Charlotte Region Fast Lanes Study Workshop #2











Meeting Agenda

- Welcome & Introduction
- Managed Lanes Overview
- Corridor Screening Results
- Next Steps
- Analysis of VA Truck Toll Lanes
- Public Information/Outreach
- Wrap Up & Next Steps







Types of HOV/ Managed Lanes

Example from I-77 Charlotte, NC

> Access Prohibited 6-inch (painted) buffer

Continuous Access 10-inch (painted) buffer





Types of HOV/ Managed Lanes

Buffer Separated I-405 HOV, Orange Co.





Barrier Separated US 59, Houston, TX.





What are HOT/ Managed Lanes?

- Managed priced lanes giving preference to HOVs.
- Highest HOVs are typically free.
- Offers unimpeded travel and reliability benefits during peak periods



SR 91, Orange County





Managed Lane Benefits



System Benefits

- Greater throughput
- Opens up mainline capacity
- Encourages transit & carpool use
- Preserves options in corridor
- Decreased fuel consumption
- Improved air quality
- Revenue generation

<u>User Benefits</u>

- Reliable travel time
- Reduced delay
- More Choices









Meeting Agenda

Managed Lanes Overview

Corridor Screening Results

- Regional Model Application
- Screening Criteria & Application
- Screening Results
- Looking Ahead to Phase 2
- Next Steps
- Analysis of VA Truck Toll Lanes
- Public Information/Outreach
- Wrap Up & Next Steps







Screening Methodology

- Segmentation
 - Logical interchanges
 - Natural/political boundaries
 - Similar cross-section
 - Commute links
- Criteria for Ranking







Screening Criteria

1. Presence of Congestion

- Travel Speeds
- Volume-Capacity Ratio

2. HOV Demand

- Persons & Vehicles
- Travel Patterns

3. HOT/TOT Demand

- Vehicle
- Travel Patterns
- Revenue Potential

4. Physical Attributes



1. Presence of Congestion - Ranking Criteria

		Average Tra	avel Speeds	Volume-Capacity-Ratio (VCR)					
Ranking		Freeway Arterial		Freeway	Arterial				
1	1	>55	>45	<0.70	<0.70				
2	2	55 45		0.80	0.80				
3	3	50 40		1.00	1.00				
4	4	40	40 30		1.50				
5	5	<25	<15	>1.50	>1.50				







