Appendix M

Traffic

Appendix M.1

Los Angeles Department of Transportation
Memorandum of Understanding

TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: Building for the Permanent Collection of LACMA

Project Address: 5905 Wilshire Boulevard, Los Angeles, CA 90036

Project Description: The proposed 368,300 gross square-foot Project would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet. With the overall reduction in square footage, the improvements are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance immediately following the opening of the Project. In addition, a new parking facility providing approximately 260 parking spaces would be constructed southwest of the intersection of Ogden Drive & Wilshire Boulevard on and would replace the existing surface parking area at the intersection of Spaulding Avenue & Wilshire Boulevard. **(See Figure 1A and 1B)**

Geographic Distribution: N 15 % S 25 % E 30 % W 30 %

Attach graphic illustrating project trip distribution percentages at the studied intersections **(See Figure 3)**

Trip Generation Rate(s): ITE 9th Edition / Other ITE 9th Edition, 2012
Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. **(See Table 2 and Figure 4A & 4B)**

	in	out	total
AM Trips	43	2	45
MD Trips	27	33	60
PM Trips	15	53	68
Sat Trips	34	41	75

Project Buildout Year: 2023 Ambient or CMP Growth Rate: 1.0 % Per Yr.
Related Projects: (to be researched by the consultant and approved by LADOT) **(See Table 3 and Figure 5)**

Subject to Freeway Impact Analysis Screening review: ___YES __x__NO **(See Table 4 and 5)**

Is the project on the High Injury Network? __X__YES ____NO

Study Intersections
(Subject to LADOT revision after initial impact analysis) **(See Table 1 and Figure 2)**

Trip Credits: (Exact amount of credit subject to approval by LADOT)

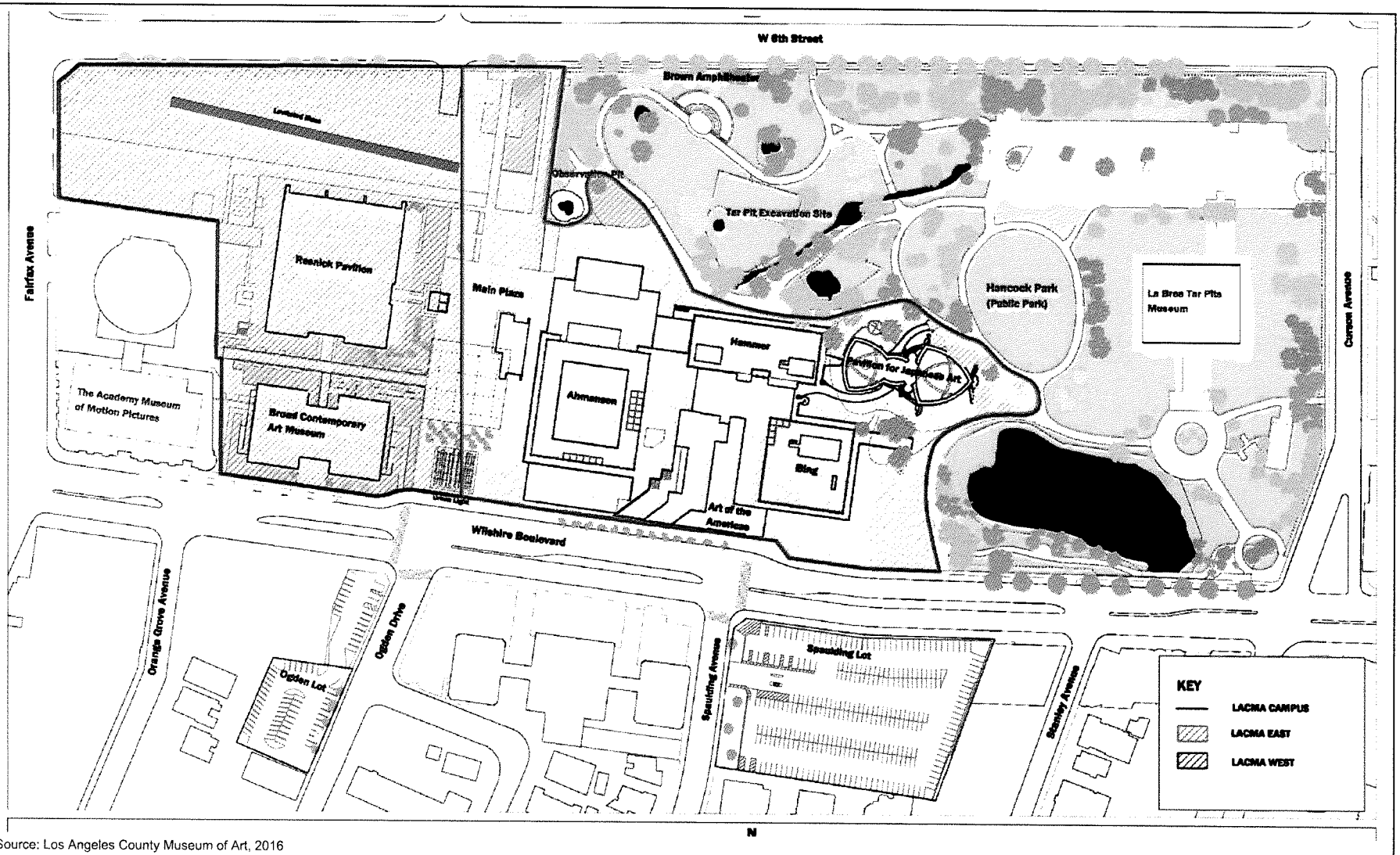
	Yes	No
Transit Usage		X
Transportation Demand Management		X
Existing Active Land Use		X
Previous Land Use		X
Internal Trip		X
Pass-By Trip		X

	Consultant	Developer
Name	Gibson Transportation Consulting, Inc.	Los Angeles County Museum of Art
Address	523 W 6th Street, Suite 1234	5905 Wilshire Boulevard
	Los Angeles, CA 90014	Los Angeles, CA 90036
Phone No.	(213) 683-0088	(323) 857-6055
E-Mail	sdrobis@gibsontrans.com	dvesga@lacma.org

Approved by

Consultant's Representative Date

LADOT Representative 8-9-16 Date

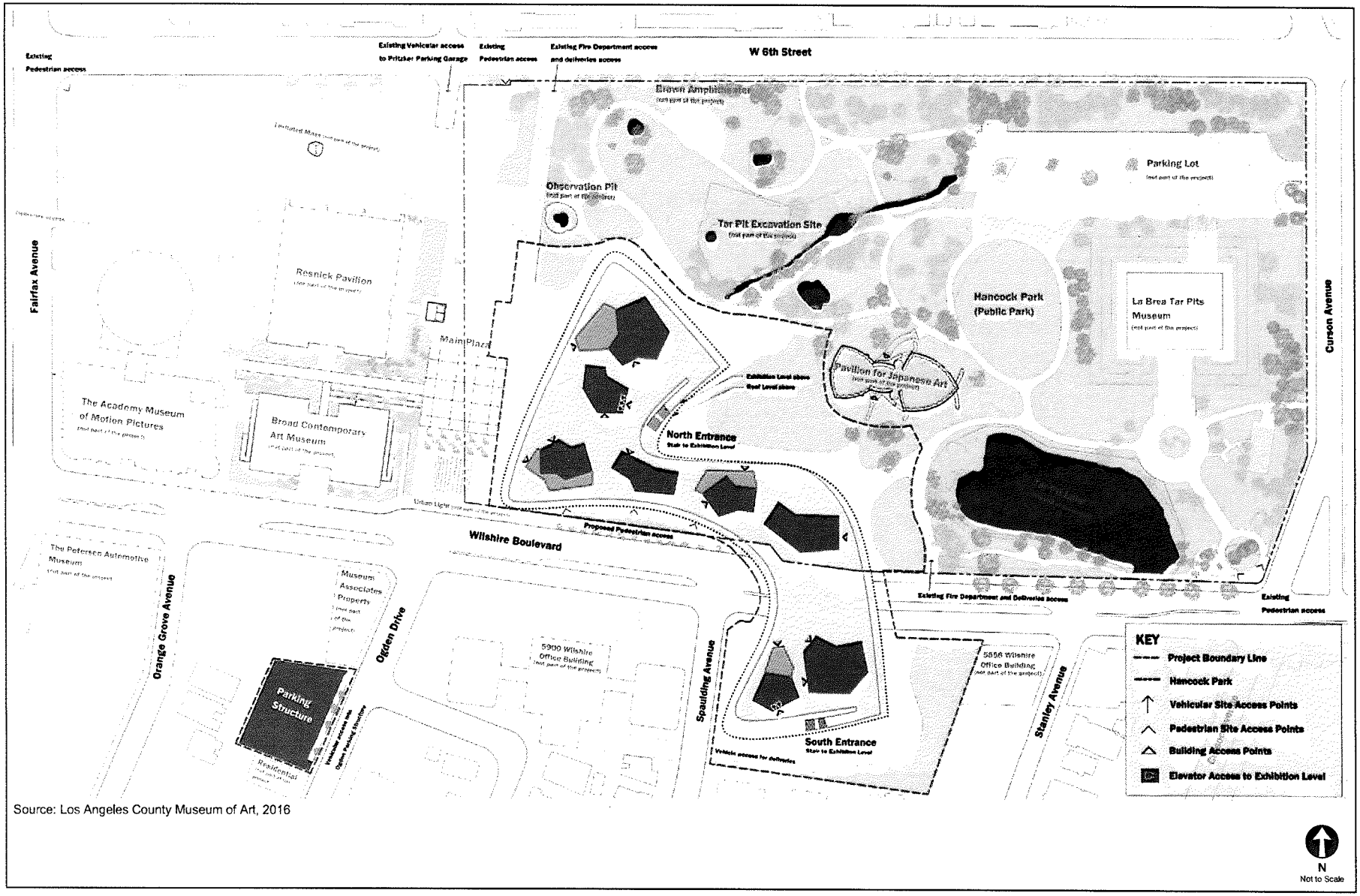


Source: Los Angeles County Museum of Art, 2016

N
Not to Scale

EXISTING LACMA CAMPUS

FIGURE
1A



Source: Los Angeles County Museum of Art, 2016

CONCEPTUAL SITE PLAN

FIGURE 1B

Gibson
transportation consulting, inc.

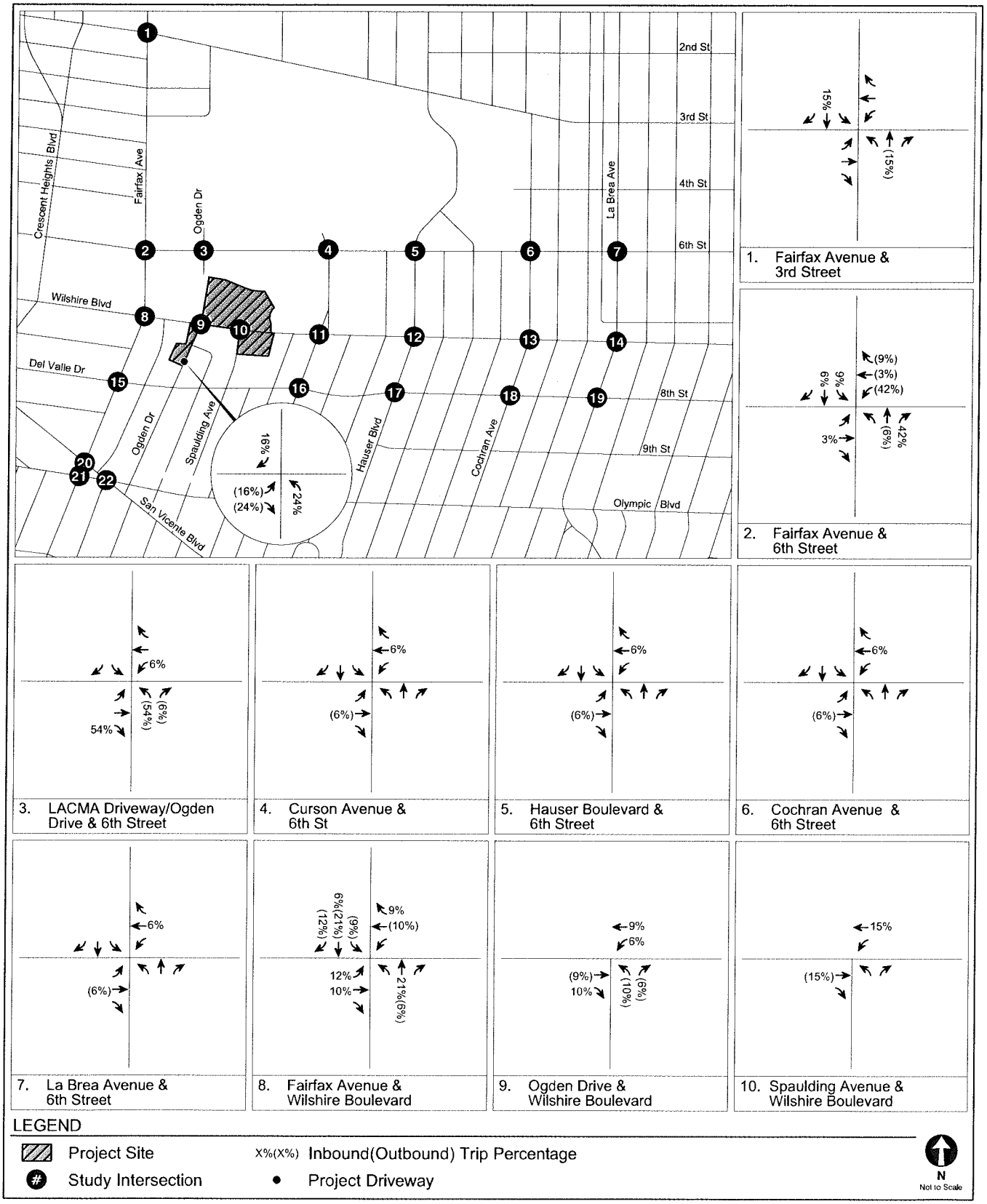


STUDY AREA

FIGURE 2

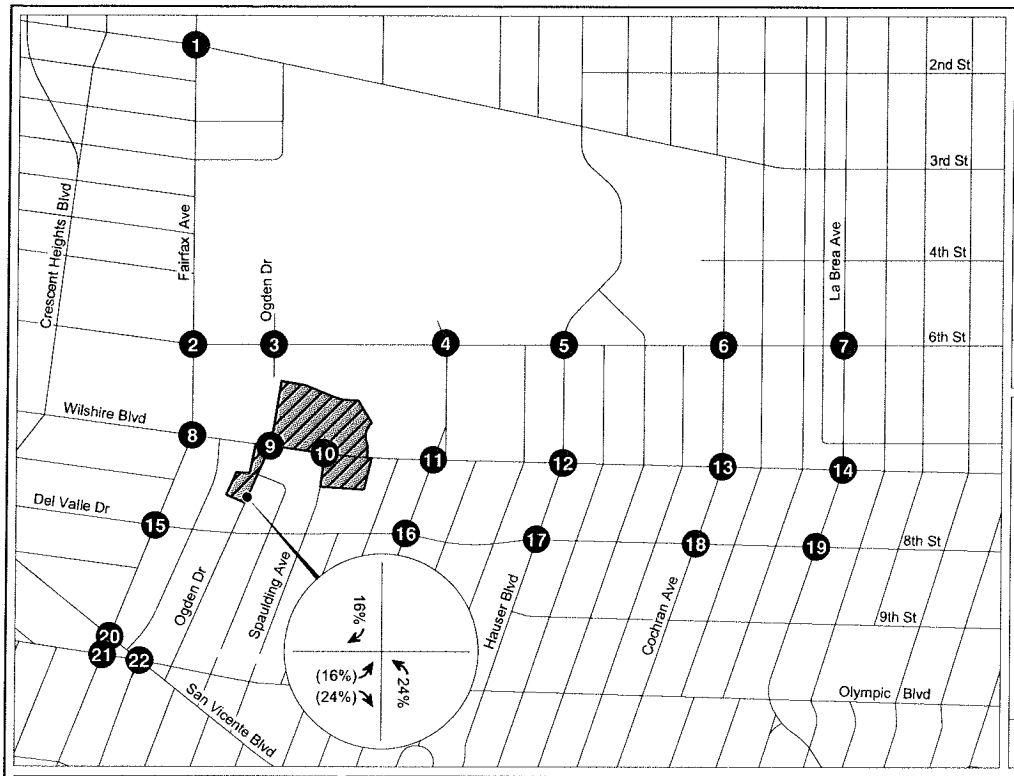
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STUDY INTERSECTIONS

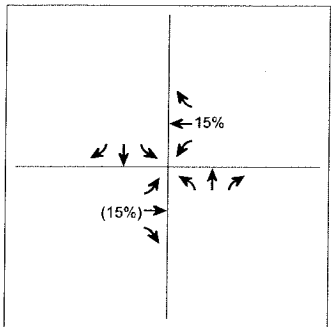
Xtn #	% County	Thomas Guide Page+Grid	N-S/E-W Street Name	City	Signalized	CMP
1.	0	633, B2	Fairfax Avenue & 3rd Street	Los Angeles	**Yes**/No	Yes/**No**
2.	0	633, B2	Fairfax Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
3.	0	633, B2	Ogden Drive/LACMA Driveway & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
4.	0	633, C2	Curson Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
5.	0	633, C2	Hauser Boulevard & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
6.	0	633, D2	Cochran Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
7.	0	633, D2	La Brea Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
8.	0	633, B2	Fairfax Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
9.	0	633, B2	Ogden Drive & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
10.	0	633, B2	Spaulding Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
11.	0	633, C2	Curson Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
12.	0	633, C2	Hauser Boulevard & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
13.	0	633, D2	Cochran Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
14.	0	633, D2	La Brea Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	**Yes**/No
15.	0	633, B3	Fairfax Avenue & Del Valle Drive/8th Street	Los Angeles	**Yes**/No	Yes/**No**
16.	0	633, C3	Curson Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
17.	0	633, C3	Hauser Boulevard & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
18.	0	633, D3	Cochran Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
19.	0	633, D3	La Brea Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
20.	0	633, B3	Fairfax Avenue & San Vicente Boulevard	Los Angeles	**Yes**/No	Yes/**No**
21.	0	633, B3	Fairfax Avenue & Olympic Boulevard	Los Angeles	**Yes**/No	Yes/**No**
22.	0	633, B3	San Vicente Boulevard & Olympic Boulevard	Los Angeles	**Yes**/No	Yes/**No**



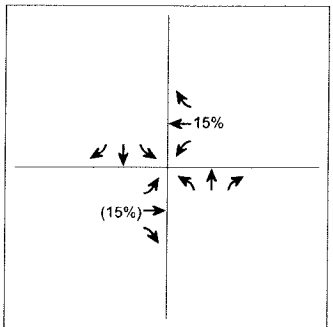
TRIP DISTRIBUTION

FIGURE 3

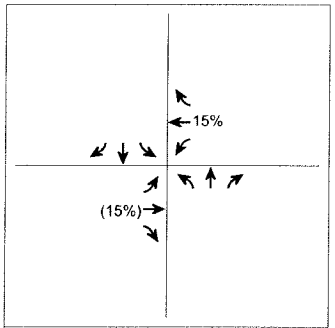




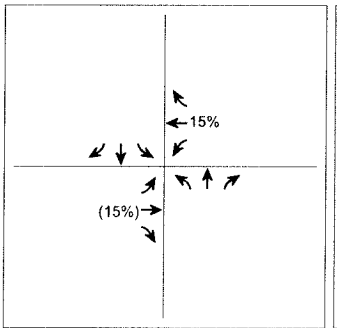
11. Curson Avenue & Wilshire Boulevard



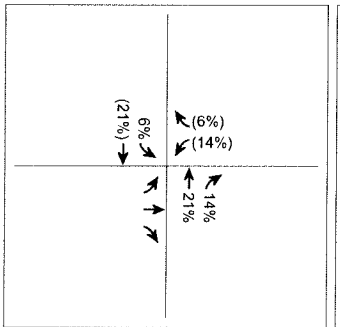
12. Hauser Boulevard & Wilshire Boulevard



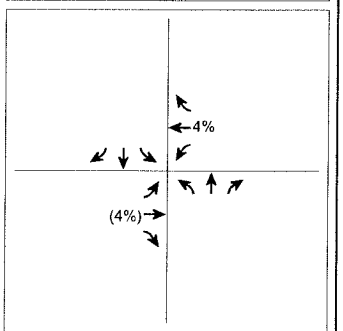
13. Cochran Avenue & Wilshire Boulevard



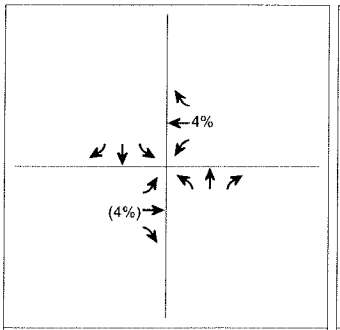
14. La Brea Avenue & Wilshire Boulevard



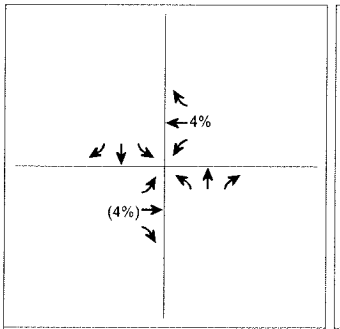
15. Fairfax Avenue & Del Valle Drive/8th Street



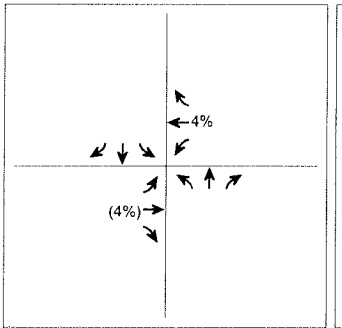
16. Curson Avenue & 8th Street



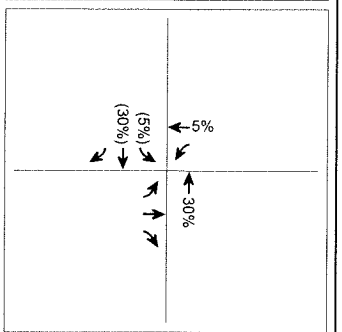
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

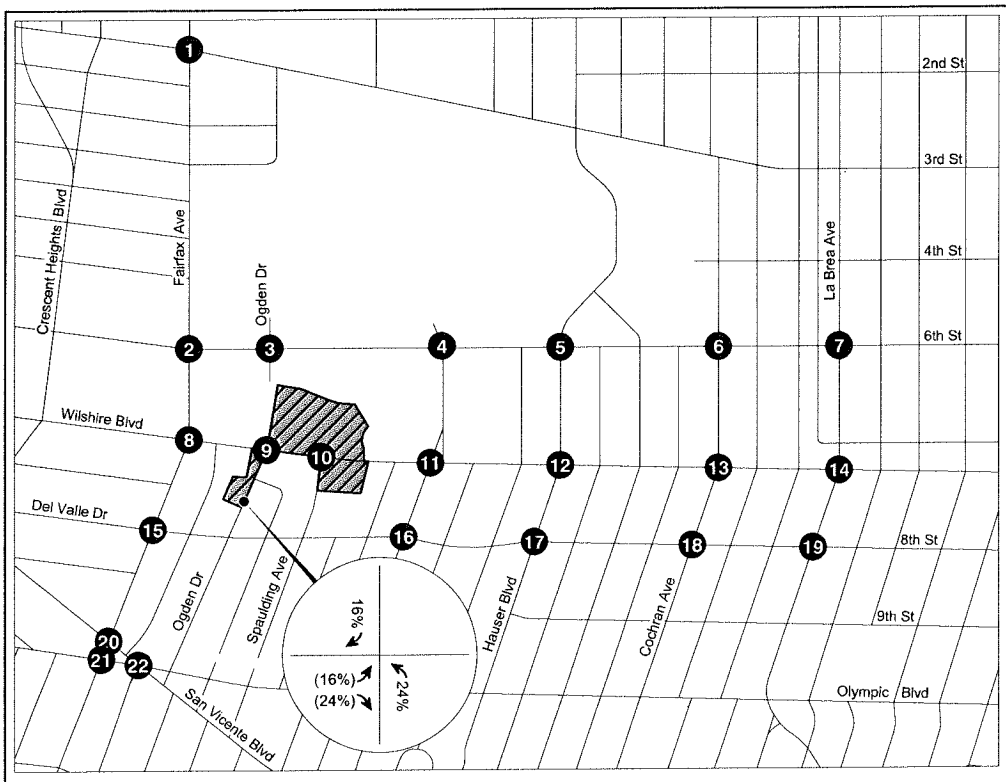
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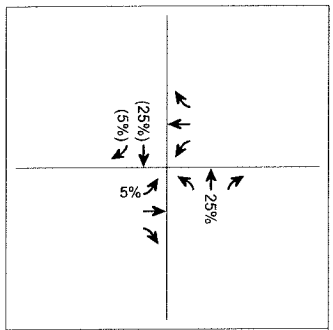
- Project Site
- # Study Intersection
- X%(X%) Inbound(Outbound) Trip Percentage
- • Project Driveway

N
Not to Scale

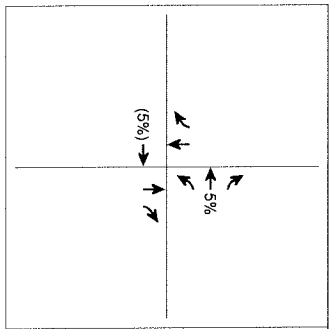
TRIP DISTRIBUTION

FIGURE 3 (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site
Study Intersection
X%(X%) Inbound(Outbound) Trip Percentage
Project Driveway

N
Not to Scale

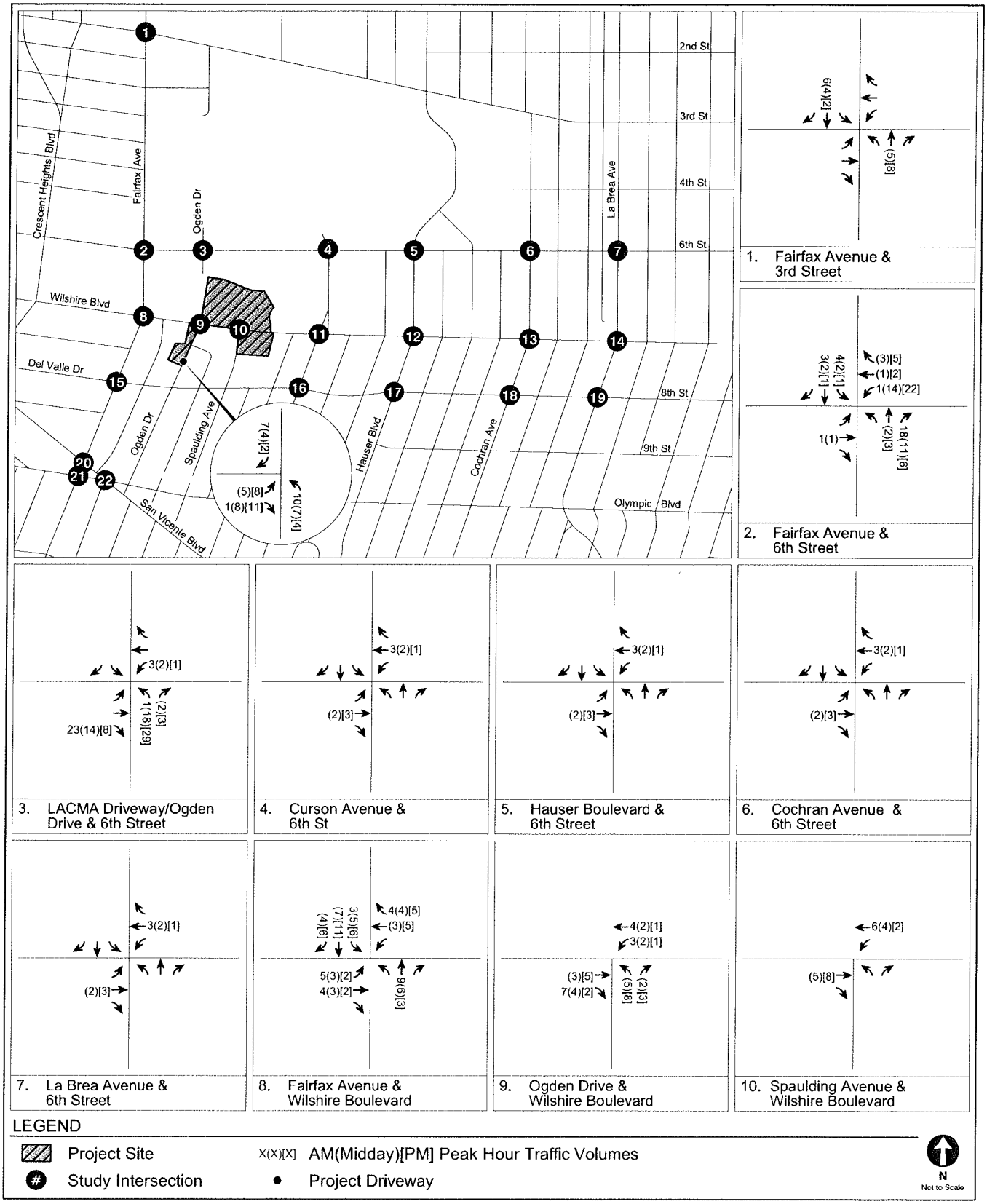
TRIP DISTRIBUTION

FIGURE 3 (CONT.)

TABLE 2
TRIP GENERATION RATES

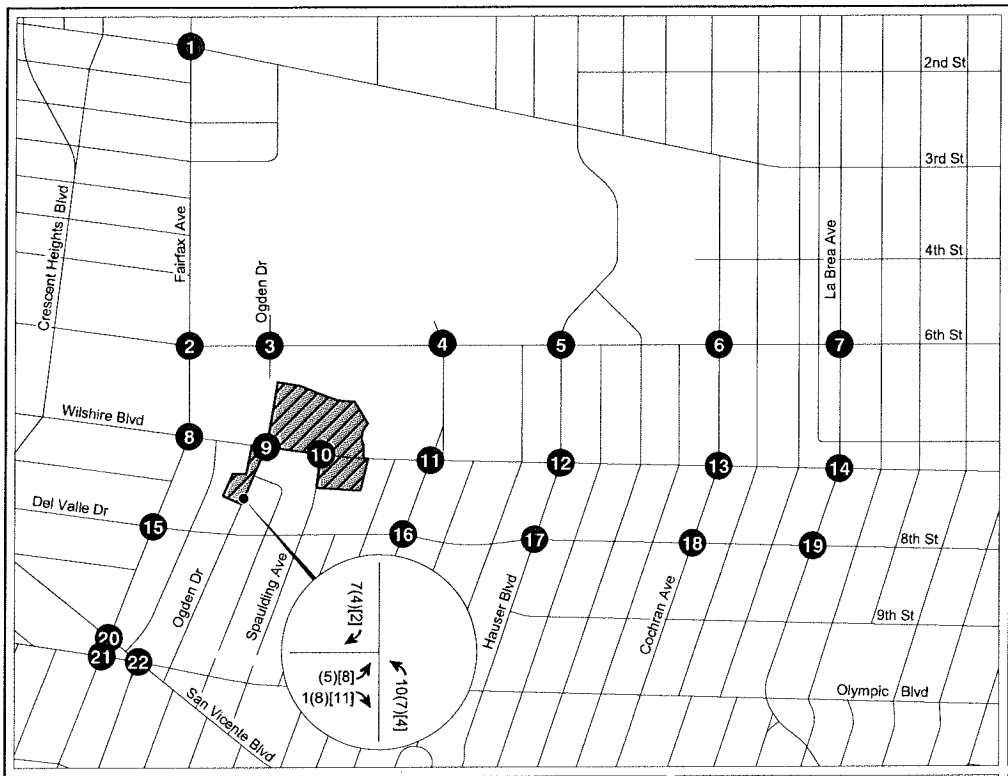
Day	Size	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates [a]											
Typical Weekday	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09
Typical Saturday	per visitor	0.61	--	--	--	46%	54%	0.06	--	--	--
Trip Generation Estimates											
Typical Weekday	750 visitors	668	43	2	45	27	33	60	15	53	68
Typical Saturday	1,250 visitors	763	--	--	--	34	41	75	--	--	--

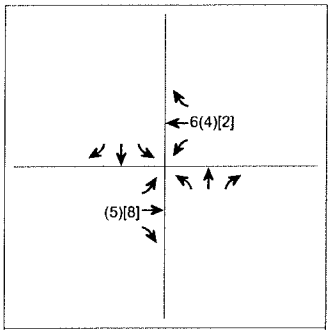
[a] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.



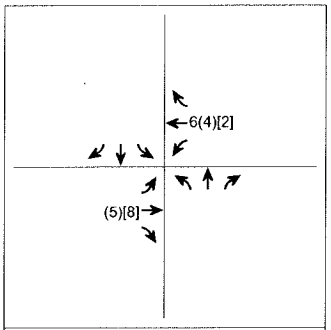
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A

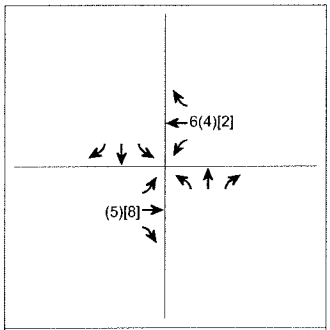




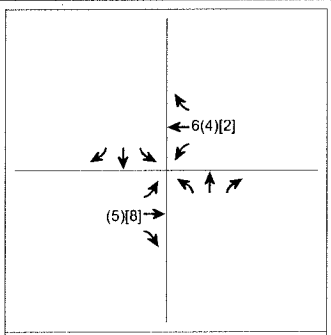
11. Curson Avenue & Wilshire Boulevard



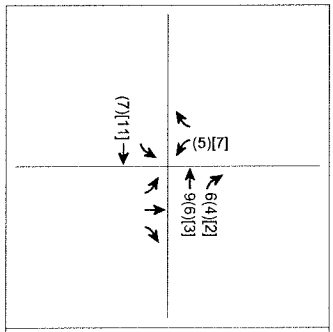
12. Hauser Boulevard & Wilshire Boulevard



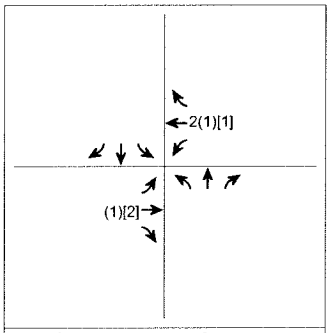
13. Cochran Avenue & Wilshire Boulevard



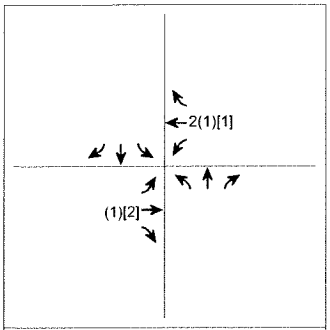
14. La Brea Avenue & Wilshire Boulevard



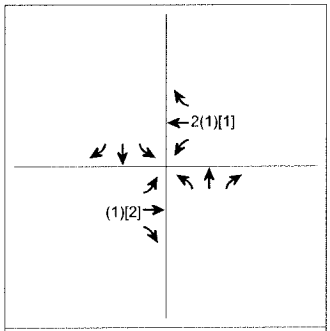
15. Fairfax Avenue & Del Valle Drive/8th Street



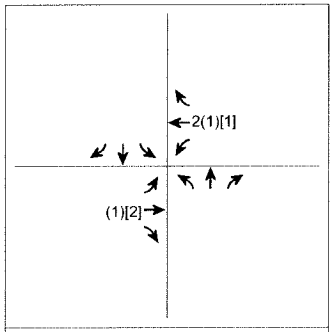
16. Curson Avenue & 8th Street



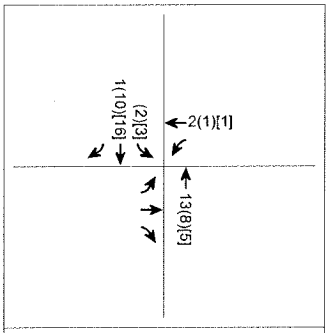
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

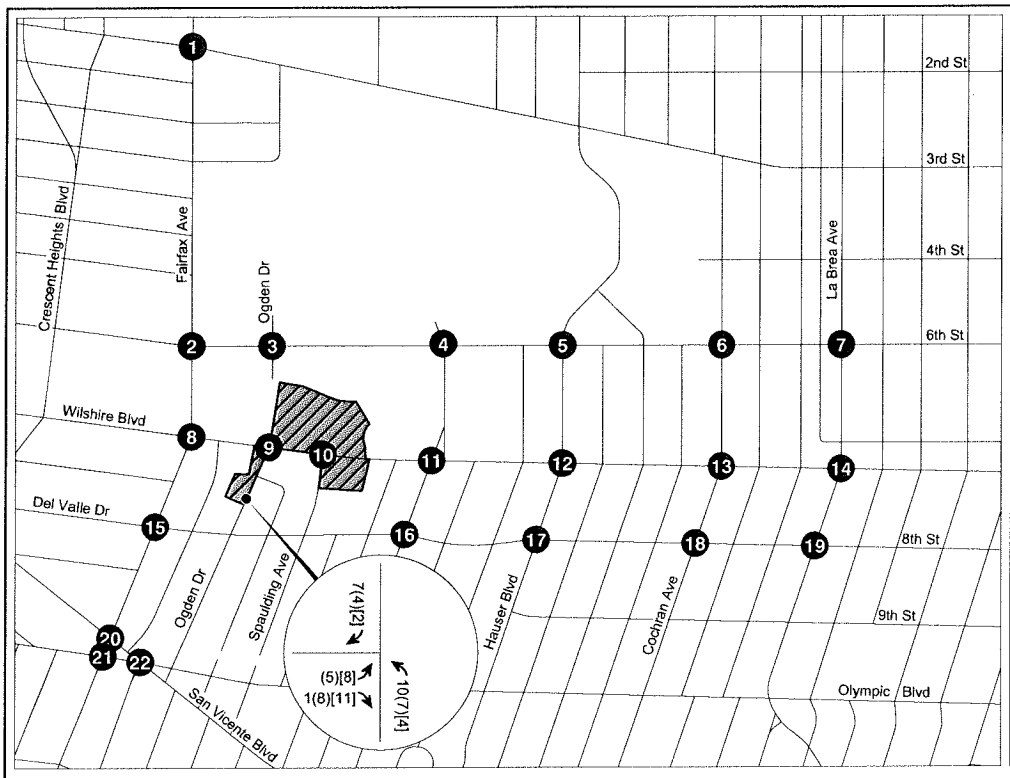
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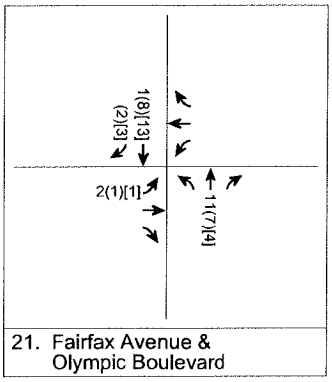
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- • Project Driveway

N
Not to Scale

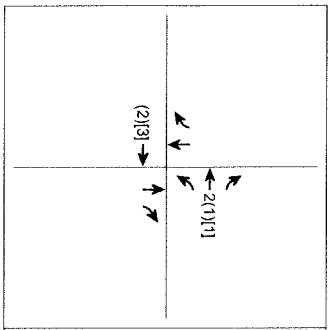
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

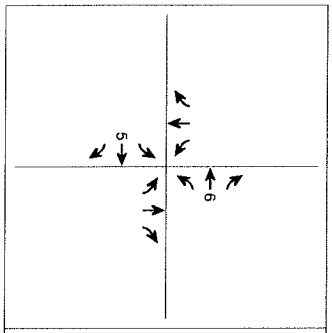
▨	Project Site	X(X)[X]	AM(Midday)[PM] Peak Hour Traffic Volumes
#	Study Intersection	•	Project Driveway

N
Not to Scale

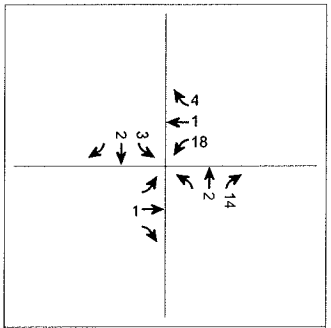
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A (CONT.)

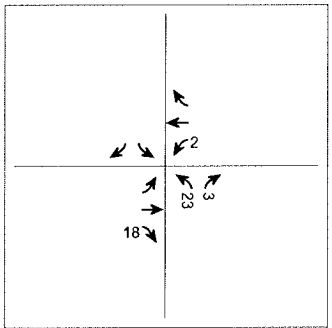




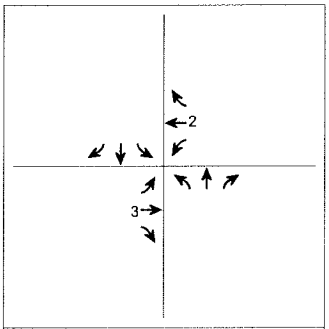
1. Fairfax Avenue & 3rd Street



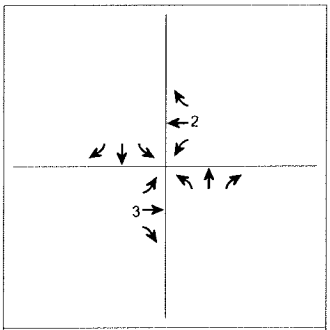
2. Fairfax Avenue & 6th Street



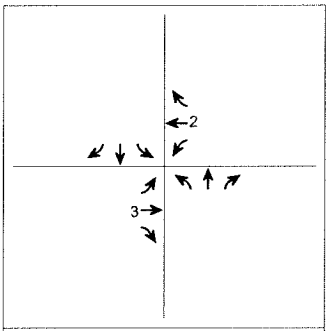
3. LACMA Driveway/Ogden Drive & 6th Street



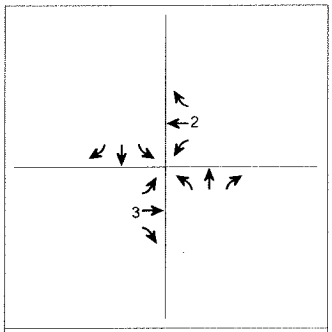
4. Curson Avenue & 6th St



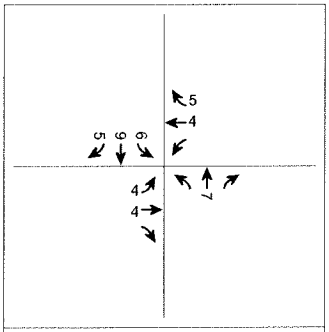
5. Hauser Boulevard & 6th Street



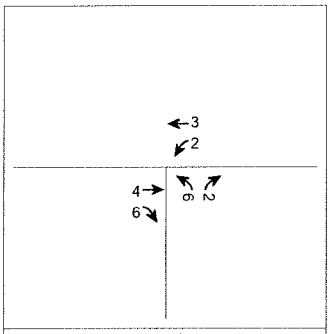
6. Cochran Avenue & 6th Street



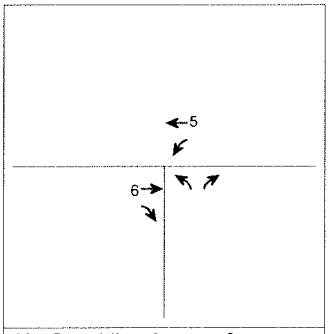
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

LEGEND

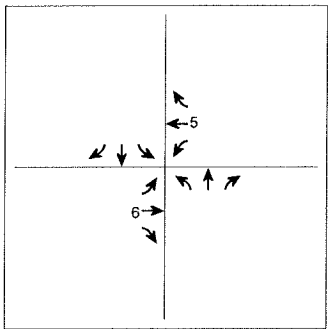
- Project Site
- Study Intersection
- x Midday Peak Hour Traffic Volumes
- • Project Driveway

N
Not to Scale

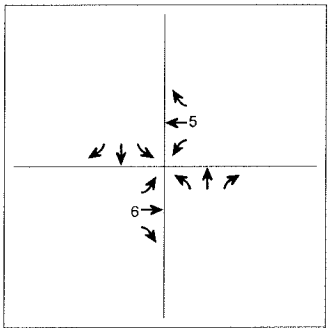
PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B

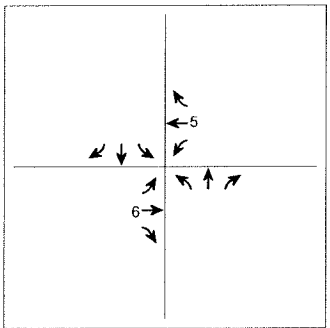




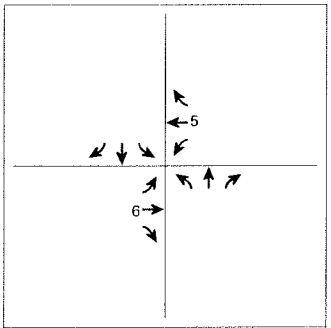
11. Curson Avenue & Wilshire Boulevard



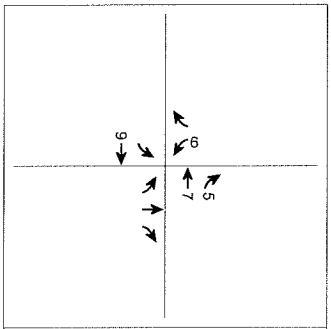
12. Hauser Boulevard & Wilshire Boulevard



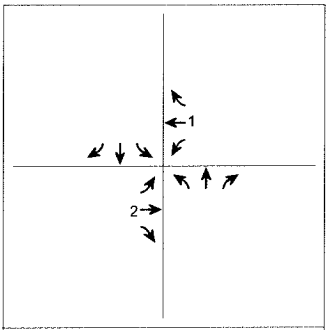
13. Cochran Avenue & Wilshire Boulevard



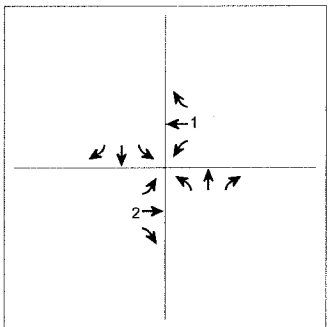
14. La Brea Avenue & Wilshire Boulevard



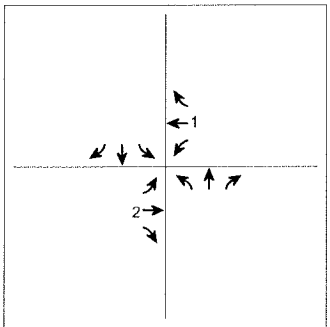
15. Fairfax Avenue & Del Valle Drive/8th Street



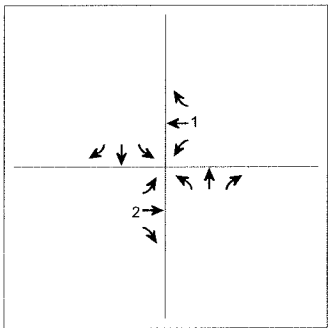
16. Curson Avenue & 8th Street



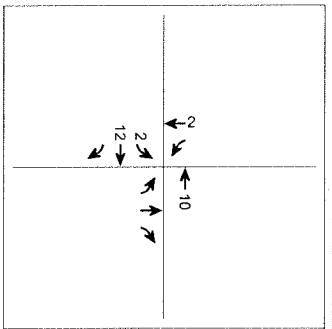
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

LEGEND

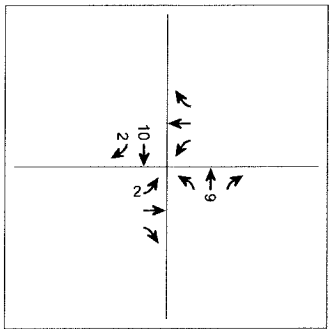
- Project Site
- # Study Intersection
- x Midday Peak Hour Traffic Volumes
- • Project Driveway

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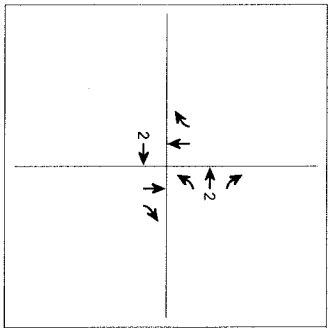
PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

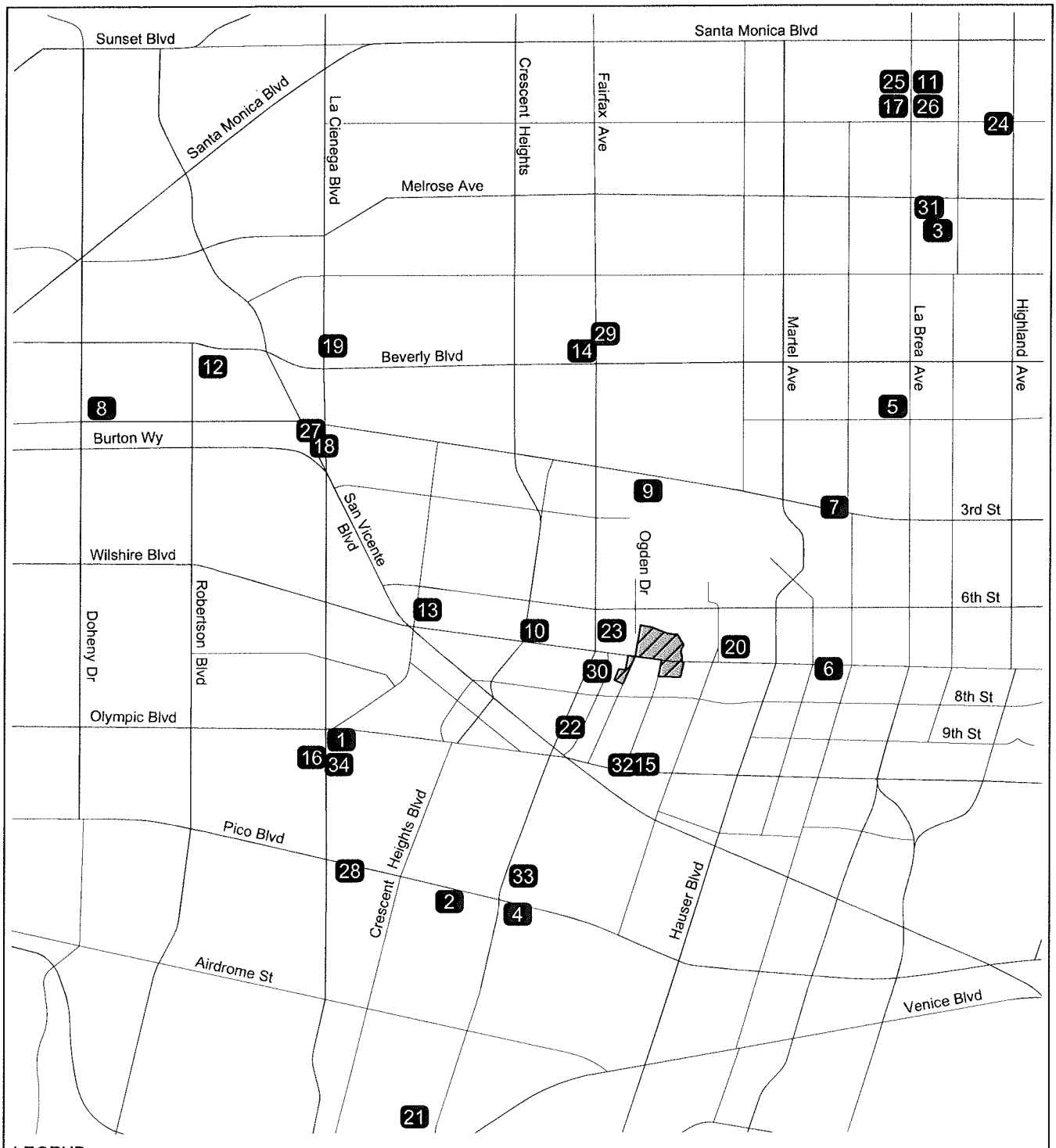
LEGEND

▨	Project Site	x	Midday Peak Hour Traffic Volumes
#	Study Intersection	•	Project Driveway

N
Not to Scale

PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)



LOCATIONS OF RELATED PROJECTS

FIGURE 5

TABLE 3
RELATED PROJECTS

No	Project [a]	Address	Description	Trip Generation													
				Weekday										Saturday			
				Daily	AM Peak Hour			Midday Peak Hour [b]			PM Peak Hour			Daily	Midday Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total
1.	S La Cienega Boulevard Eldercare Facility	1022 S La Cienega Boulevard	183-bed assisted living & 22-unit skilled nursing	242	14	(6)	8	5	13	18	6	16	22	1,669	11	13	24
2.	Apartments	1417 S Hi Point Street	77-unit apartment	460	7	27	34	22	12	34	27	15	42	492	20	20	40
3.	Yeshivath Torath Emeth Acadcemy Expansion	7002 W Clinton Street	120 student Pre-K and 60-chile nursery school	155	20	18	38	9	10	18	11	12	23	70	13	7	20
4.	Mid-City Vons	1430 S Fairfax Avenue	Demo existing supermarket & construct 55,920 sf supermarket	1,838	40	25	65	77	74	150	96	92	188	9,931	20	20	40
5.	La Brea	101 S La Brea Avenue	118-unit condominium, 26,400 sf retail & 3,000 sf restaurant	1,503	5	58	63	52	22	74	65	27	92	2,254	57	49	106
6.	Desmond on Wilshire Apartments	5500 W Wilshire Boulevard	175-unit apartments	842	12	49	64	42	22	64	52	28	80	930	39	38	77
7.	Third Street Mixed-Use Project	5863 W 3rd Street	60-unit apartment & 5,250 sf retail	492	2	25	27	27	10	38	34	13	47	604	25	25	50
8.	Condominium Project	300 S Wetherly Drive	140-unit condominium	270	3	17	20	12	6	18	15	7	22	794	36	30	66
9.	Residential	6298 W 3rd Street	300-unit condominium	(655)	(8)	56	48	(19)	(45)	(62)	(24)	(56)	(77)	1,278	56	48	104
10.	Wilshire & Crescent Heights Mixed-Use	6245 W Wilshire Boulevard	4,200 sf bank, 133-unit apartment, 4-unit condominium & 1,570 sf coffee shop	1,214	29	74	103	26	2	27	32	2	34	873	11	11	22
11.	Mixed-Use - Office/Retail	936 N La Brea Avenue	88,750 sf office & 12,000 sf retail	911	24	5	29	11	30	41	14	37	51	715	45	39	84
12.	Cedars-Sinai Medical Center Project - West Tower	8723 W Alden Drive	100-bed hospital medical building	1,181	79	34	113	38	66	104	47	83	130	814	47	53	100
13.	Mixed-Use	6535 Wilshire Boulevard	21-unit apartment, 57,000 sf office & 6,000 sf retail	786	61	17	78	16	53	69	20	66	86	522	30	29	59
14.	Beverly & Fairfax Mixed-Use	7901 W Beverly Boulevard	71-unit apartment & 11,454 sf retail	493	7	29	36	24	13	37	30	16	46	935	39	39	78
15.	Mixed-Use	5889 W Olympic Boulevard	49-unit apartment & 4,000 sf medical office building	402	9	21	30	17	14	30	21	17	38	349	22	18	40
16.	Temple Beth Am Private School - Pressman Academy	1055 S La Cienega Boulevard	38-student early childhood & 120-student day school	423	75	58	133	37	43	80	46	54	100	62	11	6	17
17.	La Brea Gateway	915 N La Brea Avenue	33,500 sf supermarket & 179-unit apartment	2,615	5	86	91	126	72	198	158	90	248	7,649	48	48	96
18.	375 Luxe	375 S La Cienega Boulevard	125-unit apartment & 7,900 sf retail	168	8	47	55	27	9	36	34	11	45	1,131	47	46	93
19.	Mixed-Use	316 N La Cienega Boulevard	45-unit apartment & 3,680 sf retail	602	41	53	94	25	18	42	31	22	53	730	38	37	75
20.	Office - Museum Square	5757 Wilshire Boulevard	254,000 sf office	1,388	201	27	228	33	161	194	41	201	242	628	68	57	125
21.	Venice Fairfax Residential Project	5930 W Sawyer Street	60-unit single family detached housing	584	11	35	46	31	18	50	39	23	62	595	30	26	56
22.	Shalhevet School & Alliance Residential Project	910 S Fairfax Avenue	63-student increase, 141-unit apartment & 4,640 sf retail/restaurant	1,057	45	73	118	46	28	74	58	35	93	962	40	39	79
23.	Academy Museum of Motion Pictures	6067 W Wilshire Boulevard	5,000-visitor museum, 135 employees, 5,000 store & 4,000 sf café	2,693	113	12	126	45	209	254	56	261	317	2,693	248	172	420
24.	Starbucks with Drive-Thru	859 N Highland Avenue	806 sf coffee/donut shop with drive-thru	330	21	20	41	7	7	14	9	9	18	-	34	34	68
25.	925 La Brea Avenue	925 N La Brea Avenue	17,000 sf shopping center & 53,000 sf office	735	58	11	69	19	49	68	24	61	85	979	55	50	105
26.	904-932 N La Brea Mixed-Use	904 N La Brea Avenue	169-unit apartment & 40,000 sf retail	2,072	25	68	93	66	82	149	83	103	186	3,079	144	137	281
27.	Caruso Affiliated	333 S La Cienega Boulevard	162-unit apartment, 27,000 sf supermarket & 3,560 sf restaurant	2,020	35	71	106	91	62	153	114	77	191	6,394	216	206	422
28.	Mixed-Use	6132 W Pico Boulevard	100-unit apartment & 14,000 sf retail	807	5	34	39	38	24	62	47	30	77	1,339	61	58	119
29.	Jewish Family Service	320 N Fairfax Avenue	28,341 sf office	276	28	9	37	3	17	20	4	21	25	70	6	6	12
30.	Petersen Automotive Museum	6060 W Wilshire Boulevard	15,000 sf of new display space	-	3	1	4	0	2	2	0	3	3	-	7	3	10
31.	Melrose Crossing Mixed Use	7000 W Melrose Avenue	40-unit apartment & 7,565 sf retail	334	4	17	21	16	10	26	20	12	32	634	30	27	57
32.	Apartments	5891 W Olympic Boulevard	49-unit apartment	326	5	20	25	16	8	24	20	10	30	313	13	12	25
33.	Apartments	1329 S Orange Grove Avenue	61-unit apartment	304	4	19	23	14	8	22	18	10	28	390	16	16	32
34.	Amoroso Apartments	1056 La Cienega Boulevard	90-unit apartment	477	0	32	32	24	10	34	30	12	42	575	24	23	47

[a] Related Project and trip generation information provided by LADOT in May 2016.
[b] Based on a comparison of traffic count data, the midday peak hour trip generation estimates were assumed to be 80% of the PM peak hour trip generation estimates.

TABLE 4
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2016)

Freeway Segment	Direction	Number of Lanes	Capacity [a]	Project Traffic	Percent of Capacity	Meets Screening Criteria? [b]
AM Peak Hour						
I-10 between La Cienega Boulevard and Fairfax Avenue	EB WB	4 4	8,000 8,000	5 1	0.1% 0.0%	NO NO
I-10 between Fairfax Avenue and La Brea Avenue	EB WB	4 4	8,000 8,000	1 6	0.0% 0.1%	NO NO
PM Peak Hour						
I-10 between La Cienega Boulevard and Fairfax Avenue	EB WB	4 4	8,000 8,000	2 6	0.0% 0.1%	NO NO
I-10 between Fairfax Avenue and La Brea Avenue	EB WB	4 4	8,000 8,000	7 2	0.1% 0.0%	NO NO

Notes

[a] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

[b] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (City of Los Angeles and Caltrans, 2015), a project must work with Caltrans and prepare a Freeway Impact Analysis that meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on a lane capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on a lane capacity of 2,000 vehicles per hour per lane).

TABLE 5
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2016)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Project Traffic	Percent of Capacity	Meets Screening Criteria? [b]
I-10 Eastbound Off-Ramp to Fairfax Avenue	AM	1	850	5	0.6%	NO
	PM	1	850	2	0.2%	NO
I-10 Westbound Off-ramp to Washington Boulevard/Fairfax Avenue	AM	1	850	6	0.7%	NO
	PM	1	850	2	0.2%	NO

Notes

[a] Off-ramp lane capacity is 850 vehicles per hour per lane based on specifications in the screening criteria.

[b] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (City of Los Angeles and Caltrans, 2015), a project must work with Caltrans and prepare a Freeway Impact Analysis that meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway off-ramp operating at LOS E or F (based on a lane capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway off-ramp operating at LOS D (based on a lane capacity of 850 vehicles per hour per lane).

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

This Memorandum of Understanding (MOU) acknowledges Los Angeles County Department of Public Works, Traffic and Lighting Division (TLD) requirements of traffic impact analysis for the project and is subject to change:

Project Address:	5905 Wilshire Boulevard, Los Angeles, CA 90036		
Project Description:	The proposed 368,300 gross square-foot Project would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet. With the overall reduction in square footage, the improvements are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance immediately following the opening of the Project. In addition, a new parking facility providing approximately 260 parking spaces would be constructed southwest of the intersection of Ogden Drive & Wilshire Boulevard on and would replace the existing Spaulding Lot. Up to 300 full-time equivalent employees would be relocated off-site once construction of the Project commences. ***(See Figure 1A and 1B)***		
City:	Los Angeles		
Project Build-out Year:	2023	**Notice of Preparation/Start of Env. Analysis:**	2016
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Fairfax Avenue		
Xtn E/W Street Name:	Wilshire Boulevard		
Thomas Guide Pg+Grid:	633,B2	**Los Angeles County Supervisorial District:**	3

	Consultant	**Developer**
Company:	Gibson Transportation Consulting	Los Angeles County Museum of Art
Name:	Sarah Drobis	Diana Vesga
Address:	523 W 6th Street Suite 1234	5905 Wilshire Boulevard
City, State, Zip Code:	Los Angeles, CA 90014	Los Angeles, CA 90036
Phone #:	(213) 683-0088	(323) 857-6055
Fax #:	(213) 683-0033	(213) 261-9886
Email:	sdrobis@gibsontrans.com	dvesga@lacma.org

For General Questions, please contact Traffic Studies Section at (626) 300-4740

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

By:		**Reviewed By:**	
Print Name:		**Print Name:**	
Phone:		**Phone:**	
Email:		**Email:**	
Consultant/Developer's Representative	**Date**	**TLD's Representative**	**Date**

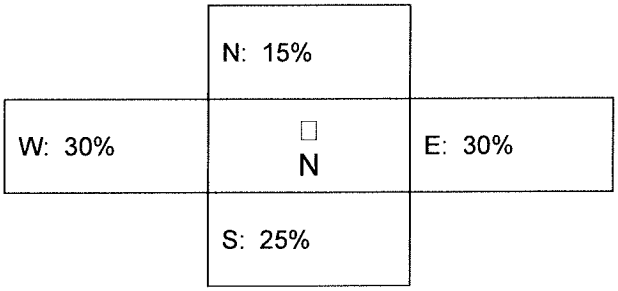
For General Questions, please contact Traffic Studies Section at (626) 300-4740

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

1. Traffic Distribution: Figure(s) illustrating project trip distribution in percentages and volumes at the studied intersections analyzed. ***(See Figure 3)***



Trip Credit/Reduction: Exact amount of credit subject to approval by TLD.

Existing Active Land Use Credit	Yes/**no**	
Previous Land Use Credit	Yes/**no**	
Internal Trip Reduction	Yes/**no**	
Retail Pass-by Trip Reduction (10%)	Yes/**no**	

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

2. Trip Generation ***(See Table 2 and Figures 4A-4B)***

Trip Generation Rate(s) Source: ITE Trip Generation	I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:		

	Land Use Description (Code)	Trip Generation Source	*AVTE vs.	Quantity	Daily Trips Generated	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out

* - Average Vehicle Trip Ends.

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

3. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study. ***(See Table 1 and Figure 2)***

Xtn #	Jurisdictional Split	Thomas Guide Page+Grid	N/S and E/W Street Names	Signalized	CMP
1				Yes/no	Yes/no
2				Yes/no	Yes/no
3				Yes/no	Yes/no
4				Yes/no	Yes/no
5				Yes/no	Yes/no
6				Yes/no	Yes/no
7				Yes/no	Yes/no
8				Yes/no	Yes/no
9				Yes/no	Yes/no
10				Yes/no	Yes/no

For General Questions, please contact Traffic Studies Section at (626) 300-4740

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

4. Related Projects: Project Consultant shall consultant with Los Angeles County Department of Regional Planning and planning departments of adjoining Cities to identify planned development in the vicinity of the project site. ***(See Table 3 and Figure 4)***

5. Congested Management Program (CMP): Project Consultant shall conduct CMP analysis in accordance with the County's Traffic Impact Analysis Report Guidelines. ***(to be provided in Traffic Study)***

6. Freeway Analysis: Project Consultant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002). If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using the County of Los Angeles' CMP Land Use Analysis Guidelines. ***(See Tables 4 and 5 for City of LA/Caltrans Screening Process)***

7. Site Access Analysis: Project's in rural areas shall conduct a site access analysis in accordance with the County's Access Management for Private Developments Guidelines Manual. All schools, waste/recycling collection or other projects as determined by TLD shall conduct a queuing analysis to ensure queues do not spill-over onto County roads. For schools, provide boundary map and information on neighboring schools including day care facilities. The traffic study will also document pick-up and drop-off procedures.

8. Other Instructions:

Traffic counts may be conducted immediately per the following:
• Must be taken on Tuesdays, Wednesdays or Thursdays.
• Must exclude holidays, and the first weekdays before and after the holiday.
• Must be taken on days when local schools or colleges are in session.
• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
• Traffic counts used for other traffic studies in the area shall **NOT** be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
For all proposed mitigation measures to address project specific impacts, the project shall include conceptual plans for the improvements in the traffic study which shall be made part of the review and approval of the traffic study. All proposed improvements shall be within public the right-of-way.

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

For all proposed mitigation measures to address cumulative impacts, the project shall include conceptual plans and cost estimates for the improvements in the traffic study which shall be made part of the review and approval of the traffic study.

Unless otherwise approved by TLD, level-of-service analysis shall be performed based on the following scenarios:

(a) Traffic conditions in the vicinity of the project as they exist at the time the notice of preparation (NOP) is published, or if no NOP is published, at the time environmental analysis is commenced;

(b) Traffic in (a) plus project traffic;

(c) Traffic in (b) with the proposed mitigation measures (if necessary);

(d) Traffic in (b) plus the cumulative traffic that includes project and other known developments at the time the notice of preparation (NOP) is published, or if no NOP is published, at the time environmental analysis is commenced; and

(e) Traffic in (d) with the proposed mitigation measures (if necessary).

Any required Traffic Index calculations shall be prepared in accordance with the latest version of the Caltrans Highway Design Manual

By:_____
Date:_____

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION
APPLICATION FOR ENVIRONMENTAL IMPACT REPORT
TRAFFIC STUDY REVIEW SERVICES, ORDINANCE NO. 91-0101

Road Fund No:	B03	Revenue Source	9254	Program No:	R297

Department Receipt No.:		**Date:**	
Project No.:	T4000300	**Studies No.:**	
Project Name:			
Applicant/Engineer:		**Telephone No.:**	
Company:		**Fax No.:**	
Address:			
City, State:		**Zip:**	

The traffic study (TS), required as part of the environmental review process, has been received. **Before a traffic study review can begin, the indicated fee must be paid to this Department.** The fee may be paid in person or mailed to:

In Person	By Mail
Cashier, Mezzanine Level (626) 458-6399 **Los Angeles County Department of Public Works** **900 South Fremont Avenue** **Alhambra, CA 91803-1331**	**Cashier, Mezzanine Level** **Los Angeles County Department of Public Works** **P.O. Box 1460** **Alhambra, CA 91802-1460**

Please **return this form** along with your payment to insure proper credit to your account. Make check payable to the **Los Angeles County Department of Public Works.**

TS review fees are based on the number of Average Daily Trips (ADT's) generated by the project as follows:

ADT's		**FEE (Effective March 1, 2016)*	
1 - 1,000		**$1,760**	
1,001 - 5,000		**$3,520**	
5,001 - 10,000		**$4,401**	
10,001 and over		**$5,280**	
ADT For This Project:		Fee:	

* For additional information, go to http://planning.lacounty.gov/
** Additional fee is required for additional traffic conditions/phases

Cashier, upon processing of payment, please notify: _____
TLD Representative Email

Updated 03/20/14

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION
APPLICATION FOR ENVIRONMENTAL IMPACT REPORT
TRAFFIC STUDY REVIEW SERVICES, ORDINANCE NO. 9940001

FOR PROJECTS IN MARINA DEL REY ONLY

Road Fund No:	B03	Revenue Source	9254	Program No:	R297

Department Receipt No.:		**Date:**	
Project No.:	T9420071	**Studies No.:**	
Project Name:			
Applicant/Engineer:		**Telephone No.:**	
Company:		**Fax No.:**	
Address:			
City, State:		**Zip:**	

The traffic study (TS), required as part of the environmental review process, has been received. **Before a traffic study review can begin, the indicated fee must be paid to this Department.** The fee may be paid in person or mailed to:

In Person	By Mail
Cashier, Mezzanine Level (626) 458-6399 **Los Angeles County Department of Public Works** **900 South Fremont Avenue** **Alhambra, CA 91803-1331**	**Cashier, Mezzanine Level** **Los Angeles County Department of Public Works** **P.O. Box 1460** **Alhambra, CA 91802-1460**

Please **return this form** along with your payment to insure proper credit to your account. Make check payable to the **Los Angeles County Department of Public Works.**

TS review fees are based on the number of Average Daily Trips (ADT's) generated by the project as follows:

ADT's	**FEE (Effective March 1, 2016)*
1 - 1,000	**$1,760**
1,001 - 5,000	**$3,520**
5,001 - 10,000	**$4,401**
10,001 and over	**$5,280**
ADT For This Project:	Fee:

* For additional information, go to http://planning.lacounty.gov/
** Additional fee is required for additional traffic conditions/phases

Cashier, upon processing of payment, please notify: _____
TLD Representative Email

Updated 03/20/14

Appendix M.2

Los Angeles County Department of Public Works, Traffic and Lighting Division Memorandum of Understanding

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

This Memorandum of Understanding (MOU) acknowledges Los Angeles County Department of Public Works, Traffic and Lighting Division (TLD) requirements of traffic impact analysis for the project and is subject to change:

Project Address:	5905 Wilshire Boulevard, Los Angeles, CA 90036		
Project Description:	The proposed 368,300 gross square-foot Project would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet. With the overall reduction in square footage, the improvements are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance immediately following the opening of the Project. In addition, a new parking facility providing approximately 260 parking spaces would be constructed southwest of the intersection of Ogden Drive & Wilshire Boulevard on and would replace the existing Spaulding Lot. Up to 300 full-time equivalent employees would be relocated off-site once construction of the Project commences. ***(See Figure 1A and 1B)***		
City:	Los Angeles		
Project Build-out Year:	2023	**Notice of Preparation/Start of Env. Analysis:**	2016
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Fairfax Avenue		
Xtn E/W Street Name:	Wilshire Boulevard		
Thomas Guide Pg+Grid:	633,B2	**Los Angeles County Supervisorial District:**	3

	Consultant	**Developer**
Company:	Gibson Transportation Consulting	Los Angeles County Museum of Art
Name:	Sarah Drobis	Diana Vesga
Address:	523 W 6th Street Suite 1234	5905 Wilshire Boulevard
City, State, Zip Code:	Los Angeles, CA 90014	Los Angeles, CA 90036
Phone #:	(213) 683-0088	(323) 857-6055
Fax #:	(213) 683-0033	(213) 261-9886
Email:	sdrobis@gibsontrans.com	dvesga@lacma.org

For General Questions, please contact Traffic Studies Section at (626) 300-4740

By: NHan
Date: 4/19/16

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

By: Sarah Drobis	**Reviewed By:**
Print Name: Sarah Drobis	**Print Name:** Suen Fei Lau
Phone: (213) 683-0088	**Phone:** 626 300 4820
Email: sdrobis@gibsontrans.com 9/13/16	**Email:** SFLAU@ladpw.org 9/9/16
Consultant/Developer's Representative **Date**	**TLD's Representative** **Date**

For General Questions, please contact Traffic Studies Section at (626) 300-4740

By:
Date: 9/9/16

TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: Building for the Permanent Collection of LACMA

Project Address: 5905 Wilshire Boulevard, Los Angeles, CA 90036

Project Description: The proposed 368,300 gross square-foot Project would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet. With the overall reduction in square footage, the improvements are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance immediately following the opening of the Project. In addition, a new parking facility providing approximately 260 parking spaces would be constructed southwest of the intersection of Ogden Drive & Wilshire Boulevard on and would replace the existing surface parking area at the intersection of Spaulding Avenue & Wilshire Boulevard. **(See Figure 1A and 1B)**

Geographic Distribution: N 15 % S 25 % E 30 % W 30 %

Attach graphic illustrating project trip distribution percentages at the studied intersections **(See Figure 3)**

Trip Generation Rate(s): ITE 9th Edition / Other ITE 9th Edition, 2012
Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. **(See Table 2 and Figure 4A & 4B)**

	in	out	total
AM Trips	43	2	45
MD Trips	27	33	60
PM Trips	15	53	68
Sat Trips	34	41	75

Project Buildout Year: 2023 Ambient or CMP Growth Rate: 1.0 % Per Yr.
Related Projects: (to be researched by the consultant and approved by LADOT) **(See Table 3 and Figure 5)**

Subject to Freeway Impact Analysis Screening review: ___YES __x__NO **(See Table 4 and 5)**

Is the project on the High Injury Network? __X__YES ____NO

Study Intersections
(Subject to LADOT revision after initial impact analysis) **(See Table 1 and Figure 2)**

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage		X
Transportation Demand Management		X
Existing Active Land Use		X
Previous Land Use		X
Internal Trip		X
Pass-By Trip		X

	Consultant	Developer
Name	Gibson Transportation Consulting, Inc.	Los Angeles County Museum of Art
Address	523 W 6th Street, Suite 1234	5905 Wilshire Boulevard
	Los Angeles, CA 90014	Los Angeles, CA 90036
Phone No.	(213) 683-0088	(323) 857-6055
E-Mail	sdrobis@gibsontrans.com	dvesga@lacma.org

Approved by

Consultant's Representative Date

LADOT Representative Date

9/19/16

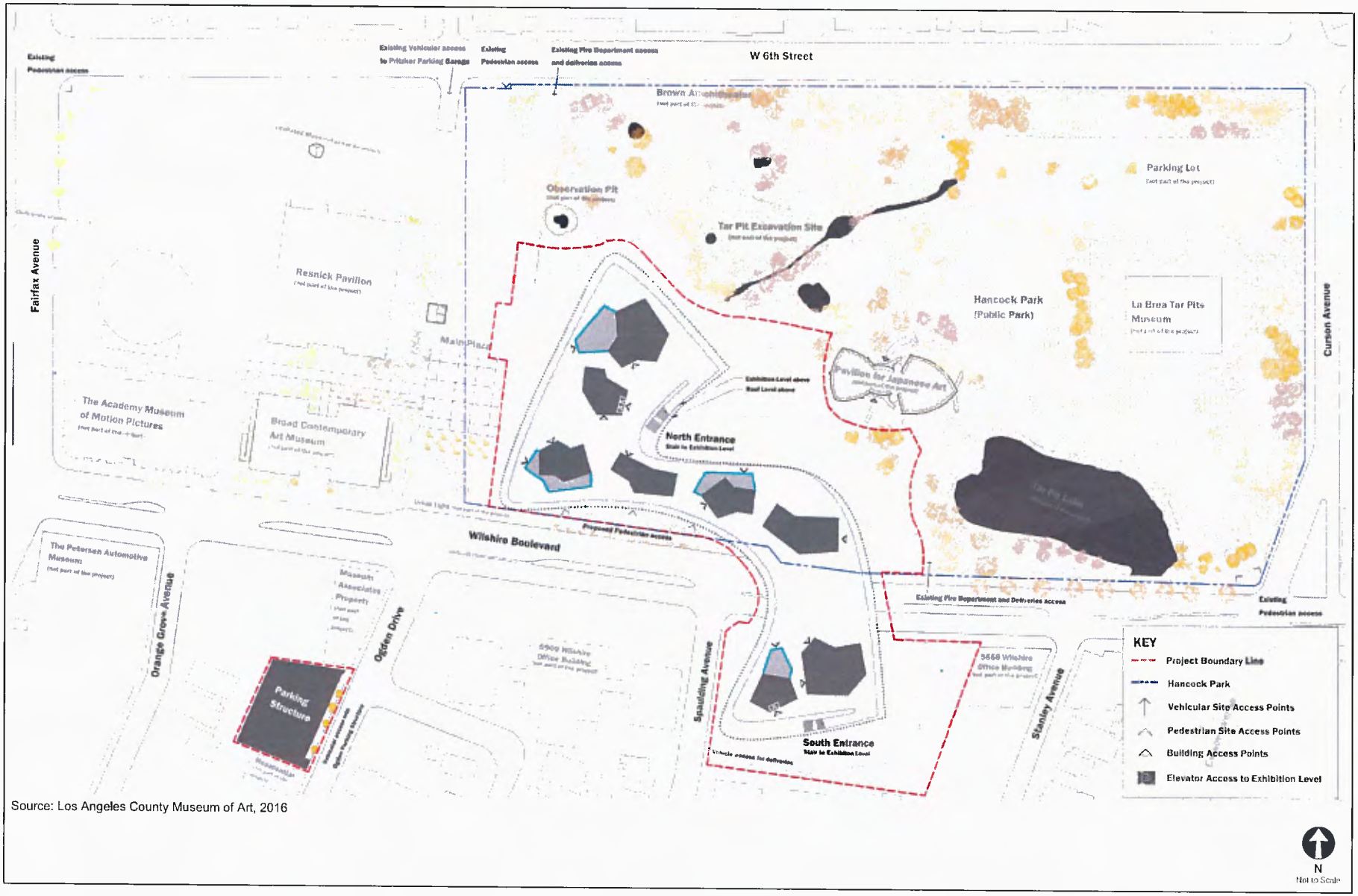


Source: Los Angeles County Museum of Art, 2016

EXISTING LACMA CAMPUS

FIGURE 1A

9/9/16.



Source: Los Angeles County Museum of Art, 2016

CONCEPTUAL SITE PLAN

FIGURE 1B

9/9/16

Gibson transportation consulting, inc.



STUDY AREA

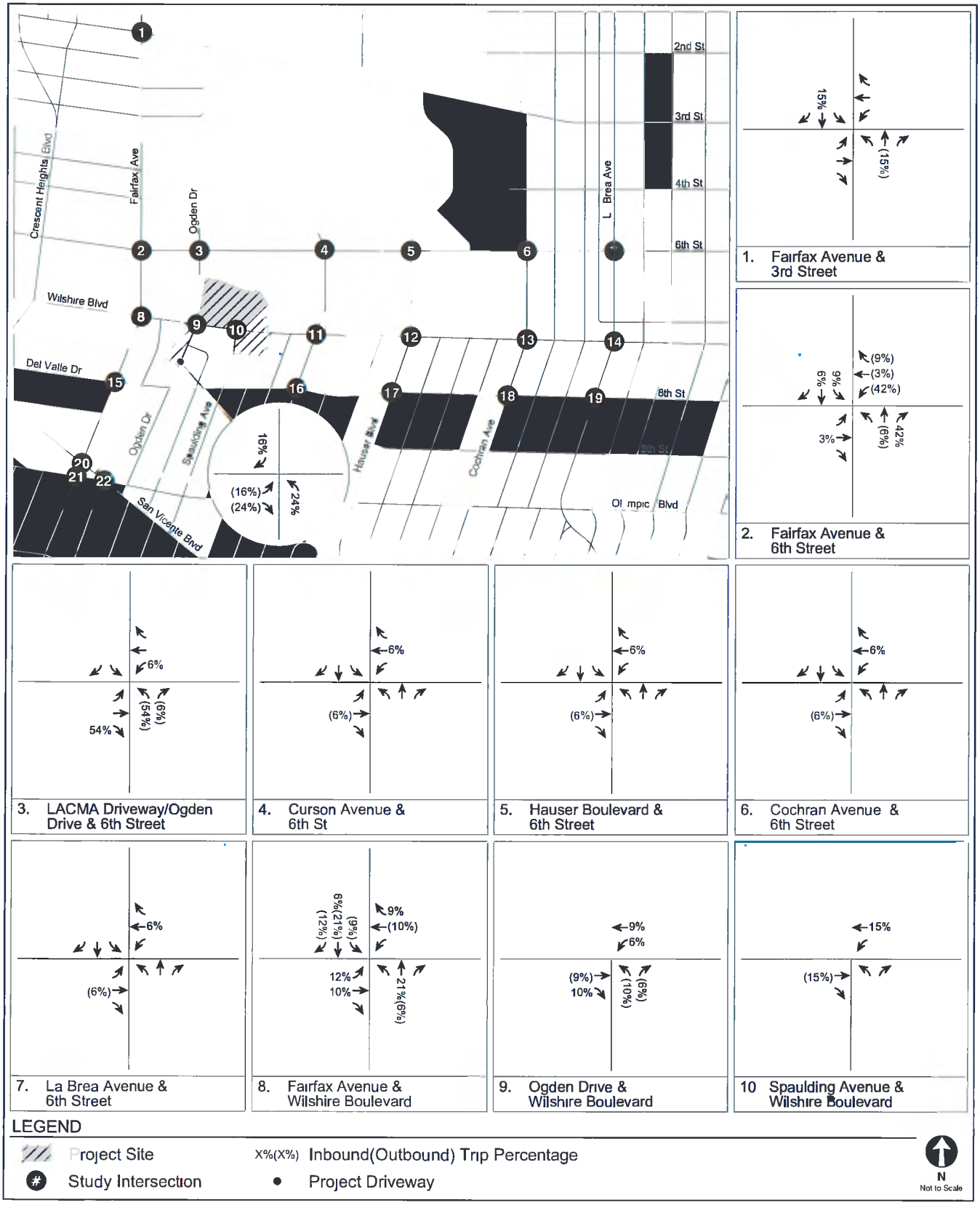
FIGURE 2

9/19/16

TABLE 1
STUDY INTERSECTIONS

Xtn #	% County	Thomas Guide Page+Grid	N-S/E-W Street Name	City	Signalized	CMP
1.	0	633, B2	Fairfax Avenue & 3rd Street	Los Angeles	**Yes**/No	Yes/**No**
2.	0	633, B2	Fairfax Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
3.	0	633, B2	Ogden Drive/LACMA Driveway & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
4.	0	633, C2	Curson Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
5.	0	633, C2	Hauser Boulevard & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
6.	0	633, D2	Cochran Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
7.	0	633, D2	La Brea Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
8.	0	633, B2	Fairfax Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
9.	0	633, B2	Ogden Drive & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
10.	0	633, B2	Spaulding Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
11.	0	633, C2	Curson Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
12.	0	633, C2	Hauser Boulevard & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
13.	0	633, D2	Cochran Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
14.	0	633, D2	La Brea Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	**Yes**/No
15.	0	633, B3	Fairfax Avenue & Del Valle Drive/8th Street	Los Angeles	**Yes**/No	Yes/**No**
16.	0	633, C3	Curson Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
17.	0	633, C3	Hauser Boulevard & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
18.	0	633, D3	Cochran Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
19.	0	633, D3	La Brea Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
20.	0	633, B3	Fairfax Avenue & San Vicente Boulevard	Los Angeles	**Yes**/No	Yes/**No**
21.	0	633, B3	Fairfax Avenue & Olympic Boulevard	Los Angeles	**Yes**/No	Yes/**No**
22.	0	633, B3	San Vicente Boulevard & Olympic Boulevard	Los Angeles	**Yes**/No	Yes/**No**

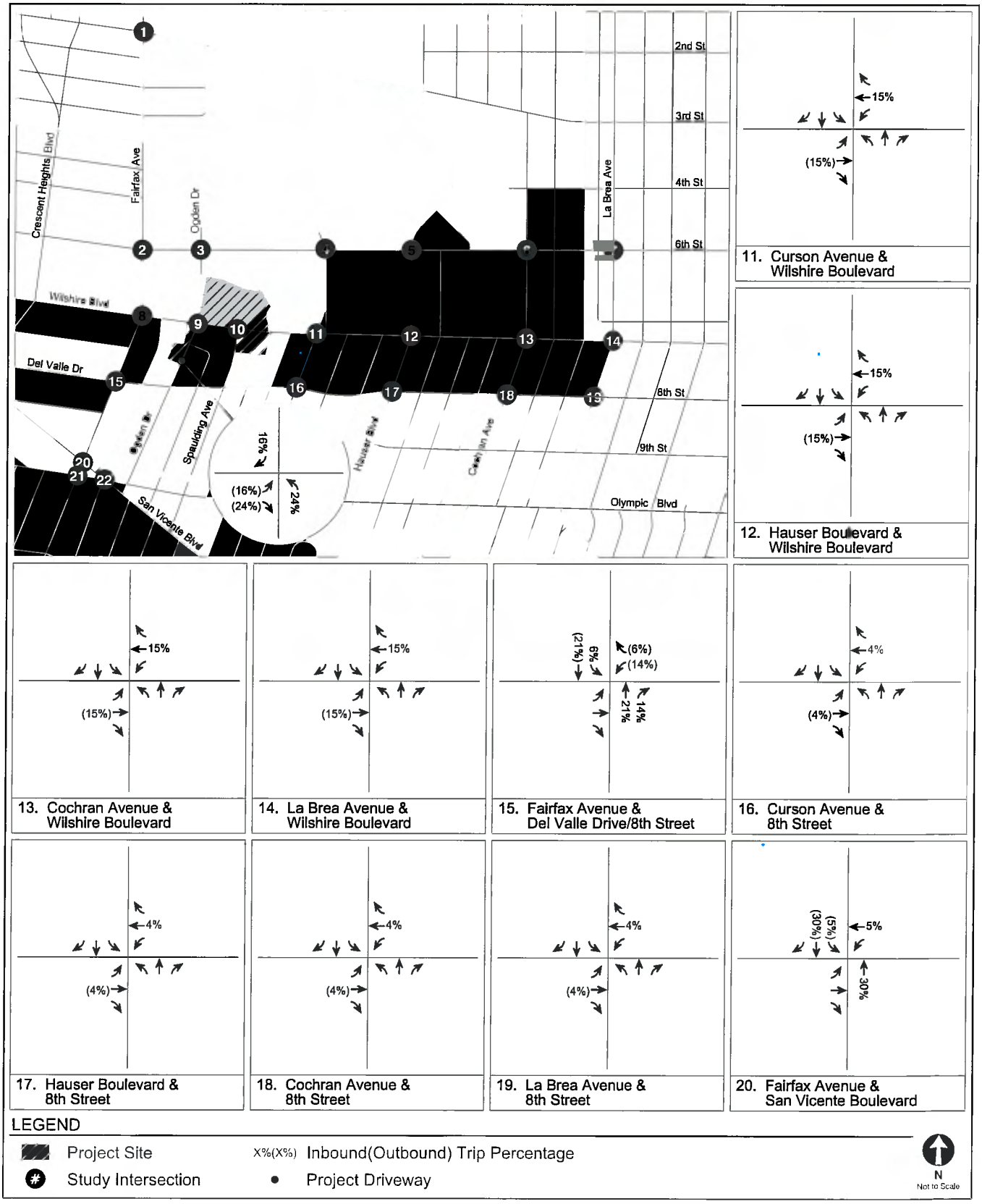
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TRIP DISTRIBUTION

FIGURE 3

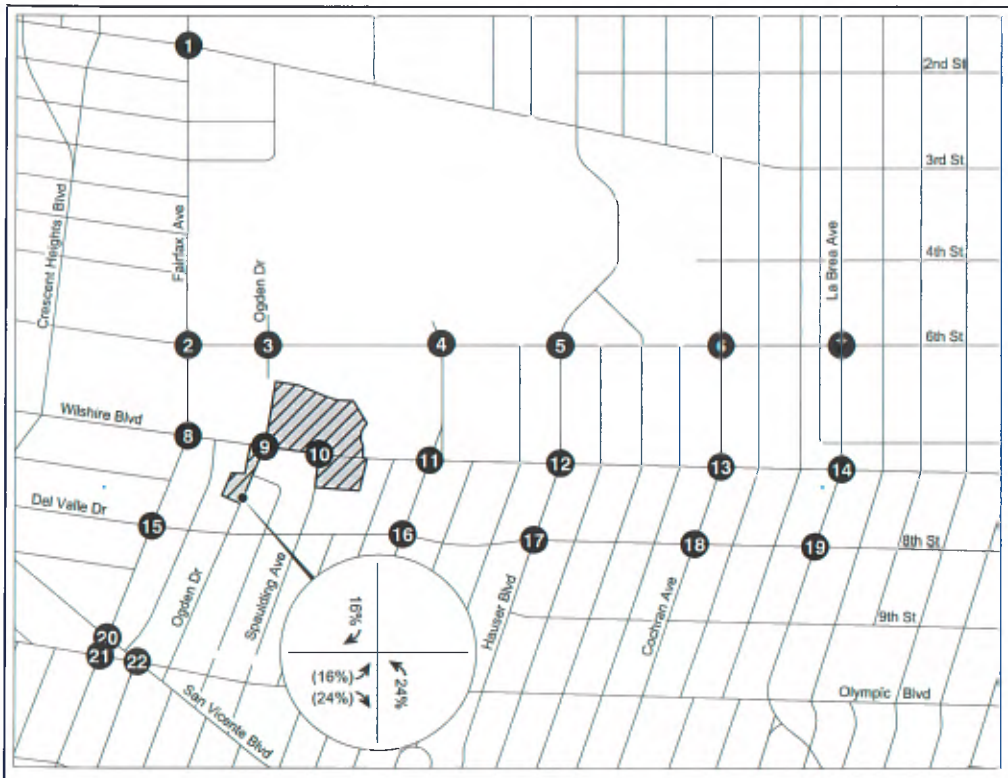
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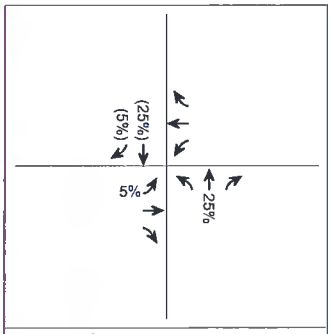


TRIP DISTRIBUTION

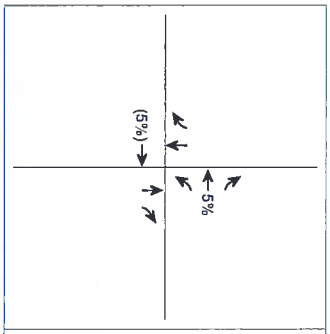
FIGURE 3 (CONT.)

9/19/16





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

▨	Project Site	X%(X%)	Inbound(Outbound) Trip Percentage
#	Study Intersection	•	Project Driveway

N
Not to Scale

TRIP DISTRIBUTION

FIGURE 3 (CONT.)

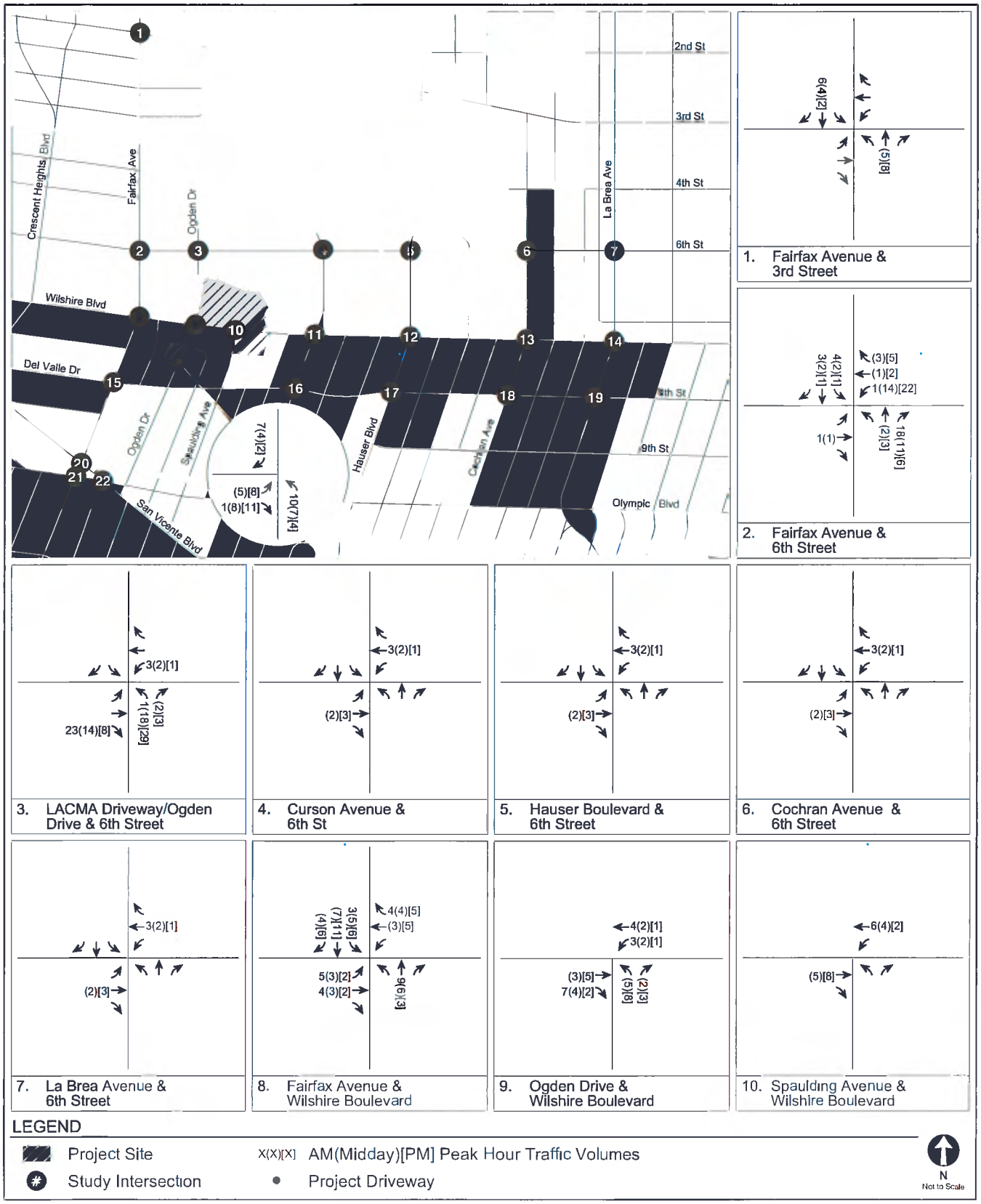
9/19/16

TABLE 2
TRIP GENERATION RATES

Day	Size	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates [a]											
Typical Weekday	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09
Typical Saturday	per visitor	0.61	--	--	--	46%	54%	0.06	--	--	--
Trip Generation Estimates											
Typical Weekday	750 visitors	668	43	2	45	27	33	60	15	53	68
Typical Saturday	1,250 visitors	763	--	--	--	34	41	75	--	--	--

[a] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.

9/19/16.

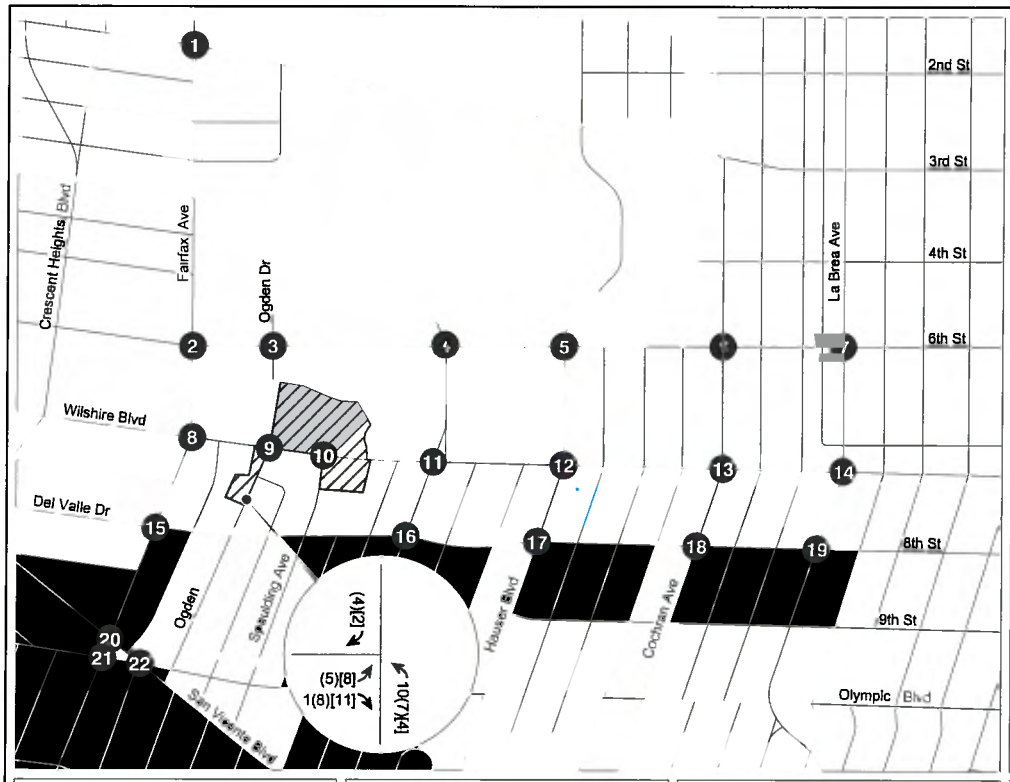


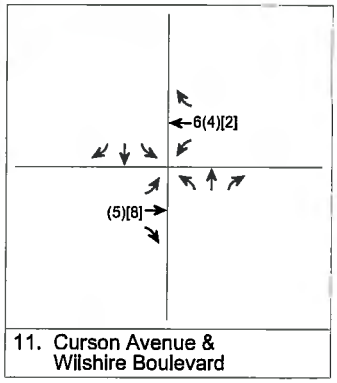
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A

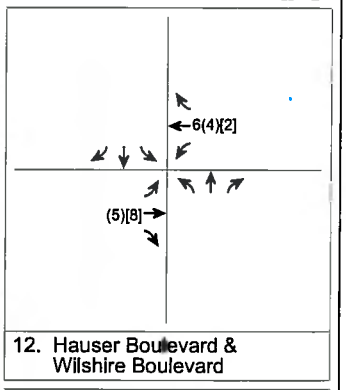
4/19/16

Gibson transportation consulting, inc.

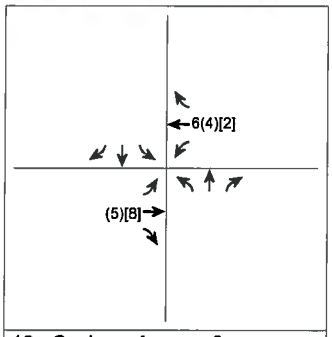




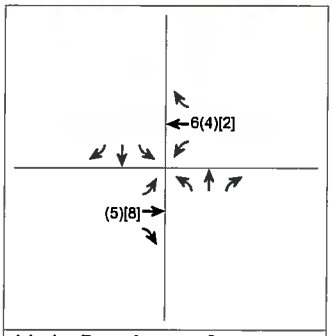
11. Curson Avenue & Wilshire Boulevard



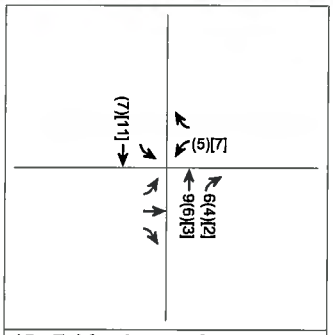
12. Hauser Boulevard & Wilshire Boulevard



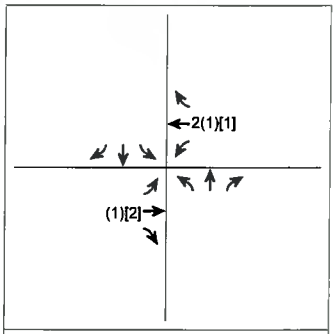
13. Cochran Avenue & Wilshire Boulevard



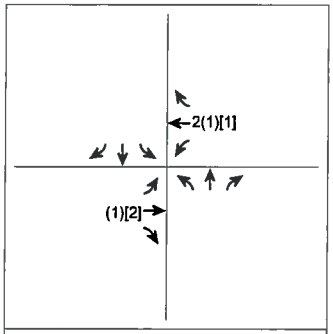
14. La Brea Avenue & Wilshire Boulevard



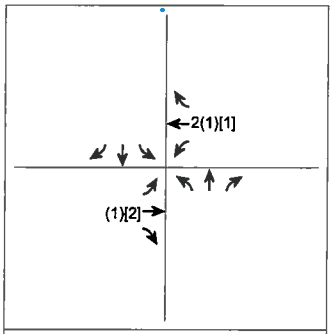
15. Fairfax Avenue & Del Valle Drive/8th Street



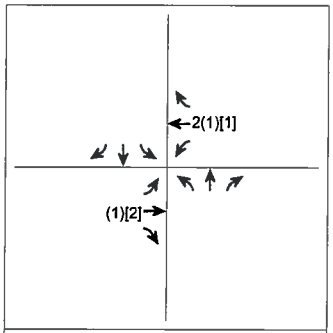
16. Curson Avenue & 8th Street



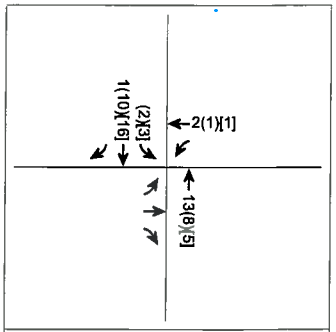
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

LEGEND

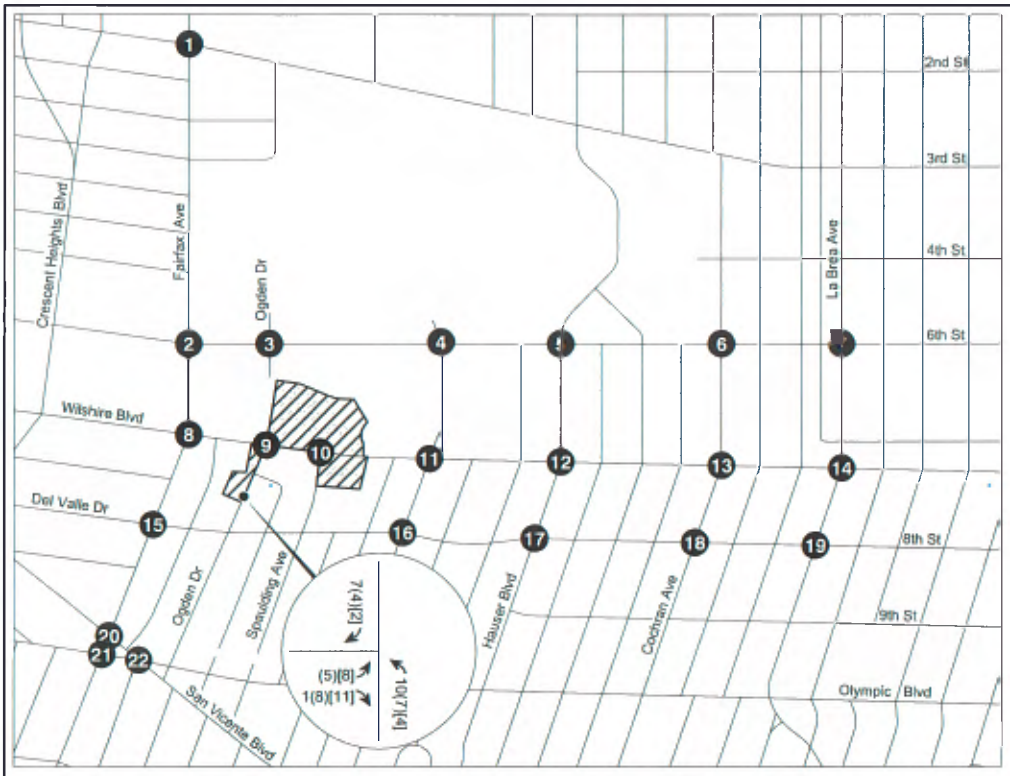
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- • Project Driveway

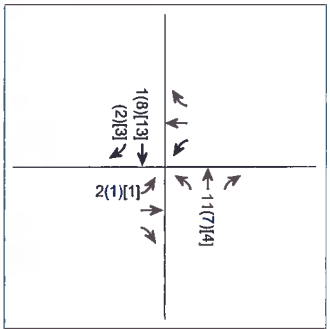
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PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

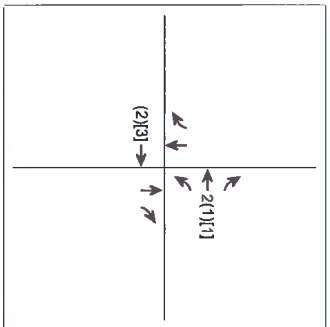
FIGURE
4A (CONT.)

9/19/16





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

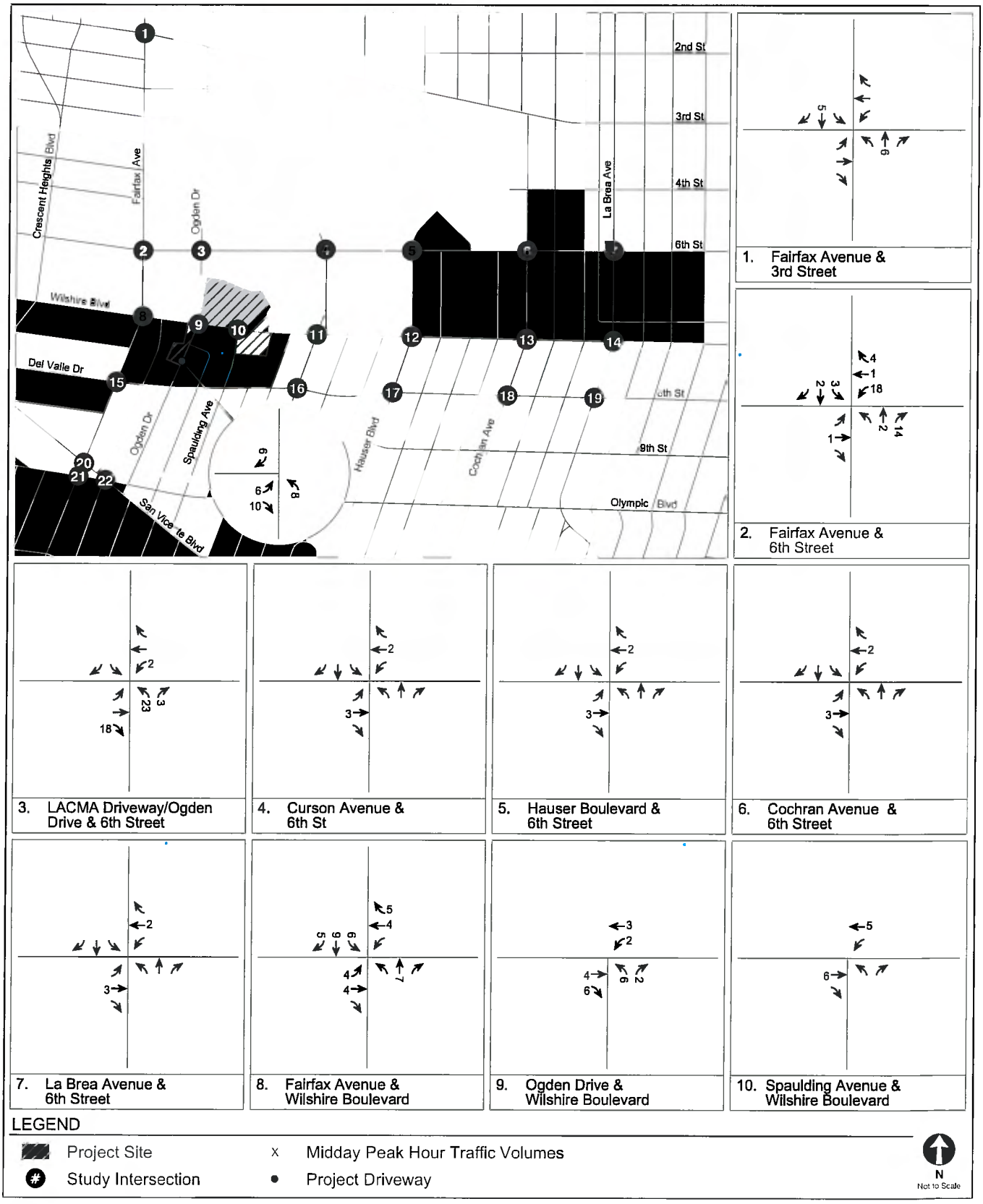
▨	Project Site	X(X)[X]	AM(Midday)[PM] Peak Hour Traffic Volumes
#	Study Intersection	•	Project Driveway

N
Not to Scale

PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A (CONT.)

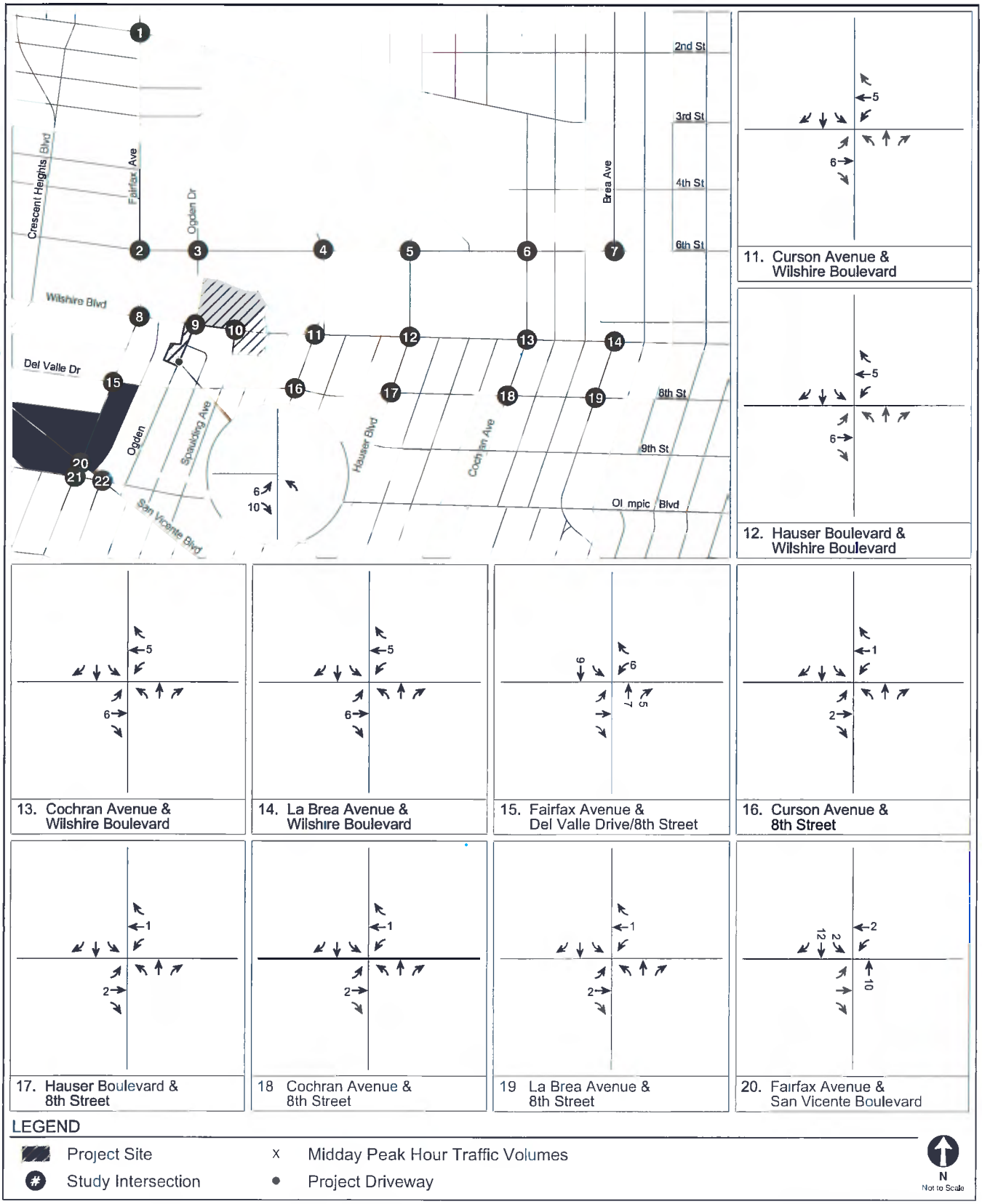
9/19/16



PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B

9/19/16

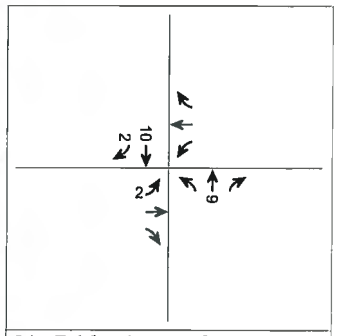


PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

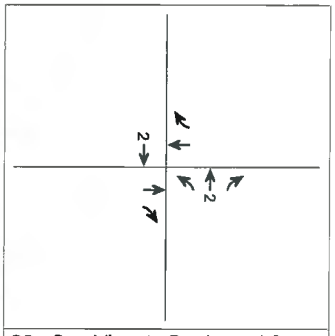
FIGURE
4B (CONT.)

9/19/16





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

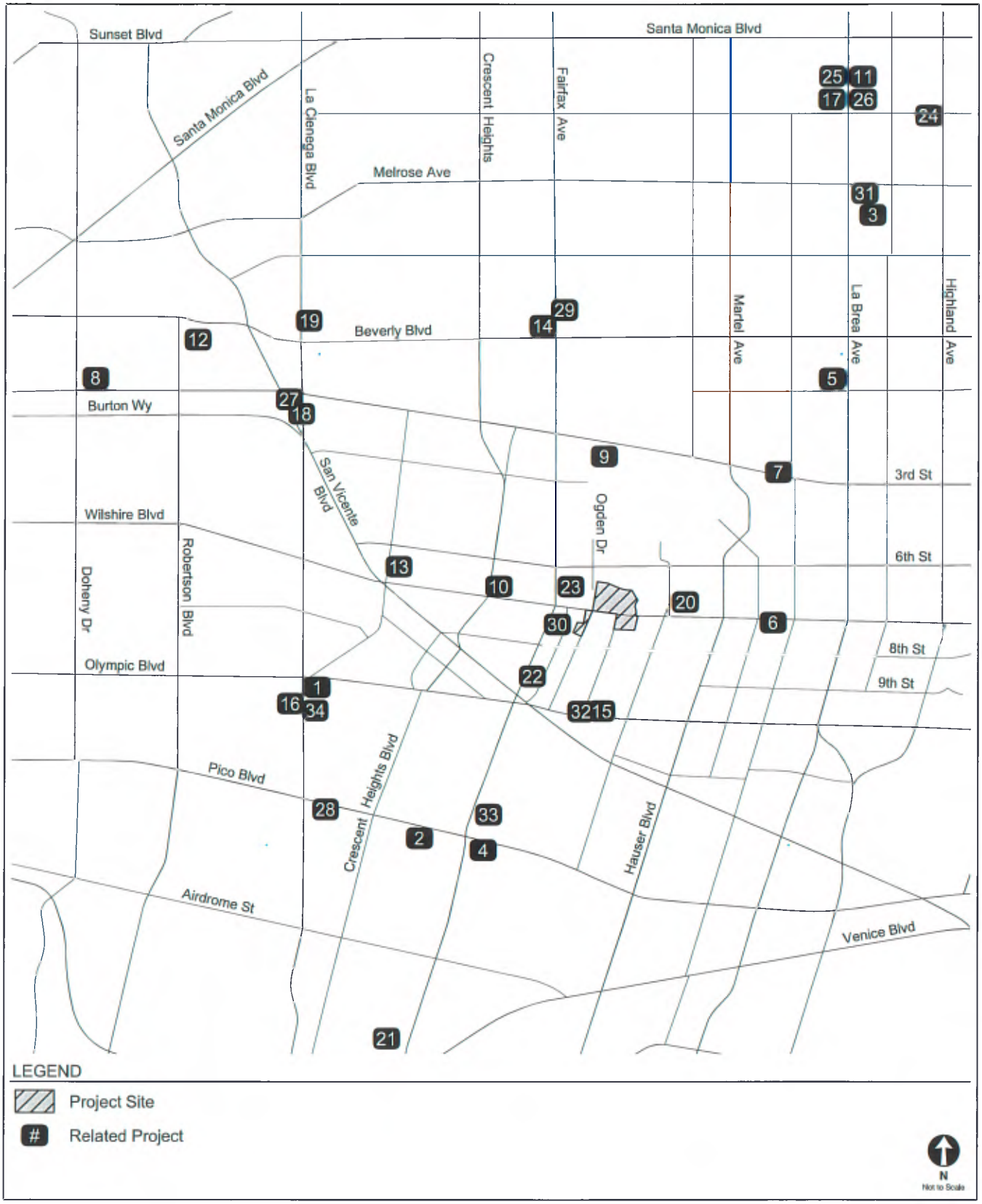
Project Site		x	Midday Peak Hour Traffic Volumes
#	Study Intersection	•	Project Driveway

N
Not to Scale

PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)

9/19/16



LOCATIONS OF RELATED PROJECTS

FIGURE 5

9/19/16

TABLE 3
RELATED PROJECTS

No	Project [a]	Address	Description	Trip Generation													
				Weekday										Saturday			
				Daily	AM Peak Hour			Midday Peak Hour[b]			PM Peak Hour			Daily	Midday Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total
1	S La Cienega Boulevard Eldercare Facility	1022 S La Cienega Boulevard	183-bed assisted living & 22-unit skilled nursing	242	14	(6)	8	5	13	18	6	16	22	1,669	11	13	24
2	Apartments	1417 S Hi Point Street	77-unit apartment	460	7	27	34	22	12	34	27	15	42	492	20	20	40
3	Yeshivath Torath Emeth Acadcemy Expansion	7002 W Clinton Street	120 student Pre-K and 60-chile nursery school	155	20	18	38	9	10	18	11	12	23	70	13	7	20
4	Mid-City Vons	1430 S Fairfax Avenue	Demo existing supermarket & construct 55,920 sf supermarket	1,838	40	25	65	77	74	150	96	92	188	9,931	20	20	40
5	La Brea	101 S La Brea Avenue	118-unit condominium, 26 400 sf retail & 3,000 sf restaurant	1,503	5	58	63	52	22	74	65	27	92	2,254	57	49	106
6	Desmond on Wilshire Apartments	5500 W Wilshire Boulevard	175-unit apartments	842	12	49	64	42	22	64	52	28	80	930	39	38	77
7	Third Street Mixed-Use Project	5863 W 3rd Street	60-unit apartment & 5,250 sf retail	492	2	25	27	27	10	38	34	13	47	604	25	25	50
8	Condominium Project	300 S Wetherly Drive	140-unit condominium	270	3	17	20	12	6	18	15	7	22	794	36	30	66
9	Residential	6298 W 3rd Street	300-unit condominium	(655)	(8)	56	48	(19)	(45)	(62)	(24)	(56)	(77)	1,278	56	48	104
10	Wilshire & Crescent Heights Mixed-Use	6245 W Wilshire Boulevard	4,200 sf bank, 133-unit apartment, 4-unit condominium & 1,570 sf coffee shop	1,214	29	74	103	26	2	27	32	2	34	873	11	11	22
11	Mixed-Use - Office/Retail	936 N La Brea Avenue	86,750 sf office & 12,000 sf retail	911	24	5	29	11	30	41	14	37	51	715	45	39	84
12	Cedars-Sinai Medical Center Project - West Tower	8723 W Alden Drive	100-bed hospital medical building	1,181	79	34	113	38	66	104	47	83	130	814	47	53	100
13	Mixed-Use	6535 Wilshire Boulevard	21-unit apartment, 57,000 sf office & 6,000 sf retail	786	61	17	78	16	53	69	20	66	86	522	30	29	59
14	Beverly & Fairfax Mixed-Use	7901 W Beverly Boulevard	71-unit apartment & 11,454 sf retail	493	7	29	36	24	13	37	30	16	46	935	39	39	78
15	Mixed-Use	5889 W Olympic Boulevard	49-unit apartment & 4,000 sf medical office building	402	9	21	30	17	14	30	21	17	38	349	22	18	40
16	Temple Beth Am Private School - Pressman Academy	1055 S La Cienega Boulevard	38-student early childhood & 120-student day school	423	75	58	133	37	43	80	46	54	100	62	11	6	17
17	La Brea Gateway	915 N La Brea Avenue	33,500 sf supermarket & 179-unit apartment	2,615	5	86	91	126	72	198	158	90	248	7,649	48	48	96
18	375 Luxe	375 S La Cienega Boulevard	125-unit apartment & 7,900 sf retail	168	8	47	55	27	9	36	34	11	45	1,131	47	46	93
19	Mixed-Use	316 N La Cienega Boulevard	45-unit apartment & 3 680 sf retail	602	41	53	94	25	18	42	31	22	53	730	38	37	75
20	Office - Museum Square	5757 Wilshire Boulevard	254 000 sf office	1,388	201	27	228	33	161	194	41	201	242	628	68	57	125
21	Venice Fairfax Residential Project	5930 W Sawyer Street	60-unit single family detached housing	584	11	35	46	31	18	50	39	23	62	595	30	26	56
22	Shalhevet School & Alliance Residential Project	910 S Fairfax Avenue	63-student increase, 141-unit apartment & 4,640 sf retail/restaurant	1,057	45	73	118	46	28	74	58	35	93	962	40	39	79
23	Academy Museum of Motion Pictures	6067 W Wilshire Boulevard	5,000-visitor museum, 135 employees, 5 000 store & 4,000 sf café	2,693	113	12	126	45	209	254	56	261	317	2,693	248	172	420
24	Starbucks with Drive-Thru	859 N Highland Avenue	806 sf coffee/donut shop with drive-thru	330	21	20	41	7	7	14	9	9	18	-	34	34	68
25	925 La Brea Avenue	925 N La Brea Avenue	17,000 sf shopping center & 53,000 sf office	735	58	11	69	19	49	68	24	61	85	979	55	50	105
26	904-932 N La Brea Mixed-Use	904 N La Brea Avenue	189-unit apartment & 40,000 sf retail	2,072	25	68	93	66	82	149	83	103	186	3,079	144	137	281
27	Caruso Affiliated	333 S La Cienega Boulevard	162-unit apartment, 27,000 sf supermarket & 3,560 sf restaurant	2,020	35	71	106	91	62	153	114	77	191	6,394	216	206	422
28	Mixed-Use	6132 W Pico Boulevard	100-unit apartment & 14 000 sf retail	807	5	34	39	38	24	62	47	30	77	1,339	61	58	119
29	Jewish Family Service	320 N Fairfax Avenue	28,341 sf office	276	28	9	37	3	17	20	4	21	25	70	6	6	12
30	Petersen Automotive Museum	6060 W Wilshire Boulevard	15 000 sf of new display space	-	3	1	4	0	2	2	0	3	3	-	7	3	10
31	Melrose Crossing Mixed Use	7000 W Melrose Avenue	40-unit apartment & 7,565 sf retail	334	4	17	21	16	10	26	20	12	32	634	30	27	57
32	Apartments	5891 W Olympic Boulevard	49-unit apartment	326	5	20	25	16	8	24	20	10	30	313	13	12	25
33	Apartments	1329 S Orange Grove Avenue	61-unit apartment	304	4	19	23	14	8	22	18	10	28	390	16	16	32
34	Amoroso Apartments	1056 La Cienega Boulevard	90-unit apartment	477	0	32	32	24	10	34	30	12	42	575	24	23	47

[a] Related Project and trip generation information provided by LADOT in May 2016.
[b] Based on a comparison of traffic count data, the midday peak hour trip generation estimates were assumed to be 80% of the PM peak hour trip generation estimates

9/19/16.

TABLE 4
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2016)

Freeway Segment	Direction	Number of Lanes	Capacity [a]	Project Traffic	Percent of Capacity	Meets Screening Criteria? [b]
AM Peak Hour						
I-10 between La Cienega Boulevard and Fairfax Avenue	EB WB	4 4	8,000 8,000	5 1	0.1% 0.0%	NO NO
I-10 between Fairfax Avenue and La Brea Avenue	EB WB	4 4	8,000 8,000	1 6	0.0% 0.1%	NO NO
PM Peak Hour						
I-10 between La Cienega Boulevard and Fairfax Avenue	EB WB	4 4	8,000 8,000	2 6	0.0% 0.1%	NO NO
I-10 between Fairfax Avenue and La Brea Avenue	EB WB	4 4	8,000 8,000	7 2	0.1% 0.0%	NO NO

Notes

[a] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

[b] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (City of Los Angeles and Caltrans, 2015), a project must work with Caltrans and prepare a Freeway Impact Analysis that meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on a lane capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on a lane capacity of 2,000 vehicles per hour per lane).

9/19/16.

TABLE 5
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2016)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Project Traffic	Percent of Capacity	Meets Screening Criteria? [b]
I-10 Eastbound Off-Ramp to Fairfax Avenue	AM	1	850	5	0.6%	NO
	PM	1	850	2	0.2%	NO
I-10 Westbound Off-ramp to Washington Boulevard/Fairfax Avenue	AM	1	850	6	0.7%	NO
	PM	1	850	2	0.2%	NO

Notes

[a] Off-ramp lane capacity is 850 vehicles per hour per lane based on specifications in the screening criteria.

[b] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (City of Los Angeles and Caltrans, 2015), a project must work with Caltrans and prepare a Freeway Impact Analysis that meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway off-ramp operating at LOS E or F (based on a lane capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway off-ramp operating at LOS D (based on a lane capacity of 850 vehicles per hour per lane).

9/19/16

Appendix M.3

Los Angeles Department of Transportation
Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5905 Wilshire Boulevard
DOT Case No. CEN 15-43865

Date: May 16, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED MUSEUM PROJECT AT 5905 WILSHIRE BOULEVARD (CPC-2014-3119-ZC-SN-CDO-MCUP-ZV-ZAI-SPR/ENV-2016-2394-EIR)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Gibson Transportation Consulting, Inc. dated March, 2017 for the proposed museum development project located at 5905 Wilshire Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the proposed development is not expected to result in any significant traffic impacts at the twenty-two study intersections identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachments 1a & 1b.**

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace four existing buildings located within the Los Angeles County Museum of Art (LACMA) campus collectively comprising of approximately 392,871 gross sf with a museum building approximately 387,500 gross sf. The LACMA campus is comprised of LACMA East and LACMA West, which are located to the east and west of the vacated Ogden Drive north of Wilshire Boulevard. The proposed museum building will be located within LACMA East campus and would extend to the south across Wilshire Boulevard to include the surface parking area located on the Spaulding Lot at the southeast corner of Wilshire Boulevard and Spaulding Avenue. The museum building will consist of seven semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level extending over Wilshire Boulevard to the Spaulding Lot. The project will include a new parking facility that will provide approximately 260 parking spaces to

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

be located southwest of the intersection of Ogden Drive and Wilshire Boulevard. Vehicular access to the new parking facility will be provided via a driveway on Ogden Drive. The project is expected to be completed by 2023.

B. Trip Generation

The project is estimated to generate a net increase of 668 weekday daily trips, a net increase of 45 trips in the a.m. peak hour, a net increase of 60 trips in the midday peak hour, a net increase of 68 trips in the p.m. peak hour. Also, the project is estimated to generate a net increase of 763 Saturday trips with a net increase of 75 trips in the midday peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. However, the use and operational characteristics of the Project are not similar to the available land use categories provided in Trip Generation, 9th Edition. Therefore, trips generated by the Project were conservatively estimated based on the anticipated unique operational characteristics of LACMA (i.e., the Project's land use components, attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, hourly distribution of daily visitors, events, exhibits and other programming). A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the

new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **Fairfax Avenue and W. 6th Street** are designated a Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Wilshire Boulevard** is designated a Avenue I (Secondary Highway) which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Curson Avenue** is designated a Collector Street which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that in addition to the 650 parking spaces currently provided at the Pritzker parking garage, the proposed new Ogden parking structure will provided 260 parking spaces. All parking at the surface Spaulding parking lot will be displaced. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Project Access

Vehicular access to the Ogden parking structure will be accommodated via a driveway on Odgen Drive. Signage and design elements would be incorporated to restrict right-turn egress movements from the Ogden Parking Structure driveway to limit project-related traffic traveling within the residential neighborhood. Parking for the Pritzker garage will continue to be accessed through the existing driveway on 6th Street.

Access for truck deliveries would continue to be provided from 6th Street via a portion of the vacated Ogden Drive. Less active vehicular access for deliveries would occur within the southern portion of the existing Spaulding Lot. Passenger loading zones would continue to be provided along the north side of Wilshire Boulevard, between Ogden Drive and Spaulding Avenue, via an existing fire lane, as well as along Wilshire Boulevard via a new loading area adjacent to the southern portion of the Project Site. All delivery truck loading and unloading shall take place on-site with no vehicles backing into the project driveway. Deliveries shall be restricted to off-peak hours only and are expected to occur between the hours of 5 a.m. and 12 p.m. Monday – Sunday. A dock manager shall be available on-site to assist delivery trucks accessing the loading area.

E. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550 at (213) 482-7024. In order to minimize potential building design changes, the

applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. The conceptual site plan for the project is illustrated in **Attachment 3**.

F. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eduardo Hermoso at (213) 972-5042.

Attachments

J:\Letters\2017\CEN15-43865_5905 Wilshire Blvd ts ltr.doc

c: Julia Duncan, Council District No. 4
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Carl Mills, BOE Development Services
Sarah Drobis, Gibson Transportation Consulting, Inc.

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	1.029	F	1.031	F	0.002	NO
	3rd Street	MD	0.937	E	0.939	E	0.002	NO
		PM	1.029	F	1.029	F	0.000	NO
		Sat	0.950	E	0.952	E	0.002	NO
2.	Fairfax Avenue &	AM	0.830	D	0.831	D	0.001	NO
	6th Street	MD	0.722	C	0.730	C	0.008	NO
		PM	0.814	D	0.825	D	0.011	NO
		Sat	0.668	B	0.679	B	0.011	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.914	E	0.915	E	0.001	NO
	6th Street	MD	0.471	A	0.485	A	0.014	NO
		PM	0.622	B	0.644	B	0.022	NO
		Sat	0.497	A	0.514	A	0.017	NO
4.	Curson Avenue &	AM	1.008	F	1.010	F	0.002	NO
	6th St	MD	0.421	A	0.423	A	0.002	NO
		PM	0.627	B	0.629	B	0.002	NO
		Sat	0.433	A	0.434	A	0.001	NO
5.	Hauser Boulevard &	AM	1.175	F	1.177	F	0.002	NO
	6th Street	MD	0.617	B	0.619	B	0.002	NO
		PM	1.100	F	1.102	F	0.002	NO
		Sat	0.747	C	0.748	C	0.001	NO
6.	Cochran Avenue &	AM	1.194	F	1.196	F	0.002	NO
	6th Street	MD	0.489	A	0.491	A	0.002	NO
		PM	0.916	E	0.918	E	0.002	NO
		Sat	0.473	A	0.475	A	0.002	NO
7.	La Brea Avenue &	AM	0.777	C	0.778	C	0.001	NO
	6th Street	MD	0.857	D	0.859	D	0.002	NO
		PM	0.753	C	0.754	C	0.001	NO
		Sat	0.900	D	0.901	E	0.001	NO
8.	Fairfax Avenue &	AM	1.281	F	1.285	F	0.004	NO
	Wilshire Boulevard	MD	0.936	E	0.944	E	0.008	NO
		PM	1.083	F	1.089	F	0.006	NO
		Sat	0.861	D	0.872	D	0.011	NO
9.	Ogden Drive &	AM	0.413	A	0.416	A	0.003	NO
	Wilshire Boulevard	MD	0.307	A	0.319	A	0.012	NO
		PM	0.445	A	0.483	A	0.038	NO
		Sat	0.292	A	0.317	A	0.025	NO
10.	Spaulding Avenue &	AM	0.405	A	0.411	A	0.006	NO
	Wilshire Boulevard	MD	0.435	A	0.425	A	-0.010	NO
		PM	0.470	A	0.446	A	-0.024	NO
		Sat	0.420	A	0.402	A	-0.018	NO
11.	Curson Avenue &	AM	0.911	E	0.913	E	0.002	NO
	Wilshire Boulevard	MD	0.650	B	0.651	B	0.001	NO
		PM	0.826	D	0.829	D	0.003	NO
		Sat	0.578	A	0.579	A	0.001	NO
12.	Hauser Boulevard &	AM	0.903	E	0.905	E	0.002	NO
	Wilshire Boulevard	MD	0.746	C	0.747	C	0.001	NO
		PM	0.917	E	0.920	E	0.003	NO
		Sat	0.839	D	0.841	D	0.002	NO
13.	Cochran Avenue &	AM	0.747	C	0.749	C	0.002	NO
	Wilshire Boulevard	MD	0.527	A	0.528	A	0.001	NO
		PM	0.835	D	0.837	D	0.002	NO
		Sat	0.560	A	0.561	A	0.001	NO
14.	La Brea Avenue &	AM	1.191	F	1.193	F	0.002	NO
	Wilshire Boulevard	MD	0.851	D	0.852	D	0.001	NO
		PM	1.058	F	1.061	F	0.003	NO
		Sat	1.143	F	1.145	F	0.002	NO
15.	Fairfax Avenue &	AM	0.445	A	0.450	A	0.005	NO
	8th Street	MD	0.407	A	0.412	A	0.005	NO
		PM	0.602	B	0.607	B	0.005	NO
		Sat	0.433	A	0.438	A	0.005	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.796	C	0.797	C	0.001	NO
	8th Street	MD	0.222	A	0.223	A	0.001	NO
		PM	0.782	C	0.783	C	0.001	NO
		Sat	0.203	A	0.204	A	0.001	NO
17.	Hauser Boulevard &	AM	0.942	E	0.943	E	0.001	NO
	8th Street	MD	0.509	A	0.509	A	0.000	NO
		PM	0.909	E	0.911	E	0.002	NO
		Sat	0.521	A	0.523	A	0.002	NO
18.	Cochran Avenue &	AM	0.575	A	0.577	A	0.002	NO
	8th Street	MD	0.275	A	0.275	A	0.000	NO
		PM	0.729	C	0.731	C	0.002	NO
		Sat	0.258	A	0.259	A	0.001	NO
19.	La Brea Avenue &	AM	0.694	B	0.695	B	0.001	NO
	8th Street	MD	0.455	A	0.456	A	0.001	NO
		PM	0.809	D	0.811	D	0.002	NO
		Sat	0.481	A	0.482	A	0.001	NO
20.	Fairfax Avenue &	AM	0.924	E	0.925	E	0.001	NO
	San Vicente Boulevard	MD	0.602	B	0.606	B	0.004	NO
		PM	0.647	B	0.652	B	0.005	NO
		Sat	0.513	A	0.518	A	0.005	NO
21.	Fairfax Avenue &	AM	0.929	E	0.931	E	0.002	NO
	Olympic Boulevard	MD	0.663	B	0.667	B	0.004	NO
		PM	0.893	D	0.899	D	0.006	NO
		Sat	0.595	A	0.601	B	0.006	NO
22.	San Vicente Boulevard &	AM	0.885	D	0.885	D	0.000	NO
	Olympic Boulevard	MD	0.431	A	0.431	A	0.000	NO
		PM	0.807	D	0.808	D	0.001	NO
		Sat	0.357	A	0.358	A	0.001	NO

Notes

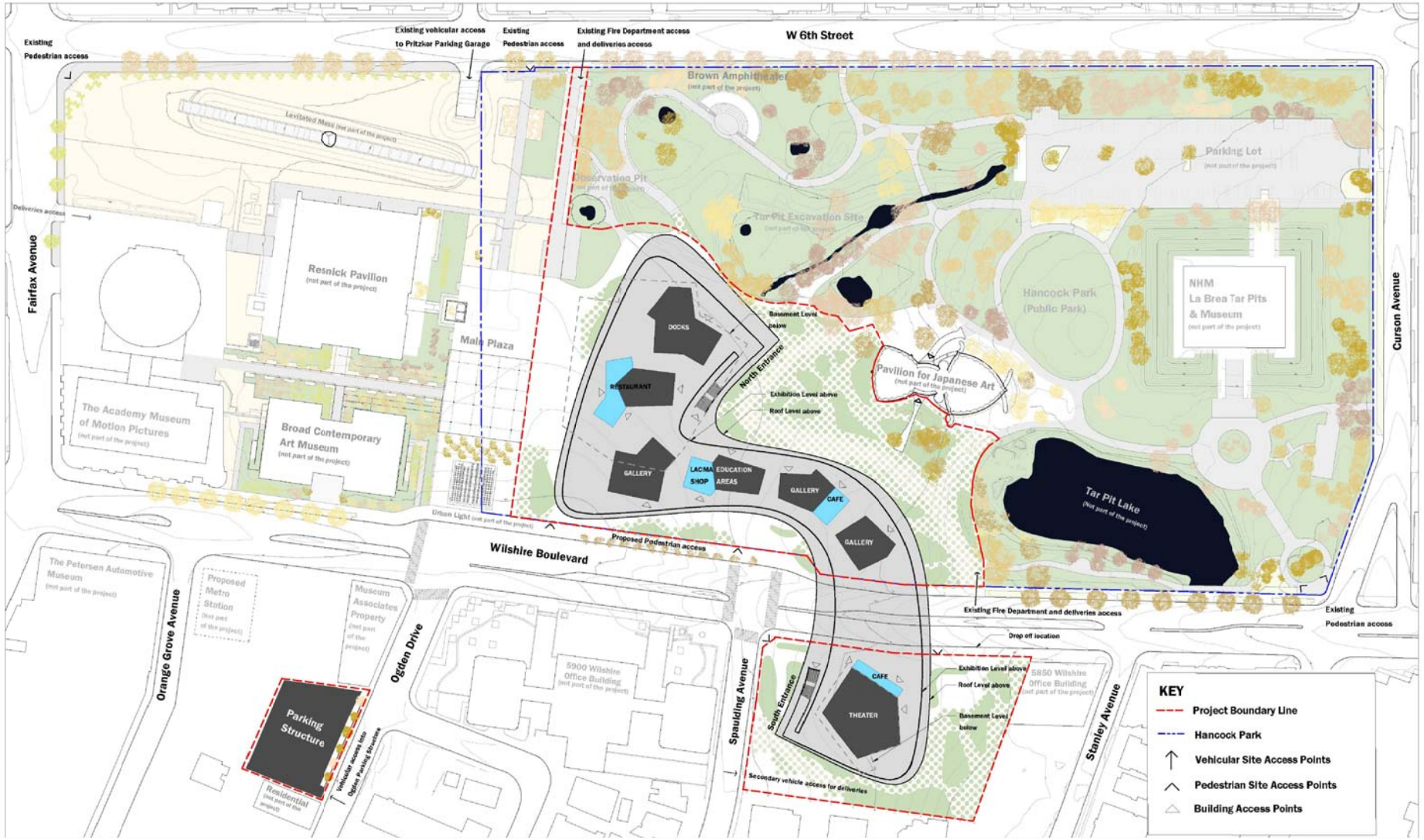
The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

TABLE 8
TRIP GENERATION RATES

Day	Size	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates [a]											
Typical Weekday	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09
Typical Saturday	per visitor	0.61	--	--	--	46%	54%	0.06	--	--	--
Trip Generation Estimates											
Typical Weekday	750 visitors	668	43	2	45	27	33	60	15	53	68
Typical Saturday	1,250 visitors	763	--	--	--	34	41	75	--	--	--

[a] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.



Source: Los Angeles County Museum of Art, 2017

CONCEPTUAL SITE PLAN

FIGURE 1B

Appendix M.4

Los Angeles County Department of Public Works, Traffic and Lighting Division Assessment Letter

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

MARK PESTRELLA, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

September 7, 2017

IN REPLY PLEASE
REFER TO FILE: T-4

Ms. Sarah Drobis
Gibson Transportation Consulting, Inc.
523 West 6th Street, Suite 1234
Los Angeles, CA 90013

Dear Ms. Drobis:

BUILDING FOR THE PERMANENT COLLECTION OF THE LOS ANGELES COUNTY MUSEUM OF ART TRAFFIC STUDY – MARCH 2017

We have reviewed the Traffic Study for the proposed Building for the Permanent Collection of the Los Angeles County Museum of Art located at 5905 Wilshire Boulevard within the City of Los Angeles.

We generally agree with the Traffic Study that the traffic generated cumulatively by the project, and other related projects will not have a significant transportation impact at the 22 study intersections identified in the Traffic Study based on the City of Los Angeles Department of Transportation's traffic impact criteria. However, the project shall implement the requirements identified in the enclosed Transportation Study Assessment letter dated May 16, 2017, from the City of Los Angeles.

If you have any questions regarding the review of this document, please contact Mr. Ghassan Shelleh of Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4820.

Very truly yours,

MARK PESTRELLA
Director of Public Works

DEAN R. LEHMAN
Assistant Deputy Director
Traffic and Lighting Division

LZ:ma
P:\TLPUB\STUDIES\EIR 17-0093 LACMA BUILDING.DOCX

Enc.

bc: Land Development (Dubiel)

FILE COPY

Appendix M.5

Traffic Study



TRAFFIC STUDY FOR THE BUILDING FOR THE PERMANENT COLLECTION OF THE LOS ANGELES COUNTY MUSEUM OF ART PROJECT

LOS ANGELES, CALIFORNIA

MARCH 2017
REVISED SEPTEMBER 2017

PREPARED FOR

LOS ANGELES COUNTY MUSEUM OF ART

PREPARED BY

Gibson
transportation consulting, inc.

Gibson transportation consulting, inc.

MEMORANDUM

TO: Dean R. Lehman,
County of Los Angeles Department of Public Works
Traffic and Lighting Division

CC: Stephanie Eyestone-Jones, Eyestone Environmental

FROM: Sarah M. Drobis, P.E., and Emily Wong, P.E.

DATE: September 20, 2017

RE: Traffic Study for the Building for the Permanent Collection of the Los Angeles County Museum of Art
Los Angeles, California **Ref:** J1399

The approved March 2017 traffic study has been revised for consistency with the Draft Environmental Impact Report, the County of Los Angeles Department of Public Works traffic study review letter dated September 7, 2017, and *Transportation Assessment of the Proposed Museum Project at 5905 Wilshire Boulevard* (Los Angeles Department of Transportation, 2017). It should be noted that the revisions provide supplemental information (e.g., expanded descriptions) and do not result in changes to the analyses assumptions, methodologies, and conclusions presented in the approved March 2017 traffic study. Thus, the conclusions of the analysis presented in approved March 2017 traffic study are the same and remain valid.

555 W. 5th Street, Suite 3375 Los Angeles, CA 90013 p. 213.683.0088 f. 213.683.0033

TRAFFIC STUDY
FOR THE
BUILDING FOR THE PERMANENT COLLECTION
OF THE
LOS ANGELES COUNTY MUSEUM OF ART
PROJECT

LOS ANGELES, CALIFORNIA

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LOS ANGELES COUNTY MUSEUM OF ART

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Chapter 1
Introduction

This study presents the traffic impact analysis for the proposed Los Angeles County Museum of Art (LACMA) Building for the Permanent Collection Project (Project) in Hancock Park[1] and the Miracle Mile community of the City of Los Angeles (the City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles County (County) Department of Public Works (LACDPW) and the City of Los Angeles Department of Transportation (LADOT).

PROJECT LOCATION

The LACMA campus (LACMA Campus) at 5905 Wilshire Boulevard is located in Hancock Park and adjacent property in the Miracle Mile community, within the *Wilshire Community Plan* (Los Angeles Department of City Planning, 2001) area. The LACMA campus is located north of Wilshire Boulevard, south of 6th Street, and east of Fairfax Avenue, in an area of the City known as the Miracle Mile, a cultural, commercial, and residential center established during the early 1920's along Wilshire Boulevard.

The LACMA Campus is comprised of LACMA East and LACMA West, as illustrated in Figure 1A, which are located to the east and west of the vacated Ogden Drive north of Wilshire Boulevard. The LACMA Building for the Permanent Collection (Museum Building) (described below) is proposed to be located within LACMA East and would extend to the south across Wilshire Boulevard to include the surface parking area located on the Spaulding Lot at the southeast corner of Wilshire Boulevard and Spaulding Avenue. The Project would also include a new parking facility (described below) on the west side of Ogden Drive just south of the intersection with Wilshire Boulevard (Ogden Parking Structure). The Project Site, which incorporates the new Museum Building and the Ogden Parking Structure is depicted on Figure

[1] For the purposes of this document, Hancock Park refers to the public park bordered by Sixth Street to the north, and Curson Avenue to the east, Wilshire Boulevard to the south, and the vacated Ogden Drive to the west.

1B. The existing buildings within the Project Site include the Bing Center, the Art of Americas Building, the Hammer Building, and the Ahmanson Building.

LACMA CAMPUS BACKGROUND

Museum Associates, a private nonprofit public benefit corporation organized under California law and doing business as LACMA, manages, operates and maintains LACMA under the authority of the County of Los Angeles per the County Code and various operating agreements. Museum Associates is governed by its Board of Trustees, which sets policy and determines LACMA's strategic direction. In partnership with the County, Museum Associates proposes to construct the Museum Building within the eastern portion of the LACMA campus (LACMA East) and adjacent properties.

LACMA East and the Natural History Museum (NHM) La Brea Tar Pits & Museum[2] are located within the approximately 23-acre County-owned Hancock Park. Hancock Park was acquired in 1916 by the County through the donation of George Allen Hancock, after discoveries of prehistoric fossils were made in the early 1900s on what was Hancock Ranch. Recognizing the site as scientifically valuable, it was agreed that the County would develop the park as a scientific monument. The NHM La Brea Tar Pits & Museum continues to administrate the paleontological research, education programs, and management of the tar pits and methane presence on the site. Hancock Park is registered as California Historical Landmark No. 170.

In 1960, a portion of the land within Hancock Park was entrusted to the creation, development and maintenance of LACMA. In 1961, LACMA was established as a separate, art-focused institution devoted to collecting works of art that span both history and geography, in addition to representing Los Angeles's uniquely diverse population. In 1965, the institution opened to the public in its current Wilshire Boulevard location within LACMA East. At that time, LACMA consisted of several buildings, including the Ahmanson Building, which housed the museum's permanent collection, the Hammer Building, which accommodated special exhibitions, and the Bing Center, which included a 600-seat theater and was devoted to public programs.

[2] The museum, located in Hancock Park and included in the newly named La Brea Tar Pits & Museum, was formerly known as the George C. Page Museum.

Over several decades, the LACMA Campus has been expanded and altered. The Anderson Building (renamed the Art of the Americas building in 2007) opened in 1986 to house modern and contemporary art within LACMA East. In 1988, the Pavilion for Japanese Art opened within LACMA East, next to the NHM La Brea Tar Pits & Museum.

In 1994, the museum acquired LACMA West including the original May Company Wilshire building located on the corner of Wilshire Boulevard and Fairfax Avenue. More recent improvements to the LACMA campus are concentrated within LACMA West, east of the May Company Wilshire building. In 2008, the Broad Contemporary Art Museum (BCAM) opened, a three-story building providing approximately 65,000 square feet (sf) of exhibition space, as well as the open-air BP Grand Entrance and the two-level subterranean Pritzker Parking Garage. In fall 2010, the 45,000 sf Lynda and Stewart Resnick Exhibition Pavilion opened to the public within LACMA West, providing a rotating selection of major exhibitions. The Resnick Pavilion is located north of BCAM. The BP Grand Entrance includes Ray's and Stark Bar, a restaurant and bar, as well as a centralized ticketing area. In addition, there are a number of outdoor sculptures located throughout LACMA, including within LACMA East. Outdoor artist projects that have been developed and installed within the LACMA campus include Michael Heizer's *Levitated Mass (2012)*, Robert Irwin's *Primal Palm Garden (2008)*, and Chris Burden's *Urban Light (2008)*.

Today, LACMA is the largest art museum in the western United States. Its collection includes over 130,000 objects dating from antiquity to the present, encompassing the geographic world and nearly the entire history of art.

Additional improvements within the LACMA Campus include the rehabilitation and adaptive reuse of the May Company department store building for the construction of the Academy Museum of Motion Pictures (Academy Museum), which entails construction of a new wing and at-grade plaza, and the removal of the 1946 addition to the building. These improvements, which are currently underway, are being undertaken by the Academy Museum Foundation, and are dedicated to films and filmmaking. To provide for these improvements, the Academy Museum Foundation entered into a long-term lease with Museum Associates for approximately 2.2 acres within LACMA West. The Academy Museum was approved and its Environmental Impact Report certified by the City in 2015. The Academy Museum is currently under construction, with expected completion in 2019.

Hours of Operation

LACMA is open to the public six days a week (with weekly closures on Wednesdays), with regular operating hours of 11:00 AM to 5:00 PM on Monday, Tuesday, and Thursday, 11:00 AM to 8:00 PM on Friday, and 10:00 AM to 7:00 PM on Saturday and Sunday.

Staffing

LACMA currently has a total of 573 employees, comprised of approximately 367 full-time employees and 206 part-time and temporary employees. The total number of employees accounts for both County and Museum Associates staff. LACMA also has approximately 500 to 600 volunteers and interns, who are not always on campus and act in different capacities. Thus, the number of volunteers/interns on-site varies from day to day.

Attendance

Attendance is reported by fiscal year (FY), which is from July 1 of the previous year through June 30 of the cited year. Average annual attendance at LACMA has been approximately 1,200,000 over the last few years. Over the years, LACMA has periodically added new facilities, including galleries as outlined above. Based on information provided by LACMA, exhibitions are one of the primary drivers of fluctuation in museum attendance, as compared to buildings devoted to permanent collections, which have a more consistent attendance pattern. Many patrons attend the museum when an exhibition of a type of art in which they are interested is open. Exhibitions vary substantially in how popular they are. The variability in exhibition popularity is so large that exhibition-driven attendance can dramatically impact total museum attendance. Exhibition attendance often reflects spikes of higher attendance when an exhibition first opens and in the last few weeks before it closes. The period in between generally has lower attendance.

Based on a review of attendance patterns between FY 2013 and FY 2015 (partial) provided by LACMA staff (provided in Appendix A), daily attendance patterns have generally remained consistent. Attendance at LACMA is also highly influenced by the programming and scheduling

of events and fluctuates depending on the special exhibitions, activities, programs and events held, as well as by time of the year (e.g., holidays), day of the week (weekday or weekend) and time of day. Based on the historical attendance data, daily attendance has ranged from 804 to 12,226 visitors on a weekday and from 2,263 to 11,206 visitors on a weekend. The 90th percentile daily attendance level, the average of the top 10% annual attendance days, is approximately 5,333 on weekdays and 7,085 on weekends, which generally represents busy days at LACMA.

In addition to the programs, classes, exhibitions, lectures, performances, school programs, etc. provided on campus, LACMA also accommodates other events ranging from small meetings to large events (e.g., jazz nights), some of which occur after public visitation hours. High-impact events at LACMA, including days with anticipated high attendance, require careful coordination across several museum departments to avoid potential effects on the surrounding neighborhood communities while achieving the event goals. Heightened attendance is expected and absorbed on a regular basis for programs such as Friday Night Jazz and holiday free Mondays; annual events like SoCal Museums Free-for-All require more preparation as they typically result in an increase of the average weekend attendance.

High impact days are planned well in advance which allows LACMA time to notify the community via website, social media, and other channels, as well as to prepare the campus and surrounding area for additional visitors. Planning and coordination meetings are led by On-Site Services staff and include representatives of LACMA's Security, Marketing, Communications, Education, Facilities, Parking, Programming, Retail Stores, and all LACMA food and beverage operations.

Specific areas of internal/operational coordination include trash collection/removal from campus and surrounding park and neighborhood locations; community notification plan utilizing the LACMA website, social media, on-site signage and fliers, print press, and community letters to various neighborhood associations; increased staffing presence at the museum across all operations departments in preparation for and during an event; and increased parking service efforts including increased attendants at lots to direct traffic, manage lot capacity, and distribute maps to drivers seeking alternative parking solutions.

PROJECT DESCRIPTION

The Project includes the Museum Building, an approximately 387,500 gross sf building to be located on LACMA East and the property on the southeast corner of Wilshire Boulevard and Spaulding Avenue (Spaulding Lot), with a portion spanning Wilshire Boulevard. The Museum Building would replace four buildings within LACMA East collectively comprising approximately 392,871 gross sf, including the Ahmanson Building, the Hammer Building, the Art of Americas Building, and the Bing Center (which contains the LACMA Café, the Dorothy Brown Auditorium, which provides 116 seats, and the Bing Theater, which provides 600 seats). Overall, the Project would result in a decrease in the square footage of museum operations by approximately 5,371 sf and a reduction in the maximum theater size from over 600 seats to 300 seats. The Museum Building is proposed to consist of seven semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level extending over Wilshire Boulevard to the Spaulding Lot. The Pavilion for Japanese Art within LACMA East is not a part of the Project Site and would remain. The Project design would also enhance the outdoor experience by including new outdoor landscaped plazas, public programming and educational spaces, sculpture gardens, and native and drought tolerant vegetation that would be integrated with the Museum Building and existing uses within Hancock Park.

In addition, the Project includes a proposed new parking facility providing approximately 260 parking spaces to be located southwest of the intersection of Ogden Drive & Wilshire Boulevard on three contiguous parcels owned by Museum Associates (the "Ogden Lot"). All parking spaces currently on the Spaulding Lot would be relocated to this new parking facility (the “Ogden Parking Structure”). The Museum Building and the Ogden Parking Structure together comprise the Project.

The Project is expected to begin construction during the third or fourth quarter of 2018 and be completed in 2023.

The conceptual Project site plan is shown in Figure 1B.

TRAFFIC ANALYSIS METHODOLOGY

Study Scope and Analysis Conditions

The scope of analysis for this study was developed in consultation with the County and LADOT. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated September 13, 2016, which was reviewed and approved by the County. LADOT also reviewed and accepted the MOU. A copy of the signed MOU is provided in Appendix B.

This study analyzes the potential Project-generated traffic impacts on the street system in the vicinity of the Project Site as compared to existing conditions at the time the Project's Notice of Preparation (NOP) was issued (August 2016) and projected future conditions at the time the Project is expected to be completed (Year 2023). Potential intersection impacts were evaluated for typical weekday morning (7:00 AM to 10:00 AM), midday (12:00 PM to 2:00 PM) and afternoon (3:00 PM to 6:00 PM) peak periods, as well as for the typical Saturday midday (12:00 PM to 2:00 PM) peak period, which represents typical weekend conditions. A total of 22 signalized intersections in the vicinity of the Project Site within the City were selected for detailed traffic analysis. They are listed in Table 1 and shown in Figure 2.

This traffic study evaluates the potential for impacts caused by the Project on the street system surrounding the Project Site. The LACMA East property and buildings are owned by the County. Similarly, the proposed Museum Building would be County-owned, which requires that traffic studies follow the criteria contained in LACDPW's *Traffic Impact Analysis Report Guidelines* (2013). However, since the Odgen Parking Structure and all of the study intersections are within the City of Los Angeles jurisdiction, based on direction from LACDPW staff, this traffic study follows LADOT's *Transportation Impact Study Guidelines* (December 2016), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. Consistent with LADOT's *Transportation Impact Study Guidelines*, the following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2016) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. For the purposes of this analysis, the Existing Conditions in this traffic study represent conditions as of the issuance of the Project's NOP in August 2016. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was also collected in June 2016. Intersection lane configurations are provided in Appendix C, traffic count worksheets in Appendix D, and level of service worksheets in Appendix E.

- Existing with Project Conditions (Year 2016) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions. This analysis evaluates the potential Project-related traffic impacts as compared to Existing Conditions.

- Future without Project Conditions (Year 2023) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by year 2023. The Future without Project traffic conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions. This analysis provides the conditions by which the Project impacts are evaluated in the future at full buildout.

- Future with Project Conditions (Year 2023) – This analysis projects the potential intersection operating conditions that could be expected if the Project were built and occupied in the projected buildout year. This analysis identifies the potential incremental impacts of the Project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the Project-generated traffic to the Future without Project traffic forecasts.

Intersection Analysis Methodology

Intersection capacity has been analyzed using the "Critical Movement Analysis (CMA) – Planning" (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) methodology in accordance with LADOT's *Transportation Impact Study Guidelines*. The CMA methodology was implemented using LADOT's Calcadb Lite spreadsheet application to analyze intersection operating conditions. The methodology calculates the volume-to-capacity (V/C) ratio, which is used to determine the intersection level of service (LOS) according to the LOS definitions provided in Table 2. LOS worksheets for each scenario are provided in Appendix D.

The Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the

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

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been implemented in the City. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Each of the signalized study intersections is equipped with both ATSAC and ATCS. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to each intersection to reflect the benefits of ATSAC and ATCS control. The capacity increases are applied within the Calcadb Lite software and, therefore, are inherent in the analysis results.

IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

Intersections

Based on discussions with the County, the significance of the potential impacts of Project generated traffic at the signalized study intersections was determined using criteria identified in LADOT's *Transportation Impact Study Guidelines,* as the study intersections are located within LADOT jurisdiction. LADOT guidelines indicate that a project is considered to have a significant traffic impact on a signalized intersection if the increase in the V/C ratio attributable to the project exceeds a specific threshold depending on the final intersection LOS. LADOT has

developed a sliding scale methodology in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases:

Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in V/C Ratio
LOS	**V/C**	
C	0.701 – 0.800	Equal to or greater than 0.04
D	0.801 – 0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

Source: City of Los Angeles.

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

Residential Street Segments

The purpose of the residential street segment analysis is to determine potential increases in average daily traffic (ADT) associated with cut-through traffic that can result from a project and impact residential streets. As outlined in LADOT's *Transportation Impact Study Guidelines*, a local residential street shall be deemed significantly impacted based on an increase in the projected ADT volumes as follows:

Projected ADT with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	120 trips or more
1,000 to 1,999	12% or more of Final ADT
2,000 to 2,999	10% or more of Final ADT
3,000 or more	8% or more of Final ADT

ADDITIONAL TRAFFIC ANALYSES

Congestion Management Program

An analysis also was conducted according to *2010 Los Angeles County Congestion Management Program* (Los Angeles County Metropolitan Transportation Authority [Metro], 2010) (CMP) guidelines. The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed (1) for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and (2) all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the AM or PM weekday peak hours. In addition, it requires a review of potential impacts to the regional transit system.

The required CMP analyses were performed, as detailed in Chapter 7, in accordance with the TIA guidelines referenced in the CMP.

State of California Senate Bill No. 743

Senate Bill 743 (SB 743) (Steinberg, 2013), made effective in January 2014, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis will shift from driver delay to vehicle miles travelled (VMT), reduction of

greenhouse gas emissions (GHG) and creation of multimodal networks. Although originally scheduled to be fully implemented in guidelines by January 1, 2016, an extension has allowed cities more time to establish an analysis methodology.

The Project characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. Further, the Project is adjacent to the future Metro Purple Line Wilshire/Fairfax Station and, therefore, more patrons of LACMA and other institutions in the area would have the opportunity to utilize transit, which would reduce the number of single occupant vehicles traveling to/from the Project Site. The Project would therefore reduce vehicle trips and encourage walking, public transit ridership and bicycle travel, which results in corresponding reductions in VMT, air quality emissions and transportation-related GHG emissions.

Additional Review and Analysis

In addition to the various intersection analyses and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the proposed Project. These include a review of Project access and circulation and an analysis of potential traffic impacts associated with the Project's construction.

ORGANIZATION OF REPORT

This report is divided into 12 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area (year 2016). Chapter 3 forecasts the Future without Project Conditions. Chapter 4 describes the procedure used to forecast Project traffic volumes and distribution through the Study Area. Chapter 5 presents the intersection operating conditions associated with completion and occupancy of the Project on top of Existing Conditions (year 2016). Chapter 6 presents the intersection operating conditions associated with construction of the Project on top of Future without Project Conditions (year 2023). Chapter 7 presents the regional CMP analysis. Chapter 8 describes site access and internal circulation. Chapter 9 presents the Project's potential impact on the

adjacent residential street segments. Chapter 10 presents the impacts associated with the construction phase of the Project. The Appendices contain supporting documentation and additional details of the technical analyses, as well as the additional analysis described above.



Source: Los Angeles County Museum of Art, 2016

N
Not to Scale

EXISTING LACMA CAMPUS

FIGURE
1A



Source: Los Angeles County Museum of Art, 2017

CONCEPTUAL SITE PLAN

FIGURE 1B



STUDY AREA

FIGURE 2

TABLE 1
STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
1.	Fairfax Avenue & 3rd Street	City of Los Angeles
2.	Fairfax Avenue & 6th Street	City of Los Angeles
3.	Ogden Drive/LACMA Driveway & 6th Street	City of Los Angeles
4.	Curson Avenue & 6th Street	City of Los Angeles
5.	Hauser Boulevard & 6th Street	City of Los Angeles
6.	Cochran Avenue & 6th Street	City of Los Angeles
7.	La Brea Avenue & 6th Street	City of Los Angeles
8.	Fairfax Avenue & Wilshire Boulevard	City of Los Angeles
9.	Ogden Drive & Wilshire Boulevard	City of Los Angeles
10.	Spaulding Avenue & Wilshire Boulevard	City of Los Angeles
11.	Curson Avenue & Wilshire Boulevard	City of Los Angeles
12.	Hauser Boulevard & Wilshire Boulevard	City of Los Angeles
13.	Cochran Avenue & Wilshire Boulevard	City of Los Angeles
14.	La Brea Avenue & Wilshire Boulevard	City of Los Angeles
15.	Fairfax Avenue & Del Valle Drive/8th Street	City of Los Angeles
16.	Curson Avenue & 8th Street	City of Los Angeles
17.	Hauser Boulevard & 8th Street	City of Los Angeles
18.	Cochran Avenue & 8th Street	City of Los Angeles
19.	La Brea Avenue & 8th Street	City of Los Angeles
20.	Fairfax Avenue & San Vicente Boulevard	City of Los Angeles
21.	Fairfax Avenue & Olympic Boulevard	City of Los Angeles
22.	San Vicente Boulevard & Olympic Boulevard	City of Los Angeles

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

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

Notes

[a] *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980).

Chapter 2
Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project study area ("Study Area"). Within this Study Area, the Existing Conditions analysis includes an assessment of the existing street system, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation at the time of the NOP issuance.

STUDY AREA

The Project's traffic analysis Study Area, shown in Figure 2, includes a geographic area that is generally bounded by 3rd Street to the north, La Brea Avenue to the east, Olympic Boulevard to the south, and Fairfax Avenue to the west. The Study Area encompasses the cultural, commercial, and residential center of Miracle Mile, which includes a stretch of Wilshire Boulevard between Fairfax Avenue and Curson Avenue that also houses the NHM La Brea Tar Pits & Museum, the Petersen Automotive Museum, and the Craft and Folk Art Museum, as well as the future Academy Museum of Motion Pictures. The Study Area is also located south of the commercial centers of The Grove and the Original Farmers Market.

A traffic analysis study area generally comprises those intersections with the greatest potential to experience significant traffic impacts due to the project as defined by the City, including intersections that are:

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

This Study Area was established in consultation with the County and City, based on the above criteria, as well as peak hour Project trip generation, the anticipated distribution of Project traffic, and the existing intersections/corridor operations. It comprises those intersections with the reasonable potential to experience significant traffic impacts due to the Project.

A total of 22 signalized intersections were identified during the MOU process for detailed analysis of the above conditions. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the 22 study intersections. The existing lane configurations at the analyzed intersections are provided in Appendix B.

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including freeways, primary and secondary arterials, and collector and local streets which provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

Street classifications are designated in the *City of Los Angeles Transportation Element of the General Plan* ("Transportation Element") (Los Angeles Department of City Planning, 1999) and *Mobility Plan 2035, An Element of the General Plan* (Los Angeles Department of City Planning, January 2016) (the "Mobility Plan"). The Mobility Plan revised street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The available facilities in the Study Area are defined by the following in the Mobility Plan:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:

- Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:
    - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph.
    - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph.
- Avenues pass through both residential and commercial areas and include three categories:
    - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph.
    - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph.
    - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph.

- Collector Streets are generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph.
- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local streets include two categories:
    - Continuous local streets connect to other streets at both ends.
    - Non-continuous local streets lead to a dead-end.

The Mobility Plan is currently under litigation, which could result in its nullification, and the reinstatement of the Transportation Element Arterial streets are designated as the following in the Transportation Element:

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

Primary regional access to the Project Site is provided by Interstate 10 (I-10). The major arterials providing regional and sub-regional access to the Project vicinity include Fairfax Avenue, La Brea Avenue, Wilshire Boulevard and Olympic Boulevard. The following is a brief description of the major roadways in the Study Area:

Freeways

- I-10 – I-10 generally runs in the east-west direction and is located two miles south of the Project Site. In the vicinity of the Study Area, I-10 provides four lanes in each direction. Access to and from I-10 is available via interchanges at Fairfax Avenue and La Brea Avenue.

Roadways

- Fairfax Avenue – Fairfax Avenue is a designated Avenue II north of San Vicente Boulevard and a designated Avenue III south of San Vicente Boulevard in the Mobility Plan and previously a designated Secondary Highway in the Transportation Element that runs in the north-south direction and is located west of the Project Site. It provides sub-regional and local access to the Project Site, with four travel lanes, two in each direction, and left-turn lanes at intersections. One-hour and two-hour metered daytime parking is generally available on the west side of the street between 3rd Street and Wilshire Boulevard. Unmetered and two-hour metered daytime parking is generally available on the east side of the street and unmetered parking is generally available on the west side of the street between 8th street and San Vicente Boulevard.

- Ogden Drive – Ogden Drive is a designated Local Street south of Wilshire Boulevard and a private street north of 6th Street in the Mobility Plan and previously in the Transportation Element. It runs in the north-south direction and is located adjacent to the western boundary of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction. Two-hour metered daytime parking is generally available on both sides of the street between Wilshire Boulevard and Genesee Avenue and north of Olympic Boulevard adjacent to commercial uses. Two-hour unmetered daytime parking (except by parking permit) is generally available on the west side of the street between Genesee Avenue and 8th Street. No daytime parking is available on either side of the street south of 8th Street (except by parking permit).

- Spaulding Avenue – Spaulding Avenue is a designated Private Street north of 6th Street and a designated Local Street south of Wilshire Boulevard in the Mobility Plan and previously in the Transportation Element that runs in the north-south direction and is located adjacent to the western boundary of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction. Two-hour metered daytime parking is generally available on both sides of the street south of Wilshire Boulevard

adjacent to commercial uses. No daytime parking is available on either side of the street (except by parking permit) between 8th Street and Olympic Boulevard.

- Curson Avenue – Curson Avenue is a designated Private Street between 3rd Street and 6th Street and a designated Collector Street south of 6th Street in the Mobility Plan and previously in the Transportation Element that runs in the north-south direction and is located east of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction, and limited left-turn lanes at intersections. Two-hour metered and unmetered daytime parking is generally available on both sides of the street between Wilshire Boulevard and 8th Street. Two-hour unmetered daytime parking (except by parking permit) is available between 8th Street and Olympic Boulevard.

- Hauser Boulevard – Hauser Boulevard is a designated Collector Street in the Mobility Plan and previously in the Transportation Element that runs in the north-south direction and is located east of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction, and left-turn lanes at intersections. Four-hour unmetered parking is generally available on both sides of the street north of 6th Street. Two-hour metered parking is generally available on the west side of the street between Wilshire Boulevard and 8th Street and two-hour unmetered parking is generally available on the east side of the street between 9th Street and Olympic Boulevard. No parking is available on the east side of the street between 8th Street and 9th Street (except by parking permit).

- Cochran Avenue – Cochran Avenue is a designated Collector Street in the Mobility Plan and previously in the Transportation Element that travels in the north-south direction and is located east of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction. Two-hour unmetered parking is generally available on both sides of the street between 6th Street and Wilshire Boulevard. Two-hour metered and unmetered daytime parking is generally available on both sides of the street between Wilshire Boulevard and 8th Street. Two-hour unmetered daytime parking is generally available on the east side of the street between 8th Street and 9th Street (except by parking permit) and between 9th Street and Olympic Boulevard

- La Brea Avenue – La Brea Avenue is a designated Avenue I in the Mobility Plan and previously a designated Major Highway Class II in the Transportation Element that travels in the north-south direction and is located east of the Project Site. It provides regional and sub-regional access to the Project Site, with six travel lanes, three in each direction, and left-turn lanes at intersections. Two-hour metered daytime parking with peak hour restrictions is generally available on both sides of the street.

- 3rd Street – 3rd Street is a designated Avenue II in the Mobility Plan and previously a designated Secondary Highway in the Transportation Element that travels in the east-west direction and is located north of the Project Site. It provides sub-regional and local access to the Project Site, with four travel lanes, two in each direction, and left-turn lanes at intersections. Four-hour unmetered daytime parking with evening restrictions is generally available on the north side of the street between The Grove Drive and Gardner Street. Two-hour unmetered daytime parking is generally available on the north side of the street between Gardner Street and Alta Vista Boulevard.

- 6th Street – 6th Street is a designated Avenue II between Fairfax Avenue and Cochran Avenue and a designated Avenue III east of Cochran Avenue in the Mobility Plan and

previously a designated Secondary Highway in the Transportation Element. It travels in the east-west direction and is located north of the Project Site. It provides sub-regional and local access to the Project Site with four travel lanes, two in each direction, and left-turn lanes at intersections. Two-hour unmetered daytime parking on both sides of the street is generally available west of Fairfax Avenue (except by parking permit). Unmetered parking with peak hour restrictions is generally available on the north side of the street between Fairfax Avenue and Ogden Drive and between Dunsmuir Avenue and La Brea Avenue. Unmetered parking on the north side of the street and two-hour and four-hour unmetered daytime parking on the south side of the street is generally available between Ogden Drive and Dunsmuir Avenue.

- Wilshire Boulevard – Wilshire Boulevard is a designated Avenue I in the Mobility Plan and previously a designated Major Highway Class II in the Transportation Element that travels in the east-west direction and is located adjacent to the southern boundary of the Project Site. It provides regional and sub-regional access to the Project Site, with six travel lanes, three in each direction, and left-turn lanes at intersections. One-hour, two-hour, and four-hour metered daytime parking with peak hour restrictions is generally available on both sides of the street.

- 8th Street – 8th Street is a designated Collector Street in the Mobility Plan and previously in the Transportation Element that travels in the east-west direction and is located south of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction. No daytime parking is available on either side of the street between Fairfax Avenue and Odgen Drive (except by parking permit).

- San Vicente Boulevard – San Vicente Boulevard is a designated Boulevard II in the Mobility Plan and previously a designated Major Highway Class II in the Transportation Element that runs in the northwest-southeast direction and is located southwest of the Project Site. It provides regional and sub-regional access to the Project Site, with six travel lanes, three lanes in each direction, and left-turn lanes at intersections. Two-hour unmetered daytime parking is generally available on the north side of the street and permit parking is generally available on the south side of the street west of Fairfax Avenue. Two-hour metered daytime parking with afternoon peak hour restrictions is generally available on the north side of the street between Fairfax Avenue and Olympic Boulevard. Two-hour metered daytime parking is generally available on both sides of the street east of Olympic Boulevard.

- Olympic Boulevard – Olympic Boulevard is a designated Boulevard II in the Mobility Plan and previously a designated Major Highway Class II in the Transportation Element that travels in the east-west direction and is located south of the Project Site. It provides regional access to the Project Site, with six travel lanes, three in each direction, and left-turn lanes at intersections. Unmetered parking with peak hour restrictions and one-hour and two-hour metered daytime parking with peak hour restrictions is generally available on both sides of the street.

Table 3 summarizes the existing characteristics of the surrounding street system. The existing lane configurations at the analyzed intersections are provided in Appendix B.

EXISTING TRANSIT SYSTEM

The Project area is served by bus lines operated by Metro, LADOT DASH, and the Antelope Valley Transit Authority.

In addition to the dedicated Bus Rapid Transit (BRT) lanes on Wilshire Boulevard, bus transit service in the Project vicinity is also available along the following streets:

- San Vicente Boulevard
- Fairfax Avenue
- La Brea Avenue
- 3rd Street
- Olympic Boulevard

Figure 3 illustrates the existing transit service in the Study Area. The following provides a brief description (i.e., service provider, type of service, and frequency of service) of the bus lines providing service in Project vicinity:

- Metro Local Line 16 – Route 16 is a local line that travels in the east-west direction on 3rd Street in the vicinity of the Project Site, with headways of five minutes during the weekday morning and afternoon peak hours and eight minutes during the weekday midday and Saturday midday peak hours. The line travels from Downtown Los Angeles to Century City via 3rd Street and provides service to Koreatown, Beverly Grove, and Beverly Hills.

- Metro Local Line 20 – Route 20 is a local line that travels in the east-west direction on Wilshire Boulevard in the vicinity of the Project Site, with headways of 10 to 13 minutes during the weekday morning and afternoon peak hours, 12 minutes during the weekday midday peak hours and 15 minutes during the Saturday midday peak hours. The line travels from Downtown Los Angeles to Santa Monica via Wilshire Boulevard and provides service to Koreatown, Westwood, and the Metro Purple Line.

- Metro Local Line 28 – Route 28 is a local line that travels in the east-west direction on Olympic Boulevard in the vicinity of the Project Site, with headways of 10 to 15 minutes during the weekday morning peak hour, 20 minutes during the weekday midday peak hours, 15 minutes during the weekday afternoon peak hours and 11 minutes during the Saturday midday peak hours. The line travels from Glendale to Century City via Eagle Rock Boulevard and Olympic Boulevard and provides service to Downtown Los Angeles, Koreatown, and Beverly Hills.

- Metro Local Line 30 – Route 30 is a local line that travels in the northwest-southeast direction on San Vicente Boulevard in the vicinity of the Project Site, with headways of 27 minutes during the weekday morning peak hours, 30 to 40 minutes during the weekday

midday and afternoon peak hours and 40 to 60 minutes during the Saturday midday peak hours. The line travels from West Hollywood to the Indiana Station via Downtown Los Angeles and provides service to Beverly Hills, Mid-City, and Boyle Heights.

