



Isn't "managed lanes" just another way of saying toll lanes?

No. While some managed lanes include a pricing component, lane management encompasses a wide variety of strategies, including but not limited to:

- High-occupancy vehicle (HOV) lanes
- Express lanes (through-traffic lanes with fewer exits)
- Restricted lanes (e.g., no trucks, buses only, etc.)
- Reversible lanes

Alone or combined, all of these lane types are under the umbrella of a comprehensive managed lane strategy.

Why do we need managed lanes?

Managed lanes are vital for reducing congestion and offering drivers more reliable timeframes for getting to their destinations. By actively managing the flow of traffic in a lane, transportation agencies are able to adjust lane strategies as needed to maximize roadway efficiency, improving traffic flow on both the managed and general purpose lanes.

Why do some managed lanes use pricing?

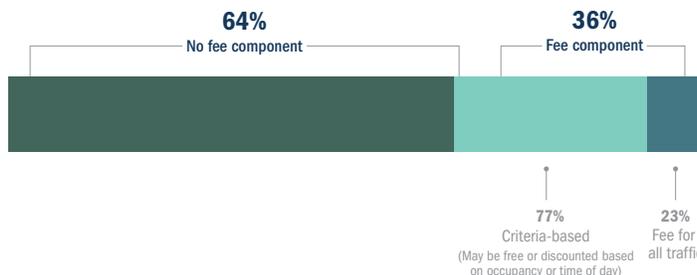
Lanes with a pricing component manage congestion by encouraging drivers to alter their route or time their trip to take advantage of free or reduced pricing during periods of less demand. This decreases volume during peak hours and increases travel speed on the entire roadway, including the general purpose lanes.

Why not just build more general purpose lanes on existing roadways?

Unfortunately, we cannot build our way out of our congestion problems. Studies show that, even where space is not limited, adding capacity very quickly leads to increased volume. In other words if you increase capacity on a roadway by 10 percent, the number of cars on that roadway will increase by the same 10 percent.

Strategic management of lanes on existing and proposed roadways is critical to achieving improved travel times for everyone.

What percentage of TxDOT's managed lanes use pricing?



MANAGED LANES OFFER

- Travel options and choices
- Greater travel time reliability
- More efficient use of system capacity
- Flexible use in emergency situations
- Improved traffic flow on both managed and general use lanes

OTHER BENEFITS

Left lane truck restrictions can:

- Improve safety by reducing freeway crashes
- Improve traffic flow by reducing the number of lane changes and passing movements of passenger vehicles

HOV/HOT* lanes can:

- Improve travel time reliability
- Increase speed and efficiency on main traffic lanes
- Increase safety by removing large trucks and transit vehicles from the main traffic flow
- Incentivize ridesharing and transit use

*High-occupancy toll

Active demand management can:

- Reduce congestion by spreading traffic out to less busy roads and off-peak travel times
- Encourage drivers to consider traveling at off-peak times

Source: Texas A&M Transportation Institute, Transportation Policy Research Center, <https://policy.tti.tamu.edu/congestion/how-to-fix-congestion/>