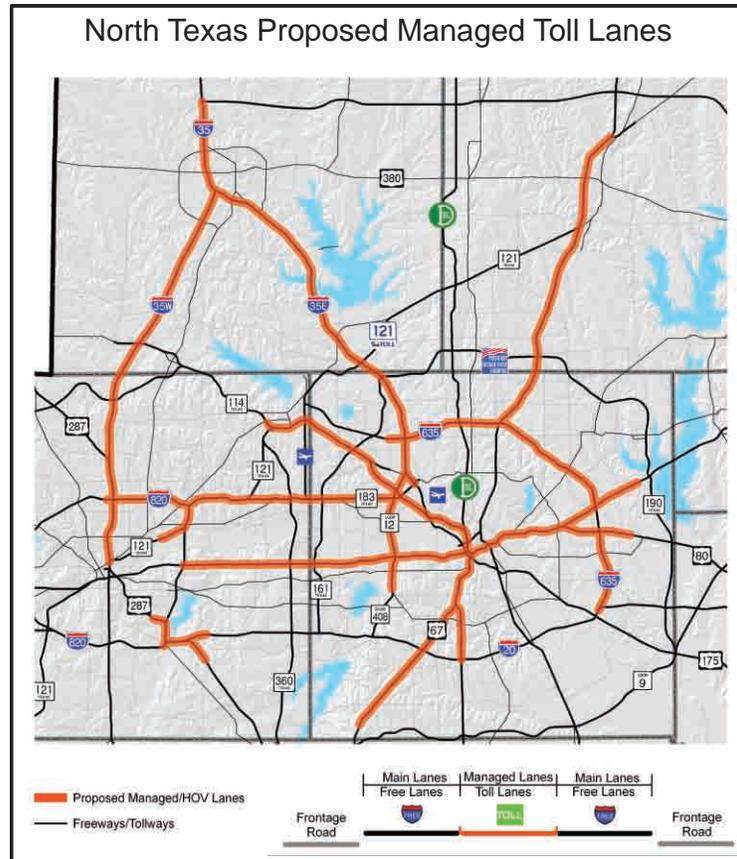


Managed Lanes

Improved mobility through choice



Managed lanes are important to North Texas. These express facilities within freeway corridors keep traffic moving at a faster, more reliable speed by adjusting toll rates up or down on the managed lanes as the number of vehicles increase or decrease. Managed lanes encourage people to make choices about when and where they travel. These lanes also encourage higher automobile occupancy through lower toll rates. Managed lanes mean more people in fewer vehicles, especially during peak periods.

In North Texas, managed lanes are part of a balanced regional transportation plan that includes \$71 billion in freeways, priced facilities, public transit and bicycle/pedestrian projects.

The cost of congestion is expected to increase significantly as the region's population continues to grow. To help meet the needs of the traveling public in North Texas, continual efforts are being made to alleviate congestion, improve air quality, create mobility options, and provide a more reliable transportation system.

How do managed lanes operate?

On these sections of the roadway, users pay to use the managed lanes.*



*Illustration depicts example managed lane design only.

Rates will vary based on time of day and amount of traffic congestion. When demand is lower, during off-peak hours, a lower rate will be charged in the managed lanes. When demand is higher, during peak hours, a higher rate will be charged in managed lanes. The freeway lanes never have toll charges.

	Low Congestion (Lower Price)	High Congestion (Higher Price)
Weekdays before 6:30 a.m.	✓	
Weekdays 6:30 a.m.- 9 a.m.		✓
Weekdays 9 a.m.- 3 p.m.	✓	
Weekdays 3 p.m.- 6:30 p.m.		✓
Weekdays after 6:30 p.m.	✓	
Weekends	✓	

*Special events may result in a higher managed lane price.

Rates are adjusted as the number of vehicles increase or decrease in order to ensure an average speed of 50 mph on the managed lanes.

Carpoolers receive a 50 percent discount during peak periods. Managed lanes are free to transit vehicles.

Drivers have options other than managed lanes:

- ✓ Improved free lanes
- ✓ Frontage roads
- ✓ Adjusted travel schedule

Existing free lanes will not be reduced or converted to toll lanes.



