

# *Reallocation of Toll Lanes at the GWB*

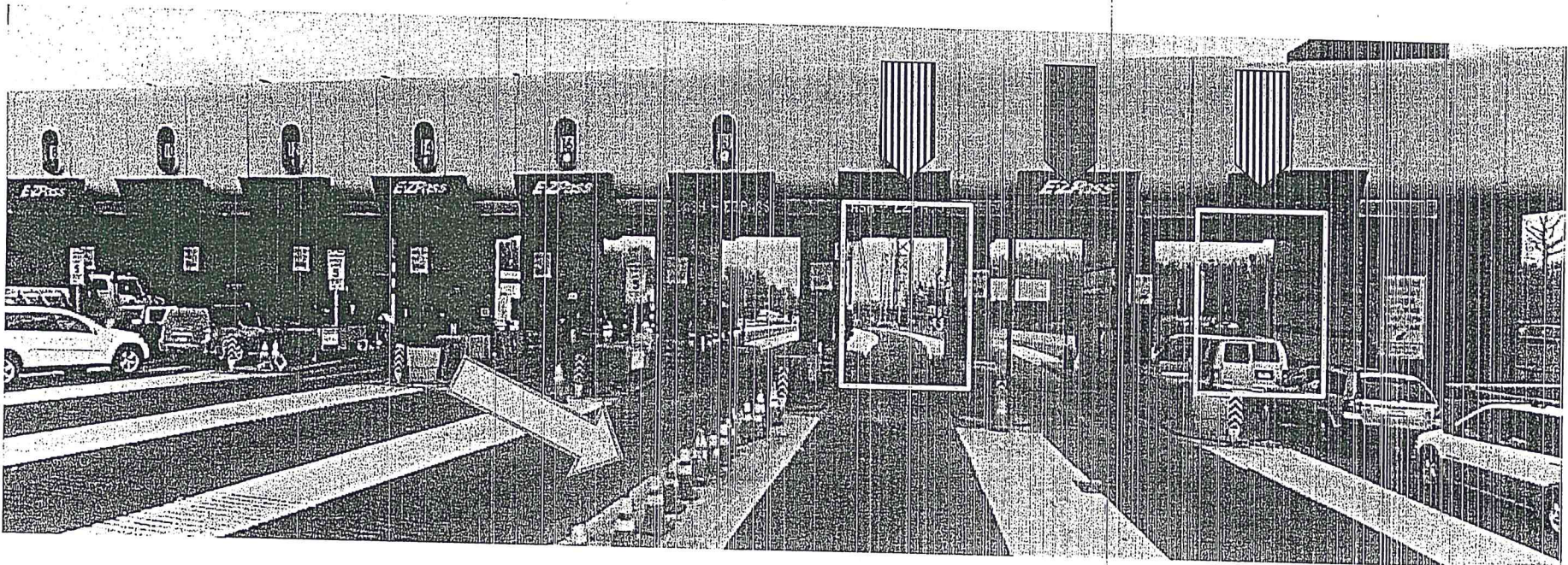
An EARLY assessment of the benefits of the trial

September 12, 2013



## *Reallocate Toll Lanes Presently Dedicated to Ft. Lee Traffic During the AM Peak*

Lanes 20, 22, and 24 have been dedicated to “local” traffic during the AM peak using a cone line.





