

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

History and Current Status  
of the  
Santa Monica Freeway Diamond Lane Project

July - 1976

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Santa Monica Freeway Diamond Lane Project

July, 1976 24199595

The Santa Monica Freeway Diamond Lane Project was implemented on March 15, 1976. The following is a brief description of the project.

Definition - Diamond Lane

The fast lane of the Santa Monica Freeway (lanes nearest median) in each direction between Lincoln Boulevard in Santa Monica and the Harbor Freeway (12½ miles) were set aside for vehicles with three or more people by means of large diamonds painted inside the lane and by directional signs which will be strategically placed along the freeway.

Using the Diamond Lane

No special permit or sticker is needed to use the Diamond Lanes. THERE WILL BE NO BARRIERS, SO BUSES AND VEHICLES WITH THREE OR MORE PEOPLE CAN ENTER OR LEAVE THE DIAMOND LANE ANYWHERE ALONG THE ROUTE.

Hours of Operation

The Diamond Lane Freeway and on-ramp rules apply Monday through Friday between 6:30 a.m. and 9:30 a.m. and between 3:00 p.m. and 7:00 p.m.

Using the Ramp

Any car with two or more passengers (including children) may use the Diamond ramp and bypass the meter, but they must use caution in the merging area. All vehicles must obey signals and signs at the street entrance to the ramp.

## Ramp Locations with Carpool Bypasses

### Eastbound (to Los Angeles)

Cloverfield Blvd.  
Bundy Drive  
Manning Ave.  
Venice Blvd.  
Crenshaw Blvd.  
Western Ave.  
Vermont Ave.

### Westbound (to Santa Monica)

Hoover (20th St.)  
Vermont Ave.  
Western Ave.  
Crenshaw Blvd.  
Fairfax Avenue

### Special Ramp Westbound

Flower Street, towards the northbound Harbor Freeway (between 23rd St. and Adams Blvd.), for Santa Monica Freeway buses and carpools only - all day, 7 days a week.

Carpools can enter the westbound Diamond Lane directly from the Harbor Freeway interchange without crossing other freeway lanes.

### Project Enforcement

The California Highway Patrol enforces the use of the special bus-carpool lane and assure safe operation of the rest of the freeway. Violators are cited.

### Bus Service on Diamond Lane

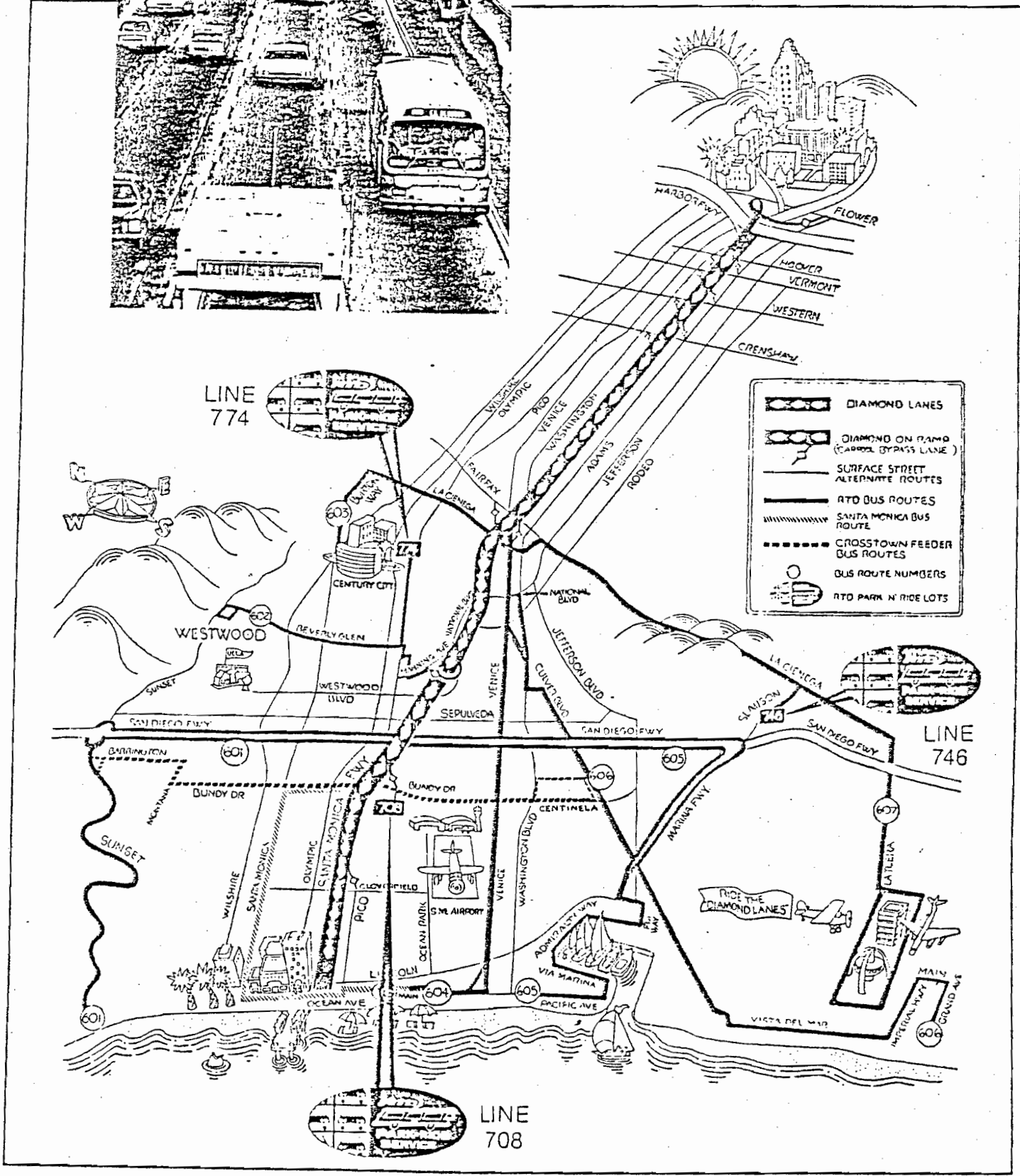
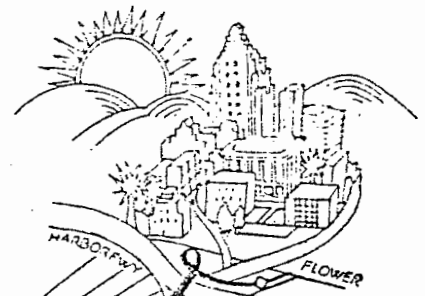
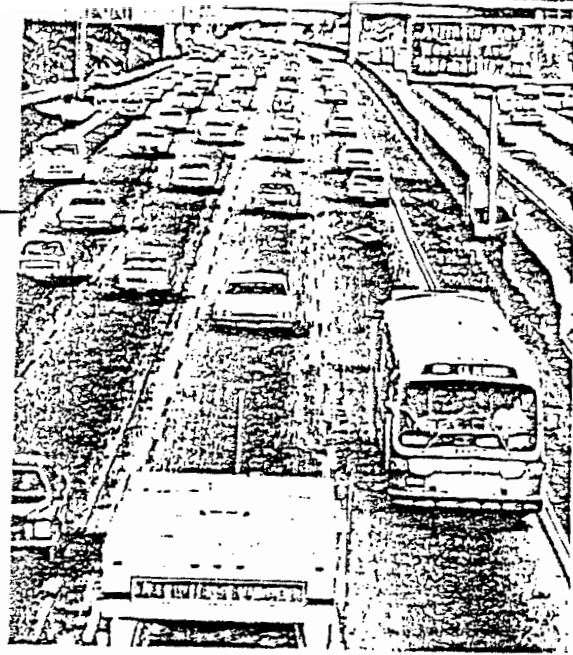
At project implementation SCRTD was operating 66 buses on 10 routes and SMMBL was operating 6 buses over one route (see following map).

### Purpose for Implementing Diamond Lane Project

The purpose of the Diamond Lane is to see if by thus creating service and travel time incentives, people can be encouraged to form carpools or ride the bus.

To explain why the project was undertaken, it is necessary to recall some of the conditions which have arisen over recent years, starting in the late 1960's, which have had substantial impacts upon the provision of transportation services.

# OVERVIEW OF THE SANTA MONICA DIAMOND LANE PROJECT



First, there has been a continual increase in auto and truck travel both in the nation and in the Los Angeles area. Only the brief period of the oil embargo saw a faltering in this general rise in vehicle miles traveled. This rise will cause increased congestion on all streets and highways unless some method is found to either increase the capacity of our transportation facilities or use the existing system more efficiently.

Second, a feeling has risen in the community that building additional freeways will not solve the traffic congestion problems. This feeling has been expressed through our political institutions, and it, along with other factors, has resulted in deletion of major portions of projected increases in freeway facilities.

Third, inflation, which has outstripped our ability to finance the highway system and redistribution of those funds has drastically curtailed the ability of State and local governments to finance new facilities. This fact plus just common sense and good business management tells us that the facilities which have been built and paid for should be used as efficiently as possible.

Fourth, the Arab oil embargo helped direct the national consciousness toward the goal of conservation of energy. No longer are our petroleum supplies considered unlimited. The need for energy efficient transportation systems and reduction of vehicle miles traveled, hopefully without loss of personal mobility has become increasingly clear.

