

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 will be deposited into a state treasury account and spent only if appropriated by the state 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 increase transit, vanpool, carpool and other services along SR 167.

HOT lanes: successful elsewhere

- HOT lanes have been 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.

HOT Lanes Pilot Project Schedule

	2007	2008	2009	2010	2011	2012	
Construction		█					
Software testing		█					
Report evaluation results			●	●	●	●	
Pilot project (operational changes may be tested to maximize roadway productivity)		★	█				★

WSDOT has been out in the community talking to SR 167 commuters about HOT lanes. Most people have said they would consider using the HOT lane if it would get them where they need to be on time.

“I will use the HOT lanes if I am running late; getting to a job site on time is worth more than the cost of a toll.” – SR 167 commuter

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

For more project 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



Winter 2008

New option for SR 167 drivers to open this spring

High occupancy toll (HOT) lanes are your ticket to the fast lane when you just can't be late. This four-year pilot project will test a new congestion management tool called variable tolling that allows solo drivers to pay an electronic toll, without ever stopping, to use the carpool lanes.

Toll rates fluctuate with the level of congestion to ensure that traffic in the HOT lane flows freely, even when the regular lanes are congested.

The project is scheduled to launch in spring 2008. A single HOT lane in each direction will run along nine miles of State Route 167 between Renton and Auburn in King County. Carpools of two people or more, transit, vanpools and motorcycles will use the HOT lanes toll free when it opens.

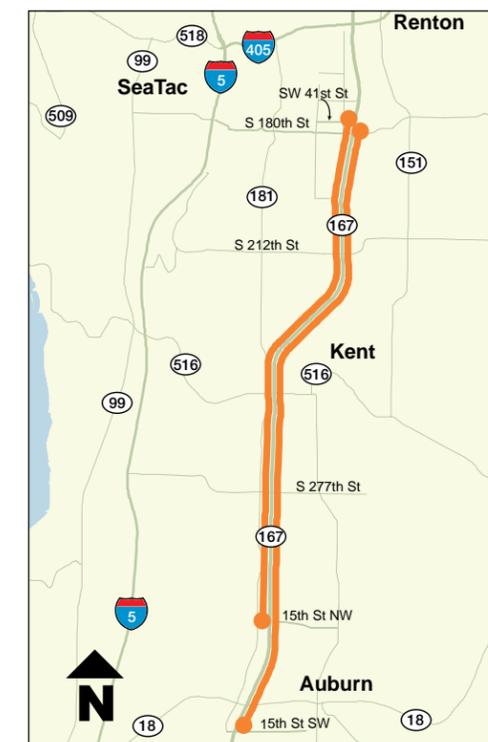
What are HOT lanes and how do they work?

When there is space for more vehicles in the HOT lane, solo drivers may enter by paying an electronic toll with a Good To Go! transponder. This transponder attaches to the windshield inside each driver's vehicle and read by an overhead electronic sensors that automatically debit the toll from each driver's pre-paid account. Signs above the HOT lanes will display the current toll rate and access points. HOT lane entrance and exit areas will be marked by a dashed line on the roadway. Since this is a pilot test, traffic engineers will closely monitor, adjust and report operations.

SR 167 has available HOV space, HOT lanes can make highway 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 and decrease backups on SR 167.

Currently both general purpose lanes are congested much of the day. However, the HOV lane, which moves 50 percent more people than each general purpose lane, has room for more cars while maintaining free-flow speeds for carpools and buses. WSDOT studied options to use this additional space to move even more people on this heavily traveled route. One of these options is to open the HOV lanes to solo drivers who want to pay a toll for a faster trip. This innovative concept is called HOT lanes.



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

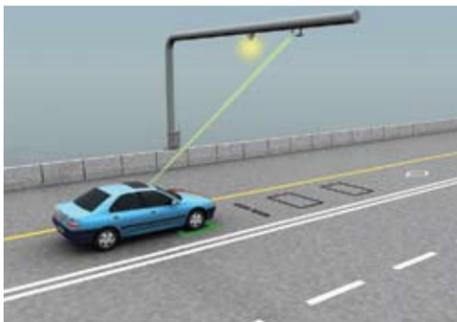
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New signs and striping will help drivers use the SR 167 HOT lanes.



Electronic readers and transponders mean no toll booths.

Get Good To Go!



A toll transponder will be placed on a solo driver's interior windshield. 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 (about the size of a credit card) that adheres to your windshield. The transponder is actually an electronic device that acts like a debit card.
- Transponders are already in use on the Tacoma Narrows Bridge.

