TECHNICAL REPORT

2000 WITH PROJECT CONDITION V/C RATIOS AND IMPACTS

TASK 18BAH1243
JANUARY, 1983

Prepared as part of the
Preliminary Engineering Work for the
Southern California Rapid Transit District
Metro Rail Department

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Table of Contents

CHAPTER 4 - Results of Evaluation - Station and Alignment Variations

List of Tables

List of Tables

List of Tables

List of Figures

Executive Summary

Task 18BAH1243, 2000 With Project Condition V/C Ratios and Impacts, focuses on circulation conditions (V/C ratios CMA index number) for selected intersections at each of the seventeen stations along the 18.6 mile Metro Rail system. Circulation conditions are also established for four alignment and station variations developed under Milestones 3 and 4. The With Project condition V/C ratios (CMA index numbers) are then compared with the Base condition V/C ratios to establish the operational impact that the Metro Rail project is expected to have on the selected intersections.

The "Planning application of the Critical Movement Analysis (CMA) was utilized to establish the V/C ratios (CMA index number) for the selected intersections under the 1980 Existing condition, 2000 Base condition and 2000 With Project condition. For each intersection the intersection V/C ratio was calculated for the AM and PM peak hour period. V/C ratios were also calculated for each street at the intersection; this was the same as the intersection V/C ratio if pedestrian timing constraints permitted balancing of signal green time based on vehicular demand.

Under the 2000 Base condition analysis street widenings associated with the City's Capital Improvement Program, Community Redevelopment Agency projects, and private development were assumed to exist. In addition, possible operational improvements (T.S.M.) normally implemented by LADOT were identified for those intersections identified as operating at LOS E or F. For the 2000 With Project condition the preceding physical and operational improvements were assumed to exist.

The 2000 With Project traffic volumes were developed under Task 18BAH1143. Vehicle trip tables based on the SCAG 82B Growth Forecast and developed by the SCRTD/LARTS were utilized by LADOT for the highway system background assignments. The station mode-of-arrival data (park-n-ride, kiss-n-ride) were applied to the background assignments to produce the 2000 With Project traffic volume assignments utilized for this task.

A summary of the intersection analysis is provided in Table S-1. From the summary it can be seen that of the 256 intersections analized, during the AM peak hour 47 had a With Project V/C ratio greater than the Base V/C and that during the PM peak hour the number of intersections increased to 69.

Table S-1
Base and With Project V/C Ratio Comparison
18.6-mile 17 Station Metro Rail System

	With Project V/C less than Base V/C			No Change	With Project V/C greater than Base V/C		
	Difference				Difference		
	>.1	.1 to .03	.01 to .02		.01 to .02	.03 to .1	>.1
AM	5	139	50	15	16	21	10
PM	9	123	39	16	23	31	15

Table S-2 contains a station-by-station summary for the 18.6 mile 17 station system that shows the With Project Level of Service (LOS) for all study intersections. Twenty-nine intersections have been identified as having an increase in the intersection V/C ratio of 0.02-or-more and a With Project LOS of E-or-worse. These intersections will be evaluated for possible mitigation measures under Task 18BAH15, Traffic mitigation measures. A station-by-station summary for the four station and alignment variations is contained in Table S-3.

The twenty-nine intersections that are being studied further under Task 18BAH15 are as follows:

Station	Intersections
Union Station	Alameda/Macy; Macy/Mission; Macy/Vignes; Ramirez/Vignes-Santa Ana Freeway Ramps.
Fifth/Hill	Olive/5th
Vermont/Wilshire	Vermont/6th; Virgil/Wilshire; Virgil/3rd; Virgil/6th
Normandie/Wilshire	Irolo/8th; Normandie/Wilshire; Normandie/3rd; Normandie/6th
Fairfax/Wilshire	Fairfax/Olympic; Fairfax/San Vicente
Beverly/Fairfax	Beverly/Gardner
Santa Monica/Fairfax	Crescent Hts./Fountain
Cahuenga/Hollywood	Cahuenga/Hollywood; Cahuenga/Sunset
Universal City	Bluffside/Lankershim; Cahuenga/Hollywood Frwy./Regal; Cahuenga/Lankershim; Hollywood Frwy./Lankershim/Universal Pl.; Lankershim/North Gate; Lankershim/Tour Center;Ventura/Vineland
Chandler/Lankershim	Burbank/Lankershim/Tujunga; Chandler/ Lankershim - South I/S; Chandler/Tujunga - North I/S.

Table S-2
Station Study Intersection Summary
With Project Level of Service (LOS) and Changes from Base Condition

18.6-mile 17 Station Metro Rail System

STATION	TIME PERIOD	L.O.S. CHANGE	WITH PROJECT INTERSECTION L.O.S. A	B	C	D	E	F
UNION STATION	AM	Base V/C > Project V/C	9	1	5	0	0	0
		Base V/C = Project V/C	0	1	0	0	0	0
		Base V/C < Project V/C	4	0	0	0	2	2
	PM	Base V/C > Project V/C	5	8	1	0	2	0
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	1	1	1	1	1	3
FIRST & HILL	AM	Base V/C > Project V/C	4	1	5	5	4	4
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	2	4	3	3	4	6
		Base V/C = Project V/C	0	0	0	0	1	0
		Base V/C < Project V/C	0	0	0	0	0	0
FIFTH & HILL	AM	Base V/C > Project V/C	4	2	6	3	1	2
		Base V/C = Project V/C	0	4	0	1	0	0
		Base V/C < Project V/C	2	0	2	0	0	0
	PM	Base V/C > Project V/C	3	3	4	0	3	2
		Base V/C = Project V/C	0	0	1	0	2	0
		Base V/C < Project V/C	1	2	2	1	3	0
SEVENTH & FLOWER	AM	Base V/C > Project V/C	8	1	8	1	2	1
		Base V/C = Project V/C	0	0	0	1	1	0
		Base V/C < Project V/C	0	0	0	2	0	0
	PM	Base V/C > Project V/C	2	4	4	3	1	4
		Base V/C = Project V/C	0	0	0	0	2	0
		Base V/C < Project V/C	1	0	2	1	1	0
ALVARADO & WILSHIRE	AM	Base V/C > Project V/C	4	4	4	5	0	1
		Base V/C = Project V/C	0	3	0	0	0	0
		Base V/C < Project V/C	1	0	0	0	0	0
	PM	Base V/C > Project V/C	1	1	6	6	5	2
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	1	0	0
VERMONT & WILSHIRE	AM	Base V/C > Project V/C	0	2	1	2	1	1
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	1	2
	PM	Base V/C > Project V/C	0	0	1	1	1	2
		Base V/C = Project V/C	0	0	0	0	0	1
		Base V/C < Project V/C	0	0	0	0	1	3
NORMANDIE & WILSHIRE	AM	Base V/C > Project V/C	0	1	0	1	1	2
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	0	0	0	1	0
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	1	3
WESTERN & WILSHIRE (with Crenshaw Station)	AM	Base V/C > Project V/C	0	0	1	2	4	3
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	0	0	1	4	5
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	0

Table S-2
Station Study Intersection Summary
With Project Level of Service (LOS) and Changes from Base Condition

18.6-mile 17 Station Metro Rail System

STATION	TIME PERIOD	L.O.S. CHANGE	WITH PROJECT INTERSECTION L.O.S. A	B	C	D	E	F
CRENSHAW & WILSHIRE	AM	Base V/C > Project V/C	0	1	2	2	4	3
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	0	0	3	3	5
		Base V/C = Project V/C	0	0	0	0	0	1
		Base V/C < Project V/C	0	0	0	0	0	0
LA BREA & WILSHIRE (with Crenshaw Station)	AM	Base V/C > Project V/C	0	0	4	2	2	5
		Base V/C = Project V/C	0	0	0	0	0	1
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	0	0	3	1	9
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	1
FAIRFAX & WILSHIRE	AM	Base V/C > Project V/C	0	0	3	1	2	2
		Base V/C = Project V/C	0	0	0	0	0	1
		Base V/C < Project V/C	2	1	0	0	1	2
	PM	Base V/C > Project V/C	0	0	0	3	0	4
		Base V/C = Project V/C	1	0	0	0	0	0
		Base V/C < Project V/C	0	0	1	1	1	4
BEVERLY & FAIRFAX	AM	Base V/C > Project V/C	0	0	2	4	4	1
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	1	0	0
	PM	Base V/C > Project V/C	0	0	0	1	4	3
		Base V/C = Project V/C	0	0	0	0	0	2
		Base V/C < Project V/C	0	0	0	0	1	1
SANTA MONICA & FAIRFAX	AM	Base V/C > Project V/C	2	1	3	4	6	1
		Base V/C = Project V/C	0	0	0	0	1	0
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	0	3	2	7	4
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	2
LA BREA & SUNSET	AM	Base V/C > Project V/C	3	1	3	2	5	2
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	1	2	2	6	4
		Base V/C = Project V/C	0	0	0	0	1	0
		Base V/C < Project V/C	0	0	0	0	0	0
CAHUENGA & HOLLYWOOD	AM	Base V/C > Project V/C	2	2	2	6	2	2
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	1	1	0
	PM	Base V/C > Project V/C	0	0	3	0	6	5
		Base V/C = Project V/C	0	0	0	0	0	1
		Base V/C < Project V/C	0	0	0	0	0	3
UNIVERSAL CITY	AM	Base V/C > Project V/C	0	0	0	1	0	0
		Base V/C = Project V/C	0	0	0	0	1	0
		Base V/C < Project V/C	1	1	2	3	1	3
	PM	Base V/C > Project V/C	0	0	0	1	0	0
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	3	5	1	3
CHANDLER & LANKERSHIM (SUBWAY)	AM	Base V/C > Project V/C	5	0	2	1	0	0
		Base V/C = Project V/C	0	1	0	0	0	0
		Base V/C < Project V/C	1	3	2	0	1	1
	PM	Base V/C > Project V/C	2	0	0	2	1	0
		Base V/C = Project V/C	1	0	0	0	0	0
		Base V/C < Project V/C	0	0	6	2	1	2

Table S-3
Station Study Intersection Summary
With Project Level of Service (LOS) and Changes from Base Condition
Station and Alignment Variations

STATION	TIME PERIOD	L.O.S. CHANGE	WITH PROJECT INTERSECTION L.O.S. A	B	C	D	E	F
WESTERN & WILSHIRE (without Crenshaw Station)	AM	Base V/C > Project V/C	0	0	2	1	4	3
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	0	0	1	3	5
		Base V/C = Project V/C	0	0	0	0	0	1
		Base V/C < Project V/C	0	0	0	0	0	0
CRENSHAW & WILSHIRE AREA (Station Deleted)	AM	Base V/C > Project V/C	0	1	3	1	4	3
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	0	0	4	2	5
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	1
LA BREA & WILSHIRE (without Crenshaw Station)	AM	Base V/C > Project V/C	0	0	4	2	2	5
		Base V/C = Project V/C	0	0	0	0	0	1
		Base V/C < Project V/C	0	0	0	0	0	0
	PM	Base V/C > Project V/C	0	0	0	3	1	9
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	0	0	0	1
STUDIO CITY	AM	Base V/C > Project V/C	0	0	1	1	1	0
		Base V/C = Project V/C	0	0	0	0	0	1
		Base V/C < Project V/C	2	0	1	1	4	0
	PM	Base V/C > Project V/C	0	0	0	1	0	0
		Base V/C = Project V/C	0	0	0	0	0	0
		Base V/C < Project V/C	0	0	4	1	3	3
CHANDLER & LANKERSHIM (Aerial)	AM	Base V/C > Project V/C	4	0	2	1	0	0
		Base V/C = Project V/C	0	1	0	0	0	0
		Base V/C < Project V/C	1	5	2	0	1	1
	PM	Base V/C > Project V/C	1	0	0	2	1	0
		Base V/C = Project V/C	1	0	0	0	0	0
		Base V/C < Project V/C	0	1	5	2	1	2
LANKERSHIM SOUTH OF CHANDLER	AM	Base V/C > Project V/C	4	0	2	1	0	0
		Base V/C = Project V/C	1	1	0	0	0	0
		Base V/C < Project V/C	2	3	0	0	1	2
	PM	Base V/C > Project V/C	1	1	0	3	0	0
		Base V/C = Project V/C	0	0	1	0	0	0
		Base V/C < Project V/C	2	0	5	2	0	2

CHAPTER 1 - Introduction

1.1 Background

In June, 1978, while under contract to the Southern California Rapid Transit District (SCRTD), the City of Los Angeles Department of Traffic (now Department of Transportation - LADOT) produced traffic analysis reports for use by the SCRTD in the Draft AA/EIR/EIS prepared for the Regional Core Transit Alternatives. Under the current City - SCRTD contract the Department of Transportation is providing staff assistance for tasks involving traffic volumes, circulation analysis, parking conditions, traffic control during construction, development of mitigation measures and draft/final task reports for use in preparation of the Second Tier EIR/EIS and during Preliminary Engineering. The Existing (1980) and Base (2000) condition V/C ratios were calculated under Tasks 18BAH-1241 and 1242, respectively; the methodology and results are documented in working papers for each task.

1.2 Purpose

The purpose of Task 18BAH1243, 2000 With Project V/C Ratios and Impacts, is to develop the circulation conditions (V/C ratios) for the street intersections selected in consultation with the SCRTD (18BAH1241) at each station on the 18-mile, 17 station starter line and compare it with the 2000 Base conditions (Task 18BAH1242) results. Selected alternatives that involved the deletion of the Crenshaw/Wilshire Station and the relocation of stations (Universal City to Studio City, and Chandler/Lankershim) were also evaluated. This report documents the methodology utilized in developing the 2000 With Project V/C ratios. The results of the Base and with Project comparison are presented in tabular form on a Station by Station basis as are a comparison of the Existing, Base and With Project Conditions V/C ratios (See Appendix A).

As previously described, the major purpose of this task is analysis of the intersection of major and secondary streets to quantify the impact of the 18.6 - mile Metro Rail starter line on intersection operation. It is anticipated that park-n-ride and kiss-n-ride vehicles may also travel on local and collector streets in the vicinity of stations due to traffic control restrictions (turn, parking), street operation (one-way streets) and facility SCRTD or public off-street commercial parking) access points. Traffic assignments developed under 18BAH1143 for Station mode-of-arrival were reviewed to identify those local streets on which substantial park-n-ride or kiss-n-ride activity was projected to occur.

Additional intersection analysis, not presented in the draft report, is being performed for the Los Angeles Department of City Planning (LADOP) and will be included in the final report developed under 18CAA21. LADOP is developing a Transit Corridor Specific Plan for the Metro Rail Stations. For the Plan, three levels of development are being examined; one level has been set by LADOP to correspond with the SCAG 82B growth forecast since it was utilized by LARTS and the SCRTD in developing both the transit patronage forecasts and the vehicle trip tables provided to LADOT for use in tasks 18BAH1142 and 18BAH1143. Selected demographic and land use data will be used have been established by LADOP for SCAG 82B and two additional levels of development. These data will be used in developing traffic volumes for the other 2 levels of development and then calculating V/C ratios for Specific Plan intersections.

1.3 Study Area/Intersections

Descriptions of the area established for modeling traffic assignments and developing traffic volume flow maps is provided in the working paper for task 18BAH1141; Figures 1-1 and 1-2 show the boundaries for the two areas. Five sub-areas were established within the Regional Core to show ADT, AM and PM peak hour traffic volumes. Figure 1-3 shows the approximate boundaries of each sub-area.

Under Task 18BAH1241, 1980 V/C Ratios, 263 intersections were selected for evaluation; this was increased to 275 during the performance of Task 18BAH1242, 2000 Base Condition V/C Ratios. With the deletion of stations at Laurel Canyon/Chandler, Wilshire/Witmer and Flower/Third from further study, by the SCRTD Board, 19 intersection have been deleted from the 275 evaluated as part of Task 18BAH1242. Seventy six intersections were re-evaluated due to Station and alignment variations.

The intersections evaluated under this task (18BAH1243) are shown on Figures 1-4 and 1-5 and also listed in Appendix A. These intersections were selected based upon proximity to proposed station locations (See Figure 1-6) and are generally contained within (1) a one-half mile radius of the proposed stations in the San Fernando Valley and at Union Station, (2) a one-mile wide corridor following the proposed alignment from Hollywood to the Harbor Freeway; and (3) a one-fourth mile radius of the proposed stations in the Central Business District (CBD). The intersections that will be evaluated for the Transit Corridor Specific Plan generally consist of the major intersection at the proposed station and intersections situated at a the fringe of the station study area.

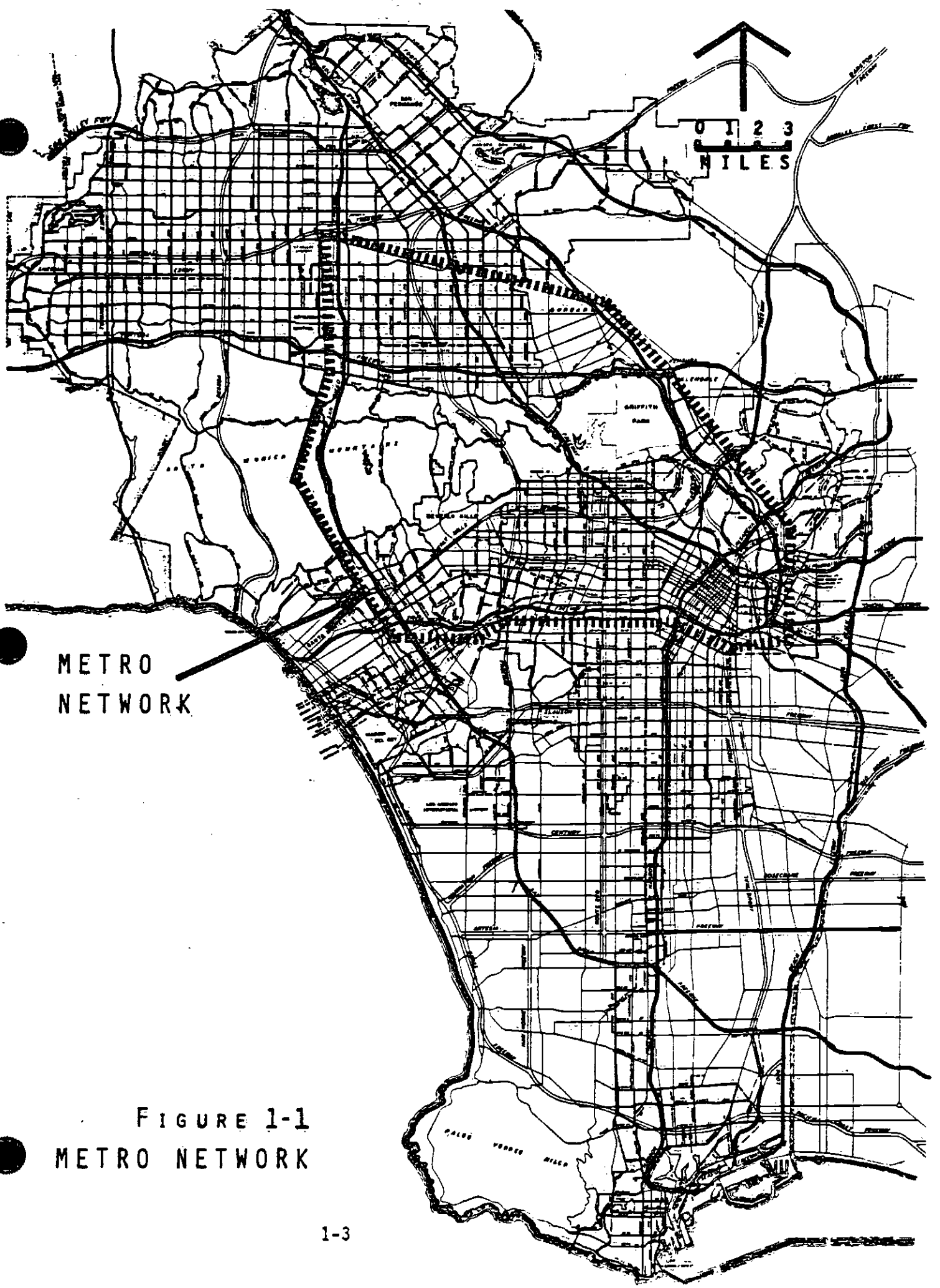


FIGURE 1-1
METRO NETWORK

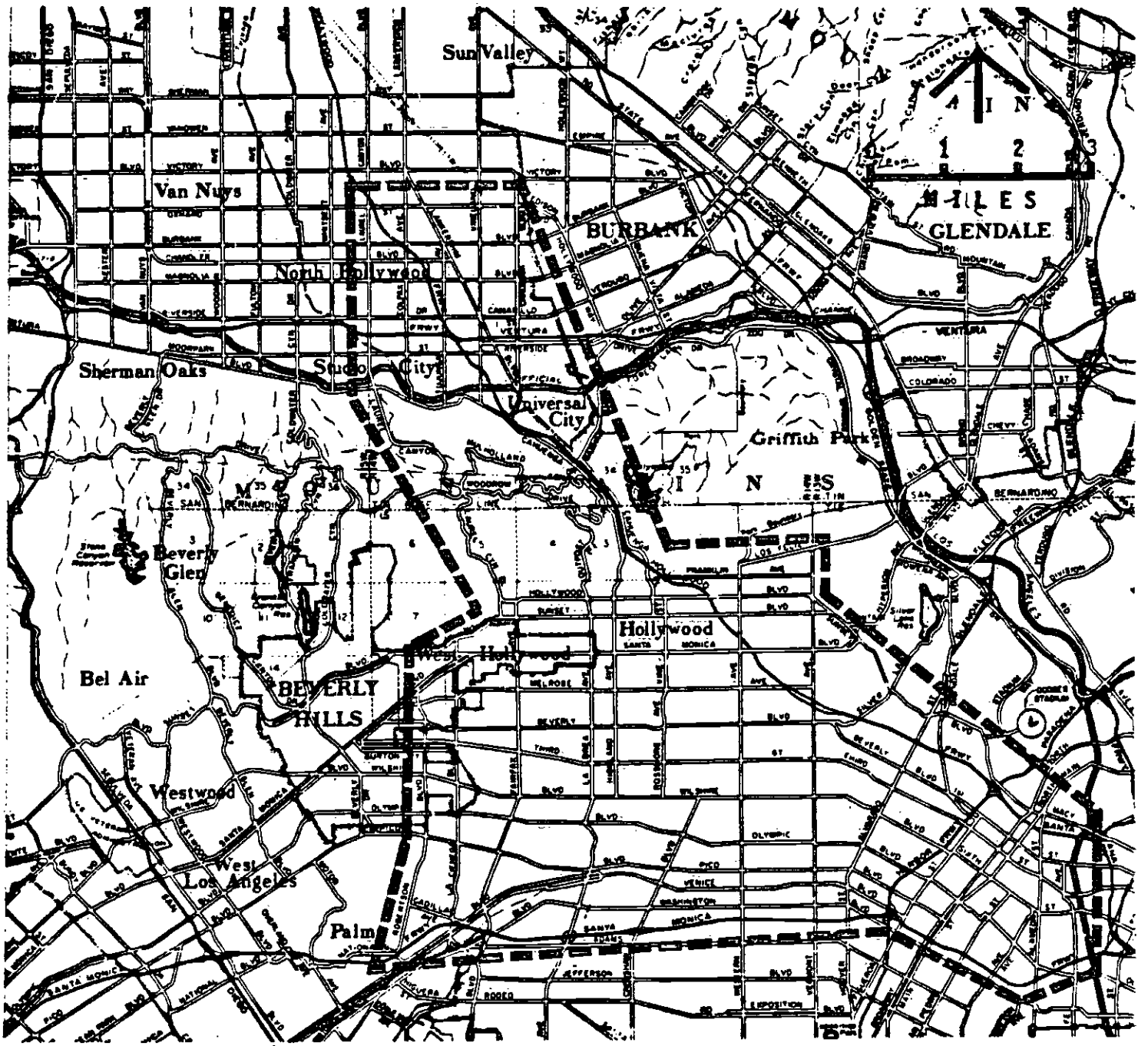
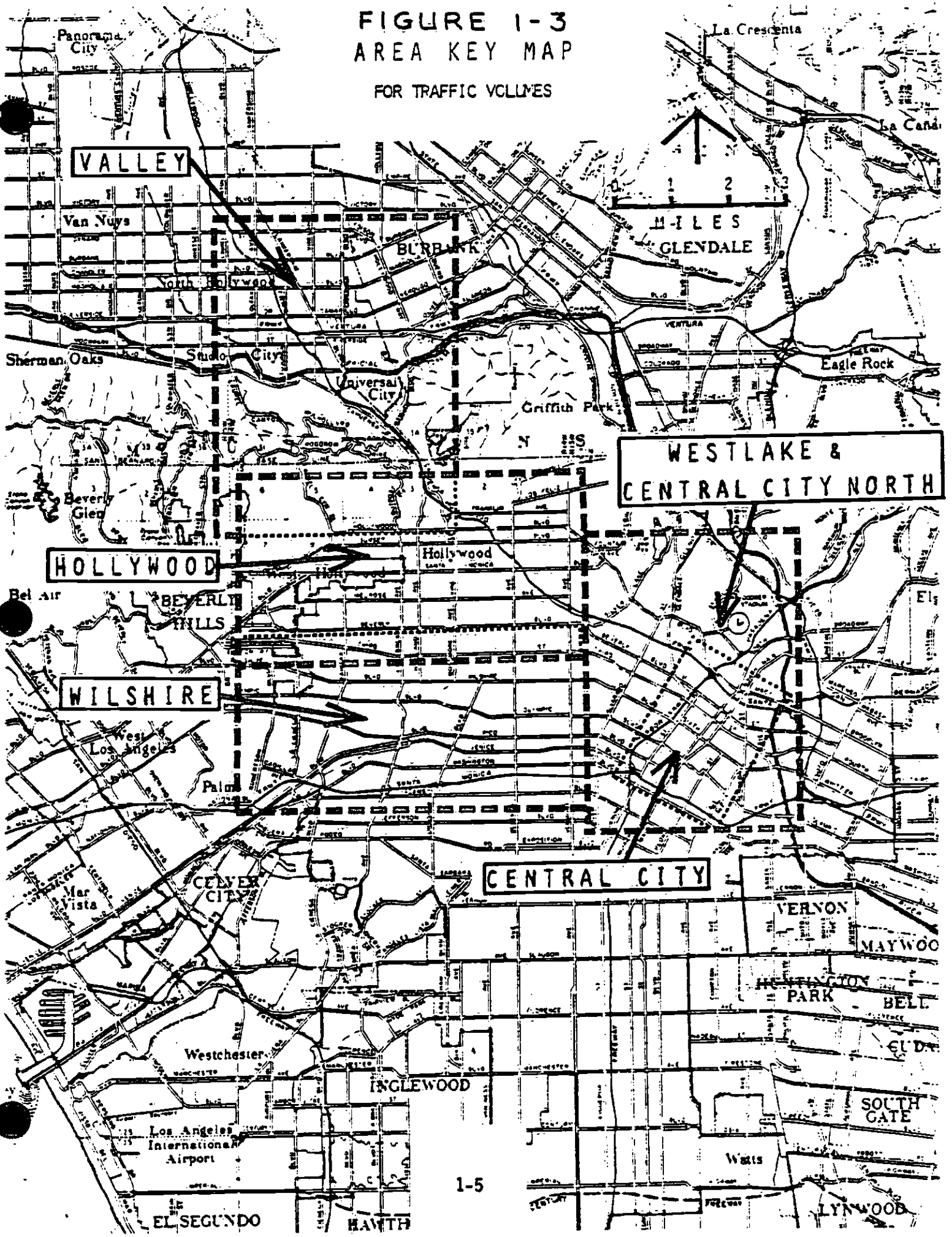


FIGURE 1-2
REGIONAL CORE

FIGURE 1-3
AREA KEY MAP

FOR TRAFFIC VOLUMES



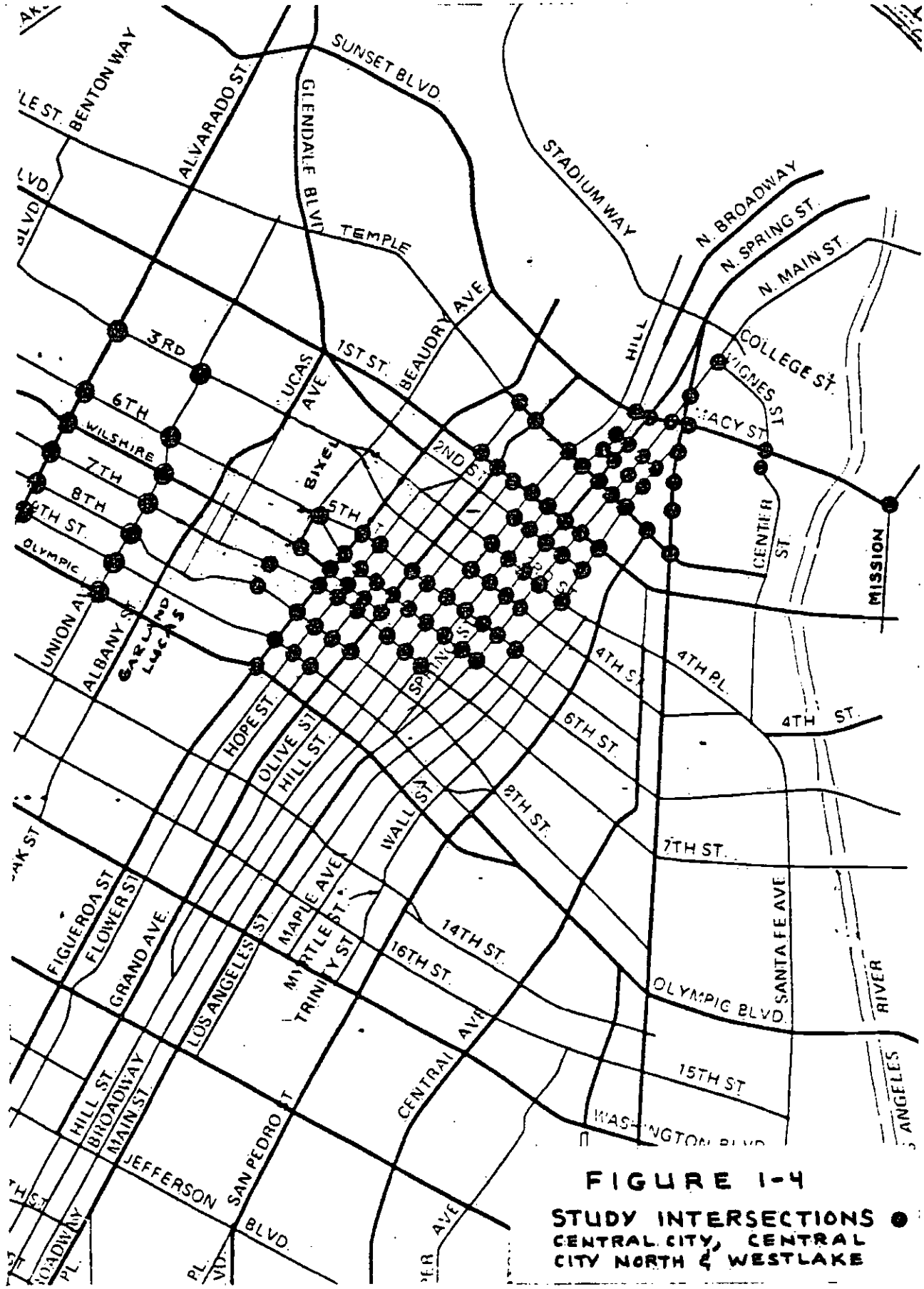


FIGURE 1-4

STUDY INTERSECTIONS ●
CENTRAL CITY, CENTRAL CITY NORTH & WESTLAKE

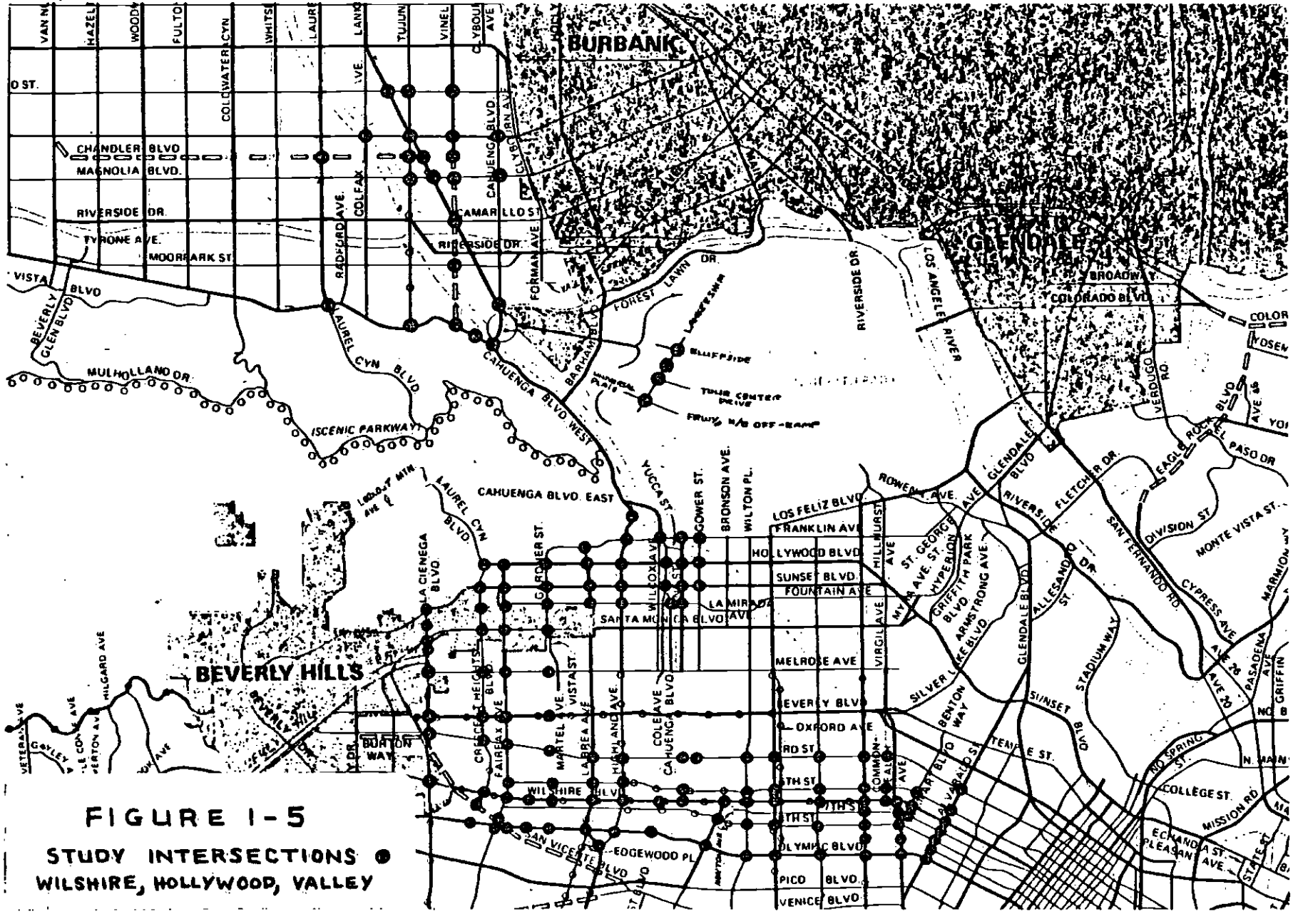


FIGURE 1-5

STUDY INTERSECTIONS ●

WILSHIRE, HOLLYWOOD, VALLEY

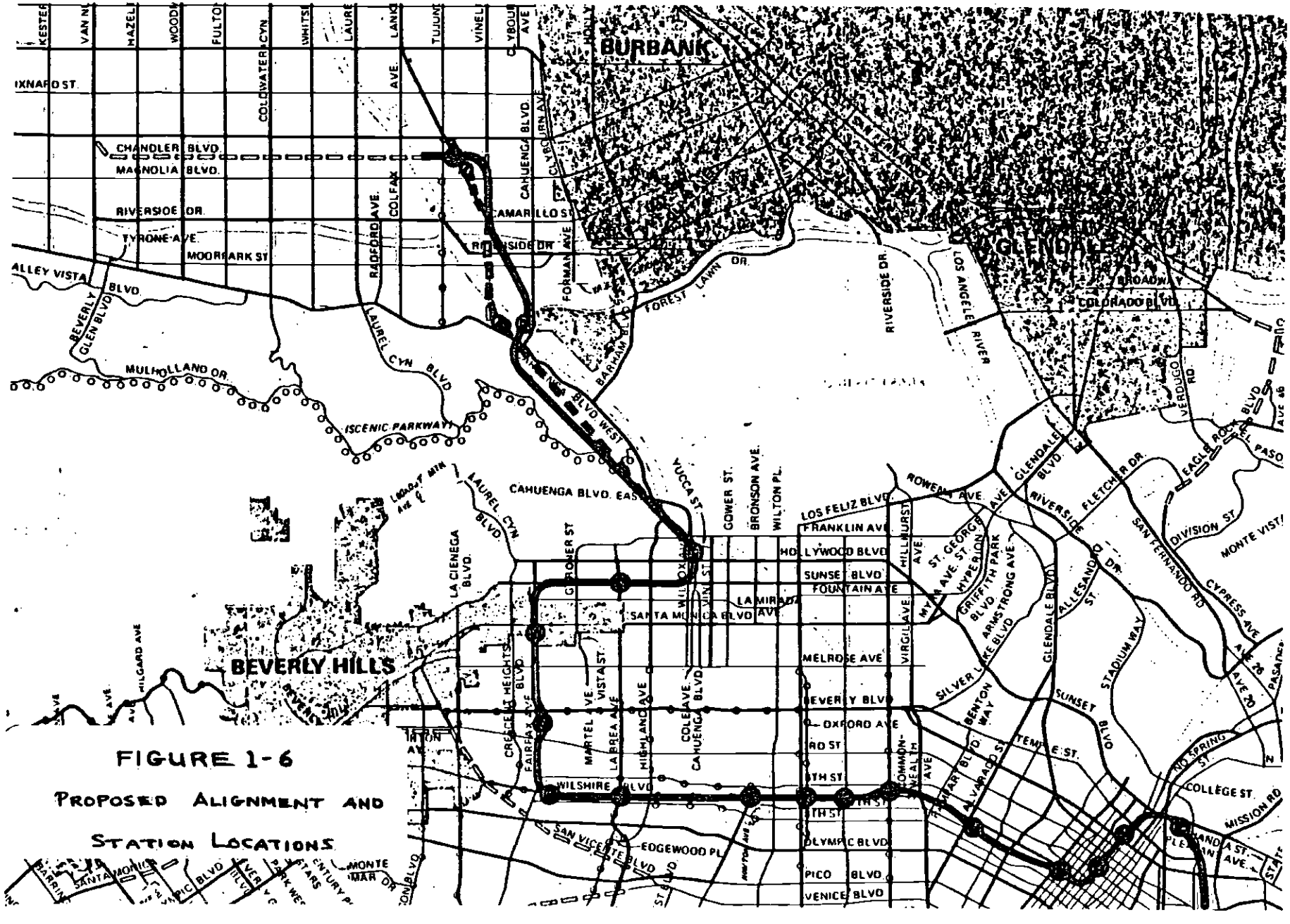


FIGURE 1-6

PROPOSED ALIGNMENT AND STATION LOCATIONS

CHAPTER 2 - Methdology

2.1 Intersection Evaluation

The "Planning" application of the Critical Movement Analysis (CMA), as presented in "Transportation Research Circular Number 212, Interim Materials on Highway Capacity" and amended in the NCHRP Project 3-28 draft report "Signalized Intersection Capacity and Level of Service" was utilized to calculate V/C ratios (CMA Index Number) for the existing condition, 2000 Base condition and 2000 With Project condition. The results of the analysis are tabulated in Appendix A, and also presented on a station-by-station basis in Chapters 3 and 4.

The data requirements of the "Planning" application are lane geometry, approach volumes, turn volumes and traffic signal timing/phasing. As part of the data collection effort, it was decided to include information regarding lane widths, pedestrian volumes and bus volumes, since the additional effort would be minimal. Parking restriction data were also considered necessary to supplement lane geometry information.

The term Level of Service (LOS) is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. LOS C normally is taken as the desirable design level in urban areas outside a regional core. LOS D, typically the maximum level for which a metropolitan area street system is designed, is characterized by relatively heavy traffic on the approaches. Short peaks may develop queues which will clear during later cycles. Excessive back-up does not occur. LOS E represents volumes at or near the capacity of the intersection. This condition is characterized by unstable flow with long queues and stoppages of several signal cycles. LOS F occurs when an intersection is overloaded (demand exceeds intersection capacity) and is characterized by stop-and-go traffic with stoppages of long duration. Theoretically, this condition cannot be measured by using the usual methods of counting the traffic moving through the intersection, since information regarding number of arriving vehicles is also needed to determine when demand exceeds capacity.

While the concept of Level of Service deals with discrete steps (i.e. LOS A, B, C, etc.), the quality of flow at an intersection is a continuous function with the sum of critical volumes. In order to facilitate comparison of intersection Levels of Service, the CMA Index Number was developed. This number is defined as the calculated sum of critical volumes divided by the maximum sum of critical volumes at Level of Service E. Table 2-1 shows the relationship between Level of Service, sum of critical volumes and CMA Index Number.

LOS	SUM OF CRITICAL VOLUMES			CMA INDEX NUMBER		
	2 PHASES	3 PHASES	4 OR MORE PHASES	2 PHASES	3 PHASES	4 OR MORE PHASES
A	0 - 850	0 - 800	0 - 750	0.0 - .59	0.0 - .57	0.0 - .54
B	851 - 1000	801 - 950	751 - 900	.60 - .69	.58 - .68	.55 - .64
C	1001 - 1150	951 - 1100	901 - 1050	.70 - .79	.69 - .79	.65 - .75
D	1151 - 1300	1101 - 1250	1051 - 1150	.80 - .89	.80 - .89	.76 - .82
E	1301 - 1450	1251 - 1400	1151 - 1250	.90 - 1.0	.90 - 1.0	.83 - 1.0
F	_____	NOT APPLICABLE	_____	_____	_____	_____

Table 2-1. Relationship between Level of Service, Sum of Critical Volumes and CMA Index Number.

As an example, the quality of flow at an intersection controlled by a two phase signal and with a sum of critical lane volumes of 1300 (Level of Service D, CMA Index Number .89) is essentially the same as the quality of flow at the same intersection with a sum of critical volume of 1301 (Level of Service E, CMA Index Number .90).

2.2 Existing Condition

For the Existing Condition (1980) most of the required data were obtained from LADOT records. Timing charts for each study intersection as well as computer printouts of both the roadway characteristics and traffic sign files for the primary and secondary highways within the Regional Core study area were obtained from the LADOT's Data Systems Division. Traffic signal plans for each study intersection and approximately 275 geometric plans were obtained from the LADOT's Signal Design and Geometric Design Sections, respectively. County and State data were requested for those intersections outside the Los Angeles City limits. Where intersection data were not available from Departmental records, aerial photographs of the Regional Core (furnished by SCRTD) and/or field checks were used to provide the needed information.

The 1980 Peak Hour volumes used in the CMA calculations were assembled in Task 18BAH1141. Right and Left turn percentages were determined through review of LADOT, County or State manual traffic counts. The intersection LOS was derived by comparing the calculated sum of critical volumes for the study intersection with the maximum sum of critical volumes for each level of service, as obtained from the draft report "Signalized Intersection Capacity and Level of Service" (See Table 2-1). The methodology and results were presented in the working paper for 18BAH1241; the results are also presented in Appendix A.

2.3 2000 Base Condition

The 2000 Base Condition presumes the existence of a "null" bus transit system and that the Metro Rail Starter Line has not been constructed. The arterial street system includes capital improvements that may reasonably be expected by the year 2000. The sources of these improvements were the City's five-year Capital Improvement Program, Community Redevelopment Agency (CRA) Projects and private development projects involving street widening. The intersections impacted by these improvements and the nature of the improvements are identified in Appendix B. Additional operational (TSM) improvements that would likely be considered as projected traffic volumes are realized and implemented as part of the LADOT annual work program are identified in Appendix C. TSM measures were only considered at intersections projected to operate at Level of Service E or F.

The projected peak hour approach traffic volumes utilized for the the Base Condition were developed under Task 18BAH1142, 2000 Base Condition Traffic Volumes. The working papers for that task document the methodology utilized. Two major items of interest are that the vehicle trip tables developed by SCRTD/ LARTS for utilization by LADOT for traffic assignment are based on the SCAG 82B growth forecast and that the orignal flow maps were adjusted to reflect a "Null" bus transit system. The turning movements (percentages) at each study intersection were assumed to remain essentially unchanged from those used for the 1980 V/C calculations, except where site specific EIR's or circulation studies were available. Examples are the North Hollywood Commercial Core Redevelopment, Universal City Bridge Circulation Study and the California Center and Pacific

Plaza studies in the CBD (the last two also included impacts of other proposed CBD construction). In addition to the preceding, the signal timing at study intersections was assumed to be optimized within pedestrian timing constraints.

