

APPENDIX J

Hollywood Model Development Report



Model Development Report

City of Los Angeles
Hollywood Community Plan Area

November 2018





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INTRODUCTION

In 2016, Fehr & Peers updated the City of Los Angeles Travel Demand Forecasting Model (Los Angeles Model) as part of the *Infill and Complete Streets – Capturing VMT Impacts and Benefits to CEQA Project* with the Department of City Planning. The citywide model update focused on consistency with the latest version of the SCAG regional travel demand model, improving key components of the model process, and meeting or exceeding industry standards for calibration and validation. The details of the updated Los Angeles Model are available as part of the *2016 City of Los Angeles Travel Demand Model, Model Development Report*¹. The following were the major focus areas during the model update process:

- Maintain consistency with the 2016 SCAG RTP/SCS model
- Increase zonal detail across the City of Los Angeles
- Incorporate Big Data (such as cell phone and GPS data) into the trip distribution validation to improve VMT estimation at smaller geographic analysis zones
- Rebuild a majority of the transit route system using General Transit Feed Specification (GTFS) data from major transit operators
- Update the highway network to reflect major arterial and freeway construction projects
- Use Automated Traffic Surveillance and Control (ATSAC) loop volume data to collect traffic counts from several months for validation
- Include transit performance validation statistics including system ridership by mode and carrier

The Hollywood Subregion Travel Demand Forecasting Model (referred to as the Hollywood Model in the remainder of this report) builds upon the citywide model update and refines the level of detail within the Hollywood Community Plan Area for improved sensitivity in measuring the effect of land use development and transportation network changes. The Hollywood Model was developed using TransCAD Version 5.0 R4 Build 2025, consistent with the updated citywide model. The model utilizes a conventional 4-step process consisting of trip generation, trip distribution, mode split, and assignment. This report focuses on the model enhancements made for the Hollywood Community Plan Area.

¹ 2016 *City of Los Angeles Travel Demand Model, Model Development Report*, Fehr & Peers, February 2017.

MODEL INPUTS

SOCIOECONOMIC DATA

The Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provided the initial baseline socioeconomic data estimates for the Hollywood Community Plan Area. The SCAG data are consistent with the updated Los Angeles Model.

Table 1 summarizes the socioeconomic variables for the Hollywood Community Plan and the City of Los Angeles. The Hollywood Community Plan Area contains approximately 6% of the households and employment within the City of Los Angeles.

TABLE 1 EXISTING 2016 SOCIOECONOMIC DATA

Category	Hollywood Plan Area	City of Los Angeles
Population	205,536	3,931,082
Households	98,868	1,383,373
K12 Students	25,924	607,860
College Students	23,269	275,632
Employees	101,241	1,797,873

Source: Southern California Association of Governments (SCAG), 2016.

TRAFFIC ANALYSIS ZONE SYSTEM

Socioeconomic data and other information used in the model are contained in geographically defined areas known as Transportation Analysis Zones (TAZs). These zones provide the spatial unit within which travel behavior and trip generation are estimated. Fehr & Peers developed a custom TAZ system as part of the 2016 Los Angeles Model based on the Tier 1 TAZ system in the 2016 SCAG RTP/SCS model. The custom zone system was created to achieve better consistency between the roadway network and the travel analysis zones, so that the zonal boundaries are predominantly defined by roadways or other geographic features. This method of subdividing the SCAG Tier 1 zones more accurately represents how traffic accesses the local street network. The 46 Tier 1 zones in the Hollywood Community Plan area were disaggregated into 97 TAZs in the Los Angeles Model. The subdivided TAZs better reflect how and where traffic enters and exits the street network and are divided along logical transportation boundaries like major streets and topography.