1. Presence of Congestion - Ranking

					Year	2013		Year 2030			
				Average	e Speed	V	CR	Averag	e Speed	V	CR
Segn	ent Desription	From	то	AM	PM	AM	PM	AM	PM	AM	PM
	l-277 (Brookshire)	I-77	US-74			۲					
	l-277 (John Belk)	US-74	1-77		۰	•	۰		•		
	I-485 south	I-77	US-521		۰	4	4	0	0	•	
	I-485 south	US-521	US-74	0	•	•	•	0	0		4
	I-485 east	US-74	NC-24/27	0	0	۲	•	0	0		۰
	I-485 east	NC-24/27	I-85	0	0	0	0	0	•	0	•
	I-485 northwest	NC-16	1-77	0	0	0	0	0	•		4
	I-485 northwest	I-85	NC-16	0	0	0	O	•	0	•	4
	I-485 west	I-85	Garden Parkway	0	0	0	•	0	0	•	4
	I-485 west	Garden Parkway	1-77	0	0	۲	•	0	0		4
	I-77 south, York Co	Exit 73, SC	Exit 90 (US-21)	0	0	•	•		0		4
	I-77 south	Exit 90 (US-21)	Exit 4 (Nations Ford)	-	4	4	4	•	0	•	4
	I-77 south	Exit 4 (Nations Ford)	I-177(Brookshire)	-	4	4	•	•	0		•
	I-77 existing HOV	I-177(Brookshire)	I-485 north		•	4	4	•	•		4
	I-77 north, Meck Co	I-485 north	Meck/ Iredell CL	•	•	4	•	•	•		4
	I-77 north, Iredell Co	Meck/ Iredell CL	US-21/I-77	•	•	4	•	0	0		•
	I-85 south, west Gastonia	Cleveland/ Gaston CL	Exit 17 (US-321)		۰	4	•	•	•		•
	I-85 south, east Gastonia	Exit 17 (US-321)	Exit 27 (NC-273)	-	4	4	•	•	0		4
	I-85 south, outside I-485	Exit 27 (NC-273)	I-485 west	•	4	4	•	•	0		•
	I-85 south	I-485 west	1-77	0	O	•	•	•	0		•
	I-85 north	I-77	I-485 east	0	0	•	•	0	0		•
	I-85 north, outside I-485	I-485 east	Exit 49 (Speedway Blvd)		4	4	•	0	0		•
	I-85 north, Cabarrus Co	Exit 49 (Speedway Blvd)	Cabarrus/ Rowan CL	•	4	4	4	•	0		•
	I-85 north, Rowan Co	Cabarrus/ Rowan CL	Exit 81, Long Ferry Rd	0	0	۲	۰	0	0		•
	US-321 north	US-321 Bypass/ US-321	US-321 Business	0	0	0	0	0	0	0	0
	US-74	1-277	Albemarle Rd		•	۲	•				
	US-74	Albemarle Rd	I-485 southeast	•	4	4	•	•	•		•
	NC-16	Lincoln/Catawba CL	Killian Rd	0	0	0	0		0	•	•
	NC-16, outside I-485	Killian Rd	I-485 northwest	•		4	•	•	0	•	•
	NC-16, inside I-485	I-485 northwest	I-277 (Brookshire)		•	4	•	•	•		•
	NC-24/27	US-74	I-485 east	-	4	4	•	•	•	•	•
	NC-24/27	I-485 east	Cabarrus/ Stanly CL		O	4	•	•	0		•
	NC-24/27, Stanly Co	Cabarrus/ Stanly CL	US-52, Albemarle	0	0	0	0	0	0	0	0
	US-321 south	US-321 Bypass/ US-321	I-85	0	0	0	0	0	0	0	0
	US-521, Lancaster Co	SC-5, SC	SC/NC state line	0	0	0	0	•	0		
	US-521, Meck Co	SC/NC state line	I-485 south	4	•	4	•	•	0	•	4
	US-321 Bypass	U8-321	I-85 south	Th				0	0	0	0
	Gpkwy - south Gastonia	I-85 south	I-485 southwest	I nese an	e committe stad to bo	in place h	ements,	0	0	0	O
	I-485 northeast	I-77	I-85	- only expe	στεία το βε	in place b	iy 2030	0	0	•	•
	Legend: 🛛 🗢= Fail, 👁=	Below average, O = Avera	ge, �=Above average, ●	= Best				Highlight in being cons	idicates that sidered for P	the segme hase 2 at t	nt is not this point.



- Most corridors will be congested by 2030
- Portions planned for widening will generally be congested
- Only new corridors built in the future and exurban portions won't be
- Much of I-485 will not be congested, but this corridor will see greatest growth and change beyond 2030

2. HOV Demand - Ranking Criteria														
		Person (per hour)	Vehicles	(per hour)									
		Freeway	Arterial	Freeway	Arterial									
1	1	970	480	394	197									
2	2	1230	620	525	263									
3	3	1580	790	700	350									
4	4	3580	1940	1650	900									
5	5	>3580	>1940	>1650 >900										
	1 2 3 4 5	1 1 2 2 3 3 4 4 5 5	2. HOV Person (1 Freeway 1 970 2 1230 3 3 4 3580 5 >3580	2. HOV DemandPerson (per hour)FreewayArterial197048021230620331580790443580194055>3580>1940	2. HOV Demand - RankinPerson (per hour)Vehicles of Freeway11970ArterialFreeway119704803942123062052533315807907004435801940165055>3580>1940>1650									







