Appendix L

Traffic Study

TRANSPORTATION STUDY FOR THE FORD THEATRES PROJECT

JUNE 2014

PREPARED FOR

FORD THEATRE FOUNDATION

PREPARED BY

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transportation consulting, inc.

TRANSPORTATION STUDY
FOR
THE FORD THEATRES PROJECT

June 2014

Prepared for:

FORD THEATRE FOUNDATION

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Chapter 1
Introduction

This study presents the traffic impact analysis for the proposed improvements to the John Anson Ford Theatres (Project) located in the County of Los Angeles near the Hollywood community of the City of Los Angeles (City). The methodology and base assumptions used in the analysis were established in conjunction with the County of Los Angeles Department of Public Works (LACDPW) and the Los Angeles Department of Transportation (LADOT).

PROJECT LOCATION

The Ford Theatres are located at 2580 Cahuenga Boulevard East, east of the 101 freeway between Cahuenga Terrace and Lakeridge Road approximately six miles northwest of downtown Los Angeles (the Project Site). The Project Site comprises an approximately 32-acre County of Los Angeles regional park. Access to the Project Site is currently provided via four driveways along the east side Cahuenga Boulevard East.

The area surrounding the Project Site includes a mix of residential uses and open space. The uses north, south and east of the Project Site are separated from the developed areas of the Project Site by open spaces areas and the steep topography formed by the canyon setting. The Hollywood Bowl is also located southwest of the Project Site, across Cahuenga Boulevard East, Cahuenga Boulevard West and the US 101 (Hollywood Freeway). It should be noted that the Hollywood Bowl comprises approximately 70 acres and includes an Amphitheatre with a seating capacity of approximately 17,376, four surface parking lots and a valet parking area, 15 picnic areas, concession services, box offices, a museum, and other visitor shops and amenities.

EXISTING SITE CONDITIONS

The Ford Theatres, some of the oldest performing arts venues in Los Angeles, are owned by the County of Los Angeles and operated through a three-way partnership between the County of Los Angeles Department of Parks and Recreation, the County of Los Angeles Arts Commission, and The Ford Theatre Foundation. The Project Site currently contains the existing Ford Theatres facility, which includes an approximately 1,200-seatAmphitheatre[1] with related support spaces and ancillary facilities including projection booth and control rooms, concession building, box office, plaza and picnic areas, production offices and backstage facilities for performers, an indoor venue ([Inside] The Ford) with approximately 87 seats located below the Amphitheatre seating, and a former motel building with approximately 10,500 square feet (sf) that is currently used as office space for the Arts Commission, Department of Parks and Recreation, and Ford Theatre Foundation (approximately 20 employees), as well as Los Angeles Philharmonic (approximately 140 employees). The Project Site also includes a cell tower and associated structures, as well as other facility support spaces such as storage and maintenance areas and restrooms located throughout. The remaining portions of the Project Site are comprised of surface parking areas and undeveloped open space. The Project Site also includes non-designated user-created hiking trails in the hills behind the Amphitheatre and around a cross that is not part of the Project Site.

During performances, the Project Site currently provides parking for approximately 350-380 vehicles in a stacked parking configuration. Surface parking areas comprised of both asphalt and dirt areas are located along Cahuenga Boulevard East (the north parking lot and the south parking lot), as well as adjacent to the secondary entrance at the Amphitheatre level. During events, parking is also available at the Universal City/Studio City Metro Red Line Station, where a shuttle is provided to and from the Project. The stacked parking configuration is very inefficient from both a patron experience and operational standpoint. For example, patrons must wait for vehicles parked in front of them to move in order to exit the parking areas. A detailed description of the observed pre-event loading and parking operations is provided in Appendix A. The Hollywood Bowl also uses the existing parking facilities during non-event days or during low attendance events at the Ford Theatres.

[1] It should be noted that after commencement of this traffic study and collection of traffic counts, the old seats within the Amphitheatre were replaced, which resulted in the loss of four seats. Therefore, the Amphitheatre currently contains 1,196 seats. The 1,196-seat Amphitheatre will be maintained as part of the Project.

As mentioned, access to the Project Site is provided via four driveways along the east side of Cahuenga Boulevard East. The driveway at Cahuenga Boulevard East & Pilgrimage Bridge provides primary access to the Project Site. During events, this driveway is used for patrons entering by passenger vehicle and for shuttle access from the Universal City/Studio City Metro Red Line Station. During non-event times, this driveway serves as the main ingress and egress point for employees and vendors. The northernmost driveway, located north of the intersection of Cahuenga Boulevard East & Pilgrimage Bridge, is primarily used for egress after events and is occasionally used for overflow stacked parking. The two southern driveways, located south of the intersection of Cahuenga Boulevard East & Pilgrimage Bridge, are primarily used for egress from the southern surface parking lot after events.

The internal roadway that leads from Pilgrimage Bridge to the secondary entrance at the Amphitheatre level serves as the performer entrance to the lower level Amphitheatre support spaces, as well as providing access for shuttle and vehicular loading and unloading, trash pickup, media truck parking, and fire truck staging.

Pedestrian access to the Project Site is available from several locations along Cahuenga Boulevard East, including via the four existing driveways, as well as a walkway located in front of the former motel building. Within the Project Site, pedestrian access to the Amphitheatre is available from the main entrance located at the bottom of Edison Plaza, adjacent to the box office, and from the secondary entrance located at the Amphitheatre level.

The Ford Theatres currently hosts an average of approximately 184 events throughout the year, including 84 events within the Amphitheatre from May through October and approximately 100 events within the [Inside] The Ford theatre from November through April. An average of approximately 50,640 people attend events within the Amphitheatre during the May through October event season and approximately 4,000 people attend events within the [Inside] The Ford theatre throughout the November through April event season, for a total annual attendance of approximately 54,640 people. During the event seasons, the hours of operation are 8:00 AM to 11:00 PM, daily.

APPROVED AMPHITHEATRE IMPROVEMENTS

In September 2013, the County of Los Angeles prepared a Notice of Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines, Article 19, Section 15331, Historical Resource Restoration/Rehabilitation (Class 31) for the rehabilitation of portions of the existing Amphitheatre. The improvements will provide for hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades. Implementation of these improvements will address long-deferred maintenance and needed repairs, mitigation of water infiltration, provision of slope stabilization, and provide enhanced theatrical infrastructure and performer amenities.

PROJECT DESCRIPTION

The Project is proposed to enhance existing facilities and provide for new artistic programming opportunities that together would stimulate the Project Site and transform the existing Ford Theatres from a single-use performing arts facility to a multi-use cultural and recreational center. The Project includes the rehabilitation of portions of the existing Amphitheatre and the development of new buildings and outdoor plaza areas. These improvements, which would be developed in several phases as funding permits, include a 299- seat theatre, a multi-purpose flex space, a restaurant, office spaces, and enhanced parking facilities and visitor amenities. The Project also provides for the renovation of exterior landscape areas and enhanced vehicle and pedestrian circulation. An approximately three-quarter mile hiking trail located between two trailheads along the north and south ends of the Project Site is also proposed. Further, a new Transit Center will be constructed to accommodate shuttle and valet loading and unloading.

The Project is comprised of the following components:

- Amphitheatre Rehabilitation Improvements-includes rehabilitation of portions of the existing Amphitheatre
- The Ford Terrace, which includes office space and lower-level concessions area and a raised plaza deck above a service level

- The Ford Plaza, which is set atop a new parking structure and would feature a restaurant, a 299-seat theatre, a new box office, a conference room, and offices and visitor amenities
- The Transit Center, which would include a designated area for bus and valet drop-off, a new parking structure, and a multi-purpose flex space (Flex Space) that could accommodate approximately 99 seats
- A three-quarter mile hiking trail, approximately four feet in width, with trail terminations at the north and south parking structures within the Transit Center and Ford Plaza, respectively

In total, the Project will have three Theatres/spaces; with an increase of 311 theatre seats over existing conditions. The Project includes 13,660 sf of additional office space for a total of 24,160 sf, and a 5,400 sf quality restaurant. The Project also includes other support and ancillary facilities, such as box offices, museum/gallery for The Ford Theatres, shops, visitor amenities, projection booth and control room, outdoor areas, backstage spaces, etc. Parking will primarily be provided in two new parking garages, Parking Structure 1 (south) and Parking Structure 2 (north) that provide approximately 500 parking spaces in a self-park configuration.

Figure 1 shows the site plan of the proposed Project.

Access to the Project Site would continue to be available via the four existing driveways along the east side of Cahuenga Boulevard East with some configuration and circulation modifications. To facilitate access and circulation within the Transit Center, the Project proposes to add a fifth driveway on Cahuenga Boulevard East just north of the Pilgrimage Bridge that will serve as an exit-only driveway for the Transit Center. The proposed driveway would provide right-turn-only egress from the Transit Center and the parking structure.

The driveway at Cahuenga Boulevard East & Pilgrimage Bridge, which currently provides primary access to the Project Site, would be maintained in its existing location and configuration. The northernmost driveway, which is currently used primarily for egress after events, would be reconfigured internally to provide direct access to the proposed maintenance facility and allow egress from Parking Structure 2. The southern driveways would be maintained in their existing locations with the southernmost driveway providing ingress to the south Parking Structure 1 and the other driveway providing egress. Ingress and egress to the south parking structure would also be provided from the main entrance.

Within the Project Site, pedestrian access to the Amphitheatre would continue to be provided at the main entrance. In addition, new pedestrian pathways would be provided for access to the new areas. The secondary entrance at the Amphitheatre level would be modified to form the Service Court, which would provide a loading dock and stage loading area to serve events and general facility maintenance such as trash and recycling pickup as well as fire department access. The Project would also include bicycle amenities.

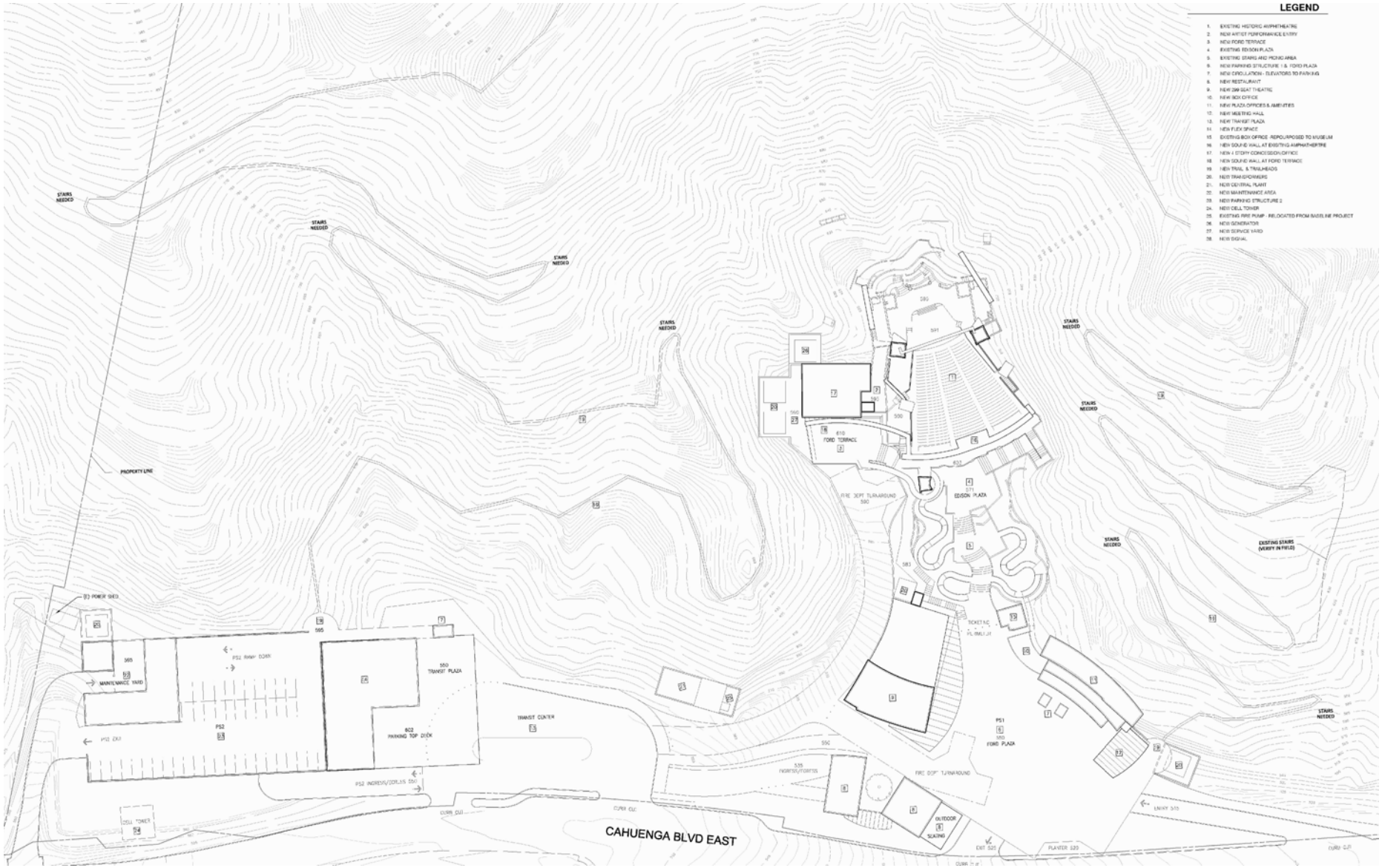
Project operations would include theatre programming that consists of cultural, entertainment, and educational programs. . Overall, implementation of the Project would result in approximately 47,550 net new sf of new facilities and approximately 48,750 net new sf of outdoor plaza areas within the Project Site. It is estimated that with the new event spaces as part of the Project, the number of annual events may increase to approximately 331 events and the number of annual attendees may increase to approximately 93,725 people. A summary of events and attendance is provided in Appendix A. The hours of operation at The Ford Theatres would continue to be from 8:00 AM to 11:00 PM daily. It is anticipated that existing Los Angeles County Parks and Recreation, County Arts Commission and Ford Theatre Foundation staffing within the Project Site would increase by 85 employees. The approximately 140 Los Angeles Philharmonic employees currently housed on site will be relocated and will no longer be accommodated within the office portion of the Project. However, it is envisioned that other Arts Commission employees (or other County-related staff/employees) may be relocated to the Project Site as part of the Project in place of the Los Angeles Philharmonic employees that will be removed. The number of employees that may be relocated to the site would not exceed the existing number of employees on site (i.e., 140 Los Angeles Philharmonic employees).

As a Project design feature, the start times of simultaneous events to be held in the Amphitheatre and 299-seat theatre on weekday evenings (e.g., after 6:00 PM) will be staggered by a minimum of 45 minutes in order to separate the arrival patterns of each theatre's patrons. This condition has been reflected in the traffic analysis of weekday evening conditions included in this study. The Project also includes preparation and implementation of a Parking and Traffic Management Plan (PTMP) to minimize the effect of parking and traffic on the surrounding street system. The PTMP includes measures such as defining travel routes, as well as operational and scheduling measures, to further reduce and manage parking and traffic at The Ford Theatres for both event days and non-event days. The PTMP is further described in Chapter 9 of this traffic impact report.

The Project would be implemented in several phases as funding becomes available and may be completed as early as 2020.

ORGANIZATION OF REPORT

This report is divided into 13 chapters, including this introduction. Chapter 2 describes the methodology used to analyze intersection operating characteristics and assess significant traffic impacts. Chapter 3 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. The methodologies used to forecast future background traffic volumes are described and applied in Chapter 4. Chapter 5 describes the methodology used to forecast Project traffic within the Study Area, and Chapter 6 assesses intersection operating conditions of the existing street system after completion of the Project. Chapter 7 assesses intersection operating conditions in the future after completion of the Project. Chapter 8 identifies traffic impacts caused by the Project under existing and future conditions at buildout. Chapter 9 describes the Parking and Traffic Management Plan. Chapter 10 presents the regional Congestion Management Program analysis. Site access and internal circulation are evaluated in Chapter 11. Chapter 12 describes the existing and proposed parking operations and Chapter 13 presents the construction impact analysis. The appendices contain supporting documentation and assumptions and details of the technical analyses presented herein.



Source: Levin & Associates Architects, December 9, 2013

SITE PLAN

FIGURE 1

Chapter 2

Traffic Impact Analysis Methodology

This chapter describes the various traffic scenarios analyzed, the methodologies used for assessing intersection and street segment operating conditions, and significant traffic impact criteria for the jurisdictions overseeing the analysis.

TRAFFIC ANALYSIS SCENARIOS

Attendance levels for The Ford Theatres programs can vary depending on the time of the year and the nature of the program/event. For example, programs may range from a small meeting to an event that utilizes both the Amphitheatre and smaller Theatres. To evaluate the worst case scenario of operations, this traffic study analysis represents an event that utilizes the maximum seating capacity of the Theatres. Weekday and Saturday "pre-event" peak hour conditions were analyzed, as they represent the time periods preceding a large evening program in the Theatres (e.g., sold-out large concert, etc.) The traffic analysis includes weekday AM and PM commuter peak hour conditions, as well as weekday evening and weekend midday and evening event conditions.

STUDY SCOPE AND ANALYSIS CONDITIONS

The Project is in the County of Los Angeles, which requires that traffic studies follow the criteria contained in LACDPW's *Traffic Impact Analysis Report Guidelines* (Jan 1, 1997). However, since all of the study intersections are in within City of Los Angeles jurisdiction, based on direction from LACDPW staff, this traffic study follows LADOT's *Traffic Study Policies and Procedures* (May 2012), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. As required by Traffic Study Policies and Procedures, the traffic analysis focused on weekday and weekend peak hours (i.e., the time

periods in which congestion is at its greatest levels), which generally corresponds to the highest hour on a weekday during the morning and afternoon commuter periods and the midday peak hour on a weekend. In addition, as previously noted, analysis of the weekday and weekend evening "pre-event" peak hour was also prepared. The scope of analysis for this study was developed in consultation with LACDPW and LADOT staff. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were reviewed and approved by LACDPW staff.

The traffic impact study evaluates the potential for impacts caused by the Project on the street system surrounding the Project site. Consistent with *Traffic Study Policies and Procedures,* the following analysis conditions are analyzed for the Project:

- Existing Conditions – The analysis of existing traffic conditions provides a basis for the assessment of existing plus project and future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes, and operating conditions at the time the Notice of Preparation (NOP) was issued.

  To identify the weekday morning and afternoon commuter peak hours, the weekend midday peak hour, as well as the weekday and weekend "pre-event" peak hours for each intersection, intersection turning movement counts for typical weekday morning (7:00 AM to 10:00 AM), weekday afternoon (4:00 PM to 6:00 PM) and weekday evening (6:00 PM to 9:00 PM), Saturday midday (11:00 AM to 1:00 PM), and Saturday evening (6:00 PM to 9:00 PM) peak periods were collected in September 2013 when The Ford Theatres and Hollywood Bowl amphitheatres were both holding events. Fieldwork (lane configurations, signal phasing, parking restrictions, etc.) for the analyzed intersections was collected in late 2013.

- Existing Plus Project Conditions – CEQA, LACDPW and LADOT require an evaluation of project traffic impacts on the existing environment as part of traffic impact analyses. This analysis evaluates the potential project-related traffic impacts as compared to existing conditions.

- Future Without Project Conditions (2020) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by year 2020. The Future without Project traffic conditions are projected by adding ambient traffic growth (compound 1% per year) and traffic from related projects to existing conditions. This analysis provides the conditions by which project impacts are evaluated at full buildout.

- Future Plus Project Conditions (2020) – This analysis identifies the potential incremental impacts of the project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the net project-generated traffic to the Future without Project traffic forecasts (year 2020).

INTERSECTION LEVEL OF SERVICE METHODOLOGY

Signalized Intersections

Intersections under the jurisdiction of the City were evaluated using the Critical Movement Analysis (CMA) methodology, which determines volume-to-capacity (V/C) ratios on a critical movement basis. The overall intersection V/C ratio is subsequently assigned a level of service (LOS) value to describe intersection operations. The CMA methodology was implemented using LADOT's Calcadb Lite spreadsheet application to analyze intersection operating conditions. LOS is a qualitative measure used to describe traffic flow conditions. Table 1 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

The City's Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) control all of the signalized study intersections. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefits of ATSAC and ATCS control at these intersections, as further described in the following paragraphs.

The ATSAC)system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City of Los Angeles to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system

improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Unsignalized Intersections

Unsignalized intersections were analyzed using the Highway Capacity Manual (HCM) stop-controlled methodology and HCM unsignalized methodology. These methods quantify the intersection operations in terms of average vehicular delay in seconds. Consistent with LADOT's traffic study guidelines, it was determined that unsignalized intersections would be assessed for signalization according to the following criteria:

1. Is the intersection projected to operate at LOS E or F during the analyzed peak hours with Project implementation?
2. Does the Project add traffic to the intersection?
3. If Nos. 1 and 2 are met, then the intersection should be evaluated for installation of a traffic signal.

The determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

The significance of the potential impacts of Project generated traffic at each study intersection was determined using criteria identified in *Traffic Study Policies and Procedures* (City criteria) and *Traffic Impact Analysis Report Guidelines* (County criteria).

Both the City and the County's Sliding Scale Method for calculating the level of impact due to traffic generated by a proposed project, a significant transportation impact is determined based on the criteria presented below:

Intersection Significance Thresholds

Intersection Conditions with Project Traffic		Project-Related Increase in V/C Ratio Equal To or Greater Than
LOS	V/C Ratio	
C	0.701 - 0.800	0.04
D	0.801 - 0.900	0.02
E or F	> 0.900	0.01

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of operating conditions at the study intersections, with and without the Project. Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. If the intersection, however, is operating at LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact. A project is not considered to have a significant impact if the intersection is projected to operate at LOS A or B after the addition of project traffic, regardless of the volume of traffic added to the intersection or the incremental change in the V/C ratio. In general, according to the significant impact criteria, the higher the V/C ratio, the lower the amount of project traffic that can be added before causing a significant impact.

As required by *Traffic Study Policies and Procedures,* the Project's impacts were evaluated against the Existing and Future (2020) traffic conditions. The following discussion details the capacity analysis procedures utilized to evaluate the V/C relationships and LOS characteristics at each study intersection.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Congestion Management Program (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations

An analysis of operating conditions at all CMP arterial and freeway monitoring stations that may be impacted by the Project was performed, as detailed in Chapter 10, in accordance with the TIA guidelines referenced in *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority [Metro], 2010).

ADDITIONAL REVIEW AND ANALYSIS

In addition to the various intersection analysis scenarios and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the proposed Project. These include a review of Project access and circulation and an analysis of potential traffic impacts associated with the Project's construction. An analysis of the unsignalized intersections and a detailed analysis of facilities under the jurisdiction of the California Department of Transportation (Caltrans) are provided in the appendices.

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	V/C Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

Chapter 3
Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project Study Area. The existing conditions analysis relevant to this study includes an assessment of the existing street system, an analysis of traffic volumes and current operating conditions, and an analysis of the existing public transit service.

STUDY AREA

The Study Area includes a geographic area approximately two miles (north-south) by approximately one-half mile (east-west). This Study Area was established in consultation with LACDPW and LADOT and by reviewing the existing intersection/corridor operations, Project peak hour vehicle trip generation, the anticipated distribution of Project vehicular trips, and the potential impacts of Project traffic.

A traffic analysis study area generally comprises those locations with the greatest potential to experience significant traffic impacts due to the Project as defined by the lead agency. In the traffic engineering practice, a study area generally includes those intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

The Project Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area.

A total of eight intersections in the Study Area were identified during the scoping process for detailed analysis of the above conditions. Figure 2 illustrates the location of the Site in relation to the surrounding street system and the analyzed intersections. The intersections selected for evaluation are:

1. Cahuenga Boulevard West & Barham Boulevard
2. Cahuenga Boulevard East & Barham Boulevard
3. Cahuenga Boulevard West & Pilgrimage Bridge (unsignalized)
4. Cahuenga Boulevard East & Pilgrimage Bridge
5. Highland Avenue/Cahuenga Boulevard West & Hollywood Bowl Road/US-101 Southbound On-Ramp
6. US-101 Northbound Off-Ramp & North Cahuenga Boulevard
7. Highland Avenue & Odin Avenue
8. North Cahuenga Boulevard & Odin Avenue

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including freeways, arterials and collector and local streets. The secondary arterials, collectors, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 40 miles per hour (mph) on the principal and secondary arterials, collector, and local streets.

Street classifications are designated in the *City of Los Angeles Transportation Element of the General Plan* ("General Plan") (Los Angeles Department of City Planning, 1999). The available facilities in the Study Area are defined by the following:

- Freeways are high-volume/high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.

- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into three categories: Major Class Highway I, Major Class Highway II, and Secondary Highway.
    - Major Highway Class I has an average daily traffic (ADT) of more than 50,000.
    - Major Highway Class II is typically located one mile apart in a grid system, with an ADT of 30,000 to 50,000.
    - Secondary Highway supplements the through-traffic characteristics of major highways and typically located one mile apart midway between major highways, with an ADT of 20,000 to 30,000.

- Collector Streets are intended to assist local traffic flow to major and secondary highways and should be located at no greater than one-quarter mile intervals between major or secondary highways in a grid system, if practical, with an ADT of up to 10,000.

- Local Streets provide circulation for local adjacent neighborhoods and do not typically serve commercial uses. Local streets provide connections to collector streets, which in turn, connect to the greater street network.

Primary regional access to the Project Site is provided by US-101. The major arterials providing regional and sub-regional access to the Project vicinity include Cahuenga Boulevard East and Cahuenga Boulevard West. The following is a brief description of the major streets in the Study Area:

Freeways

- US-101 –US-101 generally runs in the north-south direction and is located directly west of the Project Site. In the vicinity of the Study Area, US-101 provides four to six lanes in each direction. Access to and from US-101 is available via interchanges at Cahuenga Boulevard East and Cahuenga Boulevard West.

Roadways

- Cahuenga Boulevard East – Cahuenga Boulevard East is a designated Local Street that runs in the northwest-southeast direction and is located adjacent to the Project Site. It provides two travel lanes and left-turn lanes at study intersections. Parking is generally not permitted. The posted speed limit is 40 mph.

- Cahuenga Boulevard West – Cahuenga Boulevard West is a designated Major Class Highway II that runs in the northwest-southeast direction and is located west of the Project Site. It provides three to four travel lanes, one to two in each direction, and left-turn lanes at intersections. Parking is generally not permitted. The posted speed limit is 40 mph.

- North Cahuenga Boulevard– North Cahuenga Boulevard is a designated Major Highway Class II that runs in the northwest-southeast direction and is located south of the Project Site. It provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking is generally provided along both sides of the street. The posted speed limit is 40 mph.

- Barham Boulevard – Barham Boulevard is a designated Major Highway Class II that runs in the northeast-southwest direction and is located northwest of the Project Site. It provides four to five travel lanes, two to three in each direction, and left-turn lanes at intersections. Parking is available on the east side of the street with peak hour restrictions. The posted speed limit is 35 mph.

- Highland Avenue – Highland Avenue is a designated modified Major Highway Class II that runs in the north-south direction and is located southwest of the Project Site. It provides six travel lanes, three in each direction, and left-turn lanes at intersections. Parking is generally not permitted within the vicinity of the Project Site. The posted speed limit is 40 mph.

- Pilgrimage Bridge – Pilgrimage Bridge is an east-west roadway that connects Cahuenga Boulevard West and Cahuenga Boulevard East near the Project Site. It provides access to the Project Site with two travel lanes, one in each direction. Parking is not permitted. The posted speed limit is 35 mph.

- Odin Avenue – Odin Avenue is a designated Major Highway Class II that runs in the northeast-southwest direction and is located south of the Project Site. It provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking is not permitted. The posted speed limit is 40 mph.

The existing lane configurations at the analyzed intersections are provided in Figure 3.

EXISTING TRANSIT SYSTEM

The Project area is served by bus lines operated by Metro and LADOT. Bus transit service in the Project vicinity is available along the following:

- Cahuenga Boulevard East
- Cahuenga Boulevard West
- North Cahuenga Boulevard
- Odin Avenue
- Highland Avenue
- Barham Boulevard
- US-101

Figure 4 illustrates the existing transit service in the Study Area. Table 2 summarizes the various transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. The following provides a brief description of the rail and bus lines providing service in the Project vicinity:

- Metro Red Line – The Red Line travels underground east-west on Hollywood Boulevard in the vicinity of the Project Site with average headways of 10 minutes during the morning and afternoon peak hours. The line travels from downtown Los Angeles to North Hollywood and provides service to downtown Los Angeles, Hollywood, and Universal City.

- Metro Local Line 222 – Line 222 travels north-south on Cahuenga Boulevard in the vicinity of the Project Site with average headways of 47 minutes during the morning peak hours and 37 minutes during the afternoon peak hours. The line travels from downtown Sun Valley to Hollywood via Hollywood Way, Barham Boulevard and Cahuenga Boulevard.

- Metro Local Line 156 – Line 156 travels north-south on Cahuenga Boulevard in the vicinity of the Project Site with average headways of 31 minutes during the morning peak hours and 34 minutes during the afternoon peak hours. The line travels from Van Nuys to Hollywood through North Hollywood and Studio City.

- LADOT Commuter Express 422 – Commuter Express 422 travels north-south on US Route 101 in the vicinity of the Project Site with average headways of 20 minutes during the morning peak hours and 24 minutes during the afternoon peak hours. The line travels from Thousand Oaks to downtown Los Angeles in the morning and from downtown Los Angeles to Thousand Oaks in the evening through US Route 101.

BICYCLE AND PEDESTRIAN NETWORK

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element*, (Los Angeles Department of City Planning, adopted March 1, 2011), the existing bicycle system in the Study Area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets.

Within the Study Area, bicycle lanes are provided on North Cahuenga Boulevard between Odin Avenue and Yucca Street. There are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard.

Existing Pedestrian Facilities

The sidewalks that serve as routes to the Project Site are limited and do not provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment throughout the Project vicinity. Sidewalks are provided along the east side of Cahuenga Boulevard East along the Project Site's property frontage; however, they terminate to the north of the site. Extending south from the Project Site, a narrow sidewalk/parkway area is provided along the east side of Cahuenga Boulevard East that provides connectivity to the neighborhoods to the south. The sidewalks provide limited connectivity to pedestrian crossings at intersections within the Study Area.

Generally, the signalized intersections in the area provide marked pedestrian crossings and include, the study signalized intersections provide pedestrian phasing, crosswalk striping, and Americans with Disabilities Act (ADA) wheelchair ramps.

It should be noted that the signalized intersection located immediately adjacent to the Project Site (Cahuenga Boulevard East & Pilgrimage Bridge) does not currently provide marked crosswalks across Cahuenga Boulevard East (north and south legs of the intersection) or Pilgrimage Bridge. Therefore, pedestrian connectivity to the Project Site via Pilgrimage Bridge to and from areas west of Cahuenga Boulevard East is deficient.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios and LOS.

Existing Traffic Volumes

In order to cover both the peak hours of adjacent street traffic and the event peak hours intersection turning movement counts were conducted at the eight study area intersections during the typical weekday morning commuter peak period (7:00 AM to 10:00 AM), weekday afternoon commuter/evening peak period (5:00 PM to 9:00 PM), Saturday midday peak (11:00 AM to 1:00 PM), and Saturday evening peak (6:00 PM to 9:00 PM) in September 2013 when both The Ford Theatres and Hollywood Bowl were holding events. The existing weekday, weekday event, and Saturday intersection traffic volumes are illustrated in Figures 5A, 5B, and 5C, respectively. The summary data worksheets of turning movement counts at the study intersections are provided in Appendix B.

The traffic volumes illustrated in Figures 5A, 5B, and 5C were analyzed using the CMA methodology described above to determine the existing operating conditions at the analyzed intersections. The calculation is expressed in a V/C ratio for critical movements where the volumes at the intersection are compared to the capacity of the intersection.

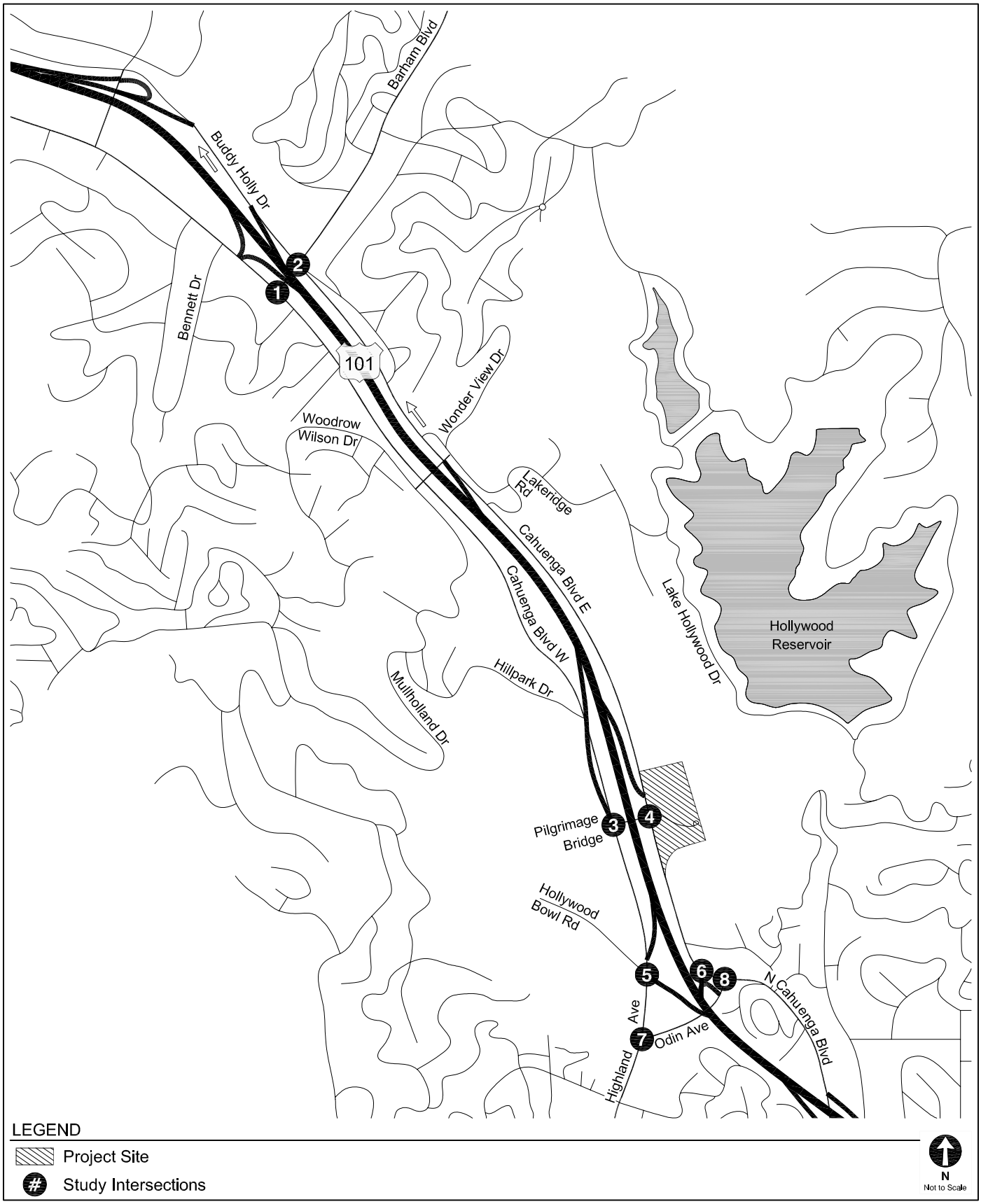
Existing Intersection Levels of Service

Table 3 summarizes the existing weekday morning, weekday afternoon, weekday event, Saturday midday event, and Saturday evening event peak hour V/C ratio and the corresponding LOS for each of the analyzed intersections.

As summarized in Table 3, the following intersections are operating at LOS E or LOS F during at least one of the five peak study periods:

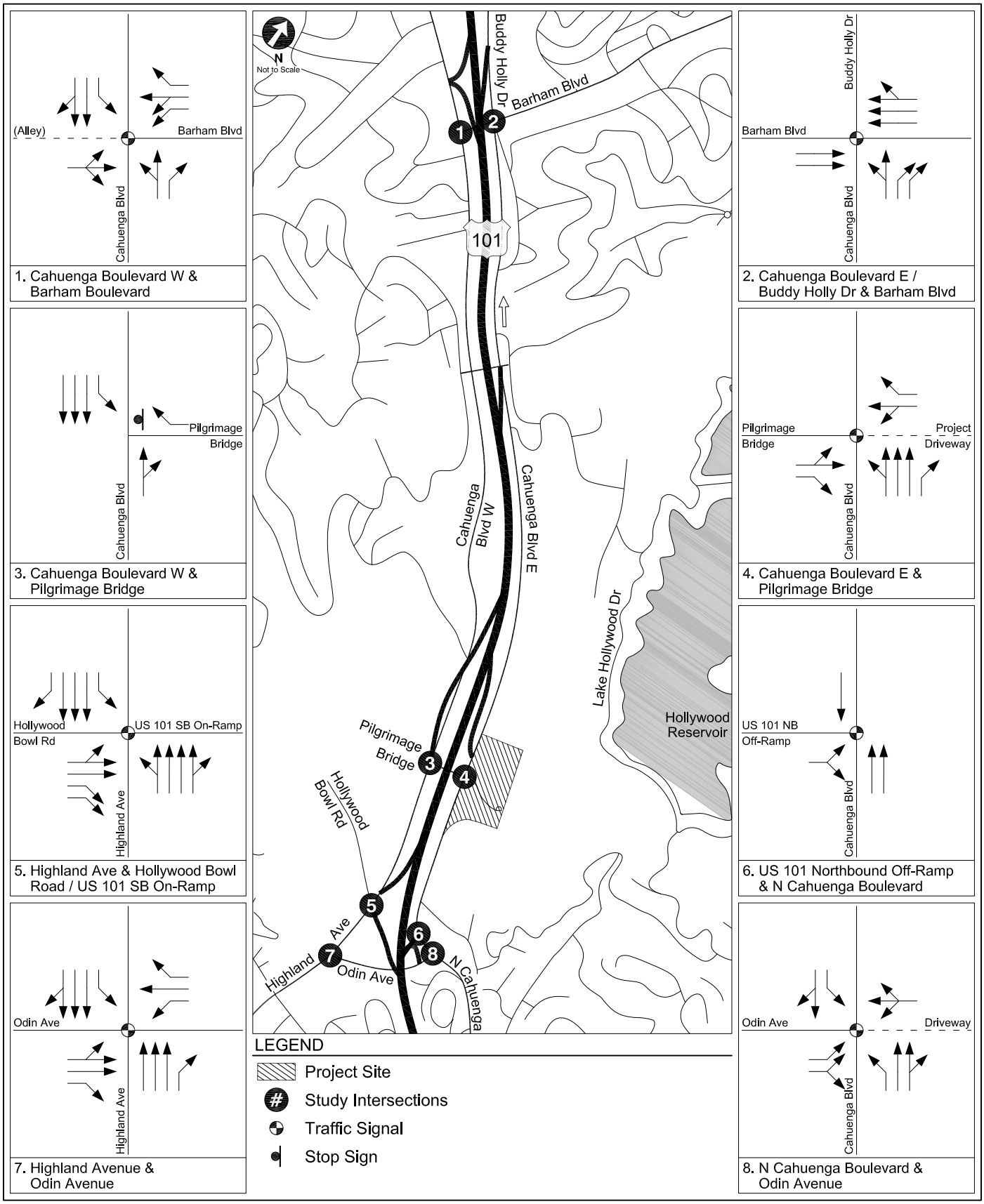
- Int. 1: Cahuenga Boulevard West & Barham Boulevard (LOS E – Weekday AM/Weekday Event)
- Int. 2: Cahuenga Boulevard East & Barham Boulevard (LOS F – Weekday AM, LOS E – Weekday Event)
- Int. 5: Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp (LOS E – Weekday AM/Weekday PM/Weekday Event)

The LOS calculation worksheets are provided in Appendix C.



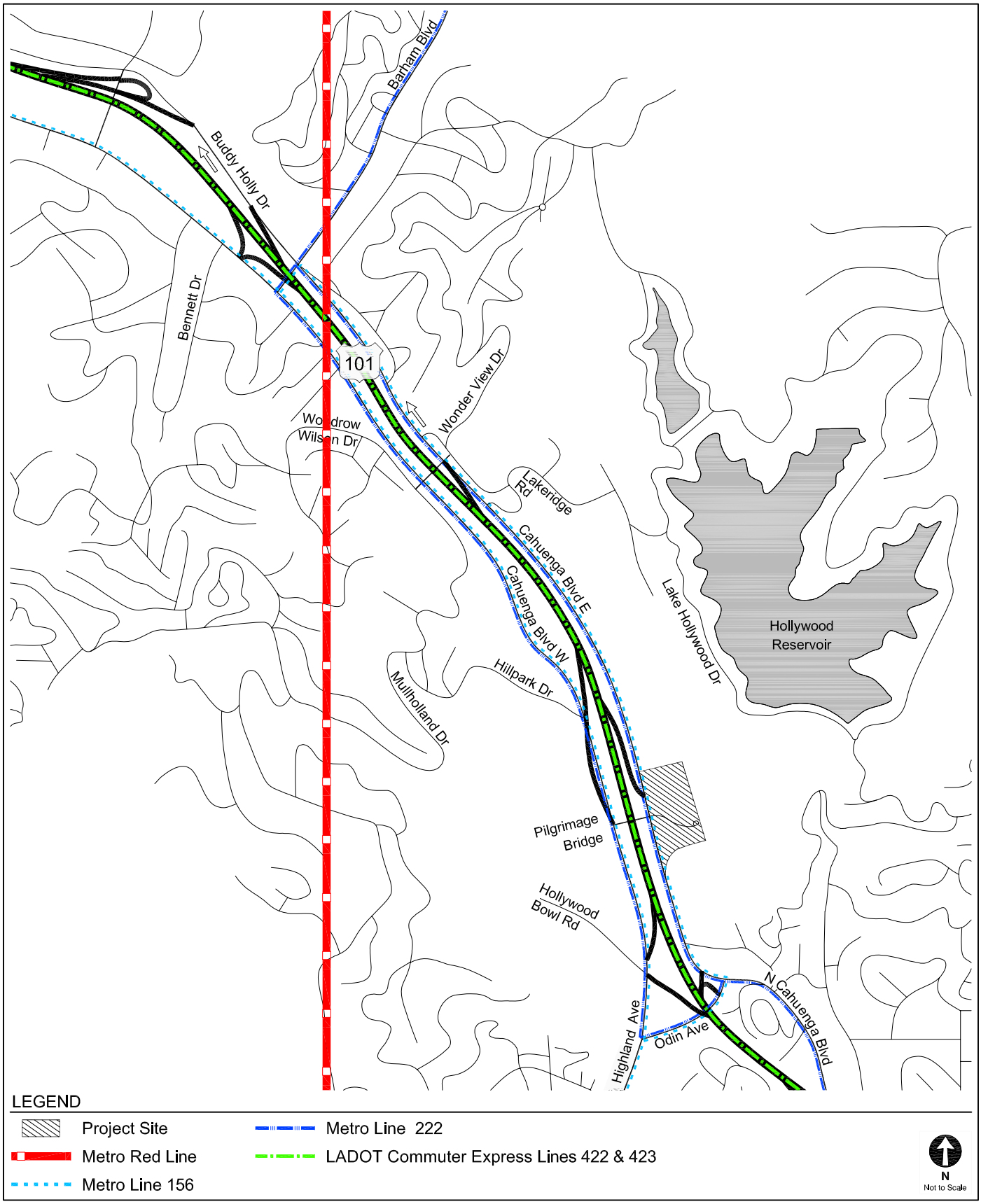
STUDY AREA AND ANALYZED LOCATIONS

FIGURE 2



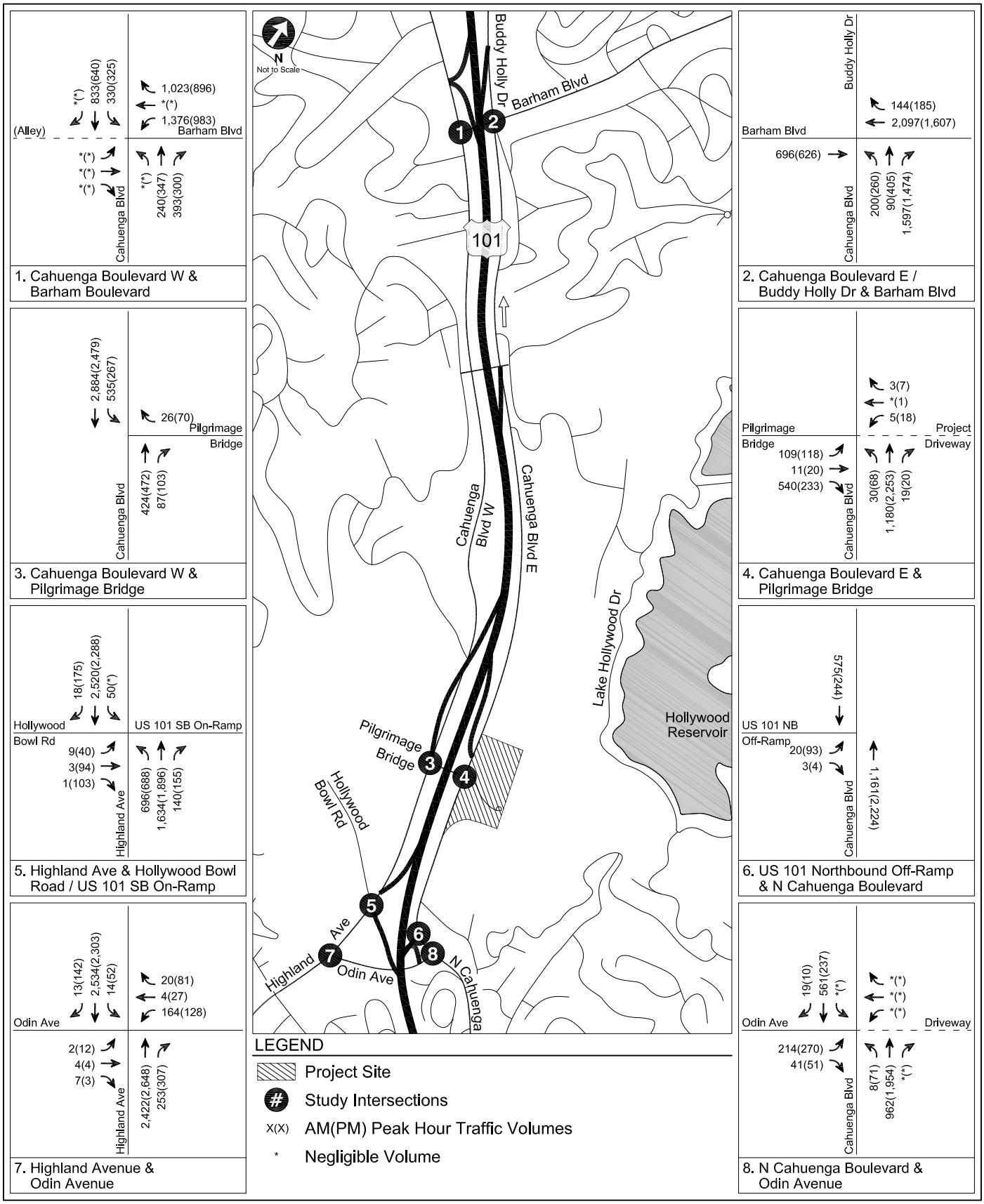
EXISTING INTERSECTION LANE CONFIGURATIONS

FIGURE 3



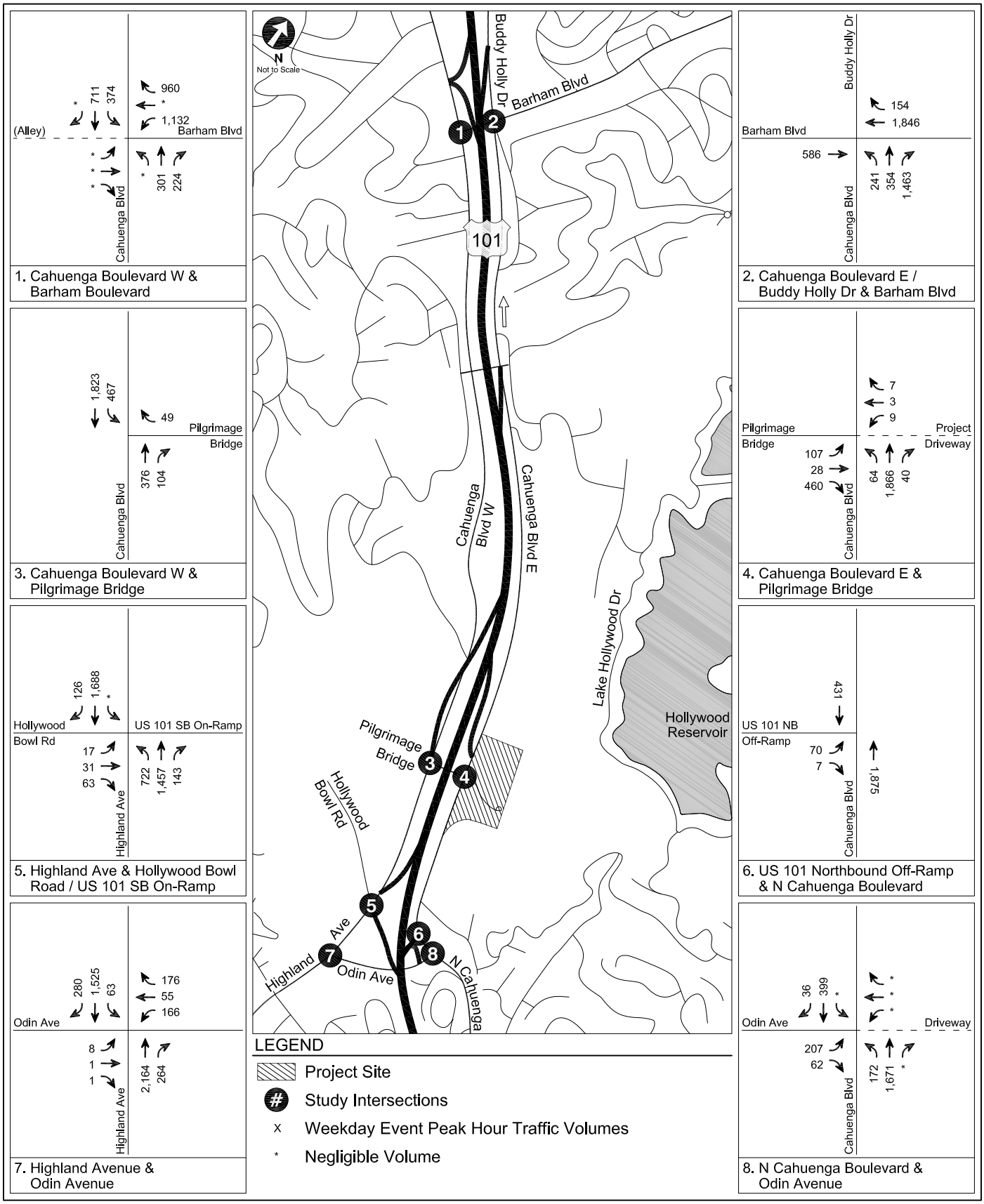
EXISTING TRANSIT SERVICE

FIGURE 4



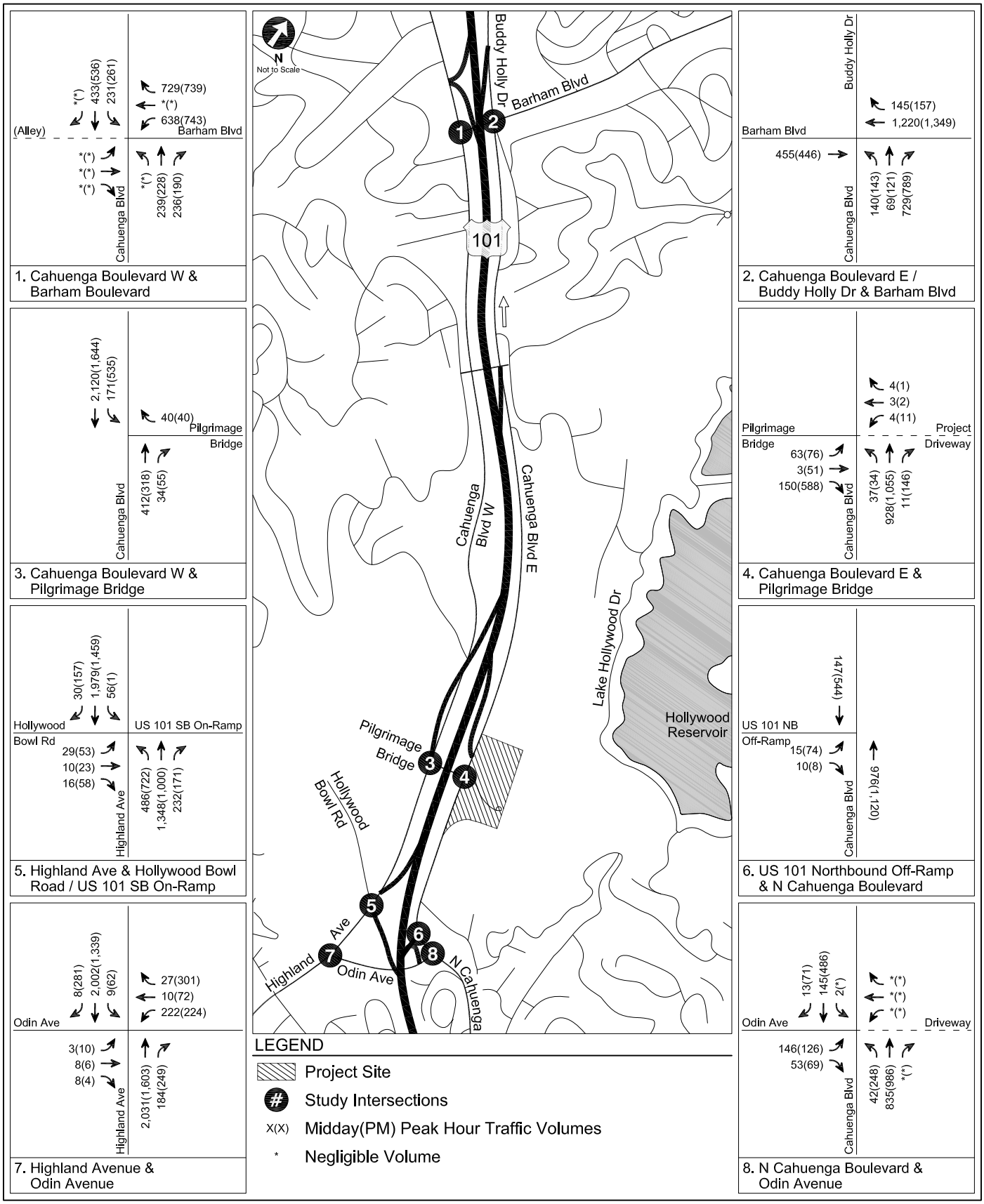
EXISTING CONDITIONS
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 5A



EXISTING CONDITIONS
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 5B



1. Cahuenga Boulevard W & Barham Boulevard

2. Cahuenga Boulevard E / Buddy Holly Dr & Barham Blvd

3. Cahuenga Boulevard W & Pilgrimage Bridge

4. Cahuenga Boulevard E & Pilgrimage Bridge

5. Highland Ave & Hollywood Bowl Road / US 101 SB On-Ramp

6. US 101 Northbound Off-Ramp & N Cahuenga Boulevard

7. Highland Avenue & Odin Avenue

8. N Cahuenga Boulevard & Odin Avenue

EXISTING CONDITIONS
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 5C

TABLE 2
EXISTING TRANSIT SERVICE

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)				AM Peak Period Stops		PM Peak Period Stops	
				AM Peak Period		PM Peak Period					
Los Angeles County Metropolitan Transportation Authority (Metro)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
RED	Downtown Los Angeles - West Hollywood via Temple St & Melrose Ave	Rail	4:30 AM - 1:30 AM	10	10	10	10	24	24	24	24
222	Sun Valley - Hollywood via Hollywood Way, Barham Bl, Cahuenga Bl	Local	4:10 AM - 1:17 AM	34	60	40	34	7	4	6	7
156	Van Nuys – Hollywood - Panorama City – Hollywood (Owl)	Local	4:52 AM - 1:39 AM	34	27	34	34	7	9	7	7
Los Angeles Department of Transportation (LADOT)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
CE422	Downtown Los Angeles - Thousand Oaks via US Route 101	Commuter	4:55 AM - 9:54 PM	20	-	-	24	12	0	0	10

Notes

AM Peak from 6-10 AM

PM Peak from 3-7 PM

TABLE 3
EXISTING CONDITIONS
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing	
			Delay or V/C	LOS
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday AM	0.902	E
		Weekday PM	0.887	D
		Weekday Event	0.916	E
		Saturday Midday Event	0.661	B
		Saturday Evening Event	0.671	B
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday AM	1.040	F
		Weekday PM	0.888	D
		Weekday Event	0.933	E
		Saturday Midday Event	0.501	A
		Saturday Evening Event	0.557	A
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday AM	0.532	A
		Weekday PM	0.583	A
		Weekday Event	0.641	B
		Saturday Midday Event	0.217	A
		Saturday Evening Event	0.541	A
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday AM	0.931	E
		Weekday PM	0.975	E
		Weekday Event	0.912	E
		Saturday Midday Event	0.706	C
		Saturday Evening Event	0.853	D
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard	Weekday AM	0.403	A
		Weekday PM	0.806	D
		Weekday Event	0.677	B
		Saturday Midday Event	0.342	A
		Saturday Evening Event	0.428	A
7.	Highland Avenue & Odin Avenue	Weekday AM	0.580	A
		Weekday PM	0.611	B
		Weekday Event	0.534	A
		Saturday Midday Event	0.511	A
		Saturday Evening Event	0.484	A
8.	North Cahuenga Boulevard & Odin Avenue	Weekday AM	0.377	A
		Weekday PM	0.659	B
		Weekday Event	0.547	A
		Saturday Midday Event	0.247	A
		Saturday Evening Event	0.502	A

Chapter 4

Future without Project Traffic Conditions

Estimates of future cumulative traffic conditions both with and without the Project were developed to evaluate the potential impacts of the Project on the local street system. This discussion details the assumptions used to develop the Future 2020 conditions without the Project.

In order to develop the Future without Project traffic conditions (Year 2020), the existing traffic volumes were factored upward by a compounded 1% annual ambient growth rate to approximate future traffic volumes. In addition to this ambient growth, background and other related projects/cumulative development traffic were also added to estimate the Future without Project (2020) traffic conditions.

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

The forecast of Future without Project conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act*, *Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007)*(CEQA Guidelines)*. Specifically, *CEQA Guidelines* provides two options for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes as it incorporates both the "A" and "B" options outlined in the *CEQA Guidelines* for purposes of developing the forecast.

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

The existing plus ambient growth traffic volumes were combined with the related project volumes to form the Future without Project (2020) conditions. This scenario forms the basis of the evaluation of Project impacts in the Future plus Project (2020) conditions.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development. Based on historical trends and the City of Los Angeles guidelines and procedures, an ambient growth factor of 1% per year compounding was used to adjust the existing traffic volumes to reflect the effects of regional growth and development by the year 2020.

Related Projects

In accordance with requirements in *CEQA Guidelines*, this study considered the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area. These development proposals (called related projects) are projected to be implemented in the Project vicinity prior to the buildout date of the Project. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development.

The list of related projects is based on information provided by the Department of City Planning and LADOT. The related projects,which are generally located within a one and one-half mile radius of the Project site, are detailed in Table 4. The locations of these related projects are shown in Figure 6, while Figures 7A, 7B, and 7C depict the traffic volumes associated with these

related projects at the study intersections for weekdays, weekday events, and Saturdays, respectively.

It should be noted that other projects were considered during the development of the list of related projects to be included as part of the traffic analysis. Other considered projects included the Paramount Studios Master Plan and the NBC Universal Evolution Plan, which have anticipated buildout years of 2038 and 2030, respectively. Thus, substantial construction will not be completed by the 2020 buildout year of the Project. Other projects such as small expansions, re-use, and small residential projects that are not anticipated to generate a significant amount of traffic that would affect the study intersections were considered, although not listed. These projects are accounted for in the application of the ambient growth rate described above.

