Highway Occupancy Vehicle (HOV) System Analysis Tools – Statewide HOV Facility Performance Analysis

Caltrans DRISI Research Connection Event
December 6, 2012
UCI Team

Operational Performance Comparison of Limited-Access and Continuous-Access HOV Lane Facilities

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CTMLabs

Study Approach

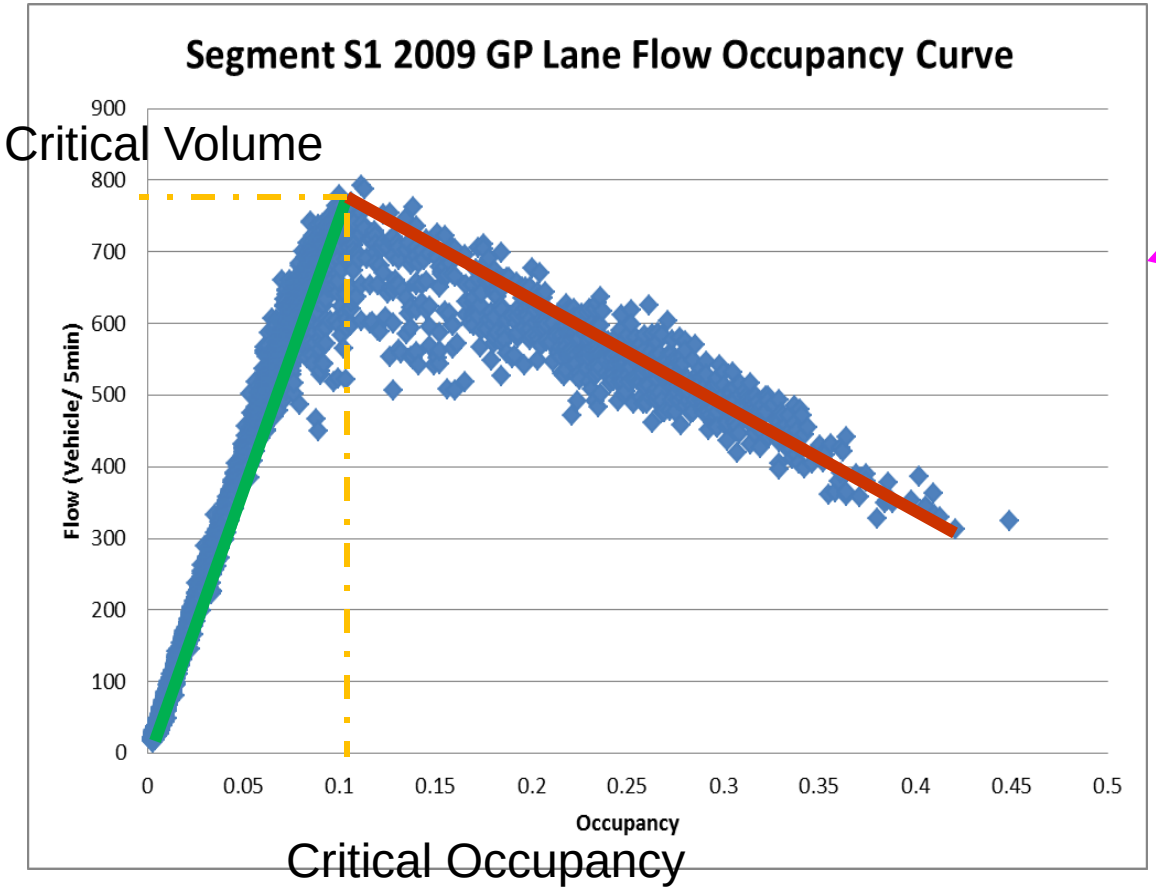
- Performance Measures
  - Speed contour (bottleneck and congestion review)
  - Demand flow
  - Speed differential
  - Vehicle-Miles Traveled (VMT) ratio
  - Number of HOV lane changes
  - Violation rates

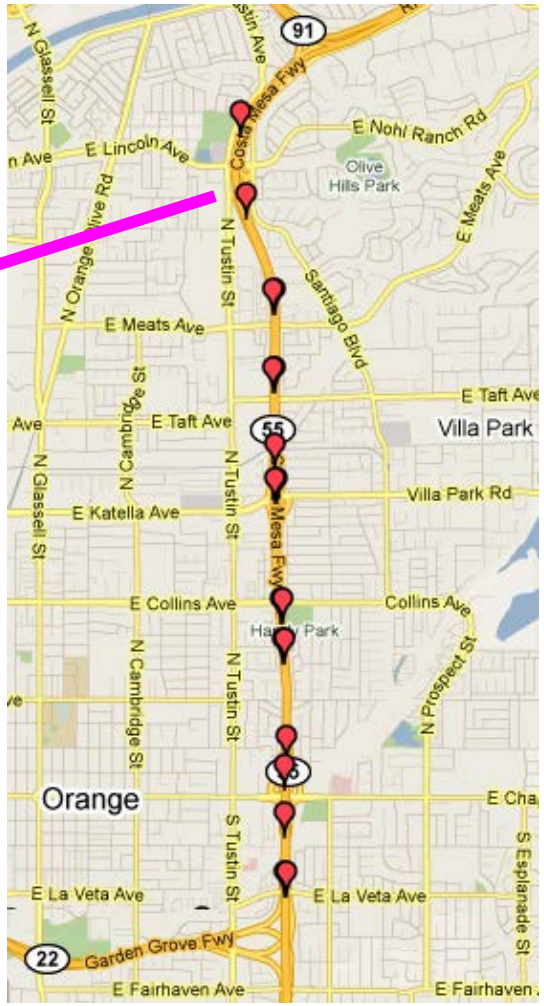
- Traffic flow fundamental diagram based method
  - Compare performance from the perspective of traffic flow theory

