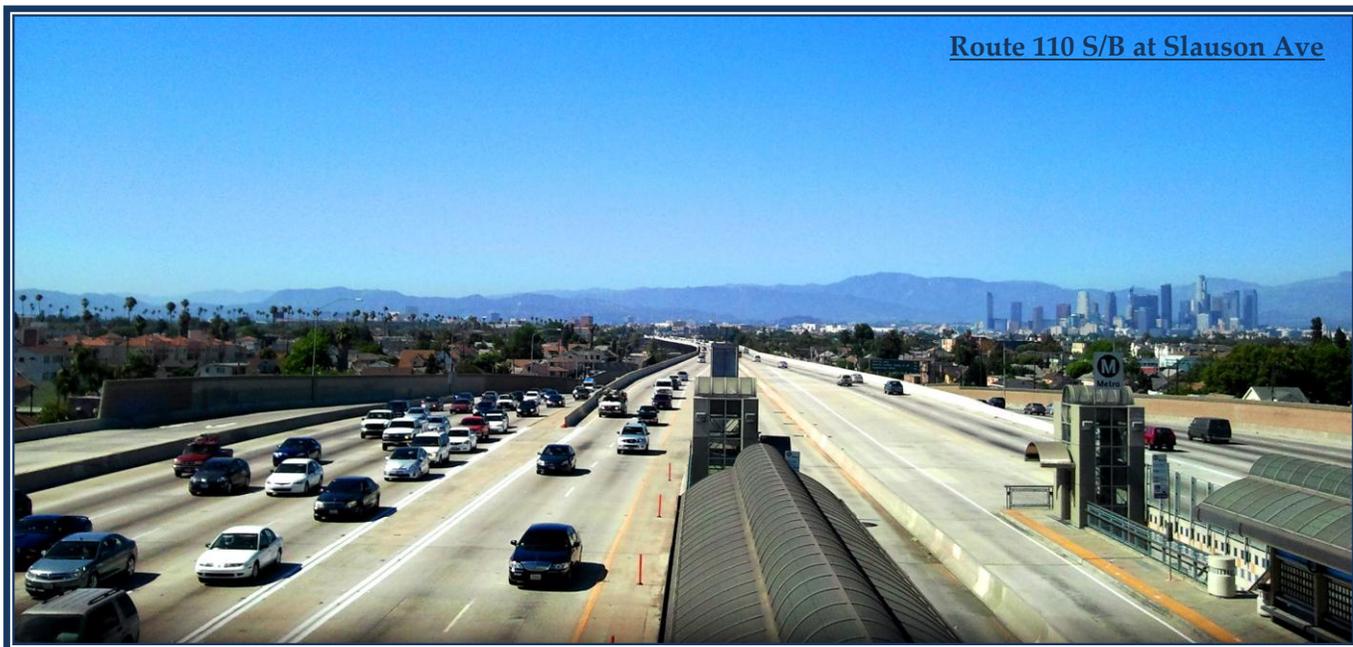


# 2011 HOV ANNUAL REPORT



[www.dot.ca.gov/dist07](http://www.dot.ca.gov/dist07)



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

District 7  
Los Angeles and Ventura Counties

September 2012

This report contains statistics of measurement only. The data herein should not be construed to be a conclusion or judgment on the performance of HOV lanes.

## EXECUTIVE SUMMARY

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The following is a summary of HOV operations for District 7 in the year 2011.

- ◆ Los Angeles County has **514 lane miles** of HOV facilities, or 36% of the total 1425 HOV lane miles (approximate) in the State of California. Five counties (Los Angeles, Ventura, Orange, San Bernardino, and Riverside) within the Southern California region have a total of 932 lane miles (approximate) of HOV facilities, excluding Route 91 Toll Road (40 HOV lane miles) in Orange County.
- ◆ On average, each HOV facility in Los Angeles County carries **1300 vehicles per hour** or **3100 people per hour**, during peak hours. These volumes well exceed the minimum expected volume of 800 vehicles per hour or 1800 people per hour, as specified in the *HOV Guidelines for Planning, Design, and Operations*.
- ◆ On average, the person-trip volume of an HOV lane is two (2) times greater than that of a mixed-flow lane during peak hours. (i.e., two (2) regular lanes are needed to carry an equal number of people in the HOV lane.)
- ◆ The average violation rate is 1.5%, which is substantially lower than the preferable rate of below 10%, as specified in the *HOV Guidelines for Planning, Design, and Operations*.
- ◆ Since 1992, the total number of carpools on freeways with HOV lanes has increased steadily, whereas on freeways without HOV lanes, the total number of carpools has remained relatively constant or decreased. From 1992 to 2011, the data indicates an increase of 74% in the total number of carpools on freeways with HOV lanes for the morning peak 2-hour period. Significant increases in carpools were also observed in the afternoon peak 2-hour period. For details, see tables and charts titled *Number of Carpools on Freeways*.
- ◆ On average, the peak hour volume is 11%, and the peak 2-hour volume is 21% of the daily HOV traffic volume, excluding the El Monte Busway data, which has the 3+ occupancy requirement during peak hours.
- ◆ The HOV facilities in Los Angeles County carry approximately **322,000 vehicles** or **759,000 people per day**.
- ◆ On average, HOV facilities carry 33% of the entire freeway's people in just 20% of the freeway's space [1 out of 5 lanes (4 mixed-flow lane + 1 HOV lane)], while an adjacent single mixed-flow lane carries 17% of the entire freeway's people in the same 20% space.

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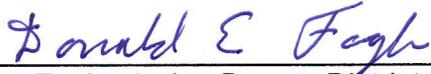
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## ACKNOWLEDGEMENTS

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The *2011 High Occupancy Vehicle (HOV) Annual Report* is prepared by the Office of Freeway Operations, HOV Operations Branch in District 7. The information in this report encompasses all HOV lanes in Los Angeles and Ventura Counties.

Approved by:



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Don Fogle, Acting Deputy District Director  
Division of Operations

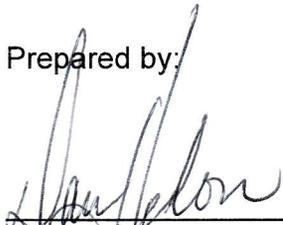
Approval Recommended by:



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Marco Ruano, Chief  
Office of Freeway Operations

Prepared by:



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Dawn Helou, Chief  
HOV Operations Branch

We would like to thank and recognize the HOV Operations staff for the compilation of this report.

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# INTRODUCTION

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Caltrans, District 7 (Los Angeles and Ventura Counties) has one of the most extensive High Occupancy Vehicle (HOV) lane system in the country. In addition to HOV lanes, the system includes freeway-to-freeway HOV direct connector ramps, direct HOV lane entrance and exit ramps, HOV on-ramp bypass lanes, park and ride lots, and transit stations along certain HOV corridors. The Los Angeles County HOV system is part of a larger regional HOV system that serves the five counties of the Los Angeles metropolitan area (Los Angeles, Ventura, Orange, San Bernardino, and Riverside).

The central concept of the HOV system is to move more people rather than vehicles. When HOV lanes were introduced in Los Angeles County, the HOV system was designed to increase the person movement capacity of the freeway, be cost effective by reducing commute costs, and provide rideshare incentives such as time savings and trip reliability. The result of these goals improve air quality, conserve energy, increase mobility and efficiency of all trips, and reduce congestion. Even if you are unable to rideshare, the addition of HOV lanes will help solo commuters by reducing congestion on all freeway lanes.

Operating along the San Bernardino freeway corridor between downtown Los Angeles and El Monte, the I-10 HOV lane, also known as the El Monte Busway, was the first HOV facility in Los Angeles County. The easterly segment was opened in 1973 and the westerly segment joined the system a year later. Originally designed as a bus only facility, carpools with three persons or more were allowed to use the facility in 1976. In July 2000, Assembly Bill 769 was introduced, which reduced the minimum occupancy requirement on the El Monte Busway to two persons or more during non-peak periods.

With the exception of the El Monte Busway (three persons or more minimum occupancy requirement during peak periods), all Los Angeles and Ventura County freeway HOV lanes require a minimum occupancy of two persons or more. On July 1, 2000, new California state legislation (Assembly Bill 71) was introduced, which allowed certain clean air vehicles with a Department of Motor Vehicles' decal to use HOV facilities, regardless of occupancy.

All HOV facilities in Los Angeles and Ventura Counties are operated on a 24 hour basis except on Route 14. With the passage of Assembly Bill 1871, a demonstration project to evaluate part-time use of the HOV lanes on Route 14 was introduced. During non-peak hours, solo drivers are allowed to use the HOV lanes on Route 14 but need to observe the designated ingress/egress locations for entering and/or exiting the HOV lanes.

In June 1993, there were 58 lane miles of HOV lanes in Los Angeles County. In the next four years of aggressive HOV lane construction, an additional 211 lane miles of HOV lanes were added to the HOV system. During this period, the Century Freeway (Route 105) and the Harbor Freeway (Route 110) HOV lanes were completed. As of December 2011, Los Angeles County had 514 lane miles of HOV facilities, representing approximately 36% of the total HOV lane miles in the State of California.

## INTRODUCTION

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The HOV system in Los Angeles County has been able to sustain growth in the number of two persons or more carpools on freeways with HOV lanes, with the number of carpools remaining relatively constant or decreasing for those freeways without HOV lanes. An average HOV lane in Los Angeles County accommodates 1300 vehicles or 3100 people per hour during peak periods. Some HOV facilities carry approximately 1600 vehicles per hour in the peak direction. Los Angeles County HOV system serves approximately 322,000 vehicles or 759,000 people per day. When complete, Los Angeles and Ventura Counties will have approximately 700 lane miles of HOV facilities.

## CHANGES IN 2010 - 2011

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### The following is a list of new HOV facilities which opened in the year 2010-2011:

- Completion and opening of 21.8 lane-miles of HOV lane on the Pomona Freeway (Route 60) from San Gabriel River Freeway (Route 605) to Brea Canyon Road. (Opening date: 09/27/10 EB; 10/14/10 WB).

### The following is a list of HOV facilities under construction:

- Golden State Freeway (Route 5), 2.0 lane-miles of HOV lane direct connector at the Golden State Freeway (Route 5) and Antelope Valley Freeway (Route 14) interchange. Expected to open in 2013.
- San Diego Freeway (Route 405), 9.1 lane-miles of carpool lanes between Santa Monica Freeway (Route 10) and Ventura Freeway (Route 101). Northbound direction only. Expected to open in 2013.
- San Bernardino Freeway (Route 10), 4.4 lane-miles of carpool lanes between San Gabriel River Freeway (Route 605) and Puente Avenue. Expected to open in 2013.
- Golden State Freeway (Route 5), 6.8 lane-miles of carpool lanes between Hollywood Freeway (Route 170) and Ronald Reagan Freeway. Expected to open in 2013.
- Golden State Freeway (Route 5), 2.0 lane-miles of HOV lane direct connector at the Golden State Freeway (Route 5) and Hollywood Freeway (Route 170) interchange. Expected to open in 2013.
- Golden State Freeway (Route 5), 8.8 lane-miles of carpool lanes between Buena Vista Street and Hollywood Freeway (Route 170). Expected to open in 2014.
- Santa Ana Freeway (Route 5), 1.4 lane-miles of carpool lanes between Coyote Creek to Marquardt Avenue. Expected to open in 2014.
- Golden State Freeway (Route 5), 5.4 lane-miles of carpool lanes between Ventura Freeway (Route 134) and Magnolia Boulevard. Expected to open in 2015.
- Santa Ana Freeway (Route 5), 2.6 lane-miles of carpool lanes between Shoemaker Avenue to Silverbow Avenue. Expected to open in 2016.
- Ventura Freeway (Route 101), 7.6 lane-miles of carpool lanes between Mobile Pier Rd to Santa Barbara County Line. Expected to open in 2016.
- Santa Ana Freeway (Route 5), 3.6 lane-miles of carpool lanes between Silverbow Ave to Day Road. Expected to open in 2017.

### Legislative Bill:

- **Assembly Bill 1500 (AB 1500)** was approved by the Governor on July 6, 2010. Extends the sunset date on a program granting high occupancy vehicle (HOV) lane driving privileges to certain electric and natural gas vehicles. This bill extends the sunset date to January 1, 2015 for all vehicles with white clean air vehicle decals issued by the California Department of Motor Vehicles.
- **Senate Bill 535 (SB 535)** was approved by the Governor on August 30, 2010. Extends the sunset date on a program allowing certain hybrid vehicles to use the high occupancy vehicle (HOV) lane. This bill allows those vehicles with existing yellow clean air vehicle decals issued by the California Department of Motor Vehicles (DMV) to continue single occupant HOV lane access until July 1, 2011. Starting January 1, 2012, this bill would allow certain vehicles meeting California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) requirements such as a plug-in hybrid electric vehicle the use of an HOV lane. The DMV will issue up to 40,000 green clean air vehicle decals to applicants with qualifying vehicles.

**California Department of Transportation (Caltrans) - District 7  
High Occupancy Vehicle (HOV) System  
STATUS OF HOV PROJECTS**

ROUTE	E.A.	COST \$ (MIL)	FREEWAY CENTERLINE MILES				OPENING DATE MM/DD/YY (MM/YY)
			EXISTING	CONSTRUCTION	DESIGN	PLANNING	
LA-10 17.0/28.0 Alameda to Baldwin Ave		58.00	11.00				1973
LA-91 6.4/16.7 Rte 110 to Rte 605 E/B			---				06/10/85
LA-91 6.4/16.9 Rte 110 to Rte 605 W/B	115864	0.70	10.50				03/11/93
LA-405 13.0/20.7 Rte 110 to 120th St.	106734	8.30	7.70				04/08/93
LA-405 0.0/2.2 Bellflower Bl to Rte 605 (SB Only)	005854	4.80	---				10/2/93(6/97)
LA-105 2.2/18.2 Rte 405 to Rte 605		230.00	16.00				10/14/93
LA-210 25.0/43.8 Rte 134 to Sunflower Ave	129104	8.90	18.80				12/16/93
LA-405 20.7/22.2 120th St. to Century Bl	105 CCO	---	1.50				01/1994
LA-91 16.7/20.7 Rte 605 to Ora. Co Line	115834	0.90	4.00				11/1994
LA-134 0.0/5.1 Rte 101/170 to Rte 5	120284	6.60	5.10				10/02/95
LA-170 14.5/20.6 Rte 101/134 to Rte 5	120274	7.30	6.10				02/11/96
LA-134 5.1/9.7 Rte 5 to Rte 2	107734	5.00	4.60				03/12/96
LA-210 HOV Drop Ramp at Fair Oaks Ave	019594	4.00	0.50				05/30/96
LA-110 9.8/20.5 Rte 91 to Adams Bl		344.00	10.70				6/26/96(7/97)
LA-110 Rte 110/105 HOV Direct Connector		---	1.00				6/26/96(7/97)
LA-134 9.7/13.3 Rte 2 to Rte 210	118504	7.80	3.60				08/30/96
LA-405 38.6/48.6 Rte 101 to Rte 5	120334	15.10	10.00				10/22/96
LA-10 28.0/31.1 Baldwin Ave to Rte 605	008061	6.6	---				Median Barrier
LA-10 31.1/33.5 Rte 605 to Puente Ave	005881	---	---				Median Barrier
LA-118 0.0/11.4 Ven Co Line to Rte 5	115054	23.20	11.40				03/07/97
LA-605 3.9/10.8 South St to Telegraph Rd	119394	14.10	6.90				04/02/97
LA-57 0.0/4.5 Orange Co Line to Rte 60	115034	18.20	4.50				08/22/97
LA-30 0.0/2.5 Sunflower Ave to Foothill Bl	119981	7.00	2.50				09/08/97
LA-405 0.2/7.9 Orange Co Line to Rte 710	116874	29.70	7.70				02/12/98
LA-605 10.8/20.7 Telegraph Rd to Rte 10	119944	17.30	9.90				04/03/98
LA-14 27.0/33.7 SF Rd. to Sand Cyn Rd	116204	23.80	6.70				05/05/98
LA-405 7.9/13.0 Rte 710 to Rte 110	115174	28.20	5.10				10/08/98
LA-60 22.7/25.4 Brea Cyn Rd to Rte 57 N	119234	5.50	2.70				02/02/99
LA-60 25.4/30.5 Rte 57 N to SBD Co Line	115044	20.80	5.10				02/02/99
LA-14 33.7/44.0 Sand Cyn Rd to Escondido	125604	32.40	10.30				09/23/99
LA-605 0.0/3.9 Ora. Co Line to South St.	1347U4	14.60	3.90				03/2001
LA-405 31.9/38.6 Waterford to Rte 101 (SB Only)	1667U4	17.70	6.70				01/08/02
LA-14 44.0/54.5 Escondido to Pearl Blossom	117104	27.50	10.50				07/29/02
LA-14 24.8/27.0 Rte 5 to S.F. Road	119844	5.40	2.20				08/03/02
LA-210 2.5/8.3 Foothill Bl to SBD Co Line	105014	120.00	5.80				11/24/02
LA-10 42.4/48.3 Rte 57 to SBD Co Line	122404	77.30	5.90				11/13/03
LA-10 28.0/31.2 Baldwin Ave to Rte 605	1069U4	50.40	3.20				02/04/05
LA-405 22.2/26.4 Century Bl to Rte 90	1198U4	46.00	4.20				05/23/06
LA-14 54.5R/60.7R Pearl Blossom to Ave P-8	125204	32.30	6.20				08/18/06
LA-405 38.6/40.2 Burbank Bl to Ventura Bl (NB Only)	199624	4.70	---				10/11/06
LA-60 Rte 57/60 HOV Direct Connector	1257U4	67.10	1.00				02/23/07
LA-405 30.7/31.9 Waterford to Santa Monica Bl (SB Only)	195904	38.1	1.20				08/30/07
LA-5 39.4/45.6 Rte 118 to Rte 14	122004	41.60	6.20				04/04/08
LA-405 29.5/30.7 Santa Monica Bl to Rte 10 (SB Only)	195904	36.9	1.20				11/07/09
LA-405 26.4/29.5 Rte 90 to Rte 10	1178U4	147.00	3.10				11/07/09 SB; 11/14/09 NB
LA-60 11.8/22.7 Rte 605 to Brea Cyn Rd	1294V4	126.80	10.90				09/27/10 EB; 10/14/10 WB
LA-5 Rte 5/14 HOV Direct Connector	168003	132.00		1.00			07/13
LA-405 29.5/38.6 Rte 10 to Rte 101 (NB Only)	120303	916.00		9.10			10/13
LA-10 31.2/33.4 Rte 605 to Puente Ave	117073	166.00		2.20			10/13
LA-5 36.0/39.4 Rte 170 to Rte 118	1219U3	270.80		3.40			12/13
LA-5 Rte 5/170 HOV Direct Connector	1219U3	---		1.00			12/13
LA-5 31.6/36.0 Buena Vista St to Rte 170	1218V3	99.00		4.40			05/14
LA-5 1.4/2.1 Coyote Creek to Marquardt Ave	215913	29.00		0.70			05/14
LA-5 26.7/29.4 Rte 134 to Magnolia Blvd	121843	161.00		2.70			02/15
LA-5 2.7/4.0 Shoemaker Ave to Silverbow Ave	215933	55.00		1.30			04/16
VEN-101 39.8/43.6 Mobile Pier Rd to Santa Barbara Co Line	260703	116.30		3.80			09/16
LA-5 4.0/5.8 Silverbow Ave to Day Rd	215943	80.00		1.80			03/17
LA-5 29.4/31.6 Magnolia Blvd to Buena Vista St	1218W1	348.30			2.20		12/15
LA-5 5.8/6.8 Day Rd to Rte 605	215951	50.00			1.00		12/16
LA-5 0.0/1.4 Artesia Bl to Coyote Creek	215921	110.00			1.40		03/17
LA-10 33.4/37.5 Puente Ave to Citrus St	1170U1	146.50			4.10		01/18
LA-71 0.5/4.5 Rte 60 to Rte 10 (Express-Freeway Conversion)	210601	146.40			4.00		08/18
LA-5 45.6/59.0 Rte 14 to Parker Rd	2332E1	150.00			13.40		10/18
LA-10 37.5/42.4 Citrus St to Rte 57	119341	161.00			4.90		03/19
LA-60 Rte 60/605 HOV Direct Connector	23560K	244.10				1.00	01/15
LA-10 Rte 10/605 HOV Direct Connector	23570K	196.70				1.00	01/15
LA-5 13.4/14.6 Eastern Ave to Rte 710	2159E0	---				1.20	12/22
LA-5 6.4/13.4 Florence Ave to Eastern Ave	2159F0	---				7.00	12/23
LA-5 Rte 5/405 HOV Direct Connector	176100	150.00				1.00	09/26
LA-5 22.4/26.7 Rte 2 to Rte 134	12120K	136.00				4.30	03/09 (RTL) Non-programmed
LA-5 18.4/22.4 Rte 10 to Rte 2	12160K	158.00				4.00	03/09 (RTL) Non-programmed
LA-10 5.5/14.8 Rte 405 to Rte 110	12340K	155.00				9.30	06/16 (RTL)
LA-710 26.5/32.7R Rte 10 to Rte 210	020090	---				6.20	
<b>COLOR MAP SUBTOTAL - INTEGRATED PLAN</b>		<b>5877.10</b>	<b>256.10</b>	<b>31.40</b>	<b>31.00</b>	<b>35.00</b>	<b>353.50</b>

RTL = Ready To List

Rev Date: September 2012

## HOV Lane Volumes

Route	Location	Post Mile (CA)	Direction	Count Date	Peak 1-Hour Volume ** (vehicles)		Peak 2-Hour Volume ** (vehicles)	Time	Occupancy Requirement	Violation Rate	HOV ADT *** (vehicles)	Corridor HOV ADT (vehicles)
					2 or more	3 or more						
5	Truck Stop	41.15	S/B	10/19/2011	873	102	1628	6:45-7:45 A.M.	2+	0.11%	5927	10535
			N/B	10/19/2011	580	83	1000	4:30-5:30 P.M.		0.17%	4608	
10	Jackson Ave.	25.09	W/B	10/12/2011	1400	1270	2306	6:45-7:45 A.M.	3+ (2+ off peak)	11.00%	13206 ****	24181
			E/B	11/16/2011	1196	237	2202	3:00-4:00 P.M.		4.63%	10975 ****	
					1142	1006	4:30-5:30 P.M.	13.06%				
14	Golden Valley	29.68	S/B	9/27/2011	1481	230	2442	6:30-7:30 A.M.	2+ (1+ off peak)	0.47%	11320	19344
			N/B	9/27/2011	1091	206	2128	3:45-4:45 P.M.		0.27%	8024	
57	Pathfinder	3.16	S/B	10/27/2011	1374	85	2547	6:30-7:30 A.M.	2+	0.07%	14304	24663
			N/B	10/27/2011	1275	120	2483	4:30-5:30 P.M.		0.62%	10359	
60	Phillips Ranch	28.04	W/B	10/4/2011	1577	72	2926	6:30-7:30 A.M.	2+	0.13%	12107	24433
			E/B	10/4/2011	1383	83	2679	3:15-4:15 P.M.		0.14%	12326	
	Barford	16.54	W/B	10/18/2011	1198	42	2197	6:30-7:30 A.M.		0.25%	12885	-----
			E/B	10/18/2011	1191	83	2201	3:15-4:15 P.M.		0.00%	11009	
91	Bloomfield / Artesia	19.17 / 19.43	W/B	9/27/2011	1205	185	2240	6:45-7:45 A.M.	2+	0.25%	14708	28055
			E/B	11/3/2011	1519	190	2888	3:15-4:15 P.M.		0.98%	13347	
	Wilmington	9.16	W/B	10/20/2011	1500	69	2886	7:00-8:00 A.M.		0.27%	9859	-----
			E/B	10/20/2011	1594	157	3138	3:45-4:45 P.M.		0.69%	8751	
105	Long Beach Bl.	11.51	W/B	10/19/2011	1466	126	2769	6:30-7:30 A.M.	2+	1.35%	16046	28857
			E/B	10/19/2011	1278	243	2578	4:00-5:00 P.M.		1.92%	12811	
110	Slauson *	17.98	N/B	10/11/2011	3090	281	5578	6:45-7:45 A.M.	2+	2.31%	28359	52871
			S/B	10/11/2011	2499	300	4643	4:30-5:30 P.M.		2.12%	24512	
118	Reseda Ave.	5.81	W/B	9/28/2011	1114	130	1902	7:00-8:00 A.M.	2+	1.42%	8459	13447
			E/B	9/28/2011	1045	133	1819	4:30-5:30 P.M.		0.48%	4988	
			W/B	10/4/2011	790	94	1399	7:15-8:15 A.M.		0.88%	6144	
134	Jackson Ave.	7.41	E/B	10/4/2011	851	119	1558	4:30-5:30 P.M.	2+	0.47%	7233	13377
			W/B	10/13/2011	860	107	1497	7:00-8:00 A.M.		1.04%	7157	
	Pass	1.82	W/B	10/13/2011	649	73	1223	3:45-4:45 P.M.		0.92%	6207	-----
			S/B	10/6/2011	1039	146	1804	7:00-8:00 A.M.		2.99%	5705	
170	Sherman Way	18.27	N/B	10/6/2011	500	83	944	4:15-5:15 P.M.	2+	0.40%	3810	9515
			W/B	10/6/2011	962	115	1808	7:00-8:00 A.M.		0.00%	8112	
210	Wilson Ave	26.57	E/B	10/6/2011	1150	127	2187	4:00-5:00 P.M.	2+	0.17%	9748	17860
			W/B	11/3/2011	1511	103	2814	6:30-7:30 A.M.		0.72%	12796	
	Second St.	39.12	E/B	9/29/2011	1328	276	2629	4:00-5:00 P.M.		0.08%	13430	-----
			N/B	10/25/2011	1482	100	2808	6:30-7:30 A.M.		0.00%	14449	
405	Temple	4.33	S/B	10/25/2011	1559	226	2975	4:15-5:15 P.M.	2+	1.45%	12577	-----
			N/B	10/26/2011	1381	111	2182	6:30-7:30 A.M.		0.58%	13079	
	Normandie	13.81	S/B	10/26/2011	1389	191	2820	3:45-4:45 P.M.		1.42%	12426	25505
			S/B	9/29/2011	1209	170	2182	6:30-7:30 A.M.		0.58%	9041	
	Burbank Blvd.	40.28	N/B	11/1/2011	1472	235	2820	4:00-5:00 P.M.		0.54%	8216	-----
			S/B	9/28/2011	1036	167	2041	7:00-8:00 A.M.		0.00%	14407	
605	Beverly Blvd.	14.41	N/B	9/28/2011	1735	176	3272	4:00-5:00 P.M.	2+	0.29%	14480	28887

Average vehicle occupancy during peak 1-hour volume: 2+ facility is 2.2; 3+ facility is 3.1 (excluding buses and violators)

Note: ADT data is not necessarily taken at the same count locations. All data corresponds to peak 1-hour volume, unless specified.

\* 2 lane HOV facility.

\*\* Volume for Carpools, vanpools, motorcycles and buses.

\*\*\* Source: Performance Measurement System (PeMS).

\*\*\*\* 2011 data not available. Data source: 2008 HOV Annual Report, District 7.

Total Vehicles / Day	<b>321530</b>
Total People / Day	<b>758864</b>

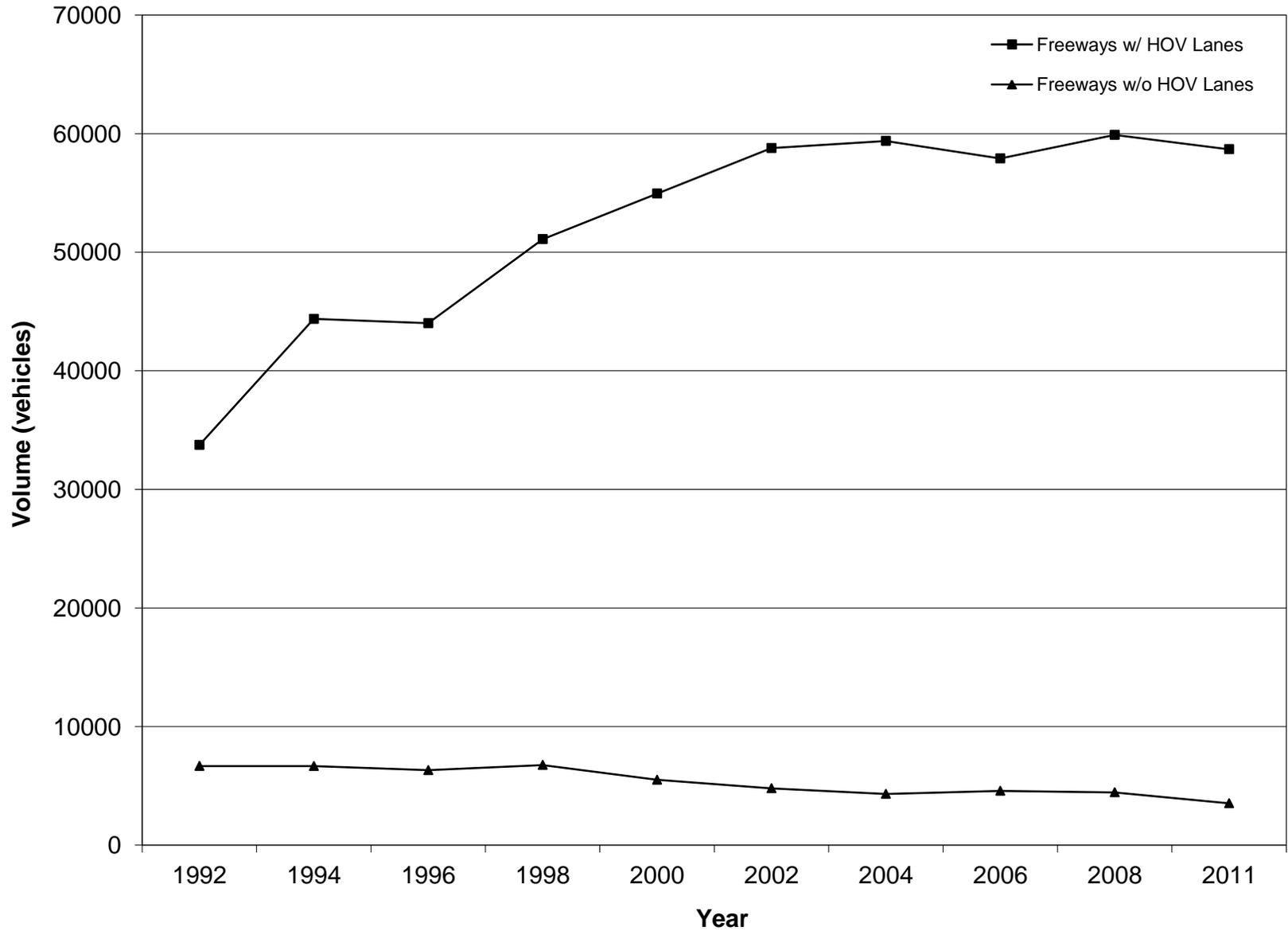
## Number of Carpools on Freeways (AM Peak 2-Hour)

	Route	Length (Centerline Miles)	Opening Date (Initial Segment)	Location	AM Peak 2-Hour Number of Carpools in HOV lanes (veh.)										AM Peak 2-Hour Total Number of Carpools on freeway (veh.)									
					Base Year 1992	1994	1996	1998	2000	2002	2004	2006	2008	2011	Base Year 1992	1994	1996	1998	2000	2002	2004	2006	2008	2011
						5	6.2 Miles	Apr-08	Truck Stop	-	-	-	-	-	-	-	-	1635	1555	-	-	-	-	-
Freeways w/ HOV Lanes	10 *	20.1 Miles	Jan-73	Warwick	2312	1849	1139	1475	1683	1762	2155	1922	1669	1534	2362	2294	1219	1550	1768	1817	2275	2290	1749	1609
				Jackson	<u>1722</u>	<u>1722</u>	1879	1430	1870	2074	2284	2366	2365	2170	<u>1812</u>	<u>1812</u>	1969	1476	1895	2119	2379	2466	2395	2190
	14	35.9 Miles	May-98	Golden Valley	-	-	-	1491	2099	2184	1995	2111	2270	2335	1290	1834	1174	<u>1971</u>	2718	2503	2370	2471	2964	2931
	57	4.5 Miles	Aug-97	Pathfinder	-	-	-	1615	2006	2168	2216	1939	2386	2458	1420	1660	1315	2360	2271	2478	2641	2394	2981	2738
	60	7.5 Miles	Feb-99	Phillips Ranch	-	-	-	-	2548	2657	2373	2232	2858	2860	<u>945</u>	<u>945</u>	<u>945</u>	1121	2843	3262	2988	2902	3793	3920
	91	14.3 Miles	Jun-85	Wilmington	-	1120	1952	2209	2679	2361	2431	<u>2466</u>	<u>2466</u>	2805	2185	2875	2777	3079	3599	3191	2936	<u>3031</u>	<u>3031</u>	3370
				Bloomfield	-	-	1449	1622	1838	2654	2654	2353	2506	2106	2105	1580	2504	2557	2663	3184	3184	2968	3061	2666
	105	16 Miles	Oct-93	Lakewood	-	1674	2232	2134	2402	2370	2305	2202	2220	2320	-	2642	2787	2629	2942	2843	2718	2645	2858	2748
				Long Beach	-	2444	2679	2908	2893	2931	2789	2497	2695	2634	-	3010	3395	3242	3294	3246	2984	2767	3055	2799
	110 *	10.7 Miles	Jun-96	Slauson	-	-	3084	5199	6427	5699	6330	5835	5273	5476	2585	3110	4144	5754	6992	6334	6880	6080	5935	6051
	118	11.4 Miles	Mar-97	Reseda	-	-	-	1004	1197	1905	2222	2060	1682	1851	1519	1391	1220	1909	1597	3235	3207	3115	3626	2883
				Porter Ranch	-	-	-	946	793	1068	1342	1310	1131	1006	1264	1628	1283	1836	2013	1813	2077	2100	2016	1636
	134	12.8 Miles	Mar-96	Jackson	-	-	810	1260	1146	1356	1376	1451	1295	1360	2165	2320	2540	3075	1961	2571	1986	2801	2495	1855
			Oct-95	Pass	-	-	1016	1017	1071	1572	1473	1422	1314	1458	1760	2195	1721	1722	2041	2457	2258	2042	2279	2458
	170	6.1 Miles	Feb-96	Sherman Way	-	-	1102	1334	1503	1415	1755	1793	1960	1770	1650	2150	2137	2454	2303	3210	3560	3473	2900	2790
	210	27.2 Miles	Dec-93	2nd St.	-	2338	2721	2775	2608	2648	2789	2771	2598	2687	2215	3833	3801	3460	3158	3058	3289	3301	3308	3447
				Wilson	-	2186	<u>1807</u>	<u>1807</u>	1926	1860	2040	1978	1720	1757	3390	3392	3667	<u>3667</u>	2958	2952	2964	2770	2980	2465
	405	16.7 Miles	Oct-96	Burbank	-	-	1529	1851	1576	2361	2136	2234	1949	2058	1495	2115	2084	2581	1901	3291	2931	2704	2709	2558
		26.4 Miles	Apr-93	Normandie	-	1021	1578	2034	2638	2616	2267	2455	2186	2635	<u>2311</u>	<u>2311</u>	2238	2294	3073	2676	2882	2765	2856	3050
	605	20.7 Miles	Apr-97	Beverly	-	-	-	<u>949</u>	2369	2323	2422	2395	2352	1940	<u>1280</u>	<u>1280</u>	1095	2369	2959	2548	2882	2830	2907	2655
<b>Total</b>					4034	14354	24977	35060	43272	45984	47354	45792	44895	46775	33753	44377	44015	51106	54949	58788	59391	57915	59898	58693
<b>% Change From Base Year</b>															-	31%	30%	51%	63%	74%	76%	72%	77%	74%
Freeways w/o HOV Lanes	2			Trentway											2070	<u>1230</u>	<u>1230</u>	1670	1785	1425	1475	1210	1200	730
	101			Encino											2140	3036	2592	2508	2262	2496	1518	1938	1974	1476
	710			Gage											2465	2400	2500	2585	1460	875	1325	1430	1280	1325
	<b>Total</b>														6675	6666	6322	6763	5507	4796	4318	4578	4454	3531
	<b>% Change From Base Year</b>															-	0%	-5%	1%	-17%	-28%	-35%	-31%	-33%

Note: For statistical purposes, if the data of the year is not available and the facility was open at the time, the data for the following year is used.