The development of estimated traffic volumes added to the Study Area as a result of related projects involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

Trip Generation. Trip generation estimates for the related projects were provided by LADOT and were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). The forecast related projects trip generation is shown in Table 4. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the likely use of other travel modes (transit, walk, etc.) In order to include related project traffic in the background of all study scenarios, it was assumed the weekday PM peak hour trip generation also occurs during the weekday event peak hour and that the Saturday midday peak hour trip generation also occurs during the Saturday event peak hour.

Trip Distribution. The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the related projects were assigned to the local street system using the trip distribution pattern described above. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2020. These volumes represent the Future without Project conditions (i.e., existing traffic volumes, ambient traffic growth, and related project traffic). The resulting Future without Project peak hour traffic volumes are illustrated in Figures 8A, 8B, and 8C for weekdays, weekday events, and Saturdays, respectively.

Future Roadway Improvements. Based on discussions with the City, there are no future roadway improvements (either programmed improvements or other mitigation for other recently approved developments) in the Study Area that are anticipated to be fully funded and constructed prior to the buildout of the Project (i.e., 2020). Although future improvements are being planned for the area (e.g., Barham Bridge improvement project, freeway ramp improvements), no future roadway improvements were included as part of the future conditions analyses, so as to provide a conservative analysis.

Future Bicycle System. The future bicycle system in the Study Area will be expanded to create a more integrated network, as proposed in the *2010 Bicycle Plan*. The three components of the bicycle network include the Backbone, the Neighborhood Network and the Green Network. Class II bicycle lanes will be added to high volume corridors to from the Backbone of the network, while in-road bikeways in lower volume and collector streets will form the Neighborhood Network through the implementation of Class III bicycle routes and bicycle-friendly streets. The Green Network consists of dedicated bike paths that connect the City's open spaces. In the Project vicinity, bicycle lanes along Cahuenga Boulevard East, Cahuenga Boulevard West, and North Cahuenga Boulevard are envisioned as part of the *2010 Bicycle Plan*. However, none of these proposed bicycle facilities are definitively scheduled for implementation, and they are not expected prior to Project completion in year 2020.

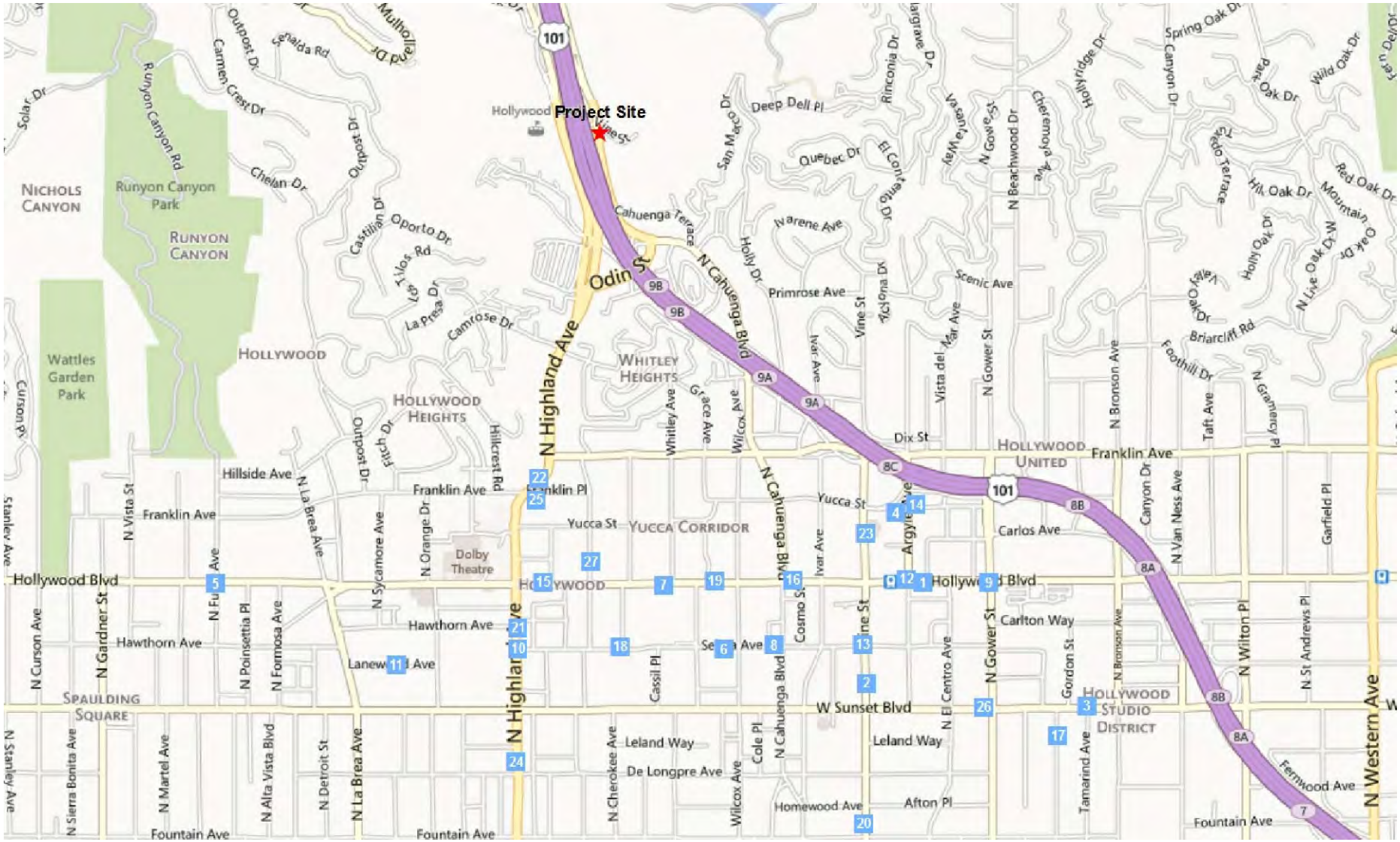
INTERSECTION OPERATIONS

Future Without Project Intersection Levels of Service

Table 5 summarizes the intersection analysis of the Future without Project traffic conditions. As summarized in Table 5, the following intersections are anticipated to operate at LOS E or LOS F during one of the analyzed peak hours in the Future without Project condition:

- Int. 1: Cahuenga Boulevard West & Barham Boulevard (LOS F – Weekday AM/Weekday PM/Weekday Event)
- Int. 2: Cahuenga Boulevard East & Barham Boulevard (LOS F – Weekday AM/Weekday Event, LOS E – Weekday PM)
- Int 5: Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp (LOS F – Weekday AM/Weekday PM/Weekday Event/Saturday Evening Event, LOS E – Saturday Midday Event)
- Int 6: US-101 Northbound Off-Ramp & North Cahuenga Boulevard (LOS E – Weekday PM)

The LOS calculation worksheets are provided in Appendix C.



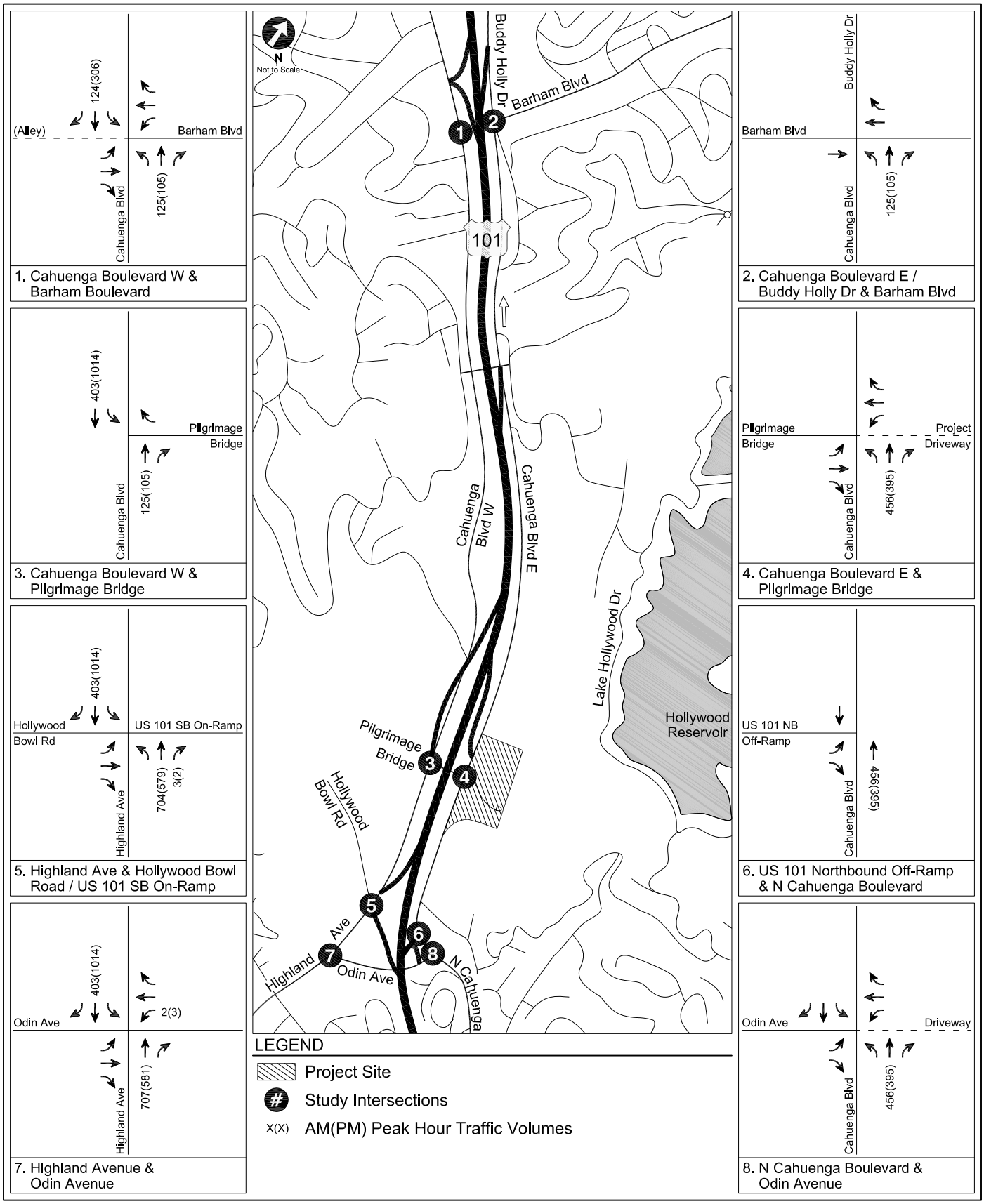
LEGEND

X Related Project

N
Not to Scale

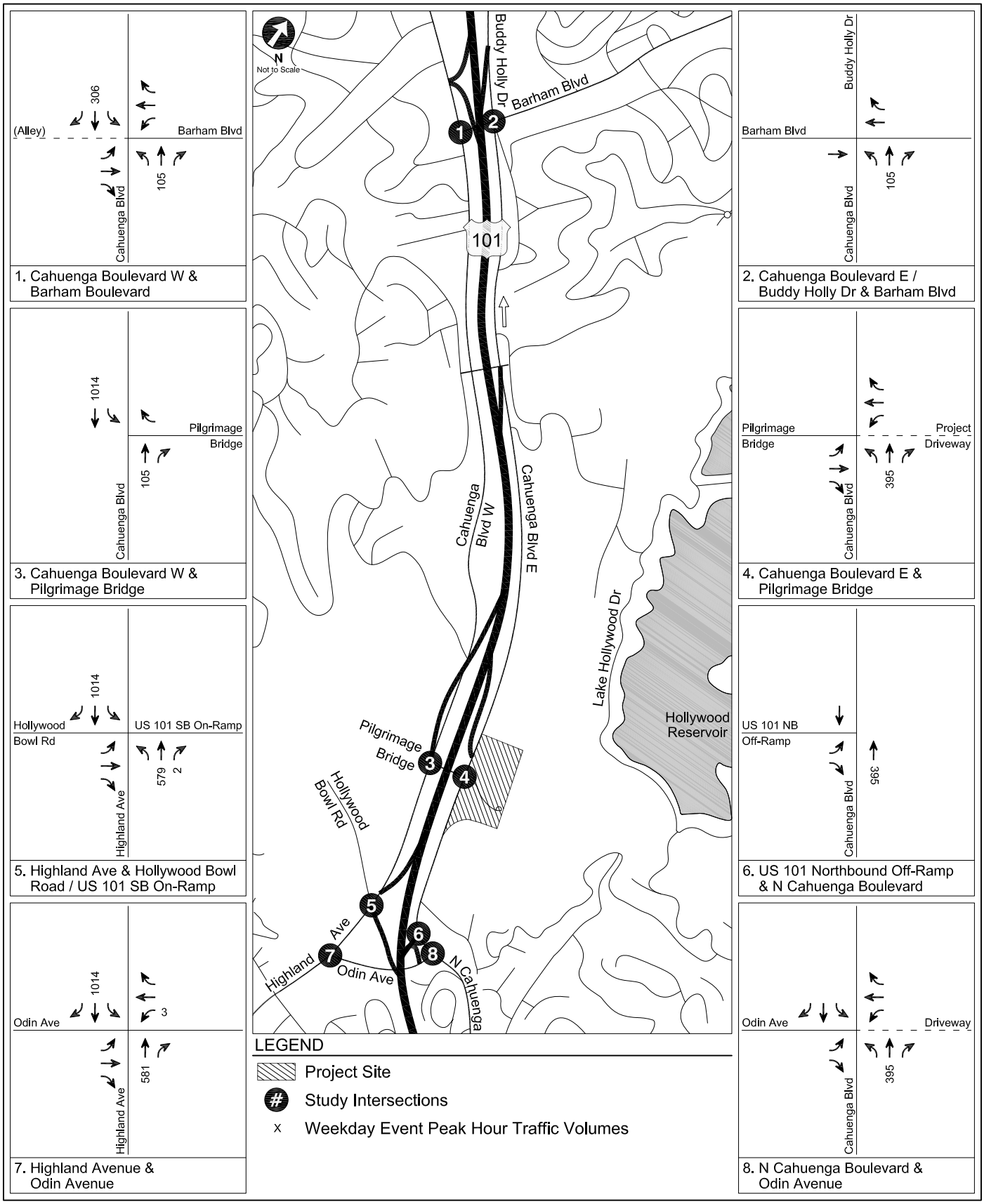
LOCATION OF RELATED PROJECTS

FIGURE 6



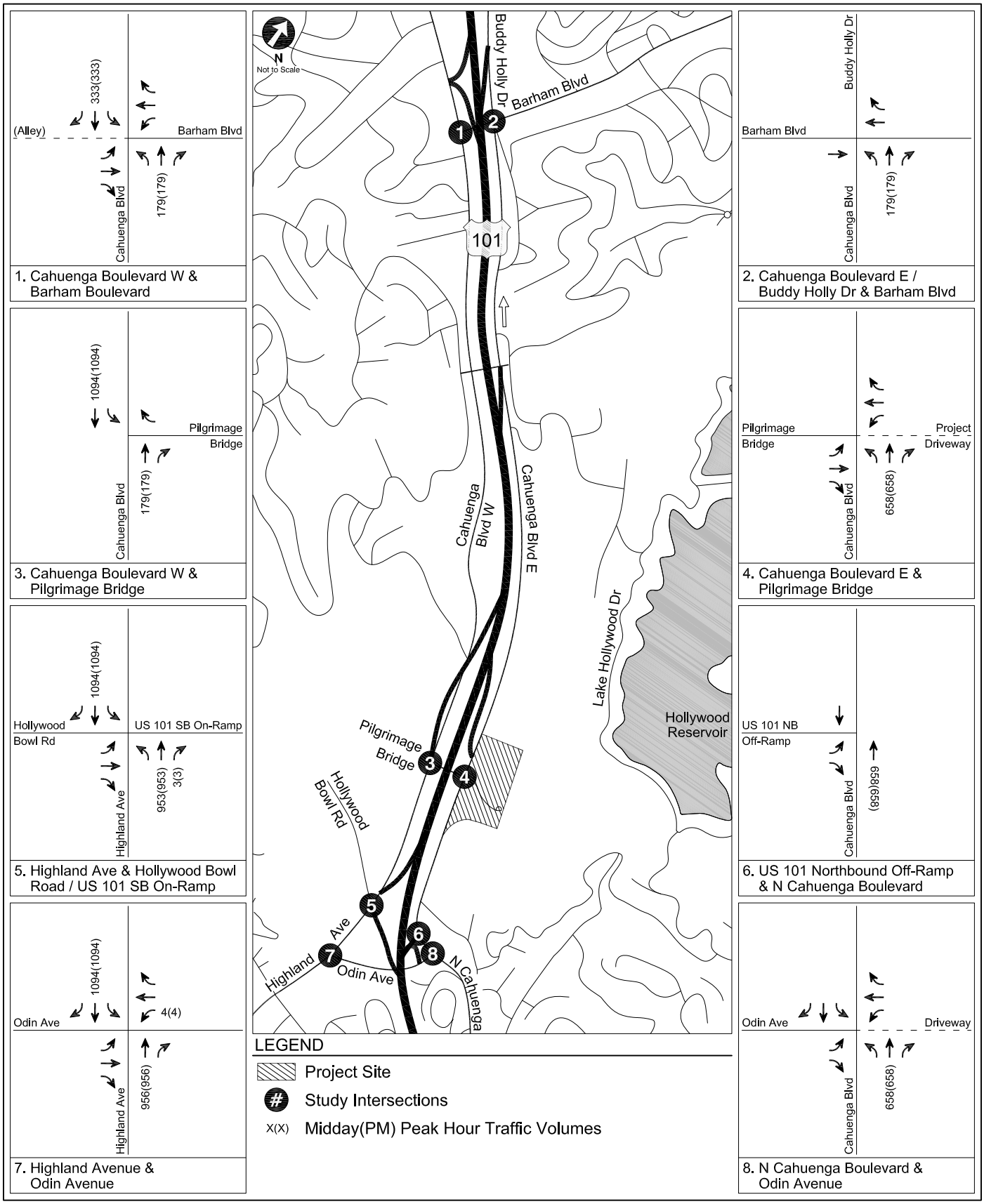
RELATED PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
7A



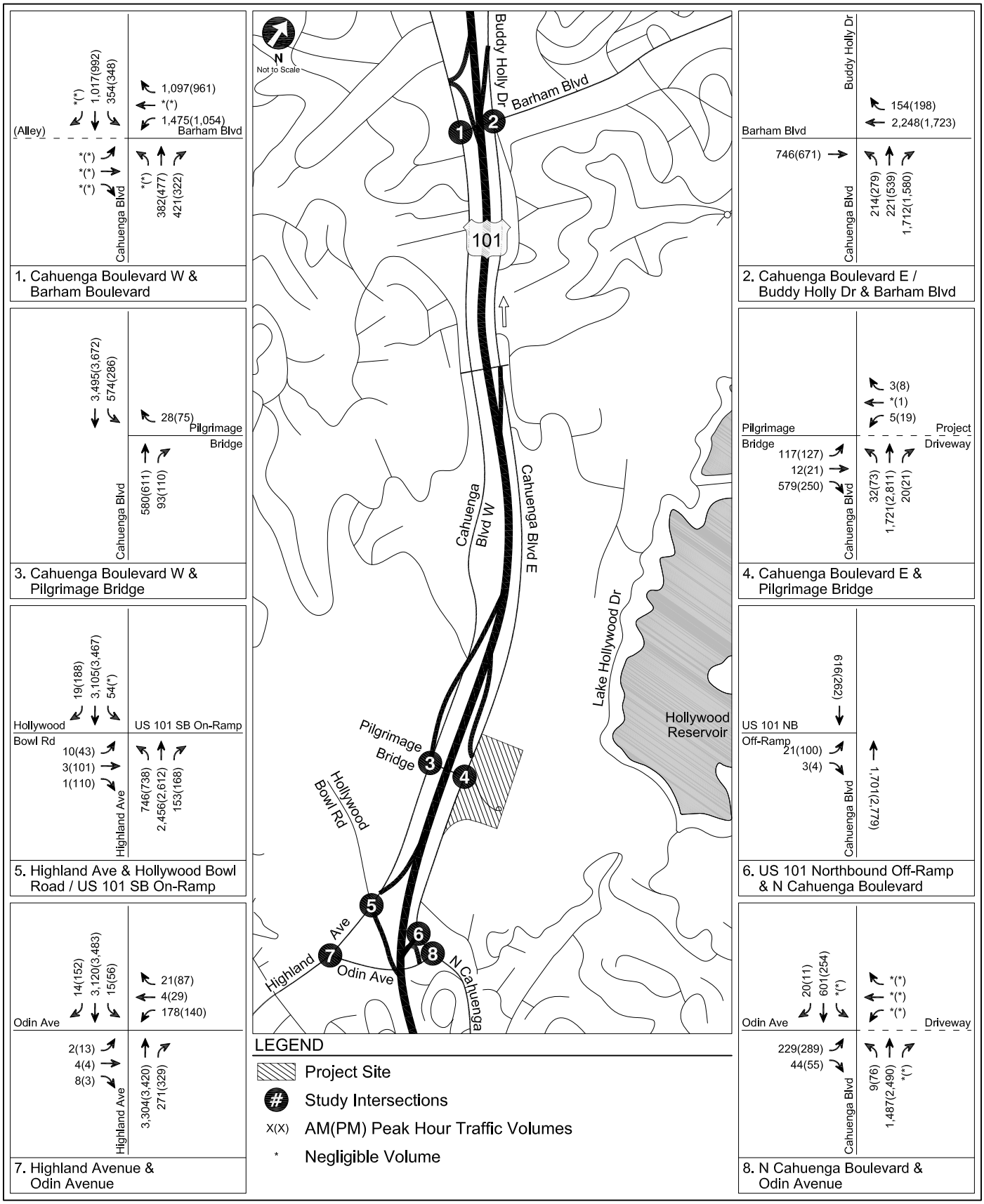
RELATED PROJECT-ONLY
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 7B



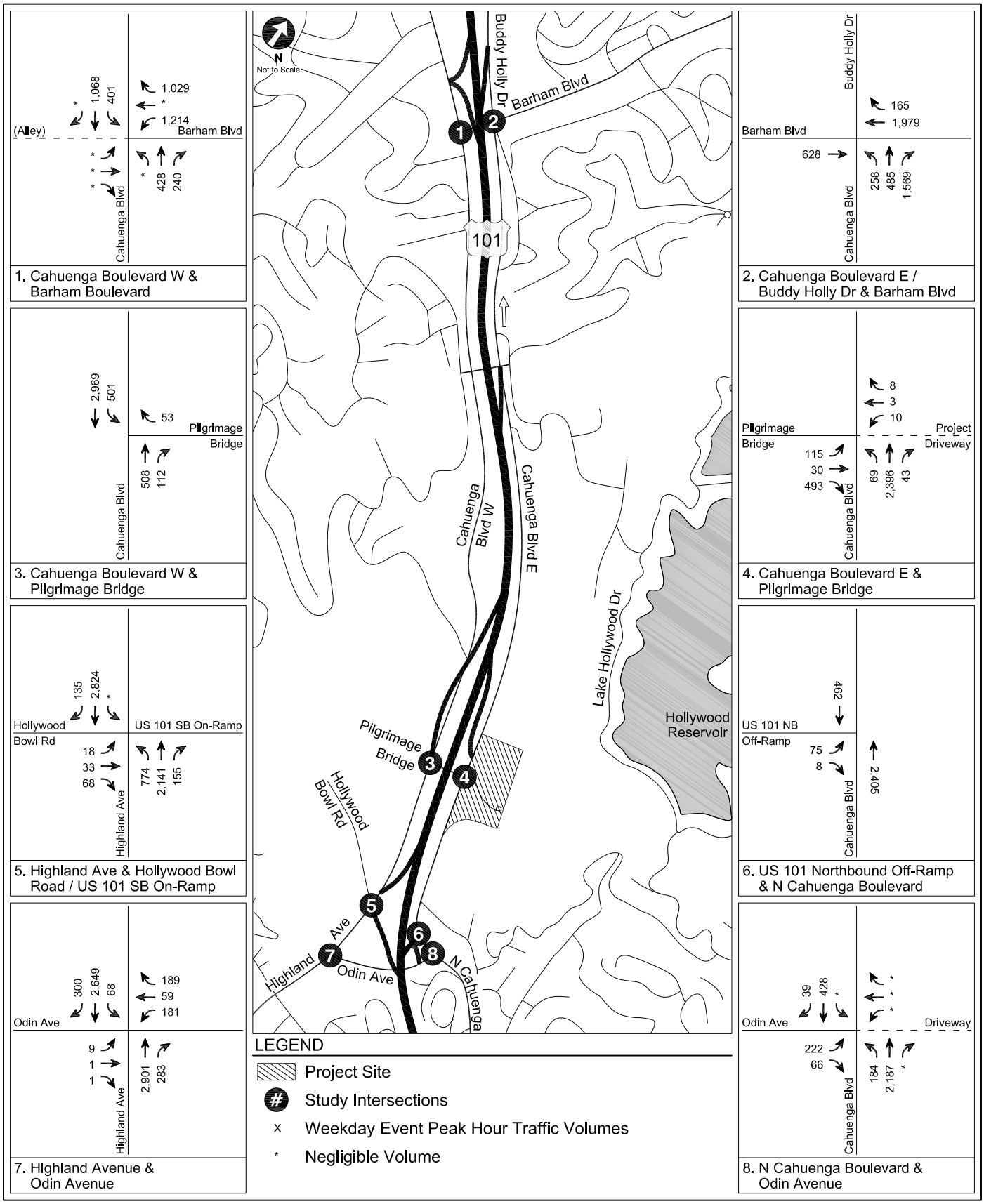
RELATED PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
7C



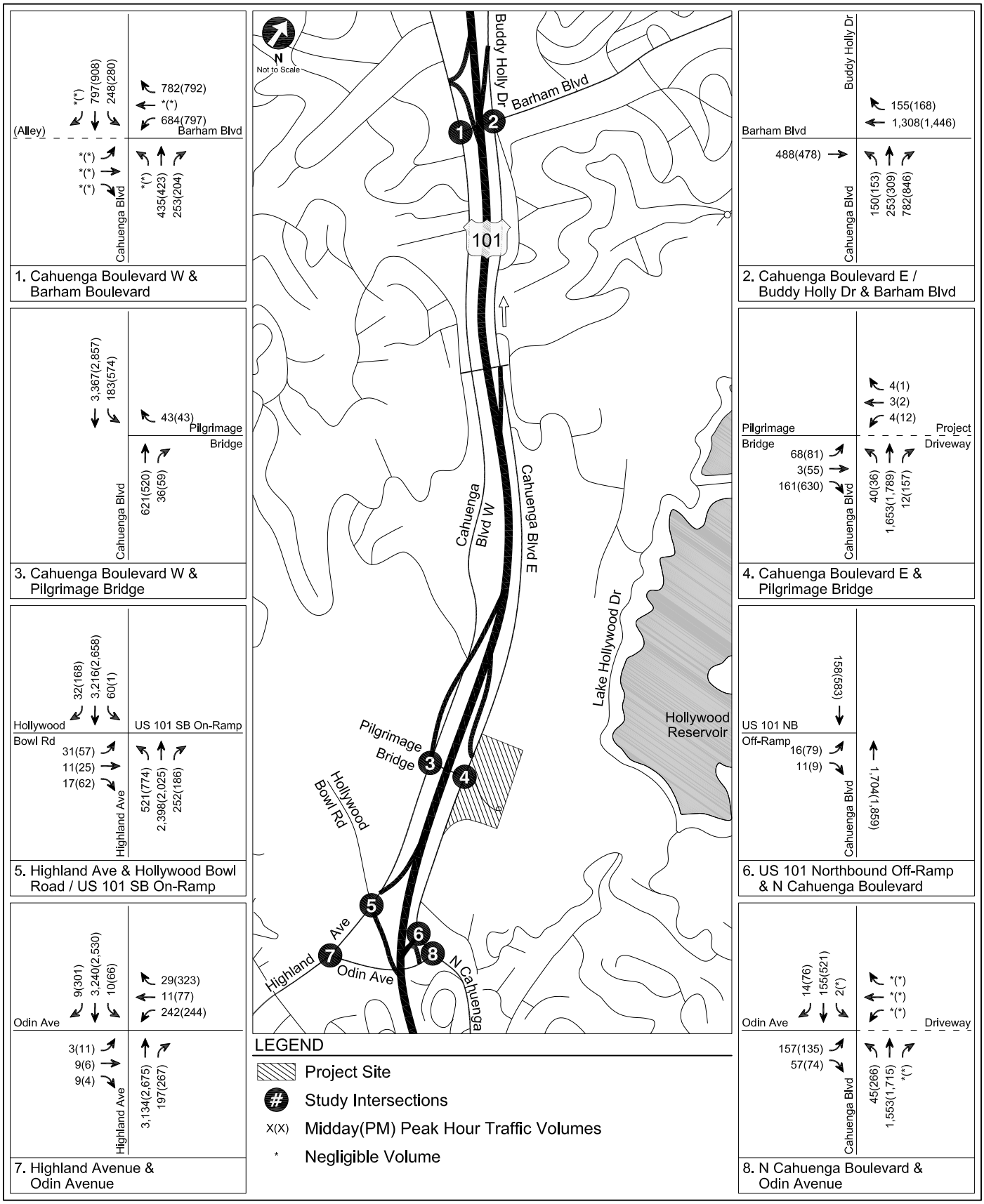
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 8A



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 8B



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 8C

TABLE 4
RELATED PROJECTS

					Trip Generation [a]																	
					Weekday										Saturday							
						AM Peak Hour			PM Peak Hour			Event Peak Hour				Mid-Day Peak Hour			Event Peak Hour		
No	Project	Address	Description	Size	Daily	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily	Inbound	Outbound	Total	Inbound	Outbound	Total
1	BLVD 6200 Mixed-Use	6200 W Hollywood Boulevard	Apartment	952 du	23,976	95	382	477	524	282	806	524	282	806	6,083	248	247	495	248	247	495
			Retail	190,000 sf											9,494	476	440	916	476	440	916
2	Selma & Vine Mixed-Use	1540 N Vine Street	Apartment	306 du	3,049	27	109	136	191	103	294	191	103	294	1,955	80	79	159	80	79	159
			Retail	68,000 sf											3,398	171	157	328	171	157	328
3	Sunset & Gordon Mixed-Use	5935 W Sunset Boulevard	Condominium	311 du	1,248	29	140	169	85	42	127	85	42	127	1,763	79	67	146	79	67	146
			Office	40,000 sf											98	9	8	17	9	8	17
			Restaurant	8,500 sf											1,346	64	56	120	64	56	120
			Retail	5,000 sf											250	12	12	24	12	12	24
4	Yucca Street Condos	6230 W Yucca Street	Condominium	85 du	473	5	27	32	25	13	38	25	13	38	482	22	18	40	22	18	40
			Commercial	13,890 sf											694	35	32	67	35	32	67
5	Temple Isreal of Hollywood	7300 W Hollywood Boulevard	Temple	- -	294	79	0	79	14	15	29	14	15	29	294	79	0	79	0	0	0
6	Office Project	6516 W Selma Avenue	Office	85,000 sf	936	116	16	132	22	105	127	22	105	127	209	0	37	37	0	37	37
7	Restaurant/Club	6608 W Hollywood Boulevard	Quality Restaurant	11,400 sf	1,292	8	7	15	117	78	195	117	78	195	1,076	73	50	123	73	50	123
			Bar/Lounge	9,400 sf																	
			Special Events	6,100 sf																	
			Office	3,000 sf																	
8	Selma Hotel	6417 W Selma Avenue	Hotel	85 rooms	1,777	0	0	0	73	71	144	73	71	144	696	34	27	61	34	27	61
			Restaurant/Club	12,840 sf											2,033	96	85	181	96	85	181
9	Hanover Gower Mixed-Use	6100 W Hollywood Boulevard	Apartment	151 du	1,397	19	74	93	79	42	121	79	42	121	965	40	39	79	40	39	79
			Retail	6,200 sf											310	16	14	30	16	14	30
10	Highland Center Mixed-Use Project	1600 N Highland Avenue	Condominium	496 du	7,834	97	472	569	443	218	661	443	218	661	2,812	126	107	233	126	107	233
			Hotel	300 rooms											2,457	121	95	216	121	95	216
			Office	186,200 sf											458	0	80	80	0	80	80
			Retail	45,400 sf											2,269	114	105	219	114	105	219
11	Lanewood Apartments	7045 W Lanewood Avenue	Apartment	43 du	289	4	18	22	18	9	27	18	9	27	275	11	11	22	11	11	22
12	Pantages Theatre Office	6225 W Hollywood Boulevard	Office	214,000 sf	1,918	243	33	276	43	211	254	43	211	254	526	0	92	92	0	92	92
13	Selma & Vine Office Project	1601 N Vine Street	Office	121,609 sf	1,239	160	22	182	31	153	184	31	153	184	299	0	52	52	0	52	52
			Commercial	2,613 sf											131	7	6	13	7	6	13
14	Argyle Hotel Project	1800 N Argyle Avenue	Hotel	225 rooms	1,360	35	24	59	40	38	78	40	38	78	1,843	91	71	162	91	71	162
15	Restaurant	6757 W Hollywood Boulevard	Restaurant	17,717 sf	1,220	6	5	11	31	21	52	31	21	52	2,806	132	117	249	132	117	249
16	Hotel & Restaurant Project	6381 W Hollywood Boulevard	Hotel	80 rooms	1,020	(5)	(3)	(8)	34	32	66	34	32	66	655	32	26	58	32	26	58
			Restaurant	15,290 sf											2,421	114	101	215	114	101	215
17	Emerson College Project (Student Housing)	1460 N Gordon Street	Student Housing	224 du	0	22	88	110	47	26	73	47	26	73	1,431	58	58	116	58	58	116
			Faculty/Staff Housing	13 du											83	4	3	7	4	3	7
			Retail	6,400 sf											320	16	15	31	16	15	31
18	Selma Community Housing	1603 N Cherokee Avenue	Affordable Apartment	66 du	439	7	27	34	27	14	41	27	14	41	422	17	17	34	17	17	34
19	Hudson Building	6523 W Hollywood Boulevard	Restaurant	10,402 sf	547	(15)	(12)	(27)	22	14	36	22	14	36	1,647	77	69	146	77	69	146
			Office	4,074 sf											10	0	2	2	0	2	2
20	Academy of Motion Picture Arts and Sciences	1313 N Vine Street	Museum	44,000 sf	(79)	11	2	13	(9)	(50)	(59)	(9)	(50)	(59)	(79)	11	2	13	(9)	(50)	(59)
			Storage	35,231 sf																	
21	Mixed-Use	1610 N Highland Avenue	Apartment	248 du	1,805	22	90	112	98	52	150	98	52	150	1,585	65	64	129	65	64	129
			Retail	14,710 sf											735	37	34	71	37	34	71
22	Highland Avenue Indigo Hotel Project	1841 N Highland Avenue	Business Hotel	100 rooms	694	28	20	48	26	24	50	26	24	50	819	40	32	72	40	32	72
23	Millennium Hollywood -	1740 N Vine Street	Apartment	461 du	9,922	115	459	574	601	323	924	601	323	924	2,946	120	120	240	120	120	240
	Capitol Records Mixed-Use Project		Hotel	254 rooms											2,080	102	81	183	102	81	183
			Health Club	80,000 sf											1,670	100	122	222	100	122	222
			Office	264,303 sf											650	0	114	114	0	114	114
			Retail	100,000 sf											246	0	43	43	0	43	43
			Restaurant	25,000 sf											3,959	187	165	352	187	165	352
24	Apartments	1411 Highland Avenue	Apartment	90 du	823	13	53	66	47	25	72	47	25	72	575	24	23	47	24	23	47
25	Apartment Project	1824 N Highland Avenue	Apartment	118 du	667	10	41	51	40	22	62	40	22	62	754	31	30	61	31	30	61
26	Columbia Square Mixed-Use	6121 W Sunset Boulevard	Apartment	200 du	6,327	138	550	688	443	239	682	443	239	682	1,278	52	52	104	52	52	104
			Office	422,500 sf											1,039	0	182	182	0	182	182
			High-Turnover Restaurant	23,500 sf											3,722	175	156	331	175	156	331
			Fast-Food Restaurant	2,000 sf											1,392	53	56	109	53	56	109
			Retail	16,500 sf											825	42	38	80	42	38	80
			Health Club	15,000 sf											313	19	23	42	19	23	42
27	Las Palmas Residential	1718 N Las Palmas Avenue	Condominium	29 du	1,315	20	81	101	79	43	122	79	43	122	164	8	6	14	8	6	14
	(Hollywood Cherokee)		Apartment	196 du											1,252	51	51	102	51	51	102
				Total Related Projects Trips	**71,782**	**1,289**	**2,725**	**4,014**	**3,191**	**2,165**	**5,356**	**3,191**	**2,165**	**5,356**	**77,936**	**3,571**	**3,789**	**7,360**	**3,481**	**3,787**	**7,268**

TABLE 5
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Future Without Project	
			Delay or V/C	LOS
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday AM	1.062	F
		Weekday PM	1.031	F
		Weekday Event	1.064	F
		Saturday Midday Event	0.841	D
		Saturday Evening Event	0.851	D
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday AM	1.123	F
		Weekday PM	0.959	E
		Weekday Event	1.007	F
		Saturday Midday Event	0.544	A
		Saturday Evening Event	0.604	B
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday AM	0.679	B
		Weekday PM	0.720	C
		Weekday Event	0.783	C
		Saturday Midday Event	0.386	A
		Saturday Evening Event	0.733	C
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday AM	1.123	F
		Weekday PM	1.211	F
		Weekday Event	1.081	F
		Saturday Midday Event	0.983	E
		Saturday Evening Event	1.081	F
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard	Weekday AM	0.583	A
		Weekday PM	0.996	E
		Weekday Event	0.857	D
		Saturday Midday Event	0.586	A
		Saturday Evening Event	0.679	B
7.	Highland Avenue & Odin Avenue	Weekday AM	0.768	C
		Weekday PM	0.804	D
		Weekday Event	0.711	C
		Saturday Midday Event	0.789	C
		Saturday Evening Event	0.739	C
8.	North Cahuenga Boulevard & Odin Avenue	Weekday AM	0.487	A
		Weekday PM	0.845	D
		Weekday Event	0.725	C
		Saturday Midday Event	0.491	A
		Saturday Evening Event	0.545	A

Chapter 5
Project Trip Generation and Distribution

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the proposed Project. These components form the basis of the Project's traffic impact analysis.

PROJECT TRAFFIC VOLUMES

The first step of the forecasting process is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis by applying the appropriate vehicle trip generation equations or rates to the amount of Project development.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the Study Area. Localized routes of travel through the Study Area are developed based on existing traffic patterns and relative travel times on various corridors.

The third step of the forecasting process is traffic assignment. This involves applying the traffic generated by the Project (the trip generation) to the intersections and street segments in the Study Area according to the projected trip distribution patterns. These traffic volumes can then be added to existing or future background conditions to represent traffic volumes once the Project is complete.

With the forecasting process complete and Project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (i.e., LOS) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

Project Trip Generation

The typical resource utilized in determining the number of trips generated by a project is *Trip Generation, 9th Edition*, which provides trip generation rates for a wide variety of land uses based on surveys across the nation. However, the use and operational characteristics of the Project are not similar to the available land use categories provided in *Trip Generation, 9th Edition.* Therefore, trips generated by the Project were conservatively estimated based on the anticipated unique operational characteristics of The Ford Theatres (i.e., attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, events, educational, and other programming, employees, etc.) The number of trips expected to be generated by the typical land use components of the Project (e.g., restaurant use) was estimated using rates published in *Trip Generation, 9th Edition.* Trip generation for the office uses is based on the number of existing and proposed employees and conservatively assumes an average vehicle ridership (AVR) of 1.0 per employee vehicle. Trip generation for the Theatre spaces was calculated based on site-specific empirical data, which is summarized in Appendix D. The trip generation associated with the Theatres also reflects the Project condition that start times of simultaneous events in the Amphitheatre and 299-seat theatre on weekday evenings (e.g., after 6:00 PM) will be staggered by a minimum of 45 minutes in order to separate the arrival patterns of each theatre's patrons. Table 6 summarizes the trip generation rates for the proposed Project components.

Trip Generation Assumptions

The trip generation forecasts associated with the Project is based on information provided by The Ford Theatres, and County staff (i.e., the Project's land use components, attendance figures, anticipated visitor arrival and departure patterns, events, and other programming, etc.) The trip generation associated with the Project is based on the following assumptions and calculations found in Appendix D, as well as the following considerations:

- It is recognized that subsequent to the commencement of this traffic study, the old seats in the Amphitheatre were replaced, which resulted in a loss of four seats. Thus, the existing Amphitheatre provides 1,196 seats. However, for purposes of this traffic analysis, approximately 1,200 seats were assumed, which results in a conservative analysis.

- The number of seats in the Amphitheatre will be maintained as part of the Project. The maximum capacity is 1,598 attendees, which represents sold out seats in all three Theatres (1,200 seat Amphitheatre, 299-seat theatre and Flex Space with up to 99 seats).

- The start times of simultaneous events to be held in the Amphitheatre and 299-seat theatre on weekday evenings (e.g., after 6:00 PM) will be staggered by a minimum of 45 minutes in order to separate the arrival patterns of each theatre's patrons.

- Theatre trip generation rates and in/out distribution based on traffic counts and attendance levels at The Ford Theatres on Friday, September 6, 2013 and Saturday, September 7, 2013.

- Peak hours used for analysis are as follows:

    - AM Peak Hour – busiest one hour between 7:00 AM and 10:00 AM (the commuter peak period)

    - PM Peak Hour – busiest one hour between 4:00 PM and 6:00 PM (the commuter peak period)

    - Weekday Event Peak Hour – one hour preceding the event (7:00 PM to 8:00 PM for an 8:00 PM event)

    - Saturday Midday Event Peak Hour – one hour preceding the event (11:00 AM to 12:00 PM for a 12:00 PM event)

    - Saturday Evening Event Peak Hour – one hour preceding the event (7:00 PM to 8:00 PM for an 8:00 PM event)

- A Theatre event will generally start around 8:00 PM for evening shows and 12:00 PM for midday shows, with attendees generally arriving within the one hour prior to the event (i.e., 7:00 PM or 11:00 AM).

- Shuttle service connecting The Ford Theatres with the Universal City/Studio City Metro Red Line Station will be continued and enhanced with the Transit Center as part of the Project. Although the Project will continue to provide shuttle service, no additional reductions to account for attendees arriving via transit were assumed.

- Event staff (e.g., security, event, public relations, etc.) are anticipated to arrive several hours prior to the event. For the purposes of this analysis, event staff were assumed to arrive one hour prior to the event start time and are included in the peak hour trip rate calculated in Appendix D.

- To provide a conservative analysis, employees are anticipated to travel to the site via a single occupant vehicle (AVR of 1.0 person/per car). Accordingly, no additional reductions for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc.) were considered in the trip generation forecast.

- Based on information provided by the County, 85 employees will be on site, including 50 Ford Theatre employees (on site 8:00 AM to 5:00 PM) and 35 County Parks & Recreation

employees who arrive and depart outside of the weekday commuter peak periods (arrive by 6:00 AM, depart before 4:00 PM).

- Up to 140 employees may be relocated to the Project Site in place of the existing 140 Los Angeles Philharmonic employees that will be removed as part of the Project. Although the number of employees from other County Departments (e.g., Arts Commission) that are envisioned be relocated to the site is anticipated to be less, the traffic study assumes 140 employees will remain on site so as to provide a conservative analysis.

- Based on information provided in the CARS Report, it is envisioned that the hiking trail will accommodate approximately 100 hikers per day, with approximately 5% weekday commuter peak hours usage and 10% Saturday midday peak hour usage.

- The restaurant uses will primarily support The Ford Theatres during events, but will be open to the public at other times. Thus, a 50% internal capture reduction was applied to account for the patrons also attending an event at The Ford Theatres, as well as a 15% transit reduction to account for visitors and employees that may use transit, based on the improved Transit Center and continued presence of a shuttle to/from the Universal City/Studio City Metro Red Line Station.

TRIP GENERATION SUMMARY

As described, the Project proposes to add 311 Theatre seats, a 5,400 sf restaurant, and approximately 30 new regular shift employees in 13,660 sf of additional office space to the existing development. Table 7 provides a summary of the trip generation estimates for the Project.

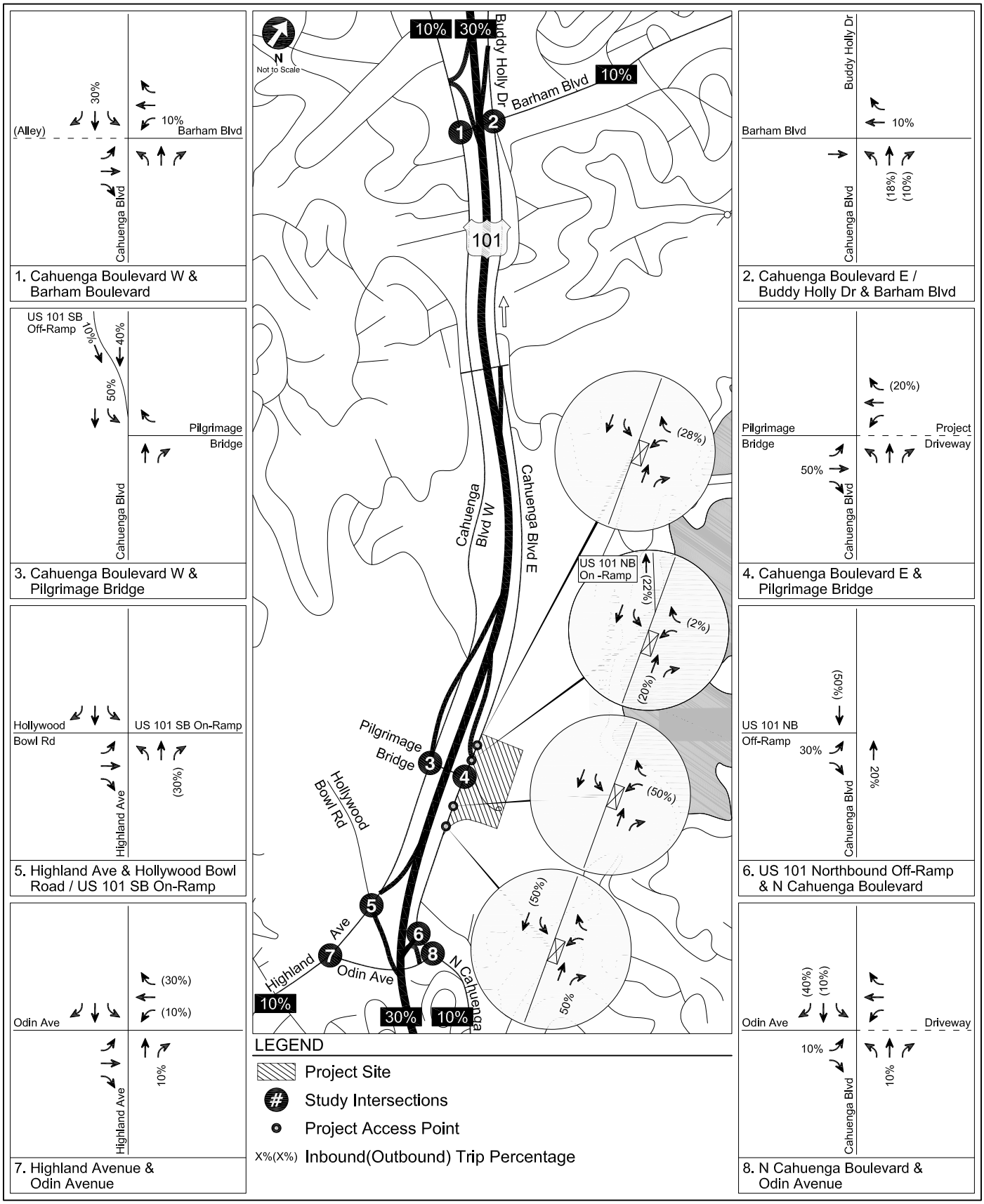
As shown in Table 7, the Project is anticipated to generate 35 net new trips during the weekday AM peak hour, 60 net new trips during the weekday PM peak hour, 18 net new trips during the weekday event peak hour, 92 net new trips during the Saturday midday event peak hour, and 92 net new trips during the Saturday evening event peak hour.

Project Trip Distribution

Project traffic volumes both entering and exiting the Project site have been distributed and assigned to the local street system based on the location of nearby residential, entertainment and employment centers and characteristics of the street system. The Project has access to/from Cahuenga Boulevard East via four existing driveways and one proposed driveway.

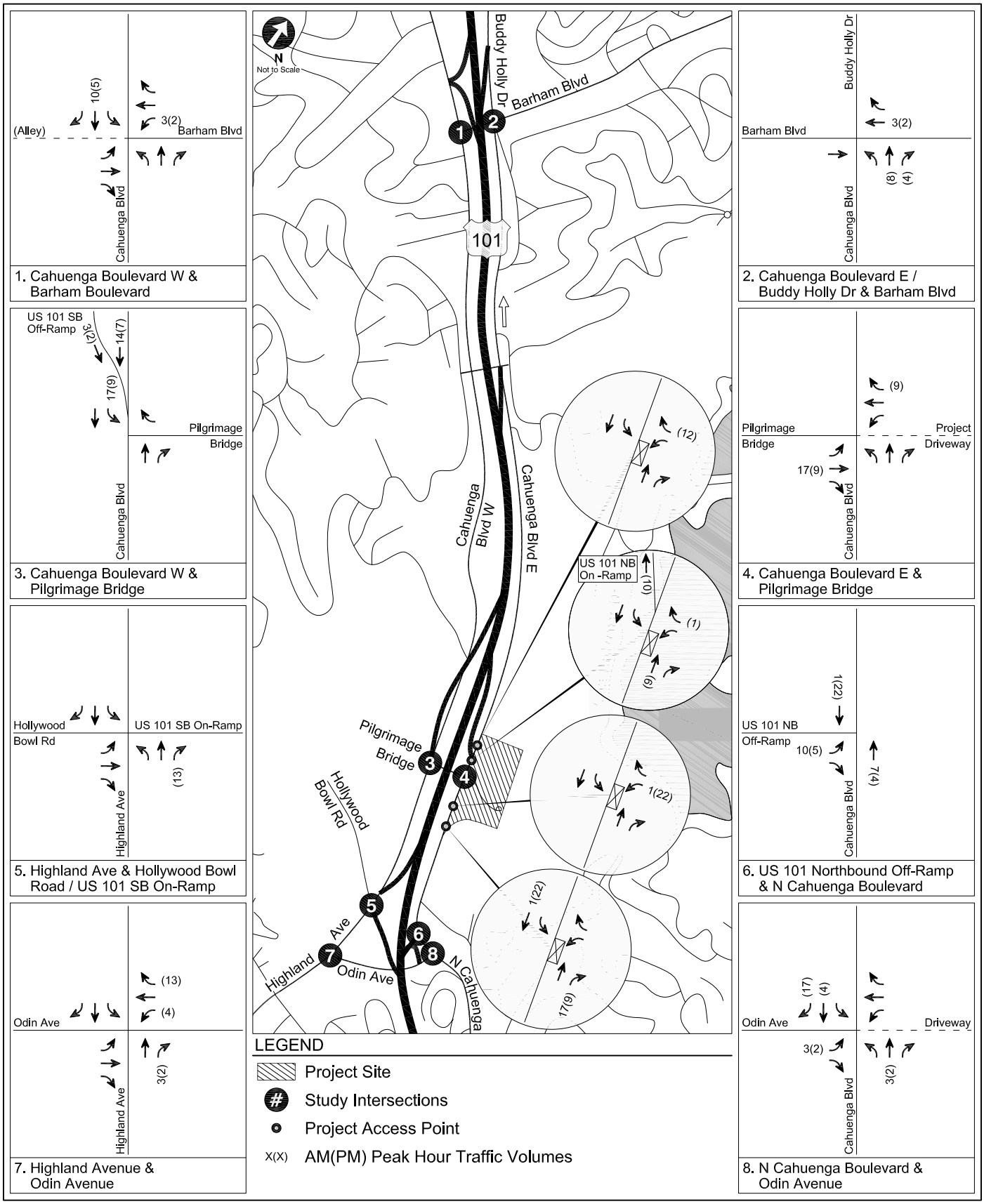
Project Trip Assignment

Project traffic was assigned to the surrounding street system based on splits found in the traffic counts resulting in the following external distribution patterns: approximately 50% of the traffic was assigned to/from the north and 50% was assigned to/from the south. Approximately 60% of the traffic will utilize US-101 to/from the Project Site. The distribution of Project traffic through the study intersections is illustrated in Figure 9 for both weekdays and Saturdays. The trip distribution pattern was applied to the trip generation to develop the Project-only traffic assignments, as illustrated in Figures 10A, 10B, and 10C for weekdays, weekday events, and Saturdays, respectively.



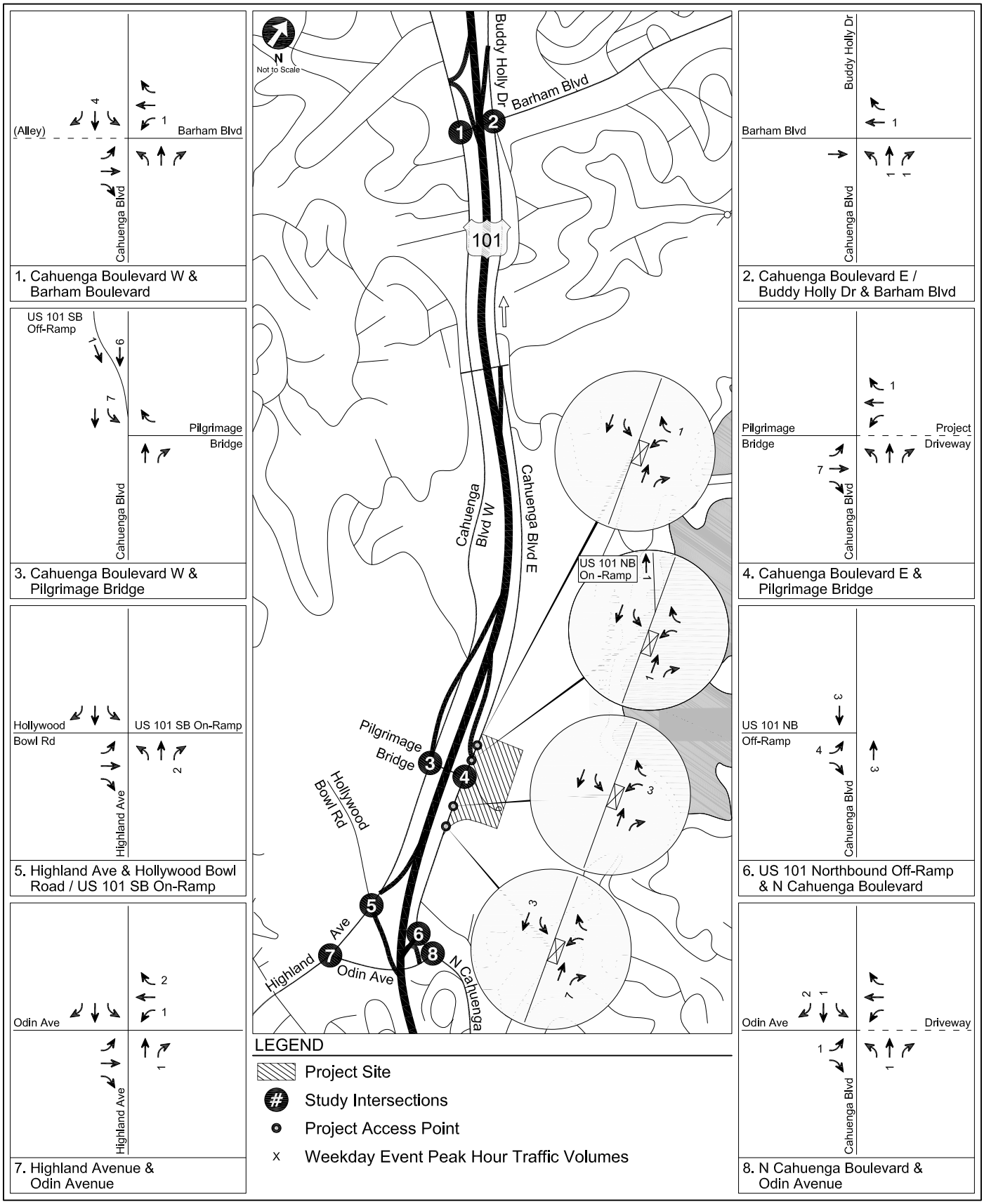
PROJECT TRIP DISTRIBUTION

FIGURE 9



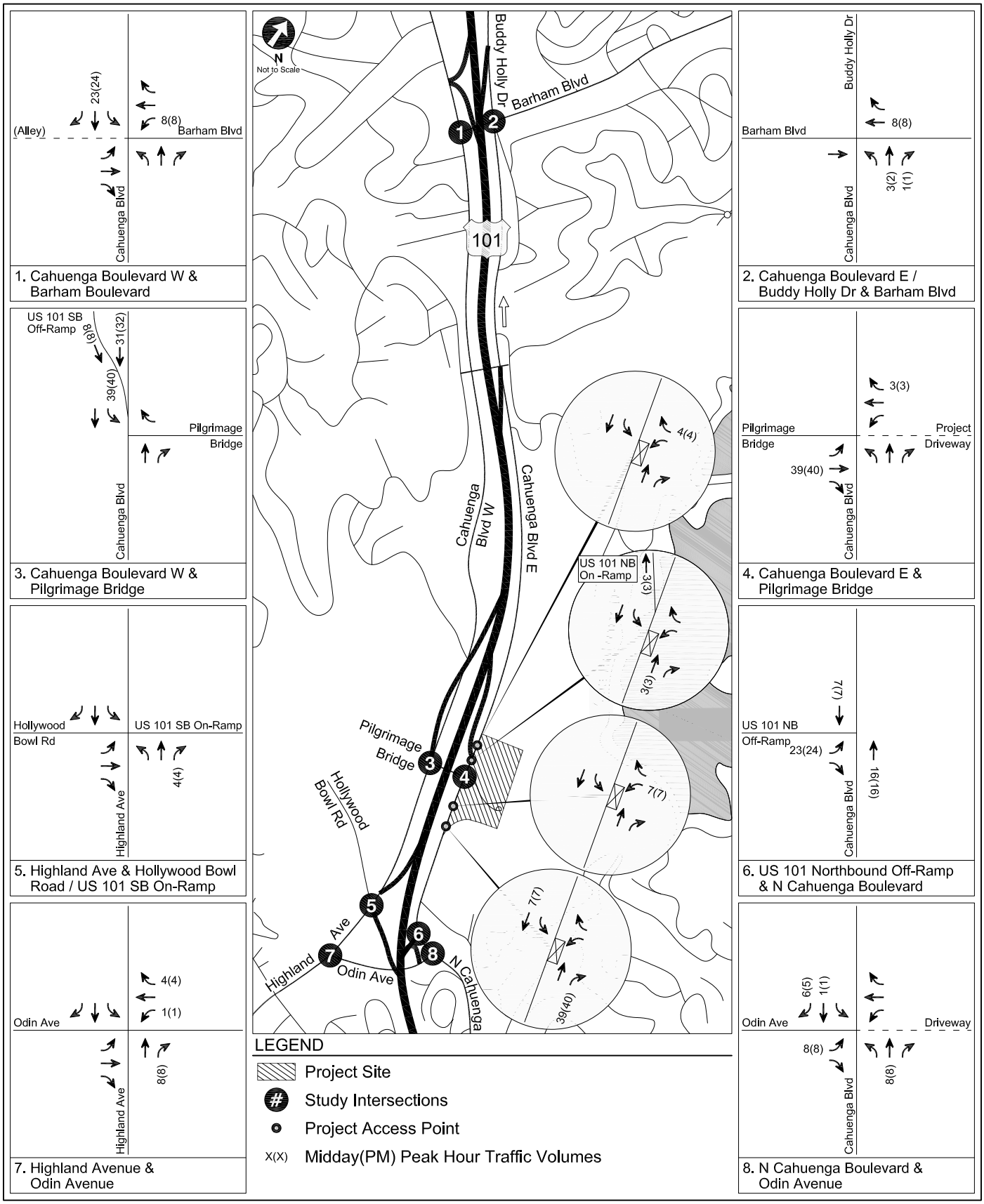
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10A



PROJECT-ONLY
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 10B



PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10C

TABLE 6
TRIP GENERATION RATES SUMMARY

Land Use	Period	Rates	In	Out
Ford Theatres[1]	PM[2]	0.04 /per seat	61%	39%
	Weekday Event Peak[3]	0.33 /per seat	85%	15%
	Saturday Event Peak[4]	0.23 /per seat	93%	7%
Quality Restaurant (ITE Land Use Code 931)	PM	7.49 /per 1,000 sf	67%	33%
	Weekday Event Peak	7.49 /per 1,000 sf	67%	33%
	Saturday Midday[5]	5.41 /per 1,000 sf	59%	41%
	Saturday Evening Peak	10.82 /per 1,000 sf	59%	41%
Ford Theatre Employees[6]	AM[7]	1.00 /per employee[8]	100%	0%
	PM	1.00 /per employee[8]	0%	100%
Hiking Trail[9]	AM	0.05 /per daily hiker	75%	25%
	PM	0.05 /per daily hiker	25%	75%
	Saturday Midday	0.10 /per daiily hiker	50%	50%

Notes:

sf = square feet

Rates per *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) except where noted

[1]Trip generation rates and in/out distribution based on traffic counts and attendance levels on Friday, September 6, 2013 and Saturday, September 7, 2013. The Amphitheatre currently provides 1,196 seats. Previously the Amphitheatre provided approximately 1,200 seats, however, replacement of the old seats in the Amphitheatre by the Ford Theatres resulted in a loss of 4 seats. For purposes of providing a conservative analysis, the Amphitheater was assumed to have a total of approximately 1,200 seats.

