

More than 200,000 transit passenger trips are taken daily on the Puget Sound region's HOV system

A network of 310 HOV lane miles in the region

Passenger trips daily on a specific corridor. A single trip may access multiple corridors. Passenger trips and lane-mile numbers are rounded.

1. I-5

43,500 passenger trips, 80 HOV miles

2. SR-99

30,000 passenger trips, 6.5 HOV miles

3. Downtown Seattle Transit Tunnel

41,000 passenger trips, 3 HOV miles

4. E-3 Busway

34,400 passenger trips, 3 HOV miles

5. SR-522

11,800 passenger trips, 5 HOV miles

6. SR-520

21,000 passenger trips, 13 HOV miles

7. I-90

18,000 passenger trips, 35 HOV miles

8. I-405

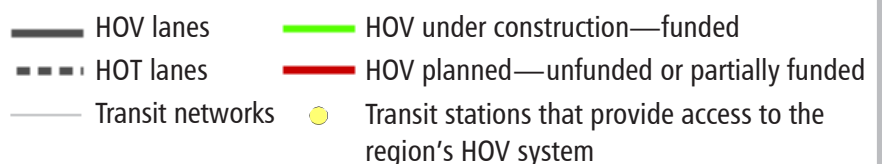
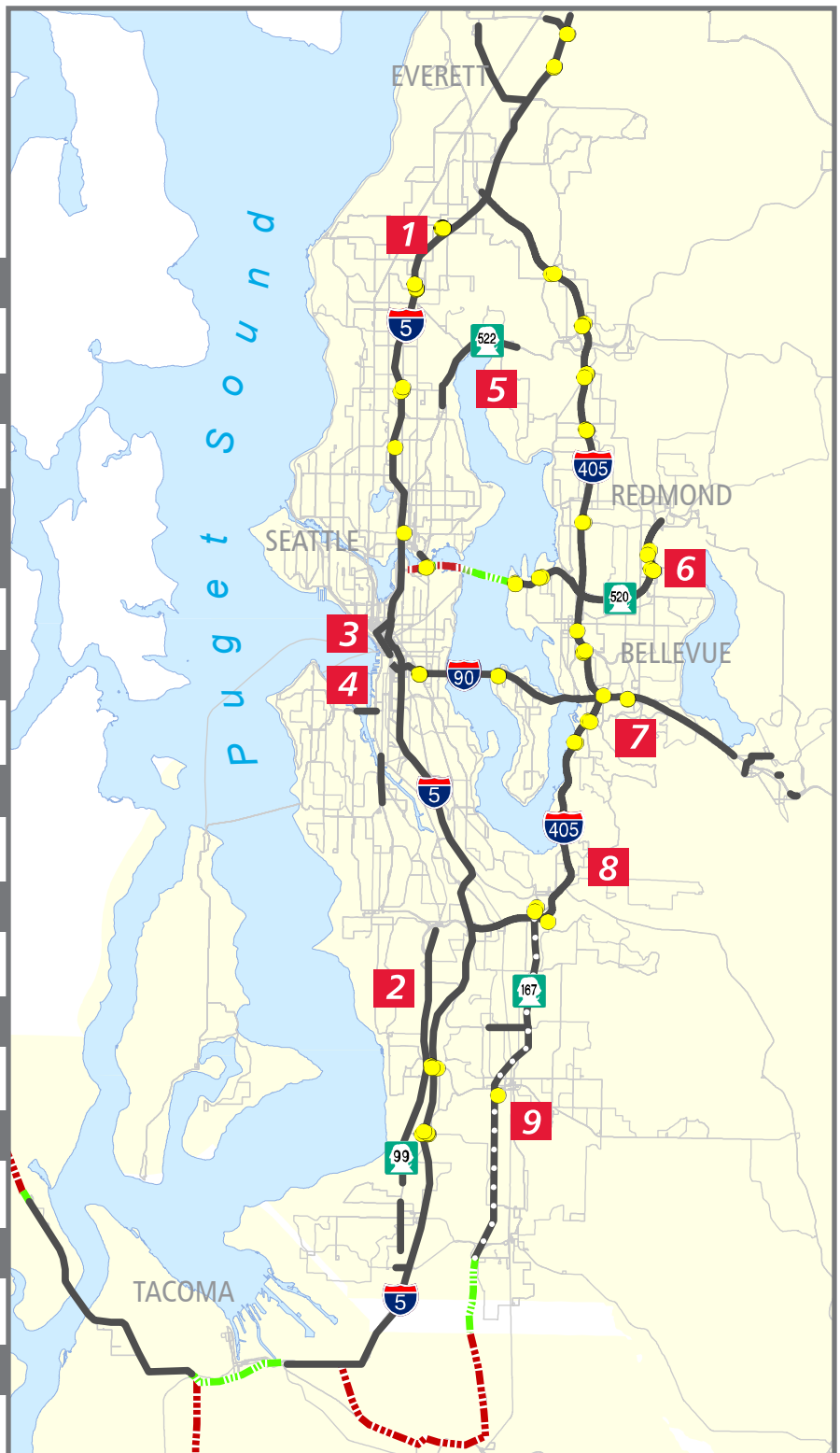
15,500 passenger trips, 65 HOV miles