Data used

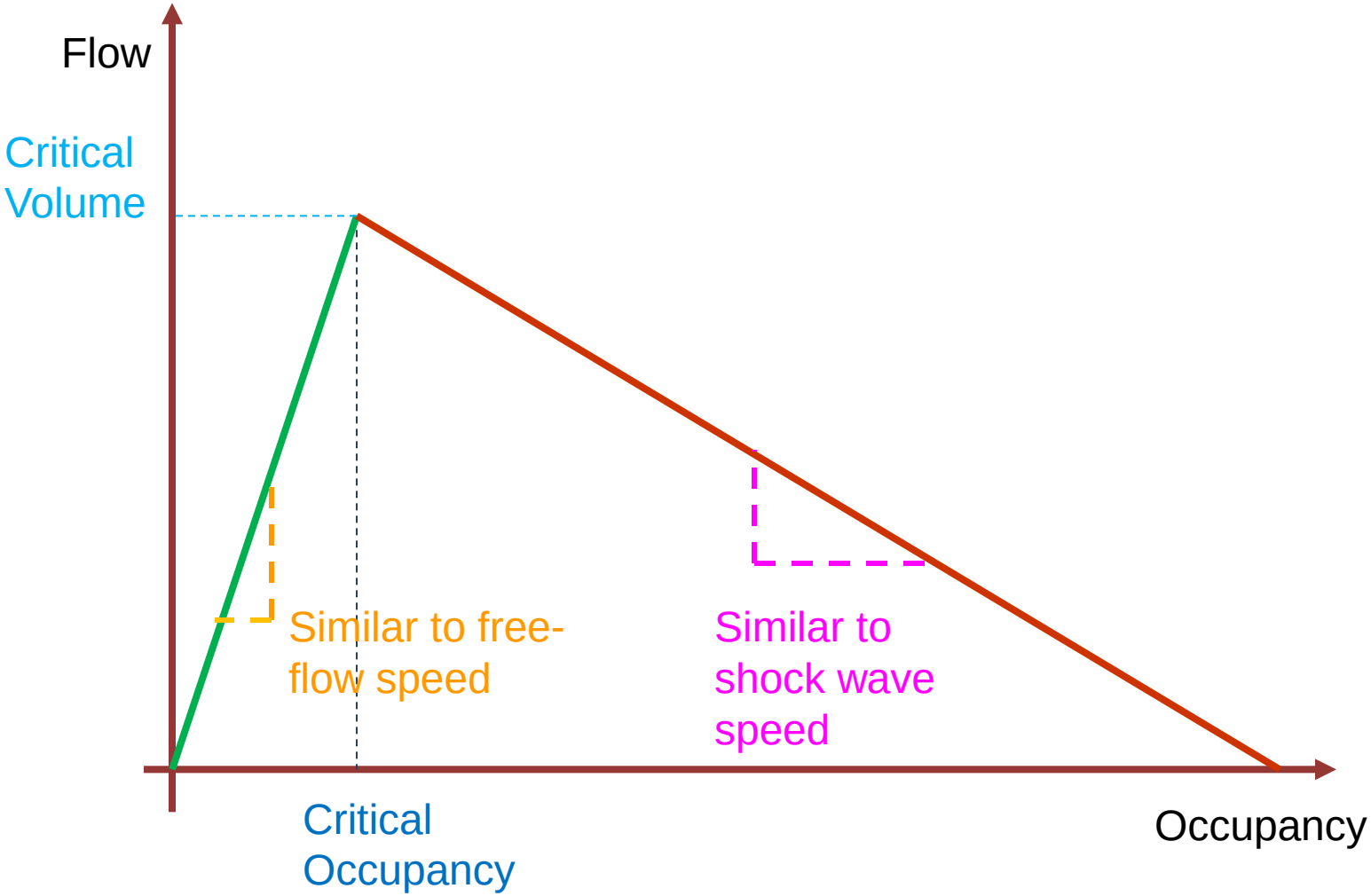
- PeMS
- District 12 HOV violation data
- District 12 detector data
- Aerial Video
- Micro-simulation modeling (SR-57 only)

Detector Volume-Occupancy Plot



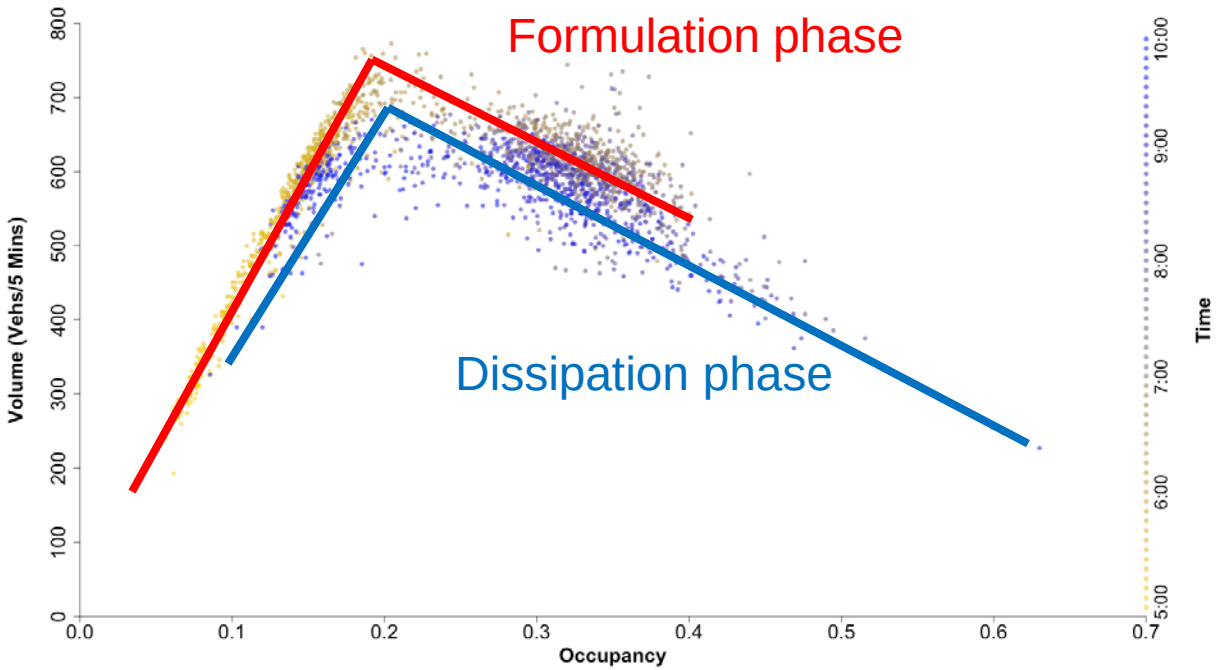


Traffic Flow Fundamental Diagram



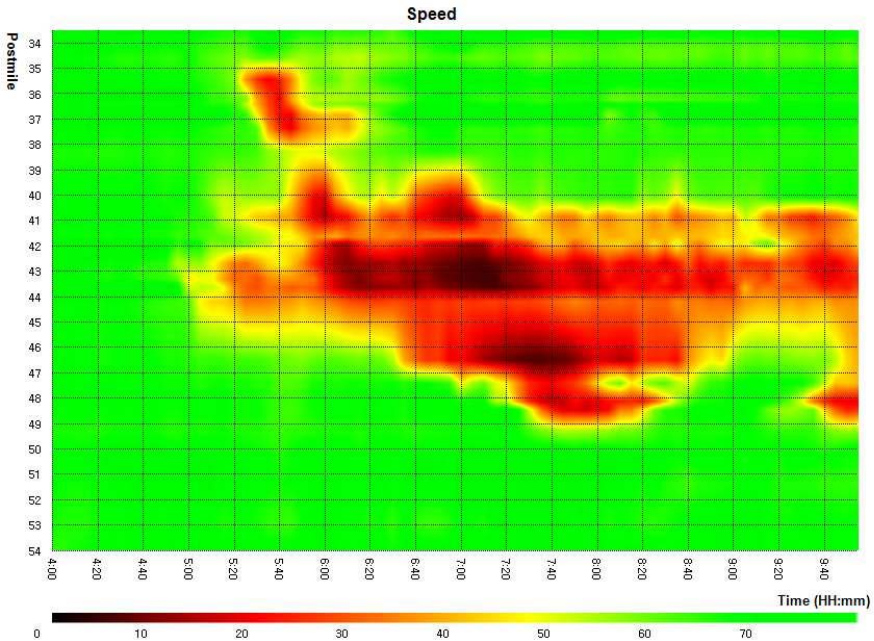
Proposed method

- *Formulation* phase: from free-flow to congestion
- *Dissipation* phase: from congestion back to free-flow

