

Appendix G

Traffic and Parking Assessment Memorandum

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TECHNICAL MEMORANDUM

TO: ICF Jones & Stokes

FROM: John Stutsman

DATE: January 6, 2010

SUBJECT: Exposition Light Rail Transit Project
Exposition Boulevard at Farmdale Avenue Station
Traffic and Parking Assessment

Ref: LA08-2219.04

In coordination with the Exposition Construction Authority (Expo), ICF Jones & Stokes, and AECOM, Fehr & Peers conducted a traffic and parking assessment for the proposed transit station to be located at the intersection of Farmdale Avenue & Exposition Boulevard, near Dorsey High School (DHS). The purpose of these assessments is to identify the potential for intersection impacts and spillover parking resulting from the proposed station, which would have an opening year of 2010.

TRAFFIC ASSESSMENT

The traffic assessment assumes that a new traffic signal will be installed at the intersection of Farmdale Avenue & Exposition Boulevard and Farmdale Avenue & Exposition Boulevard South, along the railroad's right-of-way. As shown in Figure 1, the following four intersections were analyzed as part of this assessment:

- Farmdale Avenue and Jefferson Boulevard
- Farmdale Avenue and Exposition Boulevard
- Farmdale Avenue and Exposition Boulevard South
- Farmdale Avenue and Rodeo Road

Conceptual drawings of the station were received from Expo and are shown in Figures 2 and 3. The drawings show a near-side split platform design with an eastbound train boarding and alighting west of Farmdale Avenue and a westbound train boarding and alighting east of Farmdale Avenue. The train will operate with a limited service railroad pre-emption. During pre-emption, vehicular traffic will be allowed to travel eastbound and westbound along Exposition Boulevard. During this time, pedestrian traffic will also be allowed to travel eastbound and westbound across the north leg of the intersection at Farmdale Avenue & Exposition Boulevard. All other movements will be restricted by vehicular quad gates and pedestrian gates, until the train is ready to proceed after boarding and alighting.

Existing Conditions

A comprehensive existing conditions analysis was conducted as part of *Traffic Study for the Exposition Light Rail Transit Farmdale Avenue Crossing* (September 2009), which included the four intersections considered in this assessment. AM and PM turning movement counts for the four study intersections are included in Attachment A. The existing intersection operations at Farmdale Avenue & Exposition Boulevard and Farmdale Avenue & Exposition Boulevard South are all-way-stop-controlled and two-way-stop-controlled, respectively.

As shown in Table 1, all four intersections are currently operating at Level of Service (LOS) A.

Study Methodology

In accordance with the *Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures*, the Critical Movement Analysis (CMA)/Circular 212 methodology was used to analyze traffic operating conditions at the study intersections. CMA is a method which determines the volume-to-capacity (V/C) ratio on a critical lane basis and LOS associated with each V/C ratio at a signalized intersection.

Station Ridership Forecast

AECOM provided Fehr & Peers with a memorandum (Attachment B) summarizing the ridership forecasting effort to analyze the impact of an additional station at Farmdale Avenue. Exhibit 6 of the memorandum shows a year 2020 interpolated “kiss-and-ride” forecast of 10 vehicular “kiss-and-ride” trips for the AM peak hour. In the absence of PM peak hour forecasts, it is assumed that the PM peak hour will “mirror” the AM peak hour. Therefore, for the purposes of this traffic assessment, it is assumed that the project (addition of the Farmdale station) will result in 10 additional PM peak hour trips.

No Build Conditions

Future No Build (2010) conditions analysis was conducted as part of *Traffic Study for the Exposition Light Rail Transit Farmdale Avenue Crossing* (September 2009), which included the four intersections considered in this assessment. As shown in Table 1, all four intersections operate at LOS A.

In order to be consistent with the 2020 forecast received from AECOM, a No Build analysis was conducted for year 2020, using an annualized growth rate of 1 percent, or a growth of 12 percent from 2008 to 2020. As shown in Table 1, all four intersections operate at LOS B or better.

Impact Assessment Findings

The LADOT Traffic Study Policies and Procedures require a traffic study be completed if a project adds 43 or more PM peak hour trips. The forecast of 10 vehicular trips falls below this threshold and therefore this project does not warrant a full traffic study. The 2010 and 2020 No Build analysis shows all four intersections operating at LOS B or better. The effect of 10 additional “kiss-and-ride” trips during the AM and PM peak hour are minimal. The intersection level of service will not change under the “with project” alternative.

PARKING ASSESSMENT

In coordination with the Exposition Construction Authority (Expo) and ICF Jones & Stokes, Fehr & Peers conducted a parking assessment analysis for the proposed transit station to be located at the intersection of Farmdale Avenue & Exposition Boulevard, near DHS. This parking assessment identifies:

- The current parking supply and demand
- The existing parking restrictions
- Parking loss at the DHS staff parking lot
- The potential for spillover parking

Existing Data

A comprehensive data collection effort was undertaken to identify the current parking supply, demand, and restrictions within one-quarter mile walking distance from the proposed station location. Figures 4A and 4B illustrate the existing parking restrictions, and Figure 5 shows the current parking demand and capacity. As shown in Figure 5 and Table 2, the current parking capacity satisfies the demand.

Proposed Station and Parking Assessment Findings

Conceptual drawings of the station are shown in Figures 2 and 3. The drawings show a near-side split platform design with an eastbound train boarding and alighting west of Farmdale Avenue and a westbound train boarding and alighting east of Farmdale Avenue.

Based on these drawings, on-street parking loss is not anticipated, however, the construction of the platform west of Farmdale Avenue would require the removal of 32 DHS faculty/staff parking spaces. Expo has recommended installation of 13 parallel parking spaces in the affected area, resulting in a net parking loss of 19 spaces. This parking space removal could result in a potential spillover of 19 vehicles into neighborhood streets. Based on discussions between LAUSD and Expo Authority staff, it is proposed that the Expo Inn be acquired as part of the project and that the 19 lost LAUSD parking spaces be replaced on this site located on the northeast corner of Exposition Boulevard & Farmdale Avenue.

The existing unrestricted parking and available capacity shown in Figures 4A, 4B and 5 are likely to encourage park-and-ride activity within one-quarter mile walking distance of the station. In the initial planning and environmental clearance for Phase 1, a parking facility was indicated at the La Brea station, however, the unavailability of a suitable site led to splitting the La Brea station park-and-ride demand between the adjacent La Cienega and Crenshaw stations. Accordingly, there is potential demand for patrons to park in the neighborhoods within a one-quarter mile walk from the proposed Farmdale station. If this alternative is built and this potential problem materializes, a parking monitoring program should be implemented prior to developing specific mitigation measures. Mitigation measure P1 from the *Mid-City/Exposition LRT Project*, reproduced below, is applicable to this issue:

P1 The following mitigation measures shall be implemented in the areas adjacent to the LRT station where no station parking facility is provided, and local jurisdictions determine that spillover parking is causing a significant impact. Some combination of the following four basic control approaches shall be implemented to reduce impacts of Metro patron parking in neighborhoods:

- Prohibit on-street parking
- Time-limited parking
- Resident permit parking
- Non-resident permits for registered car-poolers who work in the zone

If a hardship occurs for the affected residents, a residential parking permit district could be implemented subject to approval by the affected community.

CONCLUSIONS

Introduction of the proposed Farmdale Station would not result in any significant traffic impacts. Provision of replacement DHS parking at the Expo Inn site would fully mitigate parking losses associated with the project. Finally, implementation of appropriate spillover parking mitigations (per measure P1) would reduce and/or eliminate such impacts along with the associated additional vehicular trips potentially entering the neighborhood around the station.

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FEHR & PEERS
TRANSPORTATION CONSULTANTS

July 26, 2009 FPA
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STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 1