[2]PM peak hour generally represents the busiest one hour between 4:00 PM and 6:00 PM (i.e. the commuter peak period)

[3]Weekday Event peak hour generally represents the one hour preceding the start of the event (e.g. 7:00-8:00 PM for an 8:00 PM event)

[4]Saturday Event peak hour generally represents the one hour preceding the start of the event.

[5]Saturday midday trip generation rates estimated based on 1/2 Saturday evening trip generation rates

[6]Based on information provided by Ford Theatre as part of the Project a total of 85 employees will be on-site, including 50 Ford Theatre employees (8:00 AM to 5:00 PM) and 35 Parks & Recreation employees that arrive and depart outside of the commuter peak periods (arrive by 6:00 AM, depart before 4:00 PM). It should be noted that the employee numbers are overly conservative as they do not account for the existing 140 LA Phil employees that will be replaced with other County employees relocated to the site with the Project.

[7]AM peak hour generally represents the busiest one hour between 7:00 AM and 10:00 AM (i.e., the commuter peak period)

[8]Assumes a conservative employee AVR of 1.00 employees per vehicle, which does not account for reductions for carpooling, transit or travel by non-automobile means (e.g., bicycle, walk, etc.).

[9]Based on *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012) that projects 100 hikers per day and an estimated 5% weekday peak and 10% Saturday midday peak hour usage

TABLE 7
TRIP GENERATION SUMMARY

John Anson Ford Theatre Project																	
			Weekday AM Peak Hour			Weekday PM Peak Hour[1]			Weekday Evening Event Peak Hour[2]			Saturday Midday Peak Hour			Saturday Evening Peak Hour		
Land Use	Size		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Ford Theatres	1,598	seats	0	0	0	35	22	57	364	64	428	343	26	368	343	26	368
Quality Restaurant	5,400	sf	0	0	0	27	13	40	27	13	40	17	12	29	34	24	58
Less Internal Capture[3]		50%	0	0	0	(14)	(7)	(20)	(14)	(7)	(20)	(9)	(6)	(15)	(17)	(12)	(29)
Less Transit Use[4]		15%	0	0	0	(4)	(2)	(6)	(4)	(2)	(6)	(3)	(2)	(4)	(5)	(4)	(9)
Total			0	0	0	9	5	14	9	5	14	6	4	10	12	8	20
Office[5]	50	employees	50	0	50	0	50	50	0	0	0	0	0	0	0	0	0
Hiking Trail	100	daily hikers	4	1	5	1	4	5	0	0	0	5	5	10	0	0	0
Subtotal Project Trips			**54**	**1**	**55**	**45**	**81**	**126**	**373**	**69**	**442**	**354**	**35**	**389**	**355**	**34**	**389**
Existing Uses																	
			Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Evening Event Peak Hour			Saturday Midday Peak Hour			Saturday Evening Event Peak Hour		
Land Use	Size		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Ford Theatres	1,287	seats	0	0	0	28	18	46	360	64	424	276	21	297	276	21	297
Office[5]	20	employees	20	0	20	0	20	20	0	0	0	0	0	0	0	0	0
Subtotal Existing Trips			**20**	**0**	**20**	**28**	**38**	**66**	**360**	**64**	**424**	**276**	**21**	**297**	**276**	**21**	**297**
Net New Trips (Project Trips - Existing Trips)			**34**	**1**	**35**	**17**	**43**	**60**	**13**	**5**	**18**	**78**	**14**	**92**	**79**	**13**	**92**

Notes:

[1]Ford Theatre traffic volumes during the Weekday PM Peak Hour includes staff (e.g., employees, setup crews, production managers, etc.) trips associated with operations of the theatres (Amphitheatre, 299-seat theatre, & multi-purpose flex space)

[2]Weekday Evening Event Peak Hour reflects the Project Design Feature staggering of event start times between Amphitheatre and 299-seat theatre by a minimum of 45 minutes. Thus, a total of 1,299 seats is included for the weekday evening event peak hour analysis representing full occupancy of Amphitheatre and multi-purpose flex space (1,200 + 99 seats)

[3]The restaurant uses will primarily support the Ford Theatres, but will be open to the public. Thus, an internal capture credit was applied to account for patrons also attending an event at the Ford Theatres.

[4]Transit reduction to account for patrons and emplyees that may use transit, based on the improved Transit Plaza and continued presence of a shuttle to/from the Universal City/Studio City Metro Red Line Station.

[5]Based on information provided by Ford Theatre as part of the Project a total of 85 employees will be on-site, including 50 Ford Theatre employees (8:00 AM to 5:00 PM) and 35 Parks & Recreation employees that arrive and depart outside of the commuter peak periods (arrive by 6:00 AM, depart before 4:00 PM). It should be noted that the employee numbers are overly conservative as they do not account for the existing 140 LA Phil employees that will be replaced by other County employees relocated onsite with the Project.

Chapter 6
Existing Plus Project Conditions

This chapter describes the results of the analysis measuring the impact of Project traffic on the existing environment.

TRAFFIC VOLUMES

Existing Plus Project Traffic Volumes

The combined Existing plus Project traffic volumes illustrated in Figures 11A, 11B, and 11C for weekdays, weekday events, and Saturdays, respectively, were compared against the Existing conditions analysis to identify any potential traffic impacts as a result of the Project. These volumes are the result of the Project being constructed, to full buildout, without any ambient or related project traffic growth.

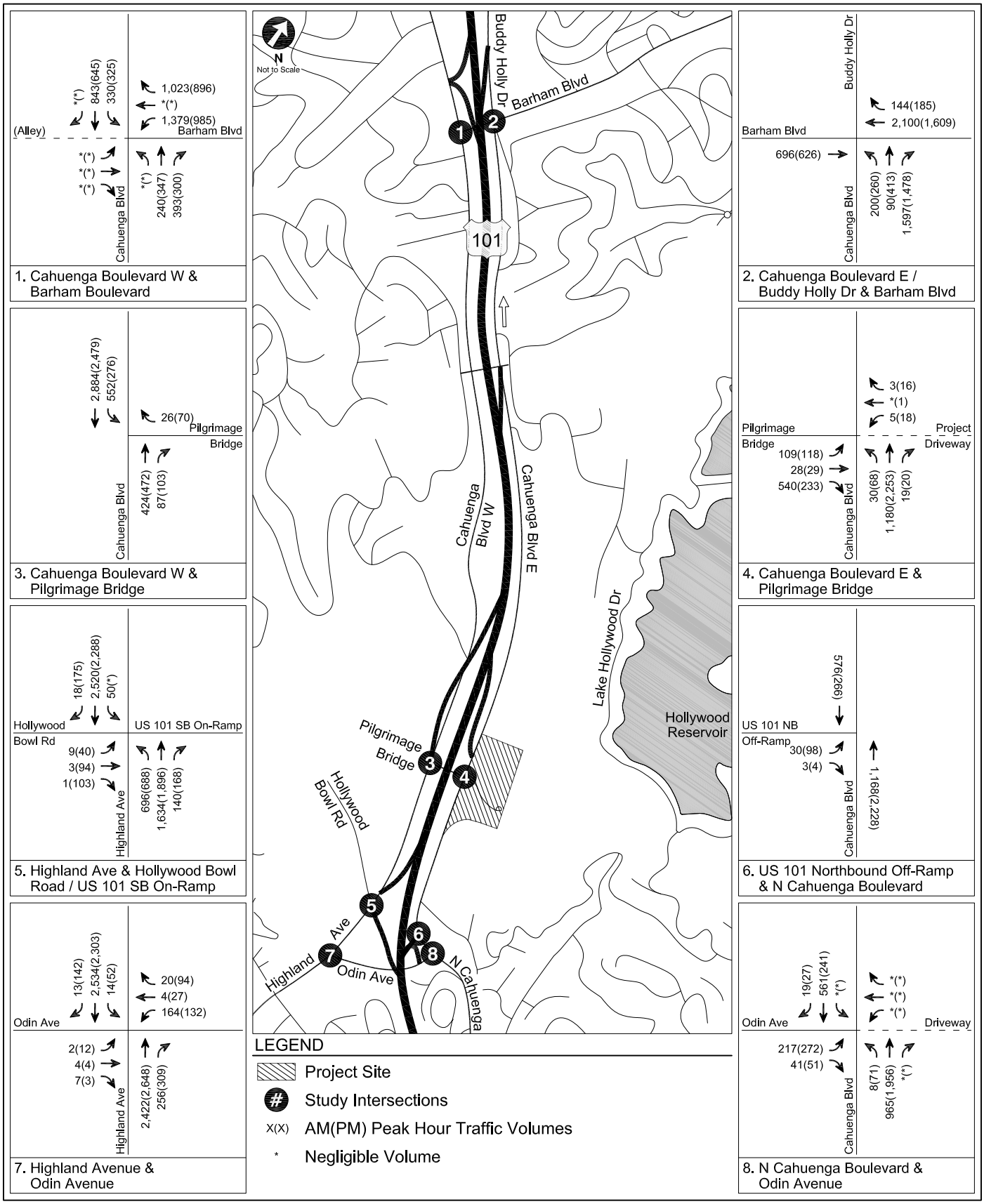
INTERSECTION OPERATIONS

Existing Plus Project Intersection Levels of Service

Table 8 shows the results of the Existing plus Project analysis at the study intersections. As shown in Table 8, the following intersections operate at LOS E or LOS F during at least one of the analyzed peak hours:

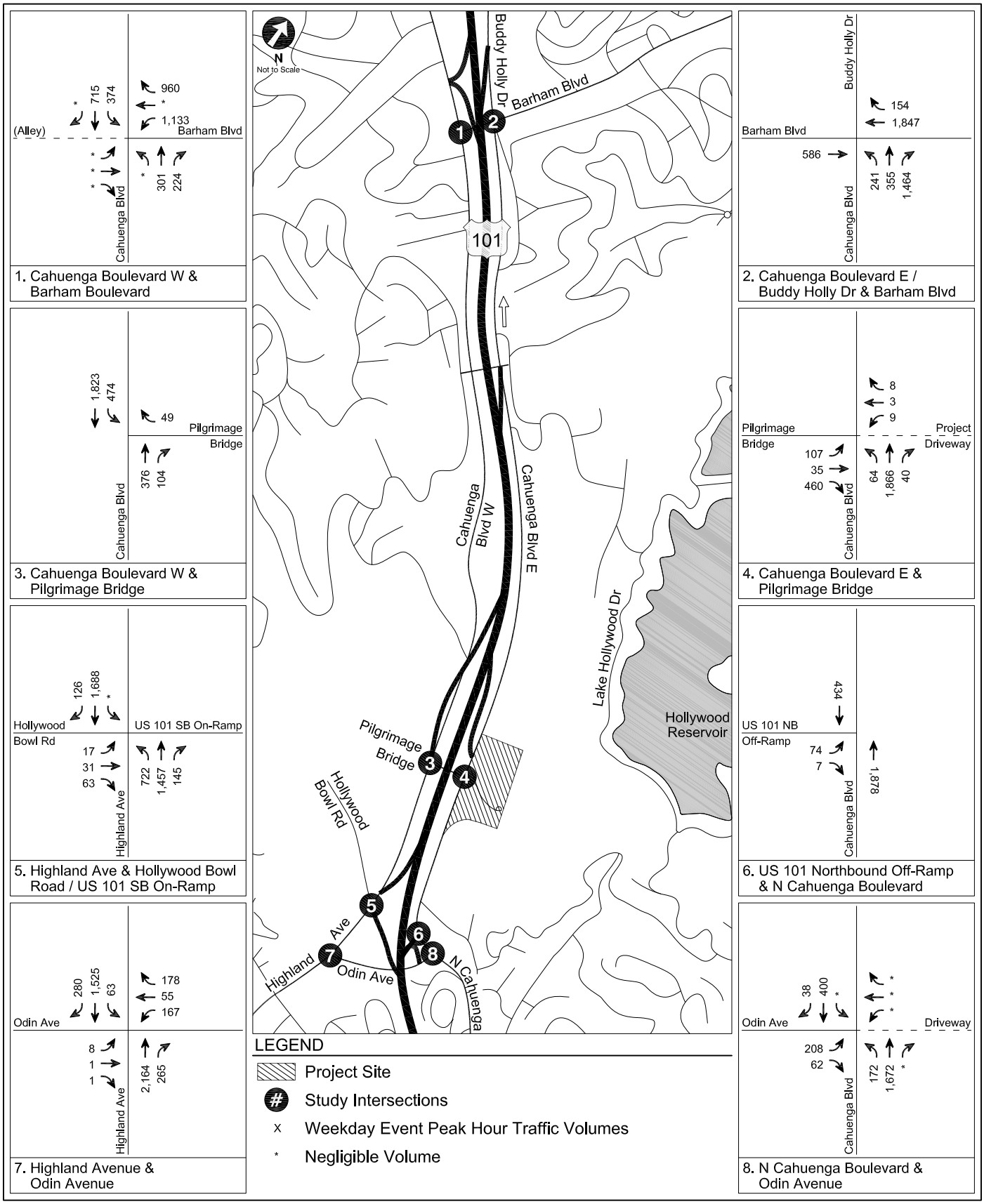
- Int. 1: Cahuenga Boulevard West & Barham Boulevard (LOS E – Weekday AM/Weekday Event)
- Int. 2: Cahuenga Boulevard East & Barham Boulevard (LOS F – Weekday AM, LOS E – Weekday Event)
- Int. 5: Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp (LOS E – Weekday AM/Weekday PM/Weekday Event)

The LOS calculation worksheets are provided in Appendix C.



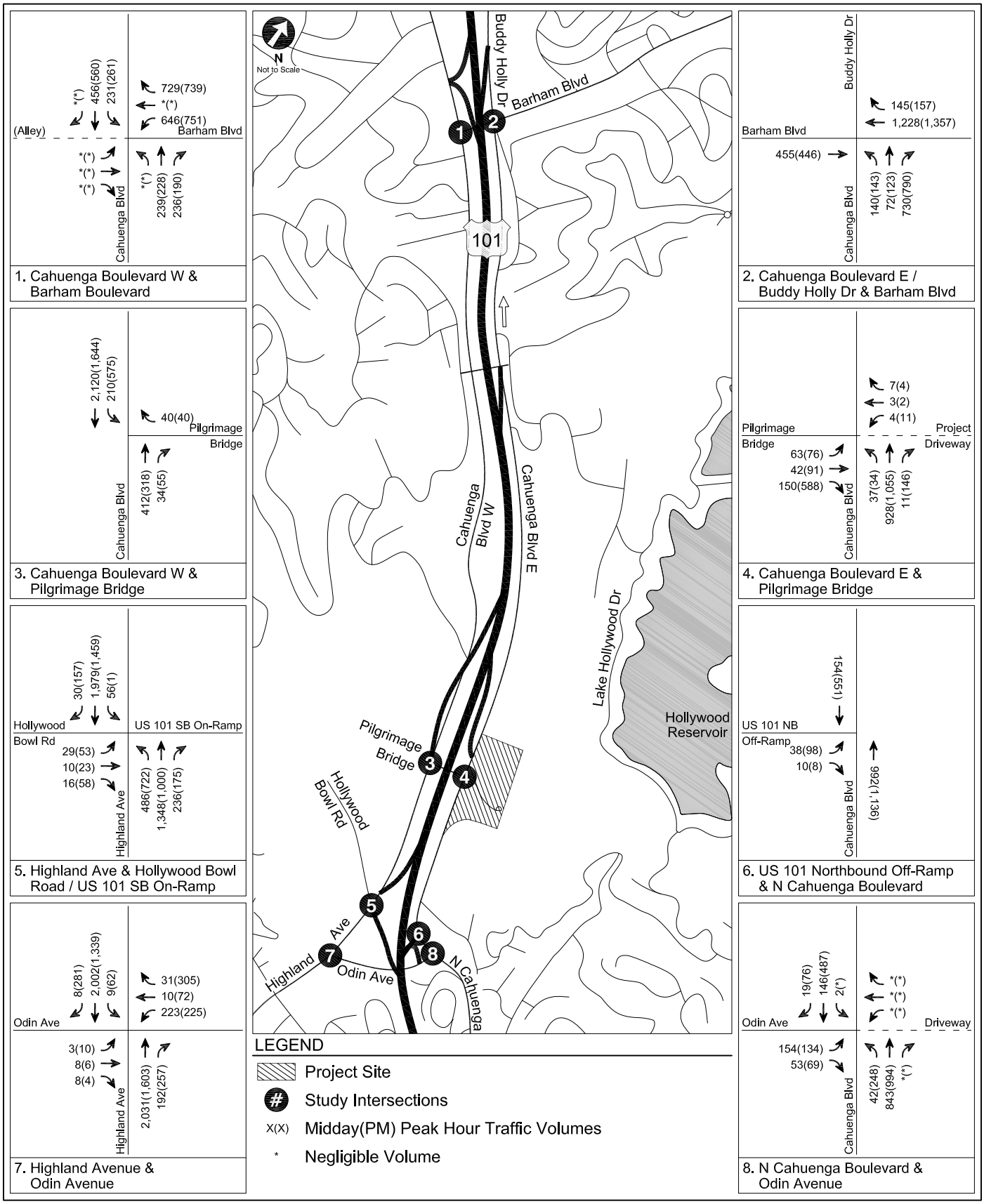
EXISTING PLUS PROJECT CONDITIONS
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11A



EXISTING PLUS PROJECT CONDITIONS
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 11B



EXISTING PLUS PROJECT CONDITIONS
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11C

TABLE 8
EXISTING PLUS PROJECT CONDITIONS
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing		Existing Plus Project			
			V/C	LOS	V/C	LOS	Δ in V/C	Significant Impact?
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday AM	0.902	E	0.902	E	0.000	NO
		Weekday PM	0.887	D	0.887	D	0.000	NO
		Weekday Event	0.916	E	0.916	E	0.000	NO
		Saturday Midday Event	0.661	B	0.661	B	0.000	NO
		Saturday Evening Event	0.671	B	0.671	B	0.000	NO
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday AM	1.040	F	1.041	F	0.001	NO
		Weekday PM	0.888	D	0.890	D	0.002	NO
		Weekday Event	0.933	E	0.933	E	0.000	NO
		Saturday Midday Event	0.501	A	0.504	A	0.003	NO
		Saturday Evening Event	0.557	A	0.560	A	0.003	NO
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday AM	0.532	A	0.532	A	0.000	NO
		Weekday PM	0.583	A	0.583	A	0.000	NO
		Weekday Event	0.641	B	0.641	B	0.000	NO
		Saturday Midday Event	0.217	A	0.217	A	0.000	NO
		Saturday Evening Event	0.541	A	0.541	A	0.000	NO
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday AM	0.931	E	0.931	E	0.000	NO
		Weekday PM	0.975	E	0.977	E	0.002	NO
		Weekday Event	0.912	E	0.913	E	0.001	NO
		Saturday Midday Event	0.706	C	0.707	C	0.001	NO
		Saturday Evening Event	0.853	D	0.854	D	0.001	NO
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard	Weekday AM	0.403	A	0.411	A	0.009	NO
		Weekday PM	0.806	D	0.811	D	0.005	NO
		Weekday Event	0.677	B	0.680	B	0.003	NO
		Saturday Midday Event	0.342	A	0.363	A	0.021	NO
		Saturday Evening Event	0.428	A	0.449	A	0.021	NO
7.	Highland Avenue & Odin Avenue	Weekday AM	0.580	A	0.580	A	0.000	NO
		Weekday PM	0.611	B	0.614	B	0.003	NO
		Weekday Event	0.534	A	0.535	A	0.001	NO
		Saturday Midday Event	0.511	A	0.511	A	0.001	NO
		Saturday Evening Event	0.484	A	0.487	A	0.003	NO
8.	North Cahuenga Boulevard & Odin Avenue	Weekday AM	0.377	A	0.378	A	0.001	NO
		Weekday PM	0.659	B	0.660	B	0.001	NO
		Weekday Event	0.547	A	0.547	A	0.000	NO
		Saturday Midday Event	0.247	A	0.252	A	0.005	NO
		Saturday Evening Event	0.502	A	0.509	A	0.007	NO

Chapter 7
Future with Project Conditions

This chapter describes the results of the analysis measuring the impact of Project traffic on the future environment. The planning horizon for this analysis is the year 2020, corresponding with the anticipated buildout year of the Project, and all future background traffic growth (i.e., ambient growth and related project traffic) is assumed in this analysis.

TRAFFIC VOLUMES

Future Plus Project Traffic Volumes

The Project-only traffic volumes described in Chapter 5 and shown in Figures 10A, 10B, and 10C were added to the Future without Project traffic volumes shown in Figures 8A, 8B, and 8C. The resulting Future with Project peak hour traffic volumes are illustrated in Figures 12A, 12B, and 12C for weekdays, weekday events, and Saturdays, respectively. These volumes are the sum of the existing traffic volumes, ambient growth, related project traffic, and Project-only traffic. They represent Future with Project conditions, i.e., future conditions after the development of the Project in the year 2020.

INTERSECTION OPERATIONS

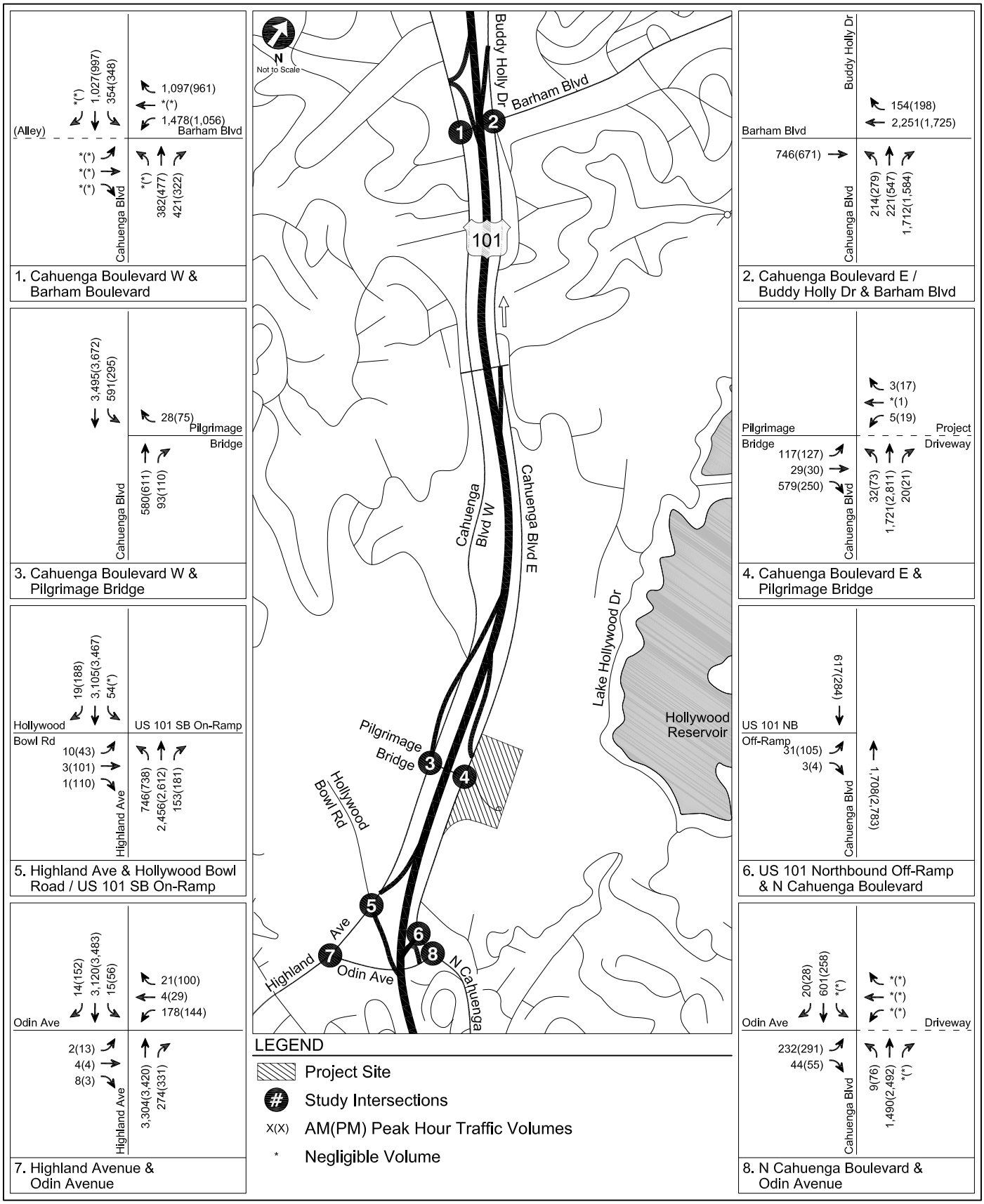
Future Plus Project (2020) Intersection LOS

The addition of Project traffic to the Future without Project traffic volumes result in the Future plus Project traffic volumes illustrated in Figures 12A, 12B, and 12C. These volumes were analyzed at each intersection and the results are summarized in Table 9.

As shown in Table 9, the following intersections operate at LOS E or LOS F during one of the peak hours analyzed:

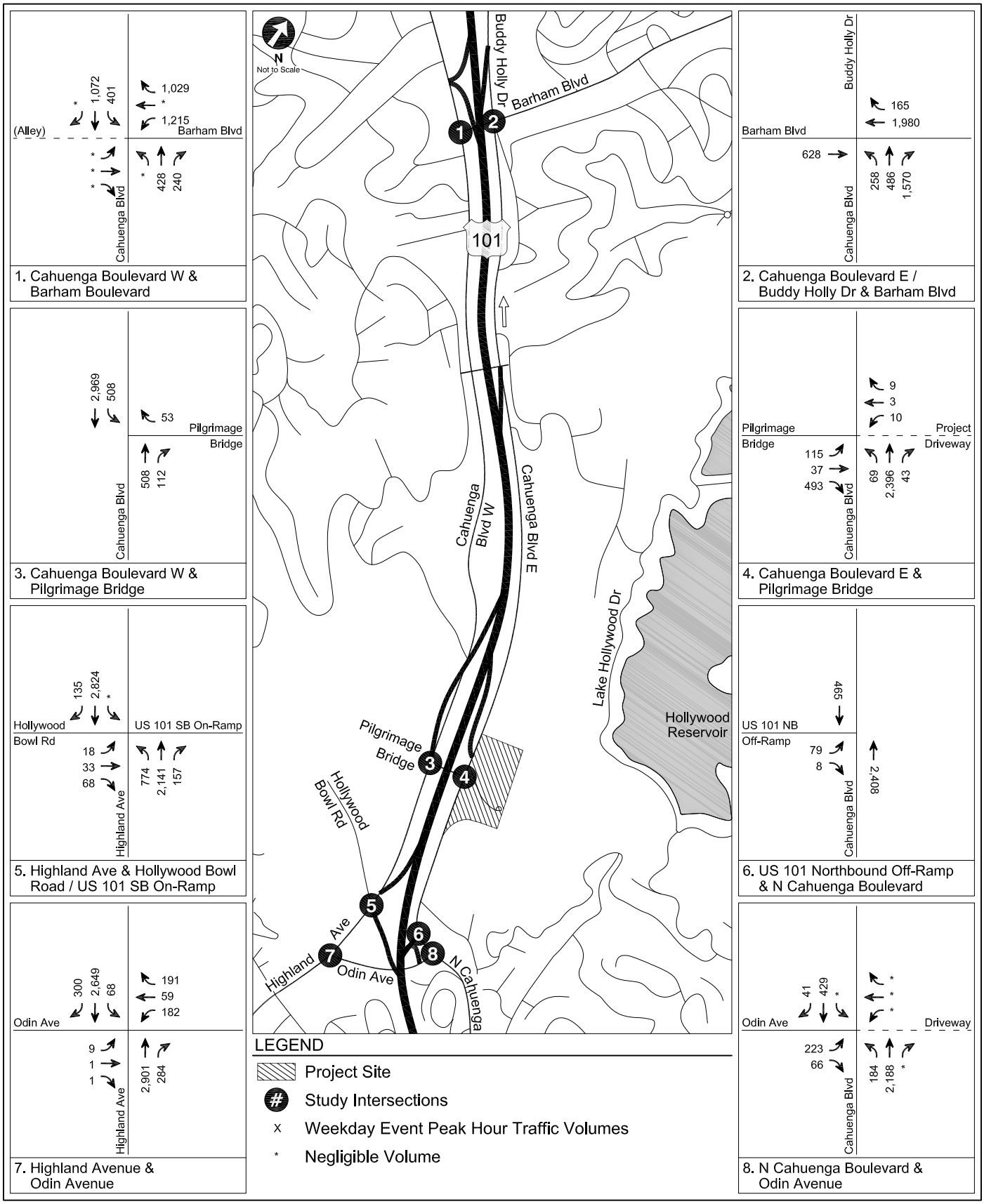
- Int 1: Cahuenga Boulevard West & Barham Boulevard (LOS F – Weekday AM/Weekday PM/Weekday Event)
- Int. 2: Cahuenga Boulevard East & Barham Boulevard (LOS F – Weekday AM/Weekday Event, LOS E – Weekday PM)
- Int. 5: Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp (LOS F – Weekday AM/Weekday PM/Weekday Event/Saturday Evening Event, LOS E – Saturday Midday Event)
- Int. 6: US-101 Northbound Off-Ramp & North Cahuenga Boulevard (LOS F – Weekday PM)

The LOS calculation worksheets are provided in Appendix C.



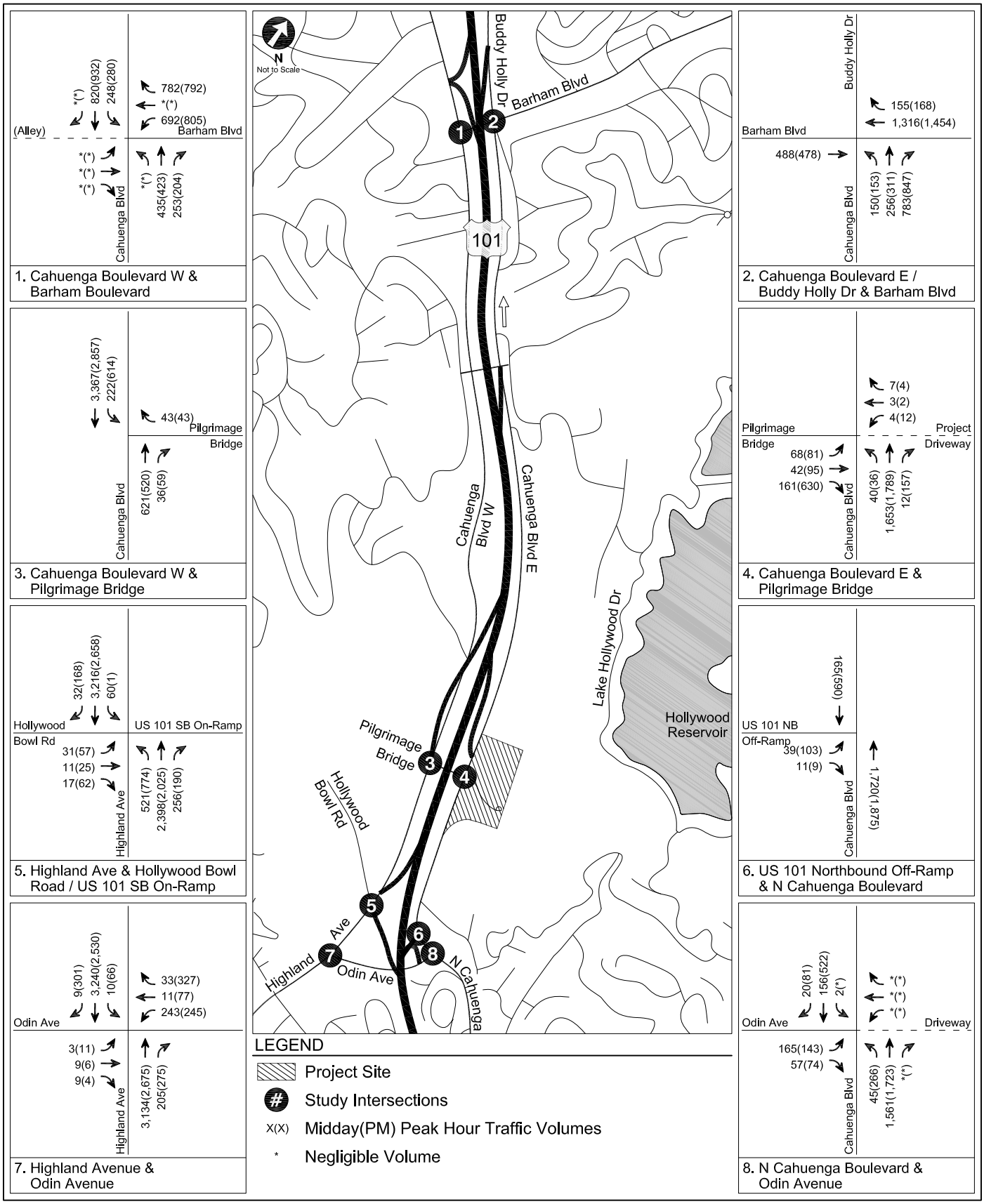
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12A



FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 12B



FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12C

TABLE 9
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future With Project			
			V/C	LOS	V/C	LOS	Δ in V/C	Significant Impact?
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday AM	1.062	F	1.062	F	0.000	NO
		Weekday PM	1.031	F	1.031	F	0.000	NO
		Weekday Event	1.064	F	1.064	F	0.000	NO
		Saturday Midday Event	0.841	D	0.841	D	0.000	NO
		Saturday Evening Event	0.851	D	0.851	D	0.000	NO
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday AM	1.123	F	1.124	F	0.001	NO
		Weekday PM	0.959	E	0.961	E	0.002	NO
		Weekday Event	1.007	F	1.008	F	0.001	NO
		Saturday Midday Event	0.544	A	0.546	A	0.002	NO
		Saturday Evening Event	0.604	B	0.607	B	0.003	NO
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday AM	0.679	B	0.679	B	0.000	NO
		Weekday PM	0.720	C	0.720	C	0.000	NO
		Weekday Event	0.783	C	0.783	C	0.000	NO
		Saturday Midday Event	0.386	A	0.386	A	0.000	NO
		Saturday Evening Event	0.733	C	0.733	C	0.000	NO
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday AM	1.123	F	1.123	F	0.000	NO
		Weekday PM	1.211	F	1.211	F	0.000	NO
		Weekday Event	1.081	F	1.082	F	0.001	NO
		Saturday Midday Event	0.983	E	0.983	E	0.000	NO
		Saturday Evening Event	1.081	F	1.082	F	0.001	NO
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard North	Weekday AM	0.583	A	0.592	A	0.009	NO
		Weekday PM	0.996	E	1.001	F	0.005	NO
		Weekday Event	0.857	D	0.861	D	0.004	NO
		Saturday Midday Event	0.586	A	0.607	B	0.021	NO
		Saturday Evening Event	0.679	B	0.700	B	0.021	NO
7.	Highland Avenue & Odin Avenue	Weekday AM	0.768	C	0.768	C	0.000	NO
		Weekday PM	0.804	D	0.807	D	0.003	NO
		Weekday Event	0.711	C	0.712	C	0.001	NO
		Saturday Midday Event	0.789	C	0.790	C	0.001	NO
		Saturday Evening Event	0.739	C	0.742	C	0.003	NO
8.	North Cahuenga Boulevard & Odin Avenue	Weekday AM	0.487	A	0.489	A	0.001	NO
		Weekday PM	0.845	D	0.846	D	0.001	NO
		Weekday Event	0.725	C	0.726	C	0.001	NO
		Saturday Midday Event	0.491	A	0.496	A	0.005	NO
		Saturday Evening Event	0.545	A	0.552	A	0.007	NO

Chapter 8
Traffic Impact Analysis

The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of both existing and future operating conditions at the study intersections without and with the Project. The previously discussed significance criteria and thresholds outlined in Chapter 2 were used to determine the significance of a traffic impact caused by the Project on the study intersections. An evaluation of the unsignalized intersection is provided in Appendix E. A detailed analysis of facilities under Caltrans jurisdiction is provided in Appendix F.

EXISTING PLUS PROJECT CONDITIONS

LOS summaries under Existing plus Project conditions for the study intersections during the weekday AM and PM commuter and event peak hours, as well as the Saturday midday event and evening event peak hours are shown in Table 8. As shown, application of the City's significant impact criteria to the Existing plus Project scenario indicates that although minor increases in the V/C ratio are the result of Project traffic, no significant impacts result from Project traffic at signalized intersections and no mitigation is required.

FUTURE WITH PROJECT CONDITIONS

LOS summaries under Future plus Project conditions for the study intersections during the weekday AM, PM, and event peak hours as well as the Saturday midday event and evening event peak hours are shown in Table 9. As shown, application of the City's significant impact criteria to the Future plus Project scenario indicates that although minor increases in the V/C ratio are the result of Project traffic, no significant impacts result from Project traffic at signalized intersections and no mitigation is required.

Chapter 9
Parking and Traffic Management

As a Project design feature, the start times of simultaneous events to be held in the Amphitheatre and 299-seat theatre on weekday evenings (e.g., after 6:00 PM) will be staggered by a minimum of 45 minutes in order to separate the arrival patterns of each theatre's patrons. This condition has been reflected in the traffic analysis of weekday evening conditions included in this study. With implementation of this condition, the Project's impacts on the study intersections are anticipated to be less than significant. Thus, no mitigation measures are required.

The Project also includes preparation and implementation of a PTMP to minimize the effect of parking and traffic on the surrounding street system. The PTMP includes parking and traffic management measures, operational measures, transportation demand management (TDM) measures, etc., to further reduce and manage parking and traffic at The Ford Theatres for both event days and non-event days, to the extent feasible.

PARKING AND TRAFFIC MANAGEMENT PLAN

A PTMP would be implemented to minimize potential parking and traffic related-impacts on the surrounding street system to the extent feasible. Components of the plan include parking and traffic event management measures such as directional signage, operational/scheduling measures, identification of additional parking supplies, etc. The PTMP would also include a selection of parking and traffic management strategies, which are intended to effectively manage and direct event related parking and traffic associated with a Theatre event on weekdays and weekends. The PTMP strategies may include, but not necessarily be limited to, the following:

- Provide directions and location maps with the parking options available for visitors in website postings, real time mobile applications, marketing, notification and media materials, etc.

- Post directions and maps showing truck routes for deliveries, construction vehicles, and other trucks.

- Encourage alternate travel options (transit and shuttle service) in event-related marketing/media information.

- Manage the use of all parking spaces in the on-site parking garages to maximize parking efficiency and avoid underutilization of parking spaces.

- Identify locations for bus drop-off/pick-up and staging.

- Provide valet assist parking in the parking garages to maximize parking circulation and capacity where possible during large events.

- Require employees and staff to park within designated areas.

The PTMP would also encompass TDM strategies that would encourage visitors and employees to reduce vehicular traffic on the adjacent streets during the peak hours and parking demand by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. Although Project traffic could be further reduced with implementation of TDM strategies, no additional trip reductions were assumed for the purposes of this analysis.

The TDM strategies may include the following:

- Carpool promotions and support
- Bicycle amenities (bicycle racks, lockers, etc.)
- Flexible or alternative work schedules and programs
- Transit incentives (e.g., discounted transit passes)
- Parking incentives for carpools and vanpools

Chapter 10

Congestion Management Program Analysis

CMP ANALYSIS

The CMP requires that, when a TIA is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the amount of project traffic expected to use these facilities. The analyses were conducted in accordance with the procedures outlined in the CMP Appendix D, "Guidelines for CMP Transportation Impact Analysis."

CMP SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP guidelines state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the weekday morning or afternoon commuter peak hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak hour project trips are added to a CMP arterial monitoring station during the weekday morning or afternoon commuter peak hours.

A significant project-related CMP impact would be identified if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the Project traffic.

CMP FREEWAY ANALYSIS

Based on the Project trip generation estimates shown in Table 7, the Project is expected to generate approximately 35 trips in the weekday AM peak hour, approximately 60 trips in the weekday PM peak hour, approximately 18 trips in the weekday event peak hour, approximately 92 trips in the Saturday midday event peak hour, and approximately 92 trips in the Saturday evening event peak hour. According to the Project trip distribution illustrated in Figures 10A, 10B, and 10C, there would be fewer than 150 AM or PM peak hour trips distributed to the freeways in the Project area; therefore, the Project's CMP freeway impacts are considered to be less than significant and no further analysis is required.

CMP ARTERIAL MONITORING STATION ANALYSIS

The CMP arterial monitoring stations closest to the Project site include the intersections of:

- Santa Monica Boulevard & Highland Avenue, approximately one and one-half miles south of the Project site
- Cahuenga Boulevard & Lankershim Boulevard, approximately two and one-quarter miles northwest of the Project site

According to the Project trip distribution illustrated in Figures 10A, 10B, and 10C, there would be nominal Project trips traveling past the monitoring stations at Santa Monica Boulevard & Highland Avenue and Cahuenga Boulevard & Lankershim Boulevard. It is estimated that there would be fewer than five trips added to each of these arterial monitoring stations during both the weekday morning and afternoon peak hours. Therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required on these arterial monitoring stations.

REGIONAL TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes AVR factor of 1.4 in order to estimate the number of person trips to and

from the project and then provides guidance regarding the percentage of person trips assigned to public transit based on the type of land use and the proximity to transit service. The CMP guidelines estimate that approximately 3.5% of total Project person trips may use public transit to travel to and from the Project Site based on the type of use of the Project.

As shown in Table 7, prior to mitigation, the Project is anticipated to generate approximately 35 weekday morning peak hour trips and 60 weekday afternoon peak hour trips. Assuming an AVR of 1.4, the Project's vehicle trips result in an estimated increase of 49 person trips during the weekday morning peak hour and 84 person trips during the afternoon peak hour. Using the 3.5% mode split suggested in the CMP, the Project would generate approximately three net new transit trips in the weekday morning peak hour and two net new transit trips in the weekday afternoon peak hour.

As detailed in Chapter 3, the Study Area is served by numerous established transit routes. Distribution of the transit trips to these lines would result in less than one new transit user for each transit line during the peak hours. The total available capacity of the transit lines within the Study Area during the morning and afternoon peak hours is anticipated to more than accommodate the few net additional trips during morning and afternoon peak hours. Therefore, impacts on existing or future transit services in the Study Area are anticipated to be minimal and less than significant.

Chapter 11

Project Site Access and Internal Circulation

This Chapter summarizes the site access and internal circulation of the Project.

EXISTING SITE ACCESS AND INTERNAL CIRCULATION

As mentioned, access to the Project Site is provided via four driveways along the east side of Cahuenga Boulevard East. The driveway at Cahuenga Boulevard East & Pilgrimage Bridge provides primary access to the Project Site. During events, this driveway is used for patrons entering by passenger vehicle and for shuttle access from the Universal City/Studio City Metro Red Line Station. During non-event times, this driveway serves as the main ingress and egress point for employees and vendors. This driveway is signalized and accommodates full access (i.e., both left-turn and right-turn ingress and egress turning movements).

The northernmost driveway, located approximately 550 feet north of the intersection of Cahuenga Boulevard East & Pilgrimage Bridge, is primarily used for egress after events and is occasionally used for overflow stacked parking. At this driveway, Cahuenga Boulevard East is a one-way northbound street; therefore, this driveway accommodates right-turn ingress and egress turning movements only (left turns are prohibited).

The two southern driveways, located approximately 300 feet and 650 feet south of the intersection of Cahuenga Boulevard East & Pilgrimage Bridge, are primarily used for access to and from the southern surface parking lot during events. These driveways are generally closed during on non-event days/periods.

During events, the surface parking areas operate in a stacked parking configuration. Further description of traffic and parking conditions observed during an event is provided in Appendix A.

PROPOSED SITE ACCESS AND CIRCULATION

Vehicles

Access to the Project Site would continue to be available via the four existing driveways along the east side of Cahuenga Boulevard East with some configuration and circulation modifications.

To facilitate access and circulation within the Transit Center, the Project proposes to add a fifth driveway on Cahuenga Boulevard East, to be located 150 feet north of Pilgrimage Bridge, that would serve as an exit-only driveway for the Transit Center. The proposed driveway would provide right-turn-only egress from the Transit Center and Parking Structure 2.

The driveway at Cahuenga Boulevard East & Pilgrimage Bridge, which currently provides primary access to the Project Site, would be maintained in its existing location and configuration. This driveway would provide access for the parking structures, internal roadways, and Transit Center, and will continue to accommodate both left-turn and right-turn ingress and egress turning movements.

The northernmost driveway, which is currently used primarily for egress after events, would be reconfigured internally to provide direct access to the proposed maintenance facility and allow egress from Parking Structure 2. This driveway would continue to accommodate right turns in and out only.

The southern driveways would be maintained in their existing locations with the southernmost driveway providing ingress to Parking Structure 1 and the other driveway providing egress. Ingress and egress to Parking Structure 1 would also be provided from the main entrance.

The internal roadway that leads from Pilgrimage Bridge to the upper gate area would serve as the performer entrance to the lower level Amphitheatre support spaces, as well as providing access for shuttle and vehicular loading and unloading, trash pickup, media truck parking, and fire truck access.

Pedestrians and Bicycles

Sidewalks are currently provided on the east side (Project side) of Cahuenga Boulevard East between the north end of the Project Site and the Study Area limit to the south. Within the Project Site, pedestrian access to the Amphitheatre would continue to be provided at the main gate. In addition, new pedestrian pathways would be provided for access to the new areas. The upper gate area would be modified to provide a loading dock and stage loading area to serve events and general facility maintenance such as trash and recycling pickup as well as fire department access.

Visitors arriving by bicycle would have the same access opportunities as pedestrian visitors. The Project would also include bicycle amenities (e.g., bicycle parking and bicycle-friendly amenities) located throughout.

Transit Center

The Ford Theatre-sponsored shuttles, providing service between the Project Site and the Universal City/Studio City Metro Red Line Station, would continue to be provided as part of the Project. The Transit Center includes a designated area for bus and valet drop-off. Circulation through the Transit Center would operate in a counterclockwise pattern, with ingress via the primary access at Cahuenga Boulevard East & Pilgrimage Bridge and egress via the new driveway located to the north.

Chapter 12
Parking Analysis

This chapter summarizes the assessment of parking, including the existing and future parking supply, parking demand characteristics, and parking management measures.

EXISTING PARKING SUPPLY AND OPERATIONS

Surface parking areas comprised of both asphalt and dirt are located along Cahuenga Boulevard East (the north parking lot and the south parking lot), as well as near the upper gate. On non-event days and times, parking for employees is accommodated within the surface parking areas. During events, the Project Site currently provides parking for approximately 350-380 vehicles in a stacked parking configuration to support the existing Amphitheatre and [Inside] The Ford Theatre. During events, a shuttle is provided to and from the Ford Theatres from the Universal City/Studio City Metro Red Line Station. The stacked parking configuration on site is very inefficient from both a patron experience and operational standpoint. For example, patrons must wait for vehicles parked in front of them to move in order to exit the parking areas. A detailed description of the observed pre-event loading and parking operations is provided in Appendix A.

FUTURE PARKING SUPPLY

The Project is designed to improve existing services and facilities on the Project Site and is envisioned to update and enhance the overall experiences at The Ford for visitors, patrons, staff and others. As such, the parking demand characteristics and usage of on-site parking spaces at The Ford during non-event and event days will be similar with the development of the Project. In total, the Project will have approximately 311 additional theatre seats as compared to existing conditions. The Project includes 13,660 sf of additional office space, for a total of 24,160 sf, and

a 5,400 sf quality restaurant. Parking will primarily be provided in two new parking garages, Parking Structure 1 (south) and Parking Structure 2 (north), which provide approximately 500 striped parking spaces in a self-park configuration. Additional vehicles can be accommodated on site with use of attendant/valet stacked parking operations. The proposed parking garages, including self-park configurations, will improve parking efficiencies, as well as patron experience, by reducing the need for stacked parking throughout the Project Site for every event.

Generally, the following types of parking spaces will be accommodated depending on the time of day and anticipated operating conditions (e.g., event attendance):

- Patron Self-Parking
- Employee Self-Parking
- Employee/Patron Attendant/Valet Stacked Parking

Patron Self-Parking consists of sections of the on-site parking lot and garages that will be available for patrons of the Theatres to park their own vehicles without assistance from valets or parking attendants. The proposed parking garages will provide approximately 500 spaces in an on-site self-park configuration that can be used by patrons or employees with completion of the Project.

Employee Self-Parking consists of sections of the on-site parking lot and garages that will be available for employees (both the Theatres and restaurant) to park their own vehicles without assistance from valets or parking attendants. The proposed parking garages will provide approximately 500 spaces in an on-site self-park configuration that can be used by patrons or employees with completion of the Project.

Employee/Patron Attendant/Valet Stacked Parking consists of sections of the on-site parking lots and garages that will be utilized for stacked parking spaces. With the assistance of parking lot attendants, employees and patrons may stack park their vehicles in the least desirable portion of the on-site parking areas, so as to maximize utilization of the available on-site parking spaces. It is conservatively estimated that a net increase of 75 vehicles (representing approximately 15% increase in supply) may be accommodated on site with attendant/valet stacked parking.

PARKING DEMAND

Attendance levels and parking demands of the Project will fluctuate depending on the activities, programs and events held, as well as by time of the year (e.g., holidays), day of the week (weekday and weekend), and time of day. Therefore, an assessment of parking demand was prepared for several potential Project operational conditions, including variation in attendance levels. The peak parking demand for the Project was evaluated based on a combination of the unique operational characteristics, including attendance levels, anticipated visitor arrival and departure patterns, events, and other programming, etc., empirical data from the existing Ford Theatre operations, industry-wide parking demand rates, AVR rates, mode split, and internal capture, as well as attendance and employee data, etc. Parking demands were based on attendance and number of employees. The parking demand reflects the time in the season when total attendance is at its highest levels, when the Amphitheatre is in operation. Parking demand during other times of the year when the Amphitheatre is not in use would be less.

For purposes of this parking analysis, adjustments consistent with the trip generation forecast and traffic analysis were considered to account for mode split (e.g., arriving by transit, walk, bicycle, etc.), as well as internal capture (e.g., between the restaurant and Theatres). So as to provide a conservative analysis, and consistent with the trip generation forecast, other employees (e.g., Ford, Arts Commission, Parks and Recreation, etc.) were assumed to arrive in a single-occupant vehicle.

Table 10 presents the peak parking demand for operations on non-event days when the office employees (e.g., Arts Commission, Parks and Recreation, etc.) and restaurant patrons and employees, as well as hikers, are expected to be on site. It is assumed that all restaurant patrons would be on site simultaneously. This results in a peak parking demand of 291 spaces on a non-event day.

Table 11 presents the peak parking demand for event conditions with an attendance level of up to 1,100 patrons/seats in a combination of the Theatres, along with the associated employees and restaurant use. Consistent with the trip generation forecast, adjustments were considered to account for mode split, as well as internal capture between the restaurant and Theatres. This results in a peak parking demand of 427 spaces.

Table 12 presents peak parking demand for event conditions based on an attendance of 1,101 to 1,300 patrons in a combination of the Theatres, along with associated employees and restaurant use. Consistent with the trip generation forecast, adjustments were considered to account for mode split, as well as internal capture between the restaurant and Theatres. This results in a peak parking demand of 484 parking spaces.

Table 13 presents peak parking demand for event conditions based on an attendance of 1,301 or more patrons, which represents a sold out condition (Amphitheatre + 299-seat Theatre + 99 seat multi-purpose flex space), along with associated employees and restaurant use. Consistent with the trip generation forecast, adjustments were considered to account for mode split, as well as internal capture between the restaurant and Theatres. This results in a peak parking demand of 568 parking spaces.

Parking demand for the different operational conditions of the Project will be accommodated through the use of the on-site parking facilities, operational measures to increase parking supply within the existing site (i.e., attendant/stacked parking), employee parking management, and continued use of the shuttles from the Universal City/Studio City Metro Red Line Station for patrons and employees. As described in the following section, a PTMP will be implemented to manage peak parking demands for operations on non-event and event conditions.

The strategies to satisfy on-site parking demand of the Project for the various operational scenarios are detailed in Table 14. As shown, parking for non-event conditions can be accommodated within the on-site parking supply in a self-park configuration. For event conditions with attendance up to 1,300 patrons, parking can be accommodated within the on-site parking supply in a self-park configuration. Attendant/stacked on-site parking will be required on event days with attendance of 1,301 or more patrons in the Theatres.

Table 14 summarizes how the parking demand of each operational scenario could be accommodated within the on-site parking supply with the strategies outlined as part of the PTMP. These strategies may include self-park spaces, use of attendant/stacked parking on site as required, as well as continued use of shuttle service from Universal City/Studio City Metro Red Line Station for patrons and employees. The total parking supply will be managed through the PTMP so that the parking demands are met throughout the day for weekday and weekend conditions for various event attendance levels and operations. The PTMP reflects the use of

the available parking supply for both non-event and event conditions. Thus, the parking demand is fully accommodated for each of the operational scenarios. As such, with implementation of the PTMP, parking impacts are determined to be less than significant.

PTMP

Parking management measures are recommended and incorporated as part of the Project to minimize parking-related impacts on the surrounding neighborhood, manage parking demands, and improve parking efficiencies at The Ford for both non-event and event conditions. These measures are included in the PTMP, outlined in Chapter 9.

As previously described, parking demand is highly influenced by weather and the programming and scheduling of events, as well as the anticipated attendance levels on any given day. One or more parking demand management measures will be implemented based on the type of day (i.e., event days, non-event days, etc.), anticipated attendance levels and the nature of the events (e.g., attendance, scheduling, arrival and departure patterns, parking demand, etc.) The parking demand management measures would be structured so as to maximize the use of the on-site parking areas, and continued use of the shuttle to the Universal City/Studio City Metro Red Line Station.

The PTMP management strategies also include employee transportation demand management measures (e.g., transit incentives, employee carpooling programs, etc.), attendant/valet parking, employee parking programs (e.g., designated employee parking areas), parking guide signs, updated parking technological measures, patron ticketing controls, etc. The total parking supply will be managed so that the parking demands are met throughout the day for various operational conditions that may occur on either weekdays or weekends. The strategies to accommodate the peak parking demands for the various operational scenarios include self-park spaces, use of attendant/stacked parking on site, and continued use of shuttle services from Universal City/Studio City Metro Red Line Station for patrons and employees.

TABLE 10
PEAK PARKING DEMAND
Non-Event Conditions[1]

Land Use	Attendance/Employees		Parking Demand Rate		Peak Parking Demand
Employees[2]	225	employees	1	per employee[3]	225
Restaurant					
Employees	16	employees	1	per employee[4]	16
Patrons	150	exclusive patrons[5]	1	per 3 patrons[4]	50
				Less Shuttle/Transit Usage (15%)[6]	*(10)*
Hikers	10	hikers[7]	1	per hiker[7]	10
				Total Parking Demand	**291**

Notes:

[1]Non-Event conditions refers to periods when the office and restaurant uses are in operation, with no events in the Theatres

[2]Based on information provided by the County, number of employees include 85 employees (Ford Theatre, Parks and Recreation, etc.) and up to 140 employees that may be relocated to the site in place of the existing LA Philharmonic employees.

[3]To provide a conservative analysis, a parking demand rate of one space per employee is assumed (AVR of 1.0) which does not account for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

[4]Based on *Shared Parking, 2nd Edition* (ULI/ICSC, 2005) rates for employee and patron parking demand and a 5,400 sf restuarant

[5]Number of restaurant patrons without an event in the Theatres based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012) and the assumption that the restaurant uses will be open to the public.

[6]Transit credit to account for restaurant patrons and employees that may use transit, based on the improved Transit Center and adjacent transit service.

[7]Peak parking based on 10 hikers during peak hour consistent with the trip generation forecast. Assumes 100 hikers per day based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012). To provide a conservative analysis, a parking demand rate of one space per hiker is assumed. (AVR of 1.0) which does not account for hiker carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

TABLE 11
PEAK PARKING DEMAND
Event Conditions (with Up To 1,100 Patrons)[1]

Land Use	Attendance/Employees	Parking Demand Rate	Peak Parking Demand
Theatres	1,100 seats	1 per 3 seats[2]	367
Employees[3]	95 employees	1 per employee[4]	95
Restaurant			
Employees	16 employees	1 per employee[5]	16
Restaurant	75 exclusive patrons[6]	1 per 3 patrons[7]	25
		Less Shuttle/Transit Usage (15%)[8]	*(75)*
		Total Peak Parking Demand	**427**

Notes:

[1]Includes event conditions that have combined use of up to 1,100 seats in the Theatres (Amphitheatre, 299-seat Theatre and 99-Seat Flex Space).

[2]Based on an AVR of 3.0 patrons per vehicle, which is consistent with the trip generation rates confirmed through traffic counts at The Ford. This parking rate assumes the continuation of the shuttle to/from the Universal City/Studio City Metro Red Line Station.

[3]Employees reflect event staff (e.g., security, event, ushers, public relations, etc.)

[4]To provide a conservative analysis, a parking demand rate of one space per employee is assumed (AVR of 1.0) which does not account for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

[5]Based on *Shared Parking, 2nd Edition* (ULI/ICSC, 2005) rates for employee and patron parking demand and a 5,400 sf restuarant

[6] Based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012).

[7]The restaurant use will primarily support the Ford Theatres, but will be open to the public. Thus, the number of patrons reflect a 50% internal capture reduction to account for the restaurant patrons also attending an event in the Theatres.

[8]Shuttle/Transit reduction to account for patrons and employees that are ainticipated use the shuttle service to and from the Metro Red Line Station, as well as adjacent tranist service, both of which will be enhanced with the proposed Transit Center.

TABLE 12
PEAK PARKING DEMAND
Event Conditions (1,101 To 1,300 Patrons)[1]

Land Use	Attendance/Employees	Parking Demand Rate	Peak Parking Demand
Theatres	1,300 seats	1 per 3 seats[2]	433
Employees[3]	95 employees	1 per employee[4]	95
Restaurant			
Employees	16 employees	1 per employee[5]	16
Restaurant	75 exclusive patrons[6]	1 per 3 patrons[7]	25
		Less Shuttle/Transit Usage (15%)[8]	*(85)*
		Total Peak Parking Demand	**484**

Notes:

[1]Includes event conditions that have combined use of up to 1,100 seats in the Theatres (Amphitheatre, 299-seat Theatre and 99-Seat Flex Space).

[2]Based on an AVR of 3.0 patrons per vehicle, which is consistent with the trip generation rates confirmed through traffic counts at The Ford. This parking rate assumes the continuation of the shuttle to/from the Universal City/Studio City Metro Red Line Station.

[3]Employees reflect event staff (e.g., security, event, ushers, public relations, etc.)

[4]To provide a conservative analysis, a parking demand rate of one space per employee is assumed (AVR of 1.0) which does not account for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

[5]Based on *Shared Parking, 2nd Edition* (ULI/ICSC, 2005) rates for employee and patron parking demand and a 5,400 sf restuarant

[6] Based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012).

[7]The restaurant use will primarily support the Ford Theatres, but will be open to the public. Thus, the number of patrons reflect a 50% internal capture reduction to account for the restaurant patrons also attending an event in the Theatres.

[8]Shuttle/Transit reduction to account for patrons and employees that are ainticipated use the shuttle service to and from the Metro Red Line Station, as well as adjacent tranist service, both of which will be enhanced with the proposed Transit Center.