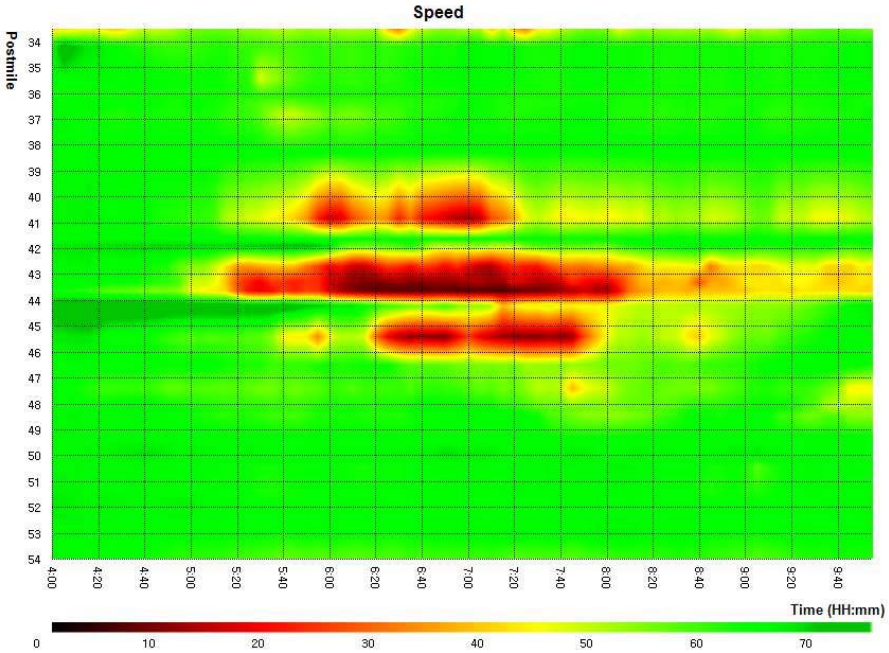


HOV vs GP Congestion

- HOV lane is faster than GP lanes
- HOV drivers select HOV lane based on traffic condition along GP lanes