Finally, the regional and national concern about air pollution, a substantial part of which derives from the use of the internal combustion engine, resulted in the Federal Clean Air Act of 1970, which mandates that the States, or if not the States, the Federal Government, will establish programs to bring air quality up to minimum Federal Air Quality standards by May, 1977. Since California failed to submit a plan, the Environmental Protection Agency imposed its own plan, portions of which were to be highly restrictive of personal mobility and thus extremely disruptive to the community both socially and economically.

In response to the EPA imposed plan for reduction of air pollution, State and local government through the Southern California Association of Governments developed a substitute Transportation Control plan which would enable progress to be made toward the goal of reduced air pollution with a minimum of sacrifice of personal mobility.

The principal element of this substitute plan is a program to encourage the use of high occupancy vehicles on several of the freeways in the Los Angeles Basin. It is recognized that one method of reducing air pollution is to reduce the amount of automobile travel in the area. If we are to reduce automobile travel without sacrificing personal mobility, the number of people riding in each vehicle will have to increase.

The first phase of the High Occupancy Vehicle program addresses which of four methods of preferential treatment will be most effective in terms of encouraging people to switch to carpools and buses. Reserving an existing lane for carpools and buses as was done on the Santa Monica Freeway is only one of the four methods to be tried. A second method will be used on the upcoming San Diego Freeway project, in which the median shoulder can be used as a preferential lane. The exclusive bus lanes on the San Bernardino Freeway is a third method, and the fourth involves ramp by-pass lanes without preferential lanes on the freeway proper, as is being planned on the Harbor and Golden State Freeways.

The second phase of the High Occupancy Vehicle Program will consist of applying appropriate methods to other selected freeways in the area based on experience gained in Phase I.

#### Operational Objectives

In order to measure the progress of the project in meeting its stated purpose of reducing vehicle miles traveled a number of minimum operational objectives have been established.

The minimum operational objectives and progress toward meeting them are reported as follows:

1. The freeway as a whole should carry at least as many people in the after condition as it did before the project started. The latest count of June 24, 1976 shows the freeway as a whole carrying 101% of the people in the a.m. peak direction as compared to the before condition. Caltrans checks have shown a steady increase in the number of persons using the freeway. On March 15, 1976, the number was only 77% of the before condition.
2. The Diamond Lanes should carry at least as many people in the after condition as it did before the project started. At the present time in the a.m. period of operation, eastbound, the Diamond Lane is carrying 85% of the number of people carried before the project started in 20% of the number of vehicles. For the peak

one hour of operation in the a.m. (7:30 a.m. - 8:30 a.m.), eastbound, the total number of people carried now is 2,120 compared to 2,160 before the project started.

3. Another objective of the project is to minimize the diversion of freeway traffic to the parallel city streets. Caltrans data indicates that travel on the parallel major city streets was -- about 5,000 trips per day in the ninth week down 3,000 from the fourth week.
4. Travel times on the freeway, in the non-Diamond Lanes should be the same or less than before the project, including waiting time at the on-ramps. This should also be true for the city streets. At the present time these travel times on the freeway are very close to the pre-project times on the average. However, there are variations in individual motorist's travel times within the total period being measured.

On the freeway, the travel times have been decreasing gradually since the project began.

5. The Vehicle Occupancy rate should be increased. This is a measure which is directly indicative of the purpose of the project. The pre-project rate was about 1.20 persons per vehicle. During the 13th week of operation the rate was about 1.32; persons per vehicle, or an increase of 10% in people per vehicle. This means that the people traveling on a typical day in the 13th week would have traveled in 9,700 less vehicles than the same number of people before the project started. We understand from the Urban Mass Transportation Administration that this shift to carpools and buses has been greater than on any other project in the nation in a comparable time period. The reduction in vehicle usage should be reflected in a reduction in air pollution and gasoline usage. One of the things that we hope to learn is whether or not the reduction in air pollution from just one relatively small segment of the freeway system can actually be measured. Because air pollution is affected so much by atmospheric conditions, it will take a longer sampling period to determine the extent of such a reduction.
6. One of the important factors relating to the operation of the freeway is the accident rate. We want to see the accident rate no higher than before the project began. The number of accidents per week was very high the first two weeks, then dropped to a level somewhat above the

pre-project level. This is a real concern, and efforts are being made to determine and correct the causes. While all objectives which have been set for the project have not yet been reached, it is clear that substantial progress has been made toward them and that the progress is continuing. If the project were to stop at this point, we would not know whether or not the objectives can be reached. Also, because of seasonal variations which affect traffic conditions on our freeway system, it is necessary to evaluate the project for at least one year if a meaningful understanding of the merits and problems involved with this method of preferential treatment is attained.

For more detailed information on the performance of this project, reference is made to the attached Caltrans data summary of June 30, 1976. This summary provides both before counts and weekly progress counts from the implementation of the project on March 15, 1976.

#### Detailed Description of Bus Service on Project

##### A. Level of Bus Service on Diamond Lane

Prior to implementation of the Santa Monica Freeway Project on March 15, 1976, there were 18 buses assigned to lines operating on the Santa Monica Freeway. Upon implementation, an additional 48 buses were assigned to the old and new lines on the freeway bringing the total of buses assigned to line on the freeway to 66. In addition to this SMMBL added 6 buses at the implementation of the project. Through a series of service adjustments, SCRTD lowered this to 57 buses as of June 30, 1976. SMMBL was forced to add 4 buses early in the project due to the very heavy passenger loads. As of July 6, 1976, SCRTD reduces the number of buses committed to this project by 9 to 48. This reduction is effected by the elimination of Line 603 and reduction in service to the Park/Ride lots.

This service adjustment procedure is similar to that followed on other SCRTD projects. For instance, twenty-two changes have so far been made in the San Fernando Valley Grid and nine on the South Central Grid. Using the best data available, patronage projections are made for the various routes and a level of service commensurate with the projected demand is provided. These projected demands do not always materialize and on other lines



patronage is underestimated. Patronage forecasting at the route level is an inexact science and the data base is rather scanty. The resulting miscalculations in expected patronage are compensated for in the new service evaluation and adjustment period.

B. History of Bus Trips

The number of bus trips is higher than the number of buses assigned due to some buses making multiple trips. A large increase in trips occurred shortly after project implementation. There were many requests from the public and elected officials for later trips. To accommodate these requests, nearly all of the schedules on the lines were modified. The early bus was, in most cases, moved to an earlier time so that it would be able to return for a second late trip. The history of bus trips is as follows:

	<u>A.M. Peak Trips</u>		
	<u>SCRTD</u>	<u>SMMBL</u>	<u>TOTAL</u>
Prior to March 15, 1976	18	0	18
March 15, 1976	68	6	74
May 6, 1976	75	10	85
June 30, 1976	67	10	77
July 6, 1976	57	10	67

Mid-day service is provided on the 607 line at 30-minute headways and at hourly headways on the Santa Monica Muni 10 Line.

C. Bus Patronage

Prior to the implementation of the project there was an average of around 630 a.m. passengers or 1,100 a.m. and p.m. passengers per weekday. On the first day of operation the patronage increased to 2,110 a.m. and p.m. passengers. By June 24, 1976, this number had risen to 3,807 passengers. These figures include both SCRTD and SMMBL passenger counts.

It took the El Monte Busway 8 months to show the same gain in ridership that the Santa Monica project has shown in 3½ months.

In the attached Caltrans data report of June 25, 1976, a history of patronage growth in weekly totals is presented. Also, the graph of the patronage growth is presented in the graphs from the Caltrans 9th week report.

D. Bus Costs

For fiscal year 1977 it is estimated that the bus operation cost for the 30 remaining buses added for this project will be \$1.6 million dollars.

The original 18 buses are not considered a part of the project costs as they were in operation before the project started. The cost for operating these buses for FY 1977 is \$990,000.

E. Fare Structure

<u>One-Way Fare</u>	<u>Description</u>	<u>Lines Where Applicable</u>
45¢	35¢ base + 10¢ premium	602, (part 604, 606, 607)
80¢	70¢ two-zone fare + 10¢ premium	601, 608, 605, (part 604, 606, 607)
65¢	One-zone Park/Ride	746 Fox Hills Park/Ride

Passes

Regular Line Service

\$14 - One Zone  
 \$25 - Two Zone

Park/Ride Passengers

\$25 - 746 Fox Hills Park/Ride  
 \$37.50 - 708 Santa Monica Park/Ride

These fares went into effect on July 1, 1976.

## F. Passenger Revenue

A completely accurate estimate of revenue on these buses is not possible until after the on-board survey has been analyzed. However, it is reasonable to assume an average fare of 60¢, based on the new fare structure. With 2,600 SCRTD passengers per day at an average fare of 60¢, an estimate of \$1,560 per day can be made. This computes to about a 15% return of cost.

This is not an unusually low revenue to cost figure for a new regional service. Peak hour service in general is expensive to operate whether it is on established surface street lines or the freeway. In addition this service is still quite new and its productivity is continuing to improve. The revenue has increased markedly due to the upward trend in patronage and the fare increase. Costs have been and will continue to be cut through the elimination of unproductive buses and by increasing the productivity of buses by reassignment, schedule changes and route modifications.

