Highway System Improvements

A number of traffic improvements, including Automated Traffic Surveillance and Control (ATSAC), have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. These improvements have been incorporated in the analysis of existing (2005) traffic conditions.

In order to accurately forecast future (2010) traffic conditions in the project area, an investigation into anticipated transportation improvements to the street system serving the project area was also conducted. Field surveys concluded that a traffic signal had been recently installed at the intersection of Santa Monica Boulevard and Bronson Avenue. The traffic signal was not operational in September 2005, when the manual traffic counts were conducted for this study. Therefore, for the analysis of existing (2005) traffic conditions, a capacity of 1,200 VPH was assumed for the two-way stop sign on Bronson Avenue. However, for the analysis of future (2010) traffic conditions, the traffic signal at Santa Monica Boulevard and Bronson Avenue was assumed to be operational, thereby increasing capacity at this study intersection.

A review of the Bureau of Engineering's "Uniform Project Reporting System" website found no additional street improvement projects that could affect the study area. In addition, mitigation measures or improvements proposed by private development projects were not assumed, as those projects and their mitigations are often delayed or do not go forward as anticipated. Therefore, with the exception of the intersection of Santa Monica Boulevard and Bronson Avenue, the existing traffic lane and capacity conditions at the study intersections were also assumed for the future year base analyses.

Analysis of Future (2010) Traffic Conditions, Without and With Project

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described earlier, for the analysis of future project traffic impacts, the current roadway system's geometric and signal operation characteristics were assumed to prevail.

Future (2010) baseline traffic volumes for the "Without Project" condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. The Future (2010) "Without Project" traffic volumes are illustrated in Figures 10(a) and 10(b) for the AM and PM peak hours, respectively.

Traffic volumes generated by the project, as determined earlier, were then added to these baseline volumes to develop the Future (2010) "With Project" condition to determine traffic impacts directly attributable to the project. Morning and afternoon peak hour traffic volumes are shown in Figures 11(a) and 11(b), respectively.

The results of the analysis of future traffic conditions at the study intersections are summarized in Table 11. As shown in this table, ten of the study intersections will continue to operate at good levels of service (LOS A through LOS C) in the future year 2010, both with and without the project. Future (2010) conditions at the intersection of Santa Monica Boulevard/Normandie Avenue is forecast to operate at LOS C during the morning peak hour and LOS D during the PM peak hour. The intersections of Sunset Boulevard/Van Ness Avenue, Sunset Boulevard/Wilton Place, and Melrose Avenue/Wilton Place are forecast to operate at LOS D during both peak hours, both without and with the project. The remaining study intersections are expected to operate at LOS E and/or LOS F during both peak hours.

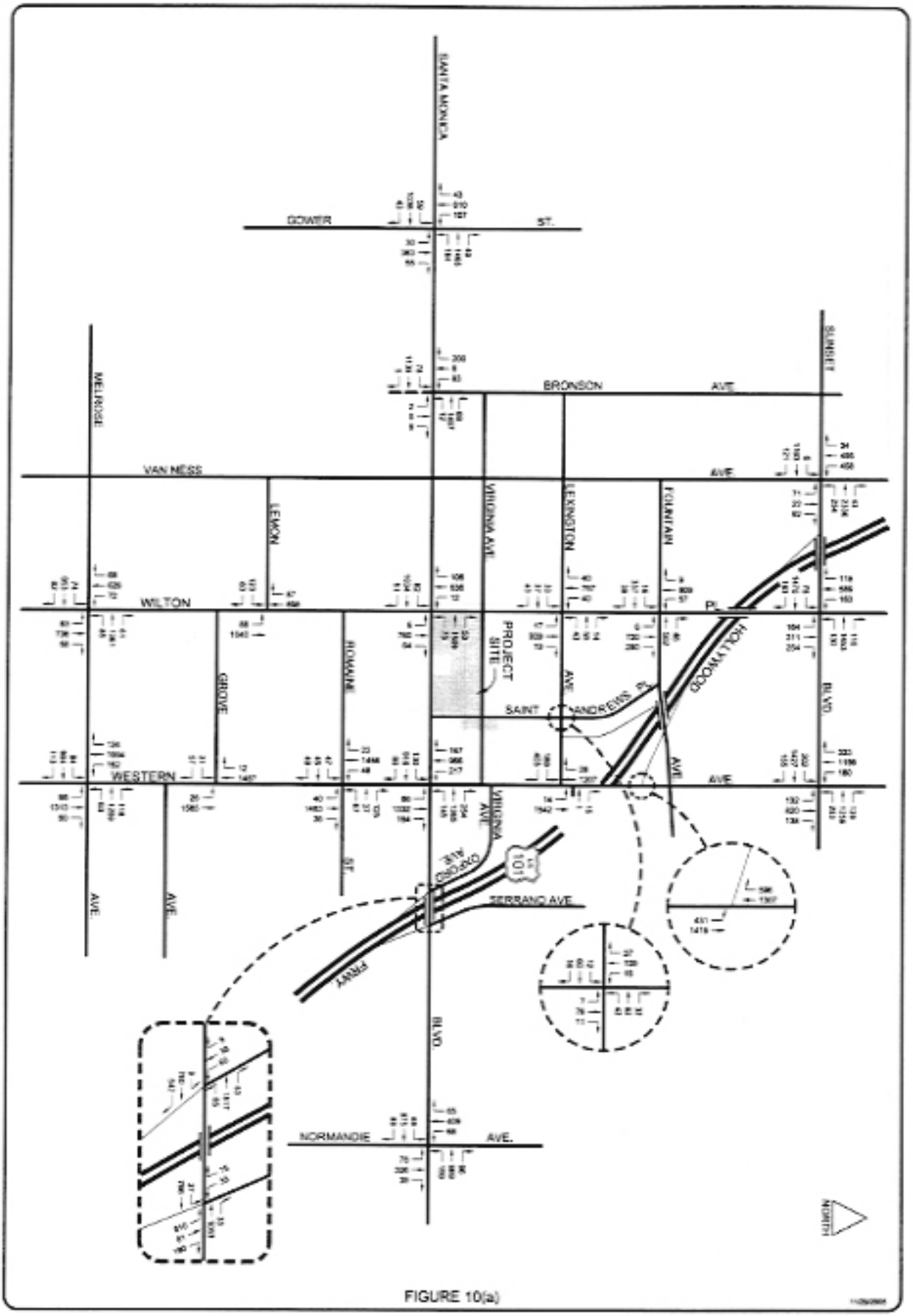

FIGURE 10(a)

FUTURE (2010) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

C&A
CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-4508
Transportation Planning / Traffic Engineering

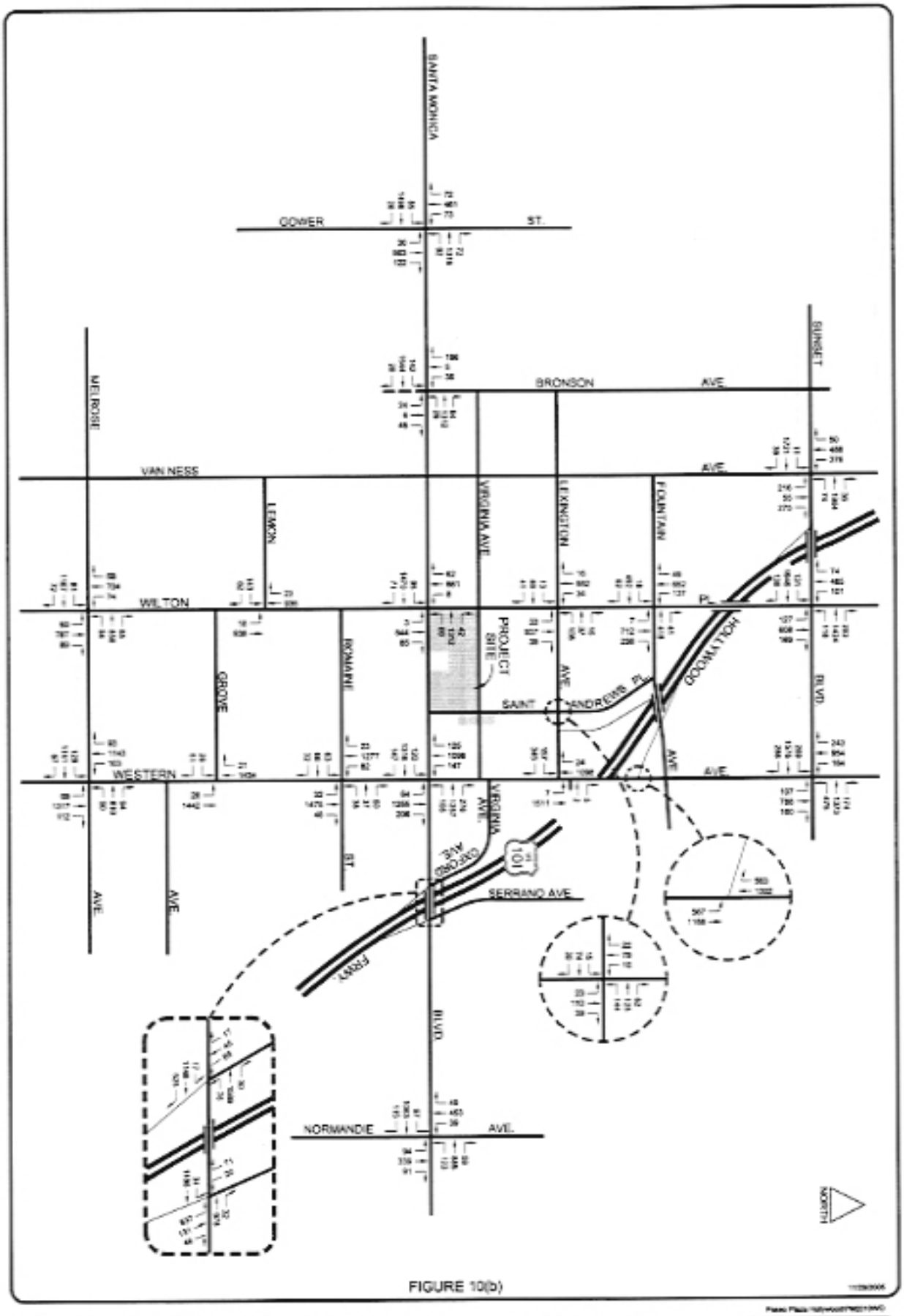

FIGURE 10(b)

FUTURE (2010) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

C&A
CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508
Transportation Planning / Traffic Engineering