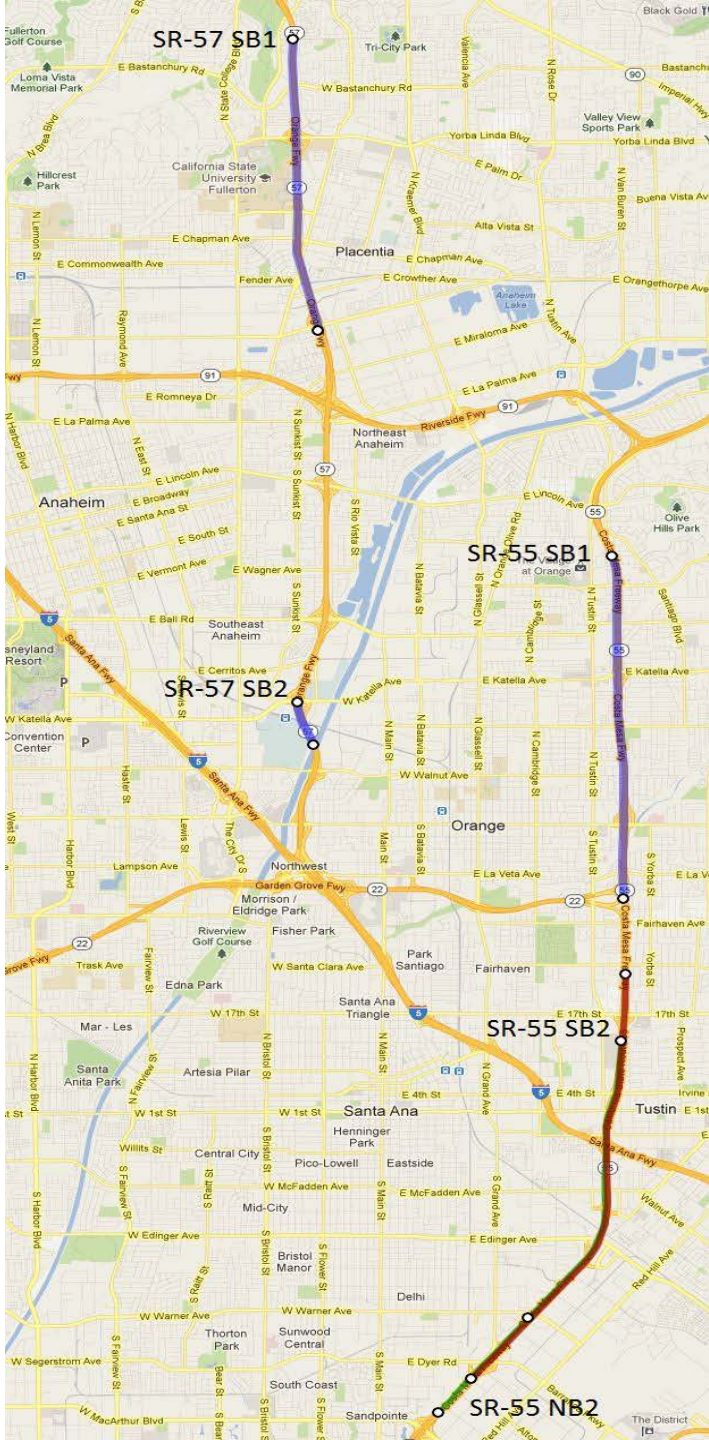
GP Lanes



HOV Lane

Study Sites and Data Periods

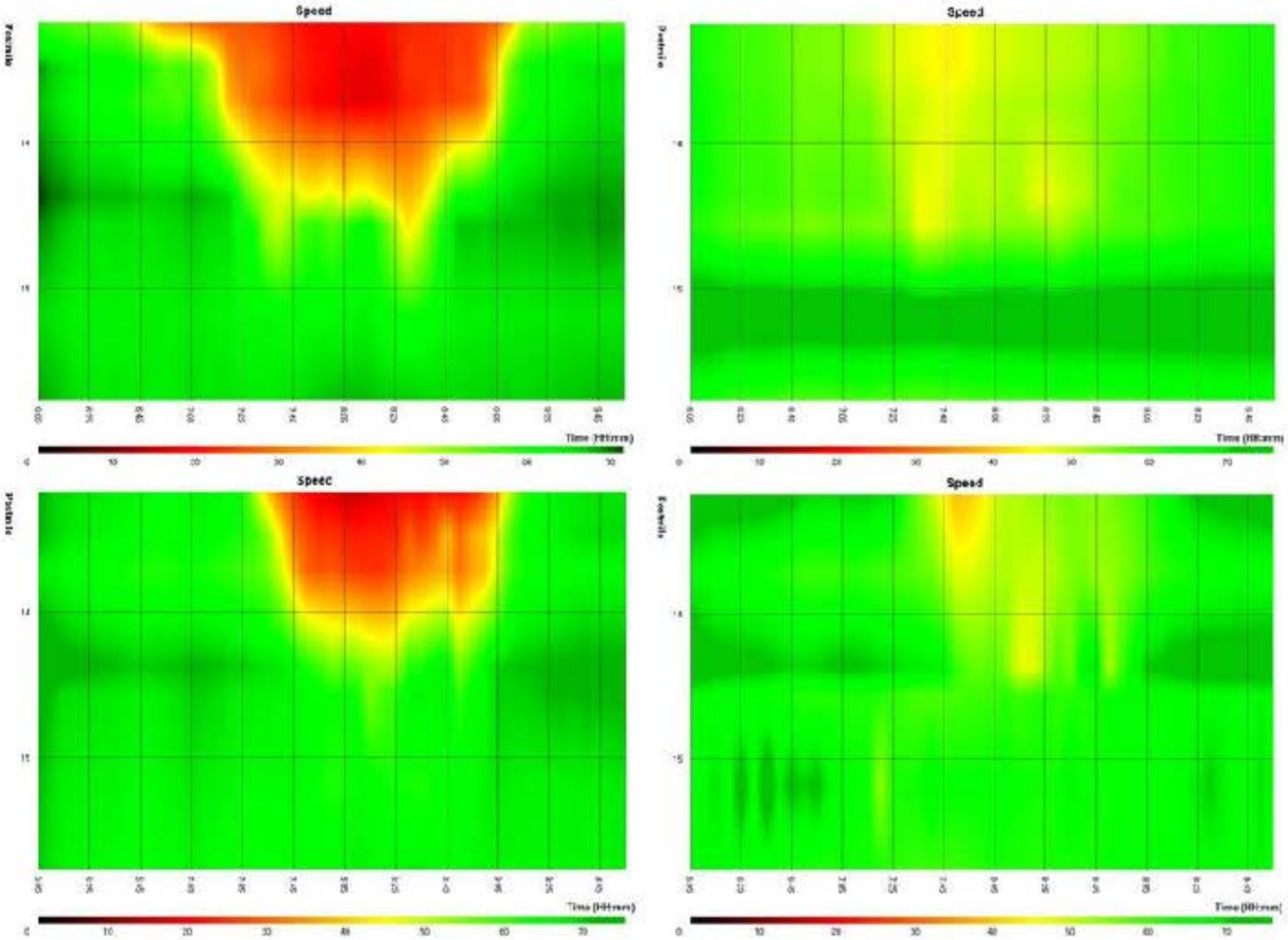
Location (postmile range)	Conversion Date	"Before" dataset	"After" dataset	Analysis period
SR-55 SB1 (15.8 - 13.2)	Aug 2008	2008 Q1	2009 Q1	AM
SR55 SB2 (11.6 - 7)	4/1/2011	2010 Q3	2011 Q3	AM
SR-57 SB1 (8.5 - 5.8)	Sep 2009	2009 Q1	2010 Q1	AM
SR 57 SB2 (1.93 – 1.4)	12/1/2010	2010 Q2	2011 Q2	AM
SR55 NB2 (7.8 - 12)	4/1/2011	2010 Q4	2011 Q4	PM



