

Access Types

Board of Directors
20 February 2025
Attachment 7B



Agenda

1. Decision Roles
2. Violations
3. Traffic Operations
4. Revenue
5. Driver Experience
6. Constructability
7. Considerations

Decision Roles

Project Sponsors (Yolo TD and Caltrans)

- Physical design
- Construction

CARTA

- Business/Policy Case
 - Regional network effects
 - Transparent about operational inefficiencies with Board

Open Access: Violations

- **Toll Violations:** Greater share of drivers who do not prepay a toll using a transponder and receive a violation.
- **Weaving:** Drivers who use the managed lanes and weave into the general purpose (GP) lanes to avoid toll points.
- **Evasion:** Occupancy violators can easily avoid law enforcement checkpoints by weaving into the GP lanes as needed.

Open Access: Traffic Operations

Open Access

- Encourage greater usage since they can support most origin-destination pairs
- Lower travel time savings benefit during peak periods
- More difficult to manage demand

Closed Access

- Tend to exclude some trips since entry generally isn't provided at every interchange
- Higher likelihood of meeting FHWA 45+ mph requirement during peak periods

Open Access: Revenue

The impact on gross revenue is ambiguous.

Greater violations can be a drag on revenue.

Greater overall usage may offset the higher number of violations.

In a dynamic pricing scenario, greater overall usage may increase the price per trip.

Open Access: Driver Experience

More drivers benefit since the lanes can support virtually any origin-destination combination.

Open Access carries a weaving risk to drivers, some to avoid congestion in the GP lanes and some to avoid a toll point in the express lane.

Open Access: Constructability

Ability to build within a smaller footprint

- Doesn't require the right-of-way and infrastructure for physical separation between managed lanes and GP lanes.

Signage can be more challenging

- Drivers must understand the lane operates under a different set of rules, even though it looks similar to all adjacent lanes.

Requires more toll points and supporting infrastructure

- More toll points ensure all trips are captured; the infrastructure for each toll point is a notable, incremental cost.

Considerations for Open Access

Many statements should be accompanied by the caveat, **“All else being equal”**

- All else being equal, an Open Access facility will have a greater share of violators. But there are other factors, such as business rules and level of enforcement, that will also have a bearing on the share of violators.
- All else being equal, an Open Access facility will have a greater level of usage. But other policies like business rules and toll rates will also impact usage.

Yolo 80 Implications

CARTA staff recommend that Yolo TD and Caltrans consider the following express lane configuration:

- Causeway: Double-striped line *without* pylons or channelizers
- Outside causeway: 2ft+ buffer with pylons or channelizers
 - Wider if ROW allows.

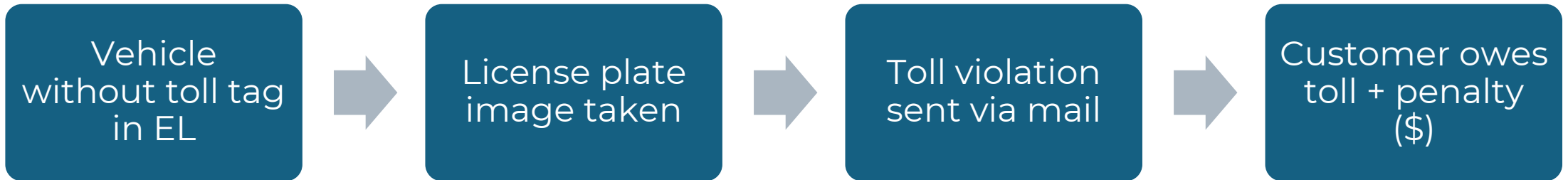


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Toll vs HOV Occupancy Enforcement

Toll Violation



HOV Citation