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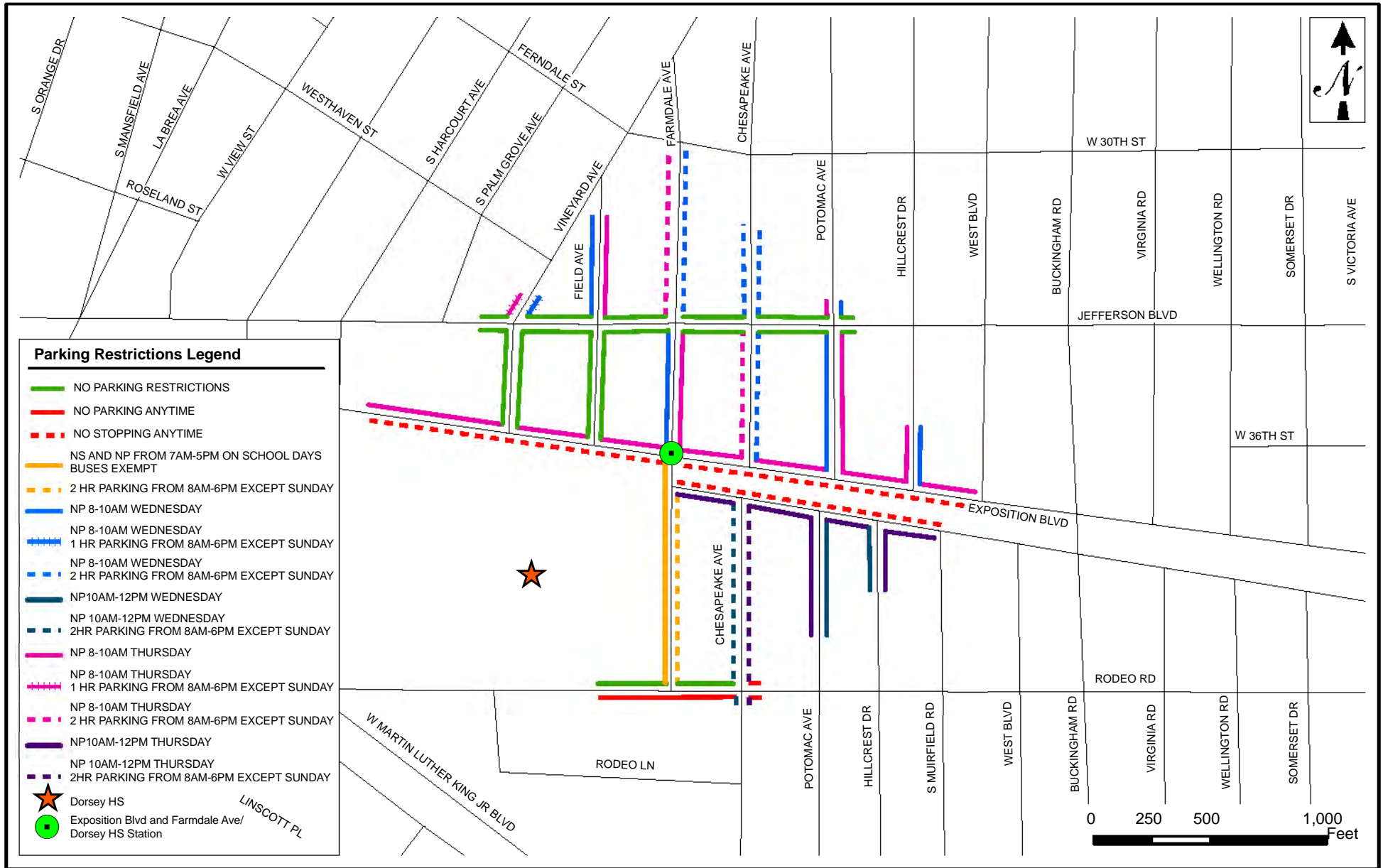
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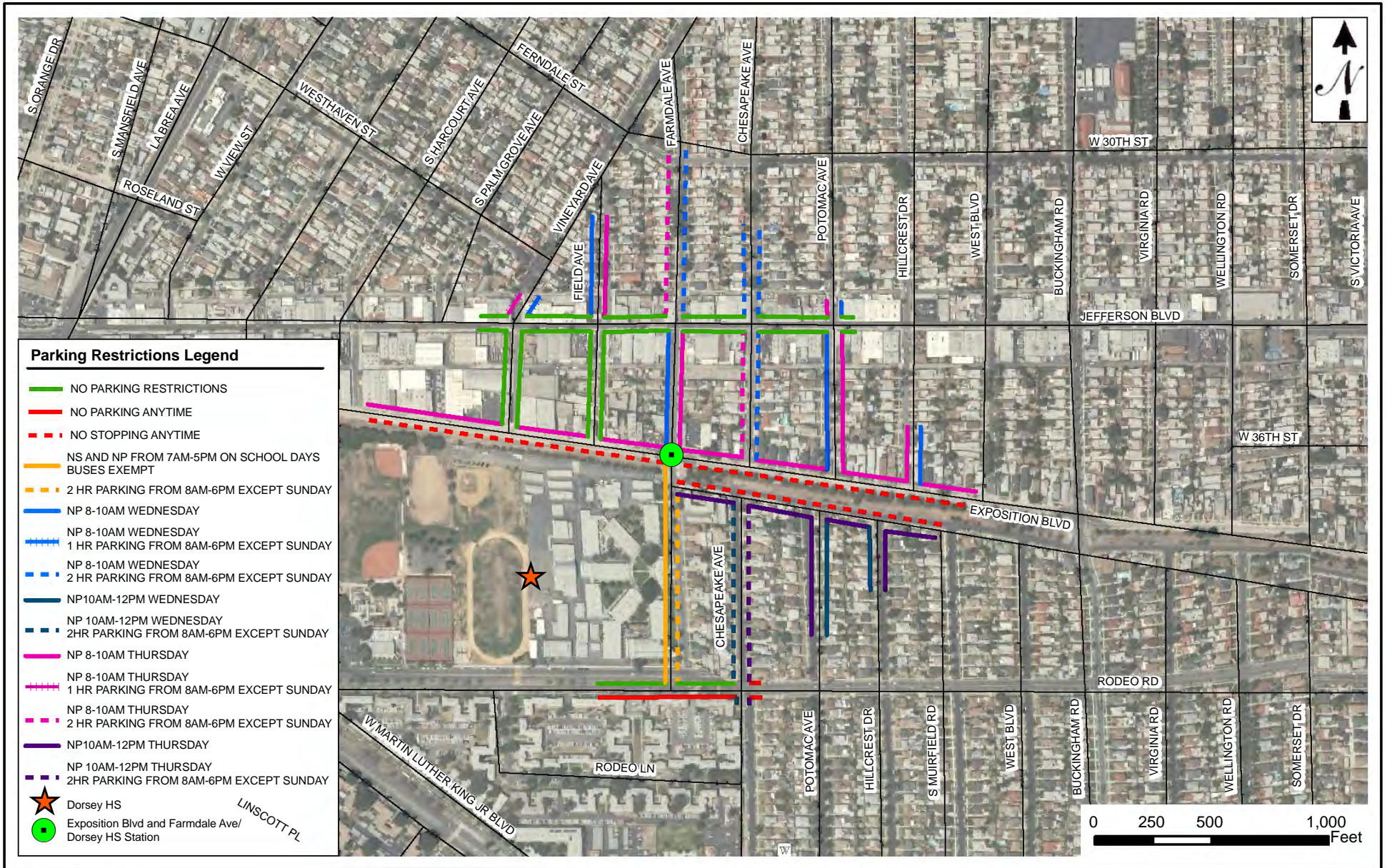
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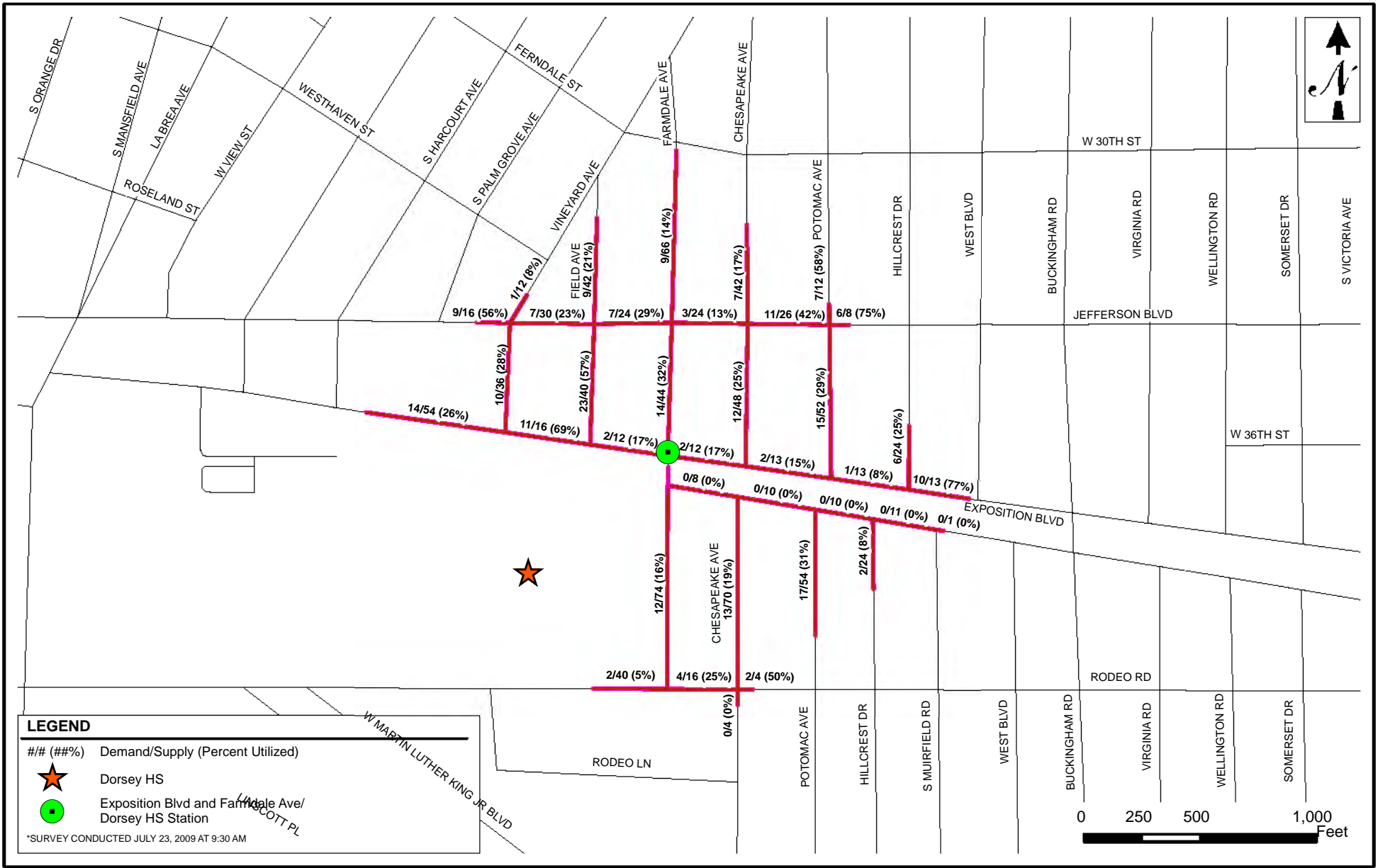
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**POSTED PARKING RESTRICTIONS WITHIN
1/4-MILE WALK DISTANCE FROM STATION**

FIGURE 4B

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**TABLE 1
YEAR 2020 INTERSECTION LEVELS OF SERVICE**

Intersection	Control	Peak Hour	Year 2008 Existing		Year 2010 No Build		Year 2020 No Build	
			V/C	LOS	V/C	LOS	V/C	LOS
* 1. Farmdale Av and Jefferson Bl	Sig.	AM	0.52	A	0.53	A	0.56	A
		MD	0.32	A	0.33	A	0.33	A
		PM	0.44	A	0.46	A	0.47	A
2. Farmdale Av and Exposition Bl	AWSC	AM	0.58	A	0.59	A	0.65	B
		MD	0.26	A	0.26	A	0.29	A
		PM	0.45	A	0.46	A	0.50	A
3. Farmdale Av and Exposition Bl South	TWSC	AM	0.37	A	0.37	A	0.41	A
		MD	0.23	A	0.23	A	0.26	A
		PM	0.32	A	0.33	A	0.36	A
* 4. Farmdale Av and Rodeo Rd	Sig.	AM	0.51	A	0.53	A	0.55	A
		MD	0.28	A	0.30	A	0.29	A
		PM	0.36	A	0.39	A	0.39	A

Notes:

* Intersection is currently operating under ATSAC system. A credit of 0.07 in V/C ratio was included in the analysis.

1. All intersections are assumed to operate under ATCS system for the 2020 Future scenario. A credit of 0.1 in V/C ratio was included in the analysis.