- Metro Local Line 212 – Route 212 is a local line that travels in the north-south direction on La Brea Avenue in the vicinity of the Project Site, with headways of 8 to 13 minutes during the weekday morning and afternoon peak hours, 12 to 13 minutes during the midday peak hours and 15 minutes during the Saturday peak hours. The line travels from the Hollywood & Vine Metro Red Line Station to the Hawthorne & Lennox Metro Green Line Station via La Brea Avenue and provides service to Miracle Mile, Baldwin Hills, and Inglewood.

- Metro Local Line 217 – Route 217 is a local line that travels in the north-south direction on Fairfax Avenue in the vicinity of the Project Site, with headways of 10 to 15 minutes during the weekday morning and afternoon peak hours and 15 minutes during the weekday midday and Saturday midday peak hours. The line travels from the Metro Red Line Vermont & Sunset Station to Culver City via Hollywood Boulevard, Fairfax Avenue, and La Cienega Boulevard and provides service to Hollywood, West Hollywood, and Fox Hills.

- Metro Local 218 – Route 218 is a local line that travels in the north-south direction on Fairfax Avenue and east-west direction on 3rd Street in the vicinity of the Project Site, with headways of 34 minutes during the weekday morning and afternoon peak hours and 40 minutes during the weekday midday and Saturday midday peak hours. The line travels from Studio City to Beverly Hills via Laurel Canyon Boulevard and provides service to Mount Olympus, West Hollywood, and Park La Brea.

- Metro Limited Line 312 – Route 312 is a limited service line that travels in the north-south direction on La Brea Avenue in the vicinity of the Project Site, with headways of 11 minutes during the weekday morning peak hours in the northbound direction and afternoon peak hours in the southbound direction. The line travels from the Metro Red Line Hollywood & Vine Station to the Metro Green Line Hawthorne Station via La Brea Avenue and provides service to Miracle Mile, Baldwin Hills, and Inglewood.

- Metro Limited Line 316 – Route 316 is a limited service line that travels in the east-west direction on 3rd Street, Burton Way, and Santa Monica Boulevard in the vicinity of the Project Site, with headways of 10 minutes during the weekday morning and afternoon peak hours. The line travels from Downtown Los Angeles to Century City via 3rd Street and provides service to Koreatown, Hancock Park, and Park La Brea.

- Metro Limited Line 330 – Route 330 is a limited service line that travels in the northwest-southeast direction on San Vicente Boulevard in the vicinity of the Project Site, with headways of 25 to 40 minutes during the weekday morning and afternoon peak hours. The line travels from Downtown Los Angeles to West Hollywood and provides service to Beverly Hills, Mid-City, and Cedars-Sinai Medical Center.

- Metro Rapid Line 720 – Route 720 is an express line that travels in the east-west direction on Wilshire Boulevard in the vicinity of the Project Site, with headways of five to 10 minutes during the weekday morning and afternoon peak hours, eight minutes during the weekday midday peak hours and eight to 11 minutes during the Saturday midday peak hours. The line travels from Santa Monica to Commerce via Wilshire Boulevard and

Whittier Boulevard and provides service to Century City, Downtown Los Angeles, and East Los Angeles.

- Metro Rapid Line 728 – Route 728 is an express line that travels in the east-west direction on Olympic Boulevard in the vicinity of the Project Site, with headways of 15 minutes during the weekday morning and afternoon peak hours and 30 minutes during the midday peak hours. Route 728 does not operate on Saturdays. The line travels from Downtown Los Angeles to Century City via Olympic Boulevard and provides service to Koreatown, the Miracle Mile, and Beverly Hills.

- Metro Rapid Line 780 – Route 780 is an express line that travels in the north-south direction on Fairfax Avenue in the vicinity of the Project Site, with headways of 15 minutes during the weekday morning and afternoon peak hours and 30 minutes during the weekday midday peak. Route 780 does not operate on Saturdays. The line travels from Washington Boulevard & Fairfax Avenue to Pasadena via Fairfax Avenue, Hollywood Boulevard, and Colorado Boulevard and provides service to West Hollywood, Glendale, and Eagle Rock.

- LADOT DASH Fairfax – DASH Fairfax is a local line that travels in the north-south direction on Fairfax Avenue and La Cienega Boulevard and in the east-west direction on 3rd Street and Wilshire Boulevard in the vicinity of the Project Site, with headways of 30 minutes during the weekday morning and afternoon peak hours, midday and Saturday midday peak hours. The line travels from Cedars-Sinai Medical Center to Park La Brea and provides service to the Beverly Center, The Original Farmers Market and The Grove, and LACMA.

- Antelope Valley Transit Authority Commuter Route 786 – Commuter Route 786 is an express line that travels in the north-south direction on La Brea Avenue and in the east-west direction on Wilshire Boulevard in the vicinity of the Project Site, with headways of 20 to 25 minutes during the weekday morning peak hours in both directions and afternoon peak hours in the northbound direction. Commuter Route 786 does not operate on Saturdays. The line travels from Lancaster to West Los Angeles and provides service to Century City, Beverly Hills, and Hollywood.

Table 3 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service, as described above. The average frequency of transit service during the peak hour was derived from the number of peak period stops made at the stop nearest the Project Site.

Table 4 summarizes the total available capacity of the Metro bus lines within walking distance (or one-quarter mile) of the Project Site during the weekday morning, weekday midday, weekday afternoon, and Saturday peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus. As shown in Table 4, the Metro bus lines within walking distance of the Project Site currently have available capacity for 998 transit trips during the morning peak hour, 634 transit trips during the weekday midday peak

hour, 963 transit trips during the afternoon peak hour, and 385 transit trips during the Saturday midday peak hour. Further, the LADOT DASH Fairfax bus line provides additional capacity for transit trips during the analyzed peak hours.

Metro Purple Line Extension

In March 2012, Metro approved *Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report*, (Metro, United States Department of Transportation, and Federal Transit Administration, March 2012) for the Metro Purple Line Extension. The extension will provide seven additional stations from the existing Wilshire/Western Station to the proposed Westwood/Veterans Administration Hospital Station. The line will operate underground, with the majority of the alignment along Wilshire Boulevard. The Metro Purple Line Extension is being constructed in three phases. Initial construction began in year 2014, and completion of all three phases of construction is expected by year 2035.

Construction of the first phase of the Metro Purple Line Extension, which includes the Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations, has commenced and is anticipated to be completed and in operation by year 2023. The Wilshire/Fairfax Station will be located adjacent to the Project Site beneath the intersection of Fairfax Avenue & Wilshire Boulevard, with a station portal on the south side of Wilshire Boulevard at Orange Grove Avenue.

BICYCLE AND PEDESTRIAN NETWORK

Existing Bicycle System

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

Bicycle lanes are provided along Hauser Boulevard between 3rd Street and 6th Street and bicycle routes are provided along 4th Street east of Cochran Boulevard.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods of the Miracle Mile community, the walkability of the Study Area is approximately 73 points[3].

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the Study Area.

Each of the listed signalized intersections provides pedestrian phasing, crosswalk striping, and Americans with Disabilities Act (ADA) wheelchair ramps. The pedestrian crossing at the intersection of Spaulding Avenue & Wilshire Boulevard provides connectivity between the Spaulding Lot and the Project Site.

Vision Zero

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network, a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Vision Zero has identified Wilshire Boulevard east of Fairfax Avenue, which is adjacent to the Project Site, as part of the High Injury Network.

[3] WalkScore.com rates the Project Site (5905 Wilshire Boulevard) with a score of 73 of 100 possible points (scores accessed on May 31, 2016). WalkScore calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

The following streets within the Study Area have also been identified in the High Injury Network:

- 3rd Street west of La Brea Avenue
- Fairfax Avenue north of Wilshire Boulevard
- Pico Boulevard east of Grand Avenue

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

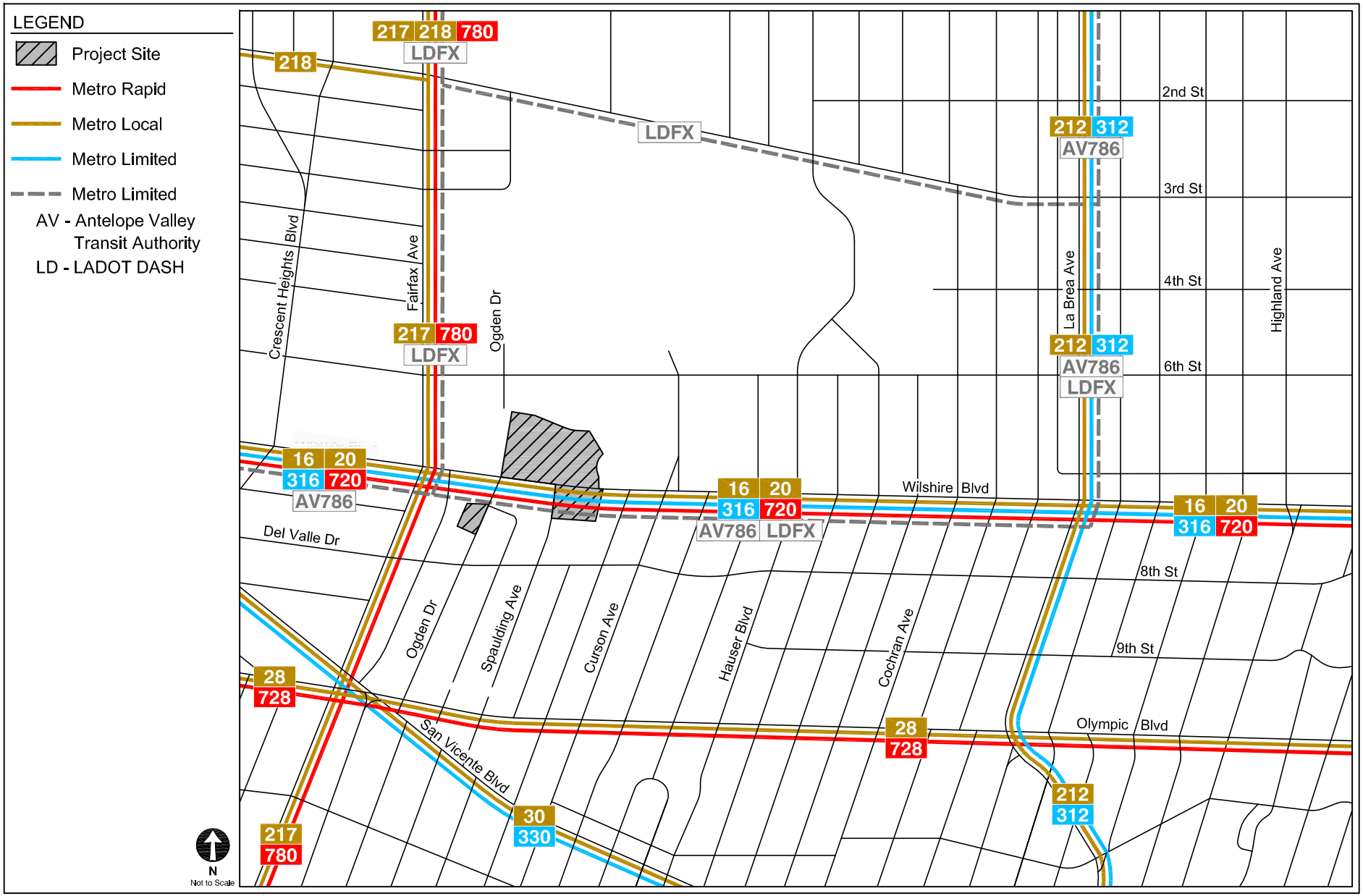
This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios or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

Existing Traffic Volumes

Intersection turning movement counts were conducted at the 22 study intersections during the weekday morning (7:00 AM to 10:00 AM), midday peak period (12:00 PM to 2:00 PM), and afternoon peak period (3:00 PM to 6:00 PM), and during the Saturday midday (12:00 PM to 2:00 PM) peak period between years 2012 and 2015. Due to the substantial amount of ongoing construction activities of the Metro Purple Line Extension taking place within the traffic analysis Study Area (e.g., temporary street closures, construction truck traffic, etc.), the current traffic patterns do not reflect typical operations. Thus, the use of the historical count data is appropriate. Although the pre-construction peak hour traffic volumes at the Project study intersections have remained relatively constant since year 2012, in order to be conservative, pre-construction peak hour traffic volumes were increased at an ambient growth rate of 1% per year in order to represent the Existing Year 2016 traffic volumes. Thus, the existing volumes utilized in this analysis (i.e., traffic volume figures, LOS calculations, etc.) reflect Existing Year 2016 conditions. The complete intersection turning movement volume data worksheets are detailed in Appendix C. For the purposes of this analysis, the Existing Conditions traffic volumes represent conditions at the time of the NOP. The existing peak hour traffic volumes may be found in Figures 4A and 4B. The intersection count worksheets are provided in Appendix D.

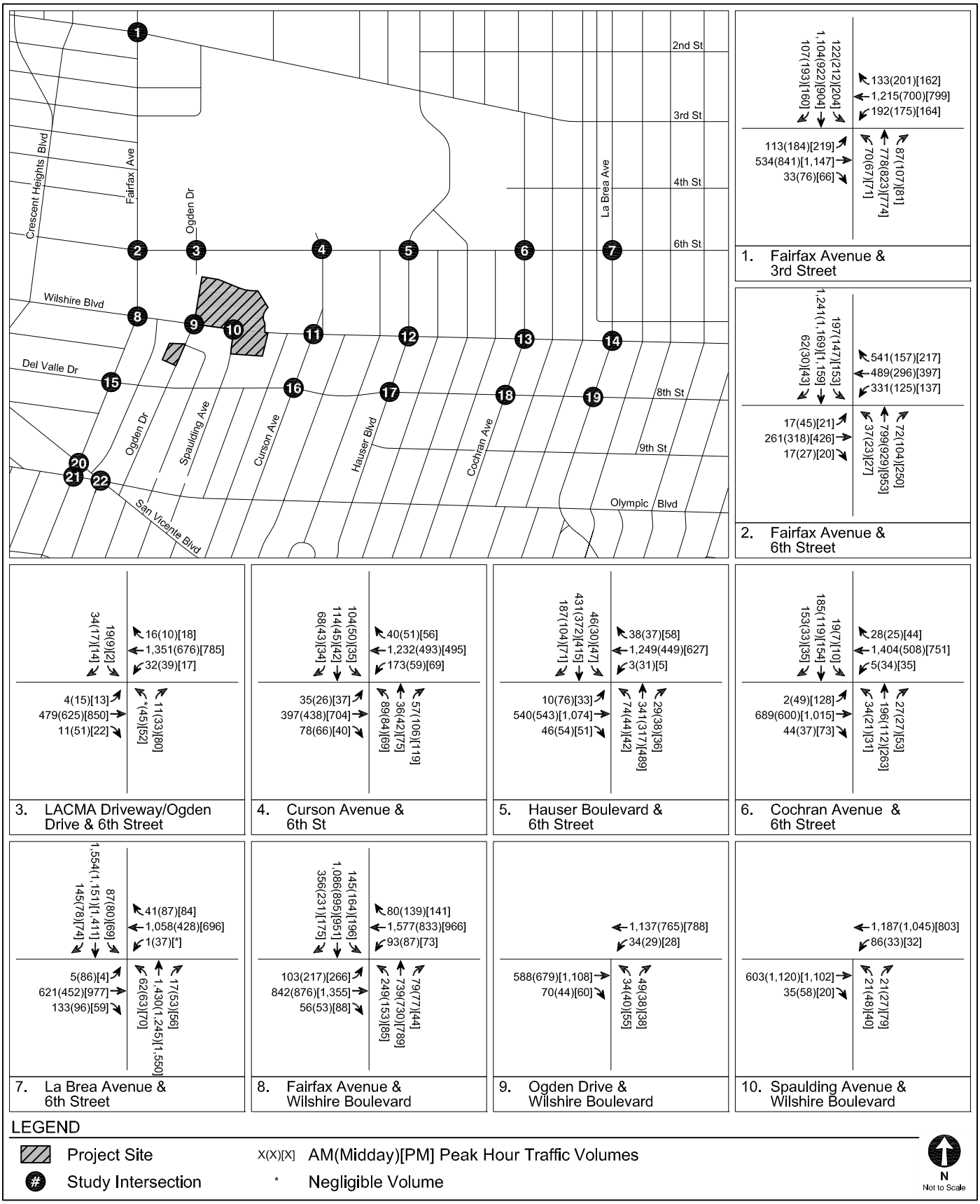
Existing Intersection Levels of Service

Table 5 summarizes the weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hour LOS analysis under Existing Conditions, accounting for the 10% capacity increase to reflect ATSAC and ATCS control. Table 5 indicates that 19 of the 22 study intersections currently operate at LOS D or better during the all of the analyzed peak hours. The remaining three intersections operate at LOS E or F during at least one of the analyzed peak hours. The LOS calculation worksheets are provided in Appendix E.



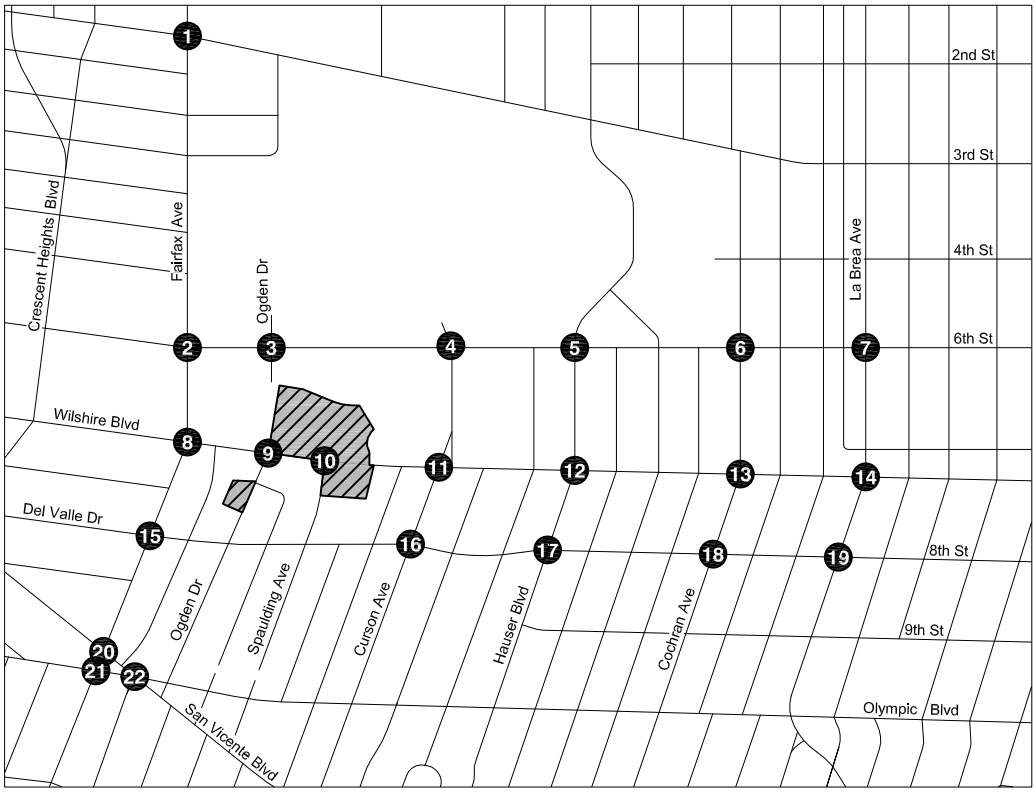
EXISTING TRANSIT SERVICE

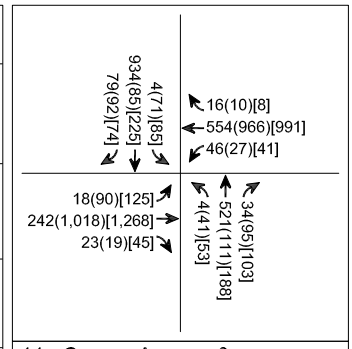
FIGURE 3



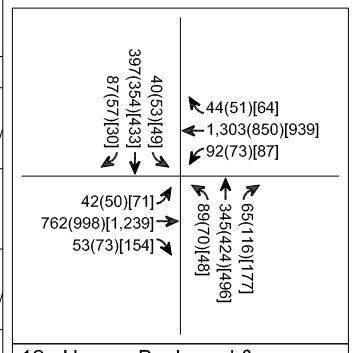
EXISTING CONDITIONS (YEAR 2016)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 4A

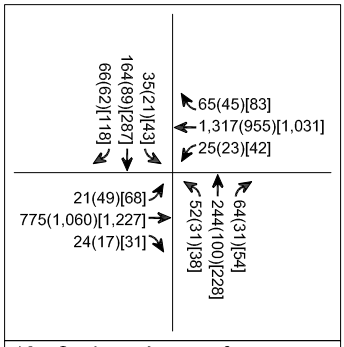




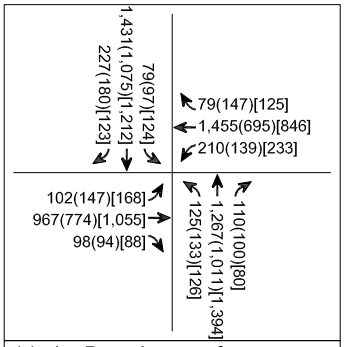
11. Curson Avenue & Wilshire Boulevard



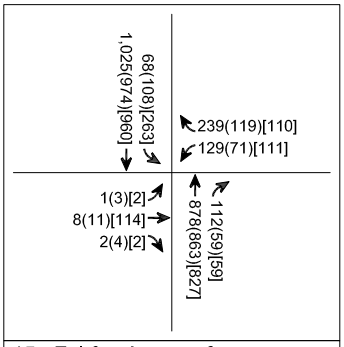
12. Hauser Boulevard & Wilshire Boulevard



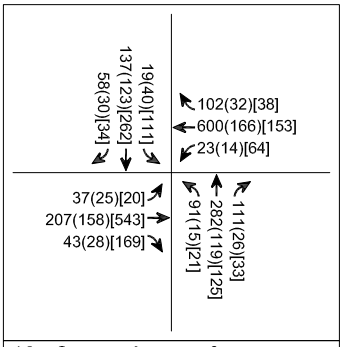
13. Cochran Avenue & Wilshire Boulevard



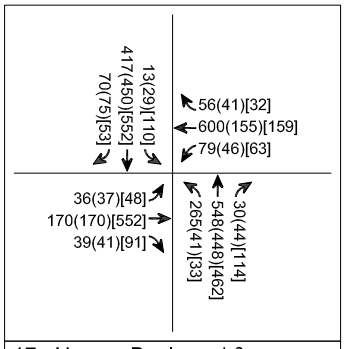
14. La Brea Avenue & Wilshire Boulevard



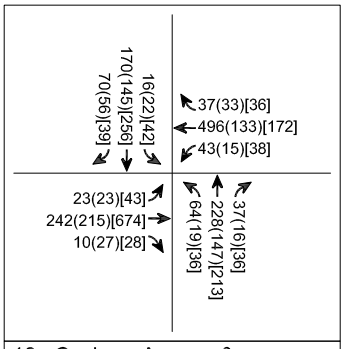
15. Fairfax Avenue & Del Valle Drive/8th Street



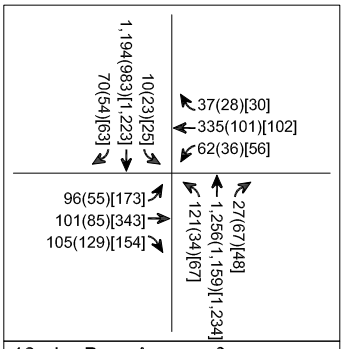
16. Curson Avenue & 8th Street



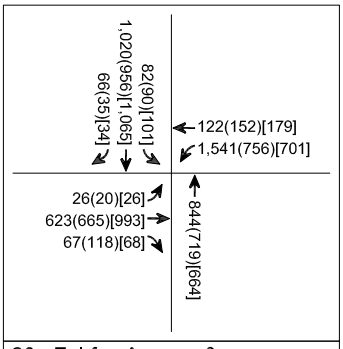
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

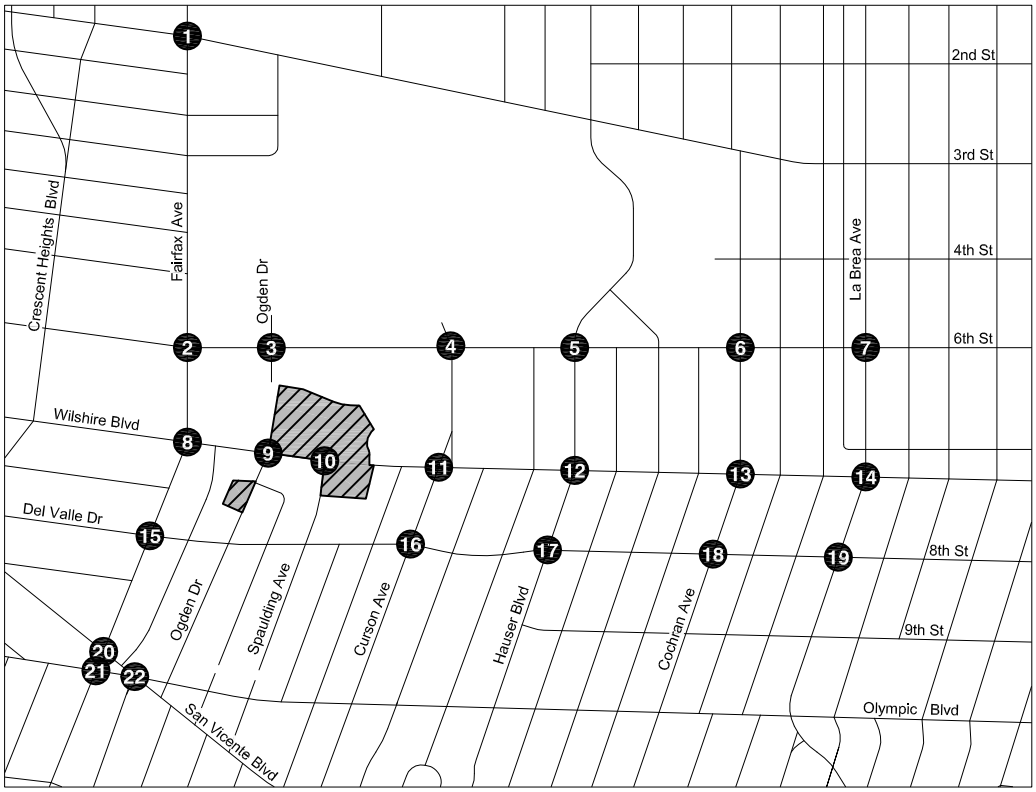
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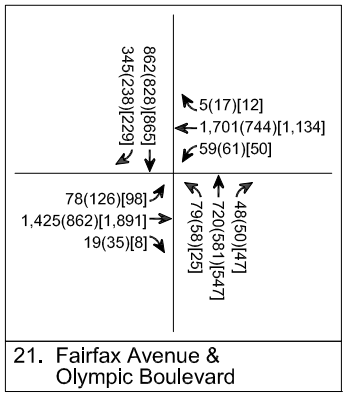
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

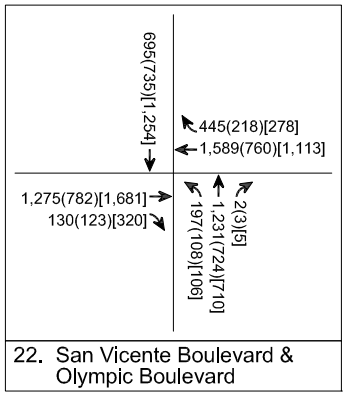
EXISTING CONDITIONS (YEAR 2016)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 4A (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

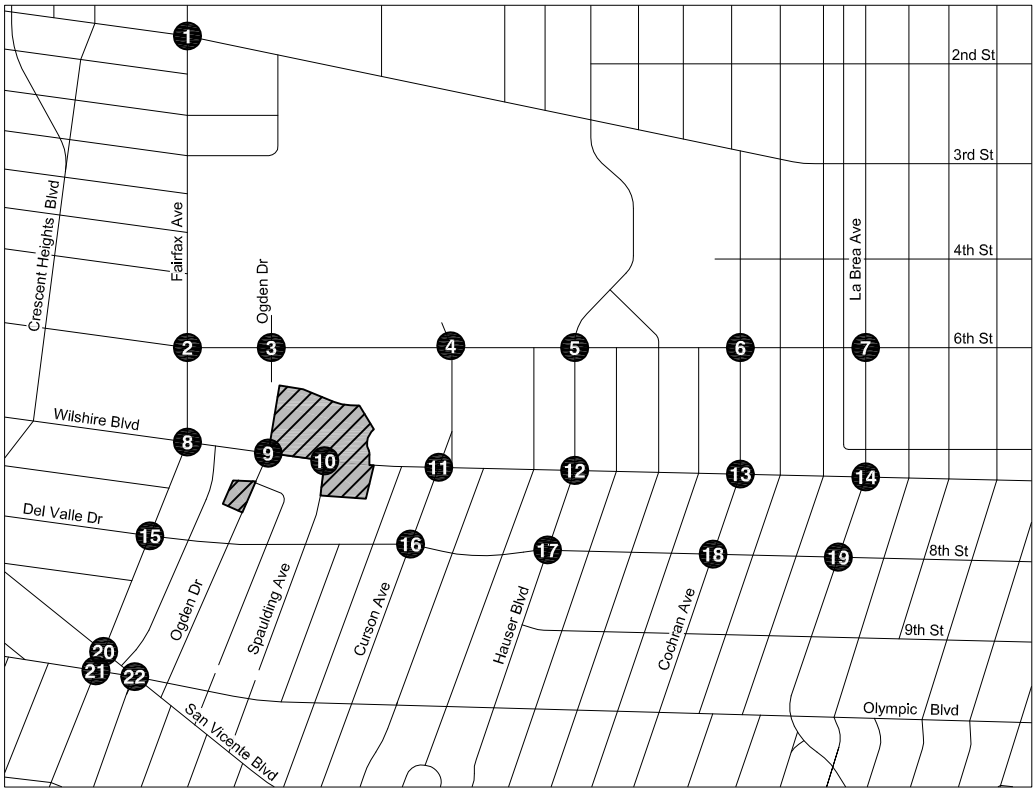
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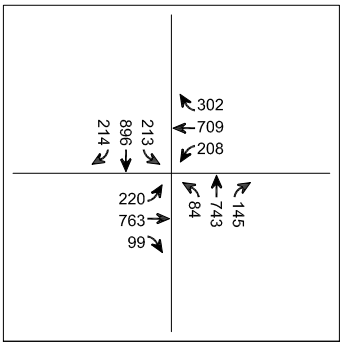
Project Site		X(X)[X]	AM(Midday)[PM] Peak Hour Traffic Volumes
#	Study Intersection	*	Negligible Volume

N
Not to Scale

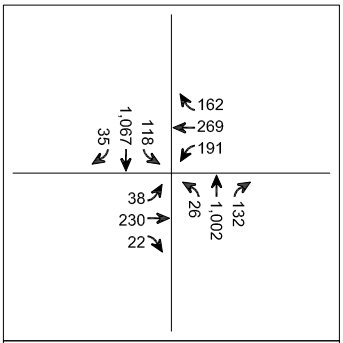
EXISTING CONDITIONS (YEAR 2016)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A (CONT.)

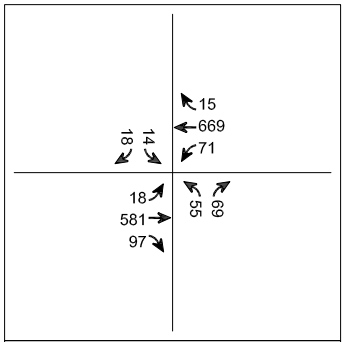




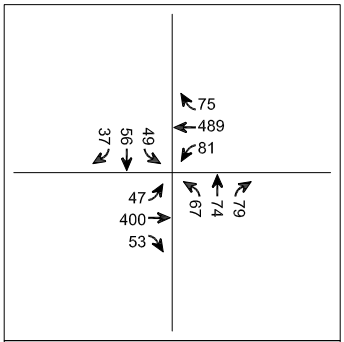
1. Fairfax Avenue & 3rd Street



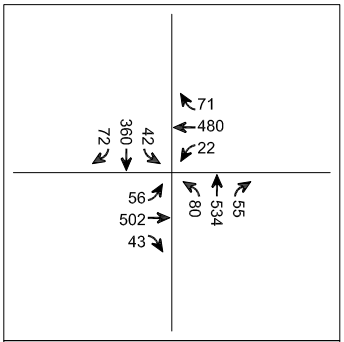
2. Fairfax Avenue & 6th Street



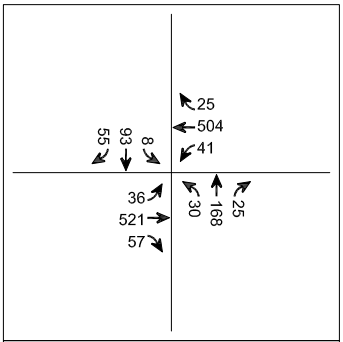
3. LACMA Driveway/Ogden Drive & 6th Street



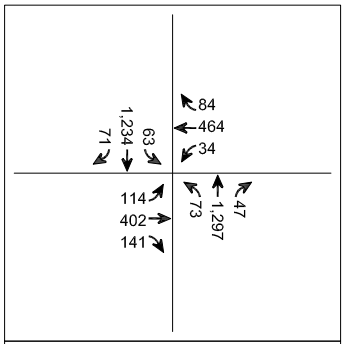
4. Curson Avenue & 6th St



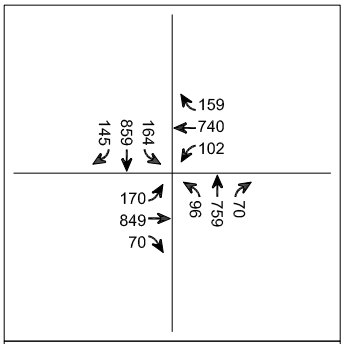
5. Hauser Boulevard & 6th Street



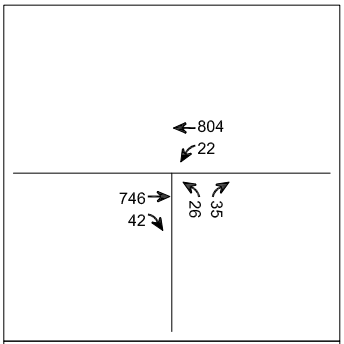
6. Cochran Avenue & 6th Street



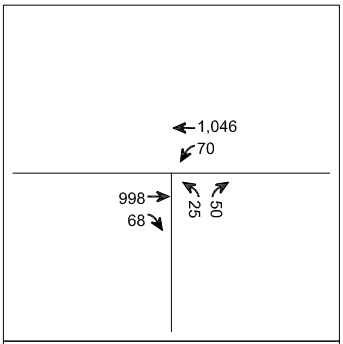
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

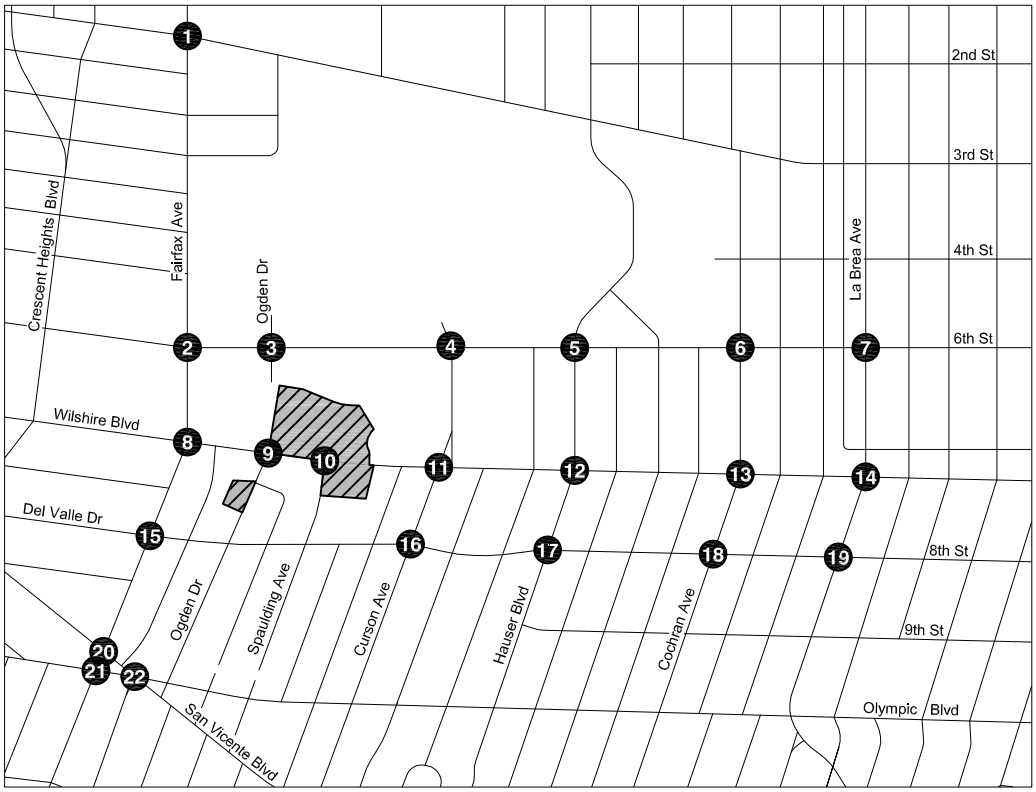
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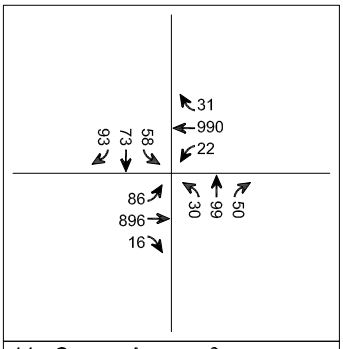
Project Site
Study Intersection
X Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

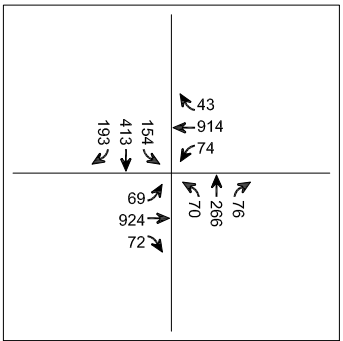
EXISTING CONDITIONS (YEAR 2016)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 4B

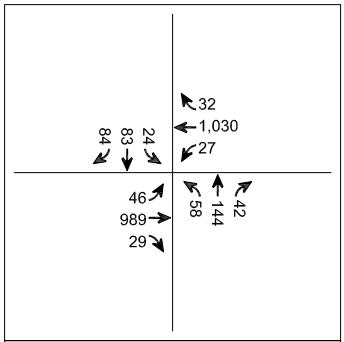




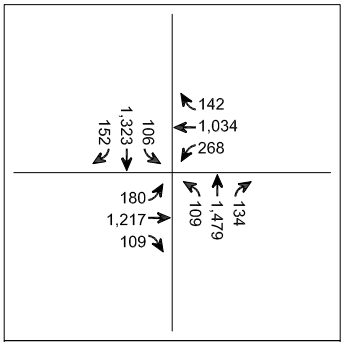
11. Curson Avenue & Wilshire Boulevard



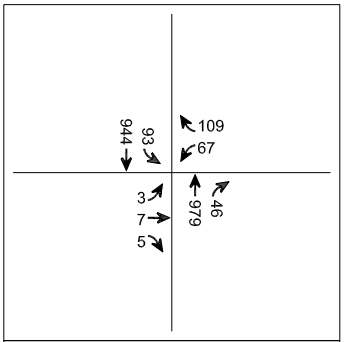
12. Hauser Boulevard & Wilshire Boulevard



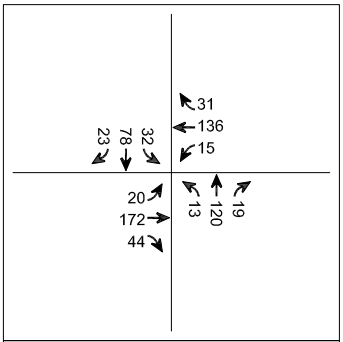
13. Cochran Avenue & Wilshire Boulevard



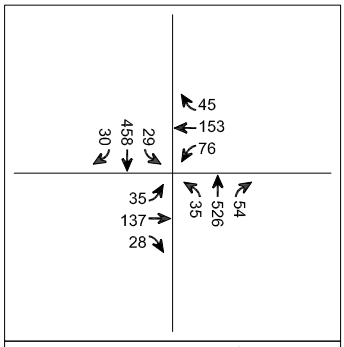
14. La Brea Avenue & Wilshire Boulevard



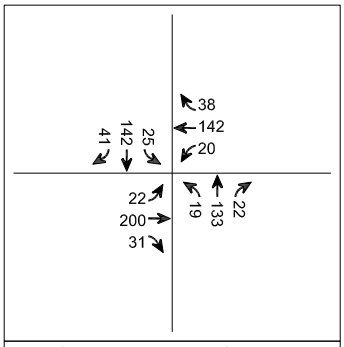
15. Fairfax Avenue & Del Valle Drive/8th Street



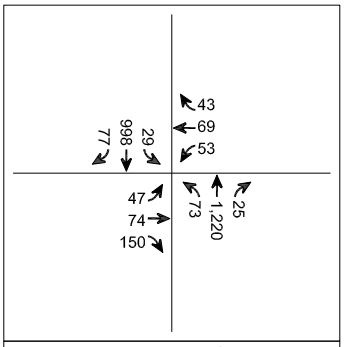
16. Curson Avenue & 8th Street



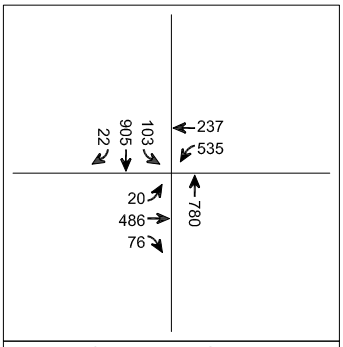
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

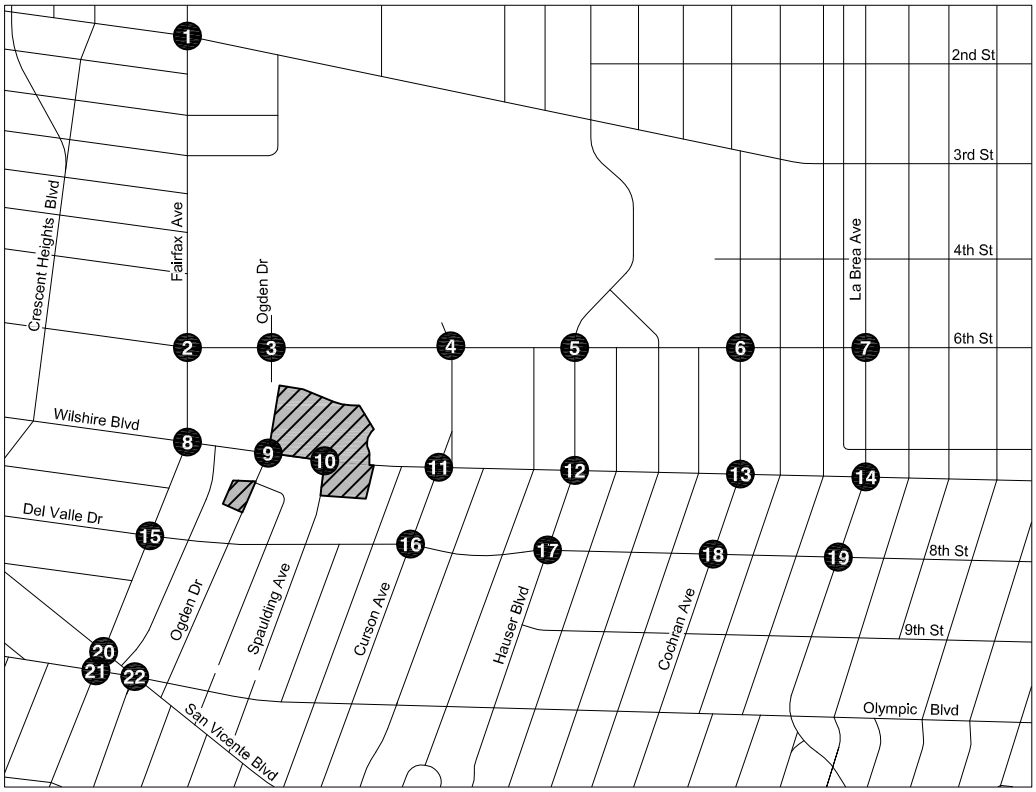
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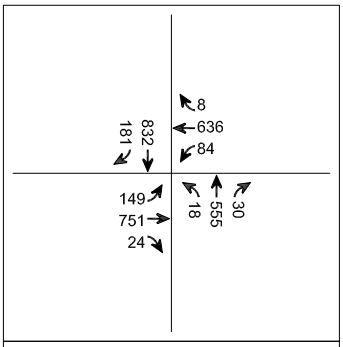
Project Site
Study Intersection
X Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

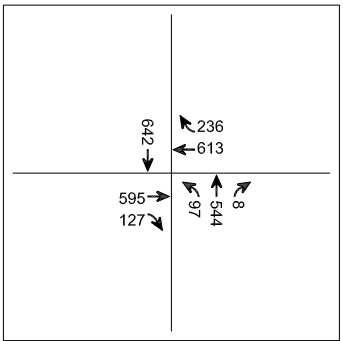
EXISTING CONDITIONS (YEAR 2016)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site	X	Midday Peak Hour Traffic Volumes
# Study Intersection	*	Negligible Volume

N
Not to Scale

EXISTING CONDITIONS (YEAR 2016)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)

TABLE 3
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)							
				AM Peak Hour		Midday Peak Hour		PM Peak Hour		Saturday Peak Hour	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
16	Downtown Los Angeles - Century City via 3rd Street	Local	4:30 A.M. - 1:00 A.M.	5	6	8	8	5	5	8	7
20	Downtown Los Angeles - Santa Monica via Wilshire Boulevard	Local	24-Hour	13	10	12	12	10	11	15	15
28	Downtown LA/Eagle Rock - Downtown LA/Century City via Olympic Boulevard & Eagle Rock Boulevard	Local	4:45 A.M. - 1:45 A.M.	15	11	20	20	16	14	11	11
30	Downtown LA/East LA - Downtown LA/West Hollywood via San Vicente Blvd, Pico Blvd & East 1st St	Local	5:30 A.M. - 12:30 A.M.	27	27	30	40	40	30	40	60
212	Hollywood/Vine Station - Hawthorne/Lennox Station via La Brea Avenue	Local	5:00 A.M. - 2:30 A.M.	8	13	13	12	13	8	15	17
217	Vermont & Sunset - Culver City Transit Center via Hollywood Boulevard - Fairfax Avenue - La Cienega Boulevard	Local	24-Hour	16	17	15	15	13	12	17	15
218	Studio City - Beverly Hills via Laurel Canyon Boulevard	Local	6:00 A.M. - 9:00 P.M.	34	34	40	40	34	34	40	40
312	Hollywood/Vine Station - Hawthorne/Lennox Station via La Brea Avenue	Limited	6:50 A.M. - 5:30 P.M.	11	N/A	N/A	N/A	N/A	11	N/A	N/A
316	Downtown Los Angeles - Century City via 3rd Street	Limited	6:00 A.M. - 7:15 P.M.	9	10	N/A	N/A	9	9	N/A	N/A
330	Downtown LA/East LA - Downtown LA/West Hollywood via San Vicente Blvd, Pico Blvd & East 1st St	Limited	6:00 A.M. - 6:30 P.M.	24	38	N/A	N/A	30	23	N/A	N/A
720	Downtown LA/Commerce - Downtown LA/Santa Monica via Wilshire Boulevard & Whittier Boulevard	Rapid	4:15 A.M. - 2:00 A.M.	10	3	8	8	4	9	11	8
728	Downtown Los Angeles - Century City via West Olympic Boulevard	Rapid	5:15 A.M. - 9:00 P.M.	17	13	30	30	14	17	N/A	N/A
780	Washington & Fairfax - Pasadena via Fairfax Avenue, Hollywood Boulevard & Colorado Bouelvard	Rapid	5:45 A.M. - 7:30 P.M.	15	15	30	30	13	15	N/A	N/A
LADOT DASH Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
Fairfax	Cedars-Sinai to Wilshire Boulevard	Local	7:00 A.M. - 7:00 P.M.	30	30	30	30	30	30	30	30
Antelope Valley Transit Authority				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
786	Lancaster/Palmdale - Century City/West Los Angeles	Express	6:00 A.M. - 5:00 P.M.	15	20	N/A	N/A	24	N/A	N/A	N/A

Notes
Metro: Los Angeles County Metropolitan Transportation Authority
LADOT DASH: Los Angeles Department of Transportation Downtown Area SHuttle

TABLE 4
EXISTING TRANSIT SERVICE PATRONAGE
LINES SERVING PROJECT PERIPHERY

AM Peak Period							
Provider	**Route**	**Number of Runs During Peak Hour** [a]	**Capacity** [c]	**Maximum Load** [d]	**Load Factor (Maximum Load / Capacity)**	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Metro	20	11	50	36	0.72	14	147
	28	9	50	32	0.64	18	166
	30	5	50	21	0.42	29	130
	217	7	50	43	0.86	7	50
	330	2	50	21	0.42	29	65
	720	24	75	83	1.11	0	0
	728	8	75	51	0.68	24	192
	780	8	75	44	0.59	31	248
LADOT DASH	Fairfax	3	30				
					Total Residual Capacity in Peak Hour - Bus Line		**998**

Midday Peak Period							
Provider	**Route**	**Number of Runs During Peak Hour** [a]	**Capacity** [c]	**Maximum Load** [d]	**Load Factor (Maximum Load / Capacity)**	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Metro	20	5	50	28	0.56	22	110
	28	3	50	19	0.38	31	93
	30	2	50	12	0.24	38	66
	217	4	50	31	0.62	19	76
	720	8	75	64	0.85	11	85
	728	2	75	26	0.35	49	98
	780	2	75	22	0.29	53	106
LADOT DASH	Fairfax	2	30				
					Total Residual Capacity in Peak Hour - Bus Line		**634**

PM Peak Period							
Provider	**Route**	**Number of Runs During Peak Hour** [a]	**Capacity** [c]	**Maximum Load** [d]	**Load Factor (Maximum Load / Capacity)**	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Metro	20	11	50	40	0.80	10	112
	28	8	50	45	0.90	5	40
	30	4	50	29	0.58	21	73
	217	10	50	32	0.64	18	175
	330	2	50	29	0.58	21	31
	720	23	75	75	1.00	0	0
	728	8	75	49	0.65	26	201
	780	9	75	36	0.48	39	331
LADOT DASH	Fairfax	4	30				
					Total Residual Capacity in Peak Hour - Bus Line		**963**

Saturday Peak Period							
Provider	**Route**	**Number of Runs During Peak Hour** [a]	**Capacity** [c]	**Maximum Load** [d]	**Load Factor (Maximum Load / Capacity)**	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Metro	20	4	50	21	0.42	29	116
	28	6	50	24	0.48	26	143
	30	1	50	13	0.26	37	46
	217	4	50	32	0.64	18	67
	720	7	75	73	0.97	2	13
LADOT DASH	Fairfax	2	30				
					Total Residual Capacity in Peak Hour - Bus Line		**385**

Notes:

[a] Number of runs in both directions combined during peak hour.

[c] Capacity assumptions based on discussions with agencies:
Metro Regular Bus - 40 seated / 50 seated and standing.
Metro Articulated Bus - 66 seated / 75 seated and standing standing.
LADOT DASH - 25 seated / 30 seated and standing.

[d] Maximum Load is the maximum number of people per bus in the peak direction based on ridership data provided by Metro, July 2015.

[e] Maximum residual capacity in peak hours = (Maximum residual capacity per run) x (number of peak hour runs).

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT DASH: Los Angeles Department of Transportation Downtown Area SHuttle

TABLE 5
EXISTING CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing	
			V/C	LOS
1.	Fairfax Avenue &	AM	0.916	E
	3rd Street	MD	0.816	D
		PM	0.899	D
		Sat	0.829	D
2.	Fairfax Avenue &	AM	0.739	C
	6th Street	MD	0.628	B
		PM	0.708	C
		Sat	0.585	A
3.	LACMA Driveway/Ogden Drive &	AM	0.394	A
	6th Street	MD	0.209	A
		PM	0.291	A
		Sat	0.265	A
4.	Curson Avenue &	AM	0.528	A
	6th St	MD	0.239	A
		PM	0.347	A
		Sat	0.254	A
5.	Hauser Boulevard &	AM	0.666	B
	6th Street	MD	0.448	A
		PM	0.657	B
		Sat	0.557	A
6.	Cochran Avenue &	AM	0.638	B
	6th Street	MD	0.414	A
		PM	0.501	A
		Sat	0.453	A
7.	La Brea Avenue &	AM	0.685	B
	6th Street	MD	0.736	C
		PM	0.648	B
		Sat	0.783	C
8.	Fairfax Avenue &	AM	1.125	F
	Wilshire Boulevard	MD	0.798	C
		PM	0.892	D
		Sat	0.714	C
9.	Ogden Drive &	AM	0.335	A
	Wilshire Boulevard	MD	0.207	A
		PM	0.350	A
		Sat	0.209	A
10.	Spaulding Avenue &	AM	0.324	A
	Wilshire Boulevard	MD	0.345	A
		PM	0.368	A
		Sat	0.329	A
11.	Curson Avenue &	AM	0.777	C
	Wilshire Boulevard	MD	0.494	A
		PM	0.641	B
		Sat	0.457	A
12.	Hauser Boulevard &	AM	0.745	C
	Wilshire Boulevard	MD	0.602	B
		PM	0.735	C
		Sat	0.708	C
13.	Cochran Avenue &	AM	0.617	B
	Wilshire Boulevard	MD	0.404	A
		PM	0.661	B
		Sat	0.453	A
14.	La Brea Avenue &	AM	0.997	E
	Wilshire Boulevard	MD	0.683	B
		PM	0.901	E
		Sat	1.006	F
15.	Fairfax Avenue &	AM	0.389	A
	8th Street	MD	0.356	A
		PM	0.530	A
		Sat	0.377	A

TABLE 5 (CONTINUED)
EXISTING CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing	
			V/C	LOS
16.	Curson Avenue & 8th Street	AM	0.728	C
		MD	0.187	A
		PM	0.703	C
		Sat	0.177	A
17.	Hauser Boulevard & 8th Street	AM	0.863	D
		MD	0.449	A
		PM	0.828	D
		Sat	0.467	A
18.	Cochran Avenue & 8th Street	AM	0.529	A
		MD	0.248	A
		PM	0.671	B
		Sat	0.233	A
19.	La Brea Avenue & 8th Street	AM	0.615	B
		MD	0.391	A
		PM	0.715	C
		Sat	0.412	A
20.	Fairfax Avenue & San Vicente Boulevard	AM	0.688	B
		MD	0.475	A
		PM	0.510	A
		Sat	0.440	A
21.	Fairfax Avenue & Olympic Boulevard	AM	0.832	D
		MD	0.577	A
		PM	0.781	C
		Sat	0.522	A
22.	San Vicente Boulevard & Olympic Boulevard	AM	0.664	B
		MD	0.334	A
		PM	0.663	B
		Sat	0.280	A

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

Chapter 3
Future without Project Traffic Conditions

Estimates of future traffic conditions both with and without the Project were developed to evaluate the potential impacts of the Project on the local street system in year 2023, which corresponds to the Project buildout year. This discussion details the assumptions used to develop the Future without Project Conditions (year 2023).

In order to develop the Future without Project traffic conditions, the existing traffic volumes were factored by a 1% annual ambient growth rate to approximate regional growth and development. In addition to this ambient growth, traffic growth from other development projects was also added to estimate the Future without Project traffic Conditions.

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

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

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

As described in detail below, this analysis includes traffic growth both from future projects (option "A" above, the "Related Projects") and from regional growth projections (option "B" above, or ambient growth). The ambient growth factor discussed below likely includes some traffic growth resulting from the Related Projects. Therefore, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

AMBIENT TRAFFIC GROWTH

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. Based on discussions with LADOT through the MOU process, an ambient growth factor of 1% per year, compounded annually, was used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by year 2023. This growth factor accounts for increases in traffic due to potential projects not yet proposed or are in the early stages of development, as well as projects outside the Miracle Mile community.

RELATED PROJECTS

In accordance with the CEQA requirements in *Guidelines*, this study considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area (collectively, the Related Projects). With this information, the potential impact of the Project is, therefore, evaluated within the context of the cumulative impact of all ongoing development.

The list of Related Projects is based on information provided by LADOT staff, as well as recent studies of projects in the area. The Related Projects are detailed in Table 6 and shown in Figure 5. Figures 6A and 6B depict the traffic volumes associated with these Related Projects at the study intersections for the analyzed peak periods. Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this traffic study and conservatively assumed to be completed by the Project buildout year 2023. The traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in

the Miracle Mile community that would likely occur prior to Project buildout years. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project cumulative condition is even more conservative.

Using these conservative assumptions, the potential traffic impacts of the Project were evaluated. The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation

Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). As shown in Table 6, weekday Related Project trip generation estimates are representative of Monday through Friday conditions. The weekday midday peak hour trips were calculated based on the proportional relationship between the midday and afternoon peak hour traffic counts. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the likely use of other travel modes (transit, walk, etc.)

Trip Distribution

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

Trip Assignment

The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2023. This is a conservative approach as some of the Related Projects may be reflected in the ambient growth percentage. These volumes represent the Future without Project Conditions (i.e., cumulative traffic volumes, ambient traffic growth, and Related Project traffic growth). The resulting Future without Project traffic volumes during the weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hours for year 2023 and are shown in Figures 7A and 7B, for the 22 study intersections.

FUTURE IMPROVEMENTS

Metro Purple Line Extension

As detailed in Chapter 2, the Metro Purple Line Extension will provide seven additional stations from the existing Wilshire/Western Station to the proposed Westwood/Veterans Administration Hospital Station. The line will operate underground, with the majority of the alignment along Wilshire Boulevard. Completion of the Metro Purple Line Extension is expected by year 2035, with construction of the first phase of the Metro Purple Line Extension (Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations) anticipated to be completed and in operation by year 2023. The Wilshire/Fairfax Station would be located adjacent to the Project Site beneath the intersection of Fairfax Avenue & Wilshire Boulevard, with a station portal on the south side of Wilshire Boulevard at Orange Grove Avenue. Although the opening of the Wilshire/Fairfax Station is anticipated to occur concurrently with the Project in year 2023, no additional trip reductions in existing or future vehicular traffic were assumed to account for patrons that would utilize the Metro Purple Line Extension, so as to provide a conservative analysis.

Future Bicycle System

As proposed in the 2010 Bicycle Plan and the Mobility Plan, the bicycle system in the Study Area will be expanded to create a more integrated network.

The three components of the bicycle network designated in the 2010 Bicycle Plan include the Backbone, the Neighborhood Network, and the Green Network. Class II bicycle lanes will be added to high volume corridors to form the Backbone of the network, while in-road bikeways in lower volume and collector streets will form the Neighborhood Network through the implementation of Class II bicycle routes and bicycle-friendly streets. The Green Network consists of dedicated bicycle paths that connect the City's open spaces. In the 2010 Bicycle Plan, bicycle lanes are proposed along Fairfax Avenue, Hauser Boulevard between 3rd Street and 6th Street, La Brea Avenue, 3rd Street, Wilshire Boulevard and San Vicente Boulevard within the Study Area. Bicycle routes/bicycle-friendly streets are proposed along Hauser Boulevard, Cochran Avenue, 4th Street, 6th Street and 8th Street within the Study Area.

The bicycle improvements along 6th Street and San Vicente Boulevard are scheduled for installation in year 2017, and therefore, were considered in the Future year analysis. The installation of the bicycle lanes result in the following modifications along 6th Street and San Vicente Boulevard, as detailed in Appendix B:

6th Street. 6th Street currently provides four travel lanes, two in each direction, and parking along both sides of the street between Fairfax Avenue and La Brea Avenue. With implementation of the bicycle improvements, it is proposed to provide two travel lanes, one in each direction, with a two-way left-turn median, and bicycle lanes and parking along both sides of the street between Fairfax Avenue and La Brea Avenue.

San Vicente Boulevard. San Vicente Boulevard currently provides six travel lanes, three in each direction, a landscape median and parking along both sides of the street between Wilshire Boulevard and La Brea Avenue. With implementation of the bicycle improvements, it is proposed to provide four travel lanes, two in each direction, with a landscape median, and

bicycle lanes and parking along both sides of the street between Wilshire Boulevard and La Brea Avenue.

The remaining proposed bicycle facilities have not been definitively scheduled for implementation and, therefore, were not assumed in the future analysis.

As detailed in the Mobility Plan, the Bicycle Lane Network would include planned bicycle lanes on Fairfax Avenue, The Grove Drive north of 3rd Street, La Brea Avenue, 3rd Street and Wilshire Boulevard within the Study Area. Similar to the 2010 Bicycle Plan, these improvements have not been definitively scheduled for implementation and were, therefore, not assumed in the future analysis.

Future Pedestrian Network

The Neighborhood Network, established in the 2010 Bicycle Plan, included a network of local streets that were adequate for bicycling and could also serve local pedestrian activity. The Neighborhood Enhanced Network of the Mobility Plan reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local street that are slow moving and safe enough to connect neighborhoods through active transportation. The Neighborhood Enhanced Network has designated the following streets within the Study Area as part of the Neighborhood Network:

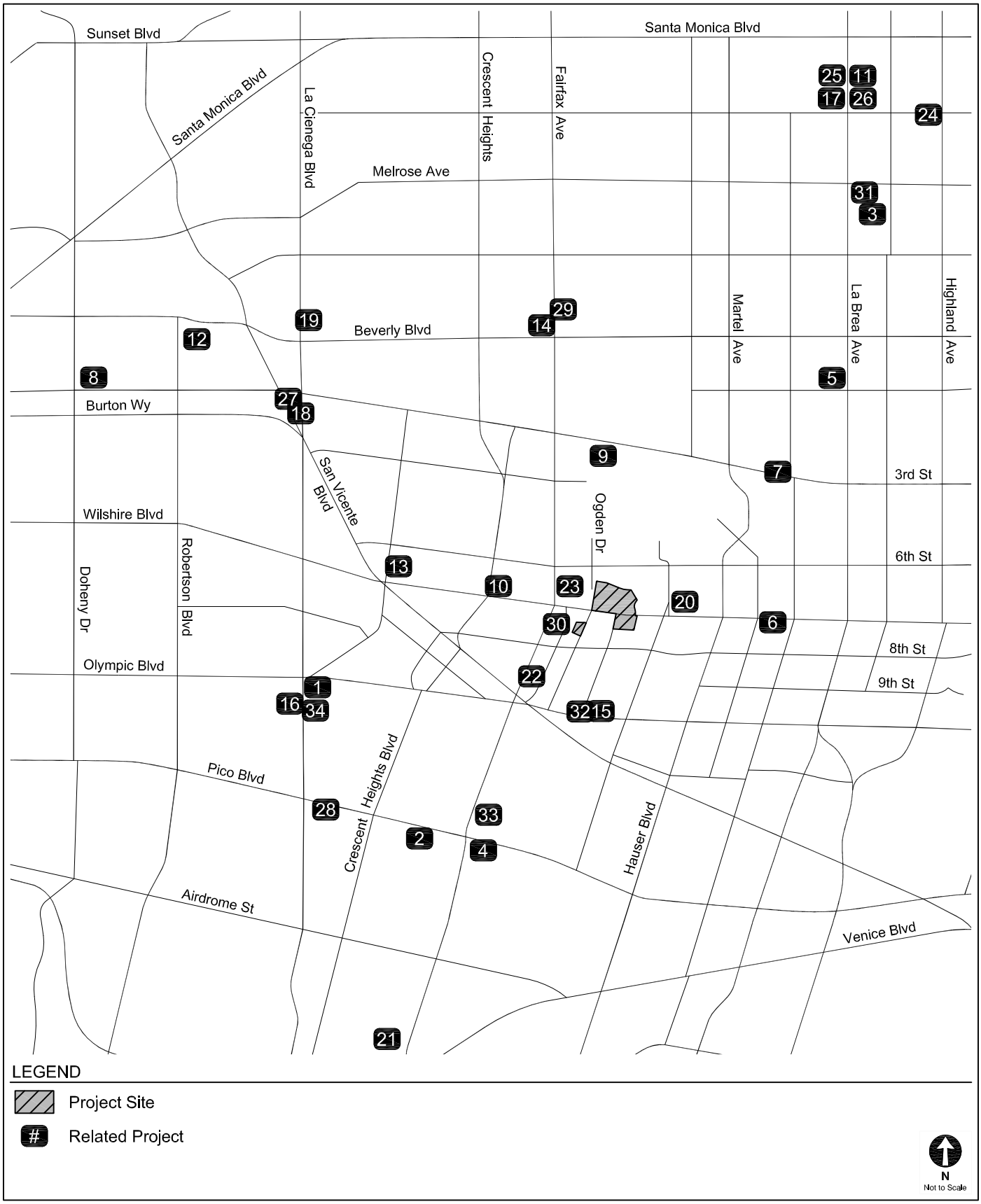
- Curson Avenue south of 8th Street
- Hauser Street
- La Brea Avenue
- 8th Street

The Mobility Plan aims to promote walking to reduce the reliance on auto-travel by providing more attractive and wider sidewalks, as well as adding pedestrian signalization, street trees, and pedestrian-oriented design features. The Pedestrian Enhanced District of the Mobility Plan has designated the following arterial streets within the Study Area as Pedestrian Segments, where pedestrian improvements could be prioritized to provide better connectivity to and from major designations within communities:

- Fairfax Avenue
- La Brea Avenue
- 3rd Street
- 6th Street east of Fairfax Avenue
- Wilshire Boulevard
- San Vicente Boulevard
- Olympic Boulevard

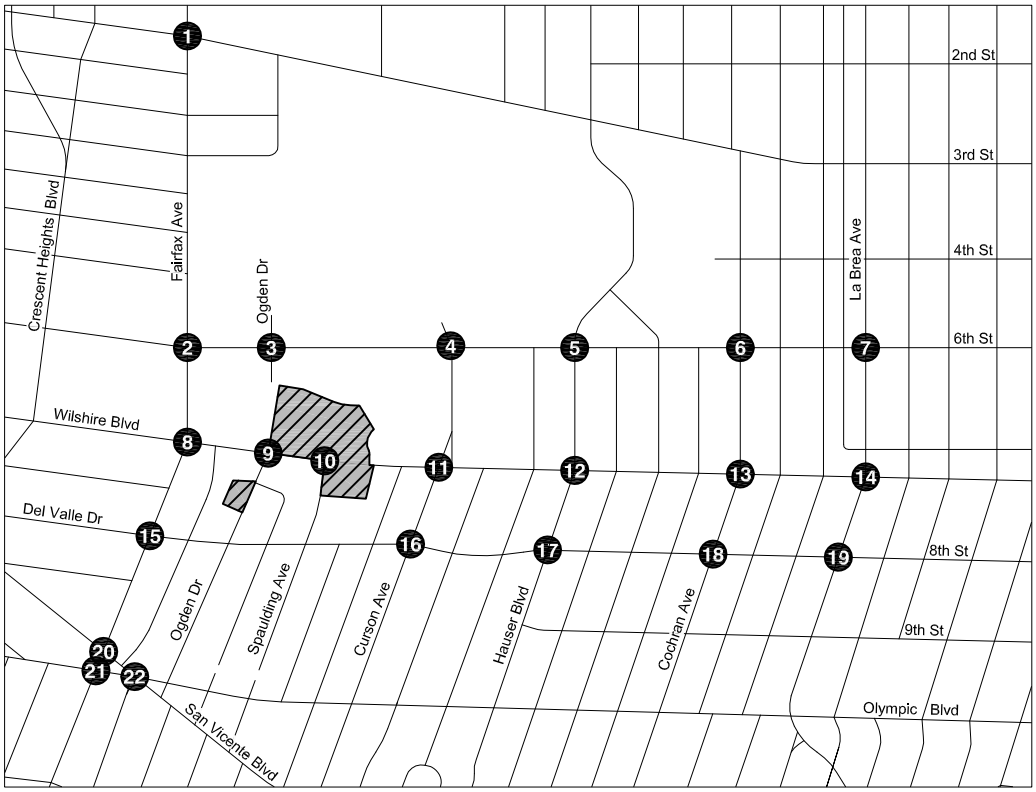
FUTURE WITHOUT PROJECT INTERSECTION LEVELS OF SERVICE

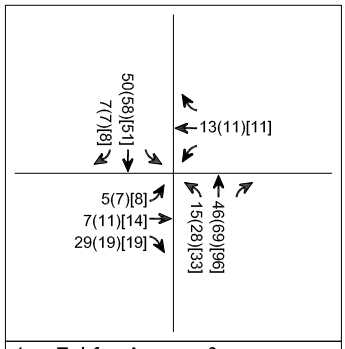
Table 7 summarizes the weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hour LOS results for each of the signalized study intersections under Future without Project Conditions. As summarized in Table 7, 10 of the 22 study intersections are anticipated to operate at LOS D or better during all of the analyzed peak hours. The remaining 12 intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours.



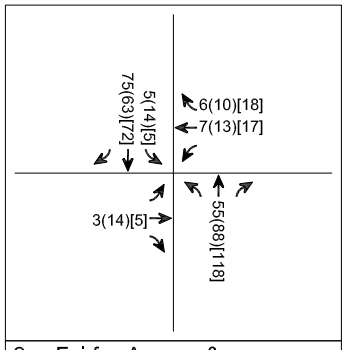
LOCATIONS OF RELATED PROJECTS

FIGURE 5

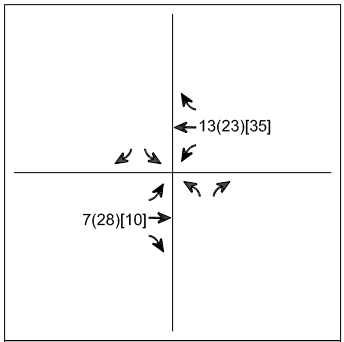




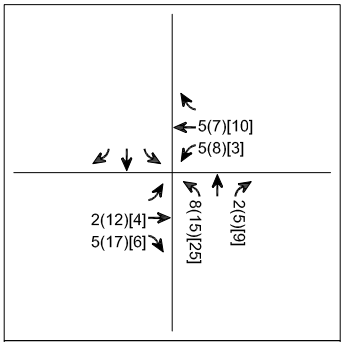
1. Fairfax Avenue & 3rd Street



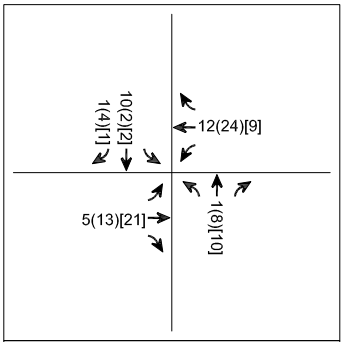
2. Fairfax Avenue & 6th Street



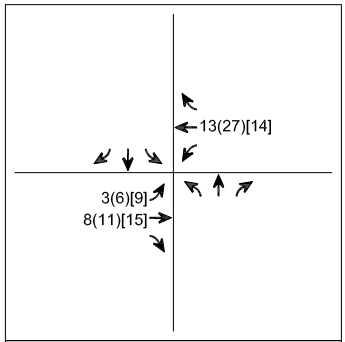
3. LACMA Driveway/Ogden Drive & 6th Street



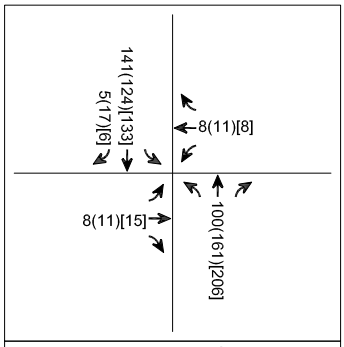
4. Curson Avenue & 6th St



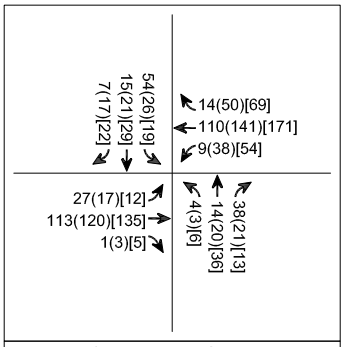
5. Hauser Boulevard & 6th Street



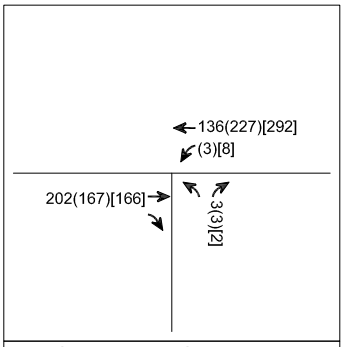
6. Cochran Avenue & 6th Street



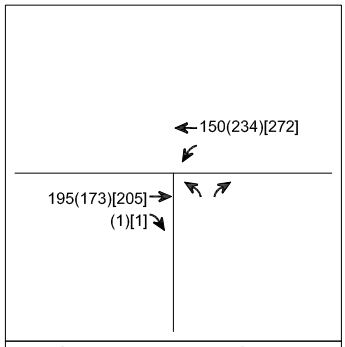
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

LEGEND

Project Site

Study Intersection

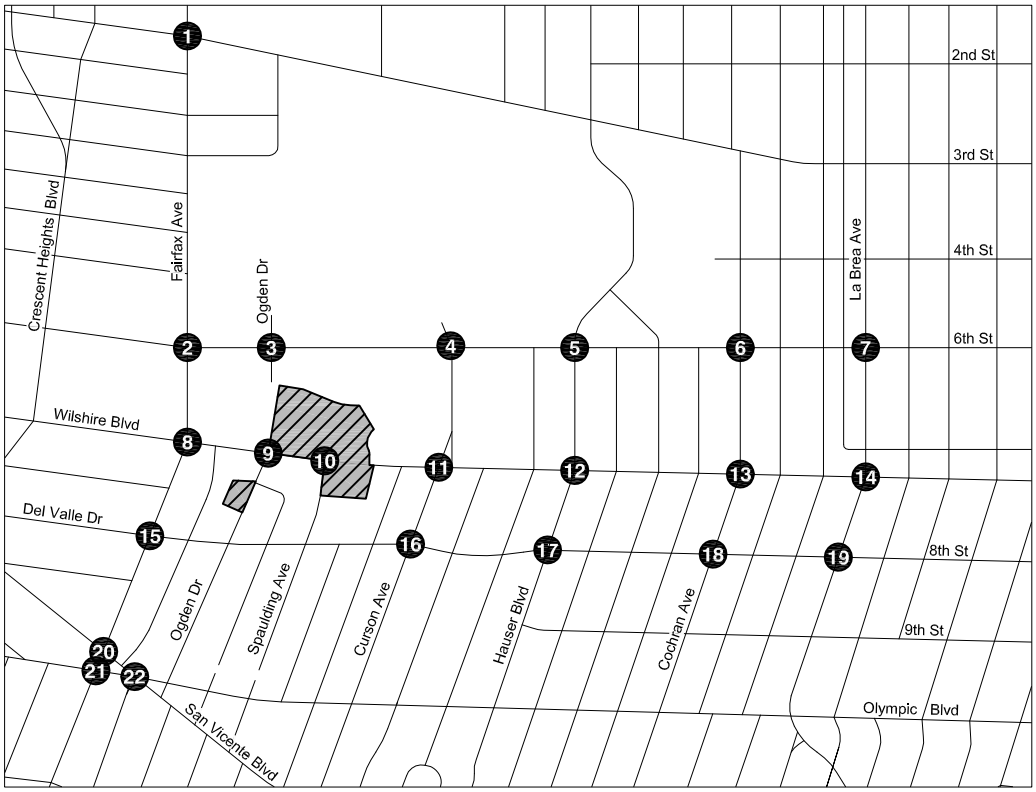
X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes

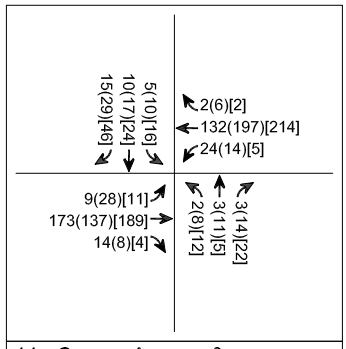
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Not to Scale

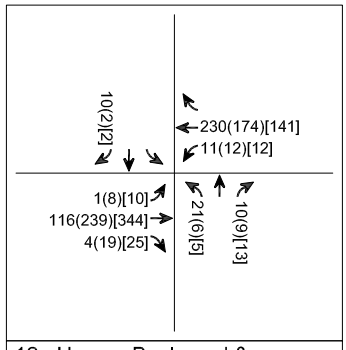
RELATED PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 6A

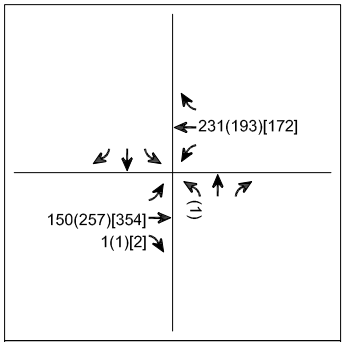




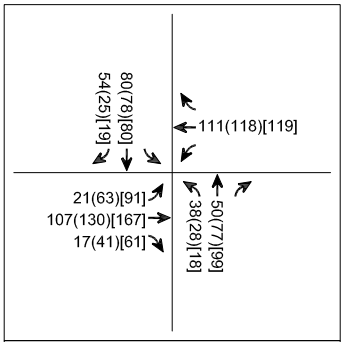
11. Curson Avenue & Wilshire Boulevard



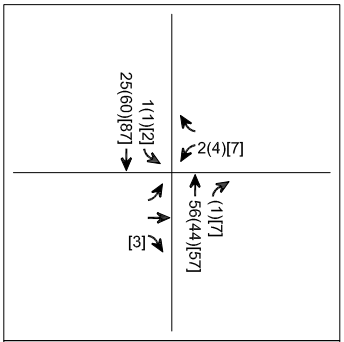
12. Hauser Boulevard & Wilshire Boulevard



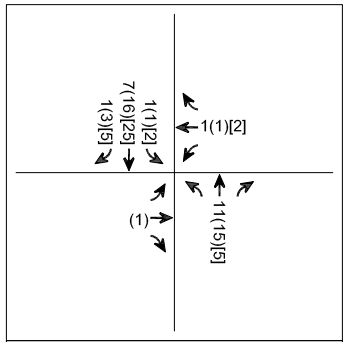
13. Cochran Avenue & Wilshire Boulevard



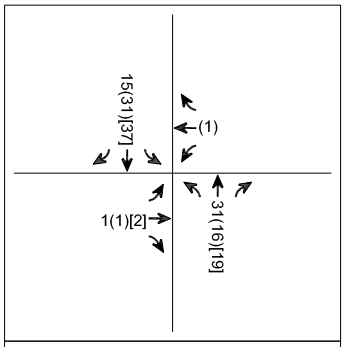
14. La Brea Avenue & Wilshire Boulevard



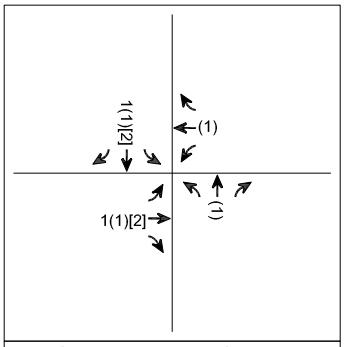
15. Fairfax Avenue & Del Valle Drive/8th Street



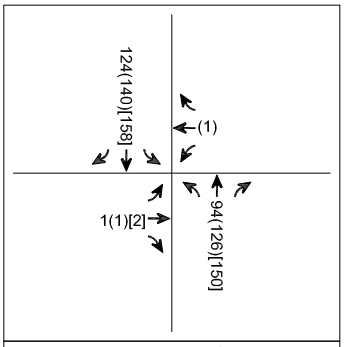
16. Curson Avenue & 8th Street



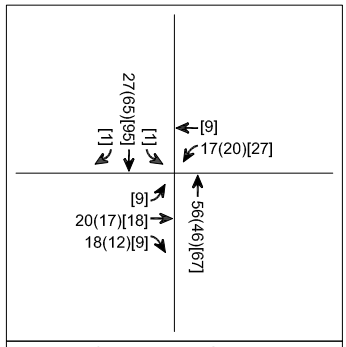
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

LEGEND

Project Site

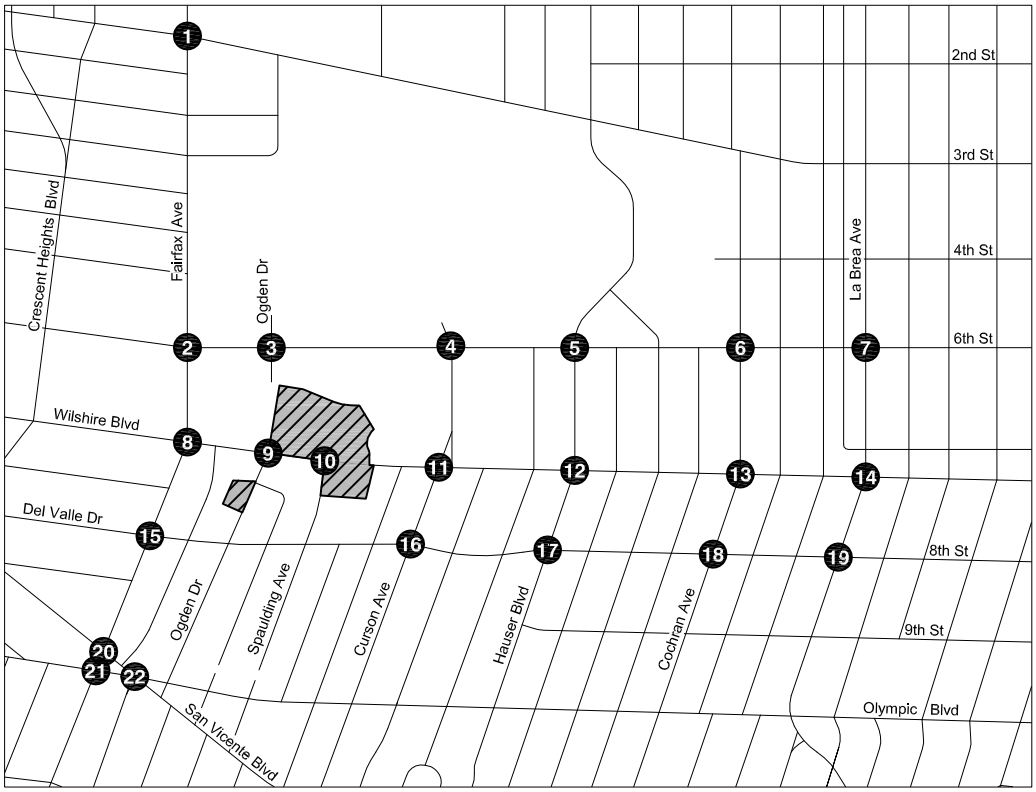
Study Intersection

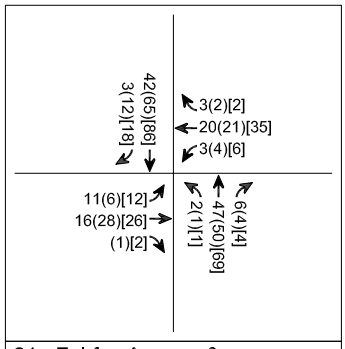
X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes

N
Not to Scale

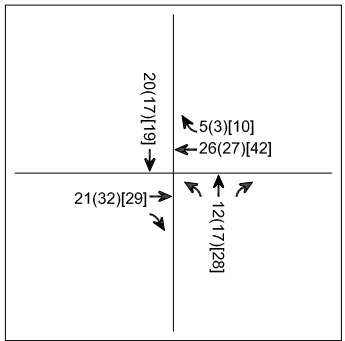
RELATED PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
6A (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site

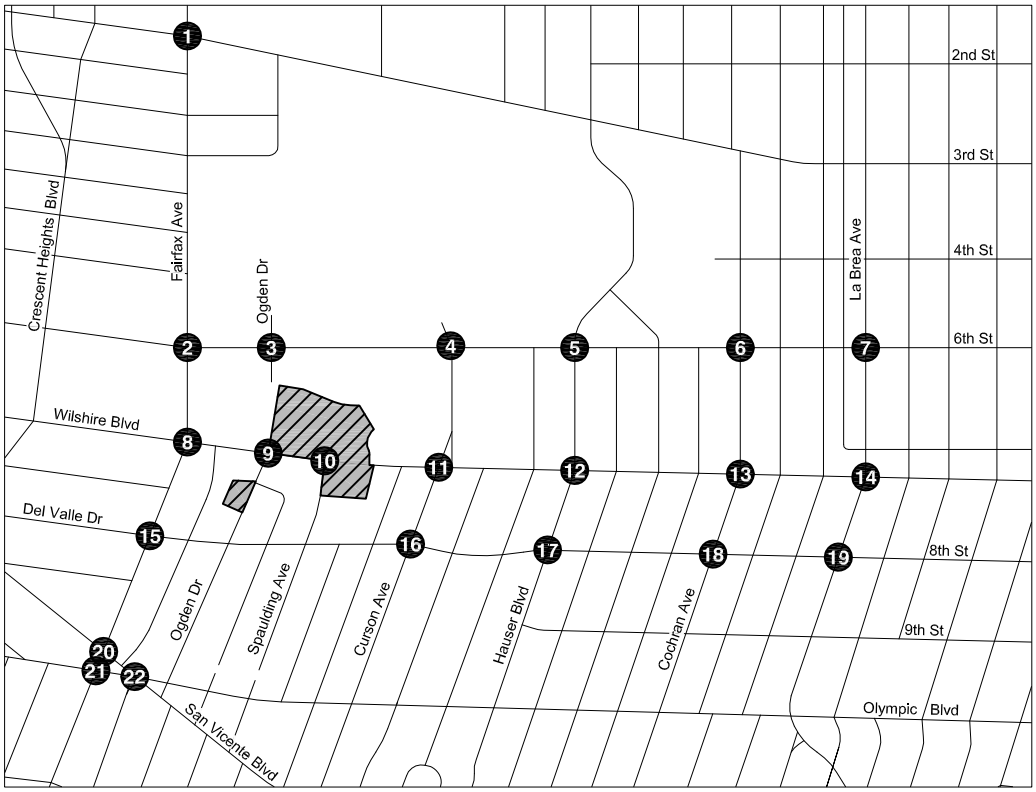
Study Intersection

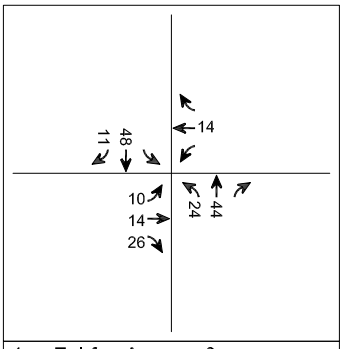
X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes

N
Not to Scale

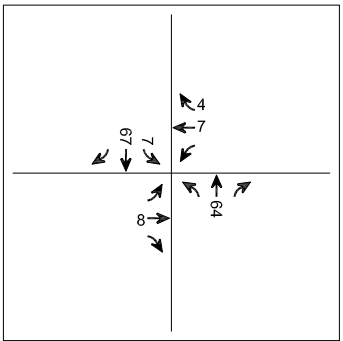
RELATED PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
6A (CONT.)

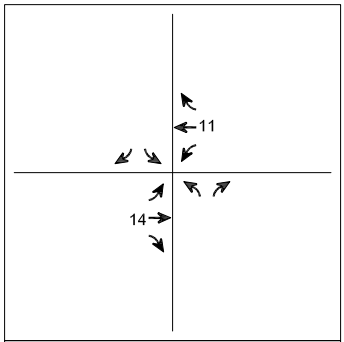




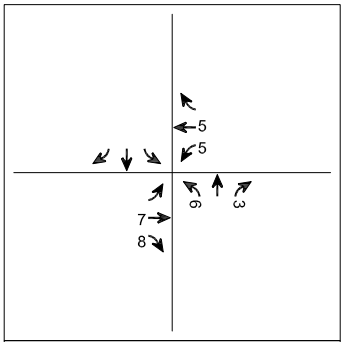
1. Fairfax Avenue & 3rd Street



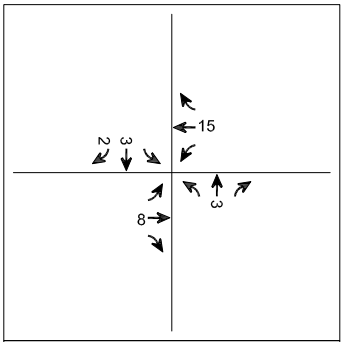
2. Fairfax Avenue & 6th Street



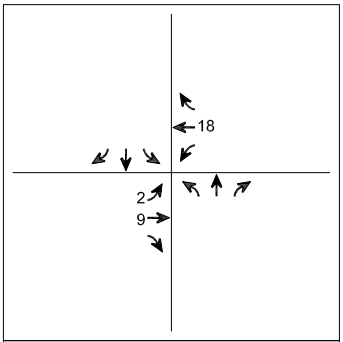
3. LACMA Driveway/Ogden Drive & 6th Street



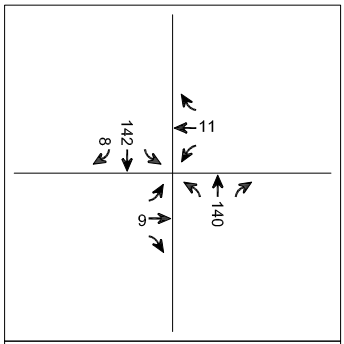
4. Curson Avenue & 6th St



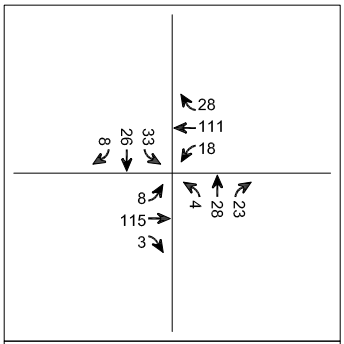
5. Hauser Boulevard & 6th Street



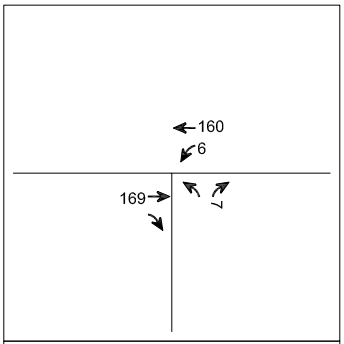
6. Cochran Avenue & 6th Street



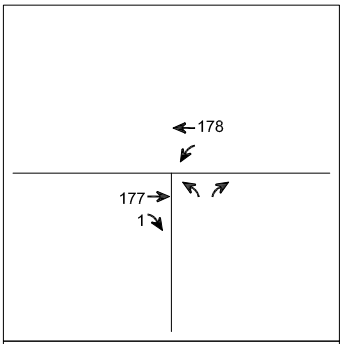
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

LEGEND

Project Site

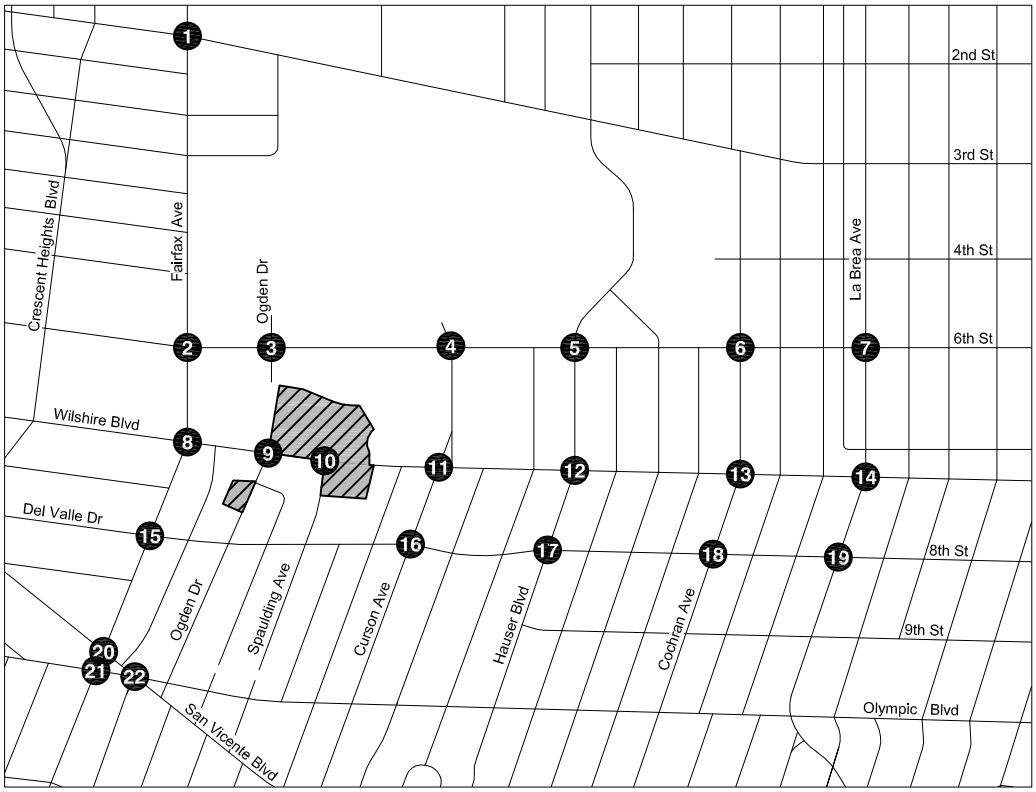
Study Intersection

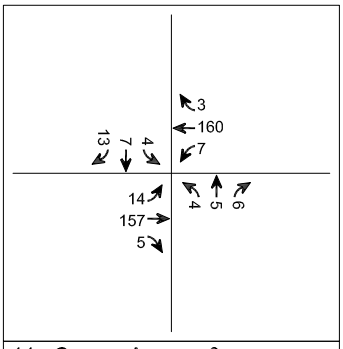
x Midday Peak Hour Traffic Volumes

N
Not to Scale

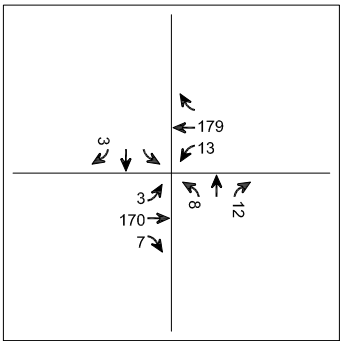
RELATED PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
6B

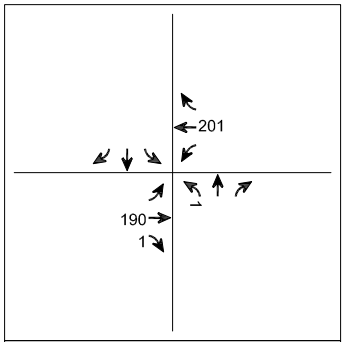




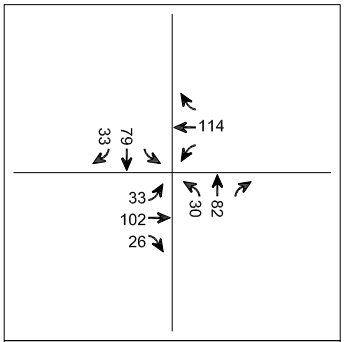
11. Curson Avenue & Wilshire Boulevard



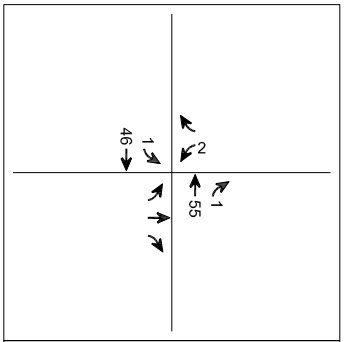
12. Hauser Boulevard & Wilshire Boulevard



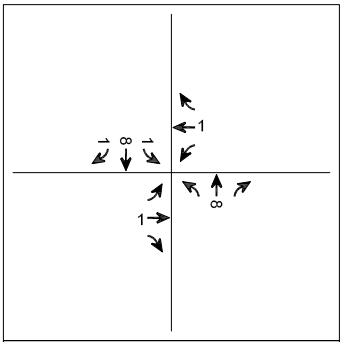
13. Cochran Avenue & Wilshire Boulevard



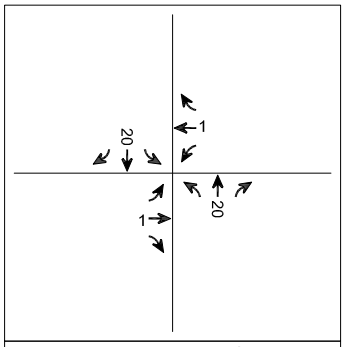
14. La Brea Avenue & Wilshire Boulevard



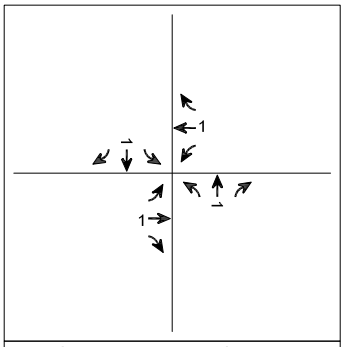
15. Fairfax Avenue & Del Valle Drive/8th Street



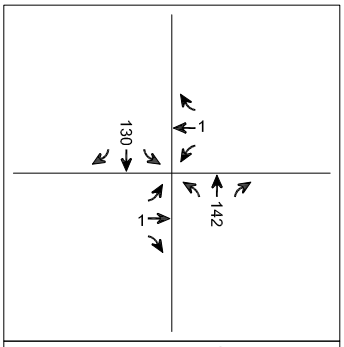
16. Curson Avenue & 8th Street



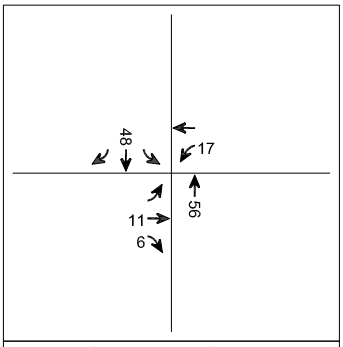
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

LEGEND

Project Site

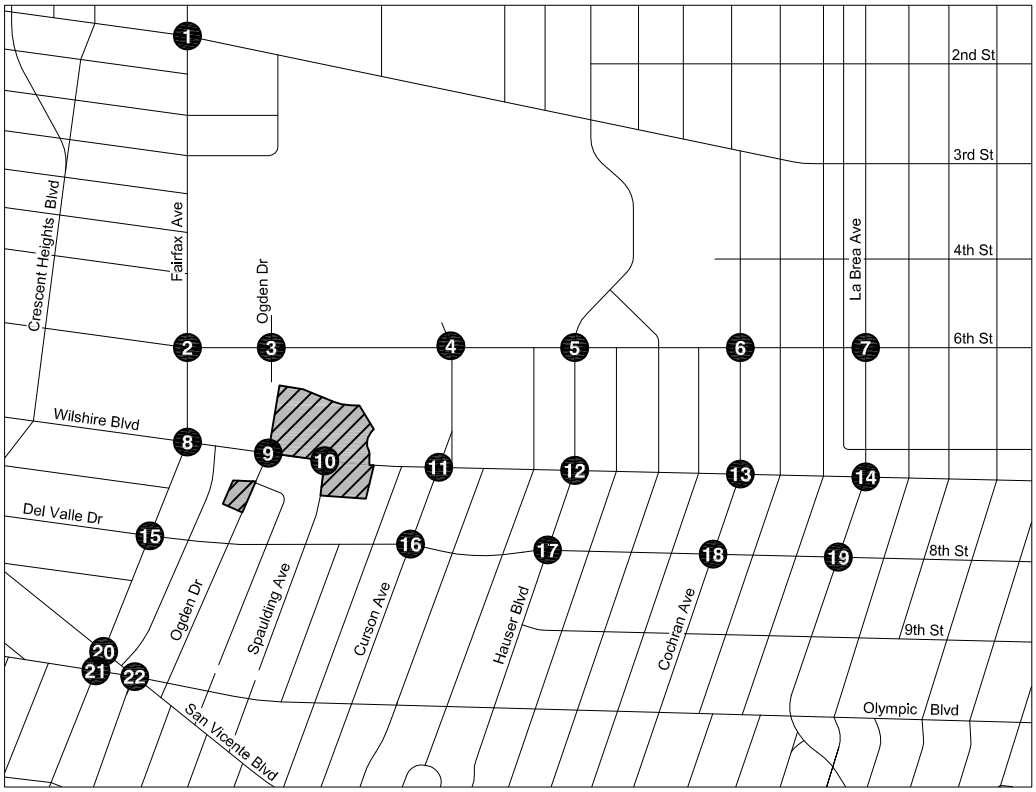
Study Intersection

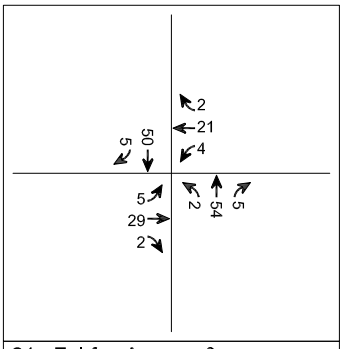
x Midday Peak Hour Traffic Volumes

N
Not to Scale

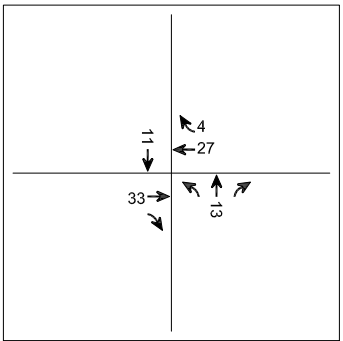
RELATED PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
6B (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site

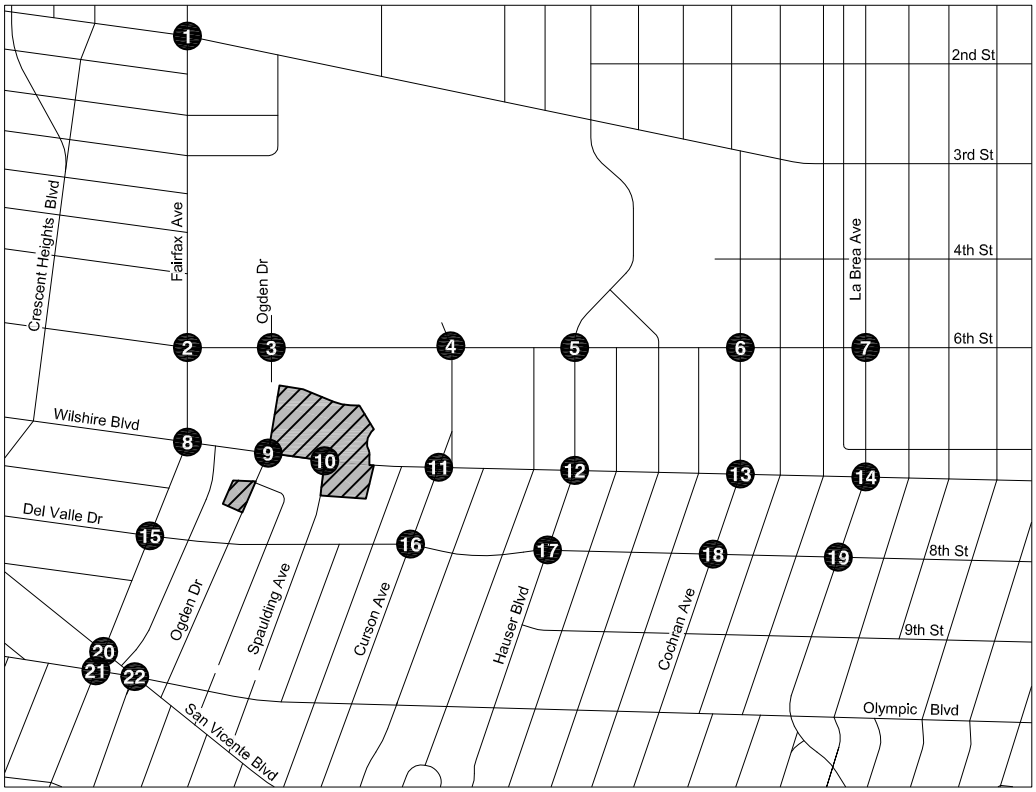
Study Intersection

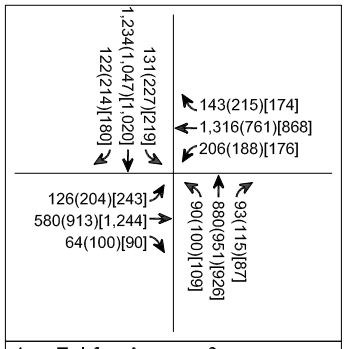
x Midday Peak Hour Traffic Volumes

N
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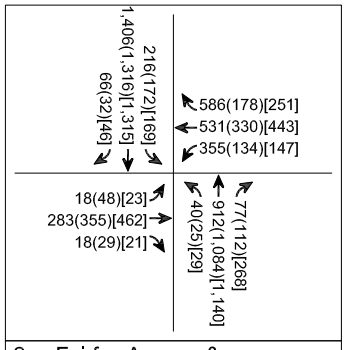
RELATED PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
6B (CONT.)

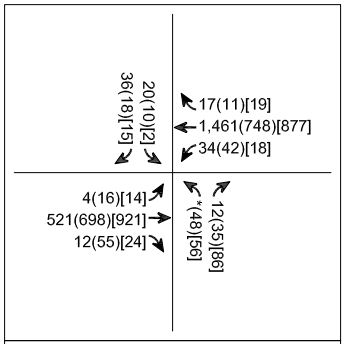




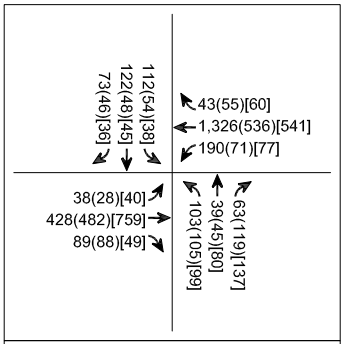
1. Fairfax Avenue & 3rd Street



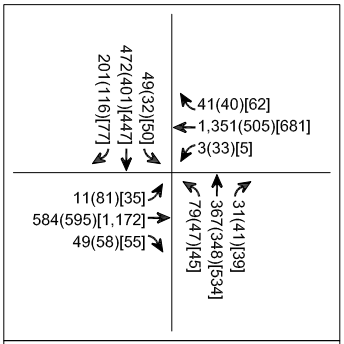
2. Fairfax Avenue & 6th Street



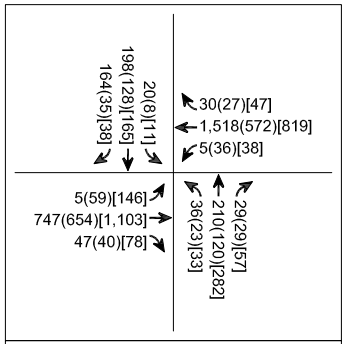
3. LACMA Driveway/Ogden Drive & 6th Street



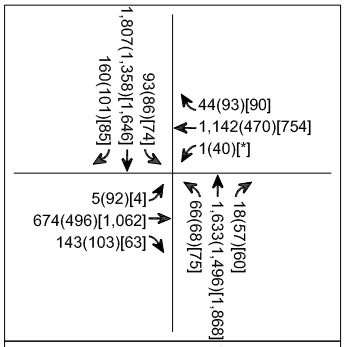
4. Curson Avenue & 6th St



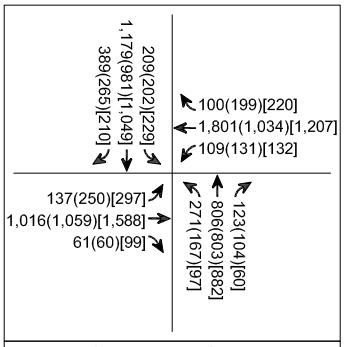
5. Hauser Boulevard & 6th Street



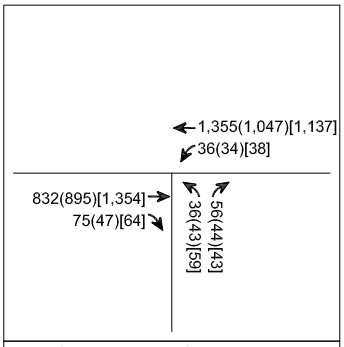
6. Cochran Avenue & 6th Street



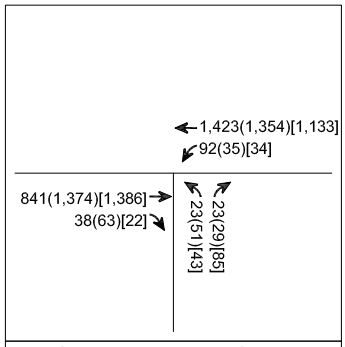
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

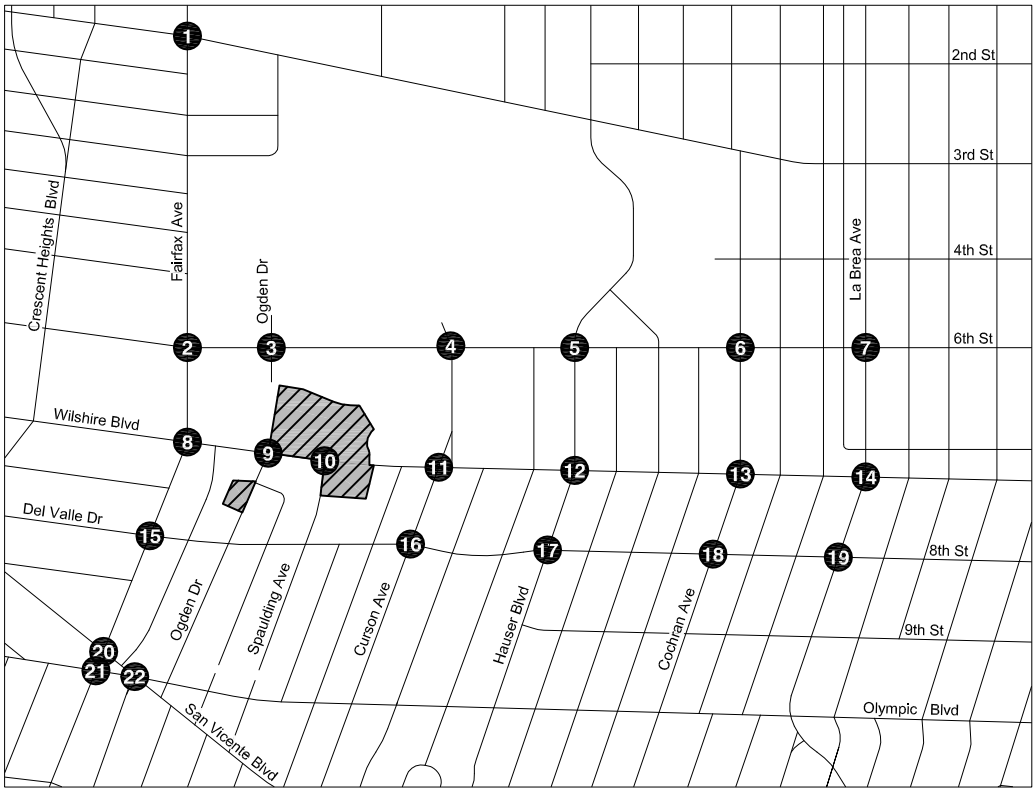
LEGEND

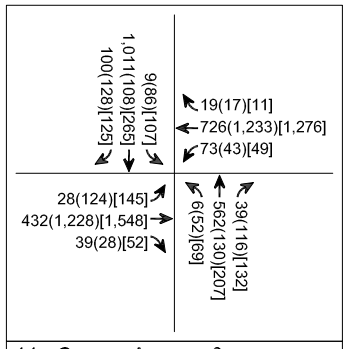
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

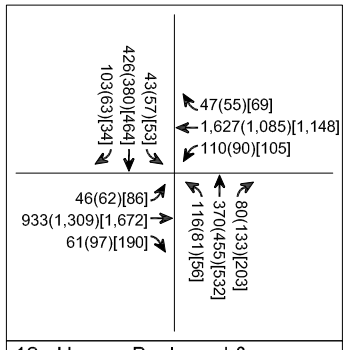
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 7A

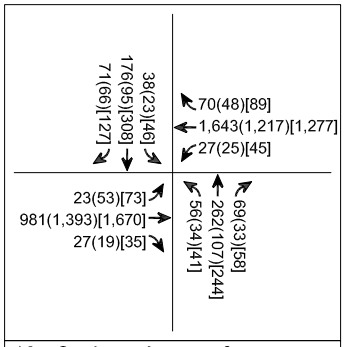




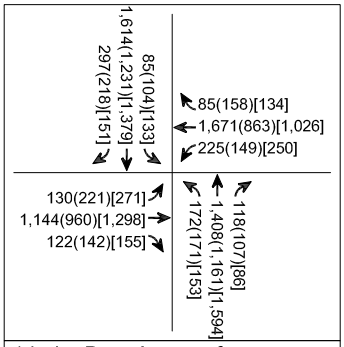
11. Curson Avenue & Wilshire Boulevard



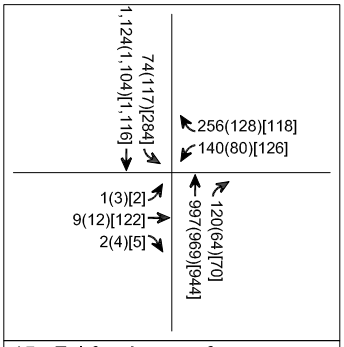
12. Hauser Boulevard & Wilshire Boulevard



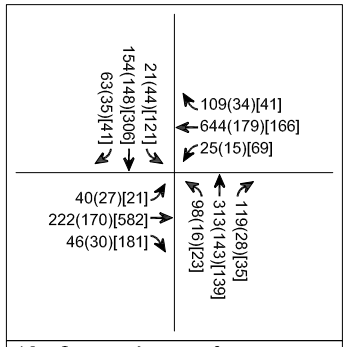
13. Cochran Avenue & Wilshire Boulevard



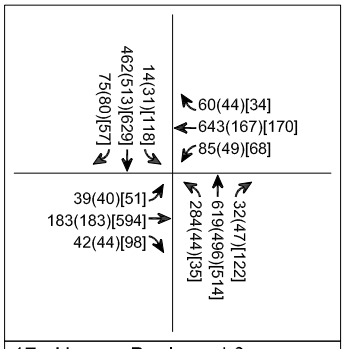
14. La Brea Avenue & Wilshire Boulevard



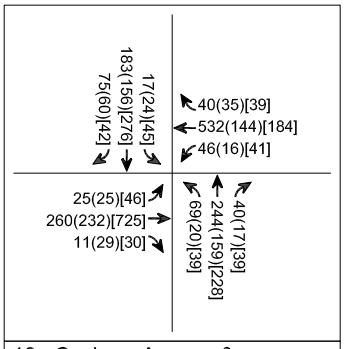
15. Fairfax Avenue & Del Valle Drive/8th Street



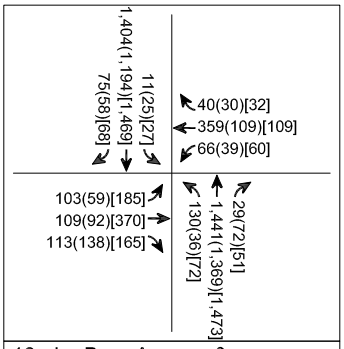
16. Curson Avenue & 8th Street



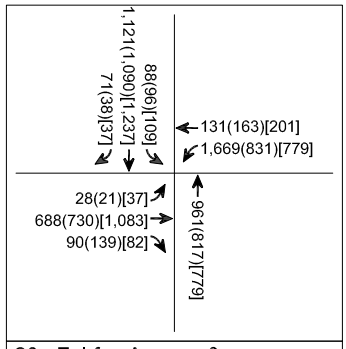
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

LEGEND

Project Site

Study Intersection

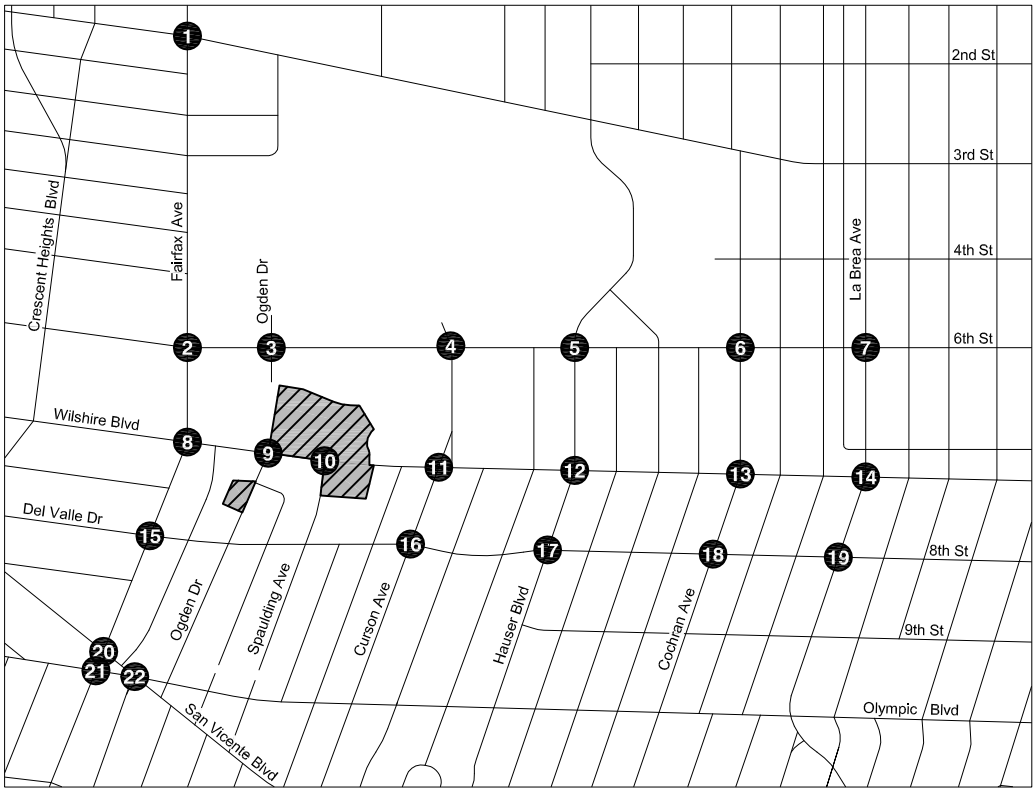
X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes

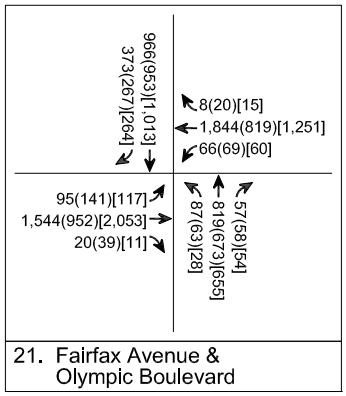
* Negligible Volume

N
Not to Scale

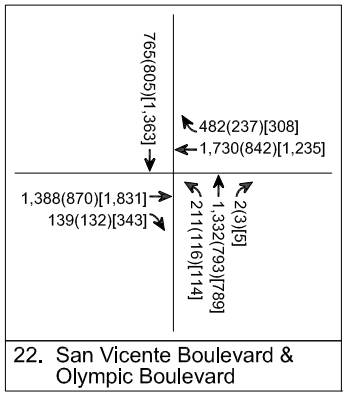
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
7A (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

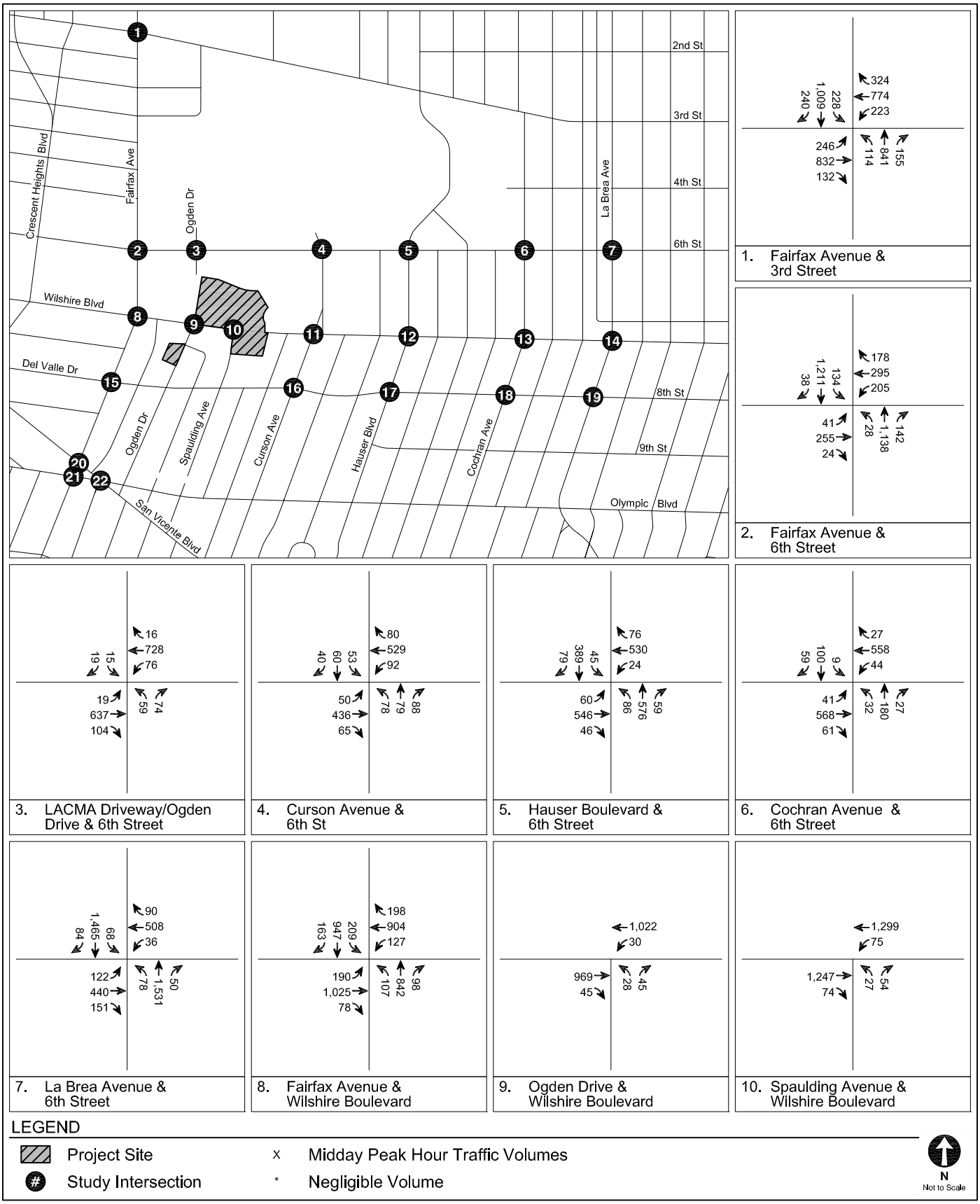
LEGEND

	Project Site	X(X)[X]	AM(Midday)[PM] Peak Hour Traffic Volumes
#	Study Intersection	*	Negligible Volume

N
Not to Scale

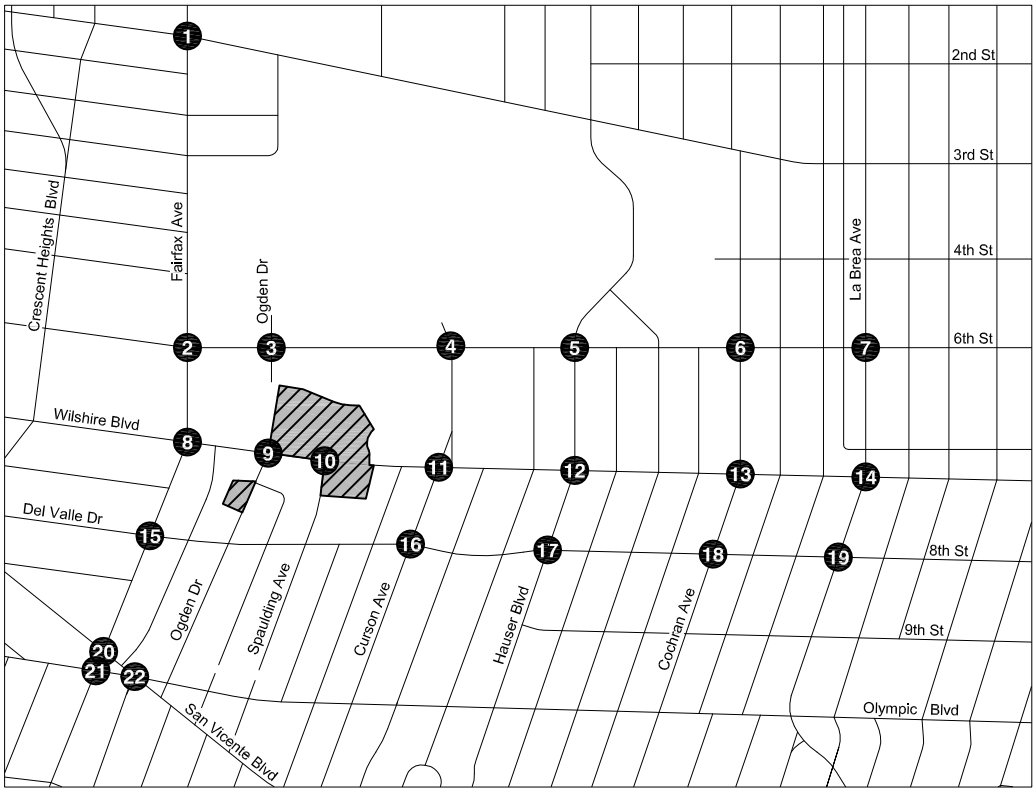
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

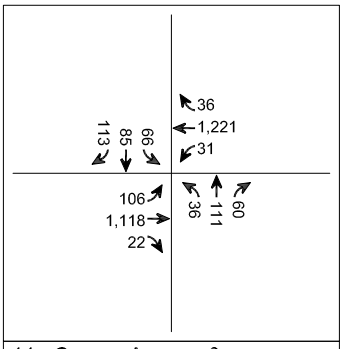
FIGURE
7A (CONT.)



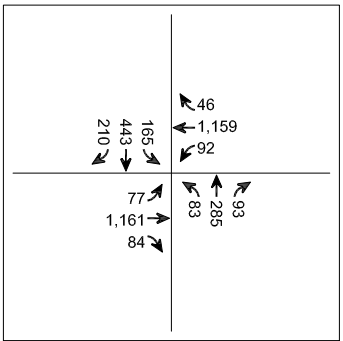
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 7B

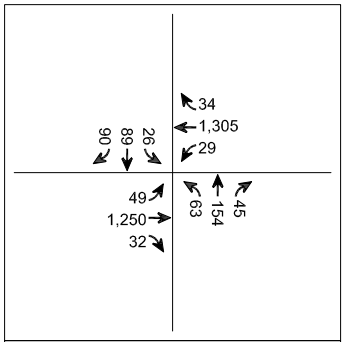




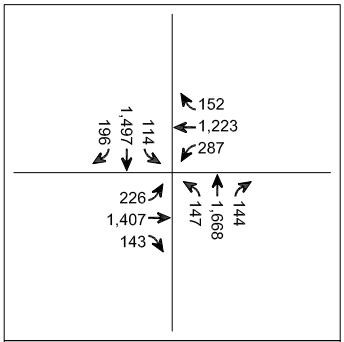
11. Curson Avenue & Wilshire Boulevard



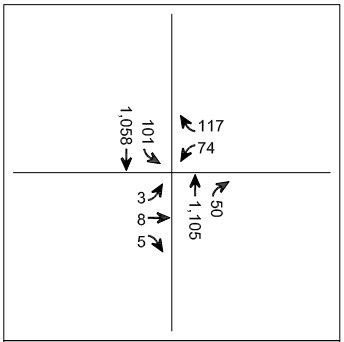
12. Hauser Boulevard & Wilshire Boulevard



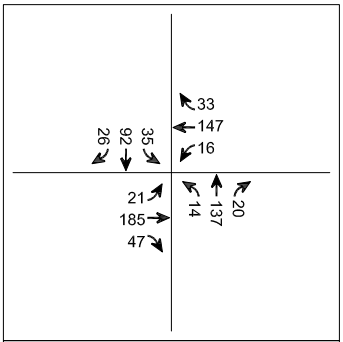
13. Cochran Avenue & Wilshire Boulevard



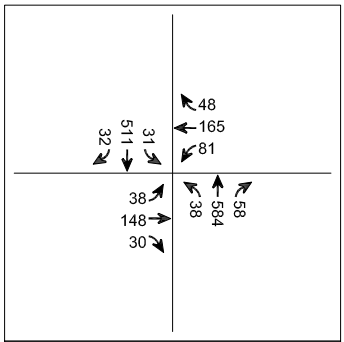
14. La Brea Avenue & Wilshire Boulevard



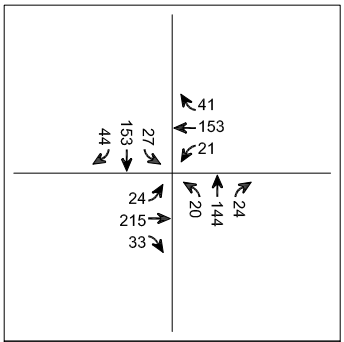
15. Fairfax Avenue & Del Valle Drive/8th Street



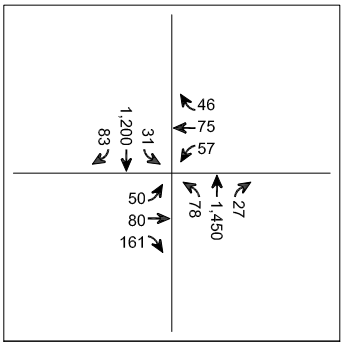
16. Curson Avenue & 8th Street



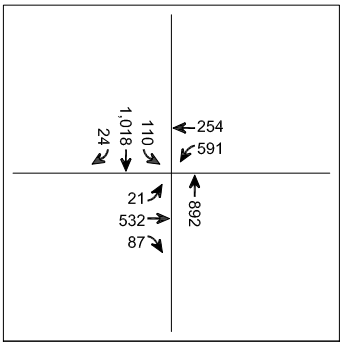
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

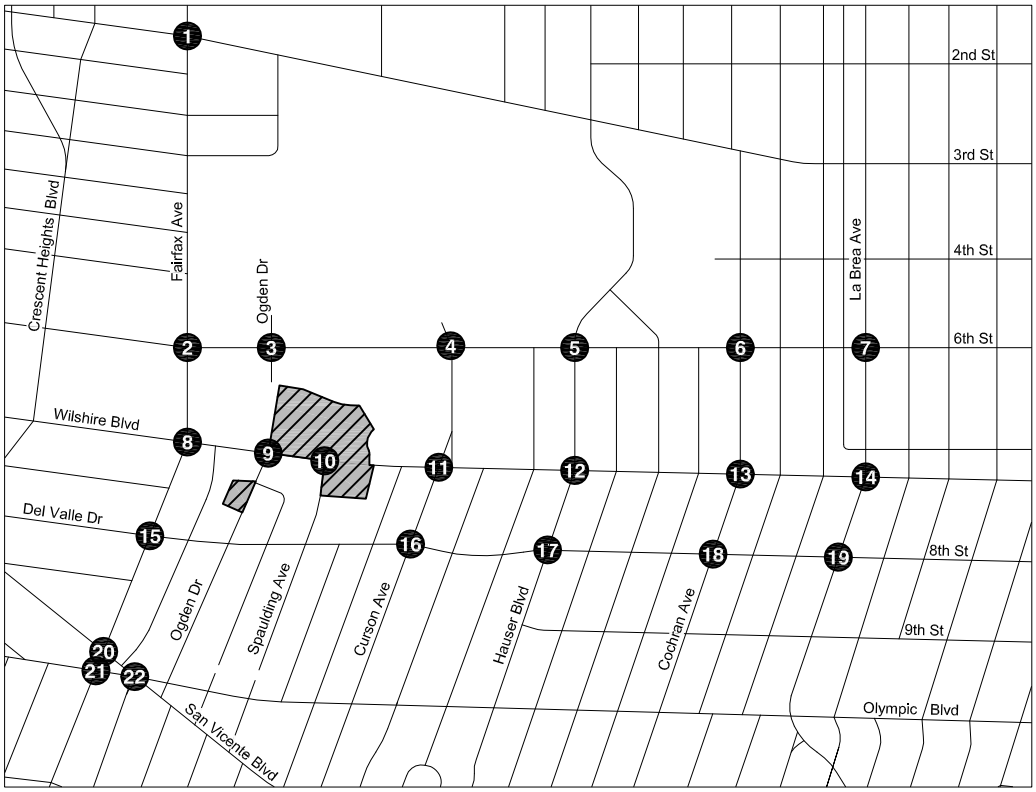
LEGEND

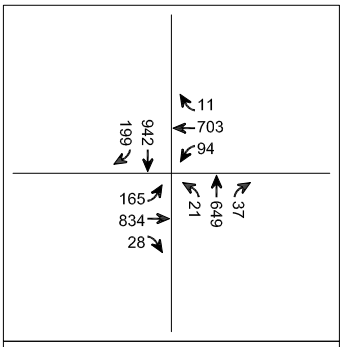
Project Site
Study Intersection
X Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

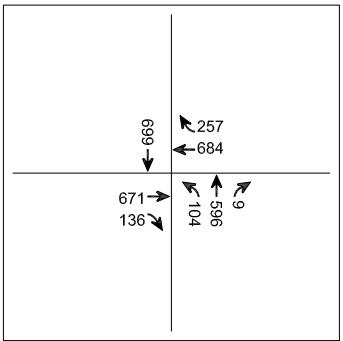
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
7B (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site

Study Intersection

X Midday Peak Hour Traffic Volumes

* Negligible Volume

N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
7B (CONT.)

TABLE 6
RELATED PROJECTS

No	Project [a]	Address	Description	Trip Generation													
				Weekday										Saturday			
				Daily	AM Peak Hour			Midday Peak Hour [b]			PM Peak Hour			Daily	Midday Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total
1.	S La Cienega Boulevard Eldercare Facility	1022 S La Cienega Boulevard	183-bed assisted living & 22-unit skilled nursing	242	14	(6)	8	5	13	18	6	16	22	1,669	11	13	24
2.	Apartments	1417 S Hi Point Street	77-unit apartment	460	7	27	34	22	12	34	27	15	42	492	20	20	40
3.	Yeshivath Torath Emeth Acacdemy Expansion	7002 W Clinton Street	120 student Pre-K and 60-chile nursery school	155	20	18	38	9	10	18	11	12	23	70	13	7	20
4.	Mid-City Vons	1430 S Fairfax Avenue	Demo existing supermarket & construct 55,920 sf supermarket	1,838	40	25	65	77	74	150	96	92	188	9,931	20	20	40
5.	La Brea	101 S La Brea Avenue	118-unit condominium, 26,400 sf retail & 3,000 sf restaurant	1,503	5	58	63	52	22	74	65	27	92	2,254	57	49	106
6.	Desmond on Wilshire Apartments	5500 W Wilshire Boulevard	175-unit apartments	842	12	49	64	42	22	64	52	28	80	930	39	38	77
7.	Third Street Mixed-Use Project	5863 W 3rd Street	60-unit apartment & 5,250 sf retail	492	2	25	27	27	10	38	34	13	47	604	25	25	50
8.	Condominium Project	300 S Wetherly Drive	140-unit condominium	270	3	17	20	12	6	18	15	7	22	794	36	30	66
9.	Residential	6298 W 3rd Street	300-unit condominium	(655)	(8)	56	48	(19)	(45)	(62)	(24)	(56)	(77)	1,278	56	48	104
10.	Wilshire & Crescent Heights Mixed-Use	6245 W Wilshire Boulevard	4,200 sf bank, 133-unit apartment, 4-unit condominium & 1,570 sf coffee shop	1,214	29	74	103	26	2	27	32	2	34	873	11	11	22
11.	Mixed-Use - Office/Retail	936 N La Brea Avenue	88,750 sf office & 12,000 sf retail	911	24	5	29	11	30	41	14	37	51	715	45	39	84
12.	Cedars-Sinai Medical Center Project - West Tower	8723 W Alden Drive	100-bed hospital medical building	1,181	79	34	113	38	66	104	47	83	130	814	47	53	100
13.	Mixed-Use	6535 Wilshire Boulevard	21-unit apartment, 57,000 sf office & 6,000 sf retail	786	61	17	78	16	53	69	20	66	86	522	30	29	59
14.	Beverly & Fairfax Mixed-Use	7901 W Beverly Boulevard	71-unit apartment & 11,454 sf retail	493	7	29	36	24	13	37	30	16	46	935	39	39	78
15.	Mixed-Use	5889 W Olympic Boulevard	49-unit apartment & 4,000 sf medical office building	402	9	21	30	17	14	30	21	17	38	349	22	18	40
16.	Temple Beth Am Private School - Pressman Academy	1055 S La Cienega Boulevard	38-student early childhood & 120-student day school	423	75	58	133	37	43	80	46	54	100	62	11	6	17
17.	La Brea Gateway	915 N La Brea Avenue	33,500 sf supermarket & 179-unit apartment	2,615	5	86	91	126	72	198	158	90	248	7,649	48	48	96
18.	375 Luxe	375 S La Cienega Boulevard	125-unit apartment & 7,900 sf retail	168	8	47	55	27	9	36	34	11	45	1,131	47	46	93
19.	Mixed-Use	316 N La Cienega Boulevard	45-unit apartment & 3,680 sf retail	602	41	53	94	25	18	42	31	22	53	730	38	37	75
20.	Office - Museum Square	5757 Wilshire Boulevard	254,000 sf office	1,388	201	27	228	33	161	194	41	201	242	628	68	57	125
21.	Venice Fairfax Residential Project	5930 W Sawyer Street	60-unit single family detached housing	584	11	35	46	31	18	50	39	23	62	595	30	26	56
22.	Shalhevet School & Alliance Residential Project	910 S Fairfax Avenue	63-student increase, 141-unit apartment & 4,640 sf retail/restaurant	1,057	45	73	118	46	28	74	58	35	93	962	40	39	79
23.	Academy Museum of Motion Pictures	6067 W Wilshire Boulevard	5,000-visitor museum, 135 employees, 5,000 store & 4,000 sf café	2,693	113	12	126	45	209	254	56	261	317	2,693	248	172	420
24.	Starbucks with Drive-Thru	859 N Highland Avenue	806 sf coffee/donut shop with drive-thru	330	21	20	41	7	7	14	9	9	18	-	34	34	68
25.	925 La Brea Avenue	925 N La Brea Avenue	17,000 sf shopping center & 53,000 sf office	735	58	11	69	19	49	68	24	61	85	979	55	50	105
26.	904-932 N La Brea Mixed-Use	904 N La Brea Avenue	169-unit apartment & 40,000 sf retail	2,072	25	68	93	66	82	149	83	103	186	3,079	144	137	281
27.	Caruso Affiliated	333 S La Cienega Boulevard	162-unit apartment, 27,000 sf supermarket & 3,560 sf restaurant	2,020	35	71	106	91	62	153	114	77	191	6,394	216	206	422
28.	Mixed-Use	6132 W Pico Boulevard	100-unit apartment & 14,000 sf retail	807	5	34	39	38	24	62	47	30	77	1,339	61	58	119
29.	Jewish Family Service	320 N Fairfax Avenue	28,341 sf office	276	28	9	37	3	17	20	4	21	25	70	6	6	12
30.	Petersen Automotive Museum	6060 W Wilshire Boulevard	15,000 sf of new display space	-	3	1	4	0	2	2	0	3	3	-	7	3	10
31.	Melrose Crossing Mixed Use	7000 W Melrose Avenue	40-unit apartment & 7,565 sf retail	334	4	17	21	16	10	26	20	12	32	634	30	27	57
32.	Apartments	5891 W Olympic Boulevard	49-unit apartment	326	5	20	25	16	8	24	20	10	30	313	13	12	25
33.	Apartments	1329 S Orange Grove Avenue	61-unit apartment	304	4	19	23	14	8	22	18	10	28	390	16	16	32
34.	Amoroso Apartments	1056 La Cienega Boulevard	90-unit apartment	477	0	32	32	24	10	34	30	12	42	575	24	23	47

[a] Related Project and trip generation information provided by LADOT in May 2016.
[b] Based on a comparison of traffic count data, the midday peak hour trip generation estimates were assumed to be 80% of the PM peak hour trip generation estimates.

TABLE 7
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project	
			V/C	LOS
1.	Fairfax Avenue &	AM	1.029	F
	3rd Street	MD	0.937	E
		PM	1.029	F
		Sat	0.950	E
2.	Fairfax Avenue &	AM	0.830	D
	6th Street	MD	0.722	C
		PM	0.814	D
		Sat	0.668	B
3.	LACMA Driveway/Ogden Drive &	AM	0.914	E
	6th Street	MD	0.471	A
		PM	0.622	B
		Sat	0.497	A
4.	Curson Avenue &	AM	1.008	F
	6th St	MD	0.421	A
		PM	0.627	B
		Sat	0.433	A
5.	Hauser Boulevard &	AM	1.175	F
	6th Street	MD	0.617	B
		PM	1.100	F
		Sat	0.747	C
6.	Cochran Avenue &	AM	1.194	F
	6th Street	MD	0.489	A
		PM	0.916	E
		Sat	0.473	A
7.	La Brea Avenue &	AM	0.777	C
	6th Street	MD	0.857	D
		PM	0.753	C
		Sat	0.900	D
8.	Fairfax Avenue &	AM	1.281	F
	Wilshire Boulevard	MD	0.936	E
		PM	1.083	F
		Sat	0.861	D
9.	Ogden Drive &	AM	0.413	A
	Wilshire Boulevard	MD	0.307	A
		PM	0.445	A
		Sat	0.292	A
10.	Spaulding Avenue &	AM	0.405	A
	Wilshire Boulevard	MD	0.435	A
		PM	0.470	A
		Sat	0.420	A
11.	Curson Avenue &	AM	0.911	E
	Wilshire Boulevard	MD	0.650	B
		PM	0.826	D
		Sat	0.578	A
12.	Hauser Boulevard &	AM	0.903	E
	Wilshire Boulevard	MD	0.746	C
		PM	0.917	E
		Sat	0.839	D
13.	Cochran Avenue &	AM	0.747	C
	Wilshire Boulevard	MD	0.527	A
		PM	0.835	D
		Sat	0.560	A
14.	La Brea Avenue &	AM	1.191	F
	Wilshire Boulevard	MD	0.851	D
		PM	1.058	F
		Sat	1.143	F
15.	Fairfax Avenue &	AM	0.445	A
	8th Street	MD	0.407	A
		PM	0.602	B
		Sat	0.433	A

TABLE 7 (CONTINUED)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project	
			V/C	LOS
16.	Curson Avenue & 8th Street	AM	0.796	C
		MD	0.222	A
		PM	0.782	C
		Sat	0.203	A
17.	Hauser Boulevard & 8th Street	AM	0.942	E
		MD	0.509	A
		PM	0.909	E
		Sat	0.521	A
18.	Cochran Avenue & 8th Street	AM	0.575	A
		MD	0.275	A
		PM	0.729	C
		Sat	0.258	A
19.	La Brea Avenue & 8th Street	AM	0.694	B
		MD	0.455	A
		PM	0.809	D
		Sat	0.481	A
20.	Fairfax Avenue & San Vicente Boulevard	AM	0.924	E
		MD	0.602	B
		PM	0.647	B
		Sat	0.513	A
21.	Fairfax Avenue & Olympic Boulevard	AM	0.929	E
		MD	0.663	B
		PM	0.893	D
		Sat	0.595	A
22.	San Vicente Boulevard & Olympic Boulevard	AM	0.885	D
		MD	0.431	A
		PM	0.807	D
		Sat	0.357	A

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

Chapter 4
Project Traffic

A trip generation estimate, trip distribution pattern, and trip assignment were prepared for the Project. These components form the basis of the Project's traffic impact analysis.

PROJECT TRAFFIC VOLUMES

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

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

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

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

TRIP GENERATION

The typical resource utilized in determining the number of trips generated by a project is *Trip Generation, 9th Edition*, which provides trip generation rates for a wide variety of land uses based on surveys across the nation. However, the use and operational characteristics of the Project are not similar to the available land use categories provided in *Trip Generation, 9th Edition.* Therefore, trips generated by the Project were conservatively estimated based on the anticipated unique operational characteristics of LACMA (i.e., the Project's land use components, attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, hourly distribution of daily visitors, events, educational, exhibits and other programming, etc.).

Development of Trip Generation Rates

The trip generation rates were developed with consideration of the trip generation assumptions below and calculated based on site-specific empirical data collected in November 2015 at the Pritzker Garage and Spaulding Lot, as well as attendance data provided by LACMA staff for those days. Based on a comparison of historical attendance data, the data collection days are representative of high attendance days. The empirical trip data represents the typical arrival and departure patterns of vehicle trips generated by LACMA on a weekday and Saturday by both visitors and employees. The arrival and departure patterns throughout the day were compared with the daily attendance to develop the trip generation rates, shown in Table 8. The trip generation rates detailed in Table 8 account for trips arriving to LACMA via automobile, and also account for trips arriving via non-auto travel modes (e.g., walk, bike, transit). The empirical trip and attendance data is provided in Appendix A.

Trip Generation Assumptions

As previously mentioned, the peak hour trip generation forecasts for the Project were derived based on the empirical trip generation rates, as well as historical attendance and parking information provided by LACMA. With no substantial change in LACMA operations and a slight reduction in square footage, combined with the opening of the Metro Purple Line extension at

the time of Project completion, the Project is not expected to substantially change the overall traffic patterns at LACMA. However, immediately after the re-opening, LACMA may experience a temporary increase in attendance from local residents and tourists who want to see the new Museum Building. After a period of time, attendance trends are anticipated to revert back to more stabilized conditions as experienced over the last several years. Therefore, this analysis focuses on the temporary period during which LACMA may experience an increase in attendance.

The Project trip generation was forecast based on the following considerations:

- LACMA would continue to be open six days a week (with weekly closures on Wednesdays), with regular operating hours of 11:00 AM to 5:00 PM on Monday, Tuesday, and Thursday, 11:00 AM to 8:00 PM on Friday, and 10:00 AM to 7:00 PM on Saturday and Sunday.

- The construction of the Project includes an approximately 387,500 gross sf building located on LACMA East and the Spaulding Lot (Museum Building), with a portion of the Museum Building spanning Wilshire Boulevard between LACMA East and the Spaulding Lot, and the construction of the Ogden Parking Structure, a 260 space parking structure located on the Ogden Lot, with up to five above-grade parking levels and up to two below-grade levels.

- With the slight reduction in square footage, the improvements to LACMA that would be implemented are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA.

- Although the Project would result in a slight reduction in square footage, a temporary increase in daily attendance of up to 750 weekday visitors and 1,250 Saturday visitors (an increase of up to approximately 23% over average daily attendance) was assumed immediately following the opening of the Museum Building. This attendance increase is consistent with annual increases experienced at LACMA in years with the opening of the special exhibits, such as the Rain Room and other marquis exhibits. The temporary attendance increase was analyzed to provide a conservative worst-case analysis. Attendance is anticipated to normalize once operations stabilize to typical patterns after the initial opening of the Project.

- With the Project, parking for LACMA would continue to be provided within the Pritzker Garage. In addition, approximately 260 parking spaces would be provided within the Ogden Parking Structure. These new parking spaces would replace the parking spaces at the Spaulding Lot.

- The busiest days generally fall on weekends and/or holiday periods (e.g., school holidays, spring and summer season). Based on monthly attendance trends, total monthly attendance is highest during the beginning of the year (e.g., January and February).

- Although attendance can vary depending on programming and events, attendance is generally higher on weekends than weekdays.

- LACMA attendance is distributed throughout the day, with the peak attendance occurring midday.

- The Project Site is served by various bus lines, including the Metro Rapid Bus Line 720, which provides a bus stop adjacent to the Project Site. Thus, based on LADOT's *Transportation Impact Study Guidelines,* up to 15% of Project trips may travel via non-auto modes (e.g., transit, walk, bike, etc.) to the Project Site. This level of transit ridership and other non-auto modes is reflected in the empirical trip generation rates based on the counts conducted at the Project Site and LACMA parking facilities.

- The future Metro Purple Line Wilshire/Fairfax Station, which is scheduled to open in year 2023, will be located beneath the intersection of Fairfax Avenue & Wilshire Boulevard, with a station portal adjacent to the Project Site on the south side of Wilshire Boulevard at Orange Grove Avenue. It is anticipated that the number of visitors arriving via transit will increase (e.g., per LADOT's *Transportation Impact Study Guidelines,* a project located adjacent to a transit station, up to 25% of trips may be considered, as compared to 15% with the current transit service) thus, further reducing the number of vehicle trips traveling to the Project Site. However, no additional transit credit was taken as to provide a conservative analysis.

- Currently, some of LACMA's visitors walk to the campus from adjacent neighborhoods, commercial uses, and other nearby cultural facilities (e.g., Petersen Automotive Museum, La Brea Tar Pits, etc.) Given the location of the future Academy Museum's location on the west side of LACMA campus, visitors may be attracted from the Academy Museum and vice versa. However, further internal capture reductions were not assumed to account for patrons visiting both the Academy Museum and LACMA on the same visit so as to provide a conservative analysis of the temporary increase in traffic.

- It is anticipated that a growing number of visitors will arrive to LACMA via rideshare services (e.g., Uber, Lyft, etc.)

- Based on information provided by LACMA, up to 300 full-time equivalent (FTE) employees currently working on campus would be relocated off-campus. However, these employees may be relocated to other office buildings within walking distance to LACMA. Therefore, it is assumed that these employee vehicle trips would remain within the Study Area and would not result in a reduction in trips.

Trip Generation Summary

The peak hour trip generation forecasts for the Project were derived based on the empirical trip generation rates described above. Project trip generation was analyzed during the weekday morning, midday and afternoon peak hours, as well as the Saturday midday peak hour. As

detailed in Table 8, the anticipated temporary increase in attendance of up to 750 weekday visitors and 1,250 Saturday visitors following the opening of the Museum Building is anticipated to generate a total of 668 net new weekday trips, including 45 morning peak hour trips (43 inbound, two outbound), 60 midday peak hour trips (27 inbound, 33 outbound), and 68 afternoon peak hour trips (15 inbound, 53 outbound), and 763 net new Saturday trips, including 75 midday peak hour trips (34 inbound, 41 outbound).

TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project was developed based on the following considerations: locations of residential and employment centers, distribution for other development projects, characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, existing intersection traffic volumes, the Project ingress/egress availability based on the proposed site access and circulation scheme, the location of the existing and proposed driveways, anticipated visitor arrival and departure information provided by LACMA, as well as input from LADOT staff. Based on these considerations, Project traffic both entering and exiting the Project Site was assigned to the surrounding street system based on the following general distribution pattern:

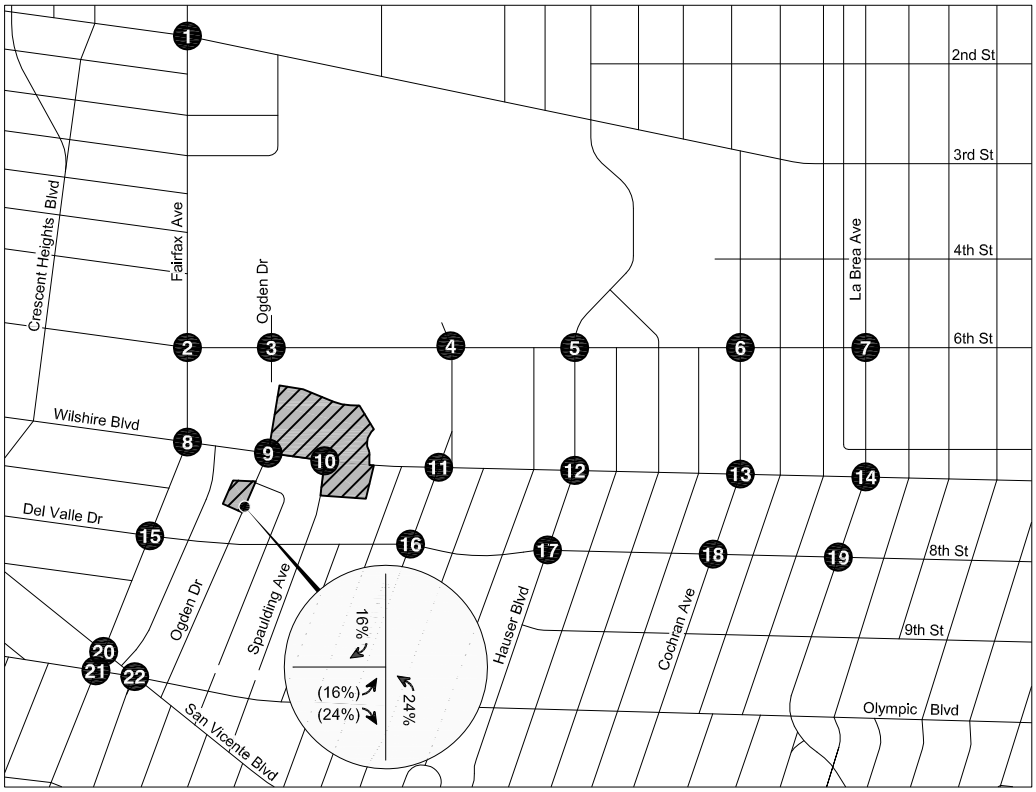
- 15% to/from the north (Fairfax Avenue)
- 30% to/from the east (6th Street, Wilshire Boulevard, 8th Street, San Vicente Boulevard)
- 25% to/from the south (Fairfax Avenue)
- 30% to/from the west (6th Street, Wilshire Boulevard, Olympic Boulevard)

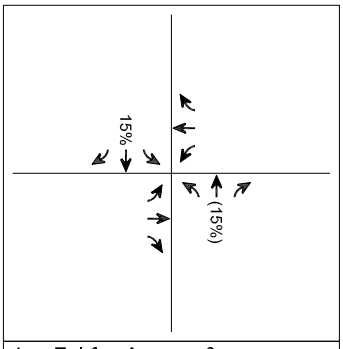
Figure 8 illustrates the detailed distribution of Project traffic through the study intersections.

TRIP ASSIGNMENT

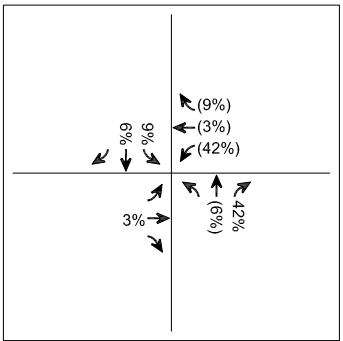
As previously mentioned, the parking spaces at the Ogden Parking Structure would replace the parking spaces at the Spaulding Lot. Thus, the existing trips currently traveling to the Spaulding Lot would be shifted to the Ogden Parking Structure, as detailed in Figures 9a and 9b.

The trip distribution patterns illustrated in Figure 8 were applied to the trip generation estimates associated with the anticipated temporary attendance increase summarized in Table 8 to develop the Project traffic through the study intersections during the weekday morning, midday and afternoon peak hours and the Saturday midday peak hour. Figures 10A and 10B illustrate the Project traffic volumes at the study intersections during the analyzed peak hours.

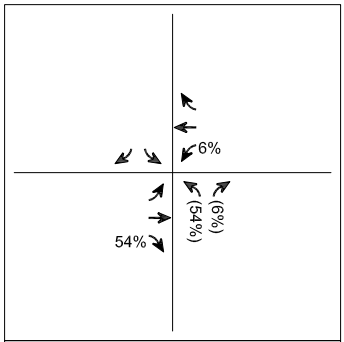




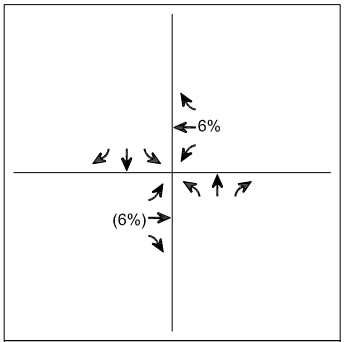
1. Fairfax Avenue & 3rd Street



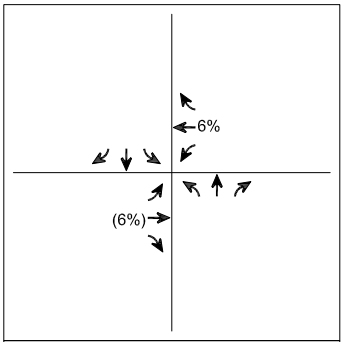
2. Fairfax Avenue & 6th Street



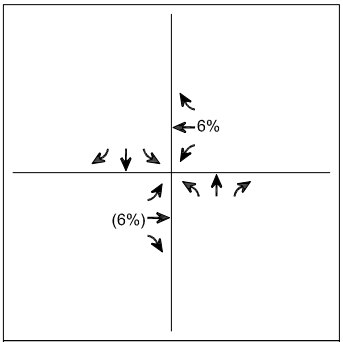
3. LACMA Driveway/Ogden Drive & 6th Street



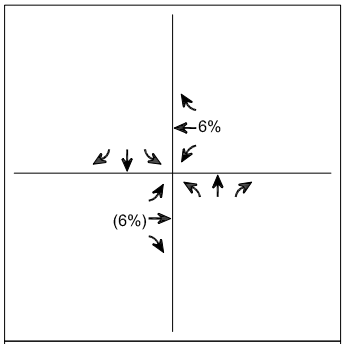
4. Curson Avenue & 6th St



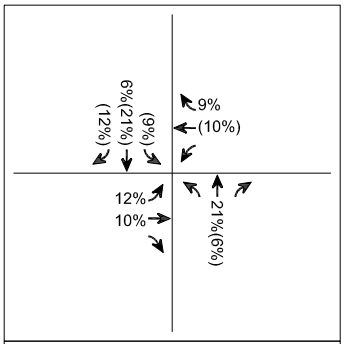
5. Hauser Boulevard & 6th Street



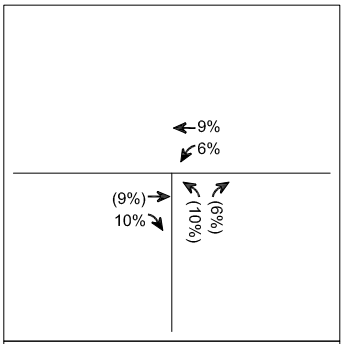
6. Cochran Avenue & 6th Street



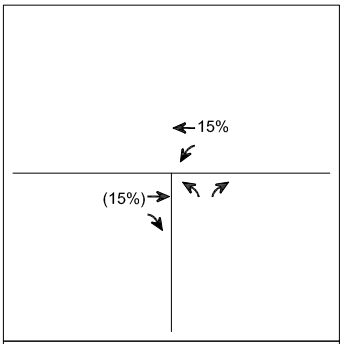
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

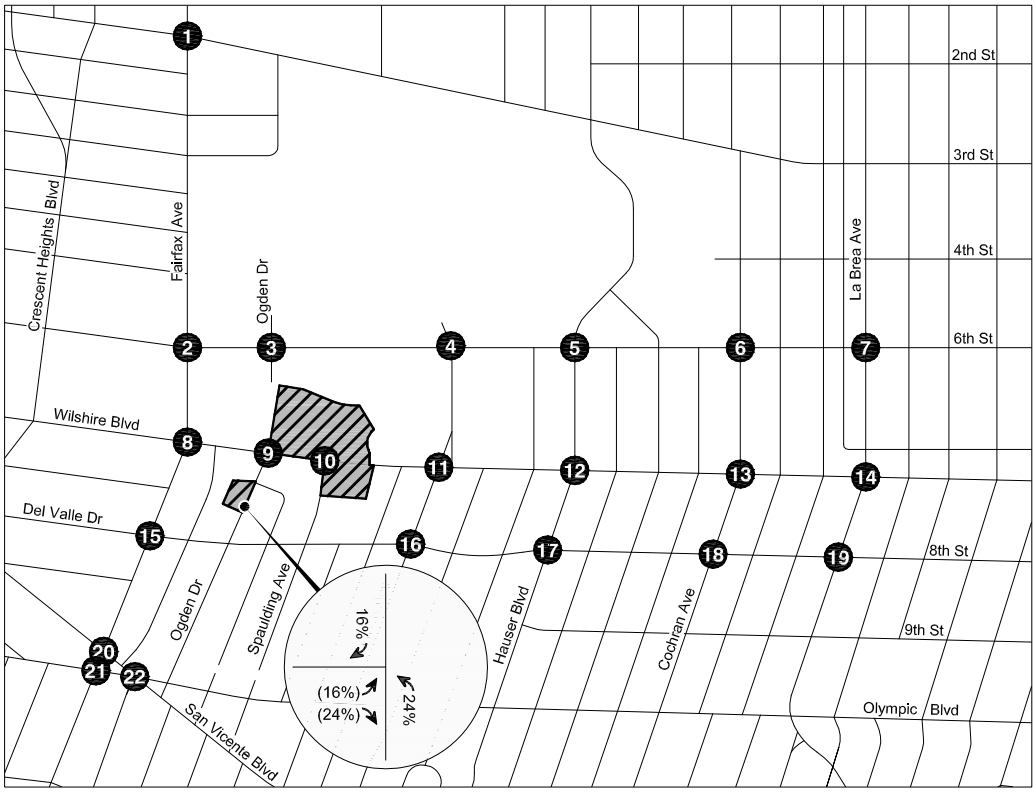
LEGEND

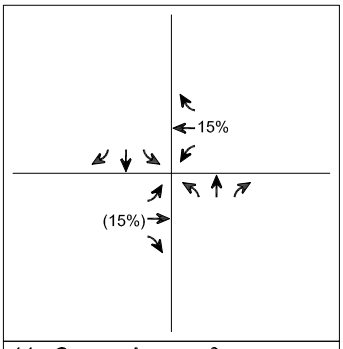
Project Site
Study Intersection
X%(X%) Inbound(Outbound) Trip Percentage
Project Driveway

N
Not to Scale

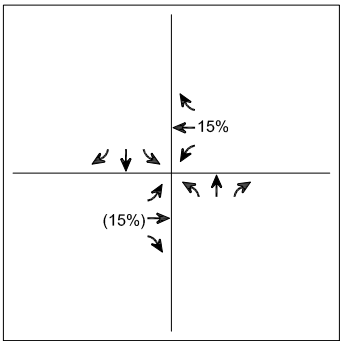
TRIP DISTRIBUTION

FIGURE 8

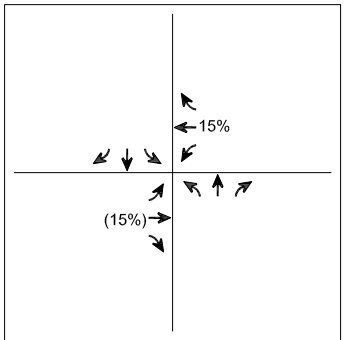




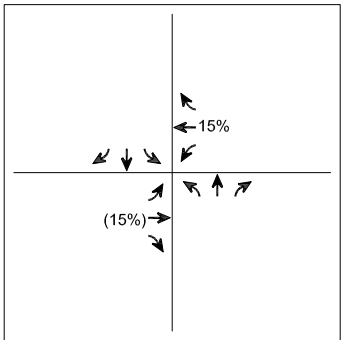
11. Curson Avenue & Wilshire Boulevard



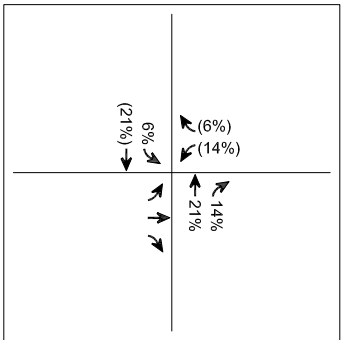
12. Hauser Boulevard & Wilshire Boulevard



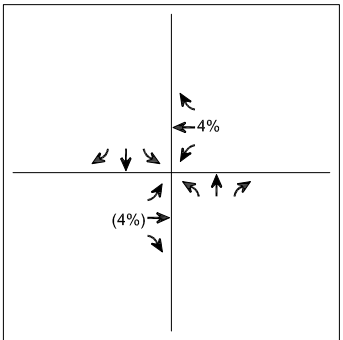
13. Cochran Avenue & Wilshire Boulevard



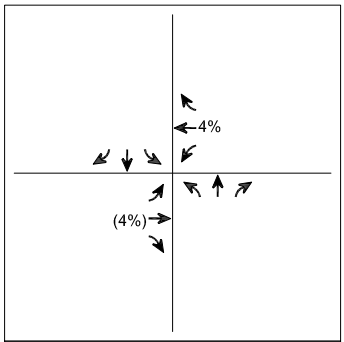
14. La Brea Avenue & Wilshire Boulevard



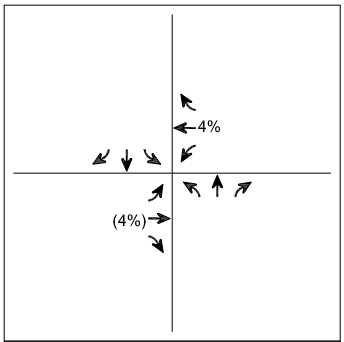
15. Fairfax Avenue & Del Valle Drive/8th Street



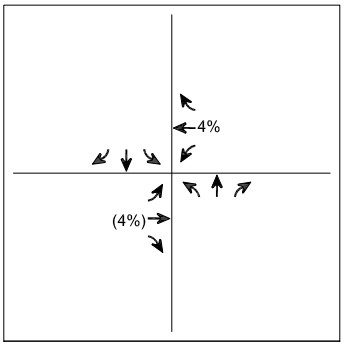
16. Curson Avenue & 8th Street



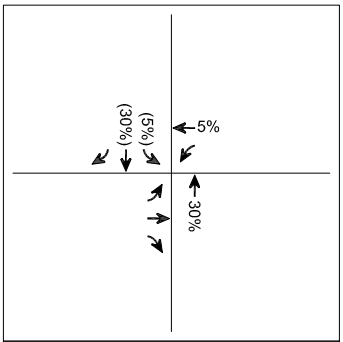
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

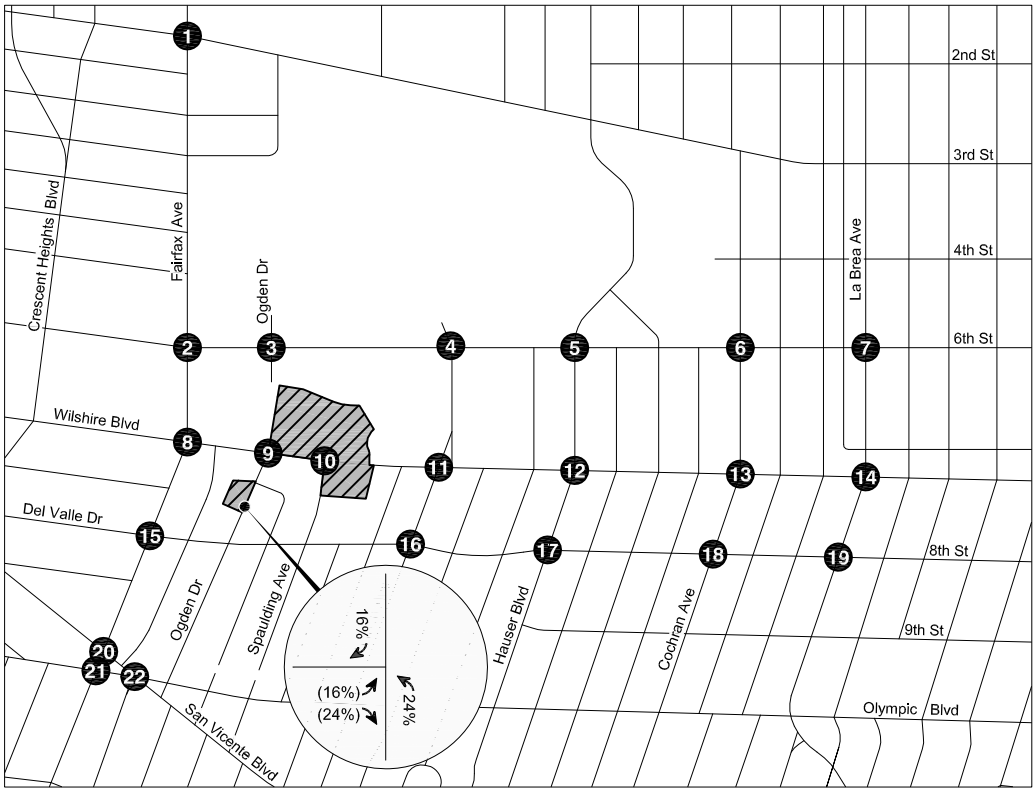
LEGEND

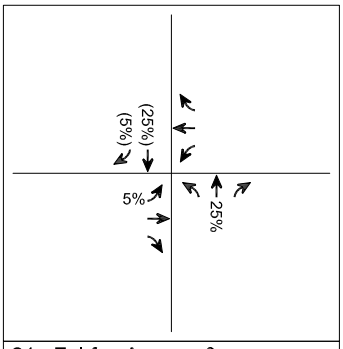
- Project Site
- # Study Intersection
- X%(X%) Inbound(Outbound) Trip Percentage
- • Project Driveway

N
Not to Scale

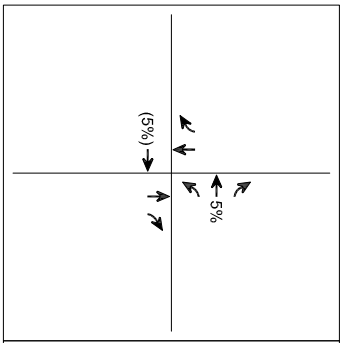
TRIP DISTRIBUTION

FIGURE 8 (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

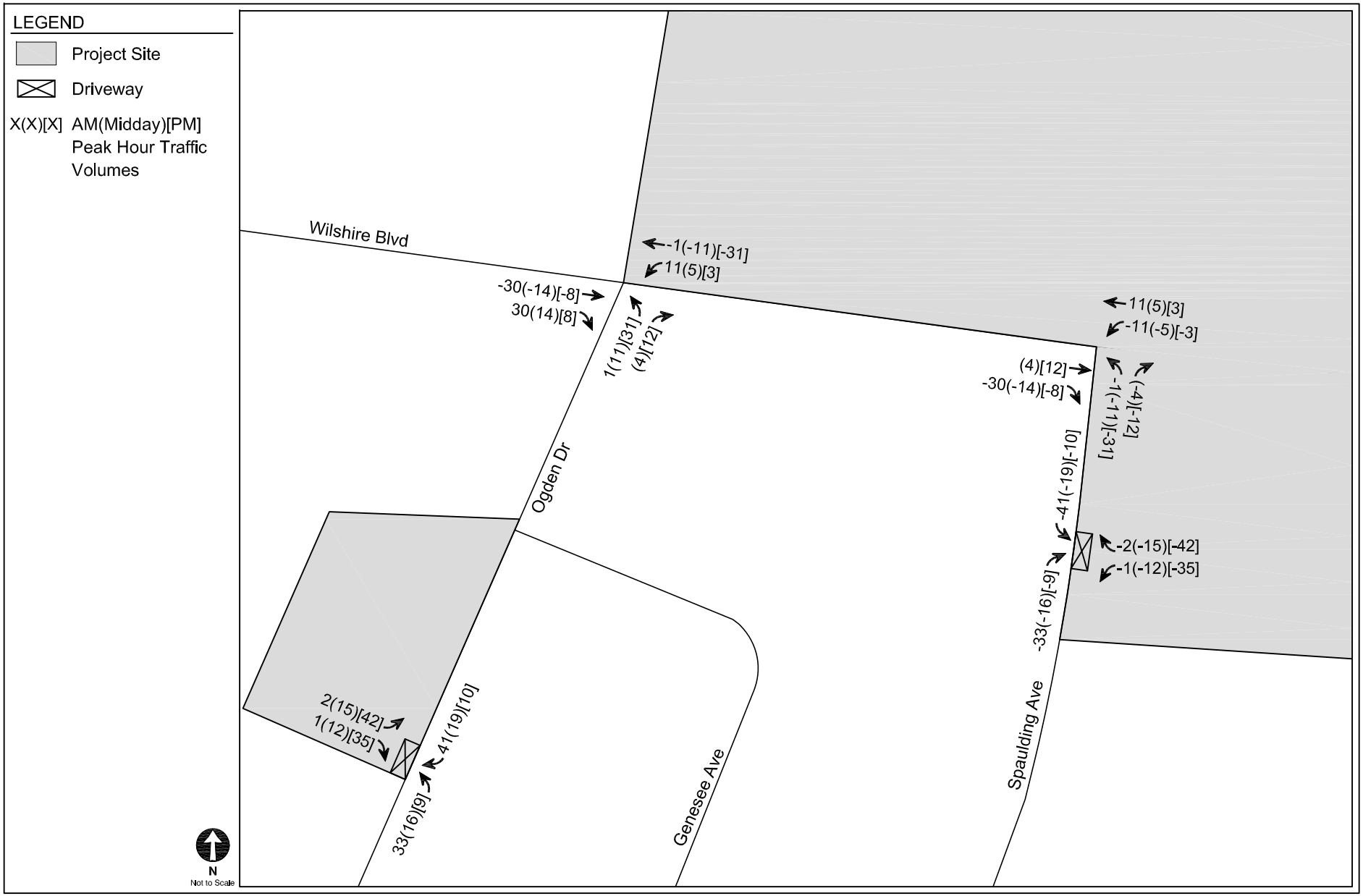
LEGEND

Project Site
Study Intersection
X%(X%) Inbound(Outbound) Trip Percentage
Project Driveway

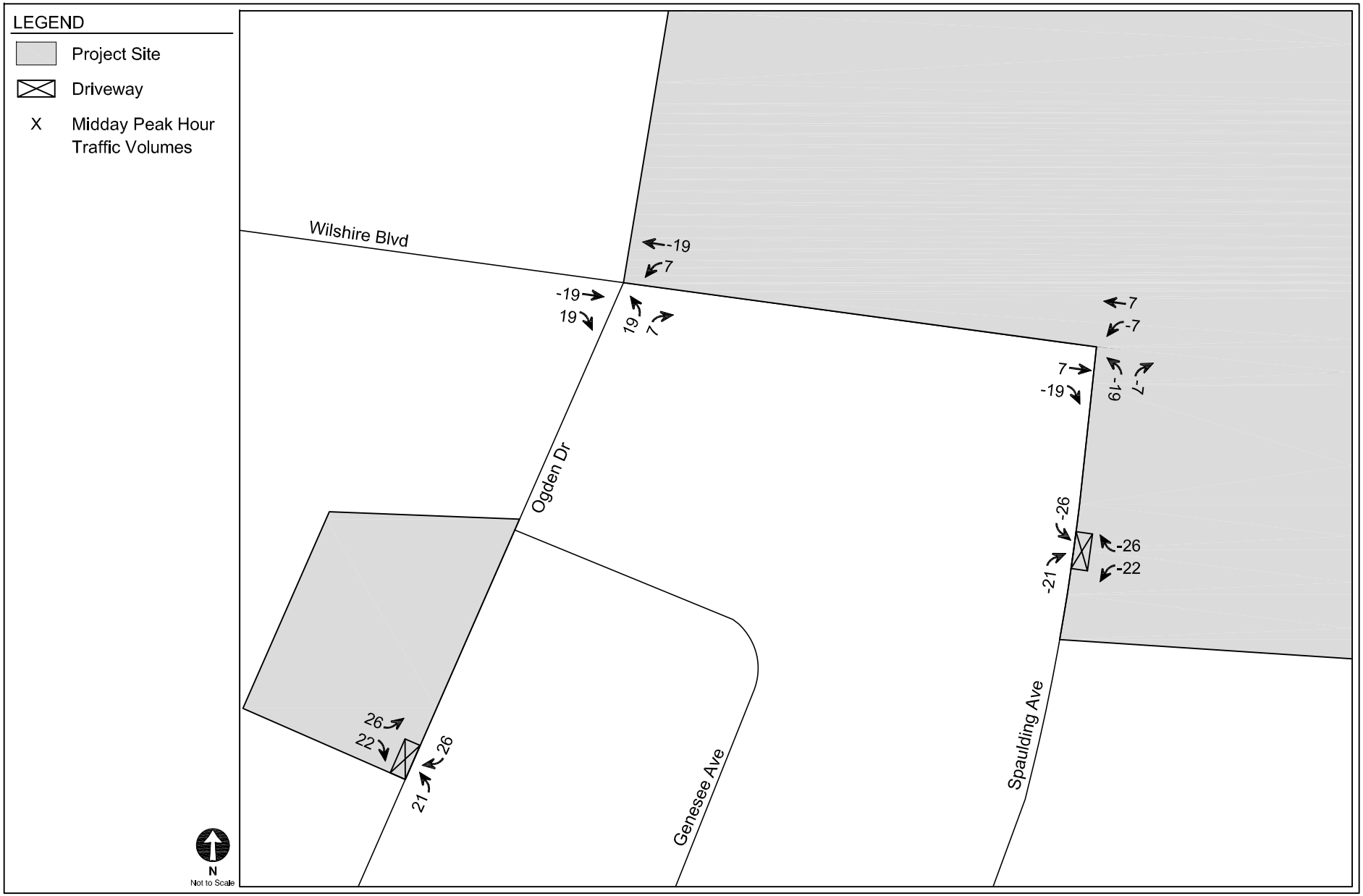
N
Not to Scale

TRIP DISTRIBUTION

FIGURE 8 (CONT.)

