## Atlanta I-85 HOT Lane Carpool Survey: Initial Findings

Presented by Yanzhi "Ann" Xu

Georgia Institute of Technology School of Civil & Environmental Engineering 790 Atlantic Drive, Atlanta, GA 30332-0355 Randall Guensler, Ann Xu, Adnan Sheikh, Hanyan Li, Sara Khoeini

HOV to HOT



GEORGIA TRANSPORTATION INSTITUTE SE UTC Conference March 27, 2015



## Atlanta's I-85 HOV-to-HOT Corridor Opened October 1, 2011



# I-85 HOV to HOT Conversion

- Approximately 16 miles
- One lane in each direction
- Non-barrier separated
- Zero toll for HOV3+ vehicles
  - Increased from HOV2+
  - HOV lane was congested
- Buses, vanpools, alternative fuel vehicles and MC are free
- All motorists must purchase a transponder to use the lane
- Dynamic toll pricing
  - Goal 45 mph (90% of peak)



www.itsga.org



## Atlanta HOV-to-HOT Corridor Performance Monitoring

- Collection of pre- and post-HOT-conversion data
- Track changes in I-85 corridor performance:
  - Corridor speed-flow, weaving, effective capacity
  - Vehicle and passenger throughput
  - HOT user and non-user analysis
    - Use frequency
    - Fleet characteristics
    - Household demographics



## **Monitoring HOT Corridor Occupancy**

- Vehicle occupancy (persons/vehicle)
  - Quarterly roadside data collection
  - Netbooks with keypads to record vehicle class and occupancy data for each vehicle in each lane
- Parallel license plate data collection (not paired)





#### Average Observed Occupancy by Lane Center Stations (I-285 to SR 316) PM Peak

Average Occupancy by Lane - Inside Stations, PM Peak



Excludes Contribution of Express Buses and Vanpools



6 Guensler, et al., 2013

### Carpool Survey November-December 2014



A Few Minutes of Your Time Helps Transportation Planners Manage Congestion



Randall Guensler, Professor School of Civil and Environmental Engineering Georgia Institute of Technology Atlanta, GA 30332-0355

> I-85 Commuter George P. <u>Burdell</u> 790 Atlantic Drive School of CEE/GA Tech Atlanta, GA 30332-0355



## **Survey Mechanism**

Andreag digary (units) was conserved and MAS. In conserved as the second and the second as a second	View of a construction of the standard of the	Generation States of Section S
Space (August)         Space (August)           Shape A for early staffing of Space         Space (August)           Shape A for early staffing of Space         Space (August)           Annual Staffing of Space         Space (August)           Annual Staffing of Space         Space (August)           Annual Space (August)         Space (August)	A set of the set	I-85 Express Lane Commute Survey Participation Fight Surv
Interesting of a standardy of the special Reparad Architely and a standard of the special Interesting of the standard of the special Interesting of the special standards Interesting of the special Interesting of the special standards Interesting of the special Interesting of the special standards Interesting of the spec	A what approximation is a second	Angele Conception Textual Service, Protein Service Conception Proteining Service Conception Proteining Service Proteining Textual Statistics H-83 Commuter Georger Proteine 790 Atlantic Drive School of CEE/GA Tech Atlanta, GA 30332-0355
<ul> <li>The spectral state</li> <li>The spectral stat</li></ul>		Dear I-SS Corridor Resident: The survey is schedule; information deals travering constituent, which induces the survey for lower's and deals travering constituent, which induces for survey in the survey is bringed for schedule for sampleful by the present many. However, is to since the survey is different and any survey is to since the survey sufferent schedule provident and the survey results will be used in future pieceign of the survey results will be used in future pieceign of the schedule, then survey sufferent these supervises and the surface, these if thered, and form the survey is the schedule to be thered, and form the survey is the schedule to be the schedule of the systel base in the surface, there is the schedule of the systel base is predicted to the schedule, then the induce of the systel base is predicted to the schedule, then the induce of the systel base is predicted to the schedule, then the induce of the systel base is predicted to the schedule to the schedule of the systel base is predicted to the schedule is the schedule of the systel base is predicted to the schedule. Hence the these pair of instantial the schedule schedule is bottle with the schedule is the schedule schedule is bottle with the schedule is the schedule schedule is bottle with the base of the schedule schedule is bottle with the base of instantial the schedule schedule is bottle with the base of the schedule schedule is bottle with the schedule base of the schedule schedule is bottle with the schedule is bottle with the base of the schedule schedule schedule is bottle with the base of the schedule schedule schedule is bottle with the schedule base of the schedule schedule schedule is bottle with the schedule base of the schedule schedule schedule is bottle with the schedule base of the schedule schedule schedule is bottle with the schedule schedule with the sche

