

MANAGED LANE EVALUATION SUMMARY



Converts one GPL in each direction to a BOL

3+1 BUS ONLY LANE (3+1 BOL)

- Provides high mobility for transit
- Reduces mobility for autos (A.M. peak)
- Diverts traffic from Outer Drive
- Relative lowest person throughput
- Not fully compatible with 3+1 ML and 2+2 ML Alternatives



Converts one GPL in each direction to a ML

3+1 MANAGED LANE (3+1 ML)

- Provides high mobility for transit and autos
- Tolling used to maintain free flow speed in managed lane
- Moderate change in traffic volumes
- Relatively high person throughput
- Compatible with 3+1 BOL and 2+2 ML Alternatives

MANAGED LANE EVALUATION SUMMARY



Converts two GPL in each direction to a ML

2+2 MANAGED LANE (2+2 ML)

- Provides high mobility for transit
- Reduces mobility for autos in general purpose lanes (A.M. peak)
- Tolling used to maintain free flow speed in managed lanes
- Diverts traffic in central section of project
- Relatively high person throughput
- Compatible with 3+1 BOL and 3+1 ML Alternatives



Converts the left NB GPL to a one-way SB BOL for the AM peak period

4+1 CONTRAFLOW BUS ONLY LANE (4+1 CBOL)

- Provides high mobility for transit and autos
- Attracts traffic in south half of project
- Highest person throughput
- Not compatible with other Managed Lane Alternatives