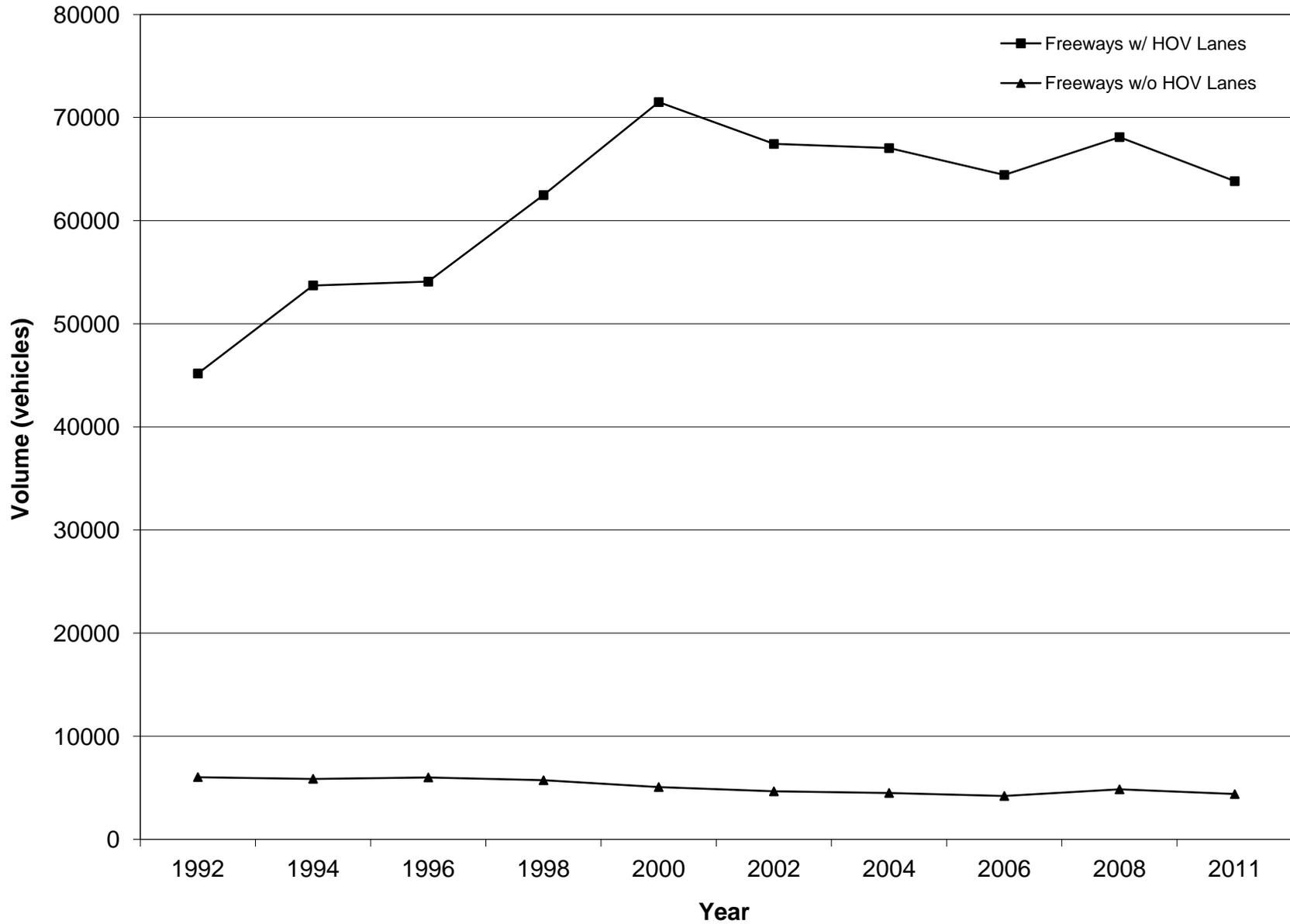
\* Volume for Carpools, Vanpools, and Buses. All other volumes are Carpools and Vanpools only. Violators excluded.

### Total Number of Carpools on Freeways (AM Peak 2-Hour)





## Total Number of Carpools on Freeways (PM Peak 2-Hour)



# Clean Air Vehicle (CAV) Decals - High Occupancy Vehicle Lane Usage

A vehicle that meets specified emissions standards may be issued CAV decals that allow the vehicle to be operated by a single occupant in the High Occupancy Vehicle (carpool or diamond) lanes of California's freeways. See Vehicle Code (VC) §§5205.5 and 21655.9.

For more information or to find out if your vehicle qualifies, visit the California Air Resources Board's (ARB) website: [www.arb.ca.gov](http://www.arb.ca.gov)

## White Clean Air Vehicle Decals



- A vehicle that meets California's super ultra-low emission vehicle (SULEV) standard for exhaust emissions **and** the federal inherently low-emission vehicle (ILEV) evaporative emission standard. This includes certain zero-emission vehicles (ZEVs).
- A 2004 model-year or older vehicle that meets the California ultra-low emission vehicle (ULEV) standard for exhaust emissions and the federal ILEV standard.
- Certain Advanced Technology Partial Zero-Emission Vehicles (AT PZEV).

## Green Clean Air Vehicle Decals (New as of 1/1/2012)



- Green CAV decals will be issued to the first 40,000 applicants that purchase or lease cars meeting California's Enhanced Advanced Technology Partial Zero Emission Vehicle (Enhanced AT PZEV) requirements. Vehicles qualifying for this new CAV decal will be added to ARB's website. For more information, visit [www.arb.ca.gov](http://www.arb.ca.gov).

NOTE: Completed applications for the new CAV decal will only be accepted once the program begins on January 1, 2012. Qualifying vehicles purchased before the program begins will be eligible to receive green CAV decals. The current Application for CAV decals (REG 1000) form cannot be used to apply for this new green CAV decals until the form is updated in December 2011.

## Yellow Clean Air Vehicle Decals (Program ended 7/1/2011)



### Important Information:

The Hybrid CAV decal program ended on July 1, 2011. Owners of hybrid CAV displaying yellow CAV decals are no longer able to operate their vehicle in a HOV lane unless the minimum passenger requirements are met. After July 1, 2011, use of an HOV lane, without the minimum required passengers, may subject the driver to a citation. These vehicles do not qualify for any other type of decals.

# Clean Air Vehicle (CAV) Decals - High Occupancy Vehicle Lane Usage

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## All CAV decals

All CAV decals must also be reauthorized for use by the Federal Highway Administration. If reauthorization is not granted, the Clean Air Vehicle sticker program may end sooner than state law currently allows.

State law extends the use of CAV decals for SULEV, ILEV, and certain ULEV vehicles (white) and enhanced AT PZEV (green) through January 1, 2015.

- Carpool lane use may be restricted at any time by the California Department of Transportation and federal law for all CAVs carrying fewer occupants than the posted minimum requirement, if their presence contributes to increased traffic congestion, increased travel times, decreased sustained travel speeds, or other factors affecting any carpool lane or segment of that lane.
- CAVs that meet the posted minimum occupancy requirements for carpool lanes are not subject to the above restrictions.
- All CAV decals remain with the vehicle they were originally issued to and cannot be transferred to any other vehicle. If you purchase a vehicle that has CAV decals, you may transfer the decal to your name.

**For additional information, visit the California Department of Motor Vehicles (DMV) website [www.dmv.ca.gov](http://www.dmv.ca.gov)**

## HOV LANE LEGISLATION

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- Senate Bill 63 (SB 63) was approved by the Governor on July 23, 1999. Effective January 1, 2000, lowered the minimum vehicle occupancy requirement on the El Monte Busway (Route 10 HOV lane) from three (3+) or more persons per vehicle to two (2+) or more persons per vehicle on a 24-hour basis. California Department of Transportation (Caltrans) was directed to monitor and evaluate the effects of the two (2+) requirement on the operation of the El Monte Busway and the general purpose lanes. Signs were changed and the facility was monitored through electronic counts, tachometer runs, and manual counts for six months. An operational report was submitted to the Legislature and it stated that the El Monte Busway became congested for a couple of hours during the morning and afternoon peak periods, buffer violations increased from vehicles exiting the congested HOV lane, and observed a significant reduction of 3-person carpools. Public inquiries increased to various agencies and officials regarding the facility.
- Assembly Bill 71 (AB 71) was approved by the Governor on September 7, 1999. Effective July 1, 2000, allowed certain clean air vehicles to use the State's HOV system, regardless of the number of people in the vehicle. The Department of Motor Vehicles' decal must be displayed on the vehicle to qualify for the exemption. Signs were installed on all HOV facilities in California.
- Assembly Bill 769 (AB 769) was approved by the Governor on July 3, 2000. Effective July 24, 2000, overrode Senate Bill 63, and restored the minimum vehicle occupancy requirement on the El Monte Busway (Route 10 HOV lane) from two (2+) or more persons per vehicle to three (3+) or more persons per vehicle during peak hours. Senate Bill 63 had attracted too many users to the El Monte Busway and caused considerable congestion to peak hour traffic. The (3+) or more persons per vehicle requirement is currently in effect Monday through Friday from 5-9a.m. and 4-7p.m. The two (2+) or more persons per vehicle are allowed to use the El Monte Busway at all other times. Signs were changed and the facility was monitored for five months. The Department submitted an operational report to the Legislature and it stated that the facility is no longer congested. However, the occupancy violation rate in the peak period had reaches 50%. As a result, more regulatory signs displaying the hours and occupancy requirement were added to the facility and implemented increased presence and enforcement by the California Highway Patrol (CHP). The 3+/2+ variable occupancy HOV lane is still in effect with FHWA approval.
- Assembly Bill 1871 (AB 1871) was approved by the Governor on September 6, 2000. Effective January 1, 2001, an 18-month demonstration project to evaluate part-time use of the HOV lanes on Route 14 between Santa Clarita and Palmdale. This project requires two (2+) or more persons per vehicle in the HOV lanes during peak periods (southbound direction, 5-9a.m.; northbound direction, 3-7p.m., Monday - Friday). Solo drivers are allowed to use the HOV lanes at all other times. The double-yellow buffer lines will remain throughout the demonstration, and users still need to observe the designated openings for entering and exiting the HOV lanes. Some of the openings (ingress/egress locations) were lengthened in April 2001 to provide more access on the steep uphill grades of the facility. FHWA has agreed with the recommendation of Caltrans to continue with the part-time operation of HOV lanes on Route 14 until such time as needed to convert to full-time.
- Assembly Bill 2628 (AB 2628) was approved by the Governor on September 23, 2004 and became law on January 1, 2005, with a sunset date of January 1, 2008. This bill allows hybrid vehicles meeting specified criteria to use the High Occupancy Vehicle (HOV) lanes regardless of the number of occupants. The Department of Motor Vehicles' decal must be displayed on the vehicle to qualify for the exemption. The bill prohibits the Department of Motor Vehicles (DMV) from issuing more than 75,000 decals for specified hybrid vehicles. See AB 2628 for details.
- Assembly Bill 2600 (AB 2600) was approved by the Governor on September 29, 2006. Extends the HOV lane provisions of AB 2628. AB 2600 increases the number of carpool decals available for qualified hybrid vehicles by 10,000 to 85,000 decals. It also extends the sunset date of the program by three years to January 1, 2011.

## HOV LANE LEGISLATION

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- Senate Bill 1422 (SB 1422) was approved by the Governor on September 28, 2008. Authorized a value-pricing and transit development demonstration program involving High Occupancy Toll (HOT) lanes to be conducted, administered, developed, and operated on Route 10 from Alameda Street (Union Station) to Route 605 and on Route 110 from Adams Boulevard to 182<sup>nd</sup> Street (Artesia Transit Center) by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The United States Department of Transportation has entered into a memorandum of understanding with the LACMTA and the Department of Transportation to award \$210.6 million in federal transit funding for the purpose of enabling LACTMA to carry out a demonstration program where High Occupancy Vehicle (HOV) lanes on selected freeways in Los Angeles County would be converted into HOT lanes during the demonstration period. The target date for implementation of this demonstration program is December 31, 2010. The bill requires the LACMTA and the Department of Transportation to report to the Legislature by December 31, 2012, on the demonstration program.  
[Update: (Source: [www.metro.net](http://www.metro.net)): Tolling begins November 10, 2012 on the I-110 and early 2013 on the I-10.]
- Assembly Bill 1500 (AB 1500) was approved by the Governor on July 6, 2010. Extends the sunset date on a program granting high occupancy vehicle (HOV) lane driving privileges to certain electric and natural gas vehicles. This bill extends the sunset date to January 1, 2015 for all vehicles with white clean air vehicle decals issued by the California Department of Motor Vehicles.
- Senate Bill 535 (SB 535) was approved by the Governor on August 30, 2010. Extends the sunset date on a program allowing certain hybrid vehicles to use the high occupancy vehicle (HOV) lane. This bill allows those vehicles with existing yellow clean air vehicle decals issued by the California Department of Motor Vehicles (DMV) to continue single occupant HOV lane access until July 1, 2011. Starting January 1, 2012, this bill would allow certain vehicles meeting California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) requirements such as a plug-in hybrid electric vehicle the use of an HOV lane. The DMV will issue up to 40,000 green clean air vehicle decals to applicants with qualifying vehicles.

## RAMP METERING AND HOV BYPASS LANES

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There are approximately 1000 on-ramps and 23 freeway-to-freeway connectors that are metered in Los Angeles and Ventura Counties, of which 356 have separate HOV bypass lanes. Vehicles traveling in the HOV on-ramp bypass lane with minimum occupancy requirement are not required to stop at the ramp meter signal unless indicated. 33 (located along Route 210) of the 356 HOV on-ramp bypass lanes are metered in Los Angeles and Ventura Counties. The activation of HOV meters is part of a congestion relief project to convert HOV bypass lanes or meter them at the same rate as mixed-flow lanes at all on-ramp locations along Route 210. This marks the beginning of HOV bypass lane metering at on-ramps, in District 7. Ramp metering is one of the traffic management tools to regulate the flow of traffic entering the freeways during the peak traffic hours. Ramp metering will:

- a. Smooth the overall flow of freeway traffic
- b. Accommodate more vehicles per hour on the freeway
- c. Decrease commuting travel times
- d. Increase safety on the freeway

Ramp metering is an integral part of the *Traffic Operations Program Strategic Plan* which outlines the program's commitment to focus first on implementing operational strategies to reduce congestion and increase safety on California's state highway system. Ramp metering increases the capacity of the mixed flow lane and enables traffic to flow at greater speeds. Freeway congestion is most often caused by a bottleneck, where the freeway demand exceeds the freeway capacity. This condition usually occurs during the weekday peak hours, but some freeways experience congestion during the mid-day and some on weekends. When the demand exceeds the capacity, congestion creates queues of stop-and-go traffic, and ramp metering limits the amount of traffic entering the freeway so that the demand at the bottleneck does not exceed the capacity. A free-flowing traffic lane can carry 33% more cars than a congested lane.

On weekdays, most ramp meters operate 4 to 10 hours during peak traffic periods. Some ramps are metered all day, including weekends. The rate at which vehicles are allowed onto the freeway is determined by the traffic demand at the on-ramp, as well as the freeway volume. The mainline responsive controllers react to the volumes on the freeway, such that if the volumes decrease significantly, then the meter will adjust and allow more vehicles onto the freeway. If the freeway volumes are very light, the meter may go to continuous green.

Projects within freeway segments identified in the *Ramp Meter Development Plan* should include provisions for ramp metering. However, there are ramp locations that are not metered, due to the heavy volume of traffic and/or insufficient storage area for the metered vehicles.

# HOV VIOLATION

The Judicial Council of California sets the fines and maintains the Uniform Bail and Penalty Schedules (UBPS) for traffic violations. In that schedule, the minimum fine is \$479 (or \$480 with night court assessment) for an occupancy violation per Section 21655.5(b) or a buffer violation per Section 21655.8(a) of the California Vehicle Code.

The minimum fine is comprised of:

- (A) **Exclusive or Preferential Use Lanes per Section 42001.11 of the California Vehicle Code.** Every person convicted of an infraction for a violation of Section 21655.5 or 21655.8 shall be punished as follows:
- (1) For a first conviction, a fine of not less than one hundred dollars (\$100), nor more than one hundred fifty dollars (\$150).
  - (2) For a second conviction within a period of one year, a fine of not less than one hundred fifty dollars (\$150), nor more than two hundred dollars (\$200).
  - (3) For a third or any subsequent conviction within a period of two years, a fine of not less than two hundred fifty dollars (\$250), nor more than five hundred dollars (\$500).
- (B) **Additional Penalties and Surcharge.**  
\$100 State; \$70 County; \$40 DNA; \$50 Court; \$20 Surcharge; \$20 EMS; \$4 EMAT; \$40 Court OPS; \$35 Conviction Assessment.
- (C) **Night Court Assessment per Section 42006 of the California Vehicle Code.**
- (a) Except as provided in subdivision (c), there may be levied a special assessment in an amount equal to one dollar (\$1) for every fine and forfeiture, imposed and collected by any court which conducts a night session of the court, on all offenses involving a violation of a section of this code or any local ordinance adopted pursuant to this code, except offenses relating to parking.
  - (b) When a person makes a deposit of bail for an offense to which this section applies, in a case in which the person is required to appear in a court which conducts a night session, the person making the deposit shall also deposit a sufficient amount to include the assessment prescribed in this section for forfeited bail. If bail is forfeited, the amount of the assessment shall be transmitted by the clerk of the court to the county treasury for disposition as prescribed by subdivision (d).
  - (c) If a court conducts sessions at two or more locations, the court may do either of the following:
    - (1) Levy assessments only on those persons who are required to appear at the location where night sessions are held.
    - (2) Levy assessments on persons who have the option to appear at a location where night court sessions are held and that location is within 25 miles of the location of the court where the person is otherwise required to appear, if the court prepares and submits a report to the Legislative Analyst on or before February 1, 1986, which itemizes the additional costs of the night court session or sessions for the calendar years of 1983, 1984, and 1985, and the revenues received from the assessment levied under subdivision (a) in those calendar years.
  - (d) After a determination by the court of the amount of the assessment due, the clerk of the court shall collect the amount and transmit it to the county treasury to be deposited in the night court session fund, and the money in the fund shall be expended by the county for maintaining courts in the county which have night sessions for traffic offenses.
  - (e) In any case where a person convicted of any offense to which this section applies is imprisoned until the fine is satisfied, the judge shall waive the penalty assessment.

# Park and Ride Lots

Lot Name	Route No.	Post Mile	Lot Address	City
Verdugo	2	17.0	Verdugo Blvd. at Hilldale Dr.	La Canada
Lakewood-West Lot	5	8.3	Route 5 @ 9004 Lakewood Blvd.	Downey
Washington & Fairfax*	10	9.3	Washington Blvd & Genesee Ave	Los Angeles
United Meth Church*	10	36.5	718 S. Azusa Ave.	W. Covina
United Meth Church*	10	37.0	437 W. San Bernardino Rd.	Covina
Newhall-East Lot	14	27.1	20100 W San Fernando Rd(126)/E of Rte 14	Santa Clarita
Newhall-West Lot	14	27.1	20516 W. San Fernando Rd.	Santa Clarita
Oak Creek	14	27.1	23610 San Fernando 1/2 mi. W. of Route 14	Santa Clarita
Golden Valley (3 Sections)	14	29.5	Rte 14 @ Golden Valley Road (3 Lots)	Santa Clarita
Pearblossom	14	54.2	Rte 14 @ Sierra Highway	LA County, Acton
Ave S & Geiger Ave.	14	58.2	Ave. S & Geiger Ave.	Palmdale
Ave K @ Route 14	14	66.7	1601 W. Ave K @ Route 14	Lancaster
Pathfinder Rd.	57	3.4	Pathfinder Rd. @ Rte. 57	Diamond Bar
Via Verde	57		105 Via Verde	San Dimas
Lanternman*	57	5.6	3530 W. Pomona Blvd.	Pomona
United Meth Church*	60	22.8	20601 La Puente	Walnut
Diamond Bar-East	60	25.6	100 N. Diamond Bar Blvd.	Diamond Bar
Diamond Bar-West	60	25.6	101 N. Diamond Bar Blvd.	Diamond Bar
Kanan Rd. (Southeast Lot)	101	35.1	Rte 101/Kanan & 29165 Roadside(SE)	Agoura Hills
Borchard Rd.	101	7.0	Rte 101 @ Borchard Rd/475 Rancho Conejo	Thousand Oaks
Pleasant Valley	101	12.3	Rte 101 @ Pleasant Valley Rd./Santa Rosa Rd.	Camarillo
Las Posas Rd.	101	15.7	Rte 101 @ Las Posas Rd/690 Ventura Blvd	Camarillo
Aviation	105	2.2	Rte 105 @ Aviation	El Segundo
Hawthorne (3 Sections)	105	3.7	Rte 105 @ Hawthorne Boulevard	Hawthorne
Crenshaw	105	5.0	Rte 105 @ Crenshaw on 120th Street	Hawthorne
Vermont Ave. (2 Sections)	105	7.4	Rte 105 @ Vermont Avenue	Athens
Century/Harbor (2 Sections)	105	7.7	Rte 105 @ Rte 110 - 117th St. & Figueroa St.	Los Angeles
Avalon (2 Sections)	105	8.9	Rte. 105 @ Avalon ( Central st )	Los Angeles
Willowbrook/Imperial (3 Sections)	105	10.4	Rte 105 @ Wilmington (Blue Line)	Willowbrook
Long Beach Blvd. (2 Sections)	105	11.6	Rte 105 @ Long Beach Boulevard	Lynwood
Lakewood Blvd.(2 Sections)	105	17.4	121747 Lakewood Boulevard	Downey
I-105 Termination	105	18.8	12730 Hoxie Ave.	Norwalk
San Pedro II	110	1.2	515 N. Beacon @ Harbor Blvd.	San Pedro
San Pedro	110	1.3	Battery St./Gaffey St./610 Channel St.	San Pedro
Harbor Park	110	3.9	Route 110/ PCH & Figueroa, 1345 W. PCH	Wilmington
Carson	110	6.8	Rte 110 @ Carson Street	Los Angeles
Artesia	110	9.8	Rte 110 @ Rte 91, 182nd St	Los Angeles
Rosecrans	110	11.9	Rte 110 @ Rosecrans Avenue	Los Angeles
Manchester (2 Sections)	110	15.8	Rte 110 @ Manchester Avenue	Los Angeles
Slauson (2 Sections)	110	18.0	Rte 110 @ Slauson Avenue	Los Angeles
Lutheran Church*	118	10.5	15950 Chatsworth St.	Granada Hills
Porter Ranch	118	11.4	Rte. 118 @ Porter Ranch.	Chatsworth
Moorpark College	118	17.5	Route 118@Collins Avenue	Moorpark
Erringer	118	24.8	Erringer Rd. @ Rte. 118	Simi Valley
Sycamore Dr.	118	25.7	2599 Sycamore Dr. @ Rte. 118	Simi Valley
Stearns	118	28.8	2501 Stearns St @ Rte 118	Simi Valley
Tapo Canyon	118	27.3	Tapo Canyon Dr. @ Rte. 118	Simi Valley
Chatsworth	118	31.9	15550 Chatsworth St	Granada Hills
Glendale	134	8.8	Route 134 & Route 2	Glendale
Rte 170/Oxnard	170	16.6	Route 170 @ 12000 Oxnard St.	North Hollywood
Paxton	210	6.0	12501 Foothill Blvd @ I-210 & Paxton St	Pacoima
Lowell	210	16.1	Route 210 @ 3930 Lowell Ave.	Glendale
Sierra Madre Blvd.	210	29.4	Sierra Madre Blvd. @ Rte. 210	Pasadena
Citrus College*	210	40.6	1000 Foothill Blvd.	Glendora
Grand Ave	210	41.5	Route 210 @ 628 W. Baseline Rd. @Grand Av.	Glendora
Lone Hill	210	44.2	Route 210 @ Lone Hill Ave	Glendora
St John's Church*	405	5.8	11000 National Blvd.	Los Angeles
Skirball & Mulholland	405	36.7	Route 405 @ 2350 Skirball Center Drive	Los Angeles

\* Privately owned lot

# Metro ExpressLanes

Metro ExpressLanes is a one-year demonstration program overseen by Metro, Caltrans and several other mobility partners that have joined forces to develop a package of solutions to improve traffic flow and provide enhanced travel options on the I-10 and I-110 Freeways in Los Angeles County.

The program includes the introduction of congestion pricing by converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; the improvement of transit service and other alternatives to driving; the updating of transit facilities; and the implementation of a more effective parking management system in downtown Los Angeles.

It is about improving mobility and offering a safe and reliable trip for users. Everyone benefits with reduced congestion and greenhouse gas emissions, increased travel time savings, and better trip reliability. Metro ExpressLanes is primarily funded with a \$210 million congestion reduction demonstration grant from the U.S. Department of Transportation. Tolling begins November 10, 2012 on the I-110 and early 2013 on the I-10.

Route	Occupancy
<b>I-110 Harbor Transitway Lanes Only</b>	SOV (Single Occupant Vehicles). <u>Pay toll</u> - All Hours HOV (High Occupancy Vehicle-2 or more). <u>Free</u> - All Hours
<b>I-10 El Monte Busway Lanes Only</b>	SOV (Single Occupant Vehicles). <u>Pay toll</u> - All Hours HOV 2. <u>Pay toll</u> - Peak Hours (Mon. - Fri.; 5 a.m. - 9 a.m.; 4 p.m. - 7 p.m.) HOV 2. <u>Free</u> - Off-Peak Hours HOV 3 or more. <u>Free</u> - All Hours

Metro ExpressLanes features include:

## ExpressLanes

- Conversion of the I-10 El Monte Busway HOV lanes (I-605 to Alameda St.) to HOT lanes.
- Conversion of the I-110 Harbor Transitway HOV lanes (Harbor Gateway Transit Center (formerly Artesia Transit Center) to Adams Blvd.) to HOT lanes.

## Transit

- 59 new alternative fuel buses and operating subsidy for the demo period (Silver Line, Foothill Transit, Gardena Transit and Torrance Transit)
- El Monte Station Expansion
- Transit Rewards Program
- New Transit Station at Patsaouras Plaza
- Harbor Transitway Park & Ride Upgrades
- Metrolink Pomona Station Expansion
- Transit Signal Priority Expanded in Downtown LA

## Carpools

- 100 New Metro Vanpools
- Carpool Loyalty Program

## Bicycles

- New bicycle lockers at the Harbor Gateway Transit Center (formerly Artesia Transit Center) & bicycle station at El Monte Station

## Parking

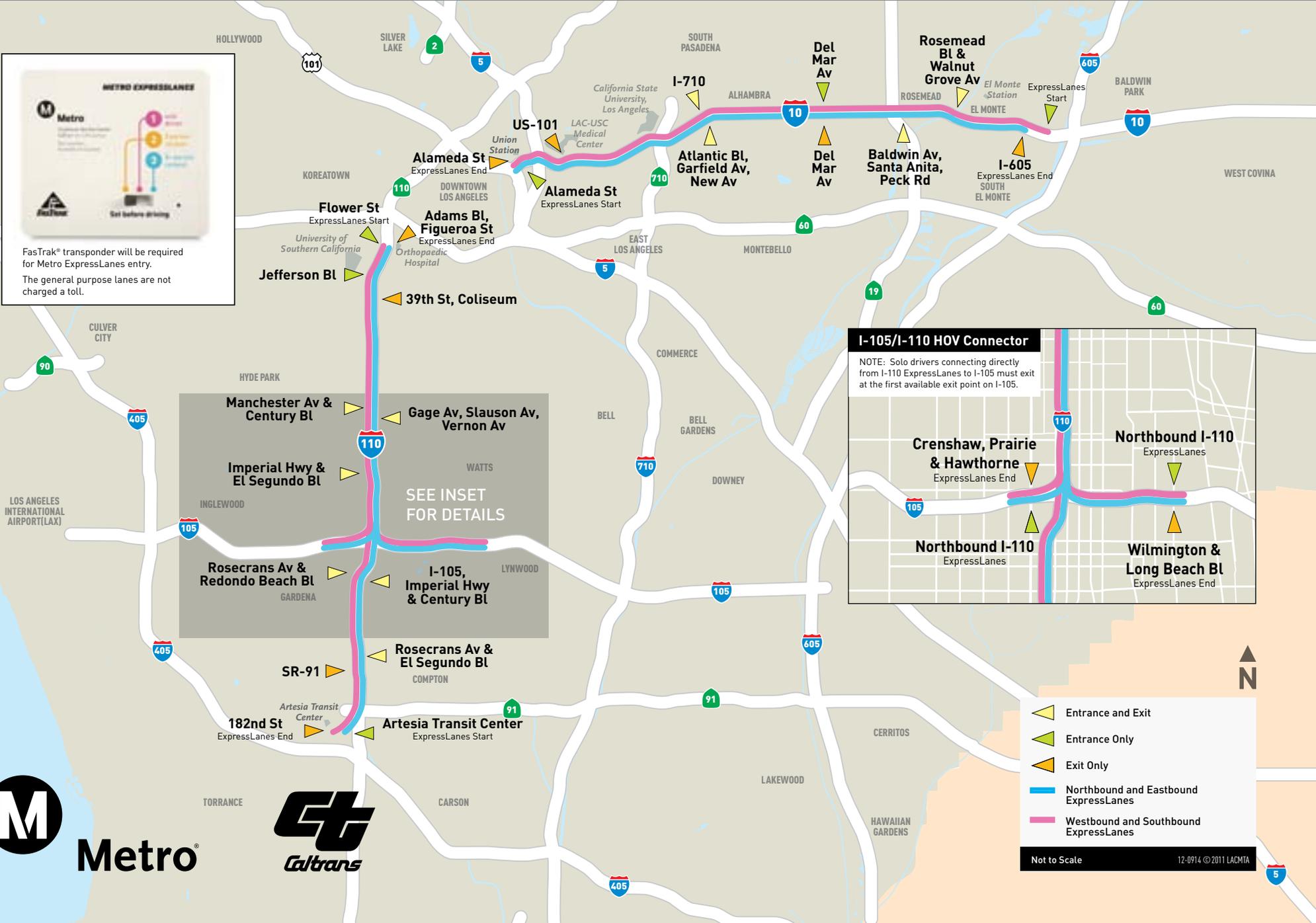
- LA Express Park

# METRO EXPRESSLANES

## FasTrak® Entry and Exit Locations



FasTrak® transponder will be required for Metro ExpressLanes entry. The general purpose lanes are not charged a toll.



**I-105/I-110 HOV Connector**

NOTE: Solo drivers connecting directly from I-110 ExpressLanes to I-105 must exit at the first available exit point on I-105.