2. Sig. = Signalized Intersection, AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control

**TABLE 2
PARKING SUPPLY AND DEMAND**

SEGMENT	FROM	TO	CARS PARKED		SUPPLY		PERCENT UTILIZED	
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Exposition Blvd (N)	East of Harcourt Ave	Vineyard Ave	2	12	27	27	7%	44%
	Vineyard Ave	Field Ave	0	11	0	16	0%	69%
	Field Ave	Farmdale Ave	0	2	0	12	0%	17%
	Farmdale Ave	Chesapeake Ave	0	2	0	12	0%	17%
	Chesapeake Ave	Potomac Ave	0	2	0	13	0%	15%
	Potomac Ave	Hillcrest Dr	0	1	0	13	0%	8%
	Hillcrest Dr	West Blvd	0	10	0	13	0%	77%
Exposition Blvd (S)	Farmdale Ave	Chesapeake Ave	0	0	8	0	0%	0%
	Chesapeake Ave	Potomac Ave	0	0	10	0	0%	0%
	Potomac Ave	Hillcrest Dr	0	0	10	0	0%	0%
	Hillcrest Dr	Muirfield Rd	0	0	11	0	0%	0%
	Muirfield Rd	East of Muirfield Rd	0	0	1	0	0%	0%
Jefferson Blvd	East of Palm Grove	Vineyard Ave	4	5	8	8	50%	63%
	Vineyard Ave	Field Ave	4	3	15	15	27%	20%
	Field Ave	Farmdale Ave	4	3	12	12	33%	25%
	Farmdale Ave	Chesapeake Ave	2	1	12	12	17%	8%
	Chesapeake Ave	Potomac Ave	7	4	13	13	54%	31%
	Potomac Ave	East of Potomac Ave	4	2	4	4	100%	50%
Rodeo Rd	East of Rodeo Ln	Farmdale Ave	0	2	20	20	0%	10%
	Farmdale Ave	Chesapeake Ave	0	4	8	8	0%	50%
	Chesapeake Ave	East of Chesapeake Ave	0	2	2	2	0%	100%
Hillcrest Dr	South of Exposition Blvd	Exposition Blvd	0	2	12	12	0%	17%
	Exposition Blvd	North of Exposition Blvd	5	1	12	12	42%	8%
Potomac Ave	North of Rodeo Rd	Exposition Blvd	1	16	27	27	4%	59%
	Exposition Blvd	Jefferson Blvd	14	1	26	26	54%	4%
	Jefferson Blvd	North of Jefferson Blvd	1	6	6	6	17%	100%
Chesapeake Ave	South of Rodeo Rd	Rodeo Rd	0	0	2	2	0%	0%
	Rodeo Rd	Exposition Blvd	0	13	35	35	0%	37%
	Exposition Blvd	Jefferson Blvd	12	0	24	24	50%	0%
	Jefferson Blvd	South of 30th St	0	7	21	21	0%	33%
Farmdale Ave	Rodeo Rd	Exposition Blvd	12	0	37	37	32%	0%
	Exposition Blvd	Jefferson Blvd	3	11	22	22	14%	50%
	Jefferson Blvd	30th St	8	1	33	33	24%	3%
Field Ave	Exposition Blvd	Jefferson Blvd	13	10	20	20	65%	50%
	Jefferson Blvd	South of Vineyard Ave	0	9	21	21	0%	43%
Vineyard Ave	Exposition Blvd	Jefferson Blvd	5	5	18	18	28%	28%
	Jefferson Blvd	North of Jefferson Blvd	1	0	6	6	17%	0%

*Survey conducted July 23, 2009 at 9:30 AM

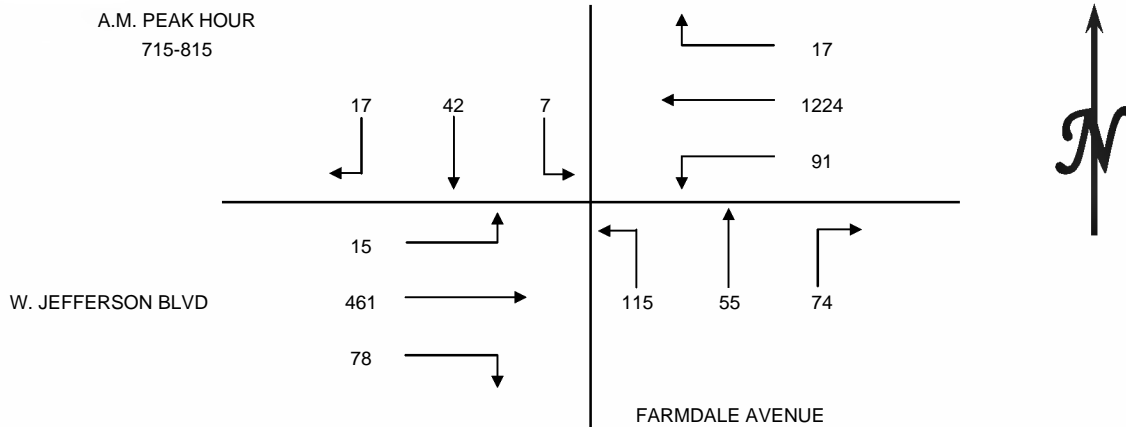
**ATTACHMENT A:
TURNING MOVEMENT COUNTS**

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: DORSEY HIGH SCHOOL TRAFFIC COUNTS
 DATE: WEDNESDAY, FEBRUARY 13, 2008
 PERIOD: 6:00 AM TO 9:00 AM
 INTERSECTION: N/S FARMDALE AVENUE
 E/W W. JEFFERSON BLVD
 CITY: LOS ANGELES CITY

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
600-615	0	0	0	0	50	2	0	2	0	1	38	0	93
615-630	1	1	0	2	95	7	2	2	4	4	44	0	162
630-645	2	1	0	2	182	7	3	5	8	13	49	0	272
645-700	0	4	0	3	243	3	5	5	19	6	63	0	351
700-715	2	5	3	5	265	17	6	4	22	18	96	2	445
715-730	3	9	2	4	328	19	14	17	29	12	103	1	541
730-745	8	10	1	3	319	21	13	11	21	29	132	2	570
745-800	3	15	2	4	296	38	30	17	32	27	112	5	581
800-815	3	8	2	6	281	13	17	10	33	10	114	7	504
815-830	1	6	1	1	331	8	5	7	35	9	134	2	540
830-845	2	5	1	1	282	6	12	12	27	8	121	0	477
845-900	2	4	2	4	240	6	5	5	25	8	134	6	441
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
600-700	3	6	0	7	570	19	10	14	31	24	194	0	878
615-715	5	11	3	12	785	34	16	16	53	41	252	2	1230
630-730	7	19	5	14	1018	46	28	31	78	49	311	3	1609
645-745	13	28	6	15	1155	60	38	37	91	65	394	5	1907
700-800	16	39	8	16	1208	95	63	49	104	86	443	10	2137
715-815	17	42	7	17	1224	91	74	55	115	78	461	15	2196
730-830	15	39	6	14	1227	80	65	45	121	75	492	16	2195
745-845	9	34	6	12	1190	65	64	46	127	54	481	14	2102
800-900	8	23	6	12	1134	33	39	34	120	35	503	15	1962

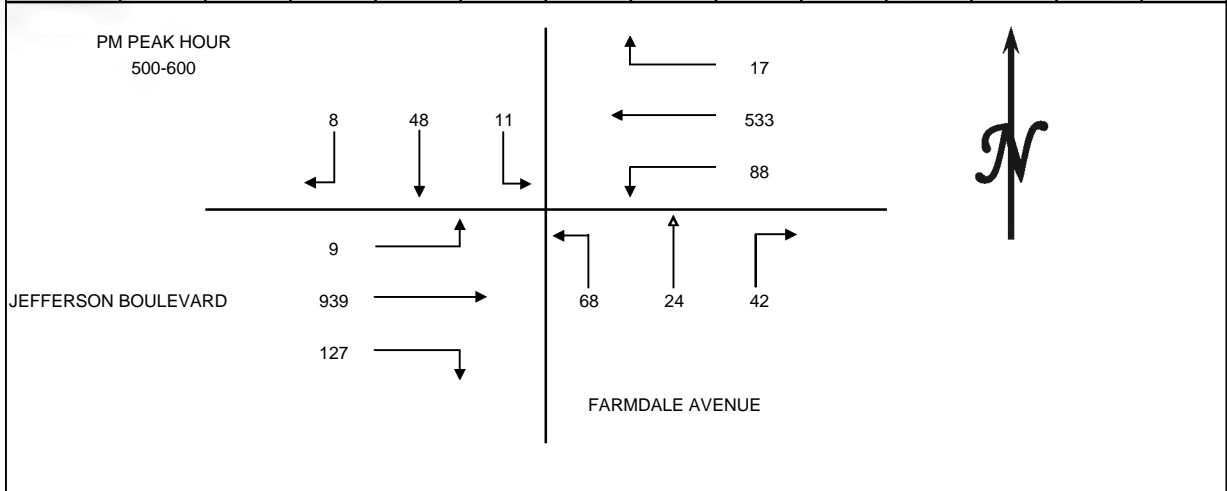


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: DORSEY HIGH SCHOOL TRAFFIC COUNTS
 DATE: WEDNESDAY, FEBRUARY 13, 2008
 PERIOD: 2:00 PM TO 6:00 PM
 INTERSECTION: N/S FARMDALE AVENUE
 E/W JEFFERSON BOULEVARD
 CITY: LOS ANGELES CITY

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
200-215	1	4	2	4	132	11	7	5	7	14	134	2	323
215-230	6	8	4	3	103	15	7	5	11	15	124	0	301
230-245	0	6	2	4	128	8	9	7	11	16	142	0	333
245-300	2	6	8	3	104	12	8	6	14	9	161	14	347
300-315	1	9	0	0	131	6	9	7	10	13	155	0	341
315-330	5	6	0	1	150	12	9	3	10	7	175	1	379
330-345	3	7	3	1	134	16	16	7	11	15	212	1	426
345-400	1	4	5	1	117	19	16	9	14	14	202	1	403
400-415	2	8	1	1	83	5	7	5	10	23	222	0	367
415-430	0	7	0	6	111	16	15	2	19	15	217	2	410
430-445	6	10	2	2	103	11	15	5	22	16	239	2	433
445-500	3	14	4	1	109	14	18	13	10	29	233	2	450
500-515	2	13	3	5	154	23	7	6	19	32	258	0	522
515-530	3	9	3	7	107	21	10	3	10	29	208	5	415
530-545	2	14	2	4	154	21	13	7	22	39	230	2	510
545-600	1	12	3	1	118	23	12	8	17	27	243	2	467

