What is the Problem?

- South Florida has among the worst traffic congestion in the nation
- Longer commute times, Low operating speeds during peak hours
- No trip reliability
- From 2000 to 2030, population increases by 45% and travel speeds decrease by 25%
- Congestion wastes 150 million hours annually costing $2.5B
- Congestion contributes to increased fuel consumption and emissions
- Traditional solutions have focused on increasing transportation “Supply”
- Current facilities built-out in highly dense urban corridors
The Solution – “Express Lanes”

- Travel Demand Management
  - Reduce, combine or eliminate trips
  - Provide reliable trip times
  - Peak smoothing / Regulating flow

- Increase Occupancy
  - Carpools, Vanpools
  - Convenient and Reliable Transit
  - Incident Management
  - Rapid Detection and Clearance

- Effective Enforcement

I-75 / SR 826 Managed Lanes Case Study
Express Lanes

- What are They?
  - Physically separated with controlled points of access
  - Fixed, Variable or Traffic Responsive Tolls to Manage Demand
  - Relieves Congestion
  - Optimizes Use of Capacity
  - Improves Operating Speeds
  - Provides Incentive for Modal Shift
  - Offers a Reliable Alternative
South Florida Managed Lanes Network

I-75 / SR 826 Managed Lanes Case Study
## I-95 Express
### HOV-HOT Conversion with Capacity

#### Existing

#### Proposed

<table>
<thead>
<tr>
<th>Average Speed (MPH)</th>
<th>2008 HOV Study</th>
<th>FY 2010</th>
<th>FY 2011</th>
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<td>NB</td>
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I-75 / SR 826 Managed Lanes Case Study
South Florida Managed Lanes Network
Managed Lanes Only Scope
(Key Project Components)

- Managed Lanes direct connections to SR 826, HEFT and I-595
- Intermediate ML Ingress/Egress locations
  - NW 25th St.
  - Miramar Pkwy.
  - NW 74th St.
  - Sheridan St.
  - NW 154th St.
  - Griffin Rd.
  - Miami Gardens Dr.
  - Royal Palm Blvd.
- Accommodation of BRT
  - Access to the MetroRail Station at 74th St.
- Integrated ITS/Tolling systems
- Noise barrier walls
- Emergency Response provisions
**I-75 Typical Section**

- I-75 Managed Lanes in median from SR 826 to I-595 (18 mi.)
  - Barrier separated typical section
  - 1 to 2 lanes in each direction
SR 826 Typical Section

Existing Typical

Proposed Typical

I-75 / SR 826 Managed Lanes Case Study
How Will It Work?

- Express Lanes Separated from Regular Lanes w/ Flexible Delineators or Barrier Separated
- Ingress/Egress Designed to Reduce Conflicts and Improve Flow
- Toll Rate
  - Traffic Responsive Pricing
  - Based on Level of Congestion
  - Optimize Operating Speeds
- No Trucks (2 or more axles)
Complementary Strategies

- 511 Service Providing Highway and Transit
- Information Before You Go Websites
- Increased Law Enforcement Presence
- Incident Management - Road Ranger Service
- Patrols to Rapidly Clear Accidents and Open Lanes to Traffic
- Electronic Message Signs to Inform you of Conditions Ahead
- Ramp Metering

I-75 / SR 826 Managed Lanes Case Study
Environmental Benefits

- Reduced Congestion resulting in reduced fuel consumption and emissions
  - Congestion Pricing / Variable Rate Tolls
  - Carpooling
  - Bus Rapid Transit
- Encourage use of Hybrid Vehicles, including Hybrid Buses
- Minimal Roadway Construction, within Existing R/W, with little or no Environmental Impacts.
A Multimodal Approach to Congestion Relief

- Better Alternative to Traditional Widening
- New and Better Travel Choices
- Improved Operations Through Travel Demand Management
- Provides Reliability and Travel Time Savings
Segment Tolling Approach Recommended

I-75 / SR 826 Managed Lanes Case Study