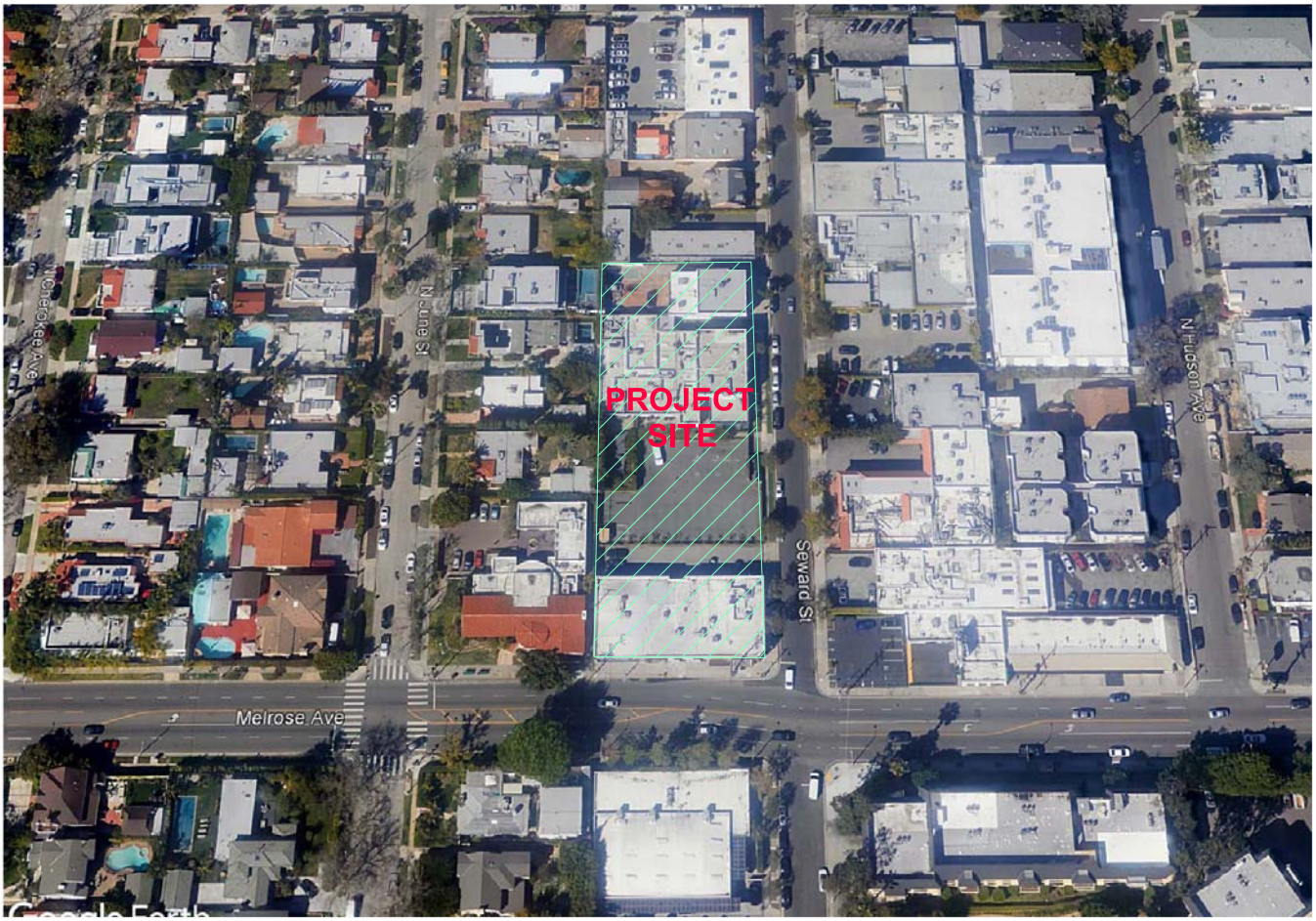
INITIAL STUDY

APPENDIX H.1: TRAFFIC IMPACT ASSESSMENT WITH TRAFFIC MEMORANDUM

Overland Traffic Consultants, Inc.

TRAFFIC ASSESSMENT FOR MELROSE & SEWARD CREATIVE OFFICE

Located at
6101-6117 Melrose Avenue &
729, 733-735 Seaward Street
in the Hollywood Community Plan Area
of the City of Los Angeles



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APRIL 2021

TRANSPORTATION ASSESSMENT
MELROSE & SEWARD CREATIVE OFFICE

Located at 6101-6117 Melrose Avenue, 729, 733-735 Seward Street
in the Hollywood Community Plan Area
of the City of Los Angeles

Prepared by:

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April 2021

EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed creative office project located at 6101 - 6117 Melrose Avenue, 729 and 733-735 Seward Street (Project), in the Hollywood Community Plan Area. See the aerial view for the Project's location on the following page.

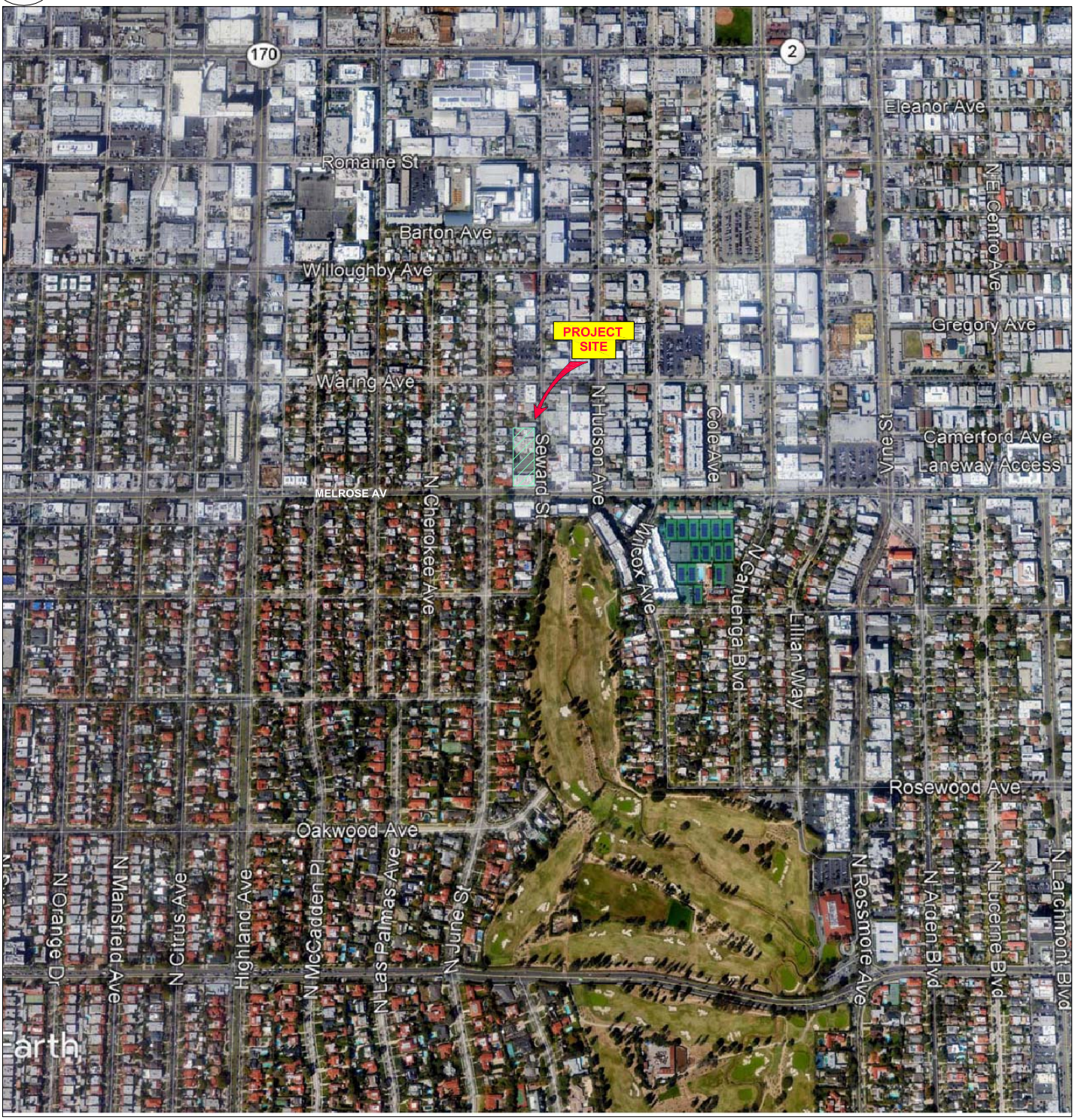
Project Description

The proposed Project is located on the northwest corner of Melrose Avenue and Seward Ave. Currently there is 25,607 square feet of creative office existing on the site. A total of 8,473 square feet of the creative office will be removed (17,143 square feet remaining) and an additional 65,003 square feet of new creative office will be constructed. In addition to the new office, 422 square feet of Grab & Go Coffee will be constructed for the use of the office employees and their guests. The Project will include up to 5 above ground and 2 below ground levels.

Project Parking and Access

The Project proposes 168 vehicle parking spaces. Parking will be provided on the ground floor and two subterranean levels. Vehicular access will be provided from a new driveway on Seward Street. The Project will provide 16 vehicle parking spaces at grade level with the balance (152 spaces) provided on two subterranean levels accessed by internal vehicle ramps. An at grade level, on-site area for rideshare drop-off, pick up and on site valet operation will be provided. No vehicular access will be provided from Melrose Avenue.

The Project is required to provide a total of 26 bicycle parking spaces (9 short term and 17 long term), which will be provided. In addition, showers and lockers will be provided.



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PROJECT SETTING

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Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

The new CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The July 2020 Los Angeles Department of Transportation (LADOT) Traffic Assessment Guidelines (TAG) is the City document providing guidance for conducting both CEQA and non-CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City's adopted process also requires additional non-CEQA analysis and review for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system. A Memorandum of Understanding (MOU) was prepared and approved by LADOT establishing the traffic assessment parameters for the study. A copy of the MOU is provided in Appendix A.

Transportation Demand Management (TDM) Program

The Project includes reduced parking supply, bike parking and amenities which are a part of the Project's design features. Additional TDM elements are proposed as mitigation for an identified significant Work VMT impact per employee. Implementation of these additional measures reduce the WORK VMT impact per employee to be no longer significant. These strategies, as described by LADOT'S TAG, are listed below:

PROJECT DESIGN FEATURES

- REDUCED PARKING SUPPLY – This strategy changes the Project's parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) requirements without consideration of parking reduction permitted in the code. The Project is required to provide 172 parking spaces per code but will incorporate replacement of 4 parking spaces by providing 4 bicycle parking spaces per vehicle parking space for a total of 168 vehicle parking spaces.
- BICYCLE INFRASTRUCTURE – Include Bike Parking per LAMC - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project. The Project is required to, and will provide, a minimum of 26 bicycle parking spaces.
- BICYCLE INFRASTRUCTURE – Include Bike Parking and Showers - This strategy involves implementation of additional end of trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at the Project. This Project will provide up to two showers.

PROJECT MITIGATION

- EDUCATION & ENCOURAGEMENT – Promotions and Marketing – This strategy involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive education and promotional materials, such as posters, information boards or a website with information that a traveler could choose to read at their own leisure. All employees will be included in this TDM strategy.
- COMMUTE TRIP REDUCTIONS – Alternative Work Schedules and Telecommute Program – This strategy encourages employees to work alternative schedules or telecommute, including staggered start times, flexible schedules or compressed work weeks. A minimum 25% of the employees will be participating in this program.
- COMMUTE TRIP REDUCTIONS – Ride Share Program – This strategy increases vehicle occupancy by providing ride-share matching services, designated preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles and providing a website or message board to connect riders and coordinate rides. A minimum of 10% of the employees will be eligible.

The effectiveness of these Project features included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Findings

Based on the following review discussed in Chapters 2 and 3, no unmitigated significant CEQA impacts or significant circulation, access, and safety deficiencies (non-CEQA) were identified for the Project. The Project's VMT reduction measures include Project component TDM measures and Project TDM Mitigation measures, as noted above, that reduce vehicle trips and VMT through TDM strategies selected in the VMT calculator.

The Project is seeking a waiver to dedicate on Melrose Avenue and waiver to dedicate and improve on Seward Street due the historic library directly west of the site and other existing and recent structures being built to the property line on Seward Street.

Furthermore, potential conflicts with other proposed land development projects have been reviewed to assess cumulative impacts that may result from the proposed Project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.

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CHAPTER 1 PROJECT DESCRIPTION

The proposed Project is located on the northwest corner of Melrose Avenue and Seward Street. There is Project frontage on Melrose Avenue to the south, Seward Street to the east, a neighboring commercial building to the north and the John C Fremont Branch Library (which is a designated historic building) and residential to the west. The location of the proposed Project is provided on Figure 1.

Currently, the Project site is occupied by 25,607 square feet of creative office. A portion, 8,473 square feet, of the existing creative office will be removed. The remaining 17,143 square feet of creative office will remain within two buildings at the north end of the site. A new 5-story building will be constructed with 65,003 square feet of additional creative office space and a 422 square feet of Grab & Go Restaurant for the employees and their visitors use on the northwest corner of Melrose Avenue and Seward Street. The Project's new building will include up to 5 above ground and 2 below ground levels.

Project Vehicle Parking and Access

Vehicle Parking - Los Angeles Municipal Code (LAMC) Section 12.21A requires 172 vehicle parking spaces. Up to 6 vehicle parking spaces may be replaced with bicycle parking at a ratio of four bicycle spaces per vehicle parking space. The Project proposes to replace 4 vehicle spaces with bicycle parking (16 bicycle parking spaces) for a total of 168 vehicle parking spaces. Parking will be provided on the ground floor and two subterranean levels. Vehicular access will be provided from a new driveway on Seward Street to the new building. The Project will provide approximately 16 vehicle parking spaces at grade level with the balance (152 spaces) provided on two subterranean levels accessed by internal vehicle ramps. An at grade level, on-site area for rideshare drop-off, pick up and on site valet operation will be provided. No vehicular access will be provided from Melrose Avenue.

Bike Parking - The Project is required to provide a total of 26 bicycle parking spaces (9 short term and 17 long term) with 1 long term per 5,000 square feet and 1 short term

space per 10,000 square feet. The Project will provide, at a minimum, 26 commercial bicycle parking spaces with lockers and up to two showers provided.

Access - Project parking access to the new building is proposed from Seward Street over 150 feet north of Melrose Avenue. An on-site drop-off/pick-up area will be provided near the Project driveway entry off the main entry lane for Uber/Lyft type and ridesharing services. Two existing driveways for the buildings at the north end of the Project site will remain along with the existing buildings. No vehicular access will be provided in Melrose Avenue. Figure 2 illustrates the Project Site plan.

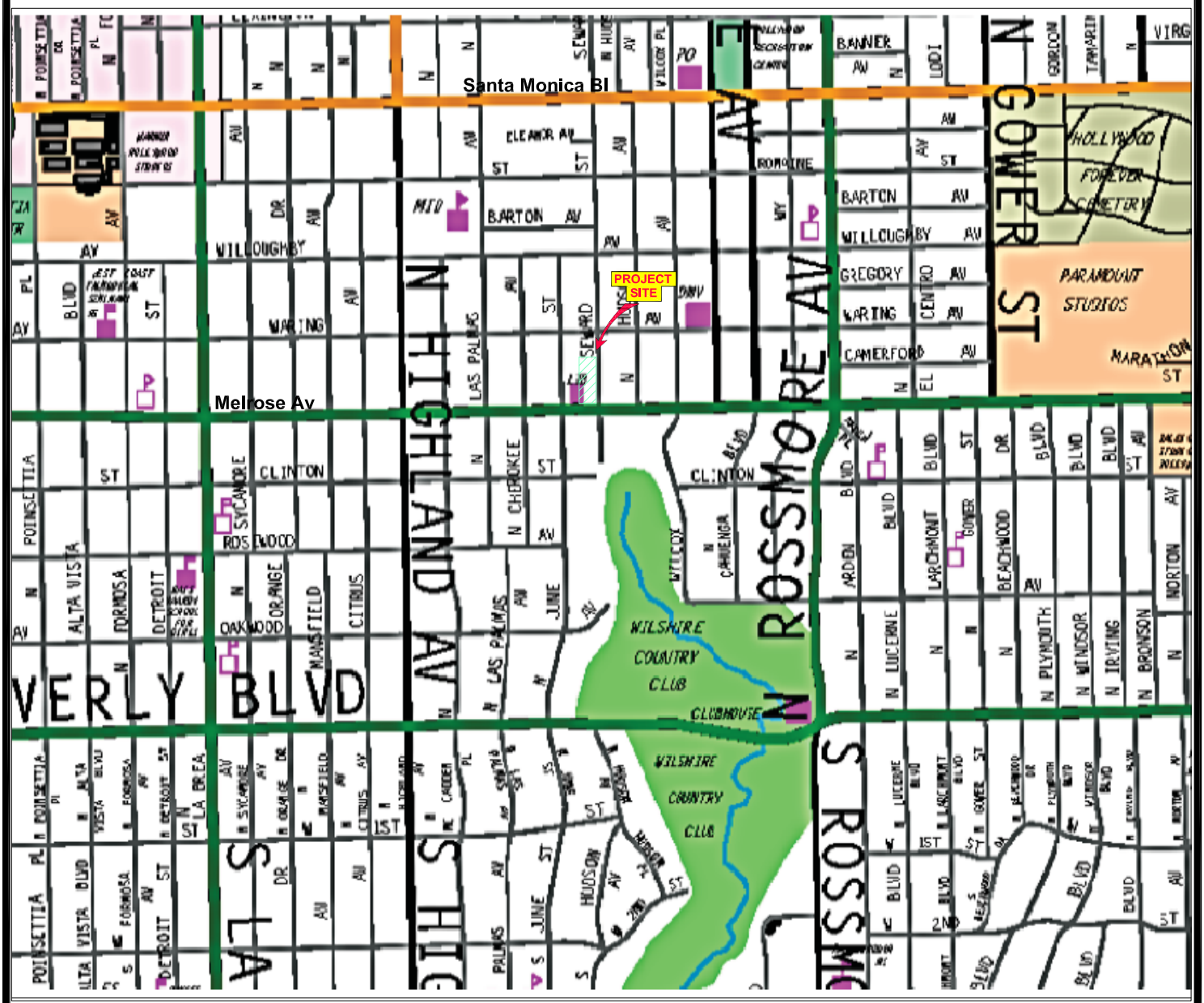

FIGURE 1

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PROJECT LOCATION

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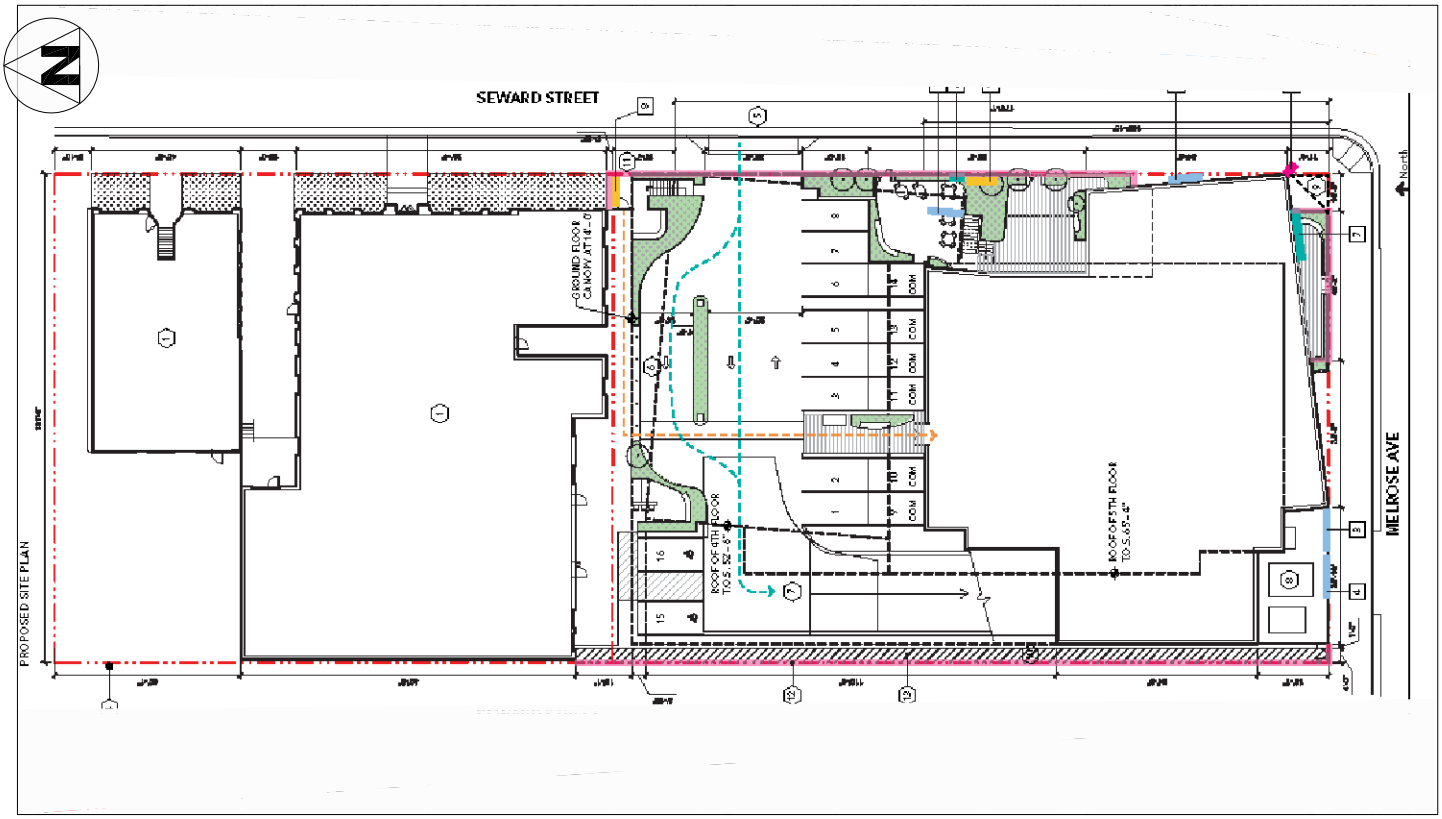
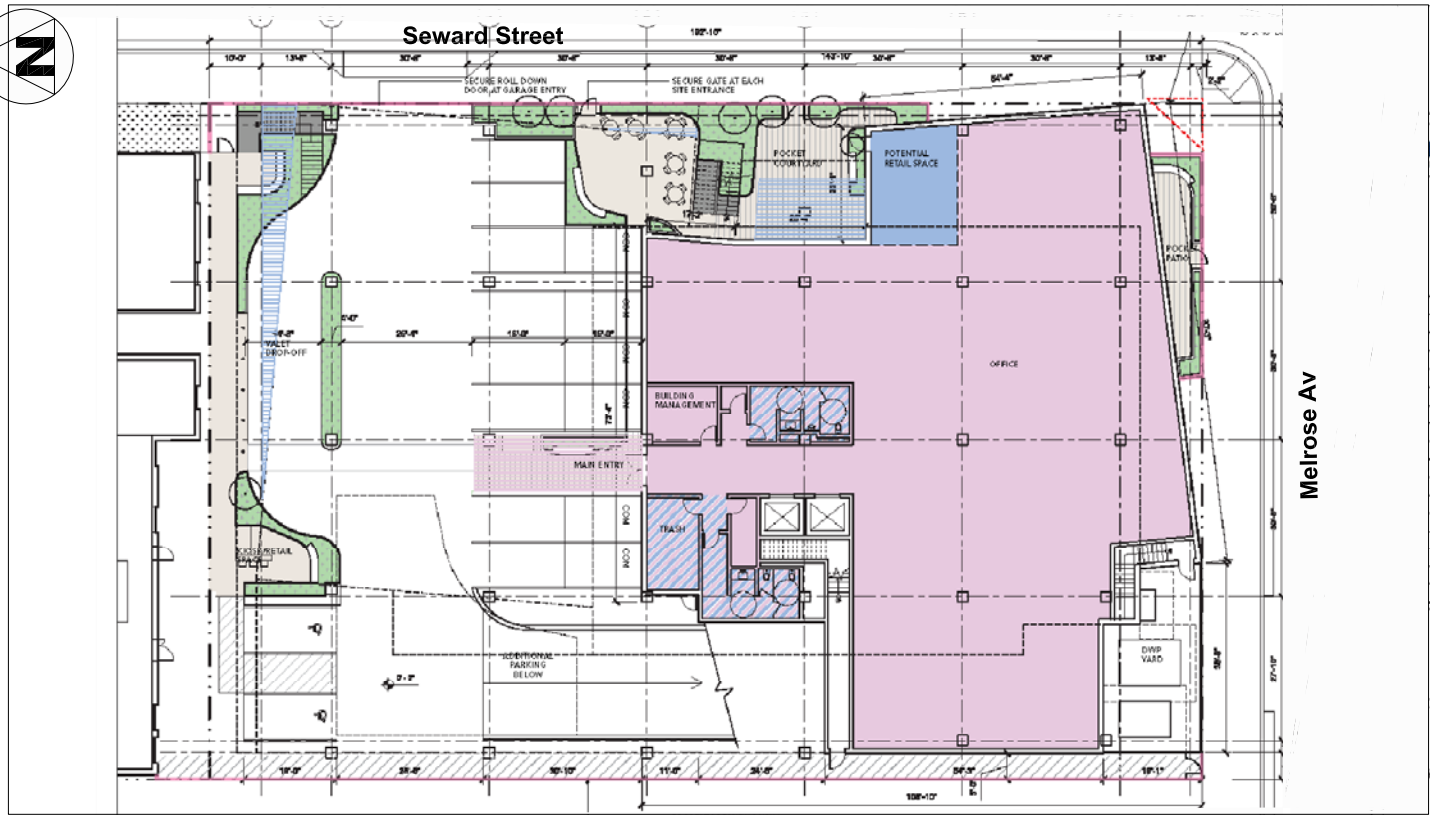


SITE PLAN Full Site



First Floor - New Building Only

3/2021

FIGURE 2

Site Plan &
First Floor Plan of New Building Only

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CHAPTER 2 CEQA TRANSPORTATION ASSESSMENT

The scope for this study was reviewed and approved by LADOT in accordance with the City CEQA requirements as contained in the LADOT TAG, adopted in July 2020. A copy of the LADOT approved MOU is provided in Appendix A.

The TAG is the City document that establishes procedures and methods for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies;
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT);
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use.

Project Initial VMT Screening

This is the first step in evaluating whether conditions exist that might indicate an environmental impact. A project is reviewed through a series of screening criteria to determine whether further CEQA analysis is required to address the threshold questions.

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis is required to assess whether the proposed project would negatively affect the transportation system for all travel modes including pedestrian, bicycle, or transit facilities

1. Does the Project involve a discretionary action that would be under review by the Department of Planning?

   Yes, the Project is requesting a Zone Change, Height District Change, Zoning Administrator's Adjustment to allow the Project to exceed the maximum transitional height requirements and Site Plan Review approval.

2. Would the Project generate a net increase of 250 or more daily vehicle trips?

Yes, using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 481 daily vehicle trips with credits for removal of 8,473 square feet of office and without any TDM strategies. TDM strategies are not considered in the screening criteria.

3. Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?

Yes, according to the Mobility Element, street standards Seward Street, which is designated as a local street, would require a 5-foot dedication and 3-foot widening. Melrose Avenue, which is designated as an Avenue II, would require a 3-foot dedication. A 15-foot by 15-foot corner cut is requested on the corner Melrose Avenue and Seward Street. A waiver under LAMC 12.37 from these dedications and improvements on Seward Street and Melrose Avenue will be requested. The basis of the request is that improvements are physically impractical and are not necessary to meet the City's present or future mobility needs. The designated historic library building directly to the west of the Project is built to the proper line on Melrose Avenue. In addition, multiple existing and recently approved buildings along Seward Street are built to the property line.

4. Is the Project's frontage along a street classified as an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?

No, the frontage along Melrose Avenue, which is designated as an Avenue II, is approximately 132 feet in length.

5. Would the Project generate a net increase in daily VMT?

Yes, using the LADOT VMT calculator, the Project would generate 3,702 daily VMT after credits for the portion of the existing that will be removed. TDM strategies are not considered in the screening criteria. Appendix D contains the VMT reports.

6. Would the Project be located within a one-half mile of a fixed-rail or fixed-guideway transit station and replace an existing number of residential units with a smaller number of residential units?

No, the location of the Project is not within a half mile of a fixed-rail or fixed-guideway transit station. There are not any existing residential units.

7. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

Yes, the Project is proposing one new driveway to the property from the public right-of-way. However, the Project will be reducing the overall number of driveways from four to three. There are four existing driveways on Seward Street. The two existing buildings and their vehicular access will remain. One new Project driveway on Seward Street will provide access to the new building for the portion of the site where there are two existing driveways.

8. Does the land use project include the construction of 50 dwelling units or guest rooms or combination thereof or 50,000 square feet of non-residential space?

No, the Project does not include any residential space.

The TAG also provides screening criteria for consistency in accordance with CEQA Section 15064.3 subdivision (b)(2) on VMT impacts from Transportation Projects. The screening criteria for Transportation Projects is determined from the following question below.

Criteria for Transportation Projects - Would the Transportation Project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project

is a land development project. Therefore, the transportation project analysis is not part of the Project's CEQA review.

Based on the Project VMT Initial Screening Criteria on pages 5 through 7 for land development projects, further analysis is required to assess whether the Project would negatively affect the transportation system. Screening criteria presented in the TAG document specific to each area of analysis is contained in Appendix B.

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035, the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

Per the TAG guidelines, a project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review, see Table 1. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	No	Seward Street is designated as a Local Street in the Mobility Plan 2035. Currently Seward Street is dedicated to 50 feet in width and required 60 feet. A 5-foot half street dedication and 3-foot roadway widening would typically be required of the Project. Melrose Avenue is designated as an Avenue II and is currently dedicated to 80 feet in width. An Avenue II requires an 86-foot dedication. A 3-foot half street dedication would typically be required of the Project. The Project proposes to seek a WDI. A 15 foot by 15-foot corner cut will be provided on the northwest corner of Seward Street and Melrose Avenue.	Yes
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction, by reducing single-occupant vehicle trips by its proximity to transit service and on-site amenities for the employees. The Project would not conflict with other policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Hollywood Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Not Applicable	The Project is not within a Specific Plan area.	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project will, at a minimum, comply with the required of short- and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies to the construction of new non-residential floor area greater than 25,000 sf. The Project will comply with this requirement.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	A waiver of dedication and improvements is requested for Seward Street and Melrose Avenue based on dedications being physically impracticable and not necessary to meet the City's future mobility needs. The designated historic library building, immediately to the west, is built to the property on Melrose Avenue, therefore Melrose Avenue will not be improved in this area. Multiple existing and recently approved buildings along Seward Street are built to the property line.	Yes

	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	The Project will reduce the number of vehicle driveways at the site. Instead of the four existing driveways on Seward Street, the Project will retain two existing for buildings to remain and one new one where there are currently two driveways. No driveways are proposed on Melrose Avenue. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9.	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No
10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Vehicular access and parking are located on the local street only. The Project vehicular access complies with driveway location standards. No vehicular access is provided on Melrose Avenue.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

As summarized above in Table 1, the Project would not conflict with most key City planning documents. A waiver to dedicate and improve Seward Street and a waiver to dedicate Melrose Avenue will be requested. Seward Street is designated as a Local Street in the Mobility Plan 2035. Currently Seward Street is dedicated to 50 feet in width and required to provide 60 feet. A 5-foot half street dedication and 3-foot roadway widening would typically be required of the Project. Melrose Avenue is designated as an Avenue II and is currently dedicated to 80 feet in width. An Avenue II requires an 86-foot dedication. A 3-foot dedication would typically be required of the Project. A waiver of dedication and improvements is requested for Seward Street and Melrose Avenue based on dedication being physically impracticable and not necessary to meet the City's future mobility needs. The designated historic library building directly west of the property on Melrose Avenue, therefore Melrose Avenue will not be widened in this area. Along Seward Street, multiple existing and recently approved buildings are built to the property line. The Project proposes to seek a waiver of these dedications and improvements. Potential impacts would be less than significant since improvements along these connecting segments of Seward Street and Melrose Avenue cannot be made at this time. The TAG also provides a list of questions to guide the Project's consistency review. These questions and answers relative to the Project are provided in Appendix C.

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. The results of the Project's VMT calculation (as shown in Appendix D) would not exceed the City's APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact. No cumulative

impact has been identified with this project that would preclude the City's implementation of any transportation related policies, programs, or standards.

Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG Table 2.2-1.

The Project is in the Central APC sub - area which limits daily household VMT per capita to a threshold value of above 6.0 and a daily work VMT per employee to a threshold value of above 7.6 (15% below the existing VMT for the Central APC).

As a project design feature, the Project proposes to reduce parking, provide a sufficient number of bicycle parking to meet City of Los Angeles bicycle parking requirements per LAMC Section 12.21.A.16 with 8 short term bicycle parking spaces, 16 long term bicycles spaces, and provide one shower for each gender and a total of 24 lockers on the P-1 Level of the parking facility.

Results of the Project's VMT calculation (as shown in Appendix D) provides an estimate based on the Project's land uses, size and TDM program strategies that are included as Project design features (i.e. reduced vehicle parking, bike parking per LAMC, showers and secure lockers). There is no Project household VMT per capita impact because no housing is proposed. The Project's work VMT per employee is estimated as 8.4.

Thus, the Project does not propose any housing and does not create a household

VMT impact. The Project does have a significant work VMT impact in the Central APC because the household VMT is 8.4 which is above the CEQA Threshold T-2.1 (Causing Substantial Vehicle Miles Traveled) of above 7.6. TDM mitigation measures are required of the Project and proposed. The TDM measures reduce the household VMT to 7.6 and there are no remaining significant traffic impacts.

The Project's VMT analysis worksheets are provided in Appendix D.

TDM Program Project Design Features

Project Design Feature: The Project includes three TDM measure that reduces trips and VMT through TDM strategies and are included in the VMT analysis for the Project. These TDM project features, as described by LADOT'S TAG, are listed below:

REDUCED PARKING SUPPLY – This strategy changes the Project's parking supply to provide less than the amount of vehicle parking required by direct application of the LAMC requirements without consideration of parking reduction permitted in the code. The Project is required to provide 172 parking spaces per code but will incorporate replacement of 4 parking by providing 4 bicycle parking spaces per vehicle parking space.

BICYCLE INFRASTRUCTURE – Include Bike Parking per LAMC - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project. The Project is required to, and will provide, a minimum of 26 bicycle parking spaces.

BICYCLE INFRASTRUCTURE – Include Bike Parking and Showers - This strategy involves implementation of additional end of trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at the Project. This Project will provide up to two showers.

TDM Program Project Mitigation

Project Mitigation: The Project includes three TDM measure that further reduces trips and VMT through TDM strategies and are included in the VMT analysis as mitigation for the Project. These TDM project mitigation elements, as described by LADOT'S TAG, are listed below:

EDUCATION & ENCOURAGEMENT – Promotions and Marketing – This strategy involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive education and promotional materials, such as posters, information boards or a website with information that a traveler could choose to read at their own leisure. All employees will be included in this TDM strategy.

COMMUTE TRIP REDUCTIONS – Alternative Work Schedules and Telecommute Program – This strategy encourages employees to work alternative schedules or telecommute, including staggered start times, flexible schedules or compressed work weeks. A minimum 25% of the employees will be participating in this program.

COMMUTE TRIP REDUCTIONS – Ride Share Program – This strategy increases vehicle occupancy by providing ride-share matching services, designated preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles and providing a website or message board to connect riders and coordinate rides. A minimum of 10% of the employees will be eligible.

The effectiveness of each of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010). The Project fully mitigates the Work VMT per employee through these measures.

Summary:

- Household VMT per Capita Threshold is above 6.0
- Project Household VMT per Capita is 0.0, No housing proposed and NO HOUSEHOLD VMT IMPACT

- Work VMT per Employee Threshold is above 7.6
- Work VMT per Employee is 8.4 with Project Features, A significant Work VMT impact is identified.
- Project VMT per Employee is reduced to 7.6 with TDM Measures as indicated above, NO WORK VMT IMPACT

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's Central APC VMT impact thresholds with mitigation and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. Vehicle access to the parking will be from the local street of Seward Street.
2. No driveways will be introduced on Melrose Avenue, an Avenue II roadway.
3. The number of driveways will be reduced on Seward Street. Currently there are 4 driveways for the site on Seward Street. Two driveways will be removed and one driveway will replace it. Two existing driveways north of the new building will remain. By providing one less driveway, the Project will reduce the number of potential hazard points with pedestrians, cyclists and other vehicles.
4. The Project's local street access is consistent with LADOT driveway placement and location per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.

A review of the Project Site plans does not present any hazardous geometric design features. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

CHAPTER 3 NON-CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the project. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

Pursuant to the TAG, a delay-based analysis has been used to evaluate if the Project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system.

To assist in the non-CEQA evaluation, the following information provides the environmental conditions in which the Project is located.

ENVIRONMENTAL SETTING

Land Use

The Project site is in the Hollywood Community Plan area located approximately 5 miles northwest of downtown Los Angeles. The Community Plan area is located predominately north of Melrose Avenue west of the City of West Hollywood, south of Mulholland Drive, Barham Boulevard and Forest Lawn Drive and west of the Silver Lake-Echo Park – Elysian Valley and the Northeast Los Angeles Community Plan areas. The Project is located in the within a Transit Priority Area (TPA). Appendix E contains the Hollywood Community Plan land use map.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix F provides a map of the area

roadway designations, roadway design standards and aerials of nearby signalized locations.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated as Boulevards and Avenues. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right-of-way width of 86 feet and a roadway width of 56 feet. Non-arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non-arterial roadways are designated collector or local streets. The standard for a Local Street is a right-of-way width of 60 feet and a roadway width of 36 feet.

Regional access to Project area is provided by the Hollywood Freeway (US-101) and Santa Monica Freeway (I-10). The north-south Hollywood Freeway is located approximately 2 miles east of the Project. The Hollywood Freeway is accessible via Melrose Avenue with a southbound on ramp and a northbound off ramp, a southbound off ramp to Ardmore Avenue north of Melrose Avenue and a northbound on ramp on Normandie Avenue north of Melrose Avenue. Full on and off ramps are provided to/from Santa Monica Boulevard north of the Project. The Santa Monica Freeway is regionally an east-west operating freeway. The Santa Monica Freeway is approximately 3.3 miles south of the Project site and accessible with a full access on and off ramps on Crenshaw Boulevard and South La Brea Avenue.

The Hollywood Freeway carries approximately 233,000 vehicles per day (VPD) with 13,500 vehicles per hour (VPH) at Melrose Avenue. The Santa Monica Freeway carries approximately 322,000 VPD with 22,100 VPH at Crenshaw Boulevard. Freeway traffic volumes are provided by Caltrans in the 2017 Traffic Volumes Book. Both freeways are congested during the morning and afternoon commute hours.

Major roadways in this area of Hollywood generally follow an overall grid pattern with some curves. Key east - west streets providing access to the project area include Melrose Avenue and Santa Monica Boulevard. Key north - south streets serving the study area include Highland Avenue and Vine Street/Rossmore Avenue

Melrose Avenue is an east - west roadway designated an Avenue II in the Mobility Plan 2035. Along the Project frontage, Melrose Avenue is not identified as part of the City of Los Angeles High Injury Network (HIN). However, Melrose Avenue is part of the HIN west of Highland Avenue and east of Vine Street/Rossmore Avenue. Melrose Avenue, along the Project frontage, is identified as part of the city's Pedestrian Enhanced Network and a Tier 1 Bicycle Enhanced Network roadway. Adjacent to the Project Site, two traffic lanes in each direction are provided and left turn lanes are available for east and westbound traffic at Seward Street. The curb lane, in each direction, is a peak hour lane with no stopping from 7AM to 9AM and from 3PM to 7PM except Saturday and Sunday. Outside of these hours, 1-hour parking is generally available. Melrose Avenue is posted with a 35 miles per hour speed limit.

Seward Street is a north – south roadway designated as a Local Street. Seward Street provides one lane in each direction and extends from Sunset Boulevard to just south of Melrose Avenue where the roadway terminates. The roadway is stop sign controlled at Melrose Avenue. Parking is permitted on the west side of Seward Street north of Melrose Avenue except between 2AM to 6PM. Seward Street creates the eastern boundary of the Project site. Parking access is proposed from Seward Street for the Project.

Highland Avenue is a north - south roadway designated an Avenue I north of Melrose Avenue and a Modified Avenue I south of Melrose Avenue in the Mobility Plan 2035. Highland Avenue, is identified as part of the city's Pedestrian Enhanced Network north of Willoughby Avenue and a part of the Tier 3 Bicycle Lane Network. In the Project area, three traffic lanes are provided in each direction with the southbound curb lane transitioning to a right turn lane at Melrose Avenue. South of Melrose Avenue, two traffic lanes and one bicycle lane in each direction are provided. North of Melrose Avenue, the curb travel lanes are posted no stopping from 7AM to 9AM and from 3PM to 7PM except Saturday and Sunday. On the south side of Highland Avenue, a 2-hour parking limit from 6AM to 6PM exists with vehicles permitted as part of the parking district exempted. No parking is permitted from 6PM to 8AM Monday through Saturday and no parking

permitted during street cleaning times of noon to 3PM Mondays on the west side of the street and Tuesdays on the east side of the street.

Willoughby Avenue is an east - west roadway designated a Local Street in the Mobility Plan 2035. In the Project area, one traffic lane in each direction is provided. Portions of Willoughby Avenue in the area are posted with two-hour time limited parking is provided in the area between 8AM to 6PM with vehicles permitted as part of the parking district exempted. No parking between 6PM and 8AM is permitted. No parking is permitted from noon to 3PM for street cleaning on the north side on Mondays and south side on Tuesdays.

Wilcox Avenue is a north - south roadway designated a Modified Avenue III north of Melrose Avenue and a Local Street south of Melrose Avenue in the Mobility Plan 2035. In the Project area, one traffic lane in each direction is provided. Parking is generally permitted in the Project area. The exception is no parking is permitted during street cleaning times of noon to 3PM Mondays on the west side of the street and Tuesdays on the east side of the street.

Transit Information

The proposed Project is an expansion of a creative office area with a new building. Some public transportation opportunities are provided in the project vicinity within walking distance.

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro). There is a Metro B Line (previously Red Line) rail station located east of the site with a station at Vermont/Santa Monica and Vermont/Beverly. These stations are approximately 2.4 and 2.5 miles southeast and northeast respectively from the Project site. These stations are accessible by other transit services in the area.

Metro provides Metro Rail, local and rapid bus lines through this area of Hollywood.

Metro local lines provide service in the Project area along Melrose Avenue which includes:

-Route 10 operating between downtown Los Angeles, Los Angeles, Hollywood, and West Hollywood. There is a stop for Route 10 at Melrose Avenue and June Street 225 feet west of the site and at Wilcox Avenue 630 feet east of the site.

Metro local and Rapid lines provide service along Santa Monica Boulevard in the Project area which include:

-Route 4 and Rapid 704 (with fewer stops along route) operates between Santa Monica, West Los Angeles, West Hollywood, Hollywood and downtown Los Angeles. There is a stop for Route 4 at Santa Monica Boulevard & Wilcox Avenue approximately 2,600 feet northeast of the site. There is a stop for Route 704 at Santa Monica Boulevard & Highland approximately 4,200 feet northwest of the site.

Metro local lines provide service along Beverly Street in the Project area which includes:

-Route 14 operates between Downtown Los Angeles, Koreatown, Hancock Park, Park La Brea, Fairfax Village and Beverly Hills. There is a stop at June Street and Beverly Boulevard approximately 2,900 feet southwest of the site.

Metro local and Rapid lines provide service along Vine Street/Rossmore Avenue in the Project area which includes:

-Route 210 and Rapid 710 (with fewer stops along route) operates along Vine Street/Rossmore Avenue to/from Torrance, Leimert Park, Jefferson Park, Hancock Park and Hollywood. There is a stop at Vine Street and Melrose Avenue approximately 2,100 feet east of the site.

Transfer opportunities are available to/from this area of Hollywood from the local and regional lines. The transit and metro lines are illustrated in Appendix G.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the

appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle Enhanced network, Transit Enhanced network, Bicycle Enhanced network and Neighborhood Enhanced network. Definitions of these networks per the Complete Street Design Guidelines are provide below. Mobility Element maps, Walkability Index maps, bicycle plan maps, and pedestrian destination maps are included in Appendix H.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- The closest VEN to the Project is Sunset Boulevard between Highland Avenue and the Hollywood Freeway north of the Project.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Santa Monica Boulevard – located north of the Project, is identified as part of the TEN.
- Beverly Boulevard – located south of the Project is identified as part of the TEN.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing. The difference between Tier

2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

- Melrose Avenue is identified as part of the BEN – Tier 1 from Wilcox Avenue westerly including along the Project frontage.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded, and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. Copies of the Bicycle Plan maps dated 2010 are provided in Appendix H for reference. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- No bicycle paths are provided in the immediate area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Sunset Boulevard is listed on the Bicycle Lane Network (BLN) map as Tier 3 bicycle lane roadway.
- Highland Avenue is identified as a part of the BLN and provides bicycle lanes south of Melrose Avenue.
- Vine Street is identified as part of the Tier 2 bicycle lane network.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right - of - way with the vehicle.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Waring Avenue, located north of the Project site, identified as part of the Tier 2 NEN between Gower Street and Orange Drive.
- Cole Street, located west of the Project site, from Melrose Avenue northerly is identified as part of the Tier 2 NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

- Melrose Avenue, along the project frontage from Wilcox Avenue westerly, between Lillian Way and Gower Street and from Wilton Place easterly is identified as part of the PED.

The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. Thereby helping to reduce the volume of cars on the road and emissions, increases economic vitality, and make the City feel like a more vibrant place.

PROJECT TRAFFIC GENERATION

As part of the Non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project is required. This evaluation is based on peak hour traffic flow level of service (LOS) methodologies which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Traffic generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE). The results of these studies are published in ITE Trip Generation, 10th Edition Handbook. The Project is removing 8,473 square feet of creative office and providing 65,003 square feet of new creative office with 422 square feet of a Grab & Go Coffee Shop. Creative office uses tend to differ from standard offices in that the employees keep non-traditional hours. However, the ITE Trip Generation Manual does not differentiate between types office so the general office rate was used to estimate the creative office trip generation. The Grab & Go Coffee Shop will act much like a coffee shop without a drive through except the primary uses will be office employees or their guests.

Traffic rates used in this analysis are presented in Table 2. Table 3 shows the Project's peak hour trip estimate. Note that the Project is within a TPA. In order to provide a conservative analysis, no transit trip credits were included in the analysis.

Table 2
Project Trip Generation Rates

Description	ITE CODE	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Office	710	9.74	1.16	86%	14%	1.15	16%	84%
Coffee/Donut Shop wo Drive Thru	936	687.25	101.14	51%	49%	36.31	50%	50%

General office rate used for Creative Office, no ITE Rate for Grab & Go Restaurant; used coffee/donut shop
Rater per 1,000 sf for Office & Restaurant

Table 3
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
	Proposed Project								
710	New Creative Office	65,003 sf	633	75	65	10	75	12	63
936	Grab & Go Coffee Shop*	422 sf	290	43	22	21	15	7	8
	Internal Trips	90%	(261)	(38)	(19)	(19)	(14)	(7)	(7)
	Subtotal Grab & Go Coffee Shop	65,425 sf	29	5	3	2	1	0	1
	Subtotal Proposed		**662**	**80**	**68**	**12**	**76**	**12**	**64**
	Existing to be removed								
710	Existing Creative Office	8,473 sf	83	10	8	2	10	2	8
	NET TRIPS (PROPOSED-EXISTING)		**579**	**70**	**60**	**10**	**66**	**10**	**56**

* Grab & Go Coffee Shop is for the exclusive use of the office employees/visitors, 90% internal so employees and deliveries represented

The existing office is 25,607 sf. 17,135 sf will remain therefore 8,473 will be removed & creates trip credits.

Table 3 shows the Project traffic estimates using ITE traffic rates. It is estimated that the Project will generate an increase of 579 net daily trips with 70 vehicle trips during the AM Peak Hour and 66 trips during the PM Peak Hour on the nearby street network.

A primary factor affecting trip direction is the distribution of population and employment which would generate project trip origins and destinations. The estimated project directional trip distribution is also based on the study area roadway network, freeway access points, traffic flow patterns in and out of this area of Hollywood and consistency with previously approved traffic studies for this area. The Project's vehicle trips are analyzed at the nearby intersections in the Project Access, Safety and Circulation Evaluation section of this report starting on page 35.

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project site. Any deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

Project Intensification of Use

Generally, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have a less than significant impact on transportation. These projects include, for example, projects in transit priority areas, projects consisting of residential infill or those located in low VMT areas.

The Project is located within a TPA with a bus stop for Route 10 at June Street 225 feet west of the site and 630 feet east of the site. This local service travels between downtown Los Angeles and West Hollywood with transfer opportunities to other routes. The Project's frontage on Melrose Avenue is designated as an Avenue II roadway and is included in the Pedestrian Enhanced District and is identified for a Tier 1 Bicycle Network improvement.

Transit Facilities -The number of additional transit users created by the Project were estimated based on the ITE Trip Generation Manual 10th Edition Supplement, February 2020 (ITE Supplement). This ITE Supplement provides estimated transit trip ends for some land uses including the proposed office. Restaurant land uses were not included and shopping center was used to replicate transit activity created by the restaurant. Note

that the Grab & Go restaurant is proposed for exclusive convenient use by the office employees and their guests. The ITE Supplement transit trip end rates have varying number of sample sizes and reliance. The Dense Multi-Use Urban rates per 1,000 square feet for this Project. This category provides a conservative estimate of transit trips. Table 4a, on the following page, provides the transit trip end rates and trips.

Table 4a
Transit Trip Rates and Trip Ends

Transit Trip Rates

ITE Code	Description	AM Peak Hour Total	PM Peak Hour Total
710	Office	0.15	0.14
820	Shopping Center*	0.91	0.64

* No restaurant transit trip generation available, estimated using shopping center

Transit Trips

ITE Code	PROJECT TRANSIT TRIPS Description	Size	AM Peak Hour Total	PM Peak Hour Total
	Proposed New Construction			
710	Office	65,003 sf	10	9
932	Grab & Go Coffee Shop	422 sf	0	0
	NEW Transit TRIPS TOTAL		**10**	**9**

As mentioned previously, the Project is served by local transit. Metro Route 10 along Melrose Avenue, Metro Route 4 along Santa Monica Boulevard and Metro 10/Rapid Route 710 along Vine Street/Rossmore Street have bus stops within ½ mile of the Project site.

These regional and local lines provide transit to major destination points including Downtown Los Angeles, Universal City, North Hollywood, West Hollywood, Beverly Hills, Century City, Santa Monica, West Los Angeles, Silver Lake, Westlake, Torrance, Redondo Beach and through Hollywood. Transfer opportunities from the local lines provides regional access.

Based on the schedule provided on Metro.net, the bus services in the area have a range of 11 to 19 minutes headways (service between buses) in both the AM and PM Peak Hours. Therefore, there would be 3 to 5 buses per line in each direction. With 4 bus lines available in the area, and conservatively estimated 3 buses per line in each direction there would be 32 buses in a single hour (4 bus lines X 4 buses (average) per line X 2 directions). Metro buses have 40 seats on a low floor bus and 43 seats for a traditional high-floor bus. Larger articulated busses provide 56-60 seats. Conservatively, this would equate to a total of 1,280 seats during the peak hour (32 buses X 40 seats). This does not include standing capacity. The Project could create a 0.78% increase in ridership during the AM Peak Hour and 0.70% increase in ridership during the PM Peak Hour (10 riders/1,280 seats for the AM Peak Hour and 9 riders/1,280 seats for the PM Peak Hour). The projected level of new transit ridership shown in Table 4a, with 10 during the AM Peak Hour and 9 during the PM Peak Hour, is not expected to create a deficiency to the current transit services in the area.

Bike Facilities -No bike facilities are currently located along the Project frontage of Melrose Avenue. Project employees may make use of the cycling in the area including the Project's cycling storage. The number of additional cyclists created by the Project were estimated based on the ITE Supplement. This ITE Supplement provides estimated bike trip ends for some land uses including the proposed office. Restaurant land uses were not included and shopping center was used to replicate the bicycle use generation. Note that the Grab & Go restaurant is proposed for exclusive convenient use by the office employees and their guests. The ITE Supplement's bike trip end rates have been estimated using the Dense Multi-Use Urban rates per 1,000 square feet for the office and Grab & Go Restaurant. Table 4b provides the bicycle trip end rates and trips.

Table 4b
Bicycle Trip Rates and Trip Ends

Bike Trip Generation Rates

ITE Code	Description	AM Peak Hour Total	PM Peak Hour Total
710	Office	0.02	0.01
820	Shopping Center*	0.27	0.03

* Not restaurant bike trip generation avaialble, estimated using shopping center

Bike Trips

ITE Code	PROJECT BIKE TRIPS Description	Size	AM Peak Hour Total	PM Peak Hour Total
	Proposed New Construction			
710	Office	65,003 sf	1	1
820	Grab & Go Coffee Shop	422 sf	0	0
NEW Bike TRIPS TOTAL			**1**	**1**

The projected level of cyclists shown above in Table 4b is not expected to create a deficiency to the current cycling services in the area.

Pedestrian - After construction of the Project, there will be additional pedestrians in the area created by the employees and guests of the Project. As with the transit and bike trips, the ITE Supplement Dense Multi-Use Urban rates per unit for the office and restaurant (using shopping center rate) were used to provide the estimated pedestrian trip end rates and trips. Table 4c on the following page provides the pedestrian trip end rates and trips.

Table 4c
Pedestrian Trip Rates and Trip Ends

ITE Code	Description	Daily	AM Peak Hour Total	PM Peak Hour Total
710	Office	**5X(AM+PM)**	0.16	0.17
932	High Turnover Restaurant	**5X(AM+PM)**	0.45	0.45

No Grab & Go Land Use, Used High Turnover Restaurant

Walk Trip Generation

ITE Code	PROJECT PEDESTRIAN TRIPS Description	Size	Daily	AM Peak Hour Total	PM Peak Hour Total
	Proposed New Construction				
710	Office	65,003 sf	105	10	11
932	High Turnover Restaurant	422 sf	2	0	0
NEW Pedestrian TRIPS TOTAL			**107**	**10**	**11**

A map of the various pedestrian destinations and facilities within ¼ mile is provided in Appendix H.

Street frontage along Melrose Avenue and Seward Street will be improved with new landscaping and repaired or improved sidewalks along the Project frontages. An existing traffic signal at Melrose Avenue and June Street and at Melrose Avenue is striped with continental (crosshatch) crosswalks along all legs of the intersection.

Bike & Pedestrian LOS - The Project bike and pedestrian trips affect to the surrounding area have been evaluated using a Level of Service (LOS) analysis process as part of the vehicle intersection delay in the Project Access Safety and Circulation Section. The bicycle level of service (BLOS) measures on-road bicyclist comfort as a function of roadway geometry and traffic conditions. This measurement incorporates comfort, safety and ease of mobility. The pedestrian level of service (PLOS) express the degree of satisfaction of sidewalk facilities offered to the pedestrian with respect to freedom to maneuver, safety, comfort and convenience. LOS A represents excellent conditions through LOS F for very poor conditions are assigned. The analysis software's BLOS and PLOS scoring numbers are provided below in Table 5a.

Table 5a
BLOS & PLOS Numerical Assignments

LOS	Numerical Range
A	<= 2.0
B	2.0 TO 2.8
C	2.9 TO3.5
D	3.6 TO 4.2
E	4.3 TO 5.0
F	> 5.0

Project bike and pedestrian trips were added to the existing (from the traffic counts increased by 1% per year for 2021 conditions) and future without Project (existing + ambient growth of 1% per year) trips. The Summary results are presented in Table 5b, on the following page, for bicyclists and Table 5c, on page 34, for pedestrians. Appendix J provides the HCS worksheets. Note that the pedestrian and bicycle LOS is provided at the bottom of the worksheets.

Table 5b

BLOS Summary

No.	Intersection	Peak Hour	DIR	Existing (2021)		Existing +Project		Future (2024) WITHOUT PROJECT		Future (2024) WITH PROJECT	
				Bike Score	LOS	Bike Score	LOS	Bike Score	LOS	Bike Score	LOS
1	Highland Avenue &	AM	EB	1.0	A	1.0	A	1.1	A	1.1	A
	Willoughby Avenue		WB	1.4	A	1.4	A	1.5	A	1.5	A
			NB	1.2	A	1.2	A	1.3	A	1.3	A
			SB	1.4	A	1.4	A	1.4	A	1.4	A
		PM	EB	1.5	A	1.5	A	1.6	A	1.6	A
			WB	1.1	A	1.1	A	1.1	A	1.1	A
			NB	1.3	A	1.3	A	1.3	A	1.3	A
			SB	1.3	A	1.3	A	1.3	A	1.3	A
2	Higland Avenue &	AM	EB	1.4	A	1.4	A	1.5	A	1.5	A
	Melrose Avenue		WB	1.9	A	1.9	A	2.0	A	2.0	A
			NB	1.5	A	1.5	A	1.5	A	1.5	A
			SB	1.7	A	1.7	A	1.7	A	1.7	A
		PM	EB	1.6	A	1.6	A	1.7	A	1.7	A
			WB	1.6	A	1.6	A	1.7	A	1.7	A
			NB	1.5	A	1.5	A	1.5	A	1.5	A
			SB	1.6	A	1.6	A	1.7	A	1.7	A
3	Wilcox Avenue &	AM	EB	1.6	A	1.6	A	1.6	A	1.6	A
	Melrose Avenue		WB	1.7	A	1.7	A	1.8	A	1.8	A
			NB	0.8	A	0.8	A	0.8	A	0.8	A
			SB	0.7	A	0.7	A	0.7	A	0.7	A
		PM	EB	1.8	A	1.8	A	1.9	A	1.9	A
			WB	1.5	A	1.5	A	1.6	A	1.6	A
			NB	0.6	A	0.6	A	0.6	A	0.6	A
			SB	0.8	A	0.9	A	0.8	A	0.9	A

Table 5c
PLOS Summary

No.	Intersection	Peak Hour	DIR	Existing (2021) PED Score	Existing (2021) LOS	Existing +Project PED Score	Existing +Project LOS	Future (2024) WITHOUT PROJECT PED Score	Future (2024) WITHOUT PROJECT LOS	Future (2024) WITH PROJECT PED Score	Future (2024) WITH PROJECT LOS
1	Highland Avenue &	AM	EB	3.3	C	3.3	C	3.3	C	3.3	C
	Willoughby Avenue		WB	3.3	C	3.3	C	3.3	C	3.3	C
			NB	2.1	B	2.1	B	2.1	B	2.1	B
			SB	2.1	B	2.1	B	2.1	B	2.1	B
		PM	EB	3.3	C	3.3	C	3.3	C	3.3	C
			WB	3.3	C	3.3	C	3.3	C	3.3	C
			NB	2.1	B	2.1	B	2.1	B	2.1	B
			SB	2.1	B	2.1	B	2.1	B	2.1	B
2	Higland Avenue &	AM	EB	2.7	B	2.7	B	2.7	B	2.7	B
	Melrose Avenue		WB	3.2	C	3.2	C	3.2	C	3.2	C
			NB	2.8	C	2.8	C	2.8	C	2.8	C
			SB	3.0	C	3.0	C	3.0	C	3.0	C
		PM	EB	2.7	B	2.7	B	2.7	B	2.7	B
			WB	3.1	C	3.1	C	3.1	C	3.1	C
			NB	2.8	C	2.8	C	2.8	C	2.8	C
			SB	3.0	C	3.0	C	3.0	C	3.0	C
3	Wilcox Avenue &	AM	EB	2.0	B	2.0	B	2.0	B	2.0	B
	Melrose Avenue		WB	2.0	B	2.0	B	2.0	B	2.0	B
			NB	2.8	C	2.8	C	2.8	C	2.8	C
			SB	2.8	C	2.8	C	2.8	C	2.8	C
		PM	EB	2.0	B	2.0	B	2.0	B	2.0	B
			WB	2.0	B	2.0	B	2.0	B	2.0	B
			NB	2.8	C	2.8	C	2.8	C	2.8	C
			SB	2.8	C	2.8	C	2.8	C	2.8	C

As shown in Table 5b and 5c, the addition of Project cyclists and pedestrians increases the current and future without project pedestrian and cycling facilities score minimally, if at all. The Project will not overburden any current or future pedestrian, bike or transit facilities.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network

(HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

The segment of Melrose Avenue along the Project frontage is NOT included in the HIN, as shown on the HIN map in Appendix H. However continental crosswalks are currently provided on Melrose Avenue and Highland Avenue along the south and east legs, on Melrose Avenue and Wilcox Avenue along all legs of the intersections and on Melrose Avenue and June Street along all legs.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements.

Operational Evaluation

Criteria - Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely - spaced intersections and impedes the flow of traffic through upstream intersections.

Evaluation - The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements. The circulation level of service evaluation has been prepared using the Highway Capacity

Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. Highway Capacity Software (HCS) was utilized to conduct the evaluation.

Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS grades in terms of vehicle delay are shown in Table 6.

Table 6
Signalized Intersection Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Analysis of Existing and Future Traffic Conditions

This Existing and Future Traffic analysis is for Non-CEQA evaluation to determine if there are potential access and circulation deficiencies. This analysis does not affect the CEQA VMT Impact analysis. Baseline historic traffic counts were obtained from LADOT. New traffic data cannot be collected during the COVID-19 shutdown, as directed by LADOT. The traffic count for Highland Avenue & Willoughby Avenue, Highland Avenue &

Melrose Avenue was conducted in early June 2018, and for Wilcox Avenue and Melrose Avenue in late September 2018. These baseline traffic counts have been increased by 1 percent per year ambient growth to year 2021 to reflect existing conditions and does not change the CEQA analysis.

The intersections analyzed include:

1. Highland Avenue and Willoughby Avenue;
2. Highland Avenue and Melrose Avenue; and,
3. Melrose Avenue and Wilcox Avenue.

The lane configurations at these intersections are provided in Figure 3. Regionally Project trips were distributed to the study area and are provided in Figure 4 and to the study intersections and driveways off of Seward Street which is provided in Figure 5. The Project traffic only volumes at the study intersections are also provided in Figure 5.

The LOS calculations summary, on the following pages, in Tables 7 and 8 shows the Project's traffic Existing and Future delay with and without the Project at the signalized intersections. The driveway is evaluated separately.

DF = DeFacto Operational Right Turn

FIGURE 3

STUDY INTERSECTION LANES AND TRAFFIC CONTROLS

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12/2020

figure 4

OVERALL DISTRIBUTION OF PROJECT TRIPS

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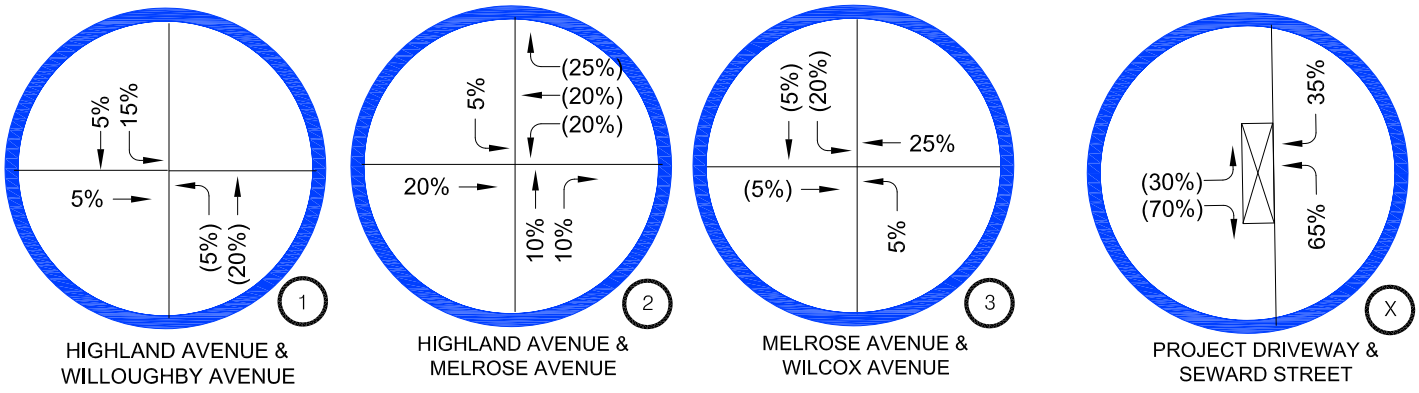
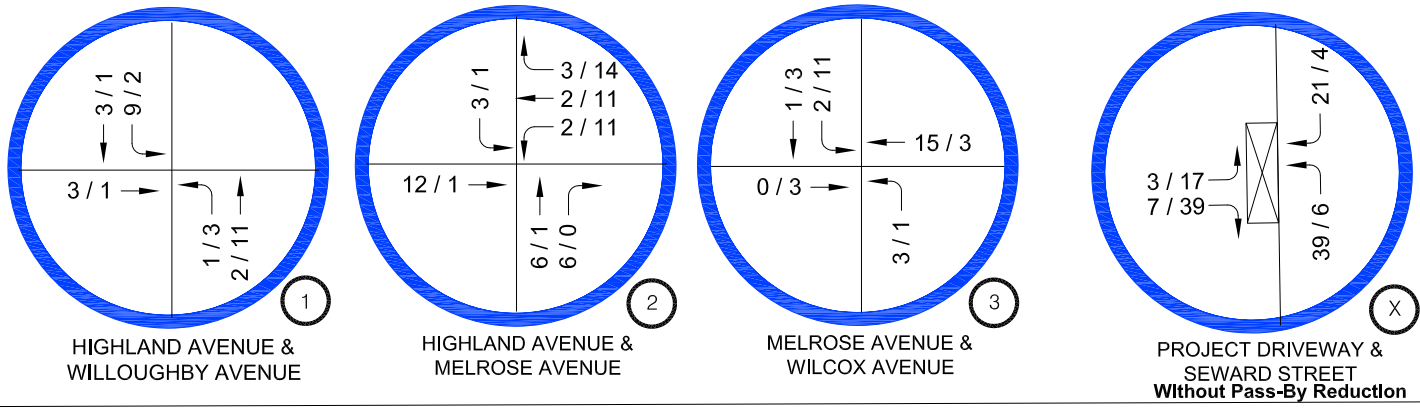


PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION IN / (OUT)



PROJECT VOLUMES AM PEAK HOUR/PM PEAK HOUR

FIGURE 5

PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION & PROJECT VOLUMES

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Table 7 contains the results of the Existing (2021) and Existing + Project traffic conditions at the study intersections. In evaluation of the Existing conditions, the addition of Project traffic does not change the LOS at the nearby signalized locations.

Table 7
Existing Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Existing 2021		Existing+ Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Highland Avenue &	AM	24.6	C	24.9	C
	Willoughby Avenue	PM	26.6	C	26.8	C
2	Higland Avenue &	AM	40.3	D	41.1	D
	Melrose Avenue	PM	32.3	C	33.4	C
3	Wilcox Avenue &	AM	6.7	A	6.8	A
	Melrose Avenue	PM	7.4	A	7.8	A

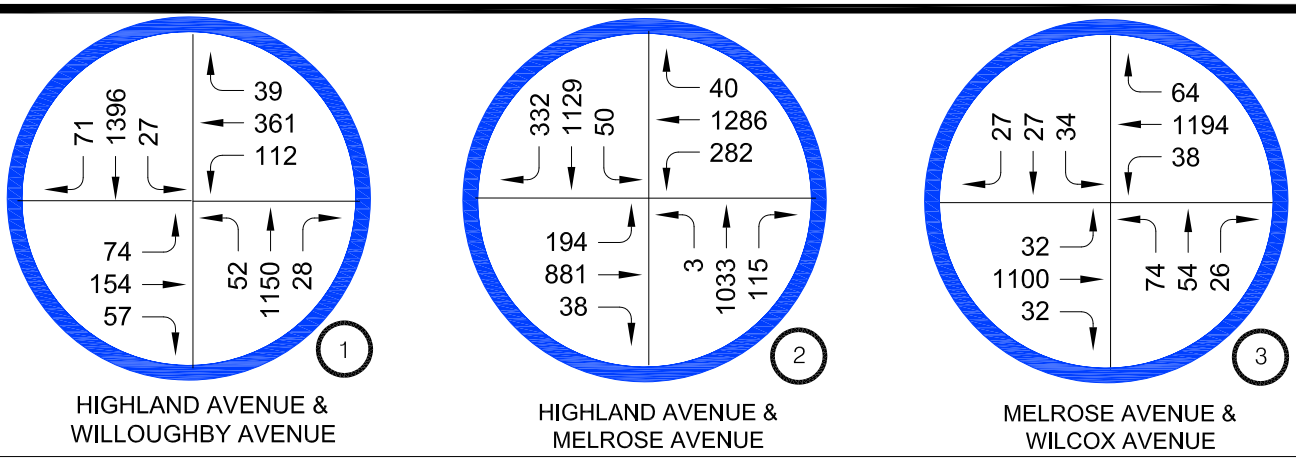
s = seconds

A review of the HCS worksheets indicated no poor operating conditions at Highland Avenue and Willoughby Avenue or Wilcox Avenue and Melrose Avenue. However, the worksheets for Highland Avenue and Melrose Avenue indicate the following:

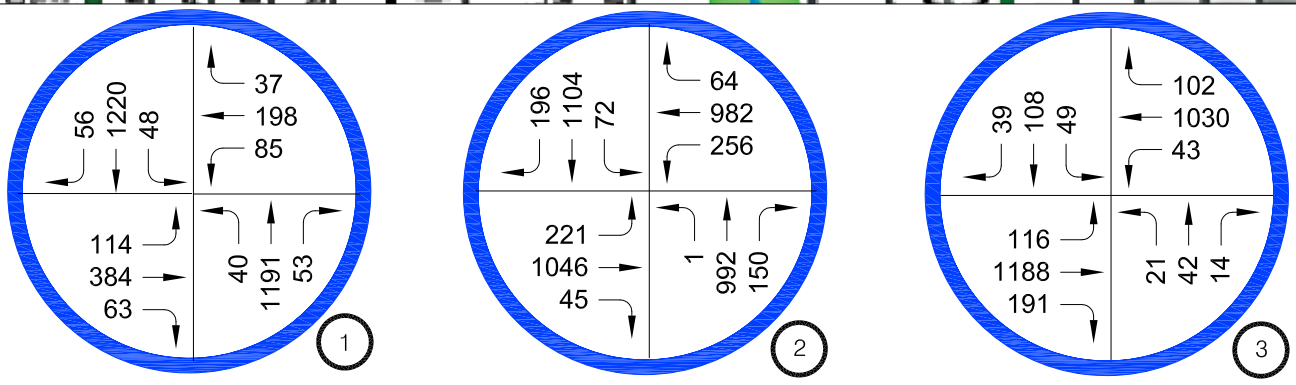
AM Peak Hour
- Existing and Existing + Project
- Eastbound Left Turn – Overflow 1 to 2 vehicles, LOS D
- Westbound Left Turn – Overflow 1 to 2 vehicles, LOS C

PM Peak Hour
- Existing and Existing + Project
- Southbound Left Turn, LOS E – Does not exceed left turn pocket

The Project does not create or significantly add to any circulation deficiencies in the area. HCS worksheets are provided in Appendix J. Figure 6 displays the Existing Traffic Volumes and Figure 7 displays the Existing + Project Traffic Volumes.



AM PEAK HOUR



PM PEAK HOUR

FIGURE 6

EXISTING (2021)
TRAFFIC VOLUMES

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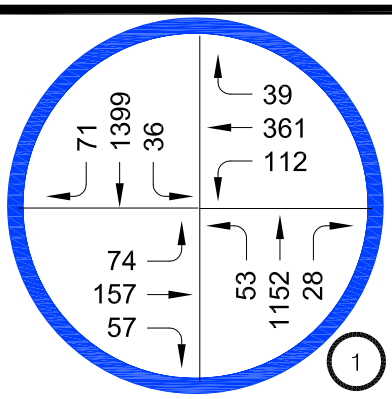
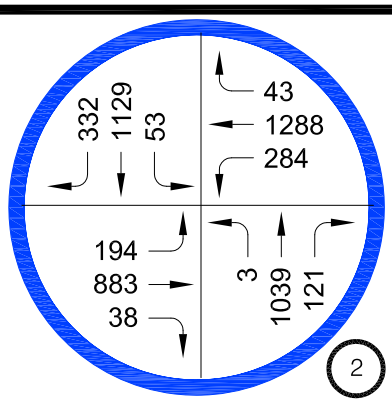
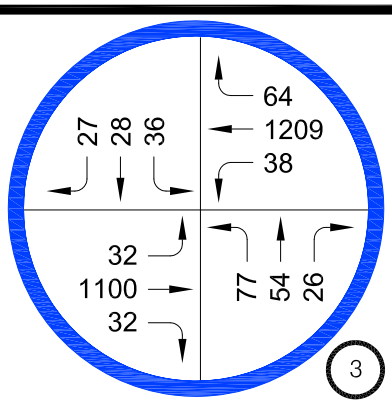


HIGHLAND AVENUE &
WILLOUGHBY AVENUE

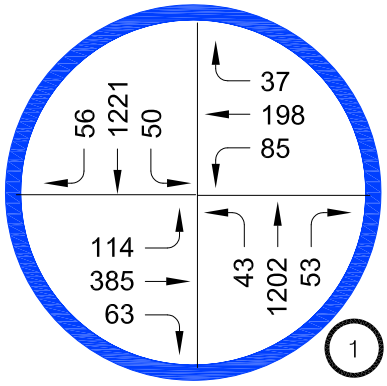


HIGHLAND AVENUE &
MELROSE AVENUE

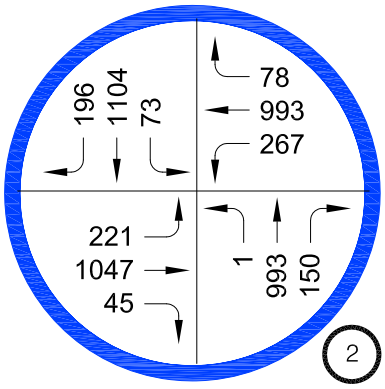


MELROSE AVENUE &
WILCOX AVENUE

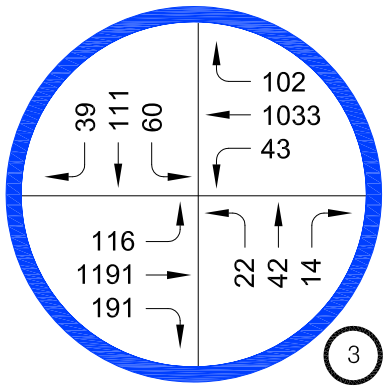
AM PEAK HOUR



HIGHLAND AVENUE &
WILLOUGHBY AVENUE



HIGHLAND AVENUE &
MELROSE AVENUE



MELROSE AVENUE &
WILCOX AVENUE

PM PEAK HOUR

FIGURE 7

EXISTING (2021) + PROJECT
TRAFFIC VOLUMES

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For the future traffic conditions in 2024, traffic generated by other projects identified in the Hollywood area within half mile radius of the Project have been added to the base counts to reflect potential growth in area. Six other related projects were included for this growth forecast. In addition, a one percent annual growth has been included to 2024 to account for other unknown projects or projects outside the study area. These adjustments provide a conservative traffic flow estimate for the study area and may overstate actual levels of congestion. The map and list of and locations of related projects (Figure 8) and the peak hour trips generated at the study locations (Figure 9) are provided in Appendix I.

Table 8 contains the results of the future cumulative plus Project traffic conditions at the study intersections for the 2024 study year. In evaluation of the Future conditions, the addition of Project traffic does not change the LOS at the nearby signalized locations.

Table 8
Future Traffic Conditions – Without and With Project

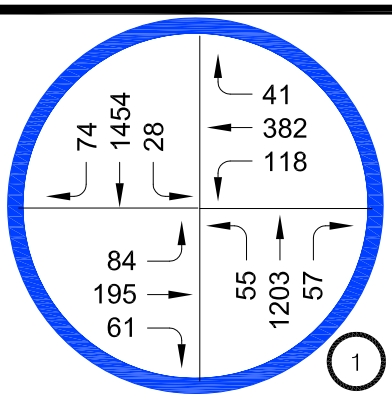
No.	Intersection	Peak Hour	Future (2024) Without Project		Future (2024) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Highland Avenue &	AM	28.7	C	29.1	C
	Willoughby Avenue	PM	30.1	C	30.3	C
2	Higland Avenue &	AM	50.9	D	51.9	D
	Melrose Avenue	PM	37.3	D	38.8	D
3	Wilcox Avenue &	AM	7.1	A	7.2	A
	Melrose Avenue	PM	7.9	A	8.3	A

s = seconds

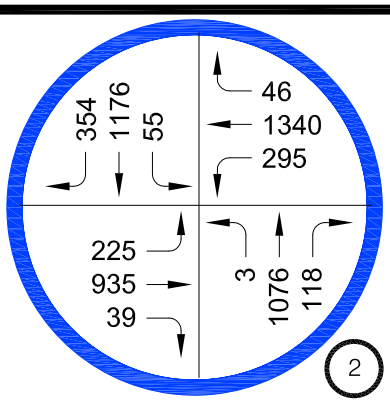
A review of the HCS worksheets indicated no poor operating conditions at Highland Avenue and Willoughby Avenue or Wilcox Avenue and Melrose Avenue. However, the worksheets for Highland Avenue and Melrose Avenue indicate the following:

AM Peak Hour
Future Without and With Project
Eastbound Left Turn – Overflow 1 to 2 vehicles, LOS D
Westbound Left Turn – Overflow 1 to 2 vehicles, LOS D
PM Peak Hour
Future Without and With Project
Westbound Left Turn – Overflow 1 to 2 vehicles, LOS C without project, D with project
Southbound Left turn, LOS F – Does not exceed left turn pocket

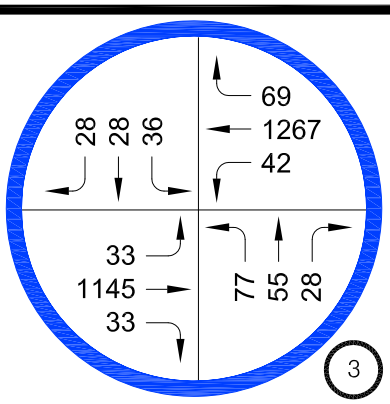
The Project does not create or significantly add to any circulation deficiencies in the area. HCS worksheets are provided in Appendix J. Figure 10 displays the Future Without Traffic Volumes and Figure 11 displays the Future With Project Traffic Volumes.



HIGHLAND AVENUE &
WILLOUGHBY AVENUE

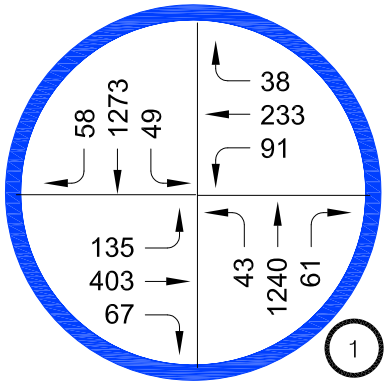


HIGHLAND AVENUE &
MELROSE AVENUE

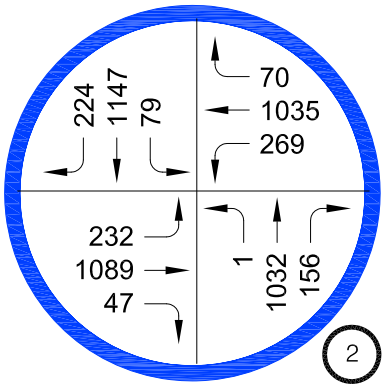


MELROSE AVENUE &
WILCOX AVENUE

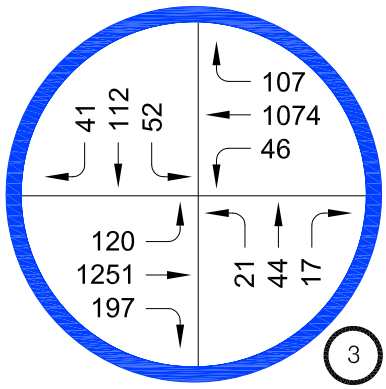
AM PEAK HOUR



HIGHLAND AVENUE &
WILLOUGHBY AVENUE



HIGHLAND AVENUE &
MELROSE AVENUE



MELROSE AVENUE &
WILCOX AVENUE

PM PEAK HOUR

FIGURE 10

**FUTURE (2024) WITHOUT PROJECT
TRAFFIC VOLUMES**

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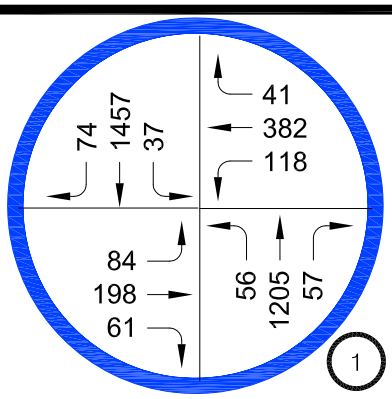
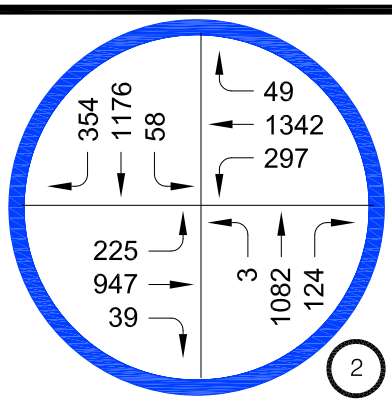
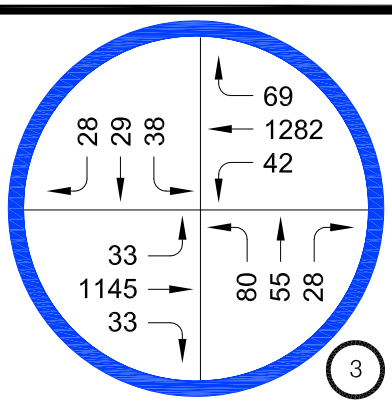


HIGHLAND AVENUE &
WILLOUGHBY AVENUE

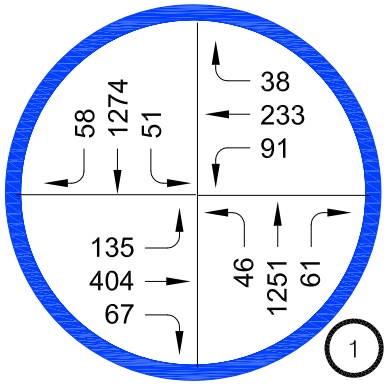


HIGHLAND AVENUE &
MELROSE AVENUE

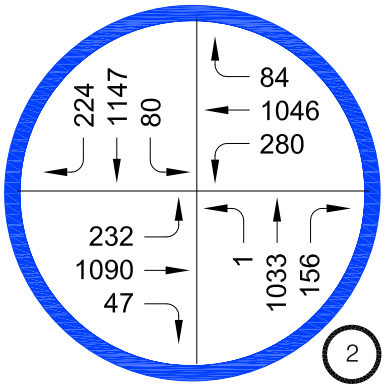


MELROSE AVENUE &
WILCOX AVENUE

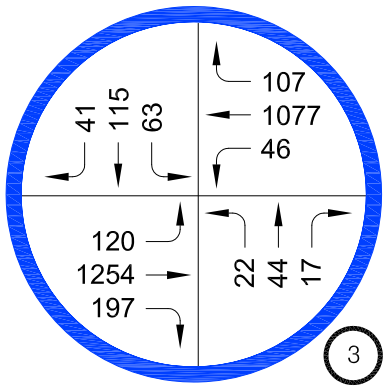
AM PEAK HOUR



HIGHLAND AVENUE &
WILLOUGHBY AVENUE



HIGHLAND AVENUE &
MELROSE AVENUE



MELROSE AVENUE &
WILCOX AVENUE

PM PEAK HOUR

FIGURE 11

FUTURE (2024) WITH PROJECT TRAFFIC VOLUMES

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Driveway Queue Evaluation

Driveway queue evaluation has been conducted using the projected future Project traffic volumes in and out of the Project garage driveway along Seward Street. Two of the existing driveways will remain in use without change along with the 17,134 square feet of creative office that will remain. Two driveways further south on Seward Street will be removed and one driveway will be constructed for the new building. Traffic volumes were available in historic data for Seward Street and is provided in Appendix J. Due to changes to traffic patterns during Covid-19 restrictions no new counts were taken. Seward Street at Waring Avenue was counted in 2017. The counts were increased by growth of 1% per year for estimated 2024 traffic volumes. HCS analysis with the Project driveway volumes in and out of the garage has been conducted. The driveways are forecast to operate well as shown in Table 9.

Table 9
Future Driveway Conditions With Project

Intersection	Peak Hour	Future (2024) With Project	
		Delay (s)	LOS
Seward Avenue &	AM	9.4	A
Project Driveway	PM	9.3	A

The HCS analysis also provides the forecasted number of vehicles in the turning lanes at the driveways as shown in Table 10 on the following page.

Table 10
Future Queues at the Project's New Driveway

Intersection	Peak Hour	With Project TYPICAL QUEUE LENGTH	
		DIRECTION	# of Cars
Seward Avenue &	AM	SB	0
Project Driveway		NBL	1
	PM	SB	0 TO 1
		NBL	0

No Project driveway deficiencies have been identified in this analysis.

Access & Circulation Summary Findings

Based on the traffic conditions analysis, no Project access and circulation constraints have been identified. The Project's traffic would not contribute to unacceptable queuing on along the Project driveways on Seward Street. The results of this evaluation show that the Project will not create any non–CEQA traffic deficiencies at the Project driveways.

Safety Evaluation

Providing access on the local street only will not increase vehicle conflicts with pedestrians, bicycles and transit vehicles along Melrose Avenue and no deficiencies are apparent in the site access plans which would be considered significant. All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety. There are adequate sidewalks and crosswalks serving the Project Site. There is a signal-controlled intersection at Melrose Avenue and June Street 225 feet west of the Project Site and at Melrose Avenue & Wilcox Avenue 630 feet east of the site that

provides traffic controlled crossing with continental crosswalks. The Project would not affect these facilities.

No access deficiencies are apparent in the site access plans which would be considered significant.

Passenger Loading Evaluation

All parking is located on–site in a parking garage. A dedicated passenger loading zones is proposed within the parking garage on the ground floor area. There will be a turn out area along the main entry way with a raised median within the garage for vehicles to drop off and pick up passengers.

State Facility Evaluation –

The proposed Project is approximately 2 miles west of the Hollywood Freeway (US 101) and approximately 3.3 miles north of the Santa Monica Freeway (I-10). These facilities have been evaluated for potential deficiencies with the Project.

Based on LADOT, Department of City Planning and Traffic Consultant representatives' team collaboration in addition to Caltrans comments from other projects, LADOT provided Interim Guidance for Freeway Safety Analysis on May 1, 2020. This guidance has been prepared to aid in evaluation of State Facilities. The guidelines include 8 steps which include (generally) 1) screening to determine if project trips on the off-ramps exceed 25 peak hour trips, 2) if screening is over 25 project trips on an off ramp, guidance on preparation of a "Future with Project" queuing analysis, 3) process for evaluation of existing and future ramp storage lengths, 4) determination of number of project vehicles that may exceed queue lengths including screening for over two or more vehicles, 5) speed differential evaluation, 6) screening for 30 miles per hour (mph) or more, 7) if more than 30 mph there are recommendations for corrective measures,8) if the cost of the changes are substantial, contribution guidelines are provided.

For this Project, the following ramps were evaluated:

- Hollywood Freeway Northbound Off Ramp to Melrose Avenue;
- Hollywood Freeway Southbound Off Ramp to Ardmore Avenue north of Melrose Avenue;
- Santa Monica Freeway Westbound Off Ramp to Crenshaw Boulevard; and,
- Santa Monica Freeway Eastbound Off Ramp to Crenshaw Boulevard.

As required by the LADOT screening of the number of project trips (#1 in the process) has been conducted. In full, #1 states:

Identify the number of Project trips expected to be added to nearby off ramps serving the site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queueing impacts following the steps below. If the project is not expected to generate more than 25 or more peak hour trips at any freeway off ramps, then a freeway ramp analysis is not required.

Project trips were distributed to the nearby off ramps according to the traffic patterns in the area and previously approved distribution. Table 11 displays the results of this evaluation.