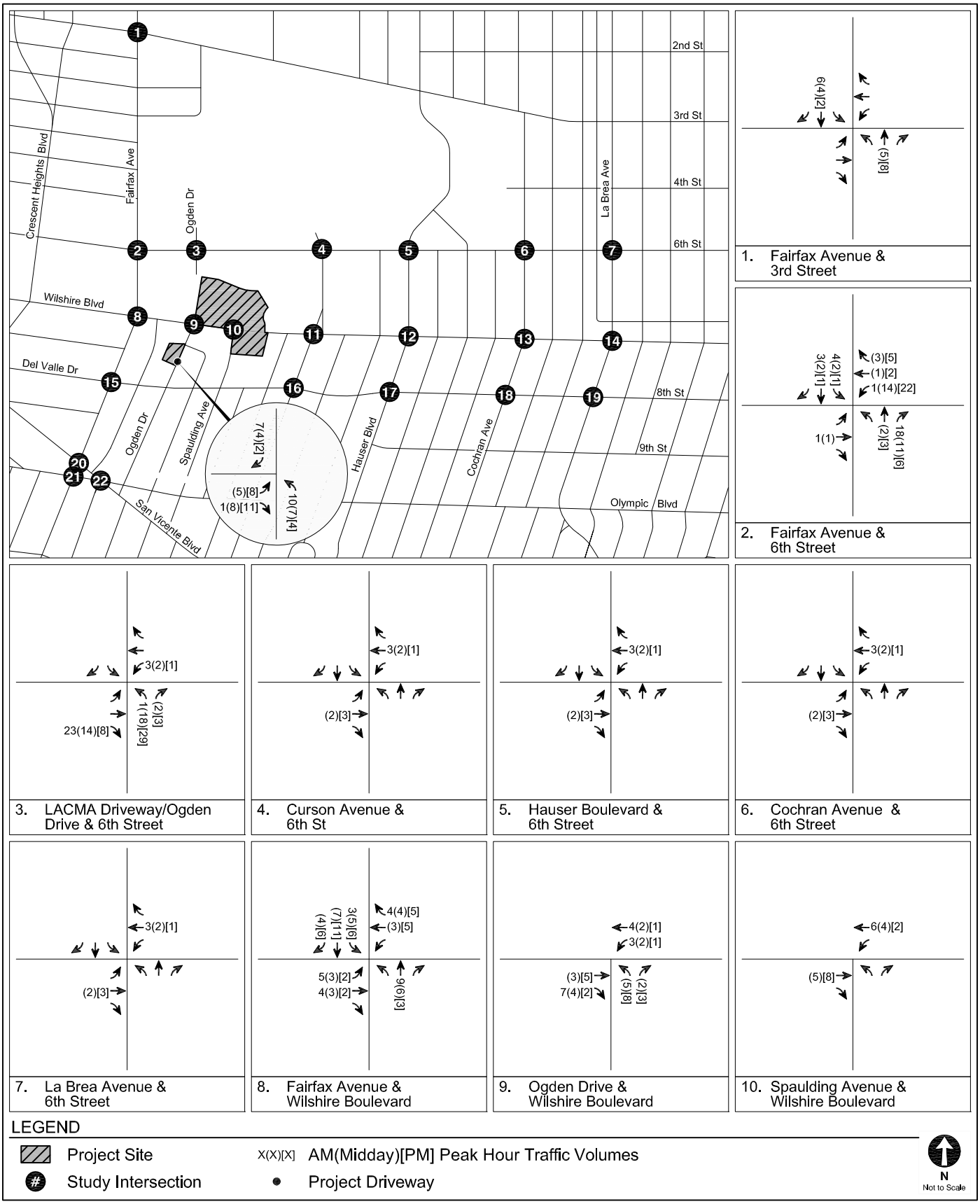


SPAULDING LOT TRAFFIC SHIFTS WEEKDAY PEAK HOUR TRAFFIC VOLUMES	FIGURE 9A



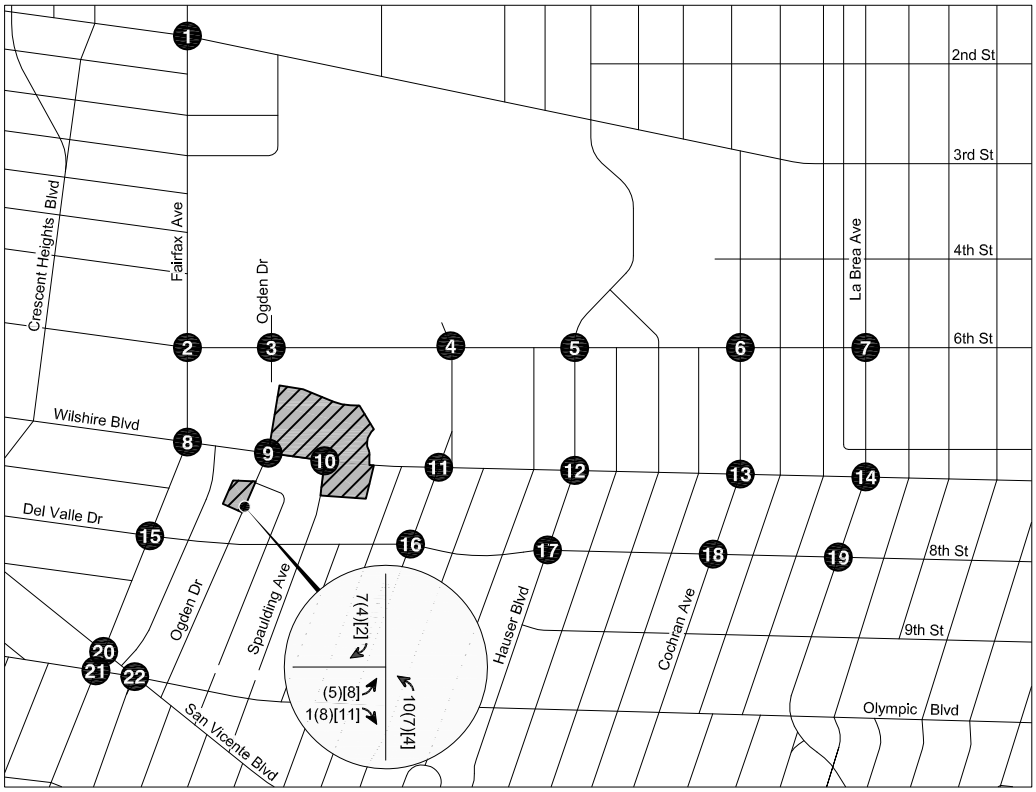
SPAULDING LOT TRAFFIC SHIFTS
SATURDAY PEAK HOUR TRAFFIC VOLUMES

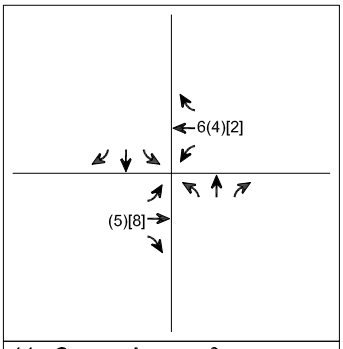
FIGURE
9B



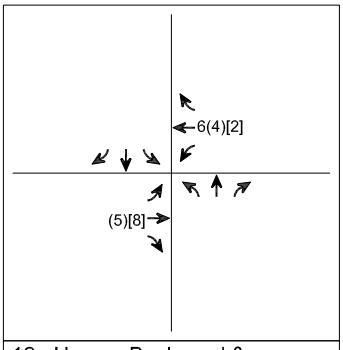
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10A

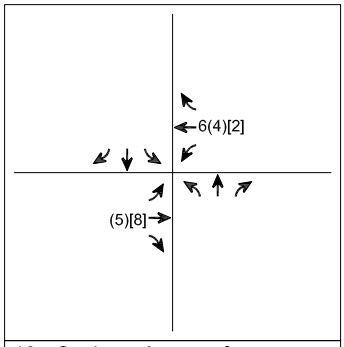




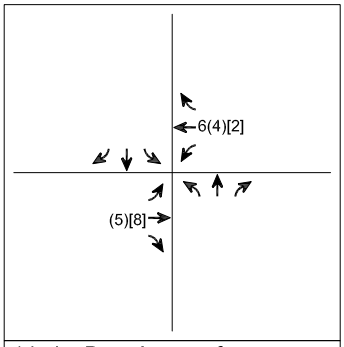
11. Curson Avenue & Wilshire Boulevard



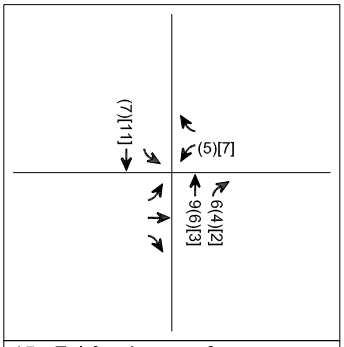
12. Hauser Boulevard & Wilshire Boulevard



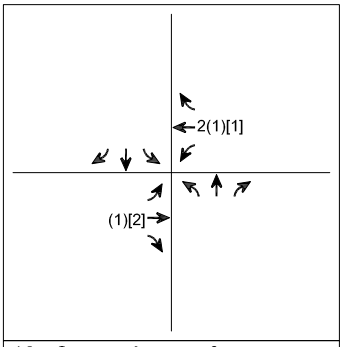
13. Cochran Avenue & Wilshire Boulevard



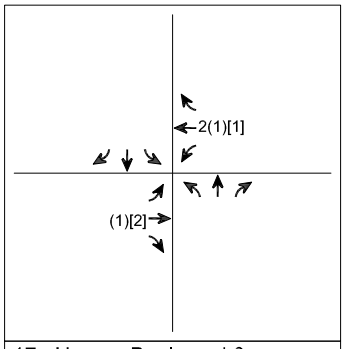
14. La Brea Avenue & Wilshire Boulevard



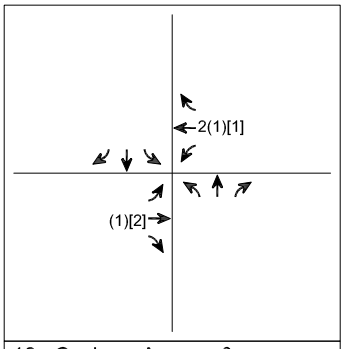
15. Fairfax Avenue & Del Valle Drive/8th Street



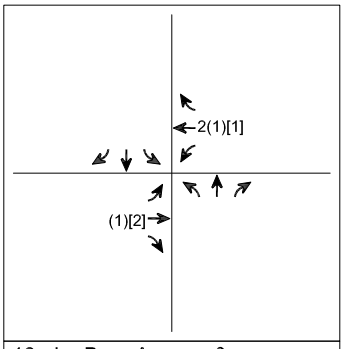
16. Curson Avenue & 8th Street



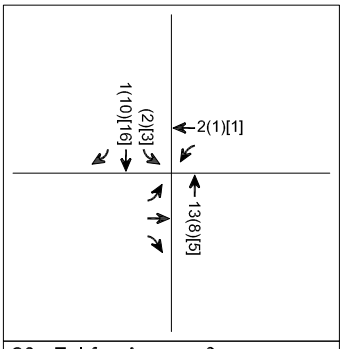
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

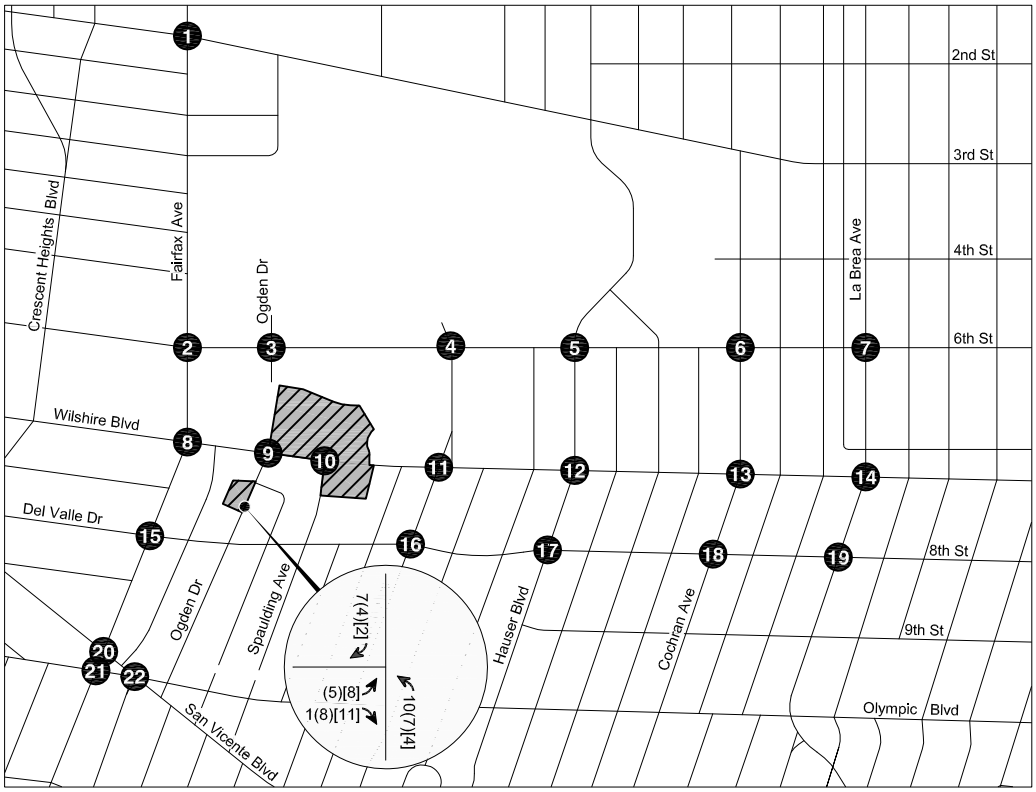
LEGEND

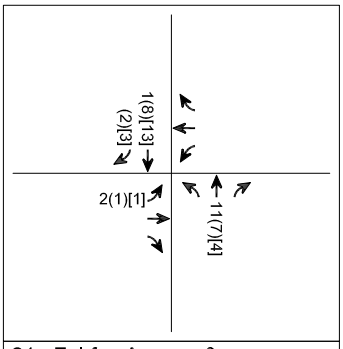
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- Project Driveway

N
Not to Scale

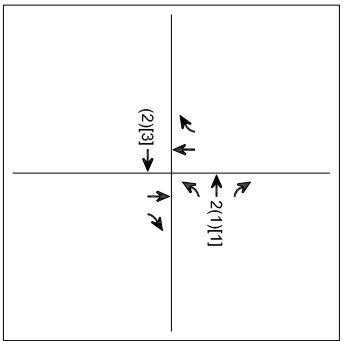
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10A (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

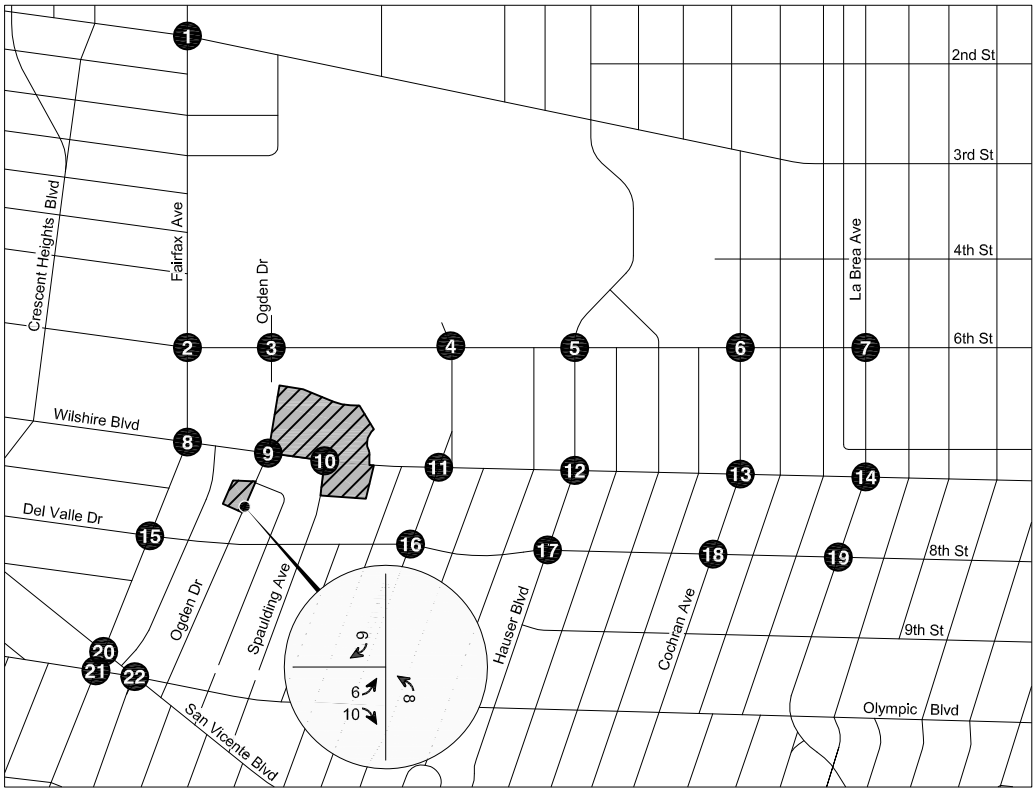
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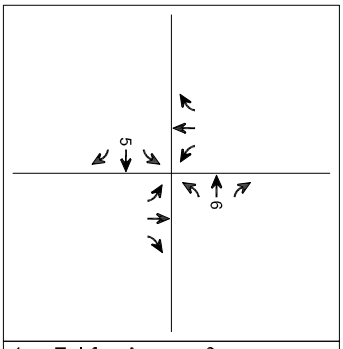
Project Site
Study Intersection
X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
Project Driveway

N
Not to Scale

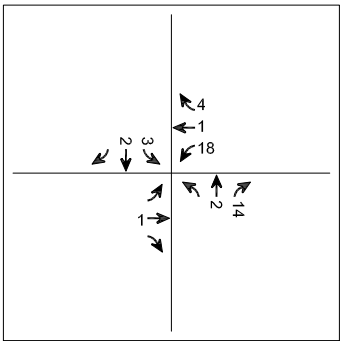
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10A (CONT.)

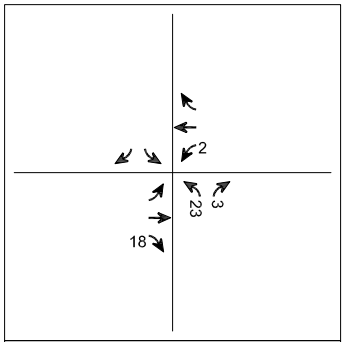




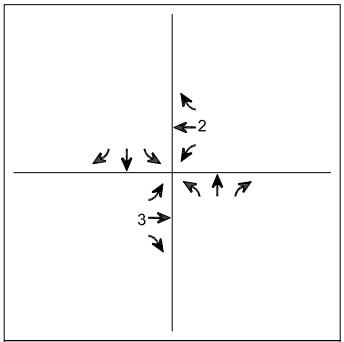
1. Fairfax Avenue & 3rd Street



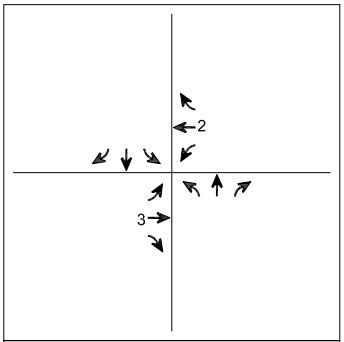
2. Fairfax Avenue & 6th Street



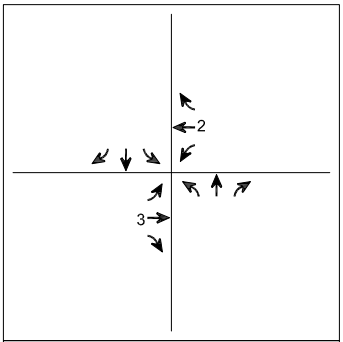
3. LACMA Driveway/Ogden Drive & 6th Street



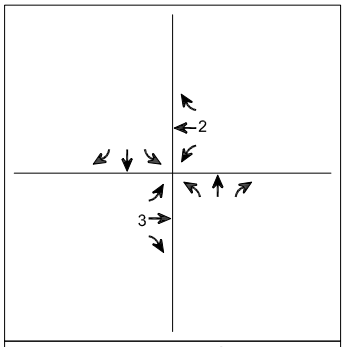
4. Curson Avenue & 6th St



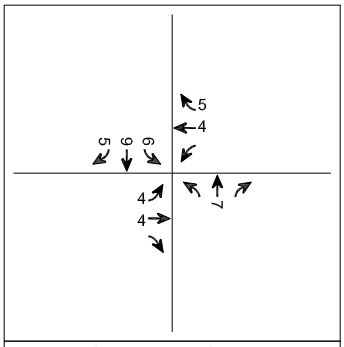
5. Hauser Boulevard & 6th Street



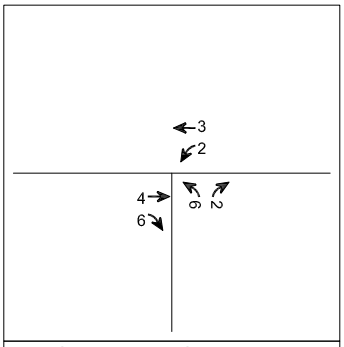
6. Cochran Avenue & 6th Street



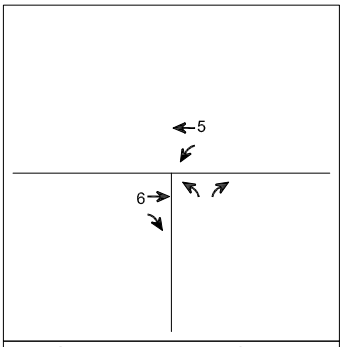
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

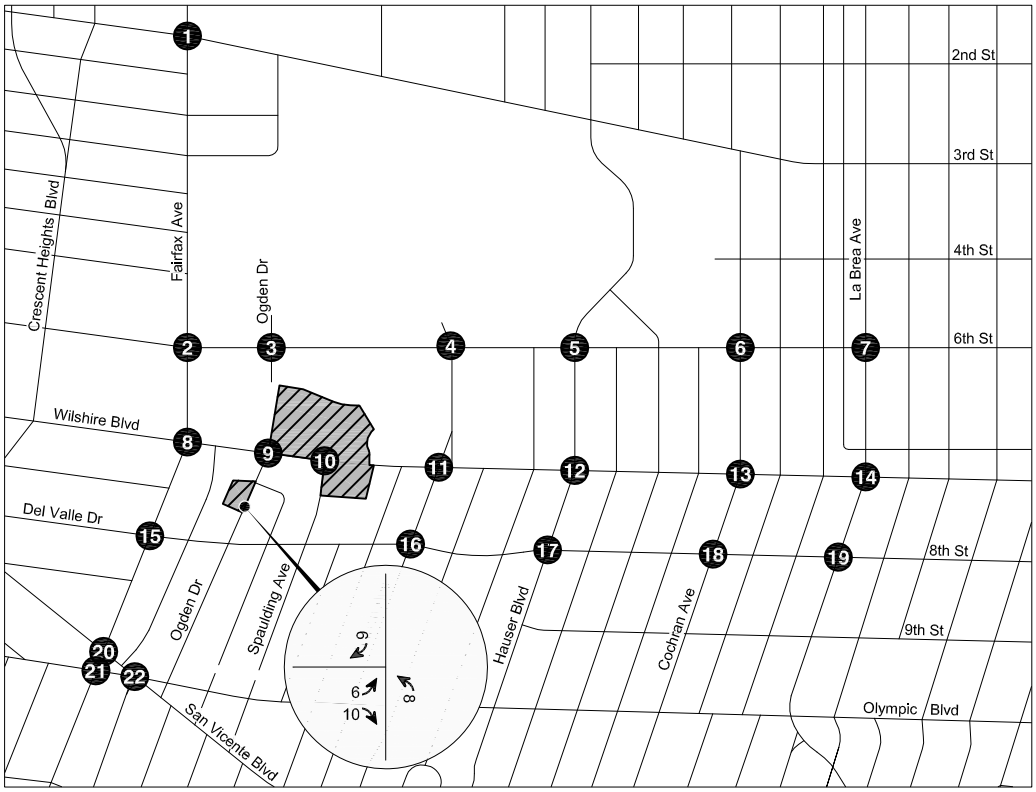
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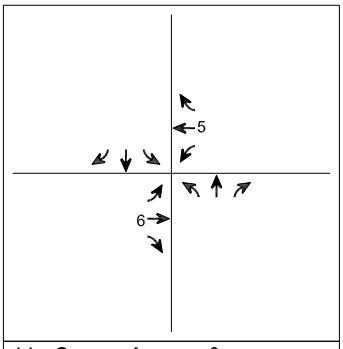
- Project Site
- # Study Intersection
- x Midday Peak Hour Traffic Volumes
- ● Project Driveway

N
Not to Scale

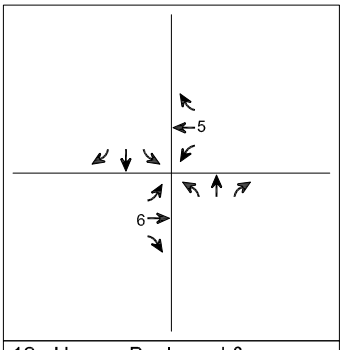
PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10B

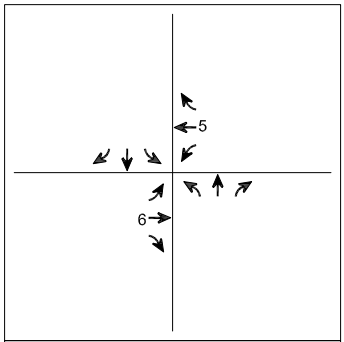




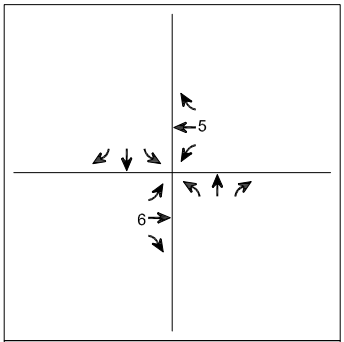
11. Curson Avenue & Wilshire Boulevard



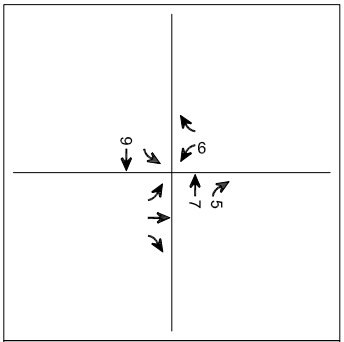
12. Hauser Boulevard & Wilshire Boulevard



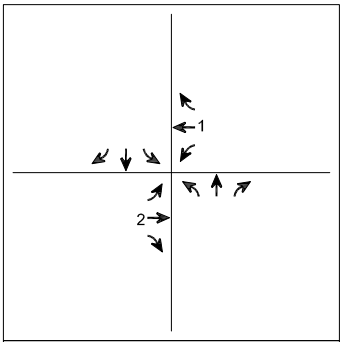
13. Cochran Avenue & Wilshire Boulevard



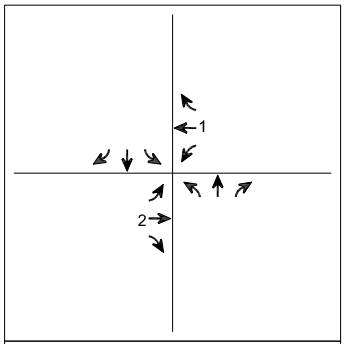
14. La Brea Avenue & Wilshire Boulevard



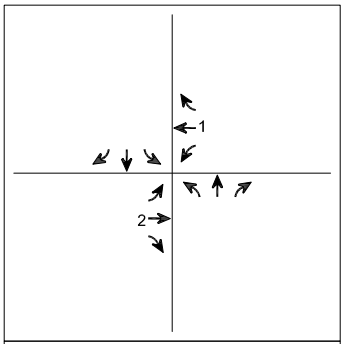
15. Fairfax Avenue & Del Valle Drive/8th Street



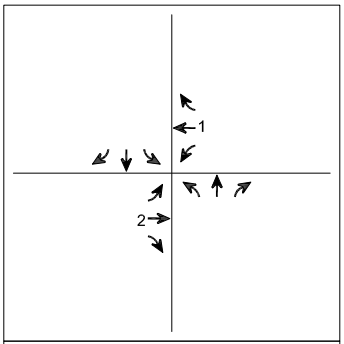
16. Curson Avenue & 8th Street



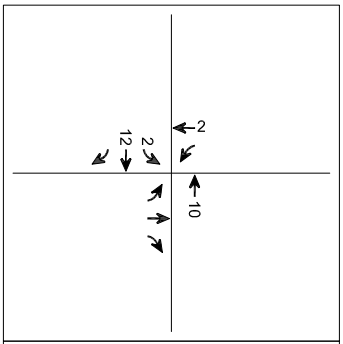
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

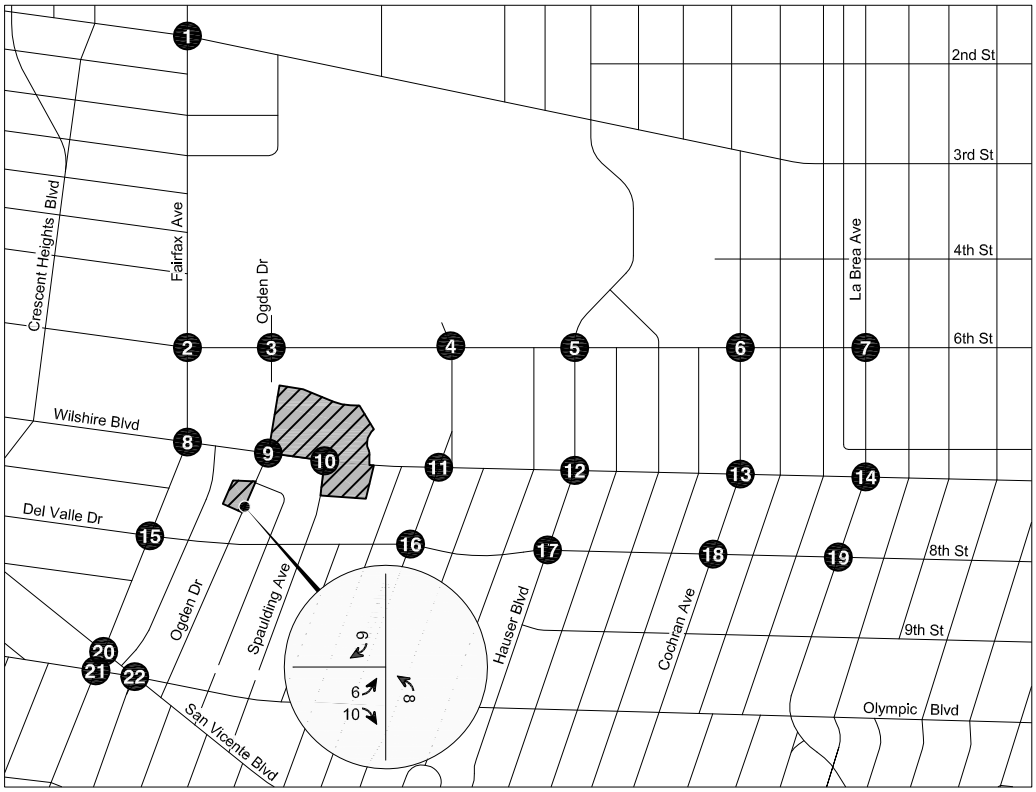
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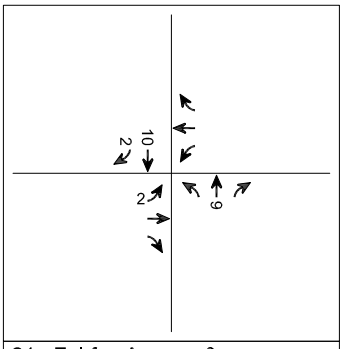
Project Site
Study Intersection
x Midday Peak Hour Traffic Volumes
Project Driveway

N
Not to Scale

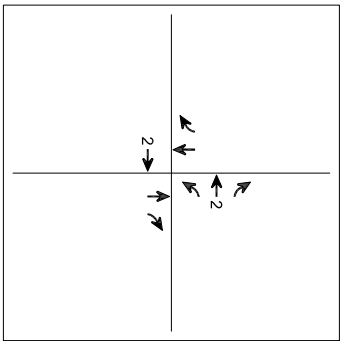
PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10B (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site
Study Intersection
x Midday Peak Hour Traffic Volumes
Project Driveway

N
Not to Scale

PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10B (CONT.)

TABLE 8
TRIP GENERATION RATES

Day	Size	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates [a]											
Typical Weekday	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09
Typical Saturday	per visitor	0.61	--	--	--	46%	54%	0.06	--	--	--
Trip Generation Estimates											
Typical Weekday	750 visitors	668	43	2	45	27	33	60	15	53	68
Typical Saturday	1,250 visitors	763	--	--	--	34	41	75	--	--	--

[a] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.

Chapter 5
Existing with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to Existing Conditions. The analysis corresponds with the Existing Conditions data and analysis presented in Chapter 2. The Existing with Project Conditions are defined by the traffic volumes, roadways, and intersection configurations that existed at the time of the NOP.

EXISTING WITH PROJECT TRAFFIC VOLUMES

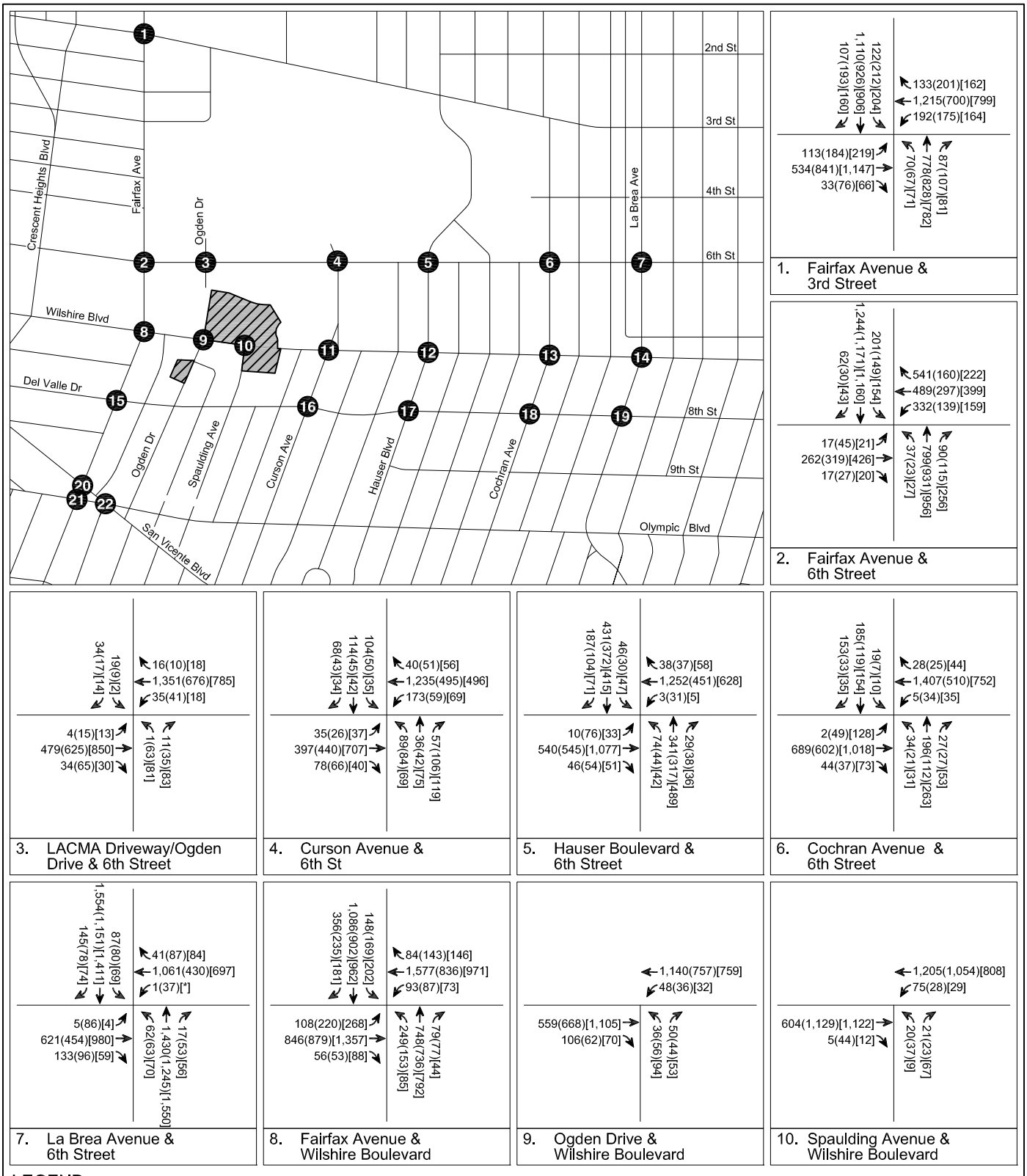
The Project-only weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes described in Chapter 4 and shown in Figures 9A to 10B were added to the Existing weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes shown in Figures 4A and 4B. The resulting volumes are illustrated in Figures 11A and 11B. They represent Existing with Project Conditions after development of the Project under Existing Conditions.

EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 9 summarizes the results of the Existing with Project Conditions during the weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hours. As shown in Table 9, 19 of the 22 study intersections operate at LOS D or better during all of the analyzed peak hours. The remaining three intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours.

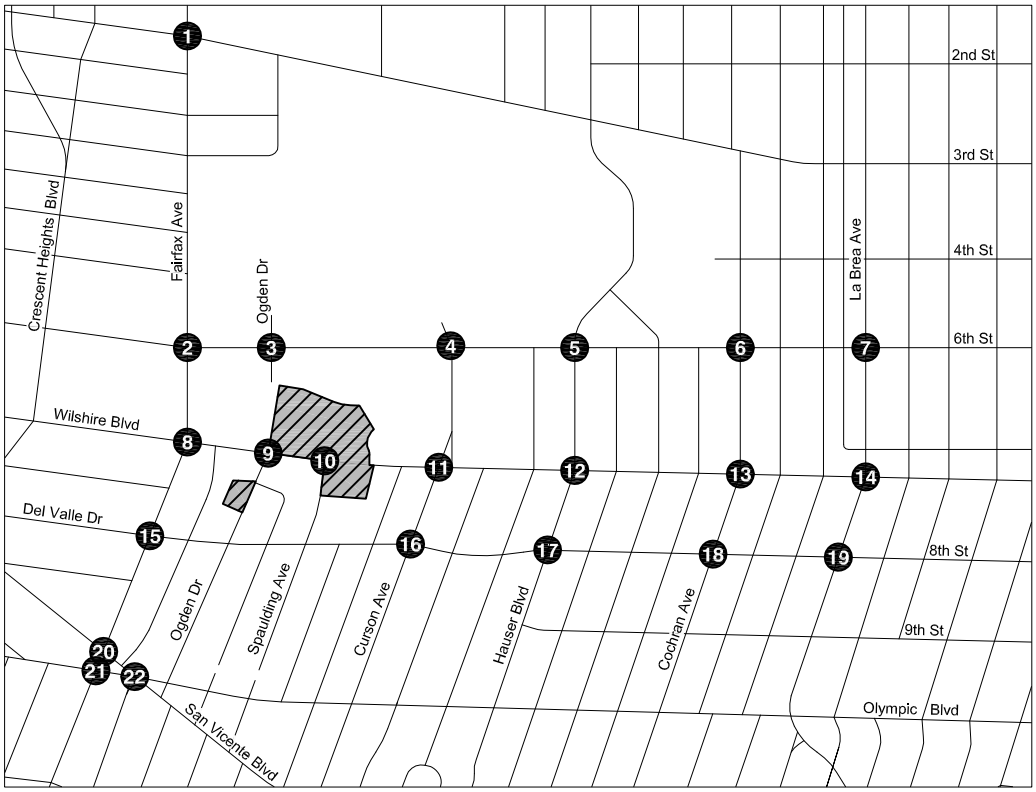
SUMMARY

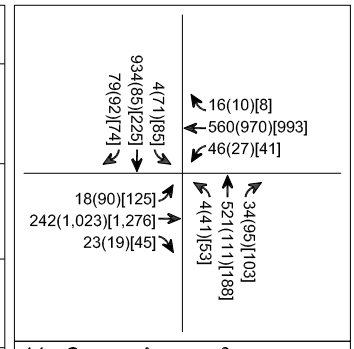
As detailed in Table 9, when measuring the Existing with Project Conditions against Existing Conditions, the incremental increases in the V/C ratios resulting from Project traffic do not exceed the thresholds of the LADOT significant impact criteria at any of the 22 study intersections. Thus, the Project is not anticipated to trigger a significant traffic impact at any of the 22 study intersections under Existing with Project Conditions, and no mitigation measures are required.



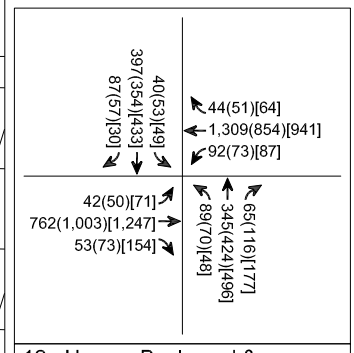
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11A

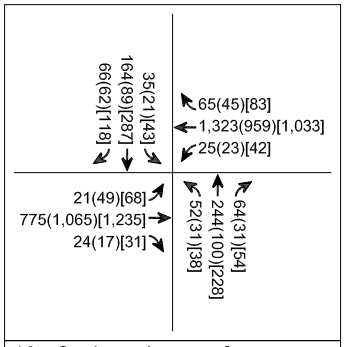




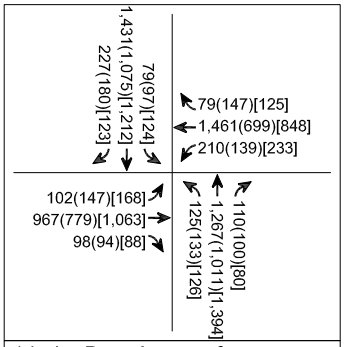
11. Curson Avenue & Wilshire Boulevard



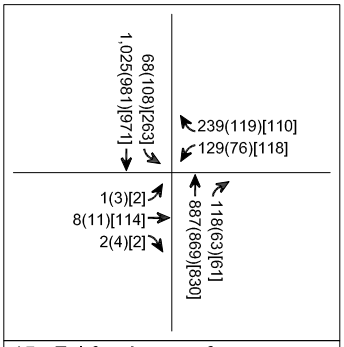
12. Hauser Boulevard & Wilshire Boulevard



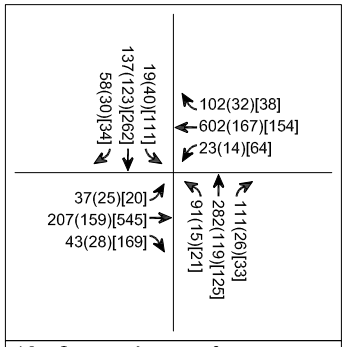
13. Cochran Avenue & Wilshire Boulevard



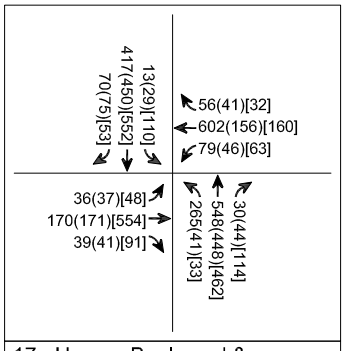
14. La Brea Avenue & Wilshire Boulevard



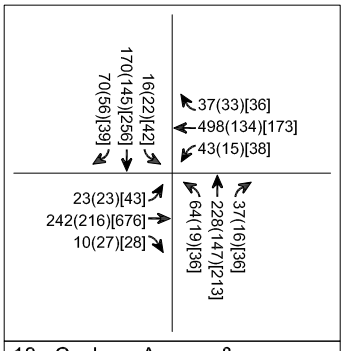
15. Fairfax Avenue & Del Valle Drive/8th Street



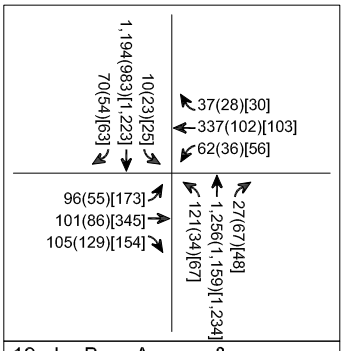
16. Curson Avenue & 8th Street



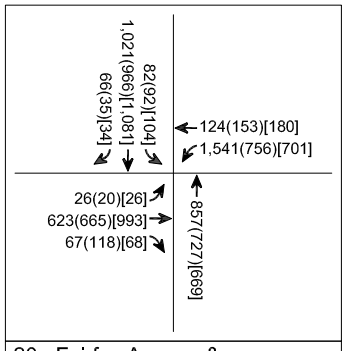
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

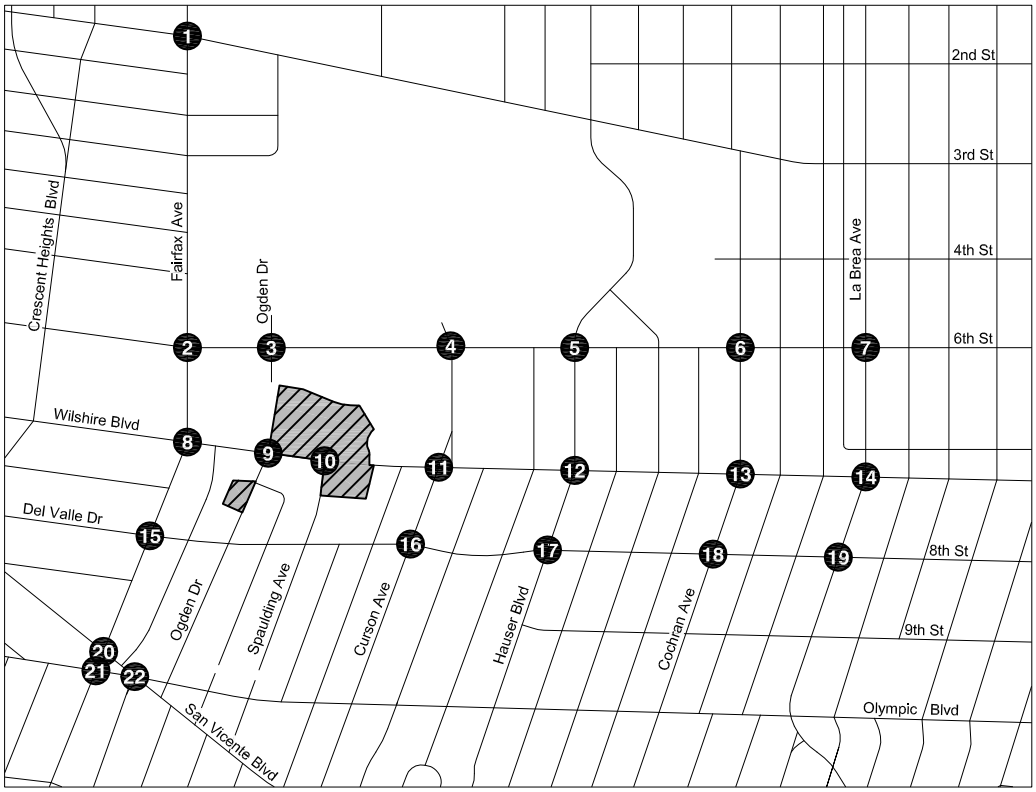
LEGEND

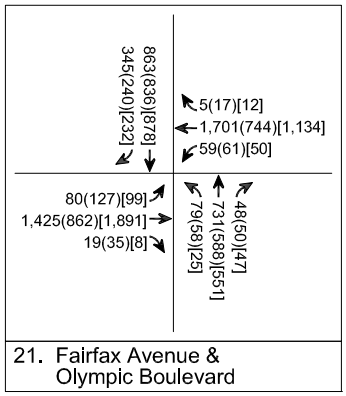
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

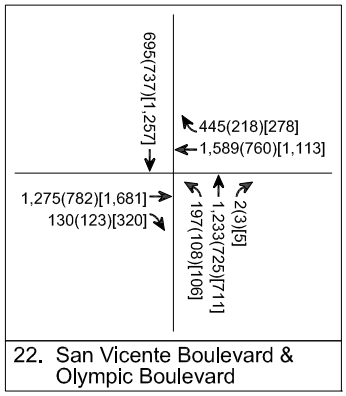
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
11A (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

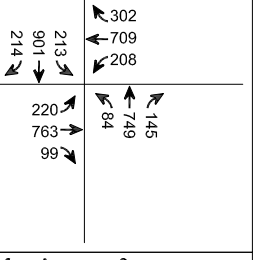
	Project Site	X(X)[X]	AM(Midday)[PM] Peak Hour Traffic Volumes
#	Study Intersection	*	Negligible Volume

N
Not to Scale

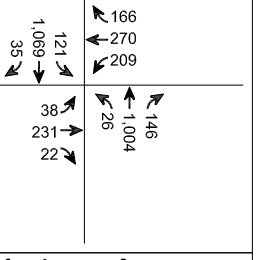
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
11A (CONT.)

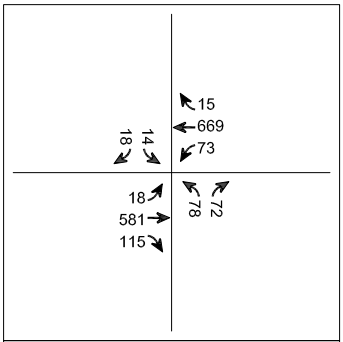




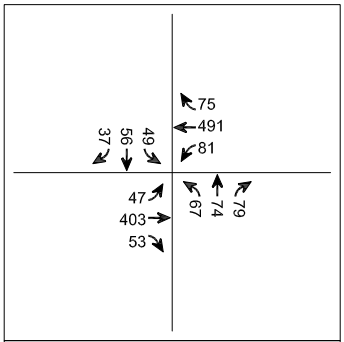
1. Fairfax Avenue & 3rd Street



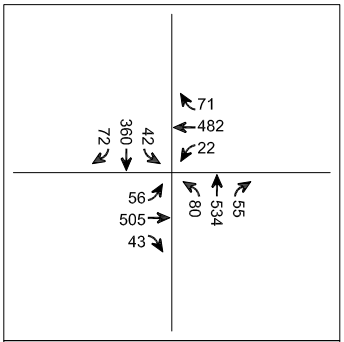
2. Fairfax Avenue & 6th Street



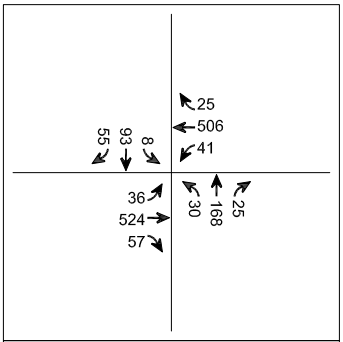
3. LACMA Driveway/Ogden Drive & 6th Street



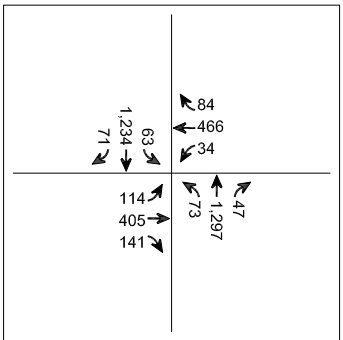
4. Curson Avenue & 6th St



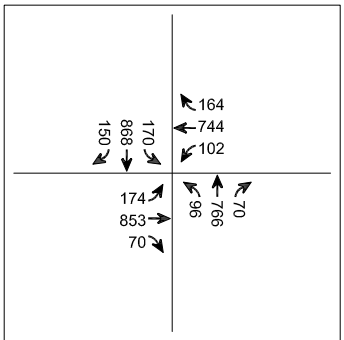
5. Hauser Boulevard & 6th Street



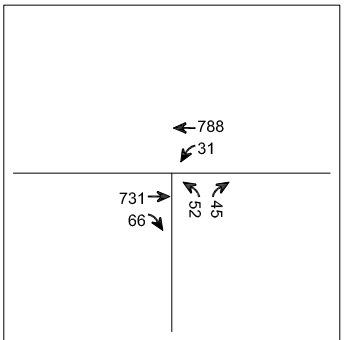
6. Cochran Avenue & 6th Street



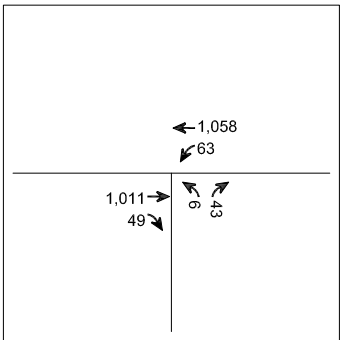
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

LEGEND

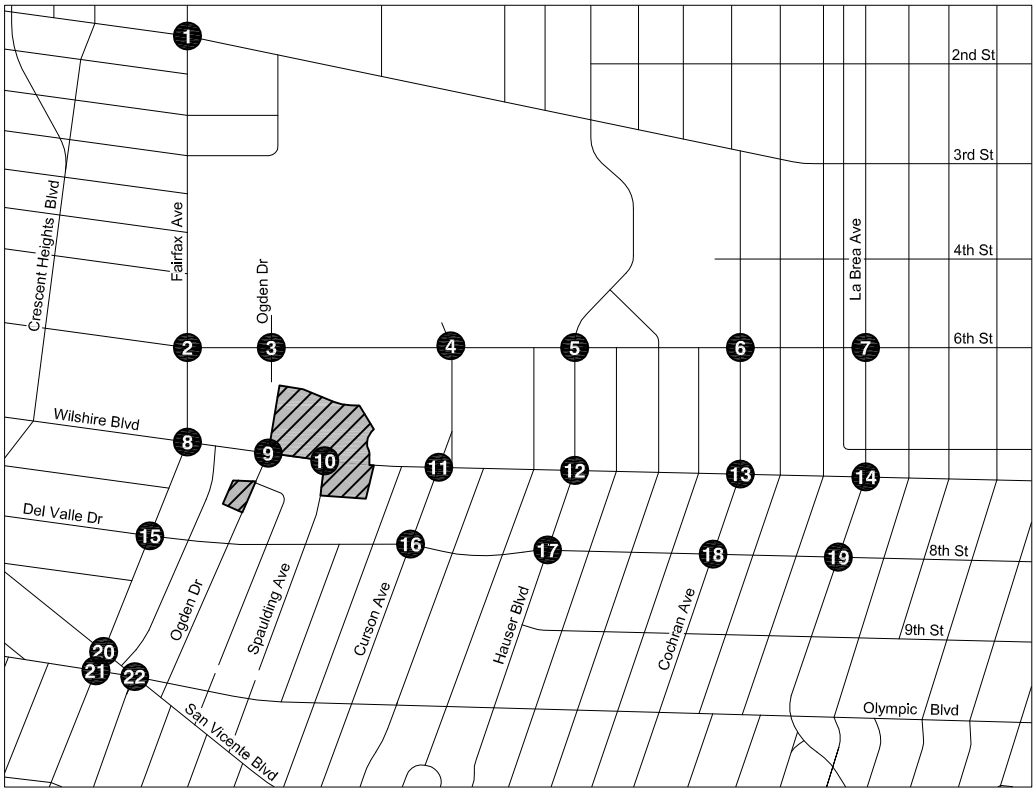
Project Site — X Midday Peak Hour Traffic Volumes

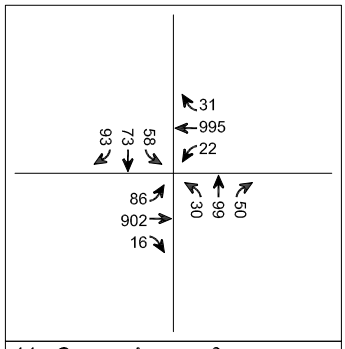
Study Intersection — * Negligible Volume

N
Not to Scale

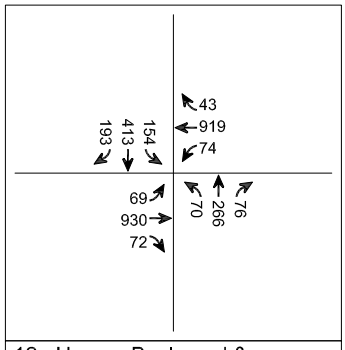
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11B

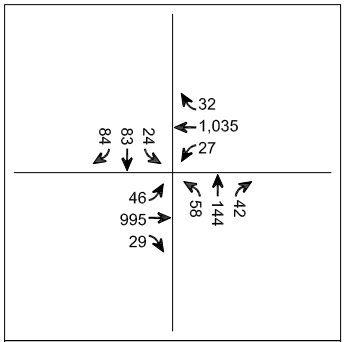




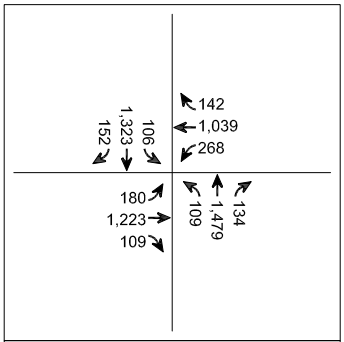
11. Curson Avenue & Wilshire Boulevard



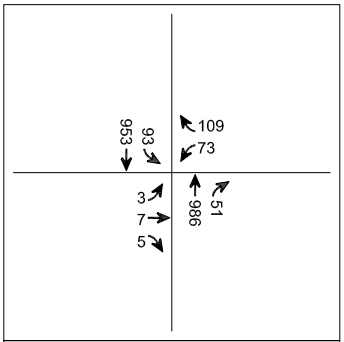
12. Hauser Boulevard & Wilshire Boulevard



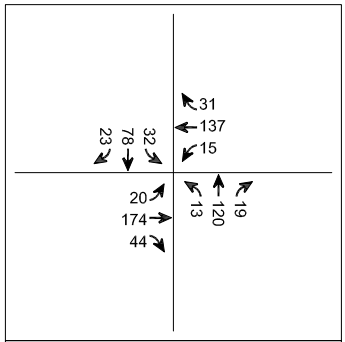
13. Cochran Avenue & Wilshire Boulevard



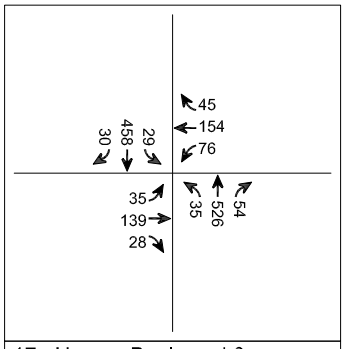
14. La Brea Avenue & Wilshire Boulevard



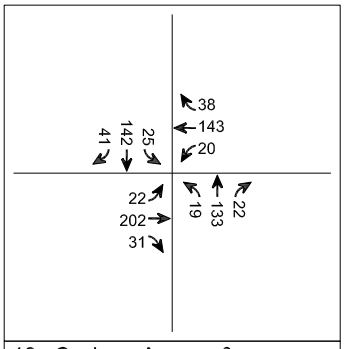
15. Fairfax Avenue & Del Valle Drive/8th Street



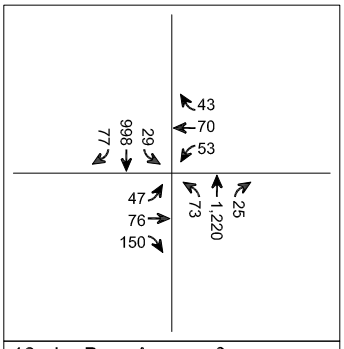
16. Curson Avenue & 8th Street



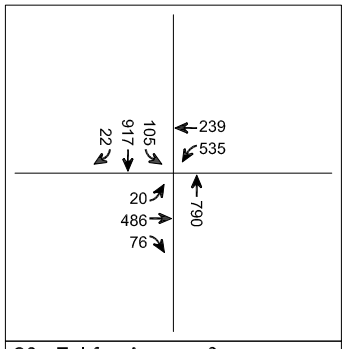
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

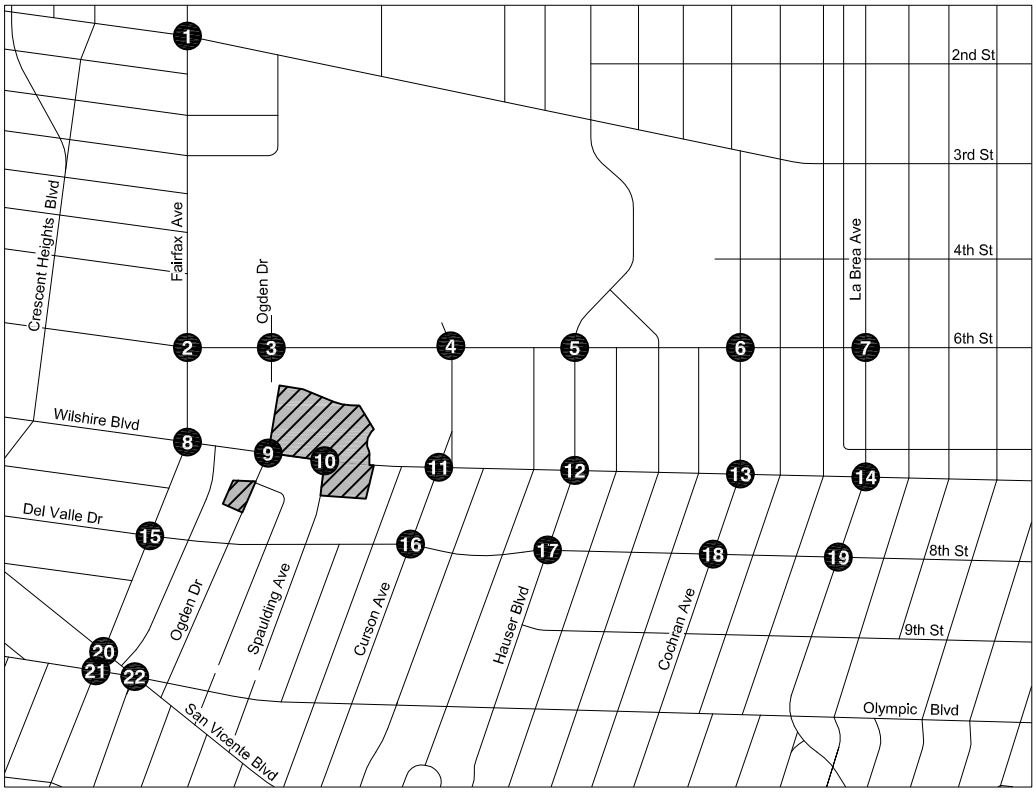
LEGEND

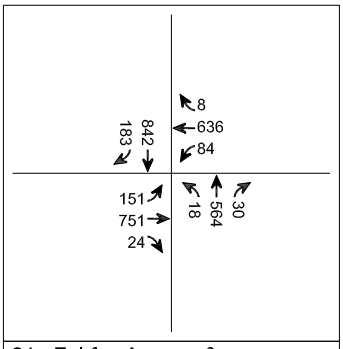
Project Site
Study Intersection
X Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

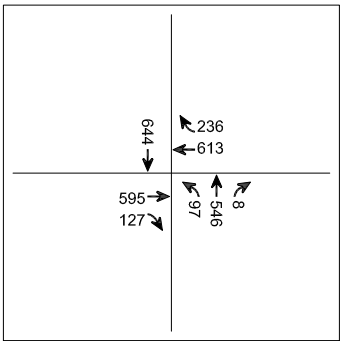
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
11B (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site	X	Midday Peak Hour Traffic Volumes
# Study Intersection	*	Negligible Volume

N
Not to Scale

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
11B (CONT.)

TABLE 9
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	0.916	E	0.918	E	0.002	NO
	3rd Street	MD	0.816	D	0.817	D	0.001	NO
		PM	0.899	D	0.900	D	0.001	NO
		Sat	0.829	D	0.832	D	0.003	NO
2.	Fairfax Avenue &	AM	0.739	C	0.739	C	0.000	NO
	6th Street	MD	0.628	B	0.634	B	0.006	NO
		PM	0.708	C	0.718	C	0.010	NO
		Sat	0.585	A	0.595	A	0.010	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.394	A	0.395	A	0.001	NO
	6th Street	MD	0.209	A	0.229	A	0.020	NO
		PM	0.291	A	0.316	A	0.025	NO
		Sat	0.265	A	0.290	A	0.025	NO
4.	Curson Avenue &	AM	0.528	A	0.529	A	0.001	NO
	6th St	MD	0.239	A	0.240	A	0.001	NO
		PM	0.347	A	0.348	A	0.001	NO
		Sat	0.254	A	0.255	A	0.001	NO
5.	Hauser Boulevard &	AM	0.666	B	0.667	B	0.001	NO
	6th Street	MD	0.448	A	0.449	A	0.001	NO
		PM	0.657	B	0.657	B	0.000	NO
		Sat	0.557	A	0.557	A	0.000	NO
6.	Cochran Avenue &	AM	0.638	B	0.639	B	0.001	NO
	6th Street	MD	0.414	A	0.415	A	0.001	NO
		PM	0.501	A	0.502	A	0.001	NO
		Sat	0.453	A	0.455	A	0.002	NO
7.	La Brea Avenue &	AM	0.685	B	0.686	B	0.001	NO
	6th Street	MD	0.736	C	0.737	C	0.001	NO
		PM	0.648	B	0.649	B	0.001	NO
		Sat	0.783	C	0.784	C	0.001	NO
8.	Fairfax Avenue &	AM	1.125	F	1.128	F	0.003	NO
	Wilshire Boulevard	MD	0.798	C	0.803	D	0.005	NO
		PM	0.892	D	0.899	D	0.007	NO
		Sat	0.714	C	0.725	C	0.011	NO
9.	Ogden Drive &	AM	0.335	A	0.337	A	0.002	NO
	Wilshire Boulevard	MD	0.207	A	0.219	A	0.012	NO
		PM	0.350	A	0.388	A	0.038	NO
		Sat	0.209	A	0.229	A	0.020	NO
10.	Spaulding Avenue &	AM	0.324	A	0.329	A	0.005	NO
	Wilshire Boulevard	MD	0.345	A	0.335	A	-0.010	NO
		PM	0.368	A	0.344	A	-0.024	NO
		Sat	0.329	A	0.312	A	-0.017	NO
11.	Curson Avenue &	AM	0.777	C	0.779	C	0.002	NO
	Wilshire Boulevard	MD	0.494	A	0.495	A	0.001	NO
		PM	0.641	B	0.644	B	0.003	NO
		Sat	0.457	A	0.459	A	0.002	NO
12.	Hauser Boulevard &	AM	0.745	C	0.747	C	0.002	NO
	Wilshire Boulevard	MD	0.602	B	0.604	B	0.002	NO
		PM	0.735	C	0.737	C	0.002	NO
		Sat	0.708	C	0.710	C	0.002	NO
13.	Cochran Avenue &	AM	0.617	B	0.619	B	0.002	NO
	Wilshire Boulevard	MD	0.404	A	0.406	A	0.002	NO
		PM	0.661	B	0.664	B	0.003	NO
		Sat	0.453	A	0.455	A	0.002	NO
14.	La Brea Avenue &	AM	0.997	E	0.999	E	0.002	NO
	Wilshire Boulevard	MD	0.683	B	0.685	B	0.002	NO
		PM	0.901	E	0.904	E	0.003	NO
		Sat	1.006	F	1.008	F	0.002	NO
15.	Fairfax Avenue &	AM	0.389	A	0.395	A	0.006	NO
	8th Street	MD	0.356	A	0.361	A	0.005	NO
		PM	0.530	A	0.534	A	0.004	NO
		Sat	0.377	A	0.383	A	0.006	NO

TABLE 9 (CONTINUED)
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.728	C	0.729	C	0.001	NO
	8th Street	MD	0.187	A	0.188	A	0.001	NO
		PM	0.703	C	0.704	C	0.001	NO
		Sat	0.177	A	0.178	A	0.001	NO
17.	Hauser Boulevard &	AM	0.863	D	0.864	D	0.001	NO
	8th Street	MD	0.449	A	0.449	A	0.000	NO
		PM	0.828	D	0.829	D	0.001	NO
		Sat	0.467	A	0.468	A	0.001	NO
18.	Cochran Avenue &	AM	0.529	A	0.531	A	0.002	NO
	8th Street	MD	0.248	A	0.249	A	0.001	NO
		PM	0.671	B	0.672	B	0.001	NO
		Sat	0.233	A	0.235	A	0.002	NO
19.	La Brea Avenue &	AM	0.615	B	0.616	B	0.001	NO
	8th Street	MD	0.391	A	0.392	A	0.001	NO
		PM	0.715	C	0.716	C	0.001	NO
		Sat	0.412	A	0.413	A	0.001	NO
20.	Fairfax Avenue &	AM	0.688	B	0.689	B	0.001	NO
	San Vicente Boulevard	MD	0.475	A	0.478	A	0.003	NO
		PM	0.510	A	0.516	A	0.006	NO
		Sat	0.440	A	0.446	A	0.006	NO
21.	Fairfax Avenue &	AM	0.832	D	0.833	D	0.001	NO
	Olympic Boulevard	MD	0.577	A	0.581	A	0.004	NO
		PM	0.781	C	0.786	C	0.005	NO
		Sat	0.522	A	0.527	A	0.005	NO
22.	San Vicente Boulevard &	AM	0.664	B	0.665	B	0.001	NO
	Olympic Boulevard	MD	0.334	A	0.334	A	0.000	NO
		PM	0.663	B	0.663	B	0.000	NO
		Sat	0.280	A	0.280	A	0.000	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

Chapter 6
Future with Project Conditions

This chapter describes the evaluation of the Project traffic on future cumulative traffic conditions (Future with Project Conditions). The analysis year of 2023 corresponds with the anticipated buildout year of the Project. All future background traffic growth (i.e., ambient and Related Project traffic growth) presented in Chapter 4 is assumed in this analysis.

FUTURE WITH PROJECT TRAFFIC VOLUMES

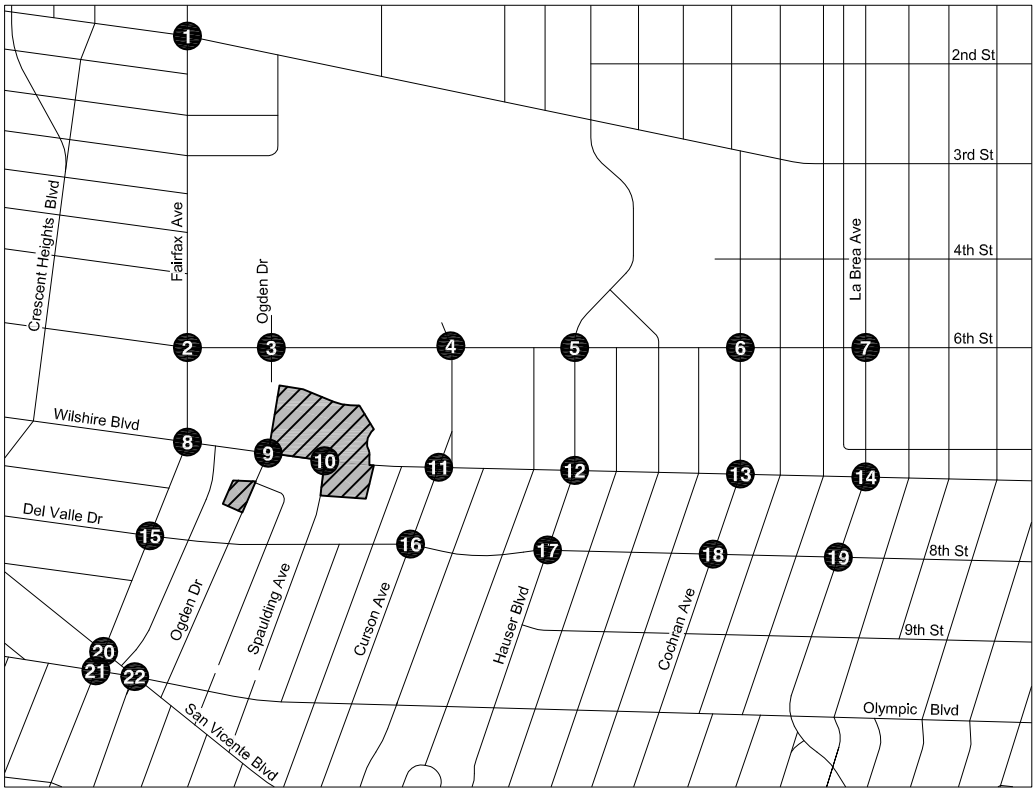
The Project-only weekday morning, weekday midday, weekday afternoon, and Saturday midday traffic volumes described in Chapter 5 and shown in Figures 9A through 10B were added to the Future without Project weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes shown in Figures 4A and4 B. The resulting volumes are illustrated in Figures 12A and 12B. These traffic volumes represent Future with Project Conditions after development of the Project in the year 2023.

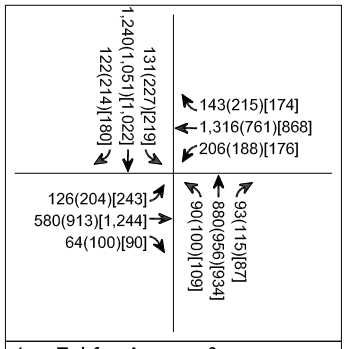
FUTURE WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 10 summarizes the results of the Future with Project Conditions during the weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hours. As shown in Table 10, nine of the 22 study intersections operate at LOS D or better during all of the analyzed peak hours. The remaining 13 intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours.

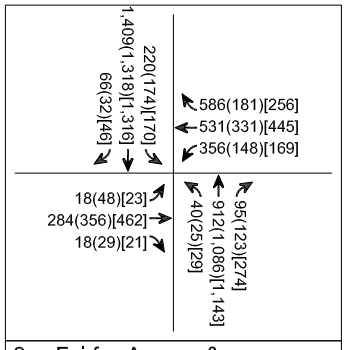
SUMMARY

As detailed in Table 10, when measuring the Future with Project Conditions against Future without Project Conditions, the incremental increases in the V/C ratios resulting from Project traffic do not exceed the thresholds of the LADOT significant impact criteria at any of the 22 study intersections. Thus, the Project is not anticipated to trigger a significant traffic impact at any of the 22 study intersections under Future with Project Conditions, and no mitigation measures are required.

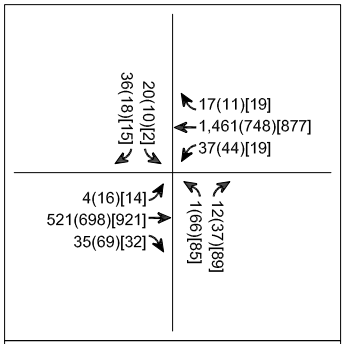




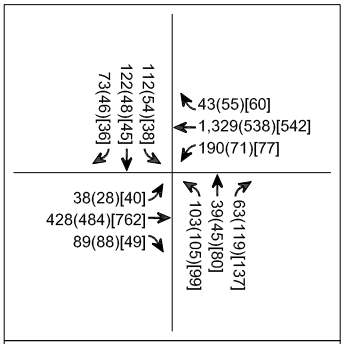
1. Fairfax Avenue & 3rd Street



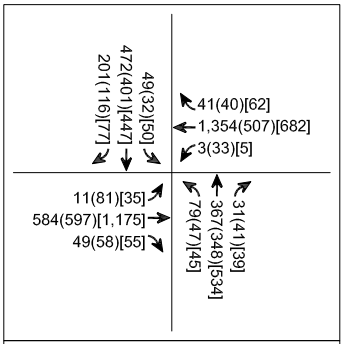
2. Fairfax Avenue & 6th Street



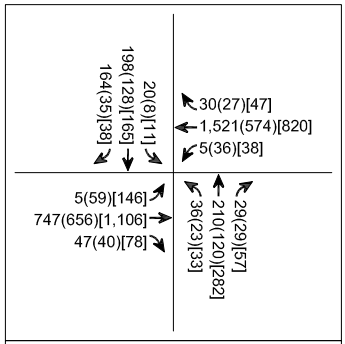
3. LACMA Driveway/Ogden Drive & 6th Street



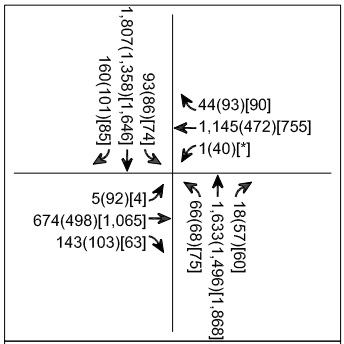
4. Curson Avenue & 6th St



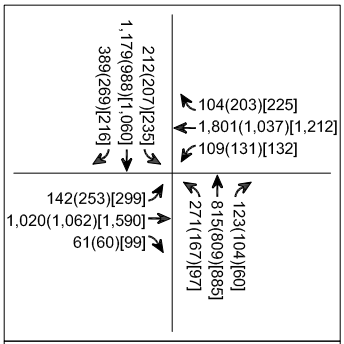
5. Hauser Boulevard & 6th Street



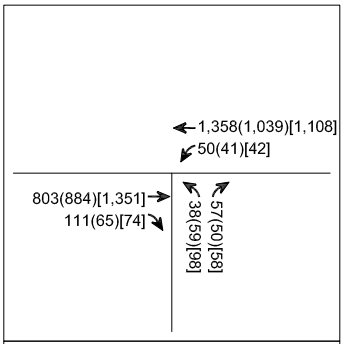
6. Cochran Avenue & 6th Street



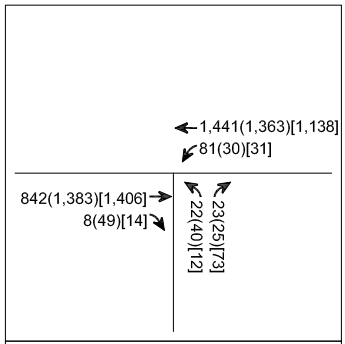
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

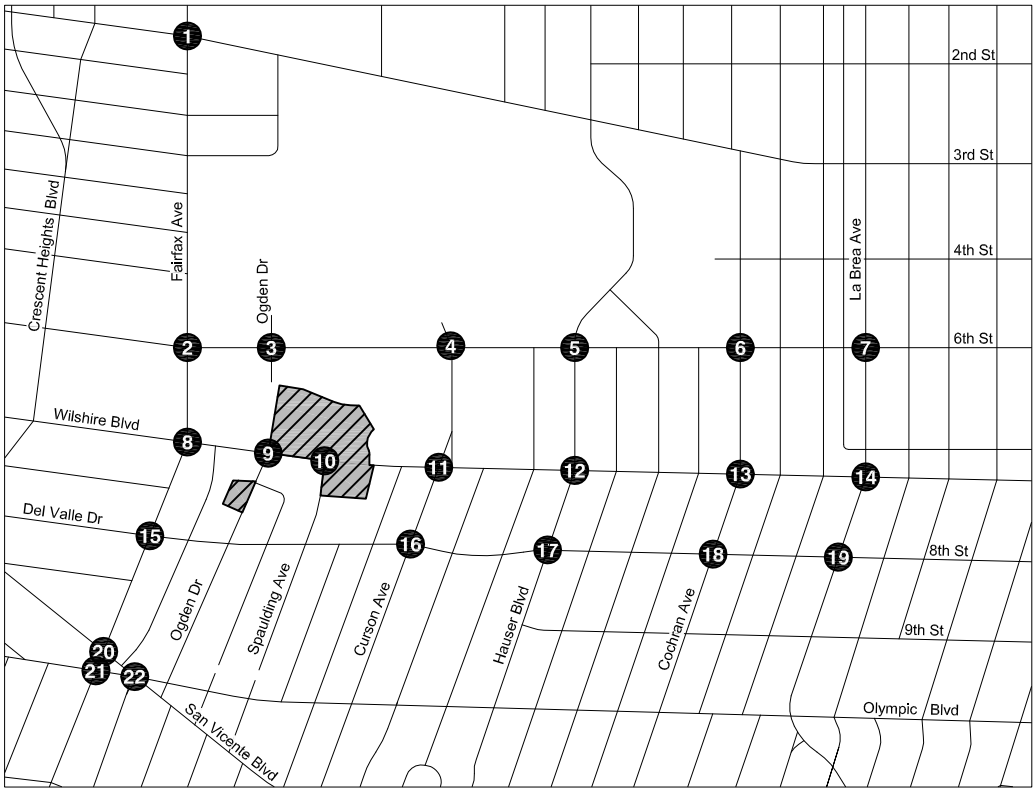
LEGEND

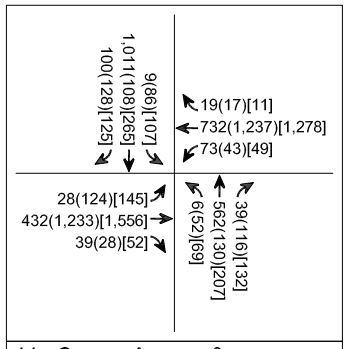
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

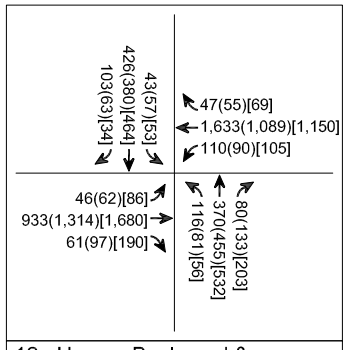
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12A

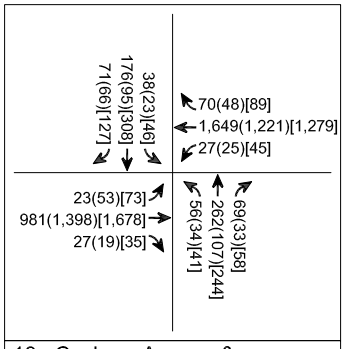




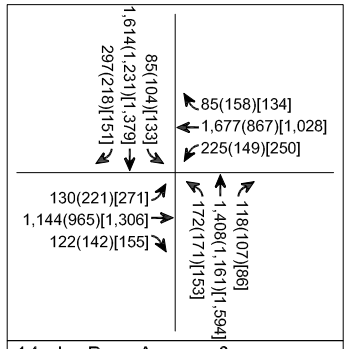
11. Curson Avenue & Wilshire Boulevard



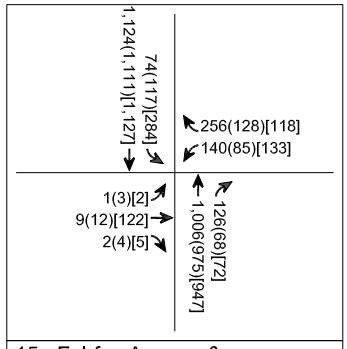
12. Hauser Boulevard & Wilshire Boulevard



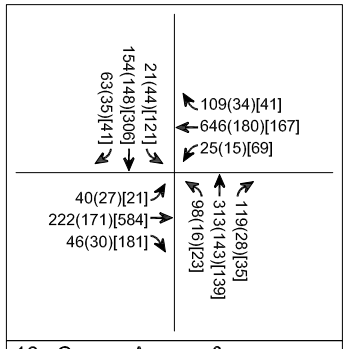
13. Cochran Avenue & Wilshire Boulevard



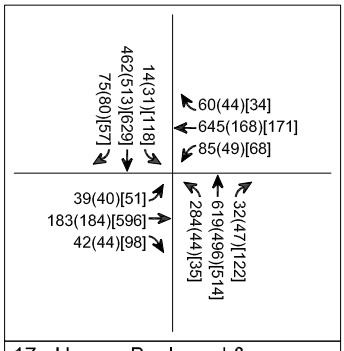
14. La Brea Avenue & Wilshire Boulevard



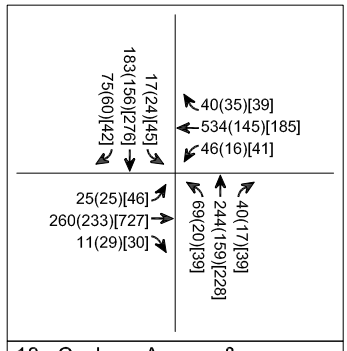
15. Fairfax Avenue & Del Valle Drive/8th Street



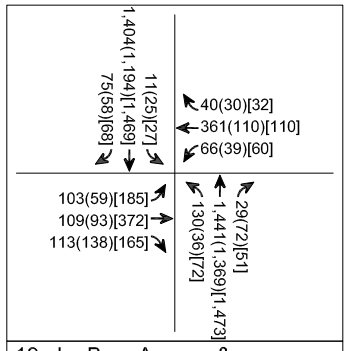
16. Curson Avenue & 8th Street



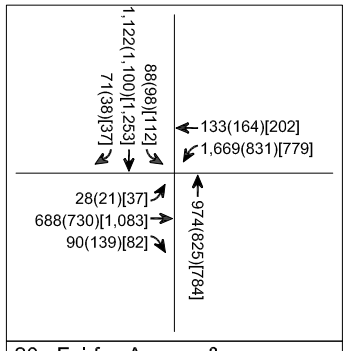
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

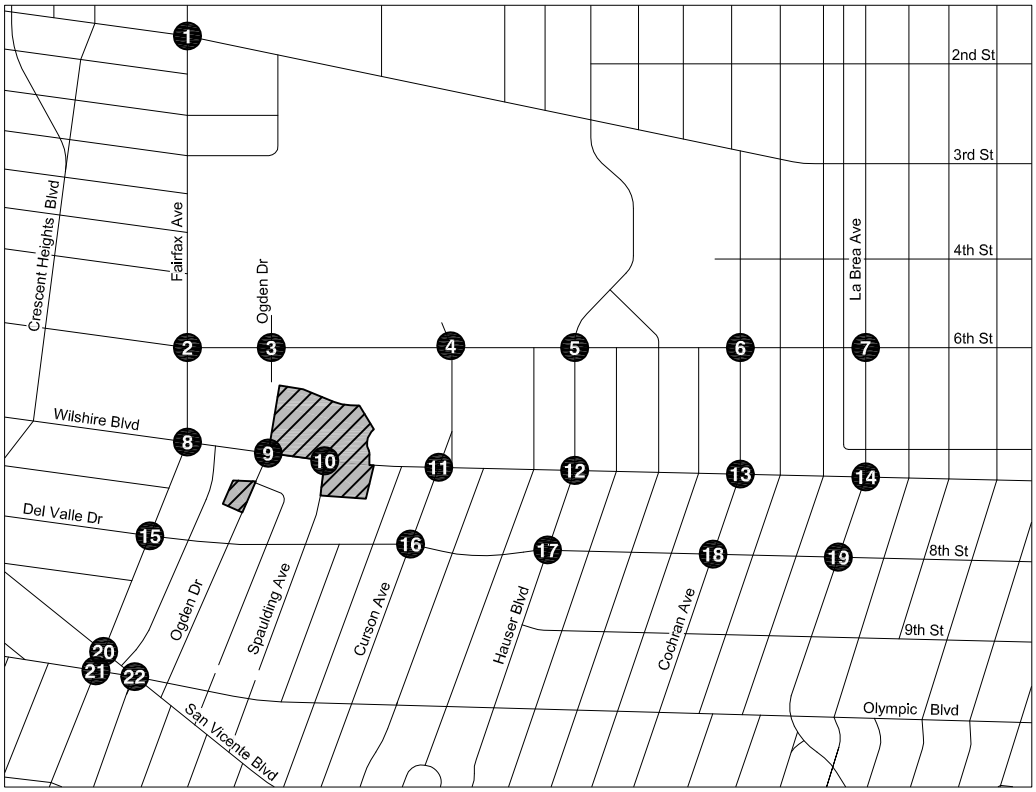
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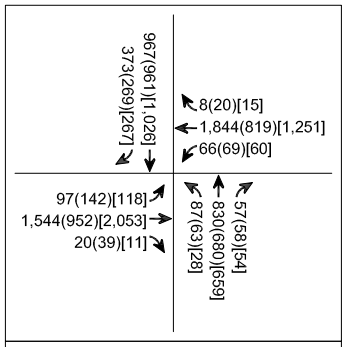
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

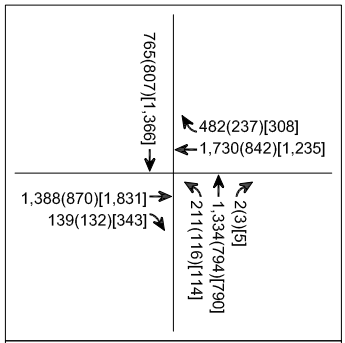
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
12A (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

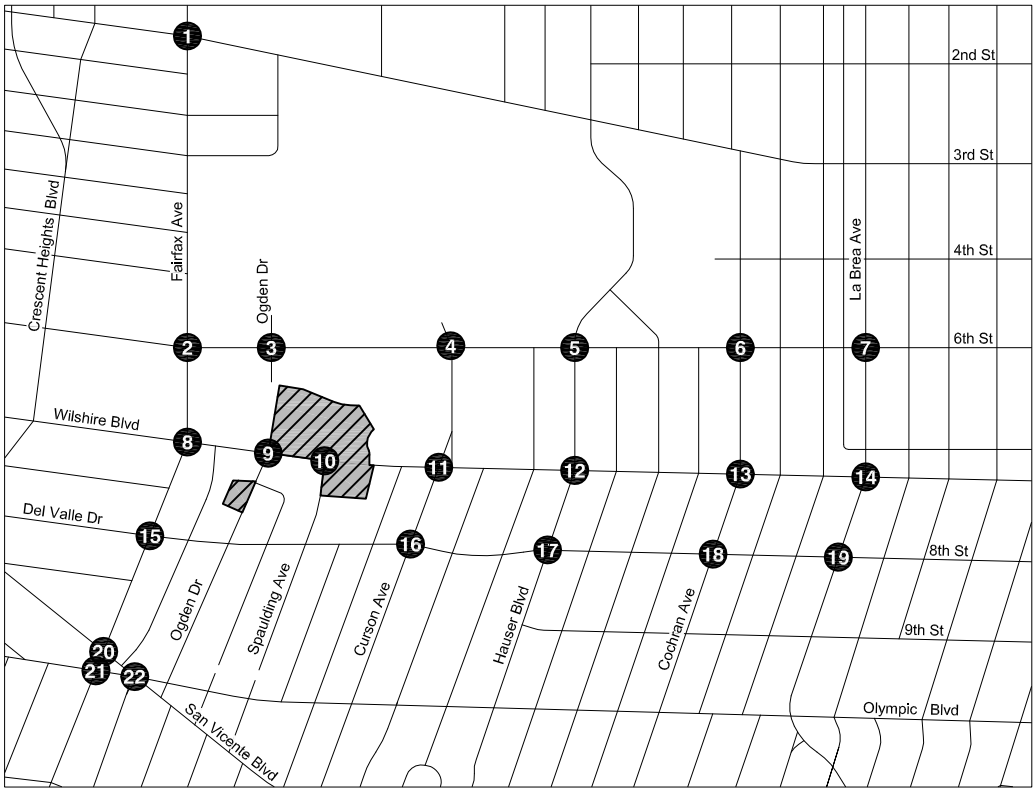
LEGEND

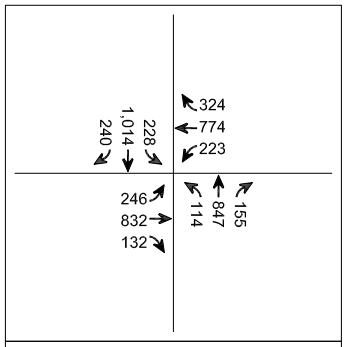
Project Site		X(X)[X]	AM(Midday)[PM] Peak Hour Traffic Volumes
#	Study Intersection	*	Negligible Volume

N
Not to Scale

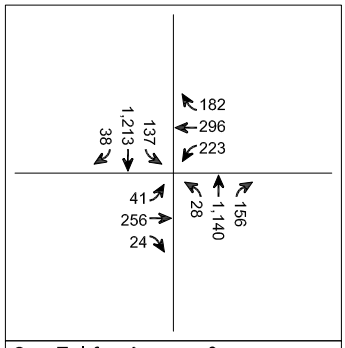
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
12A (CONT.)

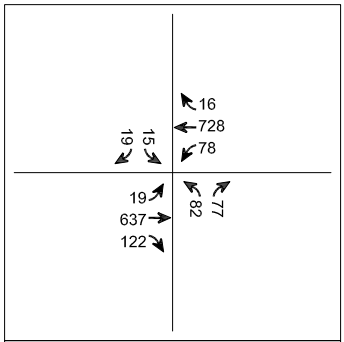




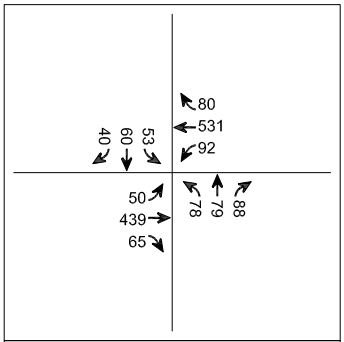
1. Fairfax Avenue & 3rd Street



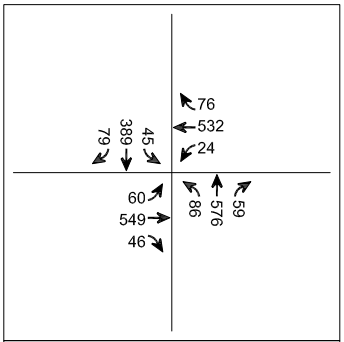
2. Fairfax Avenue & 6th Street



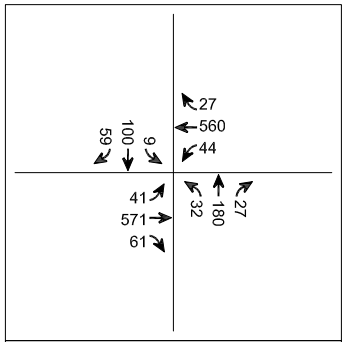
3. LACMA Driveway/Ogden Drive & 6th Street



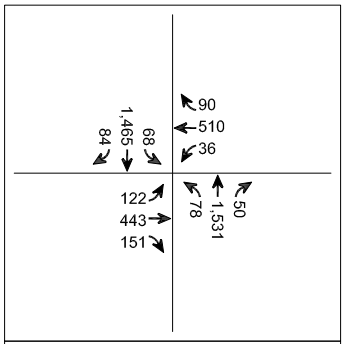
4. Curson Avenue & 6th St



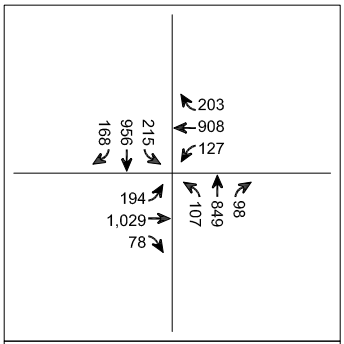
5. Hauser Boulevard & 6th Street



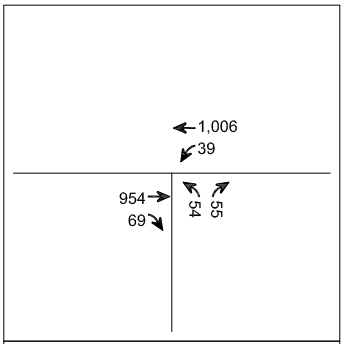
6. Cochran Avenue & 6th Street



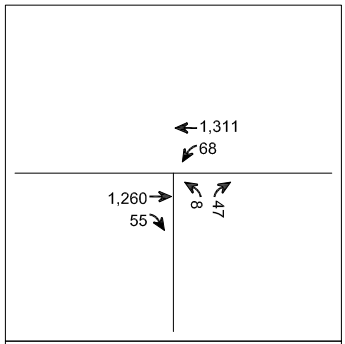
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

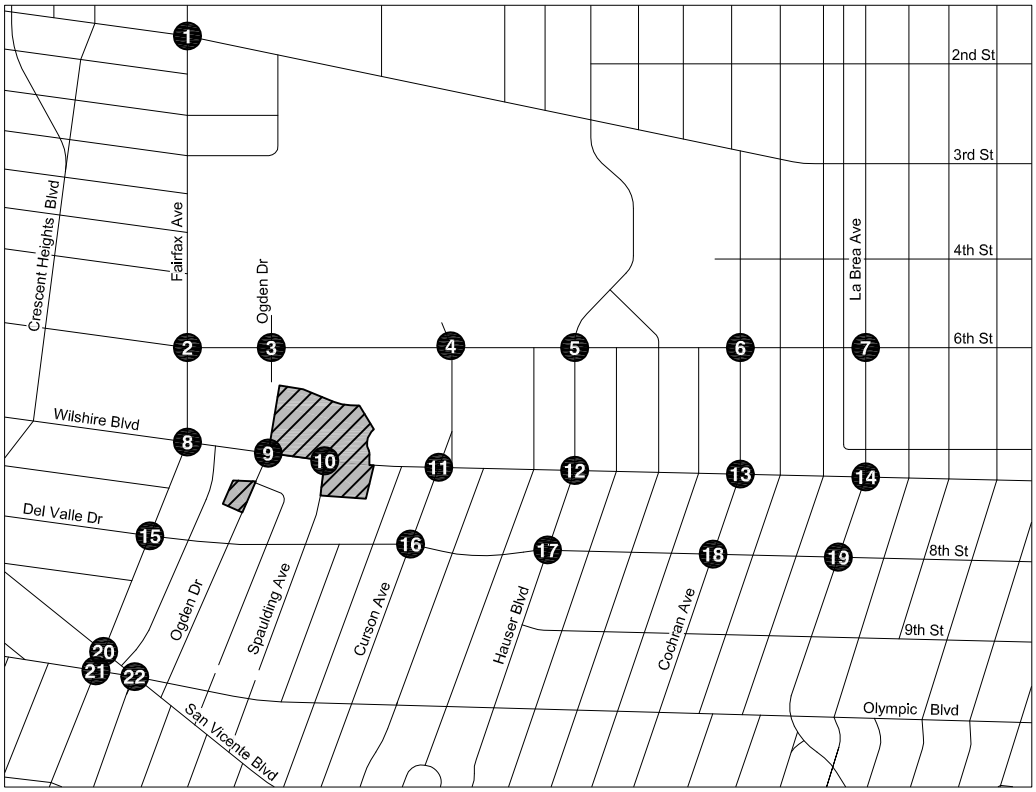
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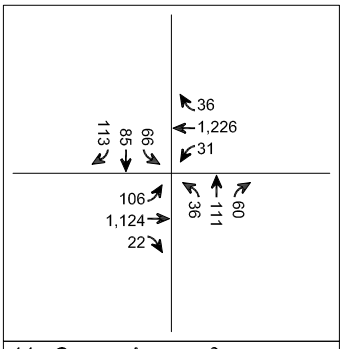
Project Site
Study Intersection
X Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

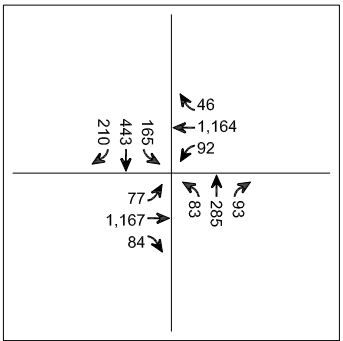
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12B

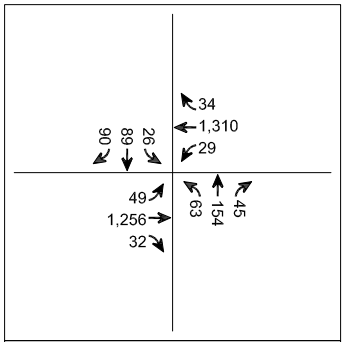




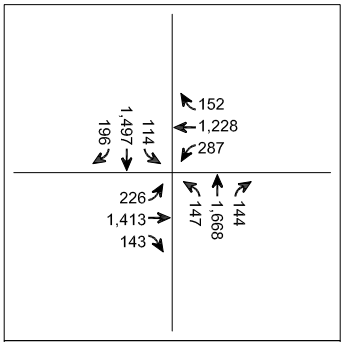
11. Curson Avenue & Wilshire Boulevard



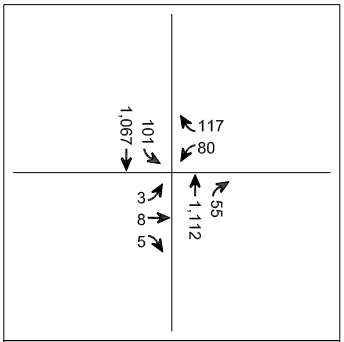
12. Hauser Boulevard & Wilshire Boulevard



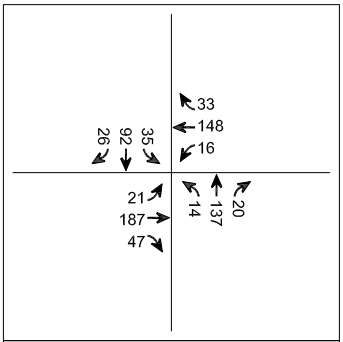
13. Cochran Avenue & Wilshire Boulevard



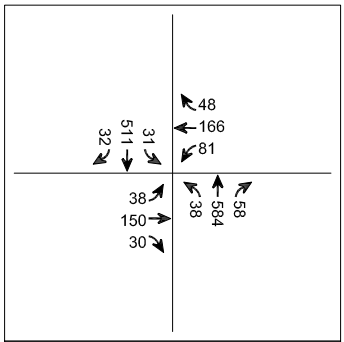
14. La Brea Avenue & Wilshire Boulevard



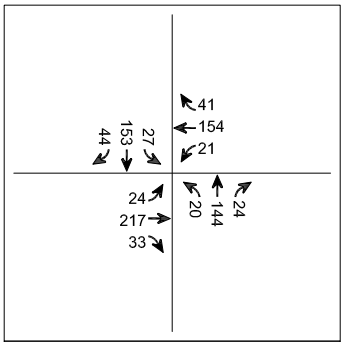
15. Fairfax Avenue & Del Valle Drive/8th Street



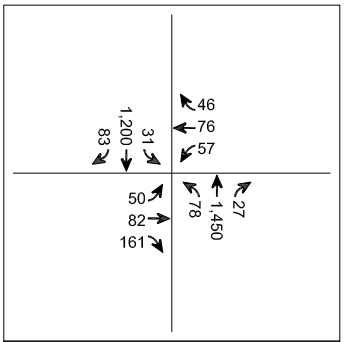
16. Curson Avenue & 8th Street



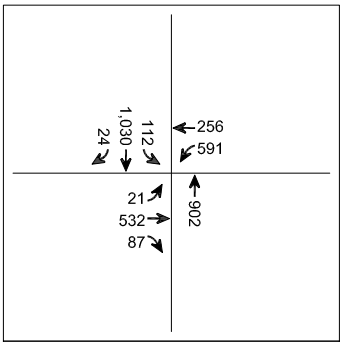
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

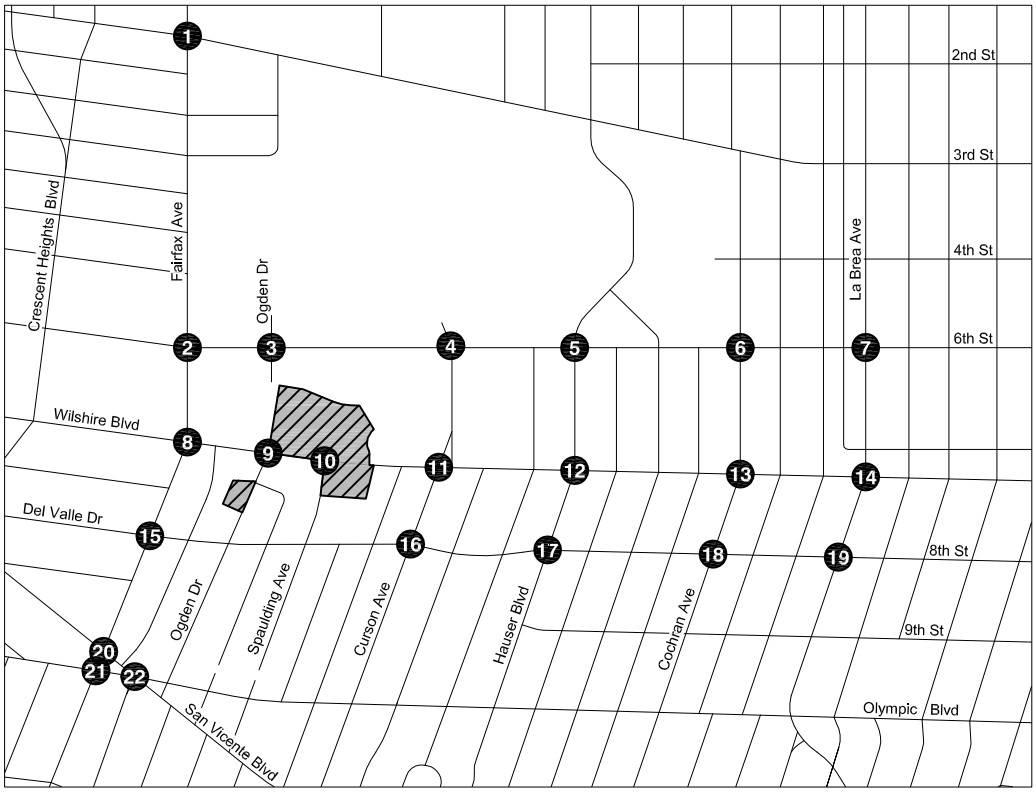
LEGEND

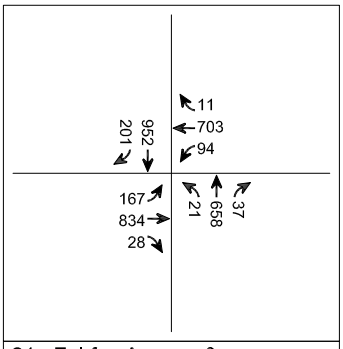
Project Site
Study Intersection
X Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

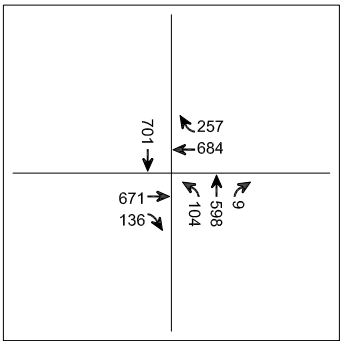
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
12B (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site	X	Midday Peak Hour Traffic Volumes
# Study Intersection	*	Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
12B (CONT.)

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	1.029	F	1.031	F	0.002	NO
	3rd Street	MD	0.937	E	0.939	E	0.002	NO
		PM	1.029	F	1.029	F	0.000	NO
		Sat	0.950	E	0.952	E	0.002	NO
2.	Fairfax Avenue &	AM	0.830	D	0.831	D	0.001	NO
	6th Street	MD	0.722	C	0.730	C	0.008	NO
		PM	0.814	D	0.825	D	0.011	NO
		Sat	0.668	B	0.679	B	0.011	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.914	E	0.915	E	0.001	NO
	6th Street	MD	0.471	A	0.485	A	0.014	NO
		PM	0.622	B	0.644	B	0.022	NO
		Sat	0.497	A	0.514	A	0.017	NO
4.	Curson Avenue &	AM	1.008	F	1.010	F	0.002	NO
	6th St	MD	0.421	A	0.423	A	0.002	NO
		PM	0.627	B	0.629	B	0.002	NO
		Sat	0.433	A	0.434	A	0.001	NO
5.	Hauser Boulevard &	AM	1.175	F	1.177	F	0.002	NO
	6th Street	MD	0.617	B	0.619	B	0.002	NO
		PM	1.100	F	1.102	F	0.002	NO
		Sat	0.747	C	0.748	C	0.001	NO
6.	Cochran Avenue &	AM	1.194	F	1.196	F	0.002	NO
	6th Street	MD	0.489	A	0.491	A	0.002	NO
		PM	0.916	E	0.918	E	0.002	NO
		Sat	0.473	A	0.475	A	0.002	NO
7.	La Brea Avenue &	AM	0.777	C	0.778	C	0.001	NO
	6th Street	MD	0.857	D	0.859	D	0.002	NO
		PM	0.753	C	0.754	C	0.001	NO
		Sat	0.900	D	0.901	E	0.001	NO
8.	Fairfax Avenue &	AM	1.281	F	1.285	F	0.004	NO
	Wilshire Boulevard	MD	0.936	E	0.944	E	0.008	NO
		PM	1.083	F	1.089	F	0.006	NO
		Sat	0.861	D	0.872	D	0.011	NO
9.	Ogden Drive &	AM	0.413	A	0.416	A	0.003	NO
	Wilshire Boulevard	MD	0.307	A	0.319	A	0.012	NO
		PM	0.445	A	0.483	A	0.038	NO
		Sat	0.292	A	0.317	A	0.025	NO
10.	Spaulding Avenue &	AM	0.405	A	0.411	A	0.006	NO
	Wilshire Boulevard	MD	0.435	A	0.425	A	-0.010	NO
		PM	0.470	A	0.446	A	-0.024	NO
		Sat	0.420	A	0.402	A	-0.018	NO
11.	Curson Avenue &	AM	0.911	E	0.913	E	0.002	NO
	Wilshire Boulevard	MD	0.650	B	0.651	B	0.001	NO
		PM	0.826	D	0.829	D	0.003	NO
		Sat	0.578	A	0.579	A	0.001	NO
12.	Hauser Boulevard &	AM	0.903	E	0.905	E	0.002	NO
	Wilshire Boulevard	MD	0.746	C	0.747	C	0.001	NO
		PM	0.917	E	0.920	E	0.003	NO
		Sat	0.839	D	0.841	D	0.002	NO
13.	Cochran Avenue &	AM	0.747	C	0.749	C	0.002	NO
	Wilshire Boulevard	MD	0.527	A	0.528	A	0.001	NO
		PM	0.835	D	0.837	D	0.002	NO
		Sat	0.560	A	0.561	A	0.001	NO
14.	La Brea Avenue &	AM	1.191	F	1.193	F	0.002	NO
	Wilshire Boulevard	MD	0.851	D	0.852	D	0.001	NO
		PM	1.058	F	1.061	F	0.003	NO
		Sat	1.143	F	1.145	F	0.002	NO
15.	Fairfax Avenue &	AM	0.445	A	0.450	A	0.005	NO
	8th Street	MD	0.407	A	0.412	A	0.005	NO
		PM	0.602	B	0.607	B	0.005	NO
		Sat	0.433	A	0.438	A	0.005	NO

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.796	C	0.797	C	0.001	NO
	8th Street	MD	0.222	A	0.223	A	0.001	NO
		PM	0.782	C	0.783	C	0.001	NO
		Sat	0.203	A	0.204	A	0.001	NO
17.	Hauser Boulevard &	AM	0.942	E	0.943	E	0.001	NO
	8th Street	MD	0.509	A	0.509	A	0.000	NO
		PM	0.909	E	0.911	E	0.002	NO
		Sat	0.521	A	0.523	A	0.002	NO
18.	Cochran Avenue &	AM	0.575	A	0.577	A	0.002	NO
	8th Street	MD	0.275	A	0.275	A	0.000	NO
		PM	0.729	C	0.731	C	0.002	NO
		Sat	0.258	A	0.259	A	0.001	NO
19.	La Brea Avenue &	AM	0.694	B	0.695	B	0.001	NO
	8th Street	MD	0.455	A	0.456	A	0.001	NO
		PM	0.809	D	0.811	D	0.002	NO
		Sat	0.481	A	0.482	A	0.001	NO
20.	Fairfax Avenue &	AM	0.924	E	0.925	E	0.001	NO
	San Vicente Boulevard	MD	0.602	B	0.606	B	0.004	NO
		PM	0.647	B	0.652	B	0.005	NO
		Sat	0.513	A	0.518	A	0.005	NO
21.	Fairfax Avenue &	AM	0.929	E	0.931	E	0.002	NO
	Olympic Boulevard	MD	0.663	B	0.667	B	0.004	NO
		PM	0.893	D	0.899	D	0.006	NO
		Sat	0.595	A	0.601	B	0.006	NO
22.	San Vicente Boulevard &	AM	0.885	D	0.885	D	0.000	NO
	Olympic Boulevard	MD	0.431	A	0.431	A	0.000	NO
		PM	0.807	D	0.808	D	0.001	NO
		Sat	0.357	A	0.358	A	0.001	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

Chapter 7

Congestion Management Program Analysis

This chapter presents an analysis of the regional transportation facilities in the vicinity of the Project Site, in accordance with the procedures outlined in the 2010 CMP.

TRAFFIC IMPACT ANALYSIS GUIDELINES

The CMP requires that Traffic Impact Analyses be performed on three types of facilities:

- Arterial Intersections
- Mainline Freeway Segments
- The Public Transit System

The CMP identifies specific arterial and freeway mainline locations for analysis.

Arterial Monitoring Intersection TIA Guidelines

The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring intersection. The CMP analysis uses the same CMA methodology as used in earlier chapters for City intersections to determine intersection V/C ratio and LOS. A significant impact requiring mitigation occurs if project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F (V/C > 1.00) after the addition of project traffic.

Mainline Freeway Monitoring Location TIA Guidelines

The CMP requires that a TIA be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 150 trips to a mainline freeway monitoring location (in either direction) during either the weekday morning or afternoon peak hour. The CMP analysis uses a demand-to-capacity (D/C) ratio to determine facility LOS based on capacity identified in Appendix A of the CMP. Similar to arterial monitoring intersections, a significant impact requiring mitigation occurs if project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F (D/C > 1.00) after the addition of project traffic.

Transit Impact Review Guidelines

The CMP requires that a transit system analysis be performed to determine whether a project would increase transit ridership beyond the current capacity of the transit system.

ARTERIAL MONITORING STATION ANALYSIS

The CMP identifies one arterial monitoring intersection within the Study Area at La Brea Avenue & Wilshire Boulevard and one additional arterial monitoring intersection at La Cienega Boulevard & Wilshire Boulevard, within approximately one mile of the Study Area.

The morning and afternoon peak hour traffic for La Cienega Boulevard & Wilshire Boulevard was calculated based on the number of trips entering and leaving the Study Area (based on Figure 11) in the direction of the outlying CMP arterial monitoring intersections, conservatively assuming there would be no diverging trips.

Based on this methodology, the number of peak hour Project trips expected at the arterial monitoring intersection is:

Intersection	Peak Hour Trips		Requires CMP Analysis?
	AM	PM	
La Brea Avenue & Wilshire Boulevard	7	9	No
La Cienega Boulevard & Wilshire Boulevard	9	13	No

The Project would add fewer than 50 peak hour trips at the arterial monitoring intersections nearest the Project Study Area. Therefore, the Project's CMP arterial intersection impacts are considered to be less than significant and no further analysis is required.

FREEWAY SEGMENT ANALYSIS

The CMP identifies one freeway mainline monitoring location within the vicinity of the Project Site at I-10 at La Brea Avenue. Based on the trip generation estimates shown in Table 8, the Project is expected to generate approximately 45 trips during the weekday morning peak hour and 68 trips during the weekday afternoon peak hour. Assuming all 12 morning peak hour Project trips (11 northbound, one inbound) and 17 afternoon peak hour (four northbound, 13 southbound) Project trips traveling northbound and southbound through Fairfax Avenue & Olympic Boulevard (Intersection #21), as indicated in Figure 10A, are originating from and traveling to the I-10 freeway without diverging, there would be fewer than 150 afternoon peak hour trips distributed to the freeways in the Study Area. Therefore, the Project's CMP freeway impacts are considered to be less than significant and no further analysis is required.

REGIONAL TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes average vehicle occupancy (AVO) of 1.4 in order to estimate the number of person trips to and from the Project and guidance regarding the percentage of Project person trips that may use public transit to travel to and from the Project Site depending on the mix of uses and proximity to transit. As discussed in Chapter 4, the trip generation estimates shown in Table 8 have accounted for Project trips made via non-auto travel modes (e.g., bus, bicycle, walk, etc.). The Project is located adjacent to a Rapid Bus stop, therefore, per LADOT

guidelines, up to 15% of total Project trips are assumed to travel via non-auto modes. For the purposes of this analysis, all non-auto trips were conservatively assumed to travel via public transit.

As shown in Table 8, accounting for Project trips traveling via non-auto modes, the Project is anticipated to generate 45 net new weekday morning peak hour trips, 60 net new weekday midday peak hour trips, 68 net new weekday afternoon peak hour trips, and 75 net new Saturday midday peak hour trips. Thus, the total Project trip generation, including non-auto trips (up to 15% of total Project trips), is equivalent to approximately 53 weekday morning peak hour trips, 71 weekday midday peak hour trips, 80 weekday afternoon peak hour trips, and 88 Saturday midday peak hour trips. Assuming an AVO of 1.4, the Project vehicle trips result in an estimated increase of 74 person trips during the weekday morning peak hour, 99 person trips during the weekday midday peak hour, 112 person trips during the weekday afternoon peak hour, and 123 person trips during the Saturday midday peak hour. Using the 15% non-auto mode split, the Project would generate approximately 11 new transit trips during the weekday morning peak hour, 15 new transit trips during the weekday midday peak hour, 17 new transit trips during the weekday afternoon peak hour, and 18 net new trips during the Saturday midday peak hour.

As detailed in Chapter 2, the Study Area is served by numerous established transit routes. The total capacity of the analyzed transit lines within the Study Area during the analyzed peak hours is approximately 385 to 998 trips. The Project's peak hour person trips by transit are projected at approximately less than 5% of the available capacity during the analyzed peak hours. As detailed in Table 4, the Project Site is served by numerous Metro Rapid and local bus lines. As such, overall the total transit capacity of the numerous Metro lines can accommodate the Project's transit trips. Therefore, the Project would not exceed regional transit capacity and transit impacts would be less than significant. Furthermore, the future Metro Purple Line Extension would provide additional transit service to accommodate the cumulative demand of the region. Therefore, the cumulative impacts on public transit would be less than significant.

Chapter 8
Project Site Access and Internal Circulation

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

EXISTING SITE ACCESS AND CIRCULATION

Parking for LACMA is located at the Pritzker Parking Garage accessed from 6th Street just east of Fairfax Avenue and at the Spaulding Lot accessed from Spaulding Avenue south of Wilshire Boulevard. The Pritzker Parking Garage provides approximately 650 parking spaces, while the Spaulding Lot provides approximately 260 parking spaces.

Primary pedestrian access to LACMA is from Wilshire Boulevard and from 6th Street. Bicycle parking is provided throughout the LACMA campus along the site entry points from Wilshire Boulevard, 6th Street, and within Hancock Park next to the Pavilion for Japanese Art.

PROPOSED SITE ACCESS AND CIRCULATION

Vehicles

Parking for the Project would continue to be provided at the Pritzker Garage, which would be accessed from 6th Street, east of Fairfax Avenue, and would also be provided at the new Ogden Parking Structure, which would be accessed from Odgen Drive, south of Wilshire Boulevard. Signage and design elements would be incorporated to restrict right-turn egress movements from the Ogden Parking Structure driveway to limit Project-related traffic traveling within the residential neighborhood. In addition to the 650 parking spaces currently provided in the Pritzker Garage, the Ogden Parking Structure would replace the 260 parking spaces currently provided in the Spaulding Lot.

Access for deliveries would continue to be be provided from 6th Street via a portion of the vacated Ogden Drive. Less active vehicular access for deliveries would occur within the southern portion of the existing Spaulding Lot. Passenger loading zones would continue to be provided along the north side of Wilshire Boulevard, between Ogden Drive and Spaulding Avenue, via an existing fire lane, as well as along Wilshire Boulevard via a new loading area adjacent to the southern portion of the Project Site.

Pedestrians

Primary pedestrian access to the Project Site would be provided from both the north and south sides of Wilshire Boulevard but would also be available from 6th Street. As described in Chapter 2, the Project is located in a neighborhood with a fair amount of pedestrian activity that also rates high for general walkability. Consistent with this rating, pedestrian patronage is anticipated at the Project. Although various criteria are used to gauge walkability, the guiding principle is based on maintaining a direct and safe path of travel with minimal obstructions for all pedestrians. To that end, the Project proposes to maintain all sidewalks and pedestrian crossings in the existing sidewalk system.

Bicycles

Bicycle parking would be provided within the Ogden Parking Structure, along with existing bicycle parking that is provided throughout the campus along the campus entry points off of Wilshire Boulevard and 6th Street, and within Hancock Park next to the Pavilion for Japanese Art.

Transit

The Project is located in an area well served by public transportation, as shown in Figure 3. As detailed in Chapter 2, Metro provides Local and Rapid service along the Fairfax Avenue and Wilshire Boulevard corridors and LADOT DASH provides local circulator service on Fairfax Avenue. The corner of Wilshire Boulevard & Fairfax Avenue is a stop for Metro Lines 20, 217,

720 and 780 and the DASH Fairfax line. Transit stops in the northbound and westbound directions are located directly adjacent to the Project along the Fairfax Avenue and Wilshire Boulevard frontages; the eastbound and southbound stops are located across the street from LACMA.

The Metro Purple Line Extension anticipates placement of the Wilshire/Fairfax Station beneath Wilshire Boulevard, with a station entrance located on the south side of Wilshire Boulevard at the southeast corner of Wilshire Boulevard & Orange Grove Avenue. Service to this future station is anticipated to commence in year 2023.

School and Tour Buses

In addition to private vehicles, school and tour buses transport visitors to LACMA. The Project proposes to continue to utilize the existing passenger loading/unloading zone that is located along a curb cut-out on the north side of Wilshire Boulevard between Spaulding Avenue and Ogden Drive. This loading/unloading zone can accommodate up to three buses. Buses are also anticipated to continue to utilize the existing bus zone along the curb of Curson Avenue, between 6th Street and Wilshire Boulevard, which can accommodate approximately eight buses.

Chapter 9
Street Segment Analysis

This section presents an analysis of the potential impacts to the neighborhoods in the vicinity of the Project, in accordance with the methodology identified in *Transportation Impact Study Guidelines*.

STREET SEGMENT TRAFFIC VOLUMES

The driveway of the proposed Ogden Parking Structure is located along Ogden Drive, a designated Local Street in the Mobility Plan. Therefore, the following five street segments were selected for further analysis based on potential routes utilized by Project-related traffic to access the Ogden Parking Structure:

1. Orange Grove Avenue north of 8th Street
2. Ogden Drive north of 8th Street
3. Ogden Drive south of 8th Street
4. Genesee Avenue north of 8th Street
5. Spaulding Avenue north of 8th Street

Street segment ADT counts were collected during the typical weekday at the five street segments between year 2014 and 2016. An ambient growth factor of 1% per year was applied to traffic counts taken in years 2014 and 2015 and accounts for regional growth and development between the count year and year 2016. The summary data worksheets of the study street segment ADT volumes are available in Appendix B.

Future without Project street segment volumes were estimated by applying an ambient growth factor to the anticipated year of Project buildout and the addition of Related Project traffic to the Existing street segment traffic volumes.

It should be noted that signage and design elements would be incorporated to restrict right-turn egress movements from the Ogden Parking Structure driveway to limit Project-related traffic traveling within the residential neighborhood. Project traffic volumes were added to the Existing and Future without Project ADT volumes to estimate the Existing with Project and Future with Project ADT volumes.

STREET SEGMENT ANALYSIS

The analysis of the study street segments are provided in Tables 11 and 12 for Existing with Project Conditions and Future with Project Conditions, respectively. As shown, with the addition of Project traffic, as well as accounting for the shift in existing trips from the Spaulding Lot to the Ogden Parking Structure, the Project-related increase in ADT at none of the analyzed street segments would result in a significant impact based on LADOT thresholds under both Existing with Project and Future with Project Conditions. Therefore, no mitigation measures are required. However, a Parking and Traffic Management Plan would be implemented to further limit Project-related traffic on neighborhood streets.

TABLE 11
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
STREET SEGMENT ANALYSIS

No.	Street Segment	Average Daily Traffic (ADT) Volumes			Increase in ADT	Impact
		Existing	Project	Existing with Project		
1.	Orange Grove Avenue north of 8th Street	769	0	769	0%	NO
2.	Ogden Drive north of 8th Street	1,465	167	1,632	11%	NO
3.	Ogden Drive south of 8th Street	1,075	0	1,075	0%	NO
4.	Genesee Avenue north of 8th Street	1,626	0	1,626	0%	NO
5.	Spaulding Avenue north of 8th Street	1,904	120	2,024	6%	NO

Notes

LADOT deems a transportation impact on an street segment "signficant" based on the following criteria:

Projected ADT with Project (Final ADT)	Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

TABLE 12
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
STREET SEGMENT ANALYSIS

No.	Street Segment	Average Daily Traffic (ADT) Volumes						Increase in ADT	Impact
		Existing	Ambient Growth	Related Projects	Future without Project	Project	Future with Project		
1.	Orange Grove Avenue north of 8th Street	769	55	0	824	0	824	0%	NO
2.	Ogden Drive north of 8th Street	1,465	106	0	1,571	167	1,738	11%	NO
3.	Ogden Drive south of 8th Street	1,075	78	0	1,153	0	1,153	0%	NO
4.	Genesee Avenue north of 8th Street	1,626	117	0	1,743	0	1,743	0%	NO
5.	Spaulding Avenue north of 8th Street	1,904	137	11	2,052	120	2,172	6%	NO

Notes

LADOT deems a transportation impact on an street segment "signficant" based on the following criteria:

Projected ADT with Project (Final ADT)	Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

Chapter 10
Construction Impact Analysis

This chapter summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts. This analysis was performed in accordance with *L.A. CEQA Thresholds Guide*.

TYPES OF CONSTRUCTION IMPACTS

L.A. CEQA Thresholds Guide identifies four types of in-street construction impacts. Each of the four types of impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts – potential impacts on vehicular travelers on roadways
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers
4. Temporary loss of on-street parking – potential impacts on parkers

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

- Increases in truck traffic associated with export of fill materials and delivery of construction materials
- Increases in automobile traffic associated with construction workers traveling to and from the site

- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
- Blocking existing vehicle or pedestrian access to other parcels fronting street

Construction traffic would decrease the capacity of access streets and haul routes due to slower movements and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

The Project currently estimates a multi-phase 56-month construction period with construction anticipated to begin in 2018 with an anticipated completion in 2023. The construction period would include subphases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during excavation and grading, and peak worker activity occurs during building construction. These two subphases of construction were studied in greater detail.

EXCAVATION AND GRADING PHASE

The peak period of truck activity during construction would occur during excavation and grading of the Project Site. Based on projections compiled for the Project, approximately 127,600 cubic yards (CY) of material would be excavated and removed from the Project Site over this period, which would require 150 haul trucks per work day based on an anticipated haul truck capacity of 14 CY each. It is also expected during this period that there would be an average of 15 additional delivery trucks per day. Thus, a total of up to 330 daily truck trips (165 inbound, 165 outbound) are forecast to occur during the excavation and grading period, with approximately 42 trips per hour (21 inbound, 21 outbound) uniformly over a typical eight-hour workday.

Transportation Research Circular No. 212 defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of the HCM suggest a passenger car equivalency (PCE) of 2.0 for trucks. Assuming a PCE factor of

2.0, the 330 truck trips would be equivalent to 660 daily PCE trips. The 42 hourly truck trips would be equivalent to 84 PCE trips (42 inbound, 42 outbound) per hour. In addition, during this period a maximum of 60 construction workers would work at the Project Site. Assuming minimal carpooling amongst those workers, an AVO of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 60 workers would result in a total of 53 vehicle trips to and from the Project Site on a daily basis.

With the implementation of the Construction Management Plan, which is described in more detail later in this chapter, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the AM and PM peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

Haul trucks would travel on approved truck routes designated within the City. It is anticipated that excavated materials will be taken to landfill sites to the north or south, and that staging of haul trucks and delivery vehicles at the Project Site may occur along Wilshire Boulevard. Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to I-10, haul truck traffic would generally take the most direct route to the appropriate freeway ramp, using arterial roadways. The haul route to/from the Project Site is anticipated to be the following route:

- To/From I-10 Ramps at La Brea Avenue. Arriving haul truck traffic would exit I-10 at La Brea Avenue, travel northbound to Wilshire Boulevard and continue westbound to the Project Site. Departing haul truck traffic would turn left onto Wilshire Boulevard, travel eastbound to La Brea Avenue, then southbound to access I-10 ramps and continuing to the landfill sites.

BUILDING CONSTRUCTION PHASE

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be onsite

before the weekday AM commuter peak period and allow them to leave before or after the PM commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

The estimated number of construction workers each day depends on the phase of construction. According to construction projections prepared for the Project, the building subphase of construction would employ the most construction workers, with up to 400 workers per day for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously this cumulative estimate overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated workdays to complete the Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 400 workers per day used for the purposes of this analysis represents a higher-than-expected estimate.

Assuming an AVO of 1.135 persons per vehicle, 400 workers would result in a total of 352 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 704 (352 inbound and 352 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. Further, construction-related trips are anticipated to be fewer than the trips associated with the existing uses of the Project Site that would be removed from the Study Area during construction. As such, the building phase of Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured on-site to the extent feasible or at off-site parking facilities within walking distance of the Project Site. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site will be identified as part of the Construction Management Plan. Construction parking may require the temporary use of offsite parking areas for materials storage and truck staging.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site.

Construction over Wilshire Boulevard

Construction over Wilshire Boulevard will require a temporary falsework structure spanning Wilshire Boulevard over an approximately 20-month period. The falsework would be composed of steel and wood elements that will span Wilshire Boulevard with temporary intermediate support columns in the existing median of Wilshire Boulevard. The support columns will require the removal of the westbound left-turn lane at the intersection of Spaulding Avenue & Wilshire Boulevard. In addition, Wilshire Boulevard would have temporary lane-closures during the erection and removal of falsework. Under a worst-case scenario, Wilshire Boulevard was analyzed to provide two travel lanes, one in each direction between Fairfax Avenue and Curson Avenue. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. The impacts associated with the lane closures under Existing Conditions are shown in Table 13. As shown in Table 13, construction of the Project would result in temporary significant and unavoidable traffic impacts at the following four study intersections under Existing Conditions:

8. Fairfax Avenue & Wilshire Boulevard (AM, midday, PM, and Saturday peak hours)
9. Ogden Drive & Wilshire Boulevard (AM and PM peak hours)
10. Spaulding Avenue & Wilshire Boulevard (AM, midday, PM, and Saturday peak hours)
11. Curson Avenue & Wilshire Boulevard (AM, midday, PM, and Saturday peak hours)

Detailed LOS worksheets are provided in Appendix F.

The use of the public right-of-way along Wilshire Boulevard would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction

Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

The use of public right-of-way along Wilshire Boulevard adjacent to the Project Site would also require the temporary relocation of bus stops. With construction of the Metro Purple Line Extension, as well as other development projects within the vicinity of the Project Site, occurring concurrently with the construction of the Project, cumulative significant and unavoidable impacts are also anticipated at the four intersections listed above. Thus, coordination of construction activities with Metro and other nearby development projects would be required.

Parking is allowed adjacent to the Project Site on Wilshire Boulevard, so construction staging would result in the temporary loss of metered parking spaces. Some of these metered spaces may be permanently removed when the Project is operational.

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The implementation of the Construction Management Plan described below would reduce the temporary construction-related impacts associated with access and transit.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The Construction Management Plan will formalize how construction will be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and will include, but not be limited to, the following elements, as appropriate:

- Advance notification of adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction.

- Prohibition of construction worker parking on adjacent residential streets.

- Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Wilshire Boulevard and 6th Street to ensure traffic safety on public rights of way. These controls shall include, but are not limited to, flag people trained in pedestrian and student safety.

- Temporary traffic control during all construction activities adjacent to public rights of way to improve traffic flow on public roadways (e.g., flag men).

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.

- Construction-related vehicles shall not park on surrounding public streets.

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.

- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible, and so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.

- Coordination with public transit agencies to provide advanced notifications of stop relocations and durations.

- Coordination with the Los Angeles Bureau of Engineering Major Transit and Transportation Construction Traffic Management Committee to verify scheduled transit-related construction activity

- Coordination of construction activities with the Metro Purple Line Extension.

- Advanced notification of temporary parking removals and duration of removals.

- Detour plans to address temporary road closures during construction.

TABLE 13
EXISTING WITH CONSTRUCTION CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Project Construction			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	0.916	E	0.916	E	0.000	NO
	3rd Street	MD	0.816	D	0.816	D	0.000	NO
		PM	0.899	D	0.899	D	0.000	NO
		Sat	0.829	D	0.829	D	0.000	NO
2.	Fairfax Avenue &	AM	0.739	C	0.739	C	0.000	NO
	6th Street	MD	0.628	B	0.628	B	0.000	NO
		PM	0.708	C	0.708	C	0.000	NO
		Sat	0.585	A	0.585	A	0.000	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.394	A	0.394	A	0.000	NO
	6th Street	MD	0.209	A	0.209	A	0.000	NO
		PM	0.291	A	0.291	A	0.000	NO
		Sat	0.265	A	0.265	A	0.000	NO
4.	Curson Avenue &	AM	0.528	A	0.528	A	0.000	NO
	6th St	MD	0.239	A	0.239	A	0.000	NO
		PM	0.347	A	0.347	A	0.000	NO
		Sat	0.254	A	0.254	A	0.000	NO
5.	Hauser Boulevard &	AM	0.666	B	0.666	B	0.000	NO
	6th Street	MD	0.448	A	0.448	A	0.000	NO
		PM	0.657	B	0.657	B	0.000	NO
		Sat	0.557	A	0.557	A	0.000	NO
6.	Cochran Avenue &	AM	0.638	B	0.638	B	0.000	NO
	6th Street	MD	0.414	A	0.414	A	0.000	NO
		PM	0.501	A	0.501	A	0.000	NO
		Sat	0.453	A	0.453	A	0.000	NO
7.	La Brea Avenue &	AM	0.685	B	0.685	B	0.000	NO
	6th Street	MD	0.736	C	0.736	C	0.000	NO
		PM	0.648	B	0.648	B	0.000	NO
		Sat	0.783	C	0.783	C	0.000	NO
8.	Fairfax Avenue &	AM	1.125	F	1.824	F	0.699	**YES**
	Wilshire Boulevard	MD	0.798	C	1.265	F	0.467	**YES**
		PM	0.892	D	1.397	F	0.505	**YES**
		Sat	0.714	C	1.173	F	0.459	**YES**
9.	Ogden Drive &	AM	0.335	A	0.736	C	0.401	**YES**
	Wilshire Boulevard	MD	0.207	A	0.481	A	0.274	NO
		PM	0.350	A	0.759	C	0.409	**YES**
		Sat	0.209	A	0.491	A	0.282	NO
10.	Spaulding Avenue &	AM	0.324	A	0.777	C	0.453	**YES**
	Wilshire Boulevard	MD	0.345	A	0.757	C	0.412	**YES**
		PM	0.368	A	0.749	C	0.381	**YES**
		Sat	0.329	A	0.707	C	0.378	**YES**
11.	Curson Avenue &	AM	0.777	C	0.800	C	0.023	NO
	Wilshire Boulevard	MD	0.494	A	0.881	D	0.387	**YES**
		PM	0.641	B	1.177	F	0.536	**YES**
		Sat	0.457	A	0.749	C	0.292	**YES**
12.	Hauser Boulevard &	AM	0.745	C	0.745	C	0.000	NO
	Wilshire Boulevard	MD	0.602	B	0.602	B	0.000	NO
		PM	0.735	C	0.735	C	0.000	NO
		Sat	0.708	C	0.708	C	0.000	NO
13.	Cochran Avenue &	AM	0.617	B	0.617	B	0.000	NO
	Wilshire Boulevard	MD	0.404	A	0.404	A	0.000	NO
		PM	0.661	B	0.661	B	0.000	NO
		Sat	0.453	A	0.453	A	0.000	NO
14.	La Brea Avenue &	AM	0.997	E	0.997	E	0.000	NO
	Wilshire Boulevard	MD	0.683	B	0.683	B	0.000	NO
		PM	0.901	E	0.901	E	0.000	NO
		Sat	1.006	F	1.006	F	0.000	NO
15.	Fairfax Avenue &	AM	0.389	A	0.389	A	0.000	NO
	8th Street	MD	0.356	A	0.356	A	0.000	NO
		PM	0.530	A	0.530	A	0.000	NO
		Sat	0.377	A	0.377	A	0.000	NO

TABLE 13 (CONTINUED)
EXISTING WITH CONSTRUCTION CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Project Construction			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.728	C	0.728	C	0.000	NO
	8th Street	MD	0.187	A	0.187	A	0.000	NO
		PM	0.703	C	0.703	C	0.000	NO
		Sat	0.177	A	0.177	A	0.000	NO
17.	Hauser Boulevard &	AM	0.863	D	0.863	D	0.000	NO
	8th Street	MD	0.449	A	0.449	A	0.000	NO
		PM	0.828	D	0.828	D	0.000	NO
		Sat	0.467	A	0.467	A	0.000	NO
18.	Cochran Avenue &	AM	0.529	A	0.529	A	0.000	NO
	8th Street	MD	0.248	A	0.248	A	0.000	NO
		PM	0.671	B	0.671	B	0.000	NO
		Sat	0.233	A	0.233	A	0.000	NO
19.	La Brea Avenue &	AM	0.615	B	0.615	B	0.000	NO
	8th Street	MD	0.391	A	0.391	A	0.000	NO
		PM	0.715	C	0.715	C	0.000	NO
		Sat	0.412	A	0.412	A	0.000	NO
20.	Fairfax Avenue &	AM	0.688	B	0.688	B	0.000	NO
	San Vicente Boulevard	MD	0.475	A	0.475	A	0.000	NO
		PM	0.510	A	0.510	A	0.000	NO
		Sat	0.440	A	0.440	A	0.000	NO
21.	Fairfax Avenue &	AM	0.832	D	0.832	D	0.000	NO
	Olympic Boulevard	MD	0.577	A	0.577	A	0.000	NO
		PM	0.781	C	0.781	C	0.000	NO
		Sat	0.522	A	0.522	A	0.000	NO
22.	San Vicente Boulevard &	AM	0.664	B	0.664	B	0.000	NO
	Olympic Boulevard	MD	0.334	A	0.334	A	0.000	NO
		PM	0.663	B	0.663	B	0.000	NO
		Sat	0.280	A	0.280	A	0.000	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

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Appendix A

Attendance Data

TABLE 1
ATTENDANCE TREND SUMMARY
LOS ANGELES COUNTY MUSEUM OF ART

Weekday [a]	**FY 2013**	**FY 2014**	**FY 2015** [b]	**AVG FY 2013-2015**
90th Percentile [c]	5,172	5,086	5,949	5,333
Average Daily Attendance [d]	3,253	2,942	3,591	3,234
Highest Day of Attendance	10,044	10,261	12,226	-
Lowest Day of Attendance	1,187	840	1,344	-
Weekend [a]	**FY 2013**	**FY 2014**	**FY 2015**	**AVG FY 2013-2015**
90th Percentile [c]	6,602	6,620	8,053	7,085
Average Daily Attendance [d] [e]	5,057	5,047	5,870	5,279
Highest Day of Attendance [f]	10,284	11,306	9,323	-
Lowest Day of Attendance	2,836	2,263	2,470	-

Notes
FY is period of July 1 through June 30.
[a] Daily attendance at LACMA is highly inflenced by the programming and scheduling of events and fluctuates depending on the special exhibitions, activities, programs and events held, as well as by time of year (e.g., holidays), day of the week (weekday or weekend) and time of day. The anticipated increase in attendance with the Project of up to approximately 23% over average daily attendance on a weekday and weekend is consistent with historical annual increases in attendance experienced at LACMA in years with the opening and closing of exhibitions at LACMA, such as the Rain Room and other marquis exhibits.
[b] FY 2015 is partial year data through April 5, 2016.
[c] Represents the average of the top 10% annual attendance days or 90th percentile daily attendance level.
[d] Average of all attendance days in the FY.
[e] The weekend average excludes the peak attendance outliers (free admission days).
[f] Highest day excludes the peak attendance outlier.

TABLE 2
TOP TEN ATTENDANCE DAYS BY YEAR
LOS ANGELES COUNTY MUSEUM OF ART

	Rank	FY 2013		FY 2014		FY 2015 [a]	
		Date	Attendance	Date	Attendance	Date	Attendance
WEEKDAY	1	2/17/2014	10,044	5/25/2015	10,261	1/18/2016	12,226
	2	1/20/2014	8,450	1/19/2015	7,631	2/15/2016	9,897
	3	5/26/2014	8,383	2/16/2015	7,516	12/29/2015	8,758
	4	4/18/2014	7,607	1/2/2015	6,963	11/27/2015	8,597
	5	7/5/2013	7,576	7/18/2014	6,559	12/28/2015	8,347
	6	11/29/2013	7,093	8/8/2014	6,214	7/3/2015	8,326
	7	6/6/2014	7,044	11/28/2014	6,180	1/1/2016	7,474
	8	12/27/2013	6,899	6/26/2015	6,161	7/17/2015	6,900
	9	6/27/2014	6,768	6/19/2015	6,115	9/4/2015	6,471
	10	6/20/2014	6,528	12/26/2014	6,103	3/25/2016	6,464
	Rank	**FY 2013**		**FY 2014**		**FY 2015** [a]	
		Date	**Attendance**	**Date**	**Attendance**	**Date**	**Attendance**
WEEKEND [b]	1 [b]	1/25/2014	24,087	1/31/2015	28,415	1/30/2016	28,305
	2	3/23/2014	10,284	3/22/2015	11,306	1/9/2016	9,323
	3	6/7/2014	7,420	4/26/2015	8,859	1/17/2016	8,942
	4	3/30/2014	7,196	5/23/2015	7,944	1/2/2016	8,758
	5	12/28/2013	7,171	5/24/2015	7,357	3/20/2016	8,438
	6	4/5/2014	7,077	9/13/2014	7,326	7/25/2015	8,400
	7	2/16/2014	7,046	8/30/2014	7,140	12/26/2015	8,252
	8	8/11/2013	6,957	8/2/2014	7,052	2/13/2016	8,223
	9	3/1/2014	6,929	1/18/2015	6,866	11/28/2015	8,126
	10	2/1/2014	6,718	7/5/2014	6,841	3/19/2016	8,035

Note
FY is period of July 1 through June 30.
[a] FY 2015 data as of April 5, 2016.
[b] The peak weekend attendance is excluded from the calculation of average weekend attendance as summarized in Table 1.

FIGURE 1
TYPICAL DAILY ATTENDANCE

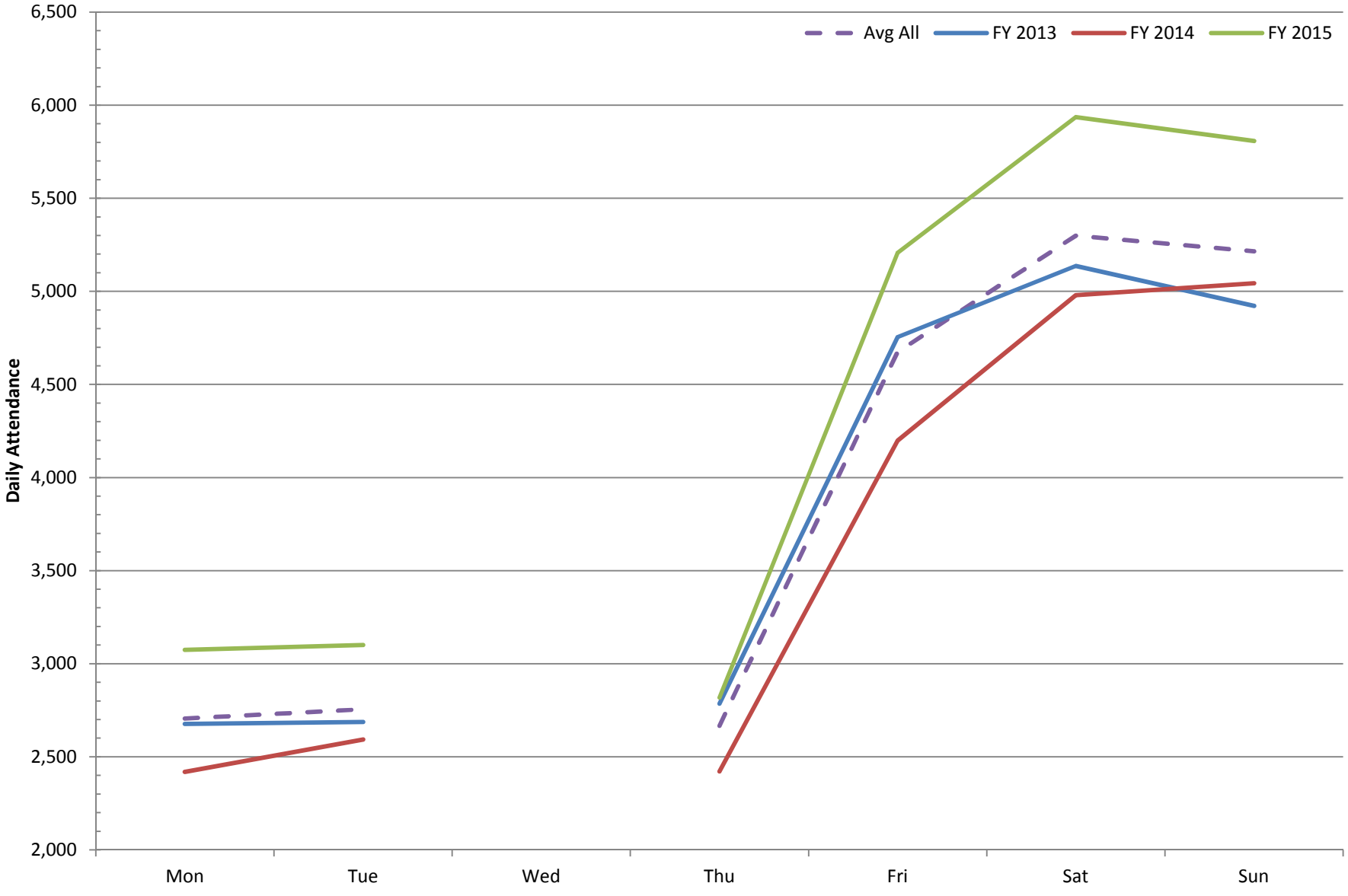


FIGURE 2
TYPICAL WEEKDAY DAILY ATTENDANCE BY MONTH

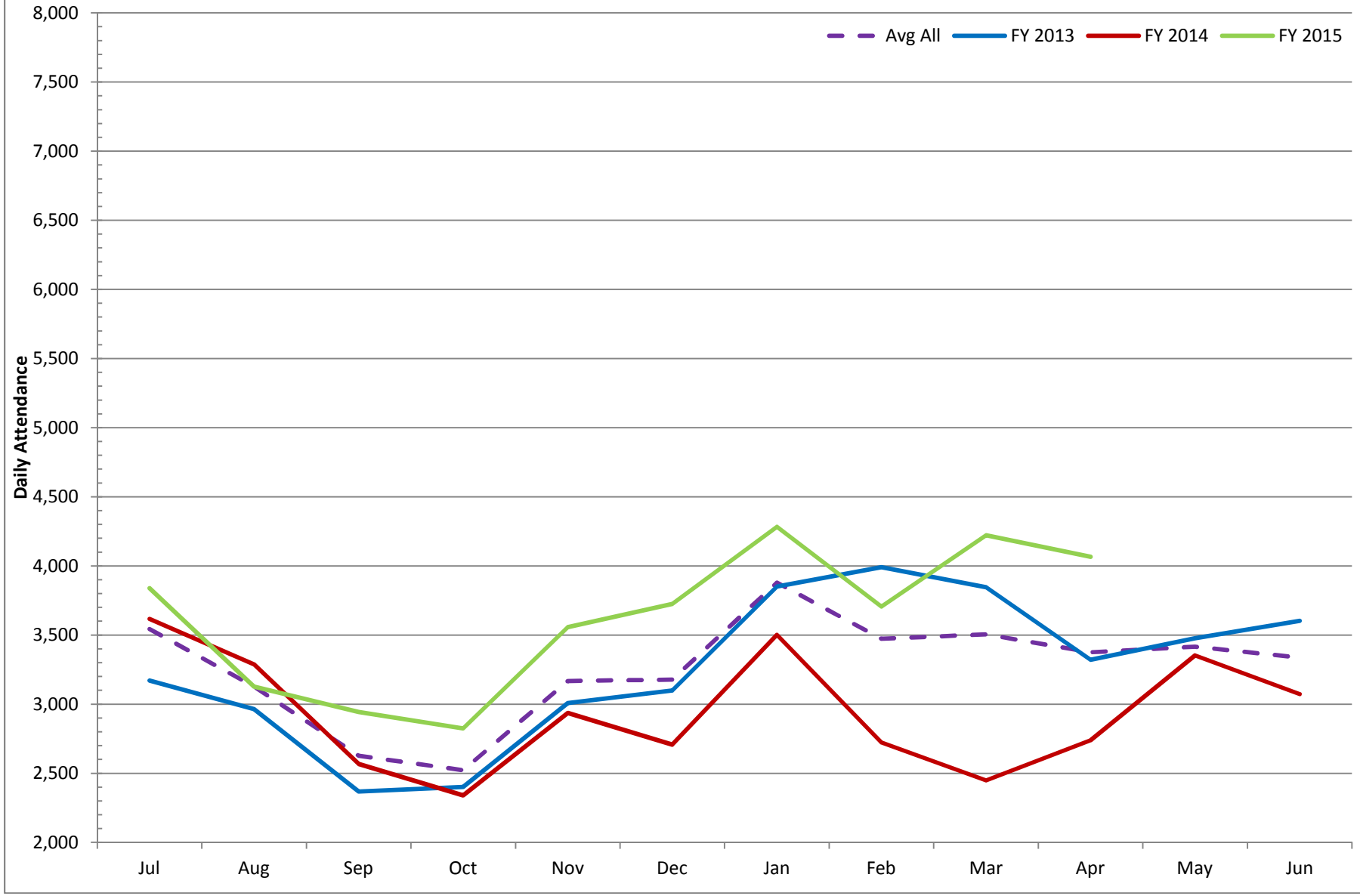


FIGURE 3
TYPICAL WEEKEND DAILY ATTENDANCE BY MONTH

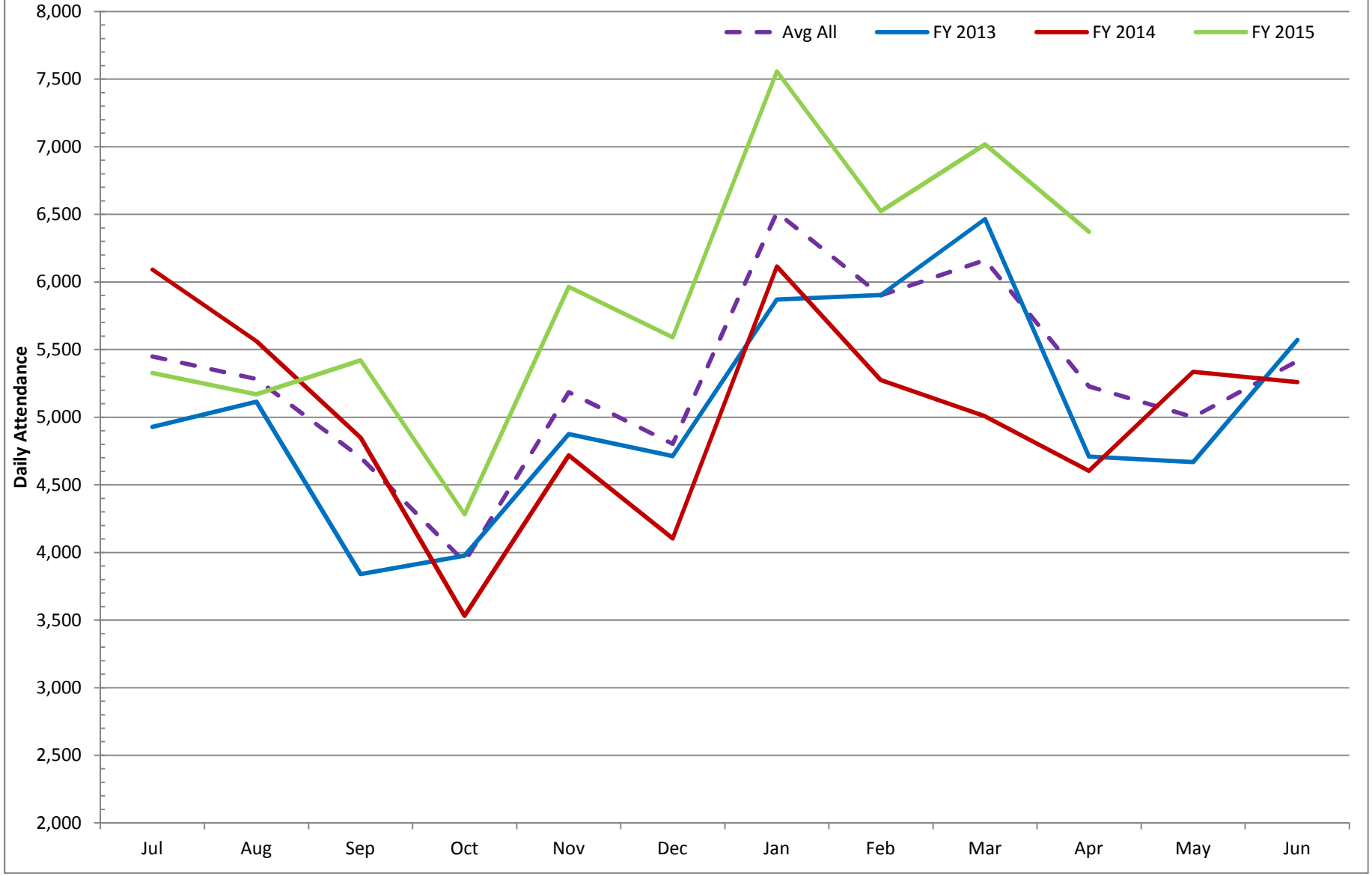


FIGURE 4
TYPICAL DAY ATTENDANCE BY YEAR

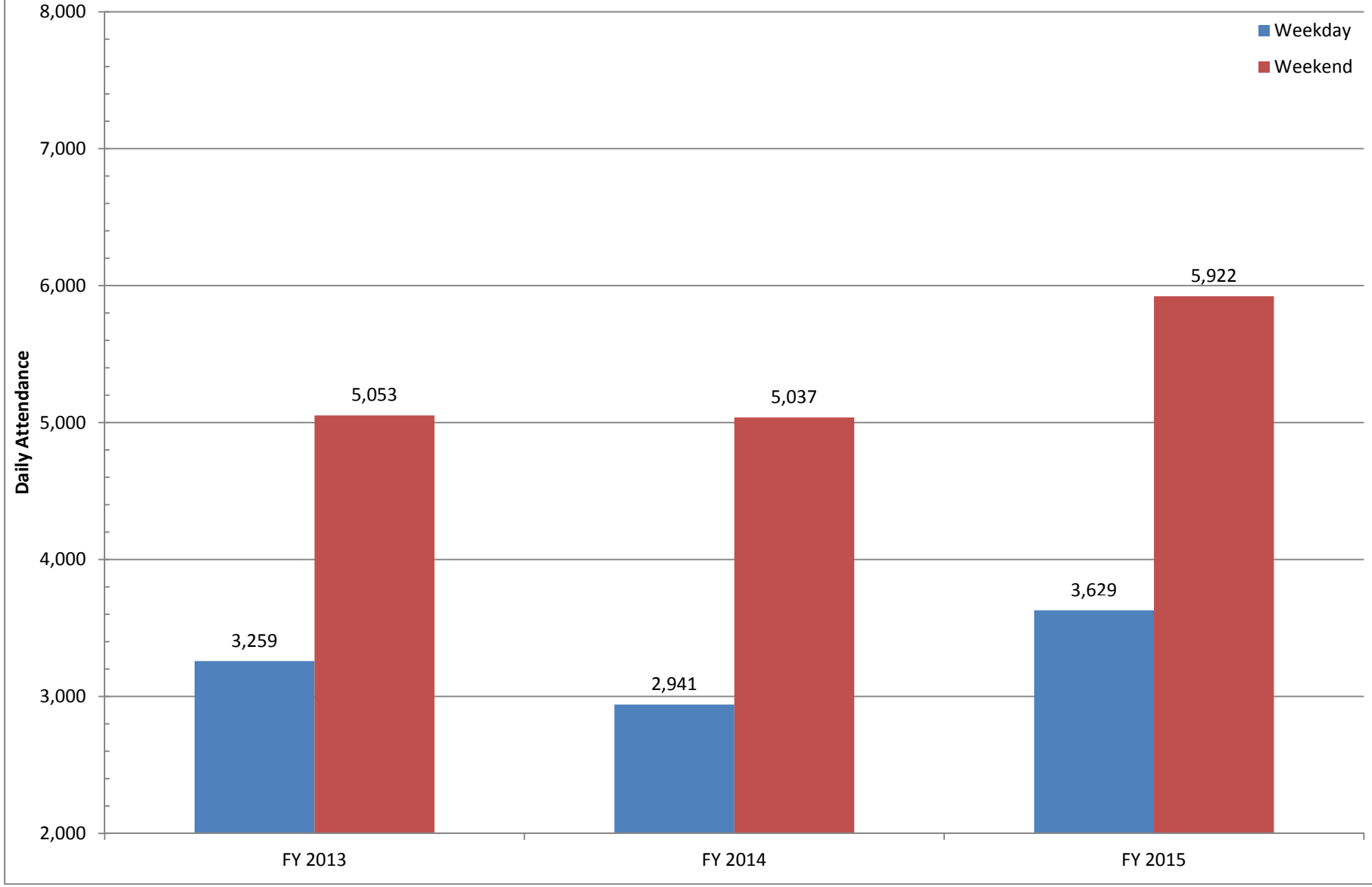


FIGURE 5
MONTHLY ATTENDANCE PATTERN

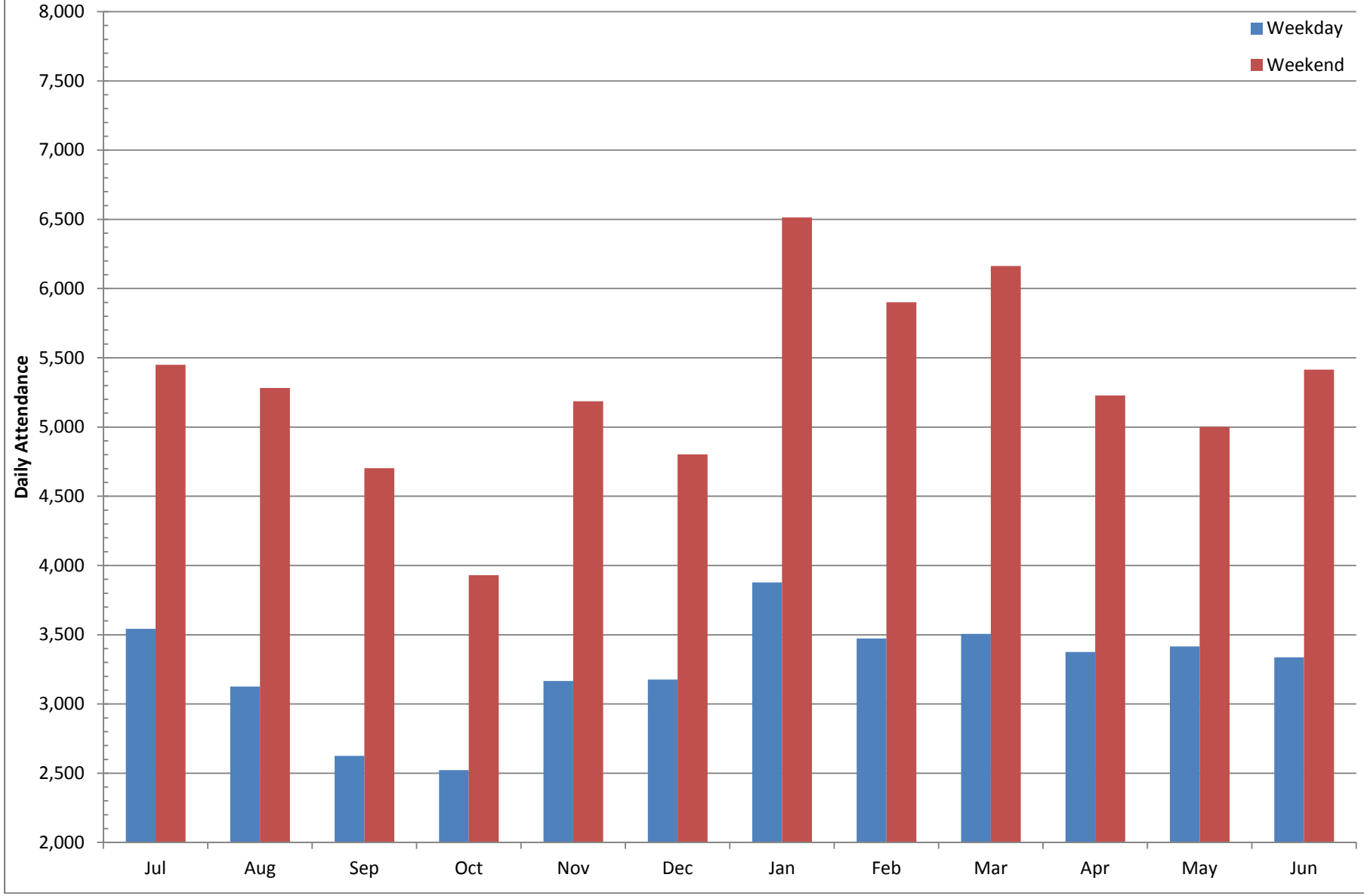


FIGURE 6
DAILY ATTENDANCE PROFILE

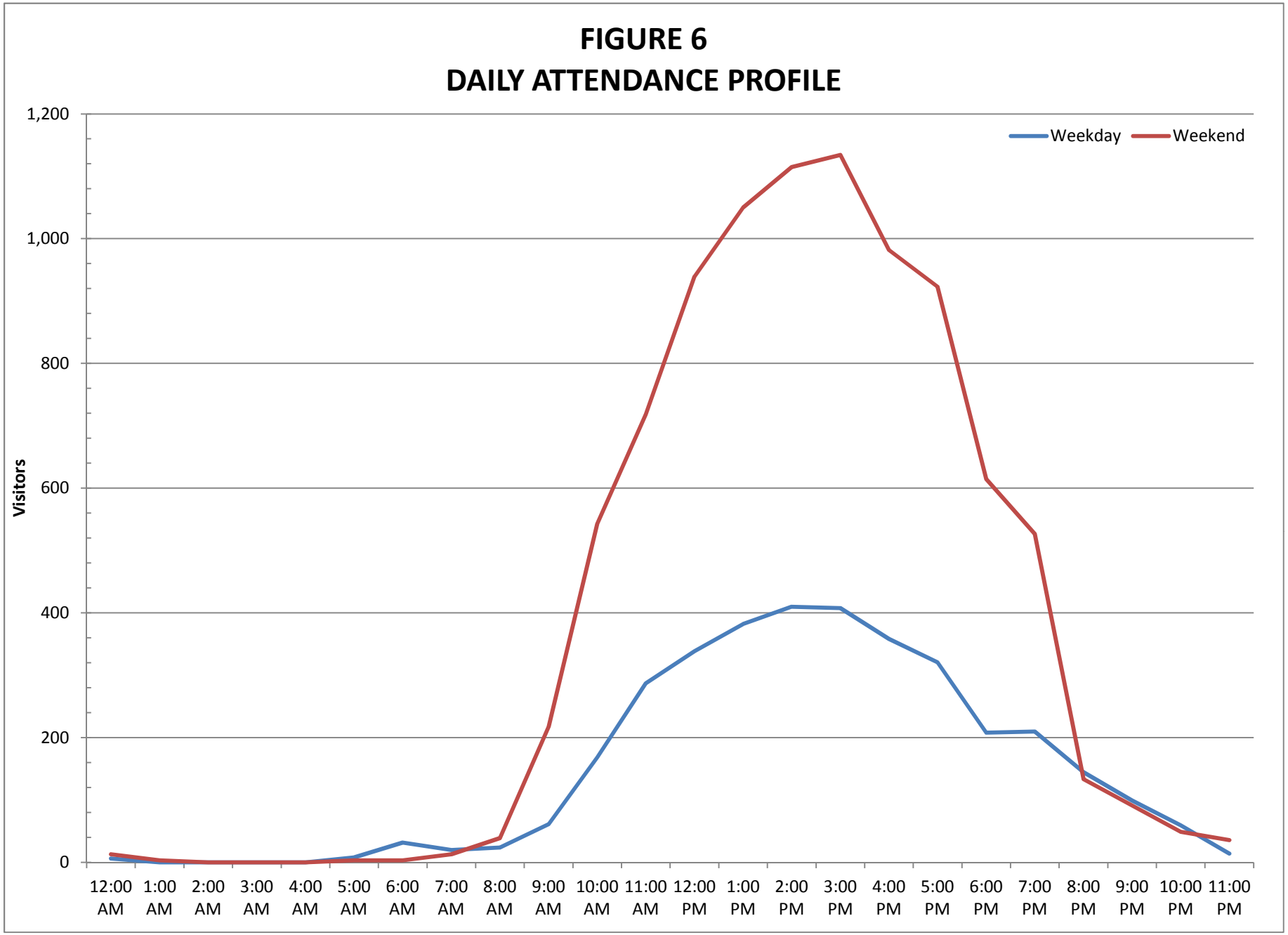


FIGURE 7
PARKING DEMAND PROFILE

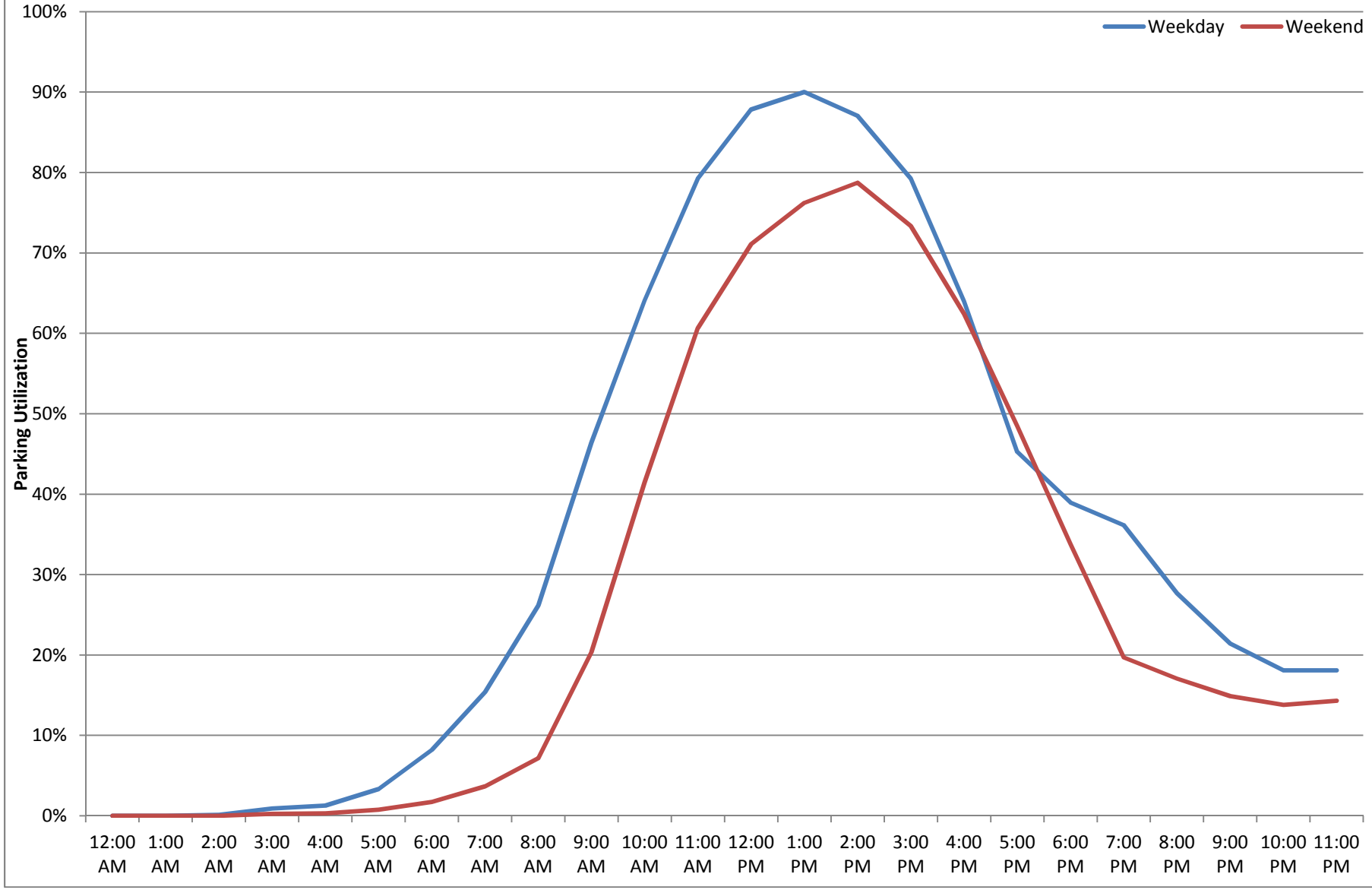


FIGURE 8
ESTIMATED DAILY PARKING DEMAND

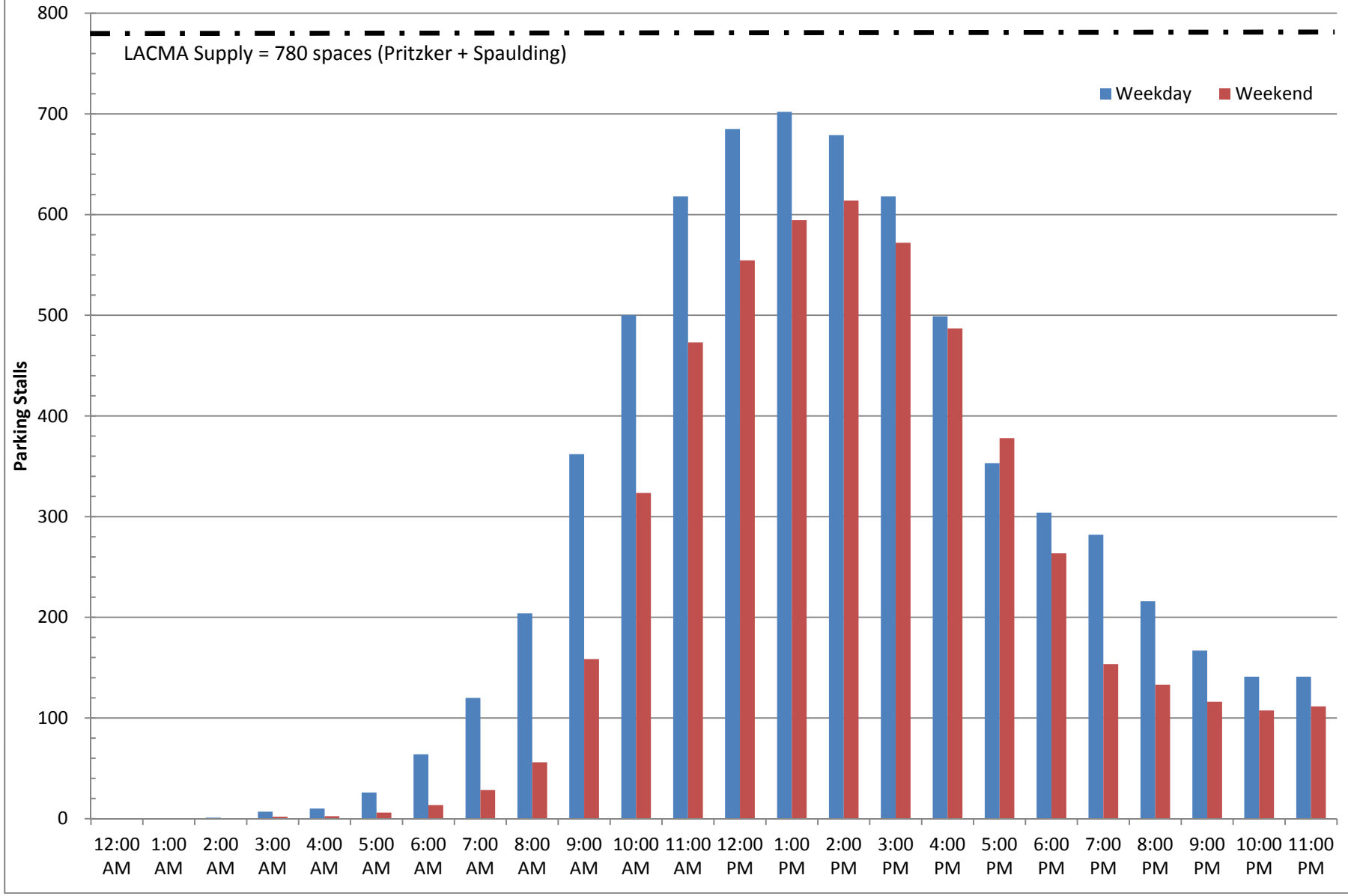


FIGURE 9
TYPICAL WEEKDAY PARKING DEMAND PROFILE

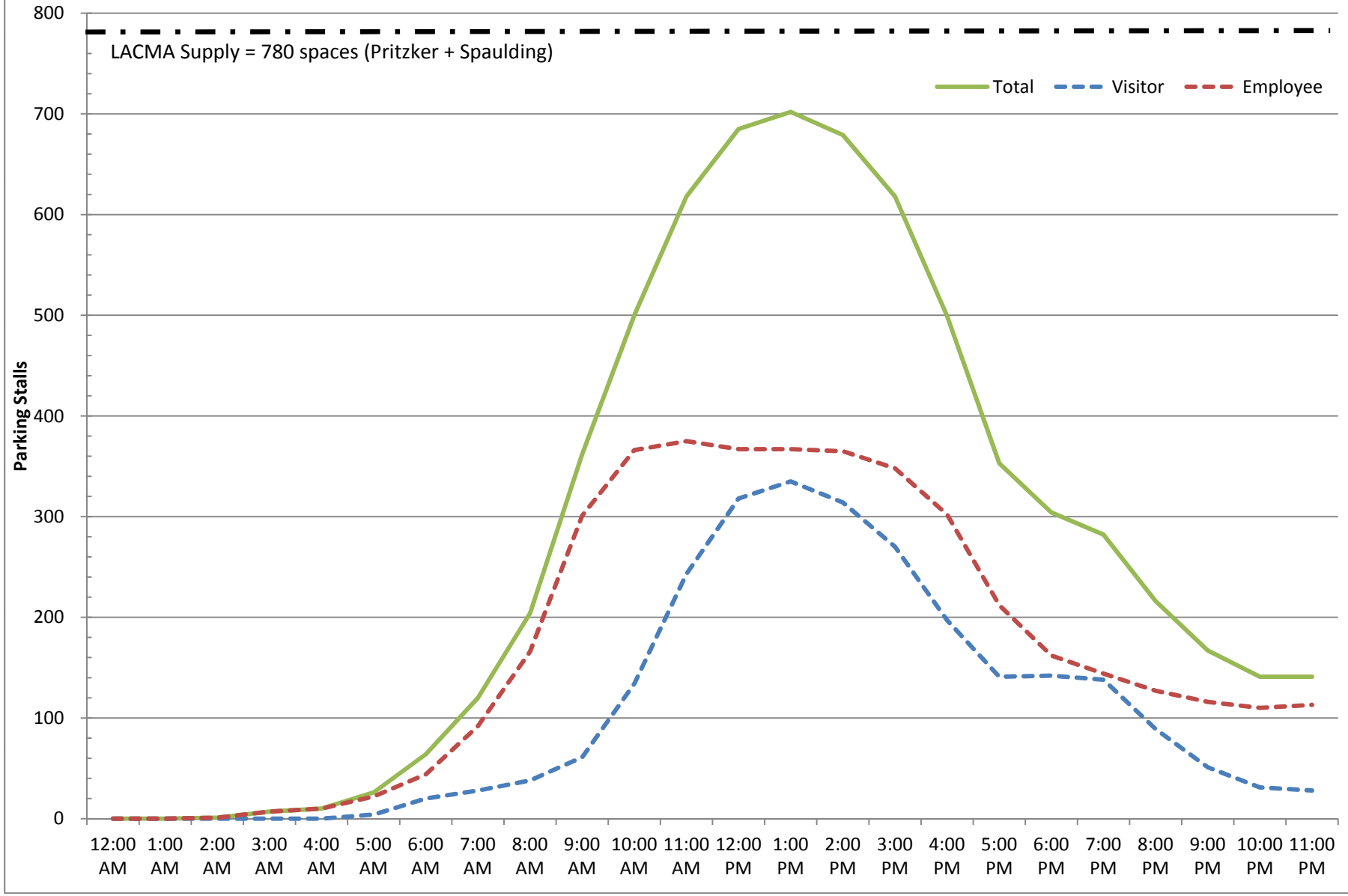


FIGURE 10
TYPICAL WEEKEND PARKING DEMAND PROFILE

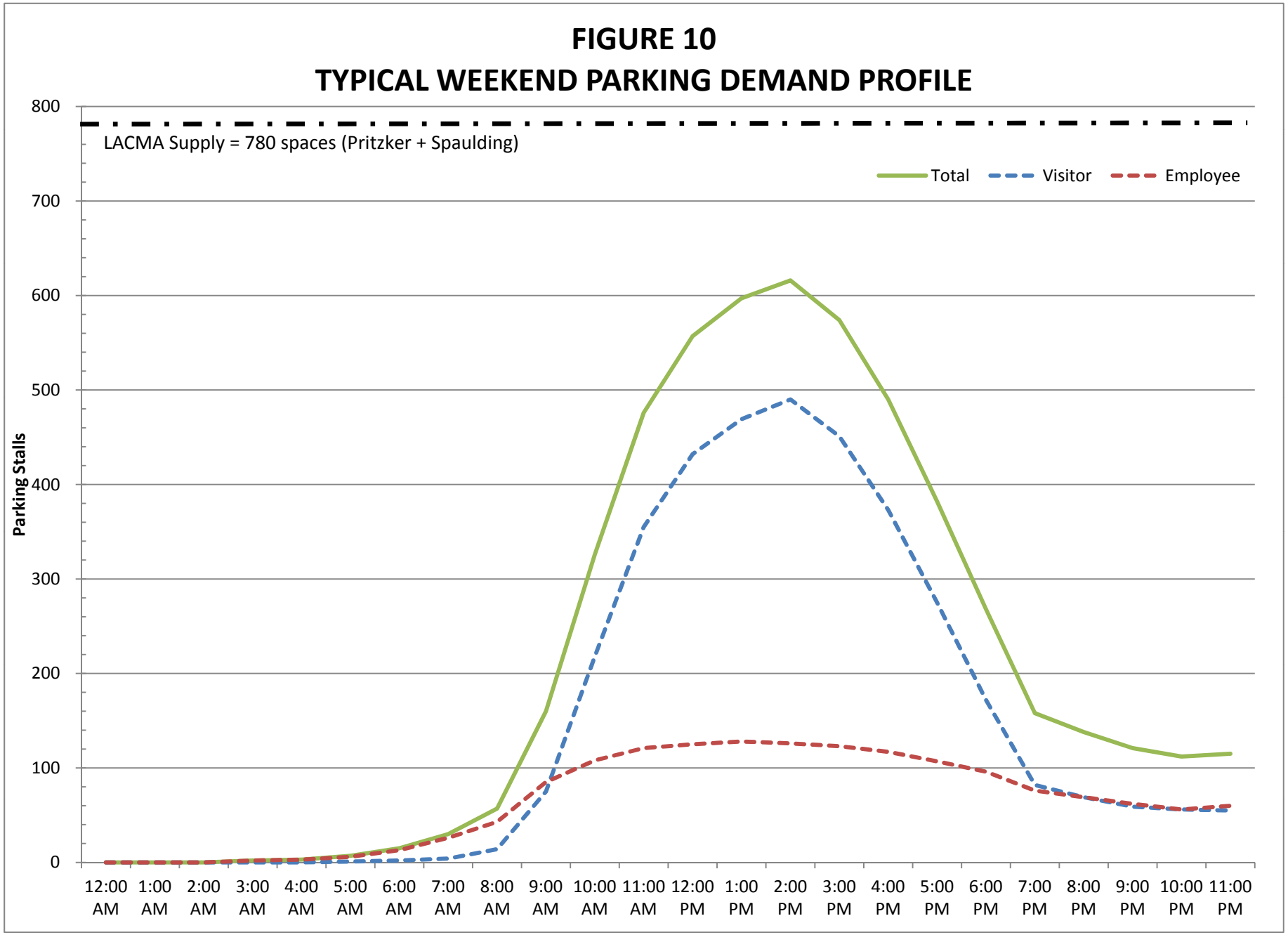
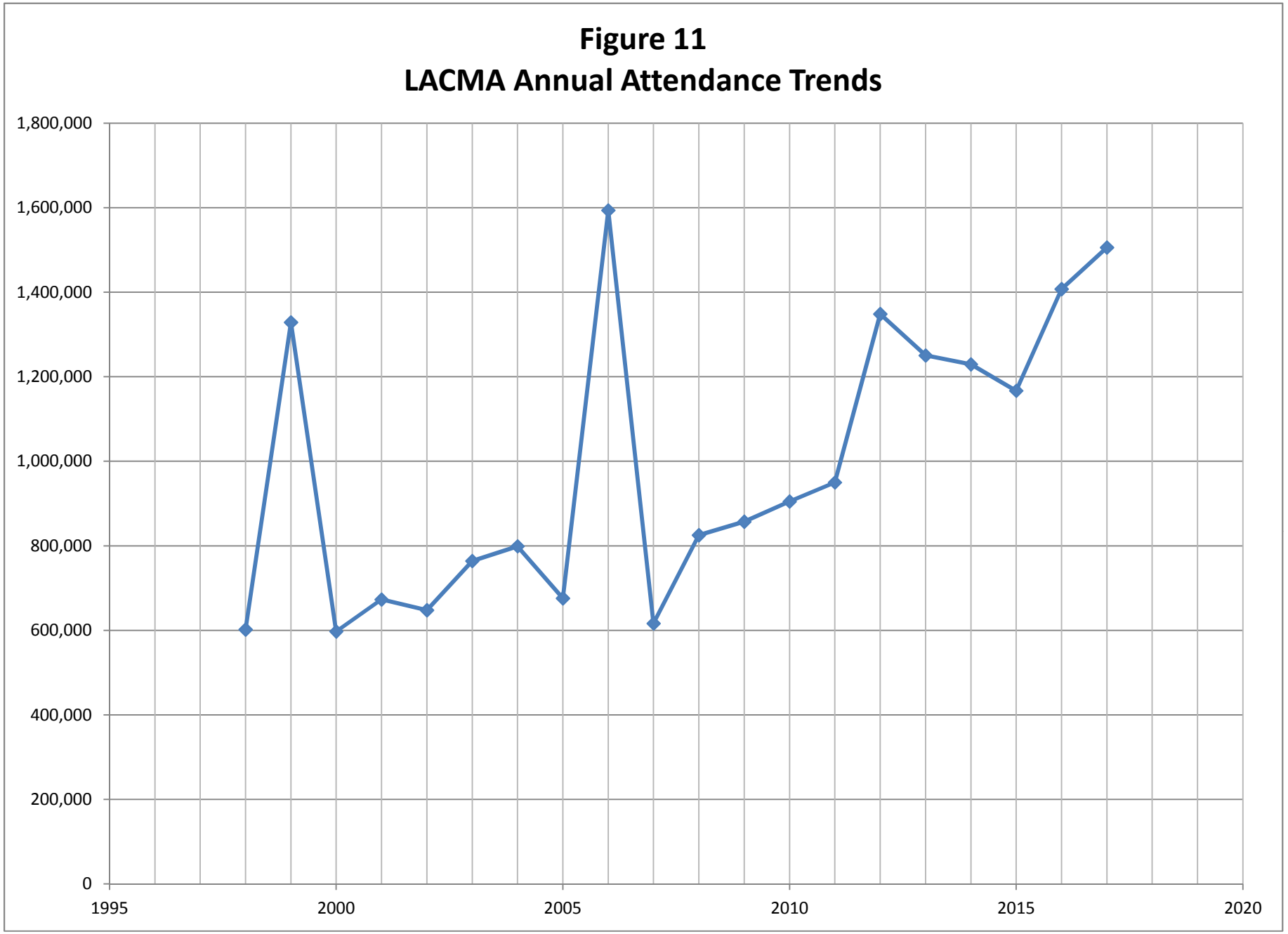