TABLE 13
PEAK PARKING DEMAND
Event Conditions (1,301+)[1]

Land Use	Attendance/Employees	Parking Demand Rate	Peak Parking Demand
Theatres	1598 seats	1 per 3 seats[2]	533
Employees[3]	95 employees	1 per employee[4]	95
Restaurant			
Employees	16 employees	1 per employee[5]	16
Restaurant	75 exclusive patrons[6]	1 per 3 patrons[7]	25
		Less Shuttle/Transit Usage (15%)[8]	*(100)*
		Total Peak Parking Demand	**568**

Notes:

[1]Includes event conditions that have combined use of 1,301 or more seats in the Theatres (Amphitheatre, 299-seat Theatre and 99-Seat Flex Space). This represents a sold-out condition, with all of the seats in the Theatres occupied. The number of seats reflects approximately 1,200 seats in the Amphitheatre so as to provide a conservative analysis.

[2]Based on an AVR of 3.0 patrons per vehicle, which is consistent with the trip generation rates confirmed through traffic counts at The Ford. This parking rate assumes the continuation of the shuttle to/from the Universal City/Studio City Metro Red Line Station.

[3]Employees reflect event staff (e.g., security, event, ushers, public relations, etc.)

[4]To provide a conservative analysis, a parking demand rate of one space per employee is assumed (AVR of 1.0) which does not account for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

[5]Based on *Shared Parking, 2nd Edition* (ULI/ICSC, 2005) rates for employee and patron parking demand and a 5,400 sf restuarant

[6] Based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012).

[7]The restaurant use will primarily support the Ford Theatres, but will be open to the public. Thus, the number of patrons reflect a 50% internal capture reduction to account for the restaurant patrons also attending an event in the Theatres.

[8]Shuttle/Transit reduction to account for patrons and employees that are ainticipated use the shuttle service to and from the Metro Red Line Station, as well as adjacent tranist service, both of which will be enhanced with the proposed Transit Center.

TABLE 14
PEAK PARKING DEMAND STRATEGIES

Operational Conditions	Peak On-Site Parking Demand	Parking Strategies - Spaces Available		Parking Demand Met
		Patron/Employee On-Site Self-Park	On-Site Stacked Parking[1]	
Non-Event	291	500		Yes
Event (Up to 1,100 Patrons)	427	500		Yes
Event (1,101 to 1,300 Patrons)	484	500		Yes
Event (1,301 - 1,598 Patrons)	568	500	75	Yes

Notes:
Event conditions include the continued operation of a shuttle for employees and patrons to/from the Universal City/Studio City Metro Red Line Station to The Ford.
[1]It is estimated that the Project Site can accommodate appproximately 75 additional vehicles through the use of attendant/valet operated stacked parking both within the parking garages (e.g., in the parking aisles) or other designated areas within the site.

Chapter 13

Construction Impact Analysis

This chapter summarizes the construction schedule and construction impact analysis for the Project. The analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts.

TYPES OF CONSTRUCTION IMPACTS

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Potential traffic impacts from construction activities could be expected to occur as a result of the following types of activities:

- Increases in truck traffic associated with export of fill materials and delivery of construction materials
- Increases in automobile traffic associated with construction workers traveling to and from the site
- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
- Blocking existing vehicle or pedestrian access to other parcels fronting street

The impact of construction truck traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to the slower movements and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

For purposes of analyzing the worst case scenario associated with construction, the Project was assumed to be completed in one phase. However, it is recognized that the Project is likely to be constructed over time, as funding allows and to keep The Ford Theatres operating during the event season. Construction of the Project is anticipated to be completed as early as 2020. The anticipated construction phases include site clearing, grading and excavation, and construction of new buildings, plaza, and landscape areas.

CONSTRUCTION WORKERS

Construction worker traffic impacts depends on the number of construction workers employed during various construction phases, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, of the construction worker trips would occur outside of the typical weekday commuter or weekend midday peak periods.

The estimated number of construction workers each day depending on the phase of construction (e.g., demolition, grading, building construction, etc.) is anticipated to range between approximately 10 and 100 workers. Assuming some level of carpooling among the construction workers, an AVR of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Thus, during the construction phase with the largest number of workers (e.g., building construction), the estimated number of daily trips due to 100 construction workers is approximately 176 (88 inbound and 88 outbound trips), with all of these trips occurring outside of the peak hours.

During construction, adequate parking for construction workers would be provided within the boundaries of the Project Site. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site will be identified as part of the Construction Management Plan. Construction parking may require use of on-site parking areas for materials storage and truck staging. However, construction schedules, storage and staging, and the

provisions for parking spaces for construction workers will be planned so as to minimize the reduction in parking to The Ford Theatres staff and patrons. Therefore, Project construction would result in a less than significant impact with regard to the availability of parking spaces.

PROPOSED TRUCK ACTIVITY

Haul Trucks

During the course of the combined excavation, demolition, and other construction activities, it is estimated that a total of approximately 107,094 cubic yards (CY) of material would be exported to various landfills likely located in the Cities of Irwindale, Whittier, and Santa Maria. It is anticipated that 12-14 CY dirt trucks would be used to export the soil. With approximately 720 CY of export per day, a total of 64 truck trips per day is anticipated associated with excavation and demolition. Thus, up to 64 daily haul trips (32 inbound, 32 outbound) are forecast to occur during the excavation and demolition periods, with approximately 14 trips per hour (seven inbound, seven outbound), assuming haul truck trips would occur uniformly over an five-hour period.

A Haul Truck Route program will be required as part of the County's permitting process. The truck haul routes would comply with the approved truck routes designated within the City and County of Los Angeles. Outbound traffic would travel northbound on Cahuenga Boulevard East to US-101 and inbound traffic would travel northbound on Cahuenga Boulevard East from US-101.

Delivery Trucks

Project construction would also require delivery of construction materials. An average of between less than 10 and 30 daily delivery truck trips to the Project Site are envisioned depending on the construction phase. The phase with the largest number of deliveries is anticipated to occur during the building construction phase, with approximately 30 daily delivery trips (15 inbound, 15 outbound) are envisioned, which corresponds to approximately six trips

per hour (three inbound, three outbound), assuming delivery truck trips would occur uniformly over a five-hour period.

Passenger Car Equivalent Trips

Assuming a passenger car equivalency (PCE) factor of 2.0, the 64 off-site haul trucks and 30 delivery trucks would be equivalent to 94 passenger car trips per day. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of the *2000 Highway Capacity Manual* (Transportation Research Board, 2000) suggest a PCE of 2.0 for trucks.

POTENTIAL IMPACTS OF CONSTRUCTION TRAFFIC

As described above, Project construction at its most intense phases is expected to generate approximately 176 daily worker trips and 94 PCE daily truck trips, which account for off-site hauling and deliveries, most of which are anticipated to occur during off-peak hours. Because a majority of construction traffic would occur during off-peak hours, Project construction is not expected to cause a significant traffic impact at any of the analyzed intersections. In order to minimize the effect of construction-related traffic on the surrounding street system, all construction workers, haul trucks and delivery trucks would be prohibited from parking, staging, or queuing along the adjacent public streets. With implementation of a Construction Management Plan, construction traffic impacts at study intersections would be less than significant.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction activities are expected to be primarily contained within the Project Site boundaries and would generally not affect the adjacent street access, transit or parking in the area. The adjacent bus stop and route along Cahuenga Boulevard East will be maintained during

construction to the extent feasible. Thus, temporary loss of bus stops or rerouting of bus lines is not anticipated. Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, relocation of bus stops, etc.) have been incorporated into the Construction Management Plan. With implementation of the Construction Management Plan, construction-related impacts are anticipated to be less than significant.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, detour plans, haul routes, and staging plans, would be prepared and submitted to the County for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and should include the following elements as appropriate:

- Prohibition of construction worker parking on adjacent residential streets
- Prohibition of construction equipment or material deliveries within the public right-of-way
- Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person)
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets
- Construction-related vehicles shall not park on surrounding public streets
- Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate
- Provisions to accommodate the equipment storage and truck staging on site
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project

References

2000 Highway Capacity Manual, Transportation Research Board, 2000.

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, adopted March 1, 2011.

2010 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, 2010.

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Traffic Impact Analysis Report Guidelines, County of Los Angeles Department of Public Works, January 1997).

Traffic Study Policies and Procedures, Los Angeles Department of Transportation, May 2012.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Appendix A

Summary of Events, Attendance and Observations

Table A
Summary of Events and Attendance

Facility	Existing Schedule			Future Expanded Schedule		
	Number of Shows	**Average Attendance per Event**	**Total Series Attendance**	**Number of Shows**	**Average Attendance per Event**	**Total Series Attendance**
Amphitheatre 1,196 seats May--October						
Partner Events	40	760	30,400	40	850	34,000
Rental Events	20	700	14,000	20	800	16,000
Family Events	8	620	4,960	16	600	9,600
J.A.M. Sessions	16	80	1,280	20	100	2,000
Total Attendance			*50,640*			*61,600*
Inside the Ford 87 seats November–April						
Partner Events	90	40	3,600			
Rental Events	10	40	400			
Total Attendance			*4,000*			
New Theatre 299 seats September–July						
Partner Events				160	165	26,400
Rental Events				15	165	2,475
Total Attendance						*28,875*
Flex Space 99 seats July–June						
Rentals				10	75	750
Open Rehearsals and Readings				50	50	2,500
Total Attendance						*3,250*
Total Events			**184**			**331**
Total Audience			**54,640**			**93,725**

Source: Community Arts Resources, Inc., October 2012.

Event Observations

Observations were conducted at the Ford Theatre on a weekday and weekend to document the traffic and parking operations, management, circulation patterns, etc. for an event. The following provides a summary of the observations conducted on Friday and Saturday, September 6 and 7, 2013. It should be noted that both the Ford Theatre and Hollywood Bowl were holding events on these days.

PARKING LAYOUT

The Ford Theatre consists of several surface parking areas throughout the site. For purposes of documenting observations conducted at the site, the site was separated into seven parking areas and four driveways, numbered 1-7 and 1-4, respectively, in Figure A-1. Parking Lots 1, 3, 4, and 5 are used for general stacked parking, Parking Lot 2 is used for short-term parking, Parking Lot 6 is used for disabled parking, and Parking Lot 7 is used for producer/performer parking. The main driveway at Cahuenga Boulevard East & Pilgrimage Bridge (Driveway 1) is open for entry before events; all driveways are open for exit after events.

STACKED PARKING OPERATIONS

General Parking

Parking Lot 1 is the first lot filled during an event. As vehicles enter from Driveway 1, there are two to four attendants who are able to collect payment from two vehicles at a time, side-by-side, as shown in Exhibits 1-2. After payment, the vehicles are directed toward Parking Lot 1 and park in a stacked parking configuration until full.

Exhibit 1

Exhibit 2

PARKING LAYOUT

FIGURE A-1

After Parking Lot 1 is full, the attendants direct vehicles north toward Parking Lots 4 and 5. There are two to four attendants who are able to collect payment from two vehicles at a time, side-by-side, as shown in Exhibit 3. After payment, the vehicles are directed to Parking Lot 5 and, when Parking Lot 5 is full, to Parking Lot 4.

Exhibit 3

Disabled Parking

Disabled parking is provided in Parking Lots 3 and 6. Initially, vehicles needing disabled parking are directed toward the six parking spaces in Parking Lot 6. Once those spaces are filled, vehicles are directed to Parking Lot 3.

PARKING LOT OPERATIONS

General parking is provided in Parking Lots 1, 2, 4, 5, and 7, all of which accommodate vehicles in a stacked parking configuration. Disabled parking is accommodated in Parking Lots 3 and 6. Parking lots are carefully and specifically loaded until the site reaches capacity. For general patron parking, vehicles are stacked beginning in Parking Lot 1, then Parking Lot 5, then Parking Lot 4. For disabled parking, vehicles are parked beginning in parking Lot 6, then in

Parking Lot 3. Producer and performer parking is accommodated in Parking Lot 7. Further description of the vehicular circulation and parking operations for the parking lots is provided in the following paragraphs.

Parking Lot 1

Vehicles are loaded into Parking Lot 1 beginning from the north end of the lot to the south end, until the final row of vehicles is parked. As vehicles enter Parking Lot 1, the attendants direct them to toward the north end of the lot (with the vehicles facing north) along the west side of the parking lot first (Exhibit 4). The space immediately in front of Driveway 3 is left open to allow for circulation upon exiting.

Exhibit 4

Once the main portion of the parking lot is filled, the attendants start directing the vehicles to the south end of the lot to accommodate a final row of vehicles facing toward Driveway 3 (Exhibit 5).

Exhibit 5

At the end of the event, the vehicles are able to drive straight out of Driveways 2 and 3 to exit onto Cahuenga Boulevard East. Once the southern portion of Parking Lot 1 is full, attendants direct the vehicles to the north end of the lot, in front of the main Theatre entrance, with vehicles parked facing west (Exhibit 6). The area directly in front of Driveway 2 is left open to allow enough space for the Ford Theatre shuttle to exit.

Exhibit 6

Parking Lot 2

Parking Lot 2 provides very limited parking in an unpaved and unmarked area. Vehicles are parked in the dirt areas under the trees on the sides of the driveway leading up to the main theatre entrance and Parking Lot 1 (Exhibit 7).

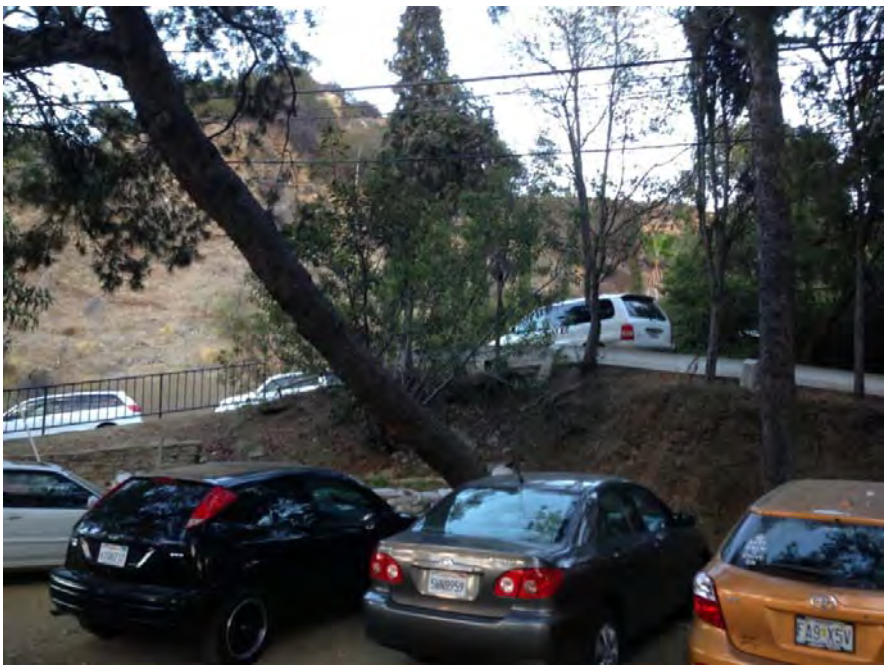

Exhibit 7

Parking Lot 3

Parking Lot 3 accommodates disabled parking and is accessed directly from Driveway 1 throughout the night. This lot also accommodates some employee parking in a stacked configuration at the north end of the lot, as well as in front of the office building.

When Parking Lot 6 is full, attendants direct vehicles needing disabled parking to park in Parking Lot 3, in a stacked parking configuration. Vehicles are parked beginning along the west side of the parking lot (Cahuenga Boulevard East side) facing Driveway 1 (Exhibit 8).

Exhibit 8

There is stacked parking for employees/show producers at the north end of the lot (Exhibit 9).

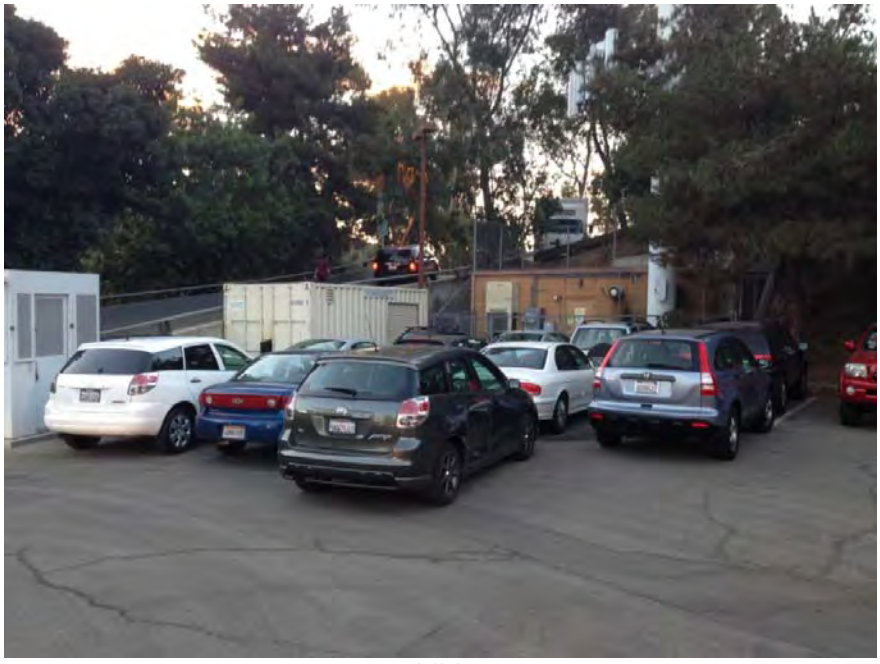

Exhibit 9

The area located immediately south of the Driveway 1 is also used to park a limited number of vehicles (Exhibit 10).

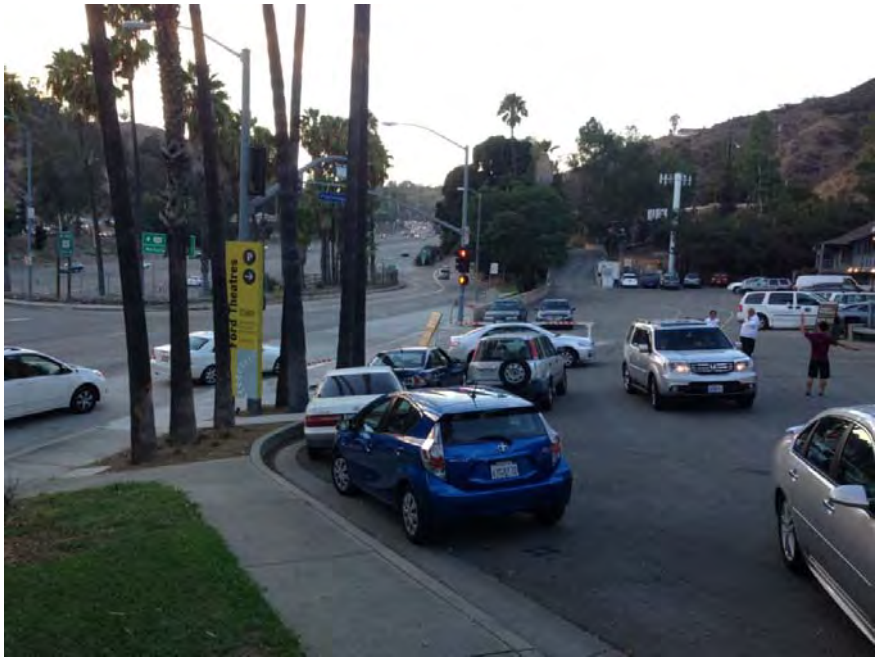

Exhibit 10

Parking Lots 4 and 5

After Parking Lot 1 is full, Parking Lots 4 and 5 are filled. Vehicles are loaded into Parking Lot 5 beginning from the south end of the lot to the north end, until full. Vehicles are directed to circulate toward the north end of the lot then turn around toward the south such that vehicles are facing south. The last row of vehicles entering Parking Lot 5 park facing north (Exhibit 11).

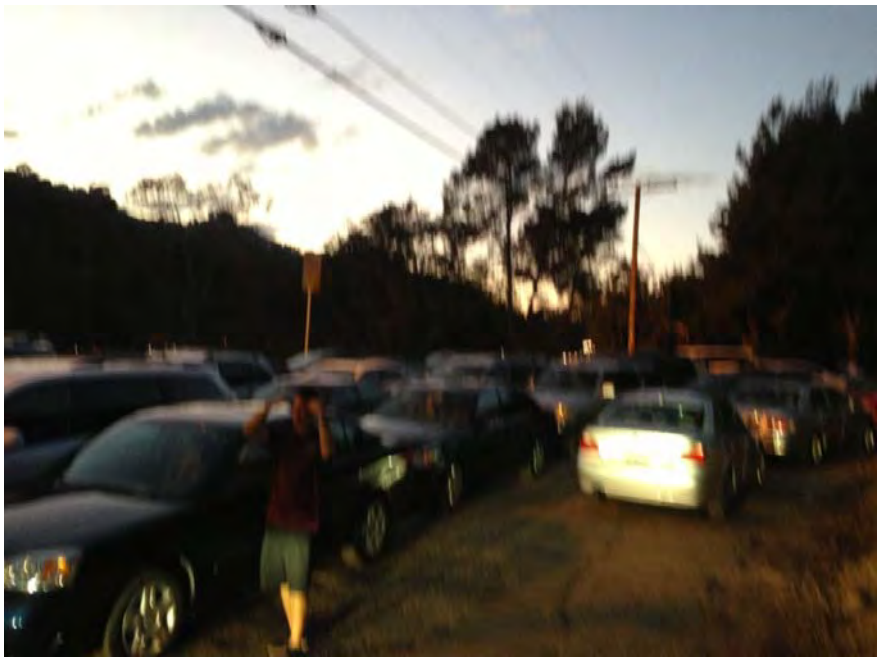

Exhibit 11

Once Parking Lot 5 is full, vehicles are directed to Parking Lot 4, where they park facing south (Exhibits 12 and 13).

Exhibit 12

Exhibit 13

The last vehicles are parked along Driveway 4 facing west and are able to proceed straight onto Cahuenga Boulevard East after the show (Exhibit 14).

Exhibit 14

Parking Lot 6

The first vehicles to arrive that need disabled parking are directed to Parking Lot 6, which is located at the top of the hill north of the Amphitheatre and contains six disabled parking spaces. The cul-de-sac at the easterly terminus, provides a turn-around area for vehicles (Exhibit 15).

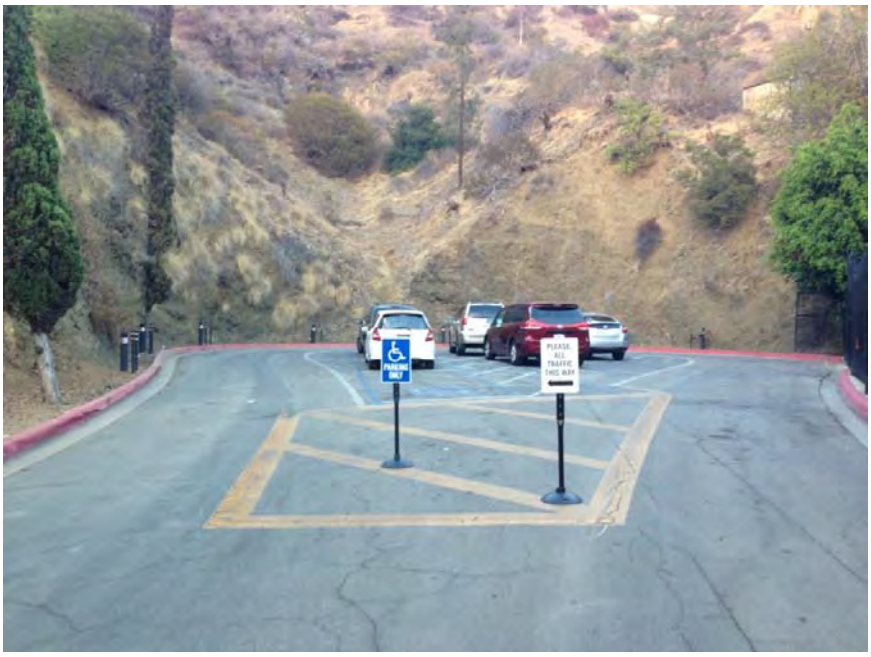

Exhibit 15

Parking Lot 7

Performers and producers park within Parking Lot 7, which is the parking area along the north side of the internal roadway that extends between Driveway 1 and Parking Lot 6. Vehicles travel east along the internal roadway, turn around at the cul-de-sac around Parking Lot 6, then travel west to parallel park along the curb (Exhibit 16).

Exhibit 16

SHUTTLE

Shuttle service is provided between the Ford Theatre and the Universal City/Studio City Metro Red Line Station. The shuttle enters through Driveway 1. If there are disabled passengers, the shuttle drives to Parking Lot 6 for unloading of those passengers. If no disabled entry is required, the shuttle drives to the theatre main entrance for drop-off (Exhibit 17). After drop-off, the shuttle exits from Driveway 2 onto Cahuenga Boulevard East.

Exhibit 17

OTHER OBSERVATIONS

During the observations, some vehicles attempted to stop at the main theatre entrance to drop-off passengers. Due to the limited space at the entrance, this resulted in some queuing for the vehicles traveling to Parking Lot 1 (Exhibit 18).

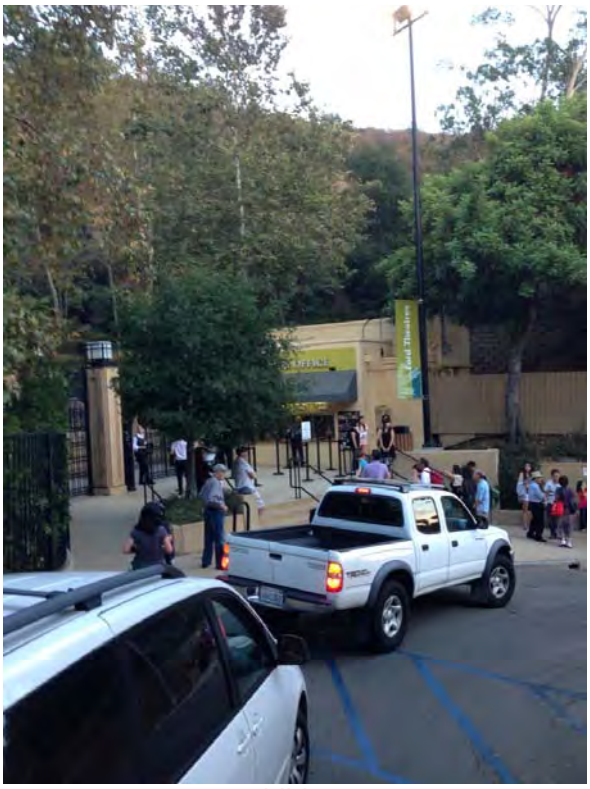

Exhibit 18

School bus drop-off was accommodated at the existing Metro bus stop on Cahuenga Boulevard East just north of Driveway 1 (Exhibit 19).

Exhibit 19

There are no pedestrian walkways or sidewalks that connect Parking Lots 4 and 5 to the Amphitheater. As such patrons were observed maneuvering around entering vehicles entering to make their way to the theatre (Exhibit 20).

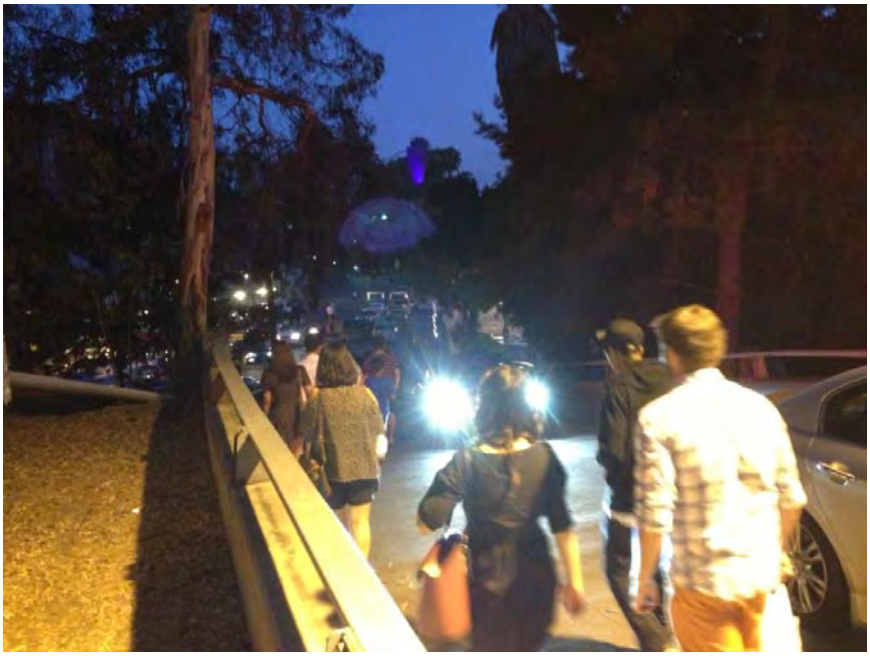

Exhibit 20

Appendix B

Turning Movement Counts

WILTEC

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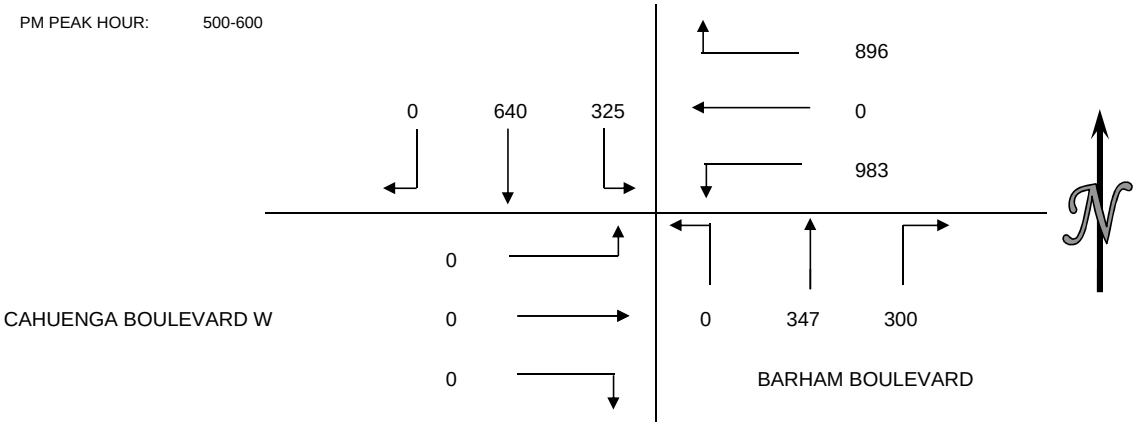
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	BARHAM BOULEVARD
	E/W	CAHUENGA BOULEVARD W
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	160	67	213	0	242	68	94	0	0	0	0	844
515-530	0	174	89	234	0	245	85	95	0	0	0	0	922
530-545	0	153	80	228	0	243	81	86	0	0	0	0	871
545-600	0	153	89	221	0	253	66	72	0	0	0	0	854
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	640	325	896	0	983	300	347	0	0	0	0	3491

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	5	0	0	0	5
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	3	0	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	8	0	0	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	0	0

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

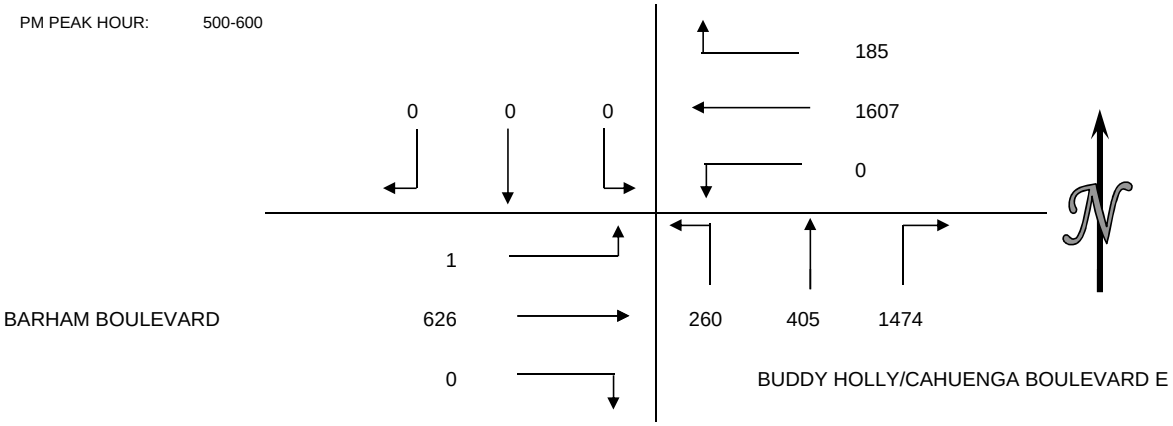
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	BUDDY HOLLY/CAHUENGA BOULEVARD E
	E/W	BARHAM BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	0	0	42	370	0	334	112	71	0	152	1	1082
515-530	0	0	0	44	382	0	405	102	63	0	138	0	1134
530-545	0	0	0	47	420	0	373	107	60	0	171	0	1178
545-600	0	0	0	52	435	0	362	84	66	0	165	0	1164
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	0	0	185	1607	0	1474	405	260	0	626	1	4558

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	1	1	2
515-530	0	0	2	2	4
530-545	0	0	1	1	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	4	4	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	2	2	4
530-545	0	0	0	0	0
545-600	1	0	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	1	0	3	3	7

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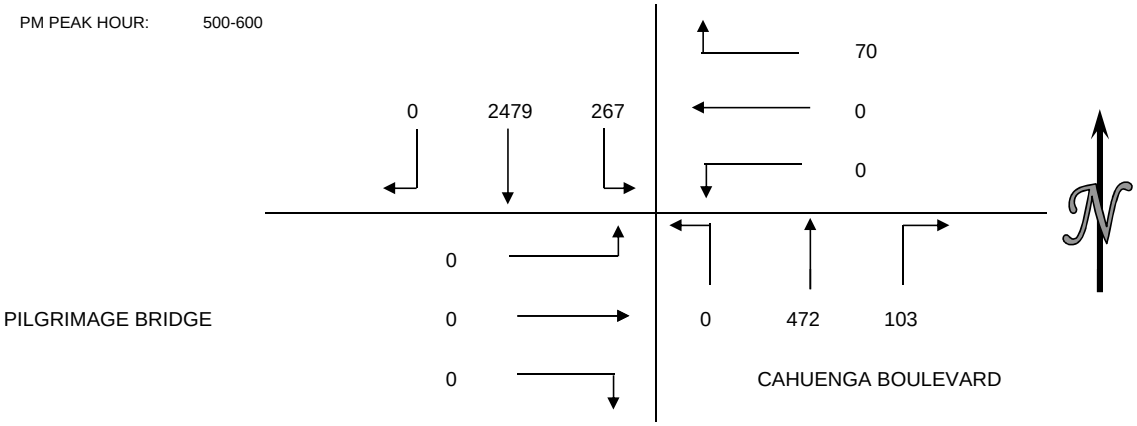
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	598	61	26	0	0	30	126	0	0	0	0	841
515-530	0	629	53	12	0	0	28	137	0	0	0	0	859
530-545	0	640	72	12	0	0	20	120	0	0	0	0	864
545-600	0	612	81	20	0	0	25	89	0	0	0	0	827
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	2479	267	70	0	0	103	472	0	0	0	0	3391

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	0	0

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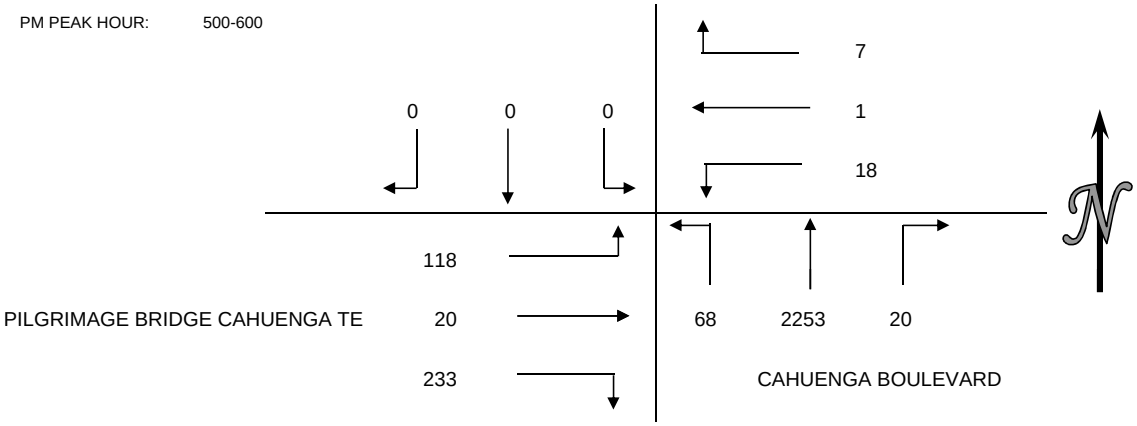
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE/CAHUENGA TERRACE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	0	0	4	1	7	8	538	25	46	4	30	663
515-530	0	0	0	1	0	4	3	593	12	57	5	36	711
530-545	0	0	0	1	0	5	5	578	11	59	6	22	687
545-600	0	0	0	1	0	2	4	544	20	71	5	30	677
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	0	0	7	1	18	20	2253	68	233	20	118	2738

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	3	0	0	3
515-530	0	0	0	0	0
530-545	1	0	0	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	1	3	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	1	2	0	0	3
515-530	0	0	0	0	0
530-545	0	1	0	0	1
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	1	5	0	0	6

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5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 5:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD			NB HIGHLAND/CAHUENGA						NBLT HIGHLAND/CA	EB SOUTH DRIVEWAY					EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
500-515	43	0	592	0	0	0	53	572	138	23	0	11	4	0	0	0	22	29	6	16	1509
515-530	45	0	588	0	0	0	31	461	128	21	0	13	3	0	0	0	19	30	1	6	1346
530-545	40	0	587	0	0	0	34	463	155	20	0	16	5	0	0	0	24	21	2	8	1375
545-600	47	0	521	0	0	0	37	400	122	29	0	12	4	0	0	0	22	14	1	0	1209

HOUR TOTALS

	SB HIGHLAND BLVD			NB HIGHLAND/CAHUENGA						NBLT HIGHLAND/CA	EB SOUTH DRIVEWAY					EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	2	O	P	Q	R	S	T	TOTALS
500-600	175	0	2288	0	0	0	155	1896	543	93	0	52	16	0	0	0	87	94	10	30	5439

1	2	3	4	5	6	7	8	9	10	11	12
SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
175	2288	0	0	0	0	155	1896	688	103	94	40

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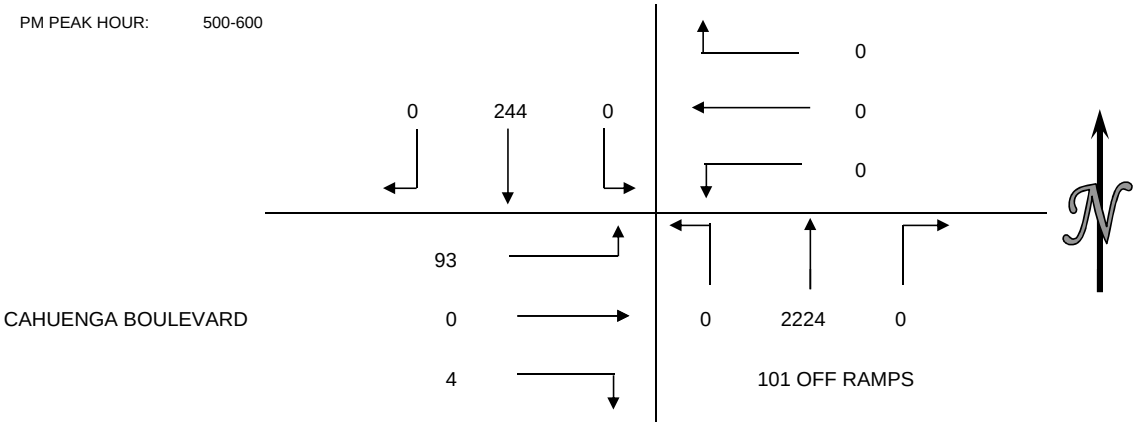
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	101 OFF RAMPS
	E/W	CAHUENGA BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	53	0	0	0	0	0	532	0	3	0	28	616
515-530	0	55	0	0	0	0	0	593	0	0	0	20	668
530-545	0	61	0	0	0	0	0	545	0	1	0	25	632
545-600	0	75	0	0	0	0	0	554	0	0	0	20	649
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	244	0	0	0	0	0	2224	0	4	0	93	2565

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	5	0	5
515-530	0	0	1	0	1
530-545	0	0	2	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	8	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	2	0	2

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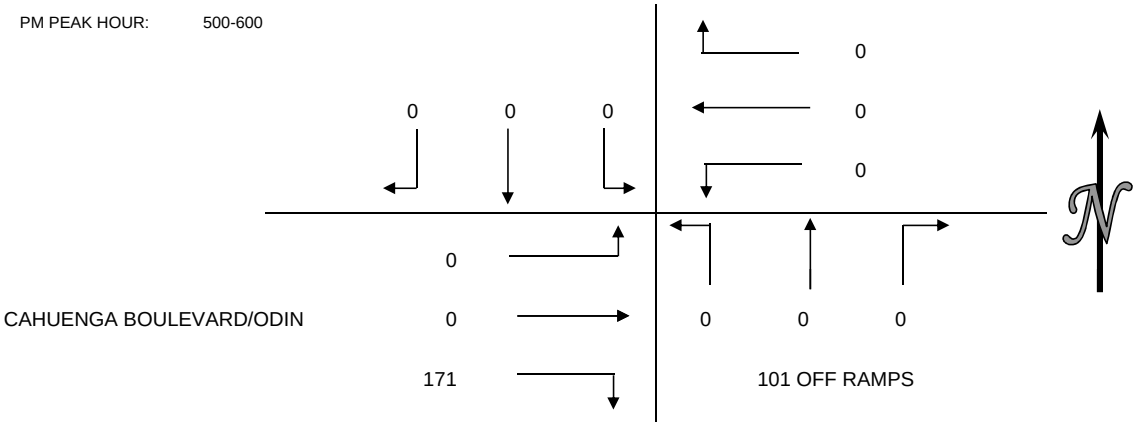
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	101 OFF RAMPS
	E/W	CAHUENGA BOULEVARD/ODIN
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	0	0	0	0	0	0	0	0	43	0	0	43
515-530	0	0	0	0	0	0	0	0	0	42	0	0	42
530-545	0	0	0	0	0	0	0	0	0	37	0	0	37
545-600	0	0	0	0	0	0	0	0	0	49	0	0	49
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	0	0	0	0	0	0	0	0	171	0	0	171

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	0	0

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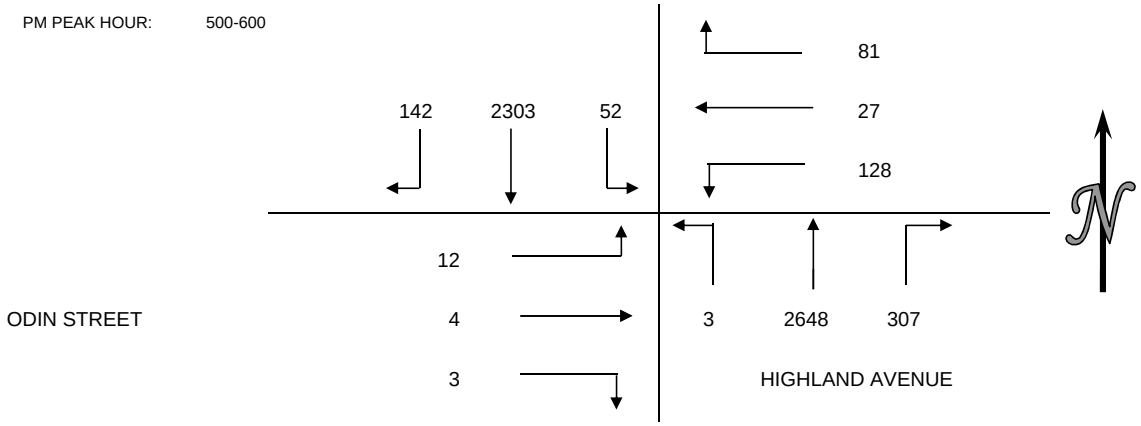
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	HIGHLAND AVENUE
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	18	566	7	14	4	38	82	705	0	1	2	7	1444
515-530	21	590	11	19	2	31	68	696	0	2	1	2	1443
530-545	51	598	10	23	6	32	88	653	1	0	0	3	1465
545-600	52	549	24	25	15	27	69	594	2	0	1	0	1358
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	142	2303	52	81	27	128	307	2648	3	3	4	12	5710

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	2	10	0	10	22
515-530	0	20	0	8	28
530-545	0	9	0	7	16
545-600	0	33	1	43	77
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	2	72	1	68	143

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	2	2
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	2	2

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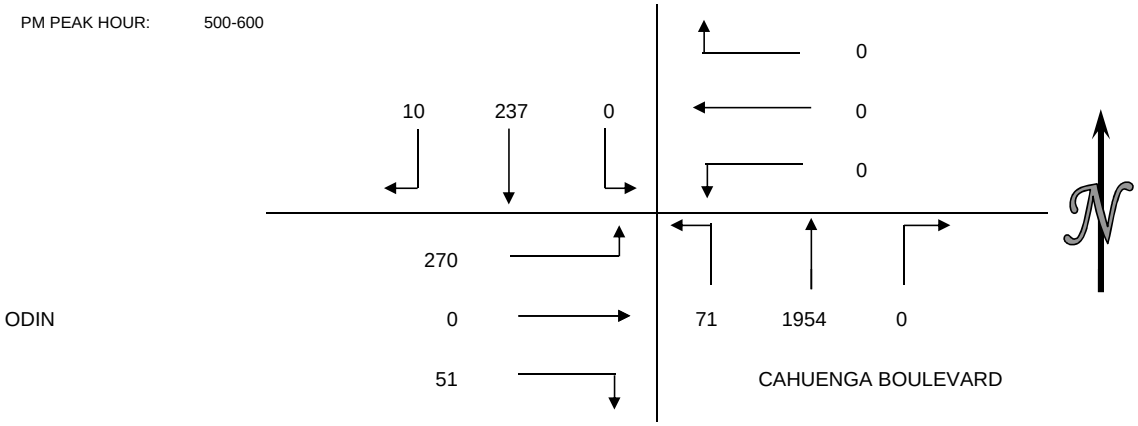
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	1	55	0	0	0	0	0	459	18	14	0	73	620
515-530	6	49	0	0	0	0	0	544	14	15	0	59	687
530-545	1	61	0	0	0	0	0	458	20	11	0	77	628
545-600	2	72	0	0	0	0	0	493	19	11	0	61	658
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	10	237	0	0	0	0	0	1954	71	51	0	270	2593

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	5	0	5
515-530	0	0	1	0	1
530-545	0	0	2	1	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	8	1	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	2	0	2

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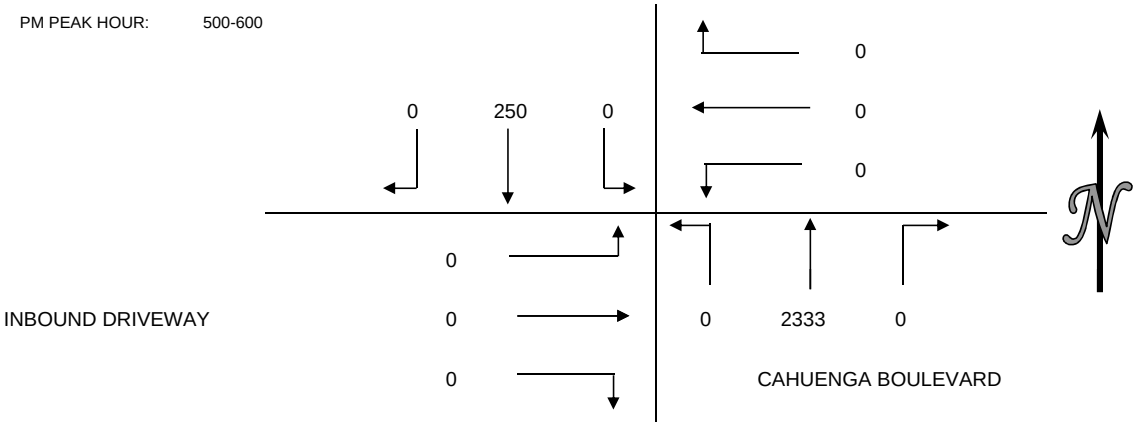
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	INBOUND DRIVEWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	53	0	0	0	0	0	574	0	0	0	0	627
515-530	0	60	0	0	0	0	0	586	0	0	0	0	646
530-545	0	56	0	0	0	0	0	586	0	0	0	0	642
545-600	0	81	0	0	0	0	0	587	0	0	0	0	668
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	250	0	0	0	0	0	2333	0	0	0	0	2583

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	5	0	0	5
515-530	0	1	0	0	1
530-545	0	0	0	0	0
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	8	0	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	1	0	0	1
515-530	0	1	0	0	1
530-545	0	1	0	0	1
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	5	0	0	5

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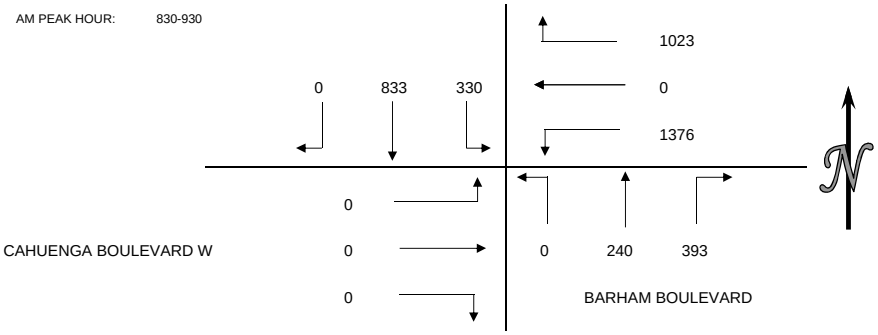
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S BARHAM BOULEVARD
E/W CAHUENGA BOULEVARD W
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	121	31	210	0	348	64	29	0	0	0	0	803
715-730	0	186	38	225	0	372	66	38	0	0	0	0	925
730-745	0	216	52	250	0	392	79	45	0	0	0	0	1034
745-800	0	210	62	291	0	377	79	89	0	0	0	0	1108
800-815	0	160	61	204	0	312	83	69	0	0	0	0	889
815-830	0	169	48	205	0	216	91	39	0	0	0	0	768
830-845	0	249	97	246	0	348	110	50	0	0	0	0	1100
845-900	0	221	68	252	0	326	106	61	0	0	0	0	1034
900-915	0	178	90	260	0	384	88	75	0	0	0	0	1075
915-930	0	185	75	265	0	318	89	54	0	0	0	0	986
930-945	0	157	52	233	0	325	83	54	0	0	0	0	904
945-1000	0	130	70	202	0	234	75	42	0	0	0	0	753
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	733	183	976	0	1489	288	201	0	0	0	0	3870
715-815	0	772	213	970	0	1453	307	241	0	0	0	0	3956
730-830	0	755	223	950	0	1297	332	242	0	0	0	0	3799
745-845	0	788	268	946	0	1253	363	247	0	0	0	0	3865
800-900	0	799	274	907	0	1202	390	219	0	0	0	0	3791
815-915	0	817	303	963	0	1274	395	225	0	0	0	0	3977
830-930	0	833	330	1023	0	1376	393	240	0	0	0	0	4195
845-945	0	741	285	1010	0	1353	366	244	0	0	0	0	3999
900-1000	0	650	287	960	0	1261	335	225	0	0	0	0	3718

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	5	1	0	0	6
730-745	6	0	0	0	6
745-800	2	0	0	0	2
800-815	2	0	0	0	2
815-830	0	0	0	0	0
830-845	3	0	0	0	3
854-900	1	0	0	0	1
900-915	0	0	0	0	0
915-930	1	0	0	0	1
930-945	0	0	0	0	0
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	2	0	0	15
715-815	15	1	0	0	16
730-830	10	0	0	0	10
745-845	7	0	0	0	7
800-900	6	0	0	0	6
815-915	4	0	0	0	4
830-930	5	0	0	0	5
845-945	2	0	0	0	2
900-1000	2	0	0	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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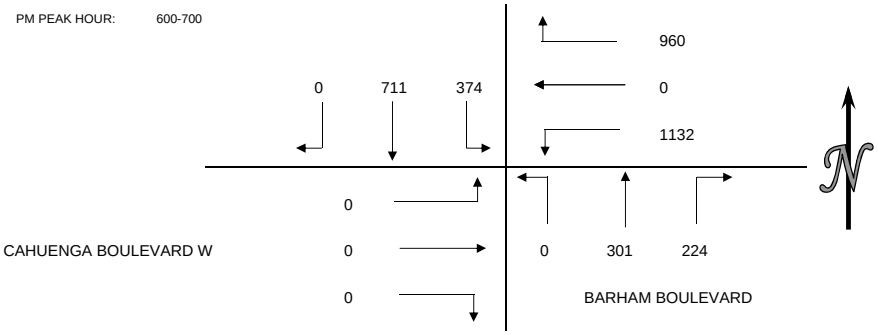
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S BARHAM BOULEVARD
E/W CAHUENGA BOULEVARD W
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	185	86	240	0	291	61	86	0	0	0	0	949
615-630	0	197	94	249	0	288	66	75	0	0	0	0	969
630-645	0	174	112	245	0	280	64	72	0	0	0	0	947
645-700	0	155	82	226	0	273	33	68	0	0	0	0	837
700-715	0	124	95	219	0	251	50	81	0	0	0	0	820
715-730	0	139	71	227	0	252	55	69	0	0	0	0	813
730-745	0	118	75	227	0	258	55	74	0	0	0	0	807
745-800	0	91	69	181	0	233	57	68	0	0	0	0	699
800-815	0	89	63	170	0	195	57	56	0	0	0	0	630
815-830	0	102	69	170	0	192	62	55	0	0	0	0	650
830-845	0	81	49	151	0	169	48	45	0	0	0	0	543
845-900	0	84	44	134	0	116	30	25	0	0	0	0	433
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	711	374	960	0	1132	224	301	0	0	0	0	3702
615-715	0	650	383	939	0	1092	213	296	0	0	0	0	3573
630-730	0	592	360	917	0	1056	202	290	0	0	0	0	3417
645-745	0	536	323	899	0	1034	193	292	0	0	0	0	3277
700-800	0	472	310	854	0	994	217	292	0	0	0	0	3139
715-815	0	437	278	805	0	938	224	267	0	0	0	0	2949
730-830	0	400	276	748	0	878	231	253	0	0	0	0	2786
745-845	0	363	250	672	0	789	224	224	0	0	0	0	2522
800-900	0	356	225	625	0	672	197	181	0	0	0	0	2256

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	2	0	0	2
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	2	1	0	0	3
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	1	0	0	0	1
800-815	1	0	0	0	1
815-830	2	0	0	0	2
830-845	2	0	0	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	2	0	0	2
615-715	2	3	0	0	5
630-730	2	1	0	0	3
645-745	2	1	0	0	3
700-800	3	1	0	0	4
715-815	2	0	0	0	2
730-830	4	0	0	0	4
745-845	6	0	0	0	6
800-900	5	0	0	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	1	0	0	0	1
700-800	1	0	0	0	1
715-815	1	0	0	0	1
730-830	1	0	0	0	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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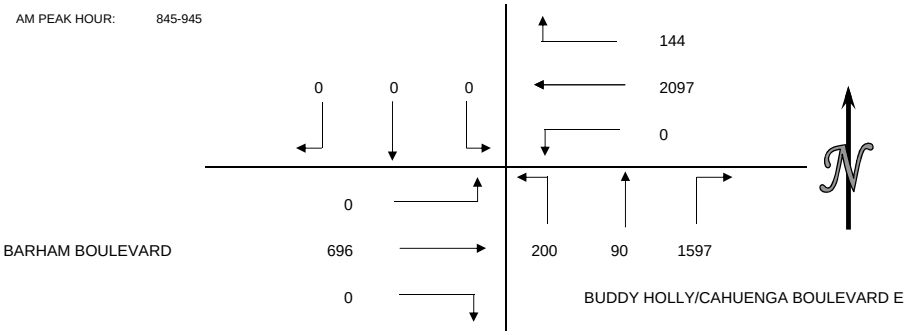
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S BUDDY HOLLY/CAHUENGA BOULEVARD E
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	25	558	0	140	17	22	0	88	1	851
715-730	0	0	0	23	583	0	156	19	28	0	117	0	926
730-745	0	0	0	23	609	0	244	21	32	0	116	0	1045
745-800	0	0	0	24	580	0	318	22	40	0	141	0	1125
800-815	0	0	0	25	580	0	324	22	47	0	149	1	1148
815-830	0	0	0	35	462	0	394	27	40	0	150	2	1110
830-845	0	0	0	30	318	0	448	19	42	0	166	0	1023
845-900	0	0	0	31	558	0	438	33	51	0	205	0	1316
900-915	0	0	0	28	504	0	436	19	51	0	182	0	1220
915-930	0	0	0	29	519	0	369	14	49	0	155	0	1135
930-945	0	0	0	56	516	0	354	24	49	0	154	0	1153
945-1000	0	0	0	52	482	0	346	18	44	0	135	0	1077
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	95	2330	0	858	79	122	0	462	1	3947
715-815	0	0	0	95	2352	0	1042	84	147	0	523	1	4244
730-830	0	0	0	107	2231	0	1280	92	159	0	556	3	4428
745-845	0	0	0	114	1940	0	1484	90	169	0	606	3	4406
800-900	0	0	0	121	1918	0	1604	101	180	0	670	3	4597
815-915	0	0	0	124	1842	0	1716	98	184	0	703	2	4669
830-930	0	0	0	118	1899	0	1691	85	193	0	708	0	4694
845-945	0	0	0	144	2097	0	1597	90	200	0	696	0	4824
900-1000	0	0	0	165	2021	0	1505	75	193	0	626	0	4585

AM PEAK HOUR: 845-945



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	3	4
715-730	0	0	0	0	0
730-745	0	0	6	5	11
745-800	0	0	4	1	5
800-815	0	0	2	1	3
815-830	0	0	3	2	5
830-845	2	0	1	0	3
854-900	2	0	1	1	4
900-915	0	0	1	1	2
915-930	0	0	1	1	2
930-945	0	0	1	1	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	11	9	20
715-815	0	0	12	7	19
730-830	0	0	15	9	24
745-845	2	0	10	4	16
800-900	4	0	7	4	15
815-915	4	0	6	4	14
830-930	4	0	4	3	11
845-945	2	0	4	4	10
900-1000	0	0	3	3	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	3	1	4
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	2	5
715-815	0	0	3	2	5
730-830	0	0	3	1	4
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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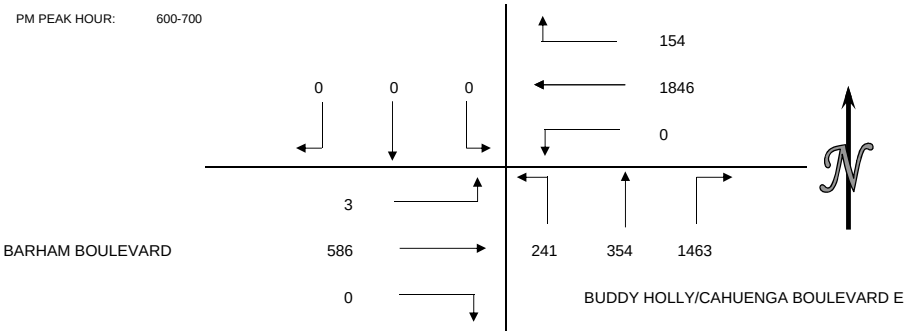
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S BUDDY HOLLY/CAHUENGA BOULEVARD E
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	41	439	0	372	105	73	0	141	1	1172
615-630	0	0	0	32	476	0	350	94	58	0	138	0	1148
630-645	0	0	0	41	473	0	364	81	56	0	153	1	1169
645-700	0	0	0	40	458	0	377	74	54	0	154	1	1158
700-715	0	0	0	41	432	0	296	61	68	0	135	1	1034
715-730	0	0	0	53	408	0	335	57	42	0	135	1	1031
730-745	0	0	0	53	419	0	293	35	45	0	121	1	967
745-800	0	0	0	48	403	0	261	51	46	0	127	0	936
800-815	0	0	0	56	305	0	276	48	38	0	105	0	828
815-830	0	0	0	31	284	0	197	37	47	0	107	2	705
830-845	0	0	0	35	274	0	235	10	39	0	111	1	705
845-900	0	0	0	34	280	0	163	17	34	0	98	0	626
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	154	1846	0	1463	354	241	0	586	3	4647
615-715	0	0	0	154	1839	0	1387	310	236	0	580	3	4509
630-730	0	0	0	175	1771	0	1372	273	220	0	577	4	4392
645-745	0	0	0	187	1717	0	1301	227	209	0	545	4	4190
700-800	0	0	0	195	1662	0	1185	204	201	0	518	3	3968
715-815	0	0	0	210	1535	0	1165	191	171	0	488	2	3762
730-830	0	0	0	188	1411	0	1027	171	176	0	460	3	3436
745-845	0	0	0	170	1266	0	969	146	170	0	450	3	3174
800-900	0	0	0	156	1143	0	871	112	158	0	421	3	2864