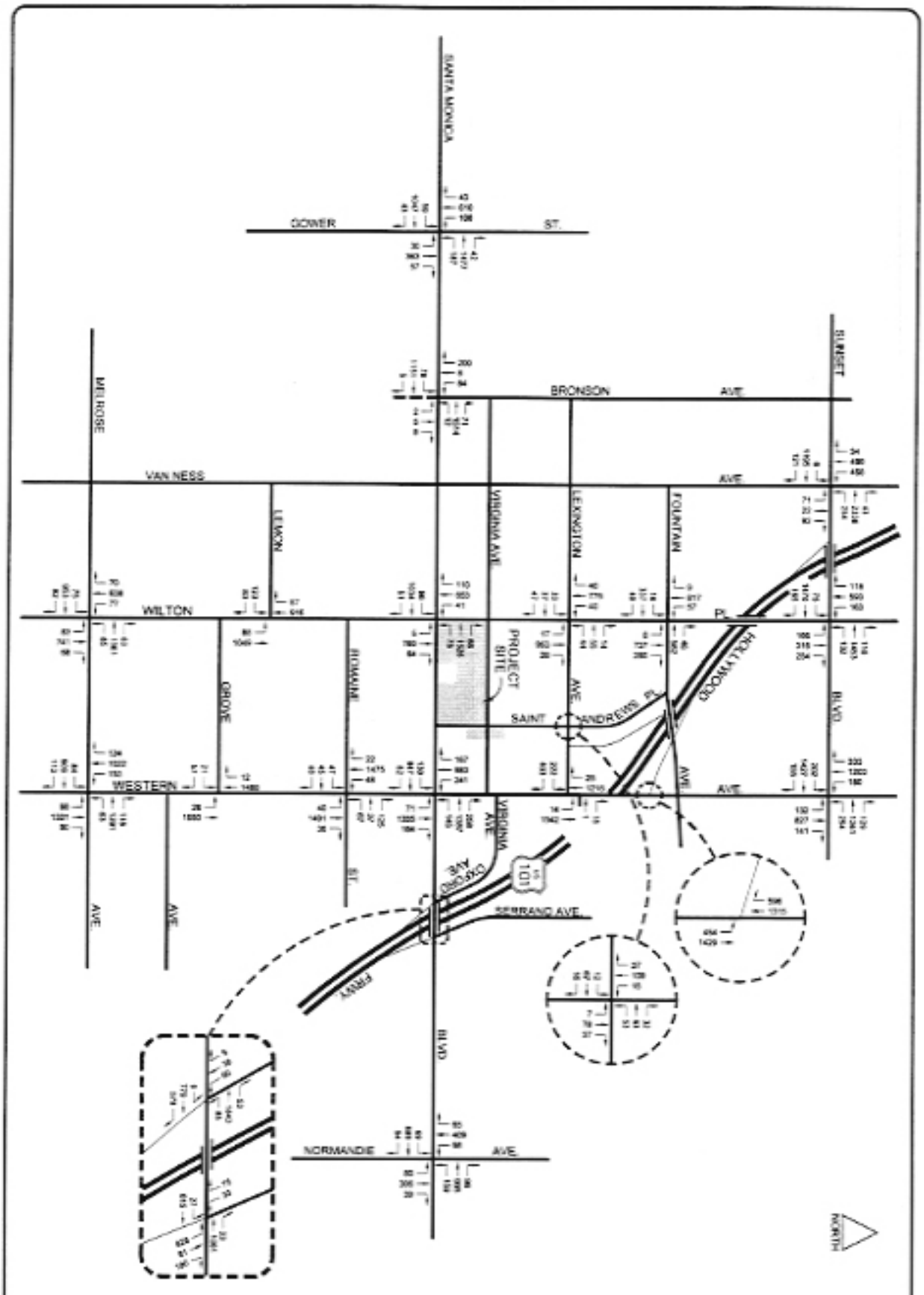

FIGURE 11(a)

FUTURE (2010) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

C&A
CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 477-6508
Transportation Planning - Traffic Engineering

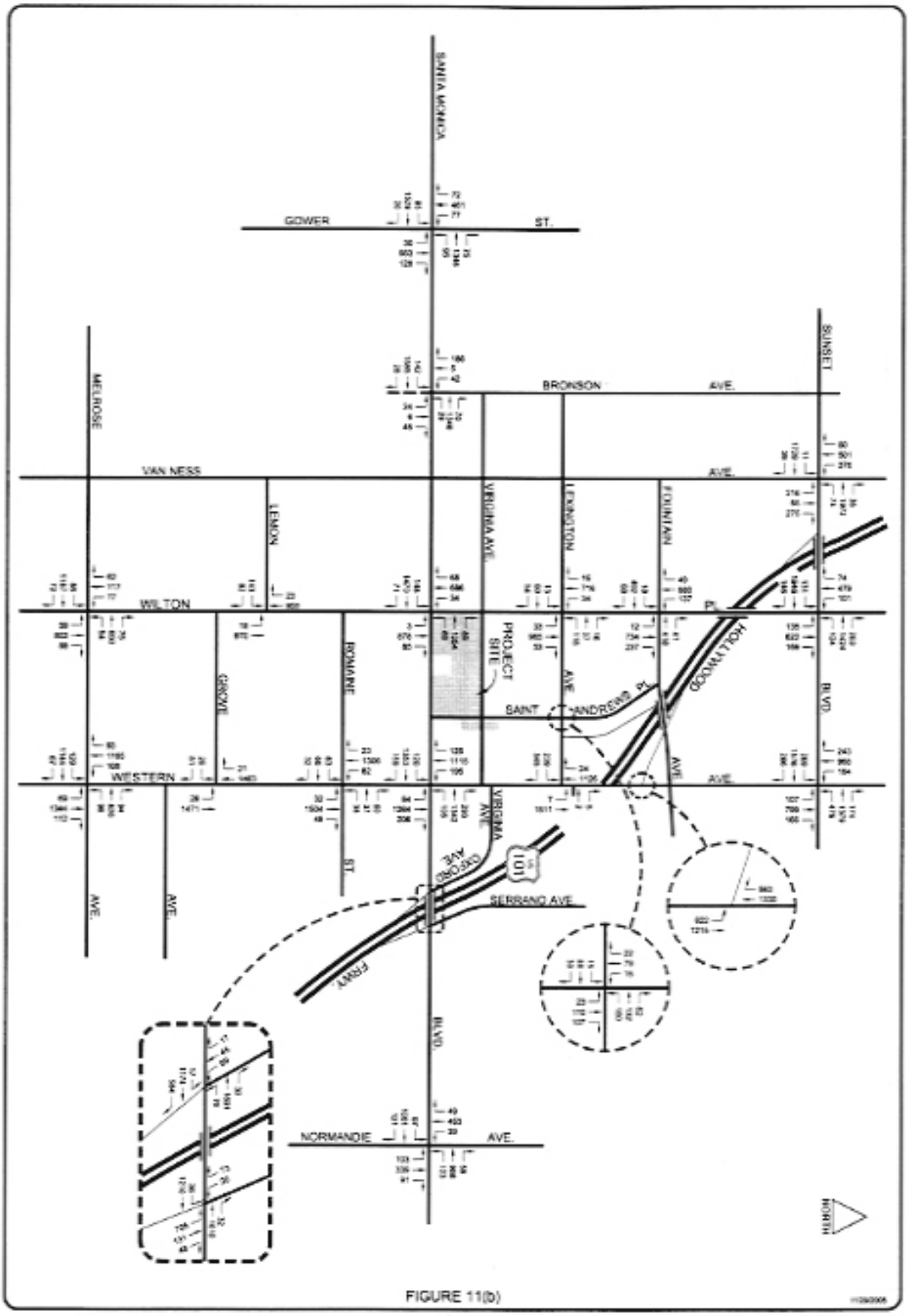

FIGURE 11(b)

FUTURE (2010) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

C&A
CRAIN & ASSOCIATES
2967 Townsgate Boulevard
Los Angeles, California 90027
(310) 473-6508
Transportation Planning - Traffic Engineering

Table 11
Critical Movement Analysis (CMA) Summary
Future (2010) Traffic Conditions - Without and With Project

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	Impact	
1.	Sunset Boulevard & Van Ness Avenue	AM	0.863	D	0.866	D	0.003	
		PM	0.885	D	0.895	D	0.010	
2.	Sunset Boulevard & Wilton Place	AM	0.809	D	0.812	D	0.003	
		PM	0.818	D	0.823	D	0.005	
3.	Sunset Boulevard & Western Avenue	AM	1.173	F	1.175	F	0.002	
		PM	1.264	F	1.271	F	0.007	
4.	Fountain Avenue & Wilton Place	AM	0.743	C	0.749	C	0.006	
		PM	0.766	C	0.788	C	0.022	
5.	Hollywood Fwy NB On-Ramp & Western Avenue	AM	1.153	F	1.175	F	0.022	*
		PM	1.249	F	1.307	F	0.058	*
6.	Lexington Avenue & Wilton Place	AM	0.403	A	0.413	A	0.010	
		PM	0.465	A	0.494	A	0.029	
7.	Lexington Avenue & Saint Andrews Place	AM	0.317	A	0.329	A	0.012	
		PM	0.533	A	0.644	B	0.111	
8.	Lexington Avenue & Western Avenue	AM	0.692	B	0.706	C	0.014	
		PM	0.640	B	0.673	B	0.033	
9.	Santa Monica Boulevard & Gower Street	AM	1.037	F	1.043	F	0.006	
		PM	1.122	F	1.143	F	0.021	*
10.	Santa Monica Boulevard & Bronson Avenue	AM	0.613	B	0.619	B	0.006	
		PM	0.576	A	0.590	A	0.014	
11.	Santa Monica Boulevard & Wilton Place	AM	0.891	D	0.940	E	0.049	*
		PM	0.906	E	0.960	E	0.054	*
12.	Santa Monica Boulevard & Western Avenue	AM	1.280	F	1.309	F	0.029	*
		PM	1.160	F	1.237	F	0.077	*
13.	Santa Monica Boulevard & Oxford Avenue/Hollywood Fwy SB On-Ramp	AM	0.599	A	0.608	B	0.009	
		PM	0.527	A	0.561	A	0.034	
14.	Santa Monica Boulevard & Serrano Avenue/Hollywood Fwy NB Off-Ramp	AM	0.742	C	0.751	C	0.009	
		PM	0.658	B	0.690	B	0.032	
15.	Santa Monica Boulevard & Normandie Avenue	AM	0.771	C	0.779	C	0.008	
		PM	0.828	D	0.842	D	0.014	
16.	Romaine Street & Western Avenue	AM	0.653	B	0.655	B	0.002	
		PM	0.625	B	0.635	B	0.010	

Table 11 (continued)
Critical Movement Analysis (CMA) Summary
Future (2010) Traffic Conditions - Without and With Project

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	Impact	
17.	Lemon Grove Avenue & Wilton Place	AM	0.554	A	0.559	A	0.005	
		PM	0.421	A	0.433	A	0.012	
18.	Lemon Grove Avenue & Western Avenue	AM	0.510	A	0.513	A	0.003	
		PM	0.485	A	0.495	A	0.010	
19.	Melrose Avenue & Wilton Place	AM	0.865	D	0.874	D	0.009	
		PM	0.802	D	0.811	D	0.009	
20.	Melrose Avenue & Western Avenue	AM	1.025	F	1.028	F	0.003	
		PM	0.937	E	0.951	E	0.014	*

* Indicates a significant project impact per LADOT Traffic Study Policies and Procedures, November 1993.