2. HOV Demand - Ranking

		Pers	onsper Ho	our per La	ane	PCE Ve	er Hour pe			
			НО	V 2+	HO	V 3+	HO	/2+	НО	V 3+
nent Desription	From	то	AM	PM	AM	PM	AM	PM	AM	
I-277 (Brookshire)	I-77	US-74	•	•			•	-	•	
I-277 (John Belk)	US-74	I-77	•	•		•	•		O	
I-485 south I-77		US-521		•	O	O	•	-	0	
I-485 south	US-521	US-74	0	4	0	0	0	4	0	
I-485 east	US-74	NC-24/27	0	0	0	0	0	0	0	
I-485 east	NC-24/27	I-85	۲	4	0	0	۰	4	0	
I-485 northwest	NC-16	1-77	0	۲	0	0	0	۲	0	
I-485 northwest	I-85	NC-16	0		0	0	0		0	
I-485 west	I-85	Garden Parkway	0		0	0	0		0	
I-485 west	Garden Parkway	1-77	0	•	0	O	0	9	0	
I-77 south, York Co	Exit 73, SC	Exit 90 (US-21)	•	•	•		•	4	0	
I-77 south	Exit 90 (US-21)	Exit 4 (Nations Ford)	•	•			•	4		
I-77 south	Exit 4 (Nations Ford)	I-177(Brookshire)		•	•		•	4	O	-
I-77 existing HOV	I-177(Brookshire)	I-485 north		•	•	4	•	4	Ō	-
I-77 north, Meck Co	I-485 north	Meck/ Iredell CL		•	0	•	•	4	Ö	-
I-77 north, Iredell Co	Meck/ Iredell CL	US-21/I-77		•	0	0			Õ	-
I-85 south, west Gastonia	Cleveland/ Gaston CL	Exit 17 (US-321)	•	4	Ö	C		4	Õ	
I-85 south, east Gastonia	Exit 17 (US-321)	Exit 27 (NC-273)	- i		Ŏ	Ŏ	ā	ā	ĕ	+
I-85 south, outside I-485	Exit 27 (NC-273)	I-485 west			4	4	ā	4	ĕ	-
I-85 south	I-485 west	1-77			ē	Ö	ā	4	ŏ	-
I-85 north	I-77	I-485 east			ă	ă	ā	ā	ŏ	+-
I-85 north, outside I-485	I-485 east	Exit 49 (Speedway Blvd)			ă	ă	ā	ā	ĕ	+
I-85 north Cabarrus Co	Exit 49 (Speedway Blvd)	Cabarrus/ Rowan Cl			ă	ă	ā	4	ŏ	+
I-85 north Rowan Co	Cabarrus/ Rowan Cl	Exit 81 Long Ferry Rd	-		ŏ	ă	ā	4	ŏ	-
LIS-321 north	LIS-321 Bynass(LIS-321	LIS-321 Business	0	Õ	ŏ	ŏ	ŏ	Õ	ŏ	
118-74	-277	Albemarle Rd							ŏ	
118-74	Albemarle Rd	L485 southeast				-	-	-	ă	+
NC-16		killian Rd	C .		- Ö	Ö	0		ŏ	
NC-16 outside L485	Killian Rd	L485 northwest				<u> </u>			ŏ	-
	L485 northwest	L277 (Brookshire)								-
NC-24/27	19-74	L485 opet								-
NC-24/27	L485 east	Cohorrue (Stonly Cl						-	ŏ	-
NC 24/27 Stoply Co	Cohorrue (Stoply Cl		0	Ö	Ö	Ö	Ö	0	Ö	
LIR 221 couth		Los	8	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		8	8	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	8	+-
	03-321 B)pass/08-321	Pou RC/NC state line	0	0					0	-
US-521, Laricaster Co		L 495 couth				9				-
US-521, Meck CO		1-465 SOUTH						-		
Column couth Costonia	U8-321	I-85 SOUTI	0	0	0	0	0	0	0	
Gpkwy - south Gastonia	1-85 SOUTN	I-485 SOUTNWEST	0	0	0	0	0	0	0	
I-485 northeast	I-77	1-85	0	G	0	0	0	G	0	
Legend: O= Fail O= Belo	A= Average	hava avaraga 🔵 - Baat					Highlight in	dicates that	t the segme	ent i