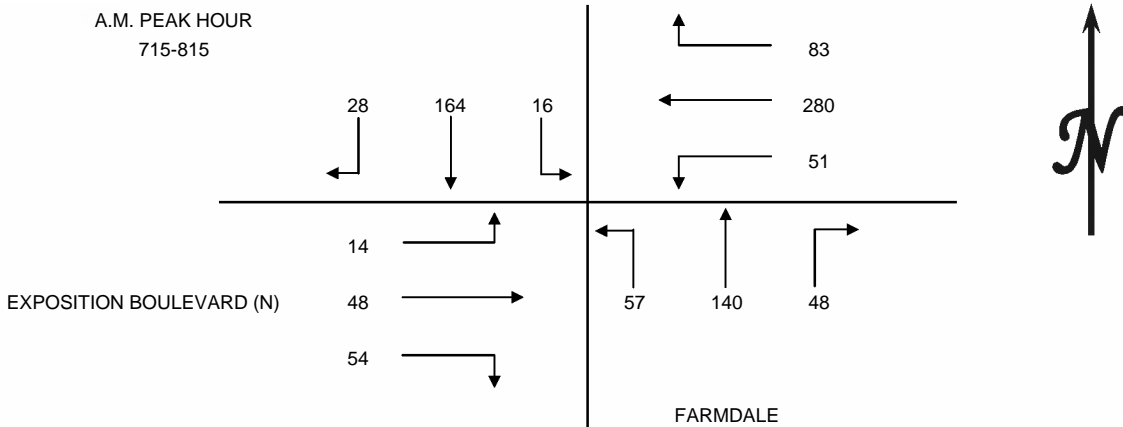
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
200-300	9	24	16	14	467	46	31	23	43	54	561	16	1304
215-315	9	29	14	10	466	41	33	25	46	53	582	14	1322
230-330	8	27	10	8	513	38	35	23	45	45	633	15	1400
245-345	11	28	11	5	519	46	42	23	45	44	703	16	1493
300-400	10	26	8	3	532	53	50	26	45	49	744	3	1549
315-415	11	25	9	4	484	52	48	24	45	59	811	3	1575
330-430	6	26	9	9	445	56	54	23	54	67	853	4	1606
345-445	9	29	8	10	414	51	53	21	65	68	880	5	1613
400-500	11	39	7	10	406	46	55	25	61	83	911	6	1660
415-515	11	44	9	14	477	64	55	26	70	92	947	6	1815
430-530	14	46	12	15	473	69	50	27	61	106	938	9	1820
445-545	10	50	12	17	524	79	48	29	61	129	929	9	1897
500-600	8	48	11	17	533	88	42	24	68	127	939	9	1914



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: DORSEY HIGH SCHOOL TRAFFIC COUNTS
 DATE: WEDNESDAY, FEBRUARY 13, 2008
 PERIOD: 6:00 AM TO 9:00 AM
 INTERSECTION: N/S FARMDALE AVENUE
 E/W EXPOSITION BOULEVARD (N)
 CITY: LOS ANGELES CITY

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
600-615	1	3	1	2	10	4	1	2	5	1	3	0	33
615-630	1	7	0	4	23	1	0	3	5	1	4	0	49
630-645	0	15	4	5	34	6	1	9	7	1	2	2	86
645-700	0	17	0	13	66	9	1	19	13	3	7	2	150
700-715	1	30	2	11	76	9	5	20	15	3	7	2	181
715-730	2	26	2	12	80	8	7	36	13	10	13	2	211
730-745	10	49	5	21	64	10	13	28	13	10	14	1	238
745-800	16	63	7	26	69	21	19	44	21	20	11	7	324
800-815	0	26	2	24	67	12	9	32	10	14	10	4	210
815-830	1	24	1	20	57	3	2	24	10	11	16	2	171
830-845	1	18	1	19	41	9	3	21	7	9	12	5	146
845-900	1	14	2	13	38	6	5	22	5	7	6	1	120
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
600-700	2	42	5	24	133	20	3	33	30	6	16	4	318
615-715	2	69	6	33	199	25	7	51	40	8	20	6	466
630-730	3	88	8	41	256	32	14	84	48	17	29	8	628
645-745	13	122	9	57	286	36	26	103	54	26	41	7	780
700-800	29	168	16	70	289	48	44	128	62	43	45	12	954
715-815	28	164	16	83	280	51	48	140	57	54	48	14	983
730-830	27	162	15	91	257	46	43	128	54	55	51	14	943
745-845	18	131	11	89	234	45	33	121	48	54	49	18	851
800-900	3	82	6	76	203	30	19	99	32	41	44	12	647

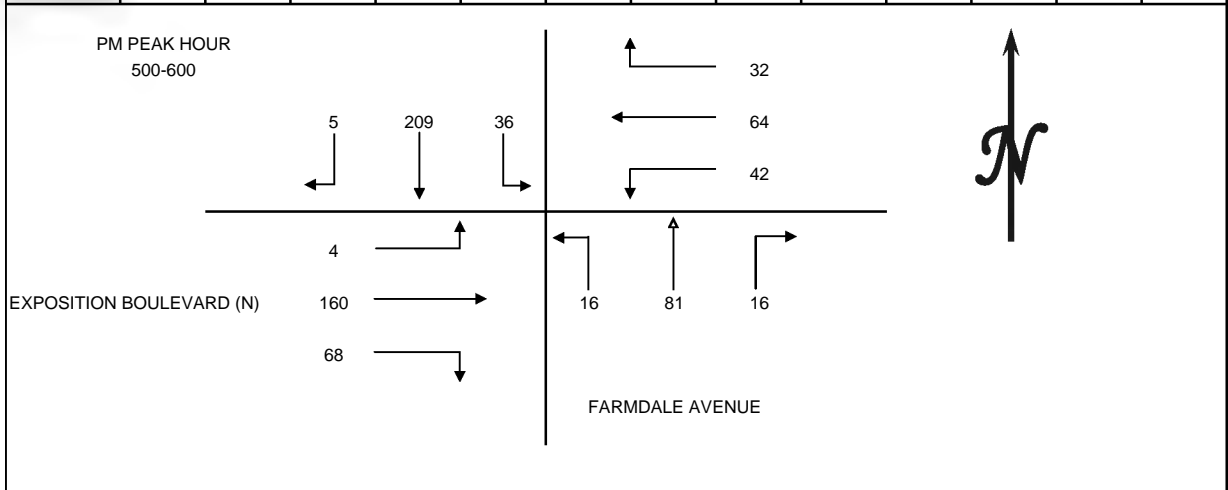


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: DORSEY HIGH SCHOOL TRAFFIC COUNTS
 DATE: WEDNESDAY, FEBRUARY 13, 2008
 PERIOD: 2:00 PM TO 6:00 PM
 INTERSECTION: N/S FARMDALE AVENUE
 E/W EXPOSITION BOULEVARD (N)
 CITY: LOS ANGELES CITY

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
200-215	1	21	6	4	12	8	6	25	11	15	15	0	124
215-230	0	29	7	5	11	4	4	12	7	6	11	1	97
230-245	2	26	4	7	15	6	5	22	3	10	23	0	123
245-300	0	21	4	9	9	9	6	15	3	11	16	3	106
300-315	2	18	6	6	18	5	7	12	3	9	22	2	110
315-330	3	23	3	5	13	11	10	19	3	15	11	1	117
330-345	0	27	5	7	7	9	8	21	6	14	24	0	128
345-400	3	24	5	6	9	12	4	24	4	9	23	3	126
400-415	2	31	7	8	17	8	5	20	2	10	28	1	139
415-430	1	31	7	12	14	7	1	16	5	11	22	1	128
430-445	0	40	7	5	16	6	2	29	2	11	37	3	158
445-500	3	42	10	3	16	10	4	28	3	15	22	4	160
500-515	0	44	11	9	12	16	6	22	3	16	40	1	180
515-530	2	50	10	4	24	8	2	15	3	14	43	0	175
530-545	1	66	12	10	17	9	5	21	5	13	42	1	202
545-600	2	49	3	9	11	9	3	23	5	25	35	2	176

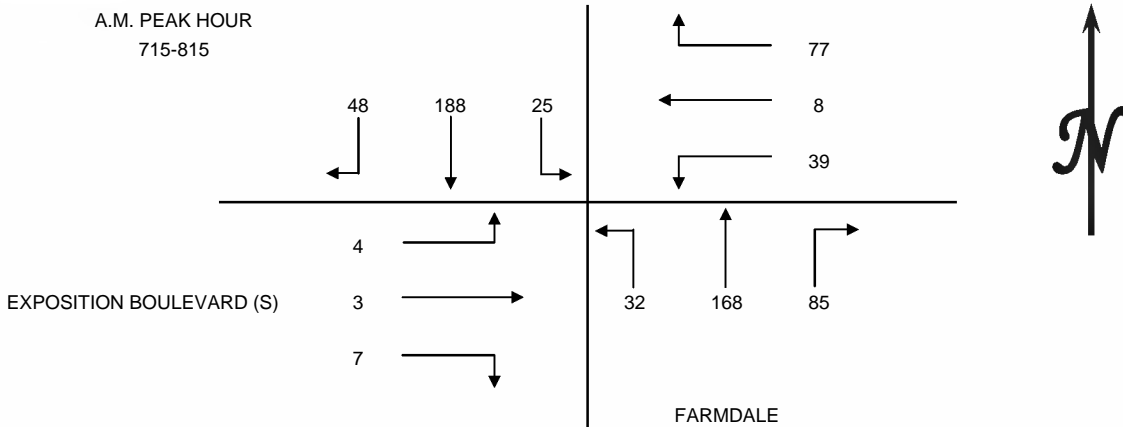
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
200-300	3	97	21	25	47	27	21	74	24	42	65	4	450
215-315	4	94	21	27	53	24	22	61	16	36	72	6	436
230-330	7	88	17	27	55	31	28	68	12	45	72	6	456
245-345	5	89	18	27	47	34	31	67	15	49	73	6	461
300-400	8	92	19	24	47	37	29	76	16	47	80	6	481
315-415	8	105	20	26	46	40	27	84	15	48	86	5	510
330-430	6	113	24	33	47	36	18	81	17	44	97	5	521
345-445	6	126	26	31	56	33	12	89	13	41	110	8	551
400-500	6	144	31	28	63	31	12	93	12	47	109	9	585
415-515	4	157	35	29	58	39	13	95	13	53	121	9	626
430-530	5	176	38	21	68	40	14	94	11	56	142	8	673
445-545	6	202	43	26	69	43	17	86	14	58	147	6	717
500-600	5	209	36	32	64	42	16	81	16	68	160	4	733



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: DORSEY HIGH SCHOOL TRAFFIC COUNTS
 DATE: WEDNESDAY, FEBRUARY 13, 2008
 PERIOD: 6:00 AM TO 9:00 AM
 INTERSECTION: N/S FARMDALE AVENUE
 E/W EXPOSITION BOULEVARD (S)
 CITY: LOS ANGELES CITY