9. SR-167

2,200 passenger trips, 20 HOV miles

Other arterials

150,000 passenger trips, more than 16 HOV miles



The Puget Sound region's HOV network functions as our fixed-guideway system

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The Puget Sound region has made strategic investments in its HOV system over the past 30 years to expand the capacity of its highway system, improve the economy, and enhance regional mobility. With limited space for new roadways and the high cost of new infrastructure, HOV investments that support high-capacity transit systems have been a logical choice for region.

King County Metro Transit and the region have benefitted from funding generated by the inclusion of HOV lanes in the fixed-guideway program. This funding has allowed us to maintain our bus fleet in a state of good repair and to replace buses that have reached the end of their useful lives.



Funding from the fixed-guideway program has been a steady and reliable revenue source in uncertain financial times. Without this funding—approximately \$10 to 12 million annually for Metro—the financial crisis that we have experienced due to the economic recession would be more severe, requiring additional service cuts and impacting our ability to maintain our bus fleet.

How the HOV system benefits Metro and the region:

Expands the capacity of the transportation system

- The HOV system carries the equivalent of four lanes of general-purpose traffic in the peak hour.
- HOV lanes move about 35 percent of the people who use the freeways in only 19 percent of the vehicles.

Benefits many users

- The HOV system is highly used in this region, by more than transit. As an example, transit and HOVS account for nearly 40 percent of the peak-hour trips that leave Seattle's city center on I-90.
- Vanpools, carpools and other shared uses benefit from faster trips. Private systems, such as Microsoft's Connector, also use the HOV system.

Maximizes local and federal investment

- The Puget Sound region has spent approximately \$2 billion to construct its 310-mile HOV system. A fixed-guideway system could cost many times that much. For example, Phoenix's Metro cost approximately \$1.4 billion for its initial 20-mile line.
- The Puget Sound region invests \$612 million of local tax dollars annually in motor-bus transit systems.
- The use of HOV lanes to create a high-capacity transit system that provides a higher level of passenger capacity, speed, and service frequency than the non-HOV transit system is a flexible solution that does not require huge investments or infrastructure changes.
- HOV lanes can leverage and support other infrastructure investments such as park-and-rides and direct-access ramps.

Encourages ridesharing and transit use

- Transit agencies in the region provide approximately 200,000 passenger trips daily on the HOV system—about half of the total daily transit passenger trips.
- The HOV system speeds transit and carpooling, giving people an incentive to share rides.

HOV use at a glance:

- 200,000 daily transit passenger trips
- 58 million annual transit passenger trips
- 189 transit routes travel on the HOV system
- 4,900 weekday bus trips
- 14 million transit service miles operate on HOV lanes
- 1,750 vanpools in the region can use HOV lanes