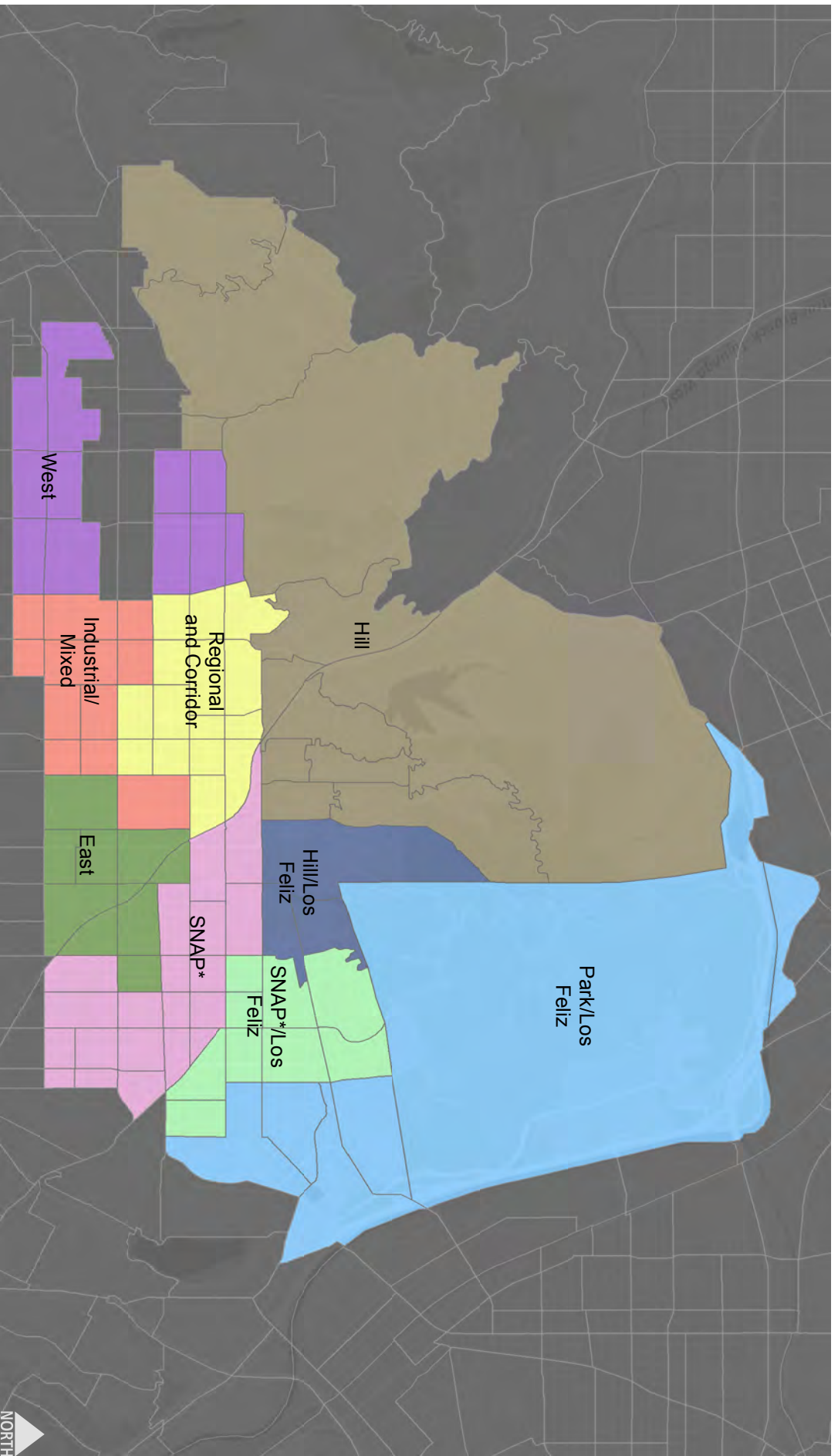
Figure 1 shows the TAZ system within the Hollywood Community Plan Area used by City staff to develop land use estimates for existing conditions and land use forecasts for the future year scenarios. The Hollywood planning subregions designated in Figure 1 (such as “West” or “SNAP”) are geographic planning divisions, and are provided for context. The planning subregions themselves have no direct relevance to the travel demand model; the socio-economic data contained in the model is assigned by TAZ.

As part of the process to subdivide the SCAG Tier 1 zones for the citywide model update, Fehr & Peers reapportioned the socioeconomic data proportionally using geographic area calculations and aerial imagery within GIS software. Residential, school, and employment disaggregation factors were individually developed for each Tier 1 zone.

For the development of the Hollywood Model, City staff reviewed the socioeconomic data assumptions for the TAZs within the Plan Area and made adjustments to the distribution of households and employment. These distribution adjustments were based on data from the Los Angeles County Assessor, but maintained the total number of households, population and jobs within the Plan Area based on SCAG’s estimates for Year 2016. **Table 2** summarizes the Existing 2016 socioeconomic data within the Plan Area by Hollywood planning subregion.