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
600-615	0	7	0	2	0	0	0	5	4	1	0	1	20
615-630	3	4	3	3	0	1	2	5	4	1	0	0	26
630-645	2	14	4	7	0	4	0	12	0	1	0	0	44
645-700	8	14	2	18	0	3	2	15	6	0	0	0	68
700-715	11	24	4	12	1	7	1	29	3	0	1	2	95
715-730	11	29	1	15	0	4	11	37	8	1	0	0	117
730-745	16	44	7	16	2	8	23	47	11	1	0	0	175
745-800	17	64	10	36	4	22	30	43	9	3	2	0	240
800-815	4	51	7	10	2	5	21	41	4	2	1	4	152
815-830	3	21	5	11	1	4	15	23	3	1	0	0	87
830-845	1	25	11	10	0	3	8	24	4	1	1	1	89
845-900	2	12	5	8	0	2	6	16	6	1	0	2	60
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
600-700	13	39	9	30	0	8	4	37	14	3	0	1	158
615-715	24	56	13	40	1	15	5	61	13	2	1	2	233
630-730	32	81	11	52	1	18	14	93	17	2	1	2	324
645-745	46	111	14	61	3	22	37	128	28	2	1	2	455
700-800	55	161	22	79	7	41	65	156	31	5	3	2	627
715-815	48	188	25	77	8	39	85	168	32	7	3	4	684
730-830	40	180	29	73	9	39	89	154	27	7	3	4	654
745-845	25	161	33	67	7	34	74	131	20	7	4	5	568
800-900	10	109	28	39	3	14	50	104	17	5	2	7	388

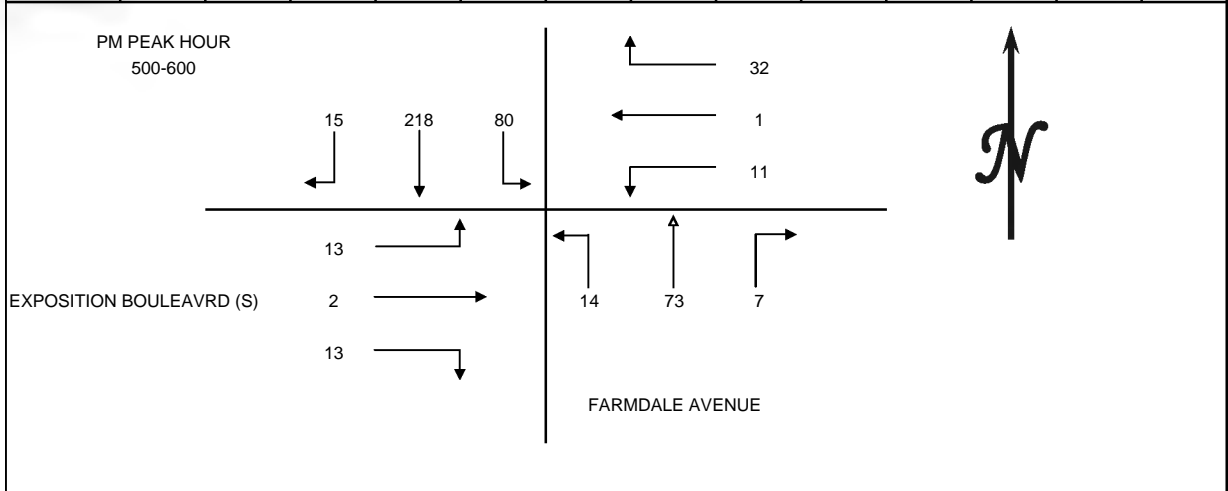


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: DORSEY HIGH SCHOOL TRAFFIC COUNTS
 DATE: WEDNESDAY, FEBRUARY 13, 2008
 PERIOD: 2:00 PM TO 6:00 PM
 INTERSECTION: N/S FARMDALE AVENUE
 E/W EXPOSITION BOULEAVRD (S)
 CITY: LOS ANGELES CITY

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
200-215	1	34	10	8	1	9	8	30	7	8	4	1	121
215-230	5	23	12	4	0	3	8	22	2	2	0	1	82
230-245	3	32	14	4	0	2	4	17	1	5	3	6	91
245-300	3	27	8	4	0	2	4	12	2	4	2	3	71
300-315	0	19	13	5	0	7	1	14	6	3	3	3	74
315-330	2	29	13	7	0	6	3	16	3	16	3	11	109
330-345	4	30	16	5	0	3	1	16	3	5	1	10	94
345-400	0	31	13	7	2	2	5	18	3	5	5	7	98
400-415	3	25	21	11	0	0	3	16	4	5	4	7	99
415-430	2	27	15	2	1	1	0	19	2	7	1	1	78
430-445	3	36	20	7	0	0	1	18	3	2	1	4	95
445-500	4	42	25	10	0	0	3	13	3	5	3	11	119
500-515	5	56	13	5	0	1	1	21	2	7	0	3	114
515-530	2	48	18	6	1	4	0	13	1	2	1	3	99
530-545	3	59	31	12	0	4	1	21	4	3	1	3	142
545-600	5	55	18	9	0	2	5	18	7	1	0	4	124

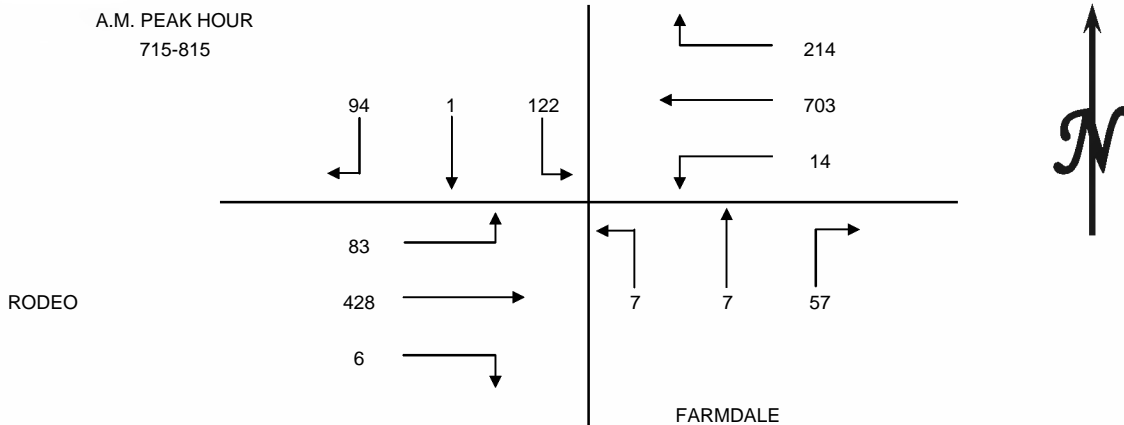
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
200-300	12	116	44	20	1	16	24	81	12	19	9	11	365
215-315	11	101	47	17	0	14	17	65	11	14	8	13	318
230-330	8	107	48	20	0	17	12	59	12	28	11	23	345
245-345	9	105	50	21	0	18	9	58	14	28	9	27	348
300-400	6	109	55	24	2	18	10	64	15	29	12	31	375
315-415	9	115	63	30	2	11	12	66	13	31	13	35	400
330-430	9	113	65	25	3	6	9	69	12	22	11	25	369
345-445	8	119	69	27	3	3	9	71	12	19	11	19	370
400-500	12	130	81	30	1	1	7	66	12	19	9	23	391
415-515	14	161	73	24	1	2	5	71	10	21	5	19	406
430-530	14	182	76	28	1	5	5	65	9	16	5	21	427
445-545	14	205	87	33	1	9	5	68	10	17	5	20	474
500-600	15	218	80	32	1	11	7	73	14	13	2	13	479



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: DORSEY HIGH SCHOOL TRAFFIC COUNTS
 DATE: WEDNESDAY, FEBRUARY 13, 2008
 PERIOD: 6:00 AM TO 9:00 AM
 INTERSECTION: N/S FARMDALE AVENUE
 E/W RODEO ROAD
 CITY: LOS ANGELES CITY

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
600-615	5	1	2	2	49	0	0	0	0	0	30	7	96
615-630	3	0	2	5	58	0	2	1	4	0	26	4	105
630-645	18	1	6	11	111	2	13	2	0	0	38	4	206
645-700	16	1	3	11	160	1	6	4	1	0	60	13	276
700-715	22	0	7	29	189	0	9	3	1	0	59	12	331
715-730	19	0	12	41	199	2	6	1	3	3	88	15	389
730-745	22	0	30	60	173	7	20	1	3	1	98	21	436
745-800	24	1	53	79	178	3	24	2	0	1	115	28	508
800-815	29	0	27	34	153	2	7	3	1	1	127	19	403
815-830	20	0	5	19	163	3	7	0	1	1	103	11	333
830-845	21	0	7	13	153	3	8	2	1	0	134	15	357
845-900	13	1	6	20	136	1	7	0	0	2	118	15	319
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
600-700	42	3	13	29	378	3	21	7	5	0	154	28	683
615-715	59	2	18	56	518	3	30	10	6	0	183	33	918
630-730	75	2	28	92	659	5	34	10	5	3	245	44	1202
645-745	79	1	52	141	721	10	41	9	8	4	305	61	1432
700-800	87	1	102	209	739	12	59	7	7	5	360	76	1664
715-815	94	1	122	214	703	14	57	7	7	6	428	83	1736
730-830	95	1	115	192	667	15	58	6	5	4	443	79	1680
745-845	94	1	92	145	647	11	46	7	3	3	479	73	1601
800-900	83	1	45	86	605	9	29	5	3	4	482	60	1412

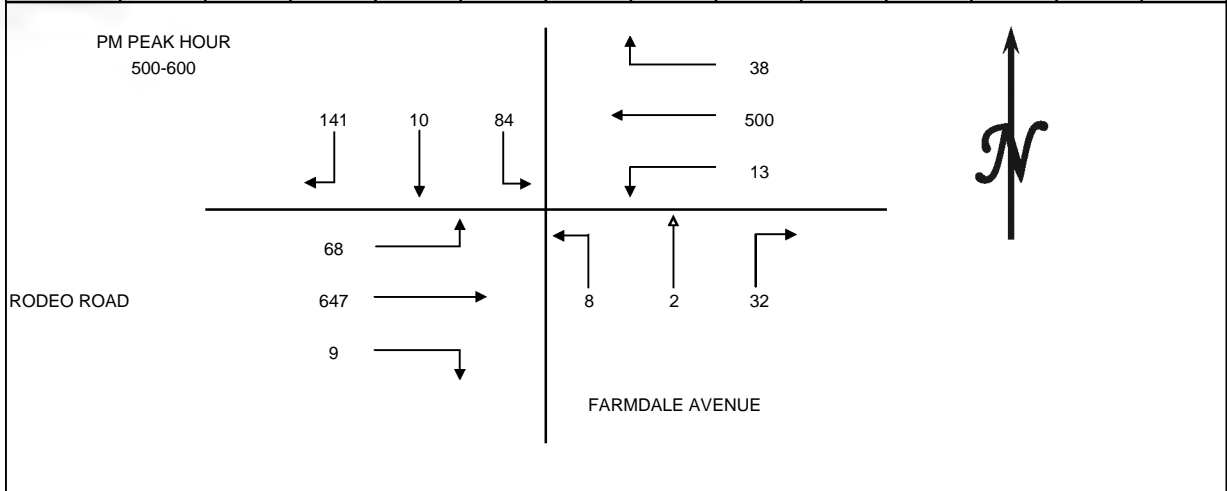


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: DORSEY HIGH SCHOOL TRAFFIC COUNTS
 DATE: WEDNESDAY, FEBRUARY 13, 2008
 PERIOD: 2:00 PM TO 6:00 PM
 INTERSECTION: N/S FARMDALE AVENUE
 E/W RODEO ROAD
 CITY: LOS ANGELES CITY