The methodology and results of the 2000 Base Condition intersection evaluation are contained in the working paper for Task 18BAH1242. The results are also presented in Chapter 3 and 4 on a Station-by-Station basis and again in Appendix A.

2.4 2000 With Project Condition

The street conditions (physical and operational) established at each intersection under Task 18BAH1242, 2000 Base Condition, were utilized for the 2000 With Project Conditions. The only operational revisions made under this task were to optimize signal timing within pedestrian timing constraints; mitigation measures will be developed under Task 18BAH15. The projected peak hour approach traffic volumes utilized for the With Project conditions were generated under Task 18BAH1143, 2000 With Project Traffic Volumes. The working paper for that task documents the methodology utilized. The traffic volumes were initially generated for the alignment and stations shown on Figure 1-6; an 18.6-mile 17 station Metro Rail System. Revised volumes were developed for variations involving the deletion of the Wilshire/Crenshaw station and its impact on the Wilshire/La Brea and Wilshire/Western stations. Revised traffic volumes were also developed for the Studio City station and the Lankershim/Chandler station (original station location in aerial configuration) and the off-street station east of Lankershim in the North Hollywood Redevelopment Commercial Core area.

The results of the intersection evaluation are presented on a station-by-station basis in Chapters 3 and 4. Chapter 3 focuses on the 18.6-mile, 17 station Metro Rail System and Chapter 4 contains the station and alignment variations described above.

Traffic assignments developed under Task 18BAH1143 were reviewed to identify local streets on which 60-or-more P/R and K/R vehicles per hour were assigned. These streets are identified under the station-by-station discussion.

2.5 Transit Corridor Specific Plan Conditions

The LADOP is reviewing the impacts of three different levels of development at each Metro Rail Station (one level will equate to the SCAG 82B growth forecast). For each station, LADOP has developed demographic and land use data that will be used to develop revised traffic volume assignments near each station (18BAH1243). These traffic volumes will then be utilized to estimate how intersection impacts may be expected to change for the two alternate levels of development.

CHAPTER 3 - Results of Evaluation - 18.6 Mile Starter Line with 17 Stations

The results of the intersection evaluation are presented on a station-by-station basis beginning at Union Station and proceding along the adopted alignment to the station at Lankershim and Chandler in North Hollywood. For each station a figure has been prepared that displays the street system, study intersections, station (platform) location with access points, any facilities proposed by the SCRTD to accomodate park-n-ride or kiss-n-ride activity, surplus off-street commercial parking (from 1980 parking inventory) and bus-bay locations. Also included for each station are tables that contain both the 2000 Base and with project intersection V/C ratios, and a summary of With Project LOS and changes from the Base to With Project conditions.

Intersections that have a V/C increase of 0.02 or more and a L.O.S. of E-or-worse will be included under Task 18BAH15 for discussion of possible mitigation measures. For this task report (18BAH1243) intersections with a 0.02 V/C ratio increase and LOS D-or-worse will be identified and discussed.

3.1 Union Station

The Metro Rail station at Union Station is proposed to function as a major auto intercept point. The SCRTD has proposed the construction of a 2500 space parking structure and off-street kiss-n-ride space as shown on Figure 3-1. An off-street bus facility is also proposed but the projected bus volumes and routings are not yet available.

Additonal surplus off-street commercial parking is shown at eight locations on Figure 3-1. Daily boardings at this station would range from 36,000 to 37,000 for Option I, IX and XII. Detailed information on boardings and mode-of-arrival are contained in the working paper for Task 18BAH 1143 and are summarized in Appendices D,E and F.

Twenty four intersections were evaluated in the vicinity of Union Station (See Table 3-1). Of the twenty four intersections six showed an increase in the V/C index of more than 0.02 and a With Project LOS of D-or-worse. The six intersections are Alameda/Aliso-Commercial, Alameda/Los Angeles, Alameda/Macy, Macy/Mission, Macy/Vignes, and Ramirez/Santa Ana Fwy ramps-Vignes.

The intersection of Alameda/Aliso-Commercial would operate at LOS A in the AM under both the 2000 Base and With Project conditions. During the evening peak hour period it would operate at LOS D under both conditions with the V/C index is expected to go from 0.81 to 0.84. The increased V/C index for the evening peak period being caused by a projected increase in through and turning traffic movements on Alameda.

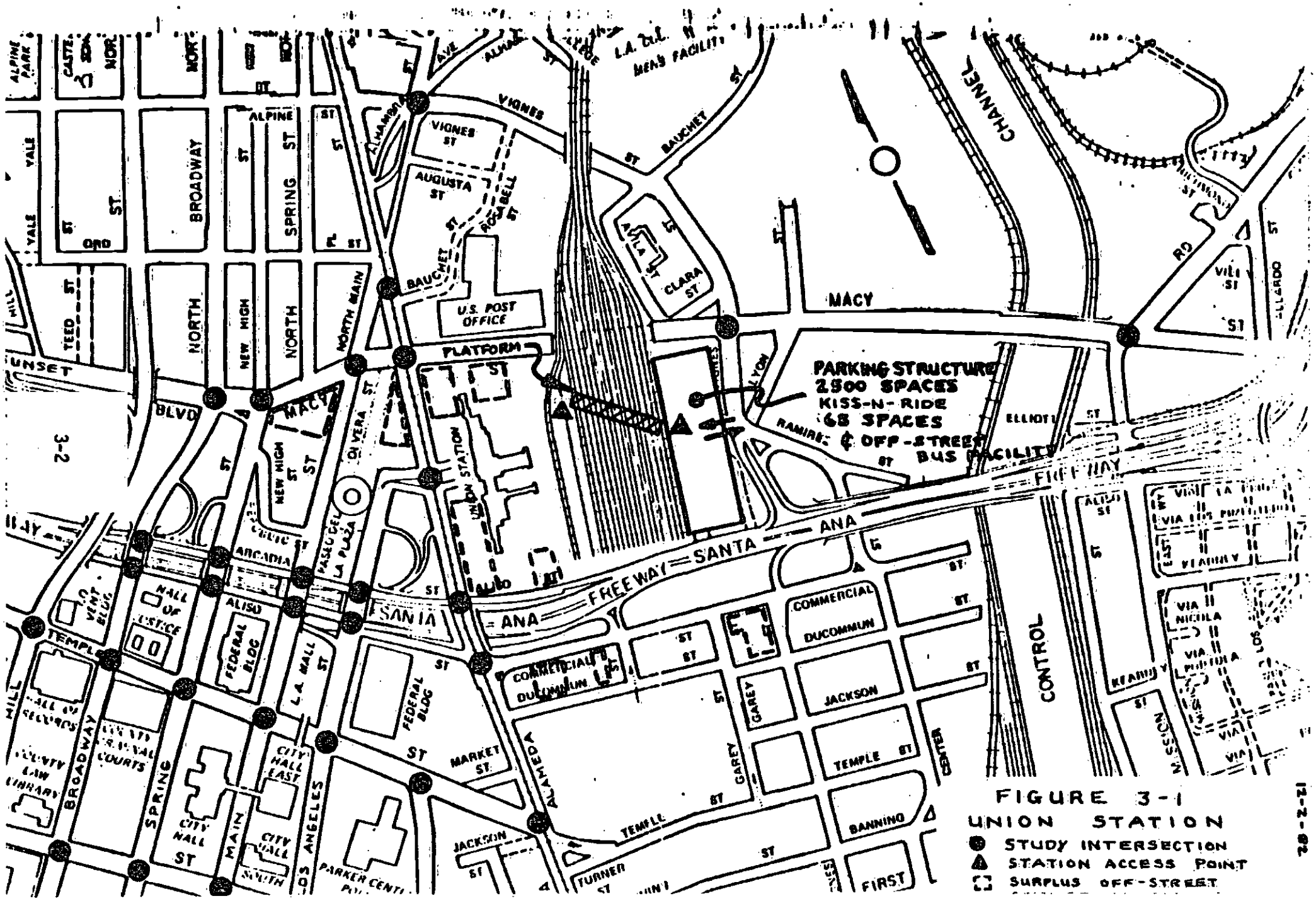


FIGURE 3-1
UNION STATION
● STUDY INTERSECTION
▲ STATION ACCESS POINT
⛶ SURPLUS OFF-STREET

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At the intersection of Alameda/Los Angeles the AM peak period V/C index is expected to increase from 0.51 to 0.58 While the intersection V/C index for the AM would be LOS A (0.51 and 0.58) the V/C index for Alameda would go from 0.68 to 0.84.

Projected Increases in through traffic and turning movements would cause the V/C index at Alameda/Macy to increase for both the AM and PM peak hour periods from 0.85 to 0.92 (LOS D to E) and 0.83 to 1.09 (LOS D to F), respectively. This intersection, as well as the next three, will be included under task 18BAH15 for development of possible mitigation measures.

The V/C index for the intersection of Macy/Mission for the Base and With Project conditions would go from 0.86 (LOS D.) to 0.99 (LOS E) during the AM peak hours. During the evening peak hour the LOS is expected to be C and the V/C index would go from 0.74 to 0.77.

The intersection of Macy/Vignes is anticipated to experience LOS F during both the AM and PM peak hours. The V/C index for the Base and With Project conditions would go from 0.95 to 1.05 during the AM peak hour and from 0.88 to 1.10 during the PM peak hour.

The intersection of Ramirez - parking structure driveway/Vignes - Santa Ana Freeway ramps is presently unsignalized but would likely rquire the installation of a traffic signal when the Metro Rail parking structure is built. The With Project V/C index for this intersection is expected to be 1.07 (LOS F) in the AM peak hour and 1.08 (LOS F) in the PM peak hour. As additional design information becomes available for the parking structure, mitigation measures will be developed under Task 18BAH15.

A few of the remaining intersections that were examined are expected to experienced slight increases in the V/C indexes, with several experiencing no change and many experiencing decreases generally in the 0.03 to 0.08 range. A summary of the changes in LOS at all study intersections is provided in Table 3-2.

Most of the projected Park-n-ride and kiss-n-ride traffic is expected to travel along major and secondary streets to and from the proposed parking structure adjacent to Union Station and existing parking lots nearby. However, it is anticipated that Commercial Street between Alameda Street and Center Street will experience an increase in traffic volume.

Of the park-n-ride (P/R) vehicles imbound towards the station area in the morning, approximately 200 are projected to utilize Commercial Street. During the evening peak hour the number of additional vehicles decreases to approximately 150.

Table 3-1
Union Station
Intersection LOS and V/C Indices
(Option I/XII, with Crenshaw, La Brea/Sunset, without Laurel Canyon)

LOCATION	CONDITION	UNION STATION											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Alameda/Aliso - Commercial	2000 Base	A	.51	D	.81		.51		.81		.51		.81
	Option I/XII	A	.50	D	.84		.50		.84		.50		.84
Alameda/Arcadia	2000 Base	A	.54	A	.45		.54		.45		.54		.45
	Option I/XII	A	.53	A	.46		.53		.46		.53		.46
Alameda/Los Angeles	2000 Base	A	.51	E	.99		.68		.99		.27		.99
	Option I/XII	A	.58	E	.94		.84		.94		.20		.94
Alameda/Macy	2000 Base	D	.85	D	.83		.85		.83		.85		.83
	Option I/XII	E	.92	F	1.09		.92		1.09		.92		1.09
Alameda/N. Main	2000 Base	A	.53	C	.70		.60		.70		.40		.70
	Option I/XII	A	.52	B	.67		.60		.67		.38		.67
*Alameda/Temple	2000 Base	B	.60	C	.72		.60		.72		.60		.72
	Option I/XII	A	.53	B	.62		.53		.62		.53		.62
Aliso/Los Angeles	2000 Base	A	.47	C	.79		.47		.79		.47		.79
	Option I/XII	A	.45	C	.78		.45		.78		.45		.78
Aliso/N.Broadway	2000 Base	B	.63	B	.63		.63		.55		.63		.67
	Option I/XII	B	.63	B	.64		.63		.64		.63		.64

*Specific Plan

WPLC2/1

LOCATION	CONDITION	Union Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Aliso/N.Main	2000 Base	A	.33	B	.68		.33		.68		.33		.68
	Option I/XII	A	.34	B	.65		.34		.65		.34		.65
Aliso/Spring	2000 Base	D	.80	A	.43		.80		.43		.80		.43
	Option I/XII	C	.76	A	.41		.76		.41		.76		.41
Arcadia/Los Angeles	2000 Base	B	.64	A	.53		.64		.53		.64		.53
	Option I/XII	B	.61	A	.45		.61		.45		.61		.45
Arcadia/N. Broadway	2000 Base	A	.37	C	.71		.27		.71		.42		.71
	Option I/XII	A	.31	B	.65		.24		.65		.35		.65
Arcadia/N. Main	2000 Base	A	.33	B	.60		.33		.60		.33		.60
	Option I/XII	A	.35	A	.57		.35		.57		.35		.57
Arcadia/Spring	2000 Base	C	.79	A	.36		.79		.36		.79		.36
	Option I/XII	C	.73	A	.33		.73		.33		.73		.33
Los Angeles/ Temple	2000 Base	C	.75	C	.75		.75		.75		.75		.75
	Option I/XII	C	.71	B	.67		.71		.67		.71		.67
*Macy/Mission	2000 Base	D	.86	C	.74		.86		.74		.86		.74
	Option I/XII	E	.99	C	.77		.99		.79		.99		.72

*Specific Plan

WPLC2/1

LOCATION	CONDITION	Union Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Macy/N. Main	2000 Base	A	.49	B	.65		.64		.65		.27		.65
	Option I/XII	A	.47	B	.60		.62		.60		.25		.60
Macy/N. Spring	2000 Base	C	.78	C	.73		.78		.83		.78		.53
	Option I/XII	C	.73	B	.67		.73		.82		.73		.36
*Macy/Vignes	2000 Base	E	.95	D	.88		1.03		.88		.76		.88
	Option I/XII	F	1.05	F	1.10		1.14		1.10		.86		1.10
Main/Temple	2000 Base	A	.41	B	.64		.41		.64		.41		.64
	Option I/XII	A	.39	B	.60		.39		.60		.39		.60
*N. Broadway/ Sunset	2000 Base	D	.87	F	1.06		.87		1.06		.87		1.06
	Option I/XII	C	.79	E	.96		.79		.96		.76		.96
*N.Main/Alpine-Vigness	2000 Base	A	.57	E	.97		.57		.97		.57		.97
	Option I/XII	A	.59	E	.98		.59		.98		.59		.98
Ramirez/ Vignes-Santa Ana Fwy Ramps	2000 Base				NOT SIGNALIZED								
	Option I/XII	F	1.07	F	1.08		.47		1.08		1.38		1.08
San Pedro/Temple	2000 Base	B	.60	B	.64		.27		.64		.74		.64
	Option I/XII	A	.56	A	.56		.30		.53		.70		.58

*Specific Plan

WPLC2/1

Table 3-2
Union Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	9	1	5	0	0	0
No Change in V/C	0	1	0	0	0	0
Base V/C Less Than With Project V/C	4	0	0	0	2	2
Total	13	2	5	0	2	2

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	5	8	1	0	2	0
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	1	1	1	1	1	3
Total	6	9	2	1	3	3

3.2 First and Hill Station (Civic Center)

The Metro Rail Station at First and Hill (Hill between First and Temple) is the first of the CBD Stations. The Station is anticipated to accomodate between 16,300 and 16,900 boardings daily for Options I, IX, XII and the mode-of-arrival data show bus feeder and walk-on as the projected major mode-of-access (See Appendices D, E, & F for additional information). The proposed station (platform) location, access points and bus bays are shown Figure 3-2. The intersections evaluated for this station are also shown on Figure 3-2 and the results of the intersection evaluation are contained in Tables 3-3 and 3-4.

With the mode-of-arrival data showing no park-n-ride or kiss-n-ride activity for this staton, the intersection evaluation for the Base and with project conditions discloses a favorable impact. Of the 25 intersections evaluated, none showed an increase in the intersection V/C index or a worsening of the L.O.S. when comparing the With Project condition to the Base condition. For most intersections an improvement in intersection operation was indicated and the V/C index generally decreased in the range of 0.02 to 0.10.

None of the intersections evaluated for this station under this task will be carried over for additional evaluation under Task 18BAH15. See Table 3-4 for a summary of the intersection LOS and changes.

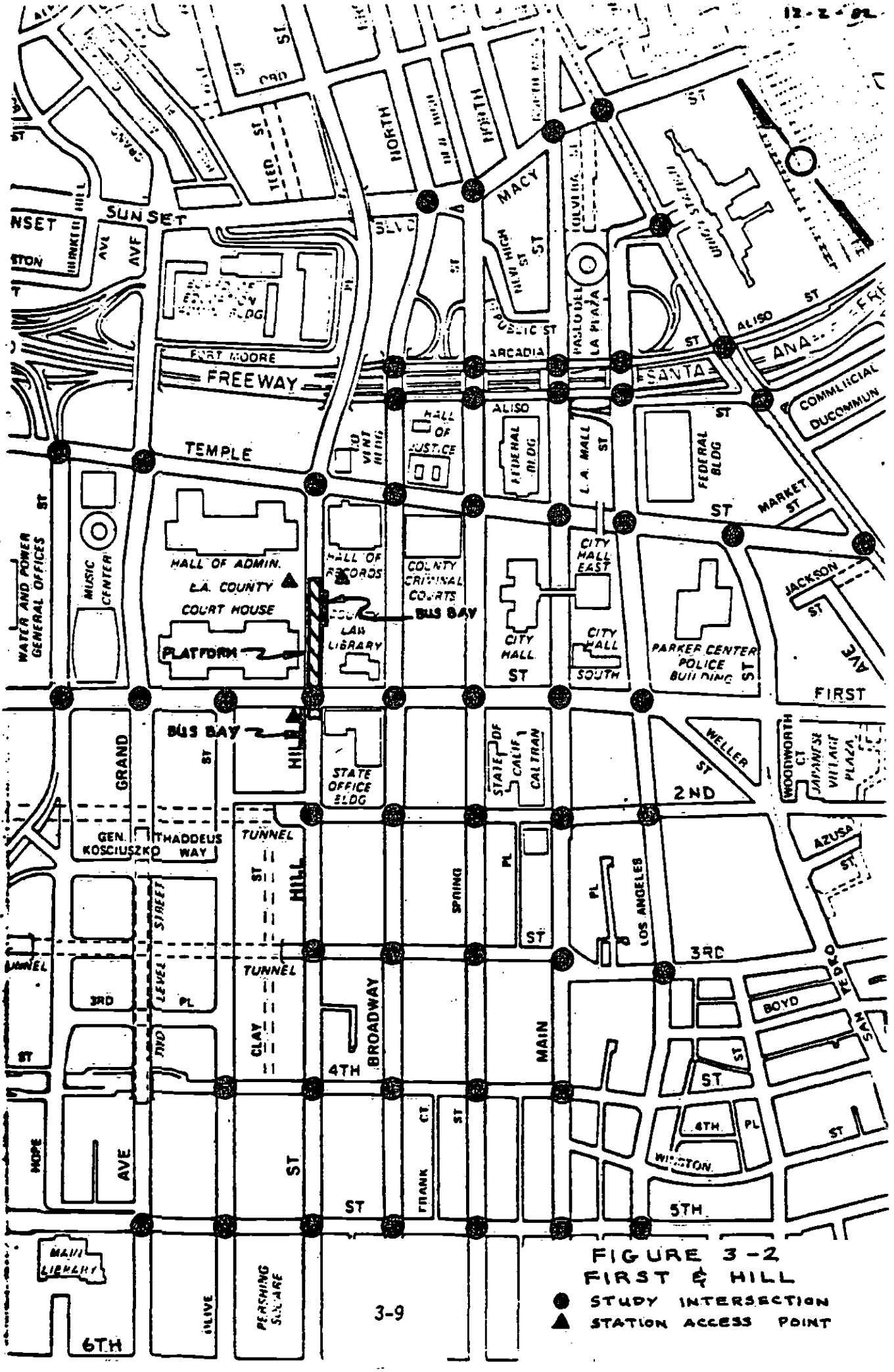
SUNSET
SUNSET BLVD
FORT MOORE
FREEWAY
TEMPLE
ARCADIA
ALISO
MACY
MACY ST
OLIVE ST
HILL ST
HILL
GRAND
BROADWAY
MAIN
SPRING
LOS ANGELES
FIRST
2ND
3RD
4TH
5TH
6TH
MARKET ST
JACKSON
AZUSA
BOYD
WELLER
HALL OF ADMIN.
LA. COUNTY COURT HOUSE
HALL OF RECORDS
COUNTY CRIMINAL COURTS
LAW LIBRARY
CITY HALL
CITY HALL EAST
CITY HALL SOUTH
PARKER CENTER POLICE BUILDING
FEDERAL BLDG
L.A. MALL
MUSIC CENTER
WATER AND POWER GENERAL OFFICES
STATE OF CALIF. CALTRAN
STATE OFFICE BLDG
PLATFORM
BUS BAY
BUS BAY
TUNNEL
TUNNEL
GEN. KOSCIUSZKO
THADDEUS WAY
HOPE ST
HOPE AVE
OLIVE
PERSHING SQUARE
MAIN LIBRARY
FIGURE 3-2
FIRST & HILL
STUDY INTERSECTION
STATION ACCESS POINT

Table 3-3
First and Hill Station
Intersection LOS and V/C Indices
(Option I/XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn)

		Hill-1st Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Broadway/1st	2000 Base	E	1.00	F	1.07		1.00		1.07		1.00		1.07
	Option I/XII	E	.93	E	1.00		.93		1.00		.93		1.00
Broadway/2nd	2000 Base	D	.86	E	.92		.86		.92		.86		.92
	Option I/XII	D	.80	D	.85		.80		.85		.80		.85
Broadway/3rd	2000 Base	B	.69	E	1.00		.69		1.00		.69		1.00
	Option I/XII	B	.66	D	.82		.66		.82		.66		.82
Grand/Temple	2000 Base	F	1.54	F	1.18		1.54		1.18		1.54		1.18
	Option I/XII	F	1.46	F	1.10		1.46		1.10		1.46		1.10
Grand/1st	2000 Base	E	.91	F	1.07		.91		1.07		.91		1.07
	Option I/XII	D	.83	F	1.02		.83		1.02		.83		1.02
*Hill/Temple	2000 Base	E	.95	F	1.17		.95		1.17		.95		1.17
	Option I/XII	D	.87	F	1.08		.87		1.08		.87		1.08
*Hill/1st	2000 Base	F	1.19	E	.92		1.19		.92		1.19		.92
	Option I/XII	F	1.09	E	.92		1.09		.92		1.09		.92
Hill/2nd	2000 Base	E	.95	E	.97		.95		.97		.95		.97
	Option I/XII	E	.90	E	.91		.90		.91		.90		.91

*Specific Plan

WPLC2/1

LOCATION	CONDITION	Hill - 1st Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Hill/3rd	2000 Base	E	.97	E	.99		.97		.99		.97		.99
	Option I/XII	E	.93	E	.95		.93		.95		.93		.95
Hope/Temple	2000 Base	F	1.54	F	1.31		1.54		1.31		1.54		1.31
	Option I/XII	F	1.47	F	1.22		1.47		1.22		1.47		1.22
*Hope/1st	2000 Base	F	1.15	F	1.22		1.15		1.22		1.15		1.22
	Option I/XII	F	1.08	F	1.17		1.08		1.17		1.08		1.17
Los Angeles/ Temple	2000 Base	C	.75	C	.75		.75		.75		.75		.75
	Option I/XII	C	.71	B	.67		.71		.67		.71		.67
*Los Angeles/1st	2000 Base	D	.89	C	.76		.89		.76		.89		.76
	Option I/XII	D	.84	C	.72		.84		.72		.84		.72
Los Angeles/2nd	2000 Base	B	.61	C	.73		.61		.73		.61		.73
	Option I/XII	A	.53	B	.68		.53		.68		.53		.68
Los Angeles/3rd	2000 Base	D	.82	B	.69		.82		.69		.82		.69
	Option I/XII	C	.79	B	.65		.79		.65		.79		.65
Main/Temple	2000 Base	A	.41	B	.64		.41		.64		.41		.64
	Option I/XII	A	.39	B	.60		.39		.60		.39		.60
Main/1st	2000 Base	A	.59	E	.90		.30		.90		.77		.90
	Option I/XII	A	.57	D	.85		.29		.85		.74		.85

*Specific Plan

WPLC2/1

LOCATION	CONDITION	Hill - 1st Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Main/2nd	2000 Base	A	.46	D	.86		.46		.86		.46		.86
	Option I/XII	A	.44	C	.75		.44		.75		.44		.75
Main/3rd	2000 Base	A	.47	A	.52		.40		.52		.50		.52
	Option I/XII	A	.45	A	.50		.39		.50		.48		.50
N. Broadway/ Temple	2000 Base	F	1.07	F	1.25		1.07		1.25		1.07		1.25
	Option I/XII	E	.99	F	1.15		.99		1.15		.99		1.15
Olive/1st	2000 Base	C	.77	E	.98		.77		.98		.77		.98
	Option I/XII	C	.73	E	.93		.73		.93		.73		.93
Spring/Temple	2000 Base	D	.80	A	.53		.80		.53		.80		.53
	Option I/XII	C	.76	A	.50		.76		.50		.76		.50
Spring/1st	2000 Base	D	.89	D	.82		.89		.71		.89		.88
	Option I/XII	D	.86	C	.79		.86		.68		.86		.84
Spring/2nd	2000 Base	C	.75	B	.67		.75		.67		.75		.67
	Option I/XII	C	.72	B	.63		.72		.63		.72		.63
Spring/3rd	2000 Base	D	.81	A	.49		.81		.49		.81		.49
	Option I/XII	C	.77	A	.47		.77		.47		.77		.47

*Specific Plan

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Table 3-4
First/Hill Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	5	1	6	5	4	4
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	5	1	6	5	4	4

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	3	5	3	3	4	6
No Change in V/C	0	0	0	0	1	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	3	5	3	3	5	6

3.3 Fifth and Hill Station

The Metro Rail Station at Fifth and Hill (Hill between Fourth and Fifth) is a CBD Station with 35,200 to 36,200 projected daily boardings under options I, IX, and XII and is expected to experience both park-n-ride and kiss-n-ride activity in addition to the bus feeder and walk modes-of-access (See Appendices D, E and F for additional information). The proposed station (platform) location, access Points, and surplus off-street commercial parking spaces are shown on Figure 3-3. Also shown on Figure 3-3 are the intersections evaluated for this station; the intersection V/C Indices and LOS are contained in Table 3-5.

Twenty seven intersections in the vicinity of this station were evaluated for the Base and With Project conditions. One intersection experienced both an increase in the V/C index of more than 0.02 and a LOS of D-or-Worse. Other intersections experienced an increase in the V/C index as much as 0.08 but the LOS remained at C or better. A majority of the intersections experienced no change in V/C Index or showed decreases in the range of 0.01 to 0.06. A summary of intersection LOS and changes is provided in Table 3-6.

The intersection of Olive/Fifth experienced LOS E for the Base and With Project conditions during the evening peak hour but the V/C index went from 0.90 to 0.93. This intersection will be evaluated further for possible mitigation measures under Task 18BAH15.

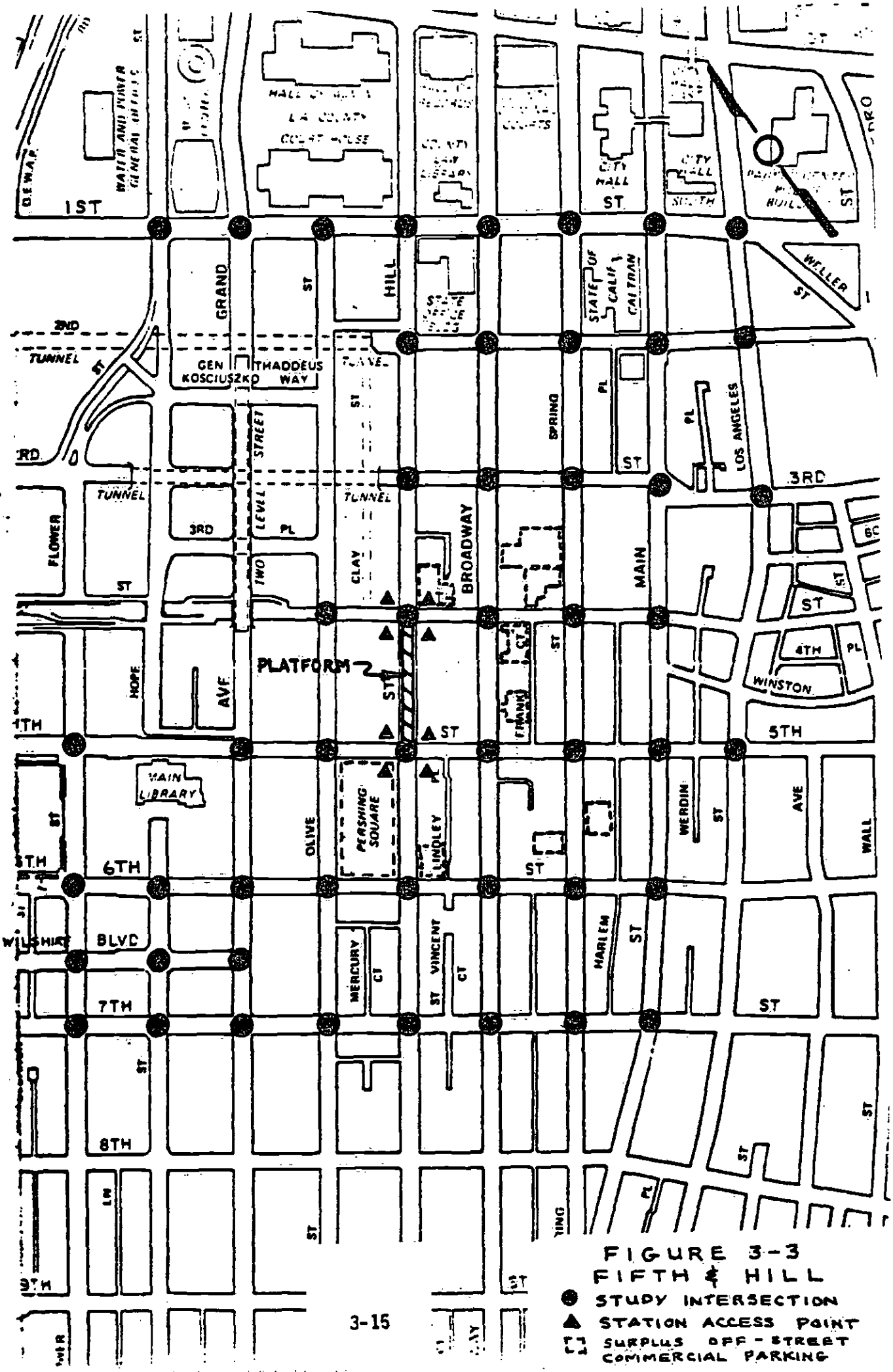

FIGURE 3-3
FIFTH & HILL

● STUDY INTERSECTION
▲ STATION ACCESS POINT
[ ] SURPLUS OFF-STREET COMMERCIAL PARKING

Table 3-5
Fifth and Hill Station
Intersection LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

		Hill - 5th Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Broadway/4th	2000 Base	C	.74	E	.98		.74		.98		.74		.98
	Option I/XII	C	.75	E	.98		.75		.98		.75		.98
Broadway/5th	2000 Base	D	.84	E	.91		.84		.91		.84		.91
	Option I/XII	D	.84	E	.93		.84		.93		.84		.93
Broadway/6th	2000 Base	D	.88	E	.98		.88		.98		.88		.98
	Option I/XII	D	.83	E	.99		.83		.99		.83		.99
Broadway/7th	2000 Base	B	.61	C	.75		.61		.75		.61		.75
	Option I/XII	B	.61	C	.75		.61		.75		.61		.75
Broadway/8th	2000 Base	C	.72	D	.84		.72		.84		.72		.84
	Option I/XII	C	.75	D	.85		.75		.85		.75		.85
** Grand/Wilshire	2000 Base	A	.53	A	.46		.60		.46		.37		.46
	Option I/XII	A	.50	A	.42		.57		.42		.33		.42
Grand/5th	2000 Base	C	.75	E	.98		.75		.98		.75		.98
	Option I/XII	C	.72	E	.95		.72		.95		.72		.95
Grand/6th	2000 Base	C	.75	F	1.07		.75		1.07		.75		1.07
	Option I/XII	C	.73	F	1.03		.73		1.03		.73		1.03
** Grand/7th	2000 Base	C	.78	D	.81		.78		.81		.78		.81
	Option I/XII	C	.73	C	.74		.73		.74		.73		.74

**Common to 7th/Flower

LOCATION	CONDITION	Hill - 5th Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Hill/4th	2000 Base	B	.69	C	.72		.69		.72		.69		.72
	Option I/XII	B	.69	B	.69		.69		.69		.69		.69
*Hill/5th	2000 Base	D	.82	E	.93		.82		.93		.82		.93
	Option I/XII	C	.79	E	.91		.79		.91		.79		.91
Hill/6th	2000 Base	F	1.06	E	.98		1.06		.98		1.06		.98
	Option I/XII	F	1.01	E	.98		1.01		.98		1.01		.98
Hill/7th	2000 Base	D	.86	C	.75		.86		.75		.86		.75
	Option I/XII	D	.80	C	.79		.80		.79		.80		.79
Hope/6th	2000 Base	A	.50	B	.63		.45		.63		.52		.63
	Option I/XII	A	.47	A	.58		.41		.58		.50		.58
*Los Angeles/5th	2000 Base	B	.61	A	.52		.61		.52		.61		.52
	Option I/XII	B	.60	A	.51		.60		.51		.60		.51
Main/4th	2000 Base	A	.42	C	.74		.42		.74		.42		.74
	Option I/XII	A	.41	C	.77		.41		.77		.41		.77
Main/5th	2000 Base	A	.38	A	.55		.38		.55		.38		.55
	Option I/XII	A	.39	A	.56		.39		.56		.39		.56

*Specific Plan

WPLC2/1

LOCATION	CONDITION	Hill - 5th Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Main/6th	2000 Base	A	.34	B	.61		.34		.61		.34		.61
	Option I/XII	A	.33	B	.69		.33		.69		.33		.69
Main/7th	2000 Base	A	.49	C	.72		.49		.72		.49		.72
	Option I/XII	A	.50	C	.71		.50		.71		.50		.71
Olive/4th	2000 Base	C	.73	C	.78		.73		.78		.73		.78
	Option I/XII	C	.70	C	.75		.70		.75		.70		.75
Olive/5th	2000 Base	F	1.08	E	.90		1.08		.90		1.08		.90
	Option I/XII	F	1.05	E	.93		1.05		.93		1.05		.93
Olive/6th	2000 Base	E	.94	E	.98		.94		.98		.94		.98
	Option I/XII	E	.90	E	.96		.90		.96		.90		.96
* ** Olive/7th	2000 Base	E	.94	F	1.06		.94		1.06		.94		1.06
	Option I/XII	D	.89	F	1.03		.89		1.03		.89		1.03
Spring/4th	2000 Base	B	.66	B	.63		.66		.63		.66		.63
	Option I/XII	B	.66	B	.64		.66		.64		.66		.64
Spring/5th	2000 Base	C	.76	B	.63		.76		.63		.76		.63
	Option I/XII	C	.74	B	.62		.74		.62		.74		.62

*Specific Plan
**Common to 7th/Flower

WPLC2/1

LOCATION	CONDITION	Hill - 5th Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Spring/6th	2000 Base	B	.65	B	.68		.65		.68		.65		.68
	Option I/XII	B	.62	B	.67		.62		.67		.62		.67
Spring/7th	2000 Base	B	.69	C	.76		.69		.76		.69		.76
	Option I/XII	B	.69	C	.74		.69		.74		.69		.74

WPLC3/1

Table 3-6
Fifth/Hill Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	4	2	6	3	1	2
No Change in V/C	0	4	0	1	0	0
Base V/C Less Than With Project V/C	2	0	2	0	0	0
Total	6	6	8	4	1	2

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	3	3	4	0	3	2
No Change in V/C	0	0	1	0	2	0
Base V/C Less Than With Project V/C	1	2	2	1	3	0
Total	4	5	7	1	8	2

3.4 Flower and Seventh Station

The Metro Rail Station at Seventh and Flower (Seventh between Figueroa and Hope) is the last of the proposed CBD stations. Under options I, IX and XII the daily boardings are expected to range from 38,800 to 39,600 and under the mode-of-arrival modeling the station would experience both park-n-ride and kiss-n-ride activity in addition to both walk and bus feeder access. (See Appendices D, E and F for additional information). The intersections evaluated for this station are shown on Figure 3-4 and the evaluation results on Table 3-7. Also shown on Figure 3-4 are the proposed station (platform) location, access points and surplus off-street commercial parking.

Twenty five intersections in the vicinity of the Seventh and Flower station were evaluated under the Base and With Project conditions. None of the intersections will be carried over for evaluation under Task 18BAH15. A few of the intersections experienced slight increases in the V/C indices (.01 to .02), no change or in some cases the V/C indices decreased (generally .01 to .09)

A summary of the anticipated LOS changes at all study intersections for the AM and PM peak periods are provided in Table 3-8.

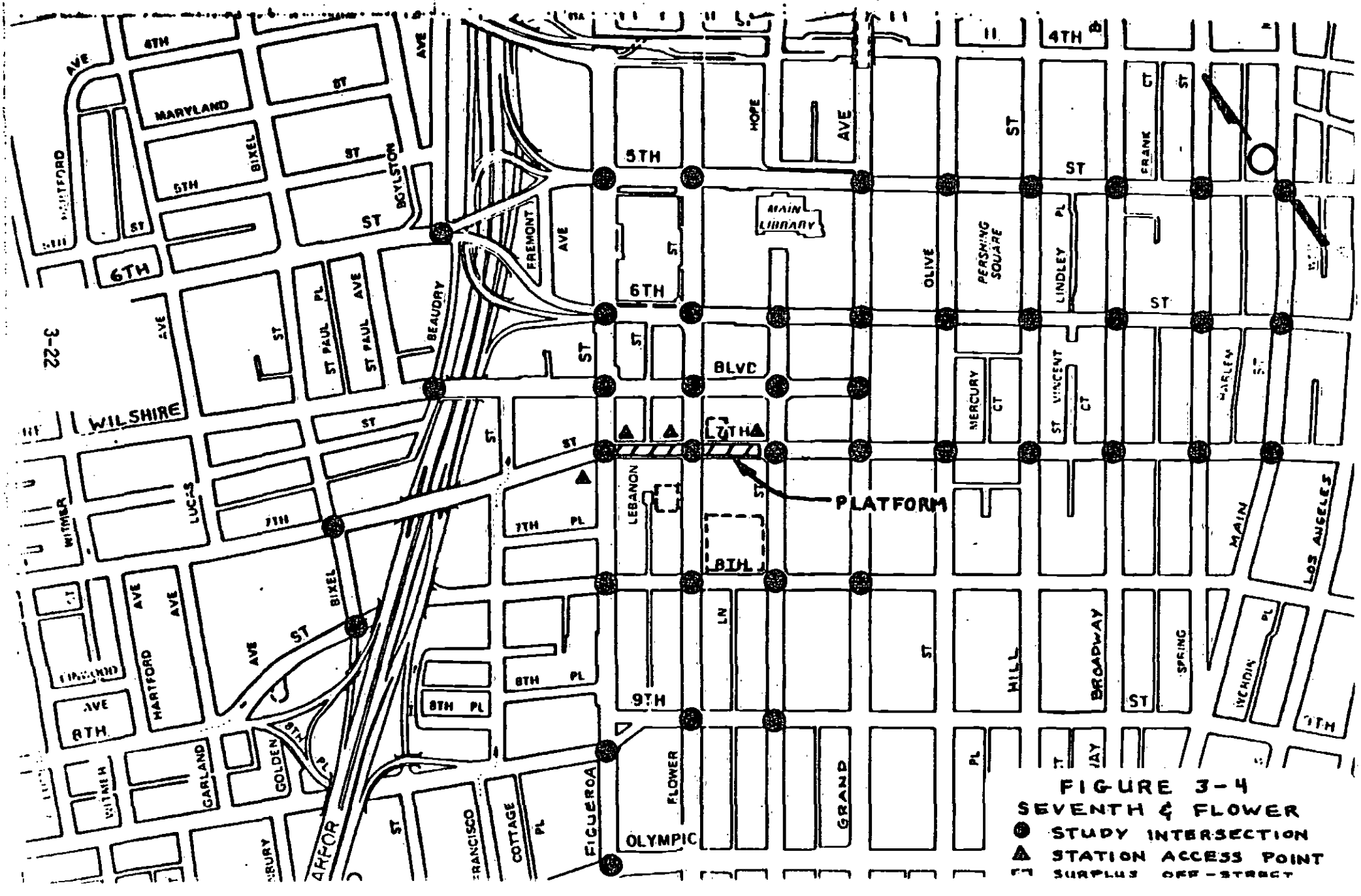

FIGURE 3-4
SEVENTH & FLOWER
● STUDY INTERSECTION
▲ STATION ACCESS POINT
SURPLUS OFF-STREET

Table 3-7
Seventh and Flower Station
Intersection LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn)

LOCATION	CONDITION	Flower/7th Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INOEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Beaudry/Wilshire	2000 Base	A	.57	A	.58		.57		.58		.57		.58
	Option I/XII	A	.56	A	.55		.56		.55		.56		.55
Beaudry/6th	2000 Base	C	.72	B	.64		.72		.64		.72		.64
	Option I/XII	C	.70	B	.61		.70		.61		.70		.61
*Bixel/7th	2000 Base	D	.83	D	.84		.83		.84		.83		.84
	Option I/XII	D	.83	D	.85		.83		.85		.83		.85
Bixel/8th	2000 Base	D	.80	C	.77		.80		.77		.80		.77
	Option I/XII	C	.78	C	.79		.78		.79		.78		.79
*Figueroa/Olympic	2000 Base	D	.83	F	1.17		.83		1.17		.83		1.17
	Option I/XII	D	.84	F	1.14		.84		1.14		.84		1.14
Figueroa/Wilshire	2000 Base	F	1.09	F	1.20		1.09		1.20		1.09		1.20
	Option I/XII	E	1.00	F	1.14		1.00		1.14		1.00		1.14
Figueroa/5th	2000 Base	D	.83	E	.94		.92		.94		.68		.94
	Option I/XII	C	.72	E	.91		.88		.91		.47		.91
Figueroa/6th	2000 Base	F	1.04	E	.92		1.04		.92		1.04		.92
	Option I/XII	F	1.01	D	.88		1.01		.88		1.01		.88

*Specific Plan

WPLC3/1

LOCATION	CONDITION	Flower - 7th Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Figueroa/7th	2000 Base	D	.82	E	.76		.82		.76		.82		.76
	Option I/XII	C	.79	C	.72		.79		.72		.79		.72
Figueroa/8th	2000 Base	D	.81	E	.98		.81		.98		.81		.98
	Option I/XII	C	.79	E	.98		.79		.98		.79		.98
Figueroa/9th	2000 Base	D	.87	C	.79		.87		.79		.87		.79
	Option I/XII	D	.88	C	.77		.88		.77		.88		.77
Flower/Wilshire	2000 Base	E	1.00	F	1.06		1.00		1.06		1.00		1.06
	Option I/XII	E	.98	F	1.02		.98		1.02		.98		1.02
Flower/5th	2000 Base	D	.81	E	.93		.89		.93		.68		.93
	Option I/XII	C	.74	D	.87		.85		.87		.57		.87
Flower/6th	2000 Base	D	.82	E	.90		.82		.90		.82		.90
	Option I/XII	C	.79	E	.90		.79		.90		.79		.90
*Flower/7th	2000 Base	C	.70	C	.76		.70		.76		.70		.76
	Option I/XII	B	.68	C	.77		.68		.77		.68		.77

*Specific Plan

WPLC3/1

		Flower - 7th Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Flower/8th	2000 Base	B	.62	E	.97		.62		.97		.62		.97
	Option I/XII	A	.59	E	.98		.59		.98		.59		.98
*Flower/9th	2000 Base	E	.90	D	.85		.90		.85		.90		.85
	Option I/XII	E	.90	D	.84		.90		.84		.90		.84
** Grand/Wilshire	2000 Base	A	.53	A	.46		.60		.46		.37		.46
	Option I/XII	A	.50	A	.42		.57		.42		.33		.42
** Grand/7th	2000 Base	C	.78	D	.81		.78		.81		.78		.81
	Option I/XII	C	.73	C	.74		.73		.74		.73		.74
Grand/8th	2000 Base	A	.58	D	.82		.58		.82		.58		.82
	Option I/XII	A	.55	C	.78		.55		.78		.55		.78
Hope/Wilshire	2000 Base	B	.61	B	.66		.61		.66		.61		.66
	Option I/XII	A	.58	B	.60		.58		.60		.58		.60
Hope/7th	2000 Base	B	.60	B	.69		.60		.69		.60		.69
	Option I/XII	A	.56	B	.68		.56		.68		.56		.68
Hope/8th	2000 Base	A	.47	B	.69		.47		.69		.47		.69
	Option I/XII	A	.46	B	.68		.46		.68		.46		.68

*Specific Plan
**Common to 5th/Hill

WPLC3/1

LOCATION	CONDITION	Flower - 7th Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Hope/9th	2000 Base	A	.49	A	.54		.49		.54		.49		.54
	Option I/XII	A	.48	A	.57		.48		.57		.48		.57
* ** Olive/7th	2000 Base	E	.94	F	1.06		.94		1.06		.94		1.06
	Option I/XII	D	.89	F	1.03		.89		1.03		.89		1.03

*Specific Plan
**Common to 5th/Hall

Table 3-8
Flower/7th Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	8	1	8	1	2	1
No Change in V/C	0	0	0	1	1	0
Base V/C Less Than With Project V/C	0	0	0	2	0	0
Total	8	1	8	4	3	1

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	2	4	4	3	1	4
No Change in V/C	0	0	0	0	2	0
Base V/C Less Than With Project V/C	1	0	2	1	1	0
Total	3	4	6	4	4	4

3.5 Alvarado and Wilshire Station

The Metro Rail Station at Alvarado and Wilshire (off-street between 7th and Wilshire and from Alvarado to east of Westlake) is the first proposed station west of the Los Angeles CBD. The daily boardings at this station under Options I, IX and XII would be expected to range from 22,000 to 23,400. The mode-of-arrival data modeling results disclose that patrons would access the station via the following modes: walk, bus feeder, kiss-n-ride and park-n-ride (See Appendices D, E and F for additional information). The proposed station (platform) location, kiss-n-ride facility, bus bays, station access points and surplus off-street commercial parking are shown on Figure 3-5.

