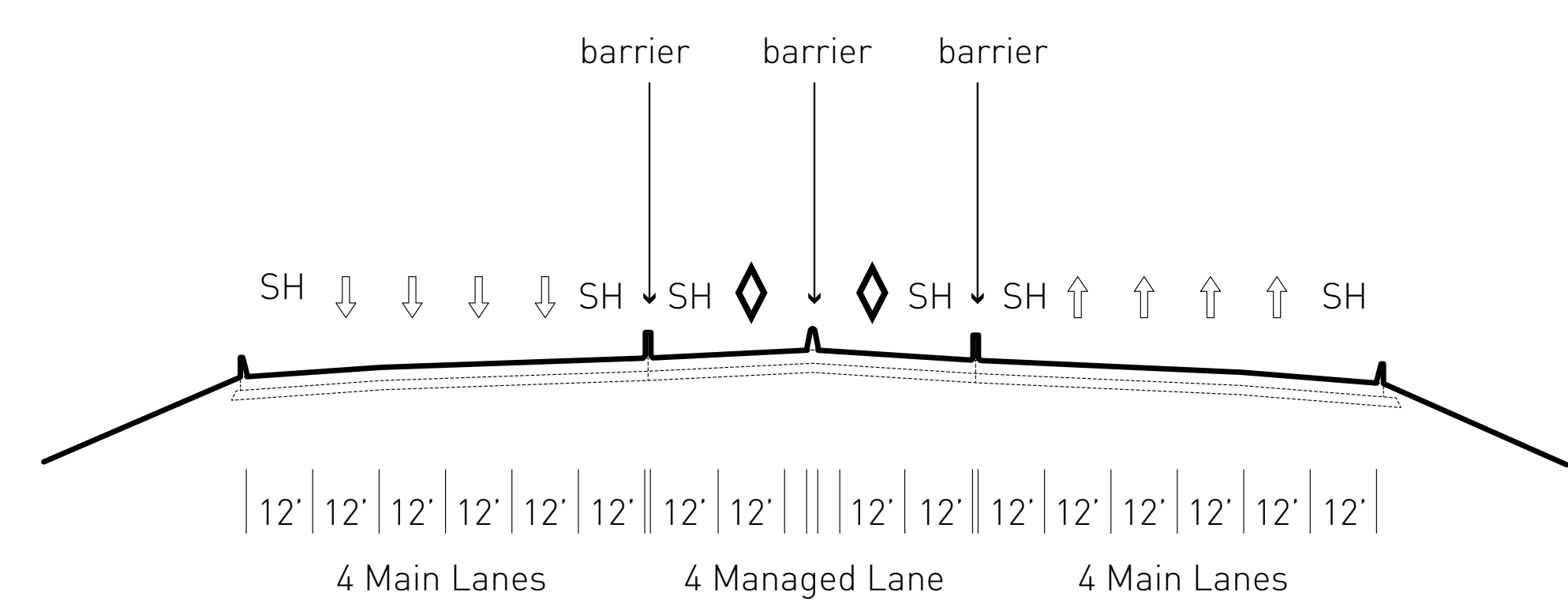
Put your #02 sticker on the alternative you prefer.

### TxDOT Proposal



## Alternative 02.1 - Two HOV Lanes

One full time HOV lane in each direction, separated by barrier from the mainlanes. There would be direct access to Downtown. These lanes would be limited to transit and carpools.