For more information about transponders, visit the *Good To Go!* Web site at www.wsdot.wa.gov/GoodToGo

Testing HOT lanes to help keep more traffic moving

The pilot project will allow drivers to learn how HOT lanes work and allow WSDOT to examine how well they perform and how they might fit into the state's strategy to help keep traffic moving. During this four-year pilot, engineers will monitor traffic volumes, travel speeds, lane space availability, hours of congestion and highway safety to determine if HOT lanes can be effective at helping move more people and ease congestion.

Why are we testing HOT lanes on SR 167?

Compared to other Puget Sound HOV lanes that are already at maximum capacity, the SR 167 HOV lanes are underused and could accommodate additional vehicles during rush hour while maintaining free-flow speeds for carpools and transit.

How will I benefit from HOT lanes?

Based on experience with similar HOT lanes in other states, WSDOT expects the new HOT lanes will have several benefits.

HOT lanes:

- Offer solo drivers the option to pay for a more reliable trip
- Improve traffic flow in the other lanes as solo drivers move into the HOT lanes
- Provide toll revenue for maintenance or to promote transit and vanpooling
- Provide fast, toll-free trips for buses, vanpools, carpools and motorcycles

What will HOT lanes look like?

In fall 2007 WSDOT added eight-inch wide buffer striping separating the left general purpose lane from the existing HOV lanes in both directions of the highway. Crews will add a second, parallel set of buffer stripes in spring 2008. Unlike typical lane markings, the striping is continuous except for 1,500-foot-long sections that will serve as HOT lanes entrance and exit points.

New rules of the road for carpools and toll-paying solo drivers

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

No double-crossing

It is against the law to cross the double white line separating the HOT lanes from regular lanes.

Know your ins & outs

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

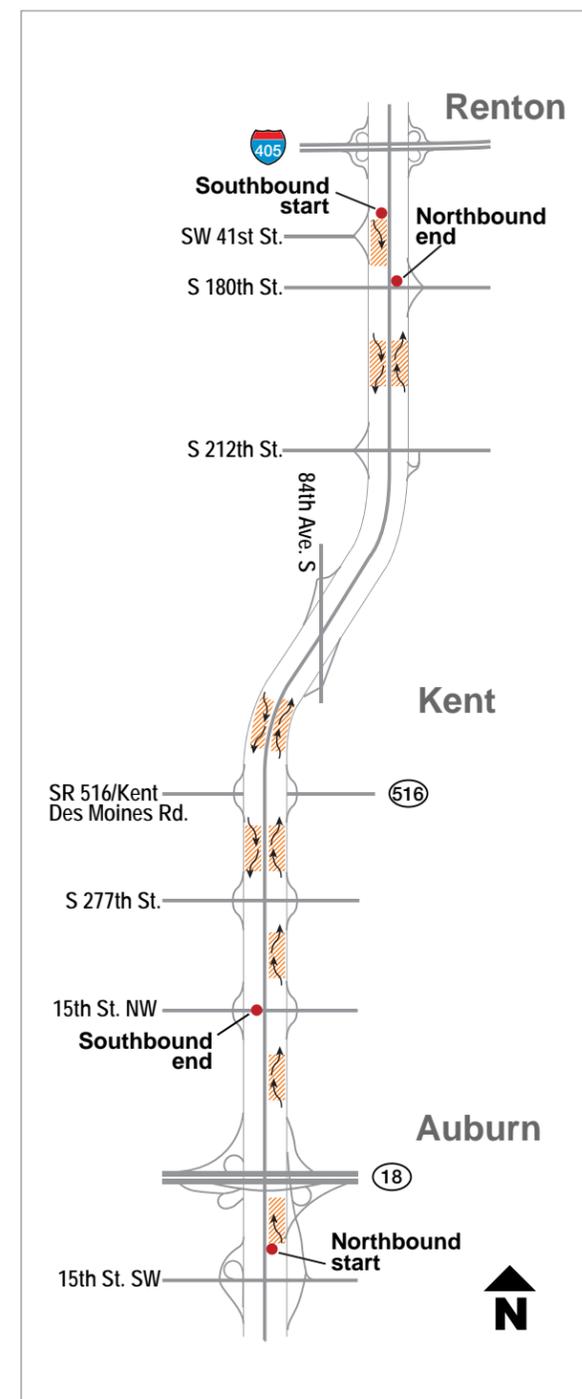
Watch the signs

New electronic signs will 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 will pay for extra state troopers to monitor HOT lanes traffic. Troopers will issue citations with fines of \$124 or more for crossing the double white line, not paying a toll and violating the carpool requirement.

SR 167 HOT lanes access/exit points



SR 167 HOT lanes signs and transponder reader