Figure 11
LACMA Annual Attendance Trends



Fiscal Year	LACMA Annual Attendance	% of prior year	Summary
1998	602,141		
1999	1,328,765	221%	Van Gogh
2000	597,409	45%	Pharaohs of the Sun: Akhenaten, Nefertiti, Tutankhamen (225k visitors)
2001	673,071	113%	MADE IN CALIFORNIA (222k visitors)
2002	647,766	96%	JASPER JOHNS TO JEFF KOONS: FOUR DECADES OF ART FROM THE BROAD COLLECTIONS (93k visitors)
2003	764,119	118%	Modigliani & the Artists of Montparnasse (160k visitors) | Old Masters, Impressionists and Moderns: French Masterworks from the State Pushkin Museum, Moscow (216k visitors)
2004	799,026	105%	Diane Arbus Revelations (64k visitors) | ERTÉ/OPERA & BALLETS RUSSES/ DANCE: THEATER COSTUME IN LACMA'S COLLECTION (59k visitors)
2005	675,940	85%	Renoir to Matisse: The Eye of Duncan Phillips (124k visitors) | CHILDE HASSAM (76k visitors) | THE ARTS AND CRAFTS MOVEMENT IN EUROPE AND AMERICA: DESIGN FOR THE MODERN WORLD, 1889–1920 (82k visitors)
2006	1,593,806	236%	King Tut (937k visitors) | MASTERPIECE IN FOCUS:TRANSFORMING LACMA (178k visitors) | Pioneering Modern Painting: Cezanne and Pissarro 1865–1885 (112k visitors) | GUSTAV KLIMT: FIVE PAINTINGS FROM THE COLLECTION OF FERDINAND AND ADELE BLOCH–BAUER (147k visitors) | David Hockney Portraits (93k visitors)
2007	616,491	39%	MAGRITTE AND CONTEMPORARY ART: THE TREACHERY OF IMAGES (137k visitors), Dan Flavin: A Retrospective (123k visitors)
2008	825,241	134%	**BCAM opened Feb 2008** Dalí:Painting & Film(124k visitors) | SOCAL: SOUTHERN CALIFORNIA ART OF THE 1960s AND 70s FROM LACMA'S COLLECTION (82k visitors) |
2009	857,059	104%	PHANTOM SIGHTINGS: ART AFTER THE CHICANO MOVEMENT (73k visitors) | Vaniry Fair Portraits: Photographs, 1913–2008 (128k visitors)
2010	904,921	106%	**Resnick opened** | Renoir in the 20th C [ticketed] (114k visitors) | American Stories: Paintings of Everyday Life 1765–1915 [ticketed] (64k visitors).
2011	950,015	105%	OLMEC: MASTERWORKS FROM ANCIENT MEXICO (150k visitors in Resnick) | Fash. Fashion (156k visitors in Resnick) | Cubes and Anarchy: Geometry in David Smith (238k visitors in Resnick) | Burton opened 5/29/2011
2012	1,348,397	142%	Burton closed 10/31/2011
2013	1,250,463	93%	Kubrick, 11/1/2012 - 6/30/2012 | JTR opened 5/26/2013
2014	1,229,555	98%	Calder opened 11/24/2013 | JTR closed 4/6/2014 | VGtoKAN opened 6/8/2014
2015	1,166,920	95%	Samurai, 10/19/2014-2/1/2014 | Pierre Huyghe, 11/23/14-2/22/2014 | Hudson River, 12/7/2014-6/7/201 | LACMA50
2016	1,407,405	121%	Rain Room, opened 11/1/15 | Gehry, 9/13/2015-1/3/2016 | Mapplethorpe, 3/20/2016-7/31/2016 | Reigning Men, 4/3/2016-7/31/2016
2017	1,505,825	107%	Guillermo del Toro | Picasso and Rivera | Rain Room closed 1/22/17

Date	Daily Attendance	Day
7/1/2013	1,848	Monday
7/2/2013	2,002	Tuesday
7/3/2013	248	Wednesday
7/4/2013	1,781	Thursday
7/5/2013	7,576	Friday
7/6/2013	6,493	Saturday
7/7/2013	5,543	Sunday
7/8/2013	1,771	Monday
7/9/2013	3,968	Tuesday
7/10/2013	292	Wednesday
7/11/2013	2,567	Thursday
7/12/2013	5,379	Friday
7/13/2013	4,864	Saturday
7/14/2013	4,803	Sunday
7/15/2013	1,939	Monday
7/16/2013	2,362	Tuesday
7/17/2013	86	Wednesday
7/18/2013	2,348	Thursday
7/19/2013	5,650	Friday
7/20/2013	4,072	Saturday
7/21/2013	4,356	Sunday
7/22/2013	2,191	Monday
7/23/2013	2,503	Tuesday
7/24/2013	72	Wednesday
7/25/2013	2,283	Thursday
7/26/2013	6,068	Friday
7/27/2013	4,669	Saturday
7/28/2013	4,626	Sunday
7/29/2013	2,024	Monday
7/30/2013	2,826	Tuesday
7/31/2013	50	Wednesday
8/1/2013	2,290	Thursday
8/2/2013	5,891	Friday
8/3/2013	5,745	Saturday
8/4/2013	4,733	Sunday
8/5/2013	2,230	Monday
8/6/2013	2,347	Tuesday
8/7/2013	778	Wednesday
8/8/2013	2,084	Thursday
8/9/2013	5,646	Friday
8/10/2013	5,487	Saturday
8/11/2013	6,957	Sunday
8/12/2013	2,018	Monday
8/13/2013	3,596	Tuesday
8/14/2013	0	Wednesday
8/15/2013	2,281	Thursday
8/16/2013	5,140	Friday
8/17/2013	4,560	Saturday
8/18/2013	3,720	Sunday
8/19/2013	1,757	Monday
8/20/2013	1,990	Tuesday
8/21/2013	0	Wednesday
8/22/2013	1,873	Thursday
8/23/2013	4,753	Friday
8/24/2013	5,316	Saturday
8/25/2013	3,825	Sunday
8/26/2013	1,535	Monday
8/27/2013	1,412	Tuesday
8/28/2013	45	Wednesday
8/29/2013	1,769	Thursday
8/30/2013	4,746	Friday
8/31/2013	5,688	Saturday
9/1/2013	4,341	Sunday
9/2/2013	2,800	Monday
9/3/2013	1,422	Tuesday
9/4/2013	0	Wednesday
9/5/2013	1,584	Thursday
9/6/2013	4,397	Friday
9/7/2013	5,468	Saturday
9/8/2013	4,090	Sunday
9/9/2013	1,187	Monday
9/10/2013	2,232	Tuesday

Date	Daily Attendance	Day
9/12/2013	1,812	Thursday
9/13/2013	3,895	Friday
9/14/2013	2,836	Saturday
9/15/2013	4,100	Sunday
9/16/2013	1,817	Monday
9/17/2013	1,458	Tuesday
9/18/2013	276	Wednesday
9/19/2013	2,226	Thursday
9/20/2013	3,860	Friday
9/21/2013	3,269	Saturday
9/22/2013	3,764	Sunday
9/23/2013	1,467	Monday
9/24/2013	2,539	Tuesday
9/25/2013	0	Wednesday
9/26/2013	2,133	Thursday
9/27/2013	4,239	Friday
9/28/2013	3,363	Saturday
9/29/2013	3,327	Sunday
9/30/2013	1,200	Monday
10/1/2013	2,018	Tuesday
10/2/2013	0	Wednesday
10/3/2013	2,216	Thursday
10/4/2013	4,107	Friday
10/5/2013	3,666	Saturday
10/6/2013	4,259	Sunday
10/7/2013	2,101	Monday
10/8/2013	2,731	Tuesday
10/9/2013	65	Wednesday
10/10/2013	2,380	Thursday
10/11/2013	4,337	Friday
10/12/2013	3,275	Saturday
10/13/2013	4,426	Sunday
10/14/2013	1,622	Monday
10/15/2013	1,911	Tuesday
10/16/2013	0	Wednesday
10/17/2013	2,211	Thursday
10/18/2013	3,345	Friday
10/19/2013	4,095	Saturday
10/20/2013	3,758	Sunday
10/21/2013	1,724	Monday
10/22/2013	1,690	Tuesday
10/23/2013	472	Wednesday
10/24/2013	2,172	Thursday
10/25/2013	3,557	Friday
10/26/2013	4,541	Saturday
10/27/2013	3,789	Sunday
10/28/2013	1,414	Monday
10/29/2013	2,044	Tuesday
10/30/2013	80	Wednesday
10/31/2013	1,651	Thursday
11/1/2013	3,570	Friday
11/2/2013	3,173	Saturday
11/3/2013	4,571	Sunday
11/4/2013	1,699	Monday
11/5/2013	2,105	Tuesday
11/6/2013	0	Wednesday
11/7/2013	2,445	Thursday
11/8/2013	3,507	Friday
11/9/2013	4,131	Saturday
11/10/2013	5,563	Sunday
11/11/2013	3,043	Monday
11/12/2013	2,386	Tuesday
11/13/2013	0	Wednesday
11/14/2013	2,424	Thursday
11/15/2013	3,355	Friday
11/16/2013	4,460	Saturday
11/17/2013	4,606	Sunday
11/18/2013	2,141	Monday
11/19/2013	1,877	Tuesday
11/20/2013	692	Wednesday
11/21/2013	3,259	Thursday
11/22/2013	3,910	Friday

Date	Daily Attendance	Day
11/24/2013	4,835	Sunday
11/25/2013	2,344	Monday
11/26/2013	2,971	Tuesday
11/27/2013	0	Wednesday
11/28/2013	0	Thursday
11/29/2013	7,093	Friday
11/30/2013	6,434	Saturday
12/1/2013	4,772	Sunday
12/2/2013	2,047	Monday
12/3/2013	2,393	Tuesday
12/4/2013	348	Wednesday
12/5/2013	2,944	Thursday
12/6/2013	3,025	Friday
12/7/2013	4,980	Saturday
12/8/2013	4,597	Sunday
12/9/2013	1,511	Monday
12/10/2013	2,478	Tuesday
12/11/2013	0	Wednesday
12/12/2013	2,723	Thursday
12/13/2013	2,777	Friday
12/14/2013	3,806	Saturday
12/15/2013	3,978	Sunday
12/16/2013	2,708	Monday
12/17/2013	1,842	Tuesday
12/18/2013	267	Wednesday
12/19/2013	2,280	Thursday
12/20/2013	2,588	Friday
12/21/2013	3,889	Saturday
12/22/2013	3,551	Sunday
12/23/2013	3,301	Monday
12/24/2013	2,756	Tuesday
12/25/2013	0	Wednesday
12/26/2013	4,871	Thursday
12/27/2013	6,899	Friday
12/28/2013	7,171	Saturday
12/29/2013	5,674	Sunday
12/30/2013	4,947	Monday
12/31/2013	3,687	Tuesday
1/1/2014	0	Wednesday
1/2/2014	4,543	Thursday
1/3/2014	5,669	Friday
1/4/2014	6,396	Saturday
1/5/2014	6,203	Sunday
1/6/2014	2,771	Monday
1/7/2014	2,918	Tuesday
1/8/2014	0	Wednesday
1/9/2014	2,850	Thursday
1/10/2014	3,905	Friday
1/11/2014	4,556	Saturday
1/12/2014	5,521	Sunday
1/13/2014	3,221	Monday
1/14/2014	5,048	Tuesday
1/15/2014	80	Wednesday
1/16/2014	3,511	Thursday
1/17/2014	3,788	Friday
1/18/2014	5,557	Saturday
1/19/2014	6,576	Sunday
1/20/2014	8,450	Monday
1/21/2014	2,935	Tuesday
1/22/2014	10	Wednesday
1/23/2014	3,261	Thursday
1/24/2014	3,456	Friday
1/25/2014	24,087	Saturday
1/26/2014	6,285	Sunday
1/27/2014	2,839	Monday
1/28/2014	2,899	Tuesday
1/29/2014	501	Wednesday
1/30/2014	2,998	Thursday
1/31/2014	4,266	Friday
2/1/2014	6,718	Saturday
2/2/2014	5,054	Sunday
2/3/2014	2,939	Monday

Date	Daily Attendance	Day
2/5/2014	58	Wednesday
2/6/2014	3,719	Thursday
2/7/2014	4,323	Friday
2/8/2014	6,358	Saturday
2/9/2014	6,074	Sunday
2/10/2014	2,370	Monday
2/11/2014	3,946	Tuesday
2/12/2014	0	Wednesday
2/13/2014	3,310	Thursday
2/14/2014	4,452	Friday
2/15/2014	5,057	Saturday
2/16/2014	7,046	Sunday
2/17/2014	10,044	Monday
2/18/2014	3,301	Tuesday
2/19/2014	245	Wednesday
2/20/2014	4,102	Thursday
2/21/2014	3,848	Friday
2/22/2014	5,177	Saturday
2/23/2014	5,753	Sunday
2/24/2014	4,644	Monday
2/25/2014	3,197	Tuesday
2/26/2014	30	Wednesday
2/27/2014	3,373	Thursday
2/28/2014	3,487	Friday
3/1/2014	6,929	Saturday
3/2/2014	5,829	Sunday
3/3/2014	3,159	Monday
3/4/2014	2,968	Tuesday
3/5/2014	138	Wednesday
3/6/2014	3,347	Thursday
3/7/2014	4,024	Friday
3/8/2014	5,190	Saturday
3/9/2014	4,541	Sunday
3/10/2014	3,275	Monday
3/11/2014	4,454	Tuesday
3/12/2014	0	Wednesday
3/13/2014	3,487	Thursday
3/14/2014	3,308	Friday
3/15/2014	5,807	Saturday
3/16/2014	5,739	Sunday
3/17/2014	3,276	Monday
3/18/2014	3,522	Tuesday
3/19/2014	35	Wednesday
3/20/2014	4,212	Thursday
3/21/2014	4,966	Friday
3/22/2014	6,533	Saturday
3/23/2014	10,284	Sunday
3/24/2014	4,083	Monday
3/25/2014	4,144	Tuesday
3/26/2014	249	Wednesday
3/27/2014	4,488	Thursday
3/28/2014	5,246	Friday
3/29/2014	6,608	Saturday
3/30/2014	7,196	Sunday
3/31/2014	3,426	Monday
4/1/2014	4,223	Tuesday
4/2/2014	20	Wednesday
4/3/2014	4,636	Thursday
4/4/2014	5,973	Friday
4/5/2014	7,077	Saturday
4/6/2014	6,635	Sunday
4/7/2014	1,662	Monday
4/8/2014	3,319	Tuesday
4/9/2014	305	Wednesday
4/10/2014	2,395	Thursday
4/11/2014	3,652	Friday
4/12/2014	4,317	Saturday
4/13/2014	4,625	Sunday
4/14/2014	2,339	Monday
4/15/2014	2,959	Tuesday
4/16/2014	0	Wednesday
4/17/2014	3,665	Thursday

Date	Daily Attendance	Day
4/19/2014	4,442	Saturday
4/20/2014	2,845	Sunday
4/21/2014	1,929	Monday
4/22/2014	1,989	Tuesday
4/23/2014	0	Wednesday
4/24/2014	1,929	Thursday
4/25/2014	3,887	Friday
4/26/2014	3,773	Saturday
4/27/2014	3,955	Sunday
4/28/2014	2,240	Monday
4/29/2014	2,056	Tuesday
4/30/2014	0	Wednesday
5/1/2014	2,965	Thursday
5/2/2014	5,074	Friday
5/3/2014	5,939	Saturday
5/4/2014	4,425	Sunday
5/5/2014	1,747	Monday
5/6/2014	2,068	Tuesday
5/7/2014	212	Wednesday
5/8/2014	2,145	Thursday
5/9/2014	5,506	Friday
5/10/2014	3,783	Saturday
5/11/2014	4,565	Sunday
5/12/2014	2,436	Monday
5/13/2014	2,526	Tuesday
5/14/2014	0	Wednesday
5/15/2014	2,666	Thursday
5/16/2014	4,863	Friday
5/17/2014	3,777	Saturday
5/18/2014	4,575	Sunday
5/19/2014	2,729	Monday
5/20/2014	3,041	Tuesday
5/21/2014	0	Wednesday
5/22/2014	2,569	Thursday
5/23/2014	5,379	Friday
5/24/2014	5,449	Saturday
5/25/2014	5,285	Sunday
5/26/2014	8,383	Monday
5/27/2014	1,787	Tuesday
5/28/2014	135	Wednesday
5/29/2014	1,893	Thursday
5/30/2014	4,819	Friday
5/31/2014	4,212	Saturday
6/1/2014	5,438	Sunday
6/2/2014	1,577	Monday
6/3/2014	1,542	Tuesday
6/4/2014	733	Wednesday
6/5/2014	3,228	Thursday
6/6/2014	7,044	Friday
6/7/2014	7,420	Saturday
6/8/2014	6,537	Sunday
6/9/2014	2,676	Monday
6/10/2014	2,751	Tuesday
6/11/2014	946	Wednesday
6/12/2014	2,687	Thursday
6/13/2014	6,050	Friday
6/14/2014	5,837	Saturday
6/15/2014	5,439	Sunday
6/16/2014	2,601	Monday
6/17/2014	2,876	Tuesday
6/18/2014	704	Wednesday
6/19/2014	2,595	Thursday
6/20/2014	6,528	Friday
6/21/2014	5,748	Saturday
6/22/2014	4,644	Sunday
6/23/2014	2,666	Monday
6/24/2014	2,921	Tuesday
6/25/2014	392	Wednesday
6/26/2014	2,858	Thursday
6/27/2014	6,768	Friday
6/28/2014	5,418	Saturday
6/29/2014	3,653	Sunday

Date	Daily Attendance	Day
7/1/2014	2,299	Tuesday
7/2/2014	0	Wednesday
7/3/2014	2,597	Thursday
7/4/2014	4,088	Friday
7/5/2014	6,841	Saturday
7/6/2014	6,526	Sunday
7/7/2014	2,659	Monday
7/8/2014	5,134	Tuesday
7/9/2014	448	Wednesday
7/10/2014	2,797	Thursday
7/11/2014	5,996	Friday
7/12/2014	6,075	Saturday
7/13/2014	4,280	Sunday
7/14/2014	2,728	Monday
7/15/2014	2,892	Tuesday
7/16/2014	37	Wednesday
7/17/2014	3,301	Thursday
7/18/2014	6,559	Friday
7/19/2014	6,826	Saturday
7/20/2014	6,246	Sunday
7/21/2014	3,522	Monday
7/22/2014	3,348	Tuesday
7/23/2014	52	Wednesday
7/24/2014	3,656	Thursday
7/25/2014	5,996	Friday
7/26/2014	6,127	Saturday
7/27/2014	5,809	Sunday
7/28/2014	2,260	Monday
7/29/2014	2,564	Tuesday
7/30/2014	35	Wednesday
7/31/2014	2,718	Thursday
8/1/2014	4,353	Friday
8/2/2014	7,052	Saturday
8/3/2014	5,890	Sunday
8/4/2014	2,843	Monday
8/5/2014	2,749	Tuesday
8/6/2014	617	Wednesday
8/7/2014	2,612	Thursday
8/8/2014	6,214	Friday
8/9/2014	4,954	Saturday
8/10/2014	4,786	Sunday
8/11/2014	2,245	Monday
8/12/2014	4,364	Tuesday
8/13/2014	0	Wednesday
8/14/2014	2,583	Thursday
8/15/2014	5,209	Friday
8/16/2014	5,046	Saturday
8/17/2014	4,886	Sunday
8/18/2014	2,166	Monday
8/19/2014	2,539	Tuesday
8/20/2014	44	Wednesday
8/21/2014	2,233	Thursday
8/22/2014	5,054	Friday
8/23/2014	4,977	Saturday
8/24/2014	4,896	Sunday
8/25/2014	1,772	Monday
8/26/2014	1,958	Tuesday
8/27/2014	0	Wednesday
8/28/2014	1,997	Thursday
8/29/2014	4,996	Friday
8/30/2014	7,140	Saturday
8/31/2014	6,001	Sunday
9/1/2014	4,013	Monday
9/2/2014	1,634	Tuesday
9/3/2014	325	Wednesday
9/4/2014	2,116	Thursday
9/5/2014	4,574	Friday
9/6/2014	4,990	Saturday
9/7/2014	5,773	Sunday
9/8/2014	1,813	Monday
9/9/2014	3,054	Tuesday
9/10/2014	25	Wednesday

Date	Daily Attendance	Day
9/12/2014	5,851	Friday
9/13/2014	7,326	Saturday
9/14/2014	6,440	Sunday
9/15/2014	1,683	Monday
9/16/2014	1,435	Tuesday
9/17/2014	552	Wednesday
9/18/2014	1,193	Thursday
9/19/2014	3,493	Friday
9/20/2014	3,225	Saturday
9/21/2014	3,411	Sunday
9/22/2014	1,216	Monday
9/23/2014	2,416	Tuesday
9/24/2014	0	Wednesday
9/25/2014	1,854	Thursday
9/26/2014	3,998	Friday
9/27/2014	3,932	Saturday
9/28/2014	3,694	Sunday
9/29/2014	1,142	Monday
9/30/2014	1,542	Tuesday
10/1/2014	60	Wednesday
10/2/2014	1,755	Thursday
10/3/2014	3,731	Friday
10/4/2014	3,431	Saturday
10/5/2014	4,078	Sunday
10/6/2014	1,933	Monday
10/7/2014	1,311	Tuesday
10/8/2014	0	Wednesday
10/9/2014	2,135	Thursday
10/10/2014	3,957	Friday
10/11/2014	3,052	Saturday
10/12/2014	3,774	Sunday
10/13/2014	1,245	Monday
10/14/2014	2,926	Tuesday
10/15/2014	454	Wednesday
10/16/2014	2,786	Thursday
10/17/2014	3,740	Friday
10/18/2014	3,915	Saturday
10/19/2014	3,298	Sunday
10/20/2014	2,209	Monday
10/21/2014	2,044	Tuesday
10/22/2014	229	Wednesday
10/23/2014	1,675	Thursday
10/24/2014	3,839	Friday
10/25/2014	3,105	Saturday
10/26/2014	3,603	Sunday
10/27/2014	1,584	Monday
10/28/2014	1,620	Tuesday
10/29/2014	340	Wednesday
10/30/2014	1,523	Thursday
10/31/2014	2,099	Friday
11/1/2014	2,263	Saturday
11/2/2014	5,026	Sunday
11/3/2014	1,526	Monday
11/4/2014	1,825	Tuesday
11/5/2014	330	Wednesday
11/6/2014	2,224	Thursday
11/7/2014	3,792	Friday
11/8/2014	5,467	Saturday
11/9/2014	5,137	Sunday
11/10/2014	2,916	Monday
11/11/2014	5,705	Tuesday
11/12/2014	315	Wednesday
11/13/2014	2,011	Thursday
11/14/2014	3,301	Friday
11/15/2014	4,989	Saturday
11/16/2014	5,361	Sunday
11/17/2014	2,035	Monday
11/18/2014	2,065	Tuesday
11/19/2014	842	Wednesday
11/20/2014	2,722	Thursday
11/21/2014	3,122	Friday
11/22/2014	4,293	Saturday

Date	Daily Attendance	Day
11/24/2014	2,179	Monday
11/25/2014	2,431	Tuesday
11/26/2014	0	Wednesday
11/27/2014	0	Thursday
11/28/2014	6,180	Friday
11/29/2014	5,182	Saturday
11/30/2014	5,009	Sunday
12/1/2014	1,624	Monday
12/2/2014	1,661	Tuesday
12/3/2014	187	Wednesday
12/4/2014	2,204	Thursday
12/5/2014	2,731	Friday
12/6/2014	3,821	Saturday
12/7/2014	4,184	Sunday
12/8/2014	1,856	Monday
12/9/2014	2,055	Tuesday
12/10/2014	0	Wednesday
12/11/2014	1,345	Thursday
12/12/2014	2,326	Friday
12/13/2014	3,395	Saturday
12/14/2014	3,686	Sunday
12/15/2014	1,427	Monday
12/16/2014	1,922	Tuesday
12/17/2014	857	Wednesday
12/18/2014	1,537	Thursday
12/19/2014	1,952	Friday
12/20/2014	2,865	Saturday
12/21/2014	3,104	Sunday
12/22/2014	4,348	Monday
12/23/2014	3,009	Tuesday
12/24/2014	0	Wednesday
12/25/2014	0	Thursday
12/26/2014	6,103	Friday
12/27/2014	6,202	Saturday
12/28/2014	5,574	Sunday
12/29/2014	4,507	Monday
12/30/2014	5,407	Tuesday
12/31/2014	0	Wednesday
1/1/2015	3,622	Thursday
1/2/2015	6,963	Friday
1/3/2015	6,257	Saturday
1/4/2015	6,089	Sunday
1/5/2015	1,970	Monday
1/6/2015	2,523	Tuesday
1/7/2015	206	Wednesday
1/8/2015	2,820	Thursday
1/9/2015	3,123	Friday
1/10/2015	5,752	Saturday
1/11/2015	6,219	Sunday
1/12/2015	1,982	Monday
1/13/2015	4,174	Tuesday
1/14/2015	46	Wednesday
1/15/2015	2,589	Thursday
1/16/2015	3,332	Friday
1/17/2015	5,635	Saturday
1/18/2015	6,866	Sunday
1/19/2015	7,631	Monday
1/20/2015	2,494	Tuesday
1/21/2015	70	Wednesday
1/22/2015	2,724	Thursday
1/23/2015	3,227	Friday
1/24/2015	5,461	Saturday
1/25/2015	6,643	Sunday
1/26/2015	2,377	Monday
1/27/2015	2,801	Tuesday
1/28/2015	186	Wednesday
1/29/2015	4,323	Thursday
1/30/2015	4,349	Friday
1/31/2015	28,415	Saturday
2/1/2015	5,054	Sunday
2/2/2015	1,575	Monday
2/3/2015	1,854	Tuesday

Date	Daily Attendance	Day
2/5/2015	1,827	Thursday
2/6/2015	2,681	Friday
2/7/2015	4,950	Saturday
2/8/2015	4,987	Sunday
2/9/2015	2,061	Monday
2/10/2015	3,137	Tuesday
2/11/2015	139	Wednesday
2/12/2015	2,394	Thursday
2/13/2015	3,594	Friday
2/14/2015	5,729	Saturday
2/15/2015	5,519	Sunday
2/16/2015	7,516	Monday
2/17/2015	2,544	Tuesday
2/18/2015	46	Wednesday
2/19/2015	2,792	Thursday
2/20/2015	3,752	Friday
2/21/2015	5,175	Saturday
2/22/2015	5,911	Sunday
2/23/2015	1,698	Monday
2/24/2015	2,292	Tuesday
2/25/2015	0	Wednesday
2/26/2015	840	Thursday
2/27/2015	3,007	Friday
2/28/2015	4,858	Saturday
3/1/2015	5,932	Sunday
3/2/2015	1,882	Monday
3/3/2015	1,553	Tuesday
3/4/2015	0	Wednesday
3/5/2015	2,146	Thursday
3/6/2015	2,393	Friday
3/7/2015	4,228	Saturday
3/8/2015	3,908	Sunday
3/9/2015	2,623	Monday
3/10/2015	2,835	Tuesday
3/11/2015	0	Wednesday
3/12/2015	1,749	Thursday
3/13/2015	3,131	Friday
3/14/2015	3,808	Saturday
3/15/2015	3,201	Sunday
3/16/2015	1,908	Monday
3/17/2015	2,605	Tuesday
3/18/2015	0	Wednesday
3/19/2015	2,600	Thursday
3/20/2015	2,835	Friday
3/21/2015	4,836	Saturday
3/22/2015	11,306	Sunday
3/23/2015	2,333	Monday
3/24/2015	2,311	Tuesday
3/25/2015	16	Wednesday
3/26/2015	2,787	Thursday
3/27/2015	3,247	Friday
3/28/2015	3,283	Saturday
3/29/2015	4,553	Sunday
3/30/2015	2,380	Monday
3/31/2015	2,766	Tuesday
4/1/2015	0	Wednesday
4/2/2015	2,253	Thursday
4/3/2015	3,655	Friday
4/4/2015	3,918	Saturday
4/5/2015	3,479	Sunday
4/6/2015	2,308	Monday
4/7/2015	2,746	Tuesday
4/8/2015	0	Wednesday
4/9/2015	2,261	Thursday
4/10/2015	3,334	Friday
4/11/2015	3,490	Saturday
4/12/2015	4,296	Sunday
4/13/2015	1,580	Monday
4/14/2015	2,593	Tuesday
4/15/2015	331	Wednesday
4/16/2015	2,303	Thursday
4/17/2015	2,259	Friday

Date	Daily Attendance	Day
4/19/2015	4,569	Sunday
4/20/2015	2,969	Monday
4/21/2015	3,036	Tuesday
4/22/2015	526	Wednesday
4/23/2015	3,169	Thursday
4/24/2015	5,207	Friday
4/25/2015	5,855	Saturday
4/26/2015	8,859	Sunday
4/27/2015	2,676	Monday
4/28/2015	1,845	Tuesday
4/29/2015	209	Wednesday
4/30/2015	2,370	Thursday
5/1/2015	4,323	Friday
5/2/2015	4,662	Saturday
5/3/2015	4,643	Sunday
5/4/2015	1,922	Monday
5/5/2015	2,007	Tuesday
5/6/2015	138	Wednesday
5/7/2015	2,146	Thursday
5/8/2015	3,766	Friday
5/9/2015	3,816	Saturday
5/10/2015	4,338	Sunday
5/11/2015	2,066	Monday
5/12/2015	2,782	Tuesday
5/13/2015	817	Wednesday
5/14/2015	2,331	Thursday
5/15/2015	3,689	Friday
5/16/2015	6,248	Saturday
5/17/2015	4,967	Sunday
5/18/2015	2,333	Monday
5/19/2015	2,426	Tuesday
5/20/2015	137	Wednesday
5/21/2015	2,882	Thursday
5/22/2015	5,316	Friday
5/23/2015	7,944	Saturday
5/24/2015	7,357	Sunday
5/25/2015	10,261	Monday
5/26/2015	2,262	Tuesday
5/27/2015	0	Wednesday
5/28/2015	1,616	Thursday
5/29/2015	4,863	Friday
5/30/2015	5,072	Saturday
5/31/2015	4,306	Sunday
6/1/2015	1,590	Monday
6/2/2015	1,830	Tuesday
6/3/2015	456	Wednesday
6/4/2015	2,448	Thursday
6/5/2015	5,187	Friday
6/6/2015	5,525	Saturday
6/7/2015	6,221	Sunday
6/8/2015	1,921	Monday
6/9/2015	3,164	Tuesday
6/10/2015	40	Wednesday
6/11/2015	2,466	Thursday
6/12/2015	5,556	Friday
6/13/2015	5,275	Saturday
6/14/2015	3,772	Sunday
6/15/2015	2,586	Monday
6/16/2015	2,478	Tuesday
6/17/2015	59	Wednesday
6/18/2015	2,590	Thursday
6/19/2015	6,115	Friday
6/20/2015	5,140	Saturday
6/21/2015	4,753	Sunday
6/22/2015	1,952	Monday
6/23/2015	2,325	Tuesday
6/24/2015	369	Wednesday
6/25/2015	2,697	Thursday
6/26/2015	6,161	Friday
6/27/2015	5,503	Saturday
6/28/2015	5,890	Sunday
6/29/2015	2,101	Monday

Date	Daily Attendance	Day
7/1/2015	0	Wednesday
7/2/2015	1,963	Thursday
7/3/2015	8,326	Friday
7/4/2015	3,833	Saturday
7/5/2015	3,750	Sunday
7/6/2015	2,118	Monday
7/7/2015	2,953	Tuesday
7/8/2015	33	Wednesday
7/9/2015	2,479	Thursday
7/10/2015	6,392	Friday
7/11/2015	6,061	Saturday
7/12/2015	4,454	Sunday
7/13/2015	2,517	Monday
7/14/2015	3,853	Tuesday
7/15/2015	49	Wednesday
7/16/2015	2,529	Thursday
7/17/2015	6,900	Friday
7/18/2015	4,684	Saturday
7/19/2015	4,781	Sunday
7/20/2015	2,364	Monday
7/21/2015	2,374	Tuesday
7/22/2015	39	Wednesday
7/23/2015	2,711	Thursday
7/24/2015	5,938	Friday
7/25/2015	8,400	Saturday
7/26/2015	6,657	Sunday
7/27/2015	3,201	Monday
7/28/2015	3,781	Tuesday
7/29/2015	1,034	Wednesday
7/30/2015	2,395	Thursday
7/31/2015	6,304	Friday
8/1/2015	5,970	Saturday
8/2/2015	5,010	Sunday
8/3/2015	2,197	Monday
8/4/2015	2,821	Tuesday
8/5/2015	682	Wednesday
8/6/2015	2,534	Thursday
8/7/2015	6,339	Friday
8/8/2015	6,415	Saturday
8/9/2015	4,439	Sunday
8/10/2015	2,446	Monday
8/11/2015	4,080	Tuesday
8/12/2015	67	Wednesday
8/13/2015	2,316	Thursday
8/14/2015	6,306	Friday
8/15/2015	5,191	Saturday
8/16/2015	4,231	Sunday
8/17/2015	2,155	Monday
8/18/2015	2,258	Tuesday
8/19/2015	0	Wednesday
8/20/2015	1,929	Thursday
8/21/2015	5,625	Friday
8/22/2015	4,969	Saturday
8/23/2015	4,233	Sunday
8/24/2015	1,912	Monday
8/25/2015	1,842	Tuesday
8/26/2015	312	Wednesday
8/27/2015	1,664	Thursday
8/28/2015	5,280	Friday
8/29/2015	6,737	Saturday
8/30/2015	4,493	Sunday
8/31/2015	1,457	Monday
9/1/2015	1,344	Tuesday
9/2/2015	0	Wednesday
9/3/2015	1,361	Thursday
9/4/2015	6,471	Friday
9/5/2015	7,842	Saturday
9/6/2015	6,092	Sunday
9/7/2015	4,250	Monday
9/8/2015	1,848	Tuesday
9/9/2015	1,028	Wednesday
9/10/2015	2,260	Thursday

Date	Daily Attendance	Day
9/12/2015	5,243	Saturday
9/13/2015	6,017	Sunday
9/14/2015	1,806	Monday
9/15/2015	2,260	Tuesday
9/16/2015	142	Wednesday
9/17/2015	1,879	Thursday
9/18/2015	6,068	Friday
9/19/2015	4,172	Saturday
9/20/2015	4,816	Sunday
9/21/2015	2,124	Monday
9/22/2015	1,415	Tuesday
9/23/2015	0	Wednesday
9/24/2015	1,936	Thursday
9/25/2015	5,404	Friday
9/26/2015	4,514	Saturday
9/27/2015	4,662	Sunday
9/28/2015	1,362	Monday
9/29/2015	2,279	Tuesday
9/30/2015	382	Wednesday
10/1/2015	1,987	Thursday
10/2/2015	4,866	Friday
10/3/2015	4,149	Saturday
10/4/2015	4,628	Sunday
10/5/2015	2,302	Monday
10/6/2015	2,000	Tuesday
10/7/2015	419	Wednesday
10/8/2015	2,038	Thursday
10/9/2015	4,344	Friday
10/10/2015	4,239	Saturday
10/11/2015	4,814	Sunday
10/12/2015	1,747	Monday
10/13/2015	2,195	Tuesday
10/14/2015	63	Wednesday
10/15/2015	2,483	Thursday
10/16/2015	4,077	Friday
10/17/2015	4,534	Saturday
10/18/2015	4,843	Sunday
10/19/2015	2,042	Monday
10/20/2015	2,100	Tuesday
10/21/2015	0	Wednesday
10/22/2015	2,324	Thursday
10/23/2015	4,010	Friday
10/24/2015	3,900	Saturday
10/25/2015	3,992	Sunday
10/26/2015	1,818	Monday
10/27/2015	2,499	Tuesday
10/28/2015	528	Wednesday
10/29/2015	3,411	Thursday
10/30/2015	4,612	Friday
10/31/2015	3,447	Saturday
11/1/2015	5,457	Sunday
11/2/2015	2,733	Monday
11/3/2015	2,400	Tuesday
11/4/2015	279	Wednesday
11/5/2015	3,340	Thursday
11/6/2015	4,559	Friday
11/7/2015	2,470	Saturday
11/8/2015	7,143	Sunday
11/9/2015	2,432	Monday
11/10/2015	3,023	Tuesday
11/11/2015	0	Wednesday
11/12/2015	2,643	Thursday
11/13/2015	4,628	Friday
11/14/2015	6,629	Saturday
11/15/2015	6,131	Sunday
11/16/2015	3,205	Monday
11/17/2015	2,384	Tuesday
11/18/2015	227	Wednesday
11/19/2015	3,075	Thursday
11/20/2015	4,968	Friday
11/21/2015	6,139	Saturday
11/22/2015	5,594	Sunday

Date	Daily Attendance	Day
11/24/2015	3,503	Tuesday
11/25/2015	0	Wednesday
11/26/2015	0	Thursday
11/27/2015	8,597	Friday
11/28/2015	8,126	Saturday
11/29/2015	5,992	Sunday
11/30/2015	2,304	Monday
12/1/2015	2,668	Tuesday
12/2/2015	99	Wednesday
12/3/2015	2,466	Thursday
12/4/2015	3,350	Friday
12/5/2015	5,041	Saturday
12/6/2015	4,677	Sunday
12/7/2015	2,576	Monday
12/8/2015	2,970	Tuesday
12/9/2015	161	Wednesday
12/10/2015	2,269	Thursday
12/11/2015	2,843	Friday
12/12/2015	4,455	Saturday
12/13/2015	5,114	Sunday
12/14/2015	1,906	Monday
12/15/2015	2,774	Tuesday
12/16/2015	866	Wednesday
12/17/2015	1,740	Thursday
12/18/2015	2,365	Friday
12/19/2015	4,951	Saturday
12/20/2015	4,333	Sunday
12/21/2015	4,424	Monday
12/22/2015	5,035	Tuesday
12/23/2015	40	Wednesday
12/24/2015	2,894	Thursday
12/25/2015	0	Friday
12/26/2015	8,252	Saturday
12/27/2015	7,905	Sunday
12/28/2015	8,347	Monday
12/29/2015	8,758	Tuesday
12/30/2015	38	Wednesday
12/31/2015	5,945	Thursday
1/1/2016	7,474	Friday
1/2/2016	8,758	Saturday
1/3/2016	7,283	Sunday
1/4/2016	3,829	Monday
1/5/2016	3,235	Tuesday
1/6/2016	0	Wednesday
1/7/2016	3,896	Thursday
1/8/2016	4,603	Friday
1/9/2016	9,323	Saturday
1/10/2016	7,090	Sunday
1/11/2016	3,239	Monday
1/12/2016	4,009	Tuesday
1/13/2016	24	Wednesday
1/14/2016	2,912	Thursday
1/15/2016	4,887	Friday
1/16/2016	6,700	Saturday
1/17/2016	8,942	Sunday
1/18/2016	12,226	Monday
1/19/2016	2,686	Tuesday
1/20/2016	39	Wednesday
1/21/2016	3,090	Thursday
1/22/2016	3,998	Friday
1/23/2016	6,237	Saturday
1/24/2016	6,273	Sunday
1/25/2016	2,589	Monday
1/26/2016	2,628	Tuesday
1/27/2016	49	Wednesday
1/28/2016	3,295	Thursday
1/29/2016	4,212	Friday
1/30/2016	28,305	Saturday
1/31/2016	7,404	Sunday
2/1/2016	2,644	Monday
2/2/2016	2,336	Tuesday
2/3/2016	0	Wednesday

Date	Daily Attendance	Day
2/5/2016	4,011	Friday
2/6/2016	6,058	Saturday
2/7/2016	4,816	Sunday
2/8/2016	3,534	Monday
2/9/2016	3,981	Tuesday
2/10/2016	0	Wednesday
2/11/2016	3,271	Thursday
2/12/2016	4,579	Friday
2/13/2016	8,223	Saturday
2/14/2016	7,966	Sunday
2/15/2016	9,897	Monday
2/16/2016	2,917	Tuesday
2/17/2016	0	Wednesday
2/18/2016	3,609	Thursday
2/19/2016	4,450	Friday
2/20/2016	6,485	Saturday
2/21/2016	6,621	Sunday
2/22/2016	2,589	Monday
2/23/2016	2,659	Tuesday
2/24/2016	0	Wednesday
2/25/2016	2,590	Thursday
2/26/2016	3,838	Friday
2/27/2016	5,867	Saturday
2/28/2016	6,157	Sunday
2/29/2016	2,695	Monday
3/1/2016	2,414	Tuesday
3/2/2016	378	Wednesday
3/3/2016	2,566	Thursday
3/4/2016	4,165	Friday
3/5/2016	7,422	Saturday
3/6/2016	7,247	Sunday
3/7/2016	3,608	Monday
3/8/2016	3,782	Tuesday
3/9/2016	0	Wednesday
3/10/2016	3,105	Thursday
3/11/2016	4,729	Friday
3/12/2016	5,785	Saturday
3/13/2016	7,933	Sunday
3/14/2016	4,135	Monday
3/15/2016	3,606	Tuesday
3/16/2016	798	Wednesday
3/17/2016	4,514	Thursday
3/18/2016	5,802	Friday
3/19/2016	8,035	Saturday
3/20/2016	8,438	Sunday
3/21/2016	4,678	Monday
3/22/2016	4,806	Tuesday
3/23/2016	0	Wednesday
3/24/2016	4,402	Thursday
3/25/2016	6,464	Friday
3/26/2016	6,389	Saturday
3/27/2016	4,882	Sunday
3/28/2016	4,460	Monday
3/29/2016	4,037	Tuesday
3/30/2016	95	Wednesday
3/31/2016	4,705	Thursday
4/1/2016	5,337	Friday
4/2/2016	5,778	Saturday
4/3/2016	6,966	Sunday
4/4/2016	3,147	Monday
4/5/2016	3,716	Tuesday

Event Name	Date	Start Time	End Time	Location	Exhibition	Attendance
Film-Matinee Screening, "The Red Balloon" and "Little Fugitive"	July 01, 2014	1:00 AM	9:00 AM	Bing Theater		120
Music-Jazz at LACMA, BPGE, 6-8pm	July 04, 2014	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	July 04, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	July 05, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	July 05, 2014	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Korean-LATCC	July 06, 2014	1:00 AM	10:00 AM	LATCC (Main)	Joseon (6/29/14 - 9/28/14), HMR2	600
Music-Sundays Live, 6pm	July 06, 2014	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	July 07, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Mary Poppins"	July 08, 2014	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "The Knick "	July 09, 2014	1:00 AM	4:00 PM	Bing Theater		400
EDU-The Art of Looking gallery tour/AHM2, 12:30-1:30pm	July 10, 2014	12:00 AM	1:00 AM	Galleries: Ahmanson 2		20
Film-AMPAS, "She's Gotta Have It" and "Bamboozled"	July 11, 2014	1:00 AM	5:00 PM	Bing Theater		200
Music-Jazz at LACMA, BPGE, 6-8pm	July 11, 2014	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	July 11, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2		20
EDU-Gallery Course: Expressionism in Germany and France, 8:30-10am	July 12, 2014	12:00 AM	4:00 AM	Brown Auditorium	Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED	25
Edu-NexGen Information Table, BPGE, 9:45-4pm	July 12, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	July 12, 2014	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Korean-LATCC	July 13, 2014	1:00 AM	10:00 AM	LATCC (Main)	Joseon (6/29/14 - 9/28/14), HMR2	600
Music-Sundays Live, 6pm	July 13, 2014	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	July 14, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "My Neighbor Totoro"	July 15, 2014	1:00 AM	9:00 AM	Bing Theater		120
Edu-Summer Art Camp	July 15, 2014	1:00 AM	9:00 AM	BP Grand Entrance		50
Film-FIND Screening, "Origins"	July 17, 2014	1:00 AM	4:00 PM	Bing Theater		400
Film-AMPAS, "Malcolm X"	July 18, 2014	1:00 AM	5:00 PM	Bing Theater		200
Music-Jazz at LACMA, BPGE, 6-8pm	July 18, 2014	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	July 18, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	July 19, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	July 19, 2014	3:00 AM	4:00 PM	Hancock Park		1500
Film-AMPAS, "It Happened One Night"	July 19, 2014	9:00 AM	5:00 PM	Bing Theater		200
EDU-Andell Family Sundays-Korean-LATCC	July 20, 2014	1:00 AM	10:00 AM	LATCC (Main)	Joseon (6/29/14 - 9/28/14), HMR2	600
EDU-LACMA9 Montebello Family Day	July 20, 2014	1:00 AM	8:00 AM	Bing Theater		75
Music-Sundays Live, 6pm	July 20, 2014	8:00 AM	1:00 PM	Bing Theater		600
Film-AMPAS, "BEHIND THE SCORE: The Art of the Film Composer"	July 21, 2014	1:00 AM	5:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	July 21, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, Calder/Expressionism/Turrell: Gansfeld, 6-9pm	July 21, 2014	10:00 AM	3:00 PM	Resnick Pavilion	Calder (11/24/13 - 7/27/14), Resnick Pavilion TICKETED, Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED, Turrell: Gansfeld, Resnick	1000
Film-Matinee Screening, "The Kid" and "The Circus"	July 22, 2014	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "Spotlight on The New York Times's Op-Docs"	July 22, 2014	9:00 AM	5:00 PM	Bing Theater		500
Devo-Bi-weekly Prospect Management Meeting, 11am-12pm	July 23, 2014	3:45 AM	5:15 AM	Boardroom		21
Film-FIND Screening, "Are you Here"	July 24, 2014	1:00 AM	4:00 PM	Bing Theater		400
WEB-A+T Talk: High-Tech Los Angeles, 7-8pm	July 24, 2014	9:00 AM	1:00 PM	Brown Auditorium		140
Music-Jazz at LACMA, BPGE, 6-8pm	July 25, 2014	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	July 25, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Film-AMPAS, "Inside Man" and "Joe's Bed-Stuy Barbershop: We Cut Heads"	July 25, 2014	9:00 AM	5:00 PM	Bing Theater		600
EDU-Gallery Course: Expressionism in Germany and France, 8:30-10am	July 26, 2014	12:00 AM	4:00 AM	Brown Auditorium	Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED	25
Edu-NexGen Information Table, BPGE, 9:45-4pm	July 26, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	July 26, 2014	3:00 AM	4:00 PM	Hancock Park		1500
Film-AMPAS, "Van Gogh"	July 26, 2014	9:00 AM	5:00 PM	Bing Theater		200
EDU-Andell Family Sundays-Korean-LATCC	July 27, 2014	1:00 AM	10:00 AM	LATCC (Main)	Joseon (6/29/14 - 9/28/14), HMR2	600
Music-Sundays Live, 6pm	July 27, 2014	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	July 28, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Film-Matinee Screening, "Labyrinth"	July 29, 2014	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "CAPTIVATED The Trials of Pamela Smart"	July 31, 2014	1:00 AM	4:00 PM	Bing Theater		400
MEM-Member Preview Days: Hartley/BCAM2,11am-5pm	July 31, 2014	4:00 AM	10:00 AM	Galleries: BCAM2	Hartley (8/3/14 - 11/30/14), BCAM2 West	200
SE-Film Reception	July 31, 2014	9:00 AM	4:00 PM	LATCC (Main)		300
Music-Jazz at LACMA, BPGE, 6-8pm	August 01, 2014	4:00 AM	5:00 PM	BP Grand Entrance		1500
MEM-Member Preview Days: Hartley/BCAM2,11am-8pm	August 01, 2014	4:00 AM	1:00 PM	Galleries: BCAM2	Hartley (8/3/14 - 11/30/14), BCAM2 West	200
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 01, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 02, 2014	1:00 AM	12:00 PM	BP Grand Entrance		200
MEM-Muse 'til Midnight, BPGE/BCAM/Resnick/German Expressionism, 8pm-12am/Midnight	August 02, 2014	1:00 AM	5:00 PM	BP Grand Entrance	Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED	800
MEM-Member Preview Days: Hartley/BCAM2,10am-7pm	August 02, 2014	3:00 AM	12:00 PM	Galleries: BCAM2	Hartley (8/3/14 - 11/30/14), BCAM2 West	200
Music-Latin Sounds, 5-7pm	August 02, 2014	3:00 AM	4:00 PM	Hancock Park		1500
EDU-A+T Andell Family Sundays	August 03, 2014	1:00 AM	9:00 AM	Art + Technology Lab		45
EDU-Andell Family Sundays-Art&Tech-DRT	August 03, 2014	1:00 AM	10:00 AM	Director's Roundtable Garden		600
Music-Sundays Live, 6pm	August 03, 2014	9:00 AM	4:00 PM	Bing Theater		600
Film-AMPAS, "Beau and Jeff: A Tale of Two Bridges"	August 04, 2014	1:00 AM	5:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 04, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Film-Matinee Screening, "The Wizard of Oz"	August 05, 2014	1:00 AM	9:00 AM	Bing Theater		120
Photo-Artist photo shoot, German Expressionism/Resnick, 2-5pm	August 06, 2014	8:00 AM	9:00 AM	Resnick Pavilion	Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED	3
Music-Jazz at LACMA, BPGE, 6-8pm	August 08, 2014	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 08, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 09, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	August 09, 2014	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Art&Tech-LATCC	August 10, 2014	1:00 AM	10:00 AM	LATCC (Main)		600
EDU-A+T Andell Family Sunday	August 10, 2014	1:00 AM	9:00 AM	Art + Technology Lab		45
Art Catalogues-By Rocklin, 4-6pm (AHM1)	August 10, 2014	9:00 AM	1:00 PM	Art Catalogues (AHM1)		200
Music-Sundays Live, 6pm	August 10, 2014	9:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 11, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Film-Matinee Screening, "Singin' in the Rain"	August 12, 2014	1:00 AM	9:00 AM	Bing Theater		120
EDU-The Art of Looking gallery tour/AHM3, 12:30-1:30pm	August 14, 2014	4:30 AM	7:00 AM	Galleries: Ahmanson 3		20
Music-Jazz at LACMA, BPGE, 6-8pm	August 15, 2014	3:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 15, 2014	7:30 AM	7:00 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
EDU-Gallery Course: Expressionism in Germany and France, 8:30-10am	August 16, 2014	12:00 AM	4:00 AM	Brown Auditorium	Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED	25
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 16, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	August 16, 2014	3:00 AM	4:00 PM	Hancock Park		1500
MEM-Member Preview Days: Cotsen Collection/AHM 202, 10am-7pm	August 16, 2014	3:00 AM	12:00 PM	Galleries: Ahmanson 2, Gallery 202	Cotsen (7/27/14 - 10/26/14), AHM202	200
EDU-LACMA9 Compton Family Day	August 17, 2014	1:00 AM	8:00 AM	Bing Theater		75
EDU-Andell Family Sundays-Art&Tech-LATCC	August 17, 2014	1:00 AM	10:00 AM	LATCC (Main)		600
EDU-A+T Andell Family Sunday	August 17, 2014	1:00 AM	9:00 AM	Art + Technology Lab		45
Music-Sundays Live, 6pm	August 17, 2014	9:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 18, 2014	7:30 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
MEM-Member Monday, Expressionism/Turrell:Gansfeld/Hartley/Altoon, 6-9pm	August 18, 2014	10:00 AM	3:00 PM	Resnick Pavilion	Altoon (6/8/14 - 9/14/14), BCAM2 East, Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED, Hartley (8/3/14 - 11/30/14), BCAM2 West, Turrell: Gansfeld, Resnick	1000
Film-Matinee Screening, "The Jungle Book"	August 19, 2014	1:00 AM	9:00 AM	Bing Theater		120
G-Gallery Systems Demonstration	August 19, 2014	3:00 AM	7:00 AM	14th Floor Conference Room		20
Photo-Artist photo shoot, German Expressionism/Resnick, 9-5pm	August 20, 2014	2:00 AM	10:00 AM	Resnick Pavilion	Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED	3
MEM-Member Preview Days: Variations/BCAM3, 11am-5pm	August 21, 2014	4:00 AM	10:00 AM	Galleries: BCAM3	Variations (8/24/14 - 3/22/15), BCAM3 West	200
Music-Jazz at LACMA, BPGE, 6-8pm	August 22, 2014	4:00 AM	5:00 PM	BP Grand Entrance		1500
MEM-Member Preview Days: Variations/BCAM3W, 11AM-8PM	August 22, 2014	4:00 AM	1:00 PM	Galleries: BCAM3	Variations (8/24/14 - 3/22/15), BCAM3 West	200
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 22, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
EDU-Gallery Course: Expressionism in Germany and France, 8:30-10am	August 23, 2014	12:00 AM	4:00 AM	Brown Auditorium	Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED	25
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 23, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	August 23, 2014	3:00 AM	4:00 PM	Hancock Park		1500
MEM-Member Preview Days: Variations/BCAM3W, 10am-7pm	August 23, 2014	3:00 AM	12:00 PM	Galleries: BCAM3	Variations (8/24/14 - 3/22/15), BCAM3 West	200
MEM-Member Preview Day: African Cosmos/Ham3,10am-7pm	August 23, 2014	3:00 AM	12:00 PM	Galleries: Hammer 3		100
EDU-Reciprocal Biomimicry Drop-ins with Jonathon Keats, 1-4pm	August 23, 2014	1:00 AM	10:00 AM	Art + Technology Lab		50
EDU-A+T Andell Family Sunday	August 24, 2014	1:00 AM	9:00 AM	Art + Technology Lab		45
EDU-Andell Family Sundays-Art&Tech-LATCC	August 24, 2014	1:00 AM	10:00 AM	LATCC (Main)		600
Art Catalogues-George Herms, 4-6pm (AHM1)	August 24, 2014	6:00 AM	1:00 PM	Art Catalogues (AHM1)		200
EDU-African Cosmos Exhibition Curator-led Tour, HMR3, 2pm	August 24, 2014	7:00 AM	9:00 AM	Galleries: Hammer 3	African Cosmos (8/24/14 - 11/30/14), HMR3	40
Music-Sundays Live, 6pm	August 24, 2014	9:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 25, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Film-Matinee Screening, "Anna"	August 26, 2014	1:00 AM	9:00 AM	Bing Theater		120
Music-Jazz at LACMA, BPGE, 6-8pm	August 29, 2014	3:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 29, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 30, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-Inventor Timekeeping Workshop, 1-5pm	August 30, 2014	3:00 AM	11:00 AM	Art + Technology Lab		15
Music-Latin Sounds, 5-7pm	August 30, 2014	3:00 AM	4:00 PM	Hancock Park		1500
EDU-A+T Andell Family Sunday	August 31, 2014	1:00 AM	9:00 AM	Art + Technology Lab		45
EDU-Andell Family Sundays-Art&Tech-LATCC	August 31, 2014	1:00 AM	10:00 AM	LATCC (Main)		600
Music-Sundays Live, 6pm	August 31, 2014	9:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 01, 2014	7:30 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Film-Matinee Screening, "Marie Antoinette"	September 02, 2014	1:00 AM	9:00 AM	Bing Theater		120
PS-Security Briefing, 10:30-11am, No AV	September 04, 2014	2:30 AM	4:30 AM	Brown Auditorium		65
EDU-ART CLASS Studio session, BCAM2, 11-1:30pm	September 04, 2014	3:30 AM	7:00 AM	Galleries: BCAM2	Altoon (6/8/14 - 9/14/14), BCAM2 East	12
Film-AMPAS, "The Tingler" and "Hollywood Story"	September 05, 2014	1:00 AM	5:00 PM	Bing Theater		250
Music-Jazz at LACMA, BPGE, 6-8pm	September 05, 2014	3:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 05, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Edu-NexGen Information Table, BPGE, 9:45-4pm	September 06, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-German Expressionism and France symposium, 10-4pm	September 06, 2014	1:00 AM	9:00 AM	Bing Theater		200
Film-AMPAS, "Why Be Good?"	September 06, 2014	9:00 AM	5:00 PM	Bing Theater		250
EDU-Art of Wine gallery tour, 6-7pm and wine tasting, 7-8pm	September 06, 2014	10:00 AM	3:00 PM	Pavilion for Japanese Art (All Levels)	Expressionism in Germany and France: From Van Gogh to Kandinsky (6/8/14 – 9/14/14), Resnick Pavilion TICKETED	40
EDU-German Expressionism and France symposium, 10-3pm	September 07, 2014	1:00 AM	8:30 AM	Bing Theater		150
EDU-Andell Family Sundays-Quilts to Kimonos-LATCC	September 07, 2014	1:00 AM	9:00 AM	LATCC (Main)	Kimono for a Modern Age (7/5/14 - 10/19/14), PJA	600
EDU-ART CLASS Studio session, BCAM2, 10-12:30pm	September 07, 2014	2:30 AM	6:00 AM	Galleries: BCAM2	Altoon (6/8/14 - 9/14/14), BCAM2 East	12
Music-Sundays Live, 6pm	September 07, 2014	8:30 AM	1:30 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 08, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Film-Matinee Screening, "The Mark of Zorro"	September 09, 2014	1:00 AM	9:00 AM	Bing Theater		120
PS-Security Briefing, 10:30-11am	September 09, 2014	2:30 AM	4:30 AM	Brown Auditorium		65
Edu-Cur-ATE: Joseon tour/HMR2 6:30-7:30, dinner/Ray's, 7:30-9pm	September 09, 2014	10:00 AM	2:30 PM	BP Grand Entrance	Joseon (6/29/14 - 9/28/14), HMR2	30
Film-FIND Screening, "The Skeleton Twins"	September 11, 2014	1:00 AM	4:00 PM	Bing Theater		600
EDU-The Art of Looking gallery tour/AHM3, 12:30-1:30pm	September 11, 2014	4:30 AM	7:00 AM	Galleries: Ahmanson 3		20
Film-AMPAS, "House on Haunted Hill" and "13 Ghosts"	September 12, 2014	1:00 AM	5:00 PM	Bing Theater		250
Music-Jazz at LACMA, BPGE, 6-8pm	September 12, 2014	3:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 12, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
Edu-NexGen Information Table, BPGE, 9:45-4pm	September 13, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-ART CLASS Studio session, BCAM2, 10-12:30pm	September 13, 2014	2:30 AM	6:00 AM	Galleries: BCAM2	Altoon (6/8/14 - 9/14/14), BCAM2 East	12
Film-AMPAS, "Animation Masters: John Canemaker Celebrates Winsor McCay and Walt Disney"	September 13, 2014	10:00 AM	5:00 PM	Bing Theater		250
EDU-Andell Family Sundays-Quilts to Kimonos-LATCC	September 14, 2014	1:00 AM	9:00 AM	LATCC (Main)	Kimono for a Modern Age (7/5/14 - 10/19/14), PJA	600
Music-Sundays Live, 6pm	September 14, 2014	8:30 AM	1:30 PM	Bing Theater		600
Film-FIND Screening, "Ghetto Film School Los Angeles"	September 15, 2014	1:00 AM	4:00 PM	Bing Theater		400
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 15, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	20
MEM-Member Monday, Joseon/Japanese Pavilion, 6-9pm	September 15, 2014	10:00 AM	3:00 PM	Galleries: Hammer 2	Joseon (6/29/14 - 9/28/14), HMR2	1000
Film-Matinee Screening, "The Black Swan"	September 16, 2014	1:00 AM	9:00 AM	Bing Theater		120
EKN-Turrell Tour Planning Meeting	September 16, 2014	9:00 AM	10:00 AM	14th Floor Conference Room		10
SAAC-Musical Performance, 7pm	September 16, 2014	9:00 AM	4:00 PM	Bing Theater		300

MEM-Member Preview Days: Haunted Screens/AOA2, 11am-5pm	September 18, 2014	4:00 AM	10:00 AM	Galleries: Art of the Americas 2	Haunted Screens (9/21/14 - 4/26/15), AOA2	200
SE-Metro Purple Line Extension Community meeting, 5:30-7:30pm	September 18, 2014	9:00 AM	4:00 PM	Brown Auditorium		100
Film-AMPAS, "Mr. Sardonicus" and "The Night Walker"	September 19, 2014	1:00 AM	5:00 PM	Bing Theater		250
Music-Jazz at LACMA, BPGE, 6-8pm	September 19, 2014	4:00 AM	3:45 PM	BP Grand Entrance		1500
MEM-Member Preview Days: Haunted Screens/AOA2, 11am-8pm	September 19, 2014	4:00 AM	1:00 PM	Galleries: Art of the Americas 2	Haunted Screens (9/21/14 - 4/26/15), AOA2	200
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 19, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Josson (6/29/14 - 9/28/14), HMR2	20
Edu-NexGen Information Table, BPGE, 9:45-4pm	September 20, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
MEM-Member Preview Days: Haunted Screens/AOA2, 10am-7pm	September 20, 2014	3:30 AM	12:00 PM	Galleries: Art of the Americas 2	Haunted Screens (9/21/14 - 4/26/15), AOA2	200
Film-AMPAS, "The Color of Pomegranates (Sayat Nova)"	September 20, 2014	9:00 AM	5:00 PM	Bing Theater		250
EDU-Andell Family Sundays-Quilts to Kimonos-LATCC	September 21, 2014	1:00 AM	9:00 AM	LATCC (Main)	Kimono for a Modern Age (7/5/14 - 10/19/14), PJA	600
Edu-Inglewood Art+Film Lab Free Day film screening, 12:30-2:30pm	September 21, 2014	1:00 AM	5:00 PM	Brown Auditorium		100
EDU-LACMAD Inglewood Family Day	September 21, 2014	1:00 AM	8:00 AM	Bing Theater		75
EDU-Family Dynamic Workshop, 11-1pm	September 21, 2014	2:00 AM	7:00 AM	Art + Technology Lab		40
Art Catalogues-Daniel Joseph Martinez, 4-6pm (AHM1)	September 21, 2014	6:00 AM	1:00 PM	Art Catalogues (AHM1)		100
Music-Sundays Live, 6pm	September 21, 2014	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 22, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Josson (6/29/14 - 9/28/14), HMR2	20
Film-Matinee Screening, "The Razor's Edge"	September 23, 2014	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "The 36th Chamber of Shaolin"	September 23, 2014	9:00 AM	5:00 PM	Bing Theater		450
Exh-Levitated Mass closure, 9/24-9/26	September 24, 2014	1:00 AM	1:00 AM	North Piazza	Levitated Mass	0
Exh-Levitated Mass closure, 9/24-9/26	September 25, 2014	1:00 AM	1:00 AM	North Piazza	Levitated Mass	0
Film-FIND Screening, "The Judge"	September 25, 2014	9:00 AM	5:00 PM	Bing Theater		450
Film-AMPAS, "Strait-Jacket" and "Homicidal"	September 26, 2014	1:00 AM	5:00 PM	Bing Theater		250
Exh-Levitated Mass closure, 9/24-9/26	September 26, 2014	1:00 AM	2:00 AM	North Piazza	Levitated Mass	0
Music-Jazz at LACMA, BPGE, 6-8pm	September 26, 2014	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 26, 2014	7:00 AM	7:30 AM	Galleries: Hammer 2	Josson (6/29/14 - 9/28/14), HMR2	20
Edu-Boone Community Bojagi unveil, 11-4pm	September 26, 2014	10:00 PM	11:00 PM	LATCC (Main)		400
Edu-Korea Day Concert, 1-2pm	September 26, 2014	11:30 PM	9:00 AM	Bing Theater		400
Edu-NexGen Information Table, BPGE, 9:45-4pm	September 27, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-Korea Day, 11-12 lecture	September 27, 2014	1:00 AM	5:30 AM	Brown Auditorium		100
EDU-Korea Day, 3-4 tea ceremony	September 27, 2014	1:00 AM	11:00 AM	LATCC (Main)		200
Film-AMPAS, "Laddie" and "A Place in the Sun"	September 27, 2014	9:00 AM	5:00 PM	Bing Theater		250
EDU-Andell Family Sundays-Quilts to Kimonos-LATCC	September 28, 2014	1:00 AM	9:00 AM	LATCC (Main)		600
Art Catalogues-Don Bachardy, 4-6pm (AHM1)	September 28, 2014	6:00 AM	1:00 PM	Art Catalogues (AHM1)		100
Music-Sundays Live, 6pm	September 28, 2014	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	September 29, 2014	7:00 AM	7:30 AM	Walker Foyer (PJA)		20
Film-Matinee Screening, "Nightmare Alley"	September 30, 2014	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "Gracepoint"	September 30, 2014	9:00 AM	5:00 PM	Bing Theater		450
Film-FIND Screening, "Aberdeen"	October 02, 2014	1:00 AM	4:00 PM	Bing Theater		400
Comm-KPCC filming in Metropolis II, 10-11am	October 02, 2014	2:00 AM	2:30 AM	Galleries: BCAM1	Metropolis II, BCAM1	4
Admin-Director's meeting, 10:30am-12:30pm	October 02, 2014	2:00 AM	6:30 AM	Boardroom		40
Film-AMPAS, "The Cabinet of Dr. Caligari" and "The Cabinet of Caligari"	October 03, 2014	1:00 AM	5:00 PM	Bing Theater		600
Music-Jazz at LACMA, BPGE, 6-8pm	October 03, 2014	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 03, 2014	7:00 AM	7:30 AM	Walker Foyer (PJA)		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 04, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Film-AMPAS, "No Country for Old Men" and "The Big Lebowski"	October 04, 2014	7:00 AM	5:00 PM	Bing Theater		600
Edu-African Cosmos Lecture, Dr. Christine Mullen Kreamer	October 05, 2014	1:00 AM	8:00 AM	Brown Auditorium		300
EDU-Andell Family Sundays-Draw It-LATCC	October 05, 2014	1:00 AM	9:00 AM	LATCC (Main)		600
Music-Sundays Live, 6pm	October 05, 2014	8:00 AM	3:00 PM	Bing Theater		600
Film-FIND Screening, "Whiplash"	October 06, 2014	1:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 06, 2014	7:00 AM	7:30 AM	Walker Foyer (PJA)		20
Film-Matinee Screening, "Morocco"	October 07, 2014	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "The Case Against 8"	October 09, 2014	1:00 AM	4:00 PM	Bing Theater		400
EDU-The Art of Looking Gallery Tour-Variations/BCAM3,12:30-1:30pm	October 09, 2014	5:15 AM	7:15 AM	Galleries: BCAM3	Variations (8/24/14 - 3/22/15), BCAM3 West	15
Film-AMPAS, "Nosferatu" and "Nosferatu the Vampyre"	October 10, 2014	1:00 AM	5:00 PM	Bing Theater		600
Music-Jazz at LACMA, BPGE, 6-8pm	October 10, 2014	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 10, 2014	7:00 AM	7:30 AM	Walker Foyer (PJA)		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 11, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-California Beat Scene: Jazz/Poetry Reading, 2-3:30pm	October 11, 2014	1:00 AM	8:00 AM	Bing Theater		250
Film-AMPAS, "Three Amigos" and "An American Werewolf in London"	October 11, 2014	9:00 AM	5:00 PM	Bing Theater		600
Edu-Lecture Bart Prince, 1pm	October 12, 2014	1:00 AM	8:00 AM	Bing Theater		200
EDU-Andell Family Sundays-Draw It-Herve Tullet-North Piazza	October 12, 2014	1:00 AM	9:00 AM	North Piazza		600
Art Catalogues-Al Ruppersberg and Allan McCollum, 4-6pm (AHM1)	October 12, 2014	6:00 AM	1:00 PM	Art Catalogues (AHM1)		100
Music-Sundays Live, 6pm	October 12, 2014	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 12, 2014	10:00 PM	11:00 PM	Walker Foyer (PJA)		20
Film-Matinee Screening, "Cleopatra"	October 14, 2014	1:00 AM	8:00 AM	Bing Theater		120
PS-Security Briefing, 10:30-11am, No AV	October 14, 2014	2:30 AM	4:30 AM	Brown Auditorium	Haunted Screens (9/21/14 - 4/26/15), AOA2	65
EDU-Art in the Age of the Singularity, 7-8pm	October 14, 2014	5:00 AM	1:00 PM	Art + Technology Lab		60
Film-FIND Screening, "CitizenFour"	October 14, 2014	9:00 AM	5:00 PM	Bing Theater		600
MEM-Member Preview Days: Samurai/Motley, Resnick/BCAM3, 11am-5pm	October 15, 2014	11:00 PM	1:00 AM	Resnick Pavilion	Motley (10/19/14 - 2/1/15), BCAM3 East, Samurai (10/19/14 - 2/1/15), Resnick TICKETED	300
Film-FIND Screening, "LIVE READ: American Beauty "	October 16, 2014	1:00 AM	4:00 PM	Bing Theater		600
Film-AMPAS, "Faust" (1926) and "Faust" (1994)	October 17, 2014	1:00 AM	5:00 PM	Bing Theater		600
MEM-Member Preview Days: Motley/Samurai, BCAM3/Resnick, 11am-8pm	October 17, 2014	5:15 AM	1:15 PM	Resnick Pavilion	Motley (10/19/14 - 2/1/15), BCAM3 East, Samurai (10/19/14 - 2/1/15), Resnick TICKETED	200
Music-Jazz at LACMA, LATCC, 6-8pm	October 17, 2014	5:15 AM	5:00 PM	LATCC (Main)		1500
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 17, 2014	7:00 AM	7:30 AM	Walker Foyer (PJA)		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 18, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
MEM-Art 101: Decorative Arts/Bing and gallery viewing/HMR3, 9:30am-11:30am	October 18, 2014	1:30 AM	4:30 AM	Bing Theater		400
Edu-"The Woman who would be Queen" lecture & book signing, 2pm	October 18, 2014	4:30 AM	9:00 AM	Bing Theater		350
Film-AMPAS, "Ferris Bueller's Day Off" and "The Breakfast Club"	October 18, 2014	9:00 AM	5:00 PM	Bing Theater		600
EDU-LACMAD Torrance Family Day	October 19, 2014	1:00 AM	8:00 AM	Bing Theater		75
EDU-Andell Family Sundays-Draw It-LATCC	October 19, 2014	1:00 AM	9:00 AM	LATCC (Main)		600
Edu-Haunted Screens lecture, Katherina Low, 2-3pm	October 19, 2014	1:00 AM	5:00 PM	Brown Auditorium		100
Music-Sundays Live, 6pm	October 19, 2014	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 19, 2014	10:00 PM	11:00 PM	Walker Foyer (PJA)		20
Film-FIND Screening, "Birdman "	October 20, 2014	1:00 AM	4:00 PM	Bing Theater		500
No Additional Events	October 20, 2014	5:15 AM	4:45 PM	Brown Auditorium		0
Film-Matinee Screening, "My Man Godfrey"	October 21, 2014	1:00 AM	8:00 AM	Bing Theater		120
EXH-Chinese and Korean Casework Review Meeting	October 21, 2014	7:00 AM	8:00 AM	Boardroom		22
Film-AMPAS, "M" and "While the City Sleeps"	October 24, 2014	1:00 AM	5:00 PM	Bing Theater		600
Music-Jazz at LACMA, LATCC, 6-8pm	October 24, 2014	5:15 AM	5:00 PM	LATCC (Main)		1500
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 24, 2014	7:00 AM	7:30 AM	Walker Foyer (PJA)		20
No Additional Events, Brown	October 25, 2014	1:00 AM	5:00 PM	Brown Auditorium		0
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 25, 2014	1:00 AM	10:00 AM	BP Grand Entrance		200
Film-AMPAS, "Sleepy Hollow" and "Edward Scissorhands"	October 25, 2014	6:00 AM	5:00 PM	Bing Theater		600
EDU-Andell Family Sundays-Draw It-LATCC	October 26, 2014	1:00 AM	9:00 AM	LATCC (Main)		600
Music-Sundays Live, 6pm	October 26, 2014	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 26, 2014	10:00 PM	11:00 PM	Walker Foyer (PJA)		20
Film-Matinee Screening, "Angel"	October 28, 2014	1:00 AM	9:00 AM	Bing Theater		120
Admin-Director's Discussion Meeting, 2:30-3:30pm	October 30, 2014	7:00 AM	10:00 AM	Boardroom		40
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	October 30, 2014	10:00 PM	11:00 PM	Walker Foyer (PJA)		20
No Additional Events, Bing	October 31, 2014	1:00 AM	5:00 PM	Bing Theater		0
SE-Muse Costume Ball, 9pm-1am	October 31, 2014	5:15 AM	7:15 PM	Wilshire Stairs	African Cosmos (8/24/14 - 11/30/14), HMR3, Art of the Pacific (ongoing), AHM1, Biberman (5/18/14 - 11/16/14), AOA313, Haunted Screens (9/21/14 - 4/26/15), AOA2, Landscapes of Devotion (10/25/14 - 10/25/15), AHM4, Quilts (9/13/14 - 1/4/15), AOA3, Samurai (10/19/14 - 2/1/15), Resnick TICKETED, The Writte	1000
Edu-NexGen Information Table, BPGE, 9:45-1pm	October 31, 2014	10:00 PM	11:00 PM	BP Grand Entrance		200
EDU-African Cosmos lecture and booksigning, 2pm	November 02, 2014	1:00 AM	7:00 AM	Brown Auditorium		300
EDU-Andell Family Sundays-Story of Two Cities-LATCC	November 02, 2014	1:00 AM	8:00 AM	LATCC (Main)	Biberman (5/18/14 - 11/16/14), AOA313	600
Music-Sundays Live, 6pm	November 02, 2014	7:00 AM	2:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 02, 2014	9:00 PM	10:00 PM	Walker Foyer (PJA)		20
Film-AMPAS, "The Costume of Silent Drama: Mary Pickford and Little Annie Rooney"	November 03, 2014	4:30 AM	4:00 PM	Bing Theater		600
Film-Matinee Screening, "Baby Face"	November 04, 2014	12:00 AM	8:00 AM	Bing Theater		120
EDU-Artists' Conversation: Lari Pittman and Sam Durant Tour Hartley and Durant Exhibitions	November 04, 2014	9:00 AM	2:00 PM	Galleries: BCAM2	Hartley (8/3/14 - 11/30/14), BCAM2 West	60
Film-FIND Screening, "Chinese Box"	November 06, 2014	1:00 AM	4:00 PM	Bing Theater		400
EDU-Gallery Tour of Variations/BCAM3 with artist Analia Saban, 7:30pm	November 06, 2014	8:00 AM	2:00 PM	Galleries: BCAM3	Variations (8/24/14 - 3/22/15), BCAM3 West	40
Film-AMPAS, "Detour" + "The Strange Woman"	November 07, 2014	12:00 AM	4:00 PM	Bing Theater		600
Music-Jazz at LACMA, LATCC, 6-8pm	November 07, 2014	4:15 AM	4:00 PM	LATCC (Main)		1500
MEM-Member Preview Days: Sultan/BCAM2, 11am-8pm	November 07, 2014	4:15 AM	12:30 PM	Galleries: BCAM2	Sultan (11/9/14 - 7/19/15), BCAM2 East	200
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 07, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
Edu-NexGen Information Table, BPGE, 9:45-4PM	November 08, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
MEM-Member Preview Days: Sultan/BCAM2, 10am-7pm	November 08, 2014	1:30 AM	11:30 AM	Galleries: BCAM2	Sultan (11/9/14 - 7/19/15), BCAM2 East	200
EDU-Lecture Samurai, 2-3:30pm	November 09, 2014	12:00 AM	4:00 PM	Brown Auditorium		100
EDU-Andell Family Sundays-Story of Two Cities-LATCC	November 09, 2014	1:00 AM	9:00 AM	LATCC (Main)	Biberman (5/18/14 - 11/16/14), AOA313	600
Music-Sundays Live, 6pm	November 09, 2014	7:00 AM	2:00 PM	Bing Theater		600
Film-AMPAS, "Defining Character: The Art of the Costume Designer"	November 10, 2014	12:00 AM	4:00 PM	Bing Theater		350
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 10, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
MEM-Member Monday, Samurai/Torrell/Hartley/Motley/Sultan/Doubt, 6-9pm	November 10, 2014	9:00 AM	2:00 PM	Resnick Pavilion	Variations (8/24/14 - 3/22/15), BCAM3 West, Hartley (8/3/14 - 11/30/14), BCAM2 West, Motley (10/19/14 - 2/1/15), BCAM3 East, Samurai (10/19/14 - 2/1/15), Resnick TICKETED, Sultan (11/9/14 - 7/19/15), BCAM2 East	1000
EDU-NexGen Information Table, LATCC, 10:45-4PM	November 10, 2014	11:00 PM	12:00 AM	LATCC (Main)		400
Film-Matinee Screening, "Jezebel"	November 11, 2014	12:00 AM	8:00 AM	Bing Theater		120
EDU-CurATE. PJA tour, 6:30-7:30 & Dinner/Ray's,7:30-9:30pm	November 11, 2014	9:30 AM	2:30 PM	BP Grand Entrance		30
Film-FIND Screening, "AN EVENING WITH... Greg Berlanti"	November 12, 2014	1:00 AM	4:00 PM	Bing Theater		400
DADC-Christopher Long Lecture, 6:30pm	November 12, 2014	8:00 AM	3:00 PM	Brown Auditorium		80
Film-FIND Screening, "BIG EYES"	November 13, 2014	1:00 AM	4:00 PM	Bing Theater		600
HR-New Intern Orientation, 10am-11am	November 13, 2014	2:00 AM	3:00 AM	15th Floor Conference Room		3
EDU-The Art of Looking Gallery Tour-European Art/AHM3, 12:30-1:30pm	November 13, 2014	4:15 AM	6:15 AM	Galleries: Ahmanson 3		15
Film-AMPAS, "People on Sunday " +"The Light Ahead"	November 14, 2014	12:00 AM	4:00 PM	Bing Theater		600
Music-Jazz at LACMA, LATCC, 6-8pm	November 14, 2014	4:15 AM	4:00 PM	LATCC (Main)		1500
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 14, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 15, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
Devo-PDC LA Print, "Gemini G.E.L.: Its History and Future" lecture, 1pm	November 15, 2014	12:00 AM	4:00 PM	Brown Auditorium		100
MEM-Art 101: Life of the Samurai, 9:30-11:30am	November 15, 2014	12:30 AM	3:30 AM	Bing Theater	Samurai (10/19/14 - 2/1/15), Resnick TICKETED	400
MEM-Member Preview Day: Delacroix/AHM202, 10am-7pm	November 15, 2014	1:30 AM	11:30 AM	Galleries: Ahmanson 2, Gallery 202	Delacroix (11/16/14 - 2/16/15), AHM202	200
Film-AMPAS, "Punch-Drunk Love" + "There Will Be Blood"	November 15, 2014	7:00 AM	4:00 PM	Bing Theater		600
EDU-Andell Family Sundays-Story of Two Cities-LATCC	November 16, 2014	1:00 AM	9:00 AM	LATCC (Main)	Biberman (5/18/14 - 11/16/14), AOA313	600
Music-Sundays Live, 6pm	November 16, 2014	7:00 AM	2:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 16, 2014	9:00 PM	10:00 PM	Walker Foyer (PJA)		20
Film-AMPAS, "The Costume of Silent Comedy: Charlie Chaplin and The Tramp Restored"	November 17, 2014	12:00 AM	4:00 PM	Bing Theater		600
PS-Security Briefing, 10:30-11am, No AV	November 17, 2014	1:30 AM	3:30 AM	Brown Auditorium		65
Film-Matinee Screening, "Casablanca"	November 18, 2014	12:00 AM	8:00 AM	Bing Theater		120
EDU-A+T Talk Featuring Mark Pauline and Ken Goldberg, 7-8PM	November 18, 2014	7:00 AM	3:00 PM	Art + Technology Lab		50
PHOTO-USC Photography Series, Brown, 7-9pm	November 18, 2014	9:00 AM	3:00 PM	Brown Auditorium		50
Film-FIND Screening, "LIVE READ: Diner"	November 20, 2014	1:00 AM	4:00 PM	Bing Theater		600
Film-AMPAS, "The Black Cat" + "Ruthless"	November 21, 2014	12:00 AM	4:00 PM	Bing Theater		600
MEM-Member Preview Days: Pierre Huyghe/Resnick, 11am-8pm	November 21, 2014	3:00 AM	12:00 PM	Resnick Pavilion	Huyghe (11/23/14 - 2/22/15), Resnick TICKETED	200
Music-Jazz at LACMA, LATCC, 6-8pm	November 21, 2014	4:15 AM	4:00 PM	LATCC (Main)		1500
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 21, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
EDU-Gallery Course: Medieval through Renaissance Art, 8:30-10 am	November 21, 2014	11:00 PM	3:00 AM	Brown Auditorium		25
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 22, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
MEM-Member Preview Days: Pierre Huyghe/Resnick, 10am-7pm	November 22, 2014	2:00 AM	11:00 AM	Resnick Pavilion	Huyghe (11/23/14 - 2/22/15), Resnick TICKETED	200

Film-AMPAS, "Bullets Over Broadway" + "Hannah and Her Sisters"	November 22, 2014	8:00 AM	4:00 PM	Bing Theater		600
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 23, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
EDU-Pierre Huyghe in Conversation with Emma Lavigne, 1pm	November 23, 2014	12:00 AM	7:00 AM	Bing Theater		350
Music-Sundays Live, 6pm	November 23, 2014	7:00 AM	2:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 24, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
Film-Matinee Screening, "Some Like It Hot"	November 25, 2014	12:00 AM	8:00 AM	Bing Theater		120
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 27, 2014	9:00 PM	10:00 PM	Walker Foyer (PJA)		20
No Additional Events/Bing	November 28, 2014	12:00 AM	4:00 PM	Bing Theater		0
Music-Jazz at LACMA, LATCC, 6-8pm	November 28, 2014	4:15 AM	4:00 PM	LATCC (Main)		1500
Devo-Bel Air Investment Samurai Docent Tour, Resnick Pavilion, 1:30-3PM	November 28, 2014	5:30 AM	7:00 AM	Resnick Pavilion	Samurai (10/19/14 - 2/1/15), Resnick TICKETED	10
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 29, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 30, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
Music-Sundays Live, 6pm	November 30, 2014	7:00 AM	2:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	November 30, 2014	9:00 PM	10:00 PM	Walker Foyer (PJA)		20
Film-Matinee Screening, "King Kong"	December 02, 2014	12:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "A Most Violent Year"	December 04, 2014	1:00 AM	4:00 PM	Bing Theater		400
Film-AMPAS, "Sunrise" + "The Last Laugh"	December 05, 2014	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	December 05, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 06, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
EDU-Lecture: Keynote for Larry Sultan Exhibition, 1pm	December 06, 2014	12:00 AM	8:00 AM	Bing Theater		150
Film-AMPAS, "The Golden Bed" and "Male and Female"	December 06, 2014	8:00 AM	5:00 PM	Bing Theater		600
Japanese Art-Berton lecture on Japanese Art	December 07, 2014	12:00 AM	4:00 PM	Brown Auditorium		100
EDU-opening lecture Hudson River, 1-2pm	December 07, 2014	12:00 AM	7:00 AM	Bing Theater		200
Music-Sundays Live, 6pm	December 07, 2014	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	December 08, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
Film-Matinee Screening, "The Gay Divorcee"	December 09, 2014	12:00 AM	7:00 AM	Bing Theater		120
EDU-Coco Fusco performance, 7:30pm	December 09, 2014	4:30 AM	1:30 PM	Brown Auditorium		100
Film-FIND Screening, "The LEGO Movie 3D"	December 11, 2014	1:00 AM	4:00 PM	Bing Theater		400
EDU-The Art of Looking Gallery Tour/AHM 3, 12:30-1:30pm	December 11, 2014	4:15 AM	6:15 AM	BP Grand Entrance		15
Film-AMPAS, "Letter from an Unknown Woman" + "Liebelei"	December 12, 2014	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	December 12, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
EDU-Art+Tech talk with Rachel Sussman, 7-8pm	December 12, 2014	8:00 AM	2:00 PM	Art + Technology Lab		50
Edu-Int'l Children's Film Festival, Brown & Bing, 10-4pm	December 12, 2014	11:00 PM	9:00 AM	Bing Theater		400
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 13, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
Film-AMPAS, "The Adventures of Robin Hood" + "Mildred Pierce"	December 13, 2014	9:00 AM	5:00 PM	Bing Theater		600
Edu-Int'l Children's Film Festival, Brown & Bing, 10-4pm	December 14, 2014	12:00 AM	8:00 AM	Bing Theater		400
Music-Sundays Live, 6pm	December 14, 2014	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	December 15, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
Film-Matinee Screening, "Alice Adams"	December 16, 2014	12:00 AM	8:00 AM	Bing Theater		120
EXH-Pierre Huyghe Exhibition Maintenance, 6AM-6PM	December 16, 2014	5:00 PM	5:00 PM	Resnick Pavilion	Huyghe (11/23/14 - 2/22/15), Resnick TICKETED	15
PS-Security Briefing, 10:30-11am, No AV	December 18, 2014	1:30 AM	1:30 AM	Brown Auditorium		65
Film-AMPAS, "The Shop Around the Corner" + "The Doll"	December 19, 2014	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, PJA, 2-2:30pm	December 19, 2014	6:00 AM	6:30 AM	Walker Foyer (PJA)		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 20, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
Film-AMPAS, "Notorious" + "Vertigo"	December 20, 2014	6:00 AM	5:00 PM	Bing Theater		600
Music-Sundays Live, 6pm	December 21, 2014	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 22, 2014	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Gone with the Wind"	December 23, 2014	12:00 AM	9:30 AM	Bing Theater		120
No Additional Events/Bing	December 26, 2014	12:00 AM	4:00 PM	Bing Theater		0
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 26, 2014	6:00 AM	6:30 AM	Galleries: Hammer 2		20
No Additional Events/Bing	December 27, 2014	12:00 AM	4:00 PM	Bing Theater		0
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 27, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 28, 2014	12:00 AM	9:00 AM	BP Grand Entrance		200
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 29, 2014	6:00 AM	6:30 AM	Galleries: Hammer 2		20
No Additional Events/Bing	January 02, 2015	12:00 AM	4:00 PM	Bing Theater		0
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 02, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
No Additional Events/Bing	January 03, 2015	12:00 AM	7:00 AM	Bing Theater		0
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 03, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
EDU-Andell Family Sundays-Art of the Samurai-LATCC	January 04, 2015	12:00 AM	8:00 AM	LATCC (Main)	Art of the Samurai: Swords, Paintings, Prints, and Textiles (11/1/2014 - 3/1/2015), PJA	600
Music-Sundays Live, 6pm	January 04, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 05, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Grand Hotel"	January 06, 2015	12:00 AM	8:00 AM	Bing Theater		120
AME-trip to Iran information meeting, 6-7:30pm	January 06, 2015	9:30 AM	12:30 PM	Boardroom		20
EXH-Pierre Huyghe Exhibition Maintenance, 6AM-6PM	January 06, 2015	5:00 PM	5:00 PM	Resnick Pavilion	Huyghe (11/23/14 - 2/22/15), Resnick TICKETED	15
Film-FIND Screening, "Crazy Heart"	January 07, 2015	1:00 AM	4:00 PM	Bing Theater		400
Film-FIND Screening, An Evening With...Richard Linklater	January 08, 2015	1:00 AM	4:00 PM	Bing Theater		400
EDU-The Art of Looking Gallery Tour, Expressionism/AHM2, 12:30-1:30pm	January 08, 2015	4:15 AM	6:15 AM	BP Grand Entrance		15
Film-AMPAS, "Midnight Cowboy" + "Easy Rider"	January 09, 2015	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 09, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 10, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
Film-AMPAS "Mary Poppins" + "Fahrenheit 451"	January 10, 2015	7:30 AM	4:00 PM	Bing Theater		600
EDU-Samurai Sword Demo/Tour, 9-11am	January 10, 2015	9:00 PM	10:00 PM	Pavilion for Japanese Art (All Levels)	Art of the Samurai: Swords, Paintings, Prints, and Textiles (11/1/2014 - 3/1/2015), PJA	30
EDU-Larry Sultan: Short Stories from Here and Home, 1pm	January 11, 2015	12:00 AM	7:00 AM	Bing Theater		150
EDU-Andell Family Sundays-Art of the Samurai-LATCC	January 11, 2015	12:00 AM	8:00 AM	LATCC (Main)	Art of the Samurai: Swords, Paintings, Prints, and Textiles (11/1/2014 - 3/1/2015), PJA	600
Music-Sundays Live, 6pm	January 11, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 12, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, Samurai/Turrell/Huyghe/Hudson/Motley/Sultan/Variations, 6-9pm	January 12, 2015	9:00 AM	2:00 PM	Resnick Pavilion	Hudson River School (12/7/14 - 6/7/15), Resnick TICKETED, Huyghe (11/23/14 - 2/22/15), Resnick TICKETED, Motley (10/19/14 - 2/1/15), BCAM3 East, Samurai (10/19/14 - 2/1/15), Resnick TICKETED, Sultan (11/9/14 - 7/19/15), BCAM2 East, Turrell: Ganzfeld, Resnick, Variations (8/24/14 - 3/22/15), BCAM3 West	1000
Film-Matinee Screening, "Queen Christina"	January 13, 2015	12:00 AM	8:00 AM	Bing Theater		120
EDU-Julie Mehretu in Conversation with Macarena Gómez-Barris, moderated by Christine Y. Kim	January 13, 2015	8:00 AM	1:00 PM	Bing Theater		300
EDU-CurATE: Mexican Art tour/AOA4, 6:30-7:30 & Dinner/Ray's,7:30-9:30pm	January 13, 2015	9:00 AM	3:00 PM	BP Grand Entrance		30
Film-FIND Screening, "Kroll Show"	January 15, 2015	4:00 AM	1:00 PM	Bing Theater		400
EDU-Motley Drawing Class, BCAM3, 11-1pm	January 15, 2015	4:15 AM	6:15 AM	Galleries: BCAM3		12
EDU-Point of View Gallery Tour-Delacroix, AHM 2/3,12:30-1:30pm	January 15, 2015	4:15 AM	6:15 AM	Galleries: Ahmanson 2, Gallery 202	Delacroix (11/16/14 - 2/16/15), AHM202	15
Film-AMPAS, "Elute" and "Network"	January 16, 2015	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 16, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 17, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
Edu-Conversation with Michael Govan and Tacita Dean, 2pm	January 17, 2015	12:00 AM	8:00 AM	Bing Theater		500
Film-AMPAS, "East of Eden" + "The Godfather"	January 17, 2015	8:00 AM	4:00 PM	Bing Theater		600
EDU-LACMA'S Art+Film Lab Free Day video screening, 12:30-3pm	January 18, 2015	12:00 AM	8:00 AM	Bing Theater		200
EDU-Andell Family Sundays-Art of the Samurai-LATCC	January 18, 2015	12:00 AM	8:00 AM	LATCC (Main)	Art of the Samurai: Swords, Paintings, Prints, and Textiles (11/1/2014 - 3/1/2015), PJA	600
Art Catalogues-Mark Ruwedel and Tyler Green, 4-6pm (AHM1)	January 18, 2015	5:00 AM	12:00 PM	Art Catalogues (AHM1)		125
Music-Sundays Live, 6pm	January 18, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 18, 2015	10:00 PM	11:00 PM	Galleries: Hammer 2		20
Music-Target Free Holiday Monday- Martin Luther King Jr. Day	January 19, 2015	12:00 AM	5:00 PM	LATCC (Main)	Art of the Samurai: Swords, Paintings, Prints, and Textiles (11/1/2014 - 3/1/2015), PJA	5000
Film-Matinee Screening, "The Women"	January 20, 2015	12:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "Live Read: Goodfellas"	January 22, 2015	1:00 AM	4:00 PM	Bing Theater		600
EDU-A+T Conversation on Virtual Reality, 7-8PM	January 22, 2015	6:00 AM	1:00 PM	Art + Technology Lab		50
Film-AMPAS, "All That Jazz" + "Phantom of the Paradise"	January 23, 2015	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 23, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 24, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
Film-AMPAS, "Bonnie and Clyde" and "The Godfather Part II"	January 24, 2015	7:00 AM	4:00 PM	Bing Theater		600
EDU-Motley Monologue with June Carryl, BCAM3, 7:30-9pm	January 24, 2015	10:30 AM	1:30 PM	Galleries: BCAM3	Motley (10/19/14 - 2/1/15), BCAM3 East	50
EDU-Andell Family Sundays-Art of the Samurai-LATCC	January 25, 2015	12:00 AM	8:00 AM	LATCC (Main)	Art of the Samurai: Swords, Paintings, Prints, and Textiles (11/1/2014 - 3/1/2015), PJA	600
EDU-Motley Drawing Class, BCAM3, 2-4pm	January 25, 2015	4:00 AM	9:00 AM	Galleries: BCAM3	Motley (10/19/14 - 2/1/15), BCAM3 East	12
Art Catalogues-Kaz Oshiro and John Wiese, 4-6pm (AHM1)	January 25, 2015	5:00 AM	12:00 PM	Art Catalogues (AHM1)		125
Music-Sundays Live, 6pm	January 25, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 26, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The Wizard of Oz"	January 27, 2015	12:00 AM	8:00 AM	Bing Theater		120
EXH-Pierre Huyghe Exhibition Maintenance, 6AM-6PM	January 27, 2015	5:00 PM	5:00 PM	Resnick Pavilion	Huyghe (11/23/14 - 2/22/15), Resnick TICKETED	15
EXH-Gold Boxes Deinstall Meeting	January 28, 2015	3:00 AM	4:00 AM	14th Floor Conference Room		14
Film-FIND Screening, "Seven Samurai"	January 29, 2015	1:00 AM	4:00 PM	Bing Theater		300
Film-AMPAS, "Taxi Driver" + "Upright"	January 30, 2015	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 30, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-Charles White Gallery Opening	January 30, 2015	7:00 AM	12:00 PM	Off-Site		200
MEM-Member Preview Days: Islamic Art Now/AHM, 10am-7pm	January 30, 2015	6:00 PM	7:00 PM	Galleries: Ahmanson 4	Islamic Art Now (2/1/15 - ongoing), AHM4	200
EDU-NexGen Information Table, LATCC, 10:45-4PM	January 30, 2015	11:00 PM	12:00 AM	LATCC (Main)		200
EDU-A+T Chalkboard Conversations, 9:30-11am	January 31, 2015	12:00 AM	4:00 AM	Art + Technology Lab		50
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 31, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
Film-AMPAS, "The Life Aquatic with Steve Zissou" + "Barry Lyndon"	January 31, 2015	6:00 AM	4:00 PM	Bing Theater		600
EDU-Andell Family Sundays-Abstract Art-NP	February 01, 2015	12:00 AM	8:00 AM	North Piazza	Variations (8/24/14 - 3/22/15), BCAM3 West	600
EDU-A+T Chalkboard Conversations, 9:30am-2:30pm	February 01, 2015	12:00 AM	9:00 AM	Art + Technology Lab		50
Music-Sundays Live, 6pm	February 01, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 02, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Gentlemen Prefer Blondes"	February 03, 2015	12:00 AM	8:00 AM	Bing Theater		120
CC-Costume Council Conversation with Arianne Phillips, Costume Designer	February 04, 2015	5:00 AM	3:00 PM	Bing Theater		400
EDU-A+T Augmented Reality Viewing, 3-5:30PM	February 05, 2015	6:00 AM	10:00 AM	BP Grand Entrance		20
Film-AMPAS, "Annie Hall" + "Fingers"	February 06, 2015	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 06, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	February 07, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
PHOTO- Panel Discussion "Full Exposure: Art and Pornography"	February 07, 2015	12:00 AM	4:00 PM	Brown Auditorium		50
EDU-A+T EEG AR Lab Drop-ins, 12-2pm	February 07, 2015	2:00 AM	8:00 AM	Art + Technology Lab		20
EDU-Andell Family Sundays-Abstract Art-NP	February 08, 2015	12:00 AM	8:00 AM	North Piazza	Variations (8/24/14 - 3/22/15), BCAM3 West	600
Music-Sundays Live, 6pm	February 08, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 09, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, Turrell/Huyghe/Hudson/Sultan/Variations, 6-9pm	February 09, 2015	9:00 AM	2:00 PM	Resnick Pavilion	Hudson River School (12/7/14 - 6/7/15), Resnick TICKETED, Huyghe (11/23/14 - 2/22/15), Resnick TICKETED, Sultan (11/9/14 - 7/19/15), BCAM2 East, Turrell: Ganzfeld, Resnick, Variations (8/24/14 - 3/22/15), BCAM3 West	1000
Film-Matinee Screening, "How to Marry a Millionaire"	February 10, 2015	12:00 AM	7:00 AM	Bing Theater		120
EDU-The Art of Looking Gallery Tour, Northern Renaissance/AHM3,12:30-1:30pm	February 12, 2015	4:15 AM	6:00 AM	Galleries: Ahmanson 3		20
Film-FIND Screening, "Kingsman: The Secret Service"	February 12, 2015	5:00 AM	1:00 PM	Bing Theater		400
EDU-A+T Augmented Reality Viewing, 3-5:30PM REVISED	February 12, 2015	6:00 AM	10:30 AM	BP Grand Entrance		20
Film-AMPAS, "The Goonies" + "Pee-wee's Big Adventure"	February 13, 2015	12:00 AM	4:00 PM	Bing Theater		600
Admin-Director's Discussion Meeting, 10:30am-12:30pm	February 13, 2015	1:00 AM	1:30 AM	Boardroom		40
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 13, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
EDU-Art of Wine gallery tour/AHM2, 6:30-7:15pm and wine tasting/DL Walker Foyer 7:20-8:15pm	February 13, 2015	8:00 AM	1:30 PM	Director's Lounge	Delacroix (11/16/14 - 2/16/15), AHM202	40
Edu-NexGen Information Table, BPGE, 9:45-4pm	February 14, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
Edu-Charles White Gallery Opening	February 14, 2015	4:00 AM	8:30 AM	Off-Site		200
Film-AMPAS, "Blade Runner" + "Fight Club"	February 14, 2015	6:00 AM	4:00 PM	Bing Theater		600
MEM-Valentine's Day tours+dinner with EDU	February 14, 2015	11:00 AM	5:00 PM	Galleries: Ahmanson 2		60
EDU-Andell Family Sundays-Abstract Art-NP	February 15, 2015	12:00 AM	8:00 AM	North Piazza	Variations (8/24/14 - 3/22/15), BCAM3 West	600
Music-Sundays Live, 6pm	February 15, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 15, 2015	10:00 PM	11:00 PM	Galleries: Hammer 2		20
Music-Target Free Holiday Monday-Presidents Day	February 16, 2015	12:00 AM	5:00 PM	LATCC (Main)		5000
Film-Matinee Screening, "River of No Return"	February 17, 2015	4:00 AM	8:00 AM	Bing Theater		120
EDU-Huyghe lecture, 7:30pm	February 17, 2015	8:00 AM	1:00 PM	Bing Theater		250
Film-FIND Screening, "Live Read: Sideways"	February 19, 2015	1:00 AM	4:00 PM	Bing Theater		400
EDU-A+T Augmented Reality Viewing, 3-5:30PM REVISED	February 19, 2015	6:00 AM	11:00 AM	BP Grand Entrance		20

EDU-Gallery Tour of Sultan with Dru Donovan	February 19, 2015	8:30 AM	2:30 PM	Galleries: BCAM2	Sultan (11/9/14 - 7/19/15), BCAM2 East	40
Film-AMPAS, "Back to the Future" + "Return to Oz"	February 20, 2015	12:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 20, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	February 21, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
Film-AMPAS, "Wittgenstein" + "The Departed"	February 21, 2015	7:15 AM	4:00 PM	Bing Theater		600
EDU-Andell Family Sundays-Abstract Art-NP	February 22, 2015	12:00 AM	8:00 AM	North Piazza	Variations (8/24/14 - 3/22/15), BCAM3 West	600
Music-Sundays Live, 6pm	February 22, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 23, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The Seven Year Itch"	February 24, 2015	12:00 AM	8:00 AM	Bing Theater		120
EDU-The Director's Series with Thomas Demand	February 24, 2015	8:00 AM	2:00 PM	Bing Theater		300
Devo-Filming at Urban Light, 10-10:30am	February 25, 2015	1:00 AM	3:00 AM	BP Grand Entrance		6
Film-FIND Screening, "American Crime "	February 26, 2015	1:00 AM	4:00 PM	Bing Theater		400
EDU-A+T Augmented Reality Viewing, 3-5:30pm REVISED	February 26, 2015	5:00 AM	10:30 AM	BP Grand Entrance		20
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 27, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-AMPAS, "The Art of the Costume Designer: Spotlight on James Acheson" REVISED	February 27, 2015	8:00 AM	4:00 PM	Bing Theater		600
Edu-NexGen Information Table, BPGE, 9:45-4pm	February 28, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
Film-AMPAS, "Meet Me in St. Louis" + "West Side Story"	February 28, 2015	7:30 AM	4:00 PM	Bing Theater		600
EDU-Andell Family Sundays-Ancient Colombia-LATCC	March 01, 2015	12:00 AM	8:00 AM	LATCC (Main)		600
EDU-A+T Augmented Reality Viewing, 3-5pm	March 01, 2015	5:00 AM	10:00 AM	BP Grand Entrance		20
Music-Sundays Live, 6pm	March 01, 2015	7:30 AM	1:30 PM	Bing Theater		600
EDU-Llyn Foulkes Documentary Film	March 02, 2015	12:00 AM	4:00 PM	Bing Theater		150
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 02, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The 400 Blows"	March 03, 2015	12:00 AM	8:00 AM	Bing Theater		120
EDU-A+T Conversation on Code with Casey Reas + A+T Lab Advisor Max Maxwell, 7-8pm	March 03, 2015	6:00 AM	4:00 PM	Art + Technology Lab		50
PS-Security Briefing, 10:30-11am, No AV	March 05, 2015	1:30 AM	1:30 AM	Brown Auditorium		65
EDU-A+T Augmented Reality Viewing, 3-5pm	March 05, 2015	5:00 AM	10:00 AM	BP Grand Entrance		20
Film-FIND Screening, "While We're Young"	March 05, 2015	6:00 AM	4:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 06, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	March 07, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
MEM-Young Directors Night & Haunted Screens viewing, 7-11pm	March 07, 2015	12:00 AM	4:00 PM	Bing Theater	Haunted Screens (9/21/14 - 4/26/15), AOA2	600
MEM-Member Preview Days: Veronese/Ahm202, 10am-7pm	March 07, 2015	1:30 AM	11:30 AM	Galleries: Ahmanson 2, Gallery 202	Veronese (3/8/15 - 9/7/15), AHM202	200
EDU-A+T Art + Feminism Wikapedia edit-a-thon, 11am-4pm	March 08, 2015	12:00 AM	1:00 PM	Art + Technology Lab		30
EDU-Andell Family Sundays-Ancient Colombia-LATCC	March 08, 2015	12:00 AM	9:00 AM	LATCC (Main)		600
Music-Sundays Live, 6pm	March 08, 2015	9:00 AM	4:00 PM	Bing Theater		600
Film-FIND Screening, "Going Clear: Scientology and the Prison of Belief"	March 09, 2015	2:00 AM	5:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 09, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Stolen Kisses"	March 10, 2015	1:00 AM	9:00 AM	Bing Theater		120
Comm-Communications and marketing touch base, 12-1pm	March 10, 2015	5:00 AM	6:00 AM	14th Floor Conference Room		10
EXH-Purifoy Planning Meeting, 3:30-5pm	March 10, 2015	8:30 AM	10:00 AM	14th Floor Conference Room		11
Devo-PDC LA Print: Edition 5, Bing Theater, 7-8:30pm REVISED	March 10, 2015	9:00 AM	1:00 PM	Bing Theater		300
EDU-The Art of Looking Gallery Tour, Pre-Columbian Art, AoA84,12:30-1:30pm	March 12, 2015	5:15 AM	7:00 AM	Galleries: Ahmanson 4		20
PHOTO-Photography & Philosophy Symposium, 9am-12pm	March 13, 2015	1:00 AM	6:00 AM	Art + Technology Lab		20
Edu-Symposium: Photography and Philosophy	March 13, 2015	1:00 AM	5:00 PM	Bing Theater		300
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 13, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Photo-Symposium: Photography and Philosophy	March 13, 2015	11:00 PM	5:00 PM	Bing Theater		600
Edu-NexGen Information Table, BPGE, 9:45-4pm	March 14, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Edu-Charles White Gallery Opening	March 14, 2015	5:00 AM	9:30 AM	Off-Site		200
Art Catalogues-Michael Fried, Thomas Demand and Jeff Wall, 4-6pm (AHM1)	March 15, 2015	6:00 AM	1:00 PM	Art Catalogues (AHM1)		125
Music-Sundays Live, 6pm	March 15, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 16, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
DEVO-DA2 Acquisitions Meeting Run-Thru	March 16, 2015	7:30 AM	9:30 AM	15th Floor Conference Room		10
Film-Matinee Screening, "Bed and Board"	March 17, 2015	1:00 AM	9:00 AM	Bing Theater		120
Edu-Tacita Dean film	March 17, 2015	9:00 AM	5:00 PM	Bing Theater		300
EDU-Cur-ATE: Persia and the Silk Road Tour/HMR3 and AHM3, 6:30-7:30 & Dinner/Ray's,7:30-9:30pm	March 17, 2015	10:00 AM	4:00 PM	BP Grand Entrance		30
Film-FIND Screening, "Live Read: Dazed and Confused"	March 19, 2015	1:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 20, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	March 21, 2015	1:00 AM	10:00 AM	BP Grand Entrance		500
MEM-Art 101: Hudson River/Bing, 9:30am-10:30am	March 21, 2015	1:00 AM	4:00 AM	Bing Theater	Hudson River School (12/7/14 - 6/7/15), Resnick TICKETED	500
AME-Farhang Foundation Short Film Festival REVISED	March 21, 2015	4:00 AM	9:00 PM	Bing Theater		500
AME-Nowruz REVISED	March 22, 2015	1:00 AM	8:00 AM	Bing Theater		5500
EDU-A+T Augmented Reality Viewing, 4-6pm	March 22, 2015	6:00 AM	1:00 PM	BP Grand Entrance		20
Music-Sundays Live, 6pm	March 22, 2015	8:30 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 23, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, Haunted Screens/Newelson/Pavilion/Hammer, 6-9pm	March 23, 2015	10:00 AM	1:00 PM	Galleries: Art of the Americas 2	Art of the Samurai: Swords, Paintings, Prints, and Textiles (11/1/2014 - 3/1/2015), PIA, Haunted Screens (9/21/14 - 4/26/15), AOA2, Newelson (1/17/15 - 5/17/15), AOA3	1000
Film-Matinee Screening, "Love on the Run"	March 24, 2015	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "A Tribute to Mad Men: Part One"	March 26, 2015	1:00 AM	4:00 PM	Bing Theater		600
Film-FIND Screening, "A Tribute to Mad Men: Part Two"	March 27, 2015	7:00 AM	5:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 27, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
MEM-Member Preview Days: Raku/PIA, 10am-7pm	March 27, 2015	11:00 PM	12:00 AM	Pavilion for Japanese Art (All Levels)	Raku (3/29/15 - 6/7/15), PIA	200
Edu-NexGen Information Table, BPGE, 9:45-4pm	March 28, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-Andell Family Sundays-Ancient Colombia-LATCC	March 29, 2015	12:00 AM	9:00 AM	LATCC (Main)		600
EDU-Tea Ceremony, 12-3pm	March 29, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Music-Sundays Live, 6pm	March 29, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 30, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Jules and Jim"	March 31, 2015	1:00 AM	9:00 AM	Bing Theater		120
COA-Training	March 31, 2015	7:45 AM	9:30 AM	15th Floor Conference Room		5
PS-Security Briefing, 10:30-11am, No AV	April 02, 2015	2:30 AM	4:30 AM	Brown Auditorium		65
MEM-Member Preview Days: African Textiles/HMR3, 11am-5pm	April 02, 2015	3:30 AM	10:30 AM	Galleries: Hammer 3	African Textiles/Mis Collection (4/5/15 - 10/12/15), HMR3	200
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 02, 2015	11:00 PM	12:00 AM	Galleries: Hammer 2		20
Film-FIND Screening, "Clouds of Sils Maria"	April 03, 2015	1:00 AM	4:00 PM	Bing Theater		600
MEM-Member Preview Days: African Textiles/HMR3, 11am-8pm	April 03, 2015	3:30 AM	1:30 PM	Galleries: Hammer 3	African Textiles/Mis Collection (4/5/15 - 10/12/15), HMR3	200
Edu-NexGen Information Table, BPGE, 9:45-4pm	April 03, 2015	10:00 PM	11:00 PM	BP Grand Entrance		200
Edu-Public Programs	April 04, 2015	1:00 AM	5:00 PM	Bing Theater		500
MEM-Member Preview Days: African Textiles/HMR3, 10am-7pm	April 04, 2015	2:30 AM	12:30 PM	Galleries: Hammer 3	African Textiles/Mis Collection (4/5/15 - 10/12/15), HMR3	200
EDU-Tea Ceremony, 12-3pm	April 05, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Music-Sundays Live, 6pm	April 05, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Director's Series with Michael Govan and David Adjaye, 7:30pm	April 06, 2015	1:00 AM	5:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 06, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Pierrot Le Fou"	April 07, 2015	1:00 AM	9:00 AM	Bing Theater		120
PHOTO-Photo Shoot of "Pacific Sun", Matthew Marks Gallery, 8-2pm	April 08, 2015	1:00 AM	7:00 AM	Galleries: BCAM1	Damand (12/13/14 - 4/12/15), BCAM1 West	3
EDU-The Art of Looking gallery tour, Renaissance art, AHM 3 12:30-1:30pm	April 09, 2015	4:00 AM	7:00 AM	Galleries: Ahmanson 3	Veronese (3/8/15 - 9/7/15), AHM202	15
EDU-A+T talk with Annina Ruest and Micol Hebron, 7-8pm	April 09, 2015	9:00 AM	2:00 PM	Art + Technology Lab		50
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 09, 2015	11:00 PM	12:00 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	April 10, 2015	10:00 PM	11:00 PM	BP Grand Entrance		200
EDU-Tea Ceremony, 12-3pm	April 11, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Edu-Charles White Gallery Opening	April 11, 2015	5:00 AM	9:30 AM	Off-Site		200
EDU-Tea Ceremony, 12-3pm	April 12, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
EDU-A+T Feminist Data Collect-a-thon, 1-5pm	April 12, 2015	3:00 AM	11:00 AM	Art + Technology Lab		35
AME-Cyrus Massoudi Lecture, 1pm REVISED	April 12, 2015	5:00 AM	8:00 AM	Brown Auditorium		50
Music-Sundays Live, 6pm	April 12, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 12, 2015	11:00 PM	12:00 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Umbrellas of Cherbourg"	April 14, 2015	5:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "Live Read Guest Directed by Joe Manganiello"	April 16, 2015	6:00 AM	1:00 AM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 16, 2015	11:00 PM	12:00 AM	Galleries: Hammer 2		20
Admin-Director's Discussion Meeting, 10:30am-12pm	April 17, 2015	2:00 AM	7:00 AM	Boardroom		40
Edu-NexGen Information Table, BPGE, 9:45-4pm	April 17, 2015	10:00 PM	11:00 PM	BP Grand Entrance		200
EDU-Tea Ceremony, 12-3pm	April 18, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
EDU-A+T Lab: A Piece of the Pie Chart Lab Drop-ins, 12-2pm	April 19, 2015	1:00 AM	8:00 AM	Art + Technology Lab		25
EDU-Tea Ceremony, 12-3pm	April 19, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
MEM-Member Preview Days: 50 for 50/Resnick, 12pm-5pm	April 19, 2015	10:00 PM	11:00 PM	Resnick Pavilion	50 for 50 (4/26/15 - 9/13/15), Resnick	300
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 20, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Girl Happy"	April 21, 2015	1:00 AM	9:00 AM	Bing Theater		120
MEM-Member Preview Days: 50 for 50/Resnick, 11am-5pm	April 21, 2015	3:00 AM	5:30 AM	Resnick Pavilion	50 for 50 (4/26/15 - 9/13/15), Resnick	300
Film-FIND Screening, "The Rules of the Game"	April 21, 2015	9:00 AM	5:00 PM	Bing Theater		300
MEM-Member Preview Days: 50 for 50/Resnick, 11am-5pm	April 23, 2015	3:00 AM	5:30 AM	Resnick Pavilion	50 for 50 (4/26/15 - 9/13/15), Resnick	300
SE/Mem-50 for 50 Members Preview Day, 10-8pm and Loyalty Lounge Members, 10-3pm REVISED	April 24, 2015	3:00 AM	2:00 PM	Resnick Pavilion	50 for 50 (4/26/15 - 9/13/15), Resnick, Hudson River School (12/7/14 - 6/7/15), Resnick TICKETED	1000
Music-Jazz at LACMA, BPGE, 6-8pm	April 24, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 24, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	April 25, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-Tea Ceremony, 12-3pm	April 25, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
SE/Mem-50 for 50 Members Preview Day, 10-7pm and Loyalty Lounge Members, 10-5pm REVISED	April 25, 2015	2:00 AM	1:00 PM	Resnick Pavilion	50 for 50 (4/26/15 - 9/13/15), Resnick, Hudson River School (12/7/14 - 6/7/15), Resnick TICKETED	1000
EDU-Augmented Reality Workshop, 1-5pm	April 25, 2015	3:00 AM	11:00 AM	Art + Technology Lab		15
EDU-50th Anniversary Free Community Day	April 26, 2015	12:00 AM	12:00 PM	LATCC (Main)		600
EDU-Tea Ceremony, 12-3pm	April 26, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
AME-AME Contemporary Lecture, 1-2pm REVISED	April 26, 2015	1:00 AM	8:00 AM	Bing Theater		300
Music-Sundays Live, 6pm	April 26, 2015	8:00 AM	1:00 PM	Bing Theater		600
Film-FIND Screening, "Iris"	April 27, 2015	1:00 AM	4:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 27, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Repulsion"	April 28, 2015	1:00 AM	9:00 AM	Bing Theater		120
Devo-Bi-weekly Prospect Management and Individual Giving Meeting, 11am-12pm	April 28, 2015	4:15 AM	5:15 AM	Boardroom		21
EDU-My Barbarian performance, 7:30-8:30pm REVISED	April 28, 2015	5:30 AM	5:30 PM	Galleries: BCAM1		300
Music-50th Anniversary concert, 7:30pm REVISED	April 29, 2015	1:00 AM	5:00 PM	Bing Theater		600
Film-FIND Screening, "Welcome to Me"	April 30, 2015	5:30 AM	4:30 PM	Bing Theater		600
MEM-Partner Members Tour of 50th Exhibition, 7-8pm	April 30, 2015	11:00 AM	2:00 PM	Resnick Pavilion	50 for 50 (4/26/15 - 9/13/15), Resnick	30
Music-Jazz at LACMA, BPGE, 6-8pm	May 01, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 01, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	May 02, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
No Additional Events, Bing	May 02, 2015	1:00 AM	5:00 PM	Bing Theater		500
EDU-Tea Ceremony, 12-3pm	May 02, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Music-50th Anniversary concert, Zorn at LACMA, 10am-3pm	May 02, 2015	1:00 AM	5:00 PM	Galleries: Ahmanson 1		500
EDU-Tea Ceremony, 12-3pm	May 03, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
EDU-Andell Family Sundays-African Textiles-LATCC- 10am -4pm	May 03, 2015	11:00 AM	11:00 AM	LATCC (Main)	African Textiles/Mis Collection (4/5/15 - 10/12/15), HMR3	600
Music-Sundays Live, 6pm	May 03, 2015	8:00 AM	3:00 PM	Bing Theater		600
MEM-Art 101: LACMA's Collection/Bing and gallery viewing/Resnick, 6:30pm-8:30pm	May 04, 2015	5:15 AM	5:15 PM	Bing Theater	50 for 50 (4/26/15 - 9/13/15), Resnick	500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 04, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The Big Sleep"	May 05, 2015	1:00 AM	9:00 AM	Bing Theater		150
Film-FIND Screening, "Winter Sleep"	May 05, 2015	9:00 AM	5:00 PM	Bing Theater		400
Edu-Cur-ATE: Your Are What You Eat/AHM3, 6:30-7:30PM & Dinner/Ray's, 7:30-9:30PM	May 05, 2015	10:00 AM	4:00 PM	BP Grand Entrance		25
MEM-Member Preview Days, Moses/BCAM2, 11am-5pm	May 07, 2015	5:15 AM	10:00 AM	Galleries: BCAM2	Moses (5/10/15 - 8/2/15), BCAM2 East	300
Film-FIND Screening, "An Evening With... Brooklyn Nine-Nine" REVISED	May 07, 2015	7:00 AM	5:00 PM	Bing Theater		400
Music-Jazz at LACMA, BPGE, 6-8pm	May 08, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
MEM-Member Preview Days: Moses/BCAM2, 11am-8pm	May 08, 2015	5:15 AM	1:45 PM	Galleries: BCAM2	Moses (5/10/15 - 8/2/15), BCAM2 East	300
Film-FIND Screening, "Every Secret Thing"	May 08, 2015	5:30 AM	4:30 PM	Bing Theater		400
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 08, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
EDU-Tea Ceremony, 12-3pm	May 09, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45

Edu-NexGen Information Table, BPGE, 9:45-4pm	May 09, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
MEM-Member Preview Days: Moses/BCAM2, 10am-7pm	May 09, 2015	2:00 AM	1:00 PM	Galleries: BCAM2	Moses (5/10/15 - 8/2/15), BCAM2 East	300
MEM-Art 101: LACMA's Collection/Bing, 9:30-10:30am REVISED	May 09, 2015	2:00 AM	4:00 AM	Bing Theater	50 for 50 (4/26/15 - 9/13/15), Resnick	500
Edu-Charles White Gallery Opening	May 09, 2015	5:00 AM	9:30 AM	Off-Site		200
Film-FIND Screening, "Bessie"	May 09, 2015	9:00 AM	5:00 PM	Bing Theater		400
EDU-Andell Family Sundays-African Textiles-LATCC	May 10, 2015	1:00 AM	9:00 AM	LATCC (Main)	African Textiles/Mis Collection (4/5/15 - 10/12/15), HMR3	600
EDU-Tea Ceremony, 12-3pm	May 10, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Art Catalogues-Booksigning Party for Paul McCarthy, 4-6pm (AHM1)	May 10, 2015	6:00 AM	1:00 PM	Art Catalogues (AHM1)		50
Music-Sundays Live, 6pm	May 10, 2015	8:00 AM	1:00 PM	Bing Theater		600
MEM-Art 101: LACMA's Collection/Bing, 6:30pm-9pm REVISED	May 11, 2015	5:15 AM	4:30 PM	Bing Theater	50 for 50 (4/26/15 - 9/13/15), Resnick	500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 11, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Touch of Evil"	May 12, 2015	1:00 AM	9:00 AM	Bing Theater		140
AME-Hasian Hajjaj Screening REVISED	May 13, 2015	8:00 AM	4:45 PM	Bing Theater		450
Film-FIND Screening, "Me and Earl and the Dying Girl"	May 14, 2015	1:00 AM	4:00 PM	Bing Theater		400
EDU-The Art of Looking gallery tour, Ancient Art/AHM3, 12:30-1:30pm	May 14, 2015	5:15 AM	6:45 AM	Galleries: Ahmanson 3		15
Music-Jazz at LACMA (contingency plan for rain), Bing, 6-8 pm	May 15, 2015	5:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 15, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
EDU-Tea Ceremony, 12-3pm	May 16, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Edu-NexGen Information Table, BPGE, 9:45-4pm	May 16, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
MEM-Member Preview Days: Burden/Resnick, 10am-7pm	May 16, 2015	2:00 AM	1:00 PM	Resnick Pavilion	Burden/Ode to Santos Dumont (5/16/15 - 6/21/15), Resnick	1000
No Additional Events/Bing	May 16, 2015	5:00 AM	4:00 PM	Bing Theater		0
EDU-Andell Family Sundays-African Textiles-LATCC	May 17, 2015	1:00 AM	9:00 AM	LATCC (Main)	African Textiles/Mis Collection (4/5/15 - 10/12/15), HMR3	600
EDU-Tea Ceremony, 12-3pm	May 17, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
MEM-Member Preview Days: Burden/Resnick, 10am-7pm	May 17, 2015	2:00 AM	1:00 PM	Resnick Pavilion	Burden/Ode to Santos Dumont (5/16/15 - 6/21/15), Resnick	1000
Music-Sundays Live, 6pm	May 17, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 18, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Double Indemnity"	May 19, 2015	1:00 AM	9:00 AM	Bing Theater		120
EDU-A+T talk with Robert Whitman, 7-8PM	May 19, 2015	7:00 AM	1:00 PM	Art + Technology Lab		50
Music-Jazz at LACMA, BPGE, 6-8pm	May 22, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 22, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
EDU-Gallery Course Renaissance art, Brown/8:30-9am, AHM3/tour 9-10am	May 23, 2015	12:00 AM	4:00 AM	Brown Auditorium		25
EDU-Tea Ceremony, 12-3pm	May 23, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Edu-NexGen Information Table, BPGE, 9:45-4pm	May 23, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	May 23, 2015	3:00 AM	4:00 PM	Hancock Park		1500
Edu-Free Printmaking Workshop, Boone Gallery, 2-5pm	May 23, 2015	6:00 AM	11:00 AM	Boone Children's Gallery (HMR2)		30
EDU-Peace Through a Bowl of Tea, 1pm	May 24, 2015	1:00 AM	8:00 AM	Bing Theater		150
EDU-Andell Family Sundays-African Textiles-LATCC	May 24, 2015	1:00 AM	9:00 AM	LATCC (Main)	African Textiles/Mis Collection (4/5/15 - 10/12/15), HMR3	600
EDU-Tea Ceremony, 2:30 pm, DL	May 24, 2015	6:00 AM	11:00 AM	Director's Lounge		300
Music-Sundays Live, 6pm	May 24, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 24, 2015	11:00 PM	12:00 AM	Galleries: Hammer 2		20
Music-Target Free Holiday Monday-Memorial Day	May 25, 2015	1:00 AM	4:00 PM	LATCC (Main)		5000
Film-Matinee Screening, "Kiss Me Deadly"	May 26, 2015	1:00 AM	9:00 AM	Bing Theater		150
AME-AMEC Council Film Screening	May 26, 2015	9:00 AM	1:00 PM	Bing Theater		200
EXH-Noah Purifoy/BPGE-Sod Installation around Outdoor Sculptures, 6am-1pm	May 27, 2015	11:00 PM	6:00 AM	BP Grand Entrance	Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	1
No Additional Events, Bing	May 29, 2015	1:00 AM	5:00 PM	Bing Theater		500
Music-Jazz at LACMA, BPGE, 6-8pm	May 29, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	May 29, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
EDU-Tea Ceremony, 12-3pm	May 30, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
No Additional Events, Bing	May 30, 2015	1:00 AM	5:00 PM	Bing Theater		500
Edu-NexGen Information Table, BPGE, 9:45-4pm	May 30, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	May 30, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-African Textiles-LATCC	May 31, 2015	1:00 AM	9:00 AM	LATCC (Main)	African Textiles/Mis Collection (4/5/15 - 10/12/15), HMR3	600
EDU-Tea Ceremony, 12-3pm	May 31, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Music-Sundays Live, 6pm REVISED	May 31, 2015	2:00 AM	5:00 PM	Bing Theater		600
Edu-Moses public tour/BCAM2, 2:30-3:30pm & Edu-Art Class tour, Moses/BCAM2, 1-1:30pm	May 31, 2015	6:00 AM	9:00 AM	Galleries: BCAM2	Moses (5/10/15 - 8/2/15), BCAM2 East	25
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 01, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "High Sierra"	June 02, 2015	1:00 AM	9:00 AM	Bing Theater		120
MEM-Member Preview Days: Purifoy/BCAM3, 11am-5pm	June 04, 2015	3:00 AM	11:00 AM	Galleries: BCAM3	Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	300
No Additional Events, Bing	June 05, 2015	1:00 AM	5:00 PM	Bing Theater		500
MEM-Member Preview Days: Purifoy/BCAM3, 11am-8pm	June 05, 2015	3:00 AM	2:00 PM	Galleries: BCAM3	Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	300
Music-Jazz at LACMA, BPGE, 6-8pm	June 05, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 05, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	June 06, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-Tea Ceremony, 12-3pm	June 06, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
MEM-Member Preview Days: Purifoy/BCAM3, 10am-7pm	June 06, 2015	2:00 AM	1:00 PM	Galleries: BCAM3	Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	300
Music-Latin Sounds, 5-7pm	June 06, 2015	3:00 AM	4:00 PM	Hancock Park		1500
Edu-Drawing in LA Gallery Conversation, BCAM2, 2-3pm	June 06, 2015	6:30 AM	10:30 AM	Galleries: BCAM2	Moses (5/10/15 - 8/2/15), BCAM2 East	50
EDU-Andell Family Sundays-Happy 50th, LACMA-NP	June 07, 2015	1:00 AM	9:00 AM	North Piazza		600
EDU-Tea Ceremony, 12-3pm	June 07, 2015	1:00 AM	5:00 PM	Pavilion for Japanese Art (All Levels)		45
Edu-Panel Discussion for Purifoy, 1pm	June 07, 2015	1:00 AM	8:00 AM	Bing Theater		200
Art Catalogues-Nick Brandt & Kathryn Bigelow, 4-6pm (AHM1)	June 07, 2015	6:00 AM	1:00 PM	Art Catalogues (AHM1)		125
Music-Sundays Live, 6pm	June 07, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 08, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Ladies in Retirement"	June 09, 2015	1:00 AM	9:00 AM	Bing Theater		120
Film-LAFF Screening, "Too Late"	June 11, 2015	1:00 AM	5:00 PM	Bing Theater		400
EDU-Gallery Walkthrough and Drawing Class, Ed Moses, BCAM2, 6-9pm	June 11, 2015	9:00 AM	1:00 PM	Galleries: BCAM2	Moses (5/10/15 - 8/2/15), BCAM2 East	15
No Additional Events, Bing	June 12, 2015	1:00 AM	5:00 PM	Bing Theater		500
Music-Jazz at LACMA, BPGE, 6-8pm	June 12, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 12, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
EDU-Gallery Course: Baroque Art, 8:30-10 am	June 13, 2015	12:00 AM	4:00 AM	Brown Auditorium	Veronese (3/8/15 - 9/7/15), AHM202	25
Edu-NexGen Information Table, BPGE, 9:45-4pm	June 13, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
No Additional Events, Bing	June 13, 2015	1:00 AM	5:00 PM	Bing Theater		500
Music-Latin Sounds, 5-7pm	June 13, 2015	3:00 AM	4:00 PM	Hancock Park		1500
Edu-Charles White Gallery Opening	June 13, 2015	5:00 AM	9:30 AM	Off-Site		200
EDU-Rob Forbes: See for Yourself Lecture, Q&A and booksigning	June 14, 2015	1:00 AM	8:00 AM	Bing Theater		150
EDU-Andell Family Sundays-Happy 50th, LACMA-NP	June 14, 2015	1:00 AM	9:00 AM	North Piazza		600
Music-Sundays Live, 6pm	June 14, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 15, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The Man I Love"	June 16, 2015	1:00 AM	9:00 AM	Bing Theater		120
FILM-LAFF Screening, "Band of Robbers"	June 16, 2015	9:00 AM	5:00 PM	Bing Theater		400
Edu-Shigeru Ban lecture, 7:30-8:30pm	June 18, 2015	5:00 AM	4:00 PM	Bing Theater		500
No Additional Events, Bing	June 19, 2015	1:00 AM	5:00 PM	Bing Theater		0
Music-Jazz at LACMA, BPGE, 6-8pm	June 19, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 19, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
EDU-Gallery Course 18th and 19th Century European/8:30-9am & tour AHM3 tour/9-10am	June 20, 2015	12:00 AM	4:00 AM	Brown Auditorium		25
No Additional Events, Bing	June 20, 2015	1:00 AM	5:00 PM	Bing Theater		0
Edu-NexGen Information Table, BPGE, 9:45-4pm	June 20, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	June 20, 2015	3:00 AM	4:00 PM	Hancock Park		1500
Edu-Art Classes	June 21, 2015	1:00 AM	10:00 AM	Plaza Studio	Moses (5/10/15 - 8/2/15), BCAM2 East	40
EDU-Andell Family Sundays-Happy 50th, LACMA-NP	June 21, 2015	1:00 AM	9:00 AM	North Piazza		600
Music-Sundays Live, 6pm	June 21, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 22, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
EXH-Rain Room Design Presentation, 3:30-4:30pm	June 22, 2015	8:30 AM	9:30 AM	Boardroom		20
MEM-Member Monday, 50th/Ganzfeld/Burden, 6-9pm	June 22, 2015	10:30 AM	2:30 PM	Resnick Pavilion	50 for 50 (4/26/15 - 9/13/15), Resnick, Burden/Ode to Santos Dumont (5/16/15 - 6/21/15), Resnick, Turrell: Ganzfeld, Resnick	200
Film-Matinee Screening, "Road House"	June 23, 2015	1:00 AM	9:00 AM	Bing Theater		120
EDU-The Lives of Hamilton Fish	June 23, 2015	9:00 AM	5:00 PM	Bing Theater		150
Film-FIND Screening, "What Happened, Miss Simone?"	June 25, 2015	6:00 AM	4:00 PM	Bing Theater		400
EDU-Gallery Walkthrough and Drawing Class, Ed Moses, BCAM2, 6-9pm	June 25, 2015	9:00 AM	1:00 PM	Galleries: BCAM2	Moses (5/10/15 - 8/2/15), BCAM2 East	15
Edu-Sketchbook Project, North Piazza, June 26, 27, 28 ALL DAY	June 26, 2015	1:00 AM	2:00 AM	North Piazza		500
Edu-Monoblock, rehearsal	June 26, 2015	1:00 AM	5:00 PM	Bing Theater		10
Music-Jazz at LACMA, BPGE, 6-8pm	June 26, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 26, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-Sketchbook Project, North Piazza, June 26, 27, 28 ALL DAY	June 26, 2015	9:00 PM	10:00 PM	North Piazza		500
Edu-Monoblock, 7:30pm	June 27, 2015	1:00 AM	5:00 PM	Bing Theater		500
Edu-NexGen Information Table, BPGE, 9:45-4pm	June 27, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	June 27, 2015	3:00 AM	4:00 PM	Hancock Park		1500
Edu-Free Printmaking Workshop, Boone Gallery, 2-5pm	June 27, 2015	6:00 AM	11:00 AM	Boone Children's Gallery (HMR2)		30
Edu-Sketchbook Project, North Piazza, June 26, 27, 28 ALL DAY	June 27, 2015	9:00 PM	10:00 PM	North Piazza		500
Edu-Art Classes	June 28, 2015	1:00 AM	10:00 AM	Plaza Studio	Moses (5/10/15 - 8/2/15), BCAM2 East	40
AME-Documentary Film Screening, 3-4pm	June 28, 2015	1:00 AM	5:00 PM	Brown Auditorium		100
EDU-Andell Family Sundays-Happy 50th, LACMA-NP-Sketchbook Project	June 28, 2015	1:00 AM	9:00 AM	North Piazza		600
Art Catalogues-Devendra Banhart, 4-6pm (AHM1)	June 28, 2015	6:00 AM	1:00 PM	Art Catalogues (AHM1)		125
Music-Sundays Live, 6pm	June 28, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	June 29, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The Big Knife"	June 30, 2015	1:00 AM	9:00 AM	Bing Theater		120
MEM-Member Preview Days: The Clock/AoA, 11am-8pm	July 03, 2015	3:00 AM	2:00 PM	Galleries: Art of the Americas 2	The Clock (7/5/15 - 9/7/15), AOA2	300
Music-Jazz at LACMA, BPGE, 6-8pm	July 03, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-NexGen Information Table, BPGE, 9:45-4pm	July 04, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
MEM-Member Preview Days: The Clock/AoA, 10am-7pm	July 04, 2015	2:00 AM	1:00 PM	Galleries: Art of the Americas 2	The Clock (7/5/15 - 9/7/15), AOA2	400
Music-Latin Sounds, 5-7pm	July 04, 2015	3:00 AM	4:00 PM	Hancock Park		1500
Music-Sundays Live, 6pm	July 05, 2015	8:00 AM	1:00 PM	Bing Theater		600
Film-Matinee Screening, "Meet Me in St. Louis"	July 07, 2015	1:00 AM	9:00 AM	Bing Theater		120
EDU-A+T Panel Discussion on Experiments in Art and Technology, 7-8pm	July 07, 2015	9:00 AM	1:00 PM	Bing Theater		300
Film-FIND Screening, "Cartel Land"	July 09, 2015	1:00 AM	5:00 PM	Bing Theater		400
No Additional Events, Bing	July 10, 2015	1:00 AM	5:00 PM	Bing Theater		500
Music-Jazz at LACMA, BPGE, 6-8pm	July 10, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-NexGen Information Table, BPGE, 9:45-4pm	July 11, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Edu-German Art and Cinema, Ernst Barlach screenings, 1-2:30pm	July 11, 2015	1:00 AM	5:00 PM	Bing Theater		250
Music-Latin Sounds, 5-7pm	July 11, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Moses-NP	July 12, 2015	1:00 AM	9:00 AM	North Piazza	Moses (5/10/15 - 8/2/15), BCAM2 East	600
Music-Sundays Live, 6pm	July 12, 2015	8:00 AM	1:00 PM	Bing Theater		600
MEM-Member Monday, Sultan/Moses/Purifoy/50 for 50, 6-9pm	July 13, 2015	10:00 AM	5:00 PM	Galleries: BCAM2	50 for 50 (4/26/15 - 9/13/15), Resnick, Moses (5/10/15 - 8/2/15), BCAM2 East, Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15), Sultan (11/9/14 - 7/19/15), BCAM2 East	400
EDU-Cur-ATE: Exploring Los Angeles/BCAM2w, 6:30-7:30pm & Dinner/Ray's, 7:30-9:30PM	July 13, 2015	9:00 PM	12:00 AM	BP Grand Entrance		20
Film-Matinee Screening, "An American in Paris"	July 14, 2015	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "Blunt Talk"	July 16, 2015	1:00 AM	5:00 PM	Bing Theater		400
No Additional Events, Bing	July 17, 2015	1:00 AM	5:00 PM	Bing Theater		500
Music-Jazz at LACMA, BPGE, 6-8pm	July 17, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
MEM-Go Green Saturday, 10-7pm	July 17, 2015	8:00 PM	9:00 PM	BP Grand Entrance		1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	July 17, 2015	10:00 PM	11:00 PM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	July 18, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Moses-NP	July 19, 2015	1:00 AM	9:00 AM	North Piazza	Moses (5/10/15 - 8/2/15), BCAM2 East	600
EDU-A+T Lab workshop: Circle of Moment Measurement 1-5PM	July 19, 2015	2:00 AM	11:00 AM	LATCC (Main)		20
Music-Sundays Live, 6pm	July 19, 2015	8:00 AM	1:00 PM	Bing Theater		600
Film-Matinee Screening, "The Music Man"	July 21, 2015	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "An Evening with . . . Hannibal"	July 23, 2015	1:00 AM	5:00 PM	Bing Theater		400

SE/Comm-Special Olympics Press Preview, 12-2pm & Edu-Art Camp check-in/out	July 23, 2015	1:00 AM	11:00 AM	BP Grand Entrance		100
Music-Jazz at LACMA, BPGE, 6-8pm	July 24, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-"The Clock" screening, 24 hours, 10am to 10am-7/26	July 25, 2015	1:00 AM	1:00 AM	Galleries: Art of the Americas 2		1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	July 25, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	July 25, 2015	3:00 AM	4:00 PM	Hancock Park		1500
Edu-Free Printmaking Workshop, Boone Gallery, 2-5pm	July 25, 2015	6:00 AM	11:00 AM	Boone Children's Gallery (HMR2)		30
Edu-The Art of Wine: Rioja and Picasso-An Evening with the Stars	July 25, 2015	9:00 AM	3:00 PM	Walker Foyer (PJA)	50 for 50 (4/26/15 - 9/13/15), Resnick	35
EDU-Andell Family Sundays-Moses-NP	July 26, 2015	1:00 AM	9:00 AM	North Piazza	Moses (5/10/15 - 8/2/15), BCAM2 East	600
Edu-"The Clock" screening, ends at 10am/7-26	July 26, 2015	1:00 AM	1:00 AM	Galleries: Art of the Americas 2	The Clock (7/5/15 - 9/7/15), AOA2	1000
Music-Sundays Live, 6pm	July 26, 2015	8:00 AM	3:00 PM	Bing Theater		600
Film-Matinee Screening, "Mary Poppins"	July 28, 2015	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "CAN/LA: Special Guest in Conversation with TIFF Artistic Director Cameron Bailey"	July 30, 2015	1:00 AM	5:00 PM	Bing Theater		400
Film-FIND Screening, "CAN/LA: In Her Place"	July 31, 2015	1:00 AM	5:00 PM	Bing Theater		400
Music-Jazz at LACMA, BPGE, 6-8pm	July 31, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 01, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Film-FIND Screening, "CAN/LA: Felix and Meira"	August 01, 2015	1:00 AM	8:00 AM	Bing Theater		400
Music-Latin Sounds, 5-7pm	August 01, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Faces-LATCC	August 02, 2015	1:00 AM	9:00 AM	LATCC (Main)	Faces (1/17/15 - 11/8/15) AOA313	600
Music-Sundays Live, 6pm	August 02, 2015	8:00 AM	1:00 PM	Bing Theater		600
Film-Matinee Screening, "The Little Princess"	August 04, 2015	1:00 AM	9:00 AM	Bing Theater		120
EDU-A+T John Cage Variations VII Film Screening, 7-8pm	August 04, 2015	9:00 AM	2:00 PM	Bing Theater		400
Music-Jazz at LACMA, BPGE, 6-8pm	August 07, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-"The Clock" screening, 24 hours, 10am to 10am-8/9	August 08, 2015	1:00 AM	1:00 AM	Galleries: Art of the Americas 2		1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 08, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	August 08, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Faces-LATCC	August 09, 2015	1:00 AM	9:00 AM	LATCC (Main)	Faces (1/17/15 - 11/8/15) AOA313	600
Edu-"The Clock" screening, ends at 10am/8-9	August 09, 2015	1:00 AM	1:00 AM	Galleries: Art of the Americas 2	The Clock (7/5/15 - 9/7/15), AOA2	1000
Music-Sundays Live, 6pm	August 09, 2015	8:00 AM	1:00 PM	Bing Theater		600
Film-Matinee Screening, "The Parent Trap"	August 11, 2015	1:00 AM	9:00 AM	Bing Theater		120
Music-Jazz at LACMA, BPGE, 6-8pm	August 14, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
MEM-Go Green Saturday, 10-7pm	August 14, 2015	8:00 PM	9:00 PM	BP Grand Entrance		1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 15, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	August 15, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Faces-LATCC	August 16, 2015	1:00 AM	9:00 AM	LATCC (Main)	Faces (1/17/15 - 11/8/15) AOA313	600
EDU-Pichuk documentary film	August 16, 2015	1:00 AM	8:00 AM	Bing Theater		150
Music-Sundays Live, 6pm	August 16, 2015	8:00 AM	1:00 PM	Bing Theater		600
Film-Matinee Screening, "Willy Wonka & the Chocolate Factory"	August 18, 2015	1:00 AM	9:00 AM	Bing Theater		120
Music-Jazz at LACMA, BPGE, 6-8pm	August 21, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 21, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 22, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music-Latin Sounds, 5-7pm	August 22, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Faces-LATCC	August 23, 2015	1:00 AM	9:00 AM	LATCC (Main)	Faces (1/17/15 - 11/8/15) AOA313	600
Music-Sundays Live, 6pm	August 23, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 24, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, AOA & AHM (all levels), 6-9pm	August 24, 2015	10:00 AM	3:00 PM	Galleries: Ahmanson 1	Art of the Pacific (ongoing), AHM1, Faces (1/17/15 - 11/8/15) AOA313, Islamic Art Now (2/1/15 - ongoing), AHM4, Landscapes of Devotion (10/25/14 - 10/25/15), AHM4, The Clock (7/5/15 - 9/7/15), AOA2, Various Small Fines (5/30/15 - 2/7/16), AOA307, Veronese (3/8/15 - 9/7/15), AHM202	400
Film-Matinee Screening, "Freaky Friday"	August 25, 2015	1:00 AM	9:00 AM	Bing Theater		120
Music-Jazz at LACMA, BPGE, 6-8pm	August 28, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 28, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	August 29, 2015	12:00 AM	1:00 AM	BP Grand Entrance		200
No Additional Events	August 29, 2015	1:00 AM	5:00 PM	Bing Theater		500
SE/MEM-Muse 'til Midnight, 8p-12am	August 29, 2015	1:00 AM	5:00 PM	BP Grand Entrance	50 for 50 (4/26/15 - 9/13/15), Resnick, Metropolis II, BCAM1, Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	800
Music-Latin Sounds, 5-7pm	August 29, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Faces-LATCC	August 30, 2015	12:00 AM	8:00 AM	LATCC (Main)	Faces (1/17/15 - 11/8/15) AOA313	600
EDU-Zahi Hawass lecture, Bing, 1-2 PM; book signing LATCC 2-3pm	August 30, 2015	1:00 AM	8:00 AM	Bing Theater		350
Music-Sundays Live, 6pm	August 30, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	August 31, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The War of the Worlds"	September 01, 2015	1:00 AM	9:00 AM	Bing Theater		120
No Additional Events	September 04, 2015	1:00 AM	5:00 PM	Bing Theater		500
Music-Jazz at LACMA, BPGE, 6-8pm	September 04, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 04, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	September 05, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
No Additional Events	September 05, 2015	1:00 AM	5:00 PM	Bing Theater		500
Music-Latin Sounds, 5-7pm	September 05, 2015	3:00 AM	4:00 PM	Hancock Park		1500
EDU-Andell Family Sundays-Purifoy-NP	September 06, 2015	1:00 AM	9:00 AM	North Piazza	Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	600
Music-Sundays Live, 6pm	September 06, 2015	8:00 AM	1:00 PM	Bing Theater		600
EDU-Timed Ticket and NexGen Table, 11-5pm	September 06, 2015	11:00 PM	1:00 PM	LATCC (Main)		1000
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 07, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The Day the Earth Stood Still"	September 08, 2015	1:00 AM	9:00 AM	Bing Theater		120
EDU-CurATE: Savoring Surrealism/AHM2, 6:30-7:30pm & Dinner/Ray's, 7:30-9:30pm	September 08, 2015	10:00 AM	1:00 PM	BP Grand Entrance		20
EDU-The Art of Looking: Gallery Tour-American Art/AOA3, 12:30-1:30pm	September 10, 2015	1:00 AM	8:00 AM	Galleries: Art of the Americas 3		15
MEM-Member Preview: Frank Gehry/Resnick, 11am-5pm	September 10, 2015	1:00 AM	6:00 AM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED	300
No Additional Events	September 11, 2015	1:00 AM	5:00 PM	Bing Theater		500
MEM-Member Preview: Frank Gehry/Resnick, 11am-8pm	September 11, 2015	1:00 AM	2:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED	300
Music-Jazz at LACMA, BPGE, 6-8pm	September 11, 2015	4:00 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 11, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
MEM-Go Green Saturday, 10-7pm	September 11, 2015	8:00 PM	9:00 PM	BP Grand Entrance		1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	September 11, 2015	10:00 PM	11:00 PM	BP Grand Entrance		200
MEM-Member Preview: Frank Gehry/Resnick, 10am-7pm	September 12, 2015	2:00 AM	8:00 AM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED	500
Devo-PDC Durar lecture, Bing Theater, 1-2pm	September 12, 2015	4:00 AM	8:00 AM	Bing Theater		250
No Additional Events	September 12, 2015	8:00 AM	3:00 PM	Bing Theater		500
Edu-Frank Gehry and Paul Goldberger talk, 2-3pm and booksigning/LATCC, 3-4pm	September 13, 2015	1:00 AM	9:00 AM	Bing Theater		600
Music-Sundays Live, 6pm	September 13, 2015	9:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 14, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Forbidden Planet"	September 15, 2015	1:00 AM	9:00 AM	Bing Theater		120
Edu-Distinguished Architects lecture, Ma Yansong/MAD Architects	September 15, 2015	9:00 AM	4:00 PM	Bing Theater		500
Film-FIND Screening, "Mississippi Grind"	September 17, 2015	1:00 AM	5:00 PM	Bing Theater		400
Film-FIND Screening, "Ghetto Film School Los Angeles"	September 18, 2015	1:00 AM	5:00 PM	Bing Theater		400
Music-Jazz at LACMA, BPGE, 6-8pm	September 18, 2015	5:15 AM	4:15 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 18, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	September 19, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-Andell Family Sundays-Purifoy-NP	September 20, 2015	1:00 AM	9:00 AM	North Piazza	Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	600
Art Catalogues-Catherine Opie and Bob Colacello, 4-6pm	September 20, 2015	5:00 AM	11:00 AM	Art Catalogues (AHM1)		150
Music-Sundays Live, 6pm	September 20, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 21, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, Purifoy/Gehry, 6-9pm	September 21, 2015	10:00 AM	3:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED	400
Film-Matinee Screening, "The Incredible Shrinking Man"	September 22, 2015	1:00 AM	9:00 AM	Bing Theater		120
EXH-Enigmatic Image Install Meeting, 3:30pm - 4:30pm	September 22, 2015	8:30 AM	6:30 AM	14th Floor Conference Room		12
PS-CPR/First Aid Training, 8-5pm, AV	September 23, 2015	12:30 AM	10:30 AM	Brown Auditorium		15
COMM-LAT photographing Frank Gehry, 1-3pm	September 23, 2015	1:00 AM	2:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED	2
DO-EIR Consultants	September 23, 2015	5:30 AM	6:30 AM	14th Floor Conference Room		11
Film-FIND Screening, "99 Homes"	September 24, 2015	1:00 AM	5:00 PM	Bing Theater		400
Film-FIND Screening, "Soft Fiction"	September 25, 2015	1:00 AM	5:00 PM	Bing Theater		400
Music-Jazz at LACMA, BPGE, 6-8pm	September 25, 2015	5:15 AM	4:15 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 25, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	September 26, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Film-FIND Screening, "Legend"	September 26, 2015	1:00 AM	5:00 PM	Bing Theater		400
Edu-Gehry and Art: Irving Lavin and Frank Gehry in Conversation, 1pm	September 27, 2015	12:00 AM	8:00 AM	Bing Theater		600
EDU-Andell Family Sundays-Purifoy-NP	September 27, 2015	1:00 AM	9:00 AM	North Piazza	Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	600
Music-Sundays Live, 6pm	September 27, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	September 28, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Invasion of the Body Snatchers"	September 29, 2015	1:00 AM	9:00 AM	Bing Theater		120
HR-New Intern Orientation, 10AM-11AM	September 29, 2015	9:00 AM	4:00 AM	14th Floor Conference Room		8
Film-FIND Screening, "He Named Me Malala"	September 29, 2015	9:00 AM	5:00 PM	Bing Theater		400
MEM-Member Preview Day, New Objectivity/BCAM2, 11-5pm	October 01, 2015	2:00 AM	11:00 AM	Galleries: BCAM2	New Objectivity (10/4/15 - 1/18/16), BCAM2	400
EDU-Open Score-Robert Rauschenberg Experiments in Art and Technology, 7-8PM	October 01, 2015	7:00 AM	4:00 PM	Art + Technology Lab		50
Film-FIND Screening, "The Knick "	October 01, 2015	9:00 AM	5:00 PM	Bing Theater		500
Film-FIND Screening, "THE WALK 3D "	October 02, 2015	1:00 AM	5:00 PM	Bing Theater		600
MEM-Member Preview Day, New Objectivity/BCAM2, 11-8pm	October 02, 2015	2:00 AM	2:00 PM	Galleries: BCAM2	New Objectivity (10/4/15 - 1/18/16), BCAM2	400
Music-Jazz at LACMA, BPGE, 6-8pm	October 02, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 02, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 02, 2015	10:00 PM	11:00 PM	BP Grand Entrance		200
MEM-Member Preview Day, New Objectivity/BCAM2, 10-7pm	October 03, 2015	1:00 AM	1:00 PM	Galleries: BCAM2	New Objectivity (10/4/15 - 1/18/16), BCAM2	650
EDU-New Objectivity panel discussion, Bing, 1-3pm	October 03, 2015	3:00 AM	9:00 AM	Bing Theater		150
EDU-Andell Family Sundays-Architecture-NP	October 04, 2015	1:00 AM	9:00 AM	North Piazza		600
Music-Sundays Live, 6pm	October 04, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 05, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Devo-SAAC Bollywood and the Mughals/Public Program, 7pm	October 05, 2015	9:00 AM	3:00 PM	Bing Theater		300
Film-Matinee Screening, "The Wolf Man"	October 06, 2015	1:00 AM	9:00 AM	Bing Theater		120
AME-Film Screening & Q&A: 7-9:30pm	October 06, 2015	9:00 AM	4:00 PM	Bing Theater		250
Film-FIND Screening, "Casual"	October 08, 2015	1:00 AM	5:00 PM	Bing Theater		400
EDU-The Art of Looking: Gallery Tour-David Hockney and Modern Art/AoA3, 12:30-1:30PM	October 08, 2015	5:15 AM	7:15 AM	Galleries: Art of the Americas 3		20
Music-Jazz at LACMA, BPGE, 6-8pm	October 09, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 09, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
MEM-Art 101: Introduction to Modern Art/Bing & viewing of New Objectivity/BCAM2, 9:30-11:30am	October 10, 2015	1:00 AM	4:30 AM	Bing Theater	New Objectivity (10/4/15 - 1/18/16), BCAM2	400
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 10, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
MEM-Member Preview Day, Living for the Moment/Bowman Collection, 10-7pm	October 10, 2015	1:00 AM	12:00 PM	Pavilion for Japanese Art (All Levels)	Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202	400
No Additional Events	October 10, 2015	9:00 AM	4:00 PM	Bing Theater		500
EDU-Andell Family Sundays-Architecture-NP	October 11, 2015	12:00 AM	8:00 AM	North Piazza		600
Music-Sundays Live, 6pm	October 11, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 12, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Ghost of Frankenstein"	October 13, 2015	1:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "Live Read:Ferris Bueller's Day Off"	October 15, 2015	1:00 AM	5:00 PM	Bing Theater		400
Film-Exhibition Film, "Metropolis"	October 16, 2015	1:00 AM	5:00 PM	Bing Theater		300
Music-Jazz at LACMA, BPGE, 6-8pm	October 16, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 17, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 17, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Edu-Suzanne Muchnic talk & booksigning, 2pm	October 17, 2015	1:00 AM	9:00 AM	Bing Theater		500
Film-Exhibition Film, "The Blue Angel"	October 17, 2015	9:00 AM	5:00 PM	Bing Theater		300
EDU-Andell Family Sundays-Architecture-NP	October 18, 2015	1:00 AM	9:00 AM	North Piazza		600
Music-Sundays Live, 6pm	October 18, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-The Future of Cities panel discussion	October 19, 2015	1:00 AM	5:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 19, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Son of Dracula"	October 20, 2015	1:00 AM	9:00 AM	Bing Theater		120
EXH-Cohen Install Planning Meeting	October 20, 2015	4:00 AM	5:00 AM	14th Floor Conference Room		14
DEVO-PST LA/LA Exhibition Sponsors Meeting, 3:15-4:15pm	October 20, 2015	6:00 AM	9:30 AM	15th Floor Conference Room		6

Film-FIND Screening, "How to Dance in Ohio"	October 20, 2015	9:00 AM	5:00 PM	Bing Theater		400
Film-FIND Screening, "Suffragette"	October 22, 2015	1:00 AM	5:00 PM	Bing Theater		400
MEM-Partner Level Tour, New Objectivity/BCAM, 7-9pm	October 22, 2015	11:00 AM	2:30 PM	Galleries: BCAM2	New Objectivity (10/4/15 - 1/18/16), BCAM2	35
Music-Jazz at LACMA, BPGE, 6-8pm	October 23, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 23, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 24, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
Music/Edu -Concert with the Mexican Consulate, 12-4/5pm	October 24, 2015	1:00 AM	5:00 PM	DCB Amphitheatre (Hancock Park)		2000
EDU-Special Screening: Claes Oldenburg's "Possibly a Special on the Bag"	October 25, 2015	1:00 AM	6:00 AM	Bing Theater		150
EDU-Andell Family Sundays-Architecture-NP	October 25, 2015	1:00 AM	9:00 AM	North Piazza		600
Music-Sundays Live, 6pm	October 25, 2015	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 26, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, New Objectivity/Purifoy/Gehry, 6-9pm	October 26, 2015	10:00 AM	1:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED, New Objectivity (10/4/15 - 1/18/16), BCAM2, Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15)	600
Film-Matinee Screening, "Weird Woman"	October 27, 2015	1:00 AM	9:00 AM	Bing Theater		120
Edu-Architecture Lecture: Caroline Bos, UNStudio, 7pm	October 27, 2015	9:00 AM	5:00 PM	Bing Theater		580
Film-FIND Screening, "The Man in the High Castle"	October 29, 2015	1:00 AM	5:00 PM	Bing Theater		400
Music-Jazz at LACMA, BPGE, 6-8pm	October 30, 2015	5:15 AM	5:00 PM	BP Grand Entrance		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	October 30, 2015	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	October 31, 2015	1:00 AM	10:00 AM	BP Grand Entrance		200
EDU-Andell Family Sundays-Feasting-LATCC	November 01, 2015	1:00 AM	8:00 AM	LATCC (Main)		600
Music-Sundays Live, 6pm	November 01, 2015	7:00 AM	2:00 PM	Bing Theater		600
Film-FIND Screening, "Brooklyn"	November 02, 2015	5:00 AM	4:00 PM	Bing Theater		400
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 02, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Sullivan's Travel"	November 03, 2015	12:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "An Evening With...Doug Aitken: Station to Station"	November 05, 2015	12:00 AM	4:00 PM	Bing Theater		400
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 06, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
AME-Nria Ansary in conversation with Shirin Neshat & bookSigning to follow, 1-2:30pm	November 08, 2015	12:00 AM	7:00 AM	Bing Theater		400
EDU-Andell Family Sundays-Feasting-LATCC	November 08, 2015	12:00 AM	8:00 AM	LATCC (Main)		600
Music-Sundays Live, 6pm	November 08, 2015	7:00 AM	2:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 09, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "This Gun for Hire"	November 10, 2015	12:00 AM	8:00 AM	Bing Theater		120
No Additional Events, Brown	November 10, 2015	4:30 AM	1:30 PM	Brown Auditorium		100
EDU-CurATE: A German Feast/AHM2, 6:30-7:30pm & Dinner/Ray's, 7:30-9pm	November 10, 2015	9:00 AM	2:00 PM	BP Grand Entrance		20
Film-FIND Screening, "The Danish Girl"	November 12, 2015	12:00 AM	4:00 PM	Bing Theater		400
EDU-The Art of Looking: Gallery Tour-Modern Art, 12:30pm	November 12, 2015	4:15 AM	5:45 AM	BP Grand Entrance		20
EDU-Art + Technology Talk on Surveillance, 7-8pm	November 12, 2015	6:00 AM	1:00 PM	Art + Technology Lab		50
Film-FIND Screening, "Janis: Little Girl Blue"	November 13, 2015	12:00 AM	4:00 PM	Bing Theater		400
Music-Jazz at LACMA, LATCC, 6-8pm	November 13, 2015	4:15 AM	4:00 PM	LATCC (Main)		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 13, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
No Additional Events, Bing	November 13, 2015	5:00 PM	5:00 PM	Bing Theater		500
ArcAmer-Ancient Colombia Symposium, 10:30-1pm and Private/Speaker Lunch, 1-2pm	November 14, 2015	12:00 AM	4:00 PM	Brown Auditorium		50
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 14, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-6:15pm	November 14, 2015	12:30 AM	10:00 AM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
MEM-New Member Rain Room/BCAM1, 7-10pm	November 14, 2015	10:00 AM	1:00 PM	Galleries: BCAM1		350
AUD-Rain Room Extended Viewing, 9am-8pm	November 14, 2015	11:00 PM	12:00 AM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-Andell Family Sundays & Musical Story Time-Feasting-LATCC	November 15, 2015	12:00 AM	8:00 AM	LATCC (Main)		600
EDU-Woodblock Print Demo & Tour	November 15, 2015	4:30 AM	12:30 PM	Plaza Studio		50
Music-Sundays Live, 6pm	November 15, 2015	7:00 AM	2:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 16, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Devo-Costume Council-Wear LACMA Panel	November 16, 2015	8:00 AM	2:00 PM	Bing Theater		300
MEM-Member Monday, New Objectivity/Purifoy/Gehry/Rain Room, 6-9pm	November 16, 2015	9:00 AM	1:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED, New Objectivity (10/4/15 - 1/18/16), BCAM2, Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15), Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	600
Film-Matinee Screening, "The Glass Key"	November 17, 2015	12:00 AM	8:00 AM	Bing Theater		120
Edu-DADC public lecture with Otto Kunzli, 6:30pm	November 17, 2015	8:00 AM	4:00 PM	Brown Auditorium		100
Film-FIND Screening, "Live Read with a Surprise Guest Director"	November 19, 2015	12:00 AM	4:00 PM	Bing Theater		500
MEM-New Member Rain Room/BCAM1, 6-10pm	November 19, 2015	9:00 AM	3:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	350
Edu-Artadia Dialogue, Bing, 7:30pm	November 20, 2015	12:00 AM	4:00 PM	Bing Theater		500
Music-Jazz at LACMA, LATCC, 6-8pm	November 20, 2015	4:15 AM	4:00 PM	LATCC (Main)		1500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 20, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
AUD-Rain Room Extended Viewing, 10am-6pm	November 20, 2015	11:00 PM	12:00 AM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 21, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
COMM-Hyundai filming Diana Thater/AOA2 and BCAM3, 8:30-3pm	November 21, 2015	12:30 AM	1:00 AM	Galleries: Art of the Americas 2	Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	5
MEM-Member Previews: Diana Thater/BCAM3/AOA2, 10-7pm	November 21, 2015	1:00 AM	3:00 AM	Galleries: Art of the Americas 2	Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	750
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 22, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-8pm	November 22, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	November 22, 2015	7:00 AM	2:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 23, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The Blue Dahlia"	November 24, 2015	12:00 AM	8:00 AM	Bing Theater		120
Music-Jazz at LACMA, LATCC, 6-8pm	November 27, 2015	12:00 AM	4:00 PM	LATCC (Main)		1500
AUD-Rain Room Extended Hours, 9am-8pm	November 27, 2015	12:30 AM	12:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 27, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 28, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
No Additional Events	November 28, 2015	12:00 AM	4:00 PM	Bing Theater		500
AUD-Rain Room extended hours, 9am-8pm	November 28, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	November 29, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room extended hours, 9am-8pm	November 29, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	November 29, 2015	7:00 AM	2:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	November 30, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "High Society"	December 01, 2015	12:00 AM	7:00 AM	Bing Theater		120
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 04, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 04, 2015	9:00 PM	10:00 PM	BP Grand Entrance		200
EDU-SAAC, Indian Dance Performance: The Twentieth Wife, 8pm	December 05, 2015	12:00 AM	4:00 PM	Bing Theater		500
AUD-Rain Room Extended Viewing, 9am-7pm	December 05, 2015	1:00 AM	10:30 AM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Japanese Art-Annual Berton lecture & reception	December 06, 2015	12:00 AM	4:00 PM	Brown Auditorium		100
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 06, 2015	12:00 AM	4:00 PM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 10am-8pm	December 06, 2015	2:00 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	December 06, 2015	7:00 AM	2:00 PM	Bing Theater		600
EDU-New Objectivity and Music lecture, 7:30-8:30 pm	December 07, 2015	4:00 AM	2:00 PM	Bing Theater		250
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 07, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
SE-Citibank N.A Reception and Tour of Rain Room/BCAM1, 5:30-9	December 07, 2015	8:00 AM	1:00 PM	Stark Bar	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	100
Film-Matinee Screening, "Birth of the Blues"	December 08, 2015	12:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "Sivas"	December 10, 2015	12:00 AM	4:00 PM	Bing Theater		400
EDU-Gallery Talk: The Art of Looking-Buddha and Meditation in South and Southeast Asian Art, 12:30pm	December 10, 2015	4:15 AM	5:45 AM	BP Grand Entrance		20
EDU-A+T Talk on Cultural Encyclopaedia, 7-8pm	December 10, 2015	7:00 AM	1:00 PM	Art + Technology Lab		50
No Additional Events	December 11, 2015	12:00 AM	8:00 AM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 11, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-Exhibition Film, "M"	December 11, 2015	8:00 AM	3:00 PM	Bing Theater		400
Edu-Los Angeles International Children's Film Festival, Brown & Bing, 10:30-4pm	December 11, 2015	11:00 PM	10:00 AM	Bing Theater		500
AUD-Rain Room Extended Viewing, 9am-8pm	December 12, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Reigning Men (4/30/16 - 8/21/16), BCAM2 West TICKETED	1000
Edu-Exhibition film, "The Last Laugh"	December 12, 2015	10:00 AM	3:00 PM	Bing Theater		400
Edu-Los Angeles International Children's Film Festival, Brown & Bing, 10:30-4pm	December 12, 2015	11:00 PM	8:00 AM	Bing Theater		500
AUD-Rain Room Extended Viewing, 9am-8pm	December 13, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	December 13, 2015	8:00 AM	3:00 PM	Bing Theater		600
AUD-Mid-Run Exhibition Checkpoint, 2-3pm	December 14, 2015	5:45 AM	7:15 AM	Boardroom		25
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 14, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Holiday Inn"	December 15, 2015	12:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "An Evening With...Mindy Kaling"	December 15, 2015	8:00 AM	4:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 18, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Art 101: A Focus on Picasso-His Work & Life & AOA4 viewing, 9:30-11:30am	December 19, 2015	12:00 AM	1:30 AM	Bing Theater		300
AUD-Rain Room Extended Viewing, 9am-8pm	December 19, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Film-Film Screening, "Mad, Mad, Mad World" and "The Hateful Eight"	December 19, 2015	3:30 AM	1:00 PM	Bing Theater		500
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 20, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-8pm	December 20, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	December 20, 2015	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 21, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, New Objectivity/Purifoy/Rain/Thater/Gehry, 6-9pm	December 21, 2015	9:00 AM	2:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED, New Objectivity (10/4/15 - 1/18/16), BCAM2, Purifoy (6/7/15 -), BCAM3 East (- 1/3/16) and West (- 9/27/15), Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED, Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	600
Film-Matinee Screening, "White Christmas"	December 22, 2015	12:00 AM	8:00 AM	Bing Theater		120
No Additional Events	December 26, 2015	12:00 AM	4:00 PM	Bing Theater		500
AUD-Rain Room extended hours, 9am-8pm	December 26, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	December 27, 2015	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room extended hours, 9am-8pm	December 27, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
AUD-Rain Room extended hours, 9am-8pm	December 28, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	December 28, 2015	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Country Girl"	December 29, 2015	12:00 AM	8:00 AM	Bing Theater		120
AUD-Rain Room extended hours, 9am-8pm	December 29, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
AUD-Rain Room extended hours, 9am-8pm	December 31, 2015	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-Boone Children's Gallery, Timed Tickets, 9-5pm	December 31, 2015	11:00 PM	12:00 AM	Boone Children's Gallery (HMR2)		500
AUD-Rain Room Extended Hours, 9am-8pm	January 01, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 02, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 02, 2016	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room extended hours, 9am-8pm	January 02, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 03, 2016	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room extended hours, 9am-8pm	January 03, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	January 03, 2016	4:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 04, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday: Rain Room, 6-9pm	January 04, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-Matinee Screening, "His Girl Friday"	January 05, 2016	12:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "An Evening With... Sarah Silverman"	January 07, 2016	12:00 AM	4:00 PM	Bing Theater		400
No Additional Events	January 08, 2016	12:00 AM	8:00 AM	Bing Theater		0
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 08, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
No Additional Events	January 09, 2016	12:00 AM	8:00 AM	Bing Theater		0
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 09, 2016	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-8pm	January 09, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-Fred Roberts Photography Workshop Presentations, 11am-1:30pm	January 09, 2016	11:00 PM	1:00 PM	Brown Auditorium		35
EDU-German Expressionism Film, 1-2:40pm	January 10, 2016	12:00 AM	7:00 AM	Bing Theater		200
EDU-Andell Family Sundays-Thater-LATCC	January 10, 2016	12:00 AM	8:00 AM	LATCC (Main)	Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	600
AUD-Rain Room Extended Viewing, 9am-8pm	January 10, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	January 10, 2016	8:00 AM	3:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 11, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, New Objectivity/Rain/Thater/Gehry, 6-9pm	January 11, 2016	9:00 AM	2:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED, New Objectivity (10/4/15 - 1/18/16), BCAM2, Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED, Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	1000
EXH-De-installation of Purifoy Outdoor Sculptures/BPGE, 7-12pm	January 11, 2016	11:00 PM	12:00 AM	BP Grand Entrance		1
Film-Matinee Screening, "The Philadelphia Story"	January 12, 2016	12:00 AM	8:00 AM	Bing Theater		120
EDU-CurATE: Tapas!, AHM 1-3, 6:30-7:30pm & Dinner/Ray's, 7:30-9pm	January 12, 2016	8:00 AM	2:00 PM	BP Grand Entrance		20
DECARTS-"Chichén Itzá Deco: New Readings of the Maya Revival lecture", 7:00-9:00 pm	January 12, 2016	8:00 AM	3:00 PM	Brown Auditorium		20
EXH-De-installation of Purifoy Outdoor Sculptures/BPGE, 7-5pm	January 12, 2016	11:00 PM	12:00 AM	BP Grand Entrance		1
Edu-UCLA-LACMA Art History Practicum	January 13, 2016	12:00 AM	12:00 PM	Plaza Studio		10
EDU-Gallery Talk: The Art of Looking-Baroque Art, 12:30pm	January 14, 2016	4:15 AM	5:45 AM	BP Grand Entrance		20

Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 15, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-Liz Glynn on The Myth of Singularity, 7:30pm	January 15, 2016	7:00 AM	4:00 PM	Bing Theater		100
No Additional Events	January 16, 2016	12:00 AM	8:00 AM	Bing Theater		0
Edu-NexGen Information Table, BPGE, 9:45-4pm	January 16, 2016	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-8pm	January 16, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-Andell Family Sundays-Thater-LATCC	January 17, 2016	12:00 AM	8:00 AM	LATCC (Main)	Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	600
Music-Sundays Live concert and rehearsal, 6pm	January 17, 2016	12:00 AM	4:00 PM	Bing Theater		600
Edu-Curator-Led Tour: Senses of Time/HMR3, 2-3pm	January 17, 2016	5:00 AM	6:00 AM	Galleries: Hammer 3	Senses of Time (12/20/15 - 1/2/17), HMR3	40
Music-Target Free Holiday Monday	January 18, 2016	12:00 AM	4:00 PM	LATCC (Main)		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 18, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday: Rain Room, 6-9:30pm	January 18, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-Matinee Screening, "Notorious"	January 19, 2016	12:00 AM	8:00 AM	Bing Theater		120
Exh-Reformation Design Meeting, 2-3pm	January 19, 2016	6:00 AM	7:00 AM	15th Floor Conference Room		8
EDU-A+T Conversation with Michael Govan and Vera Lutter, 7:30pm	January 19, 2016	7:00 AM	2:00 PM	Art + Technology Lab		50
Film-FIND Screening, "Film Independent at LACMA Live Read Guest Directed by Mark Romanek"	January 21, 2016	12:00 AM	4:00 PM	Bing Theater		600
Edu-Point of View Gallery Talk, HMR2, 12:30-1:30pm	January 21, 2016	4:15 AM	6:45 AM	Galleries: Hammer 2		25
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 22, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
No Additional Events	January 22, 2016	7:00 AM	3:00 PM	Bing Theater		0
No Additional Events	January 23, 2016	12:00 AM	4:00 PM	Bing Theater		500
AUD-Rain Room Extended Viewing, 9am-7pm	January 23, 2016	1:00 AM	7:00 AM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
AUD-Rain Room Extended Viewing, 9am-8pm	January 24, 2016	12:00 AM	12:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-Art Classes & Thater access	January 24, 2016	12:00 AM	9:00 AM	Plaza Studio	Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	60
EDU-Andell Family Sundays-Thater-LATCC	January 24, 2016	12:00 AM	8:00 AM	LATCC (Main)	Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	600
Edu-Gehry and Science: Arnold J. Levine and Frank Gehry in Conversation, 2pm	January 24, 2016	5:00 AM	9:00 AM	Resnick Pavilion		50
Music-Sundays Live, 6pm	January 24, 2016	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 25, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "North by Northwest"	January 26, 2016	12:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "Faces"	January 28, 2016	12:00 AM	4:00 PM	Bing Theater		400
No Additional Events	January 29, 2016	5:00 AM	8:00 AM	Bing Theater		0
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	January 29, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-Annual Free Admission Day	January 29, 2016	11:00 PM	12:00 AM	BP Grand Entrance		20000
MEM-Art 101: Introduction to Latin American Art/Bing & viewing of "Ancient Colombia", 9:30-11:30am	January 30, 2016	12:00 AM	1:30 AM	Bing Theater		300
Edu-NexGen Information Table, BPGE and LATCC, 9:45-4pm	January 30, 2016	12:00 AM	9:00 AM	BP Grand Entrance		2000
Edu-Public Programs & Annual Free Admission Day (High Attendance levels)	January 30, 2016	3:30 AM	1:30 PM	Bing Theater		500
Edu-Senses of Time lecture, 1-2pm	January 31, 2016	12:00 AM	7:00 AM	Bing Theater		200
EDU-Andell Family Sundays-Thater-LATCC	January 31, 2016	12:00 AM	8:00 AM	LATCC (Main)	Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	600
AUD-Rain Room Extended Viewing, 9am-8pm	January 31, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	January 31, 2016	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 01, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday: Rain Room, 6-9pm	February 01, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-Matinee Screening, "Rebecca"	February 02, 2016	12:00 AM	8:00 AM	Bing Theater		120
Film-FIND Screening, "Hail, Caesar!"	February 04, 2016	5:00 AM	4:00 PM	Bing Theater		500
No Additional Events	February 05, 2016	5:00 AM	4:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 05, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	February 06, 2016	12:00 AM	9:00 AM	BP Grand Entrance		200
No Additional Events	February 06, 2016	12:00 AM	4:00 PM	Bing Theater		500
AUD-Rain Room Extended Viewing, 9am-8pm	February 06, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-Andell Family Sundays-Glynn-NP	February 07, 2016	12:00 AM	8:00 AM	North Piazza	The Myth of Singularity (10/31/15 - 5/22/16), Resnick Grass/Cantor	600
AUD-Rain Room Extended Viewing, 9am-8pm	February 07, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	February 07, 2016	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 08, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, Gehry/Rain/Thater, 6-9pm	February 08, 2016	9:00 AM	2:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED, Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED, Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & AOA2 (closes 4/17/16)	1000
Film-Matinee Screening, "Spellbound"	February 09, 2016	12:00 AM	7:00 AM	Bing Theater		120
EDU-The Art of Looking: Gallery Tour-19th Century Art/AOA3, 12:30-1:30pm	February 10, 2016	10:00 PM	11:00 PM	Galleries: Art of the Americas 3		20
Edu-Director's Series with Michael Govan and Frank Gehry	February 11, 2016	12:00 AM	4:00 PM	Bing Theater		500
No Additional Events	February 12, 2016	12:00 AM	4:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 12, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm & Edu-Teen Night	February 12, 2016	5:00 PM	4:00 PM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-8pm	February 13, 2016	1:00 AM	12:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
No Additional Events, Bing	February 13, 2016	4:00 AM	2:00 PM	Bing Theater		500
Edu-NexGen Information Table, BPGE, 9:45-4pm	February 14, 2016	12:00 AM	10:00 AM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-8pm	February 14, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	February 14, 2016	8:00 AM	3:00 PM	Bing Theater		600
Music-Target Free Holiday Monday	February 15, 2016	12:00 AM	4:00 PM	LATCC (Main)		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 15, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday: Rain Room, 6-9pm	February 15, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-Matinee Screening, "Strangers on a Train"	February 16, 2016	12:00 AM	8:00 AM	Bing Theater		120
EDU-Thater Lecture	February 16, 2016	8:00 AM	2:00 PM	Bing Theater		300
MEM-Member Monday: Rain Room, 6-9pm	February 16, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-FIND Screening, "FIND at LACMA Live Read Guest Directed by Laurence Fishburne"	February 18, 2016	12:00 AM	4:00 PM	Bing Theater		500
HR/PS Health and Safety Orientation, 3PM	February 18, 2016	5:00 AM	7:30 AM	Brown Auditorium		30
EXH-Gehry/Screens, Scrolls Deinstall Planning Meeting	February 18, 2016	7:00 AM	7:45 AM	14th Floor Conference Room		14
No Additional Events	February 19, 2016	12:00 AM	4:00 PM	Bing Theater		0
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 19, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
No Additional Events	February 20, 2016	12:00 AM	4:00 PM	Bing Theater		0
Edu-NexGen Information Table, BPGE, 9:45-4pm	February 20, 2016	12:00 AM	9:00 AM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-7pm	February 20, 2016	1:00 AM	8:00 AM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-Andell Family Sundays-Glynn-NP	February 21, 2016	12:00 AM	8:00 AM	North Piazza	The Myth of Singularity (10/31/15 - 5/22/16), Resnick Grass/Cantor	600
AUD-Rain Room Extended Viewing, 9am-8pm	February 21, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	February 21, 2016	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 22, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday: Rain Room, 6-9pm	February 22, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-Matinee Screening, "Suspicion"	February 23, 2016	12:00 AM	8:00 AM	Bing Theater		120
MEM-Member Monday: Rain Room, 6-9pm	February 23, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-FIND Screening, "Dead Pigeon on Beethoven Street"	February 25, 2016	12:00 AM	4:00 PM	Bing Theater		300
No Additional Events	February 26, 2016	12:00 AM	4:00 PM	Bing Theater		0
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 26, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-DC Living for the Moment Public Tour, AHM202, 1-1:30pm	February 26, 2016	9:00 PM	9:30 PM	Galleries: Ahmanson 2, Gallery 202	Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202	25
Edu-NexGen Information Table, BPGE, 9:45-4pm	February 27, 2016	12:00 AM	9:00 AM	BP Grand Entrance		200
No Additional Events	February 27, 2016	12:00 AM	4:00 PM	Bing Theater		0
AUD-Rain Room Extended Viewing, 9am-8pm	February 27, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
AME-A Conversation with Firooz Zahedi and Special Guests, actress Kate Burton and Director Charles Shyer & Booksigning to follow, 12-1:30pm	February 28, 2016	12:00 AM	7:00 AM	Bing Theater		300
EDU-Andell Family Sundays-Glynn-NP	February 28, 2016	12:00 AM	8:00 AM	North Piazza	The Myth of Singularity (10/31/15 - 5/22/16), Resnick Grass/Cantor	600
AUD-Rain Room Extended Viewing, 9am-8pm	February 28, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
AUD-Frank Gehry, Coolhaus On Campus Ice Cream Giveaway, North Piazza, 1-5pm	February 28, 2016	3:00 AM	11:00 AM	BP Grand Entrance		600
Music-Sundays Live, 6pm	February 28, 2016	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	February 29, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday: Rain Room, 6-9pm	February 29, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-Matinee Screening, "Only Angels Have Wings"	March 01, 2016	12:00 AM	8:00 AM	Bing Theater		120
MEM-Members-Only Rain Room Hours, 6-9pm	March 01, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-FIND Screening, "American Crime"	March 03, 2016	8:00 AM	4:00 PM	Bing Theater		500
No Additional Events	March 04, 2016	12:00 AM	4:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 04, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-Poetry Reading in the Galleries: Gabriele Tinti's Hercules, Read by Surprise Guest, AHM3, 3-4pm	March 04, 2016	11:00 PM	12:00 AM	Galleries: Ahmanson 3		50
Music-Art & Music, Kaki King Concert, 7:30pm	March 04, 2016	11:00 PM	4:00 PM	Bing Theater		400
Edu-NexGen Information Table, BPGE, 9:45-4pm	March 05, 2016	12:00 AM	9:00 AM	BP Grand Entrance		300
AUD-Rain Room Extended Viewing, 9am-8pm	March 05, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-A+T Superego Suits with Jonathon Keats, 1-2pm	March 05, 2016	1:00 AM	7:00 AM	Art + Technology Lab		50
MEM-LACMA Local Scavenger, AHM/HMR/DL, 2-4pm	March 05, 2016	2:00 AM	11:00 AM	Galleries: Ahmanson 2		100
Edu-DC Living for the Moment Public Tour, AHM202, 1-1:30pm	March 05, 2016	5:00 AM	5:30 AM	Galleries: Ahmanson 2, Gallery 202	Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202	25
EDU-A+T Art + Feminism Wikipedia Edit-a-thon, 11am-4pm	March 05, 2016	11:00 PM	11:00 AM	Art + Technology Lab		50
EDU-Andell Family Sundays-China-LATCC	March 06, 2016	12:00 AM	8:00 AM	LATCC (Main)		600
AUD-Rain Room Extended Viewing, 9am-8pm	March 06, 2016	12:30 AM	12:30 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Music-Sundays Live, 6pm	March 06, 2016	8:00 AM	1:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 07, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday: Rain Room, 6-9pm	March 07, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Film-Matinee Screening, "The Strawberry Blonde"	March 08, 2016	12:00 AM	8:00 AM	Bing Theater		120
EDU-CUR-Ate: Viva Brazil!, AOA3/4, 6:30-7:30pm & Dinner/Ray's, 7:30-9pm	March 08, 2016	8:00 AM	2:00 PM	BP Grand Entrance		30
MEM-Members-Only Rain Room Hours, 6-9pm	March 08, 2016	9:00 AM	2:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	250
Edu-Artist Conversation: Flo Ortbrass and Hannes Koch, 7:30-9pm	March 09, 2016	12:00 AM	4:00 PM	Galleries: BCAM1		150
EDU-The Art of Looking: Gallery Tour-Latin American Art/AOA4, 12:30-1:30pm	March 10, 2016	4:30 AM	5:00 AM	Galleries: Art of the Americas 4		20
Edu-Curator-Led Tour: Frank Gehry/Resnick, 7:30-8:30pm	March 10, 2016	7:00 AM	2:00 PM	Resnick Pavilion	Gehry (9/13/15 - 3/20/16), Resnick TICKETED	40
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 11, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	March 12, 2016	12:00 AM	4:00 PM	BP Grand Entrance		200
No Additional Events	March 12, 2016	12:00 AM	4:00 PM	Bing Theater		500
AUD-Rain Room Extended Viewing, 9am-8pm	March 12, 2016	1:00 AM	12:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-DC Living for the Moment Public Tour, AHM202, 1-1:30pm	March 12, 2016	5:00 AM	5:30 AM	Galleries: Ahmanson 2, Gallery 202	Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202	25
Edu-NexGen Information Table, BPGE, 9:45-4:15 PM	March 12, 2016	11:00 PM	12:00 AM	BP Grand Entrance		500
Edu-Nowruz	March 13, 2016	12:00 AM	8:00 AM	LATCC (Main)		5000
AUD-Rain Room Extended Viewing, 9am-8pm	March 13, 2016	1:00 AM	1:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-Nowruz (all event details in other request)	March 13, 2016	8:00 AM	2:00 PM	LATCC (Main)		5000
Music-Sundays Live, 6pm	March 13, 2016	9:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 14, 2016	6:00 AM	6:30 AM	Galleries: Hammer 2		20
MEM-Member Monday, Rain Room/Gehry/Thater/Ahmanson/PJA, 6-9pm	March 14, 2016	10:00 AM	3:00 PM	Resnick Pavilion	Art of the Pacific (ongoing), AHM1, Gehry (9/13/15 - 3/20/16), Resnick TICKETED, Islamic Art Now (2/1/15 - ongoing), AHM4, Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202, Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED, Thater (11/22/15 -) BCAM3 West (closes 2/21/16) & A	1000
Film-Matinee Screening, "Cover Girl"	March 15, 2016	1:00 AM	9:00 AM	Bing Theater		120
EDU-POC LA Print: Edition 6, Brown, 6:30-8pm	March 15, 2016	6:00 AM	4:00 PM	Brown Auditorium		120
Edu-Mapplethorpe Documentary, Bing	March 15, 2016	9:00 AM	4:00 PM	Bing Theater		500
Film-FIND Screening, "FIND at LACMA Live Read""	March 17, 2016	1:00 AM	5:00 PM	Bing Theater		600
OPS-Metro Community Meeting	March 17, 2016	9:00 AM	1:00 PM	Brown Auditorium		90
MEM-Member Preview Robert Mapplethorpe, 11am-8pm	March 18, 2016	5:15 AM	1:30 PM	Galleries: BCAM2	Mapplethorpe (3/20/16 - 7/31/16) BCAM2 East TICKETED	600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 18, 2016	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NexGen Information Table, BPGE, 9:45-4pm	March 19, 2016	12:00 AM	10:00 AM	BP Grand Entrance		200
MEM-LACMA Local, Gehry Resnick Pavilion/Resnick Terrace, 2-4pm	March 19, 2016	3:00 AM	11:00 AM	North Piazza	Gehry (9/13/15 - 3/20/16), Resnick TICKETED	72
MEM-Member Preview Robert Mapplethorpe, 10am-7pm	March 19, 2016	3:00 AM	12:00 PM	Galleries: BCAM2	Mapplethorpe (3/20/16 - 7/31/16) BCAM2 East TICKETED	600
Edu-DC Living for the Moment Public Tour, AHM202, 1-1:30pm	March 19, 2016	5:00 AM	5:30 AM	Galleries: Ahmanson 2, Gallery 202	Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202	25
EDU-Andell Family Sundays-China-LATCC	March 20, 2016	1:00 AM	9:00 AM	LATCC (Main)		600
AUD-Rain Room Extended Viewing, 9am-8pm	March 20, 2016	2:00 AM	1:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-Curator-Led Tour: Senses of Time/HMR3, 2-3pm	March 20, 2016	6:00 AM	9:00 AM	Galleries: Hammer 3	Senses of Time (12/20/15 - 1/2/17), HMR3	40
Music-Sundays Live, 6pm	March 20, 2016	9:00 AM	4:00 PM	Bing Theater		600
Film-FIND Screening, "Blow-Up"	March 21, 2016	5:00 AM	5:00 PM	Bing Theater		300
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 21, 2016	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Gilda"	March 22, 2016	1:00 AM	9:00 AM	Bing Theater		120
EDU-Tessitura Reports Meeting, 3-4PM	March 23, 2016	8:00 AM	9:00 AM	15th Floor Conference Room		5
No Additional Events	March 25, 2016	1:00 AM	5:00 PM	Bing Theater		500
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 25, 2016	7:00 AM	7:30 AM	Galleries: Hammer 2		20

No Additional Events	March 26, 2016	1:00 AM	5:00 PM	Bing Theater		500
Edu-NeoGen Information Table, BPGE, 9:45-4pm	March 26, 2016	1:00 AM	10:00 AM	BP Grand Entrance		200
AUD-Rain Room Extended Viewing, 9am-8pm	March 26, 2016	2:00 AM	1:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
Edu-DC Living for the Moment Public Tour, AHM202, 1-1:30pm	March 26, 2016	6:00 AM	6:30 AM	Galleries: Ahmanson 2, Gallery 202	Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202	25
AUD-Rain Room Extended Viewing, 9am-8pm	March 27, 2016	2:00 AM	1:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-DC Mapplethorpe Public Tour, BCAM2 East, 2:30-3pm	March 27, 2016	7:30 AM	8:00 AM	Galleries: BCAM2	Mapplethorpe (3/20/16 - 7/31/16) BCAM2 East TICKETED	25
Music-Sundays Live, 6pm	March 27, 2016	9:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	March 28, 2016	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "Lady from Shanghai"	March 29, 2016	1:00 AM	9:00 AM	Bing Theater		120
Film-FIND Screening, "The Blood Of Jesus"	March 31, 2016	5:00 AM	4:00 PM	Bing Theater		400
EDU-Poetry Reading: Tender Omnibus, 7:30pm	March 31, 2016	6:00 AM	5:00 PM	Brown Auditorium		120
EDU-DC Mapplethorpe Public Tour, BCAM2 East, 1-1:30pm	March 31, 2016	6:00 AM	6:30 AM	Galleries: BCAM2	Mapplethorpe (3/20/16 - 7/31/16) BCAM2 East TICKETED	25
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 01, 2016	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Edu-NeoGen Information Table, BPGE, 9:45-4pm & No Additional Events	April 02, 2016	1:00 AM	5:00 PM	BP Grand Entrance		200
Edu-Public Programs and backup location for Panel Discussion	April 02, 2016	1:00 AM	5:00 PM	Bing Theater		500
AUD-Rain Room Extended Viewing, 9am-8pm	April 02, 2016	2:00 AM	1:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-Panel Discussion: New Visions in Enamel, 1-3pm	April 02, 2016	4:00 AM	9:00 AM	Brown Auditorium		65
Edu-DC Living for the Moment Public Tour, AHM202, 1-1:30pm	April 02, 2016	6:00 AM	6:30 AM	Galleries: Ahmanson 2, Gallery 202	Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202	25
EDU-Andell Family Sundays-Bowman-LATCC	April 03, 2016	1:00 AM	9:00 AM	LATCC (Main)	Living for the Moment/Bowman Collection (10/11/15 - 5/1/16), PJA/AHM202	600
LAA-Images Take Flight lecture & Book signing, 2-3:30pm	April 03, 2016	1:00 AM	9:00 AM	Brown Auditorium		100
AUD-Rain Room Extended Viewing, 9am-8pm	April 03, 2016	2:00 AM	1:00 PM	Galleries: BCAM1	Rain Room (11/1/15 - 4/24/16), BCAM1 West TICKETED	1000
EDU-DC Mapplethorpe Public Tour, BCAM2 East, 2:30-3pm	April 03, 2016	7:30 AM	8:00 AM	Galleries: BCAM2	Mapplethorpe (3/20/16 - 7/31/16) BCAM2 East TICKETED	25
Music-Sundays Live, 6pm	April 03, 2016	9:00 AM	4:00 PM	Bing Theater		600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 04, 2016	7:00 AM	7:30 AM	Galleries: Hammer 2		20
Film-Matinee Screening, "The Maltese Falcon"	April 05, 2016	1:00 AM	9:00 AM	Bing Theater		120
EDU-DC Mapplethorpe Public Tour, BCAM2 East, 1-1:30pm	April 06, 2016	10:00 PM	10:30 PM	Galleries: BCAM2	Mapplethorpe (3/20/16 - 7/31/16) BCAM2 East TICKETED	25
MEM-Member Preview Reigning Men, 11am-5pm	April 07, 2016	12:00 AM	1:00 AM	Galleries: BCAM2	Reigning Men (4/30/16 - 8/21/16), BCAM2 West TICKETED	600
Film-FIND Screening, "Demolition"	April 07, 2016	7:00 AM	4:30 PM	Bing Theater		400
MEM-Member Preview Reigning Men, 11am-8pm	April 08, 2016	5:15 AM	1:00 PM	Galleries: BCAM2	Reigning Men (4/30/16 - 8/21/16), BCAM2 West TICKETED	600
Edu-Boone Children's Gallery Story Time, HMR2, 2-2:30pm	April 08, 2016	7:00 AM	7:30 AM	Galleries: Hammer 2		20

Appendix B

Memorandum of Understanding

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

This Memorandum of Understanding (MOU) acknowledges Los Angeles County Department of Public Works, Traffic and Lighting Division (TLD) requirements of traffic impact analysis for the project and is subject to change:

Project Address:	5905 Wilshire Boulevard, Los Angeles, CA 90036		
Project Description:	The proposed 368,300 gross square-foot Project would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet. With the overall reduction in square footage, the improvements are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance immediately following the opening of the Project. In addition, a new parking facility providing approximately 260 parking spaces would be constructed southwest of the intersection of Ogden Drive & Wilshire Boulevard on and would replace the existing Spaulding Lot. Up to 300 full-time equivalent employees would be relocated off-site once construction of the Project commences. ***(See Figure 1A and 1B)***		
City:	Los Angeles		
Project Build-out Year:	2023	**Notice of Preparation/Start of Env. Analysis:**	2016
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Fairfax Avenue		
Xtn E/W Street Name:	Wilshire Boulevard		
Thomas Guide Pg+Grid:	633,B2	**Los Angeles County Supervisorial District:**	3

	Consultant	**Developer**
Company:	Gibson Transportation Consulting	Los Angeles County Museum of Art
Name:	Sarah Drobis	Diana Vesga
Address:	523 W 6th Street Suite 1234	5905 Wilshire Boulevard
City, State, Zip Code:	Los Angeles, CA 90014	Los Angeles, CA 90036
Phone #:	(213) 683-0088	(323) 857-6055
Fax #:	(213) 683-0033	(213) 261-9886
Email:	sdrobis@gibsontrans.com	dvesga@lacma.org

For General Questions, please contact Traffic Studies Section at (626) 300-4740

By: NHan
Date: 4/19/16

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

By: Sarah Drobis	**Reviewed By:**
Print Name: Sarah Drobis	**Print Name:** Suen Fei Lau
Phone: (213) 683-0088	**Phone:** 626 300 4820
Email: sdrobis@gibsontrans.com 9/13/16	**Email:** SFLAU@ladpw.org 9/9/16
Consultant/Developer's Representative **Date**	**TLD's Representative** **Date**

For General Questions, please contact Traffic Studies Section at (626) 300-4740

By:
Date: 9/9/16

TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: Building for the Permanent Collection of LACMA

Project Address: 5905 Wilshire Boulevard, Los Angeles, CA 90036

Project Description: The proposed 368,300 gross square-foot Project would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet. With the overall reduction in square footage, the improvements are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance immediately following the opening of the Project. In addition, a new parking facility providing approximately 260 parking spaces would be constructed southwest of the intersection of Ogden Drive & Wilshire Boulevard on and would replace the existing surface parking area at the intersection of Spaulding Avenue & Wilshire Boulevard. **(See Figure 1A and 1B)**

Geographic Distribution: N 15 % S 25 % E 30 % W 30 %

Attach graphic illustrating project trip distribution percentages at the studied intersections **(See Figure 3)**

Trip Generation Rate(s): ITE 9th Edition / Other ITE 9th Edition, 2012
Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. **(See Table 2 and Figure 4A & 4B)**

	in	out	total
AM Trips	43	2	45
MD Trips	27	33	60
PM Trips	15	53	68
Sat Trips	34	41	75

Project Buildout Year: 2023 Ambient or CMP Growth Rate: 1.0 % Per Yr.
Related Projects: (to be researched by the consultant and approved by LADOT) **(See Table 3 and Figure 5)**

Subject to Freeway Impact Analysis Screening review: ___YES __x__NO **(See Table 4 and 5)**

Is the project on the High Injury Network? __X__YES ____NO

Study Intersections
(Subject to LADOT revision after initial impact analysis) **(See Table 1 and Figure 2)**

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage		X
Transportation Demand Management		X
Existing Active Land Use		X
Previous Land Use		X
Internal Trip		X
Pass-By Trip		X

	Consultant	Developer
Name	Gibson Transportation Consulting, Inc.	Los Angeles County Museum of Art
Address	523 W 6th Street, Suite 1234	5905 Wilshire Boulevard
	Los Angeles, CA 90014	Los Angeles, CA 90036
Phone No.	(213) 683-0088	(323) 857-6055
E-Mail	sdrobis@gibsontrans.com	dvesga@lacma.org

Approved by

Consultant's Representative Date

LADOT Representative Date

9/19/16

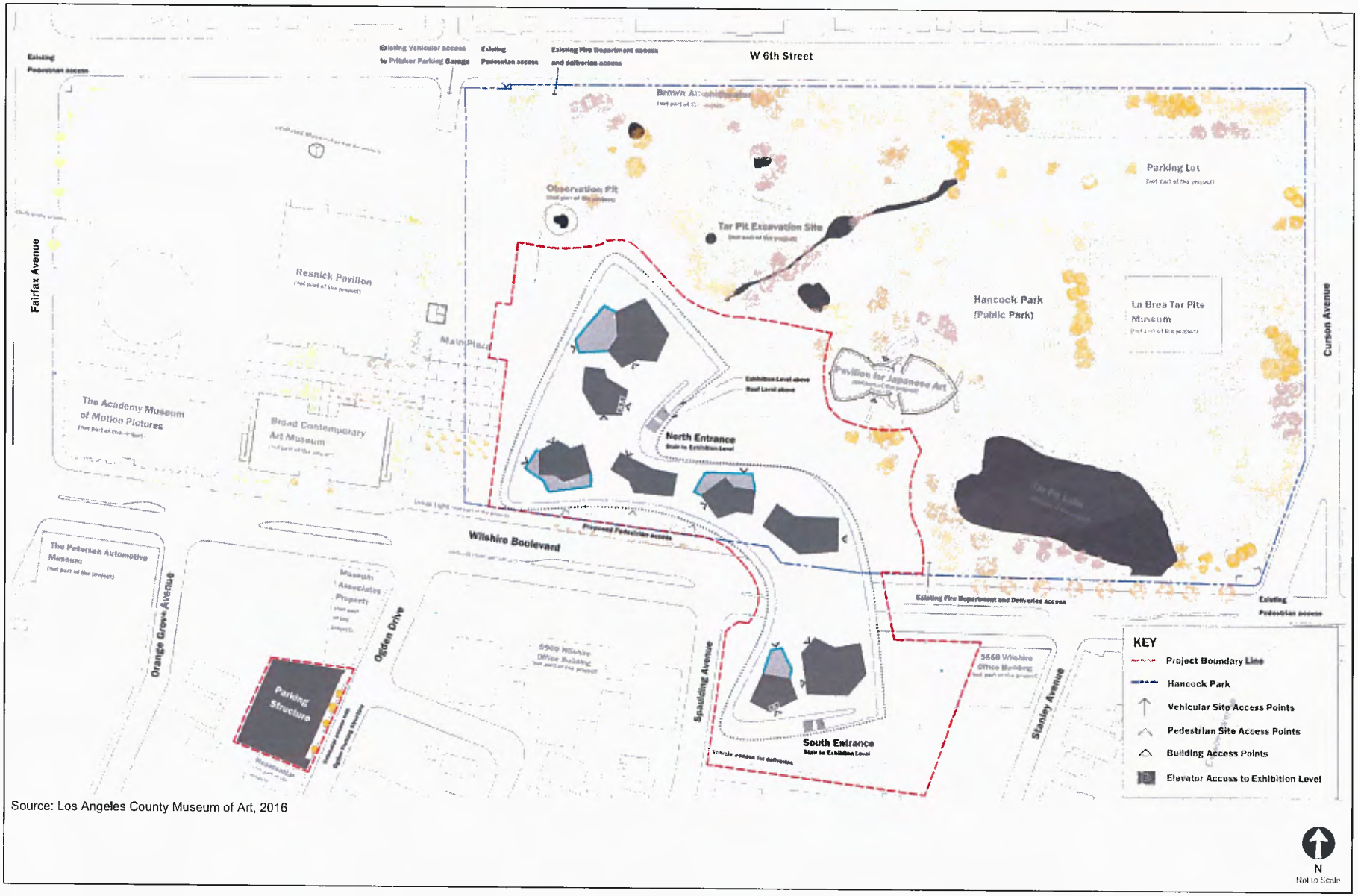


Source: Los Angeles County Museum of Art, 2016

EXISTING LACMA CAMPUS

FIGURE 1A

9/9/16.



Source: Los Angeles County Museum of Art, 2016

CONCEPTUAL SITE PLAN

FIGURE 1B

9/9/16

Gibson transportation consulting, inc.



STUDY AREA

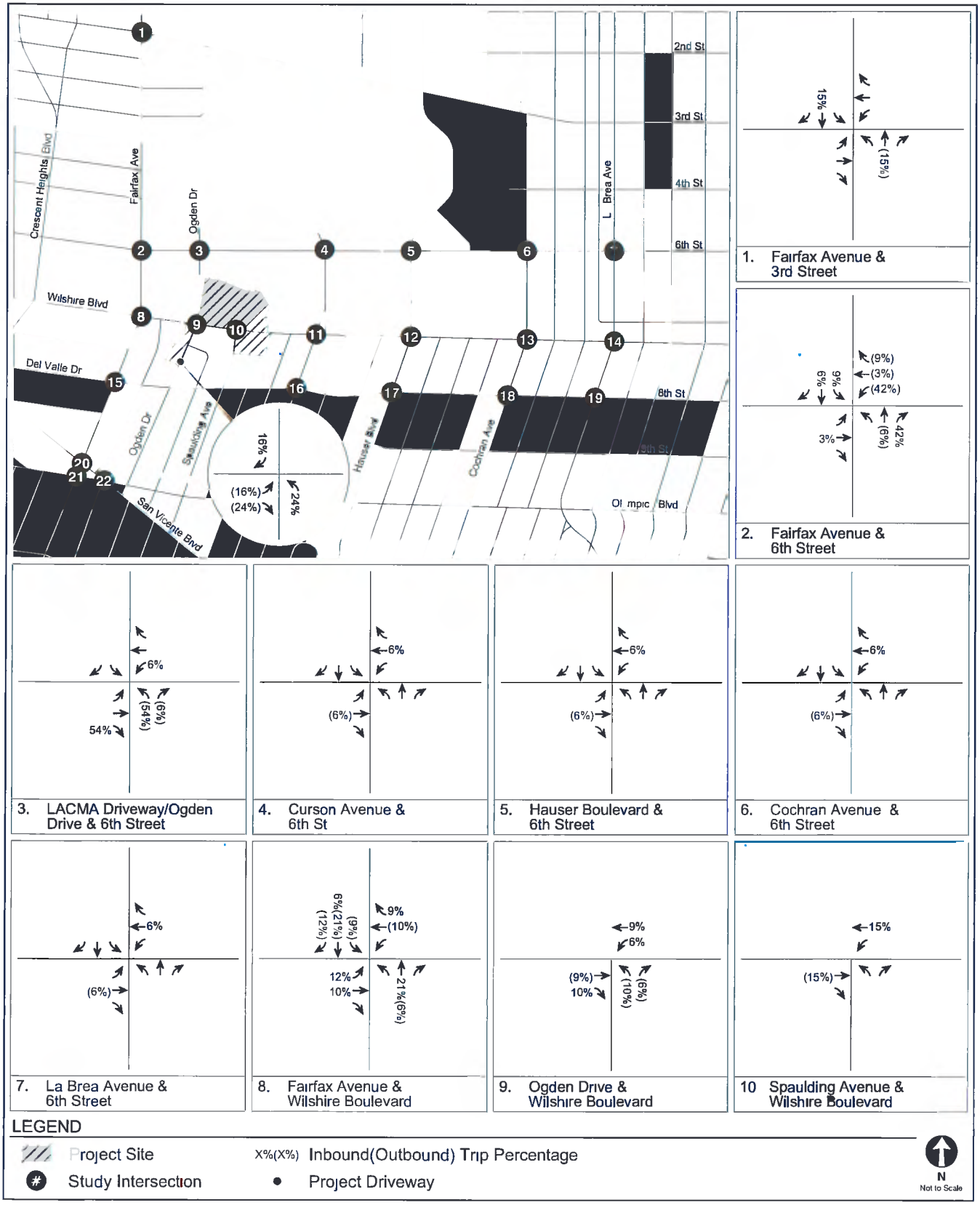
FIGURE 2

9/19/16

TABLE 1
STUDY INTERSECTIONS

Xtn #	% County	Thomas Guide Page+Grid	N-S/E-W Street Name	City	Signalized	CMP
1.	0	633, B2	Fairfax Avenue & 3rd Street	Los Angeles	**Yes**/No	Yes/**No**
2.	0	633, B2	Fairfax Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
3.	0	633, B2	Ogden Drive/LACMA Driveway & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
4.	0	633, C2	Curson Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
5.	0	633, C2	Hauser Boulevard & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
6.	0	633, D2	Cochran Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
7.	0	633, D2	La Brea Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
8.	0	633, B2	Fairfax Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
9.	0	633, B2	Ogden Drive & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
10.	0	633, B2	Spaulding Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
11.	0	633, C2	Curson Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
12.	0	633, C2	Hauser Boulevard & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
13.	0	633, D2	Cochran Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
14.	0	633, D2	La Brea Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	**Yes**/No
15.	0	633, B3	Fairfax Avenue & Del Valle Drive/8th Street	Los Angeles	**Yes**/No	Yes/**No**
16.	0	633, C3	Curson Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
17.	0	633, C3	Hauser Boulevard & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
18.	0	633, D3	Cochran Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
19.	0	633, D3	La Brea Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
20.	0	633, B3	Fairfax Avenue & San Vicente Boulevard	Los Angeles	**Yes**/No	Yes/**No**
21.	0	633, B3	Fairfax Avenue & Olympic Boulevard	Los Angeles	**Yes**/No	Yes/**No**
22.	0	633, B3	San Vicente Boulevard & Olympic Boulevard	Los Angeles	**Yes**/No	Yes/**No**

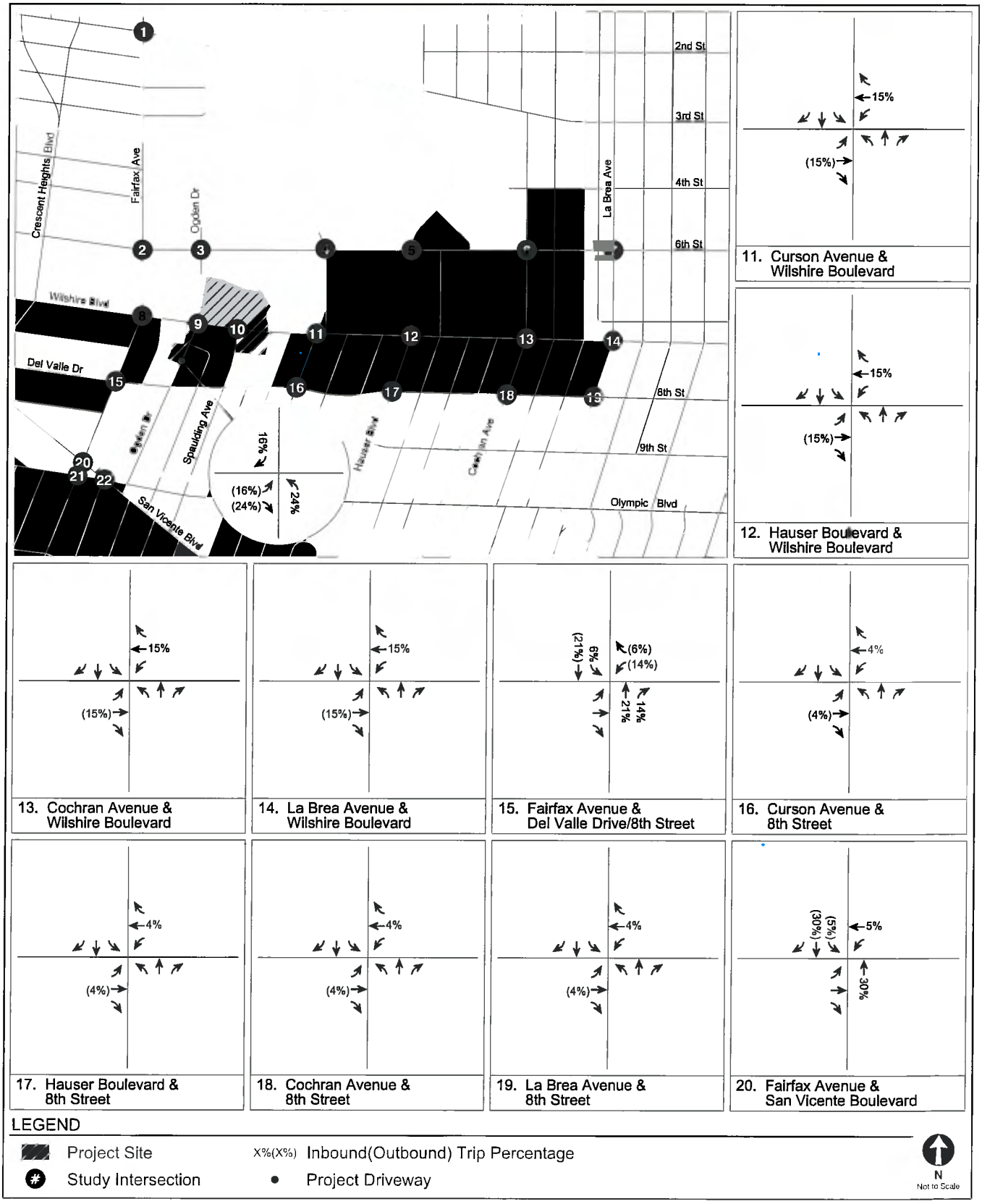
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TRIP DISTRIBUTION

FIGURE 3

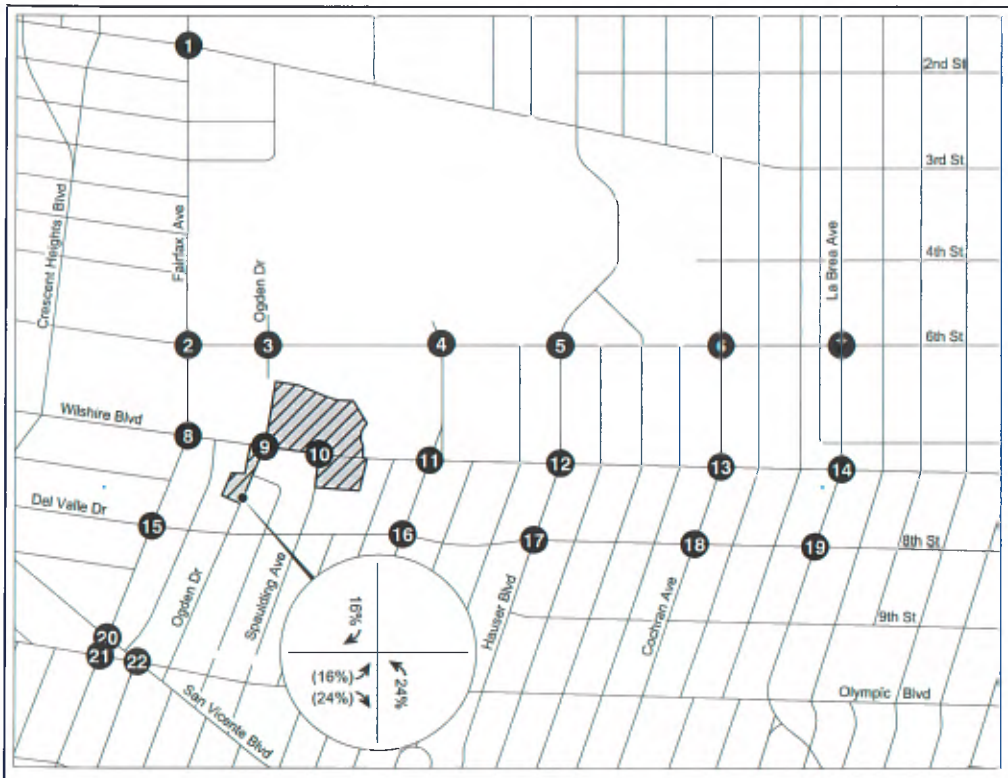
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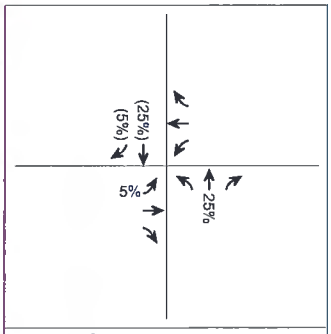


TRIP DISTRIBUTION

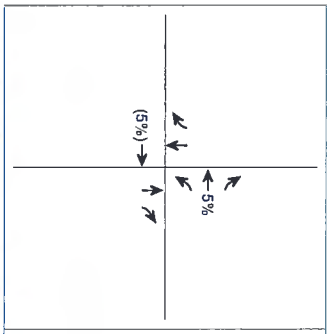
FIGURE 3 (CONT.)

9/19/16





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

▨	Project Site	X%(X%)	Inbound(Outbound) Trip Percentage
#	Study Intersection	•	Project Driveway

N
Not to Scale

TRIP DISTRIBUTION

FIGURE 3 (CONT.)

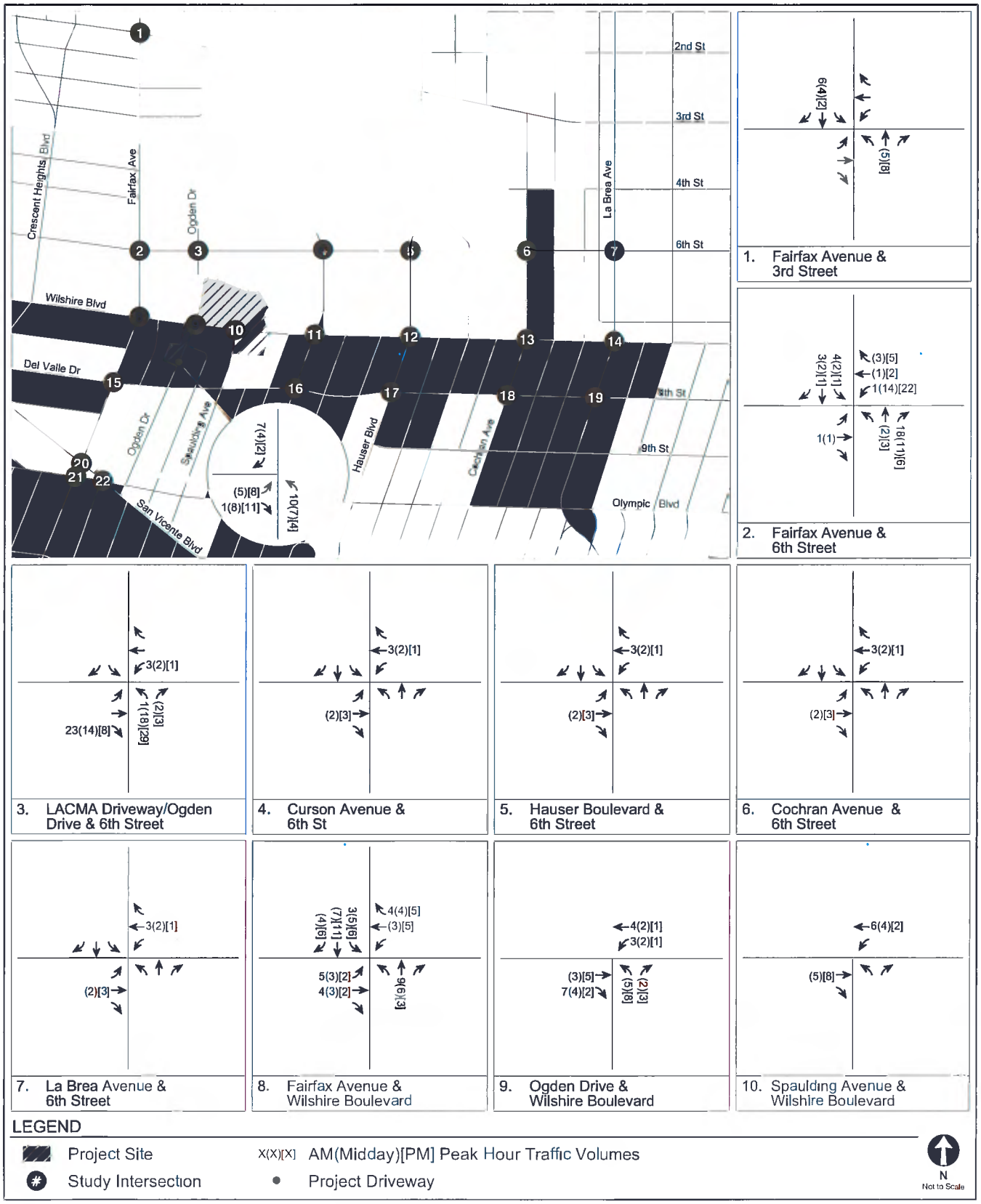
9/19/16

TABLE 2
TRIP GENERATION RATES

Day	Size	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates [a]											
Typical Weekday	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09
Typical Saturday	per visitor	0.61	--	--	--	46%	54%	0.06	--	--	--
Trip Generation Estimates											
Typical Weekday	750 visitors	668	43	2	45	27	33	60	15	53	68
Typical Saturday	1,250 visitors	763	--	--	--	34	41	75	--	--	--

[a] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.

9/19/16.

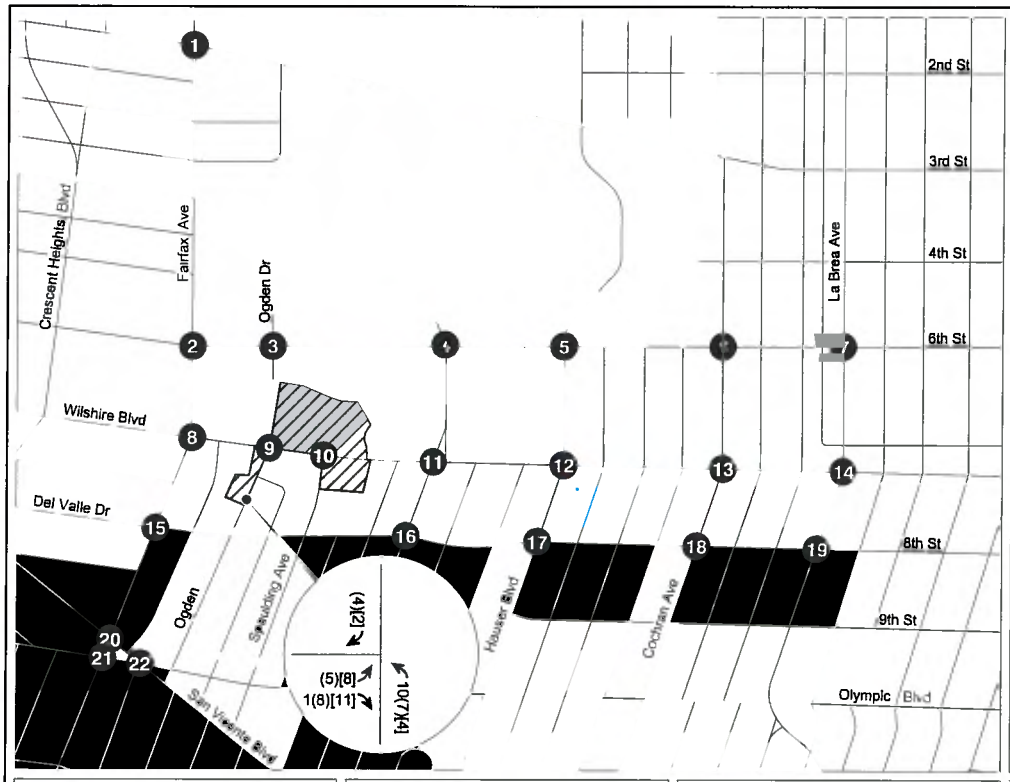


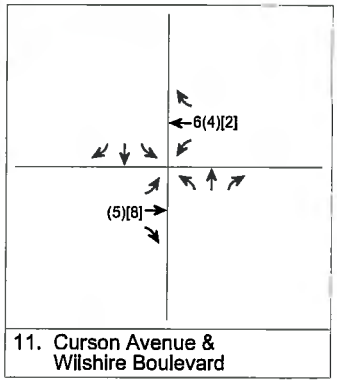
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A

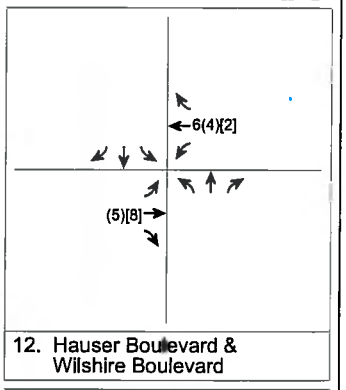
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Gibson transportation consulting, inc.

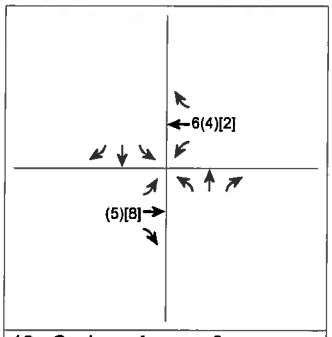




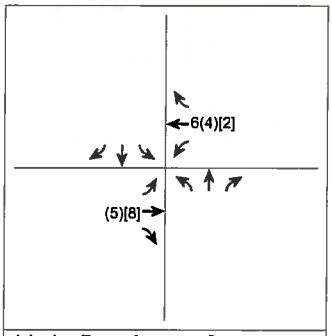
11. Curson Avenue & Wilshire Boulevard



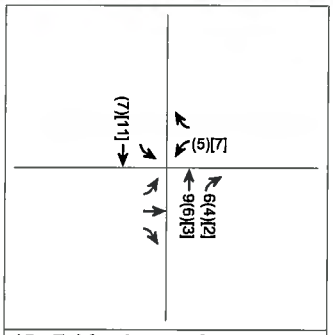
12. Hauser Boulevard & Wilshire Boulevard



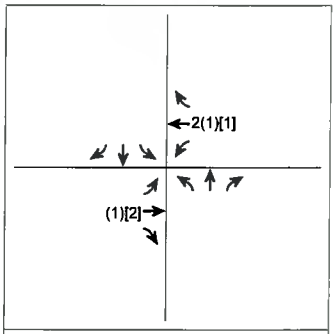
13. Cochran Avenue & Wilshire Boulevard



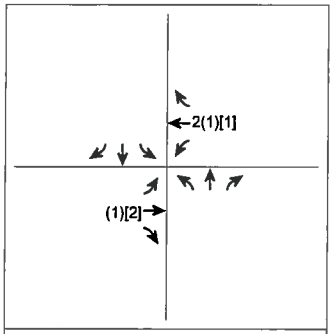
14. La Brea Avenue & Wilshire Boulevard



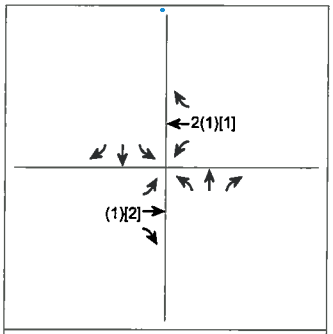
15. Fairfax Avenue & Del Valle Drive/8th Street



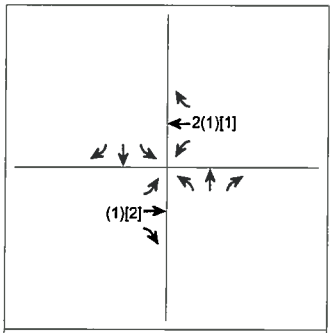
16. Curson Avenue & 8th Street



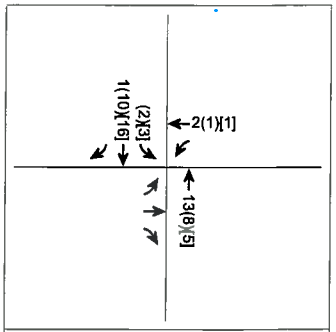
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

LEGEND

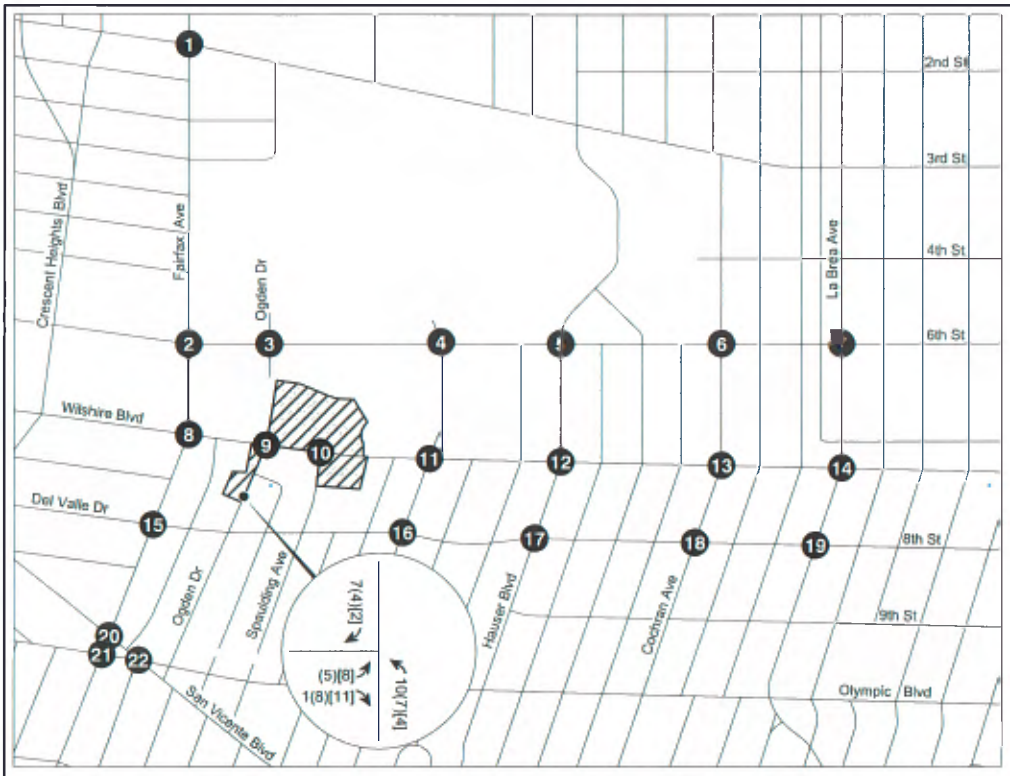
- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- • Project Driveway

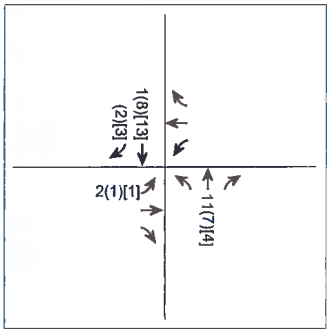
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PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

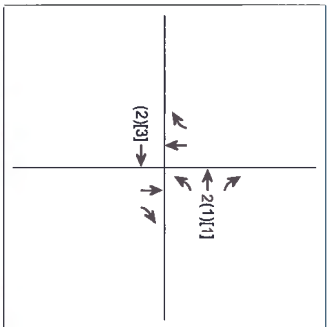
FIGURE
4A (CONT.)

9/19/16





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

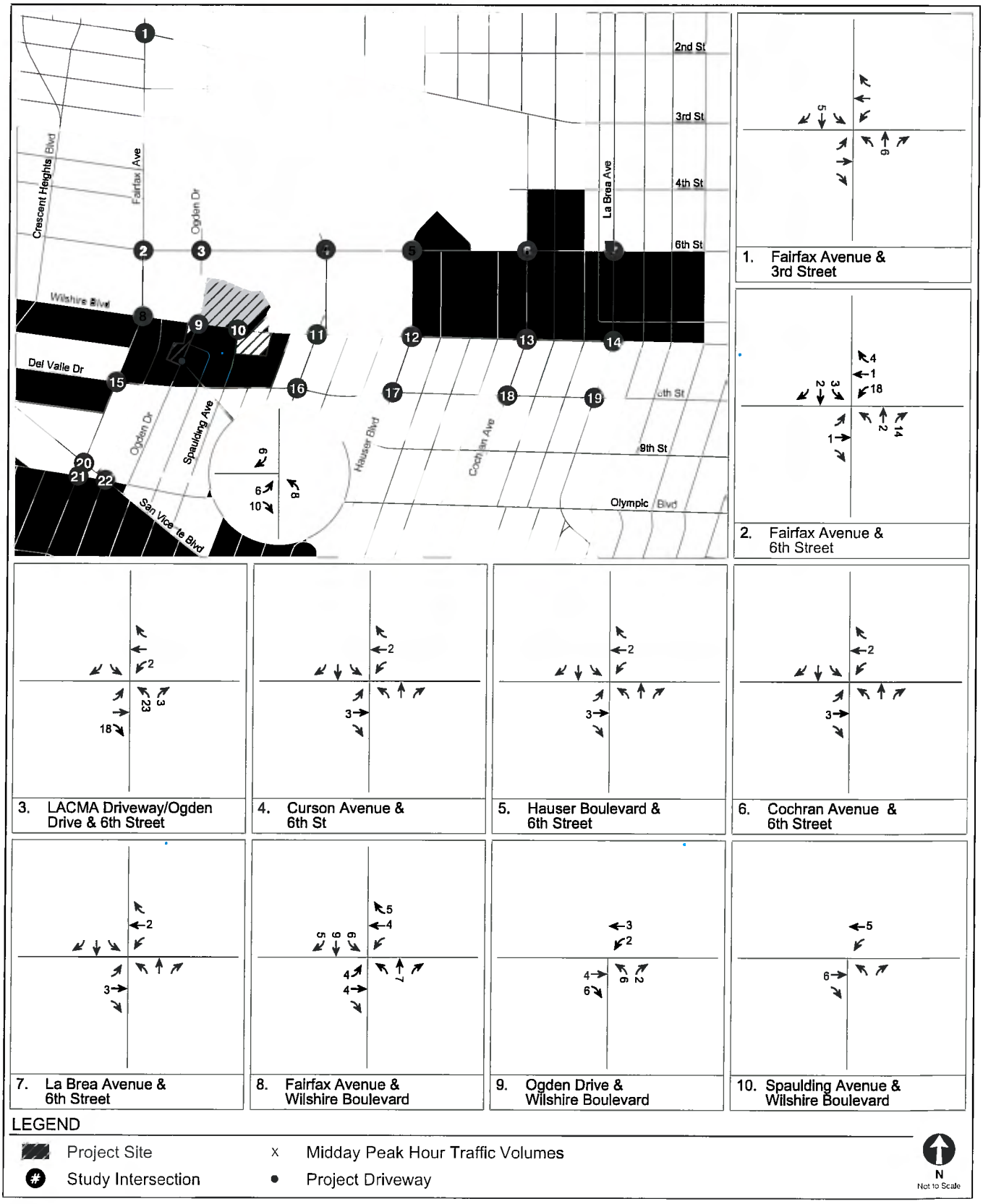
▨	Project Site	X(X)[X]	AM(Midday)[PM] Peak Hour Traffic Volumes
#	Study Intersection	•	Project Driveway

N
Not to Scale

PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A (CONT.)

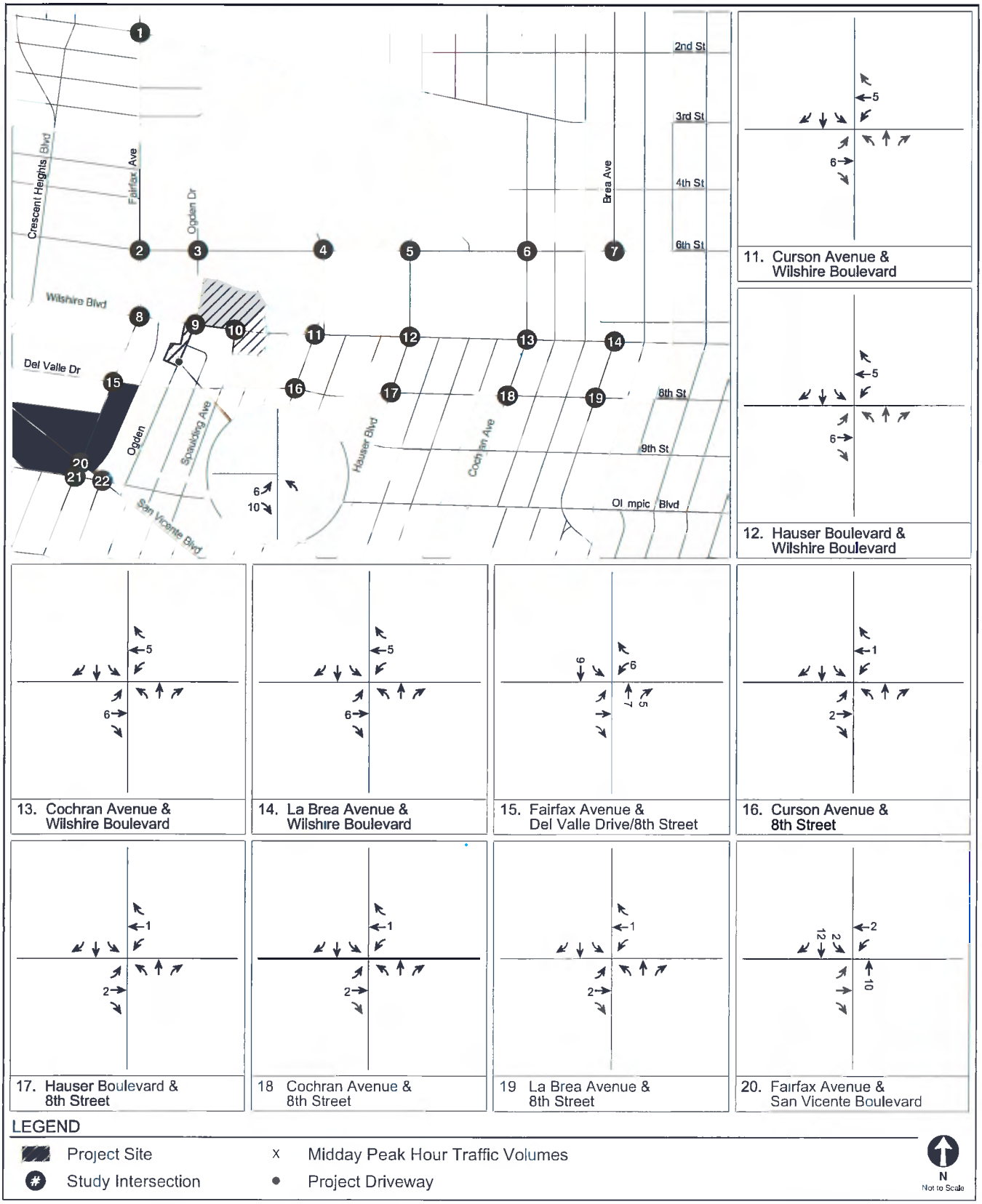
9/19/16



PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B

9/19/16

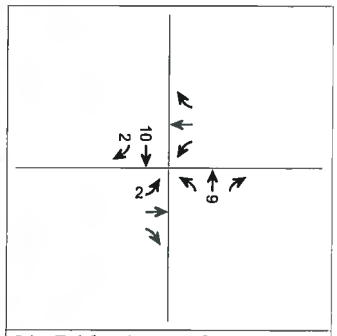


PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

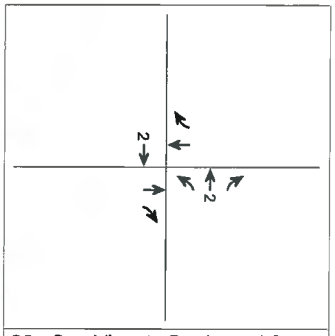
FIGURE
4B (CONT.)

9/19/16





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

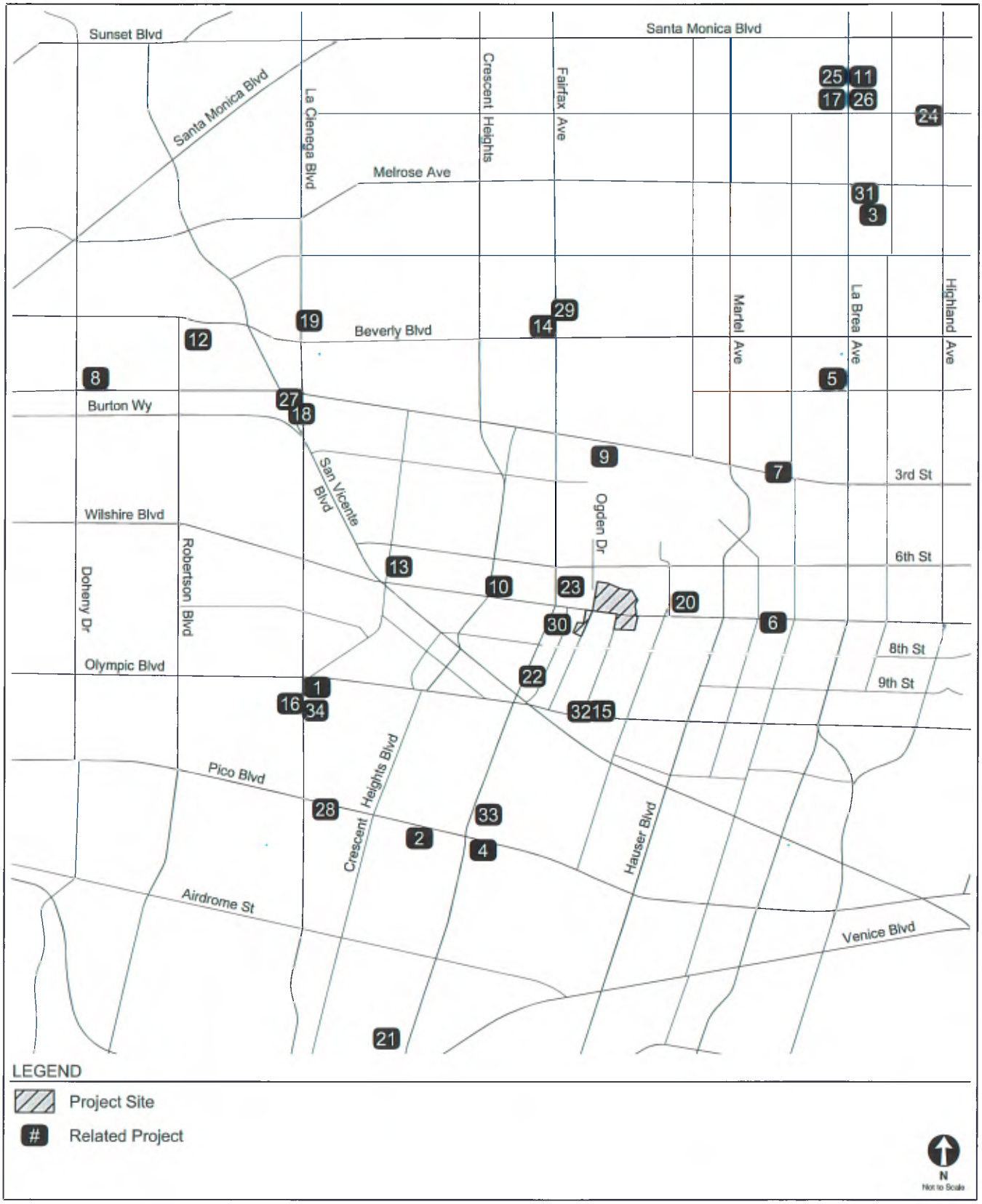
Project Site		x	Midday Peak Hour Traffic Volumes
#	Study Intersection	•	Project Driveway

N
Not to Scale

PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)

9/19/16



LOCATIONS OF RELATED PROJECTS

FIGURE 5

9/19/16

TABLE 3
RELATED PROJECTS

No	Project [a]	Address	Description	Trip Generation													
				Weekday										Saturday			
				Daily	AM Peak Hour			Midday Peak Hour[b]			PM Peak Hour			Daily	Midday Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total
1	S La Cienega Boulevard Eldercare Facility	1022 S La Cienega Boulevard	183-bed assisted living & 22-unit skilled nursing	242	14	(6)	8	5	13	18	6	16	22	1,669	11	13	24
2	Apartments	1417 S Hi Point Street	77-unit apartment	460	7	27	34	22	12	34	27	15	42	492	20	20	40
3	Yeshivath Torath Emeth Acadcemy Expansion	7002 W Clinton Street	120 student Pre-K and 60-chile nursery school	155	20	18	38	9	10	18	11	12	23	70	13	7	20
4	Mid-City Vons	1430 S Fairfax Avenue	Demo existing supermarket & construct 55,920 sf supermarket	1,838	40	25	65	77	74	150	96	92	188	9,931	20	20	40
5	La Brea	101 S La Brea Avenue	118-unit condominium, 26 400 sf retail & 3,000 sf restaurant	1,503	5	58	63	52	22	74	65	27	92	2,254	57	49	106
6	Desmond on Wilshire Apartments	5500 W Wilshire Boulevard	175-unit apartments	842	12	49	64	42	22	64	52	28	80	930	39	38	77
7	Third Street Mixed-Use Project	5863 W 3rd Street	60-unit apartment & 5,250 sf retail	492	2	25	27	27	10	38	34	13	47	604	25	25	50
8	Condominium Project	300 S Wetherly Drive	140-unit condominium	270	3	17	20	12	6	18	15	7	22	794	36	30	66
9	Residential	6298 W 3rd Street	300-unit condominium	(655)	(8)	56	48	(19)	(45)	(62)	(24)	(56)	(77)	1,278	56	48	104
10	Wilshire & Crescent Heights Mixed-Use	6245 W Wilshire Boulevard	4,200 sf bank, 133-unit apartment, 4-unit condominium & 1,570 sf coffee shop	1,214	29	74	103	26	2	27	32	2	34	873	11	11	22
11	Mixed-Use - Office/Retail	936 N La Brea Avenue	86,750 sf office & 12,000 sf retail	911	24	5	29	11	30	41	14	37	51	715	45	39	84
12	Cedars-Sinai Medical Center Project - West Tower	8723 W Alden Drive	100-bed hospital medical building	1,181	79	34	113	38	66	104	47	83	130	814	47	53	100
13	Mixed-Use	6535 Wilshire Boulevard	21-unit apartment, 57,000 sf office & 6,000 sf retail	786	61	17	78	16	53	69	20	66	86	522	30	29	59
14	Beverly & Fairfax Mixed-Use	7901 W Beverly Boulevard	71-unit apartment & 11,454 sf retail	493	7	29	36	24	13	37	30	16	46	935	39	39	78
15	Mixed-Use	5889 W Olympic Boulevard	49-unit apartment & 4,000 sf medical office building	402	9	21	30	17	14	30	21	17	38	349	22	18	40
16	Temple Beth Am Private School - Pressman Academy	1055 S La Cienega Boulevard	38-student early childhood & 120-student day school	423	75	58	133	37	43	80	46	54	100	62	11	6	17
17	La Brea Gateway	915 N La Brea Avenue	33,500 sf supermarket & 179-unit apartment	2,615	5	86	91	126	72	198	158	90	248	7,649	48	48	96
18	375 Luxe	375 S La Cienega Boulevard	125-unit apartment & 7,900 sf retail	168	8	47	55	27	9	36	34	11	45	1,131	47	46	93
19	Mixed-Use	316 N La Cienega Boulevard	45-unit apartment & 3 680 sf retail	602	41	53	94	25	18	42	31	22	53	730	38	37	75
20	Office - Museum Square	5757 Wilshire Boulevard	254 000 sf office	1,388	201	27	228	33	161	194	41	201	242	628	68	57	125
21	Venice Fairfax Residential Project	5930 W Sawyer Street	60-unit single family detached housing	584	11	35	46	31	18	50	39	23	62	595	30	26	56
22	Shalhevet School & Alliance Residential Project	910 S Fairfax Avenue	63-student increase, 141-unit apartment & 4,640 sf retail/restaurant	1,057	45	73	118	46	28	74	58	35	93	962	40	39	79
23	Academy Museum of Motion Pictures	6067 W Wilshire Boulevard	5,000-visitor museum, 135 employees, 5 000 store & 4,000 sf café	2,693	113	12	126	45	209	254	56	261	317	2,693	248	172	420
24	Starbucks with Drive-Thru	859 N Highland Avenue	806 sf coffee/donut shop with drive-thru	330	21	20	41	7	7	14	9	9	18	-	34	34	68
25	925 La Brea Avenue	925 N La Brea Avenue	17,000 sf shopping center & 53,000 sf office	735	58	11	69	19	49	68	24	61	85	979	55	50	105
26	904-932 N La Brea Mixed-Use	904 N La Brea Avenue	189-unit apartment & 40,000 sf retail	2,072	25	68	93	66	82	149	83	103	186	3,079	144	137	281
27	Caruso Affiliated	333 S La Cienega Boulevard	162-unit apartment, 27,000 sf supermarket & 3,560 sf restaurant	2,020	35	71	106	91	62	153	114	77	191	6,394	216	206	422
28	Mixed-Use	6132 W Pico Boulevard	100-unit apartment & 14 000 sf retail	807	5	34	39	38	24	62	47	30	77	1,339	61	58	119
29	Jewish Family Service	320 N Fairfax Avenue	28,341 sf office	276	28	9	37	3	17	20	4	21	25	70	6	6	12
30	Petersen Automotive Museum	6060 W Wilshire Boulevard	15 000 sf of new display space	-	3	1	4	0	2	2	0	3	3	-	7	3	10
31	Melrose Crossing Mixed Use	7000 W Melrose Avenue	40-unit apartment & 7,565 sf retail	334	4	17	21	16	10	26	20	12	32	634	30	27	57
32	Apartments	5891 W Olympic Boulevard	49-unit apartment	326	5	20	25	16	8	24	20	10	30	313	13	12	25
33	Apartments	1329 S Orange Grove Avenue	61-unit apartment	304	4	19	23	14	8	22	18	10	28	390	16	16	32
34	Amoroso Apartments	1056 La Cienega Boulevard	90-unit apartment	477	0	32	32	24	10	34	30	12	42	575	24	23	47

[a] Related Project and trip generation information provided by LADOT in May 2016.
[b] Based on a comparison of traffic count data, the midday peak hour trip generation estimates were assumed to be 80% of the PM peak hour trip generation estimates

9/19/16.

TABLE 4
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2016)

Freeway Segment	Direction	Number of Lanes	Capacity [a]	Project Traffic	Percent of Capacity	Meets Screening Criteria? [b]
AM Peak Hour						
I-10 between La Cienega Boulevard and Fairfax Avenue	EB WB	4 4	8,000 8,000	5 1	0.1% 0.0%	NO NO
I-10 between Fairfax Avenue and La Brea Avenue	EB WB	4 4	8,000 8,000	1 6	0.0% 0.1%	NO NO
PM Peak Hour						
I-10 between La Cienega Boulevard and Fairfax Avenue	EB WB	4 4	8,000 8,000	2 6	0.0% 0.1%	NO NO
I-10 between Fairfax Avenue and La Brea Avenue	EB WB	4 4	8,000 8,000	7 2	0.1% 0.0%	NO NO

Notes

[a] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

[b] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (City of Los Angeles and Caltrans, 2015), a project must work with Caltrans and prepare a Freeway Impact Analysis that meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on a lane capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on a lane capacity of 2,000 vehicles per hour per lane).

9/19/16.

TABLE 5
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2016)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Project Traffic	Percent of Capacity	Meets Screening Criteria? [b]
I-10 Eastbound Off-Ramp to Fairfax Avenue	AM	1	850	5	0.6%	NO
	PM	1	850	2	0.2%	NO
I-10 Westbound Off-ramp to Washington Boulevard/Fairfax Avenue	AM	1	850	6	0.7%	NO
	PM	1	850	2	0.2%	NO

Notes

[a] Off-ramp lane capacity is 850 vehicles per hour per lane based on specifications in the screening criteria.

[b] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (City of Los Angeles and Caltrans, 2015), a project must work with Caltrans and prepare a Freeway Impact Analysis that meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway off-ramp operating at LOS E or F (based on a lane capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway off-ramp operating at LOS D (based on a lane capacity of 850 vehicles per hour per lane).

9/19/16

TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: Building for the Permanent Collection of LACMA

Project Address: 5905 Wilshire Boulevard, Los Angeles, CA 90036

Project Description: The proposed 368,300 gross square-foot Project would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet. With the overall reduction in square footage, the improvements are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance immediately following the opening of the Project. In addition, a new parking facility providing approximately 260 parking spaces would be constructed southwest of the intersection of Ogden Drive & Wilshire Boulevard on and would replace the existing surface parking area at the intersection of Spaulding Avenue & Wilshire Boulevard. **(See Figure 1A and 1B)**

Geographic Distribution: N 15 % S 25 % E 30 % W 30 %

Attach graphic illustrating project trip distribution percentages at the studied intersections **(See Figure 3)**

Trip Generation Rate(s): ITE 9th Edition / Other ITE 9th Edition, 2012
Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. **(See Table 2 and Figure 4A & 4B)**

	in	out	total
AM Trips	43	2	45
MD Trips	27	33	60
PM Trips	15	53	68
Sat Trips	34	41	75

Project Buildout Year: 2023 Ambient or CMP Growth Rate: 1.0 % Per Yr.
Related Projects: (to be researched by the consultant and approved by LADOT) **(See Table 3 and Figure 5)**

Subject to Freeway Impact Analysis Screening review: ___YES __x__NO **(See Table 4 and 5)**

Is the project on the High Injury Network? __X__YES ____NO

Study Intersections
(Subject to LADOT revision after initial impact analysis) **(See Table 1 and Figure 2)**

Trip Credits: (Exact amount of credit subject to approval by LADOT)

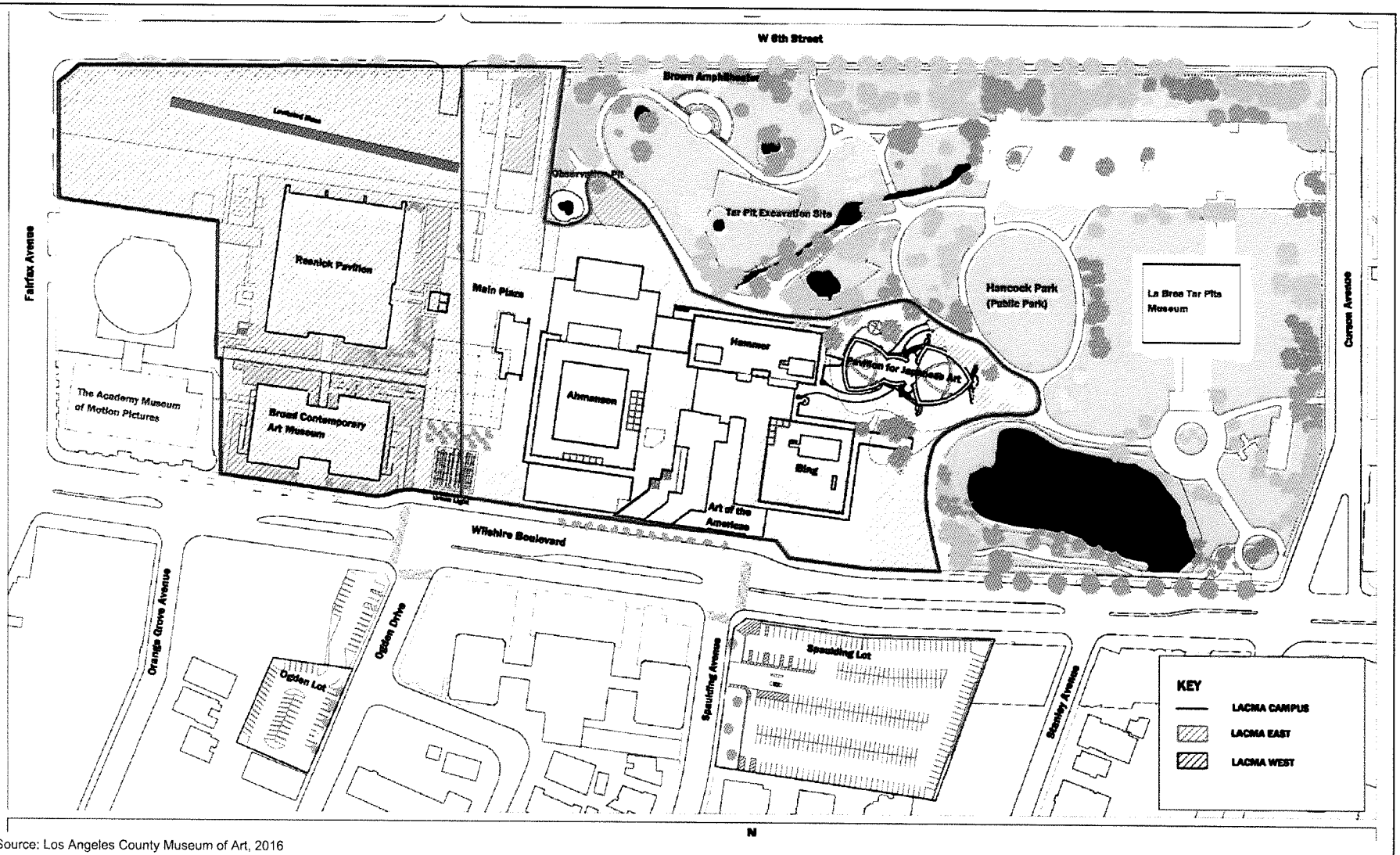
	Yes	No
Transit Usage		X
Transportation Demand Management		X
Existing Active Land Use		X
Previous Land Use		X
Internal Trip		X
Pass-By Trip		X

	Consultant	Developer
Name	Gibson Transportation Consulting, Inc.	Los Angeles County Museum of Art
Address	523 W 6th Street, Suite 1234	5905 Wilshire Boulevard
	Los Angeles, CA 90014	Los Angeles, CA 90036
Phone No.	(213) 683-0088	(323) 857-6055
E-Mail	sdrobis@gibsontrans.com	dvesga@lacma.org

Approved by

Consultant's Representative Date

LADOT Representative 8-9-16 Date

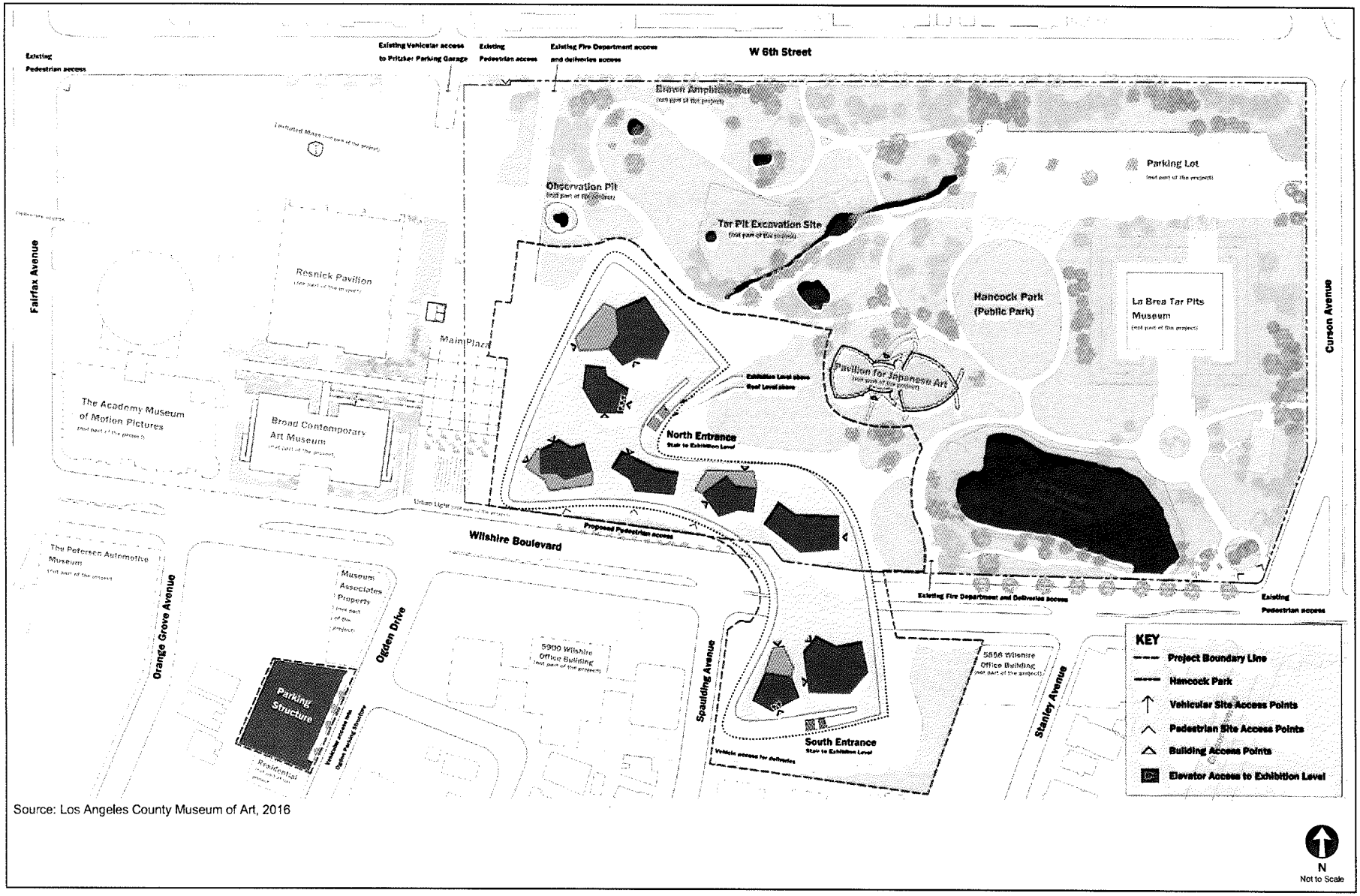


Source: Los Angeles County Museum of Art, 2016

N
Not to Scale

EXISTING LACMA CAMPUS

FIGURE
1A



Source: Los Angeles County Museum of Art, 2016

CONCEPTUAL SITE PLAN

FIGURE 1B

Gibson
transportation consulting, inc.

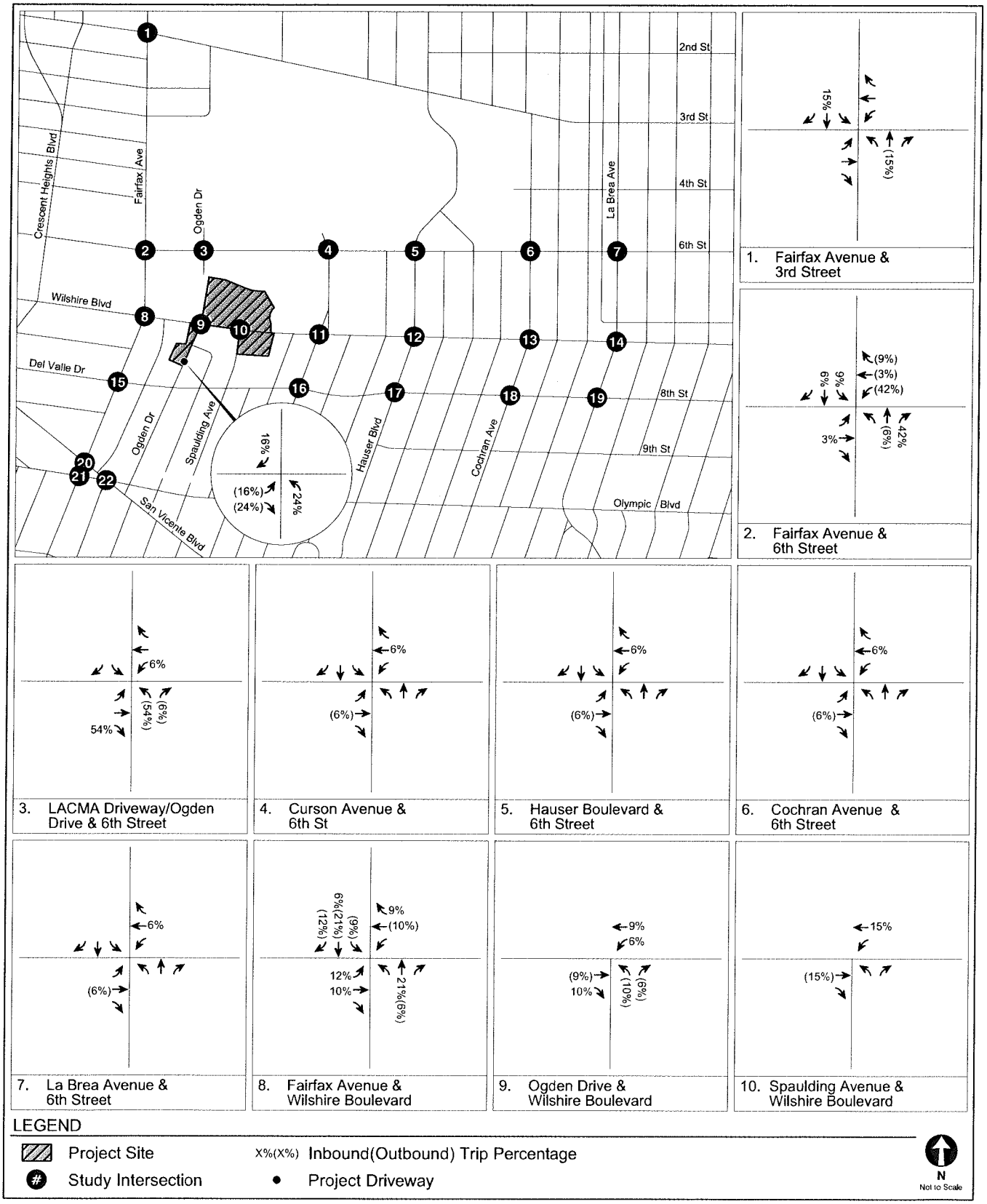


STUDY AREA

FIGURE 2

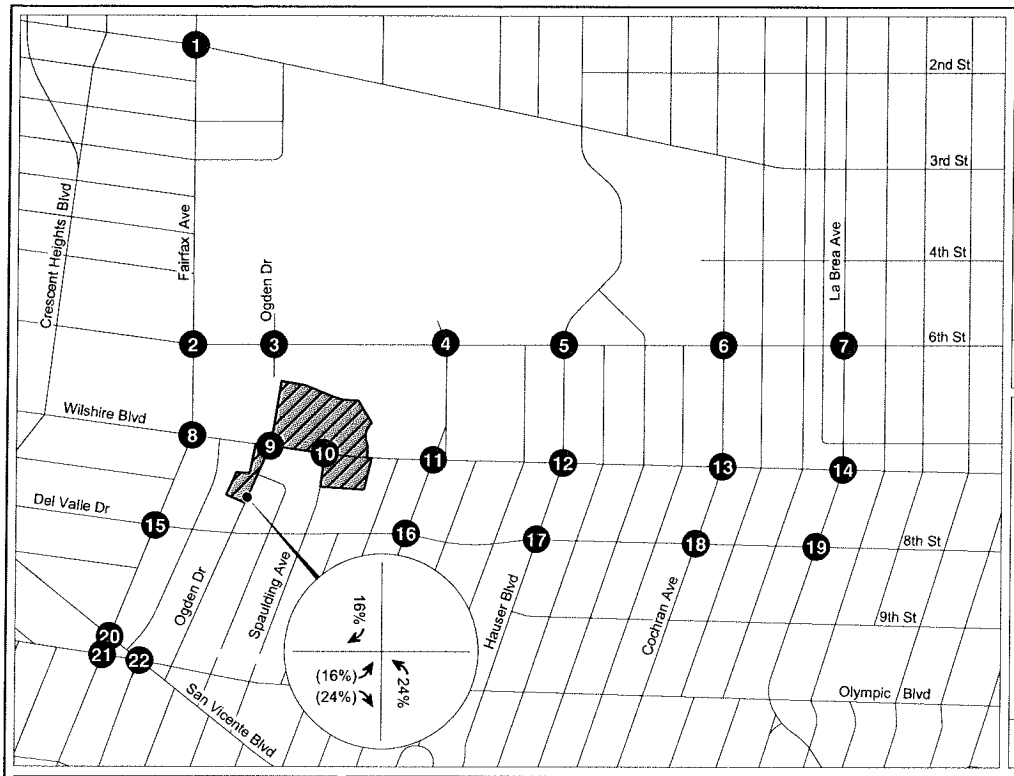
TABLE 1
STUDY INTERSECTIONS

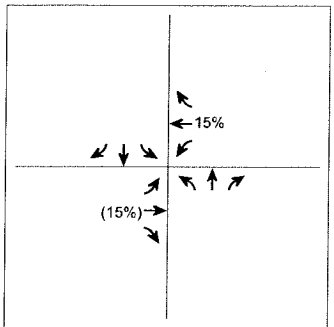
Xtn #	% County	Thomas Guide Page+Grid	N-S/E-W Street Name	City	Signalized	CMP
1.	0	633, B2	Fairfax Avenue & 3rd Street	Los Angeles	**Yes**/No	Yes/**No**
2.	0	633, B2	Fairfax Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
3.	0	633, B2	Ogden Drive/LACMA Driveway & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
4.	0	633, C2	Curson Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
5.	0	633, C2	Hauser Boulevard & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
6.	0	633, D2	Cochran Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
7.	0	633, D2	La Brea Avenue & 6th Street	Los Angeles	**Yes**/No	Yes/**No**
8.	0	633, B2	Fairfax Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
9.	0	633, B2	Ogden Drive & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
10.	0	633, B2	Spaulding Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
11.	0	633, C2	Curson Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
12.	0	633, C2	Hauser Boulevard & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
13.	0	633, D2	Cochran Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	Yes/**No**
14.	0	633, D2	La Brea Avenue & Wilshire Boulevard	Los Angeles	**Yes**/No	**Yes**/No
15.	0	633, B3	Fairfax Avenue & Del Valle Drive/8th Street	Los Angeles	**Yes**/No	Yes/**No**
16.	0	633, C3	Curson Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
17.	0	633, C3	Hauser Boulevard & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
18.	0	633, D3	Cochran Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
19.	0	633, D3	La Brea Avenue & 8th Street	Los Angeles	**Yes**/No	Yes/**No**
20.	0	633, B3	Fairfax Avenue & San Vicente Boulevard	Los Angeles	**Yes**/No	Yes/**No**
21.	0	633, B3	Fairfax Avenue & Olympic Boulevard	Los Angeles	**Yes**/No	Yes/**No**
22.	0	633, B3	San Vicente Boulevard & Olympic Boulevard	Los Angeles	**Yes**/No	Yes/**No**



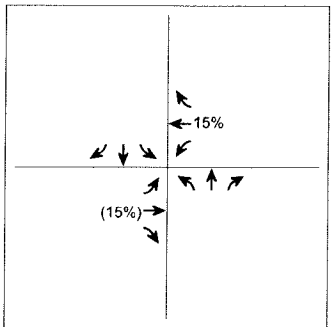
TRIP DISTRIBUTION

FIGURE 3

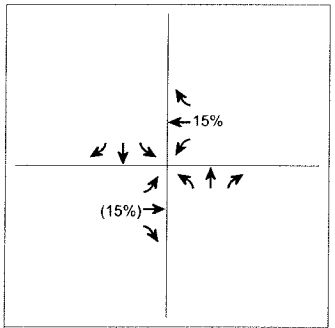




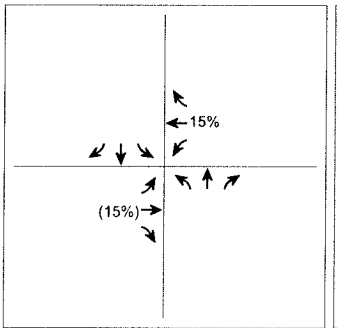
11. Curson Avenue & Wilshire Boulevard



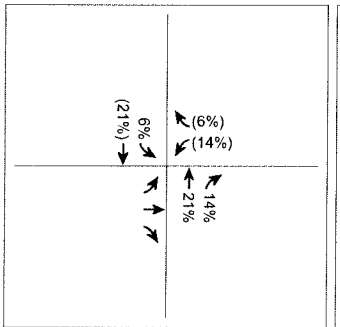
12. Hauser Boulevard & Wilshire Boulevard



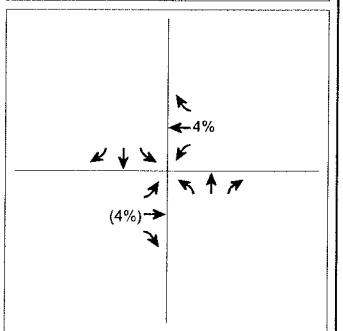
13. Cochran Avenue & Wilshire Boulevard



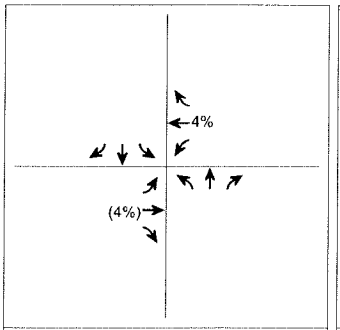
14. La Brea Avenue & Wilshire Boulevard



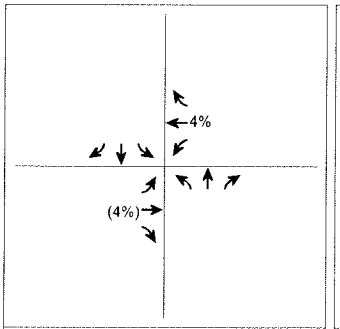
15. Fairfax Avenue & Del Valle Drive/8th Street



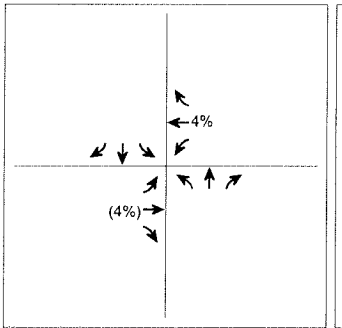
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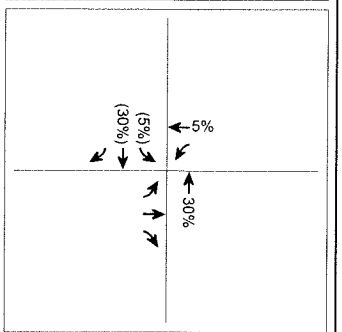
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

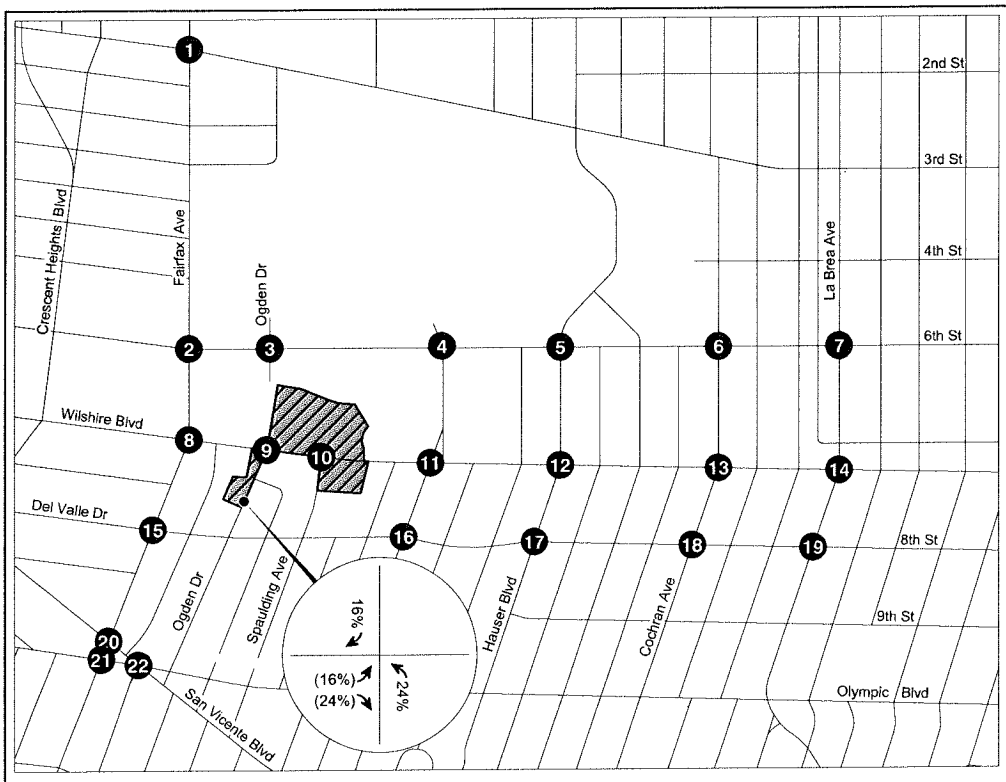
LEGEND

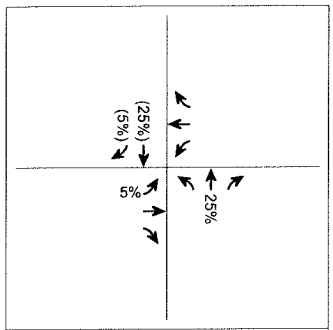
- Project Site
- # Study Intersection
- X%(X%) Inbound(Outbound) Trip Percentage
- • Project Driveway

N
Not to Scale

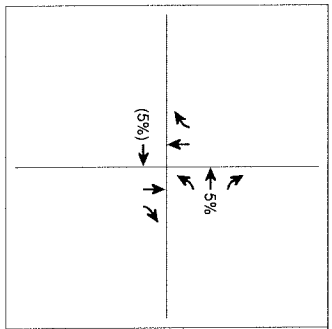
TRIP DISTRIBUTION

FIGURE 3 (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

LEGEND

Project Site
Study Intersection
X%(X%) Inbound(Outbound) Trip Percentage
Project Driveway

N
Not to Scale

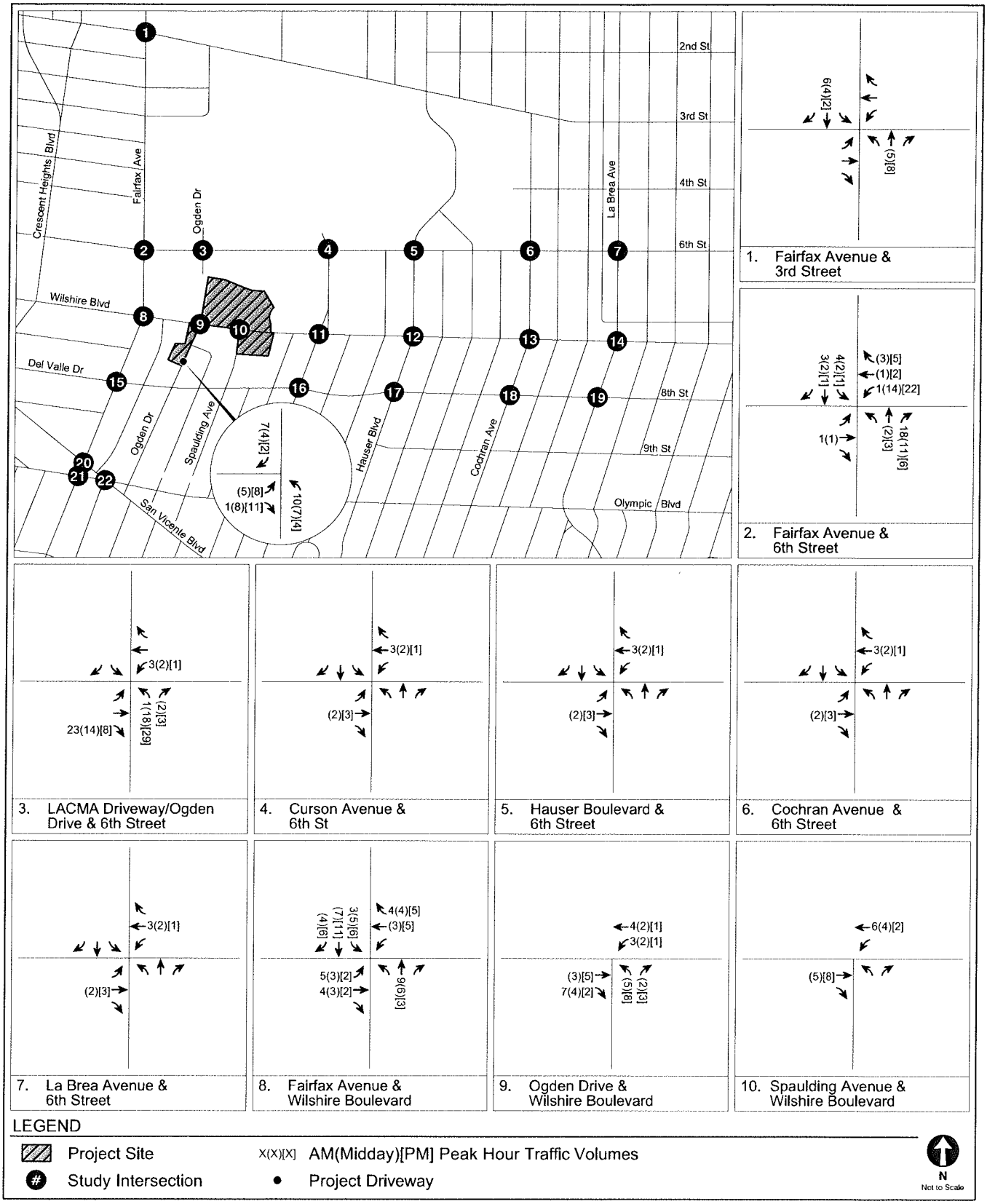
TRIP DISTRIBUTION

FIGURE 3 (CONT.)

TABLE 2
TRIP GENERATION RATES

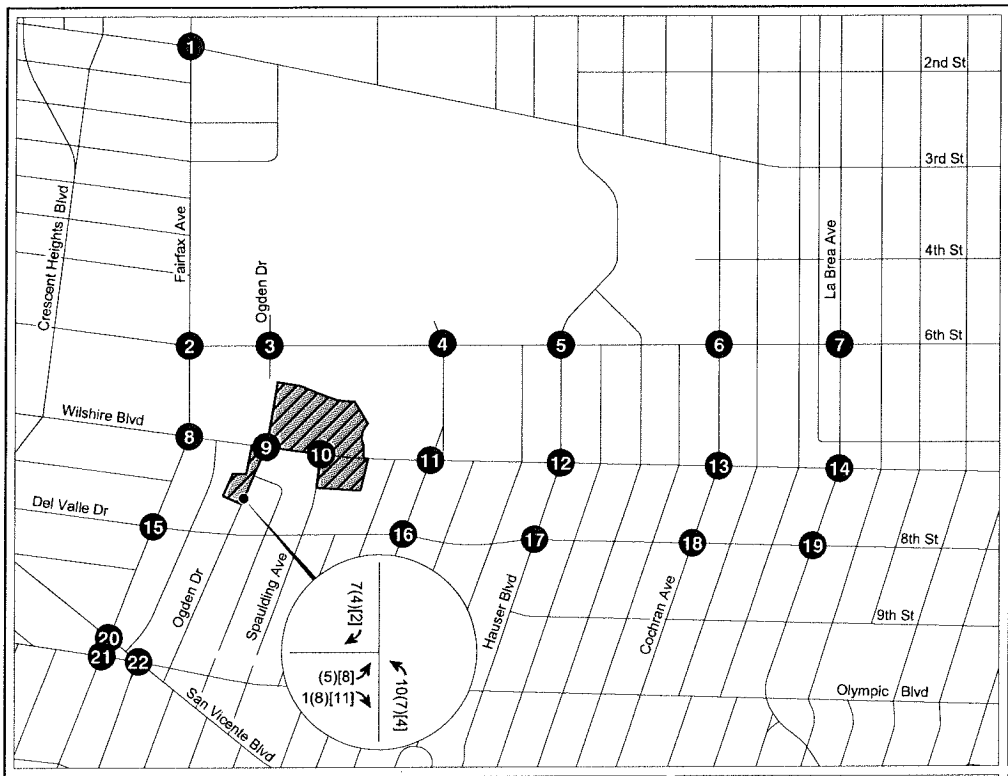
Day	Size	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates [a]											
Typical Weekday	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09
Typical Saturday	per visitor	0.61	--	--	--	46%	54%	0.06	--	--	--
Trip Generation Estimates											
Typical Weekday	750 visitors	668	43	2	45	27	33	60	15	53	68
Typical Saturday	1,250 visitors	763	--	--	--	34	41	75	--	--	--

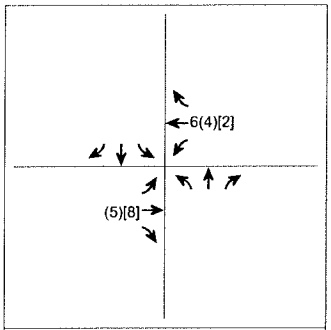
[a] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.



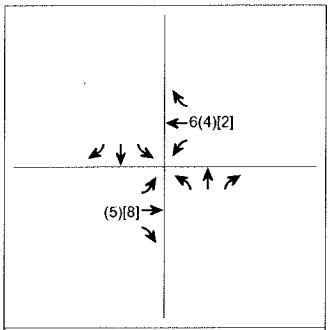
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A

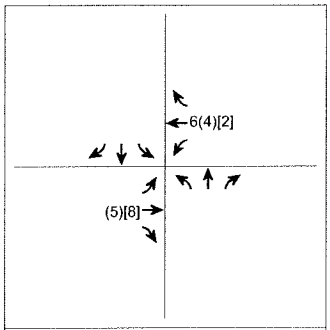




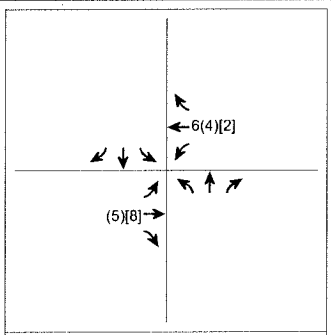
11. Curson Avenue & Wilshire Boulevard



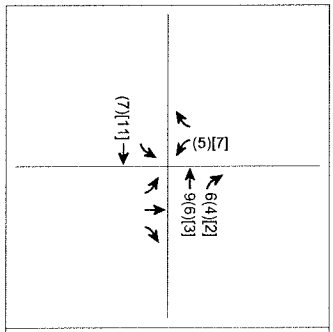
12. Hauser Boulevard & Wilshire Boulevard



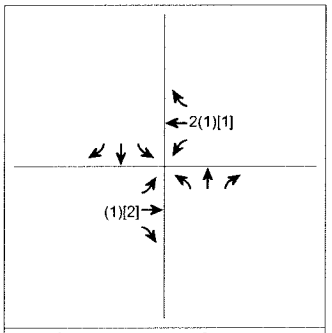
13. Cochran Avenue & Wilshire Boulevard



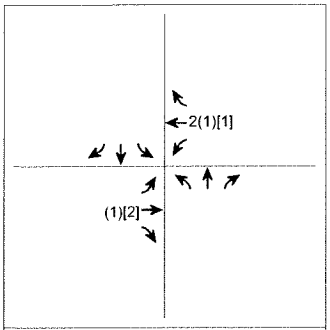
14. La Brea Avenue & Wilshire Boulevard



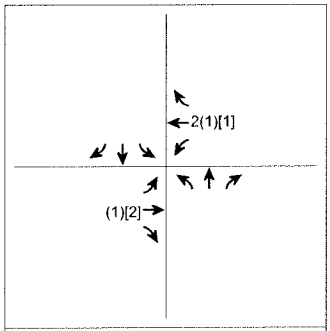
15. Fairfax Avenue & Del Valle Drive/8th Street



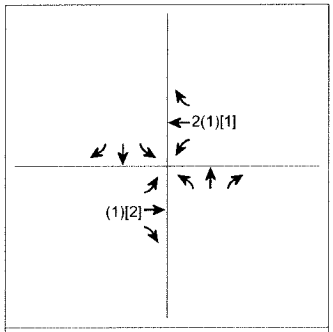
16. Curson Avenue & 8th Street



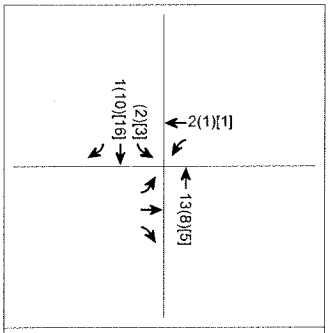
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

LEGEND

- Project Site
- # Study Intersection
- X(X)[X] AM(Midday)[PM] Peak Hour Traffic Volumes
- • Project Driveway

N
Not to Scale

PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A (CONT.)



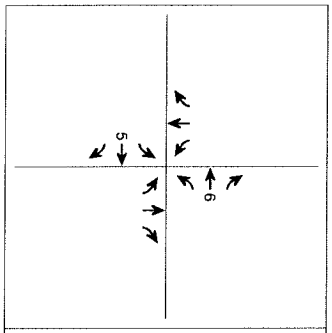
LEGEND

Project Site	X(X)[X]	AM(Midday)[PM] Peak Hour Traffic Volumes	N Not to Scale
# Study Intersection	•	Project Driveway	

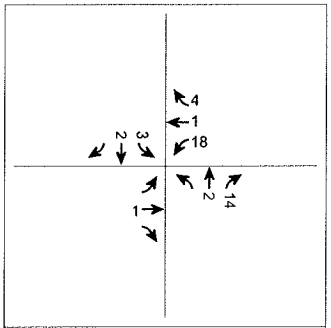
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4A (CONT.)

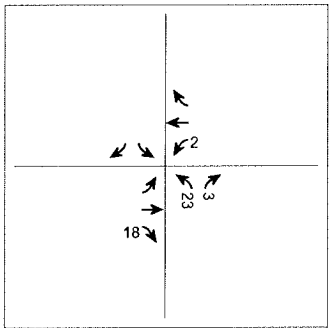




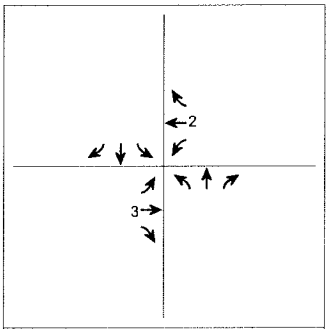
1. Fairfax Avenue & 3rd Street



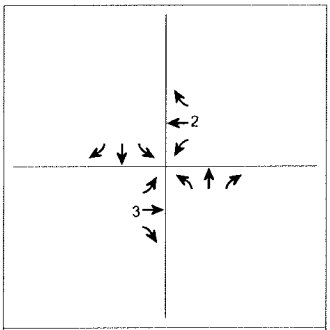
2. Fairfax Avenue & 6th Street



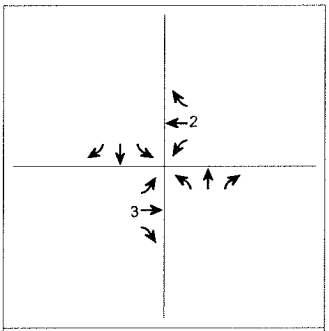
3. LACMA Driveway/Ogden Drive & 6th Street



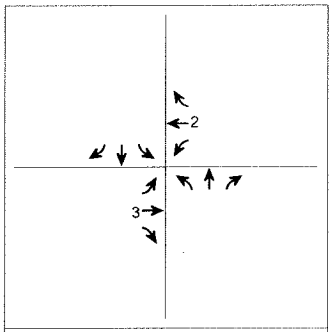
4. Curson Avenue & 6th St



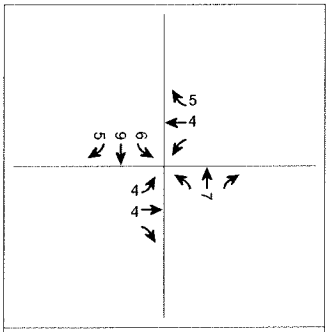
5. Hauser Boulevard & 6th Street



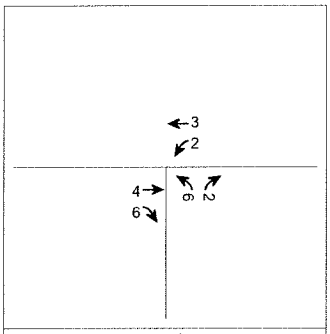
6. Cochran Avenue & 6th Street



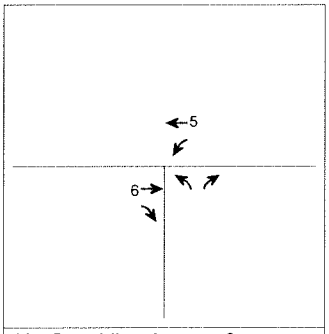
7. La Brea Avenue & 6th Street



8. Fairfax Avenue & Wilshire Boulevard



9. Ogden Drive & Wilshire Boulevard



10. Spaulding Avenue & Wilshire Boulevard

LEGEND

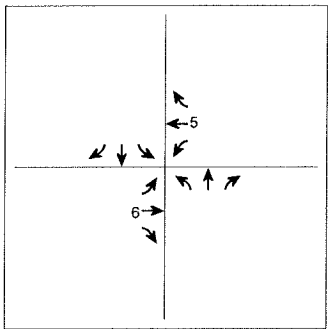
- Project Site
- Study Intersection
- x Midday Peak Hour Traffic Volumes
- • Project Driveway

N
Not to Scale

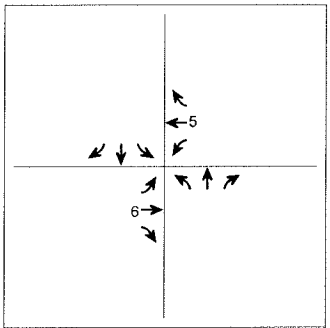
PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B

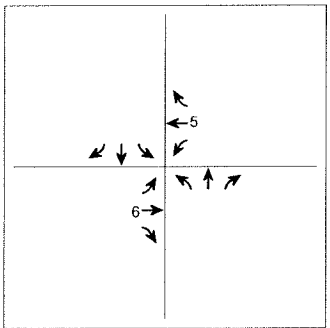




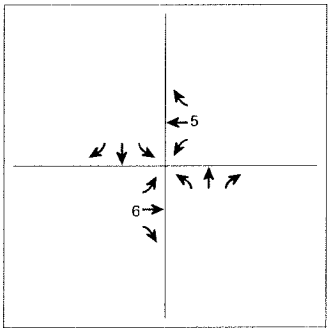
11. Curson Avenue & Wilshire Boulevard



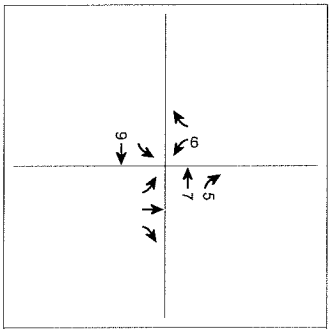
12. Hauser Boulevard & Wilshire Boulevard



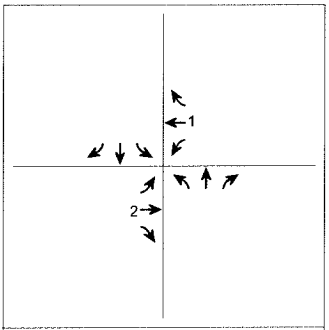
13. Cochran Avenue & Wilshire Boulevard



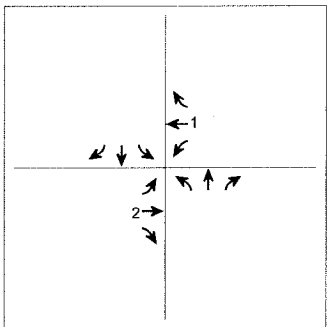
14. La Brea Avenue & Wilshire Boulevard



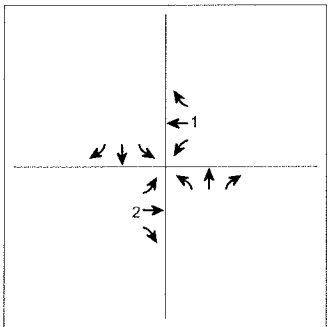
15. Fairfax Avenue & Del Valle Drive/8th Street



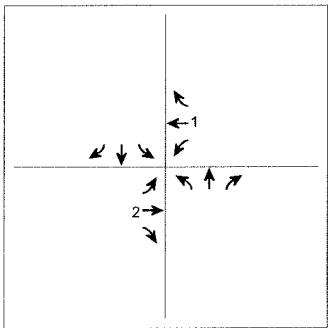
16. Curson Avenue & 8th Street



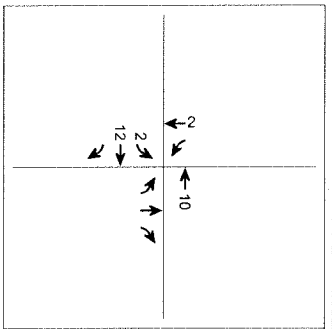
17. Hauser Boulevard & 8th Street



18. Cochran Avenue & 8th Street



19. La Brea Avenue & 8th Street



20. Fairfax Avenue & San Vicente Boulevard

LEGEND

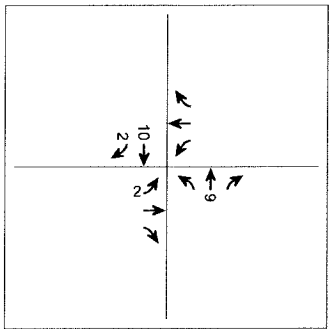
- Project Site
- # Study Intersection
- x Midday Peak Hour Traffic Volumes
- • Project Driveway

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Not to Scale

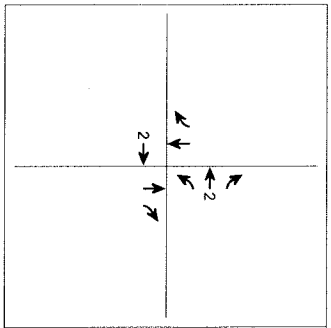
PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)





21. Fairfax Avenue & Olympic Boulevard



22. San Vicente Boulevard & Olympic Boulevard

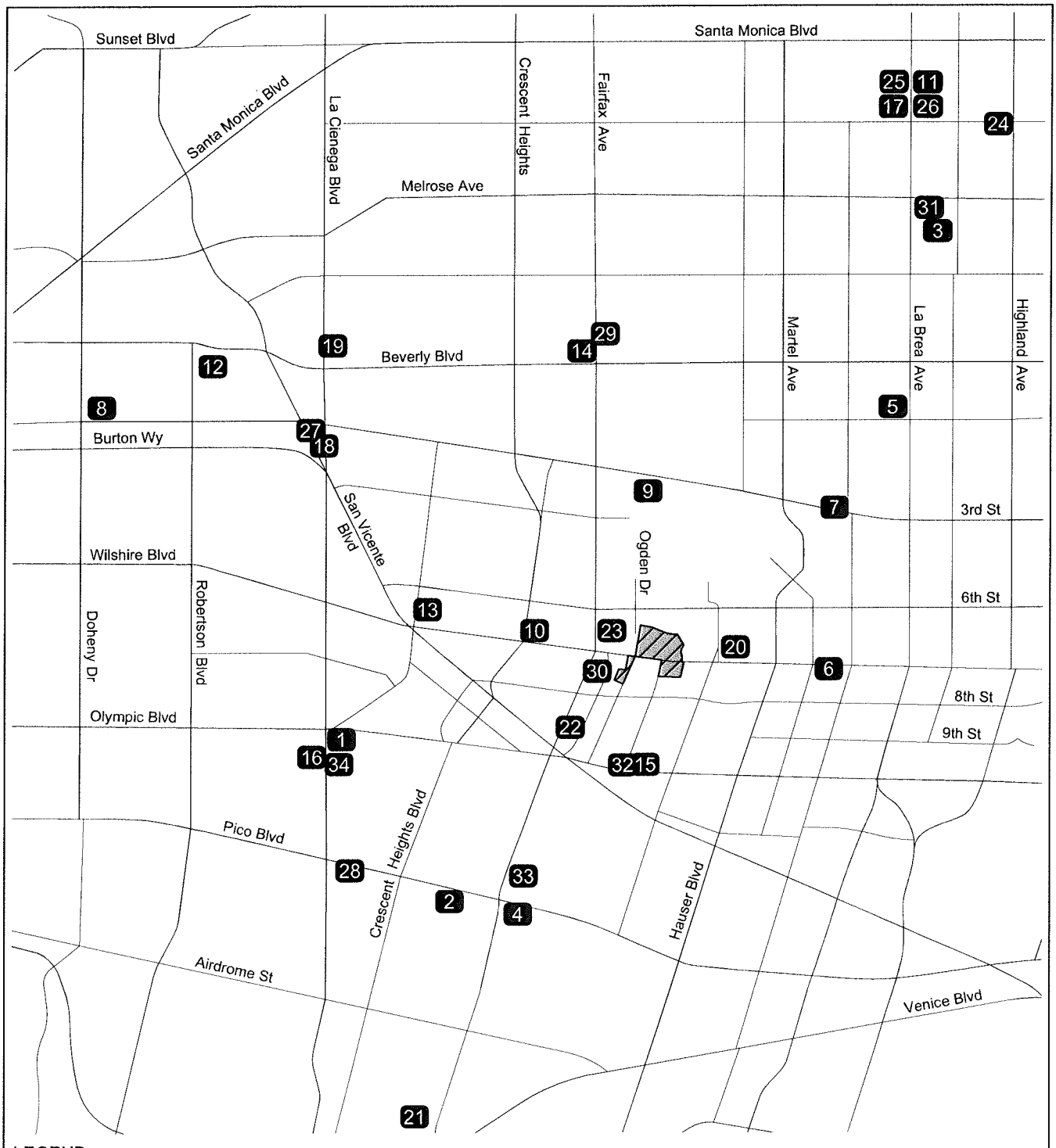
LEGEND

▨	Project Site	x	Midday Peak Hour Traffic Volumes
#	Study Intersection	•	Project Driveway

N
Not to Scale

PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)



LOCATIONS OF RELATED PROJECTS

FIGURE 5

TABLE 3
RELATED PROJECTS

No	Project [a]	Address	Description	Trip Generation													
				Weekday										Saturday			
				Daily	AM Peak Hour			Midday Peak Hour [b]			PM Peak Hour			Daily	Midday Peak Hour		
					Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total
1.	S La Cienega Boulevard Eldercare Facility	1022 S La Cienega Boulevard	183-bed assisted living & 22-unit skilled nursing	242	14	(6)	8	5	13	18	6	16	22	1,669	11	13	24
2.	Apartments	1417 S Hi Point Street	77-unit apartment	460	7	27	34	22	12	34	27	15	42	492	20	20	40
3.	Yeshivath Torath Emeth Acadcemy Expansion	7002 W Clinton Street	120 student Pre-K and 60-chile nursery school	155	20	18	38	9	10	18	11	12	23	70	13	7	20
4.	Mid-City Vons	1430 S Fairfax Avenue	Demo existing supermarket & construct 55,920 sf supermarket	1,838	40	25	65	77	74	150	96	92	188	9,931	20	20	40
5.	La Brea	101 S La Brea Avenue	118-unit condominium, 26,400 sf retail & 3,000 sf restaurant	1,503	5	58	63	52	22	74	65	27	92	2,254	57	49	106
6.	Desmond on Wilshire Apartments	5500 W Wilshire Boulevard	175-unit apartments	842	12	49	64	42	22	64	52	28	80	930	39	38	77
7.	Third Street Mixed-Use Project	5863 W 3rd Street	60-unit apartment & 5,250 sf retail	492	2	25	27	27	10	38	34	13	47	604	25	25	50
8.	Condominium Project	300 S Wetherly Drive	140-unit condominium	270	3	17	20	12	6	18	15	7	22	794	36	30	66
9.	Residential	6298 W 3rd Street	300-unit condominium	(655)	(8)	56	48	(19)	(45)	(62)	(24)	(56)	(77)	1,278	56	48	104
10.	Wilshire & Crescent Heights Mixed-Use	6245 W Wilshire Boulevard	4,200 sf bank, 133-unit apartment, 4-unit condominium & 1,570 sf coffee shop	1,214	29	74	103	26	2	27	32	2	34	873	11	11	22
11.	Mixed-Use - Office/Retail	936 N La Brea Avenue	88,750 sf office & 12,000 sf retail	911	24	5	29	11	30	41	14	37	51	715	45	39	84
12.	Cedars-Sinai Medical Center Project - West Tower	8723 W Alden Drive	100-bed hospital medical building	1,181	79	34	113	38	66	104	47	83	130	814	47	53	100
13.	Mixed-Use	6535 Wilshire Boulevard	21-unit apartment, 57,000 sf office & 6,000 sf retail	786	61	17	78	16	53	69	20	66	86	522	30	29	59
14.	Beverly & Fairfax Mixed-Use	7901 W Beverly Boulevard	71-unit apartment & 11,454 sf retail	493	7	29	36	24	13	37	30	16	46	935	39	39	78
15.	Mixed-Use	5889 W Olympic Boulevard	49-unit apartment & 4,000 sf medical office building	402	9	21	30	17	14	30	21	17	38	349	22	18	40
16.	Temple Beth Am Private School - Pressman Academy	1055 S La Cienega Boulevard	38-student early childhood & 120-student day school	423	75	58	133	37	43	80	46	54	100	62	11	6	17
17.	La Brea Gateway	915 N La Brea Avenue	33,500 sf supermarket & 179-unit apartment	2,615	5	86	91	126	72	198	158	90	248	7,649	48	48	96
18.	375 Luxe	375 S La Cienega Boulevard	125-unit apartment & 7,900 sf retail	168	8	47	55	27	9	36	34	11	45	1,131	47	46	93
19.	Mixed-Use	316 N La Cienega Boulevard	45-unit apartment & 3,680 sf retail	602	41	53	94	25	18	42	31	22	53	730	38	37	75
20.	Office - Museum Square	5757 Wilshire Boulevard	254,000 sf office	1,388	201	27	228	33	161	194	41	201	242	628	68	57	125
21.	Venice Fairfax Residential Project	5930 W Sawyer Street	60-unit single family detached housing	584	11	35	46	31	18	50	39	23	62	595	30	26	56
22.	Shalhevet School & Alliance Residential Project	910 S Fairfax Avenue	63-student increase, 141-unit apartment & 4,640 sf retail/restaurant	1,057	45	73	118	46	28	74	58	35	93	962	40	39	79
23.	Academy Museum of Motion Pictures	6067 W Wilshire Boulevard	5,000-visitor museum, 135 employees, 5,000 store & 4,000 sf café	2,693	113	12	126	45	209	254	56	261	317	2,693	248	172	420
24.	Starbucks with Drive-Thru	859 N Highland Avenue	806 sf coffee/donut shop with drive-thru	330	21	20	41	7	7	14	9	9	18	-	34	34	68
25.	925 La Brea Avenue	925 N La Brea Avenue	17,000 sf shopping center & 53,000 sf office	735	58	11	69	19	49	68	24	61	85	979	55	50	105
26.	904-932 N La Brea Mixed-Use	904 N La Brea Avenue	169-unit apartment & 40,000 sf retail	2,072	25	68	93	66	82	149	83	103	186	3,079	144	137	281
27.	Caruso Affiliated	333 S La Cienega Boulevard	162-unit apartment, 27,000 sf supermarket & 3,560 sf restaurant	2,020	35	71	106	91	62	153	114	77	191	6,394	216	206	422
28.	Mixed-Use	6132 W Pico Boulevard	100-unit apartment & 14,000 sf retail	807	5	34	39	38	24	62	47	30	77	1,339	61	58	119
29.	Jewish Family Service	320 N Fairfax Avenue	28,341 sf office	276	28	9	37	3	17	20	4	21	25	70	6	6	12
30.	Petersen Automotive Museum	6060 W Wilshire Boulevard	15,000 sf of new display space	-	3	1	4	0	2	2	0	3	3	-	7	3	10
31.	Melrose Crossing Mixed Use	7000 W Melrose Avenue	40-unit apartment & 7,565 sf retail	334	4	17	21	16	10	26	20	12	32	634	30	27	57
32.	Apartments	5891 W Olympic Boulevard	49-unit apartment	326	5	20	25	16	8	24	20	10	30	313	13	12	25
33.	Apartments	1329 S Orange Grove Avenue	61-unit apartment	304	4	19	23	14	8	22	18	10	28	390	16	16	32
34.	Amoroso Apartments	1056 La Cienega Boulevard	90-unit apartment	477	0	32	32	24	10	34	30	12	42	575	24	23	47

[a] Related Project and trip generation information provided by LADOT in May 2016.
[b] Based on a comparison of traffic count data, the midday peak hour trip generation estimates were assumed to be 80% of the PM peak hour trip generation estimates.

TABLE 4
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2016)

Freeway Segment	Direction	Number of Lanes	Capacity [a]	Project Traffic	Percent of Capacity	Meets Screening Criteria? [b]
AM Peak Hour						
I-10 between La Cienega Boulevard and Fairfax Avenue	EB WB	4 4	8,000 8,000	5 1	0.1% 0.0%	NO NO
I-10 between Fairfax Avenue and La Brea Avenue	EB WB	4 4	8,000 8,000	1 6	0.0% 0.1%	NO NO
PM Peak Hour						
I-10 between La Cienega Boulevard and Fairfax Avenue	EB WB	4 4	8,000 8,000	2 6	0.0% 0.1%	NO NO
I-10 between Fairfax Avenue and La Brea Avenue	EB WB	4 4	8,000 8,000	7 2	0.1% 0.0%	NO NO

Notes

[a] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

[b] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (City of Los Angeles and Caltrans, 2015), a project must work with Caltrans and prepare a Freeway Impact Analysis that meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on a lane capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on a lane capacity of 2,000 vehicles per hour per lane).

TABLE 5
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2016)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Project Traffic	Percent of Capacity	Meets Screening Criteria? [b]
I-10 Eastbound Off-Ramp to Fairfax Avenue	AM	1	850	5	0.6%	NO
	PM	1	850	2	0.2%	NO
I-10 Westbound Off-ramp to Washington Boulevard/Fairfax Avenue	AM	1	850	6	0.7%	NO
	PM	1	850	2	0.2%	NO

Notes

[a] Off-ramp lane capacity is 850 vehicles per hour per lane based on specifications in the screening criteria.

[b] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (City of Los Angeles and Caltrans, 2015), a project must work with Caltrans and prepare a Freeway Impact Analysis that meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway off-ramp operating at LOS E or F (based on a lane capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway off-ramp operating at LOS D (based on a lane capacity of 850 vehicles per hour per lane).

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

This Memorandum of Understanding (MOU) acknowledges Los Angeles County Department of Public Works, Traffic and Lighting Division (TLD) requirements of traffic impact analysis for the project and is subject to change:

Project Address:	5905 Wilshire Boulevard, Los Angeles, CA 90036		
Project Description:	The proposed 368,300 gross square-foot Project would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet. With the overall reduction in square footage, the improvements are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance immediately following the opening of the Project. In addition, a new parking facility providing approximately 260 parking spaces would be constructed southwest of the intersection of Ogden Drive & Wilshire Boulevard on and would replace the existing Spaulding Lot. Up to 300 full-time equivalent employees would be relocated off-site once construction of the Project commences. ***(See Figure 1A and 1B)***		
City:	Los Angeles		
Project Build-out Year:	2023	**Notice of Preparation/Start of Env. Analysis:**	2016
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Fairfax Avenue		
Xtn E/W Street Name:	Wilshire Boulevard		
Thomas Guide Pg+Grid:	633,B2	**Los Angeles County Supervisorial District:**	3

	Consultant	**Developer**
Company:	Gibson Transportation Consulting	Los Angeles County Museum of Art
Name:	Sarah Drobis	Diana Vesga
Address:	523 W 6th Street Suite 1234	5905 Wilshire Boulevard
City, State, Zip Code:	Los Angeles, CA 90014	Los Angeles, CA 90036
Phone #:	(213) 683-0088	(323) 857-6055
Fax #:	(213) 683-0033	(213) 261-9886
Email:	sdrobis@gibsontrans.com	dvesga@lacma.org

For General Questions, please contact Traffic Studies Section at (626) 300-4740

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

By:		**Reviewed By:**	
Print Name:		**Print Name:**	
Phone:		**Phone:**	
Email:		**Email:**	
Consultant/Developer's Representative	**Date**	**TLD's Representative**	**Date**

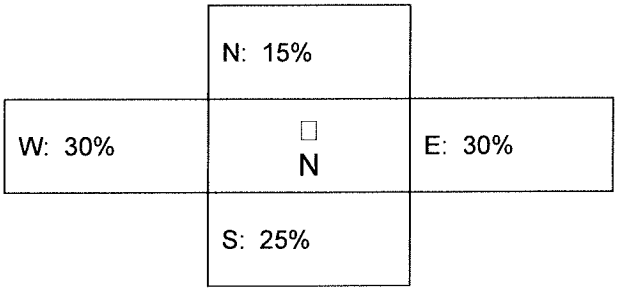
For General Questions, please contact Traffic Studies Section at (626) 300-4740

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

1. Traffic Distribution: Figure(s) illustrating project trip distribution in percentages and volumes at the studied intersections analyzed. ***(See Figure 3)***



Trip Credit/Reduction: Exact amount of credit subject to approval by TLD.

Existing Active Land Use Credit	Yes/**no**	
Previous Land Use Credit	Yes/**no**	
Internal Trip Reduction	Yes/**no**	
Retail Pass-by Trip Reduction (10%)	Yes/**no**	

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

2. Trip Generation ***(See Table 2 and Figures 4A-4B)***

Trip Generation Rate(s) Source: ITE Trip Generation	I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:		

	Land Use Description (Code)	Trip Generation Source	*AVTE vs.	Quantity	Daily Trips Generated	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out

* - Average Vehicle Trip Ends.

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

3. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study. ***(See Table 1 and Figure 2)***

Xtn #	Jurisdictional Split	Thomas Guide Page+Grid	N/S and E/W Street Names	Signalized	CMP
1				Yes/no	Yes/no
2				Yes/no	Yes/no
3				Yes/no	Yes/no
4				Yes/no	Yes/no
5				Yes/no	Yes/no
6				Yes/no	Yes/no
7				Yes/no	Yes/no
8				Yes/no	Yes/no
9				Yes/no	Yes/no
10				Yes/no	Yes/no

For General Questions, please contact Traffic Studies Section at (626) 300-4740

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

4. Related Projects: Project Consultant shall consultant with Los Angeles County Department of Regional Planning and planning departments of adjoining Cities to identify planned development in the vicinity of the project site. ***(See Table 3 and Figure 4)***

5. Congested Management Program (CMP): Project Consultant shall conduct CMP analysis in accordance with the County's Traffic Impact Analysis Report Guidelines. ***(to be provided in Traffic Study)***

6. Freeway Analysis: Project Consultant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002). If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using the County of Los Angeles' CMP Land Use Analysis Guidelines. ***(See Tables 4 and 5 for City of LA/Caltrans Screening Process)***

7. Site Access Analysis: Project's in rural areas shall conduct a site access analysis in accordance with the County's Access Management for Private Developments Guidelines Manual. All schools, waste/recycling collection or other projects as determined by TLD shall conduct a queuing analysis to ensure queues do not spill-over onto County roads. For schools, provide boundary map and information on neighboring schools including day care facilities. The traffic study will also document pick-up and drop-off procedures.

8. Other Instructions:

Traffic counts may be conducted immediately per the following:
• Must be taken on Tuesdays, Wednesdays or Thursdays.
• Must exclude holidays, and the first weekdays before and after the holiday.
• Must be taken on days when local schools or colleges are in session.
• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
• Traffic counts used for other traffic studies in the area shall **NOT** be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
For all proposed mitigation measures to address project specific impacts, the project shall include conceptual plans for the improvements in the traffic study which shall be made part of the review and approval of the traffic study. All proposed improvements shall be within public the right-of-way.

By:_____
Date:_____

SCOPING FOR TRAFFIC STUDY

Project Name:	Building for the Permanent Collection at LACMA

For all proposed mitigation measures to address cumulative impacts, the project shall include conceptual plans and cost estimates for the improvements in the traffic study which shall be made part of the review and approval of the traffic study.

Unless otherwise approved by TLD, level-of-service analysis shall be performed based on the following scenarios:

(a) Traffic conditions in the vicinity of the project as they exist at the time the notice of preparation (NOP) is published, or if no NOP is published, at the time environmental analysis is commenced;

(b) Traffic in (a) plus project traffic;

(c) Traffic in (b) with the proposed mitigation measures (if necessary);

(d) Traffic in (b) plus the cumulative traffic that includes project and other known developments at the time the notice of preparation (NOP) is published, or if no NOP is published, at the time environmental analysis is commenced; and

(e) Traffic in (d) with the proposed mitigation measures (if necessary).

Any required Traffic Index calculations shall be prepared in accordance with the latest version of the Caltrans Highway Design Manual

By:_____
Date:_____

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION
APPLICATION FOR ENVIRONMENTAL IMPACT REPORT
TRAFFIC STUDY REVIEW SERVICES, ORDINANCE NO. 91-0101

Road Fund No:	B03	Revenue Source	9254	Program No:	R297

Department Receipt No.:		**Date:**	
Project No.:	T4000300	**Studies No.:**	
Project Name:			
Applicant/Engineer:		**Telephone No.:**	
Company:		**Fax No.:**	
Address:			
City, State:		**Zip:**	

The traffic study (TS), required as part of the environmental review process, has been received. **Before a traffic study review can begin, the indicated fee must be paid to this Department.** The fee may be paid in person or mailed to:

In Person	By Mail
Cashier, Mezzanine Level (626) 458-6399 **Los Angeles County Department of Public Works** **900 South Fremont Avenue** **Alhambra, CA 91803-1331**	**Cashier, Mezzanine Level** **Los Angeles County Department of Public Works** **P.O. Box 1460** **Alhambra, CA 91802-1460**

Please **return this form** along with your payment to insure proper credit to your account. Make check payable to the **Los Angeles County Department of Public Works.**

TS review fees are based on the number of Average Daily Trips (ADT's) generated by the project as follows:

ADT's		**FEE (Effective March 1, 2016)*	
1 - 1,000		**$1,760**	
1,001 - 5,000		**$3,520**	
5,001 - 10,000		**$4,401**	
10,001 and over		**$5,280**	
ADT For This Project:		Fee:	

* For additional information, go to http://planning.lacounty.gov/
** Additional fee is required for additional traffic conditions/phases

Cashier, upon processing of payment, please notify: _____
TLD Representative Email

Updated 03/20/14

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION
APPLICATION FOR ENVIRONMENTAL IMPACT REPORT
TRAFFIC STUDY REVIEW SERVICES, ORDINANCE NO. 9940001

FOR PROJECTS IN MARINA DEL REY ONLY

Road Fund No:	B03	Revenue Source	9254	Program No:	R297

Department Receipt No.:		**Date:**	
Project No.:	T9420071	**Studies No.:**	
Project Name:			
Applicant/Engineer:		**Telephone No.:**	
Company:		**Fax No.:**	
Address:			
City, State:		**Zip:**	

The traffic study (TS), required as part of the environmental review process, has been received. **Before a traffic study review can begin, the indicated fee must be paid to this Department.** The fee may be paid in person or mailed to:

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** Additional fee is required for additional traffic conditions/phases

Cashier, upon processing of payment, please notify: _____
TLD Representative Email

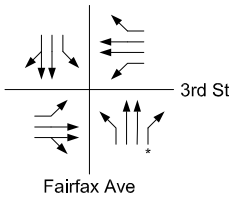
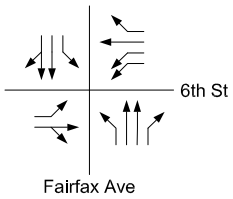
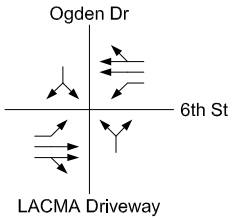
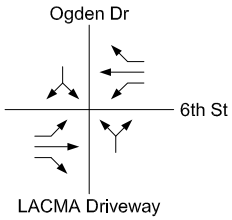
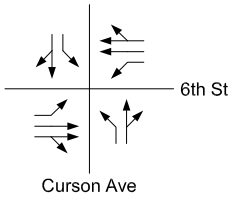
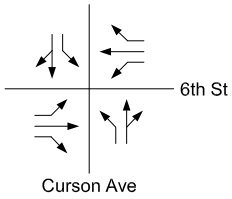
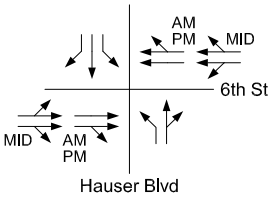
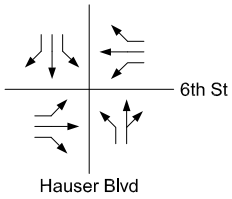
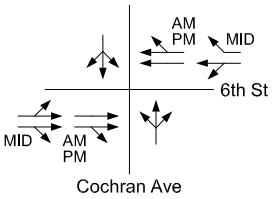
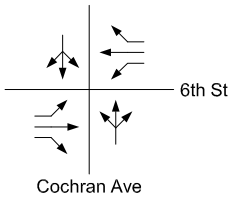
Updated 03/20/14

Appendix C

Intersection Lane Configurations

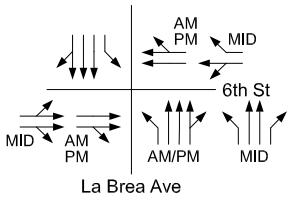
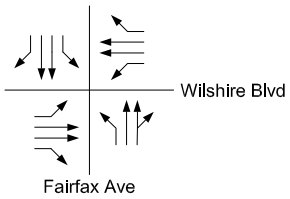
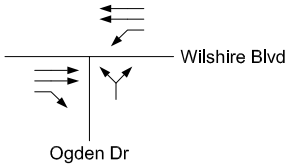
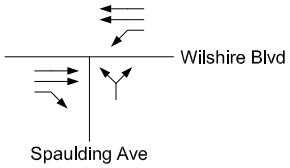
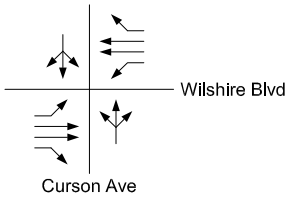
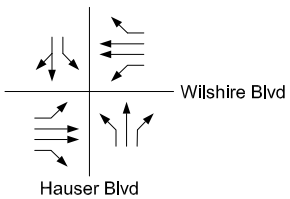
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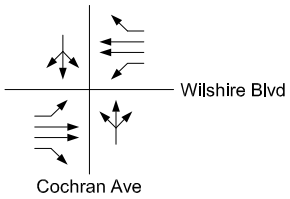
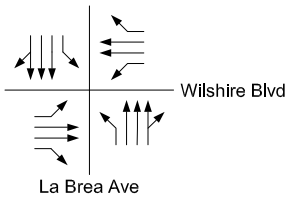
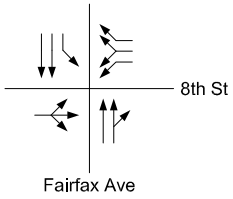
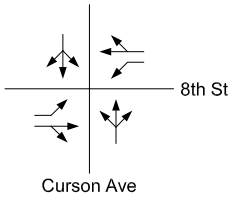
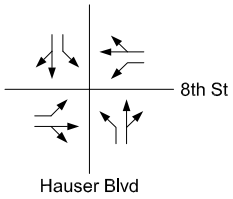
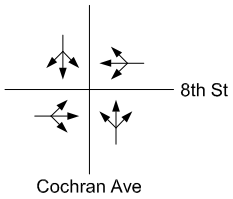
* Functional Right-turn

	EXISTING CONDITIONS (YEAR 2016)	FUTURE CONDITIONS (YEAR 2023)
1. Fairfax Avenue & 3rd Street		Same as Existing Conditions
2. Fairfax Avenue & 6th Street		Same as Existing Conditions
3. LACMA Driveway/ Ogden Drive & 6th Street		
4. Curson Avenue & 6th Street		
5. Hauser Boulevard & 6th Street		
6. Cochran Avenue & 6th Street		

INTERSECTION LANE CONFIGURATIONS

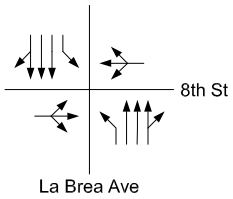
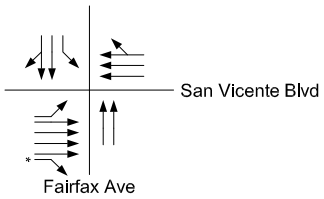
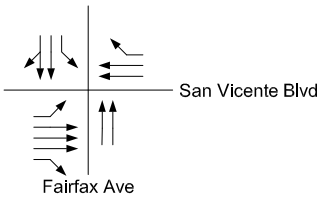
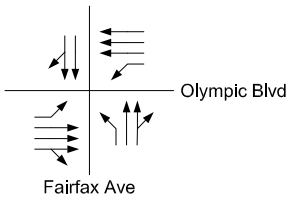
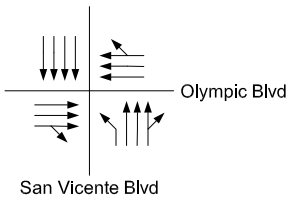
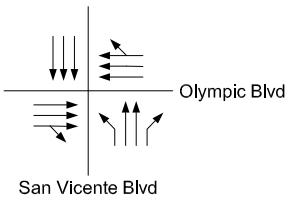
APPENDIX C

	EXISTING CONDITIONS (YEAR 2016)	FUTURE CONDITIONS (YEAR 2023)
7. La Brea Avenue & 6th Street		Same as Existing Conditions
8. Fairfax Avenue & Wilshire Boulevard		Same as Existing Conditions
9. Ogden Drive & Wilshire Boulevard		Same as Existing Conditions
10. Spaulding Avenue & Wilshire Boulevard		Same as Existing Conditions
11. Curson Avenue & Wilshire Boulevard		Same as Existing Conditions
12. Hauser Boulevard & Wilshire Boulevard		Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2016)	FUTURE CONDITIONS (YEAR 2023)
13. Cochran Avenue & Wilshire Boulevard		Same as Existing Conditions
14. La Brea Avenue & Wilshire Boulevard		Same as Existing Conditions
15. Fairfax Avenue & Del Valle Drive/8th Street		Same as Existing Conditions
16. Curson Avenue & 8th Street		Same as Existing Conditions
17. Hauser Boulevard & 8th Street		Same as Existing Conditions
18. Cochran Avenue & 8th Street		Same as Existing Conditions

LEGEND

* Functional Right-turn

	EXISTING CONDITIONS (YEAR 2016)	FUTURE CONDITIONS (YEAR 2023)
19. La Brea Avenue & 8th Street		Same as Existing Conditions
20. Fairfax Avenue & San Vicente Boulevard		
21. Fairfax Avenue & Olympic Boulevard		Same as Existing Conditions
22. San Vicente Boulevard & Olympic Boulevard		

Appendix D

Turning Movement Counts

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fairfax Ave

East/West 3rd St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	61	78	52	61
BIKES	34	35	13	24
BUSES	77	82	86	89

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	265	7.45	349	8.15	173	8.00	391	8.15
PM PK 15 MIN	265	16.45	320	16.15	317	16.00	264	15.30
AM PK HOUR	973	7.30	1282	8.00	656	8.45	1481	8.00
PM PK HOUR	1030	16.00	1198	15.30	1191	16.00	974	15.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	707	63	831
8-9	67	748	84	899
9-10	75	720	71	866
15-16	73	760	94	927
16-17	64	852	114	1030
17-18	74	777	108	959
TOTAL	414	4564	534	5512

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	80	871	72	1023
8-9	117	1062	103	1282
9-10	116	958	102	1176
15-16	178	859	138	1175
16-17	178	798	133	1109
17-18	190	840	138	1168
TOTAL	859	5388	686	6933

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1854	0	0	0	0
2181	0	0	0	0
2042	0	0	0	0
2102	261	0	251	2
2139	228	0	346	2
2127	193	0	315	0
12445	682	0	912	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	374	26	467
8-9	109	513	32	654
9-10	112	471	61	644
15-16	152	879	57	1088
16-17	189	939	63	1191
17-18	171	819	65	1055
TOTAL	800	3995	304	5099

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	121	833	140	1094
8-9	185	1168	128	1481
9-10	155	927	124	1206
15-16	140	659	170	969
16-17	144	611	194	949
17-18	134	635	166	935
TOTAL	879	4833	922	6634

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1561	0	0	0	0
2135	0	0	0	0
1850	0	0	0	0
2057	237	0	498	2
2140	257	0	489	2
1990	237	0	463	0
11733	731	0	1450	4

ITM Peak Hour Summary

Prepared by:

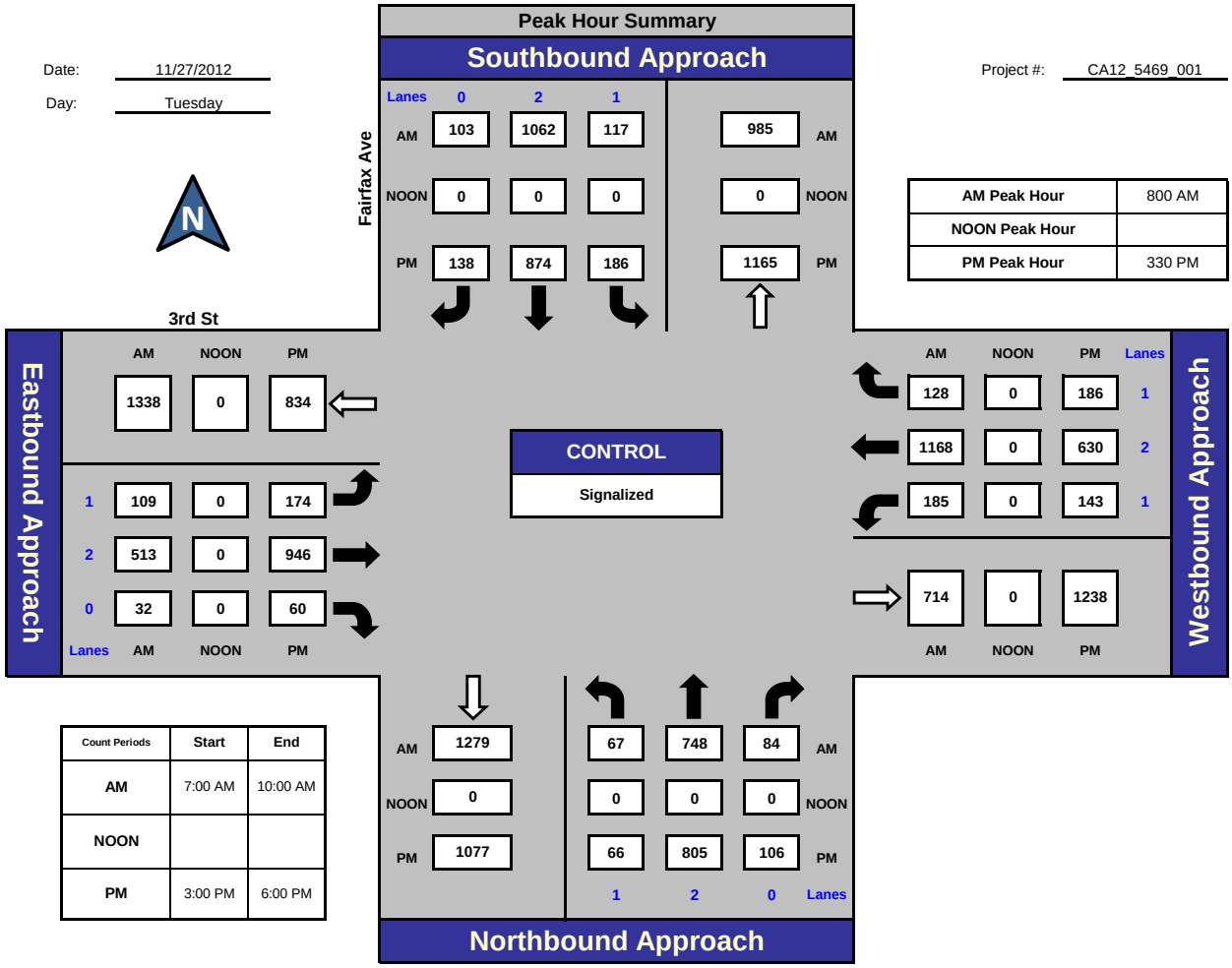
National Data & Surveying Services

Fairfax Ave and 3rd St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

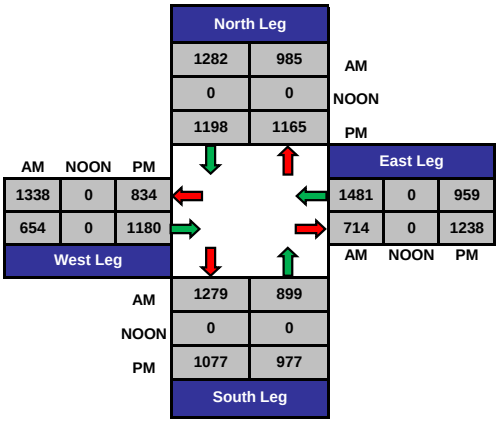
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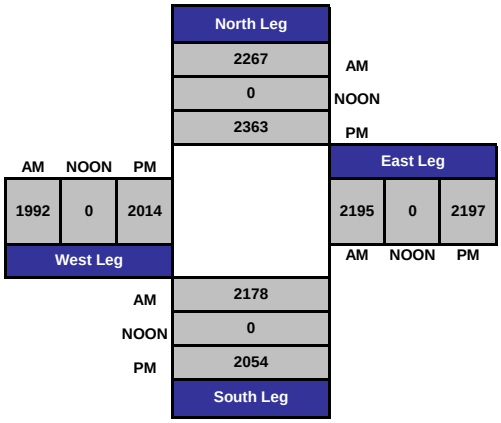
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	330 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



WILTEC

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

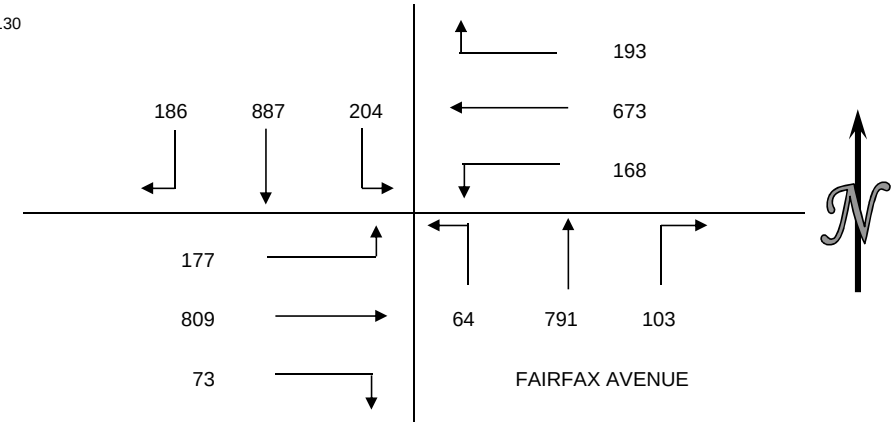
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: TUESDAY OCTOBER 23, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W 3RD STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	35	204	42	38	154	46	22	181	29	13	167	53	984
1215-1230	51	190	39	40	178	58	22	191	23	19	160	54	1025
1230-1245	50	220	49	50	146	34	24	213	8	20	191	40	1045
1245-100	41	230	54	51	184	41	30	177	21	15	202	38	1084
100-115	50	215	58	45	153	43	26	201	20	15	215	52	1093
115-130	45	222	43	47	190	50	23	200	15	23	201	47	1106
130-145	38	208	47	36	167	51	22	176	21	20	205	42	1033
145-200	31	214	38	40	152	45	21	168	23	21	215	37	1005
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	177	844	184	179	662	179	98	762	81	67	720	185	4138
1215-115	192	855	200	186	661	176	102	782	72	69	768	184	4247
1230-130	186	887	204	193	673	168	103	791	64	73	809	177	4328
1245-145	174	875	202	179	694	185	101	754	77	73	823	179	4316
100-200	164	859	186	168	662	189	92	745	79	79	836	178	4237

MD PEAK HOUR: 1230-130



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	43	67	17	18	145
1215-1230	65	87	51	32	235
1230-1245	59	85	69	42	255
1245-100	38	93	40	34	205
100-115	72	97	43	53	265
115-130	79	84	39	44	246
130-145	62	109	72	56	299
145-200	52	83	56	19	210
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	205	332	177	126	840
1215-115	234	362	203	161	960
1230-130	248	359	191	173	971
1245-145	251	383	194	187	1015
100-200	265	373	210	172	1020

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	2	0	3	5
1215-1230	3	0	1	5	9
1230-1245	1	0	0	0	1
1245-100	2	0	2	4	8
100-115	2	1	1	2	6
115-130	0	0	0	0	0
130-145	0	0	1	0	1
145-200	1	8	0	4	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	6	2	3	12	23
1215-115	8	1	4	11	24
1230-130	5	1	3	6	15
1245-145	4	1	4	6	15
100-200	3	9	2	6	20

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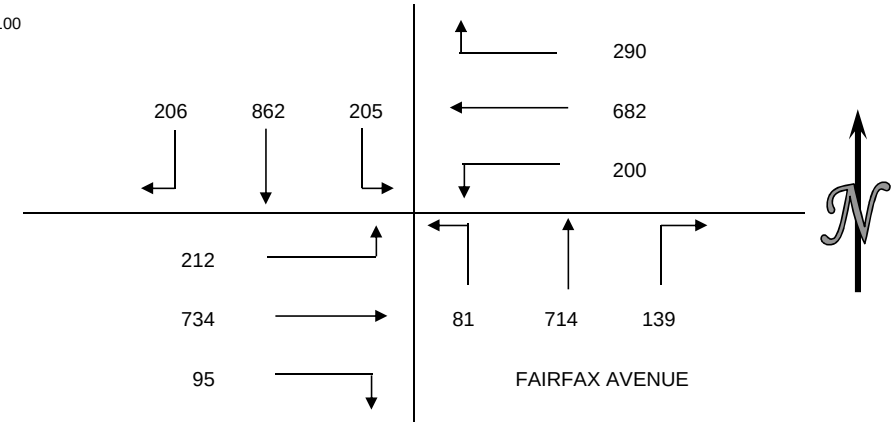
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY OCTOBER 20, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	FAIRFAX AVENUE
	E/W	3RD STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	44	225	48	82	188	54	27	194	22	17	165	54	1120
1215-1230	55	207	52	71	176	57	39	185	18	19	171	59	1109
1230-1245	63	223	60	63	135	47	36	175	22	32	196	48	1100
1245-100	44	207	45	74	183	42	37	160	19	27	202	51	1091
100-115	60	198	45	54	195	44	33	160	14	25	181	51	1060
115-130	69	190	55	53	173	39	44	142	23	28	207	56	1079
130-145	60	220	48	61	157	45	40	137	21	34	210	74	1107
145-200	56	202	53	57	183	33	38	124	19	19	218	59	1061
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	206	862	205	290	682	200	139	714	81	95	734	212	4420
1215-115	222	835	202	262	689	190	145	680	73	103	750	209	4360
1230-130	236	818	205	244	686	172	150	637	78	112	786	206	4330
1245-145	233	815	193	242	708	170	154	599	77	114	800	232	4337
100-200	245	810	201	225	708	161	155	563	77	106	816	240	4307

MD PEAK HOUR: 1200-100



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	105	126	33	49	313
1215-1230	96	147	80	34	357
1230-1245	73	140	28	32	273
1245-100	76	112	54	60	302
100-115	88	126	58	46	318
115-130	91	122	33	44	290
130-145	83	131	46	43	303
145-200	98	124	60	57	339
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	350	525	195	175	1245
1215-115	333	525	220	172	1250
1230-130	328	500	173	182	1183
1245-145	338	491	191	193	1213
100-200	360	503	197	190	1250

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	1	0	1
1215-1230	2	0	4	1	7
1230-1245	0	1	0	0	1
1245-100	2	0	1	0	3
100-115	0	0	2	0	2
115-130	3	2	0	0	5
130-145	1	2	1	0	4
145-200	0	3	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	4	1	6	1	12
1215-115	4	1	7	1	13
1230-130	5	3	3	0	11
1245-145	6	4	4	0	14
100-200	4	7	3	0	14

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fairfax Ave

East/West 6th St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	59	77	3	17
BIKES	56	46	27	33
BUSES	92	61	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	250	8.00	395	8.15	101	9.00	338	8.45
PM PK 15 MIN	319	17.00	336	17.00	113	16.30	187	17.00
AM PK HOUR	897	9.00	1442	8.00	360	9.00	1308	8.00
PM PK HOUR	1191	16.30	1255	15.30	434	15.45	688	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	698	49	753
8-9	36	768	69	873
9-10	19	795	83	897
15-16	15	933	179	1127
16-17	22	929	176	1127
17-18	23	896	256	1175
TOTAL	121	5019	812	5952

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	957	36	1093
8-9	189	1193	60	1442
9-10	160	1089	38	1287
15-16	135	1046	33	1214
16-17	159	1018	35	1212
17-18	165	1050	28	1243
TOTAL	908	6353	230	7491

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1846	0	0	0	0
2315	0	0	0	0
2184	0	0	0	0
2341	6	0	71	0
2339	6	0	69	0
2418	5	0	52	0
13443	17	0	192	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	123	10	147
8-9	16	251	16	283
9-10	20	313	27	360
15-16	49	357	26	432
16-17	18	393	19	430
17-18	18	395	10	423
TOTAL	135	1832	108	2075

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	286	386	233	905
8-9	318	470	520	1308
9-10	206	417	249	872
15-16	128	301	135	564
16-17	125	295	189	609
17-18	147	352	189	688
TOTAL	1210	2221	1515	4946

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1052	0	0	0	0
1591	0	0	0	0
1232	0	0	0	0
996	104	0	92	3
1039	124	0	127	5
1111	121	0	101	62
7021	349	0	320	70

ITM Peak Hour Summary

Prepared by:

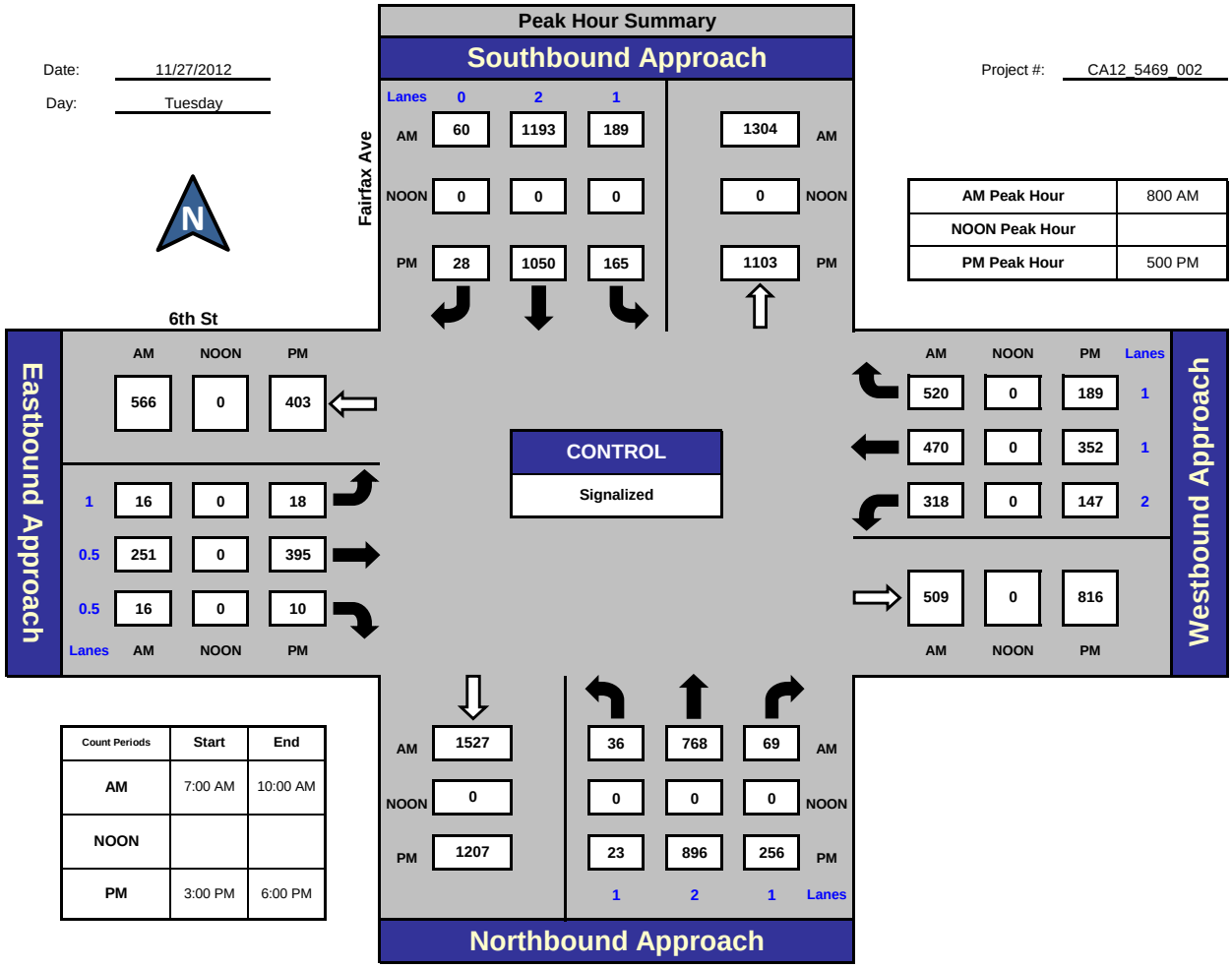
National Data & Surveying Services

Fairfax Ave and 6th St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

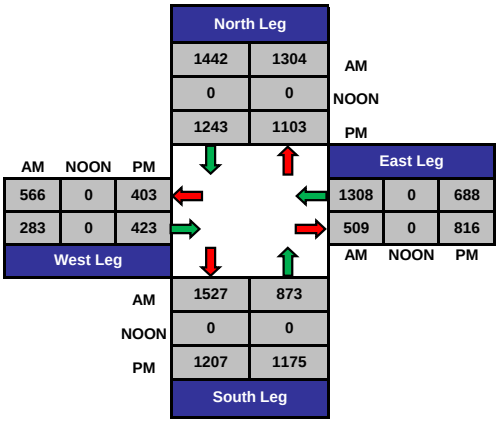
Project #: CA12_5469_002



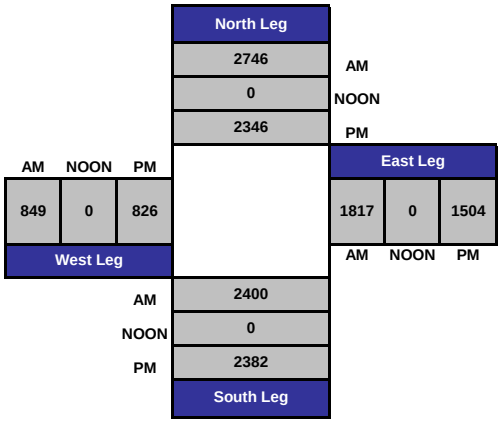
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