Table 11
Study Off Ramp Distribution and Trips

#	Location	Peak Hour	Project Trips In	# of Trips	Over 25 Peak Hour Trips?
A	Hollywood Freeway NB Off Ramp to Melrose Avenue	AM	15%	9	NO
		PM	15%	2	NO
B	Hollywood Freeway SB Off Ramp to Ardmore Ave north of Melrose Ave	AM	15%	9	NO
		PM	15%	2	NO
C	Santa Monica Freeway WB Off Ramp to Crenshaw Boulevard	AM	10%	6	NO
		PM	10%	1	NO
D	Santa Monica Freeway EB Off Ramp to Crenshaw Boulevard	AM	10%	6	NO
		PM	10%	1	NO

As shown in Table 11, fewer than 25 Project trips will be utilizing the nearby off ramps during the peak hours. No further analysis and no deficiencies have been identified at the off ramps.

Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access. LADOT's TAG considers three areas to be considered when evaluating project construction activities.

Temporary Transportation Constraints

As part of the Project's construction, the City will require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur from the parking lane along the Project's Seward Street and Melrose Avenue frontage.

For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or

vehicle mobility, the construction impacts would be less than significant.

1. Temporary Loss of Access

Vehicular access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

2. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops located on Melrose Avenue.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

The Project applicant will be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

RESIDENTIAL STREET CUT-THROUGH ANALYSIS

A neighborhood street impact analysis method is included in the LADOT TAG. The objective of the residential street impact analysis is to determine potential increases in average daily traffic associated with cut-through traffic that can result from a project and impact residential streets. Cut-through trips are defined by the TAG as those which feature travel along a street classified as a Local Street in the City's General Plan, with residential land-use frontage, as an alternative to a higher classification street segment (e.g., Collector, Avenue, or Boulevard as designated in the City's General Plan) to access a destination that is not within the neighborhood within which the Local Street is located.

Due to the Project's location in along Melrose Avenue and being, predominately, a residential Project, there are no such residential street segments that could be used for cut-through trips as a viable alternative route. A residential cut-through analysis is not required.

APPENDIX A

LADOT Approved MOU

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. Project Information

Project Name: Melrose & Seward Creative Office

Project Address: 6101-6117 Melrose Ave. & 729, 733-735 Seward Ave.

Project Description: 8,473sf of office to be demolished, 17,134sf of existing office to remain 65,003sf of new office with 422sf grab&go type restaurant for employee & guest use only

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* X Yes ☐ No

II. Transportation Demand Management (TDM) Measures

Provide any transportation demand management measures that are being considered where the eligibility needs to be verified in advance (e.g. bike share kiosks, unbundled parking, microstransit service, etc.). Note that LADOT staff will make the final determination if TDM measures eligibility for a particular project. Please confirm eligibility with the LADOT Planning and Bureau staff assigned to your project.

1 Pedestrian Network Improvements

2 _____

3 _____

4 _____

Select any TDM measures that are currently being considered that may be eligible as a Project Design Feature[1]:

X	Reduced Parking Supply[2]
X	Bicycle Parking and Amenities
	Parking Cash Out

III. Trip Generation

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	Yes	No
Transit Usage	☐	X
Existing Active or Previous Land Use	X	☐
Internal Trip	X	☐
Pass-By Trip	☐	X
Transportation Demand Management (See above)	X	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* X Yes ☐ No

	IN	OUT	TOTAL
AM Trips	60	10	70
PM Trips	10	56	66

NET Daily Vehicle Trips (DVT)
579 DVT (ITE 10 ed.)
524 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City/s Transit Oriented ted Community Guidelines.

LADOT

City of Los Angeles Transportation Assessment MOU
LADOT Project Case No: _____

IV. Study Area and Assumptions

Project Buildout Year: 2024 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS *(May be subject to LADOT revision after access, safety and circulation evaluation)*

1 Wilcox Avenue & Melrose Avenue
2 Highland Avenue & Willoughby Avenue
3 Highland Avenue Avenue & Melrose Avenue
4 Project Driveway & Seward Ave

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 total DVT? ☐ Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

If questions a., b., or c. is Yes then complete **Attachment C.1: Access Assessment Criteria**.

VI. SITE PLAN and map of Study Area

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
Project driveways (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☒	☐	☐
Delivery loading zone or area	☐	☐	☒
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☒

VII. Contact Information

	CONSULTANT	DEVELOPER
Name:	Liz Fleming - Overland Traffic	Collin Monsour, Bardas Inv. Grp
Address:	952 Manhattan Bch Bl #100, M.B.	1015 N. Fairfax Ave.
Phone Number:	310 545-1235	West Hollywood, CA 90046
E-Mail:	liz@overlandtraffic.com	

Approved by: x _____ UPDATE 2-16-21 x _____ 3-2-2021

Consultant's Representative | Date | LADOT Representative | *Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

LADOT Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Melrose & Seward Creative Office
Project Address: 6101-6117 Melrose Ave. & 729, 733-735 Seward Ave.
Project Description: 8,473sf of office to be demolished, 17,134sf of existing office to remain 65,003sf of new office with 422sf grab&go type restaurant for employee & guest use only
LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? □ VMT Calculator X ITE 10th Edition □ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	Creative Office	65,003 sf	105
	Grab & Go Coffee Shop (not open to public)	244 sf	2
	Total new trips:		107

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? □ Yes □ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 25 % S 25 % E 25 % W 25 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)
- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices

- places of worship
- grocery stores
- other facilities that attract pedestrian trips

- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? □ Yes ☒ No

If yes, list streets and include distance from the project:

None _____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☒ Yes □ No Melrose Avenue

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

145 (feet) at Melrose Av & June St	_____(feet) at _____
673 (feet) at Melrose Av & Wilcox Av	_____(feet) at _____
1,310 (feet) at Melrose Av & Cahuenga Bl	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____

V. Project Construction

Will the project require any construction activity within the city right-of-way? □ Yes □ No Unknown at this time

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk Potentially
- bike lane No
- parking lane Potentially
- travel lane Potentially
- bus stop No
- bicycle parking (racks or corrals) No
- bike share or other micro-mobility station No
- car share station No
- parklet No
- other: _____

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Melrose & Seward Creative Office

Scenario:

Address: 6101 W MELROSE

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	8.473	ksf
Office | General Office	8.473	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant		ksf
Office | General Office	65.003	ksf
(custom) Grab & Go Coffee | Retail/Non-Retail		LU type
(custom) Grab & Go Coffee | Residents	0	Person
(custom) Grab & Go Coffee | Employees	15	Person
(custom) Grab & Go Coffee | Daily	29	Trips
(custom) Grab & Go Coffee | HBW-Attraction S	47	Percent
(custom) Grab & Go Coffee | HBO-Attraction S	11	Percent
(custom) Grab & Go Coffee | NHB-Attraction S	21	Percent
(custom) Grab & Go Coffee | HBW-Production	0	Percent
(custom) Grab & Go Coffee | HBO-Production	0	Percent
(custom) Grab & Go Coffee | NHB-Production	21	Percent

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
68 Daily Vehicle Trips	549 Daily Vehicle Trips
524 Daily VMT	4,226 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	481 Net Daily Trips
The net increase in daily VMT ≤ 0	3,702 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/16/2021

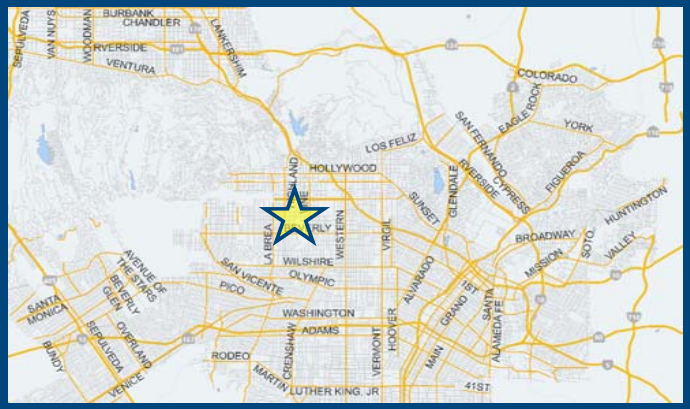
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Melrose & Seward Creative Office

Scenario:

Address: 6101 W MELROSE AVE, 90038



Proposed Project Land Use Type	Value	Unit
Office | General Office	65.003	ksf
(custom) Grab & Go Coffee | Retail/Non-Retail		

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
172 city code parking provision for the project site
168 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
524 Daily Vehicle Trips	**524** Daily Vehicle Trips
4,042 Daily VMT	**4,042** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.2 Work VMT per Employee	**8.2** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	**Work: Yes** Threshold = 7.6 15% Below APC

Measuring the Miles

2/16/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 16, 2021
Project Name: Melrose & Seward Creative Office
Project Scenario:
Project Address: 6101 W MELROSE AVE, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	65.003	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Grab & Go Coffee	29	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 16, 2021
Project Name: Melrose & Seward Creative Office
Project Scenario:
Project Address: 6101 W MELROSE AVE, 90038

Version 1.3

Analysis Results

Total Employees: 275
Total Population: 0

Proposed Project		*With Mitigation*	
524	**Daily Vehicle Trips**	**524**	**Daily Vehicle Trips**
4,042	**Daily VMT**	**4,042**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.2	**Work VMT per Employee**	**8.2**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	Yes	Work > 7.6	Yes

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	172	172
		Actual parking provision (spaces)	168	168
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 16, 2021
Project Name: Melrose & Seward Creative Office
Project Scenario:
Project Address: 6101 W MELROSE AVE, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*
MAX. TDM EFFECT	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 16, 2021
Project Name: Melrose & Seward Creative Office
Project Scenario:
Project Address: 6101 W MELROSE AVE, 90038

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.3	0	0
Home Based Other Production	0	0.0%	0	5.2	0	0
Non-Home Based Other Production	91	-7.7%	84	7.3	664	613
Home-Based Work Attraction	391	-30.4%	272	8.7	3,402	2,366
Home-Based Other Attraction	173	-37.0%	109	6.5	1,125	709
Non-Home Based Other Attraction	91	-7.7%	84	6.4	582	538

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-4.3%	0	0	-4.3%	0	0
Home Based Other Production	-4.3%	0	0	-4.3%	0	0
Non-Home Based Other Production	-4.3%	80	586	-4.3%	80	586
Home-Based Work Attraction	-4.3%	260	2,263	-4.3%	260	2,263
Home-Based Other Attraction	-4.3%	104	678	-4.3%	104	678
Non-Home Based Other Attraction	-4.3%	80	515	-4.3%	80	515

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 275
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**2,263**	**2,263**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.2**	**8.2**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	LIZ FLEMING
Title:	V.P.
Company:	OVERLAND TRAFFIC CONSULTANTS
Address:	952 MANHATTAN BCH BL #100
Phone:	310 545-1235
Email Address:	LIZ@OVERLANDTRAFFIC.COM
Date:	2-16-21

10th Edition ITE Manual Trip Rates

Description	ITE CODE	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Office	710	9.74	1.16	86%	14%	1.15	16%	84%
Coffee/Donut Shop wo Drive Thru	936	687.25	101.14	51%	49%	36.31	50%	50%

General office rate used for Creative Office, no ITE Rate for Grab & Go Restaurant; used coffee/donut shop
Rater per 1,000 sf for Office & Restaurant

Project Trip Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
	Proposed Project								
710	New Office	65,003 sf	633	75	65	10	75	12	63
936	Grab & Go Coffee Shop*	422 sf	290	43	22	21	15	7	8
	Internal Trips	90%	(261)	(38)	(19)	(19)	(14)	(7)	(7)
	Subtotal Grab & Go Coffee Shop	65,425 sf	29	5	3	2	1	0	1
	Subtotal Proposed		**662**	**80**	**68**	**12**	**76**	**12**	**64**
	Existing to be removed								
710	Existing Office	8,473 sf	83	10	8	2	10	2	8
	NET TRIPS (PROPOSED-EXISTING)		**579**	**70**	**60**	**10**	**66**	**10**	**56**

* Grab & Go Coffee Shop is for the exclusive use of the office employees/visitors, 90% internal so employees and deliveries represented

The existing office is 25,607 sf. 17,135 sf will remain therefore 8,473 will be removed & creates trip credits.

Melrose Seward Creative Office

TRIP GENERATION RATES & CALCULATIONS
PEDESTRIAN

Walk Trip Generation Rates

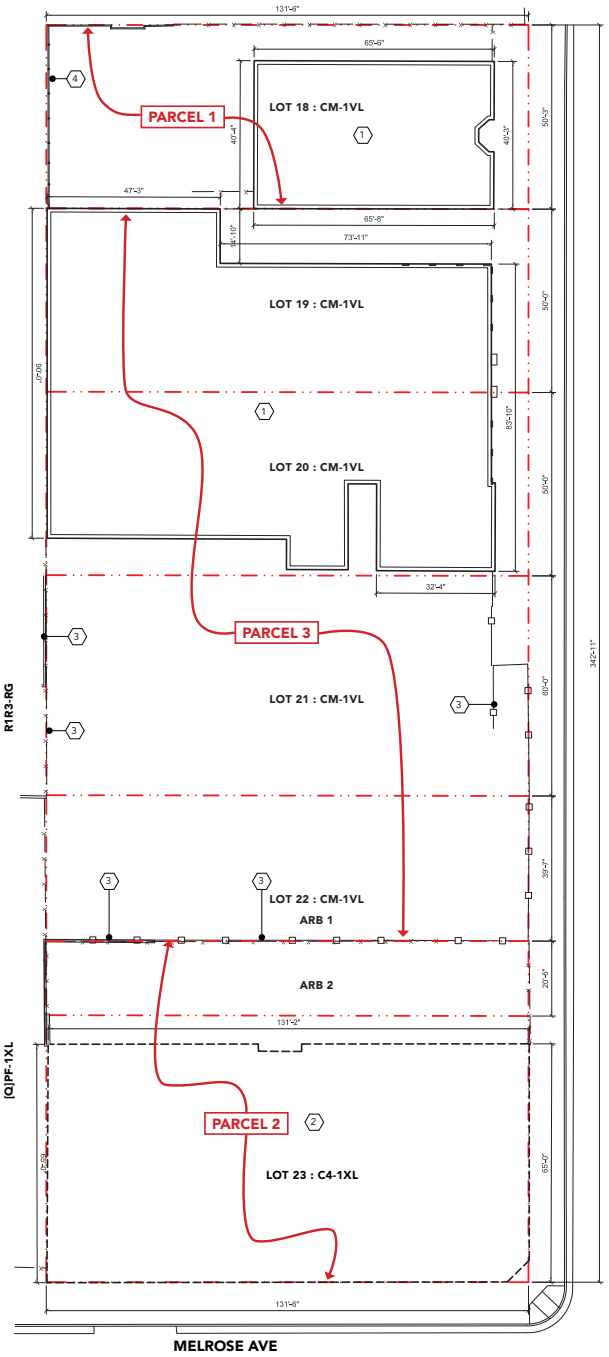
ITE Code	Description	Daily	AM Peak Hour Total	PM Peak Hour Total
710	Office	**5X(AM+PM)**	0.16	0.17
932	High Turnover Restaurant	**5X(AM+PM)**	0.45	0.45

No Grab & Go Land Use, Used High Turnover Restaurant

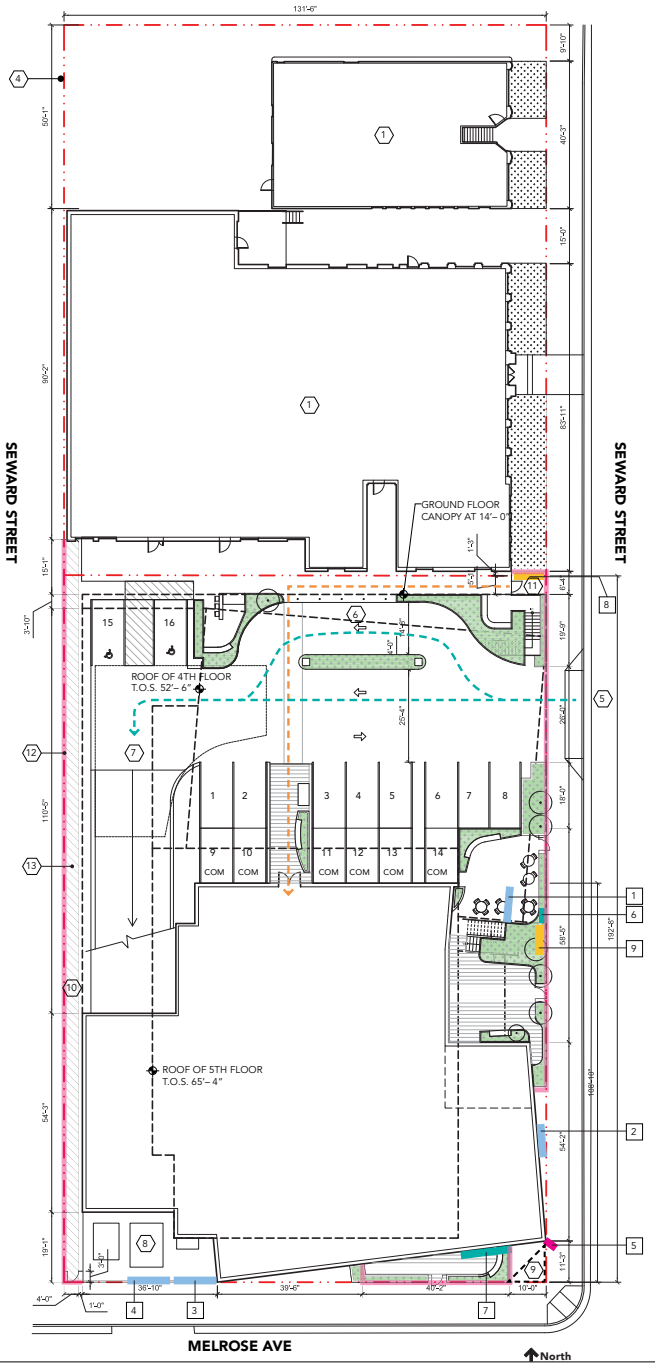
Walk Trip Generation

ITE Code	PROJECT PEDESTRIAN TRIPS Description	Size	Daily	AM Peak Hour Total	PM Peak Hour Total
	Proposed New Construction				
710	Office	65,003 sf	105	10	11
932	High Turnover Restaurant	422 sf	2	0	0
	NEW Pedestrian TRIPS TOTAL		**107**	**10**	**11**

EXISTING SITE PLAN



PROPOSED SITE PLAN



PROJECT ADDRESS:

6101-6117 MELROSE AVE

729,733-735 SEWARD AVE

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1

LOT 18 OF TRACT NO. 4427, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 48, PAGE 65 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PARCEL 2

THE SOUTH 20 FEET OF LOT 22 AND ALL OF LOT 23, TRACT NO. 4427, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 48 PAGE 65 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3

LOTS 19,20,21 AND THE NORTH 40 FT OF LOT 22, OF TRACT NO. 4427, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 48, PAGE(S) 65 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

APN:

5533-037-005, 5533-037-024, 5533-037-023

SUMMARY TABLE:

EXISTING BUILDING FAR TO REMAIN		17,134 SF
NEW BUILDING FAR		67,889 SF
ON-SITE PARKING SPACES REQUIRED		172 SPACES
PARKING SPACES OFFSET BY BICYCLE SPACES		6 SPACES
MINIMUM REQUIRED ON-SITE PARKING SPACES		166 SPACES
PARKING SPACES PROVIDED		168 SPACES
SHORT TERM BICYCLE SPACES REQUIRED/PROVIDED PER TABLE 12.21A.16 9a)(2)	1/10,000 SF	9 SPACES
LONG TERM BICYCLE SPACES REQUIRED/PROVIDED PER TABLE 12.21A.16 9a)(2)	1/5,000 SF	17 SPACES
SHOWERS REQUIRED/PROVIDED PER GENDER PER LAMC 91.6307		1
LOCKERS REQUIRED/PROVIDED PER LAMC 91.6307		26
PARKING SPACES FOR CLEAN AIR VEHICLES PER TABLE 5.106.5.2		16
PARKING SPACES FOR EV CHARGING STATIONS PER TABLE 5.106.5.3.3		10
MAXIMUM TOP OF ROOF		65'-4"
LOADING REQUIRED		NONE
OPEN SPACE REQUIRED		NONE
OPEN SPACE PROVIDED		11,325 SF
LANDSCAPE REQUIRED		NONE
LANDSCAPE PROVIDED		2,870 SF
TREES REMOVED (NON PROTECTED)		6 EXISTING (2 STREET, 4 SITE)
TREES REQUIRED / PROVIDED		4 STREET TREES, 8 ADD TREES
TOPOGRAPHY		LESS THAN 5' CHANGE

PARKING TABLE

GROUND FLOOR	16 SPACES
LEVEL B1	42 SPACES
LEVEL B2	110 SPACES
TOTAL	**168 SPACES**

*COMPACT STALL RATIO = 45%

PARKING DESCRIPTION: THE ON-SITE PARKING WILL BE ACCESSED VIA A NEW DRIVEWAY ON SEWARD STREET. THE PROJECT WILL INCLUDE AN AT-GRADE ON-SITE DROP-OFF AREA TO SERVE BOTH RIDESHARE ARRIVALS / DEPARTURES AND ON-SITE VALET PARKING OPERATIONS. THE PROJECT WILL PROVIDE APPROXIMATELY 16 SPACES AT IN THE AT-GRADE LEVEL, WITH THE BALANCE OF THE PARKING BEING LOCATED IN TWO BELOW-GRADE LEVELS ACCESSED BY INTERNAL VEHICLE RAMPS. THE TOTAL ANTICIPATED NUMBER OF PARKING SPACES ON-SITE IS 168, INCLUDING 16 SPACES DESIGNATED FOR CLEAN AIR VEHICLES, AND 10 SPACES DESIGNATED FOR EV CHARGING STATIONS.

THE PROJECT WILL INCLUDE 8 SHORT TERM BICYCLE PARKING SPACES AND 16 LONG TERM BICYCLE SPACES, LOCATED AND CONFIGURED IN COMPLIANCE WITH APPLICABLE REQUIREMENTS. ONE SHOWER FOR EACH GENDER, AND A TOTAL OF 24 LOCKERS, WILL BE PROVIDED IN THE P-1 LEVEL OF THE PARKING FACILITY.

TREES: THE PROJECT SITE INCLUDES 6 EXISTING TREES, INCLUDING 2 STREET TREES AND 4 TREES IN ALONG THE EXISTING ON-GRADE PARKING LOT. THERE ARE NO PROTECTED SPECIES OR HERITAGE TREES; ALL EXISTING TREES WILL BE REMOVED. THE EXISTING STREET TREES WILL BE REPLACED AT A 2:1 RATIO WITH A MINIMUM 24" BOX REPLACEMENT TREE (4 TREES). ADDITIONALLY, TO COMPLY WITH THE LANDSCAPE ORDINANCE, 1 TREE PER 500 SQUARE FEET OF PLANTING AREA SHALL BE PROVIDED (8 TREES PER 3,797 SF PLANTING AREA). TWELVE (12) MINIMUM TREES WILL BE PROVIDED.

FAR CALCULATION

SITE AREA	45,136 SF
FAR AREA	67,889 SF
EXISTING AREA TO REMAIN	17,134 SF
TOTAL FLOOR AREA	85,023 SF
FAR	**1.88**

LEGEND

1. WALL SIGN 175 SF
2. WALL SIGN 205 SF
3. WALL SIGN 156 SF
4. WALL SIGN 162.5 SF
5. PROJECTION SIGN 33 SF
6. CANOPY SIGN 21 SF
7. CANOPY SIGN 71 SF
8. MONUMENT SIGN 37.5 SF
9. MONUMENT SIGN 37.5 SF

SECURITY LINE

PEDESTRIAN CIRCULATION

VEHICULAR CIRCULATION

KEYNOTES:

1. EXISTING BUILDING TO REMAIN NOT PART OF THE PROJECT
2. BUILDING TO BE DEMOLISHED
3. WALL/FENCE TO BE DEMOLISHED
4. PROPERTY LINE
5. DRIVEWAY ACCESS
6. VALET DROP-OFF
7. ADDITIONAL PARKING BELOW
8. DWP YARD
9. LA MUNI ZONING CODE 10' X 10' DIAGONAL
10. ELECTRICAL + UTILITY EASEMENTS
11. PEDESTRIAN ACCESS
12. PROPERTY DEMISING WALL
13. MULTIPLE UTILITIES EASEMENTS

OCTOBER 2020

PROJECT NAME:

mese

6101-6117 N. MELROSE AVE
729,733-735 SEWARD AVE
LOS ANGELES, CA 90038

APN: 5533-037-005, 5533-037-024, 5533-037-023

CLIENT:

BARDAS INVESTMENT GROUP

KEY PLAN:

NO.	DESCRIPTION	DATE

DESIGN CONSULTANT:

Otherworks
3315 ISABEL DRIVE
LOS ANGELES, CA 90065

EXECUTIVE ARCHITECT:

HRA House & Robertson ARCHITECTS

LANDSCAPE ARCHITECT:

SALT

LIGHTING DESIGNER:

HENDERSON ENGINEERS

DRAWING TITLE:

PLOT PLAN

SCALE @ 24" X 36":

1/16" = 1'0"

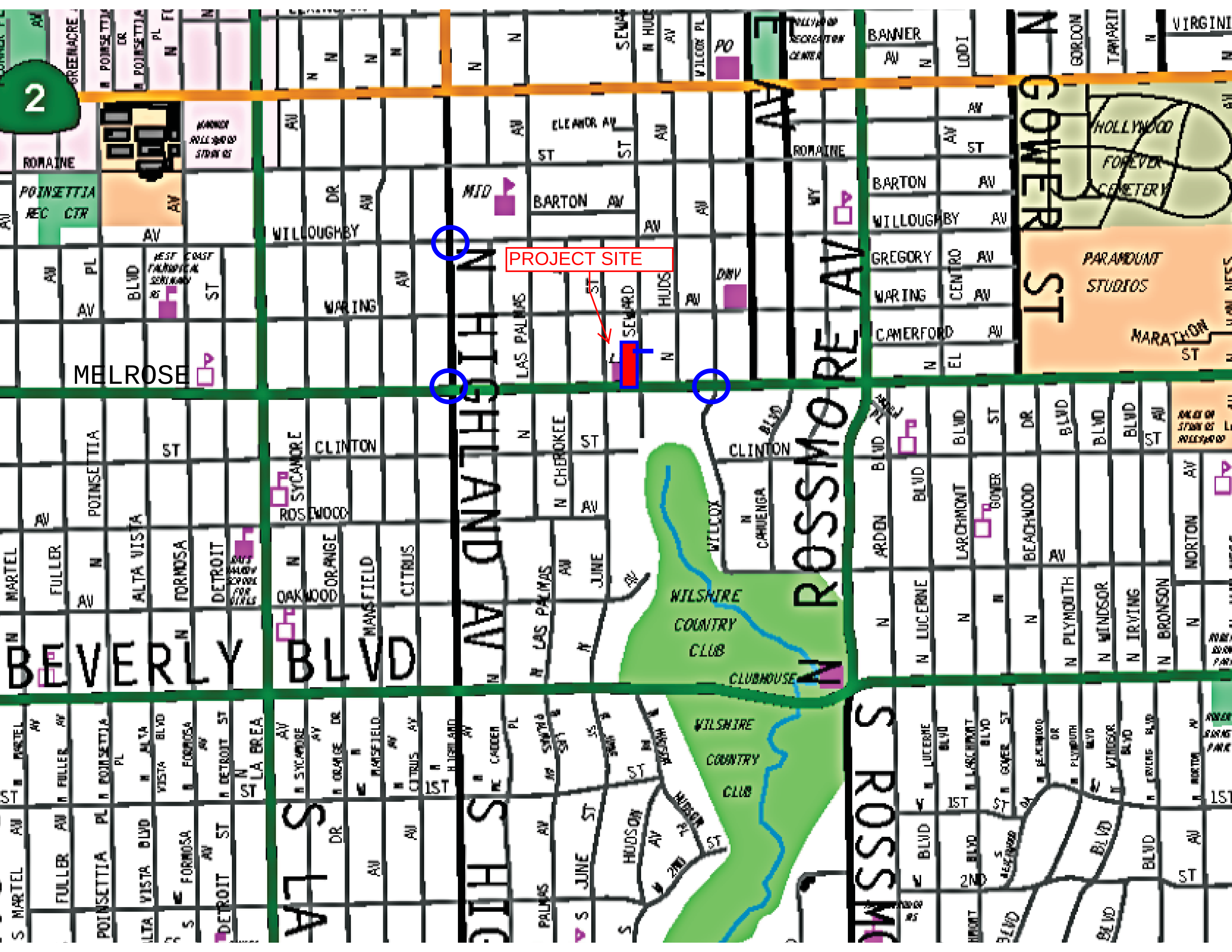
0 5 10 25 50

PROJECT NO: **1911**

PROJECT NORTH:

DRAWING NO: **A0-002**

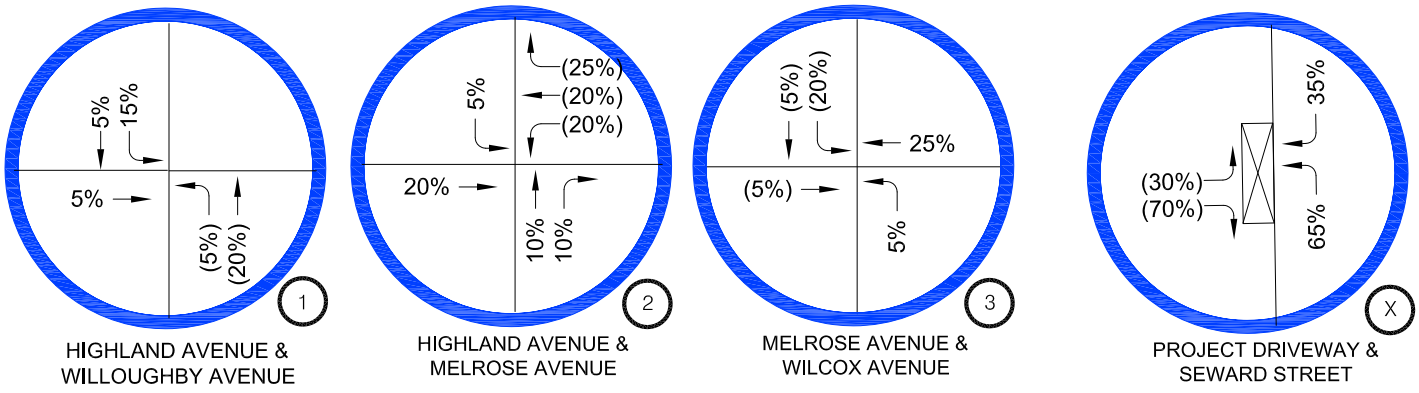
REV NO: **0**


PROJECT SITE
MELROSE
BEVERLY BLVD
N HIGHLAND AV
ROSSMORE AV
GOWER ST
WILSHIRE COUNTRY CLUB
CLUBHOUSE
HOLLYWOOD FOREVER CEMETERY
PARAMOUNT STUDIOS
POINSETTIA REC CTR
WILLOUGHBY
WARING
ROMAINE
BARTON AV
CLINTON
ROSEWOOD
OAKWOOD
MARATHON ST
2

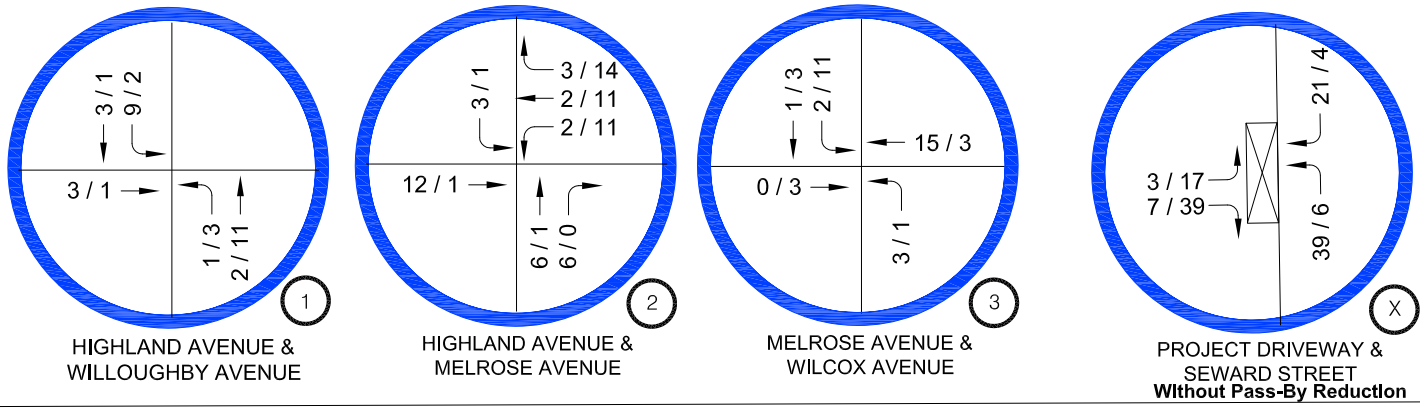
12/2020

OVERALL DISTRIBUTION OF PROJECT TRIPS

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com



PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION IN / (OUT)



PROJECT VOLUMES AM PEAK HOUR/PM PEAK HOUR

FIGURE 5

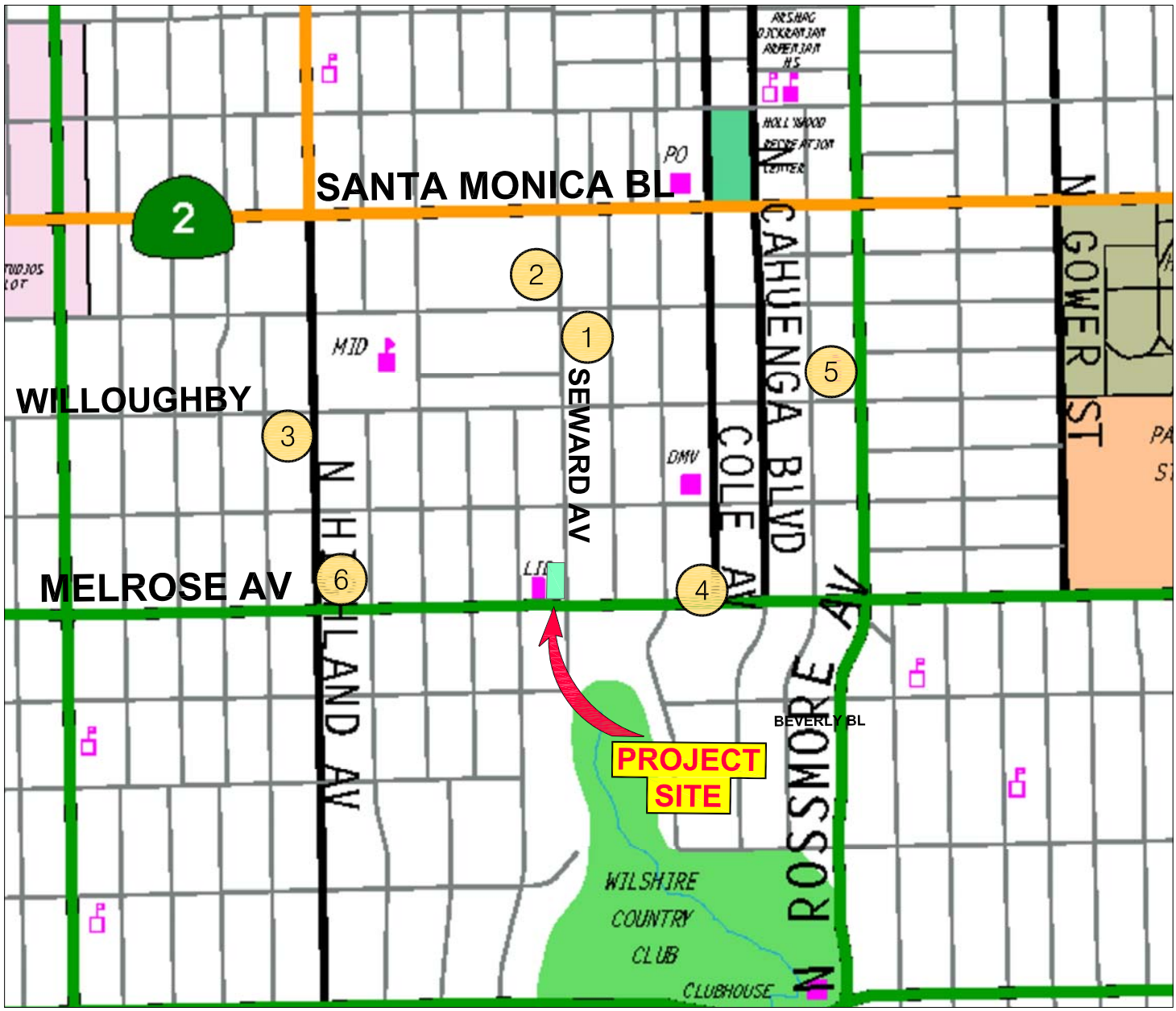
PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION & PROJECT VOLUMES

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)545-1235, (661)799-8423 , liz@overlandtraffic.com

NWC MELROSE SEWARD
CREATIVE OFFICE

RELATED PROJECT LIST

#	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Office	130,000	sf	956 Seward St	1,240	149	37	186	36	144	180
2	Hollywood Center Studios										
	Office	104,155	sf	6601 W Romain St	808	88	4	92	12	39	51
	Storage	1,970	sf								
3	Restaurant	806	sf	859 Highland Av	330	21	20	41	9	9	18
4	Apartments	84	units	707 N Cole Av	398	6	25	31	24	12	36
5	Apartments	85	units	901 Vine St	-32	4	26	30	-5	1	-4
	Restaurant	4,000	sf								
	Retail	4,000	sf								
6	Apartments	33	units	6535 Melorse Av	461	13	20	33	24	16	40
	Restaurant	2,635	sf								
	Retail	2,321	sf								

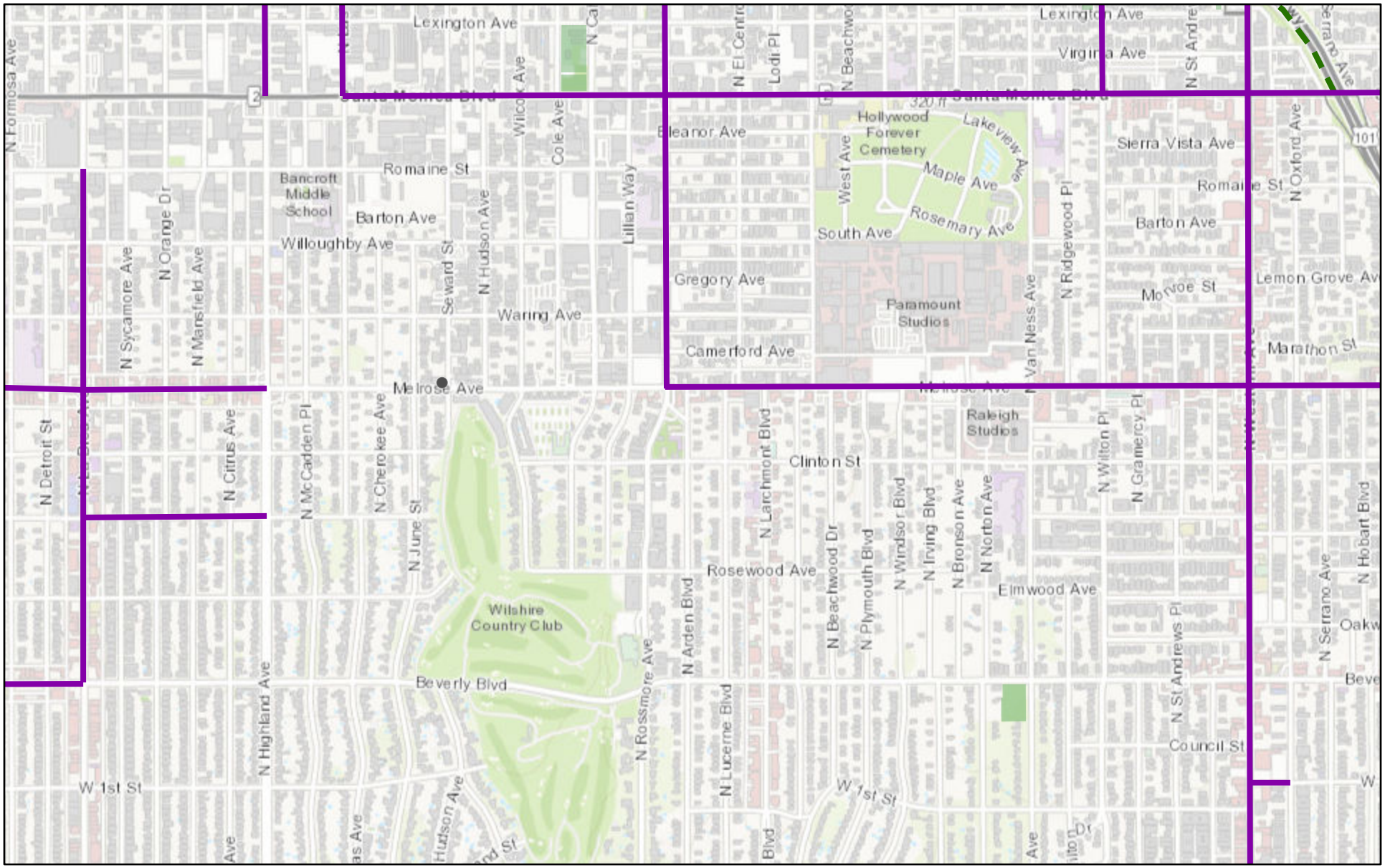


RELATED PROJECT LOCATIONS

12/2020

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266
(310) 545-1235 phone, liz@overlandtraffic.com

High Injury Network



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High Injury Network

Parks

Green Network

Bike Paths (Planned)

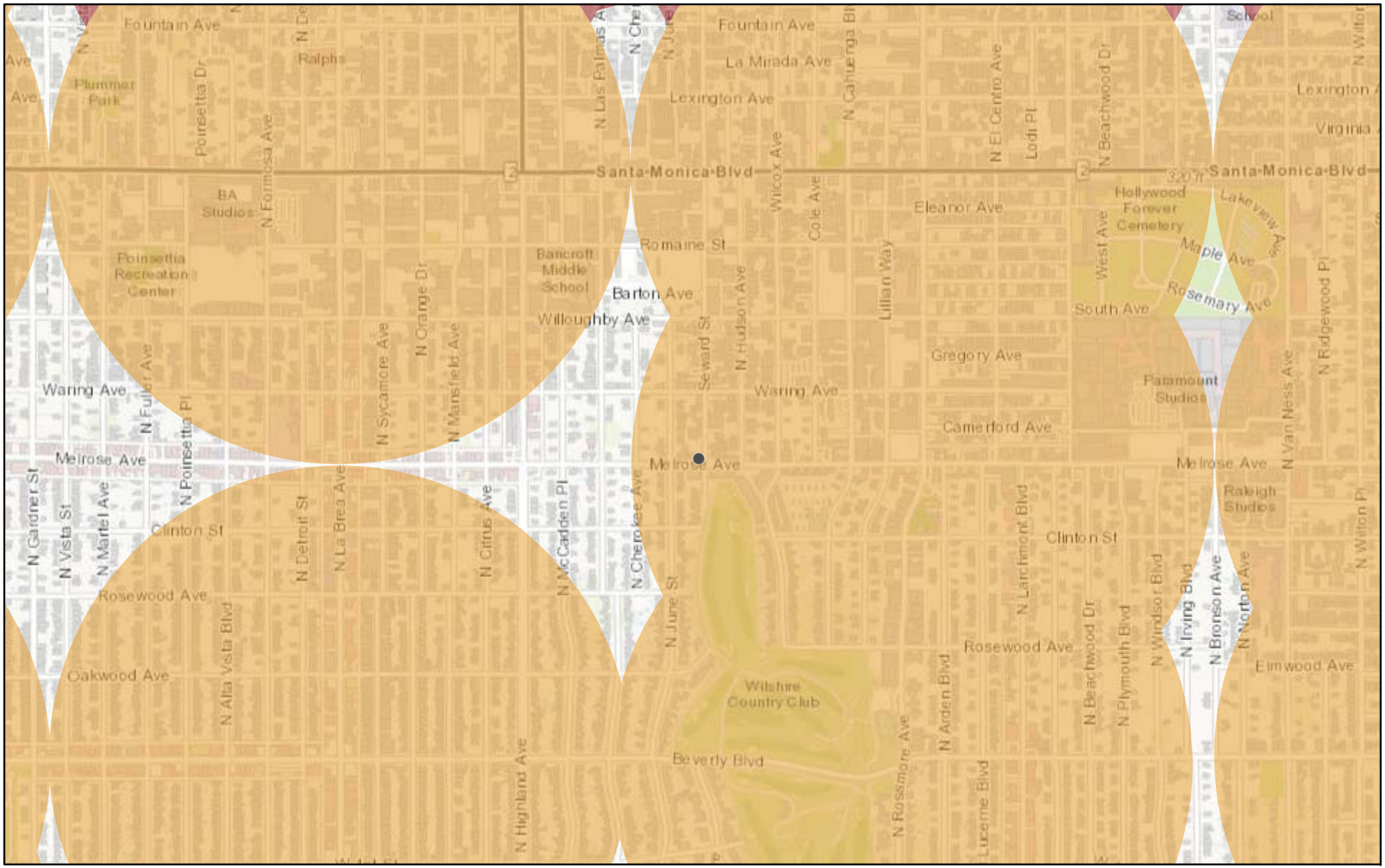
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Los Angeles Department of City Planning

Transit Priority Area



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Transit Priority Area (TPA)

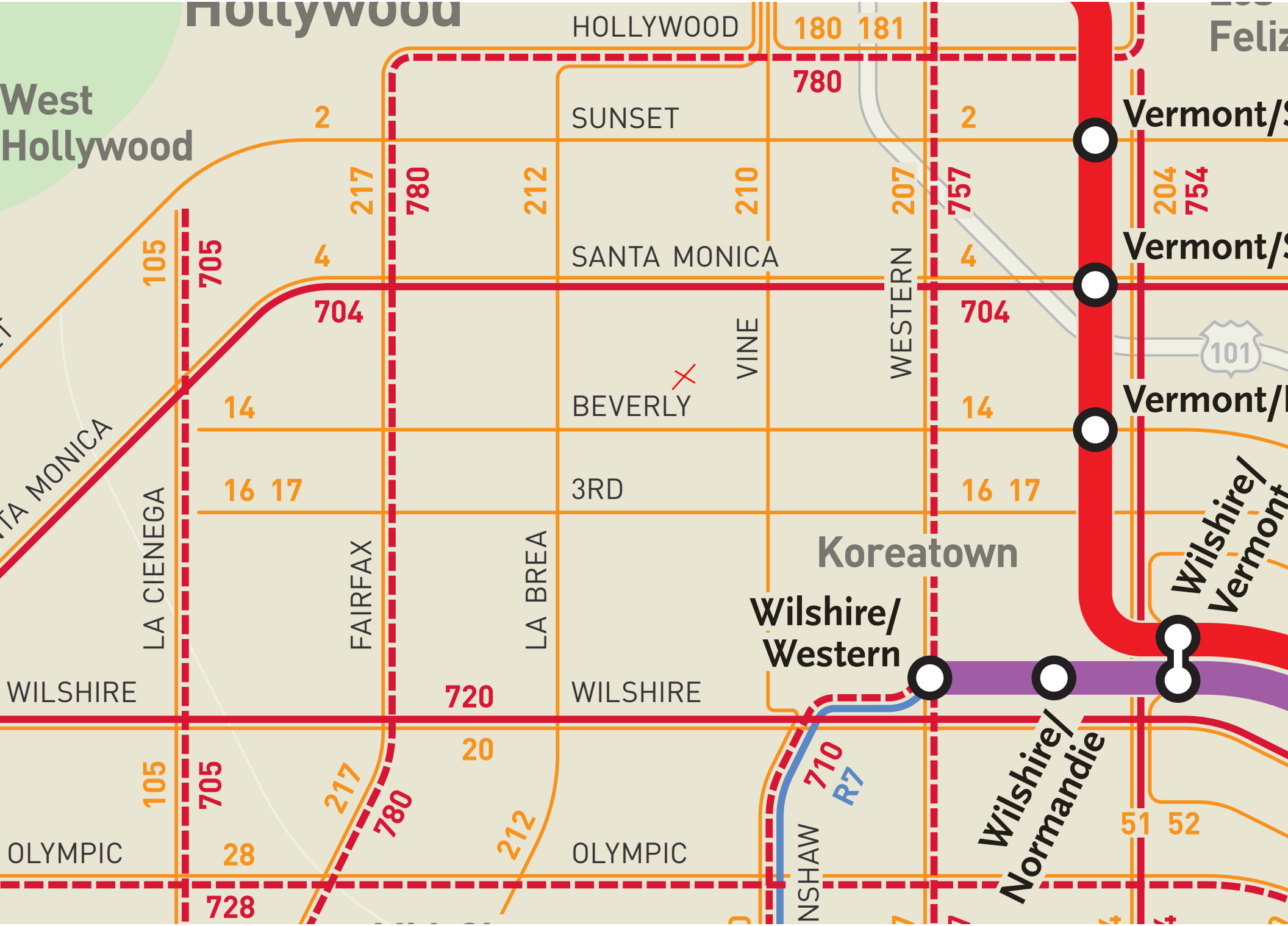
Major Bus Routes

Heavy Rail

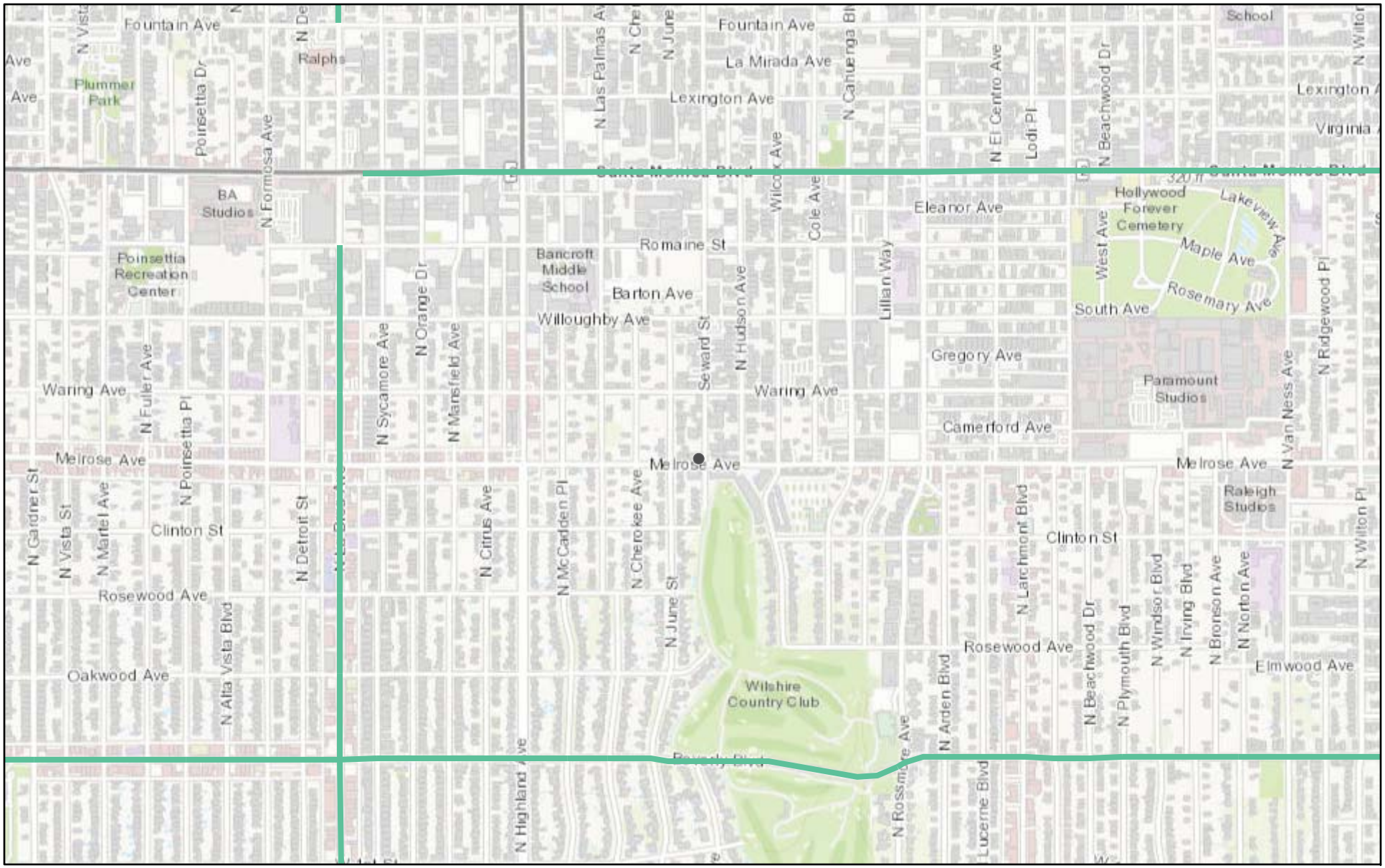
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km


Hollywood
West Hollywood
HOLLYWOOD
180 181
780
SUNSET
2
SANTA MONICA
4
704
BEVERLY
14
3RD
16 17
WILSHIRE
720
20
OLYMPIC
28
728
105
705
217
780
212
210
207
757
204
754
VINE
WESTERN
LA CIENEGA
FAIRFAX
LA BREA
710
R7
NSHAW
101
Koreatown
Wilshire/
Western
Wilshire/
Vermont
Wilshire/
Normandie
Vermont/
51 52

Transit Enhanced Area



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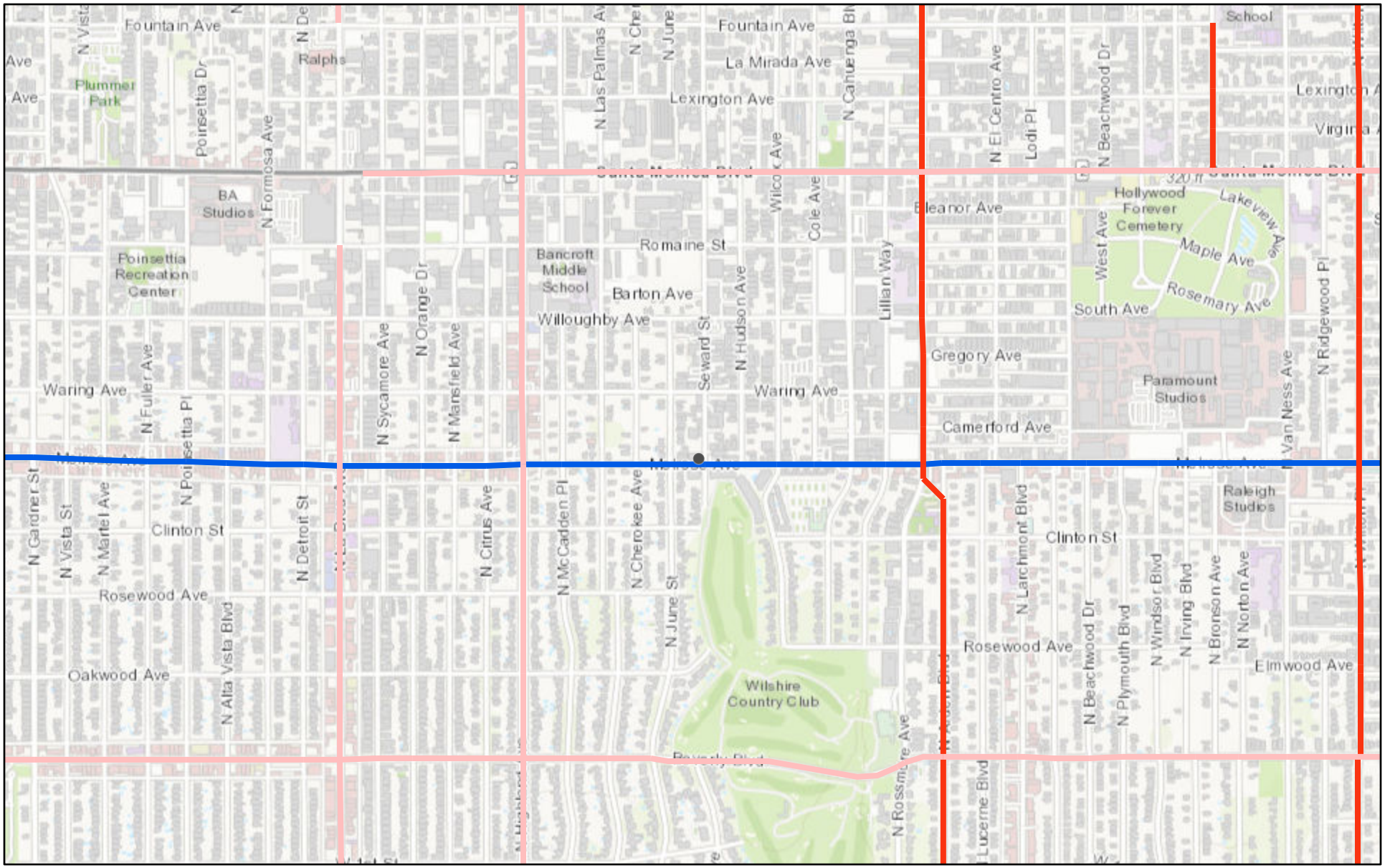
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Transit Enhanced Network (TEN)

Bicycle Network



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1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

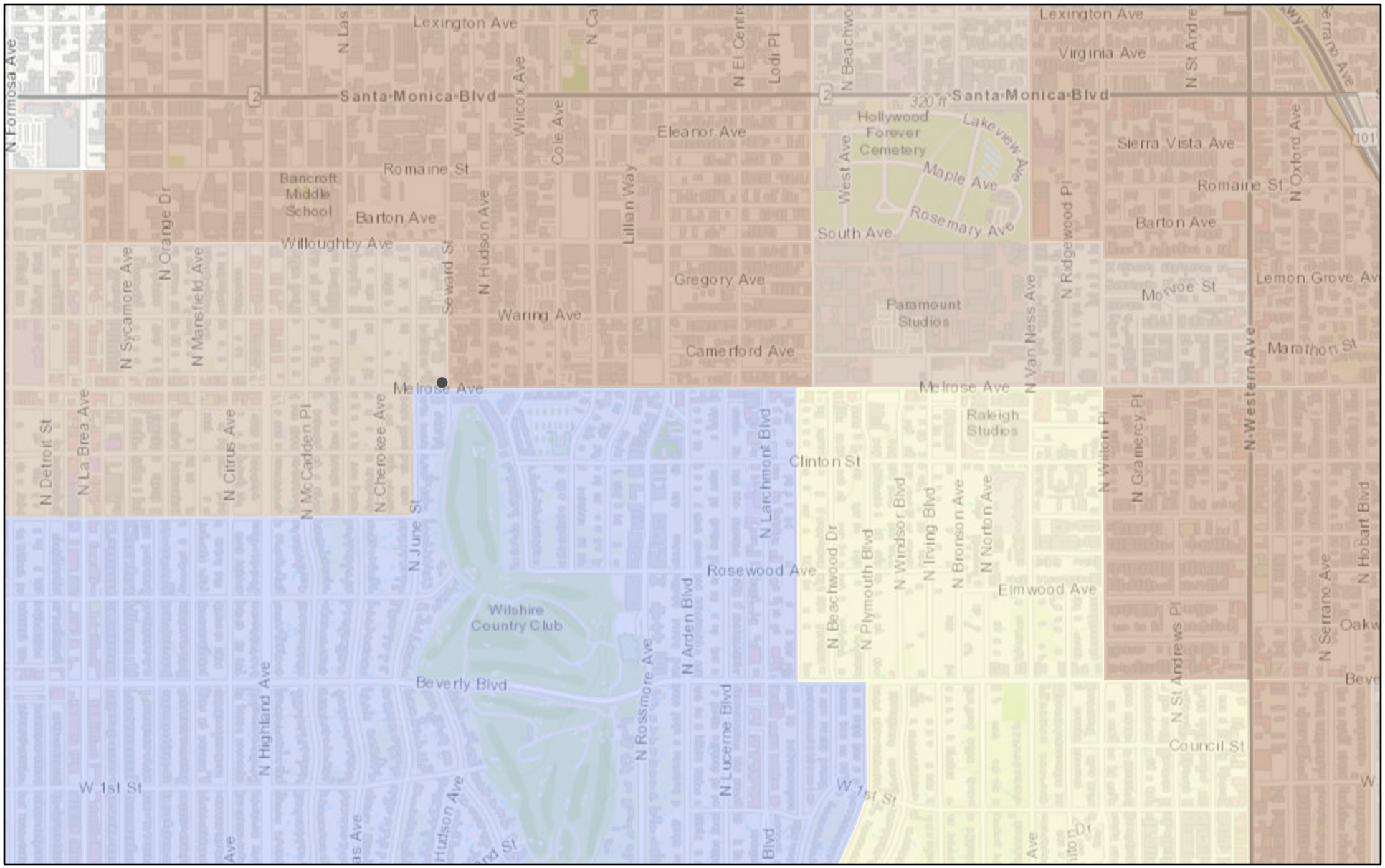
Bicycle Network

Tier 2 (BLN)

Tier 3 (BLN)

Tier 1 (BEN)

Mobility Index



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Walkability Index

Medium Walkability

High Walkability

1:18,056

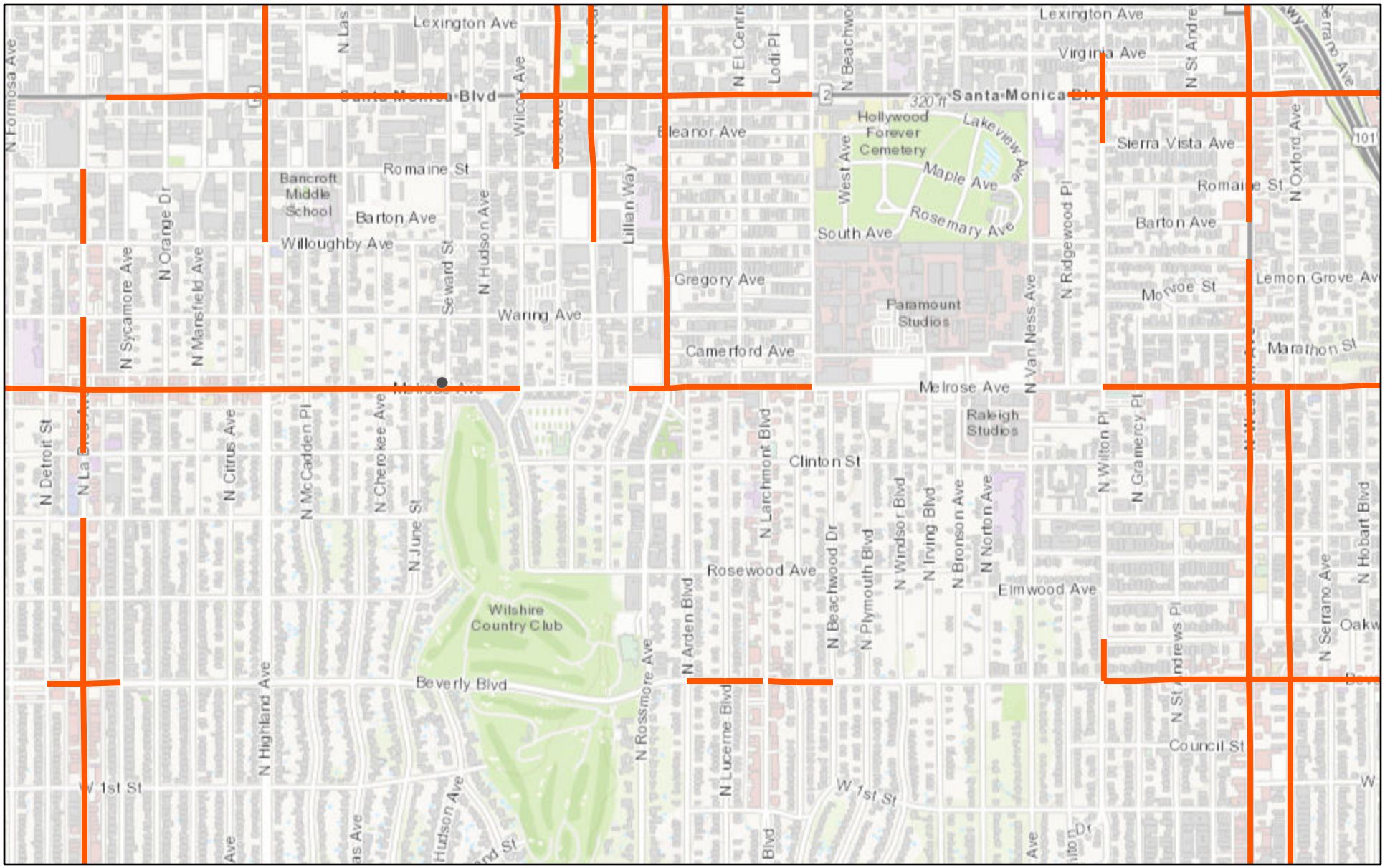
0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

Pedestrian Enhanced Network



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Pedestrian Enhanced Districts (PEDs)

1:18,056

0 0.13 0.25 0.5 mi

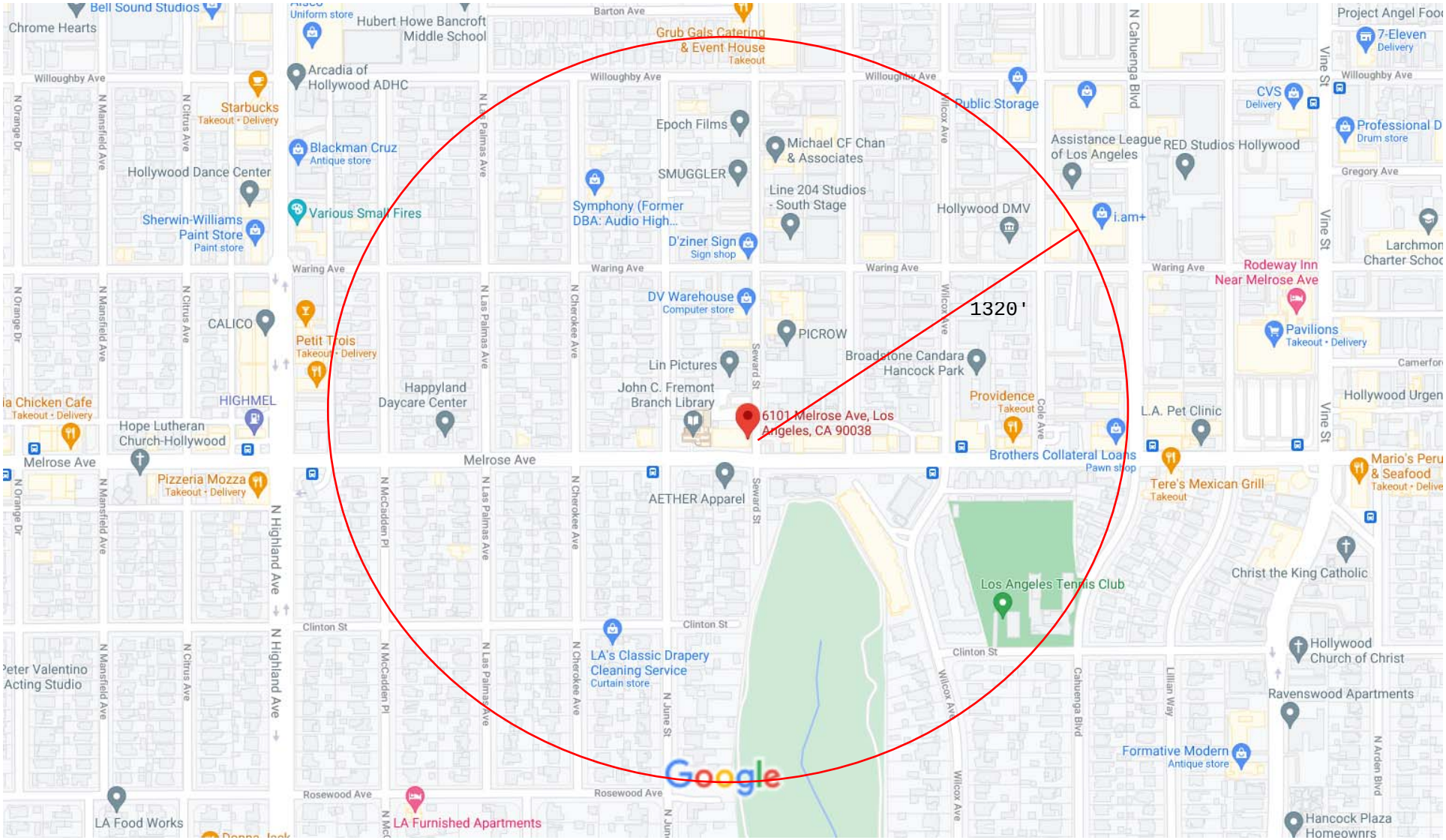
0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

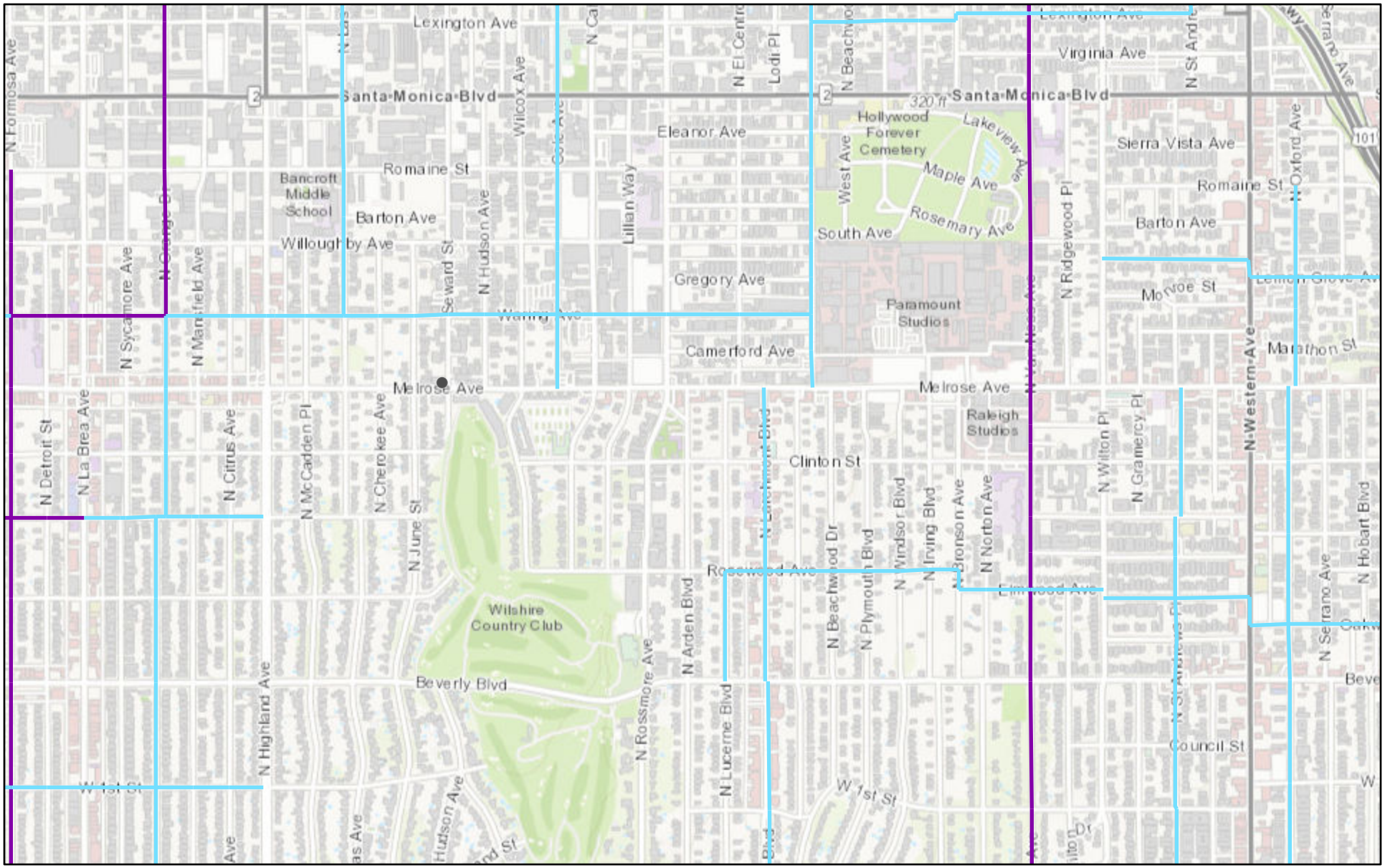
Pedestrian destinations within 1'320 feet walking distance

Google Maps 6101 Melrose Ave



Map data ©2020 Google 200 ft

Neighborhood Enhanced Network



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Neighborhood Network (NEN)

Tier 2 NEN

Tier 1 NEN

1:18,056

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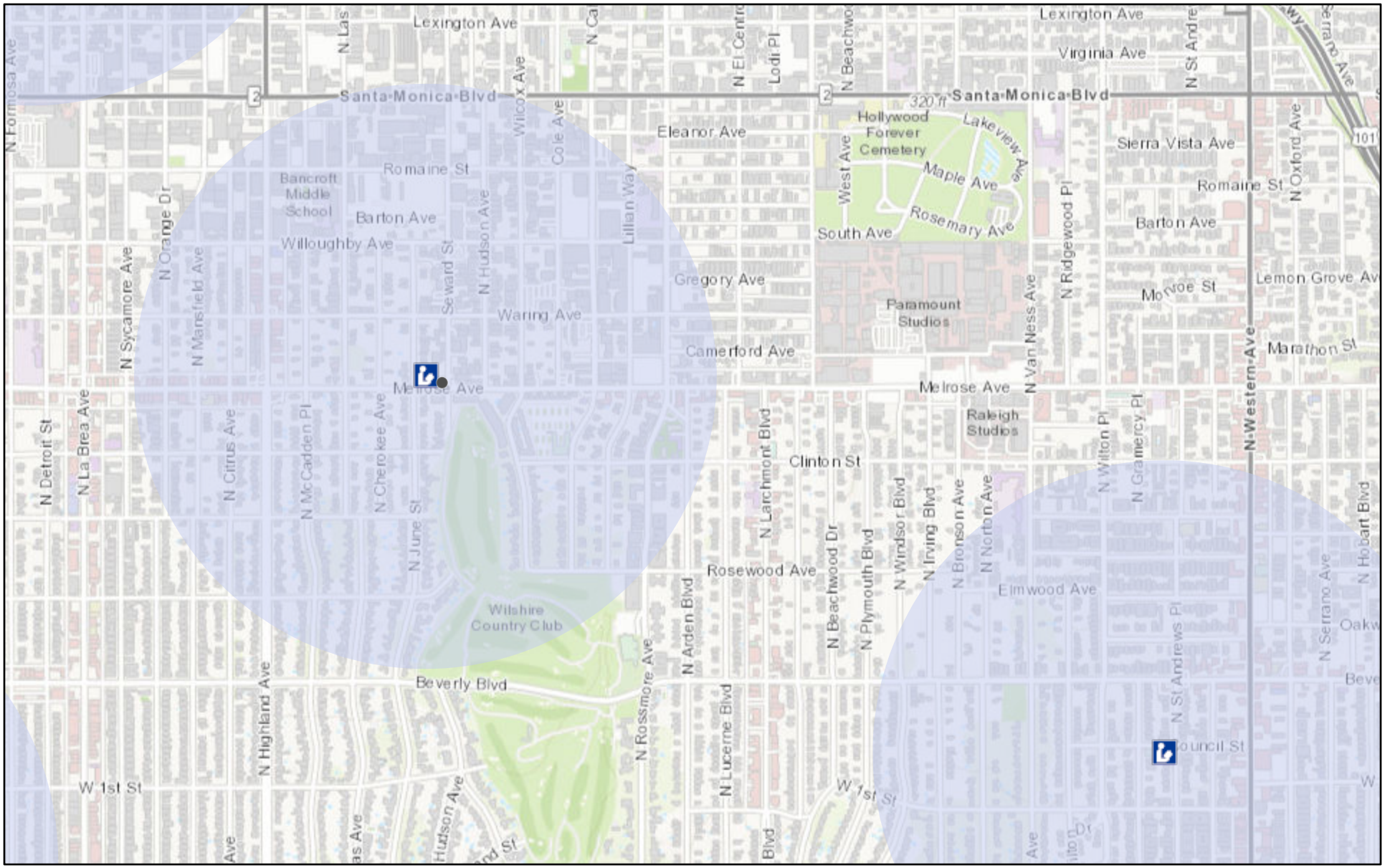
0 0.2 0.4 0.8 km

Library



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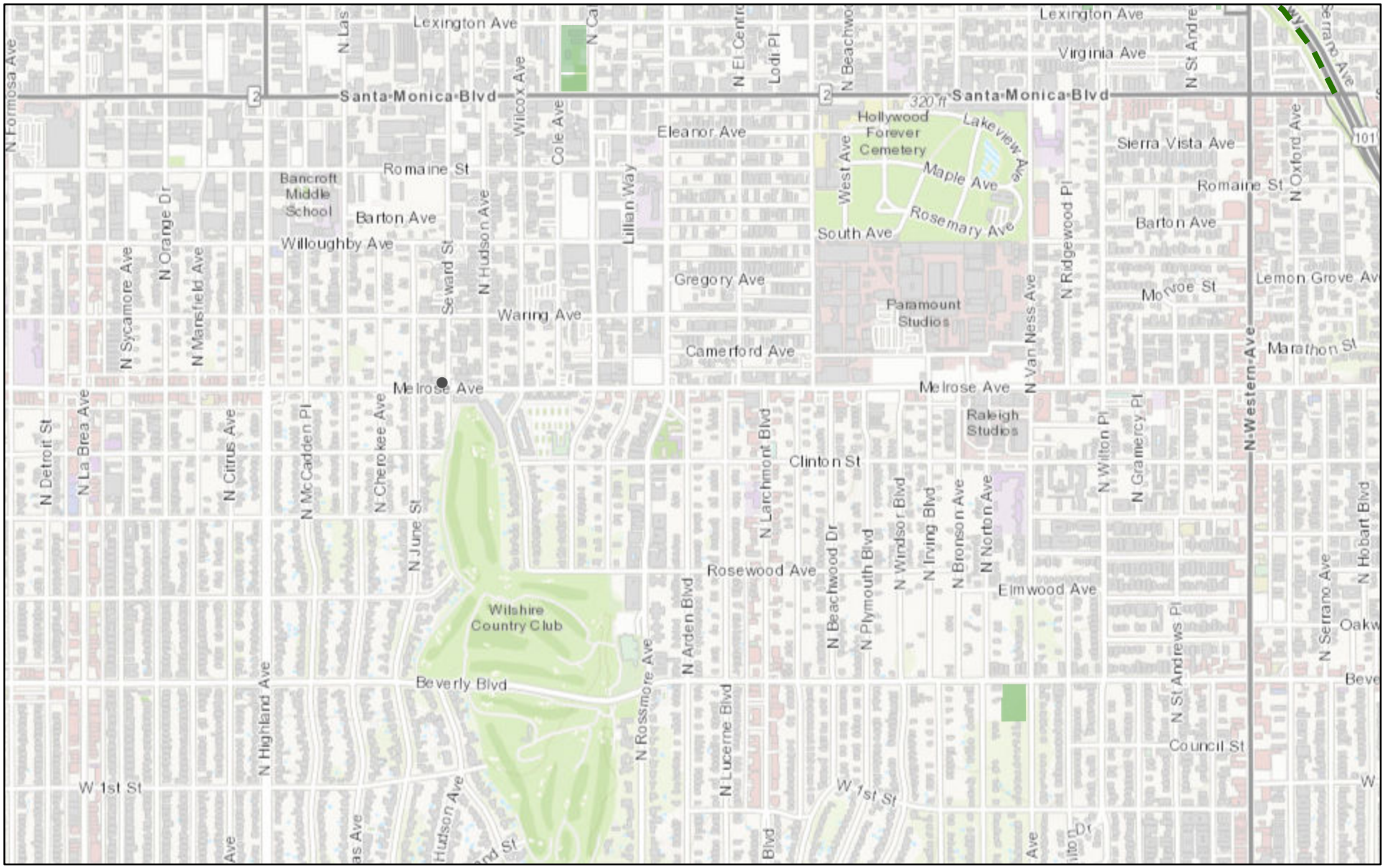
0 0.2 0.4 0.8 km

Library

Library - Half-Mile Buffer

Parks



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0 0.2 0.4 0.8 km

Green Network

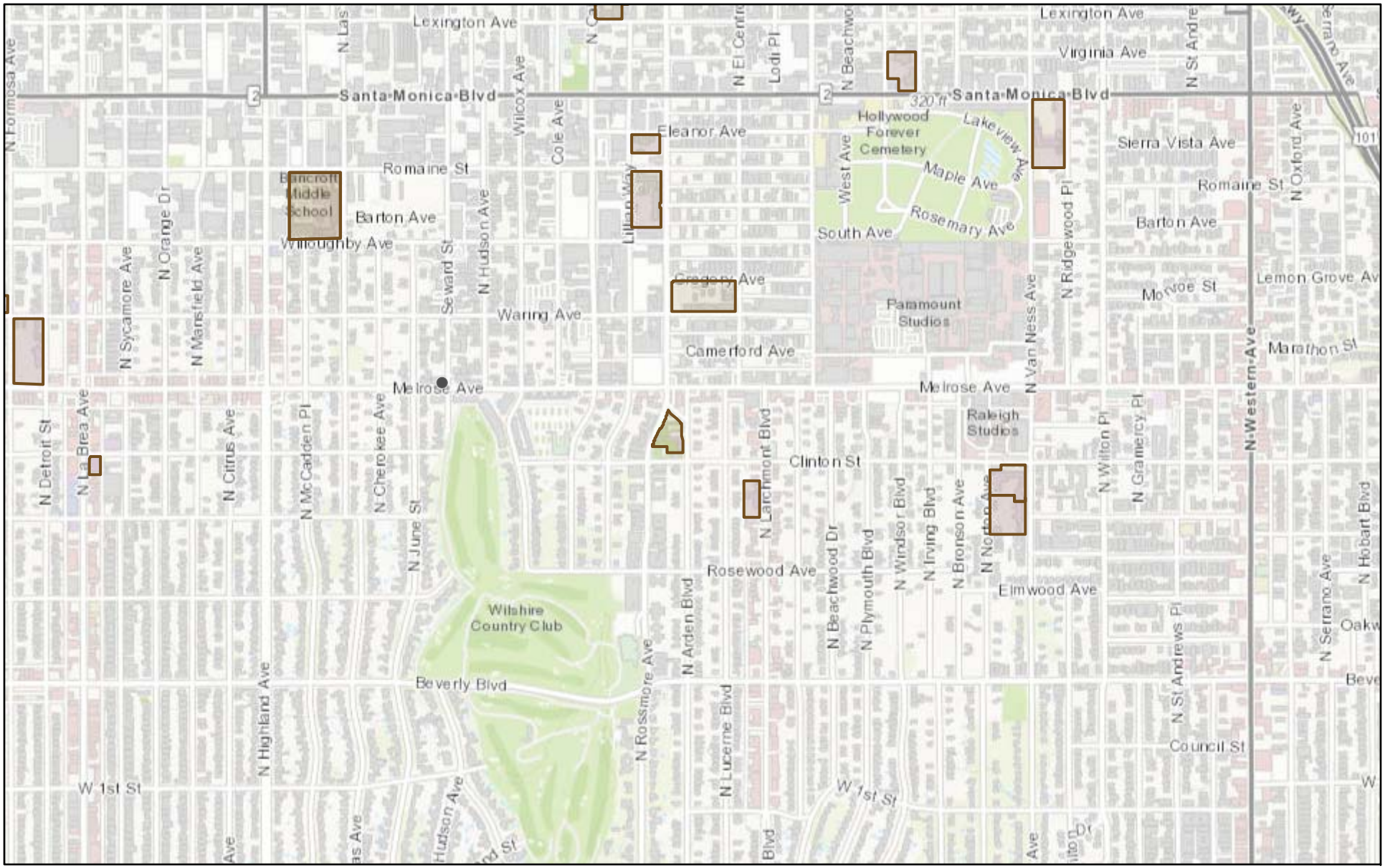
Parks

Bike Paths (Planned)

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

Schools



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0 0.2 0.4 0.8 km

Schools

Schools

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

APPENDIX B

SCREENING CRITERIA

TAG SCREENING CRITERIA	
If the answer is yes to any of the following threshold questions, further analysis will be required for that question to assess whether the proposed Project would negatively affect the transportation system for all travel modes including pedestrian, bicycle, or transit facilities.	
Screening Criteria	Determination
Threshold T-1 Conflicting with Plans, Programs, Ordinances, or Policies	
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?	**Yes,** Project is requesting Zone Change and Height District change, Site Plan Review, and Zoning Administrators Adjustment.
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	**Yes,** the Project will inconsistent be with the Mobility Plan 2035. A waiver to dedicate will be requested for Melrose Ave. and waiver to dedicate and improve will be requested Seward St.
Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?	**Yes,** according to the Mobility Element street dedication would be required for both Melrose Ave. (3') and Seward St (5' dedicate) and street widening (3') would be required for Seward St. A waiver to dedicate will be requested for Melrose Ave. and waiver to dedicate and improve will be requested Seward St. Analysis indicates that the neighboring historic library will not be able to implement improvements along Melrose and current buildings and recent approvals will be built to the property line on Seward St. A corner cut will be constructed.
Threshold T-2.1 Causing Substantial Vehicle Miles Traveled – Would the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines section 15064.3 subdivision (b)(1)?	
Would the Project generate a net increase of 250 or more daily vehicle trips?	**Yes,** using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 481 more daily vehicle trips without any Transportation Demand Management (TDM) strategies. TDM

	strategies are not considered in the screening criteria.
Would the project generate a net increase in daily VMT?	**Yes,** using the LADOT VMT calculator, the Project would generate 3,702 daily VMT. TDM strategies are not considered in the screening criteria.
If the project includes retail uses, does the retail portion of the project exceed a net 50,000 square feet?	**No,** the Project will provide 422 square feet of Grab & Go Restaurant.
Would the Project located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?	**No,** the location of the Project is not within a half mile of a fixed rail or fixed guideway transit station.
Threshold T- 3.1: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use	
Is the Project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?	**Yes,** the Project will provide access to the new building from one driveway on Seward Street. This will reduce two driveways to one driveway. No driveway is proposed from Melrose Avenue.
Is the Project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?	**Yes,** the Project would require a 3' dedication on Melrose Ave and a 5' dedication with 3' widening on Seward St. A waiver for both will be requested. A corner cut will be constructed.
Pedestrian, Bicycle and Transit Access Assessment (Non-CEQA Transportation Analysis)	
Does the land use project involve a discretionary action that would be under review by the Department of City Planning?	**Yes,** Project is requesting Zone Change and Height District change, Site Plan Review, and Zoning Administrators Adjustment.
Does the land use project include the construction, 50 dwelling units or guest rooms or combination thereof or 50,000 square feet of non-residential space?	**Yes,** the Project will include 65,003 square feet of new office.

Would the Project generate a net increase of 1,000 or more daily vehicle trips? Is the Project's frontage along an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan?	**No,** using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 481 more daily vehicle trips without any Transportation Demand Management (TDM) strategies.). The portion of Melrose Avenue adjacent to the Project Site is designated as an Avenue II roadway. The Project's Melrose Avenue frontage is 131 feet-6 inches in length.
Project Access, Safety and Circulation Evaluation (Non-CEQA Transportation Analysis)	
Does the land use project involve a discretionary action that would be under review by the Department of Planning?	**Yes,** Project is requesting Zone Change and Height District change, Site Plan Review, and Zoning Administrators Adjustment.
Would the Project generate a net increase of 250 or more daily vehicle trips?	**Yes,** using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 481 more daily vehicle trips (549 Project trips minus 68 existing trips) without any Transportation Demand Management (TDM) strategies

APPENDIX C

PLANS, PROGRAMS, ORDINANCE AND POLICY CONSISTENCY
Threshold Question T-1

Overland Traffic Consultants, Inc.

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below that asks whether a project conflicts with a program, plan, ordinance, or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the General Plan?

Yes

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

Yes

Is the project required to, or proposing to, make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

Yes, a WDI will be requested

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 Classification Standards for Dedications and Improvements

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?

No

A.2 Is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?

Yes
a WDI will be requested

A.3 Is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

No, a WDI will be requested

A.4 Is the project applicant asking to waive from the dedication standards?

Yes

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

1. Melrose Avenue – Avenue II – Required 86’ ROW and 56’ Street (half 43’ ROW & 28’ half Street), Current: 80’ ROW
   3 foot additional ROW required for Melrose Avenue

2. Seward Street – Local Street - Required 60’ ROW and 36’ Street (half 30’ ROW & 18’ half Street), Current: 50’ ROW
   5’ additional ROW, and 3’ widening required for Seward Street.

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro- mobility services?