Although the addition of project traffic will increase the CMA value at all of the study intersections during both peak hours, the incremental traffic will result in a change in level of service at only four locations. Prior to the addition of project traffic, the intersection of Lexington Avenue and St. Andrews Place is forecast to operate at LOS A during both peak hours; with the addition of project traffic, this intersection is expected to operate at LOS B during the PM peak hour. The intersection of Lexington Avenue and Western Avenue will operate at LOS B during both peak hours for the Future (2010) Without Project condition, but will deteriorate slightly to LOS C during the AM peak hour for With Project conditions. The intersection of Santa Monica Boulevard and Wilton Place, immediately adjacent to the project, is forecast to operate at LOS D during the AM peak hour and LOS E during the PM peak hour before the project is developed, but is expected to operate at LOS E during both peak hours with the addition of project trips. Finally, the intersection of Santa Monica Boulevard and Serrano Avenue/Hollywood Freeway (US-101) NB Off-Ramp is forecast to operate at LOS A during both peak hours for the Future (2010) Without Project condition. For the Future (2010) With Project condition, the intersection is expected to operate at LOS B during the AM peak hour.

Significant Traffic Impact Criteria

LADOT defines a significant traffic impact attributable to a project based on a "stepped scale", with intersections at high volume-to-capacity ratios being more sensitive to additional traffic than those operating with available surplus capacity. According to LADOT policy, a significant impact is identified as an increase in the CMA value, due to project-related traffic, of 0.010 or more when the final ("with project") Level of Service is E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or a CMA increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 12.

Table 12
LADOT Criteria for Significant Traffic Impact

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Based on these criteria and as shown previously in Table 11, the project is anticipated to significantly impact the following five study intersections:

- Hollywood Freeway (US-101) NB On-Ramp and Western Avenue
- Santa Monica Boulevard and Gower Street
- Santa Monica Boulevard and Wilton Place
- Santa Monica Boulevard and Western Avenue
- Melrose Avenue and Western Avenue

Improvement measures designed to address these potential significant impacts are described, and their effectiveness analyzed, later in the Mitigation Measures section.

Neighborhood Traffic Impact Analysis

As summarized in the preceding discussions, the proposed project is expected to result in significant traffic impacts to five intersections in the project vicinity. These intersections are located along the Major and Secondary Highways providing the primary access routes to and from the proposed project, and would therefore be expected to carry the majority of the development's new traffic. However, as described earlier in this report, most of the street system immediately surrounding the project site is generally comprised of local residential streets. Despite the removal of the existing commercial development on the project site, the project is expected to increase the amount of trips to and from the site by approximately 6,734 net new trips per day. It is possible that project-related traffic traveling to and from the site could utilize local residential streets as access routes to avoid congestion on the primary travel routes, and thus could disrupt neighborhood traffic.

To evaluate the potential for future project traffic impacts on the area neighborhood streets, an additional analysis was conducted to evaluate the effects of project-related traffic increases on Wilton Place and St. Andrews Place north of the project site, on Virginia Avenue adjacent to the project site, and on Lexington Avenue north of the site.

Neighborhood traffic impacts, unlike the intersection analyses, are based on daily traffic volumes. City of Los Angeles guidelines for the evaluation of project traffic impacts on local streets utilizes a variable scale to determine the significance of potential traffic additions. Impacts are evaluated based on the project's traffic percentage of the total future (With Project) average daily traffic (ADT) volumes. These criteria, outlined in LADOT's current "Traffic Study Policies and Procedures" (November 1993), are summarized in Table 13.

Table 13
LADOT Neighborhood Traffic Impact Criteria

Projected Future ADT (With Project)	Project-Related Increase in Final ADT
1,000 to 1,999	12 percent or more
2,000 to 2,999	10 percent or more
3,000 or more	8 percent or more

These criteria, however, do not identify the possibility of significant impacts to local streets with daily traffic volumes of less than 1,000 VPD. Therefore, for the purposes of project impact evaluation, the above definition was supplemented with proposed criteria noted in a recent LADOT workshop to update the current Traffic Study Policies and Procedures document. This proposal would expand the neighborhood impact criteria to include streets with less than 1,000 VPD. A significant impact to these facilities would occur when the project-related increase in ADT is 16 percent or more, or with the addition of 120 vehicles per day if the project is within the West Los Angeles Transportation and Mitigation Specific Plan (TIMP) area. The proposed project is not within the TIMP area, and the proposed 16 percent criterion was assumed for purposes of this analysis as applicable for streets with less than 1,000 VPD.

In order to determine the potential impacts of the project on the neighborhood, a total of seven residential street locations were examined. Neighborhood traffic impacts were evaluated for Wilton Place between Virginia Avenue and Lexington Avenue, and for north of Lexington Avenue; for St. Andrews Place between Virginia Avenue and Lexington Avenue; for Virginia Avenue adjacent to the project site and between St. Andrews Place and Western Avenue; and on Lexington Avenue between Wilton Place and St. Andrews Place, and between St. Andrews Place and the Hollywood Freeway (US-101) southbound off-ramp. These locations are along the residential streets that would most likely to be affected by project traffic.

New 24-hour traffic counts were performed for the two street segments to establish existing conditions. Future traffic volumes for these facilities were estimated using the same procedures and assumptions described previously in the development of future intersection volumes. These future traffic estimates included both ambient traffic growth and "related project" traffic. Finally, project traffic volumes, including the removal of existing traffic from the commercial developments on the site, were added, and the incremental effects of that traffic calculated. The results of the analysis of neighborhood traffic are summarized in Table 14.

Table 14
Neighborhood Traffic Impact Analysis Summary
Existing and Future Average Daily Traffic Volumes

Street Segment	Existing (2005)	Future (2010) Without Project	Project Traffic	With Project	Percent Increase	Significant Impact
Wilton Place						
north of Lexington Avenue	17,405	20,065	693	20,758	3.3%	No
south of Lexington Avenue	19,226	21,979	814	22,793	3.6%	No
Virginia Avenue						
east of Wilton Place	1,904	2,001	1,079	3,080	35.0%	Yes
west of Western Avenue	2,316	2,434	1,249	3,683	33.9%	Yes
Saint Andrews Place						
south of Lexington Avenue	4,853	5,101	1,124	6,225	18.1%	Yes
Lexington Avenue						
east of Wilton Place	3,456	3,776	231	4,007	5.8%	No
west of US-101 SB off-ramp	4,515	4,889	1,355	6,244	21.7%	Yes

As shown in Table 14, the development of the proposed project could produce significant traffic impacts on four of the seven residential street segments analyzed, although the largest impacts will occur on the street segments located immediately adjacent to the project site. The locations of the residential street impacts are listed below.

- Virginia Avenue, east of Wilton Place
- Virginia Avenue, west of Western Avenue
- St. Andrews Place, south of Lexington Avenue
- Lexington Avenue, west of Hollywood Freeway (US-101) SB Off-Ramp

Mitigation measures to address this significant impact are difficult to assess, as a large portion of the proposed project is a residential development located adjacent to a residential neighborhood. Although this component of the project is expected to increase the number of vehicles traveling on the nearby residential streets during the day, these vehicles will be residential-oriented automobiles that have the right to use the residential streets within their own community, rather than larger commercial trucks or other vehicles associated with the commercial components of the development. Additionally, although not specifically identified in the project traffic analysis, many of the "new" vehicles on the nearby residential streets will be generated by residents of those communities themselves, as they take advantage of the services and amenities provided by the proposed project. These types of trips would not reasonably be considered as new traffic in a residential area, although it is identified as such as part of this "worst case" impact analysis. Additionally, the project's retail components are intended to serve the local community, and are not anticipated to add substantially to the traffic levels on the nearby residential streets, whereas the residents of the residential component of the project will likely have to travel to and from work, most likely to and from the nearby Hollywood Freeway along Lexington Avenue and St. Andrews Place to and from the project residential driveways on Virginia Avenue; the three street segments potentially impacted by the project.

Despite these factors, and the fact that actual neighborhood impacts are expected to be substantially less than are indicated in the preceding analysis, it is recommended that the project developer provide funding for the development and implementation of a

meaningful neighborhood protection program to address. This program would be developed jointly by LADOT and representatives of the homeowners associations surrounding the project site to could include, but not be limited to, installation of additional STOP signs or speed humps to reduce travel speeds on these local streets, chokers or diverters to channel traffic, turn restrictions, or even cul-de-sacs. Other measures, including funding of the design for a new traffic signal at the project-adjacent intersection of Wilton Place and Virginia Avenue, for City installation should it meet the appropriate warrants, could also be included. The amount of the fund will be determined by LADOT as appropriate to provide adequate measures to achieve the neighborhood traffic management goals identified above.

Impacts on Regional Transportation System

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The Los Angeles County Metropolitan Transportation Authority (MTA), the local CMP agency, has established a countywide approach to implement the statutory requirements of the CMP. The countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service standards.

The CMP project traffic impact analysis (TIA) guidelines require analyses of all CMP monitoring intersections where the project could add a total of 50 or more trips during either peak hour. Additionally, all freeway segments where a project could add 150 or more trips in either direction during the peak hours must be analyzed.

CMP Monitoring Intersection Impacts

As noted in the preceding discussion, the CMP requires that any project that will add 50 or more total trips through a CMP monitoring intersection during either the AM or PM peak hours must perform an impact analysis of that location. The nearest arterial CMP monitoring station is located on Santa Monica Boulevard at Western Avenue, east of the project. As this location is already a study intersection, and the LADOT required analysis is more conservative than the CMP methodology, impacts identified in this analysis already supplant the CMP requirements. An additional arterial CMP monitoring station is located on Santa Monica Boulevard at Highland Avenue, approximately one and one-half miles west of the project. As indicated by the net project traffic volumes shown earlier in Figures 6(a) and 6(b), the study intersections located immediately adjacent to the project are expected to experience project-related traffic increases of 50 or more vehicles. However, additional dispersal of the project traffic through the area roadway network will reduce project traffic additions to less than 50 vehicles per hour during both peak hours at the intersection of Santa Monica Boulevard and Highland Avenue. As such, the proposed project will not meet or exceed the trip thresholds at any CMP monitoring intersections, and no detailed CMP intersection analyses are warranted.

Freeway Segment Impacts

An examination was also made of the potential for project-related freeway impacts within the project study area. As shown previously in Table 6, the project is anticipated to generate approximately 251 (91 inbound and 160 outbound) net new trips during the AM peak hour, and 633 (336 inbound and 297 outbound) net new trips during the PM peak hour, and therefore could exceed the analysis thresholds prescribed by the CMP for freeway segment analysis.

In order to address this potential for regional traffic impacts, the number of net new project trips added to key freeway segments in the project vicinity was identified. These locations were selected as those closest to the project, where new project traffic will be at its highest. The first step in the analysis was to identify the amount of project traffic using the selected freeway segments to determine whether these volumes exceed the CMP threshold of 150 vehicles per hour. If the project volumes are not found to exceed the CMP threshold of 150 vehicles per hour, no further freeway impact analyses are required. Based on the project trip distributions described earlier in this report, the net new AM and PM peak hour traffic volumes on key segments of the freeway facilities near the project were calculated. The resulting net project peak hour traffic additions to the key area freeway segments are summarized in Table 15.

Table 15
Net Project Traffic Volumes on Freeway System

Freeway	Segment	Direction	Peak Hour AM	Peak Hour PM
Hollywood (US-101)	North of Sunset Boulevard	NB	23	16
		SB	54	57
	Between Sunset Boulevard and Fountain Avenue	NB	23	12
		SB	54	44
	South of Santa Monica Boulevard	NB	36	18
		SB	59	68

As shown in Table 15, net new project traffic additions to the freeways near the project do not exceed the 150 vehicle per hour directional thresholds identified in the CMP, and therefore, do not trigger the need for detailed freeway analyses under the CMP. Although a formal analysis of project freeway impacts was not warranted, a brief assessment of the potential freeway impacts was conducted to estimate the magnitude of project traffic impacts in the project vicinity, due to the high traffic volumes and congestion levels currently associated with many of the subject freeway segments.