One intersection of the twenty two evaluated for this station had a V/C index that increased by 0.02-or-more and also had a with project LOS of D-or-worse. The intersection is Hoover/Seventh. A few of the remaining intersections showed decreases in the V/C indices ranging from 0.01 up to 0.2. The Base and With Project V/C indices are contained in Table 3-9 and a summary of the anticipated changes in LOS are shown on Table 3-10.

At the intersection of Hoover/Seventh the AM peak hour V/C index would remain unchanged at 0.62, LOS B. During the evening peak hour the V/C index is expected to increase from 0.82 to 0.85; both LOS D. The change being caused by anticipated traffic volume increases on Hoover.

Two local streets in the vicinity of this station are projected to be impacted by park-n-ride and kiss-n-ride activity. Westlake Avenue between 3rd and 9th Streets is projected to accomodate higher park-n-ride and kiss-n-ride vehicular volumes maily due to left turn restrictions along Alvarado Street at signalized intersections between 3rd and 9th streets.

The projected park-n-ride and kiss-n-ride volume during the morning is expected to be approximtely 300 inbound and outbound Vehicles on Westlake Avenue. The corresponding vehicular volumes during the evening are anticipated to be 550.

It is also anticipated that Bonnie Brae Street between 6th and 8th Streets would encounter an increase in park-n-ride trips since several of the off-street commercial parking lots with surplus space are located on this street. The projected inbound volume during the morning is expected to be approximately 60 vehicles. The inbound volume during the evening would be negligible while the outbound volume is projected to be approximately 100 vehicles.

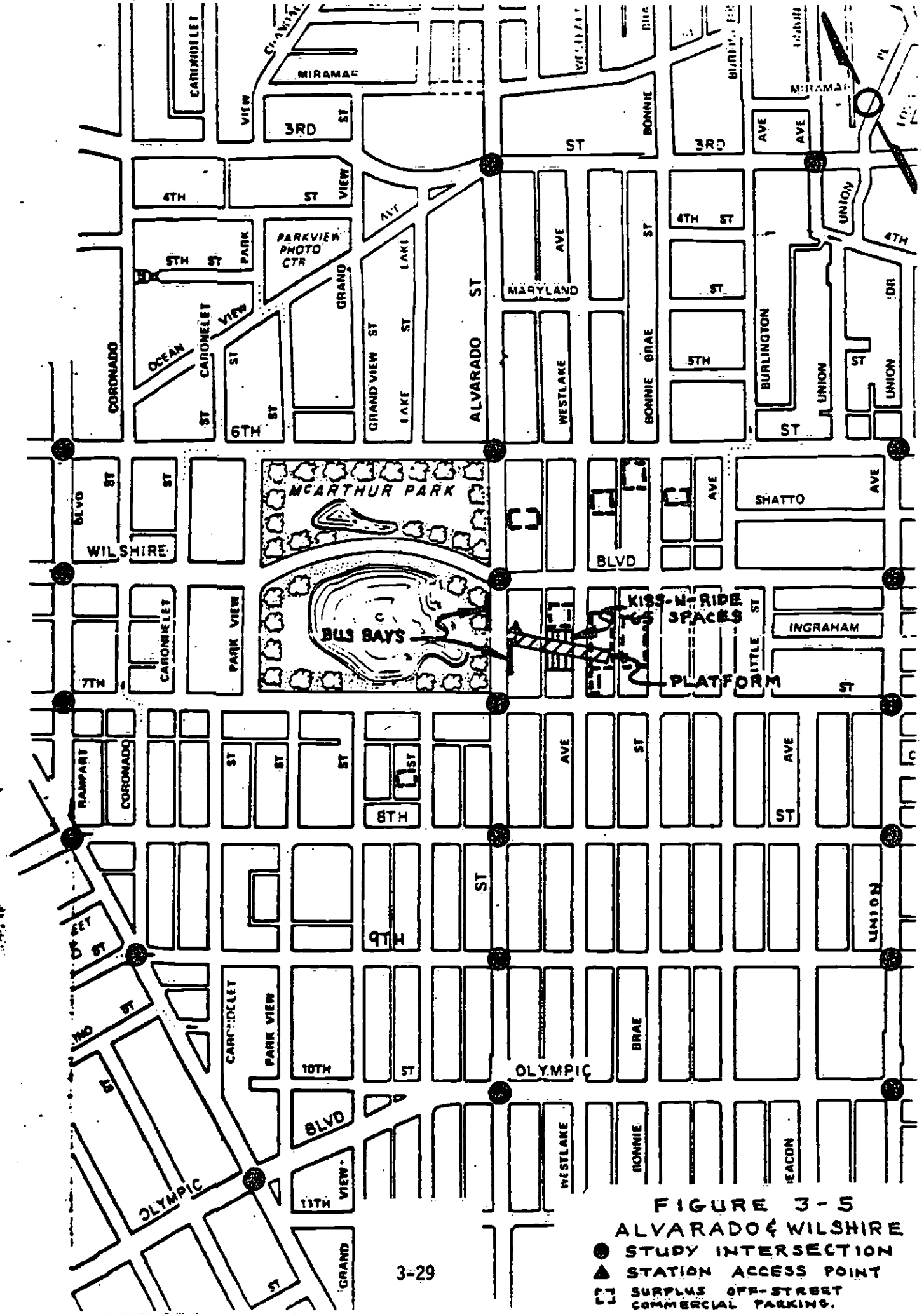

FIGURE 3-5
ALVARADO & WILSHIRE

- ● STUDY INTERSECTION
- ▲ STATION ACCESS POINT
- SURPLUS OFF-STREET COMMERCIAL PARKING.

Table 3-9
Alvarado and Wilshire Station
Intersection LOS and V/C Indices
(Option I, IX, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

		Alvarado - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Alvarado/Olympic	2000 Base	D	.87	E	1.00		.77		.83		.92		1.10
	Option I/XII	C	.78	E	.95		.59		.70		.90		1.11
* Alvarado/Wilshire	2000 Base	C	.74	F	1.02		.74		1.02		.74		1.02
	Option I/XII	C	.73	E	.90		.73		.90		.73		.90
*Alvarado/3rd	2000 Base	F	1.14	F	1.26		1.14		1.26		1.14		1.26
	Option I/XII	F	1.05	F	1.25		1.05		1.25		1.05		1.25
Alvarado/6th	2000 Base	B	.62	E	.98		.62		.98		.62		.98
	Option I/XII	B	.62	D	.81		.62		.81		.62		.81
Alvarado/7th	2000 Base	A	.52	E	.90		.52		.90		.52		.90
	Option I/XII	A	.51	C	.71		.51		.71		.51		.71
Alvarado/8th	2000 Base	B	.63	D	.86		.63		.86		.63		.86
	Option I/XII	B	.62	D	.80		.62		.80		.62		.80
Alvarado/9th	2000 Base	C	.70	C	.72		.70		.72		.70		.72
	Option I/XII	A	.50	A	.55		.50		.55		.50		.55
Hoover/Olympic	2000 Base	E	.90	E	.99		.71		.73		1.03		1.16
	Option I/XII	D	.88	E	.96		.70		.72		1.00		1.12

*Specific Plan

WPLC3/1

LOCATION	CONDITION	Alvardo-Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Hoover/Wilshire	2000 Base	B	.64	E	.97		.64		.97		.64		.97
	Option I/XII	B	.60	E	.94		.60		.94		.60		.94
Hoover/7th	2000 Base	B	.62	D	.82		.62		.82		.62		.82
	Option I/XII	B	.62	D	.85		.67		.85		.51		.85
Hoover/8th	2000 Base	D	.89	E	.99		.89		.99		.89		.99
	Option I/XII	D	.87	E	.96		.87		.96		.87		.96
Hoover/9th	2000 Base	D	.83	D	.82		.83		.82		.83		.82
	Option I/XII	D	.82	C	.79		.82		.79		.82		.79
Olympic/Union	2000 Base	B	.69	D	.80		.69		.80		.69		.80
	Option I/XII	B	.68	C	.78		.68		.78		.68		.78
Rampart/Wilshire	2000 Base	C	.75	D	.87		.75		.87		.75		.87
	Option I/XII	C	.71	D	.86		.71		.86		.71		.86
Rampart/6th	2000 Base	D	.88	F	1.15		.88		1.15		.88		1.15
	Option I/XII	D	.87	F	1.06		.87		1.06		.87		1.06
Rampart/7th	2000 Base	A	.58	C	.74		.58		.74		.58		.74
	Option I/XII	A	.54	C	.73		.54		.73		.54		.78

*Specific Plan

WPLC3/1

LOCATION	CONDITION	Alvarado - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Union/Wilshire	2000 Base	C	.71	D	.81		.71		.81		.71		.81
	Option I/XII	B	.69	C	.78		.69		.78		.69		.78
Union/3rd	2000 Base	D	.82	D	.84		.82		.84		.82		.84
	Option I/XII	C	.79	D	.81		.79		.81		.79		.81
Union/6th	2000 Base	D	.88	E	.93		.88		.93		.88		.93
	Option I/XII	D	.85	D	.89		.85		.89		.85		.89
Union/7th	2000 Base	A	.59	C	.75		.59		.75		.59		.75
	Option I/XII	A	.56	C	.73		.56		.73		.56		.73
Union/8th	2000 Base	B	.67	D	.87		.67		.87		.67		.87
	Option I/XII	B	.67	D	.84		.67		.84		.67		.84
Union/9th	2000 Base	A	.51	C	.72		.51		.72		.51		.72
	Option I/XII	A	.54	B	.68		.54		.68		.54		.68

*Specific Plan

WPLC3/1

Table 3-10
Alvarado/Wilshire Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	4	4	4	5	0	1
No Change in V/C	0	3	0	0	0	0
Base V/C Less Than With Project V/C	1	0	0	0	0	0
Total	5	7	4	5	0	1

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	1	1	6	6	5	2
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	1	0	0
Total	1	1	6	7	5	2

3.6 Vermont and Wilshire Station

The Metro Rail Station at Vermont and Wilshire (off-street between Sixth and Wilshire and extending from west of Vermont to west of Shatto) has the fourth highest projected daily boardings which range from 33,600 to 33,900 under Options I, IX and XII. As with most of the other stations, the mode-of-arrival results show walk, bus, park-n-ride and kiss-n-ride access (See Appendices D, E, and F for additional information). The proposed station (platform) location, bus bays, kiss-n-ride facility and surplus off-street commercial parking are shown on Figure 3-6

For this station ten intersections were evaluated. Four of the ten intersections evaluated will be carried over for additional evaluation and development of mitigation measures under Task 18BAH15. Intersection LOS and V/C index results for the Base and With Project conditions are shown in Table 3-11 and an additional summary of changes in Table 3-12

The intersection of Vermont and Sixth is expected to operate at LOS F during both the AM and PM peak hours under both the Base and With Project conditions. For the AM period the V/C index would increase from 1.11 to 1.12 and during the PM peak hour it would increase from 1.17 to 1.21. The PM increase is caused by anticipated increased through and turning traffic on both Sixth and Vermont. This intersection as well as the next three will be carried over for additional evaluation under 18BAH15.

The intersection of Virgil/Wilshire has a V/C index that is expected to decrease from 0.68 to 0.64 (LOS B) during the AM peak hour but would increase from 0.88 (LOS D) to 0.93 (LOS E) during the PM peak hour. The increased V/C index is caused by projected turing movements on both Virgil and Wilshire.

The level of service at the intersection of Virgil/Third would remain at F for both peak hours (AM & PM) under both the Base and With Project conditions. The V/C index for the AM peak hour is expected to increase from 1.10 to 1.23 (both LOS F) and in the PM it is expected to increase from 1.15 to 1.22. Projected increased through traffic on Virgil caused the V/C index for both peak hours to increase.

At the intersection of Virgil/Sixth the V/C index would also increase for both the AM and PM peak hours. During the AM peak hour it is expected to increase from 0.88 (LOS D) to 0.93 (LOS E) and in the PM peak hour it is expected to increase from 0.97 (LOS E) to 1.07 (LOS F). Both increases are the result of a projected increase in through and turning traffic on Virgil and Sixth.

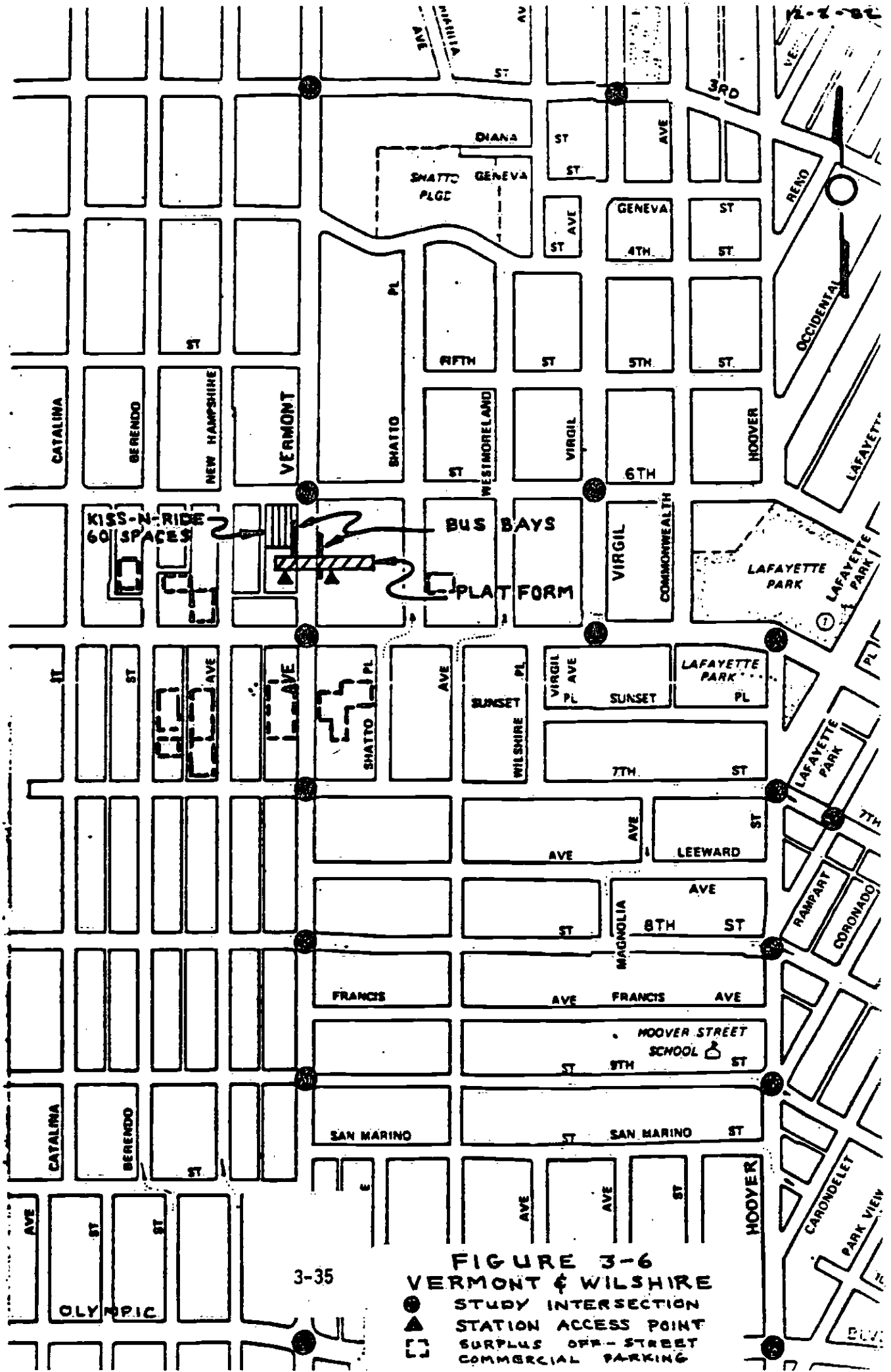

FIGURE 3-6
VERMONT & WILSHIRE

● STUDY INTERSECTION
▲ STATION ACCESS POINT
[ ] SURPLUS OFF-STREET COMMERCIAL PARKING

Table 3-11
Vermont and Wilshire Station
Intersection LOS and V/C Invoices
(Option I, IX, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

		Vermont - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Olympic/Vermont	2000 Base	E	1.0	F	1.11		1.0		1.11		1.0		1.11
	Option I/XII	E	.99	F	1.09		.99		1.09		.99		1.09
*Vermont/Wilshire	2000 Base	E	.94	F	1.13		.94		1.13		.94		1.13
	Option I/XII	D	.89	F	1.05		.89		1.05		.89		1.05
*Vermont/3th	2000 Base	F	1.15	F	1.24		1.15		1.24		1.15		1.24
	Option I/XII	F	1.14	F	1.24		1.14		1.24		1.14		1.24
*Vermont/6th	2000 Base	F	1.11	F	1.17		1.11		1.17		1.11		1.17
	Option I/XII	F	1.12	F	1.21		1.12		1.21		1.12		1.21
Vermont/7th	2000 Base	D	.89	E	.93		.95		.93		.77		.93
	Option I/XII	D	.84	E	.92		.91		.92		.70		.92
Vermont/8th	2000 Base	C	.72	D	.87		.72		.87		.72		.87
	Option I/XII	B	.68	D	.85		.68		.85		.68		.85
Vermont/9th	2000 Base	D	.83	C	.77		.83		.77		.83		.77
	Option I/XII	C	.79	C	.75		.79		.75		.79		.75
*Virgil/Wilshire	2000 Base	B	.68	D	.88		.68		.70		.68		.98
	Option I/XII	B	.64	E	.93		.64		.70		.64		1.06

*Specific Plan

WPLC3/I

LOCATION	CONDITION	Vermount - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Virgil/3rd	2000 Base	F	1.10	F	1.15		1.18		1.15		1.18		1.15
	Option I/XII	F	1.23	F	1.22		1.23		1.22		1.23		1.22
Virgil/6th	2000 Base	D	.88	E	.97		.88		.92		.88		.99
	Option I/XII	E	.93	F	1.07		.93		1.07		.93		1.07

*Specific Plan

WPLC3/1

Table 3-12
Vermont/Wilshire Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	2	1	2	1	1
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	1	2
Total	0	2	1	2	2	3

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	1	1	1	2
No Change in V/C	0	0	0	0	0	1
Base V/C Less Than With Project V/C	0	0	0	0	1	3
Total	0	0	1	1	2	6

3.7 Normandie and Wilshire Station

The proposed Metro Rail Station at Normandie and Wilshire (Wilshire from Normandie to the south leg of Ardmore) has projected daily boardings that range from 17,800 to 18,300 under options I, IX, XII. The mode of arrival modeling results again show all modes are expected to be used to access this station (See Appendices D, E and F for additional information). The proposed station (platform) location, access points, and surplus off-street commercial parking are shown on Figure 3-7. The study intersections are also shown on Figure 3-7 and the intersection evaluation results are contained in Tables 3-13 and 3-14.

Five intersections along Normandie/Irolo were evaluated for this station and four of the intersections will be carried over to Task 18BAH15 for additional review and development of possible mitigation measures. The intersection of Irolo/Eighth is expected to have an improved LOS during the AM peak hour but during the PM peak hour the V/C index is anticipated to increase from 0.86 (LOS D) to 0.98 (LOS E). The increased V/C would be caused primarily by increased turing movements at the intersection. This intersection and the next three intersections will be carried over for further evaluation under Task 18BAH15 and development of mitigation measures.

At the intersection of Normandie/Wilshire the AM peak hour V/C index is projected to decrease from 0.92 (LOS E) to 0.81 (LOS D) under the Base and With Project conditions, respectively. For the PM peak hour the V/C index would increase from 0.96 (LOS E) to 1.01 (LOS F). The increased V/C index is expected to be caused by increased through traffic on Normandie.

The projected AM peak hour V/C index would improve during the AM peak hour at the intersection of Normandie/Third (from 1.08 to 1.06, both LOS F). During the PM peak hour the projected LOS was F under both the Base and With Project conditions with the V/C index increasing from 1.13 to 1.17. Additional through traffic on Normandie is expected to cause the V/C index increase.

For the last intersection, Normandie/Sixth, the projected AM condition would improve slightly and the evening condition would not. The V/C index for the AM is expected to decrease from 0.95 to 0.93 (both LOS E) and the PM peak hour V/C index would increase from 1.02 to 1.06 (both LOS F) for the Base and With Project conditions. Once again, increase in projected through traffic is anticipated to cause the increase in the V/C index.

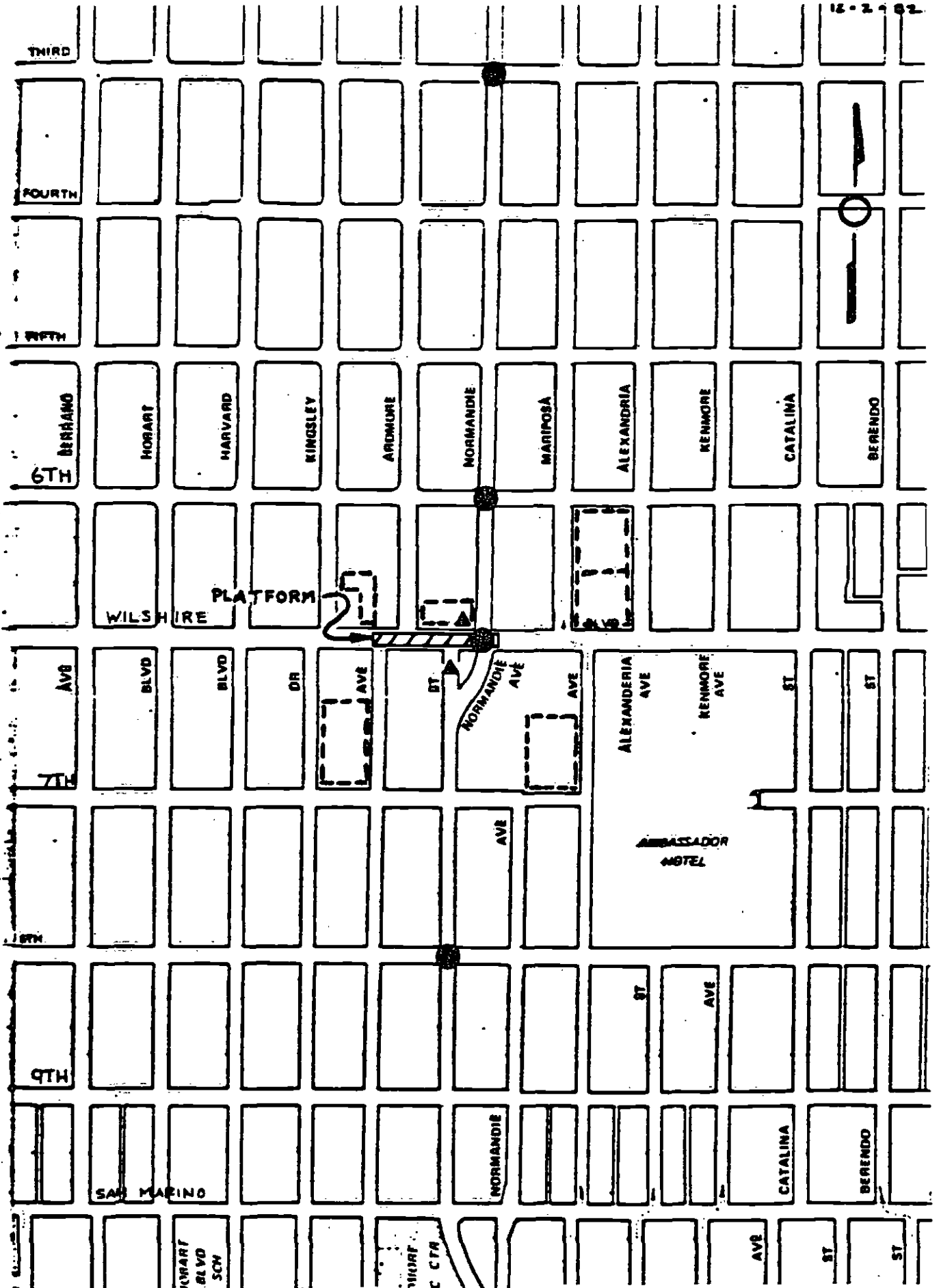

FIGURE 3-7
NORMANDIE & WILSHIRE
● STUDY INTERSECTION
▲ STATION ACCESS POINT
[ ] SURPLUS OFF-STREET COMMERCIAL PARKING

Table 3-13
Normandie and Wilshire Station
Intersection LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

LOCATION	CONDITION	Normandie - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Irolo/8th	2000 Base	C	.74	D	.86		.74		.86		.74		.86
	Option I/XII	B	.69	E	.98		.69		.98		.69		.98
*Normandie-Irolo/ Olympic	2000 Base	F	1.10	F	1.01		1.10		1.01		1.10		1.01
	Option I/XII	F	1.09	E	1.00		1.09		1.00		1.09		1.00
*Normandie/ Wilshire	2000 Base	E	.92	E	.96		.92		.96		.92		.96
	Option I/XII	D	.81	F	1.01		.81		1.01		.81		1.01
*Normandie/3rd	2000 Base	F	1.08	F	1.13		1.08		1.13		1.08		1.13
	Option I/XII	F	1.06	F	1.17		1.06		1.17		1.06		1.17
Normandie/6th	2000 Base	E	.95	F	1.02		.95		1.02		.95		1.02
	Option I/XII	E	.93	F	1.06		.93		1.06		.93		1.06

*Specific Plan

WPLC3/1

Table 3-14
Normandie/Wilshire Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	1	0	1	1	2
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	1	0	1	1	2

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	0	1	0
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	1	3
Total	0	0	0	0	2	3

3.8 Western and Wilshire Station

The proposed Metro Rail Station at Western and Wilshire (Wilshire from Western to east of Oxford) is expected to accomodate between 21,400 and 21,600 daily boardings under Option I and XII. Under Option IX the daily boardings would increase to 25,400; this increase is due to the assumption of no Crenshaw/Wilshire Station. Analysis of the impact of Option IX on this station, Crenshaw/Wilshire and La Brea/Wilshire are presented in Chapter Four. The mode-of-arrival projections showed station access via walk, bus, kiss-n-ride and park-n-ride, with the last two modes being at a level only 1/2 to 1/3 of that at the Alvarado, Vermont or Normandie stations (See Appendices D, E and F for additional information). The proposed station (platform) location, access points, kiss-n-ride facility and anticipated surplus off-street commercial parking are shown on Figure 3-8. The results of the intersection evaluation are contained in Table 3-15 and 3-16. Of the ten intersections evaluated for this station, none are expected to have an increased V/C index for the With Project condition.

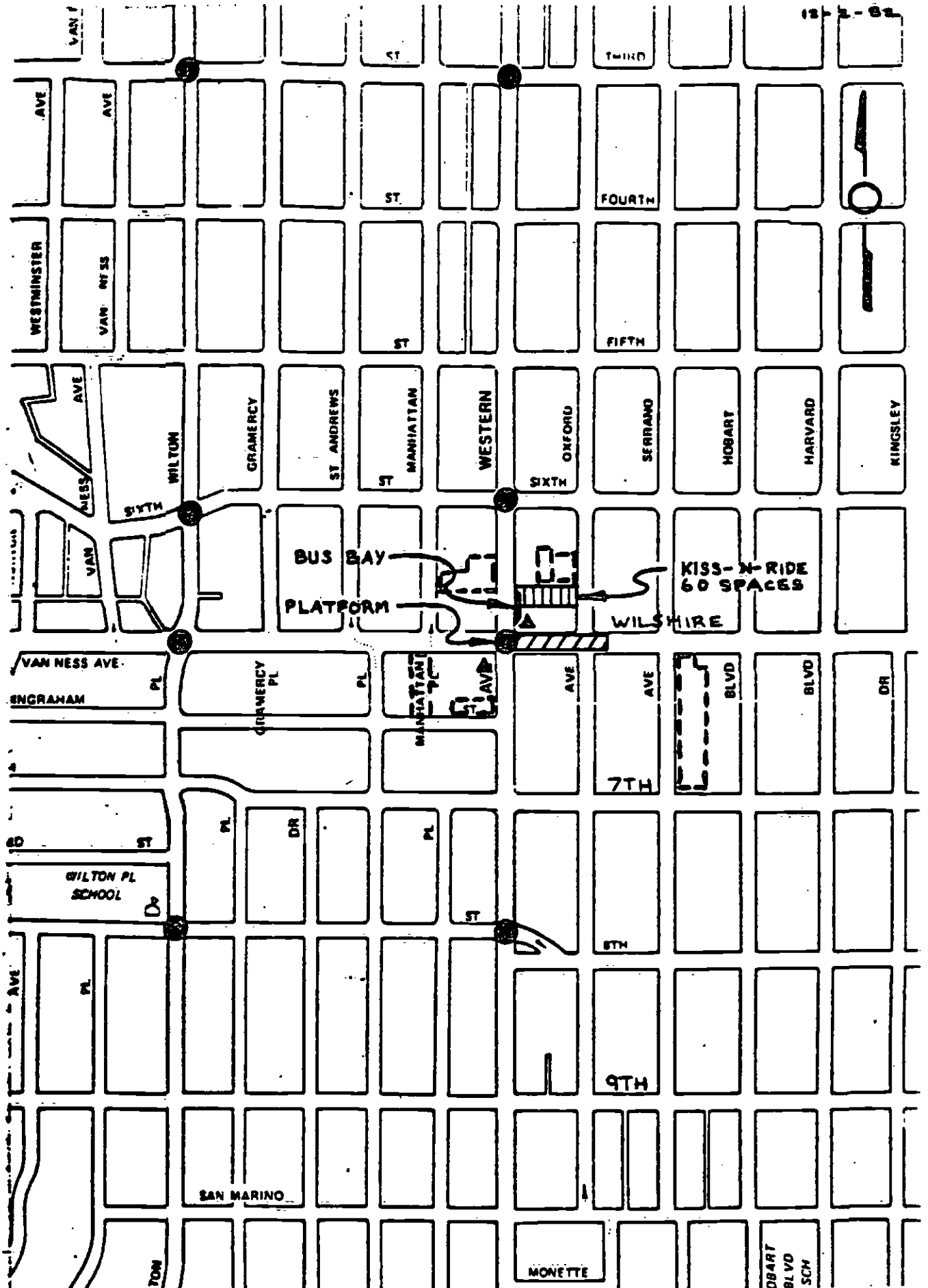

FIGURE 3-8
WESTERN & WILSHIRE

- ● STUDY INTERSECTION
- ▲ STATION ACCESS POINT
- SURPLUSS OFF-STREET COMMERCIAL PARKING

Table 3-15
Western and Wilshire Station
Intersection LOS and V/C Indices
(Option I, XII -with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

LOCATION	CONDITION	Western - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Olympic/Western	2000 Base	F	1.18	F	1.15		1.18		1.15		1.18		1.15
	Option I/XII	F	1.16	F	1.14		1.16		1.14		1.16		1.14
** Olympic/Wilton	2000 Base	F	1.11	F	1.10		1.11		1.10		1.11		1.10
	Option I/XII	F	1.08	F	1.07		1.08		1.07		1.08		1.07
*Western/Wilshire	2000 Base	E	.99	F	1.03		.99		1.03		.99		1.03
	Option I/XII	E	.93	E	.99		.93		.99		.93		.99
*Western/3rd	2000 Base	F	1.18	F	1.32		1.18		1.32		1.18		1.32
	Option I/XII	F	1.11	F	1.27		1.11		1.27		1.11		1.27
Western/6th	2000 Base	F	1.04	F	1.15		1.04		1.15		1.04		1.15
	Option I/XII	E	.99	F	1.11		.99		1.11		.99		1.11
Western/8th	2000 Base	E	.93	E	.98		.93		.98		.93		.98
	Option I/XII	D	.88	E	.95		.88		.95		.88		.95
** Wilshire/Wilton	2000 Base	E	.98	E	1.00		.98		1.00		.98		1.00
	Option I/XII	E	.94	E	.96		.94		.96		.94		.96
** Wilton/3rd	2000 Base	E	.99	F	1.17		.99		1.17		.99		1.17
	Option I/XII	E	.93	F	1.13		.93		1.13		.93		1.13

*Specific Plan
**Common to Crenshaw/Wilshire

LOCATION	CONDITION	Western - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
** Wilton/6th	2000 Base	D	.80	D	.89		.80		.89		.80		.89
	Option I/XII	C	.75	D	.85		.75		.85		.75		.85
** Wilton/8th	2000 Base	D	.84	E	.99		.84		.99		.84		.99
	Option I/XII	D	.80	E	.97		.80		.97		.80		.97

**Common to Crenshaw/Wilshire

Table 3-16
Western/Wilshire Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	1	2	4	3
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	0	1	2	4	3

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	1	4	5
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	0	0	1	4	5

3.9 Crenshaw and Wilshire Station

The proposed Metro Rail Station at Crenshaw and Wilshire (Wilshire between Crenshaw and west of Lorraine) has projected daily boardings of 13,600 and 13,800 for Options I and XII. Under Option IX this station is deleted. The park-n-ride and kiss-n-ride mode-of-arrival results for this station are similar to those for the Western/Wilshire Station; a low level of kiss-n-ride and park-n-ride activity is expected. None of the intersections evaluated for the Base and With Project conditions showed anticipated increases in V/C indices. The evaluation results are contained in Tables 3-17 and 3-18. The proposed station (platform) location, access point, bus bays, kiss-n-ride facility and anticipated surplus off-street commercial parking are shown on Figure 3-9.

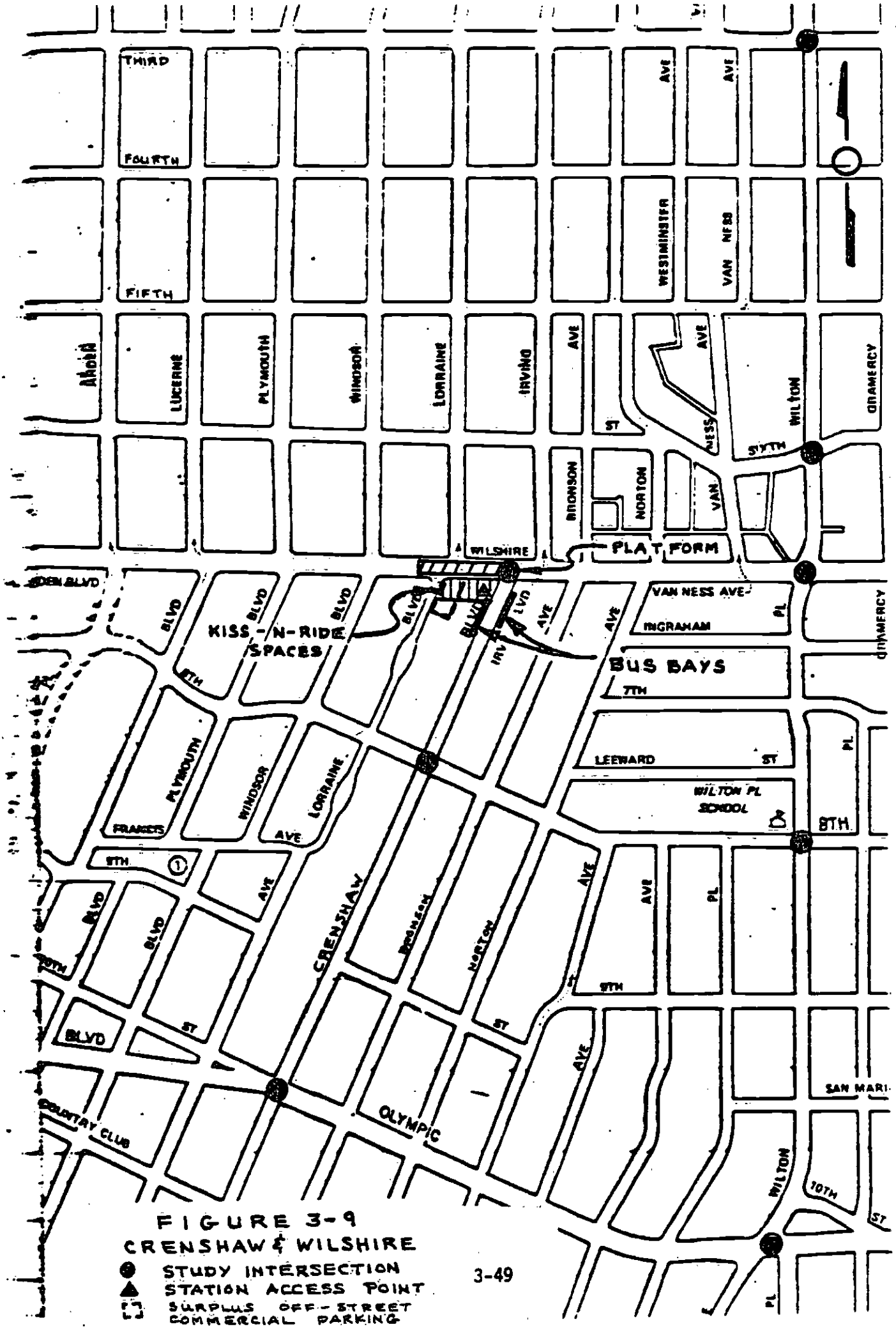

FIGURE 3-9
CRENSHAW & WILSHIRE

● STUDY INTERSECTION
▲ STATION ACCESS POINT
[P] SURPLUS OFF-STREET COMMERCIAL PARKING

Table 3-17
Crenshaw and Wilshire Station
Intersection LOS and V/C Indices
(Option I, XII - With Crenshaw, La Brea/Sunset, without Laurel Cyn.)

		Crenshaw - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Crenshaw/Olympic	2000 Base	F	1.25	F	1.13		1.25		1.13		1.25		1.13
	Option I/XII	F	1.23	F	1.13		1.23		1.13		1.23		1.13
* Crenshaw/Wilshire	2000 Base	F	1.01	F	1.11		1.06		1.21		.93		.94
	Option I/XII	E	.96	F	1.08		1.02		1.18		.84		.91
Crenshaw/8th	2000 Base	D	.84	E	.91		.84		.91		.84		.91
	Option I/XII	C	.78	E	.90		.78		.90		.78		.90
Larchmont/3rd	2000 Base	D	.89	E	.93		.89		.93		.89		.93
	Option I/XII	D	.83	D	.89		.83		.89		.83		.89
** Olympic/Wilton	2000 Base	F	1.11	F	1.10		1.11		1.10		1.11		1.10
	Option I/XII	F	1.08	F	1.07		1.08		1.07		1.08		1.07
* Rossmore/Wilshire	2000 Base	C	.71	D	.85		.62		.58		.76		1.01
	Option I/XII	B	.67	D	.82		.57		.53		.72		.99
Rossmore/3rd	2000 Base	F	1.16	F	1.09		1.16		1.09		1.16		1.09
	Option I/XII	F	1.13	F	1.05		1.13		1.05		1.13		1.05
Rossmore/6th	2000 Base	F	1.01	F	1.08		1.01		1.08		1.01		1.08
	Option I/XII	E	.91	F	1.05		.91		1.05		.91		1.05

*Specific Plan
**Common to Western/Wilshire

LOCATION	CONDITION	Crenshaw - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
** Wilshire/Wilton	2000 Base	E	.98	E	1.00		.98		1.00		.98		1.00
	Option I/XII	E	.94	E	.96		.94		.96		.94		.96
** Wilton/3rd	2000 Base	E	.99	F	1.17		.99		1.17		.99		1.17
	Option I/XII	E	.93	F	1.13		.93		1.13		.93		1.13
** Wilton/6th	2000 Base	D	.80	D	.89		.80		.89		.80		.89
	Option I/XII	C	.75	D	.85		.75		.85		.75		.85
** Wilton/8th	2000 Base	D	.84	E	.99		.84		.99		.84		.99
	Option I/XII	D	.80	E	.97		.80		.97		.80		.97

*Specific Plan
**Common to Western/Wilshire

Table 3-18
Crenshaw and Wilshire Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	1	2	2	4	3
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	1	2	2	4	3

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	3	3	5
No Change in V/C	0	0	0	0	0	1
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	0	0	3	3	6

3.10 La Brea and Wilshire Station

The proposed Metro Rail Station at La Brea and Wilshire (Wilshire from west of La Brea to east of Sycamore) is expected to accomodate 14,300 and 14,400 daily boardings under Options I and XII. For Option IX (Crenshaw/ Wilshire Station deleted) the daily boardings would increase to 16,300. The Option IX impacts on intersection operation are presented in Chapter Four. The proposed station (platform) location, access points, bus bay, kiss-n-ride facility and anticipated surplus off-street commercial parking are shown on Figure 3-10.

Fourteen intersections were evaluated for this station and none are expected to have both an increase in the V/C index of 0.02 and a With Project LOS of D-or-worse. The results of the intersection evaluation are presented in Tables 3-19 and 3-20.

