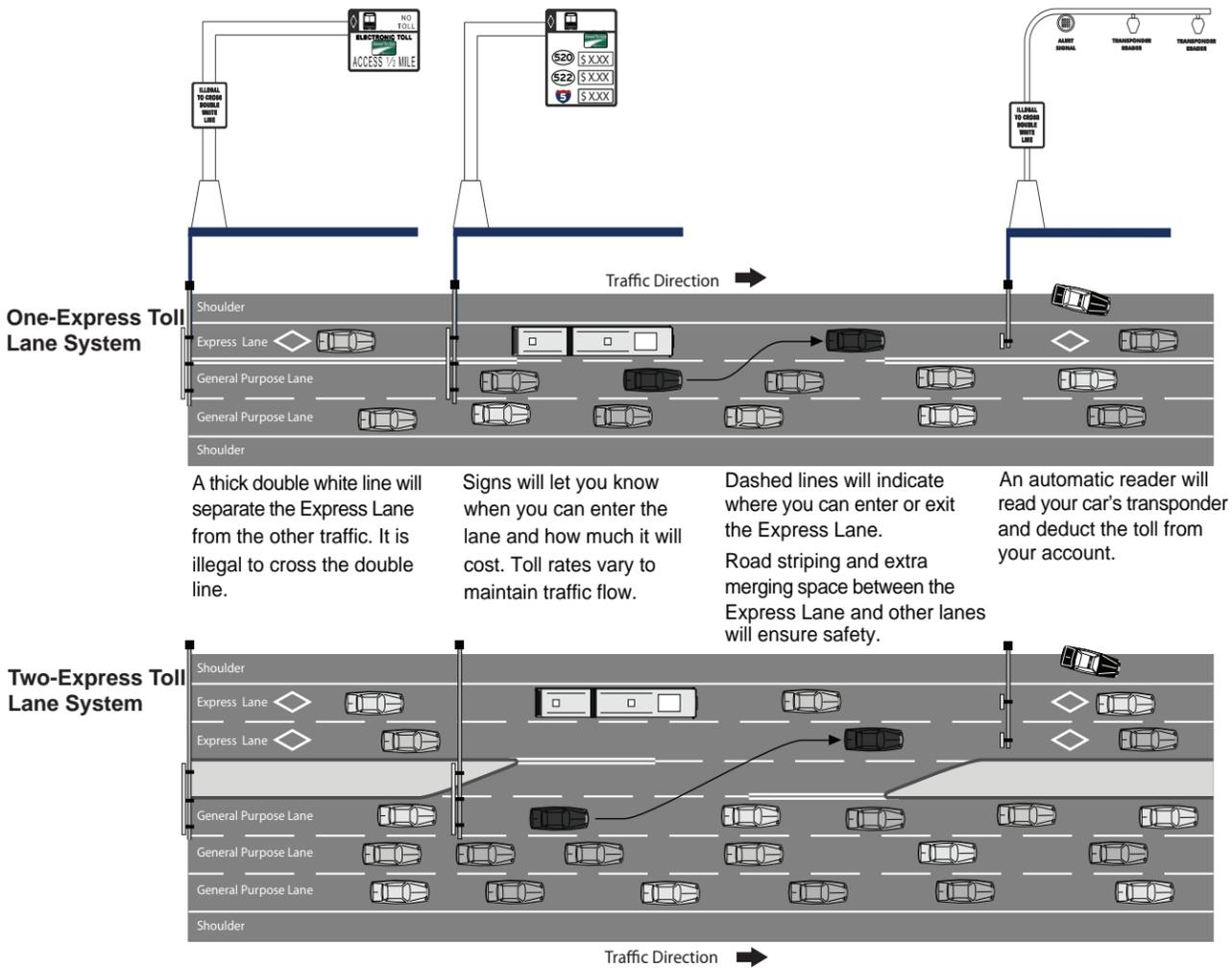


## What would Express Toll Lanes look like?



## HOT Lanes Pilot Project on SR 167

Set to open in spring 2008, the SR 167 Pilot Project converts nine miles of the existing carpool lanes to HOT lanes between the I-405 junction in Renton and Auburn. The goal for the SR 167 Pilot Project is to increase the highway efficiency by moving more people and vehicles through the corridor. Carpools, vanpools and motorcycles will continue to use the SR 167 HOT lane free of charge, and single-occupant vehicles will be allowed to pay a toll to use the lane when space is available and speeds are 45 mph or higher.

To accomplish the HOT lanes conversion, lanes will be re-striped to create a buffer and specific access points between the HOT lane and the adjacent general-purpose lane. This will improve both safety and driver comfort.