### Financing of project

The operational cost of SCRTD buses on this project is funded from SCRTD general funds which include contributions from fares, SB 325 sales tax, Federal Section 5 operating funds, operational assistance from the County of Los Angeles and other sources.

The operational cost of the SMMBL buses are funded by fares, SB 325 tax funds, the City of Santa Monica and the County of Los Angeles.

The modification to the freeway was financed by the State of California and the FHWA.

The Urban Mass Transportation Administration has contributed \$807,000 to be used only for marketing, data collection and administration. SCRTD is the recipient and charged with contract administration. Caltrans is allocated about \$400,000 of the grant money, SCRTD \$230,000 and SMMBL \$93,000.

FREEWAY - ALL LANES - EASTBOUND

07/30/76

6 - 10 A.M.

3 - 7 P.M.

	<u>Vehicles</u>	<u>People</u>	<u>Vehicles</u>	<u>People</u>
Before (3/3/75)	<u>28,600 (100%)</u>	<u>33,800 (100%)</u>	<u>27,650 (100%)</u>	<u>35,100 (100%)</u>
1st Day (3/15/76)	<u>20,700 (72.4%)</u>	<u>26,100 (77.2%)</u>	<u>23,700 (85.7%)</u>	<u>30,120 (85.8%)</u>
Fri. (3/19/76)	<u>23,000 (80.4%)</u>	<u>30,100 (89.0%)</u>	<u>23,750 (85.9%)</u>	<u>31,240 (89.0%)</u>
Thurs. (3/25/76)	<u>24,700 (86.4%)</u>	<u>31,700 (93.8%)</u>	<u>24,400 (88.2%)</u>	<u>31,550 (89.8%)</u>
Fri. (4/2/76)	<u>25,100 (87.7%)</u>	<u>31,900 (94.4%)</u>	<u>24,950 (90.2%)</u>	<u>33,550 (95.6%)</u>
Tues. (4/6/76)	<u>25,600 (89.4%)</u>	<u>32,850 (97.2%)</u>	<u>23,950 (86.6%)</u>	<u>30,850 (87.8%)</u>
Tues. (4/13/76)	<u>Rained out</u>		<u>25,200 (91.1%)</u>	<u>33,750 (96.1%)</u>
Thurs. (4/15/76)	<u>24,350 (85.1%)</u>	<u>31,400 (92.9%)</u>	<u>Rained out</u>	
Tues. (4/20/76)	<u>25,050 (87.5%)</u>	<u>32,050 (94.8%)</u>	<u>24,900 (90.0%)</u>	<u>32,800 (93.4%)</u>
Thurs. (4/22/76)	<u>25,400 (88.8%)</u>	<u>32,350 (95.7%)</u>	<u>24,800 (89.7%)</u>	<u>32,500 (92.6%)</u>
Tues. (4/27/76)	<u>24,900 (87.1%)</u>	<u>31,400 (92.9%)</u>	<u>25,000 (90.4%)</u>	<u>32,500 (92.6%)</u>
Thurs. (4/29/76)	<u>23,800 (83.2%)</u>	<u>29,400 (87.0%)</u>	<u>25,700 (92.9%)</u>	<u>33,700 (96.0%)</u>
Tues. (5/4/76)	<u>24,200 (84.6%)</u>	<u>29,200 (86.4%)</u>	<u>25,100 (90.8%)</u>	<u>32,500 (92.6%)</u>
Thurs. (5/6/76)	<u>24,100 (84.3%)</u>	<u>29,300 (86.7%)</u>	<u>25,100 (90.8%)</u>	<u>33,100 (94.3%)</u>
Tues. (5/11/76)	<u>23,900 (83.6%)</u>	<u>28,500 (84.3%)</u>	<u>25,600 (92.6%)</u>	<u>34,700 (98.9%)</u>
Thurs. (5/13/76)	<u>24,000 (83.9%)</u>	<u>28,400 (84.0%)</u>	<u>25,600 (92.6%)</u>	<u>35,550 (101.3%)</u>
Tues. (5/18/76)	<u>24,250 (84.8%)</u>	<u>30,700 (90.8%)</u>	<u>24,800 (89.7%)</u>	<u>34,900 (99.4%)</u>
Thurs. (5/20/76)	<u>24,100 (84.3%)</u>	<u>31,100 (92.0%)</u>	<u>24,600 (89.0%)</u>	<u>33,450 (95.3%)</u>
(11th Week)				
Tues. (5/25/76)	<u>24,800 (86.7%)</u>	<u>32,000 (94.7%)</u>	<u>24,900 (90.0%)</u>	<u>32,400 (92.3%)</u>
Thurs. (5/27/76)	<u>Data Not Recorded</u>		<u>25,300 (91.5%)</u>	<u>32,950 (93.9%)</u>
(12th Week)				
Tues. (6/1/76)	<u>24,650 (86.2%)</u>	<u>32,000 (94.7%)</u>	<u>25,900 (93.7%)</u>	<u>35,200 (100.3%)</u>
Thurs. (6/3/76)	<u>Data Not Recorded</u>		<u>25,800 (93.3%)</u>	<u>35,050 (99.8%)</u>
(13th Week)				
Tues. (6/8/76)	<u>24,600 (86.0%)</u>	<u>31,700 (93.8%)</u>	<u>26,150 (94.6%)</u>	<u>36,000 (102.6%)</u>
Thurs. (6/10/76)	<u>Rained Out</u>		<u>25,500 (92.2%)</u>	<u>34,400 (98.0%)</u>
(14th Week)				
Tues. (6/15/76)	<u>26,800 (93.7%)</u>	<u>34,700 (102.7%)</u>	<u>26,150 (94.6%)</u>	<u>35,650 (101.6%)</u>
Thurs. (6/17/76)	<u>26,700 (93.4%)</u>	<u>34,650 (102.5%)</u>	<u>25,950 (93.8%)</u>	<u>35,100 (100.0%)</u>
(15th Week)				
Tues. (6/22/76)	<u>27,100 (94.8%)</u>	<u>35,700 (105.6%)</u>	<u>25,600 (92.6%)</u>	<u>34,950 (99.6%)</u>
Thurs. (6/24/76)	<u>26,250 (91.8%)</u>	<u>34,350 (101.6%)</u>	<u>26,950 (97.5%)</u>	<u>37,950 (108.1%)</u>

6 - 10 A.M.

3 - 7 P.M.

	<u>Vehicles</u>	<u>People</u>	<u>Vehicles</u>	<u>People</u>
Before (3/3/75)	<u>24,450 (100%)</u>	<u>25,600 (100%)</u>	<u>28,250 (100%)</u>	<u>35,900 (100%)</u>
1st Day (3/15/76)	<u>17,000 (75.7%)</u>	<u>21,100 (82.4%)</u>	<u>21,800 (77.2%)</u>	<u>27,500 (76.7%)</u>
Thurs. (3/18/76)	<u>Not Available</u>		<u>22,600 (80.0%)</u>	<u>30,000 (83.6%)</u>
Thurs. (3/25/76)	<u>21,200 (86.7%)</u>	<u>25,600 (100%)</u>	<u>20,200 (71.5%)</u>	<u>28,000 (78.1%)</u>
Fri. (4/2/76)	<u>21,400 (87.5%)</u>	<u>25,728 (100.5%)</u>	<u>21,100 (74.7%)</u>	<u>29,500 (82.2%)</u>
Thurs. (4/8/76)	<u>22,000 (90.0%)</u>	<u>26,700 (104.3%)</u>	<u>20,900 (74.0%)</u>	<u>28,400 (79.1%)</u>
Tues. (4/13/76)	<u>Rained out</u>		<u>21,000 (74.7%)</u>	<u>29,725 (82.8%)</u>
Thurs. (4/15/76)	<u>21,550 (88.1%)</u>	<u>26,450 (103.3%)</u>	<u>Rained out</u>	
Tues. (4/20/76)	<u>22,000 (89.9%)</u>	<u>26,600 (103.8%)</u>	<u>20,100 (71.1%)</u>	<u>28,800 (80.1%)</u>
Thurs. (4/22/76)	<u>21,350 (87.3%)</u>	<u>25,800 (100.7%)</u>	<u>19,800 (70.1%)</u>	<u>28,500 (79.4%)</u>
Tues. (4/27/76)	<u>21,200 (86.7%)</u>	<u>25,500 (99.6%)</u>	<u>20,600 (72.9%)</u>	<u>29,200 (81.3%)</u>
Thurs. (4/29/76)	<u>20,000 (82.0%)</u>	<u>24,500 (95.7%)</u>	<u>21,000 (74.7%)</u>	<u>29,500 (82.2%)</u>
Tues. (5/4/76)	<u>21,100 (86.3%)</u>	<u>25,400 (99.2%)</u>	<u>20,200 (71.5%)</u>	<u>28,600 (79.7%)</u>
Thurs. (5/6/76)	<u>21,000 (85.9%)</u>	<u>25,100 (98.0%)</u>	<u>20,500 (72.6%)</u>	<u>29,720 (82.8%)</u>
Tues. (5/11/76)	<u>21,300 (87.1%)</u>	<u>25,300 (98.8%)</u>	<u>21,100 (74.7%)</u>	<u>30,700 (85.5%)</u>
Thurs. (5/13/76)	<u>20,700 (84.7%)</u>	<u>24,600 (96.1%)</u>	<u>19,600 (69.4%)</u>	<u>28,800 (80.2%)</u>
Tues. (5/18/76)	<u>22,200 (90.8%)</u>	<u>26,385 (103.1%)</u>	<u>19,300 (68.3%)</u>	<u>27,700 (77.2%)</u>
Thurs. (5/20/76)	<u>21,000 (85.9%)</u>	<u>25,000 (97.6%)</u>	<u>18,850 (66.7%)</u>	<u>27,150 (75.6%)</u>
(11th Week)				
Tues. (5/25/76)	<u>21,900 (89.6%)</u>	<u>26,000 (101.6%)</u>	<u>22,400 (79.3%)</u>	<u>31,300 (87.2%)</u>
Thurs. (5/27/76)	<u>Data Not Recorded</u>		<u>21,450 (75.3%)</u>	<u>30,850 (85.9%)</u>
(12th Week)				
Tues. (6/1/76)	<u>20,650 (84.4%)</u>	<u>25,300 (98.8%)</u>	<u>21,700 (76.8%)</u>	<u>30,700 (85.5%)</u>
Thurs. (6/3/76)	<u>Data Not Recorded</u>		<u>21,100 (74.7%)</u>	<u>30,600 (85.2%)</u>
(13th Week)				
Tues. (6/8/76)	<u>23,000 (94.1%)</u>	<u>27,750 (108%)</u>	<u>19,800 (70.1%)</u>	<u>28,650 (79.8%)</u>
Thurs. (6/10/76)	<u>Rained Out</u>		<u>22,200 (78.6%)</u>	<u>32,000 (89.1%)</u>
(14th Week)				
Tues. (6/15/76)	<u>23,400 (95.7%)</u>	<u>28,650 (111.9%)</u>	<u>20,750 (73.4%)</u>	<u>29,750 (82.9%)</u>
Thurs. (6/17/76)	<u>23,100 (94.5%)</u>	<u>28,250 (110.4%)</u>	<u>23,000 (81.4%)</u>	<u>33,100 (92.2%)</u>
(15th Week)				
Tues. (6/22/76)	<u>20,100 (82.2%)</u>	<u>25,100 (98.0%)</u>	<u>22,700 (80.4%)</u>	<u>32,350 (90.1%)</u>
Thurs. (6/24/76)	<u>21,450 (87.7%)</u>	<u>26,600 (103.9%)</u>	<u>22,200 (78.6%)</u>	<u>32,300 (90.0%)</u>