SR-55 SB1 Site: Speed Contour

Before: Limited-access

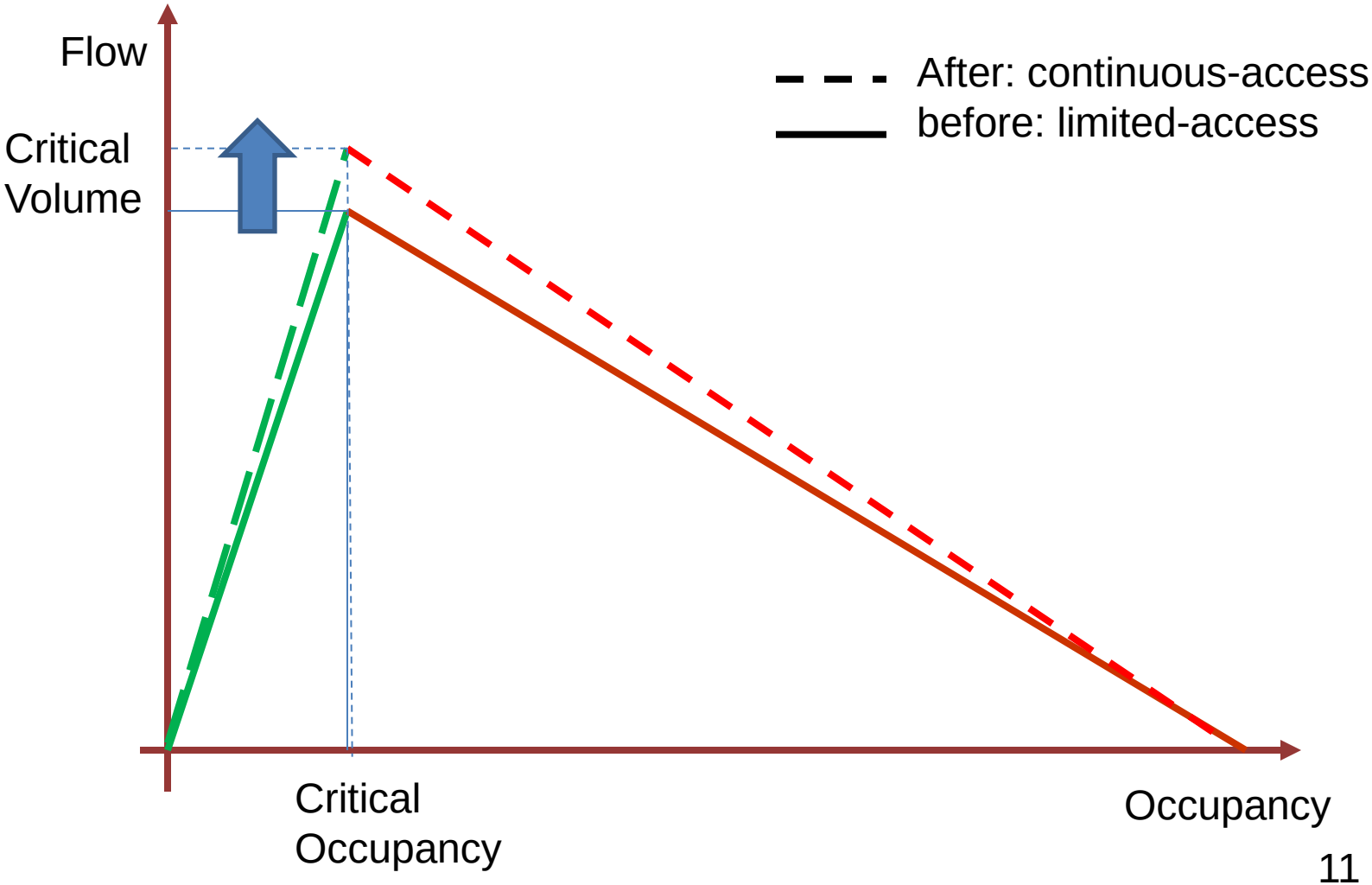
After: Continuous-access



GP Lane

HOV Lane

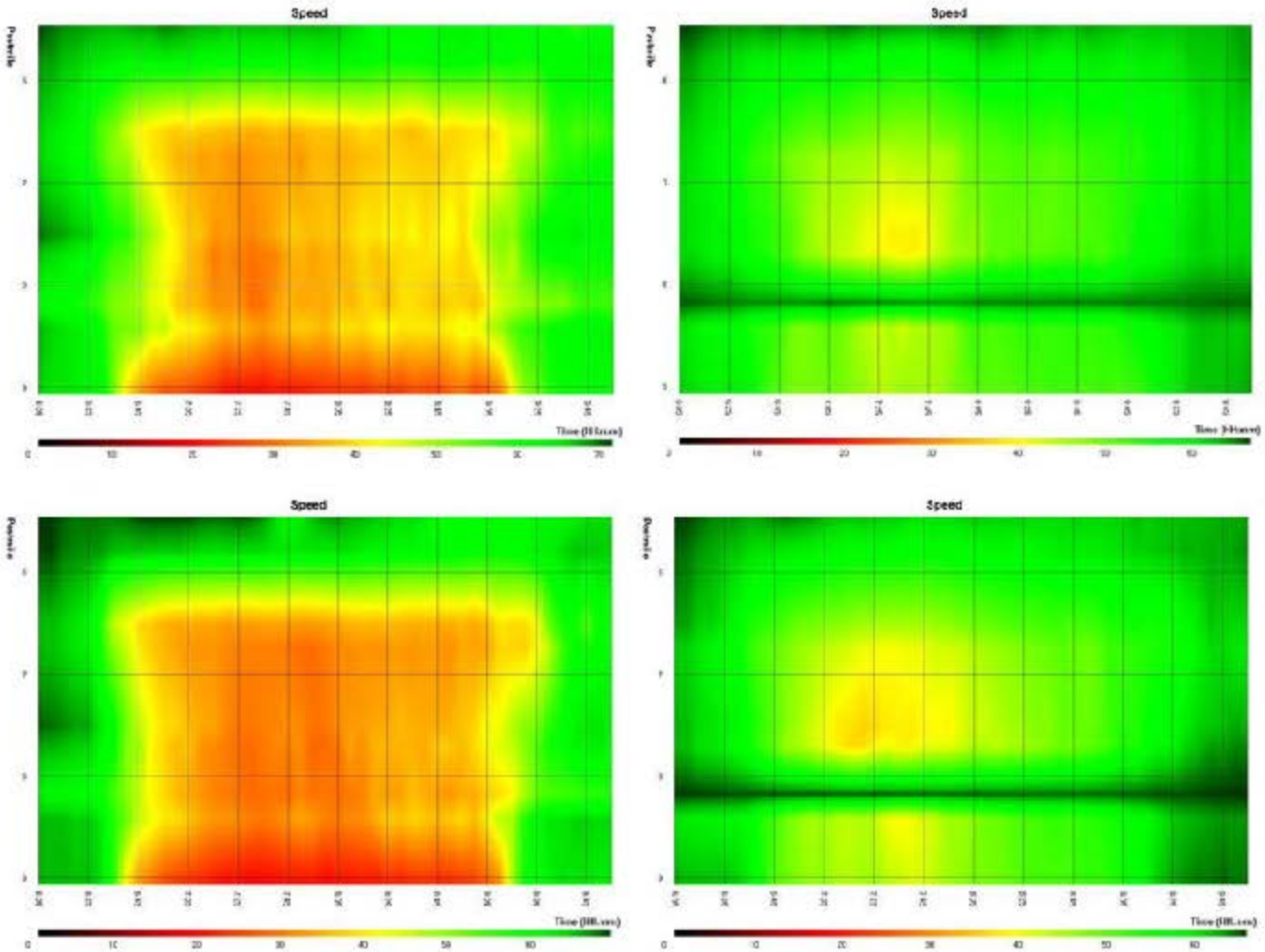
SR-55 SB1: Traffic Flow Diagram at Typical Location (both phases)



