

# HOV Pooled Fund Study

## HOV Lane Enforcement Handbook

### Project Fact Sheet

#### Project Scope

The *HOV Lane Enforcement Handbook* will focus on the development, use, and implementation of policies, procedures, supporting legislation, strategies, and technologies to improve the cost effectiveness and efficiency of HOV enforcement practice. The intent of the handbook is to offer practitioners a better understanding of enforcement needs and improved consistency in enforcement of HOV facilities. This project will build off of previously completed or current initiatives that provide insight and examples on some of the key topics and related issues that will be covered in this handbook.

An emerging issue in the area of HOV enforcement is the conversion of HOV lanes to High-Occupancy Toll (HOT) lanes. This action results in a new set of operational considerations, particularly related to enforcement. The handbook will identify the considerations for HOT lane enforcement and identify policies, strategies, and technologies that support enforcement for projects where HOV lanes are adapted for HOT operation.

#### Project Overview

High-occupancy vehicle (HOV) facilities represent one strategy that is in use or is being considered in many urban areas to improve mobility in congested freeway corridors. The choice and implementation of particular enforcement methodologies may have a significant influence on the design and operation of the facility.

HOV lanes are developed to provide a cost-effective travel alternative that commuters will find attractive enough to change from driving alone to taking the bus, carpooling, or vanpooling. Enforcement of lane restrictions has become an important issue over time as



Houston Metro Enforcement on I-10 HOV Lane.

The goal of the HOV Pooled-Fund Study (HOV PFS) is to assemble regional, state, and local agencies, and the Federal Highway Administration (FHWA) to

- identify issues that are common among agencies;
- suggest projects and initiatives;
- select and initiate projects intended to address identified issues;
- disseminate results; and
- assist in solution deployment.

Participating state transportation agencies include California, Georgia, Maryland, Massachusetts, New Jersey, New York, Tennessee, Virginia, and Washington.

congestion has grown in adjacent general purpose lanes. The temptation for non-eligible drivers to cheat and make use of an HOV lane is great, and documented violation rates on some facilities run well into the double-digits.

HOV enforcement, which involves detecting and addressing both occupancy and moving violations, relies heavily on on-site police presence. Automated technology has not been fully developed and demonstrated with a high enough degree of accuracy for court-contested cases. It is clear that the role of enforcement continues to be critical to HOV lane success. A number

of potential innovative strategies have been demonstrated that provide guidance for improving enforcement effectiveness. Funding and staff resources for enforcement are often limited due to competing priorities. Enforcement is needed not only at the opening of an HOV facility; it is a function that exists through the life cycle of every HOV project at some level. Furthermore, the enforcement process encompasses not only the detection and on-site ticketing of violators but a continuum that extends through adjudication of citations via the court system. Policies, legislation, procedures and agreements with the affected enforcement agencies need to be in place, and enforcement agencies have to be stakeholders in decisions that influence design, operation and performance monitoring activities.

## Products

The handbook will serve as a technical reference, providing guidance and best practices on the need for HOV enforcement, how to improve enforcement operations, and how to apply innovative techniques for enforcing the occupancy requirements associated with HOV facilities. The handbook has as its intended audience all agencies having a role in the planning, management, operation, and enforcement of HOV facilities, including representative state DOT's, Metropolitan Planning Organizations, transit agencies enforcement agencies, and others. Targeted end-users are first-level supervisors, technical staff (planners and operators), and public safety and enforcement agencies involved in the planning, development, and implementation of HOV enforcement policies and programs. A draft of this handbook will be available in early 2005, with the final draft available in late 2005.

The project will also develop supporting documents, including a tri-fold brochure, project and subject presentations, a white paper for recommended further research, and other related tools to assist with the outreach and awareness related to enforcement. The supporting materials are targeted to top-level staff and policy makers. This Project Fact Sheet will be updated periodically and the other supporting materials will be available in late 2005.

**Project Website:** [http://hovpfs.ops.fhwa.dot.gov/cfprojects/new\\_detail.cfm?id=49&new=0](http://hovpfs.ops.fhwa.dot.gov/cfprojects/new_detail.cfm?id=49&new=0)

## Contact Information:

Federal Highway Administration – Mr. Neil Spiller

Voice: (202) 366-2221 E-mail: [neil.spiller@fhwa.dot.gov](mailto:neil.spiller@fhwa.dot.gov)

Texas Transportation Institute – Ms. Ginger Goodin

Voice: (512) 467-0946 E-mail: [g-goodin@tamu.edu](mailto:g-goodin@tamu.edu)

HOV Pooled Fund Study Contact – Dr. Ming-Shuin Lee, URS Corporation

Voice (612) 373-6335 E-mail [Ming\\_Shuin\\_Lee@urscorp.com](mailto:Ming_Shuin_Lee@urscorp.com)



U.S. Department  
of Transportation

**Federal Highway  
Administration**