	Eastbound		Westbound	
	<u>Vehicles</u>	<u>People</u>	<u>Vehicles</u>	<u>People</u>
Before (3/75) (3 hours)	<u>23,000 (100%)</u>	<u>27,150 (100%)</u>	<u>18,050 (100%)</u>	<u>18,950 (100%)</u>
Tues. (5/11/76)	<u>19,400 (84.3%)</u>	<u>22,900 (84.3%)</u>	<u>17,250 (95.6%)</u>	<u>20,450 (107.9%)</u>
Thurs. (5/13/76)	<u>19,000 (82.6%)</u>	<u>22,400 (82.5%)</u>	<u>16,200 (89.8%)</u>	<u>19,300 (101.8%)</u>
Tues. (5/18/76)	<u>19,300 (83.9%)</u>	<u>23,200 (85.4%)</u>	<u>16,200 (89.8%)</u>	<u>19,500 (102.9%)</u>
Thurs. (5/20/76)	<u>19,400 (84.3%)</u>	<u>23,600 (86.9%)</u>	<u>16,850 (93.4%)</u>	<u>20,150 (106.3%)</u>
(11th Week) Tues. (5/25/76)	<u>19,450 (84.6%)</u>	<u>23,450 (86.4%)</u>	<u>17,050 (94.5%)</u>	<u>20,350 (107.4%)</u>
Thurs. (5/27/76)	<u>Data Not Recorded</u>		<u>Data Not Recorded</u>	
(12th Week) Tues. (6/1/76)	<u>19,000 (82.6%)</u>	<u>23,250 (85.6%)</u>	<u>15,800 (87.5%)</u>	<u>19,500 (102.9%)</u>
Thurs. (6/3/76)	<u>Data Not Recorded</u>		<u>Data Not Recorded</u>	
(13th Week) Tues. (6/8/76)	<u>19,250 (83.7%)</u>	<u>23,450 (86.4%)</u>	<u>16,550 (91.7%)</u>	<u>20,200 (106.6%)</u>
Thurs. (6/10/76)	<u>Rained Out</u>		<u>Rained Out</u>	
(14th Week) Tues. (6/15/76)	<u>20,150 (87.6%)</u>	<u>24,850 (91.5%)</u>	<u>17,400 (96.4%)</u>	<u>21,500 (113.4%)</u>
Thurs. (6/17/76)	<u>20,000 (87.0%)</u>	<u>24,750 (91.2%)</u>	<u>17,650 (97.8%)</u>	<u>21,700 (114.5%)</u>
(15th Week) Tues. (6/22/76)	<u>19,900 (86.5%)</u>	<u>24,950 (91.9%)</u>	<u>15,850 (87.8%)</u>	<u>19,900 (105.0%)</u>
Thurs. (6/24/76)	<u>19,200 (83.5%)</u>	<u>24,150 (89.0%)</u>	<u>16,300 (90.3%)</u>	<u>20,350 (107.4%)</u>

## DIAMOND LANE - EAST BOUND

6 - 10 A.M.

3 - 7 P.M.

	<u>Total Vehicles*</u>	<u>Total People<sup>+</sup></u>	<u>Total Vehicles*</u>	<u>Total People</u>
Before (3/3/75)	<u>5720 (100%)</u>	<u>6750 (100%)</u>	<u>5530 (100%)</u>	<u>7023 (100%)</u>
1st Day (3/15/76)	<u>806 (14.1%)</u>	<u>3351 (49.6%)</u>	<u>1501 (27.1%)</u>	<u>3911 (55.7%)</u>
Fri. (3/19/76)	<u>975 (17.0%)</u>	<u>4593 (68.0%)</u>	<u>1883 (34.0%)</u>	<u>5440 (77.5%)</u>
Thurs. (3/25/76)	<u>1046 (18.3%)</u>	<u>4532 (67.1%)</u>	<u>1875 (33.9%)</u>	<u>5045 (71.8%)</u>
Fri. (4/2/76)	<u>901 (15.8%)</u>	<u>4159 (61.6%)</u>	<u>2092 (37.8%)</u>	<u>6610 (94.1%)</u>
Tues. (4/6/76)	<u>972 (17.0%)</u>	<u>4647 (68.8%)</u>	<u>1491 (27.0%)</u>	<u>4333 (61.7%)</u>
Tues. (4/13/76)	Rained out		<u>2998 (54.2%)</u>	<u>6700 (95.4%)</u>
Thurs. (4/15/76)	<u>1099 (19.2%)</u>	<u>4897 (72.5%)</u>	Rained out	
Tues. (4/20/76)	<u>1115 (19.5%)</u>	<u>5022 (74.4%)</u>	<u>1756 (31.8%)</u>	<u>5274 (75.1%)</u>
Thurs. (4/22/76)	<u>999 (17.5%)</u>	<u>4972 (73.6%)</u>	<u>1775 (32.1%)</u>	<u>5076 (75.3%)</u>
Tues. (4/27/76)	<u>954 (16.7%)</u>	<u>4535 (67.0%)</u>	<u>1624 (29.4%)</u>	<u>5043 (71.8%)</u>
Thurs. (4/29/76)	<u>1022 (17.9%)</u>	<u>4772 (71.0%)</u>	<u>1773 (32.1%)</u>	<u>5461 (77.8%)</u>
Tues. (5/4/76)	<u>955 (16.7%)</u>	<u>4481 (66.4%)</u>	<u>1412 (25.5%)</u>	<u>4413 (62.8%)</u>
Thurs. (5/6/76)	<u>978 (17.1%)</u>	<u>4868 (72.1%)</u>	<u>1467 (26.5%)</u>	<u>4730 (67.4%)</u>
Tues. (5/11/76)	<u>1105 (19.3%)</u>	<u>4796 (71.0%)</u>	<u>1553 (28.1%)</u>	<u>5059 (72.0%)</u>
Thurs. (5/13/76)	<u>1096 (19.2%)</u>	<u>4636 (68.7%)</u>	<u>1730 (31.3%)</u>	<u>5861 (83.4%)</u>
<hr/>				
NEW A.M. HOURS				
(6:30 - 9:30)				
<hr/>				
Before (3/75)	<u>4450 (100%)</u>	<u>5250 (100%)</u>		
7 hours				
Tues. (5/11/76)	<u>826 (18.6%)</u>	<u>4288 (81.7%)</u>		
Thurs. (5/13/76)	<u>837 (18.8%)</u>	<u>4142 (78.9%)</u>		
Tues. (5/18/76)	<u>843 (18.9%)</u>	<u>4413 (84.0%)</u>	<u>2074 (37.5%)</u>	<u>6957 (99.1%)</u>
Thurs. (5/20/76)	<u>818 (18.4%)</u>	<u>4131 (78.7%)</u>	<u>1919 (34.7%)</u>	<u>5839 (83.1%)</u>
(11th Week)				
Tues. (5/25/76)	<u>857 (19.2%)</u>	<u>4520 (86.1%)</u>	<u>1380 (25.0%)</u>	<u>4313 (61.4%)</u>
Thurs. (5/27/76)	<u>847 (19.0%)</u>	<u>4223 (80.4%)</u>	<u>1528 (27.6%)</u>	<u>4620 (65.8%)</u>
Tues. (6/1/76)	<u>791 (17.8%)</u>	<u>4116 (78.4%)</u>	<u>1702 (30.8%)</u>	<u>5406 (77.0%)</u>
Thurs. (6/3/76)	<u>895 (20.1%)</u>	<u>4459 (84.9%)</u>	<u>1773 (32.1%)</u>	<u>5325 (75.8%)</u>

\* Includes violators and non-project buses

+ includes estimated 200 persons in non-project buses (Greyhound, Trailways, Airporttransit, etc.)