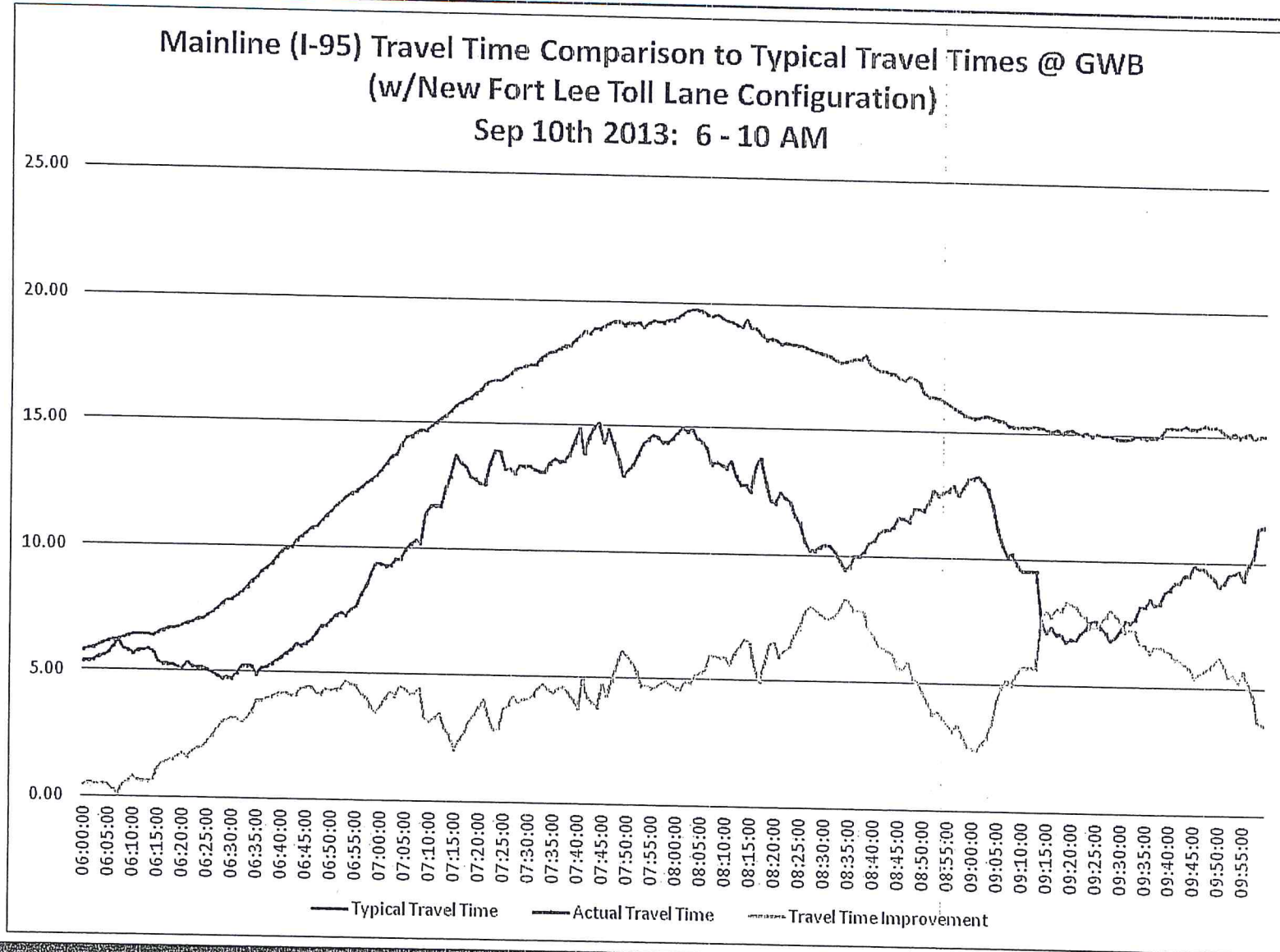
## *Local Traffic Throughput*

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*By eliminating two of the toll lanes dedicated to “local” traffic from Ft. Lee, this traffic was forced to queue on local streets:*

- An analysis of traffic prior to implementation assumed that unprocessed demand could reach over 600 vehicles
  - This analysis was based on the assumption that only traffic originating in Ft. Lee would use the local ramp after trial implementation
- Two separate queues set up in Ft. Lee each stretch for over 0.5 miles (equivalent to over 260 vehicles)
- Queues were predicted to continue until around noon, which processing capacity of Lane #24 would catch up to demand
  - This matches actual performance observed by GWB management
- Unfortunately, “local” E-ZPass traffic lost its dedicated E-ZPass lane, requiring this traffic to join the CASH queues
  - On 9-4-13, “local” traffic had an E-ZPass market share of 46% during the AM peak period . . .

# Peak Travel Times – 9/12/2013





## *Vehicle Hours of Delay*

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*The trial results in a trade-off between travel time savings for mainline traffic and substantial delays for “local” traffic:*

- Assuming the 11,592 vehicles using the mainline toll lanes after implementation of the trial each saved 5 minutes, the total savings would be approximately 966 vehicle hours of reduced delay.
- Based on estimated Fort Lee queues of approximately 600 vehicles over the course of four hours, local traffic is experiencing an additional 2,800 vehicle hours of delay.
  - Even if queues are half those estimated, the additional delay would still far exceed the savings of mainline traffic . . .
- Based on estimated Fort Lee queues of approximately 550 vehicles at 10 AM, many of these vehicles will pay the off-peak toll
  - At an E-ZPass market share of 46%, this works out to a revenue loss of \$550 per day or \$137k per year.

# *Conclusions*

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- TBD