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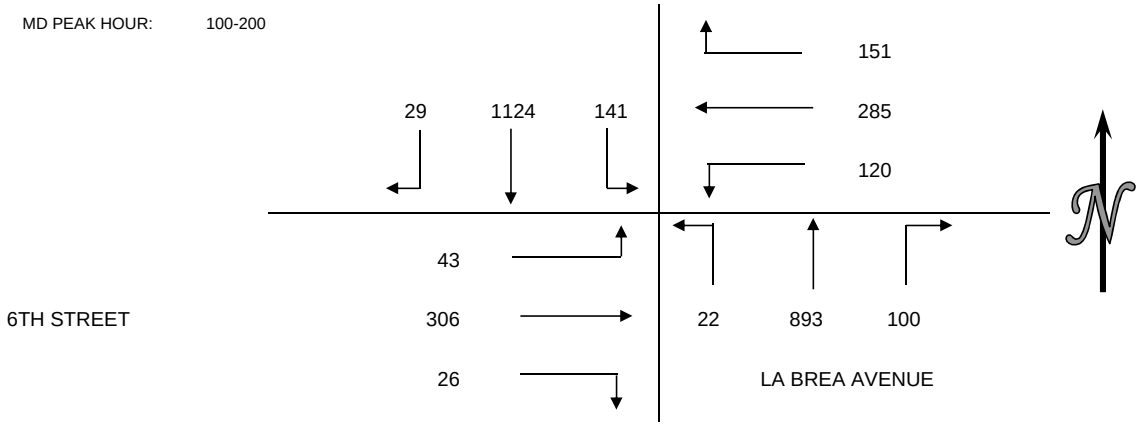
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY OCTOBER 25, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	6	246	24	45	75	31	28	226	5	11	70	5	772
1215-1230	5	256	31	35	59	28	31	237	1	3	63	11	760
1230-1245	14	273	31	52	78	27	27	257	7	3	70	8	847
1245-100	9	255	30	39	62	30	18	220	4	4	67	4	742
100-115	5	277	26	45	77	30	25	247	4	7	80	14	837
115-130	6	275	36	25	78	35	27	228	8	6	81	5	810
130-145	9	282	35	38	58	33	23	217	6	6	76	11	794
145-200	9	290	44	43	72	22	25	201	4	7	69	13	799
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	34	1030	116	171	274	116	104	940	17	21	270	28	3121
1215-115	33	1061	118	171	276	115	101	961	16	17	280	37	3186
1230-130	34	1080	123	161	295	122	97	952	23	20	298	31	3236
1245-145	29	1089	127	147	275	128	93	912	22	23	304	34	3183
100-200	29	1124	141	151	285	120	100	893	22	26	306	43	3240

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	15	22	0	21	58
1215-1230	7	23	0	23	53
1230-1245	15	18	0	19	52
1245-100	3	20	1	13	37
100-115	12	19	0	27	58
115-130	10	12	1	27	50
130-145	8	18	0	25	51
145-200	6	12	3	14	35
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	40	83	1	76	200
1215-115	37	80	1	82	200
1230-130	40	69	2	86	197
1245-145	33	69	2	92	196
100-200	36	61	4	93	194

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	3	3	0	0	6
1215-1230	2	2	1	1	6
1230-1245	0	1	0	1	2
1245-100	1	1	0	4	6
100-115	2	1	0	2	5
115-130	5	1	0	3	9
130-145	3	2	0	1	6
145-200	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	6	7	1	6	20
1215-115	5	5	1	8	19
1230-130	8	4	0	10	22
1245-145	11	5	0	10	26
100-200	10	5	0	6	21

WILTEC

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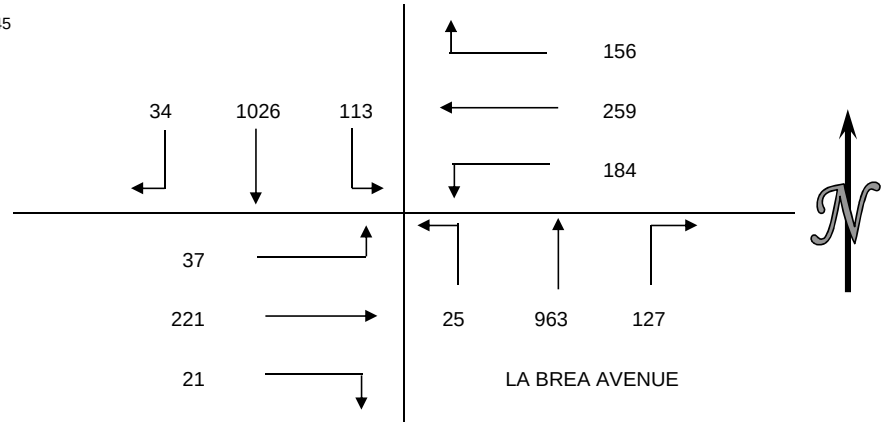
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: SATURDAY OCTOBER 20, 2012
PERIOD" 12:00 PM TO 2:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	20	271	26	36	69	38	33	258	4	5	50	6	816
1215-1230	10	236	32	41	56	38	31	231	1	1	55	6	738
1230-1245	6	248	29	41	56	32	29	221	4	10	65	4	745
1245-100	12	261	23	43	54	57	33	264	4	3	50	5	809
100-115	6	256	30	32	58	41	27	230	7	8	49	12	756
115-130	10	237	21	43	69	37	33	244	8	5	65	11	783
130-145	6	272	39	38	78	49	34	225	6	5	57	9	818
145-200	6	232	41	36	67	28	29	198	13	3	54	3	710
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	48	1016	110	161	235	165	126	974	13	19	220	21	3108
1215-115	34	1001	114	157	224	168	120	946	16	22	219	27	3048
1230-130	34	1002	103	159	237	167	122	959	23	26	229	32	3093
1245-145	34	1026	113	156	259	184	127	963	25	21	221	37	3166
100-200	28	997	131	149	272	155	123	897	34	21	225	35	3067

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	13	26	0	6	45
1215-1230	8	28	0	9	45
1230-1245	22	18	0	11	51
1245-100	12	34	0	2	48
100-115	23	19	0	15	57
115-130	9	24	0	6	39
130-145	14	30	0	8	52
145-200	13	40	1	8	62
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	55	106	0	28	189
1215-115	65	99	0	37	201
1230-130	66	95	0	34	195
1245-145	58	107	0	31	196
100-200	59	113	1	37	210

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	3	2	0	0	5
1215-1230	0	1	0	0	1
1230-1245	0	3	1	4	8
1245-100	2	2	1	0	5
100-115	3	2	0	0	5
115-130	0	5	0	0	5
130-145	0	0	0	0	0
145-200	0	4	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	5	8	2	4	19
1215-115	5	8	2	4	19
1230-130	5	12	2	4	23
1245-145	5	9	1	0	15
100-200	3	11	0	0	14

WILTEC

TEL: (626) 564-1944 FAX: (626) 564-0969 E-mail: info@wiltecusa.com

12-HOUR INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORATION CONSULTING, INC.
PROJECT: LACMA DRIVEWAYS COUNTS
DATE: THURSDAY NOVEMBER 19, 2015
PERIOD: 7:00 AM TO 7:00 PM
INTERSECTION: N/S SOUTH OGDEN DRIVE / LACMA DRIVEWAY
E/W WEST 6TH STREET
CITY: LOS ANGELES

PEDESTRIANS

PERIOD 15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	ALL LEGS TOTALS
700-715	1	1	2	0	4
715-730	3	3	1	0	7
730-745	2	1	1	0	4
745-800	1	1	5	0	7
800-815	9	1	1	0	11
815-830	2	3	3	0	8
830-845	6	3	1	2	12
845-900	9	2	3	0	14
900-915	5	3	3	1	12
915-930	4	2	5	2	13
930-945	5	5	7	2	19
945-1000	3	2	3	0	8
1000-1015	3	1	4	4	12
1015-1030	5	2	6	1	14
1030-1045	1	2	5	1	9
1045-1100	5	5	5	0	15
1100-1115	5	8	4	3	20
1115-1130	4	3	10	3	20
1130-1145	5	1	7	0	13
1145-1200	2	1	10	3	16
1200-1215	7	5	4	0	16
1215-1230	3	2	11	1	17
1230-1245	3	5	5	2	15
1245-100	4	2	7	2	15
100-115	3	3	14	4	24
115-130	7	9	8	6	30
130-145	3	5	12	3	23
145-200	10	9	8	3	30
200-215	4	3	14	4	25
215-230	5	9	8	2	24
230-245	3	5	12	3	23
245-300	6	5	8	1	20
300-315	6	14	7	1	28
315-330	5	19	9	3	36
330-345	5	12	8	1	26
345-400	8	7	2	2	19
400-415	5	9	11	2	27
415-430	2	3	8	1	14
430-445	5	12	11	3	31
445-500	6	10	8	2	26
500-515	5	16	9	0	30
515-530	13	11	9	2	35
530-545	8	8	5	1	22
545-600	4	6	79	75	164
600-615	10	4	13	1	28
615-630	8	9	3	0	20
630-645	4	8	3	0	15
645-700	2	8	4	0	14

BICYCLES

PERIOD 15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	ALL LEGS TOTALS
700-715	4	0	1	0	5
715-730	0	0	0	0	0
730-745	4	0	0	0	4
745-800	0	0	1	1	2
800-815	2	0	0	0	2
815-830	1	0	0	0	1
830-845	1	0	1	0	2
845-900	1	0	2	0	3
900-915	1	0	1	0	2
915-930	1	0	1	0	2
930-945	1	0	0	0	1
945-1000	2	0	2	0	4
1000-1015	0	0	2	0	2
1015-1030	1	0	0	0	1
1030-1045	1	0	0	0	1
1045-1100	1	0	0	0	1
1100-1115	1	0	1	0	2
1115-1130	2	0	2	0	4
1130-1145	0	0	0	0	0
1145-1200	1	0	0	0	1
1200-1215	2	0	0	0	2
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	2	0	0	0	2
100-115	0	0	1	0	1
115-130	0	0	2	0	2
130-145	0	0	0	0	0
145-200	3	0	1	0	4
200-215	2	0	2	0	4
215-230	1	0	2	0	3
230-245	0	0	2	0	2
245-300	0	0	0	0	0
300-315	1	0	3	0	4
315-330	5	0	2	1	8
330-345	1	0	0	0	1
345-400	1	0	2	0	3
400-415	3	1	0	0	4
415-430	1	0	0	0	1
430-445	0	0	5	0	5
445-500	0	0	1	0	1
500-515	1	0	2	0	3
515-530	0	0	0	0	0
530-545	1	0	4	0	5
545-600	0	0	0	0	0
600-615	2	1	1	0	4
615-630	0	0	1	0	1
630-645	1	0	0	0	1
645-700	0	0	0	0	0

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12-HOUR INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORATION CONSULTING, INC.
PROJECT: LACMA DRIVEWAYS COUNTS
DATE: THURSDAY NOVEMBER 19, 2015
PERIOD: 7:00 AM TO 7:00 PM
INTERSECTION: N/S SOUTH OGDEN DRIVE / LACMA DRIVEWAY
E/W WEST 6TH STREET

PEDESTRIANS

PERIOD HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	ALL LEGS TOTALS
700-800	7	6	9	0	22
715-815	15	6	8	0	29
730-830	14	6	10	0	30
745-845	18	8	10	2	38
800-900	26	9	8	2	45
815-915	22	11	10	3	46
830-930	24	10	12	5	51
845-945	23	12	18	5	58
900-1000	17	12	18	5	52
915-1015	15	10	19	8	52
930-1030	16	10	20	7	53
945-1045	12	7	18	6	43
1000-1100	14	10	20	6	50
1015-1115	16	17	20	5	58
1030-1130	15	18	24	7	64
1045-1145	19	17	26	6	68
1100-1200	16	13	31	9	69
1115-1215	18	10	31	6	65
1130-1230	17	9	32	4	62
1145-1245	15	13	30	6	64
1200-100	17	14	27	5	63
1215-115	13	12	37	9	71
1230-130	17	19	34	14	84
1245-145	17	19	41	15	92
100-200	23	26	42	16	107
115-215	24	26	42	16	108
130-230	22	26	42	12	102
145-245	22	26	42	12	102
200-300	18	22	42	10	92
215-315	20	33	35	7	95
230-330	20	43	36	8	107
245-345	22	50	32	6	110
300-400	24	52	26	7	109
315-415	23	47	30	8	108
330-430	20	31	29	6	86
345-445	20	31	32	8	91
400-500	18	34	38	8	98
415-515	18	41	36	6	101
430-530	29	49	37	7	122
445-545	32	45	31	5	113
500-600	30	41	102	78	251
515-615	35	29	106	79	249
530-630	30	27	100	77	234
545-645	26	27	98	76	227
600-700	24	29	23	1	77

BICYCLES

PERIOD HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	ALL LEGS TOTALS
700-800	8	0	2	1	11
715-815	6	0	1	1	8
730-830	7	0	1	1	9
745-845	4	0	2	1	7
800-900	5	0	3	0	8
815-915	4	0	4	0	8
830-930	4	0	5	0	9
845-945	4	0	4	0	8
900-1000	5	0	4	0	9
915-1015	4	0	5	0	9
930-1030	4	0	4	0	8
945-1045	4	0	4	0	8
1000-1100	3	0	2	0	5
1015-1115	4	0	1	0	5
1030-1130	5	0	3	0	8
1045-1145	4	0	3	0	7
1100-1200	4	0	3	0	7
1115-1215	5	0	2	0	7
1130-1230	3	0	0	0	3
1145-1245	3	0	0	0	3
1200-100	4	0	0	0	4
1215-115	2	0	1	0	3
1230-130	2	0	3	0	5
1245-145	2	0	3	0	5
100-200	3	0	4	0	7
115-215	5	0	5	0	10
130-230	6	0	5	0	11
145-245	6	0	7	0	13
200-300	3	0	6	0	9
215-315	2	0	7	0	9
230-330	6	0	7	1	14
245-345	7	0	5	1	13
300-400	8	0	7	1	16
315-415	10	1	4	1	16
330-430	6	1	2	0	9
345-445	5	1	7	0	13
400-500	4	1	6	0	11
415-515	2	0	8	0	10
430-530	1	0	8	0	9
445-545	2	0	7	0	9
500-600	2	0	6	0	8
515-615	3	1	5	0	9
530-630	3	1	6	0	10
545-645	3	1	2	0	6
600-700	3	1	2	0	6

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12-HOUR INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORATION CONSULTING, INC.
PROJECT: LACMA DRIVEWAYS COUNTS
DATE: SATURDAY NOVEMBER 21, 2015
PERIOD: 9:00 AM TO 8:00 PM
INTERSECTION: N/S SOUTH OGDEN DRIVE / LACMA DRIVEWAY
E/W WEST 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
15 MIN COUNTS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
900-915	9	0	2	1	110	9	1	0	0	8	59	0	199
915-930	6	0	4	2	129	12	1	0	0	14	60	1	229
930-945	10	0	3	0	124	13	1	0	0	12	65	2	230
945-1000	6	0	7	4	157	17	1	0	0	15	93	0	300
1000-1015	7	0	2	1	131	19	2	0	2	17	81	0	262
1015-1030	6	0	3	2	140	17	2	0	2	13	90	0	275
1030-1045	13	0	3	4	170	16	3	0	3	33	111	0	356
1045-1100	2	0	0	0	153	15	4	0	3	19	106	2	304
1100-1115	5	0	3	3	154	23	10	0	5	24	108	4	339
1115-1130	4	0	1	2	161	21	5	0	6	21	128	4	353
1130-1145	1	0	0	3	130	15	5	0	5	15	117	3	294
1145-1200	8	0	4	3	168	22	8	0	11	23	118	1	366
1200-1215	5	0	2	4	177	27	12	0	13	17	133	3	393
1215-1230	10	0	5	1	163	26	10	0	9	20	149	5	398
1230-1245	2	0	9	3	171	16	7	0	13	23	175	4	423
1245-100	1	0	2	3	156	14	6	0	11	23	137	1	354
100-115	6	0	3	4	161	16	20	0	5	27	142	5	389
115-130	3	0	6	4	162	19	15	0	14	20	153	3	399
130-145	4	0	3	5	180	18	17	0	22	25	149	8	431
145-200	5	0	2	2	159	17	16	0	13	24	131	2	371
200-215	1	0	2	1	137	25	23	0	14	27	171	4	405
215-230	8	0	5	2	173	17	21	0	23	25	141	3	418
230-245	7	0	3	3	144	27	7	0	11	23	155	2	382
245-300	3	0	3	1	172	11	19	0	22	18	153	2	404
300-315	3	0	2	6	178	22	25	0	15	29	158	1	439
315-330	4	1	2	3	141	14	32	0	19	24	160	3	403
330-345	2	0	1	4	169	16	28	0	18	36	147	1	422
345-400	3	0	4	1	153	20	24	0	18	37	157	5	422
400-415	4	0	1	2	146	13	26	1	28	27	146	3	397
415-430	2	0	3	3	144	17	25	0	22	28	122	2	368
430-445	4	0	5	4	154	6	22	0	17	14	176	4	406
445-500	3	0	4	3	148	10	27	0	16	22	130	3	366
500-515	7	0	8	0	156	14	24	0	22	18	155	4	408
515-530	0	0	0	2	143	8	34	0	17	23	151	2	380
530-545	3	0	6	1	140	6	35	0	15	21	182	5	414
545-600	2	0	3	5	123	8	30	0	32	19	165	1	388
600-615	3	0	2	6	136	7	25	0	20	17	139	4	359
615-630	7	1	2	7	157	13	22	0	20	7	144	3	383
630-645	6	0	5	2	148	7	25	0	25	11	130	2	361
645-700	4	0	5	2	142	17	27	0	17	12	157	5	388
700-715	2	0	2	0	112	6	30	0	25	21	143	2	343
715-730	2	0	1	1	116	8	16	0	12	20	136	2	314
730-745	3	0	2	1	105	23	15	0	8	32	130	4	323
745-800	5	0	6	4	108	6	16	0	6	18	151	2	322

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12-HOUR INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORATION CONSULTING, INC.
PROJECT: LACMA DRIVEWAYS COUNTS
DATE: SATURDAY NOVEMBER 21, 2015
PERIOD: 9:00 AM TO 8:00 PM
INTERSECTION: N/S SOUTH OGDEN DRIVE / LACMA DRIVEWAY
E/W WEST 6TH STREET

VEHICLE COUNTS

PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
HOUR TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
900-1000	31	0	16	7	520	51	4	0	0	49	277	3	958
915-1015	29	0	16	7	541	61	5	0	2	58	299	3	1021
930-1030	29	0	15	7	552	66	6	0	4	57	329	2	1067
945-1045	32	0	15	11	598	69	8	0	7	78	375	0	1193
1000-1100	28	0	8	7	594	67	11	0	10	82	388	2	1197
1015-1115	26	0	9	9	617	71	19	0	13	89	415	6	1274
1030-1130	24	0	7	9	638	75	22	0	17	97	453	10	1352
1045-1145	12	0	4	8	598	74	24	0	19	79	459	13	1290
1100-1200	18	0	8	11	613	81	28	0	27	83	471	12	1352
1115-1215	18	0	7	12	636	85	30	0	35	76	496	11	1406
1130-1230	24	0	11	11	638	90	35	0	38	75	517	12	1451
1145-1245	25	0	20	11	679	91	37	0	46	83	575	13	1580
1200-100	18	0	18	11	667	83	35	0	46	83	594	13	1568
1215-115	19	0	19	11	651	72	43	0	38	93	603	15	1564
1230-130	12	0	20	14	650	65	48	0	43	93	607	13	1565
1245-145	14	0	14	16	659	67	58	0	52	95	581	17	1573
100-200	18	0	14	15	662	70	68	0	54	96	575	18	1590
115-215	13	0	13	12	638	79	71	0	63	96	604	17	1606
130-230	18	0	12	10	649	77	77	0	72	101	592	17	1625
145-245	21	0	12	8	613	86	67	0	61	99	598	11	1576
200-300	19	0	13	7	626	80	70	0	70	93	620	11	1609
215-315	21	0	13	12	667	77	72	0	71	95	607	8	1643
230-330	17	1	10	13	635	74	83	0	67	94	626	8	1628
245-345	12	1	8	14	660	63	104	0	74	107	618	7	1668
300-400	12	1	9	14	641	72	109	0	70	126	622	10	1686
315-415	13	1	8	10	609	63	110	1	83	124	610	12	1644
330-430	11	0	9	10	612	66	103	1	86	128	572	11	1609
345-445	13	0	13	10	597	56	97	1	85	106	601	14	1593
400-500	13	0	13	12	592	46	100	1	83	91	574	12	1537
415-515	16	0	20	10	602	47	98	0	77	82	583	13	1548
430-530	14	0	17	9	601	38	107	0	72	77	612	13	1560
445-545	13	0	18	6	587	38	120	0	70	84	618	14	1568
500-600	12	0	17	8	562	36	123	0	86	81	653	12	1590
515-615	8	0	11	14	542	29	124	0	84	80	637	12	1541
530-630	15	1	13	19	556	34	112	0	87	64	630	13	1544
545-645	18	1	12	20	564	35	102	0	97	54	578	10	1491
600-700	20	1	14	17	583	44	99	0	82	47	570	14	1491
615-715	19	1	14	11	559	43	104	0	87	51	574	12	1475
630-730	14	0	13	5	518	38	98	0	79	64	566	11	1406
645-745	11	0	10	4	475	54	88	0	62	85	566	13	1368
700-800	12	0	11	6	441	43	77	0	51	91	560	10	1302

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12-HOUR INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORATION CONSULTING, INC.
PROJECT: LACMA DRIVEWAYS COUNTS
DATE: SATURDAY NOVEMBER 21, 2015
PERIOD: 9:00 AM TO 8:00 PM
INTERSECTION: N/S SOUTH OGDEN DRIVE / LACMA DRIVEWAY
E/W WEST 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
15 MIN COUNTS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
900-915	0	0	0	0	0	1	0	0	0	0	0	0	1
915-930	0	0	0	0	0	2	0	0	0	0	0	0	2
930-945	0	0	0	0	0	2	0	0	0	0	0	0	2
945-1000	0	0	0	0	0	1	0	0	0	0	0	0	1
1000-1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	2	0	0	0	0	0	0	2
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	3	0	0	0	0	0	0	3
1100-1115	0	0	0	0	0	5	0	0	0	0	0	0	5
1115-1130	0	0	0	0	0	2	0	0	0	0	0	0	2
1130-1145	0	0	0	0	0	3	0	0	0	0	0	0	3
1145-1200	0	0	0	0	0	1	0	0	0	0	0	0	1
1200-1215	0	0	0	0	0	5	0	0	0	0	0	0	5
1215-1230	0	0	0	0	0	6	0	0	0	0	0	0	6
1230-1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245-100	0	0	0	0	0	2	0	0	0	0	0	0	2
100-115	0	0	0	0	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	1	0	0	0	0	0	0	1
130-145	0	0	0	0	0	1	0	0	0	0	0	0	1
145-200	0	0	0	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	0	2	0	0	0	0	0	0	2
215-230	0	0	0	0	0	1	0	0	0	0	0	0	1
230-245	0	0	0	0	0	3	0	0	0	0	0	0	3
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	0	0	0	0	0	3	0	0	0	0	0	0	3
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	0	0	0	0	0	4	0	0	0	0	0	0	4
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	1	0	0	0	0	0	0	1
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0

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12-HOUR INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORATION CONSULTING, INC.
PROJECT: LACMA DRIVEWAYS COUNTS
DATE: SATURDAY NOVEMBER 21, 2015
PERIOD: 9:00 AM TO 8:00 PM
INTERSECTION: N/S SOUTH OGDEN DRIVE / LACMA DRIVEWAY
E/W WEST 6TH STREET

VEHICLE COUNTS

PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
HOUR TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
900-1000	0	0	0	0	0	6	0	0	0	0	0	0	6
915-1015	0	0	0	0	0	5	0	0	0	0	0	0	5
930-1030	0	0	0	0	0	5	0	0	0	0	0	0	5
945-1045	0	0	0	0	0	3	0	0	0	0	0	0	3
1000-1100	0	0	0	0	0	5	0	0	0	0	0	0	5
1015-1115	0	0	0	0	0	10	0	0	0	0	0	0	10
1030-1130	0	0	0	0	0	10	0	0	0	0	0	0	10
1045-1145	0	0	0	0	0	13	0	0	0	0	0	0	13
1100-1200	0	0	0	0	0	11	0	0	0	0	0	0	11
1115-1215	0	0	0	0	0	11	0	0	0	0	0	0	11
1130-1230	0	0	0	0	0	15	0	0	0	0	0	0	15
1145-1245	0	0	0	0	0	12	0	0	0	0	0	0	12
1200-100	0	0	0	0	0	13	0	0	0	0	0	0	13
1215-115	0	0	0	0	0	8	0	0	0	0	0	0	8
1230-130	0	0	0	0	0	3	0	0	0	0	0	0	3
1245-145	0	0	0	0	0	4	0	0	0	0	0	0	4
100-200	0	0	0	0	0	2	0	0	0	0	0	0	2
115-215	0	0	0	0	0	4	0	0	0	0	0	0	4
130-230	0	0	0	0	0	4	0	0	0	0	0	0	4
145-245	0	0	0	0	0	6	0	0	0	0	0	0	6
200-300	0	0	0	0	0	6	0	0	0	0	0	0	6
215-315	0	0	0	0	0	4	0	0	0	0	0	0	4
230-330	0	0	0	0	0	3	0	0	0	0	0	0	3
245-345	0	0	0	0	0	0	0	0	0	0	0	0	0
300-400	0	0	0	0	0	0	0	0	0	0	0	0	0
315-415	0	0	0	0	0	0	0	0	0	0	0	0	0
330-430	0	0	0	0	0	3	0	0	0	0	0	0	3
345-445	0	0	0	0	0	3	0	0	0	0	0	0	3
400-500	0	0	0	0	0	3	0	0	0	0	0	0	3
415-515	0	0	0	0	0	3	0	0	0	0	0	0	3
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0	0	0	0	0
600-700	0	0	0	0	0	4	0	0	0	0	0	0	4
615-715	0	0	0	0	0	4	0	0	0	0	0	0	4
630-730	0	0	0	0	0	4	0	0	0	0	0	0	4
645-745	0	0	0	0	0	5	0	0	0	0	0	0	5
700-800	0	0	0	0	0	1	0	0	0	0	0	0	1

WILTEC

TEL: (626) 564-1944 FAX: (626) 564-0969 E-mail: info@wiltecusa.com

12-HOUR INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORATION CONSULTING, INC.
PROJECT: LACMA DRIVEWAYS COUNTS
DATE: SATURDAY NOVEMBER 21, 2015
PERIOD: 9:00 AM TO 8:00 PM
INTERSECTION: N/S SOUTH OGDEN DRIVE / LACMA DRIVEWAY
E/W WEST 6TH STREET
CITY: LOS ANGELES

PEDESTRIANS

PERIOD 15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	ALL LEGS TOTALS
900-915	10	3	6	0	19
915-930	3	2	17	0	22
930-945	5	1	7	2	15
945-1000	9	10	5	1	25
1000-1015	6	0	8	1	15
1015-1030	8	3	16	5	32
1030-1045	6	8	4	3	21
1045-1100	1	4	6	2	13
1100-1115	2	5	12	2	21
1115-1130	5	18	9	1	33
1130-1145	4	11	7	5	27
1145-1200	2	1	7	6	16
1200-1215	8	5	8	4	25
1215-1230	22	17	5	1	45
1230-1245	0	4	13	1	18
1245-100	7	4	5	2	18
100-115	12	9	11	3	35
115-130	5	11	7	4	27
130-145	10	20	6	7	43
145-200	1	3	12	7	23
200-215	3	1	19	1	24
215-230	5	7	7	3	22
230-245	7	11	11	6	35
245-300	3	16	14	4	37
300-315	12	21	8	3	44
315-330	2	6	11	3	22
330-345	6	14	18	2	40
345-400	14	17	6	0	37
400-415	6	13	9	1	29
415-430	9	10	14	0	33
430-445	12	8	15	6	41
445-500	15	14	4	2	35
500-515	12	21	11	0	44
515-530	5	2	25	3	35
530-545	8	15	21	3	47
545-600	10	6	25	2	43
600-615	1	13	32	6	52
615-630	5	16	12	3	36
630-645	4	12	7	1	24
645-700	5	9	9	4	27
700-715	10	9	14	0	33
715-730	1	2	10	4	17
730-745	6	9	5	1	21
745-800	8	8	1	0	17

BICYCLES

PERIOD 15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	ALL LEGS TOTALS
900-915	0	0	0	0	0
915-930	1	0	1	0	2
930-945	3	0	1	1	5
945-1000	2	1	0	0	3
1000-1015	0	0	0	0	0
1015-1030	0	0	0	0	0
1030-1045	3	0	0	0	3
1045-1100	0	0	1	0	1
1100-1115	1	0	0	0	1
1115-1130	0	0	1	0	1
1130-1145	0	0	0	0	0
1145-1200	0	0	1	0	1
1200-1215	1	0	4	0	5
1215-1230	1	0	0	0	1
1230-1245	0	0	2	0	2
1245-100	2	0	0	0	2
100-115	2	0	0	0	2
115-130	0	0	0	0	0
130-145	2	0	0	0	2
145-200	1	0	0	0	1
200-215	0	0	1	0	1
215-230	1	0	1	0	2
230-245	0	0	1	0	1
245-300	1	1	3	0	5
300-315	0	0	0	0	0
315-330	1	0	0	0	1
330-345	0	0	1	0	1
345-400	2	1	1	0	4
400-415	1	2	2	0	5
415-430	1	0	2	0	3
430-445	0	0	2	0	2
445-500	2	1	0	0	3
500-515	5	0	0	0	5
515-530	0	0	2	0	2
530-545	1	0	0	0	1
545-600	0	0	3	0	3
600-615	0	0	1	0	1
615-630	0	0	1	0	1
630-645	0	0	1	0	1
645-700	0	0	1	0	1
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0

WILTEC

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12-HOUR INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORATION CONSULTING, INC.
PROJECT: LACMA DRIVEWAYS COUNTS
DATE: SATURDAY NOVEMBER 21, 2015
PERIOD: 9:00 AM TO 8:00 PM
INTERSECTION: N/S SOUTH OGDEN DRIVE / LACMA DRIVEWAY
E/W WEST 6TH STREET

PEDESTRIANS

PERIOD HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	ALL LEGS TOTALS
900-1000	27	16	35	3	81
915-1015	23	13	37	4	77
930-1030	28	14	36	9	87
945-1045	29	21	33	10	93
1000-1100	21	15	34	11	81
1015-1115	17	20	38	12	87
1030-1130	14	35	31	8	88
1045-1145	12	38	34	10	94
1100-1200	13	35	35	14	97
1115-1215	19	35	31	16	101
1130-1230	36	34	27	16	113
1145-1245	32	27	33	12	104
1200-100	37	30	31	8	106
1215-115	41	34	34	7	116
1230-130	24	28	36	10	98
1245-145	34	44	29	16	123
100-200	28	43	36	21	128
115-215	19	35	44	19	117
130-230	19	31	44	18	112
145-245	16	22	49	17	104
200-300	18	35	51	14	118
215-315	27	55	40	16	138
230-330	24	54	44	16	138
245-345	23	57	51	12	143
300-400	34	58	43	8	143
315-415	28	50	44	6	128
330-430	35	54	47	3	139
345-445	41	48	44	7	140
400-500	42	45	42	9	138
415-515	48	53	44	8	153
430-530	44	45	55	11	155
445-545	40	52	61	8	161
500-600	35	44	82	8	169
515-615	24	36	103	14	177
530-630	24	50	90	14	178
545-645	20	47	76	12	155
600-700	15	50	60	14	139
615-715	24	46	42	8	120
630-730	20	32	40	9	101
645-745	22	29	38	9	98
700-800	25	28	30	5	88

BICYCLES

PERIOD HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	ALL LEGS TOTALS
900-1000	6	1	2	1	10
915-1015	6	1	2	1	10
930-1030	5	1	1	1	8
945-1045	5	1	0	0	6
1000-1100	3	0	1	0	4
1015-1115	4	0	1	0	5
1030-1130	4	0	2	0	6
1045-1145	1	0	2	0	3
1100-1200	1	0	2	0	3
1115-1215	1	0	6	0	7
1130-1230	2	0	5	0	7
1145-1245	2	0	7	0	9
1200-100	4	0	6	0	10
1215-115	5	0	2	0	7
1230-130	4	0	2	0	6
1245-145	6	0	0	0	6
100-200	5	0	0	0	5
115-215	3	0	1	0	4
130-230	4	0	2	0	6
145-245	2	0	3	0	5
200-300	2	1	6	0	9
215-315	2	1	5	0	8
230-330	2	1	4	0	7
245-345	2	1	4	0	7
300-400	3	1	2	0	6
315-415	4	3	4	0	11
330-430	4	3	6	0	13
345-445	4	3	7	0	14
400-500	4	3	6	0	13
415-515	8	1	4	0	13
430-530	7	1	4	0	12
445-545	8	1	2	0	11
500-600	6	0	5	0	11
515-615	1	0	6	0	7
530-630	1	0	5	0	6
545-645	0	0	6	0	6
600-700	0	0	4	0	4
615-715	0	0	3	0	3
630-730	0	0	2	0	2
645-745	0	0	1	0	1
700-800	0	0	0	0	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Curson Ave

East/West 6th St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	9	8	10	14
BIKES	14	13	32	42
BUSES	0	0	14	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	49	8.00	80	7.45	133	8.30	364	8.45
PM PK 15 MIN	114	17.30	44	17.00	235	17.00	168	17.30
AM PK HOUR	178	7.45	286	7.45	491	8.00	1389	8.00
PM PK HOUR	421	17.00	140	16.15	878	17.00	637	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	37	20	110
8-9	86	35	55	176
9-10	66	31	76	173
15-16	71	76	116	263
16-17	82	73	130	285
17-18	120	114	187	421
TOTAL	478	366	584	1428

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	98	60	239
8-9	100	110	65	275
9-10	59	84	43	186
15-16	39	38	22	99
16-17	50	53	30	133
17-18	51	60	24	135
TOTAL	380	443	244	1067

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
349	22	3	23	0
451	21	0	16	0
359	18	0	18	0
362	26	26	11	11
418	33	33	20	20
556	33	33	15	15
2495	153	95	103	46

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	239	23	283
8-9	34	382	75	491
9-10	20	344	92	456
15-16	36	568	65	669
16-17	54	702	38	794
17-18	50	769	59	878
TOTAL	215	3004	352	3571

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	78	842	43	963
8-9	166	1185	38	1389
9-10	123	797	33	953
15-16	57	434	48	539
16-17	58	461	55	574
17-18	63	501	69	633
TOTAL	545	4220	286	5051

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1246	20	4	6	0
1880	21	0	28	0
1409	11	1	21	0
1208	20	20	12	12
1368	24	24	24	24
1511	21	21	27	27
8622	117	70	118	63

ITM Peak Hour Summary

Prepared by:

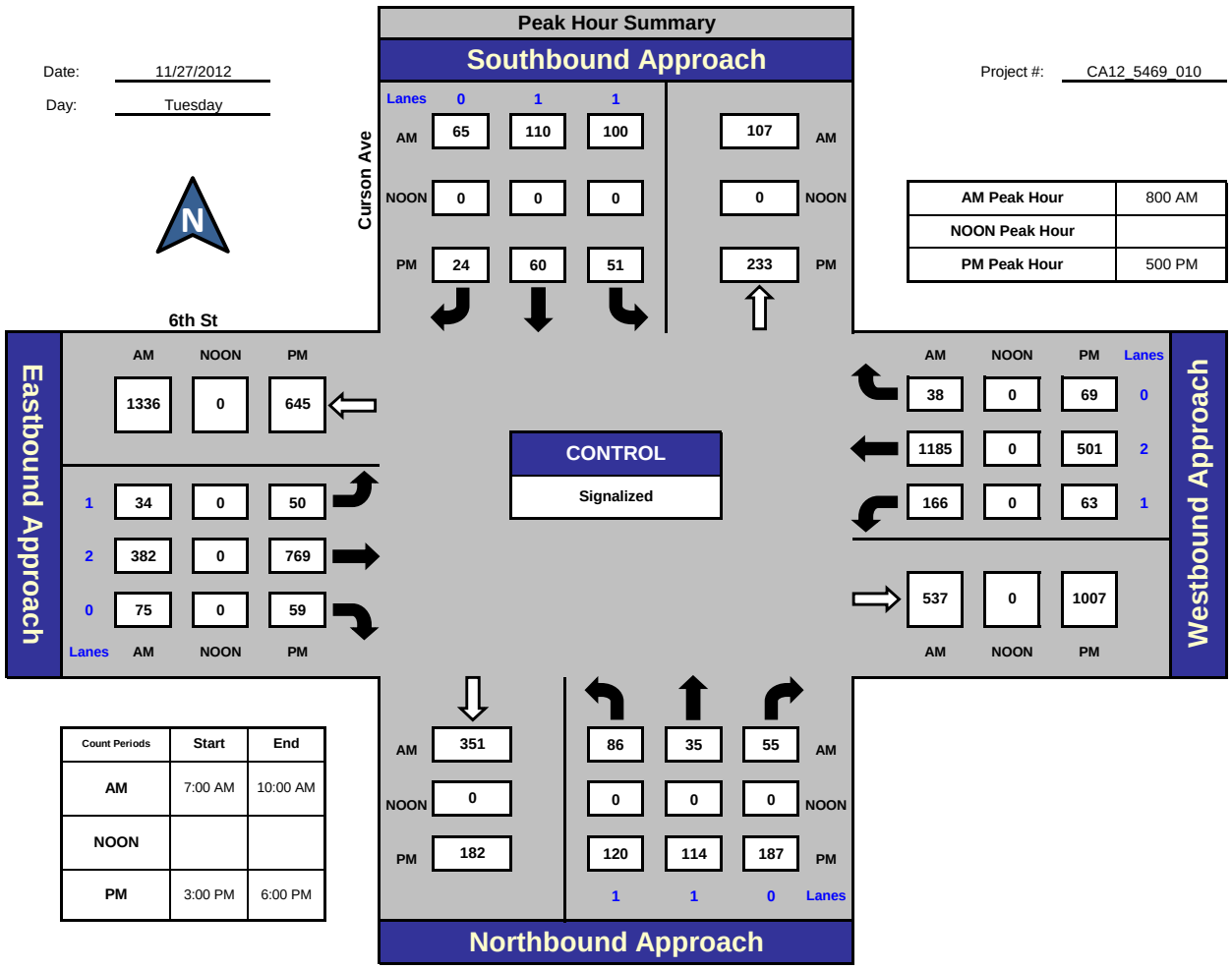
National Data & Surveying Services

Curson Ave and 6th St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_010



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	275	107
NOON	0	0
PM	135	233

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1336	0	645		1389	0	633
491	0	878		537	0	1007

	South Leg	
AM	351	176
NOON	0	0
PM	182	421

Total Volume Per Leg

	North Leg
AM	382
NOON	0
PM	368

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1827	0	1523		1926	0	1640

	South Leg
AM	527
NOON	0
PM	603

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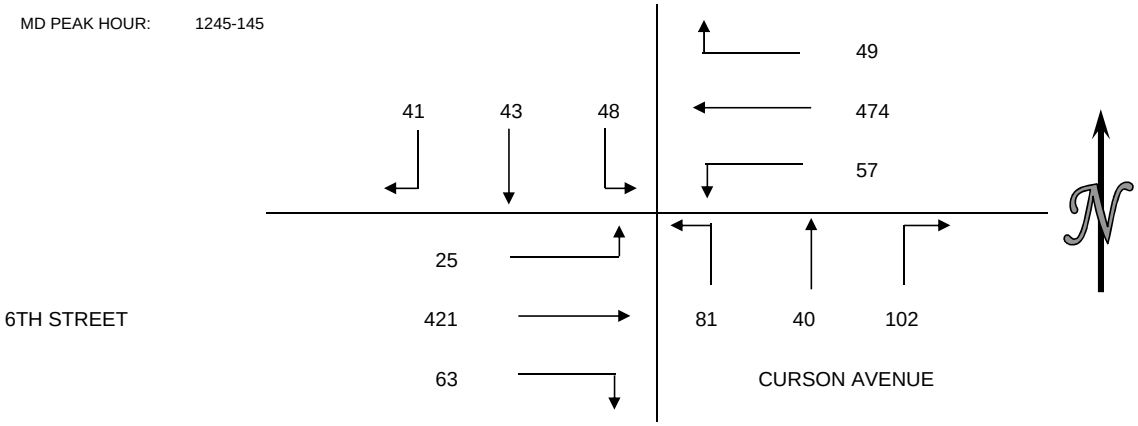
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: TUESDAY OCTOBER 23, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S CURSON AVENUE
E/W 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	5	9	8	11	95	13	24	7	20	5	86	7	290
1215-1230	6	8	11	9	88	12	25	15	23	12	90	6	305
1230-1245	9	4	6	4	96	12	23	11	30	10	95	7	307
1245-100	4	14	8	11	134	17	24	6	23	17	105	14	377
100-115	14	15	16	11	106	13	29	12	26	12	117	4	375
115-130	14	9	11	13	117	19	25	9	18	12	110	2	359
130-145	9	5	13	14	117	8	24	13	14	22	89	5	333
145-200	9	14	11	20	105	20	23	12	11	15	119	14	373
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	24	35	33	35	413	54	96	39	96	44	376	34	1279
1215-115	33	41	41	35	424	54	101	44	102	51	407	31	1364
1230-130	41	42	41	39	453	61	101	38	97	51	427	27	1418
1245-145	41	43	48	49	474	57	102	40	81	63	421	25	1444
100-200	46	43	51	58	445	60	101	46	69	61	435	25	1440

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	3	2	3	7	15
1215-1230	0	3	6	3	12
1230-1245	3	4	3	1	11
1245-100	7	5	7	9	28
100-115	4	2	3	3	12
115-130	1	2	4	6	13
130-145	2	1	8	5	16
145-200	8	4	4	10	26
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	13	14	19	20	66
1215-115	14	14	19	16	63
1230-130	15	13	17	19	64
1245-145	14	10	22	23	69
100-200	15	9	19	24	67

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	0	0	0	1
1215-1230	0	1	1	0	2
1230-1245	0	1	0	2	3
1245-100	1	0	1	0	2
100-115	0	0	0	0	0
115-130	0	1	1	2	4
130-145	0	0	0	0	0
145-200	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	2	2	2	2	8
1215-115	1	2	2	2	7
1230-130	1	2	2	4	9
1245-145	1	1	2	2	6
100-200	0	1	1	2	4

WILTEC

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

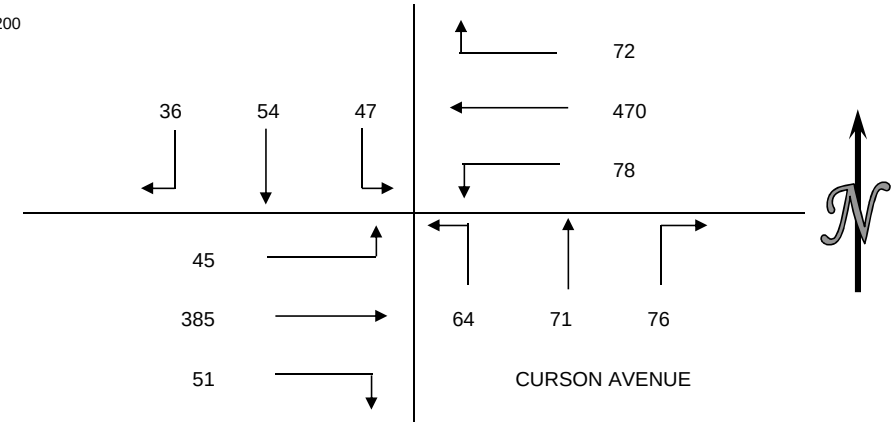
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY OCTOBER 20, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	CURSON AVENUE
	E/W	6TH STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	9	15	21	13	121	18	25	16	14	9	80	11	352
1215-1230	9	13	11	14	102	10	19	12	19	12	88	12	321
1230-1245	10	11	16	17	106	15	19	15	10	10	92	7	328
1245-100	8	9	18	8	118	30	23	15	21	11	76	16	353
100-115	11	15	8	15	100	19	20	14	19	6	93	8	328
115-130	7	13	17	18	125	22	17	21	20	13	94	8	375
130-145	9	12	15	17	131	17	22	16	13	23	96	19	390
145-200	9	14	7	22	114	20	17	20	12	9	102	10	356
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	36	48	66	52	447	73	86	58	64	42	336	46	1354
1215-115	38	48	53	54	426	74	81	56	69	39	349	43	1330
1230-130	36	48	59	58	449	86	79	65	70	40	355	39	1384
1245-145	35	49	58	58	474	88	82	66	73	53	359	51	1446
100-200	36	54	47	72	470	78	76	71	64	51	385	45	1449

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	5	4	10	5	24
1215-1230	4	6	3	2	15
1230-1245	5	1	7	5	18
1245-100	8	3	9	3	23
100-115	7	8	5	10	30
115-130	4	8	4	6	22
130-145	5	4	11	5	25
145-200	4	10	10	3	27
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	22	14	29	15	80
1215-115	24	18	24	20	86
1230-130	24	20	25	24	93
1245-145	24	23	29	24	100
100-200	20	30	30	24	104

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	1	2	3
1215-1230	0	3	0	0	3
1230-1245	0	0	0	1	1
1245-100	2	0	0	0	2
100-115	3	2	2	0	7
115-130	2	2	1	6	11
130-145	0	0	0	0	0
145-200	0	1	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	2	3	1	3	9
1215-115	5	5	2	1	13
1230-130	7	4	3	7	21
1245-145	7	4	3	6	20
100-200	5	5	4	7	21

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hauser Blvd

East/West 6th St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	8	11	16	13
BIKES	17	30	26	35
BUSES	3	12	4	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	127	7.45	171	8.15	153	8.30	332	8.45
PM PK 15 MIN	148	17.30	135	16.00	290	17.00	173	17.30
AM PK HOUR	450	7.45	673	8.15	573	8.00	1241	8.00
PM PK HOUR	567	16.45	497	16.45	1134	17.00	615	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	55	260	25	340
8-9	71	328	28	427
9-10	57	302	37	396
15-16	42	412	35	489
16-17	42	470	38	550
17-18	42	482	38	562
TOTAL	309	2254	201	2764

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	300	86	439
8-9	44	414	180	638
9-10	42	376	158	576
15-16	38	349	66	453
16-17	39	396	56	491
17-18	34	382	71	487
TOTAL	250	2217	617	3084

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
779	0	0	0	0
1065	0	0	0	0
972	0	0	0	0
942	43	0	47	0
1041	52	0	47	2
1049	61	0	50	1
5848	156	0	144	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	334	24	364
8-9	10	519	44	573
9-10	33	437	33	503
15-16	46	631	51	728
16-17	25	844	58	927
17-18	39	1032	63	1134
TOTAL	159	3797	273	4229

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	786	25	819
8-9	3	1201	37	1241
9-10	21	855	36	912
15-16	23	458	42	523
16-17	9	502	37	548
17-18	1	567	47	615
TOTAL	65	4369	224	4658

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1183	0	0	0	0
1814	0	0	0	0
1415	0	0	0	0
1251	42	0	48	0
1475	78	1	47	3
1749	70	0	60	0
8887	190	1	155	3

ITM Peak Hour Summary

Prepared by:

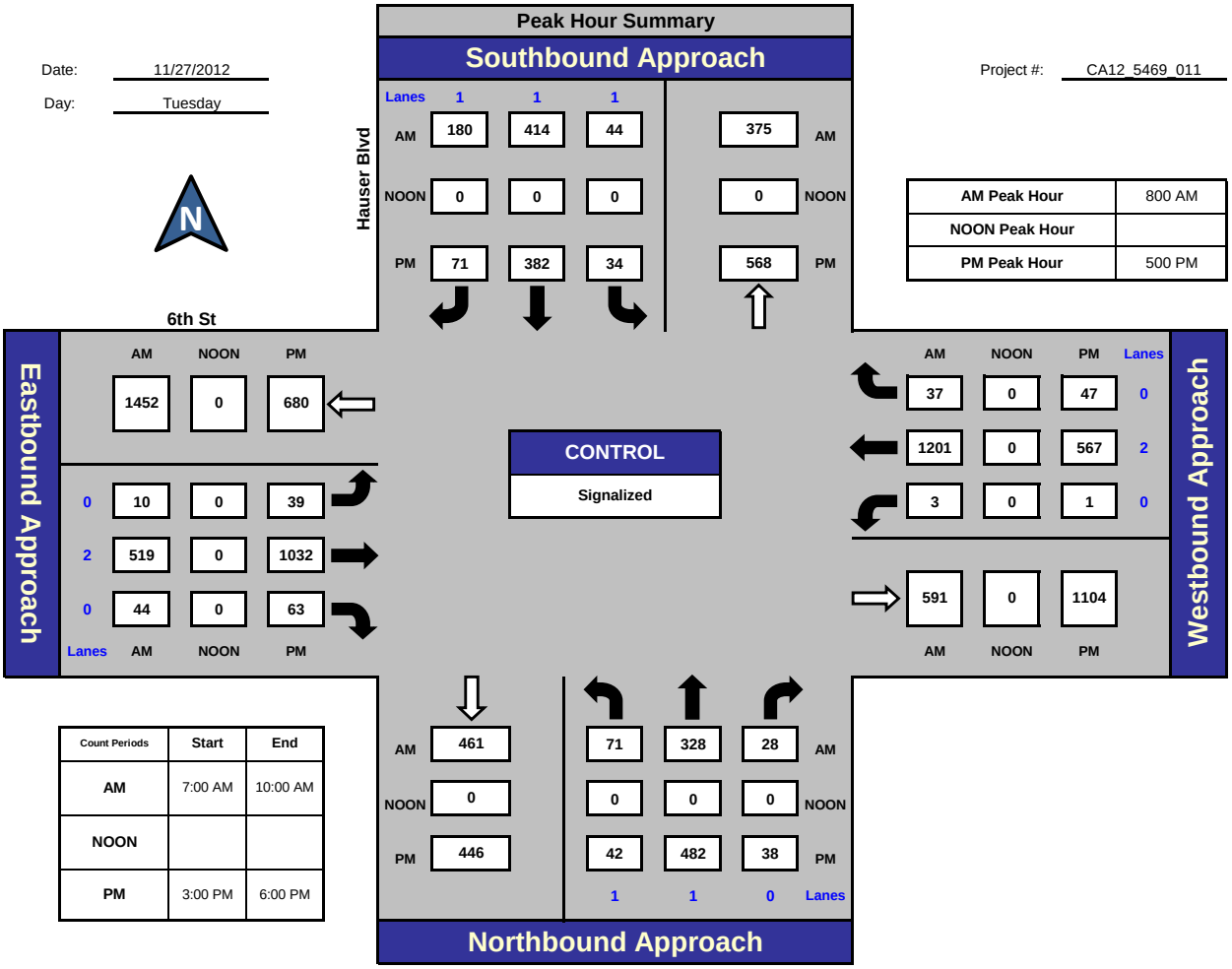
National Data & Surveying Services

Hauser Blvd and 6th St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

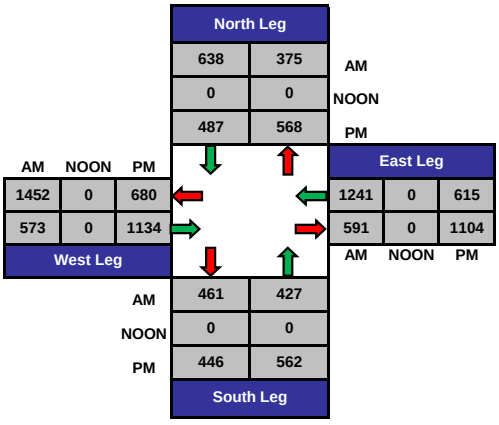
Project #: CA12_5469_011



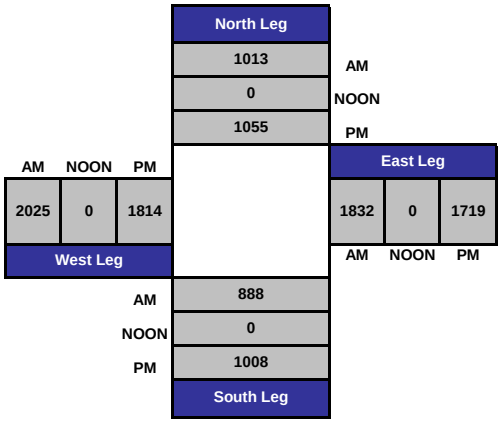
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



WILTEC

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

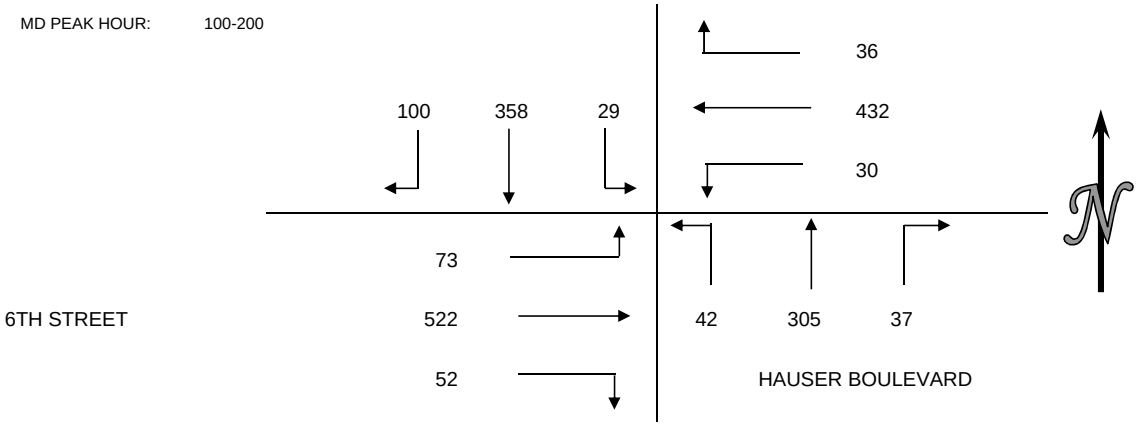
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURDAY OCTOBER 25, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S HAUSER BOULEVARD
E/W 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	13	69	13	8	107	4	9	67	16	9	110	14	439
1215-1230	11	84	7	5	92	7	8	85	7	16	116	9	447
1230-1245	21	85	3	13	106	12	7	108	12	13	114	12	506
1245-100	25	73	11	11	110	10	8	95	10	7	106	18	484
100-115	19	87	7	13	114	6	9	87	12	10	120	17	501
115-130	26	91	11	10	100	14	6	85	10	9	128	19	509
130-145	32	89	4	9	97	6	10	75	12	16	144	22	516
145-200	23	91	7	4	121	4	12	58	8	17	130	15	490
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	70	311	34	37	415	33	32	355	45	45	446	53	1876
1215-115	76	329	28	42	422	35	32	375	41	46	456	56	1938
1230-130	91	336	32	47	430	42	30	375	44	39	468	66	2000
1245-145	102	340	33	43	421	36	33	342	44	42	498	76	2010
100-200	100	358	29	36	432	30	37	305	42	52	522	73	2016

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	3	8	10	6	27
1215-1230	2	4	3	6	15
1230-1245	1	5	3	2	11
1245-100	3	16	6	7	32
100-115	2	9	5	3	19
115-130	4	5	6	6	21
130-145	5	3	3	6	17
145-200	6	2	6	7	21
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	9	33	22	21	85
1215-115	8	34	17	18	77
1230-130	10	35	20	18	83
1245-145	14	33	20	22	89
100-200	17	19	20	22	78

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	1	1	1	3
1215-1230	1	0	0	4	5
1230-1245	0	1	2	1	4
1245-100	0	2	0	0	2
100-115	2	0	0	1	3
115-130	3	0	0	2	5
130-145	1	0	1	0	2
145-200	0	1	2	2	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	1	4	3	6	14
1215-115	3	3	2	6	14
1230-130	5	3	2	4	14
1245-145	6	2	1	3	12
100-200	6	1	3	5	15

WILTEC

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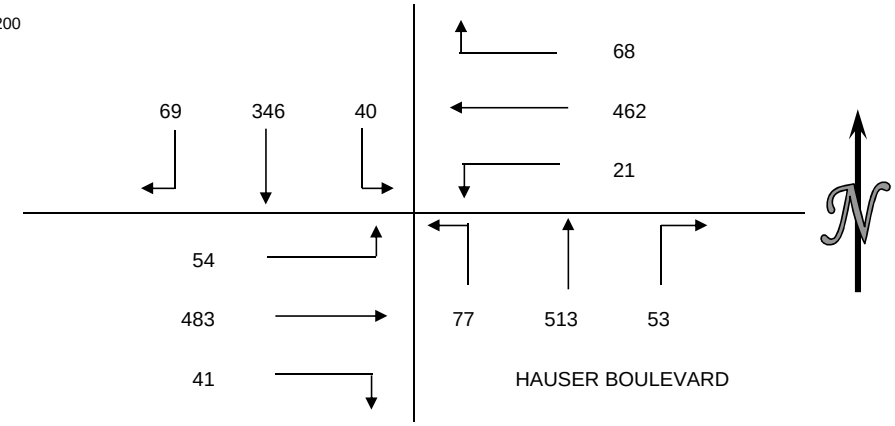
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY OCTOBER 27, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	HAUSER BOULEVARD
	E/W	6TH STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	22	78	11	17	81	5	11	97	14	5	105	17	463
1215-1230	25	97	9	8	94	8	10	98	11	14	96	17	487
1230-1245	16	94	17	9	92	7	9	104	17	16	109	4	494
1245-100	20	69	12	13	116	2	7	100	12	10	113	20	494
100-115	17	81	13	21	123	7	13	111	27	13	128	17	571
115-130	20	100	7	26	118	4	23	150	20	7	142	15	632
130-145	18	80	8	11	109	3	11	136	15	17	110	10	528
145-200	14	85	12	10	112	7	6	116	15	4	103	12	496
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	83	338	49	47	383	22	37	399	54	45	423	58	1938
1215-115	78	341	51	51	425	24	39	413	67	53	446	58	2046
1230-130	73	344	49	69	449	20	52	465	76	46	492	56	2191
1245-145	75	330	40	71	466	16	54	497	74	47	493	62	2225
100-200	69	346	40	68	462	21	53	513	77	41	483	54	2227

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	4	5	7	11	27
1215-1230	8	2	13	7	30
1230-1245	7	14	14	6	41
1245-100	4	7	13	9	33
100-115	7	12	7	4	30
115-130	5	13	4	8	30
130-145	3	6	2	7	18
145-200	3	11	4	4	22
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	23	28	47	33	131
1215-115	26	35	47	26	134
1230-130	23	46	38	27	134
1245-145	19	38	26	28	111
100-200	18	42	17	23	100

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	2	1	3	0	6
1215-1230	0	0	3	0	3
1230-1245	1	0	0	0	1
1245-100	2	0	0	1	3
100-115	1	0	0	1	2
115-130	0	2	2	1	5
130-145	0	2	0	1	3
145-200	3	0	1	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	5	1	6	1	13
1215-115	4	0	3	2	9
1230-130	4	2	2	3	11
1245-145	3	4	2	4	13
100-200	4	4	3	3	14

Turning Movement Count Report AM

Location ID: 2
North/South: Cochran Avenue
East/West: 6th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	10	17	4	9	243	3	5	14	4	4	80	3	396
7:15	13	24	1	4	320	2	4	26	2	3	87	3	489
7:30	10	27	3	7	324	0	5	42	12	5	146	1	582
7:45	30	41	6	7	321	0	9	61	12	12	187	0	686
8:00	37	6	4	5	341	1	8	53	9	5	164	0	633
8:15	31	66	7	6	348	0	7	45	7	11	164	0	692
8:30	34	56	3	5	348	1	8	39	9	13	190	1	707
8:45	49	55	5	12	353	3	4	57	9	15	164	1	727
9:00	36	45	3	6	314	2	7	39	9	18	140	12	631
9:15	32	54	6	4	314	4	9	50	14	13	142	10	652
9:30	30	43	5	8	291	8	8	36	8	12	129	7	585
9:45	31	34	4	7	255	12	3	48	9	8	126	15	552
Total Volume:	343	468	51	80	3772	36	77	510	104	119	1719	53	7332
Approach %	40%	54%	6%	2%	97%	1%	11%	74%	15%	6%	91%	3%	
Peak Hr Begin:	8:00												
PHV	151	183	19	28	1390	5	27	194	34	44	682	2	2759
PHF	0.810			0.967			0.911			0.892			0.949

Pedestrian/Bicycle Count Report

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	4	0	4	0	4	0	8	3
7:15	7	1	1	0	2	0	9	1
7:30	7	0	3	1	4	0	2	0
7:45	5	1	5	1	4	0	7	2
8:00	4	0	6	0	12	0	13	0
8:15	6	3	6	1	6	0	4	1
8:30	10	0	8	0	8	0	9	1
8:45	8	0	7	0	8	1	11	0
9:00	7	0	4	0	9	0	3	0
9:15	6	0	5	0	5	0	6	1
9:30	5	0	3	0	4	0	3	1
9:45	5	0	1	1	6	1	5	0

WILTEC

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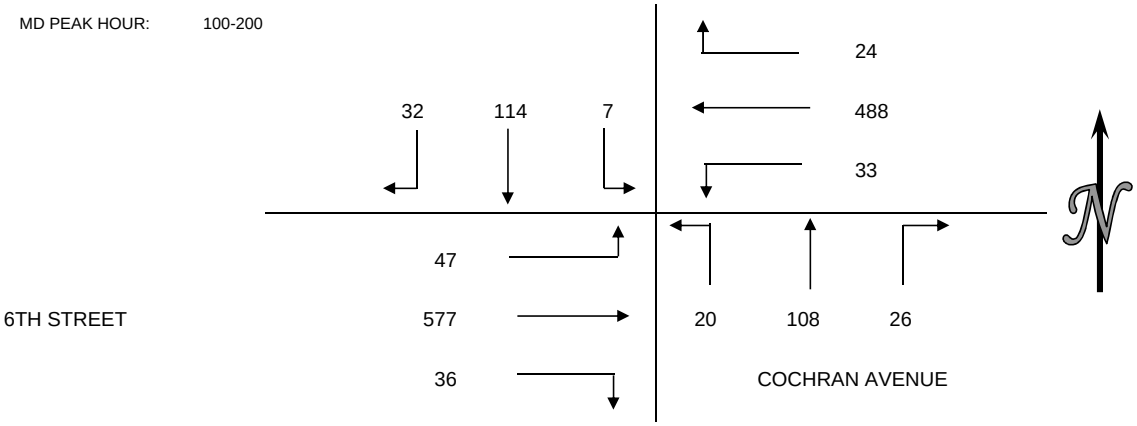
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURDAY OCTOBER 25, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S COCHRAN AVENUE
E/W 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	5	20	3	7	113	8	5	28	4	6	130	9	338
1215-1230	4	24	1	4	123	11	6	27	6	9	138	11	364
1230-1245	6	22	1	8	123	4	10	23	1	9	123	11	341
1245-100	9	23	1	5	111	7	9	28	5	7	136	9	350
100-115	5	29	0	5	126	6	6	30	5	3	130	14	359
115-130	9	37	4	7	126	10	5	30	8	7	150	14	407
130-145	9	21	2	8	108	6	7	24	5	14	152	10	366
145-200	9	27	1	4	128	11	8	24	2	12	145	9	380
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	24	89	6	24	470	30	30	106	16	31	527	40	1393
1215-115	24	98	3	22	483	28	31	108	17	28	527	45	1414
1230-130	29	111	6	25	486	27	30	111	19	26	539	48	1457
1245-145	32	110	7	25	471	29	27	112	23	31	568	47	1482
100-200	32	114	7	24	488	33	26	108	20	36	577	47	1512

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	3	6	6	5	20
1215-1230	2	6	5	5	18
1230-1245	6	4	4	4	18
1245-100	6	3	1	10	20
100-115	1	4	9	2	16
115-130	6	3	5	9	23
130-145	1	3	5	3	12
145-200	2	4	14	4	24
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	17	19	16	24	76
1215-115	15	17	19	21	72
1230-130	19	14	19	25	77
1245-145	14	13	20	24	71
100-200	10	14	33	18	75

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	1	0	1
1215-1230	0	0	1	1	2
1230-1245	1	0	2	0	3
1245-100	0	0	0	1	1
100-115	1	0	1	0	2
115-130	1	2	0	0	3
130-145	0	0	0	3	3
145-200	1	3	1	1	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	1	0	4	2	7
1215-115	2	0	4	2	8
1230-130	3	2	3	1	9
1245-145	2	2	1	4	9
100-200	3	5	2	4	14

WILTEC

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

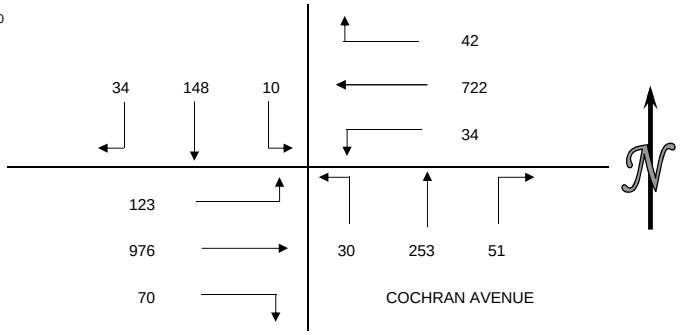
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY OCTOBER 25, 2012
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S COCHRAN AVENUE
E/W 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	16	33	1	8	165	12	9	50	5	16	174	18	507
315-330	12	34	3	5	132	10	10	48	7	14	172	22	469
330-345	2	37	3	4	116	8	4	35	8	19	180	14	430
345-400	10	42	2	10	134	8	6	48	1	13	185	14	473
400-415	6	39	1	10	126	10	10	41	1	14	219	15	492
415-430	7	25	0	6	137	7	11	55	8	8	227	15	506
430-445	9	50	4	10	146	7	12	53	12	13	204	11	531
445-500	11	44	0	15	165	9	8	54	5	15	229	15	570
500-515	6	51	0	11	174	8	14	50	4	17	256	32	623
515-530	12	27	3	10	162	11	9	55	6	15	245	25	580
530-545	9	42	4	8	193	11	13	79	9	23	231	43	665
545-600	7	28	3	13	193	4	15	69	11	15	244	23	625
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	40	146	9	27	547	38	29	181	21	62	711	68	1879
315-415	30	152	9	29	508	36	30	172	17	60	756	65	1864
330-430	25	143	6	30	513	33	31	179	18	54	811	58	1901
345-445	32	156	7	36	543	32	39	197	22	48	835	55	2002
400-500	33	158	5	41	574	33	41	203	26	50	879	56	2099
415-515	33	170	4	42	622	31	45	212	29	53	916	73	2230
430-530	38	172	7	46	647	35	43	212	27	60	934	83	2304
445-545	38	164	7	44	694	39	44	238	24	70	961	115	2438
500-600	34	148	10	42	722	34	51	253	30	70	976	123	2493

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	5	8	8	16	37
315-330	10	8	12	9	39
330-345	6	5	5	7	23
345-400	6	8	7	7	28
400-415	5	4	5	11	25
415-430	2	4	3	6	15
430-445	4	2	1	7	14
445-500	2	2	5	6	15
500-515	2	6	5	13	26
515-530	5	9	8	8	30
530-545	6	3	7	5	21
545-600	8	5	7	9	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	27	29	32	39	127
315-415	27	25	29	34	115
330-430	19	21	20	31	91
345-445	17	18	16	31	82
400-500	13	12	14	30	69
415-515	10	14	14	32	70
430-530	13	19	19	34	85
445-545	15	20	25	32	92
500-600	21	23	27	35	106

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	3	1	1	1	6
315-330	1	2	1	1	5
330-345	0	3	0	0	3
345-400	2	2	1	3	8
400-415	1	0	0	2	3
415-430	1	2	2	0	5
430-445	1	0	0	2	3
445-500	2	3	3	2	10
500-515	0	0	5	2	7
515-530	2	1	2	5	10
530-545	0	3	5	2	10
545-600	0	3	4	2	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	6	8	3	5	22
315-415	4	7	2	6	19
330-430	4	7	3	5	19
345-445	5	4	3	7	19
400-500	5	5	5	6	21
415-515	4	5	10	6	25
430-530	5	4	10	11	30
445-545	4	7	15	11	37
500-600	2	7	16	11	36

WILTEC

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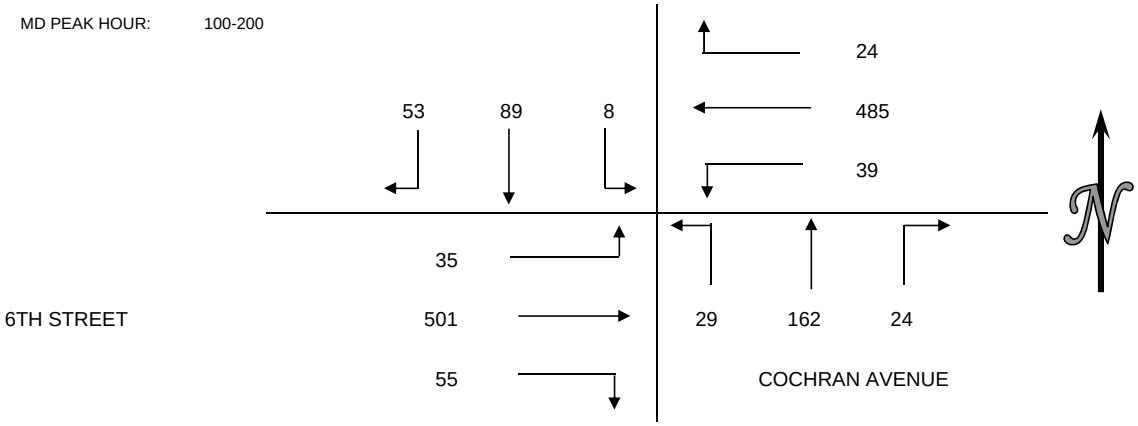
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY OCTOBER 27, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	COCHRAN AVENUE
	E/W	6TH STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	8	22	4	3	99	6	13	36	4	9	125	9	338
1215-1230	10	17	2	11	121	8	9	40	0	13	102	13	346
1230-1245	4	26	5	6	119	13	3	29	6	10	133	16	370
1245-100	15	22	1	8	121	9	5	41	8	8	125	13	376
100-115	16	19	1	2	126	5	7	49	6	11	130	7	379
115-130	13	20	2	7	115	6	4	39	9	11	118	10	354
130-145	12	27	4	10	122	14	9	34	6	17	127	12	394
145-200	12	23	1	5	122	14	4	40	8	16	126	6	377
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	37	87	12	28	460	36	30	146	18	40	485	51	1430
1215-115	45	84	9	27	487	35	24	159	20	42	490	49	1471
1230-130	48	87	9	23	481	33	19	158	29	40	506	46	1479
1245-145	56	88	8	27	484	34	25	163	29	47	500	42	1503
100-200	53	89	8	24	485	39	24	162	29	55	501	35	1504

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	8	9	5	3	25
1215-1230	2	5	6	10	23
1230-1245	0	5	7	7	19
1245-100	10	6	4	6	26
100-115	5	7	8	4	24
115-130	9	4	3	2	18
130-145	6	2	7	8	23
145-200	12	4	6	8	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	20	25	22	26	93
1215-115	17	23	25	27	92
1230-130	24	22	22	19	87
1245-145	30	19	22	20	91
100-200	32	17	24	22	95

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	2	0	2
1215-1230	0	3	1	0	4
1230-1245	0	1	0	0	1
1245-100	2	0	1	1	4
100-115	0	0	0	0	0
115-130	0	2	2	0	4
130-145	0	1	0	1	2
145-200	1	0	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	2	4	4	1	11
1215-115	2	4	2	1	9
1230-130	2	3	3	1	9
1245-145	2	3	3	2	10
100-200	1	3	2	2	8

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Ave

East/West 6th St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	189	180	14	4
BIKES	33	36	12	7
BUSES	54	68	4	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	396	8.45	447	8.15	193	8.00	271	8.45
PM PK 15 MIN	427	17.45	410	17.15	261	17.30	190	17.30
AM PK HOUR	1457	8.30	1717	8.00	730	8.00	1057	8.00
PM PK HOUR	1656	17.00	1610	16.45	1006	17.00	665	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	1064	28	1148
8-9	60	1375	16	1451
9-10	62	1284	19	1365
15-16	62	1263	50	1375
16-17	63	1376	38	1477
17-18	68	1532	56	1656
TOTAL	371	7894	207	8472

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	1214	98	1389
8-9	84	1494	139	1717
9-10	60	1226	110	1396
15-16	62	1317	73	1452
16-17	71	1421	66	1558
17-18	81	1388	82	1551
TOTAL	435	8060	568	9063

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2537	0	0	0	0
3168	0	0	0	0
2761	0	0	0	0
2827	19	0	19	0
3035	16	0	24	0
3207	19	0	20	1
17535	54	0	63	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	419	95	516
8-9	5	597	128	730
9-10	53	455	83	591
15-16	79	625	82	786
16-17	16	769	77	862
17-18	10	927	69	1006
TOTAL	165	3792	534	4491

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	757	43	802
8-9	1	1017	39	1057
9-10	28	703	57	788
15-16	22	392	60	474
16-17	4	448	68	520
17-18	5	577	83	665
TOTAL	62	3894	350	4306

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1318	0	0	0	0
1787	0	0	0	0
1379	0	0	0	0
1260	29	0	43	31
1382	40	0	39	1
1671	32	0	33	0
8797	101	0	115	32

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

La Brea Ave and 6th St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_012

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach

Lanes	0	3	1		
AM	139	1494	84	1419	AM
NOON	0	0	0	0	NOON
PM	82	1388	81	1625	PM

Eastbound Approach

	AM	NOON	PM
	1216	0	727
0	5	0	10
2	597	0	927
0	128	0	69
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	39	0	83	0
	1017	0	577	2
	1	0	5	0
	697	0	1064	
	AM	NOON	PM	

Northbound Approach

AM	1623	60	1375	16	AM
NOON	0	0	0	0	NOON
PM	1462	68	1532	56	PM
		1	3	0	Lanes

CONTROL

Signalized

Total Ins & Outs

	North Leg		
	1717	1419	AM
	0	0	NOON
	1551	1625	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1216	0	727		1057	0	665
730	0	1006		697	0	1064

	South Leg	
AM	1623	1451
NOON	0	0
PM	1462	1656

Total Volume Per Leg

	North Leg	
AM	3136	
NOON	0	
PM	3176	

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1946	0	1733		1754	0	1729

	South Leg
AM	3074
NOON	0
PM	3118

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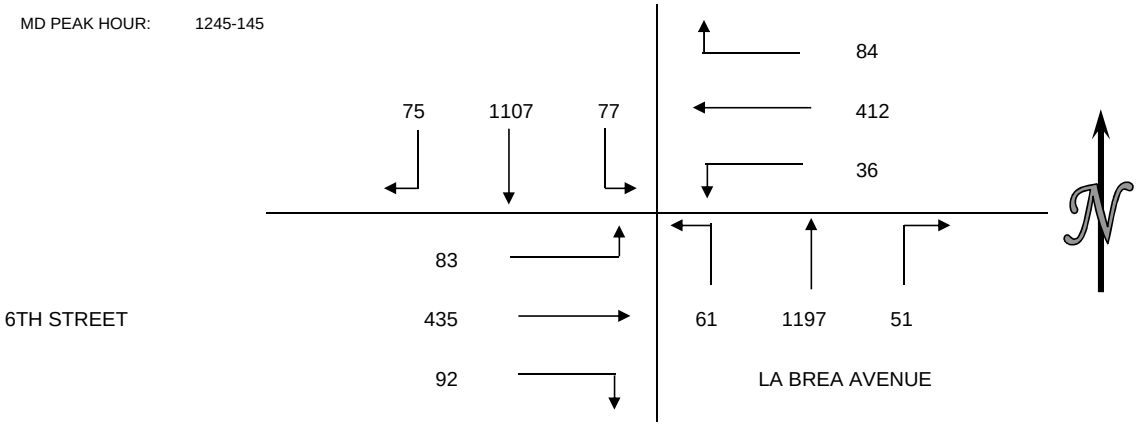
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: TUESDAY OCTOBER 23, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W 6TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	21	265	16	14	82	8	11	291	9	25	76	30	848
1215-1230	15	259	10	17	90	7	7	254	12	20	97	18	806
1230-1245	14	264	16	16	99	11	7	322	12	17	87	23	888
1245-100	13	270	25	18	106	15	13	301	15	24	98	23	921
100-115	24	265	15	20	99	5	18	281	9	20	121	24	901
115-130	17	289	18	23	101	7	10	305	21	22	113	19	945
130-145	21	283	19	23	106	9	10	310	16	26	103	17	943
145-200	12	298	24	22	108	12	12	255	17	18	127	15	920
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	63	1058	67	65	377	41	38	1168	48	86	358	94	3463
1215-115	66	1058	66	71	394	38	45	1158	48	81	403	88	3516
1230-130	68	1088	74	77	405	38	48	1209	57	83	419	89	3655
1245-145	75	1107	77	84	412	36	51	1197	61	92	435	83	3710
100-200	74	1135	76	88	414	33	50	1151	63	86	464	75	3709

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	5	2	3	11
1215-1230	0	8	1	5	14
1230-1245	1	10	3	5	19
1245-100	0	10	5	1	16
100-115	3	7	7	3	20
115-130	3	9	2	6	20
130-145	7	16	13	4	40
145-200	5	16	10	6	37
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	2	33	11	14	60
1215-115	4	35	16	14	69
1230-130	7	36	17	15	75
1245-145	13	42	27	14	96
100-200	18	48	32	19	117

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	0	1	1
1215-1230	0	0	0	0	0
1230-1245	1	2	1	2	6
1245-100	0	2	0	1	3
100-115	0	1	0	0	1
115-130	0	0	1	2	3
130-145	3	1	0	2	6
145-200	1	2	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	1	4	1	4	10
1215-115	1	5	1	3	10
1230-130	1	5	2	5	13
1245-145	3	4	1	5	13
100-200	4	4	1	4	13

WILTEC

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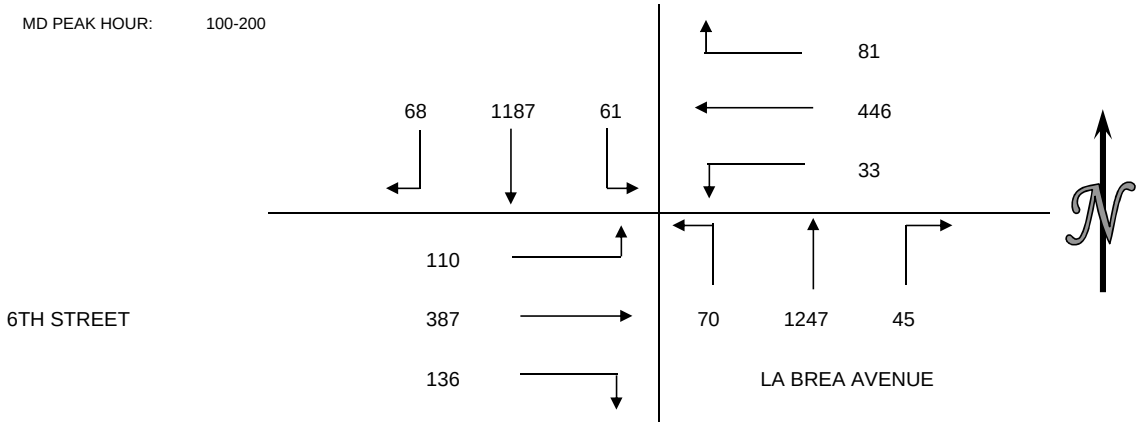
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY OCTOBER 20, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	LA BREA AVENUE
	E/W	6TH STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	15	281	16	14	118	11	6	300	14	25	100	22	922
1215-1230	15	289	8	21	103	8	11	260	15	28	91	23	872
1230-1245	25	295	22	17	110	6	6	290	14	33	75	20	913
1245-100	19	274	18	18	93	9	14	326	23	49	98	22	963
100-115	18	302	10	19	96	5	17	307	19	36	91	37	957
115-130	18	283	15	25	102	6	8	300	13	39	97	22	928
130-145	18	287	18	20	119	14	15	321	18	37	101	26	994
145-200	14	315	18	17	129	8	5	319	20	24	98	25	992
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	74	1139	64	70	424	34	37	1176	66	135	364	87	3670
1215-115	77	1160	58	75	402	28	48	1183	71	146	355	102	3705
1230-130	80	1154	65	79	401	26	45	1223	69	157	361	101	3761
1245-145	73	1146	61	82	410	34	54	1254	73	161	387	107	3842
100-200	68	1187	61	81	446	33	45	1247	70	136	387	110	3871

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	9	12	12	7	40
1215-1230	2	22	16	11	51
1230-1245	1	12	1	3	17
1245-100	3	4	3	6	16
100-115	8	8	3	8	27
115-130	6	12	3	4	25
130-145	12	12	2	4	30
145-200	5	13	6	5	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	15	50	32	27	124
1215-115	14	46	23	28	111
1230-130	18	36	10	21	85
1245-145	29	36	11	22	98
100-200	31	45	14	21	111

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	1	0	1	3
1215-1230	0	0	0	0	0
1230-1245	0	2	1	0	3
1245-100	0	3	2	0	5
100-115	0	1	0	2	3
115-130	0	2	0	1	3
130-145	0	3	0	0	3
145-200	0	0	0	3	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	1	6	3	1	11
1215-115	0	6	3	2	11
1230-130	0	8	3	3	14
1245-145	0	9	2	3	14
100-200	0	6	0	6	12

Turning Movement Count Report AM

Location ID: 3
North/South: Fairfax Avenue
East/West: Wilshire Boulevard

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	41	233	16	13	204	36	8	135	43	5	66	8	808
7:15	74	265	4	7	267	36	12	143	42	6	86	7	949
7:30	83	264	18	13	251	35	7	163	40	9	91	10	984
7:45	87	213	20	15	195	28	2	171	63	11	129	22	956
8:00	69	214	14	21	230	20	6	179	50	10	140	20	973
8:15	102	277	32	23	276	23	8	167	64	11	140	17	1140
8:30	70	216	28	30	252	22	9	144	67	26	138	21	1023
8:45	94	240	32	34	245	17	10	176	71	24	134	14	1091
9:00	94	224	38	29	215	21	19	150	64	20	144	29	1047
9:15	87	213	24	32	201	17	10	172	45	22	116	27	966
9:30	65	211	20	20	199	24	11	160	37	25	158	28	958
9:45	64	198	18	31	210	35	17	166	41	39	128	30	977

Total Volume:	930	2768	264	268	2745	314	119	1926	627	208	1470	233	11872
Approach %	23%	70%	7%	8%	83%	9%	4%	72%	23%	11%	77%	12%	

Peak Hr Begin:	8:15												
PHV	360	957	130	116	988	83	46	637	266	81	556	81	4301
PHF	0.880			0.922			0.923			0.930			0.943

Turning Movement Count Report PM

Location ID: 3
North/South: Fairfax Avenue
East/West: Wilshire Boulevard

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	41	231	34	28	172	23	11	172	30	31	204	47	1024
15:15	49	214	39	34	181	23	15	179	28	21	221	43	1047
15:30	62	236	32	30	151	27	11	151	21	22	224	66	1033
15:45	46	219	35	30	163	18	14	170	40	29	230	58	1052
16:00	39	223	39	35	147	12	7	158	32	35	255	66	1048
16:15	54	231	42	18	165	17	11	171	33	28	248	55	1073
16:30	45	220	43	23	155	21	10	175	29	39	225	58	1043
16:45	40	227	42	19	149	20	12	176	33	39	265	57	1079
17:00	60	234	46	42	180	26	11	164	30	43	215	64	1115
17:15	34	220	48	37	185	18	13	157	32	33	268	60	1105
17:30	33	209	46	36	171	17	11	166	43	26	281	66	1105
17:45	37	207	27	43	172	13	10	176	24	19	281	65	1074

Total Volume:	540	2671	473	375	1991	235	136	2015	375	365	2917	705	12798
Approach %	15%	73%	13%	14%	77%	9%	5%	80%	15%	9%	73%	18%	

Peak Hr Begin:	16:45												
PHV	167	890	182	134	685	81	47	663	138	141	1029	247	4404
PHF	0.911			0.907			0.959			0.950			0.987

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	19	0	28	1	15	0	13	0
7:15	21	3	20	0	24	1	4	0
7:30	33	1	40	2	21	3	15	1
7:45	10	4	33	0	22	0	5	1
8:00	38	2	23	1	25	2	26	1
8:15	31	1	28	1	34	1	7	0
8:30	29	2	33	1	24	0	10	0
8:45	24	0	20	2	26	2	8	3
9:00	51	1	34	2	19	2	22	1
9:15	39	6	33	1	24	0	17	1
9:30	35	5	24	3	22	1	21	0
9:45	26	1	13	1	23	0	25	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	40	0	41	3	21	0	39	2
15:15	39	2	28	3	35	0	21	3
15:30	30	2	37	1	32	1	36	2
15:45	38	3	20	2	42	2	16	1
16:00	43	3	22	2	34	1	27	1
16:15	36	2	47	0	39	0	24	3
16:30	18	2	29	1	25	0	24	2
16:45	33	0	35	4	21	2	33	1
17:00	33	3	19	1	32	1	38	1
17:15	39	3	49	0	33	0	30	3
17:30	27	2	45	0	31	0	33	0
17:45	24	1	22	1	28	0	26	2

Turning Movement Count Report

Location ID: 3
North/South: Fairfax Avenue
East/West: Wilshire Blvd

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	14	108	0	33	137	16	21	183	38	47	149	45	791
12:15	8	114	0	38	146	18	24	179	26	46	152	47	798
12:30	16	91	0	27	154	19	23	174	31	46	171	41	793
12:45	18	92	0	34	159	32	20	190	36	37	158	42	818
13:00	20	93	2	26	145	16	22	180	44	41	139	43	771
13:15	10	94	0	42	141	24	23	181	42	36	143	36	772
13:30	13	114	0	41	136	18	26	170	28	48	153	52	799
13:45	16	96	1	38	139	15	14	186	38	34	173	48	798
Total Volume:	115	802	3	279	1157	158	173	1443	283	335	1238	354	6340
Approach %	13%	87%	0%	18%	73%	10%	9%	76%	15%	17%	64%	18%	
Peak Hr Begin:	12:00												
PHV	56	405	0	132	596	85	88	726	131	176	630	175	3200
PHF	0.945			0.903			0.960			0.951			0.978

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Location ID: 3
North/South: Fairfax Avenue
East/West: Wilshire Blvd

Date: 12/03/15
City: Los Angeles, CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	30	1	13	1	34	1	26	0
12:15	49	2	25	0	44	1	26	2
12:30	40	1	28	2	54	0	27	0
12:45	40	0	21	1	67	0	18	1
13:00	56	5	37	3	48	3	19	1
13:15	39	2	32	4	52	0	17	1
13:30	34	5	29	3	34	0	15	0
13:45	38	2	24	0	55	3	25	0

Turning Movement Count Report

Location ID: 3
North/South: Fairfax Avenue
East/West: Wilshire Boulevard

Date: 12/05/15
City: Los Angeles. CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	28	194	35	34	122	23	11	202	23	14	106	24	816
12:15	37	227	38	36	137	17	17	194	19	12	130	31	895
12:30	44	240	30	37	123	16	19	193	29	17	134	33	915
12:45	35	238	32	42	153	16	20	196	32	22	144	34	964
13:00	47	220	26	42	124	16	14	211	21	18	123	35	897
13:15	42	238	38	37	132	21	15	191	28	24	159	50	975
13:30	45	230	32	25	101	17	14	186	28	15	124	33	850
13:45	31	212	30	50	184	28	20	177	30	40	168	52	1022
Total Volume:	309	1799	261	303	1076	154	130	1550	210	162	1088	292	7334
Approach %	13%	76%	11%	20%	70%	10%	7%	82%	11%	11%	71%	19%	
Peak Hr Begin:	12:30												
PHV	168	936	126	158	532	69	68	791	110	81	560	152	3751
PHF	0.967			0.899			0.977			0.851			0.962

Pedestrian/Bicycle Count Report

Location ID: 3
North/South: Fairfax Avenue
East/West: Wilshire Boulevard

Date: 12/05/15
City: Los Angeles. CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	19	1	13	1	16	1	8	2
12:15	32	3	20	1	17	1	16	0
12:30	20	2	12	0	10	1	6	0
12:45	21	2	16	1	19	0	18	2
13:00	14	0	21	0	10	3	14	1
13:15	24	3	17	1	12	2	8	2
13:30	24	0	16	0	20	0	12	0
13:45	32	2	19	1	14	0	13	0

Turning Movement Count Report AM

Location ID: 1
North/South: Ogden Drive
East/West: Wilshire Blvd

Date: 06/18/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	225	3	4	0	9	10	78	0	329
7:15	0	0	0	0	279	12	2	0	3	9	105	0	410
7:30	0	0	0	0	293	3	5	0	8	5	97	0	411
7:45	0	0	0	0	261	8	5	0	7	16	127	0	424
8:00	0	0	0	0	258	9	5	0	11	21	127	0	431
8:15	0	0	0	0	305	7	7	0	10	19	131	0	479
8:30	0	0	0	0	286	9	10	0	9	13	182	1	510
8:45	0	0	0	0	277	9	27	0	4	16	142	0	475
9:00	0	0	0	0	251	8	15	0	5	15	135	0	429
9:15	0	0	0	0	261	6	16	0	3	11	148	0	445
9:30	0	0	0	0	238	8	18	0	8	13	139	0	424
9:45	0	0	0	0	257	7	16	0	8	15	130	0	433

Total Volume:	0	0	0	0	3191	89	130	0	85	163	1541	1	5200
Approach %	0%	0%	0%	0%	97%	3%	60%	0%	40%	10%	90%	0%	

Peak Hr Begin:	8:00												
PHV	0	0	0	0	1126	34	49	0	34	69	582	1	1895
PHF	0.000			0.929			0.669			0.832			0.929

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Turning Movement Count Report PM

Location ID: 1
North/South: Ogden Drive
East/West: Wilshire Blvd

Date: 06/18/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	154	7	5	0	8	13	258	0	445
15:15	0	0	0	0	188	11	5	0	14	6	222	0	446
15:30	0	0	0	0	196	5	8	0	4	17	242	1	473
15:45	0	0	0	0	197	10	12	0	10	22	237	0	488
16:00	0	0	0	0	193	8	16	0	13	16	229	1	476
16:15	0	0	0	0	178	7	7	0	9	12	264	0	477
16:30	0	0	0	0	182	4	7	0	9	15	271	0	488
16:45	0	0	0	0	189	13	9	0	7	8	289	0	515
17:00	0	0	0	0	188	9	9	0	13	13	263	0	495
17:15	0	0	0	0	215	2	6	0	19	12	265	0	519
17:30	0	0	0	0	209	7	10	0	7	19	271	0	523
17:45	0	0	0	0	168	10	13	0	15	15	298	0	519

Total Volume:	0	0	0	0	2257	93	107	0	128	168	3109	2	5864
Approach %	0%	0%	0%	0%	96%	4%	46%	0%	54%	5%	95%	0%	

Peak Hr Begin:	17:00												
PHV	0	0	0	0	780	28	38	0	54	59	1097	0	2056
PHF	0.000			0.931			0.821			0.923			0.983

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Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	7	1
7:15	0	0	16	2
7:30	0	0	17	8
7:45	0	0	20	5
8:00	0	0	18	2
8:15	0	0	22	7
8:30	0	1	13	5
8:45	0	0	25	6
9:00	0	0	15	5
9:15	0	0	12	6
9:30	0	0	26	4
9:45	0	0	24	5

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	1	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	1
8:30	0	0	1	1
8:45	0	0	0	1
9:00	0	0	0	0
9:15	0	0	1	0
9:30	0	0	1	1
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	0	3	40	46
15:15	0	0	37	51
15:30	0	0	58	49
15:45	0	1	42	36
16:00	0	2	32	15
16:15	0	0	40	36
16:30	0	1	30	28
16:45	0	0	27	13
17:00	0	1	38	35
17:15	0	0	35	26
17:30	0	0	39	13
17:45	0	0	34	15

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	1
15:15	0	0	0	0
15:30	0	0	0	1
15:45	0	0	0	0
16:00	0	0	0	1
16:15	0	0	0	2
16:30	0	1	0	0
16:45	0	0	0	1
17:00	0	0	1	0
17:15	0	0	0	3
17:30	0	0	0	5
17:45	0	0	0	2

Turning Movement Count Report

Location ID: 4
North/South: Ogden Drive
East/West: Wilshire Boulevard

Date: 12/03/15
City: Los Angeles. CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	0	0	0	0	184	8	7	0	12	13	160	0	384
12:15	0	0	0	0	174	9	13	0	9	11	173	0	389
12:30	0	0	0	0	190	4	8	0	11	11	180	0	404
12:45	0	0	0	0	209	8	10	0	8	9	159	0	403
13:00	0	0	0	0	190	7	13	0	6	8	160	0	384
13:15	0	0	0	0	188	10	7	0	5	12	141	0	363
13:30	0	0	0	0	196	8	7	0	8	7	167	0	393
13:45	0	0	0	0	170	8	8	0	7	15	175	0	383
Total Volume:	0	0	0	0	1501	62	73	0	66	86	1315	0	3103
Approach %	0%	0%	0%	0%	96%	4%	53%	0%	47%	6%	94%	0%	
Peak Hr Begin:	12:00												
PHV	0	0	0	0	757	29	38	0	40	44	672	0	1580
PHF	0.000			0.906			0.886			0.937			0.978

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Pedestrian/Bicycle Count Report

Location ID: 4
North/South: Ogden Drive
East/West: Wilshire Boulevard

Date: 12/03/15
City: Los Angeles. CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	0	0	3	0	67	0	62	0
12:15	0	0	0	0	74	0	36	0
12:30	0	0	0	0	73	0	39	0
12:45	0	0	0	0	63	0	57	1
13:00	0	0	0	0	70	0	44	0
13:15	0	0	2	0	50	0	34	0
13:30	0	0	1	0	63	2	28	1
13:45	0	0	0	0	53	0	46	0

Turning Movement Count Report

Location ID: 4
North/South: Ogden Drive
East/West: Wilshire Boulevard

Date: 12/05/15
City: Los Angeles. CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	0	0	0	0	193	2	11	0	2	8	149	0	365
12:15	0	0	0	0	191	9	8	0	7	10	183	0	408
12:30	0	0	0	0	172	7	12	0	8	11	175	0	385
12:45	0	0	0	0	223	4	11	0	7	10	202	0	457
13:00	0	0	0	0	176	5	8	0	8	14	159	0	370
13:15	0	0	0	0	194	10	9	0	8	11	195	0	427
13:30	0	0	0	0	203	3	7	0	3	7	183	0	406
13:45	0	0	0	0	201	5	6	0	11	18	190	0	431
Total Volume:	0	0	0	0	1553	45	72	0	54	89	1436	0	3249
Approach %	0%	0%	0%	0%	97%	3%	57%	0%	43%	6%	94%	0%	
Peak Hr Begin:	12:45												
PHV	0	0	0	0	796	22	35	0	26	42	739	0	1660
PHF	0.000			0.901			0.847			0.921			0.908

Pedestrian/Bicycle Count Report

Location ID: 4
North/South: Ogden Drive
East/West: Wilshire Boulevard

Date: 12/05/15
City: Los Angeles. CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	0	0	2	0	49	0	64	1
12:15	0	0	1	0	40	0	61	0
12:30	0	0	2	0	43	0	83	0
12:45	0	0	2	0	49	4	68	2
13:00	0	0	2	0	50	0	85	0
13:15	0	0	5	0	53	0	65	2
13:30	0	0	2	0	58	0	77	0
13:45	0	0	4	0	40	1	70	1

Turning Movement Count Report AM

Location ID: 2
North/South: Spaulding Avenue
East/West: Wilshire Blvd

Date: 06/18/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	235	9	4	0	4	4	75	0	331
7:15	0	0	0	0	277	7	6	0	5	4	104	0	403
7:30	0	0	0	0	295	5	4	0	5	2	91	0	402
7:45	0	0	0	0	271	10	4	0	3	5	122	0	415
8:00	0	0	0	0	294	15	4	0	4	5	128	0	450
8:15	0	0	0	0	296	24	7	0	8	6	143	0	484
8:30	0	0	0	0	298	29	4	0	3	9	177	0	520
8:45	0	0	0	0	287	17	6	0	6	15	149	0	480
9:00	0	0	0	0	248	15	5	0	3	9	139	0	419
9:15	0	0	0	0	271	11	6	0	6	11	157	0	462
9:30	0	0	0	0	229	19	8	0	4	13	153	0	426
9:45	0	0	0	0	248	13	4	0	5	12	125	0	407

Total Volume:	0	0	0	0	3249	174	62	0	56	95	1563	0	5199
Approach %	0%	0%	0%	0%	95%	5%	53%	0%	47%	6%	94%	0%	

Peak Hr Begin:	8:00												
PHV	0	0	0	0	1175	85	21	0	21	35	597	0	1934
PHF	0.000			0.963			0.700			0.849			0.930

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Turning Movement Count Report PM

Location ID: 2
North/South: Spaulding Avenue
East/West: Wilshire Blvd

Date: 06/18/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	163	12	9	0	4	6	225	0	419
15:15	0	0	0	0	189	6	15	0	8	5	234	0	457
15:30	0	0	0	0	197	15	12	0	11	12	253	0	500
15:45	0	0	0	0	198	7	9	0	1	11	252	0	478
16:00	0	0	0	0	206	11	12	0	10	9	287	0	535
16:15	0	0	0	0	174	2	10	0	8	4	237	0	435
16:30	0	0	0	0	192	7	9	0	5	8	239	0	460
16:45	0	0	0	0	187	9	9	0	11	8	259	0	483
17:00	0	0	0	0	194	8	20	0	11	10	256	0	499
17:15	0	0	0	0	212	5	19	0	12	4	269	0	521
17:30	0	0	0	0	208	12	18	0	11	3	278	0	530
17:45	0	0	0	0	181	7	21	0	6	3	288	0	506

Total Volume:	0	0	0	0	2301	101	163	0	98	83	3077	0	5823
Approach %	0%	0%	0%	0%	96%	4%	62%	0%	38%	3%	97%	0%	

Peak Hr Begin:	17:00												
PHV	0	0	0	0	795	32	78	0	40	20	1091	0	2056
PHF	0.000			0.940			0.952			0.954			0.970

City Count, LLC.
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Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	3	5	1
7:15	0	5	15	9
7:30	0	2	7	1
7:45	0	7	7	6
8:00	0	4	8	8
8:15	0	15	7	8
8:30	0	7	10	7
8:45	0	13	20	12
9:00	0	8	15	16
9:15	0	6	16	12
9:30	0	8	17	9
9:45	0	9	12	11

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	1
7:45	0	0	0	0
8:00	0	0	1	0
8:15	0	0	0	1
8:30	0	0	1	0
8:45	0	2	0	1
9:00	0	0	0	1
9:15	0	0	0	0
9:30	0	1	1	0
9:45	0	0	0	1

	Pedestrians			
Leg:	North	East	South	West
15:00	0	31	17	40
15:15	0	20	10	20
15:30	0	16	30	28
15:45	0	31	30	44
16:00	0	25	22	18
16:15	0	28	16	20
16:30	0	37	16	18
16:45	0	23	14	28
17:00	0	52	19	21
17:15	0	30	23	24
17:30	0	16	31	8
17:45	0	22	15	8

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	1
15:15	0	0	1	0
15:30	0	2	0	0
15:45	0	0	1	0
16:00	0	0	0	0
16:15	0	1	0	0
16:30	0	1	1	1
16:45	0	2	0	0
17:00	0	1	0	2
17:15	0	1	0	1
17:30	0	1	0	1
17:45	0	0	0	2

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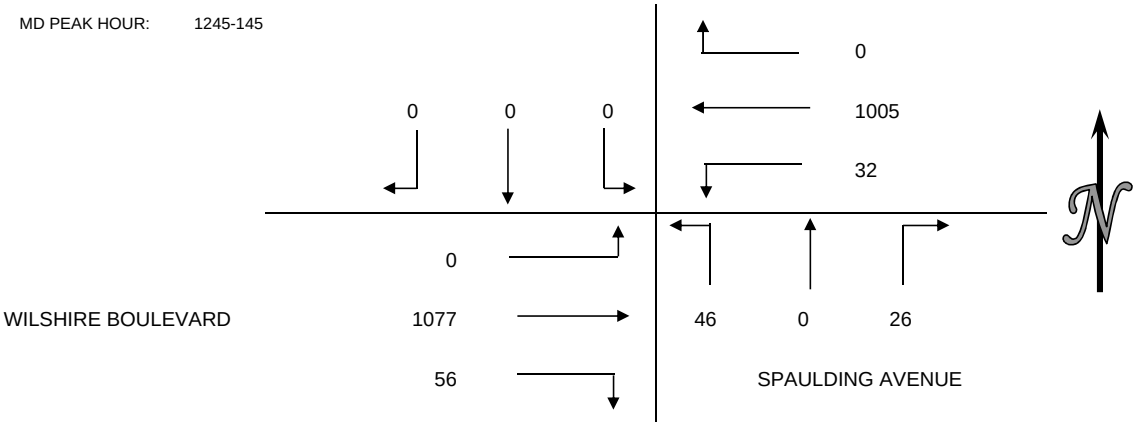
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 1, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S SPAULDING AVENUE
E/W WILSHIRE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	0	0	0	0	209	11	4	0	4	7	223	0	458
1215-1230	0	0	0	0	236	5	3	0	10	12	244	0	510
1230-1245	0	0	0	0	228	6	1	0	10	13	229	0	487
1245-100	0	0	0	0	250	7	7	0	11	13	254	0	542
100-115	0	0	0	0	236	12	8	0	8	15	263	0	542
115-130	0	0	0	0	256	7	8	0	21	10	279	0	581
130-145	0	0	0	0	263	6	3	0	6	18	281	0	577
145-200	0	0	0	0	242	7	5	0	10	17	241	0	522
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	0	0	0	0	923	29	15	0	35	45	950	0	1997
1215-115	0	0	0	0	950	30	19	0	39	53	990	0	2081
1230-130	0	0	0	0	970	32	24	0	50	51	1025	0	2152
1245-145	0	0	0	0	1005	32	26	0	46	56	1077	0	2242
100-200	0	0	0	0	997	32	24	0	45	60	1064	0	2222

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	30	32	33	95
1215-1230	0	25	27	36	88
1230-1245	0	19	47	46	112
1245-100	0	29	74	52	155
100-115	0	24	64	40	128
115-130	0	45	58	74	177
130-145	0	20	54	50	124
145-200	0	18	53	59	130
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	0	103	180	167	450
1215-115	0	97	212	174	483
1230-130	0	117	243	212	572
1245-145	0	118	250	216	584
100-200	0	107	229	223	559

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	1	0	1
1215-1230	0	1	2	0	3
1230-1245	0	1	0	1	2
1245-100	0	0	0	1	1
100-115	0	0	2	0	2
115-130	0	0	1	0	1
130-145	0	0	0	0	0
145-200	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	0	2	3	2	7
1215-115	0	2	4	2	8
1230-130	0	1	3	2	6
1245-145	0	0	3	1	4
100-200	0	0	4	0	4

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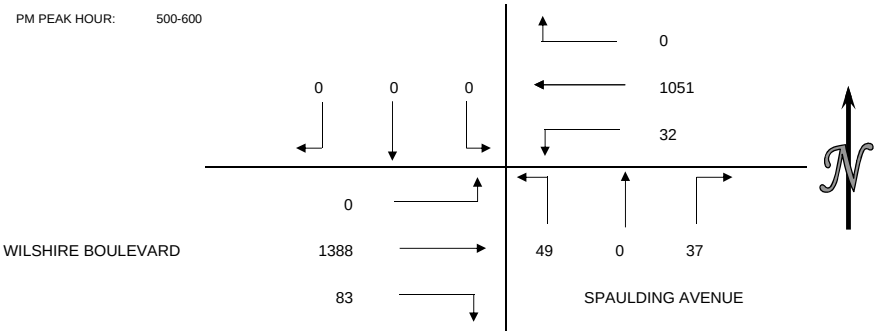
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 1, 2012
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S SPAULDING AVENUE
E/W WILSHIRE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	0	0	0	212	11	6	0	15	14	275	0	533
315-330	0	0	0	0	229	12	10	0	7	6	275	0	539
330-345	0	0	0	0	245	8	10	0	10	10	297	0	580
345-400	0	0	0	0	270	6	8	0	5	9	299	0	597
400-415	0	0	0	0	266	7	13	0	9	15	311	0	621
415-430	0	0	0	0	276	4	4	0	8	19	325	0	636
430-445	0	0	0	0	297	3	9	0	10	17	303	0	639
445-500	0	0	0	0	259	7	8	0	4	13	290	0	581
500-515	0	0	0	0	277	10	16	0	24	25	316	0	668
515-530	0	0	0	0	275	5	9	0	9	22	355	0	675
530-545	0	0	0	0	251	7	8	0	9	22	351	0	648
545-600	0	0	0	0	248	10	4	0	7	14	366	0	649
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	0	0	0	956	37	34	0	37	39	1146	0	2249
315-415	0	0	0	0	1010	33	41	0	31	40	1182	0	2337
330-430	0	0	0	0	1057	25	35	0	32	53	1232	0	2434
345-445	0	0	0	0	1109	20	34	0	32	60	1238	0	2493
400-500	0	0	0	0	1098	21	34	0	31	64	1229	0	2477
415-515	0	0	0	0	1109	24	37	0	46	74	1234	0	2524
430-530	0	0	0	0	1108	25	42	0	47	77	1264	0	2563
445-545	0	0	0	0	1062	29	41	0	46	82	1312	0	2572
500-600	0	0	0	0	1051	32	37	0	49	83	1388	0	2640

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	14	25	23	62
315-330	0	34	22	49	105
330-345	0	35	24	42	101
345-400	0	15	10	23	48
400-415	0	15	16	25	56
415-430	0	20	9	27	56
430-445	0	17	14	42	73
445-500	0	31	15	42	88
500-515	0	62	34	75	171
515-530	0	15	20	28	63
530-545	0	21	23	22	66
545-600	0	26	24	35	85
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	98	81	137	316
315-415	0	99	72	139	310
330-430	0	85	59	117	261
345-445	0	67	49	117	233
400-500	0	83	54	136	273
415-515	0	130	72	186	388
430-530	0	125	83	187	395
445-545	0	129	92	167	388
500-600	0	124	101	160	385

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	2	2	0	4
315-330	0	0	0	0	0
330-345	0	2	2	0	4
345-400	0	2	2	1	5
400-415	0	0	6	0	6
415-430	0	1	0	1	2
430-445	0	0	4	0	4
445-500	0	1	2	0	3
500-515	0	0	6	0	6
515-530	0	0	1	0	1
530-545	0	0	4	0	4
545-600	0	0	4	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	0	6	6	1	13
315-415	0	4	10	1	15
330-430	0	5	10	2	17
345-445	0	3	12	2	17
400-500	0	2	12	1	15
415-515	0	2	12	1	15
430-530	0	1	13	0	14
445-545	0	1	13	0	14
500-600	0	0	15	0	15

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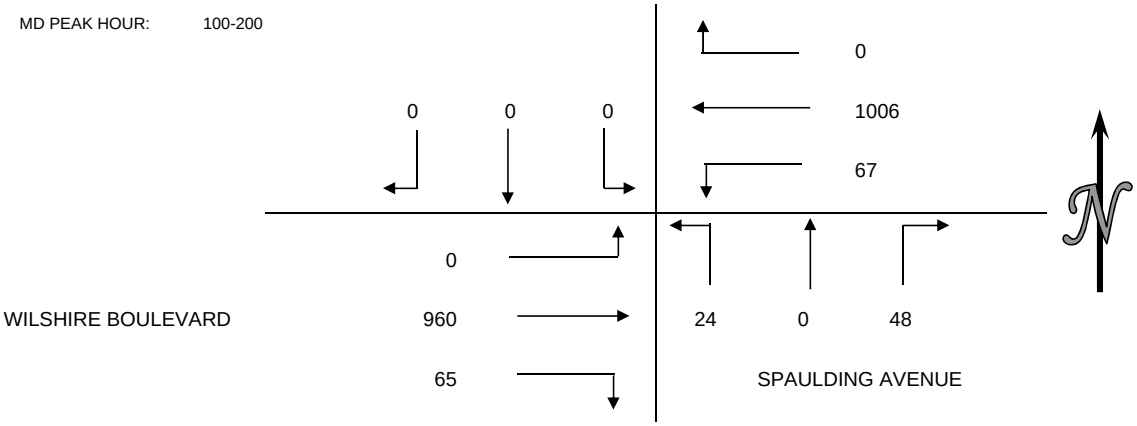
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	SPAULDING AVENUE
	E/W	WILSHIRE BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	0	0	0	0	252	18	9	0	6	14	200	0	499
1215-1230	0	0	0	0	233	10	13	0	8	16	221	0	501
1230-1245	0	0	0	0	228	11	11	0	8	17	212	0	487
1245-100	0	0	0	0	250	8	9	0	5	14	257	0	543
100-115	0	0	0	0	243	12	15	0	7	26	234	0	537
115-130	0	0	0	0	235	14	12	0	9	14	248	0	532
130-145	0	0	0	0	257	20	7	0	5	14	249	0	552
145-200	0	0	0	0	271	21	14	0	3	11	229	0	549
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	0	0	0	0	963	47	42	0	27	61	890	0	2030
1215-115	0	0	0	0	954	41	48	0	28	73	924	0	2068
1230-130	0	0	0	0	956	45	47	0	29	71	951	0	2099
1245-145	0	0	0	0	985	54	43	0	26	68	988	0	2164
100-200	0	0	0	0	1006	67	48	0	24	65	960	0	2170

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	69	54	26	149
1215-1230	0	56	27	29	112
1230-1245	0	49	30	20	99
1245-100	0	61	45	37	143
100-115	0	66	33	29	128
115-130	0	53	25	11	89
130-145	0	74	32	30	136
145-200	0	73	43	42	158
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	0	235	156	112	503
1215-115	0	232	135	115	482
1230-130	0	229	133	97	459
1245-145	0	254	135	107	496
100-200	0	266	133	112	511

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	1	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	1	0	1
100-115	0	0	1	0	1
115-130	0	2	5	0	7
130-145	0	0	1	0	1
145-200	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	0	0	2	0	2
1215-115	0	0	2	0	2
1230-130	0	2	7	0	9
1245-145	0	2	8	0	10
100-200	0	2	9	0	11

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Curson Ave

East/West Wilshire Blvd

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	7	3	45	59
BIKES	8	9	49	49
BUSES	1	10	106	149

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	123	9.00	109	8.45	259	9.00	432	8.15
PM PK 15 MIN	92	17.45	99	17.00	397	17.15	272	17.45
AM PK HOUR	420	8.30	365	8.15	968	8.30	1597	7.45
PM PK HOUR	342	17.00	309	17.00	1555	17.00	1001	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	71	61	169
8-9	53	172	138	363
9-10	19	148	209	376
15-16	27	107	73	207
16-17	44	117	86	247
17-18	40	170	132	342
TOTAL	220	785	699	1704

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	73	77	197
8-9	96	128	125	349
9-10	88	72	97	257
15-16	46	92	68	206
16-17	51	84	79	214
17-18	50	179	80	309
TOTAL	378	628	526	1532

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
366	38	1	32	0
712	63	1	43	0
633	59	4	65	1
413	147	147	80	80
461	103	103	72	72
651	23	23	62	62
3236	433	279	354	215

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	620	7	647
8-9	44	868	22	934
9-10	53	849	19	921
15-16	68	1186	29	1283
16-17	65	1349	42	1456
17-18	67	1420	68	1555
TOTAL	317	6292	187	6796

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	1344	3	1358
8-9	21	1562	5	1588
9-10	27	1122	3	1152
15-16	29	929	11	969
16-17	23	866	10	899
17-18	30	967	4	1001
TOTAL	141	6790	36	6967

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2005	6	0	20	1
2522	24	1	25	0
2073	24	1	23	5
2252	22	22	32	32
2355	23	23	44	44
2556	27	27	23	23
13763	126	74	167	105

ITM Peak Hour Summary

Prepared by:

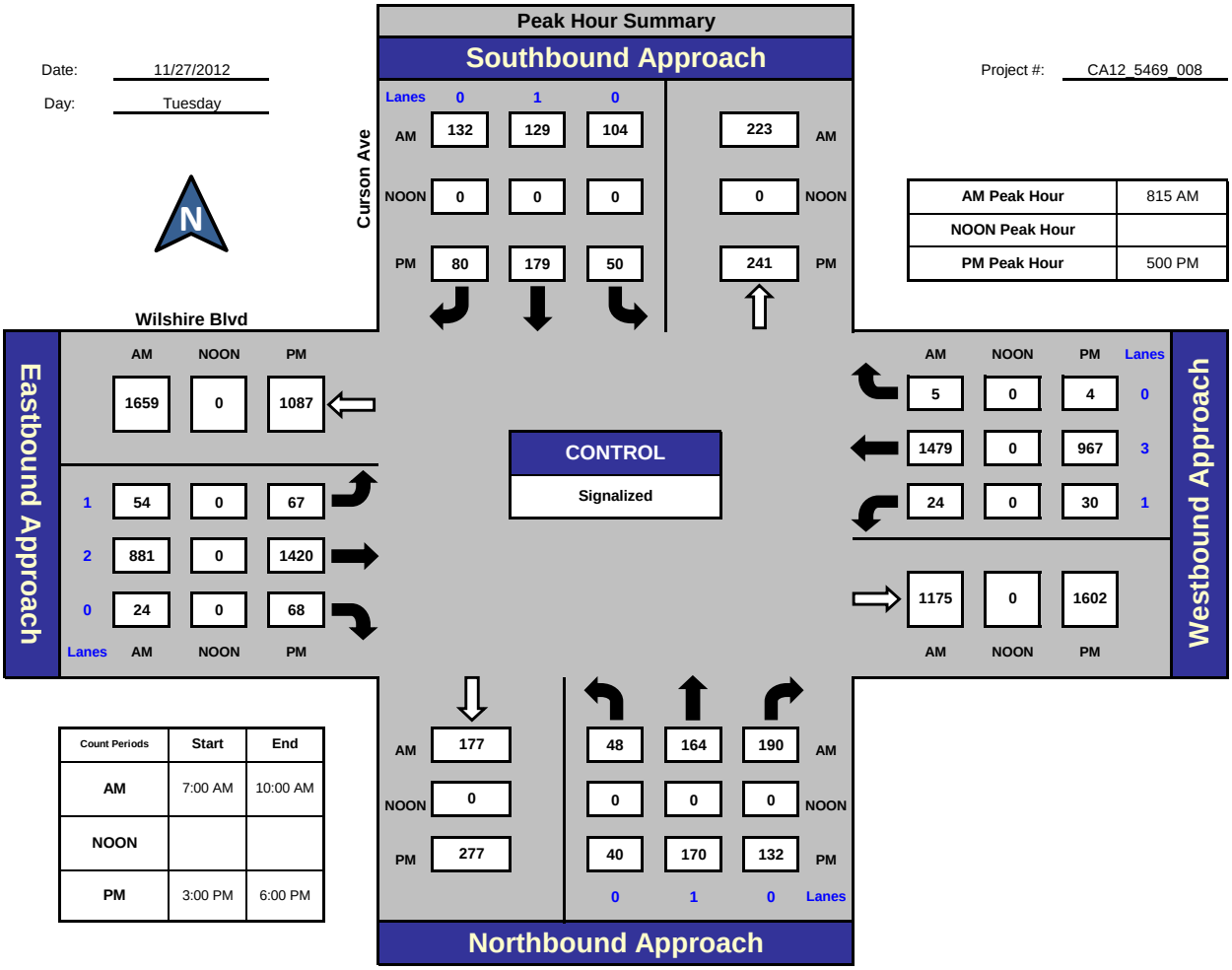
National Data & Surveying Services

Curson Ave and Wilshire Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_008



AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	365	223
NOON	0	0
PM	309	241

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1659	0	1087		1508	0	1001
959	0	1555		1175	0	1602

	South Leg	
AM	177	402
NOON	0	0
PM	277	342

Total Volume Per Leg

	North Leg
AM	588
NOON	0
PM	550

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
2618	0	2642	2683	0	2603

	South Leg
AM	579
NOON	0
PM	619

WILTEC

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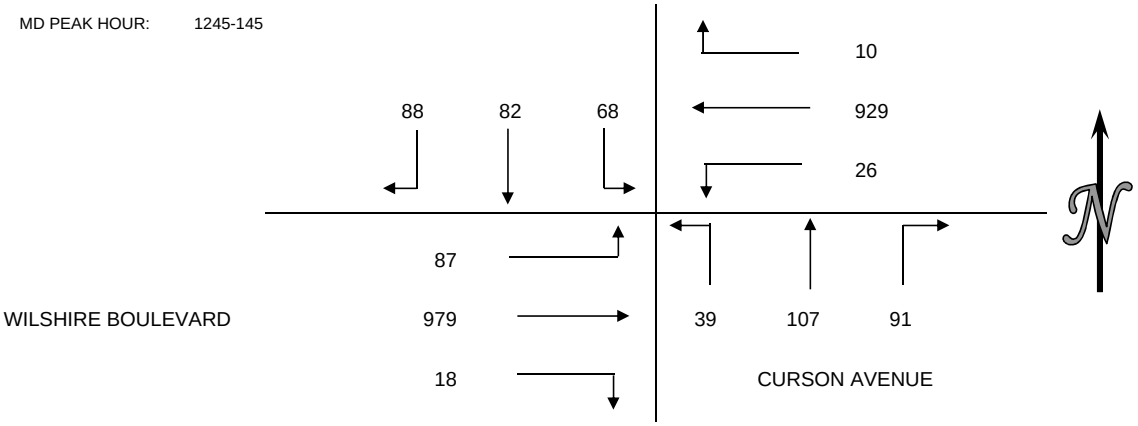
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 1, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S CURSON AVENUE
E/W WILSHIRE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	15	25	12	5	196	7	26	23	9	2	230	15	565
1215-1230	24	32	6	9	190	3	14	25	9	3	200	14	529
1230-1245	28	14	10	5	211	11	16	22	6	1	217	15	556
1245-100	16	15	15	2	242	9	27	34	11	4	231	26	632
100-115	23	24	19	3	232	7	24	27	7	3	256	14	639
115-130	27	22	21	4	212	7	16	22	11	5	231	22	600
130-145	22	21	13	1	243	3	24	24	10	6	261	25	653
145-200	26	19	13	4	219	7	21	15	8	3	223	20	578
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	83	86	43	21	839	30	83	104	35	10	878	70	2282
1215-115	91	85	50	19	875	30	81	108	33	11	904	69	2356
1230-130	94	75	65	14	897	34	83	105	35	13	935	77	2427
1245-145	88	82	68	10	929	26	91	107	39	18	979	87	2524
100-200	98	86	66	12	906	24	85	88	36	17	971	81	2470

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	37	10	36	10	93
1215-1230	45	13	25	5	88
1230-1245	43	16	48	24	131
1245-100	60	27	62	16	165
100-115	51	28	56	18	153
115-130	59	27	52	13	151
130-145	70	5	49	18	142
145-200	64	26	42	21	153
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	185	66	171	55	477
1215-115	199	84	191	63	537
1230-130	213	98	218	71	600
1245-145	240	87	219	65	611
100-200	244	86	199	70	599

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	0	1	0	2
1215-1230	4	1	3	2	10
1230-1245	2	1	0	0	3
1245-100	1	0	1	1	3
100-115	1	0	3	1	5
115-130	2	0	1	1	4
130-145	2	0	1	0	3
145-200	1	0	2	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	8	2	5	3	18
1215-115	8	2	7	4	21
1230-130	6	1	5	3	15
1245-145	6	0	6	3	15
100-200	6	0	7	2	15

WILTEC

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

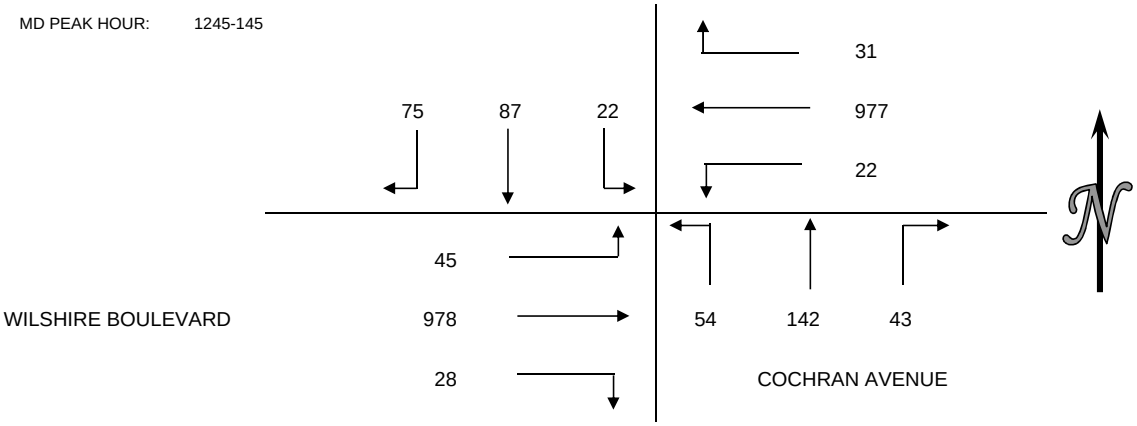
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	COCHRAN AVENUE
	E/W	WILSHIRE BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	14	10	5	6	231	5	11	40	16	8	244	11	601
1215-1230	17	18	11	7	240	3	12	36	13	11	212	8	588
1230-1245	22	15	7	16	218	4	6	45	13	4	220	10	580
1245-100	15	22	5	7	250	5	20	34	11	5	244	14	632
100-115	23	18	7	10	251	7	8	35	19	5	238	14	635
115-130	23	20	3	9	234	3	5	36	14	8	264	7	626
130-145	14	27	7	5	242	7	10	37	10	10	232	10	611
145-200	21	15	6	7	263	9	17	30	13	5	217	13	616
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	68	65	28	36	939	17	49	155	53	28	920	43	2401
1215-115	77	73	30	40	959	19	46	150	56	25	914	46	2435
1230-130	83	75	22	42	953	19	39	150	57	22	966	45	2473
1245-145	75	87	22	31	977	22	43	142	54	28	978	45	2504
100-200	81	80	23	31	990	26	40	138	56	28	951	44	2488

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	21	4	19	5	49
1215-1230	27	12	17	4	60
1230-1245	12	5	26	7	50
1245-100	29	12	16	6	63
100-115	27	7	32	8	74
115-130	25	1	27	8	61
130-145	34	4	21	4	63
145-200	23	4	25	11	63
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	89	33	78	22	222
1215-115	95	36	91	25	247
1230-130	93	25	101	29	248
1245-145	115	24	96	26	261
100-200	109	16	105	31	261

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	5	0	2	0	7
1215-1230	1	3	2	0	6
1230-1245	1	1	1	1	4
1245-100	4	2	0	0	6
100-115	1	1	3	2	7
115-130	4	1	2	2	9
130-145	0	0	2	0	2
145-200	0	0	4	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	11	6	5	1	23
1215-115	7	7	6	3	23
1230-130	10	5	6	5	26
1245-145	9	4	7	4	24
100-200	5	2	11	5	23

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation

STREET:
North/South HAUSER BOULEVARD
East/West WILSHIRE BOULEVARD

Count by: The Traffic Solution

Day: AM 04/19/11 **Date:** Tuesday, April 19, 2011 **Weather:** CLEAR
PM 04/19/11 Tuesday, April 19, 2011
Hours: 7-10 AM 3-6 PM

School Day: Yes **District:** Mid-Wilshire

	N/B	S/B	E/B	W/B
DUAL-WHEELED	3	9	43	47
BIKES	15	14	50	48
BUSES	2	3	136	146

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	133	5:00	138	5:00	209	0:00	394	5:00
PM PK 15 MIN	183	5:30	145	5:15	461	0:00	269	5:45
AM PK HOUR	512	4:30	504	4:45	826	0:00	####	4:15
PM PK HOUR	673	5:00	519	4:30	1,774	0:00	980	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	55	195	45	295
8 - 9	88	346	55	489
9 - 10	85	329	62	476
3 - 4	53	453	107	613
4 - 5	49	458	125	632
5 - 6	51	495	127	673
TOTAL	381	2,276	521	3,178

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	27	163	48	238
8 - 9	28	326	61	415
9 - 10	38	378	83	499
3 - 4	43	363	23	429
4 - 5	50	400	42	492
5 - 6	50	414	29	493
TOTAL	236	2,044	286	2,566

Hours	TOTAL N-S	XING S/L Ped	XING S/L Sch	XING N/L Ped	XING N/L Sch
7 - 8	533	31	0	53	0
8 - 9	904	69	0	110	0
9 - 10	975	83	2	119	11
3 - 4	1,042	143	10	134	15
4 - 5	1,124	88	8	170	19
5 - 6	1,166	85	11	113	10
TOTAL	5,744	499	31	699	55

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	24	421	18	463
8 - 9	42	644	34	720
9 - 10	40	726	50	816
3 - 4	91	1,075	69	1,235
4 - 5	104	1,213	86	1,403
5 - 6	128	1,494	152	1,774
TOTAL	429	5,573	409	6,411

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	53	894	21	968
8 - 9	98	1,331	34	1,463
9 - 10	88	1,241	42	1,371
3 - 4	53	824	63	940
4 - 5	54	837	53	944
5 - 6	71	855	54	980
TOTAL	417	5,982	267	6,666

Hours	TOTAL E-W	XING W/L Ped	XING W/L Sch	XING E/L Ped	XING E/L Sch
7 - 8	1,431	33	0	15	1
8 - 9	2,183	48	3	45	2
9 - 10	2,187	74	4	38	0
3 - 4	2,175	50	4	41	3
4 - 5	2,347	41	7	59	4
5 - 6	2,754	69	7	50	2
TOTAL	#####	315	25	248	12

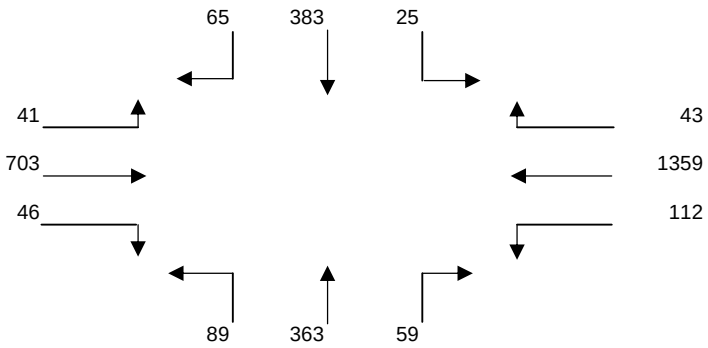
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: DESMOND'S TOWER - LOS ANGELES
DATE: TUESDAY, APRIL 19, 2011
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S HAUSER BOULEVARD
E/W WILSHIRE BOULEVARD
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	8	21	8	4	187	8	8	34	6	2	63	3
0715-0730	12	39	5	5	183	14	10	42	13	4	92	5
0730-0745	17	50	6	7	230	13	15	55	18	6	124	7
0745-0800	11	53	8	5	294	18	12	64	18	6	142	9
0800-0815	14	57	9	6	318	20	13	77	21	9	172	10
0815-0830	11	75	8	9	320	26	12	87	23	10	155	13
0830-0845	17	100	5	7	339	27	15	92	20	9	175	10
0845-0900	19	94	6	12	354	26	15	90	24	12	189	8
0900-0915	18	114	6	15	346	33	17	94	22	15	184	10
0915-0930	20	93	11	10	270	21	14	85	24	11	178	10
0930-0945	25	87	11	9	311	16	18	77	19	12	188	9
0945-1000	20	84	10	8	314	18	13	73	20	12	176	11

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	48	163	27	21	894	53	45	195	55	18	421	24	1964
0715-0815	54	199	28	23	1025	65	50	238	70	25	530	31	2338
0730-0830	53	235	31	27	1162	77	52	283	80	31	593	39	2663
0745-0845	53	285	30	27	1271	91	52	320	82	34	644	42	2931
0800-0900	61	326	28	34	1331	99	55	346	88	40	691	41	3140
0815-0915	65	383	25	43	1359	112	59	363	89	46	703	41	3288
0830-0930	74	401	28	44	1309	107	61	361	90	47	726	38	3286
0845-0945	82	388	34	46	1281	96	64	346	89	50	739	37	3252
0900-1000	83	378	38	42	1241	88	62	329	85	50	726	40	3162

A.M. PEAK HOUR
0815-0915



WILTEC

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

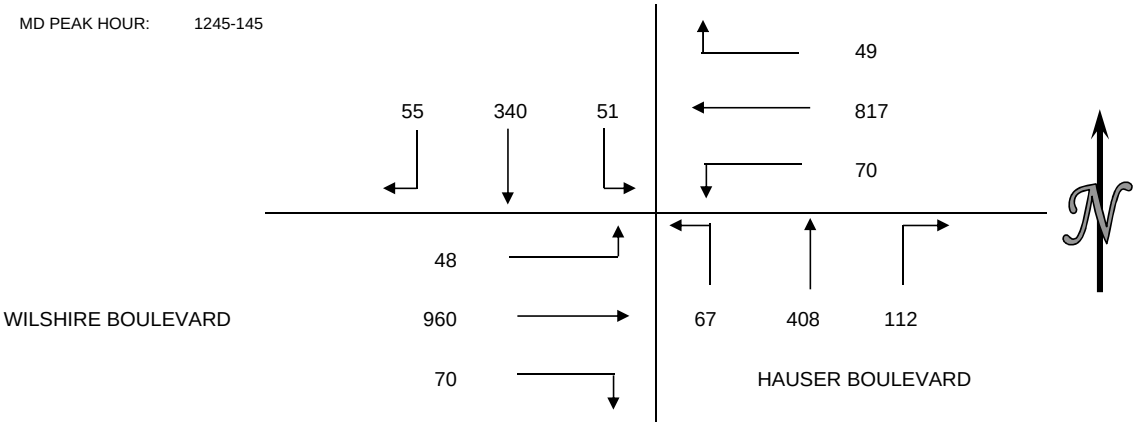
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 1, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S HAUSER BOULEVARD
E/W WILSHIRE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	11	54	18	8	186	12	19	65	14	10	217	7	621
1215-1230	17	55	10	12	176	14	28	75	21	21	188	17	634
1230-1245	20	72	13	14	205	13	23	84	18	11	219	15	707
1245-100	14	92	13	14	215	24	20	100	15	13	216	13	749
100-115	13	83	13	11	210	16	27	95	11	25	254	19	777
115-130	12	91	12	13	210	21	28	110	17	14	261	6	795
130-145	16	74	13	11	182	9	37	103	24	18	229	10	726
145-200	13	73	11	9	201	13	21	114	9	10	217	21	712
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	62	273	54	48	782	63	90	324	68	55	840	52	2711
1215-115	64	302	49	51	806	67	98	354	65	70	877	64	2867
1230-130	59	338	51	52	840	74	98	389	61	63	950	53	3028
1245-145	55	340	51	49	817	70	112	408	67	70	960	48	3047
100-200	54	321	49	44	803	59	113	422	61	67	961	56	3010

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	60	34	68	30	192
1215-1230	87	32	112	13	244
1230-1245	66	32	120	16	234
1245-100	133	41	138	28	340
100-115	110	30	149	32	321
115-130	117	58	218	46	439
130-145	65	53	202	36	356
145-200	101	42	175	53	371
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	346	139	438	87	1010
1215-115	396	135	519	89	1139
1230-130	426	161	625	122	1334
1245-145	425	182	707	142	1456
100-200	393	183	744	167	1487

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	0	1	0	2
1215-1230	3	1	1	0	5
1230-1245	8	1	0	0	9
1245-100	0	1	3	2	6
100-115	1	0	2	0	3
115-130	2	3	0	1	6
130-145	3	0	0	6	9
145-200	4	1	3	3	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	12	3	5	2	22
1215-115	12	3	6	2	23
1230-130	11	5	5	3	24
1245-145	6	4	5	9	24
100-200	10	4	5	10	29

WILTEC

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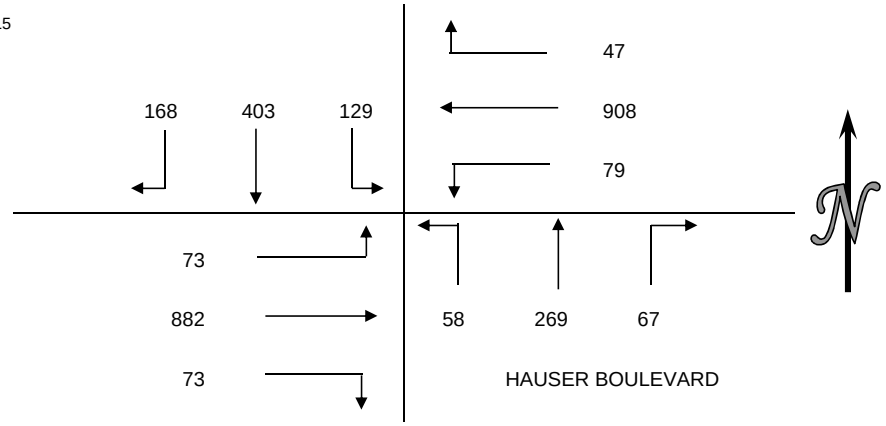
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	HAUSER BOULEVARD
	E/W	WILSHIRE BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	45	92	45	7	206	13	19	52	19	19	232	11	760
1215-1230	51	96	37	12	235	20	23	70	18	16	230	10	818
1230-1245	59	105	39	17	216	23	16	65	14	16	206	21	797
1245-100	31	104	27	5	222	15	15	69	16	18	220	24	766
100-115	27	98	26	13	235	21	13	65	10	23	226	18	775
115-130	32	95	16	11	208	13	17	78	18	10	225	13	736
130-145	30	88	25	7	221	10	16	84	12	14	232	12	751
145-200	39	125	26	9	200	15	13	76	7	13	232	19	774
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	186	397	148	41	879	71	73	256	67	69	888	66	3141
1215-115	168	403	129	47	908	79	67	269	58	73	882	73	3156
1230-130	149	402	108	46	881	72	61	277	58	67	877	76	3074
1245-145	120	385	94	36	886	59	61	296	56	65	903	67	3028
100-200	128	406	93	40	864	59	59	303	47	60	915	62	3036

MD PEAK HOUR: 1215-115



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	58	15	28	17	118
1215-1230	31	6	32	20	89
1230-1245	57	24	47	26	154
1245-100	24	9	45	11	89
100-115	29	8	65	30	132
115-130	25	14	57	14	110
130-145	18	9	43	10	80
145-200	39	9	34	20	102
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	170	54	152	74	450
1215-115	141	47	189	87	464
1230-130	135	55	214	81	485
1245-145	96	40	210	65	411
100-200	111	40	199	74	424

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	3	1	6	1	11
1215-1230	0	3	1	2	6
1230-1245	3	3	2	0	8
1245-100	1	0	1	1	3
100-115	1	1	3	0	5
115-130	1	1	4	1	7
130-145	2	0	0	0	2
145-200	3	0	1	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	7	7	10	4	28
1215-115	5	7	7	3	22
1230-130	6	5	10	2	23
1245-145	5	2	8	2	17
100-200	7	2	8	1	18

Turning Movement Count Report AM

Location ID: 2
North/South: Cochran Ave
East/West: Wilshire Blvd

Date: 07/09/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	6	7	2	7	234	2	5	12	7	2	74	0	358
7:15	14	11	8	8	282	4	9	17	4	1	115	4	477
7:30	10	10	5	7	294	2	2	31	13	3	116	3	496
7:45	20	12	5	6	317	4	9	46	11	1	152	2	585
8:00	16	22	4	6	312	8	11	32	9	6	151	1	578
8:15	16	23	8	7	341	5	10	56	13	6	171	2	658
8:30	17	34	9	19	301	8	11	49	15	4	204	4	675
8:45	18	38	10	10	352	4	16	62	11	3	194	6	724
9:00	17	48	5	20	337	6	17	72	16	8	206	6	758
9:15	13	42	11	15	314	7	19	59	9	9	163	5	666
9:30	17	44	9	12	283	4	17	62	12	7	159	7	633
9:45	21	37	8	13	285	4	15	48	7	13	164	5	620

Total Volume:	185	328	84	130	3652	58	141	546	127	63	1869	45	7228
Approach %	31%	55%	14%	3%	95%	2%	17%	67%	16%	3%	95%	2%	

Peak Hr Begin:	8:30												
PHV	65	162	35	64	1304	25	63	242	51	24	767	21	2823
PHF	0.936			0.952			0.848			0.923			0.931

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	8	2	4	4
7:15	9	2	13	1
7:30	19	4	3	4
7:45	20	1	5	6
8:00	16	6	12	5
8:15	22	7	8	8
8:30	28	13	17	11
8:45	37	13	25	10
9:00	28	6	20	8
9:15	31	11	21	9
9:30	26	10	22	8
9:45	32	8	20	2

	Bicycle			
Leg:	North	East	South	West
7:00	0	1	0	0
7:15	1	2	1	0
7:30	0	0	0	2
7:45	2	2	0	0
8:00	0	0	0	0
8:15	3	1	0	0
8:30	1	2	1	0
8:45	0	1	0	1
9:00	0	3	1	1
9:15	1	0	2	0
9:30	3	3	0	1
9:45	0	1	1	3

	Pedestrians			
Leg:	North	East	South	West
15:00				
15:15				
15:30				
15:45				
16:00				
16:15				
16:30				
16:45				
17:00				
17:15				
17:30				
17:45				

	Bicycle			
Leg:	North	East	South	West
15:00				
15:15				
15:30				
15:45				
16:00				
16:15				
16:30				
16:45				
17:00				
17:15				
17:30				
17:45				

WILTEC

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

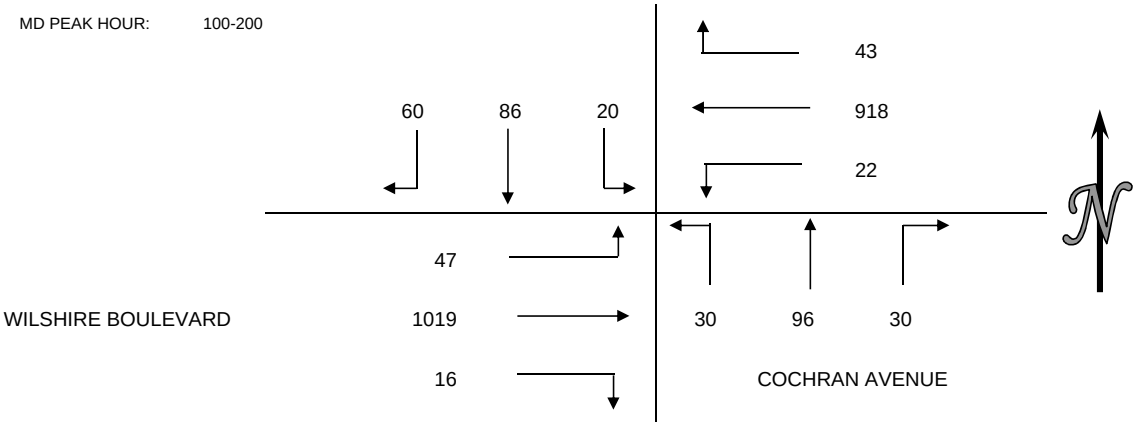
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 1, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S COCHRAN AVENUE
E/W WILSHIRE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	13	20	11	9	228	3	8	21	10	5	253	8	589
1215-1230	10	24	6	17	234	5	8	27	10	7	242	7	597
1230-1245	15	17	6	7	232	7	10	14	7	3	242	10	570
1245-100	5	6	7	5	225	1	13	20	4	3	246	5	540
100-115	12	21	3	7	213	5	8	17	9	3	253	16	567
115-130	17	25	2	12	230	9	6	30	6	1	262	10	610
130-145	12	21	9	13	238	4	10	21	5	6	267	9	615
145-200	19	19	6	11	237	4	6	28	10	6	237	12	595
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	43	67	30	38	919	16	39	82	31	18	983	30	2296
1215-115	42	68	22	36	904	18	39	78	30	16	983	38	2274
1230-130	49	69	18	31	900	22	37	81	26	10	1003	41	2287
1245-145	46	73	21	37	906	19	37	88	24	13	1028	40	2332
100-200	60	86	20	43	918	22	30	96	30	16	1019	47	2387

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	20	1	24	6	51
1215-1230	24	3	25	8	60
1230-1245	30	1	29	7	67
1245-100	17	2	34	5	58
100-115	33	1	36	5	75
115-130	45	1	67	16	129
130-145	28	4	42	2	76
145-200	29	2	54	6	91
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	91	7	112	26	236
1215-115	104	7	124	25	260
1230-130	125	5	166	33	329
1245-145	123	8	179	28	338
100-200	135	8	199	29	371

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	0	0	1	2
1215-1230	1	0	2	0	3
1230-1245	2	0	0	0	2
1245-100	1	0	0	0	1
100-115	1	0	4	0	5
115-130	1	1	1	2	5
130-145	2	1	2	0	5
145-200	0	1	2	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	5	0	2	1	8
1215-115	5	0	6	0	11
1230-130	5	1	5	2	13
1245-145	5	2	7	2	16
100-200	4	3	9	2	18

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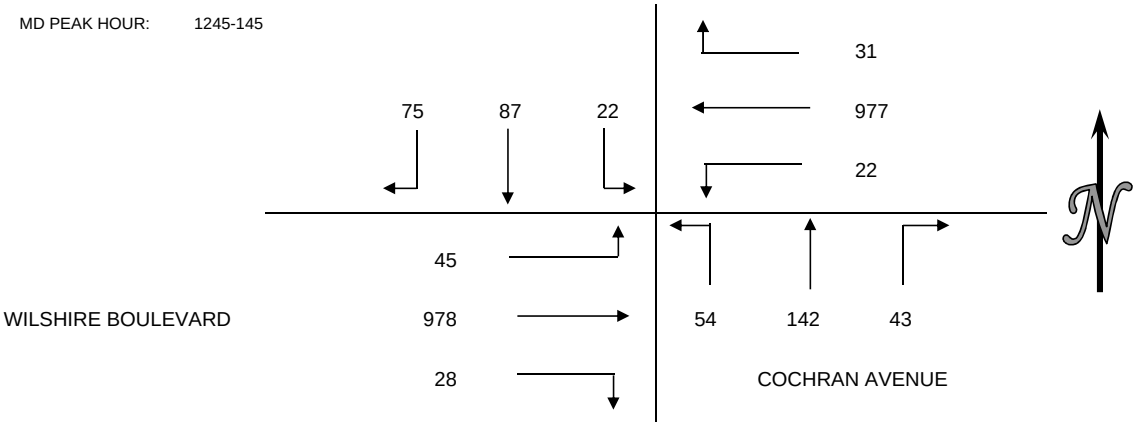
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	COCHRAN AVENUE
	E/W	WILSHIRE BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	14	10	5	6	231	5	11	40	16	8	244	11	601
1215-1230	17	18	11	7	240	3	12	36	13	11	212	8	588
1230-1245	22	15	7	16	218	4	6	45	13	4	220	10	580
1245-100	15	22	5	7	250	5	20	34	11	5	244	14	632
100-115	23	18	7	10	251	7	8	35	19	5	238	14	635
115-130	23	20	3	9	234	3	5	36	14	8	264	7	626
130-145	14	27	7	5	242	7	10	37	10	10	232	10	611
145-200	21	15	6	7	263	9	17	30	13	5	217	13	616
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	68	65	28	36	939	17	49	155	53	28	920	43	2401
1215-115	77	73	30	40	959	19	46	150	56	25	914	46	2435
1230-130	83	75	22	42	953	19	39	150	57	22	966	45	2473
1245-145	75	87	22	31	977	22	43	142	54	28	978	45	2504
100-200	81	80	23	31	990	26	40	138	56	28	951	44	2488

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	21	4	19	5	49
1215-1230	27	12	17	4	60
1230-1245	12	5	26	7	50
1245-100	29	12	16	6	63
100-115	27	7	32	8	74
115-130	25	1	27	8	61
130-145	34	4	21	4	63
145-200	23	4	25	11	63
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	89	33	78	22	222
1215-115	95	36	91	25	247
1230-130	93	25	101	29	248
1245-145	115	24	96	26	261
100-200	109	16	105	31	261

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	5	0	2	0	7
1215-1230	1	3	2	0	6
1230-1245	1	1	1	1	4
1245-100	4	2	0	0	6
100-115	1	1	3	2	7
115-130	4	1	2	2	9
130-145	0	0	2	0	2
145-200	0	0	4	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	11	6	5	1	23
1215-115	7	7	6	3	23
1230-130	10	5	6	5	26
1245-145	9	4	7	4	24
100-200	5	2	11	5	23

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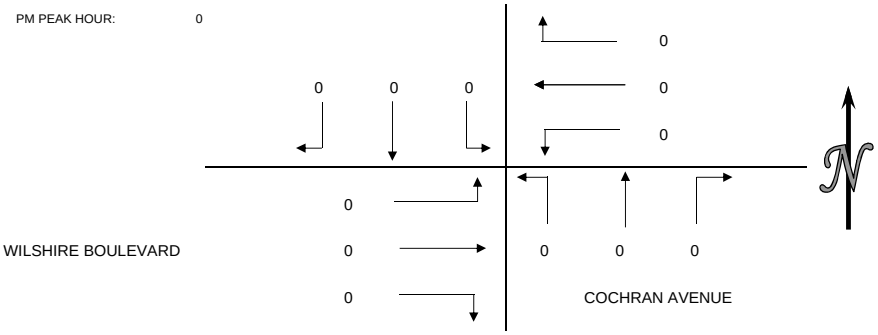
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 1, 2012
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S COCHRAN AVENUE
E/W WILSHIRE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	16	31	6	13	214	16	8	23	6	12	304	13	662
315-330	12	41	11	28	230	13	6	47	9	3	301	11	712
330-345	26	57	10	26	204	4	6	58	10	8	277	8	694
345-400	32	74	11	30	254	5	14	48	12	7	247	8	742
400-415	26	74	14	45	232	13	4	28	11	8	234	14	703
415-430	45	51	10	37	260	6	8	45	10	14	272	14	772
430-445	30	77	9	28	228	10	15	54	7	7	265	12	742
445-500	37	85	18	20	267	9	15	55	7	10	291	17	831
500-515	24	54	6	15	251	6	8	65	14	6	277	19	745
515-530	22	60	8	17	245	15	14	45	9	7	347	17	806
530-545	23	47	8	11	229	8	2	64	2	0	303	25	722
545-600	29	45	4	17	221	3	8	77	2	8	344	11	769
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	86	203	38	97	902	38	34	176	37	30	1129	40	2810
315-415	96	246	46	129	920	35	30	181	42	26	1059	41	2851
330-430	129	256	45	138	950	28	32	179	43	37	1030	44	2911
345-445	133	276	44	140	974	34	41	175	40	36	1018	48	2959
400-500	138	287	51	130	987	38	42	182	35	39	1062	57	3048
415-515	136	267	43	100	1006	31	46	219	38	37	1105	62	3090
430-530	113	276	41	80	991	40	52	219	37	30	1180	65	3124
445-545	106	246	40	63	992	38	39	229	32	23	1218	78	3104
500-600	98	206	26	60	946	32	32	251	27	21	1271	72	3042

PM PEAK HOUR: 0



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	21	4	28	9	62
315-330	27	0	52	18	97
330-345	30	3	31	8	72
345-400	39	3	37	18	97
400-415	44	2	26	12	84
415-430	28	1	38	12	79
430-445	23	0	34	9	66
445-500	32	4	31	5	72
500-515	35	3	24	8	70
515-530	31	4	34	12	81
530-545	33	1	30	8	72
545-600	38	3	25	5	71
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	117	10	148	53	328
315-415	140	8	146	56	350
330-430	141	9	132	50	332
345-445	134	6	135	51	326
400-500	127	7	129	38	301
415-515	118	8	127	34	287
430-530	121	11	123	34	289
445-545	131	12	119	33	295
500-600	137	11	113	33	294

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	2	1	0	3
315-330	0	0	3	0	3
330-345	1	0	1	0	2
345-400	4	0	2	0	6
400-415	4	1	6	2	13
415-430	6	0	1	0	7
430-445	1	0	0	0	1
445-500	4	2	2	0	8
500-515	4	0	4	1	9
515-530	3	2	3	1	9
530-545	2	0	6	3	11
545-600	5	1	2	1	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	5	2	7	0	14
315-415	9	1	12	2	24
330-430	15	1	10	2	28
345-445	15	1	9	2	27
400-500	15	3	9	2	29
415-515	15	2	7	1	25
430-530	12	4	9	2	27
445-545	13	4	15	5	37
500-600	14	3	15	6	38

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Blvd — I/S # **87**

COUNT **2**

East/West Wilshire Blvd

Day: WEDNESDAY Date: 4/17/2013 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	390	8.30	458	9.30	313	7.45	474	7.45
PM PK 15 MIN	388	5.15	501	5.15	485	5.45	335	5.30
AM PK HOUR	1476	7.45	1686	8.00	1170	7.45	1735	7.30
PM PK HOUR	1520	5.00	1777	4.30	1814	5.00	1249	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	102	1034	72	1208
8-9	121	1230	107	1458
9-10	99	1078	103	1280
3-4	119	1135	115	1369
4-5	106	1165	94	1365
5-6	89	1334	97	1520
TOTAL	636	6976	588	8200

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	1195	147	1401
8-9	77	1389	220	1686
9-10	64	1294	193	1551
3-4	99	1245	177	1521
4-5	98	1424	171	1693
5-6	99	1472	143	1714
TOTAL	496	8019	1051	9566

TOTAL	**XING S/L**		**XING N/L**		
N-S	Ped	Sch	Ped	Sch	
2609	0	0	0	0	5093
3144	0	0	0	0	5971
2831	0	0	0	0	5107
2890	0	0	0	0	5249
3058	0	0	0	0	5747
3234	0	0	0	0	6297
17766	0	0	0	0	

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	85	761	76	922
8-9	99	939	95	1133
9-10	101	861	74	1036
3-4	141	1028	90	1259
4-5	185	1252	114	1551
5-6	210	1516	88	1814
TOTAL	821	6357	537	7715

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	187	1299	76	1562
8-9	204	1413	77	1694
9-10	144	1020	76	1240
3-4	190	796	114	1100
4-5	187	825	126	1138
5-6	221	898	130	1249
TOTAL	1133	6251	599	7983

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2484	0	0	0	0
2827	0	0	0	0
2276	0	0	0	0
2359	0	0	0	0
2689	0	0	0	0
3063	0	0	0	0
15698	0	0	0	0

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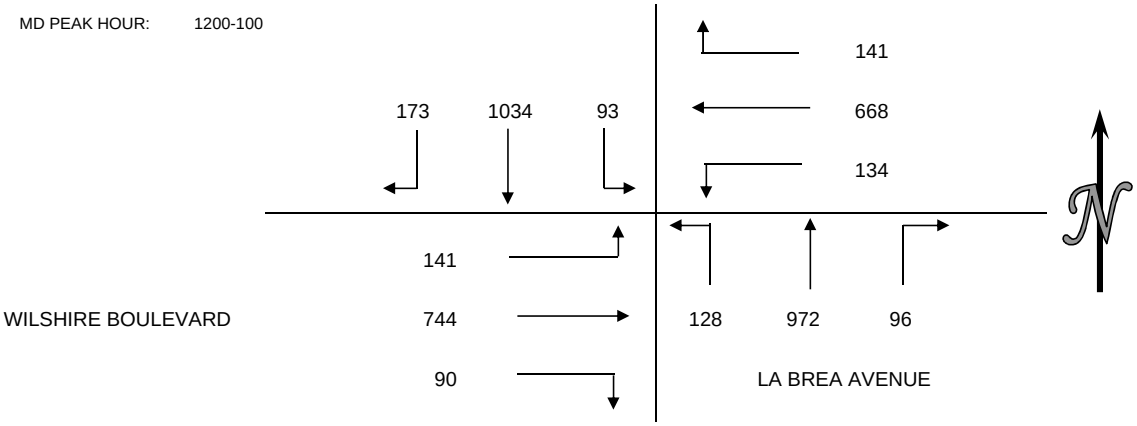
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 1, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W WILSHIRE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	53	340	32	57	175	40	17	239	33	24	159	46	1215
1215-1230	31	228	23	28	160	30	27	243	35	20	188	39	1052
1230-1245	50	245	20	36	179	34	23	241	25	20	208	23	1104
1245-100	39	221	18	20	154	30	29	249	35	26	189	33	1043
100-115	39	218	15	24	182	43	23	276	33	28	211	40	1132
115-130	41	243	15	29	168	44	19	253	28	28	194	39	1101
130-145	33	193	16	29	148	31	17	222	41	20	213	46	1009
145-200	39	216	11	21	135	26	21	252	25	26	186	34	992
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	173	1034	93	141	668	134	96	972	128	90	744	141	4414
1215-115	159	912	76	108	675	137	102	1009	128	94	796	135	4331
1230-130	169	927	68	109	683	151	94	1019	121	102	802	135	4380
1245-145	152	875	64	102	652	148	88	1000	137	102	807	158	4285
100-200	152	870	57	103	633	144	80	1003	127	102	804	159	4234

MD PEAK HOUR: 1200-100



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	68	15	21	24	128
1215-1230	31	11	10	17	69
1230-1245	29	17	25	12	83
1245-100	24	21	27	13	85
100-115	37	9	17	18	81
115-130	27	20	14	8	69
130-145	20	15	19	10	64
145-200	48	26	18	14	106
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	152	64	83	66	365
1215-115	121	58	79	60	318
1230-130	117	67	83	51	318
1245-145	108	65	77	49	299
100-200	132	70	68	50	320

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	2	3	5
1215-1230	1	1	1	0	3
1230-1245	1	0	0	0	1
1245-100	0	1	1	1	3
100-115	0	1	1	0	2
115-130	3	3	0	1	7
130-145	0	1	1	1	3
145-200	1	2	1	5	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	2	2	4	4	12
1215-115	2	3	3	1	9
1230-130	4	5	2	2	13
1245-145	3	6	3	3	15
100-200	4	7	3	7	21

WILTEC

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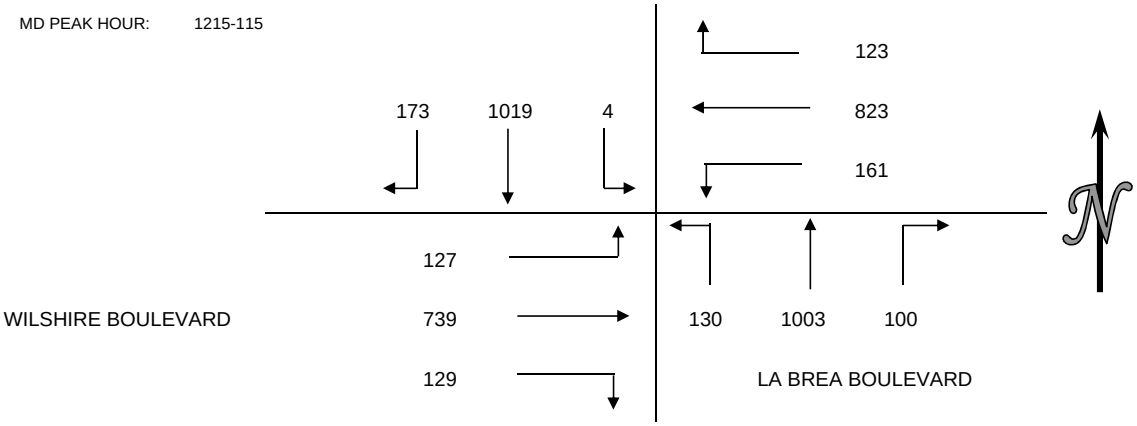
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	LA BREA BOULEVARD
	E/W	WILSHIRE BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	34	243	2	31	211	51	21	250	36	28	174	45	1126
1215-1230	56	264	0	26	199	45	26	244	35	32	181	39	1147
1230-1245	37	276	2	33	181	46	21	243	23	25	201	25	1113
1245-100	47	248	0	35	229	34	26	247	35	31	171	30	1133
100-115	33	231	2	29	214	36	27	269	37	41	186	33	1138
115-130	36	261	0	41	199	50	17	236	34	33	170	43	1120
130-145	35	243	0	46	203	35	13	207	31	21	196	34	1064
145-200	47	260	0	33	196	52	10	185	37	23	117	46	1006
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	174	1031	4	125	820	176	94	984	129	116	727	139	4519
1215-115	173	1019	4	123	823	161	100	1003	130	129	739	127	4531
1230-130	153	1016	4	138	823	166	91	995	129	130	728	131	4504
1245-145	151	983	2	151	845	155	83	959	137	126	723	140	4455
100-200	151	995	2	149	812	173	67	897	139	118	669	156	4328

MD PEAK HOUR: 1215-115



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	18	9	20	20	67
1215-1230	16	14	10	18	58
1230-1245	11	15	24	20	70
1245-100	17	9	26	27	79
100-115	14	8	15	28	65
115-130	37	19	19	21	96
130-145	12	15	19	17	63
145-200	11	19	15	10	55
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	62	47	80	85	274
1215-115	58	46	75	93	272
1230-130	79	51	84	96	310
1245-145	80	51	79	93	303
100-200	74	61	68	76	279

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	1	2	3
1215-1230	2	0	0	0	2
1230-1245	1	5	0	0	6
1245-100	1	1	2	3	7
100-115	0	1	1	2	4
115-130	2	2	2	1	7
130-145	2	0	3	4	9
145-200	0	1	3	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	4	6	3	5	18
1215-115	4	7	3	5	19
1230-130	4	9	5	6	24
1245-145	5	4	8	10	27
100-200	4	4	9	7	24

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5510_004 **Day:** TUESDAY

City: City of Los Angeles **Date:** 12/18/2012

AM

NS/EW Streets:	Fairfax Ave			Fairfax Ave			Del Valle Dr-W 8th St			Del Valle Dr-W 8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	1	0	1.5	0	1.5	
7:00 AM		124	14	6	165		0	0	0	7		13	329
7:15 AM		142	9	6	224		1	2	0	9		10	403
7:30 AM		158	12	2	221		1	1	1	20		35	451
7:45 AM		183	23	11	236		0	3	1	16		51	524
8:00 AM		195	22	9	243		1	1	3	44		40	558
8:15 AM		218	27	8	246		0	1	0	28		55	583
8:30 AM		201	23	23	264		0	1	0	34		44	590
8:45 AM		211	27	14	239		1	4	1	27		72	596
9:00 AM		214	31	20	237		0	2	1	35		59	599
9:15 AM		212	23	15	219		0	5	2	21		43	540
9:30 AM		223	21	17	219		2	2	0	22		43	549
9:45 AM		226	9	14	229		0	2	0	21		30	531
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2307	241	145	2742	0	6	24	9	284	0	495	6253
APPROACH %'s :	0.00%	90.54%	9.46%	5.02%	94.98%	0.00%	15.38%	61.54%	23.08%	36.46%	0.00%	63.54%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	844	108	65	986	0	1	8	2	124	0	230	2368
PEAK HR FACTOR :		0.971			0.916			0.458			0.894		0.988

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5510_004 **Day:** TUESDAY

City: City of Los Angeles **Date:** 12/18/2012

PM

NS/EW Streets:	Fairfax Ave			Fairfax Ave			Del Valle Dr-W 8th St			Del Valle Dr-W 8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	1	0	1.5	0	1.5	
3:00 PM		205	11	69	194		0	7	0	19		24	529
3:15 PM		192	7	57	227		0	9	1	8		22	523
3:30 PM		173	25	65	175		1	13	2	15		26	495
3:45 PM		208	14	74	232		0	14	3	10		31	586
4:00 PM		195	14	75	262		3	14	1	23		19	606
4:15 PM		183	31	63	220		1	17	1	15		25	556
4:30 PM		185	28	76	216		0	18	1	16		31	571
4:45 PM		194	21	77	231		2	19	0	17		22	583
5:00 PM		202	12	69	247		0	33	0	33		29	625
5:15 PM		191	10	66	229		1	29	4	16		15	561
5:30 PM		206	20	60	218		2	33	1	28		30	598
5:45 PM		193	16	80	221		0	33	1	23		30	597
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2327	209	831	2672	0	10	239	15	223	0	304	6830
APPROACH %'s :	0.00%	91.76%	8.24%	23.72%	76.28%	0.00%	3.79%	90.53%	5.68%	42.31%	0.00%	57.69%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	792	58	275	915	0	3	128	6	100	0	104	2381
PEAK HR FACTOR :		0.940			0.941			0.951			0.823		0.952

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

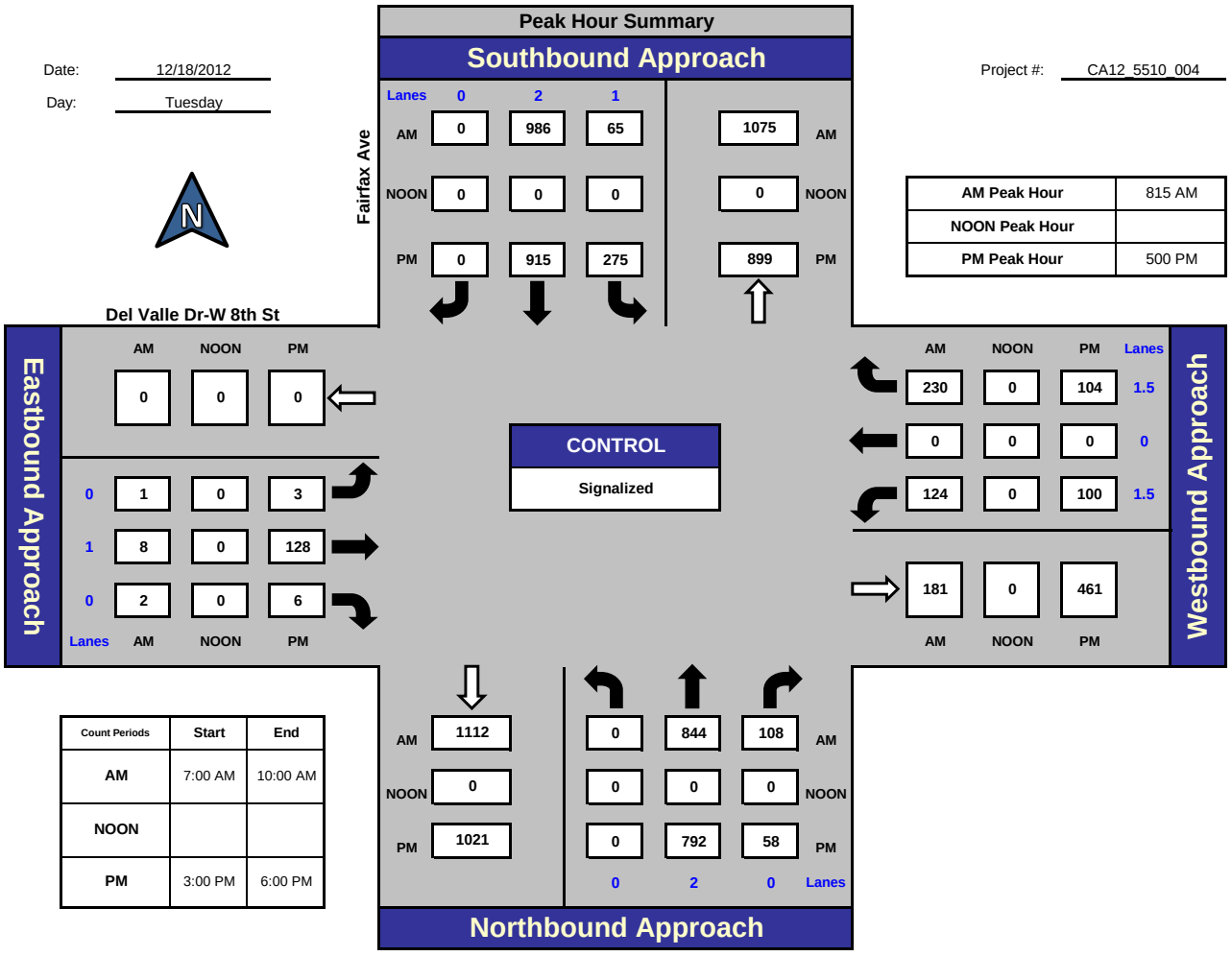
NDS

Fairfax Ave and Del Valle Dr-W 8th St , City of Los Angeles

Date: 12/18/2012

Day: Tuesday

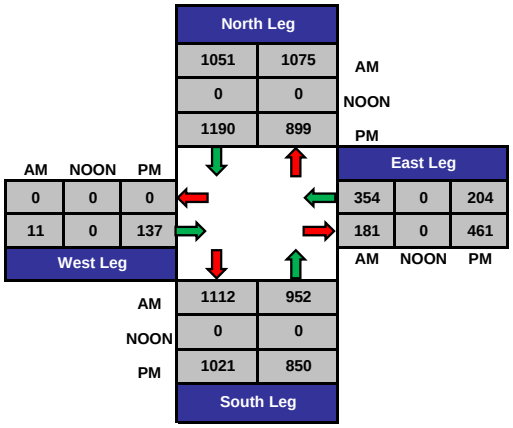
Project #: CA12_5510_004



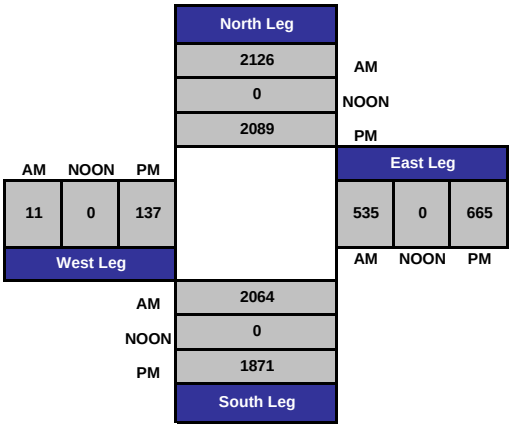
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



WILTEC

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

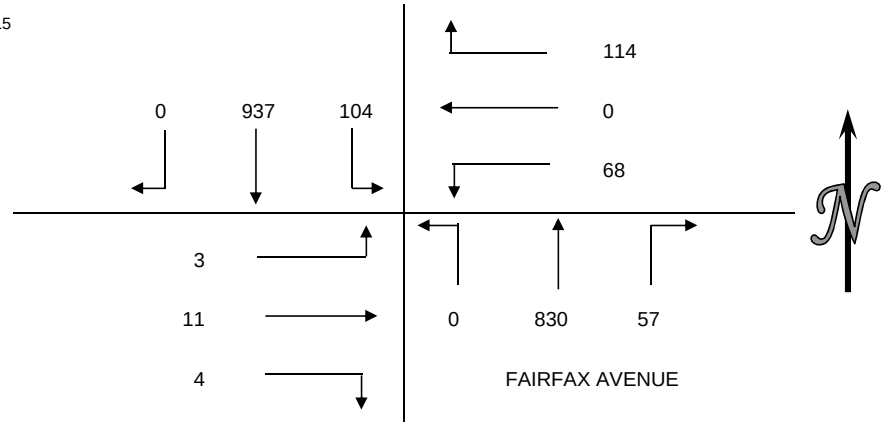
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: TUESDAY OCTOBER 30, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W 8TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	0	256	17	26	0	20	11	199	0	1	2	0	532
1215-1230	0	226	35	27	0	21	14	199	0	2	4	2	530
1230-1245	0	210	27	30	0	14	17	206	0	0	1	0	505
1245-100	0	246	21	35	0	11	21	209	0	1	3	0	547
100-115	0	255	21	22	0	22	5	216	0	1	3	1	546
115-130	0	201	22	13	0	15	7	195	0	1	6	1	461
130-145	0	209	25	14	0	28	11	209	0	3	7	1	507
145-200	0	237	27	24	0	10	9	195	0	0	8	0	510
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	0	938	100	118	0	66	63	813	0	4	10	2	2114
1215-115	0	937	104	114	0	68	57	830	0	4	11	3	2128
1230-130	0	912	91	100	0	62	50	826	0	3	13	2	2059
1245-145	0	911	89	84	0	76	44	829	0	6	19	3	2061
100-200	0	902	95	73	0	75	32	815	0	5	24	3	2024

MD PEAK HOUR: 1215-115



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	3	8	0	3	14
1215-1230	4	6	0	3	13
1230-1245	7	2	0	4	13
1245-100	3	9	0	7	19
100-115	3	6	0	2	11
115-130	6	11	0	10	27
130-145	1	2	0	8	11
145-200	2	5	0	4	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	17	25	0	17	59
1215-115	17	23	0	16	56
1230-130	19	28	0	23	70
1245-145	13	28	0	27	68
100-200	12	24	0	24	60

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	2	0	2	4
1215-1230	0	3	0	1	4
1230-1245	1	1	0	1	3
1245-100	0	1	0	0	1
100-115	0	1	0	4	5
115-130	1	1	0	2	4
130-145	0	0	0	1	1
145-200	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	1	7	0	4	12
1215-115	1	6	0	6	13
1230-130	2	4	0	7	13
1245-145	1	3	0	7	11
100-200	1	3	0	7	11

WILTEC

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

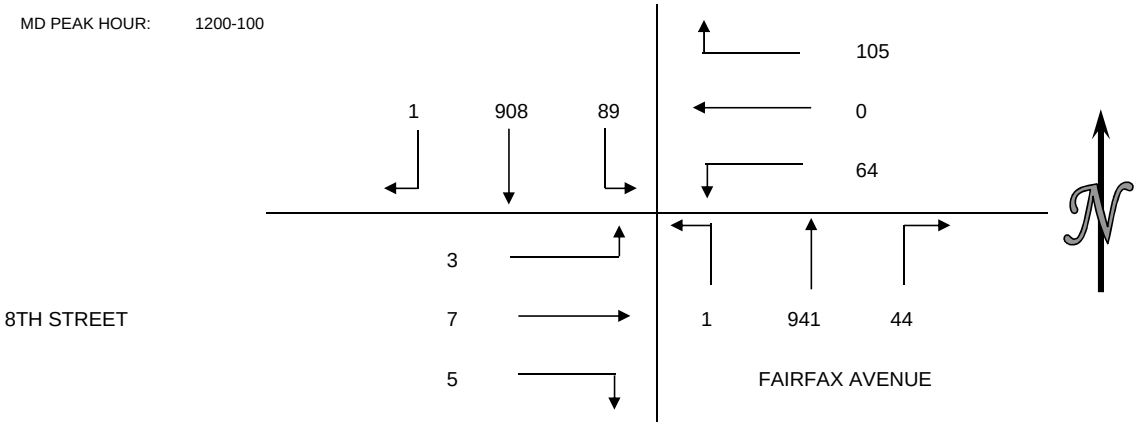
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: SATURDAY NOVEMBER 1, 2012
PERIOD" 12:00 PM TO 2:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W 8TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	0	237	23	15	0	11	16	240	0	0	1	1	544
1215-1230	0	223	23	29	0	19	12	232	0	1	4	0	543
1230-1245	1	220	23	37	0	16	5	233	1	3	1	1	541
1245-100	0	228	20	24	0	18	11	236	0	1	1	1	540
100-115	0	222	18	21	0	19	7	215	0	0	2	1	505
115-130	0	228	11	23	0	15	12	224	0	0	1	1	515
130-145	0	244	17	20	0	16	4	233	0	0	2	0	536
145-200	0	221	25	22	0	12	12	222	0	0	1	1	516
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	1	908	89	105	0	64	44	941	1	5	7	3	2168
1215-115	1	893	84	111	0	72	35	916	1	5	8	3	2129
1230-130	1	898	72	105	0	68	35	908	1	4	5	4	2101
1245-145	0	922	66	88	0	68	34	908	0	1	6	3	2096
100-200	0	915	71	86	0	62	35	894	0	0	6	3	2072

MD PEAK HOUR: 1200-100



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	12	0	1	13
1215-1230	1	6	0	4	11
1230-1245	1	12	0	2	15
1245-100	1	10	0	3	14
100-115	1	9	0	5	15
115-130	1	6	0	6	13
130-145	4	9	0	1	14
145-200	2	9	0	3	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	3	40	0	10	53
1215-115	4	37	0	14	55
1230-130	4	37	0	16	57
1245-145	7	34	0	15	56
100-200	8	33	0	15	56

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	0	0	0
1215-1230	1	1	0	1	3
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
100-115	0	3	0	0	3
115-130	0	1	0	2	3
130-145	0	3	0	1	4
145-200	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	1	1	0	1	3
1215-115	1	4	0	1	6
1230-130	0	4	0	2	6
1245-145	0	7	0	3	10
100-200	0	7	0	5	12