SR-57 SB1 Site: Speed Contour

Before: Limited-access

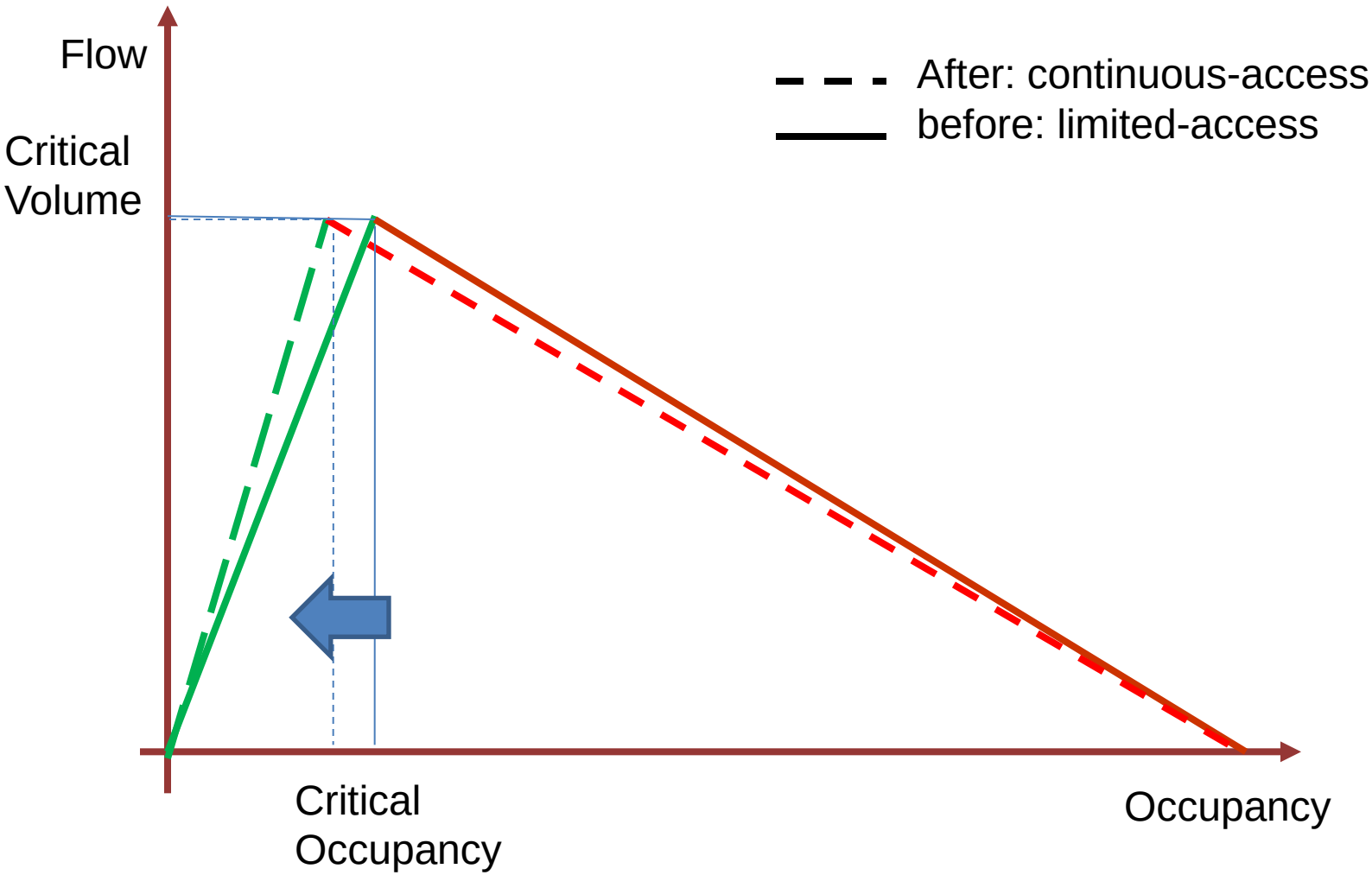
After: Continuous-access



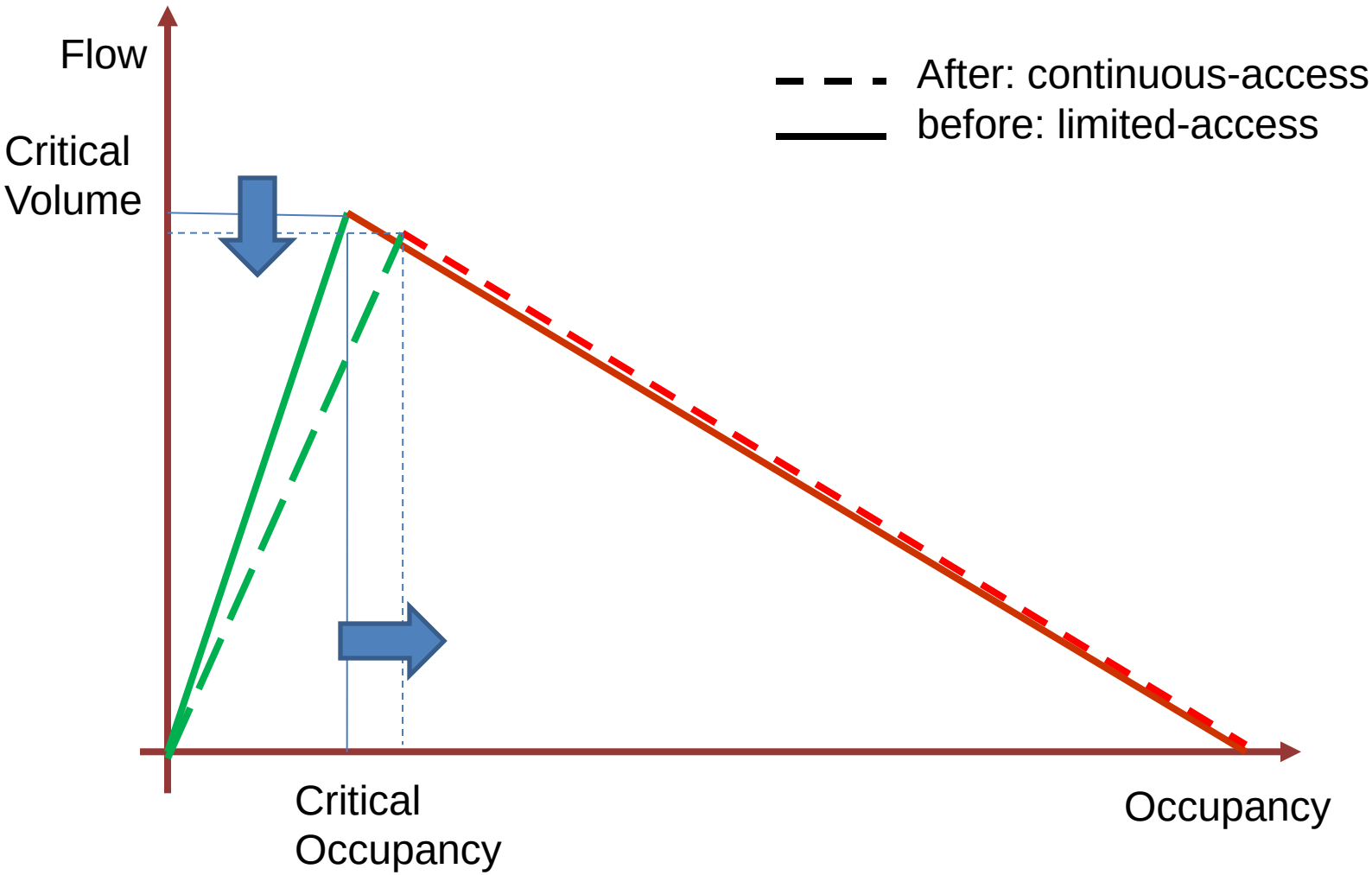
GP Lane

HOV Lane

SR-57 SB1: Traffic Flow Diagram at Typical Location (Formulation)



SR-57 SB1: Traffic Flow Diagram at Typical Location (Dissipation)



Before-after Performance Comparison

Site	Speed Contour	Demand Flows	Speed Differential	VMT Ratio
SR-55 SB1	Less congested	Higher	Higher	Similar
SR-55 SB2	More congested	Higher	Similar	Similar
SR-57 SB1	More congested	Lower	Similar	Similar
SR 57 SB2	Similar	Lower	Higher	Similar
SR55 NB2	More congested	Similar	Similar	Similar

"After" Performance from Traffic Flow Perspective

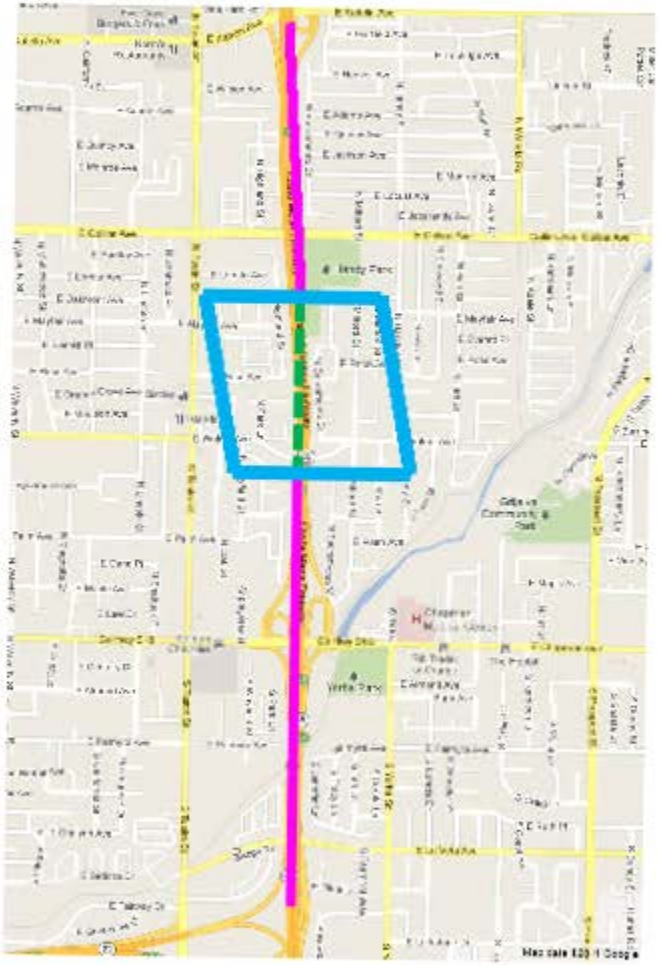
Site	Formulation			Dissipation		Performance
	Cri. Occ.	Cri. Vol	Sho. Spd	Cri. Vol	Sho. Spd	
SR-55 SB1	Similar	Higher	Faster	Higher	Faster	Better
SR-55 SB2	Similar	Similar	Faster	Similar	Faster	Similar
SR-57 SB1	Lower	Similar	Slower	Lower	Faster	Worse
SR 57 SB2	Similar	Similar	Slower	Similar	Faster	Similar
SR55 NB2	Similar	Similar	Similar	Similar	Similar	Similar

