

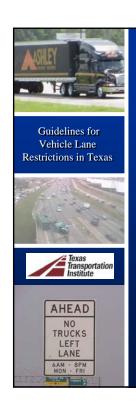
#### **Truck Lane Restrictions**

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## **General Criteria**

- At least 3 freeway lanes
- Controlled access facility
- Restricts trucks to 2 lanes
- Passing is allowed
- Traffic study required
- Systematic approach

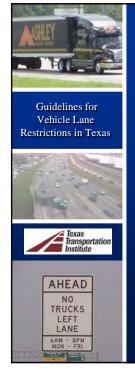


#### **Restriction Authority**

- Texas Transportation Commission
- Municipality with TxDOT approval



County Commissioners
 Court with TxDOT
 approval

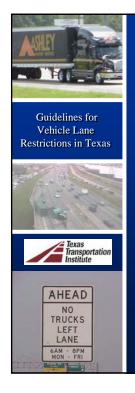


## **Statewide Restrictions**

- I-10 [San Antonio]
- I-20 [Dallas County]
- I-30 [Tarrant County]
- I-35 [Williamson, Travis, Hays, Comal, Bexar Counties]
- US 90 [San Antonio]







# **I-45 North Freeway**

- 20 miles from I-610 to Hardy Toll Road
- 0.9 to 1.4 % Violation Rate
- Before restriction:

12-14% trucks using left lane





# I-10 East Freeway

- Originally implemented in September 2000
- Limits from Waco St to Uvalde St
- Later extended to west of Crosby-Lynchburg
- 6% of trucks used the left lane in 2000
- Average of 0.6% violation rate
- Consistent compliance for 6 years



#### **SH 225 LaPorte Freeway**

- Restriction Implemented in March 2003
- 1st Involving multiple municipalities
- Violation Rate of 0.8 to 1.8%

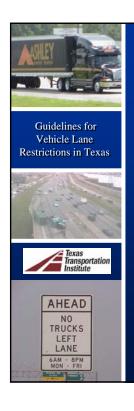




# **Review of Crash Records**

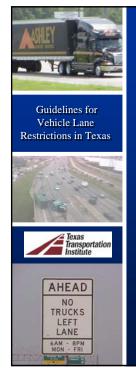
- Before demonstration 7.9 crashes/week
- During demonstration –
   2.9 crashes/week

**68 % REDUCTION IN CRASHES** 



#### Freeway Operations

- No significant changes in freeway speeds
- No significant change in vehicle mix
- Some increase in automobiles using left lane

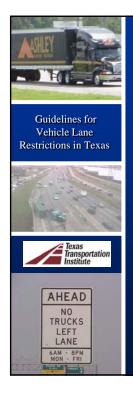


# **Motorist Perception**

- 90% aware of restriction
- Over 2/3 use the inside lane more often



- 60-75% believe trip time has decreased
- Over 90% in favor of the restriction
- 85% of motorists feel safer



## **Truck Driver Perception**

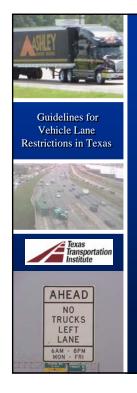
- 90% aware of restriction
- About half feel trip time has increased
- 60-70% believe signing is not adequate
- 35% have considered changing route
- Half believe that the freeway is safer



# **Houston Summary**

- Has been a positive experience
- Reduction in crashes by 68%
- 95+% compliance rates observed
- No adverse impacts to freeway operations





#### **DFW Summary**

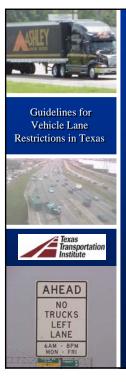
- NCTCOG Wilbur Smith Study
- Improved speeds in left and middle lane
- Increased enforcement did not significantly improve compliance rate
- NOx reduction of 61 lbs/day on I-30
- Crash reductions on both roadways
   I-20 [0.18 to 0.04 acc per million VMT]
   I-30 [0.55 to 0.43 acc per million VMT]



## **Necessary Components**

- Support from trucking industry
- Good information distribution media involvement
- Active Enforcement





### **Recommended Guidelines**

- Comply with State statute (Sec. 545.0651, 545.0652)
- Minimum 4% trucks in stream over 24 hours
- About 10% of trucks should be in lane that will be restricted



#### **Recommended Guidelines**

- Minimum length of 6 miles
- Monitor operations after restrictions begin
- Sign spacing ~ 1 mile
  - -Overhead
  - -Left-side mount
- Public information campaign
- Enforcement