Turning Movement Count Report AM

Location ID: 5
North/South: Curson Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	4	13	4	7	50	1	4	17	3	5	18	2	128
7:15	6	26	1	12	67	4	6	20	8	4	36	3	193
7:30	4	20	2	15	114	2	7	27	13	4	37	2	247
7:45	6	31	3	9	104	5	15	45	23	8	38	4	291
8:00	12	40	3	17	125	7	15	35	18	6	29	2	309
8:15	22	31	5	10	150	11	15	49	19	6	33	3	354
8:30	15	41	4	27	165	7	13	60	24	13	50	6	425
8:45	14	51	6	23	154	6	38	70	30	12	52	6	462
9:00	14	21	7	30	138	5	32	76	19	12	51	11	416
9:15	14	23	2	21	137	5	27	73	17	6	52	14	391
9:30	16	32	2	19	128	5	16	66	19	6	40	6	355
9:45	11	27	5	17	91	3	19	54	12	1	38	8	286
Total Volume:	138	356	44	207	1423	61	207	592	205	83	474	67	3857
Approach %	26%	66%	8%	12%	84%	4%	21%	59%	20%	13%	76%	11%	
Peak Hr Begin:	8:30												
PHV	57	136	19	101	594	23	110	279	90	43	205	37	1694
PHF	0.746			0.902			0.868			0.963			0.917

Turning Movement Count Report PM

Location ID: 5
North/South: Curson Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	6	21	9	7	33	6	10	27	3	31	77	7	237
15:15	7	40	13	12	30	1	6	31	2	19	70	8	239
15:30	6	29	13	7	26	7	5	25	1	26	86	4	235
15:45	11	31	7	7	35	6	12	18	4	19	106	5	261
16:00	10	41	13	11	42	11	5	19	6	26	114	4	302
16:15	13	37	14	9	52	9	10	26	1	25	118	5	319
16:30	7	57	20	9	35	7	7	25	8	30	132	4	341
16:45	4	58	19	7	32	12	11	29	2	32	128	1	335
17:00	10	65	27	11	35	20	7	22	7	43	137	8	392
17:15	9	64	30	9	36	14	7	28	6	33	148	3	387
17:30	11	65	30	7	46	16	13	29	5	44	124	4	394
17:45	4	65	23	11	34	13	6	45	3	47	129	5	385
Total Volume:	98	573	218	107	436	122	99	324	48	375	1369	58	3827
Approach %	11%	64%	25%	16%	66%	18%	21%	69%	10%	21%	76%	3%	
Peak Hr Begin:	17:00												
PHV	34	259	110	38	151	63	33	124	21	167	538	20	1558
PHF	0.950			0.913			0.824			0.964			0.989

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	0	3	0	2	0	1	0
7:15	1	0	0	0	3	0	2	0
7:30	1	0	4	0	3	0	1	1
7:45	3	0	1	0	4	0	0	0
8:00	4	0	4	1	3	0	1	0
8:15	1	0	1	0	1	1	0	0
8:30	0	0	4	1	1	0	5	0
8:45	5	0	9	0	7	0	5	0
9:00	7	0	4	0	2	0	5	0
9:15	6	1	5	0	5	1	0	1
9:30	1	0	6	0	4	0	2	0
9:45	5	0	11	0	15	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	7	0	4	0	1	0	1	0
15:15	3	0	10	1	7	1	2	0
15:30	7	0	4	0	3	0	2	0
15:45	3	1	2	1	3	0	4	0
16:00	3	0	6	0	4	0	4	0
16:15	4	1	5	0	6	0	1	0
16:30	2	0	1	0	2	0	2	0
16:45	1	0	2	0	2	0	3	0
17:00	1	0	5	0	2	0	1	0
17:15	3	0	4	0	2	0	5	0
17:30	3	2	2	0	4	0	4	0
17:45	3	0	2	0	0	0	0	0

Turning Movement Count Report

Location ID: 5
North/South: Curson Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	10	27	7	12	35	6	9	26	6	5	37	3	183
12:15	9	32	7	9	48	3	3	33	7	4	38	7	200
12:30	4	21	4	8	47	4	3	23	3	6	29	2	154
12:45	11	29	4	15	28	7	5	31	3	5	37	4	179
13:00	10	33	10	10	35	0	6	33	3	6	37	6	189
13:15	8	28	11	5	44	6	9	19	5	8	47	7	197
13:30	3	30	10	11	52	3	7	25	6	8	39	6	200
13:45	9	31	9	6	33	5	4	41	1	6	33	6	184
Total Volume:	64	231	62	76	322	34	46	231	34	48	297	41	1486
Approach %	18%	65%	17%	18%	75%	8%	15%	74%	11%	12%	77%	11%	
Peak Hr Begin:	13:00												
PHV	30	122	40	32	164	14	26	118	15	28	156	25	770
PHF	0.906			0.795			0.864			0.843			0.963

Pedestrian/Bicycle Count Report

Location ID: 5
North/South: Curson Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	3	0	1	0	0	0	1	0
12:15	4	0	2	0	1	0	1	0
12:30	5	0	3	0	2	0	2	0
12:45	5	0	1	0	2	0	5	0
13:00	1	0	3	0	0	0	1	0
13:15	3	0	0	1	2	0	3	0
13:30	4	0	3	0	1	0	6	0
13:45	1	0	2	0	2	0	2	0

Turning Movement Count Report

Location ID: 5
North/South: Curson Avenue
East/West: 8th Street

Date: 12/05/15
City: Los Angeles. CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	6	17	3	9	32	4	7	25	1	8	30	0	142
12:15	6	22	5	1	28	1	6	34	2	10	26	3	144
12:30	9	28	8	8	28	5	3	32	4	8	38	4	175
12:45	6	14	9	8	32	6	2	34	2	11	45	6	175
13:00	8	13	6	3	40	3	4	24	4	10	35	5	155
13:15	4	22	10	11	37	3	5	32	4	10	49	3	190
13:30	5	28	7	9	26	3	8	29	3	13	41	6	178
13:45	7	14	6	5	26	6	3	39	6	3	40	5	160

Total Volume:	51	158	54	54	249	31	38	249	26	73	304	32	1319
Approach %	19%	60%	21%	16%	75%	9%	12%	80%	8%	18%	74%	8%	

Peak Hr Begin:	12:45												
PHV	23	77	32	31	135	15	19	119	13	44	170	20	698
PHF	0.825			0.887			0.921			0.944			0.918

Pedestrian/Bicycle Count Report

Location ID: 5
North/South: Curson Avenue
East/West: 8th Street

Date: 12/05/15
City: Los Angeles. CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	1	0	9	0	6	0	1	0
12:15	7	0	2	0	2	0	8	0
12:30	0	0	4	1	3	0	4	0
12:45	1	2	7	0	3	0	5	0
13:00	0	1	2	0	4	0	6	0
13:15	3	0	9	0	4	0	3	0
13:30	3	0	1	0	1	0	7	0
13:45	5	0	5	0	1	0	4	0

Turning Movement Count Report AM

Location ID: 6
North/South: Hauser Boulevard
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	6	65	2	6	46	7	2	64	14	6	23	1	242
7:15	7	79	4	5	71	16	5	77	12	6	29	2	313
7:30	11	98	2	5	99	18	6	110	23	7	33	4	416
7:45	8	88	5	11	107	20	10	128	25	7	41	13	463
8:00	11	97	5	12	115	28	5	122	40	8	27	8	478
8:15	9	122	3	18	135	29	4	134	29	10	35	8	536
8:30	13	117	4	13	157	20	13	126	53	11	46	10	583
8:45	18	91	4	15	140	23	7	143	65	9	45	12	572
9:00	23	106	1	14	147	14	4	139	71	10	36	10	575
9:15	15	99	4	13	150	21	6	135	73	9	41	4	570
9:30	14	108	6	14	123	14	8	115	65	6	32	8	513
9:45	17	95	6	9	91	14	5	137	41	11	39	11	476

Total Volume:	152	1165	46	135	1381	224	75	1430	511	100	427	91	5737
Approach %	11%	85%	3%	8%	79%	13%	4%	71%	25%	16%	69%	15%	

Peak Hr Begin:	8:30												
PHV	69	413	13	55	594	78	30	543	262	39	168	36	2300
PHF	0.924			0.957			0.971			0.907			0.986

Turning Movement Count Report PM

Location ID: 6
North/South: Hauser Boulevard
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	12	118	7	4	37	16	15	99	11	17	70	10	416
15:15	5	92	5	11	30	12	18	117	12	17	68	9	396
15:30	9	137	14	8	25	9	11	139	7	20	82	9	470
15:45	7	119	12	12	39	11	11	131	17	25	94	15	493
16:00	18	126	18	4	41	15	14	98	8	20	111	11	484
16:15	23	133	14	6	47	19	13	111	14	24	102	12	518
16:30	15	132	13	12	33	12	13	114	8	16	113	12	493
16:45	8	149	29	6	34	17	18	134	10	20	128	17	570
17:00	11	139	27	6	41	19	22	104	11	25	136	11	552
17:15	13	128	16	13	40	18	28	121	6	15	149	12	559
17:30	20	131	37	7	42	8	45	98	6	30	134	8	566
17:45	7	114	22	7	36	13	44	136	13	23	130	7	552
Total Volume:	148	1518	214	96	445	169	252	1402	123	252	1317	133	6069
Approach %	8%	81%	11%	14%	63%	24%	14%	79%	7%	15%	77%	8%	
Peak Hr Begin:	16:45												
PHV	52	547	109	32	157	62	113	457	33	90	547	48	2247
PHF	0.941			0.884			0.931			0.973			0.986

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	1	0	0	2	0	2	0
7:15	0	0	3	1	2	0	0	0
7:30	2	0	3	0	2	0	0	0
7:45	4	0	1	0	1	0	5	0
8:00	5	0	1	1	3	0	3	0
8:15	4	0	5	0	3	0	7	0
8:30	3	0	4	0	3	0	3	0
8:45	7	0	3	2	3	0	5	0
9:00	4	0	1	1	1	0	1	0
9:15	8	0	5	0	2	0	5	0
9:30	3	0	3	0	3	0	2	0
9:45	10	0	2	0	0	0	6	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	7	1	1	0	2	0	4	0
15:15	4	0	2	0	1	0	2	0
15:30	4	3	2	0	3	0	2	0
15:45	4	0	3	0	1	0	0	0
16:00	5	0	1	0	2	0	3	0
16:15	2	0	2	0	6	0	6	2
16:30	2	0	2	0	2	0	2	0
16:45	3	0	3	0	2	0	2	1
17:00	5	0	4	0	3	0	4	0
17:15	4	0	2	0	4	0	2	2
17:30	2	1	4	0	2	0	0	0
17:45	2	0	4	0	0	0	4	0

Turning Movement Count Report

Location ID: 6
North/South: Hauser Boulevard
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	15	90	5	10	43	15	9	116	22	8	38	9	380
12:15	17	112	6	7	39	12	5	138	17	12	39	8	412
12:30	9	103	7	9	33	16	8	104	15	9	36	7	356
12:45	10	102	9	6	35	13	11	111	11	9	35	5	357
13:00	19	110	13	18	30	8	10	110	14	8	48	8	396
13:15	19	110	5	9	33	13	12	103	5	10	43	10	372
13:30	21	108	2	8	58	5	14	107	12	10	44	10	399
13:45	15	118	9	6	32	20	8	124	10	13	33	9	397
Total Volume:	125	853	56	73	303	102	77	913	106	79	316	66	3069
Approach %	12%	82%	5%	15%	63%	21%	7%	83%	10%	17%	69%	14%	
Peak Hr Begin:	13:00												
PHV	74	446	29	41	153	46	44	444	41	41	168	37	1564
PHF	0.967			0.845			0.931			0.961			0.980

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Location ID: 6
North/South: Hauser Boulevard
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	4	0	3	0	4	0	3	0
12:15	8	0	10	0	2	0	0	0
12:30	7	0	3	0	2	0	3	0
12:45	5	0	4	0	5	0	3	0
13:00	16	0	6	0	1	0	5	0
13:15	12	0	4	0	2	0	5	0
13:30	4	0	5	0	3	0	3	0
13:45	4	0	0	0	1	0	8	0

Turning Movement Count Report

Location ID: 6
North/South: Hauser Boulevard
East/West: 8th Street

Date: 12/05/15
City: Los Angeles. CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	8	95	3	9	30	16	12	131	15	8	29	8	364
12:15	9	113	6	12	23	11	5	134	9	7	28	8	365
12:30	11	111	8	12	24	8	5	139	10	15	29	6	378
12:45	9	112	8	13	33	20	13	132	5	8	32	9	394
13:00	10	109	8	11	39	21	19	125	15	4	28	5	394
13:15	4	120	10	6	43	19	10	131	8	8	42	10	411
13:30	7	112	3	15	36	15	11	133	7	8	34	11	392
13:45	9	113	8	12	19	13	14	135	9	6	42	9	389

Total Volume:	67	885	54	90	247	123	89	1060	78	64	264	66	3087
Approach %	7%	88%	5%	20%	54%	27%	7%	86%	6%	16%	67%	17%	

Peak Hr Begin:	12:45												
PHV	30	453	29	45	151	75	53	521	35	28	136	35	1591
PHF	0.955			0.954			0.958			0.829			0.968

Pedestrian/Bicycle Count Report

Location ID: 6
North/South: Hauser Boulevard
East/West: 8th Street

Date: 12/05/15
City: Los Angeles. CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	0	0	2	0	0	0	0	0
12:15	4	0	2	0	3	0	4	0
12:30	1	0	1	0	3	0	3	0
12:45	1	1	1	0	0	0	2	0
13:00	2	0	4	0	0	0	0	0
13:15	4	0	5	0	5	0	2	0
13:30	4	1	3	0	1	0	0	0
13:45	4	0	6	0	1	0	0	0

Turning Movement Count Report AM

Location ID: 7
North/South: Cochran Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	7	16	6	4	41	2	4	16	2	0	17	2	117
7:15	16	18	1	7	57	3	2	26	9	1	38	3	181
7:30	9	28	4	8	123	3	2	49	16	1	39	5	287
7:45	27	36	6	7	143	3	4	55	23	1	46	13	364
8:00	25	47	6	7	112	11	6	54	15	3	59	11	356
8:15	18	41	2	7	129	11	8	55	15	0	54	1	341
8:30	14	45	5	10	127	12	4	51	19	2	64	4	357
8:45	12	35	3	13	123	9	19	66	14	5	63	7	369
9:00	11	31	7	6	139	10	8	64	14	1	39	4	334
9:15	10	34	7	5	121	10	9	57	18	1	48	5	325
9:30	12	40	2	8	105	6	8	52	17	4	46	9	309
9:45	5	25	3	3	77	8	8	47	11	0	45	6	238

Total Volume:	166	396	52	85	1297	88	82	592	173	19	558	70	3578
Approach %	27%	64%	8%	6%	88%	6%	10%	70%	20%	3%	86%	11%	

Peak Hr Begin:	8:00												
PHV	69	168	16	37	491	43	37	226	63	10	240	23	1423
PHF	0.811			0.958			0.823			0.910			0.964

Turning Movement Count Report PM

Location ID: 7
North/South: Cochran Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	16	43	14	12	41	8	4	46	12	8	98	6	308
15:15	23	60	14	3	55	20	13	51	25	7	87	7	365
15:30	7	46	12	5	27	3	6	55	4	11	98	16	290
15:45	16	52	13	7	30	9	2	43	5	6	100	14	297
16:00	24	59	11	8	36	4	6	42	7	7	125	12	341
16:15	10	48	13	5	45	7	5	47	2	8	113	10	313
16:30	11	65	9	8	31	11	4	61	4	5	128	13	350
16:45	17	64	11	5	37	4	6	42	4	12	158	10	370
17:00	9	79	12	9	39	11	9	46	10	10	164	4	402
17:15	13	63	13	5	47	9	9	58	6	5	175	9	412
17:30	8	54	9	11	39	8	9	67	13	4	165	15	402
17:45	9	57	8	11	45	10	9	40	7	9	163	15	383

Total Volume:	163	690	139	89	472	104	82	598	99	92	1574	131	4233
Approach %	16%	70%	14%	13%	71%	16%	11%	77%	13%	5%	88%	7%	

Peak Hr Begin:	17:00												
PHV	39	253	42	36	170	38	36	211	36	28	667	43	1599
PHF	0.835			0.924			0.795			0.976			0.970

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	0	0	0	2	0	1	0
7:15	0	0	0	0	4	0	1	1
7:30	3	0	0	0	3	0	8	2
7:45	13	0	0	0	20	0	25	1
8:00	11	0	0	0	3	0	9	0
8:15	4	0	1	0	3	0	11	0
8:30	7	0	2	0	1	0	6	0
8:45	2	0	0	0	1	1	5	0
9:00	1	0	2	0	6	0	3	0
9:15	3	0	1	0	2	0	5	0
9:30	1	0	0	0	3	0	0	0
9:45	1	0	0	0	0	0	4	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	13	0	0	0	5	0	20	0
15:15	15	0	0	0	5	0	28	0
15:30	20	0	0	0	0	1	2	1
15:45	7	0	0	0	2	0	2	1
16:00	4	0	0	0	2	0	2	0
16:15	7	0	0	0	5	0	13	0
16:30	4	0	0	0	4	0	13	0
16:45	6	0	0	1	1	0	7	0
17:00	2	0	0	0	1	0	7	0
17:15	8	0	0	0	6	0	5	1
17:30	11	1	0	0	4	0	10	0
17:45	9	0	0	0	6	0	14	0

Turning Movement Count Report

Location ID: 7
North/South: Cochran Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	8	38	7	7	40	4	6	39	2	4	35	5	195
12:15	9	36	9	9	30	6	2	31	5	3	53	4	197
12:30	6	34	3	16	37	4	2	47	1	3	45	3	201
12:45	13	36	4	8	34	6	6	38	2	10	41	6	204
13:00	14	31	3	4	33	5	4	33	4	6	53	5	195
13:15	15	34	6	9	31	4	2	45	7	8	60	5	226
13:30	10	44	9	6	29	3	7	37	4	8	52	6	215
13:45	16	35	4	14	39	3	3	31	4	5	48	7	209
Total Volume:	91	288	45	73	273	35	32	301	29	47	387	41	1642
Approach %	21%	68%	11%	19%	72%	9%	9%	83%	8%	10%	81%	9%	
Peak Hr Begin:	13:00												
PHV	55	144	22	33	132	15	16	146	19	27	213	23	845
PHF	0.877			0.804			0.838			0.901			0.935

Pedestrian/Bicycle Count Report

Location ID: 7
North/South: Cochran Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	2	0	2	0	2	0	5	0
12:15	1	0	2	0	3	0	7	0
12:30	4	0	1	0	5	0	3	2
12:45	5	0	0	0	2	0	7	0
13:00	3	0	2	0	5	1	4	0
13:15	3	0	3	0	3	0	2	0
13:30	0	0	2	0	4	0	3	0
13:45	2	0	3	1	8	1	1	0

Turning Movement Count Report

Location ID: 7
North/South: Cochran Avenue
East/West: 8th Street

Date: 12/05/15
City: Los Angeles. CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	11	26	3	11	33	5	2	31	7	4	34	6	173
12:15	4	34	10	7	28	1	2	40	2	5	43	2	178
12:30	4	35	9	10	29	0	2	46	4	6	37	5	187
12:45	16	24	8	9	37	3	5	29	8	7	46	1	193
13:00	10	35	5	8	36	5	7	29	6	4	49	8	202
13:15	12	34	8	16	42	7	6	38	3	13	48	8	235
13:30	10	32	6	8	38	4	5	29	8	5	48	6	199
13:45	9	40	6	6	25	4	4	36	2	9	53	0	194
Total Volume:	76	260	55	75	268	29	33	278	40	53	358	36	1561
Approach %	19%	66%	14%	20%	72%	8%	9%	79%	11%	12%	80%	8%	
Peak Hr Begin:	13:00												
PHV	41	141	25	38	141	20	22	132	19	31	198	22	830
PHF	0.941			0.765			0.920			0.909			0.883

Pedestrian/Bicycle Count Report

Location ID: 7
North/South: Cochran Avenue
East/West: 8th Street

Date: 12/05/15
City: Los Angeles. CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	5	1	2	0	0	0	8	1
12:15	6	0	1	0	3	0	8	0
12:30	5	0	1	1	1	0	3	0
12:45	1	0	1	0	4	0	5	0
13:00	4	0	9	0	2	0	3	0
13:15	0	1	0	0	1	0	6	0
13:30	1	1	3	0	2	0	2	2
13:45	0	1	1	1	3	0	8	1

Turning Movement Count Report AM

Location ID: 8
North/South: La Brea Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	10	222	1	8	12	11	0	202	21	18	6	4	515
7:15	13	265	3	4	33	19	2	201	16	16	21	9	602
7:30	8	260	0	4	68	19	7	290	31	21	14	9	731
7:45	16	261	2	4	87	19	7	308	45	15	24	17	805
8:00	21	290	0	7	78	12	6	320	23	23	29	21	830
8:15	15	295	2	10	95	22	7	277	25	24	21	27	820
8:30	10	325	4	8	81	16	6	335	40	21	32	24	902
8:45	23	272	4	12	78	11	8	312	32	36	18	23	829
9:00	15	259	0	9	80	14	10	315	39	26	15	18	800
9:15	19	252	6	4	72	15	14	308	39	23	17	22	791
9:30	15	224	5	7	62	10	8	302	40	22	20	18	733
9:45	18	239	1	6	55	12	7	291	21	27	17	13	707

Total Volume:	183	3164	28	83	801	180	82	3461	372	272	234	205	9065
Approach %	5%	94%	1%	8%	75%	17%	2%	88%	10%	38%	33%	29%	

Peak Hr Begin:	8:00												
PHV	69	1182	10	37	332	61	27	1244	120	104	100	95	3381
PHF	0.930			0.846			0.913			0.971			0.937

Turning Movement Count Report PM

Location ID: 8
North/South: La Brea Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	12	282	7	11	18	15	13	266	17	43	42	16	742
15:15	16	276	6	12	25	14	11	290	16	50	50	19	785
15:30	11	251	5	8	17	10	10	255	18	48	49	16	698
15:45	14	272	3	12	16	12	13	270	14	47	57	20	750
16:00	7	264	8	6	22	22	11	298	12	54	49	35	788
16:15	12	256	4	11	20	6	7	323	15	43	54	44	795
16:30	16	289	5	8	24	5	4	276	14	44	58	30	773
16:45	24	257	10	7	18	12	10	278	14	52	66	40	788
17:00	7	312	8	6	28	16	15	309	15	38	77	46	877
17:15	20	321	6	12	23	19	11	300	15	47	85	37	896
17:30	16	319	5	8	26	12	9	324	22	36	95	42	914
17:45	19	259	6	4	24	8	13	289	14	31	83	46	796
Total Volume:	174	3358	73	105	261	151	127	3478	186	533	765	391	9602
Approach %	5%	93%	2%	20%	50%	29%	3%	92%	5%	32%	45%	23%	
Peak Hr Begin:	17:00												
PHV	62	1211	25	30	101	55	48	1222	66	152	340	171	3483
PHF	0.935			0.861			0.941			0.958			0.953

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	0	14	1	5	0	0	1
7:15	1	0	10	0	0	0	2	0
7:30	3	0	0	0	2	0	4	0
7:45	1	0	2	0	1	0	3	0
8:00	14	0	12	0	1	1	3	0
8:15	7	0	1	1	0	0	3	0
8:30	4	0	0	1	2	0	4	0
8:45	6	0	4	2	1	0	3	1
9:00	2	0	2	1	4	0	7	1
9:15	4	0	2	1	3	0	5	0
9:30	5	0	0	1	2	0	5	0
9:45	5	0	7	1	2	0	3	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	4	0	3	2	3	0	9	0
15:15	9	0	1	3	2	0	7	5
15:30	6	0	6	0	3	0	18	1
15:45	8	0	2	0	2	1	10	1
16:00	8	0	6	2	1	1	9	0
16:15	5	0	8	1	6	0	11	2
16:30	11	0	3	0	3	0	13	0
16:45	6	0	11	0	4	0	6	0
17:00	11	1	8	2	9	0	12	1
17:15	7	0	9	0	7	0	20	1
17:30	3	1	8	1	5	0	11	1
17:45	7	0	10	1	9	0	18	0

Turning Movement Count Report

Location ID: 8
North/South: La Brea Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	13	250	6	7	23	10	19	269	9	33	17	14	670
12:15	15	232	6	7	28	4	14	292	7	34	21	11	671
12:30	13	248	6	9	34	15	19	284	6	27	16	10	687
12:45	12	243	5	5	15	7	14	303	12	34	30	19	699
13:00	12	228	10	12	24	11	22	257	2	36	32	11	657
13:15	7	274	3	9	17	11	17	270	6	37	16	13	680
13:30	7	258	6	7	26	9	12	254	10	37	21	12	659
13:45	11	219	3	8	16	8	13	291	11	38	24	9	651
Total Volume:	90	1952	45	64	183	75	130	2220	63	276	177	99	5374
Approach %	4%	94%	2%	20%	57%	23%	5%	92%	3%	50%	32%	18%	
Peak Hr Begin:	12:00												
PHV	53	973	23	28	100	36	66	1148	34	128	84	54	2727
PHF	0.975			0.707			0.948			0.801			0.975

Pedestrian/Bicycle Count Report

Location ID: 8
North/South: La Brea Avenue
East/West: 8th Street

Date: 12/03/15
City: Los Angeles, CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	6	0	17	0	15	0	10	1
12:15	3	0	14	1	8	0	9	1
12:30	6	0	11	1	4	0	3	1
12:45	10	0	15	0	9	0	8	1
13:00	6	0	8	3	4	0	18	0
13:15	2	0	9	0	6	0	9	1
13:30	4	0	4	0	9	2	6	0
13:45	1	0	7	0	2	0	8	1

Turning Movement Count Report

Location ID: 8
North/South: La Brea Avenue
East/West: 8th Street

Date: 12/05/15
City: Los Angeles. CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
12:00	17	255	7	12	23	10	8	282	12	24	14	3	667
12:15	14	255	3	11	11	15	9	283	11	28	19	15	674
12:30	9	268	7	16	12	8	6	270	18	31	19	14	678
12:45	17	248	6	13	22	5	6	282	12	36	20	12	679
13:00	23	248	9	7	13	15	7	306	19	32	15	12	706
13:15	23	256	6	11	18	14	7	286	21	47	15	13	717
13:30	15	238	9	15	18	10	4	309	17	35	25	11	706
13:45	15	246	5	10	19	13	7	307	15	35	18	11	701
Total Volume:	133	2014	52	95	136	90	54	2325	125	268	145	91	5528
Approach %	6%	92%	2%	30%	42%	28%	2%	93%	5%	53%	29%	18%	
Peak Hr Begin:	13:00												
PHV	76	988	29	43	68	52	25	1208	72	149	73	47	2830
PHF	0.959			0.948			0.983			0.897			0.987

Pedestrian/Bicycle Count Report

Location ID: 8
North/South: La Brea Avenue
East/West: 8th Street

Date: 12/05/15
City: Los Angeles. CA

	North		*East*		*South*		*West*	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
12:00	8	0	1	1	3	0	14	1
12:15	6	0	3	1	7	1	11	3
12:30	7	0	1	1	2	0	12	1
12:45	7	1	4	0	0	0	9	2
13:00	10	0	4	1	5	0	14	1
13:15	3	3	4	1	3	0	18	0
13:30	6	0	4	0	5	0	15	4
13:45	4	0	7	1	5	1	16	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5510_005 **Day:** TUESDAY

City: City of Los Angeles **Date:** 12/18/2012

AM

NS/EW Streets:	Fairfax Ave			Fairfax Ave			San Vicente Blvd			San Vicente Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	1	4	0	0	4	0	
7:00 AM	0	97	1	11	159	3	3	70	5		263	35	647
7:15 AM	0	124	0	14	218	3	3	88	9		283	16	758
7:30 AM	0	161	0	15	223	4	8	92	7		340	18	868
7:45 AM	0	162	0	15	212	18	21	132	12		372	30	974
8:00 AM	0	185	0	19	270	10	4	131	10		388	24	1041
8:15 AM	0	216	0	20	255	17	6	140	9		369	25	1057
8:30 AM	0	183	0	16	237	12	10	171	13		365	35	1042
8:45 AM	0	207	0	22	257	18	4	150	20		371	27	1076
9:00 AM	0	206	0	21	232	16	5	138	22		377	30	1047
9:15 AM	1	185	1	15	211	16	5	123	13		322	35	927
9:30 AM	1	186	0	23	206	12	13	106	18		298	45	908
9:45 AM	0	186	0	21	228	20	8	114	19		333	43	972
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	2098	2	212	2708	149	90	1455	157	0	4081	363	11317
APPROACH %'s :	0.10%	99.81%	0.10%	6.91%	88.24%	4.86%	5.29%	85.49%	9.22%	0.00%	91.83%	8.17%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	812	0	79	981	63	25	599	64	0	1482	117	4222
PEAK HR FACTOR :		0.940			0.945			0.887			0.982		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5510_005 **Day:** TUESDAY

City: City of Los Angeles **Date:** 12/18/2012

PM

NS/EW Streets:	Fairfax Ave			Fairfax Ave			San Vicente Blvd			San Vicente Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	1	4	0	0	4	0	
3:00 PM	0	169	1	18	185	14	6	232	25		184	39	873
3:15 PM	0	156	2	16	192	12	7	241	21		193	39	879
3:30 PM	0	164	0	17	161	11	8	253	27		198	28	867
3:45 PM	0	182	0	18	223	8	5	277	18		192	33	956
4:00 PM	0	170	0	19	230	14	1	259	22		169	34	918
4:15 PM	0	168	0	20	192	9	14	247	23		182	35	890
4:30 PM	0	174	1	17	220	13	12	235	22		215	23	932
4:45 PM	0	180	0	21	200	8	3	258	11		222	26	929
5:00 PM	0	170	0	15	240	13	7	255	27		184	33	944
5:15 PM	0	166	0	20	216	11	3	248	14		195	27	900
5:30 PM	1	180	1	15	207	12	10	257	25		217	27	952
5:45 PM	0	153	0	19	233	12	8	253	11		203	25	917
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2032	5	215	2499	137	84	3015	246	0	2354	369	10957
APPROACH %'s :	0.05%	99.71%	0.25%	7.54%	87.65%	4.81%	2.51%	90.13%	7.35%	0.00%	86.45%	13.55%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	696	1	71	863	44	23	1018	77	0	818	113	3725
PEAK HR FACTOR :		0.959			0.912			0.957			0.939		0.978

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

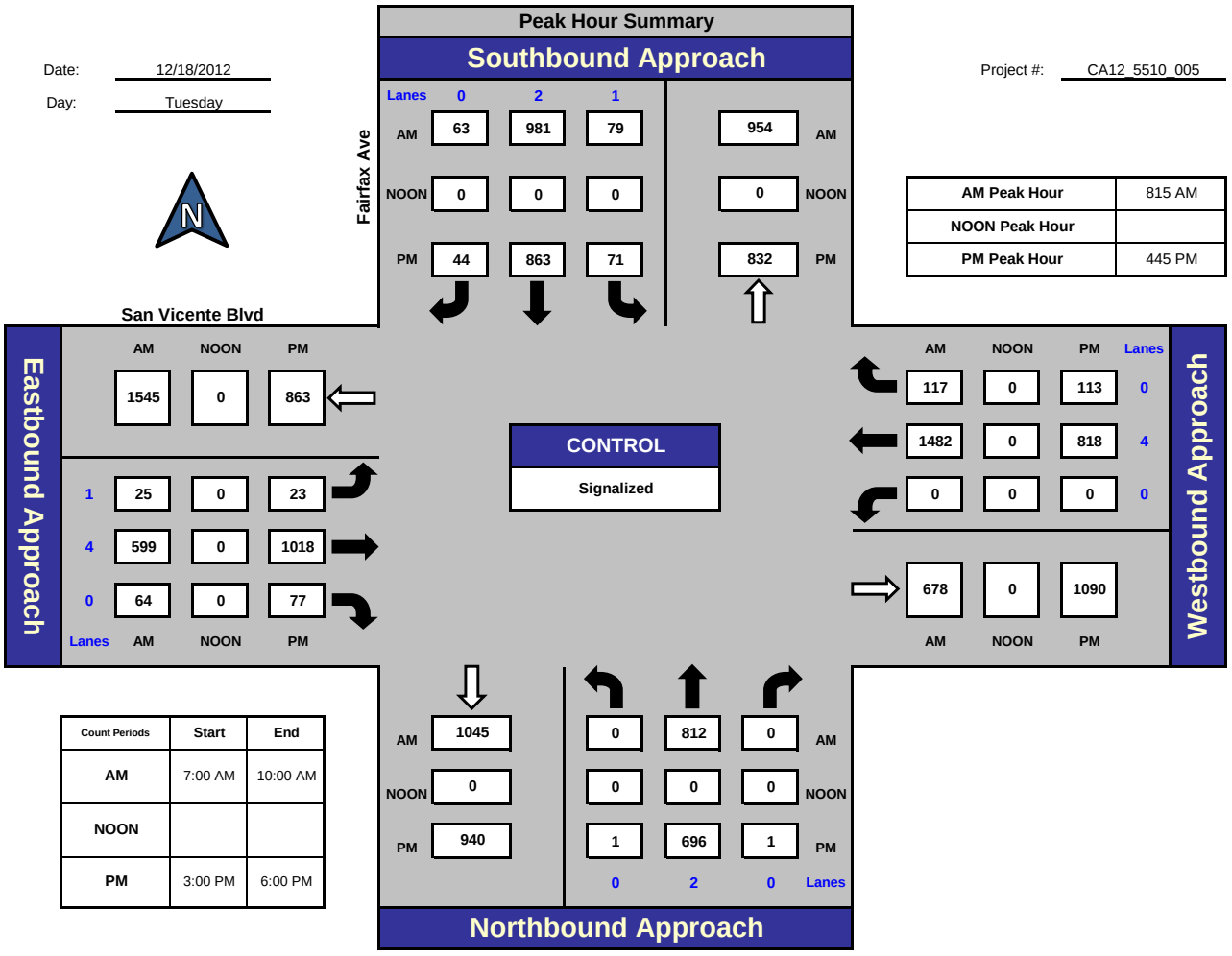
NDS

Fairfax Ave and San Vicente Blvd , City of Los Angeles

Date: 12/18/2012

Day: Tuesday

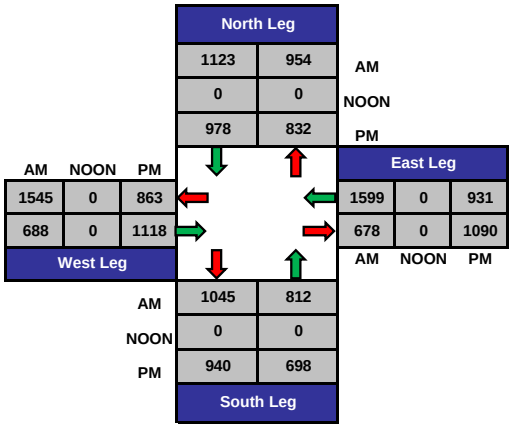
Project #: CA12_5510_005



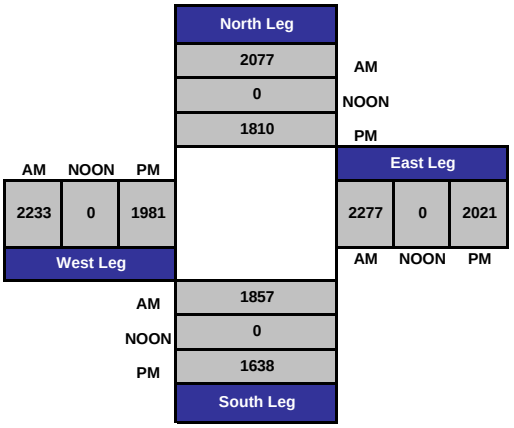
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



WILTEC

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

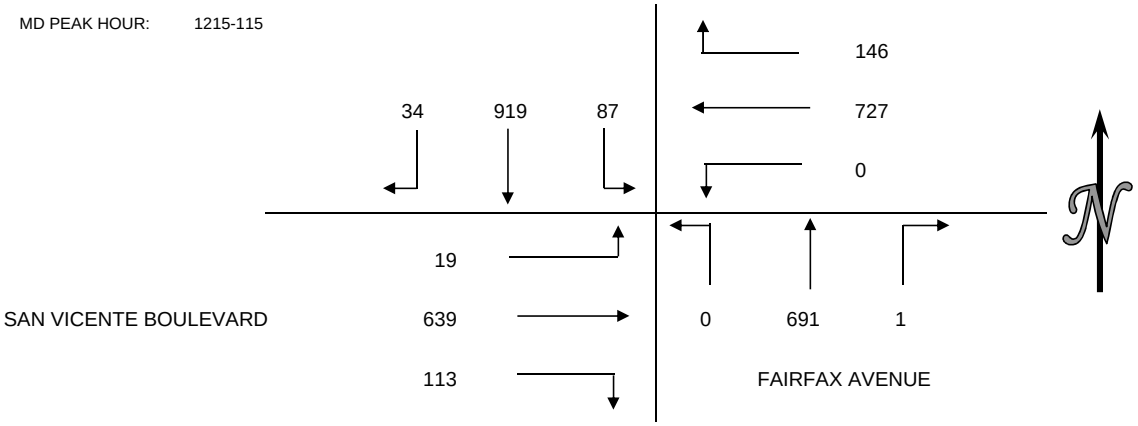
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: TUESDAY OCTOBER 30, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W SAN VICENTE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	5	219	27	24	124	0	0	157	0	22	159	7	744
1215-1230	7	233	25	33	169	0	0	169	0	30	166	4	836
1230-1245	6	240	18	38	184	0	0	178	0	23	149	7	843
1245-100	15	222	22	39	178	0	0	165	0	27	156	5	829
100-115	6	224	22	36	196	0	1	179	0	33	168	3	868
115-130	13	200	19	41	173	0	0	170	0	24	155	12	807
130-145	9	220	27	32	145	0	0	154	0	22	188	13	810
145-200	13	208	22	27	138	0	1	147	0	25	184	5	770
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	33	914	92	134	655	0	0	669	0	102	630	23	3252
1215-115	34	919	87	146	727	0	1	691	0	113	639	19	3376
1230-130	40	886	81	154	731	0	1	692	0	107	628	27	3347
1245-145	43	866	90	148	692	0	1	668	0	106	667	33	3314
100-200	41	852	90	136	652	0	2	650	0	104	695	33	3255

MD PEAK HOUR: 1215-115



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	5	10	0	11	26
1215-1230	6	11	0	9	26
1230-1245	6	8	0	9	23
1245-100	3	18	0	3	24
100-115	4	9	1	2	16
115-130	8	22	0	1	31
130-145	4	6	0	14	24
145-200	1	3	0	3	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	20	47	0	32	99
1215-115	19	46	1	23	89
1230-130	21	57	1	15	94
1245-145	19	55	1	20	95
100-200	17	40	1	20	78

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	2	0	0	2	4
1215-1230	3	0	0	2	5
1230-1245	0	1	0	0	1
1245-100	1	2	0	3	6
100-115	2	2	0	2	6
115-130	3	1	0	0	4
130-145	1	1	0	3	5
145-200	2	0	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	6	3	0	7	16
1215-115	6	5	0	7	18
1230-130	6	6	0	5	17
1245-145	7	6	0	8	21
100-200	8	4	0	6	18

WILTEC

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

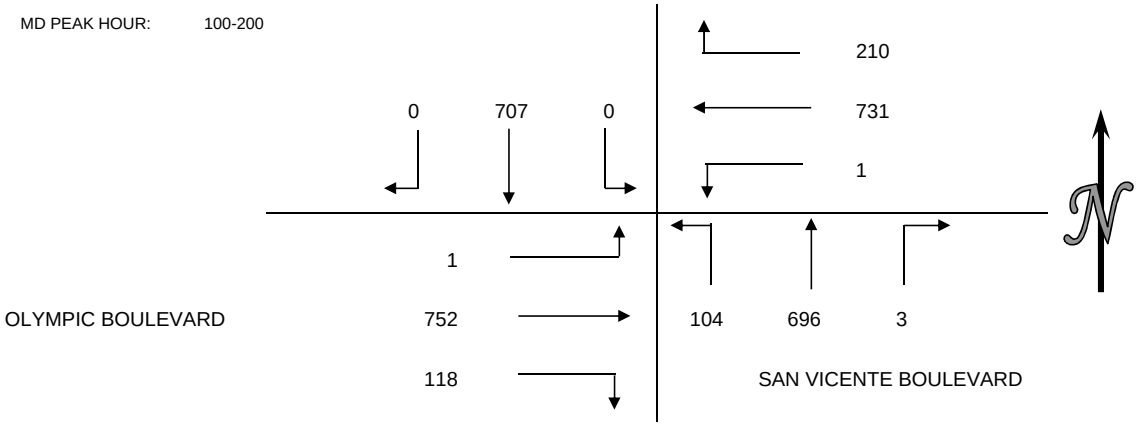
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: TUESDAY OCTOBER 30, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S SAN VICENTE BOULEVARD
E/W OLYMPIC BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	0	178	0	58	170	0	0	151	24	21	184	0	786
1215-1230	0	157	0	63	178	0	2	194	27	38	173	0	832
1230-1245	0	198	0	47	186	0	2	160	20	23	191	0	827
1245-100	0	164	0	47	168	0	0	191	23	14	201	0	808
100-115	0	167	0	55	158	0	1	175	20	28	205	0	809
115-130	0	188	0	48	179	0	0	174	18	23	168	1	799
130-145	0	170	0	48	183	1	1	165	37	33	187	0	825
145-200	0	182	0	59	211	0	1	182	29	34	192	0	890
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	0	697	0	215	702	0	4	696	94	96	749	0	3253
1215-115	0	686	0	212	690	0	5	720	90	103	770	0	3276
1230-130	0	717	0	197	691	0	3	700	81	88	765	1	3243
1245-145	0	689	0	198	688	1	2	705	98	98	761	1	3241
100-200	0	707	0	210	731	1	3	696	104	118	752	1	3323

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	6	0	6
1215-1230	0	0	5	0	5
1230-1245	1	0	3	0	4
1245-100	1	0	5	0	6
100-115	1	0	3	0	4
115-130	1	0	1	0	2
130-145	0	0	2	0	2
145-200	6	0	3	0	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	2	0	19	0	21
1215-115	3	0	16	0	19
1230-130	4	0	12	0	16
1245-145	3	0	11	0	14
100-200	8	0	9	0	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	0	0	0
1215-1230	0	0	1	0	1
1230-1245	1	0	0	0	1
1245-100	0	0	0	0	0
100-115	0	0	2	0	2
115-130	0	0	0	0	0
130-145	0	0	0	0	0
145-200	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	1	0	1	0	2
1215-115	1	0	3	0	4
1230-130	1	0	2	0	3
1245-145	0	0	2	0	2
100-200	0	0	2	0	2

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5510_006 **Day:** TUESDAY

City: City of Los Angeles **Date:** 12/18/2012

AM

NS/EW Streets:	Fairfax Ave			Fairfax Ave			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	1	3	0	1	3	0	
7:00 AM	19	81	10	0	132	30	9	105	1	18	372	0	777
7:15 AM	22	114	5	0	169	47	10	156	2	15	448	1	989
7:30 AM	22	140	17	0	162	65	14	223	4	17	455	0	1119
7:45 AM	14	148	13	0	156	74	19	281	4	15	410	1	1135
8:00 AM	14	157	7	0	183	90	21	294	6	13	438	2	1225
8:15 AM	16	190	14	0	182	81	22	321	6	16	427	1	1276
8:30 AM	16	161	14	0	186	61	22	346	2	14	400	0	1222
8:45 AM	11	185	11	1	205	77	23	349	6	14	389	3	1274
9:00 AM	8	173	7	0	185	68	25	319	4	10	395	2	1196
9:15 AM	11	163	8	1	166	55	25	299	0	15	340	1	1084
9:30 AM	13	164	10	0	178	48	20	255	4	19	351	3	1065
9:45 AM	8	163	19	0	191	61	23	239	3	16	328	2	1053
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	174	1839	135	2	2095	757	233	3187	42	182	4753	16	13415
APPROACH %'s :	8.10%	85.61%	6.28%	0.07%	73.41%	26.52%	6.73%	92.06%	1.21%	3.68%	96.00%	0.32%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	57	693	46	1	756	309	88	1310	20	57	1654	6	4997
PEAK HR FACTOR :		0.905			0.942			0.938			0.948		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5510_006 **Day:** TUESDAY

City: City of Los Angeles **Date:** 12/18/2012

PM

NS/EW Streets:	Fairfax Ave			Fairfax Ave			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	1	3	0	1	3	0	
3:00 PM	7	122	13	0	156	51	28	359	8	18	209	6	977
3:15 PM	5	115	12	0	157	57	27	315	4	15	218	5	930
3:30 PM	5	137	11	1	130	55	28	299	9	15	217	4	911
3:45 PM	7	137	10	0	176	67	28	357	6	11	221	5	1025
4:00 PM	6	132	12	1	194	55	31	426	2	14	217	4	1094
4:15 PM	6	141	8	1	162	56	29	433	4	17	244	3	1104
4:30 PM	5	146	5	1	190	47	25	431	4	14	213	1	1082
4:45 PM	7	145	10	0	169	47	22	429	1	16	266	3	1115
5:00 PM	4	140	10	0	197	59	26	445	3	20	255	4	1163
5:15 PM	5	141	10	0	175	56	22	454	2	17	287	4	1173
5:30 PM	9	143	7	0	173	53	32	398	7	14	263	1	1100
5:45 PM	5	130	11	1	190	49	27	398	4	15	247	2	1079
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	71	1629	119	5	2069	652	325	4744	54	186	2857	42	12753
APPROACH %'s :	3.90%	89.55%	6.54%	0.18%	75.90%	23.92%	6.34%	92.60%	1.05%	6.03%	92.61%	1.36%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	25	569	37	0	714	215	102	1726	13	67	1071	12	4551
PEAK HR FACTOR :		0.974			0.907			0.963			0.933		0.970

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

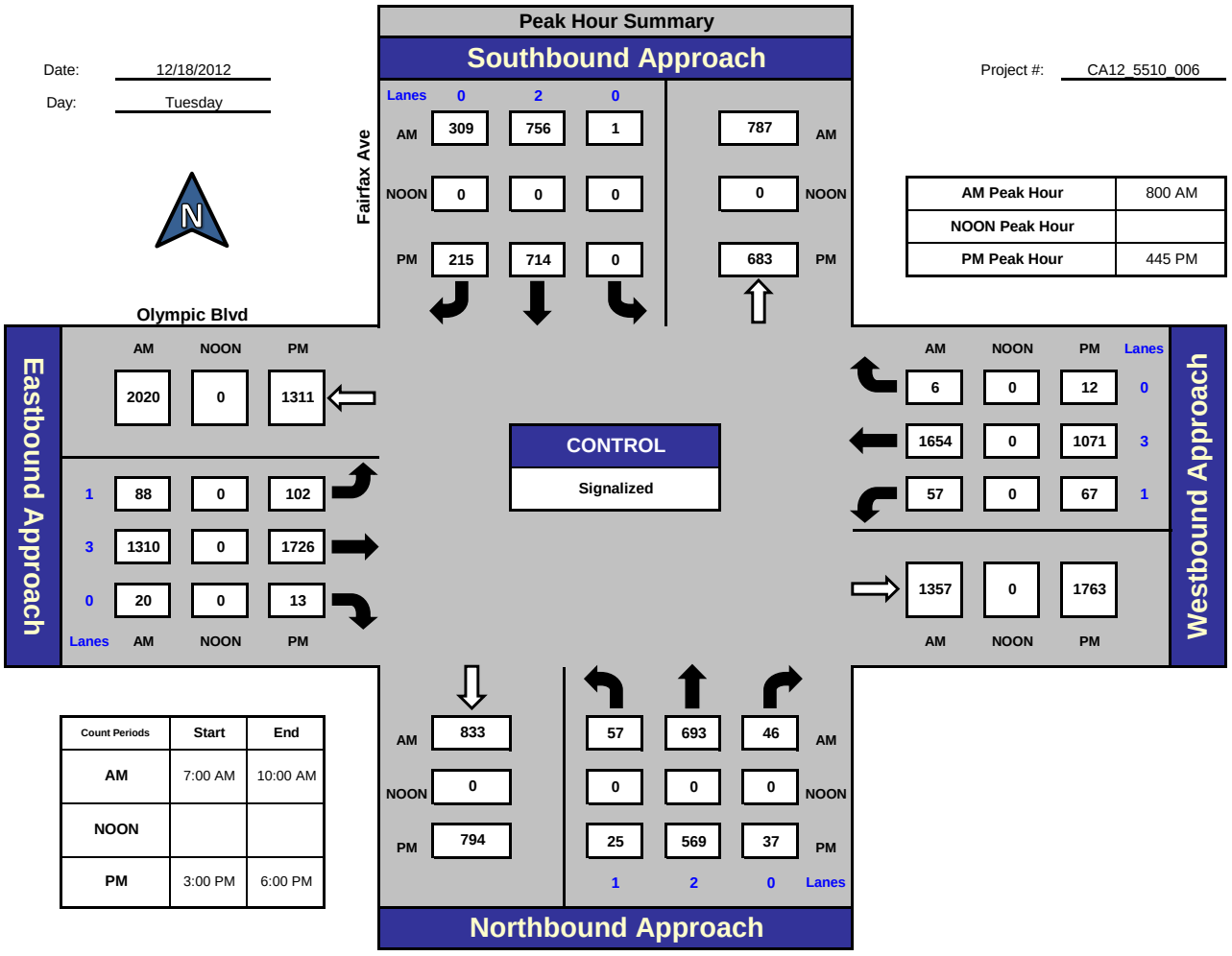
NDS

Fairfax Ave and Olympic Blvd , City of Los Angeles

Date: 12/18/2012

Day: Tuesday

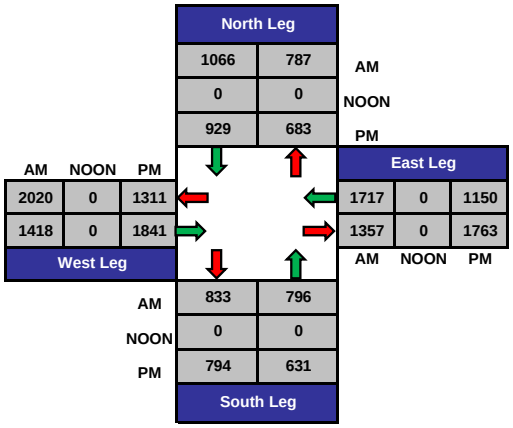
Project #: CA12_5510_006



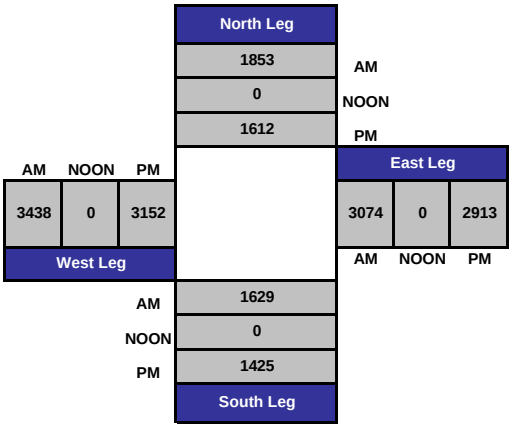
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



WILTEC

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

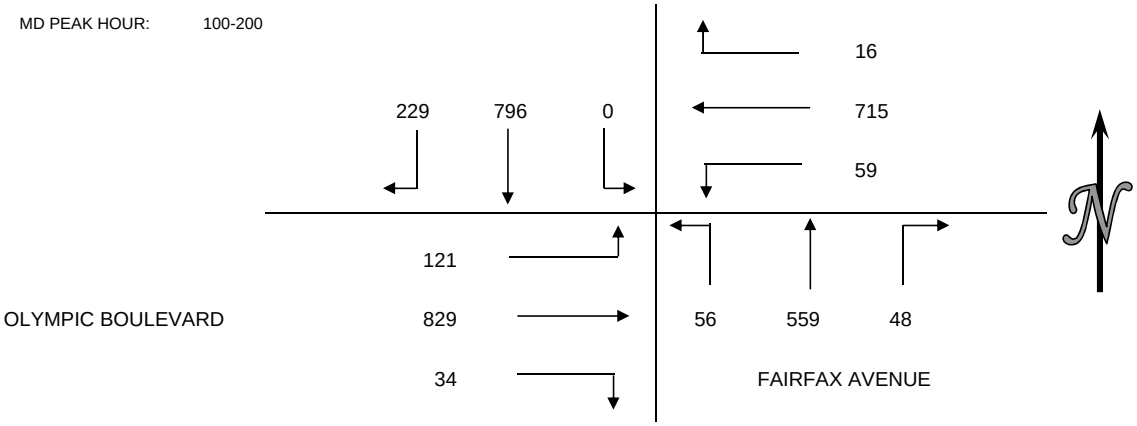
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LACMA TRAFFIC COUNTS
DATE: TUESDAY OCTOBER 30, 2012
PERIOD: 12:00 PM TO 2:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W OLYMPIC BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	57	220	0	8	174	13	5	157	13	8	205	27	887
1215-1230	43	173	0	7	156	19	3	107	7	5	185	26	731
1230-1245	60	193	0	2	185	22	12	125	5	6	197	33	840
1245-100	48	182	0	7	167	17	4	148	11	6	215	40	845
100-115	50	198	0	3	142	19	17	139	17	8	207	30	830
115-130	56	211	0	5	173	15	9	132	13	8	189	27	838
130-145	65	194	0	5	195	10	12	146	13	7	211	37	895
145-200	58	193	0	3	205	15	10	142	13	11	222	27	899
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	208	768	0	24	682	71	24	537	36	25	802	126	3303
1215-115	201	746	0	19	650	77	36	519	40	25	804	129	3246
1230-130	214	784	0	17	667	73	42	544	46	28	808	130	3353
1245-145	219	785	0	20	677	61	42	565	54	29	822	134	3408
100-200	229	796	0	16	715	59	48	559	56	34	829	121	3462

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	2	12	1	0	15
1215-1230	0	10	3	0	13
1230-1245	0	7	2	0	9
1245-100	7	15	8	0	30
100-115	0	10	2	0	12
115-130	4	11	1	0	16
130-145	2	10	14	0	26
145-200	2	14	14	0	30
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	9	44	14	0	67
1215-115	7	42	15	0	64
1230-130	11	43	13	0	67
1245-145	13	46	25	0	84
100-200	8	45	31	0	84

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	3	1	0	4
1215-1230	1	1	0	0	2
1230-1245	1	4	0	0	5
1245-100	0	1	0	0	1
100-115	0	0	1	0	1
115-130	0	0	1	0	1
130-145	0	1	1	0	2
145-200	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	2	9	1	0	12
1215-115	2	6	1	0	9
1230-130	1	5	2	0	8
1245-145	0	2	3	0	5
100-200	0	2	3	0	5

WILTEC

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

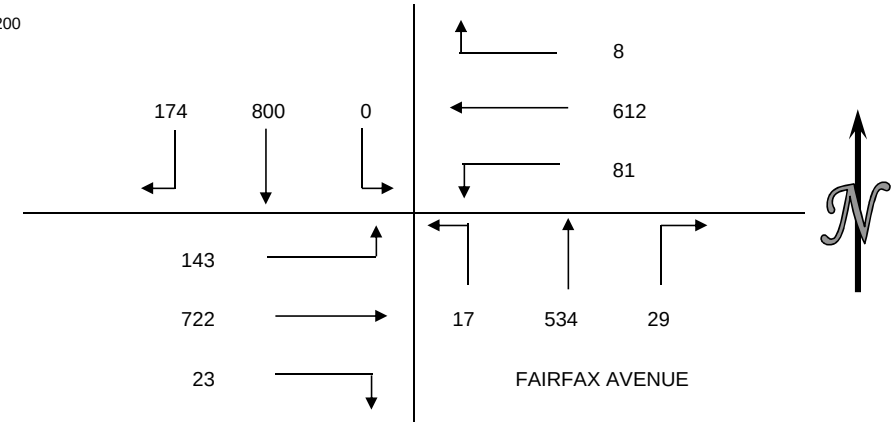
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	FAIRFAX AVENUE
	E/W	OLYMPIC BOUELVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	45	200	0	5	161	34	4	145	2	7	152	42	797
1215-1230	37	192	0	0	131	19	5	151	0	5	177	40	757
1230-1245	44	189	0	0	152	22	7	134	4	4	173	30	759
1245-100	35	191	0	4	161	12	9	139	1	10	157	43	762
100-115	48	204	0	2	149	26	7	126	1	5	165	28	761
115-130	29	186	0	1	141	18	9	132	7	8	190	41	762
130-145	56	217	0	2	171	18	6	154	9	3	185	29	850
145-200	41	193	0	3	151	19	7	122	0	7	182	45	770
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	161	772	0	9	605	87	25	569	7	26	659	155	3075
1215-115	164	776	0	6	593	79	28	550	6	24	672	141	3039
1230-130	156	770	0	7	603	78	32	531	13	27	685	142	3044
1245-145	168	798	0	9	622	74	31	551	18	26	697	141	3135
100-200	174	800	0	8	612	81	29	534	17	23	722	143	3143

MD PEAK HOUR: 100-200



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	2	10	3	3	18
1215-1230	4	6	10	6	26
1230-1245	0	9	5	5	19
1245-100	1	12	11	2	26
100-115	1	6	10	5	22
115-130	2	14	4	7	27
130-145	2	5	7	6	20
145-200	0	6	4	3	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	7	37	29	16	89
1215-115	6	33	36	18	93
1230-130	4	41	30	19	94
1245-145	6	37	32	20	95
100-200	5	31	25	21	82

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	2	0	0	3
1215-1230	0	0	1	3	4
1230-1245	0	1	1	1	3
1245-100	0	1	1	1	3
100-115	1	3	2	0	6
115-130	1	1	0	3	5
130-145	0	1	1	3	5
145-200	1	0	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	1	4	3	5	13
1215-115	1	5	5	5	16
1230-130	2	6	4	5	17
1245-145	2	6	4	7	19
100-200	3	5	3	7	18

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5510_008 **Day:** TUESDAY

City: City of Los Angeles **Date:** 12/18/2012

AM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	4	0	0	4	0	0	3	0	0	3	0	
7:00 AM	40	249	0		84			94	22		351	49	889
7:15 AM	51	248	0		103			145	28		412	57	1044
7:30 AM	48	274	0		106			219	30		418	86	1181
7:45 AM	44	307	1		149			264	31		381	98	1275
8:00 AM	53	305	0		151			275	26		398	102	1310
8:15 AM	61	306	0		155			318	23		387	94	1344
8:30 AM	32	294	1		184			311	38		387	108	1355
8:45 AM	43	279	1		178			322	38		356	124	1341
9:00 AM	64	291	0		154			289	36		340	121	1295
9:15 AM	44	265	0		134			287	27		317	98	1172
9:30 AM	37	257	1		128			249	21		326	93	1112
9:45 AM	43	258	0		128			224	30		314	121	1118
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	560	3333	4	0	1654	0	0	2997	350	0	4387	1151	14436
APPROACH %'s :	14.37%	85.53%	0.10%	0.00%	100.00%	0.00%	0.00%	89.54%	10.46%	0.00%	79.22%	20.78%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	189	1184	2	0	668	0	0	1226	125	0	1528	428	5350
PEAK HR FACTOR :		0.937			0.908			0.938			0.978		0.987

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5510_008 **Day:** TUESDAY

City: City of Los Angeles **Date:** 12/18/2012

PM

NS/EW Streets:	San Vicente Blvd			San Vicente Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	4	0	0	4	0	0	3	0	0	3	0	
3:00 PM	31	162	4		242			311	52		199	63	1064
3:15 PM	32	171	2		254			270	36		204	61	1030
3:30 PM	35	174	2		271			256	40		207	57	1042
3:45 PM	23	176	2		298			314	57		217	56	1143
4:00 PM	26	147	2		272			360	71		212	61	1151
4:15 PM	23	167	0		269			377	52		246	52	1186
4:30 PM	22	179	2		256			369	65		213	58	1164
4:45 PM	21	182	2		284			366	59		261	71	1246
5:00 PM	23	153	1		271			372	78		258	68	1224
5:15 PM	29	172	2		262			393	79		286	54	1277
5:30 PM	35	184	4		276			345	51		242	57	1194
5:45 PM	29	177	2		267			350	54		238	55	1172
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	329	2044	25	0	3222	0	0	4083	694	0	2783	713	13893
APPROACH %'s :	13.72%	85.24%	1.04%	0.00%	100.00%	0.00%	0.00%	85.47%	14.53%	0.00%	79.61%	20.39%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	108	691	9	0	1093	0	0	1476	267	0	1047	250	4941
PEAK HR FACTOR :		0.906			0.962			0.923			0.954		0.967

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

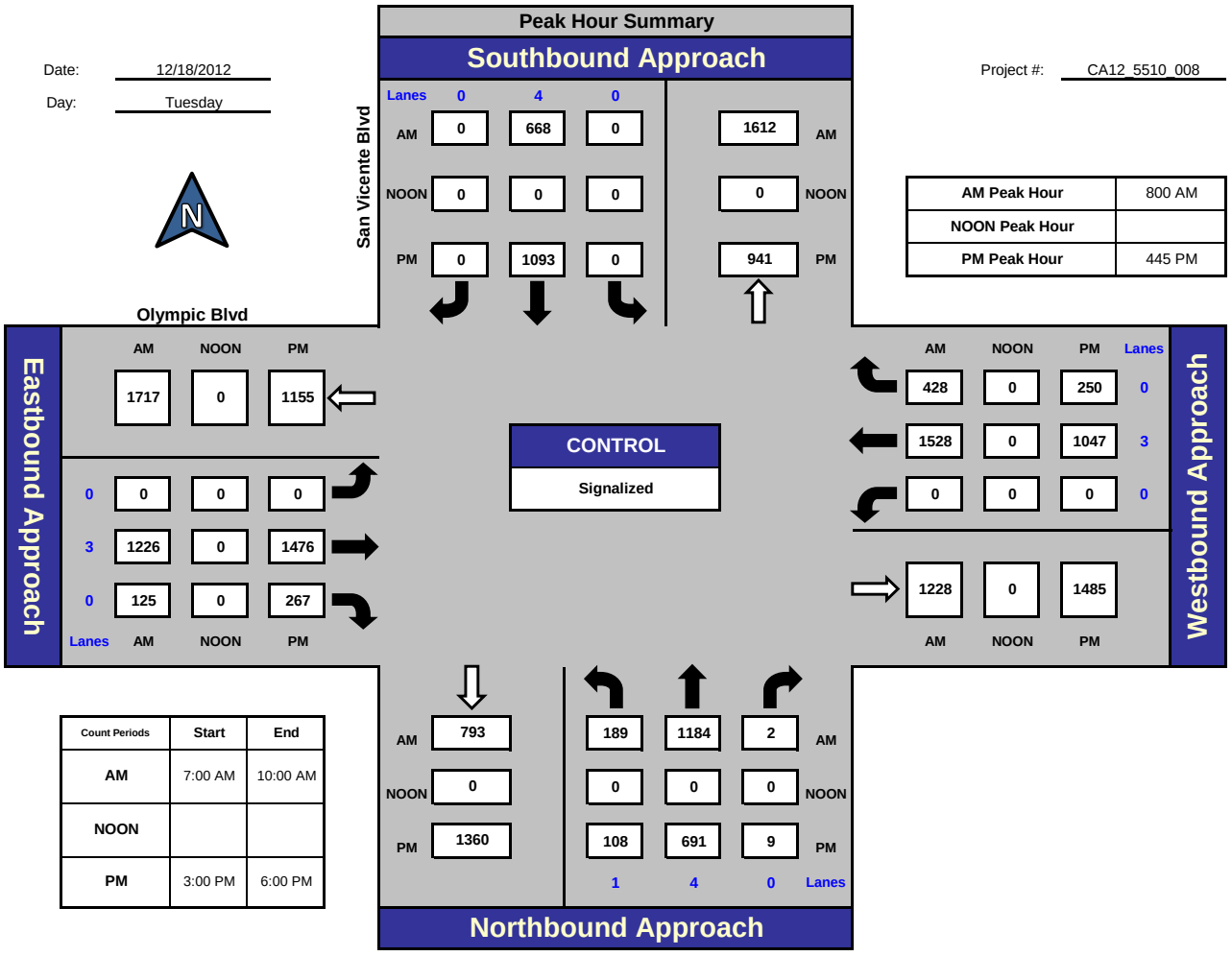
NDS

San Vicente Blvd and Olympic Blvd , City of Los Angeles

Date: 12/18/2012

Day: Tuesday

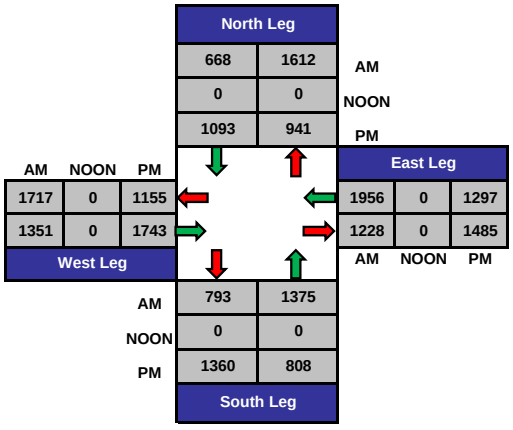
Project #: CA12_5510_008



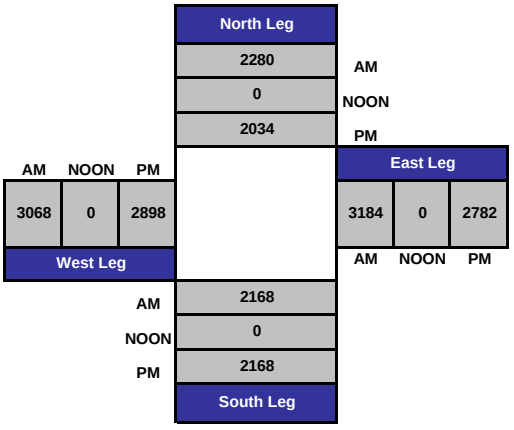
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



WILTEC

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

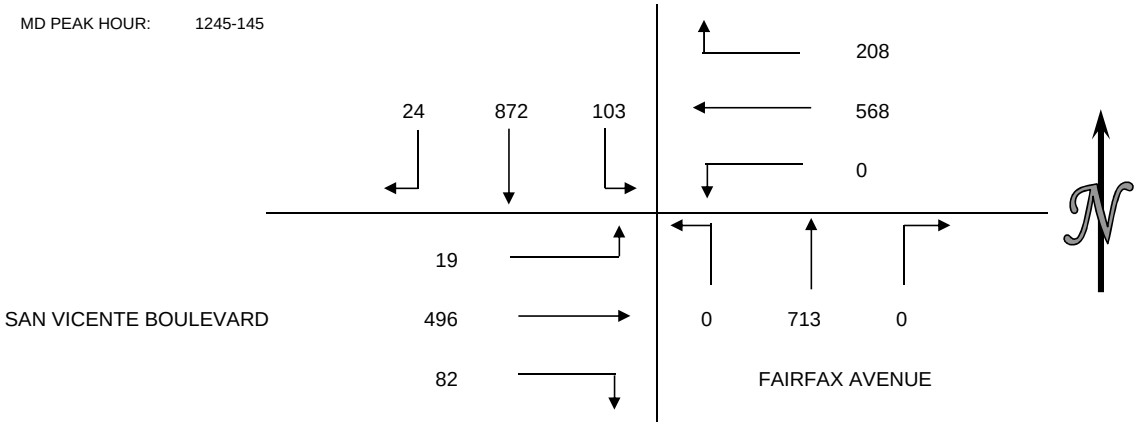
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	FAIRFAX AVENUE
	E/W	SAN VICENTE BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	3	231	28	56	116	1	0	193	0	18	108	4	758
1215-1230	8	224	23	56	126	0	0	197	0	19	103	5	761
1230-1245	3	206	22	53	123	0	0	173	0	18	128	5	731
1245-100	7	209	26	63	149	0	0	187	0	18	128	5	792
100-115	9	222	28	39	144	0	0	158	0	23	113	5	741
115-130	2	198	23	53	132	0	0	177	0	16	126	5	732
130-145	6	243	26	53	143	0	0	191	0	25	129	4	820
145-200	5	200	21	37	143	0	0	160	0	20	125	4	715
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	21	870	99	228	514	1	0	750	0	73	467	19	3042
1215-115	27	861	99	211	542	0	0	715	0	78	472	20	3025
1230-130	21	835	99	208	548	0	0	695	0	75	495	20	2996
1245-145	24	872	103	208	568	0	0	713	0	82	496	19	3085
100-200	22	863	98	182	562	0	0	686	0	84	493	18	3008

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	3	13	0	3	19
1215-1230	5	11	0	7	23
1230-1245	0	7	0	7	14
1245-100	2	4	0	3	9
100-115	2	7	0	4	13
115-130	0	12	0	3	15
130-145	1	8	0	3	12
145-200	1	2	0	3	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	10	35	0	20	65
1215-115	9	29	0	21	59
1230-130	4	30	0	17	51
1245-145	5	31	0	13	49
100-200	4	29	0	13	46

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	1	0	0	1
1215-1230	0	0	0	2	2
1230-1245	0	0	0	1	1
1245-100	0	2	0	0	2
100-115	0	3	0	0	3
115-130	1	1	0	3	5
130-145	0	3	1	5	9
145-200	1	1	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	0	3	0	3	6
1215-115	0	5	0	3	8
1230-130	1	6	0	4	11
1245-145	1	9	1	8	19
100-200	2	8	1	10	21

WILTEC

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

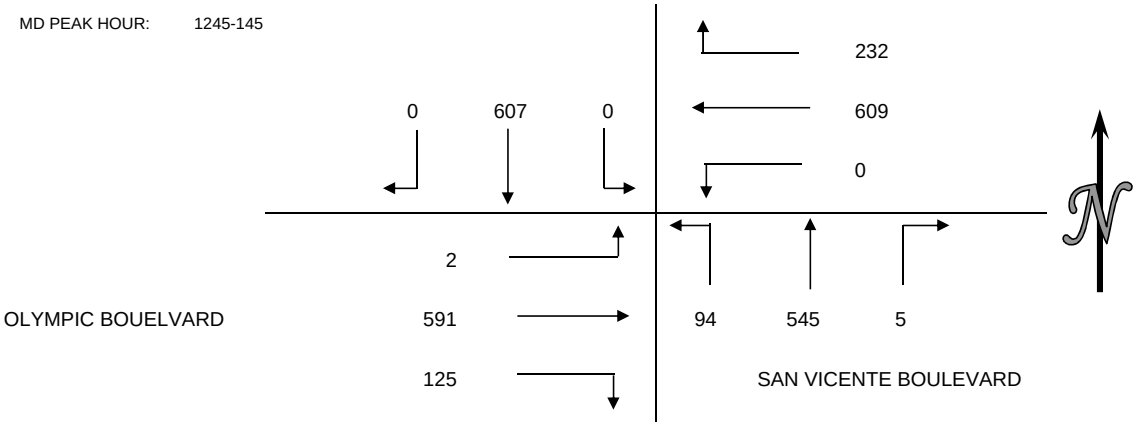
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	SAN VICENTE BOULEVARD
	E/W	OLYMPIC BOUELVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	0	146	0	47	161	1	1	144	20	21	154	0	695
1215-1230	0	131	0	61	125	0	0	113	24	26	129	0	609
1230-1245	0	147	0	40	153	0	4	132	24	29	159	0	688
1245-100	0	149	0	60	155	0	1	148	26	31	145	0	715
100-115	0	148	0	58	155	0	0	124	23	36	146	1	691
115-130	0	144	0	59	135	0	3	131	18	31	140	1	662
130-145	0	166	0	55	164	0	1	142	27	27	160	0	742
145-200	0	159	0	55	135	0	4	126	25	28	126	0	658
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	0	573	0	208	594	1	6	537	94	107	587	0	2707
1215-115	0	575	0	219	588	0	5	517	97	122	579	1	2703
1230-130	0	588	0	217	598	0	8	535	91	127	590	2	2756
1245-145	0	607	0	232	609	0	5	545	94	125	591	2	2810
100-200	0	617	0	227	589	0	8	523	93	122	572	2	2753

MD PEAK HOUR: 1245-145



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	0	1	0	2
1215-1230	3	0	7	0	10
1230-1245	2	0	2	0	4
1245-100	5	0	1	0	6
100-115	4	0	8	0	12
115-130	3	0	3	0	6
130-145	0	0	3	0	3
145-200	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	11	0	11	0	22
1215-115	14	0	18	0	32
1230-130	14	0	14	0	28
1245-145	12	0	15	0	27
100-200	8	0	15	0	23

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	1	0	0	0	1
1215-1230	1	0	2	0	3
1230-1245	1	0	0	0	1
1245-100	0	0	0	0	0
100-115	0	0	0	0	0
115-130	2	0	1	0	3
130-145	0	0	2	0	2
145-200	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	3	0	2	0	5
1215-115	2	0	2	0	4
1230-130	3	0	1	0	4
1245-145	2	0	3	0	5
100-200	3	0	3	0	6

WILTEC

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

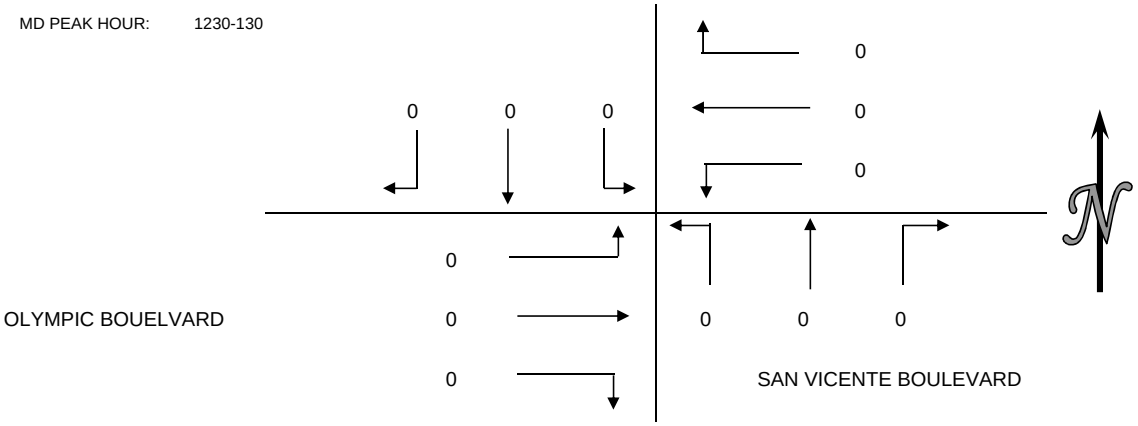
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LACMA TRAFFIC COUNTS
DATE:		SATURDAY NOVEMBER 1, 2012
PERIOD"		12:00 PM TO 2:00 PM
INTERSECTION:	N/S	SAN VICENTE BOULEVARD
	E/W	OLYMPIC BOUELVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	A	B	C										
PERIOD													TOTAL
1200-1215	2	3	32	0	0	0	0	0	0	0	0	0	37
1215-1230	3	4	33	0	0	0	0	0	0	0	0	0	40
1230-1245	2	2	31	0	0	0	0	0	0	0	0	0	35
1245-100	3	4	27	0	0	0	0	0	0	0	0	0	34
100-115	6	2	36	0	0	0	0	0	0	0	0	0	44
115-130	2	8	35	0	0	0	0	0	0	0	0	0	45
130-145	3	2	28	0	0	0	0	0	0	0	0	0	33
145-200	2	1	19	0	0	0	0	0	0	0	0	0	22
HOUR TOTALS	A	B	C										
PERIOD													TOTAL
1200-100	10	13	123	0	0	0	0	0	0	0	0	0	146
1215-115	14	12	127	0	0	0	0	0	0	0	0	0	153
1230-130	13	16	129	0	0	0	0	0	0	0	0	0	158
1245-145	14	16	126	0	0	0	0	0	0	0	0	0	156
100-200	13	13	118	0	0	0	0	0	0	0	0	0	144

MD PEAK HOUR: 1230-130



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
100-115	0	0	0	0	0
115-130	0	0	0	0	0
130-145	0	0	0	0	0
145-200	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	0	0	0	0	0
1215-115	0	0	0	0	0
1230-130	0	0	0	0	0
1245-145	0	0	0	0	0
100-200	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
100-115	0	0	0	0	0
115-130	0	0	0	0	0
130-145	0	0	0	0	0
145-200	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1200-100	0	0	0	0	0
1215-115	0	0	0	0	0
1230-130	0	0	0	0	0
1245-145	0	0	0	0	0
100-200	0	0	0	0	0

24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter	ARMANDO
Date	12/08/14
Start Time	12 AM

Location	**ORANGE GROVE AV N/O 8th ST**	**Day of Week**	MONDAY	**Prepared**	12/09/14
Direction	N/S STREET	**DOT District**	HOLLYWOOD	**By**	AMS
Serial Number	RD23071 D	**Weather**	CLEAR		

	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					
Time	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	**TOTAL**
12 AM	0	0	0	0	0	0	0	0	0	0	0
1 AM	0	0	0	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0	0	0	0
4 AM	0	0	1	0	1	0	0	0	0	0	1
5 AM	1	2	1	3	7	0	1	0	0	1	8
6 AM	2	3	8	8	21	2	0	0	0	2	23
7 AM	8	3	1	5	17	0	3	0	0	3	20
8 AM	3	9	6	14	32	3	4	3	2	12	44
9 AM	4	8	8	4	24	1	0	3	2	6	30
10 AM	4	2	7	9	22	2	3	2	1	8	30
11 AM	7	14	6	6	33	3	1	6	1	11	44
12 NN	11	4	11	9	35	2	8	8	6	24	59
1 PM	3	5	4	8	20	1	3	5	3	12	32
2 PM	1	4	6	4	15	1	5	3	8	17	32
3 PM	7	6	5	7	25	9	2	6	8	25	50
4 PM	3	6	5	5	19	4	11	6	13	34	53
5 PM	8	4	3	4	19	29	16	29	18	92	111
6 PM	6	5	4	2	17	32	21	26	12	91	108
7 PM	2	2	1	2	7	13	4	10	2	29	36
8 PM	2	3	1	3	9	4	2	4	6	16	25
9 PM	1	4	3	1	9	3	0	5	0	8	17
10 PM	3	3	2	3	11	0	4	3	2	9	20
11 PM	3	1	1	2	7	3	0	0	1	4	11

FIRST 12-HOURS PEAK QUARTER COUNT	**14**	8 AM	4TH	**6**	11 AM	3RD
LAST 12-HOURS PEAK QUARTER COUNT	**11**	12 NN	1ST	**32**	6 PM	1ST
24 HOUR VEHICLES TOTAL		350			404	**754**
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	10.64		[+,-]	24.47	29.25

PEAK HOURS VOLUME

	NORTH or WEST BOUND			SOUTH or EAST BOUND			BOTH DIRECTIONS		
	PEAK HOUR		VEHICLE VOLUME	PEAK HOUR		VEHICLE VOLUME	PEAK HOUR		VEHICLE VOLUME
First 12H Peak	11 AM		33	8 AM		12	8 AM		**44**
Last 12H Peak	12 NN		35	5 PM		92	5 PM		**111**
First 12H Peak STD		[+,-]	12.58		[+,-]	4.33		[+,-]	16.66
Last 12H Peak STD		[+,-]	7.97		[+,-]	28.77		[+,-]	31.59

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ogden Drive north of 8th Street

Day: Tuesday, June 23, 2015 **City:** Los Angeles, CA

Daily Totals	NB	SB	EB	WB	Total
	619	831	0	0	1450

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		0				0		12:00	19		17				36	
00:15	0		3				3		12:15	6		5				11	
00:30	2		2				4		12:30	9		12				21	
00:45	0	2	0	5			0	7	12:45	14	48	13	47			27	95
01:00	1		0				1		13:00	17		7				24	
01:15	0		0				0		13:15	15		11				26	
01:30	0		0				0		13:30	16		9				25	
01:45	2	3	1	1			3	4	13:45	13	61	11	38			24	99
02:00	0		2				2		14:00	15		19				34	
02:15	0		1				1		14:15	9		11				20	
02:30	0		1				1		14:30	9		10				19	
02:45	0	0	0	4			0	4	14:45	3	36	13	53			16	89
03:00	2		1				3		15:00	7		16				23	
03:15	0		0				0		15:15	10		17				27	
03:30	0		0				0		15:30	7		11				18	
03:45	0	2	0	1			0	3	15:45	8	32	11	55			19	87
04:00	0		0				0		16:00	10		12				22	
04:15	2		0				2		16:15	10		10				20	
04:30	0		0				0		16:30	7		7				14	
04:45	3	5	0	0			3	5	16:45	8	35	10	39			18	74
05:00	0		0				0		17:00	10		17				27	
05:15	2		1				3		17:15	6		20				26	
05:30	2		3				5		17:30	12		19				31	
05:45	7	11	2	6			9	17	17:45	4	32	19	75			23	107
06:00	4		2				6		18:00	9		20				29	
06:15	2		0				2		18:15	9		21				30	
06:30	5		7				12		18:30	5		14				19	
06:45	9	20	6	15			15	35	18:45	5	28	8	63			13	91
07:00	1		7				8		19:00	4		16				20	
07:15	8		11				19		19:15	6		15				21	
07:30	10		16				26		19:30	1		10				11	
07:45	18	37	16	50			34	87	19:45	6	17	14	55			20	72
08:00	13		9				22		20:00	5		16				21	
08:15	11		11				22		20:15	7		17				24	
08:30	11		11				22		20:30	5		8				13	
08:45	16	51	16	47			32	98	20:45	6	23	11	52			17	75
09:00	13		10				23		21:00	5		12				17	
09:15	11		8				19		21:15	4		11				15	
09:30	12		16				28		21:30	4		6				10	
09:45	14	50	14	48			28	98	21:45	6	19	15	44			21	63
10:00	5		10				15		22:00	1		9				10	
10:15	7		13				20		22:15	3		5				8	
10:30	7		14				21		22:30	1		4				5	
10:45	10	29	10	47			20	76	22:45	4	9	8	26			12	35
11:00	17		7				24		23:00	2		7				9	
11:15	26		10				36		23:15	1		4				5	
11:30	11		13				24		23:30	2		4				6	
11:45	10	64	10	40			20	104	23:45	0	5	5	20			5	25
Totals		274		264			**538**		**Totals**		345		567			**912**	
Split %		50.9%		49.1%			**37.1%**		**Split %**		37.8%		62.2%			**62.9%**	

Daily Totals	NB	SB	EB	WB	Total
	619	831	0	0	1450

AM Peak Hour	11:00	09:30	11:00	**PM Peak Hour**	12:45	17:30	17:30
AM Peak Volume	64	53	104	**PM Peak Volume**	62	79	113
AM Pk Hr Factor	0.615	0.828	0.722	**PM Pk Hr Factor**	0.912	0.940	0.911

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Genesee Avenue north of 8th Street

Day: Tuesday, December 13, 2016 **City:** Los Angeles, CA

Daily Totals	NB	SB	EB	WB	Total
	858	768	0	0	1626

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	17		20						37	
00:15	1		0						1		12:15	14		17						31	
00:30	0		1						1		12:30	19		12						31	
00:45	1	2	0	1					1	3	12:45	16	66	9	58					25	124
01:00	1		0						1		13:00	11		10						21	
01:15	0		0						0		13:15	19		16						35	
01:30	0		0						0		13:30	13		12						25	
01:45	0	1	0	0					0	1	13:45	8	51	7	45					15	96
02:00	0		0						0		14:00	13		11						24	
02:15	0		0						0		14:15	17		11						28	
02:30	0		0						0		14:30	16		9						25	
02:45	0	0	0	0					0	0	14:45	10	56	11	42					21	98
03:00	0		0						0		15:00	12		15						27	
03:15	0		0						0		15:15	18		13						31	
03:30	0		1						1		15:30	9		16						25	
03:45	0	0	0	1					0	1	15:45	14	53	12	56					26	109
04:00	0		0						0		16:00	12		12						24	
04:15	1		0						1		16:15	9		18						27	
04:30	2		0						2		16:30	8		18						26	
04:45	1	4	0	0					1	4	16:45	8	37	18	66					26	103
05:00	3		1						4		17:00	4		25						29	
05:15	2		0						2		17:15	9		24						33	
05:30	5		0						5		17:30	11		29						40	
05:45	7	17	2	3					9	20	17:45	7	31	26	104					33	135
06:00	5		1						6		18:00	11		32						43	
06:15	7		2						9		18:15	13		26						39	
06:30	6		4						10		18:30	13		23						36	
06:45	13	31	4	11					17	42	18:45	6	43	21	102					27	145
07:00	8		6						14		19:00	12		14						26	
07:15	6		6						12		19:15	9		16						25	
07:30	19		4						23		19:30	3		7						10	
07:45	22	55	11	27					33	82	19:45	8	32	13	50					21	82
08:00	11		7						18		20:00	8		10						18	
08:15	25		6						31		20:15	10		7						17	
08:30	20		7						27		20:30	2		4						6	
08:45	19	75	3	23					22	98	20:45	13	33	6	27					19	60
09:00	28		2						30		21:00	10		8						18	
09:15	29		5						34		21:15	11		2						13	
09:30	29		5						34		21:30	5		2						7	
09:45	27	113	4	16					31	129	21:45	4	30	11	23					15	53
10:00	15		12						27		22:00	5		7						12	
10:15	14		4						18		22:15	1		5						6	
10:30	12		12						24		22:30	3		11						14	
10:45	19	60	15	43					34	103	22:45	0	9	3	26					3	35
11:00	12		7						19		23:00	0		8						8	
11:15	10		4						14		23:15	2		1						3	
11:30	18		8						26		23:30	0		1						1	
11:45	16	56	15	34					31	90	23:45	1	3	0	10					1	13
Totals		414		159					573		Totals		444		609					1053	
Split %		72.3%		27.7%					35.2%		Split %		42.2%		57.8%					64.8%	

Daily Totals	NB	SB	EB	WB	Total
	858	768	0	0	1626

AM Peak Hour	09:00	10:00	09:00	PM Peak Hour	12:00	17:30	17:30
AM Peak Volume	113	43	129	PM Peak Volume	66	113	155
AM Pk Hr Factor	0.974	0.717	0.949	PM Pk Hr Factor	0.868	0.883	0.901

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Spaulding Avenue north of 8th Street

Day: Wednesday, June 24, 2015 **City:** Los Angeles, CA

Daily Totals	NB	SB	EB	WB	Total
	911	974	0	0	1885

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		3				3		12:00	20		7				27	
00:15	0		1				1		12:15	17		9				26	
00:30	1		1				2		12:30	24		16				40	
00:45	0	1	1	6			1	7	12:45	15	76	14	46			29	122
01:00	0		0				0		13:00	15		9				24	
01:15	1		1				2		13:15	16		7				23	
01:30	0		2				2		13:30	0		0				0	
01:45	0	1	0	3			0	4	13:45	3	34	3	19			6	53
02:00	1		0				1		14:00	15		17				32	
02:15	0		0				0		14:15	8		13				21	
02:30	4		0				4		14:30	16		10				26	
02:45	3	8	0	0			3	8	14:45	12	51	14	54			26	105
03:00	0		0				0		15:00	16		17				33	
03:15	3		0				3		15:15	13		6				19	
03:30	2		0				2		15:30	9		9				18	
03:45	2	7	0	0			2	7	15:45	15	53	16	48			31	101
04:00	1		0				1		16:00	11		21				32	
04:15	1		0				1		16:15	9		10				19	
04:30	1		1				2		16:30	12		12				24	
04:45	1	4	0	1			1	5	16:45	10	42	16	59			26	101
05:00	0		2				2		17:00	27		28				55	
05:15	1		3				4		17:15	11		45				56	
05:30	2		3				5		17:30	17		39				56	
05:45	3	6	3	11			6	17	17:45	18	73	27	139			45	212
06:00	3		3				6		18:00	14		22				36	
06:15	3		4				7		18:15	13		22				35	
06:30	6		3				9		18:30	13		32				45	
06:45	8	20	9	19			17	39	18:45	15	55	19	95			34	150
07:00	4		6				10		19:00	14		29				43	
07:15	11		10				21		19:15	8		10				18	
07:30	8		6				14		19:30	12		18				30	
07:45	11	34	13	35			24	69	19:45	6	40	7	64			13	104
08:00	11		18				29		20:00	7		11				18	
08:15	11		26				37		20:15	11		9				20	
08:30	12		19				31		20:30	11		4				15	
08:45	26	60	26	89			52	149	20:45	14	43	4	28			18	71
09:00	16		16				32		21:00	14		12				26	
09:15	25		18				43		21:15	20		10				30	
09:30	22		20				42		21:30	8		8				16	
09:45	19	82	16	70			35	152	21:45	10	52	6	36			16	88
10:00	10		17				27		22:00	14		8				22	
10:15	10		23				33		22:15	6		3				9	
10:30	11		17				28		22:30	9		2				11	
10:45	18	49	12	69			30	118	22:45	14	43	1	14			15	57
11:00	13		9				22		23:00	10		3				13	
11:15	10		16				26		23:15	1		0				1	
11:30	21		25				46		23:30	7		1				8	
11:45	13	57	13	63			26	120	23:45	2	20	2	6			4	26
Totals		329		366			695		Totals		582		608			1190	
Split %		47.3%		52.7%			36.9%		Split %		48.9%		51.1%			63.1%	

Daily Totals	NB	SB	EB	WB	Total
	911	974	0	0	1885

AM Peak Hour	08:45	08:00	08:45		PM Peak Hour	12:00	17:00	17:00
AM Peak Volume	89	89	169		PM Peak Volume	76	139	212
AM Pk Hr Factor	0.856	0.856	0.813		PM Pk Hr Factor	0.792	0.772	0.946

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ogden Drive south of 8th Street

Day: Tuesday, December 13, 2016 **City:** Los Angeles, CA

Daily Totals	NB	SB	EB	WB	Total
	152	923	0	0	1075

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		3						3		12:00	2		13						15	
00:15	0		0						0		12:15	3		6						9	
00:30	0		1						1		12:30	2		8						10	
00:45	0	0	3	7					3	7	12:45	5	12	9	36					14	48
01:00	0		1						1		13:00	3		8						11	
01:15	0		0						0		13:15	3		8						11	
01:30	0		0						0		13:30	0		3						3	
01:45	0	0	0	1					0	1	13:45	3	9	10	29					13	38
02:00	0		1						1		14:00	5		9						14	
02:15	0		0						0		14:15	3		7						10	
02:30	0		0						0		14:30	3		12						15	
02:45	0	0	1	2					1	2	14:45	0	11	5	33					5	44
03:00	0		0						0		15:00	3		11						14	
03:15	0		0						0		15:15	3		10						13	
03:30	0		1						1		15:30	1		5						6	
03:45	0	0	2	3					2	3	15:45	2	9	17	43					19	52
04:00	0		0						0		16:00	0		19						19	
04:15	1		1						2		16:15	2		14						16	
04:30	1		1						2		16:30	2		29						31	
04:45	0	2	0	2					0	4	16:45	2	6	15	77					17	83
05:00	1		0						1		17:00	1		20						21	
05:15	1		2						3		17:15	1		19						20	
05:30	0		3						3		17:30	1		11						12	
05:45	0	2	1	6					1	8	17:45	4	7	22	72					26	79
06:00	0		1						1		18:00	0		16						16	
06:15	1		0						1		18:15	0		15						15	
06:30	0		3						3		18:30	4		12						16	
06:45	1	2	6	10					7	12	18:45	2	6	6	49					8	55
07:00	4		9						13		19:00	4		17						21	
07:15	1		17						18		19:15	0		9						9	
07:30	2		28						30		19:30	2		9						11	
07:45	0	7	20	74					20	81	19:45	1	7	10	45					11	52
08:00	3		38						41		20:00	1		4						5	
08:15	2		30						32		20:15	1		4						5	
08:30	7		35						42		20:30	4		8						12	
08:45	3	15	33	136					36	151	20:45	0	6	7	23					7	29
09:00	3		27						30		21:00	0		6						6	
09:15	3		46						49		21:15	1		4						5	
09:30	6		49						55		21:30	0		2						2	
09:45	4	16	26	148					30	164	21:45	0	1	2	14					2	15
10:00	2		13						15		22:00	2		7						9	
10:15	3		13						16		22:15	1		3						4	
10:30	3		9						12		22:30	2		5						7	
10:45	4	12	6	41					10	53	22:45	0	5	3	18					3	23
11:00	2		9						11		23:00	0		3						3	
11:15	6		12						18		23:15	0		4						4	
11:30	4		11						15		23:30	2		1						3	
11:45	3	15	14	46					17	61	23:45	0	2	0	8					0	10
Totals		71		476					547		Totals		81		447					528	
Split %		13.0%		87.0%					50.9%		Split %		15.3%		84.7%					49.1%	

Daily Totals	NB	SB	EB	WB	Total
	152	923	0	0	1075

AM Peak Hour	10:45	08:45	08:45	PM Peak Hour	13:45	16:30	16:30
AM Peak Volume	16	155	170	PM Peak Volume	14	83	89
AM Pk Hr Factor	0.667	0.791	0.773	PM Pk Hr Factor	0.700	0.716	0.718

Appendix E

Level of Service Worksheets

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	71	1	**71**
	Left-Through		0			0	
	Through	778	2	389	774	2	387
	Through-Right		0			0	
	Right	87	1	0	81	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	122	204	1	204
	Left-Through		0			0	
	Through	1104	1	**606**	904	1	**532**
	Through-Right		1			1	
	Right	107	0	107	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	**113**	219	1	219
	Left-Through		0			0	
	Through	534	1	284	1147	1	**607**
	Through-Right		1			1	
	Right	33	0	33	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	192	1	192	164	1	**164**
	Left-Through		0			0	
	Through	1215	2	**608**	799	2	400
	Through-Right		0			0	
	Right	133	1	11	162	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	676		*North-South:*	603
			East-West:	721		*East-West:*	771
			SUM:	1397		*SUM:*	1374
	VOLUME/CAPACITY *(V/C)* RATIO:			1.016			0.999
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.916**			**0.899**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	27	1	27
	Left-Through		0			0	
	Through	799	2	400	953	2	**477**
	Through-Right		0			0	
	Right	72	1	72	250	1	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	197	1	197	153	1	**153**
	Left-Through		0			0	
	Through	1241	1	**652**	1159	1	601
	Through-Right		1			1	
	Right	62	0	62	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	21	1	21
	Left-Through		0			0	
	Through	261	0	278	426	0	**446**
	Through-Right		1			1	
	Right	17	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	182	137	2	**75**
	Left-Through		0			0	
	Through	489	1	**489**	397	1	397
	Through-Right		0			0	
	Right	541	1	443	217	1	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	689		*North-South:*	630
			East-West:	506		*East-West:*	521
			SUM:	1195		*SUM:*	1151
	VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.808
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.739**			**0.708**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	52	0	52
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	0	11	80	0	**132**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	19	0	19	2	0	**2**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	0	**53**	14	0	16
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	4	1	**4**	13	1	13
	Left-Through		0			0	
	Through	479	1	245	850	1	**436**
	Through-Right		1			1	
	Right	11	0	11	22	0	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	32	17	1	**17**
	Left-Through		0			0	
	Through	1351	1	**684**	785	1	402
	Through-Right		1			1	
	Right	16	0	16	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	53		*North-South:*	134
			East-West:	688		*East-West:*	453
			SUM:	741		*SUM:*	587
	VOLUME/CAPACITY *(V/C)* RATIO:			0.494			0.391
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.394**			**0.291**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	69	1	69
	Left-Through		0			0	
	Through	36	0	93	75	0	**194**
	Through-Right		1			1	
	Right	57	0	0	119	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	35	1	**35**
	Left-Through		0			0	
	Through	114	0	**182**	42	0	76
	Through-Right		1			1	
	Right	68	0	0	34	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	37	1	37
	Left-Through		0			0	
	Through	397	1	238	704	1	**372**
	Through-Right		1			1	
	Right	78	0	78	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	173	1	173	69	1	**69**
	Left-Through		0			0	
	Through	1232	1	**636**	495	1	276
	Through-Right		1			1	
	Right	40	0	40	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	271		*North-South:*	229
			East-West:	671		*East-West:*	441
			SUM:	942		*SUM:*	670
	VOLUME/CAPACITY *(V/C)* RATIO:			0.628			0.447
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.528**			**0.347**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
5	North-South Street:	Hauser Boulevard	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	42	1	42
	Left-Through		0			0	
	Through	341	0	370	489	0	**525**
	Through-Right		1			1	
	Right	29	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	47	1	**47**
	Left-Through		0			0	
	Through	431	1	**431**	415	1	415
	Through-Right		0			0	
	Right	187	1	187	71	1	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	**0**	33	0	0
	Left-Through		0			0	
	Through	540	1	293	1074	1	**563**
	Through-Right		1			1	
	Right	46	0	46	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	0	5	0	**0**
	Left-Through		0			0	
	Through	1249	1	**644**	627	1	343
	Through-Right		1			1	
	Right	38	0	38	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	505		*North-South:*	572
			East-West:	644		*East-West:*	563
			SUM:	1149		*SUM:*	1135
	VOLUME/CAPACITY *(V/C)* RATIO:			0.766			0.757
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.666**			**0.657**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	**34**	31	0	31
	Left-Through		0			0	
	Through	196	0	257	263	0	**347**
	Through-Right		0			0	
	Right	27	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	10	0	**10**
	Left-Through		0			0	
	Through	185	0	**357**	154	0	199
	Through-Right		0			0	
	Right	153	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**0**	128	0	0
	Left-Through		0			0	
	Through	689	1	367	1015	1	**544**
	Through-Right		1			1	
	Right	44	0	44	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	0	35	0	**0**
	Left-Through		0			0	
	Through	1404	1	**716**	751	1	398
	Through-Right		1			1	
	Right	28	0	28	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	391		*North-South:*	357
			East-West:	716		*East-West:*	544
			SUM:	1107		*SUM:*	901
	VOLUME/CAPACITY *(V/C)* RATIO:			0.738			0.601
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.638**			**0.501**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
7	North-South Street:	La Brea Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	70	1	70
	Left-Through		0			0	
	Through	1430	2	482	1550	2	**535**
	Through-Right		1			1	
	Right	17	0	17	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	69	1	**69**
	Left-Through		0			0	
	Through	1554	2	**566**	1411	2	495
	Through-Right		1			1	
	Right	145	0	145	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	**0**	4	0	0
	Left-Through		0			0	
	Through	621	1	377	977	1	**518**
	Through-Right		1			1	
	Right	133	0	133	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1058	1	**550**	696	1	390
	Through-Right		1			1	
	Right	41	0	41	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	628		*North-South:*	604
			East-West:	550		*East-West:*	518
			SUM:	1178		*SUM:*	1122
	VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.748
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.685**			**0.648**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	249	1	**249**	85	1	85
	Left-Through		0			0	
	Through	739	1	409	789	1	**417**
	Through-Right		1			1	
	Right	79	0	79	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	145	1	145	196	1	**196**
	Left-Through		0			0	
	Through	1086	2	**543**	951	2	476
	Through-Right		0			0	
	Right	356	1	253	175	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	1	**103**	266	1	266
	Left-Through		0			0	
	Through	842	2	421	1355	2	**678**
	Through-Right		0			0	
	Right	56	1	0	88	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	93	73	1	**73**
	Left-Through		0			0	
	Through	1577	2	**789**	966	2	483
	Through-Right		0			0	
	Right	80	1	8	141	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	792		*North-South:*	613
			East-West:	892		*East-West:*	751
			SUM:	1684		*SUM:*	1364
	VOLUME/CAPACITY *(V/C)* RATIO:			1.225			0.992
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.125**			**0.892**
	LEVEL OF SERVICE (LOS):			**F**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
9	North-South Street:	Ogden Drive	East-West Street:	Wilshrie Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	34	55	0	55
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	49	0	**83**	38	0	**93**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	0	0	0
	Left-Through		0			0	
	Through	588	2	294	1108	2	**554**
	Through-Right		0			0	
	Right	70	1	70	60	1	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	1	34	28	1	**28**
	Left-Through		0			0	
	Through	1137	2	**569**	788	2	394
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	83		*North-South:*	93
			East-West:	569		*East-West:*	582
			SUM:	652		*SUM:*	675
	VOLUME/CAPACITY *(V/C)* RATIO:			0.435			0.450
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.335**			**0.350**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	21	40	0	40
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	21	0	**42**	79	0	**119**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	603	2	302	1102	2	**551**
	Through-Right		0			0	
	Right	35	1	35	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	1	86	32	1	**32**
	Left-Through		0			0	
	Through	1187	2	**594**	803	2	402
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	42		*North-South:*	119
			East-West:	594		*East-West:*	583
			SUM:	636		*SUM:*	702
	VOLUME/CAPACITY *(V/C)* RATIO:			0.424			0.468
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.324**			**0.368**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	**4**	53	0	**53**
	Left-Through		0			0	
	Through	521	0	559	188	0	344
	Through-Right		0			0	
	Right	34	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	4	85	0	85
	Left-Through		0			0	
	Through	934	0	**1017**	225	0	**384**
	Through-Right		0			0	
	Right	79	0	0	74	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	125	1	125
	Left-Through		0			0	
	Through	242	2	121	1268	2	**634**
	Through-Right		0			0	
	Right	23	1	23	45	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	41	1	**41**
	Left-Through		0			0	
	Through	554	2	**277**	991	2	496
	Through-Right		0			0	
	Right	16	1	16	8	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1021		*North-South:*	437
			East-West:	295		*East-West:*	675
			SUM:	1316		*SUM:*	1112
	VOLUME/CAPACITY *(V/C)* RATIO:			0.877			0.741
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.777**			**0.641**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	48	1	48
	Left-Through		0			0	
	Through	345	1	345	496	1	**496**
	Through-Right		0			0	
	Right	65	1	19	177	1	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	49	1	**49**
	Left-Through		0			0	
	Through	397	0	**484**	433	0	463
	Through-Right		1			1	
	Right	87	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	**42**	71	1	71
	Left-Through		0			0	
	Through	762	2	381	1239	2	**620**
	Through-Right		0			0	
	Right	53	1	9	154	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	87	1	**87**
	Left-Through		0			0	
	Through	1303	2	**652**	939	2	470
	Through-Right		0			0	
	Right	44	1	24	64	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	573		*North-South:*	545
			East-West:	694		*East-West:*	707
			SUM:	1267		*SUM:*	1252
	VOLUME/CAPACITY *(V/C)* RATIO:			0.845			0.835
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.745**			**0.735**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue East-West Street: Wilshire Boulevard
Scenario: Existing Conditions (Year 2016)
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	0	52	38	0	**38**
	Left-Through		0			0	
	Through	244	0	**360**	228	0	320
	Through-Right		0			0	
	Right	64	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	35	0	**35**	43	0	43
	Left-Through		0			0	
	Through	164	0	265	287	0	**448**
	Through-Right		0			0	
	Right	66	0	0	118	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	21	1	**21**	68	1	68
	Left-Through		0			0	
	Through	775	2	388	1227	2	**614**
	Through-Right		0			0	
	Right	24	1	24	31	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	1	25	42	1	**42**
	Left-Through		0			0	
	Through	1317	2	**659**	1031	2	516
	Through-Right		0			0	
	Right	65	1	65	83	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	395		*North-South:*	486
			East-West:	680		*East-West:*	656
			SUM:	1075		*SUM:*	1142
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.617**			**0.661**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	**125**	126	1	126
	Left-Through		0			0	
	Through	1267	2	459	1394	2	**491**
	Through-Right		1			1	
	Right	110	0	110	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	79	124	1	**124**
	Left-Through		0			0	
	Through	1431	2	**553**	1212	2	445
	Through-Right		1			1	
	Right	227	0	227	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	**102**	168	1	168
	Left-Through		0			0	
	Through	967	2	484	1055	2	**528**
	Through-Right		0			0	
	Right	98	1	36	88	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	233	1	**233**
	Left-Through		0			0	
	Through	1455	2	**728**	846	2	423
	Through-Right		0			0	
	Right	79	1	40	125	1	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	678		*North-South:*	615
			East-West:	830		*East-West:*	761
			SUM:	1508		*SUM:*	1376
	VOLUME/CAPACITY *(V/C)* RATIO:			1.097			1.001
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.997**			**0.901**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
15	North-South Street:	Fairfax Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	878	1	**495**	827	1	**443**
	Through-Right		1			1	
	Right	112	0	112	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**68**	263	1	**263**
	Left-Through		0			0	
	Through	1025	2	513	960	2	480
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	2	0	2
	Left-Through		0			0	
	Through	8	0	**11**	114	0	**118**
	Through-Right		0			0	
	Right	2	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**123**	111	1	**74**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	89	110	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	563		*North-South:*	706
			East-West:	134		*East-West:*	192
			SUM:	697		*SUM:*	898
	VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.630
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.389**			**0.530**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
16	North-South Street:	Curson Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	0	91	21	0	**21**
	Left-Through		0			0	
	Through	282	0	**484**	125	0	179
	Through-Right		0			0	
	Right	111	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	**19**	111	0	111
	Left-Through		0			0	
	Through	137	0	214	262	0	**407**
	Through-Right		0			0	
	Right	58	0	0	34	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	20	1	20
	Left-Through		0			0	
	Through	207	0	250	543	0	**712**
	Through-Right		1			1	
	Right	43	0	0	169	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	64	1	**64**
	Left-Through		0			0	
	Through	600	0	**702**	153	0	191
	Through-Right		1			1	
	Right	102	0	0	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	503		*North-South:*	428
			East-West:	739		*East-West:*	776
			SUM:	1242		*SUM:*	1204
	VOLUME/CAPACITY *(V/C)* RATIO:			0.828			0.803
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.728**			**0.703**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 17

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	265	1	**265**	33	1	33
	Left-Through		0			0	
	Through	548	0	578	462	0	**576**
	Through-Right		1			1	
	Right	30	0	0	114	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	110	1	**110**
	Left-Through		0			0	
	Through	417	0	**487**	552	0	605
	Through-Right		1			1	
	Right	70	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	48	1	48
	Left-Through		0			0	
	Through	170	0	209	552	0	**643**
	Through-Right		1			1	
	Right	39	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	63	1	**63**
	Left-Through		0			0	
	Through	600	0	**656**	159	0	191
	Through-Right		1			1	
	Right	56	0	0	32	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	752		*North-South:*	686
			East-West:	692		*East-West:*	706
			SUM:	1444		*SUM:*	1392
VOLUME/CAPACITY *(V/C)* RATIO:				0.963			0.928
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.863**			**0.828**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
18	North-South Street:	Cochran Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	0	64	36	0	**36**
	Left-Through		0			0	
	Through	228	0	**329**	213	0	285
	Through-Right		0			0	
	Right	37	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	16	0	**16**	42	0	42
	Left-Through		0			0	
	Through	170	0	256	256	0	**337**
	Through-Right		0			0	
	Right	70	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	0	**23**	43	0	43
	Left-Through		0			0	
	Through	242	0	275	674	0	**745**
	Through-Right		0			0	
	Right	10	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	43	0	43	38	0	**38**
	Left-Through		0			0	
	Through	496	0	**576**	172	0	246
	Through-Right		0			0	
	Right	37	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	345		*North-South:*	373
			East-West:	599		*East-West:*	783
			SUM:	944		*SUM:*	1156
	VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.771
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.529**			**0.671**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
19	North-South Street:	La Brea Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	**121**	67	1	**67**
	Left-Through		0			0	
	Through	1256	2	428	1234	2	427
	Through-Right		1			1	
	Right	27	0	27	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	25	1	25
	Left-Through		0			0	
	Through	1194	2	**421**	1223	2	**429**
	Through-Right		1			1	
	Right	70	0	70	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	0	**96**	173	0	173
	Left-Through		0			0	
	Through	101	0	302	343	0	**670**
	Through-Right		0			0	
	Right	105	0	0	154	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	62	0	62	56	0	**56**
	Left-Through		0			0	
	Through	335	0	**434**	102	0	188
	Through-Right		0			0	
	Right	37	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	542		*North-South:*	496
			East-West:	530		*East-West:*	726
			SUM:	1072		*SUM:*	1222
	VOLUME/CAPACITY *(V/C)* RATIO:			0.715			0.815
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.615**			**0.715**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	844	2	422	664	2	332
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	82	101	1	101
	Left-Through		0			0	
	Through	1020	1	**543**	1065	1	**550**
	Through-Right		1			1	
	Right	66	0	66	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	26	1	**26**
	Left-Through		0			0	
	Through	623	4	156	993	4	248
	Through-Right		0			0	
	Right	67	1	67	68	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1541	2	**554**	701	2	**293**
	Through-Right		1			1	
	Right	122	0	122	179	0	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	543		*North-South:*	550
			East-West:	580		*East-West:*	319
			SUM:	1123		*SUM:*	869
	VOLUME/CAPACITY *(V/C)* RATIO:			0.788			0.610
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.688**			**0.510**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	25	1	**25**
	Left-Through		0			0	
	Through	720	1	384	547	1	297
	Through-Right		1			1	
	Right	48	0	48	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	862	1	**604**	865	1	**547**
	Through-Right		1			1	
	Right	345	0	345	229	0	229
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	**78**	98	1	98
	Left-Through		0			0	
	Through	1425	2	481	1891	2	**633**
	Through-Right		1			1	
	Right	19	0	19	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	59	50	1	**50**
	Left-Through		0			0	
	Through	1701	3	**567**	1134	3	378
	Through-Right		0			0	
	Right	5	0	0	12	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	683		*North-South:*	572
			East-West:	645		*East-West:*	683
			SUM:	1328		*SUM:*	1255
	VOLUME/CAPACITY *(V/C)* RATIO:			0.932			0.881
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.832**			**0.781**
	LEVEL OF SERVICE (LOS):			**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	106	1	**106**
	Left-Through		0			0	
	Through	1231	2	**411**	710	2	238
	Through-Right		1			1	
	Right	2	0	2	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	695	4	174	1254	4	**314**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1275	2	468	1681	2	**667**
	Through-Right		1			1	
	Right	130	0	130	320	0	320
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1589	2	**678**	1113	2	464
	Through-Right		1			1	
	Right	445	0	445	278	0	278
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	411		*North-South:*	420
			East-West:	678		*East-West:*	667
			SUM:	1089		*SUM:*	1087
	VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.763
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.664**			**0.663**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	**67**	84	1	**84**
	Left-Through		0			0	
	Through	823	2	412	743	2	372
	Through-Right		0			0	
	Right	107	1	20	145	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	1	212	213	1	213
	Left-Through		0			0	
	Through	922	1	**558**	896	1	**555**
	Through-Right		1			1	
	Right	193	0	193	214	0	214
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	184	1	184	220	1	220
	Left-Through		0			0	
	Through	841	1	**459**	763	1	**431**
	Through-Right		1			1	
	Right	76	0	76	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**	208	1	**208**
	Left-Through		0			0	
	Through	700	2	350	709	2	355
	Through-Right		0			0	
	Right	201	1	0	302	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	625		*North-South:*	639
			East-West:	634		*East-West:*	639
			SUM:	1259		*SUM:*	1278
	VOLUME/CAPACITY *(V/C)* RATIO:			0.916			0.929
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.816**			**0.829**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR				SATURDAY MIDDAY PEAK HOUR			
	No. of Phases				3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --*	2	*SB --*	0	*NB --*	2	*SB --*	0
		EB --	0	*WB --*	0	*EB --*	0	*WB --*	0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	23	1	**23**		26	1	26	
	Left-Through		0				0		
	Through	929	2	465		1002	2	**501**	
	Through-Right		0				0		
	Right	104	1	104		132	1	132	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	147	1	147		118	1	**118**	
	Left-Through		0				0		
	Through	1169	1	**600**		1067	1	551	
	Through-Right		1				1		
	Right	30	0	30		35	0	35	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	45	1	45		38	1	38	
	Left-Through		0				0		
	Through	318	0	**345**		230	0	**252**	
	Through-Right		1				1		
	Right	27	0	0		22	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	125	2	**69**		191	2	**105**	
	Left-Through		0				0		
	Through	296	1	296		269	1	269	
	Through-Right		0				0		
	Right	157	1	84		162	1	103	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	623			*North-South:*	619	
			East-West:	414			*East-West:*	357	
			SUM:	1037			*SUM:*	976	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.728				0.685	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.628**				**0.585**	
	LEVEL OF SERVICE (LOS):			**B**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	0	45	55	0	55
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	33	0	**78**	69	0	**124**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	9	0	**9**	14	0	**14**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	17	0	26	18	0	32
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	15	1	15	18	1	18
	Left-Through		0			0	
	Through	625	1	**338**	581	1	**339**
	Through-Right		1			1	
	Right	51	0	51	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	**39**	71	1	**71**
	Left-Through		0			0	
	Through	676	1	343	669	1	342
	Through-Right		1			1	
	Right	10	0	10	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	87		*North-South:*	138
			East-West:	377		*East-West:*	410
			SUM:	464		*SUM:*	548
	VOLUME/CAPACITY *(V/C)* RATIO:			0.309			0.365
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.209**			**0.265**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: LACMA
North-South Street: Curson Avenue East-West Street: 6th Street
Scenario: Existing Conditions (Year 2016)
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	67	1	67
	Left-Through		0			0	
	Through	42	0	**148**	74	0	**153**
	Through-Right		1			1	
	Right	106	0	0	79	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	49	1	**49**
	Left-Through		0			0	
	Through	45	0	88	56	0	93
	Through-Right		1			1	
	Right	43	0	0	37	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	26	47	1	**47**
	Left-Through		0			0	
	Through	438	1	**252**	400	1	227
	Through-Right		1			1	
	Right	66	0	66	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	**59**	81	1	81
	Left-Through		0			0	
	Through	493	1	272	489	1	**282**
	Through-Right		1			1	
	Right	51	0	51	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	202
			East-West:	311		*East-West:*	329
			SUM:	509		*SUM:*	531
VOLUME/CAPACITY *(V/C)* RATIO:				0.339			0.354
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.239**			**0.254**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
5	North-South Street:	Hauser Boulevard	East-West Street:	6th Street		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	80	1	80
	Left-Through		0			0	
	Through	317	0	355	534	0	**589**
	Through-Right		1			1	
	Right	38	0	0	55	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	42	1	**42**
	Left-Through		0			0	
	Through	372	1	**372**	360	1	360
	Through-Right		0			0	
	Right	104	1	104	72	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	0	76	56	0	**56**
	Left-Through		1			1	
	Through	543	0	**375**	502	0	329
	Through-Right		1			1	
	Right	54	0	375	43	0	329
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	0	**31**	22	0	22
	Left-Through		1			1	
	Through	449	0	274	480	0	**298**
	Through-Right		1			1	
	Right	37	0	274	71	0	298
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	416		*North-South:*	631
			East-West:	406		*East-West:*	354
			SUM:	822		*SUM:*	985
	VOLUME/CAPACITY *(V/C)* RATIO:			0.548			0.657
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.448**			**0.557**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
6	North-South Street:	Cochran Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	30	0	30
	Left-Through		0			0	
	Through	112	0	160	168	0	**223**
	Through-Right		0			0	
	Right	27	0	0	25	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	7	8	0	**8**
	Left-Through		0			0	
	Through	119	0	**159**	93	0	156
	Through-Right		0			0	
	Right	33	0	0	55	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	49	0	**49**	36	0	36
	Left-Through		1			1	
	Through	600	0	368	521	0	**557**
	Through-Right		1			0	
	Right	37	0	368	57	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	41	0	**41**
	Left-Through		1			1	
	Through	508	0	**542**	504	0	545
	Through-Right		0			0	
	Right	25	1	25	25	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	180		*North-South:*	231
			East-West:	591		*East-West:*	598
			SUM:	771		*SUM:*	829
	VOLUME/CAPACITY *(V/C)* RATIO:			0.514			0.553
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.414**			**0.453**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
7	North-South Street:	La Brea Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	73	1	73
	Left-Through		0			0	
	Through	1245	2	**623**	1297	2	**649**
	Through-Right		0			0	
	Right	53	1	53	47	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	63	1	**63**
	Left-Through		0			0	
	Through	1151	2	410	1234	2	435
	Through-Right		1			1	
	Right	78	0	78	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	0	**86**	114	0	**114**
	Left-Through		1			1	
	Through	452	0	360	402	0	386
	Through-Right		1			1	
	Right	96	0	360	141	0	386
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	0	37	34	0	34
	Left-Through		1			1	
	Through	428	0	**465**	464	0	**498**
	Through-Right		0			0	
	Right	87	1	47	84	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	703		*North-South:*	712
			East-West:	551		*East-West:*	612
			SUM:	1254		*SUM:*	1324
	VOLUME/CAPACITY *(V/C)* RATIO:			0.836			0.883
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.736**			**0.783**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	1	**153**	96	1	96
	Left-Through		0			0	
	Through	730	1	404	759	1	**415**
	Through-Right		1			1	
	Right	77	0	77	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	164	164	1	**164**
	Left-Through		0			0	
	Through	895	2	**448**	859	2	430
	Through-Right		0			0	
	Right	231	1	14	145	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	217	1	**217**	170	1	**170**
	Left-Through		0			0	
	Through	876	2	438	849	2	425
	Through-Right		0			0	
	Right	53	1	0	70	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	102	1	102
	Left-Through		0			0	
	Through	833	2	**417**	740	2	**370**
	Through-Right		0			0	
	Right	139	1	57	159	1	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	601		*North-South:*	579
			East-West:	634		*East-West:*	540
			SUM:	1235		*SUM:*	1119
	VOLUME/CAPACITY *(V/C)* RATIO:			0.898			0.814
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.798**			**0.714**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
9	North-South Street:	Ogden Drive	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	26	0	26
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	38	0	**78**	35	0	**61**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	679	2	340	746	2	373
	Through-Right		0			0	
	Right	44	1	44	42	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	22	1	22
	Left-Through		0			0	
	Through	765	2	**383**	804	2	**402**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	78		*North-South:*	61
			East-West:	383		*East-West:*	402
			SUM:	461		*SUM:*	463
	VOLUME/CAPACITY *(V/C)* RATIO:			0.307			0.309
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.207**			**0.209**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	0	48	25	0	25
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	0	**75**	50	0	**75**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1120	2	**560**	998	2	**499**
	Through-Right		0			0	
	Right	58	1	58	68	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	1	**33**	70	1	**70**
	Left-Through		0			0	
	Through	1045	2	523	1046	2	523
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	75		*North-South:*	75
			East-West:	593		*East-West:*	569
			SUM:	668		*SUM:*	644
	VOLUME/CAPACITY *(V/C)* RATIO:			0.445			0.429
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.345**			**0.329**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	0	41	30	0	**30**
	Left-Through		0			0	
	Through	111	0	**247**	99	0	179
	Through-Right		0			0	
	Right	95	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	71	0	**71**	58	0	58
	Left-Through		0			0	
	Through	85	0	248	73	0	**224**
	Through-Right		0			0	
	Right	92	0	0	93	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	86	1	**86**
	Left-Through		0			0	
	Through	1018	2	509	896	2	448
	Through-Right		0			0	
	Right	19	1	19	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	22	1	22
	Left-Through		0			0	
	Through	966	2	**483**	990	2	**495**
	Through-Right		0			0	
	Right	10	1	10	31	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	318		*North-South:*	254
			East-West:	573		*East-West:*	581
			SUM:	891		*SUM:*	835
	VOLUME/CAPACITY *(V/C)* RATIO:			0.594			0.557
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.494**			**0.457**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	70	1	**70**
	Left-Through		0			0	
	Through	424	1	424	266	1	266
	Through-Right		0			0	
	Right	116	1	80	76	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	53	1	53	154	1	154
	Left-Through		0			0	
	Through	354	0	**411**	413	0	**606**
	Through-Right		1			1	
	Right	57	0	0	193	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	69	1	69
	Left-Through		0			0	
	Through	998	2	**499**	924	2	**462**
	Through-Right		0			0	
	Right	73	1	38	72	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	**73**	74	1	**74**
	Left-Through		0			0	
	Through	850	2	425	914	2	457
	Through-Right		0			0	
	Right	51	1	25	43	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	481		*North-South:*	676
			East-West:	572		*East-West:*	536
			SUM:	1053		*SUM:*	1212
	VOLUME/CAPACITY *(V/C)* RATIO:			0.702			0.808
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.602**			**0.708**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
13	North-South Street:	Cochran Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	**31**	58	0	58
	Left-Through		0			0	
	Through	100	0	162	144	0	**244**
	Through-Right		0			0	
	Right	31	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	24	0	**24**
	Left-Through		0			0	
	Through	89	0	**172**	83	0	191
	Through-Right		0			0	
	Right	62	0	0	84	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	46	1	**46**
	Left-Through		0			0	
	Through	1060	2	**530**	989	2	495
	Through-Right		0			0	
	Right	17	1	17	29	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	**23**	27	1	27
	Left-Through		0			0	
	Through	955	2	478	1030	2	**515**
	Through-Right		0			0	
	Right	45	1	45	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	203		*North-South:*	268
			East-West:	553		*East-West:*	561
			SUM:	756		*SUM:*	829
	VOLUME/CAPACITY *(V/C)* RATIO:			0.504			0.553
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.404**			**0.453**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	109	1	109
	Left-Through		0			0	
	Through	1011	2	370	1479	2	**538**
	Through-Right		1			1	
	Right	100	0	100	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	97	106	1	**106**
	Left-Through		0			0	
	Through	1075	2	**418**	1323	2	492
	Through-Right		1			1	
	Right	180	0	180	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	1	147	180	1	180
	Left-Through		0			0	
	Through	774	2	**387**	1217	2	**609**
	Through-Right		0			0	
	Right	94	1	28	109	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	268	1	**268**
	Left-Through		0			0	
	Through	695	2	348	1034	2	517
	Through-Right		0			0	
	Right	147	1	99	142	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	644
			East-West:	526		*East-West:*	877
			SUM:	1077		*SUM:*	1521
	VOLUME/CAPACITY *(V/C)* RATIO:			0.783			1.106
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.683**			**1.006**
	LEVEL OF SERVICE (LOS):			**B**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
15	North-South Street:	Fairfax Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	863	1	**461**	979	1	**513**
	Through-Right		1			1	
	Right	59	0	59	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	93	1	**93**
	Left-Through		0			0	
	Through	974	2	487	944	2	472
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	3	0	3
	Left-Through		0			0	
	Through	11	0	**18**	7	0	**15**
	Through-Right		0			0	
	Right	4	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	71	1	**63**	67	1	**59**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	119	1	9	109	1	13
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	569		*North-South:*	606
			East-West:	81		*East-West:*	74
			SUM:	650		*SUM:*	680
	VOLUME/CAPACITY *(V/C)* RATIO:			0.456			0.477
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.356**			**0.377**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
16	North-South Street:	Curson Avenue	East-West Street:	8th Street		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	**15**	13	0	13
	Left-Through		0			0	
	Through	119	0	160	120	0	**152**
	Through-Right		0			0	
	Right	26	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	40	32	0	**32**
	Left-Through		0			0	
	Through	123	0	**193**	78	0	133
	Through-Right		0			0	
	Right	30	0	0	23	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	20	1	20
	Left-Through		0			0	
	Through	158	0	186	172	0	**216**
	Through-Right		1			1	
	Right	28	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	1	14	15	1	**15**
	Left-Through		0			0	
	Through	166	0	**198**	136	0	167
	Through-Right		1			1	
	Right	32	0	0	31	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	208		*North-South:*	184
			East-West:	223		*East-West:*	231
			SUM:	431		*SUM:*	415
	VOLUME/CAPACITY *(V/C)* RATIO:			0.287			0.277
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.187**			**0.177**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
17	North-South Street:	Hauser Boulevard	East-West Street:	8th Street		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	35	1	35
	Left-Through		0			0	
	Through	448	0	492	526	0	**580**
	Through-Right		1			1	
	Right	44	0	0	54	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	29	1	**29**
	Left-Through		0			0	
	Through	450	0	**525**	458	0	488
	Through-Right		1			1	
	Right	75	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	37	35	1	35
	Left-Through		0			0	
	Through	170	0	**211**	137	0	**165**
	Through-Right		1			1	
	Right	41	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	**46**	76	1	**76**
	Left-Through		0			0	
	Through	155	0	196	153	0	198
	Through-Right		1			1	
	Right	41	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	566		*North-South:*	609
			East-West:	257		*East-West:*	241
			SUM:	823		*SUM:*	850
	VOLUME/CAPACITY *(V/C)* RATIO:			0.549			0.567
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.449**			**0.467**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
18	North-South Street:	Cochran Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	19	0	**19**
	Left-Through		0			0	
	Through	147	0	182	133	0	174
	Through-Right		0			0	
	Right	16	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	22	25	0	25
	Left-Through		0			0	
	Through	145	0	**223**	142	0	**208**
	Through-Right		0			0	
	Right	56	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	0	23	22	0	22
	Left-Through		0			0	
	Through	215	0	**265**	200	0	**253**
	Through-Right		0			0	
	Right	27	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	15	0	**15**	20	0	**20**
	Left-Through		0			0	
	Through	133	0	181	142	0	200
	Through-Right		0			0	
	Right	33	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	242		*North-South:*	227
			East-West:	280		*East-West:*	273
			SUM:	522		*SUM:*	500
	VOLUME/CAPACITY *(V/C)* RATIO:			0.348			0.333
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.248**			**0.233**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34	73	1	73
	Left-Through		0			0	
	Through	1159	2	**409**	1220	2	**415**
	Through-Right		1			1	
	Right	67	0	67	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	29	1	**29**
	Left-Through		0			0	
	Through	983	2	346	998	2	358
	Through-Right		1			1	
	Right	54	0	54	77	0	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	0	55	47	0	47
	Left-Through		0			0	
	Through	85	0	**269**	74	0	**271**
	Through-Right		0			0	
	Right	129	0	0	150	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	36	0	**36**	53	0	**53**
	Left-Through		0			0	
	Through	101	0	165	69	0	165
	Through-Right		0			0	
	Right	28	0	0	43	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	432		*North-South:*	444
			East-West:	305		*East-West:*	324
			SUM:	737		*SUM:*	768
VOLUME/CAPACITY *(V/C)* RATIO:				0.491			0.512
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.391**			**0.412**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	719	2	360	780	2	**390**
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	103	1	**103**
	Left-Through		0			0	
	Through	956	1	**496**	905	1	464
	Through-Right		1			1	
	Right	35	0	35	22	0	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	20	1	**20**
	Left-Through		0			0	
	Through	665	4	166	486	4	122
	Through-Right		0			0	
	Right	118	1	118	76	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	756	2	**303**	535	2	**257**
	Through-Right		1			1	
	Right	152	0	152	237	0	237
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	496		*North-South:*	493
			East-West:	323		*East-West:*	277
			SUM:	819		*SUM:*	770
	VOLUME/CAPACITY *(V/C)* RATIO:			0.575			0.540
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.475**			**0.440**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	18	1	**18**
	Left-Through		0			0	
	Through	581	1	316	555	1	293
	Through-Right		1			1	
	Right	50	0	50	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	828	1	**533**	832	1	**507**
	Through-Right		1			1	
	Right	238	0	238	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	149	1	**149**
	Left-Through		0			0	
	Through	862	2	299	751	2	258
	Through-Right		1			1	
	Right	35	0	35	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	84	1	84
	Left-Through		0			0	
	Through	744	3	**248**	636	3	**212**
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	591		*North-South:*	525
			East-West:	374		*East-West:*	361
			SUM:	965		*SUM:*	886
	VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.622
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.577**			**0.522**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	**108**	97	1	**97**
	Left-Through		0			0	
	Through	724	2	242	544	2	184
	Through-Right		1			1	
	Right	3	0	3	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	735	4	**184**	642	4	**161**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	2	0	**0**
	Left-Through		0			0	
	Through	782	2	302	595	2	241
	Through-Right		1			1	
	Right	123	0	123	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	760	2	**326**	613	2	**283**
	Through-Right		1			1	
	Right	218	0	218	236	0	236
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	292		*North-South:*	258
			East-West:	326		*East-West:*	283
			SUM:	618		*SUM:*	541
	VOLUME/CAPACITY *(V/C)* RATIO:			0.434			0.380
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.334**			**0.280**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	71	1	**71**
	Left-Through		0			0	
	Through	778	2	389	782	2	391
	Through-Right		0			0	
	Right	87	1	0	81	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	122	204	1	204
	Left-Through		0			0	
	Through	1110	1	**609**	906	1	**533**
	Through-Right		1			1	
	Right	107	0	107	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	**113**	219	1	219
	Left-Through		0			0	
	Through	534	1	284	1147	1	**607**
	Through-Right		1			1	
	Right	33	0	33	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	192	1	192	164	1	**164**
	Left-Through		0			0	
	Through	1215	2	**608**	799	2	400
	Through-Right		0			0	
	Right	133	1	11	162	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	679		*North-South:*	604
			East-West:	721		*East-West:*	771
			SUM:	1400		*SUM:*	1375
	VOLUME/CAPACITY *(V/C)* RATIO:			1.018			1.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.918**			**0.900**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	27	1	27
	Left-Through		0			0	
	Through	799	2	400	956	2	**478**
	Through-Right		0			0	
	Right	90	1	90	256	1	256
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	201	1	201	154	1	**154**
	Left-Through		0			0	
	Through	1244	1	**653**	1160	1	602
	Through-Right		1			1	
	Right	62	0	62	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	21	1	21
	Left-Through		0			0	
	Through	262	0	279	426	0	**446**
	Through-Right		1			1	
	Right	17	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	332	2	183	159	2	**87**
	Left-Through		0			0	
	Through	489	1	**489**	399	1	399
	Through-Right		0			0	
	Right	541	1	441	222	1	145
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	690		*North-South:*	632
			East-West:	506		*East-West:*	533
			SUM:	1196		*SUM:*	1165
	VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.818
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.739**			**0.718**
	LEVEL OF SERVICE (LOS):			**C**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	**1**	81	0	81
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	0	12	83	0	**164**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	19	0	19	2	0	**2**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	0	**53**	14	0	16
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	4	1	**4**	13	1	13
	Left-Through		0			0	
	Through	479	1	257	850	1	**440**
	Through-Right		1			1	
	Right	34	0	34	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	35	1	35	18	1	**18**
	Left-Through		0			0	
	Through	1351	1	**684**	785	1	402
	Through-Right		1			1	
	Right	16	0	16	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	54		*North-South:*	166
			East-West:	688		*East-West:*	458
			SUM:	742		*SUM:*	624
	VOLUME/CAPACITY *(V/C)* RATIO:			0.495			0.416
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.395**			**0.316**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	69	1	69
	Left-Through		0			0	
	Through	36	0	93	75	0	**194**
	Through-Right		1			1	
	Right	57	0	0	119	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	35	1	**35**
	Left-Through		0			0	
	Through	114	0	**182**	42	0	76
	Through-Right		1			1	
	Right	68	0	0	34	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	37	1	37
	Left-Through		0			0	
	Through	397	1	238	707	1	**374**
	Through-Right		1			1	
	Right	78	0	78	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	173	1	173	69	1	**69**
	Left-Through		0			0	
	Through	1235	1	**638**	496	1	276
	Through-Right		1			1	
	Right	40	0	40	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	271		*North-South:*	229
			East-West:	673		*East-West:*	443
			SUM:	944		*SUM:*	672
	VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.448
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.529**			**0.348**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
5	North-South Street:	Hauser Boulevard	East-West Street:	6th Street		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	42	1	42
	Left-Through		0			0	
	Through	341	0	370	489	0	**525**
	Through-Right		1			1	
	Right	29	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	47	1	**47**
	Left-Through		0			0	
	Through	431	1	**431**	415	1	415
	Through-Right		0			0	
	Right	187	1	187	71	1	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	**0**	33	0	0
	Left-Through		0			0	
	Through	540	1	293	1077	1	**564**
	Through-Right		1			1	
	Right	46	0	46	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	0	5	0	**0**
	Left-Through		0			0	
	Through	1252	1	**645**	628	1	343
	Through-Right		1			1	
	Right	38	0	38	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	505		*North-South:*	572
			East-West:	645		*East-West:*	564
			SUM:	1150		*SUM:*	1136
	VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.757
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.667**			**0.657**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
6	North-South Street:	Cochran Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	**34**	31	0	31
	Left-Through		0			0	
	Through	196	0	257	263	0	**347**
	Through-Right		0			0	
	Right	27	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	10	0	**10**
	Left-Through		0			0	
	Through	185	0	**357**	154	0	199
	Through-Right		0			0	
	Right	153	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**0**	128	0	0
	Left-Through		0			0	
	Through	689	1	367	1018	1	**546**
	Through-Right		1			1	
	Right	44	0	44	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	0	35	0	**0**
	Left-Through		0			0	
	Through	1407	1	**718**	752	1	398
	Through-Right		1			1	
	Right	28	0	28	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	391		*North-South:*	357
			East-West:	718		*East-West:*	546
			SUM:	1109		*SUM:*	903
	VOLUME/CAPACITY *(V/C)* RATIO:			0.739			0.602
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.639**			**0.502**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
7	North-South Street:	La Brea Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	70	1	70
	Left-Through		0			0	
	Through	1430	2	482	1550	2	**535**
	Through-Right		1			1	
	Right	17	0	17	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	69	1	**69**
	Left-Through		0			0	
	Through	1554	2	**566**	1411	2	495
	Through-Right		1			1	
	Right	145	0	145	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	**0**	4	0	0
	Left-Through		0			0	
	Through	621	1	377	980	1	**520**
	Through-Right		1			1	
	Right	133	0	133	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1061	1	**551**	697	1	391
	Through-Right		1			1	
	Right	41	0	41	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	628		*North-South:*	604
			East-West:	551		*East-West:*	520
			SUM:	1179		*SUM:*	1124
	VOLUME/CAPACITY *(V/C)* RATIO:			0.786			0.749
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.686**			**0.649**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	249	1	**249**	85	1	85
	Left-Through		0			0	
	Through	748	1	414	792	1	**418**
	Through-Right		1			1	
	Right	79	0	79	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	148	202	1	**202**
	Left-Through		0			0	
	Through	1086	2	**543**	962	2	481
	Through-Right		0			0	
	Right	356	1	248	181	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	268	1	**268**
	Left-Through		0			0	
	Through	846	2	423	1357	2	679
	Through-Right		0			0	
	Right	56	1	0	88	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	93	73	1	73
	Left-Through		0			0	
	Through	1577	2	**789**	971	2	**486**
	Through-Right		0			0	
	Right	84	1	10	146	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	620
			East-West:	897		*East-West:*	754
			SUM:	1689		*SUM:*	1374
VOLUME/CAPACITY *(V/C)* RATIO:				1.228			0.999
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.128**			**0.899**
LEVEL OF SERVICE (LOS):				**F**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
9	North-South Street:	Ogden Drive	East-West Street:	Wilshrie Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	94	0	94
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	0	**86**	53	0	**147**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	0	0	0
	Left-Through		0			0	
	Through	559	2	280	1105	2	**553**
	Through-Right		0			0	
	Right	106	1	106	70	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	32	1	**32**
	Left-Through		0			0	
	Through	1140	2	**570**	759	2	380
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	86		*North-South:*	147
			East-West:	570		*East-West:*	585
			SUM:	656		*SUM:*	732
	VOLUME/CAPACITY *(V/C)* RATIO:			0.437			0.488
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.337**			**0.388**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	20	9	0	9
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	21	0	**41**	67	0	**76**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	604	2	302	1122	2	**561**
	Through-Right		0			0	
	Right	5	1	5	12	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	75	29	1	**29**
	Left-Through		0			0	
	Through	1205	2	**603**	808	2	404
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	41		*North-South:*	76
			East-West:	603		*East-West:*	590
			SUM:	644		*SUM:*	666
	VOLUME/CAPACITY *(V/C)* RATIO:			0.429			0.444
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.329**			**0.344**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	**4**	53	0	**53**
	Left-Through		0			0	
	Through	521	0	559	188	0	344
	Through-Right		0			0	
	Right	34	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	4	85	0	85
	Left-Through		0			0	
	Through	934	0	**1017**	225	0	**384**
	Through-Right		0			0	
	Right	79	0	0	74	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	125	1	125
	Left-Through		0			0	
	Through	242	2	121	1276	2	**638**
	Through-Right		0			0	
	Right	23	1	23	45	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	41	1	**41**
	Left-Through		0			0	
	Through	560	2	**280**	993	2	497
	Through-Right		0			0	
	Right	16	1	16	8	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1021		*North-South:*	437
			East-West:	298		*East-West:*	679
			SUM:	1319		*SUM:*	1116
	VOLUME/CAPACITY *(V/C)* RATIO:			0.879			0.744
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.779**			**0.644**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	48	1	48
	Left-Through		0			0	
	Through	345	1	345	496	1	**496**
	Through-Right		0			0	
	Right	65	1	19	177	1	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	49	1	**49**
	Left-Through		0			0	
	Through	397	0	**484**	433	0	463
	Through-Right		1			1	
	Right	87	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	**42**	71	1	71
	Left-Through		0			0	
	Through	762	2	381	1247	2	**624**
	Through-Right		0			0	
	Right	53	1	9	154	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	87	1	**87**
	Left-Through		0			0	
	Through	1309	2	**655**	941	2	471
	Through-Right		0			0	
	Right	44	1	24	64	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	573		*North-South:*	545
			East-West:	697		*East-West:*	711
			SUM:	1270		*SUM:*	1256
	VOLUME/CAPACITY *(V/C)* RATIO:			0.847			0.837
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.747**			**0.737**
	LEVEL OF SERVICE (LOS):			**C**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
13	North-South Street:	Cochran Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	0	52	38	0	**38**
	Left-Through		0			0	
	Through	244	0	**360**	228	0	320
	Through-Right		0			0	
	Right	64	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	35	0	**35**	43	0	43
	Left-Through		0			0	
	Through	164	0	265	287	0	**448**
	Through-Right		0			0	
	Right	66	0	0	118	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	21	1	**21**	68	1	68
	Left-Through		0			0	
	Through	775	2	388	1235	2	**618**
	Through-Right		0			0	
	Right	24	1	24	31	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	1	25	42	1	**42**
	Left-Through		0			0	
	Through	1323	2	**662**	1033	2	517
	Through-Right		0			0	
	Right	65	1	65	83	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	395		*North-South:*	486
			East-West:	683		*East-West:*	660
			SUM:	1078		*SUM:*	1146
	VOLUME/CAPACITY *(V/C)* RATIO:			0.719			0.764
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.619**			**0.664**
	LEVEL OF SERVICE (LOS):			**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	**125**	126	1	126
	Left-Through		0			0	
	Through	1267	2	459	1394	2	**491**
	Through-Right		1			1	
	Right	110	0	110	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	79	124	1	**124**
	Left-Through		0			0	
	Through	1431	2	**553**	1212	2	445
	Through-Right		1			1	
	Right	227	0	227	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	**102**	168	1	168
	Left-Through		0			0	
	Through	967	2	484	1063	2	**532**
	Through-Right		0			0	
	Right	98	1	36	88	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	233	1	**233**
	Left-Through		0			0	
	Through	1461	2	**731**	848	2	424
	Through-Right		0			0	
	Right	79	1	40	125	1	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	678		*North-South:*	615
			East-West:	833		*East-West:*	765
			SUM:	1511		*SUM:*	1380
	VOLUME/CAPACITY *(V/C)* RATIO:			1.099			1.004
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.999**			**0.904**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
15	North-South Street:	Fairfax Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	887	1	**503**	830	1	**446**
	Through-Right		1			1	
	Right	118	0	118	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**68**	263	1	**263**
	Left-Through		0			0	
	Through	1025	2	513	971	2	486
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	2	0	2
	Left-Through		0			0	
	Through	8	0	**11**	114	0	**118**
	Through-Right		0			0	
	Right	2	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**123**	118	1	**76**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	89	110	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	571		*North-South:*	709
			East-West:	134		*East-West:*	194
			SUM:	705		*SUM:*	903
	VOLUME/CAPACITY *(V/C)* RATIO:			0.495			0.634
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.395**			**0.534**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
16	North-South Street:	Curson Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	0	91	21	0	**21**
	Left-Through		0			0	
	Through	282	0	**484**	125	0	179
	Through-Right		0			0	
	Right	111	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	**19**	111	0	111
	Left-Through		0			0	
	Through	137	0	214	262	0	**407**
	Through-Right		0			0	
	Right	58	0	0	34	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	20	1	20
	Left-Through		0			0	
	Through	207	0	250	545	0	**714**
	Through-Right		1			1	
	Right	43	0	0	169	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	64	1	**64**
	Left-Through		0			0	
	Through	602	0	**704**	154	0	192
	Through-Right		1			1	
	Right	102	0	0	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	503		*North-South:*	428
			East-West:	741		*East-West:*	778
			SUM:	1244		*SUM:*	1206
	VOLUME/CAPACITY *(V/C)* RATIO:			0.829			0.804
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.729**			**0.704**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
17	North-South Street:	Hauser Boulevard	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	265	1	**265**	33	1	33
	Left-Through		0			0	
	Through	548	0	578	462	0	**576**
	Through-Right		1			1	
	Right	30	0	0	114	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	110	1	**110**
	Left-Through		0			0	
	Through	417	0	**487**	552	0	605
	Through-Right		1			1	
	Right	70	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	48	1	48
	Left-Through		0			0	
	Through	170	0	209	554	0	**645**
	Through-Right		1			1	
	Right	39	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	63	1	**63**
	Left-Through		0			0	
	Through	602	0	**658**	160	0	192
	Through-Right		1			1	
	Right	56	0	0	32	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	752		*North-South:*	686
			East-West:	694		*East-West:*	708
			SUM:	1446		*SUM:*	1394
	VOLUME/CAPACITY *(V/C)* RATIO:			0.964			0.929
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.864**			**0.829**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue East-West Street: 8th Street
Scenario: Existing Conditions (Year 2016)
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	0	64	36	0	**36**
	Left-Through		0			0	
	Through	228	0	**329**	213	0	285
	Through-Right		0			0	
	Right	37	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	16	0	**16**	42	0	42
	Left-Through		0			0	
	Through	170	0	256	256	0	**337**
	Through-Right		0			0	
	Right	70	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	0	**23**	43	0	43
	Left-Through		0			0	
	Through	242	0	275	676	0	**747**
	Through-Right		0			0	
	Right	10	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	43	0	43	38	0	**38**
	Left-Through		0			0	
	Through	498	0	**578**	173	0	247
	Through-Right		0			0	
	Right	37	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	373
			East-West:	601		*East-West:*	785
			SUM:	946		*SUM:*	1158
VOLUME/CAPACITY *(V/C)* RATIO:				0.631			0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.531**			**0.672**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
19	North-South Street:	La Brea Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	**121**	67	1	**67**
	Left-Through		0			0	
	Through	1256	2	428	1234	2	427
	Through-Right		1			1	
	Right	27	0	27	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	25	1	25
	Left-Through		0			0	
	Through	1194	2	**421**	1223	2	**429**
	Through-Right		1			1	
	Right	70	0	70	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	0	**96**	173	0	173
	Left-Through		0			0	
	Through	101	0	302	345	0	**672**
	Through-Right		0			0	
	Right	105	0	0	154	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	62	0	62	56	0	**56**
	Left-Through		0			0	
	Through	337	0	**436**	103	0	189
	Through-Right		0			0	
	Right	37	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	542		*North-South:*	496
			East-West:	532		*East-West:*	728
			SUM:	1074		*SUM:*	1224
	VOLUME/CAPACITY *(V/C)* RATIO:			0.716			0.816
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.616**			**0.716**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	857	2	429	669	2	335
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	82	104	1	104
	Left-Through		0			0	
	Through	1021	1	**544**	1081	1	**558**
	Through-Right		1			1	
	Right	66	0	66	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	26	1	**26**
	Left-Through		0			0	
	Through	623	4	156	993	4	248
	Through-Right		0			0	
	Right	67	1	67	68	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1541	2	**555**	701	2	**294**
	Through-Right		1			1	
	Right	124	0	124	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	544		*North-South:*	558
			East-West:	581		*East-West:*	320
			SUM:	1125		*SUM:*	878
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.616
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.516**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	25	1	**25**
	Left-Through		0			0	
	Through	731	1	390	551	1	299
	Through-Right		1			1	
	Right	48	0	48	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	863	1	**604**	878	1	**555**
	Through-Right		1			1	
	Right	345	0	345	232	0	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	99	1	99
	Left-Through		0			0	
	Through	1425	2	481	1891	2	**633**
	Through-Right		1			1	
	Right	19	0	19	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	59	50	1	**50**
	Left-Through		0			0	
	Through	1701	3	**567**	1134	3	378
	Through-Right		0			0	
	Right	5	0	0	12	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	683		*North-South:*	580
			East-West:	647		*East-West:*	683
			SUM:	1330		*SUM:*	1263
	VOLUME/CAPACITY *(V/C)* RATIO:			0.933			0.886
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.833**			**0.786**
	LEVEL OF SERVICE (LOS):			**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Existing Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	106	1	**106**
	Left-Through		0			0	
	Through	1233	2	**412**	711	2	239
	Through-Right		1			1	
	Right	2	0	2	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	695	4	174	1257	4	**314**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1275	2	468	1681	2	**667**
	Through-Right		1			1	
	Right	130	0	130	320	0	320
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1589	2	**678**	1113	2	464
	Through-Right		1			1	
	Right	445	0	445	278	0	278
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	412		*North-South:*	420
			East-West:	678		*East-West:*	667
			SUM:	1090		*SUM:*	1087
	VOLUME/CAPACITY *(V/C)* RATIO:			0.765			0.763
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.665**			**0.663**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	**67**	84	1	**84**
	Left-Through		0			0	
	Through	828	2	414	749	2	375
	Through-Right		0			0	
	Right	107	1	20	145	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	1	212	213	1	213
	Left-Through		0			0	
	Through	926	1	**560**	901	1	**558**
	Through-Right		1			1	
	Right	193	0	193	214	0	214
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	184	1	184	220	1	220
	Left-Through		0			0	
	Through	841	1	**459**	763	1	**431**
	Through-Right		1			1	
	Right	76	0	76	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**	208	1	**208**
	Left-Through		0			0	
	Through	700	2	350	709	2	355
	Through-Right		0			0	
	Right	201	1	0	302	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	627		*North-South:*	642
			East-West:	634		*East-West:*	639
			SUM:	1261		*SUM:*	1281
	VOLUME/CAPACITY *(V/C)* RATIO:			0.917			0.932
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.817**			**0.832**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	**23**	26	1	26
	Left-Through		0			0	
	Through	931	2	466	1004	2	**502**
	Through-Right		0			0	
	Right	115	1	115	146	1	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	149	1	149	121	1	**121**
	Left-Through		0			0	
	Through	1171	1	**601**	1069	1	552
	Through-Right		1			1	
	Right	30	0	30	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	45	38	1	38
	Left-Through		0			0	
	Through	319	0	**346**	231	0	**253**
	Through-Right		1			1	
	Right	27	0	0	22	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	2	**76**	209	2	**115**
	Left-Through		0			0	
	Through	297	1	297	270	1	270
	Through-Right		0			0	
	Right	160	1	86	166	1	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	624		*North-South:*	623
			East-West:	422		*East-West:*	368
			SUM:	1046		*SUM:*	991
	VOLUME/CAPACITY *(V/C)* RATIO:			0.734			0.695
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.634**			**0.595**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	78	0	78
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	35	0	**98**	72	0	**150**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	9	0	**9**	14	0	**14**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	17	0	26	18	0	32
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	15	1	15	18	1	18
	Left-Through		0			0	
	Through	625	1	**345**	581	1	**348**
	Through-Right		1			1	
	Right	65	0	65	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	**41**	73	1	**73**
	Left-Through		0			0	
	Through	676	1	343	669	1	342
	Through-Right		1			1	
	Right	10	0	10	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	107		*North-South:*	164
			East-West:	386		*East-West:*	421
			SUM:	493		*SUM:*	585
VOLUME/CAPACITY *(V/C)* RATIO:				0.329			0.390
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.229**			**0.290**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	67	1	67
	Left-Through		0			0	
	Through	42	0	**148**	74	0	**153**
	Through-Right		1			1	
	Right	106	0	0	79	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	49	1	**49**
	Left-Through		0			0	
	Through	45	0	88	56	0	93
	Through-Right		1			1	
	Right	43	0	0	37	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	26	47	1	**47**
	Left-Through		0			0	
	Through	440	1	**253**	403	1	228
	Through-Right		1			1	
	Right	66	0	66	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	**59**	81	1	81
	Left-Through		0			0	
	Through	495	1	273	491	1	**283**
	Through-Right		1			1	
	Right	51	0	51	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	198		*North-South:*	202
			East-West:	312		*East-West:*	330
			SUM:	510		*SUM:*	532
	VOLUME/CAPACITY *(V/C)* RATIO:			0.340			0.355
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.240**			**0.255**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 5

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** 6th Street
Scenario: Existing with Project Conditions (Year 2016)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
		EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	44	1	**44**	80	1	80
	Left-Through		0			0	
	Through	317	0	355	534	0	**589**
	Through-Right		1			1	
	Right	38	0	0	55	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	42	1	**42**
	Left-Through		0			0	
	Through	372	1	**372**	360	1	360
	Through-Right		0			0	
	Right	104	1	104	72	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	0	76	56	0	**56**
	Left-Through		1			1	
	Through	545	0	**376**	505	0	330
	Through-Right		1			1	
	Right	54	0	376	43	0	330
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	0	**31**	22	0	22
	Left-Through		1			1	
	Through	451	0	275	482	0	**299**
	Through-Right		1			1	
	Right	37	0	275	71	0	299
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	416		*North-South:*	631
			East-West:	407		*East-West:*	355
			SUM:	823		*SUM:*	986
	VOLUME/CAPACITY *(V/C)* RATIO:			0.549			0.657
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.449**			**0.557**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
6	North-South Street:	Cochran Avenue	East-West Street:	6th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR				SATURDAY MIDDAY PEAK HOUR			
	No. of Phases			2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0		NB -- 0	SB --	0	
		EB -- 0	WB --	0		EB -- 0	WB --	0	
	ATSAC-1 or ATSAC+ATCS-2?			2				2	
	Override Capacity			0				0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	21	0	**21**		30	0	30	
	Left-Through		0				0		
	Through	112	0	160		168	0	**223**	
	Through-Right		0				0		
	Right	27	0	0		25	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	7	0	7		8	0	**8**	
	Left-Through		0				0		
	Through	119	0	**159**		93	0	156	
	Through-Right		0				0		
	Right	33	0	0		55	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	49	0	**49**		36	0	36	
	Left-Through		1				1		
	Through	602	0	369		524	0	**560**	
	Through-Right		1				0		
	Right	37	0	369		57	1	57	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	34	0	34		41	0	**41**	
	Left-Through		1				1		
	Through	510	0	**544**		506	0	547	
	Through-Right		0				0		
	Right	25	1	25		25	1	25	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	180			*North-South:*	231	
			East-West:	593			*East-West:*	601	
			SUM:	773			*SUM:*	832	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.515				0.555	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.415**				**0.455**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
7	North-South Street:	La Brea Avenue	East-West Street:	6th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	73	1	73
	Left-Through		0			0	
	Through	1245	2	**623**	1297	2	**649**
	Through-Right		0			0	
	Right	53	1	53	47	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	63	1	**63**
	Left-Through		0			0	
	Through	1151	2	410	1234	2	435
	Through-Right		1			1	
	Right	78	0	78	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	0	**86**	114	0	**114**
	Left-Through		1			1	
	Through	454	0	361	405	0	387
	Through-Right		1			1	
	Right	96	0	361	141	0	387
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	0	37	34	0	34
	Left-Through		1			1	
	Through	430	0	**467**	466	0	**500**
	Through-Right		0			0	
	Right	87	1	47	84	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	703		*North-South:*	712
			East-West:	553		*East-West:*	614
			SUM:	1256		*SUM:*	1326
	VOLUME/CAPACITY *(V/C)* RATIO:			0.837			0.884
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.737**			**0.784**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing with Project Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	1	**153**	96	1	96
	Left-Through		0			0	
	Through	736	1	407	766	1	**418**
	Through-Right		1			1	
	Right	77	0	77	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	169	1	169	170	1	**170**
	Left-Through		0			0	
	Through	902	2	**451**	868	2	434
	Through-Right		0			0	
	Right	235	1	15	150	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	174	1	**174**
	Left-Through		0			0	
	Through	879	2	440	853	2	427
	Through-Right		0			0	
	Right	53	1	0	70	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	102	1	102
	Left-Through		0			0	
	Through	836	2	**418**	744	2	**372**
	Through-Right		0			0	
	Right	143	1	59	164	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	604		*North-South:*	588
			East-West:	638		*East-West:*	546
			SUM:	1242		*SUM:*	1134
	VOLUME/CAPACITY *(V/C)* RATIO:			0.903			0.825
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.803**			**0.725**
	LEVEL OF SERVICE (LOS):			**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
9	North-South Street:	Ogden Drive	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	0	56	52	0	52
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	44	0	**100**	45	0	**97**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	668	2	334	731	2	**366**
	Through-Right		0			0	
	Right	62	1	62	66	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	31	1	**31**
	Left-Through		0			0	
	Through	757	2	**379**	788	2	394
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	100		*North-South:*	97
			East-West:	379		*East-West:*	397
			SUM:	479		*SUM:*	494
	VOLUME/CAPACITY *(V/C)* RATIO:			0.319			0.329
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.219**			**0.229**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing with Project Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	0	37	6	0	6
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	23	0	**60**	43	0	**49**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1129	2	**565**	1011	2	**506**
	Through-Right		0			0	
	Right	44	1	44	49	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	28	1	**28**	63	1	**63**
	Left-Through		0			0	
	Through	1054	2	527	1058	2	529
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	60		*North-South:*	49
			East-West:	593		*East-West:*	569
			SUM:	653		*SUM:*	618
	VOLUME/CAPACITY *(V/C)* RATIO:			0.435			0.412
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.335**			**0.312**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing with Project Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	0	41	30	0	**30**
	Left-Through		0			0	
	Through	111	0	**247**	99	0	179
	Through-Right		0			0	
	Right	95	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	71	0	**71**	58	0	58
	Left-Through		0			0	
	Through	85	0	248	73	0	**224**
	Through-Right		0			0	
	Right	92	0	0	93	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	86	1	**86**
	Left-Through		0			0	
	Through	1023	2	512	902	2	451
	Through-Right		0			0	
	Right	19	1	19	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	22	1	22
	Left-Through		0			0	
	Through	970	2	**485**	995	2	**498**
	Through-Right		0			0	
	Right	10	1	10	31	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	318		*North-South:*	254
			East-West:	575		*East-West:*	584
			SUM:	893		*SUM:*	838
	VOLUME/CAPACITY *(V/C)* RATIO:			0.595			0.559
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.495**			**0.459**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing with Project Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	70	1	**70**
	Left-Through		0			0	
	Through	424	1	424	266	1	266
	Through-Right		0			0	
	Right	116	1	80	76	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	53	1	53	154	1	154
	Left-Through		0			0	
	Through	354	0	**411**	413	0	**606**
	Through-Right		1			1	
	Right	57	0	0	193	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	69	1	69
	Left-Through		0			0	
	Through	1003	2	**502**	930	2	**465**
	Through-Right		0			0	
	Right	73	1	38	72	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	**73**	74	1	**74**
	Left-Through		0			0	
	Through	854	2	427	919	2	460
	Through-Right		0			0	
	Right	51	1	25	43	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	481		*North-South:*	676
			East-West:	575		*East-West:*	539
			SUM:	1056		*SUM:*	1215
	VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.810
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.604**			**0.710**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
13	North-South Street:	Cochran Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing with Project Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	**31**	58	0	58
	Left-Through		0			0	
	Through	100	0	162	144	0	**244**
	Through-Right		0			0	
	Right	31	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	24	0	**24**
	Left-Through		0			0	
	Through	89	0	**172**	83	0	191
	Through-Right		0			0	
	Right	62	0	0	84	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	46	1	**46**
	Left-Through		0			0	
	Through	1065	2	**533**	995	2	498
	Through-Right		0			0	
	Right	17	1	17	29	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	**23**	27	1	27
	Left-Through		0			0	
	Through	959	2	480	1035	2	**518**
	Through-Right		0			0	
	Right	45	1	45	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	203		*North-South:*	268
			East-West:	556		*East-West:*	564
			SUM:	759		*SUM:*	832
	VOLUME/CAPACITY *(V/C)* RATIO:			0.506			0.555
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.406**			**0.455**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing with Project Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	109	1	109
	Left-Through		0			0	
	Through	1011	2	370	1479	2	**538**
	Through-Right		1			1	
	Right	100	0	100	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	97	106	1	**106**
	Left-Through		0			0	
	Through	1075	2	**418**	1323	2	492
	Through-Right		1			1	
	Right	180	0	180	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	1	147	180	1	180
	Left-Through		0			0	
	Through	779	2	**390**	1223	2	**612**
	Through-Right		0			0	
	Right	94	1	28	109	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	268	1	**268**
	Left-Through		0			0	
	Through	699	2	350	1039	2	520
	Through-Right		0			0	
	Right	147	1	99	142	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	644
			East-West:	529		*East-West:*	880
			SUM:	1080		*SUM:*	1524
	VOLUME/CAPACITY *(V/C)* RATIO:			0.785			1.108
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.685**			**1.008**
	LEVEL OF SERVICE (LOS):			**B**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
15	North-South Street:	Fairfax Avenue	East-West Street:	8th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	869	1	**466**	986	1	**519**
	Through-Right		1			1	
	Right	63	0	63	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	93	1	**93**
	Left-Through		0			0	
	Through	981	2	491	953	2	477
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	3	0	3
	Left-Through		0			0	
	Through	11	0	**18**	7	0	**15**
	Through-Right		0			0	
	Right	4	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	76	1	**65**	73	1	**61**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	119	1	11	109	1	15
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	574		*North-South:*	612
			East-West:	83		*East-West:*	76
			SUM:	657		*SUM:*	688
	VOLUME/CAPACITY *(V/C)* RATIO:			0.461			0.483
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.361**			**0.383**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
16	North-South Street:	Curson Avenue	East-West Street:	8th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	**15**	13	0	13
	Left-Through		0			0	
	Through	119	0	160	120	0	**152**
	Through-Right		0			0	
	Right	26	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	40	32	0	**32**
	Left-Through		0			0	
	Through	123	0	**193**	78	0	133
	Through-Right		0			0	
	Right	30	0	0	23	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	20	1	20
	Left-Through		0			0	
	Through	159	0	187	174	0	**218**
	Through-Right		1			1	
	Right	28	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	1	14	15	1	**15**
	Left-Through		0			0	
	Through	167	0	**199**	137	0	168
	Through-Right		1			1	
	Right	32	0	0	31	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	208		*North-South:*	184
			East-West:	224		*East-West:*	233
			SUM:	432		*SUM:*	417
	VOLUME/CAPACITY *(V/C)* RATIO:			0.288			0.278
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.188**			**0.178**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
17	North-South Street:	Hauser Boulevard	East-West Street:	8th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	35	1	35
	Left-Through		0			0	
	Through	448	0	492	526	0	**580**
	Through-Right		1			1	
	Right	44	0	0	54	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	29	1	**29**
	Left-Through		0			0	
	Through	450	0	**525**	458	0	488
	Through-Right		1			1	
	Right	75	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	37	35	1	35
	Left-Through		0			0	
	Through	171	0	**212**	139	0	**167**
	Through-Right		1			1	
	Right	41	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	**46**	76	1	**76**
	Left-Through		0			0	
	Through	156	0	197	154	0	199
	Through-Right		1			1	
	Right	41	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	566		*North-South:*	609
			East-West:	258		*East-West:*	243
			SUM:	824		*SUM:*	852
	VOLUME/CAPACITY *(V/C)* RATIO:			0.549			0.568
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.449**			**0.468**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
18	North-South Street:	Cochran Avenue	East-West Street:	8th Street	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	19	0	**19**
	Left-Through		0			0	
	Through	147	0	182	133	0	174
	Through-Right		0			0	
	Right	16	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	22	25	0	25
	Left-Through		0			0	
	Through	145	0	**223**	142	0	**208**
	Through-Right		0			0	
	Right	56	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	0	23	22	0	22
	Left-Through		0			0	
	Through	216	0	**266**	202	0	**255**
	Through-Right		0			0	
	Right	27	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	15	0	**15**	20	0	**20**
	Left-Through		0			0	
	Through	134	0	182	143	0	201
	Through-Right		0			0	
	Right	33	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	242		*North-South:*	227
			East-West:	281		*East-West:*	275
			SUM:	523		*SUM:*	502
	VOLUME/CAPACITY *(V/C)* RATIO:			0.349			0.335
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.249**			**0.235**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 8th Street
Scenario: Existing with Project Conditions (Year 2016)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR				SATURDAY MIDDAY PEAK HOUR			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*		0	*NB --* 0	*SB --*		0
		EB -- 0	*WB --*		0	*EB --* 0	*WB --*		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	34	1	34		73	1	73	
	Left-Through		0				0		
	Through	1159	2	**409**		1220	2	**415**	
	Through-Right		1				1		
	Right	67	0	67		25	0	25	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	23	1	**23**		29	1	**29**	
	Left-Through		0				0		
	Through	983	2	346		998	2	358	
	Through-Right		1				1		
	Right	54	0	54		77	0	77	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	55	0	55		47	0	47	
	Left-Through		0				0		
	Through	86	0	**270**		76	0	**273**	
	Through-Right		0				0		
	Right	129	0	0		150	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	36	0	**36**		53	0	**53**	
	Left-Through		0				0		
	Through	102	0	166		70	0	166	
	Through-Right		0				0		
	Right	28	0	0		43	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	432			*North-South:*	444	
			East-West:	306			*East-West:*	326	
			SUM:	738			*SUM:*	770	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.492				0.513	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.392**				**0.413**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard		
	Scenario:	Existing with Project Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR				SATURDAY MIDDAY PEAK HOUR			
	No. of Phases				3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --		0
		EB -- 0	WB --		0	EB -- 0	WB --		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	**0**		0	0	0	
	Left-Through		0				0		
	Through	727	2	364		790	2	**395**	
	Through-Right		0				0		
	Right	1	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	92	1	92		105	1	**105**	
	Left-Through		0				0		
	Through	966	1	**501**		917	1	470	
	Through-Right		1				1		
	Right	35	0	35		22	0	22	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	20	1	**20**		20	1	**20**	
	Left-Through		0				0		
	Through	665	4	166		486	4	122	
	Through-Right		0				0		
	Right	118	1	118		76	1	76	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		1	0	0	
	Left-Through		0				0		
	Through	756	2	**303**		535	2	**258**	
	Through-Right		1				1		
	Right	153	0	153		239	0	239	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	501			*North-South:*	500	
			East-West:	323			*East-West:*	278	
			SUM:	824			*SUM:*	778	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.578				0.546	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.478**				**0.446**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard	
	Scenario:	Existing with Project Conditions (Year 2016)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	18	1	**18**
	Left-Through		0			0	
	Through	588	1	319	564	1	297
	Through-Right		1			1	
	Right	50	0	50	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	836	1	**538**	842	1	**513**
	Through-Right		1			1	
	Right	240	0	240	183	0	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	151	1	**151**
	Left-Through		0			0	
	Through	862	2	299	751	2	258
	Through-Right		1			1	
	Right	35	0	35	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	84	1	84
	Left-Through		0			0	
	Through	744	3	**248**	636	3	**212**
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	596		*North-South:*	531
			East-West:	375		*East-West:*	363
			SUM:	971		*SUM:*	894
	VOLUME/CAPACITY *(V/C)* RATIO:			0.681			0.627
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.581**			**0.527**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Existing with Project Conditions (Year 2016)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	**108**	97	1	**97**
	Left-Through		0			0	
	Through	725	2	243	546	2	185
	Through-Right		1			1	
	Right	3	0	3	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	737	4	**184**	644	4	**161**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	2	0	**0**
	Left-Through		0			0	
	Through	782	2	302	595	2	241
	Through-Right		1			1	
	Right	123	0	123	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	760	2	**326**	613	2	**283**
	Through-Right		1			1	
	Right	218	0	218	236	0	236
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	292		*North-South:*	258
			East-West:	326		*East-West:*	283
			SUM:	618		*SUM:*	541
	VOLUME/CAPACITY *(V/C)* RATIO:			0.434			0.380
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.334**			**0.280**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	109	1	**109**
	Left-Through		0			0	
	Through	880	2	440	926	2	463
	Through-Right		0			0	
	Right	93	1	0	87	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	131	219	1	219
	Left-Through		0			0	
	Through	1234	1	**678**	1020	1	**600**
	Through-Right		1			1	
	Right	122	0	122	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	243	1	243
	Left-Through		0			0	
	Through	580	1	322	1244	1	**667**
	Through-Right		1			1	
	Right	64	0	64	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	206	1	206	176	1	**176**
	Left-Through		0			0	
	Through	1316	2	**658**	868	2	434
	Through-Right		0			0	
	Right	143	1	12	174	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	768		*North-South:*	709
			East-West:	784		*East-West:*	843
			SUM:	1552		*SUM:*	1552
	VOLUME/CAPACITY *(V/C)* RATIO:			1.129			1.129
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.029**			**1.029**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	29	1	29
	Left-Through		0			0	
	Through	912	2	456	1140	2	**570**
	Through-Right		0			0	
	Right	77	1	77	268	1	268
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	216	1	216	169	1	**169**
	Left-Through		0			0	
	Through	1406	1	**736**	1315	1	681
	Through-Right		1			1	
	Right	66	0	66	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	23	1	23
	Left-Through		0			0	
	Through	283	0	301	462	0	**483**
	Through-Right		1			1	
	Right	18	0	0	21	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	355	2	195	147	2	**81**
	Left-Through		0			0	
	Through	531	1	**531**	443	1	443
	Through-Right		0			0	
	Right	586	1	478	251	1	167
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	776		*North-South:*	739
			East-West:	549		*East-West:*	564
			SUM:	1325		*SUM:*	1303
VOLUME/CAPACITY *(V/C)* RATIO:				0.930			0.914
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.830**			**0.814**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	56	0	56
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	12	0	12	86	0	**142**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	20	0	20	2	0	**2**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	36	0	**56**	15	0	17
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	4	1	**4**	14	1	14
	Left-Through		0			0	
	Through	521	1	521	921	1	**921**
	Through-Right		0			0	
	Right	12	1	12	24	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	1	34	18	1	**18**
	Left-Through		0			0	
	Through	1461	1	**1461**	877	1	877
	Through-Right		0			0	
	Right	17	1	17	19	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	56		*North-South:*	144
			East-West:	1465		*East-West:*	939
			SUM:	1521		*SUM:*	1083
	VOLUME/CAPACITY *(V/C)* RATIO:			1.014			0.722
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.914**			**0.622**
	LEVEL OF SERVICE (LOS):			**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	99	1	99
	Left-Through		0			0	
	Through	39	0	102	80	0	**217**
	Through-Right		1			1	
	Right	63	0	0	137	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	1	112	38	1	**38**
	Left-Through		0			0	
	Through	122	0	**195**	45	0	81
	Through-Right		1			1	
	Right	73	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	40	1	40
	Left-Through		0			0	
	Through	428	1	428	759	1	**759**
	Through-Right		0			0	
	Right	89	1	38	49	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	77	1	**77**
	Left-Through		0			0	
	Through	1326	1	**1326**	541	1	541
	Through-Right		0			0	
	Right	43	1	0	60	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	298		*North-South:*	255
			East-West:	1364		*East-West:*	836
			SUM:	1662		*SUM:*	1091
	VOLUME/CAPACITY *(V/C)* RATIO:			1.108			0.727
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.008**			**0.627**
	LEVEL OF SERVICE (LOS):			**F**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
5	North-South Street:	Hauser Boulevard	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	45	1	45
	Left-Through		0			0	
	Through	367	0	398	534	0	**573**
	Through-Right		1			1	
	Right	31	0	0	39	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	1	49	50	1	**50**
	Left-Through		0			0	
	Through	472	1	**472**	447	1	447
	Through-Right		0			0	
	Right	201	1	196	77	1	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	35	1	35
	Left-Through		0			0	
	Through	584	1	584	1172	1	**1172**
	Through-Right		0			0	
	Right	49	1	10	55	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	**5**
	Left-Through		0			0	
	Through	1351	1	**1351**	681	1	681
	Through-Right		0			0	
	Right	41	1	17	62	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	623
			East-West:	1362		*East-West:*	1177
			SUM:	1913		*SUM:*	1800
	VOLUME/CAPACITY *(V/C)* RATIO:			1.275			1.200
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.175**			**1.100**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
6	North-South Street:	Cochran Avenue	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	**36**	33	0	33
	Left-Through		0			0	
	Through	210	0	275	282	0	**372**
	Through-Right		0			0	
	Right	29	0	0	57	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	11	0	**11**
	Left-Through		0			0	
	Through	198	0	**382**	165	0	214
	Through-Right		0			0	
	Right	164	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	146	1	146
	Left-Through		0			0	
	Through	747	1	747	1103	1	**1103**
	Through-Right		0			0	
	Right	47	1	47	78	1	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	38	1	**38**
	Left-Through		0			0	
	Through	1518	1	**1518**	819	1	819
	Through-Right		0			0	
	Right	30	1	30	47	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	418		*North-South:*	383
			East-West:	1523		*East-West:*	1141
			SUM:	1941		*SUM:*	1524
	VOLUME/CAPACITY *(V/C)* RATIO:			1.294			1.016
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.194**			**0.916**
	LEVEL OF SERVICE (LOS):			**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
7	

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 6th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	75	1	75
	Left-Through		0			0	
	Through	1633	2	550	1868	2	**643**
	Through-Right		1			1	
	Right	18	0	18	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	93	74	1	**74**
	Left-Through		0			0	
	Through	1807	2	**656**	1646	2	577
	Through-Right		1			1	
	Right	160	0	160	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	**0**	4	0	0
	Left-Through		0			0	
	Through	674	1	409	1062	1	**563**
	Through-Right		1			1	
	Right	143	0	143	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1142	1	**593**	754	1	422
	Through-Right		1			1	
	Right	44	0	44	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	722		*North-South:*	717
			East-West:	593		*East-West:*	563
			SUM:	1315		*SUM:*	1280
	VOLUME/CAPACITY *(V/C)* RATIO:			0.877			0.853
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.777**			**0.753**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	271	1	**271**	97	1	97
	Left-Through		0			0	
	Through	806	1	465	882	1	**471**
	Through-Right		1			1	
	Right	123	0	123	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	209	1	209	229	1	**229**
	Left-Through		0			0	
	Through	1179	2	**590**	1049	2	525
	Through-Right		0			0	
	Right	389	1	252	210	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	137	1	**137**	297	1	297
	Left-Through		0			0	
	Through	1016	2	508	1588	2	**794**
	Through-Right		0			0	
	Right	61	1	0	99	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	1	109	132	1	**132**
	Left-Through		0			0	
	Through	1801	2	**901**	1207	2	604
	Through-Right		0			0	
	Right	100	1	0	220	1	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	861		*North-South:*	700
			East-West:	1038		*East-West:*	926
			SUM:	1899		*SUM:*	1626
	VOLUME/CAPACITY *(V/C)* RATIO:			1.381			1.183
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.281**			**1.083**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
9	North-South Street:	Ogden Drive	East-West Street:	Wilshrie Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	59	0	59
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	56	0	**92**	43	0	**102**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	0	0	0
	Left-Through		0			0	
	Through	832	2	416	1354	2	**677**
	Through-Right		0			0	
	Right	75	1	75	64	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	38	1	**38**
	Left-Through		0			0	
	Through	1355	2	**678**	1137	2	569
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	92		*North-South:*	102
			East-West:	678		*East-West:*	715
			SUM:	770		*SUM:*	817
	VOLUME/CAPACITY *(V/C)* RATIO:			0.513			0.545
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.413**			**0.445**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	43	0	43
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	23	0	**46**	85	0	**128**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	841	2	421	1386	2	**693**
	Through-Right		0			0	
	Right	38	1	38	22	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	34	1	**34**
	Left-Through		0			0	
	Through	1423	2	**712**	1133	2	567
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	46		*North-South:*	128
			East-West:	712		*East-West:*	727
			SUM:	758		*SUM:*	855
VOLUME/CAPACITY *(V/C)* RATIO:				0.505			0.570
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.405**			**0.470**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	69	0	**69**
	Left-Through		0			0	
	Through	562	0	607	207	0	408
	Through-Right		0			0	
	Right	39	0	0	132	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	107	0	107
	Left-Through		0			0	
	Through	1011	0	**1120**	265	0	**497**
	Through-Right		0			0	
	Right	100	0	0	125	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	145	1	145
	Left-Through		0			0	
	Through	432	2	216	1548	2	**774**
	Through-Right		0			0	
	Right	39	1	39	52	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	49	1	**49**
	Left-Through		0			0	
	Through	726	2	**363**	1276	2	638
	Through-Right		0			0	
	Right	19	1	19	11	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1126		*North-South:*	566
			East-West:	391		*East-West:*	823
			SUM:	1517		*SUM:*	1389
VOLUME/CAPACITY *(V/C)* RATIO:				1.011			0.926
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.911**			**0.826**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	**116**	56	1	56
	Left-Through		0			0	
	Through	370	1	370	532	1	**532**
	Through-Right		0			0	
	Right	80	1	25	203	1	151
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	53	1	**53**
	Left-Through		0			0	
	Through	426	0	**529**	464	0	498
	Through-Right		1			1	
	Right	103	0	0	34	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	86	1	86
	Left-Through		0			0	
	Through	933	2	467	1672	2	**836**
	Through-Right		0			0	
	Right	61	1	3	190	1	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	105	1	**105**
	Left-Through		0			0	
	Through	1627	2	**814**	1148	2	574
	Through-Right		0			0	
	Right	47	1	26	69	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	645		*North-South:*	585
			East-West:	860		*East-West:*	941
			SUM:	1505		*SUM:*	1526
	VOLUME/CAPACITY *(V/C)* RATIO:			1.003			1.017
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.903**			**0.917**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
13	North-South Street:	Cochran Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	0	56	41	0	**41**
	Left-Through		0			0	
	Through	262	0	**387**	244	0	343
	Through-Right		0			0	
	Right	69	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	**38**	46	0	46
	Left-Through		0			0	
	Through	176	0	285	308	0	**481**
	Through-Right		0			0	
	Right	71	0	0	127	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	1	**23**	73	1	73
	Left-Through		0			0	
	Through	981	2	491	1670	2	**835**
	Through-Right		0			0	
	Right	27	1	27	35	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	45	1	**45**
	Left-Through		0			0	
	Through	1643	2	**822**	1277	2	639
	Through-Right		0			0	
	Right	70	1	70	89	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	425		*North-South:*	522
			East-West:	845		*East-West:*	880
			SUM:	1270		*SUM:*	1402
	VOLUME/CAPACITY *(V/C)* RATIO:			0.847			0.935
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.747**			**0.835**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	**172**	153	1	153
	Left-Through		0			0	
	Through	1408	2	509	1594	2	**560**
	Through-Right		1			1	
	Right	118	0	118	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	133	1	**133**
	Left-Through		0			0	
	Through	1614	2	**637**	1379	2	510
	Through-Right		1			1	
	Right	297	0	297	151	0	151
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	271	1	271
	Left-Through		0			0	
	Through	1144	2	572	1298	2	**649**
	Through-Right		0			0	
	Right	122	1	36	155	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	225	1	225	250	1	**250**
	Left-Through		0			0	
	Through	1671	2	**836**	1026	2	513
	Through-Right		0			0	
	Right	85	1	43	134	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	809		*North-South:*	693
			East-West:	966		*East-West:*	899
			SUM:	1775		*SUM:*	1592
	VOLUME/CAPACITY *(V/C)* RATIO:			1.291			1.158
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.191**			**1.058**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
15	North-South Street:	Fairfax Avenue	East-West Street:	8th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	997	1	**559**	944	1	**507**
	Through-Right		1			1	
	Right	120	0	120	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	284	1	**284**
	Left-Through		0			0	
	Through	1124	2	562	1116	2	558
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	2	0	2
	Left-Through		0			0	
	Through	9	0	**12**	122	0	**129**
	Through-Right		0			0	
	Right	2	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**132**	126	1	**81**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	256	1	95	118	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	633		*North-South:*	791
			East-West:	144		*East-West:*	210
			SUM:	777		*SUM:*	1001
	VOLUME/CAPACITY *(V/C)* RATIO:			0.545			0.702
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.445**			**0.602**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16