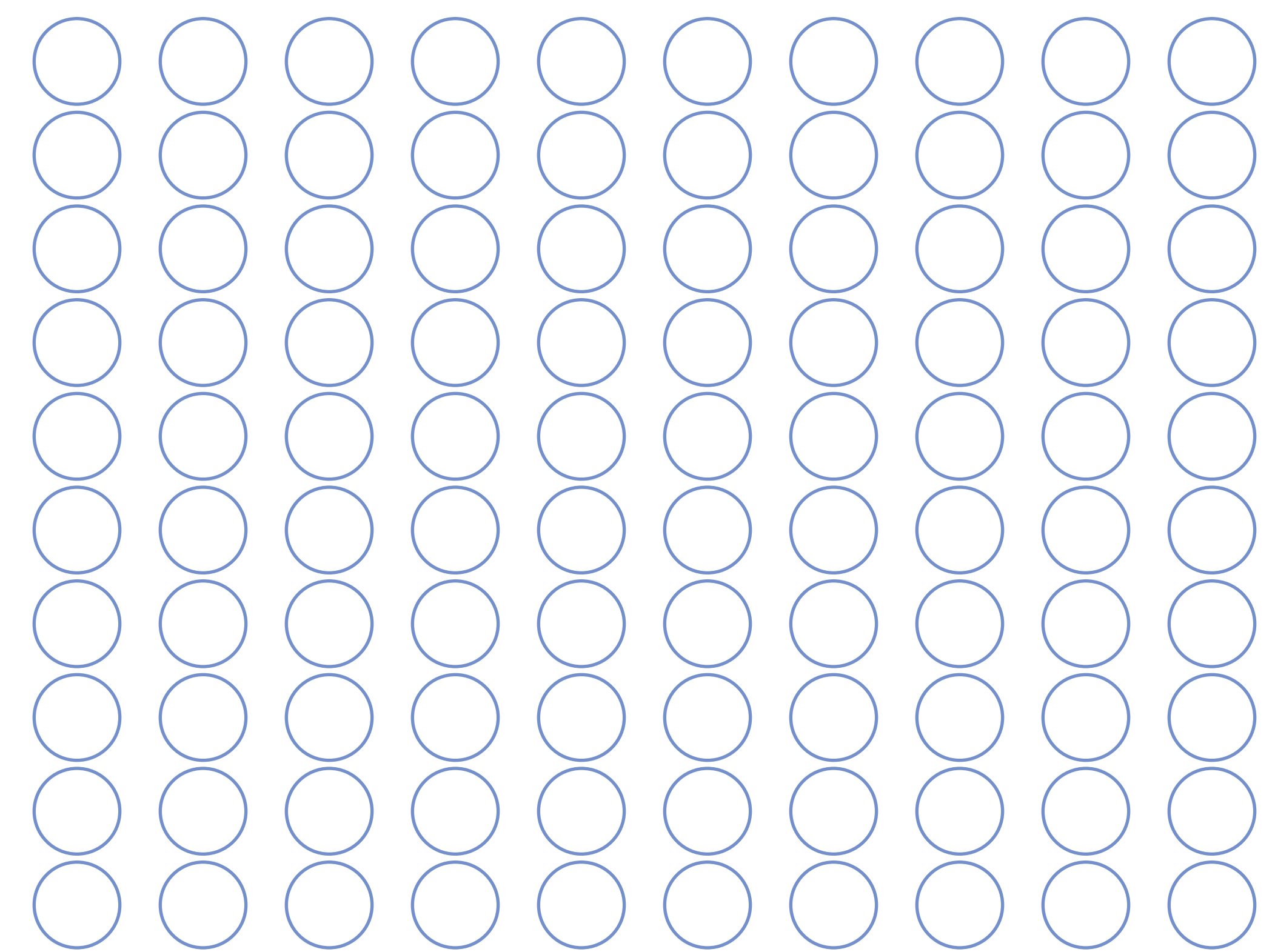
### PROS

- The barriers ensure that managed lane traffic will not be affected by mainlane traffic jams
- All-day, 2-way transit service in managed lanes