rou rie/rust copress talles	worning commute survey	
2011 Before the Express Lanes Opened	2012 After the Express Lanes Opened	
in 2011, Solars Collegence Lane against, of all out part primary marries	in 2012, of Ser Challege mechanics appendiate for the party princip matricing second a	
servery leveral a level area la carál	restation description of the second	
n Glang Mair 2 Section in The regular lands	n Alang Mark Basardarin Tangdar Israel Alang Mak Basardarin Tanggar Israel	
<ul> <li>Evidence Hop, 60100, Los respectos Horp, Zure Mauricia, Hop, HEB3, ana Ter</li> </ul>	a Bufard Hay, 50000 Law waarin Very, Zaw Maurikin Hay, H23, and Tar	
Plane quality	Plana spinify	
<ul> <li>Stangland reads with</li> </ul>	a Along load roads any	
<ul> <li>100 and locating the PE section in the hyperbolic sector.</li> </ul>	a 1919 wait including the PEL section May Technologies Lanes special	
<ul> <li>Solar Collection System System, New 20 year analyses were bits new 21 in Strandom System 2.</li> </ul>	in 2012, after the legens areas agained, they define usually as reveals to send the	
e Carponial Tenent	a Carponial Terrari	
a Tank Cranal Care 6	a Test Install Tested	
<ul> <li>Mailed for work</li> </ul>	a Malled for work	
a Martial Transform	n Martini Transform	
<ul> <li>Other, plana specify</li> </ul>	• Offer, plane speely	
Corporal Constant for NC3(stip to Transf solution (generate segmented on NC)	Carpool Conduct for HC3(stp is To code closer franceser separations (2)	
Inform the hypersultance operation many propils, installing programs shall be	After the Representance expension, 60 are dependenced and an Englishing share?	
peur manning sequel? Flass or Co.2, 3, 5, 26, and satisfy	a Tay, and an manufact perform belaft for any seland bages driving data	
Here many warrent lither f	<ul> <li>No Delay left the served Desire! Only galaxie (may function the other reasons)</li> </ul>	
When reading the warring sequel with production the lagran Laren exercit?	After the learner term agend, for each provide induling the new could be	
<ul> <li>Adv.Calin my lamity</li> <li>Children in my lamity</li> </ul>	pour manning argued? Flavorer (er.2, 2,5, 2), or 6 setels	
<ul> <li>Adults nation of lamity</li> <li>Bildren of investigative</li> </ul>	Hars many sum af lither ?	
Enforce (The Repring Large spaces), 00 programmed and (The spaces) is not	When realized the rearring second with solution the the terms term a second	
a Ten, we usually drawn the sergent in Tenaryan Laren	<ul> <li>Adults in my lamity</li> <li>Children in my lamity</li> </ul>	
<ul> <li>No, we could draw Tenaryod in Tenaglar land.</li> </ul>	<ul> <li>Adults nation of family</li> <li>Ethilition of inney family</li> </ul>	
Transformed State State Tenengel International States and States and	Aller Malbarras Laws annual, 60 Research ad ide fan a Fant Fandal (af 1	
a Tangula lana suraina sangalal	alla alla aldaritikan	
a Therapalations in the restricted in		
<ul> <li>Constant of sublings with the sequel term for surface synchrone</li> <li>The differentiation is explored as follows</li> </ul>	of the time top may be an approximate the time top and the time top maximum to the time top maximum to the time top and time top and the time	
a firm fan diffedfiniere fferery milere ardyd fan y herrey wit	a Na, we usually draw Taxarped in Taxapler land	
<ul> <li>Cities, plane specify</li> </ul>		
	1	
Oceanor in Commute Trevel	there the Deserver Lance Channel	1
Changes in Commute Travel a	rter the Express Lanes Opened	
Changes in Commute Travel a 20 per despute periode de Tabyas des period	fter the Express Lanes Opened Transit full to the tyranical in Tyranical sector of sector of the tyranical sector of tyranical sector of the tyranical sector of tyranical	
Changes in Commute Travel a 28 se dispara radio presidente de la terra de la communación a la como de la companya de la compa	Ifter the Express Lanes Opened	
Changes in Commute Travel a Digas degrade matigation for the base loss and the site with a "The planet for the foregoing of the changed against of the Dispression state of the second sta	fter the Express Lanes Opened Type of fable latitudes in Types in a standard strategy of the second strategy of t	
Changes in Commute Travel a Disputing part on the provide the Tabasa Loss gradit with the Table planning through Tabasalan Travelop disputing and the Tabasa Loss gradient the Tabasa and provide the type of Stick states the two to the	fter the Express Lanes Opened Type workship to the providence in Type and generally, and all reasons of a in the type in the case of the providence is the type in the case of the providence is an in the type in the case of the type and the type as the type is the providence on the Table	
Changes in Commute Travel a Discussion production of the Telephone interception of the state of the State State State State State State (state State S	There the Express Lanes Opened Type on fails for the second secon	
Changes in Commute Travel a Disput despinant matter particular for the basis language and the site of the Third Planet Branch Strangendard First despinances of the basis languaged and disputs the for- a the basis and the basis matter depindent and the basis with the a the basis and the basis basis and a the basis and the basis basis and the basis and the basis and the a the basis and the basis basis and the basis and all the basis and the a the basis and the basis basis and the basis and all the basis and the	fter the Express Lanes Opened  Fyre an fabl fath lyreation in Tyrean generally add dreams sity  a thy type induces up the providence  by type many failed using the byrea term  by type from the providence of the type term  by type term for the failed  complex part of the failed  com	