Crenshaw, Prairie & Hawthorne ExpressLanes End

Northbound I-110 ExpressLanes

Northbound I-110 ExpressLanes

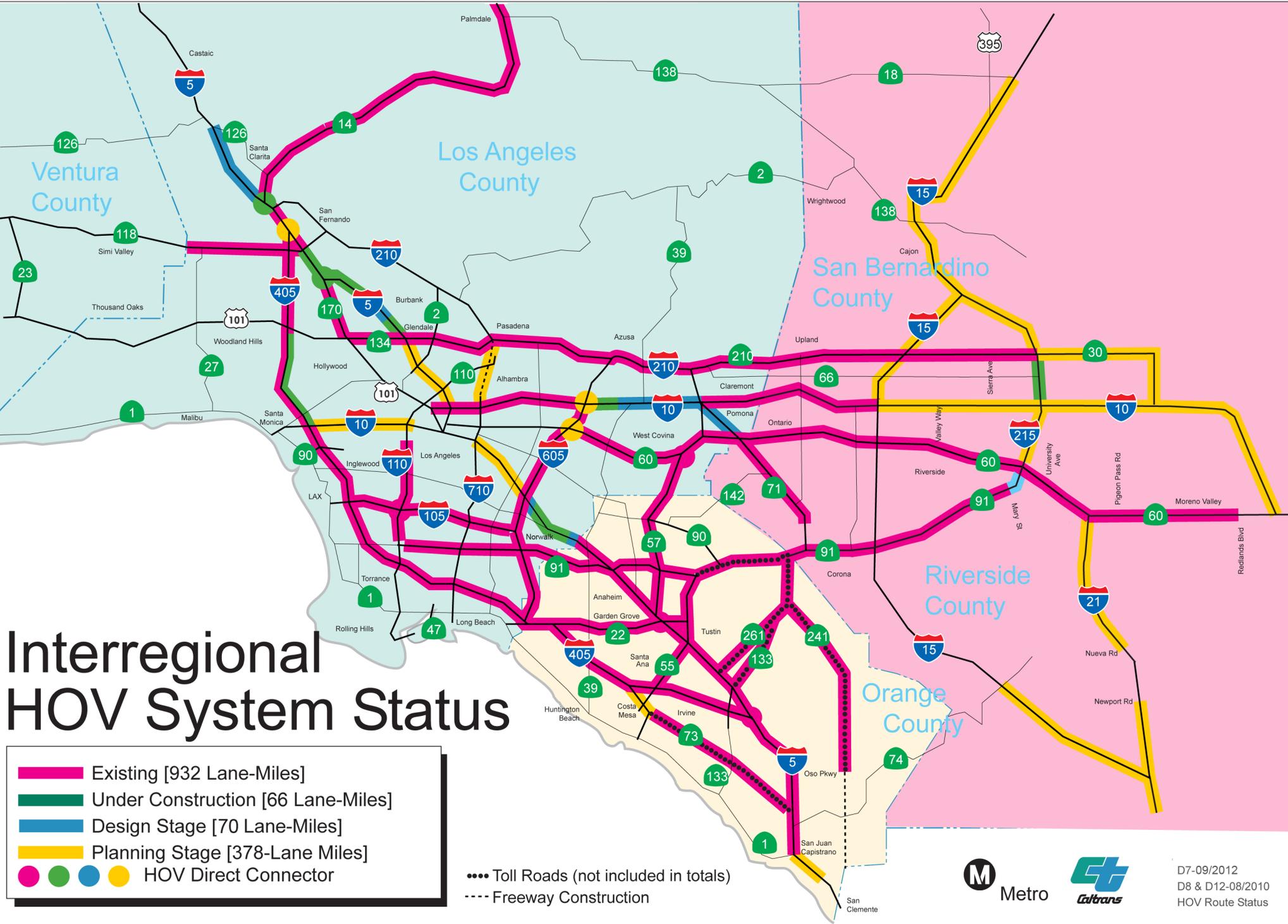
Wilmington & Long Beach Bl ExpressLanes End

- Entrance and Exit
- Entrance Only
- Exit Only
- Northbound and Eastbound ExpressLanes
- Westbound and Southbound ExpressLanes

Not to Scale 12-0914 © 2011 LACMTA







# Interregional HOV System Status

- Existing [932 Lane-Miles]
- Under Construction [66 Lane-Miles]
- Design Stage [70 Lane-Miles]
- Planning Stage [378-Lane Miles]
- HOV Direct Connector

Toll Roads (not included in totals)  
 Freeway Construction



D7-09/2012  
 D8 & D12-08/2010  
 HOV Route Status



# FACT SHEET

## ROUTE 5 GOLDEN STATE FREEWAY

---

Project Limits & Length:	FROM ROUTE 118 TO ROUTE 14; 6.2 CENTERLINE MILES
Date of Opening:	APRIL 4, 2008
Cost:	\$41.6 MILLION
Current Peak 1-Hr Volume:	873 VEHICLES AT TRUCK STOP
Park & Ride Facilities: (lot name/city)	LAKEWOOD-WEST LOT/DOWNEY
Number of Ingress/Egress: (excludes begin/end HOV lane)	3 NORTHBOUND; 2 SOUTHBOUND

### Additional Information:

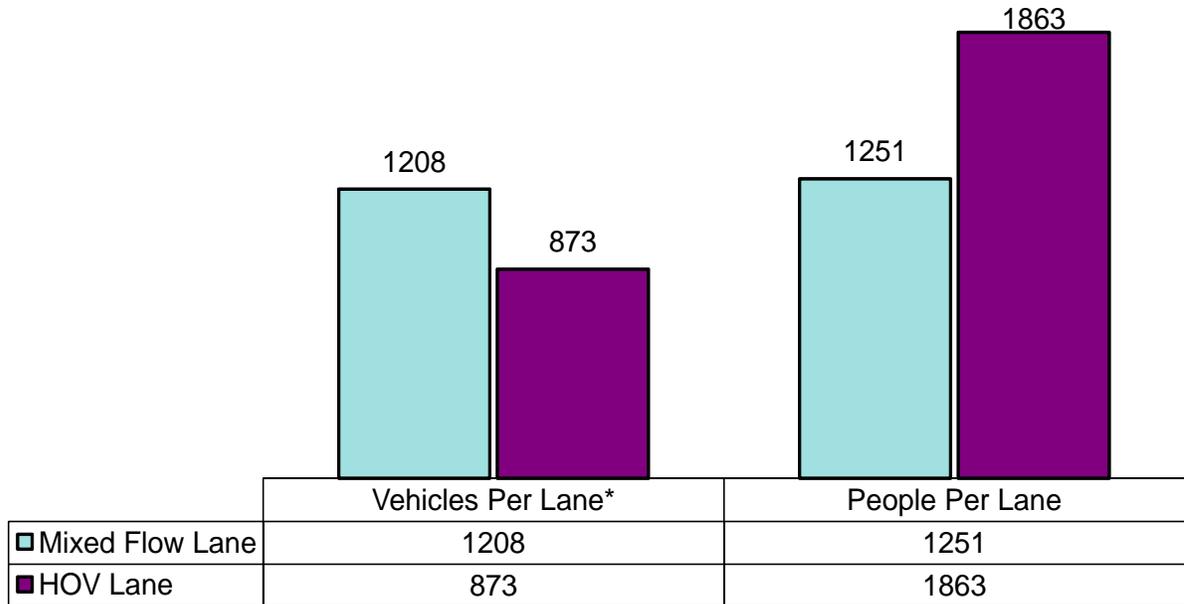
- High Occupancy Vehicle (HOV) Lane Direct Connector under construction at Route 5/14 interchange. Scheduled opening date: July 2013.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 5**

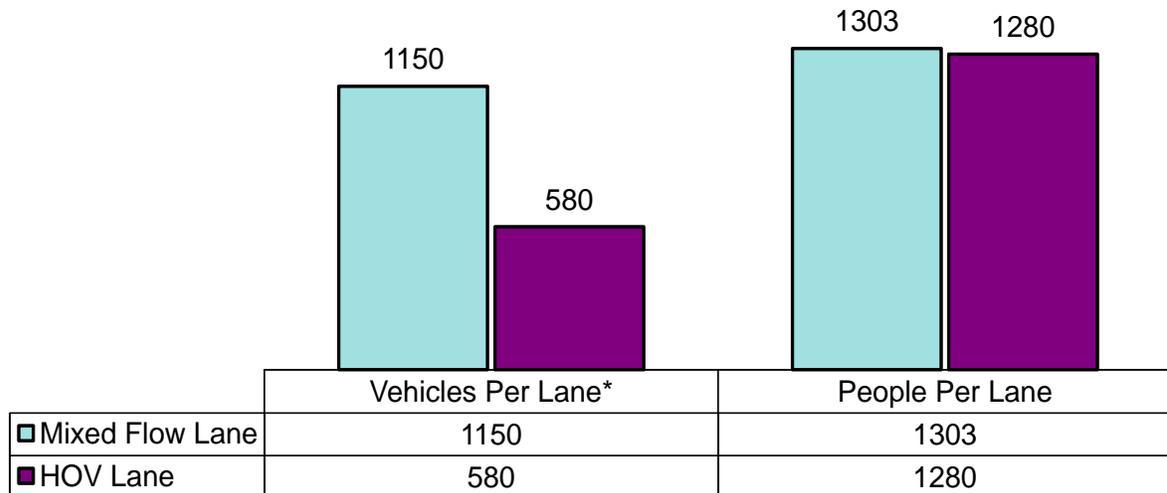
Co. Rte. Dir.	LA - 5 - SB		LA - 5 - NB	
Location	TRUCK STOP		TRUCK STOP*	
Post Mile	41.15		41.15	
Date	10/19/11		10/19/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:45 - 7:45	6:30 - 8:30	16:30 - 17:30	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	823	1532	539	914
Vanpools	12	23	14	29
Buses	3	5	3	7
Motorcycles	35	68	24	50
HOV lane Violators	1	2	1	2
Total Vehicles in HOV Lane	874	1630	581	1002
Carpools Using Mainline	131	319	371	671
CNG Vehicles in HOV Lane	3	8	2	3
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	1777		1206	
People in Buses	51		50	
People on Motorcycles	35		24	
Violators	1		1	
Total HOV People	1864		1281	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	3		3	
Mixed-Flow Vehicles	3623		3450	
Mixed-Flow People	3754		3908	
Mixed-Flow People/Lane	1251		1303	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	3754		3908	
Total HOV People	1864		1281	
Total Freeway People	5618		5189	
Percent Carried in HOV Lane	33.18%		24.69%	
Percent Carried per Mixed-Flow Lane	22.27%		25.10%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.13		2.20	
Mainline Occupancy	1.04		1.13	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.49		0.98	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-5-S/B at Truck Stop  
 Date/Time: 10-19-2011 / 6:45 AM - 7:45 AM



Location: LA-5-N/B at Truck Stop  
 Date/Time: 10-19-2011 / 4:30 PM - 5:30 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am-8:30am / 3:00pm-5:30pm

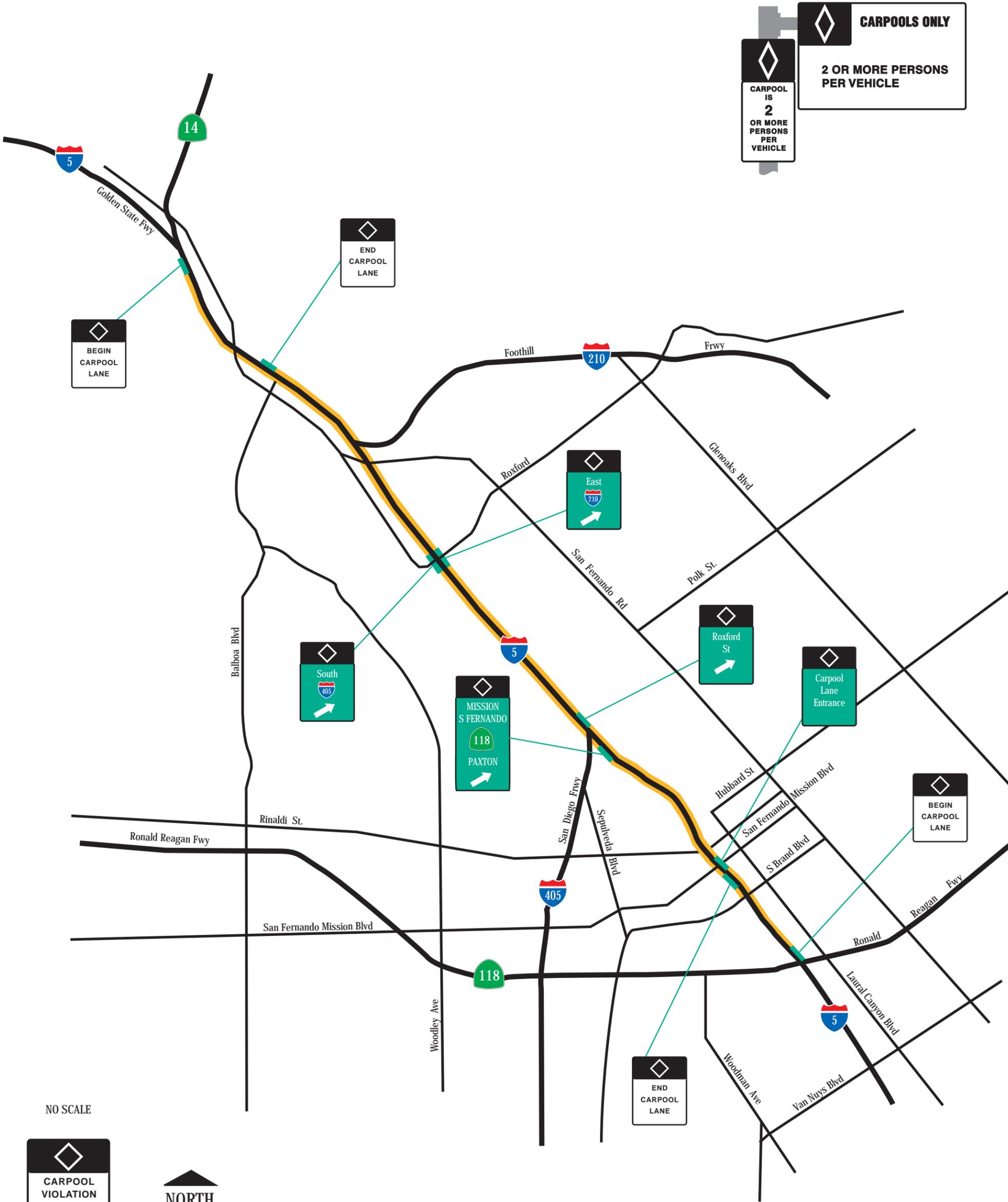
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# GOLDEN STATE FREEWAY HOV LANE

## Ronald Reagan Freeway (Rte 118) to Antelope Valley Freeway (Rte 14)



NO SCALE

  
 CARPOOL VIOLATION  
**\$341**  
 MINIMUM FINE





# FACT SHEET

## ROUTE 10 SAN BERNARDINO FREEWAY EL MONTE BUSWAY

---

Project Limits & Length: (centerline miles)	FROM ALAMEDA ST TO BALDWIN AVE FROM ROUTE 57 TO SAN BERNARDINO CO. FROM BALDWIN AVE TO ROUTE 605	11 MILES 5.9 MILES 3.2 MILES
Date of Opening:	FROM ALAMEDA ST TO BALDWIN AVE FROM ROUTE 57 TO SAN BERNARDINO CO. LINE FROM BALDWIN AVE TO ROUTE 605	JAN 1973 NOV 13, 2003 FEB 4, 2005
Cost:	FROM ALAMEDA ST TO BALDWIN AVE FROM ROUTE 57 TO SAN BERNARDINO CO. LINE FROM BALDWIN AVE TO ROUTE 605	\$58.0 MILLION \$77.3 MILLION \$50.4 MILLION
Current Peak 1-Hr Volume:	1270 VEHICLES AT JACKSON (HOV 3+)	
Park & Ride Facilities: (lot name/city)	UNITED METH CHURCH/W.COVINA; UNITED METH CHURCH/COVINA; WASHINGTON & FAIRFAX/LOS ANGELES	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ALAMEDA ST TO ROUTE 605 FROM ROUTE 57 TO SAN BERNARDINO CO. LINE	4 E/B, 6 W/B 2 E/B, 3 W/B

### Additional Information:

- Direct HOV lane access at Del Mar Avenue (Entrance from Del Mar Avenue to westbound Route 10 HOV lane; Exit from eastbound Route 10 HOV lane to Del Mar Avenue).
- Bus only connectors: From southbound Route 710 to westbound Route 10; and from eastbound Route 10 HOV lane to northbound Route 710.
- Senate Bill 63 (SB 63). Effective January 1, 2000, lowered the minimum vehicle occupancy requirement on the El Monte Busway (Route 10 HOV lane) from three (3+) or more persons per vehicle to two (2+) or more persons per vehicle on a 24-hour basis. California Department of Transportation (Caltrans) was directed to monitor and evaluate the effects of the two (2+) requirement on the operation of the El Monte Busway and the general purpose lanes. Lowering the vehicle occupancy requirement from 3+ to 2+ full time had a detrimental effect on the El Monte Busway.
- Assembly Bill 769 (AB 769). Effective July 24, 2000, overrode Senate Bill 63, and restored the minimum vehicle occupancy requirement on the El Monte Busway (Route 10 HOV lane) from two (2+) or more persons per vehicle to three (3+) or more persons per vehicle during peak hours. Senate Bill 63 had attracted too many users to the El Monte Busway and caused considerable congestion to peak hour traffic. The (3+) or more persons per vehicle requirement is currently in effect Monday through Friday from 5-9a.m. and 4-7p.m. The two (2+) or more persons per vehicle are allowed to use the El Monte Busway at all other times.
- Senate Bill 1422 (SB 1422) was signed by the Governor on September 28, 2008, which authorized a value-pricing and transit development demonstration program involving High Occupancy Toll (HOT) lanes to be conducted, administered, developed, and operated on Route 10 from Alameda Street (Union Station) to Route 605 and on Route 110 from Adams Boulevard to 182<sup>nd</sup> Street (Artesia Transit Center) by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The United States Department of Transportation has entered into a memorandum of understanding with the LACMTA and the Department of Transportation to award \$210.6 million in federal transit funding for the purpose of enabling LACTMA to carry out a demonstration program where High Occupancy Vehicle (HOV) lanes on selected freeways in Los Angeles County would be converted into HOT lanes during the demonstration period. The target date for implementation of this demonstration program is December 31, 2010. The bill requires the LACMTA and the Department of Transportation to report to the Legislature by December 31, 2012, on the demonstration program.

[Update: (Source: [www.metro.net](http://www.metro.net)): Tolling begins November 10, 2012 on the I-110 and early 2013 on the I-10.]

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 10**

Co. Rte. Dir.	LA - 10 - WB	LA - 10 - WB
Location	JACKSON	JACKSON
Post Mile	25.09	25.09
Date	10/12/11	10/12/11
HOV Peak Hour	6:45 - 7:45 AM	6:30 - 8:30 AM
Occupancy Requirement	3 +	3 +
	<b>AM HOV Peak Hour</b>	<b>AM HOV Peak 2 - Hour</b>
<b>HOV VEHICLE SUMMARY</b>		
Carpools	1120	2000
Vanpools	16	44
Buses	59	126
Motorcycles	75	136
HOV lane Violators	157	316
Total Vehicles in HOV Lane	1427	2622
Carpools Using Mainline	10	20
CNG Vehicles in HOV Lane	17	47
<b>HOV People Summary (Peak Hour)</b>		
People in Carpool & Vanpools	3471	6580
People in Buses	2124	4549
People on Motorcycles	75	136
Violators	287	287
Total HOV People	5957	11552
<b>Mainline Summary (Peak Hour)</b>		
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	5635	10030
Mixed-Flow People	5905	10550
Mixed-Flow People/Lane	1476	2638
Trucks on Mainlines	121	238
<b>Freeway Summary (Peak Hour)</b>		
Total Mixed-Flow People	5905	10550
Total HOV People	5957	11552
Total Freeway People	11862	22102
Percent Carried in HOV Lane	50.22%	52.27%
Percent Carried per Mixed-Flow Lane	12.45%	11.93%
<b>Occupancy (Peak Hour)</b>		
HOV Occupancy	4.17	4.41
Mainline Occupancy	1.05	1.05
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	4.04	4.38

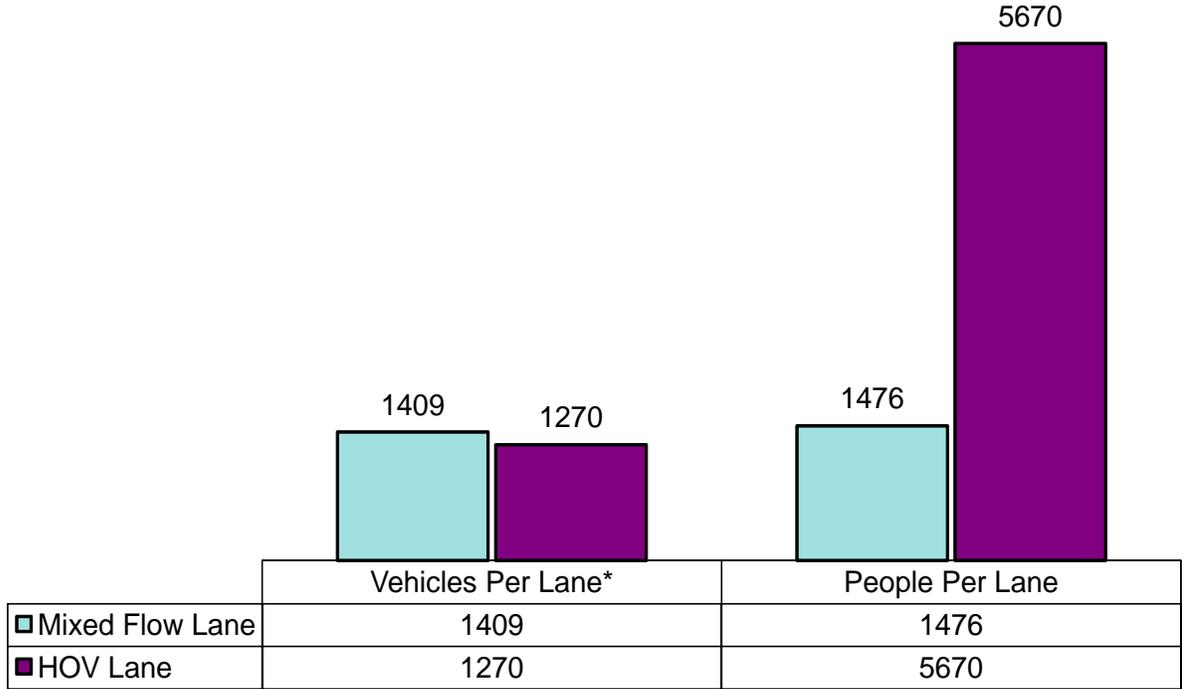
\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 10**

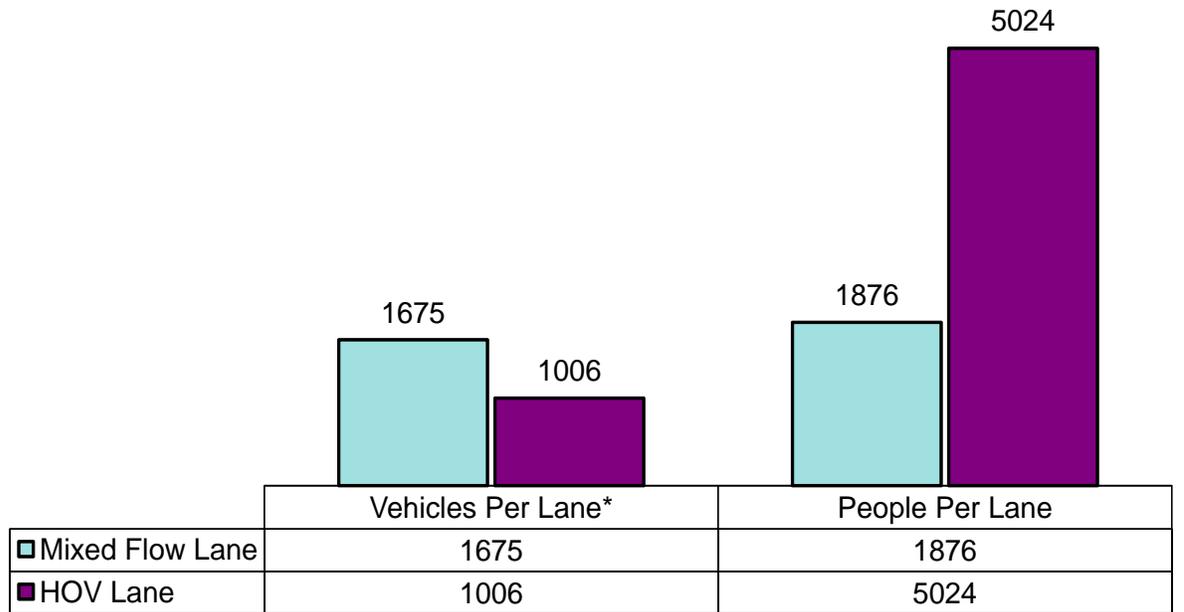
Co. Rte. Dir.	LA - 10 - EB	LA - 10 - EB
Location	JACKSON	JACKSON
Post Mile	25.09	25.09
Date	11/16/11	11/16/11
HOV Peak Hour	15:00 - 16:00 PM	16:30 - 17:30 PM
Occupancy Requirement	2 +	3 +
<b>HOV VEHICLE SUMMARY</b>		
Carpools	1103	834
Vanpools	32	60
Buses	37	61
Motorcycles	24	51
HOV lane Violators	58	151
Total Vehicles in HOV Lane	1254	1157
Carpools Using Mainline	775	50
CNG Vehicles in HOV Lane	10	16
People in Carpool & Vanpools	2559	2943
People in Buses	1131	2030
People on Motorcycles	24	51
Violators	58	287
Total HOV People	3772	5311
<b>Mainline Summary (Peak Hour)</b>		
Mixed-Flow lanes	4	4
Mixed-flow Vehicles	6435	6700
Mixed-Flow People	7300	7505
Mixed-Flow People/Lane	1825	1876
Trucks on Mainlines	117	112
<b>Freeway Summary (Peak Hour)</b>		
Total Mixed-Flow People	7300	7505
Total HOV People	3772	5311
Total Freeway People	11072	12816
Percent Carried in HOV Lane	34.07%	41.44%
Percent Carried per Mixed-Flow Lane	16.48%	14.64%
<b>Occupancy (Peak Hour)</b>		
HOV Occupancy	3.01	4.59
Mainline Occupancy	1.13	1.12
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	2.07	2.83

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-10-W/B at Jackson  
 Date/Time: 10-12-2011 / 6:45-7:45 AM



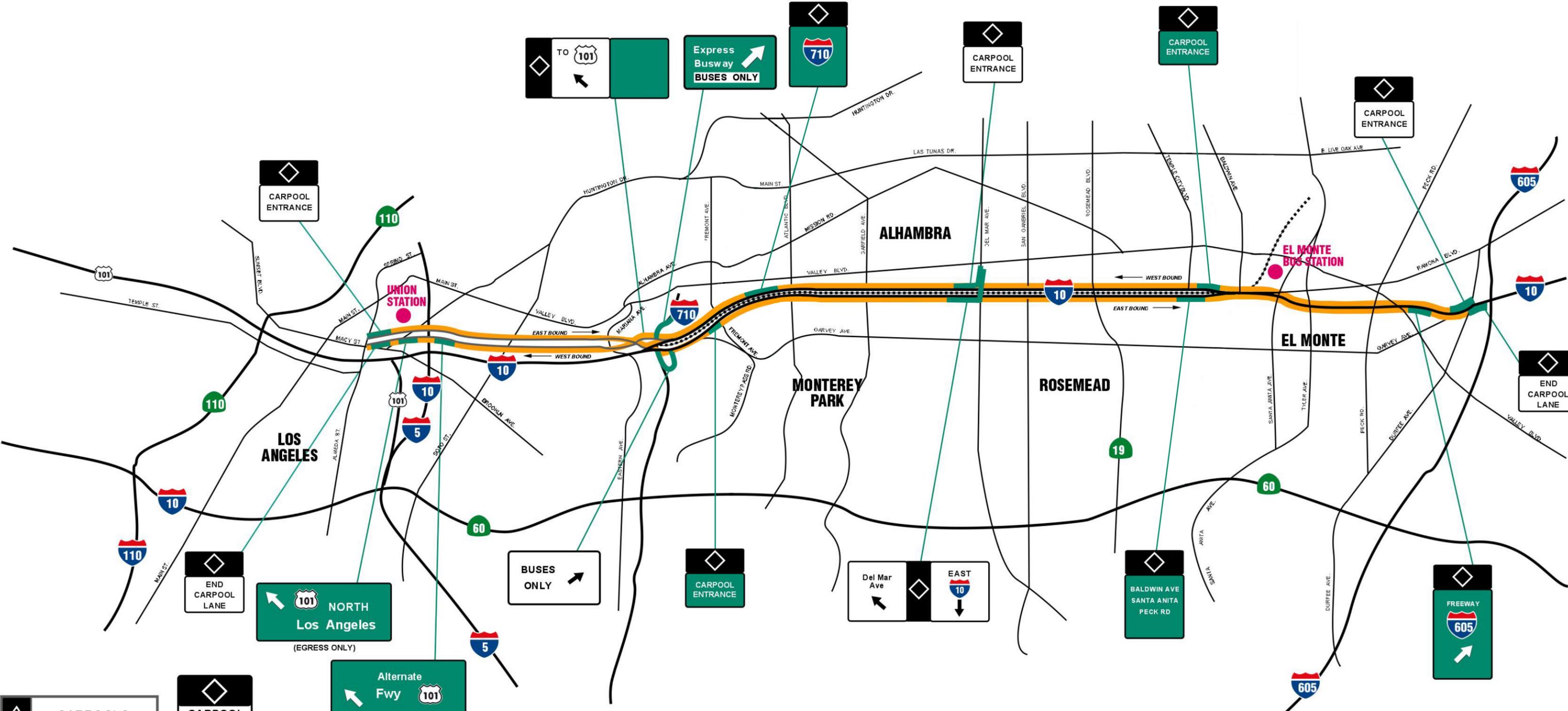
Location: LA-10-E/B at Jackson  
 Date/Time: 11-16-2011 / 4:30-5:30 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm



# SAN BERNARDINO FREEWAY HOV LANE

## Alameda St. to San Gabriel River Freeway (Rte 605)



**◇ CARPOOLS 3 OR MORE PERSONS PER VEHICLE**  
MON-FRI 5 - 9 AM  
4 - 7 PM

**2 OR MORE ALL OTHER TIMES**

**◇ CARPOOL VIOLATION \$341**  
MINIMUM FINE

**◇ 101 NORTH Los Angeles**  
(EGRESS ONLY)

**◇ Alternate Fwy 101**  
(EGRESS ONLY)

**◇ BUSES ONLY**

**◇ CARPOOL ENTRANCE**

**◇ Del Mar Ave EAST**  
10

**◇ BALDWIN AVE SANTA ANITA PECK RD**

**◇ FREEWAY 605**

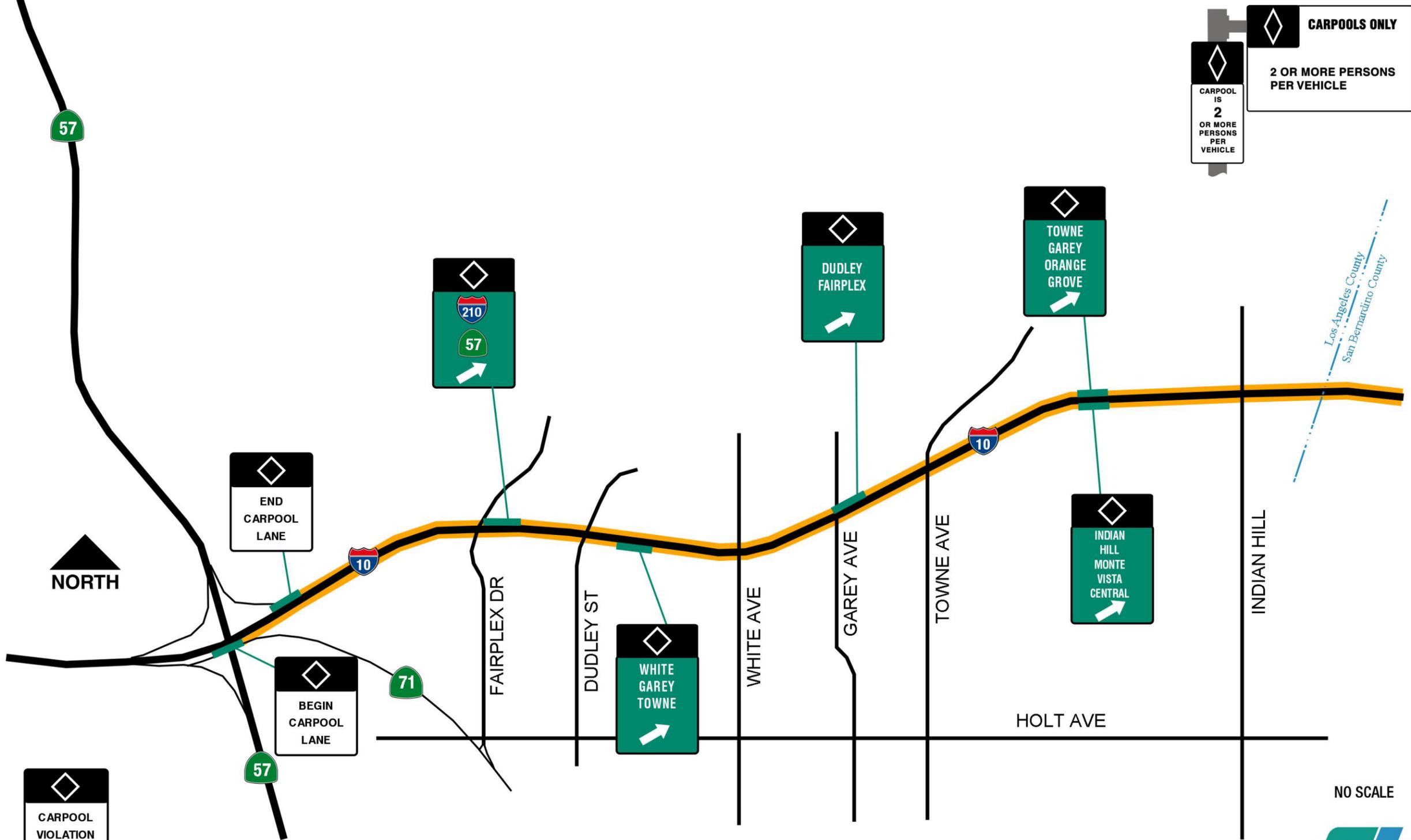
NO SCALE





# SAN BERNARDINO FREEWAY HOV LANE

## Orange Freeway (Rte 57) to San Bernardino County Line



**CARPOOL VIOLATION**  
\$341  
MINIMUM  
FINE

California Department of Transportation · District 7, Los Angeles and Ventura Counties · 100 S. Main St., Los Angeles, CA 90012  
Rideshare Information (800) COMMUTE · Bike Lockers (213) 897-0235





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# FACT SHEET

## ROUTE 14 ANTELOPE VALLEY FREEWAY

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Project Limits & Length: (centerline miles)	FROM SAN FERNANDO RD TO SAND CANYON FROM SAND CANYON TO ESCONDIDO FROM ESCONDIDO TO PEARBLOSSOM FROM ROUTE 5 TO SAN FERNANDO RD FROM PEARBLOSSOM TO AVE P-8	6.7 MILES 10.6 MILES 10.5 MILES 2.2 MILES 6.2 MILES
Date of Opening:	FROM SAN FERNANDO RD TO SAND CANYON FROM SAND CANYON TO ESCONDIDO FROM ESCONDIDO TO PEARBLOSSOM FROM ROUTE 5 TO SAN FERNANDO RD FROM PEARBLOSSOM TO AVE P-8	MAY 5, 1998 SEP. 23, 1999 JUL. 29, 2002 AUG. 3, 2002 AUG. 18, 2006
Cost:	FROM SAN FERNANDO RD TO SAND CANYON FROM SAND CANYON TO ESCONDIDO FROM ESCONDIDO TO PEARBLOSSOM FROM ROUTE 5 TO SAN FERNANDO RD FROM PEARBLOSSOM TO AVE P-8	\$23.8 MILLION \$31.8 MILLION \$60.5 MILLION \$5.4 MILLION \$32.3 MILLION
Current Peak 1-Hr Volume:	1481 VEHICLES AT GOLDEN VALLEY RD	
Park & Ride Facilities: (lot name/city)	NEWHALL-EAST & WEST LOT/SANTA CLARITA; OAK CREEK/SANTA CLARITA; GOLDEN VALLEY/SANTA CLARITA; PEARBLOSSOM/ACTON; AVE S & GEIGER AVE/PALMDALE; AVE K @ ROUTE 14/LANCASTER	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM AVENUE P-8 TO ROUTE 5	14 N/B, 15 S/B