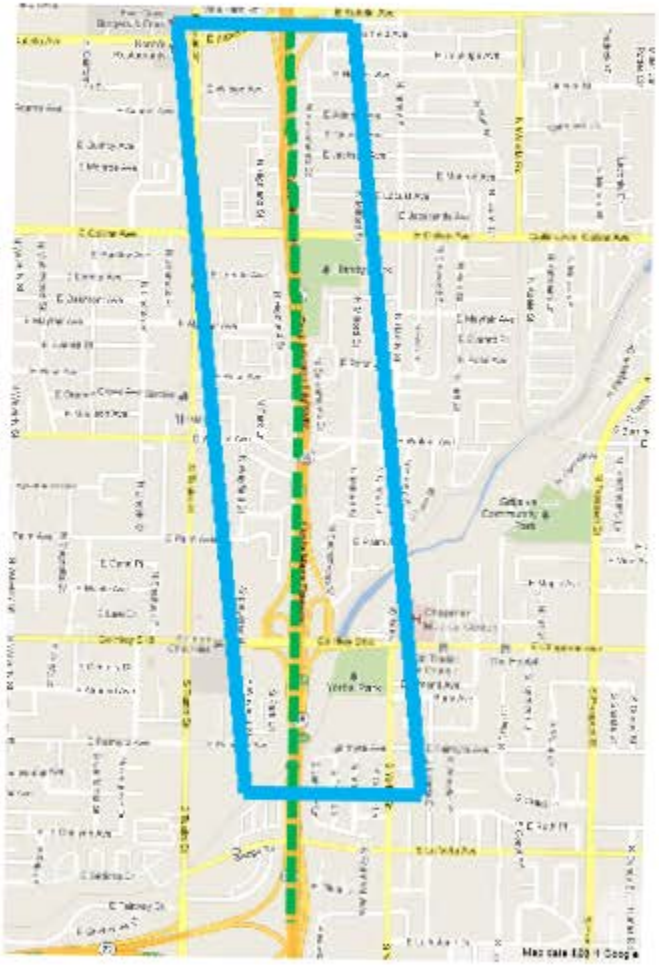
Most sites have similar throughput in formulation phase

Traffic congestion dissipates at a faster speed

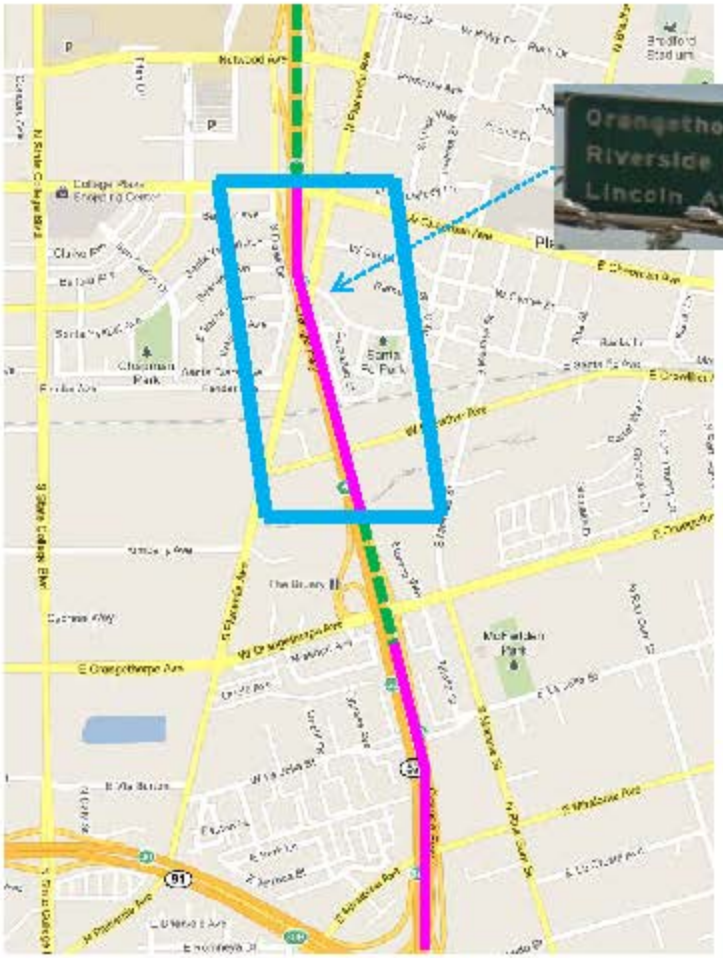
Similar: If the difference is within 2%.