No

B. Mobility Plan 2035 Policy Alignment with Project-Initiated Changes

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Yes

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or another street furniture
- paving, narrowing, shifting, or removing an existing parkway or tree well

Driveway Access

Mobility Plan 2035 Program PL.1. Driveway Access**.** Require driveway access to buildings from non-arterial streets or alleys (where feasible) to minimize interference with pedestrian access and vehicular movement.

Project is following PL-1 Driveway Access

Citywide Design Guidelines - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Project is following Design Guideline 2

Site Planning Best Practices:

- Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.
- Minimize both the number of driveway entrances and overall driveway widths.
- Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.
- Orient vehicular access as far from street intersections as possible.
- Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).
- Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.

Project is following Site Planning Best Practices

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following?

- Locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- Locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- The total number of new driveways exceeds 1 driveway per every 200 feet along on the Avenue or Boulevard frontage, or
- Locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- Locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- Locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

Project is following Driveway Design Guidelines

Impact Analysis

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

No

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

No

C. Network Access

C. 1 Alley, Street and Stairway Access

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

No

C.2 New Cul-de-sacs

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

N/A

D. Parking Supply and Transportation Demand Management

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

No

D.2 Would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

No

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

Yes

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non- residential gross floor?

Yes

D.5 Does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

Yes

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG? Yes

E.2 Does the Project or Plan result in a significant VMT impact?

Yes

E.3 Does the Project result in a net increase in VMT?

Yes

Table 2.1-2 Questions to Determine Project Applicability to Plans, Policies and Programs

1.	Does the project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	LAMC Section 12.37 Highway and Collector Street Dedication and Improvement		No, the site is to be developed along Melrose Avenue, an Avenue II roadway, but the site is not zoned R3
2.	Is project site along any network identified in the City's Mobility Plan?	MP 2.3 through 2.7		Yes, Melrose Avenue is part of the Tier 1 BEN and PED.
		MP 2.3 Pedestrian Infrastructure (Map F)		Melrose Avenue, along the Project frontage, is part of the PED Network. The Project has been designed to improve the landscaping and disrepair of pedestrian sidewalk providing a safe walkable sidewalk on this portion of the roadway.
		MP 2.4 Neighborhood Enhanced Network (Map C4)		No Project street frontages are part of the NEN. The Project is not proposing any changes along any streets that would prevent the City from installing additional features as part of the NEN, nor does the Project propose to modify any streets that would increase travel speeds on the neighborhood network.
		MP 2.5 Transit Network (Map B)		The Project is not located on any TEN roadways. The Project does not propose to remove or modify transit facilities in a manner that would negatively impact the reliability of existing transit service.
		MP 2.6 Bicycle Network (Map D2)		Melrose Avenue is designated a Tier 1 BEN.
		MP 2.7 Vehicle Network (Map E)		The Project street frontages are not part of the VEN
3.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	MP - Street Classifications; MP-Street Designations & Standard Roadway Dimensions	MP - 2.17 Street Widenings	Both Melrose Avenue and Seward Street require dedications. However, neighboring properties built to the property line would negate the ability for continuity. A WDI will be requested.
4.	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?			No
5.	Is project site in an identified Transit Oriented Community (TOC)?	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		Yes
6.	Is project site on a roadway identified in City's High Injury Network?	Vision Zero	Mobility Plan 2035	No

7.	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	MP – 2.1 Adaptive Reuse of Streets; MP – 2.10 Loading Areas; MP – 3.5 Multi-Modal Features; MP – 3.8 Bicycle Parking; MP – 4.13 Parking & Land Use Management; MP – 5.4 Clean Fuels & Vehicles	MP – 2.3 Pedestrian Infrastructure; MP – 2.4 Neighborhood Enhanced Network; MP – 3.2 People with Disabilities; MP -4.1 New Technologies; MP 5.1 Substantial Transportation; MP – 5.5 Green Streets	No
8				
9.	Does project propose paving, narrowing, shifting, or removing an existing parkway?	MP - 5.5 Green Streets; Sustainability Plan		No
10.	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP- BEN; MP - 4.15 Public Hearing Process	Vision Zero	No
11.	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		No
12.	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	MP - 3.10 Cul-de-sacs		No, Not applicable
ACCESS: DRIVEWAYS AND LOADING				
13.	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	MO - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	No
14.	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	MP - PL.1; MPP 321	Vision Zero	Not applicable
15.	Does project site include a corner	CDG 4.1.01		Yes, the Project will provide a driveway off the Seward Street, a local

	lot? (avoid driveways too close to intersections)			roadway.
16.	Does project propose driveway width more than City standard?	MPP Sec. 321	Vision Zero; Sustainability Plan, MP - PED, MP - BEN; CDG 4.1.04	No
17.	Does project propose more driveways than permitted by the City maximum standard?	MPP - Sec No. 321 Driveway Design	Vision Zero; Healthy LA	No
18.	Are loading zones proposed as part of the project?	MP - 2.1 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		Yes, pedestrian loading and unloading area will be provided on-site.
19.	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	MP - 2.10 Loading Areas		Yes
20.	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g. vacating public right-of-way?)	MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		No

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access, and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

APPENDIX D

VMT ANALYSIS WORKSHEETS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Melrose & Seward Creative Office

Scenario:

Address: 6101 W MELROSE

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	8.473	ksf
Office | General Office	8.473	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant		ksf
Office | General Office	65.003	ksf
(custom) Grab & Go Coffee | Daily	29	Trips
(custom) Grab & Go Coffee | HBW-Attraction S	47	Percent
(custom) Grab & Go Coffee | HBO-Attraction S	11	Percent
(custom) Grab & Go Coffee | NHB-Attraction S	21	Percent
(custom) Grab & Go Coffee | HBW-Production	0	Percent
(custom) Grab & Go Coffee | HBO-Production	0	Percent
(custom) Grab & Go Coffee | NHB-Production	21	Percent
(custom) Grab & Go Coffee | Daily	0	Residents
(custom) Grab & Go Coffee | Daily	15	Employees

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
68 Daily Vehicle Trips	549 Daily Vehicle Trips
524 Daily VMT	4,226 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	481 Net Daily Trips
The net increase in daily VMT ≤ 0	3,702 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

4/27/2021

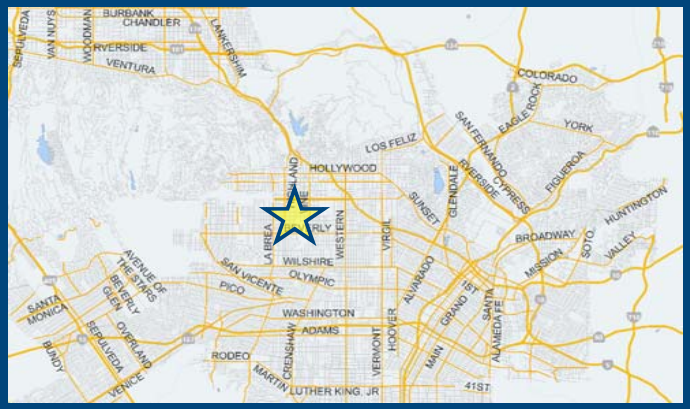
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Melrose & Seward Creative Office

Scenario:

Address: 6101 W MELROSE AVE, 90038



Proposed Project Land Use Type	Value	Unit
Office | General Office	65.003	ksf
(custom) Grab & Go Coffee | Daily	29	Trips
(custom) Grab & Go Coffee | HBW-Attraction S	47	Percent
(custom) Grab & Go Coffee | HBO-Attraction S	11	Percent
(custom) Grab & Go Coffee | NHB-Attraction S	21	Percent
(custom) Grab & Go Coffee | HBW-Production	0	Percent
(custom) Grab & Go Coffee | HBO-Production	0	Percent
(custom) Grab & Go Coffee | NHB-Production	21	Percent
(custom) Grab & Go Coffee | Daily	0	Residents
(custom) Grab & Go Coffee | Daily	15	Employees

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

B Transit

C Education & Encouragement

Voluntary Travel Behavior Change Program: 25 percent of employees and residents participating
☐ Proposed Prj ☐ Mitigation

Promotions & Marketing: 100 percent of employees and residents participating
☐ Proposed Prj ☑ Mitigation

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
535 Daily Vehicle Trips	**502** Daily Vehicle Trips
4,124 Daily VMT	**3,844** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.4 Work VMT per Employee	**7.6** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

4/27/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 27, 2021
Project Name: Melrose & Seward Creative Office
Project Scenario:
Project Address: 6101 W MELROSE AVE, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	65.003	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Grab & Go Coffee	29	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 27, 2021
Project Name: Melrose & Seward Creative Office
Project Scenario:
Project Address: 6101 W MELROSE AVE, 90038

Version 1.3

Analysis Results

Total Employees: 275
Total Population: 0

Proposed Project		*With Mitigation*	
535	**Daily Vehicle Trips**	**502**	**Daily Vehicle Trips**
4,124	**Daily VMT**	**3,844**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.4	**Work VMT per Employee**	**7.6**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	Yes	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	172	172
		Actual parking provision (spaces)	168	168
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute Program	Employees participating (%)	*0%*	25%
		Type of program	*0*	4-day/40-hour work
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	Employees eligible (%)	*0%*	10%
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 27, 2021
Project Name: Melrose & Seward Creative Office
Project Scenario:
Project Address: 6101 W MELROSE AVE, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*2%*	*6%*	*2%*	*8%*	*2%*	*6%*	*2%*	*6%*	*2%*	*6%*	*2%*	*2%*
MAX. TDM EFFECT	*2%*	*6%*	*2%*	*11%*	*2%*	*6%*	*2%*	*6%*	*2%*	*6%*	*2%*	*6%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 27, 2021
Project Name: Melrose & Seward Creative Office
Project Scenario:
Project Address: 6101 W MELROSE AVE, 90038

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.3	0	0
Home Based Other Production	0	0.0%	0	5.2	0	0
Non-Home Based Other Production	91	-7.7%	84	7.3	664	613
Home-Based Work Attraction	391	-30.4%	272	8.7	3,402	2,366
Home-Based Other Attraction	173	-37.0%	109	6.5	1,125	709
Non-Home Based Other Attraction	91	-7.7%	84	6.4	582	538

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-2.4%	0	0	-6.3%	0	0
Home Based Other Production	-2.4%	0	0	-6.3%	0	0
Non-Home Based Other Production	-2.4%	82	598	-6.3%	79	574
Home-Based Work Attraction	-2.4%	265	2,309	-11.2%	242	2,102
Home-Based Other Attraction	-2.4%	106	692	-6.3%	102	664
Non-Home Based Other Attraction	-2.4%	82	525	-6.3%	79	504

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 275
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**2,309**	**2,102**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.4**	**7.6**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Liz Fleming
Title:	V.P.
Company:	Overland Traffic Consultants
Address:	952 Manhattan Bch Bl, #100
Phone:	310 545-1235
Email Address:	liz@overlandtraffic.com
Date:	4-26-21

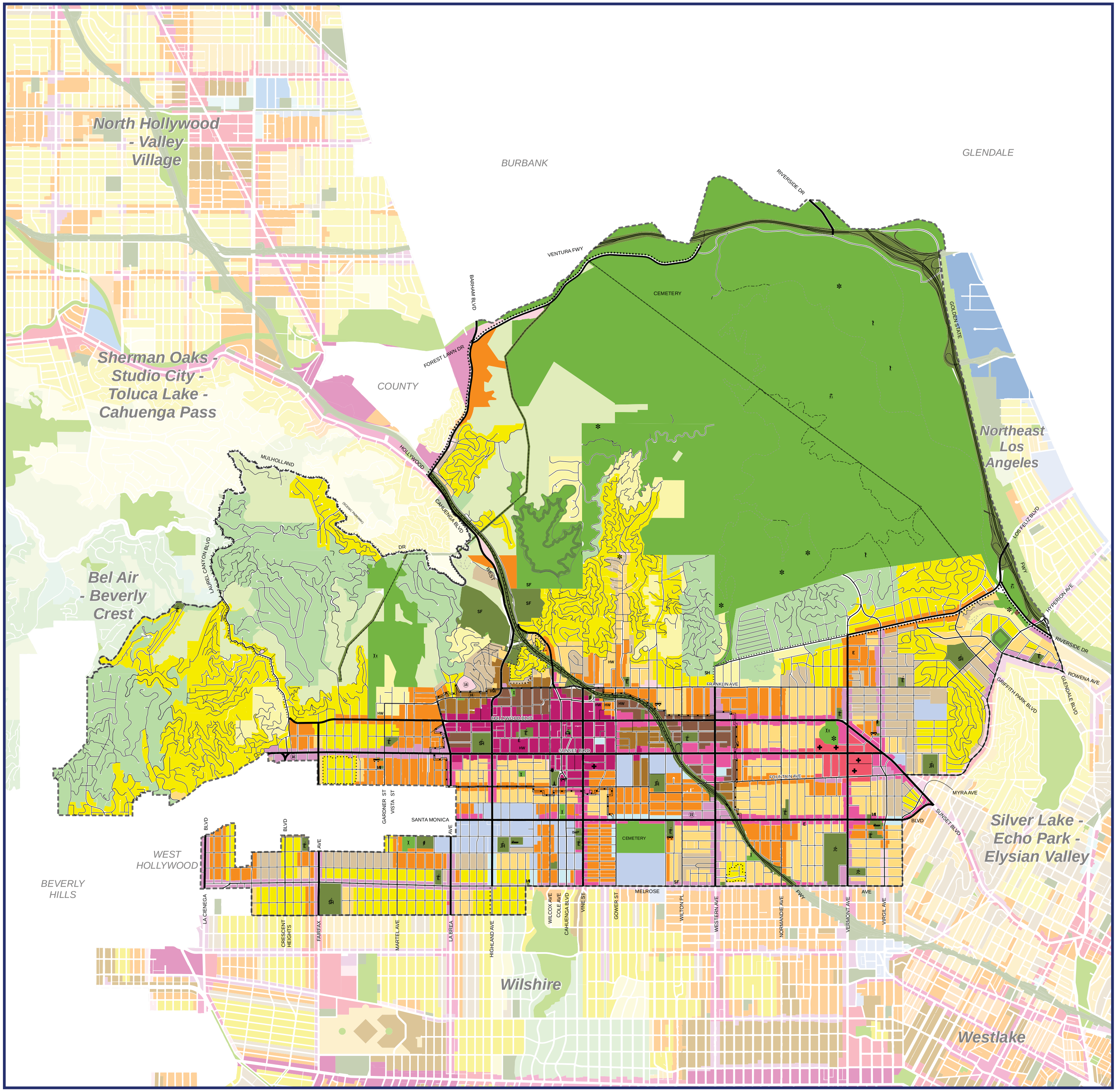
APPENDIX E

COMMUNITY PLAN LAND USE MAPS

Hollywood Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles



Land Use[18] *Corresponding Zones*[1]

Low Density[17]

Land Use	Corresponding Zones
Minimum	RE40
Very Low II	RE15,RE11
Low I	RE9
Low II	RS,R1

Multiple Family[17]

Land Use	Corresponding Zones
Low Medium I [3]	R2,RD5,RD4,RD3
Low Medium II [3]	RD2,RD1.5
Medium [4]	R3
High Medium [5]	[Q]R4
High	R4,[Q]R5 [13]

Land Use[18] *Corresponding Zones*[1]

Commercial[17]

Land Use	Corresponding Zones
Limited Commercial [6]	CR,C1,C1.5,P, RAS3,RAS4
Highway Oriented Commercial [11,12,21]	C1,C2,P, RAS3,RAS4
General Commercial	C1,C2,P, RAS3,RAS4
Neighborhood Office Commercial [7,11]	C1,C2,C4,P, RAS3,RAS4
Community Commercial [8]	CR,C2,C4,P,PB, RAS3,RAS4
Regional Center Commercial [9]	C2,C4,P,PB, RAS3,RAS4

Industrial[17]

Land Use	Corresponding Zones
Commercial Manufacturing [11]	CM,P
Limited Manufacturing	MR1,M1,P,PB

Open Space;Public Facilities[10,19,20]

Land Use	Corresponding Zones
Open Space	OS,A1
Public Facilities	PF

Service Systems

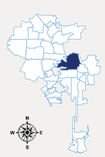
- Public Elementary School
- Public Junior High
- Public Senior High
- Junior College
- Private Elementary School
- Private Senior High
- Private Special School
- Community Park
- Neighborhood Park
- Regional Park
- Public Golf Course
- Branch Administration Center
- Fire Station
- Police Station
- Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Power Distribution Station
- House of Worship
- Health Center/Hospital
- DWP Property

Circulation

- Freeway
- Scenic Freeway
- Major Highway II
- Scenic Major Highway II
- Scenic Divided Major Highway II
- Secondary Highway
- Scenic Secondary Highway
- Scenic Divided Secondary Highway
- Scenic Arterial Mountain
- Scenic Parkway
- Collector Street
- Local Street
- Country Road
- Park Road
- Private Street

Other Line Symbols

- Community Boundary
- DWP Lines
- Historic Preservation
- Redevelopment Project Area
- Reservoir Line



Feet

0 2,000 4,000

Sources: Los Angeles Department of City Planning

FOOTNOTES:

1. Only those zones indicated in the table are recommended in Hollywood.
2. Gross acre includes one-half of abutting street.
3. Height district 1XL.
4. Refer to zoning maps; may be limited to Height District 1XL or to less than maximum R3 zoning density.
5. Height District 1VL; maximum density limited to one dwelling unit per six hundred (600) square feet of lot.
6. For properties with less than one hundred (100) feet of lot depth, the recommended FAR is 1:1.
7. For properties limited to the 1XL and 1VL Height Districts, the recommended FAR is 1.5:1. This Plan designation emphasizes pedestrian-oriented use and design.
8. This designation is limited to the East Hollywood Center Study Area. FAR up to 3:1 may be permitted through application of the CSA 1 Height District.
9. This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.
10. When the use of property designated as "Public Land" or "Open Space" is to be discontinued, the proposed new use must be approved by the City Planning Commission through the procedure established by LAMC 12.24.1.
11. A maximum FAR of 3:1 may be permitted on sites located within designated centers with the application of the CSA 1 Height District.
12. A floor area ratio (FAR) of 1.5:1 shall be permitted on properties designated Highway Oriented commerce located within the Hollywood Redevelopment Project area.
13. The Plan contemplates that certain commercial uses may be allowed on properties designated as High density through LAMC 12.24.C5(j). Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible commercial uses should be located at street level, with residential uses on the upper floors.
14. Development of these properties shall be limited to a maximum floor area ratio of 1.9:1.
15. Development of these properties shall be limited to a maximum floor area ratio of 1:1.
16. Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24C.1(j).
17. Existing mobile home parks, the existing uses and the RMP Zone are consistent with the Plan, and the RMP zone is a corresponding zone for every land use designation in the Plan, including residential, commercial, and industrial Plan designations. The retention or expansion of existing mobile home parks in the RMP Zone encourages the provision of affordable housing and serves as a viable resource to supplement the City's housing stock. New mobile home parks shall be consistent with the Plan when developed in the RMP Zone and in a Residential or Commercial Plan designation. The RMP zone is a corresponding zone for every residential and commercial land use designation in the Plan. New mobile home parks should be established such that their location is: 1) desirable to public convenience and welfare; 2) in harmony with the various elements and objectives of the General Plan; 3) proper in relation to adjacent uses or development; and 4) not materially detrimental to the character of development in the immediate neighborhood.
18. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
19. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
20. Local streets and freeways are shown for reference only.
21. Floor area ratio (FAR) of 0.5:1. A maximum FAR of 1.5:1 for commercial only buildings and a FAR of up to 3:1 for mixed use commercial / residential, or residential only projects in a unified development shall be permitted in the Highway Oriented Commercial designated properties on the north side of Sunset Boulevard between Bronson Avenue and Van Ness Avenue for:
    (1) a commercial/residential mixed-use project having at least 50 percent of the street-level linear building frontage devoted to commercial land use(s) in order to promote street level pedestrian activity, and/or
    (2) a project that incorporates affordable housing units;
    Provided that the aforementioned projects either: (a) utilize the RAS3 or RAS4 Zones or, (b) a conditional use permit is granted pursuant to Section 12.24.W.19 of the Municipal Code to allow FAR averaging of up to 3.0:1 over the entire project site for a unified mixed-use development.
22. Height District 2D with a maximum floor area ratio (FAR) of 3.84:1 for the project described in CPC-2006-4392 the area bounded by Virginia Avenue on the north, St. Andrews Place on the east, Santa Monica Boulevard on the south, and Wilton Place on the west.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6,1996.

Notes:

A. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

Disclaimer:
The City of Los Angeles is neither responsible nor liable for any inaccuracies, errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use, the map and/or the materials contained on the map whether the materials contained on the map are provided by the City of Los Angeles, or a third party.

Eric Garcetti
Mayor

City of Los Angeles
Department of
City Planning
GIS
Geographic
Information
Systems

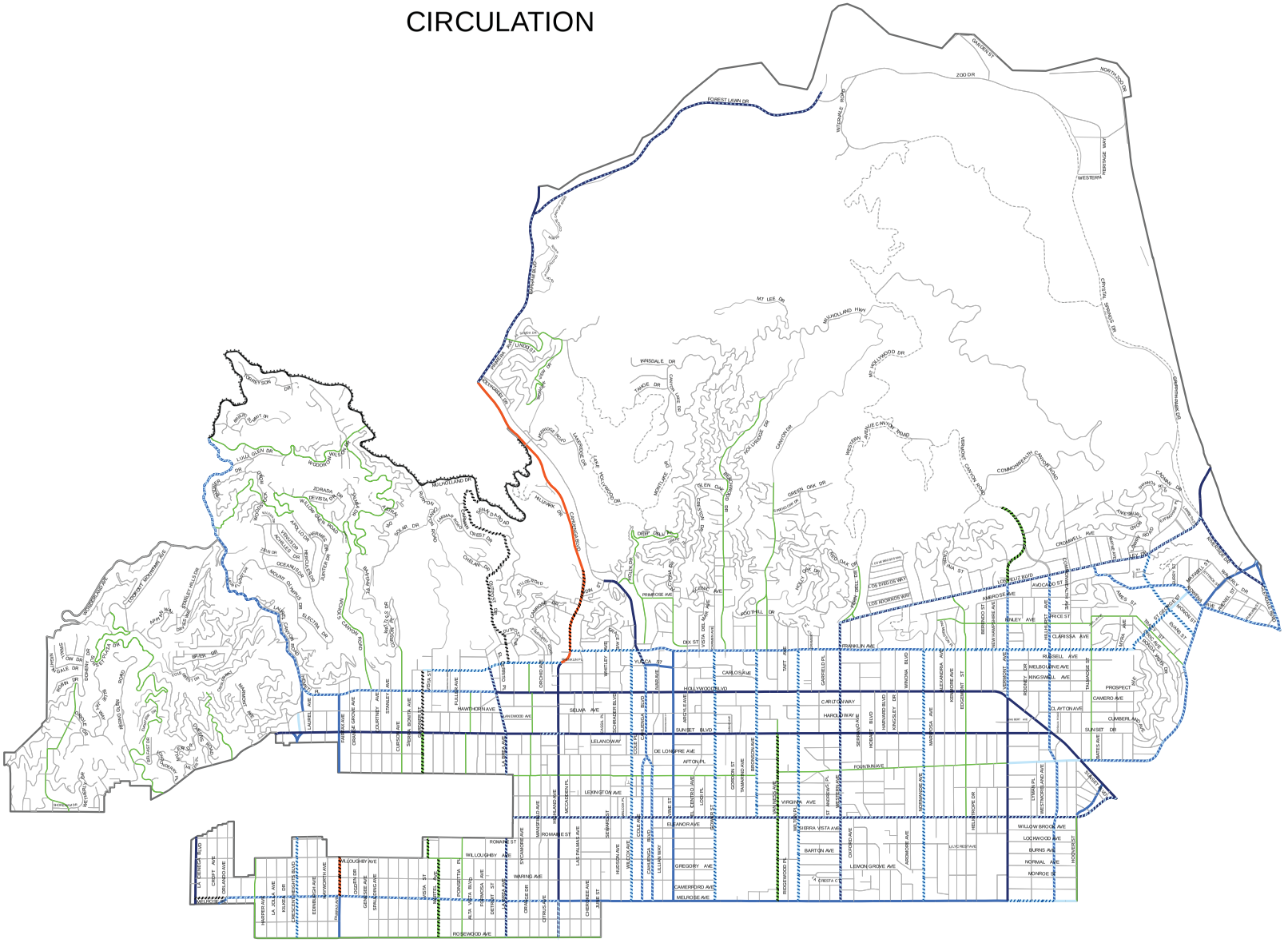
Revised: This reflects actions from Council File 12-0303-S4 Adopted 04/02/2014

Los Angeles Department of City Planning - Systems , GIS and Graphics Division Michael LoGrande - Director April, 2014

APPENDIX F

ROADWAY DESIGNATION MAP, STREET STANDARDS
&
INTERSECTION AERIALS

HOLLYWOOD
CIRCULATION

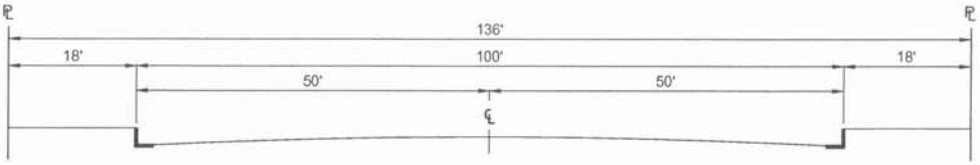


Date: 2/2/2017

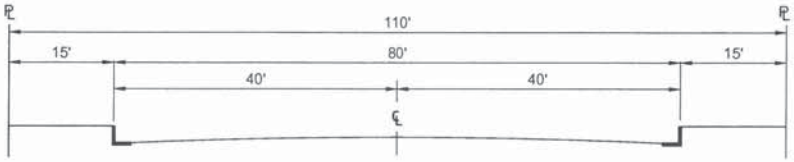
DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

N
W E
S

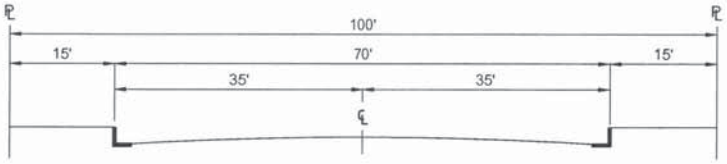
ARTERIAL STREETS



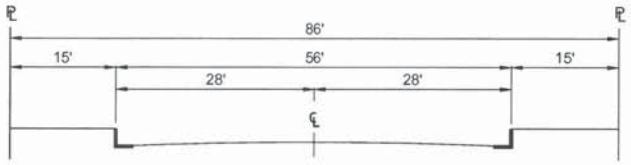
BOULEVARD I (MAJOR HIGHWAY CLASS I)



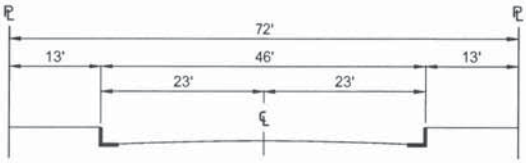
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

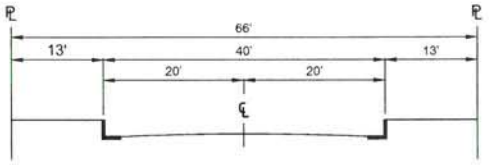
BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

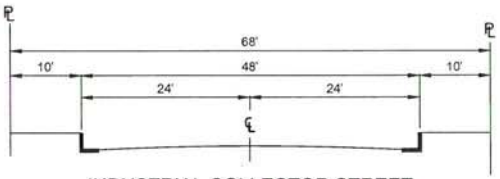
STANDARD PLAN S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
HAMID MADANI, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER DIRECTOR OF PLANNING DATE	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49446 Exp. CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	
				VAULT INDEX NUMBER:	
				SHEET 1 OF 4 SHEETS	

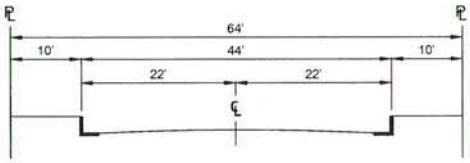
NON-ARTERIAL STREETS



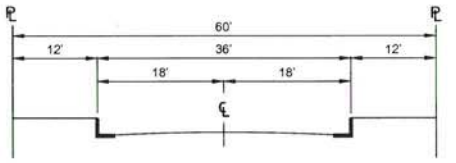
COLLECTOR STREET



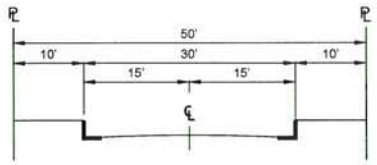
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

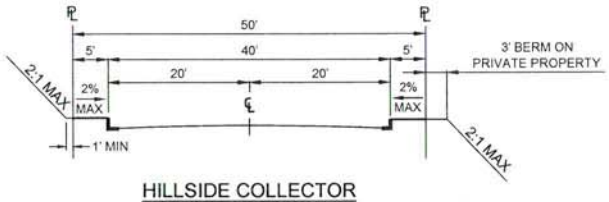


LOCAL STREET - STANDARD

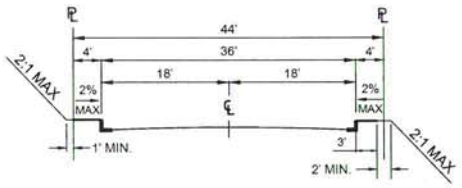


LOCAL STREET - LIMITED

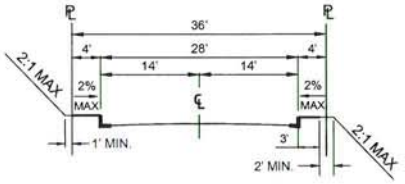
HILLSIDE STREETS



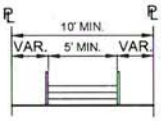
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

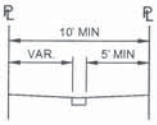


PUBLIC STAIRWAY

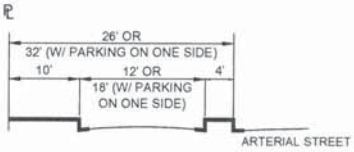
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

OTHER PUBLIC RIGHTS-OF-WAY

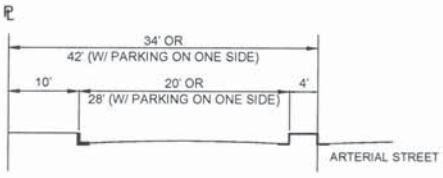
SHARED STREET



PEDESTRIAN WALKWAY

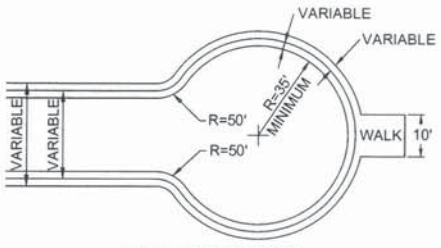


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

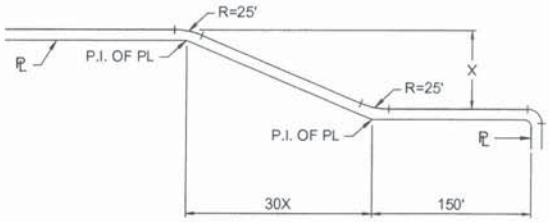
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

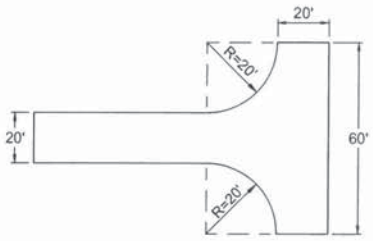
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

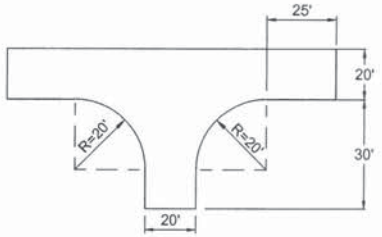


STANDARD FLARE SECTION
(PLAN VIEW)

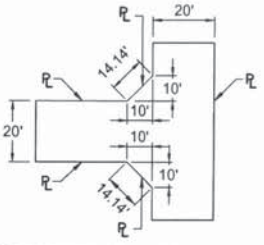
ALLEYS



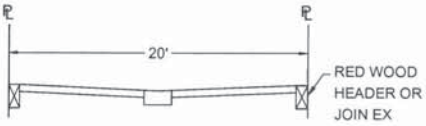
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;

   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.

   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

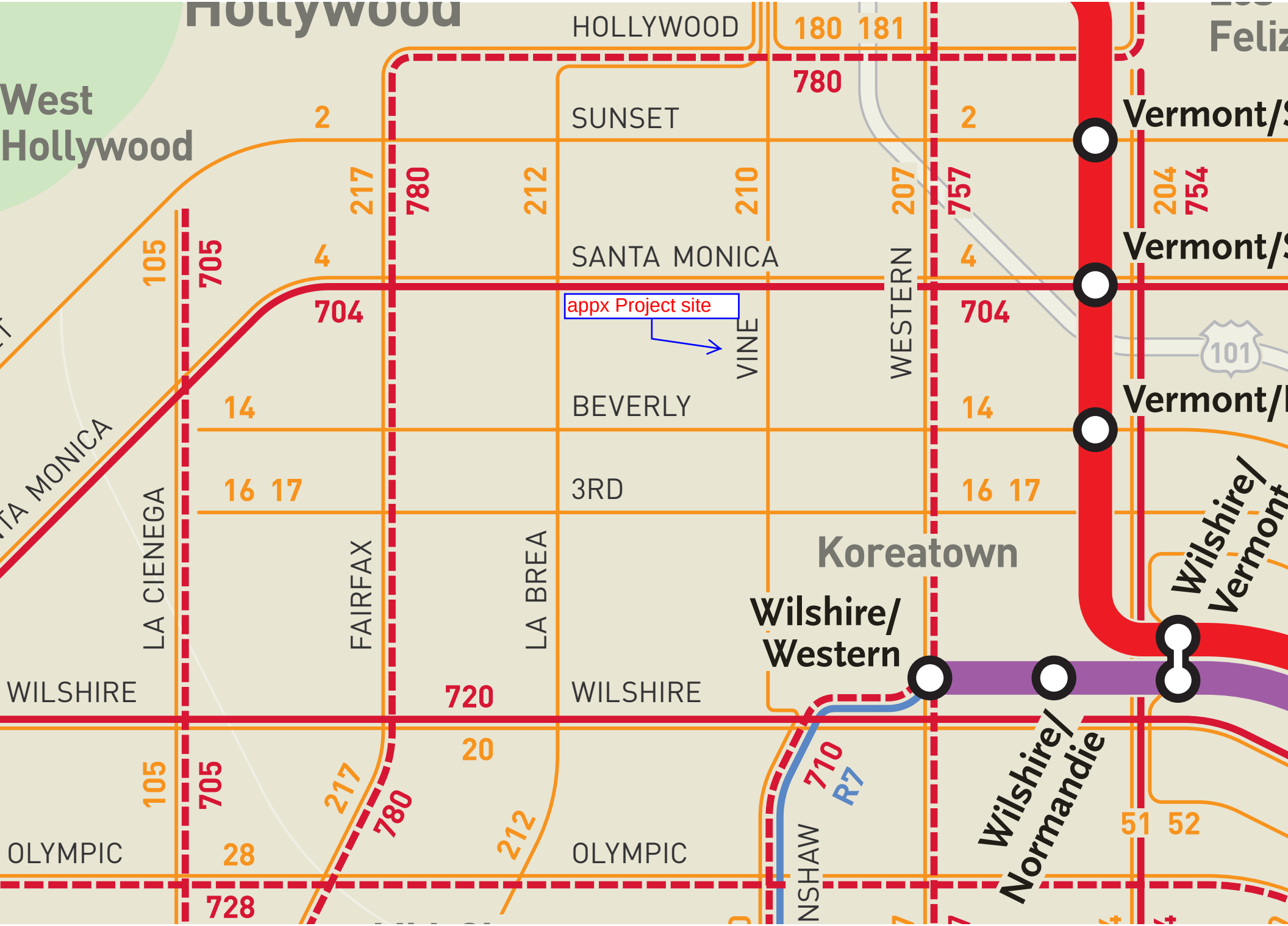
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

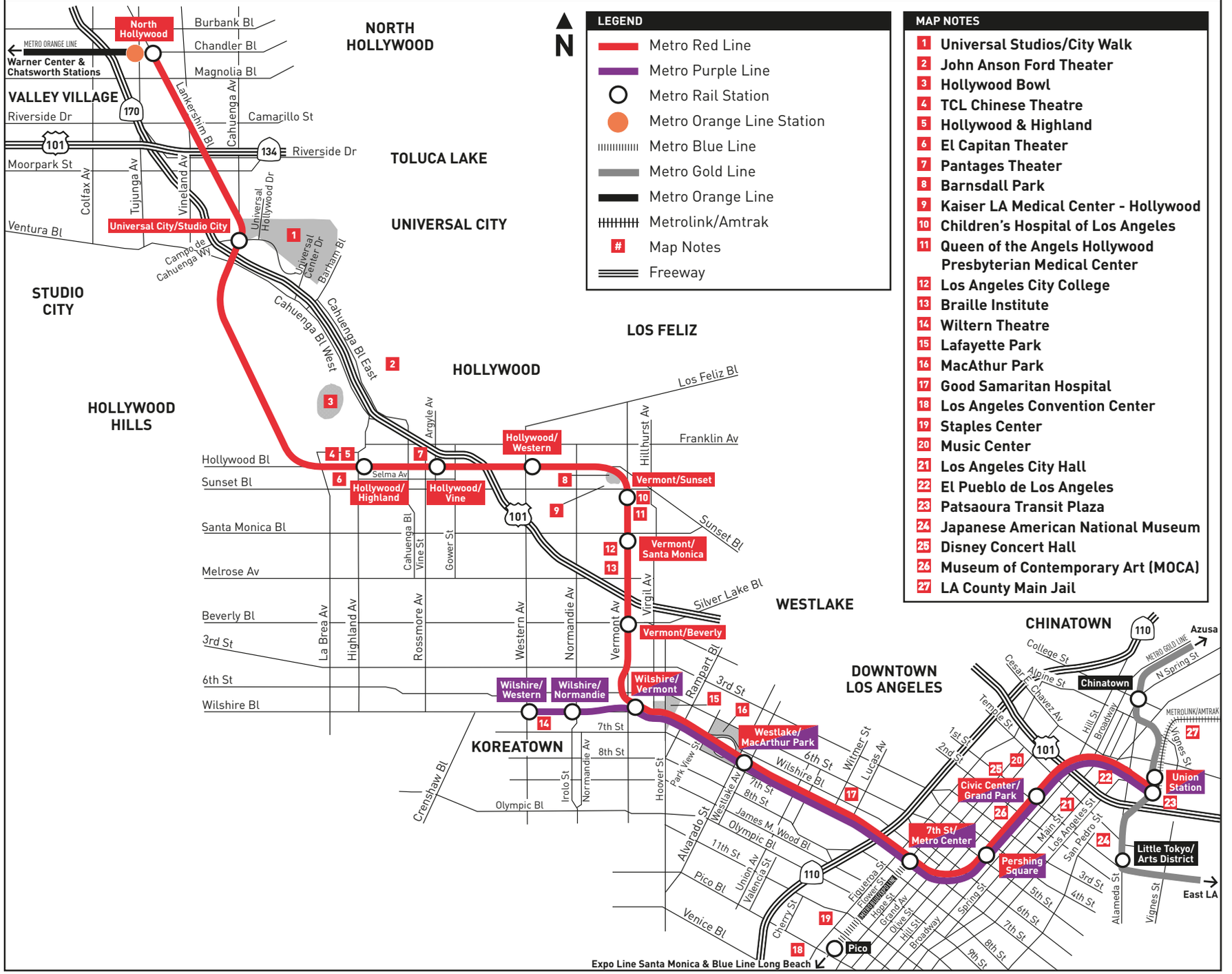
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

APPENDIX G

TRANSIT ROUTES


Hollywood
West Hollywood
HOLLYWOOD
180 181
780
SUNSET
2
SANTA MONICA
4
704
appx Project site
VINE
WESTERN
BEVERLY
14
3RD
16 17
Koreatown
Wilshire/ Western
WILSHIRE
720
20
OLYMPIC
28
728
LA CIENEGA
FAIRFAX
LA BREA
105
705
217
780
212
210
207
757
204
754
710
R7
101
Vermont/
Wilshire/ Vermont
Wilshire/ Normandie
51 52

ROUTE MAP (All maps not to scale)



LEGEND

- Metro Red Line
- Metro Purple Line
- Metro Rail Station
- Metro Orange Line Station
- Metro Blue Line
- Metro Gold Line
- Metro Orange Line
- Metrolink/Amtrak
- # Map Notes
- Freeway

MAP NOTES

1. Universal Studios/City Walk
2. John Anson Ford Theater
3. Hollywood Bowl
4. TCL Chinese Theatre
5. Hollywood & Highland
6. El Capitan Theater
7. Pantages Theater
8. Barnsdall Park
9. Kaiser LA Medical Center - Hollywood
10. Children's Hospital of Los Angeles
11. Queen of the Angels Hollywood Presbyterian Medical Center
12. Los Angeles City College
13. Braille Institute
14. Wiltern Theatre
15. Lafayette Park
16. MacArthur Park
17. Good Samaritan Hospital
18. Los Angeles Convention Center
19. Staples Center
20. Music Center
21. Los Angeles City Hall
22. El Pueblo de Los Angeles
23. Patsaoura Transit Plaza
24. Japanese American National Museum
25. Disney Concert Hall
26. Museum of Contemporary Art (MOCA)
27. LA County Main Jail

CONNECTIONS

Union Station	**PARKING AVAILABLE**
Metro	Metro Rail Gold Line; Metro Liner Silver Line (910/950); Metro Local 40, 68, 70, 71, 76, 78, 79, 378, 442, 487, 489; Metro Rapid 704, 728, 733, 745, 770
Foothill Transit	Silver Streak, 493, 497, 498, 499, 699
LADOT	DASH B, D, DASH Lincoln Heights/Chinatown; Commuter Express 431, 534, Union Station/Bunker Hill Shuttle
Metrolink	Antelope Valley Line, Ventura County Line, San Bernardino Line, Riverside Line, Orange County Line, 91 Line
Amtrak	Pacific Surfliner, Coast Starlight, Southwest Chief, Sunset Limited/Texas Eagle, San Joaquin Valley Bus Connection
Other providers	Antelope Valley Transit Authority 785, City of Santa Clarita Transit 794, Orange County Transportation Authority 701, Santa Monica Big Blue Bus 10; Torrance Transit 4; LAX Flyaway
Civic Center/Grand Park	
Metro	Metro Silver Line (910/950); Metro Local 2, 4,10, 14, 28, 30, 37, 40, 45, 48, 68, 70, 71, 76, 78, 79, 81, 83, 90, 91, 92, 94, 96, 302, 378, 442, 487, 489; Metro Rapid 728, 733, 745, 770, 794
Foothill Transit	Silver Streak, 493, 495, 497, 498, 499, 699
LADOT	DASH A, B, D; Commuter Express 409, 419, 422, 423, 431, 437, 438, 448, 534
Other Providers	Antelope Valley Transit Authority 785; City of Santa Clarita Transit 799; Montebello Bus Line 90 Express; Santa Monica Big Blue Bus Rapid 10; Torrance Transit 4
Pershing Square	
Metro	Metro Silver Line (910/950); Metro Local 2, 4, 10, 14, 16, 17, 18, 28, 30, 33, 37, 38, 40, 45, 48, 53, 55, 62, 68, 70, 71, 76, 78, 79, 81, 83, 90, 91, 92, 94, 96, 302, 316, 378, 442 (northbound only), 460, 487, 489; Metro Rapid 720, 728, 733, 745, 770, 794
Foothill Transit	Silver Streak
LADOT	DASH B, D; Commuter Express 419
Other Providers	Montebello Bus Lines 40, 50, 90 Express; Orange County Transportation Authority 701, 721; Torrance Transit 4 (northbound only)
7th Street/Metro Center	
Metro	Metro Rail Blue Line; Metro Rail Expo Line, Metro Silver Line (910/950); Metro Local 14, 16, 17, 18, 20, 37, 51, 52, 60, 62, 66, 76, 78, 79, 81, 316, 351, 378, 442, 460, 487, 489; Metro Rapid 720, 760; Metro Express 450X
Foothill Transit	Silver Streak, 493, 495, 497, 498, 499, 699
LADOT	DASH A, B, E, F, Commuter Express 409, 422, 423, 431, 437, 438, 448, 534
Other Providers	Antelope Valley Transit Authority 785; City of Santa Clarita Transit 799; Montebello Bus Lines 40, 50, 90 Express; Orange County Transportation Authority 701, 721; Santa Monica Big Blue Bus 10; Torrance Transit 4
Westlake/MacArthur Park	
Metro	Metro Local 18, 20, 51, 52, 200, 351, 487, 489, 603; Metro Rapid 720
Other providers	LADOT DASH Pico Union/Echo Park
Wilshire/Vermont	
Metro	Metro Local 18, 20, 51, 52, 201, 204, 351; Metro Rapid 720, 754
Other providers	LADOT DASH Wilshire Center/Koreatown
Wilshire/Normandie	
Metro	Metro Local 18, 20, 206; Metro Rapid 720
Foothill Transit	481
Wilshire/Western	
Metro	Metro Local 18, 20, 66, 207, 209; Metro Rapid 710, 720, 757
Other providers	LADOT DASH Wilshire Center/Koreatown, DASH Hollywood/Wilshire; Santa Monica Big Blue Bus Rapid 7
Vermont/Beverly	
Metro	Metro Local 10, 14, 204, Metro Rapid 754
Vermont/Santa Monica	
Metro	Metro Local 4, 204; Metro Rapid 704, 754
LADOT	DASH Hollywood
Vermont/Sunset	
Metro	Metro Local 2, 175, 204, 206, 302; Metro Rapid 754
LADOT	DASH Hollywood, DASH Los Feliz, Weekend Observatory Shuttle
Hollywood/Western	
Metro	Metro Local 180, 181, 207, 217; Metro Rapid 757, 780
Hollywood/Vine	
Metro	Metro Local 180, 181, 210, 212, 217, 222; Metro Rapid 780
LADOT	DASH Beachwood Canyon, DASH Hollywood, DASH Hollywood/Wilshire
Hollywood/Highland	
Metro	Metro Local 212, 217, 222, 237, 312, 656; Metro Rapid 780
LADOT	DASH Hollywood
Universal City	**PARKING AVAILABLE**
Metro	Metro Local 150, 155, 224, 237, 240, 656; Metro Rapid 750
Other providers	Universal Studios/Citywalk Shuttle
North Hollywood	**PARKING AVAILABLE**
Metro	Metro Orange Line; Metro Local 152, 154, 162, 183, 224, 237, 353, 501, 656 (Owl)
Other providers	BurbankBus NoHo-Media District, NoHo-Airport; City of Santa Clarita Transit 757; LADOT Commuter Express 549

Monday through Friday

Effective Dec 16 2018

Red & Purple Lines

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

NORTH HOLLYWOOD	UNIVERSAL CITY	HOLLYWOOD			LOS ANGELES								DOWNTOWN LA			
Red Line Stations								Purple Line Stations								
North Hollywood	Universal/Studio City	Hollywood/Highland	Hollywood/Vine	Hollywood/Western	Vermont/Sunset	Vermont/Santa Monica	Vermont/Beverly	Wilshire/Western	Wilshire/Normandie	Wilshire/Vermont	Westlake/MacArthur Park	7th St/Metro Center	Pershing Square	Civic Center/Grand Park	Union Station
—	—	—	—	—	—	—	—	4:41A	4:43A	4:45A	4:47A	4:49A	4:50A	4:51A	4:54A
4:32A	4:36A	4:40A	4:42A	4:44A	4:46A	4:47A	4:49A	—	—	4:52	4:54	4:56	4:57	4:58	5:01
—	—	—	—	—	—	—	—	4:57	4:59	5:01	5:03	5:05	5:06	5:07	5:10
4:50	4:54	4:58	5:00	5:02	5:04	5:05	5:07	—	—	5:10	5:12	5:14	5:15	5:16	5:19
—	—	—	—	—	—	—	—	5:14	5:16	5:18	5:20	5:22	5:23	5:24	5:27
5:05	5:09	5:13	5:15	5:17	5:19	5:20	5:22	—	—	5:25	5:27	5:29	5:30	5:31	5:34
—	—	—	—	—	—	—	—	5:32	5:34	5:36	5:38	5:40	5:41	5:42	5:45
5:21	5:25	5:29	5:31	5:33	5:35	5:36	5:38	—	—	5:41	5:43	5:45	5:46	5:47	5:50
—	—	—	—	—	—	—	—	5:46	5:48	5:50	5:52	5:54	5:55	5:56	5:59
5:36	5:40	5:44	5:46	5:48	5:50	5:51	5:53	—	—	5:56	5:58	6:00	6:01	6:02	6:05
—	—	—	—	—	—	—	—	5:56	5:58	6:00	6:02	6:04	6:05	6:06	6:09
5:45	5:49	5:53	5:55	5:57	5:59	6:00	6:02	—	—	6:05	6:07	6:09	6:10	6:11	6:14
—	—	—	—	—	—	—	—	6:10	6:12	6:14	6:16	6:18	6:19	6:20	6:23
5:59	6:03	6:07	6:09	6:11	6:13	6:14	6:16	—	—	6:19	6:21	6:23	6:24	6:25	6:28
—	—	—	—	—	—	—	—	6:20	6:22	6:24	6:26	6:28	6:29	6:30	6:33
6:09	6:13	6:17	6:19	6:21	6:23	6:24	6:26	—	—	6:29	6:31	6:33	6:34	6:35	6:38
—	—	—	—	—	—	—	—	6:30	6:32	6:34	6:36	6:38	6:39	6:40	6:43
Trains Scheduled Every: 10 minutes								10 minutes		5 minutes					
8:19	8:23	8:27	8:29	8:31	8:33	8:34	8:36	—	—	8:39	8:41	8:43	8:44	8:45	8:48
—	—	—	—	—	—	—	—	8:40	8:42	8:44	8:46	8:48	8:49	8:50	8:53
8:29	8:33	8:37	8:39	8:41	8:43	8:44	8:46	—	—	8:49	8:51	8:53	8:54	8:55	8:58
—	—	—	—	—	—	—	—	8:49	8:51	8:53	8:55	8:57	8:58	8:59	9:02
8:38	8:42	8:46	8:48	8:50	8:52	8:53	8:55	—	—	8:58	9:00	9:02	9:03	9:04	9:07
—	—	—	—	—	—	—	—	8:59	9:01	9:03	9:05	9:07	9:08	9:09	9:12
8:49	8:53	8:57	8:59	9:01	9:03	9:04	9:06	—	—	9:09	9:11	9:13	9:14	9:15	9:18
—	—	—	—	—	—	—	—	9:09	9:11	9:13	9:15	9:17	9:18	9:19	9:22
8:59	9:03	9:07	9:09	9:11	9:13	9:14	9:16	—	—	9:19	9:21	9:23	9:24	9:25	9:28
—	—	—	—	—	—	—	—	9:21	9:23	9:25	9:27	9:29	9:30	9:31	9:34
9:11	9:15	9:19	9:21	9:23	9:25	9:26	9:28	—	—	9:31	9:33	9:35	9:36	9:37	9:40
—	—	—	—	—	—	—	—	9:33	9:35	9:37	9:39	9:41	9:42	9:43	9:46
9:23	9:27	9:31	9:33	9:35	9:37	9:38	9:40	—	—	9:43	9:45	9:47	9:48	9:49	9:52
—	—	—	—	—	—	—	—	9:45	9:47	9:49	9:51	9:53	9:54	9:55	9:58
9:35	9:39	9:43	9:45	9:47	9:49	9:50	9:52	—	—	9:55	9:57	9:59	10:00	10:01	10:04
—	—	—	—	—	—	—	—	9:57	9:59	10:01	10:03	10:05	10:06	10:07	10:10
9:47	9:51	9:55	9:57	9:59	10:01	10:02	10:04	—	—	10:07	10:09	10:11	10:12	10:13	10:16
—	—	—	—	—	—	—	—	10:09	10:11	10:13	10:15	10:17	10:18	10:19	10:22
9:59	10:03	10:07	10:09	10:11	10:13	10:14	10:16	—	—	10:19	10:21	10:23	10:24	10:25	10:28
—	—	—	—	—	—	—	—	10:21	10:23	10:25	10:27	10:29	10:30	10:31	10:34
10:11	10:15	10:19	10:21	10:23	10:25	10:26	10:28	—	—	10:31	10:33	10:35	10:36	10:37	10:40
—	—	—	—	—	—	—	—	10:33	10:35	10:37	10:39	10:41	10:42	10:43	10:46
10:23	10:27	10:31	10:33	10:35	10:37	10:38	10:40	—	—	10:43	10:45	10:47	10:48	10:49	10:52
—	—	—	—	—	—	—	—	10:45	10:47	10:49	10:51	10:53	10:54	10:55	10:58
10:35	10:39	10:43	10:45	10:47	10:49	10:50	10:52	—	—	10:55	10:57	10:59	11:00	11:01	11:04
—	—	—	—	—	—	—	—	10:57	10:59	11:01	11:03	11:05	11:06	11:07	11:10
10:47	10:51	10:55	10:57	10:59	11:01	11:02	11:04	—	—	11:07	11:09	11:11	11:12	11:13	11:16
—	—	—	—	—	—	—	—	11:09	11:11	11:13	11:15	11:17	11:18	11:19	11:22
10:59	11:03	11:07	11:09	11:11	11:13	11:14	11:16	—	—	11:19	11:21	11:23	11:24	11:25	11:28
—	—	—	—	—	—	—	—	11:21	11:23	11:25	11:27	11:29	11:30	11:31	11:34
11:11	11:15	11:19	11:21	11:23	11:25	11:26	11:28	—	—	11:31	11:33	11:35	11:36	11:37	11:40
—	—	—	—	—	—	—	—	11:33	11:35	11:37	11:39	11:41	11:42	11:43	11:46
11:23	11:27	11:31	11:33	11:35	11:37	11:38	11:40	—	—	11:43	11:45	11:47	11:48	11:49	11:52
—	—	—	—	—	—	—	—	11:45	11:47	11:49	11:51	11:53	11:54	11:55	11:58
11:35	11:39	11:43	11:45	11:47	11:49	11:50	11:52	—	—	11:55	11:57	11:59	11:59	12:01P	12:04P
—	—	—	—	—	—	—	—	11:57	11:59	12:01P	12:03P	12:05P	12:06P	12:07	12:10
11:47	11:51	11:55	11:57	11:59	12:01P	12:02P	12:04P	—	—	12:07	12:09	12:11	12:12	12:13	12:16
—	—	—	—	—	—	—	—	12:09P	12:11P	12:13	12:15	12:17	12:18	12:19	12:22
11:59	12:03P	12:07P	12:09P	12:11P	12:13	12:14	12:16	—	—	12:19	12:21	12:23	12:24	12:25	12:28
—	—	—	—	—	—	—	—	12:21	12:23	12:25	12:27	12:29	12:30	12:31	12:34
12:11P	12:15	12:19	12:21	12:23	12:25	12:26	12:28	—	—	12:31	12:33	12:35	12:36	12:37	12:40
—	—	—	—	—	—	—	—	12:33	12:35	12:37	12:39	12:41	12:42	12:43	12:46
12:23	12:27	12:31	12:33	12:35	12:37	12:38	12:40	—	—	12:43	12:45	12:47	12:48	12:49	12:52
—	—	—	—	—	—	—	—	12:45	12:47	12:49	12:51	12:53	12:54	12:55	12:58
12:35	12:39	12:43	12:45	12:47	12:49	12:50	12:52	—	—	12:55	12:57	12:59	1:00	1:01	1:04
—	—	—	—	—	—	—	—	12:57	12:59	1:01	1:03	1:05	1:06	1:07	1:10
12:47	12:51	12:55	12:57	12:59	1:01	1:02	1:04	—	—	1:07	1:09	1:11	1:12	1:13	1:16
—	—	—	—	—	—	—	—	1:09	1:11	1:13	1:15	1:17	1:18	1:19	1:22
12:59	1:03	1:07	1:09	1:11	1:13	1:14	1:16	—	—	1:19	1:21	1:23	1:24	1:25	1:28
—	—	—	—	—	—	—	—	1:21	1:23	1:25	1:27	1:29	1:30	1:31	1:34
1:11	1:15	1:19	1:21	1:23	1:25	1:26	1:28	—	—	1:31	1:33	1:35	1:36	1:37	1:40
—	—	—	—	—	—	—	—	1:33	1:35	1:37	1:39	1:41	1:42	1:43	1:46
1:23	1:27	1:31	1:33	1:35	1:37	1:38	1:40	—	—	1:43	1:45	1:47	1:48	1:49	1:52
—	—	—	—	—	—	—	—	1:45	1:47	1:49	1:51	1:53	1:54	1:55	1:58
1:35	1:39	1:43	1:45	1:47	1:49	1:50	1:52	—	—	1:55	1:57	1:59	2:00	2:01	2:04
—	—	—	—	—	—	—	—	1:57	1:59	2:01	2:03	2:05	2:06	2:07	2:10
1:47	1:51	1:55	1:57	1:59	2:01	2:02	2:04	—	—	2:07	2:09	2:11	2:12	2:13	2:16
—	—	—	—	—	—	—	—	2:09	2:11	2:13	2:15	2:17	2:18	2:19	2:22
1:59	2:03	2:07	2:09	2:11	2:13	2:14	2:16	—	—	2:19	2:21	2:23	2:24	2:25	2:28
—	—	—	—	—	—	—	—	2:21	2:23	2:25	2:27	2:29	2:30	2:31	2:34
2:11	2:15	2:19	2:21	2:23	2:25	2:26	2:28	—	—	2:31	2:33	2:35	2:36	2:37	2:40
—	—	—	—	—	—	—	—	2:33	2:35	2:37	2:39	2:41	2:42	2:43	2:46
2:23	2:27	2:31	2:33	2:35	2:37	2:38	2:40	—	—	2:43	2:45	2:47	2:48	2:49	2:52
—	—	—	—	—	—	—	—	2:45	2:47	2:49	2:51	2:53	2:54	2:55	2:58
2:35	2:39	2:43	2:45	2:47	2:49	2:50	2:52	—	—	2:55	2:57	2:59	3:00	3:01	3:04
—	—	—	—	—	—	—	—	2:57	2:59	3:01	3:03	3:05	3:06	3:07	3:10
2:47	2:51	2:55	2:57	2:59	3:01	3:02	3:04	—	—	3:07	3:09	3:11	3:12	3:13	3:16
—	—	—	—	—	—	—	—	3:09	3:11	3:13	3:15	3:17	3:18	3:19	3:22
2:59	3:03	3:07	3:09	3:11	3:13	3:14	3:16	—	—	3:19	3:21	3:23	3:24	3:25	3:28
—	—	—	—	—	—	—	—	3:21	3:23	3:25	3:27	3:29	3:30	3:31	3:34
3:11	3:15	3:19	3:21	3:23	3:25	3:26	3:28	—	—	3:31	3:33	3:35	3:36	3:37	3:40
—	—	—	—	—	—	—	—	3:33	3:35	3:37	3:39	3:41	3:42	3:43	3:46
3:23	3:27	3:31	3:33	3:35	3:37	3:38	3:40	—	—	3:43	3:45	3:47	3:48	3:49	3:52
—	—	—	—	—	—	—	—	3:45	3:47	3:49	3:51	3:53	3:54	3:55	3:58
3:35	3:39	3:43	3:45	3:47	3:49	3:50	3:52	—	—	3:55	3:57	3:59	4:00	4:01	4:04
—	—	—	—	—	—	—	—	3:56	3:58	4:00	4:02	4:04	4:05	4:06	4:09
Trains Scheduled Every: 10 minutes								10 minutes		5 minutes					
7:15	7:19	7:23	7:25	7:27	7:29	7:30	7:32	—	—	7:35	7:37	7:39	7:40	7:41	7:44
—	—	—	—	—	—	—	—	7:36	7:38	7:40	7:42	7:44	7:45	7:46	7:49
7:25	7:29	7:33	7:35	7:37	7:39	7:40	7:42	—	—	7:45	7:47	7:49	7:50	7:51	7:54
—	—	—	—	—	—	—	—	7:46	7:48	7:50	7:52	7:54	7:55	7:56	7:59
7:35	7:39	7:43	7:45	7:47	7:49	7:50	7:52	—	—	7:55	7:57	7:59	8:00	8:01	8:04
—	—	—	—	—	—	—	—	7:55	7:57	7:59	8:01	8:03	8:04	8:05	8:08
7:43	7:47	7:51	7:53	7:55	7:57	7:58	8:00	—	—	8:03	8:05	8:07	8:08	8:09	8:12
—	—	—	—	—	—	—	—	8:08	8:10	8:12	8:14	8:16	8:17	8:18	8:21
7:55	7:59	8:03	8:05	8:07	8:09	8:10	8:12	—	—	8:15	8:17	8:19	8:20	8:21	8:24
8:02	8:06	8:10	8:12	8:14	8:16	8:17	8:19	—	—	8:22	8:24	8:26	8:27	8:28	8:31
8:09	8:13	8:17	8:19	8:21	8:23	8:24	8:26	—	—	8:29	8:31	8:33	8:34	8:35	8:38
—	—	—	—	—	—	—	—	8:28	8:30	8:32	8:34	8:36	8:37	8:38	8:41
8:22	8:26	8:30	8:32	8:34	8:36	8:37	8:39	—	—	8:42	8:44	8:46	8:47	8:48	8:51
—	—	—	—	—	—	—	—	8:48	8:50	8:52	8:54	8:56	8:57	8:58	9:01
8:42	8:46	8:50	8:52	8:54	8:56	8:57	8:59	—	—	9:02	9:04	9:06	9:07	9:08	9:11
—	—	—	—	—	—	—	—	9:08	9:10	9:12	9:14	9:16	9:17	9:18	9:21
9:02	9:06	9:10	9:12	9:14	9:16	9:17	9:19	—	—	9:22	9:24	9:26	9:27	9:28	9:31
Trains Scheduled Every: 20 minutes								20 minutes		10 minutes					
All service after 9:00PM is subject to minor delays for system maintenance. *Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema.*															
—	—	—	—	—	—	—	—	12:28A	12:30A	12:32A	12:34A	12:36A	12:37A	12:38A	12:41A
12:22A	12:26A	12:30A	12:32A	12:34A	12:36A	12:37A	12:39A	—	—	12:42	12:44	12:46	12:47	12:48	12:51
12:42	12:46	12:50	12:52	12:54	12:56	12:57	12:59	—	—	1:02	1:04	1:06	1:07	1:08	1:11
1:02	1:06	1:10	1:12	1:14	1:16	1:17	1:19	—	—	1:22	1:24	1:26	1:27	1:28	1:31

See Friday Late Night and Saturday Late Night Only

Friday Late Night and Saturday Late Night Only

Red & Purple Lines

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

NORTH HOLLYWOOD	UNIVERSAL CITY	HOLLYWOOD			LOS ANGELES								DOWNTOWN LA			
Red Line Stations								Purple Line Stations								
North Hollywood	Universal/Studio City	Hollywood/Highland	Hollywood/Vine	Hollywood/Western	Vermont/Sunset	Vermont/Santa Monica	Vermont/Beverly	Wilshire/Western	Wilshire/Normandie	Wilshire/Vermont	Westlake/MacArthur Park	7th St/Metro Center	Pershing Square	Civic Center/Grand Park	Union Station
Late Night Trips Scheduled Friday and Saturday Nights into next morning															
—	—	—	—	—	—	—	—	12:48A	12:50A	12:52A	12:54A	12:56A	12:57A	12:58A	1:01A
—	—	—	—	—	—	—	—	1:08	1:10	1:12	1:14	1:16	1:17	1:18	1:21
—	—	—	—	—	—	—	—	1:28	1:30	1:32	1:34	1:36	1:37	1:38	1:41
1:22A	1:26A	1:30A	1:32A	1:34A	1:36A	1:37A	1:39A	—	—	1:42	1:44	1:46	1:47	1:48	1:51
—	—	—	—	—	—	—	—	1:48	1:50	1:52	1:54	1:56	1:57	1:58	2:01
1:42	1:46	1:50	1:52	1:54	1:56	1:57	1:59	—	—	2:02	2:04	2:06	2:07	2:08	2:11
—	—	—	—	—	—	—	—	2:08	2:10	2:12	2:14	2:16	2:17	2:18	2:21
2:02	2:06	2:10	2:12	2:14	2:16	2:17	2:19	—	—	2:22	2:24	2:26	2:27	2:28	2:31
2:22	2:26	2:30	2:32	2:34	2:36	2:37	2:39	—	—	2:42	2:44	2:46	2:47	2:48	2:51

Monday through Friday

Effective Dec 16 2018

Red & Purple Lines

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LA				LOS ANGELES							HOLLYWOOD			UNIVERSAL CITY	NORTH HOLLYWOOD
Red Line Stations															
Purple Line Stations															
Union Station	Civic Center/Grand Park	Pershing Square	7th St/Metro Center	Westlake/MacArthur Park	Wilshire/Vermont	Wilshire/Normandie	Wilshire/Western	Vermont/Beverly	Vermont/Santa Monica	Vermont/Sunset	Hollywood/Western	Hollywood/Vine	Hollywood/Highland	Universal/Studio City	North Hollywood
4:10A	4:12A	4:13A	4:15A	4:17A	4:19A	—	—	4:21A	4:23A	4:24A	4:26A	4:29A	4:31A	4:35A	4:39A
4:30	4:32	4:33	4:35	4:37	4:39	—	—	4:41	4:43	4:44	4:46	4:49	4:51	4:55	4:59
4:48	4:50	4:51	4:53	4:55	4:57	—	—	4:59	5:01	5:02	5:04	5:07	5:09	5:13	5:17
4:57	4:59	5:00	5:02	5:04	5:06	5:08A	5:10A	—	—	—	—	—	—	—	—
5:04	5:06	5:07	5:09	5:11	5:13	—	—	5:15	5:17	5:18	5:20	5:23	5:25	5:29	5:33
5:11	5:13	5:14	5:16	5:18	5:20	—	—	5:22	5:24	5:25	5:27	5:30	5:32	5:36	5:40
5:16	5:18	5:19	5:21	5:23	5:25	5:27	5:29	—	—	—	—	—	—	—	—
5:24	5:26	5:27	5:29	5:31	5:33	—	—	5:35	5:37	5:38	5:40	5:43	5:45	5:49	5:53
5:30	5:32	5:33	5:35	5:37	5:39	5:41	5:43	—	—	—	—	—	—	—	—
5:37	5:39	5:40	5:42	5:44	5:46	—	—	5:48	5:50	5:51	5:53	5:56	5:58	6:02	6:06
5:40	5:42	5:43	5:45	5:47	5:49	5:51	5:53	—	—	—	—	—	—	—	—
5:47	5:49	5:50	5:52	5:54	5:56	—	—	5:58	6:00	6:01	6:03	6:06	6:08	6:12	6:16
5:52	5:54	5:55	5:57	5:59	6:01	6:03	6:05	—	—	—	—	—	—	—	—
5:57	5:59	6:00	6:02	6:04	6:06	—	—	6:08	6:10	6:11	6:13	6:16	6:18	6:22	6:26
6:03	6:05	6:06	6:08	6:10	6:12	6:14	6:16	—	—	—	—	—	—	—	—
6:07	6:09	6:10	6:12	6:14	6:16	—	—	6:18	6:20	6:21	6:23	6:26	6:28	6:32	6:36
6:13	6:15	6:16	6:18	6:20	6:22	6:24	6:26	—	—	—	—	—	—	—	—
6:17	6:19	6:20	6:22	6:24	6:26	—	—	6:28	6:30	6:31	6:33	6:36	6:38	6:42	6:46
6:20	6:22	6:23	6:25	6:27	6:29	6:31	6:33	—	—	—	—	—	—	—	—
6:25	6:27	6:28	6:30	6:32	6:34	—	—	6:36	6:38	6:39	6:41	6:44	6:46	6:50	6:54
Trains Scheduled Every: 5 minutes						10 minutes		10 minutes							
8:35	8:37	8:38	8:40	8:42	8:44	—	—	8:46	8:48	8:49	8:51	8:54	8:56	9:00	9:04
8:40	8:42	8:43	8:45	8:47	8:49	8:51	8:53	—	—	—	—	—	—	—	—
8:46	8:48	8:49	8:51	8:53	8:55	—	—	8:57	8:59	9:00	9:02	9:05	9:07	9:12	9:16
8:52	8:54	8:55	8:57	8:59	9:01	9:03	9:05	—	—	—	—	—	—	—	—
8:58	9:00	9:01	9:03	9:05	9:07	—	—	9:09	9:11	9:12	9:14	9:17	9:19	9:24	9:28
9:05	9:07	9:08	9:10	9:12	9:14	9:16	9:18	—	—	—	—	—	—	—	—
9:11	9:13	9:14	9:16	9:18	9:20	—	—	9:22	9:24	9:25	9:27	9:30	9:32	9:36	9:40
9:17	9:19	9:20	9:22	9:24	9:26	9:28	9:30	—	—	—	—	—	—	—	—
9:23	9:25	9:26	9:28	9:30	9:32	—	—	9:34	9:36	9:37	9:39	9:42	9:44	9:48	9:52
9:29	9:31	9:32	9:34	9:36	9:38	9:40	9:42	—	—	—	—	—	—	—	—
9:35	9:37	9:38	9:40	9:42	9:44	—	—	9:46	9:48	9:49	9:51	9:54	9:56	10:00	10:04
9:41	9:43	9:44	9:46	9:48	9:50	9:52	9:54	—	—	—	—	—	—	—	—
9:47	9:49	9:50	9:52	9:54	9:56	—	—	9:58	10:00	10:01	10:03	10:06	10:08	10:12	10:16
9:53	9:55	9:56	9:58	10:00	10:02	10:04	10:06	—	—	—	—	—	—	—	—
9:59	10:01	10:02	10:04	10:06	10:08	—	—	10:10	10:12	10:13	10:15	10:18	10:20	10:24	10:28
10:05	10:07	10:08	10:10	10:12	10:14	10:16	10:18	—	—	—	—	—	—	—	—
10:11	10:13	10:14	10:16	10:18	10:20	—	—	10:22	10:24	10:25	10:27	10:30	10:32	10:36	10:40
10:17	10:19	10:20	10:22	10:24	10:26	10:28	10:30	—	—	—	—	—	—	—	—
10:23	10:25	10:26	10:28	10:30	10:32	—	—	10:34	10:36	10:37	10:39	10:42	10:44	10:48	10:52
10:29	10:31	10:32	10:34	10:36	10:38	10:40	10:42	—	—	—	—	—	—	—	—
10:35	10:37	10:38	10:40	10:42	10:44	—	—	10:46	10:48	10:49	10:51	10:54	10:56	11:00	11:04
10:41	10:43	10:44	10:46	10:48	10:50	10:52	10:54	—	—	—	—	—	—	—	—
10:47	10:49	10:50	10:52	10:54	10:56	—	—	10:58	11:00	11:01	11:03	11:06	11:08	11:12	11:16
10:53	10:55	10:56	10:58	11:00	11:02	11:04	11:06	—	—	—	—	—	—	—	—
10:59	11:01	11:02	11:04	11:06	11:08	—	—	11:10	11:12	11:13	11:15	11:18	11:20	11:24	11:28
11:05	11:07	11:08	11:10	11:12	11:14	11:16	11:18	—	—	—	—	—	—	—	—
11:11	11:13	11:14	11:16	11:18	11:20	—	—	11:22	11:24	11:25	11:27	11:30	11:32	11:36	11:40
11:17	11:19	11:20	11:22	11:24	11:26	11:28	11:30	—	—	—	—	—	—	—	—
11:23	11:25	11:26	11:28	11:30	11:32	—	—	11:34	11:36	11:37	11:39	11:42	11:44	11:48	11:52
11:29	11:31	11:32	11:34	11:36	11:38	11:40	11:42	—	—	—	—	—	—	—	—
11:35	11:37	11:38	11:40	11:42	11:44	—	—	11:46	11:48	11:49	11:51	11:54	11:56	11:59	12:04P
11:41	11:43	11:44	11:46	11:48	11:50	11:52	11:54	—	—	—	—	—	—	—	—
11:47	11:49	11:50	11:52	11:54	11:56	—	—	11:58	11:59	12:01P	12:03P	12:06P	12:08P	12:12P	12:16
11:53	11:55	11:56	11:58	11:59	12:02P	12:04P	12:06P	—	—	—	—	—	—	—	—
11:59	12:01P	12:02P	12:04P	12:06P	12:08	—	—	12:10P	12:12P	12:13	12:15	12:18	12:20	12:24	12:28
12:05P	12:07	12:08	12:10	12:12	12:14	12:16	12:18	—	—	—	—	—	—	—	—
12:11	12:13	12:14	12:16	12:18	12:20	—	—	12:22	12:24	12:25	12:27	12:30	12:32	12:36	12:40
12:17	12:19	12:20	12:22	12:24	12:26	12:28	12:30	—	—	—	—	—	—	—	—
12:23	12:25	12:26	12:28	12:30	12:32	—	—	12:34	12:36	12:37	12:39	12:42	12:44	12:48	12:52
12:29	12:31	12:32	12:34	12:36	12:38	12:40	12:42	—	—	—	—	—	—	—	—
12:35	12:37	12:38	12:40	12:42	12:44	—	—	12:46	12:48	12:49	12:51	12:54	12:56	1:00	1:04
12:41	12:43	12:44	12:46	12:48	12:50	12:52	12:54	—	—	—	—	—	—	—	—
12:47	12:49	12:50	12:52	12:54	12:56	—	—	12:58	1:00	1:01	1:03	1:06	1:08	1:14	1:18
12:53	12:55	12:56	12:58	1:00	1:02	1:04	1:06	—	—	—	—	—	—	—	—
12:59	1:01	1:02	1:04	1:06	1:08	—	—	1:10	1:12	1:13	1:15	1:18	1:20	1:24	1:28
1:05	1:07	1:08	1:10	1:12	1:14	1:16	1:18	—	—	—	—	—	—	—	—
1:11	1:13	1:14	1:16	1:18	1:20	—	—	1:22	1:24	1:25	1:27	1:30	1:32	1:36	1:40
1:17	1:19	1:20	1:22	1:24	1:26	1:28	1:30	—	—	—	—	—	—	—	—
1:23	1:25	1:26	1:28	1:30	1:32	—	—	1:34	1:36	1:37	1:39	1:42	1:44	1:48	1:52
1:29	1:31	1:32	1:34	1:36	1:38	1:40	1:42	—	—	—	—	—	—	—	—
1:35	1:37	1:38	1:40	1:42	1:44	—	—	1:46	1:48	1:49	1:51	1:54	1:56	2:00	2:04
1:41	1:43	1:44	1:46	1:48	1:50	1:52	1:54	—	—	—	—	—	—	—	—
1:47	1:49	1:50	1:52	1:54	1:56	—	—	1:58	2:00	2:01	2:03	2:06	2:08	2:13	2:17
1:52	1:54	1:55	1:57	1:59	2:01	2:03	2:05	—	—	—	—	—	—	—	—
1:59	2:01	2:02	2:04	2:06	2:08	—	—	2:10	2:12	2:13	2:15	2:18	2:20	2:26	2:30
2:05	2:07	2:08	2:10	2:12	2:14	2:16	2:18	—	—	—	—	—	—	—	—
2:11	2:13	2:14	2:16	2:18	2:20	—	—	2:22	2:24	2:25	2:27	2:30	2:32	2:37	2:41
2:17	2:19	2:20	2:22	2:24	2:26	2:28	2:30	—	—	—	—	—	—	—	—
2:23	2:25	2:26	2:28	2:30	2:32	—	—	2:34	2:36	2:37	2:39	2:42	2:44	2:48	2:52
2:29	2:31	2:32	2:34	2:36	2:38	2:40	2:42	—	—	—	—	—	—	—	—
2:35	2:37	2:38	2:40	2:42	2:44	—	—	2:46	2:48	2:49	2:51	2:54	2:56	3:01	3:05
2:41	2:43	2:44	2:46	2:48	2:50	2:52	2:54	—	—	—	—	—	—	—	—
2:47	2:49	2:50	2:52	2:54	2:56	—	—	2:58	3:00	3:01	3:03	3:06	3:08	3:12	3:16
2:53	2:55	2:56	2:58	3:00	3:02	3:04	3:06	—	—	—	—	—	—	—	—
2:59	3:01	3:02	3:04	3:06	3:08	—	—	3:10	3:12	3:13	3:15	3:18	3:20	3:24	3:28
3:05	3:07	3:08	3:10	3:12	3:14	3:16	3:18	—	—	—	—	—	—	—	—
3:11	3:13	3:14	3:16	3:18	3:20	—	—	3:22	3:24	3:25	3:27	3:30	3:32	3:36	3:40
3:17	3:19	3:20	3:22	3:24	3:26	3:28	3:30	—	—	—	—	—	—	—	—
3:22	3:24	3:25	3:27	3:29	3:31	—	—	3:33	3:35	3:36	3:38	3:41	3:43	3:47	3:51
3:27	3:29	3:30	3:32	3:34	3:36	3:38	3:40	—	—	—	—	—	—	—	—
3:32	3:34	3:35	3:37	3:39	3:41	—	—	3:43	3:45	3:46	3:48	3:51	3:53	3:57	4:01
3:37	3:39	3:40	3:42	3:44	3:46	3:48	3:50	—	—	—	—	—	—	—	—
3:41	3:43	3:44	3:46	3:48	3:50	—	—	3:52	3:54	3:55	3:57	4:00	4:02	4:06	4:10
3:46	3:48	3:49	3:51	3:53	3:55	3:57	3:59	—	—	—	—	—	—	—	—
Trains Scheduled Every: 5 minutes						10 minutes		10 minutes							
7:21	7:23	7:24	7:26	7:28	7:30	—	—	7:32	7:34	7:35	7:37	7:40	7:42	7:46	7:50
7:26	7:28	7:29	7:31	7:33	7:35	7:37	7:39	—	—	—	—	—	—	—	—
7:31	7:33	7:34	7:36	7:38	7:40	—	—	7:42	7:44	7:45	7:47	7:50	7:52	7:56	8:00
7:36	7:38	7:39	7:41	7:43	7:45	7:47	7:49	—	—	—	—	—	—	—	—
7:42	7:44	7:45	7:47	7:49	7:51	—	—	7:53	7:55	7:56	7:58	8:01	8:03	8:07	8:11
7:52	7:54	7:55	7:57	7:59	8:01	8:03	8:05	—	—	—	—	—	—	—	—
8:01	8:03	8:04	8:06	8:08	8:10	—	—	8:12	8:14	8:15	8:17	8:20	8:22	8:26	8:30
8:11	8:13	8:14	8:16	8:18	8:20	8:22	8:24	—	—	—	—	—	—	—	—
8:21	8:23	8:24	8:26	8:28	8:30	—	—	8:32	8:34	8:35	8:37	8:40	8:42	8:46	8:50
8:31	8:33	8:34	8:36	8:38	8:40	8:42	8:44	—	—	—	—	—	—	—	—
8:41	8:43	8:44	8:46	8:48	8:50	—	—	8:52	8:54	8:55	8:57	9:00	9:02	9:06	9:10
8:51	8:53	8:54	8:56	8:58	9:00	9:02	9:04	—	—	—	—	—	—	—	—
Trains Scheduled Every:10 minutes						20 minutes		20 minutes							
All service after 9:00PM is subject to minor delays for system maintenance. *Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema.*															
11:51	11:53	11:54	11:56	11:58	11:59	12:02A	12:04A	—	—	—	—	—	—	—	—
12:01A	12:03A	12:04A	12:06A	12:08A	12:10A	—	—	12:12A	12:14A	12:15A	12:17A	12:20A	12:22A	12:26A	12:30A
12:11	12:13	12:14	12:16	12:18	12:20	12:22	12:24	—	—	—	—	—	—	—	—
12:21	12:23	12:24	12:26	12:28	12:30	—	—	12:32	12:34	12:35	12:37	12:40	12:42	12:46	12:50

See Friday Late Night and Saturday Late Night Only

Friday Late Night and Saturday Late Night Only

Red & Purple Lines

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LA				LOS ANGELES							HOLLYWOOD			UNIVERSAL CITY	NORTH HOLLYWOOD
Red Line Stations															
Purple Line Stations															
Union Station	Civic Center/Grand Park	Pershing Square	7th St/Metro Center	Westlake/MacArthur Park	Wilshire/Vermont	Wilshire/Normandie	Wilshire/Western	Vermont/Beverly	Vermont/Santa Monica	Vermont/Sunset	Hollywood/Western	Hollywood/Vine	Hollywood/Highland	Universal/Studio City	North Hollywood
Late Night Trips Scheduled Friday and Saturday Nights into next morning															
12:31A	12:33A	12:34A	12:36A	12:38A	12:40A	12:42A	12:44A	—	—	—	—	—	—	—	—
12:41	12:43	12:44	12:46	12:48	12:50	—	—	12:52A	12:54A	12:55A	12:57A	1:00A	1:02A	1:06A	1:10A
12:51	12:53	12:54	12:56	12:58	1:00	1:02	1:04	—	—	—	—	—	—	—	—
1:01	1:03	1:04	1:06	1:08	1:10	—	—	1:12	1:14	1:15	1:17	1:20	1:22	1:26	1:30
1:11	1:13	1:14	1:16	1:18	1:20	1:22	1:24	—	—	—	—	—	—	—	—
1:21	1:23	1:24	1:26	1:28	1:30	—	—	1:32	1:34	1:35	1:37	1:40	1:42	1:46	1:50
1:31	1:33	1:34	1:36	1:38	1:40	1:42	1:44	—	—	—	—	—	—	—	—
1:41	1:43	1:44	1:46	1:48	1:50	—	—	1:52	1:54	1:55	1:57	2:00	2:02	2:06	2:10
1:51	1:53	1:54	1:56	1:58	2:00	2:02	2:04	—	—	—	—	—	—	—	—
2:01	2:03	2:04	2:06	2:08	2:10	—	—	2:12	2:14	2:15	2:17	2:20	2:22	2:26	2:30
2:11	2:13	2:14	2:16	2:18	2:20	2:22	2:24	—	—	—	—	—	—	—	—
2:21	2:23	2:24	2:26	2:28	2:30	—	—	2:32	2:34	2:35	2:37	2:40	2:42	2:46	2:50

Saturday, Sunday and Holiday Schedules

Saturday, Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de sábado, domingo, y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit metro.net or call 511 and say "Nextrip"

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip"

Special Notes

All service after 9:00PM is subject to minor delays for system maintenance. Please visit http://bit.ly/Red411 or call 323.GO.METRO for latest information.

Avisos especiales

Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema. Favor de visitar http://bit.ly/Red411 o llamar al 323.GO.METRO para mas informacion.