Freeway segment peak hour traffic capacities are generally assumed to have a mainline travel lane capacity of 2,000 vehicles per hour (VPH), based on analysis procedures and methodologies established in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM). Each of the subject freeway segments exhibits a total of four or five lanes per direction in the study area, thereby providing a directional capacity of between 8,000 and 10,000 vehicles per hour for each segment.

The CMP defines regional project impacts as significant if the demand-to-capacity ratio increases by 0.020 or more, and the final, "With Project" Level of Service is LOS F or worse. Because the subject freeway segments each provide a total capacity of between 8,000 and 10,000 vehicles per hour, an increase of 0.020 or more in the demand-to-capacity ratio equates to the addition of between 160 and 200 vehicles per hour during the peak hours. As shown in Table 15, the total project trips are not anticipated to exceed 68 vehicles in any single direction on any segment, which equates to a maximum impact of 0.009 on an 8,000 vehicle-per-hour capacity segment. Therefore, the project would only produce about 43 percent of the traffic necessary to produce significant impacts on any of the freeway segments analyzed, and no such significant impacts are expected on any of the studied segments. Because the segments analyzed are those nearest the project, where project-related traffic is the most concentrated and the potential for significant impacts is greatest, it is not anticipated that the project could produce significant impacts on other freeway segments farther from the site.

MITIGATION MEASURES

As indicated in the preceding analyses, traffic generated by the Paseo Plaza project is expected to significantly impact the following five intersections:

- Hollywood Freeway (US-101) NB On-Ramp and Western Avenue
- Santa Monica Boulevard and Gower Street
- Santa Monica Boulevard and Wilton Place
- Santa Monica Boulevard and Western Avenue
- Melrose Avenue and Western Avenue

In order to address these potential traffic impacts, the following improvements are recommended:

Hollywood Freeway (US-101) NB On-Ramp and Western Avenue – Install a new traffic signal at this intersection, to aid northbound left-turns onto the Hollywood Freeway northbound ramp. A traffic signal warrant analysis is provided in Appendix D.

Santa Monica Boulevard and Gower Street – Restripe the northbound approach of Gower Street, south of Santa Monica Boulevard, and implement on-street parking restrictions, to provide one left-turn only lane, one through lane, and one right-turn only lane. This improvement would result in the loss of approximately three parking spaces on Gower Street in order to accommodate the northbound right-turn only lane.

Santa Monica Boulevard and Wilton Place – Dedicate and widen the north side of Santa Monica Boulevard, along the project frontage to install a new right-turn only lane, in addition to one left-turn only lane and two through lanes in the westbound direction. Additionally, widen the east side of Wilton Place within the existing right-of-way south of Santa Monica Boulevard, to provide one left-through shared lane, one through lane, and one right-turn only lane in the northbound direction.

Santa Monica Boulevard and Western Avenue – Widen the north side of Santa Monica Boulevard within the existing right-of-way east of Western Avenue, to install a new westbound right-turn only lane, in addition to one left-turn only lane and two through lanes. Restripe the eastbound approach of Santa Monica Boulevard to appropriately align the travel lanes.

In addition to the measure recommended above, which is designed to address the specific traffic impacts of the proposed project, there are other issues at this location involving pedestrian and vehicular conflicts. The existing locations and schedules for public transit buses result in pedestrians crossing both Santa Monica Boulevard and Western Avenue to transfer buses, sometimes crossing against the "Don't Walk" indications or not utilizing the crosswalks in an attempt to catch available buses without having to wait for subsequent vehicles. This condition is exacerbated by existing vehicular congestion, which results in driver frustration and potential lack of awareness of the pedestrian traffic, especially outside the crosswalks or outside the indicated crossing times. Therefore, although not specifically a project-related impact, it is recommended that, as part of the project's mitigation for this location, the developer work with the Metropolitan Transportation Authority (MTA), LADOT, and Community Redevelopment Agency (CRA) to identify potential strategies and/or improvements to address this issue. These improvements could include relocation of some or all of the bus stops to minimize pedestrian needs to cross streets to accommodate the most popular route transfers, upgrading of the pedestrian crosswalk indicators to include "count down" timers for remaining crossing time, installation of physical barriers to direct and encourage pedestrians to use the crosswalks, or a combination of these and other measures to reduce existing and future pedestrian/vehicular conflicts at this intersection.

Melrose Avenue and Western Avenue – Restripe Western Avenue, south of Melrose Avenue, to install a new northbound right-turn only lane, in addition to one left-turn only lane and two through lanes.

Conceptual roadway improvement drawings for the proposed roadway improvements at these intersections (except the traffic signal installation at Western Avenue and the Northbound Hollywood Freeway On-Ramp, are contained in Appendix E.

To determine the effectiveness of the recommended mitigation measures, a supplemental analysis was performed, utilizing the same methodologies and procedures as described earlier for the "Without Project" and "With Project" analyses, except that the improvements described above were assumed to be "in place". The results of the "With Mitigation" traffic scenario are summarized in Table 16. As shown in this table, implementation of the recommended improvements will reduce the project's potential impacts at all of the significantly impacted intersections to less than significant levels.

As described in the preceding section, according to City of Los Angeles (LADOT) criteria for neighborhood impact analyses, the proposed project could also create significant impacts along several of the residential streets surrounding the project site. In order to address this impact, it is recommended that the developers provide funding for development and implementation a neighborhood protection program, to minimize or mitigate the impacts of additional daily traffic in the project vicinity. This program would be developed jointly by LADOT and representatives of the homeowners associations surrounding the project site to could include, but not be limited to, installation of additional STOP signs or speed humps to reduce travel speeds on these local streets, chokers or diverters to channel traffic, turn restrictions, or even cul-de-sacs. Other measures, including funding of the design for a new traffic signal at the project-adjacent intersection of Wilton Place and Virginia Avenue, for City installation should it meet the appropriate warrants, could also be included. The amount of the fund will be determined by LADOT.

Table 16
Critical Movement Analysis (CMA) Summary
Future (2010) Traffic Conditions – With Project Plus Mitigation

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	With Project Impact		With Project Plus Mitigation CMA	With Project Plus Mitigation LOS	With Project Plus Mitigation Impact
5.	Hollywood Fwy NB On-Ramp & Western Avenue	AM	1.153	F	1.175	F	0.022	*	0.870	D	-0.283
		PM	1.249	F	1.307	F	0.058	*	0.975	E	-0.274
9.	Santa Monica Boulevard & Gower Street	AM	1.037	F	1.043	F	0.006		0.931	E	-0.106
		PM	1.122	F	1.143	F	0.021	*	0.936	E	-0.186
11.	Santa Monica Boulevard & Wilton Place	AM	0.891	D	0.940	E	0.049	*	0.813	D	-0.078
		PM	0.906	E	0.960	E	0.054	*	0.808	D	-0.098
12.	Santa Monica Boulevard & Western Avenue	AM	1.280	F	1.309	F	0.029	*	1.085	F	-0.195
		PM	1.160	F	1.237	F	0.077	*	1.009	F	-0.151
20.	Melrose Avenue & Western Avenue	AM	1.025	F	1.028	F	0.003		0.997	E	-0.028
		PM	0.937	E	0.951	E	0.014	*	0.914	E	-0.023

* Indicates a significant project impact per LADOT Traffic Study Policies and Procedures, November 1993.

While the neighborhood traffic management program will be designed to address the specific project impacts to the extent possible, it will also identify measures to potentially address other existing or anticipated non-project traffic issues for the community, so that implementation of the recommended measures will reduce project neighborhood traffic impacts to less than significant levels, and fully mitigate project related impacts.

APPENDIX A
TRAFFIC COUNTS

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: VAN NESS AVENUE

East/West: SUNSET BOULEVARD

Day: AM WEDNESDAY Date: SEPTEMBER 21, 2005 Weather: CLEAR
PM WEDNESDAY SEPTEMBER 21, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	61	7:15	189	8:15	251	8:15	545	7:00
PM PK 15 MIN	76	5:30	209	4:15	363	4:45	431	5:00
AM PK HOUR	181	7:00	712	8:00	979	7:45	2,166	7:00
PM PK HOUR	279	4:45	800	4:15	1,390	4:30	1,683	4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	72	16	93	181
8 - 9	50	22	65	137
4 - 5	111	51	106	268
5 - 6	101	61	98	260
TOTAL	334	150	362	846

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	337	240	30	607
8 - 9	334	350	28	712
4 - 5	295	437	37	769
5 - 6	306	398	40	744
TOTAL	1,272	1,425	135	2,832

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
788	N/A	N/A	N/A	N/A
849	N/A	N/A	N/A	N/A
1,037	N/A	N/A	N/A	N/A
1,004	N/A	N/A	N/A	N/A
3,678	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	3	797	39	839
8 - 9	10	894	54	958
4 - 5	8	1,296	20	1,324
5 - 6	10	1,265	30	1,305
TOTAL	31	4,252	143	4,426

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	116	2,008	42	2,166
8 - 9	87	1,909	34	2,030
4 - 5	41	1,504	40	1,585
5 - 6	40	1,584	41	1,665
TOTAL	284	7,005	157	7,446

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
3,005	N/A	N/A	N/A	N/A
2,988	N/A	N/A	N/A	N/A
2,909	N/A	N/A	N/A	N/A
2,970	N/A	N/A	N/A	N/A
11,872	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: SUNSET BOULEVARD

East/West: WILTON PLACE

Day: AM THURSDAY Date: SEPTEMBER 15, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 15, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	167	8:00	189	8:00	352	8:15	372	7:15
PM PK 15 MIN	219	4:30	146	5:15	469	4:30	396	4:30
AM PK HOUR	587	7:15	672	8:00	1,334	8:00	1,393	7:15
PM PK HOUR	755	4:30	545	5:00	1,790	4:30	1,466	4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	101	254	181	536
8 - 9	106	235	230	571
4 - 5	92	493	127	712
5 - 6	91	492	164	747
TOTAL	390	1,474	702	2,566

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	128	348	124	600
8 - 9	155	417	100	672
4 - 5	71	318	83	472
5 - 6	104	356	85	545
TOTAL	458	1,439	392	2,289

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1,136	N/A	N/A	N/A	N/A
1,243	N/A	N/A	N/A	N/A
1,184	N/A	N/A	N/A	N/A
1,292	N/A	N/A	N/A	N/A
4,855	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	81	1,003	124	1,208
8 - 9	69	1,153	112	1,334
4 - 5	118	1,523	87	1,728
5 - 6	107	1,559	101	1,767
TOTAL	375	5,238	424	6,037

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	103	1,167	95	1,365
8 - 9	98	1,159	110	1,367
4 - 5	82	1,089	175	1,346
5 - 6	109	1,174	157	1,440
TOTAL	392	4,589	537	5,518

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,573	N/A	N/A	N/A	N/A
2,701	N/A	N/A	N/A	N/A
3,074	N/A	N/A	N/A	N/A
3,207	N/A	N/A	N/A	N/A
11,555	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WESTERN AVENUE

