# **Dynamic Lane Use Control**

Actively manage roadway operations by regulating lane use with dynamic signage.





- Reduces secondary and end-of-queue crashes.
- Ease congestion by improving system efficiency.

# **HOW DOES IT WORK?**

- Dynamic message signs display current lane-use information.
- Telecommunications to enable remote control from an operations center.
- Example, a dynamic sign can be used in advance of a crash location to close the affected lane and direct traffic to merge.

# CONSIDERATIONS

- \* REQUIRES TRAFFIC INFORMATION TO OPERATE THE STRATEGY. DATA REGARDING MAXIMUM CAPACITY OF UPSTREAM LANES, TRAFFIC VOLUMES AND TRAVEL SPEEDS ON HIGHWAY LANES. AND INCIDENT PRESENCE AND LOCATION ARE ESSENTIAL.
- + DURING PLACEMENT, CONSIDER SPECIAL GEOMETRIC CHARACTERISTICS AND DRIVER DECISION POINTS.
- + CONSIDER CATWALKS OR OTHER MEANS OF MAINTAINING EQUIPMENT WHILE LIMITING LANE CLOSURES.
- + CONSIDER PROVIDING ADDITIONAL STATIC SIGNING.
- + ADDRESS THE NEED FOR SOFTWARE ENHANCEMENTS.



## TRANSPORTATION NEEDS **ADDRESSED**



Capacity and Demand



Travel Time



Reliability



Mobility



Safety



Incident Response



Environmental Impact

### **COST MAGNITUDE**

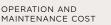
CAPITAL COST

OPERATION AND













### WHEN TO CONSIDER THIS STRATEGY

FREEWAY OR EXPRESSWAY CORRIDORS WITH RECURRING CONGESTION.



FREEWAY OR EXPRESSWAY CORRIDORS WITH HIGH SECONDARY CRASH RATES.

## COMPLIMENTARY **STRATEGIES**

DYNAMIC LANE USE CONTROL

DYNAMIC SPEED LIMIT

HARD SHOULDER RUNNING

INTEGRATED CORRIDOR MANAGEMENT

PAVEMENT MARKINGS

SIGNING

TRAVELER INFORMATION

QUEUE WARNING

MANAGED LANES

BUS ON SHOULDER

INCIDENT MANAGEMENT

