

**Express**Lanes



### Opening and startup





- » Opened to traffic in November 2012
- » Operations and tolling system functioning well
- » Risks: known and managed

## Safety: number 1 priority



- » Safety enhancements at opening
- » No lost-time incidents
- » Embedded in culture
- » Coordination across partners



## Road operations



- » Network coordination with VDOT
- » SAFETEA-LU
- » Dynamic PricingSystem
- » Incident response



#### Ramp-up performance



- » Toll range: \$0.25 to \$7.55
- » 8% of traffic is HOV 3+ and exempt vehicles\*
- » Traffic during first 6 weeks increased 57.2%\*\*
- » Average daily traffic grew 15% from the first full week in January to last week of March\*



<sup>\*</sup>For the period ending March31, 2013

<sup>\*\*</sup> For the period ending December 31, 2012

#### Enforcement & customer management



- » Customers using online tools:
  - Missed a toll
  - Online chat
  - Paying/disputing tolls online
- » Customer service center up and running in October 2012
- » Strong compliance and toll notice payment rates
- » High use of automated payment channels
- » Strong unauthorized vehicle enforcement

#### Customer outreach



- » 96% seen, read, heard about the Express Lanes
- » Significant improvement in drivers' understanding of rules of the road







### Positive customer feedback



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75% of customers likely to use again

Nearly 7 in 10 Express Lanes users would recommend the Express Lanes to their friends, family and colleagues



# Survey highlights



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#### » Traffic congestion is area residents' biggest concern:

 64 percent of frequent Beltway drivers cite traffic congestion as the biggest problem they face living in the Greater Washington, D.C. area

#### » Top reasons travelers had used the Express Lanes\*:

- "Needed" to reach a destination on time (71 percent)
- Mainline Beltway congestion (45 percent)
- Interest in a reliable trip (22 percent)
- Interest in getting on or off the Express Lanes at one of the new entry/exit points in Tysons or Merrifield (16 percent)

» 46 percent of frequent Beltway travelers said they still do not have an E-ZPass

<sup>\*</sup>Respondents asked to select all that apply