Changes in Commute Travel a 20 per dispanse mention provide To Takyon Leng and T a the state of the Takyon Leng and the term of the 1 per despite any state of the Takyon Leng and the term of the 1 the terms and the term of term of the term of the term of the term of ter	the Express Lanes Opened     The south of the Expression of Expression and the Expression of Ex	
Changes in Commute Travel a Disput large part managements of the Tabasa Large part of the site of the Tabasa Change and the Tabasa Large part of a the Change of the Tabasa Large algolith and the Tabasa Large for a the Change of the Change and the Tabasa Large algolith and the Tabasa Large of the Tabasa a the Change of the Change of the Tabasa Large of the Tabasa a the Change of the Change of the Tabasa Large of the Tabasa Large of the Tabasa a the Change of the Change of the Tabasa Large of the	fter the Express Lanes Opened Type on the Express Lanes Opened Type on the Express Lanes Opened Type on the type the second seco	
Changes in Commute Travel a Disput degraphic methods for the bypas lane agent? The site of the Third plane by the ord the plane is an end of the ord of the	(fer the Express Lanes Opened     (Fer to Express Lanes Opene	
Changes in Commute Travel a Discussion of the product of the second seco	free the Express Lanes Opened     free on failed fails by realizing in Types and a state of the same the second state of the same the	
Changes in Commute Travel a Disput large part metry serve is the Tables is large part of the fill of the server is the site of the Table part of the the server is served, which is the server served is served as the the server is the table server served is served to the the server served is served to the table server server server server table server server server server table server server server table server ser	fter the Express Lanes Opened Type of the Express Lanes Opened Type of the Express Lanes Opened Type of the the the set of the provide the the set of the s	
Changes in Commute Travel a Discontinue provide and the Table Table and the Table Table and the Table Table and the Table Table and the Table	the the Express Lanes Opened     The second field for the Second se	
Changes in Commute Travel a Discontinue of the product of the second of	the the Express Lanes Opened     Type of the formation in Type and state at reasons in Type and state at the second state	
Changes in Commute Travels Discontinues provide the Television append? Television of the Television append? Television of the Television append? Television appendix the Television appendix the Television appendix Television appendix the Television appendix the Television Television appendix the Television appendix the Television appendix Television appendix the Television appendix the Television appendix Television appendix the Television appendix the Television appendix Television appendix the Television	the the Express Lanes Opened     (For a solution in Expressing second solution in terms of a solution in terms of a solution in the solutin the solution in the solution	
Changes in Commute Travel a Discontingence mening serve is the Technomic Lens quest Technomic Technomic Serve is a technomic serve quest in the technomic serve is a technomic serve is a serve in technomic serve is an end of the technomic serve is the technomic serve is a serve is a serve is served in the technomic serve is the technomic serve is a serve is a serve is a serve is a line of technomic serve is a serve is a serve is a serve is the technomic serve is a serve is a serve is a serve is the technomic server is a serve is a serve is a serve is the technomic server is a serve is a serve is a serve is the technomic server is a server is a serve is a serve is a server is the server is a server is a server is a server is a set of the technomic server is a server is a server is a set of the technomic server is a server is a server is the server is a server is a set of the server is a set of the server is a server is a set of the server is a set of the server is a set of the server is a set of the server is a set of the server is a set of the server is a set of the server is the set of the server is a set of the server is a set of the set of the server is the set of the server is a server is a set of the server is a set o	there the Express Lanes Opened     Type is find to the type of the expression of the type of the	
Changes in Commute Travel a Discontinue prove memory area da la Pietra and an anna da la Pietra Pietra das publicacións de la Pietra da Vietra da la Pietra da Vietra da V	For the Express Lanes Opened           Process fails for the second secon	
Changes in Commute Travel a Discontinue provide service of the Tables in Learning and the service of the Tables and the Tables of the Tables	Inter the Express Lanes Opened For we fill the the products in Tyreschip around a start of reasons the bit type in table starts (in the products in the product of the product o	
Changes in Commute Travel a Digravitary provinger of the Set Set Set Set Set Set Set Set Set Se	the the Express Lanes Opened     Type of the first type sector is Type sector and a first sector first sector is type sector and a first sector first sector is the type sector and the type sector and the type sector and the type sector and type sect	