TABLE 2 EXISTING 2016 HOLLYWOOD COMMUNITY PLAN SOCIOECONOMIC DATA

Hollywood Subregion	Population	Households	Employment
East	24,424	8,652	15,234
Hill	32,149	17,681	6,340
Hill/Los Feliz	2,864	1,205	725
Industrial/Mixed	16,852	7,594	9,530
Park/Los Feliz	11,618	6,147	2,613
Regional and Corridor	28,411	15,110	27,915
SNAP	48,210	19,442	24,162
SNAP/Los Feliz	15,347	8,178	4,115
West	25,661	14,859	10,607
<i>Total</i>	<i>205,536</i>	<i>98,868</i>	<i>101,241</i>



*"SNAP" Planning boundaries are approximated to best match model TAZs
 Planning subregions are shown for context and have no function in the travel demand model

Figure 1

Hollywood Planning Subregions and Model TAZs



HIGHWAY NETWORK

The highway network within the Hollywood Model is shown in **Figure 2**. The primary attributes of the network links include: directionality (1-way versus 2-way), posted speed limit, and number of lanes (by time of day, including parking restrictions). Fehr & Peers conducted fieldwork visits in June 2016 to verify these attributes for roadways within the Plan Area. The network inputs also include peak hour and all day turning movement restrictions at signalized intersections and freeway ramps where appropriate.

The highway network was also reviewed for consistency with the classifications established in the Los Angeles Mobility Plan 2035 to ensure that facilities classified as Boulevards or Avenues within the Plan Area were included in the model. Key local collector roads, including Wilcox Avenue and Wilton Place, were also added to the model.