DIAMOND LANE - EASTBOUND

6:30 - 9:30 A.M.

3 - 7 P.M.

	Total Vehicles*	Total People+	Total Vehicles*	Total People
( 3th Week)				
Tues. (6/8/76)	<u>820 (18.4%)</u>	<u>4120 (78.5%)</u>	<u>1883 (34.0%)</u>	<u>6061 (86.3%)</u>
Thurs. (6/10/76)	Rained Out		<u>1860 (33.6%)</u>	<u>5805 (82.6%)</u>
(14th Week)				
Tues. (6/15/76)	<u>981 (22.0%)</u>	<u>4739 (90.3%)</u>	<u>2339 (42.3%)</u>	<u>7028 (100.1%)</u>
Thurs. (6/17/76)	<u>879 (19.8%)</u>	<u>4318 (82.2%)</u>	<u>1983 (35.8%)</u>	<u>5665 (80.7%)</u>
(15th Week)				
Tues. (6/22/76)	<u>1004 (22.6%)</u>	<u>5072 (96.6%)</u>	<u>2086 (37.7%)</u>	<u>6516 (92.8%)</u>
Thurs. (6/24/76)	<u>1011 (22.7%)</u>	<u>4880 (93.0%)</u>	<u>2550 (46.1%)</u>	<u>7962 (113.3%)</u>

\*Includes violators and non-project buses

+Includes estimated 200 persons in non-project buses (Greyhound, Trailways, Airporttransit, etc.)



DIAMOND LANE - WESTBOUND

6 - 10 A.M.

3 - 7 P.M.

	<u>Total Vehicles*</u>	<u>Total People<sup>+</sup></u>	<u>Total Vehicles*</u>	<u>Total People</u>
Before (3/3/75)	<u>5610 (100%)</u>	<u>6620 (100%)</u>	<u>7060 (100%)</u>	<u>8968 (100%)</u>
1st Day (3/15/76)	<u>1008 (18.0%)</u>	<u>2812 (42.5%)</u>	<u>1408 (19.9%)</u>	<u>4769 (53.2%)</u>
Fri. (3/19/76)	<u>852 (15.1%)</u>	<u>2590 (39.1%)</u>	<u>1876 (26.6%)</u>	<u>6655 (74.2%)</u>
Thurs. (3/25/76)	<u>771 (13.7%)</u>	<u>2373 (35.8%)</u>	<u>1751 (24.8%)</u>	<u>6608 (73.7%)</u>
Fri. (4/2/76)	<u>756 (13.5%)</u>	<u>2228 (33.7%)</u>	<u>1973 (27.9%)</u>	<u>7272 (81.1%)</u>
Tues. (4/6/76)	<u>792 (14.1%)</u>	<u>2501 (37.8%)</u>	<u>1728 (24.5%)</u>	<u>6473 (72.2%)</u>
Tues. (4/13/76)	Rained out		<u>2073 (29.4%)</u>	<u>7321 (81.6%)</u>
Thurs. (4/15/76)	<u>945 (16.8%)</u>	<u>2955 (44.6%)</u>	Rained out	
Tues. (4/20/76)	<u>935 (16.7%)</u>	<u>2780 (42.0%)</u>	<u>1935 (27.4%)</u>	<u>7148 (79.7%)</u>
Thurs. (4/22/76)	<u>876 (15.6%)</u>	<u>2656 (40.1%)</u>	<u>1873 (26.5%)</u>	<u>7154 (79.8%)</u>
Tues. (4/27/76)	<u>824 (14.7%)</u>	<u>2436 (36.8%)</u>	<u>1696 (24.0%)</u>	<u>6704 (74.8%)</u>
Thurs. (4/29/76)	<u>973 (17.3%)</u>	<u>2969 (44.8%)</u>	<u>1594 (22.6%)</u>	<u>6283 (70.1%)</u>
Tues. (5/4/76)	<u>875 (15.6%)</u>	<u>2569 (38.8%)</u>	<u>1666 (23.6%)</u>	<u>6709 (74.8%)</u>
Thurs. (5/6/76)	<u>770 (13.7%)</u>	<u>2274 (34.4%)</u>	<u>1998 (28.3%)</u>	<u>7997 (89.2%)</u>
Tues. (5/11/76)	<u>927 (16.5%)</u>	<u>2690 (40.6%)</u>	<u>1675 (23.7%)</u>	<u>6961 (77.6%)</u>
Thurs. (5/13/76)	<u>915 (16.3%)</u>	<u>2618 (39.5%)</u>	<u>1716 (24.3%)</u>	<u>6989 (77.9%)</u>
<hr/> <hr/>				
N. V. A.M. HOURS (6:30 - 9:30)	_____	_____	_____	_____
Before (3/75) 3 hours	<u>4364 (100%)</u>	<u>5154 (100%)</u>	_____	_____
Tues. (5/11/76)	<u>661 (15.1%)</u>	<u>2046 (39.7%)</u>	_____	_____
Thurs. (5/13/76)	<u>701 (16.1%)</u>	<u>2086 (40.5%)</u>	_____	_____
Tues. (5/18/76)	<u>695 (15.9%)</u>	<u>2154 (41.8%)</u>	<u>1772 (25.1%)</u>	<u>6854 (76.4%)</u>
Thurs. (5/20/76)	<u>657 (15.0%)</u>	<u>2012 (39.1%)</u>	<u>1920 (27.2%)</u>	<u>6997 (78.0%)</u>
(1st Week)				
Tues. (5/25/76)	<u>664 (15.2%)</u>	<u>2016 (39.1%)</u>	<u>1664 (23.6%)</u>	<u>6666 (74.3%)</u>
Thurs. (5/27/76)	<u>662 (15.2%)</u>	<u>2008 (39.0%)</u>	<u>1934 (27.4%)</u>	<u>7622 (85.0%)</u>
Tues. (6/1/76)	<u>770 (17.6%)</u>	<u>2382 (46.2%)</u>	<u>1845 (26.1%)</u>	<u>6310 (70.4%)</u>
Thurs. (6/3/76)	<u>669 (15.3%)</u>	<u>2046 (39.7%)</u>	<u>1793 (25.4%)</u>	<u>6834 (76.2%)</u>

\*Includes violators and non-project buses

+Includes estimated 200 persons in non-project buses (Greyhound, Trailways, Airporttransit, etc.)

DIAMOND LANE - WESTBOUND

6:30 - 9:30 A.M.

3 - 7 P.M.

	Total Vehicles*	Total People+	Total Vehicles*	Total Pe
(13th Week)				
Tues. (6/8/76)	<u>658 (15.1%)</u>	<u>2101 (40.8%)</u>	<u>1650 (23.4%)</u>	<u>6351 (7</u>
Thurs. (6/10/76)	<u>Rained Out</u>	<u></u>	<u>1762 (25.0%)</u>	<u>6871 (7</u>
(14th Week)				
Tues. (6/15/76)	<u>764 (17.5%)</u>	<u>2353 (45.6%)</u>	<u>1968 (27.9%)</u>	<u>7196 (8</u>
Thurs. (6/17/76)	<u>723 (16.6%)</u>	<u>2253 (43.7%)</u>	<u>2109 (29.9%)</u>	<u>8006 (89</u>
(15th Week)				
Tues. (6/22/76)	<u>868 (19.9%)</u>	<u>2673 (51.9%)</u>	<u>1943 (27.5%)</u>	<u>7445 (83</u>
Thurs. (6/24/76)	<u>813 (18.6%)</u>	<u>2541 (49.3%)</u>	<u>2243 (31.8%)</u>	<u>8395 (93</u>

\*Includes violators and non-project buses

+Includes estimated 200 persons in non-project buses (Greyhound, Trailways, Airporttransit, etc.)