Changes in Commute Travel a Discontinue provide and the Tables intermediate Discontinue of the Tables intermediate Travel and the Table provide the tables intermediate Travel and the Table provide tables at the tables intermediate Discontinue to the Tables provide tables at the tables intermediate Discontinue to the Tables provide tables at the tables intermediate Discontinue to the Tables provide tables at tables Discontinue to the Tables provide tables Discontinue to the Tables tables Discontinue tables tables Discontinue table	<pre>the the Express Lanes Opened  fter the Express Lanes Opened  fter to state the providence is Tyrearing around a state of reasons of a block in the term state around the term is the state of the term state is the term state of term state of term state of the term state of t</pre>	
Changes in Commute Travel a Discontinues removes a for the types have a sense in the same of the types of the types have a sense in the types of the type and the types have the interference of the types of the types have a sense interference of the types of the types have the types have the interference of the types of the types of the types have the interference of the types of the types of the types have the interference of the types of the types of the types have the interference of the type of the types of the types of the types have interference of the type of the type of the type of the types of the types of the interference of the type of the types of the types of the types of the interference of the type of the types of the type of the type of the interference of the type of types of the type of the type of types of the type of type of the type of type of the type of type of type of the type of type of the type of type of type of type of the type of type	If en un fait in the providence of the second state of the se	
Changes in Commute Travel a Discontinue provide the Commute Travel and Discontinue provide the Commute and the Commute Travel appel asymptotic for the barrow laws appel and the formation of a of the Commute Travel and the Commute Travel and the barrow laws to the the Discontinue of Lamphone and Discontinue of the Commute Discontinue of Lamphone and Discontinue of Discontinue Discontinue of Lamphone and Discontinue of Discontinue	<pre>the the Express Lance Opened  fter the Express Lance Opened      fue on the State set (Integration in Expressing second set of a second set (Integration in Expressing second set of a second sec</pre>	
Changes in Commute Travel a Digo diagong a management to the Technologies and the second is a single of the Technologies and technolo	Inter the Express Lance Opened For a set full fill the presidence in Tyreschild sector of a set of the type of the t	
Changes in Commute Travel a Digravitary provinces are della for the byeau lare speed The second se	<pre>the two sectors in the sector of the se</pre>	
Changes in Commute Travel a Discontinue rents parts for To Tokyon Len aport 7 Tokyon Changes provide the Tokyon Len aport 7 Tokyon Changes (Changes) Tokyon Changes (Changes) Tokyon Changes) Tokyon Changes (Changes) Tokyon Changes) Tokyon Changes	Inter the Express Lanes Opened For so that the first hormalian in Tyranizing semilar, stat at reasons the Mitching Information in Tyranizing semilar, stat at reasons the Mitching Information in the Information of the	
Changes in Commute Travel a Discontinue of the second seco	If er the Express Lanes Opened     For an infant faits tyranization in Zeroming seconds, and all reasons of a     so to be a set of behaviour of the second se	
Changes in Commute Travel a Discretion of the second secon	<pre>inter the Express Lanes Opened  free to Child Toth Spreadors in Expressing second solid alreases of      but type in factor any file dynamic is      but type in factor any file dynamic is      but type in factor any file dynamic is      but type in the spreador is      but type is      but type in the spreador is      but type is     but type is      bu</pre>	
Changes in Commute Travel a Discontinue remains and the Tableman Lens speed Tableman	For the Express Lance Opened <i>f</i> us to fill the type solution in Type solution at a many solution of the type to the the type to	
Changes in Commute Travel a Different in the second	<pre>state the Express Lanes Opened fter the Express Lanes Opened     Two workshifts for the previous in Expressing second state of reasons of      the type is note user (in the previous and      the type is note that the previous and      the type is the first second state of the type is the second state of the ty</pre>	হা
Changes in Commute Travel a Discretion of the provide state of the second state of the	First with the Express Lanes Opened First with the Express Lanes Opened First with the Expression in Expression provide which it reasons the interview (the provide it is the expression of the e	হা
Changes in Commute Travel a Disposition of the second state of the	Iter the Express Lanes Opened     For an infant fails by readow in Tyren ing second , and all reasons of a bit fails by readow in Tyren ing second , and all reasons of a bit fails of the second	<u>ୁ</u> ୭୫ ମାନସ
Changes in Commute Travel a Discretion of the provide the second of the	<pre>the the Express Lanes Opened  fter the Express Lanes Open</pre>	อนี
Changes in Commute Travel a Discontinue of the providence of the p	For the Express Lance Opened                Provide the Express Lance Opened                 Provide the Expression in Tyreening seconds, solid all reasons do                 Microsoft for spressions                 Microsoft for the formations                 Microsoft for formations                 Provide for fields for dispressions                 Microsoft for formations                 Microsoft formations                 Microsoft formations                 Microsoft formations                 Microsoft for	වැ ත් ත් ඩාලු onmental Engine

