

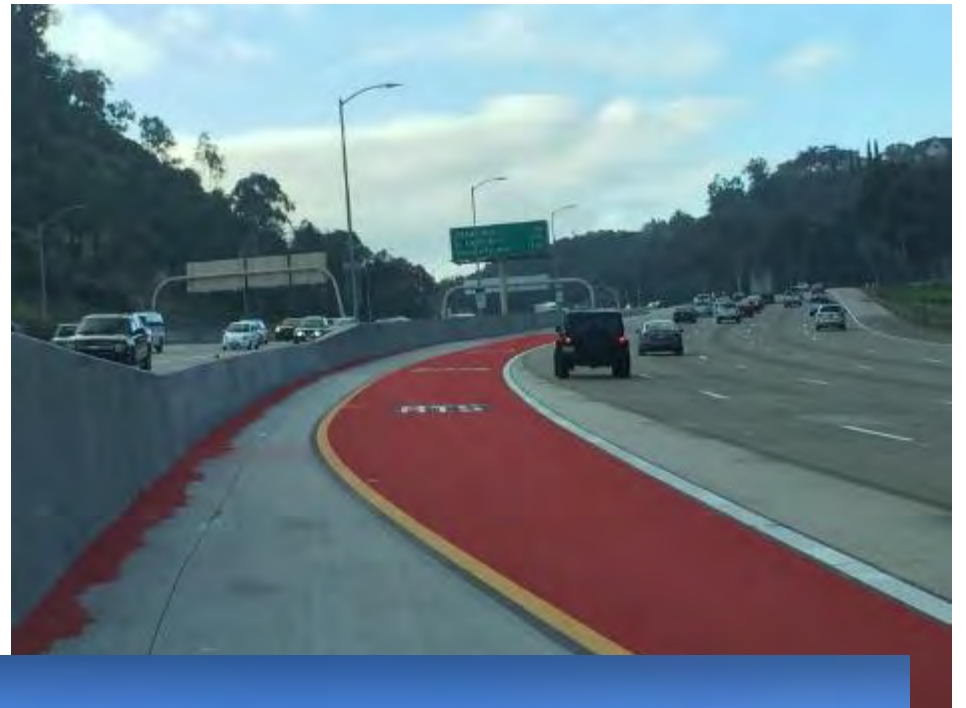


# HOV Degradation



## Managed Lanes Defined

- An exclusive or preferential use lane that uses various operational and design strategies in order to continuously achieve an optimal condition.
- Strategies include:
  - Eligibility
  - Access
  - Pricing
  - Or some combination of these





## Exempt Vehicles in HOV Lanes

- Tolled vehicles (HOT lanes)
- Zero Emission vehicles
- Plug-in hybrid-electric vehicles





## Degradation Defined

- Federal performance metric that applies to HOV lanes used by exempt vehicles and HOT lanes
- Speed < 45 mph 3 times a month = degraded
- We break degradation down into three categories depending on how often it occurs
  - <50% of the time – slightly degraded
  - 50% -74% of the time – very degraded
  - 75% or more – extremely degraded

CALIFORNIA DEPARTMENT OF TRANSPORTATION  
2018 CALIFORNIA HIGH-OCCUPANCY VEHICLE FACILITIES  
DEGRADATION REPORT AND ACTION PLAN



Prepared by



California Department of transportation  
Division of Traffic Operations  
Office of Mobility Programs