- Good radial demand, poor circumferential demand (typical of other areas)
- Demand not met where congestion is not present
- Demand is most favorable on US 74, I-85 and I-77
- Travel patterns similarly favorable on these same corridors

	Fas _{pa}	GET THERE!	3. H	OT/TOT Demand	d – Rankir	ng Criteria
					1	
				Trucks (per hour)	Vehicles (per hour)
NUMBER OF TAXABLE PARTY.				Per Hour per Direction	Freeway	Arterial
		1	1	fail	619	281
		2	2	fail	825	375
		3	3	800	1,100	500
		4	4	800 - 1,000	1,650	900
		5	5	> 1,000	>1,650	>900







3. HOT/TOT Demand – Ranking

				PCE vphpl		Payin	g Toll	
Segment	Desription	From	то	AM	PM	AM	PM	
	I-277 (Brookshire)	1-77	US-74	4	4	329	298	
	I-277 (John Belk)	US-74	1-77	•	4	152	453	
	I-485 south	I-77	US-521	•	4	91	245	
	I-485 south	US-521	US-74	0		2	13	
	I-485 east	US-74	NC-24/27	0	0	1	1	
	I-485 east	NC-24/27	I-85	0		3	5	
	I-485 northwest	NC-16	1-77	0	0	0	70	
	I-485 northwest	I-85	NC-16	0	۲	2	75	
	I-485 west	I-85	Garden Parkway	0	0	3	4	
	I-485 west	Garden Parkway	1-77	0	O	7	34	
	I-77 south, York Co	Exit 73, SC	Exit 90 (US-21)		4	7	1	
	I-77 south	Exit 90 (US-21)	Exit 4 (Nations Ford)		4	141	36	
	I-77 south	Exit 4 (Nations Ford)	I-177(Brookshire)	4	4	87	152	
	I-77 existing HOV	I-177(Brookshire)	I-485 north	4	4	130	129	
	I-77 north, Meck Co	I-485 north	Meck/ Iredell CL	4	4	148	331	
	I-77 north, Iredell Co	Meck/ Iredell CL	US-21/I-77	•		29	130	
	I-85 south, west Gastonia	Cleveland/ Gaston CL	Exit 17 (US-321)			742	264	
	I-85 south, east Gastonia	Exit 17 (US-321)	Exit 27 (NC-273)		4	576	286	
	I-85 south, outside I-485	Exit 27 (NC-273)	I-485 west			526	257	
	I-85 south	I-485 west	I-77			262	103	
	I-85 north	I-77	I-485 east		4	17	62	
	I-85 north, outside I-485	I-485 east	Exit 49 (Speedway Blvd)		4	58	83	
	I-85 north, Cabarrus Co	Exit 49 (Speedway Blvd)	Cabarrus/ Rowan CL		4	4	38	
	I-85 north, Rowan Co	Cabarrus/ Rowan CL	Exit 81, Long Ferry Rd	0	۲	0	13	
	US-321 north	US-321 Bypass/ US-321	US-321 Business	0	0	0	2	
	US-74	I-277	Albemarle Rd	4	4	402	202	
	US-74	Albemarle Rd	I-485 southeast	-	4	183	283	
	NC-16	Lincoln/Catawba CL	Killian Rd	0	O	15	19	
	NC-16, outside I-485	Killian Rd	I-485 northwest	4	4	68	92	
	NC-16, inside I-485	I-485 northwest	I-277 (Brookshire)			164	252	
	NC-24/27	US-74	I-485 east	4		252	293	
	NC-24/27	I-485 east	Cabarrus/ Stanly CL	4	4	97	84	
	NC-24/27, Stanly Co	Cabarrus/ Stanly CL	US-52, Albemarle	0	0	3	1	
	US-321 south	US-321 Bypass/ US-321	I-85	0	0	5	2	
	US-521, Lancaster Co	SC-5, SC	SC/NC state line			52	30	
	US-521, Meck Co	SC/NC state line	I-485 south	-		118	231	
	US-321 Bypass	US-321	I-85 south	0	0	0	0	
	Gpkwy - south Gastonia	I-85 south	I-485 southwest	0	0	287	49	
	I-485 northeast	I-77	I-85	0	0	27	4	
	Legend: 🛛 🗢 = Fail, 😷 = B	elow average, 💶 Average, 🛥		Highlight indicate considered for P	s that the segme hase 2 at this po	ent is not being pint.		