East/West: SUNSET BOULEVARD

Day: AM THURSDAY Date: SEPTEMBER 15, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 15, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	239	7:30	373	7:45	375	8:00	317	7:45
PM PK 15 MIN	240	5:15	293	5:15	443	5:00	392	4:45
AM PK HOUR	900	7:30	1,426	7:30	1,463	7:45	1,222	7:30
PM PK HOUR	926	5:00	1,160	5:00	1,739	4:45	1,532	4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	135	637	76	848
8 - 9	106	619	105	830
4 - 5	88	569	114	771
5 - 6	106	692	128	926
TOTAL	435	2,517	423	3,375

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	130	995	250	1,375
8 - 9	87	994	251	1,332
4 - 5	120	802	178	1,100
5 - 6	134	825	201	1,160
TOTAL	471	3,616	880	4,967

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,223	N/A	N/A	N/A	N/A
2,162	N/A	N/A	N/A	N/A
1,871	N/A	N/A	N/A	N/A
2,086	N/A	N/A	N/A	N/A
8,342	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	146	1,062	148	1,356
8 - 9	147	1,150	124	1,421
4 - 5	173	1,228	222	1,623
5 - 6	188	1,289	262	1,739
TOTAL	654	4,729	756	6,139

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	81	979	98	1,158
8 - 9	99	992	74	1,165
4 - 5	215	1,080	117	1,412
5 - 6	233	1,118	127	1,478
TOTAL	628	4,169	416	5,213

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,514	N/A	N/A	N/A	N/A
2,586	N/A	N/A	N/A	N/A
3,035	N/A	N/A	N/A	N/A
3,217	N/A	N/A	N/A	N/A
11,352	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WILTON PLACE

East/West: FOUNTAIN AVENUE

Day: AM TUESDAY Date: SEPTEMBER 20, 2005 Weather: CLEAR
PM TUESDAY SEPTEMBER 20, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	188	7:30	184	8:45	88	8:00	132	8:00
PM PK 15 MIN	219	5:00	147	5:00	150	5:00	101	5:00
AM PK HOUR	709	7:15	677	7:30	321	8:00	452	7:45
PM PK HOUR	802	5:00	510	4:30	510	5:00	392	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	4	393	234	631
8 - 9	5	476	183	664
4 - 5	4	502	183	689
5 - 6	7	576	219	802
TOTAL	20	1,947	819	2,786

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	19	528	9	556
8 - 9	27	621	4	652
4 - 5	24	432	10	466
5 - 6	20	459	11	490
TOTAL	90	2,040	34	2,164

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1,187	N/A	N/A	N/A	N/A
1,316	N/A	N/A	N/A	N/A
1,155	N/A	N/A	N/A	N/A
1,292	N/A	N/A	N/A	N/A
4,950	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	22	214	31	267
8 - 9	11	272	38	321
4 - 5	8	287	38	333
5 - 6	17	434	59	510
TOTAL	58	1,207	166	1,431

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	350	32	382
8 - 9	0	407	28	435
4 - 5	0	294	28	322
5 - 6	0	358	34	392
TOTAL	0	1,409	122	1,531

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
649	N/A	N/A	N/A	N/A
756	N/A	N/A	N/A	N/A
655	N/A	N/A	N/A	N/A
902	N/A	N/A	N/A	N/A
2,962	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WESTERN AVENUE

East/West: HOLLYWOOD FREEWAY (US-101) NB ON-RAMP

Day: AM THURSDAY Date: SEPTEMBER 15, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 15, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	322	7:45	343	7:30	0	7:00	0	7:00
PM PK 15 MIN	365	5:00	360	5:15	0	3:00	0	3:00
AM PK HOUR	1,266	7:15	1,301	7:30	0	7:00	0	7:00
PM PK HOUR	1,434	4:45	1,406	5:00	0	3:00	0	3:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	385	879	0	1,264
8 - 9	422	789	0	1,211
4 - 5	505	841	0	1,346
5 - 6	495	920	0	1,415
TOTAL	1,807	3,429	0	5,236

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	906	351	1,257
8 - 9	0	938	331	1,269
4 - 5	0	1,047	324	1,371
5 - 6	0	1,054	352	1,406
TOTAL	0	3,945	1,358	5,303

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,521	N/A	N/A	N/A	N/A
2,480	N/A	N/A	N/A	N/A
2,717	N/A	N/A	N/A	N/A
2,821	N/A	N/A	N/A	N/A
10,539	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
0	N/A	N/A	N/A	N/A
0	N/A	N/A	N/A	N/A
0	N/A	N/A	N/A	N/A
0	N/A	N/A	N/A	N/A
0	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WILTON PLACE

East/West: LEXINGTON AVENUE

Day: AM WEDNESDAY Date: SEPTEMBER 21, 2005 Weather: CLEAR
PM WEDNESDAY SEPTEMBER 21, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	179	8:00	188	8:00	35	7:30	31	7:45
PM PK 15 MIN	227	5:15	155	5:00	35	5:00	44	5:00
AM PK HOUR	671	7:45	685	7:15	110	7:00	106	7:15
PM PK HOUR	860	5:00	534	4:45	108	4:45	158	4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	13	549	19	581
8 - 9	17	616	12	645
4 - 5	16	645	24	685
5 - 6	34	793	33	860
TOTAL	80	2,603	88	2,771

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	16	540	41	597
8 - 9	11	649	4	664
4 - 5	14	478	5	497
5 - 6	15	472	17	504
TOTAL	56	2,139	67	2,262

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1,178	N/A	N/A	N/A	N/A
1,309	N/A	N/A	N/A	N/A
1,182	N/A	N/A	N/A	N/A
1,364	N/A	N/A	N/A	N/A
5,033	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	32	35	43	110
8 - 9	6	18	20	44
4 - 5	8	52	20	80
5 - 6	11	54	37	102
TOTAL	57	159	120	336

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	30	53	14	97
8 - 9	58	25	5	88
4 - 5	80	33	17	130
5 - 6	106	33	12	151
TOTAL	274	144	48	466

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
207	N/A	N/A	N/A	N/A
132	N/A	N/A	N/A	N/A
210	N/A	N/A	N/A	N/A
253	N/A	N/A	N/A	N/A
802	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: SAINT ANDREWS PLACE

East/West: LEXINGTON AVENUE

Day: AM WEDNESDAY Date: NOVEMBER 16, 2005 Weather: CLEAR
PM WEDNESDAY NOVEMBER 16, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	28	7:45	43	7:30	30	7:15	37	7:45
PM PK 15 MIN	48	5:00	32	5:00	31	5:00	89	5:15
AM PK HOUR	91	7:45	159	8:00	74	7:00	129	7:45
PM PK HOUR	168	4:30	110	4:45	100	4:45	323	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	4	70	5	79
8 - 9	8	64	9	81
4 - 5	20	92	24	136
5 - 6	17	99	33	149
TOTAL	49	325	71	445

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	7	97	50	154
8 - 9	16	112	31	159
4 - 5	11	61	13	85
5 - 6	13	70	21	104
TOTAL	47	340	115	502

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
233	N/A	N/A	N/A	N/A
240	N/A	N/A	N/A	N/A
221	N/A	N/A	N/A	N/A
253	N/A	N/A	N/A	N/A
947	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	15	31	28	74
8 - 9	12	32	13	57
4 - 5	8	52	17	77
5 - 6	13	54	29	96
TOTAL	48	169	87	304

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	27	80	17	124
8 - 9	45	46	27	118
4 - 5	88	90	42	220
5 - 6	147	115	61	323
TOTAL	307	331	147	785

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
198	N/A	N/A	N/A	N/A
175	N/A	N/A	N/A	N/A
297	N/A	N/A	N/A	N/A
419	N/A	N/A	N/A	N/A
1,089	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WESTERN AVENUE

East/West: LEXINGTON AVENUE

Day: AM THURSDAY Date: SEPTEMBER 22, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 22, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	310	7:45	224	8:30	116	8:15	6	8:15
PM PK 15 MIN	345	5:15	227	5:15	124	5:00	4	4:00
AM PK HOUR	1,115	7:30	861	7:45	429	8:00	16	8:00
PM PK HOUR	1,258	5:00	882	5:00	466	4:15	13	4:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	19	969	0	988
8 - 9	10	1,028	0	1,038
4 - 5	19	1,117	0	1,136
5 - 6	7	1,249	0	1,256
TOTAL	55	4,363	0	4,418

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	658	16	674
8 - 9	0	825	25	850
4 - 5	0	755	22	777
5 - 6	0	859	23	882
TOTAL	0	3,097	86	3,183

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1,662	N/A	N/A	N/A	N/A
1,888	N/A	N/A	N/A	N/A
1,913	N/A	N/A	N/A	N/A
2,138	N/A	N/A	N/A	N/A
7,601	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	95	0	257	352
8 - 9	63	0	366	429
4 - 5	95	0	370	465
5 - 6	100	0	314	414
TOTAL	353	0	1,307	1,660

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	1	1	2
8 - 9	0	0	16	16
4 - 5	8	0	5	13
5 - 6	0	2	5	7
TOTAL	8	3	27	38

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
354	N/A	N/A	N/A	N/A
445	N/A	N/A	N/A	N/A
478	N/A	N/A	N/A	N/A
421	N/A	N/A	N/A	N/A
1,698	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: GOWER STREET

East/West: SANTA MONICA BOULEVARD

Day: AM THURSDAY Date: SEPTEMBER 15, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 15, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	106	8:00	186	7:45	226	8:00	385	8:00
PM PK 15 MIN	160	5:30	137	4:00	372	4:45	329	4:30
AM PK HOUR	364	7:45	677	7:15	873	8:00	1,460	7:45
PM PK HOUR	612	4:45	509	4:00	1,435	4:15	1,268	4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	16	172	52	240
8 - 9	30	291	40	361
4 - 5	20	422	98	540
5 - 6	28	470	107	605
TOTAL	94	1,355	297	1,746

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	95	492	36	623
8 - 9	75	525	42	642
4 - 5	75	359	75	509
5 - 6	60	360	64	484
TOTAL	305	1,736	217	2,258

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
863	N/A	N/A	N/A	N/A
1,083	N/A	N/A	N/A	N/A
1,049	N/A	N/A	N/A	N/A
1,089	N/A	N/A	N/A	N/A
4,004	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	40	729	20	780
8 - 9	61	769	43	873
4 - 5	80	1,280	32	1,392
5 - 6	78	1,316	17	1,411
TOTAL	259	4,085	112	4,456

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	135	1,198	16	1,349
8 - 9	170	1,253	30	1,453
4 - 5	84	1,093	45	1,222
5 - 6	83	1,054	64	1,201
TOTAL	472	4,598	155	5,225

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,129	N/A	N/A	N/A	N/A
2,326	N/A	N/A	N/A	N/A
2,614	N/A	N/A	N/A	N/A
2,612	N/A	N/A	N/A	N/A
9,681	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: BRONSON AVENUE

East/West: SANTA MONICA BOULEVARD

Day: AM THURSDAY Date: SEPTEMBER 15, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 15, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	10	8:45	82	7:30	249	7:45	351	8:00
PM PK 15 MIN	20	5:30	49	4:30	396	5:45	368	4:30
AM PK HOUR	23	8:00	270	7:15	927	7:30	1,332	7:15
PM PK HOUR	72	5:00	182	4:15	1,531	5:00	1,184	4:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	1	5	6	12
8 - 9	10	5	8	23
4 - 5	19	1	44	64
5 - 6	24	4	44	72
TOTAL	54	15	102	171