8

# **Survey Sampling**

9

100%						GP-	→HOT Ma	irket: Com	nmute
	26	5%		18%		via H	IOV <=20	)% before	, but
75%	20	570				via H	$ OT > 20^\circ$	% after	
1070						GP-	→GP Marl	ket: Comn	nute
	40	איר				via H	IOV <=20	)% before	, and
50%		570		66%		via H	IOT <=20	% after	
								orkat: Car	muto
25%	18	3%				via H	$\rightarrow$ OI 102 $ 0V > 20$	% before,	but
		201		9%		via H	IOT <=20	% after	
0%	16	5%		7%					
070	HHs S	ampl	ed HH	s Obser	ved	■ HOV	→HOIN mutovio	larket: ⊔∩\/ > 20	0/
	across	Mark	ets acro	oss Mar	kets	befor	re and vi	по <i>v &gt;</i> 20 а НОТ >2	70 0%
						after	o, and vi		0 /0
	10,000	0 sur\	veys sent o	ut			Georgia Tech	College c Engineer	f ing mental Engineering

#### **Survey Response**

- 348 respondents filled out survey, on paper or online
- 320 indicated as regular commuters

#### • Reminder postcards to follow

Dear I-85 Corridor Resident: We recently sent you a survey and a postcard with an incorrect last name in the address. We sincerely apologize for the mistake. Thank you for your feedback and for notifying us of the error.

Your input is very important to us. You can take the original survey, or e-mail us for a replacement paper survey at:

I85survey@ce.gatech.edu

You can also take the survey online using the log-in below:

http://I85survey.ce.gatech.edu

User name: XXXXXXX Password: cps!25#14 Georgia Tech Stool of College of Engineering

Randall Guensler, Professor School of Civil and Environmental Engineering Georgia Institute of Technology Atlanta. GA 30332-0355

> I-85 Commuter FirstName LastName Address1 Address2 City, GA PostCode





Changes in Morning Commute			
		n = 297	
Did you change your morning commute after the Express Lanes opened?			
Yes 120 40.4%			
Νο	177	59.6%	



## **Changes in Carpool Status**

		In 2012, after the Express Lanes opened, how did you usually commute to work? Drove Alone Carpool	
In 2011, before the Express Lanes opened, how did you usually commute to work?	Drove Alone	201 (67%)	13 (4%)
	Carpool	26 (9%)	61 (20%)



## **Changes in Lane Use**

		In 2012, after the Express Lanes opened, what was your primary morning commute rou from home to work?		
		GP Lanes HOT Lane		
In 2011, before the Express Lanes opened, what was your primary morning commute route from home to work?	GP Lanes	131 (45%)	73 (25%)	
	Carpool Lane	55 (19%)	34 (12%)	