Saturday, Sunday & Holiday

Effective Dec 16 2018

Red & Purple Lines

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

NORTH HOLLYWOOD | UNIVERSAL CITY | HOLLYWOOD | LOS ANGELES | DOWNTOWN LA

Red Line Stations | Purple Line Stations

North Hollywood	Universal/Studio City	Hollywood/Highland	Hollywood/Vine	Hollywood/Western	Vermont/Sunset	Vermont/Santa Monica	Vermont/Beverly	Wilshire/Western	Wilshire/Normandie	Wilshire/Vermont	Westlake/MacArthur Park	7th St/Metro Center	Pershing Square	Civic Center/Grand Park	Union Station
—	—	—	—	—	—	—	—	4:40A	4:42A	4:44A	4:46A	4:48A	4:49A	4:50A	4:53A
4:32A	4:36A	4:40A	4:42A	4:44A	4:46A	4:47A	4:49A	—	—	4:52	4:54	4:56	4:57	4:58	5:01
—	—	—	—	—	—	—	—	4:58	5:00	5:02	5:04	5:06	5:07	5:08	5:11
4:52	4:56	5:00	5:02	5:04	5:06	5:07	5:09	—	—	5:12	5:14	5:16	5:17	5:18	5:21
—	—	—	—	—	—	—	—	5:18	5:20	5:22	5:24	5:26	5:27	5:28	5:31
5:12	5:16	5:20	5:22	5:24	5:26	5:27	5:29	—	—	5:32	5:34	5:36	5:37	5:38	5:41
—	—	—	—	—	—	—	—	5:38	5:40	5:42	5:44	5:46	5:47	5:48	5:51
5:32	5:36	5:40	5:42	5:44	5:46	5:47	5:49	—	—	5:52	5:54	5:56	5:57	5:58	6:01
—	—	—	—	—	—	—	—	5:58	6:00	6:02	6:04	6:06	6:07	6:08	6:11
5:52	5:56	6:00	6:02	6:04	6:06	6:07	6:09	—	—	6:12	6:14	6:16	6:17	6:18	6:21
—	—	—	—	—	—	—	—	6:18	6:20	6:22	6:24	6:26	6:27	6:28	6:31
6:12	6:16	6:20	6:22	6:24	6:26	6:27	6:29	—	—	6:32	6:34	6:36	6:37	6:38	6:41
—	—	—	—	—	—	—	—	6:38	6:40	6:42	6:44	6:46	6:47	6:48	6:51
6:32	6:36	6:40	6:42	6:44	6:46	6:47	6:49	—	—	6:52	6:54	6:56	6:57	6:58	7:01
—	—	—	—	—	—	—	—	6:58	7:00	7:02	7:04	7:06	7:07	7:08	7:11
6:52	6:56	7:00	7:02	7:04	7:06	7:07	7:09	—	—	7:12	7:14	7:16	7:17	7:18	7:21
—	—	—	—	—	—	—	—	7:18	7:20	7:22	7:24	7:26	7:27	7:28	7:31
7:12	7:16	7:20	7:22	7:24	7:26	7:27	7:29	—	—	7:32	7:34	7:36	7:37	7:38	7:41
—	—	—	—	—	—	—	—	7:38	7:40	7:42	7:44	7:46	7:47	7:48	7:51
7:32	7:36	7:40	7:42	7:44	7:46	7:47	7:49	—	—	7:52	7:54	7:56	7:57	7:58	8:01
—	—	—	—	—	—	—	—	7:58	8:00	8:02	8:04	8:06	8:07	8:08	8:11
7:52	7:56	8:00	8:02	8:04	8:06	8:07	8:09	—	—	8:12	8:14	8:16	8:17	8:18	8:21
—	—	—	—	—	—	—	—	8:18	8:20	8:22	8:24	8:26	8:27	8:28	8:31
8:11	8:15	8:19	8:21	8:23	8:25	8:26	8:28	—	—	8:31	8:33	8:35	8:36	8:37	8:40
—	—	—	—	—	—	—	—	8:36	8:38	8:40	8:42	8:44	8:45	8:46	8:49
8:29	8:33	8:37	8:39	8:41	8:43	8:44	8:46	—	—	8:49	8:51	8:53	8:54	8:55	8:58
—	—	—	—	—	—	—	—	8:53	8:55	8:57	8:59	9:01	9:02	9:03	9:06
8:44	8:48	8:52	8:54	8:56	8:58	8:59	9:01	—	—	9:04	9:06	9:08	9:09	9:10	9:13
—	—	—	—	—	—	—	—	9:06	9:08	9:10	9:12	9:14	9:15	9:16	9:19
8:57	9:01	9:05	9:07	9:09	9:11	9:12	9:14	—	—	9:17	9:19	9:21	9:22	9:23	9:26
—	—	—	—	—	—	—	—	9:21	9:23	9:25	9:27	9:29	9:30	9:31	9:34
9:12	9:16	9:20	9:22	9:24	9:26	9:27	9:29	—	—	9:32	9:34	9:36	9:37	9:38	9:41
—	—	—	—	—	—	—	—	9:36	9:38	9:40	9:42	9:44	9:45	9:46	9:49
9:27	9:31	9:35	9:37	9:39	9:41	9:42	9:44	—	—	9:47	9:49	9:51	9:52	9:53	9:56
—	—	—	—	—	—	—	—	9:51	9:53	9:55	9:57	9:59	10:00	10:01	10:04
9:42	9:46	9:50	9:52	9:54	9:56	9:57	9:59	—	—	10:02	10:04	10:06	10:07	10:08	10:11
—	—	—	—	—	—	—	—	10:05	10:07	10:09	10:11	10:13	10:14	10:15	10:18
9:56	10:00	10:04	10:06	10:08	10:10	10:11	10:13	—	—	10:16	10:18	10:20	10:21	10:22	10:25
—	—	—	—	—	—	—	—	10:19	10:21	10:23	10:25	10:27	10:28	10:29	10:32
10:10	10:14	10:18	10:20	10:22	10:24	10:25	10:27	—	—	10:30	10:32	10:34	10:35	10:36	10:39
—	—	—	—	—	—	—	—	10:33	10:35	10:37	10:39	10:41	10:42	10:43	10:46
10:24	10:28	10:32	10:34	10:36	10:38	10:39	10:41	—	—	10:44	10:46	10:48	10:49	10:50	10:53
—	—	—	—	—	—	—	—	10:46	10:48	10:50	10:52	10:54	10:55	10:56	10:59
10:36	10:40	10:44	10:46	10:48	10:50	10:51	10:53	—	—	10:56	10:58	11:00	11:01	11:02	11:05
—	—	—	—	—	—	—	—	10:58	11:00	11:02	11:04	11:06	11:07	11:08	11:11
10:48	10:52	10:56	10:58	11:00	11:02	11:03	11:05	—	—	11:08	11:10	11:12	11:13	11:14	11:17
—	—	—	—	—	—	—	—	11:10	11:12	11:14	11:16	11:18	11:19	11:20	11:23
11:00	11:04	11:08	11:10	11:12	11:14	11:15	11:17	—	—	11:20	11:22	11:24	11:25	11:26	11:29
—	—	—	—	—	—	—	—	11:22	11:24	11:26	11:28	11:30	11:31	11:32	11:35
11:12	11:16	11:20	11:22	11:24	11:26	11:27	11:29	—	—	11:32	11:34	11:36	11:37	11:38	11:41
—	—	—	—	—	—	—	—	11:34	11:36	11:38	11:40	11:42	11:43	11:44	11:47
11:24	11:28	11:32	11:34	11:36	11:38	11:39	11:41	—	—	11:44	11:46	11:48	11:49	11:50	11:53
—	—	—	—	—	—	—	—	11:46	11:48	11:50	11:52	11:54	11:55	11:56	11:59
Trains Scheduled Every: 12 minutes								12 minutes		6 minutes					
—	—	—	—	—	—	—	—	5:58P	6:00P	6:02P	6:04P	6:06P	6:07P	6:08P	6:11P
5:48P	5:52P	5:56P	5:58P	6:00P	6:02P	6:03P	6:05P	—	—	6:08	6:10	6:12	6:13	6:14	6:17
—	—	—	—	—	—	—	—	6:10	6:12	6:14	6:16	6:18	6:19	6:20	6:23
6:00	6:04	6:08	6:10	6:12	6:14	6:15	6:17	—	—	6:20	6:22	6:24	6:25	6:26	6:29
—	—	—	—	—	—	—	—	6:22	6:24	6:26	6:28	6:30	6:31	6:32	6:35
6:12	6:16	6:20	6:22	6:24	6:26	6:27	6:29	—	—	6:32	6:34	6:36	6:37	6:38	6:41
—	—	—	—	—	—	—	—	6:34	6:36	6:38	6:40	6:42	6:43	6:44	6:47
6:24	6:28	6:32	6:34	6:36	6:38	6:39	6:41	—	—	6:44	6:46	6:48	6:49	6:50	6:53
—	—	—	—	—	—	—	—	6:46	6:48	6:50	6:52	6:54	6:55	6:56	6:59
6:36	6:40	6:44	6:46	6:48	6:50	6:51	6:53	—	—	6:56	6:58	7:00	7:01	7:02	7:05
—	—	—	—	—	—	—	—	6:58	7:00	7:02	7:04	7:06	7:07	7:08	7:11
6:49	6:53	6:57	6:59	7:01	7:03	7:04	7:06	—	—	7:09	7:11	7:13	7:14	7:15	7:18
—	—	—	—	—	—	—	—	7:12	7:14	7:16	7:18	7:20	7:21	7:22	7:25
7:03	7:07	7:11	7:13	7:15	7:17	7:18	7:20	—	—	7:23	7:25	7:27	7:28	7:29	7:32
—	—	—	—	—	—	—	—	7:26	7:28	7:30	7:32	7:34	7:35	7:36	7:39
7:17	7:21	7:25	7:27	7:29	7:31	7:32	7:34	—	—	7:37	7:39	7:41	7:42	7:43	7:46
—	—	—	—	—	—	—	—	7:40	7:42	7:44	7:46	7:48	7:49	7:50	7:53
7:31	7:35	7:39	7:41	7:43	7:45	7:46	7:48	—	—	7:51	7:53	7:55	7:56	7:57	8:00
—	—	—	—	—	—	—	—	7:55	7:57	7:59	8:01	8:03	8:04	8:05	8:08
7:43	7:47	7:51	7:53	7:55	7:57	7:58	8:00	—	—	8:03	8:05	8:07	8:08	8:09	8:12
—	—	—	—	—	—	—	—	8:08	8:10	8:12	8:14	8:16	8:17	8:18	8:21
7:55	7:59	8:03	8:05	8:07	8:09	8:10	8:12	—	—	8:15	8:17	8:19	8:20	8:21	8:24
8:02	8:06	8:10	8:12	8:14	8:16	8:17	8:19	—	—	8:22	8:24	8:26	8:27	8:28	8:31
8:09	8:13	8:17	8:19	8:21	8:23	8:24	8:26	—	—	8:29	8:31	8:33	8:34	8:35	8:38
—	—	—	—	—	—	—	—	8:28	8:30	8:32	8:34	8:36	8:37	8:38	8:41
8:22	8:26	8:30	8:32	8:34	8:36	8:37	8:39	—	—	8:42	8:44	8:46	8:47	8:48	8:51
—	—	—	—	—	—	—	—	8:48	8:50	8:52	8:54	8:56	8:57	8:58	9:01
8:42	8:46	8:50	8:52	8:54	8:56	8:57	8:59	—	—	9:02	9:04	9:06	9:07	9:08	9:11
—	—	—	—	—	—	—	—	9:08	9:10	9:12	9:14	9:16	9:17	9:18	9:21
9:02	9:06	9:10	9:12	9:14	9:16	9:17	9:19	—	—	9:22	9:24	9:26	9:27	9:28	9:31
Trains Scheduled Every: 20 minutes								20 minutes		10 minutes					

All service after 9:00PM is subject to minor delays for system maintenance. *Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema.*

—	—	—	—	—	—	—	—	12:28A	12:30A	12:32A	12:34A	12:36A	12:37A	12:38A	12:41A
12:22A	12:26A	12:30A	12:32A	12:34A	12:36A	12:37A	12:39A	—	—	12:42	12:44	12:46	12:47	12:48	12:51
12:42	12:46	12:50	12:52	12:54	12:56	12:57	12:59	—	—	1:02	1:04	1:06	1:07	1:08	1:11
1:02	1:06	1:10	1:12	1:14	1:16	1:17	1:19	—	—	1:22	1:24	1:26	1:27	1:28	1:31

See Friday Late Night and Saturday Late Night Only

Saturday, Sunday & Holiday

Effective Dec 16 2018

Red & Purple Lines

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LA				LOS ANGELES							HOLLYWOOD			UNIVERSAL CITY	NORTH HOLLYWOOD
Red Line Stations															
Purple Line Stations															
Union Station	Civic Center/Grand Park	Pershing Square	7th St/Metro Center	Westlake/MacArthur Park	Wilshire/Vermont	Wilshire/Normandie	Wilshire/Western	Vermont/Beverly	Vermont/Santa Monica	Vermont/Sunset	Hollywood/Western	Hollywood/Vine	Hollywood/Highland	Universal/Studio City	North Hollywood
4:10A	4:12A	4:13A	4:15A	4:17A	4:19A	—	—	4:21A	4:23A	4:24A	4:26A	4:29A	4:31A	4:35A	4:39A
4:31	4:33	4:34	4:36	4:38	4:40	—	—	4:42	4:44	4:45	4:47	4:50	4:52	4:56	5:00
4:51	4:53	4:54	4:56	4:58	5:00	—	—	5:02	5:04	5:05	5:07	5:10	5:12	5:16	5:20
5:01	5:03	5:04	5:06	5:08	5:10	5:12A	5:14A	—	—	—	—	—	—	—	—
5:11	5:13	5:14	5:16	5:18	5:20	—	—	5:22	5:24	5:25	5:27	5:30	5:32	5:36	5:40
5:21	5:23	5:24	5:26	5:28	5:30	5:32	5:34	—	—	—	—	—	—	—	—
5:31	5:33	5:34	5:36	5:38	5:40	—	—	5:42	5:44	5:45	5:47	5:50	5:52	5:56	6:00
5:41	5:43	5:44	5:46	5:48	5:50	5:52	5:54	—	—	—	—	—	—	—	—
5:51	5:53	5:54	5:56	5:58	6:00	—	—	6:02	6:04	6:05	6:07	6:10	6:12	6:16	6:20
6:01	6:03	6:04	6:06	6:08	6:10	6:12	6:14	—	—	—	—	—	—	—	—
6:11	6:13	6:14	6:16	6:18	6:20	—	—	6:22	6:24	6:25	6:27	6:30	6:32	6:36	6:40
6:21	6:23	6:24	6:26	6:28	6:30	6:32	6:34	—	—	—	—	—	—	—	—
6:31	6:33	6:34	6:36	6:38	6:40	—	—	6:42	6:44	6:45	6:47	6:50	6:52	6:56	7:00
6:41	6:43	6:44	6:46	6:48	6:50	6:52	6:54	—	—	—	—	—	—	—	—
6:51	6:53	6:54	6:56	6:58	7:00	—	—	7:02	7:04	7:05	7:07	7:10	7:12	7:16	7:20
7:01	7:03	7:04	7:06	7:08	7:10	7:12	7:14	—	—	—	—	—	—	—	—
7:11	7:13	7:14	7:16	7:18	7:20	—	—	7:22	7:24	7:25	7:27	7:30	7:32	7:36	7:40
7:21	7:23	7:24	7:26	7:28	7:30	7:32	7:34	—	—	—	—	—	—	—	—
7:31	7:33	7:34	7:36	7:38	7:40	—	—	7:42	7:44	7:45	7:47	7:50	7:52	7:56	8:00
7:41	7:43	7:44	7:46	7:48	7:50	7:52	7:54	—	—	—	—	—	—	—	—
7:51	7:53	7:54	7:56	7:58	8:00	—	—	8:02	8:04	8:05	8:07	8:10	8:12	8:16	8:20
7:58	8:00	8:01	8:03	8:05	8:07	8:09	8:11	—	—	—	—	—	—	—	—
8:05	8:07	8:08	8:10	8:12	8:14	—	—	8:16	8:18	8:19	8:21	8:24	8:26	8:30	8:34
8:11	8:13	8:14	8:16	8:18	8:20	—	—	8:22	8:24	8:25	8:27	8:30	8:32	8:36	8:40
8:18	8:20	8:21	8:23	8:25	8:27	8:29	8:31	—	—	—	—	—	—	—	—
8:26	8:28	8:29	8:31	8:33	8:35	—	—	8:37	8:39	8:40	8:42	8:45	8:47	8:51	8:55
8:33	8:35	8:36	8:38	8:40	8:42	8:44	8:46	—	—	—	—	—	—	—	—
8:41	8:43	8:44	8:46	8:48	8:50	—	—	8:52	8:54	8:55	8:57	9:00	9:02	9:06	9:10
8:48	8:50	8:51	8:53	8:55	8:57	8:59	9:01	—	—	—	—	—	—	—	—
8:56	8:58	8:59	9:01	9:03	9:05	—	—	9:07	9:09	9:10	9:12	9:15	9:17	9:21	9:25
9:03	9:05	9:06	9:08	9:10	9:12	9:14	9:16	—	—	—	—	—	—	—	—
9:11	9:13	9:14	9:16	9:18	9:20	—	—	9:22	9:24	9:25	9:27	9:30	9:32	9:36	9:40
9:18	9:20	9:21	9:23	9:25	9:27	9:29	9:31	—	—	—	—	—	—	—	—
9:25	9:27	9:28	9:30	9:32	9:34	—	—	9:36	9:38	9:39	9:41	9:44	9:46	9:50	9:54
9:32	9:34	9:35	9:37	9:39	9:41	9:43	9:45	—	—	—	—	—	—	—	—
9:39	9:41	9:42	9:44	9:46	9:48	—	—	9:50	9:52	9:53	9:55	9:58	10:00	10:04	10:08
9:46	9:48	9:49	9:51	9:53	9:55	9:57	9:59	—	—	—	—	—	—	—	—
9:53	9:55	9:56	9:58	10:00	10:02	—	—	10:04	10:06	10:07	10:09	10:12	10:14	10:18	10:22
10:00	10:02	10:03	10:05	10:07	10:09	10:11	10:13	—	—	—	—	—	—	—	—
10:07	10:09	10:10	10:12	10:14	10:16	—	—	10:18	10:20	10:21	10:23	10:26	10:28	10:32	10:36
10:14	10:16	10:17	10:19	10:21	10:23	10:25	10:27	—	—	—	—	—	—	—	—
10:21	10:23	10:24	10:26	10:28	10:30	—	—	10:32	10:34	10:35	10:37	10:40	10:42	10:46	10:50
10:28	10:30	10:31	10:33	10:35	10:37	10:39	10:41	—	—	—	—	—	—	—	—
10:35	10:37	10:38	10:40	10:42	10:44	—	—	10:46	10:48	10:49	10:51	10:54	10:56	11:00	11:04
10:42	10:44	10:45	10:47	10:49	10:51	10:53	10:55	—	—	—	—	—	—	—	—
10:48	10:50	10:51	10:53	10:55	10:57	—	—	10:59	11:01	11:02	11:04	11:07	11:09	11:13	11:17
10:54	10:56	10:57	10:59	11:01	11:03	11:05	11:07	—	—	—	—	—	—	—	—
11:00	11:02	11:03	11:05	11:07	11:09	—	—	11:11	11:13	11:14	11:16	11:19	11:21	11:25	11:29
11:06	11:08	11:09	11:11	11:13	11:15	11:17	11:19	—	—	—	—	—	—	—	—
11:12	11:14	11:15	11:17	11:19	11:21	—	—	11:23	11:25	11:26	11:28	11:31	11:33	11:37	11:41
11:18	11:20	11:21	11:23	11:25	11:27	11:29	11:31	—	—	—	—	—	—	—	—
11:24	11:26	11:27	11:29	11:31	11:33	—	—	11:35	11:37	11:38	11:40	11:43	11:45	11:49	11:53
11:30	11:32	11:33	11:35	11:37	11:39	11:41	11:43	—	—	—	—	—	—	—	—
11:36	11:38	11:39	11:41	11:43	11:45	—	—	11:47	11:49	11:50	11:52	11:55	11:57	12:01P	12:05P
11:42	11:44	11:45	11:47	11:49	11:51	11:53	11:55	—	—	—	—	—	—	—	—
11:48	11:50	11:51	11:53	11:55	11:57	—	—	11:59	12:01P	12:02P	12:04P	12:07P	12:09P	12:13	12:17
11:54	11:56	11:57	11:59	12:01P	12:03P	12:05P	12:07P	—	—	—	—	—	—	—	—
11:59	12:02P	12:03P	12:05P	12:07	12:09	—	—	12:11P	12:13	12:14	12:16	12:19	12:21	12:25	12:29
12:06P	12:08	12:09	12:11	12:13	12:15	12:17	12:19	—	—	—	—	—	—	—	—
Trains Scheduled Every: 6 minutes						12 minutes		12 minutes							
5:18	5:20	5:21	5:23	5:25	5:27	5:29	5:31	—	—	—	—	—	—	—	—
5:24	5:26	5:27	5:29	5:31	5:33	—	—	5:35	5:37	5:38	5:40	5:43	5:45	5:49	5:53
5:30	5:32	5:33	5:35	5:37	5:39	5:41	5:43	—	—	—	—	—	—	—	—
5:36	5:38	5:39	5:41	5:43	5:45	—	—	5:47	5:49	5:50	5:52	5:55	5:57	6:01	6:05
5:42	5:44	5:45	5:47	5:49	5:51	5:53	5:55	—	—	—	—	—	—	—	—
5:48	5:50	5:51	5:53	5:55	5:57	—	—	5:59	6:01	6:02	6:04	6:07	6:09	6:13	6:17
5:54	5:56	5:57	5:59	6:01	6:03	6:05	6:07	—	—	—	—	—	—	—	—
6:00	6:02	6:03	6:05	6:07	6:09	—	—	6:11	6:13	6:14	6:16	6:19	6:21	6:25	6:29
6:06	6:08	6:09	6:11	6:13	6:15	6:17	6:19	—	—	—	—	—	—	—	—
6:12	6:14	6:15	6:17	6:19	6:21	—	—	6:23	6:25	6:26	6:28	6:31	6:33	6:37	6:41
6:18	6:20	6:21	6:23	6:25	6:27	6:29	6:31	—	—	—	—	—	—	—	—
6:24	6:26	6:27	6:29	6:31	6:33	—	—	6:35	6:37	6:38	6:40	6:43	6:45	6:49	6:53
6:30	6:32	6:33	6:35	6:37	6:39	6:41	6:43	—	—	—	—	—	—	—	—
6:36	6:38	6:39	6:41	6:43	6:45	—	—	6:47	6:49	6:50	6:52	6:55	6:57	7:01	7:05
6:43	6:45	6:46	6:48	6:50	6:52	6:54	6:56	—	—	—	—	—	—	—	—
6:50	6:52	6:53	6:55	6:57	6:59	—	—	7:01	7:03	7:04	7:06	7:09	7:11	7:15	7:19
6:57	6:59	7:00	7:02	7:04	7:06	7:08	7:10	—	—	—	—	—	—	—	—
7:04	7:06	7:07	7:09	7:11	7:13	—	—	7:15	7:17	7:18	7:20	7:23	7:25	7:29	7:33
7:10	7:12	7:13	7:15	7:17	7:19	7:21	7:23	—	—	—	—	—	—	—	—
7:16	7:18	7:19	7:21	7:23	7:25	—	—	7:27	7:29	7:30	7:32	7:35	7:37	7:41	7:45
7:23	7:25	7:26	7:28	7:30	7:32	7:34	7:36	—	—	—	—	—	—	—	—
7:29	7:31	7:32	7:34	7:36	7:38	—	—	7:40	7:42	7:43	7:45	7:48	7:50	7:54	7:58
7:36	7:38	7:39	7:41	7:43	7:45	7:47	7:49	—	—	—	—	—	—	—	—
7:43	7:45	7:46	7:48	7:50	7:52	—	—	7:54	7:56	7:57	7:59	8:02	8:04	8:08	8:12
7:50	7:52	7:53	7:55	7:57	7:59	8:01	8:03	—	—	—	—	—	—	—	—
8:01	8:03	8:04	8:06	8:08	8:10	—	—	8:12	8:14	8:15	8:17	8:20	8:22	8:26	8:30
8:11	8:13	8:14	8:16	8:18	8:20	8:22	8:24	—	—	—	—	—	—	—	—
8:21	8:23	8:24	8:26	8:28	8:30	—	—	8:32	8:34	8:35	8:37	8:40	8:42	8:46	8:50
8:31	8:33	8:34	8:36	8:38	8:40	8:42	8:44	—	—	—	—	—	—	—	—
8:41	8:43	8:44	8:46	8:48	8:50	—	—	8:52	8:54	8:55	8:57	9:00	9:02	9:06	9:10
8:51	8:53	8:54	8:56	8:58	9:00	9:02	9:04	—	—	—	—	—	—	—	—
Trains Scheduled Every: 10 minutes						20 minutes		20 minutes							
All service after 9:00PM is subject to minor delays for system maintenance. *Todo servicio después de las 9:00PM es sujeto a retrasos menores para mantenencia a la sistema.*															
12:01A	12:03A	12:04A	12:06A	12:08A	12:10A	—	—	12:12A	12:14A	12:15A	12:17A	12:20A	12:22A	12:26A	12:30A
12:11	12:13	12:14	12:16	12:18	12:20	12:22A	12:24A	—	—	—	—	—	—	—	—
12:21	12:23	12:24	12:26	12:28	12:30	—	—	12:32	12:34	12:35	12:37	12:40	12:42	12:46	12:50

See Friday Late Night and Saturday Late Night Only

Monday through Friday

Effective Dec 13 2020

10

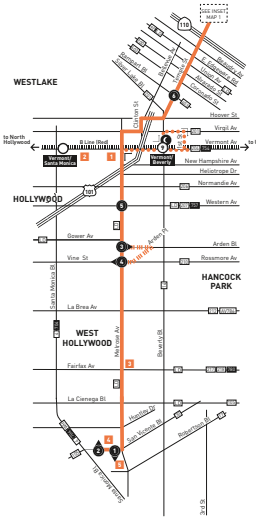
Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

1	2	3	4	5	6
San Vicente & Melrose	Melrose & Arden	Melrose & Western	Temple & Rampart	Temple & Figueroa	Main & Venice
4:00A	4:10A	4:13A	4:22A	4:28A	4:38A
4:50	5:00	5:03	5:12	5:18	5:28
5:17	5:27	5:30	5:41	5:48	6:01
5:40	5:50	5:54	6:05	6:13	6:27
—	6:10	6:14	6:26	6:34	6:48
6:17	6:28	6:32	6:44	6:52	7:06
—	6:43	6:47	6:59	7:08	7:23
6:46	6:58	7:02	7:15	7:24	7:39
—	7:11	7:15	7:28	7:37	7:52
7:14	7:26	7:30	7:43	7:52	8:07
—	7:41	7:45	7:58	8:07	8:23
7:43	7:56	8:00	8:13	8:22	8:38
—	8:09	8:14	8:27	8:37	8:53
8:11	8:24	8:29	8:42	8:52	9:08
—	8:39	8:44	8:57	9:07	9:23
8:39	8:53	8:58	9:12	9:22	9:39
—	9:08	9:13	9:27	9:37	9:54
9:09	9:23	9:28	9:42	9:52	10:09
—	9:38	9:43	9:57	10:07	10:24
9:39	9:53	9:58	10:12	10:22	10:39
—	10:08	10:13	10:27	10:37	10:54
10:07	10:22	10:27	10:42	10:52	11:10
—	10:37	10:42	10:57	11:07	11:26
10:36	10:51	10:56	11:12	11:22	11:41
—	11:06	11:11	11:27	11:37	11:56
11:05	11:21	11:26	11:42	11:52	12:11P
—	11:36	11:41	11:57	12:07P	12:26
11:35	11:51	11:56	12:12P	12:22	12:41
—	12:06P	12:11P	12:27	12:37	12:56
12:03P	12:21	12:26	12:42	12:52	1:11
—	12:36	12:41	12:57	1:07	1:26
12:33	12:51	12:56	1:12	1:22	1:41
—	1:06	1:11	1:27	1:37	1:56
1:03	1:21	1:26	1:42	1:52	2:11
—	1:36	1:41	1:57	2:07	2:26
1:33	1:51	1:56	2:12	2:22	2:41
—	2:05	2:11	2:27	2:37	2:56
2:01	2:20	2:26	2:42	2:52	3:11
—	2:35	2:41	2:57	3:07	3:26
2:30	2:49	2:55	3:12	3:22	3:41
—	3:04	3:10	3:27	3:37	3:56
3:00	3:19	3:25	3:42	3:52	4:11
—	3:34	3:40	3:57	4:07	4:26
3:30	3:49	3:55	4:12	4:22	4:41
—	4:04	4:10	4:27	4:37	4:56
4:01	4:20	4:26	4:42	4:52	5:11
—	4:35	4:41	4:57	5:07	5:26
4:31	4:50	4:56	5:12	5:22	5:40
—	5:08	5:14	5:30	5:40	5:57
5:10	5:28	5:33	5:49	5:59	6:16
—	5:47	5:52	6:08	6:18	6:35
5:49	6:07	6:12	6:28	6:38	6:55
—	6:27	6:32	6:48	6:58	7:13
6:41	6:59	7:04	7:19	7:28	7:43
—	7:30	7:35	7:49	7:58	8:12
7:44	8:01	8:06	8:20	8:28	8:39
8:18	8:34	8:39	8:51	8:58	9:09
9:23	9:35	9:39	9:52	9:58	10:17
10:25	10:37	10:41	10:52	10:58	11:17
11:30	11:40	11:43	11:52	11:58	—
12:30A	12:40A	12:43A	12:52A	12:58A	1:08A

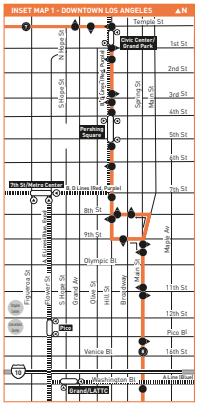
Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

6	7	8	9	10	2
Main & Venice	Temple & Figueroa	Temple & Rampart	Melrose & Western	Melrose & Vine	Santa Monica & San Vicente
5:12A	5:24A	5:30A	5:40A	5:44A	5:56A
5:47	5:59	6:06	6:16	6:20	6:33
6:19	6:34	6:41	6:52	6:56	—
6:44	6:59	7:07	7:20	7:24	7:38
7:02	7:18	7:26	7:39	7:43	—
7:17	7:33	7:41	7:54	7:58	8:13
7:32	7:48	7:56	8:09	8:14	—
7:47	8:03	8:11	8:24	8:29	8:44
8:02	8:18	8:26	8:40	8:45	—
8:17	8:33	8:41	8:55	9:00	9:16
8:32	8:48	8:56	9:10	9:15	—
8:47	9:03	9:12	9:26	9:31	9:47
9:02	9:18	9:27	9:41	9:46	—
9:17	9:33	9:42	9:56	10:01	10:17
9:32	9:48	9:57	10:11	10:16	—
9:47	10:03	10:12	10:26	10:31	10:47
10:02	10:18	10:27	10:41	10:46	—
10:17	10:33	10:42	10:56	11:01	11:17
10:29	10:48	10:57	11:11	11:16	—
10:44	11:03	11:12	11:26	11:31	11:48
10:59	11:18	11:27	11:41	11:46	—
11:14	11:33	11:42	11:56	12:01P	12:19P
11:28	11:48	11:57	12:12P	12:17	—
11:43	12:03P	12:12P	12:27	12:32	12:50
11:57	12:18	12:27	12:42	12:47	—
12:12P	12:33	12:42	12:57	1:02	1:20
12:27	12:48	12:57	1:12	1:17	—
12:42	1:03	1:13	1:28	1:33	1:51
12:57	1:18	1:28	1:43	1:48	—
1:12	1:33	1:43	1:58	2:03	2:21
1:27	1:48	1:58	2:13	2:18	—
1:42	2:03	2:13	2:28	2:33	2:51
1:57	2:18	2:28	2:43	2:48	—
2:12	2:33	2:43	2:58	3:03	3:21
2:27	2:48	2:58	3:13	3:18	—
2:42	3:03	3:13	3:28	3:33	3:51
2:57	3:18	3:28	3:42	3:47	—
3:12	3:33	3:43	3:57	4:02	4:20
3:27	3:48	3:58	4:12	4:17	—
3:42	4:03	4:13	4:27	4:32	4:48
3:58	4:18	4:28	4:42	4:47	—
4:13	4:33	4:43	4:57	5:02	5:18
4:29	4:48	4:58	5:12	5:17	—
4:44	5:03	5:13	5:27	5:32	5:48
4:59	5:18	5:28	5:42	5:47	—
5:14	5:33	5:42	5:56	6:01	6:16
5:29	5:48	5:57	6:11	6:16	—
5:47	6:05	6:14	6:28	6:33	6:48
6:08	6:25	6:34	6:47	6:52	—
6:30	6:47	6:56	7:09	7:14	7:29
6:53	7:09	7:18	7:31	7:35	—
7:16	7:31	7:39	7:51	7:55	8:09
7:38	7:53	8:01	8:13	8:17	—
8:01	8:16	8:24	8:36	8:40	8:54
8:30	8:42	8:50	9:02	9:06	—
8:58	9:20	9:28	9:40	9:44	9:57
10:00	10:20	10:27	10:38	10:42	10:55
11:00	11:20	11:26	11:36	11:40	11:52
—	12:26A	12:32A	12:42A	12:46A	12:58A

ROUTE MAP



INSET MAP 1 - DOWNTOWN LOS ANGELES



LEGEND

- Line 10 Route
- Line 10 Owl Route to Vermont & Beverly
- Line 10 Turnaround Loop
- Local StopTimepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Metro Rail Station & Timepoint
- Owl Timepoint
- AV Antelope Valley Transit Authority
- LD LADOT DASH
- WH West Hollywood Cityline

INSET 1 – DOWNTOWN LOS ANGELES

- Line 10 Route
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

MAP NOTES

1. Braille Institute
2. LA City College
3. Fairfax High School
4. Pacific Design Center
5. West Hollywood Library

Metro

N

WEST HOLLYWOOD

HOLLYWOOD

DOWNTOWN LOS ANGELES

Metro Local

Eastbound to Downtown Los Angeles

Westbound to West Hollywood

via Temple St & Melrose Ave

Effective Dec 13 2020

10

Travel Info

Customer Relay Service

711

Saturday, Sunday and Holiday Schedule

Effective Dec 13 2020

10

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

WEST HOLLYWOOD	LOS ANGELES			DOWNTOWN LOS ANGELES	
1	3	5	6	7	8
San Vicente & Melrose	Melrose & Arden	Melrose & Western	Temple & Rampart	Temple & Figueroa	Main & Venice
4:00A	4:10A	4:13A	4:22A	4:28A	E4:38A
4:49	4:59	5:02	5:11	5:17	5:27
5:23	5:33	5:36	5:45	5:51	6:02
5:53	6:04	6:08	6:19	6:26	6:38
6:22	6:33	6:37	6:49	6:57	F7:11
6:50	7:01	7:05	7:17	7:26	7:40
—	7:29	7:33	7:45	7:54	E8:08
7:45	7:56	8:00	8:12	8:21	8:35
8:08	8:20	8:24	8:37	8:46	F9:00
8:28	8:41	8:46	9:00	9:10	9:24
8:46	8:59	9:04	9:18	9:28	F9:42
9:04	9:17	9:22	9:36	9:46	10:00
—	9:35	9:40	9:54	10:04	E10:20
9:41	9:54	9:59	10:14	10:24	10:40
—	10:14	10:19	10:34	10:44	E11:00
10:20	10:34	10:39	10:54	11:04	11:20
—	10:54	10:59	11:14	11:24	E11:41
10:58	11:14	11:19	11:34	11:44	12:01P
—	11:34	11:39	11:54	12:04P	E12:21
11:37	11:54	11:59	12:14P	12:24	12:41
—	12:14P	12:19P	12:34	12:44	E1:01
12:17P	12:34	12:39	12:54	1:04	1:21
—	12:54	12:59	1:14	1:24	E1:41
12:58	1:15	1:20	1:35	1:44	2:01
—	1:35	1:40	1:55	2:04	E2:21
1:37	1:55	2:00	2:15	2:24	2:41
—	2:15	2:20	2:35	2:44	E3:01
2:17	2:35	2:40	2:55	3:04	3:21
—	2:55	3:00	3:15	3:24	E3:40
2:57	3:15	3:20	3:35	3:44	4:00
—	3:33	3:38	3:53	4:02	E4:18
3:35	3:53	3:58	4:13	4:22	4:38
—	4:18	4:23	4:38	4:47	5:03
4:32	4:50	4:55	5:10	5:19	5:35
5:05	5:23	5:29	5:44	5:53	6:08
5:41	5:59	6:05	6:20	6:28	6:43
6:19	6:36	6:41	6:55	7:03	7:18
6:56	7:12	7:17	7:31	7:38	7:51
7:39	7:54	7:58	8:11	8:18	8:30
8:20	8:34	8:38	8:51	E8:58	9:17
9:23	9:35	9:39	9:52	E9:58	10:17
10:25	10:37	10:41	10:52	E10:58	11:17
11:30	11:40	11:43	11:52	M12:06A	—
12:30A	12:40A	12:43A	12:52A	12:58	E1:08A

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		LOS ANGELES			WEST HOLLYWOOD
8	7	6	5	4	2
Main & Venice	Temple & Figueroa	Temple & Rampart	Melrose & Western	Melrose & Vine	Santa Monica & San Vicente
D5:13A	5:25A	5:31A	5:41A	5:45A	5:57A
5:48	6:00	6:06	6:16	6:20	6:32
6:23	6:35	6:42	6:52	6:56	7:09
6:52	7:05	7:12	7:22	7:26	7:40
7:20	7:34	7:41	7:52	7:56	8:10
F7:50	8:04	8:12	8:24	8:29	8:43
8:17	8:32	8:40	8:52	D8:57	—
E8:42	8:57	9:06	9:20	9:25	9:39
9:05	9:22	9:31	9:45	D9:50	—
F9:26	9:43	9:52	10:06	10:11	10:26
9:45	10:02	10:11	10:26	D10:31	—
M10:05	10:22	10:31	10:46	10:51	11:06
10:25	10:42	10:51	11:06	D11:11	—
M10:45	11:02	11:11	11:26	11:31	11:46
11:05	11:22	11:31	11:46	D11:51	—
M11:25	11:42	11:51	12:06P	12:11P	12:28P
11:45	12:02P	12:11P	12:26	D12:31	—
M12:04P	12:22	12:31	12:46	12:51	1:08
12:24	12:42	12:51	1:06	D1:11	—
M12:44	1:02	1:11	1:26	1:31	1:49
1:04	1:22	1:31	1:46	D1:51	—
M1:24	1:42	1:51	2:06	2:11	2:30
1:44	2:02	2:12	2:27	D2:32	—
M2:04	2:22	2:32	2:47	2:52	3:10
2:24	2:42	2:52	3:07	D3:12	—
M2:44	3:02	3:12	3:27	3:32	3:50
3:04	3:22	3:32	3:47	D3:52	—
M3:24	3:42	3:52	4:07	4:12	4:29
3:44	4:02	4:12	4:27	4:32	—
M4:04	4:22	4:32	4:47	4:52	5:09
4:29	4:47	4:57	5:12	5:17	5:33
M4:54	5:12	5:22	5:37	5:42	5:58
5:21	5:39	5:49	6:04	6:09	6:24
5:47	6:05	6:15	6:30	6:34	6:49
6:14	6:32	6:42	6:57	7:01	7:16
6:42	6:58	7:08	7:22	7:26	7:41
7:09	7:25	7:34	7:47	7:51	8:06
7:51	8:04	8:12	8:25	8:29	8:43
8:29	8:41	8:49	9:01	9:05	—
E8:58	9:20	9:28	9:40	9:44	9:57
M10:00	10:20	10:27	10:38	10:42	10:55
M11:00	11:20	11:26	11:36	11:40	11:52
—	N12:12A	12:32A	12:42A	12:46A	12:58A

Monday thru Sunday Owl Schedule

10

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

WEST HOLLYWOOD	LOS ANGELES		
1	3	5	9
San Vicente & Melrose	Melrose & Arden	Melrose & Western	Beverly & Vermont
1:20A	1:30A	1:33A	F1:39A
2:20	2:30	2:33	F2:39
3:20	3:30	3:33	F3:39

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES			WEST HOLLYWOOD
9	5	4	2
Beverly & Vermont	Melrose & Western	Melrose & Vine	Santa Monica & San Vicente
F1:39A	1:47A	1:51A	2:03A
F2:39	2:47	2:51	3:03
F3:39	3:47	3:51	4:03
F4:39	4:47	4:51	5:03

Sunday & Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit metro.net or call 511 and say "Nextrip"

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip".

Special Notes

Line 10 Late Night/Owl Service provides hourly service between San Vicente and Vermont along Melrose. At Vermont buses will turn south and connect with existing Line 14 Late Night/Owl Service for patrons traveling to and from the Downtown Los Angeles area. Obtain Line 14 timetable for further information.

- E Continues as Line 48 via Main, Maple, and San Pedro unless otherwise noted.
- F Originates from Line 48 via Main, Maple, and San Pedro unless otherwise noted.
- D Terminates at Melrose & Arden at time shown.
- E Terminates at Main & Venice at time shown. Does not continue as Line 48.
- F Waits at Hill and 7th for transfer connections.
- M Originates from Main & Venice at time shown.
- E Connects with Line 14 Eastbound to Downtown Los Angeles scheduled to depart there 9-12 minutes after time shown.
- F Connects with Line 14 Westbound originating from Downtown Los Angeles scheduled to arrive there 10 minutes before time shown.
- M Trips starts at Hill & 7th at time shown.
- N Terminates at Hill & 7th at time shown.

Avisos especiales

El Servicio Nocturno/de Madrugada de la Línea 10 brinda servicio cada hora entre San Vicente y Vermont a lo largo de Melrose. En Vermont Los autobuses voltearán hacia el sur y se conectarán con el servicio Nocturno/de Madrugada de la Línea 14 para los pasajeros que viajen desde y hasta el área de Downtown Los Angeles. Para mas información obtenga el horario de la Línea 14.

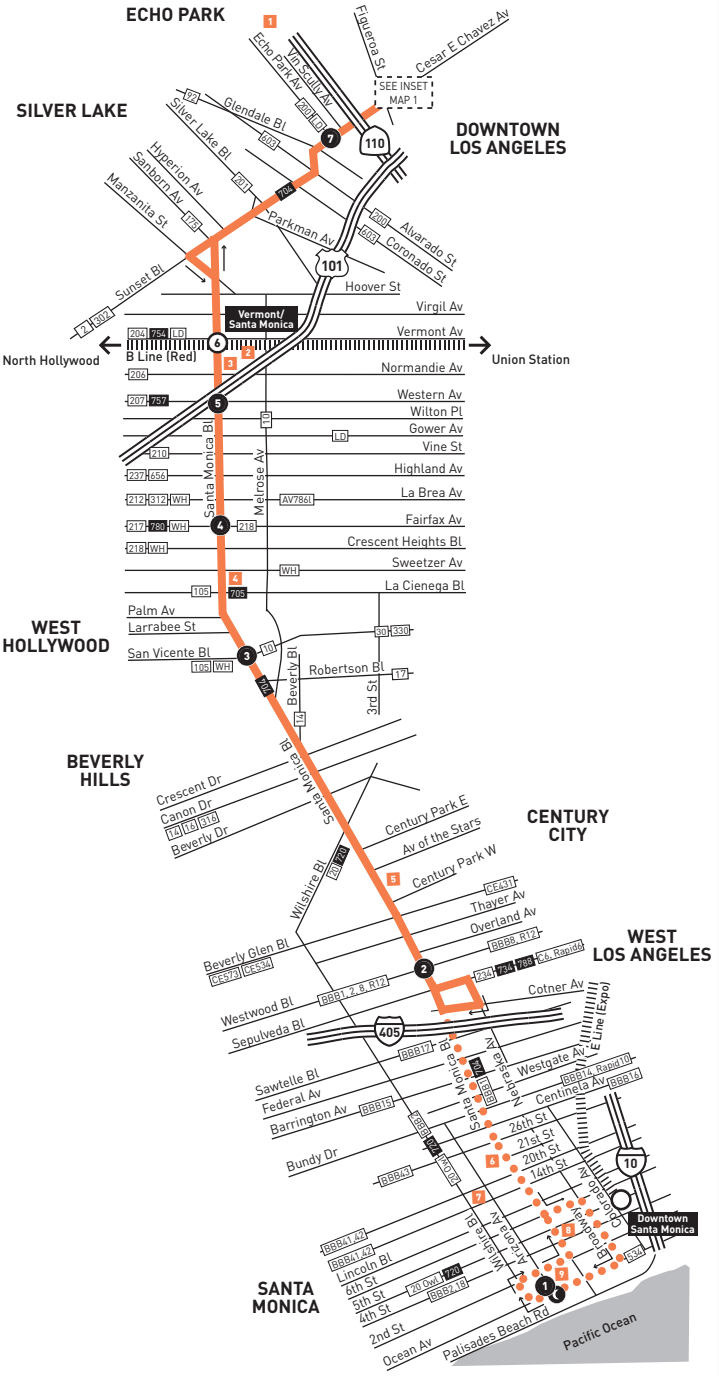
- E *Continúa como Línea 48 via Main, Maple, y San Pedro a menos que se notifique lo contrario.*
- F *Comienza de Línea 48 via Main, Maple y San Pedro a menos que diga de otro modo.*
- D *Termina en Melrose y Arden a la hora mostrada.*
- E *Termina en Main y Venice a la hora mostrada. No continua como Línea 48.*
- F *Espera en la Hill y 7th para las conexiones de transferencia.*
- M *Comienza en Main y Venice a la hora mostrada.*
- E *Se conecta con la Línea 14 con rumbo al Este hacia Downtown Los Angeles programado a salir 9-12 minutos después de la hora mostrada.*
- F *Se conecta con la Línea 14 con rumbo al Oeste originándose en Downtown Los Angeles programado a llegar 10 minutos antes de la hora mostrada.*
- M *Viaje comienzan en Hill y 7th a la hora mostrada.*
- N *Termina en Hill y 7th a la hora mostrada.*

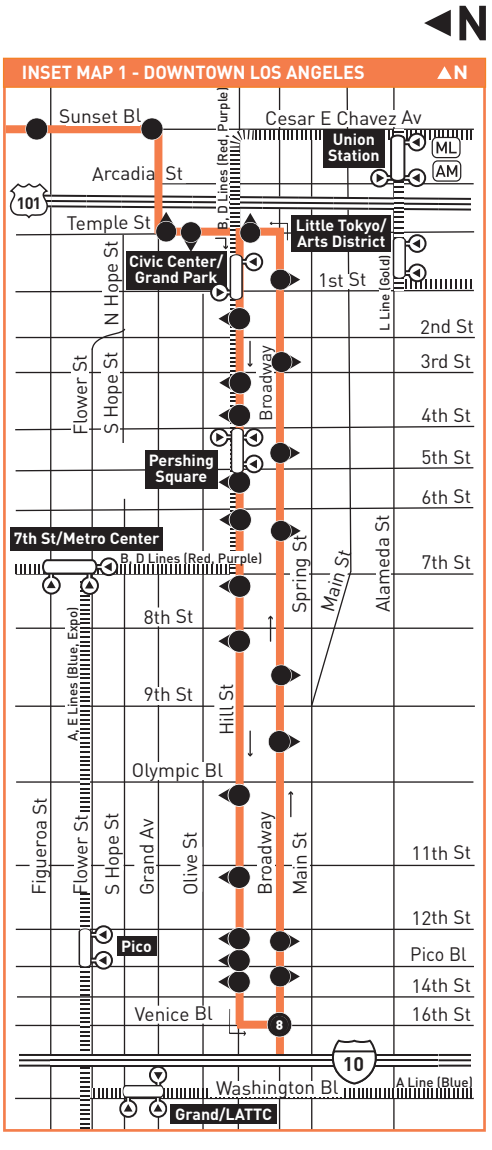
Taking your bike on the train?

Please be courteous to other passengers and avoid blocking doors and aisles.

150905

ROUTE MAP





INSET 1 – DOWNTOWN LOS ANGELES

- Line 4 Route
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- ML Metrolink
- AM Amtrak

MAP NOTES

1. **Dodger Stadium**
2. **Braille Institute**
3. **LA City College**
4. **West Hollywood City Hall**
5. **Westfield Century City**
   Metro 4, 16, 28, 316, 704, 728; AV786; BBB5; C3, CE534, 573; SC792, 797
6. **St. John's Hospital**
7. **Santa Monica-UCLA Medical Center**
8. **Santa Monica Bl & 4th St/ Broadway & 4th St**
   Metro 4 Owl, 20 Owl, 534, 704, 720; BBB1, 2, 3, 5, 7, 8, 9, 18; Rapid3, 7, 10
9. **Ocean Av & Santa Monica Bl**
   Metro 4 Owl, 33 Owl, 534, 704, 733; BBB8

LEGEND

- Line 4 Route
- Line 4 Early Am, Eve/Owl Trips Only
- Early Am, Eve/Owl Timepoint
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station & Timepoint
- Metro Rail
- Metro Rail Station
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- SC Santa Clarita Transit
- WH West Hollywood Cityline

Monday through Friday

Effective Jun 21 2020

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

SANTA MONICA	WEST LOS ANGELES	WEST HOLLYWOOD		LOS ANGELES		ECHO PARK	LOS ANGELES
1	2	3	4	5	6	7	8
Ocean & Arizona	Santa Monica & Westwood B	Santa Monica & San Vicente	Santa Monica & Fairfax	Santa Monica & Western	Santa Monica / Vermont Station	Sunset & Echo Park	Venice & Broadway
4:42A	5:00A	5:13A	5:18A	5:31A	5:36A	5:46A	6:03A
5:10	5:28	5:41	5:47	6:00	6:05	6:16	6:33
5:33	5:52	6:05	6:11	6:25	6:30	6:41	6:59
5:53	6:14	6:27	6:33	6:47	6:52	7:03	7:21
6:11	6:32	6:45	6:51	7:05	7:10	7:21	7:40
6:25	6:47	7:00	7:06	7:20	7:25	7:36	7:55
6:38	7:00	7:14	7:20	7:34	7:40	7:51	8:10
6:50	7:13	7:27	7:33	7:49	7:55	8:07	8:26
7:03	7:27	7:42	7:48	8:04	8:10	8:22	8:41
7:17	7:42	7:57	8:03	8:19	8:25	8:38	8:57
—	7:56	8:11	8:18	8:34	8:40	8:53	9:13
—	8:10	8:25	8:32	8:49	8:55	9:09	9:29
—	8:25	8:40	8:47	9:04	9:10	9:24	9:44
—	8:40	8:55	9:02	9:19	9:25	9:39	9:59
—	8:54	9:10	9:17	9:34	9:40	9:54	10:15
—	9:08	9:24	9:31	9:49	9:55	10:10	10:32
—	9:22	9:38	9:46	10:04	10:10	10:25	10:47
—	9:36	9:52	10:00	10:19	10:25	10:41	11:03
—	9:49	10:05	10:15	10:34	10:41	10:57	11:20
—	10:03	10:19	10:29	10:49	10:56	11:12	11:35
—	10:18	10:34	10:44	11:04	11:11	11:27	11:50
—	10:31	10:48	10:58	11:19	11:26	11:43	12:06P
—	10:46	11:03	11:13	11:34	11:41	11:58	12:20
—	11:01	11:18	11:28	11:49	11:56	12:13P	12:35
—	11:16	11:33	11:43	12:04P	12:11P	12:28	12:50
—	11:29	11:47	11:57	12:19	12:26	12:43	1:05
—	11:42	11:59	12:12P	12:34	12:41	12:58	1:20
—	11:56	12:15P	12:27	12:49	12:56	1:13	1:35
—	12:10P	12:30	12:42	1:04	1:11	1:28	1:50
—	12:25	12:45	12:57	1:19	1:26	1:43	2:05
—	12:40	1:00	1:12	1:34	1:41	1:58	2:20
—	12:55	1:15	1:27	1:49	1:56	2:13	2:35
—	1:10	1:30	1:42	2:04	2:11	2:28	2:51
—	1:24	1:45	1:57	2:19	2:26	2:43	3:06
—	1:40	2:01	2:13	2:35	2:41	2:58	3:21
—	1:54	2:15	2:27	2:50	2:56	3:13	3:36
—	2:09	2:30	2:42	3:05	3:11	3:28	3:50
—	2:24	2:45	2:57	3:20	3:26	3:43	4:05
—	2:39	3:00	3:12	3:35	3:41	3:58	4:20
—	2:54	3:15	3:27	3:50	3:56	4:12	4:34
—	3:09	3:30	3:42	4:05	4:11	4:27	4:48
—	3:23	3:45	3:57	4:20	4:26	4:41	5:02
—	3:39	4:01	4:12	4:35	4:41	4:56	5:17
—	3:54	4:16	4:27	4:50	4:56	5:11	5:32
—	4:09	4:31	4:42	5:05	5:11	5:26	5:47
—	4:24	4:47	4:58	5:20	5:26	5:41	6:02
—	4:39	5:02	5:13	5:35	5:41	5:56	6:16
—	4:53	5:17	5:28	5:50	5:56	6:11	6:31
—	5:07	5:32	5:43	6:05	6:11	6:26	6:45
—	5:23	5:47	5:58	6:20	6:26	6:41	7:00
—	5:38	6:01	6:12	6:35	6:41	6:56	7:15
—	5:52	6:15	6:26	6:50	6:56	7:11	7:30
—	6:07	6:30	6:41	7:06	7:11	7:26	7:45
—	6:23	6:45	6:56	7:21	7:26	7:40	7:59
—	6:41	7:03	7:13	7:36	7:41	7:55	8:14
—	7:00	7:21	7:31	7:51	7:56	8:10	8:29
—	7:15	7:36	7:46	8:06	8:11	8:25	8:44
—	7:32	7:52	8:02	8:21	8:26	8:40	8:58
—	7:49	8:08	8:18	8:36	8:41	8:55	9:13
—	8:12	8:30	8:39	8:56	9:01	9:14	9:33
—	8:36	8:54	9:03	9:20	9:25	9:38	9:57
—	9:00	9:18	9:27	9:44	9:49	10:02	10:21
—	9:24	9:42	9:51	10:08	10:13	10:26	10:45
—	9:48	10:06	10:15	10:32	10:36	10:48	11:06
—	10:12	10:30	10:39	10:56	11:00	11:11	11:28
—	10:37	10:56	11:04	11:20	11:24	11:35	11:51
—	11:00	11:20	11:28	11:44	11:48	11:59	12:15A
—	11:25	11:44	11:52	12:08A	12:12A	12:22A	12:38
11:28P	11:50	12:08A	12:16A	12:32	12:36	12:46	1:02
11:48	12:09A	12:26	12:33	12:47	12:51	1:01	1:17
12:06A	12:25	12:41	12:48	1:02	1:06	1:16	1:32
12:18	12:37	12:52	12:59	1:13	1:17	1:27	1:43
12:31	12:50	1:05	1:12	1:26	1:30	1:40	1:56
12:45	1:04	1:19	1:26	1:40	1:44	1:54	2:10
12:59	1:18	1:33	1:40	1:54	1:58	2:07	2:23
1:18	1:37	1:52	1:59	2:12	2:16	2:25	2:41
1:38	1:57	2:12	2:19	2:32	2:36	2:45	3:01
1:59	2:17	2:32	2:39	2:52	2:56	3:05	3:21
2:24	2:42	2:57	3:04	3:17	3:21	3:30	3:46
2:49	3:07	3:22	3:29	3:42	3:46	3:55	4:11
3:16	3:34	3:48	3:54	4:07	4:11	4:20	4:36
3:48	4:06	4:19	4:25	4:37	4:41	4:50	5:06
4:18	4:36	4:49	4:55	5:07	5:11	5:20	5:36

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	ECHO PARK	LOS ANGELES		WEST HOLLYWOOD		WEST LOS ANGELES	SANTA MONICA
8	7	6	5	4	3	2	1
Venice & Broadway	Sunset & Echo Park	Santa Monica / Vermont Station	Santa Monica & Western	Santa Monica & Fairfax	Santa Monica & San Vicente	Santa Monica & Westwood C	Ocean & Arizona
D4:07A	4:24A	4:33A	4:37A	4:48A	4:53A	5:05A	5:23A
4:33	4:49	4:58	5:02	5:13	5:18	5:30	5:54
4:54	5:11	5:21	5:25	5:37	5:43	5:56	6:20
5:13	5:30	5:40	5:45	5:57	6:03	6:16	6:40
5:32	5:50	6:00	6:05	6:17	6:23	6:37	7:01
5:51	6:09	6:20	6:25	6:38	6:44	7:02	—
6:10	6:28	6:40	6:45	6:58	7:04	7:22	—
6:26	6:45	6:57	7:02	7:16	7:22	7:40	—
6:40	6:59	7:11	7:17	7:31	7:37	7:55	—
6:54	7:14	7:26	7:32	7:46	7:52	8:10	—
7:08	7:28	7:41	7:47	8:01	8:08	8:26	—
7:23	7:43	7:56	8:02	8:17	8:24	8:42	—
7:37	7:57	8:11	8:17	8:32	8:41	8:59	—
7:51	8:12	8:26	8:32	8:48	8:57	9:17	—
8:06	8:27	8:41	8:47	9:03	9:12	9:32	—
8:21	8:42	8:56	9:02	9:19	9:28	9:48	—
8:34	8:55	9:10	9:17	9:34	9:45	10:05	—
8:49	9:10	9:25	9:32	9:49	10:00	10:20	—
9:03	9:25	9:40	9:47	10:04	10:15	10:35	—
9:18	9:40	9:55	10:02	10:20	10:31	10:51	—
9:34	9:55	10:10	10:17	10:35	10:46	11:06	—
9:49	10:10	10:25	10:32	10:51	11:02	11:22	—
10:02	10:24	10:40	10:47	11:06	11:17	11:37	—
10:17	10:39	10:55	11:02	11:21	11:32	11:52	—
10:31	10:53	11:10	11:17	11:36	11:47	12:09P	—
10:45	11:08	11:25	11:32	11:52	12:03P	12:27	—
10:57	11:22	11:39	11:47	12:07P	12:18	12:42	—
11:11	11:36	11:54	12:02P	12:23	12:34	12:58	—
11:24	11:51	12:09P	12:17	12:38	12:50	1:14	—
11:39	12:06P	12:24	12:32	12:53	1:05	1:29	—
11:54	12:21	12:39	12:47	1:08	1:20	1:44	—
12:09P	12:36	12:54	1:02	1:23	1:35	1:59	—
12:24	12:51	1:09	1:17	1:38	1:50	2:14	—
12:39	1:06	1:24	1:32	1:53	2:05	2:29	—
12:54	1:21	1:39	1:47	2:08	2:20	2:44	—
1:09	1:36	1:54	2:02	2:23	2:35	2:58	—
1:24	1:51	2:09	2:17	2:38	2:50	3:13	—
1:39	2:06	2:24	2:32	2:52	3:04	3:27	—
1:53	2:21	2:39	2:47	3:07	3:19	3:42	—
2:08	2:36	2:54	3:02	3:22	3:34	3:57	—
2:23	2:51	3:09	3:17	3:37	3:49	4:12	—
2:38	3:06	3:24	3:32	3:52	4:04	4:27	—
2:54	3:21	3:39	3:47	4:07	4:19	4:42	—
3:10	3:36	3:54	4:02	4:22	4:34	4:57	—
3:25	3:51	4:09	4:17	4:37	4:49	5:11	—
3:40	4:06	4:24	4:32	4:52	5:04	5:25	—
3:55	4:21	4:39	4:47	5:07	5:18	5:39	—
4:10	4:36	4:54	5:02	5:22	5:33	5:54	—
4:26	4:52	5:09	5:17	5:37	5:47	6:08	—
4:41	5:07	5:24	5:32	5:51	6:01	6:22	—
4:58	5:23	5:40	5:47	6:06	6:16	6:37	—
5:14	5:38	5:55	6:02	6:21	6:31	6:51	—
5:30	5:54	6:10	6:17	6:36	6:46	7:06	—
5:45	6:09	6:25	6:32	6:50	7:00	7:19	—
6:00	6:24	6:40	6:47	7:05	7:14	7:33	—
6:15	6:39	6:55	7:02	7:20	7:29	7:48	—
6:31	6:54	7:10	7:17	7:35	7:44	8:02	—
6:46	7:09	7:25	7:32	7:50	7:59	8:16	—
7:03	7:26	7:41	7:47	8:04	8:13	8:30	—
7:18	7:41	7:56	8:02	8:18	8:27	8:44	—
7:39	8:01	8:16	8:22	8:38	8:47	9:04	—
8:03	8:25	8:40	8:46	9:02	9:11	9:28	—
8:27	8:49	9:04	9:10	9:26	9:36	9:53	—
8:55	9:16	9:31	9:36	9:52	10:02	10:19	—
9:18	9:38	9:53	9:58	10:13	10:24	10:40	11:04P
9:43	10:03	10:17	10:22	10:37	10:48	11:04	11:26
9:58	10:18	10:32	10:37	10:52	11:03	11:19	11:41
10:10	10:30	10:44	10:49	11:04	11:16	11:32	11:54
10:31	10:51	11:04	11:08	11:23	11:35	11:50	12:11A
10:50	11:10	11:22	11:26	11:40	11:52	12:07A	12:27
D11:07	11:25	11:37	11:41	11:55	12:05A	12:19	12:39
11:25	11:44	11:56	11:59	12:13A	12:22	12:35	12:55
11:45	12:04A	12:15A	12:19A	12:32	12:41	12:53	1:13
D12:06A	12:24	12:35	12:39	12:51	1:00	1:12	1:32
12:26	12:44	12:55	12:59	1:11	1:20	1:32	1:52
12:46	1:04	1:15	1:19	1:31	1:38	1:50	2:10
D1:07	1:25	1:35	1:39	1:51	1:58	2:10	2:30
1:36	1:54	2:04	2:08	2:20	2:27	2:39	2:59
D2:06	2:24	2:34	2:38	2:49	2:56	3:07	3:27
2:36	2:54	3:04	3:08	3:19	3:25	3:36	3:56
D3:06	3:24	3:34	3:38	3:49	3:55	4:06	4:26
3:39	3:55	4:04	4:08	4:19	4:25	4:35	4:55

Saturday, Sunday and Holiday Schedule

Effective Jun 21 2020

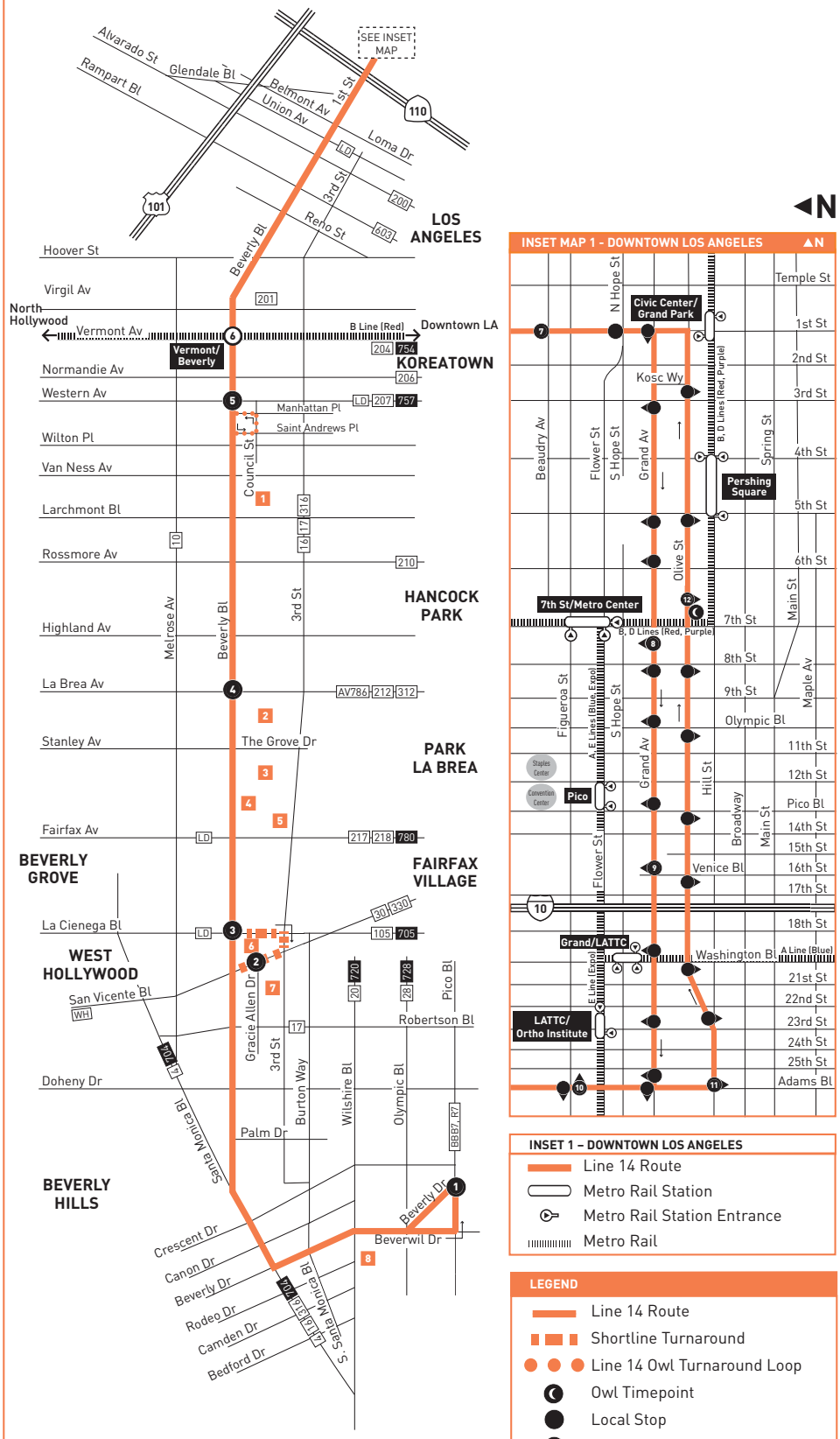
Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

SANTA MONICA	WEST LOS ANGELES	WEST HOLLYWOOD		LOS ANGELES		ECHO PARK	LOS ANGELES
1	2	3	4	5	6	7	8
Ocean & Arizona	Santa Monica & Westwood E	Santa Monica & San Vicente	Santa Monica & Fairfax	Santa Monica & Western	Santa Monica / Vermont Station	Sunset & Echo Park	Venice & Broadway
4:43A	5:01A	5:14A	5:20A	5:32A	5:36A	5:46A	6:03A
5:08	5:26	5:39	5:45	5:57	6:01	6:11	6:28
5:31	5:49	6:02	6:08	6:22	6:27	6:37	6:54
5:52	6:12	6:25	6:31	6:45	6:50	7:00	7:17
—	6:32	6:45	6:51	7:05	7:10	7:22	7:39
6:24	6:47	7:00	7:07	7:22	7:27	7:39	7:56
6:39	7:02	7:17	7:24	7:39	7:44	7:56	8:14
6:55	7:19	7:34	7:41	7:56	8:01	8:13	8:31
—	7:36	7:51	7:58	8:13	8:18	8:30	8:48
7:25	7:53	8:08	8:15	8:30	8:35	8:47	9:05
—	8:09	8:24	8:31	8:46	8:51	9:04	9:23
—	8:25	8:40	8:47	9:02	9:08	9:22	9:41
—	8:40	8:55	9:02	9:18	9:24	9:38	9:57
—	8:54	9:10	9:18	9:34	9:40	9:54	10:14
—	9:10	9:26	9:34	9:50	9:56	10:10	10:30
—	9:25	9:41	9:49	10:05	10:11	10:25	10:45
—	9:39	9:55	10:03	10:20	10:26	10:40	11:00
—	9:53	10:09	10:18	10:35	10:41	10:55	11:15
—	10:08	10:24	10:33	10:50	10:56	11:11	11:32
—	10:23	10:39	10:48	11:05	11:11	11:26	11:47
—	10:37	10:53	11:02	11:20	11:26	11:41	12:02P
—	10:51	11:08	11:17	11:35	11:41	11:56	12:17
—	11:05	11:23	11:32	11:50	11:56	12:11P	12:32
—	11:20	11:38	11:47	12:05P	12:11P	12:26	12:47
—	11:34	11:52	12:01P	12:20	12:26	12:41	1:02
—	11:48	12:06P	12:16	12:35	12:41	12:56	1:17
—	12:03P	12:21	12:31	12:50	12:56	1:11	1:32
—	12:18	12:36	12:46	1:05	1:11	1:26	1:47
—	12:33	12:51	1:01	1:20	1:26	1:41	2:02
—	12:47	1:06	1:16	1:35	1:41	1:56	2:17
—	1:01	1:21	1:31	1:50	1:56	2:11	2:32
—	1:16	1:36	1:46	2:05	2:11	2:26	2:47
—	1:31	1:51	2:01	2:20	2:26	2:41	3:02
—	1:46	2:06	2:16	2:35	2:41	2:56	3:17
—	2:01	2:21	2:31	2:50	2:56	3:11	3:32
—	2:16	2:36	2:46	3:05	3:11	3:26	3:47
—	2:29	2:49	2:59	3:20	3:26	3:41	4:02
—	2:44	3:04	3:14	3:35	3:41	3:56	4:17
—	2:59	3:19	3:29	3:50	3:56	4:11	4:32
—	3:14	3:34	3:44	4:05	4:11	4:26	4:46
—	3:29	3:49	3:59	4:20	4:26	4:40	5:00
—	3:44	4:04	4:14	4:35	4:42	4:56	5:16
—	4:00	4:20	4:30	4:50	4:57	5:11	5:30
—	4:15	4:35	4:45	5:05	5:12	5:26	5:45
—	4:30	4:50	5:00	5:20	5:27	5:41	6:00
—	4:45	5:05	5:15	5:35	5:42	5:56	6:15
—	5:01	5:21	5:31	5:51	5:58	6:12	6:31
—	5:17	5:37	5:47	6:07	6:14	6:28	6:46
—	5:33	5:53	6:03	6:23	6:30	6:44	7:02
—	5:51	6:11	6:21	6:40	6:46	7:00	7:18
—	6:09	6:29	6:38	6:57	7:03	7:17	7:34
—	6:26	6:46	6:55	7:14	7:20	7:34	7:51
—	6:43	7:03	7:12	7:31	7:37	7:50	8:07
—	7:03	7:23	7:32	7:48	7:54	8:07	8:24
—	7:22	7:40	7:49	8:05	8:11	8:24	8:41
—	7:40	7:57	8:06	8:22	8:28	8:40	8:57
—	7:57	8:14	8:23	8:39	8:45	8:57	9:14
—	8:15	8:32	8:40	8:56	9:01	9:13	9:30
—	8:33	8:49	8:57	9:13	9:18	9:30	9:47
—	8:50	9:06	9:14	9:30	9:35	9:47	10:04
—	9:07	9:23	9:31	9:47	9:52	10:04	10:21
—	9:25	9:41	9:49	10:04	10:09	10:20	10:37
—	9:43	9:59	10:06	10:21	10:26	10:37	10:54
—	10:01	10:16	10:23	10:38	10:43	10:54	11:11
—	10:18	10:33	10:40	10:55	11:00	11:11	11:28
—	10:36	10:51	10:58	11:12	11:16	11:27	11:44
—	10:53	11:08	11:15	11:29	11:33	11:43	11:59
—	11:10	11:25	11:32	11:46	11:50	11:59	12:14A
11:07P	11:28	11:43	11:50	12:04A	12:08A	12:18A	12:32
11:29	11:48	12:03A	12:09A	12:22	12:26	12:36	12:50
11:49	12:08A	12:21	12:27	12:40	12:44	12:54	1:08
12:07A	12:26	12:39	12:45	12:58	1:02	1:11	1:25
12:25	12:44	12:57	1:03	1:16	1:20	1:29	1:43
12:44	1:02	1:15	1:21	1:34	1:38	1:47	2:01
1:02	1:20	1:33	1:39	1:52	1:56	2:05	2:19
1:22	1:40	1:53	1:59	2:12	2:16	2:25	2:39
1:42	2:00	2:13	2:19	2:32	2:36	2:45	2:59
2:02	2:20	2:33	2:39	2:52	2:56	3:05	3:19
2:27	2:45	2:58	3:04	3:17	3:21	3:30	3:44
2:52	3:10	3:23	3:29	3:42	3:46	3:55	4:09
3:17	3:35	3:48	3:54	4:07	4:11	4:20	4:34
3:47	4:05	4:18	4:24	4:37	4:41	4:50	5:04
4:17	4:35	4:48	4:54	5:07	5:11	5:20	5:34

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	ECHO PARK	LOS ANGELES		WEST HOLLYWOOD		WEST LOS ANGELES	SANTA MONICA
8	7	6	5	4	3	2	1
Venice & Broadway	Sunset & Echo Park	Santa Monica / Vermont Station	Santa Monica & Western	Santa Monica & Fairfax	Santa Monica & San Vicente	Santa Monica & Westwood C	Ocean & Arizona
D4:07A	4:24A	4:33A	4:37A	4:47A	4:52A	5:03A	5:24A
4:34	4:49	4:58	5:02	5:13	5:18	5:29	5:50
4:55	5:11	5:21	5:25	5:36	5:41	5:53	6:14
5:16	5:32	5:42	5:46	5:57	6:02	6:15	6:36
5:34	5:52	6:02	6:07	6:18	6:23	6:36	6:57
5:55	6:13	6:23	6:28	6:40	6:45	7:00	—
6:16	6:34	6:45	6:49	7:01	7:07	7:22	—
6:34	6:53	7:04	7:09	7:21	7:27	7:44	—
6:53	7:12	7:24	7:29	7:42	7:48	8:05	—
7:13	7:32	7:44	7:49	8:02	8:09	8:26	—
7:30	7:50	8:02	8:07	8:21	8:28	8:45	—
7:48	8:08	8:20	8:25	8:39	8:46	9:03	—
8:05	8:25	8:38	8:43	8:57	9:04	9:21	—
8:22	8:42	8:55	9:00	9:15	9:22	9:39	—
8:37	8:57	9:11	9:17	9:32	9:40	9:58	—
8:52	9:12	9:26	9:32	9:48	9:56	10:14	—
9:06	9:27	9:41	9:47	10:03	10:11	10:29	—
9:20	9:42	9:56	10:02	10:19	10:27	10:45	—
9:33	9:55	10:10	10:17	10:34	10:43	11:01	—
9:48	10:10	10:25	10:32	10:49	10:58	11:16	—
10:02	10:24	10:40	10:47	11:04	11:13	11:31	—
10:15	10:38	10:55	11:02	11:20	11:29	11:47	—
10:30	10:53	11:10	11:17	11:35	11:44	12:02P	—
10:45	11:08	11:25	11:32	11:50	11:59	12:18	—
11:00	11:23	11:40	11:47	12:05P	12:14P	12:33	—
11:15	11:38	11:55	12:02P	12:20	12:29	12:48	—
11:29	11:52	12:09P	12:17	12:35	12:44	1:03	—
11:44	12:07P	12:24	12:32	12:51	1:00	1:20	—
11:57	12:22	12:39	12:47	1:06	1:15	1:35	—
12:11P	12:36	12:54	1:02	1:21	1:30	1:50	—
12:25	12:50	1:08	1:17	1:36	1:45	2:05	—
12:40	1:05	1:23	1:32	1:51	2:00	2:21	—
12:55	1:20	1:38	1:47	2:06	2:16	2:37	—
1:10	1:35	1:53	2:02	2:21	2:31	2:53	—
1:25	1:50	2:08	2:17	2:36	2:46	3:08	—
1:40	2:05	2:23	2:32	2:51	3:01	3:23	—
1:55	2:20	2:38	2:47	3:06	3:16	3:38	—
2:10	2:35	2:53	3:02	3:21	3:31	3:53	—
2:28	2:52	3:09	3:17	3:36	3:46	4:08	—
2:43	3:07	3:24	3:32	3:51	4:01	4:23	—
2:59	3:22	3:39	3:47	4:06	4:16	4:38	—
3:14	3:37	3:54	4:02	4:21	4:31	4:54	—
3:30	3:53	4:10	4:17	4:36	4:46	5:09	—
3:44	4:08	4:25	4:32	4:51	5:01	5:24	—
3:58	4:23	4:40	4:47	5:06	5:16	5:38	—
4:13	4:38	4:55	5:02	5:20	5:30	5:50	—
4:28	4:53	5:10	5:17	5:35	5:45	6:05	—
4:43	5:08	5:25	5:32	5:49	5:59	6:19	—
4:58	5:23	5:40	5:47	6:04	6:14	6:34	—
5:13	5:38	5:55	6:02	6:19	6:29	6:48	—
5:29	5:54	6:10	6:17	6:34	6:43	7:02	—
5:45	6:09	6:25	6:32	6:49	6:58	7:17	—
6:01	6:25	6:41	6:47	7:04	7:13	7:32	—
6:16	6:40	6:56	7:02	7:19	7:28	7:46	—
6:33	6:56	7:12	7:18	7:35	7:44	8:02	—
6:49	7:12	7:28	7:34	7:50	7:59	8:17	—
7:06	7:29	7:44	7:50	8:06	8:14	8:32	—
7:23	7:45	8:00	8:06	8:21	8:29	8:47	—
7:39	8:01	8:16	8:22	8:37	8:45	9:03	—
7:57	8:17	8:32	8:38	8:53	9:01	9:19	—
8:14	8:34	8:48	8:54	9:08	9:16	9:34	—
8:31	8:51	9:05	9:10	9:24	9:32	9:50	—
8:50	9:09	9:22	9:27	9:40	9:48	10:02	10:24P
9:08	9:27	9:39	9:44	9:57	10:05	10:23	—
9:25	9:44	9:56	10:01	10:14	10:22	10:35	10:57
9:42	10:01	10:13	10:18	10:31	10:38	10:51	11:13
9:59	10:18	10:30	10:35	10:48	10:55	11:07	11:29
10:17	10:36	10:47	10:52	11:05	11:12	11:24	11:45
10:36	10:54	11:05	11:09	11:21	11:28	11:40	12:01A
10:55	11:11	11:22	11:26	11:38	11:44	11:56	12:16
11:13	11:29	11:39	11:43	11:55	12:01A	12:12A	12:32
11:31	11:47	11:57	12:01A	12:13A	12:19	12:30	12:50
11:50	12:06A	12:16A	12:20	12:32	12:38	12:49	1:09
D12:06A	12:27	12:36	12:40	12:52	12:58	1:09	1:29
12:31	12:46	12:55	12:59	1:11	1:16	1:27	1:47
12:50	1:05	1:14	1:18	1:30	1:35	1:46	2:06
D1:06	1:25	1:34	1:38	1:49	1:54	2:05	2:25
1:40	1:55	2:04	2:08	2:19	2:24	2:35	2:55
D2:06	2:25	2:34	2:38	2:49	2:54	3:05	3:25
2:40	2:55	3:04	3:08	3:19	3:24	3:35	3:55
D3:06	3:25	3:34	3:38	3:49	3:54	4:05	4:25
3:40	3:55	4:04	4:08	4:19	4:24	4:35	4:55

ROUTE MAP



INSET 1 – DOWNTOWN LOS ANGELES

- Line 14 Route
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

LEGEND

- Line 14 Route
- Shortline Turnaround
- Line 14 Owl Turnaround Loop
- Owl Timepoint
- Local Stop
- Local Stop - Single Direction Only
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station & Timepoint
- Metro Rail
- Metro Rail Station
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- LD LADOT DASH
- LD West Hollywood Cityline

MAP NOTES

1. **Larchmont Village**
2. **Pan Pacific Park**
3. **The Grove**
4. **CBS Television City**
5. **Farmer's Market**
6. **Beverly Center**
7. **Cedars-Sinai Medical Center**
8. **Regent Beverly Wilshire Hotel**

Monday through Friday

Effective Jun 21 2020

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Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

BEVERLY HILLS	LOS ANGELES			DOWNTOWN LOS ANGELES		
1	3	4	6	7	9	10
Beverly & Pico	Beverly & La Cienega	Beverly & La Brea	Vermont / Beverly Station	1st & Beaudry B	Grand & Venice	Adams & Figueroa
4:58A	5:13A	5:19A	5:30A	5:39A	5:49A	5:54A
5:34	5:49	5:55	6:07	6:18	6:28	6:34
6:11	6:26	6:33	6:45	6:56	7:08	7:15
—	6:55	7:02	7:16	7:28	7:40	7:47
7:07	7:22	7:29	7:43	7:55	8:08	8:15
7:32	7:47	7:56	8:10	8:22	8:36	8:43
7:53	8:08	8:17	8:31	8:44	8:58	9:05
8:13	8:28	8:37	8:52	9:05	9:19	9:26
8:34	8:49	8:58	9:13	9:26	9:40	9:48
8:55	9:10	9:19	9:34	9:47	10:01	10:09
—	D9:30	9:39	9:54	10:07	10:21	10:29
9:33	9:49	9:58	10:14	10:27	10:41	10:49
—	D10:08	10:18	10:34	10:47	11:01	11:09
10:10	10:28	10:38	10:54	11:07	11:22	11:30
—	D10:47	10:57	11:14	11:27	11:42	11:50
10:49	11:07	11:17	11:34	11:47	12:02P	12:10P
—	D11:26	11:37	11:54	12:07P	12:22	12:30
11:28	11:46	11:57	12:14P	12:27	12:42	12:50
—	D12:06P	12:18P	12:35	12:47	1:02	1:10
12:06P	12:24	12:36	12:54	1:06	1:21	1:29
—	D12:42	12:54	1:12	1:24	1:40	1:48
12:41	12:59	1:12	1:30	1:42	1:58	2:06
—	D1:17	1:30	1:48	2:00	2:16	2:24
1:14	1:34	1:48	2:06	2:18	2:34	2:42
—	D1:52	2:06	2:24	2:36	2:52	3:00
1:48	2:09	2:24	2:42	2:54	3:10	3:18
2:06	2:27	2:42	3:00	3:12	3:28	3:36
—	D2:42	2:58	3:16	3:28	3:43	3:51
2:36	2:57	3:13	3:31	3:43	3:58	4:06
—	D3:12	3:28	3:46	3:58	4:13	4:21
3:05	3:26	3:42	4:00	4:12	4:27	4:35
3:17	3:38	3:54	4:12	4:24	4:38	4:46
—	D3:51	4:06	4:24	4:36	4:49	4:57
3:40	4:01	4:16	4:34	4:46	4:59	5:06
—	4:11	4:26	4:44	4:56	5:09	5:16
4:00	4:21	4:36	4:54	5:06	5:19	5:26
—	D4:31	4:46	5:04	5:16	5:29	5:36
4:22	4:43	4:58	5:16	5:28	5:41	5:48
—	D5:00	5:14	5:32	5:44	5:57	6:04
4:55	5:16	5:30	5:48	6:00	6:13	6:20
—	D5:33	5:47	6:05	6:17	6:30	6:37
5:31	5:52	6:06	6:24	6:36	6:49	6:56
—	D6:13	6:26	6:44	6:56	7:09	7:16
6:14	6:35	6:48	7:06	7:19	7:32	7:38
6:40	7:01	7:14	7:31	7:44	7:57	8:03
7:08	7:28	7:39	7:56	8:09	8:21	8:27
7:37	7:56	8:06	8:21	8:34	8:46	8:52
8:07	8:24	8:34	8:49	E9:01	9:16	9:22
9:11	9:27	9:36	9:50	E10:01	10:16	10:21
10:17	10:31	10:39	10:51	E11:01	11:16	11:21
11:19	11:33	11:40	11:52	E12:01A	12:16A	12:21A
12:21A	12:35A	12:41A	12:52A	E1:01	1:16	1:21

Westbound *Al Oeste* (Approximate Times)

DOWNTOWN LOS ANGELES		LOS ANGELES			BEVERLY HILLS
11	7	6	4	2	1
Hill & Adams C	1st & Beaudry	Vermont / Beverly Station	Beverly & La Brea	San Vicente & Gracie Allen	Beverly & Pico
5:00A	5:15A	5:25A	5:35A	—	5:57A
5:50	6:05	6:17	6:27	—	6:51
6:09	6:25	6:38	6:50	—	7:14
6:28	6:45	6:58	7:10	—	7:34
6:48	7:05	7:18	7:30	—	7:55
7:07	7:25	7:38	7:51	—	8:17
7:26	7:45	7:59	8:12	—	8:38
7:46	8:05	8:19	8:33	—	8:59
8:05	8:25	8:40	8:54	9:05A	—
8:25	8:45	9:00	9:15	—	9:44
8:45	9:05	9:20	9:35	9:48	—
9:05	9:25	9:40	9:55	—	10:25
9:25	9:45	10:00	10:15	10:28	—
9:45	10:05	10:18	10:33	—	11:04
10:04	10:24	10:37	10:52	11:05	—
10:22	10:42	10:55	11:10	—	11:42
10:40	11:00	11:13	11:28	11:43	—
10:58	11:18	11:31	11:46	—	12:19P
11:16	11:36	11:49	12:04P	12:19P	—
11:34	11:54	12:07P	12:22	—	12:56
11:52	12:12P	12:25	12:40	12:55	—
12:10P	12:30	12:43	12:58	—	1:34
12:28	12:48	1:01	1:16	1:31	—
12:46	1:06	1:19	1:34	—	2:10
1:04	1:24	1:37	1:53	2:08	—
1:22	1:42	1:55	2:11	—	2:46
1:40	2:00	2:13	2:29	2:44	—
1:58	2:18	2:31	2:47	—	3:21
2:16	2:36	2:49	3:05	3:20	—
2:34	2:54	3:07	3:23	—	3:56
2:52	3:12	3:25	3:41	3:56	—
3:10	3:30	3:43	3:59	—	4:31
3:28	3:48	4:01	4:17	4:32	—
3:46	4:06	4:19	4:35	—	5:06
4:05	4:24	4:37	4:53	5:08	
4:23	4:42	4:55	5:11	—	5:41
4:44	5:03	5:16	5:32	5:45	—
5:06	5:25	5:38	5:54	—	6:23
5:29	5:47	6:00	6:14	—	6:42
5:51	6:09	6:22	6:36	—	7:04
6:13	6:31	6:43	6:56	—	7:23
6:39	6:56	7:08	7:21	—	7:48
7:06	7:23	7:35	7:47	—	8:13
7:36	7:53	8:05	8:17	—	8:43
8:06	8:23	8:35	8:47	—	9:12
G8:58	9:19	9:31	9:42	—	10:05
G9:58	10:19	10:31	10:41	—	11:03
G10:58	11:19	11:29	11:38	—	11:59
G11:58	12:19A	12:29A	12:38A	—	12:59A

Monday thru Sunday Owl Schedule

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Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

BEVERLY HILLS	LOS ANGELES		DOWNTOWN LOS ANGELES		
5	6	7	8	9	10
Beverly & Western	Vermont / Beverly Station	1st & Beaudry B	7th & Grand	Grand & Venice	Adams & Figueroa
1:44A	1:50A	1:59A	E 2:10A	2:14A	2:19A
2:44	2:50	2:59	E 3:10	3:14	3:19
3:44	3:50	3:59	E 4:10	4:14	4:19
4:44	4:50	4:59	E 5:10	5:14	5:19

Westbound *Al Oeste* (Approximate Times)

DOWNTOWN LOS ANGELES		LOS ANGELES		BEVERLY HILLS
11	12	7	6	5
Hill & Adams C	Olive & 7th	1St & Beaudry	Vermont / Beverly Station	Beverly & Western
G 12:58A	1:12A	1:19A	1:29A	1:33A
G 1:58	2:12	2:19	2:29	2:33
G 2:58	3:12	3:19	3:29	3:33
G 3:58	4:12	4:19	4:29	4:33

Saturday, Sunday and Holiday Schedule

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Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

BEVERLY HILLS	LOS ANGELES			DOWNTOWN LOS ANGELES		
1	3	4	6	7	9	10
Beverly & Pico	Beverly & La Cienega	Beverly & La Brea	Vermont / Beverly Station	1st & Beaudry B	Grand & Venice	Adams & Figueroa
4:59A	5:13A	5:19A	5:30A	5:39A	5:49A	5:54A
5:35	5:51	5:57	6:08	6:18	6:28	6:33
6:13	6:29	6:35	6:46	6:56	7:07	7:13
—	7:00	7:07	7:19	7:30	7:42	7:48
7:06	7:22	7:29	7:43	7:56	8:09	8:16
7:32	7:48	7:55	8:09	8:22	8:35	8:42
—	D8:10	8:17	8:31	8:44	8:57	9:04
8:14	8:30	8:37	8:51	9:04	9:17	9:24
8:33	8:50	8:57	9:11	9:24	9:37	9:44
8:52	9:09	9:17	9:31	9:44	9:57	10:04
—	D9:28	9:37	9:51	10:04	10:17	10:24
9:29	9:47	9:56	10:11	10:24	10:37	10:44
—	D10:07	10:16	10:31	10:44	10:57	11:04
10:09	10:27	10:36	10:51	11:04	11:18	11:25
—	D10:48	10:57	11:11	11:23	11:37	11:44
10:49	11:07	11:16	11:30	11:42	11:56	12:03P
—	D11:26	11:35	11:49	12:01P	12:14P	12:21
11:24	11:43	11:53	12:08P	12:20	12:33	12:40
—	D12:02P	12:12P	12:27	12:39	12:52	12:59
12:02P	12:21	12:31	12:46	12:58	1:11	1:18
—	D12:40	12:50	1:05	1:17	1:30	1:37
12:38	12:57	1:08	1:24	1:36	1:49	1:56
—	D1:15	1:26	1:42	1:54	2:07	2:14
1:12	1:32	1:43	1:59	2:11	2:24	2:31
—	D1:49	2:00	2:16	2:28	2:41	2:48
1:45	2:05	2:17	2:33	2:45	2:58	3:05
—	D2:21	2:33	2:49	3:01	3:14	3:21
2:16	2:36	2:48	3:04	3:16	3:29	3:36
—	D2:51	3:03	3:19	3:31	3:44	3:51
—	D3:06	3:18	3:34	3:46	3:59	4:06
3:03	3:23	3:35	3:50	4:02	4:15	4:22
—	D3:40	3:53	4:08	4:20	4:33	4:40
3:41	4:00	4:13	4:28	4:39	4:52	4:59
—	D4:19	4:32	4:47	4:58	5:11	5:17
4:19	4:38	4:51	5:06	5:17	5:30	5:36
—	D4:58	5:10	5:25	5:36	5:49	5:55
4:58	5:17	5:29	5:44	5:56	6:08	6:14
—	D5:37	5:49	6:04	6:16	6:28	6:34
5:40	5:59	6:10	6:25	6:36	6:48	6:54
—	D6:20	6:31	6:45	6:56	7:08	7:14
6:24	6:43	6:54	7:08	7:19	7:31	7:37
6:51	7:09	7:19	7:33	7:44	7:55	8:01
7:17	7:34	7:44	7:58	8:09	8:20	8:26
7:42	7:59	8:09	8:23	8:34	8:44	8:50
8:09	8:26	8:36	8:50	E9:01	9:16	9:22
9:11	9:27	9:36	9:50	E10:01	10:16	10:21
10:17	10:31	10:39	10:51	E11:01	11:16	11:21
11:19	11:33	11:40	11:52	E12:01A	12:16A	12:21A
12:21A	12:35A	12:41A	12:52A	E1:01	1:16	1:21

Westbound *Al Oeste* (Approximate Times)

DOWNTOWN LOS ANGELES		LOS ANGELES			BEVERLY HILLS
11	7	6	4	2	1
Hill & Adams C	1st & Beaudry	Vermont / Beverly Station	Beverly & La Brea	San Vicente & Gracie Allen	Beverly & Pico
5:01A	5:15A	5:25A	5:35A	—	5:56A
5:51	6:05	6:16	6:26	—	6:48
6:25	6:39	6:50	7:00	—	7:22
6:45	6:59	7:10	7:21	—	7:43
7:03	7:19	7:30	7:42	7:51A	—
7:19	7:35	7:47	7:59	—	8:22
7:35	7:51	8:03	8:15	—	8:38
7:55	8:11	8:23	8:35	—	8:59
8:15	8:31	8:43	8:55	9:06	—
8:34	8:51	9:03	9:16	—	9:42
8:54	9:11	9:24	9:38	9:49	—
9:14	9:31	9:44	9:58	—	10:25
9:32	9:49	10:02	10:16	10:27	—
9:50	10:07	10:20	10:34	—	11:01
10:08	10:25	10:38	10:52	11:03	—
10:25	10:43	10:56	11:10	—	11:37
10:43	11:01	11:14	11:28	11:39	—
11:01	11:19	11:32	11:46	—	12:13P
11:19	11:37	11:50	12:04P	12:15P	—
11:37	11:55	12:08P	12:22	—	12:49
11:55	12:13P	12:26	12:40	12:51	—
12:13P	12:31	12:44	12:58	—	1:27
12:31	12:49	1:02	1:16	1:27	—
12:49	1:07	1:20	1:34	—	2:04
1:07	1:25	1:38	1:53	2:05	—
1:25	1:43	1:56	2:11	—	2:41
1:43	2:01	2:14	2:29	2:41	—
2:01	2:19	2:32	2:47	—	3:17
2:19	2:37	2:50	3:05	3:17	—
2:37	2:55	3:08	3:23	—	3:53
2:55	3:13	3:26	3:41	3:52	—
3:13	3:31	3:44	3:59	—	4:29
3:31	3:49	4:02	4:17	4:28	—
3:49	4:07	4:20	4:35	—	5:03
4:07	4:25	4:38	4:53	5:03	—
4:25	4:43	4:56	5:10	5:20	—
4:45	5:03	5:16	5:29	—	5:56
5:08	5:25	5:38	5:51	6:01	—
5:30	5:47	6:00	6:13	—	6:40
5:52	6:09	6:22	6:35	—	7:02
6:14	6:31	6:43	6:56	—	7:23
6:39	6:56	7:08	7:19	—	7:46
7:07	7:23	7:35	7:46	—	8:12
7:35	7:51	8:03	8:14	—	8:40
8:05	8:21	8:33	8:44	—	9:10
G8:58	9:19	9:31	9:42	—	10:05
G9:58	10:19	10:31	10:41	—	11:03
G10:58	11:19	11:29	11:38	—	11:59
G11:58	12:19A	12:29A	12:38A	—	12:59A

Sunday and Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

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Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip"

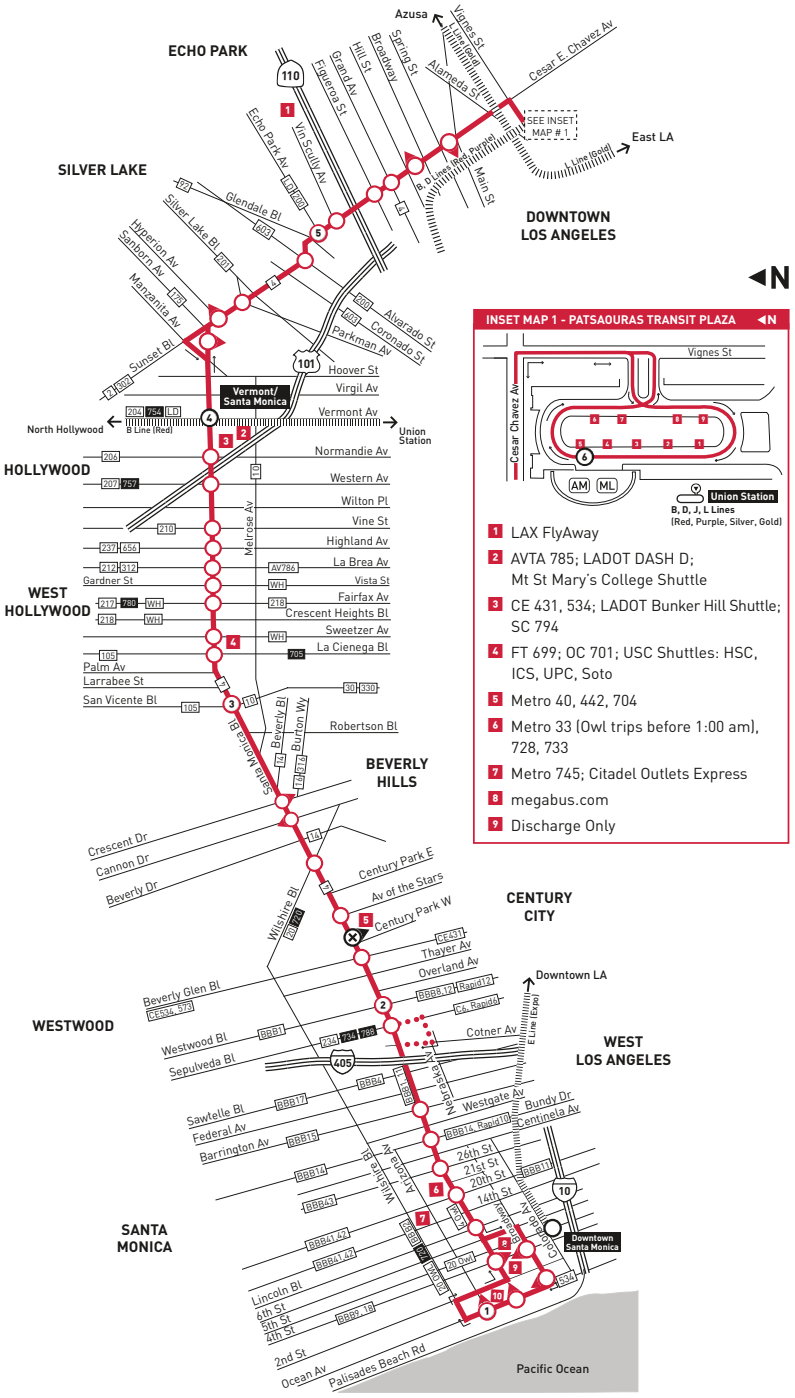
Special Notes

- **B** Trips departing 1st & Beaudry change to Line 37.
- **C** Trips departing Hill & Adams originate from Line 37 unless otherwise noted.
- **D** Trip originates from San Vicente & Gracie Allen 2-4 minutes before time shown.
- **E** Trip waits at Grand & 7th for transfer connections.
- **G** Trip waits at Olive & 7th for transfer connections.