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	77	5	187	269
8 - 9	51	4	166	221
4 - 5	28	1	141	170
5 - 6	22	0	154	176
TOTAL	178	10	648	836

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
281	N/A	N/A	N/A	N/A
244	N/A	N/A	N/A	N/A
234	N/A	N/A	N/A	N/A
248	N/A	N/A	N/A	N/A
1,007	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	61	745	1	807
8 - 9	44	818	14	876
4 - 5	134	1,315	27	1,476
5 - 6	127	1,370	34	1,531
TOTAL	366	4,248	76	4,690

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	8	1,198	107	1,313
8 - 9	10	1,260	58	1,328
4 - 5	30	1,102	52	1,184
5 - 6	28	1,063	56	1,147
TOTAL	76	4,623	273	4,972

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,120	N/A	N/A	N/A	N/A
2,204	N/A	N/A	N/A	N/A
2,660	N/A	N/A	N/A	N/A
2,678	N/A	N/A	N/A	N/A
9,662	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WILTON PLACE

East/West: SANTA MONICA BOULEVARD

Day: AM THURSDAY Date: SEPTEMBER 15, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 15, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	186	7:15	160	7:30	250	8:00	355	8:00
PM PK 15 MIN	218	5:00	172	5:00	366	4:45	324	4:45
AM PK HOUR	701	7:00	626	7:30	935	8:00	1,359	7:45
PM PK HOUR	819	4:45	640	5:00	1,417	4:00	1,218	4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	643	58	701
8 - 9	0	551	57	608
4 - 5	0	694	71	765
5 - 6	0	725	73	798
TOTAL	0	2,613	259	2,872

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	482	110	592
8 - 9	0	548	64	612
4 - 5	0	542	47	589
5 - 6	0	590	50	640
TOTAL	0	2,162	271	2,433

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1,293	N/A	N/A	N/A	N/A
1,220	N/A	N/A	N/A	N/A
1,354	N/A	N/A	N/A	N/A
1,438	N/A	N/A	N/A	N/A
5,305	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	34	785	57	876
8 - 9	52	849	34	935
4 - 5	78	1,277	62	1,417
5 - 6	91	1,190	65	1,346
TOTAL	255	4,101	218	4,574

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	47	1,214	31	1,292
8 - 9	78	1,226	27	1,331
4 - 5	71	1,087	34	1,192
5 - 6	54	1,088	28	1,170
TOTAL	250	4,615	120	4,985

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,168	N/A	N/A	N/A	N/A
2,266	N/A	N/A	N/A	N/A
2,609	N/A	N/A	N/A	N/A
2,516	N/A	N/A	N/A	N/A
9,559	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WESTERN AVENUE

East/West: SANTA MONICA BOULEVARD

Day: AM THURSDAY Date: SEPTEMBER 15, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 15, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	340	7:45	249	7:15	245	7:45	371	8:15
PM PK 15 MIN	352	5:30	293	4:45	372	4:45	358	4:30
AM PK HOUR	1,327	7:15	963	7:45	907	7:15	1,434	7:45
PM PK HOUR	1,376	4:45	1,142	4:00	1,360	4:45	1,383	4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	65	1,098	140	1,303
8 - 9	55	995	119	1,169
4 - 5	63	1,056	171	1,290
5 - 6	59	1,087	205	1,351
TOTAL	242	4,236	635	5,113

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	55	783	76	914
8 - 9	62	795	95	952
4 - 5	73	973	96	1,142
5 - 6	77	903	69	1,049
TOTAL	267	3,454	336	4,057

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,217	N/A	N/A	N/A	N/A
2,121	N/A	N/A	N/A	N/A
2,432	N/A	N/A	N/A	N/A
2,400	N/A	N/A	N/A	N/A
9,170	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	61	750	69	880
8 - 9	61	751	73	885
4 - 5	73	1,097	135	1,305
5 - 6	85	1,092	132	1,309
TOTAL	280	3,690	409	4,379

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	123	1,127	76	1,326
8 - 9	116	1,220	68	1,404
4 - 5	91	1,068	171	1,330
5 - 6	96	1,049	179	1,324
TOTAL	426	4,464	494	5,384

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,206	N/A	N/A	N/A	N/A
2,289	N/A	N/A	N/A	N/A
2,635	N/A	N/A	N/A	N/A
2,633	N/A	N/A	N/A	N/A
9,763	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: OXFORD AVENUE/HOLLYWOOD FREEWAY (US-101) SB ON-RAMP

East/West: SANTA MONICA BOULEVARD

Day: AM WEDNESDAY Date: SEPTEMBER 21, 2005 Weather: CLEAR
PM WEDNESDAY SEPTEMBER 21, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	7:00	33	7:45	256	8:15	393	7:45
PM PK 15 MIN	0	3:00	39	5:45	377	5:15	365	4:45
AM PK HOUR	0	7:00	118	7:00	986	7:30	1,561	7:30
PM PK HOUR	0	3:00	140	5:00	1,427	4:30	1,432	4:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	66	39	13	118
8 - 9	42	30	6	78
4 - 5	60	35	21	116
5 - 6	79	43	18	140
TOTAL	247	147	58	452

TOTAL

N-S
118
78
116
140
452

XING S/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

XING N/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	7	537	403	947
8 - 9	12	532	367	911
4 - 5	19	895	479	1,393
5 - 6	13	965	433	1,411
TOTAL	51	2,929	1,682	4,662

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	75	1,364	46	1,485
8 - 9	56	1,388	45	1,489
4 - 5	53	1,303	27	1,383
5 - 6	67	1,317	25	1,409
TOTAL	251	5,372	143	5,766

TOTAL

E-W
2,432
2,400
2,776
2,820
10,428

XING W/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

XING E/L

Ped	Sch
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: SERRANO AVENUE/HOLLYWOOD FREEWAY (US-101) NB OFF-RAMP

East/West: SANTA MONICA BOULEVARD

Day: AM WEDNESDAY Date: SEPTEMBER 21, 2005 Weather: CLEAR
PM WEDNESDAY SEPTEMBER 21, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	246	7:15	35	7:45	171	7:30	231	8:00
PM PK 15 MIN	193	5:30	25	4:15	267	5:00	221	4:30
AM PK HOUR	884	7:00	102	7:15	631	7:30	885	7:45
PM PK HOUR	717	4:45	89	5:00	1,040	5:00	855	4:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	681	51	152	884
8 - 9	574	47	141	762
4 - 5	504	84	40	628
5 - 6	560	115	37	712
TOTAL	2,319	297	370	2,986

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	30	0	65	95
8 - 9	22	0	58	80
4 - 5	17	0	61	78
5 - 6	23	0	66	89
TOTAL	92	0	250	342

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
979	N/A	N/A	N/A	N/A
842	N/A	N/A	N/A	N/A
706	N/A	N/A	N/A	N/A
801	N/A	N/A	N/A	N/A
3,328	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	26	587	0	613
8 - 9	12	550	0	562
4 - 5	34	871	0	905
5 - 6	41	999	0	1,040
TOTAL	113	3,007	0	3,120

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	773	23	796
8 - 9	0	842	23	865
4 - 5	0	820	24	844
5 - 6	0	765	34	799
TOTAL	0	3,200	104	3,304

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,409	N/A	N/A	N/A	N/A
1,427	N/A	N/A	N/A	N/A
1,749	N/A	N/A	N/A	N/A
1,839	N/A	N/A	N/A	N/A
6,424	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: NORMANDIE AVENUE

East/West: SANTA MONICA BOULEVARD

Day: AM WEDNESDAY Date: SEPTEMBER 21, 2005 Weather: CLEAR
PM WEDNESDAY SEPTEMBER 21, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	106	7:45	117	8:00	218	8:00	258	8:15
PM PK 15 MIN	126	5:30	130	5:30	274	5:00	254	4:15
AM PK HOUR	339	7:30	453	7:30	813	7:15	1,013	7:30
PM PK HOUR	460	4:45	481	4:45	1,065	4:45	936	4:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	56	220	29	305
8 - 9	44	208	41	293
4 - 5	63	263	58	384
5 - 6	82	278	89	449
TOTAL	245	969	217	1,431

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	53	288	36	377
8 - 9	54	339	39	432
4 - 5	58	370	49	477
5 - 6	40	394	35	469
TOTAL	205	1,391	159	1,755

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
682	N/A	N/A	N/A	N/A
725	N/A	N/A	N/A	N/A
861	N/A	N/A	N/A	N/A
918	N/A	N/A	N/A	N/A
3,186	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	52	651	57	760
8 - 9	35	630	66	731
4 - 5	73	780	110	963
5 - 6	78	871	90	1,039
TOTAL	238	2,932	323	3,493

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	149	736	90	975
8 - 9	153	751	64	968
4 - 5	118	741	68	927
5 - 6	116	713	51	880
TOTAL	536	2,941	273	3,750

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,735	N/A	N/A	N/A	N/A
1,699	N/A	N/A	N/A	N/A
1,890	N/A	N/A	N/A	N/A
1,919	N/A	N/A	N/A	N/A
7,243	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WESTERN AVENUE

East/West: ROMAINE STREET

Day: AM FRIDAY Date: SEPTEMBER 23, 2005 Weather: CLEAR
PM WEDNESDAY SEPTEMBER 21, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	359	8:00	379	8:00	40	7:30	78	7:15
PM PK 15 MIN	369	5:00	320	5:00	46	5:15	40	5:30
AM PK HOUR	1,356	7:45	1,378	7:45	126	7:15	233	7:00
PM PK HOUR	1,389	5:00	1,202	5:00	153	5:00	137	4:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	37	1,185	30	1,252
8 - 9	47	1,207	32	1,286
4 - 5	47	1,197	38	1,282
5 - 6	30	1,313	46	1,389
TOTAL	161	4,902	146	5,209

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	42	1,155	15	1,212
8 - 9	39	1,262	21	1,322
4 - 5	62	1,029	37	1,128
5 - 6	78	1,102	22	1,202
TOTAL	221	4,548	95	4,864

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,464	N/A	N/A	N/A	N/A
2,608	N/A	N/A	N/A	N/A
2,410	N/A	N/A	N/A	N/A
2,591	N/A	N/A	N/A	N/A
10,073	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	45	37	33	115
8 - 9	36	25	40	101
4 - 5	35	44	33	112
5 - 6	60	63	30	153
TOTAL	176	169	136	481

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	69	38	126	233
8 - 9	27	19	62	108
4 - 5	58	29	50	137
5 - 6	36	35	57	128
TOTAL	190	121	295	606

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
348	N/A	N/A	N/A	N/A
209	N/A	N/A	N/A	N/A
249	N/A	N/A	N/A	N/A
281	N/A	N/A	N/A	N/A
1,087	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WILTON PLACE

East/West: LEMON GROVE AVENUE (NORTH I/S)