- Automated toll collection will help maintain highway speeds and assist with enforcement. Vehicle-mounted transponders and over-roadway transponder readers allow for tolls to be collected from prepaid accounts at highway speeds; there will be no tollbooths.
- Toll rates will be set to keep traffic moving. Solo drivers will pay tolls that will vary with congestion. The average price is estimated to be between \$1.50 and \$2 per trip.
- HOT lanes will save time for all commuters on SR 167. Converting the carpool lanes to HOT lanes makes better use of the road by allowing more vehicles to travel during peak periods. Speed and trip reliability will be maintained for buses, carpools and vanpools using the HOT lanes.

### For More Information

Visit the I-405 Project Web site at [www.wsdot.wa.gov/projects/i405](http://www.wsdot.wa.gov/projects/i405)  
 Contact: Colleen Gants  
 Public Information  
 425-456-8500  
[colleen.gants@i405.wsdot.wa.gov](mailto:colleen.gants@i405.wsdot.wa.gov)

## INTERSTATE **405** Express Toll Lanes on I-405

### What are Express Toll lanes?

Express Toll Lanes provide motorists with a fast and reliable trip in free-flowing lanes. These lanes would offer toll-free express trips for transit, and flexible-tolled express trips for other drivers who choose to enter the lanes. Flexible tolling would ensure express operations and improve traffic flow across all lanes. Existing High-Occupancy Vehicle (HOV) lanes can be converted to Express Toll Lanes; new lanes can also be built for Express Toll Lanes to operate multi-lane facilities. This traffic management option is being explored throughout the country.

### Why is WSDOT considering Express Toll Lanes on I-405?

As our population continues to grow, so does the number of trips on our highway system. WSDOT research shows that delay times along I-405 are among the highest in the region, with commuters routinely leaving home up to thirty-minutes early to ensure they arrive at their destination on time.

While roadway expansion can accommodate some growth, this is not a practical or affordable solution in many cases. Finding ways to make highways work more efficiently is a priority for WSDOT; Express Toll Lanes are one solution being considered.

Express Toll Lanes on I-405 would be similar to express lanes on I-5 and I-90, but flexible-priced tolls would ensure express operations similar to the HOT Lane Pilot Project on SR 167.

### How do Express Toll Lanes work?

- Toll rates adjust automatically with flexible pricing to keep express lane traffic always flowing at 45 mph or faster.
- As more people enter the express lane, tolls increase. Higher tolls would result in fewer toll-paying drivers choosing to enter the lane.
- Toll rates are collected electronically, there will be no toll booths.
- General-purpose lanes would remain toll-free to all drivers.

### What are the benefits?

- Improve traffic flow.
- Assure that transit maintains express speeds and travel-time reliability.
- Move more people and vehicles through the corridor.
- Give all drivers more choices.
- Maintain dependable trip option for all vehicles.

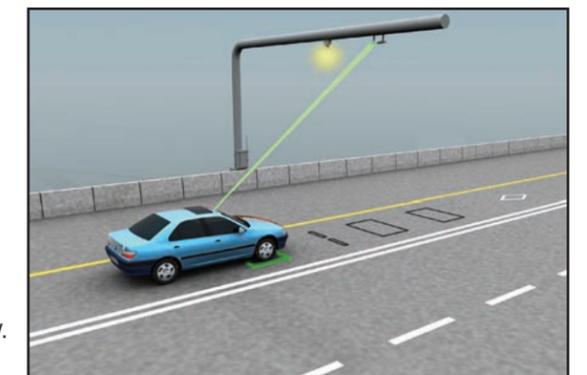
### Visualization of Express Toll Lane system on I-405



Advance signs will inform drivers when they are approaching an express lane access point.



