

Project costs & funding

Pilot project cost – \$17.87 Million

- 2005 Gas Tax funding – \$12.74 Million
- Federal Highway Administration funding – \$5.13 Million

How will the toll revenue be used?

- Toll revenue is deposited into a state treasury account and spent only if appropriated by the Legislature.
- Revenue may be appropriated to pay for the cost of maintaining and staffing the tolling system, and a portion of the revenue may be dedicated to improve transit, vanpool, carpool and other services along SR 167.

HOT lanes: successful elsewhere

- HOT lanes are successful in other states. They are operating in California, Texas, Minnesota and Colorado.
- Surveys from a study in California found that SR 91 HOT lanes were popular, and the benefits were enjoyed widely by travelers at all income levels.
- The same SR 91 survey shows that low- and middle-income drivers make up the majority of HOT lane users.
- Surveys also show that most people don't use the HOT lanes every day; they use them only when they require a reliable trip.

For more information

Visit the Web site

www.wsdot.wa.gov/Projects/SR167/HOTLanes

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Need a transponder?

Get Good To Go! information

- **Visit the WSDOT Web site** to get more information about the Good To Go! transponder and sign up for your account. www.wsdot.wa.gov/GoodToGo
- **Call** 1-866-936-8246 (1-866-WDOT2GO)
Hours: 7 a.m. - 7 p.m.; 7 days a week
- **E-mail** Goodtogo@goodtogo.wsdot.wa.gov

What are people saying about HOT lanes?

“It is exciting that our highway technology has advanced far enough that we can finally apply the laws of supply and demand.”
– SR 167 commuter

“I believe this [HOT lanes] gives our community another option with little change and/or cost.”
– SR 167 commuter

“At today's gas prices, that toll has saved me that much in gas for the short distance I travel on 167.”
– SR 167 commuter

Building smarter highways

WSDOT is building smart highways with HOT lanes and other innovations known as active traffic management (ATM).

Other ATM techniques in use include:

- ◇ Reversible lanes
- ◇ Ramp meters
- ◇ Congestion sensors
- ◇ Real-time traffic info signs
- ◇ HOV lanes
- ◇ Incident-response vehicles
- ◇ Traffic cameras

Take a virtual tour of HOT lanes and get more information at:

www.wsdot.wa.gov/Projects/SR167/HOTLanes



Summer 2008

New commute option helps SR 167 drivers get there on time

High occupancy toll (HOT) lanes are your ticket to the fast lane when you can't afford to be late. This four-year pilot project is testing a new congestion management tool called variable tolling. It allows solo drivers to use the carpool lane by paying an electronic toll without ever stopping. Toll rates fluctuate with the level of congestion to ensure that traffic in the HOT lane flows freely and efficiently, even when the regular lanes are congested.

In May 2008, WSDOT converted the HOV lanes on SR 167 to a single HOT lane in each direction for nine miles between Renton and Auburn in King County. Carpools of two people or more, transit, vanpools and motorcycles use the HOT lanes toll free.

What are HOT lanes and how do they work?

When there is space for more vehicles in the HOT lane, solo drivers may enter by paying an electronic toll using a Good To Go! transponder. There are no toll booths. The transponder attaches to the windshield inside the vehicle. An overhead sensor reads it when the vehicle enters the HOT lane and automatically debits the toll from the driver's pre-paid account. Signs over the HOT lanes display the current toll rate and indicate approaching access zones.

HOT lanes can make SR 167 more efficient

State Route 167 is a highly congested highway in south King County running from SR 512 in Puyallup to Interstate 405 in Renton. To make better use of the lanes, WSDOT engineers explored ways to increase capacity, decrease backups and better manage the demand for lane space.

HOT lanes and variable tolling allow the highway to accommodate more vehicles during rush hour while maintaining free-flow speeds for carpools and buses.



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New signs and striping direct drivers in using the SR 167 HOT lanes.



Electronic readers and transponders mean no toll booths.

Get Good To Go!



A toll transponder adheres to a vehicle's interior windshield. The transponder is an electronic device that acts like

a debit card. Drivers with Good To Go! transponders may obtain a shield to deactivate the transponder when they carpool.

