



Travel Choices and Strategies to Relieve Congestion

TEAMFL Quarterly Meeting

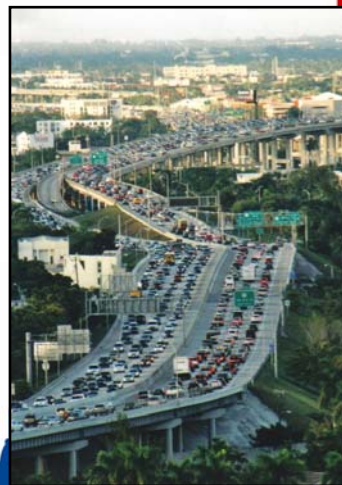
“GOING GREEN IN TRANSPORTATION...
...MORE THAN THE COLOR OF MONEY!”

May 8th, 2008



What's the Problem?

- South Florida has among the worst traffic congestion in the nation
- Longer commute times, Lower operating speeds, Less trip reliability
- From 2000 to 2030, population increases by 45% and travel speeds decrease by 25%
- Congestion wastes 150 million hours annually costing **\$2.5B**
- Congestion contributes to increased fuel consumption and emissions
- Traditional solutions have focused on increasing transportation “Supply”





The Solution

- **Travel Demand Management**
 - Reduce, combine or eliminate trips
 - Peak smoothing
 - Regulating flow
- **Increase Occupancy**
 - Carpools, Vanpools
 - Convenient and Reliable Transit
- **Incident Management**
 - Rapid Detection and Clearance
- **Effective Enforcement**
- **Encourage use of Hybrid Vehicles**

1-800-234-RIDE



The South Florida Approach

- **USDOT Urban Partnership Agreement for Express Lanes**
- **The 4 T's Required by the UPA**
 - Tolling (Dynamically Priced ORT)
 - Transit (Bus Rapid Transit)
 - Technology (ITS)
 - Telecommuting/Travel Demand Management (TDM)
- **Along With Other Complementary Strategies**



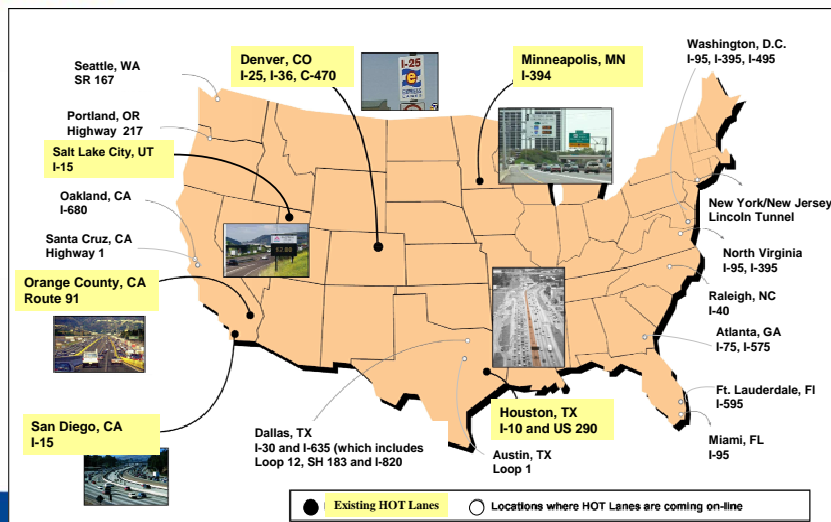


Express Lanes

- What are They and Where Else are They Used?
 - Physically separated with controlled points of access
 - Fixed, Variable or Traffic Responsive Tolls to Manage Demand
 - Relieve Congestion
 - Optimize Use of Capacity
 - Improve Operating Speeds
 - Provide Incentive for Modal Shift
 - Offer a Reliable Alternative



Hot Lanes Across the US





Project Scope

- 21 miles from Miami to Ft. Lauderdale
- HOT Conversion of 1 HOV Lane to 2 New Express Lanes
- Dynamically Priced Tolls
- Bus Rapid Transit
- Increased Effective Capacity with Minimal Construction Disruption



Project Support

- Miami-Dade & Broward County MPOs
- Miami-Dade & Broward County Transit
- Florida's Turnpike Enterprise
- Miami-Dade Expressway Authority
- South Florida Commuter Services