### CONS

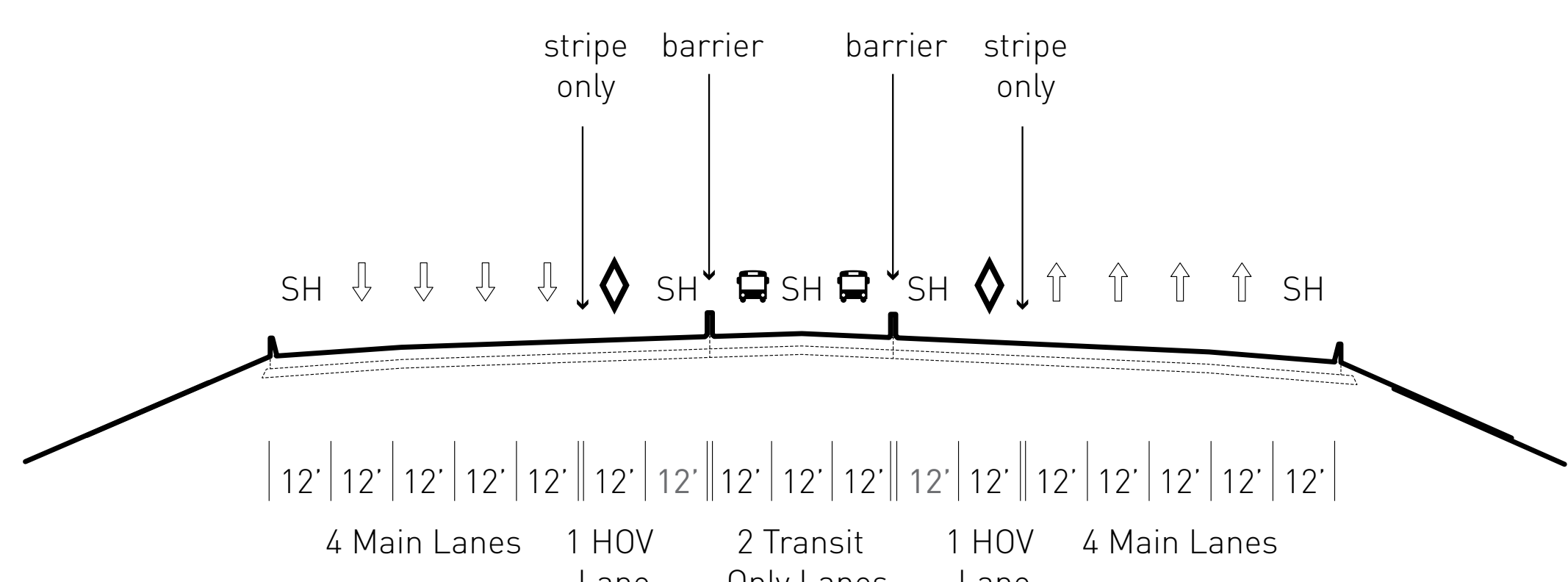
- Access to the lanes is limited to a few locations, so only carpools traveling between those places would be able to use the lanes
- Opening the lane to multiple types of vehicles can cause transit to be slower and less reliable
- BRT stations require large + expensive ramps

### Alternative 02.1 - Two HOV Lanes



## Alternative 02.2 - Two Transit and Two Carpool

One full time transit lane in each direction, for buses only, separated by barrier from the mainlanes. One full-time carpool "diamond lane" in each direction, separated by a stripe from the mainlanes.