### Additional Information:

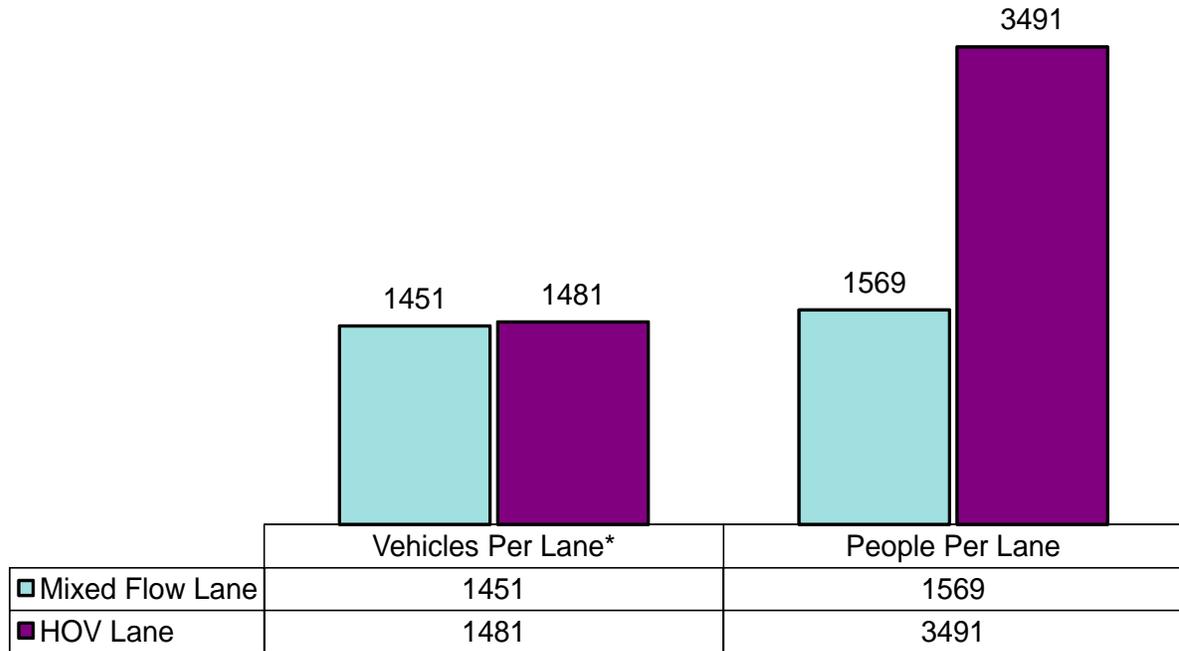
- Assembly Bill 1871 (AB 1871). Effective January 1, 2001, an 18-month demonstration project to evaluate part-time use of the HOV lanes on Route 14 between Santa Clarita and Palmdale. This project requires two (2+) or more persons per vehicle in the HOV lanes during peak periods (southbound direction, 5-9a.m.; northbound direction, 3-7p.m., Monday - Friday). Solo drivers are allowed to use the HOV lanes at all other times. The double-yellow buffer lines will remain throughout the demonstration, and users still need to observe the designated openings for entering and exiting the HOV lanes. Some of the openings (ingress/egress locations) were lengthened in April 2001 to provide more access on the steep uphill grades of the facility. FHWA has agreed with the recommendation of Caltrans to continue with the part-time operation of HOV lanes on Route 14 until such time as needed to convert to full-time.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 14**

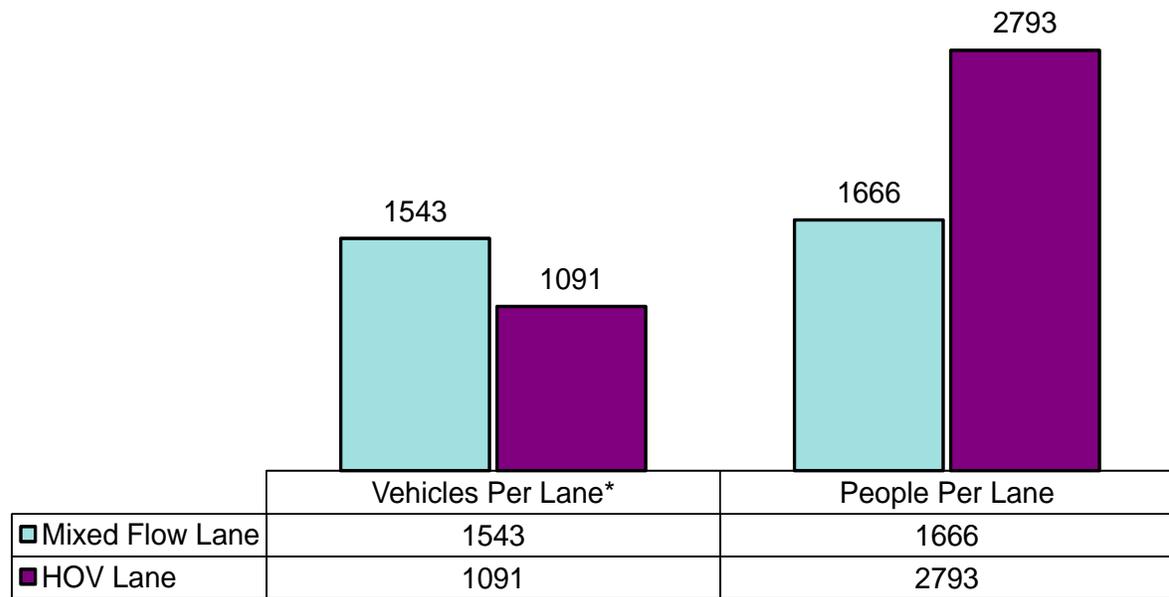
Co. Rte. Dir.	LA - 14 - SB		LA - 14 - NB	
Location	GOLDEN VALLEY		GOLDEN VALLEY	
Post Mile	29.68		29.68	
Date	09/27/11		09/27/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:30 - 7:30	6:30 - 8:30	15:45 - 16:45	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1378	2297	960	1896
Vanpools	36	38	79	131
Buses	8	9	7	14
Motorcycles	59	98	45	87
HOV lane Violators	7	8	3	6
Total Vehicles in HOV Lane	1488	2450	1094	2134
Carpools Using Mainline	330	596	319	596
CNG Vehicles in HOV Lane	0	0	27	61
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	3112		2488	
People in Buses	320		260	
People on Motorcycles	59		45	
Violators	7		3	
Total HOV People	3498		2796	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	3		3	
Mixed-Flow Vehicles	4354		4628	
Mixed-Flow People	4706		4999	
Mixed-Flow People/Lane	1569		1666	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	4706		4999	
Total HOV People	3498		2796	
Total Freeway People	8204		7795	
Percent Carried in HOV Lane	42.64%		35.87%	
Percent Carried per Mixed-Flow Lane	19.12%		21.38%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.35		2.56	
Mainline Occupancy	1.08		1.08	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	2.23		1.68	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-14-S/B at Golden Valley Rd  
 Date/Time: 09-27-2011 / 6:30-7:30 AM



Location: LA-14-N/B at Golden Valley Rd  
 Date/Time: 09-27-2011 / 3:45-4:45 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

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14

# ANTELOPE VALLEY FREEWAY HOV LANE

## Golden State Freeway (Rte 5) to Avenue P-8

**CARPOOLS ONLY**

**LEFT LANE**

CARPOOLS ONLY

5AM - 9AM  
MON - FRI

**2 OR MORE PERSONS PER VEHICLE**

5-9AM ↓ MON-FRI

Southbound

**CARPOOLS ONLY**

**LEFT LANE**

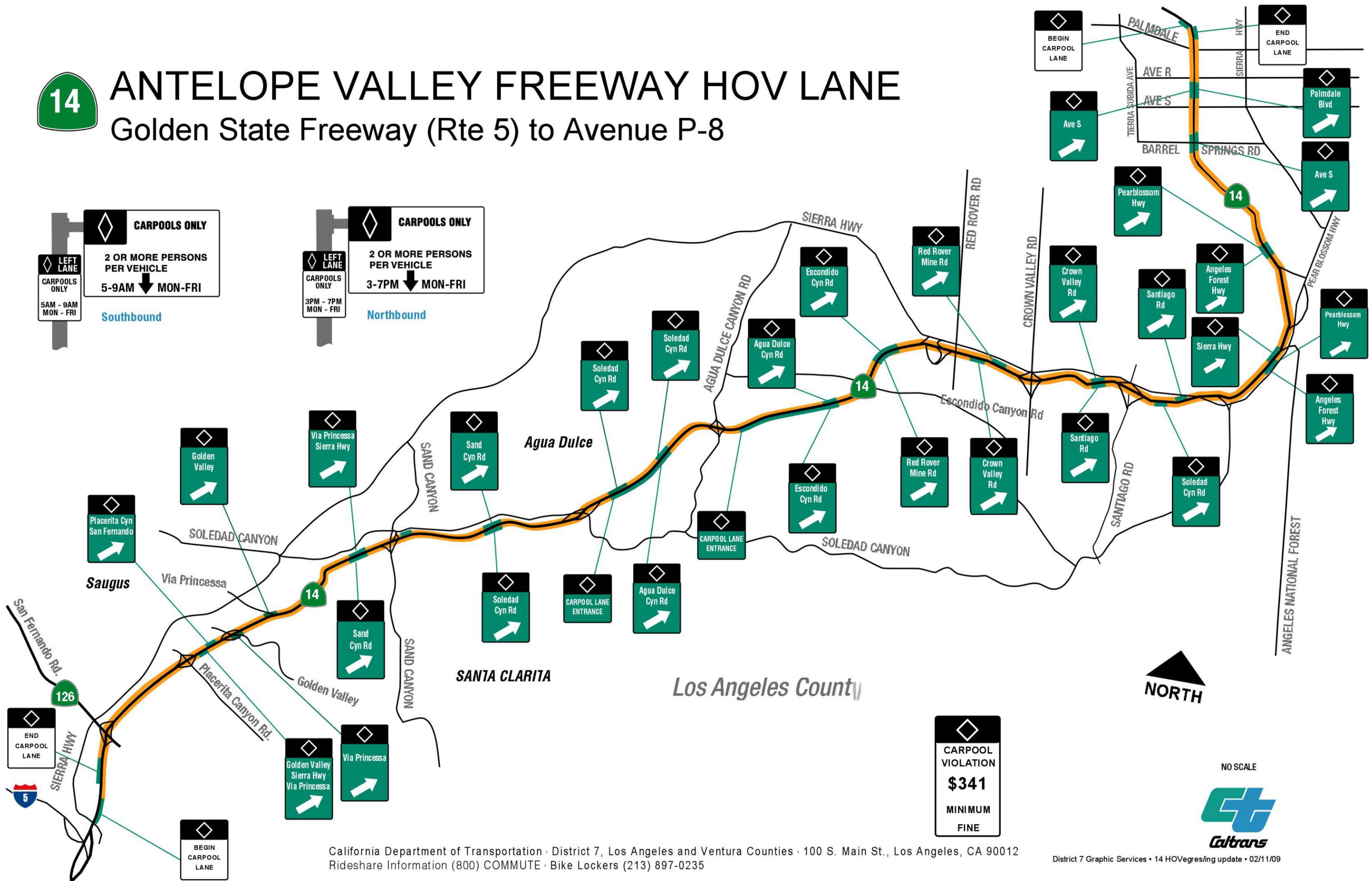
CARPOOLS ONLY

3PM - 7PM  
MON - FRI

**2 OR MORE PERSONS PER VEHICLE**

3-7PM ↓ MON-FRI

Northbound



**CARPOOL VIOLATION**

**\$341**

MINIMUM FINE



NO SCALE





# FACT SHEET

## ROUTE 57 ORANGE FREEWAY

---

Project Limits & Length:	FROM ROUTE 60 TO ORANGE CO. LINE; 4.5 CENTERLINE MILES
Date of Opening:	AUGUST 22, 1997
Cost:	\$18.2 MILLION
Current Peak 1-Hr Volume:	1374 VEHICLES AT PATHFINDER RD
Park & Ride Facilities: (Lot Name/City)	PATHFINDER RD/DIAMOND BAR; VIA VERDE/SAN DIMAS; LANTERMAN/POMONA
Number of Ingress/Egress:	3 NORTHBOUND; 4 SOUTHBOUND

### Additional Information:

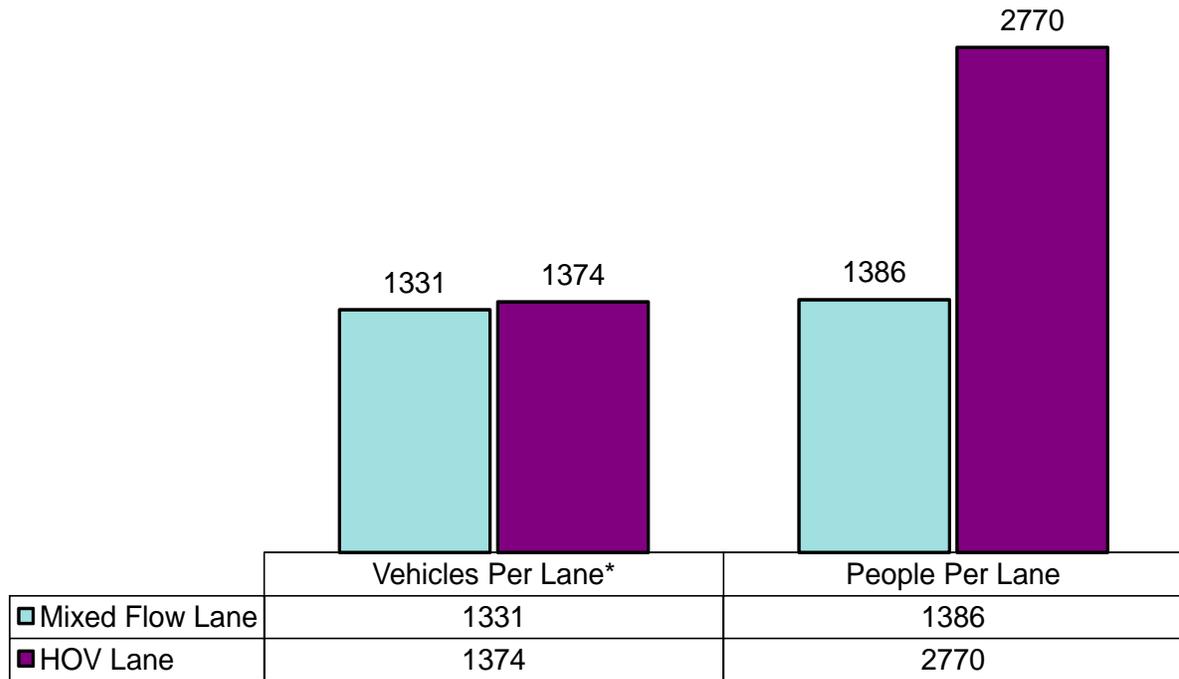
- Freeway has High Occupancy Vehicle (HOV) Lane Direct Connectors at Route 57/60 interchange. Opening date: February 23, 2007.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 57**

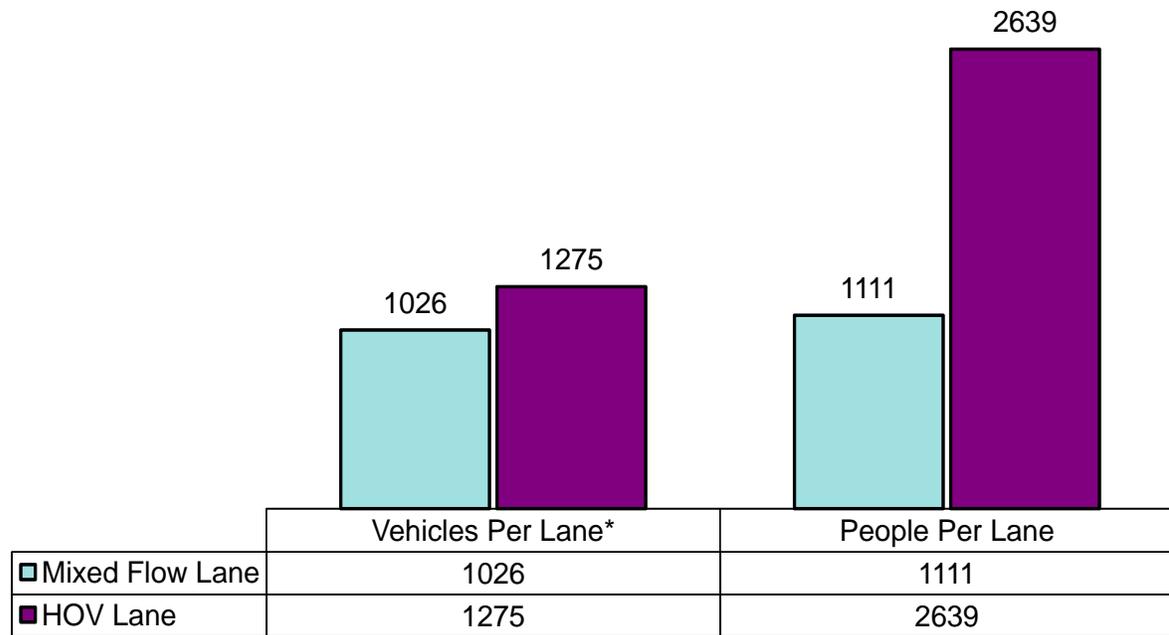
Co. Rte. Dir. Location Post Mile Date Occupancy Requirement	LA - 57 - SB PATHFINDER 3.16 10/27/11 2 +		LA - 57 - NB PATHFINDER 3.16 10/27/11 2 +	
	AM HOV Peak Hour 6:30 - 7:30	AM HOV Peak 2-Hour 6:30 - 8:30	PM HOV Peak Hour 16:30 - 17:30	PM HOV Peak 2-Hour 15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1314	2444	1216	2365
Vanpools	11	14	16	29
Buses	1	3	0	0
Motorcycles	48	86	43	89
HOV lane Violators	1	7	8	21
Total Vehicles in HOV Lane	1375	2554	1283	2504
Carpools Using Mainline	185	280	300	405
CNG Vehicles in HOV Lane	15	28	7	12
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2721		2596	
People in Buses	1		0	
People on Motorcycles	48		43	
Violators	1		8	
Total HOV People	2771		2647	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	5325		4105	
Mixed-Flow People	5545		4445	
Mixed-Flow People/Lane	1386		1111	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	5545		4445	
Total HOV People	2771		2647	
Total Freeway People	8316		7092	
Percent Carried in HOV Lane	33.32%		37.32%	
Percent Carried per Mixed-Flow Lane	16.67%		15.67%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.02		2.06	
Mainline Occupancy	1.04		1.08	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	2.00		2.38	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-57-S/B at Pathfinder Rd  
 Date/Time: 10-27-2011 / 6:30-7:30 AM



Location: LA-57-N/B at Pathfinder Rd  
 Date/Time: 10-27-2011 / 4:30-5:30 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.

Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

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57

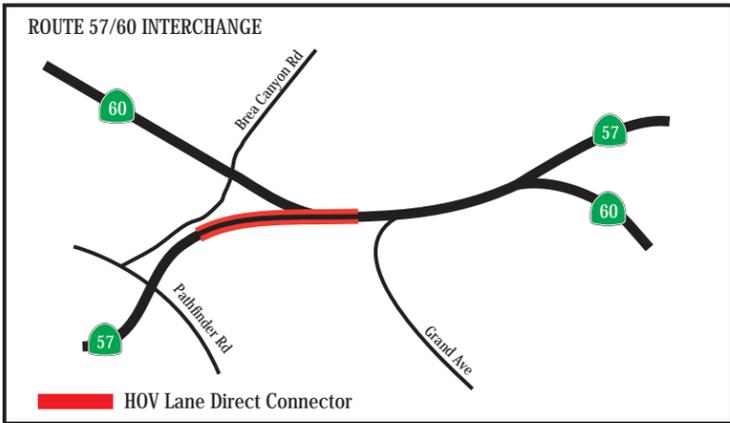
# ORANGE FREEWAY HOV LANE

## Pomona Freeway (Rte 60) to Orange County Line

**CARPOOLS ONLY**

**2 OR MORE PERSONS PER VEHICLE**

CARPOOL IS **2** OR MORE PERSONS PER VEHICLE



CARPOOL VIOLATION

**\$341**

MINIMUM FINE

Pathfinder Rd

57 Grand Ave Diamond Bar

Diamond Bar Blvd Brea Canyon Rd

Pathfinder WEST 60

Diamond Bar Blvd

Los Angeles County

Orange County

NO SCALE





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# FACT SHEET

## ROUTE 60 POMONA FREEWAY

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Project Limits & Length: (centerline miles)	FROM BREYA CANYON TO RTE 57 N FROM RTE 57 N TO SBD CO. LINE FROM RTE 605 TO BREYA CANYON RD	2.7 MILES 5.1 MILES 10.9 MILES
Date of Opening:	FROM BREYA CANYON TO RTE 57 N FROM RTE 57 N TO SBD CO. LINE FROM RTE 605 TO BREYA CANYON RD (E/B) FROM RTE 605 TO BREYA CANYON RD (W/B)	FEB. 2, 1999 FEB. 2, 1999 SEPT 27, 2010 OCT 14, 2010
Cost:	FROM BREYA CANYON TO RTE 57 N FROM RTE 57 N TO SBD CO. LINE FROM RTE 605 TO BREYA CANYON RD	\$5.5 MILLION \$20.8 MILLION \$126.8 MILLION
Current Peak 1-Hr Volume:	1577 VEHICLES AT PHILLIPS RANCH RD	
Park & Ride Facilities: (lot name/city)	UNITED METH CHURCH/WALNUT; DIAMOND BAR-EAST & WEST/DIAMOND BAR	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM SBD CO. LINE TO RTE 605	8 E/B, 8 W/B

### Additional Information:

- Freeway has High Occupancy Vehicle (HOV) Lane Direct Connectors at Route 60/57 interchange. Opening date: February 23, 2007.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 60**

Co. Rte. Dir.	LA - 60 - WB		LA - 60 - EB	
Location	PHILLIPS RANCH		PHILLIPS RANCH	
Post Mile	28.04		28.04	
Date	10/04/11		11/02/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:30 - 7:30	6:30 - 8:30	15:45 - 16:45	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1530	2848	1221	2414
Vanpools	4	12	18	31
Buses	3	6	0	1
Motorcycles	40	60	34	77
HOV lane Violators	2	3	0	1
Total Vehicles in HOV Lane	1579	2929	1273	2524
Carpools Using Mainline	580	1060	570	1030
CNG Vehicles in HOV Lane	4	8	0	4
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	3110		2596	
People in Buses	81		0	
People on Motorcycles	40		34	
Violators	2		0	
Total HOV People	3233		2630	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	7300		5785	
Mixed-Flow People	7965		6420	
Mixed-Flow People/Lane	1991		1605	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	7965		6420	
Total HOV People	3233		2630	
Total Freeway People	11198		9050	
Percent Carried in HOV Lane	28.87%		29.06%	
Percent Carried per Mixed-Flow Lane	17.78%		17.73%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.05		2.07	
Mainline Occupancy	1.09		1.11	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.62		1.64	

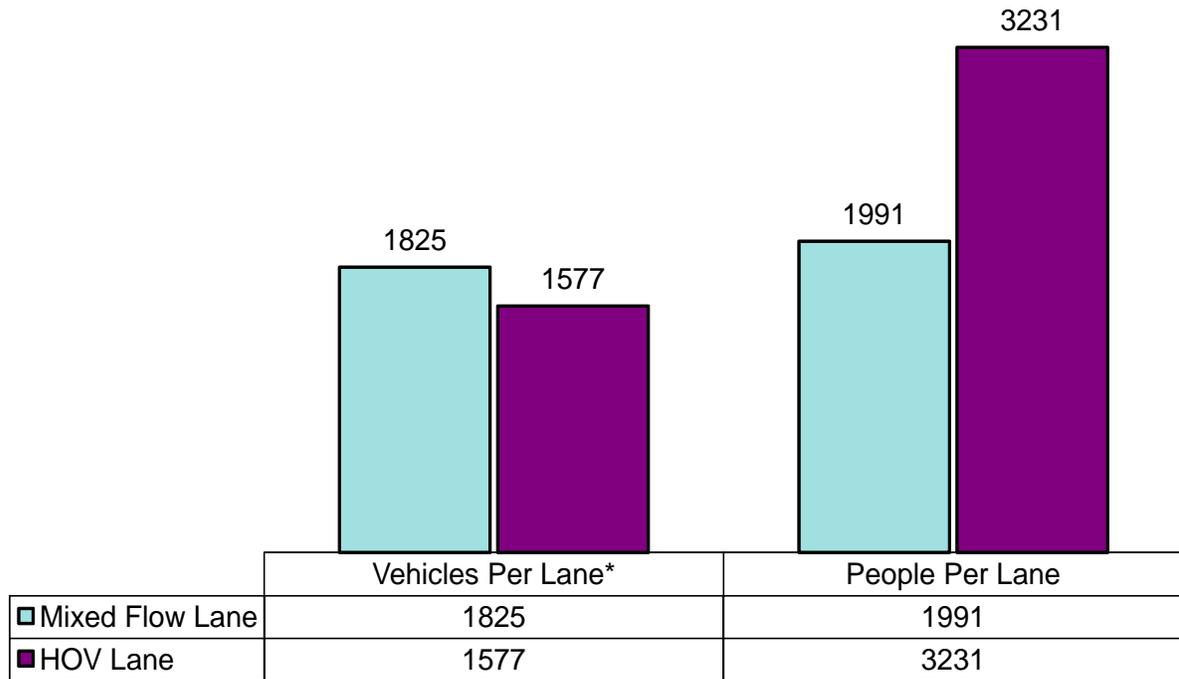
\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 60**

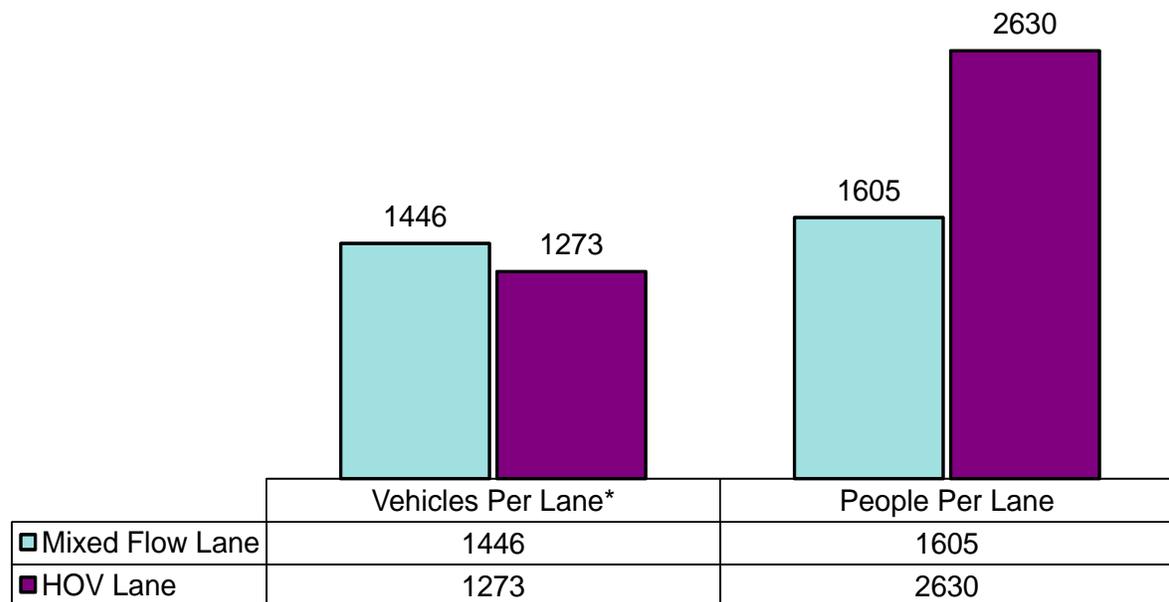
Co. Rte. Dir. Location Post Mile Date Occupancy Requirement	LA - 60 - WB BARFORD 16.54 10/18/11 2 +		LA - 60 - EB BARFORD 16.54 10/18/11 2 +	
	AM HOV Peak Hour 6:30 - 7:30	AM HOV Peak 2-Hour 6:30 - 8:30	PM HOV Peak Hour 15:15 - 16:15	PM HOV Peak 2-Hour 15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1167	2135	1145	2098
Vanpools	4	7	17	40
Buses	4	9	3	8
Motorcycles	23	46	26	55
HOV lane Violators	3	19	0	2
Total Vehicles in HOV Lane	1201	2216	1191	2203
Carpools Using Mainline	100	200	460	1050
CNG Vehicles in HOV Lane	2	6	1	14
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2369		2431	
People in Buses	160		81	
People on Motorcycles	23		26	
Violators	3		0	
Total HOV People	2555		2538	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	4575		7225	
Mixed-Flow People	4695		7705	
Mixed-Flow People/Lane	1174		1926	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	4695		7705	
Total HOV People	2555		2538	
Total Freeway People	7250		10243	
Percent Carried in HOV Lane	35.24%		24.78%	
Percent Carried per Mixed-Flow Lane	16.19%		18.81%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.13		2.13	
Mainline Occupancy	1.03		1.07	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	2.18		1.32	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-60-W/B at Phillips Ranch Rd  
Date/Time: 10-04-2011 / 6:30-7:30 AM

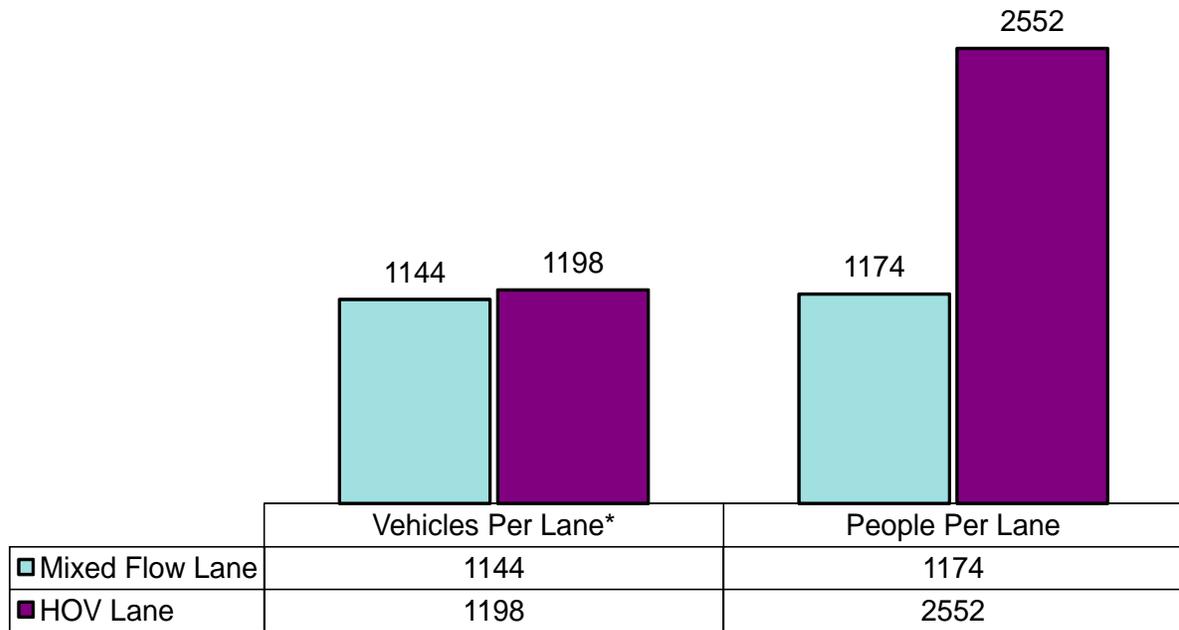


Location: LA-60-E/B at Phillips Ranch Rd  
Date/Time: 11-02-2011 / 3:45-4:45 PM

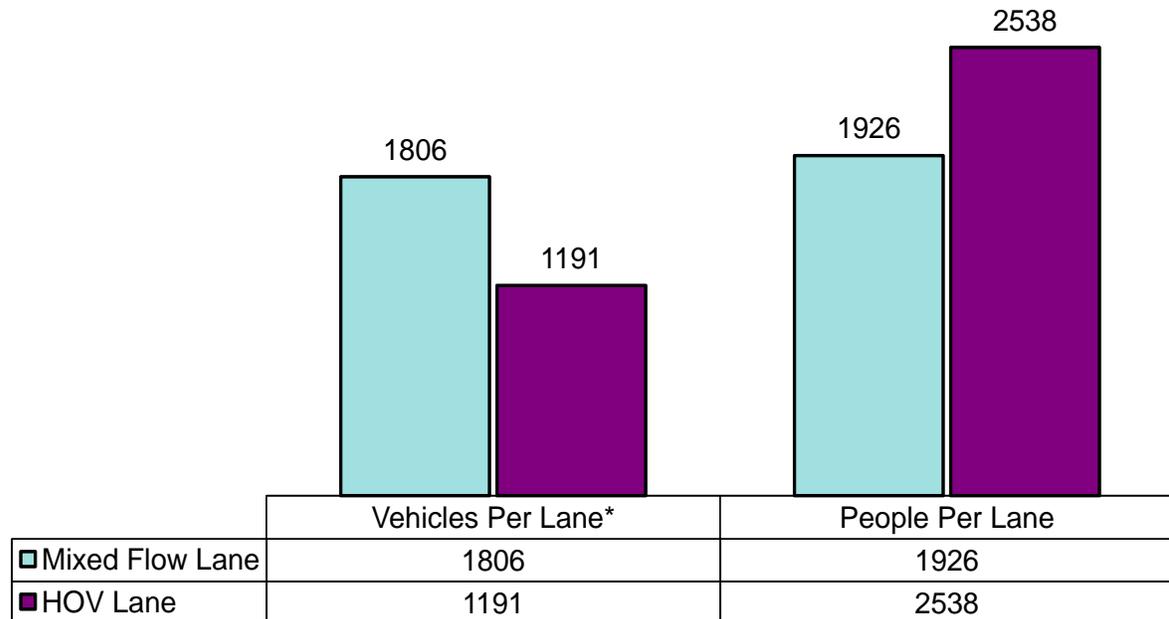
\* HOV lane volume includes carpools, vanpools, buses and motorcycles.

Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-60-W/B at Barford  
 Date/Time: 10-18-2011 / 6:30-7:30 AM



Location: LA-60-E/B at Barford  
 Date/Time: 10-18-2011 / 3:15-4:15 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

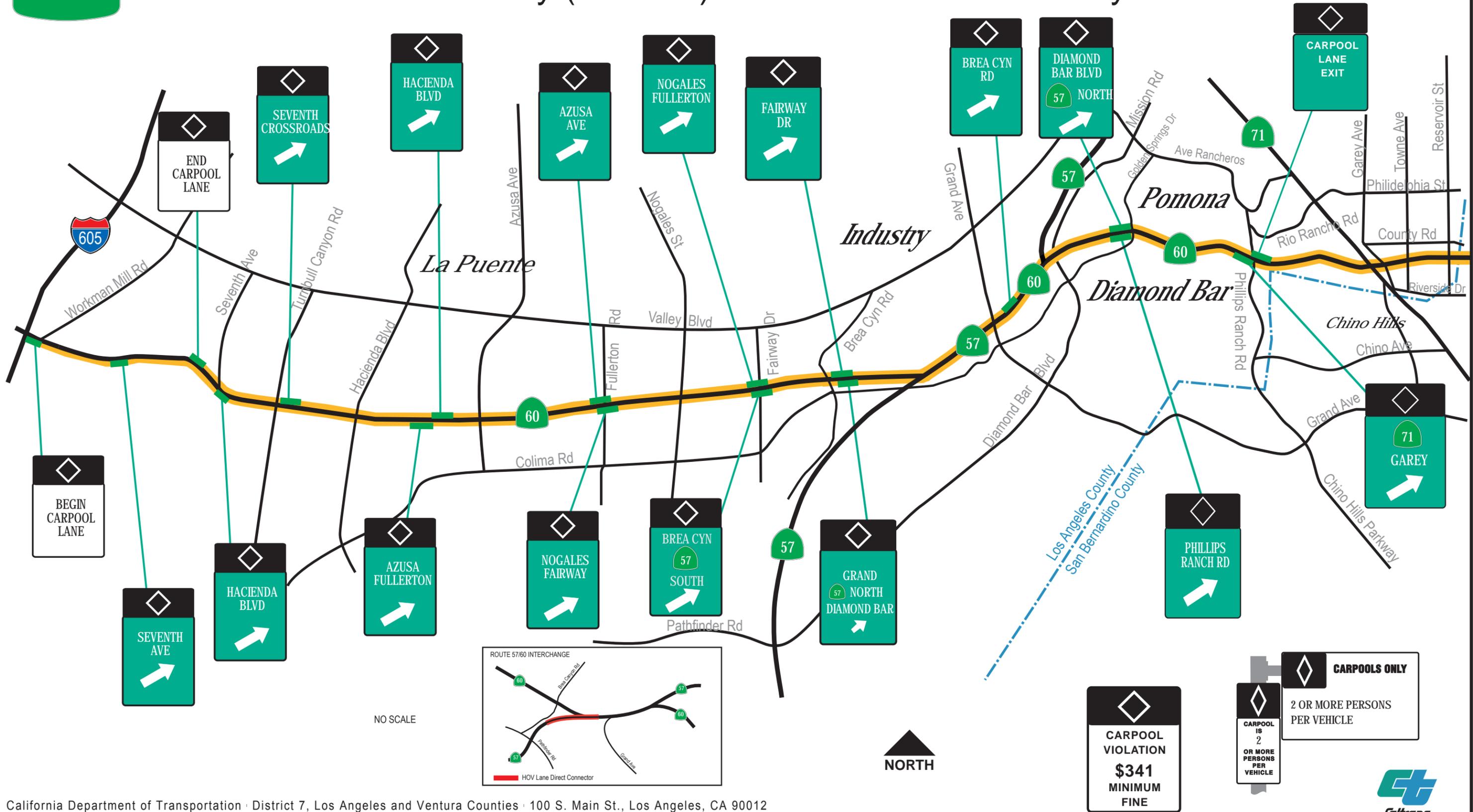
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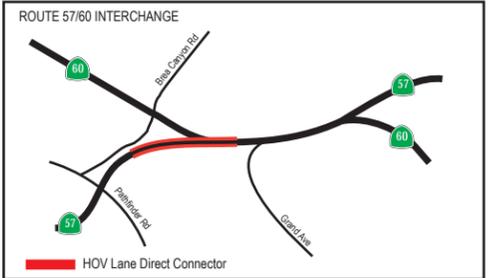


# POMONA FREEWAY HOV LANE

## San Gabriel River Freeway (Rte 605) to San Bernardino County Line



NO SCALE



**CARPOOL VIOLATION**  
**\$341**  
**MINIMUM FINE**

**CARPOOLS ONLY**  
 2 OR MORE PERSONS PER VEHICLE

CARPOOL IS 2 OR MORE PERSONS PER VEHICLE





# FACT SHEET

## ROUTE 91 ARTESIA FREEWAY

---

Project Limits & Length: (centerline miles)	FROM ROUTE 110 TO ROUTE 605 FROM ROUTE 605 TO ORANGE CO. LINE	10.5 MILES 4.9 MILES
Date of Opening:	FROM ROUTE 110 TO ROUTE 605 FROM ROUTE 110 TO ROUTE 605 FROM ROUTE 605 TO ORANGE CO. LINE	JUNE 10, 1985 (E/B) MARCH 11, 1993 (W/B) NOVEMBER 1994
Cost:	FROM ROUTE 110 TO ROUTE 605 FROM ROUTE 605 TO ORANGE CO. LINE	\$ 0.7 MILLION \$ 0.9 MILLION
Current Peak 1-Hr Volume:	1594 VEHICLES AT WILMINGTON	
Park & Ride Facilities: (lot name/city)	-----	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ORA. CO. LINE TO ROUTE 110	5 E/B, 6 W/B

Additional Information:

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 91**

Co. Rte. Dir.	LA - 91 - WB		LA - 91 - EB	
Location	BLOOMFIELD		ARTESIA	
Post Mile	19.17		19.43	
Date	09/27/11		11/03/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:45 - 7:45	6:30 - 8:30	16:15 - 17:15	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1104	2068	1392	2661
Vanpools	26	38	64	102
Buses	4	8	7	11
Motorcycles	71	126	56	114
HOV lane Violators	3	6	15	22
Total Vehicles in HOV Lane	1208	2246	1534	2910
Carpools Using Mainline	350	560	485	730
CNG Vehicles in HOV Lane	27	46	26	43
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2453		3246	
People in Buses	100		143	
People on Motorcycles	71		56	
Violators	3		15	
Total HOV People	2627		3460	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	5845		5235	
Mixed-Flow People	6280		5805	
Mixed-Flow People/Lane	1570		1451	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6280		5805	
Total HOV People	2627		3460	
Total Freeway People	8907		9265	
Percent Carried in HOV Lane	29.49%		37.34%	
Percent Carried per Mixed-Flow Lane	17.63%		15.66%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.17		2.26	
Mainline Occupancy	1.07		1.11	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.67		2.38	

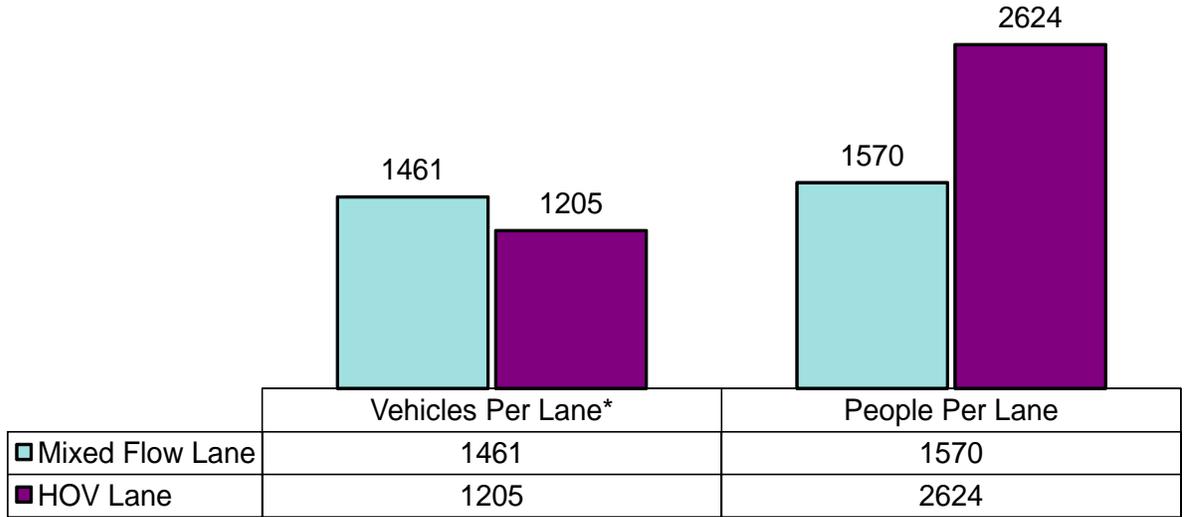
\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 91**

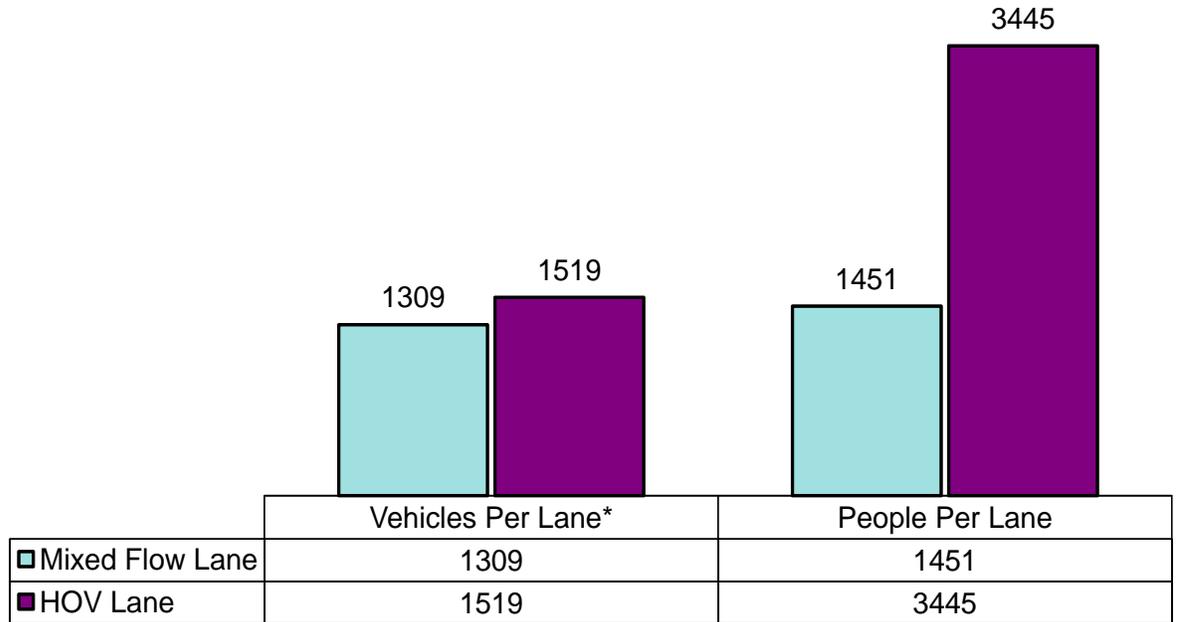
Co. Rte. Dir.	LA - 91 - WB		LA - 91 - EB	
Location	WILMINGTON		WILMINGTON	
Post Mile	9.16		9.16	
Date	10/20/11		10/20/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	7:00 - 8:00	6:30 - 8:30	15:45 - 16:45	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1448	2788	1484	2952
Vanpools	10	17	54	81
Buses	2	5	7	9
Motorcycles	40	76	49	96
HOV lane Violators	4	5	11	21
Total Vehicles in HOV Lane	1504	2891	1605	3159
Carpools Using Mainline	265	565	160	340
CNG Vehicles in HOV Lane	18	33	11	18
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2975		3343	
People in Buses	41		230	
People on Motorcycles	40		49	
Violators	4		11	
Total HOV People	3060		3633	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	6305		5895	
Mixed-Flow People	6595		6085	
Mixed-Flow People/Lane	1649		1521	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6595		6085	
Total HOV People	3060		3633	
Total Freeway People	9655		9718	
Percent Carried in HOV Lane	31.69%		37.38%	
Percent Carried per Mixed-Flow Lane	17.08%		15.65%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.03		2.26	
Mainline Occupancy	1.05		1.03	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.86		2.39	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



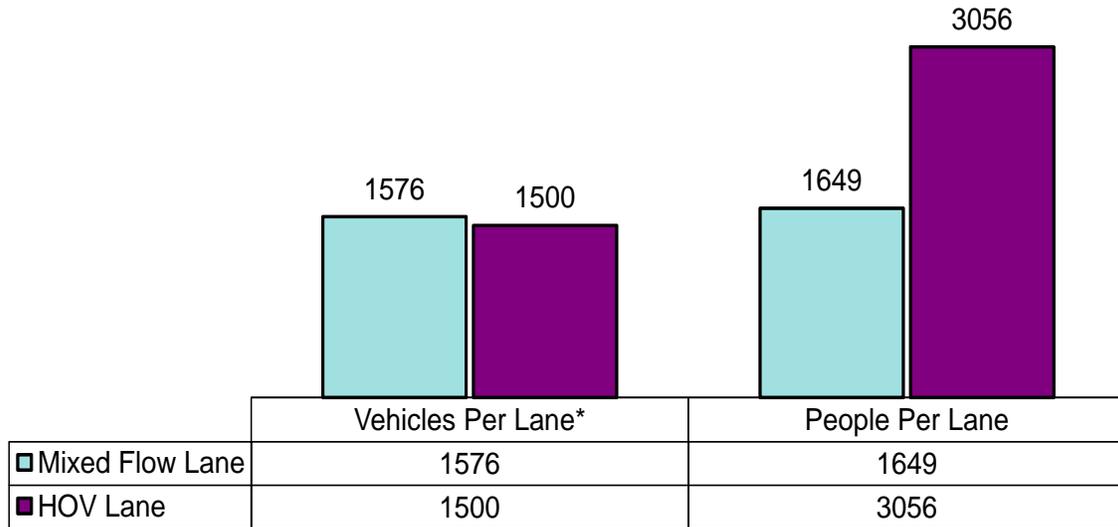
Location: LA-91-W/B at Bloomfield Ave  
 Date/Time: 09-27-2011 / 6:45-7:45 AM



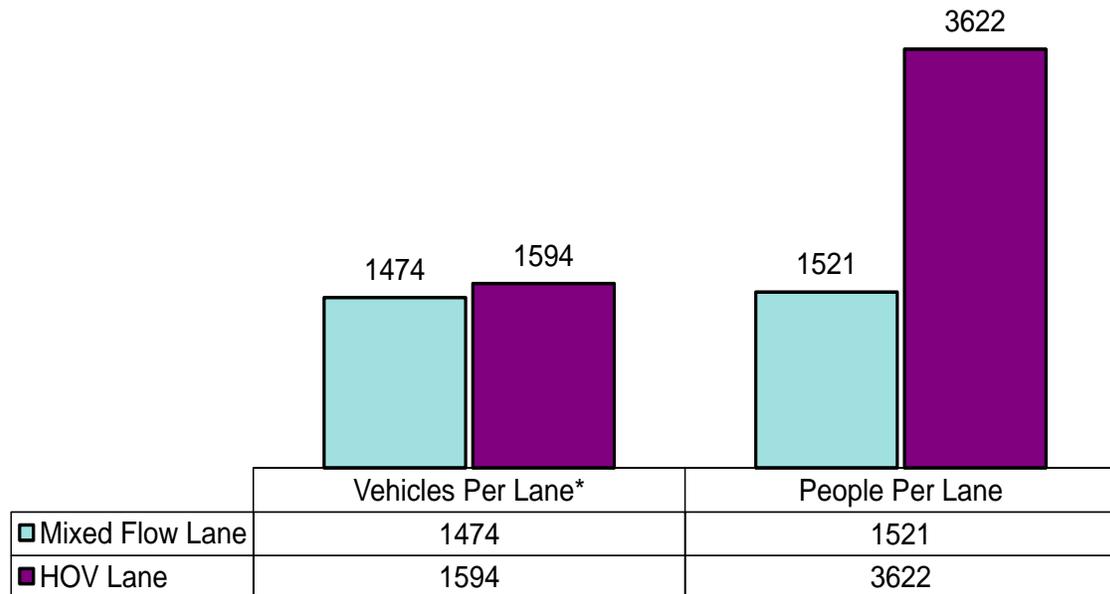
Location: LA-91-E/B at Artesia Blvd  
 Date/Time: 11-03-2011 / 4:15-5:15 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-91-W/B at Wilmington  
 Date/Time: 10-20-2011 / 7:00-8:00 AM



Location: LA-91-E/B at Wilmington  
 Date/Time: 10-20-2011 / 3:45-4:45 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

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# ARTESIA FREEWAY HOV LANE

## Harbor Freeway (Rte110) to Orange County Line

**CARPOOLS ONLY**

**2 OR MORE PERSONS PER VEHICLE**

CARPOOL IS 2 OR MORE PERSONS PER VEHICLE

**NORTH**



**CARPOOL VIOLATION**

**\$341**

**MINIMUM FINE**

California Department of Transportation · District 7, Los Angeles and Ventura Counties · 100 S. Main St., Los Angeles, CA 90012  
 Rideshare Information (800) COMMUTE · Bike Lockers (213) 897-0235

NO SCALE





# FACT SHEET

## ROUTE 105 GLENN ANDERSON/ CENTURY FREEWAY

---

Project Limits & Length: FROM ROUTE 405 TO ROUTE 605; 16.0 CENTERLINE MILES

Date of Opening: OCTOBER 14, 1993

Cost: \$ 230.0 MILLIION

Current Peak 1-Hr Volume: 1466 VEHICLES AT LONG BEACH BLVD

Park & Ride Facilities:  
(lot name/city) AVIATION/EL SEGUNDO; HAWTHORNE (3 SECTIONS)/HAWTHORNE;  
CRENSHAW/HAWTHORNE; VERMONT AVE (2 SECTIONS)/ATHENS;  
CENTURY/HARBOR/LOS ANGELES;  
AVALON (2 SECTIONS)/LOS ANGELES;  
WILLOWBROOK/IMPERIAL (3 SECTIONS)/WILLOWBROOK;  
LONG BEACH BLVD (2 SECTIONS)/LYNWOOD;  
LAKEWOOD BLVD (2 SECTIONS)/DOWNEY;  
I-105 TERMINATION/NORWALK

Number of Ingress/Egress: 5 WESTBOUND; 6 EASTBOUND  
(excludes begin/end HOV lane)

Additional Information:

- Freeway has High Occupancy Vehicle (HOV) Lane Direct Connectors at Route 105/110 interchange.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 105**

Co. Rte. Dir.	LA - 105 - WB		LA - 105 - EB	
Location	LONG BEACH		LONG BEACH	
Post Mile	11.51		11.51	
Date	10/19/11		10/19/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:30 - 7:30	6:30 - 8:30	16:00 - 17:00	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1383	2605	1148	2335
Vanpools	19	29	59	88
Buses	13	25	4	14
Motorcycles	51	110	67	141
HOV lane Violators	20	44	25	47
Total Vehicles in HOV Lane	1486	2813	1303	2625
Carpools Using Mainline	41	165	360	615
CNG Vehicles in HOV Lane	7	38	5	16
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2941		2784	
People in Buses	197		130	
People on Motorcycles	51		67	
Violators	20		25	
Total HOV People	3209		3006	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	3		3	
Mixed-Flow Vehicles	4095		4305	
Mixed-Flow People	4136		4725	
Mixed-Flow People/Lane	1379		1575	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	4136		4725	
Total HOV People	3209		3006	
Total Freeway People	7345		7731	
Percent Carried in HOV Lane	43.69%		38.88%	
Percent Carried per Mixed-Flow Lane	18.77%		20.37%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.16		2.31	
Mainline Occupancy	1.01		1.10	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	2.33		1.91	

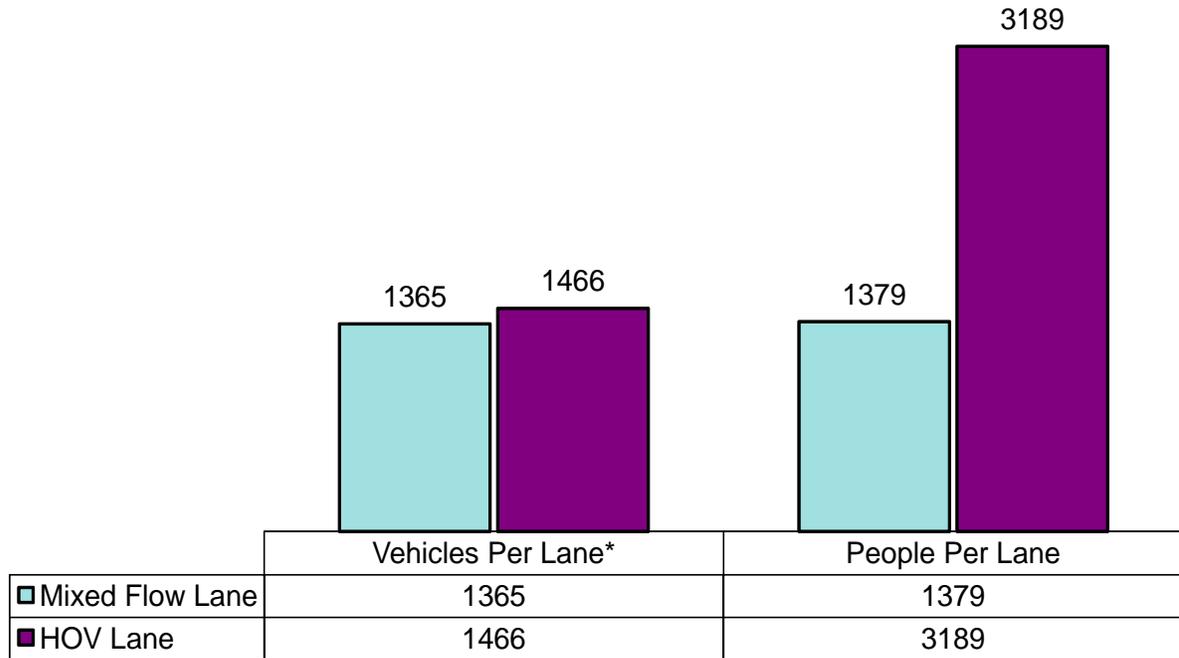
\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 105**

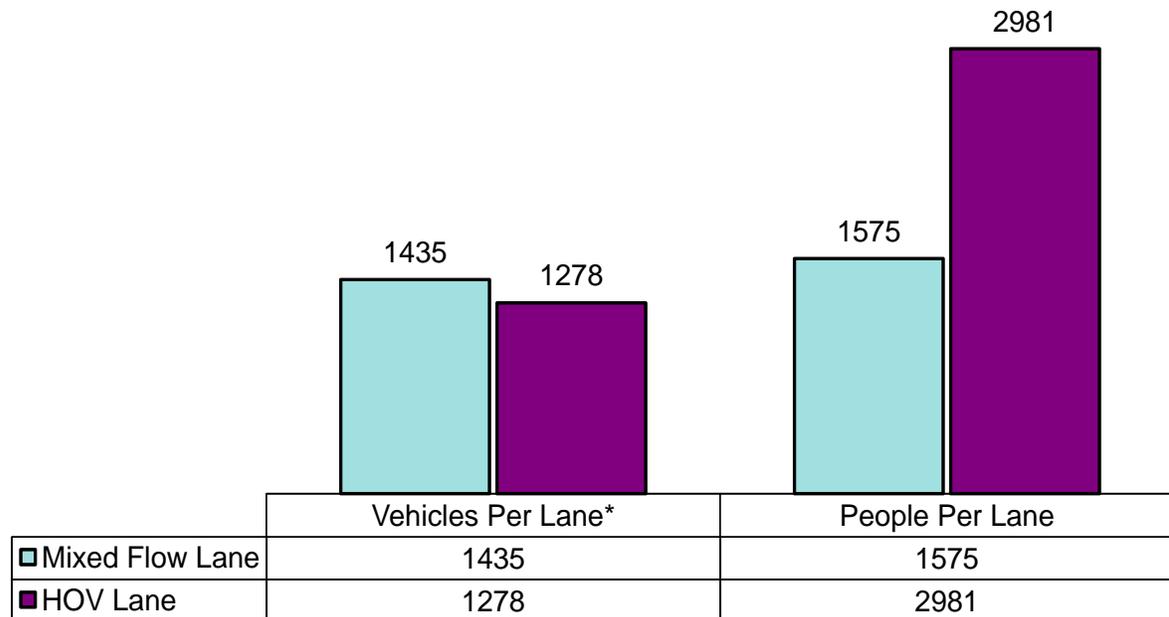
Co. Rte. Dir.	LA - 105 - WB		LA - 105 - EB	
Location	LAKEWOOD		LAKEWOOD	
Post Mile	15.76		15.76	
Date	10/13/11		10/13/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:30 - 7:30	6:30 - 8:30	16:15 - 17:15	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1305	2296	1092	2217
Vanpools	15	24	64	98
Buses	8	16	6	7
Motorcycles	66	121	71	138
HOV lane Violators	29	59	5	18
Total Vehicles in HOV Lane	1423	2516	1238	2478
Carpools Using Mainline	154	428	304	604
CNG Vehicles in HOV Lane	7	24	5	10
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2776		2612	
People in Buses	222		142	
People on Motorcycles	66		71	
Violators	29		5	
Total HOV People	3093		2830	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	3		3	
Mixed-Flow Vehicles	5145		4376	
Mixed-Flow People	5333		4718	
Mixed-Flow People/Lane	1778		1573	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	5333		4718	
Total HOV People	3093		2830	
Total Freeway People	8426		7548	
Percent Carried in HOV Lane	36.71%		37.50%	
Percent Carried per Mixed-Flow Lane	21.10%		20.83%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.17		2.29	
Mainline Occupancy	1.04		1.08	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.74		1.80	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



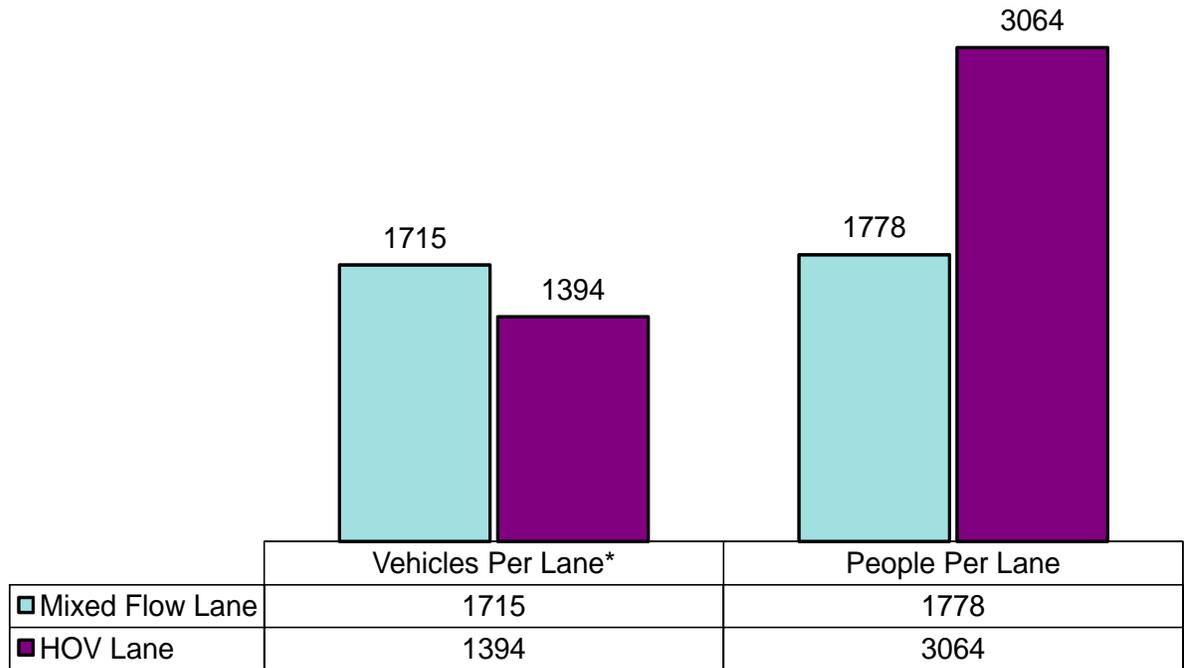
Location: LA-105-W/B at Long Beach Blvd  
 Date/Time: 11-18-2011 / 6:30-7:30 AM



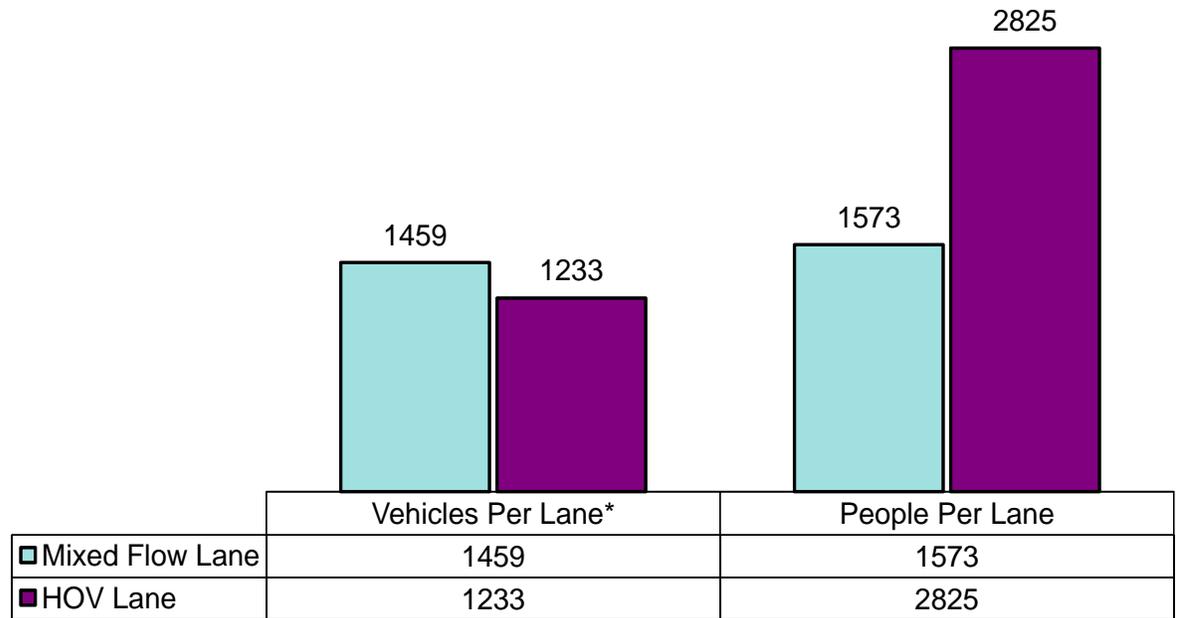
Location: LA-105-E/B at Long Beach Blvd  
 Date/Time: 10-19-2011 / 4:00-5:00 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy count 6:30am - 8:30am / 3:00pm - 5:30pm

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-105-W/B at Lakewood  
 Date/Time: 10-13-2011 / 6:30-7:30 AM



Location: LA-105-E/B at Lakewood  
 Date/Time: 10-13-2011 / 4:15-5:15 PM

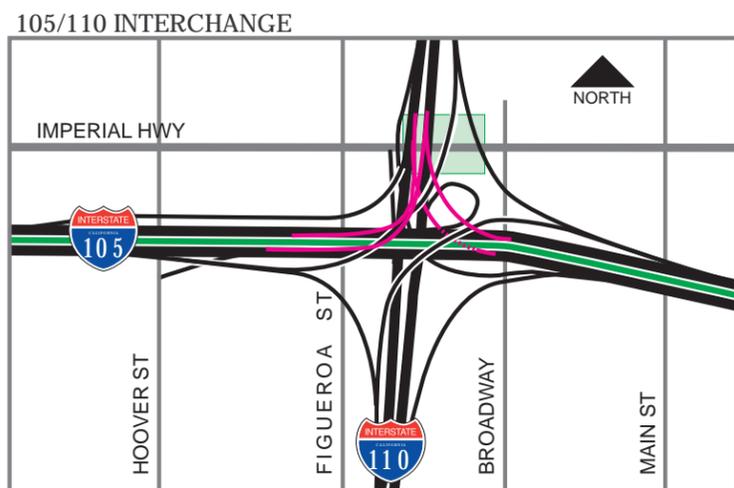
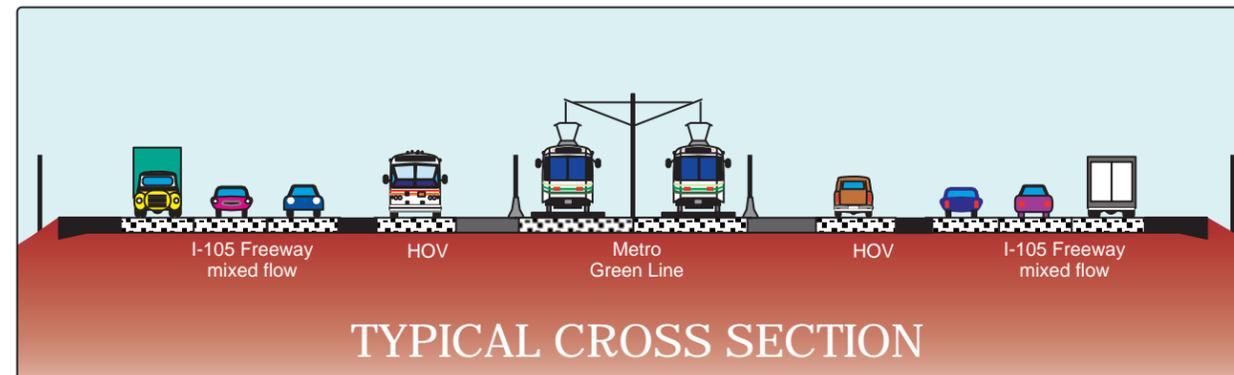
\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy count 6:30am - 8:30am / 3:00pm - 5:30pm