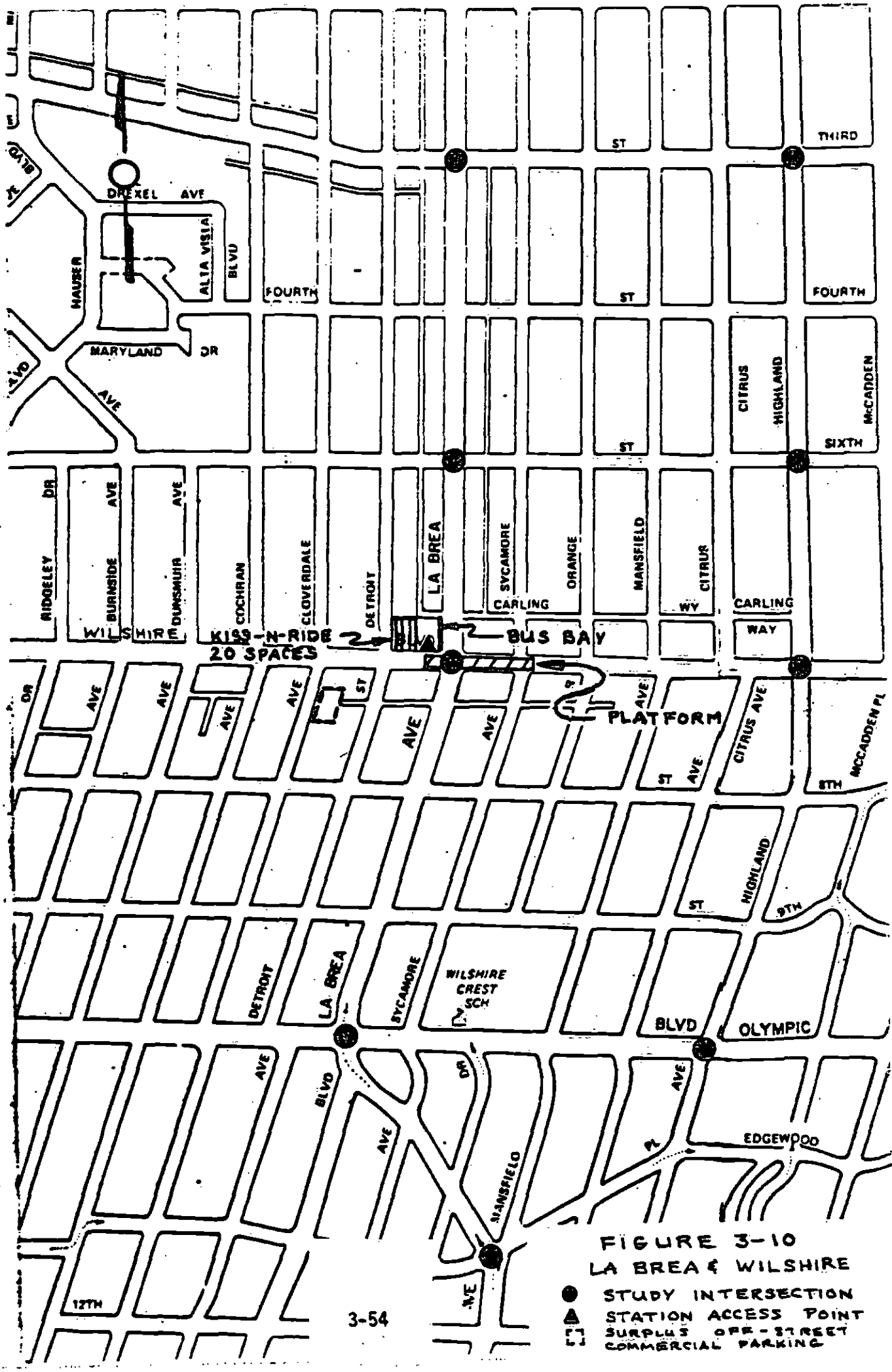

FIGURE 3-10
LA BREA & WILSHIRE

● STUDY INTERSECTION
▲ STATION ACCESS POINT
[ ] SURPLUS OFF-STREET COMMERCIAL PARKING

Table 3-19
La Brea and Wilshire Station
Intersection LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

		La Brea - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Edgewood/La Brea	2000 Base	F	1.05	F	1.15		1.05		1.15		1.05		1.15
	Option I/XII	F	1.02	F	1.16		1.02		1.16		1.02		1.16
** Hauser/Olympic	2000 Base	F	1.16	F	1.21		1.16		1.21		1.16		1.21
	Option I/XII	F	1.16	F	1.20		1.16		1.20		1.16		1.20
* ** Hauser/Wilshire	2000 Base	D	.86	D	.85		.86		.85		.86		.85
	Option I/XII	C	.79	D	.82		.79		.82		.79		.82
** Hauser/6th	2000 Base	D	.85	D	.88		.85		.88		.85		.88
	Option I/XII	C	.75	D	.82		.75		.82		.75		.82
Highland/Olympic	2000 Base	F	1.16	F	1.13		1.16		1.13		1.16		1.13
	Option I/XII	F	1.12	F	1.09		1.12		1.09		1.12		1.09
* Highland/Wilshire	2000 Base	F	1.01	F	1.21		1.01		1.21		1.01		1.21
	Option I/XII	E	.96	F	1.17		.96		1.17		.96		1.17
Highland/3rd	2000 Base	F	1.29	F	1.29		1.29		1.29		1.29		1.29
	Option I/XII	F	1.23	F	1.24		1.23		1.24		1.23		1.24
Highland/6th	2000 Base	F	1.04	F	1.29		1.04		1.29		1.04		1.29
	Option I/XII	E	.99	F	1.25		.99		1.25		.99		1.25

*Specific Plan
**Common to Fairfax/Wilshire

LOCATION	CONDITION	La Brea - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*La Brea/Olympic	2000 Base	F	1.10	F	1.20		1.10		1.20		1.10		1.20
	Option I/XII	F	1.08	F	1.19		1.08		1.19		1.08		1.19
*La Brea/Wilshire	2000 Base	D	.84	F	1.06		.84		1.06		.84		1.06
	Option I/XII	C	.79	F	1.05		.79		1.05		.79		1.05
*La Brea/3rd	2000 Base	F	1.18	F	1.21		1.18		1.21		1.18		1.21
	Option I/XII	F	1.12	F	1.16		1.12		1.16		1.12		1.16
La Brea/6th	2000 Base	E	.93	F	1.19		.93		1.19		.93		1.19
	Option I/XII	D	.89	F	1.16		.89		1.16		.89		1.16
Olympic/Rimpau	2000 Base	D	.87	E	.95		.87		.95		.87		.95
	Option I/XII	D	.84	E	.92		.84		.92		.84		.92
Rimpau/Wilshire	2000 Base	C	.76	D	.81		.76		.81		.76		.81
	Option I/XII	C	.74	D	.80		.74		.80		.74		.80

*Specific Plan

WPLC4/1

Table 3-20
La Brea and Wilshire Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	4	2	2	5
No Change in V/C	0	0	0	0	0	1
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	0	4	2	2	6

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	3	1	9
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	1
Total	0	0	0	3	1	10

3.11 Fairfax (Curson) and Wilshire Station

The proposed Metro Rail Station at Fairfax (Curson) and Wilshire (Wilshire from east of Spaulding to Curson) has the second highest projected daily boardings ranging from 37,000 to 38,400 for Options I, IX and XII. This station would act as an auto intercept point; a 1,000 space parking structure is proposed and off-street kiss-n-ride facilities are proposed. In addition, off-street bus facilities are proposed but the projected bus volumes and routings are not yet available. The proposed station (platform) location, access points, parking structure and kiss-n-ride location are shown on Figure 3-11. Detailed mode-of-arrival information is provided in Appendices D, E and F.

Fifteen intersections were selected for evaluation in the vicintiy of this station. Fourteen of the intersections are shown on Figure 3-11; the fifteenth is La Cienega/Wilshire. The results of the intersection evaluations are presented in Tables 3-21 and 3-22. Of the fifteen intersections, three are expected to have the V/C index increase by 0.02 and a With Project L.O.S. D-or-Worse. The three intersections are Curson/Olympic, Fairfax/Olympic and Fairfax/San Vicente.

The intersection of Curson and Olympic is expected to operate at LOS B for both the Base and With Project conditions during the AM peak hours. During the PM peak hour the V/C index is anticipated to increase form 0.73 (LOS C) to 0.82 (LOS D). The increased V/C index is expected to result from increased turning movements at the the intersection. The projected With Project LOS is not E or F. This intersection, therefore, will not be carried over to Task 18BAH15.

The intersection of Fairfax and Olympic would operate at LOS F during both the AM and PM peak hours under the Base and With Project conditions. The AM V/C index is expected to increase from 1.04 to 1.11 and the PM V/C index would increase form 1.09 to 1.17. Both of these increases result from increased through traffic projected on both Fairfax and Olympic during both peak hours.

Fairfax and San Vicente is also expected to operate at LOS F during the AM and PM peak hours under the With Project condition. During the AM peak hour the V/C index would increase from 0.97 (LOS E) to 1.03 (LOS F) and during the PM peak hour it would increase from 0.96 (LOS E) to 1.02 (LOS F). These increases are expected to be the result of higher through traffic volumes projected on Fairfax.

Both of the preceding intersections will be carried over to Task 18BAH15 for additional evaluation and development of possible mitigation measures.

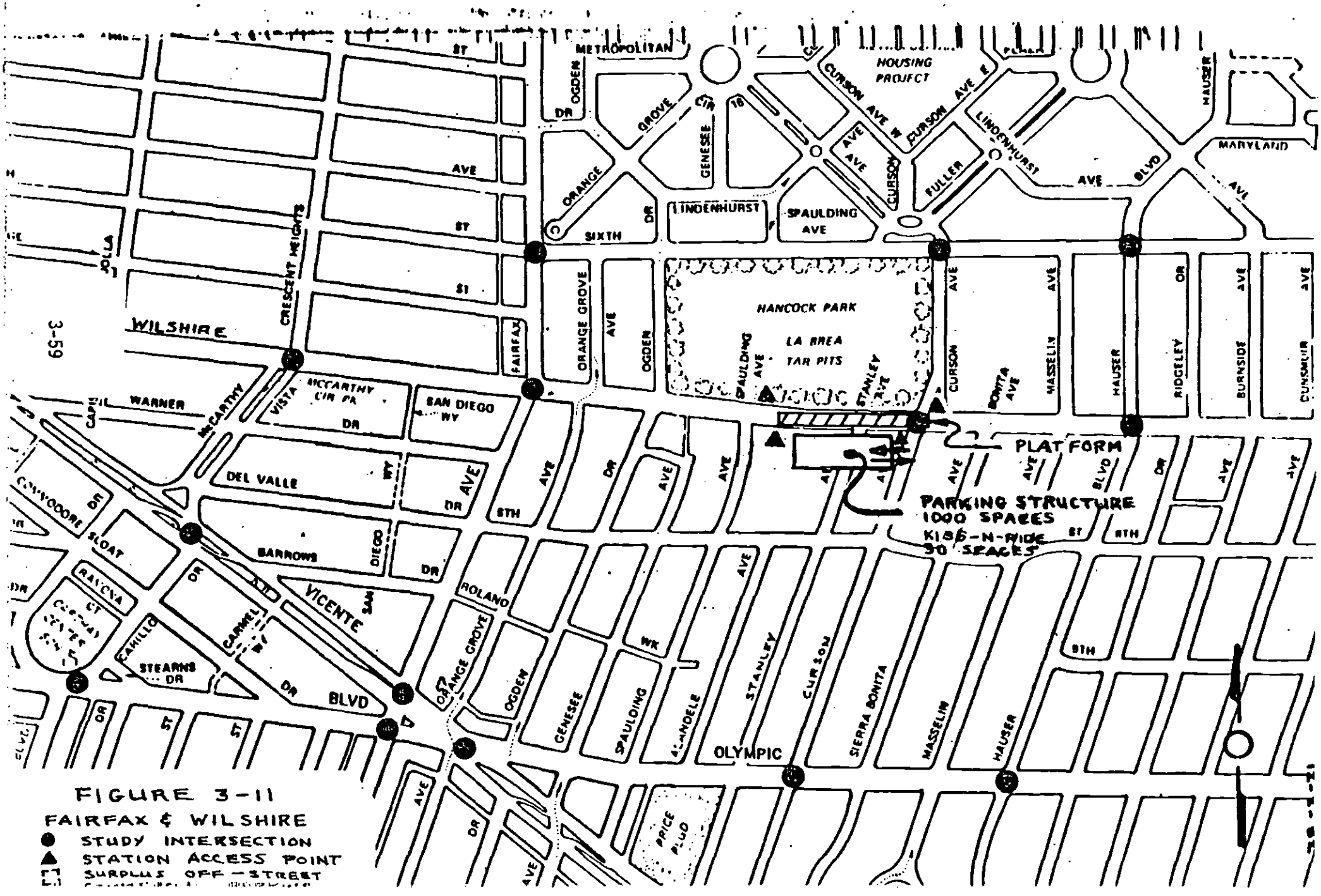

FIGURE 3-11

FAIRFAX & WILSHIRE

● STUDY INTERSECTION

▲ STATION ACCESS POINT

SURPLUS OFF-STREET

Table 3-21
Fairfax (Curson) and Wilshire Station
Intersection Summary - LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

		Fairfax - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Carillo-Crescent Hgts/Olympic	2000 Base	E	.96	F	1.26		.96		1.26		.96		1.26
	Option I/XII	E	.95	F	1.27		.95		1.27		.95		1.27
Carillo-McCarthy Vista/San Vicente	2000 Base	F	1.13	F	1.22		1.13		1.22		1.13		1.22
	Option I/XII	F	1.08	F	1.16		1.08		1.16		1.08		1.16
Crescent Heights/ Wilshire	2000 Base	F	1.03	F	1.25		1.03		1.25		1.03		1.25
	Option I/XII	E	.95	F	1.22		.95		1.22		.95		1.22
*Curson/Olympic	2000 Base	B	.64	C	.73		.64		.73		.64		.73
	Option I/XII	B	.65	D	.82		.65		.82		.65		.82
*Curson/Wilshire	2000 Base	A	.44	B	.61		.44		.61		.44		.61
	Option I/XII	A	.46	C	.76		.46		.76		.46		.76
*Fairfax/Olympic	2000 Base	F	1.04	F	1.09		1.04		1.09		1.04		1.09
	Option I/XII	F	1.11	F	1.17		1.11		1.17		1.11		1.17
*Fairfax/San Vincente	2000 Base	E	.97	E	.96		.97		.96		.97		.96
	Option I/XII	F	1.03	F	1.02		1.03		1.02		1.03		1.02
*Fairfax/Wilshire	2000 Base	D	.88	F	1.11		.88		1.11		.88		1.11
	Option I/XII	D	.85	F	1.12		.85		1.12		.85		1.12

*Specific Plan

WPLC4/1

LOCATION	CONDITION	Fairfax - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Fairfax/6th	2000 Base	D	.84	D	.87		.84		.87		.84		.87
	Option I/XII	C	.79	D	.83		.79		.83		.79		.83
** Hauser/Olympic	2000 Base	F	1.16	F	1.21		1.16		1.21		1.16		1.21
	Option I/XII	F	1.16	F	1.20		1.16		1.20		1.16		1.20
** Hauser/Wilshire	2000 Base	D	.86	D	.85		.86		.85		.86		.85
	Option I/XII	C	.79	D	.82		.79		.82		.79		.82
** Hauser/6th	2000 Base	D	.85	D	.88		.85		.88		.85		.88
	Option I/XII	C	.75	D	.82		.75		.82		.75		.82
La Cienega/ Wilshire (Beverly Hills)	2000 Base	F	1.07	F	1.30		1.07		1.30		1.07		1.30
	Option I/XII	F	1.05	F	1.29		1.05		1.29		1.05		1.29
Olympic/San Vicente	2000 Base	E	.94	E	.97		.94		.97		.94		.97
	Option I/XII	E	.95	E	.98		.95		.98		.95		.98
Spaulding/ Wilshire	2000 Base	A	.40	A	.54		.40		.54		.40		.54
	Option I/XII	A	.44	A	.54		.44		.54		.44		.54

*Specific Plan
**Common to La Brea/Wilshire

WPLC4/1

Table 3-22
Fairfax (Curson) and Wilshire Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	3	1	2	2
No Change in V/C	0	0	0	0	0	1
Base V/C Less Than With Project V/C	2	1	0	0	1	2
Total	2	1	3	1	3	5

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	3	0	4
No Change in V/C	1	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	1	1	1	4
Total	1	0	1	4	1	8

3.12 Beverly and Fairfax Station

The proposed Metro Rail Station at Beverly and Fairfax (off-street east of Fairfax from Beverly to First) has projected daily boardings that range from 9,000 to 9,300 under Options I, IX and XII. The only other station with fewer projected boardings is La Brea/Sunset. The SCRTD has proposed to construct a 1,000 space parking structure and off-street kiss-n-ride facility at this station. The proposed station (platform) location, access points, parking structure and kiss-n-ride facility, and bus bays are show on Figure 3-12. See Appendices D, E and F for detailed mode-of-arrival information.

Twelve intersections were evaluated for this station under the Base and With Project conditions. The results of the evaluation are presented in Tables 3-23 and 24. One of the intersections, Beverly/Gardner, is anticipated to experience increases in the V/C index of greater than 0.02 and a with project LOS of 0-or-worse. During the AM peak hour the V/C index is expected to increase from 0.79 (LOS C) to 0.82 (LOS D), and in the evening from 0.96 to 0.99 (both LOS E). Both increases are caused by increases in the projected turning movements at the intersection. This intersection will be carried over for further evaluation under Task 18BAH15.

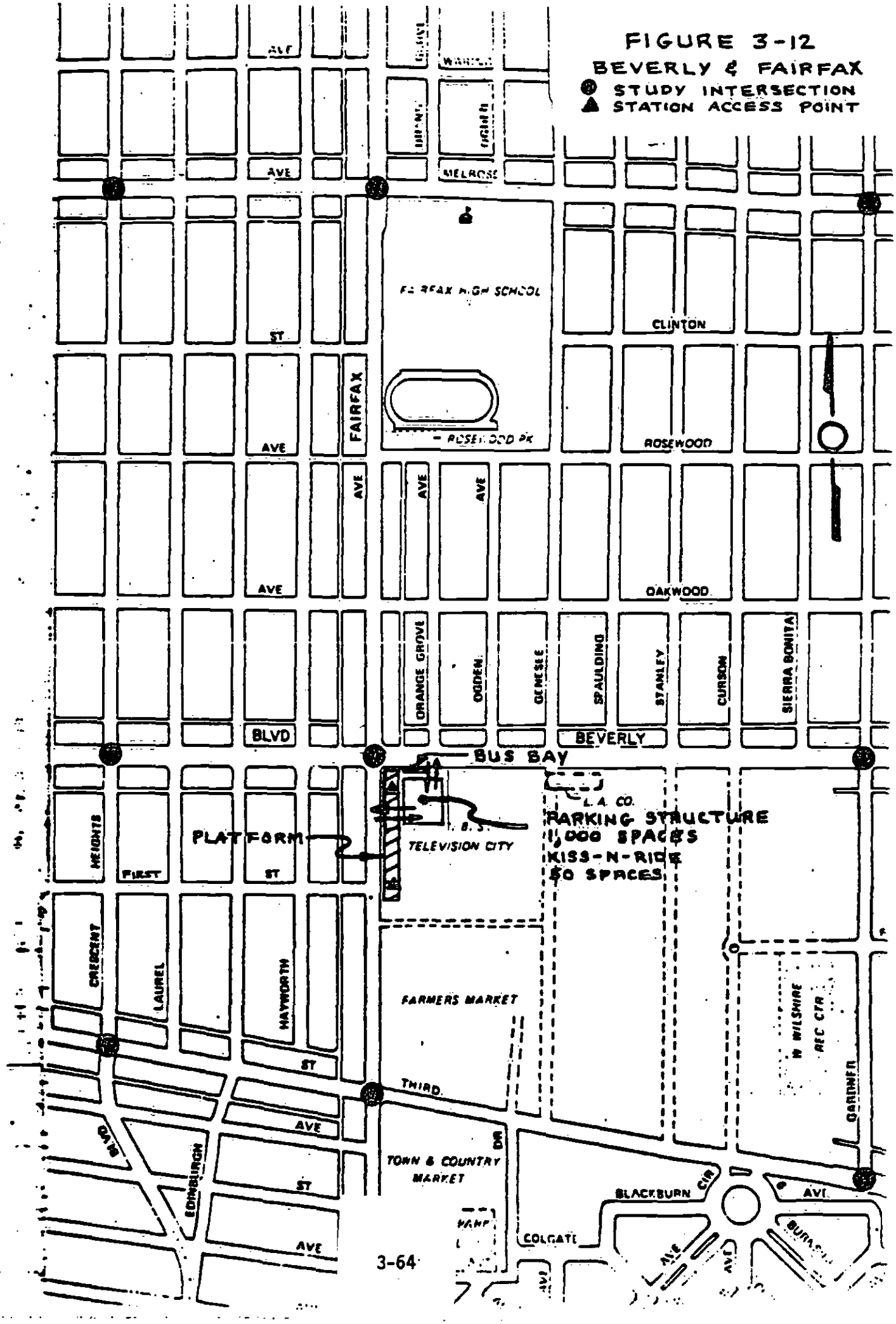
FIGURE 3-12
BEVERLY & FAIRFAX
STUDY INTERSECTION
STATION ACCESS POINT
MELROSE
AVE
FAIRFAX HIGH SCHOOL
CLINTON
ROSEWOOD PK
ROSEWOOD
FAIRFAX
AVE
ST
OAKWOOD
ORANGE GROVE
ODDEN
GENESEE
SPAULDING
STANLEY
CURSON
SIERRA BONITA
BLVD
BEVERLY
BUS BAY
L.A. CO.
PARKING STRUCTURE
1,000 SPACES
KISS-N-RIDE
50 SPACES
PLATFORM
TELEVISION CITY
HEIGHTS
FIRST
CRESCENT
LAUREL
HAYWORTH
FARMERS MARKET
W. WILSHIRE REC CTR
GARDNER
THIRD
TOWN & COUNTRY MARKET
EDINBURGH
BLVD
DR
BLACKBURN
CIR
COLGATE
RAMP

Table 3-23
Beverly and Fairfax Station
Intersection LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/ Sunset, without Laurel Cyn.)

		Beverly - Fairfax Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Beverly/Crescent Hgts	2000 Base	E	.92	E	1.00		.92		1.00		.92		1.00
	Option I/XII	D	.89	E	.97		.89		.97		.89		.97
*Beverly/Fairfax	2000 Base	E	.96	F	1.07		.96		1.07		.96		1.07
	Option I/XII	E	.95	F	1.07		.95		1.07		.95		1.07
*Beverly/Gardner	2000 Base	C	.79	E	.96		.79		.96		.79		.96
	Option I/XII	D	.82	E	.99		.86		.99		.74		.99
Beverly/La Cienega	2000 Base	E	.90	F	1.17		.90		1.17		.90		1.17
	Option I/XII	D	.82	E	.99		.86		.99		.74		.99
** Crescent Hgts/ Melrose	2000 Base	E	.96	E	.99		.96		.99		.96		.99
	Option I/XII	E	.93	E	.95		.93		.95		.93		.95
Crescent Hgts/ 3rd	2000 Base	E	1.00	F	1.12		1.00		1.12		1.00		1.12
	Option I/XII	E	.96	F	1.07		.96		1.07		.96		1.07
* ** Fairfax/Melrose	2000 Base	D	.84	F	1.13		.84		1.13		.84		1.13
	Option I/XII	D	.81	F	1.14		.81		1.14		.81		1.14
* Fairfax/3rd	2000 Base	F	1.06	F	1.16		1.06		1.16		1.06		1.16
	Option I/XII	F	1.02	F	1.12		1.02		1.12		1.02		1.12

*Specific Plan
**Common to Fairfax/Santa Monica

LOCATION	CONDITION	Beverly - Fairfax Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
** Gardner/Melrose	2000 Base	C	.79	E	.98		.79		.98		.79		.98
	Option I/XII	C	.72	E	.91		.64		.86		.76		.93
Gardner/3rd	2000 Base	D	.80	D	.87		.80		.87		.80		.87
	Option I/XII	C	.72	D	.82		.55		.64		.79		.89
** La Cienega/ Melrose	2000 Base	D	.89	F	1.16		.89		1.16		.89		1.16
	Option I/XII	D	.85	F	1.13		.85		1.13		.85		1.13
La Cienega/3rd	2000 Base	F	1.04	F	1.09		1.04		1.09		1.04		1.09
	Option I/XII	E	.99	F	1.09		.99		1.09		.99		1.09

*Specific Plan
**Common to Fairfax/Santa Monica

WPLC4/1

Table 3-24
Beverly and Fairfax Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	2	4	4	1
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	1	0	0
Total	0	0	2	5	4	1

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	1	4	3
No Change in V/C	0	0	0	0	0	2
Base V/C Less Than With Project V/C	0	0	0	0	1	1
Total	0	0	0	1	5	6

3.13 Santa Monica and Fairfax Station

The proposed Metro Rail Station at Santa Monica and Fairfax (Fairfax - north of Romaine to Santa Monica) has projected daily boardings that range from 13,500 to 14,100. The mode-of-arrival results disclose minimal anticipated park-n-ride and kiss-n-ride activity at this station(See Appendices D, E & F for detailed information). The proposed station (platform) location, access points, and bus bays are shown on Figure 3-13; there is no anticipated surplus off-street commercial parking in the vicinity of this station.

Eighteen intersections in the vicinity of this station were evaluated under the Base and With Project conditions. One of the intersections is expected to have a V/C index increase of 0.02 or greater and with Project LOS of D-or-worse.

At the intersection of Crescent Heights and Fountain the LOS and V/C index is not expected to change during the AM peak hour; it would remained at LOS E and 0.92. During the evening peak hour it would increase from 1.06 to 1.08 (both LOS F). The expected change is the result of a projected increase of traffic on Crescent Heights. This intersection will be carried over to Task 18BAH15.

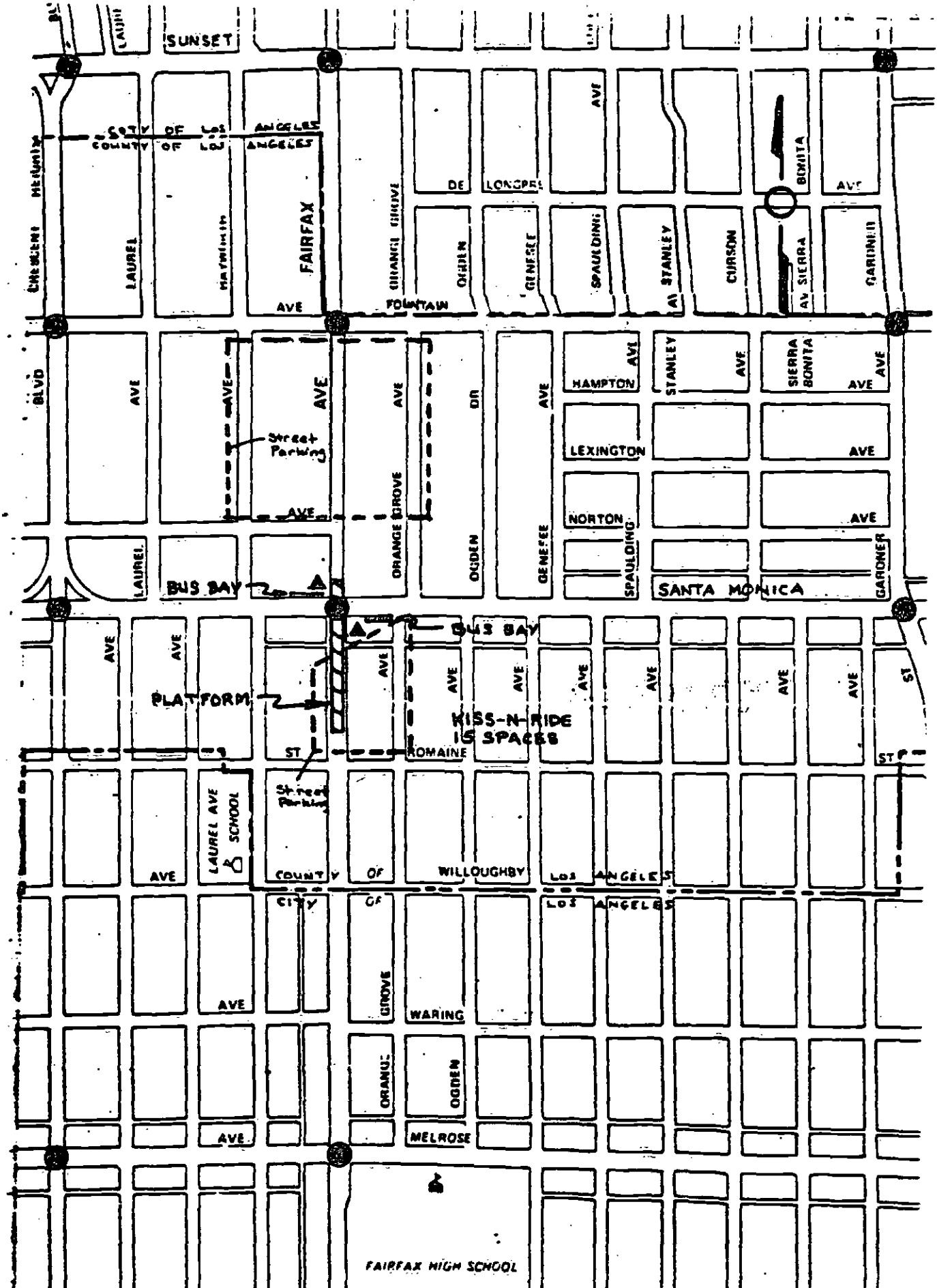

FIGURE 3-13
SANTA MONICA & FAIRFAX
● STUDY INTERSECTION
▲ STATION ACCESS POINT

Table 3-25
Santa Monica and Fairfax Station
Intersection LOS and V/C Indices
(Option I, XII - With Crenshaw, La Brea/ Sunset, without Laurel Cyn.)

		Fairfax - Santa Monica Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Crescent Hghts/ Fountain	2000 Base	E	.92	F	1.06		.92		1.06		.92		1.06
	Option I/XII	E	.92	F	1.08		.92		1.08		.92		1.08
** Crescent Hgts/ Melrose	2000 Base	E	.96	E	.99		.96		.99		.96		.99
	Option I/XII	E	.93	E	.95		.93		.95		.93		.95
Crescent Hgts/ Santa Monica	2000 Base	E	1.00	F	1.35		1.00		1.35		1.00		1.35
	Option I/XII	E	.98	F	1.32		.98		1.32		.98		1.32
Crescent Hgts/ Sunset	2000 Base	F	1.09	F	1.07		1.09		1.07		1.09		1.07
	Option I/XII	E	.94	E	1.00		.94		1.00		.94		1.00
Fairfax/Fountain	2000 Base	D	.88	E	.94		.88		.94		.88		.94
	Option I/XII	D	.84	E	.92		.84		.92		.84		.92
*** Fairfax/Hollywood	2000 Base	C	.77	D	.84		.45		.84		.90		.84
	Option I/XII	C	.74	D	.81		.40		.81		.87		.81
* ** Fairfax/Melrose	2000 Base	D	.84	F	1.13		.84		1.13		.84		1.13
	Option I/XII	D	.81	F	1.14		.81		1.14		.81		1.14
*Fairfax/Santa Monica	2000 Base	E	.95	F	1.05		.95		1.05		.95		1.05
	Option I/XII	E	.90	F	1.04		.90		1.04		.90		1.04

*Specific Plan
**Common to Beverly/Fairfax
***Common to La Brea/Sunset

WPLC4/1

LOCATION	CONDITION	Fairfax - Santa Monica Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Fairfax/Sunset	2000 Base	D	.81	D	.89		.81		.89		.81		.89
	Option I/XII	C	.77	D	.86		.77		.86		.77		.86
Fountain/Gardner	2000 Base	C	.70	C	.76		.70		.76		.70		.76
	Option I/XII	A	.57	C	.71		.57		.71		.57		.71
Fountian/La Cienega	2000 Base	E	.90	D	.83		.90		.83		.90		.83
	Option I/XII	D	.84	C	.78		.84		.78		.84		.78
** Gardner/Melrose	2000 Base	C	.79	E	.98		.79		.98		.79		.98
	Option I/XII	C	.72	E	.91		.64		.86		.76		.93
* Gardner/Santa Monica	2000 Base	B	.64	D	.83		.33		.59		.77		.93
	Option I/XII	A	.58	C	.78		.24		.48		.73		.91
Hollywood/La Cienega	2000 Base	F	1.09	E	.96		1.09		.96		1.09		.96
	Option I/XII	F	1.00	E	.92		1.00		.92		1.00		.92
*** Hollywood/Laurel Canyon	2000 Base	B	.65	E	.96		.65		.96		.65		.96
	Option I/XII	B	.64	E	.95		.64		.95		.64		.95
* ** La Cienega/ Melrose	2000 Base	D	.89	F	1.16		.89		1.16		.89		1.16
	Option I/XII	D	.85	F	1.13		.85		1.13		.85		1.13

*Specific Plan
**Common to Beverly/Fairfax
***Common to LaBrea/Sunset

WPLC4/1

LOCATION	CONDITION	Fairfax - Santa Monica Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*La Cienega/ Santa Monica	2000 Base	E	1.00	F	1.20		1.00		1.20		1.00		1.20
	Option I/XII	E	.96	F	1.17		.96		1.17		.96		1.17
La Cienega/Sunset	2000 Base	E	.97	F	1.01		.97		1.01		.97		1.01
	Option I/XII	E	.93	E	.98		.93		.98		.93		.98

*Specific Plan

WPLC4/1

Table 3-26
Santa Monica and Fairfax Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	2	1	3	4	6	1
No Change in V/C	0	0	0	0	1	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	2	1	3	4	7	1

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	3	2	7	4
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	2
Total	0	0	3	2	7	6

3.14 La Brea and Sunset Station

The proposed Metro Rail Station at La Brea and Sunset (Sunset from west of Detroit to La Brea) has projected daily boardings of 2,800 under Options IX and XII. This station was not included under Option I. See Appendices D, E or F for detailed information on daily boardings and mode-of-arrival. The proposed station (platform) location, access points, kiss-n-ride facility and anticipated surplus off-street commercial parking are shown on Figure 3-14.

Sixteen intersections in the vicinity of this Station were analyzed under the Base and With Project conditions. Of the sixteen intersections none are expected to have a V/C index increase of 0.02 or more and a with Project LOS of D-or-worse.

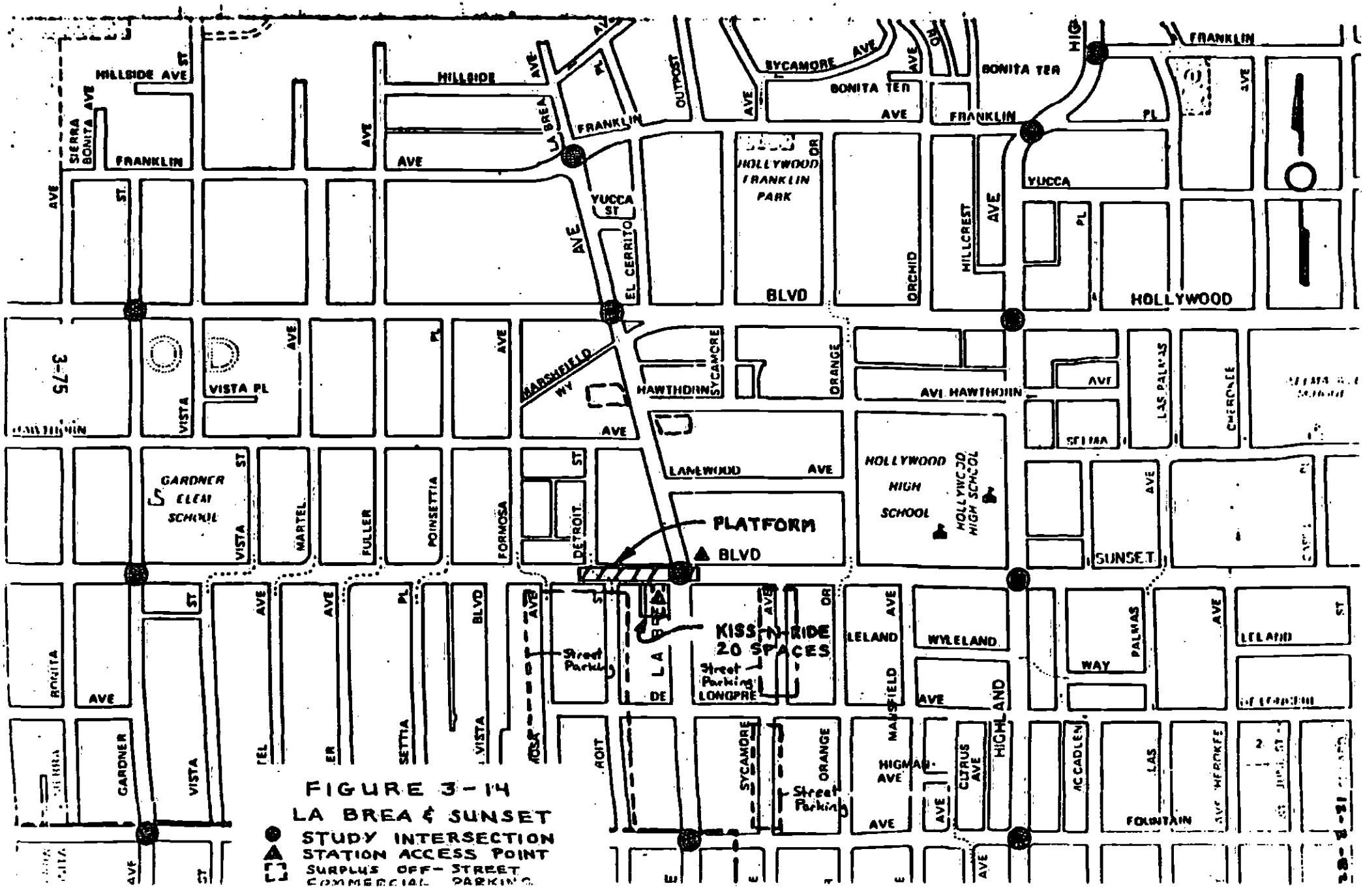

FIGURE 3-14
LA BREA & SUNSET

● STUDY INTERSECTION
▲ STATION ACCESS POINT
[ ] SURPLUS OFF-STREET COMMERCIAL PARKING

Table 3-27
La Brea and Sunset Station
Intersection LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

		La Brea - Sunset Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*** Fairfax/Hollywood	2000 Base	C	.77	D	.84		.45		.84		.90		.84
	Option I/XII	C	.74	D	.81		.40		.81		.87		.81
** Fountain/Highland	2000 Base	F	1.11	F	1.39		1.11		1.39		1.11		1.39
	Option I/XII	F	1.06	F	1.32		1.06		1.32		1.06		1.32
Fountain/La Brea	2000 Base	C	.79	E	.94		.79		.94		.79		.94
	Option I/XII	C	.76	E	.91		.76		.91		.76		.91
** Franklin/Highland (N I/S)	2000 Base	D	.89	F	1.08		.85		.68		.91		1.24
	Option I/XII	D	.80	F	1.04		.78		.64		.81		1.20
** Franklin/Highland (S I/S)	2000 Base	E	1.00	E	1.00		.87		1.00		1.06		1.00
	Option I/XII	E	.97	E	.95		.82		.95		1.04		.95
*Franklin/La Brea	2000 Base	C	.72	E	.90		.72		.90		.72		.90
	Option I/XII	C	.70	D	.84		.70		.84		.70		.84
Gardner/Hollywood	2000 Base	B	.67	B	.68		.67		.68		.67		.68
	Option I/XII	A	.59	B	.65		.59		.65		.59		.65
*Gandner/Sunset	2000 Base	B	.60	D	.83		.60		.83		.60		.83
	Option I/XII	A	.55	C	.73		.55		.73		.55		.73

*Specific Plan
**Common to Cahuenga/Hollywood
***Common to Fairfax/Santa Monica

LOCATION	CONDITION	La Brea - Sunset Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
** Highland/ Hollywood	2000 Base	E	.90	F	1.02		1.01		1.01		.74		1.04
	Option I/XII	D	.87	E	.98		.97		.98		.69		.98
* ** Highland/Odin East Roadway	2000 Base	A	.54	E	.93		.54		.93		.54		.93
	Option I/XII	A	.51	E	.90		.51		.90		.51		.90
Highland/Odin West Roadway	2000 Base	F	1.20	C	.79		1.20		.79		1.20		.79
	Option I/XII	F	1.16	C	.74		1.16		.74		1.16		.74
* ** Highland/Sunset	2000 Base	E	1.00	F	1.23		1.00		1.23		1.00		1.23
	Option I/XII	E	.92	F	1.09		.92		1.09		.92		1.09
Hollywood/La Brea	2000 Base	F	1.04	E	.98		1.04		.98		1.04		.98
	Option I/XII	E	1.00	E	.98		1.00		.98		1.00		.98
*** Hollywood/ Laurel Canyon	2000 Base	B	.65	E	.96		.65		.96		.65		.96
	Option I/XII	B	.64	E	.95		.64		.95		.64		.95
* La Brea/Santa Monica	2000 Base	F	1.04	F	1.13		1.04		1.13		1.04		1.13
	Option I/XII	E	.99	F	1.09		.99		1.09		.99		1.09
* La Brea/Sunset	2000 Base	D	.85	F	1.06		.85		1.06		.85		1.06
	Option I/XII	C	.78	F	1.06		.78		1.06		.78		1.06

*Specific Plan
**Common to Cahuega/Hollywood
***Common to Fairfax/Santa Monica

Table 3-28
La Brea and Sunset Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	3	1	4	2	4	2
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	3	1	4	2	4	2

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	1	2	2	5	4
No Change in V/C	0	0	0	0	1	1
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	1	2	2	6	5

3.15 Cahuenga and Hollywood Station

The proposed Metro Rail Station at Cahuenga and Hollywood (off-street west of Cahuenga from south of Hollywood to north of Hollywood) is expected to accomodate from 24,400 to 25,000 daily boardings under options I, IX, and XII. The mode-of-arrival projections indicate that there would be substantial park-n-ride and kiss-n-ride activity at this station. Detailed information on the mode-of-arrival and boardings is provided in Appendices D, E and F. The proposed station (plaltform) location, access points, kiss-n-ride facility., and anticipated surplus off-street commercial parking are shown On Figure 3-15

Eighteen intersections were evaluated for the Base and With Project conditions; the results are presented in Tables 3-29 and 3-30. Of the eighteen intersections, three are expected to have increases of 0.02-or-greater in the V/C index and a With Project LOS of D-or-worse.

At the intersection of Cahuenga/Franklin the V/C index during the AM peak period is projected to increase from 0.86 to 0.88 (both LOS D). The increased V/C index is expected to result from increased through traffic on Franklin.

The V/C index during the AM is projected to increase from 0.95 to 0.98 (both LOS E) at the intersection of Cahuenga/Hollywood. During the evening peak hour it would increase from 1.13 to 1.23 (both LOS F). These increases are attributable to an expected increase in through and turning traffic on both Cahuenga and Hollywood.

The third intersection is Cahuenga/Sunset. The PM V/C index is projected to increase from 1.00 (LOS E) to 1.02 (LOS F). The increase in the V/C index is anticipated to result from increased turning traffic at the intersection. Both this intersection and the intersection of Cahuenga/Hollywood will be carried over for additional evaluation under Task 18BAH15.