- Open an account in advance to get a Good To Go! transponder.
- The same transponder also can be used to pay the toll on the Tacoma Narrows Bridge.
- For more information about transponders, visit the Good To Go! Web site at www.wsdot.wa.gov/GoodToGo or contact customer service at 1-866-936-8246 (1-866-WDOT2GO)

Testing HOT lanes to keep Washington moving

This four-year pilot project allows drivers to learn how HOT lanes work, while WSDOT examines how well they perform and how they might fit into the state's strategy to help keep traffic moving. During the pilot period, engineers will monitor traffic volumes, speeds, lane space availability, hours of delay and highway safety to determine if HOT lanes can be used on other highways to move more people and ease congestion. They will report on HOT lane operations annually to the state Legislature.

Why are we testing HOT lanes on SR 167?

Before HOT lanes, the HOV lanes on SR 167 were underused even though the general purpose lanes were congested much of the day. An HOV lane on SR 167 carried only about the same number of people as the adjacent general purpose lane during the peak morning and evening commute hours. The average HOV lane carries one and a half times the number of people than the adjacent general purpose lane even in heavy traffic.

How will I benefit from HOT lanes?

Based on experiences with similar HOT lanes in other states, WSDOT expects the new HOT lanes offer several benefits:

- An option for solo drivers to pay for a more reliable trip
- Improved traffic flow in the regular lanes as some solo drivers choose to drive the HOT lane
- Money from toll revenue for maintenance or to promote transit and vanpooling
- Fast, toll-free trips for buses, vanpools, carpools and motorcycles

Early results encouraging

After the first month of the HOT lanes pilot project, traffic volumes in the carpool lane rose 13 percent on average with more than 6,500 toll transactions. Solo drivers who paid to use the HOT lanes saved an average of 10 minutes in travel time on trips between Auburn and Renton and paid an average toll of \$1.50.

Rules of the road for HOT lanes

HOT lanes employ different rules than those in HOV lanes. Here's what SR 167 drivers need to know:

No double-crossing

It is against the law to cross the double white lines that separate the HOT lane from the regular lanes.

Know your ins & outs

Signs and a single, dashed white line indicate where drivers are allowed to enter and exit the HOT lanes.

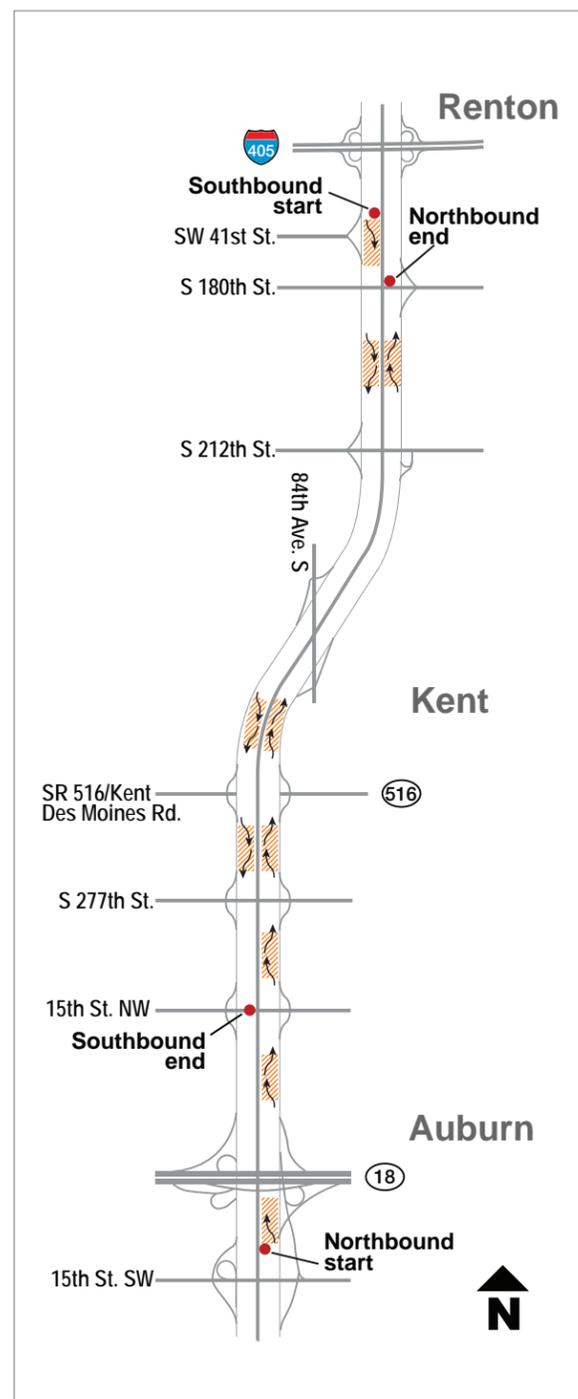
Watch the signs

Electronic signs display the toll amount, if the lane is open only to carpools and transit, or if the lane is closed.