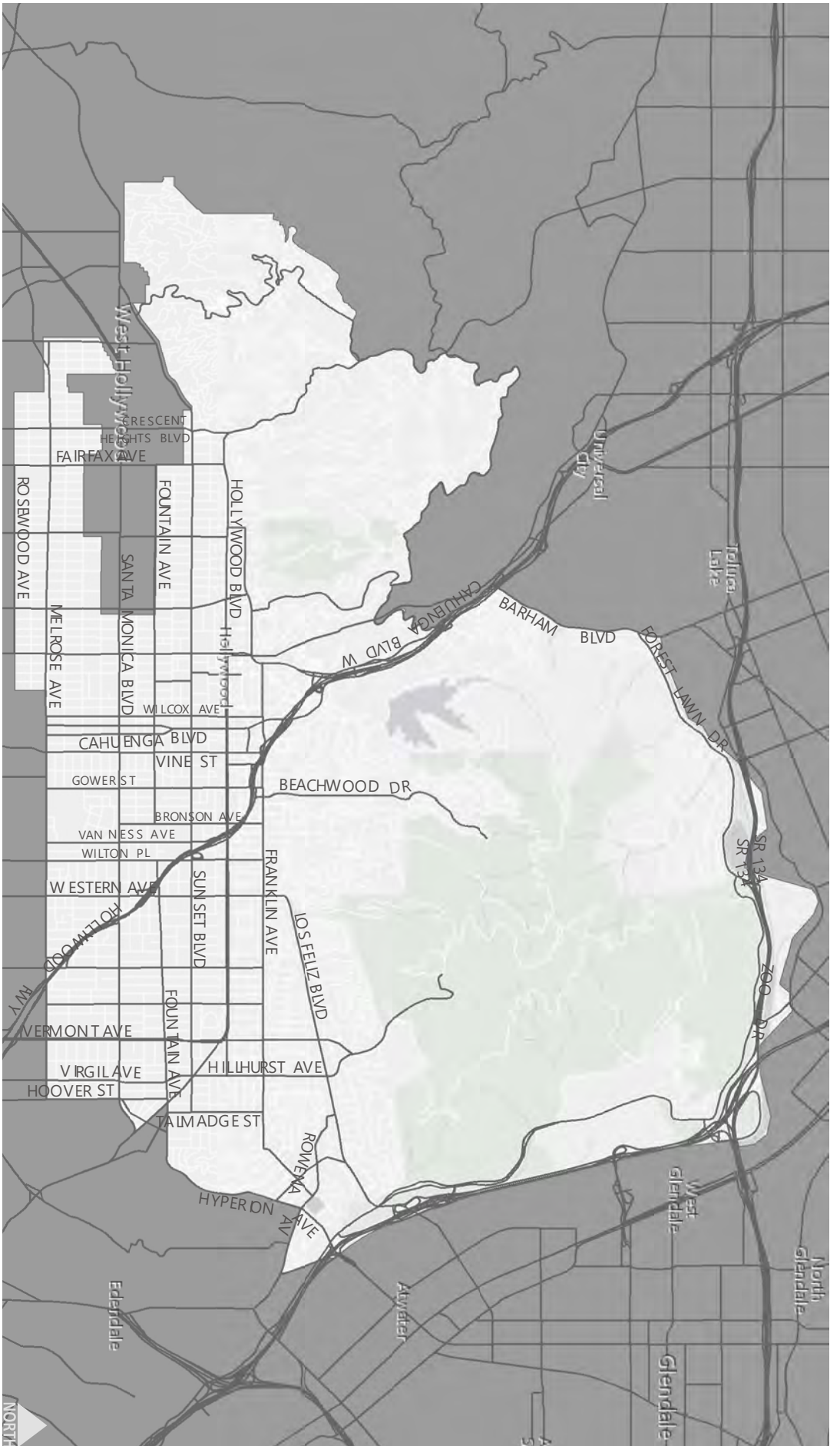
TRANSIT NETWORK

The transit network for the citywide model was updated to include the most recently available route and schedule information from the largest transit providers in Los Angeles County. Within the Hollywood Community Plan Area, additional network detail was added to include bus stops for the LADOT Commuter Express buses that operate on the US 101 freeway to downtown Los Angeles. These bus-only highway ramps provide pedestrian access to street level.

The following agencies and routes provide the majority of the transit service within the Plan Area:

- Los Angeles County Metropolitan Transportation Authority (Metro)
 - Red Line Subway
 - Local Bus (18 routes)
 - Rapid Bus (5 routes)

- Los Angeles Department of Transportation (LADOT)
 - DASH local routes (5 routes)
 - Commuter Express (2 routes)



Hollywood Model Network

Figure 2

AREAS OUTSIDE OF THE HOLLYWOOD COMMUNITY PLAN

Although the Hollywood Community Plan Area is the main focus of the model development process, the model itself is a refinement of the 2016 City of Los Angeles travel demand model. Therefore, the entirety of the City-wide model is included in the Hollywood Model, including the other nearby Cities in Los Angeles County (e.g., West Hollywood, Burbank and Glendale). No additional refinements or changes were made outside of the Hollywood Community Plan Area.

CALIBRATION AND VALIDATION

The base year for the Hollywood Model was validated to Existing (2016) Conditions using LADOT data and Caltrans vehicle loop detectors to estimate traffic volumes throughout the Plan Area. This section describes the calibration and validation of the highway vehicle assignment model in the Hollywood Model.

The validation of the highway assignment model is based on how closely the resulting model volumes match observed traffic volumes. The guidelines for validation are taken from the 2010 *California Regional Transportation Plan Guidelines* (California Transportation Commission, 2010), which incorporated relevant guidance from *Travel Forecasting Guidelines* (Caltrans, 1992) and *Model Validation and Reasonableness Checking Manual* (Travel Model Improvement Program, FHWA, 1997). The following metrics should be met to ensure the travel model is reasonably approximating observed travel behavior:

- At least 75% of the roadway links for which counts are available should be within the maximum desirable deviation, which ranges from 15% to 60% (the larger the volume, the less deviation permitted)
- All of the roadway screenlines should be within the maximum desirable deviation, which ranges from 15% to 64% (the larger the volume, the less deviation permitted)
- The 2-way sum of the volumes on all roadway links for which counts are available should be within 10% of the count volume
- The correlation coefficient between the volumes on all roadway links for which counts are available and the observed counts should be greater than 0.88
- The percent root mean square error (RMSE) should be less than 40%

The correlation coefficient estimates the overall level of accuracy between observed traffic counts and the estimated traffic volumes from the model. The coefficient ranges from 0 to 1, where 1.0 indicates that the model perfectly fits the data. The percent RMSE is the average of all the link-by-link percent differences, and is an indicator of how much the model volumes differ from counts expressed as a percent. RMSE is a measure similar to standard deviation in that it assesses the accuracy of the entire model.

TRAFFIC COUNTS

Consistent with the Los Angeles Model, the traffic volumes that were used to validate the highway assignment model were developed from Caltrans and LADOT loop detectors embedded in the roadway. Caltrans data were downloaded from the online Performance Measurement System (PeMS) database. LADOT data were downloaded and post-processed from the ATSAC through the Regional Integration of

ITS Projects (RIITS) archive. The following criteria were used to filter the available loop detector data before calculating average hourly volumes:

- February through May 2016
- Tuesday, Wednesday, or Thursday
- Minimum of nine days of data reported
- Volume data reported for every hour
- Over 75% of data is observed (not estimated) for each hour

The citywide model was validated using counts on roadways classified as Boulevards in the Mobility Plan 2035. Within the Hollywood Community Plan Area, both Boulevards and Arterials were included in the Hollywood Model validation. The validation consisted of 284 one-directional arterial segments and 20 one-directional freeway segments as shown in Figure 3. The number of Plan Area validation locations is approximately three times greater in the Hollywood Model than the number of locations used for the same Plan Area in the citywide model validation.