Day: AM TUESDAY Date: SEPTEMBER 20, 2005 Weather: CLEAR
PM TUESDAY SEPTEMBER 20, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	274	7:15	251	7:45	76	7:45	0	7:00
PM PK 15 MIN	230	5:30	217	5:15	68	5:45	0	3:00
AM PK HOUR	952	7:00	878	7:45	217	7:15	0	7:00
PM PK HOUR	849	4:45	836	5:00	214	5:00	0	3:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	84	868	0	952
8 - 9	24	640	0	664
4 - 5	17	808	0	825
5 - 6	17	815	0	832
TOTAL	142	3,131	0	3,273

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	772	54	826
8 - 9	0	818	44	862
4 - 5	0	677	22	699
5 - 6	0	814	22	836
TOTAL	0	3,081	142	3,223

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1,778	N/A	N/A	N/A	N/A
1,526	N/A	N/A	N/A	N/A
1,524	N/A	N/A	N/A	N/A
1,668	N/A	N/A	N/A	N/A
6,496	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	117	0	79	196
8 - 9	55	0	35	90
4 - 5	137	0	73	210
5 - 6	136	0	78	214
TOTAL	445	0	265	710

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
196	N/A	N/A	N/A	N/A
90	N/A	N/A	N/A	N/A
210	N/A	N/A	N/A	N/A
214	N/A	N/A	N/A	N/A
710	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WESTERN AVENUE

East/West: LEMON GROVE AVENUE (NORTH I/S)

Day: AM THURSDAY Date: SEPTEMBER 22, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 29, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	371	7:30	360	7:45	25	7:45	0	7:00
PM PK 15 MIN	365	5:30	372	4:15	23	5:15	0	3:00
AM PK HOUR	1,374	7:30	1,350	7:45	82	7:45	0	7:00
PM PK HOUR	1,313	5:00	1,354	4:00	78	5:00	0	3:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	37	1,262	0	1,299
8 - 9	17	1,157	0	1,174
4 - 5	26	1,167	0	1,193
5 - 6	32	1,281	0	1,313
TOTAL	112	4,867	0	4,979

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	1,230	8	1,238
8 - 9	0	1,316	11	1,327
4 - 5	0	1,321	33	1,354
5 - 6	0	1,239	14	1,253
TOTAL	0	5,106	66	5,172

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,537	N/A	N/A	N/A	N/A
2,501	N/A	N/A	N/A	N/A
2,547	N/A	N/A	N/A	N/A
2,566	N/A	N/A	N/A	N/A
10,151	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	23	0	48	71
8 - 9	26	0	54	80
4 - 5	16	0	45	61
5 - 6	26	0	52	78
TOTAL	91	0	199	290

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	0	0	0	0
8 - 9	0	0	0	0
4 - 5	0	0	0	0
5 - 6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
71	N/A	N/A	N/A	N/A
80	N/A	N/A	N/A	N/A
61	N/A	N/A	N/A	N/A
78	N/A	N/A	N/A	N/A
290	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WILTON PLACE

East/West: MELROSE AVENUE

Day: AM WEDNESDAY Date: SEPTEMBER 21, 2005 Weather: CLEAR
PM WEDNESDAY SEPTEMBER 21, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	197	7:45	174	8:15	259	8:30	380	7:15
PM PK 15 MIN	217	5:15	194	4:30	328	4:15	236	5:30
AM PK HOUR	751	7:30	650	7:30	1,021	8:00	1,395	7:15
PM PK HOUR	819	4:45	721	4:30	1,235	4:15	892	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	57	598	67	722
8 - 9	82	563	67	712
4 - 5	59	623	98	780
5 - 6	56	661	76	793
TOTAL	254	2,445	308	3,007

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	51	488	67	606
8 - 9	46	515	55	616
4 - 5	78	545	63	686
5 - 6	59	605	50	714
TOTAL	234	2,153	235	2,622

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1,328	N/A	N/A	N/A	N/A
1,328	N/A	N/A	N/A	N/A
1,466	N/A	N/A	N/A	N/A
1,507	N/A	N/A	N/A	N/A
5,629	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	43	748	70	861
8 - 9	81	868	72	1,021
4 - 5	81	1,082	70	1,233
5 - 6	71	999	61	1,131
TOTAL	276	3,697	273	4,246

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	89	1,255	43	1,387
8 - 9	70	1,283	41	1,394
4 - 5	54	737	45	836
5 - 6	50	783	59	892
TOTAL	263	4,058	188	4,509

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,248	N/A	N/A	N/A	N/A
2,415	N/A	N/A	N/A	N/A
2,069	N/A	N/A	N/A	N/A
2,023	N/A	N/A	N/A	N/A
8,755	N/A	N/A	N/A	N/A

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
Count by Crain & Associates

STREET:
North/South: WESTERN AVENUE

East/West: MELROSE AVENUE

Day: AM WEDNESDAY Date: SEPTEMBER 21, 2005 Weather: CLEAR
PM THURSDAY SEPTEMBER 15, 2005
Hours: 7-9 AM 4-6 PM

School Day: YES District: LOS ANGELES

	N/B	S/B	E/B	W/B
DUAL-WHEELED	N/A	N/A	N/A	N/A
BIKES	N/A	N/A	N/A	N/A
BUSES	N/A	N/A	N/A	N/A

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	359	7:30	296	7:45	256	7:45	344	8:15
PM PK 15 MIN	359	5:15	307	5:15	319	4:30	233	5:30
AM PK HOUR	1,338	7:00	1,094	7:30	988	7:30	1,328	7:45
PM PK HOUR	1,343	5:00	1,161	5:00	1,253	4:30	894	4:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	103	1,147	88	1,338
8 - 9	73	1,001	69	1,143
4 - 5	61	1,093	83	1,237
5 - 6	66	1,170	107	1,343
TOTAL	303	4,411	347	5,061

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	106	758	140	1,004
8 - 9	88	814	126	1,028
4 - 5	83	928	71	1,082
5 - 6	93	980	88	1,161
TOTAL	370	3,480	425	4,275

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2,342	N/A	N/A	N/A	N/A
2,171	N/A	N/A	N/A	N/A
2,319	N/A	N/A	N/A	N/A
2,504	N/A	N/A	N/A	N/A
9,336	N/A	N/A	N/A	N/A

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	70	725	84	879
8 - 9	89	763	84	936
4 - 5	126	1,006	92	1,224
5 - 6	122	1,040	64	1,226
TOTAL	407	3,534	324	4,265

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	69	1,177	76	1,322
8 - 9	66	1,146	81	1,293
4 - 5	82	726	74	882
5 - 6	86	717	83	886
TOTAL	303	3,766	314	4,383

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2,201	N/A	N/A	N/A	N/A
2,229	N/A	N/A	N/A	N/A
2,106	N/A	N/A	N/A	N/A
2,112	N/A	N/A	N/A	N/A
8,648	N/A	N/A	N/A	N/A

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: HOLLYWOOD PASEO PLAZA PROJECT
LOCATION: WILTON PLACE N/O LEXINGTON AVENUE
DATE: WEDNESDAY, NOVEMBER 09, 2005
FILE NO: A-1

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	34	24	22	16	96
01:00	16	11	13	6	46
02:00	12	11	9	10	42
03:00	8	9	7	7	31
04:00	9	10	17	20	56
05:00	19	19	28	43	109
06:00	43	66	120	141	370
07:00	168	206	182	177	735
08:00	180	190	162	168	700
09:00	143	139	132	118	532
10:00	114	104	117	107	442
11:00	106	103	119	137	465
12:00	98	104	132	116	450
13:00	113	77	114	106	410
14:00	97	97	109	99	402
15:00	116	124	110	130	480
16:00	201	192	201	197	791
17:00	217	196	198	222	833
18:00	236	214	249	203	902
19:00	149	144	114	131	538
20:00	107	92	77	81	357
21:00	74	81	83	91	329
22:00	68	63	61	70	262
23:00	46	43	33	34	156
				TOTAL	9534

AM PEAK HOUR	07:15-08:15
VOLUME	747
PM PEAK HOUR	17:45-18:45
VOLUME	921

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	24	11	13	11	59
01:00	7	9	8	5	29
02:00	14	3	5	8	30
03:00	3	6	9	3	21
04:00	3	2	7	8	20
05:00	4	14	16	19	53
06:00	34	43	57	93	227
07:00	92	133	169	141	535
08:00	149	125	149	158	582
09:00	158	121	124	120	523
10:00	99	94	93	85	371
11:00	86	79	88	87	340
12:00	98	88	89	93	368
13:00	136	175	165	164	640
14:00	161	179	179	203	722
15:00	179	145	161	181	666
16:00	142	145	142	156	585
17:00	169	129	168	161	627
18:00	129	130	115	90	464
19:00	96	105	90	62	355
20:00	67	49	55	40	211
21:00	46	49	57	34	186
22:00	47	40	23	30	140
23:00	27	34	32	24	117
				TOTAL	7871

AM PEAK HOUR	07:15-08:15
VOLUME	592
PM PEAK HOUR	14:15-15:15
VOLUME	740

TOTAL BI-DIRECTIONAL VOLUME	17405

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: HOLLYWOOD PASEO PLAZA PROJECT
LOCATION: WILTON PLACE S/O LEXINGTON AVENUE
DATE: WEDNESDAY, NOVEMBER 09, 2005
FILE NO: A-2

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	42	24	27	15	108
01:00	18	19	18	12	67
02:00	12	18	15	15	60
03:00	13	8	3	13	37
04:00	10	10	14	22	56
05:00	18	22	32	38	110
06:00	39	61	112	141	353
07:00	172	209	175	174	730
08:00	187	176	143	154	660
09:00	154	135	127	126	542
10:00	110	108	120	113	451
11:00	109	116	118	146	489
12:00	104	106	135	127	472
13:00	157	127	147	143	574
14:00	133	148	133	161	575
15:00	161	150	178	166	655
16:00	216	215	197	219	847
17:00	230	218	206	232	886
18:00	246	231	245	234	956
19:00	209	169	152	128	658
20:00	114	102	76	86	378
21:00	90	92	91	96	369
22:00	72	69	70	64	275
23:00	59	41	41	39	180
				TOTAL	10488

AM PEAK HOUR	07:15-08:15
VOLUME	745
PM PEAK HOUR	18:00-19:00
VOLUME	956

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	31	25	18	14	88
01:00	8	13	11	10	42
02:00	14	7	5	15	41
03:00	4	6	9	7	26
04:00	6	4	4	12	26
05:00	6	17	16	26	65
06:00	31	58	61	94	244
07:00	125	159	203	175	662
08:00	155	152	174	172	653
09:00	173	152	149	152	626
10:00	140	125	125	122	512
11:00	119	98	117	114	448
12:00	124	128	104	131	487
13:00	132	138	140	148	558
14:00	134	158	157	177	626
15:00	171	144	132	156	603
16:00	153	172	168	190	683
17:00	193	168	191	167	719
18:00	172	149	119	104	544
19:00	94	105	76	85	360
20:00	77	50	64	40	231
21:00	49	58	60	42	209
22:00	53	45	28	38	164
23:00	22	42	32	25	121
				TOTAL	8738

AM PEAK HOUR	07:15-08:15
VOLUME	692
PM PEAK HOUR	16:45-17:45
VOLUME	742

TOTAL BI-DIRECTIONAL VOLUME	19226

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: HOLLYWOOD PASEO PLAZA PROJECT
LOCATION: VIRGINIA AVENUE E/O WILTON PLACE
DATE: WEDNESDAY, NOVEMBER 09, 2005
FILE NO: A-3