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	0	1	1	3
615-630	0	0	0	0	0
630-645	0	0	2	0	2
645-700	0	0	0	0	0
700-715	0	0	1	1	2
715-730	0	0	2	1	3
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	1	2
815-830	0	0	2	0	2
830-845	0	0	6	6	12
845-900	0	0	4	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	1	0	3	1	5
615-715	0	0	3	1	4
630-730	0	0	5	2	7
645-745	0	0	3	2	5
700-800	0	0	3	2	5
715-815	0	0	3	2	5
730-830	0	0	3	1	4
745-845	0	0	9	7	16
800-900	0	0	13	9	22

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	1	0	1
630-645	0	0	1	0	1
645-700	0	0	0	1	1
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	2	1	3
615-715	0	0	2	1	3
630-730	0	0	1	1	2
645-745	0	0	0	1	1
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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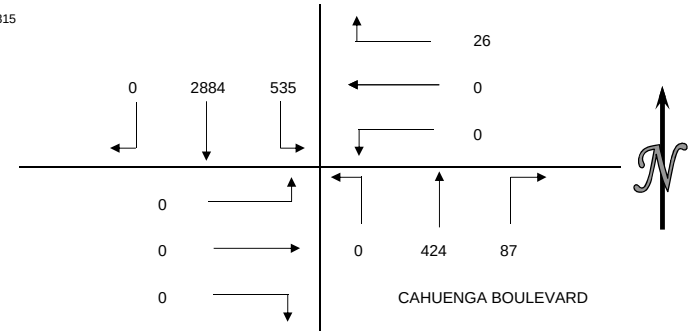
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD"		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	709	74	7	0	0	7	61	0	0	0	0	858
715-730	0	764	92	6	0	0	10	99	0	0	0	0	971
730-745	0	733	144	5	0	0	20	85	0	0	0	0	987
745-800	0	690	149	9	0	0	24	126	0	0	0	0	998
800-815	0	697	150	6	0	0	33	114	0	0	0	0	1000
815-830	0	570	112	6	0	0	22	126	0	0	0	0	836
830-845	0	663	84	6	0	0	29	167	0	0	0	0	949
845-900	0	668	149	7	0	0	26	160	0	0	0	0	1010
900-915	0	569	128	9	0	0	21	141	0	0	0	0	868
915-930	0	557	179	7	0	0	16	109	0	0	0	0	868
930-945	0	556	129	11	0	0	18	124	0	0	0	0	838
945-1000	0	531	140	6	0	0	21	120	0	0	0	0	818
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	2896	459	27	0	0	61	371	0	0	0	0	3814
715-815	0	2884	535	26	0	0	87	424	0	0	0	0	3956
730-830	0	2690	555	26	0	0	99	451	0	0	0	0	3821
745-845	0	2620	495	27	0	0	108	533	0	0	0	0	3783
800-900	0	2598	495	25	0	0	110	567	0	0	0	0	3795
815-915	0	2470	473	28	0	0	98	594	0	0	0	0	3663
830-930	0	2457	540	29	0	0	92	577	0	0	0	0	3695
845-945	0	2350	585	34	0	0	81	534	0	0	0	0	3584
900-1000	0	2213	576	33	0	0	76	494	0	0	0	0	3392

AM PEAK HOUR: 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

WILTEC

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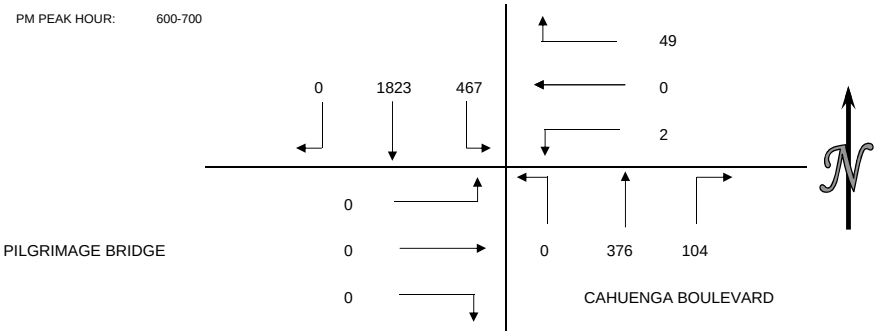
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	508	97	12	0	0	27	92	0	0	0	0	736
615-630	0	525	128	11	0	0	31	95	0	0	0	0	790
630-645	0	437	121	16	0	1	26	98	0	0	0	0	699
645-700	0	353	121	10	0	1	20	91	0	0	0	0	596
700-715	0	286	114	21	0	2	11	78	0	0	0	0	512
715-730	0	302	140	10	0	0	16	86	0	0	0	0	554
730-745	0	366	121	7	0	0	19	78	0	0	0	0	591
745-800	0	303	152	12	0	1	16	71	0	0	0	0	555
800-815	0	418	94	13	0	1	22	84	0	0	0	0	632
815-830	0	454	85	12	0	1	17	67	0	0	0	0	636
830-845	0	448	44	10	0	1	5	92	0	0	0	0	600
845-900	0	419	41	4	0	0	8	59	0	0	0	0	531
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	1823	467	49	0	2	104	376	0	0	0	0	2821
615-715	0	1601	484	58	0	4	88	362	0	0	0	0	2597
630-730	0	1378	496	57	0	4	73	353	0	0	0	0	2361
645-745	0	1307	496	48	0	3	66	333	0	0	0	0	2253
700-800	0	1257	527	50	0	3	62	313	0	0	0	0	2212
715-815	0	1389	507	42	0	2	73	319	0	0	0	0	2332
730-830	0	1541	452	44	0	3	74	300	0	0	0	0	2414
745-845	0	1623	375	47	0	4	60	314	0	0	0	0	2423
800-900	0	1739	264	39	0	3	52	302	0	0	0	0	2399

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	2	0	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	2	0	0	2
800-900	0	2	0	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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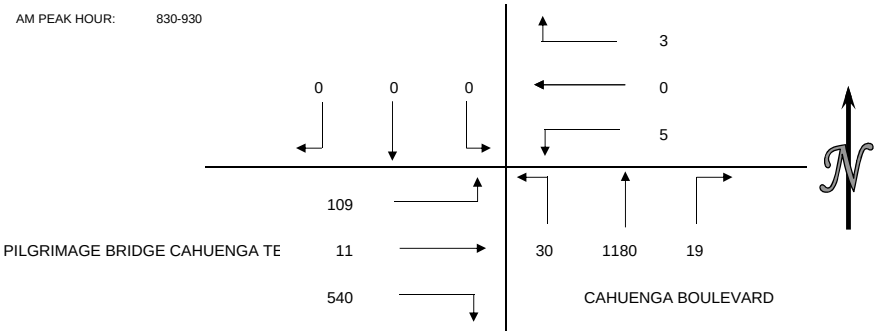
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD"		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE CAHUENGA TERRACE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	0	0	0	123	6	79	0	10	218
715-730	0	0	0	0	0	0	1	138	6	90	0	12	247
730-745	0	0	0	0	0	0	0	170	6	126	0	33	335
745-800	0	0	0	0	0	0	0	212	9	141	0	23	385
800-815	0	0	0	0	0	1	0	211	4	133	1	25	375
815-830	0	0	0	0	0	1	1	266	6	104	2	33	413
830-845	0	0	0	0	0	1	2	336	8	110	0	39	496
845-900	0	0	0	0	0	1	6	308	6	124	4	25	474
900-915	0	0	0	3	0	2	7	260	9	119	3	20	423
915-930	0	0	0	0	0	1	4	276	7	187	4	25	504
930-945	0	0	0	1	0	0	6	260	9	132	1	20	429
945-1000	0	0	0	0	0	1	4	251	8	129	2	19	414
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	0	0	1	643	27	436	0	78	1185
715-815	0	0	0	0	0	1	1	731	25	490	1	93	1342
730-830	0	0	0	0	0	2	1	859	25	504	3	114	1508
745-845	0	0	0	0	0	3	3	1025	27	488	3	120	1669
800-900	0	0	0	0	0	4	9	1121	24	471	7	122	1758
815-915	0	0	0	3	0	5	16	1170	29	457	9	117	1806
830-930	0	0	0	3	0	5	19	1180	30	540	11	109	1897
845-945	0	0	0	4	0	4	23	1104	31	562	12	90	1830
900-1000	0	0	0	4	0	4	21	1047	33	567	10	84	1770

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	2	0	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	2	0	0	2
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	1	0	0	1
900-1000	0	1	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	2	0	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	2	0	0	2
745-845	0	1	0	0	1
800-900	0	1	0	0	1
815-915	0	1	0	0	1
830-930	0	1	0	0	1
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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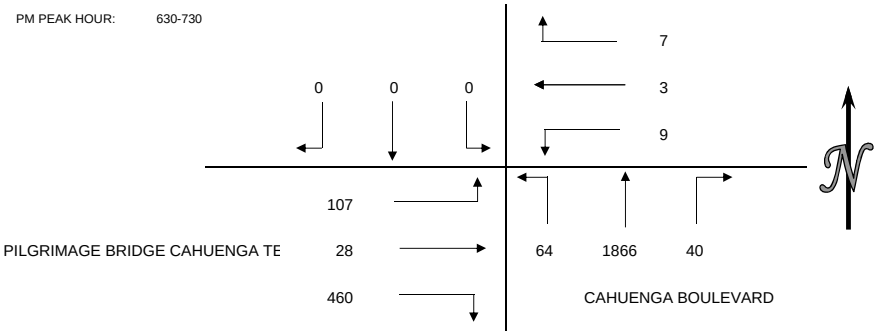
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		6:00 PM TO 9:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE CAHUENGA TERRACE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	1	0	2	4	398	8	81	3	52	549
615-630	0	0	0	1	0	6	3	436	11	86	2	35	580
630-645	0	0	0	1	1	2	7	530	15	111	9	27	703
645-700	0	0	0	3	1	1	8	501	14	123	5	48	704
700-715	0	0	0	1	0	2	13	405	24	101	8	18	572
715-730	0	0	0	2	1	4	12	430	11	125	6	14	605
730-745	0	0	0	1	0	0	19	353	6	111	9	20	519
745-800	0	0	0	2	1	1	23	365	14	144	5	21	576
800-815	0	0	0	2	1	3	21	322	13	74	14	12	462
815-830	0	0	0	4	1	4	22	306	11	98	4	18	468
830-845	0	0	0	3	1	1	13	292	9	23	6	9	357
845-900	0	0	0	1	0	4	3	269	3	41	5	9	335
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	6	2	11	22	1865	48	401	19	162	2536
615-715	0	0	0	6	2	11	31	1872	64	421	24	128	2559
630-730	0	0	0	7	3	9	40	1866	64	460	28	107	2584
645-745	0	0	0	7	2	7	52	1689	55	460	28	100	2400
700-800	0	0	0	6	2	7	67	1553	55	481	28	73	2272
715-815	0	0	0	7	3	8	75	1470	44	454	34	67	2162
730-830	0	0	0	9	3	8	85	1346	44	427	32	71	2025
745-845	0	0	0	11	4	9	79	1285	47	339	29	60	1863
800-900	0	0	0	10	3	12	59	1189	36	236	29	48	1622

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	2	0	0	2
630-645	0	2	0	0	2
645-700	0	0	0	0	0
700-715	0	1	0	0	1
715-730	0	0	1	0	1
730-745	0	0	3	0	3
745-800	0	2	2	0	4
800-815	0	2	0	0	2
815-830	4	6	0	0	10
830-845	0	2	0	0	2
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	4	0	0	4
615-715	0	5	0	0	5
630-730	0	3	1	0	4
645-745	0	1	4	0	5
700-800	0	3	6	0	9
715-815	0	4	6	0	10
730-830	4	10	5	0	19
745-845	4	12	2	0	18
800-900	4	11	0	0	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	1	0	0	1
645-700	0	0	0	0	0
700-715	0	2	0	0	2
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	1	0	0	1
615-715	0	3	0	0	3
630-730	0	3	0	0	3
645-745	0	2	0	0	2
700-800	0	2	0	0	2
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	1	0	0	1
800-900	0	1	0	0	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

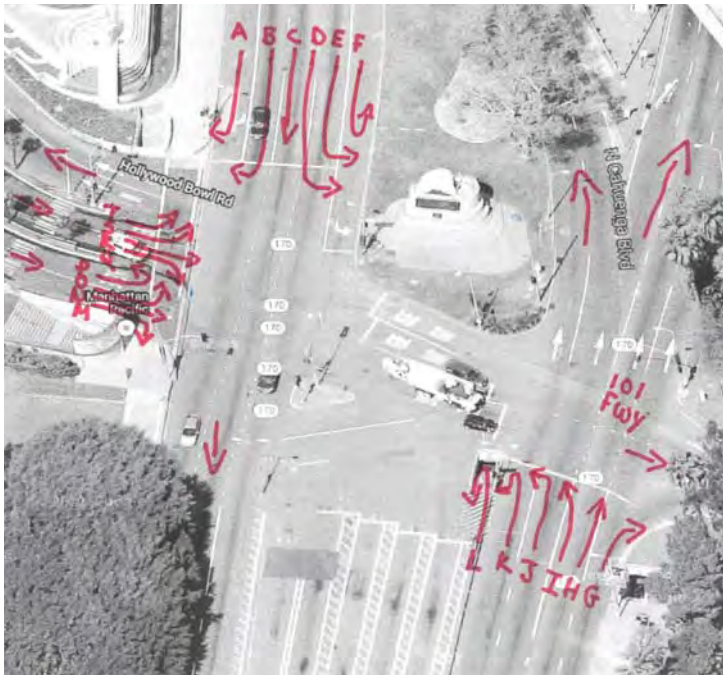
CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD			NB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
700-715	8	0	774	12	0	1	45	256	68	6	0	0	0	0	0	0	0	0	0	0	1170
715-730	12	0	730	7	0	0	37	304	102	5	0	0	0	0	0	0	0	1	0	0	1198
730-745	21	0	673	10	0	0	35	308	110	6	0	1	0	0	0	0	1	1	0	0	1166
745-800	14	0	649	3	0	1	32	343	151	11	0	1	0	0	0	0	2	1	1	1	1210
800-815	3	0	659	17	0	1	44	389	152	6	0	2	0	0	0	0	0	1	0	2	1276
815-830	3	0	624	8	1	0	39	375	142	0	0	2	0	0	0	0	0	0	0	2	1196
830-845	6	0	531	5	1	0	34	438	203	5	0	2	0	0	0	0	0	2	0	1	1228
845-900	6	0	706	15	1	1	23	432	179	3	0	0	0	0	0	0	1	0	4	0	1371
900-915	6	1	521	13	0	1	40	384	165	5	0	1	0	0	0	0	2	0	0	0	1139
915-930	2	1	530	14	0	1	36	370	136	7	0	1	0	0	0	0	7	2	0	2	1109
930-945	5	0	549	18	1	1	43	390	145	2	0	4	0	0	0	0	2	2	0	1	1163
945-1000	4	0	506	18	1	0	48	350	124	5	0	1	0	0	0	0	3	3	1	1	1065

HOUR TOTALS

	SB HIGHLAND BLVD			NB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
700-800	55	0	2826	32	0	2	149	1211	431	28	0	2	0	0	0	0	3	3	1	1	4744
715-815	50	0	2711	37	0	2	148	1344	515	28	0	4	0	0	0	0	3	4	1	3	4850
730-830	41	0	2605	38	1	2	150	1415	555	23	0	6	0	0	0	0	3	3	1	5	4848
745-845	26	0	2463	33	2	2	149	1545	648	22	0	7	0	0	0	0	2	4	1	6	4910
800-900	18	0	2520	45	3	2	140	1634	676	14	0	6	0	0	0	0	1	3	4	5	5071
815-915	21	1	2382	41	3	2	136	1629	689	13	0	5	0	0	0	0	3	2	4	3	4934
830-930	20	2	2288	47	2	3	133	1624	683	20	0	4	0	0	0	0	10	4	4	3	4847
845-945	19	2	2306	60	2	4	142	1576	625	17	0	6	0	0	0	0	12	4	4	3	4782
900-1000	17	2	2106	63	2	3	167	1494	570	19	0	7	0	0	0	0	14	7	1	4	4476



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD			SB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C			EB SOUTH DRIVEWAY				EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
600-616	38	0	441	0	0	0	33	406	117	32	0	19	5	0	0	0	20	7	1	2	1121
615-630	36	0	492	0	0	0	45	425	121	49	0	23	4	0	0	0	14	5	5	3	1222
630-645	30	0	386	0	0	0	39	336	103	60	0	36	5	0	0	0	6	5	1	2	1009
645-700	22	0	369	0	0	0	26	290	95	44	5	18	5	0	0	0	4	14	0	3	895
700-715	28	0	291	0	0	0	27	250	82	54	6	22	4	3	2	4	5	3	0	3	784
715-730	33	0	284	0	0	0	33	270	82	49	7	34	6	0	1	4	3	9	2	4	821
730-745	15	0	309	0	0	0	37	308	85	45	0	34	6	1	1	4	5	4	3	0	857
745-800	9	0	278	0	0	0	39	328	82	26	2	47	6	0	0	0	9	10	3	3	842
800-815	7	0	393	0	0	0	41	317	91	19	2	55	1	0	1	0	4	1	4	1	937
815-830	4	0	487	0	1	0	39	361	82	11	1	35	1	0	0	0	5	2	4	0	1033
830-845	5	2	475	5	6	1	44	354	85	9	2	8	4	2	0	0	2	2	4	0	1010
845-900	3	4	352	5	1	4	42	270	72	5	0	8	1	2	0	0	2	0	11	0	782

HOUR TOTALS

	SB HIGHLAND BLVD			SB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C			EB SOUTH DRIVEWAY				EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	2	O	P	Q	R	S	T	TOTALS
600-700	126	0	1688	0	0	0	143	1457	436	185	5	96	19	0	0	0	44	31	7	10	4247
615-715	116	0	1538	0	0	0	137	1301	401	207	11	99	18	3	2	4	29	27	6	11	3910
630-730	113	0	1330	0	0	0	125	1146	362	207	18	110	20	3	3	8	18	31	3	12	3509
645-745	98	0	1253	0	0	0	123	1118	344	192	18	108	21	4	4	12	17	30	5	10	3357
700-800	85	0	1162	0	0	0	136	1156	331	174	15	137	22	4	4	12	22	26	8	10	3304
715-815	64	0	1264	0	0	0	150	1223	340	139	11	170	19	1	3	8	21	24	12	8	3457
730-830	35	0	1467	0	1	0	156	1314	340	101	5	171	14	1	2	4	23	17	14	4	3669
745-845	25	2	1633	5	7	1	163	1360	340	65	7	145	12	2	1	0	20	15	15	4	3822
800-900	19	6	1707	10	8	5	166	1302	330	44	5	106	7	4	1	0	13	5	23	1	3762

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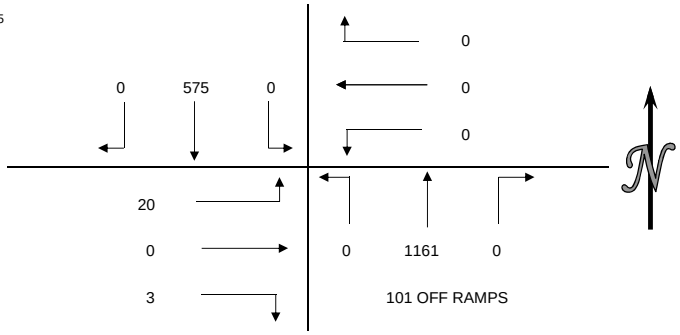
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	59	0	0	0	0	0	115	0	0	0	2	176
715-730	0	90	0	0	0	0	0	134	0	1	0	4	229
730-745	0	134	0	0	0	0	0	192	0	1	0	2	329
745-800	0	131	0	0	0	0	0	217	0	1	0	6	355
800-815	0	149	0	0	0	0	0	222	0	0	0	4	375
815-830	0	115	0	0	0	0	0	283	0	1	0	5	404
830-845	0	85	0	0	0	0	0	306	0	2	0	6	399
845-900	0	125	0	0	0	0	0	334	0	0	0	3	462
900-915	0	125	0	0	0	0	0	260	0	3	0	7	395
915-930	0	169	0	0	0	0	0	297	0	0	0	3	469
930-945	0	156	0	0	0	0	0	270	0	0	0	7	433
945-1000	0	145	0	0	0	0	0	256	0	3	0	3	407
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	414	0	0	0	0	0	658	0	3	0	14	1089
715-815	0	504	0	0	0	0	0	765	0	3	0	16	1288
730-830	0	529	0	0	0	0	0	914	0	3	0	17	1463
745-845	0	480	0	0	0	0	0	1028	0	4	0	21	1533
800-900	0	474	0	0	0	0	0	1145	0	3	0	18	1640
815-915	0	450	0	0	0	0	0	1183	0	6	0	21	1660
830-930	0	504	0	0	0	0	0	1197	0	5	0	19	1725
845-945	0	575	0	0	0	0	0	1161	0	3	0	20	1759
900-1000	0	595	0	0	0	0	0	1083	0	6	0	20	1704

AM PEAK HOUR: 845-945



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	2	0	2
745-800	0	0	3	0	3
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	3	0	3
900-915	0	0	1	0	1
915-930	0	0	0	0	0
930-945	0	0	3	0	3
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	6	0	6
715-815	0	0	6	0	6
730-830	0	0	5	0	5
745-845	0	0	3	0	3
800-900	0	0	3	0	3
815-915	0	0	4	0	4
830-930	0	0	4	0	4
845-945	0	0	7	0	7
900-1000	0	0	4	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	1	0	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	1	0	1
800-900	0	0	1	0	1
815-915	0	0	1	0	1
830-930	0	0	2	0	2
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

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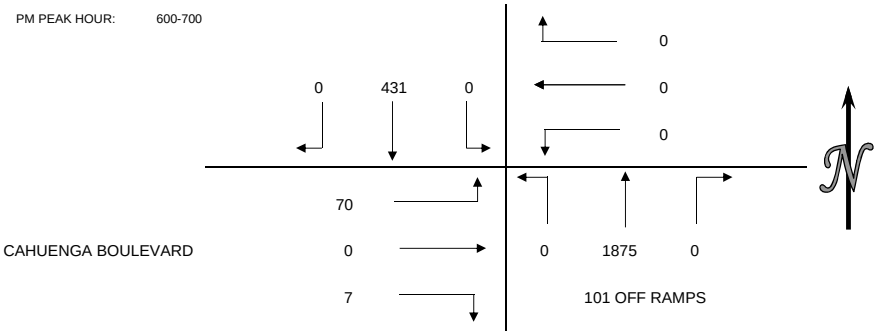
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	71	0	0	0	0	0	488	0	1	0	28	588
615-630	0	132	0	0	0	0	0	462	0	3	0	18	615
630-645	0	117	0	0	0	0	0	476	0	1	0	17	611
645-700	0	111	0	0	0	0	0	449	0	2	0	7	569
700-715	0	103	0	0	0	0	0	421	0	4	0	11	539
715-730	0	129	0	0	0	0	0	412	0	5	0	5	551
730-745	0	105	0	0	0	0	0	398	0	5	0	3	511
745-800	0	149	0	0	0	0	0	435	0	7	0	8	599
800-815	0	98	0	0	0	0	0	380	0	8	0	11	497
815-830	0	97	0	0	0	0	0	328	0	3	0	7	435
830-845	0	29	0	0	0	0	0	309	0	2	0	5	345
845-900	0	41	0	0	0	0	0	246	0	2	0	3	292
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	431	0	0	0	0	0	1875	0	7	0	70	2383
615-715	0	463	0	0	0	0	0	1808	0	10	0	53	2334
630-730	0	460	0	0	0	0	0	1758	0	12	0	40	2270
645-745	0	448	0	0	0	0	0	1680	0	16	0	26	2170
700-800	0	486	0	0	0	0	0	1666	0	21	0	27	2200
715-815	0	481	0	0	0	0	0	1625	0	25	0	27	2158
730-830	0	449	0	0	0	0	0	1541	0	23	0	29	2042
745-845	0	373	0	0	0	0	0	1452	0	20	0	31	1876
800-900	0	265	0	0	0	0	0	1263	0	15	0	26	1569

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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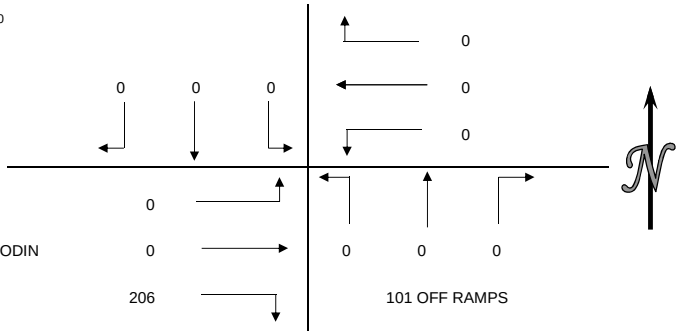
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD/ODIN
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	35	0	0	35
715-730	0	0	0	0	0	0	0	0	0	31	0	0	31
730-745	0	0	0	0	0	0	0	0	0	50	0	0	50
745-800	0	0	0	0	0	0	0	0	0	42	0	0	42
800-815	0	0	0	0	0	0	0	0	0	49	0	0	49
815-830	0	0	0	0	0	0	0	0	0	44	0	0	44
830-845	0	0	0	0	0	0	0	0	0	41	0	0	41
845-900	0	0	0	0	0	0	0	0	0	48	0	0	48
900-915	0	0	0	0	0	0	0	0	0	66	0	0	66
915-930	0	0	0	0	0	0	0	0	0	50	0	0	50
930-945	0	0	0	0	0	0	0	0	0	38	0	0	38
945-1000	0	0	0	0	0	0	0	0	0	52	0	0	52
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	0	0	0	0	0	158	0	0	158
715-815	0	0	0	0	0	0	0	0	0	172	0	0	172
730-830	0	0	0	0	0	0	0	0	0	185	0	0	185
745-845	0	0	0	0	0	0	0	0	0	176	0	0	176
800-900	0	0	0	0	0	0	0	0	0	182	0	0	182
815-915	0	0	0	0	0	0	0	0	0	199	0	0	199
830-930	0	0	0	0	0	0	0	0	0	205	0	0	205
845-945	0	0	0	0	0	0	0	0	0	202	0	0	202
900-1000	0	0	0	0	0	0	0	0	0	206	0	0	206

AM PEAK HOUR: 900-1000



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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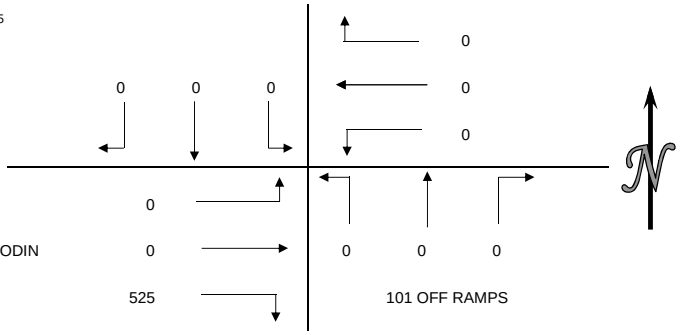
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD/ODIN
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	0	0	0	0	0	0	53	0	0	53
615-630	0	0	0	0	0	0	0	0	0	81	0	0	81
630-645	0	0	0	0	0	0	0	0	0	110	0	0	110
645-700	0	0	0	0	0	0	0	0	0	126	0	0	126
700-715	0	0	0	0	0	0	0	0	0	143	0	0	143
715-730	0	0	0	0	0	0	0	0	0	131	0	0	131
730-745	0	0	0	0	0	0	0	0	0	125	0	0	125
745-800	0	0	0	0	0	0	0	0	0	104	0	0	104
800-815	0	0	0	0	0	0	0	0	0	54	0	0	54
815-830	0	0	0	0	0	0	0	0	0	60	0	0	60
830-845	0	0	0	0	0	0	0	0	0	46	0	0	46
845-900	0	0	0	0	0	0	0	0	0	47	0	0	47
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	0	0	0	0	0	0	370	0	0	370
615-715	0	0	0	0	0	0	0	0	0	460	0	0	460
630-730	0	0	0	0	0	0	0	0	0	510	0	0	510
645-745	0	0	0	0	0	0	0	0	0	525	0	0	525
700-800	0	0	0	0	0	0	0	0	0	503	0	0	503
715-815	0	0	0	0	0	0	0	0	0	414	0	0	414
730-830	0	0	0	0	0	0	0	0	0	343	0	0	343
745-845	0	0	0	0	0	0	0	0	0	264	0	0	264
800-900	0	0	0	0	0	0	0	0	0	207	0	0	207

PM PEAK HOUR: 645-745



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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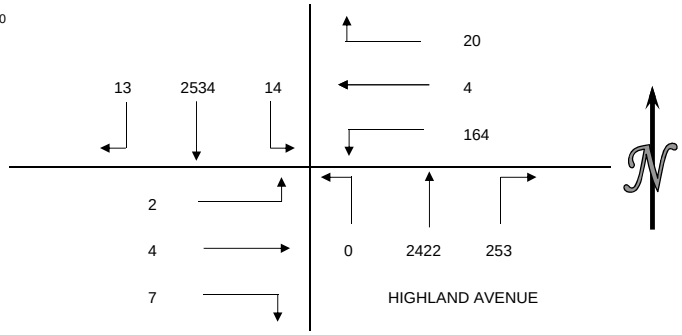
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	793	1	5	1	29	27	344	0	0	1	1	1204
715-730	0	712	1	4	0	28	29	480	0	0	1	0	1255
730-745	2	698	3	6	2	52	34	419	0	0	0	1	1217
745-800	3	647	2	11	1	31	50	556	0	2	3	0	1306
800-815	2	682	3	6	0	42	55	516	0	1	2	0	1309
815-830	2	632	0	1	1	40	58	594	0	2	0	0	1330
830-845	5	542	6	6	2	44	77	657	0	2	0	1	1342
845-900	4	678	5	7	1	38	63	655	0	2	2	1	1456
900-915	3	548	1	7	3	53	62	595	0	2	1	2	1277
915-930	1	519	4	7	0	59	60	552	0	2	2	0	1206
930-945	4	542	0	4	1	39	58	524	0	3	2	1	1178
945-1000	7	529	3	4	2	54	41	547	0	2	2	1	1192
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	7	2850	7	26	4	140	140	1799	0	2	5	2	4982
715-815	7	2739	9	27	3	153	168	1971	0	3	6	1	5087
730-830	9	2659	8	24	4	165	197	2085	0	5	5	1	5162
745-845	12	2503	11	24	4	157	240	2323	0	7	5	1	5287
800-900	13	2534	14	20	4	164	253	2422	0	7	4	2	5437
815-915	14	2400	12	21	7	175	260	2501	0	8	3	4	5405
830-930	13	2287	16	27	6	194	262	2459	0	8	5	4	5281
845-945	12	2287	10	25	5	189	243	2326	0	9	7	4	5117
900-1000	15	2138	8	22	6	205	221	2218	0	9	7	4	4853

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	0	0	0	4	4
800-815	0	0	0	0	0
815-830	0	0	0	3	3
830-845	0	0	0	3	3
854-900	0	0	0	2	2
900-915	0	0	1	2	3
915-930	0	0	0	1	1
930-945	0	1	0	4	5
945-1000	0	0	0	4	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	8	8
715-815	0	0	0	6	6
730-830	0	0	0	8	8
745-845	0	0	0	10	10
800-900	0	0	0	8	8
815-915	0	0	1	10	11
830-930	0	0	1	8	9
845-945	0	1	1	9	11
900-1000	0	1	1	11	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	2	2
715-815	0	0	0	2	2
730-830	0	0	0	1	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	1	0	0	1
900-1000	0	1	0	0	1

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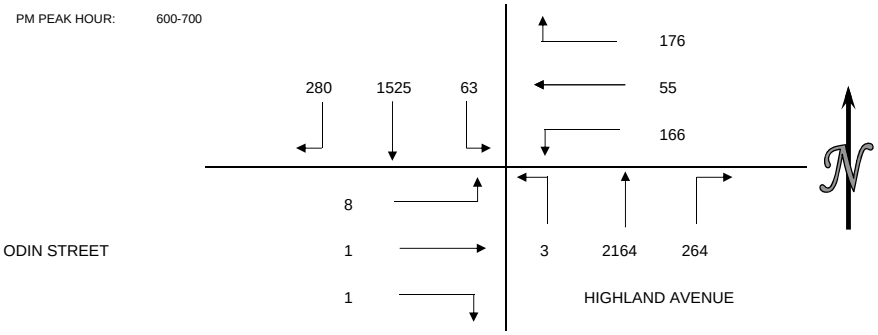
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	66	425	21	28	11	26	82	558	1	1	0	7	1226
615-630	63	429	14	44	14	39	66	595	1	0	1	1	1267
630-645	85	399	17	64	18	43	55	548	1	0	0	0	1230
645-700	66	272	11	40	12	58	61	463	0	0	0	0	983
700-715	76	202	12	64	15	79	51	309	0	0	0	0	808
715-730	93	207	10	40	7	42	45	435	0	0	0	0	879
730-745	123	203	15	80	1	52	62	501	3	0	0	0	1040
745-800	44	304	72	76	0	70	85	466	0	0	0	0	1117
800-815	7	368	7	42	2	70	135	482	2	0	0	0	1115
815-830	1	530	27	25	0	77	84	496	0	0	2	3	1245
830-845	10	474	11	9	0	45	56	500	0	0	0	1	1106
845-900	9	354	6	10	0	59	51	449	1	0	0	3	942
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	280	1525	63	176	55	166	264	2164	3	1	1	8	4706
615-715	290	1302	54	212	59	219	233	1915	2	0	1	1	4288
630-730	320	1080	50	208	52	222	212	1755	1	0	0	0	3900
645-745	358	884	48	224	35	231	219	1708	3	0	0	0	3710
700-800	336	916	109	260	23	243	243	1711	3	0	0	0	3844
715-815	267	1082	104	238	10	234	327	1884	5	0	0	0	4151
730-830	175	1405	121	223	3	269	366	1945	5	0	2	3	4517
745-845	62	1676	117	152	2	262	360	1944	2	0	2	4	4583
800-900	27	1726	51	86	2	251	326	1927	3	0	2	7	4408

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	50	0	87	138
615-630	0	52	0	53	105
630-645	0	51	0	74	125
645-700	2	101	0	157	260
700-715	0	91	0	190	281
715-730	0	289	0	529	818
730-745	0	1142	0	804	1946
745-800	0	220	0	514	734
800-815	2	166	0	315	483
815-830	7	195	0	217	419
830-845	23	130	0	129	282
845-900	5	29	0	94	128
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	3	254	0	371	628
615-715	2	295	0	474	771
630-730	2	532	0	950	1484
645-745	2	1623	0	1680	3305
700-800	0	1742	0	2037	3779
715-815	2	1817	0	2162	3981
730-830	9	1723	0	1850	3582
745-845	32	711	0	1175	1918
800-900	37	520	0	755	1312

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	1	1
645-700	0	0	0	0	0
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	2	2
615-715	0	0	0	2	2
630-730	0	0	0	2	2
645-745	0	0	0	1	1
700-800	0	0	0	1	1
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	1	0	0	1
800-900	0	1	0	0	1

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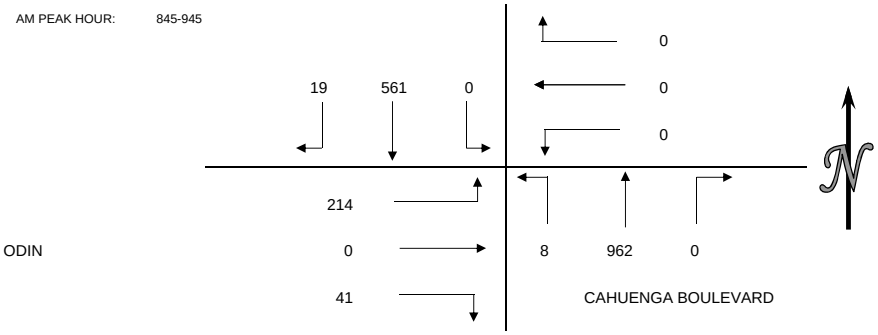
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD"		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	59	0	0	0	0	0	91	1	3	0	26	180
715-730	1	91	0	0	0	0	0	111	4	7	0	23	237
730-745	2	132	0	0	0	0	0	160	7	5	0	30	336
745-800	5	127	0	0	0	0	0	166	3	6	0	49	356
800-815	0	152	0	0	0	0	0	173	2	9	0	47	383
815-830	2	119	0	0	0	0	0	224	1	3	0	61	410
830-845	3	78	0	0	0	0	0	239	3	5	0	62	390
845-900	3	120	0	0	0	0	0	283	3	12	0	60	481
900-915	3	128	0	0	0	0	0	204	3	5	0	58	401
915-930	10	158	0	0	0	0	0	243	2	13	0	55	481
930-945	3	155	0	0	0	0	0	232	0	11	0	41	442
945-1000	2	146	0	0	0	0	0	219	4	7	0	40	418
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	8	409	0	0	0	0	0	528	15	21	0	128	1109
715-815	8	502	0	0	0	0	0	610	16	27	0	149	1312
730-830	9	530	0	0	0	0	0	723	13	23	0	187	1485
745-845	10	476	0	0	0	0	0	802	9	23	0	219	1539
800-900	8	469	0	0	0	0	0	919	9	29	0	230	1664
815-915	11	445	0	0	0	0	0	950	10	25	0	241	1682
830-930	19	484	0	0	0	0	0	969	11	35	0	235	1753
845-945	19	561	0	0	0	0	0	962	8	41	0	214	1805
900-1000	18	587	0	0	0	0	0	898	9	36	0	194	1742

AM PEAK HOUR: 845-945



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	2	0	2
745-800	0	0	3	0	3
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	3	0	3
900-915	0	0	1	0	1
915-930	0	0	0	0	0
930-945	0	0	3	0	3
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	6	0	6
715-815	0	0	6	0	6
730-830	0	0	5	0	5
745-845	0	0	3	0	3
800-900	0	0	3	0	3
815-915	0	0	4	0	4
830-930	0	0	4	0	4
845-945	0	0	7	0	7
900-1000	0	0	4	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	1	0	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	1	0	1
800-900	0	0	1	0	1
815-915	0	0	1	0	1
830-930	0	0	2	0	2
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

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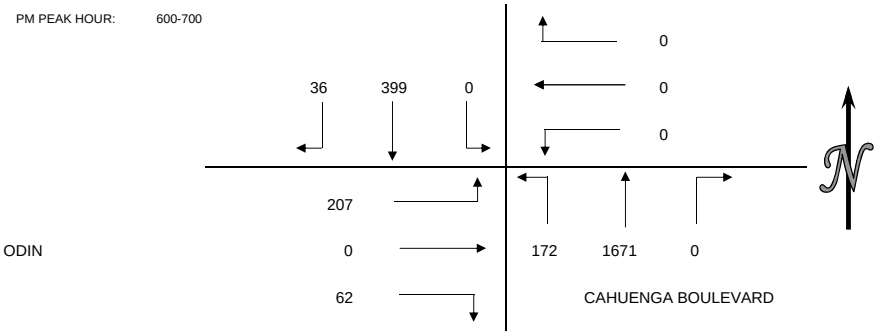
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	5	67	0	0	0	0	0	413	24	17	0	68	594
615-630	13	117	0	0	0	0	0	423	42	20	0	46	661
630-645	9	112	0	0	0	0	0	417	45	14	0	52	649
645-700	9	103	0	0	0	0	0	418	61	11	0	41	643
700-715	6	98	0	0	0	0	0	371	73	11	0	34	593
715-730	16	120	0	0	0	0	0	377	67	14	0	32	626
730-745	10	104	0	0	0	0	0	372	59	21	0	28	594
745-800	25	136	0	0	0	0	0	408	36	24	0	40	669
800-815	15	81	0	0	0	0	0	340	27	15	0	29	507
815-830	13	87	0	0	0	0	0	295	21	13	0	33	462
830-845	3	32	0	0	0	0	0	268	7	10	0	41	361
845-900	4	40	0	0	0	0	0	220	8	10	0	34	316
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	36	399	0	0	0	0	0	1671	172	62	0	207	2547
615-715	37	430	0	0	0	0	0	1629	221	56	0	173	2546
630-730	40	433	0	0	0	0	0	1583	246	50	0	159	2511
645-745	41	425	0	0	0	0	0	1538	260	57	0	135	2456
700-800	57	458	0	0	0	0	0	1528	235	70	0	134	2482
715-815	66	441	0	0	0	0	0	1497	189	74	0	129	2396
730-830	63	408	0	0	0	0	0	1415	143	73	0	130	2232
745-845	56	336	0	0	0	0	0	1311	91	62	0	143	1999
800-900	35	240	0	0	0	0	0	1123	63	48	0	137	1646

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	5	0	5
615-630	0	0	17	0	17
630-645	0	0	9	0	9
645-700	0	0	24	0	24
700-715	0	0	17	0	17
715-730	0	0	28	0	28
730-745	0	0	28	0	28
745-800	0	0	39	0	39
800-815	0	0	23	0	23
815-830	0	0	6	0	6
830-845	0	0	9	0	9
845-900	0	0	5	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	55	0	55
615-715	0	0	67	0	67
630-730	0	0	78	0	78
645-745	0	0	97	0	97
700-800	0	0	112	0	112
715-815	0	0	118	0	118
730-830	0	0	96	0	96
745-845	0	0	77	0	77
800-900	0	0	43	0	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	2	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	2	0	2
800-900	0	0	2	0	2

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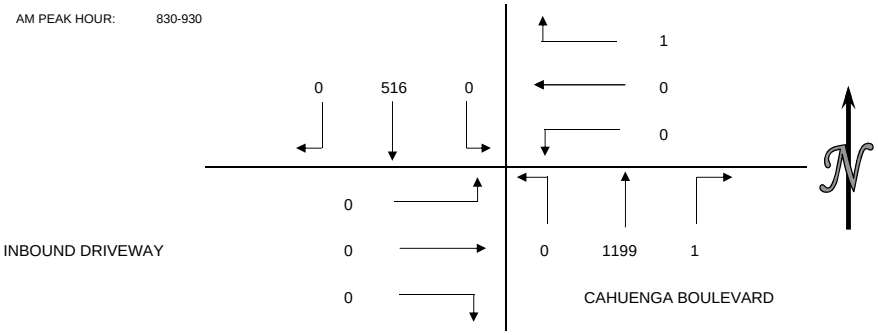
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD"		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	INBOUND DRIVEWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	69	0	0	0	0	0	119	0	0	0	0	188
715-730	0	95	0	0	0	0	0	139	0	0	0	0	234
730-745	0	130	0	0	0	0	0	186	0	0	0	0	316
745-800	0	136	0	0	0	0	0	219	0	0	0	0	355
800-815	0	131	0	0	0	0	1	217	0	0	0	0	349
815-830	0	105	0	0	0	1	0	283	0	0	0	0	389
830-845	0	97	0	0	0	0	0	332	0	0	0	0	429
845-900	0	125	0	0	0	0	0	321	0	0	0	0	446
900-915	0	121	0	0	0	0	1	260	0	0	0	0	382
915-930	0	173	0	1	0	0	0	286	0	0	0	0	460
930-945	0	142	0	0	0	0	0	280	0	0	0	0	422
945-1000	0	139	0	0	0	0	0	269	0	0	0	0	408
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	430	0	0	0	0	0	663	0	0	0	0	1093
715-815	0	492	0	0	0	0	1	761	0	0	0	0	1254
730-830	0	502	0	0	0	1	1	905	0	0	0	0	1409
745-845	0	469	0	0	0	1	1	1051	0	0	0	0	1522
800-900	0	458	0	0	0	1	1	1153	0	0	0	0	1613
815-915	0	448	0	0	0	1	1	1196	0	0	0	0	1646
830-930	0	516	0	1	0	0	1	1199	0	0	0	0	1717
845-945	0	561	0	1	0	0	1	1147	0	0	0	0	1710
900-1000	0	575	0	1	0	0	1	1095	0	0	0	0	1672

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	0	0	0	0
815-830	0	2	0	0	2
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	2	0	0	2
915-930	0	1	0	0	1
930-945	0	2	0	0	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	3	0	0	3
745-845	0	3	0	0	3
800-900	0	2	0	0	2
815-915	0	4	0	0	4
830-930	0	3	0	0	3
845-945	0	5	0	0	5
900-1000	0	5	0	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	2	0	0	2
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	2	0	0	2
745-845	0	2	0	0	2
800-900	0	0	0	0	0
815-915	0	1	0	0	1
830-930	0	1	0	0	1
845-945	0	1	0	0	1
900-1000	0	2	0	0	2

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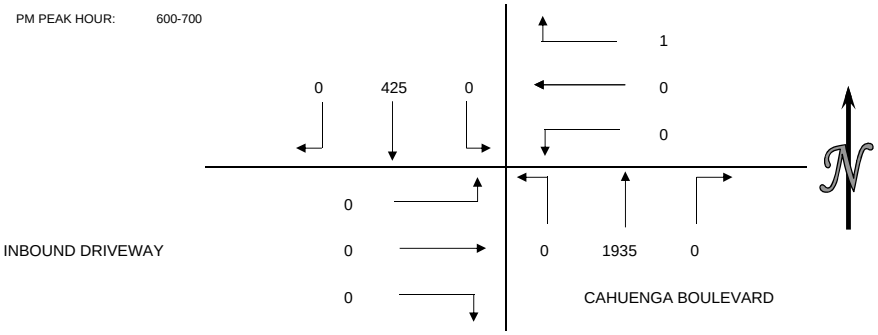
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		6:00 PM TO 9:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	INBOUND DRIVEWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	82	0	1	0	0	0	496	0	0	0	0	579
615-630	0	120	0	0	0	0	0	492	0	0	0	0	612
630-645	0	143	0	0	0	0	0	543	0	0	0	0	686
645-700	0	80	0	0	0	0	0	404	0	0	0	0	484
700-715	0	112	0	0	0	0	0	443	0	0	0	0	555
715-730	0	120	0	2	0	0	0	409	0	0	0	0	531
730-745	0	121	0	1	0	0	0	411	0	0	0	0	533
745-800	0	138	0	1	0	0	0	429	0	0	0	0	568
800-815	0	83	0	1	0	0	0	362	0	0	0	0	446
815-830	0	91	0	2	0	0	0	353	0	0	0	0	446
830-845	0	39	0	0	0	0	0	324	0	0	0	0	363
845-900	0	43	0	2	0	0	0	246	0	0	0	0	291
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	425	0	1	0	0	0	1935	0	0	0	0	2361
615-715	0	455	0	0	0	0	0	1882	0	0	0	0	2337
630-730	0	455	0	2	0	0	0	1799	0	0	0	0	2256
645-745	0	433	0	3	0	0	0	1667	0	0	0	0	2103
700-800	0	491	0	4	0	0	0	1692	0	0	0	0	2187
715-815	0	462	0	5	0	0	0	1611	0	0	0	0	2078
730-830	0	433	0	5	0	0	0	1555	0	0	0	0	1993
745-845	0	351	0	4	0	0	0	1468	0	0	0	0	1823
800-900	0	256	0	5	0	0	0	1285	0	0	0	0	1546

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	2	0	0	2
615-630	0	2	0	0	2
630-645	0	1	0	0	1
645-700	0	0	0	0	0
700-715	0	2	0	0	2
715-730	0	0	0	0	0
730-745	0	4	0	0	4
745-800	0	3	0	0	3
800-815	0	4	0	0	4
815-830	0	6	0	0	6
830-845	0	2	0	0	2
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	5	0	0	5
615-715	0	5	0	0	5
630-730	0	3	0	0	3
645-745	0	6	0	0	6
700-800	0	9	0	0	9
715-815	0	11	0	0	11
730-830	0	17	0	0	17
745-845	0	15	0	0	15
800-900	0	13	0	0	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	1	0	0	1
615-630	0	1	0	0	1
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	4	0	0	4
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	2	0	0	2
615-715	0	5	0	0	5
630-730	0	4	0	0	4
645-745	0	4	0	0	4
700-800	0	5	0	0	5
715-815	0	1	0	0	1
730-830	0	1	0	0	1
745-845	0	2	0	0	2
800-900	0	1	0	0	1

WILTEC

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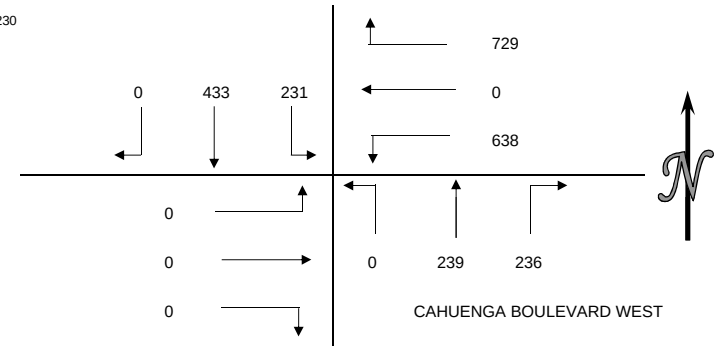
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD WEST
	E/W	BARHAM BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	100	56	181	0	161	58	50	0	0	0	0	606
1115-1130	0	96	47	159	0	140	55	63	0	0	0	0	560
1130-1145	0	101	54	183	0	164	54	58	0	0	0	0	614
1145-1200	0	120	57	196	0	154	58	44	0	0	0	0	629
1200-1215	0	107	56	175	0	174	60	71	0	0	0	0	643
1215-1230	0	105	64	175	0	146	64	66	0	0	0	0	620
1230-1245	0	106	55	160	0	122	69	66	0	0	0	0	578
1245-100	0	113	66	178	0	160	64	62	0	0	0	0	643
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	417	214	719	0	619	225	215	0	0	0	0	2409
1115-1215	0	424	214	713	0	632	227	236	0	0	0	0	2446
1130-1230	0	433	231	729	0	638	236	239	0	0	0	0	2506
1145-1245	0	438	232	706	0	596	251	247	0	0	0	0	2470
1200-100	0	431	241	688	0	602	257	265	0	0	0	0	2484

MD PEAK HOUR: 1130-1230



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	1	0	0	0	1
1115-1130	1	0	0	0	1
1130-1145	0	0	0	0	0
1145-1200	1	0	0	0	1
1200-1215	2	0	0	0	2
1215-1230	0	0	0	0	0
1230-1245	1	0	0	0	1
1245-100	5	0	0	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	3	0	0	0	3
1115-1215	4	0	0	0	4
1130-1230	3	0	0	0	3
1145-1245	4	0	0	0	4
1200-100	8	0	0	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	1	0	0	0	1
1145-1200	0	0	0	0	0
1200-1215	1	0	0	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	1	0	0	0	1
1115-1215	2	0	0	0	2
1130-1230	2	0	0	0	2
1145-1245	1	0	0	0	1
1200-100	2	0	0	0	2

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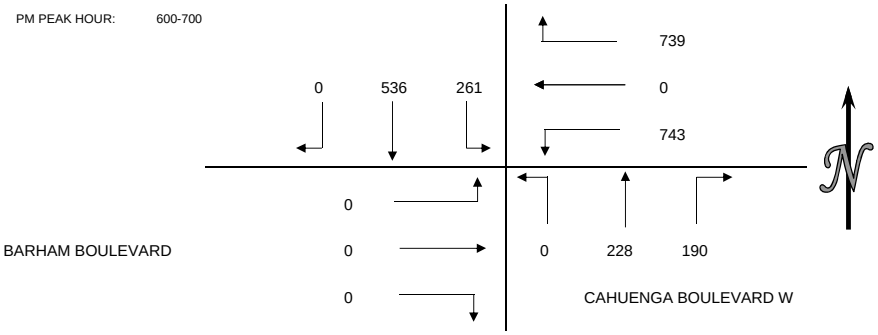
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD W
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	132	65	180	0	191	50	66	0	0	0	0	684
615-630	0	154	66	171	0	197	44	51	0	0	0	0	683
630-645	0	130	65	207	0	190	45	55	0	0	0	0	692
645-700	0	120	65	181	0	165	51	56	0	0	0	0	638
700-715	0	140	67	168	0	173	44	44	0	0	0	0	636
715-730	0	127	48	169	0	171	52	61	0	0	0	0	628
730-745	0	117	55	196	0	162	55	47	0	0	0	0	632
745-800	0	95	56	162	0	140	50	55	0	0	0	0	558
800-815	0	106	56	157	0	137	39	75	0	0	0	0	570
815-830	0	96	67	133	0	124	28	46	0	0	0	0	494
830-845	0	104	62	134	0	105	23	47	0	0	0	0	475
845-900	0	104	57	122	0	123	22	41	0	0	0	0	469
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	536	261	739	0	743	190	228	0	0	0	0	2697
615-715	0	544	263	727	0	725	184	206	0	0	0	0	2649
630-730	0	517	245	725	0	699	192	216	0	0	0	0	2594
645-745	0	504	235	714	0	671	202	208	0	0	0	0	2534
700-800	0	479	226	695	0	646	201	207	0	0	0	0	2454
715-815	0	445	215	684	0	610	196	238	0	0	0	0	2388
730-830	0	414	234	648	0	563	172	223	0	0	0	0	2254
745-845	0	401	241	586	0	506	140	223	0	0	0	0	2097
800-900	0	410	242	546	0	489	112	209	0	0	0	0	2008

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	0	0	0	1
615-630	1	0	0	0	1
630-645	3	0	0	0	3
645-700	0	1	0	0	1
700-715	0	0	0	0	0
715-730	2	0	0	0	2
730-745	1	0	0	0	1
745-800	1	0	0	0	1
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	5	1	0	0	6
615-715	4	1	0	0	5
630-730	5	1	0	0	6
645-745	3	1	0	0	4
700-800	4	0	0	0	4
715-815	5	0	0	0	5
730-830	4	0	0	0	4
745-845	3	0	0	0	3
800-900	3	0	0	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	2	0	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	2	0	0	0	2
645-745	2	0	0	0	2
700-800	2	0	0	0	2
715-815	2	0	0	0	2
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

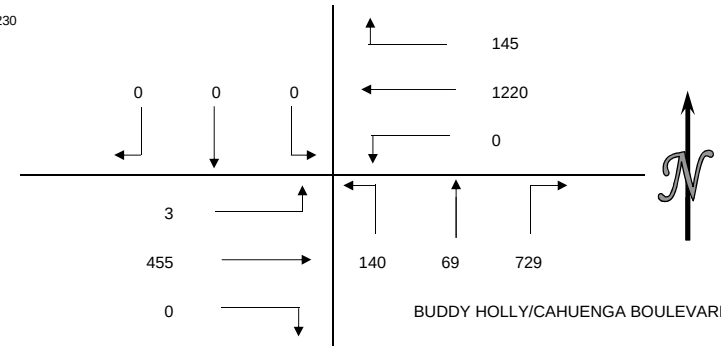
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	BUDDY HOLLY/CAHUENGA BOULEVARD E
	E/W	BARHAM BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	0	0	52	286	0	154	20	38	0	118	0	668
1115-1130	0	0	0	53	273	0	174	27	35	0	102	0	664
1130-1145	0	0	0	35	323	0	177	24	41	0	104	1	705
1145-1200	0	0	0	43	313	0	175	16	37	0	107	1	692
1200-1215	0	0	0	33	298	0	162	14	37	0	119	0	663
1215-1230	0	0	0	34	286	0	215	15	25	0	125	1	701
1230-1245	0	0	0	38	287	0	210	11	34	0	125	0	705
1245-100	0	0	0	27	294	0	166	16	45	0	122	2	672
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	0	0	183	1195	0	680	87	151	0	431	2	2729
1115-1215	0	0	0	164	1207	0	688	81	150	0	432	2	2724
1130-1230	0	0	0	145	1220	0	729	69	140	0	455	3	2761
1145-1245	0	0	0	148	1184	0	762	56	133	0	476	2	2761
1200-100	0	0	0	132	1165	0	753	56	141	0	491	3	2741

MD PEAK HOUR: 1130-1230



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	1	1
1115-1130	0	0	1	0	1
1130-1145	0	0	0	0	0
1145-1200	1	0	0	0	1
1200-1215	0	0	0	0	0
1215-1230	1	0	0	0	1
1230-1245	0	0	1	0	1
1245-100	2	0	2	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	1	0	1	1	3
1115-1215	1	0	1	0	2
1130-1230	2	0	0	0	2
1145-1245	2	0	1	0	3
1200-100	3	0	3	0	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	1	0	0	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	1	0	0	0	1
1130-1230	1	0	0	0	1
1145-1245	1	0	0	0	1
1200-100	1	0	0	0	1

WILTEC

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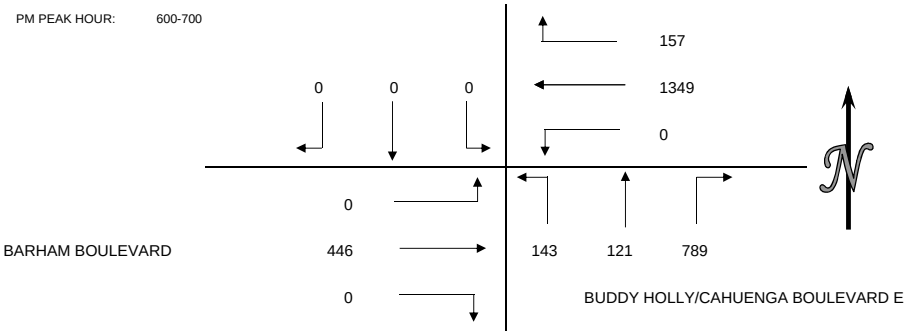
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S BUDDY HOLLY/CAHUENGA BOULEVARD E
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	37	348	0	216	37	34	0	109	0	781
615-630	0	0	0	45	344	0	198	30	32	0	110	0	759
630-645	0	0	0	45	341	0	193	31	43	0	113	0	766
645-700	0	0	0	30	316	0	182	23	34	0	114	0	699
700-715	0	0	0	20	316	0	183	16	39	0	109	3	686
715-730	0	0	0	23	303	0	143	27	53	0	107	0	656
730-745	0	0	0	31	307	0	199	20	56	0	101	0	714
745-800	0	0	0	28	239	0	133	10	47	0	101	0	558
800-815	0	0	0	21	230	0	143	14	57	0	118	0	583
815-830	0	0	0	28	232	0	187	14	37	0	92	1	591
830-845	0	0	0	13	216	0	100	10	29	0	77	1	446
845-900	0	0	0	9	211	0	100	15	27	0	67	0	429
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	157	1349	0	789	121	143	0	446	0	3005
615-715	0	0	0	140	1317	0	756	100	148	0	446	3	2910
630-730	0	0	0	118	1276	0	701	97	169	0	443	3	2807
645-745	0	0	0	104	1242	0	707	86	182	0	431	3	2755
700-800	0	0	0	102	1165	0	658	73	195	0	418	3	2614
715-815	0	0	0	103	1079	0	618	71	213	0	427	0	2511
730-830	0	0	0	108	1008	0	662	58	197	0	412	1	2446
745-845	0	0	0	90	917	0	563	48	170	0	388	2	2178
800-900	0	0	0	71	889	0	530	53	150	0	354	2	2049