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
200-215	22	1	28	19	89	7	6	1	4	3	100	21	301
215-230	20	3	16	17	70	1	7	2	1	4	99	17	257
230-245	22	1	12	10	82	5	7	1	1	2	103	6	252
245-300	21	0	11	9	73	3	3	0	2	1	108	15	246
300-315	19	0	10	5	89	5	7	0	2	4	107	13	261
315-330	38	2	14	11	92	3	7	0	4	2	137	11	321
330-345	26	2	9	6	87	7	8	0	0	1	138	16	300
345-400	32	0	9	15	78	12	10	2	1	3	151	11	324
400-415	22	2	9	9	83	6	9	1	2	6	139	9	297
415-430	21	0	14	10	100	7	7	0	1	1	134	16	311
430-445	21	0	18	10	121	6	5	0	0	2	134	21	338
445-500	27	3	14	7	107	6	5	2	2	0	147	11	331
500-515	36	6	26	7	134	0	8	1	4	3	166	17	408
515-530	38	0	14	7	121	3	9	0	2	3	170	11	378
530-545	28	3	19	10	132	4	7	0	1	2	174	23	403
545-600	39	1	25	14	113	6	8	1	1	1	137	17	363

HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
200-300	85	5	67	55	314	16	23	4	8	10	410	59	1056
215-315	82	4	49	41	314	14	24	3	6	11	417	51	1016
230-330	100	3	47	35	336	16	24	1	9	9	455	45	1080
245-345	104	4	44	31	341	18	25	0	8	8	490	55	1128
300-400	115	4	42	37	346	27	32	2	7	10	533	51	1206
315-415	118	6	41	41	340	28	34	3	7	12	565	47	1242
330-430	101	4	41	40	348	32	34	3	4	11	562	52	1232
345-445	96	2	50	44	382	31	31	3	4	12	558	57	1270
400-500	91	5	55	36	411	25	26	3	5	9	554	57	1277
415-515	105	9	72	34	462	19	25	3	7	6	581	65	1388
430-530	122	9	72	31	483	15	27	3	8	8	617	60	1455
445-545	129	12	73	31	494	13	29	3	9	8	657	62	1520
500-600	141	10	84	38	500	13	32	2	8	9	647	68	1552



**ATTACHMENT B:
AECOM MEMORANDUM – AUGUST 11, 2009**

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AECOM

3101 Wilson Boulevard, Suite 400,
Arlington, Virginia 22201
T 703.682.5100 F 703.682.5001
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Memorandum

Date: 8/11/2009

To: Stephen Polechronis, AECOM

From: Patrick Coleman, AECOM

Subject: Mid City/ Exposition Corridor Project, Phase 1
Ridership Forecasts with Farmdale Station

Distribution: Cathal Ridge, AECOM
Srikanth Neelisetty, AECOM
Colin Capelle, AECOM

This technical memorandum summarizes the ridership forecasting effort to analyze the impact of an additional station at Farmdale on Phase 1 of the Mid City/Exposition Corridor Project. These forecasts were prepared using the LACMTA "interim model," which is the same model used for the Exposition Phase 2 AA/DEIS/DEIR forecasts. Since the forecast years for this model are 2015 and 2030, average weekday 2020 forecasts were interpolated between the 2015 and 2030 forecasts using transit networks provided by Connetics.

The forecasts were summarized in the following way:

- Exhibit 1. Average Weekday Boardings by Station (without Trousdale and Farmdale)
- Exhibit 2. Average Weekday Boardings by Station by Mode of Access (without Trousdale and Farmdale)
- Exhibit 3. Average Weekday Boardings by Station (with Trousdale and Farmdale)
- Exhibit 4. Average Weekday Boardings by Station by Mode of Access (with Trousdale and Farmdale)
- Exhibit 5. AM Peak Hour Boardings by Station (with Trousdale and Farmdale)
- Exhibit 6. AM Peak Hour Boardings by Station by Mode of Access (with Trousdale and Farmdale)

* * * * *

Please feel free to call or email with questions or comments

Exhibit 1. Average Weekday Boardings by Station (without Trousdale and Farmdale)

Year 2015													
Station Name	Eastbound (Read Up)		Eastbound Boardings			Westbound (Read Down)		Westbound Boardings			Total Boardings		
	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Peak	Off-Peak	Daily
7th St/Metro Center	0.7	2.0	2,367	450	2,817	-	-	3,181	301	3,482	5,548	751	6,298
Pico	0.9	3.9	546	215	761	0.7	2.0	1,028	148	1,176	1,574	363	1,936
23rd Street	0.6	3.0	1,010	178	1,188	0.9	3.9	655	79	734	1,664	257	1,921
Jefferson	0.9	3.2	881	253	1,134	0.6	3.0	653	154	806	1,534	407	1,940
Vermont	1.0	3.3	919	332	1,251	0.9	3.2	827	235	1,062	1,746	566	2,312
Western	1.6	3.6	779	215	994	1.0	3.3	638	81	719	1,417	296	1,713
Crenshaw	1.2	2.4	847	169	1,015	1.6	3.6	903	117	1,020	1,749	286	2,035
La Brea	1.0	2.0	602	97	699	1.2	2.4	785	90	875	1,386	187	1,573
La Cienega	1.0	2.4	535	102	636	1.0	2.0	843	138	981	1,378	239	1,617
Venice/Robertson	-	-	863	131	994	1.0	2.4	2,674	240	2,914	3,537	370	3,907
Total	8.9	25.7	9,347	2,139	11,486	8.9	25.7	12,184	1,581	13,765	21,531	3,720	25,251

Year 2020 (Interpolated)													
Station Name	Eastbound		Eastbound Boardings			Westbound		Westbound Boardings			Total Boardings		
	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Peak	Off-Peak	Daily
7th St/Metro Center	0.7	2.0	2,470	730	3,200	-	-	3,350	440	3,790	5,820	1,170	6,990
Pico	0.9	3.9	570	290	850	0.7	2.0	1,080	190	1,280	1,650	480	2,130
23rd Street	0.6	3.0	1,060	270	1,330	0.9	3.9	680	120	800	1,740	390	2,130
Jefferson	0.9	3.2	920	340	1,260	0.6	3.0	680	200	890	1,600	540	2,150
Vermont	1.0	3.3	970	430	1,400	0.9	3.2	870	300	1,180	1,840	730	2,580
Western	1.6	3.6	820	290	1,110	1.0	3.3	670	130	800	1,490	420	1,910
Crenshaw	1.2	2.4	880	260	1,140	1.6	3.6	940	190	1,130	1,820	450	2,270
La Brea	1.0	2.0	630	140	770	1.2	2.4	820	140	960	1,450	280	1,730
La Cienega	1.0	2.4	550	170	720	1.0	2.0	880	220	1,100	1,430	390	1,820
Venice/Robertson	-	-	880	240	1,120	1.0	2.4	2,810	380	3,190	3,690	620	4,310
Total	8.9	25.7	9,750	3,150	12,900	8.9	25.7	12,800	2,320	15,120	22,550	5,470	28,020

Year 2030													
Station Name	Eastbound		Eastbound Boardings			Westbound		Westbound Boardings			Total Boardings		
	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Peak	Off-Peak	Daily
7th St/Metro Center	0.7	2.0	2,678	1,281	3,958	-	-	3,694	706	4,399	6,371	1,986	8,357
Pico	0.9	3.9	613	426	1,039	0.7	2.0	1,197	282	1,478	1,810	708	2,517
23rd Street	0.6	3.0	1,157	461	1,617	0.9	3.9	731	212	943	1,888	673	2,560
Jefferson	0.9	3.2	1,001	511	1,511	0.6	3.0	747	302	1,049	1,748	812	2,560
Vermont	1.0	3.3	1,063	626	1,689	0.9	3.2	970	444	1,414	2,033	1,069	3,102
Western	1.6	3.6	890	450	1,340	1.0	3.3	736	237	973	1,626	687	2,313
Crenshaw	1.2	2.4	942	434	1,376	1.6	3.6	1,027	324	1,351	1,969	757	2,726
La Brea	1.0	2.0	682	237	919	1.2	2.4	897	235	1,132	1,579	472	2,051
La Cienega	1.0	2.4	589	312	901	1.0	2.0	939	393	1,332	1,528	704	2,232
Venice/Robertson	-	-	928	445	1,373	1.0	2.4	3,084	666	3,750	4,012	1,111	5,123
Total	8.9	25.7	10,541	5,180	15,721	8.9	25.7	14,020	3,798	17,818	24,561	8,978	33,539

Exhibit 2. Average Weekday Boardings by Station by Mode of Access (without Trousdale and Farmdale)

Year 2015																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	357	289	0	36	6,281	6,963	1,509	398	-	-	3,726	5,633	933	343	0	18	5,004	6,298
Pico	609	277	0	48	0	933	1,658	1,281	-	-	0	2,939	1,134	779	0	24	0	1,936
23rd Street	1,029	802	0	85	0	1,916	1,217	709	-	-	0	1,926	1,123	756	0	43	0	1,921
Jefferson	836	1,141	0	105	0	2,082	1,585	213	-	-	0	1,798	1,210	677	0	53	0	1,940
Vermont	1,069	1,009	0	111	0	2,189	2,016	419	-	-	0	2,435	1,542	714	0	56	0	2,312
Western	1,349	1,122	0	137	0	2,608	278	540	-	-	0	818	814	831	0	69	0	1,713
Crenshaw	737	1,643	374	119	0	2,873	317	879	-	-	0	1,196	527	1,261	187	60	0	2,035
La Brea	1,187	791	0	129	0	2,107	473	566	-	-	0	1,039	830	679	0	65	0	1,573
La Cienega	345	475	618	155	0	1,593	360	1,280	-	-	0	1,640	352	878	309	78	0	1,617
Venice/Robertson	424	1,067	410	86	0	1,987	873	4,954	-	-	0	5,827	649	3,010	205	43	0	3,907
Total	7,941	8,616	1,402	1,011	6,281	25,251	10,285	11,240	-	-	3,726	25,251	9,113	9,928	701	505	5,004	25,251