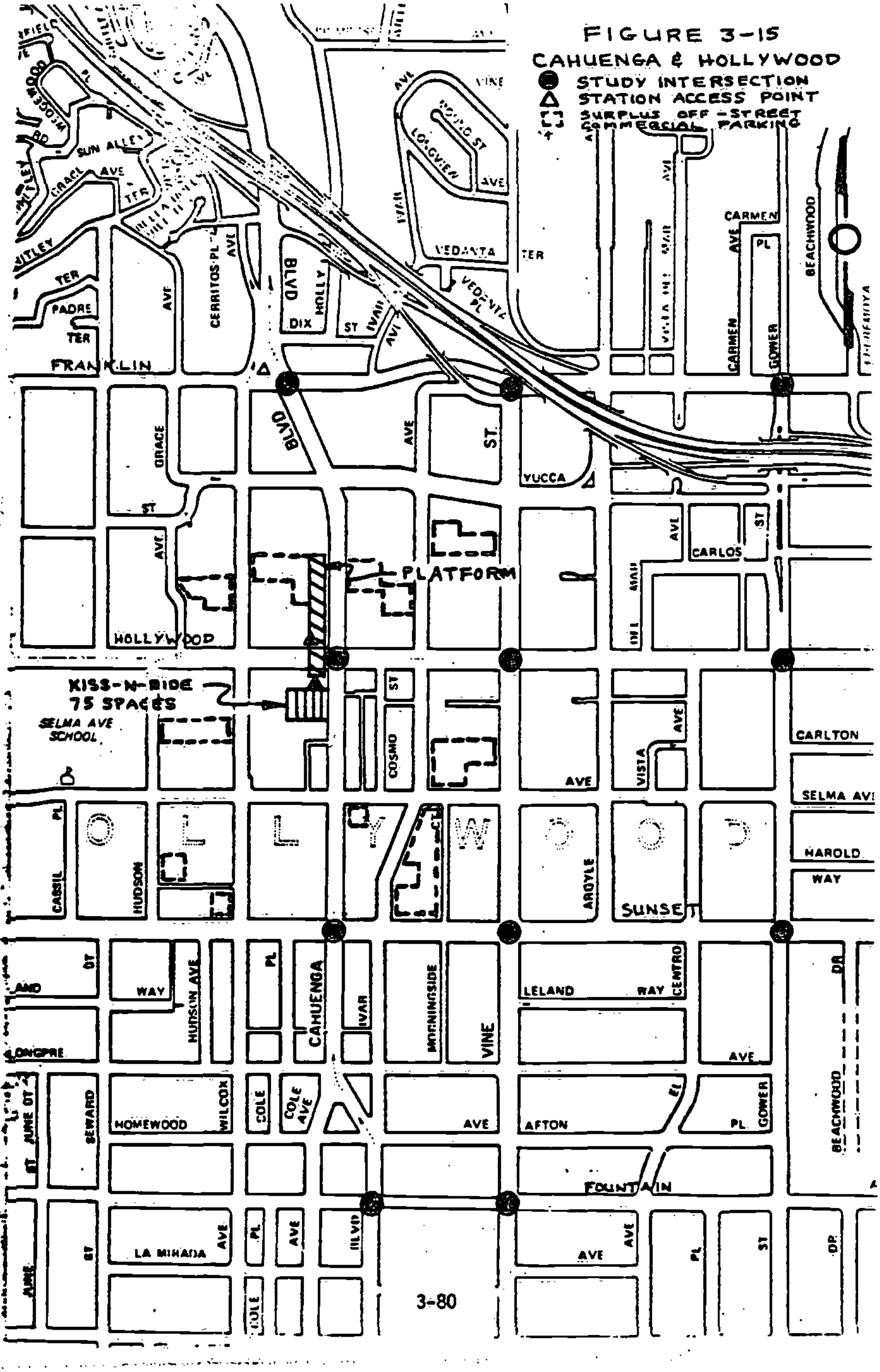
FIGURE 3-15
CAHUENGA & HOLLYWOOD
STUDY INTERSECTION
STATION ACCESS POINT
SURPLUS OFF-STREET COMMERCIAL PARKING
PLATFORM
KISS-N-RIDE
75 SPACES
SELMA AVE SCHOOL
FRANKLIN
HOLLYWOOD
SUNSET
FOUNTAIN
YUCCA
CARLOS
CARLTON
SELMA AVE
HAROLD
WAY
LELAND
WAY
AFTON
HOMEWOOD
LA MIRADA
CAHUENGA
IVAR
COSMO
MORNINGSIDE
VINE
ARGYLE
VISTA
CENTRO
GOWER
BEACHWOOD
CARMEN
WILCOX
HUDSON
CASSIL
SEWARD
COLE
GRACE
CERRITOS PL
HOLLY
DIX
VEDANTA
LONGVIEW
SUN ALLEY
PADRE
TER
LONGPRE
AVE

Table 3-29
Cahuenga and Hollywood Station
Intersection LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

		Cahuenga - Hollywood Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
LOCATION	CONDITION	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
* Cahuenga/Fountain	2000 Base	B	.68	E	.98		.68		.98		.68		.98
	Option I/XII	A	.54	E	.97		.54		.97		.54		.97
* Cahuenga/Franklin	2000 Base	D	.86	F	1.12		.86		1.12		.86		1.12
	Option I/XII	D	.88	F	1.09		.88		1.09		.88		1.09
*Cahuenga/ Hollywood	2000 Base	E	.95	F	1.13		.95		1.13		.95		1.13
	Option I/XII	E	.98	F	1.23		.98		1.23		.98		1.23
Cahuenga/Sunset	2000 Base	D	.81	E	1.00		.81		1.00		.81		1.00
	Option I/XII	C	.78	F	1.02		.78		1.02		.78		1.02
** Fountain/Highland	2000 Base	F	1.11	F	1.39		1.11		1.39		1.11		1.39
	Option I/XII	F	1.06	F	1.32		1.06		1.32		1.06		1.32
Fountain/Vine	2000 Base	C	.74	C	.72		.74		.72		.74		.72
	Option I/XII	B	.67	C	.71		.67		.71		.67		.71
Franklin/Gower	2000 Base	D	.87	F	1.14		.87		1.14		.87		1.14
	Option I/XII	D	.84	F	1.14		.84		1.14		.84		1.14
* ** Franklin/Highland (N I/S)	2000 Base	D	.89	F	1.08		.85		.68		.91		1.24
	Option I/XII	D	.80	F	1.04		.78		.64		.81		1.20

*Specific Plan
**Common to La Brea/Sunset

LOCATION	CONDITION	Cahuenga - Hollywood Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
** Franklin/Highland (S I/S)	2000 Base	E	1.00	E	1.00		.87		1.00		1.06		1.00
	Option I/XII	E	.97	E	.95		.82		.95		1.04		.95
Franklin/Vine	2000 Base	E	.90	F	1.07		.90		1.07		.90		1.07
	Option I/XII	D	.89	F	1.08		.89		1.08		.89		1.08
*Gower/Hollywood	2000 Base	D	.81	E	.98		.81		.98		.81		.98
	Option I/XII	C	.78	E	.92		.78		.92		.78		.92
Gower/Sunset	2000 Base	D	.86	E	.99		.86		.99		.86		.99
	Option I/XII	D	.81	E	.95		.81		.95		.81		.95
** Highland/ Hollywood	2000 Base	E	.90	F	1.02		1.01		1.01		.74		1.04
	Option I/XII	D	.87	E	.98		.97		.98		.69		.98
*** Highland/Odin East Roadway	2000 Base	A	.54	E	.93		.54		.93		.54		.93
	Option I/XII	A	.51	E	.90		.51		.90		.51		.90
*** Highland/Odin West Roadway	2000 Base	F	1.20	C	.79		1.20		.79		1.20		.79
	Option I/XII	F	1.16	C	.74		1.16		.74		1.16		.74
Highland/Sunset	2000 Base	E	1.00	F	1.23		1.00		1.23		1.00		1.23
	Option I/XII	E	.92	F	1.09		.92		1.09		.92		1.09

*Specific Plan
**Common to La Brea/Sunset

LOCATION	CONDITION	Cahuenga/Hollywood Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Hollywood/Vine	2000 Base	C	.72	D	.81		.72		.81		.72		.81
	Option I/XII	B	.68	C	.75		.68		.75		.68		.75
Sunset/Vine	2000 Base	D	.89	F	1.07		.89		1.07		.89		1.07
	Option I/XII	D	.85	F	1.04		.85		1.04		.85		1.04

WPLC4/1

Table 3-30
Cahuenga and Hollywood Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	2	2	2	6	2	2
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	1	1	0
Total	2	2	2	7	3	2

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	3	0	6	5
No Change in V/C	0	0	0	0	0	1
Base V/C Less Than With Project V/C	0	0	0	0	0	3
Total	0	0	3	0	6	9

3.16 Universal City Station (without Bluffside Bridge)

The proposed Metro Rail Station at Universal City (off-street west of Lankershim and north of Universal Place.) is expected to accomodate 13,600 to 14,400 daily boardings under Options I, IX and XII. This station would have a 2,500 space parking structure, kiss-n-ride faciliy, an off-street bus facility and revised ramp connections. See Figure 3-16 for the proposed locations of the preceding as well as access points for the station and the station platform. Detailed information on station patronage and mode-of-arrival is provided in Appendices D, E and F. Bus volume and routing information at this station was not available.

Thirteen intersections were evaluated in the vicinity of this station and the results are presented in Tables 3-31 and 3-32. Of the thirteen intersections evaluated, nine are expected to have V/C index increases of greater than the 0.02 and a With Project LOS of D-or-worse. The nine intersections are: Bluffside/Lankershim; Cahuenga/Hollywood Frwy S/B ramps-Regal Pl; Cahuenga/Lankershim; Hollywood Freeway N/B Off-Universal Pl/Lankershim; Lankershim/North Gate;Lankershim/Tour Center (South Gate); Lankershim/ Ventura-Cahuenga Bl. West; Laurel Canyon/Ventura; and, Ventura/Vineland.

At the intersection of Cahuenga/Hollywood Freeway ramps-Regal the anticipated V/C index for the Base and With Project conditions would increase for both the AM and PM peak hours. During the AM peak hour the LOS is expected to remaine at E with a V/C index increase from 0.94 to 0.96. For the evening peak hour the V/C index would increase from 0.81 to 0.85 (both LOS D). The V/C index increases are expected to result from increased ramp and through traffic on Cahuenga.

The intersection of Bluffside/Lankershim under the Base and with Project condition would have an AM intersection V/C index that goes from 0.71 (LOS C) to 0.79 (LOS C). However, due to anticipated pedestrian signal timing constraints, the approach V/C indices would not be balanced. Bluffside would remain unchanged at 0.26 and Lankershim would increase from 0.90 to 1.02. During the evening peak hour the V/C index is expected to increase from 0.74 (LOS C) to 0.92 (LOS E). The anticipated V/C index increases would be caused by increased through traffic and turning movements at the intersection.

The intersection of Cahuenga/Lankershim is expected to have V/C indices for the AM and PM peak hours that increase from 0.89 (LOS D) to 1.01 (LOS E) and from 0.73 (LOS C) to 0.84 (LOS D), respectively. As with the preceding intersection, these increases are anticipated to be the result of increased through traffic and turning movements.

During the AM peak hour period the intersection of the Hollywood Freeway N/B Off-Universal Pl/Lankershim would have the V/C index increase from 0.87 (LOS D) to 1.08 (LOS F). During the evening peak hour the V/C index is expected to increase from 0.83 (LOS D) to 1.05 (LOS F) The increased V/C indices would result from projected additional through and turning traffic on Lankershim at the intersection.

The intersection of Lankershim/North Gate has a projected AM V/C index that increases from 0.54 (LOS A) to 0.81 (LOS D). The 0.81 would not be balanced, resulting in a V/C index of 1.06 for Lankershim while the V/C index for North Gate would be 0.23. The PM V/C index would increase from 0.54 (LOS A) to 0.75 (LOS C). The increased V/C indices at this intersection are expected to result from the P/R traffic utilizing the parking structure entrance/exit opposite the Universal City North Gate.

For the intersection of Lankershim/Tour Center Drive (South Gate) the V/C index is expected to increase during both the AM and PM peak hour periods. During the AM it would increase from 0.92 (LOS E) to 1.31 (LOS F) and during the evening from 0.87 (LOS D) to 1.01 (LOS F). The increases during both periods would be caused by both increased traffic and the proposed operation of the kiss-n-ride and tram facilities.

The seventh intersection for this station that will be carried over to task 18BAH15 for additonal evaluation is Ventura/Vineland. The AM peak hour V/C index is expected to increase from 0.86 to 0.89 (both LOS D) while the PM index would increase from 0.84 to 0.88 (both LOS D). It is anticipated that the PM V/C index could not be balanced, resulting in a V/C index for Ventura of 0.92 and 0.80 for Vineland.

The projected AM peak hour V/C index for the intersection of Lankershim/Cahuenga-Ventura would remaine at 0.90 (LOS E) but the PM index would increase from 0.80 to 0.84 (both LOS D). The PM increase is expected to result from additional traffic on Lankershim originating at the new parking structure and kiss-n-ride facilities.

The last intersection that had a projected With Project LOS of D-or-worse and V/C index increase of 0.02-or-more was Laurel Canyon/Ventura. The V/C index at this intersection would increase from 0.84 to 0.88 (both LOS D) for the AM period and from 1.05 to 1.06 (both LOS F) for the PM period.

Drive-ways to the proposed SCRTD Parking structure (located in the area bounded by Lankeshim Boulevard on the east, Willowcrest Avenue on the West and Universal Place to the south) are expected to be on Lankershim Boulevard and Willowcrest Avenue.

The projected Inbound morning traffic to the above facility is expected to result in a peak of 220 trips on Willowcrest Avenue. The corresponding evening peak volume is anticipated to be 70 trips.

The projected Outbound peak P/R vehicular volume exiting via the drive-way on Willowcrest Avenue is anticipated to be 230 southbound to the northbound Hollywood Freeway On-ramp and 210 northbound to Bluffside and Lankershim.

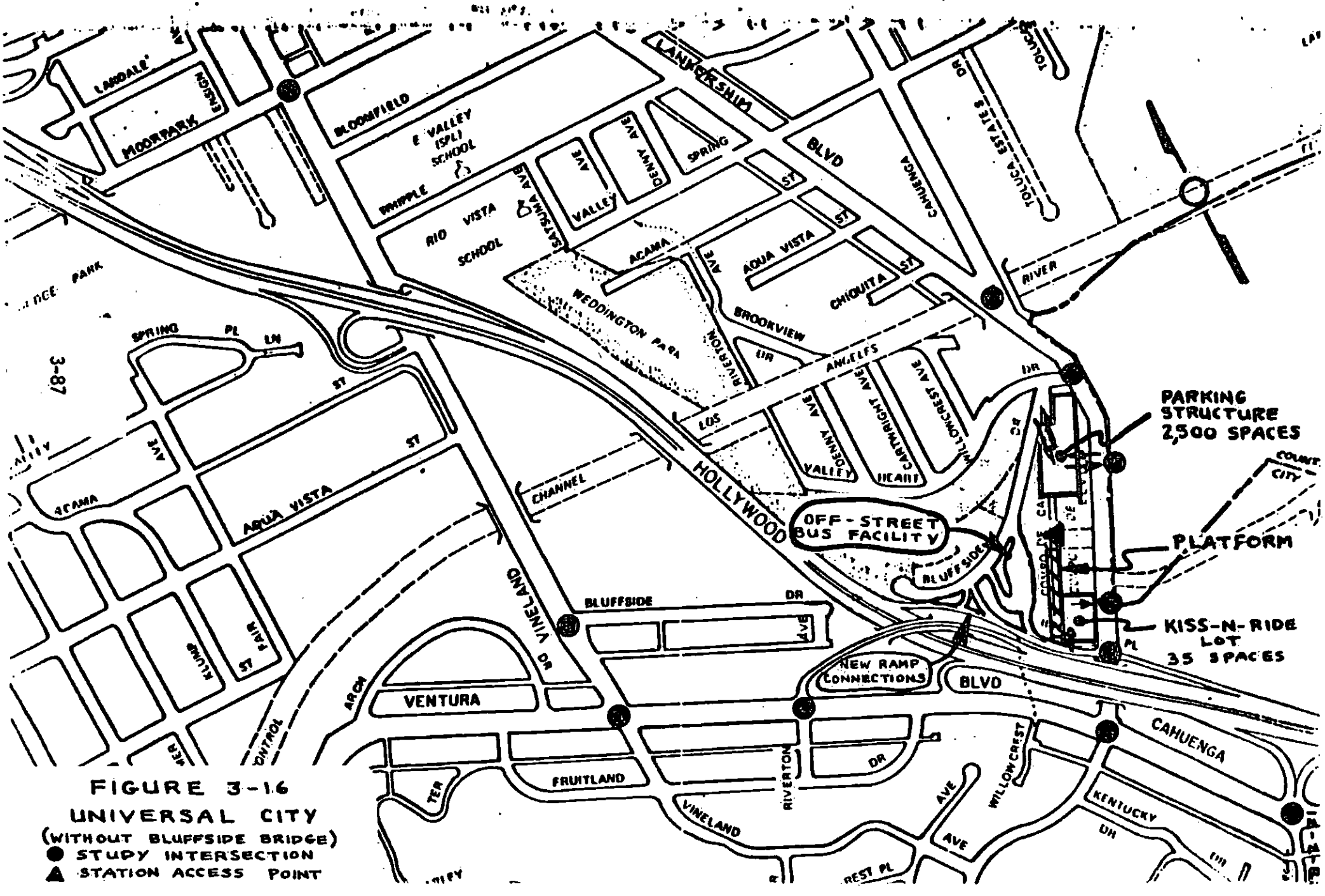

FIGURE 3-16
UNIVERSAL CITY
(WITHOUT BLUFFSIDE BRIDGE)
● STUDY INTERSECTION
▲ STATION ACCESS POINT

Table 3-31
Universal City Station (without Bluffside Bridge)
Intersection LOS and V/C Indices
(Option I, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

LOCATION	CONDITION	Universal Station without Bluffside Bridge											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Bluffside/ Lankershim	2000 Base	C	.71	C	.74		.26		.66		.90		.77
	Option I	C	.79	E	.92		.26		.92		1.02		.92
Cahuenga/ Hollywood Fwy-Regal Pl	2000 Base	E	.94	D	.81		.94		.81		.94		.81
	Option I	E	.96	D	.85		.96		.85		.96		.85
Cahuenga/ Lankershim	2000 Base	D	.89	C	.73		.89		.58		.89		.80
	Option I	F	1.01	D	.85		1.01		.85		1.01		.85
Cahuenga/Moorpark	2000 Base	B	.67	C	.72		.67		.72		.67		.72
	Option I	B	.69	C	.76		.69		.76		.69		.76
Hollywood Fwy N/B Off-Universal Pl/ Lankershim	2000 Base	D	.87	D	.83		.87		.83		.87		.83
	Option I	F	1.08	F	1.05		1.08		1.05		1.08		1.05
Lankershim/ "North Gate"-P/R Access	2000 Base	A	.54	A	.54		.67		.56		.23		.48
	Option I	D	.81	C	.75		1.06		.75		.23		.75
*Lankershim/ Tour Center	2000 Base	F	1.16	D	.89		1.16		.89		1.16		.89
	Option I	F	1.31	F	1.01		1.31		1.01		1.31		1.01
* Lankershim/ Ventura-Cahuenga W.	2000 Base	E	.90	D	.80		.90		.80		.90		.80
	Option I	E	.90	D	.84		.90		.84		.90		.84

*Specific Plan

WPLC4/1

LOCATION	CONDITION	Universal without Bluffside Bridge											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Laurel Canyon/ Ventura	2000 Base	D	.84	F	1.05		.84		1.05		.84		1.05
	Option I/XII	D	.88	F	1.06		.88		1.06		.88		1.06
Moorpark/Vineland	2000 Base	D	.86	D	.85		.86		.85		.86		.85
	Option I/XII	D	.84	D	.84		.84		.84		.84		.84
Riverton/Ventura	2000 Base	C	.72	C	.75		.43		.75		.80		.75
	Option I/XII	C	.78	D	.82		.31		.82		.98		.82
Tujunga/Ventura	2000 Base	A	.54	B	.65		.33		.40		.65		.76
	Option I/XII	A	.58	C	.70		.27		.35		.72		.87
*Ventura/Vineland	2000 Base	D	.86	D	.84		.86		.84		.86		.84
	Option I/XII	D	.89	D	.88		.89		.92		.89		.80

*Specific Plan

WPLC4/1

Table 3-32
Universal City Station (Without Bluffside Bridge)
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	1	0	0
No Change in V/C	0	0	0	0	1	0
Base V/C Less Than With Project V/C	1	1	2	3	1	3
Total	1	1	2	4	2	3

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	1	0	0
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	3	5	1	3
Total	0	0	3	6	1	3

3.17 Chandler and Lankershim Station (Subway)

The proposed Metro Rail Station at Chandler and Lankershim (Chandler west of Lankershim to east of Lankershim) has projected daily boardings of 16,600 and 17,000 under Option I and IX. Under Option XII the boardings would drop to 7,100 due to the addition of a Metro Rail Station at Laurel Canyon and Chandler. The SCRTD Board has deleted the Laurel Canyon Station from all analysis, therefore, only the option I/IX impacts will be addressed. Detailed boarding and mode-of-arrival information is available in Appendices D, E and F. The station would have a 2,500 space parking structure, off-street bus and kiss-n-ride facilities; these facilities and station access points are shown on Figure 3-17. Bus volume and routing information for this station was not available.

Seventeen intersections were selected for evaluation and the results are contained in Tables 3-33 and 3-34. Of the seventeen intersections, four had V/C index increases of 0.02-or-greater and With Project LOS of D-or-worse. The four intersections: Burbank/Colfax; Burbank/Lankershim; Chandler/Lankershim; and, Chandler/Tujunga (north intersection).

At the intersection of Burbank/Colfax the projected V/C index during the PM peak hour increased from 0.72 (LOS C) to 0.89 (LOS D). The increase is expected to result from increased turning movements on Colfax and increased through traffic on Burbank.

The intersection of Burbank/Lankershim/Tujunga is expected to have V/C index increases during both peak periods. Under the Base and With Project conditions for the AM peak hour the projected V/C index increased from 0.82 (LOS D) to 1.41 (LOS F) while the evening peak hour index would increase from 0.70 (LOS C) to 1.08 (LOS F). The V/C index changes are expected to result from increases in through and/or turning traffic on all streets.

During the PM peak hour the V/C index at Chandler/Lankershim (south intersection) would increase from 0.57 (LOS A) to 1.27 (LOS F). Again, the projected increases in both through and turning traffic at this intersection would cause the V/C index to increase.

The fourth intersection, Chandler/Tujunga (north intersection), had the projected AM peak hour V/C index increase from 0.54 (LOS A) to 0.96 (LOS E) and the PM peak hour index change from 0.71 (LOS C) to 0.92 (LOS E). The increases are expected to result from additional through and turning traffic on both streets.

The preceding three intersections will be carried over to Task 18BAH15 for additional analysis and identification of possible mitigation measures.

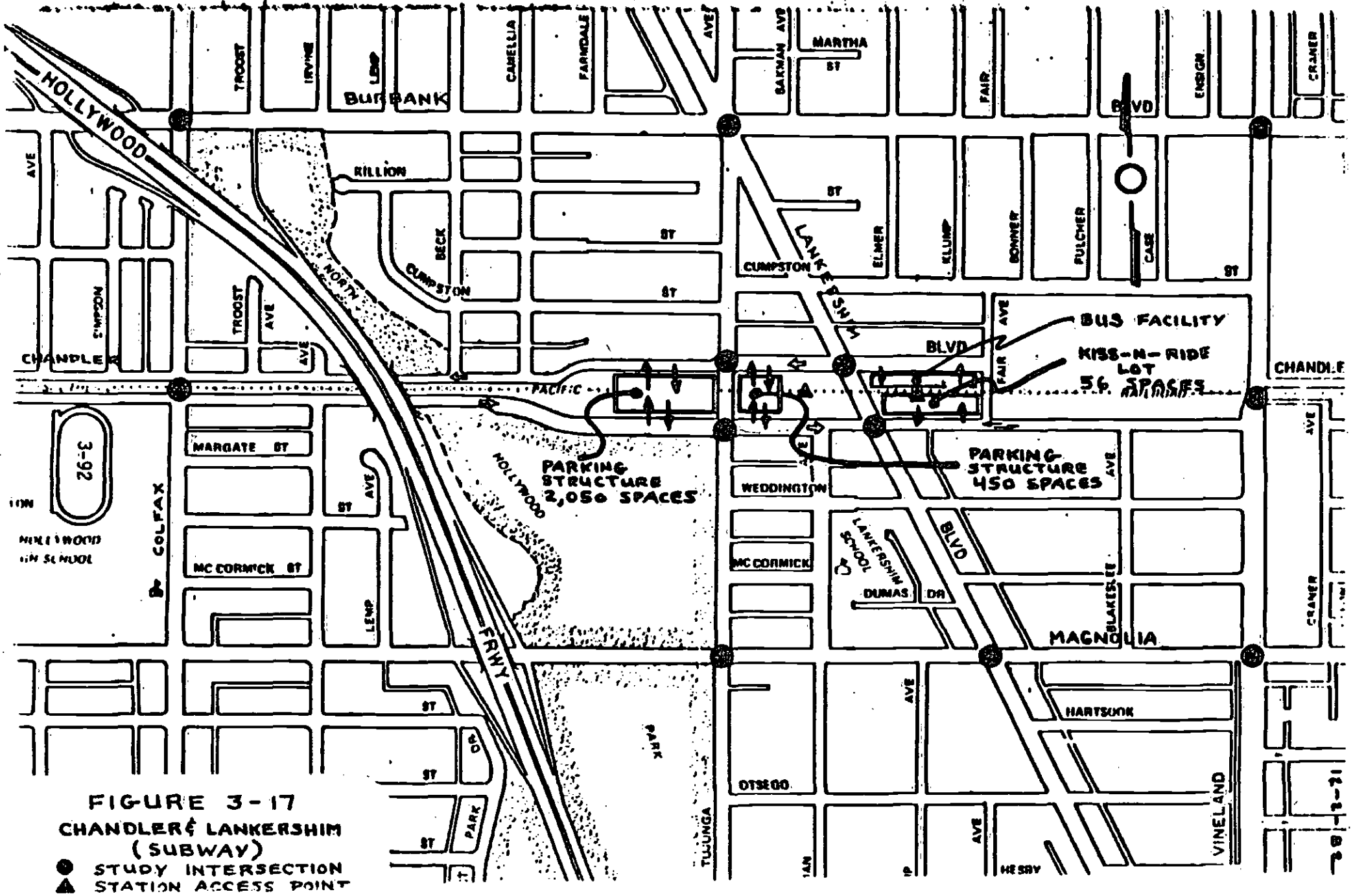

FIGURE 3-17
CHANDLER & LANKERSHIM
(SUBWAY)
● STUDY INTERSECTION
▲ STATION ACCESS POINT

Table 3-33
Chandler and Lankershim Station (Subway)
Intesection LOS and V/C Indices
(Option I, IX, XII - with Crenshaw, La Brea/Sunset, without Laurel Cyn.)

LOCATION	CONDITION	Chandler - Lankershim Station - Subway											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Burbank/Cahuenga	2000 Base	D	.85	C	.77		.85		.77		.85		.77
	Option I/XII	D	.80	C	.79		.80		.79		.80		.79
Burbank/Colfax	2000 Base	A	.57	C	.72		.57		.75		.57		.68
	Option I/XII	B	.63	D	.89		.63		.89		.63		.89
*Burbank/ Lankershim/ Tujunga	2000 Base	D	.82	C	.70		.82		.70		.82		.70
	Option I/XII	F	1.41	F	1.08		1.41		1.08		1.41		1.08
Burbank/Vineland	2000 Base	C	.71	B	.68		.71		.68		.71		.68
	Option I/XII	C	.77	C	.77		.77		.77		.77		.77
Cahuenga/Magnolia	2000 Base	B	.64	D	.83		.64		.83		.64		.83
	Option I/XII	A	.59	D	.80		.59		.80		.59		.80
*Camarillo/ Lankershim/ Vineland**	2000 Base	C	.77	E	.94		.77		.94		.77		.94
	Option I/XII	C	.70	E	.90		.70		.90		.70		.90
*Chandler/ Lankershim	2000 Base	B	.62	A	.57		.62		.57		.62		.57
	Option I/XII	C	.71	F	1.27		.71		1.27		.71		1.27
Chandler/Laurel Canyon	2000 Base	B	.64	D	.87		.64		.87		.64		.87
	Option I/XII	B	.64	D	.88		.64		.88		.64		.88

*Specific Plan

**Vineland: 2000 Base AM-0.77; PM-0.94
Option I AM-0.70; PM-0.90

WPLC5/1

LOCATION	CONDITION	Chandler - Lankershim Station Subway											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
*Chandler/Tujunga (N I/S)	2000 Base	A	.54	C	.71		.19		.49		.72		.82
	Option I/XII	E	.96	E	.92		.27		.53		1.30		1.10
*Chandler/Tujunga (S I/S)	2000 Base	A	.53	A	.38		.53		.35		.53		.39
	Option I/XII	A	.50	C	.71		.50		.71		.50		.71
* Chandler/Vineland	2000 Base	A	.37	A	.46		.27		.46		.43		.46
	Option I/XII	A	.33	A	.46		.16		.31		.43		.54
* Lankershim/ Magnolia	2000 Base	B	.66	C	.71		.66		.71		.66		.71
	Option I/XII	A	.56	A	.59		.56		.59		.56		.59
Lankershim/ Oxnard	2000 Base	B	.60	B	.66		.63		.66		.54		.66
	Option I/XII	B	.67	C	.74		.75		.74		.54		.74
Magnolia/Tujunga	2000 Base	C	.76	D	.84		.76		.84		.76		.84
	Option I/XII	C	.71	D	.83		.71		.83		.71		.83
Magnolia/Vineland	2000 Base	A	.58	B	.69		.58		.69		.58		.69
	Option I/XII	B	.60	C	.74		.60		.74		.60		.74
Oxnard/Tujunga	2000 Base	A	.39	A	.55		.39		.55		.39		.55
	Option I/XII	A	.36	A	.52		.36		.52		.36		.52

*Specific Plan

WPLC5/1

LOCATION	CONDITION	Chandler - Lankershim Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Oxnard/Vineland	2000 Base	A	.56	C	.74		.40		.74		.61		.74
	Option I/XII	A	.58	C	.78		.58		.78		.58		.78

*Specific Plan

Table 3-34
Chandler and Lankershim Station (Subway)
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	5	0	2	1	0	0
No Change in V/C	0	1	0	0	0	0
Base V/C Less Than With Project V/C	1	3	2	0	1	1
Total	6	3	4	1	1	1

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	2	0	0	2	1	0
No Change in V/C	1	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	6	2	1	2
Total	3	0	6	4	2	2

CHAPTER 4 Results of Evaluation - Station and Alignment Variations

The SCRTD has considered several station and alignment variations for which revised ADT and AM and PM peak hour traffic volumes were developed. Intersection evaluation is being performed for the following variations: (1) Deletion of the Crenshaw/Wilshire Station and its impact on intersections near the Crenshaw, La Brea/Wilshire and Western/Wilshire Stations; (2) Relocation of the Universal City Station to Studio City; (3) the Chandler/Lankershim Station in aerial configuration; and, (4) a station off-street east of Lankershim and situated between Chandler and Magnolia. The results of the intersection evaluation will be presented on a station-by-station basis for each of the four major variations.

4.1 Deletion of the Crenshaw/Wilshire Station

This section is divided into three sub-sections to present the information for the Western/Wilshire, Crenshaw/Wilshire and La Brea/Wilshire Stations. The Western/Wilshire and La Brea/Wilshire Stations are expected to experience increases in daily boardings of approximately 4,000 and 2,000 respectively if the Crenshaw/Wilshire Station were removed from the Metro Rail System. (Source: Option I and IX mode-of-arrival comparisons). Eighty five percent of the anticipated increased boardings would utilize bus feeder rather than auto park-n-ride or kiss-n-ride to access the Metro Rail Stations. The differences for auto (P/R, K/R) impacts under the with and without Crenshaw Station variations will very likely be insignificant. Station-by-station summaries are provided in the following three sections.

4.11 Western and Wilshire Station - Without Crenshaw Station

Under Option I/XII, the Crenshaw/Wilshire Station is included in the Metro Rail System; Option IX deletes the Crenshaw Station. For these options the daily (24-hour) mode-of-arrival model output were as follows:

Mode-of-Arrival	Option I	Option IX	Change
Walk	3956	4118	162
Bus Feeder	16727	20081	3354
Kiss-n-ride	221	407	186
Park-n-ride	416	718	302
Auto Passenger	42	72	30
Total	21362	25396	4034

Under Option IX there would be a daily increase in boardings of nearly 4,000; of this nearly 3,400 trips are expected to be on bus feeder. Thus,

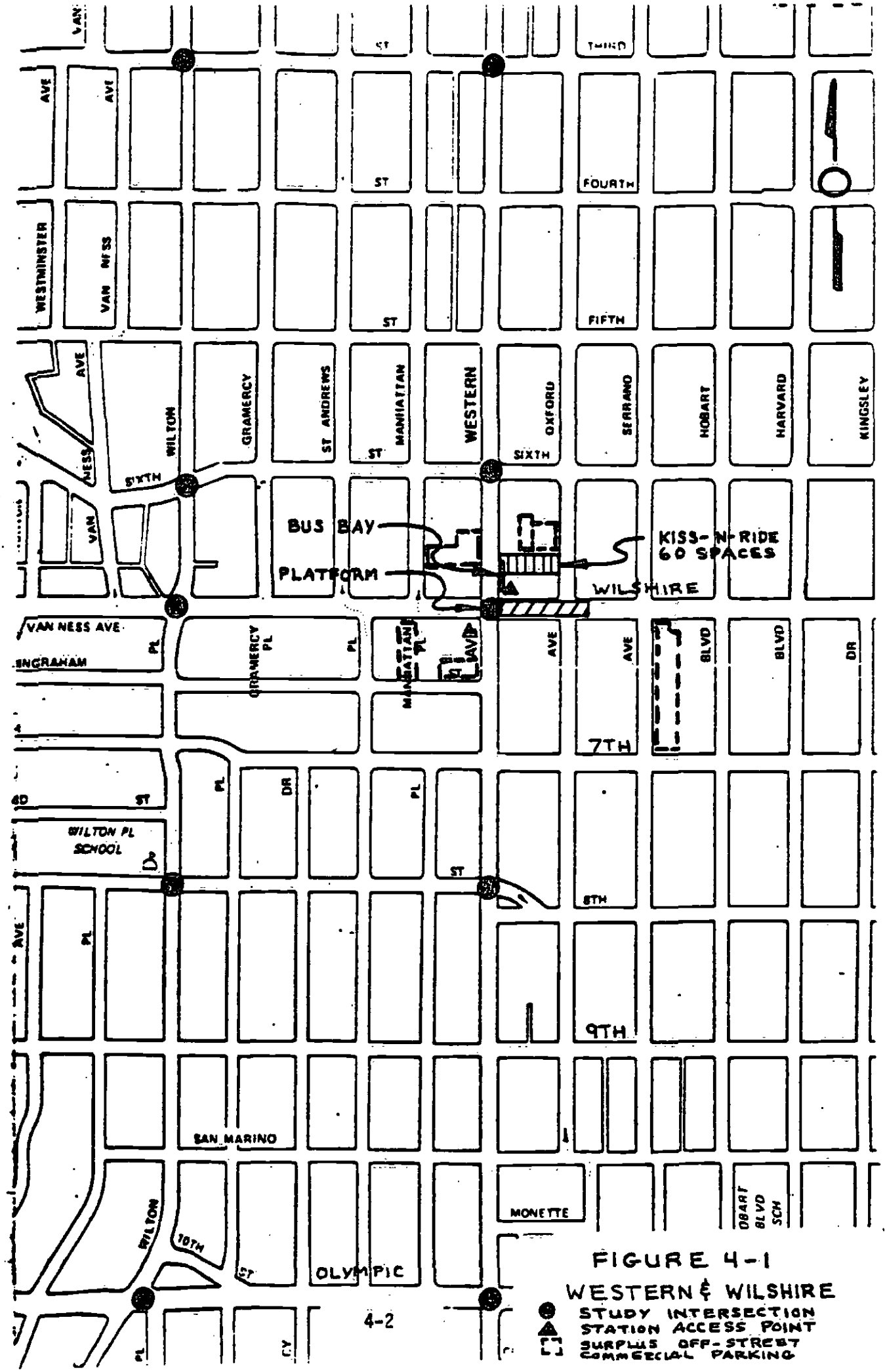

FIGURE 4-1

WESTERN & WILSHIRE

● STUDY INTERSECTION

▲ STATION ACCESS POINT

[ ] SURPLUS OFF-STREET COMMERCIAL PARKING

deletion of the Crenshaw Station would probably result in an increase of 500 daily auto trips to the Western/Wilshire Station. The intersection impacts are presented in Tables 4-1 and 4-2. Review of Table 4-1 discloses that the intersection V/C indices under Option IX are expected to be generally less than the Base Condition V/C indices and very similiar to those calculated for Option I/XII.

Table 4-1
Western and Wilshire Station (Without Crenshaw Station)
Intersection LOS and V/C Indices

LOCATION	CONDITION	Western - Wilshire Station (Without Crenshaw)											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
* Olympic/Western	2000 Base	F	1.18	F	1.15		1.18		1.15		1.18		1.15
	Option I/XII	F	1.16	F	1.14		1.16		1.14		1.16		1.14
	Option IX	F	1.16	F	1.15		1.16		1.15		1.16		1.15
* Olympic/Wilton	2000 Base	F	1.11	F	1.10		1.11		1.10		1.11		1.10
	Option I/XII	F	1.08	F	1.07		1.08		1.07		1.08		1.07
	Option IX	F	1.08	F	1.07		1.08		1.07		1.08		1.07
Western/Wilshire	2000 Base	E	.99	F	1.03		.99		1.03		.99		1.03
	Option I/XII	E	.93	E	.99		.93		.99		.93		.99
	Option IX	E	.94	F	1.02		.94		1.02		.94		1.02
Western/3rd	2000 Base	F	1.18	F	1.32		1.18		1.32		1.18		1.32
	Option I/XII	F	1.11	F	1.27		1.11		1.27		1.11		1.27
	Option IX	F	1.11	F	1.27		1.11		1.27		1.11		1.27
Western/6th	2000 Base	F	1.04	F	1.15		1.04		1.15		1.04		1.15
	Option I/XII	E	.99	F	1.11		.99		1.11		.99		1.11
	Option IX	E	1.00	F	1.12		1.00		1.12		1.00		1.12
Western/8th	2000 Base	E	.93	E	.98		.93		.98		.93		.98
	Option I/XII	D	.88	E	.95		.88		.95		.88		.95
	Option IX	D	.88	E	.95		.88		.95		.88		.95
* Wilshire/Wilton	2000 Base	E	.98	E	1.00		.98		1.00		.98		1.00
	Option I/XII	E	.94	E	.96		.94		.96		.94		.96
	Option IX	E	.94	E	.96		.94		.96		.94		.96
* Wilton/3rd	2000 Base	E	.99	F	1.17		.99		1.17		.99		1.17
	Option I/XII	E	.93	F	1.13		.93		1.13		.93		1.13
	Option IX	E	.93	F	1.13		.93		1.13		.93		1.13

*Common to Crenshaw/Wilshire

Option I/XII - With Crenshaw Station
Option IX - Without Crenshaw Station

WPLC5/1

LOCATION	CONDITION	Western - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
* Wilton/6th	2000 Base	D	.80	D	.89		.80		.89		.80		.89
	Option I/XII	C	.75	D	.85		.75		.85		.75		.85
	Option IX	C	.75	D	.86		.75		.86		.75		.86
* Wilton/8th	2000 Base	D	.84	E	.99		.84		.99		.84		.99
	Option I/XII	D	.80	E	.97		.80		.97		.80		.97
	Option IX	C	.79	E	.96		.79		.96		.79		.96

* Common to Crenshaw/Wilshire

Option I/XII - With Crenshaw Station
Option IX - Without Crenshaw Station

Table 4-2
Western and Wilshire Station (without Crenshaw Station)
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	2	1	4	3
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	0	2	1	4	3

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	1	3	5
No Change in V/C	0	0	0	0	0	1
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	0	0	1	3	6

4.12 Crenshaw/Wilshire Station

The deletion of a station at Crenshaw and Wilshire would result in an increase of the projected trips at adjacent stations east (Western) and west (La Brea) of this location. The daily (24-hour) mode-of-arrival model output for this station under Option I is: Walk Trips - 2,709; Bus Trips - 10,425; Kiss-n-ride - 216; Park-n-ride - 224; Auto Passenger - 22; Total Boardings 13,596. The anticipated increases in daily boardings at the Western and La Brea Stations under Option IX (Crenshaw Station deleted) total approximatley 6,000; thus it appears that 7600 Metro Rail boardings would be lost.

The same intersections that were evaluated under Option I/XII for this station were re-evaluated under Option IX and the results are presented in Tables 4-3 and 4-4. The anticipated circulation impacts of Option IX on the twelve study intersections are essentially the same as Option I/XII, and in all cases except one, the projected V/C indices for the With Project condition are less than the Base condition.

At the intersection of Crenshaw and Wilshire the V/C index for the PM peak hour is expected to increase from 1.11 (LOS F) under the Base condition to 1.12 under the Option IX condition. For Option I/XII the V/C index at this intersection would be 1.08.

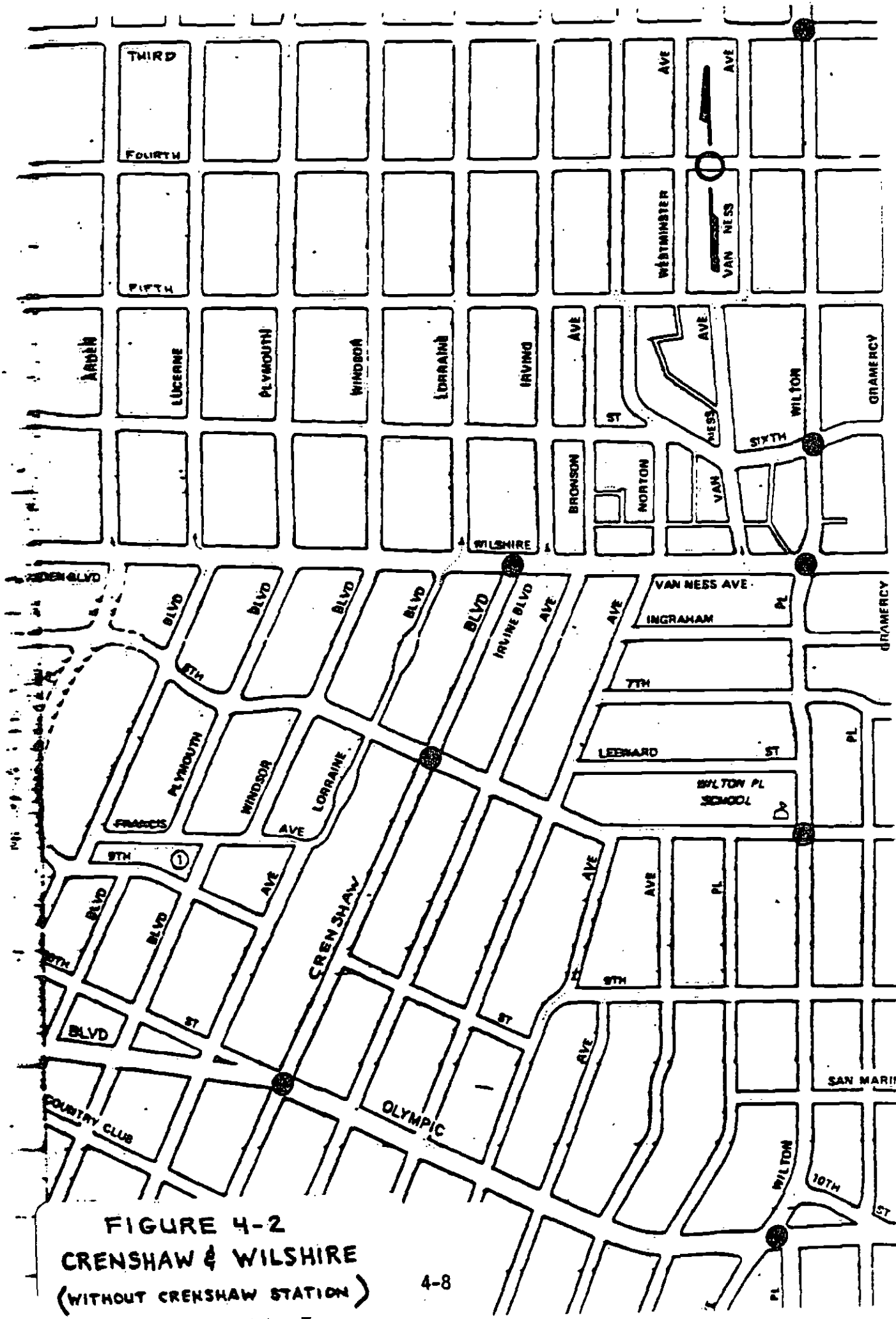

FIGURE 4-2
CRENSHAW & WILSHIRE
(WITHOUT CRENSHAW STATION)

Table 4-3
Crenshaw and Wilshire Station
Intersection LOS and V/C Indices

LOCATION	CONDITION	Crenshaw - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Crenshaw/Olympic	2000 Base	F	1.25	F	1.13		1.25		1.13		1.25		1.13
	Option I/XII	F	1.23	F	1.13		1.23		1.13		1.23		1.13
	Option IX	F	1.22	F	1.11		1.22		1.11		1.22		1.11
Crenshaw/ Wilshire	2000 Base	F	1.01	F	1.11		1.06		1.21		.93		.94
	Option I/XII	E	.96	F	1.08		1.02		1.18		.84		.91
	Option IX	E	.96	F	1.12		1.03		1.25		.84		.90
Crenshaw/8th	2000 Base	D	.84	E	.91		.84		.91		.84		.91
	Option I/XII	C	.78	E	.90		.78		.90		.78		.90
	Option IX	C	.77	D	.88		.77		.88		.77		.88
Larchmont/3rd	2000 Base	D	.89	E	.93		.89		.93		.89		.93
	Option I/XII	D	.83	D	.89		.83		.89		.83		.89
	Option IX	D	.83	D	.89		.83		.89		.83		.89
* Olympic/Wilton	2000 Base	F	1.11	F	1.10		1.11		1.10		1.11		1.10
	Option I/XII	F	1.08	F	1.07		1.08		1.07		1.08		1.07
	Option IX	F	1.08	F	1.07		1.08		1.07		1.08		1.07
Rossmore/ Wilshire	2000 Base	C	.71	D	.85		.62		.58		.76		1.01
	Option I/XII	B	.67	D	.82		.57		.53		.72		.99
	Option IX	B	.66	D	.82		.56		.53		.72		.99
Rossmore/3rd	2000 Base	F	1.16	F	1.09		1.16		1.09		1.16		1.09
	Option I/XII	F	1.13	F	1.05		1.13		1.05		1.13		1.05
	Option IX	F	1.13	F	1.05		1.13		1.05		1.13		1.05
Rossmore/6th	2000 Base	F	1.01	F	1.08		1.01		1.08		1.01		1.08
	Option I/XII	E	.91	F	1.05		.91		1.05		.91		1.05
	Option IX	E	.91	F	1.04		.91		1.04		.91		1.04

*Crenshaw to Western/Wilshire

Option I/XII - With Crenshaw Station
Option IX - Without Crenshaw Station

LOCATION	CONDITION	Crenshaw - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
* Wilshire/Wilton	2000 Base	E	.98	E	1.00		.98		1.00		.98		1.00
	Option I/XII	E	.94	E	.96		.94		.96		.94		.96
	Option IX	E	.94	E	.96		.94		.96		.94		.96
* Wilton/3rd	2000 Base	E	.99	F	1.17		.99		1.17		.99		1.17
	Option I/XII	E	.93	F	1.13		.93		1.13		.93		1.13
	Option IX	E	.93	F	1.13		.93		1.13		.93		1.13
* Wilton/6th	2000 Base	D	.80	D	.89		.80		.89		.80		.89
	Option I/XII	C	.75	D	.85		.75		.85		.75		.85
	Option IX	C	.75	D	.86		.75		.86		.75		.86
* Wilton/8th	2000 Base	D	.84	E	.99		.84		.99		.84		.99
	Option I/XII	D	.80	E	.97		.80		.97		.80		.97
	Option iX	C	.79	E	.96		.79		.96		.79		.96

**Common to Western/Wilshire

Option I/XII - With Crenshaw Station
Option IX - Without Crenshaw Station

Table 4-4
Crenshaw and Wilshire Station (Without Crenshaw Station)
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	1	3	1	4	3
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	1	3	1	4	3

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	4	2	5
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	1
Total	0	0	0	4	2	6

4.13 La Brea/Wilshire Station (Without Crenshaw Station)

Under Option I/XII (With Crenshaw Station) and Option IX (Without Crenshaw Station) the daily (24-hour) mode-of-arrival model output were as follows:

Mode-of-Arrival	Option I	Option IX	Changes
Walk	1313	1323	10
Bus Freeder	12301	14176	1875
Kiss-n-ride	349	408	59
Park-n-ride	322	333	11
Auto Passenger	32	33	1
Total	14317	16273	1956

Under Option IX there would be a daily increase in boardings of nearly 2,000; of this nearly 1,900 trips are expected to arrive on bus feeder and less then 100 would arrive by K/R, P/R and Auto Passenger. The circulation impacts on the La Brea Station study intersections would therefore be expected to be minor. The results of the reevaluation of study intersections are presented in Tables 4-5 and 4-6. All of the fourteen study intersections had projected V/C indices for the Option IX condition that were essentially the same as for Option I/XII.