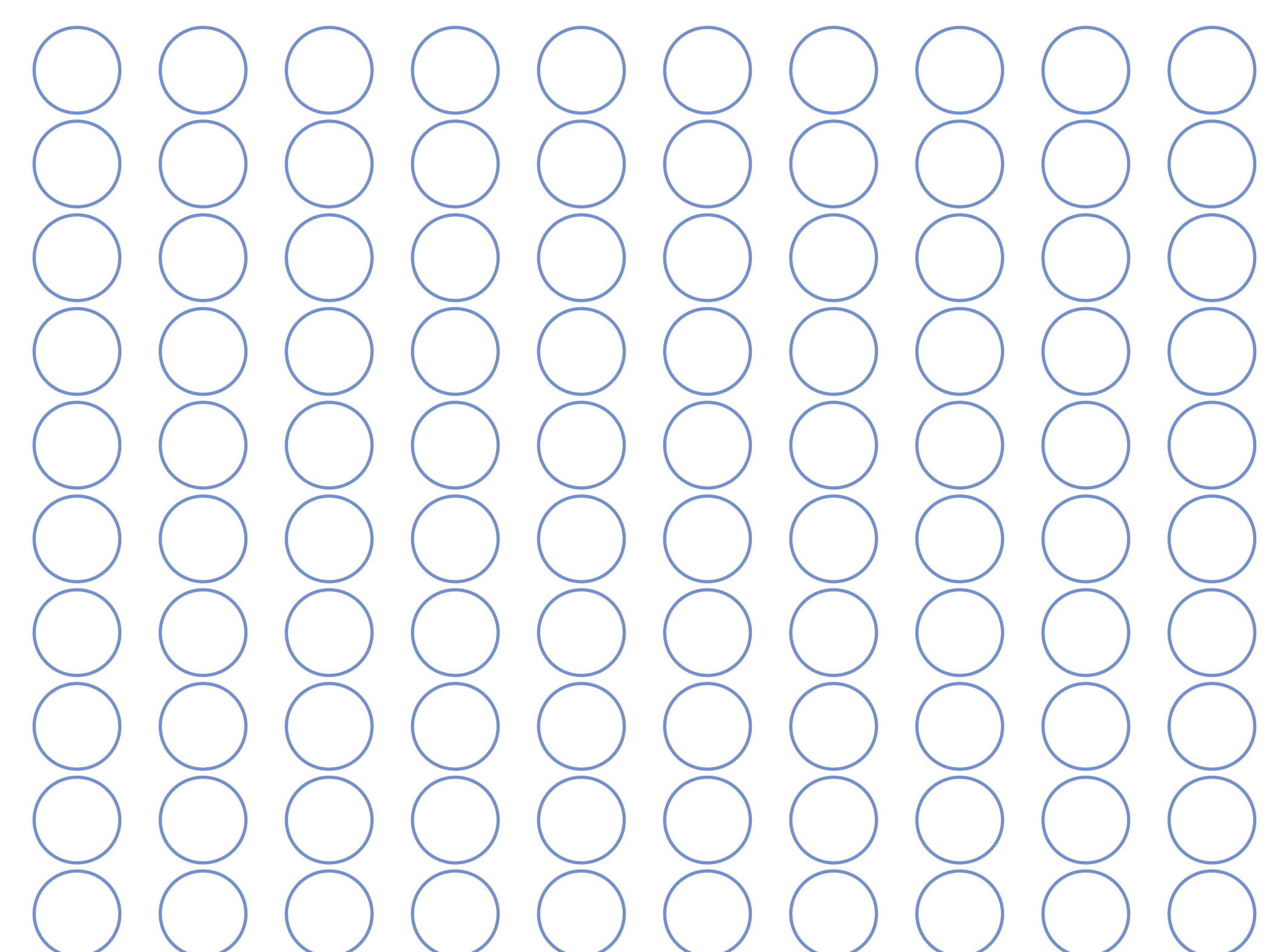
### PROS

- All-day 2-way transit service in managed lanes
- Easier access to carpool lane
- Transit is guaranteed fast, reliable service
- Simpler to add BRT stations
- Lower cost