Year 2020 (Interpolated)																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	370	340	0	40	6,820	7,570	1,750	430	-	-	4,210	6,390	1,060	390	0	20	5,520	6,990
Pico	680	310	0	50	0	1,040	1,830	1,390	-	-	0	3,220	1,250	850	0	30	0	2,130
23rd Street	1,130	910	0	90	0	2,140	1,330	800	-	-	0	2,130	1,230	860	0	50	0	2,140
Jefferson	910	1,310	0	110	0	2,330	1,720	240	-	-	0	1,970	1,320	770	0	60	0	2,150
Vermont	1,200	1,170	0	120	0	2,490	2,180	480	-	-	0	2,660	1,690	830	0	60	0	2,580
Western	1,510	1,260	0	140	0	2,920	310	600	-	-	0	910	910	930	0	70	0	1,910
Crenshaw	820	1,830	420	120	0	3,190	350	990	-	-	0	1,340	590	1,410	210	60	0	2,270
La Brea	1,320	860	0	140	0	2,310	540	610	-	-	0	1,150	930	740	0	70	0	1,740
La Cienega	380	530	710	160	0	1,780	410	1,460	-	-	0	1,870	390	990	350	80	0	1,810
Venice/Robertson	470	1,170	510	90	0	2,240	980	5,410	-	-	0	6,380	720	3,290	250	50	0	4,310
Total	8,790	9,690	1,640	1,060	6,820	28,010	11,400	12,410	-	-	4,210	28,020	10,090	11,060	810	550	5,520	28,030

Year 2030																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	409	444	0	39	7,906	8,798	2,225	504	-	-	5,187	7,916	1,317	474	0	20	6,546	8,357
Pico	816	388	0	57	0	1,261	2,160	1,613	-	-	0	3,773	1,488	1,001	0	28	0	2,517
23rd Street	1,338	1,135	0	102	0	2,575	1,569	976	-	-	0	2,545	1,453	1,055	0	51	0	2,560
Jefferson	1,064	1,633	0	123	0	2,820	2,004	295	-	-	0	2,299	1,534	964	0	61	0	2,560
Vermont	1,475	1,498	0	131	0	3,104	2,494	606	-	-	0	3,100	1,985	1,052	0	66	0	3,102
Western	1,837	1,541	0	160	0	3,538	363	724	-	-	0	1,087	1,100	1,133	0	80	0	2,313
Crenshaw	976	2,200	513	135	0	3,824	427	1,201	-	-	0	1,628	701	1,701	256	68	0	2,726
La Brea	1,588	992	0	149	0	2,729	663	709	-	-	0	1,372	1,126	850	0	75	0	2,051
La Cienega	455	630	879	179	0	2,144	502	1,818	-	-	0	2,320	479	1,224	440	90	0	2,232
Venice/Robertson	553	1,381	700	112	0	2,746	1,179	6,320	-	-	0	7,499	866	3,851	350	56	0	5,123
Total	10,511	11,842	2,092	1,188	7,906	33,539	13,587	14,765	-	-	5,187	33,539	12,049	13,304	1,046	594	6,546	33,539

Exhibit 3. Average Weekday Boardings by Station (with Trousdale and Farmdale)

Year 2015													
Station Name	Eastbound (Read Up)		Eastbound Boardings			Westbound (Read Down)		Westbound Boardings			Total Boardings		
	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Peak	Off-Peak	Daily
7th St/Metro Center	0.7	2.0	2,366	470	2,836	-	-	3,038	292	3,330	5,404	761	6,165
Pico	0.9	3.9	552	217	769	0.7	2.0	1,024	147	1,170	1,575	364	1,939
23rd Street	0.6	3.0	1,004	207	1,211	0.9	3.9	616	94	710	1,620	301	1,921
Jefferson	0.6	1.4	727	228	955	0.6	3.0	507	134	641	1,234	362	1,596
Trousdale/Expo (USC)	0.3	1.1	409	90	498	0.6	1.4	666	138	803	1,074	227	1,301
Vermont	1.0	3.3	792	305	1,097	0.3	1.1	417	135	552	1,208	440	1,648
Western	1.6	3.6	759	207	966	1.0	3.3	600	82	681	1,359	289	1,647
Crenshaw	0.6	2.1	802	163	965	1.6	3.6	777	113	890	1,579	276	1,855
Farmdale/Expo	0.6	2.1	288	63	351	0.6	2.1	357	48	405	645	110	755
La Brea	1.0	2.0	524	68	592	0.6	2.1	665	65	730	1,189	133	1,322
La Cienega	1.0	2.4	517	97	614	1.0	2.0	834	140	974	1,351	237	1,588
Venice/Robertson	-	-	833	127	959	1.0	2.4	2,624	240	2,864	3,456	367	3,823
Total	8.9	26.9	9,571	2,240	11,811	8.9	26.9	12,122	1,624	13,746	21,693	3,864	25,557

Year 2020 (Interpolated)													
Station Name	Eastbound		Eastbound Boardings			Westbound		Westbound Boardings			Total Boardings		
	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Peak	Off-Peak	Daily
7th St/Metro Center	0.7	2.0	2,470	760	3,230	-	-	3,200	420	3,630	5,670	1,180	6,860
Pico	0.9	3.9	570	290	860	0.7	2.0	1,080	190	1,270	1,650	480	2,130
23rd Street	0.6	3.0	1,050	300	1,360	0.9	3.9	640	140	780	1,690	440	2,140
Jefferson	0.6	1.4	760	310	1,070	0.6	3.0	530	170	700	1,290	480	1,770
Trousdale/Expo (USC)	0.3	1.1	430	130	560	0.6	1.4	700	180	880	1,130	310	1,440
Vermont	1.0	3.3	830	390	1,220	0.3	1.1	440	180	620	1,270	570	1,840
Western	1.6	3.6	790	280	1,080	1.0	3.3	630	130	770	1,420	410	1,850
Crenshaw	0.6	2.1	830	250	1,080	1.6	3.6	810	180	990	1,640	430	2,070
Farmdale/Expo	0.6	2.1	300	90	390	0.6	2.1	370	80	450	670	170	840
La Brea	1.0	2.0	550	100	650	0.6	2.1	700	100	800	1,250	200	1,450
La Cienega	1.0	2.4	530	160	700	1.0	2.0	860	220	1,090	1,390	380	1,790
Venice/Robertson	-	-	850	230	1,080	1.0	2.4	2,760	380	3,140	3,610	610	4,220
Total	8.9	26.9	9,980	3,280	13,260	8.9	26.9	12,740	2,370	15,110	22,720	5,650	28,370

Year 2030													
Station Name	Eastbound		Eastbound Boardings			Westbound		Westbound Boardings			Total Boardings		
	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Dist (mi)	Time (min)	Peak	Off-Peak	Daily	Peak	Off-Peak	Daily
7th St/Metro Center	0.7	2.0	2,679	1,327	4,006	-	-	3,539	681	4,219	6,218	2,008	8,225
Pico	0.9	3.9	618	430	1,048	0.7	2.0	1,190	278	1,468	1,808	708	2,516
23rd Street	0.6	3.0	1,154	497	1,650	0.9	3.9	695	227	922	1,848	724	2,572
Jefferson	0.6	1.4	826	463	1,288	0.6	3.0	586	243	829	1,412	706	2,117
Trousdale/Expo (USC)	0.3	1.1	474	206	679	0.6	1.4	770	267	1,036	1,243	472	1,715
Vermont	1.0	3.3	910	561	1,471	0.3	1.1	489	280	769	1,399	841	2,240
Western	1.6	3.6	864	433	1,297	1.0	3.3	699	239	938	1,563	672	2,235
Crenshaw	0.6	2.1	893	413	1,305	1.6	3.6	884	303	1,187	1,777	716	2,492
Farmdale/Expo	0.6	2.1	331	133	464	0.6	2.1	408	131	538	739	264	1,002
La Brea	1.0	2.0	591	169	760	0.6	2.1	766	173	939	1,357	342	1,699
La Cienega	1.0	2.4	569	299	868	1.0	2.0	926	387	1,313	1,495	686	2,181
Venice/Robertson	-	-	896	430	1,325	1.0	2.4	3,036	660	3,696	3,932	1,089	5,021
Total	8.9	26.9	10,802	5,358	16,160	8.9	26.9	13,986	3,866	17,852	24,788	9,224	34,012

Exhibit 4. Average Weekday Boardings by Station by Mode of Access (with Trousdale and Farmdale)

Year 2015																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	346	279	0	33	6,001	6,659	1,523	402	-	-	3,746	5,671	934	341	0	16	4,874	6,165
Pico	599	269	0	42	0	910	1,701	1,266	-	-	0	2,967	1,150	767	0	21	0	1,939
23rd Street	977	821	0	74	0	1,872	1,262	707	-	-	0	1,969	1,119	764	0	37	0	1,921
Jefferson	670	1,052	0	93	0	1,815	1,170	207	-	-	0	1,377	920	629	0	47	0	1,596
Trousdale/Expo (USC)	848	188	0	81	0	1,117	1,386	99	-	-	0	1,485	1,117	143	0	41	0	1,301
Vermont	644	986	0	99	0	1,729	1,158	409	-	-	0	1,567	901	697	0	50	0	1,648
Western	1,282	1,094	0	114	0	2,490	271	533	-	-	0	804	777	813	0	57	0	1,647
Crenshaw	588	1,611	354	94	0	2,647	217	845	-	-	0	1,062	402	1,228	177	47	0	1,855
Farmdale/Expo	782	177	0	88	0	1,047	434	29	-	-	0	463	608	103	0	44	0	755
La Brea	1,062	638	0	112	0	1,812	276	555	-	-	0	831	669	597	0	56	0	1,322
La Cienega	332	460	606	142	0	1,541	360	1,274	-	-	0	1,634	346	867	303	71	0	1,588
Venice/Robertson	411	1,028	397	81	0	1,918	859	4,868	-	-	0	5,727	635	2,948	199	40	0	3,823
Total	8,542	8,603	1,358	1,053	6,001	25,557	10,617	11,194	-	-	3,746	25,557	9,579	9,899	679	526	4,874	25,557

Year 2020 (Interpolated)																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	360	330	0	30	6,530	7,250	1,770	440	-	-	4,250	6,460	1,060	380	0	20	5,390	6,850
Pico	670	310	0	40	0	1,020	1,870	1,370	-	-	0	3,240	1,270	840	0	20	0	2,130
23rd Street	1,080	930	0	80	0	2,090	1,380	800	-	-	0	2,180	1,230	870	0	40	0	2,140
Jefferson	730	1,210	0	100	0	2,040	1,270	230	-	-	0	1,500	1,000	720	0	50	0	1,770
Trousdale/Expo (USC)	940	240	0	90	0	1,270	1,500	110	-	-	0	1,610	1,220	170	0	40	0	1,430
Vermont	730	1,140	0	110	0	1,980	1,250	470	-	-	0	1,720	990	800	0	50	0	1,840
Western	1,440	1,230	0	120	0	2,790	300	600	-	-	0	900	870	910	0	60	0	1,840
Crenshaw	650	1,790	400	100	0	2,940	240	950	-	-	0	1,190	450	1,370	200	50	0	2,070
Farmdale/Expo	870	190	0	90	0	1,150	490	30	-	-	0	520	680	110	0	50	0	840
La Brea	1,180	680	0	120	0	1,980	310	610	-	-	0	920	750	640	0	60	0	1,450
La Cienega	370	510	690	150	0	1,720	410	1,450	-	-	0	1,860	390	980	340	70	0	1,780
Venice/Robertson	450	1,130	490	90	0	2,160	960	5,320	-	-	0	6,280	710	3,230	250	40	0	4,230
Total	9,470	9,690	1,580	1,120	6,530	28,390	11,750	12,380	-	-	4,250	28,380	10,620	11,020	790	550	5,390	28,370