Submitted to

Federal Highway Administration  
California Division

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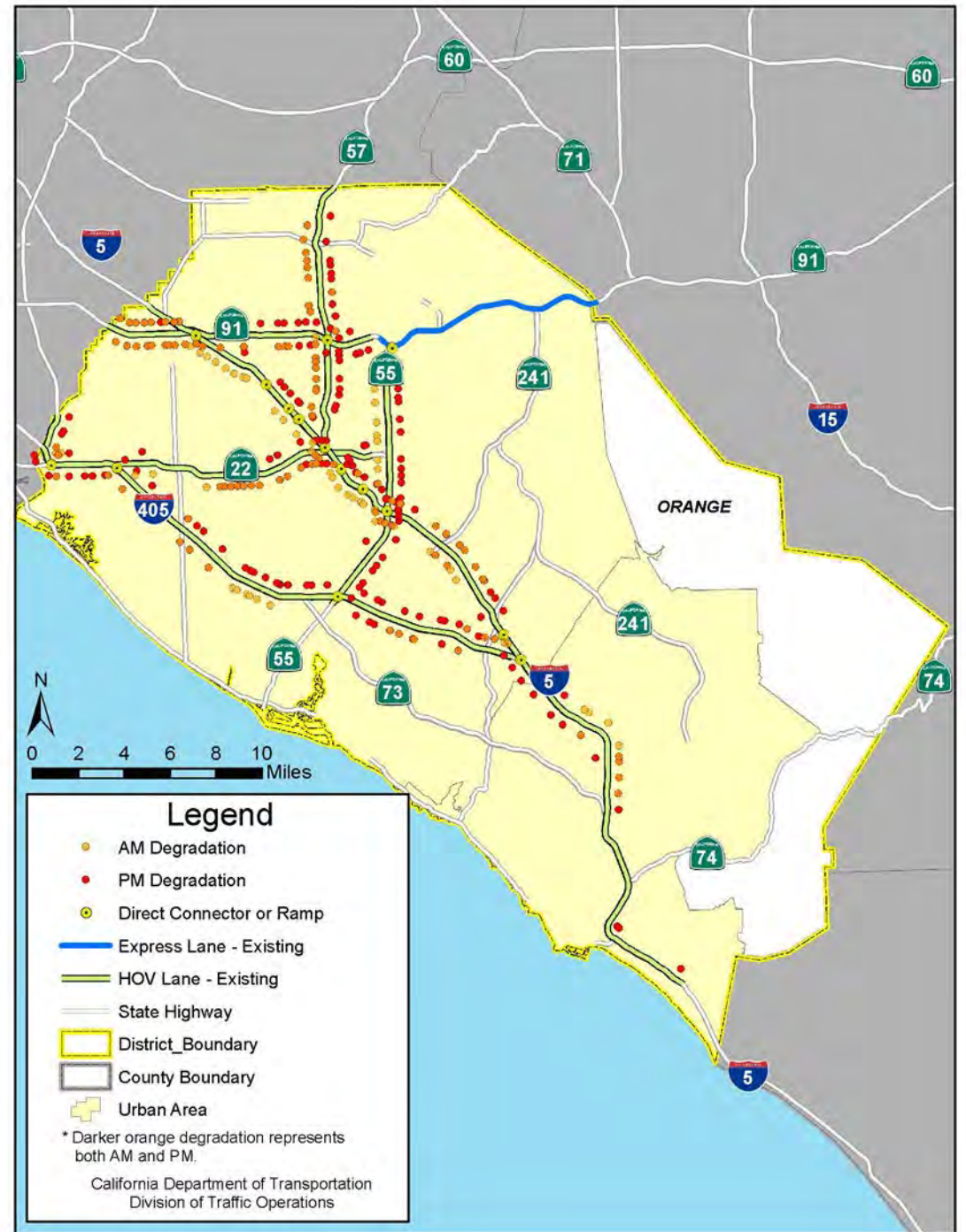
## Degradation Defined (Cont'd)

- States must develop plans to improve performance on degraded lanes within 180 days of identification
- We must work this plan in order to avoid sanctions. These could include withholding payment of federal funds and withholding approval of projects
- We are always analyzing HOV performance, regardless of the federal requirement



# Degradation in 2019

District	3	4	5	7	8	10	11	12	Total
% Lane Miles Degraded in Morning	12	26	0	35	28	0	5	30	26
% Lane Miles Degraded in Afternoon	25	33	0	53	44	0	15	50	40





## Causes of Degradation



- Demand exceeding capacity
- Bottlenecks in HOV and general purpose lanes
- Merging to and from HOV lanes
- Congestion in general purpose lanes
- HOV violators

## Impacts of Degradation

- Degraded lanes are not reliable and do not provide a travel time savings
  - Less incentive for users to carpool, vanpool, or use transit
  - Carpools may disband, resulting in an increase in single occupant vehicles
- Lanes that do not provide an incentive above traveling alone in a general-purpose lane are not performing as originally intended by the State
  - Millions of dollars have been invested in HOV lanes – this investment needs to be protected



## Potential Actions to Address Degradation



- Increasing the occupancy requirement for HOV lanes
- Conversion of HOV lanes to HOT lanes
  - Could also include adding a second HOV lane or increasing occupancy requirements
  - Pricing manages demand on the lanes, addresses impacts of occupancy changes, and covers O&M costs
- Adding a second HOV lane

## Potential Actions to Address Degradation

- Implementing ramp metering
- Capital or operational improvements to HOV or GP lanes (weave lanes/auxiliary lanes)
- Increased enforcement by CHP
- Standardizing striping to enhance awareness

