Factors considered in deciding locations

- Locate Program Information sign away from a decision point. The general Program Information sign should be available along the route, either on the mainlane or on access roads to the Park and Ride lots, but it is intended to explain the QuickRide logo and provide the website for further information, not affect any en route decision.

- Locate Lane Status and Price sign in a position where a driver could read it and still have a chance to bail out. This is particularly important to keep in mind in the Park and Ride lots, where the bail out point is sometimes before the base of the on-ramp.

- Currently QuickRide does not operate on 290 PM outbound, so these signs will not be needed until the decision to extend 290 to the afternoon operation is finalized. If needed, the new regulatory and Lane Status signs in the Northwest Transit Center apply only to the outbound 290 operation. They need to be placed to avoid any confusion with the inbound I-10 operation.

- The Addicks Park and Ride has a designated Carpool Staging area. The Lane Status/Price sign should be before this area so drivers can decide how many people to add to their carpool based on the current QuickRide price. There is currently occupancy requirement and a DMS for lane status on the Park Row Blvd access road. I would suggest placing our signs on that access road as well.
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Proposed Signs and Locations for Houston Value Pricing Pilot Program
US 290 Northwest Station
Park and Ride

- Program Information
- Regulatory
- Price
US 290 West Little York Park and Ride

Program Information

Regulatory

Price

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Proposed Signs and Locations for Houston Value Pricing Pilot Program
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Proposed Signs and Locations for Houston Value Pricing Pilot Program
Note: QuickRide does not currently operate in the PM outbound for US 290. These signs would be needed only if the program is extended to the afternoon operation. The inbound I-10 access through the NW Transit Center also does not currently include QuickRide.
Note: A site review is needed for this location as there is very limited distance between the intersection and the HOV on-ramp.
Note: The program information sign may need to be repeated on each of the three approach legs because of the limited distance between the intersection and the approach ramp.