FIGURE 4-3

LA BREA & WILSHIRE

● STUDY INTERSECTION
▲ STATION ACCESS POINT
[ ] SURPLUS OFF-STREET COMMERCIAL PARKING

Table 4-5
La Brea and Wilshire Station (Without Crenshaw Station)
Intersection LOS and V/C Indices

LOCATION	CONDITION	La Brea - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Edgewood/ La Brea	2000 Base	F	1.05	F	1.15		1.05		1.15		1.05		1.15
	Option I/XII	F	1.02	F	1.16		1.02		1.16		1.02		1.16
	Option IX	F	1.02	F	1.16		1.02		1.16		1.02		1.16
* Hauser/Olympic	2000 Base	F	1.16	F	1.21		1.16		1.21		1.16		1.21
	Option I/XII	F	1.16	F	1.20		1.16		1.20		1.16		1.20
	Option IX	F	1.16	F	1.20		1.16		1.20		1.16		1.20
* Hauser/Wilshire	2000 Base	D	.86	D	.85		.86		.85		.86		.85
	Option I/XII	C	.79	D	.82		.79		.82		.79		.82
	Option IX	C	.79	D	.82		.79		.82		.79		.82
* Hauser/6th	2000 Base	D	.85	D	.88		.85		.88		.85		.88
	Option I/XII	C	.75	D	.82		.75		.82		.75		.82
	Option IX	C	.75	D	.82		.75		.82		.75		.82
Highland/ Olympic	2000 Base	F	1.16	F	1.13		1.16		1.13		1.16		1.13
	Option I/XII	F	1.12	F	1.09		1.12		1.09		1.12		1.09
	Option IX	F	1.12	F	1.10		1.12		1.10		1.12		1.10
* Highland/ Wilshire	2000 Base	F	1.01	F	1.21		1.01		1.21		1.01		1.21
	Option I/XII	E	.96	F	1.17		.96		1.17		.96		1.17
	Option IX	E	.96	F	1.17		.96		1.17		.96		1.17
Highland/3rd	2000 Base	F	1.29	F	1.29		1.29		1.29		1.29		1.29
	Option I/XII	F	1.23	F	1.24		1.23		1.24		1.23		1.24
	Option IX	F	1.23	F	1.24		1.23		1.24		1.23		1.24
Highland/6th	2000 Base	F	1.04	F	1.29		1.04		1.29		1.04		1.29
	Option I/XII	E	.99	F	1.25		.99		1.25		.99		1.25
	Option IX	E	.99	F	1.25		.99		1.25		.99		1.25

*Common to Fairfax/Wilshire

Option I/XII - Without Crenshaw Sation
Option IX - With Crenshaw Station

WPLC6/1

LOCATION	CONDITION	La Brea - Wilshire Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
La Brea/Olympic	2000 Base	F	1.10	F	1.20		1.10		1.20		1.10		1.20
	Option I/XII	F	1.08	F	1.19		1.08		1.19		1.08		1.19
	Option IX	F	1.08	F	1.19		1.08		1.19		1.08		1.19
La Brea/Wilshire	2000 Base	D	.84	F	1.06		.84		1.06		.84		1.06
	Option I/XII	C	.79	F	1.05		.79		1.05		.79		1.05
	Option IX	C	.79	F	1.05		.79		1.05		.79		1.05
La Brea/3rd	2000 Base	F	1.18	F	1.21		1.18		1.21		1.18		1.21
	Option I/XII	F	1.12	F	1.16		1.12		1.16		1.12		1.16
	Option IX	F	1.12	F	1.16		1.12		1.16		1.12		1.16
La Brea/6th	2000 Base	E	.93	F	1.19		.93		1.19		.93		1.19
	Option I/XII	D	.89	F	1.16		.89		1.16		.89		1.16
	Option IX	D	.89	F	1.16		.89		1.16		.89		1.16
Olympic/Rimpau	2000 Base	D	.87	E	.95		.87		.95		.87		.95
	Option I/XII	D	.84	E	.92		.84		.92		.84		.92
	Option IX	D	.84	E	.92		.84		.92		.84		.92
Rimpau/Wilshire	2000 Base	C	.76	D	.81		.76		.81		.76		.81
	Option I/XII	C	.74	D	.80		.74		.80		.74		.80
	Option IX	C	.74	D	.80		.74		.80		.74		.80

Option I/XII - without Crenshaw Station
Option IX - with Crenshaw Station

Table 4-6
La Brea and Wilshire Station (Without Crenshaw Station)
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	4	2	2	5
No Change in V/C	0	0	0	0	0	1
Base V/C Less Than With Project V/C	0	0	0	0	0	0
Total	0	0	4	2	2	6

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	3	1	9
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	0	0	0	1
Total	0	0	0	3	1	10

4.2 Studio City Station

The Metro Rail Station at Studio City (at the east end of Bluffside Drive, west of the Hollywood Freeway, north of Ventura and east of Vineland) is projected to accomodate 13,600 to 14,400 daily boardings under Options I, IX and XII. This station is proposed to have a 2,500 space parking structure, kiss-n-ride facility, and an off-street bus facility. See Figure 4-4 for the locations of the preceding as well as proposed access points for the station facilities and the station platform. Detailed information on Station patronage and mode-of-arrival is provided in Appendices D, E and F. Bus volume and routing information at this station was not available.

Twelve intersections were evaluated in the vicinity of this station for the Base and With Project conditions. Seven of the intersections are expected to have a With Project LOS of D-or-worse with an increase in the V/C index of 0.02-or-more. The seven intersections are: Cahuenga/Lankershim; Hollywood Frwy N/B off-Universal Pl./Lankershim;Lankershim/Tour Center (South Gate); Lankershim/Ventura-Cahuenga; Laurel Canyon/Ventura, Moorpark/Vineland; and, Ventura/Vineland.

The V/C index for the Base and With Project conditions at the intersection of Cahuenga/Lankershim is expected to increase from 0.89 (LOS D) to 0.93 (LOS E) during the AM peak hour. For the PM peak hour the index would increase from 0.73 (LOS C) to 0.80 (LOS D). The V/C index increases are due to the projected increase of traffic on Cahuenga.

At the intersection of Hollywood Frwy northbound off-Universal Place/ Lankershim the V/C index is expected to increase for both the AM and PM peak hours. During the AM it would increase from 0.87 (LOS D) to 0.91 (LOS E) and for the PM peak hour, from 0.83 (LOS D) to 1.02 (LOS F). The increase for both time periods is attributed to anticipated increased traffic on Lankershim.

The intersection of Lankershim/Tour Center (South Gate) is expected to have the PM V/C index for the Base Condition increase from 0.89 (LOS D) to 0.95 (LOS E) for the With Project condition. During the AM, the V/C index is expected to remain unchanged for either condition. As with the prior intersection, these increases are due to the projected increase of traffic on Lankershim.

Lankershim/Ventura - Cahuenga also would experience increased traffic volumes during both the AM and PM peak hours. The increased volumes were associated primarily with turning movements between Lankershim and Ventura. The projected increased volumes would cause the PM peak hour V/C index to increase from 0.80 (LOS D) to 0.98 (LOS E).

For the intersection of Laurel Canyon/Ventura the projected AM and PM V/C indices increased from 0.84 (LOS D) and 1.05 (LOS F) for the Base condition to 0.88 (LOS D) and 1.06 (LOS F) for the With Project condition. These increases would primarily result from increases in through traffic on Ventura.

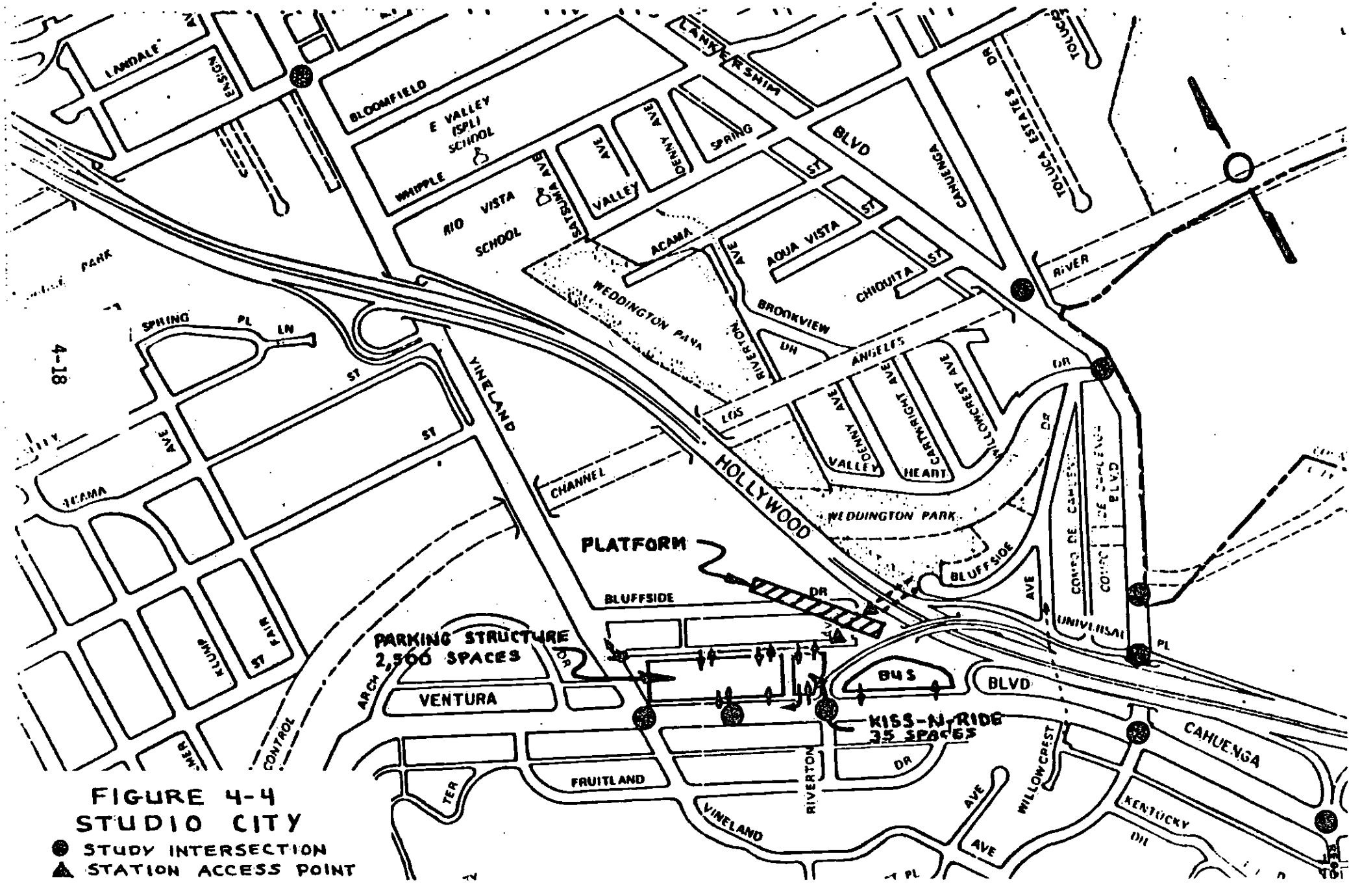

FIGURE 4-4
STUDIO CITY

● STUDY INTERSECTION
▲ STATION ACCESS POINT

At the intersection of Moorpark/Vineland the AM and PM V/C indices are both expected to increase. The increases would be caused by increased through and turning traffic at the intersection. The projected AM index would rise from 0.86 (LOS D) to 0.91 (LOS E) while the PM would increase from 0.85 (LOS D) to 1.11 (LOS F).

The final intersection is Ventura/Vineland. The projected V/C index during the AM would increase from 0.86 (LOS D) to 0.92 (LOS E). During the PM it would increase from 0.84 (LOS D) to 0.93 (LOS E). Again, the projected increases in through and turning traffic would result in the higher V/C indices.

Table 4-7
Studio City Station
Intersection LOS and V/C Indices

LOCATION	CONDITION	Studio City Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Bluffside/ Lankershim	2000 Base	C	.71	C	.74		.26		.66		.90		.77
	Option I	C	.74	C	.79		.26		.66		.94		.85
Cahuenga/ Hollywood Fwy-Regal Pl.	2000 Base	E	.94	D	.81		.94		.81		.94		.81
	Option I	E	.93	D	.80		.93		.80		.93		.80
Cahuenga/ Lankershim	2000 Base	D	.89	C	.73		.89		.58		.89		.80
	Option I	E	.93	D	.80		.93		.80		.93		.80
Hollywood Fwy N/B Off-Universal/ Lankershim	2000 Base	D	.87	D	.83		.87		.83		.87		.83
	Option I	E	.91	F	1.02		.91		1.02		.91		1.02
Lankershim/ Tour Center	2000 Base	F	1.16	D	.89		1.16		.89		1.16		.89
	Option I	F	1.16	E	.95		1.16		.95		1.16		.95
Lankershim/ Ventura-Cahuenga Bl. W	2000 Base	E	.90	D	.80		.90		.80		.90		.80
	Option I	D	.87	E	.98		.87		.98		.87		.98
Laurel Canyon/ Ventura	2000 Base	D	.84	F	1.05		.84		1.05		.84		1.05
	Option I	D	.88	F	1.06		.88		1.06		.88		1.06
Moorpark/ Vineland	2000 Base	D	.86	D	.85		.86		.85		.86		.85
	Option I	E	.91	F	1.11		.91		1.11		.91		1.11

WPLC6/1

LOCATION	CONDITION	Studio City Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Riverton/ Ventura	2000 Base	C	.72	C	.75		.43		.75		.80		.75
	Option I/XII	C	.71	C	.76		.43		.76		.78		.76
Studio City Parking Access/ Ventura	2000 Base				NOT		SIGNALIZED						
	Option I	A	.49	C	.79		.08		.79		.73		.79
Tujunga/Ventura	2000 Base	A	.54	B	.65		.33		.40		.65		.76
	Option I/XII	A	.58	C	.70		.27		.35		.72		.87
Ventura/ Vineland	2000 Base	D	.86	D	.84		.86		.84		.86		.84
	Option I/XII	E	.92	E	.93		.92		.93		.92		.93

WPLC6/1

Table 4-8
Studio City Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	1	1	1	0
No Change in V/C	0	0	0	0	0	1
Base V/C Less Than With Project V/C	2	0	1	1	4	0
Total	2	0	2	2	5	1

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	0	0	0	1	0	0
No Change in V/C	0	0	0	0	0	0
Base V/C Less Than With Project V/C	0	0	4	1	3	3
Total	0	0	4	2	3	3

4.3 Chandler and Lankershim Station (aerial)

The Metro Rail Station at Chandler and Lankershim (Chandler west of Tujunga to east of Lankershim) has projected daily boardings of 16,600 and 17,000 under Option I and IX. Under Option XII the boardings are expected to drop to 7,100; this would be due to the proposed Metro Rail Station at Laurel Canyon and Chandler. The SCRTD Board has deleted the Laurel Canyon Station from all analysis, therefore, only the Option I/IX impacts are addressed. Detailed boarding and mode-of-arrival information is available in Appendices D, E and F. The station would have a 2,500 space parking structure, off-street bus and kiss-n-ride facilities; these facilities and staton access points are shown on Figure 4-5. Bus volume and routing information was not available.

Seventeen intersections were selected for evaluation and the results are contained in Tables 4-9 and 4-10. Of the seventeen intersections, four are expected to have a V/C index increase of 0.02-or-greater and a With Project LOS of D-or-worse. The four intersections are: Burbank/ Colfax; Burbank/ Lankershim/ Tujunga; Chandler/Lankershim (south intersection) and, Chandler/ Tujunga (north intersection).

At the intersection of Burbank/Colfax, the projected V/C index during the PM peak hour would increase from 0.72 (LOS C) to 0.89 (LOS D). The increase would result from increased turning movements on Colfax and increased through traffic on Burbank.

The intersection of Burbank/Lankershim/Tujunga is expected to have a V/C index increase during both peak hour periods. Under the projected Base and With Project conditions for the AM, the V/C index would increase from 0.82 (LOS D) to 1.41 (LOS F). For the evening, the index would increase from 0.70 (LOS C) to 1.08 (LOS F). The V/C index changes would result from increases in through and/or turning traffic on all streets.

During the PM peak hour the projected V/C index at Chandler/Lankershim south intersection) would increase from 0.57 (LOS A) to 1.27 (LOS F). Again, the projected increases in both through and turning traffic at this intersection would cause the V/C index to increase.

The fourth intersection, Chandler/Tujunga (north intersection), is expected to have the AM V/C index increase from 0.54 (LOS A) to 0.92 (LOS E) and the PM index increase from 0.71 (LOS C) to 0.99 (LOS E). The increases would be caused by anticipated additional through and turning traffic on both streets.

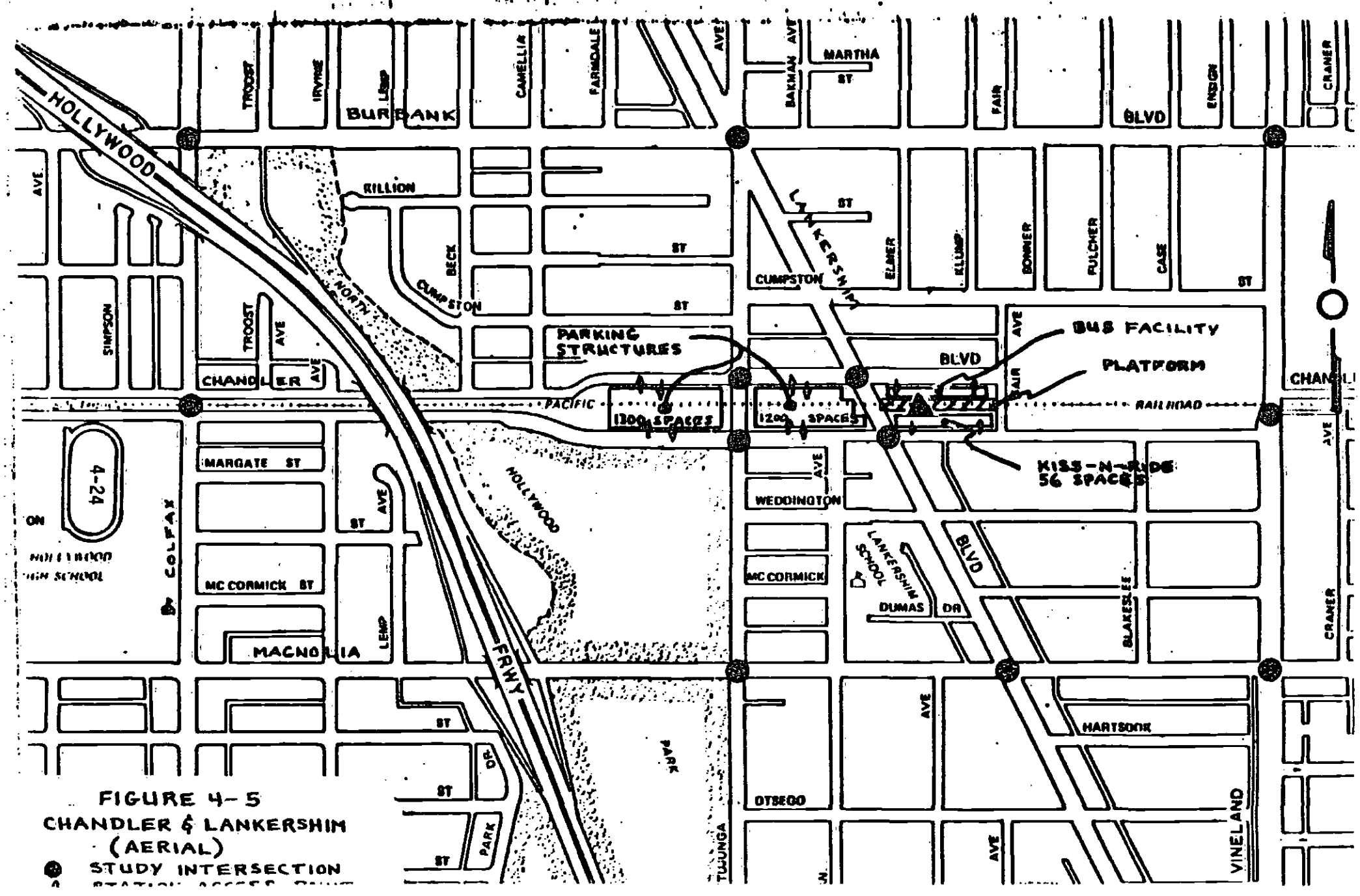

FIGURE 4-5
CHANDLER & LANKERSHIM
(AERIAL)
● STUDY INTERSECTION

Table 4-9
Chandler and Lankershim Station (Aerial)
Intersection LOS and V/C Indices

LOCATION	CONDITION	Chandler - Lankershim Station (Aerial)											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Burbank/ Cahuenga	2000 Base	D	.85	C	.77		.85		.77		.85		.77
	Option I	D	.80	C	.79		.80		.79		.80		.79
Burbank/Colfax	2000 Base	A	.57	C	.72		.57		.75		.57		.68
	Option I	B	.63	D	.89		.63		.89		.63		.89
Burbank/ Lankershim/ Tujunga	2000 Base	D	.82	C	.70		.82		.70		.82		.70
	Option I	F	1.41	F	1.08		1.41		1.08		1.41		1.08
Burbank/ Vineland	2000 Base	C	.71	B	.68		.71		.68		.71		.68
	Option I	C	.77	C	.77		.77		.77		.77		.77
Cahuenga/ Magnolia	2000 Base	B	.64	D	.83		.64		.83		.64		.83
	Option I	A	.59	D	.80		.59		.80		.59		.80
Camarillo/ Lankershim/ Vineland*	2000 Base	C	.77	E	.94		.77		.94		.77		.94
	Option I	C	.70	E	.90		.70		.90		.70		.98
Chandler/ Lankershim	2000 Base	B	.62	A	.57		.62		.57		.62		.57
	Option I	C	.71	F	1.27		.71		1.27		.71		1.27
Chandler/ Laurel Canyon	2000 Base	B	.64	D	.87		.64		.87		.64		.87
	Option I	B	.64	D	.88		.64		.88		.64		.88

*Vineland: 2000 Base AM-0.77; PM-0.94
Option I AM-0.70; PM-0.90

WPLC6/1

LOCATION	CONDITION	Chandler - Lankershim Station (Aerial)											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Chandler/ Tujunga (N I/S)	2000 Base	A	.54	C	.71		.19		.49		.72		.82
	Option I	E	.92	E	.99		.18		.68		1.27		1.16
Chandler/ Tujunga (S I/S)	2000 Base	A	.53	A	.38		.53		.35		.53		.39
	Option I	B	.63	B	.66		.63		.61		.63		.68
Chandler/ Vineland	2000 Base	A	.37	A	.46		.27		.46		.43		.46
	Option I	A	.33	A	.46		.16		.31		.43		.54
Lankershim/ Magnolia	2000 Base	B	.66	C	.71		.66		.71		.66		.71
	Option I	A	.56	A	.59		.56		.59		.56		.59
Lankershim/ Oxnard	2000 Base	B	.60	B	.66		.63		.66		.54		.66
	Option I	B	.67	C	.74		.75		.74		.54		.74
Magnolia/ Tujunga	2000 Base	C	.76	D	.84		.76		.84		.76		.84
	Option I	C	.71	D	.83		.71		.83		.71		.83
Magnolia/ Vineland	2000 Base	A	.58	B	.69		.58		.69		.58		.69
	Option I	B	.60	C	.74		.60		.74		.60		.74
Oxnard/ Tujunga	2000 Base	A	.39	A	.55		.39		.55		.39		.55
	Option I	A	.36	A	.52		.36		.52		.36		.52

LOCATION	CONDITION	Chandler - Lankershim Station (Aerial)											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Oxnard/ Vineland	2000 Base	A	.56	C	.74		.40		.74		.61		.74
	Option I	A	.58	C	.78		.58		.78		.58		.78

Table 4-10
Chandler and Lankershim Station (Aerial)
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	4	0	2	1	0	0
No Change in V/C	0	1	0	0	0	0
Base V/C Less Than With Project V/C	1	4	2	0	1	1
Total	5	5	4	1	1	1

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	2	0	0	2	1	0
No Change in V/C	1	0	0	0	0	0
Base V/C Less Than With Project V/C	0	1	5	2	1	2
Total	3	1	5	4	2	2

4.4 Lankershim Station

The proposed Metro Rail Station at Lankershim and Chandler (east of Lankershim between Chandler and Magnolia) has projected daily boardings of 16,600 and 17,000 under Option I and IX. Under Option XII the boardings would drop to 7,100; due to the addition of a Metro Rail Station at Laurel Canyon and Chandler. The SCRTD Board has deleted the Laurel Canyon Station from all analysis, therefore, only the Option I/IX impacts will be addressed. Detailed boarding and mode-of-arrival information is available in Appendices D, E and F. The station would have a 2,500 space parking structure and off-street kiss-n-ride facilities; these facilities and station access points are shown on Figure 4-6. The location of bus facilities was not known.

Seventeen intersections were selected for evaluation and the results are contained in Tables 4-11 and 4-12. Of the seventeen intersections, four are expected to have V/C index increases of 0.02-or-greater and a With Project LOS of D-or-worse. The four intersections are: Burbank/Colfax; Burbank/Lankershim; Burbank/Vineland; and, Chandler/Lankershim.

At the intersection of Burbank/Colfax the V/C index during the PM peak hour is expected to increase from 0.72 (LOS C) to 0.81 (LOS D). The increase would be caused by increase turning movements on Colfax and increased through traffic on Burbank.

The intersection of Burbank/Lankershim/Tujunga is expected to have V/C index increases during both peak hour periods. Under the Base and With Project conditions for the AM Peak hour the V/C index would increase from 0.82 (LOS D) to 1.21 (LOS F) and for the evening peak hour the index would increase from 0.70 (LOS C) to 1.16 (LOS F). The V/C index changes are expected to result from increases in through and/or turning traffic on all streets.

At the intersection of Burbank and Vineland the V/C index for the Base and With Project condition would increase during the AM peak period from 0.71 (LOS C) to 0.96 (LOS E).

For the intersection of Chandler/Lankershim (south intersection) the Base and With Project V/C index is anticipated to increase during the AM peak period from 0.62 (LOS B) to 1.10 (LOS F). During the PM peak hour the V/C index would increase from 0.57 (LOS A) to 1.65 (LOS F). Again, projected increases in both through and turning traffic at this intersection are expected to cause the V/C index to increase.

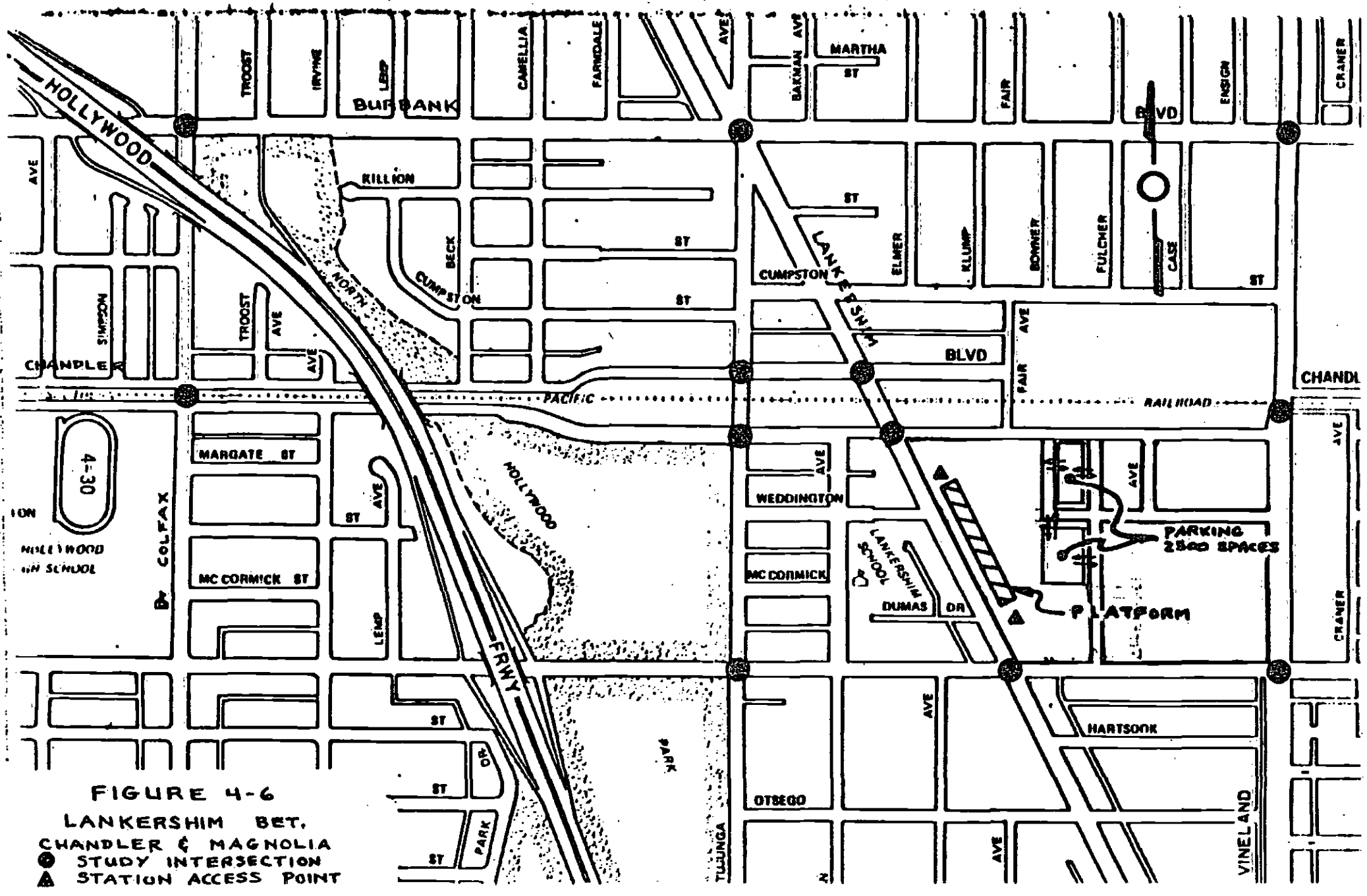

FIGURE 4-6

LANKERSHIM BET. CHANDLER & MAGNOLIA

● STUDY INTERSECTION

▲ STATION ACCESS POINT

Table 4-11
Lankershim Station
Intersection LOS and V/C Indices

LOCATION	CONDITION	Lankershim Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Burbank/ Cahuenga	2000 Base	D	.85	C	.77		.85		.77		.85		.77
	Option I	D	.80	C	.79		.80		.79		.80		.79
Burbank/Colfax	2000 Base	A	.57	C	.72		.57		.75		.57		.68
	Option I	B	.62	D	.81		.62		.91		.62		.64
Burbank/ Lankershim/ Tujunga	2000 Base	D	.82	C	.70		.82		.70		.82		.70
	Option I	F	1.21	F	1.16		1.21		1.07		1.21		1.21
Burbank/ Vineland	2000 Base	C	.71	B	.68		.71		.68		.71		.61
	Option I	E	.96	C	.78		.96		.78		.96		.78
Cahuenga/ Magnolia	2000 Base	B	.64	D	.83		.64		.83		.64		.83
	Option I	A	.59	D	.80		.59		.80		.59		.80
Camarillo/ Lankershim/ Vineland*	2000 Base	C	.77	E	.94		.77		.94		.77		.94
	Option I	C	.73	D	.88		.73		.88		.73		.88
Chandler/ Lankershim	2000 Base	B	.62	A	.57		.62		.57		.62		.57
	Option I	F	1.10	F	1.65		1.10		1.65		1.10		1.65
Chandler/ Laurel Cyn.	2000 Base	B	.64	D	.87		.64		.87		.64		.87
	Option I	B	.64	D	.88		.64		.88		.64		.88

*Vineland: 2000 Base AM-0.77, PM 0.94
Option I AM-0.73, PM 0.88

WPLC6/1

LOCATION	CONDITION	Lankershim Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Chandler/ Tujunga (N I/S)	2000 Base	A	.54	C	.71		.19		.49		.72		.82
	Option I	A	.50	C	.71		.18		.55		.66		.80
Chandler/ Tujunga (S I/S)	2000 Base	A	.53	A	.38		.53		.35		.53		.35
	Option I	A	.52	A	.37		.52		.37		.52		.37
Chandler/ Vineland	2000 Base	A	.37	A	.46		.27		.46		.43		.46
	Option I	A	.43	A	.55		.25		.55		.54		.55
Lankershim/ Magnolia	2000 Base	B	.66	C	.71		.66		.71		.66		.71
	Option I	B	.67	C	.72		.67		.72		.67		.72
Lankershim/ Oxnard	2000 Base	B	.60	B	.66		.63		.66		.54		.66
	Option I	B	.68	C	.75		.75		.78		.57		.71
Magnolia/ Tujunga	2000 Base	C	.76	D	.84		.76		.84		.76		.84
	Option I	C	.72	D	.81		.72		.81		.72		.81
Magnolia/ Vineland	2000 Base	A	.58	B	.69		.58		.69		.58		.69
	Option I	A	.58	B	.68		.58		.68		.58		.68
Oxnard/Tujunga	2000 Base	A	.39	A	.55		.39		.55		.39		.55
	Option I	A	.36	A	.53		.36		.53		.36		.53

LOCATION	CONDITION	Lankershim Station											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Oxnard/Vineland	2000 Base	A	.56	C	.74		.40		.74		.61		.74
	Option I	A	.58	C	.78		.58		.78		.58		.78

Table 4-12
Lankershim Station
Intersection Summary - With Project LOS and Changes

AM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	4	0	2	1	0	0
No Change in V/C	1	1	0	0	0	0
Base V/C Less Than With Project V/C	2	3	0	0	1	2
Total	7	4	2	1	1	2

PM Peak Hour						
	Level of Service (With Project Condition)					
	A	B	C	D	E	F
Base V/C Greater Than With Project V/C	1	1	0	3	0	0
No Change in V/C	0	0	1	0	0	0
Base V/C Less Than With Project V/C	2	0	5	2	0	2
Total	3	1	6	5	0	2

CHAPTER 5 - To Be Added

CHAPTER 6 - Bibliography

1. Metro Rail Project WBS Task 12BB, Vehicle Trip Tables 1979 - SCAG 78; Barton-Aschman Associates/SCRTD.

2. Metro Rail Project WBS Task 12BB, Vehicle Trip Tables 1995 No Build - SCAG 78; Barton-Aschman Associates/SCRTD.

3. Metro Rail Project WBS Task 12BC, Vehicle Trip Tables - 2000 No Build - SCAG 82B; Barton-Aschman Associates/SCRTD.

4. Metro Rail Project - WBS Task 12BC, Vehicle Trip Tables - 2000 Build (Option I) - SCAG 82B; Barton-Aschman Associates, SCRTD.

5. Metro Rail Project - WBS Task 18BC, Vehicle Trip Tables - 2000 Build (Option VII)- SCAG 82B; Barton-Aschman Associates/SCRD.

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7. Metro Rail Project - WBS Task 12 BC, Mode-of-Arrival - Option VII - SCAG 82B- All Stations; Barton-Aschman Associates/SCRTD, 10 Sep 82.

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15. Metro Rail Project - WBS Task 1141, 1980 Traffic Volumes; LADOT May, 1982

16. Metro Rail Project - WBS Task 1142, 2000 Base Condition Traffic Volumes; LADOT, October 1982.

17. Metro Rail Project - WBS Task 1143, 2000 With Project (Option I/XII) Traffic Volumes; LADOT, December 1982.

18. Metro Rail Project - WBS Task 1241, 1980 V/C Ratios; LADOT, May 1982.

19. Metro Rail Project - WBS Task 1242, 2000 Base Condition V/C Ratios; LADOT, November 1982.

20. Metro Rail Project - WBS Task 18BAH 1341, 1980 Parking Inventory; LADOT, June 1982.

Appendices

Appendix A

Results of Intersection Analysis

Existing, 2000 Base and 2000 With Project Conditions

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Alameda/Aliso - Commercial	1980	A	.52	B	.66		.52		.69		.53		.61
	2000 Base	A	.51	D	.81		.51		.81		.51		.81
	Option I/XII	A	.50	D	.84		.50		.84		.50		.84
Alameda/Arcadia	1980	B	.59	A	.54		.51		.66		.64		.31
	2000 Base	A	.54	A	.45		.54		.45		.54		.45
	Option I/XII	A	.53	A	.46		.53		.46		.53		.46
Alameda/ Los Angeles	1980	A	.37	A	.55		.64		.55		.13		.67
	2000 Base	A	.51	E	.99		.68		.99		.27		.99
	Option I/XII	A	.58	E	.94		.84		.94		.20		.94
Alameda/Macy	1980	C	.72	B	.69		.69		.81		.74		.60
	2000 Base	D	.85	D	.83		.85		.83		.85		.83
	Option I/XII	E	.92	F	1.09		.92		1.09		.92		1.09
Alameda/N. Main	1980	A	.40	B	.60		.43		.68		.34		.56
	2000 Base	A	.53	C	.70		.60		.70		.40		.70
	Option I/XII	A	.52	B	.67		.60		.67		.38		.67
Alameda/Temple	1980	A	.41	A	.51		.45		.38		.36		.70
	2000 Base	B	.60	C	.72		.60		.72		.60		.72
	Option I/XII	A	.53	B	.62		.53		.62		.53		.62
Aliso/Los Angeles	1980	A	.35	B	.64		.28		.67		.45		.61
	2000 Base	A	.47	C	.79		.47		.79		.47		.79
	Option I/XII	A	.45	C	.78		.45		.78		.45		.78
Aliso/N. Broadway	1980	A	.40	A	.45		.52		.36		.32		.48
	2000 Base	B	.63	B	.63		.63		.55		.63		.67
	Option I/XII	B	.63	B	.64		.63		.64		.63		.64

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Aliso/N. Main	1980	A	.18	A	.51		.25		.49		.11		.52
	2000 Base	A	.33	B	.68		.33		.68		.33		.68
	Option I/XII	A	.34	B	.65		.34		.65		.34		.65
Aliso/Spring	1980	A	.55	A	.27		.57		.40		.53		.18
	2000 Base	D	.80	A	.43		.80		.43		.80		.43
	Option I/XII	C	.76	A	.41		.76		.41		.76		.41
Alvarado/Olympic	1980	B	.64	D	.82		.45		.69		.76		.90
	2000 Base	D	.87	E	1.00		.77		.83		.92		1.10
	Option I/XII	C	.78	E	.95		.59		.70		.90		1.11
Alvarado/Wilshire	1980	A	.56	C	.79		.49		.78		.65		.79
	2000 Base	C	.74	F	1.02		.74		1.02		.74		1.02
	Option I/XII	C	.73	E	.90		.73		.90		.73		.90
Alvarado/3rd	1980	D	.83	E	.94		.72		.77		.92		1.08
	2000 Base	F	1.14	F	1.26		1.14		1.26		1.14		1.26
	Option I/XII	F	1.05	F	1.25		1.05		1.25		1.05		1.25
Alvarado/6th	1980	A	.57	D	.86		.55		.90		.58		.83
	2000 Base	B	.62	E	.98		.62		.98		.62		.98
	Option I/XII	B	.62	D	.81		.62		.81		.62		.81
Alvarado/7th	1980	A	.40	A	.59		.43		.59		.36		.59
	2000 Base	A	.52	E	.90		.52		.90		.52		.90
	Option I/XII	A	.51	C	.71		.51		.71		.51		.71
Alvarado/8th	1980	A	.50	B	.68		.48		.62		.52		.74
	2000 Base	B	.63	D	.86		.63		.86		.63		.86
	Option I/XII	B	.62	D	.80		.62		.80		.62		.80

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Alvarado/9th	1980	A	.40	A	.48		.36		.47		.48		.51
	2000 Base	C	.70	C	.72		.70		.72		.70		.72
	Option I/XII	A	.50	A	.55		.50		.55		.50		.55
Arcadia/ Los Angeles	1980	A	.52	A	.41		.71		.30		.28		.52
	2000 Base	B	.64	A	.53		.64		.53		.64		.53
	Option I/XII	B	.61	A	.45		.61		.45		.61		.45
Aracdia/ N. Broadway	1980	A	.25	A	.53		.18		.63		.30		.47
	2000 Base	A	.37	C	.71		.27		.71		.42		.71
	Option I/XII	A	.31	B	.65		.24		.65		.35		.65
cadia/N. Main	1980	A	.27	A	.47		.31		.28		.22		.77
	2000 Base	A	.33	B	.60		.33		.60		.33		.60
	Option I/XII	A	.35	A	.57		.35		.57		.35		.57
Arcadia/Spring	1980	B	.63	A	.31		.63		.31		.62		.31
	2000 Base	C	.79	A	.36		.79		.36		.79		.36
	Option I/XII	C	.73	A	.33		.73		.33		.73		.33
Beaudry/Wilshire	1980	A	.43	A	.41		.46		.37		.41		.56
	2000 Base	A	.57	A	.58		.57		.58		.57		.58
	Option I/XII	A	.56	A	.55		.56		.55		.56		.55
Beaudry/3rd	1980	A	.59	B	.63		.78		.65		.44		.62
	2000 Base	F	1.28	D	.82		1.28		.82		1.28		.82
Deleted (Flower/3rd Station)													
Beaudry/4th	1980	A	.55	B	.61		.67		.74		.44		.47
	2000 Base	D	.84	F	1.26		.84		1.32		.84		1.07
Deleted (Flower/3rd Station)													

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Beaudry/6th	1980	A	.46	A	.34		.71		.31		.33		.44
	2000 Base	C	.72	B	.64		.72		.64		.72		.64
	Option I/XII	C	.70	B	.61		.70		.61		.70		.61
Beverly/ Crescent Heights	1980	D	.89	E	.93		.89		1.10		.90		.73
	2000 Base	E	.92	E	1.00		.92		1.00		.92		1.00
	Option I/XII	D	.89	E	.97		.89		.97		.89		.97
Beverly/Fairfax	1980	D	.85	E	.95		.94		1.01		.76		.88
	2000 Base	E	.96	F	1.07		.96		1.07		.96		1.07
	Option I/XII	E	.95	F	1.07		.95		1.07		.95		1.07
Beverly/Gardner	1980	A	.56	C	.76		.61		.76		.39		.68
	2000 Base	C	.79	E	.96		.79		.96		.79		.96
	Option I/XII	D	.82	E	.99		.86		.99		.74		.99
Beverly/La Cienega	1980	E	.91	F	1.11		.86		1.16		.96		1.07
	2000 Base	E	.90	F	1.17		.90		1.17		.90		1.17
	Option I/XII	D	.82	E	.99		.86		.99		.74		.99
Bixel/Wilshire Deleted (Flower/3rd and/or Wilshire/Witmer Sta.)	1980	A	.54	B	.64		.70		.77		.43		.56
	2000 Base	C	.72	D	.87		.72		.87		.72		.87
Bixel/6th Deleted (Flower/3rd and/or Wilshire/Witmer Sta.)	1980	A	.52	A	.59		.43		.63		.59		.56
	2000 Base	C	.71	C	.74		.71		.74		.71		.74
Bixel/7th	1980	B	.62	B	.61		.70		.49		.54		.73
	2000 Base	D	.83	D	.84		.83		.84		.83		.84
	Option I/XII	D	.83	D	.85		.83		.85		.83		.85