DIRECTION:		WESTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	7	4	1	3	15
01:00	6	3	3	5	17
02:00	7	6	7	3	23
03:00	6	6	3	2	17
04:00	3	2	2	5	12
05:00	5	5	6	7	23
06:00	3	1	4	5	13
07:00	11	10	11	8	40
08:00	8	4	4	6	22
09:00	3	2	10	9	24
10:00	16	6	11	9	42
11:00	9	13	15	9	46
12:00	7	11	9	13	40
13:00	13	13	17	12	55
14:00	13	9	20	16	58
15:00	17	22	8	12	59
16:00	12	10	7	17	46
17:00	14	17	14	18	63
18:00	7	12	9	13	41
19:00	14	14	10	8	46
20:00	11	7	5	8	31
21:00	7	4	3	4	18
22:00	7	3	4	7	21
23:00	2	5	3	5	15
				TOTAL	787

AM PEAK HOUR	10:45-11:45
VOLUME	46
PM PEAK HOUR	14:30-15:30
VOLUME	75

DIRECTION:		EASTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	3	8	7	9	27
01:00	5	11	4	5	25
02:00	8	13	8	11	40
03:00	8	4	3	5	20
04:00	6	10	8	7	31
05:00	6	8	12	4	30
06:00	5	8	6	8	27
07:00	11	14	18	8	51
08:00	12	16	9	5	42
09:00	8	9	13	13	43
10:00	18	6	11	17	52
11:00	10	11	15	14	50
12:00	13	12	6	11	42
13:00	15	19	13	17	64
14:00	9	14	16	13	52
15:00	20	23	16	19	78
16:00	14	13	20	21	68
17:00	22	26	31	30	109
18:00	35	24	27	27	113
19:00	15	16	10	17	58
20:00	12	2	7	7	28
21:00	11	4	7	4	26
22:00	6	2	8	6	22
23:00	3	6	2	8	19
				TOTAL	1117

AM PEAK HOUR	07:30-08:30
VOLUME	54
PM PEAK HOUR	17:15-18:15
VOLUME	122

TOTAL BI-DIRECTIONAL VOLUME	1904

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: HOLLYWOOD PASEO PLAZA PROJECT
LOCATION: LEXINGTON AVENUE W/O US-101 SB OFF-RAMP
DATE: WEDNESDAY, NOVEMBER 09, 2005
FILE NO: A-4

DIRECTION:	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	21	24	13	17	75
01:00	8	15	16	9	48
02:00	7	5	8	11	31
03:00	8	0	10	5	23
04:00	10	13	7	11	41
05:00	13	11	15	13	52
06:00	13	12	22	21	68
07:00	28	35	33	40	136
08:00	38	29	44	40	151
09:00	21	35	30	32	118
10:00	44	57	58	60	217
11:00	45	41	47	58	191
12:00	48	58	39	72	217
13:00	48	32	34	23	137
14:00	33	46	39	43	161
15:00	67	66	55	42	230
16:00	57	48	48	44	197
17:00	54	49	39	41	183
18:00	51	48	39	31	169
19:00	34	33	32	39	138
20:00	36	24	15	20	95
21:00	23	19	20	15	77
22:00	28	14	16	15	73
23:00	14	13	14	14	55
				TOTAL	2883

AM PEAK HOUR	10:15-11:15
VOLUME	218
PM PEAK HOUR	14:45-15:45
VOLUME	231

DIRECTION:	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	20	25	31	30	106
01:00	15	28	17	27	87
02:00	18	16	10	10	54
03:00	10	8	10	3	31
04:00	9	18	15	6	48
05:00	9	15	8	14	46
06:00	10	7	17	12	46
07:00	15	17	11	13	56
08:00	9	12	12	9	42
09:00	10	14	11	12	47
10:00	11	12	21	18	62
11:00	16	19	15	19	69
12:00	13	14	11	22	60
13:00	5	17	19	16	57
14:00	15	15	23	29	82
15:00	20	19	19	21	79
16:00	31	30	27	29	117
17:00	32	38	27	23	120
18:00	34	35	30	35	134
19:00	25	15	19	23	82
20:00	16	17	11	11	55
21:00	20	13	12	17	62
22:00	17	12	11	6	46
23:00	7	11	15	11	44
				TOTAL	1832

AM PEAK HOUR	00:00-01:00
VOLUME	106
PM PEAK HOUR	18:00-19:00
VOLUME	134

TOTAL BI-DIRECTIONAL VOLUME	4515

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: HOLLYWOOD PASEO PLAZA PROJECT
LOCATION: VIRGINIA AVENUE W/O WESTERN AVENUE
DATE: THURSDAY, NOVEMBER 10, 2005
FILE NO: A-5

DIRECTION:	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	6	6	7	10	29
01:00	5	6	4	7	22
02:00	10	10	6	6	32
03:00	6	7	5	8	26
04:00	4	8	9	8	29
05:00	5	4	8	4	21
06:00	6	9	9	5	31
07:00	8	9	9	7	33
08:00	10	10	11	8	39
09:00	8	6	10	7	31
10:00	12	10	8	8	38
11:00	10	14	14	13	51
12:00	12	18	13	8	51
13:00	13	17	14	11	55
14:00	11	16	14	12	53
15:00	16	13	11	18	58
16:00	14	11	9	10	44
17:00	10	11	8	4	33
18:00	7	6	3	6	22
19:00	4	5	7	2	18
20:00	7	4	10	9	30
21:00	14	15	12	17	58
22:00	9	12	18	14	53
23:00	12	12	10	12	46
				TOTAL	903

AM PEAK HOUR	11:00-12:00
VOLUME	51
PM PEAK HOUR	15:00-16:00
VOLUME	58

DIRECTION:	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	5	6	7	10	28
01:00	5	11	9	5	30
02:00	10	10	11	8	39
03:00	8	11	9	9	37
04:00	8	10	12	10	40
05:00	12	13	15	14	54
06:00	16	20	13	20	69
07:00	17	8	15	17	57
08:00	23	14	17	23	77
09:00	12	10	24	26	72
10:00	23	11	17	20	71
11:00	18	14	13	11	56
12:00	12	17	11	8	48
13:00	10	8	11	9	38
14:00	8	8	12	17	45
15:00	17	18	23	19	77
16:00	21	17	23	31	92
17:00	29	30	27	21	107
18:00	35	17	26	21	99
19:00	14	23	16	14	67
20:00	14	11	21	27	73
21:00	10	15	16	14	55
22:00	8	14	10	11	43
23:00	10	13	8	8	39
				TOTAL	1413

AM PEAK HOUR	09:30-10:30
VOLUME	84
PM PEAK HOUR	16:45-17:45
VOLUME	117

TOTAL BI-DIRECTIONAL VOLUME	2316

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: HOLLYWOOD PASEO PLAZA PROJECT
LOCATION: LEXINGTON AVENUE E/O WILTON PLACE
DATE: THURSDAY, NOVEMBER 10, 2005
FILE NO: A-6

DIRECTION:		WESTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	6	5	4	2	17
01:00	2	7	1	1	11
02:00	4	2	6	3	15
03:00	1	5	2	2	10
04:00	3	4	1	3	11
05:00	6	6	3	6	21
06:00	2	16	23	20	61
07:00	29	34	36	30	129
08:00	26	23	35	27	111
09:00	19	30	29	28	106
10:00	49	26	36	16	127
11:00	27	40	38	28	133
12:00	37	32	31	27	127
13:00	30	25	31	33	119
14:00	23	21	33	28	105
15:00	26	42	53	28	149
16:00	33	47	28	33	141
17:00	46	41	39	27	153
18:00	30	33	25	45	133
19:00	46	56	36	24	162
20:00	13	18	21	14	66
21:00	13	13	17	9	52
22:00	14	11	10	9	44
23:00	9	8	3	8	28
				TOTAL	2031

AM PEAK HOUR	09:45-10:45
VOLUME	139
PM PEAK HOUR	18:45-19:45
VOLUME	183

DIRECTION:		EASTBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	7	3	7	5	22
01:00	3	3	5	5	16
02:00	5	6	2	6	19
03:00	5	5	7	4	21
04:00	3	1	4	7	15
05:00	5	4	6	5	20
06:00	10	7	9	12	38
07:00	23	14	19	21	77
08:00	14	8	12	8	42
09:00	6	9	11	16	42
10:00	13	8	12	12	45
11:00	19	12	9	19	59
12:00	19	16	9	17	63
13:00	18	12	13	13	56
14:00	13	22	27	26	88
15:00	22	36	29	22	109
16:00	33	22	17	24	96
17:00	34	30	28	33	125
18:00	37	23	169	22	251
19:00	29	20	14	8	71
20:00	17	8	14	8	47
21:00	11	12	12	11	46
22:00	7	10	4	9	30
23:00	6	6	8	7	27
				TOTAL	1425

AM PEAK HOUR	07:00-08:00
VOLUME	77
PM PEAK HOUR	17:15-18:15
VOLUME	128

TOTAL BI-DIRECTIONAL VOLUME	3456

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: HOLLYWOOD PASEO PLAZA PROJECT
LOCATION: ST ANDREWS PLACE S/O LEXINGTON AVENUE
DATE: WEDNESDAY, NOVEMBER 09, 2005
FILE NO: A-7

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	7	9	12	16	44
01:00	17	16	19	10	62
02:00	10	14	11	15	50
03:00	11	11	15	9	46
04:00	7	22	20	9	58
05:00	15	24	13	21	73
06:00	16	11	25	21	73
07:00	27	20	47	25	119
08:00	18	25	24	19	86
09:00	18	25	19	24	86
10:00	21	24	26	20	91
11:00	20	31	29	43	123
12:00	33	50	50	47	180
13:00	66	52	37	42	197
14:00	37	49	49	53	188
15:00	37	39	41	38	155
16:00	33	41	40	41	155
17:00	42	47	38	45	172
18:00	44	40	49	36	169
19:00	45	30	26	27	128
20:00	25	33	15	13	86
21:00	17	11	10	23	61
22:00	28	13	18	16	75
23:00	10	11	11	16	48
				TOTAL	2525

AM PEAK HOUR	11:00-12:00
VOLUME	123
PM PEAK HOUR	17:45-18:45
VOLUME	178

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	10	17	16	17	60
01:00	14	10	18	9	51
02:00	10	15	9	14	48
03:00	7	12	6	13	38
04:00	6	11	11	17	45
05:00	20	24	19	22	85
06:00	14	16	22	15	67
07:00	30	40	43	34	147
08:00	32	25	43	37	137
09:00	20	33	24	24	101
10:00	24	30	42	41	137
11:00	25	29	27	25	106
12:00	25	30	27	24	106
13:00	22	28	20	24	94
14:00	38	30	33	39	140
15:00	54	46	47	40	187
16:00	45	47	41	39	172
17:00	57	40	44	37	178
18:00	50	43	41	24	158
19:00	33	27	21	16	97
20:00	17	16	13	11	57
21:00	18	12	13	10	53
22:00	11	5	11	6	33
23:00	9	8	7	7	31
				TOTAL	2328

AM PEAK HOUR	07:15-08:15
VOLUME	149
PM PEAK HOUR	15:00-16:00
VOLUME	187

TOTAL BI-DIRECTIONAL VOLUME	4853

THE TRAFFIC SOLUTION
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