

# High-Occupancy Vehicle (HOV) Lanes & Applications

## Legislative Overview

May 9, 2023

# What Are HOV Lanes?

- Preferential lanes for eligible vehicles
- Optimize efficiency, performance and throughput
- Offer travel time savings and reliability
- HOV lanes apply management strategies including
  - vehicle occupancy
  - vehicle eligibility
  - access control

*HOV provides the opportunity to add a mobility option to Michigan that has been utilized in other states for over 40 years*

# HOV Perspective from Other States

- There are over 300 HOV lane facilities in the U.S.
- Eligible vehicles normally include:
  - Carpools and vanpools (2 or more people in a vehicle)
  - Buses
  - Motorcycles (Federal law requires motorcycles, except in limited situations)
  - Emergency vehicles
  - Law enforcement vehicles
- Enforcement of HOV requirements by MSP and local law enforcement agencies.
  - MDOT worked with law enforcement agencies to develop an enforcement plan
- Three enforcement areas incorporated in design of I-75 HOV lane
  - Facilitates safe enforcement.
- HOV lane performance guidance – operate at 45 mph 90% of the time

# Application Opportunities for HOV in Michigan

- HOV had been authorized and briefly used on US-12 (Michigan Avenue) in Detroit during I-75 reconstruction 10 years ago
- Future options would allow:
  - Grand Rapids: Division Street Bus Lane
  - Special lanes for:
    - Automated vehicles (Avs)
    - Trucks
    - Bicycles
    - Other
  - Oakland County: I-75 Modernization HOV Project

# Enforcement

## Enforcement:

- Michigan State Police or Local Police can enforce HOV usage during established times
- Violators would be given a civil infraction and fined per Section 907 of the Michigan Vehicle Code

**AN OPPORTUNITY TO UTILIZE  
LEGISLATION:**

**I-75 MODERNIZATION PROJECT  
OAKLAND COUNTY**





# History of Studies and HOV Selection for I-75

- 1999: All Southeast Michigan freeways analyzed for HOV
  - I-75 most viable HOV corridor from I-696 to M-59
- May 2005: *Final Environmental Impact Statement* was approved
  - HOV lane was selected alternative for AM and PM peak hour use
- January 18, 2006: *Record of Decision* signed by FHWA
- 2008-2010: two *Engineering Reports* developed
- 2011-2013: *Design Modifications* report developed
- 2016-Fall 2023: Corridor has been under construction from north to south
- 2020-present: Reports developed
  - HOV hours of operation
  - Enforcement plan
  - Concept of Operations
  - Monitoring Plan
- Extensive Public and Stakeholder Engagement throughout

# I-75 from M-102 to M-59

## Goals and Objectives

- Improve travel for personal and commercial (goods) movement.
- Meet FHWA guidelines to save one-minute per mile.
- Improve motorist safety, travel efficiency, and reliability for personal and freight movement.
- Accommodate existing (103,000-174,000/day) & future (112,000-193,000/day) traffic.