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	2	1	3
615-630	1	0	0	0	1
630-645	2	0	1	0	3
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	2	1	3
730-745	1	0	0	1	2
745-800	0	0	0	0	0
800-815	0	0	1	1	2
815-830	0	0	1	1	2
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	3	0	3	1	7
615-715	3	0	1	0	4
630-730	2	0	3	1	6
645-745	1	0	2	2	5
700-800	1	0	2	2	5
715-815	1	0	3	3	7
730-830	1	0	2	3	6
745-845	0	0	2	2	4
800-900	0	0	2	2	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	1	1
700-800	0	0	0	1	1
715-815	0	0	0	1	1
730-830	0	0	0	1	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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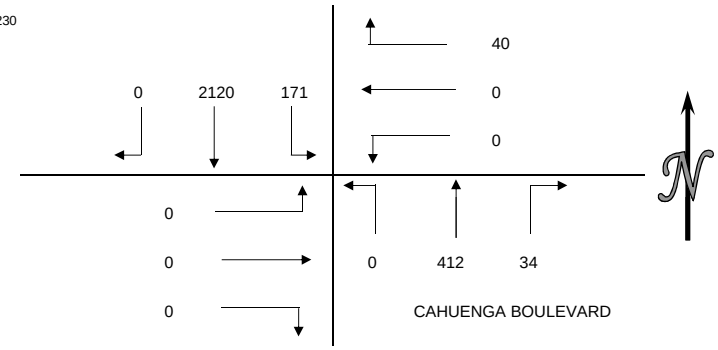
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	457	41	11	0	0	2	89	0	0	0	0	600
1115-1130	0	522	54	4	0	0	14	99	0	0	0	0	693
1130-1145	0	535	44	9	0	0	8	86	0	0	0	0	682
1145-1200	0	554	49	9	0	0	8	80	0	0	0	0	700
1200-1215	0	522	46	10	0	0	5	116	0	0	0	0	699
1215-1230	0	509	32	12	0	0	13	130	0	0	0	0	696
1230-1245	0	478	46	8	0	0	13	122	0	0	0	0	667
1245-100	0	495	45	9	0	0	9	92	0	0	0	0	650
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	2068	188	33	0	0	32	354	0	0	0	0	2675
1115-1215	0	2133	193	32	0	0	35	381	0	0	0	0	2774
1130-1230	0	2120	171	40	0	0	34	412	0	0	0	0	2777
1145-1245	0	2063	173	39	0	0	39	448	0	0	0	0	2762
1200-100	0	2004	169	39	0	0	40	460	0	0	0	0	2712

MD PEAK HOUR: 1130-1230



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	1	0	0	1
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	1	0	0	1
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	1	0	1
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	1	0	1
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

WILTEC

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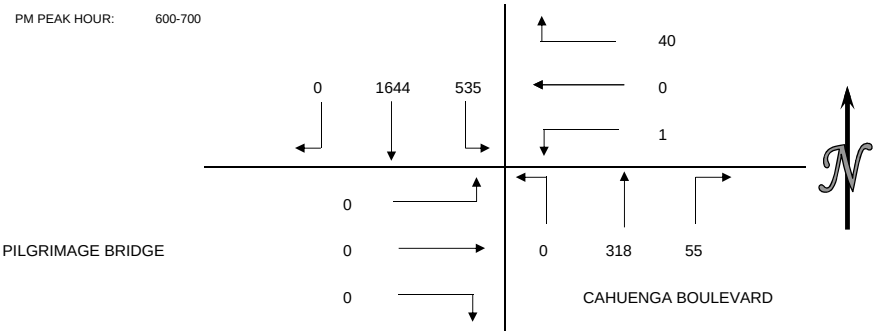
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	456	61	14	0	0	10	92	0	0	0	0	633
615-630	0	457	149	8	0	0	13	73	0	0	0	0	700
630-645	0	390	170	11	0	0	18	88	0	0	0	0	677
645-700	0	341	155	7	0	1	14	65	0	0	0	0	583
700-715	0	316	175	11	0	1	16	64	0	0	0	0	583
715-730	0	322	157	8	0	0	19	71	0	0	0	0	577
730-745	0	326	133	12	0	0	14	69	0	0	0	0	554
745-800	0	345	147	4	0	0	11	68	0	0	0	0	575
800-815	0	403	139	9	0	1	14	79	0	0	0	0	645
815-830	0	427	39	6	0	0	5	40	0	0	0	0	517
830-845	0	413	32	9	0	0	3	49	0	0	0	0	506
845-900	0	397	17	8	0	0	5	35	0	0	0	0	462
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	1644	535	40	0	1	55	318	0	0	0	0	2593
615-715	0	1504	649	37	0	2	61	290	0	0	0	0	2543
630-730	0	1369	657	37	0	2	67	288	0	0	0	0	2420
645-745	0	1305	620	38	0	2	63	269	0	0	0	0	2297
700-800	0	1309	612	35	0	1	60	272	0	0	0	0	2289
715-815	0	1396	576	33	0	1	58	287	0	0	0	0	2351
730-830	0	1501	458	31	0	1	44	256	0	0	0	0	2291
745-845	0	1588	357	28	0	1	33	236	0	0	0	0	2243
800-900	0	1640	227	32	0	1	27	203	0	0	0	0	2130

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	6	0	6
730-745	0	0	0	0	0
745-800	0	0	2	0	2
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	6	0	6
645-745	0	0	6	0	6
700-800	0	0	8	0	8
715-815	0	1	8	0	9
730-830	0	1	2	0	3
745-845	0	1	2	0	3
800-900	0	1	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	1	0	0	1
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	1	0	0	1
615-715	0	1	0	0	1
630-730	0	1	0	0	1
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

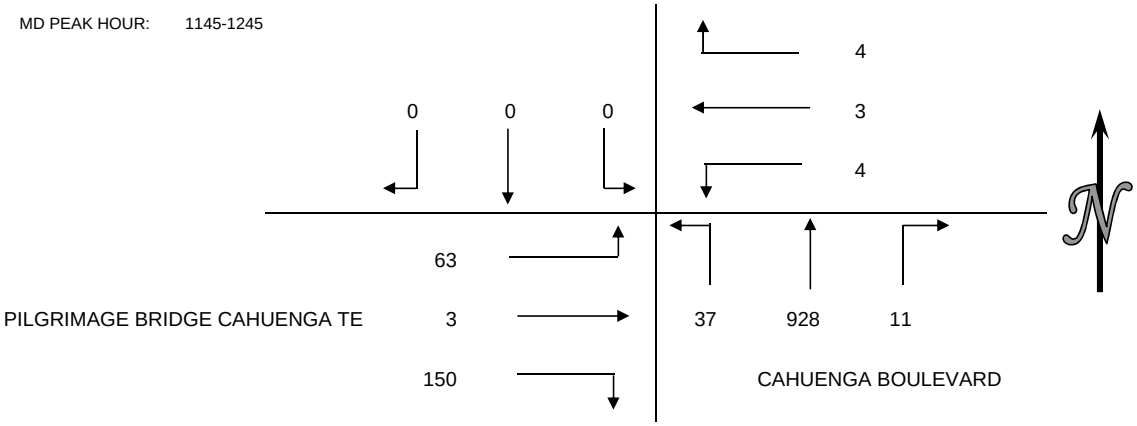
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE CAHUENGA TERRACE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	0	0	0	0	2	6	199	10	30	2	8	257
1115-1130	0	0	0	2	0	6	5	210	3	49	1	19	295
1130-1145	0	0	0	1	2	1	5	219	9	37	2	15	291
1145-1200	0	0	0	0	0	0	3	214	9	40	2	16	284
1200-1215	0	0	0	2	1	1	4	222	6	40	0	13	289
1215-1230	0	0	0	1	2	2	2	238	13	30	1	15	304
1230-1245	0	0	0	1	0	1	2	254	9	40	0	19	326
1245-100	0	0	0	1	1	0	1	222	8	31	2	17	283
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	0	0	3	2	9	19	842	31	156	7	58	1127
1115-1215	0	0	0	5	3	8	17	865	27	166	5	63	1159
1130-1230	0	0	0	4	5	4	14	893	37	147	5	59	1168
1145-1245	0	0	0	4	3	4	11	928	37	150	3	63	1203
1200-100	0	0	0	5	4	4	9	936	36	141	3	64	1202

MD PEAK HOUR: 1145-1245



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	4	0	0	4
1115-1130	0	0	0	0	0
1130-1145	0	1	0	0	1
1145-1200	0	0	0	0	0
1200-1215	0	1	0	0	1
1215-1230	0	0	0	0	0
1230-1245	1	0	0	0	1
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	5	0	0	5
1115-1215	0	2	0	0	2
1130-1230	0	2	0	0	2
1145-1245	1	1	0	0	2
1200-100	1	1	0	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	1	0	0	1
1115-1130	0	1	0	0	1
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	2	0	0	2
1230-1245	0	0	0	0	0
1245-100	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	2	0	0	2
1115-1215	0	1	0	0	1
1130-1230	0	2	0	0	2
1145-1245	0	2	0	0	2
1200-100	0	3	0	0	3

WILTEC

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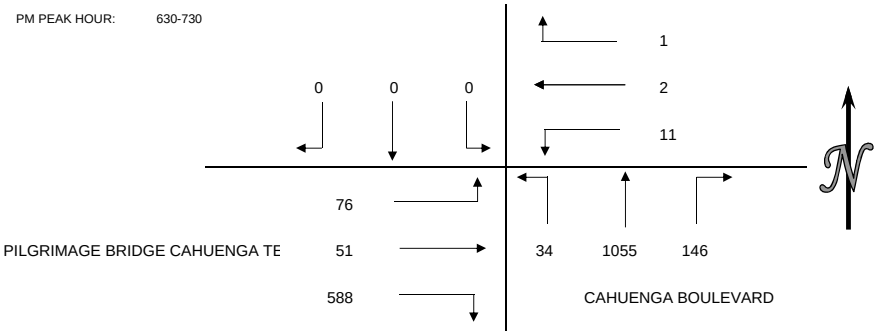
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD:		6:00 PM TO 9:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE CAHUENGA TERRACE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	1	0	2	6	246	13	72	7	13	360
615-630	0	0	0	0	0	4	11	246	8	127	9	15	420
630-645	0	0	0	0	1	1	27	288	10	147	7	20	501
645-700	0	0	0	1	1	7	37	249	9	143	11	17	475
700-715	0	0	0	0	0	2	43	255	8	160	15	17	500
715-730	0	0	0	0	0	1	39	263	7	138	18	22	488
730-745	0	0	0	3	0	1	35	276	11	104	8	17	455
745-800	0	0	0	3	0	4	16	239	10	144	15	17	448
800-815	0	0	0	1	0	3	7	228	11	119	5	19	393
815-830	0	0	0	1	0	0	0	213	5	50	1	5	275
830-845	0	0	0	2	0	1	0	184	8	24	2	10	231
845-900	0	0	0	0	0	3	3	158	8	31	0	6	209
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	2	2	14	81	1029	40	489	34	65	1756
615-715	0	0	0	1	2	14	118	1038	35	577	42	69	1896
630-730	0	0	0	1	2	11	146	1055	34	588	51	76	1964
645-745	0	0	0	4	1	11	154	1043	35	545	52	73	1918
700-800	0	0	0	6	0	8	133	1033	36	546	56	73	1891
715-815	0	0	0	7	0	9	97	1006	39	505	46	75	1784
730-830	0	0	0	8	0	8	58	956	37	417	29	58	1571
745-845	0	0	0	7	0	8	23	864	34	337	23	51	1347
800-900	0	0	0	4	0	7	10	783	32	224	8	40	1108

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	1	0	0	1
630-645	0	0	0	0	0
645-700	0	1	0	0	1
700-715	0	34	3	0	37
715-730	0	4	0	0	4
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	0	4	0	0	4
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	3	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	2	0	0	2
615-715	0	36	3	0	39
630-730	0	39	3	0	42
645-745	0	40	3	0	43
700-800	0	39	3	0	42
715-815	0	9	0	0	9
730-830	0	5	0	0	5
745-845	0	4	0	0	4
800-900	0	7	0	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	1	0	0	2
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	1	1	0	0	2
815-830	0	1	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	1	1	0	0	2
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	1	1	0	0	2
730-830	1	2	0	0	3
745-845	1	2	0	0	3
800-900	1	2	0	0	3

WILTEC

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5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 11:00 PM TO 1:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD.			NB HIGHLAND/CAHUENGA			AT HIGHLAND/CAHUENGA						EB SOUTH DRIVEWAY				EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
1100-1115	5	1	449	16	0	1	45	321	97	3	1	0	0	0	0	0	2	0	1	1	943
1115-1130	7	0	490	11	1	0	73	339	101	2	0	2	0	0	0	0	4	2	0	1	1033
1130-1145	4	2	506	9	0	0	54	324	76	7	1	3	0	0	0	0	2	0	2	0	990
1145-1200	10	0	530	12	0	1	58	337	102	8	2	2	0	0	0	0	2	2	1	2	1069
1200-1215	4	1	490	14	1	0	60	344	98	5	0	0	0	0	0	0	4	4	2	4	1031
1215-1230	6	2	489	16	2	2	58	344	129	11	0	5	0	1	0	0	4	0	6	10	1085
1230-1245	6	1	470	7	1	0	56	323	114	6	0	4	1	0	0	0	5	3	1	3	1001
1245-100	9	1	461	15	0	0	55	320	101	6	1	5	0	0	0	0	5	2	3	2	986

HOUR TOTALS

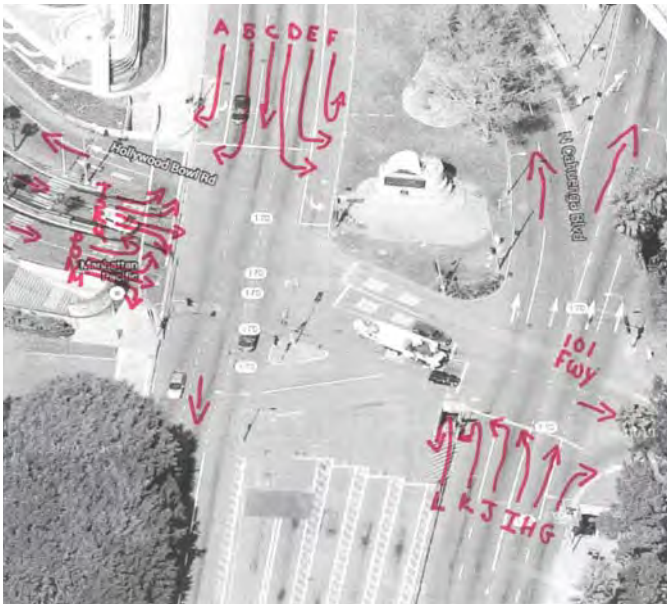
	SB HIGHLAND BLVD.			NB HIGHLAND/CAHUENGA			AT HIGHLAND/CAHUENGA						EB SOUTH DRIVEWAY				EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
1100-1200	26	3	1975	48	1	2	230	1321	376	20	4	7	0	0	0	0	10	4	4	4	4035
1115-1215	25	3	2016	46	2	1	245	1344	377	22	3	7	0	0	0	0	12	8	5	7	4123
1130-1230	24	5	2015	51	3	3	230	1349	405	31	3	10	0	1	0	0	12	6	11	16	4175
1145-1245	26	4	1979	49	4	3	232	1348	443	30	2	11	1	1	0	0	15	9	10	19	4186
1200-100	25	5	1910	52	4	2	229	1331	442	28	1	14	1	1	0	0	18	9	12	19	4103

PEDESTRIAN COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL	
1100-1115	2	0	0	1	3	
1115-1130	0	0	0	1	1	
1130-1145	0	0	0	1	1	
1145-1200	0	0	0	0	0	
1200-1215	0	0	0	1	1	
1215-1230	0	0	0	1	1	
1230-1245	0	0	0	0	0	
1245-100	1	0	0	1	2	
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL	
1100-1200	2	0	0	3	5	
1115-1215	0	0	0	3	3	
1130-1230	0	0	0	3	3	
1145-1245	0	0	0	2	2	
1200-100	1	0	0	3	4	

BICYCLE COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL	
1100-1115	0	0	0	1	1	
1115-1130	0	0	0	0	0	
1130-1145	0	0	0	1	1	
1145-1200	0	0	0	1	1	
1200-1215	0	0	0	1	1	
1215-1230	0	0	0	1	1	
1230-1245	0	0	0	0	0	
1245-100	0	0	0	0	0	
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL	
1100-1200	0	0	0	3	3	
1115-1215	0	0	0	3	3	
1130-1230	0	0	0	4	4	
1145-1245	0	0	0	3	3	
1200-100	0	0	0	2	2	



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

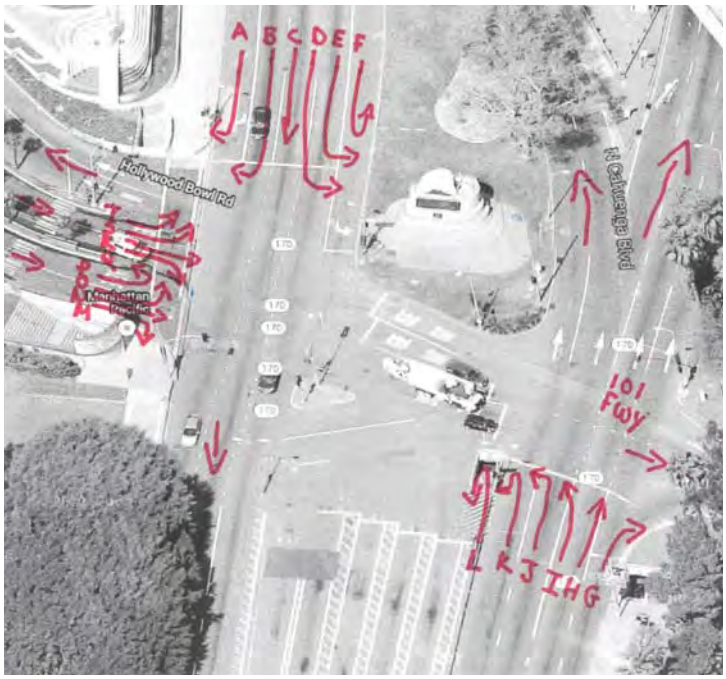
CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD			SB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
600-616	35	0	445	0	0	0	49	283	96	47	0	35	3	0	1	0	24	2	1	7	1028
615-630	47	0	423	0	0	0	35	232	70	57	0	29	6	0	0	0	9	8	2	10	928
630-645	45	0	317	0	0	0	57	320	100	60	7	36	1	2	2	1	6	4	1	11	970
645-700	30	0	274	1	0	0	30	165	59	78	12	36	6	4	0	6	3	3	0	11	718
700-715	20	0	250	0	0	0	31	225	55	55	1	34	4	3	0	3	0	5	0	8	694
715-730	27	0	301	0	0	0	33	283	88	40	0	58	13	2	0	2	3	7	0	9	866
730-745	23	0	288	0	0	0	46	227	56	35	3	56	8	2	0	2	4	3	2	11	766
745-800	22	0	329	0	1	0	27	225	62	19	5	37	0	0	0	0	5	0	1	7	740
800-815	4	0	410	3	0	0	46	319	78	19	0	35	2	1	0	0	3	1	0	0	921
815-830	10	6	441	12	1	1	44	201	28	15	2	16	0	0	0	2	3	4	0	0	786
830-845	6	2	391	9	1	0	39	315	55	12	2	10	1	0	1	1	6	0	2	3	856
845-900	3	0	354	8	1	2	43	268	34	11	0	7	0	1	0	0	1	0	3	5	741

HOUR TOTALS

	SB HIGHLAND BLVD			SB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
600-700	157	0	1459	1	0	0	171	1000	325	242	19	136	16	6	3	7	42	17	4	39	3644
615-715	142	0	1264	1	0	0	153	942	284	250	20	135	17	9	2	10	18	20	3	40	3310
630-730	122	0	1142	1	0	0	151	993	302	233	20	164	24	11	2	12	12	19	1	39	3248
645-745	100	0	1113	1	0	0	140	900	258	208	16	184	31	11	0	13	10	18	2	39	3044
700-800	92	0	1168	0	1	0	137	960	261	149	9	185	25	7	0	7	12	15	3	35	3066
715-815	76	0	1328	3	1	0	152	1054	284	113	8	186	23	5	0	4	15	11	3	27	3293
730-830	59	6	1468	15	2	1	163	972	224	88	10	144	10	3	0	4	15	8	3	18	3213
745-845	42	8	1571	24	3	1	156	1060	223	65	9	98	3	1	1	3	17	5	3	10	3303
800-900	23	8	1596	32	3	3	172	1103	195	57	4	68	3	2	1	3	13	5	5	8	3304



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

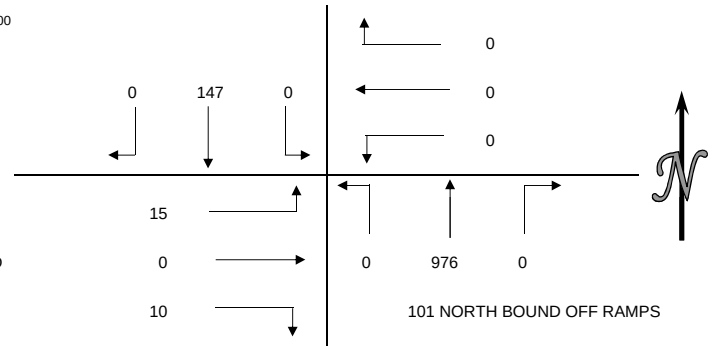
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	101 NORTH BOUND OFF RAMPS
	E/W	CAHUENGA BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	35	0	0	0	0	0	214	0	6	0	5	260
1115-1130	0	42	0	0	0	0	0	206	0	4	0	3	255
1130-1145	0	40	0	0	0	0	0	228	0	5	0	7	280
1145-1200	0	45	0	0	0	0	0	224	0	1	0	2	272
1200-1215	0	39	0	0	0	0	0	224	0	4	0	2	269
1215-1230	0	29	0	0	0	0	0	261	0	4	0	11	305
1230-1245	0	40	0	0	0	0	0	243	0	1	0	1	285
1245-100	0	39	0	0	0	0	0	248	0	1	0	1	289
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	162	0	0	0	0	0	872	0	16	0	17	1067
1115-1215	0	166	0	0	0	0	0	882	0	14	0	14	1076
1130-1230	0	153	0	0	0	0	0	937	0	14	0	22	1126
1145-1245	0	153	0	0	0	0	0	952	0	10	0	16	1131
1200-100	0	147	0	0	0	0	0	976	0	10	0	15	1148

MD PEAK HOUR: 1200-100



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	1	0	1
1145-1200	0	0	1	0	1
1200-1215	0	0	1	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	1	0	1
1245-100	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	2	0	2
1115-1215	0	0	3	0	3
1130-1230	0	0	3	0	3
1145-1245	0	0	3	0	3
1200-100	0	0	3	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	1	0	1
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	1	0	1
1200-100	0	0	1	0	1

WILTEC

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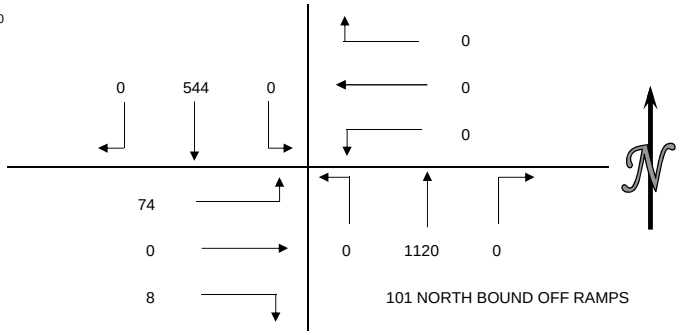
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD:		6:00 PM TO 9:00 PM
INTERSECTION:	N/S	101 NORTH BOUND OFF RAMPS
	E/W	CAHUENGA BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	68	0	0	0	0	0	256	0	1	0	5	330
615-630	0	137	0	0	0	0	0	266	0	2	0	7	412
630-645	0	162	0	0	0	0	0	274	0	1	0	14	451
645-700	0	123	0	0	0	0	0	297	0	4	0	23	447
700-715	0	144	0	0	0	0	0	252	0	0	0	14	410
715-730	0	115	0	0	0	0	0	297	0	3	0	23	438
730-745	0	128	0	0	0	0	0	271	0	4	0	25	428
745-800	0	153	0	0	0	0	0	270	0	1	0	2	426
800-815	0	143	0	0	0	0	0	212	0	0	0	3	358
815-830	0	55	0	0	0	0	0	233	0	2	0	4	294
830-845	0	33	0	0	0	0	0	194	0	0	0	6	233
845-900	0	28	0	0	0	0	0	138	0	1	0	5	172
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	490	0	0	0	0	0	1093	0	8	0	49	1640
615-715	0	566	0	0	0	0	0	1089	0	7	0	58	1720
630-730	0	544	0	0	0	0	0	1120	0	8	0	74	1746
645-745	0	510	0	0	0	0	0	1117	0	11	0	85	1723
700-800	0	540	0	0	0	0	0	1090	0	8	0	64	1702
715-815	0	539	0	0	0	0	0	1050	0	8	0	53	1650
730-830	0	479	0	0	0	0	0	986	0	7	0	34	1506
745-845	0	384	0	0	0	0	0	909	0	3	0	15	1311
800-900	0	259	0	0	0	0	0	777	0	3	0	18	1057

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	9	0	9
615-630	0	0	7	0	7
630-645	0	0	1	0	1
645-700	0	0	16	0	16
700-715	0	0	4	0	4
715-730	0	0	24	0	24
730-745	0	0	14	0	14
745-800	0	0	8	0	8
800-815	0	0	8	0	8
815-830	0	0	7	0	7
830-845	0	0	5	0	5
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	33	0	33
615-715	0	0	28	0	28
630-730	0	0	45	0	45
645-745	0	0	58	0	58
700-800	0	0	50	0	50
715-815	0	0	54	0	54
730-830	0	0	37	0	37
745-845	0	0	28	0	28
800-900	0	0	20	0	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

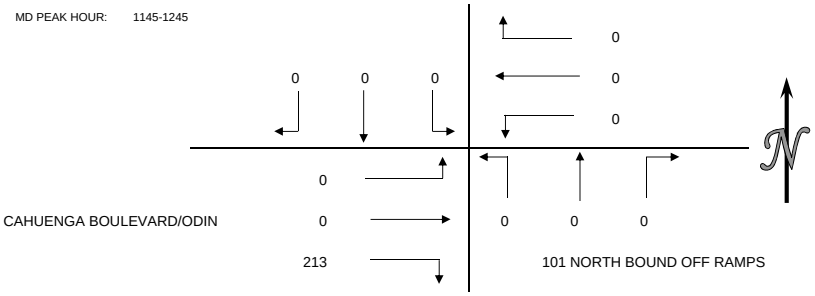
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	101 NORTH BOUND OFF RAMPS
	E/W	CAHUENGA BOULEVARD/ODIN
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	0	0	0	0	0	0	0	0	60	0	0	60
1115-1130	0	0	0	0	0	0	0	0	0	47	0	0	47
1130-1145	0	0	0	0	0	0	0	0	0	35	0	0	35
1145-1200	0	0	0	0	0	0	0	0	0	62	0	0	62
1200-1215	0	0	0	0	0	0	0	0	0	33	0	0	33
1215-1230	0	0	0	0	0	0	0	0	0	54	0	0	54
1230-1245	0	0	0	0	0	0	0	0	0	64	0	0	64
1245-100	0	0	0	0	0	0	0	0	0	53	0	0	53
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	0	0	0	0	0	0	0	0	204	0	0	204
1115-1215	0	0	0	0	0	0	0	0	0	177	0	0	177
1130-1230	0	0	0	0	0	0	0	0	0	184	0	0	184
1145-1245	0	0	0	0	0	0	0	0	0	213	0	0	213
1200-100	0	0	0	0	0	0	0	0	0	204	0	0	204

MD PEAK HOUR: 1145-1245



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

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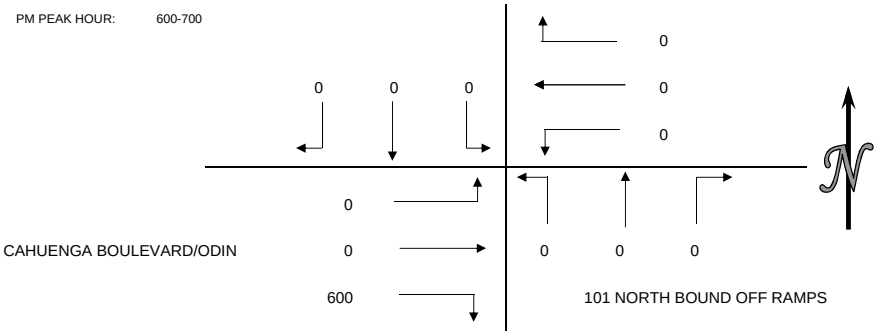
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S 101 NORTH BOUND OFF RAMPS
E/W CAHUENGA BOULEVARD/ODIN
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	0	0	0	0	0	0	115	0	0	115
615-630	0	0	0	0	0	0	0	0	0	132	0	0	132
630-645	0	0	0	0	0	0	0	0	0	144	0	0	144
645-700	0	0	0	0	0	0	0	0	0	209	0	0	209
700-715	0	0	0	0	0	0	0	0	0	105	0	0	105
715-730	0	0	0	0	0	0	0	0	0	128	0	0	128
730-745	0	0	0	0	0	0	0	0	0	126	0	0	126
745-800	0	0	0	0	0	0	0	0	0	59	0	0	59
800-815	0	0	0	0	0	0	0	0	0	48	0	0	48
815-830	0	0	0	0	0	0	0	0	0	29	0	0	29
830-845	0	0	0	0	0	0	0	0	0	30	0	0	30
845-900	0	0	0	0	0	0	0	0	0	28	0	0	28
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	0	0	0	0	0	0	600	0	0	600
615-715	0	0	0	0	0	0	0	0	0	590	0	0	590
630-730	0	0	0	0	0	0	0	0	0	586	0	0	586
645-745	0	0	0	0	0	0	0	0	0	568	0	0	568
700-800	0	0	0	0	0	0	0	0	0	418	0	0	418
715-815	0	0	0	0	0	0	0	0	0	361	0	0	361
730-830	0	0	0	0	0	0	0	0	0	262	0	0	262
745-845	0	0	0	0	0	0	0	0	0	166	0	0	166
800-900	0	0	0	0	0	0	0	0	0	135	0	0	135

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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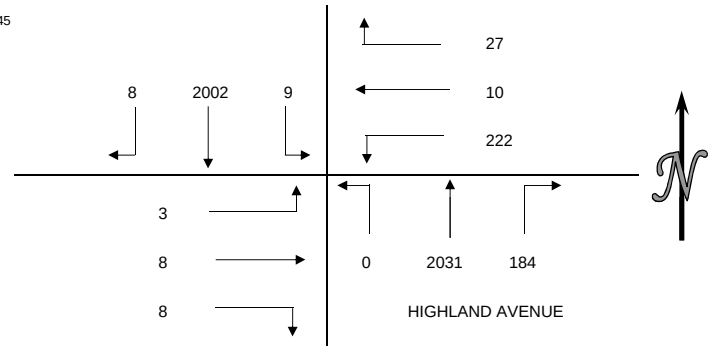
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	HIGHLAND AVENUE
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	472	4	4	0	59	49	451	0	1	2	0	1042
1115-1130	1	487	3	6	0	49	39	486	0	1	3	0	1075
1130-1145	3	500	5	4	1	44	37	492	0	0	2	2	1090
1145-1200	2	523	2	7	4	65	40	487	0	2	2	0	1134
1200-1215	3	509	3	7	2	45	46	490	0	3	1	1	1110
1215-1230	2	482	3	7	2	57	59	531	0	1	3	2	1149
1230-1245	1	488	1	6	2	55	39	523	0	2	2	0	1119
1245-100	1	460	2	12	3	52	39	471	0	3	0	1	1044
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	6	1982	14	21	5	217	165	1916	0	4	9	2	4341
1115-1215	9	2019	13	24	7	203	162	1955	0	6	8	3	4409
1130-1230	10	2014	13	25	9	211	182	2000	0	6	8	5	4483
1145-1245	8	2002	9	27	10	222	184	2031	0	8	8	3	4512
1200-100	7	1939	9	32	9	209	183	2015	0	9	6	4	4422

MD PEAK HOUR: 1145-1245



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	2	0	2	4
1115-1130	2	1	0	3	6
1130-1145	0	0	0	0	0
1145-1200	0	1	0	3	4
1200-1215	0	3	0	4	7
1215-1230	0	2	0	2	4
1230-1245	0	0	0	2	2
1245-100	0	1	1	4	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	2	4	0	8	14
1115-1215	2	5	0	10	17
1130-1230	0	6	0	9	15
1145-1245	0	6	0	11	17
1200-100	0	6	1	12	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

WILTEC

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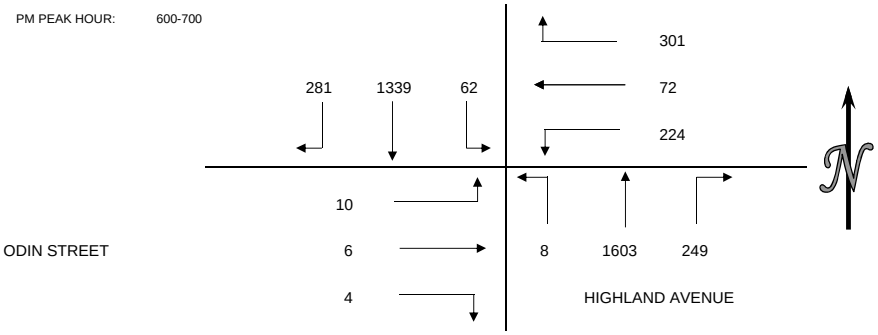
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	74	469	20	53	18	49	66	427	2	0	3	5	1186
615-630	73	387	16	56	16	56	66	419	4	1	0	2	1096
630-645	75	278	14	78	19	41	60	414	1	3	2	1	986
645-700	59	205	12	114	19	78	57	343	1	0	1	2	891
700-715	117	239	6	93	24	49	70	324	1	0	0	0	923
715-730	125	209	13	81	16	32	65	352	3	0	2	4	902
730-745	57	281	20	79	28	59	78	340	0	0	2	1	945
745-800	10	269	27	40	27	95	89	360	2	0	2	3	924
800-815	11	377	27	23	5	66	79	409	1	0	4	5	1007
815-830	18	399	12	15	6	49	57	343	3	0	5	6	913
830-845	2	375	8	18	8	26	51	402	9	3	3	2	907
845-900	1	331	2	2	0	37	19	334	6	0	2	3	737
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	281	1339	62	301	72	224	249	1603	8	4	6	10	4159
615-715	324	1109	48	341	78	224	253	1500	7	4	3	5	3896
630-730	376	931	45	366	78	200	252	1433	6	3	5	7	3702
645-745	358	934	51	367	87	218	270	1359	5	0	5	7	3661
700-800	309	998	66	293	95	235	302	1376	6	0	6	8	3694
715-815	203	1136	87	223	76	252	311	1461	6	0	10	13	3778
730-830	96	1326	86	157	66	269	303	1452	6	0	13	15	3789
745-845	41	1420	74	96	46	236	276	1514	15	3	14	16	3751
800-900	32	1482	49	58	19	178	206	1488	19	3	14	16	3564

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	37	1	69	107
615-630	0	97	3	109	209
630-645	0	146	0	132	278
645-700	0	111	1	173	285
700-715	4	217	0	299	520
715-730	2	307	1	241	551
730-745	2	343	0	430	775
745-800	2	245	0	250	497
800-815	0	258	0	149	407
815-830	29	89	0	69	187
830-845	19	17	9	39	84
845-900	8	6	4	19	37
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	391	5	483	879
615-715	4	571	4	713	1292
630-730	6	781	2	845	1634
645-745	8	978	2	1143	2131
700-800	10	1112	1	1220	2343
715-815	6	1153	1	1070	2230
730-830	33	935	0	898	1866
745-845	50	609	9	507	1175
800-900	56	370	13	276	715

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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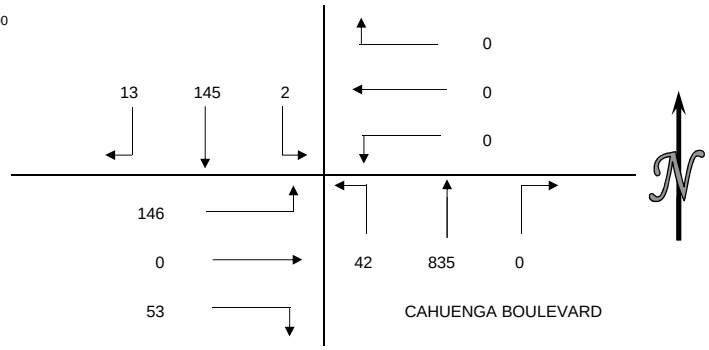
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	4	32	0	0	0	0	0	171	4	14	0	33	258
1115-1130	5	48	1	0	0	0	0	169	4	7	0	42	276
1130-1145	5	40	0	0	0	0	0	197	5	10	0	31	288
1145-1200	3	43	0	0	0	0	0	204	8	17	0	20	295
1200-1215	2	41	2	0	0	0	0	205	9	12	0	29	300
1215-1230	6	27	0	0	0	0	0	205	8	23	0	51	320
1230-1245	3	43	0	0	0	0	0	212	13	11	0	31	313
1245-100	2	34	0	0	0	0	0	213	12	7	0	35	303
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	17	163	1	0	0	0	0	741	21	48	0	126	1117
1115-1215	15	172	3	0	0	0	0	775	26	46	0	122	1159
1130-1230	16	151	2	0	0	0	0	811	30	62	0	131	1203
1145-1245	14	154	2	0	0	0	0	826	38	63	0	131	1228
1200-100	13	145	2	0	0	0	0	835	42	53	0	146	1236

MD PEAK HOUR: 1200-100



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	1	0	1
1145-1200	0	0	2	0	2
1200-1215	0	0	1	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	1	0	1
1245-100	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	3	0	3
1115-1215	0	0	4	0	4
1130-1230	0	0	4	0	4
1145-1245	0	0	4	0	4
1200-100	0	0	3	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	1	0	1
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	1	0	1
1200-100	0	0	1	0	1

WILTEC

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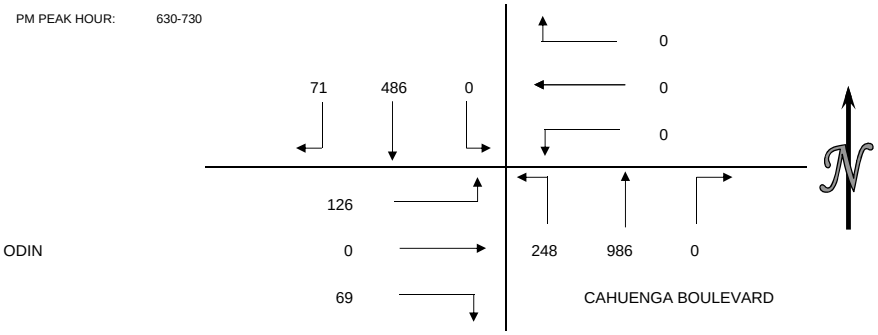
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD:		6:00 PM TO 9:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	5	64	0	0	0	0	0	225	31	19	0	30	374
615-630	18	121	0	0	0	0	0	232	41	14	0	31	457
630-645	26	137	0	0	0	0	0	269	57	13	0	32	534
645-700	16	111	0	0	0	0	0	231	61	15	0	34	468
700-715	15	129	0	0	0	0	0	242	64	16	0	29	495
715-730	14	109	0	0	0	0	0	244	66	25	0	31	489
730-745	19	113	0	0	0	0	0	237	52	18	0	39	478
745-800	24	120	0	0	0	0	0	225	30	17	0	33	449
800-815	29	124	0	0	0	0	0	178	14	20	0	31	396
815-830	5	52	0	0	0	0	0	177	11	14	0	37	296
830-845	4	25	0	0	0	0	0	173	16	14	0	30	262
845-900	4	23	0	0	0	0	0	134	13	12	0	22	208
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	65	433	0	0	0	0	0	957	190	61	0	127	1833
615-715	75	498	0	0	0	0	0	974	223	58	0	126	1954
630-730	71	486	0	0	0	0	0	986	248	69	0	126	1986
645-745	64	462	0	0	0	0	0	954	243	74	0	133	1930
700-800	72	471	0	0	0	0	0	948	212	76	0	132	1911
715-815	86	466	0	0	0	0	0	884	162	80	0	134	1812
730-830	77	409	0	0	0	0	0	817	107	69	0	140	1619
745-845	62	321	0	0	0	0	0	753	71	65	0	131	1403
800-900	42	224	0	0	0	0	0	662	54	60	0	120	1162

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	11	0	11
615-630	0	0	8	0	8
630-645	0	0	1	0	1
645-700	0	0	17	0	17
700-715	0	0	4	1	5
715-730	0	0	21	2	23
730-745	0	0	18	0	18
745-800	0	0	30	0	30
800-815	0	0	38	2	40
815-830	0	0	46	0	46
830-845	0	0	51	0	51
845-900	0	0	51	0	51
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	37	0	37
615-715	0	0	30	1	31
630-730	0	0	43	3	46
645-745	0	0	60	3	63
700-800	0	0	73	3	76
715-815	0	0	107	4	111
730-830	0	0	132	2	134
745-845	0	0	165	2	167
800-900	0	0	186	2	188

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	1	1
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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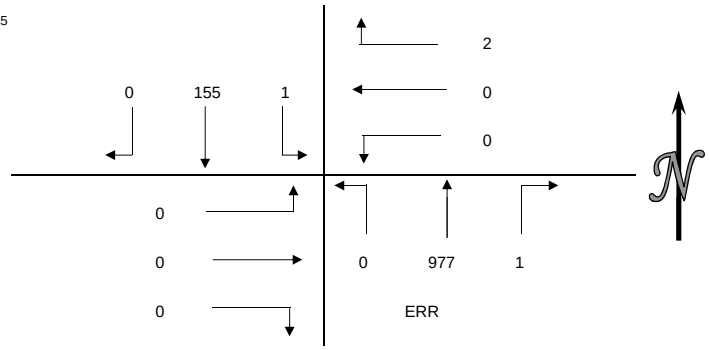
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	INBOUND DRIVEWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	36	0	0	0	0	0	209	0	0	0	0	245
1115-1130	0	52	0	0	0	0	0	226	0	0	0	0	278
1130-1145	0	38	0	0	0	0	0	213	0	0	0	0	251
1145-1200	0	39	1	1	0	0	0	237	0	0	0	0	278
1200-1215	0	41	0	0	0	0	0	226	0	0	0	0	267
1215-1230	0	36	0	0	0	0	0	262	0	0	0	0	298
1230-1245	0	39	0	1	0	0	1	252	0	0	0	0	293
1245-100	0	32	0	1	0	0	0	241	0	0	0	0	274
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	165	1	1	0	0	0	885	0	0	0	0	1052
1115-1215	0	170	1	1	0	0	0	902	0	0	0	0	1074
1130-1230	0	154	1	1	0	0	0	938	0	0	0	0	1094
1145-1245	0	155	1	2	0	0	1	977	0	0	0	0	1136
1200-100	0	148	0	2	0	0	1	981	0	0	0	0	1132

MD PEAK HOUR: 1145-1245



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	1	0	0	1
1115-1130	0	0	0	0	0
1130-1145	0	1	0	0	1
1145-1200	0	0	0	0	0
1200-1215	0	1	0	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	2	0	0	2
1115-1215	0	2	0	0	2
1130-1230	0	2	0	0	2
1145-1245	0	1	0	0	1
1200-100	0	1	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	1	0	0	1
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	1	0	0	1
1215-1230	0	1	0	0	1
1230-1245	0	0	0	0	0
1245-100	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	1	0	0	1
1115-1215	0	1	0	0	1
1130-1230	0	2	0	0	2
1145-1245	0	2	0	0	2
1200-100	0	3	0	0	3

WILTEC

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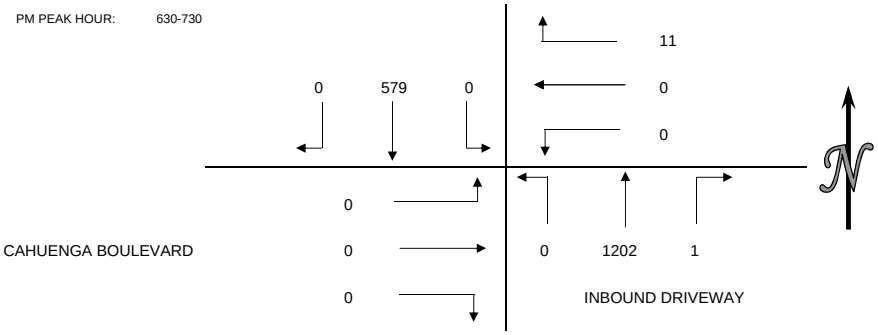
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W INBOUND DRIVEWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	66	0	4	0	1	0	267	0	0	0	0	338
615-630	0	141	0	3	0	0	1	272	0	0	0	0	417
630-645	0	156	0	2	0	0	0	287	0	0	0	0	445
645-700	0	140	0	4	0	0	0	305	0	0	0	0	449
700-715	0	148	0	1	0	0	1	295	0	0	0	0	445
715-730	0	135	0	4	0	0	0	315	0	0	0	0	454
730-745	0	116	0	1	0	0	0	311	0	0	0	0	428
745-800	0	157	0	2	0	1	0	269	0	0	0	0	429
800-815	0	137	0	2	0	0	0	214	0	0	0	0	353
815-830	0	29	0	1	0	0	0	229	0	0	0	0	259
830-845	0	23	0	0	0	1	0	190	0	0	0	0	214
845-900	0	40	0	1	0	0	1	180	0	0	0	0	222
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	503	0	13	0	1	1	1131	0	0	0	0	1649
615-715	0	585	0	10	0	0	2	1159	0	0	0	0	1756
630-730	0	579	0	11	0	0	1	1202	0	0	0	0	1793
645-745	0	539	0	10	0	0	1	1226	0	0	0	0	1776
700-800	0	556	0	8	0	1	1	1190	0	0	0	0	1756
715-815	0	545	0	9	0	1	0	1109	0	0	0	0	1664
730-830	0	439	0	6	0	1	0	1023	0	0	0	0	1469
745-845	0	346	0	5	0	2	0	902	0	0	0	0	1255
800-900	0	229	0	4	0	1	1	813	0	0	0	0	1048

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	1	0	0	1
630-645	0	0	0	0	0
645-700	0	2	0	0	2
700-715	0	0	0	0	0
715-730	0	2	0	0	2
730-745	0	3	0	0	3
745-800	0	2	0	0	2
800-815	0	6	0	0	6
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	3	0	0	3
615-715	0	3	0	0	3
630-730	0	4	0	0	4
645-745	0	7	0	0	7
700-800	0	7	0	0	7
715-815	0	13	0	0	13
730-830	0	11	0	0	11
745-845	0	9	0	0	9
800-900	0	9	0	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	1	0	0	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	1	0	0	1
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	1	0	0	1
730-830	0	1	0	0	1
745-845	0	1	0	0	1
800-900	0	1	0	0	1

Appendix C

Level of Service Worksheets

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1376	1	688	3	1379	690	0	1475	1	738	3	1478	1	739	0	1478	1	739
	Left-Through		1							1				1				1	
	Through	0	0	688	0	0	690	0	0	0	738	0	0	0	739	0	0	0	739
	Through-Right		0							0				0				0	
	Right	1023	1	**858**	0	1023	**858**	0	1097	1	**920**	0	1097	1	**920**	0	1097	1	**920**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	330	1	**330**	0	330	**330**	0	354	1	**354**	0	354	1	**354**	0	354	1	**354**
	Left-Through		0							0				0				0	
	Through	833	1	417	10	843	422	124	1017	1	509	10	1027	1	514	0	1027	1	514
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	240	0	**240**	0	240	**240**	125	382	0	**382**	0	382	0	**382**	0	382	0	**382**
	Through-Right		0							0				0				0	
	Right	393	1	0	0	393	0	0	421	1	0	0	421	1	0	0	421	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		858	*North-South:*		858	*North-South:*			920	*North-South:*			920	*North-South:*			920
		East-West:		570	*East-West:*		570	*East-West:*			736	*East-West:*			736	*East-West:*			736
		SUM:		1428	*SUM:*		1428	*SUM:*			1656	*SUM:*			1656	*SUM:*			1656
VOLUME/CAPACITY *(V/C)* RATIO:				1.002			1.002				1.162				1.162				1.162
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.902**			**0.902**				**1.062**				**1.062**				**1.062**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
2	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	696	2	348	0	696	348	0	746	2	373	0	746	2	373	0	746	2	373
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	2097	2	**747**	3	2100	**748**	0	2248	2	**801**	3	2251	2	**802**	0	2251	2	**802**
Through-Right		1							1				1				1	
Right	144	0	144	0	144	144	0	154	0	154	0	154	0	154	0	154	0	154
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	200	0	200	0	200	200	0	214	0	214	0	214	0	214	0	214	0	214
Left-Through		1							1				1				1	
Through	90	0	290	0	90	290	125	221	0	435	0	221	0	435	0	221	0	435
Through-Right		0							0				0				0	
Right	1597	2	**878**	0	1597	**878**	0	1712	2	**942**	0	1712	2	**942**	0	1712	2	**942**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		747	*North-South:*		748	*North-South:*			801	*North-South:*			802	*North-South:*			802
	East-West:		878	*East-West:*		878	*East-West:*			942	*East-West:*			942	*East-West:*			942
	SUM:		1625	*SUM:*		1626	*SUM:*			1743	*SUM:*			1744	*SUM:*			1744
VOLUME/CAPACITY *(V/C)* RATIO:			1.140			1.141				1.223				1.224				1.224
V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.040**			**1.041**				**1.123**				**1.124**				**1.124**
LEVEL OF SERVICE (LOS):			F			F				F				F				F

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	3
Existing Condition	0	0	0	3
Existing Plus Project	0	0	0	3
Future Condition W/O Project	0	0	0	3
Future Condition W/ Project	0	0	0	3
Future W/ Project W/ Mitigation	0	0	0	3

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	30	0	30	0	30	30	0	32	0	32	0	32	0	32	0	32	0	32
Left-Through		1							1				1				1	
Through	1180	2	**403**	0	1180	**403**	456	1721	2	**584**	0	1721	2	**584**	0	1721	2	**584**
Through-Right		0							0				0				0	
Right	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	109	0	109	0	109	109	0	117	0	117	0	117	0	117	0	117	0	117
Left-Through		1							1				1				1	
Through	11	0	120	17	28	137	0	12	0	129	17	29	0	146	0	29	0	146
Through-Right		0							0				0				0	
Right	540	1	**540**	0	540	**540**	0	579	1	**579**	0	579	1	**579**	0	579	1	**579**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
Left-Through		1							1				1				1	
Through	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5
Through-Right		0							0				0				0	
Right	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		403	*North-South:*		403	*North-South:*			584	*North-South:*			584	*North-South:*			584
	East-West:		545	*East-West:*		545	*East-West:*			584	*East-West:*			584	*East-West:*			584
	SUM:		948	*SUM:*		948	*SUM:*			1168	*SUM:*			1168	*SUM:*			1168
VOLUME/CAPACITY *(V/C)* RATIO:			0.632			0.632				0.779				0.779				0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.532**			**0.532**				**0.679**				**0.679**				**0.679**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

	NB--	SB--	EB--	WB--	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases					2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0	0	0	0	0
					0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?					2	2	2	2	2
Override Capacity					0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd/Highland Ave	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
Override Capacity			0			0			0				0					0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	696	0	696	0	696	696	0	746	0	746	0	746	0	746	0	746	0	746
	Left-Through		1							1				1				1	
	Through	1634	2	**1488**	0	1634	**1488**	704	2456	2	**1771**	0	2456	2	**1771**	0	2456	2	**1771**
	Through-Right		1							1				1				1	
	Right	140	0	1488	0	140	1488	3	153	0	1771	0	153	0	1771	0	153	0	1771
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	**50**	0	50	**50**	0	54	1	**54**	0	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	2520	3	840	0	2520	840	403	3105	3	1035	0	3105	3	1035	0	3105	3	1035
	Through-Right		0							0				0				0	
	Right	18	1	14	0	18	14	0	19	1	14	0	19	1	14	0	19	1	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	0	**9**	0	9	**9**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		1							1				1				1	
	Through	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Through-Right		0							0				0				0	
	Right	1	2	1	0	1	1	0	1	2	1	0	1	2	1	0	1	2	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1538	*North-South:*		1538	*North-South:*			1825	*North-South:*			1825	*North-South:*			1825
		East-West:		9	*East-West:*		9	*East-West:*			10	*East-West:*			10	*East-West:*			10
		SUM:		1547	*SUM:*		1547	*SUM:*			1835	*SUM:*			1835	*SUM:*			1835
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			1.031				1.223				1.223				1.223
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.931**			**0.931**				**1.123**				**1.123**				**1.123**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	20	0	20	10	30	30	0	21	0	21	10	31	0	31	0	31	0	31
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	3	0	**23**	0	3	**33**	0	3	0	**24**	0	3	0	**34**	0	3	0	**34**
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	575	1	575	1	576	576	0	616	1	616	1	617	1	617	0	617	1	617
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1161	2	**581**	7	1168	**584**	456	1701	2	**851**	7	1708	2	**854**	0	1708	2	**854**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		23	North-South:		33	North-South:			24	North-South:			34	North-South:			34
	East-West:		581	East-West:		584	East-West:			851	East-West:			854	East-West:			854
	SUM:		604	SUM:		617	SUM:			875	SUM:			888	SUM:			888
VOLUME/CAPACITY (V/C) RATIO:			0.403			0.411				0.583				0.592				0.592
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.403			0.411				0.583				0.592				0.592
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — Δ*v/c* after mitigation: 0.009

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Ave	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
7	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	2422	3	807	0	2422	807	707	3304	3	**1101**	0	3304	3	**1101**	0	3304	3	**1101**
Through-Right		0							0				0				0	
Right	253	1	171	3	256	174	0	271	1	182	3	274	1	185	0	274	1	185
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	14	1	14	0	14	14	0	15	1	**15**	0	15	1	**15**	0	15	1	**15**
Left-Through		0							0				0				0	
Through	2534	2	**849**	0	2534	**849**	403	3120	2	1045	0	3120	2	1045	0	3120	2	1045
Through-Right		1							1				1				1	
Right	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
Left-Through		1							1				1				1	
Through	4	1	3	0	4	3	0	4	1	3	0	4	1	3	0	4	1	3
Through-Right		0							0				0				0	
Right	7	1	**7**	0	7	**7**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	164	1	**164**	0	164	**164**	2	178	1	**178**	0	178	1	**178**	0	178	1	**178**
Left-Through		0							0				0				0	
Through	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
Through-Right		0							0				0				0	
Right	20	1	13	0	20	13	0	21	1	14	0	21	1	14	0	21	1	14
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		849	*North-South:*		849	*North-South:*			1116	*North-South:*			1116	*North-South:*			1116
	East-West:		171	*East-West:*		171	*East-West:*			186	*East-West:*			186	*East-West:*			186
	SUM:		1020	*SUM:*		1020	*SUM:*			1302	*SUM:*			1302	*SUM:*			1302
VOLUME/CAPACITY *(V/C)* RATIO:			0.680			0.680				0.868				0.868				0.868
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.580**			**0.580**				**0.768**				**0.768**				**0.768**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd N	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
8	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	214	1	**128**	3	217	**129**	0	229	1	**137**	3	232	1	**138**	0	232	1	**138**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	41	0	128	0	41	129	0	44	0	137	0	44	0	138	0	44	0	138
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	1	0	0	0	0	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	561	0	**580**	0	561	**580**	0	601	0	621	0	601	0	621	0	601	0	621
	Through-Right		1							1				1				1	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	8	1	**8**	0	8	**8**	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	962	1	481	3	965	483	456	1487	1	**744**	3	1490	1	**745**	0	1490	1	**745**
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	128		*North-South:*	129			*North-South:*	137			*North-South:*	138			*North-South:*	138
			East-West:	588		*East-West:*	588			*East-West:*	744			*East-West:*	745			*East-West:*	745
			SUM:	716		*SUM:*	717			*SUM:*	881			*SUM:*	883			*SUM:*	883
	VOLUME/CAPACITY *(V/C)* RATIO:			0.477			0.478				0.587				0.589				0.589
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.377**			**0.378**				**0.487**				**0.489**				**0.489**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **Δ*v/c* after mitigation:** 0.002