SB55 SB1 Site Performs Better

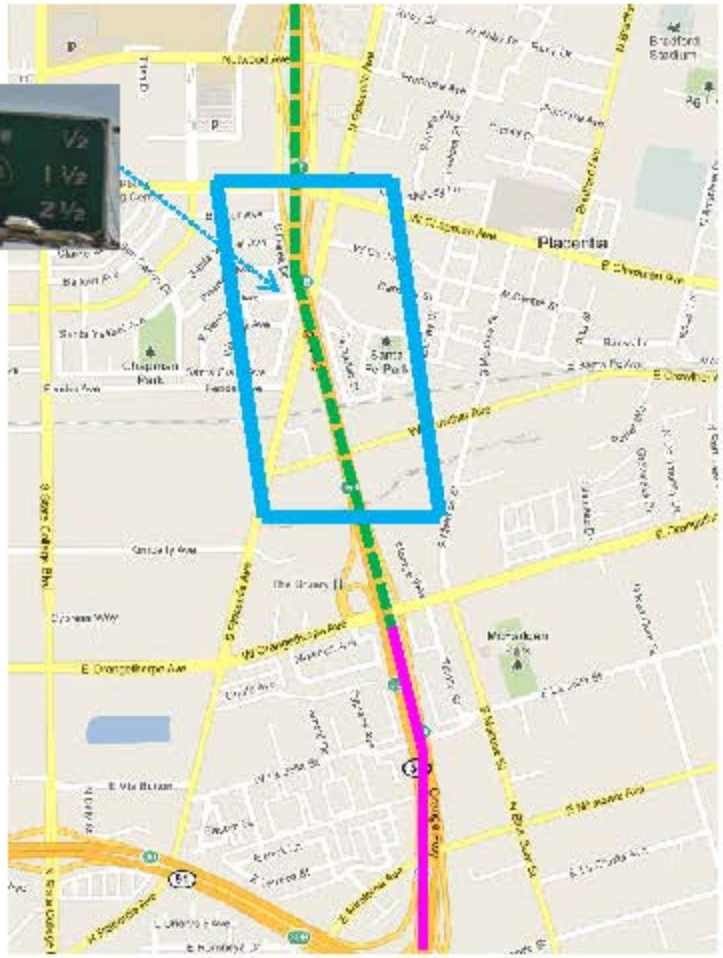




SR-57 SB1 Performs Worse



Before conversion



After conversion

SR-57 Key location: Chapman On-ramp

Chapman On-ramp

750 veh/hr

500 veh/hr

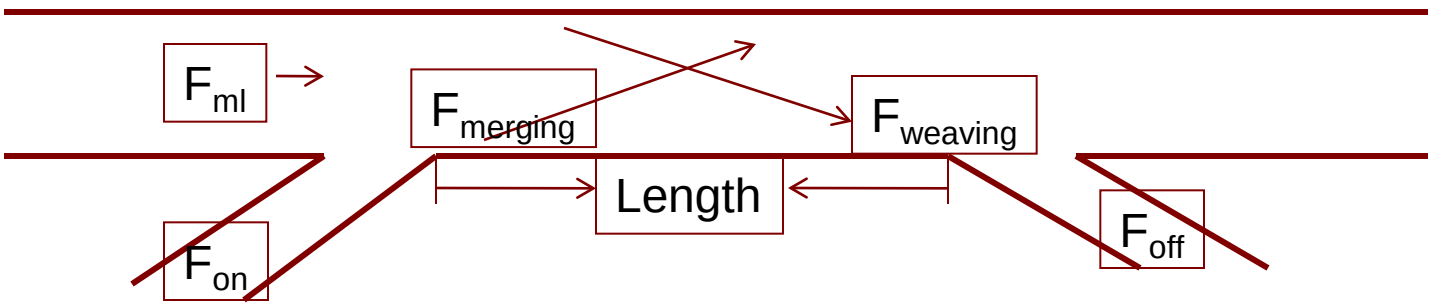
Nutwood On-ramp

1 HOV lane: 1500 veh/hr

4 GP lane: 7000 veh/hr

Site Specific: Interchange Spacing

	SR-55 SB1		SR-57 SB1	
Section	Lincoln On – Katella Off	Katella On – Chapman Off	Yorba Linda On – Nutwood Off	Nutwood On – Orangethorpe Off
Length (mi)	1.11	1.09	0.57	0.72



Merging/Weaving Intensity:

$$Intensity(i) = (\sum F_{merging}(i) + \sum F_{weaving}(i)) / (F_{ml}(i) * Length)$$

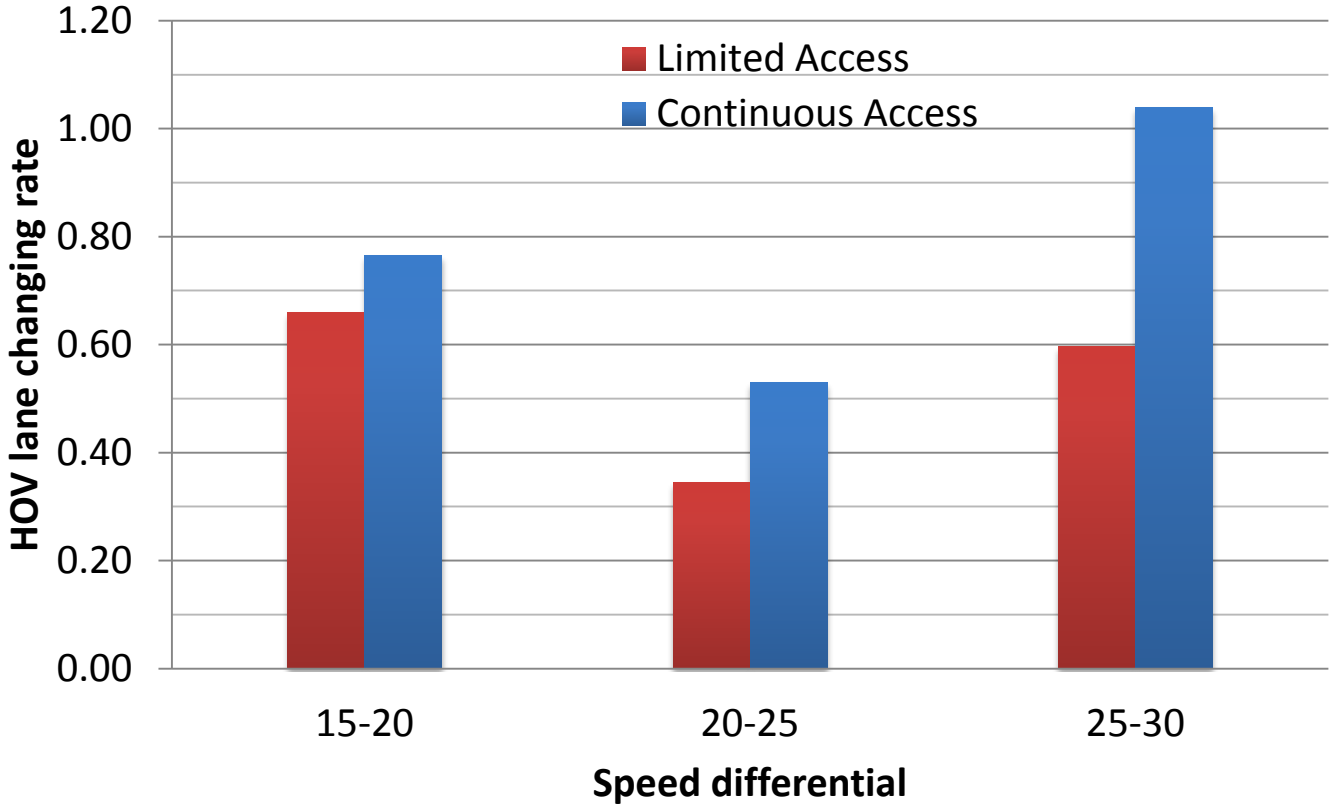
HOV Lane Violation

- SR-55 SB1:
  - Violators may help improve performance (collected at an location Walnut St.).

	Before: Limited-access (2007)			After: Continuous-access (2009)		
	# of Violators	Total HOV vehicles	Violation Rate	# of Violators	Total HOV vehicles	Violation Rate
SB AM	28	2531	1.1%	55	3089	1.8%
NB PM	2	2597	0.1%	55	2957	1.9%

Comparison of HOV Lane Changing Rates

HOV lane changing rate = # of lane changes of HOV vehicles / HOV vehicles' VMT



Summary of Performance after Conversion to Continuous-access

- Site Specific
- Mixed performance on vehicle throughout
- Traffic congestion dissipates at a faster speed
  - Fast shockwave speed during dissipation phase
  - Better performance
- More HOV lane changes
- More HOV violation

Thank you!!

Questions?

Please Contact

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