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# GLENN ANDERSON (CENTURY) FREEWAY HOV LANE San Diego Freeway (Rte 405) to San Gabriel River Freeway (Rte 605)



- Freeway to Freeway HOV Connectors
- Metro Green Line (Open by June '95)
- Transit Station (Open by June '95)

**CARPOOL VIOLATION**  
**\$341**  
**MINIMUM FINE**

NO SCALE





# FACT SHEET

## ROUTE 110 HARBOR FREEWAY

---

Project Limits & Length:	FROM ADAMS BLVD TO ROUTE 91; 10.7 CENTERLINE MILES
Date of Opening:	JUNE 26, 1996
Cost:	\$ 344.0 MILLION
Current Peak 1-Hr Volume:	3090 VEHICLES ON 2 HOV LANES AT SLAUSON AVE
Park & Ride Facilities: (lot name/city)	SAN PEDRO II/SAN PEDRO; SAN PEDRO/SAN PEDRO; HARBOR PARK/WILMINGTON; CARSON/LOS ANGELES; ARTESIA/LOS ANGELES; ROSECRANS/LOS ANGELES; MANCHESTER/LOS ANGELES; SLAUSON/LOS ANGELES
Number of Ingress/Egress: (excludes begin/end HOV lane)	3 IN EACH DIRECTION

### Additional Information:

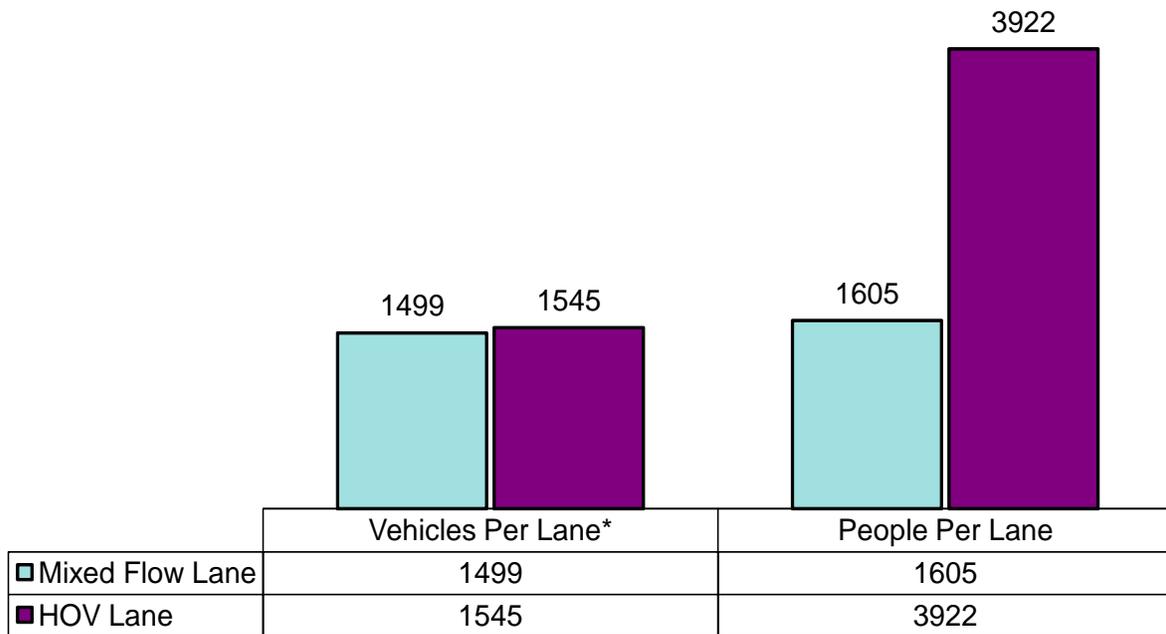
- 10.3 miles of exclusive transitway with 2.6 miles of elevated structures that are 67-ft wide.
- North of Route 105, the 110 Transitway has two HOV lanes in each direction.
- Direct HOV drop ramps at Adams Boulevard and 39<sup>th</sup> Street.
- Senate Bill 1422 (SB 1422) was signed by the Governor on September 28, 2008, which authorized a value-pricing and transit development demonstration program involving High Occupancy Toll (HOT) lanes to be conducted, administered, developed, and operated on Route 10 from Alameda Street (Union Station) to Route 605 and on Route 110 from Adams Boulevard to 182<sup>nd</sup> Street (Artesia Transit Center) by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The United States Department of Transportation has entered into a memorandum of understanding with the LACMTA and the Department of Transportation to award \$210.6 million in federal transit funding for the purpose of enabling LACTMA to carry out a demonstration program where High Occupancy Vehicle (HOV) lanes on selected freeways in Los Angeles County would be converted into HOT lanes during the demonstration period. The target date for implementation of this demonstration program is December 31, 2010. The bill requires the LACMTA and the Department of Transportation to report to the Legislature by December 31, 2012, on the demonstration program.  
[Update: (Source: [www.metro.net](http://www.metro.net)): Tolling begins November 10, 2012 on the I-110 and early 2013 on the I-10.]

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 110**

Co. Rte. Dir.	LA - 110 - NB		LA - 110 - SB	
Location	SLAUSON		SLAUSON	
Post Mile	17.98		17.98	
Date	10/11/11		10/11/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:45 - 7:45	6:30 - 8:30	16:30 - 17:30	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	2971	5321	2362	4401
Vanpools	33	67	44	71
Buses	49	88	47	74
Motorcycles	37	102	46	97
HOV lane Violators	73	128	54	117
Total Vehicles in HOV Lane	3163	5706	2553	4760
Carpools Using Mainline	395	575	710	1065
CNG Vehicles in HOV Lane	49	113	24	34
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	6321		5173	
People in Buses	1485		1531	
People on Motorcycles	37		46	
Violators	73		54	
Total HOV People	7916		6804	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	5995		7315	
Mixed-Flow People	6420		8140	
Mixed-Flow People/Lane	1605		2035	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6420		8140	
Total HOV People	7916		6804	
Total Freeway People	14336		14944	
Percent Carried in HOV Lane	55.22%		45.53%	
Percent Carried per Mixed-Flow Lane	11.20%		13.62%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.50		2.67	
Mainline Occupancy	1.07		1.11	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	4.93		3.34	

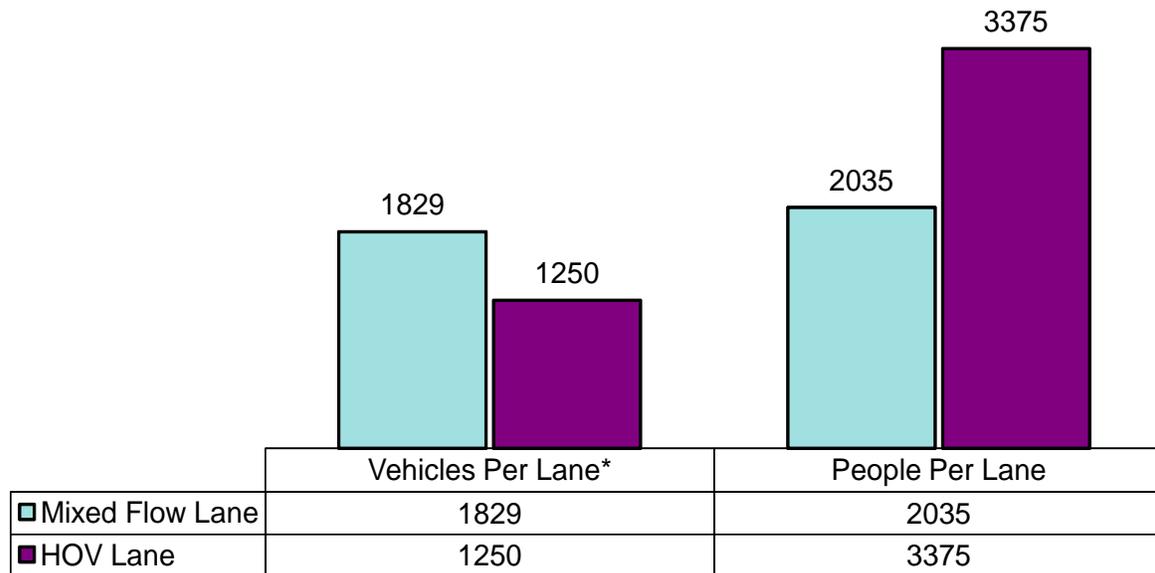
\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-110-S/B at Slauson Ave

Date/Time: 10-11-2011 / 6:45-7:45 AM



Location: LA-110-N/B at Slauson Ave

Date/Time: 10-11-2011 / 4:30-5:30 PM

Two (2) HOV lanes (each direction) at this count location. Data shown represents volume on one (1) HOV lane.

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.

Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

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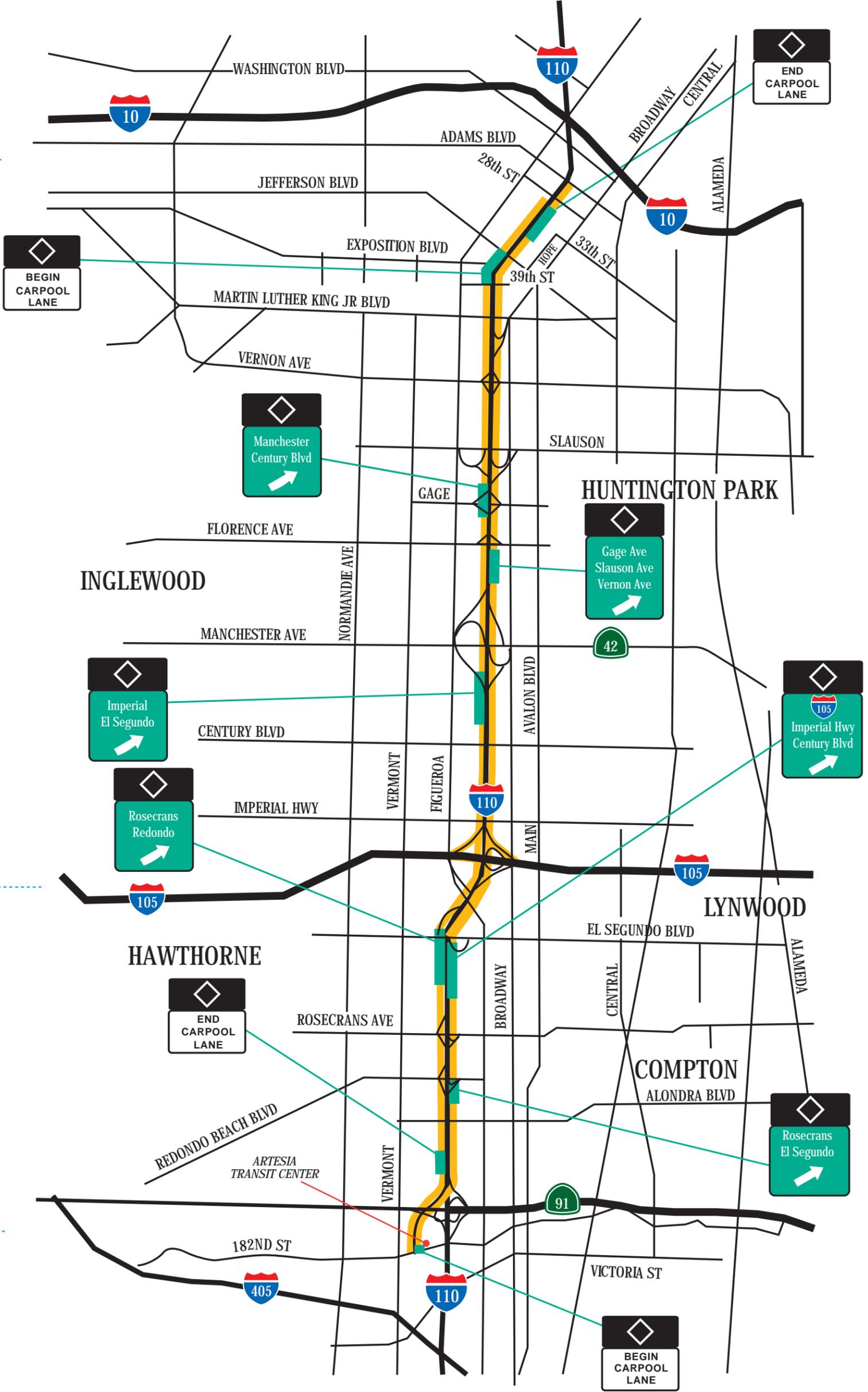
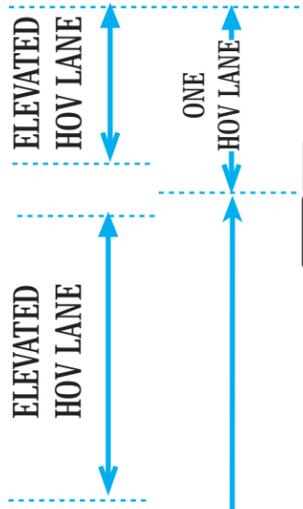
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# Harbor Freeway HOV Lane Adams Blvd to Artesia Freeway (Rte 91)

**CARPOOLS ONLY**  
2 OR MORE PERSONS PER VEHICLE

CARPOOL IS 2 OR MORE PERSONS PER VEHICLE





# FACT SHEET

## ROUTE 118 RONALD REAGAN FREEWAY

---

Project Limits & Length:	FROM VENTURA CO. LINE TO RTE 5; 11.4 CENTERLINE MILES
Date of Opening:	MARCH 7, 1997
Cost:	\$23.2 MILLION
Current Peak 1-Hr Volume:	1114 VEHICLES AT RESEDA BLVD
Park & Ride Facilities: (lot name/city)	LUTHERAN CHURCH/GRANADA HILLS; PORTER RANCH/CHATSWORTH; MOORPARK COLLEGE/MOORPARK; ERRINGER/SIMI VALLEY; SYCAMORE DR/SIMI VALLEY; STEARNS/SIMI VALLEY; TAPO CANYON/SIMI VALLEY; CHATSWORTH/GRANADA HILLS
Number of Ingress/Egress: (excludes begin/end HOV lane)	4 EASTBOUND; 5 WESTBOUND

### Additional Information:

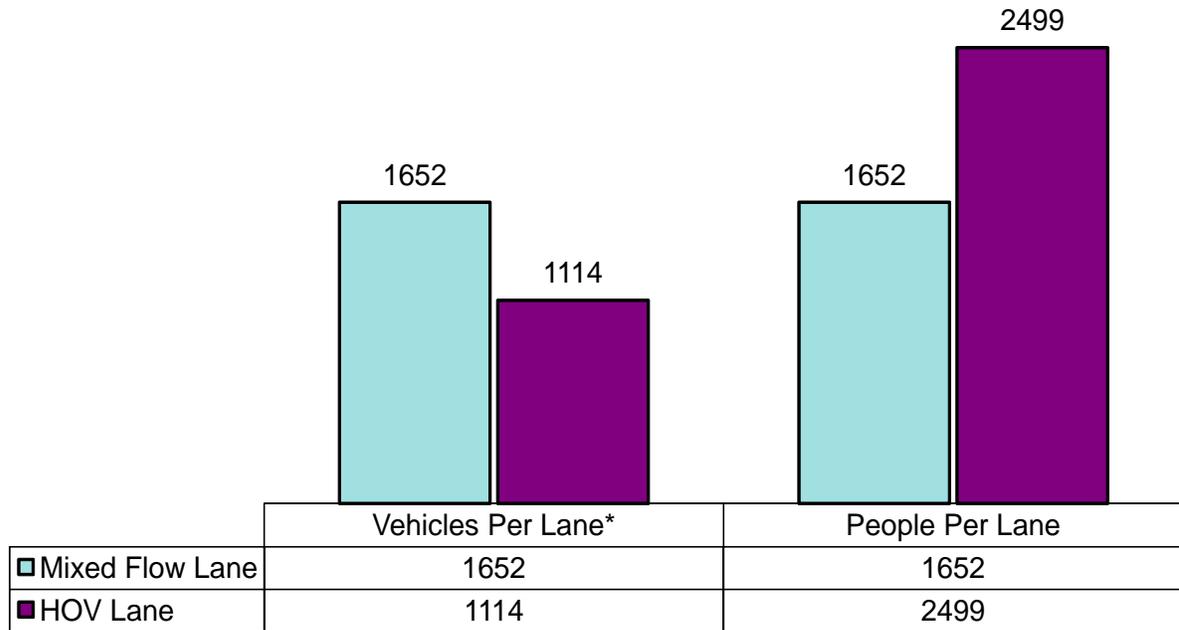
- The construction of this HOV facility included the addition of a general purpose lane.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 118**

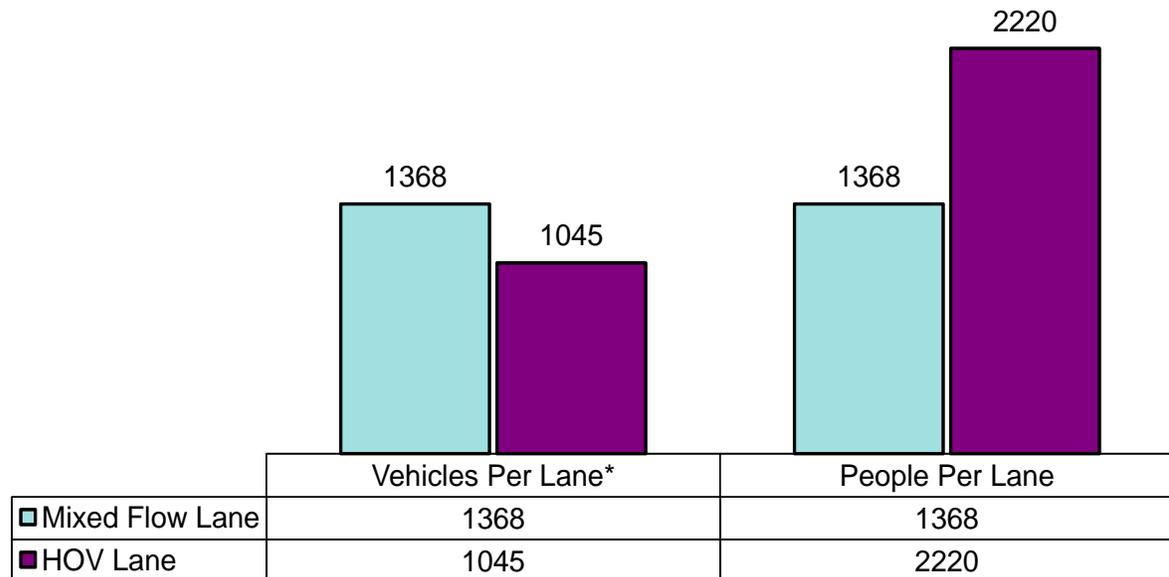
Co. Rte. Dir.	LA - 118 - WB		LA - 118 - EB	
Location	RESEDA BLVD		RESEDA BLVD	
Post Mile	5.81		5.81	
Date	09/28/11		09/28/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	7:00 - 8:00	6:30 - 8:30	16:30 - 17:30	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1078	1837	1002	1726
Vanpools	8	14	12	30
Buses	4	6	1	0
Motorcycles	24	45	30	63
HOV lane Violators	16	19	5	7
Total Vehicles in HOV Lane	1130	1921	1050	1826
Carpools Using Mainline	624	1032	700	1245
CNG Vehicles in HOV Lane	7	7	3	5
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2315		2189	
People in Buses	160		1	
People on Motorcycles	24		30	
Violators	16		5	
Total HOV People	2515		2225	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	5		4	
Mixed-Flow Vehicles	8262		5470	
Mixed-Flow People	8916		6260	
Mixed-Flow People/Lane	1783		1565	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	8916		6260	
Total HOV People	2515		2225	
Total Freeway People	11431		8485	
Percent Carried in HOV Lane	22.00%		26.22%	
Percent Carried per Mixed-Flow Lane	15.60%		18.44%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.23		2.12	
Mainline Occupancy	1.08		1.14	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.41		1.42	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-118-W/B at Reseda Blvd  
 Date/Time: 09-28-2011 / 7:00-8:00 AM



Location: LA-118-E/B at Reseda Blvd  
 Date/Time: 09-28-2011 / 4:30-5:30 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

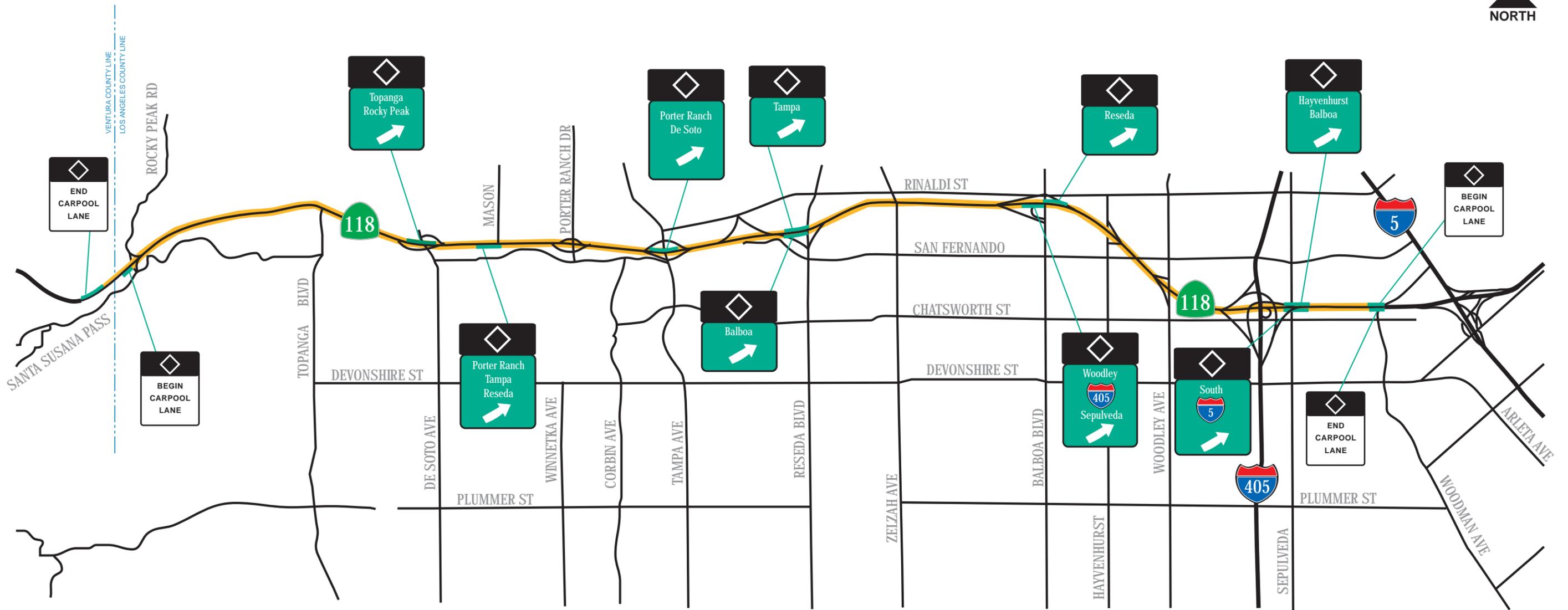
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118

# RONALD REAGAN FREEWAY HOV LANE

## Ventura County Line to Golden State Freeway (Rte 5)



**CARPOOLS ONLY**

2 OR MORE PERSONS PER VEHICLE

CARPOOL IS 2 OR MORE PERSONS PER VEHICLE

CARPOOL VIOLATION

\$341 MINIMUM FINE



# FACT SHEET

## ROUTE 134 VENTURA FREEWAY

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Project Limits & Length: (centerline miles)	FROM ROUTE 101/170 TO ROUTE 5 FROM ROUTE 5 TO ROUTE 2 FROM ROUTE 2 TO ROUTE 210	5.1 MILES 4.1 MILES 3.6 MILES
Date of Opening:	ROUTE 101/170 TO ROUTE 5 ROUTE 5 TO ROUTE 2 ROUTE 2 TO ROUTE 210	OCTOBER 2, 1995 MARCH 12, 1996 AUGUST 30, 1996
Cost:	ROUTE 101/170 TO ROUTE 5 ROUTE 5 TO ROUTE 2 ROUTE 2 TO ROUTE 210	\$6.6 MILLION \$5.0 MILLION \$7.8 MILLION
Current Peak 1-Hr Volume:	860 VEHICLES AT PASS AVE	
Park & Ride Facilities: (lot name/city)	GLENDALE/GLENDALE	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ROUTE 101/170 TO ROUTE 5 FROM ROUTE 5 TO ROUTE 210	2 IN EACH DIRECTION 4 IN EACH DIRECTION

### Additional Information:

- High Occupancy Vehicle (HOV) lane discontinuity at Route 5 due to Route 134/Route 5 connectors.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 134**

Co. Rte. Dir.	LA - 134 - WB		LA - 134 - EB	
Location	JACKSON		JACKSON	
Post Mile	7.41		7.41	
Date	10/04/11		10/04/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	7:15 - 8:15	6:30 - 8:30	16:30 - 17:30	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	757	1332	813	1483
Vanpools	11	28	20	25
Buses	1	1	1	6
Motorcycles	21	38	17	44
HOV lane Violators	7	9	4	11
Total Vehicles in HOV Lane	797	1408	855	1569
Carpools Using Mainline	290	495	595	1190
CNG Vehicles in HOV Lane	6	12	2	10
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	1653		1842	
People in Buses	40		40	
People on Motorcycles	21		17	
Violators	7		4	
Total HOV People	1721		1903	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	6450		6255	
Mixed-Flow People	6765		6925	
Mixed-Flow People/Lane	1691		1731	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6765		6925	
Total HOV People	1721		1903	
Total Freeway People	8486		8828	
Percent Carried in HOV Lane	20.28%		21.56%	
Percent Carried per Mixed-Flow Lane	19.93%		19.61%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.16		2.23	
Mainline Occupancy	1.05		1.11	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.02		1.10	

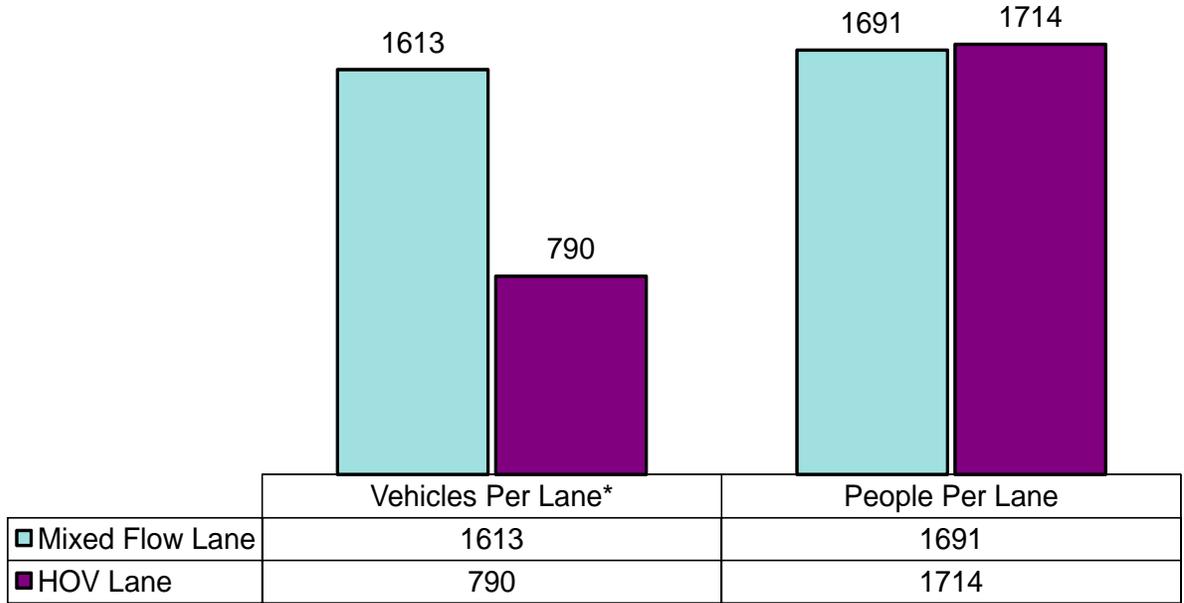
\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 134**

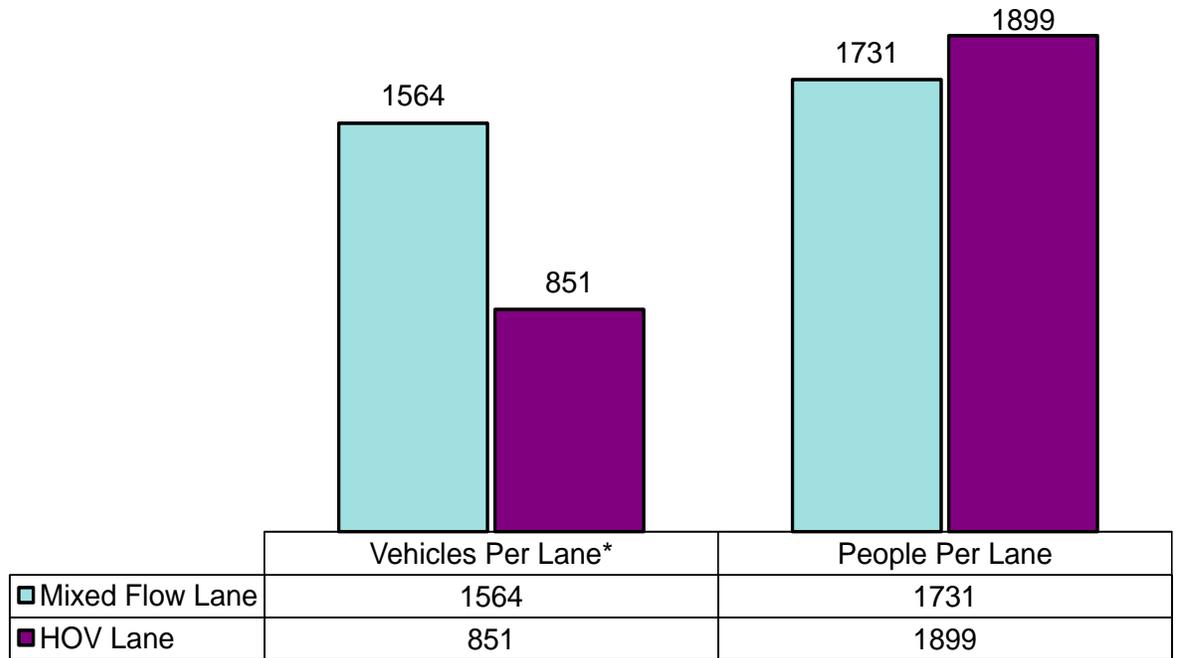
Co. Rte. Dir.	LA - 134 - WB		LA - 134 - WB	
Location	PASS AVE		PASS AVE	
Post Mile	1.82		1.82	
Date	10/13/11		10/13/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	7:00 - 8:00	6:30 - 8:30	15:45 - 16:45	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	826	1434	628	1169
Vanpools	12	24	3	8
Buses	3	3	5	11
Motorcycles	19	36	13	35
HOV lane Violators	9	18	6	13
Total Vehicles in HOV Lane	869	1515	655	1236
Carpools Using Mainline	550	1000	630	1425
CNG Vehicles in HOV Lane	6	7	0	0
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	1806		1337	
People in Buses	100		200	
People on Motorcycles	19		13	
Violators	9		6	
Total HOV People	1934		1556	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	5770		5840	
Mixed-Flow People	6345		6500	
Mixed-Flow People/Lane	1586		1625	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6345		6500	
Total HOV People	1934		1556	
Total Freeway People	8279		8056	
Percent Carried in HOV Lane	23.36%		19.31%	
Percent Carried per Mixed-Flow Lane	19.16%		20.17%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.23		2.38	
Mainline Occupancy	1.10		1.11	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.22		0.96	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-134-W/B at Jackson St  
 Date/Time: 10-04-2011 / 7:15-8:15 AM

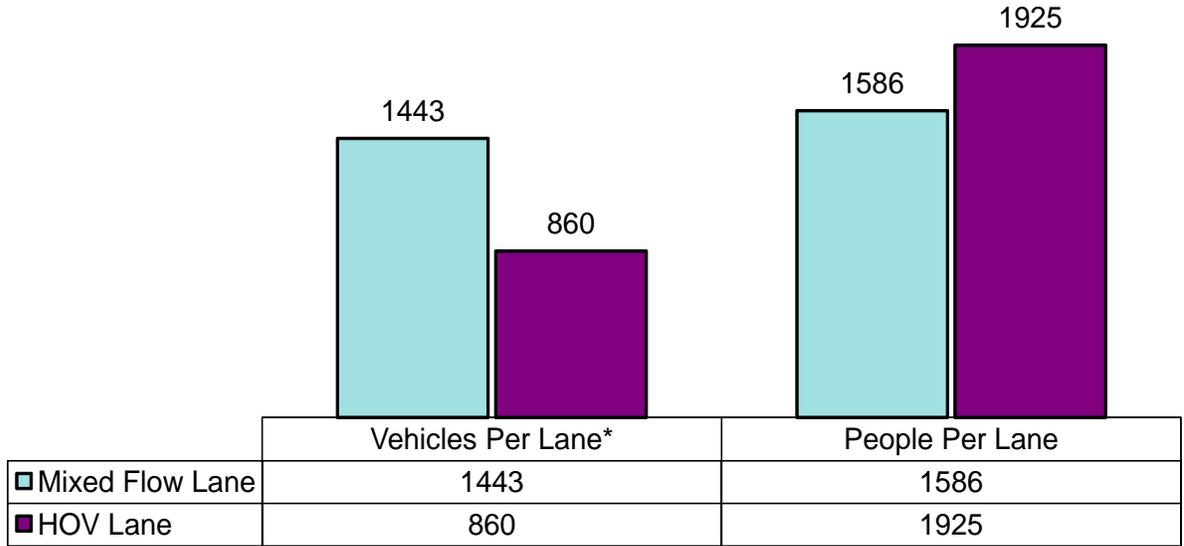


Location: LA-134-E/B at Jackson St  
 Date/Time: 10-04-2011 / 4:30-5:30 PM

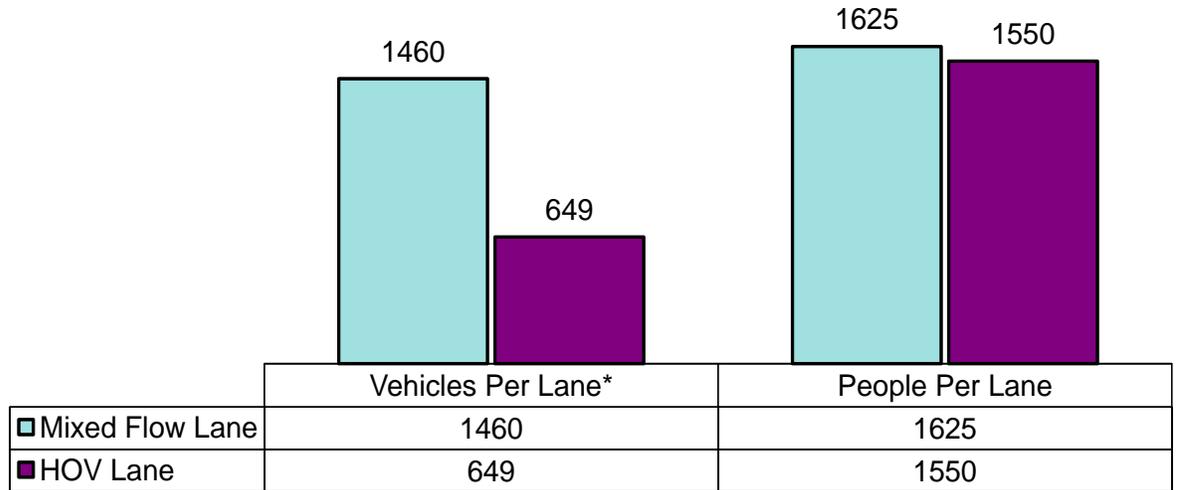
\* HOV lane volume includes carpools, vanpools, buses and motorcycles.

Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-134-W/B at Pass Ave  
 Date/Time: 10-13-2011 / 7:00-8:00 AM



Location: LA-134-W/B at Pass Ave  
 Date/Time: 10-13-2011 / 3:45-4:45 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

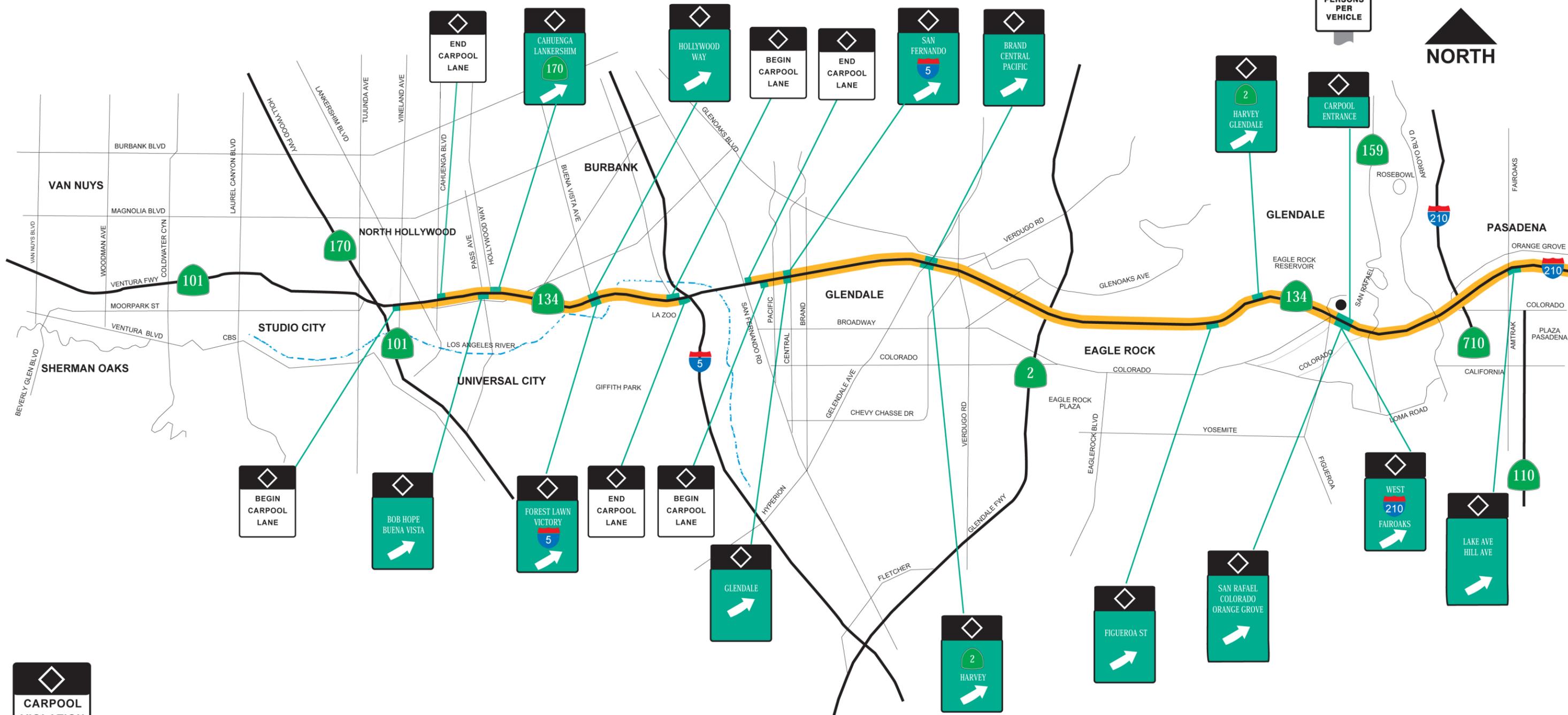
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134

# VENTURA FREEWAY HOV LANE

## Ventura Freeway (Rte 101) to Foothill Freeway (Rte 210)



**CARPOOLS ONLY**

**2 OR MORE PERSONS PER VEHICLE**

CARPOOL IS 2 OR MORE PERSONS PER VEHICLE

**CARPOOL VIOLATION**

**\$341**

**MINIMUM FINE**

California Department of Transportation · District 7, Los Angeles and Ventura Counties · 100 S. Main St., Los Angeles, CA 90012  
 Rideshare Information (800) COMMUTE · Bike Lockers (213) 897-0235

NO SCALE





# FACT SHEET

## ROUTE 170 HOLLYWOOD FREEWAY EXTENSION

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Project Limits & Length:	FROM ROUTE 101/134 TO ROUTE 5; 6.1 CENTERLINE MILES
Date of Opening:	FEBUARY 11, 1996
Cost:	\$7.3 MILLION
Current Peak 1-Hr Volume:	1039 VEHICLES AT SHERMAN WAY
Park & Ride Facilities: (lot name/city)	RTE 170 @ OXNARD/NORTH HOLLYWOOD
Number of Ingress/Egress: (excludes begin/end HOV lane)	2 IN EACH DIRECTION

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 170**

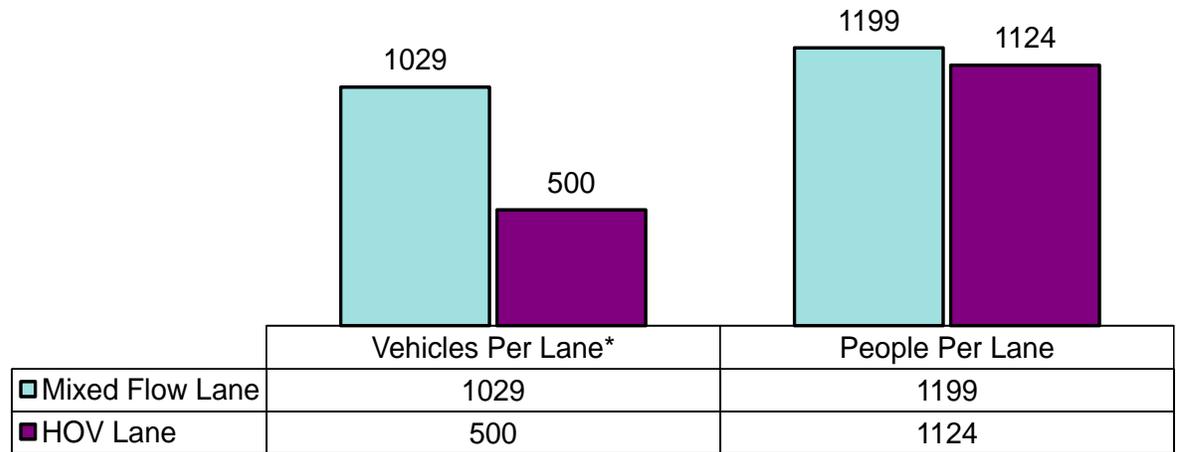
Co. Rte. Dir.	LA - 170 - SB		LA - 170 - NB	
Location	SHERMAN WAY		SHERMAN WAY	
Post Mile	18.27		18.27	
Date	10/06/11		10/06/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	7:00 - 8:00	6:30 - 8:30	16:15 - 17:15	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1010	1754	474	891
Vanpools	5	16	16	24
Buses	3	5	0	1
Motorcycles	21	29	10	28
HOV lane Violators	32	51	2	2
Total Vehicles in HOV Lane	1071	1855	502	946
Carpools Using Mainline	630	1020	640	1195
CNG Vehicles in HOV Lane	3	6	27	2
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2183		1114	
People in Buses	120		0	
People on Motorcycles	21		10	
Violators	32		2	
Total HOV People	2356		1126	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	5490		4115	
Mixed-Flow People	6185		4795	
Mixed-Flow People/Lane	1546		1199	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6185		4795	
Total HOV People	2356		1126	
Total Freeway People	8541		5921	
Percent Carried in HOV Lane	27.58%		19.02%	
Percent Carried per Mixed-Flow Lane	18.10%		20.25%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.20		2.24	
Mainline Occupancy	1.13		1.17	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.52		0.94	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-170-S/B at Sherman Way  
 Date/Time: 10-06-2011 / 7:00-8:00 AM



Location: LA-170-N/B at Sherman Way  
 Date/Time: 10-06-2011 / 4:15-5:15 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

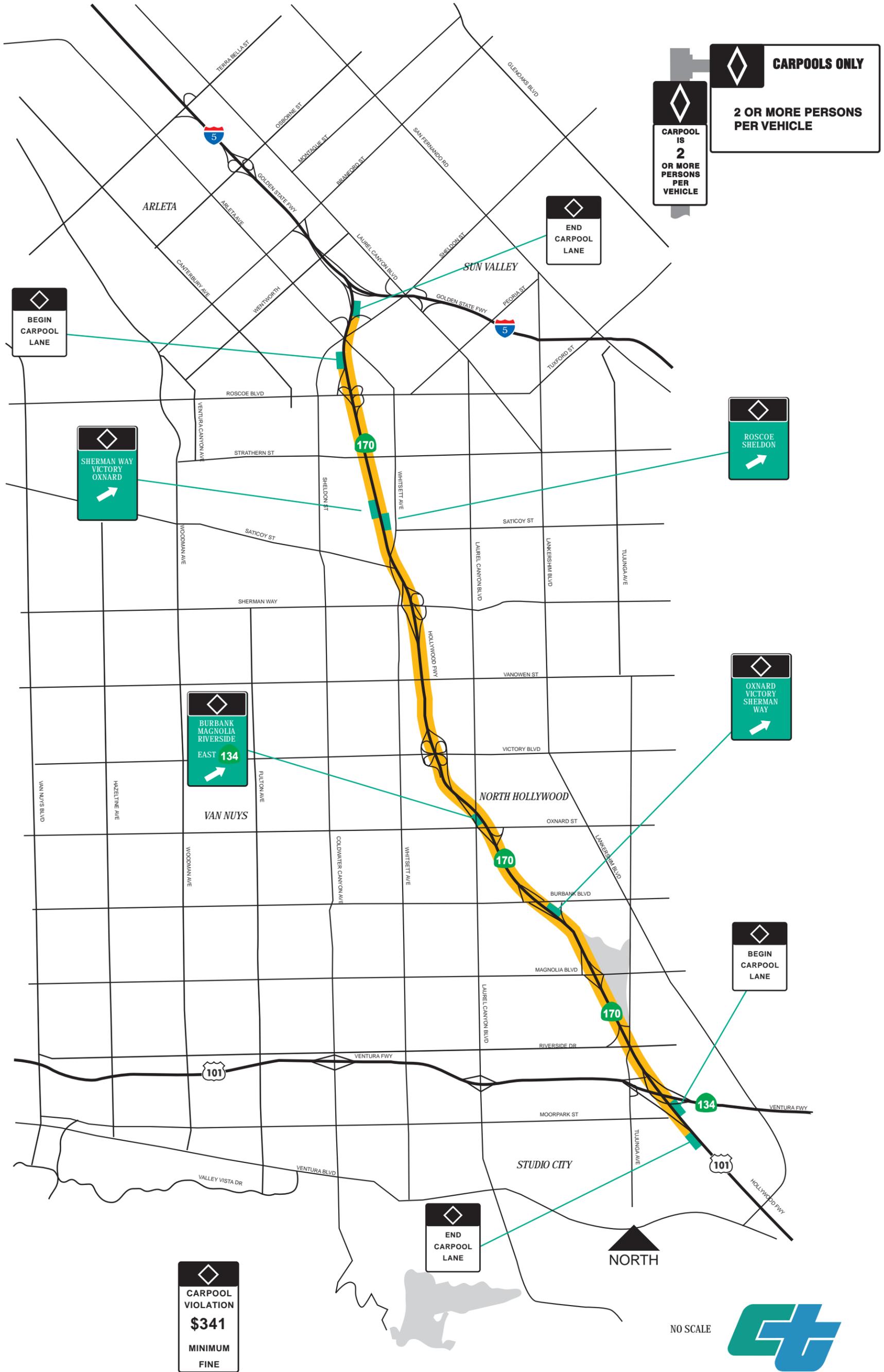
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170

# HOLLYWOOD FREEWAY HOV LANE

Golden State Freeway (Rte 5) to Ventura Freeway (Rte 134)





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# FACT SHEET

## ROUTE 210 FOOTHILL FREEWAY

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PROJECT LIMITS & LENGTH: (centerline miles)	FROM ROUTE 134 TO SUNFLOWER AVE	18.8 MILES
	FROM SUNFLOWER AVE TO FOOTHILL BLVD	2.7 MILES
	FROM FOOTHILL BLVD TO SBD COUNTY LINE	5.8 MILES
Date of Opening:	FROM ROUTE 134 TO SUNFLOWER AVE	DEC 16, 1993
	FROM SUNFLOWER AVE TO FOOTHILL BLVD	SEP 08, 1997
	FROM FOOTHILL BLVD TO SBD COUNTY LINE	NOV 24, 2002
Cost:	FROM ROUTE 134 TO SUNFLOWER AVE	\$8.9 MILLION
	FROM SUNFLOWER AVE TO FOOTHILL BLVD	\$7.0 MILLION
	FROM FOOTHILL BLVD TO SBD COUNTY LINE	\$91.0 MILLION
Current Peak 1-Hr Volume:	1511 VEHICLES AT SECOND ST	
Park & Ride Facilities: (lot name/city)	PAXTON/PACOIMA; LOWELL/GLENDALE; SIERRA MADRE BLVD/PASADENA; CITRUS COLLEGE/GLENDORA; GRAND AVE/GLENDORA; LONE HILL/GLENDORA	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM SBD CO. LINE TO ROUTE 134	15 E/B, 13 W/B

### Additional Information:

- The HOV drop ramp at Fair Oaks Avenue was opened on May 30, 1996.
- Completion and opening of 14 miles of the new Foothill Freeway (SR-210) between Foothill Boulevard (County of Los Angeles) and Day Creek Boulevard (County of San Bernardino) to connect with six-mile section of the freeway that opened in August 2001 from Day Creek Boulevard to Sierra Avenue. The new freeway segment provides additional freeway capacity and an alternate east/west route for commuters. The project constructed eight lanes of freeway (three mixed-flow lanes and one High Occupancy Vehicle (HOV) lane in each direction) with space for future widening in the median.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 210**

Co. Rte. Dir.	LA - 210 - WB		LA - 210 - EB	
Location	2ND ST.		2ND ST.	
Post Mile	39.12		39.12	
Date	11/03/11		09/29/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:30 - 7:30	6:30 - 8:30	16:00 - 17:00	15:00-17:00
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1421	2651	1171	2415
Vanpools	21	36	51	67
Buses	4	10	7	7
Motorcycles	65	117	99	140
HOV lane Violators	11	36	1	4
Total Vehicles in HOV Lane	1522	2850	1329	2633
Carpools Using Mainline	490	760	450	940
CNG Vehicles in HOV Lane	10	29	2	7
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2982		2792	
People in Buses	160		181	
People on Motorcycles	65		99	
Violators	11		1	
Total HOV People	3218		3073	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	6035		6200	
Mixed-Flow People	6570		6705	
Mixed-Flow People/Lane	1643		1676	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6570		6705	
Total HOV People	3218		3073	
Total Freeway People	9788		9778	
Percent Carried in HOV Lane	32.88%		31.43%	
Percent Carried per Mixed-Flow Lane	16.78%		17.14%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.11		2.31	
Mainline Occupancy	1.09		1.08	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.96		1.83	

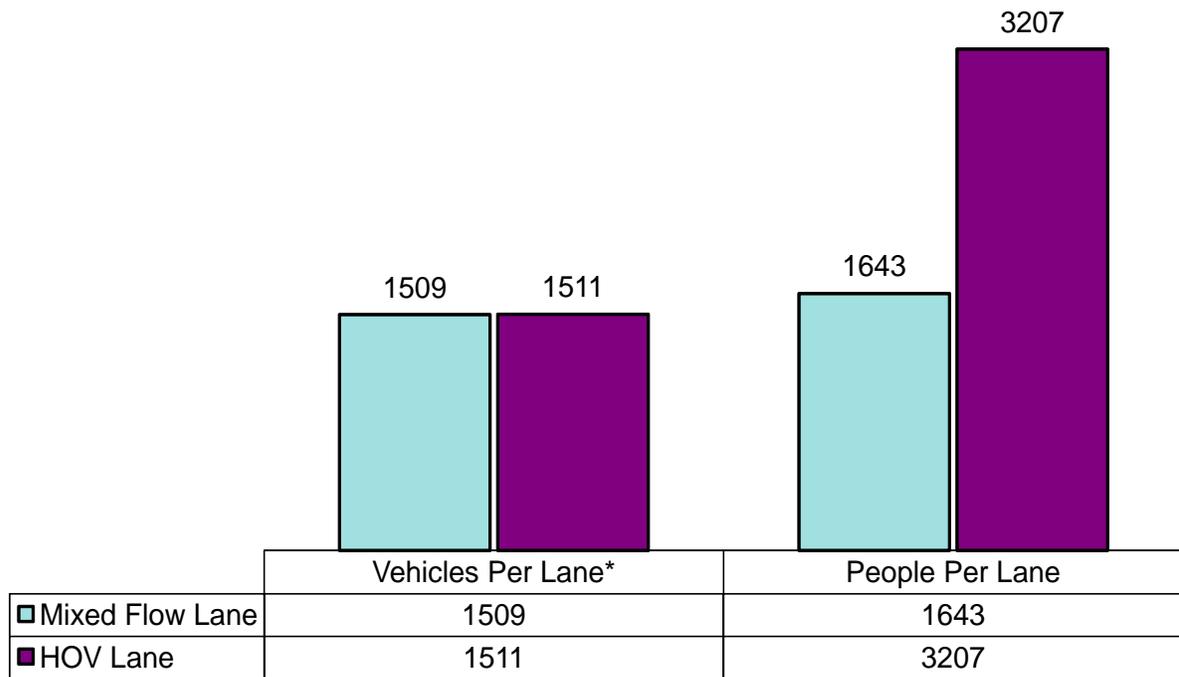
\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 210**

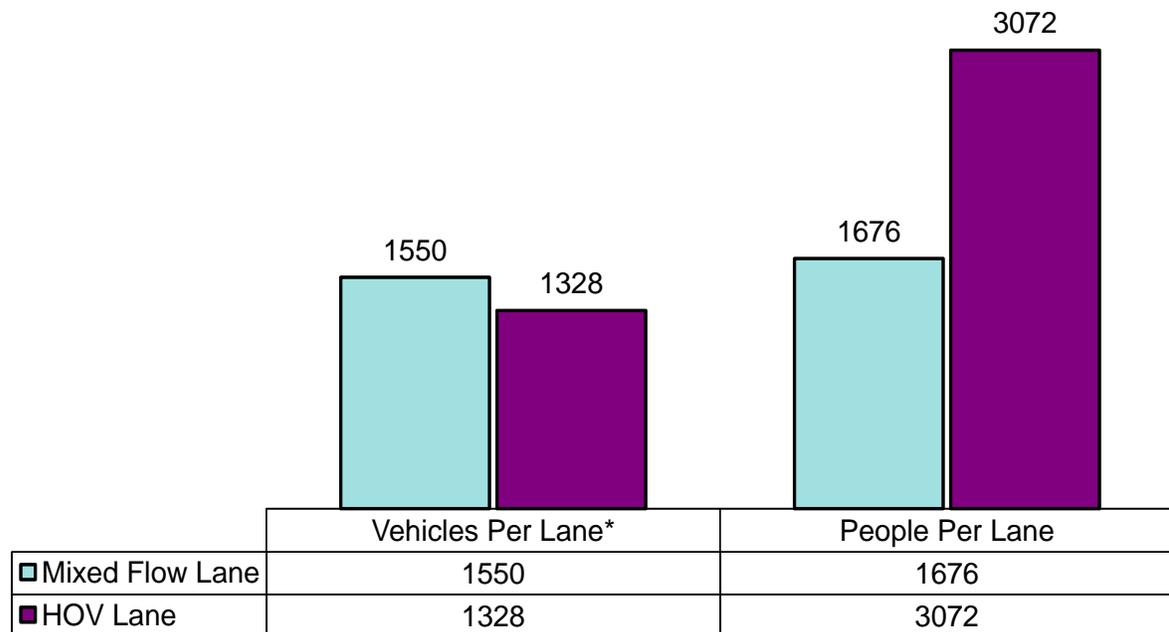
Co. Rte. Dir.	LA - 210 - WB		LA - 210 - EB	
Location	WILSON		WILSON	
Post Mile	26.57		26.57	
Date	10/06/11		10/06/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	7:00 - 8:00	6:30 - 8:30	16:00 - 17:00	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	915	1727	1075	2064
Vanpools	17	30	44	66
Buses	1	3	3	7
Motorcycles	29	48	28	50
HOV lane Violators	0	0	2	3
Total Vehicles in HOV Lane	962	1808	1152	2190
Carpools Using Mainline	336	708	480	972
CNG Vehicles in HOV Lane	2	5	2	6
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2008		2470	
People in Buses	20		80	
People on Motorcycles	29		28	
Violators	0		2	
Total HOV People	2057		2580	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	5		5	
Mixed-Flow Vehicles	10440		9618	
Mixed-Flow People	10842		10242	
Mixed-Flow People/Lane	2168		2048	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	10842		10242	
Total HOV People	2057		2580	
Total Freeway People	12899		12822	
Percent Carried in HOV Lane	15.95%		20.12%	
Percent Carried per Mixed-Flow Lane	16.81%		15.98%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.14		2.24	
Mainline Occupancy	1.04		1.06	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	0.95		1.26	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-210-W/B at Second St  
 Date/Time: 11-03-2011 / 6:30-7:30 AM

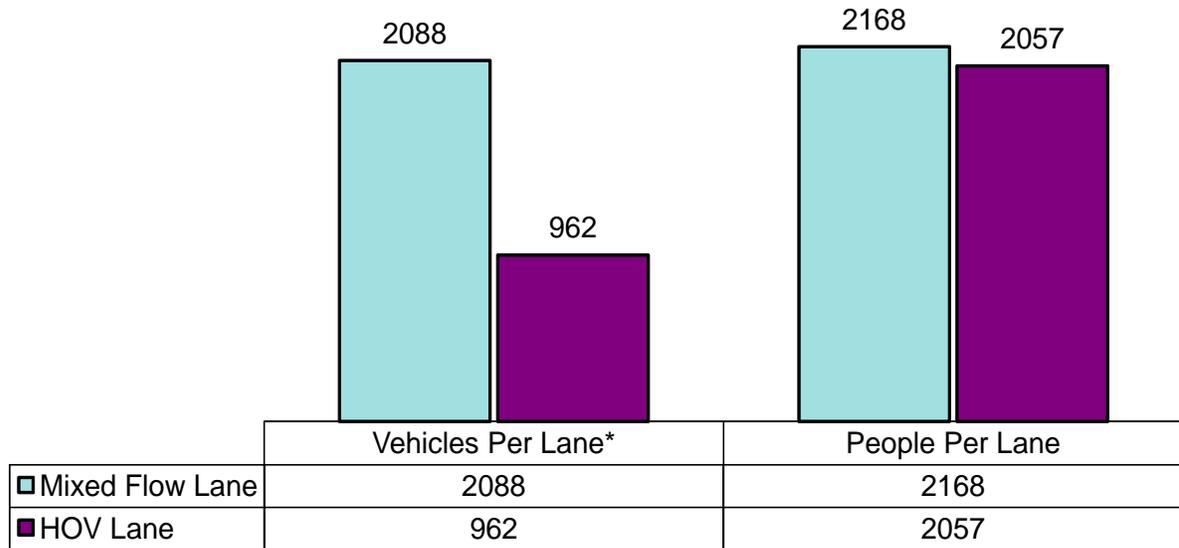


Location: LA-210-E/B at Second St  
 Date/Time: 09-29-2011 / 4:00-5:00 PM

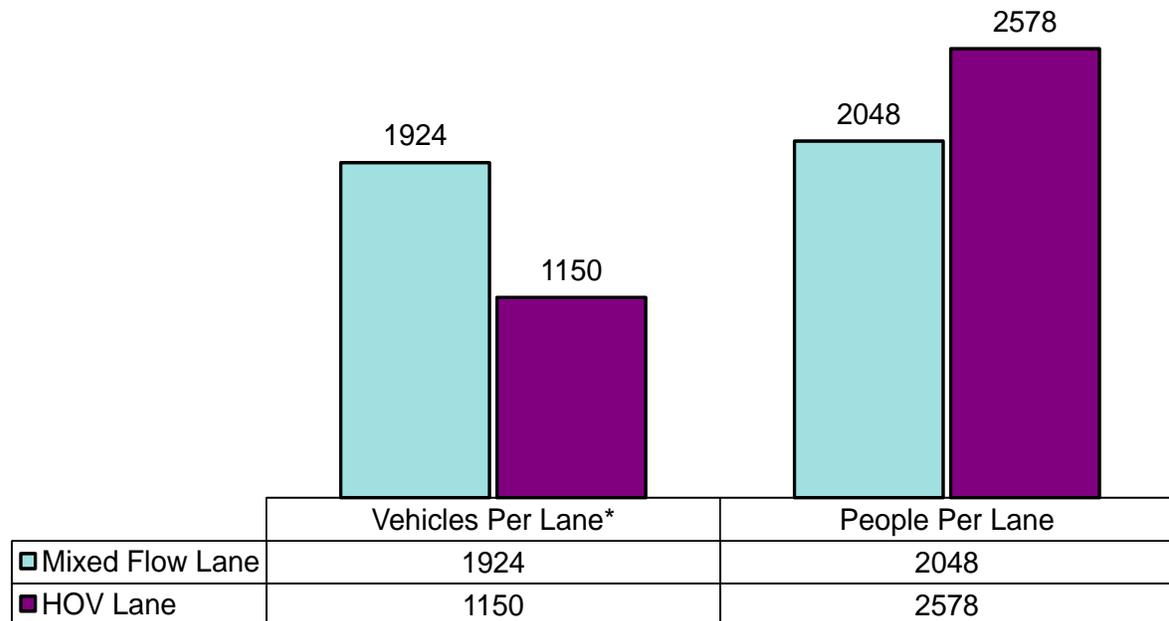
\* HOV lane volume includes carpools, vanpools, buses and motorcycles.

Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-210-W/B at Wilson  
 Date/Time: 10-06-2011 / 7:00-8:00 AM



Location: LA-210-E/B at Wilson  
 Date/Time: 10-06-2011 / 4:00-5:00 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

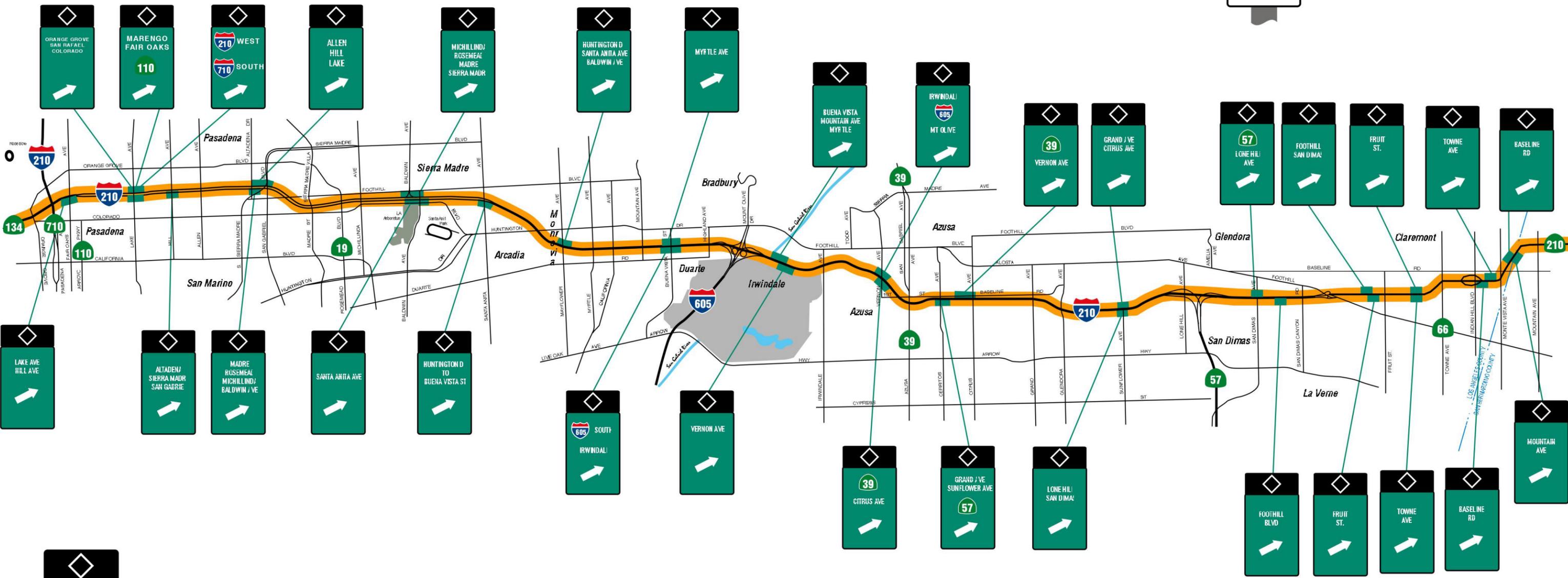
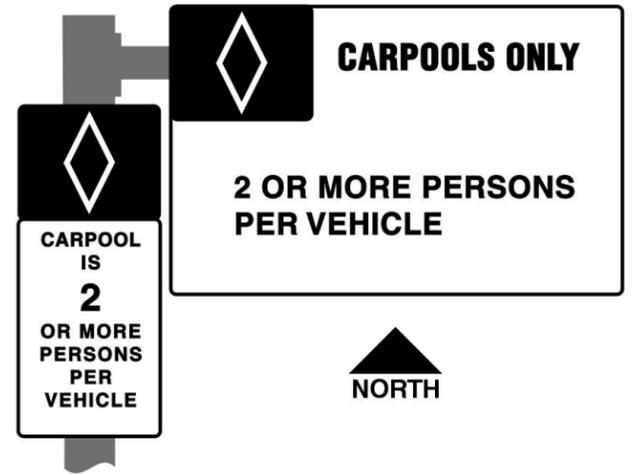
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# FOOTHILL FREEWAY HOV LANE

## Ventura Freeway (Rte 134) to San Bernardino County Line



**CARPOOL VIOLATION**  
**\$341**  
**MINIMUM FINE**

California Department of Transportation · District 7, Los Angeles and Ventura Counties · 100 S. Main St., Los Angeles, CA 90012  
 Rideshare Information (800) COMMUTE · Bike Lockers (213) 897-0235