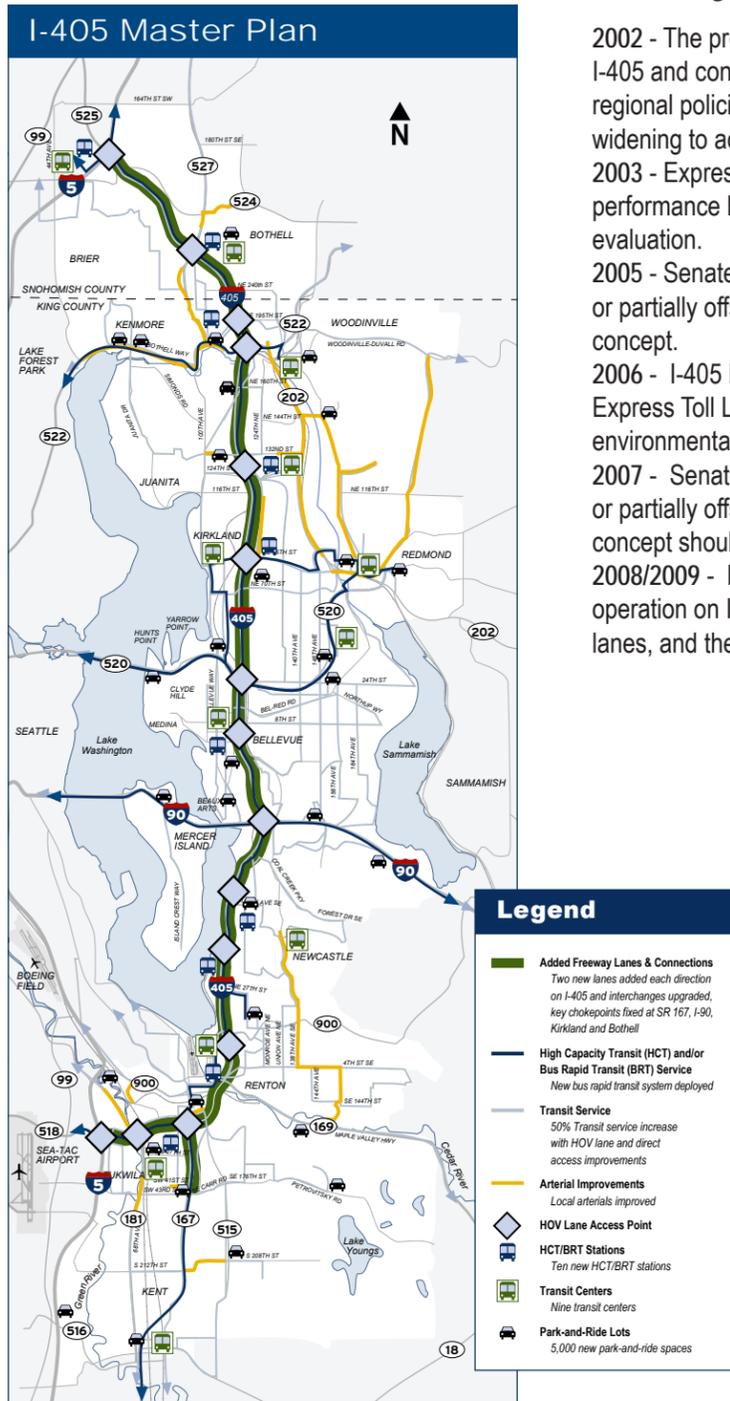
Before each access point, signs will display the current toll to specific destinations. Drivers can choose to enter the express lane.



Electronic readers and transponders mean no toll booths and no slowing down.

## Part of the I-405 Master Plan

Improvements on I-405 are part of a broad, long-term I-405 Master Plan approved in 2002 by a broad coalition of eastside local, state and federal government leaders and transportation officials. This long-range effort calls for adding up to two lanes in each direction on I-405 between Tukwila and Lynnwood, adding a bus-rapid transit system, improving key arterials, significantly increasing the number of vanpools and park-and-ride spaces, increasing local transit service by 50 percent, adding new HOV direct-access points and creating new pedestrian/bicycle crossings over I-405. When all Master Plan improvements are complete, the I-405 Corridor will accommodate an additional 110,000 daily trips and time stuck in traffic will be reduced by 13 million hours per year – an average of more than 40 hours per year per user.



## History of Express Toll Lanes on I-405

- 2002 -** The program committees recognize benefits of managed lanes on I-405 and consider tolling a regional issue, deferring any tolling decisions until regional policies can be determined. They adapt a four foot buffer and road widening to accommodate future managed lanes.
- 2003 -** Express Toll Lane technical analysis is conducted. Express Toll Lane performance benefits on I-405 warrant future consideration and further evaluation.
- 2005 -** Senate Bill 6091 passes, stating that tolls should be charged to offset or partially offset the costs of widening the I-405, including a managed lanes concept.
- 2006 -** I-405 Express Toll Lane investment analysis is conducted, evaluating Express Toll Lane implementation between SR 520 and I-5 in Lynnwood. The environmental process begins.
- 2007 -** Senate Bill 1094 passes, stating that tolls should be charged to offset or partially offset the costs of widening I-405, and that a managed lane concept should be applied in the design and implementation.
- 2008/2009 -** Legislative decision is needed to permit Express Toll Lanes operation on I-405. If no action is taken, lanes may open as general purpose lanes, and the first opportunity for Express Toll Lanes on I-405 may be lost.