### CONS

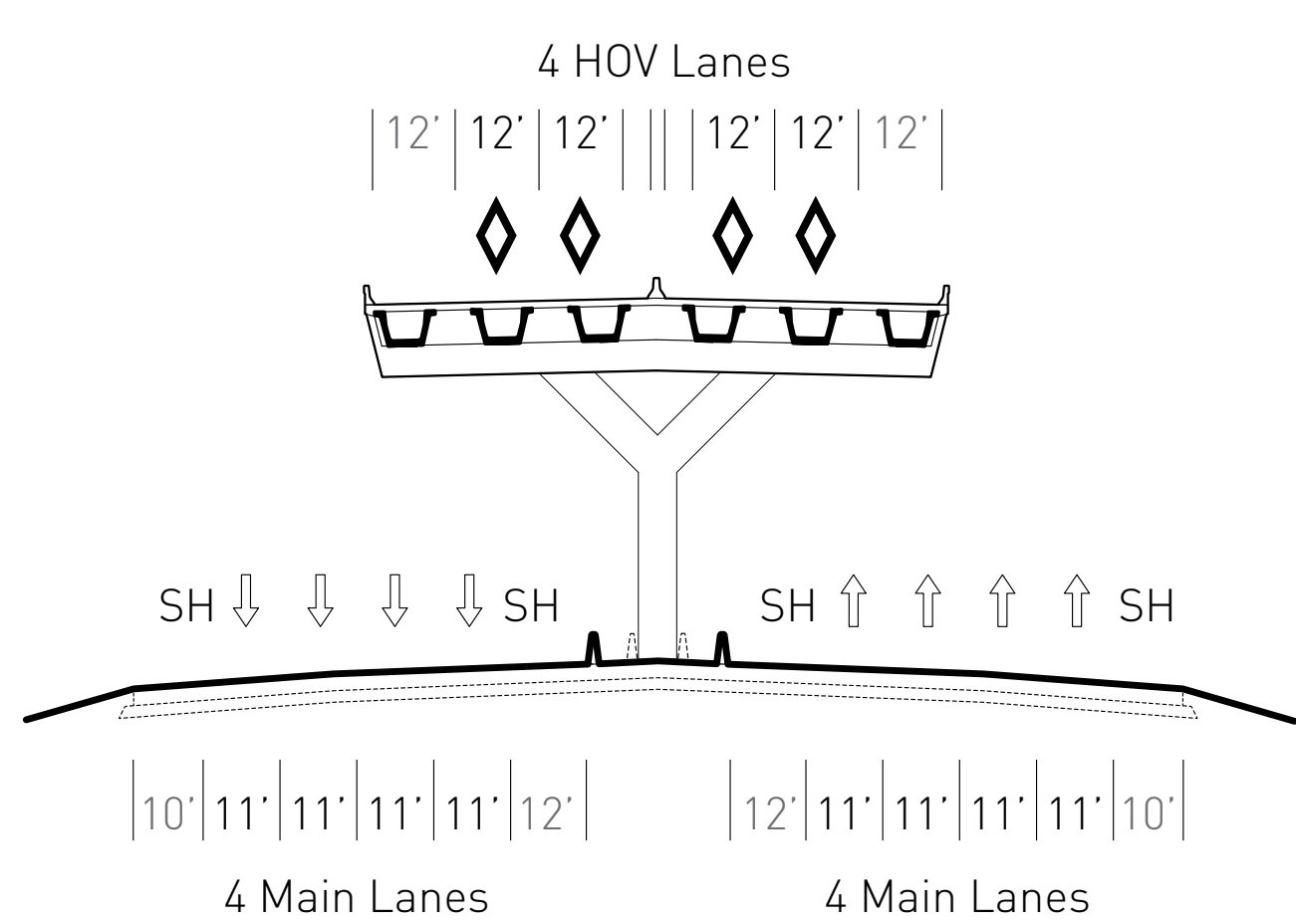
- Access to the lanes is limited to a few locations, so only carpools traveling between those places would be able to use the lanes
- Opening the lane to multiple types of vehicles can cause transit to be slower and less reliable
- BRT stations require large + expensive ramps
- Diamond lane is more affected by mainlane congestion than barrier separated lane

### Alternative 02.2 - Two Transit and Two Carpool



## Alternative 02.3 - Four Elevated Managed Lanes

Two full time "managed lanes" in each direction elevated above the mainlanes. The columns for the elevated structure fit in the space of the current HOV lane.