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Bixel/8th	1980	A	.59	B	.61		.88		.50		.32		.70
	2000 Base	D	.80	C	.77		.80		.77		.80		.77
	Option I/XII	C	.78	C	.79		.78		.79		.78		.79
Bluffside/ Lankershim	1980	A	.46	A	.47		.17		.55		.58		.44
	2000 Base	C	.71	C	.74		.26		.66		.90		.77
	Option I (4)	C	.79	E	.92		.26		.92		1.02		.92
	Option I (5)	C	.74	C	.79		.26		.66		.94		.85
N. Broadway/ Temple	1980	D	.84	C	.75		1.07		.49		.59		1.00
	2000 Base	F	1.07	F	1.25		1.07		1.25		1.07		1.25
	Option I/XII	E	.99	F	1.15		.99		1.15		.99		1.15
Broadway/1st	1980	C	.76	C	.73		.71		.65		.81		.79
	2000 Base	E	1.00	F	1.07		1.00		1.07		1.00		1.07
	Option I/XII	E	.93	E	1.00		.93		1.00		.93		1.00
Broadway/2nd	1980	B	.60	A	.58		.74		.54		.46		.63
	2000 Base	D	.86	E	.92		.86		.92		.86		.92
	Option I/XII	D	.80	D	.85		.80		.85		.80		.85
Broadway/3rd	1980	A	.48	A	.58		.48		.62		.48		.55
	2000 Base	B	.69	E	1.00		.69		1.00		.69		1.00
	Option I/XII	B	.66	D	.82		.66		.82		.66		.82
Broadway/4th	1980	A	.40	B	.66		.42		.59		.38		.73
	2000 Base	C	.74	E	.98		.74		.98		.74		.98
	Option I/XII	C	.75	E	.98		.75		.98		.75		.98
Broadway/5th	1980	B	.62	B	.60		.50		.50		.74		.70
	2000 Base	D	.84	E	.91		.84		.91		.84		.91
	Option I/XII	D	.84	E	.93		.84		.93		.84		.93

(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Broadway/6th	1980	C	.70	C	.79		.62		.91		.77		.72
	2000 Base	D	.88	E	.98		.88		.98		.88		.98
	Option I/XII	D	.83	E	.99		.83		.99		.83		.99
Broadway/7th	1980	A	.56	A	.61		.63		.72		.49		.49
	2000 Base	B	.61	C	.75		.61		.75		.61		.75
	Option I/XII	B	.61	C	.75		.61		.75		.61		.75
Broadway/8th	1980	A	.56	A	.56		.47		.53		.64		.58
	2000 Base	C	.72	D	.84		.72		.84		.72		.84
	Option I/XII	C	.75	D	.85		.75		.85		.75		.85
Burbank/Cahuenga	1980	A	.59	A	.52		.71		.55		.46		.49
	2000 Base	D	.85	C	.77		.85		.77		.85		.77
	Option I (1)	D	.80	C	.79		.80		.79		.80		.79
	Option I (2)	D	.80	C	.79		.80		.79		.80		.79
	Option I (3)	D	.80	C	.79		.80		.79		.80		.79
Burbank/Colfax	1980	A	.51	B	.67		.47		.79		.55		.52
	2000 Base	A	.57	C	.72		.57		.75		.57		.68
	Option I (1)	B	.63	D	.89		.63		.89		.63		.89
	Option I (2)	B	.62	D	.81		.62		.91		.62		.64
	Option I (3)	B	.63	D	.89		.63		.89		.63		.89
Burbank/ Lankershim/Tujunga	1980	B	.66	A	.58		.81		.57		.54		.58
	2000 Base	D	.82	C	.70		.82		.70		.82		.70
	Option I (1)	F	1.41	F	1.08		1.41		1.08		1.41		1.08
	Option I (2)	F	1.21	F	1.16		1.21		1.07		1.21		1.21
	Option I (3)	F	1.41	F	1.08		1.41		1.08		1.41		1.08
Burbank/Vineland	1980	C	.78	C	.77		.87		.80		.69		.75
	2000 Base	C	.71	B	.68		.71		.68		.71		.68
	Option I (1)	C	.77	C	.77		.77		.77		.77		.77
	Option I (2)	E	.96	C	.78		.96		.78		.96		.78
	Option I (3)	C	.77	C	.77		.77		.77		.77		.77
Cahuenga/Fountain	1980	A	.52	C	.74		.47		.67		.55		.79
	2000 Base	B	.68	E	.98		.68		.98		.68		.98
	Option I/XII	B	.69	E	.97		.69		.97		.69		.97

(1) - Chandler/Lankershim Station, Subway
(2) - Lankershim between Chandler and Magnolia Station, Subway
(3) - Chandler/Lankershim Station, Aerial

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Cahuenga/Franklin	1980	C	.76	E	.99		.63		1.03		.95		.93
	2000 Base	D	.86	F	1.12		.86		1.12		.86		1.12
	Option I/XII	D	.88	F	1.09		.88		1.09		.88		1.09
Cahuenga/Hollywood	1980	C	.72	E	.90		.86		.95		.58		.84
	2000 Base	E	.95	F	1.13		.95		1.13		.95		1.13
	Option I/XII	E	.98	F	1.23		.98		1.23		.98		1.23
Cahuenga/Hwd Fwy Ramps-Regal Pl.	1980	D	.85	C	.77		.85		.77		.85		.77
	2000 Base	E	.94	D	.81		.94		.81		.94		.81
	Option I (4)	E	.96	D	.85		.96		.85		.96		.85
	Option I (5)	E	.93	D	.80		.93		.80		.93		.80
Cahuenga/ Lankershim	1980	A	.53	A	.55		.50		.32		.56		.74
	2000 Base	D	.89	C	.73		.89		.58		.89		.80
	Option I (4)	F	1.01	D	.85		1.01		.85		1.01		.85
	Option I (5)	E	.93	D	.80		.93		.80		.93		.80
Cahuenga/ Magnolia	1980	A	.58	C	.75		.74		.83		.45		.69
	2000 Base	B	.64	D	.83		.64		.83		.64		.83
	Option I (1)	A	.59	D	.80		.59		.80		.59		.80
	Option I (2)	A	.59	D	.80		.59		.80		.59		.80
	Option I (3)	A	.59	D	.80		.59		.80		.59		.80
Cahuenga/Moorpark	1980	A	.45	A	.42		.49		.41		.38		.44
	2000 Base	B	.67	C	.72		.67		.72		.67		.72
	Option I (1)	B	.69	C	.76		.69		.76		.69		.76
Cahuenga/Sunset	1980	B	.62	C	.74		.75		.82		.52		.67
	2000 Base	D	.81	E	1.00		.81		1.00		.81		1.00
	Option I/XII	C	.78	F	1.02		.78		1.02		.78		1.02
Camarillo/ Lankershim/ Vineland*	1980	D	.82	F	1.08		.75		1.10		.78		1.06
	2000 Base	C	.77	E	.94		.77		.94		.77		.94
	Option I (1)	C	.70	E	.90		.70		.90		.70		.90
	Option I (2)	C	.73	D	.88		.73		.88		.73		.88
	Option I (3)	C	.70	E	.90		.70		.90		.70		.90

* Vineland: 1980 : AM - 0.97; PM 1.08
2000 Base: AM - 0.77; PM 0.94

Option I (1): AM - 0.70, PM 0.90
Option I (2): AM - 0.73, PM 0.88
Option I (3): AM - 0.70, PM 0.90

(1) - Chandler/Lankershim Station, Subway
(2) - Lankershim between Chandler & Magnolia Station, Subway
(3) - Chandler/Lankershim Station, Aerial
(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Carillo-Crescent Hgts/ Olympic	1980	C	.76	E	.96		1.03		.89		.61		1.00
	2000 Base	E	.96	F	1.26		.96		1.26		.96		1.26
	Option I/XII	E	.95	F	1.27		.95		1.27		.95		1.27
Carillo-McCarthy Vista San Vicente	1980	C	.72	C	.74		.90		.83		.58		.66
	2000 Base	F	1.13	F	1.22		1.13		1.22		1.13		1.22
	Option I/XII	F	1.08	F	1.16		1.08		1.16		1.08		1.16
Chandler/ Lankershim	1980	A	.45	A	.38		.52		.68		.39		.18
	2000 Base	B	.62	A	.57		.62		.57		.62		.57
	Option I (1)	C	.71	F	1.27		.71		1.27		.71		1.27
	Option I (2)	F	1.10	F	1.65		1.10		1.65		1.10		1.65
	Option I (3)	C	.71	F	1.27		.71		1.27		.71		1.27
Chandler/ Laurel Cyn.	1980	B	.68	E	.90		.72		.94		.64		.87
	2000 Base	B	.64	D	.87		.64		.87		.64		.87
	Option I (1)	B	.64	D	.88		.64		.88		.64		.88
	Option I (2)	B	.64	D	.88		.64		.88		.64		.88
	Option I (3)	B	.64	D	.88		.64		.88		.64		.88
Chandler/ Tujunga North I/S	1980	A	.40	A	.58		.07		.21		.74		.84
	2000 Base	A	.54	C	.71		.19		.49		.72		.82
	Option I (1)	E	.96	E	.92		.27		.53		1.30		1.10
	Option I (2)	A	.50	C	.71		.18		.55		.66		.80
	Option I (3)	E	.92	E	.99		.18		.68		1.27		1.16
Chandler/ Tujunga South I/S	1980	A	.42	A	.32		.29		.16		.55		.48
	2000 Base	A	.53	A	.38		.53		.35		.53		.39
	Option I (1)	A	.50	C	.71		.50		.71		.50		.71
	Option I (2)	A	.52	A	.37		.52		.37		.52		.37
	Option I (3)	B	.63	B	.66		.63		.61		.63		.68
Chandler/ Vineland	1980	A	.40	A	.44		.22		.40		.52		.48
	2000 Base	A	.37	A	.46		.27		.46		.43		.46
	Option I (1)	A	.33	A	.46		.16		.31		.43		.54
	Option I (2)	A	.43	A	.55		.25		.55		.54		.55
	Option I (3)	A	.33	A	.46		.16		.31		.43		.54
Crenshaw/Olympic	1980	E	.99	D	.88		1.17		.94		.87		.84
	2000 Base	F	1.25	F	1.13		1.25		1.13		1.25		1.13
	Option I/XII	F	1.23	F	1.13		1.23		1.13		1.23		1.13
	Option IX	F	1.22	F	1.11		1.22		1.11		1.22		1.11

(1) - Chandler/Lankerhsim Station, Subway
(2) - Lankershim between Chandler & Magnolia Station, Subway
(3) - Chandler/Lankershim Station, Aerial

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Crenshaw/Wilshire	1980	C	.71	D	.87		.63		.78		.76		.93
	2000 Base	F	1.01	F	1.11		.93		.94		1.06		1.21
	Option I/XII	E	.96	F	1.08		.84		.91		1.02		1.18
	Option IX	E	.96	F	1.12		.84		.90		1.03		1.25
Crenshaw/8th	1980	B	.62	C	.70		.75		.63		.49		.77
	2000 Base	D	.84	E	.91		.84		.91		.84		.91
	Option I/XII	C	.78	E	.90		.78		.90		.78		.90
	Option IX	C	.77	D	.88		.77		.88		.77		.88
Crescent Heights/ Fountain	1980	C	.79	E	.90		.82		.94		.74		.85
	2000 Base	E	.92	F	1.06		.92		1.06		.92		1.06
	Option I/XII	E	.92	F	1.08		.92		1.08		.92		1.08
Crescent Heights/ Melrose	1980	D	.87	D	.83		.96		.87		.74		.80
	2000 Base	E	.96	E	.99		.96		.99		.96		.99
	Option I/XII	E	.93	E	.95		.93		.95		.93		.95
Crescent Heights/ Santa Monica	1980	C	.78	F	1.02		.91		1.20		.66		.86
	2000 Base	E	1.00	F	1.35		1.00		1.35		1.00		1.35
	Option I/XII	E	.98	F	1.32		.98		1.32		.98		1.32
Crescent Heights/ Sunset	1980	D	.84	D	.89		1.15		1.19		.66		.73
	2000 Base	F	1.09	F	1.07		1.09		1.07		1.09		1.07
	Option I/XII	E	.94	E	1.00		.94		1.00		.94		1.00
Crescent Heights/ Wilshire	1980	C	.72	D	.87		.93		.88		.51		.85
	2000 Base	F	1.03	F	1.25		1.03		1.25		1.03		1.25
	Option I/XII	E	.95	F	1.22		.95		1.22		.95		1.27
Crescent Heights/ 3rd	1980	C	.76	E	.94		.80		.85		.72		1.03
	2000 Base	E	1.00	F	1.12		1.00		1.12		1.00		1.12
	Option I/XII	E	.96	F	1.07		.96		1.07		.96		1.07
Curson/Olympic	1980	A	.46	A	.51		.46		.51		.46		.51
	2000 Base	B	.64	C	.73		.64		.73		.64		.73
	Option I/XII	B	.65	D	.82		.65		.82		.65		.82
Curson/Wilshire	1980	A	.31	A	.43		.31		.43		.31		.43
	2000 Base	A	.44	B	.61		.44		.61		.44		.61
	Option I/XII	A	.46	C	.76		.46		.76		.46		.76

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Edgewood/La Brea	1980	E	.91	E	.92		.81		.94		1.03		.89
	2000 Base	F	1.05	F	1.15		1.05		1.15		1.05		1.15
	Option I/XII	F	1.02	F	1.16		1.02		1.16		1.02		1.16
	Option IX	F	1.02	F	1.16		1.02		1.16		1.02		1.16
Fairfax/Fountain	1980	C	.73	D	.88		.66		.76		.80		1.01
	2000 Base	D	.88	E	.94		.88		.94		.88		.94
	Option I/XII	D	.84	E	.92		.84		.92		.84		.92
Fairfax/Hollywood	1980	B	.64	C	.70		.27		.66		.84		.72
	2000 Base	C	.77	D	.84		.45		.84		.90		.84
	Option I/XII	C	.74	D	.81		.40		.81		.87		.81
Fairfax/Melrose	1980	B	.62	D	.84		.55		.75		.68		.92
	2000 Base	D	.84	F	1.13		.84		1.13		.84		1.13
	Option I/XII	D	.81	F	1.14		.81		1.14		.81		1.14
Fairfax/Olympic	1980	C	.76	D	.85		.81		.86		.72		.85
	2000 Base	F	1.04	F	1.09		1.04		1.09		1.04		1.09
	Option I/XII	F	1.11	F	1.17		1.11		1.17		1.11		1.17
Fairfax/ Santa Monica	1980	C	.77	D	.85		.90		.63		.68		1.05
	2000 Base	E	.95	F	1.05		.95		1.05		.95		1.05
	Option I/XII	E	.90	F	1.04		.90		1.04		.90		1.04
Fairfax/ San Vicente	1980	C	.70	B	.69		.77		.81		.63		.55
	2000 Base	E	.97	E	.96		.97		.96		.97		.96
	Option I/XII	F	1.03	F	1.02		1.03		1.02		1.03		1.02
Fairfax/Sunset	1980	C	.72	D	.84		.77		.74		.68		.93
	2000 Base	D	.81	D	.89		.81		.89		.81		.89
	Option I/XII	C	.77	D	.86		.77		.86		.77		.86

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Fairfax/Wilshire	1980	A	.61	C	.79		.70		.78		.52		.80
	2000 Base	D	.88	F	1.11		.88		1.11		.88		1.11
	Option I/XII	D	.85	F	1.12		.85		1.12		.85		1.12
Fairfax/3rd	1980	E	.93	C	.73		.82		.75		1.01		.71
	2000 Base	F	1.06	F	1.16		1.06		1.16		1.06		1.16
	Option I/XII	F	1.02	F	1.12		1.02		1.12		1.02		1.12
Fairfax/6th	1980	A	.59	B	.62		.66		.66		.52		.57
	2000 Base	D	.84	D	.87		.84		.87		.84		.87
	Option I/XII	C	.79	D	.83		.79		.83		.79		.83
Figueroa/Olympic	1980	B	.64	C	.78		.75		.88		.55		.71
	2000 Base	D	.83	F	1.17		.83		1.17		.83		1.17
	Option I/XII	D	.84	F	1.14		.84		1.14		.84		1.14
Figueroa/Wilshire	1980	E	.90	E	.93		1.06		.98		.70		.89
	2000 Base	F	1.09	F	1.20		1.09		1.20		1.09		1.20
	Option I/XII	E	1.00	F	1.14		1.00		1.14		1.00		1.14
Figueroa/3rd	1980	A	.58	C	.77		.65		.86		.47		.65
	2000 Base	F	1.02	F	1.21		1.15		1.21		.75		1.21
Deleted (Flower/3rd Sta.)													
Figueroa/5th	1980	B	.67	C	.72		.86		.71		.34		.72
	2000 Base	D	.83	E	.94		.92		.94		.68		.94
	Option I/XII	C	.72	E	.91		.88		.91		.47		.91
Figueroa/6th	1980	C	.73	B	.65		.65		.61		.81		.73
	2000 Base	F	1.04	E	.92		1.04		.92		1.04		.92
	Option I/XII	F	1.01	D	.88		1.01		.88		1.01		.88

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Figueroa/7th	1980	D	.83	D	.82		.97		.76		.69		.91
	2000 Base	D	.82	C	.76		.82		.76		.82		.76
	Option I/XII	C	.79	C	.72		.79		.72		.79		.72
Figueroa/8th	1980	A	.56	D	.81		.57		.86		.46		.77
	2000 Base	D	.81	E	.98		.81		.98		.81		.98
	Option I/XII	C	.79	E	.98		.79		.98		.79		.98
Figueroa/9th	1980	B	.63	A	.47		.59		.44		.65		.50
	2000 Base	D	.87	C	.79		.87		.79		.87		.79
	Option I/XII	D	.88	C	.77		.88		.77		.88		.77
Flower/Wilshire	1980	C	.72	C	.75		.70		.78		.76		.70
	2000 Base	E	1.00	F	1.06		1.00		1.06		1.00		1.06
	Option I/XII	E	.98	F	1.02		.98		1.02		.98		1.02
Flower/3rd	1980	A	.54	A	.42		.59		.50		.52		.34
	2000 Base	F	.98	D	.88		1.03		1.00		.91		.63
Deleted (Flower/3rd Sta.)													
Flower/5th	1980	A	.59	C	.70		.74		.69		.41		.67
	2000 Base	D	.81	E	.93		.89		.93		.68		.93
	Option I/XII	C	.74	D	.87		.85		.87		.57		.87
Flower/6th	1980	A	.55	B	.60		.70		.63		.46		.59
	2000 Base	D	.82	E	.90		.82		.90		.82		.90
	Option I/XII	C	.79	E	.90		.79		.90		.79		.90
Flower/7th	1980	A	.57	D	.82		.87		.97		.32		.54
	2000 Base	C	.70	C	.76		.70		.76		.70		.76
	Option I/XII	B	.68	C	.77		.68		.77		.68		.77

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Flower/8th	1980	A	.46	C	.72		.51		.84		.40		.63
	2000 Base	B	.62	E	.97		.62		.97		.62		.97
	Option I/XII	A	.59	E	.98		.59		.98		.59		.98
Flower/9th	1980	A	.57	A	.50		.54		.52		.59		.48
	2000 Base	E	.90	D	.85		.90		.85		.90		.85
	Option I/XII	E	.90	D	.84		.90		.84		.90		.84
Fountain/Gardner	1980	A	.49	B	.68		.54		.80		.41		.49
	2000 Base	C	.70	C	.76		.70		.76		.70		.76
	Option I/XII	A	.57	C	.71		.57		.71		.57		.71
Fountain/ Highland	1980	E	.90	E	.98		1.03		1.14		.79		.81
	2000 Base	F	1.11	F	1.39		1.11		1.39		1.11		1.39
	Option I/XII	F	1.06	F	1.32		1.06		1.32		1.06		1.32
Fountain/La Brea	1980	B	.62	C	.75		.55		.86		.69		.64
	2000 Base	C	.79	E	.94		.79		.94		.79		.94
	Option I/XII	C	.76	E	.91		.76		.91		.76		.91
Fountain/ La Cienega	1980	B	.61	D	.88		.70		.78		.52		.95
	2000 Base	E	.90	D	.83		.90		.83		.90		.83
	Option I/XII	D	.84	C	.78		.84		.78		.84		.78
Fountain/Vine	1980	B	.67	E	.92		.59		.96		.75		.87
	2000 Base	C	.74	C	.72		.74		.72		.74		.72
	Option I/XII	B	.67	C	.71		.67		.71		.67		.71
Franklin/Gower	1980	B	.64	D	.87		.60		.88		.71		.87
	2000 Base	D	.87	F	1.14		.87		1.14		.87		1.14
	Option I/XII	D	.84	F	1.14		.84		1.14		.84		1.14

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Franklin/Highland North I/S	1980	E	.90	D	.89		.89		.76		.90		.93
	2000 Base	D	.89	F	1.08		.85		.68		.91		1.24
	Option I/XII	D	.80	F	1.04		.78		.64		.81		1.20
Franklin/Highland South I/S	1980	E	.91	F	1.03		1.15		1.06		.81		1.00
	2000 Base	E	1.00	E	1.00		.87		1.00		1.06		1.00
	Option I/XII	E	.97	E	.95		.82		.95		1.04		.95
Franklin/La Brea	1980	A	.53	A	.45		.47		.46		.77		.50
	2000 Base	C	.72	E	.90		.72		.90		.72		.90
	Option I/XII	C	.70	D	.84		.70		.84		.70		.84
Franklin/Vine	1980	C	.76	E	.90		.82		.82		.64		1.05
	2000 Base	E	.90	F	1.07		.90		1.07		.90		1.07
	Option I/XII	D	.89	E	1.08		.89		1.08		.89		1.08
Gardner/ Hollywood	1980	A	.51	A	.59		.50		.42		.51		.66
	2000 Base	B	.67	B	.68		.67		.68		.67		.68
	Option I/XII	A	.59	B	.65		.59		.65		.59		.65
Gardner/Melrose	1980	B	.60	C	.72		.54		.49		.61		.82
	2000 Base	C	.79	E	.98		.79		.98		.79		.98
	Option I/XII	C	.72	E	.91		.64		.86		.76		.93
Gardner/ Santa Monica	1980	A	.46	B	.65		.19		.38		.58		.76
	2000 Base	B	.64	D	.83		.33		.59		.77		.93
	Option I/XII	A	.58	C	.78		.24		.48		.73		.91
Gardner/Sunset	1980	A	.48	B	.65		.42		.54		.52		.74
	2000 Base	B	.60	D	.83		.60		.83		.60		.83
	Option I/XII	A	.55	C	.73		.55		.73		.55		.73

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Gardner/3rd	1980	A	.53	B	.61		.50		.58		.54		.61
	2000 Base	D	.80	D	.87		.80		.87		.80		.87
	Option I/XII	C	.72	D	.82		.55		.64		.79		.89
Garland/8th	1980	A	.26	A	.43		.10		.24		.40		.60
	2000 Base	A	.35	A	.56		.35		.56		.35		.56
Deleted (Wilshire/Witmer Sta.)													
Gower/Hollywood	1980	D	.82	D	.83		1.18		.84		.58		.82
	2000 Base	D	.81	E	.98		.81		.98		.81		.98
	Option I/XII	C	.78	E	.92		.78		.92		.78		.92
wer/Sunset	1980	D	.84	D	.86		1.13		.91		.58		.82
	2000 Base	D	.86	E	.99		.86		.99		.86		.99
	Option I/XII	D	.81	E	.95		.81		.95		.81		.95
Grand/Temple	1980	E	.96	D	.86		1.03		.91		.89		.81
	2000 Base	F	1.54	F	1.18		1.54		1.18		1.54		1.18
	Option I/XII	F	1.46	F	1.10		1.46		1.10		1.46		1.10
Grand/Wilshire	1980	A	.46	A	.46		.52		.47		.35		.45
	2000 Base	A	.53	A	.46		.60		.46		.37		.46
	Option I/XII	A	.50	A	.42		.57		.42		.33		.42
Grand/1st	1980	A	.58	B	.65		.52		.76		.62		.60
	2000 Base	E	.91	F	1.07		.91		1.07		.91		1.07
	Option I/XII	D	.83	F	1.02		.83		1.02		.83		1.02
Grand/5th	1980	A	.47	B	.62		.53		.55		.41		.67
	2000 Base	C	.75	E	.98		.75		.98		.75		.98
	Option I/XII	C	.72	E	.95		.72		.95		.72		.95

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Grand/6th	1980	A	.49	C	.69		.58		1.00		.43		.42
	2000 Base	C	.75	F	1.07		.75		1.07		.75		1.07
	Option I/XII	C	.73	F	1.03		.73		1.03		.73		1.03
Grand/7th	1980	B	.68	C	.72		.81		1.05		.55		.51
	2000 Base	C	.78	D	.81		.78		.81		.78		.81
	Option I/XII	C	.73	C	.74		.73		.74		.73		.74
Grand/8th	1980	A	.49	B	.64		.47		.51		.51		.75
	2000 Base	A	.58	D	.82		.58		.82		.58		.82
	Option I/XII	A	.55	C	.78		.55		.78		.55		.78
Hauser/Olympic	1980	D	.83	D	.84		.93		.89		.76		.80
	2000 Base	F	1.16	F	1.21		1.16		1.21		1.16		1.21
	Option I/XII	F	1.16	F	1.20		1.16		1.20		1.16		1.20
	Option IX	F	1.16	F	1.20		1.16		1.20		1.16		1.20
Hauser/Wilshire	1980	A	.58	A	.59		.73		.66		.47		.54
	2000 Base	D	.86	D	.85		.86		.85		.86		.85
	Option I/XII	C	.79	D	.82		.79		.82		.79		.82
	Option IX	C	.79	D	.82		.79		.82		.79		.82
Hauser/6th	1980	B	.66	D	.84		.47		.79		.79		.87
	2000 Base	D	.85	D	.88		.85		.88		.85		.88
	Option I/XII	C	.75	D	.82		.75		.82		.75		.82
	Option IX	C	.75	D	.82		.75		.82		.75		.82
Highland/ Hollywood	1980	C	.76	D	.83		.79		.80		.72		.87
	2000 Base	E	.90	F	1.02		1.01		1.01		.74		1.04
	Option I/XII	D	.87	D	.98		.97		.98		.69		.98
Highland/Odin East Roadway	1980	A	.41	C	.77		.65		.92		.17		.38
	2000 Base	A	.54	E	.93		.54		.93		.54		.93
	Option I/XII	A	.51	E	.90		.51		.90		.51		.90

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Highland/Olympic	1980	D	.89	E	.98		1.02		.94		.78		1.00
	2000 Base	F	1.16	F	1.13		1.16		1.13		1.16		1.13
	Option I/XII	F	1.12	F	1.09		1.12		1.09		1.12		1.09
	Option IX	F	1.12	F	1.10		1.12		1.10		1.12		1.10
Highland/Sunset	1980	D	.89	E	.99		.96		.99		.74		.92
	2000 Base	E	1.00	F	1.23		1.00		1.23		1.00		1.23
	Option I/XII	E	.92	F	1.09		.92		1.09		.92		1.09
Highland/Wilshire	1980	C	.74	E	.91		.84		.89		.66		.92
	2000 Base	F	1.01	F	1.21		1.01		1.21		1.01		1.21
	Option I/XII	E	.96	F	1.17		.96		1.17		.96		1.17
	Option IX	E	.96	F	1.17		.96		1.17		.96		1.17
Highland/3rd	1980	E	.96	E	.97		.92		.86		1.02		1.09
	2000 Base	F	1.29	F	1.29		1.29		1.29		1.29		1.29
	Option I/XII	F	1.23	F	1.24		1.23		1.24		1.23		1.24
	Option IX	F	1.23	F	1.24		1.23		1.24		1.23		1.24
Highland/6th	1980	D	.83	E	.92		1.01		1.05		.65		.79
	2000 Base	F	1.04	F	1.29		1.04		1.29		1.04		1.29
	Option I/XII	E	.99	F	1.25		.99		1.25		.99		1.25
	Option IX	E	.99	F	1.25		.99		1.25		.99		1.25
Hill/Temple	1980	D	.81	C	.72		1.08		.62		.53		.84
	2000 Base	E	.95	F	1.17		.95		1.17		.95		1.17
	Option I/XII	D	.87	F	1.08		.87		1.08		.87		1.08
Hill/1st	1980	D	.88	E	.90		.99		1.07		.79		.78
	2000 Base	F	1.19	E	.92		1.19		.92		1.19		.92
	Option I/XII	F	1.09	E	.92		1.09		.92		1.09		.92

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Hill/2nd	1980	B	.64	C	.70		.73		.59		.56		.80
	2000 Base	E	.95	E	.97		.95		.97		.95		.97
	Option I/XII	E	.90	E	.91		.90		.91		.90		.91
Hill/3rd	1980	C	.77	C	.74		.78		.96		.76		.55
	2000 Base	E	.97	E	.99		.97		.99		.97		.99
	Option I/XII	E	.93	E	.95		.93		.95		.93		.95
Hill/4th	1980	A	.47	A	.57		.61		.63		.33		.48
	2000 Base	B	.69	C	.72		.69		.72		.69		.72
	Option I/XII	B	.69	B	.69		.69		.69		.69		.69
Hill/5th	1980	B	.68	C	.70		.72		.55		.64		.94
	2000 Base	D	.82	E	.93		.82		.93		.82		.93
	Option I/XII	C	.79	E	.91		.79		.91		.79		.91
Hill/6th	1980	D	.80	C	.70		.88		.75		.72		.66
	2000 Base	F	1.06	E	.98		1.06		.98		1.06		.98
	Option I/XII	F	1.01	E	.98		1.01		.98		1.01		.98
Hill/7th	1980	B	.61	A	.58		.72		.59		.50		.62
	2000 Base	D	.86	C	.75		.86		.75		.86		.75
	Option I/XII	D	.80	C	.79		.80		.79		.80		.79
Holloway/ La Cienega	1980	D	.84	E	.98		.76		.89		.89		1.05
	2000 Base	F	1.09	E	.96		1.09		.96		1.09		.96
	Option I/XII	E	1.00	E	.92		1.00		.92		1.00		.92
Hollywood/La Brea	1980	D	.82	D	.82		.70		.89		.90		.73
	2000 Base	F	1.04	E	.98		1.04		.98		1.04		.98
	Option I/XII	E	1.00	E	.98		1.00		.98		1.00		.98

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Hollywood/ Laurel Canyon	1980	B	.69	B	.67		.48		.84		.86		.51
	2000 Base	B	.65	E	.96		.65		.96		.65		.96
	Option I/XII	B	.64	E	.95		.64		.95		.64		.95
Hollywood/Vine	1980	B	.65	C	.75		.50		.73		.79		.76
	2000 Base	C	.72	D	.81		.72		.81		.72		.81
	Option I/XII	B	.68	C	.75		.68		.75		.68		.75
Hwd Fwy N.B. Off-Universal/ Lankershim	1980	C	.74	D	.87		.81		1.18		.72		.74
	2000 Base	D	.87	D	.83		.87		.83		.87		.83
	Option I (4)	F	1.08	F	1.05		1.08		1.05		1.08		1.05
	Option I (5)	E	.91	F	1.02		.91		1.02		.91		1.02
Hoover/Olympic	1980	D	.86	D	.87		.84		.78		.88		.92
	2000 Base	E	.90	E	.99		.71		.73		1.03		1.16
	Option I/XII	D	.88	E	.96		.70		.72		1.00		1.12
Hoover/Wilshire	1980	A	.51	C	.78		.36		.77		.67		.80
	2000 Base	B	.64	E	.97		.64		.97		.64		.97
	Option I/XII	B	.60	E	.94		.60		.94		.60		.94
Hoover/7th	1980	A	.44	B	.62		.52		.58		.34		.66
	2000 Base	B	.62	D	.82		.62		.82		.62		.82
	Option I/XII	B	.62	D	.85		.67		.85		.51		.85
Hoover/8th	1980	C	.73	E	.94		.92		.96		.54		.93
	2000 Base	D	.89	E	.99		.89		.99		.89		.99
	Option I/XII	D	.87	E	.96		.87		.96		.87		.96
Hoover/9th	1980	C	.78	D	.80		.82		.87		.72		.70
	2000 Base	D	.83	D	.82		.83		.82		.83		.82
	Option I/XII	D	.82	C	.79		.82		.79		.82		.79

(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INOEX	LOS	INDEX	LOS	INDEX
Hope/Temple	1980	D	.86	D	.86		1.09		.83		.76		.87
	2000 Base	F	1.54	F	1.31		1.54		1.31		1.54		1.31
	Option I/XII	F	1.47	F	1.22		1.47		1.22		1.47		1.22
Hope/Wilshire	1980	A	.44	A	.47		.31		.43		.58		.52
	2000 Base	B	.61	B	.66		.61		.66		.61		.66
	Option I/XII	A	.58	B	.60		.58		.60		.58		.60
Hope/1st	1980	B	.62	C	.75		.69		.85		.53		.67
	2000 Base	F	1.15	F	1.22		1.15		1.22		1.15		1.22
	Option I/XII	F	1.08	F	1.17		1.08		1.17		1.08		1.17
pe/6th	1980	A	.36	A	.46		.24		.44		.43		.49
	2000 Base	A	.50	B	.63		.45		.63		.52		.63
	Option I/XII	A	.47	A	.58		.41		.58		.50		.58
Hope/7th	1980	A	.40	A	.53		.39		.54		.40		.53
	2000 Base	B	.60	B	.69		.60		.69		.60		.69
	Option I/XII	A	.56	A	.68		.56		.68		.56		.68
Hope/8th	1980	A	.34	A	.52		.24		.50		.45		.54
	2000 Base	A	.47	B	.69		.47		.69		.47		.69
	Option I/XII	A	.46	B	.68		.46		.68		.46		.68
Hope/9th	1980	A	.38	A	.41		.30		.79		.43		.35
	2000 Base	A	.49	A	.54		.49		.54		.49		.54
	Option I/XII	A	.48	A	.57		.48		.57		.48		.57
Irolo/8th	1980	C	.71	D	.80		1.00		.92		.51		.72
	2000 Base	C	.74	D	.86		.74		.86		.74		.86
	Option I/XII	B	.69	E	.98		.69		.98		.69		.98

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
La Brea/Olympic	1980	D	.81	D	.88		.96		.99		.71		.81
	2000 Base	F	1.10	F	1.20		1.10		1.20		1.10		1.20
	Option I/XII	F	1.08	F	1.19		1.08		1.19		1.08		1.19
	Option IX	F	1.08	F	1.19		1.08		1.19		1.08		1.19
La Brea/ Santa Monica	1980	C	.79	D	.87		.65		.65		.95		1.10
	2000 Base	F	1.04	F	1.13		1.04		1.13		1.04		1.13
	Option I/XII	E	.99	F	1.09		.99		1.09		.99		1.09
La Brea/Sunset	1980	B	.67	D	.85		.77		1.02		.62		.73
	2000 Base	D	.85	F	1.06		.85		1.06		.85		1.06
	Option I/XII	C	.78	F	1.06		.78		1.06		.78		1.06
La Brea/ Wilshire	1980	A	.58	B	.69		.63		.77		.52		.65
	2000 Base	D	.84	F	1.06		.84		1.06		.84		1.06
	Option I/XII	C	.79	F	1.05		.79		1.05		.79		1.05
	Option IX	C	.79	F	1.05		.79		1.05		.79		1.05
La Brea/3rd	1980	D	.88	D	.87		.90		.83		.86		.91
	2000 Base	F	1.18	F	1.21		1.18		1.21		1.18		1.21
	Option I/XII	F	1.12	F	1.16		1.12		1.16		1.12		1.16
	Option IX	F	1.12	F	1.16		1.12		1.16		1.12		1.16
La Brea/6th	1980	D	.85	D	.87		.72		.75		.98		.98
	2000 Base	E	.93	F	1.19		.93		1.19		.93		1.19
	Option I/XII	D	.89	F	1.16		.89		1.16		.89		1.16
	Option IX	D	.89	F	1.16		.89		1.16		.89		1.16
La Cienega/ Melrose	1980	D	.83	E	.93		.72		1.10		1.00		.82
	2000 Base	D	.89	F	1.16		.89		1.16		.89		1.16
	Option I/XII	D	.85	F	1.13		.85		1.13		.85		1.13
La Cienega/ Santa Monica	1980	D	.88	E	.94		1.31		1.07		.61		.85
	2000 Base	E	1.00	F	1.20		1.00		1.20		1.00		1.20
	Option I/XII	E	.96	F	1.17		.96		1.17		.96		1.17

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
La Cienega/Sunset	1980	D	.81	D	.85		.81		.85		.81		.85
	2000 Base	E	.97	F	1.01		.97		1.01		.97		.98
	Option I/XII	E	.93	E	.98		.93		.98		.93		.98
La Cienega/ Wilshire	1980	C	.75	E	.93		.77		.85		.73		1.00
	2000 Base	F	1.07	F	1.30		1.07		1.30		1.07		1.30
	Option I/XII	F	1.05	F	1.29		1.05		1.29		1.05		1.29
La Cienega/3rd	1980	D	.93	F	1.01		1.02		1.16		.85		.86
	2000 Base	F	1.04	F	1.09		1.04		1.09		1.04		1.09
	Option I/XII	E	.99	F	1.09		.99		1.09		.99		1.09
Lankershim/ Magnolia	1980	B	.60	C	.72		.53		.64		.67		.81
	2000 Base	B	.66	C	.71		.66		.71		.66		.71
	Option I (1)	A	.56	A	.59		.56		.59		.56		.59
	Option I (2)	B	.67	C	.72		.67		.72		.67		.72
	Option I (3)	A	.56	A	.59		.56		.59		.56		.59
Lankershim/North Gate - P/R Access	1980	A	.37	A	.43		.45		.43		.21		.43
	2000 Base	A	.54	A	.54		.67		.56		.23		.48
	Option I (4)	D	.81	C	.75		1.06		.75		.23		.75
Lankershim/ Oxnard	1980	A	.49	A	.59		.63		.71		.35		.48
	2000 Base	B	.60	B	.66		.63		.66		.54		.66
	Option I (1)	B	.67	C	.74		.75		.74		.54		.74
	Option I (2)	B	.68	C	.75		.75		.78		.57		.71
	Option I (3)	B	.67	C	.74		.75		.74		.54		.74
Lankershim/ Tour Center Drive	1980	A	.46	B	.67		.55		.77		.27		.51
	2000 Base	F	1.16	D	.89		1.16		.89		1.16		.89
	Option I (4)	F	1.31	F	1.01		1.31		1.01		1.31		1.01
	Option I (5)	F	1.16	E	.95		1.16		.95		1.16		.95
Lankershim/ Ventura	1980	E	.94	C	.72		.82		.58		1.07		.87
	2000 Base	E	.90	D	.80		.90		.80		.90		.80
	Option I (4)	E	.90	D	.84		.90		.84		.90		.84
	Option I (5)	D	.87	E	.98		.87		.98		.87		.98
Larchmont/3rd	1980	B	.66	B	.66		.43		.30		.74		.78
	2000 Base	D	.89	E	.93		.89		.93		.89		.93
	Option I/XII	D	.83	D	.89		.83		.89		.83		.89
	Option IX	D	.83	D	.89		.83		.89		.83		.89

(1) - Chandler/Lankershim Station, Subway
(2) - Lankershim between Chandler & Magnolia Station, Subway
(3) - Chandler/Lankershim Station, Aerial
(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Laurel Cyn./ Ventura	1980	D	.89	F	1.04		.85		.95		.94		1.15
	2000 Base	D	.84	F	1.05		.84		1.05		.84		1.05
	Option I (4)	D	.88	F	1.06		.88		1.06		.88		1.06
	Option I (5)	D	.88	F	1.06		.88		1.06		.88		1.06
Los Angeles/ Temple	1980	A	.56	A	.57		.65		.60		.45		.51
	2000 Base	C	.75	C	.75		.75		.75		.75		.75
	Option I/XII	C	.71	B	.67		.71		.67		.71		.67
Los Angeles/1st	1980	B	.60	A	.57		.51		.63		.71		.51
	2000 Base	D	.89	C	.76		.89		.76		.89		.76
	Option I/XII	D	.84	C	.72		.84		.72		.84		.72
Los Angeles/2nd	1980	A	.46	B	.66		.55		.81		.35		.48
	2000 Base	B	.61	C	.73		.61		.73		.61		.73
	Option I/XII	A	.53	B	.68		.53		.68		.53		.68
Los Angeles/3rd	1980	B	.67	A	.54		.71		.48		.62		.65
	2000 Base	D	.82	B	.69		.82		.69		.82		.69
	Option I/XII	C	.79	B	.65		.79		.65		.79		.65
Los Angeles/5th	1980	A	.51	A	.41		.71		.44		.32		.38
	2000 Base	B	.61	A	.52		.61		.52		.61		.52
	Option I/XII	B	.60	A	.51		.60		.51		.60		.51
Lucas/Wilshire	1980	A	.41	A	.42		.42		.38		.40		.47
	2000 Base	A	.47	B	.60		.47		.60		.47		.60
Deleted (Wilshire/Witmer Sta.)													
Lucas/3rd	1980	C	.73	C	.77		.87		.82		.65		.74
	2000 Base	E	.97	E	.96		.97		.96		.97		.96
Deleted (Wilshire/Witmer Sta.)													