# **Carpool Composition Pre-HOT**

n unique = 107

Who rode in the morning carpool with you before the Express Lanes opened?			
Adults in my family 46 43.0%			
Adults not in my family	52	48.6%	
Children in my family	18	16.8%	
Children not in my family	5	4.7%	



# **Carpool Composition Post-HOT**

n unique = 89

Who rode in the morning carpool with you after the Express Lanes opened?			
Adults in my family 43 48.3%			
Adults not in my family	38	42.7%	
Children in my family	17	19.1%	
Children not in my family	5	5.6%	



## Lane Choice Reasons – Switched to HOT Lanes

n unique = 124

If you switched to the Express Lanes in the morning commute, select all reasons why			
My trip is faster using the Express Lanes	71	57.3%	
My trip is more reliable using the Express Lanes	44	35.5%	
We have a three person carpool and use the Express Lanes for free	9	7.3%	
My employer pays the toll	5	4.0%	



## Lane Choice Reasons – Did not Switch to the HOT Lanes

n unique = 191

Engineering

School of Civil & Environmental Engineering

Tech

If you did not switch to the Express Lanes in the	
morning commute, select all reasons why	

The toll cost is too high	87	45.5%
The amount of saved travel time is not worth the cost	71	37.2%
Too difficult to get into and out of the Express Lanes	42	22.0%
Hard to find a third person for the carpool	23	12.0%
Too difficult/expensive to register for a toll tag	23	12.0%
	Georgia	College of

## Lane Choice Reasons – **Carpools not in HOT Lanes**

n unique = 86

College of Engineering

School of Civil & Environmental Engineering

In 2012, after the Express lanes opened, if you				
commuted by Carpool but chose not to use the				
Express Lanes, select	all reasons	why		
Toll price was too high5766.3%				
Could not find a third person	16	18.6%		
Too difficult to leave the Express				
Lanes and get to our freeway exit	12	17.4%		
Did not want to register for toll tag 13 15.1%				
oo difficult to get into the Express				
Lanes from our freeway entrance	nce 11 12.8%			
Regular lanes were less congested	10	11.6%		
Regular lanes were more reliable	6	7.0%		

Georgia Tech

## Have the HOT Lanes Improved **Your Commute Conditions?**

n = 296

School of Civil & Environmental Engineering

Have the Express Lanes improved your own commute conditions on the I-85 corridor?			
Definitely No	148	50.0%	
Probably No	26	8.8%	
Not Sure	12	4.1%	
Probably Yes	37	12.5%	
Definitely Yes	72	24.3%	
No Opinion	1	0.3%	
"No" does not necessarily mean that commute conditions worsened	Georgia Tech	College of Engineering	

## Have the HOT Lanes Improved Your Commute Conditions?



20

## Have the HOT Lanes Improved Corridor Operating Conditions

n = 295

In general, have the Express Lanes improved overall conditions for all commuters on the I-85 corridor?			
Definitely No	136	46.1%	
Probably No	73	24.7%	
Not Sure	31	10.5%	
Probably Yes	34	11.5%	
Definitely Yes	16	5.4%	
No Opinion	5	1.7%	
"No" doos not pocossarily moan that			

"No" does not necessarily mean that commute conditions worsened

Georgia Tech School of Civil & Environmental Engineering

## Have the HOT Lanes Improved Corridor Operating Conditions



## Q43 - Should 2-Person Carpools Pay a Toll?

n = 296

Is it fair that 2-person carpools are required to pay a toll to use the Express Lanes?			
Definitely No	150	50.7%	
Probably No	38	12.8%	
Not Sure	23	7.8%	
Probably Yes	32	10.8%	
Definitely Yes	37	12.5%	
No Opinion	16	5.4%	

## HOV-to-HOT Carpool Survey Single-Question Findings to Date

- 40.4% of respondents changed their commute
- Twice as many commuters abandoned carpools as formed carpools
- More than half of carpools appear to be fampools
- HOT lanes provide faster, more reliable commutes
- Cost was primary reason for not switching, but 22% also indicated that entry/exit was too difficult
- 15% of carpoolers did not want to get a Peach Pass
- Non-HOT users have negative HOT lane impressions
- 64% of respondents don't understand that HOT lanes won't work if 2-person carpools are free

Georgia

Tech

College of

School of Civil & Environmental Engineering

#### **Questions?**

Yanzhi "Ann" Xu, Ph.D. yanzhi.xu@ce.gatech.edu