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	983	1	492	2	985	493	0	1054	1	527	2	1056	1	528	0	1056	1	528
Left-Through		1							1				1				1	
Through	0	0	492	0	0	493	0	0	0	527	0	0	0	528	0	0	0	528
Through-Right		0							0				0				0	
Right	896	1	**734**	0	896	**734**	0	961	1	**787**	0	961	1	**787**	0	961	1	**787**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	325	1	**325**	0	325	**325**	0	348	1	**348**	0	348	1	**348**	0	348	1	**348**
Left-Through		0							0				0				0	
Through	640	1	320	5	645	323	306	992	1	496	5	997	1	499	0	997	1	499
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		1							1				1				1	
Through	347	0	**347**	0	347	**347**	105	477	0	**477**	0	477	0	**477**	0	477	0	**477**
Through-Right		0							0				0				0	
Right	300	1	0	0	300	0	0	322	1	0	0	322	1	0	0	322	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		734	*North-South:*		734	*North-South:*			787	*North-South:*			787	*North-South:*			787
	East-West:		672	*East-West:*		672	*East-West:*			825	*East-West:*			825	*East-West:*			825
	SUM:		1406	*SUM:*		1406	*SUM:*			1612	*SUM:*			1612	*SUM:*			1612
VOLUME/CAPACITY *(V/C)* RATIO:			0.987			0.987				1.131				1.131				1.131
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.887**			**0.887**				**1.031**				**1.031**				**1.031**
LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
2	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3		EB-- 0	WB--	3		EB-- 0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	**0**	0	1	**0**	0	1	0	**0**	0	1	0	**0**	0	1	0	**0**
	Left-Through		0							0				0				0	
	Through	626	2	313	0	626	313	0	671	2	336	0	671	2	336	0	671	2	336
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1607	2	**597**	2	1609	**598**	0	1723	2	**640**	2	1725	2	**641**	0	1725	2	**641**
	Through-Right		1							1				1				1	
	Right	185	0	185	0	185	185	0	198	0	198	0	198	0	198	0	198	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	260	0	260	0	260	260	0	279	0	279	0	279	0	279	0	279	0	279
	Left-Through		1							1				1				1	
	Through	405	0	665	8	413	673	105	539	0	818	8	547	0	826	0	547	0	826
	Through-Right		0							0				0				0	
	Right	1474	2	**811**	4	1478	**813**	0	1580	2	**869**	4	1584	2	**871**	0	1584	2	**871**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		597	*North-South:*		598	*North-South:*			640	*North-South:*			641	*North-South:*			641
		East-West:		811	*East-West:*		813	*East-West:*			869	*East-West:*			871	*East-West:*			871
		SUM:		1408	*SUM:*		1411	*SUM:*			1509	*SUM:*			1512	*SUM:*			1512
VOLUME/CAPACITY *(V/C)* RATIO:				0.988			0.990				1.059				1.061				1.061
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.888**			**0.890**				**0.959**				**0.961**				**0.961**
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2	2		2	2		2	2	2		2	2	2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0	0		0	0	0		0	0	0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	0	0	NB-- 0 SB--	0	0	NB-- 0 SB--	0	0	0	NB-- 0 SB--	0	0	0	NB-- 0 SB--	0	0	0
		EB-- 0 WB--	0	0	EB-- 0 WB--	0	0	EB-- 0 WB--	0	0	0	EB-- 0 WB--	0	0	0	EB-- 0 WB--	0	0	0
	ATSAC-1 or ATSAC+ATCS-2?		2	2		2	2		2	2	2		2	2	2				2
	Override Capacity		0	0		0	0		0	0	0		0	0	0				0
NORTHBOUND	Left	68	0	68	0	68	68	0	73	0	73	0	73	0	73	0	73	0	73
	Left-Through		1							1				1				1	
	Through	2253	2	**774**	0	2253	**774**	395	2811	2	**961**	0	2811	2	**961**	0	2811	2	**961**
	Through-Right		0							0				0				0	
	Right	20	1	11	0	20	11	0	21	1	12	0	21	1	12	0	21	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	0	118	0	118	118	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through		1							1				1				1	
	Through	20	0	138	9	29	147	0	21	0	148	9	30	0	157	0	30	0	157
	Through-Right		0							0				0				0	
	Right	233	1	**233**	0	233	**233**	0	250	1	**250**	0	250	1	**250**	0	250	1	**250**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	18	1	**18**	0	18	**18**	0	19	1	**19**	0	19	1	**19**	0	19	1	**19**
	Left-Through		0							0				0				0	
	Through	1	0	8	0	1	17	0	1	0	9	0	1	0	18	0	1	0	18
	Through-Right		1							1				1				1	
	Right	7	0	0	9	16	0	0	8	0	0	9	17	0	0	0	17	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		774	North-South:		774	North-South:			961	North-South:			961	North-South:			961
		East-West:		251	East-West:		251	East-West:			269	East-West:			269	East-West:			269
		SUM:		1025	SUM:		1025	SUM:			1230	SUM:			1230	SUM:			1230
	VOLUME/CAPACITY (V/C) RATIO:			0.683			0.683				0.820				0.820				0.820
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.583**			**0.583**				**0.720**				**0.720**				**0.720**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.000**	**Δ*v/c* after mitigation:**	**0.000**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd/Highland Ave	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	688	0	688	0	688	688	0	738	0	**738**	0	738	0	**738**	0	738	0	**738**
Left-Through		1							1				1				1	
Through	1896	2	**1545**	0	1896	**1548**	579	2612	2	1802	0	2612	2	1805	0	2612	2	1805
Through-Right		1							1				1				1	
Right	155	0	1545	13	168	1548	2	168	0	1802	13	181	0	1805	0	181	0	1805
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	1	**0**	0	0	**0**	0	0	1	0	0	0	1	0	0	0	1	0
Left-Through		0							0				0				0	
Through	2288	3	763	0	2288	763	1014	3467	3	**1156**	0	3467	3	**1156**	0	3467	3	**1156**
Through-Right		0							0				0				0	
Right	175	1	175	0	175	175	0	188	1	188	0	188	1	188	0	188	1	188
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	40	0	40	0	40	40	0	43	0	43	0	43	0	43	0	43	0	43
Left-Through		1							1				1				1	
Through	94	1	**67**	0	94	**67**	0	101	1	**72**	0	101	1	**72**	0	101	1	**72**
Through-Right		0							0				0				0	
Right	103	2	57	0	103	57	0	110	2	61	0	110	2	61	0	110	2	61
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		1545	North-South:		1548	North-South:			1894	North-South:			1894	North-South:			1894
	East-West:		67	East-West:		67	East-West:			72	East-West:			72	East-West:			72
	SUM:		1612	SUM:		1615	SUM:			1966	SUM:			1966	SUM:			1966
VOLUME/CAPACITY (*V/C*) RATIO:			1.075			1.077				1.311				1.311				1.311
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.975			0.977				1.211				1.211				1.211
LEVEL OF SERVICE (LOS):			E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity						0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	93	0	93	5	98	98	0	100	0	100	5	105	0	105	0	105	0	105
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	4	0	**97**	0	4	**102**	0	4	0	**104**	0	4	0	**109**	0	4	0	**109**
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	244	1	244	22	266	266	0	262	1	262	22	284	1	284	0	284	1	284
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	2224	2	**1112**	4	2228	**1114**	395	2779	2	**1390**	4	2783	2	**1392**	0	2783	2	**1392**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		97	*North-South:*		102	*North-South:*			104	*North-South:*			109	*North-South:*			109
	East-West:		1112	*East-West:*		1114	*East-West:*			1390	*East-West:*			1392	*East-West:*			1392
	SUM:		1209	*SUM:*		1216	*SUM:*			1494	*SUM:*			1501	*SUM:*			1501
VOLUME/CAPACITY *(V/C)* RATIO:			0.806			0.811				0.996				1.001				1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.806			0.811				0.996				1.001				1.001
LEVEL OF SERVICE (LOS):			D			D				E				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Ave	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
7	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	3	0	0	0	3	0	0	3	0	**0**	0	3	0	**0**	0	3	0	**0**
Left-Through		0							0				0				0	
Through	2648	3	**883**	0	2648	**883**	581	3420	3	1140	0	3420	3	1140	0	3420	3	1140
Through-Right		0							0				0				0	
Right	307	1	243	2	309	243	0	329	1	259	2	331	1	259	0	331	1	259
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	52	1	**52**	0	52	**52**	0	56	1	56	0	56	1	56	0	56	1	56
Left-Through		0							0				0				0	
Through	2303	2	815	0	2303	815	1014	3483	2	**1212**	0	3483	2	**1212**	0	3483	2	**1212**
Through-Right		1							1				1				1	
Right	142	0	142	0	142	142	0	152	0	152	0	152	0	152	0	152	0	152
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
Left-Through		1							1				1				1	
Through	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
Through-Right		0							0				0				0	
Right	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	128	1	**128**	4	132	**132**	3	140	1	**140**	4	144	1	**144**	0	144	1	**144**
Left-Through		0							0				0				0	
Through	27	1	27	0	27	27	0	29	1	29	0	29	1	29	0	29	1	29
Through-Right		0							0				0				0	
Right	81	1	55	13	94	68	0	87	1	59	13	100	1	72	0	100	1	72
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		935	*North-South:*		935	*North-South:*			1212	*North-South:*			1212	*North-South:*			1212
	East-West:		132	*East-West:*		136	*East-West:*			144	*East-West:*			148	*East-West:*			148
	SUM:		1067	*SUM:*		1071	*SUM:*			1356	*SUM:*			1360	*SUM:*			1360
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.714				0.904				0.907				0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.611**			**0.614**				**0.804**				**0.807**				**0.807**
LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd N	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
8	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	270	1	**161**	2	272	**162**	0	289	1	**172**	2	291	1	**173**	0	291	1	**173**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	51	0	161	0	51	162	0	55	0	172	0	55	0	173	0	55	0	173
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	1	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	237	0	247	4	241	268	0	254	0	265	4	258	0	286	0	258	0	286
	Through-Right		1							1				1				1	
	Right	10	0	0	17	27	0	0	11	0	0	17	28	0	0	0	28	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	71	1	71	0	71	71	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1954	1	**977**	2	1956	**978**	395	2490	1	**1245**	2	2492	1	**1246**	0	2492	1	**1246**
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		161	*North-South:*		162	*North-South:*			172	*North-South:*			173	*North-South:*			173
		East-West:		977	*East-West:*		978	*East-West:*			1245	*East-West:*			1246	*East-West:*			1246
		SUM:		1138	*SUM:*		1140	*SUM:*			1417	*SUM:*			1419	*SUM:*			1419
	VOLUME/CAPACITY *(V/C)* RATIO:			0.759			0.760				0.945				0.946				0.946
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.659**			**0.660**				**0.845**				**0.846**				**0.846**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3		EB-- 0	WB--	3		EB-- 0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1132	1	566	1	1133	567	0	1214	1	607	1	1215	1	608	0	1215	1	608
	Left-Through		1							1				1				1	
	Through	0	0	566	0	0	567	0	0	0	607	0	0	0	608	0	0	0	608
	Through-Right		0							0				0				0	
	Right	960	1	**773**	0	960	**773**	0	1029	1	**829**	0	1029	1	**829**	0	1029	1	**829**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	374	1	**374**	0	374	**374**	0	401	1	**401**	0	401	1	**401**	0	401	1	**401**
	Left-Through		0							0				0				0	
	Through	711	1	356	4	715	358	306	1068	1	534	4	1072	1	536	0	1072	1	536
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	301	0	**301**	0	301	**301**	105	428	0	**428**	0	428	0	**428**	0	428	0	**428**
	Through-Right		0							0				0				0	
	Right	224	1	0	0	224	0	0	240	1	0	0	240	1	0	0	240	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	773		*North-South:*	773			*North-South:*	829			*North-South:*	829			*North-South:*	829
			East-West:	675		*East-West:*	675			*East-West:*	829			*East-West:*	829			*East-West:*	829
			SUM:	1448		*SUM:*	1448			*SUM:*	1658			*SUM:*	1658			*SUM:*	1658
VOLUME/CAPACITY *(V/C)* RATIO:				1.016			1.016				1.164				1.164				1.164
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.916**			**0.916**				**1.064**				**1.064**				**1.064**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
2	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	3	0	**0**	0	3	**0**	0	3	0	**0**	0	3	0	**0**	0	3	0	**0**
Left-Through		0							0				0				0	
Through	586	2	293	0	586	293	0	628	2	314	0	628	2	314	0	628	2	314
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1846	2	**667**	1	1847	**667**	0	1979	2	**715**	1	1980	2	**715**	0	1980	2	**715**
Through-Right		1							1				1				1	
Right	154	0	154	0	154	154	0	165	0	165	0	165	0	165	0	165	0	165
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	241	0	241	0	241	241	0	258	0	258	0	258	0	258	0	258	0	258
Left-Through		1							1				1				1	
Through	354	0	595	1	355	596	105	485	0	743	1	486	0	744	0	486	0	744
Through-Right		0							0				0				0	
Right	1463	2	**805**	1	1464	**805**	0	1569	2	**863**	1	1570	2	**864**	0	1570	2	**864**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		667	*North-South:*		667	*North-South:*			715	*North-South:*			715	*North-South:*			715
	East-West:		805	*East-West:*		805	*East-West:*			863	*East-West:*			864	*East-West:*			864
	SUM:		1472	*SUM:*		1472	*SUM:*			1578	*SUM:*			1579	*SUM:*			1579
VOLUME/CAPACITY *(V/C)* RATIO:			1.033			1.033				1.107				1.108				1.108
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.933			0.933				1.007				1.008				1.008
LEVEL OF SERVICE (LOS):			E			E				F				F				F

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	3
Existing Plus Project	0	0	0	3
Future Condition W/O Project	0	0	0	3
Future Condition W/ Project	0	0	0	3
Future W/ Project W/ Mitigation	0	0	0	3

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	64	0	64	0	64	64	0	69	0	69	0	69	0	69	0	69	0	69
Left-Through		1							1				1				1	
Through	1866	2	**643**	0	1866	**643**	395	2396	2	**822**	0	2396	2	**822**	0	2396	2	**822**
Through-Right		0							0				0				0	
Right	40	1	36	0	40	36	0	43	1	38	0	43	1	38	0	43	1	38
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	107	0	107	0	107	107	0	115	0	115	0	115	0	115	0	115	0	115
Left-Through		1							1				1				1	
Through	28	0	135	7	35	142	0	30	0	145	7	37	0	152	0	37	0	152
Through-Right		0							0				0				0	
Right	460	1	**460**	0	460	**460**	0	493	1	**493**	0	493	1	**493**	0	493	1	**493**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	9	1	**9**	0	9	**9**	0	10	1	**10**	0	10	1	**10**	0	10	1	**10**
Left-Through		0							0				0				0	
Through	3	0	10	0	3	11	0	3	0	11	0	3	0	12	0	3	0	12
Through-Right		1							1				1				1	
Right	7	0	0	1	8	0	0	8	0	0	1	9	0	0	0	9	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		643	*North-South:*		643	*North-South:*			822	*North-South:*			822	*North-South:*			822
	East-West:		469	*East-West:*		469	*East-West:*			503	*East-West:*			503	*East-West:*			503
	SUM:		1112	*SUM:*		1112	*SUM:*			1325	*SUM:*			1325	*SUM:*			1325
VOLUME/CAPACITY *(V/C)* RATIO:			0.741			0.741				0.883				0.883				0.883
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.641**			**0.641**				**0.783**				**0.783**				**0.783**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd/Highland Ave	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	722	0	722	0	722	722	0	774	0	774	0	774	0	774	0	774	0	774
	Left-Through		1							1				1				1	
	Through	1457	2	**1483**	0	1457	**1484**	579	2141	2	**1735**	0	2141	2	**1736**	0	2141	2	**1736**
	Through-Right		1							1				1				1	
	Right	143	0	1483	2	145	1484	2	155	0	1735	2	157	0	1736	0	157	0	1736
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	1	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	1688	3	563	0	1688	563	1014	2824	3	941	0	2824	3	941	0	2824	3	941
	Through-Right		0							0				0				0	
	Right	126	1	126	0	126	126	0	135	1	135	0	135	1	135	0	135	1	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1							1				1				1	
	Through	31	1	24	0	31	24	0	33	1	26	0	33	1	26	0	33	1	26
	Through-Right		0							0				0				0	
	Right	63	2	**35**	0	63	**35**	0	68	2	**37**	0	68	2	**37**	0	68	2	**37**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		1483	North-South:		1484	North-South:			1735	North-South:			1736	North-South:			1736
		East-West:		35	East-West:		35	East-West:			37	East-West:			37	East-West:			37
		SUM:		1518	SUM:		1519	SUM:			1772	SUM:			1773	SUM:			1773
VOLUME/CAPACITY (V/C) RATIO:				1.012			1.013				1.181				1.182				1.182
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912			0.913				1.081				1.082				1.082
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity						0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	4	74	74	0	75	0	75	4	79	0	79	0	79	0	79
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	7	0	**77**	0	7	**81**	0	8	0	**83**	0	8	0	**87**	0	8	0	**87**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	431	1	431	3	434	434	0	462	1	462	3	465	1	465	0	465	1	465
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1875	2	**938**	3	1878	**939**	395	2405	2	**1203**	3	2408	2	**1204**	0	2408	2	**1204**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	77		*North-South:*	81		*North-South:*		83		*North-South:*		87		*North-South:*		87
			East-West:	938		*East-West:*	939		*East-West:*		1203		*East-West:*		1204		*East-West:*		1204
			SUM:	1015		*SUM:*	1020		*SUM:*		1286		*SUM:*		1291		*SUM:*		1291
VOLUME/CAPACITY *(V/C)* RATIO:				0.677			0.680				0.857				0.861				0.861
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.677			0.680				0.857				0.861				0.861
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Ave	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
7	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
Left-Through		0							0				0				0	
Through	2164	3	**721**	0	2164	**721**	581	2901	3	**967**	0	2901	3	**967**	0	2901	3	**967**
Through-Right		0							0				0				0	
Right	264	1	181	1	265	182	0	283	1	193	1	284	1	193	0	284	1	193
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	63	1	**63**	0	63	**63**	0	68	1	**68**	0	68	1	**68**	0	68	1	**68**
Left-Through		0							0				0				0	
Through	1525	2	602	0	1525	602	1014	2649	2	983	0	2649	2	983	0	2649	2	983
Through-Right		1							1				1				1	
Right	280	0	280	0	280	280	0	300	0	300	0	300	0	300	0	300	0	300
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	8	0	8	0	8	8	0	9	0	9	0	9	0	9	0	9	0	9
Left-Through		1							1				1				1	
Through	1	1	**1**	0	1	**1**	0	1	1	**1**	0	1	1	**1**	0	1	1	**1**
Through-Right		0							0				0				0	
Right	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	166	1	**166**	1	167	**167**	3	181	1	**181**	1	182	1	**182**	0	182	1	**182**
Left-Through		0							0				0				0	
Through	55	1	55	0	55	55	0	59	1	59	0	59	1	59	0	59	1	59
Through-Right		0							0				0				0	
Right	176	1	145	2	178	147	0	189	1	155	2	191	1	157	0	191	1	157
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		784	*North-South:*		784	*North-South:*			1035	*North-South:*			1035	*North-South:*			1035
	East-West:		167	*East-West:*		168	*East-West:*			182	*East-West:*			183	*East-West:*			183
	SUM:		951	*SUM:*		952	*SUM:*			1217	*SUM:*			1218	*SUM:*			1218
VOLUME/CAPACITY *(V/C)* RATIO:			0.634			0.635				0.811				0.812				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.534**			**0.535**				**0.711**				**0.712**				**0.712**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd N	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
8	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	207	1	**135**	1	208	**135**	0	222	1	**144**	1	223	1	**145**	0	223	1	**145**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	62	0	135	0	62	135	0	66	0	144	0	66	0	145	0	66	0	145
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	1	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	399	0	435	1	400	438	0	428	0	467	1	429	0	470	0	429	0	470
	Through-Right		1							1				1				1	
	Right	36	0	0	2	38	0	0	39	0	0	2	41	0	0	0	41	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	172	1	172	0	172	172	0	184	1	184	0	184	1	184	0	184	1	184
	Left-Through		0							0				0				0	
	Through	1671	1	**836**	1	1672	**836**	395	2187	1	**1094**	1	2188	1	**1094**	0	2188	1	**1094**
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	135		*North-South:*	135			*North-South:*	144			*North-South:*	145			*North-South:*	145
			East-West:	836		*East-West:*	836			*East-West:*	1094			*East-West:*	1094			*East-West:*	1094
			SUM:	971		*SUM:*	971			*SUM:*	1238			*SUM:*	1239			*SUM:*	1239
	VOLUME/CAPACITY *(V/C)* RATIO:			0.647			0.647				0.825				0.826				0.826
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.547**			**0.547**				**0.725**				**0.726**				**0.726**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	638	1	319	8	646	323	0	684	1	342	8	692	1	346	0	692	1	346
	Left-Through		1							1				1				1	
	Through	0	0	319	0	0	323	0	0	0	342	0	0	0	346	0	0	0	346
	Through-Right		0							0				0				0	
	Right	729	1	**614**	0	729	**614**	0	782	1	**658**	0	782	1	**658**	0	782	1	**658**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	231	1	**231**	0	231	**231**	0	248	1	**248**	0	248	1	**248**	0	248	1	**248**
	Left-Through		0							0				0				0	
	Through	433	1	217	23	456	228	333	797	1	399	23	820	1	410	0	820	1	410
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	239	0	**239**	0	239	**239**	179	435	0	**435**	0	435	0	**435**	0	435	0	**435**
	Through-Right		0							0				0				0	
	Right	236	1	0	0	236	0	0	253	1	0	0	253	1	0	0	253	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		614	*North-South:*		614	*North-South:*			658	*North-South:*			658	*North-South:*			658
		East-West:		470	*East-West:*		470	*East-West:*			683	*East-West:*			683	*East-West:*			683
		SUM:		1084	*SUM:*		1084	*SUM:*			1341	*SUM:*			1341	*SUM:*			1341
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.761				0.941				0.941				0.941
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.661**				**0.841**				**0.841**				**0.841**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
2	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	3	EB--	0 WB--	3	EB--	0 WB--	3	EB--	0 WB--	3	EB--	0 WB--	3	EB--	0 WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**0**	0	3	**0**	0	3	0	**0**	0	3	0	**0**	0	3	0	**0**
	Left-Through		0							0				0				0	
	Through	455	2	228	0	455	228	0	488	2	244	0	488	2	244	0	488	2	244
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1220	2	**455**	8	1228	**458**	0	1308	2	**488**	8	1316	2	**490**	0	1316	2	**490**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	0	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	140	0	140	0	140	140	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through		1							1				1				1	
	Through	69	0	209	3	72	212	179	253	0	403	3	256	0	406	0	256	0	406
	Through-Right		0							0				0				0	
	Right	729	2	**401**	1	730	**402**	0	782	2	**430**	1	783	2	**431**	0	783	2	**431**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		455	*North-South:*		458	*North-South:*			488	*North-South:*			490	*North-South:*			490
		East-West:		401	*East-West:*		402	*East-West:*			430	*East-West:*			431	*East-West:*			431
		SUM:		856	*SUM:*		860	*SUM:*			918	*SUM:*			921	*SUM:*			921
VOLUME/CAPACITY *(V/C)* RATIO:				0.601			0.604				0.644				0.646				0.646
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.501**			**0.504**				**0.544**				**0.546**				**0.546**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	37	0	37	0	37	37	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		1							1				1				1	
	Through	928	2	**322**	0	928	**322**	658	1653	2	**564**	0	1653	2	**564**	0	1653	2	**564**
	Through-Right		0							0				0				0	
	Right	11	1	9	0	11	9	0	12	1	10	0	12	1	10	0	12	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	63	0	63	0	63	63	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through		1							1				1				1	
	Through	3	0	66	39	42	105	0	3	0	71	39	42	0	110	0	42	0	110
	Through-Right		0							0				0				0	
	Right	150	1	**150**	0	150	**150**	0	161	1	**161**	0	161	1	**161**	0	161	1	**161**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	3	0	7	0	3	10	0	3	0	7	0	3	0	10	0	3	0	10
	Through-Right		1							1				1				1	
	Right	4	0	0	3	7	0	0	4	0	0	3	7	0	0	0	7	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		322	*North-South:*		322	*North-South:*			564	*North-South:*			564	*North-South:*			564
		East-West:		154	*East-West:*		154	*East-West:*			165	*East-West:*			165	*East-West:*			165
		SUM:		476	*SUM:*		476	*SUM:*			729	*SUM:*			729	*SUM:*			729
	VOLUME/CAPACITY *(V/C)* RATIO:			0.317			0.317				0.486				0.486				0.486
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.217			0.217				0.386				0.386				0.386
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **Δ*v/c* after mitigation:** 0.000

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd/Highland Ave	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	SB--	0		NB--	SB--	0		NB--	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	WB--	0		EB--	WB--	0		EB--	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
Override Capacity			0			0			0				0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	486	0	486	0	486	486	0	521	0	**521**	0	521	0	**521**	0	521	0	**521**
	Left-Through		1							1				1				1	
	Through	1348	2	**1124**	0	1348	**1125**	953	2398	2	1444	0	2398	2	1445	0	2398	2	1445
	Through-Right		1							1				1				1	
	Right	232	0	1124	4	236	1125	3	252	0	1444	4	256	0	1445	0	256	0	1445
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	56	1	**56**	0	56	**56**	0	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	1979	3	660	0	1979	660	1094	3216	3	**1072**	0	3216	3	**1072**	0	3216	3	**1072**
	Through-Right		0							0				0				0	
	Right	30	1	16	0	30	16	0	32	1	17	0	32	1	17	0	32	1	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	29	0	**29**	0	29	**29**	0	31	0	**31**	0	31	0	**31**	0	31	0	**31**
	Left-Through		1							1				1				1	
	Through	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Through-Right		0							0				0				0	
	Right	16	2	5	0	16	5	0	17	2	5	0	17	2	5	0	17	2	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1180	*North-South:*		1181	*North-South:*			1593	*North-South:*			1593	*North-South:*			1593
		East-West:		29	*East-West:*		29	*East-West:*			31	*East-West:*			31	*East-West:*			31
		SUM:		1209	*SUM:*		1210	*SUM:*			1624	*SUM:*			1624	*SUM:*			1624
VOLUME/CAPACITY *(V/C)* RATIO:				0.806			0.807				1.083				1.083				1.083
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.706**			**0.707**				**0.983**				**0.983**				**0.983**
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	15	0	15	23	38	38	0	16	0	16	23	39	0	39	0	39	0	39
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	10	0	**25**	0	10	**48**	0	11	0	**27**	0	11	0	**50**	0	11	0	**50**
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	147	1	147	7	154	154	0	158	1	158	7	165	1	165	0	165	1	165
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	976	2	**488**	16	992	**496**	658	1704	2	**852**	16	1720	2	**860**	0	1720	2	**860**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		25	North-South:		48	North-South:			27	North-South:			50	North-South:			50
	East-West:		488	East-West:		496	East-West:			852	East-West:			860	East-West:			860
	SUM:		513	SUM:		544	SUM:			879	SUM:			910	SUM:			910
VOLUME/CAPACITY (V/C) RATIO:			0.342			0.363				0.586				0.607				0.607
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.342			0.363				0.586				0.607				0.607
LEVEL OF SERVICE (LOS):			A			A				A				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.021 — Δ*v/c* after mitigation: 0.021

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Ave	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
7	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	2031	3	**677**	0	2031	**677**	956	3134	3	1045	0	3134	3	1045	0	3134	3	1045
Through-Right		0							0				0				0	
Right	184	1	73	8	192	81	0	197	1	76	8	205	1	84	0	205	1	84
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	9	1	**9**	0	9	**9**	0	10	1	10	0	10	1	10	0	10	1	10
Left-Through		0							0				0				0	
Through	2002	2	670	0	2002	670	1094	3240	2	**1083**	0	3240	2	**1083**	0	3240	2	**1083**
Through-Right		1							1				1				1	
Right	8	0	8	0	8	8	0	9	0	9	0	9	0	9	0	9	0	9
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
Left-Through		1							1				1				1	
Through	8	1	6	0	8	6	0	9	1	6	0	9	1	6	0	9	1	6
Through-Right		0							0				0				0	
Right	8	1	**8**	0	8	**8**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	222	1	**222**	1	223	**223**	4	242	1	**242**	1	243	1	**243**	0	243	1	**243**
Left-Through		0							0				0				0	
Through	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
Through-Right		0							0				0				0	
Right	27	1	23	4	31	27	0	29	1	24	4	33	1	28	0	33	1	28
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		686	*North-South:*		686	*North-South:*			1083	*North-South:*			1083	*North-South:*			1083
	East-West:		230	*East-West:*		231	*East-West:*			251	*East-West:*			252	*East-West:*			252
	SUM:		916	*SUM:*		917	*SUM:*			1334	*SUM:*			1335	*SUM:*			1335
VOLUME/CAPACITY *(V/C)* RATIO:			0.611			0.611				0.889				0.890				0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.511			0.511				0.789				0.790				0.790
LEVEL OF SERVICE (LOS):			A			A				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd N	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
8	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	**100**	8	154	**104**	0	157	1	**107**	8	165	1	**111**	0	165	1	**111**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	53	0	100	0	53	104	0	57	0	107	0	57	0	111	0	57	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	1	**2**	0	2	**2**	0	2	1	**2**	0	2	1	**2**	0	2	1	**2**
	Left-Through		0							0				0				0	
	Through	145	0	158	1	146	165	0	155	0	169	1	156	0	176	0	156	0	176
	Through-Right		1							1				1				1	
	Right	13	0	0	6	19	0	0	14	0	0	6	20	0	0	0	20	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	42	0	42	42	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	835	1	**418**	8	843	**422**	658	1553	1	**777**	8	1561	1	**781**	0	1561	1	**781**
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		100	*North-South:*		104	*North-South:*			107	*North-South:*			111	*North-South:*			111
		East-West:		420	*East-West:*		424	*East-West:*			779	*East-West:*			783	*East-West:*			783
		SUM:		520	*SUM:*		528	*SUM:*			886	*SUM:*			894	*SUM:*			894
VOLUME/CAPACITY *(V/C)* RATIO:				0.347			0.352				0.591				0.596				0.596
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.247**			**0.252**				**0.491**				**0.496**				**0.496**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	743	1	372	8	751	376	0	797	1	399	8	805	1	403	0	805	1	403
Left-Through		1							1				1				1	
Through	0	0	372	0	0	376	0	0	0	399	0	0	0	403	0	0	0	403
Through-Right		0							0				0				0	
Right	739	1	**609**	0	739	**609**	0	792	1	**652**	0	792	1	**652**	0	792	1	**652**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	261	1	**261**	0	261	**261**	0	280	1	**280**	0	280	1	**280**	0	280	1	**280**
Left-Through		0							0				0				0	
Through	536	1	268	24	560	280	333	908	1	454	24	932	1	466	0	932	1	466
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		1							1				1				1	
Through	228	0	**228**	0	228	**228**	179	423	0	**423**	0	423	0	**423**	0	423	0	**423**
Through-Right		0							0				0				0	
Right	190	1	0	0	190	0	0	204	1	0	0	204	1	0	0	204	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		609	*North-South:*		609	*North-South:*			652	*North-South:*			652	*North-South:*			652
	East-West:		489	*East-West:*		489	*East-West:*			703	*East-West:*			703	*East-West:*			703
	SUM:		1098	*SUM:*		1098	*SUM:*			1355	*SUM:*			1355	*SUM:*			1355
VOLUME/CAPACITY *(V/C)* RATIO:			0.771			0.771				0.951				0.951				0.951
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.671**			**0.671**				**0.851**				**0.851**				**0.851**
LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
2	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	446	2	223	0	446	223	0	478	2	239	0	478	2	239	0	478	2	239
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1349	2	**502**	8	1357	**505**	0	1446	2	**538**	8	1454	2	**541**	0	1454	2	**541**
Through-Right		1							1				1				1	
Right	157	0	157	0	157	157	0	168	0	168	0	168	0	168	0	168	0	168
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	143	0	143	0	143	143	0	153	0	153	0	153	0	153	0	153	0	153
Left-Through		1							1				1				1	
Through	121	0	264	2	123	266	179	309	0	462	2	311	0	464	0	311	0	464
Through-Right		0							0				0				0	
Right	789	2	**434**	1	790	**435**	0	846	2	**465**	1	847	2	**466**	0	847	2	**466**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		502	*North-South:*		505	*North-South:*			538	*North-South:*			541	*North-South:*			541
	East-West:		434	*East-West:*		435	*East-West:*			465	*East-West:*			466	*East-West:*			466
	SUM:		936	*SUM:*		940	*SUM:*			1003	*SUM:*			1007	*SUM:*			1007
VOLUME/CAPACITY *(V/C)* RATIO:			0.657			0.660				0.704				0.707				0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.557**			**0.560**				**0.604**				**0.607**				**0.607**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	3
Existing Plus Project	0	0	0	3
Future Condition W/O Project	0	0	0	3
Future Condition W/ Project	0	0	0	3
Future W/ Project W/ Mitigation	0	0	0	3

No. of Phases	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	34	0	34	0	34	34	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through		1							1				1				1	
	Through	1055	2	**363**	0	1055	**363**	658	1789	2	**608**	0	1789	2	**608**	0	1789	2	**608**
	Through-Right		0							0				0				0	
	Right	146	1	141	0	146	141	0	157	1	151	0	157	1	151	0	157	1	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	0	76	0	76	76	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through		1							1				1				1	
	Through	51	0	127	40	91	167	0	55	0	136	40	95	0	176	0	95	0	176
	Through-Right		0							0				0				0	
	Right	588	1	**588**	0	588	**588**	0	630	1	**630**	0	630	1	**630**	0	630	1	**630**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	11	1	**11**	0	11	**11**	0	12	1	**12**	0	12	1	**12**	0	12	1	**12**
	Left-Through		0							0				0				0	
	Through	2	0	3	0	2	6	0	2	0	3	0	2	0	6	0	2	0	6
	Through-Right		1							1				1				1	
	Right	1	0	0	3	4	0	0	1	0	0	3	4	0	0	0	4	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	363		*North-South:*	363			*North-South:*	608			*North-South:*	608			*North-South:*	608
			East-West:	599		*East-West:*	599			*East-West:*	642			*East-West:*	642			*East-West:*	642
			SUM:	962		*SUM:*	962			*SUM:*	1250			*SUM:*	1250			*SUM:*	1250
	VOLUME/CAPACITY *(V/C)* RATIO:			0.641			0.641				0.833				0.833				0.833
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.541**			**0.541**				**0.733**				**0.733**				**0.733**
	LEVEL OF SERVICE (LOS):			A			A				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd/Highland Ave	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	722	0	722	0	722	722	0	774	0	774	0	774	0	774	0	774	0	774
	Left-Through		1							1				1				1	
	Through	1000	2	**1376**	0	1000	**1377**	953	2025	2	**1714**	0	2025	2	**1715**	0	2025	2	**1715**
	Through-Right		1							1				1				1	
	Right	171	0	1376	4	175	1377	3	186	0	1714	4	190	0	1715	0	190	0	1715
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1	1	**1**	0	1	**1**	0	1	1	**1**	0	1	1	**1**	0	1	1	**1**
	Left-Through		0							0				0				0	
	Through	1459	3	486	0	1459	486	1094	2658	3	886	0	2658	3	886	0	2658	3	886
	Through-Right		0							0				0				0	
	Right	157	1	131	0	157	131	0	168	1	140	0	168	1	140	0	168	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	0	**53**	0	53	**53**	0	57	0	**57**	0	57	0	**57**	0	57	0	**57**
	Left-Through		1							1				1				1	
	Through	23	1	23	0	23	23	0	25	1	25	0	25	1	25	0	25	1	25
	Through-Right		0							0				0				0	
	Right	58	2	18	0	58	18	0	62	2	19	0	62	2	19	0	62	2	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		1377	*North-South:*		1378	*North-South:*			1715	*North-South:*			1716	*North-South:*			1716
		East-West:		53	*East-West:*		53	*East-West:*			57	*East-West:*			57	*East-West:*			57
		SUM:		1430	*SUM:*		1431	*SUM:*			1772	*SUM:*			1773	*SUM:*			1773
	VOLUME/CAPACITY *(V/C)* RATIO:			0.953			0.954				1.181				1.182				1.182
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.853**			**0.854**				**1.081**				**1.082**				**1.082**
	LEVEL OF SERVICE (LOS):			D			D				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	74	0	74	24	98	98	0	79	0	79	24	103	0	103	0	103	0	103
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	8	0	**82**	0	8	**106**	0	9	0	**88**	0	9	0	**112**	0	9	0	**112**
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	544	1	544	7	551	551	0	583	1	583	7	590	1	590	0	590	1	590
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1120	2	**560**	16	1136	**568**	658	1859	2	**930**	16	1875	2	**938**	0	1875	2	**938**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		82	North-South:		106	North-South:			88	North-South:			112	North-South:			112
	East-West:		560	East-West:		568	East-West:			930	East-West:			938	East-West:			938
	SUM:		642	SUM:		674	SUM:			1018	SUM:			1050	SUM:			1050
VOLUME/CAPACITY (V/C) RATIO:			0.428			0.449				0.679				0.700				0.700
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.428			0.449				0.679				0.700				0.700
LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.021 — Δ*v/c* after mitigation: 0.021

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Ave	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
7	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	8	0	0	0	8	0	0	9	0	0	0	9	0	0	0	9	0	0
Left-Through		0							0				0				0	
Through	1603	3	**534**	0	1603	**534**	956	2675	3	**892**	0	2675	3	**892**	0	2675	3	**892**
Through-Right		0							0				0				0	
Right	249	1	137	8	257	145	0	267	1	145	8	275	1	153	0	275	1	153
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	62	1	**62**	0	62	**62**	0	66	1	**66**	0	66	1	**66**	0	66	1	**66**
Left-Through		0							0				0				0	
Through	1339	2	540	0	1339	540	1094	2530	2	944	0	2530	2	944	0	2530	2	944
Through-Right		1							1				1				1	
Right	281	0	281	0	281	281	0	301	0	301	0	301	0	301	0	301	0	301
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	10	0	**10**	0	10	**10**	0	11	0	**11**	0	11	0	**11**	0	11	0	**11**
Left-Through		1							1				1				1	
Through	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
Through-Right		0							0				0				0	
Right	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	224	1	224	1	225	225	4	244	1	244	1	245	1	245	0	245	1	245
Left-Through		0							0				0				0	
Through	72	1	72	0	72	72	0	77	1	77	0	77	1	77	0	77	1	77
Through-Right		0							0				0				0	
Right	301	1	**270**	4	305	**274**	0	323	1	**290**	4	327	1	**294**	0	327	1	**294**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		596	*North-South:*		596	*North-South:*			958	*North-South:*			958	*North-South:*			958
	East-West:		280	*East-West:*		284	*East-West:*			301	*East-West:*			305	*East-West:*			305
	SUM:		876	*SUM:*		880	*SUM:*			1259	*SUM:*			1263	*SUM:*			1263
VOLUME/CAPACITY *(V/C)* RATIO:			0.584			0.587				0.839				0.842				0.842
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.484**			**0.487**				**0.739**				**0.742**				**0.742**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd N	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
8	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	126	1	**98**	8	134	**102**	0	135	1	**105**	8	143	1	**109**	0	143	1	**109**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	69	0	98	0	69	102	0	74	0	105	0	74	0	109	0	74	0	109
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	486	0	**557**	1	487	**563**	0	521	0	**597**	1	522	0	**603**	0	522	0	**603**
	Through-Right		1							1				1				1	
	Right	71	0	0	5	76	0	0	76	0	0	5	81	0	0	0	81	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	248	1	**248**	0	248	**248**	0	266	1	**266**	0	266	1	**266**	0	266	1	**266**
	Left-Through		0							0				0				0	
	Through	986	1	493	8	994	497	658	1715	1	858	8	1723	1	862	0	1723	1	862
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	98		*North-South:*	102			*North-South:*	105			*North-South:*	109			*North-South:*	109
			East-West:	805		*East-West:*	811			*East-West:*	863			*East-West:*	869			*East-West:*	869
			SUM:	903		*SUM:*	913			*SUM:*	968			*SUM:*	978			*SUM:*	978
	VOLUME/CAPACITY *(V/C)* RATIO:			0.602			0.609				0.645				0.652				0.652
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.502**			**0.509**				**0.545**				**0.552**				**0.552**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.007 **Δ*v/c* after mitigation:** 0.007

Significant impacted? NO **Fully mitigated?** N/A

Appendix D

Development of Trip Generation Rates

TABLE D-1
EXISTING PROJECT RELATED TRIP GENERATION CALCULATIONS
EXISTING TRIPS

		Project Trips								In/Out Split	
		Inbound			Outbound						
Time Period	Hour	NBR	EBT	Sub-total	WBR	WBT	WBL	Sub-total	Total	Inbound	Outbound
PM Peak	**500-600**	**20**	**20**	**40**	**7**	**1**	**18**	**26**	**66**	**61%**	**39%**
Weekday Event Peak	600-700	22	19	41	6	2	11	19	60	68%	32%
	615-715	31	24	55	6	2	11	19	74	74%	26%
	630-730	40	28	68	7	3	9	19	87	78%	22%
	645-745	52	28	80	7	2	7	16	96	83%	17%
	700-800	67	28	95	6	2	7	15	110	86%	14%
	715-815	75	34	109	7	3	8	18	127	86%	14%
	730-830	**85**	**32**	**117**	**9**	**3**	**8**	**20**	**137**	**85%**	**15%**
	745-845	79	29	108	11	4	9	24	132	82%	18%
	800-900	59	29	88	10	3	12	25	113	78%	22%
Saturday Event	600-700	81	34	115	2	2	14	18	133	86%	14%
	615-715	118	42	160	1	2	14	17	177	90%	10%
	630-730	146	51	197	1	2	11	14	211	93%	7%
	645-745	**154**	**52**	**206**	**4**	**1**	**11**	**16**	**222**	**93%**	**7%**
	700-800	133	56	189	6	0	8	14	203	93%	7%
	715-815	97	46	143	7	0	9	16	159	90%	10%
	730-830	58	29	87	8	0	8	16	103	84%	16%
	745-845	23	23	46	7	0	8	15	61	75%	25%
	800-900	10	8	18	4	0	7	11	29	62%	38%

TABLE D-2
EXISTING PROJECT RELATED TRIP GENERATION CALCULATIONS
EXISTING TRIP RATES

Trip Generator	Existing Trip Rate Calculation								
	PM Peak Hour			Weekday Event Peak Hour			Saturday Event Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Ford Theatres Total	40	26	66	117	20	137	206	16	222
Office Portion	0	20	20	0	0	0	0	0	0
Theatre Portion	**40**	**6**	**46**	**117**	**20**	**137**	**206**	**16**	**222**
Trip Rate Calculation		# of seats	1,287		# of attendees	416		# of attendees	963
		trips/seat	**0.04**		**trips/attendee**	**0.33**		**trips/attendee**	**0.23**

Appendix E

Analysis of Unsignalized Intersection

Appendix E

Analysis of Unsignalized Intersections

As described in Chapter 1, the unsignalized study intersection (Int. 3: Cahuenga Boulevard West & Pilgrimage Bridge) was analyzed for the Existing plus Project and Future with Project scenarios based on the Los Angeles Department of Transportation's (LADOT's) *Traffic Study Policies and Procedures* (May 2012). The traffic volumes and lane configurations assumed in this analysis are consistent with those presented in the traffic study.

INTERSECTION SIGNIFICANT IMPACT CRITERIA

The unsignalized intersections were analyzed using the *2010 Highway Capacity Manual,* (Transportation Research Board, 2010) (HCM) stop-controlled and unsignalized methodologies. These methods quantify the intersection operations in terms of average vehicular delay in seconds. As required by *Traffic Study Policies and Procedures*, it was determined that unsignalized intersections would be assessed for signalization if, based on the estimated delay, the resultant LOS is LOS E or F in the Future with Project conditions.

The determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision whether a traffic signal should be installed is made by the governing jurisdictions, taking into consideration factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

As detailed in Chapter 3, one unsignalized intersection within the Study Area was analyzed. Table E-1 presents the HCM analysis for Existing plus Project conditions and Table E-2 presents the same results for Future with Project (Year 2020) conditions. The worksheets for this analysis are provided in the Attachment.

As shown in Tables E-1 and E-2, the unsignalized intersection of Cahuenga Boulevard West & Pilgrimage Bridge is projected to operate at LOS A during all five peak hours under either Existing plus Project conditions or Future with Project conditions.

Thus, the criterion is not met and no further analysis is required for this intersection. As such, impacts are anticipated to be less than significant in the Existing and Future conditions with the Project.

SIGNAL WARRANT ANALYSIS

Although the unsignalized intersection would not operate at LOS E or F during the peak hours, a signal warrant analysis was conducted to provide further information. The signal warrant analsyis was prepared based on guidelines set forth in *Manual of Policies and Procedures* and the *California Manual on Uniform Traffic Control Devices* (California Department of Transportation, 2012) (California MUTCD).

Methodology

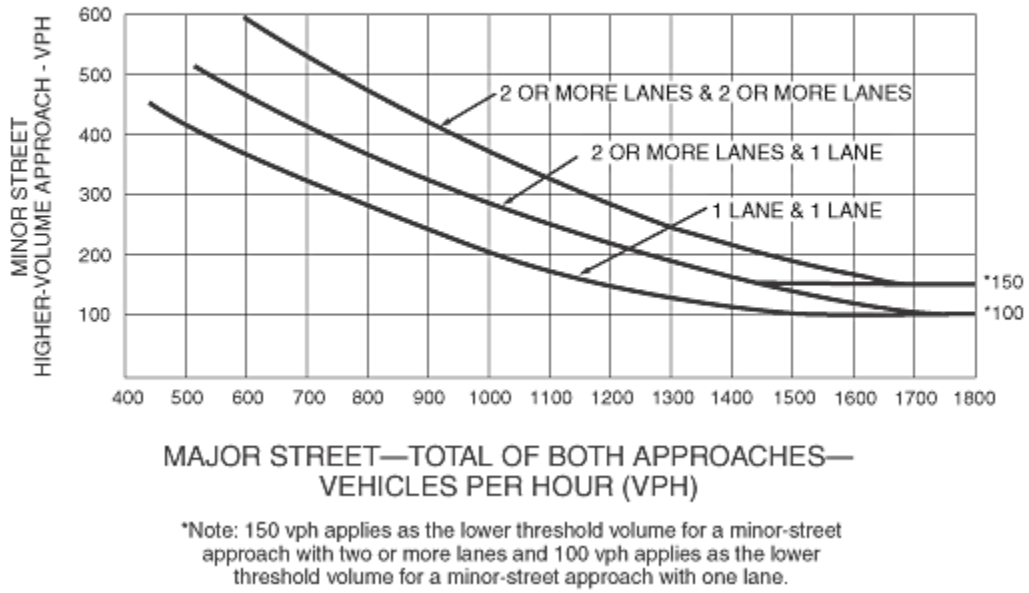
California MUTCD includes methodologies for eight vehicle signal warrants. Section 353 of *Manual of Policies and Procedures* includes three additional pedestrian warrants used exclusively by the City of Los Angeles. Installation of a traffic signal may be considered if at least one of these warrants is met and an engineering study indicates that the installation of a traffic signal would improve the overall safety and/or operation of the intersection.

For this analysis, Warrant 3: Peak-Hour Vehicular Volume was evaluated. The following methodology, as quoted from the California MUTCD, was used to evaluate the signal warrant at the unsignalized intersection:

> ***Warrant 3, Peak-Hour Vehicular Volume Warrant***
>
> *Signal Warrant 3 is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. Combined volumes for both approaches of the major street are included while only the volume from the higher minor street*

approach is included. At an intersection with a high volume of left-turn traffic from the major street, the analysis may include the major street left-turn volumes plus the minor street approach volume as the total "minor street" volume. The warrant is satisfied if traffic volumes for any one hour of an average day exceed the plotted lines shown in the following figure.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

As stated in *Manual of Policies and Procedures*, the right-turning traffic that is delayed less than 45 seconds under stop sign control would likely turn on a red signal and would not benefit from a traffic signal and was, therefore, subtracted from the total minor street volume, when appropriate.

Analysis

The California MUTCD methodology for Signal Warrant 3 was applied to the unsignalized study intersection. The traffic signal analysis was based on the peak hour traffic volumes under Existing (Figures 5A-5C), Future without Project (Figures 8A-8C), Existing with Project (Figures 11A-11C), and Future with Project (Figures 12A-12C) conditions. Based on a review of the traffic volumes for Existing, Future without Project, Existing with Project and Future with Project conditions, the traffic volume on the minor street approach (i.e., westbound Pilgrimage Bridge) is less than the minimum (lower threshold) volume of 100 vehicles per hour.

Therefore, Signal Warrant 3 is not met under any of the analyzed conditions for any of the peak hours.

TABLE E-1
EXISTING PLUS PROJECT CONDITIONS
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing		Existing Plus Project			
			Delay	LOS	Delay	LOS	Δ in Delay	Significant Impact?
3.	Cahuenga Boulevard W & Pilgrimage Bridge	Weekday AM	1.7	A	1.7	A	0.0	NO
		Weekday PM	1.1	A	1.1	A	0.0	NO
		Weekday Event	2.0	A	2.0	A	0.0	NO
		Saturday Midday Event	0.7	A	0.8	A	0.1	NO
		Saturday Evening Event	2.3	A	2.5	A	0.2	NO

TABLE E-2
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without		Future With Project			
			Delay	LOS	Delay	LOS	Δ in Delay	Significant Impact?
3.	Cahuenga Boulevard West & Pilgrimage Bridge	Weekday AM	1.0	A	1.0	A	0.0	NO
		Weekday PM	1.1	A	1.1	A	0.0	NO
		Weekday Event	0.6	A	1.7	A	1.1	NO
		Saturday Midday Event	1.0	A	1.0	A	0.0	NO
		Saturday Evening Event	0.9	A	0.9	A	0.0	NO

Attachment

Calculation Worksheets

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.3]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	472	103	267	2479	0	0	0	0	0	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	472	103	267	2479	0	0	0	0	0	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	472	103	267	2479	0	0	0	0	0	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	472	103	267	2479	0	0	0	0	0	0	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	575	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	524
Potent Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	504
Move Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	504
Volume/Cap:	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5
Stopped Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	376	104	467	1823	0	0	0	0	0	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	376	104	467	1823	0	0	0	0	0	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	376	104	467	1823	0	0	0	0	0	0	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	376	104	467	1823	0	0	0	0	0	0	49
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	480	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	428
Potent Cap.:	xxxx	xxxx	xxxxx	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	581
Move Cap.:	xxxx	xxxx	xxxxx	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	581
Volume/Cap:	xxxx	xxxx	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3
Stopped Del:	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.7]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	412	34	171	2120	0	0	0	0	0	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	34	171	2120	0	0	0	0	0	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	34	171	2120	0	0	0	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	412	34	171	2120	0	0	0	0	0	0	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	429
Potent Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580
Move Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	318	55	535	1644	0	0	0	0	0	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	318	55	535	1644	0	0	0	0	0	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	318	55	535	1644	0	0	0	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	318	55	535	1644	0	0	0	0	0	0	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	373	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	346
Potent Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	656
Move Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	656
Volume/Cap:	xxxx	xxxx	xxxx	0.45	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.9]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	424	87	535	2884	0	0	0	0	0	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	87	535	2884	0	0	0	0	0	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	424	87	535	2884	0	0	0	0	0	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	424	87	535	2884	0	0	0	0	0	0	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	511	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	468
Potent Cap.:	xxxx	xxxx	xxxxx	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	547
Move Cap.:	xxxx	xxxx	xxxxx	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	547
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.0]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	424	87	552	2884	0	0	0	0	0	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	87	552	2884	0	0	0	0	0	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	424	87	552	2884	0	0	0	0	0	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	424	87	552	2884	0	0	0	0	0	0	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	511	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	468
Potent Cap.:	xxxx	xxxx	xxxxx	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	547
Move Cap.:	xxxx	xxxx	xxxxx	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	547
Volume/Cap:	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[15.0]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	580	93	574	3495	0	0	0	0	0	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	580	93	574	3495	0	0	0	0	0	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	580	93	574	3495	0	0	0	0	0	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	580	93	574	3495	0	0	0	0	0	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	673	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627
Potent Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Move Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Volume/Cap:	xxxx	xxxx	xxxx	0.62	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	4.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.9
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[15.4]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	580	93	591	3495	0	0	0	0	0	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	580	93	591	3495	0	0	0	0	0	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	580	93	591	3495	0	0	0	0	0	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	580	93	591	3495	0	0	0	0	0	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	673	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627
Potent Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Move Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Volume/Cap:	xxxx	xxxx	xxxx	0.64	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	4.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.9
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.3]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	472	103	276	2479	0	0	0	0	0	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	472	103	276	2479	0	0	0	0	0	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	472	103	276	2479	0	0	0	0	0	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	472	103	276	2479	0	0	0	0	0	0	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	575	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	524
Potent Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	504
Move Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	504
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5
Stopped Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	611	110	286	3672	0	0	0	0	0	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	611	110	286	3672	0	0	0	0	0	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	611	110	286	3672	0	0	0	0	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	611	110	286	3672	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	666
Potent Cap.:	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407
Move Cap.:	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7
Stopped Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.8		
ApproachLOS:	*			*			*			C		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	611	110	295	3672	0	0	0	0	0	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	611	110	295	3672	0	0	0	0	0	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	611	110	295	3672	0	0	0	0	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	611	110	295	3672	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	666
Potent Cap.:	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407
Move Cap.:	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7
Stopped Del:	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.8		
ApproachLOS:	*			*			*			C		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.8]

Street Name:	Cahuenga Blvd W								Pilgrimage Bridge							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	3	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	376		104	474	1823		0	0		0	0	0		0	49
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	376		104	474	1823		0	0		0	0	0		0	49
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	376		104	474	1823		0	0		0	0	0		0	49
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	376		104	474	1823		0	0		0	0	0		0	49
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	480	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	428
Potent Cap.:	xxxx	xxxx		xxxxx	1093	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	581
Move Cap.:	xxxx	xxxx		xxxxx	1093	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	581
Volume/Cap:	xxxx	xxxx		xxxx	0.43	xxxx		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	0.08
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	0.3
Control Del:	xxxxx	xxxx		xxxxx	10.8	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	11.8
LOS by Move:	*	*		*	B	*		*	*		*	*	*		*	B
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*	*		*	*	*		*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.8			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.5]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	508	112	501	2969	0	0	0	0	0	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	508	112	501	2969	0	0	0	0	0	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	508	112	501	2969	0	0	0	0	0	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	508	112	501	2969	0	0	0	0	0	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564
Potent Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Move Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Volume/Cap:	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4
Stopped Del:	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.5
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.5]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	508	112	508	2969	0	0	0	0	0	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	508	112	508	2969	0	0	0	0	0	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	508	112	508	2969	0	0	0	0	0	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	508	112	508	2969	0	0	0	0	0	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564
Potent Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Move Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Volume/Cap:	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4
Control Del:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.5
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.7]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	412	34	210	2120	0	0	0	0	0	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	34	210	2120	0	0	0	0	0	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	34	210	2120	0	0	0	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	412	34	210	2120	0	0	0	0	0	0	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	429
Potent Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580
Move Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.5]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	621	36	183	3367	0	0	0	0	0	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	621	36	183	3367	0	0	0	0	0	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	621	36	183	3367	0	0	0	0	0	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	621	36	183	3367	0	0	0	0	0	0	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	657	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	639
Potent Cap.:	xxxx	xxxx	xxxxx	940	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	424
Move Cap.:	xxxx	xxxx	xxxxx	940	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	424
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3
Stopped Del:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.5		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[14.5]

Street Name:	Cahuenga Blvd W								Pilgrimage Bridge							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0	1	0	1	0	3	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	621	36		222	3367		0	0		0	0	0		0	43
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	621	36		222	3367		0	0		0	0	0		0	43
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	621	36		222	3367		0	0		0	0	0		0	43
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Final Vol.:	0	621	36		222	3367		0	0		0	0	0		0	43
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		657	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		639		
Potent Cap.:	xxxx	xxxx	xxxxx		940	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		424		
Move Cap.:	xxxx	xxxx	xxxxx		940	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		424		
Volume/Cap:	xxxx	xxxx	xxxx		0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.10		
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.3		
Stopped Del:	xxxxx	xxxx	xxxxx		10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		14.5		
LOS by Move:	*	*	*		B	*	*	*	*	*	*	*		B		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				14.5			
ApproachLOS:	*				*				*				B			

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[10.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	318	55	575	1644	0	0	0	0	0	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	318	55	575	1644	0	0	0	0	0	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	318	55	575	1644	0	0	0	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	318	55	575	1644	0	0	0	0	0	0	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	373	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	346
Potent Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	656
Move Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	656
Volume/Cap:	xxxx	xxxx	xxxx	0.48	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[13.2]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	520	59	574	2857	0	0	0	0	0	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	59	574	2857	0	0	0	0	0	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	59	574	2857	0	0	0	0	0	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	520	59	574	2857	0	0	0	0	0	0	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	579	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	550
Potent Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	484
Move Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	484
Volume/Cap:	xxxx	xxxx	xxxx	0.57	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3
Stopped Del:	xxxxx	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.2
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.2		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[14.0]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	520	59	614	2857	0	0	0	0	0	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	59	614	2857	0	0	0	0	0	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	59	614	2857	0	0	0	0	0	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	520	59	614	2857	0	0	0	0	0	0	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	579	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	550
Potent Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	484
Move Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	484
Volume/Cap:	xxxx	xxxx	xxxx	0.61	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3
Stopped Del:	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.2
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.2		
ApproachLOS:	*			*			*			B		

TABLE F-1
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2014)

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Volume [c]	V/C Ratio	Level of Service	Project Traffic	Percent of Capacity	Meets Screening Criteria?
AM Peak Hour									
US-101	NB	5	10,000	7,211	0.72	C	1	0.0%	NO
south of Caheunga Blvd	SB	5	10,000	5,740	0.57	A	3	0.0%	NO
US-101	NB	5	10,000	8,666	0.87	D	1	0.0%	NO
south of Barham Blvd	SB	5	10,000	6,898	0.69	B	3	0.0%	NO
US-101	NB	4	8,000	8,019	1.00	F	9	0.1%	NO
south of Highland Ave	SB	4	8,000	6,383	0.80	C	2	0.0%	NO
PM Peak Hour									
US-101	NB	5	10,000	7,367	0.74	C	7	0.1%	NO
south of Caheunga Blvd	SB	5	10,000	5,764	0.58	A	2	0.0%	NO
US-101	NB	5	10,000	8,853	0.89	D	7	0.1%	NO
south of Barham Blvd	SB	5	10,000	6,928	0.69	B	2	0.0%	NO
US-101	NB	4	8,000	8,192	1.02	F	6	0.1%	NO
south of Highland Ave	SB	4	8,000	6,410	0.80	D	9	0.1%	NO

Notes
[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.
[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.
[c] Existing traffic volume data is most recent published volume data from Caltrans.

TABLE F-2
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2014)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Volume [b]	V/C Ratio	Level of Service	Project Traffic	Percent of Capacity	Meets Screening Criteria?
US 101 Northbound Off-ramp	AM	1	1,500	254	0.17	A	10	0.7%	NO
to Cahuenga Boulevard North	PM	1	1,500	257	0.17	A	5	0.3%	NO

Notes

[a] Off-ramp lane capacity is 1,500 vehicles per hour per lane based on specifications in the screening criteria.

[b] Existing traffic volume data is most recent published volume data from Caltrans.

TABLE F-3
EXISTING CONDITIONS WITH PROJECT
FREEWAY SEGMENT LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Existing			Existing Plus Project				
					Density	D/C	LOS	Density	D/C	LOS	Increase in D/C	Significant Impact?
AM Peak Hour												
1.	US-101	NB	5	10,000	7,211	0.721	C	7,212	0.721	C	0.000	NO
	south of Caheunga Blvd	SB	5	10,000	5,740	0.574	C	5,743	0.574	C	0.000	NO
2.	US-101	NB	5	10,000	8,666	0.867	D	8,667	0.867	D	0.000	NO
	south of Barham Blvd	SB	5	10,000	6,898	0.690	C	6,901	0.690	C	0.000	NO
3.	US-101	NB	4	8,000	8,019	1.002	F(0)	8,028	1.004	F(0)	0.002	NO
	south of Highland Ave	SB	4	8,000	6,383	0.798	D	6,385	0.798	D	0.000	NO

TABLE F-4
FUTURE CONDITIONS WITH PROJECT (YEAR 2020)
FREEWAY SEGMENT LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Future Conditions			Future with Project				
					Density	D/C	LOS	Density	D/C	LOS	Increase in D/C	Significant Impact?
AM Peak Hour												
1.	US-101	NB	5	10,000	7,809	0.781	D	7,810	0.781	D	0.000	NO
	south of Caheunga Blvd	SB	5	10,000	6,216	0.622	C	6,219	0.622	C	0.000	NO
2.	US-101	NB	5	10,000	9,384	0.938	E	9,385	0.939	E	0.001	NO
	south of Barham Blvd	SB	5	10,000	7,470	0.747	C	7,473	0.747	C	0.000	NO
3.	US-101	NB	4	8,000	8,684	1.086	F(0)	8,693	1.087	F(0)	0.002	NO
	south of Highland Ave	SB	4	8,000	6,912	0.864	D	6,914	0.864	D	0.000	NO

TABLE F-5
FUTURE CONDITIONS (YEAR 2020)
ON-RAMPS EVALUATION

NO	STREET NAME	CROSS STREET	LANE CONFIG	EXISTING CONDITIONS			FUTURE WITHOUT PROJECT			FUTURE WITH PROJECT		
				VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY
				AM	PM		AM	PM		AM	PM	
5.	US 101 SB On-Ramp	Highland Avenue	1 LANE	193	249	NO	210	269	NO	212	278	NO

Notes:
VPH: vehicles per hour.
Capacity of metered ramps are assumed to be 900 VPH per lane.
All metered ramps are assumed to be in operation in all directions.

TABLE F-6
FUTURE CONDITIONS (YEAR 2020)
OFF-RAMPS EVALUATION

NO	STREET NAME	CROSS STREET	MOVEMENT	STORAGE LENGTH	EXISTING CONDITIONS					FUTURE WITHOUT PROJECT					FUTURE WITH PROJECT				
					VPH		85% QUEUE LENGTH (FEET)		EXCEEDS STORAGE LENGTH	2020 VPH		85% QUEUE LENGTH (FEET)		EXCEEDS STORAGE LENGTH	2020 VPH		85% QUEUE LENGTH (FEET)		EXCEEDS STORAGE LENGTH
					AM	PM	AM	PM		AM	PM	AM	PM		AM	PM	AM	PM	
6.	N CAHUENGA BL	US 101 NORTHBOUND OFF-RAMP	WBL	270			175	70				188	65				188	65	
			WBLR	270	23	97	198	203		24	104	525	603		33	110	535	610	
			(RAMP)	472					NO					NO					NO

Notes:
LANE: Storage capacity exceeded in turn pocket only.
YES: Storage Capacity exceeded in entire ramp, resulting in back-up into the mainline.

TABLE F-7
INTERSECTION LEVEL OF SERVICE

Level of Service	Description	Delay [a]
		Signalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[a] Measured in seconds.

TABLE F-8
CALTRANS INTERSECTIONS
INTERSECTION PEAK HOUR LEVELS OF SERVICE (YEAR 2020)

No.	Intersection	Peak Hour	Existing		Existing Plus Project		Future without Project		Future with Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
5.	Highland Avenue/Cahuenga Boulevard &	Weekday AM	0.3	A	0.3	A	0.8	A	0.8	A
	Hollywood Bowl Ent./US 101 SB On-Ramp	Weekday PM	2.7	A	2.7	A	3.0	A	3.1	A
		Weekday Event	1.6	A	1.6	A	2.1	A		A
		Saturday Midday Event	0.9	A	0.9	A	1.5	A	1.5	A
		Saturday Evening Event	2.2	A	2.2	A	1.8	A	1.8	A
6.	US 101 Northbound Off-Ramp &	Weekday AM	0.8	A	1.1	A	0.7	A	1.0	A
	Cahuenga Boulevard North	Weekday PM	3.4	A	3.5	A	5.2	A	5.5	A
		Weekday Event	1.4	A	2.5	A	3.0	A		A
		Saturday Midday Event	1.2	A	2.3	A	1.0	A	1.7	A
		Saturday Evening Event	3.1	A	4.0	A	2.6	A	3.3	A

Appendix F

Caltrans Analysis

Appendix F

Caltrans Analysis

Based on the requirements of *Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* ("Agreement") (California Department of Transportation [Caltrans] and the Los Angeles Department of Transportation, October 2013), a freeway impact analysis utilizing *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002) (Caltrans TIS Guidelines), is required should a project meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on a assumed capacity of 2,000 vehicles per hour per lane [vphpl])
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on a assumed capacity of 2,000 vphpl)
- The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vphpl)
- The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed capacity of 1,500 vphpl)

While the Project does not meet the screening criteria listed above, as detailed below, a supplemental analysis of Caltrans facilities was prepared to provide further information to the decision makers. As mentioned in Chapter 1, a total of nine intersections were analyzed as part of this study. Of the nine study intersections, two are located at freeway ramp locations and, thus, also fall under Caltrans jurisdiction. This chapter analyzes ramps, as well as freeway segments within the Study Area, in accordance with Caltrans TIS Guidelines.