Avisos especiales

- **B** *Los viajes que salen de la 1st y Beaudry cambian a la Línea 37.*
- **C** *Los viajes que salen de Hill y Adams se originan de la Línea 37 a menos que se indique lo contrario.*
- **D** *El Viaje comienza en San Vicente & Gracie Allen 2-4 minutos antes de la hora mostrada.*
- **E** *El viaje espera en la Grand y 7th para las conexiones de transferencia.*
- **G** *El viaje espera en la Olive y 7th para las conexiones de transferencia.*

ROUTE MAP



INSET MAP 1 - PATSAOURAS TRANSIT PLAZA ◀N

1. LAX FlyAway
2. AVTA 785; LADOT DASH D; Mt St Mary's College Shuttle
3. CE 431, 534; LADOT Bunker Hill Shuttle; SC 794
4. FT 699; OC 701; USC Shuttles: HSC, ICS, UPC, Soto
5. Metro 40, 442, 704
6. Metro 33 (Owl trips before 1:00 am), 728, 733
7. Metro 745; Citadel Outlets Express
8. megabus.com
9. Discharge Only

LEGEND

- Line 704 Route
- Shortline Turnaround Loop at Nebraska & Sepulveda
- Rapid Stop
- Rapid Stop - Single Direction Only
- Rapid Stop Timepoint
- Metro Rail
- Metro Rail Station
- Metro Rail Station & Timepoint
- Temporary Stop Only
- ML Metrolink
- AM Amtrak
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- FT Foothill Transit
- CE LADOT Commuter Express
- LD LADOT DASH
- OC Orange County Bus
- SC Santa Clarita Transit
- WH West Hollywood Cityline

MAP NOTES

1. **Dodger Stadium**
2. **Braille Institute**
3. **LA City College**
4. **West Hollywood City Hall**
5. **Westfield Century City**
   Note: (Use temporary stop at Eastbound Santa Monica Bl / Century Park West until construction is complete at Santa Monica Bl / Ave of the Stars)
   Metro 4, 16, 28, 316, 704, 728; AV 786; BBB5; C3; CE 534, 573; SC 792, 797
6. **St. John's Hospital**
7. **Santa Monica-UCLA Medical Center**
8. **Santa Monica Bl & 4th St / Broadway & 4th St**
   Metro 4 Owl, 20 Owl, 534, 704, 720
   BBB 1, 2, 3, 5, 7, 8, 9, 18; Rapid 3, 7, 10
9. **Third Street Promenade**
10. **Ocean Av & Arizona Av**
    Metro 4 Owl, 33 Owl, 534, 704, 733; BBB 8; Rapid 10

Monday through Friday

Effective Jun 21 2020

704

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

1 SANTA MONICA	2 WEST LOS ANGELES	3 WEST HOLLYWOOD	4 LOS ANGELES	5 ECHO PARK	6 DOWNTOWN LOS ANGELES
Ocean & Arizona	Santa Monica & Westwood	Santa Monica & San Vicente	Santa Monica & Vermont	Sunset & Echo Park	Patsaouras Bus Plaza / LA Union Station
7:13A	7:34A	7:49A	8:12A	8:21A	8:31A
7:40	8:03	8:18	8:41	8:50	9:01
8:04	8:28	8:44	9:08	9:18	9:28
8:28	8:53	9:09	9:34	9:44	9:55
8:50	9:16	9:32	9:59	10:10	10:21
9:21	9:47	10:04	10:31	10:42	10:53
9:41	10:07	10:24	10:51	11:02	11:13
10:06	10:32	10:50	11:19	11:30	11:41
10:29	10:55	11:14	11:44	11:55	12:06P
10:56	11:24	11:43	12:13P	12:24P	12:35
11:15	11:44	12:03P	12:35	12:47	12:58
11:36	12:06P	12:25	12:58	1:10	1:21
11:57	12:27	12:47	1:20	1:32	1:44
12:17P	12:47	1:07	1:41	1:53	2:05
12:36	1:06	1:26	2:00	2:12	2:24
12:55	1:26	1:46	2:20	2:32	2:44
1:15	1:46	2:06	2:40	2:52	3:04
1:35	2:06	2:26	3:00	3:12	3:24
1:52	2:24	2:45	3:20	3:32	3:44
2:13	2:46	3:07	3:42	3:54	4:06
2:34	3:07	3:28	4:03	4:14	4:26
2:58	3:31	3:52	4:27	4:38	4:50
3:16	3:49	4:10	4:45	4:56	5:08
3:36	4:09	4:30	5:04	5:15	5:27
4:01	4:33	4:54	5:28	5:39	5:51
4:26	4:58	5:19	5:52	6:03	6:14
4:52	5:22	5:43	6:16	6:27	6:38
5:14	5:42	6:03	6:36	6:47	6:58
5:36	6:02	6:22	6:55	7:06	7:17
6:02	6:29	6:48	7:20	7:31	7:42
6:23	6:50	7:09	7:40	7:51	8:02
6:47	7:12	7:31	8:01	8:11	8:21
7:14	7:39	7:57	8:25	8:34	8:43
7:40	8:04	8:21	8:49	8:58	9:07
8:06	8:29	8:45	9:11	9:20	9:28
8:33	8:55	9:11	9:36	9:45	9:53
9:00	9:20	9:36	10:00	10:09	10:17
9:24	9:44	10:00	10:24	10:33	10:41
9:48	10:08	10:24	10:48	10:56	11:04
10:12	10:32	10:48	11:12	11:20	11:28
10:38	10:57	11:13	11:37	11:45	11:53
11:03	11:22	11:38	12:01A	12:09A	12:17A
11:30	11:49	12:05A	12:26	12:34	12:42

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

6 DOWNTOWN LOS ANGELES	5 ECHO PARK	4 LOS ANGELES	3 WEST HOLLYWOOD	2 WEST LOS ANGELES	1 SANTA MONICA
Patsaouras Bus Plaza / LA Union Station	Sunset & Echo Park	Santa Monica & Vermont	Santa Monica & San Vicente	Santa Monica & Westwood	Ocean & Arizona
6:41A	6:51A	7:00A	7:20A	7:32A	7:51A
7:16	7:26	7:36	7:58	8:13	8:32
7:41	7:52	8:02	8:25	8:40	9:02
8:03	8:14	8:24	8:49	9:04	9:26
8:25	8:36	8:46	9:11	9:26	9:49
8:46	8:57	9:07	9:34	9:50	10:15
9:09	9:20	9:30	9:59	10:15	10:41
9:29	9:40	9:51	10:20	10:36	11:02
9:49	10:00	10:12	10:41	10:57	11:24
10:08	10:19	10:31	11:01	11:17	11:45
10:28	10:39	10:51	11:21	11:37	12:05P
10:48	10:59	11:12	11:43	11:59	12:29
11:08	11:19	11:32	12:05P	12:22P	12:52
11:27	11:38	11:51	12:24	12:42	1:13
11:46	11:57	12:11P	12:44	1:02	1:33
12:07P	12:18P	12:32	1:05	1:23	1:54
12:27	12:38	12:52	1:25	1:43	2:14
12:46	12:57	1:11	1:44	2:02	2:33
1:05	1:17	1:31	2:05	2:24	2:55
1:25	1:37	1:51	2:26	2:45	3:17
1:49	2:01	2:15	2:48	3:07	3:37
2:13	2:25	2:39	3:11	3:30	4:00
2:33	2:45	2:59	3:31	3:50	4:20
2:53	3:05	3:19	3:50	4:09	4:39
3:15	3:27	3:41	4:11	4:29	4:59
3:40	3:52	4:06	4:36	4:54	5:23
4:07	4:18	4:31	5:01	5:19	5:48
4:32	4:43	4:56	5:26	5:42	6:09
4:57	5:08	5:21	5:50	6:06	6:31
5:23	5:34	5:46	6:15	6:31	6:56
5:49	6:00	6:12	6:41	6:57	7:24
6:17	6:28	6:40	7:09	7:25	7:50
6:45	6:56	7:08	7:37	7:53	8:16
7:15	7:26	7:37	8:04	8:18	8:40
7:43	7:54	8:05	8:32	8:46	9:06
8:11	8:22	8:33	8:59	9:13	9:33
8:42	8:52	9:02	9:28	9:42	10:01
9:12	9:22	9:32	9:58	10:12	10:29
9:47	9:57	10:06	10:32	10:46	11:03

Saturday, Sunday and Holiday Schedule

704

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

SANTA MONICA	WEST LOS ANGELES	WEST HOLLYWOOD	LOS ANGELES	ECHO PARK	DOWNTOWN LOS ANGELES
1	2	3	4	5	6
Ocean & Arizona	Santa Monica & Westwood	Santa Monica & San Vicente	Santa Monica & Vermont	Sunset & Echo Park	Patsaouras Bus Plaza / LA Union Station
7:17A	7:36A	7:49A	8:11A	8:20A	8:30A
7:46	8:05	8:18	8:41	8:50	9:01
8:03	8:24	8:37	9:01	9:11	9:22
8:32	8:54	9:07	9:31	9:41	9:52
8:58	9:20	9:34	9:59	10:10	10:21
9:28	9:50	10:04	10:31	10:42	10:53
9:46	10:08	10:24	10:51	11:02	11:12
10:13	10:36	10:52	11:19	11:30	11:40
10:39	11:02	11:18	11:46	11:57	12:08P
11:05	11:29	11:45	12:13P	12:24P	12:35
11:22	11:46	12:02P	12:31	12:43	12:54
11:40	12:06P	12:22	12:51	1:03	1:14
12:03P	12:30	12:46	1:16	1:28	1:39
12:19	12:46	1:02	1:32	1:44	1:55
12:43	1:10	1:26	1:56	2:08	2:19
1:00	1:27	1:43	2:14	2:26	2:37
1:27	1:53	2:10	2:41	2:53	3:04
1:45	2:11	2:28	2:59	3:11	3:22
2:03	2:29	2:46	3:17	3:29	3:39
2:27	2:53	3:10	3:41	3:53	4:03
2:48	3:14	3:31	4:02	4:13	4:23
3:13	3:39	3:59	4:29	4:40	4:51
3:36	4:02	4:18	4:47	4:58	5:09
3:51	4:17	4:33	5:03	5:14	5:25
4:20	4:46	5:02	5:32	5:43	5:54
4:38	5:04	5:20	5:50	6:01	6:12
5:05	5:31	5:47	6:17	6:28	6:38
5:19	5:45	6:01	6:31	6:42	6:52
5:41	6:07	6:23	6:53	7:04	7:13
6:10	6:36	6:52	7:20	7:30	7:39
6:32	6:57	7:13	7:40	7:50	7:59
6:55	7:19	7:35	8:01	8:11	8:20
7:22	7:44	7:59	8:24	8:34	8:42
7:46	8:08	8:23	8:48	8:57	9:05
8:10	8:32	8:47	9:12	9:21	9:29
8:34	8:56	9:11	9:36	9:45	9:53
9:03	9:23	9:37	10:00	10:09	10:17
9:28	9:48	10:02	10:24	10:33	10:41
9:54	10:13	10:26	10:48	10:56	11:04
10:18	10:37	10:50	11:12	11:20	11:28
10:42	11:01	11:14	11:36	11:44	11:52
11:08	11:26	11:39	11:59	12:08A	12:16A
11:34	11:52	12:05A	12:26A	12:34	12:42

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

DOWNTOWN LOS ANGELES	ECHO PARK	LOS ANGELES	WEST HOLLYWOOD	WEST LOS ANGELES	SANTA MONICA
6	5	4	3	2	1
Patsaouras Bus Plaza / LA Union Station	Sunset & Echo Park	Santa Monica & Vermont	Santa Monica & San Vicente	Santa Monica & Westwood	Ocean & Arizona
6:41A	6:51A	7:00A	7:20A	7:32A	7:50A
7:16	7:26	7:36	7:58	8:10	8:28
7:45	7:56	8:07	8:30	8:42	9:00
8:02	8:13	8:24	8:47	8:59	9:19
8:21	8:32	8:43	9:07	9:20	9:42
8:40	8:51	9:02	9:26	9:40	10:03
9:10	9:21	9:32	9:58	10:12	10:36
9:29	9:40	9:52	10:18	10:32	10:56
9:49	10:00	10:12	10:38	10:53	11:19
10:08	10:19	10:31	10:59	11:14	11:41
10:27	10:38	10:51	11:22	11:37	12:04P
10:46	10:57	11:11	11:41	11:57	12:26
11:07	11:18	11:32	12:02P	12:18P	12:47
11:27	11:38	11:51	12:21	12:37	1:06
11:46	11:57	12:11P	12:41	12:57	1:26
12:06P	12:17P	12:31	1:01	1:17	1:46
12:26	12:37	12:51	1:21	1:37	2:07
12:46	12:57	1:11	1:41	1:57	2:27
1:06	1:17	1:31	2:01	2:17	2:47
1:26	1:37	1:51	2:21	2:37	3:07
1:50	2:01	2:15	2:45	3:02	3:32
2:14	2:25	2:39	3:09	3:26	3:54
2:30	2:41	2:55	3:26	3:43	4:11
2:53	3:04	3:18	3:49	4:06	4:34
3:11	3:22	3:36	4:07	4:24	4:52
3:38	3:49	4:03	4:34	4:50	5:18
4:10	4:21	4:34	5:05	5:21	5:49
4:33	4:44	4:57	5:27	5:42	6:09
4:57	5:08	5:21	5:49	6:04	6:29
5:26	5:37	5:50	6:17	6:32	6:56
5:49	6:00	6:13	6:40	6:54	7:18
6:22	6:33	6:46	7:14	7:28	7:52
6:45	6:56	7:09	7:37	7:51	8:15
7:14	7:25	7:38	8:04	8:17	8:39
7:42	7:53	8:06	8:32	8:45	9:06
8:13	8:24	8:36	9:02	9:15	9:36
8:46	8:57	9:08	9:30	9:43	10:04
9:15	9:26	9:37	9:59	10:12	10:33
9:45	9:56	10:07	10:29	10:41	11:00

Sunday & Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit metro.net or call 511 and say "Nextrip"

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip"

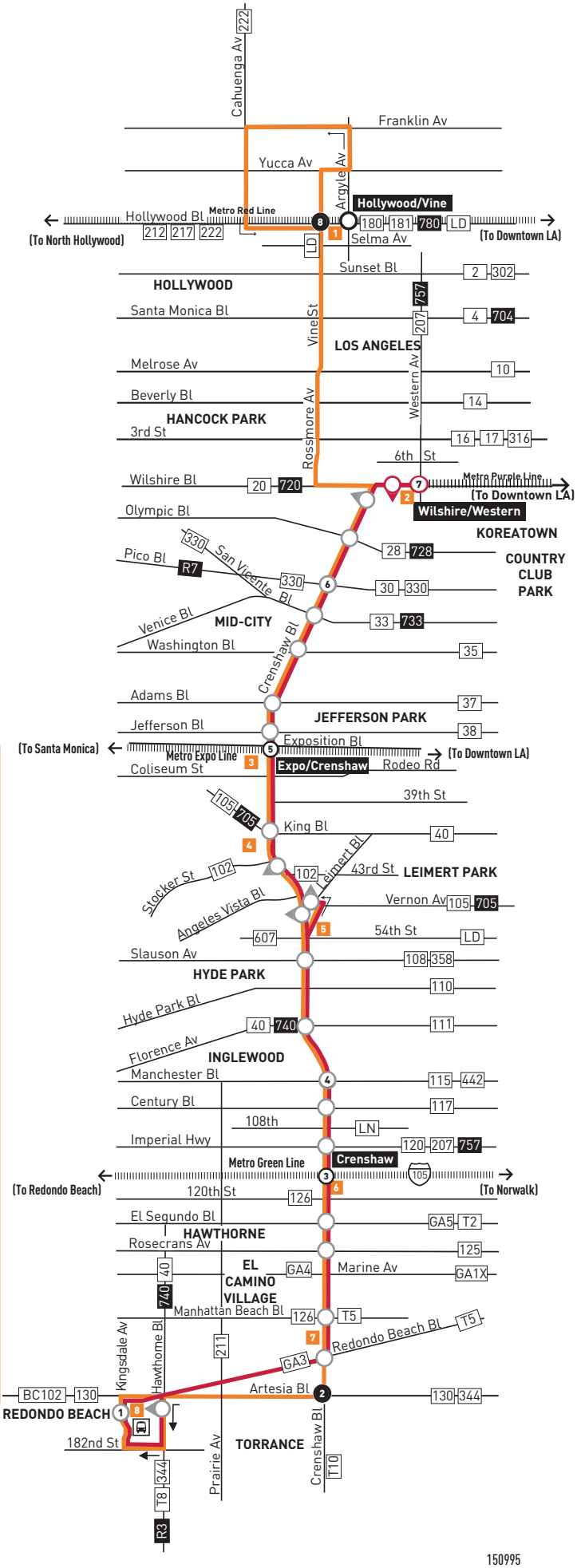
ROUTE MAP

MAP NOTES

1. **Hollywood/Vine Red Line Station**
   Metro 180, 181, 210, 212, 217, 222, 780; LD Beachwood Cyn, Hollywood
2. **Wilshire/Western Purple Line Station**
   Metro 18, 20, 66, 207, 209, 710, 720, 757; R7; LD
3. **Expo/Crenshaw Station**
   Metro Expo Line
   Metro 210, 710, 740; LD Midtown
4. **Baldwin Hills Crenshaw Plaza**
   Metro 40, 105, 210, 705, 710, 740; LD Crenshaw, Midtown
5. **Crenshaw High School**
   Metro 40, 210; LD Leimert/Slauson
6. **Crenshaw Green Line Station**
   Metro 126,
   207 (Early AM & Weekends Only), 210, 710, 757; T5, T10
7. **El Camino College**
   Metro 126, 210, 710, T5, T10; GA4
8. **South Bay Galleria Transit Center**
   Metro 40, 130, 210, 211, 344, 710, 740; BC102; GA3; LW; T2, T8; R3

LEGEND

- Line 210 Route
- Line 710 Route
- Local Stop Timepoint
- Rapid and Local Stop Timepoint
- Rapid and Local Stop
- Rapid and Local Stop - Single Direction Only
- Rapid Stop Timepoint
- Rapid Stop Single Direction Only
- Metro Rail
- Metro Rail Station
- Transit Center
- BC Beach Cities Transit
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link
- LW Lawndale Beat
- R Rapid
- T Torrance



150995

Monday through Friday

Effective Dec 16 2018

210/710

Northbound (Approximate Times)

Route	South Bay Galleria	Crenshaw & Artesia	Crenshaw Green Line Station	Crenshaw & Manchester	Expo/Crenshaw Station	Crenshaw & Pico	Wilshire/Western Purple Line Station	Vine & Hollywood
	REDONDO BEACH	TORRANCE	HAWTHORNE	INGLEWOOD	JEFFERSON PARK	COUNTRY CLUB PARK	KOREATOWN	HOLLYWOOD
	1	2	3	4	5	6		8
210	—	4:21A	4:34A	4:42A	4:59A	5:07A	—	5:24A
210	—	4:48	5:01	5:09	5:26	5:34	—	5:51
210	5:00A	5:06	5:19	5:27	5:44	5:52	—	6:09
710	5:17	—	5:33	5:41	5:54	6:02	6:08A	—
210	5:18	5:24	5:37	5:45	6:04	6:12	—	6:31
710	5:35	—	5:51	5:59	6:14	6:22	6:28	—
210	—	5:37	5:51	5:59	6:20	6:30	—	6:49
710	—	—	B6:02	6:11	6:26	6:35	6:42	—
210	5:41	5:48	6:02	6:11	6:32	6:42	—	7:01
710	5:55	—	6:13	6:22	6:38	6:48	6:56	—
210	5:52	5:59	6:13	6:22	6:44	6:55	—	7:15
710	—	—	B6:24	6:33	6:50	7:00	7:08	—
210	6:02	6:09	6:23	6:32	6:56	7:08	—	7:29
710	6:18	—	6:36	6:45	7:02	7:13	7:21	—
210	6:14	6:21	6:35	6:44	7:10	7:23	—	7:46
710	6:31	—	6:49	6:58	7:16	7:27	7:36	—
210	6:27	6:34	6:49	6:58	7:24	7:36	—	8:00
710	—	—	B7:03	7:12	7:30	7:41	7:50	—
210	6:38	6:45	7:00	7:10	7:36	7:48	—	8:13
710	6:56	—	7:15	7:24	7:42	7:53	8:02	—
210	6:48	6:55	7:11	7:21	7:48	8:00	—	8:25
710	—	—	B7:27	7:36	7:54	8:05	8:14	—
210	7:00	7:08	7:25	7:35	8:04	8:16	—	8:41
710	7:19	—	7:39	7:48	8:06	8:17	8:26	—
710	7:35	—	7:55	8:04	8:22	8:33	8:42	—
210	7:22	7:30	7:47	7:58	8:26	8:38	—	9:03
710	7:49	—	8:09	8:18	8:36	8:47	8:55	—
210	7:42	7:50	8:07	8:18	8:46	8:58	—	9:23
710	8:07	—	8:27	8:36	8:54	9:05	9:13	—
210	8:00	8:08	8:25	8:36	9:03	9:15	—	9:40
710	8:22	—	8:42	8:51	9:09	9:20	9:28	—
710	8:35	—	8:55	9:04	9:22	9:33	9:41	—
210	8:20	8:28	8:45	8:56	9:23	9:35	—	10:00
710	8:48	—	9:08	9:17	9:35	9:46	9:54	—
210	8:37	8:45	9:02	9:13	9:40	9:51	—	10:16
710	9:03	—	9:23	9:32	9:50	10:01	10:09	—
210	8:57	9:05	9:22	9:33	10:00	10:11	—	10:35
710	9:23	—	9:43	9:52	10:10	10:20	10:28	—
210	9:17	9:25	9:42	9:53	10:20	10:31	—	10:55
710	9:43	—	10:03	10:12	10:30	10:40	10:48	—
210	9:37	9:45	10:02	10:13	10:40	10:51	—	11:15
710	10:03	—	10:23	10:32	10:50	11:00	11:08	—
210	9:57	10:05	10:22	10:33	11:00	11:11	—	11:35
710	10:23	—	10:43	10:52	11:10	11:20	11:28	—
210	10:17	10:25	10:42	10:53	11:20	11:31	—	11:55
710	10:42	—	11:02	11:12	11:30	11:40	11:48	—
210	10:36	10:44	11:01	11:13	11:40	11:51	—	12:15P
710	11:01	—	11:21	11:31	11:50	11:59	12:08P	—
210	10:56	11:04	11:21	11:33	11:59	12:11P	—	12:35
710	11:21	—	11:41	11:51	12:10P	12:20	12:28	—
210	11:16	11:24	11:41	11:53	12:20	12:31	—	12:55
710	11:41	—	12:01P	12:11P	12:30	12:40	12:48	—
210	11:36	11:44	12:01	12:13	12:40	12:51	—	1:15
710	12:01P	—	12:21	12:31	12:50	1:00	1:08	—
210	11:55	12:03P	12:21	12:33	1:00	1:11	—	1:35
710	12:21	—	12:41	12:51	1:10	1:20	1:28	—
210	12:13	12:21	12:39	12:52	1:20	1:31	—	1:55
710	12:41	—	1:01	1:11	1:30	1:40	1:48	—
210	12:33	12:41	12:59	1:12	1:40	1:51	—	2:16
710	1:01	—	1:21	1:31	1:50	2:00	2:08	—
210	12:53	1:01	1:19	1:32	2:00	2:11	—	2:37
710	1:20	—	1:40	1:51	2:10	2:20	2:28	—
210	1:12	1:21	1:39	1:52	2:20	2:31	—	2:57
710	1:39	—	1:59	2:10	2:30	2:40	2:48	—
210	1:32	1:41	1:59	2:12	2:40	2:52	—	3:19
710	2:00	—	2:21	2:32	2:52	3:02	3:11	—
210	1:54	2:03	2:21	2:34	3:02	3:14	—	3:42
710	2:13	—	2:34	2:45	3:05	3:15	3:24	—
710	2:28	—	2:49	3:00	3:20	3:30	3:39	—
210	2:17	2:26	2:44	2:57	3:25	3:36	—	4:04
710	2:43	—	3:04	3:15	3:35	3:45	3:54	—
210	2:34	2:43	3:01	3:14	3:42	3:53	—	4:21
710	2:57	—	3:19	3:30	3:50	4:00	4:10	—
210	2:50	2:59	3:17	3:30	3:58	4:09	—	4:37
710	3:12	—	3:34	3:45	4:05	4:15	4:25	—
210	3:05	3:15	3:33	3:46	4:14	4:25	—	4:53
710	3:27	—	3:49	4:00	4:20	4:30	4:40	—
210	3:21	3:31	3:49	4:02	4:30	4:41	—	5:09
710	3:42	—	4:04	4:15	4:35	4:45	4:55	—
210	3:38	3:48	4:06	4:19	4:46	4:57	—	5:25
710	3:57	—	4:19	4:30	4:50	5:00	5:10	—
210	3:55	4:05	4:23	4:36	5:03	5:14	—	5:42
710	4:12	—	4:34	4:45	5:05	5:15	5:25	—
710	4:27	—	4:49	5:00	5:20	5:30	5:40	—
210	4:13	4:23	4:41	4:54	5:21	5:32	—	6:00
710	4:42	—	5:04	5:15	5:35	5:45	5:55	—
210	4:32	4:42	5:00	5:13	5:41	5:52	—	6:20
710	4:58	—	5:20	5:31	5:50	6:00	6:10	—
210	4:54	5:04	5:22	5:35	6:03	6:14	—	6:42
710	5:17	—	5:39	5:50	6:09	6:19	6:29	—
710	5:35	—	5:57	6:08	6:27	6:37	6:47	—
210	5:22	5:32	5:50	6:03	6:28	6:38	—	7:04
710	5:58	—	6:19	6:30	6:49	6:59	7:09	—
210	5:51	6:01	6:18	6:31	6:56	7:06	—	7:30
710	6:21	—	6:41	6:51	7:09	7:19	7:29	—
210	6:20	6:29	6:46	6:58	7:23	7:33	—	7:56
710	6:50	—	7:10	7:20	7:38	7:47	7:55	—
210	6:52	7:01	7:17	7:29	7:53	8:02	—	8:22
710	7:24	—	7:43	7:52	8:08	8:17	8:25	—
210	7:26	7:34	7:50	8:02	8:24	8:33	—	8:52
710	7:55	—	8:13	8:22	8:38	8:46	8:53	—
210	7:57	8:04	8:19	8:31	8:53	9:02	—	9:20
710	8:25	—	8:43	8:52	9:08	9:16	9:23	—
210	8:28	8:35	8:50	9:01	9:23	9:32	—	9:50
210	8:58	9:05	9:20	9:31	9:53	10:01	—	10:19
210	9:31	9:38	9:53	10:03	10:23	10:31	—	10:48
210	10:04	10:11	10:25	10:34	10:53	11:00	—	11:16
210	10:59	11:06	11:20	11:29	11:47	11:54	—	12:10A
210	12:03A	12:09A	12:22A	12:30A	12:47A	12:54A	—	1:10

Southbound (Approximate Times)

Route	Hollywood & Vine	Wilshire/Western Purple Line Station	Crenshaw & Pico	Expo/Crenshaw Station	Crenshaw & Manchester	Crenshaw Green Line Station	Crenshaw & Artesia	South Bay Galleria
	HOLLYWOOD	KOREATOWN	COUNTRY CLUB PARK	JEFFERSON PARK	INGLEWOOD	HAWTHORNE	TORRANCE	REDONDO BEACH
	8			5	4	3	2	1
210	4:25A	—	4:41A	4:50A	5:06A	5:15A	5:29A	5:38A
210	4:54	—	5:10	5:19	5:35	5:44	5:58	6:07
710	—	5:20A	5:27	5:34	5:47	5:54	—	6:12
210	5:20	—	5:36	5:45	6:03	6:12	6:26	6:36
710	—	5:40	5:47	5:54	6:08	6:16	—	6:34
210	5:44	—	6:01	6:10	6:30	6:41	6:57	7:07
710	—	6:00	6:08	6:15	6:29	6:38	—	6:57
710	—	6:13	6:21	6:28	6:44	6:53	—	7:12
210	6:03	—	6:21	6:30	6:51	7:02	7:18	7:28
710	—	6:26	6:34	6:43	7:00	7:11	—	7:31
210	6:20	—	6:39	6:50	7:13	7:24	7:41	7:51
710	—	6:41	6:49	6:58	7:16	7:27	—	7:49
210	6:36	—	6:56	7:08	7:32	7:43	8:00	8:10
710	—	6:54	7:03	7:13	7:31	7:42	—	8:04
710	—	7:09	7:18	7:28	7:46	7:57	—	8:19
210	6:56	—	7:17	7:30	7:54	8:05	8:22	8:32
710	—	7:23	7:33	7:43	8:01	8:11	—	8:33
210	7:13	—	7:36	7:49	8:13	8:24	8:41	8:51
710	—	7:38	7:48	7:58	8:16	8:26	—	8:48
210	7:32	—	7:56	8:09	8:33	8:44	9:01	9:12
710	—	7:53	8:03	8:13	8:31	8:41	—	9:03
710	—	8:08	8:18	8:28	8:45	8:55	—	9:17
210	7:52	—	8:17	8:30	8:54	9:05	9:21	9:32
710	—	8:23	8:33	8:43	9:00	9:10	—	9:32
210	8:11	—	8:36	8:49	9:12	9:22	9:38	9:49
710	—	8:36	8:46	8:56	9:13	9:23	—	9:45
210	8:30	—	8:54	9:06	9:29	9:39	9:55	10:06
710	—	8:56	9:06	9:16	9:33	9:43	—	10:05
210	8:50	—	9:14	9:26	9:49	9:59	10:15	10:26
710	—	9:16	9:26	9:36	9:53	10:03	—	10:25
210	9:10	—	9:34	9:46	10:10	10:21	10:37	10:48
710	—	9:38	9:46	9:56	10:13	10:23	—	10:45
210	9:31	—	9:54	10:06	10:32	10:43	11:00	11:11
710	—	9:58	10:06	10:16	10:33	10:43	—	11:05
210	9:51	—	10:14	10:26	10:52	11:03	11:20	11:31
710	—	10:18	10:26	10:36	10:53	11:03	—	11:24
210	10:11	—	10:34	10:46	11:12	11:24	11:41	11:52
710	—	10:38	10:46	10:56	11:13	11:23	—	11:44
210	10:31	—	10:54	11:06	11:32	11:44	12:01P	12:12P
710	—	10:58	11:06	11:16	11:33	11:43	—	12:04
210	10:51	—	11:14	11:26	11:52	12:04P	12:21	12:32
710	—	11:18	11:26	11:36	11:53	12:03	—	12:25
210	11:11	—	11:34	11:46	12:12P	12:24	12:41	12:52
710	—	11:38	11:46	11:56	12:14	12:24	—	12:46
210	11:31	—	11:54	12:06P	12:32	12:44	1:01	1:12
710	—	11:57	12:05P	12:16	12:34	12:44	—	1:06
210	11:51	—	12:14	12:26	12:52	1:04	1:21	1:32
710	—	12:17P	12:25	12:36	12:54	1:04	—	1:26
210	12:11P	—	12:34	12:46	1:12	1:24	1:41	1:52
710	—	12:37	12:45	12:56	1:14	1:24	—	1:46
210	12:30	—	12:53	1:06	1:32	1:44	2:01	2:12
710	—	12:57	1:05	1:16	1:34	1:44	—	2:06
210	12:49	—	1:12	1:26	1:52	2:04	2:21	2:32
710	—	1:17	1:25	1:36	1:54	2:04	—	2:26
210	1:08	—	1:32	1:46	2:12	2:24	2:41	2:52
710	—	1:36	1:45	1:56	2:14	2:24	—	2:46
210	1:28	—	1:52	2:06	2:33	2:45	3:02	3:13
710	—	1:54	2:03	2:14	2:32	2:42	—	3:04
210	1:48	—	2:12	2:26	2:53	3:05	3:22	3:33
710	—	2:09	2:18	2:29	2:48	2:58	—	3:20
710	—	2:22	2:32	2:44	3:03	3:14	—	3:36
210	2:08	—	2:32	2:46	3:14	3:27	3:44	3:55
710	—	2:37	2:47	2:59	3:19	3:30	—	3:52
210	2:23	—	2:49	3:03	3:31	3:44	4:01	4:12
710	—	2:50	3:00	3:12	3:32	3:43	—	4:05
210	2:37	—	3:03	3:18	3:46	3:59	4:16	4:27
710	—	3:03	3:13	3:25	3:45	3:56	—	4:18
210	2:54	—	3:20	3:35	4:03	4:16	4:33	4:44
710	—	3:16	3:26	3:38	3:58	4:09	—	4:31
710	—	3:26	3:36	3:48	4:08	4:19	—	4:41
210	3:07	—	3:34	3:50	4:18	4:31	4:48	4:59
710	—	3:40	3:50	4:02	4:22	4:33	—	4:55
210	3:22	—	3:49	4:05	4:33	4:46	5:03	5:14
710	—	3:51	4:01	4:14	4:34	4:45	—	5:07
210	3:38	—	4:05	4:21	4:49	5:02	5:19	5:30
710	—	4:03	4:13	4:26	4:46	4:57	—	5:19
210	3:54	—	4:21	4:37	5:04	5:17	5:34	5:45
710	—	4:17	4:27	4:40	5:00	5:11	—	5:33
710	—	4:31	4:41	4:54	5:15	5:26	—	5:48
210	4:12	—	4:39	4:55	5:22	5:35	5:51	6:02
710	—	4:45	4:55	5:08	5:29	5:40	—	6:02
210	4:29	—	4:56	5:12	5:39	5:51	6:07	6:18
710	—	4:59	5:09	5:22	5:43	5:54	—	6:15
210	4:47	—	5:15	5:31	5:58	6:10	6:26	6:37
710	—	5:13	5:23	5:36	5:57	6:08	—	6:29
210	5:05	—	5:33	5:49	6:15	6:27	6:41	6:52
710	—	5:27	5:37	5:50	6:11	6:22	—	6:43
710	—	5:43	5:53	6:06	6:27	6:37	—	6:58
210	5:23	—	5:51	6:07	6:32	6:44	6:58	7:08
210	5:41	—	6:09	6:24	6:48	6:59	7:13	7:23
710	—	6:06	6:16	6:29	6:48	6:58	—	7:18
210	6:03	—	6:30	6:44	7:08	7:19	7:33	7:43
710	—	6:31	6:40	6:52	7:10	7:20	—	7:40
210	6:26	—	6:50	7:03	7:25	7:36	7:50	8:00
710	—	6:54	7:03	7:14	7:31	7:40	—	8:00
210	6:50	—	7:15	7:28	7:50	8:01	8:14	8:23
710	—	7:18	7:27	7:38	7:54	8:03	—	8:22
210	7:20	—	7:44	7:56	8:18	8:28	8:41	8:50
710	—	7:49	7:58	8:08	8:24	8:33	—	8:51
210	7:52	—	8:12	8:23	8:45	8:55	9:08	9:17
710	—	8:24	8:32	8:41	8:57	9:06	—	9:24
210	8:22	—	8:42	8:53	9:15	9:25	9:38	9:47
210	8:52	—	9:12	9:23	9:45	9:55	10:08	10:16
210	9:22	—	9:42	9:53	10:14	10:24	10:37	10:45
210	9:52	—	10:12	10:23	10:44	10:53	11:05	—
210	10:34	—	10:51	11:00	11:20	11:29	11:41	11:49
210	11:34	—	11:51	11:59	12:20A	12:28A	12:39A	—
210	12:34A	—	12:51A	1:00A	1:20	1:28	1:39	—
210	1:34	—	1:51	2:00	2:20	2:28	2:39	—

Saturday

Effective Jun 28 2009

210/710

Northbound (Approximate Times)

Route	South Bay Galleria	Crenshaw & Artesia	Crenshaw Green Line Station	Crenshaw & Manchester	Expo/Crenshaw Station	Crenshaw & Pico	Wilshire/Western Purple Line Station	Vine & Hollywood
	REDONDO BEACH	TORRANCE	HAWTHORNE	INGLEWOOD	JEFFERSON PARK	COUNTRY CLUB PARK	KOREATOWN	HOLLYWOOD
	1	2	3	4	5	6		8
210	—	4:15A	4:29A	4:37A	4:54A	5:02A	—	5:20A
210	—	4:51	5:05	5:13	5:30	5:38	—	5:56
210	—	5:24	5:38	5:46	6:03	6:11	—	6:29
210	5:49A	5:55	6:09	6:18	6:36	6:44	—	7:02
710	6:14	—	6:29	6:37	6:51	6:58	7:05A	—
210	6:18	6:24	6:38	6:47	7:06	7:15	—	7:34
710	6:41	—	6:56	7:04	7:18	7:25	7:32	—
210	6:40	6:46	7:00	7:09	7:29	7:38	—	7:57
710	6:59	—	7:15	7:23	7:39	7:47	7:54	—
210	6:59	7:05	7:19	7:28	7:49	7:58	—	8:17
710	7:17	—	7:33	7:42	7:59	8:07	8:14	—
210	7:18	7:24	7:38	7:47	8:09	8:18	—	8:37
710	7:36	—	7:53	8:02	8:19	8:27	8:34	—
210	7:37	7:43	7:57	8:07	8:29	8:38	—	8:58
710	7:56	—	8:13	8:22	8:39	8:47	8:54	—
210	7:56	8:02	8:16	8:26	8:49	8:58	—	9:19
710	8:15	—	8:32	8:41	8:59	9:08	9:15	—
210	8:14	8:21	8:35	8:45	9:09	9:19	—	9:40
710	8:35	—	8:52	9:01	9:19	9:28	9:35	—
210	8:34	8:41	8:55	9:05	9:29	9:39	—	10:00
710	8:55	—	9:12	9:21	9:39	9:48	9:55	—
210	8:51	8:58	9:13	9:24	9:49	9:59	—	10:20
710	9:14	—	9:31	9:41	9:59	10:08	10:15	—
210	9:10	9:18	9:33	9:44	10:09	10:19	—	10:40
710	9:33	—	9:51	10:01	10:19	10:28	10:36	—
210	9:29	9:37	9:52	10:03	10:29	10:40	—	11:01
710	9:52	—	10:10	10:20	10:39	10:48	10:56	—
210	9:47	9:55	10:10	10:22	10:49	11:00	—	11:22
710	10:11	—	10:29	10:39	10:59	11:09	11:17	—
210	10:07	10:15	10:30	10:42	11:09	11:20	—	11:42
710	10:31	—	10:49	10:59	11:19	11:29	11:37	—
210	10:26	10:34	10:50	11:02	11:29	11:40	—	12:02P
710	10:51	—	11:09	11:19	11:39	11:49	11:57	—
210	10:45	10:53	11:09	11:21	11:48	11:59	—	12:21
710	11:09	—	11:28	11:38	11:58	12:08P	12:16P	—
210	11:04	11:13	11:29	11:41	12:08P	12:19	—	12:41
710	11:29	—	11:48	11:58	12:18	12:28	12:36	—
210	11:24	11:33	11:49	12:01P	12:28	12:39	—	1:01
710	11:48	—	12:07P	12:18	12:38	12:48	12:56	—
210	11:43	11:52	12:08	12:21	12:48	12:59	—	1:22
710	12:08P	—	12:27	12:38	12:58	1:07	1:15	—
210	12:02	12:11P	12:28	12:41	1:08	1:19	—	1:42
710	12:28	—	12:47	12:58	1:18	1:27	1:35	—
210	12:22	12:31	12:48	1:01	1:28	1:39	—	2:03
710	12:48	—	1:07	1:18	1:38	1:47	1:55	—
210	12:42	12:51	1:08	1:21	1:48	1:59	—	2:23
710	1:07	—	1:26	1:38	1:58	2:07	2:15	—
210	1:03	1:12	1:29	1:42	2:08	2:19	—	2:43
710	1:27	—	1:46	1:58	2:18	2:27	2:35	—
210	1:23	1:32	1:49	2:02	2:28	2:39	—	3:03
710	1:47	—	2:06	2:18	2:38	2:47	2:55	—
210	1:43	1:52	2:09	2:22	2:48	2:59	—	3:23
710	2:07	—	2:26	2:38	2:58	3:07	3:15	—
210	2:03	2:12	2:29	2:42	3:08	3:19	—	3:43
710	2:27	—	2:46	2:58	3:18	3:27	3:35	—
210	2:24	2:33	2:49	3:02	3:28	3:39	—	4:03
710	2:47	—	3:06	3:18	3:38	3:47	3:55	—
210	2:44	2:53	3:09	3:22	3:48	3:59	—	4:23
710	3:08	—	3:27	3:38	3:58	4:07	4:15	—
210	3:04	3:13	3:29	3:42	4:08	4:19	—	4:43
710	3:28	—	3:47	3:58	4:18	4:27	4:35	—
210	3:24	3:33	3:49	4:02	4:28	4:39	—	5:03
710	3:48	—	4:07	4:18	4:38	4:47	4:55	—
210	3:44	3:53	4:09	4:22	4:48	4:59	—	5:23
710	4:08	—	4:27	4:38	4:58	5:07	5:16	—
210	4:04	4:13	4:29	4:42	5:08	5:19	—	5:43
710	4:28	—	4:47	4:58	5:18	5:27	5:36	—
210	4:24	4:33	4:49	5:02	5:28	5:39	—	6:03
710	4:48	—	5:07	5:18	5:38	5:47	5:56	—
210	4:46	4:55	5:11	5:23	5:48	5:59	—	6:22
710	5:08	—	5:27	5:38	5:58	6:07	6:16	—
210	5:06	5:15	5:31	5:43	6:08	6:18	—	6:41
710	5:29	—	5:48	5:59	6:18	6:27	6:36	—
210	5:26	5:35	5:51	6:03	6:28	6:38	—	7:01
710	5:49	—	6:08	6:19	6:38	6:47	6:55	—
210	5:46	5:55	6:11	6:23	6:48	6:58	—	7:21
710	6:09	—	6:28	6:39	6:58	7:07	7:15	—
210	6:07	6:15	6:31	6:43	7:08	7:18	—	7:40
710	6:30	—	6:49	7:00	7:18	7:27	7:35	—
210	6:28	6:36	6:51	7:03	7:28	7:37	—	7:58
710	6:53	—	7:12	7:22	7:40	7:49	7:57	—
210	6:52	7:00	7:15	7:26	7:48	7:57	—	8:18
710	7:14	—	7:32	7:42	8:00	8:08	8:16	—
210	7:12	7:20	7:35	7:46	8:08	8:17	—	8:38
210	7:33	7:40	7:55	8:06	8:28	8:37	—	8:58
210	7:58	8:05	8:20	8:31	8:53	9:02	—	9:22
210	8:29	8:36	8:50	9:01	9:23	9:32	—	9:52
210	9:00	9:07	9:21	9:32	9:53	10:01	—	10:20
210	9:32	9:38	9:52	10:02	10:23	10:31	—	10:49
210	10:05	10:11	10:25	10:34	10:53	11:00	—	11:17
210	11:01	11:07	11:19	11:28	11:47	11:54	—	12:10A
210	12:03A	12:09A	12:21A	12:30A	12:47A	12:54A	—	1:10

Southbound (Approximate Times)

ROUTE	Hollywood & Vine	Wilshire/Western Purple Line Station	Crenshaw & Pico	Expo/Crenshaw Station	Crenshaw & Manchester	Crenshaw Green Line Station	Crenshaw & Artesia	South Bay Galleria
	HOLLYWOOD	KOREATOWN	COUNTRY CLUB PARK	JEFFERSON PARK	INGLEWOOD	HAWTHORNE	TORRANCE	REDONDO BEACH
	8			5	4	3	2	1
210	4:56A	—	5:12A	5:20A	5:35A	5:44A	5:56A	6:04A
210	5:36	—	5:52	6:00	6:16	6:25	6:38	6:46
710	—	6:04A	6:11	6:20	6:37	6:45	—	7:03
210	6:09	—	6:26	6:35	6:51	7:00	7:13	7:22
710	—	6:34	6:41	6:50	7:07	7:15	—	7:33
210	6:36	—	6:53	7:02	7:20	7:29	7:42	7:51
710	—	6:58	7:05	7:14	7:31	7:39	—	7:58
210	6:59	—	7:16	7:25	7:44	7:53	8:06	8:15
710	—	7:20	7:27	7:36	7:53	8:01	—	8:20
210	7:20	—	7:37	7:47	8:06	8:16	8:29	8:38
710	—	7:41	7:49	7:58	8:16	8:24	—	8:43
210	7:40	—	7:58	8:08	8:27	8:38	8:51	9:00
710	—	8:01	8:09	8:18	8:36	8:45	—	9:05
210	8:00	—	8:18	8:28	8:48	8:59	9:13	9:23
710	—	8:21	8:29	8:38	8:56	9:05	—	9:25
210	8:19	—	8:38	8:48	9:09	9:20	9:34	9:44
710	—	8:41	8:49	8:58	9:16	9:25	—	9:45
210	8:38	—	8:57	9:08	9:29	9:40	9:54	10:04
710	—	9:01	9:09	9:18	9:36	9:45	—	10:05
210	8:57	—	9:17	9:28	9:50	10:01	10:15	10:26
710	—	9:20	9:28	9:38	9:57	10:07	—	10:28
210	9:17	—	9:37	9:48	10:10	10:21	10:35	10:46
710	—	9:40	9:48	9:58	10:17	10:27	—	10:48
210	9:36	—	9:56	10:08	10:30	10:42	10:56	11:07
710	—	10:00	10:08	10:18	10:37	10:47	—	11:08
210	9:56	—	10:16	10:28	10:50	11:02	11:16	11:27
710	—	10:20	10:28	10:38	10:57	11:07	—	11:28
210	10:16	—	10:36	10:48	11:12	11:24	11:39	11:51
710	—	10:40	10:48	10:58	11:17	11:27	—	11:48
210	10:35	—	10:56	11:08	11:32	11:44	11:59	12:11P
710	—	10:59	11:07	11:18	11:37	11:48	—	12:09
210	10:55	—	11:16	11:28	11:53	12:05P	12:20P	12:32
710	—	11:18	11:26	11:38	11:57	12:08	—	12:29
210	11:14	—	11:35	11:48	12:13P	12:26	12:41	12:53
710	—	11:38	11:46	11:58	12:18	12:29	—	12:50
210	11:32	—	11:54	12:08P	12:33	12:46	1:01	1:13
710	—	11:56	12:05P	12:18	12:39	12:50	—	1:11
210	11:51	—	12:14	12:28	12:53	1:06	1:21	1:33
710	—	12:15P	12:25	12:38	12:59	1:10	—	1:31
210	12:11P	—	12:34	12:48	1:13	1:26	1:41	1:53
710	—	12:36	12:45	12:58	1:19	1:30	—	1:51
210	12:31	—	12:54	1:08	1:33	1:46	2:01	2:13
710	—	12:56	1:05	1:18	1:39	1:50	—	2:11
210	12:51	—	1:14	1:28	1:53	2:06	2:20	2:32
710	—	1:17	1:26	1:38	1:59	2:10	—	2:31
210	1:11	—	1:34	1:48	2:13	2:26	2:40	2:52
710	—	1:37	1:46	1:58	2:19	2:30	—	2:51
210	1:31	—	1:54	2:08	2:33	2:46	3:00	3:12
710	—	1:57	2:06	2:18	2:39	2:49	—	3:10
210	1:50	—	2:14	2:28	2:53	3:06	3:20	3:32
710	—	2:17	2:26	2:38	2:59	3:09	—	3:30
210	2:09	—	2:34	2:48	3:13	3:26	3:40	3:52
710	—	2:37	2:46	2:58	3:19	3:29	—	3:50
210	2:29	—	2:54	3:08	3:33	3:45	3:59	4:11
710	—	2:57	3:06	3:18	3:39	3:49	—	4:10
210	2:49	—	3:14	3:28	3:53	4:05	4:19	4:31
710	—	3:17	3:26	3:38	3:59	4:09	—	4:30
210	3:09	—	3:34	3:48	4:13	4:25	4:39	4:50
710	—	3:37	3:46	3:58	4:19	4:29	—	4:50
210	3:29	—	3:54	4:08	4:32	4:44	4:58	5:09
710	—	3:57	4:06	4:18	4:38	4:48	—	5:08
210	3:49	—	4:14	4:28	4:52	5:04	5:17	5:28
710	—	4:17	4:26	4:38	4:58	5:08	—	5:28
210	4:10	—	4:35	4:48	5:12	5:24	5:37	5:47
710	—	4:37	4:46	4:58	5:18	5:28	—	5:48
210	4:31	—	4:56	5:08	5:32	5:43	5:56	6:06
710	—	4:58	5:07	5:18	5:38	5:48	—	6:08
210	4:52	—	5:16	5:28	5:51	6:02	6:15	6:25
710	—	5:18	5:27	5:38	5:58	6:08	—	6:27
210	5:13	—	5:36	5:48	6:11	6:22	6:35	6:45
710	—	5:36	5:45	5:56	6:16	6:26	—	6:45
210	5:33	—	5:56	6:08	6:31	6:42	6:55	7:05
710	—	5:57	6:06	6:16	6:36	6:46	—	7:05
210	5:53	—	6:16	6:28	6:51	7:02	7:15	7:25
710	—	6:19	6:28	6:38	6:58	7:08	—	7:27
210	6:13	—	6:36	6:48	7:11	7:21	7:34	7:44
710	—	6:41	6:49	6:59	7:19	7:29	—	7:48
210	6:37	—	6:59	7:10	7:33	7:43	7:56	8:06
710	—	7:03	7:11	7:21	7:41	7:50	—	8:09
210	6:59	—	7:21	7:32	7:55	8:05	8:18	8:28
710	—	7:25	7:33	7:43	8:02	8:11	—	8:30
210	7:21	—	7:43	7:54	8:17	8:27	8:40	8:49
710	—	7:51	7:59	8:09	8:26	8:35	—	8:54
210	7:52	—	8:13	8:24	8:46	8:56	9:08	9:17
210	8:24	—	8:44	8:54	9:15	9:25	9:37	9:46
210	8:55	—	9:14	9:24	9:44	9:54	10:06	10:15
210	9:26	—	9:44	9:54	10:14	10:23	10:35	10:43
210	9:56	—	10:14	10:24	10:44	10:53	11:05	—
210	10:33	—	10:51	11:00	11:19	11:28	11:39	11:47
210	11:33	—	11:51	11:59	12:19A	12:27A	12:38A	—
210	12:33A	—	12:51A	1:00A	1:19	1:27	1:38	—
210	1:36	—	1:52	2:00	2:18	2:26	2:36	—

Sunday and Holidays

Effective Dec 16 2018

210

Northbound (Approximate Times)

REDONDO BEACH	TORRANCE	HAWTHORNE	INGLEWOOD	JEFFERSON PARK	LOS ANGELES	HOLLYWOOD
1	2	3	4	5	6	8
South Bay Galleria	Crenshaw & Artesia	Crenshaw Green Line Station	Crenshaw & Manchester	Expo/Crenshaw Station	Crenshaw & Pico	Vine & Hollywood
—	5:50A	6:03A	6:11A	6:29A	6:37A	6:55A
6:10A	6:16	6:29	6:37	6:55	7:03	7:21
6:35	6:41	6:54	7:02	7:21	7:30	7:49
6:59	7:05	7:18	7:28	7:47	7:56	8:15
7:23	7:30	7:43	7:53	8:12	8:21	8:40
7:45	7:52	8:05	8:15	8:34	8:43	9:02
8:06	8:13	8:26	8:37	8:58	9:07	9:26
—	—	C8:46	8:57	9:20	9:29	9:48
8:42	8:49	9:04	9:15	9:38	9:47	10:07
—	—	C9:21	9:32	9:56	10:06	10:26
9:17	9:24	9:39	9:50	10:14	10:24	10:44
—	—	C9:57	10:08	10:32	10:42	11:02
9:52	9:59	10:15	10:26	10:50	11:00	11:20
—	—	C10:33	10:44	11:08	11:18	11:38
10:27	10:35	10:51	11:02	11:26	11:36	11:57
—	—	C11:09	11:20	11:44	11:54	12:16P
11:03	11:11	11:27	11:38	12:02P	12:13P	12:35
—	—	C11:45	11:56	12:20	12:31	12:54
11:38	11:46	12:02P	12:14P	12:38	12:49	1:12
—	—	C12:20	12:32	12:56	1:07	1:30
12:13P	12:21P	12:38	12:50	1:14	1:25	1:48
—	—	C12:56	1:08	1:32	1:43	2:06
12:48	12:56	1:13	1:25	1:50	2:01	2:24
1:06	1:14	1:31	1:43	2:08	2:19	2:42
—	—	C1:48	2:00	2:25	2:36	2:59
1:41	1:49	2:06	2:18	2:43	2:54	3:17
—	—	C2:24	2:36	3:01	3:12	3:35
2:15	2:23	2:40	2:52	3:17	3:28	3:51
—	—	C2:56	3:08	3:33	3:43	4:06
2:48	2:56	3:12	3:24	3:49	3:59	4:22
—	—	C3:28	3:40	4:05	4:15	4:38
3:20	3:28	3:44	3:56	4:21	4:31	4:54
—	—	C4:02	4:13	4:38	4:48	5:10
3:57	4:05	4:20	4:31	4:56	5:06	5:27
—	—	C4:35	4:46	5:11	5:21	5:42
4:27	4:35	4:50	5:01	5:26	5:36	5:57
—	—	C5:05	5:17	5:42	5:52	6:13
4:56	5:04	5:20	5:32	5:57	6:07	6:28
—	—	C5:39	5:51	6:15	6:25	6:45
5:35	5:43	5:59	6:10	6:34	6:44	7:04
5:56	6:04	6:19	6:30	6:53	7:03	7:22
6:16	6:24	6:39	6:50	7:13	7:22	7:41
6:36	6:44	6:59	7:10	7:33	7:42	8:01
7:01	7:08	7:23	7:34	7:57	8:06	8:24
7:28	7:35	7:50	8:01	8:23	8:32	8:50
7:58	8:05	8:20	8:31	8:53	9:02	9:20
8:29	8:36	8:51	9:02	9:23	9:32	9:50
8:59	9:06	9:21	9:32	9:53	10:01	10:19
9:33	9:39	9:52	10:02	10:23	10:31	10:48
10:08	10:14	10:27	10:36	10:53	11:00	11:17
11:03	11:09	11:21	11:30	11:47	11:54	12:11A
12:03A	12:09A	12:21A	12:30A	12:47A	12:54A	1:11

Southbound (Approximate Times)

HOLLYWOOD	LOS ANGELES	JEFFERSON PARK	JEFFERSON PARK	HAWTHORNE	TORRANCE	REDONDO BEACH
8	6	5	4	3		1
Hollywood & Vine	Crenshaw & Pico	Expo/Crenshaw Station	Crenshaw & Manchester	Crenshaw Green Line Station	Crenshaw & Artesia	South Bay Galleria
5:27A	5:43A	5:51A	6:07A	6:15A	6:27A	6:34A
5:58	6:15	6:24	6:40	6:48	7:00	7:09
6:30	6:47	6:56	7:14	7:24	7:37	7:46
6:59	7:17	7:27	7:45	7:55	8:10	8:19
7:20	7:38	7:48	8:06	D8:16	—	—
7:40	7:58	8:08	8:26	8:36	8:50	8:59
7:59	8:18	8:28	8:46	8:56	9:10	9:19
8:18	8:37	8:48	9:07	D9:17	—	—
8:38	8:57	9:08	9:27	9:38	9:52	10:01
8:56	9:15	9:26	9:46	9:57	10:11	10:21
9:13	9:32	9:44	10:05	D10:16	—	—
9:30	9:50	10:02	10:24	10:35	10:50	11:01
9:48	10:08	10:20	10:42	D10:54	—	—
10:05	10:26	10:38	11:01	11:13	11:28	11:39
10:23	10:44	10:56	11:19	D11:31	—	—
10:41	11:02	11:14	11:37	11:49	12:04P	12:15P
10:59	11:20	11:32	11:55	D12:07P	—	—
11:17	11:38	11:50	12:13P	12:25	12:40	12:52
11:35	11:56	12:08P	12:31	12:43	12:58	1:10
11:53	12:14P	12:26	12:49	D1:01	—	—
12:10P	12:31	12:44	1:07	1:19	1:34	1:46
12:27	12:49	1:02	1:25	D1:37	—	—
12:42	1:04	1:17	1:40	1:52	2:07	2:19
12:57	1:19	1:32	1:55	D2:07	—	—
1:12	1:34	1:47	2:10	2:22	2:37	2:49
1:28	1:50	2:03	2:26	D2:38	—	—
1:45	2:07	2:20	2:43	2:55	3:10	3:22
2:03	2:25	2:38	3:01	D3:13	—	—
2:19	2:41	2:54	3:17	3:29	3:43	3:54
2:35	2:57	3:10	3:33	D3:45	—	—
2:51	3:13	3:26	3:49	4:01	4:15	4:26
3:10	3:32	3:44	4:07	D4:19	—	—
3:27	3:49	4:01	4:24	4:36	4:50	5:01
3:44	4:06	4:18	4:41	D4:53	—	—
3:59	4:21	4:33	4:56	5:07	5:21	5:32
4:16	4:38	4:50	5:13	5:24	5:38	5:48
4:34	4:56	5:08	5:30	5:41	5:55	6:05
4:52	5:14	5:26	5:48	5:59	6:12	6:22
5:09	5:31	5:42	6:04	6:14	6:27	6:37
5:28	5:49	6:00	6:22	6:32	6:45	6:55
5:49	6:09	6:20	6:42	6:52	7:05	7:15
6:11	6:31	6:42	7:04	7:14	7:27	7:37
6:34	6:54	7:05	7:27	7:38	7:51	8:01
6:58	7:18	7:29	7:52	8:03	8:16	8:25
7:25	7:43	7:54	8:15	8:26	8:39	8:48
7:55	8:13	8:24	8:45	8:56	9:09	9:18
8:25	8:43	8:54	9:14	9:25	9:37	9:45
8:55	9:13	9:24	9:43	9:52	10:04	—
9:26	9:44	9:54	10:12	10:21	10:33	10:41
9:56	10:14	10:24	10:42	10:51	11:03	—
10:32	10:50	11:00	11:18	11:27	11:39	11:47
11:32	11:50	11:59	12:18A	12:26A	12:36A	—
12:34A	12:51A	1:00A	1:18	1:26	1:36	—
1:34	1:51	2:00	2:18	2:26	2:36	—

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. Line 710 does not operate on Sundays and Holidays.

Horarios de domingos y días feriados

Horarios de domingos y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day. Linea 710 no opera el Domingos y días feriados.

Special Notes

B Trip originates at Crenshaw & Redondo Beach eleven minutes before time shown.

C Trip originates at Crenshaw & Rosecrans six to seven minutes before time shown.

D Trip terminates at Crenshaw & Rosecrans seven to eight minutes after time shown.

Avisos especiales

B *Viaje comienza en Crenshaw Bl. Y Redondo Beach once minutos antes de la hora mostrada.*

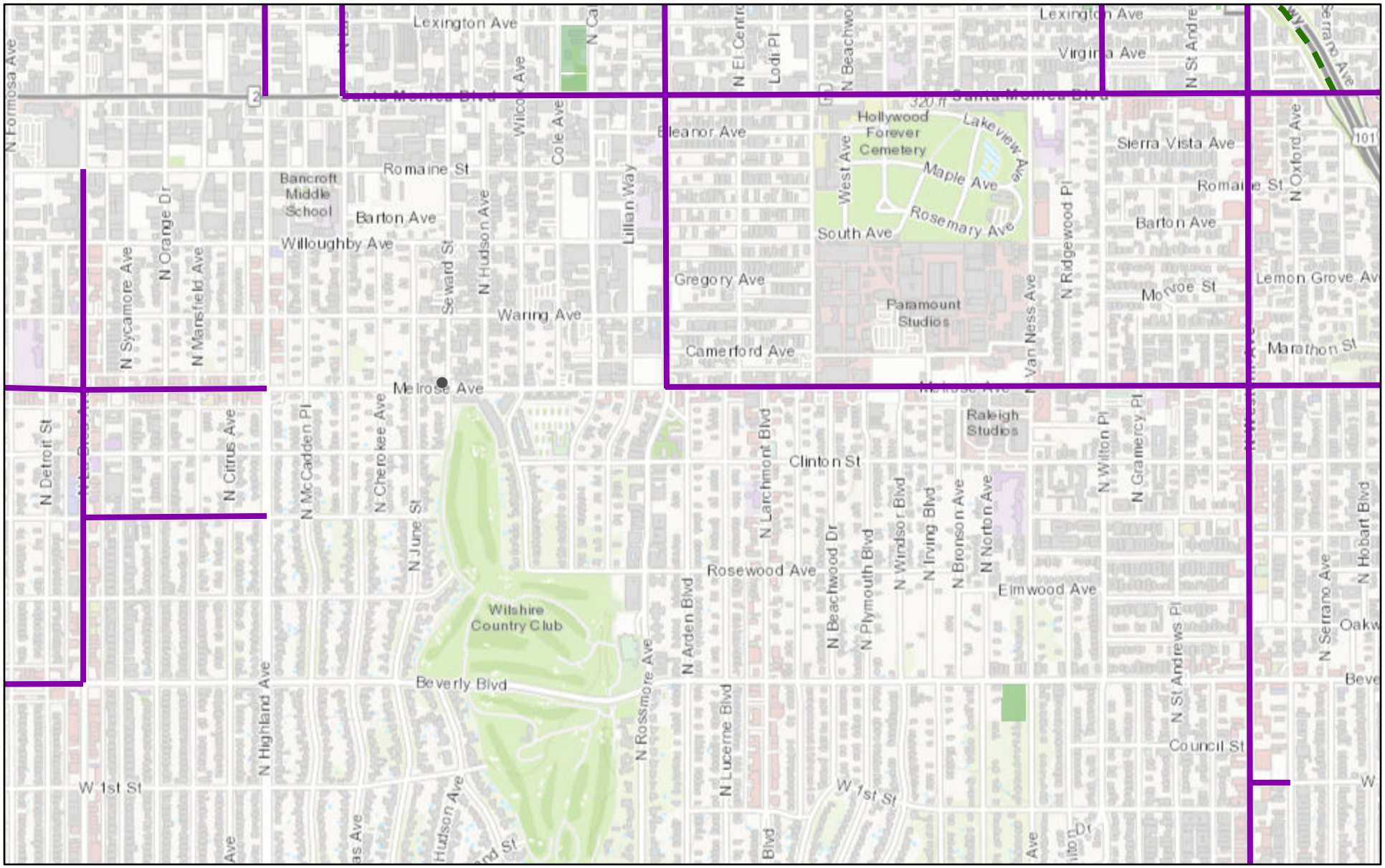
C *Viaje comienza en Crenshaw y Rosecrans seis a siete minutos antes de la hora mostrada.*

D *Viaje termina en Crenshaw y Rosecrans siete á ocho minutos despues de la hora mostrada.*

APPENDIX H

MOBILITY NETWORK
WALKABILITY INDEX MAPS
BICYCLE PLAN MAPS
PEDESTRIAN DESTINATION MAPS
&
HIGH INJURY NETWORK MAP

High Injury Network



12/7/2020, 3:44:28 PM

High Injury Network

Parks

Green Network

Bike Paths (Planned)

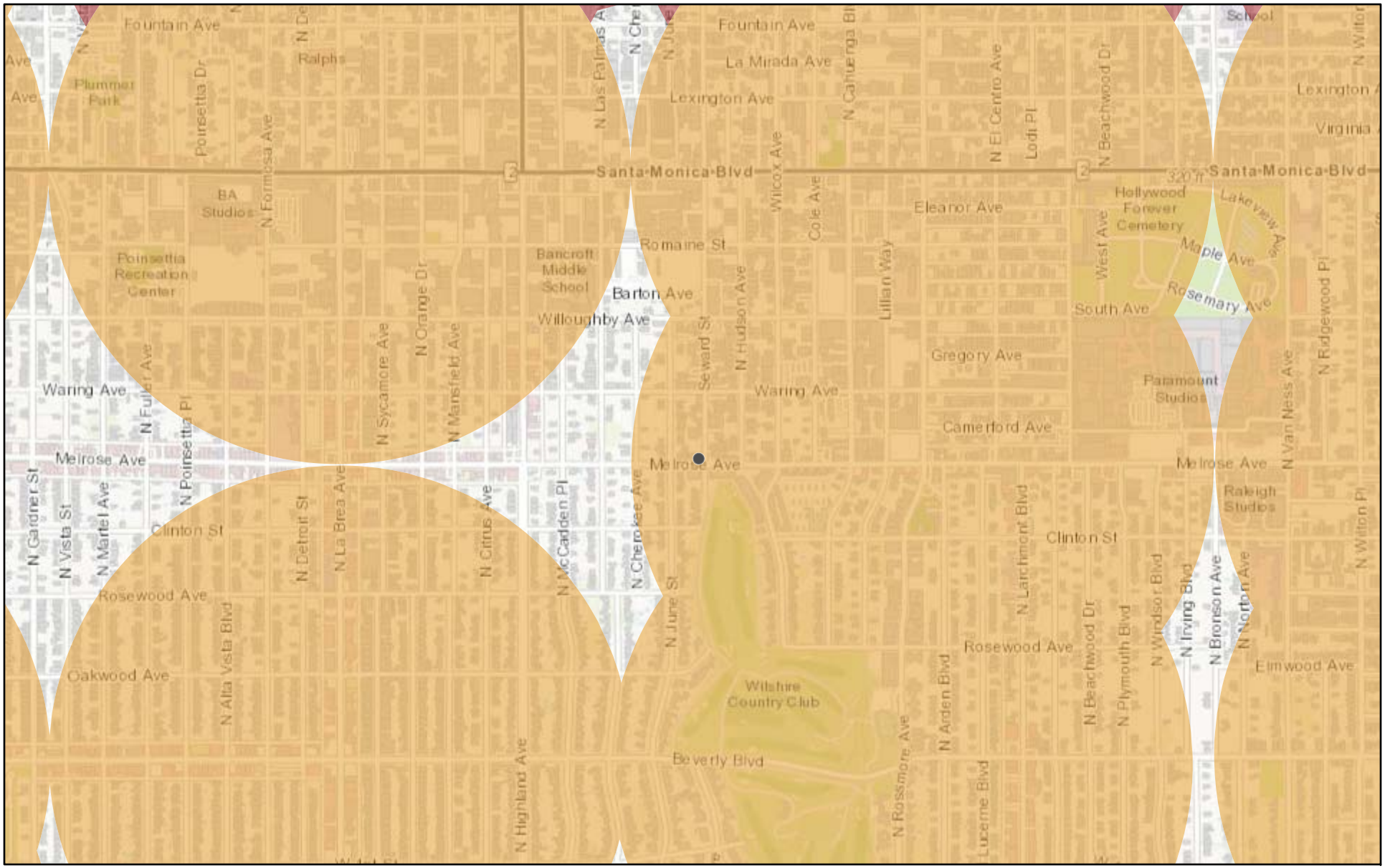
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Los Angeles Department of City Planning

Transit Priority Area



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Transit Priority Area (TPA)

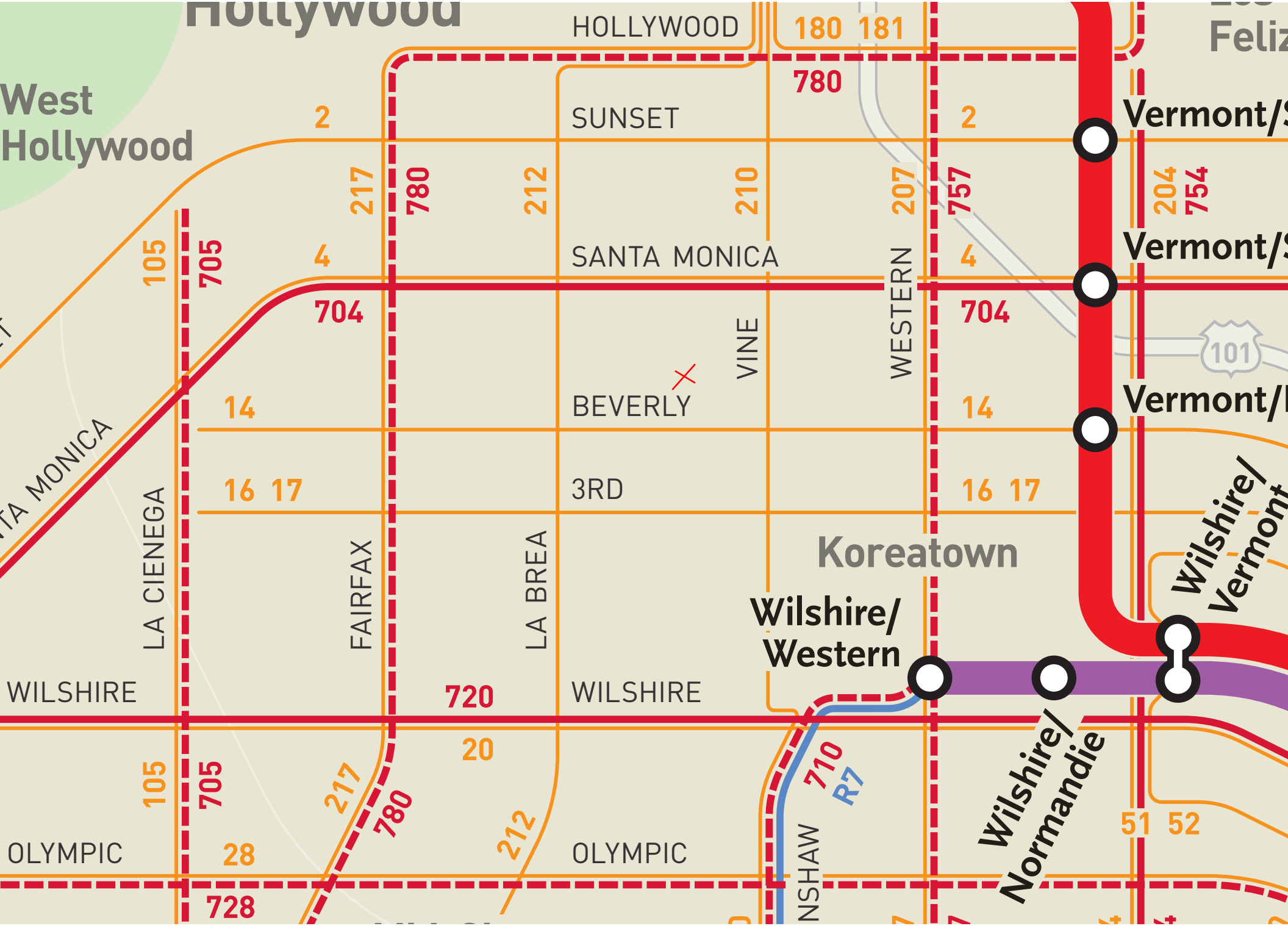
Major Bus Routes

Heavy Rail

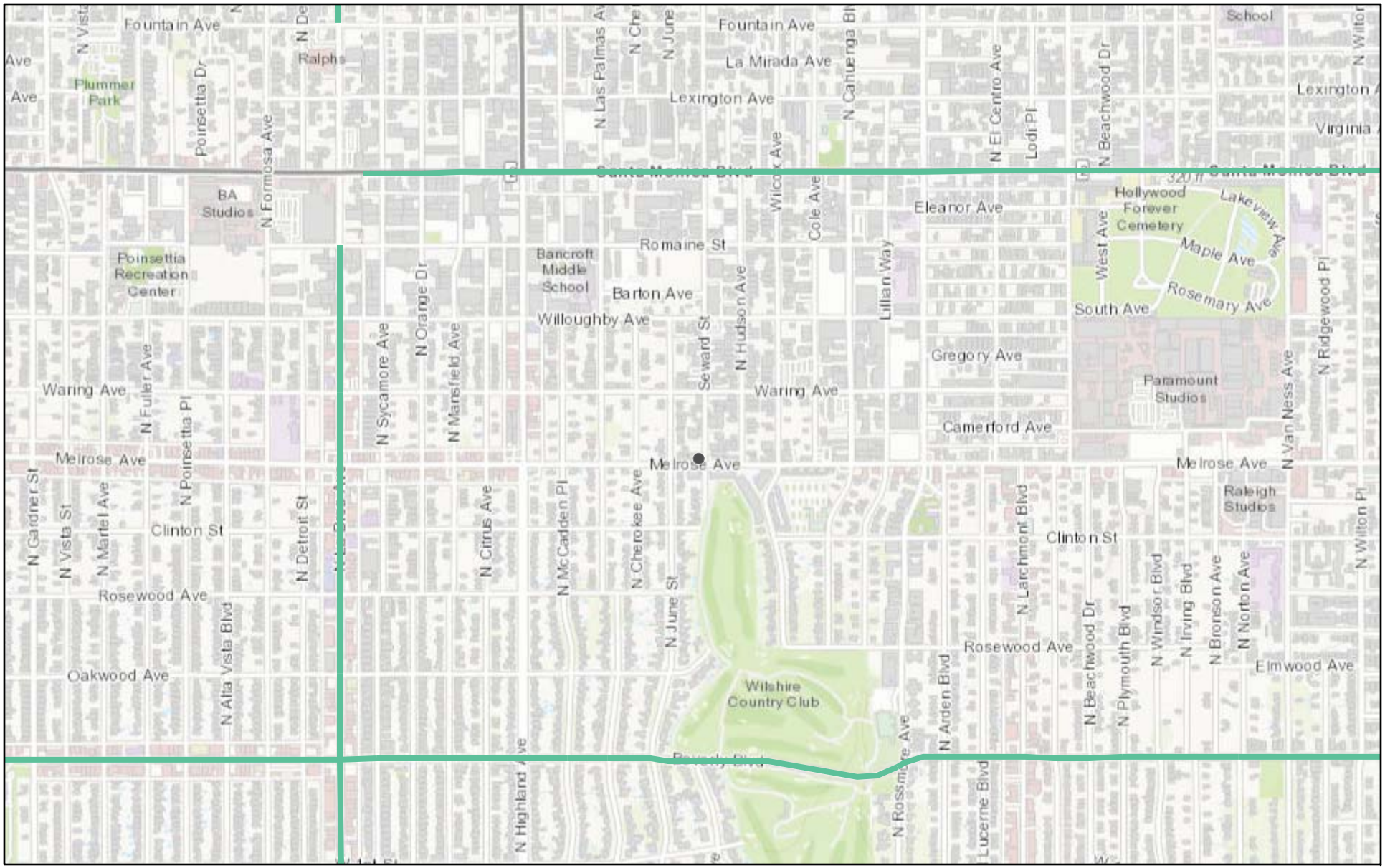
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km


Hollywood
West Hollywood
HOLLYWOOD
180 181
780
SUNSET
2
SANTA MONICA
4
704
BEVERLY
14
3RD
16 17
WILSHIRE
720
20
OLYMPIC
28
728
105
705
217
780
212
210
207
757
204
754
VINE
WESTERN
LA CIENEGA
FAIRFAX
LA BREA
710
R7
NSHAW
101
Koreatown
Wilshire/
Western
Wilshire/
Vermont
Wilshire/
Normandie
Vermont/
51 52

Transit Enhanced Area



12/7/2020, 3:32:12 PM

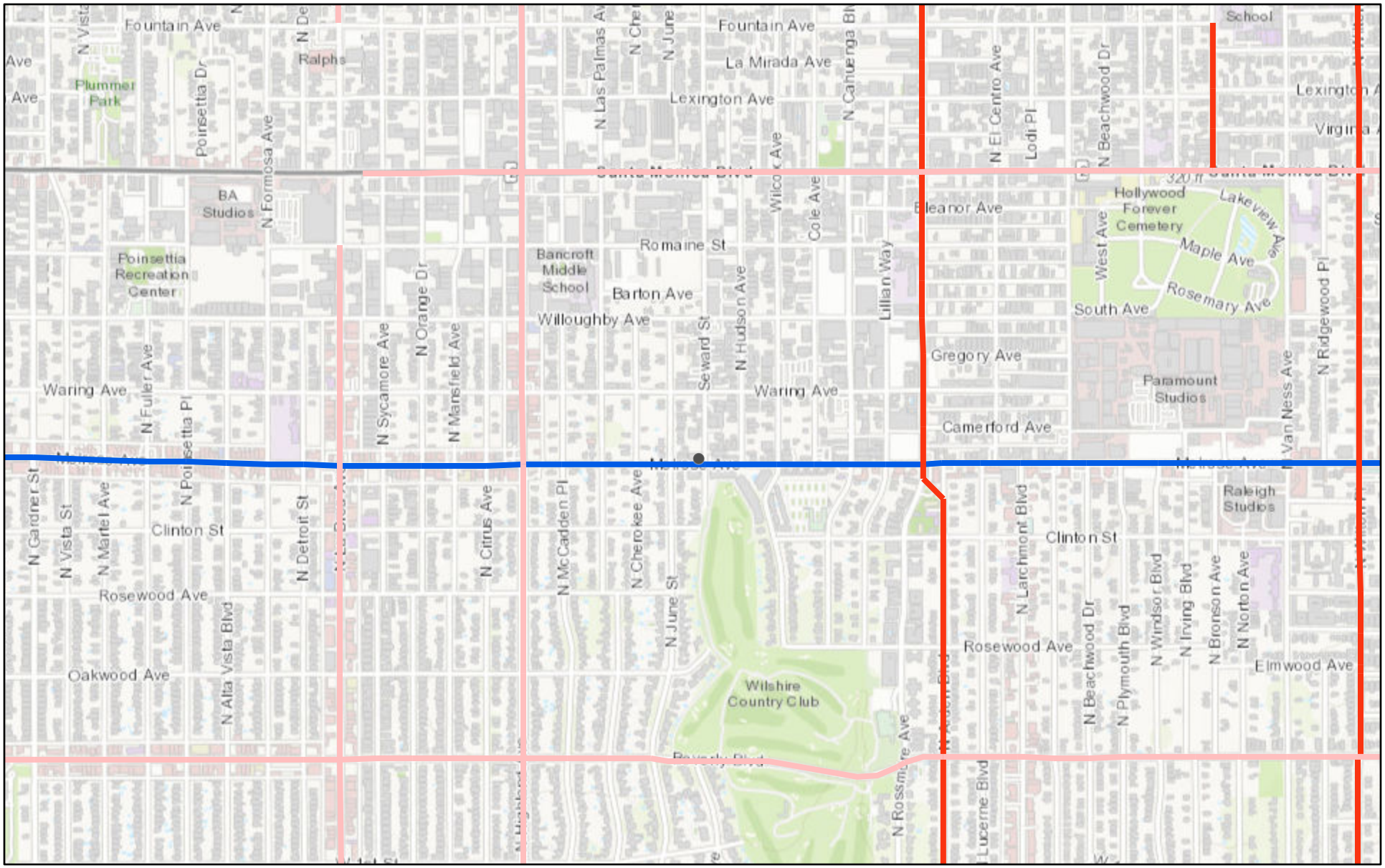
1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Transit Enhanced Network (TEN)

Bicycle Network



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1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

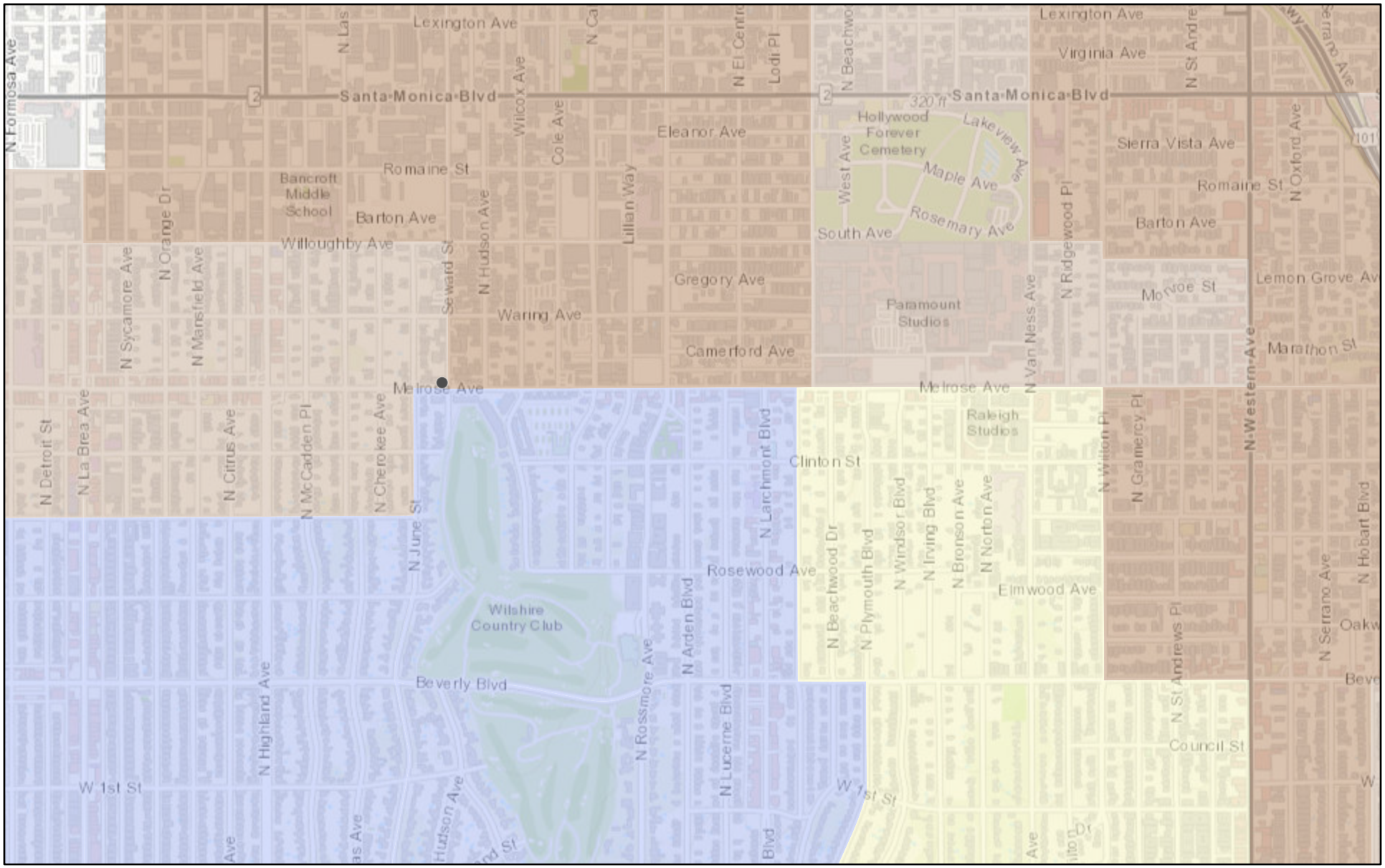
Bicycle Network

Tier 2 (BLN)

Tier 3 (BLN)

Tier 1 (BEN)

Mobility Index



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Walkability Index

Medium Walkability

High Walkability

1:18,056

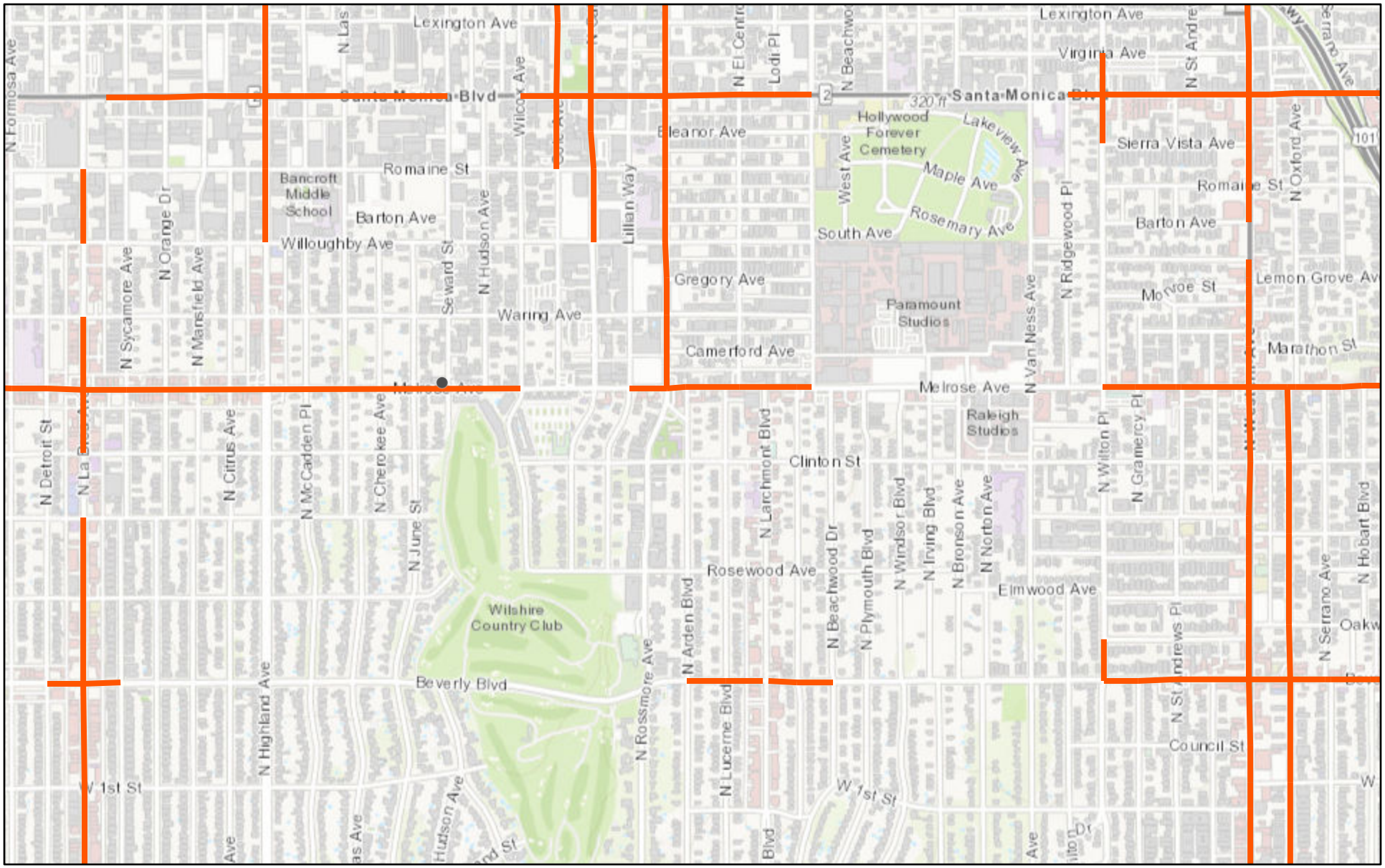
0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