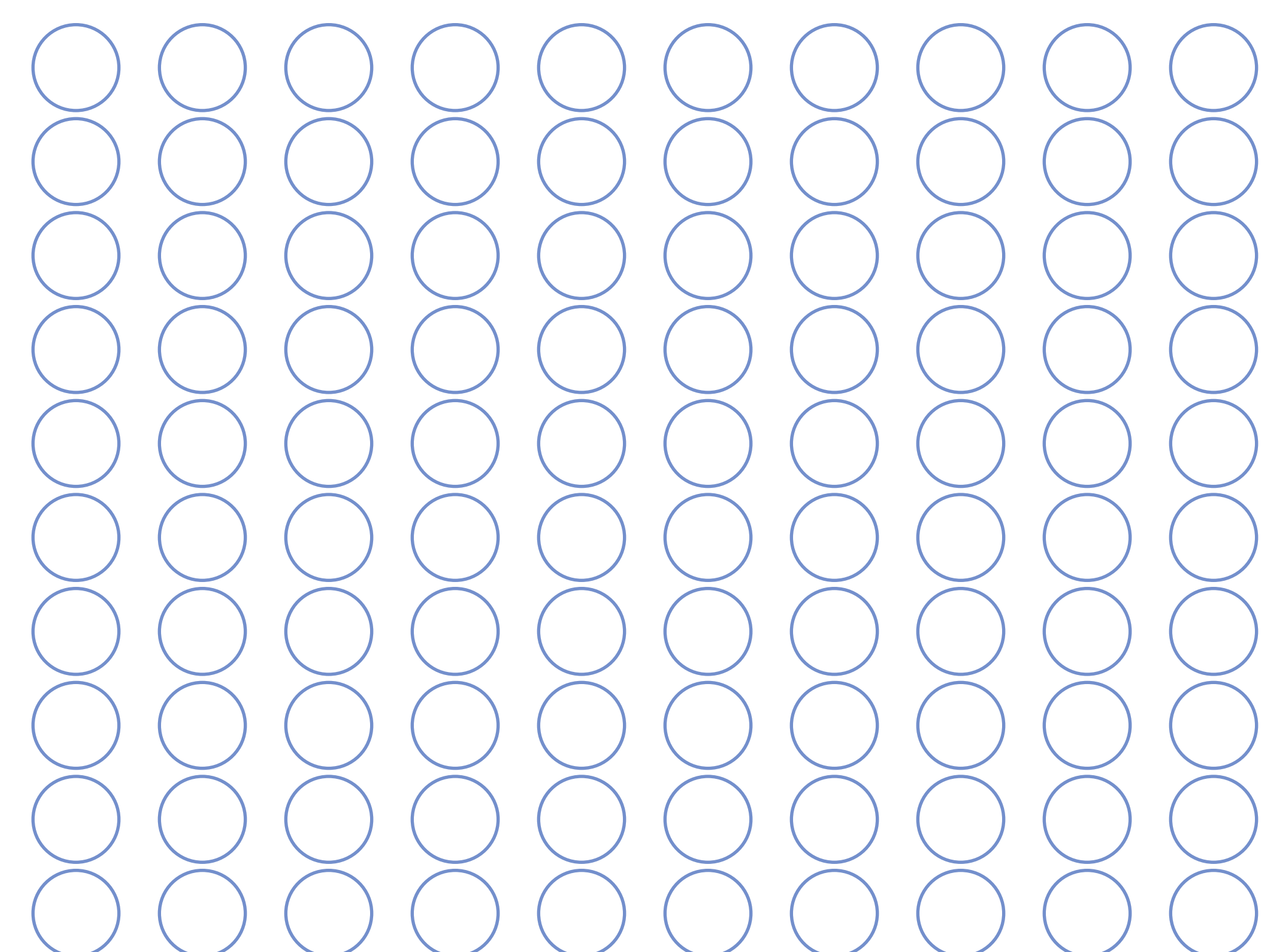
### PROS

- Two lanes minimize the impacts of breakdowns
- Managed lanes can allow experimentation with new technologies and prioritize adoption
- The barriers ensure that managed lane traffic will not be affected by mainlane traffic jams
- All-day, 2-way transit service in managed lanes
- Less right of way required - freeway could fit within current footprint in some places

### CONS

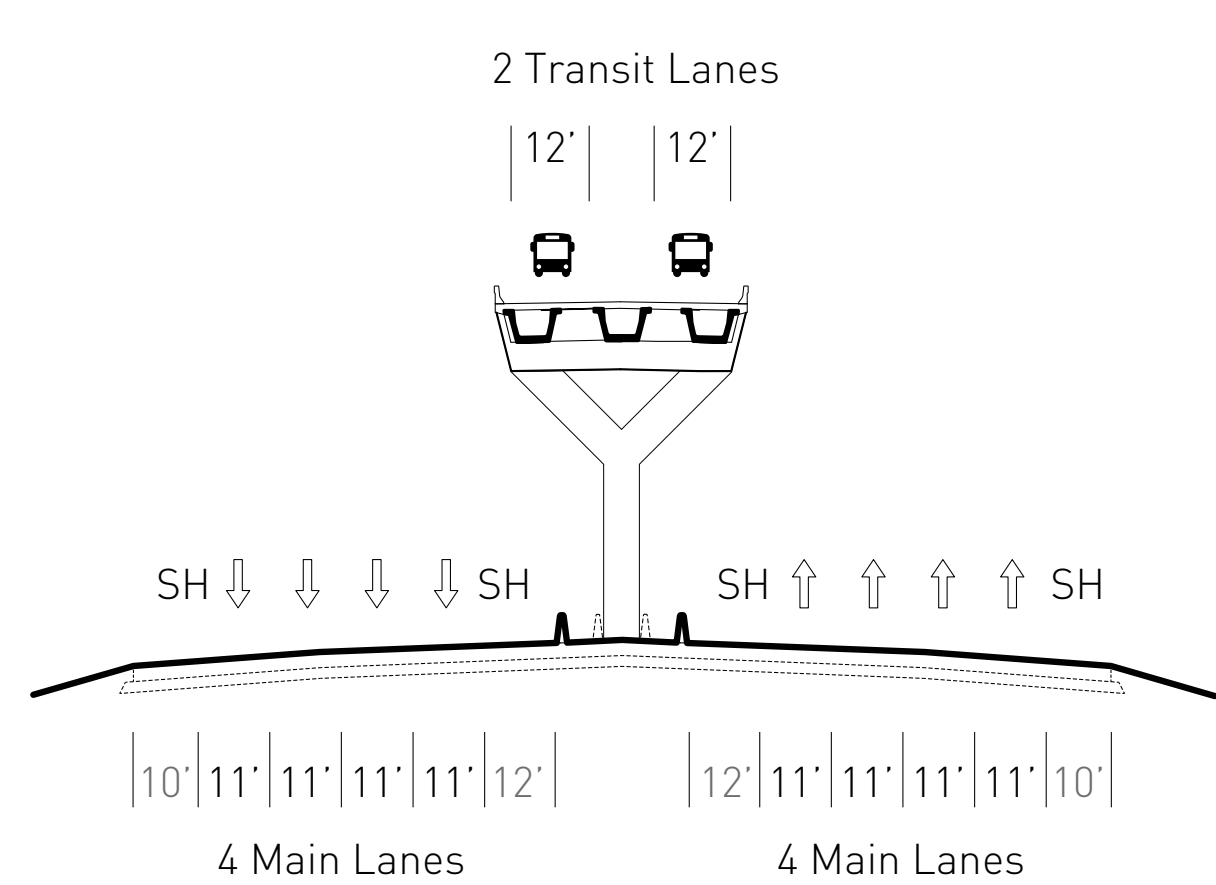
- Access to the lanes is limited to a few locations, so only carpools traveling between those places would be able to use the lanes
- Opening the lane to multiple types of vehicles can cause transit to be slower and less reliable
- BRT stations require large + expensive ramps

### Alternative 02.3 - Four Elevated Managed Lanes



## Alternative 02.4 - Two Elevated Transit Lanes

One full time transit lane in each direction, for buses only, elevated above the mainlanes. The columns for the elevated structure fit in the space of the current HOV lane.



### PROS

- Managed lanes can allow experimentation with new technologies and prioritize adoption
- The barriers ensure that managed lane traffic will not be affected by mainlane traffic jams
- All-day, 2-way transit service in managed lanes
- Less right-of-way required, freeway could fit within current footprint in some places

### CONS

- Opening the lane to multiple types of vehicles can cause transit to be slower and less reliable
- BRT stations require large + expensive ramps

### Alternative 02.4 - Two Elevated Transit Lanes

