MEMO

Date: August 12, 2004

To: Transportation and Communications Committee

From: Alan Bowser, Senior Regional Transportation Planner
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RE: **Regional High-Occupancy Vehicle Lane System Performance Study**

RECOMMENDATION: Information Item.

SUMMARY:

The attached Executive Summary describes ten findings/conclusions and eight recommendations that emerged from this study, all consistent with the adopted 2004 Regional Transportation Plan and with work conducted by the Los Angeles County Metropolitan Transportation Authority (2002).

In overview, polling results confirm that 76% of respondents in the study area support or strongly support HOV lanes. Favored are 24 hour-7 days a week operations, HOV lane separation from mixed-flow lanes and the 2+ HOV lane occupancy requirement.

BACKGROUND:

The Southern California Association of Governments (SCAG) conducted this study for the purpose of analyzing the current performance of the HOV lane system in the region. The study area consists of the counties of San Bernardino, Riverside, and Orange. Los Angeles County is not included in this study because the Los Angeles County Metropolitan Transportation Authority recently completed the HOV Performance Program Evaluation Report (The Parsons Brinckerhoff Study Team, November 2002) for Los Angeles County, which the SCAG study is designed to complement.

DISCUSSION:

Technical results indicate the continued development and operations of HOV lanes is followed by gradual growth of ridesharing, existing lanes are well utilized, typical HOV lane trips offer travel time savings ranging from 1-15 minutes, HOV lane to HOV lane direct connectors (interchanges) although costly reduce accident rates, mobility performance indicators (VMT, VHT and Travel Speed) are optimized with a 2+ occupancy requirement today and well into the future, violation rates are very low (1.2%) and transit operations currently contribute relatively little to person movement in the study counties.

Through the HOV Study TAC, study recommendations include: (1) continue all-day, all-week, 2+ with limited access/egress HOV system operations, (2) address congested segments on a case by case basis, (3) defer 3+ conversion strategies as long as possible, (4) emphasize transit investment to increase

occupancy on HOV lanes, (5) complete the programmed and planned HOV lane system including mainline and direct connectors in order to capture system and traveler benefits, (6) undertake future research regarding HOV lane design and implementation, (7) access strategies to increase HOV lane through-put and (8) support HOV performance monitoring.

These recommendations are consistent with the adopted 2004 Regional Transportation Plan. In addition, staff recommends forwarding recommendations relating to transit usage of HOV lanes to SCAG Transit Task Force for further consideration.

FISCAL IMPACT:

All work related to approving the recommended staff action is contained within the adopted FY 2004-2005 budget and does not require the expenditure of any additional financial resources.

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