Pedestrian Enhanced Network



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Pedestrian Enhanced Districts (PEDs)

1:18,056

0 0.13 0.25 0.5 mi

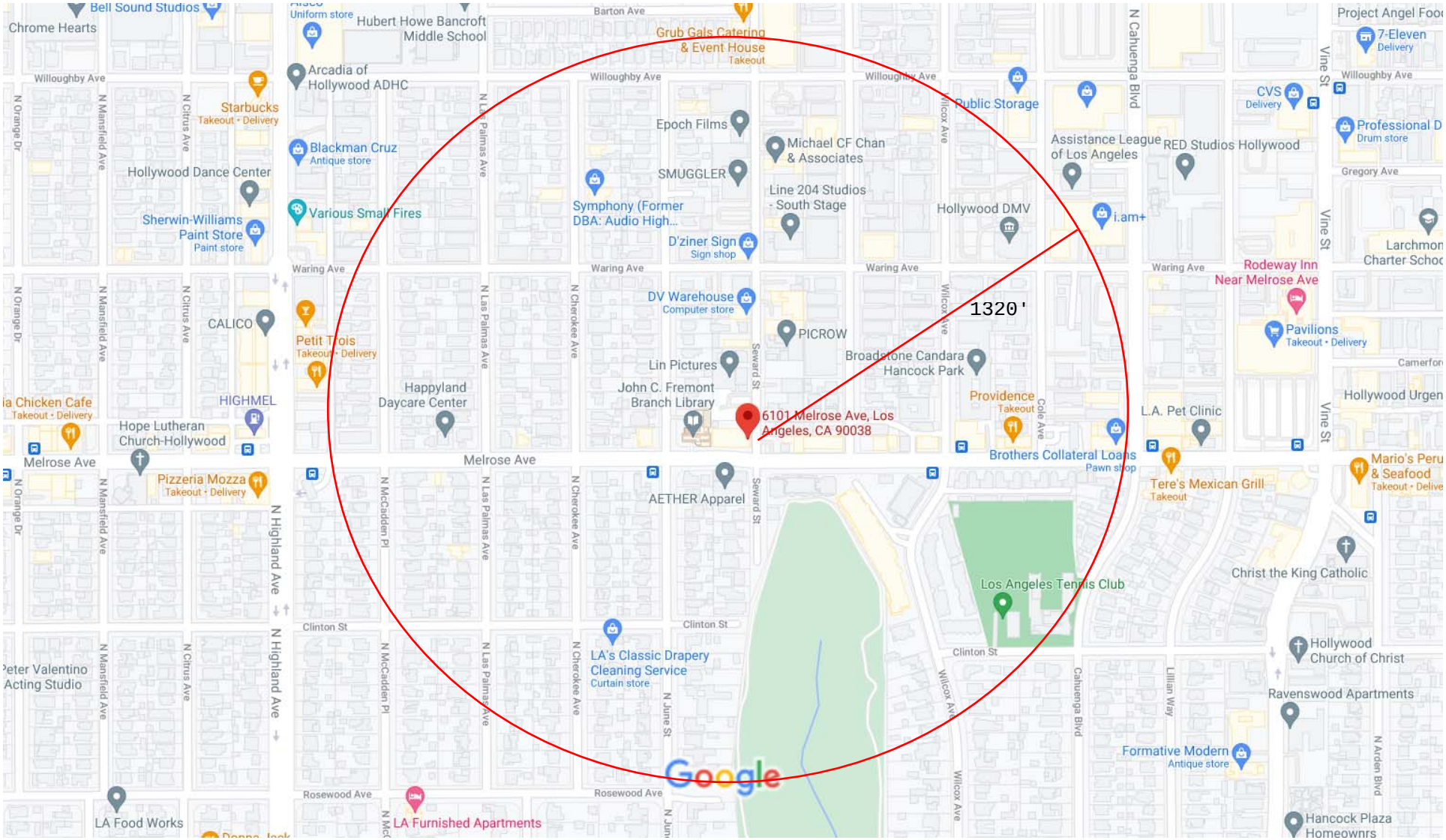
0 0.2 0.4 0.8 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

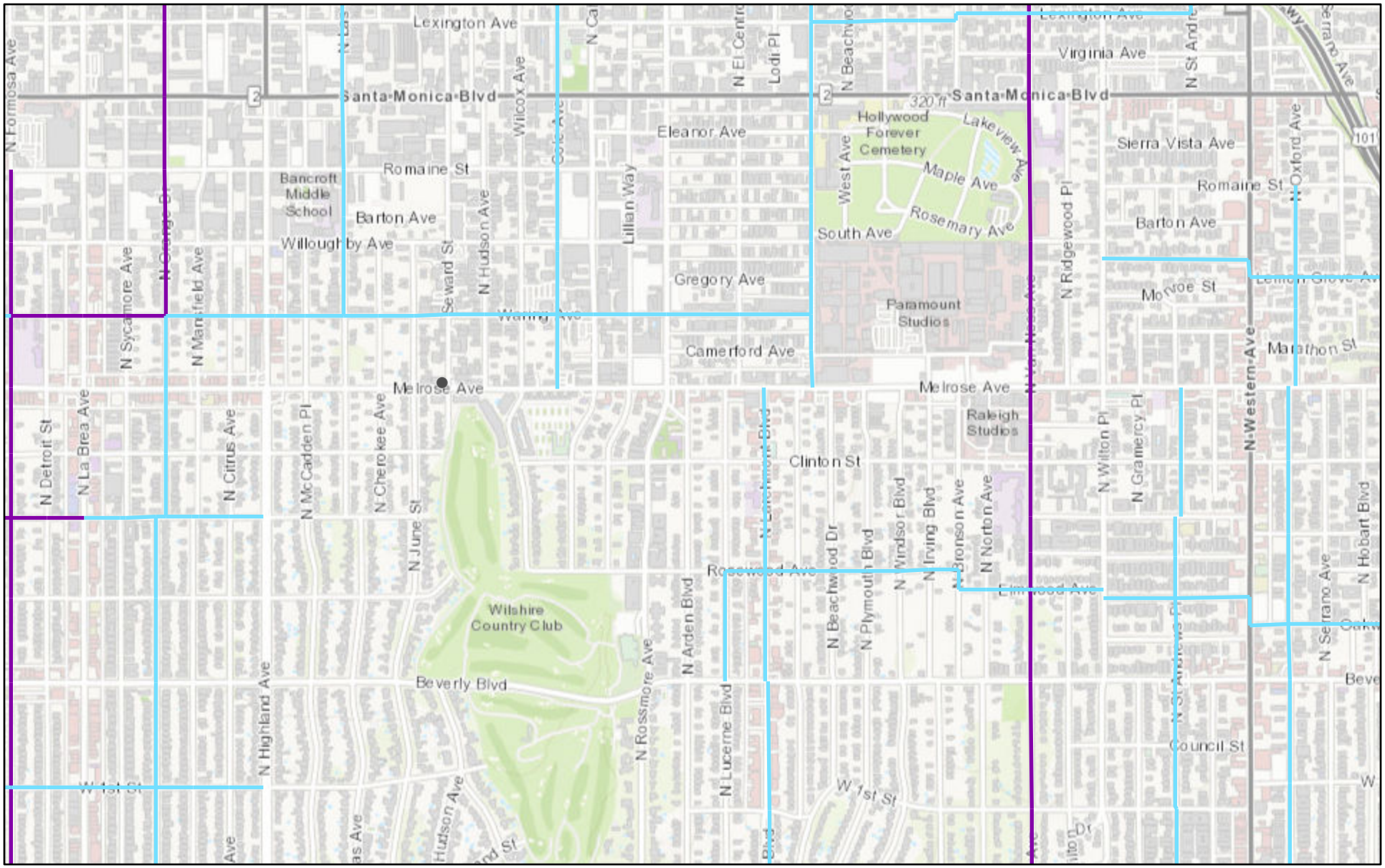
Pedestrian destinations within 1'320 feet walking distance

Google Maps 6101 Melrose Ave



Map data ©2020 Google 200 ft

Neighborhood Enhanced Network



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Neighborhood Network (NEN)

Tier 2 NEN

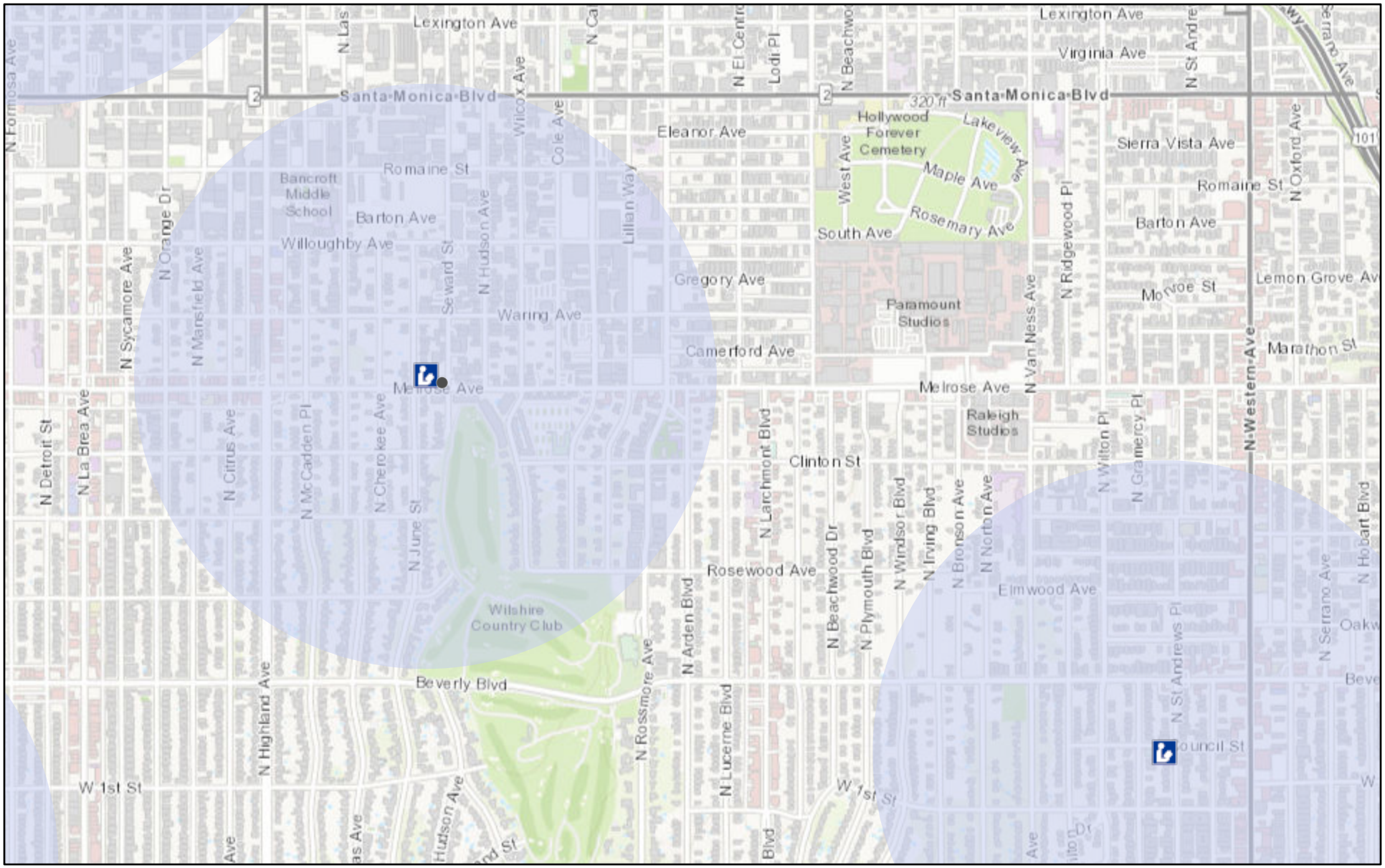
Tier 1 NEN

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Library



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1:18,056

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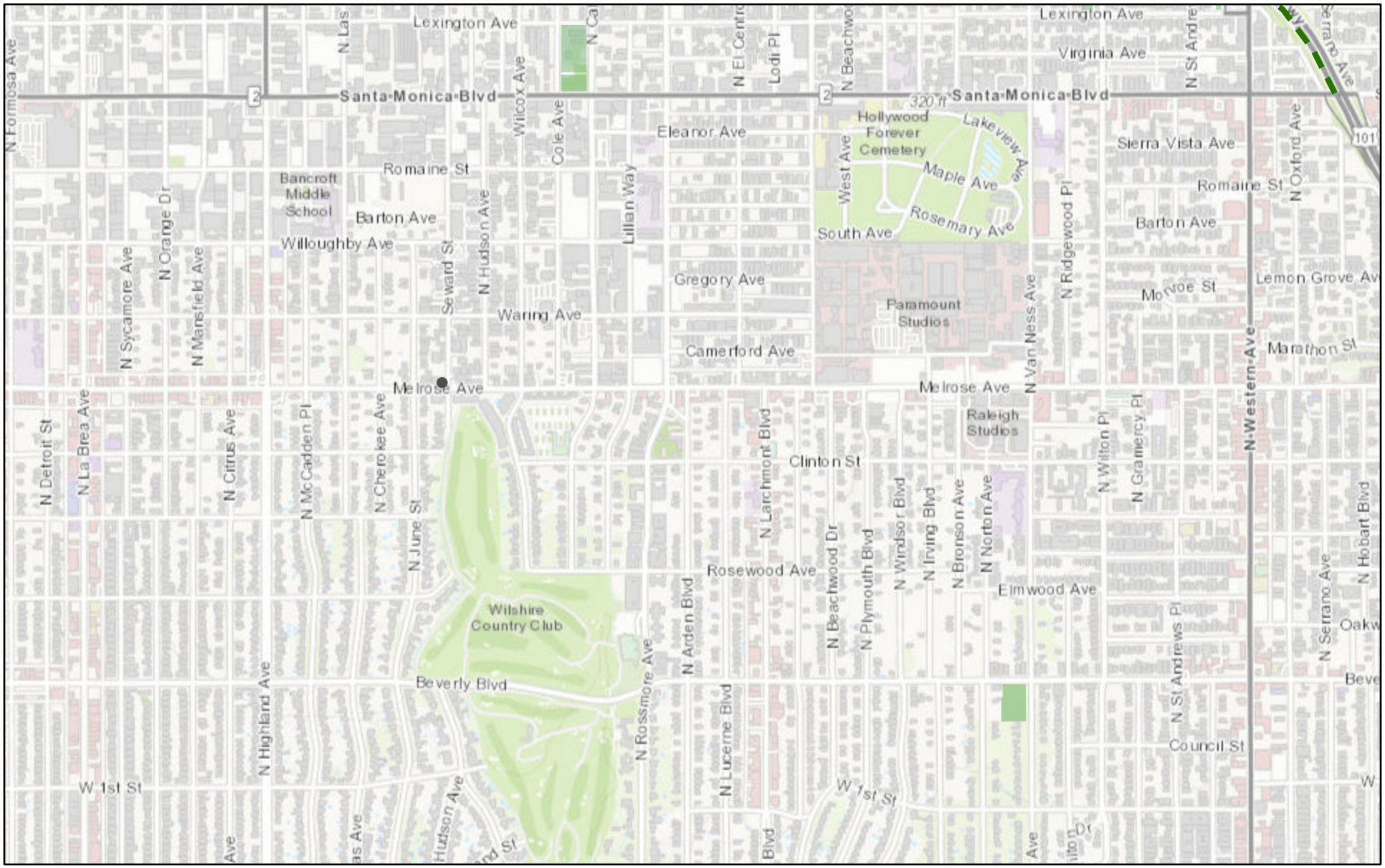
0 0.2 0.4 0.8 km

Library

Library - Half-Mile Buffer

Parks



12/7/2020, 3:43:42 PM

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Green Network

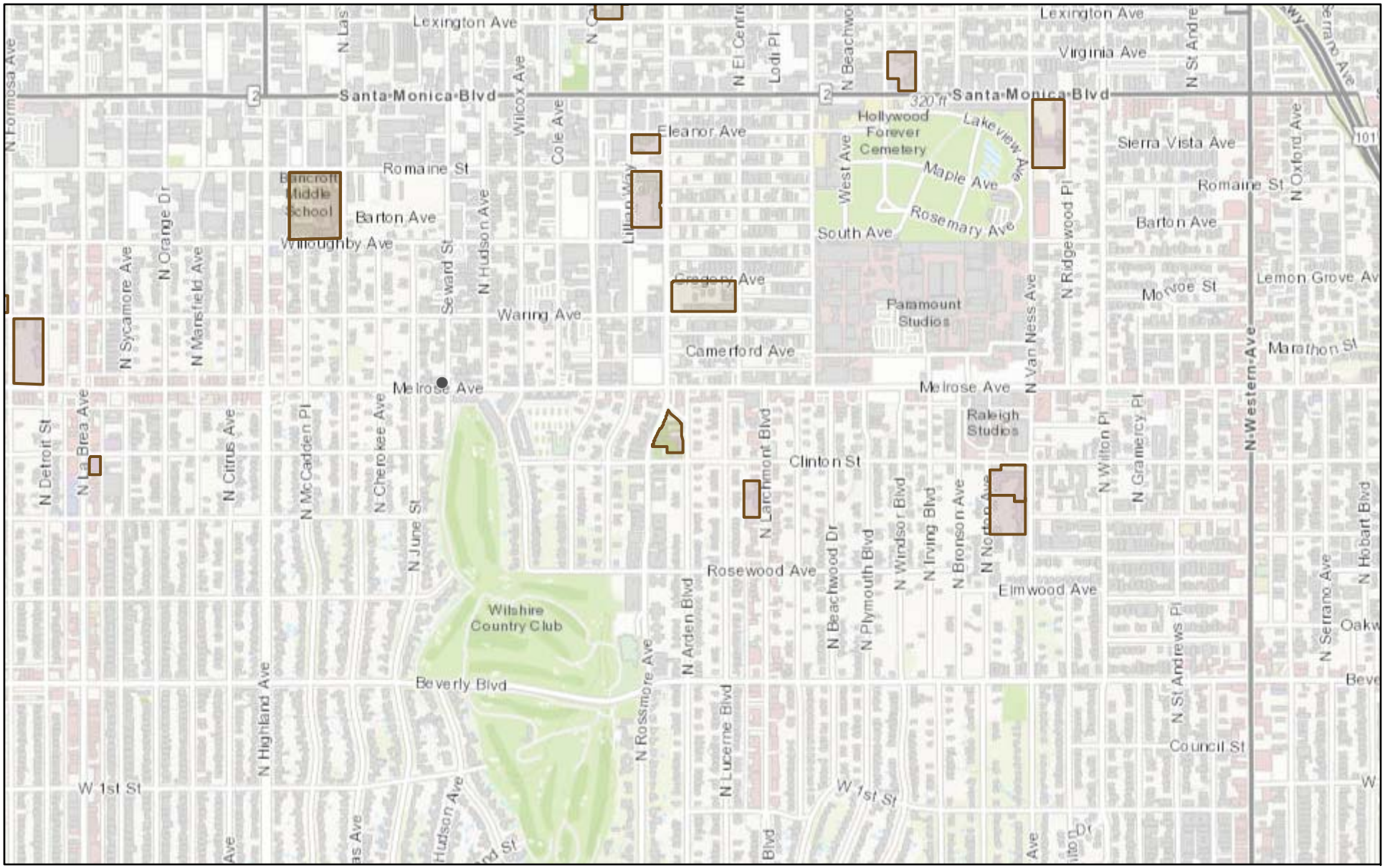
Parks

Bike Paths (Planned)

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

Schools



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1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Schools

Schools

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin,

Los Angeles Department of City Planning

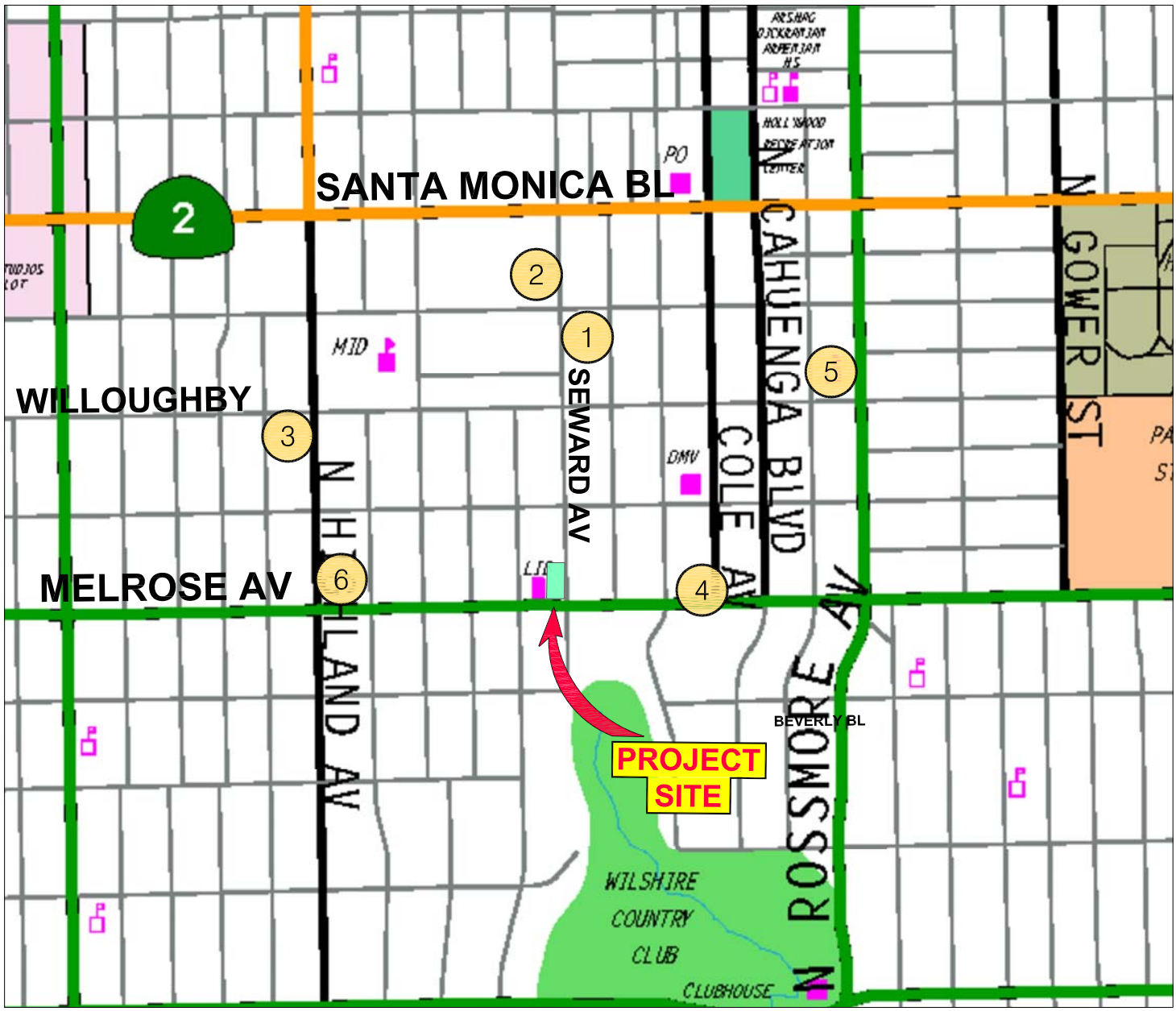
APPENDIX I

RELATED PROJECT INFORMATION

NWC MELROSE SEWARD
CREATIVE OFFICE

RELATED PROJECT LIST

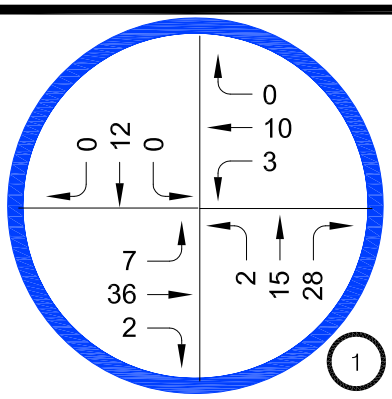
#	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Office	130,000	sf	956 Seward St	1,240	149	37	186	36	144	180
2	Hollywood Center Studios										
	Office	104,155	sf	6601 W Romain St	808	88	4	92	12	39	51
	Storage	1,970	sf								
3	Restaurant	806	sf	859 Highland Av	330	21	20	41	9	9	18
4	Apartments	84	units	707 N Cole Av	398	6	25	31	24	12	36
5	Apartments	85	units	901 Vine St	-32	4	26	30	-5	1	-4
	Restaurant	4,000	sf								
	Retail	4,000	sf								
6	Apartments	33	units	6535 Melorse Av	461	13	20	33	24	16	40
	Restaurant	2,635	sf								
	Retail	2,321	sf								



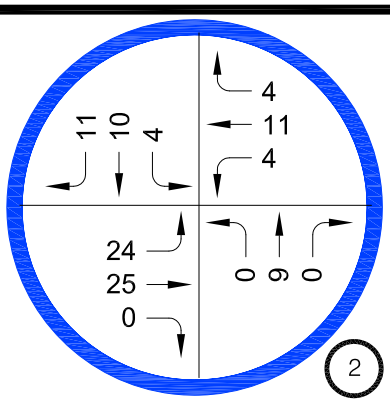
RELATED PROJECT LOCATIONS

12/2020

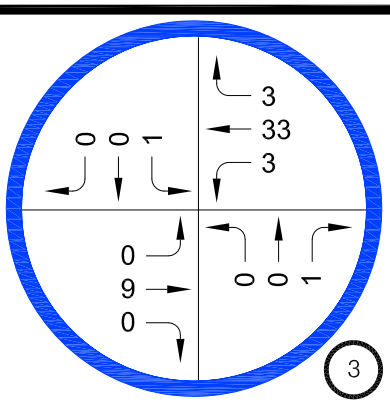
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266
(310) 545-1235 phone, liz@overlandtraffic.com



HIGHLAND AVENUE &
WILLOUGHBY AVENUE

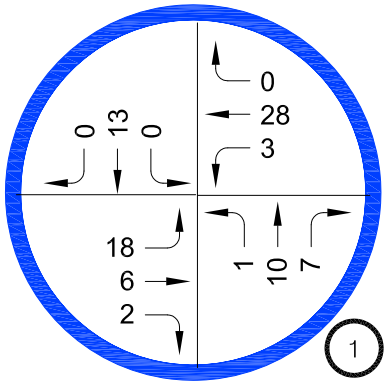


HIGHLAND AVENUE &
MELROSE AVENUE

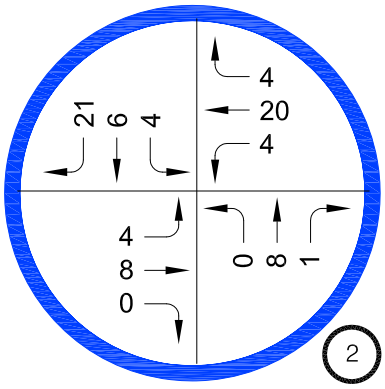


MELROSE AVENUE &
WILCOX AVENUE

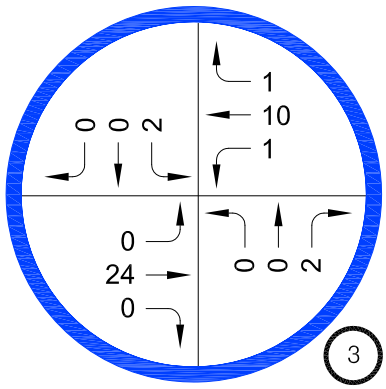
AM PEAK HOUR



HIGHLAND AVENUE &
WILLOUGHBY AVENUE



HIGHLAND AVENUE &
MELROSE AVENUE



MELROSE AVENUE &
WILCOX AVENUE

PM PEAK HOUR

FIGURE 9

RELATED PROJECT ONLY
TRAFFIC VOLUMES

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)545-1235, (661)799-8423 , liz@overlandtraffic.com

APPENDIX J

TRAFFIC VOLUME DATA,
&
HCS LEVEL OF SERVICE WORKSHEETS

TRAFFIC VOLUME DATA

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Highland Avenue

East/West Willoughby Avenue

Day: Tuesday **Date:** June 5, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 18777

	N/B	S/B	E/B	W/B
DUAL-WHEELED	109	116	23	44
BIKES	62	56	13	13
BUSES	17	13	6	20

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	319	9.00	441	8.30	80	8.30	137	7.45
PM PK 15 MIN	344	3.00	380	3.15	147	3.30	88	5.30
AM PK HOUR	1217	8.15	1471	8.30	285	8.30	512	7.45
PM PK HOUR	1243	4.00	1324	3.00	543	5.00	310	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	43	969	34	1046
8-9	50	1113	27	1190
9-10	54	1083	36	1173
3-4	55	1140	36	1231
4-5	40	1172	31	1243
5-6	39	1153	51	1243
TOTAL	281	6630	215	7126

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	1097	48	1158
8-9	26	1351	69	1446
9-10	23	1238	71	1332
3-4	44	1228	52	1324
4-5	51	1216	41	1308
5-6	46	1181	54	1281
TOTAL	203	7311	335	7849

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2204	18	1	9	4
2636	13	0	9	4
2505	16	1	10	2
2555	19	2	15	5
2551	18	4	14	0
2524	18	3	11	2
14975	102	11	68	17

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	79	39	176
8-9	72	149	55	276
9-10	76	139	55	270
3-4	113	310	91	514
4-5	97	304	60	461
5-6	110	372	61	543
TOTAL	526	1353	361	2240

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	235	49	373
8-9	108	349	38	495
9-10	85	243	45	373
3-4	48	142	29	219
4-5	60	133	44	237
5-6	82	192	36	310
TOTAL	472	1294	241	2007

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
549	10	5	10	1
771	16	0	9	0
643	18	0	9	2
733	18	2	13	2
698	17	6	9	2
853	6	0	6	2
4247	85	13	56	9

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Highland Avenue				
East/West:	Willoughby Avenue				
Day:	Tuesday	Date:	June 5, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	18777
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	9	0	9
8-9	0	18	0	18
9-10	0	16	0	16
3-4	0	2	0	2
4-5	0	10	0	10
5-6	0	7	0	7
TOTAL	0	62	0	62

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	6	0	6
8-9	0	5	0	5
9-10	0	8	0	8
3-4	0	8	0	8
4-5	0	11	0	11
5-6	0	18	0	18
TOTAL	0	56	0	56

TOTAL

Hours	N-S
7-8	15
8-9	23
9-10	24
3-4	10
4-5	21
5-6	25
TOTAL	118

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	1	0	1
9-10	0	0	0	0
3-4	0	1	0	1
4-5	0	5	0	5
5-6	0	5	0	5
TOTAL	0	13	0	13

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	6	0	6
8-9	0	0	0	0
9-10	0	1	0	1
3-4	0	1	0	1
4-5	0	2	0	2
5-6	0	3	0	3
TOTAL	0	13	0	13

TOTAL

Hours	N-S
7-8	7
8-9	1
9-10	1
3-4	2
4-5	7
5-6	8
TOTAL	26

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	5	6	1	2	14
- No helmet riders	30	21	7	9	67
- Sidewalk Riding	17	14	12	11	54
- Wrong way riding	3	4	2	9	18

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Highland Avenue				
East/West:	Willoughby Avenue				
Day:	Tuesday	Date:	June 5, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	18777
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	2	7	1	6	16
7:15-7:30	3	4	2	2	11
7:30-7:45	2	3	2	3	10
7:45-8:00	6	5	6	4	21
8:00-8:15	8	2	4	4	18
8:15-8:30	1	1	2	3	7
8:30-8:45	1	2	0	3	6
8:45-9:00	3	8	3	6	20
9:00-9:15	2	6	1	2	11
9:15-9:30	0	7	6	8	21
9:30-9:45	6	3	1	4	14
9:45-10:00	4	1	3	4	12
Hours					
7 - 8	13	19	11	15	58
8 - 9	13	13	9	16	51
9 - 10	12	17	11	18	58
TOTAL	38	49	31	49	167

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	4	4	4	2	14
3:15-3:30	4	4	2	4	14
3:30-3:45	6	18	16	8	48
3:45-4:00	6	12	4	22	44
4:00-4:15	4	4	8	6	22
4:15-4:30	4	12	4	4	24
4:30-4:45	4	20	6	10	40
4:45-5:00	2	0	0	14	16
5:00-5:15	7	12	2	0	21
5:15-5:30	3	10	0	2	15
5:30-5:45	2	10	2	4	18
5:45-6:00	1	4	8	6	19
Hours					
3 - 4	20	38	26	36	120
4 - 5	14	36	18	34	102
5 - 6	13	36	12	12	73
	47	110	56	82	295

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	7	2	3	3	15

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Highland Avenue
E/W: Willoughby Avenue
Weather: Clear

File Name : 07_LAC_Highland_Willoughby AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	263	18	281	12	34	4	50	14	213	8	235	16	6	4	26	592
07:15 AM	2	275	6	283	22	49	11	82	7	204	5	216	11	15	11	37	618
07:30 AM	4	264	13	281	21	65	18	104	9	263	9	281	16	30	13	59	725
07:45 AM	7	295	11	313	34	87	16	137	13	289	12	314	15	28	11	54	818
Total	13	1097	48	1158	89	235	49	373	43	969	34	1046	58	79	39	176	2753
08:00 AM	4	333	23	360	32	85	11	128	16	271	5	292	18	43	14	75	855
08:15 AM	5	277	7	289	25	98	5	128	11	282	7	300	16	33	8	57	774
08:30 AM	8	405	28	441	29	77	13	119	11	289	7	307	20	42	18	80	947
08:45 AM	9	336	11	356	22	89	9	120	12	271	8	291	18	31	15	64	831
Total	26	1351	69	1446	108	349	38	495	50	1113	27	1190	72	149	55	276	3407
09:00 AM	5	326	15	346	27	72	10	109	7	301	11	319	18	37	17	72	846
09:15 AM	7	304	17	328	21	59	13	93	21	241	8	270	15	39	15	69	760
09:30 AM	6	324	17	347	16	55	10	81	12	274	8	294	24	34	11	69	791
09:45 AM	5	284	22	311	21	57	12	90	14	267	9	290	19	29	12	60	751
Total	23	1238	71	1332	85	243	45	373	54	1083	36	1173	76	139	55	270	3148
Grand Total	62	3686	188	3936	282	827	132	1241	147	3165	97	3409	206	367	149	722	9308
Apprch %	1.6	93.6	4.8		22.7	66.6	10.6		4.3	92.8	2.8		28.5	50.8	20.6		
Total %	0.7	39.6	2	42.3	3	8.9	1.4	13.3	1.6	34	1	36.6	2.2	3.9	1.6	7.8	
Passenger Vehicles	60	3603	184	3847	272	805	120	1197	143	3101	95	3339	202	361	149	712	9095
% Passenger Vehicles	96.8	97.7	97.9	97.7	96.5	97.3	90.9	96.5	97.3	98	97.9	97.9	98.1	98.4	100	98.6	97.7
Dual Wheeled	1	75	4	80	9	12	9	30	4	54	1	59	4	4	0	8	177
% Dual Wheeled	1.6	2	2.1	2	3.2	1.5	6.8	2.4	2.7	1.7	1	1.7	1.9	1.1	0	1.1	1.9
Buses	1	8	0	9	1	10	3	14	0	10	1	11	0	2	0	2	36
% Buses	1.6	0.2	0	0.2	0.4	1.2	2.3	1.1	0	0.3	1	0.3	0	0.5	0	0.3	0.4

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	333	23	360	**32**	85	11	**128**	**16**	271	5	292	18	**43**	14	75	855
08:15 AM	5	277	7	289	25	**98**	5	128	11	282	7	300	16	33	8	57	774
08:30 AM	8	**405**	**28**	**441**	29	77	**13**	119	11	**289**	7	**307**	**20**	42	**18**	**80**	**947**
08:45 AM	**9**	336	11	356	22	89	9	120	12	271	**8**	291	18	31	15	64	831
Total Volume	26	1351	69	1446	108	349	38	495	50	1113	27	1190	72	149	55	276	3407
% App. Total	1.8	93.4	4.8		21.8	70.5	7.7		4.2	93.5	2.3		26.1	54	19.9		
PHF	.722	.834	.616	.820	.844	.890	.731	.967	.781	.963	.844	.969	.900	.866	.764	.863	.899

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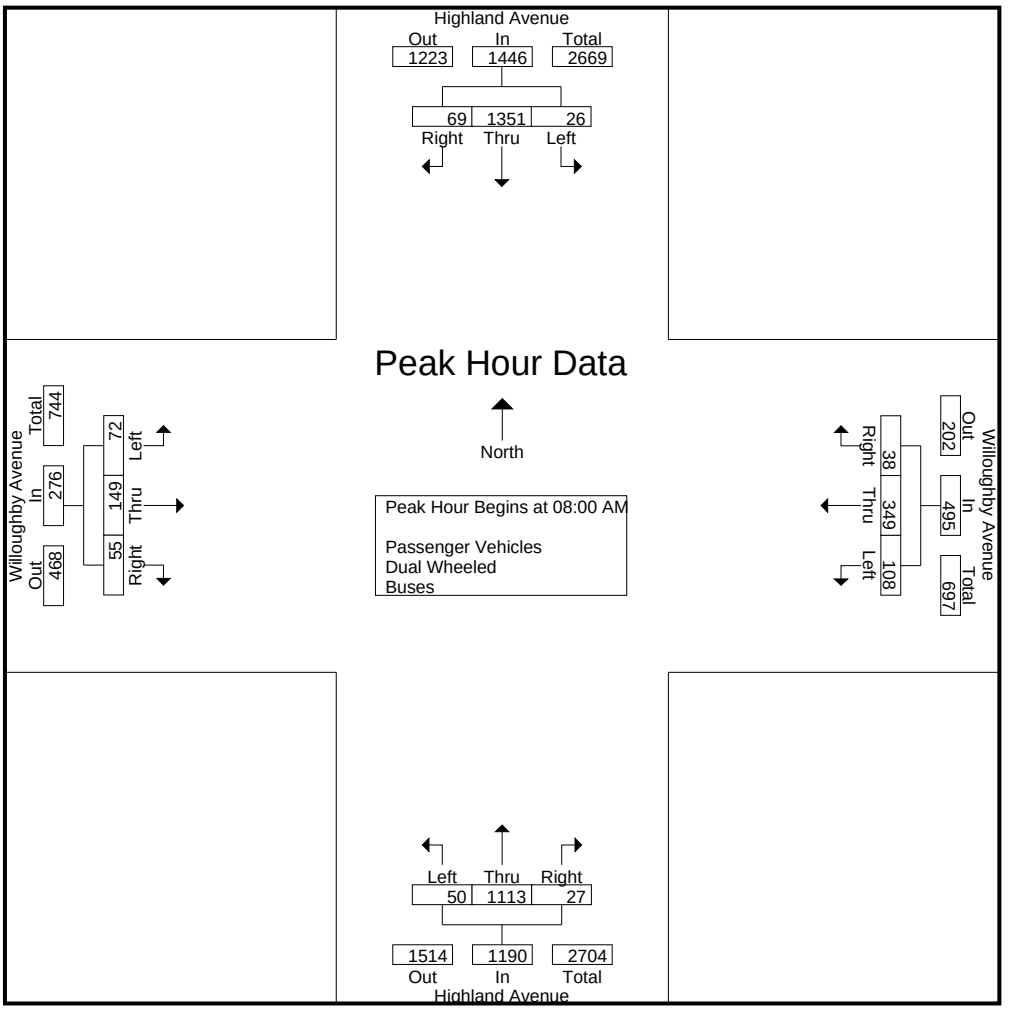

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30 AM				07:45 AM				08:15 AM				08:30 AM			
+0 mins.	8	**405**	**28**	**441**	**34**	87	**16**	**137**	11	282	7	300	**20**	**42**	**18**	**80**
+15 mins.	**9**	336	11	356	32	85	11	128	11	289	7	307	18	31	15	64
+30 mins.	5	326	15	346	25	**98**	5	128	**12**	271	8	291	18	37	17	72
+45 mins.	7	304	17	328	29	77	13	119	7	**301**	**11**	**319**	15	39	15	69
Total Volume	29	1371	71	1471	120	347	45	512	41	1143	33	1217	71	149	65	285
% App. Total	2	93.2	4.8		23.4	67.8	8.8		3.4	93.9	2.7		24.9	52.3	22.8	
PHF	.806	.846	.634	.834	.882	.885	.703	.934	.854	.949	.750	.954	.888	.887	.903	.891

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Groups Printed- Passenger Vehicles

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	257	16	273	12	34	2	48	14	209	8	231	14	6	4	24	576
07:15 AM	1	265	6	272	21	46	11	78	7	198	5	210	11	15	11	37	597
07:30 AM	4	254	13	271	20	59	17	96	9	255	9	273	16	30	13	59	699
07:45 AM	7	290	11	308	34	84	12	130	13	282	12	307	15	27	11	53	798
Total	12	1066	46	1124	87	223	42	352	43	944	34	1021	56	78	39	173	2670
08:00 AM	4	324	22	350	32	82	11	125	14	265	5	284	18	41	14	73	832
08:15 AM	4	274	7	285	23	98	5	126	10	276	7	293	16	33	8	57	761
08:30 AM	8	398	28	434	28	75	12	115	11	285	7	303	20	41	18	79	931
08:45 AM	9	332	11	352	21	88	8	117	12	267	8	287	16	31	15	62	818
Total	25	1328	68	1421	104	343	36	483	47	1093	27	1167	70	146	55	271	3342
09:00 AM	5	321	15	341	26	71	9	106	7	296	10	313	18	37	17	72	832
09:15 AM	7	297	17	321	21	59	11	91	20	236	8	264	15	38	15	68	744
09:30 AM	6	316	17	339	16	55	10	81	12	274	7	293	24	33	11	68	781
09:45 AM	5	275	21	301	18	54	12	84	14	258	9	281	19	29	12	60	726
Total	23	1209	70	1302	81	239	42	362	53	1064	34	1151	76	137	55	268	3083
Grand Total	60	3603	184	3847	272	805	120	1197	143	3101	95	3339	202	361	149	712	9095
Apprch %	1.6	93.7	4.8		22.7	67.3	10		4.3	92.9	2.8		28.4	50.7	20.9		
Total %	0.7	39.6	2	42.3	3	8.9	1.3	13.2	1.6	34.1	1	36.7	2.2	4	1.6	7.8	

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	324	22	350	**32**	82	11	125	**14**	265	5	284	18	**41**	14	73	832
08:15 AM	4	274	7	285	23	**98**	5	**126**	10	276	7	293	16	33	8	57	761
08:30 AM	8	**398**	**28**	**434**	28	75	**12**	115	11	**285**	7	**303**	**20**	41	**18**	**79**	**931**
08:45 AM	**9**	332	11	352	21	88	8	117	12	267	**8**	287	16	31	15	62	818
Total Volume	25	1328	68	1421	104	343	36	483	47	1093	27	1167	70	146	55	271	3342
% App. Total	1.8	93.5	4.8		21.5	71	7.5		4	93.7	2.3		25.8	53.9	20.3		
PHF	.694	.834	.607	.819	.813	.875	.750	.958	.839	.959	.844	.963	.875	.890	.764	.858	.897

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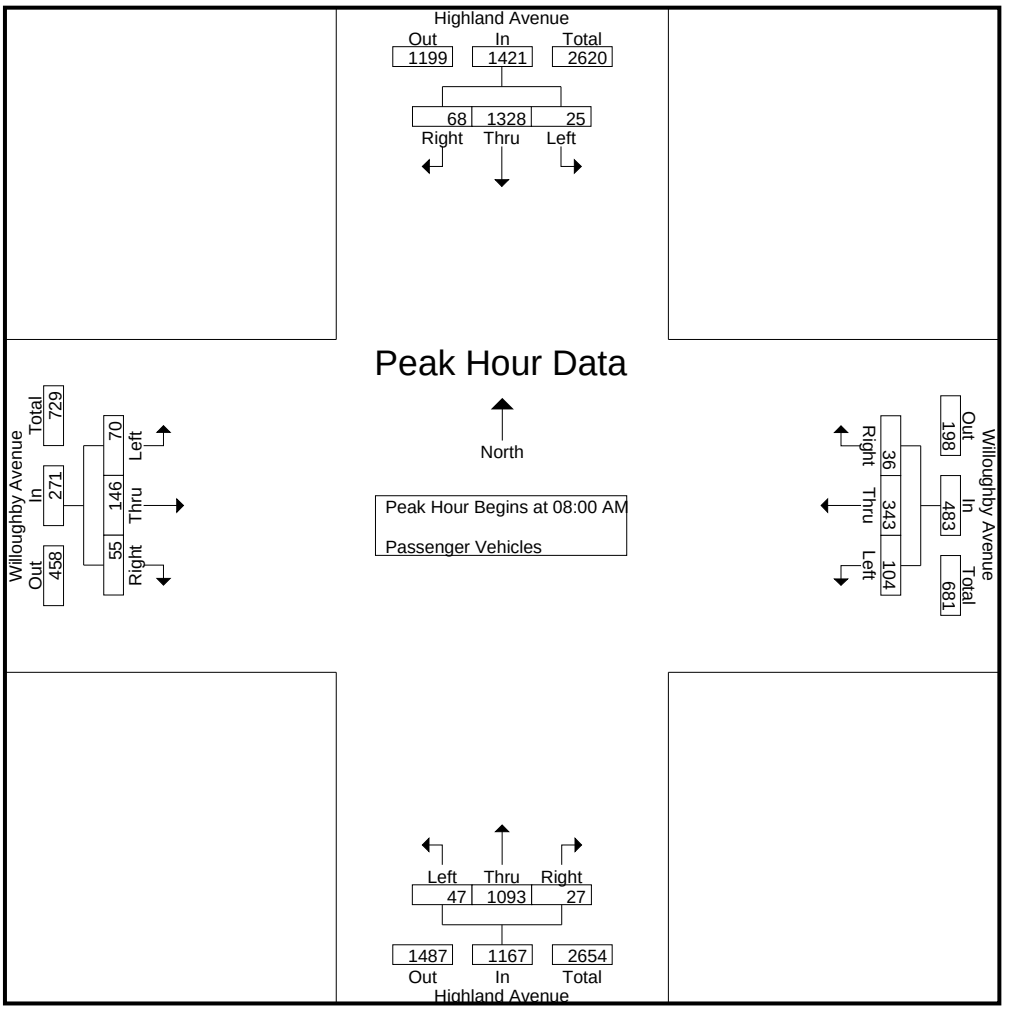

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	4	324	22	350	**32**	82	11	125	**14**	265	5	284	18	**41**	14	73
+15 mins.	4	274	7	285	23	**98**	5	**126**	10	276	7	293	16	33	8	57
+30 mins.	8	**398**	**28**	**434**	28	75	**12**	115	11	**285**	7	**303**	**20**	41	**18**	**79**
+45 mins.	**9**	332	11	352	21	88	8	117	12	267	**8**	287	16	31	15	62
Total Volume	25	1328	68	1421	104	343	36	483	47	1093	27	1167	70	146	55	271
% App. Total	1.8	93.5	4.8		21.5	71	7.5		4	93.7	2.3		25.8	53.9	20.3	
PHF	.694	.834	.607	.819	.813	.875	.750	.958	.839	.959	.844	.963	.875	.890	.764	.858

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Groups Printed- Dual Wheeled

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	2	8	0	0	2	2	0	4	0	4	2	0	0	2	16
07:15 AM	1	9	0	10	1	1	0	2	0	2	0	2	0	0	0	0	14
07:30 AM	0	8	0	8	0	1	0	1	0	5	0	5	0	0	0	0	14
07:45 AM	0	5	0	5	0	2	2	4	0	6	0	6	0	1	0	1	16
Total	1	28	2	31	1	4	4	9	0	17	0	17	2	1	0	3	60
08:00 AM	0	6	1	7	0	1	0	1	2	5	0	7	0	1	0	1	16
08:15 AM	0	2	0	2	2	0	0	2	1	6	0	7	0	0	0	0	11
08:30 AM	0	7	0	7	1	2	1	4	0	4	0	4	0	0	0	0	15
08:45 AM	0	4	0	4	1	1	1	3	0	4	0	4	2	0	0	2	13
Total	0	19	1	20	4	4	2	10	3	19	0	22	2	1	0	3	55
09:00 AM	0	5	0	5	1	1	1	3	0	5	0	5	0	0	0	0	13
09:15 AM	0	7	0	7	0	0	2	2	1	4	0	5	0	1	0	1	15
09:30 AM	0	8	0	8	0	0	0	0	0	0	1	1	0	1	0	1	10
09:45 AM	0	8	1	9	3	3	0	6	0	9	0	9	0	0	0	0	24
Total	0	28	1	29	4	4	3	11	1	18	1	20	0	2	0	2	62
Grand Total	1	75	4	80	9	12	9	30	4	54	1	59	4	4	0	8	177
Apprch %	1.2	93.8	5		30	40	30		6.8	91.5	1.7		50	50	0		
Total %	0.6	42.4	2.3	45.2	5.1	6.8	5.1	16.9	2.3	30.5	0.6	33.3	2.3	2.3	0	4.5	

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	6	**1**	**7**	0	1	0	1	**2**	5	0	**7**	0	**1**	0	1	**16**
08:15 AM	0	2	0	2	**2**	0	0	2	1	**6**	0	7	0	0	0	0	11
08:30 AM	0	**7**	0	7	1	**2**	**1**	**4**	0	4	0	4	0	0	0	0	15
08:45 AM	0	4	0	4	1	1	1	3	0	4	0	4	**2**	0	0	**2**	13
Total Volume	0	19	1	20	4	4	2	10	3	19	0	22	2	1	0	3	55
% App. Total	0	95	5		40	40	20		13.6	86.4	0		66.7	33.3	0		
PHF	.000	.679	.250	.714	.500	.500	.500	.625	.375	.792	.000	.786	.250	.250	.000	.375	.859

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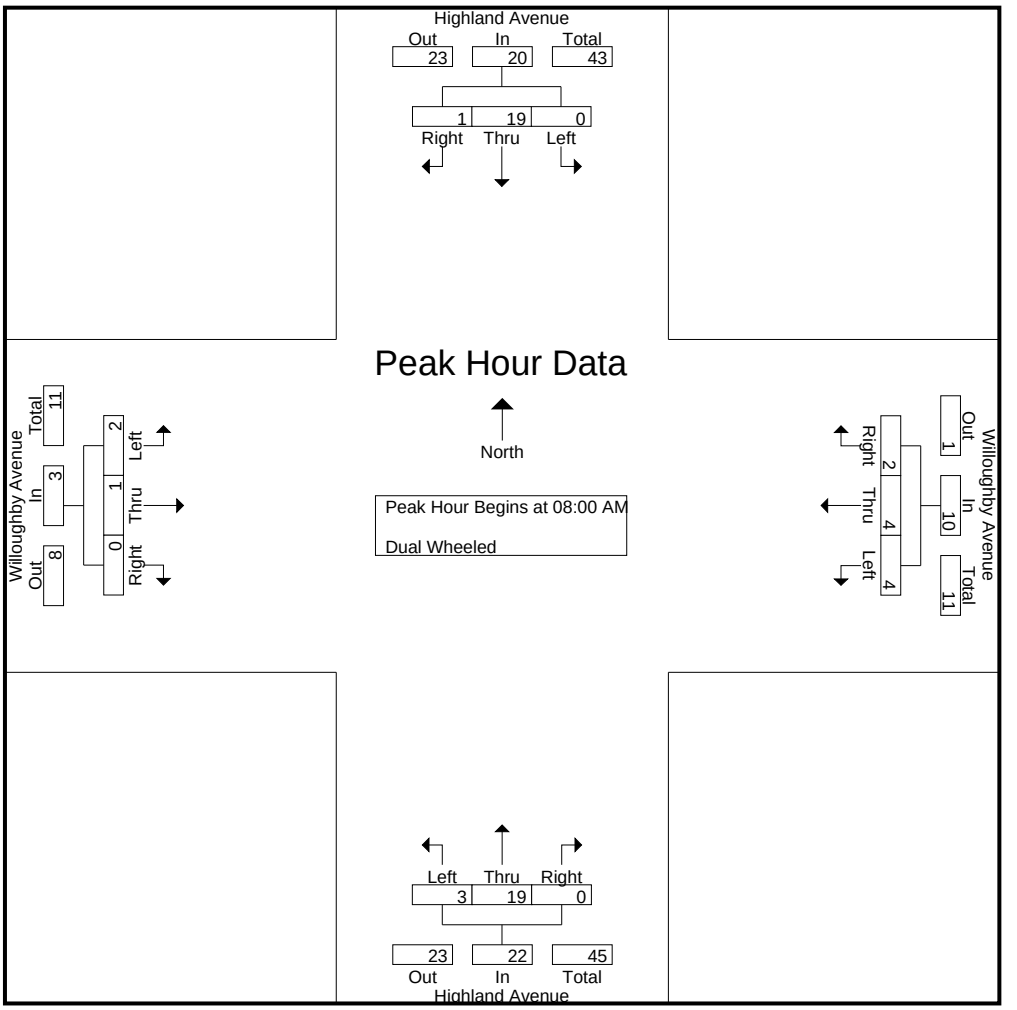

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	6	**1**	**7**	0	1	0	1	**2**	5	0	**7**	0	**1**	0	1
+15 mins.	0	2	0	2	**2**	0	0	2	1	**6**	0	7	0	0	0	0
+30 mins.	0	**7**	0	7	1	**2**	**1**	**4**	0	4	0	4	0	0	0	0
+45 mins.	0	4	0	4	1	1	1	3	0	4	0	4	**2**	0	0	**2**
Total Volume	0	19	1	20	4	4	2	10	3	19	0	22	2	1	0	3
% App. Total	0	95	5		40	40	20		13.6	86.4	0		66.7	33.3	0	
PHF	.000	.679	.250	.714	.500	.500	.500	.625	.375	.792	.000	.786	.250	.250	.000	.375

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Groups Printed- Buses

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	2	0	2	0	4	0	4	0	0	0	0	7
07:30 AM	0	2	0	2	1	5	1	7	0	3	0	3	0	0	0	0	12
07:45 AM	0	0	0	0	0	1	2	3	0	1	0	1	0	0	0	0	4
Total	0	3	0	3	1	8	3	12	0	8	0	8	0	0	0	0	23
08:00 AM	0	3	0	3	0	2	0	2	0	1	0	1	0	1	0	1	7
08:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	4	0	5	0	2	0	2	0	1	0	1	0	2	0	2	10
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Grand Total	1	8	0	9	1	10	3	14	0	10	1	11	0	2	0	2	36
Apprch %	11.1	88.9	0		7.1	71.4	21.4		0	90.9	9.1		0	100	0		
Total %	2.8	22.2	0	25	2.8	27.8	8.3	38.9	0	27.8	2.8	30.6	0	5.6	0	5.6	

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**3**	0	**3**	0	**2**	0	**2**	0	**1**	0	**1**	0	**1**	0	**1**	**7**
08:15 AM	**1**	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	4	0	5	0	2	0	2	0	1	0	1	0	2	0	2	10
% App. Total	20	80	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.333	.000	.417	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500	.357

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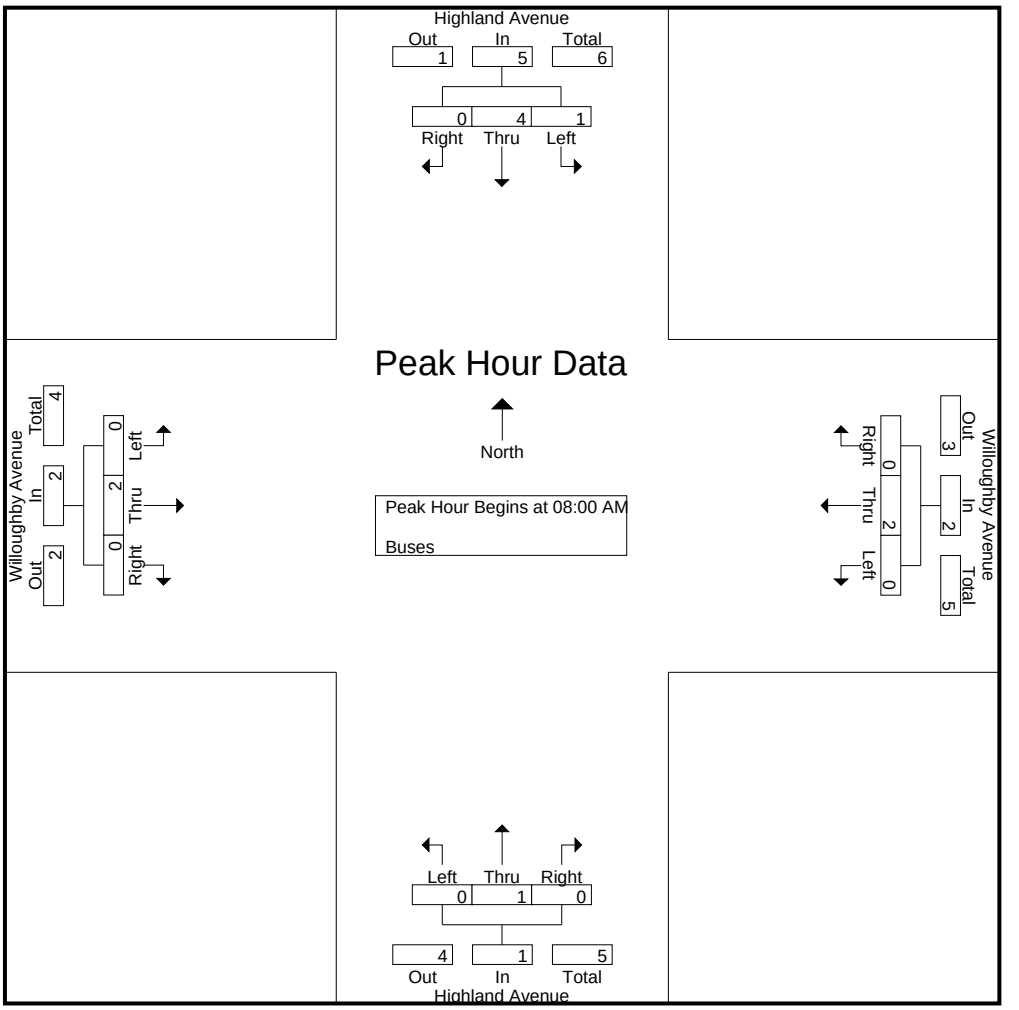

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**3**	0	**3**	0	**2**	0	**2**	0	**1**	0	**1**	0	**1**	0	**1**
+15 mins.	**1**	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	4	0	5	0	2	0	2	0	1	0	1	0	2	0	2
% App. Total	20	80	0		0	100	0		0	100	0		0	100	0	
PHF	.250	.333	.000	.417	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500

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File Name : 07_LAC_Highland_Willoughby PM
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	7	290	11	308	11	40	7	58	14	323	7	344	29	59	19	107	817
03:15 PM	8	358	14	380	14	40	9	63	15	307	15	337	30	64	22	116	896
03:30 PM	15	302	12	329	13	23	9	45	13	238	8	259	33	86	28	147	780
03:45 PM	14	278	15	307	10	39	4	53	13	272	6	291	21	101	22	144	795
Total	44	1228	52	1324	48	142	29	219	55	1140	36	1231	113	310	91	514	3288
04:00 PM	15	263	15	293	15	37	10	62	10	302	9	321	27	64	17	108	784
04:15 PM	12	346	10	368	15	25	13	53	14	284	7	305	25	85	16	126	852
04:30 PM	14	276	7	297	13	31	8	52	7	310	6	323	28	81	15	124	796
04:45 PM	10	331	9	350	17	40	13	70	9	276	9	294	17	74	12	103	817
Total	51	1216	41	1308	60	133	44	237	40	1172	31	1243	97	304	60	461	3249
05:00 PM	9	268	7	284	22	57	5	84	6	297	18	321	33	93	9	135	824
05:15 PM	17	331	15	363	19	36	6	61	7	280	13	300	25	88	14	127	851
05:30 PM	10	283	10	303	24	49	15	88	7	282	6	295	31	90	21	142	828
05:45 PM	10	299	22	331	17	50	10	77	19	294	14	327	21	101	17	139	874
Total	46	1181	54	1281	82	192	36	310	39	1153	51	1243	110	372	61	543	3377
Grand Total	141	3625	147	3913	190	467	109	766	134	3465	118	3717	320	986	212	1518	9914
Apprch %	3.6	92.6	3.8		24.8	61	14.2		3.6	93.2	3.2		21.1	65	14		
Total %	1.4	36.6	1.5	39.5	1.9	4.7	1.1	7.7	1.4	35	1.2	37.5	3.2	9.9	2.1	15.3	
Passenger Vehicles	139	3588	146	3873	184	464	98	746	134	3410	117	3661	315	975	209	1499	9779
% Passenger Vehicles	98.6	99	99.3	99	96.8	99.4	89.9	97.4	100	98.4	99.2	98.5	98.4	98.9	98.6	98.7	98.6
Dual Wheeled	2	33	1	36	4	3	7	14	0	49	1	50	5	8	2	15	115
% Dual Wheeled	1.4	0.9	0.7	0.9	2.1	0.6	6.4	1.8	0	1.4	0.8	1.3	1.6	0.8	0.9	1	1.2
Buses	0	4	0	4	2	0	4	6	0	6	0	6	0	3	1	4	20
% Buses	0	0.1	0	0.1	1.1	0	3.7	0.8	0	0.2	0	0.2	0	0.3	0.5	0.3	0.2

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	268	7	284	22	**57**	5	84	6	**297**	**18**	321	**33**	93	9	135	824
05:15 PM	**17**	**331**	15	**363**	19	36	6	61	7	280	13	300	25	88	14	127	851
05:30 PM	10	283	10	303	**24**	49	**15**	**88**	7	282	6	295	31	90	**21**	**142**	828
05:45 PM	10	299	**22**	331	17	50	10	77	**19**	294	14	**327**	21	**101**	17	139	**874**
Total Volume	46	1181	54	1281	82	192	36	310	39	1153	51	1243	110	372	61	543	3377
% App. Total	3.6	92.2	4.2		26.5	61.9	11.6		3.1	92.8	4.1		20.3	68.5	11.2		
PHF	.676	.892	.614	.882	.854	.842	.600	.881	.513	.971	.708	.950	.833	.921	.726	.956	.966

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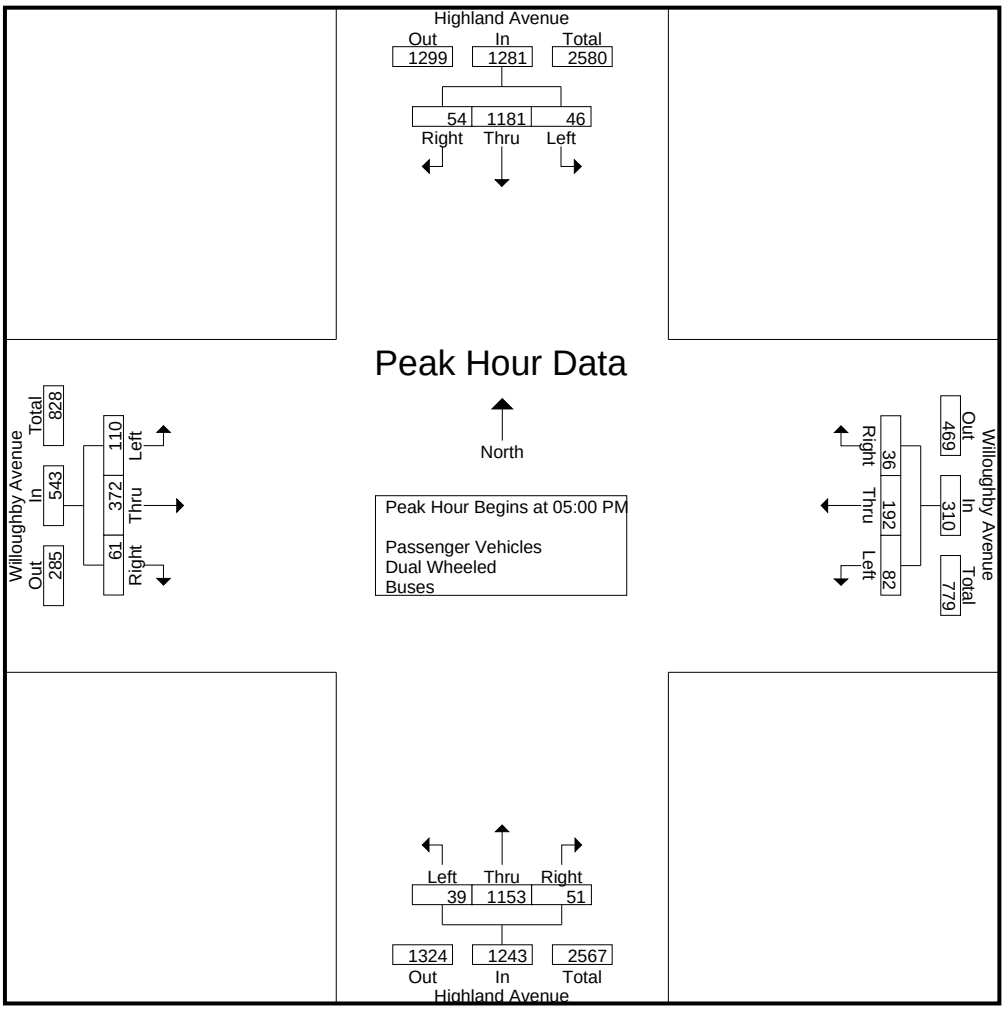

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	7	290	11	308	22	**57**	5	84	10	302	**9**	321	**33**	93	9	135
+15 mins.	8	**358**	14	**380**	19	36	6	61	**14**	284	7	305	25	88	14	127
+30 mins.	**15**	302	12	329	**24**	49	**15**	**88**	7	**310**	6	**323**	31	90	**21**	**142**
+45 mins.	14	278	**15**	307	17	50	10	77	9	276	9	294	21	**101**	17	139
Total Volume	44	1228	52	1324	82	192	36	310	40	1172	31	1243	110	372	61	543
% App. Total	3.3	92.7	3.9		26.5	61.9	11.6		3.2	94.3	2.5		20.3	68.5	11.2	
PHF	.733	.858	.867	.871	.854	.842	.600	.881	.714	.945	.861	.962	.833	.921	.726	.956

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Groups Printed- Passenger Vehicles

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	7	286	11	304	10	39	5	54	14	318	7	339	29	57	19	105	802
03:15 PM	8	354	14	376	12	39	6	57	15	299	15	329	30	62	21	113	875
03:30 PM	15	297	12	324	12	23	7	42	13	235	8	256	32	85	28	145	767
03:45 PM	12	276	15	303	10	39	3	52	13	269	6	288	21	101	21	143	786
Total	42	1213	52	1307	44	140	21	205	55	1121	36	1212	112	305	89	506	3230
04:00 PM	15	262	14	291	15	37	9	61	10	297	9	316	25	63	17	105	773
04:15 PM	12	342	10	364	14	25	13	52	14	278	7	299	25	84	16	125	840
04:30 PM	14	271	7	292	13	31	8	52	7	307	6	320	28	81	15	124	788
04:45 PM	10	328	9	347	16	40	12	68	9	272	9	290	17	74	12	103	808
Total	51	1203	40	1294	58	133	42	233	40	1154	31	1225	95	302	60	457	3209
05:00 PM	9	266	7	282	22	57	5	84	6	294	18	318	33	89	8	130	814
05:15 PM	17	330	15	362	19	36	6	61	7	274	13	294	25	88	14	127	844
05:30 PM	10	282	10	302	24	49	14	87	7	277	5	289	30	90	21	141	819
05:45 PM	10	294	22	326	17	49	10	76	19	290	14	323	20	101	17	138	863
Total	46	1172	54	1272	82	191	35	308	39	1135	50	1224	108	368	60	536	3340
Grand Total	139	3588	146	3873	184	464	98	746	134	3410	117	3661	315	975	209	1499	9779
Apprch %	3.6	92.6	3.8		24.7	62.2	13.1		3.7	93.1	3.2		21	65	13.9		
Total %	1.4	36.7	1.5	39.6	1.9	4.7	1	7.6	1.4	34.9	1.2	37.4	3.2	10	2.1	15.3	

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	266	7	282	22	**57**	5	84	6	**294**	**18**	318	**33**	89	8	130	814
05:15 PM	**17**	**330**	15	**362**	19	36	6	61	7	274	13	294	25	88	14	127	844
05:30 PM	10	282	10	302	**24**	49	**14**	**87**	7	277	5	289	30	90	**21**	**141**	819
05:45 PM	10	294	**22**	326	17	49	10	76	**19**	290	14	**323**	20	**101**	17	138	**863**
Total Volume	46	1172	54	1272	82	191	35	308	39	1135	50	1224	108	368	60	536	3340
% App. Total	3.6	92.1	4.2		26.6	62	11.4		3.2	92.7	4.1		20.1	68.7	11.2		
PHF	.676	.888	.614	.878	.854	.838	.625	.885	.513	.965	.694	.947	.818	.911	.714	.950	.968

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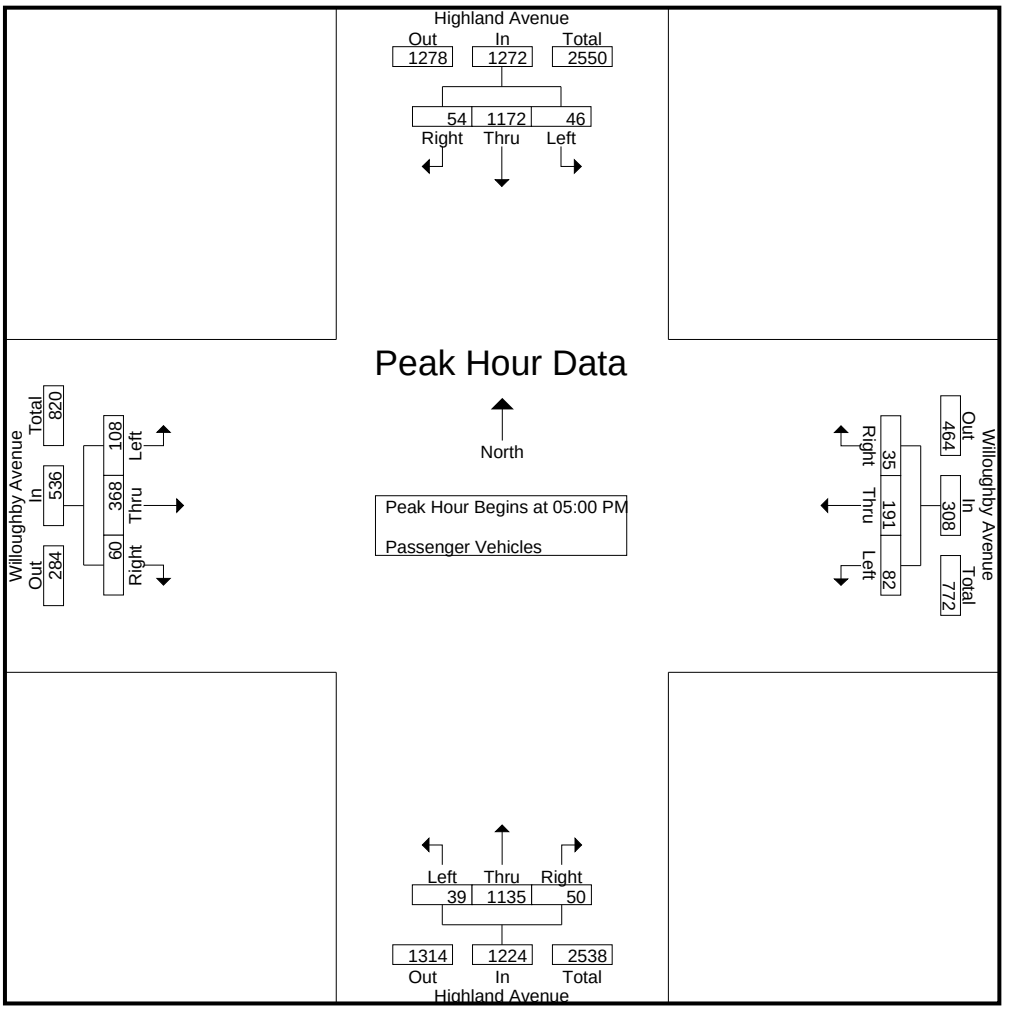

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	9	266	7	282	22	**57**	5	84	6	**294**	**18**	318	**33**	89	8	130
+15 mins.	**17**	**330**	15	**362**	19	36	6	61	7	274	13	294	25	88	14	127
+30 mins.	10	282	10	302	**24**	49	**14**	**87**	7	277	5	289	30	90	**21**	**141**
+45 mins.	10	294	**22**	326	17	49	10	76	**19**	290	14	**323**	20	**101**	17	138
Total Volume	46	1172	54	1272	82	191	35	308	39	1135	50	1224	108	368	60	536
% App. Total	3.6	92.1	4.2		26.6	62	11.4		3.2	92.7	4.1		20.1	68.7	11.2	
PHF	.676	.888	.614	.878	.854	.838	.625	.885	.513	.965	.694	.947	.818	.911	.714	.950

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Groups Printed- Dual Wheeled

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	0	3	1	1	1	3	0	4	0	4	0	1	0	1	11
03:15 PM	0	3	0	3	0	1	2	3	0	6	0	6	0	2	0	2	14
03:30 PM	0	4	0	4	1	0	1	2	0	2	0	2	1	1	0	2	10
03:45 PM	2	2	0	4	0	0	1	1	0	2	0	2	0	0	1	1	8
Total	2	12	0	14	2	2	5	9	0	14	0	14	1	4	1	6	43
04:00 PM	0	0	1	1	0	0	0	0	0	5	0	5	2	0	0	2	8
04:15 PM	0	4	0	4	1	0	0	1	0	6	0	6	0	1	0	1	12
04:30 PM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
04:45 PM	0	3	0	3	1	0	1	2	0	4	0	4	0	0	0	0	9
Total	0	12	1	13	2	0	1	3	0	18	0	18	2	1	0	3	37
05:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	3	1	4	8
05:15 PM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
05:30 PM	0	1	0	1	0	0	1	1	0	5	1	6	1	0	0	1	9
05:45 PM	0	5	0	5	0	1	0	1	0	4	0	4	1	0	0	1	11
Total	0	9	0	9	0	1	1	2	0	17	1	18	2	3	1	6	35
Grand Total	2	33	1	36	4	3	7	14	0	49	1	50	5	8	2	15	115
Apprch %	5.6	91.7	2.8		28.6	21.4	50		0	98	2		33.3	53.3	13.3		
Total %	1.7	28.7	0.9	31.3	3.5	2.6	6.1	12.2	0	42.6	0.9	43.5	4.3	7	1.7	13	

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	**3**	**1**	**4**	8
05:15 PM	0	1	0	1	0	0	0	0	0	**6**	0	**6**	0	0	0	0	7
05:30 PM	0	1	0	1	0	0	**1**	**1**	0	5	**1**	6	**1**	0	0	1	9
05:45 PM	0	**5**	0	**5**	0	**1**	0	1	0	4	0	4	1	0	0	1	**11**
Total Volume	0	9	0	9	0	1	1	2	0	17	1	18	2	3	1	6	35
% App. Total	0	100	0		0	50	50		0	94.4	5.6		33.3	50	16.7		
PHF	.000	.450	.000	.450	.000	.250	.250	.500	.000	.708	.250	.750	.500	.250	.250	.375	.795

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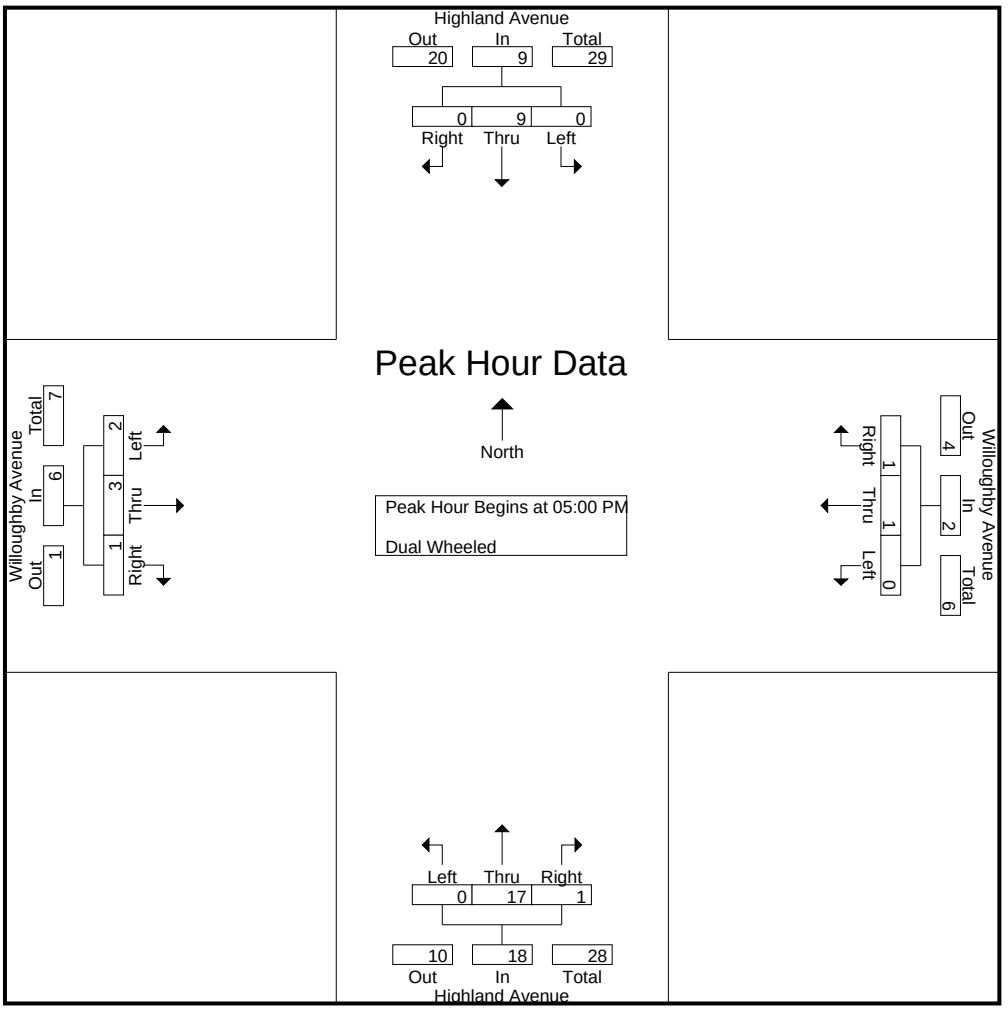

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	**3**	**1**	**4**
+15 mins.	0	1	0	1	0	0	0	0	0	**6**	0	**6**	0	0	0	0
+30 mins.	0	1	0	1	0	0	**1**	**1**	0	5	**1**	6	**1**	0	0	1
+45 mins.	0	**5**	0	**5**	0	**1**	0	1	0	4	0	4	1	0	0	1
Total Volume	0	9	0	9	0	1	1	2	0	17	1	18	2	3	1	6
% App. Total	0	100	0		0	50	50		0	94.4	5.6		33.3	50	16.7	
PHF	.000	.450	.000	.450	.000	.250	.250	.500	.000	.708	.250	.750	.500	.250	.250	.375

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Groups Printed- Buses

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	1	0	1	4
03:15 PM	0	1	0	1	2	0	1	3	0	2	0	2	0	0	1	1	7
03:30 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	2	0	3	5	0	5	0	5	0	1	1	2	15
04:00 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Grand Total	0	4	0	4	2	0	4	6	0	6	0	6	0	3	1	4	20
Apprch %	0	100	0		33.3	0	66.7		0	100	0		0	75	25		
Total %	0	20	0	20	10	0	20	30	0	30	0	30	0	15	5	20	

	Highland Avenue Southbound				Willoughby Avenue Westbound				Highland Avenue Northbound				Willoughby Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.250

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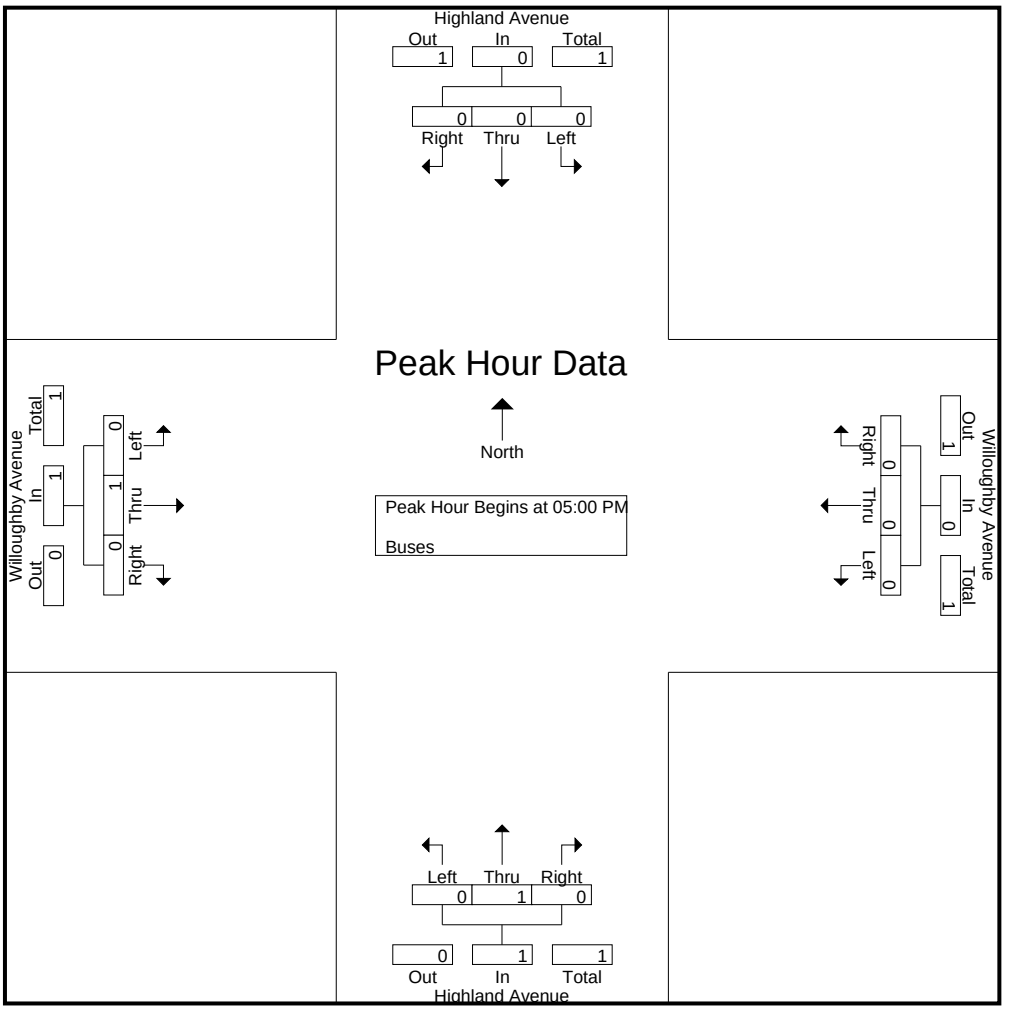
Start Date : 6/5/2018



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Highland Avenue

East/West Melrose Avenue

Day: Tuesday **Date:** June 5, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 18794

	N/B	S/B	E/B	W/B
DUAL-WHEELED	61	109	143	129
BIKES	6	10	27	14
BUSES	9	10	59	49

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	299	9.30	423	8.30	284	8.00	409	7.30
PM PK 15 MIN	301	4.30	353	4.45	334	5.15	328	5.30
AM PK HOUR	1150	9.00	1470	8.00	1098	8.00	1605	7.00
PM PK HOUR	1133	4.30	1341	4.15	1279	4.45	1261	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	878	63	943
8-9	1	958	132	1091
9-10	4	1011	135	1150
3-4	2	981	142	1125
4-5	4	972	135	1111
5-6	1	960	145	1106
TOTAL	14	5760	752	6526

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	913	278	1226
8-9	45	1088	337	1470
9-10	63	970	269	1302
3-4	78	976	210	1264
4-5	75	1063	191	1329
5-6	70	1069	190	1329
TOTAL	366	6079	1475	7920

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2169	6	0	7	0
2561	23	0	11	0
2452	18	0	10	0
2389	24	3	31	0
2440	17	0	23	0
2435	25	2	31	0
14446	113	5	113	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	145	619	26	790
8-9	190	867	41	1098
9-10	138	765	41	944
3-4	183	891	59	1133
4-5	210	999	48	1257
5-6	214	1013	44	1271
TOTAL	1080	5154	259	6493

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	262	1302	41	1605
8-9	273	1229	39	1541
9-10	228	1127	55	1410
3-4	232	864	72	1168
4-5	236	874	57	1167
5-6	248	951	62	1261
TOTAL	1479	6347	326	8152

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2395	6	0	7	0
2639	6	0	6	0
2354	19	0	7	0
2301	35	0	16	2
2424	21	0	5	0
2532	43	0	6	0
14645	130	0	47	2

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Highland Avenue				
East/West:	Melrose Avenue				
Day:	Tuesday	Date:	June 5, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	18794
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	1	0	1
9-10	0	1	0	1
3-4	0	1	0	1
4-5	0	2	0	2
5-6	0	0	0	0
TOTAL	0	6	0	6

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	1	1	2
4-5	0	0	0	0
5-6	3	3	0	6
TOTAL	3	6	1	10

TOTAL

Hours	N-S
7-8	3
8-9	1
9-10	1
3-4	3
4-5	2
5-6	6
TOTAL	16

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	0	0	0
9-10	1	2	0	3
3-4	5	4	0	9
4-5	2	4	0	6
5-6	2	6	0	8
TOTAL	10	17	0	27

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	2	0	2
9-10	1	5	0	6
3-4	0	2	0	2
4-5	0	1	0	1
5-6	0	1	0	1
TOTAL	1	13	0	14

TOTAL

Hours	N-S
7-8	3
8-9	2
9-10	9
3-4	11
4-5	7
5-6	9
TOTAL	41

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	4	7	3	15
- No helmet riders	2	6	14	10	32
- Sidewalk Riding	1	6	18	6	31
- Wrong way riding	1	3	12	2	18

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Highland Avenue				
East/West:	Melrose Avenue				
Day:	Tuesday	Date:	June 5, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	18794
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	0	2	3	5
7:15-7:30	3	2	3	1	9
7:30-7:45	4	2	1	2	9
7:45-8:00	0	2	1	0	3
8:00-8:15	2	8	1	0	11
8:15-8:30	3	2	2	3	10
8:30-8:45	4	9	3	3	19
8:45-9:00	2	4	0	0	6
9:00-9:15	1	2	1	1	5
9:15-9:30	4	5	3	3	15
9:30-9:45	4	8	0	11	23
9:45-10:00	1	3	3	4	11
Hours					
7 - 8	7	6	7	6	26
8 - 9	11	23	6	6	46
9 - 10	10	18	7	19	54
TOTAL	28	47	20	31	126

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	5	6	2	16	29
3:15-3:30	7	12	10	14	43
3:30-3:45	12	10	12	18	52
3:45-4:00	7	20	8	22	57
4:00-4:15	1	2	0	12	15
4:15-4:30	8	14	4	10	36
4:30-4:45	9	16	4	8	37
4:45-5:00	5	2	2	12	21
5:00-5:15	2	8	6	10	26
5:15-5:30	11	16	0	28	55
5:30-5:45	8	10	2	22	42
5:45-6:00	10	16	4	26	56
Hours					
3 - 4	31	48	32	70	181
4 - 5	23	34	10	42	109
5 - 6	31	50	12	86	179
	85	132	54	198	469

