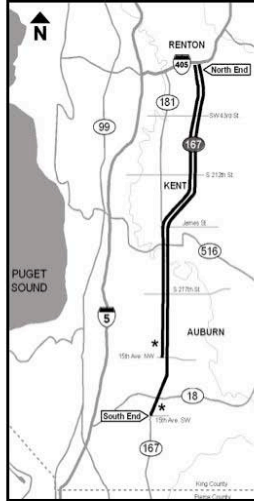


SR 167 HOT Lanes Pilot Project



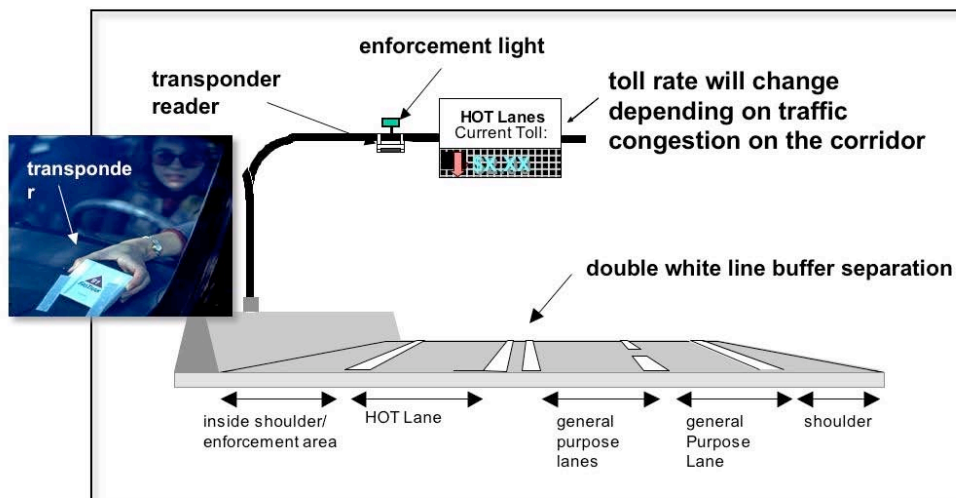
Project location



Simulation

SR 167 HOT Lanes Pilot Project

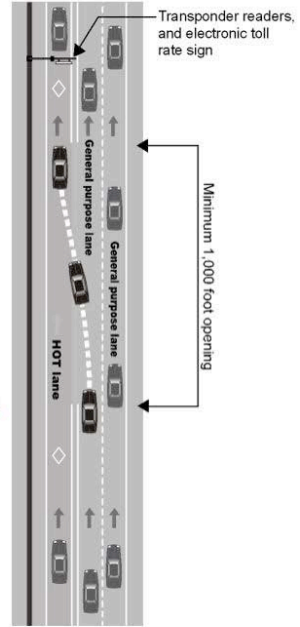
Conceptual SR 167 Cross-section



SR 167 HOT Lanes Pilot Project

Midpoint Access

- 3 midpoint access locations southbound
- 4 midpoint access locations northbound



example mid-point access

SR 167 HOT Lane Pilot Project

WSDOT proposes to convert high occupancy vehicle (HOV) lanes on state route (SR) 167 between Renton and Auburn to high occupancy toll (HOT) lanes as a pilot project to test the impact on congestion and on highway operations. HOT lanes are HOV lanes opened to toll-paying solo drivers when there are free-flow traffic conditions.

How do HOT lanes work?

The toll is collected electronically and is automatically adjusted to increase or decrease solo driver vehicles to keep lane traffic flowing and preserve travel-time reliability and priority for buses, vanpools and carpools.

Initial peak-period tolls are estimated to range from \$0.60 to \$1.20 per trip and may be higher during heavy congestion. Tolling revenue could fund on-going operations, maintenance, and some transportation service investments.

What are the project benefits?

Traffic flow and corridor efficiency will improve and benefit all travelers. During peak periods, use of the HOT lane is projected to increase up to 50% and the number of vehicles moving through the corridor is projected to increase by up to 13% over current levels. Indirect benefits will include enhanced economic competitiveness, and environmental preservation.

Travel times for single drivers using the HOT lane during peak periods would be reduced by up to a third without impacting travel time reliability for transit, vanpools, and carpool users.

Why is a HOT lane pilot project needed?

Funding, geographic, and environmental challenges dictate that innovative approaches to congestion relief must be considered in addition to traditional solutions. Regional congestion is increasing and costs residents and businesses \$1.5 billion annually.

Who supports the project?

State legislators, the Kent and Auburn mayors, the King County Department of Transportation, the Puget Sound Regional Council (PSRC) and the Regional HOV Policy Advisory Committee, Sound Transit, the Washington State Ridesharing Organization and the Washington State Transportation Commission all support the project.

What are some concerns and how are they being addressed?

Will added vehicle traffic entry and exit points decrease safety? Safety enhancements would include a new buffer between the HOT lanes and adjacent general-purpose lanes, ample length access points (min 1,000 feet) and enhanced enforcement and incident response activities.

Doesn't this benefit higher-income drivers? Targeted outreach and data collection activities will be conducted to identify and address potential equity issues. Data from HOT lanes in operation in California found the majority of users are low and middle-income motorists.

Will a HOT lane slow down HOV users? SOV access will be managed to support free flow traffic conditions and ensure reliable travel times for HOV users of the HOT lane.

What about data confidentiality for toll-payers? Personal information will be protected by state statute.

More information

For more information, please visit the State Route 167 HOT Lane Pilot Project website at www.wsdot.wa.gov/hov/sr167hotlanes or contact Nytasha Sowers, WSDOT Urban Planning Office at (206) 464-1274 or sowersn@wsdot.wa.gov.