In addition to the roadway segment validation, four screenlines were selected to validate the traffic volumes within the Hollywood Community Plan Area: Highland Avenue to the west, Vermont Avenue to the east, Hollywood Boulevard to the north, and Melrose Avenue to the south. Screenlines are imaginary boundaries drawn across a street network to determine the total volume crossing the boundary. Screenline accuracy determines whether the total number of vehicle traveling across the model area is consistent with the observed volumes. Screenline locations are also shown in Figure 3.

Travel demand forecasting models estimate volume based on a daily (24-hour) period and then disaggregate these volumes into peak and off-peak periods. The Hollywood Model produces volume estimates for a 3-hour AM peak period (6:00 - 9:00 AM) and 4-hour PM peak period (3:00 - 7:00 PM). For calibration and level-of-service analysis purposes (as well as other analyses that use traffic data), the industry standard is to use one-hour peak volumes representing the highest activity in the period. Travel demand is not evenly distributed across a multi-hour peak period, requiring the development of a conversion factor to estimate the peak hour. A conversion factor was developed from the count data to convert the peak period volumes to peak hour volumes for the Hollywood Model validation. Based on the count data collected for citywide model validation, 37% of the total AM peak period volume occurs in the AM peak hour (7:00 - 8:00 AM), and 26% of the total PM peak period volume occurs in the PM peak hour (5:00 - 6:00 PM) volume.

As shown in **Table 3**, the percentage of trips that occur during the AM and PM peak period in Hollywood is lower than the citywide average. Therefore, the peak hour factors were further adjusted to better reflect the time of day distribution of vehicular volumes within the Hollywood Community Plan Area. Based on the

time of day distribution data, the AM peak hour factor was reduced to 32% (from the original 37%) and the PM peak hour factor was reduced to 24% (from the original 26%).

TABLE 3 DAILY VOLUME DISTRIBUTION

Area	AM Peak Period (6-9AM)	Mid-Day (9AM-3PM)	PM Peak Period (3-7PM)	Night-Time (7PM-6AM)
City of Los Angeles	19%	34%	27%	20%
Hollywood Community Plan Area	16%	33%	25%	26%