BEFORE 7-HR. Before	CAR POOLS 7950 (100%) <u>10,200 (100%)</u>	BUS RIDERS <sup>+</sup> <u>6,300 (100%)</u>	TOTAL PEOPLE* 117,300 (100%) <u>150,500 (100%)</u>
1st Week	<u>16,963 (166.3%)</u>	<u>12,509 (198.5%)</u>	<u>81,176 (53.9%)</u>
2nd Week	<u>19,149 (187.7%)</u>	<u>14,761 (234.3%)</u>	<u>88,887 (59.1%)</u>
3rd Week	<u>19,350 (189.7%)</u>	<u>15,409 (244.5%)</u>	<u>89,684 (59.6%)</u>
4th Week	<u>19,620 (192.4%)</u>	<u>15,900 (252.3%)</u>	<u>90,026 (59.8%)</u>
5th Week	<u>24,950 (244.6%)</u>	<u>18,020 (217.1%)<sup>+</sup></u>	<u>106,230 (70.6%)</u>
6th Week	<u>20,900 (204.5%)</u>	<u>19,850 (239.2%)</u>	<u>100,200 (66.6%)</u>
7th Week	<u>21,500 (210.9%)</u>	<u>19,230 (231.7%)</u>	<u>96,280 (64.0%)</u>
8th Week	<u>20,300 (199.0%)</u>	<u>19,700 (237.3%)</u>	<u>95,100 (63.2%)</u>
9th Week	<u>20,400 (200.0%)</u>	<u>19,900 (239.8%)</u>	<u>99,050 (65.8%)</u>
(7 HR.) 9th Week	<u>19,222 (241.8%)</u>	<u>19,900 (239.8%)</u>	<u>93,600 (79.8%)</u>
10th Week	<u>20,882 (263.1%)</u>	<u>19,700 (237.3%)</u>	<u>98,392 (83.9%)</u>
11th Week	<u>18,250 (229.6%)</u>	<u>20,200 (243.4%)</u>	<u>89,970 (76.7%)</u>
12th Week	<u>19,400 (244.0%)</u>	<u>19,850 (239.2%)</u>	<u>92,200 (78.6%)</u>
13th Week	<u>19,665 (247.4%)</u>	<u>19,510 (235.1%)</u>	<u>94,200 (80.3%)</u>
14th Week	<u>21,918 (275.7%)</u>	<u>20,050 (241.6%)</u>	<u>103,900 (88.6%)</u>
15th Week	<u>24,360 (306.4%)</u>	<u>21,235 (255.8%)</u>	<u>113,710 (96.9%)</u>
16th Week	_____	_____	_____
17th Week	_____	_____	_____
18th Week	_____	_____	_____
19th Week	_____	_____	_____
20th Week	_____	_____	_____

\*Total persons includes non-project buses and violators. The non-project buses (Greyhound, Trailways, Airporttransit, etc.) carry an estimated 20 persons each direction during each four hour period of Diamond Lane Operation.

+Beginning Week 5, Bus Ridership is based on all buses and not SCRTD and SMMBL only as was the case in Weeks 1-4. Ridership percentages have been modified accordingly -- the base comparison from 6300 to 8300 (6300 + 5 x 400).

EASTBOUND AM

WESTBOUND PM

Ramp	Overland	Manning	Lincoln	Hoover	La Cienega
Before	<u>9.5//5</u>	<u>10//6</u>	<u>5//3</u>	<u>6//3½</u>	<u>6//4½</u>
1st Week	<u>13//8</u>	<u>21//16</u>	<u>6//3</u>	<u>9½//8</u>	<u>9//4½</u>
2nd Week	<u>10½//7</u>	<u>13//11½</u>	<u>6//3</u>	<u>12½//8</u>	<u>9//4</u>
3rd Week	<u>8½//4</u>	<u>11½//10</u>	<u>6//2</u>	<u>11½//8</u>	<u>4½//4</u>
4th Week	<u>10//5½</u>	<u>14//9½</u>	<u>4 3/4//2</u>	<u>11½//8</u>	<u>4½//4</u>
5th Week	<u>Not available</u>			<u>Not available</u>	
6th Week	<u>7½//4</u>	<u>14 1/3//8</u>	<u>4//2½</u>	<u>12½//8</u>	<u>12½//6</u>
7th Week	<u>8½//5</u>	<u>9½//6</u>	<u>4 3/4//2</u>	<u>12//6</u>	<u>13½//6½</u>
8th Week	<u>8 3/4//3</u>	<u>3/4 12//5</u>	<u>3½//1 3/4</u>	<u>Not available</u>	
9th Week	<u>7½//4</u>	<u>Not available</u>		<u>12//5½</u>	<u>11½//5½</u>
10th Week	<u>8 3/4//5</u>	<u>11 3/4//6½</u>	<u>3//1½</u>	<u>10 1/3//</u>	<u>12 3/4//6½</u>
11th Week	<u>NA</u>	<u>10½//6</u>	<u>5½//2½</u>	<u>6 1/3</u>	<u>NA</u>
12th Week	<u>11//5</u>	<u>12½//6</u>	<u>5//2</u>	<u>10 1/3//</u>	
13th Week	<u>8 1/4//4</u>	<u>13 3/4//</u>	<u>5 3/4//2½</u>	<u>7 1/2</u>	
14th Week	<u>7//3½</u>	<u>N/A</u>	<u>2 3/4//1½</u>	<u>9 3/4//6</u>	<u>10//5</u>
15th Week	<u>6 1/3//3½</u>	<u>11 3/4//5</u>	<u>4 3/4//1½</u>	<u>9 3/4//6</u>	<u>9½ // 6</u>
16th Week	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>8//6</u>	<u>11//6½</u>
17th Week	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>12//7</u>	<u>14//6½</u>
18th Week	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
19th Week	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
20th Week	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>

Before range: 3 to 17 accidents/week

	PDO	Inj.	Total
1st Week	44	16	60
2nd Week	33	6	39
3rd Week	21	7	28
4th Week	17	4	21
5th Week	20	5	25
6th Week	26	4	30
7th Week	19	1	20
8th Week	20	1	21
9th Week	18	3	21
10th Week	23	9	32
11th Week	8	1	9
12th Week	17	3	20
13th Week	23	3	26
14th Week	16	3	19
15th Week	20	5	25
16th Week			
17th Week			
18th Week			
19th Week			
20th Week			

E/B (6 - 10 A.M.)

W/B (3 - 7 P.M.)

Before 3/75

20 minutes

21 minutes

1st Week

22 min. 57 sec.

26 min. 36 sec.

2nd Week

21 min. 0 sec.

26 min. 12 sec.

3rd Week

22 min. 0 sec.

24 min. 24 sec.

4th Week

18 min.

27 min. 45 sec.

5th Week

Not available

6th Week

22 min.

24 min.

7th Week

22 min.

23 min. 10 sec.

8th Week

20 min.

24 min.

9th Week

20 min.

21 min.

10th Week

17 min.

22 min.

11th Week

16 min.

19 min.

12th Week

20 min.

20 min.

13th Week

18 min.

22 min.

14th Week

16 min.

21 min.

15th Week

19 min.

18 min.