(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Lucas/6th	1980	B	.66	A	.56		.76		.61		.60		.52
	2000 Base	D	.84	C	.79		.84		.79		.84		.79
Deleted (Wilshire/Witmer Sta.)													
Macy/Mission	1980	D	.85	B	.64		.69		.74**		1.03		.44
	2000 Base	D	.86	C	.74		.86		.74		.86		.74
	Option I/XII	E	.99	C	.77		.99		.79		.99		.72
Macy/N. Main	1980	A	.42	A	.56		.80		.64		.17		.51
	2000 Base	A	.49	B	.65		.64		.65		.27		.65
	Option I/XII	A	.47	B	.60		.62		.60		.25		.60
Macy/N. Spring	1980	B	.61	A	.57		.65*		.70		.50		.32
	2000 Base	C	.78	C	.73		.78		.83		.78		.53
	Option I/XII	C	.73	B	.67		.73		.82		.73		.36
Macy/Vignes	1980	D	.85	C	.76		1.01		.75		.51		.77
	2000 Base	E	.95	D	.88		1.03		.88		.76		.88
	Option I/XII	F	1.05	F	1.10		1.14		1.10		.86		1.10
Magnolia/ Tujunga	1980	C	.78	C	.78		.67		.52		.95		1.18
	2000 Base	C	.76	D	.84		.76		.84		.76		.84
	Option I (1)	C	.71	D	.83		.71		.83		.71		.83
	Option I (2)	C	.72	D	.81		.72		.81		.72		.81
	Option I (3)	C	.71	D	.83		.71		.83		.71		.83
Magnolia/ Vineland	1980	B	.60	A	.58		.69		.53		.50		.63
	2000 Base	A	.58	B	.69		.58		.69		.58		.69
	Option I (1)	B	.60	C	.74		.60		.74		.60		.74
	Option I (2)	A	.58	B	.68		.58		.68		.58		.68
	Option I (3)	B	.60	C	.74		.60		.74		.60		.74
Main/Temple	1980	A	.26	A	.49		.14		.29		.38		.78
	2000 Base	A	.41	B	.64		.41		.64		.41		.64
	Option I/XII	A	.39	B	.60		.39		.60		.39		.60

* Macy W/B Lt Ø 1980: 0.80
2000 Base: 0.78
** Macy E/B Lt Ø 1980: 1.18
2000 Build: 0.74

(1) - Chandler/Lankershim Station, Subway
(2) - Lankershim between Chandler & Magnolia Station, Subway
(3) - Chandler/Lankershim Station, Aerial

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Main/1st	1980	A	.48	B	.68		.18		.70		.77		.65
	2000 Base	A	.59	E	.90		.30		.90		.77		.90
	Option I/XII	A	.57	D	.85		.29		.85		.74		.85
Main/2nd	1980	A	.35	B	.61		.32		.62		.39		.60
	2000 Base	A	.46	D	.86		.46		.86		.46		.86
	Option I/XII	A	.44	C	.75		.44		.75		.44		.75
Main/3rd	1980	A	.40	A	.54		.26		.48		.55		.65
	2000 Base	A	.47	A	.52		.40		.52		.50		.52
	Option I/XII	A	.45	A	.50		.39		.50		.48		.50
ain/4th	1980	A	.31	A	.53		.27		.58		.31		.48
	2000 Base	A	.42	C	.74		.42		.74		.42		.74
	Option I/XII	A	.41	C	.77		.41		.77		.41		.77
Main/5th	1980	A	.29	A	.42		.24		.40		.34		.44
	2000 Base	A	.38	A	.55		.38		.55		.38		.55
	Option I/XII	A	.39	A	.56		.39		.56		.39		.56
Main/6th	1980	A	.28	A	.50		.25		.48		.31		.52
	2000 Base	A	.34	B	.61		.34		.61		.34		.61
	Option I/XII	A	.33	B	.69		.33		.69		.33		.69
Main/7th	1980	A	.49	C	.70		.27		.75		.73		.65
	2000 Base	A	.49	C	.72		.49		.72		.49		.72
	Option I/XII	A	.50	C	.71		.50		.71		.50		.71
Moorpark/ Vineland	1980	C	.73	C	.72		.84		.74		.63		.70
	2000 Base	D	.86	D	.85		.86		.85		.86		.85
	Option I (4)	D	.84	D	.84		.84		.84		.84		.84
	Option I (5)	E	.91	F	1.11		.91		1.11		.91		1.11

(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Normandie-Irolo/Olympic	1980	E	.92	E	.92		1.00		1.11		.86		.79
	2000 Base	F	1.10	F	1.01		1.10		1.01		1.10		1.01
	Option I/XII	F	1.09	E	1.00		1.09		1.00		1.09		1.00
Normandie/Wilshire	1980	B	.65	C	.71		.81		.73		.55		.69
	2000 Base	E	.92	E	.96		.92		.96		.92		.96
	Option I/XII	D	.81	F	1.01		.81		1.01		.81		1.01
Normandie/3rd	1980	D	.86	D	.87		.72		.67		.97		1.02
	2000 Base	F	1.08	F	1.13		1.08		1.13		1.08		1.13
	Option I/XII	F	1.06	F	1.17		1.06		1.17		1.06		1.17
Normandie/6th	1980	D	.81	D	.83		.84		.83		.79		.83
	2000 Base	E	.95	F	1.02		.95		1.02		.95		1.02
	Option I/XII	E	.93	F	1.06		.93		1.06		.93		1.06
N. Broadway/Sunset	1980	B	.68	C	.78		.72		.84		.63		.71
	2000 Base	D	.87	F	1.06		.87		1.06		.87		1.06
	Option I/XII	C	.79	E	.96		.79		.96		.79		.96
N. Main/Alpine-Vignes	1980	A	.40	B	.60		.38		.58		.42		.63
	2000 Base	A	.57	E	.97		.57		.97		.57		.97
	Option I/XII	A	.59	E	.89		.59		.89		.59		.89
Olive/1st	1980	A	.52	A	.57		.17		.54		.75		.59
	2000 Base	C	.77	E	.98		.77		.98		.77		.98
	Option I/XII	C	.73	E	.93		.73		.93		.73		.93
Olive/4th	1980	A	.40	A	.49		.31		.48		.48		.50
	2000 Base	C	.73	C	.78		.73		.78		.73		.78
	Option I/XII	C	.70	C	.75		.70		.75		.70		.75

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Olive/5th	1980	B	.63	B	.67		.72		.62		.54		.75
	2000 Base	F	1.08	E	.90		1.08		.90		1.08		.90
	Option I/XII	F	1.05	E	.93		1.05		.93		1.05		.93
Olive/6th	1980	B	.68	C	.75		1.00		.95		.49		.63
	2000 Base	E	.94	E	.98		.94		.98		.94		.98
	Option I/XII	E	.90	E	.96		.90		.96		.90		.96
Olive/7th	1980	A	.47	B	.69		.43		.94		.57		.51
	2000 Base	E	.94	F	1.06		.94		1.06		.94		1.06
	Option I/XII	D	.89	F	1.03		.89		1.03		.89		1.03
ympic/Rimpau	1980	C	.71	D	.82		.77		.80		.61		.83
	2000 Base	D	.87	E	.95		.87		.95		.87		.95
	Option I/XII	D	.84	E	.92		.84		.92		.84		.92
	Option IX	D	.84	E	.92		.84		.92		.84		.92
Olympic/ San Vicente	1980	B	.67	B	.63		.66		.78		.69		.46
	2000 Base	E	.94	E	.97		.94		.97		.94		.97
	Option I/XII	E	.95	E	.98		.95		.98		.95		.98
Olympic/Union	1980	A	.54	B	.68		.66		.81		.36		.49
	2000 Base	B	.69	D	.80		.69		.80		.69		.80
	Option I/XII	B	.68	C	.78		.68		.78		.68		.78
Olympic/Vermont	1980	D	.87	D	.89		.88		.98		.86		.77
	2000 Base	F	1.00	F	1.11		1.00		1.11		1.00		1.11
	Option I/XII	E	.99	F	1.09		.99		1.09		.99		1.09
Olympic/Western	1980	E	.92	E	.91		.84		.87		1.03		.97
	2000 Base	F	1.18	F	1.15		1.18		1.15		1.18		1.15
	Option I/XII	F	1.16	F	1.14		1.16		1.14		1.16		1.14
	Option IX	F	1.16	F	1.15		1.16		1.15		1.16		1.15

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Olympic/Wilton	1980	D	.86	D	.86		.81		.86		.93		.85
	2000 Base	F	1.11	F	1.10		1.11		1.10		1.11		1.10
	Option I/XII	F	1.08	F	1.07		1.08		1.07		1.08		1.07
	Option IX	F	1.08	F	1.07		1.08		1.07		1.08		1.07
Oxnard/Tujunga	1980	A	.34	A	.50		.25		.37		.47		.70
	2000 Base	A	.39	A	.55		.39		.55		.39		.55
	Option I (1)	A	.36	A	.52		.36		.52		.36		.52
	Option I (2)	A	.36	A	.53		.36		.53		.36		.53
	Option I (3)	A	.36	A	.52		.36		.52		.36		.52
Oxnard/Vineland	1980	A	.50	B	.61		.31		.46		.68		.77
	2000 Base	A	.56	C	.74		.40		.74		.61		.74
	Option I (1)	A	.58	C	.78		.58		.78		.58		.78
	Option I (2)	A	.58	C	.78		.58		.78		.58		.78
	Option I (3)	A	.58	C	.78		.58		.78		.58		.78
Ramirez/ Vignes-Santa Ana Fwy Ramps	1980		Not Signalized										
	2000 Base		Not Signalized										
	Option I/XII	F	1.07	F	1.08		.47		1.08		1.38		1.08
Rampart/Wilshire	1980	A	.55	B	.66		.72		.67		.41		.65
	2000 Base	C	.75	D	.87		.75		.87		.75		.87
	Option I/XII	C	.71	D	.86		.71		.86		.71		.86
Rampart/6th	1980	C	.73	D	.84		.74		.84		.71		.84
	2000 Base	D	.88	F	1.15		.88		1.15		.88		1.15
	Option I/XII	D	.87	F	1.06		.87		1.06		.87		1.06
Rampart/7th	1980	A	.46	A	.58		.66		.47		.30		.68
	2000 Base	A	.58	C	.74		.58		.74		.58		.74
	Option I/XII	A	.54	C	.73		.54		.73		.54		.73
Rimpau/Wilshire	1980	A	.58	B	.63		.57		.58		.58		.67
	2000 Base	C	.76	D	.81		.76		.81		.76		.81
	Option I/XII	C	.74	D	.80		.74		.80		.74		.80
	Option IX	C	.74	D	.80		.74		.80		.74		.80
Riverton/Ventura	1980	B	.66	B	.68		.30		.75		.81		.64
	2000 Base	C	.72	C	.75		.43		.75		.80		.75
	Option I (4)	C	.78	D	.82		.31		.82		.98		.82
	Option I (5)	C	.71	C	.76		.43		.76		.78		.76

(1) - Chandler/Lankershim Station, Subway
(2) - Lankershim between Chandler & Magnolia Station, Subway
(3) - Chandler/Lankershim Station, Aerial
(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Rossmore/ Wilshire	1980	B	.66	C	.77		.64		.60		.68		.93
	2000 Base	C	.71	D	.85		.62		.58		.76		1.01
	Option I/XII	B	.67	D	.82		.57		.53		.72		.99
	Option IX	B	.66	D	.82		.56		.53		.72		.99
Rossmore/3rd	1980	D	.89	D	.83		.75		.58		1.02		1.05
	2000 Base	F	1.16	F	1.09		1.16		1.09		1.16		1.09
	Option I/XII	F	1.13	F	1.05		1.13		1.05		1.13		1.05
	Option IX	F	1.13	F	1.05		1.13		1.05		1.13		1.05
Rossmore/6th	1980	C	.78	D	.85		.77		.75		.75		.94
	2000 Base	F	1.01	F	1.08		1.01		1.08		1.01		1.08
	Option I/XII	E	.91	F	1.05		.91		1.05		.91		1.05
	Option IX	E	.91	F	1.04		.91		1.04		.91		1.04
San Pedro/ Temple	1980	A	.45	A	.46		.18		.42		.60		.47
	2000 Base	B	.60	B	.64		.27		.64		.74		.64
	Option I/XII	A	.56	A	.56		.30		.53		.70		.58
Spaulding/ Wilshire	1980	A	.28	A	.39		.28		.39		.28		.39
	2000 Base	A	.40	A	.54		.40		.54		.40		.54
	Option I/XII	A	.44	A	.54		.44		.54		.44		.54
Spring/Temple	1980	B	.61	A	.40		.69		.38		.52		.41
	2000 Base	D	.80	A	.53		.80		.53		.80		.53
	Option I/XII	C	.76	A	.50		.76		.50		.76		.50
Spring/1st	1980	B	.69	B	.64		.70		.57		.68		.66
	2000 Base	D	.89	D	.82		.89		.71		.89		.88
	Option I/XII	D	.86	C	.79		.86		.68		.86		.84
Spring/2nd	1980	B	.60	A	.49		.70		.53		.47		.47
	2000 Base	C	.75	B	.67		.75		.67		.75		.67
	Option I/XII	C	.72	B	.63		.72		.63		.72		.63
Spring/3rd	1980	B	.68	A	.47		.80		.53		.56		.42
	2000 Base	D	.81	A	.49		.81		.49		.81		.49
	Option I/XII	C	.77	A	.47		.77		.47		.77		.47

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Spring/4th	1980	A	.51	A	.50		.63		.51		.38		.49
	2000 Base	B	.66	B	.63		.66		.63		.66		.63
	Option I/XII	B	.66	B	.64		.66		.64		.66		.64
Spring/5th	1980	B	.61	A	.46		.66		.42		.56		.52
	2000 Base	C	.76	B	.63		.76		.63		.76		.63
	Option I/XII	C	.74	B	.62		.74		.62		.74		.62
Spring/6th	1980	A	.52	A	.56		.79		.71		.30		.43
	2000 Base	B	.65	B	.68		.65		.68		.65		.68
	Option I/XII	B	.62	B	.67		.62		.67		.62		.67
ring/7th	1980	B	.65	C	.72		.62		.60		.70		.85
	2000 Base	B	.69	C	.76		.69		.76		.69		.76
	Option I/XII	B	.69	C	.74		.69		.74		.69		.74
Sunset/Vine	1980	C	.79	D	.88		.58		.83		1.11		.95
	2000 Base	D	.89	F	1.07		.89		1.07		.89		1.07
	Option I/XII	D	.85	F	1.04		.85		1.04		.85		1.04
Tujunga/Ventura	1980	A	.47	A	.58		.23		.28		.60		.74
	2000 Base	A	.54	B	.65		.33		.40		.65		.76
	Option I (4)	A	.58	C	.70		.27		.35		.72		.87
	Option I (5)	A	.58	C	.70		.27		.35		.72		.87
Union/ Wilshire	1980	B	.66	C	.75		.79		1.00		.58		.58
	2000 Base	C	.71	D	.81		.71		.81		.71		.81
	Option I/XII	B	.69	C	.78		.69		.78		.69		.78
Union/3rd	1980	A	.59	B	.60		.24		.23		.82		.84
	2000 Base	D	.82	D	.84		.82		.84		.82		.84
	Option I/XII	C	.79	D	.81		.79		.81		.79		.81

(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Union/6th	1980	C	.78	D	.81		.58		.60		.90		.93
	2000 Base	D	.88	E	.93		.88		.93		.88		.93
	Option I/XII	D	.85	D	.89		.85		.89		.85		.89
Union/7th	1980	A	.42	A	.53		.54		.56		.34		.51
	2000 Base	A	.59	C	.75		.59		.75		.59		.75
	Option I/XII	A	.56	C	.73		.56		.73		.56		.73
Union/8th	1980	A	.54	C	.72		.58		.53		.51		.84
	2000 Base	B	.67	D	.87		.67		.87		.67		.87
	Option I/XII	B	.67	D	.84		.67		.84		.67		.84
ion/9th	1980	A	.37	A	.37		.36		.36		.38		.37
	2000 Base	A	.51	C	.72		.51		.72		.51		.72
	Option I/XII	A	.54	B	.68		.54		.68		.54		.68
Ventura/ Vineland	1980	B	.68	D	.85		.81		.94		.56		.63
	2000 Base	D	.86	D	.84		.86		.84		.86		.84
	Option I (4)	D	.89	D	.88		.89		.92		.89		.80
	Option I (5)	E	.92	E	.93		.92		.93		.92		.93
Vermont/ Wilshire	1980	C	.71	D	.82		.77		.79		.64		.97
	2000 Base	E	.94	F	1.13		.94		1.13		.94		1.13
	Option I/XII	D	.89	F	1.05		.89		1.05		.89		1.05
Vermont/3rd	1980	D	.88	E	.95		.77		.87		1.00		1.04
	2000 Base	F	1.15	F	1.24		1.15		1.24		1.15		1.24
	Option I/XII	F	1.14	F	1.24		1.14		1.24		1.14		1.24
Vermont/6th	1980	D	.86	F	1.02		.75		.78		.98		1.27
	2000 Base	F	1.11	F	1.17		1.11		1.17		1.11		1.17
	Option I/XII	F	1.12	F	1.21		1.12		1.21		1.12		1.21

(4) - Universal Station, Subway
(5) - Studio City Station, Subway

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Vermont/7th	1980	C	.72	E	.99		.75		.81		.68		1.30
	2000 Base	D	.89	E	.93		.95		.93		.77		.93
	Option I/XII	D	.84	E	.92		.91		.92		.70		.92
Vermont/8th	1980	A	.54	C	.76		.50		.57		.61		1.03
	2000 Base	C	.72	D	.87		.72		.87		.72		.87
	Option I/XII	B	.68	D	.85		.68		.85		.68		.85
Vermont/9th	1980	A	.57	C	.79		.42		.57		.80		1.01
	2000 Base	D	.83	C	.77		.83		.77		.83		.77
	Option I/XII	C	.79	C	.75		.79		.75		.79		.75
Virgil/Wilshire	1980	A	.58	C	.78		.57		.66		.56		.82
	2000 Base	B	.68	D	.88		.68		.70		.68		.98
	Option I/XII	B	.64	E	.93		.64		.70		.64		1.06
Virgil/3rd	1980	E	.92	D	.85		.92		.94		.91		.81
	2000 Base	F	1.18	F	1.15		1.18		1.15		1.18		1.15
	Option I/XII	F	1.23	F	1.22		1.23		1.22		1.23		1.22
Virgil/6th	1980	B	.69	C	.77		.72		.81		.67		.76
	2000 Base	D	.88	E	.97		.88		.92		.88		.99
	Option I/XII	E	.93	F	1.07		.93		1.07		.93		1.07
Western/ Wilshire	1980	D	.89	E	.94		.88		.87		.91		1.00
	2000 Base	E	.99	F	1.03		.99		1.03		.99		1.03
	Option I/XII	E	.93	E	.99		.93		.99		.93		.99
	Option IX	E	.94	F	1.02		.94		1.02		.94		1.02
Western/3rd	1980	D	.89	F	1.02		.87		1.04		.90		.99
	2000 Base	F	1.18	F	1.32		1.18		1.32		1.18		1.32
	Option I/XII	F	1.11	F	1.27		1.11		1.27		1.11		1.27
	Option IX	F	1.11	F	1.27		1.11		1.27		1.11		1.27

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Western/6th	1980	D	.84	D	.89		.78		.88		.89		.91
	2000 Base	F	1.04	F	1.15		1.04		1.15		1.04		1.15
	Option I/XII	E	.99	F	1.11		.99		1.11		.99		1.11
	Option IX	E	1.00	F	1.12		1.00		1.12		1.00		1.12
Western/8th	1980	C	.70	C	.76		.70		.68		.69		.90
	2000 Base	E	.93	E	.98		.93		.98		.93		.98
	Option I/XII	D	.88	E	.95		.88		.95		.88		.95
	Option IX	D	.88	E	.95		.88		.95		.88		.95
Wilshire/ Wilton	1980	C	.74	C	.76		.60		.74		.91		.77
	2000 Base	E	.98	E	1.00		.98		1.00		.98		1.00
	Option I/XII	E	.94	E	.96		.94		.96		.94		.96
	Option IX	E	.94	E	.96		.94		.96		.94		.96
Wilshire/ Witmer Deleted (Wilshire/Witmer Sta.)	1980	A	.29	A	.40		.32		.41		.23		.37
	2000 Base	A	.38	A	.55		.40		.55		.36		.55
Wilton/3rd	1980	C	.74	E	.91		.65		.81		.80		1.00
	2000 Base	E	.99	F	1.17		.99		1.17		.99		1.17
	Option I/XII	E	.93	F	1.13		.93		1.13		.93		1.13
	Option IX	E	.93	F	1.13		.93		1.13		.93		1.13
Wilton/6th	1980	B	.68	C	.79		.70		.88		.67		.74
	2000 Base	D	.80	D	.89		.80		.89		.80		.89
	Option I/XII	C	.75	D	.85		.75		.85		.75		.85
	Option IX	C	.75	D	.86		.75		.86		.75		.86
Wilton/8th	1980	B	.63	C	.77		.74		.84		.52		.70
	2000 Base	D	.84	E	.99		.84		.99		.84		.99
	Option I/XII	D	.80	E	.97		.80		.97		.80		.97
	Option IX	C	.79	E	.96		.79		.96		.79		.96
Witmer/6th Deleted (Wilshire/Witmer Sta.)	1980	A	.46	A	.48		.26		.30		.58		.59
	2000 Base	B	.66	B	.69		.66		.69		.66		.69

LOCATION	CONDITION	INTERSECTION ANALYSIS SUMMARY											
		INTERSECTION				1st STREET				2nd STREET			
		AM		PM		AM		PM		AM		PM	
		LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX	LOS	INDEX
Witmer/7th	1980	A	.33	A	.39		.13		.19		.50		.57
	2000 Base	A	.43	A	.54		.43		.54		.43		.54
Deleted (Wilshire/Witmer Sta.)													
	1980												
	1980												
	1980												
	1980												
	1980												
	1980												
	1980												

Appendix B

Study Intersection Capital Improvements

Appendix B

Study Intersection Capital Improvements

(CIP/B-Permit/Other Projects)

Intersection	Project No	Alteration/Change
Alameda/Aliso-Commecial	61584	Add LTP, TH N/B & S/B; Add RTO, LTO E/B
Alameda/Arcadia	61584	Add LTP, TH N/B; Add TH S/B
Beaudry/4th	71833	Add RTO E/B
Beverly/Crescent Heights	71770	Add LTP N/B & S/B
Burbank/Vineland	21270	Add LTP N/B & S/B, Add LTP, TH E/B & W/B
Cahuenga/Magnolia	(2)	Add RTO E/B, W/B
Camarillo/Lankershim/Vineland	71799	Add TH N/B, LTP S/B; Add TH & LTP W/B
Chandler/Lankershim	(2)	Add TH N/B, S/B, W/B
Chandler/Vineland	21270	Add TH N/B
Crescent Heights/Melrose	7150	Add LTP All Directions
Fairfax/Wilshire	(1)	Add LTP W/B
Figueroa/Wilshire	T-0019	Add LTP N/B & S/B, Delete RTP N/B
Figueroa/6th	T-0010	Add TH N/B, Delete RTP N/B
Figueroa/7th	T-0019	Add LTP N/B & S/B
Figueroa/8th	B3926	Add RTO S/B
Flower/Wilshire	61432	No Change in Capacity
Flower/5th	61432	No Change in Capacity
Flower/6th	61432	No Change in Capacity
Flower/7th	61432	No Change in Capacity
Flower/8th	61433	Add LTP N/B
Flower/9th	61433	Add LTP S/B
Franklin/Highland (N I/S)	(1)	Add N/B TH, S/B TH & W/B RTO Lanes
Franklin/Highland (S I/S)	(1)	Add N/B TH, S/B & E/B RTO Lanes

Intersection	Project No	Alteration/Change
Gower/Hollywood	61495	No Change in Capacity; widening only E-W
Grand/Temple	61280 91777	No Change in Capacity Add RTO W/B
Grand/Wilshire	B3825	Additional Lane E/B
Grand/7th	B3825	Add RTO S/B
Hill/Temple	91777	Add RTO W/B
Hill/4th	91436	No Change in Capacity; widening only S/B
Hill/5th	91436	No Change in Capacity; widening only S/B
Hollywood/La Brea	91814	No Change in Capacity; widening only E-W
Hope/9th	BD3945	No Change in Capacity; widening only E/B
Irolo/8th	71635	Add LTP N/B & S/B
La Brea/Wilshire	(1)	Add LTP E/B & W/B
Lankershim/Magnolia	(2)	No Change in Capacity; widening only E-W
Macy/Mission	61621	Add LTP N/S, Add 2nd RT S/B
Magnolia/Vineland	(2)	Add RTO E/B & W/B
Normandie-Irolo/Olympic	61608	Add LTP N/B
Olive/4th	(3)	Add TH E/B
San Pedro/Temple	61658	No Change in Capacity; widening only E,W & N/B approaches
Vermont/6th	71434	Add LTP E/B & W/B
Virgil/6th	(3)	Add LTP N/S, Additional width W/B
Western/6th	61658	No Change in Capacity; widening only E-W

(1) CIP Candidate Project
(2) North Hollywood Redevelopment
(3) Unnumbered B-Permit

Abbreviations Used

E/B - Eastbound
E-W - East-West
LTO - Left Turn Only
LTP - Left Turn Pocket
N/B - Northbound
N-S - North-South
Ped Act. Sig.- Pedestrain Actuated Signal
Pk.Hr. - Peak Hour
RTO - Right Turn Only
S/B - Southbound
TH - Through
W/B - Westbound

Appendix C

Potential Operational (TSM) Improvements

Appendix C

Potential Operational (TSM) Improvements

TSM Projects

Intersection	TSM Action
Alvarado/Olympic	PM-N/B Pk. Hr. Lane
Alvarado/3rd	AM-W/B Pk. Hr. Lane; PM-W/B & S/B Pk. Hr. Lanes
Alvarado/6th	AM & PM-E/B & W/B Pk. Hr. Lanes
Beverly/Crescent Hts.	Parking Restric. Exist. Stripe E/B & W/B Curb Lanes
Beverly/Fairfax	Parking Restric. Exist. Stripe E/B & W/B Curb Lanes
Beverly/Gardner	E/B & W/B LTP
Beverly/La Cienega	AM & PM-E/B, W/B & S/B Pk. Hr. Lanes
Burbank/Lankershim/Tujunga	Restripe E/B: 2 TH + RTO
Cahuenga/Franklin	AM-S/B Pk. Hr. Lane; PM-N/B Pk. Hr. Lane
Cahuenga/Moorpark	PM-N/B Pk. Hr. Lane
Carillo-Crescent Hts./Olympic	AM-N/B & S/B Pk. Hr. Lanes; PM-S/B Pk. Hr.
Carillo-McCarthy Vista/San Vicente	AM & PM-N/B & S/B Pk. Hr. Lanes
Crescent Hts./3rd	E-W LTP
Edgewood/La Brea	N-S NLT; Restripe N/B: 3 TH + RTO
Fairfax/Fountain	PM-N/B Pk. Hr. Lane
Fairfax/Olympic	S/B RTO Lane (Off-center striping)
Fairfax/Santa Monica	S/B RTO Lane
Fairfax/Sunset	S/B RTO Lane, PM-N/B Pk. Hr. Lane
Flower/Wilshire	PM-N/B NLT, E/B RTO
Flower/5th	Restripe W/B to Add TH*
Flower/7th	N/B & S/B NLT

*If DPM constructed, reduction in roadway width prevents this.

TSM Projects

Intersection	TSM Action
Fountain/Highland	Restripe: 2 Lanes W/B
Fountain/Vine	AM-S/B Pk. Hr. Lane; PM-N/B, S/B, E/B, W/B Pk. Hr. Lanes
Gardner/Melrose	E/B & W/B LTP
Gower/Hollywood	Restripe S/B RTO + 2 TH & LTO
Gower/Sunset	AM-S/B Pk. Hr. Lane; PM-N/B Pk. Hr. Lane
Grand/7th	PM-N/B NLT
Hauser/6th	PM-N/B Pk. Hr. Lane, E/B & W/B LTP
Highland/Olympic	AM-N/B NLT + Stripe 2 N/B Lanes; PM-N/B & S/B NLT + 2 Lanes N/B
Highland/Sunset	AM-N/B & S/B NLT
Hill/1st	PM-S/B NLT
Hollywood/Vine	AM-S/B Pk. Hr. Lane; PM-N/B & S/B Pk. Hr. Lanes
Hoover/Olympic	AM & PM-N/B Pk. Hr. Lane
Hoover/8th	PM-N/B & S/B Pk. Hr. Lanes E/B & W/B LTP
Hoover/9th	AM & PM-N/B & S/B Pk. Hr. Lanes
La Cienega/Santa Monica	PM-W/B Pk. Hr. Lanes
La Cienega/3rd	AM & PM-W/B, N/B & S/B Pk. Hr. Lanes
Lankershim/Ventura	AM-E/B Pk. Hr. Lane
Laurel Canyon/Ventura	PM-E/B & W/B Pk. Hr. Lanes & AM & PM-S/B Pk. Hr. Lane
Lucas/3rd	AM-S/B Pk. Hr. Lane; PM-N/B & S/B Pk. Hr. Lanes

TSM Projects

Intersection	TSM Action
Magnolia/Tujunga	N/B & S/B RTO Lane
Normandie/3rd	S/B RTO Lane
Normandie/6th	AM & PM-S/B Departure Pk. Hr. Lane & NLT - All Directions
Olympic/Rimpau	AM & PM-S/B Pk. Hr. Lane, N/B RTO Lane
Olympic/Vermont	AM-S/B Pk. Hr. Lane
Rampart/6th	AM-N/B Pk. Hr. Lane
Rossmore/Wilshire	Opt. S/B Lt & Ped Act. Sig.
Rossmore/6th	AM & PM-S/B NLT
Sunset/Vine	AM-S/B Pk. Hr. Lane; PM - N/B & S/B Pk. Hr. Lane
Union/Wilshire	AM & PM-S/B Pk. Hr. Lane
Union/6th	E/B & W/B - LTP
Union/8th	E/B & W/B - LTP
Vermont/7th	E/B & W/B - LTP
Western/Wilshire	AM - E/B Pk. Hr. Lane; PM - E/B & W/B Pk. Hr. Lanes
Western/6th	AM - W/B NLT
Willow/6th	AM & PM - N/B & S/B PK. Hr. Lanes

Abbreviations Used

E/B - Eastbound
E-W - East-West
LTO - Left Turn Only
LTP - Left Turn Pocket
N/B - Northbound
N-S - North-South
Ped Act. Sig. - Pedestrian Actuated Signal
Pk. Hr. - Peak Hour
RTO - Right Turn Only
S/B - Southbound
TH - Through
W/B - Westbound

WPT12/27

Appendix D

Options I, VII, IX, XII, XIII
Mode of Access - All Mode Totals
Constrained Parking Demand at all Stations
Daily (24-Hour) Arrivals

STATION NUMBER	STATION	OPTION				
		I	VII	IX	XII	XIII
1	UNION STATION	36.6	33.5	36.7	37.0	33.6
2	FIRST/HILL	16.4	14.6	16.3	16.9	15.2
3	FIFTH/HILL	35.4	30.7	35.2	36.2	29.3
4	SEVENTH/FLOWER	38.8	31.8	39.0	39.6	32.2
5	ALVARADO/WILSHIRE	22.0	22.2	22.8	23.4	21.3
6	VERMONT/WILSHIRE	33.6	32.2	33.7	33.9	31.8
7	NORMANDIE/WILSHIRE	18.0	15.6	17.8	18.3	15.1
8	WESTERN/WILSHIRE	21.4	19.8	25.4	21.6	22.4
9	CRENSHAW/WILSHIRE	13.6	14.4	-	13.8	-
10	LA BREA/WILSHIRE	14.3	14.4	16.3	14.4	17.0
11	CURSON/WILSHIRE	37.6	35.7	38.4	38.3	36.7
12	BEVERLY/FAIRFAX	9.3	-	9.0	9.1	-
13	SANTA MONICA/FAIRFAX	14.1	-	13.9	13.5	-
14	CAHUENGA/HOLLYWOOD	24.4	-	25.0	25.0	-
15	HOLLYWOOD BOWL *	1.6	-	-	-	-
16	UNIVERSAL CITY OR STUDIO CITY	13.9	-	14.4	13.6	-
17	NORTH HOLLYWOOD	16.6	-	17.0	7.1	-
18	FAIRFAX/SUNSET **	-	-	-	-	-
19	LA BREA/SUNSET	-	-	2.8	2.8	-
30	LAUREL CYN. *	-	-	-	12.5	-
	TOTAL	367.7	264.9	363.6	377.0	254.6

*Deleted from study
**Included under Option VIII
SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS

Appendix E

Mode of Arrival or Departure
Parking at all Stations
Option XII (Except Stations 16 & 17 - Option I)
Daily (24 - Hour) Arrivals or Departures

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	1118	28458	1238	5609	561	36984
2	FIRST/HILL	3824	13036	1	21	2	16884
3	FIFTH/HILL	14686	21169	47	287	29	36218
4	SEVENTH/FLOWER	11366	21828	563	5301	530	39588
5	ALVARADO/WILSHIRE	9957	10668	1324	1275	128	23352
6	VERMONT/WILSHIRE	6274	24718	1192	1525	153	33862
7	NORMANDIE/WILSHIRE	5462	10773	894	1071	107	18307
8	WESTERN/WILSHIRE	4002	16910	233	439	44	21628
9	CRENSHAW/WILSHIRE	3034	10293	252	242	24	13845
10	LA BREA/WILSHIRE	1325	12384	362	326	33	14430
11	CURSON/WILSHIRE	1006	35076	597	1490	149	38318
12	BEVERLY/FAIRFAX	1946	4883	925	1205	120	9079
13	SANTA MONICA/FAIRFAX	517	12712	242	58	6	13535
14	CAHUENGA/HOLLYWOOD	6255	15286	1450	1793	179	24963
15	HOLLYWOOD BOWL	DELETED FROM STUDY					
16	UNIVERSAL CITY OR STUDIO CITY	807	8300	721	3667	367	13862
17	NORTH HOLLYWOOD	507	8739	1821	5008	501	16576
18	FAIRFAX/SUNSET	INCLUDED UNDER OPTION VII ONLY					
19	LA BREA/SUNSET	249	1518	407	600	60	2834
30	LAUREL CYN.	DELETED FROM STUDY					

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS
*Option I

Appendix E

Mode of Arrival
Parking at all Stations
Option XII (Except Stations 16 & 17 - Option I)
A.M. Peak Hour

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	97	4605	208	750	75	5735
2	FIRST/HILL	27	1455	0	3	0	1485
3	FIFTH/HILL	106	1481	7	38	4	1636
4	SEVENTH/FLOWER	100	2460	66	734	73	3433
5	ALVARADO/WILSHIRE	531	1170	240	176	18	2135
6	VERMONT/WILSHIRE	312	2558	268	242	24	3404
7	NORMANDIE/WILSHIRE	443	773	194	162	16	1588
8	WESTERN/WILSHIRE	29	1973	35	49	5	2091
9	CRENSHAW/WILSHIRE	206	1542	37	18	2	1805
10	LA BREA/WILSHIRE	13	1297	57	17	2	1386
11	CURSON/WILSHIRE	7	2554	116	272	27	2976
12	BEVERLY/FAIRFAX	33	336	193	243	24	829
13	SANTA MONICA/FAIRFAX	4	1469	61	0	0	1534
14	CAHUENGA/HOLLYWOOD	323	1335	316	270	27	2271
15	HOLLYWOOD BOWL	DELETED FROM STUDY					
16*	UNIVERSAL CITY OR STUDIO CITY	160	1078	145	710	71	2164
17*	NORTH HOLLYWOOD	55	1216	372	929	93	2665
18	FAIRFAX/SUNSET	INCLUDED UNDER OPTION VIII ONLY					
19	LA BREA/SUNSET	38	162	75	113	11	399
30	LAUREL GYN.	DELETED FROM STUDY					

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS
*Option I

Appendix E

Mode of Departure
Parking at all Stations
Option XII (Except Stations 16 & 17 - Option I)
AM Peak Hour

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	135	859	9	30	3	1036
2	FIRST/HILL	829	1300	0	0	0	2129
3	FIFTH/HILL	2949	2902	0	2	0	5853
4	SEVENTH/FLOWER	2291	1990	4	46	5	4336
5	ALVARADO/WILSHIRE	1494	1016	10	9	1	2530
6	VERMONT/WILSHIRE	994	2653	8	11	1	3667
7	NORMANDIE/WILSHIRE	717	1506	6	8	1	2238
8	WESTERN/WILSHIRE	822	1566	2	3	0	2393
9	CRENSHAW/WILSHIRE	440	617	2	1	0	1060
10	LA BREA/WILSHIRE	257	1229	3	1	0	1490
11	CURSON/WILSHIRE	209	4590	4	11	1	4815
12	BEVERLY/FAIRFAX	354	644	7	9	1	1015
13	SANTA MONICA/FAIRFAX	95	1194	2	0	0	1291
14	CAHUENGA/HOLLYWOOD	987	1888	10	13	1	2899
15	HOLLYWOOD BOWL	DELETED FROM STUDY					
16*	UNIVERSAL CITY OR STUDIO CITY	11	536	5	27	3	582
17*	NORTH HOLLYWOOD	44	558	13	37	4	656
18	FAIRFAX/SUNSET	INCLUDED UNDER OPTION VIII ONLY					
19	LA BREA/SUNSET	14	152	3	4	0	173
30	LAUREL CYN.	DELETED FROM STUDY					

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS
*Option I

Appendix E

Mode of Arrival
Parking at all Stations
Option XII (Except Stations 16 & 17 - Option I)
P.M. Peak Hour

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	187	2438	82	638	64	3409
2	FIRST/HILL	968	1917	0	2	0	2887
3	FIFTH/HILL	3580	3880	3	21	2	7486
4	SEVENTH/FLOWER	2769	3077	43	455	46	6390
5	ALVARADO/WILSHIRE	1965	1547	85	110	11	3718
6	VERMONT/WILSHIRE	1279	3837	66	105	10	5297
7	NORMANDIE/WILSHIRE	963	1990	51	75	7	3086
8	WESTERN/WILSHIRE	986	2394	16	34	3	3433
9	CRENSHAW/WILSHIRE	574	1138	18	16	2	1748
10	LA BREA/WILSHIRE	316	1850	25	16	2	2209
11	CURSON/WILSHIRE	249	6288	37	95	9	6678
12	BEVERLY/FAIRFAX	446	884	54	72	7	1463
13	SANTA MONICA/FAIRFAX	121	1813	12	0	0	1946
14	CAHUENGA/HOLLYWOOD	1267	2600	82	126	13	4088
15	HOLLYWOOD BOWL	DELETED FROM STUDY					
16*	UNIVERSAL CITY OR STUDIO CITY	53	995	43	225	23	1339
17*	NORTH HOLLYWOOD	72	1021	108	316	32	1549
18	FAIRFAX/SUNSET	INCLUDED UNDER OPTION VIII ONLY					
19	LA BREA/SUNSET	27	225	26	54	5	337
30	LAUREL CYN.	DELETED FROM STUDY					

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS
*Option I

Appendix E

Mode of Departure
Parking at all Stations
Option XII (Except Stations 16 & 17 - Option I)
P.M. Peak Hour

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	153	6028	278	1896	190	8545
2	FIRST/HILL	217	2061	0	4	0	2282
3	FIFTH/HILL	882	2544	10	58	6	3500
4	SEVENTH/FLOWER	Gas	3519	109	1183	118	5624
5	ALVARADO/WILSHIRE	1042	1681	308	297	30	3358
6	VERMONT/WILSHIRE	628	3700	307	333	33	5001
7	NORMANDIE/WILSHIRE	706	1298	227	230	23	2484
8	WESTERN/WILSHIRE	237	2752	50	83	8	3130
9	CRENSHAW/WILSHIRE	353	1996	53	38	4	2444
10	LA BREA/WILSHIRE	84	1893	79	38	4	2098
11	CURSON/WILSHIRE	59	4308	143	347	35	4892
12	BEVERLY/FAIRFAX	138	586	230	294	29	1277
13	SANTA MONICA/FAIRFAX	33	2057	67	0	0	2157
14	CAHUENGA/HOLLYWOOD	637	2061	368	383		
15	HOLLYWOOD BOWL	DELETED FROM STUDY					
16	UNIVERSAL CITY OR STUDIO CITY	194	1482	176	878	88	2818
17	NORTH HOLLYWOOD	80	1617	448	1175	118	3438
18	FAIRFAX/SUNSET	INCLUDED UNDER OPTION VIII ONLY					
19	LA BREA/SUNSET	49	235	95	176	18	573
30	LAUREL CYN.	DELETED FROM STUDY					

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS
*Option I

Appendix F

Mode of Arrival or Departure
Parking at all Stations
Option VII
Daily (24-Hour) Arrivals or Departure

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	1005	25514	1077	5374	537	33507
2	FIRST/HILL	2965	11400	3	198	20	14586
3	FIFTH/HILL	11729	18638	42	257	26	30692
4	SEVENTH/FLOWER	9798	16192	375	4949	495	31809
5	ALVARADO/WILSHIRE	9621	10030	1235	1246	125	22257
6	VERMONT/WILSHIRE	6095	23395	1151	1434	143	32218
7	NORMANDIE/WILSHIRE	4308	9590	722	864	86	15570
8	WESTERN/WILSHIRE	3778	15388	201	375	37	19779
9	CRENSHAW/WILSHIRE	2171	11741	232	230	23	14397
10	LA BREA/WILSHIRE	845	12825	360	311	31	14372
11	CURSON/WILSHIRE	704	33038	528	1292	129	35691
12	BEVERLY/FAIRFAX	-	-	-	-	-	-
13	SANTA MONICA/FAIRFAX	-	-	-	-	-	-
14	CAHUENGA/HOLLYWOOD	-	-	-	-	-	-
15	HOLLYWOOD BOWL	-	-	-	-	-	-
16	UNIVERSAL CITY OR STUDIO CITY	-	-	-	-	-	-
17	NORTH HOLLYWOOD	-	-	-	-	-	-
18	FAIRFAX/SUNSET	-	-	-	-	-	-
19	LA BREA/SUNSET	-	-	-	-	-	-
30	LAUREL CYN.	-	-	-	-	-	-

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS

Appendix F

Mode of Arrival
Parking at all Stations
Option VII
A.M. Peak Hour

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	87	4287	182	758	76	5390
2	FIRST/HILL	29	1391	1	29	3	1453
3	FIFTH/HILL	84	1459	7	35	4	1589
4	SEVENTH/FLOWER	87	1993	49	618	62	2809
5	ALVARADO/WILSHIRE	526	1192	231	168	17	2134
6	VERMONT/WILSHIRE	312	2477	261	230	23	3303
7	NORMANDIE/WILSHIRE	385	763	155	129	13	1445
8	WESTERN/WILSHIRE	27	1878	30	41	4	1980
9	CRENSHAW/WILSHIRE	191	1796	35	18	2	2042
10	LA BREA/WILSHIRE	10	1468	58	17	2	1555
11	CURSON/WILSHIRE	5	2600	103	238	24	2970
12	BEVERLY/FAIRFAX	-	-	-	-	-	-
13	SANTA MONICA/FAIRFAX	-	-	-	-	-	-
14	CAHUENGA/HOLLYWOOD	-	-	-	-	-	-
15	HOLLYWOOD BOWL	-	-	-	-	-	-
16	UNIVERSAL CITY OR STUDIO CITY	-	-	-	-	-	-
17	NORTH HOLLYWOOD	-	-	-	-	-	-
18	FAIRFAX/SUNSET	-	-	-	-	-	-
19	LA BREA/SUNSET	-	-	-	-	-	-
30	LAUREL CYN.	-	-	-	-	-	-

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS

Appendix F

Mode of Departure
Parking at all Stations
Option VII
A.M. Peak Hour

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	123	697	8	28	3	859
2	FIRST/HILL	626	1013	0	1	0	1640
3	FIFTH/HILL	2343	2414	0	2	0	4759
4	SEVENTH/FLOWER	1973	1407	3	38	4	3425
5	ALVARADO/WILSHIRE	1431	859	9	8	1	2308
6	VERMONT/WILSHIRE	956	2438	8	11	1	3414
7	NORMANDIE/WILSHIRE	532	1265	5	7	1	1810
8	WESTERN/WILSHIRE	777	1321	2	3	0	2103
9	CRENSHAW/WILSHIRE	267	661	2	1	0	931
10	LA BREA/WILSHIRE	160	1145	3	1	0	1309
11	CURSON/WILSHIRE	142	4033	4	9	1	4189
12	BEVERLY/FAIRFAX	-	-	-	-	-	-
13	SANTA MONICA/FAIRFAX	-	-	-	-	-	-
14	CAHUENGA/HOLLYWOOD	-	-	-	-	-	-
15	HOLLYWOOD BOWL	-	-	-	-	-	-
16	UNIVERSAL CITY OR STUDIO CITY	-	-	-	-	-	-
17	NORTH HOLLYWOOD	-	-	-	-	-	-
18	FAIRFAX/SUNSET	-	-	-	-	-	-
19	LA BREA/SUNSET	-	-	-	-	-	-
30	LAUREL CYN.	-	-	-	-	-	-

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS

Appendix F

Mode of Arrival
Parking at all Stations
Option VII
P.M. Peak Hour

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	169	2097	72	632	63	3033
2	FIRST/HILL	738	1562	0	14	1	2315
3	FIFTH/HILL	2852	3282	3	19	2	6158
4	SEVENTH/FLOWER	2386	2193	28	376	38	5021
5	ALVARADO/WILSHIRE	1887	1364	78	103	10	3442
6	VERMONT/WILSHIRE	1233	3565	63	98	10	4969
7	NORMANDIE/WILSHIRE	727	1700	41	61	6	2535
8	WESTERN/WILSHIRE	932	2085	14	29	3	3063
9	CRENSHAW/WILSHIRE	367	1259	16	16	2	1660
10	LA BREA/WILSHIRE	199	1798	24	16	2	2037
11	CURSON/WILSHIRE	172	5684	32	82	8	5978
12	BEVERLY/FAIRFAX	-	-	-	-	-	-
13	SANTA MONICA/FAIRFAX	-	-	-	-	-	-
14	CAHUENGA/HOLLYWOOD	-	-	-	-	-	-
15	HOLLYWOOD BOWL	-	-	-	-	-	-
16	UNIVERSAL CITY OR STUDIO CITY	-	-	-	-	-	-
17	NORTH HOLLYWOOD	-	-	-	-	-	-
18	FAIRFAX/SUNSET	-	-	-	-	-	-
19	LA BREA/SUNSET	-	-	-	-	-	-
30	LAUREL CYN.	-	-	-	-	-	-

SOURCE: SCRTO MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS

Appendix F

Mode of Departure
VII Parking at all Stations
Option VII
P.M. Peak Hour

STATION NUMBER	STATION	WALK	BUS	K/R	P/R	AUTO TRIPS	TOTAL TRIPS
1	UNION STATION	137	5527	242	1931	193	8030
2	FIRST/HILL	178	1914	1	42	4	2139
3	FIFTH/HILL	707	2379	9	53	5	3153
4	SEVENTH/FLOWER	600	2739	76	987	99	4501
5	ALVARADO/WILSHIRE	1018	1669	291	281	28	3287
6	VERMONT/WILSHIRE	618	3562	298	315	32	4825
7	NORMANDIE/WILSHIRE	590	1227	182	184	18	2201
8	WESTERN/WILSHIRE	223	2589	43	71	7	2933
9	CRENSHAW/WILSHIRE	295	2314	50	39	4	2702
10	LA BREA/WILSHIRE	55	2079	79	38	4	2255
11	CURSON/WILSHIRE	42	4259	127	302	30	4760
12	BEVERLY/FAIRFAX	-	-	-	-	-	-
13	SANTA MONICA/FAIRFAX	-	-	-	-	-	-
14	CAHUENGA/HOLLYWOOD	-	-	-	-	-	-
15	HOLLYWOOD BOWL	-	-	-	-	-	-
16	UNIVERSAL CITY OR STUDIO CITY	-	-	-	-	-	-
17	NORTH HOLLYWOOD	-	-	-	-	-	-
18	FAIRFAX/SUNSET	-	-	-	-	-	-
19	LA BREA/SUNSET	-	-	-	-	-	-
30	LAUREL CYN.	-	-	-	-	-	-

SOURCE: SCRTD MODE OF ARRIVAL FOR SCAG 82B (2000) -- ALL STATIONS