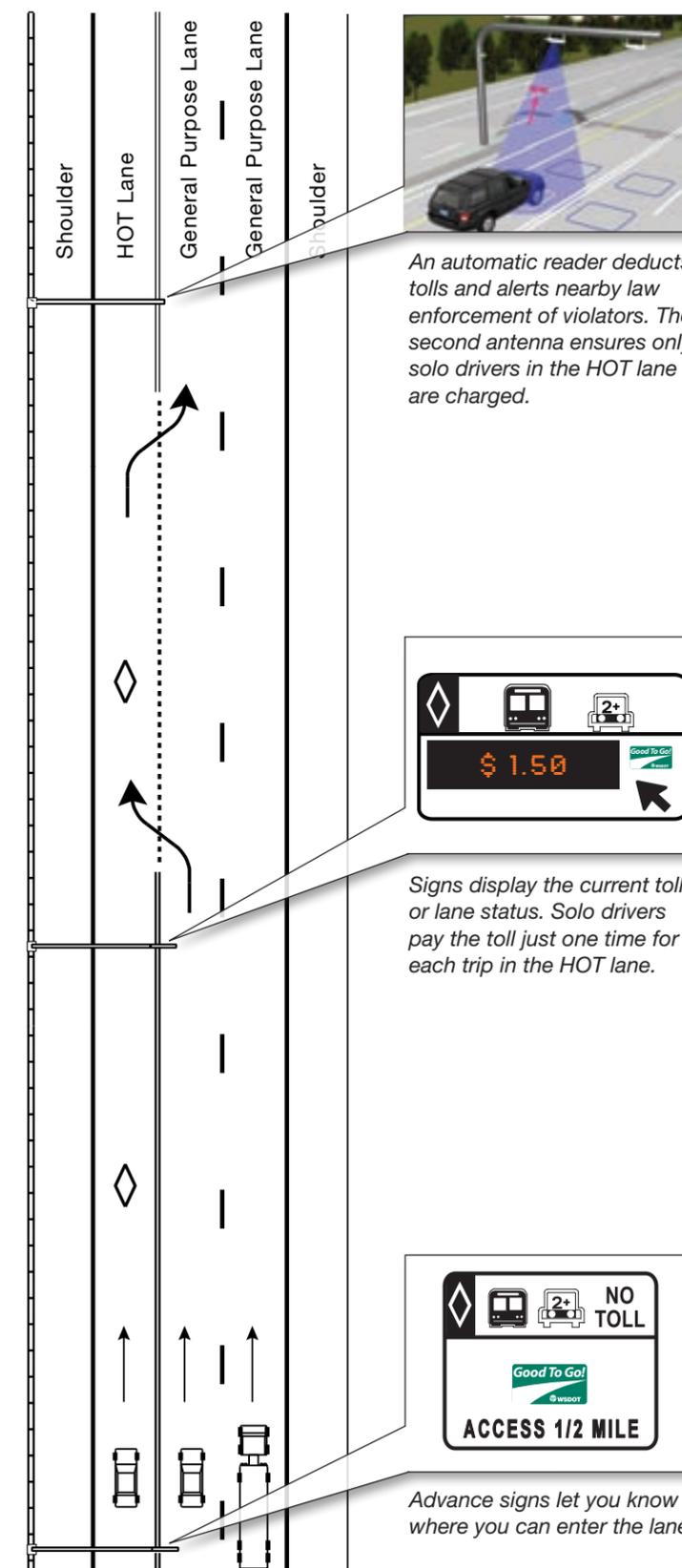
Heavy fines for HOT lane violators

The project is paying for extra Washington State Patrol troopers to monitor HOT lanes traffic. Troopers issue citations with fines of \$124 or more for crossing the double white line, not paying a toll or violating the carpool requirement.

SR 167 HOT lanes access/exit points



SR 167 HOT lanes signs and transponder reader



An automatic reader deducts tolls and alerts nearby law enforcement of violators. The second antenna ensures only solo drivers in the HOT lane are charged.

Signs display the current toll or lane status. Solo drivers pay the toll just one time for each trip in the HOT lane.

Advance signs let you know where you can enter the lane.