PROJECT TITLE: LACMA
North-South Street: Curson Avenue East-West Street: 8th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 Analyst: GTC Date: June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	0	98	23	0	**23**
	Left-Through		0			0	
	Through	313	0	**530**	139	0	197
	Through-Right		0			0	
	Right	119	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	**21**	121	0	121
	Left-Through		0			0	
	Through	154	0	238	306	0	**468**
	Through-Right		0			0	
	Right	63	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	21	1	21
	Left-Through		0			0	
	Through	222	0	268	582	0	**763**
	Through-Right		1			1	
	Right	46	0	0	181	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	1	25	69	1	**69**
	Left-Through		0			0	
	Through	644	0	**753**	166	0	207
	Through-Right		1			1	
	Right	109	0	0	41	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	551		*North-South:*	491
			East-West:	793		*East-West:*	832
			SUM:	1344		*SUM:*	1323
VOLUME/CAPACITY *(V/C)* RATIO:				0.896			0.882
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.796**			**0.782**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
17	North-South Street:	Hauser Boulevard	East-West Street:	8th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	284	1	**284**	35	1	35
	Left-Through		0			0	
	Through	619	0	651	514	0	**636**
	Through-Right		1			1	
	Right	32	0	0	122	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	118	1	**118**
	Left-Through		0			0	
	Through	462	0	**537**	629	0	686
	Through-Right		1			1	
	Right	75	0	0	57	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	39	1	**39**	51	1	51
	Left-Through		0			0	
	Through	183	0	225	594	0	**692**
	Through-Right		1			1	
	Right	42	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	1	85	68	1	**68**
	Left-Through		0			0	
	Through	643	0	**703**	170	0	204
	Through-Right		1			1	
	Right	60	0	0	34	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	821		*North-South:*	754
			East-West:	742		*East-West:*	760
			SUM:	1563		*SUM:*	1514
	VOLUME/CAPACITY *(V/C)* RATIO:			1.042			1.009
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.942**			**0.909**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue East-West Street: 8th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	0	69	39	0	**39**
	Left-Through		0			0	
	Through	244	0	**353**	228	0	306
	Through-Right		0			0	
	Right	40	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	17	0	**17**	45	0	45
	Left-Through		0			0	
	Through	183	0	275	276	0	**363**
	Through-Right		0			0	
	Right	75	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	0	**25**	46	0	46
	Left-Through		0			0	
	Through	260	0	296	725	0	**801**
	Through-Right		0			0	
	Right	11	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	46	0	46	41	0	**41**
	Left-Through		0			0	
	Through	532	0	**618**	184	0	264
	Through-Right		0			0	
	Right	40	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	370		*North-South:*	402
			East-West:	643		*East-West:*	842
			SUM:	1013		*SUM:*	1244
VOLUME/CAPACITY *(V/C)* RATIO:				0.675			0.829
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.575**			**0.729**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 8th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	72	1	**72**
	Left-Through		0			0	
	Through	1441	2	490	1473	2	508
	Through-Right		1			1	
	Right	29	0	29	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	27	1	27
	Left-Through		0			0	
	Through	1404	2	**493**	1469	2	**512**
	Through-Right		1			1	
	Right	75	0	75	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	0	**103**	185	0	185
	Left-Through		0			0	
	Through	109	0	325	370	0	**720**
	Through-Right		0			0	
	Right	113	0	0	165	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	66	0	66	60	0	**60**
	Left-Through		0			0	
	Through	359	0	**465**	109	0	201
	Through-Right		0			0	
	Right	40	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	623		*North-South:*	584
			East-West:	568		*East-West:*	780
			SUM:	1191		*SUM:*	1364
	VOLUME/CAPACITY *(V/C)* RATIO:			0.794			0.909
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.694**			**0.809**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**0**	16	0	**0**
	Left-Through		0			0	
	Through	961	2	481	779	2	390
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	109	1	109
	Left-Through		0			0	
	Through	1121	1	**596**	1237	1	**637**
	Through-Right		1			1	
	Right	71	0	71	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	37	1	**37**
	Left-Through		0			0	
	Through	688	3	229	1083	3	361
	Through-Right		0			0	
	Right	90	1	90	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1669	2	**835**	779	2	**390**
	Through-Right		0			0	
	Right	131	1	87	201	1	147
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	596		*North-South:*	637
			East-West:	863		*East-West:*	427
			SUM:	1459		*SUM:*	1064
	VOLUME/CAPACITY *(V/C)* RATIO:			1.024			0.747
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.924**			**0.647**
	LEVEL OF SERVICE (LOS):			**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	28	1	**28**
	Left-Through		0			0	
	Through	819	1	438	655	1	355
	Through-Right		1			1	
	Right	57	0	57	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	966	1	**670**	1013	1	**639**
	Through-Right		1			1	
	Right	373	0	373	264	0	264
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	117	1	117
	Left-Through		0			0	
	Through	1544	2	521	2053	2	**688**
	Through-Right		1			1	
	Right	20	0	20	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	66	60	1	**60**
	Left-Through		0			0	
	Through	1844	3	**615**	1251	3	417
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	757		*North-South:*	667
			East-West:	710		*East-West:*	748
			SUM:	1467		*SUM:*	1415
	VOLUME/CAPACITY *(V/C)* RATIO:			1.029			0.993
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.929**			**0.893**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 22

PROJECT TITLE: LACMA
North-South Street: San Vicente Boulevard **East-West Street:** Olympic Boulevard
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	211	114	1	**114**
	Left-Through		0			0	
	Through	1332	2	**666**	789	2	395
	Through-Right		0			0	
	Right	2	1	2	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	765	3	255	1363	3	**454**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1388	2	509	1831	2	**725**
	Through-Right		1			1	
	Right	139	0	139	343	0	343
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1730	2	**737**	1235	2	514
	Through-Right		1			1	
	Right	482	0	482	308	0	308
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	666		*North-South:*	568
			East-West:	737		*East-West:*	725
			SUM:	1403		*SUM:*	1293
	VOLUME/CAPACITY *(V/C)* RATIO:			0.985			0.907
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.885**			**0.807**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	114	1	**114**
	Left-Through		0			0	
	Through	951	2	476	841	2	421
	Through-Right		0			0	
	Right	115	1	21	155	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	227	1	227	228	1	228
	Left-Through		0			0	
	Through	1047	1	**631**	1009	1	**625**
	Through-Right		1			1	
	Right	214	0	214	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	204	246	1	246
	Left-Through		0			0	
	Through	913	1	**507**	832	1	**482**
	Through-Right		1			1	
	Right	100	0	100	132	0	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	1	**188**	223	1	**223**
	Left-Through		0			0	
	Through	761	2	381	774	2	387
	Through-Right		0			0	
	Right	215	1	0	324	1	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	731		*North-South:*	739
			East-West:	695		*East-West:*	705
			SUM:	1426		*SUM:*	1444
	VOLUME/CAPACITY *(V/C)* RATIO:			1.037			1.050
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.937**			**0.950**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	28	1	28
	Left-Through		0			0	
	Through	1084	2	**542**	1138	2	**569**
	Through-Right		0			0	
	Right	112	1	112	142	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	172	1	**172**	134	1	**134**
	Left-Through		0			0	
	Through	1316	1	674	1211	1	625
	Through-Right		1			1	
	Right	32	0	32	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	48	41	1	41
	Left-Through		0			0	
	Through	355	0	**384**	255	0	**279**
	Through-Right		1			1	
	Right	29	0	0	24	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	2	**74**	205	2	**113**
	Left-Through		0			0	
	Through	330	1	330	295	1	295
	Through-Right		0			0	
	Right	178	1	92	178	1	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	714		*North-South:*	703
			East-West:	458		*East-West:*	392
			SUM:	1172		*SUM:*	1095
	VOLUME/CAPACITY *(V/C)* RATIO:			0.822			0.768
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.722**			**0.668**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	0	48	59	0	59
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	35	0	**83**	74	0	**133**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	10	0	**10**	15	0	**15**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	18	0	28	19	0	34
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	16	1	**16**	19	1	**19**
	Left-Through		0			0	
	Through	698	1	698	637	1	637
	Through-Right		0			0	
	Right	55	1	55	104	1	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	76	1	76
	Left-Through		0			0	
	Through	748	1	**748**	728	1	**728**
	Through-Right		0			0	
	Right	11	1	11	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	93		*North-South:*	148
			East-West:	764		*East-West:*	747
			SUM:	857		*SUM:*	895
	VOLUME/CAPACITY *(V/C)* RATIO:			0.571			0.597
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.471**			**0.497**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	78	1	78
	Left-Through		0			0	
	Through	45	0	**164**	79	0	**167**
	Through-Right		1			1	
	Right	119	0	0	88	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	**54**	53	1	**53**
	Left-Through		0			0	
	Through	48	0	94	60	0	100
	Through-Right		1			1	
	Right	46	0	0	40	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	50	1	**50**
	Left-Through		0			0	
	Through	482	1	482	436	1	436
	Through-Right		0			0	
	Right	88	1	36	65	1	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	92	1	92
	Left-Through		0			0	
	Through	536	1	**536**	529	1	**529**
	Through-Right		0			0	
	Right	55	1	28	80	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	218		*North-South:*	220
			East-West:	564		*East-West:*	579
			SUM:	782		*SUM:*	799
	VOLUME/CAPACITY *(V/C)* RATIO:			0.521			0.533
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.421**			**0.433**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
5	North-South Street:	Hauser Boulevard	East-West Street:	6th Street		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	86	1	86
	Left-Through		0			0	
	Through	348	0	389	576	0	**635**
	Through-Right		1			1	
	Right	41	0	0	59	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	45	1	**45**
	Left-Through		0			0	
	Through	401	1	**401**	389	1	389
	Through-Right		0			0	
	Right	116	1	76	79	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	81	60	1	**60**
	Left-Through		0			0	
	Through	595	1	**595**	546	1	546
	Through-Right		0			0	
	Right	58	1	35	46	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	1	**33**	24	1	24
	Left-Through		0			0	
	Through	505	1	505	530	1	**530**
	Through-Right		0			0	
	Right	40	1	24	76	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	448		*North-South:*	680
			East-West:	628		*East-West:*	590
			SUM:	1076		*SUM:*	1270
	VOLUME/CAPACITY *(V/C)* RATIO:			0.717			0.847
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.617**			**0.747**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 6th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	32	0	32
	Left-Through		0			0	
	Through	120	0	172	180	0	**239**
	Through-Right		0			0	
	Right	29	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	8	0	8	9	0	**9**
	Left-Through		0			0	
	Through	128	0	**171**	100	0	168
	Through-Right		0			0	
	Right	35	0	0	59	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	41	1	41
	Left-Through		0			0	
	Through	654	1	**654**	568	1	**568**
	Through-Right		0			0	
	Right	40	1	40	61	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	**36**	44	1	**44**
	Left-Through		0			0	
	Through	572	1	572	558	1	558
	Through-Right		0			0	
	Right	27	1	27	27	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	194		*North-South:*	248
			East-West:	690		*East-West:*	612
			SUM:	884		*SUM:*	860
	VOLUME/CAPACITY *(V/C)* RATIO:			0.589			0.573
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.489**			**0.473**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
7	North-South Street:	La Brea Avenue	East-West Street:	6th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	78	1	78
	Left-Through		0			0	
	Through	1496	2	**748**	1531	2	**766**
	Through-Right		0			0	
	Right	57	1	57	50	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	68	1	**68**
	Left-Through		0			0	
	Through	1358	2	486	1465	2	516
	Through-Right		1			1	
	Right	101	0	101	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	0	**92**	122	0	**122**
	Left-Through		1			1	
	Through	496	0	392	440	0	418
	Through-Right		1			1	
	Right	103	0	392	151	0	418
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	36	0	36
	Left-Through		1			1	
	Through	470	0	**510**	508	0	**544**
	Through-Right		0			0	
	Right	93	1	50	90	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	834		*North-South:*	834
			East-West:	602		*East-West:*	666
			SUM:	1436		*SUM:*	1500
	VOLUME/CAPACITY *(V/C)* RATIO:			0.957			1.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.857**			**0.900**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**167**	107	1	107
	Left-Through		0			0	
	Through	803	1	454	842	1	**470**
	Through-Right		1			1	
	Right	104	0	104	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	202	1	202	209	1	**209**
	Left-Through		0			0	
	Through	981	2	**491**	947	2	474
	Through-Right		0			0	
	Right	265	1	15	163	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	250	1	**250**	190	1	**190**
	Left-Through		0			0	
	Through	1059	2	530	1025	2	513
	Through-Right		0			0	
	Right	60	1	0	78	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	131	127	1	127
	Left-Through		0			0	
	Through	1034	2	**517**	904	2	**452**
	Through-Right		0			0	
	Right	199	1	98	198	1	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	658		*North-South:*	679
			East-West:	767		*East-West:*	642
			SUM:	1425		*SUM:*	1321
	VOLUME/CAPACITY *(V/C)* RATIO:			1.036			0.961
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.936**			**0.861**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
9	North-South Street:	Ogden Drive	East-West Street:	Wilshire Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	0	43	28	0	28
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	44	0	**87**	45	0	**73**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	895	2	448	969	2	**485**
	Through-Right		0			0	
	Right	47	1	47	45	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	1	34	30	1	**30**
	Left-Through		0			0	
	Through	1047	2	**524**	1022	2	511
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	87		*North-South:*	73
			East-West:	524		*East-West:*	515
			SUM:	611		*SUM:*	588
	VOLUME/CAPACITY *(V/C)* RATIO:			0.407			0.392
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.307**			**0.292**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	0	51	27	0	27
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	0	**80**	54	0	**81**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1374	2	**687**	1247	2	**624**
	Through-Right		0			0	
	Right	63	1	63	74	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	35	1	**35**	75	1	**75**
	Left-Through		0			0	
	Through	1354	2	677	1299	2	650
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	80		*North-South:*	81
			East-West:	722		*East-West:*	699
			SUM:	802		*SUM:*	780
	VOLUME/CAPACITY *(V/C)* RATIO:			0.535			0.520
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.435**			**0.420**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	0	52	36	0	**36**
	Left-Through		0			0	
	Through	130	0	**298**	111	0	207
	Through-Right		0			0	
	Right	116	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	86	0	**86**	66	0	66
	Left-Through		0			0	
	Through	108	0	322	85	0	**264**
	Through-Right		0			0	
	Right	128	0	0	113	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	124	1	**124**	106	1	**106**
	Left-Through		0			0	
	Through	1228	2	614	1118	2	559
	Through-Right		0			0	
	Right	28	1	28	22	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	31	1	31
	Left-Through		0			0	
	Through	1233	2	**617**	1221	2	**611**
	Through-Right		0			0	
	Right	17	1	17	36	1	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	384		*North-South:*	300
			East-West:	741		*East-West:*	717
			SUM:	1125		*SUM:*	1017
	VOLUME/CAPACITY *(V/C)* RATIO:			0.750			0.678
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.650**			**0.578**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	81	1	**81**	83	1	**83**
	Left-Through		0			0	
	Through	455	1	455	285	1	285
	Through-Right		0			0	
	Right	133	1	88	93	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	165	1	165
	Left-Through		0			0	
	Through	380	0	**443**	443	0	**653**
	Through-Right		1			1	
	Right	63	0	0	210	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	62	77	1	77
	Left-Through		0			0	
	Through	1309	2	**655**	1161	2	**581**
	Through-Right		0			0	
	Right	97	1	57	84	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	92	1	**92**
	Left-Through		0			0	
	Through	1085	2	543	1159	2	580
	Through-Right		0			0	
	Right	55	1	27	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	524		*North-South:*	736
			East-West:	745		*East-West:*	673
			SUM:	1269		*SUM:*	1409
	VOLUME/CAPACITY *(V/C)* RATIO:			0.846			0.939
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.746**			**0.839**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
13	North-South Street:	Cochran Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	**34**	63	0	63
	Left-Through		0			0	
	Through	107	0	174	154	0	**262**
	Through-Right		0			0	
	Right	33	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	23	0	23	26	0	**26**
	Left-Through		0			0	
	Through	95	0	**184**	89	0	205
	Through-Right		0			0	
	Right	66	0	0	90	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	53	1	53	49	1	**49**
	Left-Through		0			0	
	Through	1393	2	**697**	1250	2	625
	Through-Right		0			0	
	Right	19	1	19	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	1	**25**	29	1	29
	Left-Through		0			0	
	Through	1217	2	609	1305	2	**653**
	Through-Right		0			0	
	Right	48	1	48	34	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	218		*North-South:*	288
			East-West:	722		*East-West:*	702
			SUM:	940		*SUM:*	990
	VOLUME/CAPACITY *(V/C)* RATIO:			0.627			0.660
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.527**			**0.560**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	171	1	**171**	147	1	147
	Left-Through		0			0	
	Through	1161	2	423	1668	2	**604**
	Through-Right		1			1	
	Right	107	0	107	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	114	1	**114**
	Left-Through		0			0	
	Through	1231	2	**483**	1497	2	564
	Through-Right		1			1	
	Right	218	0	218	196	0	196
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	221	1	**221**	226	1	226
	Left-Through		0			0	
	Through	960	2	480	1407	2	**704**
	Through-Right		0			0	
	Right	142	1	57	143	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	149	287	1	**287**
	Left-Through		0			0	
	Through	863	2	**432**	1223	2	612
	Through-Right		0			0	
	Right	158	1	106	152	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	654		*North-South:*	718
			East-West:	653		*East-West:*	991
			SUM:	1307		*SUM:*	1709
	VOLUME/CAPACITY *(V/C)* RATIO:			0.951			1.243
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.851**			**1.143**
	LEVEL OF SERVICE (LOS):			**D**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 15

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 8th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	969	1	**517**	1105	1	**578**
	Through-Right		1			1	
	Right	64	0	64	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	**117**	101	1	**101**
	Left-Through		0			0	
	Through	1104	2	552	1058	2	529
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	3	0	3
	Left-Through		0			0	
	Through	12	0	**19**	8	0	**16**
	Through-Right		0			0	
	Right	4	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**69**	74	1	**64**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	128	1	11	117	1	14
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	634		*North-South:*	679
			East-West:	88		*East-West:*	80
			SUM:	722		*SUM:*	759
	VOLUME/CAPACITY *(V/C)* RATIO:			0.507			0.533
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.407**			**0.433**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** 8th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	**16**	14	0	14
	Left-Through		0			0	
	Through	143	0	187	137	0	**171**
	Through-Right		0			0	
	Right	28	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	35	0	**35**
	Left-Through		0			0	
	Through	148	0	**227**	92	0	153
	Through-Right		0			0	
	Right	35	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**27**	21	1	21
	Left-Through		0			0	
	Through	170	0	200	185	0	**232**
	Through-Right		1			1	
	Right	30	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	15	1	15	16	1	**16**
	Left-Through		0			0	
	Through	179	0	**213**	147	0	180
	Through-Right		1			1	
	Right	34	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	243		*North-South:*	206
			East-West:	240		*East-West:*	248
			SUM:	483		*SUM:*	454
	VOLUME/CAPACITY *(V/C)* RATIO:			0.322			0.303
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.222**			**0.203**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
17	North-South Street:	Hauser Boulevard	East-West Street:	8th Street	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	38	1	38
	Left-Through		0			0	
	Through	496	0	543	584	0	**642**
	Through-Right		1			1	
	Right	47	0	0	58	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	31	1	**31**
	Left-Through		0			0	
	Through	513	0	**593**	511	0	543
	Through-Right		1			1	
	Right	80	0	0	32	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	38	1	38
	Left-Through		0			0	
	Through	183	0	**227**	148	0	**178**
	Through-Right		1			1	
	Right	44	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	**49**	81	1	**81**
	Left-Through		0			0	
	Through	167	0	211	165	0	213
	Through-Right		1			1	
	Right	44	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	637		*North-South:*	673
			East-West:	276		*East-West:*	259
			SUM:	913		*SUM:*	932
	VOLUME/CAPACITY *(V/C)* RATIO:			0.609			0.621
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.509**			**0.521**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 8th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	20	0	**20**
	Left-Through		0			0	
	Through	159	0	196	144	0	188
	Through-Right		0			0	
	Right	17	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	24	27	0	27
	Left-Through		0			0	
	Through	156	0	**240**	153	0	**224**
	Through-Right		0			0	
	Right	60	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	24	0	24
	Left-Through		0			0	
	Through	232	0	**286**	215	0	**272**
	Through-Right		0			0	
	Right	29	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	16	0	**16**	21	0	**21**
	Left-Through		0			0	
	Through	144	0	195	153	0	215
	Through-Right		0			0	
	Right	35	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	260		*North-South:*	244
			East-West:	302		*East-West:*	293
			SUM:	562		*SUM:*	537
	VOLUME/CAPACITY *(V/C)* RATIO:			0.375			0.358
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.275**			**0.258**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue East-West Street: 8th Street
Scenario: Future without Project Conditions (Year 2023)
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	36	78	1	78
	Left-Through		0			0	
	Through	1369	2	**480**	1450	2	**492**
	Through-Right		1			1	
	Right	72	0	72	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	**25**	31	1	**31**
	Left-Through		0			0	
	Through	1194	2	417	1200	2	428
	Through-Right		1			1	
	Right	58	0	58	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	0	59	50	0	50
	Left-Through		0			0	
	Through	92	0	**289**	80	0	**291**
	Through-Right		0			0	
	Right	138	0	0	161	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	39	0	**39**	57	0	**57**
	Left-Through		0			0	
	Through	109	0	178	75	0	178
	Through-Right		0			0	
	Right	30	0	0	46	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	505		*North-South:*	523
			East-West:	328		*East-West:*	348
			SUM:	833		*SUM:*	871
	VOLUME/CAPACITY *(V/C)* RATIO:			0.555			0.581
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.455**			**0.481**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	**0**	6	0	0
	Left-Through		0			0	
	Through	817	2	409	892	2	**446**
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	96	110	1	**110**
	Left-Through		0			0	
	Through	1090	1	**564**	1018	1	521
	Through-Right		1			1	
	Right	38	0	38	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	21	1	**21**	21	1	**21**
	Left-Through		0			0	
	Through	730	3	243	532	3	177
	Through-Right		0			0	
	Right	139	1	139	87	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	831	2	**416**	591	2	**296**
	Through-Right		0			0	
	Right	163	1	115	254	1	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	564		*North-South:*	556
			East-West:	437		*East-West:*	317
			SUM:	1001		*SUM:*	873
	VOLUME/CAPACITY *(V/C)* RATIO:			0.702			0.613
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.602**			**0.513**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard	
	Scenario:	Future without Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	**63**	21	1	**21**
	Left-Through		0			0	
	Through	673	1	366	649	1	343
	Through-Right		1			1	
	Right	58	0	58	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	953	1	**610**	942	1	**571**
	Through-Right		1			1	
	Right	267	0	267	199	0	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	**141**	165	1	**165**
	Left-Through		0			0	
	Through	952	2	330	834	2	287
	Through-Right		1			1	
	Right	39	0	39	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	94	1	94
	Left-Through		0			0	
	Through	819	3	**273**	703	3	**234**
	Through-Right		0			0	
	Right	20	0	0	11	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	673		*North-South:*	592
			East-West:	414		*East-West:*	399
			SUM:	1087		*SUM:*	991
	VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.695
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.663**			**0.595**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Future without Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	104	1	**104**
	Left-Through		0			0	
	Through	793	2	**397**	596	2	298
	Through-Right		0			0	
	Right	3	1	3	9	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	805	3	268	699	3	**233**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	2	0	**0**
	Left-Through		0			0	
	Through	870	2	334	671	2	269
	Through-Right		1			1	
	Right	132	0	132	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	842	2	**360**	684	2	**314**
	Through-Right		1			1	
	Right	237	0	237	257	0	257
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	397		*North-South:*	337
			East-West:	360		*East-West:*	314
			SUM:	757		*SUM:*	651
	VOLUME/CAPACITY *(V/C)* RATIO:			0.531			0.457
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.431**			**0.357**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	109	1	**109**
	Left-Through		0			0	
	Through	880	2	440	934	2	467
	Through-Right		0			0	
	Right	93	1	0	87	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	131	219	1	219
	Left-Through		0			0	
	Through	1240	1	**681**	1022	1	**601**
	Through-Right		1			1	
	Right	122	0	122	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	243	1	243
	Left-Through		0			0	
	Through	580	1	322	1244	1	**667**
	Through-Right		1			1	
	Right	64	0	64	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	206	1	206	176	1	**176**
	Left-Through		0			0	
	Through	1316	2	**658**	868	2	434
	Through-Right		0			0	
	Right	143	1	12	174	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	771		*North-South:*	710
			East-West:	784		*East-West:*	843
			SUM:	1555		*SUM:*	1553
	VOLUME/CAPACITY *(V/C)* RATIO:			1.131			1.129
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.031**			**1.029**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	29	1	29
	Left-Through		0			0	
	Through	912	2	456	1143	2	**572**
	Through-Right		0			0	
	Right	95	1	95	274	1	274
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	220	1	220	170	1	**170**
	Left-Through		0			0	
	Through	1409	1	**738**	1316	1	681
	Through-Right		1			1	
	Right	66	0	66	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	23	1	23
	Left-Through		0			0	
	Through	284	0	302	462	0	**483**
	Through-Right		1			1	
	Right	18	0	0	21	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	356	2	196	169	2	**93**
	Left-Through		0			0	
	Through	531	1	**531**	445	1	445
	Through-Right		0			0	
	Right	586	1	476	256	1	171
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	778		*North-South:*	742
			East-West:	549		*East-West:*	576
			SUM:	1327		*SUM:*	1318
	VOLUME/CAPACITY *(V/C)* RATIO:			0.931			0.925
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.831**			**0.825**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
		EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	**1**	85	0	85
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	12	0	13	89	0	**174**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	20	0	20	2	0	**2**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	36	0	**56**	15	0	17
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	4	1	**4**	14	1	14
	Left-Through		0			0	
	Through	521	1	521	921	1	**921**
	Through-Right		0			0	
	Right	35	1	35	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	1	37	19	1	**19**
	Left-Through		0			0	
	Through	1461	1	**1461**	877	1	877
	Through-Right		0			0	
	Right	17	1	17	19	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	57		*North-South:*	176
			East-West:	1465		*East-West:*	940
			SUM:	1522		*SUM:*	1116
	VOLUME/CAPACITY *(V/C)* RATIO:			1.015			0.744
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.915**			**0.644**
	LEVEL OF SERVICE (LOS):			**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
		EB -- 0	*WB --*	0	*EB --* 0	*WB --*	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	103	1	**103**	99	1	99
	Left-Through		0			0	
	Through	39	0	102	80	0	**217**
	Through-Right		1			1	
	Right	63	0	0	137	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	1	112	38	1	**38**
	Left-Through		0			0	
	Through	122	0	**195**	45	0	81
	Through-Right		1			1	
	Right	73	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	40	1	40
	Left-Through		0			0	
	Through	428	1	428	762	1	**762**
	Through-Right		0			0	
	Right	89	1	38	49	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	77	1	**77**
	Left-Through		0			0	
	Through	1329	1	**1329**	542	1	542
	Through-Right		0			0	
	Right	43	1	0	60	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	298		*North-South:*	255
			East-West:	1367		*East-West:*	839
			SUM:	1665		*SUM:*	1094
	VOLUME/CAPACITY *(V/C)* RATIO:			1.110			0.729
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.010**			**0.629**
	LEVEL OF SERVICE (LOS):			**F**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
5	North-South Street:	Hauser Boulevard	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	45	1	45
	Left-Through		0			0	
	Through	367	0	398	534	0	**573**
	Through-Right		1			1	
	Right	31	0	0	39	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	1	49	50	1	**50**
	Left-Through		0			0	
	Through	472	1	**472**	447	1	447
	Through-Right		0			0	
	Right	201	1	196	77	1	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	35	1	35
	Left-Through		0			0	
	Through	584	1	584	1175	1	**1175**
	Through-Right		0			0	
	Right	49	1	10	55	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	1	3	5	1	**5**
	Left-Through		0			0	
	Through	1354	1	**1354**	682	1	682
	Through-Right		0			0	
	Right	41	1	17	62	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	623
			East-West:	1365		*East-West:*	1180
			SUM:	1916		*SUM:*	1803
	VOLUME/CAPACITY *(V/C)* RATIO:			1.277			1.202
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.177**			**1.102**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 6th Street
Scenario: Future with Project Conditions (Year 2023)
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	**36**	33	0	33
	Left-Through		0			0	
	Through	210	0	275	282	0	**372**
	Through-Right		0			0	
	Right	29	0	0	57	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	11	0	**11**
	Left-Through		0			0	
	Through	198	0	**382**	165	0	214
	Through-Right		0			0	
	Right	164	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	146	1	146
	Left-Through		0			0	
	Through	747	1	747	1106	1	**1106**
	Through-Right		0			0	
	Right	47	1	47	78	1	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	38	1	**38**
	Left-Through		0			0	
	Through	1521	1	**1521**	820	1	820
	Through-Right		0			0	
	Right	30	1	30	47	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	418		*North-South:*	383
			East-West:	1526		*East-West:*	1144
			SUM:	1944		*SUM:*	1527
	VOLUME/CAPACITY *(V/C)* RATIO:			1.296			1.018
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.196**			**0.918**
	LEVEL OF SERVICE (LOS):			**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
7	North-South Street:	La Brea Avenue	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	75	1	75
	Left-Through		0			0	
	Through	1633	2	550	1868	2	**643**
	Through-Right		1			1	
	Right	18	0	18	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	93	74	1	**74**
	Left-Through		0			0	
	Through	1807	2	**656**	1646	2	577
	Through-Right		1			1	
	Right	160	0	160	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	**0**	4	0	0
	Left-Through		0			0	
	Through	674	1	409	1065	1	**564**
	Through-Right		1			1	
	Right	143	0	143	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1145	1	**595**	755	1	423
	Through-Right		1			1	
	Right	44	0	44	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	722		*North-South:*	717
			East-West:	595		*East-West:*	564
			SUM:	1317		*SUM:*	1281
	VOLUME/CAPACITY *(V/C)* RATIO:			0.878			0.854
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.778**			**0.754**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	271	1	**271**	97	1	97
	Left-Through		0			0	
	Through	815	1	469	885	1	**473**
	Through-Right		1			1	
	Right	123	0	123	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	1	212	235	1	**235**
	Left-Through		0			0	
	Through	1179	2	**590**	1060	2	530
	Through-Right		0			0	
	Right	389	1	247	216	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	299	1	299
	Left-Through		0			0	
	Through	1020	2	510	1590	2	**795**
	Through-Right		0			0	
	Right	61	1	0	99	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	1	109	132	1	**132**
	Left-Through		0			0	
	Through	1801	2	**901**	1212	2	606
	Through-Right		0			0	
	Right	104	1	0	225	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	861		*North-South:*	708
			East-West:	1043		*East-West:*	927
			SUM:	1904		*SUM:*	1635
	VOLUME/CAPACITY *(V/C)* RATIO:			1.385			1.189
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.285**			**1.089**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
9	North-South Street:	Ogden Drive	East-West Street:	Wilshrie Boulevard	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	0	38	98	0	98
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	57	0	**95**	58	0	**156**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	0	0	0
	Left-Through		0			0	
	Through	803	2	402	1351	2	**676**
	Through-Right		0			0	
	Right	111	1	111	74	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	42	1	**42**
	Left-Through		0			0	
	Through	1358	2	**679**	1108	2	554
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	95		*North-South:*	156
			East-West:	679		*East-West:*	718
			SUM:	774		*SUM:*	874
	VOLUME/CAPACITY *(V/C)* RATIO:			0.516			0.583
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.416**			**0.483**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	22	12	0	12
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	23	0	**45**	73	0	**85**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	842	2	421	1406	2	**703**
	Through-Right		0			0	
	Right	8	1	8	14	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	31	1	**31**
	Left-Through		0			0	
	Through	1441	2	**721**	1138	2	569
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	45		*North-South:*	85
			East-West:	721		*East-West:*	734
			SUM:	766		*SUM:*	819
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.546
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.411**			**0.446**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	69	0	**69**
	Left-Through		0			0	
	Through	562	0	607	207	0	408
	Through-Right		0			0	
	Right	39	0	0	132	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	107	0	107
	Left-Through		0			0	
	Through	1011	0	**1120**	265	0	**497**
	Through-Right		0			0	
	Right	100	0	0	125	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	145	1	145
	Left-Through		0			0	
	Through	432	2	216	1556	2	**778**
	Through-Right		0			0	
	Right	39	1	39	52	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	49	1	**49**
	Left-Through		0			0	
	Through	732	2	**366**	1278	2	639
	Through-Right		0			0	
	Right	19	1	19	11	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1126		*North-South:*	566
			East-West:	394		*East-West:*	827
			SUM:	1520		*SUM:*	1393
	VOLUME/CAPACITY *(V/C)* RATIO:			1.013			0.929
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.913**			**0.829**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	**116**	56	1	56
	Left-Through		0			0	
	Through	370	1	370	532	1	**532**
	Through-Right		0			0	
	Right	80	1	25	203	1	151
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	53	1	**53**
	Left-Through		0			0	
	Through	426	0	**529**	464	0	498
	Through-Right		1			1	
	Right	103	0	0	34	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	86	1	86
	Left-Through		0			0	
	Through	933	2	467	1680	2	**840**
	Through-Right		0			0	
	Right	61	1	3	190	1	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	105	1	**105**
	Left-Through		0			0	
	Through	1633	2	**817**	1150	2	575
	Through-Right		0			0	
	Right	47	1	26	69	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	645		*North-South:*	585
			East-West:	863		*East-West:*	945
			SUM:	1508		*SUM:*	1530
	VOLUME/CAPACITY *(V/C)* RATIO:			1.005			1.020
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.905**			**0.920**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
13	North-South Street:	Cochran Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	0	56	41	0	**41**
	Left-Through		0			0	
	Through	262	0	**387**	244	0	343
	Through-Right		0			0	
	Right	69	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	**38**	46	0	46
	Left-Through		0			0	
	Through	176	0	285	308	0	**481**
	Through-Right		0			0	
	Right	71	0	0	127	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	1	**23**	73	1	73
	Left-Through		0			0	
	Through	981	2	491	1678	2	**839**
	Through-Right		0			0	
	Right	27	1	27	35	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	45	1	**45**
	Left-Through		0			0	
	Through	1649	2	**825**	1279	2	640
	Through-Right		0			0	
	Right	70	1	70	89	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	425		*North-South:*	522
			East-West:	848		*East-West:*	884
			SUM:	1273		*SUM:*	1406
	VOLUME/CAPACITY *(V/C)* RATIO:			0.849			0.937
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.749**			**0.837**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	**172**	153	1	153
	Left-Through		0			0	
	Through	1408	2	509	1594	2	**560**
	Through-Right		1			1	
	Right	118	0	118	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	133	1	**133**
	Left-Through		0			0	
	Through	1614	2	**637**	1379	2	510
	Through-Right		1			1	
	Right	297	0	297	151	0	151
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	271	1	271
	Left-Through		0			0	
	Through	1144	2	572	1306	2	**653**
	Through-Right		0			0	
	Right	122	1	36	155	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	225	1	225	250	1	**250**
	Left-Through		0			0	
	Through	1677	2	**839**	1028	2	514
	Through-Right		0			0	
	Right	85	1	43	134	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	809		*North-South:*	693
			East-West:	969		*East-West:*	903
			SUM:	1778		*SUM:*	1596
	VOLUME/CAPACITY *(V/C)* RATIO:			1.293			1.161
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.193**			**1.061**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
15	North-South Street:	Fairfax Avenue	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1006	1	**566**	947	1	**510**
	Through-Right		1			1	
	Right	126	0	126	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	284	1	**284**
	Left-Through		0			0	
	Through	1124	2	562	1127	2	564
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	2	0	2
	Left-Through		0			0	
	Through	9	0	**12**	122	0	**129**
	Through-Right		0			0	
	Right	2	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**132**	133	1	**84**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	256	1	95	118	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	794
			East-West:	144		*East-West:*	213
			SUM:	784		*SUM:*	1007
VOLUME/CAPACITY *(V/C)* RATIO:				0.550			0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.450**			**0.607**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
16	North-South Street:	Curson Avenue	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	0	98	23	0	**23**
	Left-Through		0			0	
	Through	313	0	**530**	139	0	197
	Through-Right		0			0	
	Right	119	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	**21**	121	0	121
	Left-Through		0			0	
	Through	154	0	238	306	0	**468**
	Through-Right		0			0	
	Right	63	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	21	1	21
	Left-Through		0			0	
	Through	222	0	268	584	0	**765**
	Through-Right		1			1	
	Right	46	0	0	181	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	1	25	69	1	**69**
	Left-Through		0			0	
	Through	646	0	**755**	167	0	208
	Through-Right		1			1	
	Right	109	0	0	41	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	491
			East-West:	795		*East-West:*	834
			SUM:	1346		*SUM:*	1325
	VOLUME/CAPACITY *(V/C)* RATIO:			0.897			0.883
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.797**			**0.783**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
17	North-South Street:	Hauser Boulevard	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	284	1	**284**	35	1	35
	Left-Through		0			0	
	Through	619	0	651	514	0	**636**
	Through-Right		1			1	
	Right	32	0	0	122	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	118	1	**118**
	Left-Through		0			0	
	Through	462	0	**537**	629	0	686
	Through-Right		1			1	
	Right	75	0	0	57	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	39	1	**39**	51	1	51
	Left-Through		0			0	
	Through	183	0	225	596	0	**694**
	Through-Right		1			1	
	Right	42	0	0	98	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	1	85	68	1	**68**
	Left-Through		0			0	
	Through	645	0	**705**	171	0	205
	Through-Right		1			1	
	Right	60	0	0	34	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	821		*North-South:*	754
			East-West:	744		*East-West:*	762
			SUM:	1565		*SUM:*	1516
	VOLUME/CAPACITY *(V/C)* RATIO:			1.043			1.011
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.943**			**0.911**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
18	North-South Street:	Cochran Avenue	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	0	69	39	0	**39**
	Left-Through		0			0	
	Through	244	0	**353**	228	0	306
	Through-Right		0			0	
	Right	40	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	17	0	**17**	45	0	45
	Left-Through		0			0	
	Through	183	0	275	276	0	**363**
	Through-Right		0			0	
	Right	75	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	0	**25**	46	0	46
	Left-Through		0			0	
	Through	260	0	296	727	0	**803**
	Through-Right		0			0	
	Right	11	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	46	0	46	41	0	**41**
	Left-Through		0			0	
	Through	534	0	**620**	185	0	265
	Through-Right		0			0	
	Right	40	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	370		*North-South:*	402
			East-West:	645		*East-West:*	844
			SUM:	1015		*SUM:*	1246
	VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.831
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.577**			**0.731**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
19	North-South Street:	La Brea Avenue	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	72	1	**72**
	Left-Through		0			0	
	Through	1441	2	490	1473	2	508
	Through-Right		1			1	
	Right	29	0	29	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	27	1	27
	Left-Through		0			0	
	Through	1404	2	**493**	1469	2	**512**
	Through-Right		1			1	
	Right	75	0	75	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	0	**103**	185	0	185
	Left-Through		0			0	
	Through	109	0	325	372	0	**722**
	Through-Right		0			0	
	Right	113	0	0	165	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	66	0	66	60	0	**60**
	Left-Through		0			0	
	Through	361	0	**467**	110	0	202
	Through-Right		0			0	
	Right	40	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	623		*North-South:*	584
			East-West:	570		*East-West:*	782
			SUM:	1193		*SUM:*	1366
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.695**			**0.811**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**0**	16	0	**0**
	Left-Through		0			0	
	Through	974	2	487	784	2	392
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	88	1	88	112	1	112
	Left-Through		0			0	
	Through	1122	1	**597**	1253	1	**645**
	Through-Right		1			1	
	Right	71	0	71	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	37	1	**37**
	Left-Through		0			0	
	Through	688	3	229	1083	3	361
	Through-Right		0			0	
	Right	90	1	90	82	1	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1669	2	**835**	779	2	**390**
	Through-Right		0			0	
	Right	133	1	89	202	1	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	597		*North-South:*	645
			East-West:	863		*East-West:*	427
			SUM:	1460		*SUM:*	1072
	VOLUME/CAPACITY *(V/C)* RATIO:			1.025			0.752
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.925**			**0.652**
	LEVEL OF SERVICE (LOS):			**E**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	28	1	**28**
	Left-Through		0			0	
	Through	830	1	444	659	1	357
	Through-Right		1			1	
	Right	57	0	57	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	967	1	**670**	1026	1	**647**
	Through-Right		1			1	
	Right	373	0	373	267	0	267
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	**97**	118	1	118
	Left-Through		0			0	
	Through	1544	2	521	2053	2	**688**
	Through-Right		1			1	
	Right	20	0	20	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	66	60	1	**60**
	Left-Through		0			0	
	Through	1844	3	**615**	1251	3	417
	Through-Right		0			0	
	Right	8	0	0	15	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	757		*North-South:*	675
			East-West:	712		*East-West:*	748
			SUM:	1469		*SUM:*	1423
	VOLUME/CAPACITY *(V/C)* RATIO:			1.031			0.999
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.931**			**0.899**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	211	114	1	**114**
	Left-Through		0			0	
	Through	1334	2	**667**	790	2	395
	Through-Right		0			0	
	Right	2	1	2	5	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	765	3	255	1366	3	**455**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1388	2	509	1831	2	**725**
	Through-Right		1			1	
	Right	139	0	139	343	0	343
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1730	2	**737**	1235	2	514
	Through-Right		1			1	
	Right	482	0	482	308	0	308
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	667		*North-South:*	569
			East-West:	737		*East-West:*	725
			SUM:	1404		*SUM:*	1294
	VOLUME/CAPACITY *(V/C)* RATIO:			0.985			0.908
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.885**			**0.808**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	114	1	**114**
	Left-Through		0			0	
	Through	956	2	478	847	2	424
	Through-Right		0			0	
	Right	115	1	21	155	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	227	1	227	228	1	228
	Left-Through		0			0	
	Through	1051	1	**633**	1014	1	**627**
	Through-Right		1			1	
	Right	214	0	214	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	204	1	204	246	1	246
	Left-Through		0			0	
	Through	913	1	**507**	832	1	**482**
	Through-Right		1			1	
	Right	100	0	100	132	0	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	1	**188**	223	1	**223**
	Left-Through		0			0	
	Through	761	2	381	774	2	387
	Through-Right		0			0	
	Right	215	1	0	324	1	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	733		*North-South:*	741
			East-West:	695		*East-West:*	705
			SUM:	1428		*SUM:*	1446
	VOLUME/CAPACITY *(V/C)* RATIO:			1.039			1.052
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.939**			**0.952**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	28	1	28
	Left-Through		0			0	
	Through	1086	2	**543**	1140	2	**570**
	Through-Right		0			0	
	Right	123	1	123	156	1	156
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	174	1	**174**	137	1	**137**
	Left-Through		0			0	
	Through	1318	1	675	1213	1	626
	Through-Right		1			1	
	Right	32	0	32	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	1	48	41	1	41
	Left-Through		0			0	
	Through	356	0	**385**	256	0	**280**
	Through-Right		1			1	
	Right	29	0	0	24	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	148	2	**81**	223	2	**123**
	Left-Through		0			0	
	Through	331	1	331	296	1	296
	Through-Right		0			0	
	Right	181	1	94	182	1	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	717		*North-South:*	707
			East-West:	466		*East-West:*	403
			SUM:	1183		*SUM:*	1110
	VOLUME/CAPACITY *(V/C)* RATIO:			0.830			0.779
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.730**			**0.679**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	0	66	82	0	82
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	37	0	**103**	77	0	**159**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	10	0	**10**	15	0	**15**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	18	0	28	19	0	34
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	16	1	**16**	19	1	**19**
	Left-Through		0			0	
	Through	698	1	698	637	1	637
	Through-Right		0			0	
	Right	69	1	69	122	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	44	78	1	78
	Left-Through		0			0	
	Through	748	1	**748**	728	1	**728**
	Through-Right		0			0	
	Right	11	1	11	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	113		*North-South:*	174
			East-West:	764		*East-West:*	747
			SUM:	877		*SUM:*	921
	VOLUME/CAPACITY *(V/C)* RATIO:			0.585			0.614
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.485**			**0.514**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	78	1	78
	Left-Through		0			0	
	Through	45	0	**164**	79	0	**167**
	Through-Right		1			1	
	Right	119	0	0	88	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	**54**	53	1	**53**
	Left-Through		0			0	
	Through	48	0	94	60	0	100
	Through-Right		1			1	
	Right	46	0	0	40	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	50	1	**50**
	Left-Through		0			0	
	Through	484	1	484	439	1	439
	Through-Right		0			0	
	Right	88	1	36	65	1	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	92	1	92
	Left-Through		0			0	
	Through	538	1	**538**	531	1	**531**
	Through-Right		0			0	
	Right	55	1	28	80	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	218		*North-South:*	220
			East-West:	566		*East-West:*	581
			SUM:	784		*SUM:*	801
	VOLUME/CAPACITY *(V/C)* RATIO:			0.523			0.534
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.423**			**0.434**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
5	North-South Street:	Hauser Boulevard	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	86	1	86
	Left-Through		0			0	
	Through	348	0	389	576	0	**635**
	Through-Right		1			1	
	Right	41	0	0	59	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	32	45	1	**45**
	Left-Through		0			0	
	Through	401	1	**401**	389	1	389
	Through-Right		0			0	
	Right	116	1	76	79	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	81	1	81	60	1	**60**
	Left-Through		0			0	
	Through	597	1	**597**	549	1	549
	Through-Right		0			0	
	Right	58	1	35	46	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	1	**33**	24	1	24
	Left-Through		0			0	
	Through	507	1	507	532	1	**532**
	Through-Right		0			0	
	Right	40	1	24	76	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	448		*North-South:*	680
			East-West:	630		*East-West:*	592
			SUM:	1078		*SUM:*	1272
	VOLUME/CAPACITY *(V/C)* RATIO:			0.719			0.848
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.619**			**0.748**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
6	North-South Street:	Cochran Avenue	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	32	0	32
	Left-Through		0			0	
	Through	120	0	172	180	0	**239**
	Through-Right		0			0	
	Right	29	0	0	27	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	8	0	8	9	0	**9**
	Left-Through		0			0	
	Through	128	0	**171**	100	0	168
	Through-Right		0			0	
	Right	35	0	0	59	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	41	1	41
	Left-Through		0			0	
	Through	656	1	**656**	571	1	**571**
	Through-Right		0			0	
	Right	40	1	40	61	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	1	**36**	44	1	**44**
	Left-Through		0			0	
	Through	574	1	574	560	1	560
	Through-Right		0			0	
	Right	27	1	27	27	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	194		*North-South:*	248
			East-West:	692		*East-West:*	615
			SUM:	886		*SUM:*	863
	VOLUME/CAPACITY *(V/C)* RATIO:			0.591			0.575
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.491**			**0.475**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
7	North-South Street:	La Brea Avenue	East-West Street:	6th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	78	1	78
	Left-Through		0			0	
	Through	1496	2	**748**	1531	2	**766**
	Through-Right		0			0	
	Right	57	1	57	50	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	68	1	**68**
	Left-Through		0			0	
	Through	1358	2	486	1465	2	516
	Through-Right		1			1	
	Right	101	0	101	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	0	**92**	122	0	**122**
	Left-Through		1			1	
	Through	498	0	393	443	0	541
	Through-Right		1			1	
	Right	103	0	393	151	0	541
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	0	40	36	0	36
	Left-Through		1			1	
	Through	472	0	**512**	510	0	**546**
	Through-Right		0			0	
	Right	93	1	50	90	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	834		*North-South:*	834
			East-West:	604		*East-West:*	668
			SUM:	1438		*SUM:*	1502
	VOLUME/CAPACITY *(V/C)* RATIO:			0.959			1.001
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.859**			**0.901**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	167	107	1	107
	Left-Through		0			0	
	Through	809	1	**457**	849	1	**474**
	Through-Right		1			1	
	Right	104	0	104	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	1	**207**	215	1	**215**
	Left-Through		0			0	
	Through	988	2	494	956	2	478
	Through-Right		0			0	
	Right	269	1	16	168	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	253	1	**253**	194	1	**194**
	Left-Through		0			0	
	Through	1062	2	531	1029	2	515
	Through-Right		0			0	
	Right	60	1	0	78	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	131	1	131	127	1	127
	Left-Through		0			0	
	Through	1037	2	**519**	908	2	**454**
	Through-Right		0			0	
	Right	203	1	100	203	1	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	664		*North-South:*	689
			East-West:	772		*East-West:*	648
			SUM:	1436		*SUM:*	1337
	VOLUME/CAPACITY *(V/C)* RATIO:			1.044			0.972
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.944**			**0.872**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
9	North-South Street:	Ogden Drive	East-West Street:	Wilshire Boulevard	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	0	59	54	0	54
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	50	0	**109**	55	0	**109**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	884	2	442	954	2	**477**
	Through-Right		0			0	
	Right	65	1	65	69	1	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	39	1	**39**
	Left-Through		0			0	
	Through	1039	2	**520**	1006	2	503
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	109		*North-South:*	109
			East-West:	520		*East-West:*	516
			SUM:	629		*SUM:*	625
	VOLUME/CAPACITY *(V/C)* RATIO:			0.419			0.417
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.319**			**0.317**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	8	0	8
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	25	0	**65**	47	0	**55**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1383	2	**692**	1260	2	**630**
	Through-Right		0			0	
	Right	49	1	49	55	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	**30**	68	1	**68**
	Left-Through		0			0	
	Through	1363	2	682	1311	2	656
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	65		*North-South:*	55
			East-West:	722		*East-West:*	698
			SUM:	787		*SUM:*	753
	VOLUME/CAPACITY *(V/C)* RATIO:			0.525			0.502
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.425**			**0.402**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	0	52	36	0	**36**
	Left-Through		0			0	
	Through	130	0	**298**	111	0	207
	Through-Right		0			0	
	Right	116	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	86	0	**86**	66	0	66
	Left-Through		0			0	
	Through	108	0	322	85	0	**264**
	Through-Right		0			0	
	Right	128	0	0	113	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	124	1	**124**	106	1	**106**
	Left-Through		0			0	
	Through	1233	2	617	1124	2	562
	Through-Right		0			0	
	Right	28	1	28	22	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	31	1	31
	Left-Through		0			0	
	Through	1237	2	**619**	1226	2	**613**
	Through-Right		0			0	
	Right	17	1	17	36	1	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	384		*North-South:*	300
			East-West:	743		*East-West:*	719
			SUM:	1127		*SUM:*	1019
	VOLUME/CAPACITY *(V/C)* RATIO:			0.751			0.679
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.651**			**0.579**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	81	1	**81**	83	1	**83**
	Left-Through		0			0	
	Through	455	1	455	285	1	285
	Through-Right		0			0	
	Right	133	1	88	93	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	165	1	165
	Left-Through		0			0	
	Through	380	0	**443**	443	0	**653**
	Through-Right		1			1	
	Right	63	0	0	210	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	62	77	1	77
	Left-Through		0			0	
	Through	1314	2	**657**	1167	2	**584**
	Through-Right		0			0	
	Right	97	1	57	84	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	92	1	**92**
	Left-Through		0			0	
	Through	1089	2	545	1164	2	582
	Through-Right		0			0	
	Right	55	1	27	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	524		*North-South:*	736
			East-West:	747		*East-West:*	676
			SUM:	1271		*SUM:*	1412
	VOLUME/CAPACITY *(V/C)* RATIO:			0.847			0.941
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.747**			**0.841**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
13	North-South Street:	Cochran Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	**34**	63	0	63
	Left-Through		0			0	
	Through	107	0	174	154	0	**262**
	Through-Right		0			0	
	Right	33	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	23	0	23	26	0	**26**
	Left-Through		0			0	
	Through	95	0	**184**	89	0	205
	Through-Right		0			0	
	Right	66	0	0	90	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	53	1	53	49	1	**49**
	Left-Through		0			0	
	Through	1398	2	**699**	1256	2	628
	Through-Right		0			0	
	Right	19	1	19	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	1	**25**	29	1	29
	Left-Through		0			0	
	Through	1221	2	611	1310	2	**655**
	Through-Right		0			0	
	Right	48	1	48	34	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	218		*North-South:*	288
			East-West:	724		*East-West:*	704
			SUM:	942		*SUM:*	992
	VOLUME/CAPACITY *(V/C)* RATIO:			0.628			0.661
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.528**			**0.561**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	171	1	**171**	147	1	147
	Left-Through		0			0	
	Through	1161	2	423	1668	2	**604**
	Through-Right		1			1	
	Right	107	0	107	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	114	1	**114**
	Left-Through		0			0	
	Through	1231	2	**483**	1497	2	564
	Through-Right		1			1	
	Right	218	0	218	196	0	196
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	221	1	**221**	226	1	226
	Left-Through		0			0	
	Through	965	2	483	1413	2	**707**
	Through-Right		0			0	
	Right	142	1	57	143	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	149	1	149	287	1	**287**
	Left-Through		0			0	
	Through	867	2	**434**	1228	2	614
	Through-Right		0			0	
	Right	158	1	106	152	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	654		*North-South:*	718
			East-West:	655		*East-West:*	994
			SUM:	1309		*SUM:*	1712
	VOLUME/CAPACITY *(V/C)* RATIO:			0.952			1.245
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.852**			**1.145**
	LEVEL OF SERVICE (LOS):			**D**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
15	North-South Street:	Fairfax Avenue	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	975	1	**522**	1112	1	**584**
	Through-Right		1			1	
	Right	68	0	68	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	117	1	**117**	101	1	**101**
	Left-Through		0			0	
	Through	1111	2	556	1067	2	534
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	3	0	3
	Left-Through		0			0	
	Through	12	0	**19**	8	0	**16**
	Through-Right		0			0	
	Right	4	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	85	1	**71**	80	1	**66**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	128	1	13	117	1	16
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	639		*North-South:*	685
			East-West:	90		*East-West:*	82
			SUM:	729		*SUM:*	767
	VOLUME/CAPACITY *(V/C)* RATIO:			0.512			0.538
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.412**			**0.438**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
16	North-South Street:	Curson Avenue	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	**16**	14	0	14
	Left-Through		0			0	
	Through	143	0	187	137	0	**171**
	Through-Right		0			0	
	Right	28	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	44	0	44	35	0	**35**
	Left-Through		0			0	
	Through	148	0	**227**	92	0	153
	Through-Right		0			0	
	Right	35	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**27**	21	1	21
	Left-Through		0			0	
	Through	171	0	201	187	0	**234**
	Through-Right		1			1	
	Right	30	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	15	1	15	16	1	**16**
	Left-Through		0			0	
	Through	180	0	**214**	148	0	181
	Through-Right		1			1	
	Right	34	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	243		*North-South:*	206
			East-West:	241		*East-West:*	250
			SUM:	484		*SUM:*	456
	VOLUME/CAPACITY *(V/C)* RATIO:			0.323			0.304
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.223**			**0.204**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
17	North-South Street:	Hauser Boulevard	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst: GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	38	1	38
	Left-Through		0			0	
	Through	496	0	543	584	0	**642**
	Through-Right		1			1	
	Right	47	0	0	58	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	31	1	**31**
	Left-Through		0			0	
	Through	513	0	**593**	511	0	543
	Through-Right		1			1	
	Right	80	0	0	32	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	38	1	38
	Left-Through		0			0	
	Through	184	0	**228**	150	0	**180**
	Through-Right		1			1	
	Right	44	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	**49**	81	1	**81**
	Left-Through		0			0	
	Through	168	0	212	166	0	214
	Through-Right		1			1	
	Right	44	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	637		*North-South:*	673
			East-West:	277		*East-West:*	261
			SUM:	914		*SUM:*	934
	VOLUME/CAPACITY *(V/C)* RATIO:			0.609			0.623
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.509**			**0.523**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
18	North-South Street:	Cochran Avenue	East-West Street:	8th Street	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	20	0	**20**
	Left-Through		0			0	
	Through	159	0	196	144	0	188
	Through-Right		0			0	
	Right	17	0	0	24	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	24	0	24	27	0	27
	Left-Through		0			0	
	Through	156	0	**240**	153	0	**224**
	Through-Right		0			0	
	Right	60	0	0	44	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	24	0	24
	Left-Through		0			0	
	Through	233	0	**287**	217	0	**274**
	Through-Right		0			0	
	Right	29	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	16	0	**16**	21	0	**21**
	Left-Through		0			0	
	Through	145	0	196	154	0	216
	Through-Right		0			0	
	Right	35	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	260		*North-South:*	244
			East-West:	303		*East-West:*	295
			SUM:	563		*SUM:*	539
	VOLUME/CAPACITY *(V/C)* RATIO:			0.375			0.359
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.275**			**0.259**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
19	North-South Street:	La Brea Avenue	East-West Street:	8th Street		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	36	78	1	78
	Left-Through		0			0	
	Through	1369	2	**480**	1450	2	**492**
	Through-Right		1			1	
	Right	72	0	72	27	0	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	**25**	31	1	**31**
	Left-Through		0			0	
	Through	1194	2	417	1200	2	428
	Through-Right		1			1	
	Right	58	0	58	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	0	59	50	0	50
	Left-Through		0			0	
	Through	93	0	**290**	82	0	**293**
	Through-Right		0			0	
	Right	138	0	0	161	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	39	0	**39**	57	0	**57**
	Left-Through		0			0	
	Through	110	0	179	76	0	179
	Through-Right		0			0	
	Right	30	0	0	46	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	505		*North-South:*	523
			East-West:	329		*East-West:*	350
			SUM:	834		*SUM:*	873
	VOLUME/CAPACITY *(V/C)* RATIO:			0.556			0.582
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.456**			**0.482**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	**0**	6	0	0
	Left-Through		0			0	
	Through	825	2	413	902	2	**451**
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	112	1	**112**
	Left-Through		0			0	
	Through	1100	1	**569**	1030	1	527
	Through-Right		1			1	
	Right	38	0	38	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	21	1	**21**	21	1	**21**
	Left-Through		0			0	
	Through	730	3	243	532	3	177
	Through-Right		0			0	
	Right	139	1	139	87	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	831	2	**416**	591	2	**296**
	Through-Right		0			0	
	Right	164	1	115	256	1	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	569		*North-South:*	563
			East-West:	437		*East-West:*	317
			SUM:	1006		*SUM:*	880
	VOLUME/CAPACITY *(V/C)* RATIO:			0.706			0.618
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.606**			**0.518**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard	
	Scenario:	Future with Project Conditions (Year 2023)			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	**63**	21	1	**21**
	Left-Through		0			0	
	Through	680	1	369	658	1	348
	Through-Right		1			1	
	Right	58	0	58	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	961	1	**615**	952	1	**577**
	Through-Right		1			1	
	Right	269	0	269	201	0	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	142	1	**142**	167	1	**167**
	Left-Through		0			0	
	Through	952	2	330	834	2	287
	Through-Right		1			1	
	Right	39	0	39	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	69	94	1	94
	Left-Through		0			0	
	Through	819	3	**273**	703	3	**234**
	Through-Right		0			0	
	Right	20	0	0	11	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	678		*North-South:*	598
			East-West:	415		*East-West:*	401
			SUM:	1093		*SUM:*	999
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.701
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.667**			**0.601**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Future with Project Conditions (Year 2023)				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	104	1	**104**
	Left-Through		0			0	
	Through	794	2	**397**	598	2	299
	Through-Right		0			0	
	Right	3	1	3	9	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	807	3	269	701	3	**234**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	2	0	**0**
	Left-Through		0			0	
	Through	870	2	334	671	2	269
	Through-Right		1			1	
	Right	132	0	132	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	842	2	**360**	684	2	**314**
	Through-Right		1			1	
	Right	237	0	237	257	0	257
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	397		*North-South:*	338
			East-West:	360		*East-West:*	314
			SUM:	757		*SUM:*	652
	VOLUME/CAPACITY *(V/C)* RATIO:			0.531			0.458
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.431**			**0.358**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Appendix F

Construction Level of Service Worksheets

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	71	1	**71**
	Left-Through		0			0	
	Through	778	2	389	774	2	387
	Through-Right		0			0	
	Right	87	1	0	81	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	122	204	1	204
	Left-Through		0			0	
	Through	1104	1	**606**	904	1	**532**
	Through-Right		1			1	
	Right	107	0	107	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	**113**	219	1	219
	Left-Through		0			0	
	Through	534	1	284	1147	1	**607**
	Through-Right		1			1	
	Right	33	0	33	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	192	1	192	164	1	**164**
	Left-Through		0			0	
	Through	1215	2	**608**	799	2	400
	Through-Right		0			0	
	Right	133	1	11	162	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	676		*North-South:*	603
			East-West:	721		*East-West:*	771
			SUM:	1397		*SUM:*	1374
	VOLUME/CAPACITY *(V/C)* RATIO:			1.016			0.999
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.916**			**0.899**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	**37**	27	1	27
	Left-Through		0			0	
	Through	799	2	400	953	2	**477**
	Through-Right		0			0	
	Right	72	1	72	250	1	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	197	1	197	153	1	**153**
	Left-Through		0			0	
	Through	1241	1	**652**	1159	1	601
	Through-Right		1			1	
	Right	62	0	62	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	21	1	21
	Left-Through		0			0	
	Through	261	0	278	426	0	**446**
	Through-Right		1			1	
	Right	17	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	331	2	182	137	2	**75**
	Left-Through		0			0	
	Through	489	1	**489**	397	1	397
	Through-Right		0			0	
	Right	541	1	443	217	1	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	689		*North-South:*	630
			East-West:	506		*East-West:*	521
			SUM:	1195		*SUM:*	1151
	VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.808
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.739**			**0.708**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	52	0	52
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	0	11	80	0	**132**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	19	0	19	2	0	**2**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	34	0	**53**	14	0	16
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	4	1	**4**	13	1	13
	Left-Through		0			0	
	Through	479	1	245	850	1	**436**
	Through-Right		1			1	
	Right	11	0	11	22	0	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	32	17	1	**17**
	Left-Through		0			0	
	Through	1351	1	**684**	785	1	402
	Through-Right		1			1	
	Right	16	0	16	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	53		*North-South:*	134
			East-West:	688		*East-West:*	453
			SUM:	741		*SUM:*	587
	VOLUME/CAPACITY *(V/C)* RATIO:			0.494			0.391
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.394**			**0.291**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	69	1	69
	Left-Through		0			0	
	Through	36	0	93	75	0	**194**
	Through-Right		1			1	
	Right	57	0	0	119	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	35	1	**35**
	Left-Through		0			0	
	Through	114	0	**182**	42	0	76
	Through-Right		1			1	
	Right	68	0	0	34	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	37	1	37
	Left-Through		0			0	
	Through	397	1	238	704	1	**372**
	Through-Right		1			1	
	Right	78	0	78	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	173	1	173	69	1	**69**
	Left-Through		0			0	
	Through	1232	1	**636**	495	1	276
	Through-Right		1			1	
	Right	40	0	40	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	271		*North-South:*	229
			East-West:	671		*East-West:*	441
			SUM:	942		*SUM:*	670
	VOLUME/CAPACITY *(V/C)* RATIO:			0.628			0.447
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.528**			**0.347**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 5

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard East-West Street: 6th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	42	1	42
	Left-Through		0			0	
	Through	341	0	370	489	0	**525**
	Through-Right		1			1	
	Right	29	0	0	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	47	1	**47**
	Left-Through		0			0	
	Through	431	1	**431**	415	1	415
	Through-Right		0			0	
	Right	187	1	187	71	1	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	**0**	33	0	0
	Left-Through		0			0	
	Through	540	1	293	1074	1	**563**
	Through-Right		1			1	
	Right	46	0	46	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	3	0	0	5	0	**0**
	Left-Through		0			0	
	Through	1249	1	**644**	627	1	343
	Through-Right		1			1	
	Right	38	0	38	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	505		*North-South:*	572
			East-West:	644		*East-West:*	563
			SUM:	1149		*SUM:*	1135
	VOLUME/CAPACITY *(V/C)* RATIO:			0.766			0.757
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.666**			**0.657**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	**34**	31	0	31
	Left-Through		0			0	
	Through	196	0	257	263	0	**347**
	Through-Right		0			0	
	Right	27	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	19	10	0	**10**
	Left-Through		0			0	
	Through	185	0	**357**	154	0	199
	Through-Right		0			0	
	Right	153	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	2	0	**0**	128	0	0
	Left-Through		0			0	
	Through	689	1	367	1015	1	**544**
	Through-Right		1			1	
	Right	44	0	44	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	5	0	0	35	0	**0**
	Left-Through		0			0	
	Through	1404	1	**716**	751	1	398
	Through-Right		1			1	
	Right	28	0	28	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	391		*North-South:*	357
			East-West:	716		*East-West:*	544
			SUM:	1107		*SUM:*	901
	VOLUME/CAPACITY *(V/C)* RATIO:			0.738			0.601
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.638**			**0.501**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
7	North-South Street:	La Brea Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	70	1	70
	Left-Through		0			0	
	Through	1430	2	482	1550	2	**535**
	Through-Right		1			1	
	Right	17	0	17	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	69	1	**69**
	Left-Through		0			0	
	Through	1554	2	**566**	1411	2	495
	Through-Right		1			1	
	Right	145	0	145	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	**0**	4	0	0
	Left-Through		0			0	
	Through	621	1	377	977	1	**518**
	Through-Right		1			1	
	Right	133	0	133	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1058	1	**550**	696	1	390
	Through-Right		1			1	
	Right	41	0	41	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	628		*North-South:*	604
			East-West:	550		*East-West:*	518
			SUM:	1178		*SUM:*	1122
	VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.748
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.685**			**0.648**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	249	1	**249**	85	1	85
	Left-Through		0			0	
	Through	739	1	409	789	1	**417**
	Through-Right		1			1	
	Right	79	0	79	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	145	1	145	196	1	**196**
	Left-Through		0			0	
	Through	1086	2	**543**	951	2	476
	Through-Right		0			0	
	Right	356	1	253	175	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	103	1	**103**	266	1	**266**
	Left-Through		0			0	
	Through	842	2	421	1355	2	678
	Through-Right		0			0	
	Right	56	1	0	88	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	0	93	73	0	73
	Left-Through		0			0	
	Through	1577	0	**1750**	966	0	**1180**
	Through-Right		0			0	
	Right	80	0	0	141	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	792		*North-South:*	613
			East-West:	1853		*East-West:*	1446
			SUM:	2645		*SUM:*	2059
	VOLUME/CAPACITY *(V/C)* RATIO:			1.924			1.497
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.824**			**1.397**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
9	North-South Street:	Ogden Drive	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	0	34	55	0	55
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	49	0	**83**	38	0	**93**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	0	0	0
	Left-Through		0			0	
	Through	588	0	658	1108	0	**1168**
	Through-Right		1			1	
	Right	70	0	0	60	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	28	0	**28**
	Left-Through		1			1	
	Through	1137	0	**1171**	788	0	816
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	83		*North-South:*	93
			East-West:	1171		*East-West:*	1196
			SUM:	1254		*SUM:*	1289
	VOLUME/CAPACITY *(V/C)* RATIO:			0.836			0.859
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.736**			**0.759**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	21	40	0	40
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	21	0	**42**	79	0	**119**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	603	0	638	1102	0	**1122**
	Through-Right		1			1	
	Right	35	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	86	0	86	32	0	**32**
	Left-Through		1			1	
	Through	1187	0	**1273**	803	0	835
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	42		*North-South:*	119
			East-West:	1273		*East-West:*	1154
			SUM:	1315		*SUM:*	1273
	VOLUME/CAPACITY *(V/C)* RATIO:			0.877			0.849
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.777**			**0.749**
	LEVEL OF SERVICE (LOS):			**C**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	**4**	53	0	**53**
	Left-Through		0			0	
	Through	521	0	559	188	0	344
	Through-Right		0			0	
	Right	34	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	4	0	4	85	0	85
	Left-Through		0			0	
	Through	934	0	**1017**	225	0	**384**
	Through-Right		0			0	
	Right	79	0	0	74	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	0	18	125	0	125
	Left-Through		0			0	
	Through	242	0	**283**	1268	0	**1438**
	Through-Right		0			0	
	Right	23	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	46	1	**46**	41	1	**41**
	Left-Through		0			0	
	Through	554	2	277	991	2	496
	Through-Right		0			0	
	Right	16	1	16	8	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1021		*North-South:*	437
			East-West:	329		*East-West:*	1479
			SUM:	1350		*SUM:*	1916
	VOLUME/CAPACITY *(V/C)* RATIO:			0.900			1.277
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.800**			**1.177**
	LEVEL OF SERVICE (LOS):			**C**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	48	1	48
	Left-Through		0			0	
	Through	345	1	345	496	1	**496**
	Through-Right		0			0	
	Right	65	1	19	177	1	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	49	1	**49**
	Left-Through		0			0	
	Through	397	0	**484**	433	0	463
	Through-Right		1			1	
	Right	87	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	**42**	71	1	71
	Left-Through		0			0	
	Through	762	2	381	1239	2	**620**
	Through-Right		0			0	
	Right	53	1	9	154	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	92	87	1	**87**
	Left-Through		0			0	
	Through	1303	2	**652**	939	2	470
	Through-Right		0			0	
	Right	44	1	24	64	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	573		*North-South:*	545
			East-West:	694		*East-West:*	707
			SUM:	1267		*SUM:*	1252
	VOLUME/CAPACITY *(V/C)* RATIO:			0.845			0.835
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.745**			**0.735**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
13	North-South Street:	Cochran Avenue	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	0	52	38	0	**38**
	Left-Through		0			0	
	Through	244	0	**360**	228	0	320
	Through-Right		0			0	
	Right	64	0	0	54	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	35	0	**35**	43	0	43
	Left-Through		0			0	
	Through	164	0	265	287	0	**448**
	Through-Right		0			0	
	Right	66	0	0	118	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	21	1	**21**	68	1	68
	Left-Through		0			0	
	Through	775	2	388	1227	2	**614**
	Through-Right		0			0	
	Right	24	1	24	31	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	25	1	25	42	1	**42**
	Left-Through		0			0	
	Through	1317	2	**659**	1031	2	516
	Through-Right		0			0	
	Right	65	1	65	83	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	395		*North-South:*	486
			East-West:	680		*East-West:*	656
			SUM:	1075		*SUM:*	1142
	VOLUME/CAPACITY *(V/C)* RATIO:			0.717			0.761
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.617**			**0.661**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	**125**	126	1	126
	Left-Through		0			0	
	Through	1267	2	459	1394	2	**491**
	Through-Right		1			1	
	Right	110	0	110	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	79	124	1	**124**
	Left-Through		0			0	
	Through	1431	2	**553**	1212	2	445
	Through-Right		1			1	
	Right	227	0	227	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	1	**102**	168	1	168
	Left-Through		0			0	
	Through	967	2	484	1055	2	**528**
	Through-Right		0			0	
	Right	98	1	36	88	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	210	233	1	**233**
	Left-Through		0			0	
	Through	1455	2	**728**	846	2	423
	Through-Right		0			0	
	Right	79	1	40	125	1	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	678		*North-South:*	615
			East-West:	830		*East-West:*	761
			SUM:	1508		*SUM:*	1376
	VOLUME/CAPACITY *(V/C)* RATIO:			1.097			1.001
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.997**			**0.901**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 15

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	878	1	**495**	827	1	**443**
	Through-Right		1			1	
	Right	112	0	112	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**68**	263	1	**263**
	Left-Through		0			0	
	Through	1025	2	513	960	2	480
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	1	2	0	2
	Left-Through		0			0	
	Through	8	0	**11**	114	0	**118**
	Through-Right		0			0	
	Right	2	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	129	1	**123**	111	1	**74**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	89	110	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	563		*North-South:*	706
			East-West:	134		*East-West:*	192
			SUM:	697		*SUM:*	898
	VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.630
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.389**			**0.530**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	0	91	21	0	**21**
	Left-Through		0			0	
	Through	282	0	**484**	125	0	179
	Through-Right		0			0	
	Right	111	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	19	0	**19**	111	0	111
	Left-Through		0			0	
	Through	137	0	214	262	0	**407**
	Through-Right		0			0	
	Right	58	0	0	34	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	20	1	20
	Left-Through		0			0	
	Through	207	0	250	543	0	**712**
	Through-Right		1			1	
	Right	43	0	0	169	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	23	64	1	**64**
	Left-Through		0			0	
	Through	600	0	**702**	153	0	191
	Through-Right		1			1	
	Right	102	0	0	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	503		*North-South:*	428
			East-West:	739		*East-West:*	776
			SUM:	1242		*SUM:*	1204
	VOLUME/CAPACITY *(V/C)* RATIO:			0.828			0.803
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.728**			**0.703**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
17	North-South Street:	Hauser Boulevard	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	265	1	**265**	33	1	33
	Left-Through		0			0	
	Through	548	0	578	462	0	**576**
	Through-Right		1			1	
	Right	30	0	0	114	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	110	1	**110**
	Left-Through		0			0	
	Through	417	0	**487**	552	0	605
	Through-Right		1			1	
	Right	70	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	48	1	48
	Left-Through		0			0	
	Through	170	0	209	552	0	**643**
	Through-Right		1			1	
	Right	39	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	79	1	79	63	1	**63**
	Left-Through		0			0	
	Through	600	0	**656**	159	0	191
	Through-Right		1			1	
	Right	56	0	0	32	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	752		*North-South:*	686
			East-West:	692		*East-West:*	706
			SUM:	1444		*SUM:*	1392
	VOLUME/CAPACITY *(V/C)* RATIO:			0.963			0.928
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.863**			**0.828**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	0	64	36	0	**36**
	Left-Through		0			0	
	Through	228	0	**329**	213	0	285
	Through-Right		0			0	
	Right	37	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	16	0	**16**	42	0	42
	Left-Through		0			0	
	Through	170	0	256	256	0	**337**
	Through-Right		0			0	
	Right	70	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	0	**23**	43	0	43
	Left-Through		0			0	
	Through	242	0	275	674	0	**745**
	Through-Right		0			0	
	Right	10	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	43	0	43	38	0	**38**
	Left-Through		0			0	
	Through	496	0	**576**	172	0	246
	Through-Right		0			0	
	Right	37	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	345		*North-South:*	373
			East-West:	599		*East-West:*	783
			SUM:	944		*SUM:*	1156
	VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.771
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.529**			**0.671**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
19	North-South Street:	La Brea Avenue	East-West Street:	8th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	**121**	67	1	**67**
	Left-Through		0			0	
	Through	1256	2	428	1234	2	427
	Through-Right		1			1	
	Right	27	0	27	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	25	1	25
	Left-Through		0			0	
	Through	1194	2	**421**	1223	2	**429**
	Through-Right		1			1	
	Right	70	0	70	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	0	**96**	173	0	173
	Left-Through		0			0	
	Through	101	0	302	343	0	**670**
	Through-Right		0			0	
	Right	105	0	0	154	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	62	0	62	56	0	**56**
	Left-Through		0			0	
	Through	335	0	**434**	102	0	188
	Through-Right		0			0	
	Right	37	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	542		*North-South:*	496
			East-West:	530		*East-West:*	726
			SUM:	1072		*SUM:*	1222
	VOLUME/CAPACITY *(V/C)* RATIO:			0.715			0.815
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.615**			**0.715**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 20

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue East-West Street: San Vicente Boulevard
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	844	2	422	664	2	332
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	82	101	1	101
	Left-Through		0			0	
	Through	1020	1	**543**	1065	1	**550**
	Through-Right		1			1	
	Right	66	0	66	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	26	1	**26**
	Left-Through		0			0	
	Through	623	4	156	993	4	248
	Through-Right		0			0	
	Right	67	1	67	68	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1541	2	**554**	701	2	**293**
	Through-Right		1			1	
	Right	122	0	122	179	0	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	543		*North-South:*	550
			East-West:	580		*East-West:*	319
			SUM:	1123		*SUM:*	869
	VOLUME/CAPACITY *(V/C)* RATIO:			0.788			0.610
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.688**			**0.510**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	25	1	**25**
	Left-Through		0			0	
	Through	720	1	384	547	1	297
	Through-Right		1			1	
	Right	48	0	48	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	862	1	**604**	865	1	**547**
	Through-Right		1			1	
	Right	345	0	345	229	0	229
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	**78**	98	1	98
	Left-Through		0			0	
	Through	1425	2	481	1891	2	**633**
	Through-Right		1			1	
	Right	19	0	19	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	59	50	1	**50**
	Left-Through		0			0	
	Through	1701	3	**567**	1134	3	378
	Through-Right		0			0	
	Right	5	0	0	12	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	683		*North-South:*	572
			East-West:	645		*East-West:*	683
			SUM:	1328		*SUM:*	1255
	VOLUME/CAPACITY *(V/C)* RATIO:			0.932			0.881
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.832**			**0.781**
	LEVEL OF SERVICE (LOS):			**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	106	1	**106**
	Left-Through		0			0	
	Through	1231	2	**411**	710	2	238
	Through-Right		1			1	
	Right	2	0	2	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	695	4	174	1254	4	**314**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1275	2	468	1681	2	**667**
	Through-Right		1			1	
	Right	130	0	130	320	0	320
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1589	2	**678**	1113	2	464
	Through-Right		1			1	
	Right	445	0	445	278	0	278
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	411		*North-South:*	420
			East-West:	678		*East-West:*	667
			SUM:	1089		*SUM:*	1087
	VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.763
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.664**			**0.663**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
1	North-South Street:	Fairfax Avenue	East-West Street:	3rd Street		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	**67**	84	1	**84**
	Left-Through		0			0	
	Through	823	2	412	743	2	372
	Through-Right		0			0	
	Right	107	1	20	145	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	1	212	213	1	213
	Left-Through		0			0	
	Through	922	1	**558**	896	1	**555**
	Through-Right		1			1	
	Right	193	0	193	214	0	214
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	184	1	184	220	1	220
	Left-Through		0			0	
	Through	841	1	**459**	763	1	**431**
	Through-Right		1			1	
	Right	76	0	76	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**	208	1	**208**
	Left-Through		0			0	
	Through	700	2	350	709	2	355
	Through-Right		0			0	
	Right	201	1	0	302	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	625		*North-South:*	639
			East-West:	634		*East-West:*	639
			SUM:	1259		*SUM:*	1278
	VOLUME/CAPACITY *(V/C)* RATIO:			0.916			0.929
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.816**			**0.829**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
2	North-South Street:	Fairfax Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	**23**	26	1	26
	Left-Through		0			0	
	Through	929	2	465	1002	2	**501**
	Through-Right		0			0	
	Right	104	1	104	132	1	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	147	1	147	118	1	**118**
	Left-Through		0			0	
	Through	1169	1	**600**	1067	1	551
	Through-Right		1			1	
	Right	30	0	30	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	45	1	45	38	1	38
	Left-Through		0			0	
	Through	318	0	**345**	230	0	**252**
	Through-Right		1			1	
	Right	27	0	0	22	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	2	**69**	191	2	**105**
	Left-Through		0			0	
	Through	296	1	296	269	1	269
	Through-Right		0			0	
	Right	157	1	84	162	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	623		*North-South:*	619
			East-West:	414		*East-West:*	357
			SUM:	1037		*SUM:*	976
	VOLUME/CAPACITY *(V/C)* RATIO:			0.728			0.685
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.628**			**0.585**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
3	North-South Street:	Odgen Drive/Project Dv	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	0	45	55	0	55
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	33	0	**78**	69	0	**124**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	9	0	**9**	14	0	**14**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	17	0	26	18	0	32
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	15	1	15	18	1	18
	Left-Through		0			0	
	Through	625	1	**338**	581	1	**339**
	Through-Right		1			1	
	Right	51	0	51	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	**39**	71	1	**71**
	Left-Through		0			0	
	Through	676	1	343	669	1	342
	Through-Right		1			1	
	Right	10	0	10	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	87		*North-South:*	138
			East-West:	377		*East-West:*	410
			SUM:	464		*SUM:*	548
VOLUME/CAPACITY *(V/C)* RATIO:				0.309			0.365
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.209**			**0.265**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
4	North-South Street:	Curson Avenue	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	67	1	67
	Left-Through		0			0	
	Through	42	0	**148**	74	0	**153**
	Through-Right		1			1	
	Right	106	0	0	79	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	49	1	**49**
	Left-Through		0			0	
	Through	45	0	88	56	0	93
	Through-Right		1			1	
	Right	43	0	0	37	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	26	47	1	**47**
	Left-Through		0			0	
	Through	438	1	**252**	400	1	227
	Through-Right		1			1	
	Right	66	0	66	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	**59**	81	1	81
	Left-Through		0			0	
	Through	493	1	272	489	1	**282**
	Through-Right		1			1	
	Right	51	0	51	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	198		*North-South:*	202
			East-West:	311		*East-West:*	329
			SUM:	509		*SUM:*	531
	VOLUME/CAPACITY *(V/C)* RATIO:			0.339			0.354
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.239**			**0.254**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
5	North-South Street:	Hauser Boulevard	East-West Street:	6th Street	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	80	1	80
	Left-Through		0			0	
	Through	317	0	355	534	0	**589**
	Through-Right		1			1	
	Right	38	0	0	55	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	42	1	**42**
	Left-Through		0			0	
	Through	372	1	**372**	360	1	360
	Through-Right		0			0	
	Right	104	1	104	72	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	76	0	76	56	0	**56**
	Left-Through		1			1	
	Through	543	0	**375**	502	0	329
	Through-Right		1			1	
	Right	54	0	375	43	0	329
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	0	**31**	22	0	22
	Left-Through		1			1	
	Through	449	0	274	480	0	**298**
	Through-Right		1			1	
	Right	37	0	274	71	0	298
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	416		*North-South:*	631
			East-West:	406		*East-West:*	354
			SUM:	822		*SUM:*	985
	VOLUME/CAPACITY *(V/C)* RATIO:			0.548			0.657
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.448**			**0.557**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 6

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue East-West Street: 6th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	30	0	30
	Left-Through		0			0	
	Through	112	0	160	168	0	**223**
	Through-Right		0			0	
	Right	27	0	0	25	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	7	0	7	8	0	**8**
	Left-Through		0			0	
	Through	119	0	**159**	93	0	156
	Through-Right		0			0	
	Right	33	0	0	55	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	49	0	**49**	36	0	36
	Left-Through		1			1	
	Through	600	0	368	521	0	**557**
	Through-Right		1			0	
	Right	37	0	368	57	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	34	0	34	41	0	**41**
	Left-Through		1			1	
	Through	508	0	**542**	504	0	545
	Through-Right		0			0	
	Right	25	1	25	25	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	180		*North-South:*	231
			East-West:	591		*East-West:*	598
			SUM:	771		*SUM:*	829
	VOLUME/CAPACITY *(V/C)* RATIO:			0.514			0.553
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.414**			**0.453**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue **East-West Street:** 6th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

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

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	73	1	73
	Left-Through		0			0	
	Through	1245	2	**623**	1297	2	**649**
	Through-Right		0			0	
	Right	53	1	53	47	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	63	1	**63**
	Left-Through		0			0	
	Through	1151	2	410	1234	2	435
	Through-Right		1			1	
	Right	78	0	78	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	0	**86**	114	0	**114**
	Left-Through		1			1	
	Through	452	0	360	402	0	386
	Through-Right		1			1	
	Right	96	0	360	141	0	386
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	0	37	34	0	34
	Left-Through		1			1	
	Through	428	0	**465**	464	0	**498**
	Through-Right		0			0	
	Right	87	1	47	84	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	703		*North-South:*	712
			East-West:	551		*East-West:*	612
			SUM:	1254		*SUM:*	1324
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.883
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.783**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
8	North-South Street:	Fairfax Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	1	**153**	96	1	96
	Left-Through		0			0	
	Through	730	1	404	759	1	**415**
	Through-Right		1			1	
	Right	77	0	77	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	164	164	1	**164**
	Left-Through		0			0	
	Through	895	2	**448**	859	2	430
	Through-Right		0			0	
	Right	231	1	14	145	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	217	1	**217**	170	1	**170**
	Left-Through		0			0	
	Through	876	2	438	849	2	425
	Through-Right		0			0	
	Right	53	1	0	70	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	0	87	102	0	102
	Left-Through		0			0	
	Through	833	0	**1059**	740	0	**1001**
	Through-Right		0			0	
	Right	139	0	0	159	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	601		*North-South:*	579
			East-West:	1276		*East-West:*	1171
			SUM:	1877		*SUM:*	1750
	VOLUME/CAPACITY *(V/C)* RATIO:			1.365			1.273
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.265**			**1.173**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
9	North-South Street:	Ogden Drive	East-West Street:	Wilshire Boulevard	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	26	0	26
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	38	0	**78**	35	0	**61**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	679	0	723	746	0	788
	Through-Right		1			1	
	Right	44	0	0	42	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	0	29	22	0	22
	Left-Through		1			1	
	Through	765	0	**794**	804	0	**826**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	78		*North-South:*	61
			East-West:	794		*East-West:*	826
			SUM:	872		*SUM:*	887
	VOLUME/CAPACITY *(V/C)* RATIO:			0.581			0.591
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.481**			**0.491**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
10	North-South Street:	Spaulding Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	0	48	25	0	25
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	0	**75**	50	0	**75**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1120	0	**1178**	998	0	**1066**
	Through-Right		1			1	
	Right	58	0	0	68	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	0	**33**	70	0	**70**
	Left-Through		1			1	
	Through	1045	0	1078	1046	0	1116
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	75		*North-South:*	75
			East-West:	1211		*East-West:*	1136
			SUM:	1286		*SUM:*	1211
	VOLUME/CAPACITY *(V/C)* RATIO:			0.857			0.807
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.757**			**0.707**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
11	North-South Street:	Curson Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	0	41	30	0	**30**
	Left-Through		0			0	
	Through	111	0	**247**	99	0	179
	Through-Right		0			0	
	Right	95	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	71	0	**71**	58	0	58
	Left-Through		0			0	
	Through	85	0	248	73	0	**224**
	Through-Right		0			0	
	Right	92	0	0	93	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	90	0	90	86	0	86
	Left-Through		0			0	
	Through	1018	0	**1127**	896	0	**998**
	Through-Right		0			0	
	Right	19	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	27	1	**27**	22	1	**22**
	Left-Through		0			0	
	Through	966	2	483	990	2	495
	Through-Right		0			0	
	Right	10	1	10	31	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	318		*North-South:*	254
			East-West:	1154		*East-West:*	1020
			SUM:	1472		*SUM:*	1274
	VOLUME/CAPACITY *(V/C)* RATIO:			0.981			0.849
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.881**			**0.749**
	LEVEL OF SERVICE (LOS):			**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
12	North-South Street:	Hauser Boulevard	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	70	1	**70**
	Left-Through		0			0	
	Through	424	1	424	266	1	266
	Through-Right		0			0	
	Right	116	1	80	76	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	53	1	53	154	1	154
	Left-Through		0			0	
	Through	354	0	**411**	413	0	**606**
	Through-Right		1			1	
	Right	57	0	0	193	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	69	1	69
	Left-Through		0			0	
	Through	998	2	**499**	924	2	**462**
	Through-Right		0			0	
	Right	73	1	38	72	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	**73**	74	1	**74**
	Left-Through		0			0	
	Through	850	2	425	914	2	457
	Through-Right		0			0	
	Right	51	1	25	43	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	481		*North-South:*	676
			East-West:	572		*East-West:*	536
			SUM:	1053		*SUM:*	1212
	VOLUME/CAPACITY *(V/C)* RATIO:			0.702			0.808
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.602**			**0.708**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue East-West Street: Wilshire Boulevard
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	**31**	58	0	58
	Left-Through		0			0	
	Through	100	0	162	144	0	**244**
	Through-Right		0			0	
	Right	31	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	21	0	21	24	0	**24**
	Left-Through		0			0	
	Through	89	0	**172**	83	0	191
	Through-Right		0			0	
	Right	62	0	0	84	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	46	1	**46**
	Left-Through		0			0	
	Through	1060	2	**530**	989	2	495
	Through-Right		0			0	
	Right	17	1	17	29	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	23	1	**23**	27	1	27
	Left-Through		0			0	
	Through	955	2	478	1030	2	**515**
	Through-Right		0			0	
	Right	45	1	45	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	203		*North-South:*	268
			East-West:	553		*East-West:*	561
			SUM:	756		*SUM:*	829
VOLUME/CAPACITY *(V/C)* RATIO:				0.504			0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
14	North-South Street:	La Brea Avenue	East-West Street:	Wilshire Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	109	1	109
	Left-Through		0			0	
	Through	1011	2	370	1479	2	**538**
	Through-Right		1			1	
	Right	100	0	100	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	97	106	1	**106**
	Left-Through		0			0	
	Through	1075	2	**418**	1323	2	492
	Through-Right		1			1	
	Right	180	0	180	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	1	147	180	1	180
	Left-Through		0			0	
	Through	774	2	**387**	1217	2	**609**
	Through-Right		0			0	
	Right	94	1	28	109	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	**139**	268	1	**268**
	Left-Through		0			0	
	Through	695	2	348	1034	2	517
	Through-Right		0			0	
	Right	147	1	99	142	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	551		*North-South:*	644
			East-West:	526		*East-West:*	877
			SUM:	1077		*SUM:*	1521
	VOLUME/CAPACITY *(V/C)* RATIO:			0.783			1.106
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.683**			**1.006**
	LEVEL OF SERVICE (LOS):			**B**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 15

PROJECT TITLE: LACMA
North-South Street: Fairfax Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0 *SB --*		0	*NB --* 0 *SB --*		0
		EB -- 0 *WB --*		0	*EB --* 0 *WB --*		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	863	1	**461**	979	1	**513**
	Through-Right		1			1	
	Right	59	0	59	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	93	1	**93**
	Left-Through		0			0	
	Through	974	2	487	944	2	472
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	0	3	3	0	3
	Left-Through		0			0	
	Through	11	0	**18**	7	0	**15**
	Through-Right		0			0	
	Right	4	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	71	1	**63**	67	1	**59**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	119	1	9	109	1	13
	Left-Through-Right		0			0	
	Left-Right		1			1	
	CRITICAL VOLUMES		*North-South:*	569		*North-South:*	606
			East-West:	81		*East-West:*	74
			SUM:	650		*SUM:*	680
	VOLUME/CAPACITY *(V/C)* RATIO:			0.456			0.477
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.356**			**0.377**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 16

PROJECT TITLE: LACMA
North-South Street: Curson Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	**15**	13	0	13
	Left-Through		0			0	
	Through	119	0	160	120	0	**152**
	Through-Right		0			0	
	Right	26	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	40	32	0	**32**
	Left-Through		0			0	
	Through	123	0	**193**	78	0	133
	Through-Right		0			0	
	Right	30	0	0	23	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	20	1	20
	Left-Through		0			0	
	Through	158	0	186	172	0	**216**
	Through-Right		1			1	
	Right	28	0	0	44	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	1	14	15	1	**15**
	Left-Through		0			0	
	Through	166	0	**198**	136	0	167
	Through-Right		1			1	
	Right	32	0	0	31	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	208		*North-South:*	184
			East-West:	223		*East-West:*	231
			SUM:	431		*SUM:*	415
	VOLUME/CAPACITY *(V/C)* RATIO:			0.287			0.277
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.187**			**0.177**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 17

PROJECT TITLE: LACMA
North-South Street: Hauser Boulevard **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	35	1	35
	Left-Through		0			0	
	Through	448	0	492	526	0	**580**
	Through-Right		1			1	
	Right	44	0	0	54	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	29	29	1	**29**
	Left-Through		0			0	
	Through	450	0	**525**	458	0	488
	Through-Right		1			1	
	Right	75	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	37	35	1	35
	Left-Through		0			0	
	Through	170	0	**211**	137	0	**165**
	Through-Right		1			1	
	Right	41	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	**46**	76	1	**76**
	Left-Through		0			0	
	Through	155	0	196	153	0	198
	Through-Right		1			1	
	Right	41	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	566		*North-South:*	609
			East-West:	257		*East-West:*	241
			SUM:	823		*SUM:*	850
	VOLUME/CAPACITY *(V/C)* RATIO:			0.549			0.567
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.449**			**0.467**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: LACMA
North-South Street: Cochran Avenue **East-West Street:** 8th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 **Analyst:** GTC **Date:** June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	19	0	**19**
	Left-Through		0			0	
	Through	147	0	182	133	0	174
	Through-Right		0			0	
	Right	16	0	0	22	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	22	25	0	25
	Left-Through		0			0	
	Through	145	0	**223**	142	0	**208**
	Through-Right		0			0	
	Right	56	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	23	0	23	22	0	22
	Left-Through		0			0	
	Through	215	0	**265**	200	0	**253**
	Through-Right		0			0	
	Right	27	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	15	0	**15**	20	0	**20**
	Left-Through		0			0	
	Through	133	0	181	142	0	200
	Through-Right		0			0	
	Right	33	0	0	38	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	242		*North-South:*	227
			East-West:	280		*East-West:*	273
			SUM:	522		*SUM:*	500
	VOLUME/CAPACITY *(V/C)* RATIO:			0.348			0.333
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.248**			**0.233**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19

PROJECT TITLE: LACMA
North-South Street: La Brea Avenue East-West Street: 8th Street
Scenario: Existing Conditions (Year 2016) - Construction Impact Analysis
Count Date: Year 2016 Analyst: GTC Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34	73	1	73
	Left-Through		0			0	
	Through	1159	2	**409**	1220	2	**415**
	Through-Right		1			1	
	Right	67	0	67	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	29	1	**29**
	Left-Through		0			0	
	Through	983	2	346	998	2	358
	Through-Right		1			1	
	Right	54	0	54	77	0	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	0	55	47	0	47
	Left-Through		0			0	
	Through	85	0	**269**	74	0	**271**
	Through-Right		0			0	
	Right	129	0	0	150	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	36	0	**36**	53	0	**53**
	Left-Through		0			0	
	Through	101	0	165	69	0	165
	Through-Right		0			0	
	Right	28	0	0	43	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	432		*North-South:*	444
			East-West:	305		*East-West:*	324
			SUM:	737		*SUM:*	768
	VOLUME/CAPACITY *(V/C)* RATIO:			0.491			0.512
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.391**			**0.412**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
20	North-South Street:	Fairfax Avenue	East-West Street:	San Vicente Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 SB --		0	NB -- 0 SB --		0
		EB -- 0 WB --		0	EB -- 0 WB --		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	719	2	360	780	2	**390**
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	103	1	**103**
	Left-Through		0			0	
	Through	956	1	**496**	905	1	464
	Through-Right		1			1	
	Right	35	0	35	22	0	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	20	1	**20**
	Left-Through		0			0	
	Through	665	4	166	486	4	122
	Through-Right		0			0	
	Right	118	1	118	76	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	756	2	**303**	535	2	**257**
	Through-Right		1			1	
	Right	152	0	152	237	0	237
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	496		*North-South:*	493
			East-West:	323		*East-West:*	277
			SUM:	819		*SUM:*	770
	VOLUME/CAPACITY *(V/C)* RATIO:			0.575			0.540
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.475**			**0.440**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA			
21	North-South Street:	Fairfax Avenue	East-West Street:	Olympic Boulevard	
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis			
	Count Date:	Year 2016	Analyst:	GTC	Date: June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	1	**58**	18	1	**18**
	Left-Through		0			0	
	Through	581	1	316	555	1	293
	Through-Right		1			1	
	Right	50	0	50	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	828	1	**533**	832	1	**507**
	Through-Right		1			1	
	Right	238	0	238	181	0	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	149	1	**149**
	Left-Through		0			0	
	Through	862	2	299	751	2	258
	Through-Right		1			1	
	Right	35	0	35	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	84	1	84
	Left-Through		0			0	
	Through	744	3	**248**	636	3	**212**
	Through-Right		0			0	
	Right	17	0	0	8	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	591		*North-South:*	525
			East-West:	374		*East-West:*	361
			SUM:	965		*SUM:*	886
	VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.622
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.577**			**0.522**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LACMA				
22	North-South Street:	San Vicente Boulevard	East-West Street:	Olympic Boulevard		
	Scenario:	Existing Conditions (Year 2016) - Construction Impact Analysis				
	Count Date:	Year 2016	Analyst:	GTC	Date:	June 2016

		WEEKDAY MIDDAY PEAK HOUR			SATURDAY MIDDAY PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	**108**	97	1	**97**
	Left-Through		0			0	
	Through	724	2	242	544	2	184
	Through-Right		1			1	
	Right	3	0	3	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	735	4	**184**	642	4	**161**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**0**	2	0	**0**
	Left-Through		0			0	
	Through	782	2	302	595	2	241
	Through-Right		1			1	
	Right	123	0	123	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	760	2	**326**	613	2	**283**
	Through-Right		1			1	
	Right	218	0	218	236	0	236
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	292		*North-South:*	258
			East-West:	326		*East-West:*	283
			SUM:	618		*SUM:*	541
	VOLUME/CAPACITY *(V/C)* RATIO:			0.434			0.380
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.334**			**0.280**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Appendix M.6

Parking Memorandum

MEMORANDUM

TO: Stephanie Eyestone-Jones, Eyestone Environmental

FROM: Sarah M. Drobis, P.E., and Emily Wong, P.E.

DATE: May 17, 2017

RE: Parking Analysis for the
Building for the Permanent Collection of the
Los Angeles County Museum of Art
Los Angeles, California **Ref:** J1399

This study presents the parking analysis for Los Angeles County Museum of Art (LACMA) Building for the Permanent Collection Project (Project). This memorandum supplements *Traffic Study for the Building for the Permanent Collection of the Los Angeles County Museum of Art, Los Angeles, California* (Gibson Transportation Consulting, Inc., February 2017) ("Traffic Study").

PROJECT DESCRIPTION

The LACMA campus (LACMA Campus) at 5905 Wilshire Boulevard is located in Hancock Park and adjacent property in the Miracle Mile community, within the *Wilshire Community Plan* (Los Angeles Department of City Planning, 2001) area. The LACMA Campus is located north of Wilshire Boulevard, south of 6th Street, and east of Fairfax Avenue, in an area of the City known as the Miracle Mile, a cultural, commercial, and residential center established during the early 1920's along Wilshire Boulevard.

The LACMA Campus is comprised of LACMA East and LACMA West, which are located to the east and west of the vacated Ogden Drive north of Wilshire Boulevard. The proposed LACMA Building for the Permanent Collection (Museum Building) would be located within LACMA East and extend to the south across Wilshire Boulevard to include the surface parking area located on the Spaulding Lot at the southeast corner of Wilshire Boulevard and Spaulding Avenue. The Project also includes a new parking facility on the west side of Ogden Drive just south of the intersection with Wilshire Boulevard (Ogden Parking Structure). The Project Site incorporates the new Museum Building and the Ogden Parking Structure.

The Project includes the Museum Building, an approximately 387,500 gross square feet (sf) building located on LACMA East and the property on the southeast corner of Wilshire Boulevard and Spaulding Avenue (Spaulding Lot), with a portion spanning Wilshire Boulevard.

The Museum Building would replace four buildings within LACMA East collectively comprising approximately 392,871 gross sf, including the Ahmanson Building, the Hammer Building, the Art of Americas Building, and the Bing Center (which contains the LACMA Café, the Dorothy Brown Auditorium, which provides 116 seats, and the Bing Theater, which provides 600 seats). Overall, the Project would result in a slight decrease in the square footage of museum operations by approximately 5,371 sf and a reduction in the maximum theater size from 716 seats to 300 seats. The Museum Building is proposed to consist of seven semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level extending over Wilshire Boulevard to the Spaulding Lot. The Pavilion for Japanese Art within LACMA East is not a part of the Project Site and would remain. The Project design would also enhance the outdoor experience by including new outdoor landscaped plazas, public programming and educational spaces, sculpture gardens, and native and drought tolerant vegetation that would be integrated with the Museum Building and existing uses within Hancock Park.

With no substantial change in LACMA operations and a slight reduction in square footage, combined with the opening of the Metro Purple Line extension at the time of Project completion, the Project is not expected to substantially change the overall traffic patterns at LACMA. However, immediately after the re-opening, LACMA may experience a temporary increase in attendance from local residents and tourists who want to see the new Museum Building. After a period of time, attendance trends are anticipated to revert back to more stabilized conditions as experienced over the last several years. Therefore, this analysis focuses on the temporary period during which LACMA may experience an increase in attendance.

In addition, the Project includes a proposed new parking facility providing approximately 260 parking spaces to be located southwest of the intersection of Ogden Drive & Wilshire Boulevard on three contiguous parcels owned by Museum Associates (the Ogden Lot). All parking spaces currently on the Spaulding Lot would be relocated to this new parking facility (the Ogden Parking Structure). The Museum Building and the Ogden Parking Structure together comprise the Project.

The Project is expected to begin construction in year 2018 and be completed in year 2023.

PARKING SUPPLY

Parking for the LACMA Campus is currently provided within the Pritzker Garage and the Spaulding Lot. The Pritzker Garage provides 519 parking spaces in a self-park configuration; however, with the implementation of attendant-operated stacked parking, a total of 650 spaces are available. The Spaulding Lot provides 260 self-park parking spaces. The LACMA Campus provides a combined supply of 910 spaces.

Parking with completion of the Project in year 2023 would be provided through continued use of the existing Pritzker Garage and the future Ogden Parking Structure. All existing parking spaces in the Spaulding Lot would be relocated to the Ogden Parking Structure.

CODE REQUIREMENTS

The Museum Building would be a County-owned building located on land that is either owned by the County or leased by the County from Museum Associates (in the case of Spaulding Lot). As such, under California law, the Museum Building is not subject to the City's General Plan, zoning regulations, or building codes, including parking requirements. Nevertheless, in order to support the analysis in the Environmental Impact Report for the Museum Building, the study analysis below is provided to evaluate the parking demand and available parking supply for the combined uses on the LACMA Campus, including the proposed Museum Building, both with and without the separate Academy Museum[1].

As indicated above, the proposed Project would also include the construction of the Ogden Parking Structure, which would replace the existing 260 parking spaces that are currently located on the Spaulding Lot. Some of the parking spaces on the Spaulding Lot are used to meet *Los Angeles Municipal Code* (City of Los Angeles, December 30, 2016) (Code)-required parking for the uses on LACMA West, and the Project proposes to replace the parking covenants for these spaces with new parking covenants for the spaces within the Ogden Parking Structure. Because the Ogden Parking Structure is located within 750 feet of the LACMA West parcel, the Ogden Parking Structure would meet the requirements of Section 12.21.A.4(g) of the Code. Moreover, because the proposed Project does not alter or expand the uses or the structures of LACMA West, there would be no change to the Code-required parking for LACMA West. Accordingly, the parking supply under the Project would continue to meet the existing Code parking requirement for the LACMA Campus based on the LAMC.

LACMA PARKING DEMAND

Attendance levels and parking demands of LACMA will fluctuate depending on the activities, special exhibitions, programs and events held, as well by time of the year (e.g., holidays), day of the week (weekday and weekend) and time of day. Therefore, an assessment of parking demand was prepared for several potential operational conditions, including variation in attendance levels on a weekday and Saturday.

Parking Demand Model

In order to determine the parking supply needed to accommodate the peak demand for the LACMA Campus, including the Project, the parking demand patterns of the various land uses and users (patrons and employees) were evaluated. As part of its national research on shared parking, the Urban Land Institute (ULI), along with the International Council of Shopping Centers (ICSC), developed a computer model that measures the peak demand for every land use within a mixed-use development. *Shared Parking, 2nd Edition* (ULI and ICSC, 2005) updated the basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use.

[1] The Academy Museum of Motion Pictures ("Academy Museum Project") was approved and its Environmental Impact Report certified by the City in 2015. It is currently under construction, with expected completion in year 2019.

The parking demand model utilizes this methodology, as well as site specific empirical parking data collected at the LACMA parking facilities and data provided by LACMA that includes anticipated attendance levels, visitor arrival and departure information, seasonal and monthly attendance patterns, day of the week, etc. The parking demand rates for the Project were developed based on visitor and employee/staff parking data and calibrated to reflect the unique conditions of LACMA. The parking demand model highlights the change in parking demand patterns throughout the day for both weekday and weekend conditions.

Model Calibration Methodology. *Shared Parking, 2nd Edition* defines national averages to be used for parking demand rates for various land uses and it suggests ranges of assumptions to be used for transit and internal capture. The recommended methodology, however, states that the best way to measure the demand at a particular project is to use local data to modify the national averages so that they reflect local conditions. As previously noted the parking demand model was prepared and calibrated to the anticipated operations of the Project.

Similar to the Project trip generation assumptions outlined in the Traffic Study, parking occupancy patterns were based on the parking data collected at the LACMA parking facilities, anticipated arrival and departure patterns of visitors and employees, length of stay, hours of operation, attendance projections, etc. The parking demand was based on visitor attendance and the number of employees/staff. As described above, the model was calibrated using the anticipated operation scenarios envisioned with the Project, including attendance and employee/staff data provided by LACMA. The process of calibration begins with the input of the land uses into the model, which generates parking demand estimates based on the ULI database. The next steps involve refinements to the model factors, in order to have the model mimic the anticipated parking occupancy pattern. The key factors of the shared parking model include parking demand ratios, time of day, weekday vs. weekend, mode split and captive market, seasonal variation and auto occupancy are described below.

Parking Demand Ratio. The parking demand ratio is utilized by the model to generate parking demand estimates for the selected land uses. The base rates were developed through ULI's extensive nationwide research efforts. The ULI methodology requires that each land use select parking ratios; that is, the parking ratio for each land use if used independently. While the base rate does represent the typical average use, adjustments to the demand rates may be necessary to achieve calibration to local conditions. Parking demand for visitors and employees/staff was derived based on the unique operational characteristics of LACMA, including attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, hourly distribution of daily visitors, events, exhibits and other programming, etc.

Time of Day. The time of day factor is one of the key assumptions of the shared parking model. This factor reveals the hourly parking pattern of the analyzed land use; essentially, the peak demands are indicated by this factor. ULI's research efforts have yielded a comprehensive data set of time of day factors for multiple land uses. As the demand for each land use fluctuates over the course of the day, the ability to implement shared parking emerges. The time of day factors were adjusted to mimic the anticipated parking occupancy pattern at LACMA. Attendance at LACMA is distributed throughout the day, with the peak attendance occurring midday.

Weekday vs. Weekend. The parking demand analysis measured the parking demand on a weekday as well as on a weekend day (i.e., Saturday) because different land uses (particularly within a mixed-use development) have different weekday and weekend parking demand patterns. Based on information provided by LACMA, the busiest days generally fall on weekends and/or holiday periods. Although attendance can vary depending on programming and events, attendance is generally higher on weekends as compared to weekdays.

Mode Split and Captive Market. Two factors that affect the overall parking demand at a particular development are the number of visitors and employees/staff that arrive by automobile and the number of visitors that visit multiple venues within the development. The mode split accounts for the number of visitors and employees/staff that arrive by means other than the automobile (transit, walk, bicycle, taxi, etc.) For purposes of this analysis, adjustments consistent with the Traffic Study were considered to account for mode split for visitors, as well as employees that are envisioned to take transit, as well as walk-in from adjacent neighborhoods, commercial uses, and other cultural facilities (e.g., Petersen Automotive Museum). It should be noted that the number of visitors arriving via transit will increase once the station portal for the future Metro Purple Line Wilshire/Fairfax Station is open and operational. Thus, the parking demand would be further reduced. The mode split also accounts for a growing number of visitors who are anticipated to utilize rideshare services (e.g., Uber, Lyft, etc.) to travel to and from the Project Site. Given LACMA's proximity to the Academy Museum, visitors are anticipated to be attracted from the Academy Museum and vice versa. Thus, a captive market (i.e., internal capture) reduction was considered to account for patrons visiting both the Project and the Academy Museum on the same visit.

Seasonal Variation. Seasonal variations used in the model are derived from attendance data, including daily and monthly attendance, obtained from LACMA. Based on a review of monthly attendance trends, total attendance is highest in the beginning of the calendar year (i.e., January). However, the busiest daily attendance (e.g., days surrounding holidays and events) may occur in other months. The parking analysis summarized in this report projected parking demand over the course of the year (i.e., each month). As shown in Table 1-A and 1-B, January conditions represent the busiest month of the year for LACMA.

Auto Occupancy. The number of visitors and employees to number of vehicles and the visitor and employee auto occupancy rates were estimated based on the parking count data collected at the LACMA parking facilities, as well as a review of information provided by the LACMA, anticipated operations, programs, employee and visitor trends, school and tour buses, etc.

Existing Parking Demand

The parking demand model applies these assumptions/inputs and considers each user (i.e., visitors, employee/staff) separately in order to identify the peak parking demands of each, as well as for LACMA as a whole. Figures 1A and 1B indicate the existing variation in the hourly parking demand under weekday and weekend conditions, respectively.

The parking demands of LACMA fluctuate depending on the day of the week and the time of day. Attendance arrival and departure patterns are spread throughout the day during operating hours. In general, the peak parking demand for LACMA occurs midday on both weekdays and weekends. Events and programs may have separate and distinct travel patterns, with patrons

arriving and departing in a concentrated time period. Peak parking demand for these events generally occurs throughout the length of the program.

Weekday and weekend driveway counts and parking occupancy surveys were conducted on Thursday, November 19, 2015 between the hours of 7:00 AM and 7:00 PM and on Saturday, November 21, 2015 between the hours of 9:00 AM and 8:00 PM at the Pritzker Garage and the Spaulding Lot to identify the existing parking demand patterns and to determine the number of parking spaces that could be available for use with completion of the Project. Based on information provided by LACMA, including daily and monthly attendance levels and patterns, the counts were conducted on representative days with typical programming, activities, exhibits, events, etc., at LACMA. The monthly variation patterns of existing LACMA operations for a weekday and weekend are provided in Figure 1C. Based on a review of the monthly variation patterns, the weekday and weekend hourly driveway counts were calibrated to represent peak attendance conditions (i.e., January).

Weekday. As detailed in Table 1 and shown in Figure 1A, the weekday peak parking demand of 789 spaces was observed at 1:00 PM during the weekday midday peak period. Based on the empirical data and on information provided by LACMA, the occupied spaces were comprised of approximately 422 LACMA visitor spaces and approximately 367 LACMA employee/staff spaces. It should be noted that, although the marked parking spaces were heavily utilized, attendant-operated stacked parking was not employed during the time that the surveys were conducted.

Weekend. As detailed in Table 1 and shown in Figure 1B, the parking demand of 728 spaces was observed at 2:00 PM during the weekend midday peak period. Based on the empirical data and information provided by LACMA, the occupied spaces were comprised of approximately 602 LACMA visitor spaces and approximately 126 LACMA employee/staff spaces. It should be noted that, although the marked parking spaces were heavily utilized during the midday period, attendant-operated stacked parking was not employed during the time that the surveys were conducted.

Project Peak Parking Demand

It should be noted that the Project is a replacement project with no increase in programming and will not be used for special exhibitions. Therefore, the LACMA campus will continue to operate as in the past. However, it is recognized that there will be a short-term increase in attendance due to the novelty of the Museum Building as part of the Project. Following the patterns of the existing LACMA parking demands, the parking demands for the Project fluctuate depending on the day of the week and the time of day, with the peak parking demand occurring midday on both weekdays and weekends.

The Project peak parking demand was based on the anticipated attendance increase immediately following the Project opening, as described in the Traffic Study. Based on information provided by LACMA, it is anticipated that a minimum of 300 full-time LACMA employees would be relocated off-site once construction of the Project commences. Thus, the parking demand of the employees would be reduced with development of the Project.

The adjustments and assumptions noted above were applied to the parking demand model to determine the peak parking demand for LACMA with the Project. Additional transit reductions were applied to the peak parking demand of the Project to account for the anticipated increase in the number of visitors arriving by transit once the future Metro Purple Line Wilshire/Fairfax Station is open in year 2023. The station will be located beneath the intersection of Fairfax Avenue & Wilshire Boulevard, with a station portal adjacent to the LACMA Campus on the south side of Wilshire Boulevard at Orange Grove Avenue.

LACMA Parking Demand with the Project

As detailed in Table 1 and shown in Figures 2A and 2B, the combined peak parking demand of the existing LACMA operations and the Project is projected to occur at 1:00 PM on a weekday with a peak demand of 603 parking spaces (459 visitor spaces and 144 employee/staff spaces) and at 2:00 PM on a weekend with a peak demand of 657 parking spaces (657 visitor spaces).

SHARED PARKING DEMAND WITH THE ACADEMY MUSEUM

Parking for the Academy Museum would be provided partially through shared use of the LACMA parking facilities. The Academy Museum also has an agreement with the Petersen Automotive Museum to lease up to 166 spaces for use by Academy employees, as well as to accommodate overflow parking for Academy Museum visitors. The anticipated weekday and weekend parking demands of the Academy Museum were provided in the parking study contained in the approved *Traffic Study for the Academy Museum of Motion Pictures Project* ("AMMP Traffic Study") (Gibson Transportation Consulting Inc., 2014), which was included in *Environmental Impact Report for the Academy Museum of Motion Pictures Project* (PCR Services Corporation, 2014).

Academy Museum Parking Demand

Similar to the Project, the parking demand of the Academy Museum fluctuates based on the activities, programs and events held, as well as on the time of the year, day of the week, and time of day. As detailed in AMMP Traffic Study, attendance at the Academy Museum is anticipated to be highest during the summer months (e.g., July and August), and the peak parking demand is anticipated to occur in the month of July. For purposes of this analysis, the Academy Museum design day attendance[2] was assumed for both a weekday and weekend, and, therefore, is conservative as it overstates parking demand for a typical weekday.

Weekday. As detailed in the AMMP Traffic Study, the Academy Museum design day peak parking demand on a weekday occurs at 1:00 PM, and is anticipated to total up to 251 spaces (201 visitor spaces, nine retail/restaurant spaces, and 50 employee spaces).

[2] Design day represents the days with the highest attendance levels of the year. This day represents a 90th percentile attendance level (5,000 daily visitors), which generally falls on weekends or holidays.

Weekend. As detailed the AMMP Traffic Study, the January Academy Museum design day peak parking demand on a weekend occurs at 2:00 PM, and is anticipated to total up to 204 spaces (183 visitor spaces, nine retail/restaurant spaces, and 21 employee spaces).

Existing and Project Parking Demand with Academy Museum Demand

As detailed in Table 1 and shown in Figures 3A and 3B, the combined weekday and weekend peak parking demand of the existing LACMA operations with the Project and the Academy Museum is projected to occur at 1:00 PM on a weekday with a peak demand of 854 parking spaces (459 LACMA visitor spaces, 144 LACMA employee spaces, and 251 Academy Museum spaces) and at 2:00 PM on a weekend with a peak demand of 861 parking spaces (657 LACMA visitor spaces and 204 Academy Museum spaces).

SUMMARY

As shown in Table 1, the weekday and weekend peak parking demand of existing LACMA operations, as well as the anticipated peak parking demand of LACMA operations with the Project could be accommodated within the available parking supply of the Pritzker Garage and Spaulding Lot/Ogden Parking Structure. Therefore, no additional off-site parking spaces would be required.

Also as shown in Table 1, the combined parking demand of LACMA operations with the Project and the Academy Museum could be accommodated within the 910 spaces provided in the Pritzker Garage and Spaulding Lot, with a total peak parking demand of 854 spaces on a weekday and 861 spaces on a weekend. As shown in Table 2, the combined parking demand of LACMA with the Project and the Academy Museum could be fully accommodated within the available LACMA parking supply, whether it be a weekday or weekend, and no additional off-site parking spaces are required. It should be noted that the Academy Museum has agreements with the Petersen Automotive Museum to lease up to 166 spaces to accommodate Academy employees and overflow visitor vehicles.

PARKING SUPPLY AND DEMAND DURING CONSTRUCTION

During construction activities, the on-site parking supply would be reduced by 260 parking spaces with the closure of the Spaulding Lot. The completion of the Ogden Parking Structure is not anticipated until completion of the Project in year 2023. However, it is anticipated that up to 126 additional temporary parking spaces would be provided for construction workers in LACMA West within the parcel adjacent to the northern boundary of the Academy Museum ("North Lawn"), and within the LACMA-operated surface parking lot at the southeast corner of Ogden Drive & Genesee Avenue (Secondary Ogden Lot). The North Lawn would accommodate up to 102 parking spaces and the Ogden Lot would accommodate up to 24 vehicles[3]. Therefore, up to 776 parking spaces would be provided within the Pritzker Garage, North Lawn and Ogden Lot throughout the construction period.

[3] If car lifts are installed in the Ogden Lot, then up to 46 vehicles could be accommodated.

LACMA Parking Demand during Construction

As previously discussed, it is anticipated that a minimum of 300 full-time LACMA employees would be relocated off-site once construction activities commence. In addition, based on historical attendance trend data, it is anticipated that the existing LACMA visitor attendance could decrease by at least 20% during construction activities, as LACMA West buildings would remain operational during construction of the Project.

The parking demand for each phase of construction (demolition, excavation, building structure construction, building finishes) was analyzed. Construction workers are anticipated to park on-site to the extent feasible or within off-site parking facilities within walking distance. Consistent with the assumptions in the Traffic Study, an AVO of 1.135 persons per vehicle was applied to account for minimal carpooling amongst the construction workers, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993), to estimate the number of construction worker vehicles anticipated on-site during each phase of construction.

Demolition Phase. It is anticipated that up to 70 construction workers would be on-site during the demolition phase. Thus, up to 62 parking spaces would be needed to accommodate the 70 construction workers during the demolition phase. As detailed in Table 3 and shown in Figures 4A and 4B, the peak parking demand during the demolition phase is projected to occur at 1:00 PM on a weekday with a peak demand of 561 parking spaces (338 visitor spaces, 161 employee spaces, and 62 construction worker spaces) and at 2:00 PM on a weekend with a peak demand of 543 parking spaces (481 visitor spaces and 62 construction worker spaces).

Excavation Phase. It is anticipated that up to 60 construction workers would be on-site during the excavation phase. Thus, up to 53 parking spaces would be needed to accommodate the 70 construction workers during the excavation phase. As detailed in Table 3 and shown in Figures 5A and 5B, the peak parking demand during the excavation phase is projected to occur at 1:00 PM on a weekday with a peak demand of 552 parking spaces (338 visitor spaces, 161 employee spaces, and 53 construction worker spaces) and at 2:00 PM on a weekend with a peak demand of 534 parking spaces (481 visitor spaces and 53 construction worker spaces).

Building Structure Construction Phase. It is anticipated that up to 400 construction workers would be on-site during the building structure construction phase. Thus, up to 352 parking spaces would be needed to accommodate the 400 construction workers during the building structure construction phase. As detailed in Table 3 and shown in Figures 6A and 6B, the peak parking demand during the building structure construction phase is projected to occur at 1:00 PM on a weekday with a peak demand of 851 parking spaces (338 visitor spaces, 161 employee spaces, and 352 construction worker spaces) and at 2:00 PM on a weekend with a peak demand of 833 parking spaces (481 visitor spaces and 352 construction worker spaces).

Building Finishes Phase. It is anticipated that up to 385 construction workers would be on-site during the building finishes phase. Thus, up to 339 parking spaces would be needed to accommodate the 385 construction workers during the building finishes phase. As detailed in Table 3 and shown in Figures 7A and 7B, the peak parking demand during the building finishes phase is projected to occur at 1:00 PM on a weekday with a peak demand of 838 parking spaces (338 visitor spaces, 161 employee spaces, and 339 construction worker spaces) and at 2:00 PM on a weekend with a peak demand of 820 parking spaces (481 visitor spaces and 339 construction worker spaces).

Parking Demand during Construction with Academy Museum Operations

The Academy Museum is anticipated to be complete and operational in year 2019, which falls during construction of the Project. Further parking demand analysis for each phase of construction was conducted assuming full operation of the Academy Museum. The available parking supply during construction activities and construction worker assumptions utilized in the analyses detailed below are consistent with those previously detailed above.

Demolition Phase. As detailed in Table 4 and shown in Figures 8A and 8B, the peak parking demand during the demolition phase with the operations of the Academy Museum is projected to occur at 1:00 PM on a weekday with a peak demand of 812 parking spaces (338 visitor spaces, 161 employee spaces, 251 Academy Museum spaces, and 62 construction worker spaces) and at 2:00 PM on a weekend with a peak demand of 747 parking spaces (481 visitor spaces, 204 Academy Museum spaces, and 62 construction worker spaces).

Excavation Phase. As detailed in Table 4 and shown in Figures 9A and 9B, the peak parking demand during the excavation phase with the operations of the Academy Museum is projected to occur at 1:00 PM on a weekday with a peak demand of 803 parking spaces (338 visitor spaces, 161 employee spaces, 251 Academy Museum spaces, and 53 construction worker spaces) and at 2:00 PM on a weekend with a peak demand of 534 parking spaces (481 visitor spaces, 204 Academy Museum spaces, and 53 construction worker spaces).

Building Structure Construction Phase. As detailed in Table 4 and shown in Figures 10A and 10B, the peak parking demand during the building structure construction phase with the operations of the Academy Museum is projected to occur at 1:00 PM on a weekday with a peak demand of 1,102 parking spaces (338 visitor spaces, 161 employee spaces, 251 Academy Museum spaces, and 352 construction worker spaces) and at 2:00 PM on a weekend with a peak demand of 1,037 parking spaces (481 visitor spaces, 204 Academy Museum spaces, and 352 construction worker spaces).

Building Finishes Phase. As detailed in Table 4 and shown in Figures 11A and 11B, the peak parking demand during the building finishes phase with the operations of the Academy Museum is projected to occur at 1:00 PM on a weekday with a peak demand of 1,089 parking spaces (338 visitor spaces, 161 employee spaces, 251 Academy Museum spaces, and 339 construction worker spaces) and at 2:00 PM on a weekend with a peak demand of 1,024 parking spaces (481 visitor spaces, 204 Academy Museum spaces, and 339 construction worker spaces).

Summary

As shown in Table 3, the weekday and weekend peak parking demand of LACMA operations during the Demolition and Excavation phases could be accommodated within the available parking supply of the Pritzker Garage, and no additional off-site parking would be required.

However, during the building structure construction and building finishes phases, both the weekday and weekend peak parking demand would exceed the available parking supply in the Pritzker Garage and the temporary construction parking spaces at the North Lawn and Secondary Ogden Lot. Therefore, as detailed in Table 5, up to 75 spaces on a weekday and

57 spaces on a weekend during the building structure construction phase, and up to 62 spaces on a weekday and 44 spaces on a weekend during the building finishes phase would need to be accommodated within off-site facilities.

As shown in Table 4, the combined peak parking demand of LACMA operations during both the demolition and excavation phases with the Academy Museum could be accommodated within the available parking supply, which includes the Pritzker Garage, the temporary construction parking spaces at the North Lawn and Secondary Ogden Lot, as well as the Academy Museum's leased spaces in the Petersen Automotive Museum, on a weekday and weekend.

However, the combined peak parking demand of LACMA operations during both the building structure construction and building finishes phases with the Academy Museum would exceed the available parking supply. Therefore, as detailed in Table 6, both the weekday and weekend parking demand would not be accommodated within the available parking supply, and up to 160 spaces on a weekday and 95 spaces on a weekend during the building structure construction phase, and up to 147 spaces on a weekday and 82 spaces on a weekend during the building finishes phase would need to be provided within an off-site facility.

Construction Parking Management Plan

The Construction Parking Management Plan would provide strategies to effectively manage and direct parking demand during peak attendance for the Project during construction activities. Coordination with the Academy Museum, as well as off-site parking facilities, would be required to fully accommodate the parking demand of employees and visitors to LACMA, and the Academy Museum, as well as the Project construction workers, during construction activities. As further detailed in the Traffic Study, construction of the Project will align with construction activities of the Metro Purple Line Extension. Therefore, coordination of construction activities with Metro would be required.

PARKING AND TRAFFIC MANAGEMENT PLAN (PTMP)

A PTMP will be developed to minimize potential parking and traffic related impacts on the surrounding street system to the extent feasible. Components of the plan include parking and traffic event management measures such as directional signage, operation/scheduling measures, identification of additional parking supplies, etc. The PTMP would also include a selection of parking and traffic management strategies intended to effectively manage and direct parking demand during peak attendance for the Project. The PTMP is subject to review and approval by the County and will be included as part of the Mitigation Monitoring Report established as part of the Environmental Impact Report. The PTMP may include the following strategies:

- Provide directions and location maps with the parking options available for visitors in website postings, real time mobile applications, marketing, notification and media materials, etc.
- Encourage alternate travel options (ridesharing, carpooling, transit) marketing/media information

- Manage the use of all parking spaces in the Pritzker Garage to maximize parking efficiency and avoid underutilization of parking spaces
- Project directional signage to the designated off-site parking facilities
- Identify locations for bus drop-off/pick-up and staging
- Coordinate scheduling with the Academy Museum and other nearby cultural entities, to the extent feasible
- Provide valet assisted parking in the Pritzker Garage to maximize parking circulation and capacity when possible
- Encourage employees and staff to park within designated areas
- Establish an Event Coordination Plan with the Academy Museum that may include measures related to events, visitor enhancements, parking, loading, etc.

As part of the PTMP, management strategies also include employee transportation demand management measures (e.g., transit incentives, employee carpooling programs, transit subsidies, guaranteed ride home programs, etc.), shared parking arrangements, attendant/valet parking, employee parking programs (e.g., designated employee parking areas, parking permits, etc.), parking guide signs, updated parking technological measures, off-site parking arrangements, visitor ticketing controls, etc. The parking supply for the Project includes the on-site parking areas, as well as use of available parking within surrounding parking garages and lots. This total supply will be managed so that the parking demands are met throughout the day for various weekday and weekend conditions.

The strategies to satisfy the parking demand for the scenarios detailed above are summarized in Tables 2, 5 and 6. Other available parking opportunities within the surrounding area, including the NHM, Museum Square, Petersen Automotive Museum, Ratkovich Tower, etc. were also reviewed. Many of these facilities accommodate office parking demand and, therefore, have available parking spaces during nighttime and weekends. A supplemental parking survey was performed of four identified off-site parking facilities, within a quarter-mile radius (i.e., within acceptable walking distance) of LACMA. The surveys were performed on a Thursday, Friday and Saturday in year 2013 (prior to Metro Purple Line Extension construction activities) and coincided with the peak demand periods of LACMA. Results of the off-site parking facility surveys are provided in the Attachment.

Appendix M.7

Alternatives Traffic Data



TABLE 1
TRIP GENERATION
ALTERNATIVE 2 - NO PROJECT/DEVELOPMENT IN ACCORDANCE WITH EXISTING PLANS

Land Use	ITE Land Use Code	Size	Weekday									Saturday			
			Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total		In	Out	Total
Trip Generation Rates [a]																
Apartment	220	per du	6.65	20%	80%	0.51	0.29	0.71	0.55	65%	35%	0.62	6.39	50%	50%	0.52
Office	710	per 1,000 sf	11.03	88%	12%	1.56	N/A	N/A	N/A	17%	83%	1.49	2.46	54%	46%	0.43
Proposed Project																
Apartment	220	163 du	1,084	17	66	83	26	64	90	66	35	101	1,042	43	42	85
Less 25% Transit/Walk-In			*(271)*	*(4)*	*(17)*	*(21)*	*(7)*	*(16)*	*(23)*	*(17)*	*(9)*	*(26)*	*(261)*	*(11)*	*(11)*	*(22)*
Office	710	98 ksf	1,081	135	18	153	N/A	N/A	N/A	25	121	146	241	23	19	42
Less 25% Transit/Walk-In			*(270)*	*(34)*	*(5)*	*(39)*	*N/A*	*N/A*	*N/A*	*(6)*	*(30)*	*(36)*	*(60)*	*(6)*	*(5)*	*(11)*
Net New Trips - Alternative 2			**1,624**	**114**	**62**	**176**	**19**	**48**	**67**	**68**	**117**	**185**	**962**	**49**	**45**	**94**

Notes
[a] Source: *Trip Generation, 9th Edition,* Institute of Transportation Engineers, 2012.
[b] The future Metro Purple Line Wilshire/Fairfax Station will be located adjacent to LACMA, therefore a 25% transit adjustment was applied to account for transit usage and walk-in trips.

TABLE 2
EXISTING WITH ALTERNATIVE 2 CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Alternative 2			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	0.916	E	0.923	E	0.007	NO
	3rd Street	MD	0.816	D	0.817	D	0.001	NO
		PM	0.899	D	0.904	E	0.005	NO
		Sat	0.829	D	0.832	D	0.003	NO
2.	Fairfax Avenue &	AM	0.739	C	0.745	C	0.006	NO
	6th Street	MD	0.628	B	0.628	B	0.000	NO
		PM	0.708	C	0.714	C	0.006	NO
		Sat	0.585	A	0.588	A	0.003	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.394	A	0.394	A	0.000	NO
	6th Street	MD	0.209	A	0.209	A	0.000	NO
		PM	0.291	A	0.291	A	0.000	NO
		Sat	0.265	A	0.265	A	0.000	NO
4.	Curson Avenue &	AM	0.528	A	0.528	A	0.000	NO
	6th St	MD	0.239	A	0.239	A	0.000	NO
		PM	0.347	A	0.347	A	0.000	NO
		Sat	0.254	A	0.254	A	0.000	NO
5.	Hauser Boulevard &	AM	0.666	B	0.666	B	0.000	NO
	6th Street	MD	0.448	A	0.448	A	0.000	NO
		PM	0.657	B	0.657	B	0.000	NO
		Sat	0.557	A	0.557	A	0.000	NO
6.	Cochran Avenue &	AM	0.638	B	0.638	B	0.000	NO
	6th Street	MD	0.414	A	0.414	A	0.000	NO
		PM	0.501	A	0.501	A	0.000	NO
		Sat	0.453	A	0.453	A	0.000	NO
7.	La Brea Avenue &	AM	0.685	B	0.685	B	0.000	NO
	6th Street	MD	0.736	C	0.736	C	0.000	NO
		PM	0.648	B	0.648	B	0.000	NO
		Sat	0.783	C	0.783	C	0.000	NO
8.	Fairfax Avenue &	AM	1.125	F	1.132	F	0.007	NO
	Wilshire Boulevard	MD	0.798	C	0.803	D	0.005	NO
		PM	0.892	D	0.912	E	0.020	**YES**
		Sat	0.714	C	0.723	C	0.009	NO
9.	Ogden Drive &	AM	0.335	A	0.345	A	0.010	NO
	Wilshire Boulevard	MD	0.207	A	0.220	A	0.013	NO
		PM	0.350	A	0.389	A	0.039	NO
		Sat	0.209	A	0.227	A	0.018	NO
10.	Spaulding Avenue &	AM	0.324	A	0.355	A	0.031	NO
	Wilshire Boulevard	MD	0.345	A	0.353	A	0.008	NO
		PM	0.368	A	0.397	A	0.029	NO
		Sat	0.329	A	0.331	A	0.002	NO
11.	Curson Avenue &	AM	0.777	C	0.783	C	0.006	NO
	Wilshire Boulevard	MD	0.494	A	0.495	A	0.001	NO
		PM	0.641	B	0.648	B	0.007	NO
		Sat	0.457	A	0.459	A	0.002	NO
12.	Hauser Boulevard &	AM	0.745	C	0.751	C	0.006	NO
	Wilshire Boulevard	MD	0.602	B	0.605	B	0.003	NO
		PM	0.735	C	0.741	C	0.006	NO
		Sat	0.708	C	0.711	C	0.003	NO
13.	Cochran Avenue &	AM	0.617	B	0.623	B	0.006	NO
	Wilshire Boulevard	MD	0.404	A	0.407	A	0.003	NO
		PM	0.661	B	0.667	B	0.006	NO
		Sat	0.453	A	0.455	A	0.002	NO
14.	La Brea Avenue &	AM	0.997	E	1.003	F	0.006	NO
	Wilshire Boulevard	MD	0.683	B	0.686	B	0.003	NO
		PM	0.901	E	0.907	E	0.006	NO
		Sat	1.006	F	1.008	F	0.002	NO
15.	Fairfax Avenue &	AM	0.389	A	0.410	A	0.021	NO
	8th Street	MD	0.356	A	0.363	A	0.007	NO
		PM	0.530	A	0.551	A	0.021	NO
		Sat	0.377	A	0.386	A	0.009	NO

TABLE 2 (CONTINUED)
EXISTING WITH ALTERNATIVE 2 CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Alternative 2			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.728	C	0.736	C	0.008	NO
	8th Street	MD	0.187	A	0.189	A	0.002	NO
		PM	0.703	C	0.711	C	0.008	NO
		Sat	0.177	A	0.180	A	0.003	NO
17.	Hauser Boulevard &	AM	0.863	D	0.871	D	0.008	NO
	8th Street	MD	0.449	A	0.452	A	0.003	NO
		PM	0.828	D	0.837	D	0.009	NO
		Sat	0.467	A	0.470	A	0.003	NO
18.	Cochran Avenue &	AM	0.529	A	0.537	A	0.008	NO
	8th Street	MD	0.248	A	0.251	A	0.003	NO
		PM	0.671	B	0.679	B	0.008	NO
		Sat	0.233	A	0.237	A	0.004	NO
19.	La Brea Avenue &	AM	0.615	B	0.623	B	0.008	NO
	8th Street	MD	0.391	A	0.395	A	0.004	NO
		PM	0.715	C	0.723	C	0.008	NO
		Sat	0.412	A	0.415	A	0.003	NO
20.	Fairfax Avenue &	AM	0.688	B	0.698	B	0.010	NO
	San Vicente Boulevard	MD	0.475	A	0.480	A	0.005	NO
		PM	0.510	A	0.525	A	0.015	NO
		Sat	0.440	A	0.448	A	0.008	NO
21.	Fairfax Avenue &	AM	0.832	D	0.845	D	0.013	NO
	Olympic Boulevard	MD	0.577	A	0.583	A	0.006	NO
		PM	0.781	C	0.794	C	0.013	NO
		Sat	0.522	A	0.527	A	0.005	NO
22.	San Vicente Boulevard &	AM	0.664	B	0.666	B	0.002	NO
	Olympic Boulevard	MD	0.334	A	0.334	A	0.000	NO
		PM	0.663	B	0.664	B	0.001	NO
		Sat	0.280	A	0.280	A	0.000	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

TABLE 3
FUTURE WITH ALTERNATIVE 2 CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Alternative 2			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	1.029	F	1.035	F	0.006	NO
	3rd Street	MD	0.937	E	0.938	E	0.001	NO
		PM	1.029	F	1.034	F	0.005	NO
		Sat	0.950	E	0.952	E	0.002	NO
2.	Fairfax Avenue &	AM	0.830	D	0.836	D	0.006	NO
	6th Street	MD	0.722	C	0.725	C	0.003	NO
		PM	0.814	D	0.821	D	0.007	NO
		Sat	0.668	B	0.671	B	0.003	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.914	E	0.914	E	0.000	NO
	6th Street	MD	0.471	A	0.471	A	0.000	NO
		PM	0.622	B	0.622	B	0.000	NO
		Sat	0.497	A	0.497	A	0.000	NO
4.	Curson Avenue &	AM	1.008	F	1.008	F	0.000	NO
	6th St	MD	0.421	A	0.421	A	0.000	NO
		PM	0.627	B	0.627	B	0.000	NO
		Sat	0.433	A	0.433	A	0.000	NO
5.	Hauser Boulevard &	AM	1.175	F	1.175	F	0.000	NO
	6th Street	MD	0.617	B	0.617	B	0.000	NO
		PM	1.100	F	1.100	F	0.000	NO
		Sat	0.747	C	0.747	C	0.000	NO
6.	Cochran Avenue &	AM	1.194	F	1.194	F	0.000	NO
	6th Street	MD	0.489	A	0.489	A	0.000	NO
		PM	0.916	E	0.916	E	0.000	NO
		Sat	0.473	A	0.473	A	0.000	NO
7.	La Brea Avenue &	AM	0.777	C	0.777	C	0.000	NO
	6th Street	MD	0.857	D	0.857	D	0.000	NO
		PM	0.753	C	0.753	C	0.000	NO
		Sat	0.900	D	0.900	D	0.000	NO
8.	Fairfax Avenue &	AM	1.281	F	1.288	F	0.007	NO
	Wilshire Boulevard	MD	0.936	E	0.941	E	0.005	NO
		PM	1.083	F	1.100	F	0.017	**YES**
		Sat	0.861	D	0.870	D	0.009	NO
9.	Ogden Drive &	AM	0.413	A	0.424	A	0.011	NO
	Wilshire Boulevard	MD	0.307	A	0.320	A	0.013	NO
		PM	0.445	A	0.484	A	0.039	NO
		Sat	0.292	A	0.314	A	0.022	NO
10.	Spaulding Avenue &	AM	0.405	A	0.436	A	0.031	NO
	Wilshire Boulevard	MD	0.435	A	0.442	A	0.007	NO
		PM	0.470	A	0.499	A	0.029	NO
		Sat	0.420	A	0.421	A	0.001	NO
11.	Curson Avenue &	AM	0.911	E	0.917	E	0.006	NO
	Wilshire Boulevard	MD	0.650	B	0.651	B	0.001	NO
		PM	0.826	D	0.833	D	0.007	NO
		Sat	0.578	A	0.580	A	0.002	NO
12.	Hauser Boulevard &	AM	0.903	E	0.909	E	0.006	NO
	Wilshire Boulevard	MD	0.746	C	0.748	C	0.002	NO
		PM	0.917	E	0.924	E	0.007	NO
		Sat	0.839	D	0.841	D	0.002	NO
13.	Cochran Avenue &	AM	0.747	C	0.753	C	0.006	NO
	Wilshire Boulevard	MD	0.527	A	0.529	A	0.002	NO
		PM	0.835	D	0.841	D	0.006	NO
		Sat	0.560	A	0.562	A	0.002	NO
14.	La Brea Avenue &	AM	1.191	F	1.197	F	0.006	NO
	Wilshire Boulevard	MD	0.851	D	0.851	D	0.000	NO
		PM	1.058	F	1.065	F	0.007	NO
		Sat	1.143	F	1.145	F	0.002	NO
15.	Fairfax Avenue &	AM	0.445	A	0.466	A	0.021	NO
	8th Street	MD	0.407	A	0.413	A	0.006	NO
		PM	0.602	B	0.624	B	0.022	NO
		Sat	0.433	A	0.442	A	0.009	NO

TABLE 3 (CONTINUED)
FUTURE WITH ALTERNATIVE 2 CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Alternative 2			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.796	C	0.804	D	0.008	NO
	8th Street	MD	0.222	A	0.223	A	0.001	NO
		PM	0.782	C	0.791	C	0.009	NO
		Sat	0.203	A	0.206	A	0.003	NO
17.	Hauser Boulevard &	AM	0.942	E	0.950	E	0.008	NO
	8th Street	MD	0.509	A	0.512	A	0.003	NO
		PM	0.909	E	0.918	E	0.009	NO
		Sat	0.521	A	0.525	A	0.004	NO
18.	Cochran Avenue &	AM	0.575	A	0.583	A	0.008	NO
	8th Street	MD	0.275	A	0.278	A	0.003	NO
		PM	0.729	C	0.738	C	0.009	NO
		Sat	0.258	A	0.261	A	0.003	NO
19.	La Brea Avenue &	AM	0.694	B	0.702	C	0.008	NO
	8th Street	MD	0.455	A	0.459	A	0.004	NO
		PM	0.809	D	0.818	D	0.009	NO
		Sat	0.481	A	0.484	A	0.003	NO
20.	Fairfax Avenue &	AM	0.924	E	0.932	E	0.008	NO
	San Vicente Boulevard	MD	0.602	B	0.607	B	0.005	NO
		PM	0.647	B	0.660	B	0.013	NO
		Sat	0.513	A	0.520	A	0.007	NO
21.	Fairfax Avenue &	AM	0.929	E	0.942	E	0.013	**YES**
	Olympic Boulevard	MD	0.663	B	0.668	B	0.005	NO
		PM	0.893	D	0.906	E	0.013	**YES**
		Sat	0.595	A	0.601	B	0.006	NO
22.	San Vicente Boulevard &	AM	0.885	D	0.887	D	0.002	NO
	Olympic Boulevard	MD	0.431	A	0.431	A	0.000	NO
		PM	0.807	D	0.809	D	0.002	NO
		Sat	0.357	A	0.358	A	0.001	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

TABLE 4
EXISTING WITH ALTERNATIVE 2 CONDITIONS (YEAR 2016)
STREET SEGMENT ANALYSIS

No.	Street Segment	Average Daily Traffic (ADT) Volumes			Increase in ADT	Impact
		Existing	Project	Existing with Alternative 2		
1.	Orange Grove Avenue north of 8th Street	769	0	769	0%	NO
2.	Ogden Drive north of 8th Street	1,465	166	1,631	11%	NO
3.	Ogden Drive south of 8th Street	1,075	0	1,075	0%	NO
4.	Genesee Avenue north of 8th Street	1,626	0	1,626	0%	NO
5.	Spaulding Avenue north of 8th Street	1,904	33	1,937	2%	NO

Notes

LADOT deems a transportation impact on an street segment "signficant" based on the following criteria:

Projected ADT with Project (Final ADT)	Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

TABLE 5
FUTURE WITH ALTERNATIVE 2 CONDITIONS (YEAR 2023)
STREET SEGMENT ANALYSIS

No.	Street Segment	Average Daily Traffic (ADT) Volumes						Increase in ADT	Impact
		Existing	Ambient Growth	Related Projects	Future without Project	Alternative 2	Future with Alternative 2		
1.	Orange Grove Avenue north of 8th Street	769	55	0	824	0	824	0%	NO
2.	Ogden Drive north of 8th Street	1,465	106	0	1,571	166	1,737	11%	NO
3.	Ogden Drive south of 8th Street	1,075	78	0	1,153	0	1,153	0%	NO
4.	Genesee Avenue north of 8th Street	1,626	117	0	1,743	0	1,743	0%	NO
5.	Spaulding Avenue north of 8th Street	1,904	137	11	2,052	33	2,085	2%	NO

Notes

LADOT deems a transportation impact on an street segment "signficant" based on the following criteria:

Projected ADT with Project (Final ADT)	Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

TABLE 6
TRIP GENERATION
ALTERNATIVE 3 - MUSEUM BUILDING NORTH OF WILSHIRE BOULEVARD WITH NO STREET CROSSING

Day	Size	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates [a]											
Typical Weekday	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09
Typical Saturday	per visitor	0.61	--	--	--	46%	54%	0.06	--	--	--
Trip Generation Estimates											
Typical Weekday	750 visitors	668	43	2	45	27	33	60	15	53	68
Typical Saturday	1,250 visitors	763	--	--	--	34	41	75	--	--	--

[a] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.

TABLE 7
EXISTING WITH ALTERNATIVE 3 CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Alternative 3			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	0.916	E	0.918	E	0.002	NO
	3rd Street	MD	0.816	D	0.817	D	0.001	NO
		PM	0.899	D	0.900	D	0.001	NO
		Sat	0.829	D	0.832	D	0.003	NO
2.	Fairfax Avenue &	AM	0.739	C	0.739	C	0.000	NO
	6th Street	MD	0.628	B	0.634	B	0.006	NO
		PM	0.708	C	0.718	C	0.010	NO
		Sat	0.585	A	0.595	A	0.010	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.394	A	0.395	A	0.001	NO
	6th Street	MD	0.209	A	0.229	A	0.020	NO
		PM	0.291	A	0.316	A	0.025	NO
		Sat	0.265	A	0.290	A	0.025	NO
4.	Curson Avenue &	AM	0.528	A	0.529	A	0.001	NO
	6th St	MD	0.239	A	0.240	A	0.001	NO
		PM	0.347	A	0.348	A	0.001	NO
		Sat	0.254	A	0.255	A	0.001	NO
5.	Hauser Boulevard &	AM	0.666	B	0.667	B	0.001	NO
	6th Street	MD	0.448	A	0.449	A	0.001	NO
		PM	0.657	B	0.657	B	0.000	NO
		Sat	0.557	A	0.557	A	0.000	NO
6.	Cochran Avenue &	AM	0.638	B	0.639	B	0.001	NO
	6th Street	MD	0.414	A	0.415	A	0.001	NO
		PM	0.501	A	0.502	A	0.001	NO
		Sat	0.453	A	0.455	A	0.002	NO
7.	La Brea Avenue &	AM	0.685	B	0.686	B	0.001	NO
	6th Street	MD	0.736	C	0.737	C	0.001	NO
		PM	0.648	B	0.649	B	0.001	NO
		Sat	0.783	C	0.784	C	0.001	NO
8.	Fairfax Avenue &	AM	1.125	F	1.128	F	0.003	NO
	Wilshire Boulevard	MD	0.798	C	0.803	D	0.005	NO
		PM	0.892	D	0.899	D	0.007	NO
		Sat	0.714	C	0.725	C	0.011	NO
9.	Ogden Drive &	AM	0.335	A	0.336	A	0.001	NO
	Wilshire Boulevard	MD	0.207	A	0.210	A	0.003	NO
		PM	0.350	A	0.353	A	0.003	NO
		Sat	0.209	A	0.212	A	0.003	NO
10.	Spaulding Avenue &	AM	0.324	A	0.325	A	0.001	NO
	Wilshire Boulevard	MD	0.345	A	0.353	A	0.008	NO
		PM	0.368	A	0.378	A	0.010	NO
		Sat	0.329	A	0.337	A	0.008	NO
11.	Curson Avenue &	AM	0.777	C	0.779	C	0.002	NO
	Wilshire Boulevard	MD	0.494	A	0.495	A	0.001	NO
		PM	0.641	B	0.644	B	0.003	NO
		Sat	0.457	A	0.459	A	0.002	NO
12.	Hauser Boulevard &	AM	0.745	C	0.747	C	0.002	NO
	Wilshire Boulevard	MD	0.602	B	0.604	B	0.002	NO
		PM	0.735	C	0.737	C	0.002	NO
		Sat	0.708	C	0.710	C	0.002	NO
13.	Cochran Avenue &	AM	0.617	B	0.619	B	0.002	NO
	Wilshire Boulevard	MD	0.404	A	0.406	A	0.002	NO
		PM	0.661	B	0.664	B	0.003	NO
		Sat	0.453	A	0.455	A	0.002	NO
14.	La Brea Avenue &	AM	0.997	E	0.999	E	0.002	NO
	Wilshire Boulevard	MD	0.683	B	0.685	B	0.002	NO
		PM	0.901	E	0.904	E	0.003	NO
		Sat	1.006	F	1.008	F	0.002	NO
15.	Fairfax Avenue &	AM	0.389	A	0.395	A	0.006	NO
	8th Street	MD	0.356	A	0.361	A	0.005	NO
		PM	0.530	A	0.534	A	0.004	NO
		Sat	0.377	A	0.383	A	0.006	NO

TABLE 7 (CONTINUED)
EXISTING WITH ALTERNATIVE 3 CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Alternative 3			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.728	C	0.729	C	0.001	NO
	8th Street	MD	0.187	A	0.188	A	0.001	NO
		PM	0.703	C	0.704	C	0.001	NO
		Sat	0.177	A	0.178	A	0.001	NO
17.	Hauser Boulevard &	AM	0.863	D	0.864	D	0.001	NO
	8th Street	MD	0.449	A	0.449	A	0.000	NO
		PM	0.828	D	0.829	D	0.001	NO
		Sat	0.467	A	0.468	A	0.001	NO
18.	Cochran Avenue &	AM	0.529	A	0.531	A	0.002	NO
	8th Street	MD	0.248	A	0.249	A	0.001	NO
		PM	0.671	B	0.672	B	0.001	NO
		Sat	0.233	A	0.235	A	0.002	NO
19.	La Brea Avenue &	AM	0.615	B	0.616	B	0.001	NO
	8th Street	MD	0.391	A	0.392	A	0.001	NO
		PM	0.715	C	0.716	C	0.001	NO
		Sat	0.412	A	0.413	A	0.001	NO
20.	Fairfax Avenue &	AM	0.688	B	0.689	B	0.001	NO
	San Vicente Boulevard	MD	0.475	A	0.478	A	0.003	NO
		PM	0.510	A	0.516	A	0.006	NO
		Sat	0.440	A	0.446	A	0.006	NO
21.	Fairfax Avenue &	AM	0.832	D	0.833	D	0.001	NO
	Olympic Boulevard	MD	0.577	A	0.581	A	0.004	NO
		PM	0.781	C	0.786	C	0.005	NO
		Sat	0.522	A	0.527	A	0.005	NO
22.	San Vicente Boulevard &	AM	0.664	B	0.665	B	0.001	NO
	Olympic Boulevard	MD	0.334	A	0.334	A	0.000	NO
		PM	0.663	B	0.663	B	0.000	NO
		Sat	0.280	A	0.280	A	0.000	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

TABLE 8
FUTURE WITH ALTERNATIVE 3 CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Alternative 3			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	1.029	F	1.031	F	0.002	NO
	3rd Street	MD	0.937	E	0.939	E	0.002	NO
		PM	1.029	F	1.029	F	0.000	NO
		Sat	0.950	E	0.952	E	0.002	NO
2.	Fairfax Avenue &	AM	0.830	D	0.831	D	0.001	NO
	6th Street	MD	0.722	C	0.730	C	0.008	NO
		PM	0.814	D	0.825	D	0.011	NO
		Sat	0.668	B	0.679	B	0.011	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.914	E	0.915	E	0.001	NO
	6th Street	MD	0.471	A	0.485	A	0.014	NO
		PM	0.622	B	0.644	B	0.022	NO
		Sat	0.497	A	0.514	A	0.017	NO
4.	Curson Avenue &	AM	1.008	F	1.010	F	0.002	NO
	6th St	MD	0.421	A	0.423	A	0.002	NO
		PM	0.627	B	0.629	B	0.002	NO
		Sat	0.433	A	0.434	A	0.001	NO
5.	Hauser Boulevard &	AM	1.175	F	1.177	F	0.002	NO
	6th Street	MD	0.617	B	0.619	B	0.002	NO
		PM	1.100	F	1.102	F	0.002	NO
		Sat	0.747	C	0.748	C	0.001	NO
6.	Cochran Avenue &	AM	1.194	F	1.196	F	0.002	NO
	6th Street	MD	0.489	A	0.491	A	0.002	NO
		PM	0.916	E	0.918	E	0.002	NO
		Sat	0.473	A	0.475	A	0.002	NO
7.	La Brea Avenue &	AM	0.777	C	0.778	C	0.001	NO
	6th Street	MD	0.857	D	0.859	D	0.002	NO
		PM	0.753	C	0.754	C	0.001	NO
		Sat	0.900	D	0.901	E	0.001	NO
8.	Fairfax Avenue &	AM	1.281	F	1.285	F	0.004	NO
	Wilshire Boulevard	MD	0.936	E	0.944	E	0.008	NO
		PM	1.083	F	1.089	F	0.006	NO
		Sat	0.861	D	0.872	D	0.011	NO
9.	Ogden Drive &	AM	0.413	A	0.415	A	0.002	NO
	Wilshire Boulevard	MD	0.307	A	0.310	A	0.003	NO
		PM	0.445	A	0.447	A	0.002	NO
		Sat	0.292	A	0.295	A	0.003	NO
10.	Spaulding Avenue &	AM	0.405	A	0.407	A	0.002	NO
	Wilshire Boulevard	MD	0.435	A	0.442	A	0.007	NO
		PM	0.470	A	0.480	A	0.010	NO
		Sat	0.420	A	0.428	A	0.008	NO
11.	Curson Avenue &	AM	0.911	E	0.913	E	0.002	NO
	Wilshire Boulevard	MD	0.650	B	0.651	B	0.001	NO
		PM	0.826	D	0.829	D	0.003	NO
		Sat	0.578	A	0.579	A	0.001	NO
12.	Hauser Boulevard &	AM	0.903	E	0.905	E	0.002	NO
	Wilshire Boulevard	MD	0.746	C	0.747	C	0.001	NO
		PM	0.917	E	0.920	E	0.003	NO
		Sat	0.839	D	0.841	D	0.002	NO
13.	Cochran Avenue &	AM	0.747	C	0.749	C	0.002	NO
	Wilshire Boulevard	MD	0.527	A	0.528	A	0.001	NO
		PM	0.835	D	0.837	D	0.002	NO
		Sat	0.560	A	0.561	A	0.001	NO
14.	La Brea Avenue &	AM	1.191	F	1.193	F	0.002	NO
	Wilshire Boulevard	MD	0.851	D	0.852	D	0.001	NO
		PM	1.058	F	1.061	F	0.003	NO
		Sat	1.143	F	1.145	F	0.002	NO
15.	Fairfax Avenue &	AM	0.445	A	0.450	A	0.005	NO
	8th Street	MD	0.407	A	0.412	A	0.005	NO
		PM	0.602	B	0.607	B	0.005	NO
		Sat	0.433	A	0.438	A	0.005	NO

TABLE 8 (CONTINUED)
FUTURE WITH ALTERNATIVE 3 CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Alternative 3			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.796	C	0.797	C	0.001	NO
	8th Street	MD	0.222	A	0.223	A	0.001	NO
		PM	0.782	C	0.783	C	0.001	NO
		Sat	0.203	A	0.204	A	0.001	NO
17.	Hauser Boulevard &	AM	0.942	E	0.943	E	0.001	NO
	8th Street	MD	0.509	A	0.509	A	0.000	NO
		PM	0.909	E	0.911	E	0.002	NO
		Sat	0.521	A	0.523	A	0.002	NO
18.	Cochran Avenue &	AM	0.575	A	0.577	A	0.002	NO
	8th Street	MD	0.275	A	0.275	A	0.000	NO
		PM	0.729	C	0.731	C	0.002	NO
		Sat	0.258	A	0.259	A	0.001	NO
19.	La Brea Avenue &	AM	0.694	B	0.695	B	0.001	NO
	8th Street	MD	0.455	A	0.456	A	0.001	NO
		PM	0.809	D	0.811	D	0.002	NO
		Sat	0.481	A	0.482	A	0.001	NO
20.	Fairfax Avenue &	AM	0.924	E	0.925	E	0.001	NO
	San Vicente Boulevard	MD	0.602	B	0.606	B	0.004	NO
		PM	0.647	B	0.652	B	0.005	NO
		Sat	0.513	A	0.518	A	0.005	NO
21.	Fairfax Avenue &	AM	0.929	E	0.931	E	0.002	NO
	Olympic Boulevard	MD	0.663	B	0.667	B	0.004	NO
		PM	0.893	D	0.899	D	0.006	NO
		Sat	0.595	A	0.601	B	0.006	NO
22.	San Vicente Boulevard &	AM	0.885	D	0.885	D	0.000	NO
	Olympic Boulevard	MD	0.431	A	0.431	A	0.000	NO
		PM	0.807	D	0.808	D	0.001	NO
		Sat	0.357	A	0.358	A	0.001	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

TABLE 9
EXISTING WITH ALTERNATIVE 3 CONDITIONS (YEAR 2016)
STREET SEGMENT ANALYSIS

No.	Street Segment	Average Daily Traffic (ADT) Volumes			Increase in ADT	Impact
		Existing	Project	Existing with Alternative 3		
1.	Orange Grove Avenue north of 8th Street	769	0	769	0%	NO
2.	Ogden Drive north of 8th Street	1,465	0	1,465	0%	NO
3.	Ogden Drive south of 8th Street	1,075	0	1,075	0%	NO
4.	Genesee Avenue north of 8th Street	1,626	0	1,626	0%	NO
5.	Spaulding Avenue north of 8th Street	1,904	120	2,024	6%	NO

Notes

LADOT deems a transportation impact on an street segment "signficant" based on the following criteria:

Projected ADT with Project (Final ADT)	Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

TABLE 10
FUTURE WITH ALTERNATIVE 3 CONDITIONS (YEAR 2023)
STREET SEGMENT ANALYSIS

No.	Street Segment	Average Daily Traffic (ADT) Volumes						Increase in ADT	Impact
		Existing	Ambient Growth	Related Projects	Future without Project	Alternative 3	Future with Alternative 3		
1.	Orange Grove Avenue north of 8th Street	769	55	0	824	0	824	0%	NO
2.	Ogden Drive north of 8th Street	1,465	106	0	1,571	0	1,571	0%	NO
3.	Ogden Drive south of 8th Street	1,075	78	0	1,153	0	1,153	0%	NO
4.	Genesee Avenue north of 8th Street	1,626	117	0	1,743	0	1,743	0%	NO
5.	Spaulding Avenue north of 8th Street	1,904	137	11	2,052	120	2,172	6%	NO

Notes

LADOT deems a transportation impact on an street segment "signficant" based on the following criteria:

Projected ADT with Project (Final ADT)	Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

TABLE 11
TRIP GENERATION
ALTERNATIVE 4 - MUSEUM FUNCTIONS NORTH AND SOUTH OF WILSHIRE BOULEVARD WITH NO STREET CROSSING

Land Use	ITE Land Use Code	Size	Weekday									Saturday			
			Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Daily	Midday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total		In	Out	Total
Trip Generation Rates [a]																
LACMA	[c]	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09	0.61	46%	54%	0.06
Apartment	220	per du	6.65	20%	80%	0.51	29%	71%	0.55	65%	35%	0.62	6.39	50%	50%	0.52
Office	710	per 1,000 sf	11.03	88%	12%	1.56	N/A	N/A	N/A	17%	83%	1.49	2.46	54%	46%	0.43
Proposed Project																
LACMA - Weekday	[c]	750 visitors	668	43	2	45	27	33	60	15	53	68	N/A	N/A	N/A	N/A
LACMA - Saturday	[c]	1,250 visitors	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	763	299	351	650
Apartment	220	107 du	712	11	44	55	17	42	59	43	23	66	684	28	28	56
Less 25% Transit/Walk-In [c]			*(178)*	*(3)*	*(11)*	*(14)*	*(4)*	*(11)*	*(15)*	*(11)*	*(6)*	*(17)*	*(171)*	*(7)*	*(7)*	*(14)*
Office	710	121 ksf	1,335	166	23	189	N/A	N/A	N/A	31	149	180	298	28	24	52
Less 25% Transit/Walk-In [c]			*(334)*	*(42)*	*(6)*	*(48)*	*N/A*	*N/A*	*N/A*	*(8)*	*(37)*	*(45)*	*(75)*	*(7)*	*(6)*	*(13)*
Net New Trips - Alternative 4			**2,203**	**175**	**52**	**227**	**40**	**64**	**104**	**70**	**182**	**252**	**1,499**	**341**	**390**	**731**

Notes

[a] Source: *Trip Generation, 9th Edition,* Institute of Transportation Engineers, 2012.

[b] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.

[c] The future Metro Purple Line Wilshire/Fairfax Station will be located adjacent to LACMA, therefore a 25% transit adjustment was applied to account for transit usage and walk-in trips.

TABLE 12
EXISTING WITH ALTERNATIVE 4 CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Alternative 4			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	0.916	E	0.925	E	0.009	NO
	3rd Street	MD	0.816	D	0.819	D	0.003	NO
		PM	0.899	D	0.904	E	0.005	NO
		Sat	0.829	D	0.834	D	0.005	NO
2.	Fairfax Avenue &	AM	0.739	C	0.746	C	0.007	NO
	6th Street	MD	0.628	B	0.635	B	0.007	NO
		PM	0.708	C	0.725	C	0.017	NO
		Sat	0.585	A	0.598	A	0.013	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.394	A	0.395	A	0.001	NO
	6th Street	MD	0.209	A	0.229	A	0.020	NO
		PM	0.291	A	0.316	A	0.025	NO
		Sat	0.265	A	0.290	A	0.025	NO
4.	Curson Avenue &	AM	0.528	A	0.529	A	0.001	NO
	6th St	MD	0.239	A	0.240	A	0.001	NO
		PM	0.347	A	0.348	A	0.001	NO
		Sat	0.254	A	0.255	A	0.001	NO
5.	Hauser Boulevard &	AM	0.666	B	0.667	B	0.001	NO
	6th Street	MD	0.448	A	0.449	A	0.001	NO
		PM	0.657	B	0.657	B	0.000	NO
		Sat	0.557	A	0.557	A	0.000	NO
6.	Cochran Avenue &	AM	0.638	B	0.639	B	0.001	NO
	6th Street	MD	0.414	A	0.415	A	0.001	NO
		PM	0.501	A	0.502	A	0.001	NO
		Sat	0.453	A	0.455	A	0.002	NO
7.	La Brea Avenue &	AM	0.685	B	0.686	B	0.001	NO
	6th Street	MD	0.736	C	0.737	C	0.001	NO
		PM	0.648	B	0.649	B	0.001	NO
		Sat	0.783	C	0.784	C	0.001	NO
8.	Fairfax Avenue &	AM	1.125	F	1.133	F	0.008	NO
	Wilshire Boulevard	MD	0.798	C	0.806	D	0.008	NO
		PM	0.892	D	0.917	E	0.025	**YES**
		Sat	0.714	C	0.733	C	0.019	NO
9.	Ogden Drive &	AM	0.335	A	0.344	A	0.009	NO
	Wilshire Boulevard	MD	0.207	A	0.223	A	0.016	NO
		PM	0.350	A	0.395	A	0.045	NO
		Sat	0.209	A	0.235	A	0.026	NO
10.	Spaulding Avenue &	AM	0.324	A	0.347	A	0.023	NO
	Wilshire Boulevard	MD	0.345	A	0.349	A	0.004	NO
		PM	0.368	A	0.397	A	0.029	NO
		Sat	0.329	A	0.330	A	0.001	NO
11.	Curson Avenue &	AM	0.777	C	0.786	C	0.009	NO
	Wilshire Boulevard	MD	0.494	A	0.496	A	0.002	NO
		PM	0.641	B	0.651	B	0.010	NO
		Sat	0.457	A	0.461	A	0.004	NO
12.	Hauser Boulevard &	AM	0.745	C	0.753	C	0.008	NO
	Wilshire Boulevard	MD	0.602	B	0.605	B	0.003	NO
		PM	0.735	C	0.743	C	0.008	NO
		Sat	0.708	C	0.712	C	0.004	NO
13.	Cochran Avenue &	AM	0.617	B	0.625	B	0.008	NO
	Wilshire Boulevard	MD	0.404	A	0.407	A	0.003	NO
		PM	0.661	B	0.670	B	0.009	NO
		Sat	0.453	A	0.457	A	0.004	NO
14.	La Brea Avenue &	AM	0.997	E	1.006	F	0.009	NO
	Wilshire Boulevard	MD	0.683	B	0.687	B	0.004	NO
		PM	0.901	E	0.910	E	0.009	NO
		Sat	1.006	F	1.011	F	0.005	NO
15.	Fairfax Avenue &	AM	0.389	A	0.415	A	0.026	NO
	8th Street	MD	0.356	A	0.365	A	0.009	NO
		PM	0.530	A	0.551	A	0.021	NO
		Sat	0.377	A	0.391	A	0.014	NO

TABLE 12 (CONTINUED)
EXISTING WITH ALTERNATIVE 4 CONDITIONS (YEAR 2016)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Existing		Existing with Alternative 4			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.728	C	0.738	C	0.010	NO
	8th Street	MD	0.187	A	0.189	A	0.002	NO
		PM	0.703	C	0.713	C	0.010	NO
		Sat	0.177	A	0.181	A	0.004	NO
17.	Hauser Boulevard &	AM	0.863	D	0.873	D	0.010	NO
	8th Street	MD	0.449	A	0.451	A	0.002	NO
		PM	0.828	D	0.838	D	0.010	NO
		Sat	0.467	A	0.471	A	0.004	NO
18.	Cochran Avenue &	AM	0.529	A	0.539	A	0.010	NO
	8th Street	MD	0.248	A	0.251	A	0.003	NO
		PM	0.671	B	0.681	B	0.010	NO
		Sat	0.233	A	0.237	A	0.004	NO
19.	La Brea Avenue &	AM	0.615	B	0.625	B	0.010	NO
	8th Street	MD	0.391	A	0.394	A	0.003	NO
		PM	0.715	C	0.725	C	0.010	NO
		Sat	0.412	A	0.416	A	0.004	NO
20.	Fairfax Avenue &	AM	0.688	B	0.696	B	0.008	NO
	San Vicente Boulevard	MD	0.475	A	0.481	A	0.006	NO
		PM	0.510	A	0.530	A	0.020	NO
		Sat	0.440	A	0.453	A	0.013	NO
21.	Fairfax Avenue &	AM	0.832	D	0.844	D	0.012	NO
	Olympic Boulevard	MD	0.577	A	0.586	A	0.009	NO
		PM	0.781	C	0.800	C	0.019	NO
		Sat	0.522	A	0.533	A	0.011	NO
22.	San Vicente Boulevard &	AM	0.664	B	0.666	B	0.002	NO
	Olympic Boulevard	MD	0.334	A	0.334	A	0.000	NO
		PM	0.663	B	0.664	B	0.001	NO
		Sat	0.280	A	0.280	A	0.000	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

TABLE 13
FUTURE WITH ALTERNATIVE 4 CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Alternative 4			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue &	AM	1.029	F	1.038	F	0.009	NO
	3rd Street	MD	0.937	E	0.939	E	0.002	NO
		PM	1.029	F	1.033	F	0.004	NO
		Sat	0.950	E	0.954	E	0.004	NO
2.	Fairfax Avenue &	AM	0.830	D	0.838	D	0.008	NO
	6th Street	MD	0.722	C	0.732	C	0.010	NO
		PM	0.814	D	0.832	D	0.018	NO
		Sat	0.668	B	0.681	B	0.013	NO
3.	LACMA Driveway/Ogden Drive &	AM	0.914	E	0.915	E	0.001	NO
	6th Street	MD	0.471	A	0.485	A	0.014	NO
		PM	0.622	B	0.644	B	0.022	NO
		Sat	0.497	A	0.514	A	0.017	NO
4.	Curson Avenue &	AM	1.008	F	1.010	F	0.002	NO
	6th St	MD	0.421	A	0.423	A	0.002	NO
		PM	0.627	B	0.629	B	0.002	NO
		Sat	0.433	A	0.434	A	0.001	NO
5.	Hauser Boulevard &	AM	1.175	F	1.177	F	0.002	NO
	6th Street	MD	0.617	B	0.619	B	0.002	NO
		PM	1.100	F	1.102	F	0.002	NO
		Sat	0.747	C	0.748	C	0.001	NO
6.	Cochran Avenue &	AM	1.194	F	1.196	F	0.002	NO
	6th Street	MD	0.489	A	0.491	A	0.002	NO
		PM	0.916	E	0.918	E	0.002	NO
		Sat	0.473	A	0.475	A	0.002	NO
7.	La Brea Avenue &	AM	0.777	C	0.778	C	0.001	NO
	6th Street	MD	0.857	D	0.859	D	0.002	NO
		PM	0.753	C	0.754	C	0.001	NO
		Sat	0.900	D	0.901	E	0.001	NO
8.	Fairfax Avenue &	AM	1.281	F	1.289	F	0.008	NO
	Wilshire Boulevard	MD	0.936	E	0.949	E	0.013	**YES**
		PM	1.083	F	1.100	F	0.017	**YES**
		Sat	0.861	D	0.880	D	0.019	NO
9.	Ogden Drive &	AM	0.413	A	0.423	A	0.010	NO
	Wilshire Boulevard	MD	0.307	A	0.323	A	0.016	NO
		PM	0.445	A	0.490	A	0.045	NO
		Sat	0.292	A	0.323	A	0.031	NO
10.	Spaulding Avenue &	AM	0.405	A	0.429	A	0.024	NO
	Wilshire Boulevard	MD	0.435	A	0.438	A	0.003	NO
		PM	0.470	A	0.499	A	0.029	NO
		Sat	0.420	A	0.420	A	0.000	NO
11.	Curson Avenue &	AM	0.911	E	0.920	E	0.009	NO
	Wilshire Boulevard	MD	0.650	B	0.652	B	0.002	NO
		PM	0.826	D	0.835	D	0.009	NO
		Sat	0.578	A	0.581	A	0.003	NO
12.	Hauser Boulevard &	AM	0.903	E	0.912	E	0.009	NO
	Wilshire Boulevard	MD	0.746	C	0.749	C	0.003	NO
		PM	0.917	E	0.927	E	0.010	**YES**
		Sat	0.839	D	0.843	D	0.004	NO
13.	Cochran Avenue &	AM	0.747	C	0.755	C	0.008	NO
	Wilshire Boulevard	MD	0.527	A	0.530	A	0.003	NO
		PM	0.835	D	0.844	D	0.009	NO
		Sat	0.560	A	0.563	A	0.003	NO
14.	La Brea Avenue &	AM	1.191	F	1.200	F	0.009	NO
	Wilshire Boulevard	MD	0.851	D	0.853	D	0.002	NO
		PM	1.058	F	1.068	F	0.010	**YES**
		Sat	1.143	F	1.147	F	0.004	NO
15.	Fairfax Avenue &	AM	0.445	A	0.471	A	0.026	NO
	8th Street	MD	0.407	A	0.415	A	0.008	NO
		PM	0.602	B	0.624	B	0.022	NO
		Sat	0.433	A	0.446	A	0.013	NO

TABLE 13 (CONTINUED)
FUTURE WITH ALTERNATIVE 4 CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Alternative 4			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue &	AM	0.796	C	0.806	D	0.010	NO
	8th Street	MD	0.222	A	0.223	A	0.001	NO
		PM	0.782	C	0.792	C	0.010	NO
		Sat	0.203	A	0.207	A	0.004	NO
17.	Hauser Boulevard &	AM	0.942	E	0.952	E	0.010	**YES**
	8th Street	MD	0.509	A	0.511	A	0.002	NO
		PM	0.909	E	0.919	E	0.010	**YES**
		Sat	0.521	A	0.525	A	0.004	NO
18.	Cochran Avenue &	AM	0.575	A	0.585	A	0.010	NO
	8th Street	MD	0.275	A	0.277	A	0.002	NO
		PM	0.729	C	0.739	C	0.010	NO
		Sat	0.258	A	0.262	A	0.004	NO
19.	La Brea Avenue &	AM	0.694	B	0.704	C	0.010	NO
	8th Street	MD	0.455	A	0.458	A	0.003	NO
		PM	0.809	D	0.819	D	0.010	NO
		Sat	0.481	A	0.485	A	0.004	NO
20.	Fairfax Avenue &	AM	0.924	E	0.929	E	0.005	NO
	San Vicente Boulevard	MD	0.602	B	0.609	B	0.007	NO
		PM	0.647	B	0.666	B	0.019	NO
		Sat	0.513	A	0.524	A	0.011	NO
21.	Fairfax Avenue &	AM	0.929	E	0.941	E	0.012	**YES**
	Olympic Boulevard	MD	0.663	B	0.671	B	0.008	NO
		PM	0.893	D	0.912	E	0.019	**YES**
		Sat	0.595	A	0.607	B	0.012	NO
22.	San Vicente Boulevard &	AM	0.885	D	0.888	D	0.003	NO
	Olympic Boulevard	MD	0.431	A	0.432	A	0.001	NO
		PM	0.807	D	0.809	D	0.002	NO
		Sat	0.357	A	0.358	A	0.001	NO

Notes

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM
MD Peak Period: 12 PM - 2 PM
PM Peak Period: 3 PM - 6 PM
Sat Peak Period: 12 PM - 2 PM

TABLE 14
EXISTING WITH ALTERNATIVE 4 CONDITIONS (YEAR 2016)
STREET SEGMENT ANALYSIS

No.	Street Segment	Average Daily Traffic (ADT) Volumes			Increase in ADT	Impact
		Existing	Project	Existing with Alternative 4		
1.	Orange Grove Avenue north of 8th Street	769	0	769	0%	NO
2.	Ogden Drive north of 8th Street	1,465	167	1,632	11%	NO
3.	Ogden Drive south of 8th Street	1,075	0	1,075	0%	NO
4.	Genesee Avenue north of 8th Street	1,626	0	1,626	0%	NO
5.	Spaulding Avenue north of 8th Street	1,904	570	2,474	30%	**YES**

Notes

LADOT deems a transportation impact on an street segment "signficant" based on the following criteria:

Projected ADT with Project (Final ADT)	Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

TABLE 15
FUTURE WITH ALTERNATIVE 4 CONDITIONS (YEAR 2023)
STREET SEGMENT ANALYSIS

No.	Street Segment	Average Daily Traffic (ADT) Volumes						Increase in ADT	Impact
		Existing	Ambient Growth	Related Projects	Future without Project	Alternative 4	Future with Alternative 4		
1.	Orange Grove Avenue north of 8th Street	769	55	0	824	0	824	0%	NO
2.	Ogden Drive north of 8th Street	1,465	106	0	1,571	167	1,738	11%	NO
3.	Ogden Drive south of 8th Street	1,075	78	0	1,153	0	1,153	0%	NO
4.	Genesee Avenue north of 8th Street	1,626	117	0	1,743	0	1,743	0%	NO
5.	Spaulding Avenue north of 8th Street	1,904	137	11	2,052	570	2,622	28%	**YES**

Notes

LADOT deems a transportation impact on an street segment "signficant" based on the following criteria:

Projected ADT with Project (Final ADT)	Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT