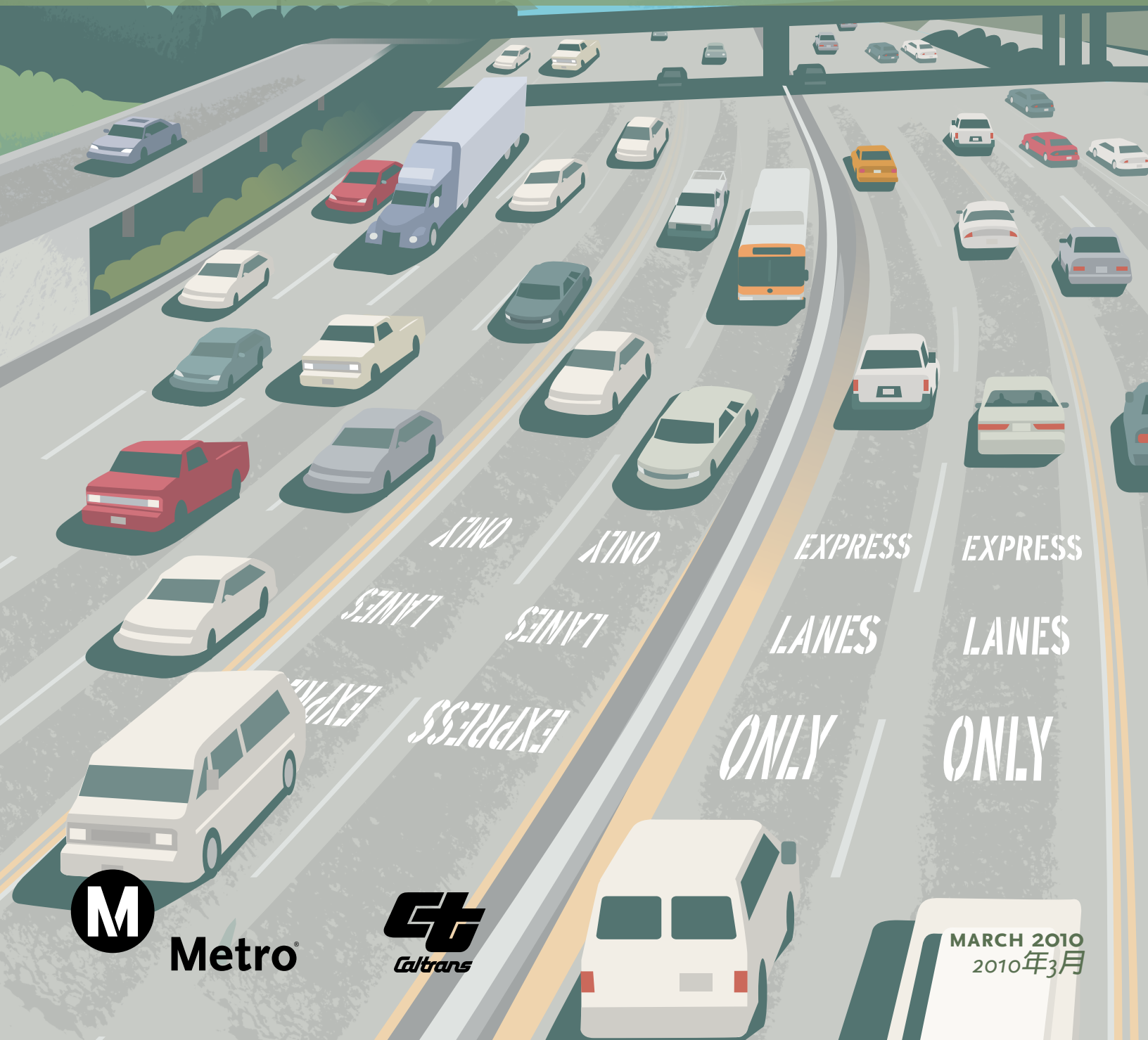


ExpressLanes

Project Fact Sheet

專案說明書



Metro



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ABOUT THE EXPRESSLANES DEMONSTRATION PROJECT

The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans District 7, along with Foothill Transit Agency, Gardena Transit, Los Angeles Department of Transportation, Southern California Regional Rail Authority (Metrolink) and Torrance Transit, are partnering in a one-year demonstration project during which existing carpool lanes on the I-10 El Monte Busway (between Alameda St and I-605) and I-110 Harbor Transitway (between Adams Bl and Artesia Transit Center) will be converted to High-Occupancy Toll (HOT) lanes – called ExpressLanes. ExpressLanes are scheduled to open in 2012.

Project Goals

The goal is to provide commuters, regardless of income level, with new and better travel options along two of LA County's most congested corridors. The project will:

- > Test strategies to alleviate congestion
- > Fund additional transit alternatives
- > Maximize freeway capacity usage
- > Increase travel time savings
- > Improve trip reliability and safety
- > Reduce air pollutants and greenhouse gas emissions

Demonstration Grant Funding

The ExpressLanes Demonstration Project is primarily funded with a \$210 million congestion reduction demonstration grant from the U.S. Department of Transportation (USDOT).

Improving the Local Economy

Construction efforts related to the Project will create 2,400 construction-related jobs.

關於「收費快車道」示範性專案

洛杉磯縣大都會運輸署 (Metro) 與加州交通運輸局第七區、Foothill Transit 運輸公司、Gardena Transit、洛杉磯交通局、南加州地區鐵路系統 (Metrolink) 及 Torrance Transit 正合作進行一項為期一年的示範性專案，在此期間，I-10 El Monte Busway（位於 Alameda St 與 I-605 之間）以及 I-110 Harbor Transitway（位於 Adams Bl 與 Artesia 轉運中心之間）上現有的小汽車共乘車道將轉變為高乘載收費車道（HOT），這些車道被稱為「收費快車道」(ExpressLanes)。「收費快車道」預定於 2012 年開通。

專案目標

該專案的目標是在洛杉磯縣兩條最擁擠的交通通道上，為各個收入階層的通勤者提供更好的新出行選擇。該專案將：

- > 試行多種策略以緩解交通擁堵
- > 為其他交通方案提供資金
- > 最大限度優化高速公路的使用率
- > 減少通勤者在路上花費的時間
- > 提高行程可靠性和安全性
- > 減少空氣污染和溫室氣體排放

示範性專案撥款

「收費快車道」示範性專案主要由美國運輸部 (USDOT) 撥款 \$2.1 億作為減少交通擁堵的示範性專案資金。

改善當地經濟

該專案的相關施工作業將產生 2,400 個與施工相關的崗位。

Project Benefits

Increased Transit Service and Expanded Vanpool Program

- > Purchase 59 alternative fuel buses for increased feeder service and Silver Line service
- > Provide an operating subsidy for the one-year demonstration period
- > Promote vanpool program and create a minimum of 100 new vanpools that travel on the I-10 and I-110 ExpressLanes

Transit Station Improvements

- > Expand El Monte Transit Center to include a new 30-bay bus terminal and bike lockers. It will be LEED Gold Certified.
- > Build a direct connection bus rapid transit stop at Patsaouras Plaza
- > Expand the Pomona Metrolink Station parking lot and platform
- > Add a Sheriff's substation and bike lockers at the Artesia Transit Center
- > Install lighting, closed-circuit television cameras (CCTV), noise/sound barrier pilot program, and improve signage at the Harbor Transitway stations
- > Add new bus stops at the Manchester and Slauson Harbor Transitway stations

Express Park

- > Implement demand-based parking rates at meters in Downtown LA

Roadway Improvements

- > Re-stripe the enforcement buffer to create a second ExpressLane between I-605 and I-710 on the I-10 El Monte Busway
- > Widen Adams Bl between Figueroa and Flower streets and construct a new pedestrian bridge
- > Re-stripe the I-110 Adams Bl off-ramp to create a second right-hand turning lane
- > Create access transition lanes between I-110 ExpressLanes and I-110 general purpose lanes to smooth the flow of traffic in and out of the ExpressLanes

Toll Rates

- > Toll range: \$0.25 - \$1.40 per mile; toll rates vary within range based upon demand
- > The toll rate is based on traffic levels in the ExpressLanes to ensure a minimum of 45 mph
- > The maximum toll represents a price to discourage more entry rather than generate additional revenue
- > Average toll for ExpressLanes during the peak period (end to end):
 - I-110 is \$4
 - I-10 is \$6

Key Business Rules

- > Toll-free travel for vehicles that meet minimum vehicle occupancy requirement, motorcycles, and privately operated buses

- > All existing carpools will continue to access the lanes toll-free
- > Trucks (other than 2-axle) are not allowed entry
- > Minimum peak tolls shall be no less than 150% of Metro transit fare on the ExpressLanes
- > All vehicles using ExpressLanes are required to have a transponder
- > Tolling will shut down (i.e. no toll users will be permitted to enter the ExpressLanes) when travel speeds fall below 45 mph for more than 10 minutes
- > Emergency vehicles may use the ExpressLanes when responding to incidents

Discounts for Low-Income Commuters

(proposed)

- > Residents of LA County with an annual income at or below \$35,000 will qualify for a discount
- > A one-time \$25 discount will be received when a new account is set-up. It can then be applied towards the prepaid toll balance or transponder deposit.
- > Monthly account non-user fee will be waived

Measuring the Effectiveness of ExpressLanes

- > Metro and Caltrans are required to report back to the state legislature and the USDOT on the performance of the demonstration project. Key performance measures include:
 - Are travel times reduced and average vehicle speeds increased in the ExpressLanes and general purpose (free) lanes?
 - How many drivers shift from driving alone to using carpools, riding transit, and/or Metro vanpools?
 - Is the efficiency of all lanes increased by moving more people on the ExpressLanes in a specified period of time?
 - Is transportation access improved for low-income commuters?

Public Outreach Plan

- > In January 2009, the Metro Board approved a Public Outreach and Communications Plan that outlines a strategy to reach diverse groups of people and interests throughout the I-110 Harbor Transitway and I-10 El Monte Busway project areas
- > Project partners have facilitated extensive stakeholder participation and will continue to seek community feedback throughout the planning and implementation phases
- > In June 2009, six public hearings were held on the toll rates and toll policy
- > The draft environmental documents have been released for public comment

專案的益處

增加交通服務，擴展中型車共乘方案

- > 購置 59 輛替代性燃料公車，用於增加接運服務和銀線服務
- > 在一年的示範期內提供營運補貼
- > 在 I-10 和 I-110「收費快車道」上運行 100 輛新的中型車共乘車輛

轉運站優化

- > 在 El Monte 轉運中心新增一個可容納 30 輛車的公車總站以及多個單車櫃。它將獲得 LEED 金級認證
- > 在 Patsaouras Plaza 建造一個直通公車捷運站
- > 擴建 Pomona Metrolink Station 的停車場和站台
- > 在 Artesia 轉運中心新增一個警察分局以及多個單車櫃
- > 在 Harbor Transitway 車站安裝照明設施、閉路電視攝影機 (CCTV)，實施隔音試點計劃，並改善標誌牌
- > 在 Harbor Transitway 的 Manchester 和 Slauson 車站新增公車站點

便捷停車

- > 在洛杉磯下城區使用停車收費器按需收取停車費

道路優化

- > 重新規劃緩衝帶，以便在 I-10 El Monte Busway 的 I-605 和 I-710 路段之間再建一條「收費快車道」
- > 拓寬位於 Figueroa St 與 Flower St 之間的 Adams Bl 路段，新建一座人行天橋
- > 重新規劃 I-110 Adams 駛出匝道，以便再建一條右轉車道
- > 在 I-110「收費快車道」與 I-110 一般車道間修建過渡車道，以便使進出「收費快車道」的車流更通暢

收費價格

- > 收費範圍：每英里 \$0.25 - \$1.40；在此範圍內，收費價格因需求而異。
- > 收費價格根據「收費快車道」的交通情況而定，以確保車速不低於 45 英里/每小時。
- > 最高收費是為了以價格限制流量，而不是為了創造額外收入。
- > 「收費快車道」在高峰期的平均收費（全程）：
 - I-110 為 \$4
 - I-10 為 \$6

關鍵營運規則

- > 符合最低搭乘人數要求的車輛、摩托車和私營公車將免費通行
- > 所有現有的小汽車共乘車輛可以繼續免費進入車道
- > 卡車（2 軸的除外）禁止通行
- > 「收費快車道」在高峰期的最低收費不應低於 Metro 交通票價的 150%

- > 所有進入「收費快車道」的車輛都必須配備收發器
- > 在車輛行駛速度低於 45 英里/每小時超過 10 分鐘後，將停止收費（即禁止收費車輛進入「收費快車道」）
- > 參與事故應變的緊急車輛也會使用「收費快車道」

低收入通勤者折扣

（提議）

- > 年收入在 35,000 美元或以下的洛杉磯縣居民將有資格享受折扣
- > 在設立新帳戶時可收到一次性的 \$25 折扣，然後它可用作預付路費或收發器保證金
- > 將免除每月的帳戶閒置費

衡量「收費快車道」的效果

Metro 和加州交通運輸局將按照要求向州議會和美國運輸部報告示範性專案的實施情況。重點衡量的情況包括以下方面：

- 交通時間是否減少，「收費快車道」和一般（免費）車道上的平均車速是否增加？
- 多少人從開私家車轉向使用小汽車共乘、搭乘公車和/或使用 Metro 的中型車共乘車輛？
- 透過在特定時間將更多人引向「收費快車道」，所有車道的效率是否得到提高？
- 低收入通勤者使用交通通道的情況是否得到改善？

公共宣傳計劃

- > Metro 理事會於 2009 年 1 月批准了一項公共宣傳和交流計劃，該計劃概述了一項覆蓋 I-110 Harbor Transitway 和 I-10 El Monte Busway 專案區域各階層民衆及不同利益群體的策略
- > 專案合作方已經吸引更多利益相關者參與進來，並將在規劃和實施階段繼續收集社區反饋
- > 2009 年 6 月舉行了六場關於收費價格和收費政策的公聽會
- > 環境文件草案已經發佈，以徵詢公眾意見