- Same general findings as HOV demand—congestion generates demand in both categories where congestion is forecast to exist
- TOT demand not high enough to justify two directional lanes (more study needed)

1		THERE!	4. Physical Attribute – Ranking Criteria
	Ran	king	Description
	1	1	No space is available. Consider borrowing a lane if VCR on remaining lanes is less than 0.90.
	2	2	Space is available if available outside ROW is paved, inside shoulder is converted to a travel lane and/ or remaining lane widths are narrowed.
	3	3	Space is available in median for minimum section (12 ft. each direction).
	4	4	Space is available for full section if either buffer or barrier separation is applied (24 ft. each direction).
	5	5	Space is available for up to two (2) directional managed lanes plus dual shoulders (28-40 ft. each direction, including existing inside shoulders).





- Easiest corridors are wider and newer corridors: I-77N, I-485, new bypasses
- I-85 recent widening sections poses a challenge—narrow lanes and take inside shoulder?
- ♦ I-77S (downtown to I-485) requires full rebuilding
- Inner loop not feasible (Belk, Brookshire, I-77)
- Most congested arterials not feasible
- Limited opportunity to borrow off-peak direction lanes on I-85, NC 16 and I-77S of I-485



Overall Screening Results

							HOV Demand										
				Cong	estion	Per	Person Vehicle		HO	T Dema	and	Truck I	Demand	Space	Connectivity		
Segm	ent Desription	From	TO	AM	РМ	AM	PM	AM	PM	AM	РМ	Toll	AM	PM	Available	Needs	Revenue
	I-277 (Brookshire)	I-77	US-74		•		•				4	•	0	0	0		•
	l-277 (John Belk)	US-74	I-77		O	•	•	0	0	•	4	•	0	0	0		0
	I-485 south	I-77	US-521	0	0	•	•	Ō	O	0	4	9	Ō	Ō	4	•	Ō
	I-485 south	US-521	US-74	O	0	Ō	9	Ō	Ō	Ō	0	O	Ō	Ō	•	0	Ō
	I-485 east	US-74	NC-24/27	0	0	Ō	0	Ō	Ō	Ō	Ō	Ō	Ō	Ō	9	0	Ō
	I-485 east	NC-24/27	I-85	Ō	0	O	9	Ō	Ō	Ō	0	Ō	Ō	Ō	9	•	Ō
	I-485 northwest	NC-16	I-77	0	0	0	0	0	0	0	0	0			9		0
	I-485 northwest	I-85	NC-16	0	0	Ō	0	Ō	Ō	Ō	0	0		0	9	0	Ō
	I-485 west	I-85	Garden Parkway	0	0	0		0	0	0	0	0	0		9	0	0
	I-485 west	Garden Parkway	I-77	0	0	Ō	•	Ō	0	Ō	0	0	Ō	0	9	Ō	Ō
	I-77 south, York Co	Exit 73, SC	Exit 90 (US-21)		•	•	•	O	•	•	9	0			O	0	0