16th Week

17th Week

18th Week

19th Week

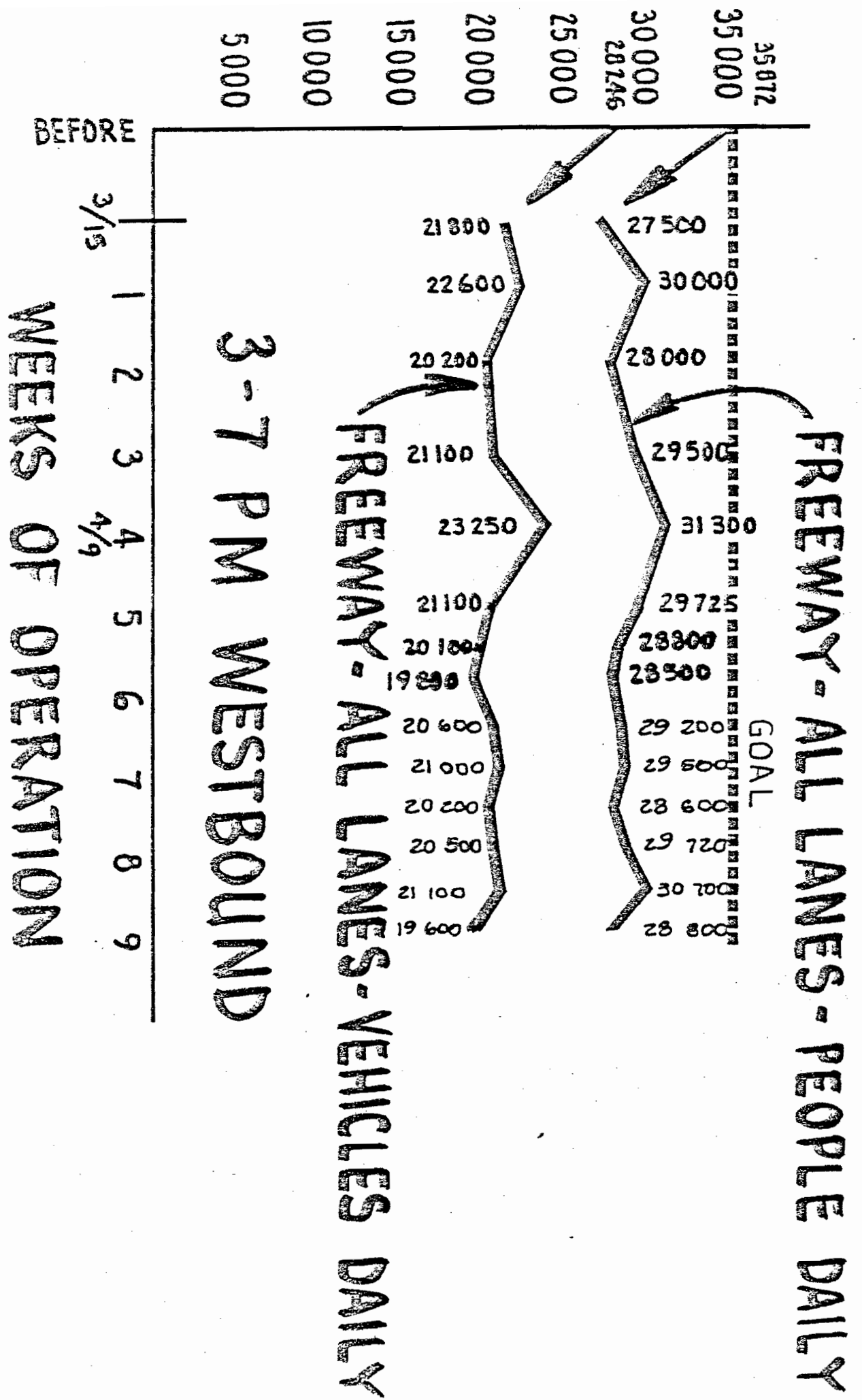
                    

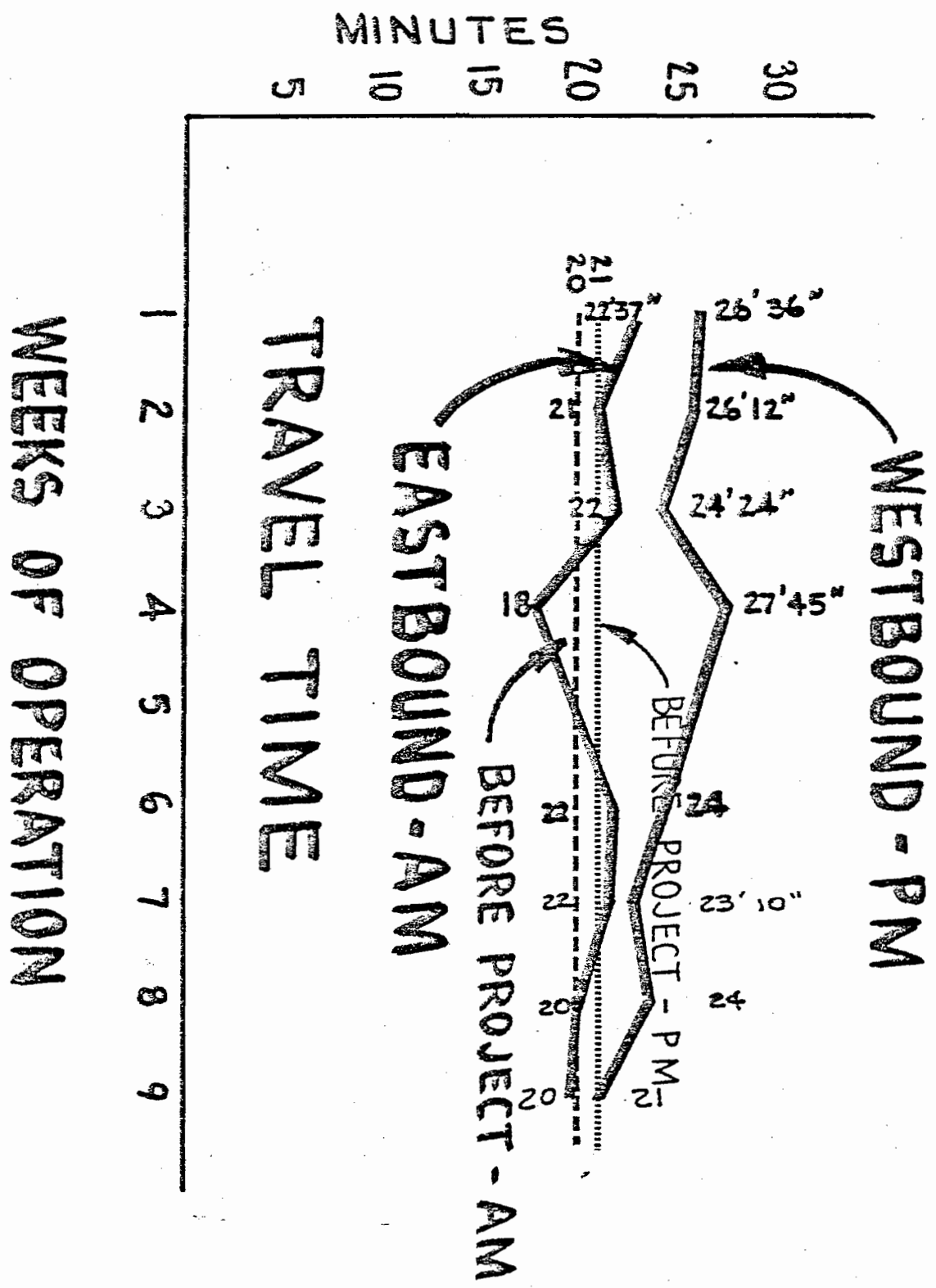
20th Week

Graphs from Caltrans

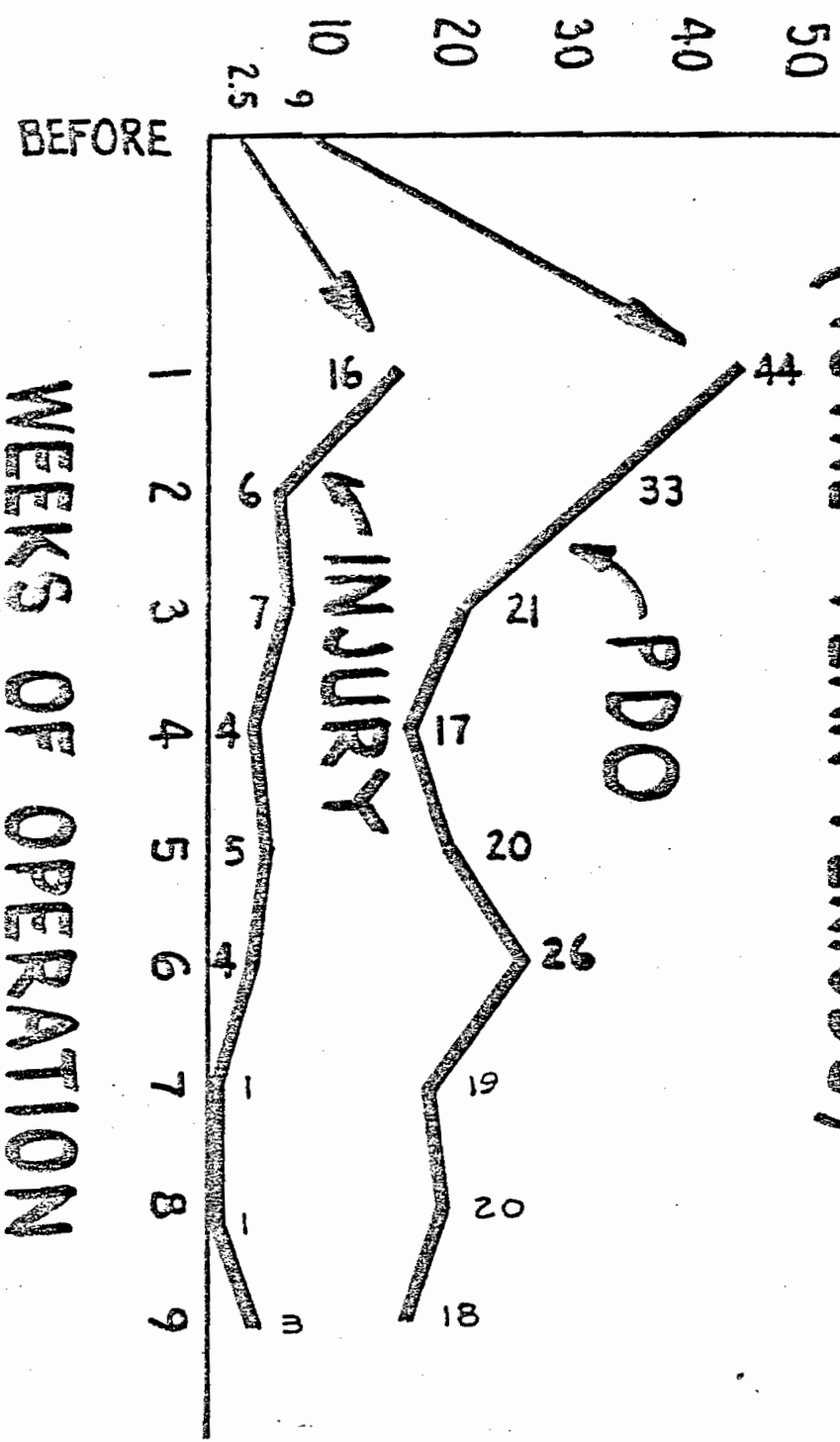
9th Week Report

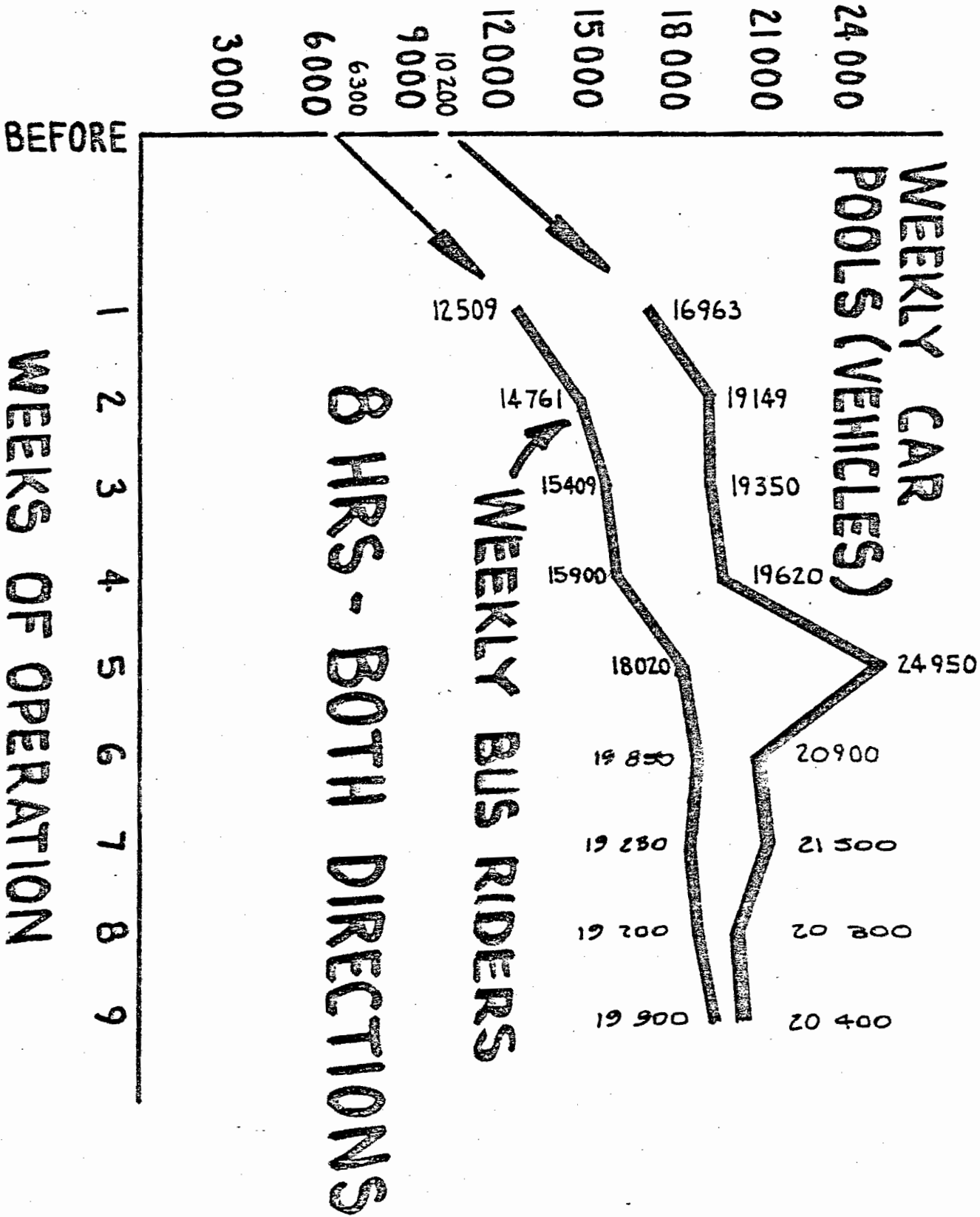






# ACCIDENTS (TOTAL - PEAK PERIODS)





## HISTORY

### Calendar of Events

- November 1973     The Federal Environmental Protection Agency (EPA) was granted a mandate to impose a transportation control plan on the South Coast Air Quality Control region which would have imposed severe restrictions on auto usage in an effort to reduce vehicle miles of travel (VMT). The primary of the VMT reduction effort is to achieve ambient air quality conforming the standards established by the Federal Clean Air Act of 1970. This VMT reduction was also intended to reduce energy consumption and congestion.
- April 1974        The Southern California Regional Planning Agency (SCAG) responded by adopting a short-range transportation plan for the region, including a program of preferential treatment for high-occupancy vehicles providing an incentive for single-occupant drivers to shift to more economical, less energy-consuming and pollution-producing modes of travel such as buses, carpools and vanpools. This short-range plan provided Southern California's input to the California State Transportation Control Plan. CALTRANS assumed the responsibility for developing and implementing a two-phase preferential treatment program on freeways. During the first phase, experiments are being conducted to test many different concepts. The most effective of these will be implemented throughout the entire region during the second phase. The Santa Monica Freeway Preferential Lane Project was selected to be the first of these because it involved no major physical modifications and construction costs were very low compared to other concepts.

April 16, 1975 UMTA awarded a \$1,189,000 grant for a one year trial Preferential Lane Project on the Santa Monica Freeway with June 15, 1975 the initial implementation date.

May 1975 The project implementation date was rescheduled for September 29, 1975 as a result of a variety of concerns including operational readiness and funding availability.

August 1975 The pre-implementation, FHWA-sponsored Home Interview Survey was conducted by Market Facts. Problems in filling out the desired sample categories caused the interview process to extend through March 1975.

September 4, 1975 Project implementation was further delayed by SCRTD because of concern over federal labor restrictions imposed by Section 13c of the National Mass Transportation Act of 1974. Under this provision, transit agencies cannot "worsen" working conditions of employees if they are to qualify for UMTA operating assistance. One interpretation of this provision would require SCRTD to pay operator's wages for up to six years if the Preferential Lane Program is discontinued at the end of the one year trial period.

September 1975 Santa Monica City Council officially voted to support the project, ensuring the participation of the Santa Monica Municipal Bus Lines (SMMBL).

October 1975 The Joint Project Board officially rescheduled the implementation date for March 15, 1976 in response to the request of the SCRTD Board of Directors, because of difficulties over Item 13c of UMTA Section 5. This date was set to avoid the Christmas holidays and the winter rainy season, which would make motorcycle enforcement of the Preferential Lane difficult.

December 1975