TRAFFIC VOLUMES

The Caltrans analyses used the Project trip generation estimates shown in Table 7 and the trip distribution patterns shown in Figure 9. Existing traffic volumes were collected from Caltrans' published traffic volume data for freeway segments and ramps and the peak period traffic counts shown in Figures 5A to 5C. Traffic growth in the Study Area between years 2014 and 2020 (Project buildout) was projected for freeway facilities using the same methodology as described in Chapter 3 for study intersections. The future infrastructure was assumed to be the same as present-day conditions.

CALTRANS ANALYSIS SCREENING PROCESS

Three freeway segments (US 101 south of Cahuenga Boulevard, south of Barham Boulevard, and south of Highland Avenue) and one freeway off-ramp (US 101 Northbound Off-Ramp to Cahuenga Boulevard North) were selected for the screening process described above based on the Agreement, as well as distribution of Project traffic on those facilities:

Freeway Segment Screening

Table F-1 summarizes the hourly capacity, existing peak hour traffic volumes, and Project traffic volumes for the freeway segments during the AM and PM peak hours. US 101 provides four to five travel lanes in each direction at the three freeway segments, and therefore has a capacity of 8,000 to 10,000 vehicles per hour (vph) in each direction, based on a lane capacity of 2,000 vphpl.

As shown in Table F-1, US 101 south of Barham Boulevard operates at level of service (LOS) D in the northbound direction during both the AM and PM peak hours and US 101 south of Highland Avenue operates at LOS F in the northbound direction during both the AM and PM peak hours and LOS D in the southbound direction during the PM peak hour. Based on the criteria listed above, the Project would not add enough traffic to either of the freeway segments operating at LOS D or worse to trigger a full impact analysis of Caltrans facilities.

Freeway Off-Ramp Screening

Table F-2 summarizes the hourly capacity, existing peak hour traffic volumes, and Project traffic volumes for the off-ramp during the AM and PM peak hours. The off-ramp provides a single lane for a capacity of 1,500 vph, and operates at LOS A during both the AM and PM peak hours. Therefore, the freeway off-ramp screening criteria are not met.

Results of Screening Process

As shown in Tables F-1 and F-2, the screening criteria are not met by the Project for the freeway segments or the freeway off-ramp. However, in recognizance that the Project is located is close proximity to US 101, evaluation of the Caltrans facilities was conducted according to the Caltrans TIS Guidelines.

METHODOLOGY AND ANALYSIS SCENARIOS

Caltrans TIS Guidelines outline the analysis methodology that should be used in evaluating Caltrans facilities. The Caltrans TIS Guidelines require the latest version of the Highway Capacity Manual (*2010 Highway Capacity Manual,* Transportation Research Board, 2010) (HCM) be used as the basis of the transportation analysis.

The analysis presented in this section was conducted for the following scenarios:

- Existing Conditions (year 2014)
- Existing Plus Project Conditions (year 2014)
- Future without Project Conditions (year 2020)
- Future with Project Conditions (year 2020)

The year 2020 analysis coincides with the proposed Project buildout year.

Specific incremental criteria by which to measure a significant impact on intersections or freeway mainline segments is not included in Caltrans TIS Guidelines.

2010 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, 2010) ("CMP") identifies significance criteria for the identification of potential traffic impacts on State facilities. The CMP criteria have been used recently by the City of Los Angeles in other traffic impact analyses conducted for major projects[1]. Based on CMP criteria, a traffic impact is identified at an intersection if it operates at LOS F and the project-related incremental increase the volume-to-capacity (V/C) ratio of 0.02 or greater.

FREEWAY MAINLINE SEGMENT ANALYSIS

Operating conditions on freeway mainline segments were classified by LOS based on the measured flow compared to the estimated capacity of that section of the freeway. Capacity is calculated by multiplying the lane capacity by the number of lanes in each segment. The lane capacities are conservatively assumed to be 2,000 vphpl. Auxiliary lanes were not assumed to add capacity to the freeway segments.

Table F-3 summarizes the Existing and Existing Plus Project conditions for year 2014 for the morning and afternoon peak hours, and show the incremental change in density-to-capacity (D/C) ratio that can be attributed to the Project. As shown, the Project would not result in a significant impact at freeway segments under the Existing Plus Project conditions.

Table F-4 summarizes the Future without Project and Future with Project conditions for the Project opening year 2020 for the morning and afternoon peak hours, and show the incremental change in D/C ratio that can be attributed to the Project. As shown, the Project would not result in a significant impact at freeway segments under the Future with Project (year 2020) conditions.

[1] Other studies that have used CMP impact criteria for Caltrans facilities include *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report* (Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010) and *Transportation Study for the Century City Center Project* (Gibson Transportation Consulting, Inc., September 2012), among others.

FREEWAY RAMPS

As mentioned above, two of the study intersections are also freeway ramp locations and, thus, also fall under Caltrans jurisdiction. This analysis was conducted for the year 2020 for the impact analysis.

On-Ramps

Caltrans has established a maximum capacity of 900 vphpl for on-ramps. An on-ramp is considered to be oversaturated or failing if the existing or future peak hour traffic on the ramp exceeds 900 vphpl. Analysis of the on-ramps was conducted for Existing, Future without Project, and Future with Project conditions.

The results of this analysis are provided in Table F-5. As shown, the US-101 Southbound On-Ramp from Highland Avenue does not exceed the Caltrans standard under Existing, Future without Project, or Future with Project conditions. Therefore, based on Caltrans' criteria, the Project would not result in significant impacts at any Study Area on-ramps.

Off-Ramps

For off-ramps, Caltrans defines a significant impact if the peak hour traffic queue length (85th percentile as determined by HCM methodology) on the ramp exceeds the storage length and results in queues backing into the mainline. The vehicle storage capacity was measured between freeway mainline and the intersection. This included the approach lanes at the intersection, as well as the ramp itself. The HCM methodology calculates the queue length for each approach lane.

Analysis of the off-ramps was conducted for Existing, Future without Project, and Future with Project conditions. Results of this analysis are provided in Table F-6. A Level (1) impact, which does not require mitigation, is identified if the queue length exceeds the storage length of any individual approach lane (e.g., left turn lane on the ramp). A Level (2) impact is identified if the projected queue would result in stopped vehicles backing up onto the freeway mainline.

Based on the Level (2) impact criteria, no off-ramp is exceeding the Caltrans standard under Existing, Future without Project, or Future with Project conditions. As shown in Table F-6, none of the queue lengths at the off-ramps exceeds the available storage space under any of the analyzed conditions. Therefore, the Project would not result in a significant impact to any of the analyzed off-ramps.

RAMP INTERSECTIONS

Caltrans requires that all intersections of ramps with the city street system be analyzed with the HCM methodology. Each intersection of a ramp with a city street (two study intersections in total) was evaluated using the HCM methodology and the worksheets for each of these analyses are provided in the Attachment. The HCM methodology was used to evaluate the overall performance of the intersections by measuring the average delay in seconds per vehicle. Table F-7 provides a description of the LOS categories. Table F-8 summarizes the delay calculations for the study intersections for Existing, Existing with Project, Future without Project, and Future with Project conditions. As shown in the Table F-8, both study intersections with freeway ramps will operate at LOS A under all conditions and scenarios.

Therefore, the Project would not result in a significant impact to any of the analyzed ramp intersections.

Attachment

Calculation Worksheets

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.592
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.7
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	688	1896	155	0	2288	175	40	94	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	688	1896	155	0	2288	175	40	94	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	688	1896	155	0	2288	175	40	94	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	688	1896	155	0	2288	175	40	94	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	688	1896	155	0	2288	175	40	94	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	1.00	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.77	0.23	1.00	3.00	1.00	0.60	1.40	2.00	0.00	0.00	0.00
Final Sat.:	1247	3459	283	1900	5187	1615	916	2153	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.00	0.44	0.11	0.04	0.04	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.93	0.93	0.93	0.00	0.93	0.93	0.07	0.07	0.07	0.00	0.00	0.00
Volume/Cap:	0.60	0.59	0.59	0.00	0.48	0.12	0.59	0.59	0.49	0.00	0.00	0.00
Uniform Del:	0.6	0.6	0.6	0.0	0.5	0.3	44.9	44.9	44.5	0.0	0.0	0.0
IncremntDel:	0.2	0.2	0.2	0.0	0.1	0.0	4.1	4.1	1.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.8	0.8	0.0	0.6	0.3	49.0	49.0	46.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.8	0.8	0.0	0.6	0.3	49.0	49.0	46.3	0.0	0.0	0.0
HCM2kAvg:	6	6	6	0	4	1	3	3	2	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.670
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.4
Optimal Cycle:	69	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	93	0	4	0	0	0	0	244	0	0	2224	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	0	4	0	0	0	0	244	0	0	2224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	0	4	0	0	0	0	244	0	0	2224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	0	4	0	0	0	0	244	0	0	2224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	0	4	0	0	0	0	244	0	0	2224	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1727	0	74	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.62	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00
Volume/Cap:	0.67	0.00	0.67	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.67	0.00
Uniform Del:	44.7	0.0	44.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0
IncremntDel:	11.5	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	56.2	0.0	56.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	0.0	56.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
HCM2kAvg:	4	0	4	0	0	0	0	1	0	0	8	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	Average Delay (sec/veh):	1.6
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 2	1	0	1	0 3	0 1	0	1 1	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	722	1457	143	0	1688	126	17	31	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1457	143	0	1688	126	17	31	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1457	143	0	1688	126	17	31	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1457	143	0	1688	126	17	31	63	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	722	1457	143	0	1688	126	17	31	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	1.00	0.91	0.85	0.93	0.93	0.75	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	3.00	1.00	0.71	1.29	2.00	0.00	0.00	0.00
Final Sat.:	1232	3366	330	1900	5187	1615	1249	2278	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.59	0.43	0.43	0.00	0.33	0.08	0.01	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****								****			
Green/Cycle:	0.96	0.96	0.96	0.00	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.61	0.45	0.45	0.00	0.34	0.08	0.37	0.37	0.61	0.00	0.00	0.00
Uniform Del:	0.2	0.1	0.1	0.0	0.1	0.1	47.1	47.1	47.5	0.0	0.0	0.0
IncremntDel:	0.3	0.1	0.1	0.0	0.0	0.0	1.8	1.8	10.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.2	0.2	0.0	0.1	0.1	48.9	48.9	57.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.2	0.2	0.0	0.1	0.1	48.9	48.9	57.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	D	E	A	A	A
HCM2kAvgQ:	3	2	2	0	1	0	1	1	2	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.562
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.3
Optimal Cycle:	52	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	70	0	7	0	0	0	0	431	0	0	1875	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	7	0	0	0	0	431	0	0	1875	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	7	0	0	0	0	431	0	0	1875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	7	0	0	0	0	431	0	0	1875	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	0	7	0	0	0	0	431	0	0	1875	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1633	0	163	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00
Volume/Cap:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.56	0.00
Uniform Del:	44.6	0.0	44.6	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.6	0.0
IncremntDel:	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	49.8	0.0	49.8	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	0.0	49.8	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0
HCM2kAvg:	3	0	3	0	0	0	0	2	0	0	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.443
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.9
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	486	1348	232	56	1979	30	29	10	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	1348	232	56	1979	30	29	10	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	1348	232	56	1979	30	29	10	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	1348	232	56	1979	30	29	10	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	486	1348	232	56	1979	30	29	10	16	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.09	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.94	2.61	0.45	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1147	3180	547	163	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.34	0.38	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.96	0.96	0.96	0.96	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.44	0.44	0.44	0.36	0.40	0.02	0.44	0.15	0.13	0.00	0.00	0.00
Uniform Del:	0.2	0.2	0.2	0.1	0.1	0.1	46.7	46.1	46.1	0.0	0.0	0.0
IncremntDel:	0.1	0.1	0.1	1.4	0.1	0.0	3.5	0.3	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.2	0.2	0.2	1.5	0.2	0.1	50.2	46.4	46.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.2	0.2	1.5	0.2	0.1	50.2	46.4	46.6	0.0	0.0	0.0
HCM2kAvg:	2	2	2	2	2	0	2	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.285
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.2
Optimal Cycle:	32	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	147	0	0	976	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	10	0	0	0	0	147	0	0	976	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	10	0	0	0	0	147	0	0	976	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	10	0	0	0	0	147	0	0	976	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	0	10	0	0	0	0	147	0	0	976	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.60	0.00	0.40	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1047	0	698	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.27	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.95	0.00
Volume/Cap:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.28	0.00
Uniform Del:	45.8	0.0	45.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
IncremntDel:	1.8	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	47.5	0.0	47.5	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
HCM2kAvg:	1	0	1	0	0	0	0	0	0	0	1	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.621
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.2
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	722	1000	171	1	1459	157	53	23	58	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1000	171	1	1459	157	53	23	58	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1000	171	1	1459	157	53	23	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1000	171	1	1459	157	53	23	58	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	722	1000	171	1	1459	157	53	23	58	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.10	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.56	0.44	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1230	3152	539	198	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.59	0.32	0.32	0.01	0.28	0.10	0.03	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.94	0.94	0.94	0.94	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.62	0.34	0.34	0.01	0.30	0.10	0.62	0.27	0.37	0.00	0.00	0.00
Uniform Del:	0.4	0.2	0.2	0.2	0.2	0.2	46.2	45.3	45.5	0.0	0.0	0.0
IncremntDel:	0.4	0.0	0.0	0.0	0.0	0.0	9.5	0.5	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.3	0.3	0.2	0.2	0.2	55.7	45.8	47.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.3	0.3	0.2	0.2	0.2	55.7	45.8	47.0	0.0	0.0	0.0
HCM2kAvg:	5	2	2	0	1	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.356
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.1
Optimal Cycle:	35	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	0	0	0	2	0	0
Volume Module:												
Base Vol:	74	0	8	0	0	0	0	544	0	0	1120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	8	0	0	0	0	544	0	0	1120	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	8	0	0	0	0	544	0	0	1120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	8	0	0	0	0	544	0	0	1120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	0	8	0	0	0	0	544	0	0	1120	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1620	0	175	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.31	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.87	0.00
Volume/Cap:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.36	0.00
Uniform Del:	39.8	0.0	39.8	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0
IncremntDel:	0.9	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	40.8	0.0	40.8	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	0.0	40.8	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0
HCM2kAvg:	3	0	3	0	0	0	0	3	0	0	3	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.559
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.3
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	696	1634	140	50	2520	18	9	3	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	696	1634	140	50	2520	18	9	3	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	696	1634	140	50	2520	18	9	3	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	696	1634	140	50	2520	18	9	3	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	696	1634	140	50	2520	18	9	3	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	0.06	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1259	3480	298	106	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.47	0.47	0.47	0.49	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.99	0.99	0.99	0.99	0.99	0.99	0.01	0.01	0.01	0.00	0.00	0.00
Volume/Cap:	0.56	0.47	0.47	0.47	0.49	0.01	0.56	0.19	0.03	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	49.2	49.1	49.0	0.0	0.0	0.0
IncremntDel:	0.2	0.1	0.1	3.4	0.1	0.0	29.0	1.4	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.2	0.1	0.1	3.4	0.1	0.0	78.3	50.5	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.1	0.1	3.4	0.1	0.0	78.3	50.5	49.4	0.0	0.0	0.0
HCM2kAvg:	2	1	1	1	1	0	1	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.334
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.8
Optimal Cycle:	34	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	20	0	3	0	0	0	0	575	0	0	1161	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	3	0	0	0	0	575	0	0	1161	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	3	0	0	0	0	575	0	0	1161	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	3	0	0	0	0	575	0	0	1161	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	0	3	0	0	0	0	575	0	0	1161	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.87	0.00	0.13	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1554	0	233	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.32	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.96	0.00	0.00	0.96	0.00
Volume/Cap:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.33	0.00
Uniform Del:	46.8	0.0	46.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
IncremntDel:	2.9	0.0	2.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	49.7	0.0	49.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	0.0	49.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
HCM2kAvg:	1	0	1	0	0	0	0	1	0	0	1	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 0.3
Optimal Cycle: 42 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	696	1634	142	50	2520	18	9	3	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	696	1634	142	50	2520	18	9	3	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	696	1634	142	50	2520	18	9	3	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	696	1634	142	50	2520	18	9	3	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	696	1634	142	50	2520	18	9	3	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	0.06	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1259	3476	302	106	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.47	0.47	0.47	0.49	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.99	0.99	0.99	0.99	0.99	0.99	0.01	0.01	0.01	0.00	0.00	0.00
Volume/Cap:	0.56	0.48	0.48	0.47	0.49	0.01	0.56	0.19	0.03	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	49.2	49.1	49.0	0.0	0.0	0.0
IncremntDel:	0.2	0.1	0.1	3.4	0.1	0.0	29.0	1.4	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.2	0.1	0.1	3.4	0.1	0.0	78.3	50.5	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.1	0.1	3.4	0.1	0.0	78.3	50.5	49.4	0.0	0.0	0.0
HCM2kAvg:	2	1	1	1	1	0	1	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec): 100 Critical Vol./Cap. (X): 0.341
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 1.1
Optimal Cycle: 35 Level Of Service: A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	0	0	0	2	0	0
Volume Module:												
Base Vol:	29	0	3	0	0	0	0	578	0	0	1167	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	3	0	0	0	0	578	0	0	1167	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	3	0	0	0	0	578	0	0	1167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	3	0	0	0	0	578	0	0	1167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	3	0	0	0	0	578	0	0	1167	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1626	0	168	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.32	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.95	0.00
Volume/Cap:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.34	0.00
Uniform Del:	45.7	0.0	45.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
IncremntDel:	2.2	0.0	2.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	47.9	0.0	47.9	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	0.0	47.9	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
HCM2kAvg:	1	0	1	0	0	0	0	2	0	0	2	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.717
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.8
Optimal Cycle:	66	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	746	2456	153	54	3105	19	10	3	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	2456	153	54	3105	19	10	3	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	746	2456	153	54	3105	19	10	3	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	2456	153	54	3105	19	10	3	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	746	2456	153	54	3105	19	10	3	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.89	2.93	0.18	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1125	3705	231	76	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.71	0.60	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.99	0.99	0.99	0.99	0.99	0.99	0.01	0.01	0.01	0.00	0.00	0.00
Volume/Cap:	0.67	0.67	0.67	0.72	0.60	0.01	0.72	0.22	0.04	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	49.4	49.2	49.1	0.0	0.0	0.0
IncremntDel:	0.4	0.4	0.4	28.0	0.2	0.0	85.1	1.8	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.4	0.4	28.0	0.2	0.0	134.5	51.0	49.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.4	0.4	28.0	0.2	0.0	134.5	51.0	49.7	0.0	0.0	0.0
HCM2kAvg:	3	3	3	4	2	0	1	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.485
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.7
Optimal Cycle:	44	Level Of Service:	A

Street Name:	101 NB Off-Ramp								Cahuenga Blvd N							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
Volume Module:																				
Base Vol:	21	0	3	0	0	0	0	0	0	0	0	616	0	0	0	0	1701	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	21	0	3	0	0	0	0	0	0	0	0	616	0	0	0	0	1701	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	21	0	3	0	0	0	0	0	0	0	0	616	0	0	0	0	1701	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	21	0	3	0	0	0	0	0	0	0	0	616	0	0	0	0	1701	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	21	0	3	0	0	0	0	0	0	0	0	616	0	0	0	0	1701	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00		
Lanes:	0.88	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	2.00	0.00			
Final Sat.:	1566	0	224	0	0	0	0	0	0	0	0	1900	0	0	0	3610	0			
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.47	0.00			
Crit Moves:	****										****					****				
Green/Cycle:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.97	0.00			
Volume/Cap:	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.48	0.00			
Uniform Del:	47.9	0.0	47.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0			
IncremntDel:	7.3	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0			
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00			
Delay/Veh:	55.2	0.0	55.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	55.2	0.0	55.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0			
HCM2kAvg:	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0			

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 0.8
Optimal Cycle: 66 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	746	2456	155	54	3105	19	10	3	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	2456	155	54	3105	19	10	3	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	746	2456	155	54	3105	19	10	3	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	2456	155	54	3105	19	10	3	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	746	2456	155	54	3105	19	10	3	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.89	2.93	0.18	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1125	3703	234	76	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.71	0.60	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.99	0.99	0.99	0.99	0.99	0.99	0.01	0.01	0.01	0.00	0.00	0.00
Volume/Cap:	0.67	0.67	0.67	0.72	0.60	0.01	0.72	0.22	0.04	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	49.4	49.2	49.1	0.0	0.0	0.0
IncremntDel:	0.4	0.4	0.4	28.0	0.2	0.0	85.1	1.8	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.4	0.4	28.0	0.2	0.0	134.5	51.0	49.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.4	0.4	28.0	0.2	0.0	134.5	51.0	49.7	0.0	0.0	0.0
HCM2kAvg:	3	3	3	4	2	0	1	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.491
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	45	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	30	0	3	0	0	0	0	619	0	0	1707	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	3	0	0	0	0	619	0	0	1707	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	3	0	0	0	0	619	0	0	1707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	3	0	0	0	0	619	0	0	1707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	0	3	0	0	0	0	619	0	0	1707	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1633	0	163	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.47	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.96	0.00	0.00	0.96	0.00
Volume/Cap:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.49	0.00
Uniform Del:	47.2	0.0	47.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
IncremntDel:	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	52.8	0.0	52.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	52.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
HCM2kAvg:	2	0	2	0	0	0	0	1	0	0	3	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 2.7
Optimal Cycle: 46 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	688	1896	164	0	2288	175	40	94	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	688	1896	164	0	2288	175	40	94	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	688	1896	164	0	2288	175	40	94	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	688	1896	164	0	2288	175	40	94	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	688	1896	164	0	2288	175	40	94	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	1.00	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	3.00	1.00	0.60	1.40	2.00	0.00	0.00	0.00
Final Sat.:	1247	3444	298	1900	5187	1615	916	2153	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.00	0.44	0.11	0.04	0.04	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.93	0.93	0.93	0.00	0.93	0.93	0.07	0.07	0.07	0.00	0.00	0.00
Volume/Cap:	0.60	0.59	0.59	0.00	0.48	0.12	0.59	0.59	0.49	0.00	0.00	0.00
Uniform Del:	0.6	0.6	0.6	0.0	0.5	0.3	44.9	44.9	44.5	0.0	0.0	0.0
IncremntDel:	0.2	0.2	0.2	0.0	0.1	0.0	4.2	4.2	1.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.8	0.8	0.0	0.6	0.3	49.1	49.1	46.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.8	0.8	0.0	0.6	0.3	49.1	49.1	46.4	0.0	0.0	0.0
HCM2kAvg:	6	6	6	0	4	1	3	3	2	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.674
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.5
Optimal Cycle:	70	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	1	0	0	2	0
Volume Module:												
Base Vol:	99	0	4	0	0	0	0	259	0	0	2228	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	4	0	0	0	0	259	0	0	2228	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	4	0	0	0	0	259	0	0	2228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	4	0	0	0	0	259	0	0	2228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	0	4	0	0	0	0	259	0	0	2228	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1733	0	70	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.62	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00
Volume/Cap:	0.67	0.00	0.67	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.67	0.00
Uniform Del:	44.4	0.0	44.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.9	0.0
IncremntDel:	11.3	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	55.7	0.0	55.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	0.0	55.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.5	0.0
HCM2kAvg:	5	0	5	0	0	0	0	1	0	0	9	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.735
Loss Time (sec): 0 (Y+R = 0 sec) | Average Delay (sec/veh): 3.0
Optimal Cycle: 70 | Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	738	2612	168	0	3467	188	43	101	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	738	2612	168	0	3467	188	43	101	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	738	2612	168	0	3467	188	43	101	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	738	2612	168	0	3467	188	43	101	110	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	738	2612	168	0	3467	188	43	101	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	1.00	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.84	2.97	0.19	1.00	3.00	1.00	0.60	1.40	2.00	0.00	0.00	0.00
Final Sat.:	1073	3799	244	1900	5187	1615	916	2152	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.00	0.67	0.12	0.05	0.05	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.94	0.94	0.94	0.00	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.73	0.73	0.73	0.00	0.71	0.12	0.73	0.73	0.61	0.00	0.00	0.00
Uniform Del:	0.7	0.7	0.7	0.0	0.6	0.2	46.0	46.0	45.6	0.0	0.0	0.0
IncremntDel:	0.6	0.6	0.6	0.0	0.5	0.0	13.4	13.4	5.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	1.3	1.3	1.3	0.0	1.1	0.3	59.4	59.4	51.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	1.3	1.3	0.0	1.1	0.3	59.4	59.4	51.3	0.0	0.0	0.0
HCM2kAvg:	9	9	9	0	9	1	4	4	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.827
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	132	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	100	0	4	0	0	0	0	262	0	0	2779	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	4	0	0	0	0	262	0	0	2779	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	4	0	0	0	0	262	0	0	2779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	4	0	0	0	0	262	0	0	2779	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	0	4	0	0	0	0	262	0	0	2779	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1734	0	69	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.77	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.93	0.00
Volume/Cap:	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.83	0.00
Uniform Del:	45.9	0.0	45.9	0.0	0.0	0.0	0.0	0.3	0.0	0.0	1.1	0.0
IncremntDel:	34.4	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	80.4	0.0	80.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	0.0	80.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	2.9	0.0
HCM2kAvg:	6	0	6	0	0	0	0	1	0	0	16	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 71 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	738	2612	177	0	3467	188	43	101	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	738	2612	177	0	3467	188	43	101	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	738	2612	177	0	3467	188	43	101	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	738	2612	177	0	3467	188	43	101	110	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	738	2612	177	0	3467	188	43	101	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	1.00	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.84	2.96	0.20	1.00	3.00	1.00	0.60	1.40	2.00	0.00	0.00	0.00
Final Sat.:	1069	3784	256	1900	5187	1615	916	2152	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.00	0.67	0.12	0.05	0.05	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.94	0.94	0.94	0.00	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.74	0.74	0.74	0.00	0.71	0.12	0.74	0.74	0.61	0.00	0.00	0.00
Uniform Del:	0.7	0.7	0.7	0.0	0.6	0.2	46.0	46.0	45.6	0.0	0.0	0.0
IncremntDel:	0.6	0.6	0.6	0.0	0.5	0.0	13.7	13.7	5.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	1.3	1.3	1.3	0.0	1.1	0.3	59.7	59.7	51.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	1.3	1.3	0.0	1.1	0.3	59.7	59.7	51.5	0.0	0.0	0.0
HCM2kAvg:	9	9	9	0	9	1	4	4	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.832
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	5.5
Optimal Cycle:	136	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	106	0	4	0	0	0	0	277	0	0	2783	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	4	0	0	0	0	277	0	0	2783	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	4	0	0	0	0	277	0	0	2783	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	4	0	0	0	0	277	0	0	2783	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	0	4	0	0	0	0	277	0	0	2783	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1738	0	66	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.77	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.93	0.00
Volume/Cap:	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.83	0.00
Uniform Del:	45.7	0.0	45.7	0.0	0.0	0.0	0.0	0.3	0.0	0.0	1.2	0.0
IncremntDel:	34.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	79.7	0.0	79.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	0.0	79.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0	3.1	0.0
HCM2kAvg:	6	0	6	0	0	0	0	1	0	0	17	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	Average Delay (sec/veh):	1.6
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 2	1	0	1	0 3	0 1	0	1 1	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	722	1457	145	0	1688	126	17	31	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1457	145	0	1688	126	17	31	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1457	145	0	1688	126	17	31	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1457	145	0	1688	126	17	31	63	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	722	1457	145	0	1688	126	17	31	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	1.00	0.91	0.85	0.93	0.93	0.75	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	3.00	1.00	0.71	1.29	2.00	0.00	0.00	0.00
Final Sat.:	1232	3361	335	1900	5187	1615	1249	2278	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.59	0.43	0.43	0.00	0.33	0.08	0.01	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****								****			
Green/Cycle:	0.96	0.96	0.96	0.00	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.61	0.45	0.45	0.00	0.34	0.08	0.37	0.37	0.61	0.00	0.00	0.00
Uniform Del:	0.2	0.1	0.1	0.0	0.1	0.1	47.1	47.1	47.5	0.0	0.0	0.0
IncremntDel:	0.3	0.1	0.1	0.0	0.0	0.0	1.8	1.8	10.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.2	0.2	0.0	0.1	0.1	48.9	48.9	57.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.2	0.2	0.0	0.1	0.1	48.9	48.9	57.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	D	E	A	A	A
HCM2kAvgQ:	3	2	2	0	1	0	1	1	2	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	2.5
Optimal Cycle:	52	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	0	0	0	2	0	0
Volume Module:												
Base Vol:	74	0	7	0	0	0	0	434	0	0	1878	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	7	0	0	0	0	434	0	0	1878	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	7	0	0	0	0	434	0	0	1878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	7	0	0	0	0	434	0	0	1878	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	7	0	0	0	0	434	0	0	1878	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1640	0	155	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00
Volume/Cap:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.57	0.00
Uniform Del:	44.3	0.0	44.3	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.7	0.0
IncremntDel:	5.2	0.0	5.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.9	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	2	0	0	6	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	1.4
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1.2	1.0		1.0	3.0	1.0	0.1	1.1	0.2	0.0	0.0	0.0
Volume Module:												
Base Vol:	774	2141	155	0	2824	135	18	33	68	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	774	2141	155	0	2824	135	18	33	68	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	774	2141	155	0	2824	135	18	33	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	774	2141	155	0	2824	135	18	33	68	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	774	2141	155	0	2824	135	18	33	68	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	1.00	0.91	0.85	0.93	0.93	0.75	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	3.00	1.00	0.71	1.29	2.00	0.00	0.00	0.00
Final Sat.:	1269	3549	257	1900	5187	1615	1245	2282	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.61	0.60	0.60	0.00	0.54	0.08	0.01	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****								****			
Green/Cycle:	0.96	0.96	0.96	0.00	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.63	0.63	0.63	0.00	0.57	0.09	0.38	0.38	0.63	0.00	0.00	0.00
Uniform Del:	0.2	0.2	0.2	0.0	0.2	0.1	47.0	47.0	47.4	0.0	0.0	0.0
IncremntDel:	0.3	0.3	0.3	0.0	0.2	0.0	1.8	1.8	11.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.5	0.4	0.4	0.0	0.3	0.1	48.8	48.8	59.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.5	0.4	0.4	0.0	0.3	0.1	48.8	48.8	59.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	D	E	A	A	A
HCM2kAvgQ:	4	4	4	0	4	0	1	1	2	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.712
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.0
Optimal Cycle:	79	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	75	0	8	0	0	0	0	462	0	0	2405	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	0	8	0	0	0	0	462	0	0	2405	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	0	8	0	0	0	0	462	0	0	2405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	0	8	0	0	0	0	462	0	0	2405	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	0	8	0	0	0	0	462	0	0	2405	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1622	0	173	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.67	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.00
Volume/Cap:	0.71	0.00	0.71	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.71	0.00
Uniform Del:	45.8	0.0	45.8	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.6	0.0
IncremntDel:	18.7	0.0	18.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	64.5	0.0	64.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	64.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
HCM2kAvg:	4	0	4	0	0	0	0	1	0	0	9	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	1.4
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 2	1 0		1 0 3	0 1		0 1	1 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	774 2141	157		0 2824	135		18	33	68	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	774 2141	157		0 2824	135		18	33	68	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	774 2141	157		0 2824	135		18	33	68	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	774 2141	157		0 2824	135		18	33	68	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	774 2141	157		0 2824	135		18	33	68	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.67 0.67	0.67		1.00 0.91	0.85		0.93 0.93	0.75		1.00 1.00	1.00	
Lanes:	1.00 2.80	0.20		1.00 3.00	1.00		0.71 1.29	2.00		0.00 0.00	0.00	
Final Sat.:	1268 3543	260		1900 5187	1615		1245 2282	2842		0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.61 0.60	0.60		0.00 0.54	0.08		0.01 0.01	0.02		0.00 0.00	0.00	
Crit Moves:	****							****				
Green/Cycle:	0.96 0.96	0.96		0.00 0.96	0.96		0.04 0.04	0.04		0.00 0.00	0.00	
Volume/Cap:	0.63 0.63	0.63		0.00 0.57	0.09		0.38 0.38	0.63		0.00 0.00	0.00	
Uniform Del:	0.2 0.2	0.2		0.0 0.2	0.1		47.0 47.0	47.4		0.0 0.0	0.0	
IncremntDel:	0.3 0.3	0.3		0.0 0.2	0.0		1.8 1.8	11.8		0.0 0.0	0.0	
InitQueuDel:	0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		0.00 1.00	1.00		1.00 1.00	1.00		0.00 0.00	0.00	
Delay/Veh:	0.5 0.4	0.4		0.0 0.3	0.1		48.8 48.8	59.3		0.0 0.0	0.0	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	0.5 0.4	0.4		0.0 0.3	0.1		48.8 48.8	59.3		0.0 0.0	0.0	
LOS by Move:	A A	A		A A	A		D D	E		A A	A	
HCM2kAvgQ:	4 4	4		0 4	0		1 1	2		0 0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	3.1
Optimal Cycle:	80	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	1	0	0	2	0 0
Volume Module:												
Base Vol:	79	0	8	0	0	0	0	465	0	0	2408	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	8	0	0	0	0	465	0	0	2408	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	0	8	0	0	0	0	465	0	0	2408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	0	8	0	0	0	0	465	0	0	2408	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	0	8	0	0	0	0	465	0	0	2408	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1631	0	165	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.67	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.93	0.00
Volume/Cap:	0.72	0.00	0.72	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.72	0.00
Uniform Del:	45.7	0.0	45.7	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.7	0.0
IncremntDel:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	64.0	0.0	64.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	0.0	64.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	2	0	0	10	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.444
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.9
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	486	1348	237	56	1979	30	29	10	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	1348	237	56	1979	30	29	10	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	1348	237	56	1979	30	29	10	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	1348	237	56	1979	30	29	10	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	486	1348	237	56	1979	30	29	10	16	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.09	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.94	2.60	0.46	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1144	3173	558	163	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.34	0.38	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.96	0.96	0.96	0.96	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.44	0.44	0.44	0.36	0.40	0.02	0.44	0.15	0.13	0.00	0.00	0.00
Uniform Del:	0.2	0.2	0.2	0.1	0.1	0.1	46.7	46.1	46.1	0.0	0.0	0.0
IncremntDel:	0.1	0.1	0.1	1.4	0.1	0.0	3.5	0.3	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.2	0.2	0.2	1.5	0.2	0.1	50.3	46.4	46.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.2	0.2	1.5	0.2	0.1	50.3	46.4	46.6	0.0	0.0	0.0
HCM2kAvg:	2	2	2	2	2	0	2	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.302
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.3
Optimal Cycle:	33	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	38	0	10	0	0	0	0	156	0	0	992	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	0	10	0	0	0	0	156	0	0	992	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	10	0	0	0	0	156	0	0	992	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	10	0	0	0	0	156	0	0	992	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	0	10	0	0	0	0	156	0	0	992	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.79	0.00	0.21	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1406	0	370	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.27	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.91	0.00
Volume/Cap:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.30	0.00
Uniform Del:	42.6	0.0	42.6	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.6	0.0
IncremntDel:	1.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	43.7	0.0	43.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	0.0	43.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.6	0.0
HCM2kAvg:	2	0	2	0	0	0	0	1	0	0	2	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.790
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	89	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	521	2398	252	60	3216	32	31	11	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	2398	252	60	3216	32	31	11	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	2398	252	60	3216	32	31	11	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	2398	252	60	3216	32	31	11	17	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	521	2398	252	60	3216	32	31	11	17	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.66	3.02	0.32	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	815	3751	394	78	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.77	0.62	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.97	0.97	0.97	0.97	0.97	0.97	0.03	0.03	0.03	0.00	0.00	0.00
Volume/Cap:	0.66	0.66	0.66	0.79	0.64	0.02	0.79	0.28	0.23	0.00	0.00	0.00
Uniform Del:	0.1	0.1	0.1	0.1	0.1	0.0	48.5	47.8	47.8	0.0	0.0	0.0
IncremntDel:	0.3	0.3	0.3	41.4	0.3	0.0	54.1	1.0	1.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.4	0.4	41.6	0.4	0.0	102.6	48.8	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.4	0.4	41.6	0.4	0.0	102.6	48.8	49.4	0.0	0.0	0.0
HCM2kAvg:	4	4	4	8	4	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.488
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	44	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	0 0	0	0 0	1	0	0 0	2	0
Volume Module:												
Base Vol:	16	0	11	0	0	0	0	158	0	0	1704	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	0	11	0	0	0	0	158	0	0	1704	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	11	0	0	0	0	158	0	0	1704	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	11	0	0	0	0	158	0	0	1704	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	0	11	0	0	0	0	158	0	0	1704	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.59	0.00	0.41	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1033	0	710	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.47	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.97	0.00	0.00	0.97	0.00
Volume/Cap:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.49	0.00
Uniform Del:	47.6	0.0	47.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
IncremntDel:	6.6	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	54.2	0.0	54.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	0.0	54.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
HCM2kAvg:	2	0	2	0	0	0	0	0	0	0	2	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 89 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	521	2398	257	60	3216	32	31	11	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	2398	257	60	3216	32	31	11	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	2398	257	60	3216	32	31	11	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	2398	257	60	3216	32	31	11	17	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	521	2398	257	60	3216	32	31	11	17	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.66	3.02	0.32	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	814	3746	401	78	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.77	0.62	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.97	0.97	0.97	0.97	0.97	0.97	0.03	0.03	0.03	0.00	0.00	0.00
Volume/Cap:	0.66	0.66	0.66	0.79	0.64	0.02	0.79	0.28	0.23	0.00	0.00	0.00
Uniform Del:	0.1	0.1	0.1	0.1	0.1	0.0	48.5	47.8	47.8	0.0	0.0	0.0
IncremntDel:	0.3	0.3	0.3	41.4	0.3	0.0	54.1	1.0	1.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.4	0.4	41.6	0.4	0.0	102.6	48.8	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.4	0.4	41.6	0.4	0.0	102.6	48.8	49.4	0.0	0.0	0.0
HCM2kAvg:	4	4	4	8	4	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.505
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.7
Optimal Cycle:	46	Level Of Service:	A

Street Name:	101 NB Off-Ramp									Cahuenga Blvd N								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
Volume Module:																				
Base Vol:	39	0	11			0	0	0			0	167	0			0	1720	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	39	0	11			0	0	0			0	167	0			0	1720	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	39	0	11			0	0	0			0	167	0			0	1720	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	39	0	11			0	0	0			0	167	0			0	1720	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	39	0	11			0	0	0			0	167	0			0	1720	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.93	1.00	0.93			1.00	1.00	1.00			1.00	1.00	1.00			1.00	0.95	1.00		
Lanes:	0.78	0.00	0.22			0.00	0.00	0.00			0.00	1.00	0.00			0.00	2.00	0.00		
Final Sat.:	1383	0	390			0	0	0			0	1900	0			0	3610	0		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.00	0.03			0.00	0.00	0.00			0.00	0.09	0.00			0.00	0.48	0.00		
Crit Moves:	****										****						****			
Green/Cycle:	0.06	0.00	0.06			0.00	0.00	0.00			0.00	0.94	0.00			0.00	0.94	0.00		
Volume/Cap:	0.50	0.00	0.50			0.00	0.00	0.00			0.00	0.09	0.00			0.00	0.50	0.00		
Uniform Del:	45.9	0.0	45.9			0.0	0.0	0.0			0.0	0.2	0.0			0.0	0.3	0.0		
IncremntDel:	4.1	0.0	4.1			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.1	0.0		
InitQueuDel:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay Adj:	1.00	0.00	1.00			0.00	0.00	0.00			0.00	1.00	0.00			0.00	1.00	0.00		
Delay/Veh:	50.0	0.0	50.0			0.0	0.0	0.0			0.0	0.2	0.0			0.0	0.4	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	50.0	0.0	50.0			0.0	0.0	0.0			0.0	0.2	0.0			0.0	0.4	0.0		
HCM2kAvg:	2	0	2			0	0	0			0	0	0			0	4	0		

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 2.2
Optimal Cycle: 49 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	722	1000	175	1	1459	157	53	23	58	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1000	175	1	1459	157	53	23	58	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1000	175	1	1459	157	53	23	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1000	175	1	1459	157	53	23	58	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	722	1000	175	1	1459	157	53	23	58	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.10	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.55	0.45	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1229	3138	549	196	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.59	0.32	0.32	0.01	0.28	0.10	0.03	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.94	0.94	0.94	0.94	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.62	0.34	0.34	0.01	0.30	0.10	0.62	0.27	0.37	0.00	0.00	0.00
Uniform Del:	0.4	0.2	0.2	0.2	0.2	0.2	46.2	45.3	45.5	0.0	0.0	0.0
IncremntDel:	0.4	0.0	0.0	0.0	0.0	0.0	9.5	0.5	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.3	0.3	0.2	0.2	0.2	55.7	45.8	47.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.3	0.3	0.2	0.2	0.2	55.7	45.8	47.0	0.0	0.0	0.0
HCM2kAvg:	5	2	2	0	1	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.373
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	36	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	1	0	0	2	0	0
Volume Module:												
Base Vol:	97	0	8	0	0	0	0	551	0	0	1135	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	0	8	0	0	0	0	551	0	0	1135	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	0	8	0	0	0	0	551	0	0	1135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	8	0	0	0	0	551	0	0	1135	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	0	8	0	0	0	0	551	0	0	1135	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1661	0	137	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.31	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.37	0.00
Uniform Del:	37.8	0.0	37.8	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.8	0.0
IncremntDel:	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	38.6	0.0	38.6	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	0.0	38.6	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
HCM2kAvg:	3	0	3	0	0	0	0	4	0	0	4	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.649
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.8
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	774	2025	186	1	2658	168	57	25	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	774	2025	186	1	2658	168	57	25	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	774	2025	186	1	2658	168	57	25	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	774	2025	186	1	2658	168	57	25	62	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	774	2025	186	1	2658	168	57	25	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1265	3474	319	80	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.61	0.58	0.58	0.01	0.51	0.10	0.04	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.94	0.94	0.94	0.94	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.65	0.62	0.62	0.01	0.54	0.11	0.65	0.28	0.38	0.00	0.00	0.00
Uniform Del:	0.4	0.4	0.4	0.2	0.3	0.2	46.2	45.2	45.4	0.0	0.0	0.0
IncremntDel:	0.3	0.2	0.2	0.1	0.1	0.0	11.3	0.5	1.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.6	0.6	0.2	0.5	0.2	57.5	45.7	46.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.6	0.6	0.2	0.5	0.2	57.5	45.7	46.9	0.0	0.0	0.0
HCM2kAvg:	6	5	5	0	4	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.6
Optimal Cycle:	52	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	79	0	9	0	0	0	0	583	0	0	1859	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	9	0	0	0	0	583	0	0	1859	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	0	9	0	0	0	0	583	0	0	1859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	0	9	0	0	0	0	583	0	0	1859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	0	9	0	0	0	0	583	0	0	1859	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1609	0	183	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.51	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.91	0.00
Volume/Cap:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.56	0.00
Uniform Del:	43.8	0.0	43.8	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.8	0.0
IncremntDel:	4.7	0.0	4.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	48.5	0.0	48.5	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	0.0	48.5	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.0	0.0
HCM2kAvg:	4	0	4	0	0	0	0	3	0	0	6	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 1.8
Optimal Cycle: 53 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	774 2025	190		1 2658	168		57	25	62	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	774 2025	190		1 2658	168		57	25	62	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	774 2025	190		1 2658	168		57	25	62	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	774 2025	190		1 2658	168		57	25	62	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	774 2025	190		1 2658	168		57	25	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.66 0.66	0.66		0.04 0.91	0.85		0.81 0.81	0.75		1.00 1.00	1.00	
Lanes:	1.00 2.74	0.26		1.00 3.00	1.00		1.00 1.00	2.00		0.00 0.00	0.00	
Final Sat.:	1263 3465	325		80 5187	1615		1534 1534	2842		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.61 0.58	0.58		0.01 0.51	0.10		0.04 0.02	0.02		0.00 0.00	0.00	
Crit Moves:	****						****					
Green/Cycle:	0.94 0.94	0.94		0.94 0.94	0.94		0.06 0.06	0.06		0.00 0.00	0.00	
Volume/Cap:	0.65 0.62	0.62		0.01 0.54	0.11		0.65 0.29	0.38		0.00 0.00	0.00	
Uniform Del:	0.4 0.4	0.4		0.2 0.3	0.2		46.2 45.2	45.4		0.0 0.0	0.0	
IncremntDel:	0.3 0.3	0.3		0.1 0.1	0.0		11.4 0.5	1.5		0.0 0.0	0.0	
InitQueuDel:	0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		0.00 0.00	0.00	
Delay/Veh:	0.8 0.6	0.6		0.2 0.5	0.2		57.5 45.7	46.9		0.0 0.0	0.0	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	0.8 0.6	0.6		0.2 0.5	0.2		57.5 45.7	46.9		0.0 0.0	0.0	
HCM2kAvg:	6 5	5		0 4	0		3 1	1		0 0	0	

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.581
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.3
Optimal Cycle:	54	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	102	0	9	0	0	0	0	590	0	0	1874	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	9	0	0	0	0	590	0	0	1874	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	9	0	0	0	0	590	0	0	1874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	9	0	0	0	0	590	0	0	1874	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	0	9	0	0	0	0	590	0	0	1874	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1651	0	146	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.89	0.00	0.00	0.89	0.00
Volume/Cap:	0.58	0.00	0.58	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.58	0.00
Uniform Del:	42.6	0.0	42.6	0.0	0.0	0.0	0.0	0.8	0.0	0.0	1.2	0.0
IncremntDel:	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	47.0	0.0	47.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	47.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	1.4	0.0
HCM2kAvg:	4	0	4	0	0	0	0	3	0	0	7	0

Appendix G

Gibson Transportation Consulting, Inc. Resumes

Patrick A. Gibson, P.E., PTOE
President

EXPERIENCE

45 Years

EDUCATION

Master of Science,
Transportation Engineering,
Northwestern University

Bachelor of Science,
Engineering Science,
Oakland University

CERTIFICATIONS

Civil Engineer, States of California, Arizona, Illinois, and Nevada

Traffic Engineer,
State of California

Professional Traffic Operations Engineer,
National Registration

AFFILIATIONS

Institute of Transportation Engineers,
Fellow, Life Member

Committee Member on Design of Regional Shopping Centers

PUBLICATIONS

Shared Parking,
1st and 2nd Editions,
Urban Land Institute and International Council of Shopping Centers

Parking Requirements for Shopping Centers, 2nd Edition
Urban Land Institute and International Council of Shopping Centers

Fast Food Restaurant with Drive-Through Pass-by Travel Survey
Presented at Institute of Transportation Engineers Intermountain Section Meeting, May 2011

EXPERTISE

Traffic Engineering

Directed Central Business District traffic studies in Culver City, Glendale, Long Beach, Los Angeles, Santa Monica, and Santa Rosa, California; Carson City, Las Vegas, and Reno, Nevada; Boise, Idaho; Bellevue, Washington; Phoenix and Tucson, Arizona. Led office and industrial park traffic planning in Century City, El Segundo, Glendale, Irvine, Long Beach, Los Angeles, Mountain View, Pasadena, Redwood City, Riverside, San Francisco, Santa Clara, Sunnyvale, Thousand Oaks, and Universal City, California; and Reno and Stead, Nevada.

Directed campus traffic planning for California State University, Chico; California State University, Long Beach; California State University, Northridge; East Los Angeles College; Los Angeles Trade Technical College; Marymount College; Oakland University in Rochester, Michigan; Pasadena City College; San Jose State University; University of Arizona; University of California, Los Angeles West Campus; University of Illinois, Chicago Circle Campus; University of Redlands; University of Southern California (University Park and Health Sciences campuses); and West Los Angeles College. Directed pedestrian, bicycle, and school safety studies in Arcadia, Culver City, Cupertino, Glendale, Lawndale, Los Angeles, Moorpark, Newhall, Palo Alto, Pasadena, San Fernando, San Marino, Santa Barbara, and South Pasadena, California; Glendale, Arizona; and Reno, Nevada.

Directed traffic and transit studies for new and expanded shopping centers in Anaheim, Arcadia, Arroyo Grande, Burbank, Carlsbad, Chino, Concord, Culver City, Cupertino, Escondido, Fairfield, Glendale, Irvine, Larkspur, Los Angeles, Manhattan Beach, Marina del Rey, Monterey, Moreno Valley, Newark, North Hollywood, Oakland, Pasadena, Pleasanton, Redondo Beach, Redwood City, Riverside, San Diego, San Francisco, San Jose, San Mateo, Santa Clara, Santa Clarita, Santa Monica, Santa Rosa, Saratoga, Sonoma, Sunnyvale, and Thousand Oaks, California; Glendale, Paradise Valley, Phoenix, Tempe, and Tucson, Arizona; Las Vegas and Reno, Nevada; Portland, Oregon; Bellevue, Olympia, Renton and Tacoma, Washington; and Anchorage, Alaska.

Directed traffic signal timing/phasing analyses in Anaheim, Arcadia, Lawndale, Redwood City, San Francisco, San Jose, Santa Clara, and South Pasadena, California; Phoenix and Tucson, Arizona; and Carson City and Reno, Nevada. Led traffic signal system analyses in Culver City, Los Gatos, San Mateo, Santa Monica and Santa Rosa, California; Reno, Nevada; and Bellevue, Washington.

Transportation Planning

Served as the joint venture team project director on the Los Angeles Community Plan Revision Program, which developed updated specific plans for the 35 planning areas in the City of Los Angeles. Directed the transportation planning team in the development of the Los Angeles Downtown Strategic Plan.

Directed long-range transportation planning for new towns or large-scale multi-use developments in Anaheim, Chula Vista, Los Angeles, Long Beach, Playa Vista, Redwood City, Richmond, San Ramon, and Santa Monica, California; Shenandoah, Georgia; and Erin Mills and Meadowvale in Toronto, Ontario, Canada. Directed area wide transportation planning studies in Irvine, Mountain View, Riverside, San Bernardino County, and Santa Clarita, California; and San Juan, Puerto Rico; and thoroughfare and general plan updates in Hollywood, Long Beach, Los Angeles, Malibu, Morgan Hill, Pasadena, and Riverside, California.

Patrick A. Gibson, P.E., PTOE
President

Parking

Directed over 50 downtown parking studies, including the Downtown San Jose Parking Management Plan, Downtown Pomona Parking Management Plan, and downtown parking studies for Beverly Hills, Brea, Buena Park, Fullerton, Long Beach, Los Gatos, Pasadena, San Diego, Temecula, and Whittier, California.

Conducted parking needs, feasibility, and functional design studies, as well as numerous shared parking and parking financial analyses, in downtown Los Angeles, Anaheim, Arcadia, Culver City, Glendale, Hollywood, Huntington Beach, Irvine, Long Beach, Los Gatos, Monrovia, Pasadena, Pomona, San Diego, San Francisco, Santa Ana, Santa Barbara, Santa Monica, Santa Rosa, Tustin, and West Hollywood, California; Phoenix and Tucson, Arizona; Reno, Nevada; Boise, Idaho; Tacoma, Washington; and Honolulu, Hawaii.

Prepared parking studies for universities, stadia, new and expanded regional shopping centers and retail/entertainment centers throughout the United States.

Theme Park and Visitor/Event Center Parking and Transportation Planning

Directed parking and transportation/traffic portions of the entitlement process and assisted in the implementation of transportation improvements for the Disneyland Resort expansion in Anaheim, California. Conducted traffic and parking analyses for Downtown Disney at Disney World in Orlando, Florida and for LEGOLAND in Carlsbad, California. Directed parking analyses for Club Disney in Thousand Oaks, California and The Huntington Library Education and Visitors Center in San Marino, California. Analyzed parking and traffic issues for long-range plan scenarios for Universal Studios in Hollywood and in Southeast Asia. Directed traffic studies for Great America theme parks. Directed the analysis of transportation and parking planning and the development of design alternatives for Huangguoshu Falls in Guizhou Province, China, and both an Entertainment District complex and the Dubailand World theme parks in Dubai, UAE.

Directed transportation and parking plans for the STAPLES Center in downtown Los Angeles, Anaheim Stadium, the Rose Bowl, University of Arizona Stadium, Arizona Cardinals NFL Stadium, Phoenix Coyotes NHL Arena, the Arrowhead Pond of Anaheim, Long Beach Aquarium of the Pacific, the Queen Mary, the Long Beach Convention Center, and the Los Angeles Convention Center.

Mixed-Use Projects

Prepared the traffic, parking, and transportation demand management programs for large, mixed-use developments for Universal Studios Hollywood, Hollywood & Highland, Paramount Pictures Studios, LAX Northside Project, and Village at Westfield Topanga, in Los Angeles; Second + PCH in Long Beach; Millenia Town Center in Chula Vista; Parsons Headquarters in Pasadena; Disney | ABC's Golden Oak Ranch in Los Angeles County; and One Paseo in Carmel Valley, San Diego.

Transit Planning

Currently working with the San Bernardino Associated Governments and the University of Redlands on the design of a light rail station at the University. Directed light rail transit corridor studies in the San Gabriel Valley and San Diego, and transit development programs in Del Mar, Irvine, San Diego, and Santa Cruz, California and Reno, Nevada. Conducted transit terminal studies in Anaheim, Long Beach, Los Angeles, Pasadena, Sacramento, San Diego, and San Jose, California.

Patrick A. Gibson, P.E., PTOE
President

Land Use Planning

Conducted citywide growth management studies in Moorpark, Oceanside, and San Clemente, California.

Teaching

Teaches the transportation engineering classes at the University of California, Los Angeles and East Los Angeles College and has been a guest lecturer for the University of Southern California; California Polytechnic University, Pomona; California State University, Los Angeles; University of California, Berkeley; San Jose State University; and the Northwestern University Traffic Institute.

Sarah M. Drobis, P.E.
Principal Associate

EXPERIENCE

17 Years

EDUCATION

Bachelor of Engineering, Civil Engineering and Mathematics, Vanderbilt University

CERTIFICATIONS

Civil Engineer, State of California

AFFILIATIONS

Institute of Transportation Engineers

Urban Land Institute

Women's Transportation Seminar

EXPERTISE

Traffic Engineering

Directed complex transportation planning studies for a wide variety of public and private projects throughout Southern California, with particular expertise in the preparation of transportation analysis to support the environmental review process required by CEQA as well as entitlement processing efforts. Managed numerous traffic studies that involve traffic impact analysis, transit analysis, construction analysis, site access/internal circulation reviews, and Congestion Management Program analysis. Developed comprehensive mitigation and transportation improvement programs for retail, residential, mixed-use and medical development projects as well as schools, universities and churches.

Representative projects include The Huntington Library and Visitors Center, the University of Southern California Health Sciences Campus Beautification Project, Disney Golden Oak Ranch, The Gardens Casino, Hollywood Central Park Project, Wildwood Schools, Highland-Selma mixed-use project, The Citadel shopping Center, Hyatt Place El Segundo, Lakewood Mall, Marina Marketplace, Irwindale Materials Recovery Facility and Transfer Station, Wildflower Green Energy Farm, and the Rialto Renewable Energy Center. Other projects include the Americana at Brand shopping center, Madame Tussauds Wax Museum, Pasadena Conference Center, Hahamongna Watershed Park Annex, Valley Presbyterian Medical Office Building, numerous Costco locations in various jurisdictions, and several residential and mixed-use projects in Hollywood and West Hollywood.

Transportation Planning

Directed numerous traffic studies including site access/internal circulation planning for both public and private development projects throughout California. Expertise also includes operational analyses, access and circulation planning for various travel modes (vehicular, pedestrian, truck, transit, etc.), sight distance analysis, transportation master planning, regional travel demand modeling, corridor studies, signal warrant analyses, development of trip generation models and traffic simulation modeling.

Managed the preparation of transportation planning studies and parking plans, as well as the implementation of transportation improvements, for mixed-use, commercial, residential, and institutional development projects. Key projects include the Memphis Aerotropolis: Airport City Master Plan in Memphis, Tennessee and a large scale traffic congestion improvement program for Los Angeles and surrounding areas. Other current projects include The Ford Theatres, AMPAS Academy Museum of Motion Pictures, NBC Universal, Oakwood Secondary School, and Manhattan Village Shopping Center. Recently completed projects include the University of Southern California Health Sciences Campus Master Plan, The Huntington Library Education and Visitors Center, the University of Redlands Master Plan and Light Rail Station Study, and the Wilshire Boulevard Temple Master Plan. Other projects include The Getty Center, Yamashiro Property, Stephen S. Wise Temple, Leo Baeck Temple, Green Dot Charter Schools and Pacific Charter Schools in numerous jurisdictions.

- Continued -

Sarah M. Drobis, P.E.
Principal Associate

Parking

Managed numerous parking studies and shared parking demand analyses for various commercial, residential and mixed-use developments. Directed parking accumulation and utilization surveys, review and documentation of existing parking demand, identification of peak parking demand, forecasts of future parking demand, review of published parking demand ratios, preparation of shared parking demand analyses, and public hearing representation of the studies.

Managed or assisted on several parking needs, feasibility, and functional design studies, as well as numerous shared parking, parking management plans, neighborhood intrusion, and parking financial analyses throughout Southern California.

Developed parking management plans for the Discovery Science Center, AMPAS Academy Museum of Motion Pictures, The Gardens Casino, The Ford Theatres, Brea Marketplace, Uptown Whittier, University of Southern California Health Sciences Campus, University of West Los Angeles, Marina Marketplace, and various locations for Jamboree Housing Corporation. Other projects include Valencia Town Center, The Citadel Outlets, Pasadena Playhouse Plaza, The Alhambra Campus, Granada Village, St. Monica Catholic Church, Westlake Shopping Center, the Inland Empire Center Expansion, various Abode Communities properties, and 24-Hour Fitness locations in numerous jurisdictions.

EXPERIENCE

17 Years

EDUCATION

Bachelor of Engineering,
Civil Engineering and
Mathematics,
Vanderbilt University

CERTIFICATIONS

Civil Engineer,
State of California

AFFILIATIONS

Institute of Transportation Engineers

Urban Land Institute

Women's Transportation Seminar

Richard Gibson, LEED Green Associate
Associate

EXPERTISE

Traffic Engineering

Served as the project engineer for a variety of traffic impact, sight distance, parking, and speed survey studies for proposed and existing developments in Los Angeles, Imperial, Orange and San Diego Counties. These projects required coordination and production of transportation analysis reports involving field data collection, data analysis, and impact mitigation.

Key projects include transportation studies for Manhattan Village Shopping Center, The Ford Theatres, The Citadel Outlets, and Disney | ABC at its Burbank and Golden Oak properties. Other projects include a large scale traffic congestion improvement program for Los Angeles and the analysis of a potential light rail station for the University of Redlands.

Conducted transportation studies for Westfield's shopping center expansions at Santa Anita, Carlsbad, University Towne Centre and North County. Analyzed traffic impacts for fast food restaurants in Santee, a sporting goods store in Anaheim, and the relocation of MV-22 Osprey to MCAS-Miramar/MCAS-Camp Pendleton/MCAS-El Toro project for the US Navy.

Parking & Circulation

Prepared parking studies for The Gardens Casino in Hawaiian Gardens, Fallbrook Center in Los Angeles, and numerous projects in Hollywood and Downtown Los Angeles. Prepared a neighborhood protection plan for the Beverlywood community to prevent neighborhood intrusion.

Served as the project engineer on numerous parking and internal circulation studies for commercial and residential projects, including the parking lot redesign for Irvine Spectrum and residential parking permit studies for public streets in the Cortez Hill and Little Italy neighborhoods of Downtown San Diego. Conducted a financial feasibility study for the Park-It-On-Market garage in Downtown San Diego, which included an hourly count of the entire Downtown parking scenario (all on- and off-street parking spaces from Little Italy to the Gaslamp District) on multiple days.

Transportation Design

Conducted sight distance and curve analyses, speed surveys, traffic calming studies, and traffic control equipment testing and verification, including design reports to verify existing roadway conditions meet government approved standards. Assisted with the red light camera installation verification for the City of San Diego, comparing field measurements to the design drawings to verify the accuracy of the loop detector position and yellow light length.

EXPERIENCE

10 Years

EDUCATION

Bachelor of Arts,
Communications,
University of California,
San Diego

CERTIFICATIONS

LEED Green Associate

AFFILIATIONS

Institute of Transportation Engineers
Green Building Council

PUBLICATIONS

Fast Food Restaurant with Drive-Through Pass-by Travel Survey
Presented at Institute of Transportation Engineers Intermountain Section Meeting, May 2011