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	2	4	0	6

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Highland Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 08_LAC_Highland_Melrose AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	196	80	282	61	324	12	397	0	197	13	210	24	95	3	122	1011
07:15 AM	9	221	70	300	62	333	9	404	0	188	11	199	38	133	8	179	1082
07:30 AM	7	209	58	274	74	326	9	409	0	231	24	255	42	179	5	226	1164
07:45 AM	13	287	70	370	65	319	11	395	2	262	15	279	41	212	10	263	1307
Total	35	913	278	1226	262	1302	41	1605	2	878	63	943	145	619	26	790	4564
08:00 AM	16	280	68	364	74	289	11	374	0	235	25	260	50	228	6	284	1282
08:15 AM	10	231	64	305	71	315	8	394	1	249	29	279	54	211	9	274	1252
08:30 AM	9	295	119	423	63	322	9	394	0	254	42	296	43	202	12	257	1370
08:45 AM	10	282	86	378	65	303	11	379	0	220	36	256	43	226	14	283	1296
Total	45	1088	337	1470	273	1229	39	1541	1	958	132	1091	190	867	41	1098	5200
09:00 AM	19	239	71	329	64	256	18	338	0	268	30	298	44	210	10	264	1229
09:15 AM	13	258	64	335	65	277	9	351	2	231	43	276	25	177	14	216	1178
09:30 AM	20	260	70	350	60	285	16	361	1	265	33	299	42	190	10	242	1252
09:45 AM	11	213	64	288	39	309	12	360	1	247	29	277	27	188	7	222	1147
Total	63	970	269	1302	228	1127	55	1410	4	1011	135	1150	138	765	41	944	4806
Grand Total	143	2971	884	3998	763	3658	135	4556	7	2847	330	3184	473	2251	108	2832	14570
Apprch %	3.6	74.3	22.1		16.7	80.3	3		0.2	89.4	10.4		16.7	79.5	3.8		
Total %	1	20.4	6.1	27.4	5.2	25.1	0.9	31.3	0	19.5	2.3	21.9	3.2	15.4	0.7	19.4	
Passenger Vehicles	135	2938	846	3919	747	3549	130	4426	6	2810	326	3142	450	2165	107	2722	14209
% Passenger Vehicles	94.4	98.9	95.7	98	97.9	97	96.3	97.1	85.7	98.7	98.8	98.7	95.1	96.2	99.1	96.1	97.5
Dual Wheeled	8	30	37	75	14	83	3	100	0	32	4	36	19	61	1	81	292
% Dual Wheeled	5.6	1	4.2	1.9	1.8	2.3	2.2	2.2	0	1.1	1.2	1.1	4	2.7	0.9	2.9	2
Buses	0	3	1	4	2	26	2	30	1	5	0	6	4	25	0	29	69
% Buses	0	0.1	0.1	0.1	0.3	0.7	1.5	0.7	14.3	0.2	0	0.2	0.8	1.1	0	1	0.5

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	13	287	70	370	65	319	**11**	**395**	**2**	**262**	15	279	41	212	10	263	1307
08:00 AM	**16**	280	68	364	**74**	289	11	374	0	235	25	260	50	**228**	6	**284**	1282
08:15 AM	10	231	64	305	71	315	8	394	1	249	29	279	**54**	211	9	274	1252
08:30 AM	9	**295**	**119**	**423**	63	**322**	9	394	0	254	**42**	**296**	43	202	**12**	257	**1370**
Total Volume	48	1093	321	1462	273	1245	39	1557	3	1000	111	1114	188	853	37	1078	5211
% App. Total	3.3	74.8	22		17.5	80	2.5		0.3	89.8	10		17.4	79.1	3.4		
PHF	.750	.926	.674	.864	.922	.967	.886	.985	.375	.954	.661	.941	.870	.935	.771	.949	.951

Counts Unlimited
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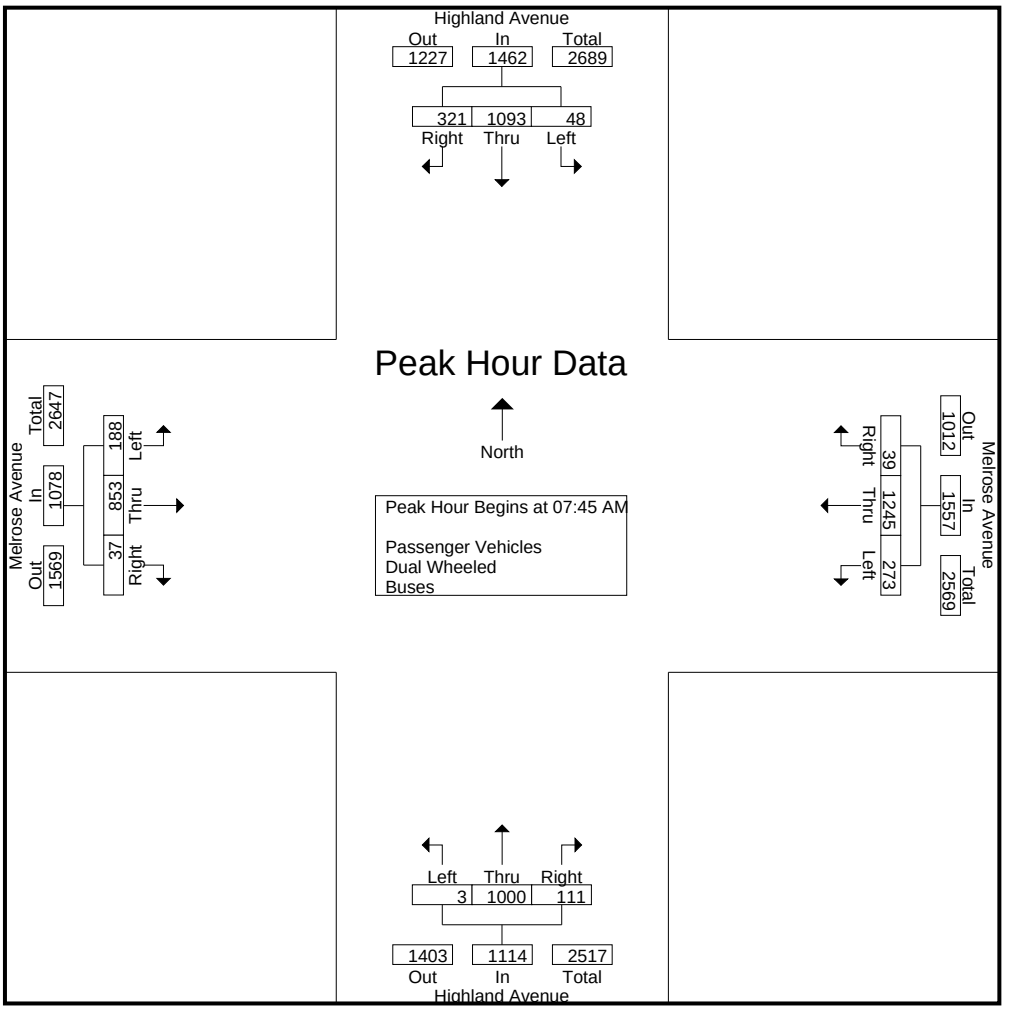
City of Los Angeles
N/S: Highland Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 08_LAC_Highland_Melrose AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				09:00 AM				08:00 AM			
+0 mins.	**16**	280	68	364	61	324	**12**	397	0	**268**	30	298	50	**228**	6	**284**
+15 mins.	10	231	64	305	62	**333**	9	404	**2**	231	**43**	276	**54**	211	9	274
+30 mins.	9	**295**	**119**	**423**	**74**	326	9	**409**	1	265	33	**299**	43	202	12	257
+45 mins.	10	282	86	378	65	319	11	395	1	247	29	277	43	226	**14**	283
Total Volume	45	1088	337	1470	262	1302	41	1605	4	1011	135	1150	190	867	41	1098
% App. Total	3.1	74	22.9		16.3	81.1	2.6		0.3	87.9	11.7		17.3	79	3.7	
PHF	.703	.922	.708	.869	.885	.977	.854	.981	.500	.943	.785	.962	.880	.951	.732	.967

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City of Los Angeles
N/S: Highland Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 08_LAC_Highland_Melrose AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	194	78	277	61	311	12	384	0	193	13	206	23	92	3	118	985
07:15 AM	7	218	66	291	62	325	6	393	0	185	11	196	34	126	7	167	1047
07:30 AM	6	206	55	267	72	312	9	393	0	228	24	252	41	165	5	211	1123
07:45 AM	13	285	68	366	64	311	10	385	2	257	15	274	39	202	10	251	1276
Total	31	903	267	1201	259	1259	37	1555	2	863	63	928	137	585	25	747	4431
08:00 AM	15	277	65	357	69	277	10	356	0	232	24	256	47	218	6	271	1240
08:15 AM	10	227	61	298	68	307	8	383	0	248	28	276	53	204	9	266	1223
08:30 AM	9	293	116	418	62	317	9	388	0	251	41	292	42	196	12	250	1348
08:45 AM	9	281	81	371	65	295	11	371	0	217	36	253	40	218	14	272	1267
Total	43	1078	323	1444	264	1196	38	1498	0	948	129	1077	182	836	41	1059	5078
09:00 AM	18	238	68	324	64	254	18	336	0	266	30	296	42	206	10	258	1214
09:15 AM	12	256	61	329	63	267	9	339	2	227	43	272	23	174	14	211	1151
09:30 AM	20	257	65	342	59	278	16	353	1	264	32	297	41	184	10	235	1227
09:45 AM	11	206	62	279	38	295	12	345	1	242	29	272	25	180	7	212	1108
Total	61	957	256	1274	224	1094	55	1373	4	999	134	1137	131	744	41	916	4700
Grand Total	135	2938	846	3919	747	3549	130	4426	6	2810	326	3142	450	2165	107	2722	14209
Apprch %	3.4	75	21.6		16.9	80.2	2.9		0.2	89.4	10.4		16.5	79.5	3.9		
Total %	1	20.7	6	27.6	5.3	25	0.9	31.1	0	19.8	2.3	22.1	3.2	15.2	0.8	19.2	

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	13	285	68	366	64	311	**10**	385	**2**	**257**	15	274	39	202	10	251	1276
08:00 AM	**15**	277	65	357	**69**	277	10	356	0	232	24	256	47	**218**	6	**271**	1240
08:15 AM	10	227	61	298	68	307	8	383	0	248	28	276	**53**	204	9	266	1223
08:30 AM	9	**293**	**116**	**418**	62	**317**	9	**388**	0	251	**41**	**292**	42	196	**12**	250	**1348**
Total Volume	47	1082	310	1439	263	1212	37	1512	2	988	108	1098	181	820	37	1038	5087
% App. Total	3.3	75.2	21.5		17.4	80.2	2.4		0.2	90	9.8		17.4	79	3.6		
PHF	.783	.923	.668	.861	.953	.956	.925	.974	.250	.961	.659	.940	.854	.940	.771	.958	.943

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City of Los Angeles
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File Name : 08_LAC_Highland_Melrose AM
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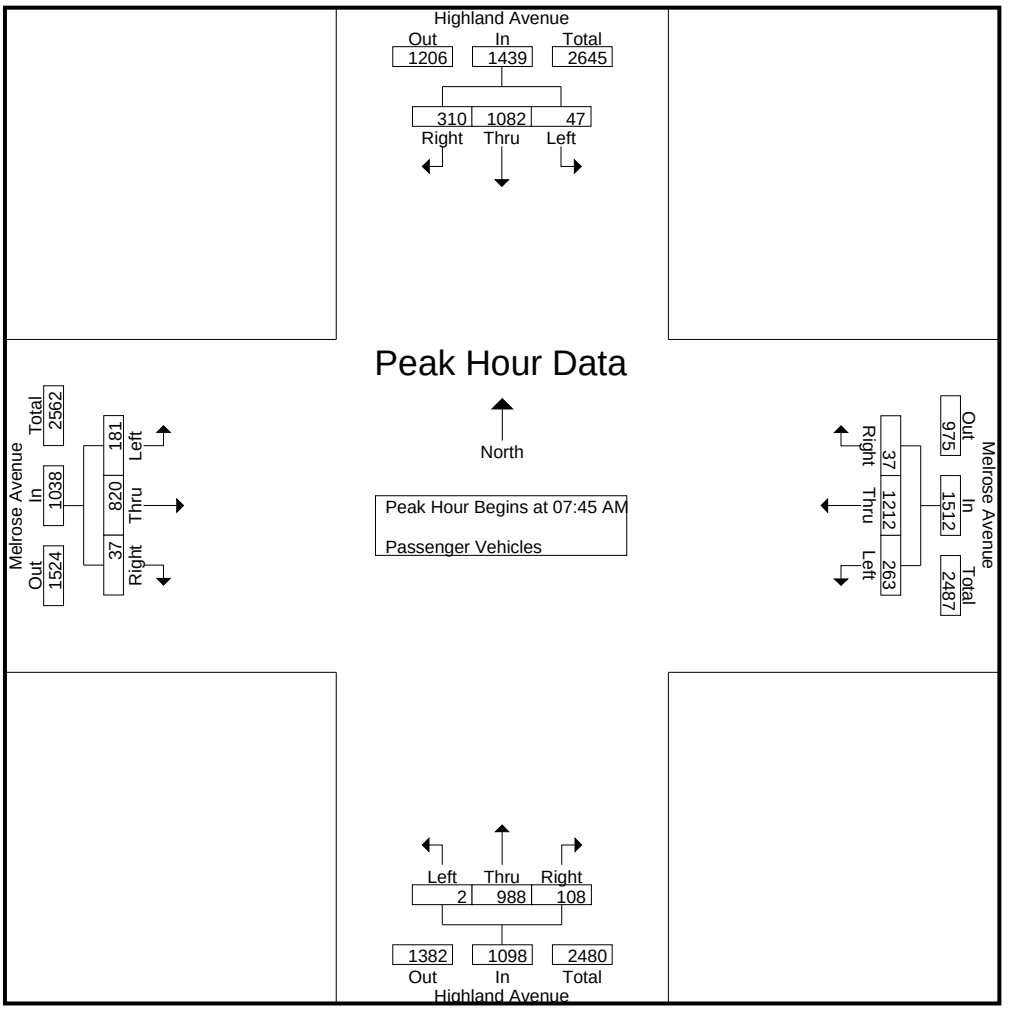
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	13	285	68	366	64	311	**10**	385	**2**	**257**	15	274	39	202	10	251
+15 mins.	**15**	277	65	357	**69**	277	10	356	0	232	24	256	47	**218**	6	**271**
+30 mins.	10	227	61	298	68	307	8	383	0	248	28	276	**53**	204	9	266
+45 mins.	9	**293**	**116**	**418**	62	**317**	9	**388**	0	251	**41**	**292**	42	196	**12**	250
Total Volume	47	1082	310	1439	263	1212	37	1512	2	988	108	1098	181	820	37	1038
% App. Total	3.3	75.2	21.5		17.4	80.2	2.4		0.2	90	9.8		17.4	79	3.6	
PHF	.783	.923	.668	.861	.953	.956	.925	.974	.250	.961	.659	.940	.854	.940	.771	.958

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City of Los Angeles
N/S: Highland Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 08_LAC_Highland_Melrose AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Dual Wheeled

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	2	5	0	10	0	10	0	4	0	4	1	1	0	2	21
07:15 AM	2	2	4	8	0	4	1	5	0	1	0	1	2	4	1	7	21
07:30 AM	1	3	2	6	2	13	0	15	0	1	0	1	1	8	0	9	31
07:45 AM	0	2	2	4	1	6	1	8	0	5	0	5	1	8	0	9	26
Total	4	9	10	23	3	33	2	38	0	11	0	11	5	21	1	27	99
08:00 AM	1	3	3	7	3	8	1	12	0	3	1	4	2	6	0	8	31
08:15 AM	0	2	3	5	3	6	0	9	0	1	1	2	1	5	0	6	22
08:30 AM	0	2	3	5	1	4	0	5	0	3	1	4	1	5	0	6	20
08:45 AM	1	1	5	7	0	7	0	7	0	3	0	3	3	6	0	9	26
Total	2	8	14	24	7	25	1	33	0	10	3	13	7	22	0	29	99
09:00 AM	1	1	3	5	0	1	0	1	0	2	0	2	2	2	0	4	12
09:15 AM	1	2	3	6	2	6	0	8	0	3	0	3	2	3	0	5	22
09:30 AM	0	3	5	8	1	5	0	6	0	1	1	2	1	6	0	7	23
09:45 AM	0	7	2	9	1	13	0	14	0	5	0	5	2	7	0	9	37
Total	2	13	13	28	4	25	0	29	0	11	1	12	7	18	0	25	94
Grand Total	8	30	37	75	14	83	3	100	0	32	4	36	19	61	1	81	292
Apprch %	10.7	40	49.3		14	83	3		0	88.9	11.1		23.5	75.3	1.2		
Total %	2.7	10.3	12.7	25.7	4.8	28.4	1	34.2	0	11	1.4	12.3	6.5	20.9	0.3	27.7	

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	2	4	1	6	**1**	8	0	**5**	0	**5**	1	**8**	0	**9**	26
08:00 AM	**1**	**3**	**3**	**7**	**3**	**8**	1	**12**	0	3	**1**	4	**2**	6	0	8	**31**
08:15 AM	0	2	3	5	3	6	0	9	0	1	1	2	1	5	0	6	22
08:30 AM	0	2	3	5	1	4	0	5	0	3	1	4	1	5	0	6	20
Total Volume	1	9	11	21	8	24	2	34	0	12	3	15	5	24	0	29	99
% App. Total	4.8	42.9	52.4		23.5	70.6	5.9		0	80	20		17.2	82.8	0		
PHF	.250	.750	.917	.750	.667	.750	.500	.708	.000	.600	.750	.750	.625	.750	.000	.806	.798

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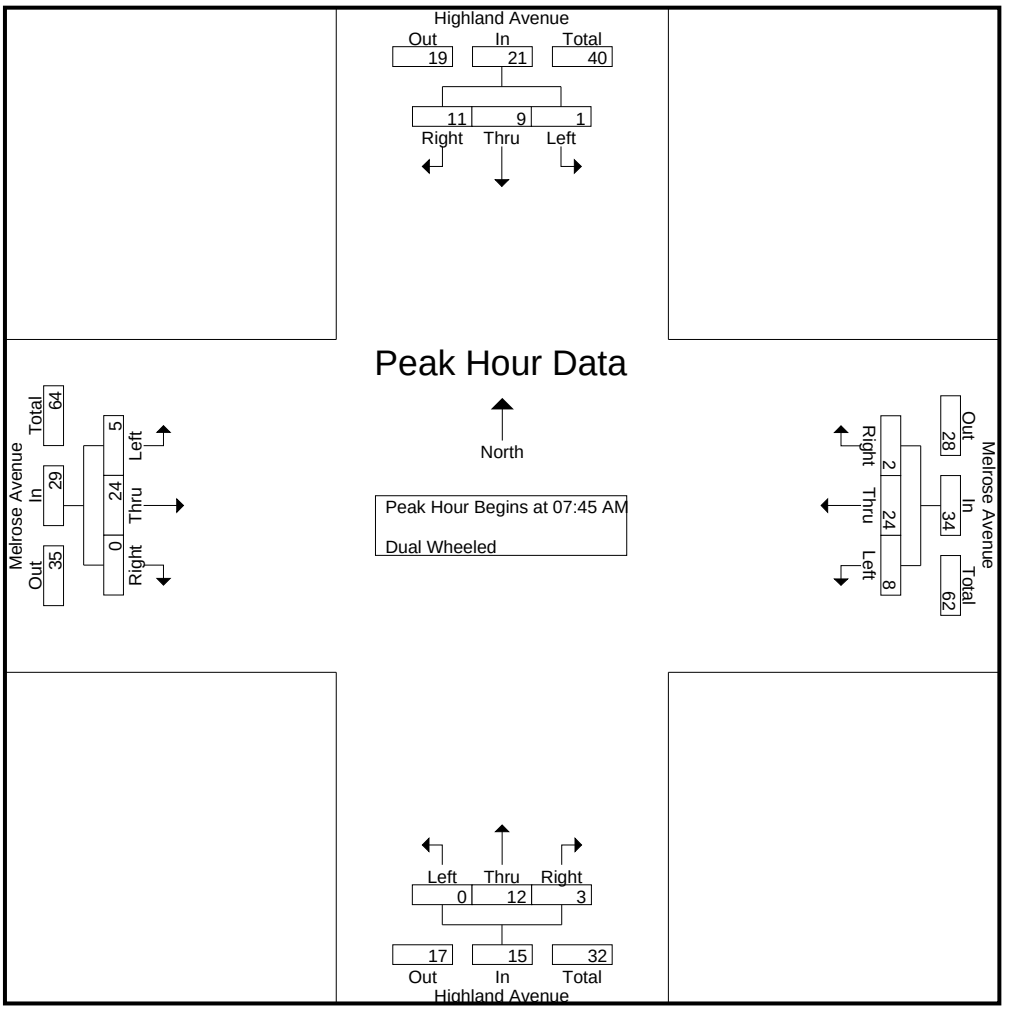

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	2	4	1	6	**1**	8	0	**5**	0	**5**	1	**8**	0	**9**
+15 mins.	**1**	**3**	**3**	**7**	**3**	**8**	1	**12**	0	3	**1**	4	**2**	6	0	8
+30 mins.	0	2	3	5	3	6	0	9	0	1	1	2	1	5	0	6
+45 mins.	0	2	3	5	1	4	0	5	0	3	1	4	1	5	0	6
Total Volume	1	9	11	21	8	24	2	34	0	12	3	15	5	24	0	29
% App. Total	4.8	42.9	52.4		23.5	70.6	5.9		0	80	20		17.2	82.8	0	
PHF	.250	.750	.917	.750	.667	.750	.500	.708	.000	.600	.750	.750	.625	.750	.000	.806

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Groups Printed- Buses

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:15 AM	0	1	0	1	0	4	2	6	0	2	0	2	2	3	0	5	14
07:30 AM	0	0	1	1	0	1	0	1	0	2	0	2	0	6	0	6	10
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
Total	0	1	1	2	0	10	2	12	0	4	0	4	3	13	0	16	34
08:00 AM	0	0	0	0	2	4	0	6	0	0	0	0	1	4	0	5	11
08:15 AM	0	2	0	2	0	2	0	2	1	0	0	1	0	2	0	2	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	2	0	2	2	8	0	10	1	0	0	1	1	9	0	10	23
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
09:15 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	0	0	0	5
09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	8	0	8	0	1	0	1	0	3	0	3	12
Grand Total	0	3	1	4	2	26	2	30	1	5	0	6	4	25	0	29	69
Apprch %	0	75	25		6.7	86.7	6.7		16.7	83.3	0		13.8	86.2	0		
Total %	0	4.3	1.4	5.8	2.9	37.7	2.9	43.5	1.4	7.2	0	8.7	5.8	36.2	0	42	

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	2	0	3	5
08:00 AM	0	0	0	0	**2**	**4**	0	**6**	0	0	0	0	1	**4**	0	**5**	**11**
08:15 AM	0	**2**	0	**2**	0	2	0	2	**1**	0	0	**1**	0	2	0	2	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	2	0	2	2	9	0	11	1	0	0	1	2	9	0	11	25
% App. Total	0	100	0		18.2	81.8	0		100	0	0		18.2	81.8	0		
PHF	.000	.250	.000	.250	.250	.563	.000	.458	.250	.000	.000	.250	.500	.563	.000	.550	.568

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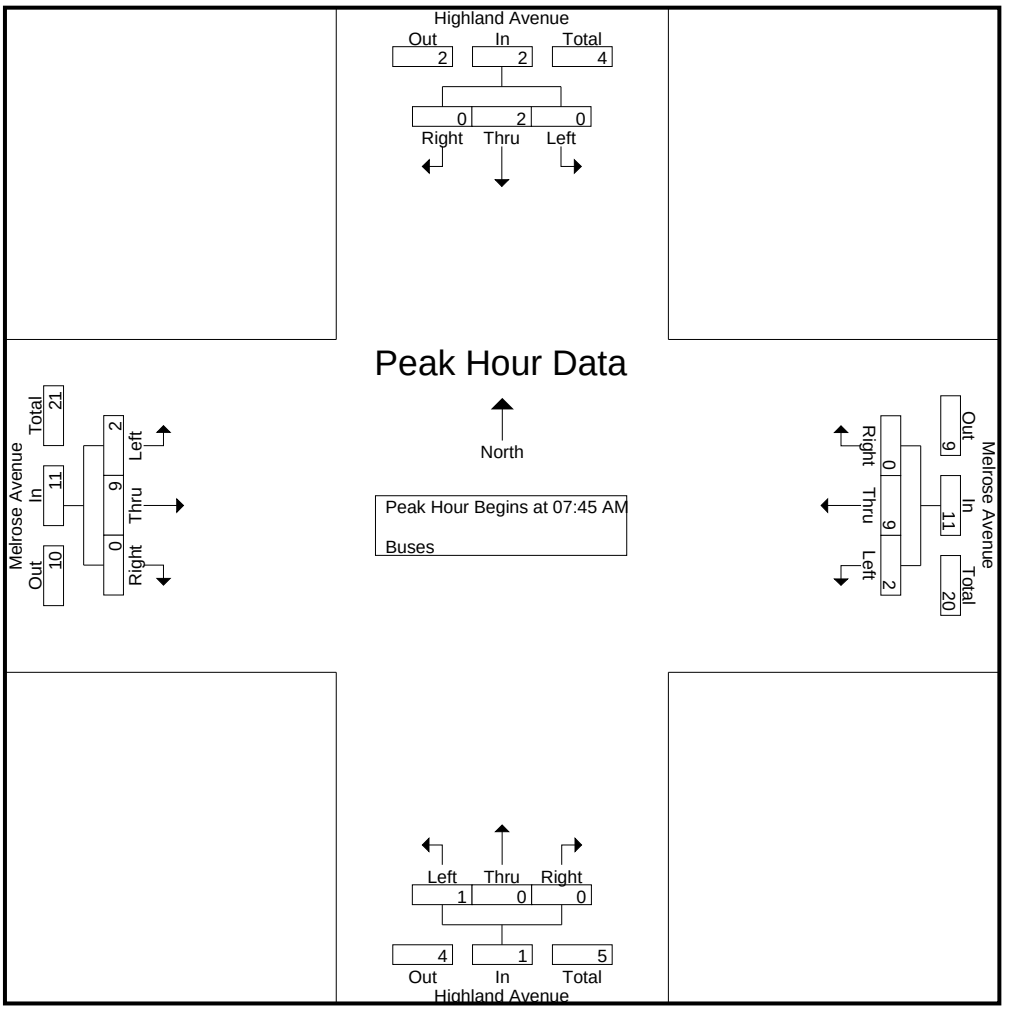

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	2	0	3
+15 mins.	0	0	0	0	**2**	**4**	0	**6**	0	0	0	0	1	**4**	0	**5**
+30 mins.	0	**2**	0	**2**	0	2	0	2	**1**	0	0	**1**	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	2	0	2	2	9	0	11	1	0	0	1	2	9	0	11
% App. Total	0	100	0		18.2	81.8	0		100	0	0		18.2	81.8	0	
PHF	.000	.250	.000	.250	.250	.563	.000	.458	.250	.000	.000	.250	.500	.563	.000	.550

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	20	223	33	276	66	202	22	290	2	258	27	287	58	204	14	276	1129
03:15 PM	20	261	46	327	56	196	24	276	0	236	42	278	44	227	17	288	1169
03:30 PM	20	252	71	343	50	220	15	285	0	236	46	282	47	221	20	288	1198
03:45 PM	18	240	60	318	60	246	11	317	0	251	27	278	34	239	8	281	1194
Total	78	976	210	1264	232	864	72	1168	2	981	142	1125	183	891	59	1133	4690
04:00 PM	21	233	46	300	58	202	17	277	1	240	29	270	56	260	7	323	1170
04:15 PM	19	269	49	337	55	232	17	304	0	237	32	269	60	247	18	325	1235
04:30 PM	15	275	49	339	57	215	7	279	3	258	40	301	55	238	12	305	1224
04:45 PM	20	286	47	353	66	225	16	307	0	237	34	271	39	254	11	304	1235
Total	75	1063	191	1329	236	874	57	1167	4	972	135	1111	210	999	48	1257	4864
05:00 PM	19	242	51	312	64	226	12	302	0	249	34	283	59	254	9	322	1219
05:15 PM	20	272	44	336	56	234	13	303	0	245	33	278	50	269	15	334	1251
05:30 PM	16	275	41	332	66	239	23	328	1	209	36	246	63	246	10	319	1225
05:45 PM	15	280	54	349	62	252	14	328	0	257	42	299	42	244	10	296	1272
Total	70	1069	190	1329	248	951	62	1261	1	960	145	1106	214	1013	44	1271	4967
Grand Total	223	3108	591	3922	716	2689	191	3596	7	2913	422	3342	607	2903	151	3661	14521
Apprch %	5.7	79.2	15.1		19.9	74.8	5.3		0.2	87.2	12.6		16.6	79.3	4.1		
Total %	1.5	21.4	4.1	27	4.9	18.5	1.3	24.8	0	20.1	2.9	23	4.2	20	1	25.2	
Passenger Vehicles	217	3085	580	3882	712	2650	186	3548	7	2889	418	3314	588	2835	146	3569	14313
% Passenger Vehicles	97.3	99.3	98.1	99	99.4	98.5	97.4	98.7	100	99.2	99.1	99.2	96.9	97.7	96.7	97.5	98.6
Dual Wheeled	6	18	10	34	3	21	5	29	0	21	4	25	16	43	3	62	150
% Dual Wheeled	2.7	0.6	1.7	0.9	0.4	0.8	2.6	0.8	0	0.7	0.9	0.7	2.6	1.5	2	1.7	1
Buses	0	5	1	6	1	18	0	19	0	3	0	3	3	25	2	30	58
% Buses	0	0.2	0.2	0.2	0.1	0.7	0	0.5	0	0.1	0	0.1	0.5	0.9	1.3	0.8	0.4

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	242	51	312	64	226	12	302	0	249	34	283	59	254	9	322	1219
05:15 PM	**20**	272	44	336	56	234	13	303	0	245	33	278	50	**269**	**15**	**334**	1251
05:30 PM	16	275	41	332	**66**	239	**23**	**328**	**1**	209	36	246	**63**	246	10	319	1225
05:45 PM	15	**280**	**54**	**349**	62	**252**	14	328	0	**257**	**42**	**299**	42	244	10	296	**1272**
Total Volume	70	1069	190	1329	248	951	62	1261	1	960	145	1106	214	1013	44	1271	4967
% App. Total	5.3	80.4	14.3		19.7	75.4	4.9		0.1	86.8	13.1		16.8	79.7	3.5		
PHF	.875	.954	.880	.952	.939	.943	.674	.961	.250	.934	.863	.925	.849	.941	.733	.951	.976

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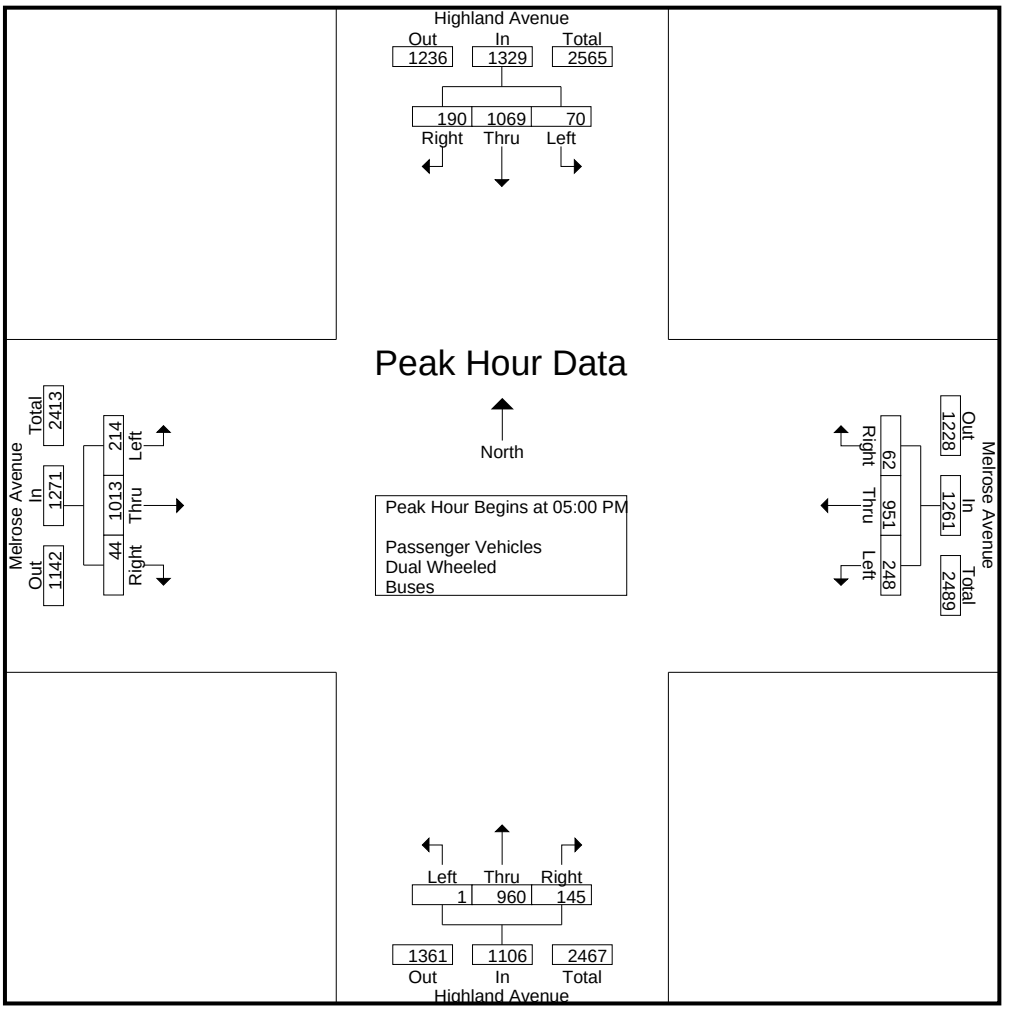

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	19	269	49	337	64	226	12	302	**3**	**258**	**40**	**301**	39	254	11	304
+15 mins.	15	275	49	339	56	234	13	303	0	237	34	271	59	254	9	322
+30 mins.	**20**	**286**	47	**353**	**66**	239	**23**	**328**	0	249	34	283	50	**269**	**15**	**334**
+45 mins.	19	242	**51**	312	62	**252**	14	328	0	245	33	278	**63**	246	10	319
Total Volume	73	1072	196	1341	248	951	62	1261	3	989	141	1133	211	1023	45	1279
% App. Total	5.4	79.9	14.6		19.7	75.4	4.9		0.3	87.3	12.4		16.5	80	3.5	
PHF	.913	.937	.961	.950	.939	.943	.674	.961	.250	.958	.881	.941	.837	.951	.750	.957

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Groups Printed- Passenger Vehicles

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	20	221	32	273	65	197	21	283	2	256	27	285	57	194	13	264	1105
03:15 PM	20	258	45	323	54	193	24	271	0	231	41	272	41	215	17	273	1139
03:30 PM	20	250	70	340	50	218	15	283	0	235	46	281	46	213	20	279	1183
03:45 PM	17	237	58	312	60	241	11	312	0	249	26	275	32	229	7	268	1167
Total	77	966	205	1248	229	849	71	1149	2	971	140	1113	176	851	57	1084	4594
04:00 PM	19	233	45	297	57	198	17	272	1	239	29	269	55	254	6	315	1153
04:15 PM	18	267	49	334	55	228	17	300	0	235	32	267	57	245	18	320	1221
04:30 PM	15	271	49	335	57	211	7	275	3	255	40	298	53	235	12	300	1208
04:45 PM	20	283	45	348	66	224	15	305	0	236	32	268	38	248	10	296	1217
Total	72	1054	188	1314	235	861	56	1152	4	965	133	1102	203	982	46	1231	4799
05:00 PM	18	239	51	308	64	225	11	300	0	247	34	281	59	252	9	320	1209
05:15 PM	20	271	44	335	56	233	11	300	0	244	33	277	49	264	14	327	1239
05:30 PM	15	275	41	331	66	235	23	324	1	206	36	243	61	242	10	313	1211
05:45 PM	15	280	51	346	62	247	14	323	0	256	42	298	40	244	10	294	1261
Total	68	1065	187	1320	248	940	59	1247	1	953	145	1099	209	1002	43	1254	4920
Grand Total	217	3085	580	3882	712	2650	186	3548	7	2889	418	3314	588	2835	146	3569	14313
Apprch %	5.6	79.5	14.9		20.1	74.7	5.2		0.2	87.2	12.6		16.5	79.4	4.1		
Total %	1.5	21.6	4.1	27.1	5	18.5	1.3	24.8	0	20.2	2.9	23.2	4.1	19.8	1	24.9	

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	239	**51**	308	64	225	11	300	0	247	34	281	59	252	9	320	1209
05:15 PM	**20**	271	44	335	56	233	11	300	0	244	33	277	49	**264**	**14**	**327**	1239
05:30 PM	15	275	41	331	**66**	235	**23**	**324**	**1**	206	36	243	**61**	242	10	313	1211
05:45 PM	15	**280**	51	**346**	62	**247**	14	323	0	**256**	**42**	**298**	40	244	10	294	**1261**
Total Volume	68	1065	187	1320	248	940	59	1247	1	953	145	1099	209	1002	43	1254	4920
% App. Total	5.2	80.7	14.2		19.9	75.4	4.7		0.1	86.7	13.2		16.7	79.9	3.4		
PHF	.850	.951	.917	.954	.939	.951	.641	.962	.250	.931	.863	.922	.857	.949	.768	.959	.975

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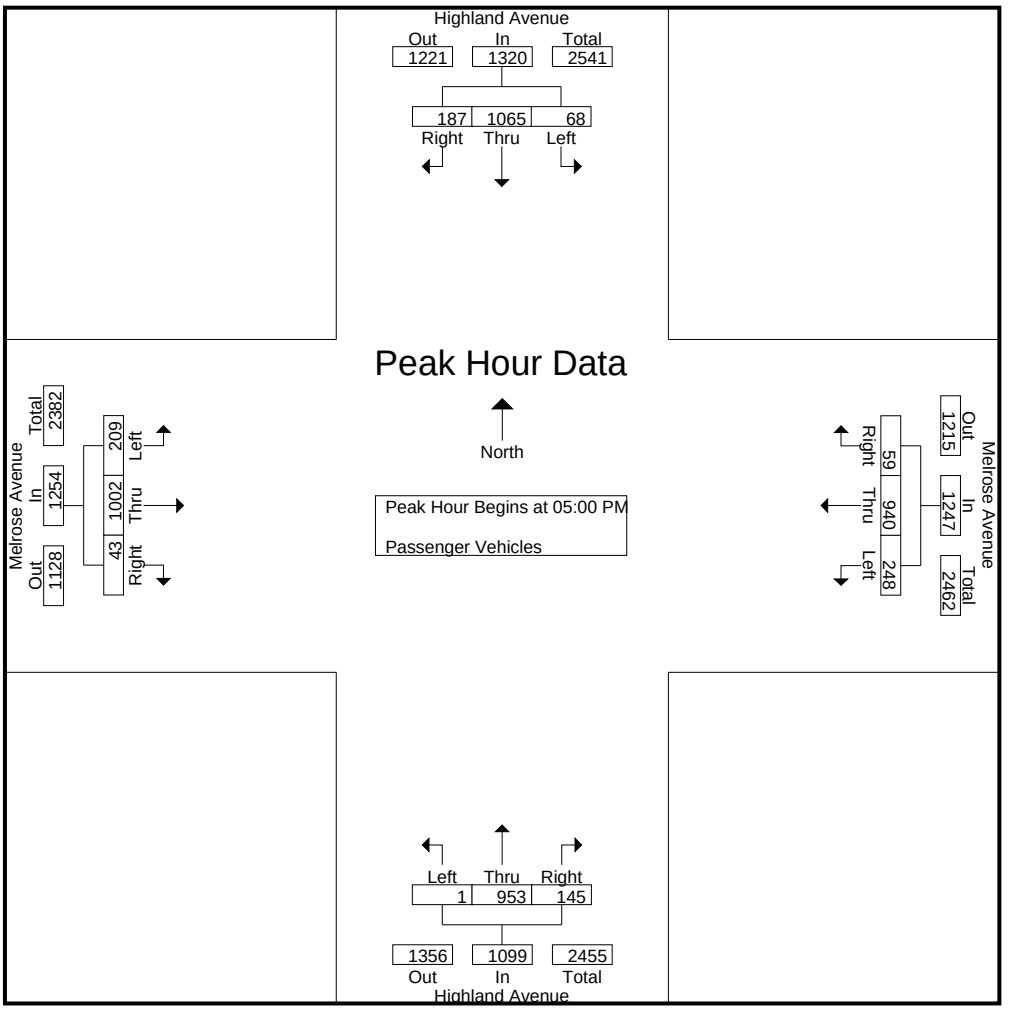

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	18	239	**51**	308	64	225	11	300	0	247	34	281	59	252	9	320
+15 mins.	**20**	271	44	335	56	233	11	300	0	244	33	277	49	**264**	**14**	**327**
+30 mins.	15	275	41	331	**66**	235	**23**	**324**	**1**	206	36	243	**61**	242	10	313
+45 mins.	15	**280**	51	**346**	62	**247**	14	323	0	**256**	**42**	**298**	40	244	10	294
Total Volume	68	1065	187	1320	248	940	59	1247	1	953	145	1099	209	1002	43	1254
% App. Total	5.2	80.7	14.2		19.9	75.4	4.7		0.1	86.7	13.2		16.7	79.9	3.4	
PHF	.850	.951	.917	.954	.939	.951	.641	.962	.250	.931	.863	.922	.857	.949	.768	.959

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City of Los Angeles
N/S: Highland Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 08_LAC_Highland_Melrose PM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Dual Wheeled

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	1	2	1	1	1	3	0	2	0	2	1	8	1	10	17
03:15 PM	0	1	1	2	1	2	0	3	0	5	1	6	1	6	0	7	18
03:30 PM	0	1	1	2	0	2	0	2	0	1	0	1	0	4	0	4	9
03:45 PM	1	2	2	5	0	4	0	4	0	1	1	2	2	8	1	11	22
Total	1	5	5	11	2	9	1	12	0	9	2	11	4	26	2	32	66
04:00 PM	2	0	0	2	1	2	0	3	0	0	0	0	1	2	0	3	8
04:15 PM	1	2	0	3	0	3	0	3	0	2	0	2	3	2	0	5	13
04:30 PM	0	4	0	4	0	3	0	3	0	3	0	3	2	3	0	5	15
04:45 PM	0	3	2	5	0	0	1	1	0	1	2	3	1	2	1	4	13
Total	3	9	2	14	1	8	1	10	0	6	2	8	7	9	1	17	49
05:00 PM	1	3	0	4	0	0	1	1	0	1	0	1	0	1	0	1	7
05:15 PM	0	1	0	1	0	0	2	2	0	1	0	1	1	4	0	5	9
05:30 PM	1	0	0	1	0	3	0	3	0	3	0	3	2	3	0	5	12
05:45 PM	0	0	3	3	0	1	0	1	0	1	0	1	2	0	0	2	7
Total	2	4	3	9	0	4	3	7	0	6	0	6	5	8	0	13	35
Grand Total	6	18	10	34	3	21	5	29	0	21	4	25	16	43	3	62	150
Apprch %	17.6	52.9	29.4		10.3	72.4	17.2		0	84	16		25.8	69.4	4.8		
Total %	4	12	6.7	22.7	2	14	3.3	19.3	0	14	2.7	16.7	10.7	28.7	2	41.3	

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	**3**	0	**4**	0	0	1	1	0	1	0	1	0	1	0	1	7
05:15 PM	0	1	0	1	0	0	**2**	2	0	1	0	1	1	**4**	0	**5**	9
05:30 PM	1	0	0	1	0	**3**	0	**3**	0	**3**	0	**3**	**2**	3	0	5	**12**
05:45 PM	0	0	**3**	3	0	1	0	1	0	1	0	1	2	0	0	2	7
Total Volume	2	4	3	9	0	4	3	7	0	6	0	6	5	8	0	13	35
% App. Total	22.2	44.4	33.3		0	57.1	42.9		0	100	0		38.5	61.5	0		
PHF	.500	.333	.250	.563	.000	.333	.375	.583	.000	.500	.000	.500	.625	.500	.000	.650	.729

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Highland Avenue
E/W: Melrose Avenue
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File Name : 08_LAC_Highland_Melrose PM
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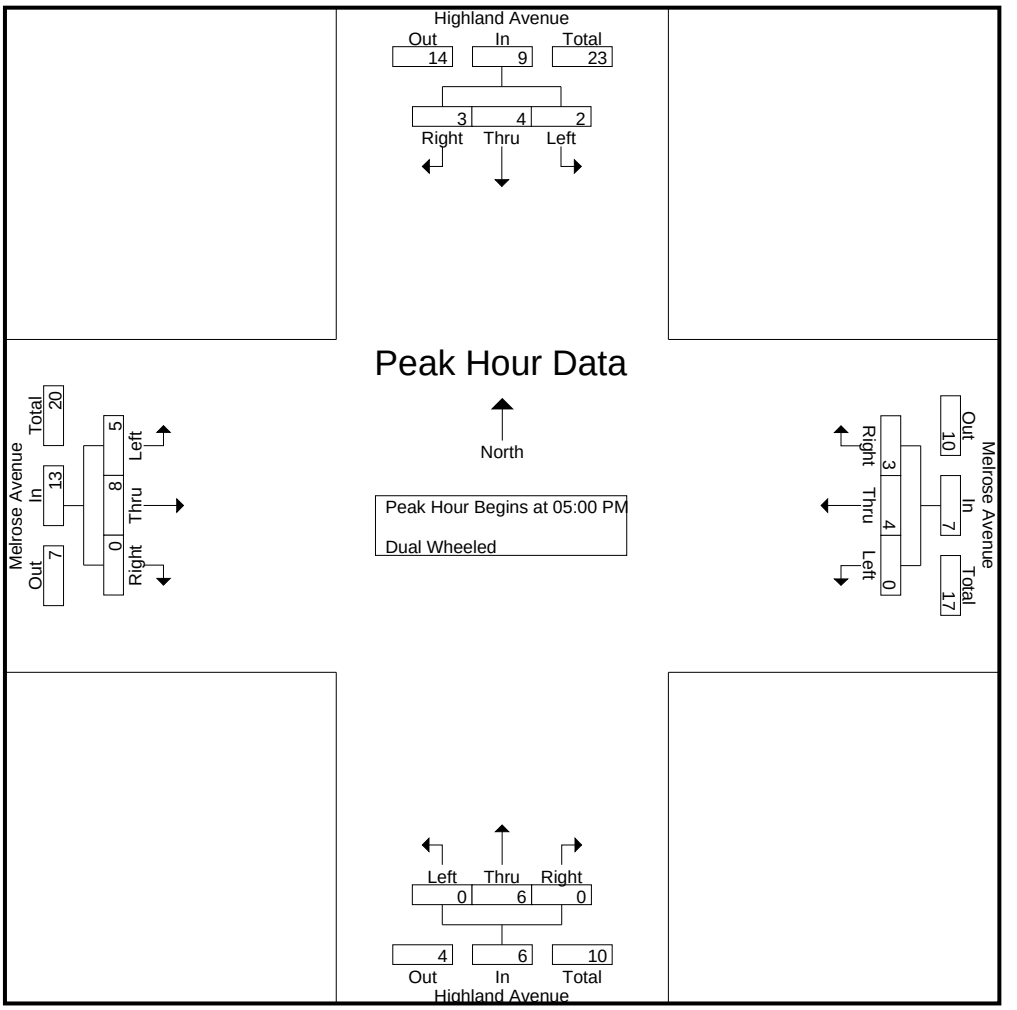
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**1**	**3**	0	**4**	0	0	1	1	0	1	0	1	0	1	0	1
+15 mins.	0	1	0	1	0	0	**2**	2	0	1	0	1	1	**4**	0	**5**
+30 mins.	1	0	0	1	0	**3**	0	**3**	0	**3**	0	**3**	**2**	3	0	5
+45 mins.	0	0	**3**	3	0	1	0	1	0	1	0	1	2	0	0	2
Total Volume	2	4	3	9	0	4	3	7	0	6	0	6	5	8	0	13
% App. Total	22.2	44.4	33.3		0	57.1	42.9		0	100	0		38.5	61.5	0	
PHF	.500	.333	.250	.563	.000	.333	.375	.583	.000	.500	.000	.500	.625	.500	.000	.650

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City of Los Angeles
N/S: Highland Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 08_LAC_Highland_Melrose PM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Buses

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
03:15 PM	0	2	0	2	1	1	0	2	0	0	0	0	2	6	0	8	12
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	4	0	5	6
03:45 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2	5
Total	0	5	0	5	1	6	0	7	0	1	0	1	3	14	0	17	30
04:00 PM	0	0	1	1	0	2	0	2	0	1	0	1	0	4	1	5	9
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	1	1	0	5	0	5	0	1	0	1	0	8	1	9	16
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	7	0	7	0	1	0	1	0	3	1	4	12
Grand Total	0	5	1	6	1	18	0	19	0	3	0	3	3	25	2	30	58
Apprch %	0	83.3	16.7		5.3	94.7	0		0	100	0		10	83.3	6.7		
Total %	0	8.6	1.7	10.3	1.7	31	0	32.8	0	5.2	0	5.2	5.2	43.1	3.4	51.7	

	Highland Avenue Southbound				Melrose Avenue Westbound				Highland Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	**1**	0	1	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**1**	**2**	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**4**
Total Volume	0	0	0	0	0	7	0	7	0	1	0	1	0	3	1	4	12
% App. Total	0	0	0		0	100	0		0	100	0		0	75	25		
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.250	.000	.250	.000	.750	.250	.500	.750

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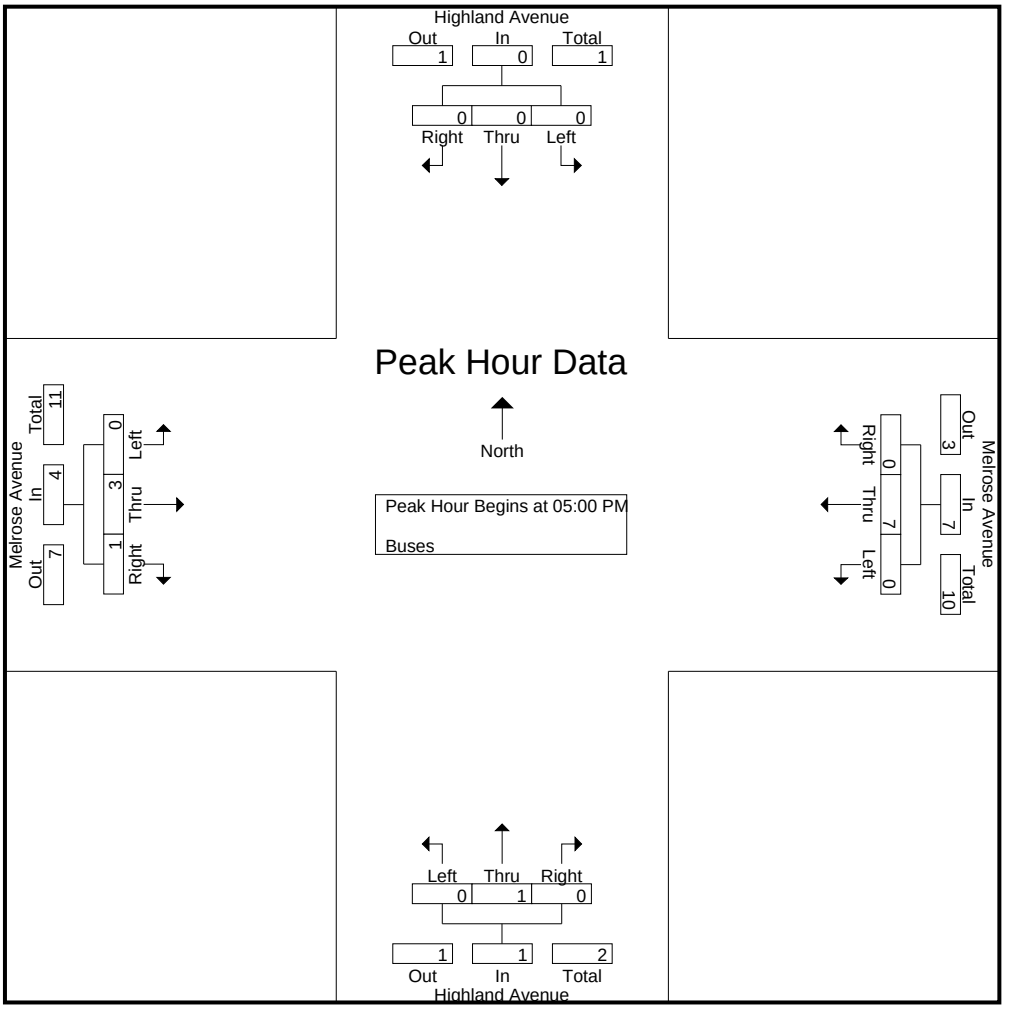

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	**1**	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**1**	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	7	0	7	0	1	0	1	0	3	1	4
% App. Total	0	0	0		0	100	0		0	100	0		0	75	25	
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.250	.000	.250	.000	.750	.250	.500

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Wilcox Avenue

East/West Melrose Avenue

Day: Wednesday **Date:** September 26, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	4	7	139	141
BIKES	16	5	14	20
BUSES	1	0	51	44

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	47	7.45	31	7.30	295	7.45	415	7.00
PM PK 15 MIN	23	5.00	60	5.15	407	5.45	300	4.45
AM PK HOUR	149	7.45	108	7.00	1127	7.45	1510	7.00
PM PK HOUR	75	4.15	191	4.30	1447	5.00	1151	4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	33	14	99
8-9	65	48	23	136
9-10	58	31	16	105
3-4	31	30	12	73
4-5	33	31	6	70
5-6	20	41	14	75
TOTAL	259	214	85	558

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	24	50	108
8-9	26	26	28	80
9-10	39	26	33	98
3-4	60	65	29	154
4-5	58	81	34	173
5-6	47	105	38	190
TOTAL	264	327	212	803

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
207	4	1	9	0
216	14	0	10	0
203	6	0	21	0
227	12	0	42	0
243	24	0	26	0
265	15	0	19	0
1361	75	1	127	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	747	17	789
8-9	25	1034	34	1093
9-10	64	884	26	974
3-4	73	1152	59	1284
4-5	91	1076	80	1247
5-6	112	1150	185	1447
TOTAL	390	6043	401	6834

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	1476	23	1510
8-9	42	1100	70	1212
9-10	47	917	88	1052
3-4	39	864	91	994
4-5	30	1034	80	1144
5-6	42	997	99	1138
TOTAL	211	6388	451	7050

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2299	7	0	3	1
2305	2	0	6	0
2026	7	0	4	0
2278	12	0	14	0
2391	12	0	10	0
2585	9	0	11	0
13884	49	0	48	1

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Wilcox Avenue				
East/West:	Melrose Avenue				
Day:	Wednesday	Date:	############	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	3	0	3
9-10	1	0	0	1
3-4	2	4	0	6
4-5	1	0	0	1
5-6	0	0	0	0
TOTAL	4	12	0	16

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	1	2
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	3	0	3
TOTAL	0	4	1	5

TOTAL

Hours	N-S
7-8	5
8-9	5
9-10	1
3-4	6
4-5	1
5-6	3
TOTAL	21

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	6	1	7
4-5	0	4	0	4
5-6	0	3	0	3
TOTAL	0	13	1	14

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	0	3
8-9	0	7	1	8
9-10	0	2	0	2
3-4	0	3	0	3
4-5	0	3	0	3
5-6	0	1	0	1
TOTAL	0	19	1	20

TOTAL

Hours	E-W
7-8	3
8-9	8
9-10	2
3-4	10
4-5	7
5-6	4
TOTAL	34

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	2	0	0	0	2
- No helmet riders	1	1	8	11	21
- Sidewalk Riding	0	0	4	14	18
- Wrong way riding	5	1	3	1	10

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Wilcox Avenue				
East/West:	Melrose Avenue				
Day:	Wednesday	Date:	################	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	2	0	1	1	4
7:15-7:30	5	3	1	3	12
7:30-7:45	0	2	1	2	5
7:45-8:00	2	0	1	1	4
8:00-8:15	0	4	2	1	7
8:15-8:30	4	2	2	0	8
8:30-8:45	5	5	2	1	13
8:45-9:00	1	3	0	0	4
9:00-9:15	6	0	1	2	9
9:15-9:30	6	1	2	4	13
9:30-9:45	5	3	1	0	9
9:45-10:00	4	2	0	1	7
Hours					
7 - 8	9	5	4	7	25
8 - 9	10	14	6	2	32
9 - 10	21	6	4	7	38
TOTAL	40	25	14	16	95

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	9	8	8	0	25
3:15-3:30	12	2	6	6	26
3:30-3:45	14	14	12	10	50
3:45-4:00	7	0	2	8	17
4:00-4:15	5	8	10	0	23
4:15-4:30	4	22	0	10	36
4:30-4:45	8	10	4	4	26
4:45-5:00	9	8	6	10	33
5:00-5:15	9	4	0	6	19
5:15-5:30	5	8	6	2	21
5:30-5:45	4	4	2	4	14
5:45-6:00	1	14	14	6	35
Hours					
3 - 4	42	24	28	24	118
4 - 5	26	48	20	24	118
5 - 6	19	30	22	18	89
	87	102	70	66	325

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	2	9	2	2	15

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose AM
Site Code : 99918712
Start Date : 9/26/2018

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	4	16	24	3	410	2	415	10	2	4	16	2	118	4	124	579
07:15 AM	9	3	10	22	3	402	2	407	4	3	3	10	4	151	4	159	598
07:30 AM	8	9	14	31	1	343	5	349	14	9	3	26	9	199	3	211	617
07:45 AM	13	8	10	31	4	321	14	339	24	19	4	47	10	279	6	295	712
Total	34	24	50	108	11	1476	23	1510	52	33	14	99	25	747	17	789	2506
08:00 AM	6	7	5	18	10	293	14	317	20	12	6	38	11	277	6	294	667
08:15 AM	3	5	3	11	12	275	18	305	16	11	9	36	5	234	9	248	600
08:30 AM	11	6	8	25	11	267	16	294	12	10	6	28	5	275	10	290	637
08:45 AM	6	8	12	26	9	265	22	296	17	15	2	34	4	248	9	261	617
Total	26	26	28	80	42	1100	70	1212	65	48	23	136	25	1034	34	1093	2521
09:00 AM	10	9	8	27	20	220	25	265	25	11	4	40	17	236	13	266	598
09:15 AM	8	9	10	27	11	225	23	259	12	14	5	31	11	219	2	232	549
09:30 AM	7	3	5	15	6	219	20	245	12	6	3	21	17	217	3	237	518
09:45 AM	14	5	10	29	10	253	20	283	9	0	4	13	19	212	8	239	564
Total	39	26	33	98	47	917	88	1052	58	31	16	105	64	884	26	974	2229
Grand Total	99	76	111	286	100	3493	181	3774	175	112	53	340	114	2665	77	2856	7256
Apprch %	34.6	26.6	38.8		2.6	92.6	4.8		51.5	32.9	15.6		4	93.3	2.7		
Total %	1.4	1	1.5	3.9	1.4	48.1	2.5	52	2.4	1.5	0.7	4.7	1.6	36.7	1.1	39.4	
Passenger Vehicles	99	76	108	283	100	3367	169	3636	174	111	52	337	109	2583	77	2769	7025
% Passenger Vehicles	100	100	97.3	99	100	96.4	93.4	96.3	99.4	99.1	98.1	99.1	95.6	96.9	100	97	96.8
Dual Wheeled	0	0	3	3	0	98	12	110	1	0	1	2	5	60	0	65	180
% Dual Wheeled	0	0	2.7	1	0	2.8	6.6	2.9	0.6	0	1.9	0.6	4.4	2.3	0	2.3	2.5
Buses	0	0	0	0	0	28	0	28	0	1	0	1	0	22	0	22	51
% Buses	0	0	0	0	0	0.8	0	0.7	0	0.9	0	0.3	0	0.8	0	0.8	0.7

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**13**	**8**	**10**	**31**	4	**321**	14	**339**	**24**	**19**	4	**47**	10	**279**	6	**295**	**712**
08:00 AM	6	7	5	18	10	293	14	317	20	12	6	38	**11**	277	6	294	667
08:15 AM	3	5	3	11	**12**	275	**18**	305	16	11	**9**	36	5	234	9	248	600
08:30 AM	11	6	8	25	11	267	16	294	12	10	6	28	5	275	**10**	290	637
Total Volume	33	26	26	85	37	1156	62	1255	72	52	25	149	31	1065	31	1127	2616
% App. Total	38.8	30.6	30.6		2.9	92.1	4.9		48.3	34.9	16.8		2.8	94.5	2.8		
PHF	.635	.813	.650	.685	.771	.900	.861	.926	.750	.684	.694	.793	.705	.954	.775	.955	.919

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City of Los Angeles
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Weather: Clear

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Site Code : 99918712
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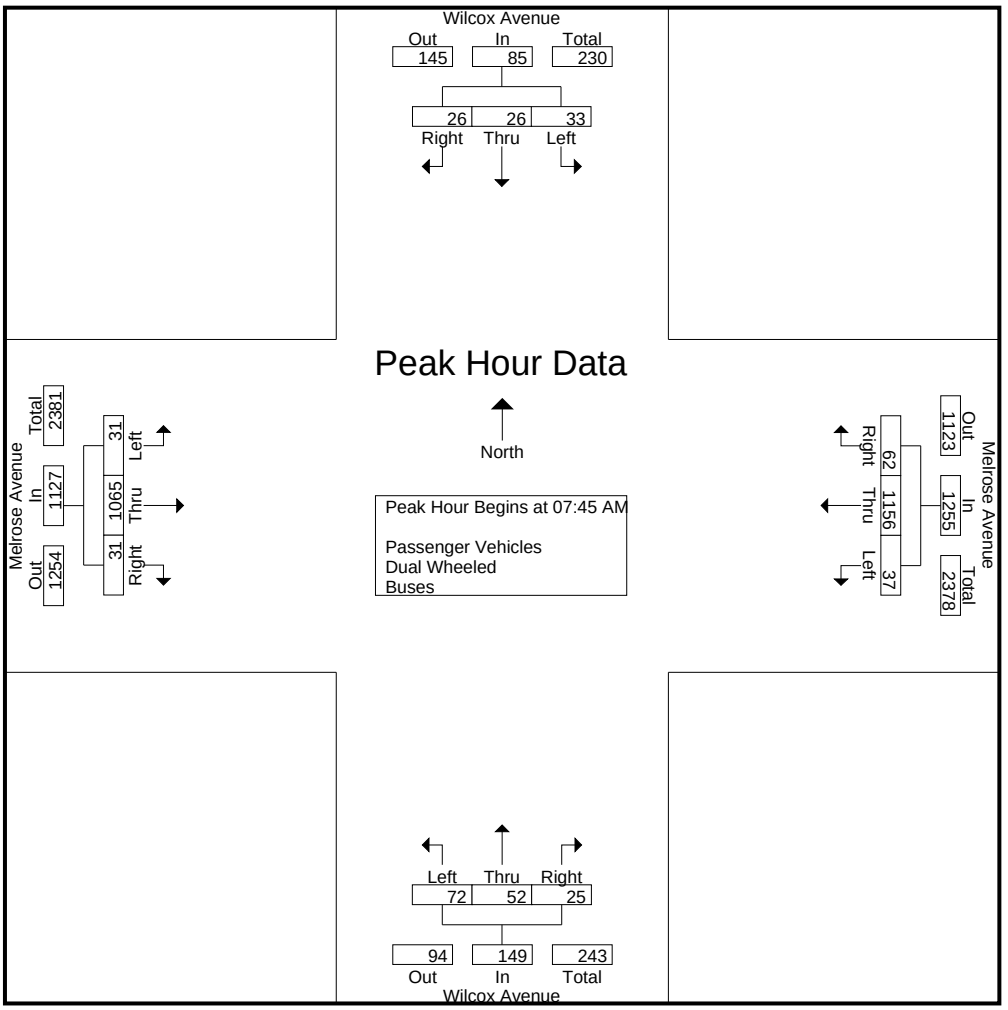

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:45 AM				07:45 AM			
+0 mins.	4	4	**16**	24	3	**410**	2	**415**	**24**	**19**	4	**47**	10	**279**	6	**295**
+15 mins.	9	3	10	22	3	402	2	407	20	12	6	38	**11**	277	6	294
+30 mins.	8	**9**	14	**31**	1	343	5	349	16	11	**9**	36	5	234	9	248
+45 mins.	**13**	8	10	31	**4**	321	**14**	339	12	10	6	28	5	275	**10**	290
Total Volume	34	24	50	108	11	1476	23	1510	72	52	25	149	31	1065	31	1127
% App. Total	31.5	22.2	46.3		0.7	97.7	1.5		48.3	34.9	16.8		2.8	94.5	2.8	
PHF	.654	.667	.781	.871	.688	.900	.411	.910	.750	.684	.694	.793	.705	.954	.775	.955

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City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose AM
Site Code : 99918712
Start Date : 9/26/2018

Groups Printed- Passenger Vehicles

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	4	16	24	3	388	1	392	10	2	4	16	2	110	4	116	548
07:15 AM	9	3	10	22	3	389	1	393	4	3	3	10	3	146	4	153	578
07:30 AM	8	9	13	30	1	335	4	340	14	9	3	26	8	192	3	203	599
07:45 AM	13	8	10	31	4	310	10	324	24	19	4	47	10	273	6	289	691
Total	34	24	49	107	11	1422	16	1449	52	33	14	99	23	721	17	761	2416
08:00 AM	6	7	5	18	10	284	12	306	20	12	5	37	11	270	6	287	648
08:15 AM	3	5	3	11	12	269	18	299	16	11	9	36	5	224	9	238	584
08:30 AM	11	6	8	25	11	258	16	285	12	9	6	27	5	269	10	284	621
08:45 AM	6	8	12	26	9	261	22	292	17	15	2	34	4	243	9	256	608
Total	26	26	28	80	42	1072	68	1182	65	47	22	134	25	1006	34	1065	2461
09:00 AM	10	9	8	27	20	214	25	259	24	11	4	39	16	227	13	256	581
09:15 AM	8	9	9	26	11	215	23	249	12	14	5	31	11	211	2	224	530
09:30 AM	7	3	5	15	6	208	18	232	12	6	3	21	15	213	3	231	499
09:45 AM	14	5	9	28	10	236	19	265	9	0	4	13	19	205	8	232	538
Total	39	26	31	96	47	873	85	1005	57	31	16	104	61	856	26	943	2148
Grand Total	99	76	108	283	100	3367	169	3636	174	111	52	337	109	2583	77	2769	7025
Apprch %	35	26.9	38.2		2.8	92.6	4.6		51.6	32.9	15.4		3.9	93.3	2.8		
Total %	1.4	1.1	1.5	4	1.4	47.9	2.4	51.8	2.5	1.6	0.7	4.8	1.6	36.8	1.1	39.4	

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**13**	**8**	**10**	**31**	4	**310**	10	**324**	**24**	**19**	4	**47**	10	**273**	6	**289**	**691**
08:00 AM	6	7	5	18	10	284	12	306	20	12	5	37	**11**	270	6	287	648
08:15 AM	3	5	3	11	**12**	269	**18**	299	16	11	**9**	36	5	224	9	238	584
08:30 AM	11	6	8	25	11	258	16	285	12	9	6	27	5	269	**10**	284	621
Total Volume	33	26	26	85	37	1121	56	1214	72	51	24	147	31	1036	31	1098	2544
% App. Total	38.8	30.6	30.6		3	92.3	4.6		49	34.7	16.3		2.8	94.4	2.8		
PHF	.635	.813	.650	.685	.771	.904	.778	.937	.750	.671	.667	.782	.705	.949	.775	.950	.920

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Site Code : 99918712
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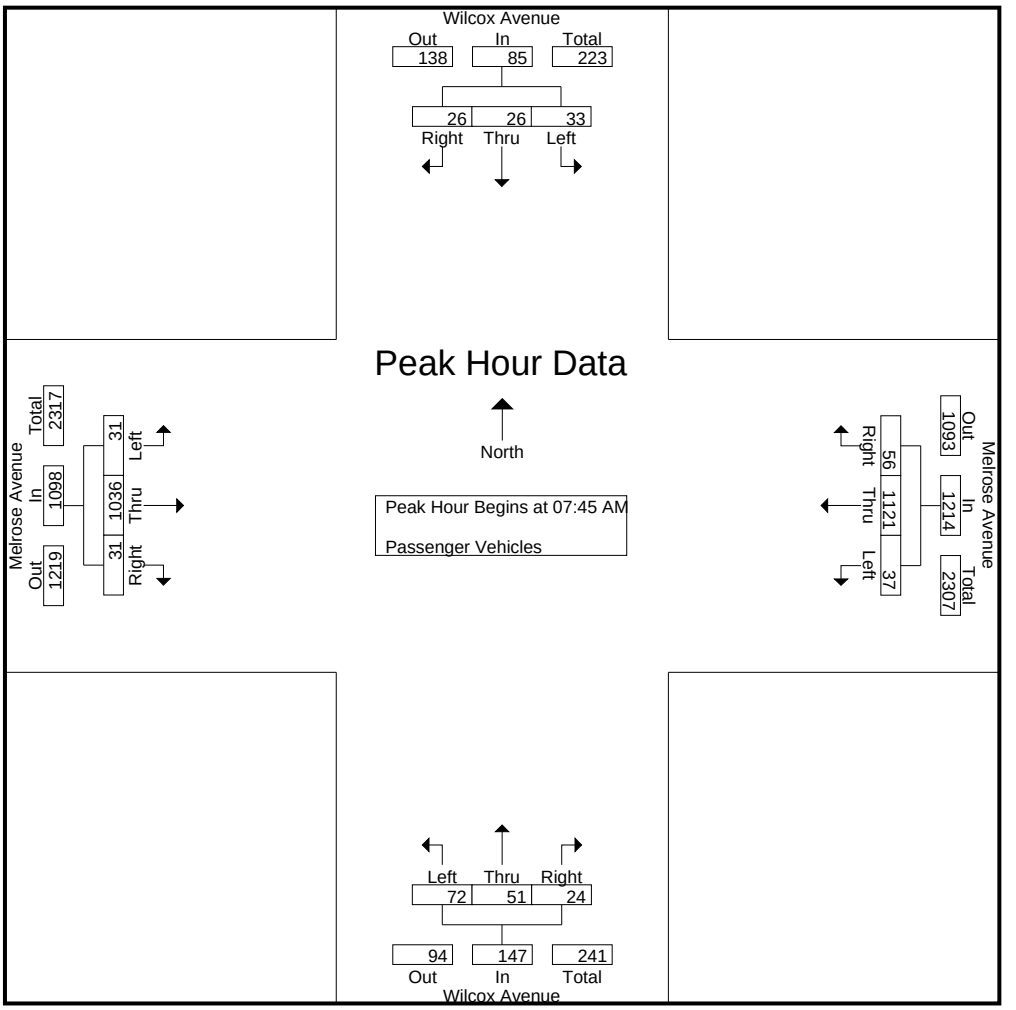

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**13**	**8**	**10**	**31**	4	**310**	10	**324**	**24**	**19**	4	**47**	10	**273**	6	**289**
+15 mins.	6	7	5	18	10	284	12	306	20	12	5	37	**11**	270	6	287
+30 mins.	3	5	3	11	**12**	269	**18**	299	16	11	**9**	36	5	224	9	238
+45 mins.	11	6	8	25	11	258	16	285	12	9	6	27	5	269	**10**	284
Total Volume	33	26	26	85	37	1121	56	1214	72	51	24	147	31	1036	31	1098
% App. Total	38.8	30.6	30.6		3	92.3	4.6		49	34.7	16.3		2.8	94.4	2.8	
PHF	.635	.813	.650	.685	.771	.904	.778	.937	.750	.671	.667	.782	.705	.949	.775	.950

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City of Los Angeles
N/S: Wilcox Avenue
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Weather: Clear

File Name : 01_LAC_Wilcox_Melrose AM
Site Code : 99918712
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Groups Printed- Dual Wheeled

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	17	1	18	0	0	0	0	0	3	0	3	21
07:15 AM	0	0	0	0	0	12	1	13	0	0	0	0	1	3	0	4	17
07:30 AM	0	0	1	1	0	7	1	8	0	0	0	0	1	5	0	6	15
07:45 AM	0	0	0	0	0	8	4	12	0	0	0	0	0	6	0	6	18
Total	0	0	1	1	0	44	7	51	0	0	0	0	2	17	0	19	71
08:00 AM	0	0	0	0	0	9	2	11	0	0	1	1	0	4	0	4	16
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	9	0	9	11
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	18	2	20	0	0	1	1	0	19	0	19	40
09:00 AM	0	0	0	0	0	6	0	6	1	0	0	1	1	8	0	9	16
09:15 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	7	0	7	15
09:30 AM	0	0	0	0	0	9	2	11	0	0	0	0	2	2	0	4	15
09:45 AM	0	0	1	1	0	14	1	15	0	0	0	0	0	7	0	7	23
Total	0	0	2	2	0	36	3	39	1	0	0	1	3	24	0	27	69
Grand Total	0	0	3	3	0	98	12	110	1	0	1	2	5	60	0	65	180
Apprch %	0	0	100		0	89.1	10.9		50	0	50		7.7	92.3	0		
Total %	0	0	1.7	1.7	0	54.4	6.7	61.1	0.6	0	0.6	1.1	2.8	33.3	0	36.1	

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	8	**4**	**12**	0	0	0	0	0	6	0	6	**18**
08:00 AM	0	0	0	0	0	**9**	2	11	0	0	**1**	**1**	0	4	0	4	16
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**9**	0	**9**	11
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	23	6	29	0	0	1	1	0	22	0	22	52
% App. Total	0	0	0		0	79.3	20.7		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.639	.375	.604	.000	.000	.250	.250	.000	.611	.000	.611	.722

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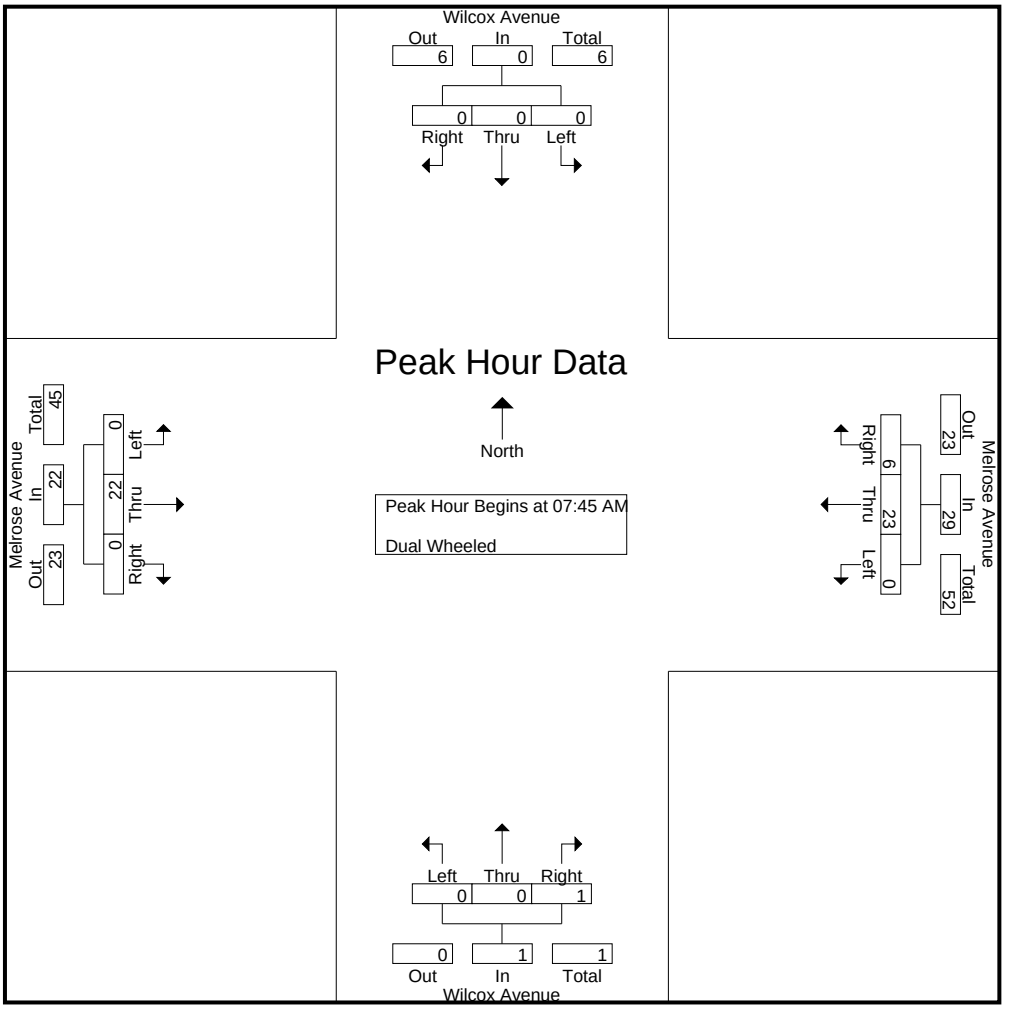

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	8	**4**	**12**	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	**9**	2	11	0	0	**1**	**1**	0	4	0	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**9**	0	**9**
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	23	6	29	0	0	1	1	0	22	0	22
% App. Total	0	0	0		0	79.3	20.7		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.639	.375	.604	.000	.000	.250	.250	.000	.611	.000	.611

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Weather: Clear

File Name : 01_LAC_Wilcox_Melrose AM
Site Code : 99918712
Start Date : 9/26/2018

Groups Printed- Buses

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	9	0	9	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	5	0	5	0	1	0	1	0	3	0	3	9
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	10	0	10	0	1	0	1	0	9	0	9	20
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Grand Total	0	0	0	0	0	28	0	28	0	1	0	1	0	22	0	22	51
Apprch %	0	0	0		0	100	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	54.9	0	54.9	0	2	0	2	0	43.1	0	43.1	

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	**5**	0	**5**	0	**1**	0	**1**	0	3	0	3	**9**
Total Volume	0	0	0	0	0	12	0	12	0	1	0	1	0	7	0	7	20
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.250	.000	.250	.000	.583	.000	.583	.556

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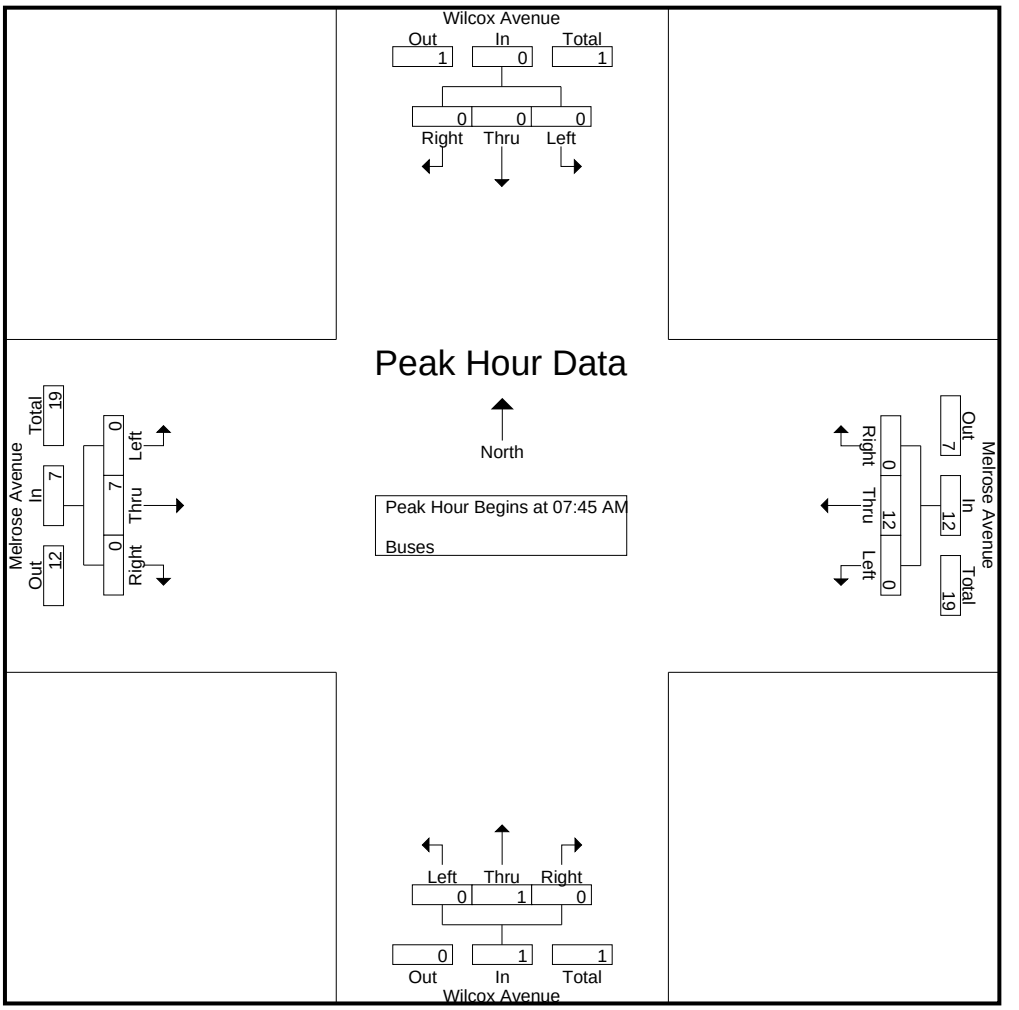

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**5**	0	**5**	0	**1**	0	**1**	0	3	0	3
Total Volume	0	0	0	0	0	12	0	12	0	1	0	1	0	7	0	7
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.250	.000	.250	.000	.583	.000	.583

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City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose PM
Site Code : 99918712
Start Date : 9/26/2018

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	15	22	4	41	14	221	20	255	10	8	3	21	17	294	8	319	636
03:15 PM	19	15	7	41	7	196	35	238	4	10	3	17	20	297	8	325	621
03:30 PM	11	12	12	35	8	217	18	243	11	5	3	19	22	293	19	334	631
03:45 PM	15	16	6	37	10	230	18	258	6	7	3	16	14	268	24	306	617
Total	60	65	29	154	39	864	91	994	31	30	12	73	73	1152	59	1284	2505
04:00 PM	14	17	7	38	7	258	20	285	4	11	3	18	24	271	19	314	655
04:15 PM	14	23	9	46	8	244	20	272	9	5	1	15	15	241	13	269	602
04:30 PM	18	26	11	55	6	260	21	287	11	8	0	19	25	269	17	311	672
04:45 PM	12	15	7	34	9	272	19	300	9	7	2	18	27	295	31	353	705
Total	58	81	34	173	30	1034	80	1144	33	31	6	70	91	1076	80	1247	2634
05:00 PM	11	25	6	42	13	246	25	284	6	11	6	23	32	272	36	340	689
05:15 PM	12	33	15	60	11	252	17	280	4	7	4	15	22	301	31	354	709
05:30 PM	12	29	10	51	8	253	24	285	5	8	4	17	27	261	58	346	699
05:45 PM	12	18	7	37	10	246	33	289	5	15	0	20	31	316	60	407	753
Total	47	105	38	190	42	997	99	1138	20	41	14	75	112	1150	185	1447	2850
Grand Total	165	251	101	517	111	2895	270	3276	84	102	32	218	276	3378	324	3978	7989
Apprch %	31.9	48.5	19.5		3.4	88.4	8.2		38.5	46.8	14.7		6.9	84.9	8.1		
Total %	2.1	3.1	1.3	6.5	1.4	36.2	3.4	41	1.1	1.3	0.4	2.7	3.5	42.3	4.1	49.8	
Passenger Vehicles	163	249	101	513	111	2851	267	3229	83	101	32	216	274	3281	320	3875	7833
% Passenger Vehicles	98.8	99.2	100	99.2	100	98.5	98.9	98.6	98.8	99	100	99.1	99.3	97.1	98.8	97.4	98
Dual Wheeled	2	2	0	4	0	28	3	31	1	1	0	2	2	68	4	74	111
% Dual Wheeled	1.2	0.8	0	0.8	0	1	1.1	0.9	1.2	1	0	0.9	0.7	2	1.2	1.9	1.4
Buses	0	0	0	0	0	16	0	16	0	0	0	0	0	29	0	29	45
% Buses	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0	0.9	0	0.7	0.6

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	25	6	42	**13**	246	25	284	**6**	11	**6**	**23**	**32**	272	36	340	689
05:15 PM	**12**	**33**	**15**	**60**	11	252	17	280	4	7	4	15	22	301	31	354	709
05:30 PM	12	29	10	51	8	**253**	24	285	5	8	4	17	27	261	58	346	699
05:45 PM	12	18	7	37	10	246	**33**	**289**	5	**15**	0	20	31	**316**	**60**	**407**	**753**
Total Volume	47	105	38	190	42	997	99	1138	20	41	14	75	112	1150	185	1447	2850
% App. Total	24.7	55.3	20		3.7	87.6	8.7		26.7	54.7	18.7		7.7	79.5	12.8		
PHF	.979	.795	.633	.792	.808	.985	.750	.984	.833	.683	.583	.815	.875	.910	.771	.889	.946

Counts Unlimited
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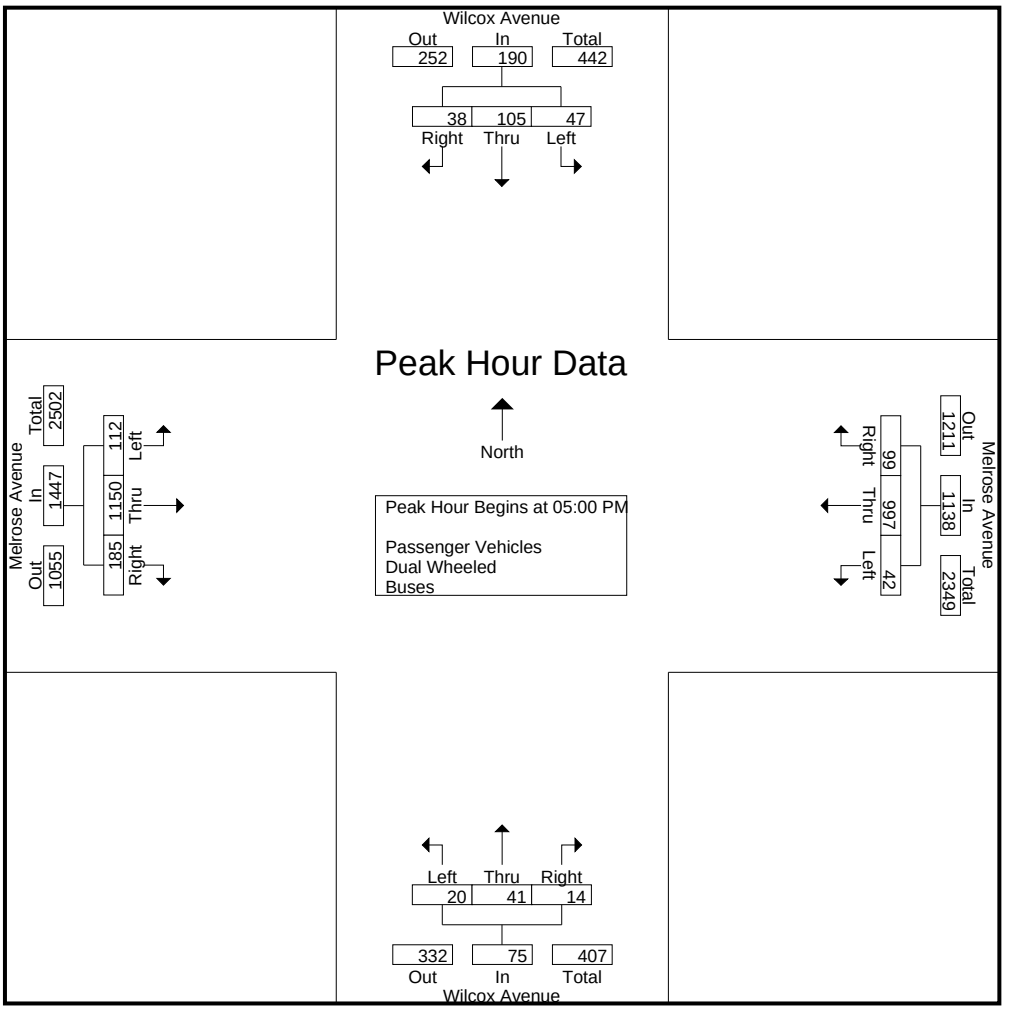
City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose PM
Site Code : 99918712
Start Date : 9/26/2018
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:15 PM				05:00 PM			
+0 mins.	**18**	26	11	55	6	260	21	287	9	5	1	15	**32**	272	36	340
+15 mins.	12	15	7	34	9	**272**	19	**300**	**11**	8	0	19	22	301	31	354
+30 mins.	11	25	6	42	**13**	246	**25**	284	9	7	2	18	27	261	58	346
+45 mins.	12	**33**	**15**	**60**	11	252	17	280	6	**11**	**6**	**23**	31	**316**	**60**	**407**
Total Volume	53	99	39	191	39	1030	82	1151	35	31	9	75	112	1150	185	1447
% App. Total	27.7	51.8	20.4		3.4	89.5	7.1		46.7	41.3	12		7.7	79.5	12.8	
PHF	.736	.750	.650	.796	.750	.947	.820	.959	.795	.705	.375	.815	.875	.910	.771	.889