Governor Brown of California signed Assembly Bill 918 into law to become effective January 1, 1976. Although the primary purpose of the bill was to permit vanpooling, it specifically encouraged CALTRANS to establish as soon as possible preferential lanes for the use of buses and three passenger carpools as a pilot project.

January 1976

SCRTD's Board of Directors received a ruling that resolved the dispute over federal labor restrictions imposed by Section 13c of the National Mass Transportation Act of 1974.

January 1976

CALTRANS reached an agreement with the Los Angeles Department of Traffic (LADT) concerning the left turn restrictions at on-ramp entrances and the hours of Preferential Lane operation. LADT had argued to limit the Preferential Lane operation to peak hours and to the peak direction as opposed to the planned 24 hour operation in both directions. A compromise, calling for 13 hour (6 a.m.-7 p.m.) operation in both directions, was agreed upon by all participants.

February 6, 1976

The Joint Project Board revised the hours of Preferential Lane operation in response to objections raised by members of the city council. The operating hours were set at 6-10 a.m. and 3-7 p.m. in both directions. The on-ramp metering rates were adjusted to this change in operating hours.

April 5, 1976

Adriana Gianturco, Director of CALTRANS, called a meeting in Los Angeles and stated that the future of the project is being left open. She decided to retain the "trial project" for six to eight more weeks after which CALTRANS will "take another hard look at it." Governor Brown endorsed her decision stating that much more time is needed to adequately evaluate the experiment.

April 8, 1976

City Traffic Engineer, S. S. Taylor, orders that all on-ramp left turn turning restrictions be removed from city streets.

April 9, 1976

A second lawsuit against the Preferential Lane Project was filed by the Pacific Legal Foundation (PLF), a Sacramento based public interest law firm. PLF filed the suit in the U.S. District Court claiming that the sponsors had failed to prepare environmental impact statements before implementing the project and that "the public would suffer substantial and irreparable injury unless the project is terminated immediately". The suit was filed against Donald Burns, Secretary of State Business and Transportation Agency; Adriana Gianturco, Director of the California Department of Transportation; and Robert Patricelli, Administrator of the Urban Mass Transportation Administration.

April 15, 1976

U.S. District Court Judge Matthew Byrne, Jr., citing "serious legal and factual issues", ordered a trial to decide whether the Preferential Lane Project should be stopped in response to the PLF suit. The trial date was set for May 4, and the Judge refused to issue a preliminary injunction to stop the project during the interim period.

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his recommendations, but plans to keep them confidential since some are regarded as "sensitive items."

May 20, 1976

A group of citizens for the Diamond Lanes was formed to promote the use of the Diamond Lanes. Adriana Gianturco, Director of CALTRANS, attended the first meeting. The group hired a part-time staffperson and sent out its first newsletter.

June 1, 1976

The California Highway Patrol reduced the level of enforcement assigned to the project area; 50% of the original increase in officers were reassigned to other areas.

June 8, 1976

Los Angeles County voters defeated a proposal on the June ballot to authorize the construction of a rail rapid transit system by a narrow margin (60% to 40%).

August 8, 1976.

Diamond Lane ordered halted by U.S. District Court Judge Matthew Byrne, Jr. Last official day of operation is Friday, August 13, 1976. Caltrans appeal on ruling denied.