

Planning Session Summary

Managed Lane Workshop May 22-23

presented to
MTF Committee Name

presented by
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Policy Guidance – Identifying Projects



- Density, Distance (of congestion) and Duration (of delay) – initial screening tools
- Make use of Regional Plans to identify potential capacity improvements.
- Covering O&M costs represents a minimum threshold for financial feasibility.
- Investigate available sketch level applications from other sources



Policy Guidance – Defining MOEs



- Define Benefits and Costs clearly from the start
- Minimum project length considers min toll (\$0.50)
- Risk Analysis is important
- Make use of user benefits for both toll users and GP users



Model Sensitivities



Standard State of the Practice features should be used to assess toll demand

- Feedback
- Destination Choice with logsum impedance
- Time of Day
- Market Stratification – Income, auto ownership, household size, workers
- Purpose Stratification – carried through to Assignment?
- Multi-class Assignment – tight convergence criteria (1×10^{-4})



Model Sensitivities



In addition the following are desirable sensitivities

- Reliability
- Time of day choice
- Distributed Value of Time
- Smaller time slices for assignment
- Ability to balance toll and demand



Model Design and Application



- Continuity of model design – building on the previous step vs. discrete, distinct model applications
- Focus on methodology, not software framework
- Subarea vs. Focused models for corridor analyses
- Toll Choice estimation in mode choice and assignment steps
- Transit is important
- Plan you data collection strategy early



Screening and Evaluation Metrics



- Reliability measures important – can be measured even with static assignments
- Travel Time savings primary and most early benefits result from this. Reliability benefits increase over time.
- Revenue, User benefits, toll rates and traffic demand should all be expected results from screening analyses
- Consumer surplus, time savings are critical measures for evaluation



Summary of Planning Session



- State of the practice models necessary but not sufficient
- Use of sketch plan models may be useful in the initial stages of express lane eligibility
- Continuity in assumptions is important throughout the project development process
- Reliability and time of day sensitivities should be added to time savings and cost in later stage evaluations



Next Steps



- Workshop Report preparation – draft by end of July
- FDOT policy on managed lanes forecasting
- Input from MTF welcome!