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City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose PM
Site Code : 99918712
Start Date : 9/26/2018

Groups Printed- Passenger Vehicles

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	15	22	4	41	14	215	20	249	10	8	3	21	17	284	7	308	619
03:15 PM	19	15	7	41	7	191	34	232	4	10	3	17	20	285	8	313	603
03:30 PM	11	11	12	34	8	214	18	240	11	5	3	19	22	286	19	327	620
03:45 PM	13	16	6	35	10	224	18	252	6	7	3	16	14	257	23	294	597
Total	58	64	29	151	39	844	90	973	31	30	12	73	73	1112	57	1242	2439
04:00 PM	14	17	7	38	7	254	20	281	4	11	3	18	24	265	19	308	645
04:15 PM	14	23	9	46	8	241	20	269	8	5	1	14	15	227	13	255	584
04:30 PM	18	25	11	54	6	260	21	287	11	8	0	19	25	260	17	302	662
04:45 PM	12	15	7	34	9	267	19	295	9	7	2	18	27	291	30	348	695
Total	58	80	34	172	30	1022	80	1132	32	31	6	69	91	1043	79	1213	2586
05:00 PM	11	25	6	42	13	243	23	279	6	11	6	23	31	266	36	333	677
05:15 PM	12	33	15	60	11	248	17	276	4	7	4	15	22	296	31	349	700
05:30 PM	12	29	10	51	8	251	24	283	5	8	4	17	26	252	57	335	686
05:45 PM	12	18	7	37	10	243	33	286	5	14	0	19	31	312	60	403	745
Total	47	105	38	190	42	985	97	1124	20	40	14	74	110	1126	184	1420	2808
Grand Total	163	249	101	513	111	2851	267	3229	83	101	32	216	274	3281	320	3875	7833
Apprch %	31.8	48.5	19.7		3.4	88.3	8.3		38.4	46.8	14.8		7.1	84.7	8.3		
Total %	2.1	3.2	1.3	6.5	1.4	36.4	3.4	41.2	1.1	1.3	0.4	2.8	3.5	41.9	4.1	49.5	

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	25	6	42	**13**	243	23	279	**6**	11	**6**	**23**	**31**	266	36	333	677
05:15 PM	**12**	**33**	**15**	**60**	11	248	17	276	4	7	4	15	22	296	31	349	700
05:30 PM	12	29	10	51	8	**251**	24	283	5	8	4	17	26	252	57	335	686
05:45 PM	12	18	7	37	10	243	**33**	**286**	5	**14**	0	19	31	**312**	**60**	**403**	**745**
Total Volume	47	105	38	190	42	985	97	1124	20	40	14	74	110	1126	184	1420	2808
% App. Total	24.7	55.3	20		3.7	87.6	8.6		27	54.1	18.9		7.7	79.3	13		
PHF	.979	.795	.633	.792	.808	.981	.735	.983	.833	.714	.583	.804	.887	.902	.767	.881	.942

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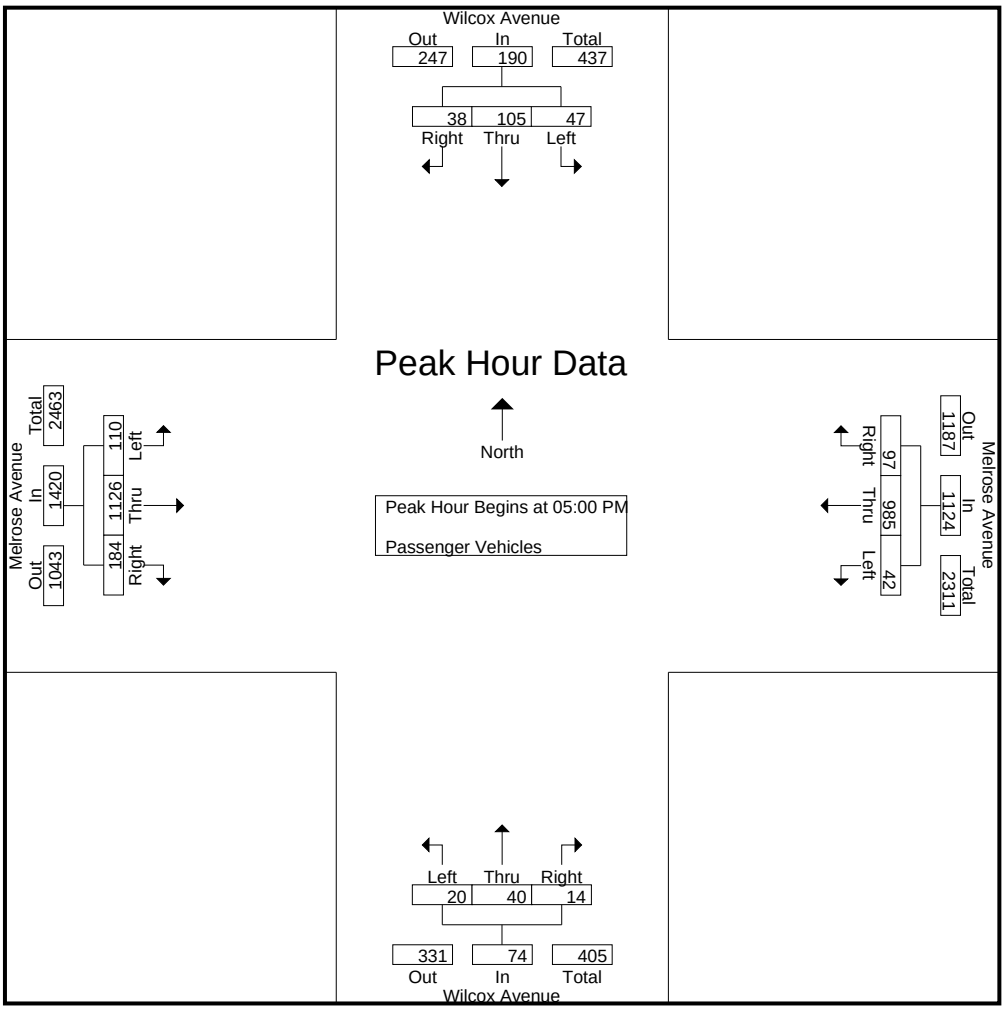
City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose PM
Site Code : 99918712
Start Date : 9/26/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	11	25	6	42	**13**	243	23	279	**6**	11	**6**	**23**	**31**	266	36	333
+15 mins.	**12**	**33**	**15**	**60**	11	248	17	276	4	7	4	15	22	296	31	349
+30 mins.	12	29	10	51	8	**251**	24	283	5	8	4	17	26	252	57	335
+45 mins.	12	18	7	37	10	243	**33**	**286**	5	**14**	0	19	31	**312**	**60**	**403**
Total Volume	47	105	38	190	42	985	97	1124	20	40	14	74	110	1126	184	1420
% App. Total	24.7	55.3	20		3.7	87.6	8.6		27	54.1	18.9		7.7	79.3	13	
PHF	.979	.795	.633	.792	.808	.981	.735	.983	.833	.714	.583	.804	.887	.902	.767	.881

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City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose PM
Site Code : 99918712
Start Date : 9/26/2018
Page No : 1

Groups Printed- Dual Wheeled

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	9	14
03:15 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	7	0	7	11
03:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	5	0	5	7
03:45 PM	2	0	0	2	0	6	0	6	0	0	0	0	0	9	1	10	18
Total	2	1	0	3	0	15	1	16	0	0	0	0	0	29	2	31	50
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
04:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	9	0	9	12
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	7	0	7	8
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3	6
Total	0	1	0	1	0	7	0	7	1	0	0	1	0	24	1	25	34
05:00 PM	0	0	0	0	0	2	2	4	0	0	0	0	1	4	0	5	9
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	6	1	8	9
05:45 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	3	0	3	6
Total	0	0	0	0	0	6	2	8	0	1	0	1	2	15	1	18	27
Grand Total	2	2	0	4	0	28	3	31	1	1	0	2	2	68	4	74	111
Apprch %	50	50	0		0	90.3	9.7		50	50	0		2.7	91.9	5.4		
Total %	1.8	1.8	0	3.6	0	25.2	2.7	27.9	0.9	0.9	0	1.8	1.8	61.3	3.6	66.7	

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0	**1**	4	0	5	**9**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	**6**	**1**	**8**	9
05:45 PM	0	0	0	0	0	2	0	2	0	**1**	0	**1**	0	3	0	3	6
Total Volume	0	0	0	0	0	6	2	8	0	1	0	1	2	15	1	18	27
% App. Total	0	0	0		0	75	25		0	100	0		11.1	83.3	5.6		
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.250	.000	.250	.500	.625	.250	.563	.750

Counts Unlimited
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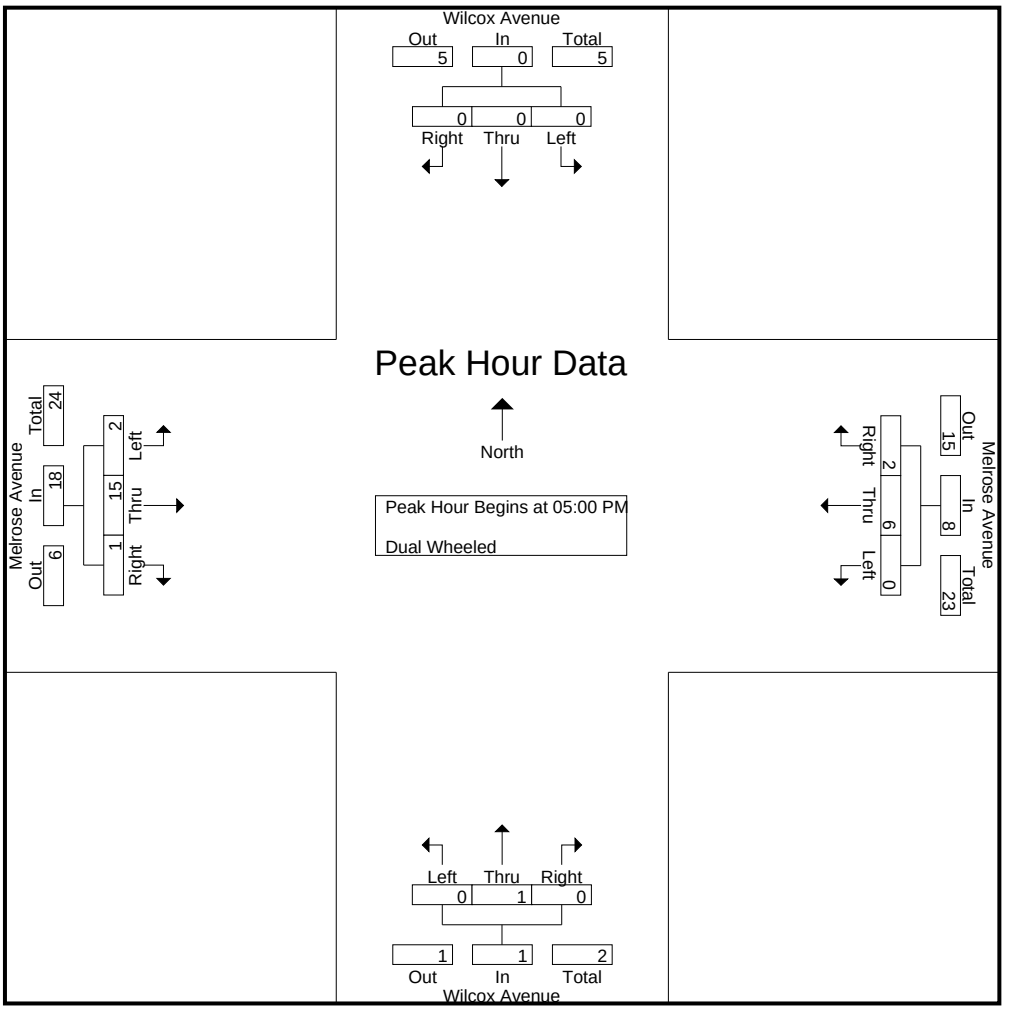
(951) 268-6268

City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose PM
Site Code : 99918712
Start Date : 9/26/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0	**1**	4	0	5
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	**6**	**1**	**8**
+45 mins.	0	0	0	0	0	2	0	2	0	**1**	0	**1**	0	3	0	3
Total Volume	0	0	0	0	0	6	2	8	0	1	0	1	2	15	1	18
% App. Total	0	0	0		0	75	25		0	100	0		11.1	83.3	5.6	
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.250	.000	.250	.500	.625	.250	.563

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City of Los Angeles
N/S: Wilcox Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 01_LAC_Wilcox_Melrose PM
Site Code : 99918712
Start Date : 9/26/2018

Groups Printed- Buses

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	11	0	11	16
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
Grand Total	0	0	0	0	0	16	0	16	0	0	0	0	0	29	0	29	45
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	35.6	0	35.6	0	0	0	0	0	64.4	0	64.4	

	Wilcox Avenue Southbound				Melrose Avenue Westbound				Wilcox Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**3**	0	**3**	**6**
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.625

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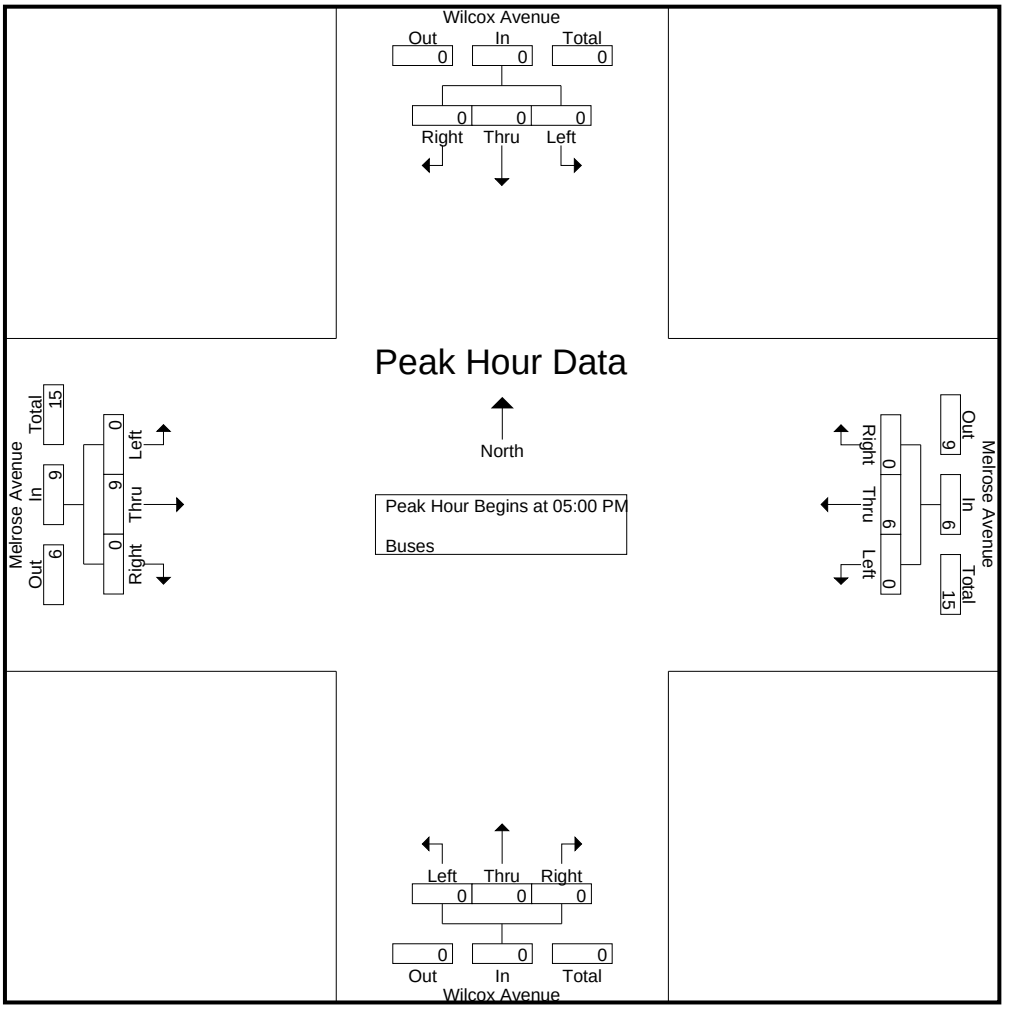


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750

Prepared by NDS/ATD

VOLUME

Seward St & Waring Ave

Day: Thursday
Date: 5/11/2017

City: Los Angeles
Project #: CA17_5244_055

DAILY TOTALS	NB	SB	EB	WB	Total
	783	1,034	1,108	873	3,798

AM Period	NB		SB		EB		WB		TOTAL	
0:00	1		3		1		1		6	
0:15	0		2		1		1		4	
0:30	1		1		2		0		4	
0:45	1	3	1	7	2	6	2	4	6	20
1:00	1		1		1		1		4	
1:15	1		0		2		2		5	
1:30	1		1		3		1		6	
1:45	1	4	0	2	0	6	1	5	2	17
2:00	0		0		0		0		0	
2:15	0		1		0		1		2	
2:30	1		0		0		0		1	
2:45	0	1	1	2	1	1	0	1	2	5
3:00	0		0		0		0		0	
3:15	0		0		1		0		1	
3:30	0		2		2		1		5	
3:45	0		0	2	0	3	0	1	0	6
4:00	0		1		1		3		5	
4:15	1		1		0		0		2	
4:30	1		1		1		2		5	
4:45	2	4	0	3	0	2	1	6	3	15
5:00	1		1		0		0		2	
5:15	0		0		2		0		2	
5:30	0		1		2		0		3	
5:45	4	5	1	3	0	4	1	1	6	13
6:00	0		1		0		2		3	
6:15	3		1		1		0		5	
6:30	2		3		4		1		10	
6:45	3	8	10	15	5	10	7	10	25	43
7:00	3		11		5		6		25	
7:15	5		15		13		15		48	
7:30	22		15		12		29		78	
7:45	20	50	18	59	19	49	49	99	106	257
8:00	12		20		13		27		72	
8:15	14		14		13		25		66	
8:30	11		21		13		23		68	
8:45	14	51	19	74	15	54	30	105	78	284
9:00	19		30		13		22		84	
9:15	14		12		16		23		65	
9:30	16		15		21		25		77	
9:45	13	62	15	72	11	61	23	93	62	288
10:00	9		20		14		15		58	
10:15	15		14		19		20		68	
10:30	5		21		9		18		53	
10:45	6	35	14	69	16	58	10	63	46	225
11:00	4		13		15		20		52	
11:15	8		15		12		13		48	
11:30	7		15		11		11		44	
11:45	8	27	12	55	15	53	11	55	46	190
TOTALS		250		363		307		443		**1363**
SPLIT %		18.3%		26.6%		22.5%		32.5%		**35.9%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	15		24		13		8		60	
12:15	11		25		14		12		62	
12:30	13		17		10		10		50	
12:45	18	57	22	88	12	49	12	42	64	236
13:00	18		19		18		8		63	
13:15	10		26		12		11		59	
13:30	9		27		18		9		63	
13:45	14	51	34	106	14	62	8	36	70	255
14:00	14		32		17		18		81	
14:15	10		18		20		9		57	
14:30	13		18		12		13		56	
14:45	16	53	15	83	14	63	16	56	61	255
15:00	16		12		27		15		70	
15:15	14		15		25		17		71	
15:30	13		18		21		14		66	
15:45	8	51	18	63	31	104	15	61	72	279
16:00	11		17		24		11		63	
16:15	20		17		18		15		70	
16:30	22		16		32		13		83	
16:45	19	72	22	72	32	106	12	51	85	301
17:00	16		24		28		15		83	
17:15	15		16		32		13		76	
17:30	12		14		27		14		67	
17:45	14	57	12	66	48	135	14	56	88	314
18:00	33		27		45		8		113	
18:15	33		13		27		20		93	
18:30	19		21		28		14		82	
18:45	13	98	14	75	23	123	8	50	58	346
19:00	11		16		27		8		62	
19:15	15		10		22		6		53	
19:30	8		6		21		7		42	
19:45	4	38	11	43	13	83	8	29	36	193
20:00	6		6		6		3		21	
20:15	5		6		9		4		24	
20:30	7		9		7		4		27	
20:45	1	19	6	27	9	31	5	16	21	93
21:00	5		5		4		4		18	
21:15	4		5		4		3		16	
21:30	3		2		8		2		15	
21:45	4	16	7	19	3	19	4	13	18	67
22:00	2		3		3		3		11	
22:15	5		6		4		1		16	
22:30	3		2		3		4		12	
22:45	1	11	4	15	5	15	2	10	12	51
23:00	3		2		4		2		11	
23:15	2		4		3		7		16	
23:30	1		2		0		1		4	
23:45	4	10	6	14	4	11	0	10	14	45
TOTALS		533		671		801		430		**2435**
SPLIT %		21.9%		27.6%		32.9%		17.7%		**64.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	783	1,034	1,108	873	3,798

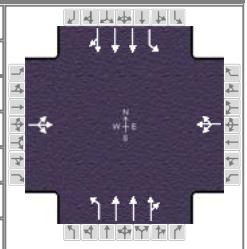
AM Peak Hour	7:30	8:15	8:45	7:30	**7:30**
AM Pk Volume	68	84	65	130	**322**
Pk Hr Factor	0.773	0.700	0.774	0.663	**0.759**
7 - 9 Volume	101	133	103	204	**541**
7 - 9 Peak Hour	7:30	8:00	7:45	7:30	**7:30**
7 - 9 Pk Volume	68	74	58	130	**322**
Pk Hr Factor	0.773	0.881	0.763	0.663	**0.759**

PM Peak Hour	17:45	13:15	17:15	14:45	**17:45**
PM Pk Volume	99	119	152	62	**376**
Pk Hr Factor	0.750	0.875	0.792	0.912	**0.832**
4 - 6 Volume	129	138	241	107	**615**
4 - 6 Peak Hour	16:15	16:15	17:00	17:00	**16:30**
4 - 6 Pk Volume	77	79	135	56	**327**
Pk Hr Factor	0.875	0.823	0.703	0.933	**0.962**

HCS WORKSHEETS

HCS 2010 Signalized Intersection Results Summary

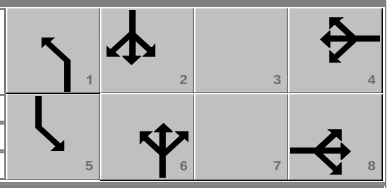
General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.90
Urban Street	HIGHLAND AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	WILLOUGHBY AVENUE	File Name	1 HIGHLAND & WILLOUGHBY AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	74	154	57	112	361	39	52	1150	28	27	1396	71

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	3.2	1.4	38.6	34.8	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



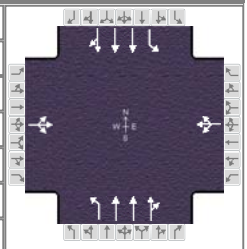
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		38.8		38.8	8.6	44.0	7.2	42.6
Change Period, (*Y+R c*), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.3	0.0	3.3	0.0
Queue Clearance Time (*g s*), s		19.4		34.2	3.5		2.8	
Green Extension Time (*g e*), s		2.2		0.6	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.76		0.53	
Max Out Probability		0.02		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		317			569		58	879	430	30	1107	523
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1222			1543		1810	1863	1824	1810	1863	1761
Queue Service Time (*g s*), s		0.0			14.8		1.5	15.4	15.4	0.8	21.7	21.7
Cycle Queue Clearance Time (*g c*), s		17.4			32.2		1.5	15.4	15.4	0.8	21.7	21.7
Green Ratio (*g/C*)		0.39			0.39		0.48	0.44	0.44	0.46	0.43	0.43
Capacity (*c*), veh/h		523			646		231	1656	811	251	1597	755
Volume-to-Capacity Ratio (*X*)		0.605			0.881		0.250	0.531	0.531	0.120	0.693	0.693
Back of Queue (*Q*), ft/ln (85 th percentile)		189.8			432.9		27.1	231.5	232.3	14.3	318.6	315.3
Back of Queue (*Q*), veh/ln (85 th percentile)		7.5			17.0		1.1	9.1	9.3	0.6	12.5	12.6
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.19	0.00	0.00	0.10	0.00	0.00
Uniform Delay (*d 1*), s/veh		21.4			26.9		15.8	18.2	18.2	14.7	20.9	20.9
Incremental Delay (*d 2*), s/veh		1.2			12.2		0.2	1.2	2.5	0.1	2.5	5.2
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		22.6			39.1		16.0	19.4	20.7	14.8	23.4	26.1
Level of Service (LOS)		C			D		B	B	C	B	C	C
Approach Delay, s/veh / LOS	22.6	C		39.1	D		19.6	B		24.1	C	
Intersection Delay, s/veh / LOS	24.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.0	A	1.4	A	1.2	A	1.4	A

HCS 2010 Signalized Intersection Results Summary

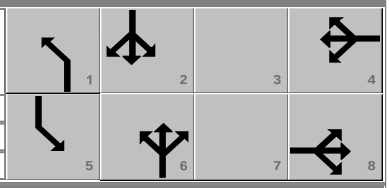
General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.90
Urban Street	HIGHLAND AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	WILLOUGHBY AVENUE	File Name	1 HIGHLAND & WILLOUGHBY AM EXISTING+P…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	74	157	57	112	361	39	53	1152	28	36	1399	71

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	3.8	0.8	38.5	34.9	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



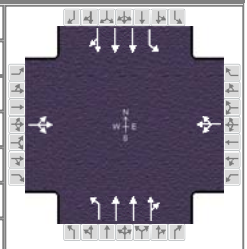
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		38.9		38.9	8.6	43.3	7.8	42.5
Change Period, (*Y+R c*), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.3	0.0	3.3	0.0
Queue Clearance Time (*g s*), s		19.6		34.3	3.6		3.1	
Green Extension Time (*g e*), s		2.3		0.6	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.77		0.63	
Max Out Probability		0.02		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		320			569		59	880	431	40	1109	524
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1227			1539		1810	1863	1823	1810	1863	1760
Queue Service Time (*g s*), s		0.0			14.8		1.6	15.7	15.7	1.1	21.8	21.9
Cycle Queue Clearance Time (*g c*), s		17.6			32.3		1.6	15.7	15.7	1.1	21.8	21.9
Green Ratio (*g/C*)		0.39			0.39		0.48	0.44	0.44	0.47	0.43	0.43
Capacity (*c*), veh/h		526			646		231	1627	796	259	1593	753
Volume-to-Capacity Ratio (*X*)		0.609			0.881		0.255	0.541	0.541	0.155	0.696	0.697
Back of Queue (*Q*), ft/ln (85 th percentile)		192.2			433.8		27.6	235.9	236.9	19	320.3	317
Back of Queue (*Q*), veh/ln (85 th percentile)		7.6			17.1		1.1	9.3	9.5	0.8	12.6	12.7
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.20	0.00	0.00	0.13	0.00	0.00
Uniform Delay (*d 1*), s/veh		21.4			26.9		15.9	18.7	18.7	14.7	21.0	21.0
Incremental Delay (*d 2*), s/veh		1.3			12.3		0.2	1.3	2.6	0.1	2.5	5.3
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		22.7			39.2		16.1	20.0	21.3	14.8	23.5	26.3
Level of Service (LOS)		C			D		B	B	C	B	C	C
Approach Delay, s/veh / LOS	22.7	C		39.2	D		20.2	C		24.2	C	
Intersection Delay, s/veh / LOS	24.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.0	A	1.4	A	1.2	A	1.4	A

HCS 2010 Signalized Intersection Results Summary

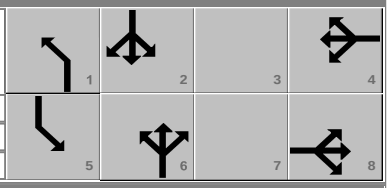
General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.90
Urban Street	HIGHLAND AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	WILLOUGHBY AVENUE	File Name	1 HIGHLAND & WILLOUGHBY AM FUTURE WO…		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	84	195	61	118	382	41	55	1203	57	28	1454	74

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	3.2	1.5	37.3	36.0	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



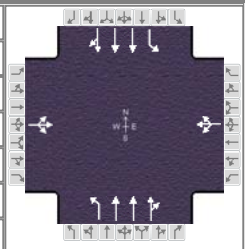
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		40.0		40.0	8.7	42.8	7.2	41.3
Change Period, (*Y+R c*), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.3	0.0	3.3	0.0
Queue Clearance Time (*g s*), s		24.7		38.0	3.7		2.9	
Green Extension Time (*g e*), s		2.3		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.78		0.54	
Max Out Probability		0.12		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		378			601		61	945	455	31	1153	545
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1197			1443		1810	1863	1795	1810	1863	1761
Queue Service Time (*g s*), s		0.0			13.3		1.7	17.4	17.4	0.9	23.6	23.6
Cycle Queue Clearance Time (*g c*), s		22.7			36.0		1.7	17.4	17.4	0.9	23.6	23.6
Green Ratio (*g/C*)		0.40			0.40		0.47	0.43	0.43	0.45	0.41	0.41
Capacity (*c*), veh/h		529			626		219	1604	773	229	1544	730
Volume-to-Capacity Ratio (*X*)		0.715			0.960		0.279	0.589	0.589	0.136	0.746	0.747
Back of Queue (*Q*), ft/ln (85 th percentile)		240.7			538		29.6	259.9	258.5	15.3	347	346.6
Back of Queue (*Q*), veh/ln (85 th percentile)		9.5			21.2		1.2	10.2	10.3	0.6	13.7	13.9
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.21	0.00	0.00	0.10	0.00	0.00
Uniform Delay (*d 1*), s/veh		21.9			27.9		17.2	19.5	19.5	15.8	22.3	22.3
Incremental Delay (*d 2*), s/veh		3.9			26.2		0.3	1.6	3.3	0.1	3.3	6.9
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		25.8			54.0		17.4	21.1	22.8	15.9	25.7	29.2
Level of Service (LOS)		C			D		B	C	C	B	C	C
Approach Delay, s/veh / LOS	25.8	C		54.0	D		21.5	C		26.6	C	
Intersection Delay, s/veh / LOS	28.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.1	A	1.5	A	1.3	A	1.4	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.90
Urban Street	HIGHLAND AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	WILLOUGHBY AVENUE	File Name	1 HIGHLAND & WILLOUGHBY AM FUTURE WIT…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	84	198	61	118	382	41	56	1205	57	37	1457	74

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

							1	2	3	4
Green	3.9	0.9	37.3	36.0	0.0	0.0	5	6	7	8
Yellow	4.0	0.0	4.0	4.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

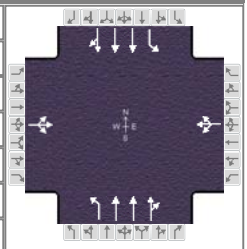
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		40.0		40.0	8.7	42.1	7.9	41.3
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.3	0.0	3.3	0.0
Queue Clearance Time (g_s), s		24.9		38.0	3.7		3.1	
Green Extension Time (g_e), s		2.3		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.79		0.64	
Max Out Probability		0.13		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		381			601		62	947	456	41	1155	546
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1202			1438		1810	1863	1793	1810	1863	1759
Queue Service Time (g_s), s		0.0			13.1		1.7	17.7	17.7	1.1	23.7	23.7
Cycle Queue Clearance Time (g_c), s		22.9			36.0		1.7	17.7	17.7	1.1	23.7	23.7
Green Ratio (*g/C*)		0.40			0.40		0.47	0.42	0.42	0.46	0.41	0.41
Capacity (*c*), veh/h		531			624		219	1579	760	238	1543	728
Volume-to-Capacity Ratio (*X*)		0.718			0.963		0.284	0.599	0.600	0.173	0.749	0.750
Back of Queue (*Q*), ft/ln (85 th percentile)		243.2			542.2		30.3	263.9	262.6	20.1	348.8	348.3
Back of Queue (*Q*), veh/ln (85 th percentile)		9.7			21.3		1.2	10.4	10.5	0.8	13.7	13.9
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.22	0.00	0.00	0.13	0.00	0.00
Uniform Delay (d_1), s/veh		22.0			28.0		17.2	20.0	20.0	15.8	22.4	22.4
Incremental Delay (d_2), s/veh		4.0			26.9		0.3	1.7	3.5	0.1	3.4	7.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		26.0			54.9		17.5	21.7	23.5	15.9	25.8	29.4
Level of Service (LOS)		C			D		B	C	C	B	C	C
Approach Delay, s/veh / LOS	26.0	C		54.9	D		22.1	C		26.7	C	
Intersection Delay, s/veh / LOS	29.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.1	A	1.5	A	1.3	A	1.4	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.92
Urban Street	HIGHLAND AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	WILLOUGHBY AVENUE	File Name	1 HIGHLAND & WILLOUGHBY PM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	384	63	85	198	37	40	1191	53	48	1220	56

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	4.0	0.4	37.6	36.0	0.0	0.0	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

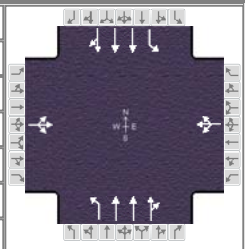
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		40.0		40.0	8.0	41.6	8.4	42.0
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.3	0.0	3.3	0.0
Queue Clearance Time (g_s), s		38.0		23.8	3.2		3.4	
Green Extension Time (g_e), s		0.0		2.3	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.66		0.73	
Max Out Probability		1.00		0.09	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		610			348		43	918	434	52	941	445
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1498			1107		1810	1881	1779	1810	1881	1780
Queue Service Time (g_s), s		14.2			0.0		1.2	16.9	16.9	1.4	17.3	17.3
Cycle Queue Clearance Time (g_c), s		36.0			21.8		1.2	16.9	16.9	1.4	17.3	17.3
Green Ratio (*g/C*)		0.40			0.40		0.46	0.42	0.42	0.47	0.42	0.42
Capacity (*c*), veh/h		647			493		242	1573	744	262	1590	752
Volume-to-Capacity Ratio (*X*)		0.942			0.705		0.180	0.584	0.584	0.199	0.592	0.592
Back of Queue (*Q*), ft/ln (85 th percentile)		515.5			223.6		21	245.8	241.4	25	260	257.1
Back of Queue (*Q*), veh/ln (85 th percentile)		20.5			8.8		0.8	9.8	9.7	1.0	10.3	10.3
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.15	0.00	0.00	0.17	0.00	0.00
Uniform Delay (d_1), s/veh		27.4			21.6		15.6	20.2	20.2	15.0	20.0	20.0
Incremental Delay (d_2), s/veh		22.0			3.9		0.1	1.3	2.7	0.1	1.6	3.4
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.3			25.5		15.7	21.5	22.9	15.1	21.6	23.4
Level of Service (LOS)		D			C		B	C	C	B	C	C
Approach Delay, s/veh / LOS	49.3	D		25.5	C		21.7	C		22.0	C	
Intersection Delay, s/veh / LOS	26.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.5	A	1.1	A	1.3	A	1.3	A

HCS 2010 Signalized Intersection Results Summary

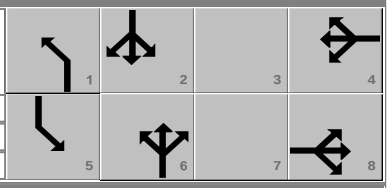
General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.92
Urban Street	HIGHLAND AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	WILLOUGHBY AVENUE	File Name	1 HIGHLAND & WILLOUGHBY PM EXISTING+P…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	385	63	85	198	37	43	1202	53	50	1221	56

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	4.1	0.3	37.5	36.0	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



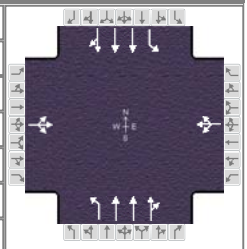
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		40.0		40.0	8.1	41.5	8.5	41.9
Change Period, (*Y+R c*), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.3	0.0	3.3	0.0
Queue Clearance Time (*g s*), s		38.0		23.9	3.3		3.5	
Green Extension Time (*g e*), s		0.0		2.3	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.69		0.74	
Max Out Probability		1.00		0.09	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		611			348		47	926	438	54	942	446
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1498			1106		1810	1881	1778	1810	1881	1780
Queue Service Time (*g s*), s		14.1			0.0		1.3	17.1	17.1	1.5	17.4	17.4
Cycle Queue Clearance Time (*g c*), s		36.0			21.9		1.3	17.1	17.1	1.5	17.4	17.4
Green Ratio (*g/C*)		0.40			0.40		0.46	0.42	0.42	0.47	0.42	0.42
Capacity (*c*), veh/h		647			493		244	1569	742	261	1583	749
Volume-to-Capacity Ratio (*X*)		0.944			0.705		0.191	0.590	0.590	0.208	0.595	0.595
Back of Queue (*Q*), ft/ln (85 th percentile)		518.3			223.7		22.5	249	244.2	26.2	261.1	258.6
Back of Queue (*Q*), veh/ln (85 th percentile)		20.6			8.8		0.9	9.9	9.8	1.0	10.4	10.3
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.16	0.00	0.00	0.17	0.00	0.00
Uniform Delay (*d 1*), s/veh		27.4			21.6		15.6	20.3	20.3	15.1	20.1	20.1
Incremental Delay (*d 2*), s/veh		22.3			3.9		0.1	1.3	2.8	0.1	1.7	3.5
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.7			25.5		15.7	21.6	23.1	15.2	21.8	23.6
Level of Service (LOS)		D			C		B	C	C	B	C	C
Approach Delay, s/veh / LOS	49.7	D		25.5	C		21.9	C		22.1	C	
Intersection Delay, s/veh / LOS	26.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.5	A	1.1	A	1.3	A	1.3	A

HCS 2010 Signalized Intersection Results Summary

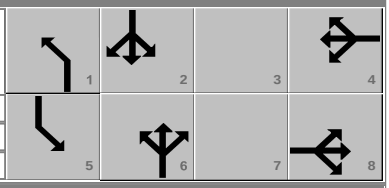
General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.92
Urban Street	HIGHLAND AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	WILLOUGHBY AVENUE	File Name	1 HIGHLAND & WILLOUGHBY PM FUTURE WO…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	403	67	91	233	38	43	1240	61	49	1273	58

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	4.1	0.3	33.6	40.0	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



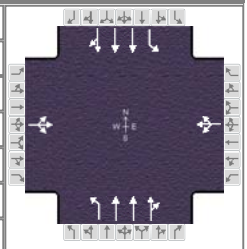
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		44.0		44.0	8.1	37.6	8.4	37.9
Change Period, (*Y+R c*), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.3	0.0	3.3	0.0
Queue Clearance Time (*g s*), s		42.0		25.1	3.4		3.6	
Green Extension Time (*g e*), s		0.0		2.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.69		0.74	
Max Out Probability		1.00		0.06	0.02		0.04	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		658			393		47	962	452	53	983	464
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1442			1141		1810	1881	1770	1810	1881	1777
Queue Service Time (*g s*), s		16.9			0.0		1.4	19.4	19.4	1.6	19.8	19.8
Cycle Queue Clearance Time (*g c*), s		40.0			23.1		1.4	19.4	19.4	1.6	19.8	19.8
Green Ratio (*g/C*)		0.44			0.44		0.42	0.37	0.37	0.42	0.38	0.38
Capacity (*c*), veh/h		690			557		213	1404	660	230	1416	669
Volume-to-Capacity Ratio (*X*)		0.954			0.706		0.219	0.685	0.685	0.232	0.694	0.694
Back of Queue (*Q*), ft/ln (85 th percentile)		554			234.9		25	285.1	281.3	28.4	301.5	301.2
Back of Queue (*Q*), veh/ln (85 th percentile)		22.0			9.2		1.0	11.3	11.3	1.1	12.0	12.0
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.18	0.00	0.00	0.19	0.00	0.00
Uniform Delay (*d 1*), s/veh		25.8			19.2		18.5	23.8	23.8	17.9	23.7	23.7
Incremental Delay (*d 2*), s/veh		23.2			3.5		0.2	2.3	4.7	0.2	2.8	5.9
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.0			22.7		18.7	26.0	28.5	18.1	26.5	29.6
Level of Service (LOS)		D			C		B	C	C	B	C	C
Approach Delay, s/veh / LOS	49.0	D		22.7	C		26.5	C		27.2	C	
Intersection Delay, s/veh / LOS	30.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.6	A	1.1	A	1.3	A	1.3	A

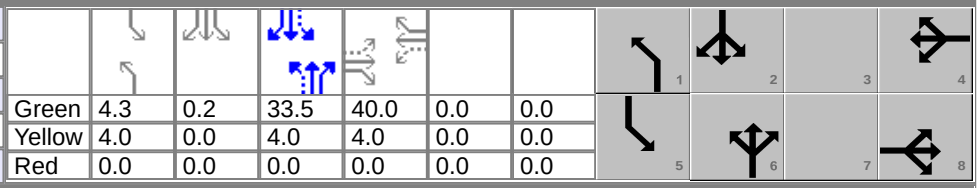
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.92
Urban Street	HIGHLAND AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	WILLOUGHBY AVENUE	File Name	1 HIGHLAND & WILLOUGHBY PM FUTURE WIT…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	404	67	91	233	38	46	1251	61	51	1274	58

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	4.3	0.2	33.5	40.0	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

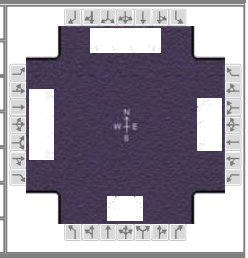
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		44.0		44.0	8.3	37.5	8.5	37.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.5		3.5	3.3	0.0	3.3	0.0
Queue Clearance Time (g_s), s		42.0		25.1	3.5		3.6	
Green Extension Time (g_e), s		0.0		2.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.71		0.75	
Max Out Probability		1.00		0.06	0.03		0.04	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		659			393		50	970	456	55	984	464
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1442			1141		1810	1881	1769	1810	1881	1775
Queue Service Time (g_s), s		16.9			0.0		1.5	19.6	19.6	1.6	19.9	19.9
Cycle Queue Clearance Time (g_c), s		40.0			23.1		1.5	19.6	19.6	1.6	19.9	19.9
Green Ratio (*g/C*)		0.44			0.44		0.42	0.37	0.37	0.42	0.37	0.37
Capacity (*c*), veh/h		690			557		215	1400	658	229	1410	665
Volume-to-Capacity Ratio (*X*)		0.955			0.706		0.233	0.693	0.693	0.242	0.698	0.698
Back of Queue (*Q*), ft/ln (85 th percentile)		556.9			235		26.7	288.4	284.6	29.6	302.4	302.2
Back of Queue (*Q*), veh/ln (85 th percentile)		22.1			9.3		1.1	11.4	11.4	1.2	12.0	12.1
Queue Storage Ratio (*RQ*) (85 th percentile)		0.00			0.00		0.19	0.00	0.00	0.20	0.00	0.00
Uniform Delay (d_1), s/veh		25.8			19.2		18.6	23.9	23.9	18.0	23.8	23.8
Incremental Delay (d_2), s/veh		23.5			3.5		0.2	2.3	4.9	0.2	2.9	6.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.3			22.7		18.8	26.2	28.8	18.2	26.7	29.8
Level of Service (LOS)		D			C		B	C	C	B	C	C
Approach Delay, s/veh / LOS	49.3	D		22.7	C		26.8	C		27.4	C	
Intersection Delay, s/veh / LOS	30.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.3	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	1.6	A	1.1	A	1.3	A	1.3	A

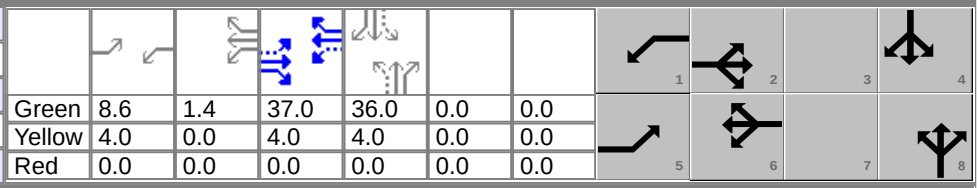
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	MELROSE AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	HIGHLAND AVENUE	File Name	2 HIGHLAND & MELROSE AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	194	881	38	282	1286	40	3	1033	115	50	1129	332

Signal Information			
Cycle, s	95.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.6	1.4	37.0	36.0	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

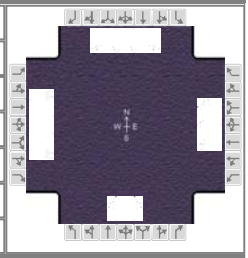
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		8.0		5.0
Phase Duration, s	12.6	41.0	14.0	42.4		40.0		40.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	8.6		11.5			35.3		38.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.6		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	206	937	20	300	725	686	653		571	53	1201	177
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1756	1510	1810	1863	1757	1813		1634	464	1773	1573
Queue Service Time (g_s), s	6.6	21.1	0.8	9.5	36.0	36.2	3.1		31.5	4.5	30.2	7.5
Cycle Queue Clearance Time (g_c), s	6.6	21.1	0.8	9.5	36.0	36.2	33.3		31.5	36.0	30.2	7.5
Green Ratio (*g/C*)	0.48	0.39	0.39	0.49	0.40	0.40	0.38		0.38	0.38	0.38	0.38
Capacity (*c*), veh/h	240	1368	588	368	754	711	725		619	98	1344	596
Volume-to-Capacity Ratio (*X*)	0.861	0.685	0.034	0.816	0.962	0.964	0.901		0.923	0.545	0.894	0.296
Back of Queue (*Q*), ft/ln (85 th percentile)	152.6	305.4	12.8	180.7	629.9	597.4	506.8		474	60	439.9	108.8
Back of Queue (*Q*), veh/ln (85 th percentile)	6.1	11.9	0.5	7.2	24.8	23.9	20.3		19.0	2.4	17.3	4.4
Queue Storage Ratio (*RQ*) (85 th percentile)	1.05	0.00	0.00	1.17	0.00	0.00	0.00		0.00	0.29	0.00	0.53
Uniform Delay (d_1), s/veh	22.7	24.1	17.9	19.1	27.6	27.6	28.2		28.1	46.6	27.7	20.6
Incremental Delay (d_2), s/veh	23.3	2.8	0.1	12.4	24.7	26.1	14.0		19.2	3.6	7.8	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.0	27.0	18.1	31.5	52.3	53.7	42.2		47.4	50.1	35.5	20.7
Level of Service (LOS)	D	C	B	C	D	D	D		D	D	D	C
Approach Delay, s/veh / LOS	30.2	C		49.2	D		44.6	D		34.2	C	
Intersection Delay, s/veh / LOS	40.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.2	C	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.4	A	1.9	A	1.5	A	1.7	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	MELROSE AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	HIGHLAND AVENUE	File Name	2 HIGHLAND & MELROSE AM EXISTING+PROJ…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	194	883	38	284	1288	43	3	1039	121	53	1129	332

Signal Information			
Cycle, s	95.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	1	2	3	4	5	6	7	8
Green	0.0	0.0	0.0	0.0	0.0	0.0		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Red	0.0	0.0	0.0	0.0	0.0	0.0		

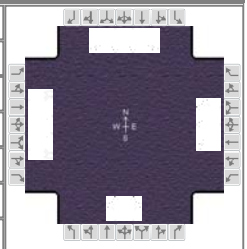
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		8.0		5.0
Phase Duration, s	12.6	41.0	14.0	42.4		40.0		40.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0		0.0		0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0		0.0
Phase Call Probability	0.00	0.00	0.00	0.00		0.00		0.00
Max Out Probability	0.00	0.00	0.00	0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0		0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0		0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Green Ratio (*g/C*)	0.48	0.39	0.39	0.49	0.40	0.40	0.38		0.38	0.38	0.38	0.38
Capacity (*c*), veh/h	240	1368	586	367	753	709	725		617	94	1344	587
Volume-to-Capacity Ratio (*X*)	0.861	0.687	0.034	0.823	0.967	0.970	0.911		0.934	0.597	0.894	0.301
Back of Queue (*Q*), ft/ln (85 th percentile)	152.6	306.1	12.8	184	639.2	606.7	520.7		488.6	67.3	439.9	108.9
Back of Queue (*Q*), veh/ln (85 th percentile)	6.1	12.0	0.5	7.4	25.2	24.3	20.8		19.5	2.7	17.3	4.4
Queue Storage Ratio (*RQ*) (85 th percentile)	1.09	0.00	0.00	1.23	0.00	0.00	0.00		0.00	0.33	0.00	0.53
Uniform Delay (d_1), s/veh	22.9	24.2	17.9	19.1	27.7	27.7	28.4		28.3	46.9	27.7	20.7
Incremental Delay (d_2), s/veh	23.5	2.8	0.1	13.2	25.7	27.2	15.3		21.2	7.0	7.8	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.4	27.0	18.1	32.3	53.4	55.0	43.7		49.5	53.9	35.5	20.8
Level of Service (LOS)	D	C	B	C	D	D	D		D	D	D	C
Approach Delay, s/veh / LOS	30.3	C		50.3	D		46.4	D		34.4	C	
Intersection Delay, s/veh / LOS	41.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.2	C	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.4	A	1.9	A	1.5	A	1.7	A

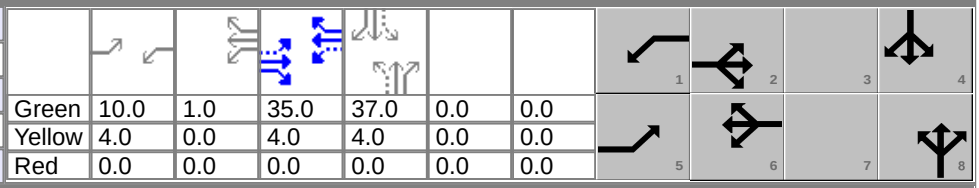
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	MELROSE AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	HIGHLAND AVENUE	File Name	2 HIGHLAND & MELROSE AM FUTURE WO PR…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	225	935	39	295	1340	46	3	1076	118	55	1176	354

Signal Information			
Cycle, s	95.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	1.0	35.0	37.0	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

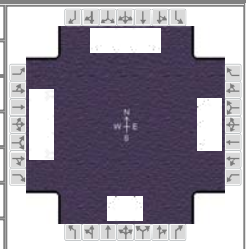
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		8.0		5.0
Phase Duration, s	14.0	39.0	15.0	40.0		41.0		41.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	10.4		12.3			37.5		39.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	239	995	21	314	758	717	678		595	59	1251	188
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1756	1509	1810	1863	1754	1788		1635	443	1773	1573
Queue Service Time (g_s), s	8.4	23.7	0.9	10.3	36.0	36.0	3.9		33.0	4.0	31.6	7.9
Cycle Queue Clearance Time (g_c), s	8.4	23.7	0.9	10.3	36.0	36.0	35.5		33.0	37.0	31.6	7.9
Green Ratio (*g/C*)	0.47	0.37	0.37	0.48	0.38	0.38	0.39		0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	266	1294	556	354	706	665	734		637	94	1381	613
Volume-to-Capacity Ratio (*X*)	0.899	0.769	0.038	0.887	1.074	1.078	0.923		0.935	0.620	0.906	0.307
Back of Queue (*Q*), ft/ln (85 th percentile)	187.6	345.9	14	217.6	833.1	790.9	538.4		499.6	71.8	460.6	113.3
Back of Queue (*Q*), veh/ln (85 th percentile)	7.5	13.5	0.6	8.7	32.8	31.6	21.5		20.0	2.9	18.1	4.5
Queue Storage Ratio (*RQ*) (85 th percentile)	1.29	0.00	0.00	1.40	0.00	0.00	0.00		0.00	0.35	0.00	0.55
Uniform Delay (d_1), s/veh	24.6	26.4	19.2	20.5	29.5	29.5	27.9		27.8	46.9	27.4	20.1
Incremental Delay (d_2), s/veh	29.6	4.4	0.1	22.1	55.4	57.8	16.9		20.9	8.9	8.6	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	54.3	30.9	19.3	42.6	84.9	87.3	44.8		48.7	55.8	36.0	20.2
Level of Service (LOS)	D	C	B	D	F	F	D		D	E	D	C
Approach Delay, s/veh / LOS	35.1	D		78.4	E		46.6	D		34.8	C	
Intersection Delay, s/veh / LOS	50.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.2	C	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.5	A	2.0	A	1.5	A	1.7	A

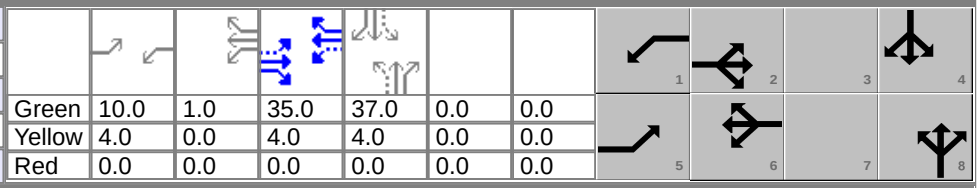
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/16/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	MELROSE AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	HIGHLAND AVENUE	File Name	2 HIGHLAND & MELROSE AM FUTURE With PR…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	225	947	39	297	1342	49	3	1082	124	58	1176	354

Signal Information			
Cycle, s	95.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	1.0	35.0	37.0	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

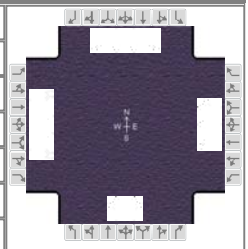
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		8.0		5.0
Phase Duration, s	14.0	39.0	15.0	40.0		41.0		41.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s	10.4		12.4			38.1		39.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	239	1007	21	316	761	719	685		601	62	1251	188
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1756	1509	1810	1863	1753	1788		1632	437	1773	1573
Queue Service Time (g_s), s	8.4	24.1	0.9	10.4	36.0	36.0	4.5		33.6	3.4	31.6	7.9
Cycle Queue Clearance Time (g_c), s	8.4	24.1	0.9	10.4	36.0	36.0	36.1		33.6	37.0	31.6	7.9
Green Ratio (*g/C*)	0.47	0.37	0.37	0.48	0.38	0.38	0.39		0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	266	1294	556	350	706	664	735		636	91	1381	613
Volume-to-Capacity Ratio (*X*)	0.899	0.779	0.038	0.902	1.078	1.082	0.933		0.946	0.675	0.906	0.307
Back of Queue (*Q*), ft/ln (85 th percentile)	187.6	352.4	14	226	843.3	800.8	553.9		515.1	80.4	460.6	113.3
Back of Queue (*Q*), veh/ln (85 th percentile)	7.5	13.8	0.6	9.0	33.2	32.0	22.2		20.6	3.2	18.1	4.5
Queue Storage Ratio (*RQ*) (85 th percentile)	1.29	0.00	0.00	1.46	0.00	0.00	0.00		0.00	0.39	0.00	0.55
Uniform Delay (d_1), s/veh	24.6	26.6	19.2	20.6	29.5	29.5	28.0		28.0	47.1	27.4	20.1
Incremental Delay (d_2), s/veh	29.6	4.7	0.1	24.8	56.8	59.3	18.5		22.9	15.0	8.6	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	54.3	31.2	19.3	45.4	86.3	88.8	46.5		50.9	62.0	36.0	20.2
Level of Service (LOS)	D	C	B	D	F	F	D		D	E	D	C
Approach Delay, s/veh / LOS	35.4	D		80.1	F		48.6	D		35.1	D	
Intersection Delay, s/veh / LOS	51.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.2	C	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.5	A	2.0	A	1.5	A	1.7	A

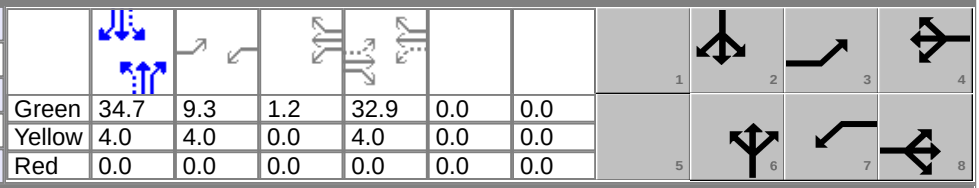
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/17/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	MELROSE AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	HIGHLAND AVENUE	File Name	2 HIGHLAND & MELROSE PM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	221	1046	45	256	982	64	1	992	150	72	1104	196

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	34.7	9.3	1.2	32.9	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

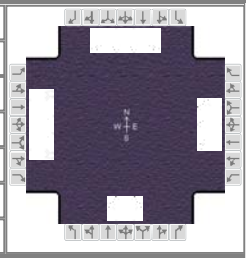
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4		6		2
Case Number	1.1	3.0	1.1	4.0		8.0		5.0
Phase Duration, s	13.3	36.9	14.4	38.1		38.7		38.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0		0.0		0.0
Queue Clearance Time (g_s), s	9.1	28.1	10.2	26.0				
Green Extension Time (g_e), s	0.3	4.8	0.3	5.3		0.0		0.0
Phase Call Probability	1.00	1.00	1.00	1.00				
Max Out Probability	0.02	0.33	0.06	0.22				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	233	1101	23	269	559	542	647		556	76	1162	119
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1756	1540	1810	1863	1803	1880		1609	471	1773	1528
Queue Service Time (g_s), s	7.1	26.1	0.9	8.2	24.0	24.0	0.0		29.2	5.5	27.0	4.7
Cycle Queue Clearance Time (g_c), s	7.1	26.1	0.9	8.2	24.0	24.0	29.0		29.2	34.7	27.0	4.7
Green Ratio (*g/C*)	0.47	0.37	0.37	0.48	0.38	0.38	0.39		0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	313	1284	563	329	705	682	764		620	109	1366	588
Volume-to-Capacity Ratio (*X*)	0.743	0.858	0.041	0.818	0.794	0.794	0.847		0.897	0.698	0.851	0.202
Back of Queue (*Q*), ft/ln (85 th percentile)	114.7	365.9	13.6	140.7	356	341.3	461.1		434.4	106.8	393.3	76.6
Back of Queue (*Q*), veh/ln (85 th percentile)	4.6	14.3	0.5	5.6	14.0	13.7	18.4		17.4	4.3	15.5	3.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.79	0.00	0.00	0.91	0.00	0.00	0.00		0.00	0.52	0.00	0.37
Uniform Delay (d_1), s/veh	19.8	26.4	18.4	19.7	24.8	24.9	25.9		26.0	44.0	25.3	18.5
Incremental Delay (d_2), s/veh	1.6	3.6	0.0	5.9	3.5	3.6	11.2		18.2	31.2	6.8	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	21.3	30.0	18.4	25.7	28.3	28.5	37.2		44.2	75.2	32.1	19.2
Level of Service (LOS)	C	C	B	C	C	C	D		D	E	C	B
Approach Delay, s/veh / LOS	28.3	C		27.9	C		40.4	D		33.4	C	
Intersection Delay, s/veh / LOS	32.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.1	C	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.6	A	1.6	A	1.5	A	1.6	A

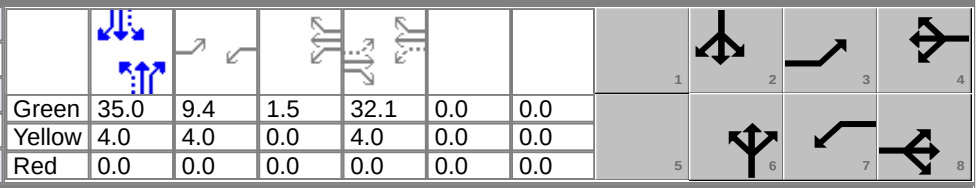
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/17/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	MELROSE AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	HIGHLAND AVENUE	File Name	2 HIGHLAND & MELROSE PM EXISTING+PROJ…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	221	1047	45	267	993	78	1	993	150	73	1104	196

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	35.0	9.4	1.5	32.1	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

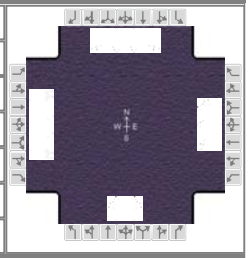
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4		6		2
Case Number	1.1	3.0	1.1	4.0		8.0		5.0
Phase Duration, s	13.4	36.1	14.9	37.7		39.0		39.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1		0.0		0.0
Queue Clearance Time (g_s), s	9.2	28.5	10.6	27.2				
Green Extension Time (g_e), s	0.3	3.7	0.3	4.5		0.0		0.0
Phase Call Probability	1.00	1.00	1.00	1.00				
Max Out Probability	0.02	0.61	0.10	0.43				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	233	1102	23	281	575	553	648		556	77	1162	119
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1756	1532	1810	1863	1790	1880		1607	471	1773	1523
Queue Service Time (g_s), s	7.2	26.5	0.9	8.6	25.1	25.2	0.0		29.1	5.8	26.8	4.7
Cycle Queue Clearance Time (g_c), s	7.2	26.5	0.9	8.6	25.1	25.2	28.9		29.1	35.0	26.8	4.7
Green Ratio (*g/C*)	0.46	0.36	0.36	0.48	0.37	0.37	0.39		0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	305	1254	547	332	697	669	770		624	111	1377	592
Volume-to-Capacity Ratio (*X*)	0.762	0.879	0.042	0.846	0.825	0.826	0.842		0.891	0.695	0.844	0.201
Back of Queue (*Q*), ft/ln (85 th percentile)	117.9	382.5	13.8	154.5	384.5	367.1	457.3		429.4	107.4	389.3	76.2
Back of Queue (*Q*), veh/ln (85 th percentile)	4.7	14.9	0.6	6.2	15.1	14.7	18.3		17.2	4.3	15.3	3.0
Queue Storage Ratio (*RQ*) (85 th percentile)	0.81	0.00	0.00	1.00	0.00	0.00	0.00		0.00	0.52	0.00	0.37
Uniform Delay (d_1), s/veh	20.2	27.1	18.9	19.9	25.5	25.5	25.7		25.7	43.8	25.0	18.3
Incremental Delay (d_2), s/veh	2.1	5.8	0.0	8.6	6.1	6.3	10.8		17.4	30.4	6.5	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	22.3	32.9	18.9	28.5	31.6	31.8	36.5		43.1	74.2	31.5	19.0
Level of Service (LOS)	C	C	B	C	C	C	D		D	E	C	B
Approach Delay, s/veh / LOS	30.9	C		31.1	C		39.5	D		32.8	C	
Intersection Delay, s/veh / LOS	33.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.1	C	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.6	A	1.6	A	1.5	A	1.6	A

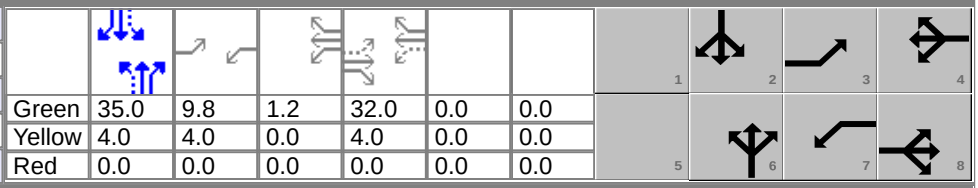
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/17/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	MELROSE AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	HIGHLAND AVENUE	File Name	2 HIGHLAND & MELROSE PM FUTURE WO PR…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	232	1089	47	269	1035	70	1	1032	156	79	1147	224

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	35.0	9.8	1.2	32.0	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

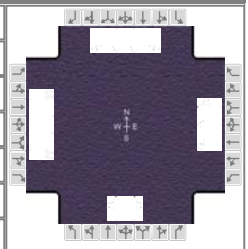
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4		6		2
Case Number	1.1	3.0	1.1	4.0		8.0		5.0
Phase Duration, s	13.8	36.0	15.0	37.2		39.0		39.0
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0		0.0		0.0
Queue Clearance Time (g_s), s	9.5	30.1	10.7	28.4				
Green Extension Time (g_e), s	0.3	1.9	0.3	3.3		0.0		0.0
Phase Call Probability	1.00	1.00	1.00	1.00				
Max Out Probability	0.05	1.00	0.16	0.73				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	244	1146	25	283	591	572	674		577	83	1207	148
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1756	1531	1810	1863	1800	1880		1602	450	1773	1526
Queue Service Time (g_s), s	7.5	28.1	1.0	8.7	26.4	26.4	0.0		30.8	4.2	28.4	5.9
Cycle Queue Clearance Time (g_c), s	7.5	28.1	1.0	8.7	26.4	26.4	30.7		30.8	35.0	28.4	5.9
Green Ratio (*g/C*)	0.46	0.36	0.36	0.48	0.37	0.37	0.39		0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	302	1249	544	322	688	665	771		623	101	1379	593
Volume-to-Capacity Ratio (*X*)	0.808	0.918	0.046	0.878	0.860	0.861	0.874		0.926	0.823	0.875	0.250
Back of Queue (*Q*), ft/ln (85 th percentile)	130.2	423.9	15.1	167.1	420.1	403.5	492.5		468.4	127.7	415.8	92.3
Back of Queue (*Q*), veh/ln (85 th percentile)	5.2	16.6	0.6	6.7	16.5	16.1	19.7		18.7	5.1	16.4	3.7
Queue Storage Ratio (*RQ*) (85 th percentile)	0.90	0.00	0.00	1.08	0.00	0.00	0.00		0.00	0.62	0.00	0.45
Uniform Delay (d_1), s/veh	20.4	27.7	19.0	20.1	26.2	26.2	26.2		26.2	44.5	25.5	18.6
Incremental Delay (d_2), s/veh	5.0	10.1	0.0	12.8	9.7	10.1	13.2		21.9	50.6	8.0	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.4	37.9	19.0	32.9	35.9	36.3	39.3		48.1	95.0	33.5	19.6
Level of Service (LOS)	C	D	B	C	D	D	D		D	F	C	B
Approach Delay, s/veh / LOS	35.4	D		35.5	D		43.4	D		35.6	D	
Intersection Delay, s/veh / LOS	37.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.1	C	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.7	A	1.7	A	1.5	A	1.7	A

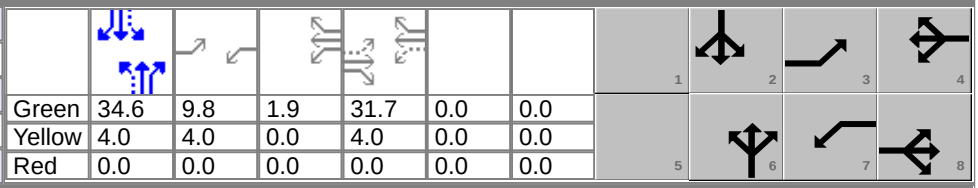
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/17/2021	Area Type	Other
Jurisdiction	HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	MELROSE AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	HIGHLAND AVENUE	File Name	2 HIGHLAND & MELROSE PM FUTURE WITH P…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	232	1090	47	280	1046	84	1	1033	156	80	1147	224

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	34.6	9.8	1.9	31.7	0.0	0.0
Yellow	4.0	4.0	0.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

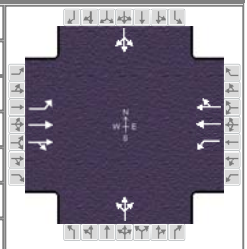
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4		6		2
Case Number	1.1	3.0	1.1	4.0		8.0		5.0
Phase Duration, s	13.8	35.7	15.7	37.6		38.6		38.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1		0.0		0.0
Queue Clearance Time (g_s), s	9.6	30.3	11.4	29.3				
Green Extension Time (g_e), s	0.3	1.4	0.3	2.9		0.0		0.0
Phase Call Probability	1.00	1.00	1.00	1.00				
Max Out Probability	0.05	1.00	0.29	0.82				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	244	1147	25	295	606	583	675		578	84	1207	148
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1756	1530	1810	1863	1789	1880		1602	450	1773	1525
Queue Service Time (g_s), s	7.6	28.3	1.0	9.4	27.2	27.3	0.5		31.0	3.6	28.6	6.0
Cycle Queue Clearance Time (g_c), s	7.6	28.3	1.0	9.4	27.2	27.3	31.0		31.0	34.6	28.6	6.0
Green Ratio (*g/C*)	0.46	0.35	0.35	0.48	0.37	0.37	0.38		0.38	0.38	0.38	0.38
Capacity (*c*), veh/h	300	1236	539	333	694	667	764		617	98	1365	587
Volume-to-Capacity Ratio (*X*)	0.815	0.928	0.047	0.885	0.873	0.874	0.884		0.937	0.859	0.884	0.253
Back of Queue (*Q*), ft/ln (85 th percentile)	132	433.3	15.2	182.4	437.5	419.5	501.3		478.9	133.9	421.8	92.9
Back of Queue (*Q*), veh/ln (85 th percentile)	5.3	16.9	0.6	7.3	17.2	16.8	20.1		19.2	5.4	16.6	3.7
Queue Storage Ratio (*RQ*) (85 th percentile)	0.91	0.00	0.00	1.18	0.00	0.00	0.00		0.00	0.65	0.00	0.45
Uniform Delay (d_1), s/veh	20.5	28.1	19.2	20.9	26.2	26.3	26.5		26.6	44.6	25.8	18.9
Incremental Delay (d_2), s/veh	5.4	11.6	0.0	14.6	11.0	11.5	14.1		23.7	58.4	8.7	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.9	39.6	19.2	35.5	37.2	37.8	40.6		50.2	103.0	34.5	19.9
Level of Service (LOS)	C	D	B	D	D	D	D		D	F	C	B
Approach Delay, s/veh / LOS	36.9	D		37.1	D		45.1	D		37.0	D	
Intersection Delay, s/veh / LOS	38.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	3.1	C	2.8	C	3.0	C
Bicycle LOS Score / LOS	1.7	A	1.7	A	1.5	A	1.7	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/22/2021	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.88
Urban Street	MELROSE AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	WILCOX AVENUE	File Name	3 MELROSE & WILCOX AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1100	32	38	1194	64	74	54	26	34	27	27

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	43.6	8.4	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

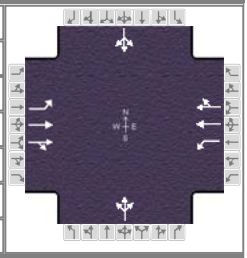
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		47.6		47.6		12.4		12.4
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						8.1		5.0
Green Extension Time (g_e), s		0.0		0.0		0.4		0.5
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	36	655	631	43	721	709		175			100	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	380	1900	1828	436	1900	1859		1637			1655	
Queue Service Time (g_s), s	2.8	8.7	8.7	2.8	10.1	10.1		3.1			0.0	
Cycle Queue Clearance Time (g_c), s	13.0	8.7	8.7	11.4	10.1	10.1		6.1			3.0	
Green Ratio (*g/C*)	0.73	0.73	0.73	0.73	0.73	0.73		0.14			0.14	
Capacity (*c*), veh/h	332	1379	1327	373	1379	1349		319			316	
Volume-to-Capacity Ratio (*X*)	0.110	0.475	0.476	0.116	0.523	0.525		0.548			0.316	
Back of Queue (*Q*), ft/ln (85 th percentile)	10.5	83.6	81.7	11.3	95.1	94.3		94.9			54.2	
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	3.3	3.3	0.5	3.8	3.8		3.8			2.2	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.11	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	6.5	3.4	3.4	5.8	3.6	3.6		24.7			23.4	
Incremental Delay (d_2), s/veh	0.7	1.2	1.2	0.6	1.4	1.5		0.5			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	7.2	4.6	4.7	6.5	5.1	5.1		25.2			23.6	
Level of Service (LOS)	A	A	A	A	A	A		C			C	
Approach Delay, s/veh / LOS	4.7	A		5.1	A		25.2	C		23.6	C	
Intersection Delay, s/veh / LOS	6.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.0	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.6	A	1.7	A	0.8	A	0.7	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/22/2021	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.88
Urban Street	MELROSE AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	WILCOX AVENUE	File Name	3 MELROSE & WILCOX AM EXISTING+PROJE…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1100	32	38	1209	64	77	54	26	36	28	27

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	43.4	8.6	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

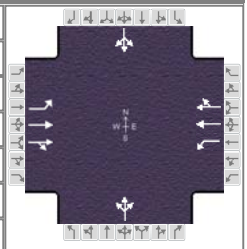
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		47.4		47.4		12.6		12.6
Change Period, (*Y+R* $_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						8.2		5.1
Green Extension Time (g_e), s		0.0		0.0		0.5		0.5
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	36	656	631	43	729	717		178			103	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	374	1900	1825	436	1900	1859		1629			1649	
Queue Service Time (g_s), s	2.9	8.8	8.8	2.8	10.4	10.4		3.1			0.0	
Cycle Queue Clearance Time (g_c), s	13.4	8.8	8.8	11.6	10.4	10.4		6.2			3.1	
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72		0.14			0.14	
Capacity (*c*), veh/h	325	1374	1319	371	1374	1344		323			321	
Volume-to-Capacity Ratio (*X*)	0.112	0.477	0.478	0.116	0.531	0.534		0.552			0.323	
Back of Queue (*Q*), ft/ln (85 th percentile)	10.8	85.6	84.3	11.4	99.1	98.3		96.2			55.8	
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	3.4	3.4	0.5	4.0	3.9		3.8			2.2	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.12	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	6.8	3.5	3.5	6.0	3.7	3.7		24.6			23.3	
Incremental Delay (d_2), s/veh	0.7	1.2	1.2	0.6	1.5	1.5		0.5			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	7.5	4.7	4.8	6.6	5.2	5.3		25.1			23.5	
Level of Service (LOS)	A	A	A	A	A	A		C			C	
Approach Delay, s/veh / LOS	4.8	A		5.3	A		25.1	C		23.5	C	
Intersection Delay, s/veh / LOS	6.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.0	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.6	A	1.7	A	0.8	A	0.7	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/22/2021	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.88
Urban Street	MELROSE AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	WILCOX AVENUE	File Name	3 MELROSE & WILCOX AM FUTURE WITHOUT…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1145	33	42	1267	69	77	55	28	36	28	28

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	43.3	8.7	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

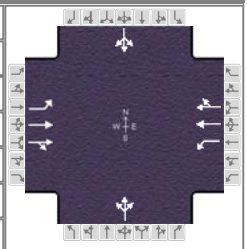
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		47.3		47.3		12.7		12.7
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						8.3		5.1
Green Extension Time (g_e), s		0.0		0.0		0.5		0.5
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	38	682	657	48	765	753		182			105	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	349	1900	1828	415	1900	1858		1634			1651	
Queue Service Time (g_s), s	3.4	9.4	9.4	3.4	11.3	11.4		3.2			0.0	
Cycle Queue Clearance Time (g_c), s	14.8	9.4	9.4	12.8	11.3	11.4		6.3			3.1	
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72		0.15			0.15	
Capacity (*c*), veh/h	305	1370	1318	354	1370	1340		326			324	
Volume-to-Capacity Ratio (*X*)	0.123	0.498	0.498	0.135	0.558	0.562		0.557			0.323	
Back of Queue (*Q*), ft/ln (85 th percentile)	12	91.5	89.5	13.6	107	107		97.7			56.3	
Back of Queue (*Q*), veh/ln (85 th percentile)	0.5	3.7	3.6	0.5	4.3	4.3		3.9			2.3	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.13	0.00	0.00	0.14	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	7.4	3.6	3.6	6.4	3.9	3.9		24.5			23.2	
Incremental Delay (d_2), s/veh	0.8	1.3	1.3	0.8	1.6	1.7		0.6			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	8.2	4.9	5.0	7.2	5.5	5.6		25.1			23.4	
Level of Service (LOS)	A	A	A	A	A	A		C			C	
Approach Delay, s/veh / LOS	5.0	A		5.6	A		25.1	C		23.4	C	
Intersection Delay, s/veh / LOS	7.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.0	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.6	A	1.8	A	0.8	A	0.7	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/22/2021	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.88
Urban Street	MELROSE AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	WILCOX AVENUE	File Name	3 MELROSE & WILCOX AM FUTURE WITH PR…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1145	33	42	1282	69	80	55	28	38	29	28

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	1	2	3	4	5	6	7	8
Green	0.0	0.0	0.0	0.0	0.0	0.0		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Red	0.0	0.0	0.0	0.0	0.0	0.0		

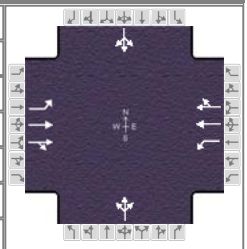
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		47.1		47.1		12.9		12.9
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		0.0		0.0
Queue Clearance Time (g_s), s		0.0		0.0		0.0		0.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.00		0.00		0.00		0.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0		0			0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0		0			0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Green Ratio (*g/C*)	0.72	0.72	0.72	0.72	0.72	0.72		0.15			0.15	
Capacity (*c*), veh/h	299	1365	1311	352	1365	1335		331			328	
Volume-to-Capacity Ratio (*X*)	0.125	0.500	0.501	0.135	0.567	0.571		0.560			0.329	
Back of Queue (*Q*), ft/ln (85 th percentile)	12.4	92.4	90.9	13.7	110.6	109.9		99.2			58.1	
Back of Queue (*Q*), veh/ln (85 th percentile)	0.5	3.7	3.6	0.5	4.4	4.4		4.0			2.3	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.13	0.00	0.00	0.14	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	7.7	3.7	3.7	6.6	4.0	4.0		24.4			23.1	
Incremental Delay (d_2), s/veh	0.9	1.3	1.4	0.8	1.7	1.8		0.6			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	8.5	5.0	5.1	7.4	5.7	5.8		25.0			23.3	
Level of Service (LOS)	A	A	A	A	A	A		C			C	
Approach Delay, s/veh / LOS	5.1	A		5.8	A		25.0	C		23.3	C	
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.0	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.6	A	1.8	A	0.8	A	0.7	A

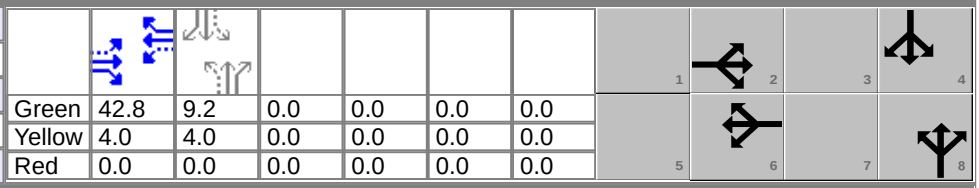
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/22/2021	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.94
Urban Street	MELROSE AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	WILCOX AVENUE	File Name	3 MELROSE & WILCOX PM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1188	191	43	1030	102	21	42	14	49	108	39

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	42.8	9.2	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

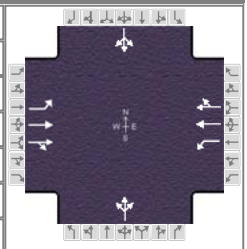
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		46.8		46.8		13.2		13.2
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						4.3		8.8
Green Extension Time (g_e), s		0.0		0.0		0.5		0.5
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	123	761	706	46	621	583		82			209	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	470	1900	1732	366	1900	1779		1760			1744	
Queue Service Time (g_s), s	9.1	11.5	11.8	4.2	8.4	8.4		0.0			4.5	
Cycle Queue Clearance Time (g_c), s	17.5	11.5	11.8	16.0	8.4	8.4		2.3			6.8	
Green Ratio (*g/C*)	0.71	0.71	0.71	0.71	0.71	0.71		0.15			0.15	
Capacity (*c*), veh/h	390	1355	1235	309	1355	1269		346			343	
Volume-to-Capacity Ratio (*X*)	0.317	0.562	0.572	0.148	0.458	0.460		0.236			0.608	
Back of Queue (*Q*), ft/ln (85 th percentile)	40.6	112.6	108.9	15.6	85.9	82.7		42.9			109	
Back of Queue (*Q*), veh/ln (85 th percentile)	1.6	4.5	4.4	0.6	3.4	3.3		1.7			4.4	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.44	0.00	0.00	0.16	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	7.4	4.1	4.2	8.0	3.7	3.7		22.5			24.3	
Incremental Delay (d_2), s/veh	2.1	1.7	1.9	1.0	1.1	1.2		0.1			0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	9.5	5.8	6.1	9.1	4.8	4.9		22.6			25.0	
Level of Service (LOS)	A	A	A	A	A	A		C			C	
Approach Delay, s/veh / LOS	6.2	A		5.0	A		22.6	C		25.0	C	
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.0	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.8	A	1.5	A	0.6	A	0.8	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/22/2021	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.94
Urban Street	MELROSE AVENUE	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	WILCOX AVENUE	File Name	3 MELROSE & WILCOX PM EXISTING+PROJE…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1191	191	43	1033	102	22	42	14	60	111	39

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	42.2	9.8	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

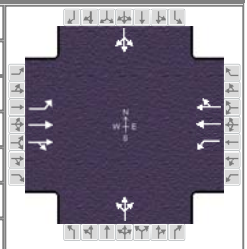
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		46.2		46.2		13.8		13.8
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						4.3		9.4
Green Extension Time (g_e), s		0.0		0.0		0.5		0.5
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	123	763	707	46	623	584		83			223	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	469	1900	1730	364	1900	1778		1757			1726	
Queue Service Time (g_s), s	9.5	12.0	12.3	4.3	8.7	8.7		0.0			5.1	
Cycle Queue Clearance Time (g_c), s	18.2	12.0	12.3	16.6	8.7	8.7		2.3			7.4	
Green Ratio (*g/C*)	0.70	0.70	0.70	0.70	0.70	0.70		0.16			0.16	
Capacity (*c*), veh/h	381	1336	1217	301	1336	1250		364			359	
Volume-to-Capacity Ratio (*X*)	0.324	0.571	0.581	0.152	0.466	0.468		0.228			0.622	
Back of Queue (*Q*), ft/ln (85 th percentile)	42.9	120.4	117	16.4	91.8	88.3		42.7			114.8	
Back of Queue (*Q*), veh/ln (85 th percentile)	1.7	4.8	4.7	0.7	3.7	3.5		1.7			4.6	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.47	0.00	0.00	0.17	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	8.0	4.4	4.5	8.7	3.9	3.9		22.0			24.0	
Incremental Delay (d_2), s/veh	2.2	1.8	2.0	1.1	1.2	1.3		0.1			0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	10.2	6.2	6.5	9.7	5.1	5.2		22.1			24.7	
Level of Service (LOS)	B	A	A	A	A	A		C			C	
Approach Delay, s/veh / LOS	6.6	A		5.3	A		22.1	C		24.7	C	
Intersection Delay, s/veh / LOS	7.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.0	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.8	A	1.5	A	0.6	A	0.9	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/22/2021	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.94
Urban Street	MELROSE AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	WILCOX AVENUE	File Name	3 MELROSE & WILCOX PM FUTURE WITHOUT…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	1251	197	46	1074	107	21	44	17	52	112	41

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	1	2	3	4	5	6	7	8
Green	0.0	0.0	0.0	0.0	0.0	0.0		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		
Red	0.0	0.0	0.0	0.0	0.0	0.0		

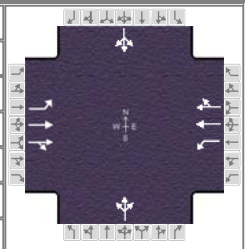
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		46.4		46.4		13.6		13.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		0.0		0.0
Queue Clearance Time (g_s), s		0.0		0.0		0.0		0.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.00		0.00		0.00		0.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0		0			0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0		0			0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Green Ratio (*g/C*)	0.71	0.71	0.71	0.71	0.71	0.71		0.16			0.16	
Capacity (*c*), veh/h	368	1342	1224	286	1342	1256		358			353	
Volume-to-Capacity Ratio (*X*)	0.347	0.594	0.607	0.171	0.483	0.484		0.244			0.618	
Back of Queue (*Q*), ft/ln (85 th percentile)	46.6	125.9	123.2	18.7	94.5	91		45.4			112.6	
Back of Queue (*Q*), veh/ln (85 th percentile)	1.9	5.0	4.9	0.7	3.8	3.6		1.8			4.5	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.51	0.00	0.00	0.19	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	8.4	4.5	4.5	9.3	3.9	3.9		22.2			24.1	
Incremental Delay (d_2), s/veh	2.6	1.9	2.2	1.3	1.2	1.3		0.1			0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	10.9	6.4	6.8	10.6	5.2	5.3		22.3			24.8	
Level of Service (LOS)	B	A	A	B	A	A		C			C	
Approach Delay, s/veh / LOS	6.9	A		5.4	A		22.3	C		24.8	C	
Intersection Delay, s/veh / LOS	7.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.0	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.9	A	1.6	A	0.6	A	0.8	A

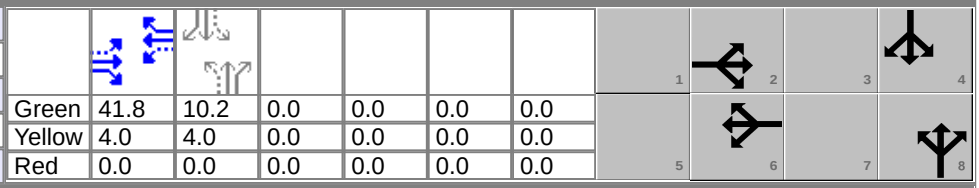
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	3/22/2021	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.94
Urban Street	MELROSE AVENUE	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	WILCOX AVENUE	File Name	3 MELROSE & WILCOX PM FUTURE WITH PR…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	1254	197	46	1077	107	22	44	17	63	115	41

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.8	10.2	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		45.8		45.8		14.2		14.2
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						4.5		9.8
Green Extension Time (g_e), s		0.0		0.0		0.6		0.5
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	799	745	49	649	610		88			233	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	446	1900	1733	340	1900	1778		1759			1715	
Queue Service Time (g_s), s	11.1	13.2	13.7	5.4	9.5	9.5		0.0			5.3	
Cycle Queue Clearance Time (g_c), s	20.6	13.2	13.7	19.1	9.5	9.5		2.5			7.8	
Green Ratio (*g/C*)	0.70	0.70	0.70	0.70	0.70	0.70		0.17			0.17	
Capacity (*c*), veh/h	360	1323	1207	279	1323	1239		375			369	
Volume-to-Capacity Ratio (*X*)	0.355	0.603	0.617	0.176	0.491	0.493		0.235			0.631	
Back of Queue (*Q*), ft/ln (85 th percentile)	49.3	134.8	131.7	19.6	100.6	97.4		45.3			118.3	
Back of Queue (*Q*), veh/ln (85 th percentile)	2.0	5.4	5.3	0.8	4.0	3.9		1.8			4.7	
Queue Storage Ratio (*RQ*) (85 th percentile)	0.54	0.00	0.00	0.20	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	9.0	4.8	4.8	9.9	4.2	4.2		21.7			23.8	
Incremental Delay (d_2), s/veh	2.7	2.0	2.4	1.4	1.3	1.4		0.1			0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	11.7	6.8	7.2	11.3	5.5	5.6		21.8			24.4	
Level of Service (LOS)	B	A	A	B	A	A		C			C	
Approach Delay, s/veh / LOS	7.4	A		5.8	A		21.8	C		24.4	C	
Intersection Delay, s/veh / LOS	8.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.0	B	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.9	A	1.6	A	0.6	A	0.9	A

HCS7 Two-Way Stop-Control Report

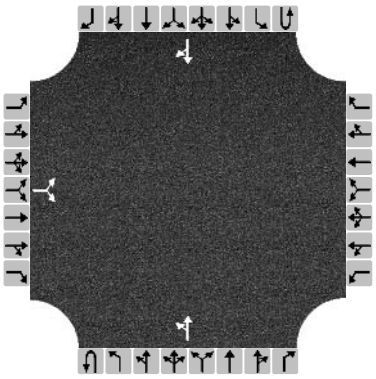
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	3/22/2021
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	2024 FUTURE WITH PROJECT

Site Information

Intersection	A
Jurisdiction	LOS ANGELES
East/West Street	PROJECT DRIVEWAY
North/South Street	SEWARD AVENUE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		3		7						39	64				101	21
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11							42						
Capacity, c (veh/h)			837							1458						
v/c Ratio			0.01							0.03						
95% Queue Length, Q_{95} (veh)			0.0							0.1						
Control Delay (s/veh)			9.4							7.5						
Level of Service, LOS			A							A						
Approach Delay (s/veh)		9.4								3.0						
Approach LOS		A														

HCS7 Two-Way Stop-Control Report

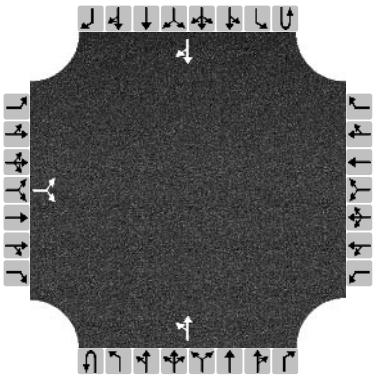
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	3/22/2021
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	2024 FUTURE WITH PROJECT

Site Information

Intersection	A
Jurisdiction	LOS ANGELES
East/West Street	PROJECT DRIVEWAY
North/South Street	SEWARD AVENUE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		17		39						6	101				77	4
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			61							7						
Capacity, c (veh/h)			895							1514						
v/c Ratio			0.07							0.00						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			9.3							7.4						
Level of Service, LOS			A							A						
Approach Delay (s/veh)		9.3								0.4						
Approach LOS		A														