NO SCALE





# FACT SHEET

## ROUTE 405 SAN DIEGO FREEWAY

Project Limits & Length: (centerline miles)	FROM ROUTE 110 TO 120 <sup>TH</sup> STREET 7.7 MILES FROM BELLFLOWER BLVD TO ROUTE 605 2.2 MILES FROM 120 <sup>TH</sup> STREET TO CENTURY BLVD 2.0 MILES FROM ROUTE 101 TO ROUTE 5 10.0 MILES FROM ORA CO LINE TO ROUTE 710 7.7 MILES FROM ROUTE 710 TO ROUTE 110 6.1 MILES FROM WATERFORD TO RTE 101 (S/B ONLY) 7.8 MILES FROM CENTURY BLVD TO ROUTE 90 5.1 MILES FROM BURBANK BL TO VENTURA BL (N/B ONLY) 5.1 MILES FROM WATERFORD TO SANTA MONICA (S/B ONLY) 1.2 MILES FROM SANTA MONICA TO ROUTE 10 (S/B ONLY) 1.2 MILES FROM ROUTE 90 TO ROUTE 10 3.1 MILES
Date of Opening:	<i>FROM ROUTE 110 TO 120<sup>TH</sup> STREET APR 08, 1993</i> <i>FROM BELLFLOWER BLVD TO ROUTE 605 OCT 02, 1993</i> <i>FROM 120<sup>TH</sup> STREET TO CENTURY BLVD JAN 1994</i> <i>FROM ROUTE 101 TO ROUTE 5 OCT 22, 1996</i> <i>FROM ORA CO LINE TO ROUTE 710 FEB 12, 1998</i> <i>FROM ROUTE 710 TO ROUTE 110 OCT 08, 1998</i> <i>FROM WATERFORD TO RTE 101 (S/B ONLY) JAN 08, 2002</i> <i>FROM CENTURY BLVD TO ROUTE 90 MAY 23, 2006</i> <i>FROM BURBANK BL TO VENTURA BL (N/B ONLY) OCT 11, 2006</i> <i>FROM WATERFORD TO SANTA MONICA (S/B ONLY) AUG 30, 2007</i> <i>FROM SANTA MONICA TO ROUTE 10 (S/B ONLY) NOV 07, 2009</i> <i>FROM ROUTE 90 TO ROUTE 10 (S/B DIRECTION) NOV 07, 2009</i> <i>FROM ROUTE 90 TO ROUTE 10 (N/B DIRECTION) NOV 14, 2009</i>
Cost:	FROM ROUTE 110 TO 120 <sup>TH</sup> STREET \$ 8.3 MILLION FROM BELLFLOWER BLVD TO ROUTE 605 \$ 4.8 MILLION FROM ROUTE 101 TO ROUTE 5 \$15.1 MILLION FROM ORA CO LINE TO ROUTE 710 \$29.7 MILLION FROM ROUTE 710 TO ROUTE 110 \$28.2 MILLION FROM WATERFORD TO RTE 101 (S/B ONLY) \$17.7 MILLION FROM CENTURY BLVD TO ROUTE 90 \$34.3 MILLION FROM BURBANK BL TO VENTURA BL (N/B ONLY) \$ 4.7 MILLION FROM WATERFORD TO SANTA MONICA (S/B ONLY) ----- FROM SANTA MONICA TO ROUTE 10 (S/B ONLY) \$36.9 MILLION FROM ROUTE 90 TO ROUTE 10 \$147 MILLION
Current Peak 1-Hr Volume:	1559 VEHICLES AT TEMPLE AVE
Park & Ride Facilities: (lot name/city)	ST JOHN'S CHURCH/LOS ANGELES; SKIRBALL & MULHOLLAND/LOS ANGELES
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ROUTE 5 TO ORA CO LINE -----, 26 S/B FROM ORA CO LINE TO ROUTE 10 16 N/B, ---- S/B FROM ROUTE 101 TO ROUTE 5 3 N/B, ----- S/B

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 405**

Co. Rte. Dir.	LA - 405 - SB		LA - 405 - NB	
Location	BURBANK BLVD		BURBANK BLVD	
Post Mile	40.28		40.28	
Date	09/29/11		11/01/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:30 - 7:30	6:30 - 8:30	16:00 - 17:00	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1135	2042	1383	2642
Vanpools	8	16	44	72
Buses	13	18	7	18
Motorcycles	53	106	38	88
HOV lane Violators	7	49	8	18
Total Vehicles in HOV Lane	1216	2231	1480	2838
Carpools Using Mainline	320	500	490	875
CNG Vehicles in HOV Lane	8	14	7	18
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2434		3210	
People in Buses	500		170	
People on Motorcycles	53		38	
Violators	7		8	
Total HOV People	2994		3426	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	4305		5945	
Mixed-Flow People	4675		6495	
Mixed-Flow People/Lane	1169		1624	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	4675		6495	
Total HOV People	2994		3426	
Total Freeway People	7669		9921	
Percent Carried in HOV Lane	39.04%		34.53%	
Percent Carried per Mixed-Flow Lane	15.24%		16.37%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.46		2.31	
Mainline Occupancy	1.09		1.09	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	2.56		2.11	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 405**

Co. Rte. Dir.	LA - 405 - NB		LA - 405 - SB	
Location	NORMANDIE		NORMANDIE	
Post Mile	13.81		13.81	
Date	10/26/11		10/26/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:30 - 7:30	6:30 - 8:30	15:45 - 16:45	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1295	2577	1271	2500
Vanpools	38	58	66	118
Buses	3	6	1	3
Motorcycles	45	102	51	91
HOV lane Violators	8	18	20	39
Total Vehicles in HOV Lane	1389	2761	1409	2751
Carpools Using Mainline	195	415	595	900
CNG Vehicles in HOV Lane	44	88	26	56
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2848		3024	
People in Buses	51		40	
People on Motorcycles	45		51	
Violators	8		20	
Total HOV People	2952		3135	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	5835		6910	
Mixed-Flow People	6060		7605	
Mixed-Flow People/Lane	1515		1901	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6060		7605	
Total HOV People	2952		3135	
Total Freeway People	9012		10740	
Percent Carried in HOV Lane	32.76%		29.19%	
Percent Carried per Mixed-Flow Lane	16.81%		17.70%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.13		2.22	
Mainline Occupancy	1.04		1.10	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.95		1.65	

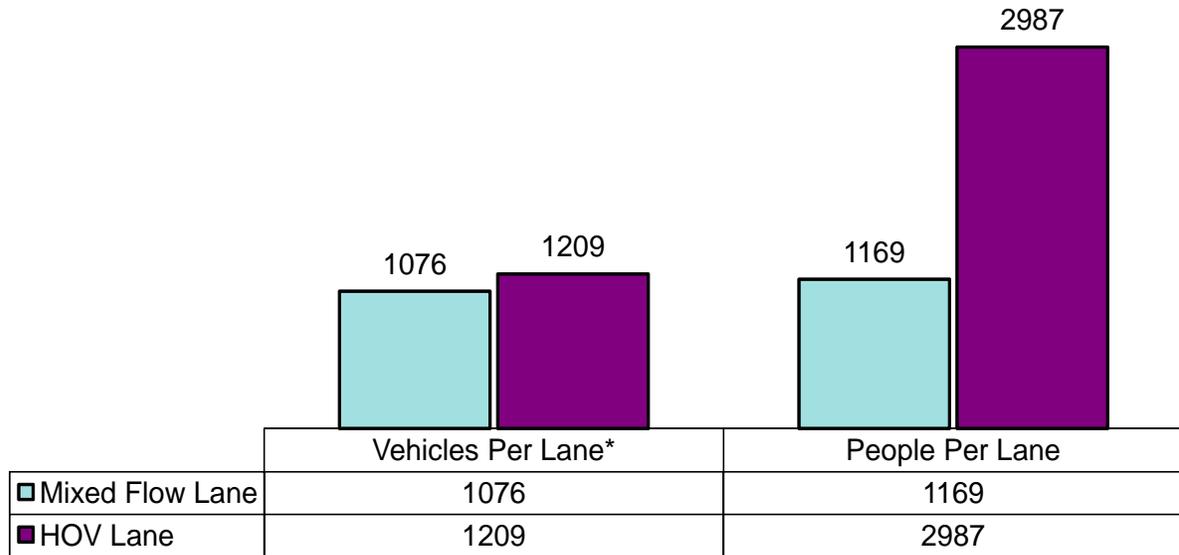
\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 405**

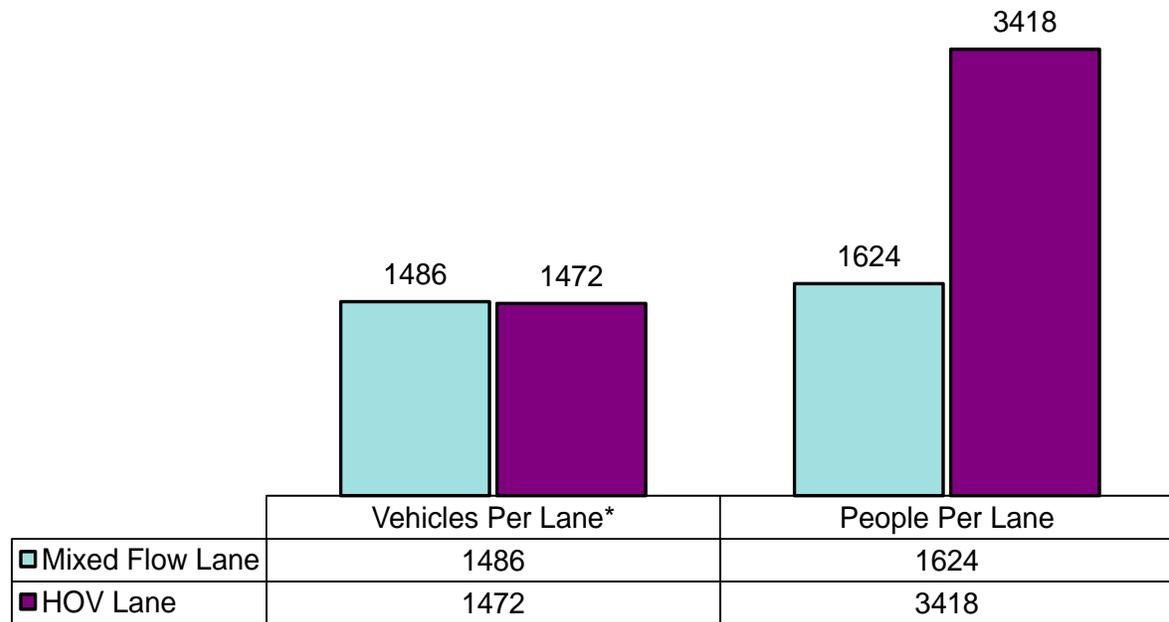
Co. Rte. Dir.	LA - 405 - NB		LA - 405 - SB	
Location	TEMPLE		TEMPLE	
Post Mile	4.33		4.33	
Date	10/25/11		10/25/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	6:30 - 7:30	6:30 - 8:30	16:15 - 17:15	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	1391	2661	1442	2760
Vanpools	36	45	67	112
Buses	0	0	9	17
Motorcycles	55	102	41	86
HOV lane Violators	0	0	23	36
Total Vehicles in HOV Lane	1482	2808	1582	3011
Carpools Using Mainline	252	558	582	900
CNG Vehicles in HOV Lane	36	97	31	58
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	3007		3423	
People in Buses	0		290	
People on Motorcycles	55		41	
Violators	0		23	
Total HOV People	3062		3777	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	5		5	
Mixed-Flow Vehicles	7464		9636	
Mixed-Flow People	7764		10260	
Mixed-Flow People/Lane	1553		2052	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	7764		10260	
Total HOV People	3062		3777	
Total Freeway People	10826		14037	
Percent Carried in HOV Lane	28.28%		26.91%	
Percent Carried per Mixed-Flow Lane	14.34%		14.62%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.07		2.39	
Mainline Occupancy	1.04		1.06	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.97		1.84	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



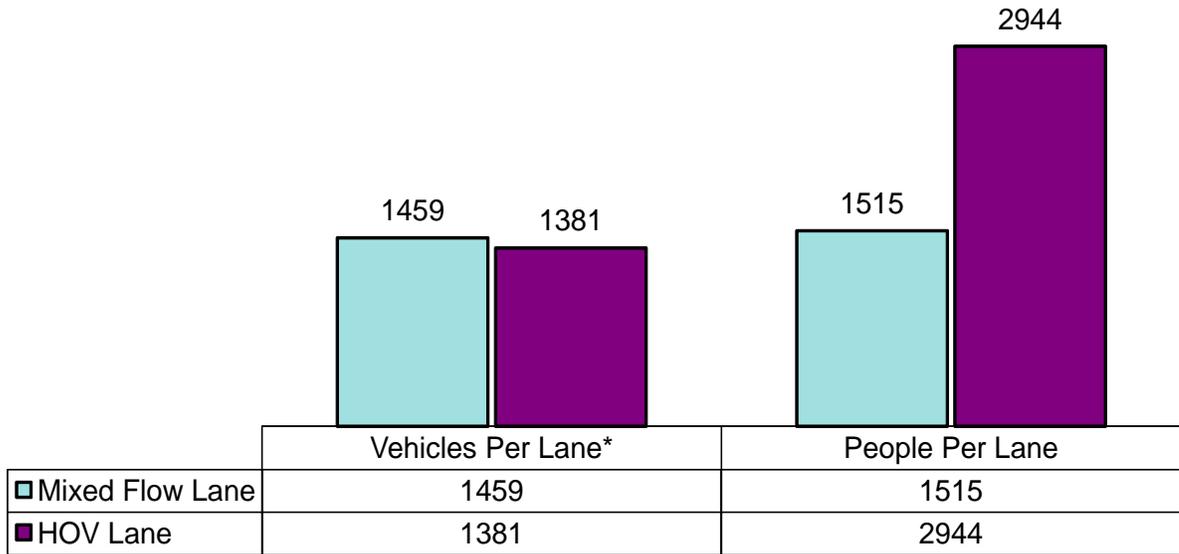
Location: LA-405-S/B at Burbank Blvd  
 Date/Time: 09-29-2011 / 6:30-7:30 AM



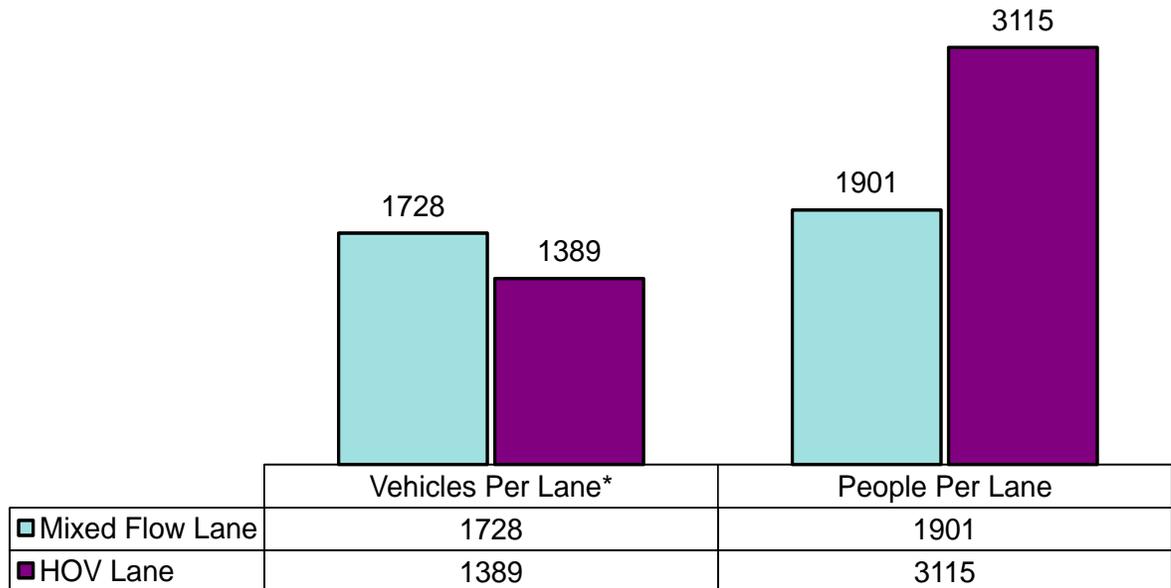
Location: LA-405-N/B at Burbank Blvd  
 Date/Time: 11-01-2011 / 4:00-5:00 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

## PEAK 1-HOUR VOLUME COMPARISON



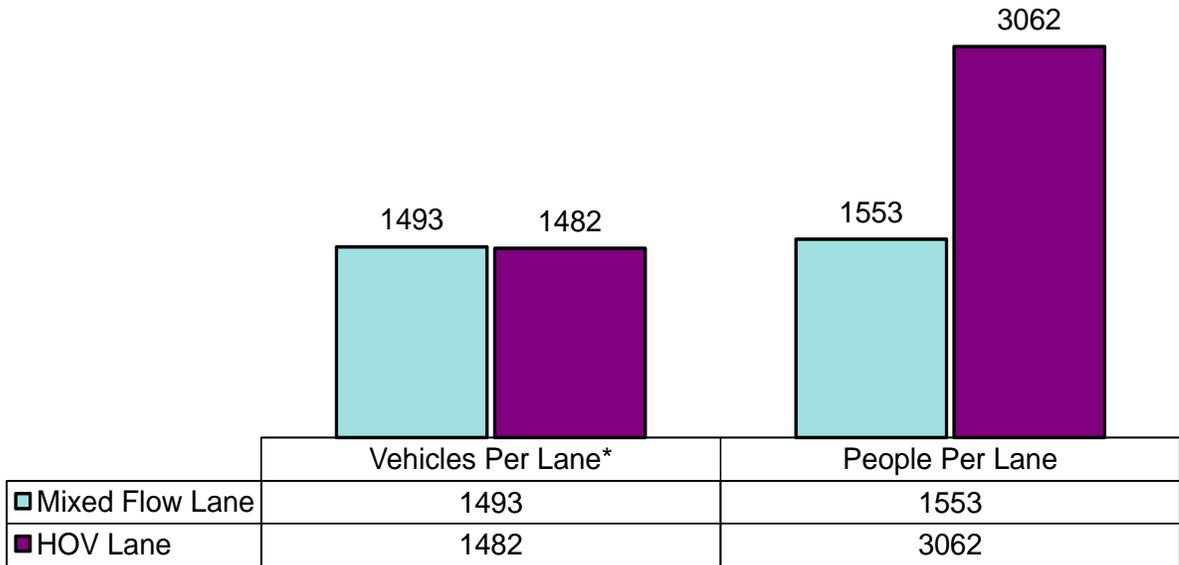
Location: LA-405-N/B at Normandie Ave  
 Date/Time: 10-26-2011 / 6:30-7:30 AM



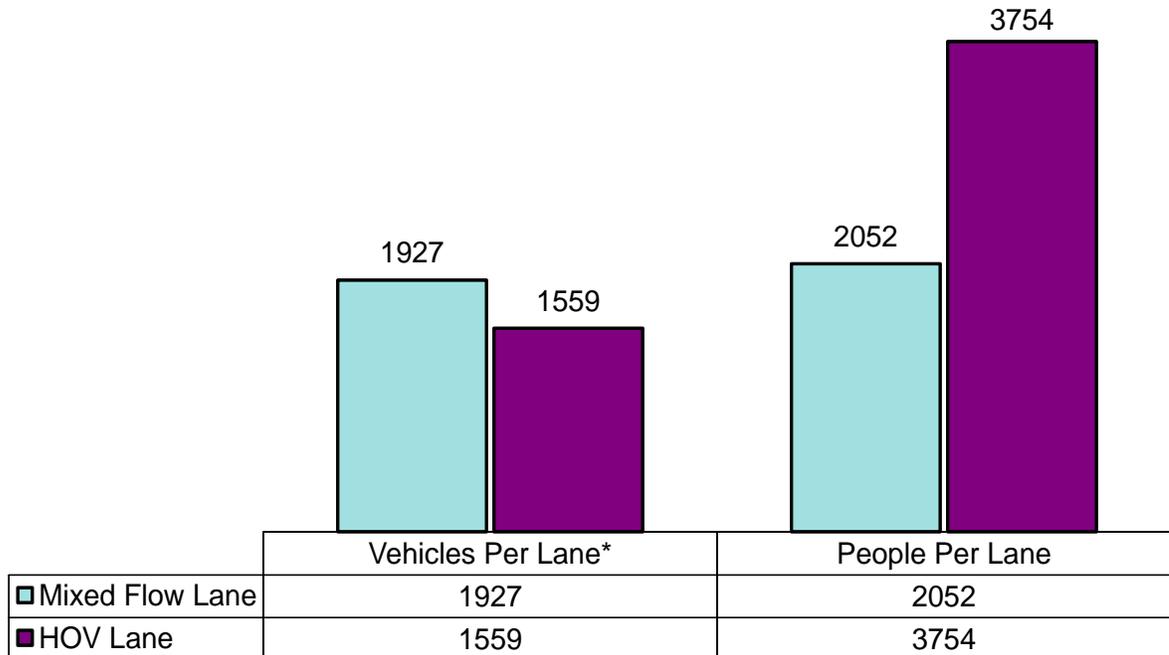
Location: LA-405-S/B at Normandie Ave  
 Date/Time: 10-26-2011 / 3:45-4:45 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-405-N/B at Temple Ave  
 Date/Time: 10-25-2011 / 6:30-7:30 AM



Location: LA-405-S/B at Temple Ave  
 Date/Time: 10-25-2011 / 4:15-5:15 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.  
 Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

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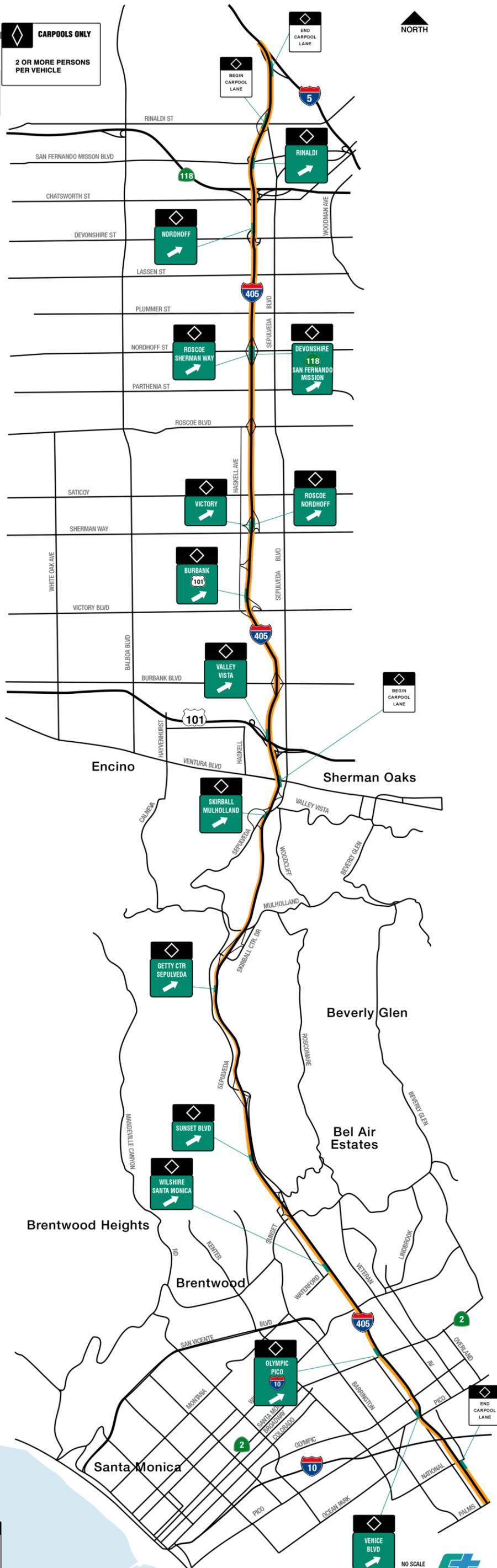
# SAN DIEGO FREEWAY HOV LANE

## Golden State Frwy (Rte 5) to Santa Monica Frwy (Rte 10)

**CARPOOLS ONLY**

**2 OR MORE PERSONS PER VEHICLE**

CARPPOOL IS 2 OR MORE PERSONS PER VEHICLE



CARPPOOL VIOLATION \$341 MINIMUM FINE

VENICE BLVD







# FACT SHEET

## ROUTE 605 SAN GABRIEL RIVER FREEWAY

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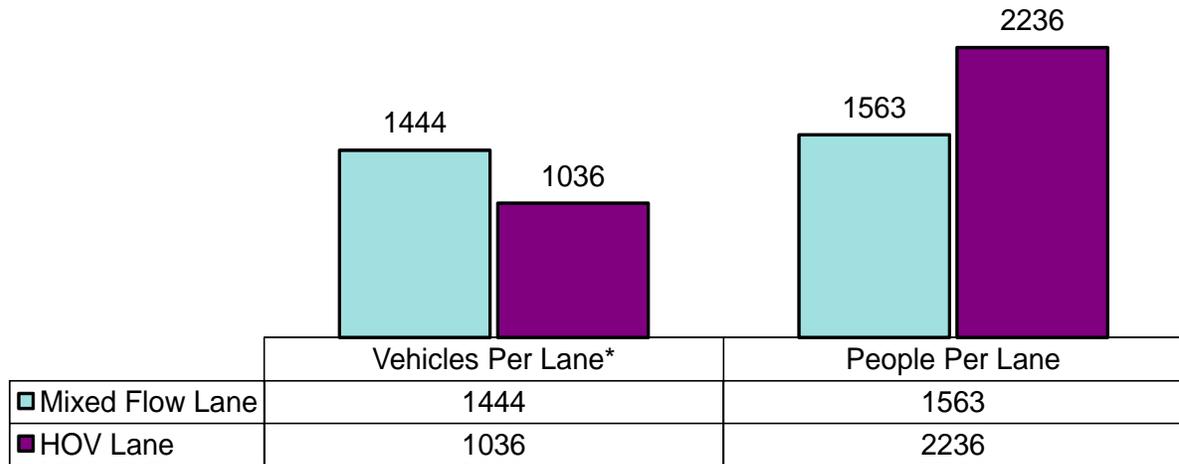
Project Limits & Length: (centerline miles)	FROM SOUTH ST. TO TELEGRAPH RD FROM TELEGRAPH RD TO ROUTE 10 FROM ORA. CO. LINE TO SOUTH ST.	6.9 MILES 9.9 MILES 3.9 MILES
Date of Opening:	FROM SOUTH ST. TO TELEGRAPH RD FROM TELEGRAPH RD TO ROUTE 10 FROM ORA. CO. LINE TO SOUTH ST.	APR 2, 1997 APR 3, 1998 MARCH 2001
Cost:	FROM SOUTH ST. TO TELEGRAPH RD FROM TELEGRAPH RD TO ROUTE 10 FROM ORA. CO. LINE TO SOUTH ST.	\$14.1 MILLION \$17.3 MILLION \$14.6 MILLION
Current Peak 1-Hr Volume:	1735 VEHICLES AT BEVERLY BLVD	
Park & Ride Facilities: (lot name/city)	-----	
Number of Ingress/Egress: (excludes begin/end HOV lane)	FROM ROUTE 10 TO ORA. CO. LINE	9 N/B, 10 S/B

**CALTRANS - DISTRICT 7**  
**HOV Operation on Route 605**

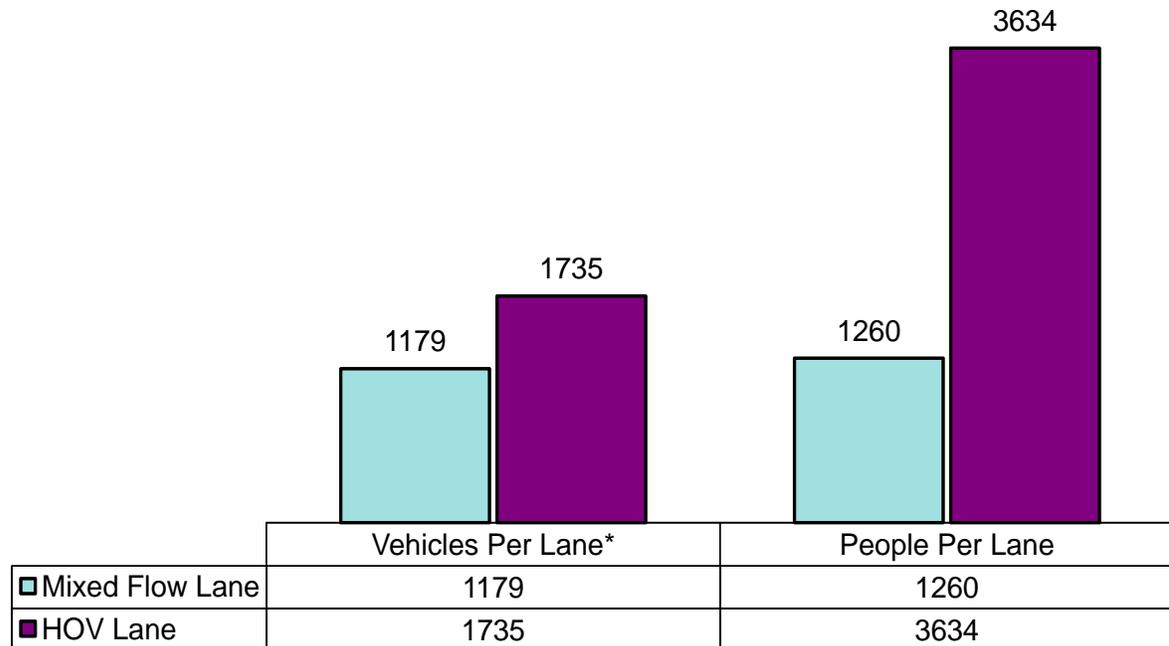
Co. Rte. Dir.	LA - 605 - SB		LA - 605 - NB	
Location	BEVERLY		BEVERLY	
Post Mile	14.41		14.41	
Date	09/28/11		09/28/11	
Occupancy Requirement	2 +		2 +	
	AM HOV Peak Hour	AM HOV Peak 2-Hour	PM HOV Peak Hour	PM HOV Peak 2-Hour
	7:00 - 8:00	6:30 - 8:30	16:00 - 17:00	15:30-17:30
<b>HOV VEHICLE SUMMARY</b>				
Carpools	978	1925	1638	3098
Vanpools	9	15	31	59
Buses	6	10	2	4
Motorcycles	43	91	64	111
HOV lane Violators	0	1	5	7
Total Vehicles in HOV Lane	1036	2042	1740	3279
Carpools Using Mainline	450	715	255	460
CNG Vehicles in HOV Lane	9	14	0	0
<b>HOV People Summary (Peak Hour)</b>				
People in Carpool & Vanpools	2130		3568	
People in Buses	63		2	
People on Motorcycles	43		64	
Violators	0		5	
Total HOV People	2236		3639	
<b>Mainline Summary (Peak Hour)</b>				
Mixed-Flow Lanes	4		4	
Mixed-Flow Vehicles	5775		4715	
Mixed-Flow People	6250		5040	
Mixed-Flow People/Lane	1563		1260	
<b>Freeway Summary (Peak Hour)</b>				
Total Mixed-Flow People	6250		5040	
Total HOV People	2236		3639	
Total Freeway People	8486		8679	
Percent Carried in HOV Lane	26.35%		41.93%	
Percent Carried per Mixed-Flow Lane	18.41%		14.52%	
<b>Occupancy (Peak Hour)</b>				
HOV Occupancy	2.16		2.09	
Mainline Occupancy	1.08		1.07	
Equivalent Number Mixed-flow Lanes Needed to carry HOV People	1.43		2.89	

\*Peak hours are based on the following peak period counts: AM 6:30-8:30 PM 3:00-5:30.

## PEAK 1-HOUR VOLUME COMPARISON



Location: LA-605-S/B at Beverly Blvd  
 Date/Time: 09-28-2011 / 7:00-8:00 AM



Location: LA-605-N/B at Beverly Blvd  
 Date/Time: 09-28-2011 / 4:00-5:00 PM

\* HOV lane volume includes carpools, vanpools, buses and motorcycles.

Note: Manual occupancy counts 6:30am - 8:30am / 3:00pm - 5:30pm

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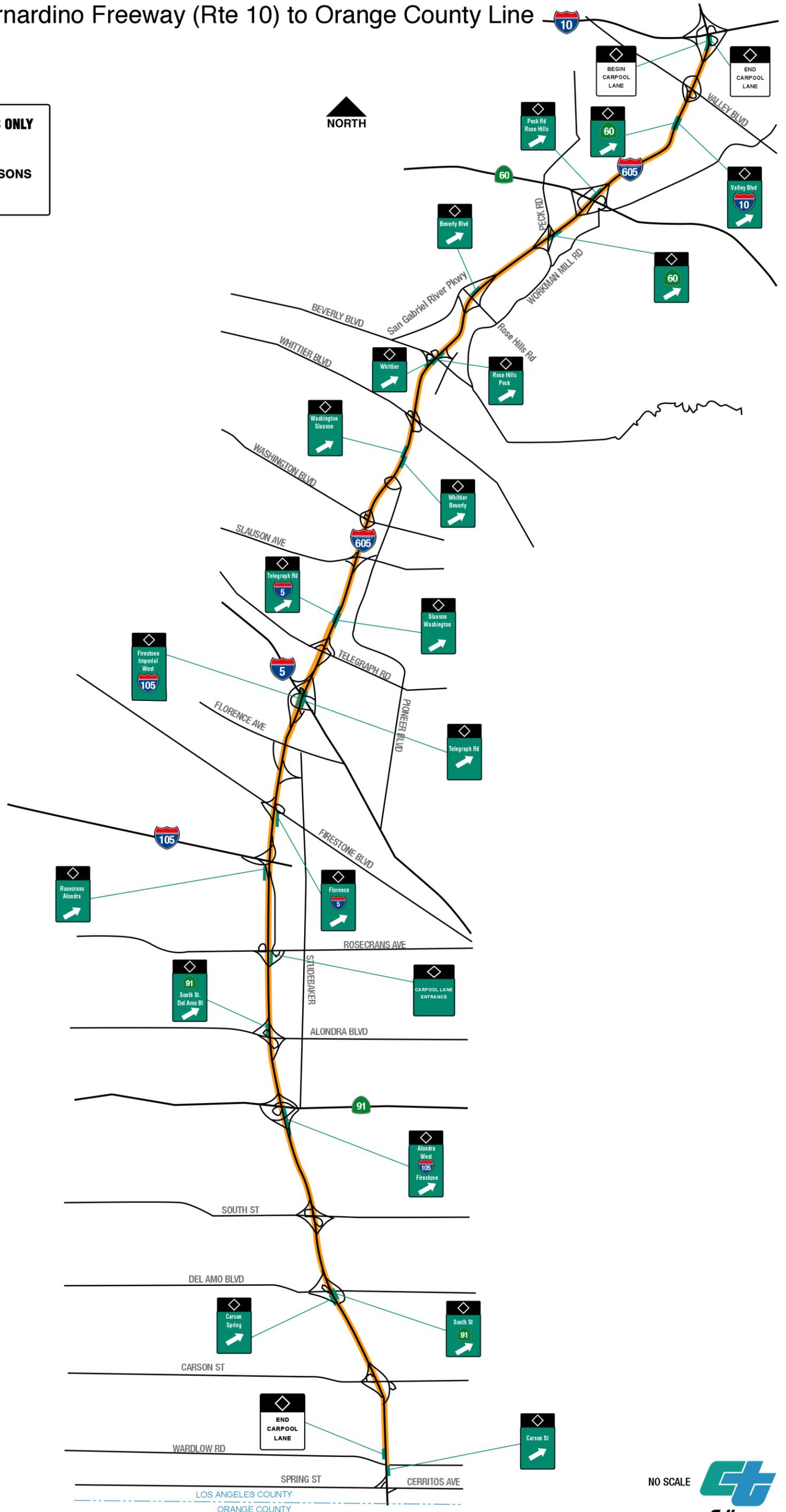


# SAN GABRIEL RIVER FREEWAY HOV LANE

San Bernardino Freeway (Rte 10) to Orange County Line

**CARPOOLS ONLY**

CARPPOOL IS **2** OR MORE PERSONS PER VEHICLE



**CARPPOOL VIOLATION**  
 \$341  
 MINIMUM  
 FINE

NO SCALE