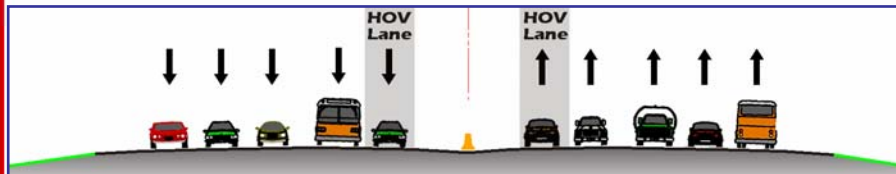


Elements of Project Funding

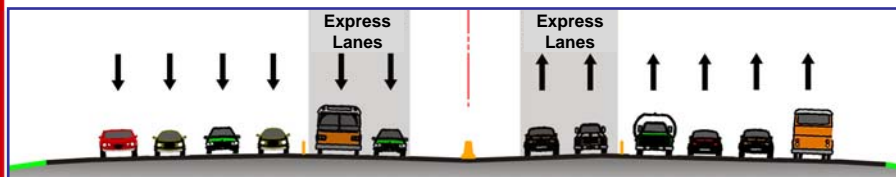
- Urban Partnership Agreement
 - \$43.4 Million for Highway
 - \$19.5 Million for Transit
- Florida Legislature
 - \$35 Million
- FDOT Work Program



HOV-HOT Conversion with Capacity



Existing



Proposed



How Will It Work?

- Express Lanes Separated from Regular Lanes w/ Flexible Posts
- Ingress/Egress Designed to Reduce Conflicts and Improve Flow
- Toll Rate
 - Traffic Responsive Pricing
 - Based on Level of Congestion
 - Optimize Operating Speeds
- No Trucks (2 or more axles)



Toll Exemptions

★ Registered Carpools with 3 or more occupants



★ Registered Vanpools



★ Registered Inherently Low Emission Vehicles (ILEV) or Hybrid Vehicles



Motorcycles

★ Public School Buses



★ Registered Over-the-Road-Buses (OTRB) (ie. Charter Buses)



★ Buses used by Miami-Dade Transit and Broward County Transit





Bus Rapid Transit

- Eliminate County Line Transfer
- Expand or Extend Transit Service
 - Miami-Dade 95 Express Bus Service
 - Broward US 441 & University Drive with Bus Service into Miami-Dade
 - Additional Future Routes and Route Extensions
- New O&M Costs Offset by Tolls



Complementary Strategies

- 511 Service Providing Highway and Transit Information Before You Go
- Increased Law Enforcement Presence
- Incident Management - Road Ranger Service Patrols to Rapidly Clear Accidents and Open Lanes to Traffic
- Electronic Message Signs to Inform you of Conditions Ahead
- Ramp Signaling





Implementation Schedule

- **Phase 1A**
 - Northbound from SR 112 to Golden Glades Interchange
 - Between 6/2008 and 9/2008
- **Phase 1B**
 - Southbound from Golden Glades Interchange to SR 112
 - Between 8/2009 and 11/2009
- **Phase 2**
 - Golden Glades Interchange to I-595
 - Between 12/2009 and 03/2010



Project Benefits

- **50% Travel Time Reduction in Express Lanes from Golden Glades Interchange to SR 112**
- **Transit Transfer Delay Eliminated at Golden Glades Interchange**
- **Offers Benefits Traditional Widening Projects Cannot**
 - Encourages Ride-sharing
 - Provides Incentives for Transit Use
 - Implements Demand Management, thus Encouraging Travel During Non-peak Periods
 - Reduces or Eliminates Trips





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Environmental Benefits

- **Reduced Congestion resulting in reduced fuel consumption and emissions**
 - Congestion Pricing / Variable Rate Tolls
 - Travel Demand Management
 - Carpooling/ 3+ HOV, Vanpooling
 - Bus Rapid Transit
- **Encourage use of Hybrid Vehicles, including Hybrid Buses**
- **Minimal Roadway Construction, within Existing R/W, with little or no Environmental Impacts.**



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95 EXPRESS **A Multimodal Approach to** **Congestion Relief**

- **Better Alternative to Traditional Widening**
- **New and Better Travel Choices**
- **Improved Operations Through Travel Demand Management**
- **Reliability and Travel Time Savings**





For More Information
Please Visit or Call

www.95express.com

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