## **Charlotte Region Fast Lanes Study**









Regional Technical Team Meeting #4

June 26, 2008

## **Fast Lanes Presentations**





Date	Group
February 13 <sup>th</sup>	Lake Norman RPO TCC
February 26 <sup>th</sup>	Lake Norman RPO TAC
March 3 <sup>rd</sup>	Charlotte City Council
March 6 <sup>th</sup>	Mecklenburg-Union MPO TCC
March 12 <sup>th</sup>	Gaston Urban Area MPO TCC
March 19 <sup>th</sup>	Mecklenburg-Union MPO
March 24 <sup>th</sup>	Charlotte City Council Transp. Comm.
March 25 <sup>th</sup>	Gaston Urban Area MPO TAC
March 26 <sup>th</sup>	Cabarrus-Rowan MPO TCC & TAC
April 24 <sup>th</sup>	NCDOT Staff
May 5 <sup>th</sup>	Charlotte City Council
May 21 <sup>st</sup>	NCSITE
May 27 <sup>th</sup>	Gaston Co. Assoc. of Municipal Planners
May 29 <sup>th</sup>	NCDOT Staff (PDEA & PTD) and FHWA
May 30 <sup>th</sup>	Regional Roads Committee

## **Overall Screening Results**



- About 167 miles (49%) advance to Phase 2 of the study
- HOV and HOT options are feasible on these corridors.
- Some conditional cases carried forward:
  - I-85 assuming major design exceptions
  - I-77 South assuming corridor is rebuilt
  - NC-16 assuming a reversible lane north of I-85

#### **Overall Screening Results** 703 Rowan Iredell atawba 321 6 K ==== 52 601 Lincoln 85 Cabarrus 16 incolnto 321 601 24/27 ecklenburg EK ALLOP TALLAND 485 York 321 adeland Does Not Proceed to Phase 2 Garden Parkway Proceeds to Phase 2 6013 **IIIII** Proceeds to Phase 2 based on input from RTT Workshop Monroe Connector/ Bypass



### I-85 : **6-Lane**, Barrier Separated Shoulder Section (Between MP 10 west of Gastonia and Belmont-Mt. Holly Rd)



## I-85 : 8-Lane, Barrier Separated Shoulder Section

(Between Freedom Dr and W. Sugar Creek Rd)

















#### 10' common median, 11' lanes and 3.25 outside shoulders





### Existing CATS Recommendation



### Both buffers at 3'







### **US-74: East of Sharon Amity**

(Between Sharon Amity and Conference Drive)



# Fast Lanes – Operational Scenarios

	Options	Recommendation		
Category		Single Lane Multiple Lane Treatments		e Lane ments
		(HOT only)	НОТ	ETL
Free users	Bus free, -2+ HOVs free (small trucks OK)	recommend		
	Bus free, registered HOV-2+ free (much easier enforcement option)		recommend	
	Hybrids/hydrogen/electric (will represent a relatively high percentage of vehicles in the mix for future corridors except I-77 if converted by 2010)			
	Motorcycles	recommend	recommend	
	No free users			recommend
Ineligible Users	RVs, vehicles with trailers	recommend	recommend	
	Large trucks (3 or more axles)	recommend	recommend	
Pricing Strategies	Fixed (same price each trip or segment regardless of time of day)			
	Schedule (Priced changes according to a preset schedule)			
	Dynamic (based real-time traffic conditions)	recommend	recommend	recommend
Duration of Pricing	All day, weekdays only			
	All day, weekdays and weekends (essentially 24/7)	recommend	recommend	recommend
	Peak periods only, weekdays			
Pricing Thresholds	All segments in a corridor	recommend	recommend	recommend
	Only those segments dropping below a defined speed or density			
Pricing Goals	Maximize throughput			
	Minimize overall corridor delay	recommend	recommend	
	Optimize revenue	recommend	recommend	recommend
	Other: define	↓		

### Fast Lanes - Phase 2 Schedule