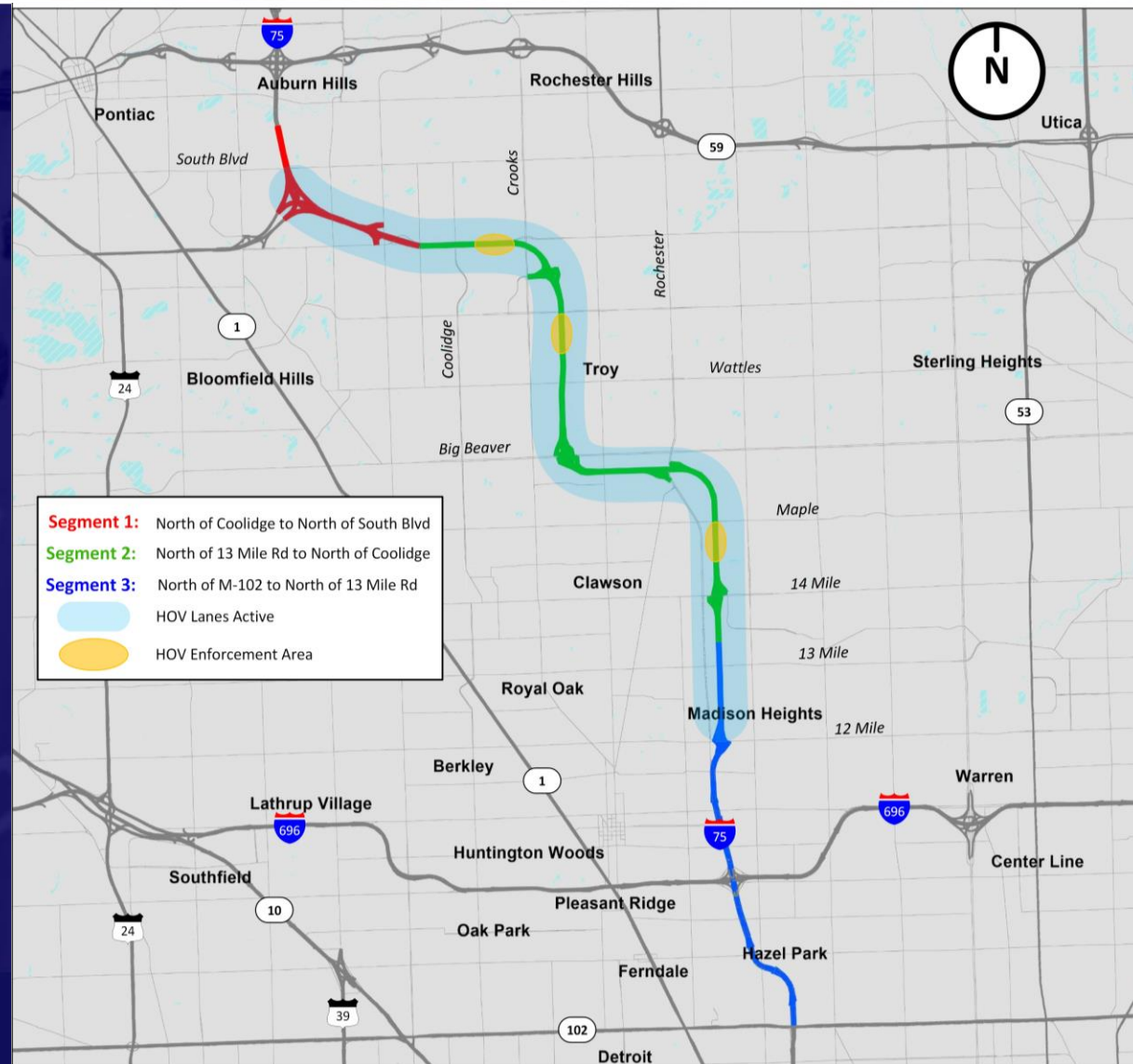




# I-75 Modernization Project Map

Project adds one additional lane in each direction:

- Lane add north of M-102 (8 Mile Road) to north of South Boulevard
- HOV lane north of 12 Mile Road to north of South Boulevard
  - Weekday peak hours (6-9 AM and 3-6 PM)
  - general-purpose use all other times
- Full length opens when construction complete (late 2023)
- Three carpool lots in the corridor



# HOV Legislation Needs

- MDOT not authorized to close a lane to any class of legal users
  - Except for engineering and safety reasons.
- Legislation will allow agencies to open restricted lanes to high-occupancy-vehicles
  - Allows special lanes for automated vehicles, trucks, or other classes of vehicles in the future.
- New lane added to I-75 intended to be restricted to high-occupancy vehicles
  - Families, carpools, buses, and motorcycles
  - Excludes single-occupant vehicles.
- I-75 HOV Lanes will not be opened without legislation
  - Lack of legislation could impact federal funding.
  - Fully open September 1, 2023.