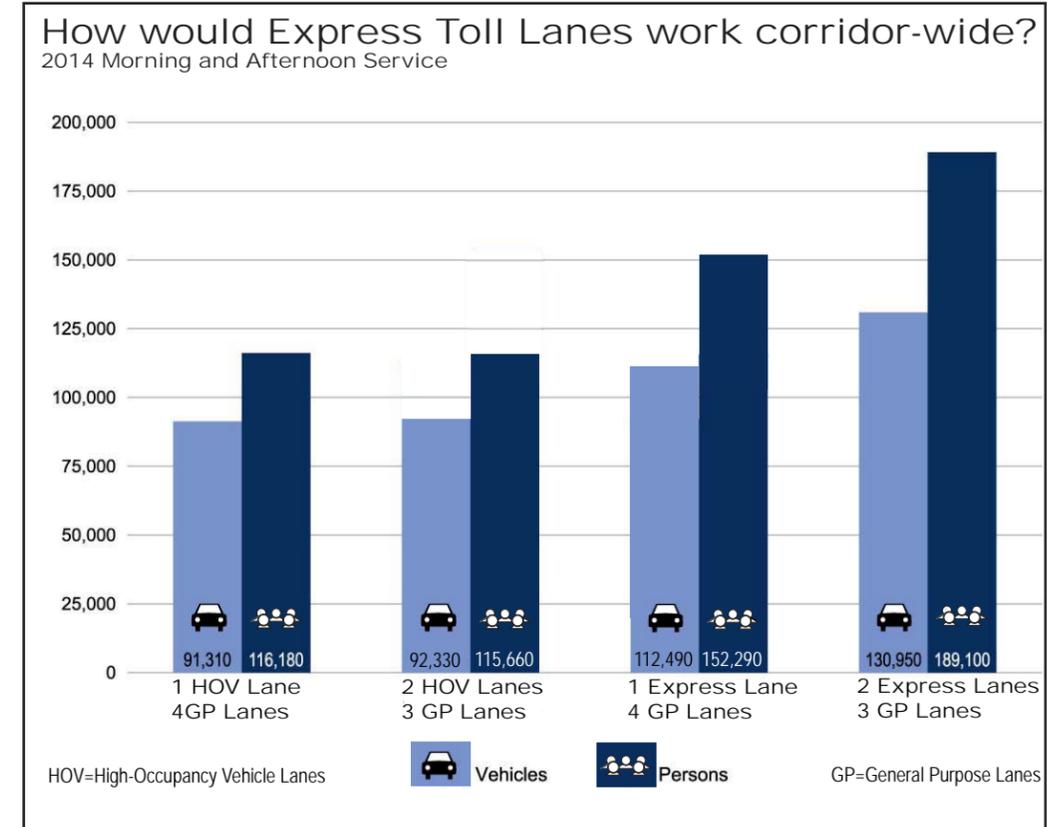


Visualization of the I-405 Bus Rapid Transit System

**Express Toll Lanes Support Bus Rapid Transit**  
The Bus Rapid Transit (BRT) network is part of the I-405 Master Plan and will connect transit centers and HOV direct-access points along the corridor. Sound Transit supports BRT operations and express bus services on I-405, and plans to further invest and evaluate BRT options. BRT improves on traditional bus services by use of congestion-free lanes with direct-access to BRT stations within the freeway system. BRT is designed to deliver performance comparable to rail transit at a fraction of the cost.

## How would an Express Toll Lanes System perform?

To capture an estimate of overall system performance, the vehicle and person throughput at analyzed screenline locations in Kirkland and Renton were totaled for 2014. This data combines morning and afternoon peak-hour totals for both peak and off-peak directions. The 2014 peak hour 2 Express Lanes/3 general purpose configuration serves 16 percent more vehicles and 24 percent more persons than the 1 Express Lane/4 general purpose configuration.



In 2014, the 2 Express Toll Lanes and 3 general purpose lanes scenario combine to move 130,950 vehicles and 189,100 people through the I-405 Corridor between the hours of 6-9 a.m. and 4-7 p.m. Although the 1 HOV lane and 4 general purpose lanes scenario has the same capacity as the scenario above, it moves 16 percent less vehicles and 24 percent less people through the corridor. The increase in traffic flow under the Express Toll Lane scenario is attributed to efficient management of vehicles across all lanes.

## How would the I-405, SR 520 to I-5 Express Toll Lanes System perform?

The 2014 Afternoon Peak Hour Results below, compare the Express Toll Lane option, HOV lane option and no build alternative based on the vehicle and person throughput at northbound I-405 from NE 128th Street to NE 160th Street in Kirkland.

