Study to Evaluate Express Toll Lanes on Florida’s Turnpike

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(1) Work completed while an employee at AECOM
Integrated Congestion Pricing Plan (ICPP)

- Joint Study between FDOT and FHWA
- Initiated in 2011 and Completed in 2015
- Examined Congestion Management Strategies
- Evaluated Express Lanes on Toll Facility
- Focused on Large Urban Areas in Florida
Florida’s Turnpike System

483 miles
28 miles
511 miles

Current Turnpike System

Future Turnpike Facilities

Background Outreach Policy Projects Summary
Why Express Lanes?

- Provide Travel Choices
- Improve Safety
- Increase Mobility
- Minimize Delay
- Offer Predictable Travel Time
- Maximize Construction Dollars
- Reduce Fuel Consumption
Public Outreach Tools and Strategies

Focus Groups

Coordination with Stakeholders

- Stated Preference Surveys
- Project Brochure
- Project Video
- Project Website
Focus Groups

- 10 Focus Groups Covering 3 Major Areas of the State
- Included Frequent and In-Frequent Users
- Overwhelming Support for Express Lanes
- Preference for 2 Lanes per Direction
- Major Support for Prohibiting Trucks
Stated Preference Surveys

- Computer-Assisted Self-Interview
- 220,000 SunPass® Customers
- 28,000 Postcards for Cash Drivers
- 3,000 Total Responses
- Estimate Value of Travel Time Savings

SunPass is a registered trademark of the Florida Department of Transportation
Stated Preference Surveys: Key Results

Willingness to Pay Additional Toll for Better Traffic Conditions

- Favor: 53% (Tampa), 44% (Orlando), 54% (South Florida)
- Neutral: 19% (Tampa), 17% (Orlando), 14% (South Florida)
- Oppose: 28% (Tampa), 39% (Orlando), 32% (South Florida)
Additional Outreach Efforts

• **Brochure**
  – Identify Congested Urban Areas
  – Describe Benefits of Express Lanes
  – Explain Study Phases and Proposed Projects

• **Video**
  – 10 Minutes Long
  – Explains How Express Lanes Operate

• **Website**
  – http://www.floridasturnpike.com/icpp
Express Lane Policies for Turnpike System

- Express Lane Segments
- Toll Rates
- Vehicle Eligibility
- Lane Separation
- Signing
- Must Have a Transponder
• Widen from 4 to 8 Lanes
• Include 1 Express Lane per Direction
• 9 Miles of Express Lanes
• Open to Traffic in Phases Starting in Spring 2017
• Add 1 to 2 Express Lanes per Direction
• Open in Sections between 2017 & 2021
• Build Direct Connections

Killian Parkway to I-75 (15 miles)
- 4 Express Lanes
- 6 General Toll Lanes

I-75 to NW 27th (8 miles)
- 2 Express Lanes
- 6 General Toll Lanes

Service Plaza

Eureka Drive to SR 874 (4 miles)
- 2 Express Lanes
- 6 General Toll Lanes

SW 288th St. to Eureka Drive (8 miles)
- 2 Express Lanes
- 4 General Toll Lanes
Beachline West Expressway

- Western Section: 2 Express Lanes per Direction
- Eastern Section: 1 Express Lane per Direction
- Project Opens to Traffic in 2018
Traffic & Revenue Evaluation

- Travel Demand Model Validation
- Toll Plan and Access Points
- Express Lane Time-of-Day Model to Provide:
  - Traffic and Toll Rates by Hour and by Direction
- Post Model Factors
- Revenue Forecasts
## Share of Traffic in Express Lanes

<table>
<thead>
<tr>
<th>Turnpike Facility</th>
<th>Florida Region</th>
<th>Percent Share</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Opening Year</td>
</tr>
<tr>
<td>Veterans Expressway</td>
<td>West Central</td>
<td>6%</td>
</tr>
<tr>
<td>Beachline West</td>
<td>Central</td>
<td>5%</td>
</tr>
<tr>
<td>Turnpike/SR 821 (HEFT)</td>
<td>South</td>
<td>8%</td>
</tr>
</tbody>
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Key Performance Measures

- **Mobility/Reliability**
  - Daily Traffic
  - Average Travel Speed
  - Travel Time Reliability
  - LOS During Peak Hours

- **Safety**
  - Number & Type of Crashes

- **ETC Participation**
- **Public Acceptance**
Summary and Next Steps

- Minimize Future Congestion
- 3 Turnpike Projects Under Construction
- Follow-up Surveys to Assess Customer Satisfaction
- Compare Actual Express Lane Usage with Model Forecast