	I-77 south	Exit 90 (US-21)	Exit 4 (Nations Ford)	9	0	•	•	•		4	4	0	•	•	0	•	0
	I-77 south	Exit 4 (Nations Ford)	I-177(Brookshire)		•	•	•	0			4	•			0	•	0
	I-77 existing HOV	I-177(Brookshire)	I-485 north	9	9	•	•	0	9		4		0	0	0	•	•
	- I-77 north, Meck Co	I-485 north	Meck/ Iredell CL	9	9	•	•	0	•		4	9	•	•		•	•
	I-77 north, Iredell Co	Meck/ Iredell CL	US-21/I-77		•	•	•	0	0	0	•	•	•	•	•		•
	I-85 south, west Gastonia	Cleveland/ Gaston CL	Exit 17 (US-321)	•	•		•	0	O	9	•	•	•		4	٥	•
	I-85 south, east Gastonia	Exit 17 (US-321)	Exit 27 (NC-273)	•	•	•	•	0	0	•	4				9		•
	I-85 south, outside I-485	Exit 27 (NC-273)	I-485 west	•	•		•	•	•	•	•				4	4	•
	I-85 south	I-485 west	I-77		•	•	•	0	0	•	•	•			O	•	•
	I-85 north	I-77	I-485 east		•		•	0	0	0	4	•	•	•	0	•	•
	I-85 north, outside I-485	I-485 east	Exit 49 (Speedway Blvd)		•		•	0	0	4	4				4	4	•
	l-85 north, Cabarrus Co	Exit 49 (Speedway Blvd)	Cabarrus/ Rowan CL	4	•		•	0	0	0	4	٥			4		0
	I-85 north, Rowan Co	Cabarrus/ Rowan CL	Exit 81, Long Ferry Rd	•	•	•	•	0	O	0	O	0	•		9	0	0
	US-321 north	US-321 Bypass/ US-321	US-321 Business	0	0	0	0	0	0	0	0	0	0	0	9	0	0
	US-74	1-277	Albemarle Rd				•	•	•	4	4	•	0	0	•		•
	US-74	Albemarle Rd	I-485 southeast	4	•		•		4	4	4	4	0	0	0	٥	•
	NC-16	Lincoln/Catawba CL	Killian Rd	•	0	0		0	0	0	•	٥	0	0	0	0	0
	NC-16, outside I-485	Killian Rd	I-485 northwest	4			•		0	4	4		0	0	0		0
	NC-16, inside I-485	I-485 northwest	I-277 (Brookshire)	4	•		•			•		•	0	0	•		•
	NC-24/27	US-74	I-485 east	•									0	0	0		O
	NC-24/27	I-485 east	Cabarrus/ Stanly CL	•						•			0	0	0	٥	•
	NC-24/27, Stanly Co	Cabarrus/ Stanly CL	US-52, Albemarle	0	0	0	0	0	0	0	0	0	0	0		0	O
	US-321 south	US-321 Bypass/ US-321	I-85	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	US-521, Lancaster Co	SC-5, SC	SC/NC state line	0	0	•	9	0	0				0	0	•		O
	US-521, Meck Co	SC/NC state line	I-485 south	•				•		•		•	0	0	0	4	O
	US-321 Bypass	US-321	I-85 south	0	0	0	0	0	0	0	0	0	0	0		0	0
	Gpkwy - south Gastonia	I-85 south	I-485 southwest	0	•	0	0	0	0	0	0	•	0	0		0	0
	I-485 northeast	I-77	I-85	•		0	0	0	0	0	0	•				0	0
	Legend: 🛛 🔿 = Fail, 🔿 = E	3elow average, 🛈= Average,										Highlight indicates that the segment is not being considered for Phase 2 at this point.					