Year 2030																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	395	428	0	37	7,579	8,438	2,254	511	-	-	5,248	8,012	1,324	469	0	18	6,413	8,225
Pico	807	377	0	49	0	1,233	2,219	1,580	-	-	0	3,799	1,513	979	0	24	0	2,516
23rd Street	1,287	1,155	0	88	0	2,530	1,628	985	-	-	0	2,613	1,457	1,070	0	44	0	2,572
Jefferson	861	1,517	0	109	0	2,487	1,464	283	-	-	0	1,747	1,163	900	0	54	0	2,117
Trousdale/Expo (USC)	1,131	337	0	98	0	1,566	1,732	132	-	-	0	1,864	1,432	234	0	49	0	1,715
Vermont	890	1,452	0	120	0	2,462	1,430	587	-	-	0	2,017	1,160	1,019	0	60	0	2,240
Western	1,744	1,498	0	134	0	3,376	361	732	-	-	0	1,093	1,052	1,115	0	67	0	2,235
Crenshaw	778	2,152	487	109	0	3,527	293	1,164	-	-	0	1,457	536	1,658	244	55	0	2,492
Farmdale/Expo	1,046	226	0	101	0	1,373	593	38	-	-	0	631	820	132	0	51	0	1,002
La Brea	1,413	763	0	127	0	2,304	387	706	-	-	0	1,093	900	735	0	64	0	1,699
La Cienega	435	610	856	165	0	2,066	499	1,796	-	-	0	2,295	467	1,203	428	82	0	2,181
Venice/Robertson	536	1,335	677	102	0	2,650	1,160	6,231	-	-	0	7,391	848	3,783	338	51	0	5,021
Total	11,324	11,851	2,020	1,238	7,579	34,012	14,019	14,745	-	-	5,248	34,012	12,672	13,298	1,010	619	6,413	34,012

Exhibit 5. AM Peak Hour Boardings by Station (with Trousdale and Farmdale)

Year 2015							
Station Name	Eastbound		Eastbound Boardings	Westbound		Westbound Boardings	Total Boardings
	Dist (mi)	Time (min)		Dist (mi)	Time (min)		
			Peak Hour			Peak Hour	Peak Hour
7th St/Metro Center	0.7	2.0	374	-	-	504	877
Pico	0.9	3.9	90	0.7	2.0	163	253
23rd Street	0.6	3.0	159	0.9	3.9	107	266
Jefferson	0.6	1.4	117	0.6	3.0	92	209
Trousdale/Expo (USC)	0.3	1.1	67	0.6	1.4	116	182
Vermont	1.0	3.3	130	0.3	1.1	70	200
Western	1.6	3.6	123	1.0	3.3	99	222
Crenshaw	0.6	2.1	130	1.6	3.6	126	256
Farmdale/Expo	0.5	2.1	46	0.6	2.1	58	104
La Brea	1.0	2.0	85	0.5	2.1	106	191
La Cienega	1.0	2.4	86	1.0	2.0	134	220
Venice/Robertson	-	-	150	1.0	2.4	415	565
Total	8.8	26.9	1,555	8.8	26.9	1,987	3,542

Year 2020 (Interpolated)							
Station Name	Eastbound		Eastbound Boardings	Westbound		Westbound Boardings	Total Boardings
	Dist (mi)	Time (min)		Dist (mi)	Time (min)		
			Peak Hour			Peak Hour	Peak Hour
7th St/Metro Center	0.7	2.0	390	-	-	530	920
Pico	0.9	3.9	100	0.7	2.0	170	270
23rd Street	0.6	3.0	170	0.9	3.9	120	290
Jefferson	0.6	1.4	130	0.6	3.0	100	230
Trousdale/Expo (USC)	0.3	1.1	70	0.6	1.4	120	190
Vermont	1.0	3.3	140	0.3	1.1	80	220
Western	1.6	3.6	130	1.0	3.3	100	230
Crenshaw	0.6	2.1	140	1.6	3.6	130	270
Farmdale/Expo	0.5	2.1	50	0.6	2.1	60	110
La Brea	1.0	2.0	90	0.5	2.1	120	210
La Cienega	1.0	2.4	90	1.0	2.0	140	230
Venice/Robertson	-	-	160	1.0	2.4	440	600
Total	8.8	26.9	1,660	8.8	26.9	2,110	3,770

Year 2030							
Station Name	Eastbound		Eastbound Boardings	Westbound		Westbound Boardings	Total Boardings
	Dist (mi)	Time (min)		Dist (mi)	Time (min)		
			Peak Hour			Peak Hour	Peak Hour
7th St/Metro Center	0.7	2.0	423	-	-	583	1,006
Pico	0.9	3.9	102	0.7	2.0	192	294
23rd Street	0.6	3.0	182	0.9	3.9	119	301
Jefferson	0.6	1.4	135	0.6	3.0	105	239
Trousdale/Expo (USC)	0.3	1.1	77	0.6	1.4	135	212
Vermont	1.0	3.3	149	0.3	1.1	82	231
Western	1.6	3.6	142	1.0	3.3	113	255
Crenshaw	0.6	2.1	144	1.6	3.6	145	289
Farmdale/Expo	0.5	2.1	53	0.6	2.1	65	118
La Brea	1.0	2.0	96	0.5	2.1	124	220
La Cienega	1.0	2.4	94	1.0	2.0	148	242
Venice/Robertson	-	-	164	1.0	2.4	476	640
Total	8.8	26.9	1,759	8.8	26.9	2,284	4,043

Exhibit 6. AM Peak Hour Boardings by Station by Mode of Access (with Trowsdale and Farmdale)

Year 2015																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	37	25	0	4	920	986	166	55	-	-	547	768	102	40	0	2	733	877
Pico	67	36	0	5	-	108	200	198	-	-	0	398	133	117	0	3	-	253
23rd Street	135	105	0	10	-	250	172	110	-	-	0	282	154	108	0	5	-	266
Jefferson	94	138	0	13	-	245	139	33	-	-	0	172	116	86	0	6	-	209
Trowsdale/Expo (USC)	126	15	0	12	-	154	197	14	-	-	0	210	161	15	0	6	-	182
Vermont	86	119	0	13	-	218	121	60	-	-	0	181	103	89	0	7	-	200
Western	173	139	0	15	-	328	35	80	-	-	0	115	104	110	0	8	-	222
Crenshaw	79	219	51	13	-	362	27	123	-	-	0	150	53	171	25	7	-	256
Farmdale/Expo	105	26	0	12	-	143	61	4	-	-	0	65	83	15	0	6	-	104
La Brea	150	94	0	16	-	260	36	85	-	-	0	121	93	90	0	8	-	191
La Cienega	46	61	89	21	-	217	47	175	-	-	0	222	47	118	45	10	-	220
Venice/Robertson	58	142	60	12	-	272	119	738	-	-	0	857	89	440	30	6	-	565
Total	1,155	1,120	199	146	920	3,541	1,321	1,675	0	0	547	3,543	1,238	1,398	100	73	733	3,542

Year 2020 (Interpolated)																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	40	20	0	0	980	1,040	160	50	-	-	590	800	100	40	0	0	790	930
Pico	70	40	0	10	-	120	210	210	-	-	0	420	140	130	0	10	-	280
23rd Street	140	110	0	10	-	260	180	120	-	-	0	300	160	120	0	10	-	290
Jefferson	100	150	0	10	-	260	150	40	-	-	0	190	130	100	0	10	-	240
Trowsdale/Expo (USC)	130	20	0	10	-	160	210	10	-	-	0	220	170	20	0	10	-	200
Vermont	90	120	0	10	-	220	130	60	-	-	0	190	110	90	0	10	-	210
Western	180	140	0	20	-	340	40	80	-	-	0	120	110	110	0	10	-	230
Crenshaw	80	230	50	10	-	370	30	130	-	-	0	160	60	180	30	10	-	280
Farmdale/Expo	110	30	0	10	-	150	60	0	-	-	0	60	90	20	0	10	-	120
La Brea	160	100	0	20	-	280	40	90	-	-	0	130	100	100	0	10	-	210
La Cienega	50	60	90	20	-	220	50	180	-	-	0	230	50	120	50	10	-	230
Venice/Robertson	60	140	60	10	-	270	130	780	-	-	0	910	100	460	30	10	-	600
Total	1,210	1,160	200	140	980	3,690	1,390	1,750	0	0	590	3,730	1,320	1,490	110	110	790	3,820

Year 2030																		
Station Name	By Access						By Egress						Equivalent Boardings					
	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total	Walk	Bus	PNR	KNR	Rail	Total
7th St/Metro Center	35	24	0	4	1,082	1,144	157	51	-	-	658	867	96	38	0	2	870	1,006
Pico	80	41	0	6	-	127	224	236	-	-	0	460	152	138	0	3	-	294
23rd Street	156	118	0	10	-	285	187	129	-	-	0	316	172	124	0	5	-	301
Jefferson	108	158	0	14	-	280	158	40	-	-	0	198	133	99	0	7	-	239
Trowsdale/Expo (USC)	149	18	0	14	-	181	225	16	-	-	0	242	187	17	0	7	-	212
Vermont	104	133	0	15	-	252	140	70	-	-	0	210	122	101	0	8	-	231
Western	205	154	0	17	-	376	41	92	-	-	0	133	123	123	0	8	-	255
Crenshaw	93	247	55	14	-	409	30	139	-	-	0	169	61	193	27	7	-	289
Farmdale/Expo	120	30	0	13	-	163	67	5	-	-	0	72	93	17	0	7	-	118
La Brea	176	105	0	17	-	298	42	99	-	-	0	141	109	102	0	8	-	220
La Cienega	53	69	92	22	-	236	54	195	-	-	0	248	54	132	46	11	-	242
Venice/Robertson	65	147	66	13	-	291	136	852	-	-	0	988	101	499	33	7	-	640
Total	1,344	1,245	212	159	1,082	4,042	1,462	1,924	0	0	658	4,044	1,403	1,584	106	80	870	4,043

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