Source: Getty Images

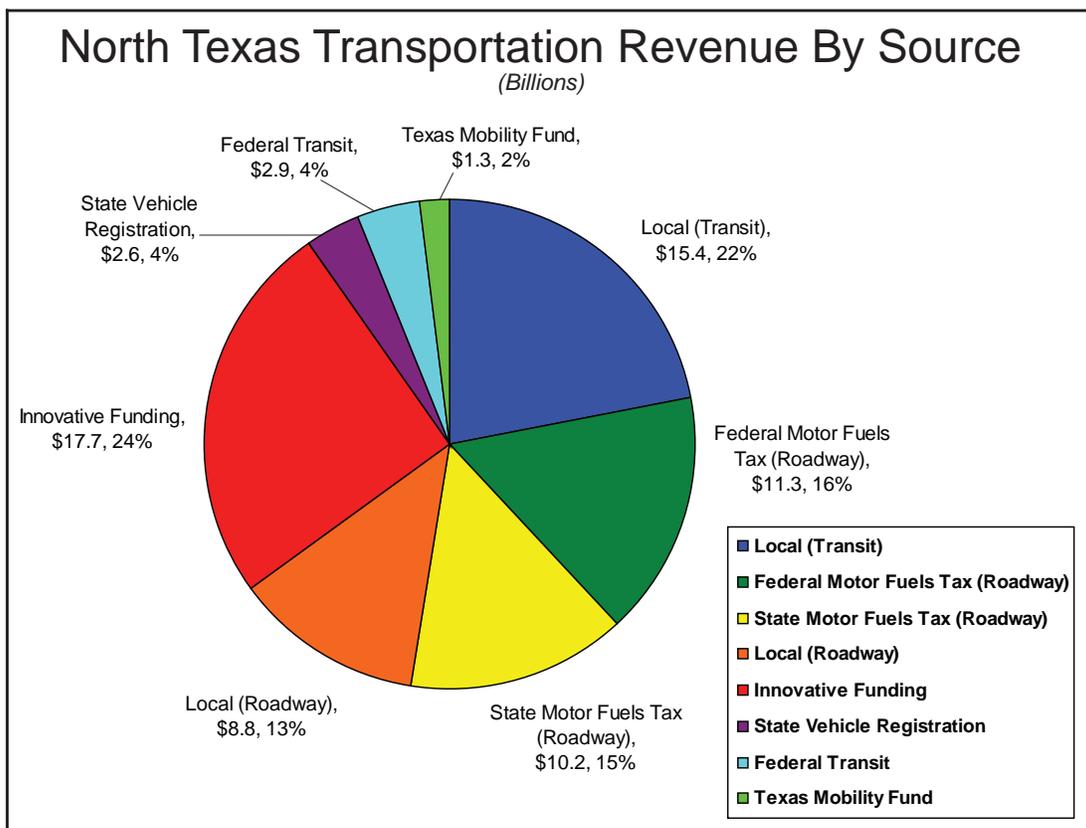
Why do North Texans need managed lanes?

To address continued growth of population and congestion, we need to find innovative ways to manage our transportation system. The population in North Central Texas is currently 6.2 million and projected to be 8.5 million by 2030.



Source: Getty Images

The region is facing a \$59 billion shortfall in needed transportation funding. The traditional way of paying for transportation projects is with state and federal gasoline tax. However, the state tax has not been increased since 1991. Revenue from managed lanes will be used to construct, operate, and maintain the roadway system.



Managed lanes mean improved mobility sooner. Inflation has increased the cost of construction by 55 percent in the past five years. Almost a quarter of transportation funding in the region comes from innovative sources such as tolls, private investments, etc. A variety of funding tools and transportation modes will be required to meet the needs of the growing region.

Managed Lanes Serve Many Purposes

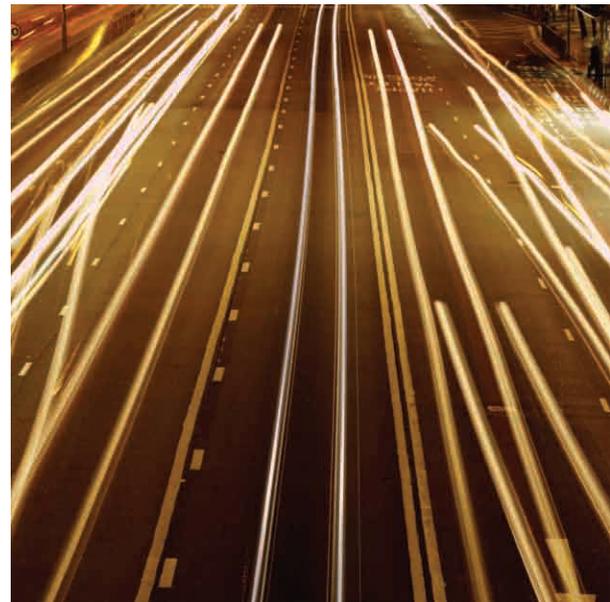
- ✓ Relieve congestion during peak travel periods
- ✓ Reduced air pollution because cars that keep moving pollute less than cars stuck in traffic congestion
- ✓ Fewer traffic jams because of steady traffic flow
- ✓ Improved safety
- ✓ Predictable trip times to make your commute more certain
- ✓ Manage heavy traffic flow during special events
- ✓ Improve response for emergency vehicles
- ✓ Assist Homeland Security during emergency situations



Source: Getty Images



Source: Getty Images



Source: Getty Images



North Central Texas
Council of Governments

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation. This document was prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.