- Seek RTT concurrence and comment
- Disseminate findings to date
- Review Phase 2 study scope
- What other questions need to be addressed for feasible corridors
- Revise scope to address these questions
- Perform Phase 2 evaluation







Meeting Agenda

- Corridor Screening Results
 - Regional Model Application
 - Screening Criteria & Application
 - Screening Results
 - Looking Ahead to Phase 2

Next Steps

- Analysis of VA Truck Toll Lanes
- Public Information/Outreach
- Wrap Up & Next Steps





Next Steps – Corridors Not Passing to Phase 2

Improvement Types	US-321	US-521	NC-24/27	NC-16
Intersection Improvement	X		Х	X
Signal upgrades	X		Х	
Signal Coordination			Х	X
Interchange upgrade	X			
Grade separation	X		Х	X
Safety improvements		X		
Transit improvements			Х	X
ITS improvement			Х	
Active traffic management		X	Х	X
Bottleneck removal	X			
Access management		X	X	X



Meeting Agenda

Next Steps

Analysis of VA Truck Toll Lanes

- Public Information/Outreach
- Wrap Up & Next Steps





Purpose of Stakeholder Interviews

- Learn perceptions on mobility conditions along corridors
- Obtain feedback on *Fast Lanes* concepts
- Identify potential environmental justice issues
- Identify possible opponents to Fast
 Lanes



Interview Participants

Stakeholders	Representing
Mel Watt	US Congress
Becky Carney	N.C. Legislature
Lee Myers	Matthews Mayor
Buddy Motz	York County Council Chairman
Bill Thunberg	Mooresville Mayor
John Lassiter	Charlotte City Council
Brian Sisson	Huntersville Town Commission
Bob Spencer	N.C. Turnpike Authority
Ronnie Bryant	Regional Partnership
Sgt. David Witherspoon	State Highway Patrol
Stacy Davis	Wachovia Bank
John Cox	Cabarrus Chamber of Commerce
Natalie English	Charlotte Chamber
Lisa Renstrom	Sierra Club
Alan Smith	Harris Teeter















Schedule

		2007								2008							
Task #	Description	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Мау	Jun	Jul	Aug	
0	Project Management																
Dhaaa																	
Phase	l Deservel				L												
1.1	Research			Y	(
12	Data Compilation																
1.2	Evaluation Criteria			$\overline{}$													
1.4	Travel Demand Forecasts				Y												
1.5	Corridor Screening				ľ		7										
								•									
Phase	2 (to be determined																
follow	ing Phase 1 screening)																
10110	ing Flase i screening)																
2.1	Installation Improvements																
2.2	Connections Analysis																
2.3	Mobility Improvements																
2.4	Cost Estimates																
2.5	Revenue Forecasts																
2.6	Corridor & Network Analysis																
0.7	Findings & Decommondations																
2.7	Findings & Recommendations																
2.8	Market Outreach		7		7												
2.0	Market Outreach				Y												
	HOV/HOT Workshops																
	RTT Meetings			-													
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			Propose	ed Durati	on	∇	Delive	erable (D	raft/ Fina	l)				CDC	OT Task	Work	
							Meeti	ngs/Worl	kshop					Revi	ew Peric	ods	
												N	linimum	review pe	eriod is 3	weeks.	
Updated a	as of January 3, 2008																



http://www.fastlanes.org/



Funding

About the Study About Fast Lanes

Meetings Other Studies

About the Study

Transportation planners from across the region have joined together to examine the feasibility of Fast Lanes on major highways in the Charlotte region. The study will determine the technical, financial and institutional feasibility of dedicating lanes on major highways in the Charlotte region for active traffic management.

Partners

This study has been undertaken because it is recognized that traditional approaches to congestion (e.g. widening existing roads) alone will likely not be sufficient to solve the existing or future problems. In addition, the North Carolina Department of Transportation (NCDOT) estimates that there is a \$65 billion gap between future anticipated revenue and the actual transportation needs of the state.

The Fast Lanes Study will be completed by summer 2008. The study will describe what types of *Fast Lanes* could be successful in specific locations and will provide a timeline for implementation.



What are Fast Lanes?



Study Specifics

Study Map

Evaluation Criteria

Executive Summary



Study Area Timeline

Frequently Asked Questions (FAQs)

Study Contacts

Thank You!



Fast Lanes Project Sponsored by: North Carolina Department of Transportation and Charlotte Department of Transportation