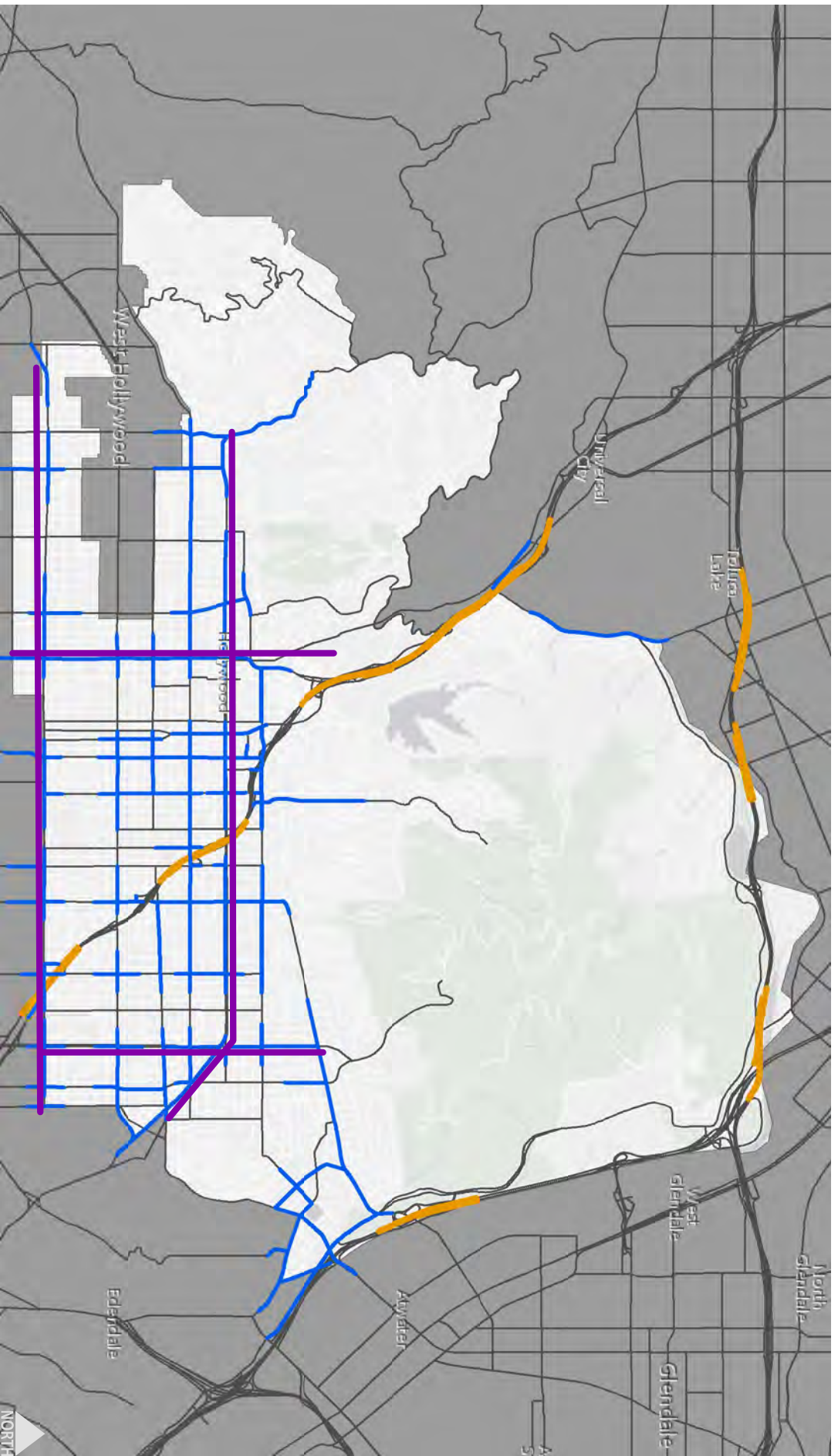


Figure 3

Hollywood Model Network Validation



HIGHWAY ASSIGNMENT RESULTS

Table 4 shows the validation results for the daily, AM peak hour, and PM peak hour highway vehicle assignments. Based on the results in the table, the highway vehicle assignment model meets or exceeds all validation criteria for each of the three time periods. Detailed validation results are included in Appendix A.

TABLE 4 HIGHWAY ASSIGNMENT VALIDATION RESULTS

Validation Item	Criteria	Daily	AM Peak Hour	PM Peak Hour
Links within maximum deviation	At least 75%	76%	78%	80%
Screenlines within maximum deviation	100%	100%	100%	100%
Sum of all links	Within +/- 10%	-3%	-5%	-2%
Correlation coefficient	Greater than 0.88	0.98	0.97	0.95
Percent RMSE	Less than 40%	24%	31%	37%

FUTURE YEAR CONDITIONS

The following future year scenarios were analyzed utilizing the Hollywood Model:

- 2040 Existing Plan (No Project) Conditions
- 2040 Proposed Plan (Project) Conditions

FUTURE 2040 SOCIOECONOMIC DATA

Future year socioeconomic data for the 2040 Existing Plan and 2040 Proposed Plan scenarios were developed by the Los Angeles Department of City Planning and are described below. Appendix B of the *Hollywood Community Plan Draft EIR* describes the methodology used for future socioeconomic projections.

2040 EXISTING PLAN (NO PROJECT) CONDITIONS

The socioeconomic data (SED) under 2040 Existing Plan Conditions is based on the reasonably expected development of the Existing Plan, without land use designation or zoning changes. The future year growth includes known approved and pipeline development projects within the Plan Area. Growth is concentrated in the Regional and Corridor area, as well as the East, Industrial Mixed, and SNAP areas. The Hill/Los Feliz area is projected to experience the least growth, followed by the Park/Los Feliz area.

2040 PROPOSED PLAN (PROJECT) CONDITIONS

Socioeconomic data for the Proposed Plan reflect reasonably anticipated future development through the Year 2040 including the proposed land use and zoning changes and housing incentive units. The distribution of household and employment growth with the Proposed Plan were determined at the TAZ level based on planned land use and zoning changes.

Table 5 shows the 2040 Proposed Plan socioeconomic data by planning subregion. Appendix B of the *Hollywood Community Plan Draft EIR* describes the methodology used for future socioeconomic projections. **Figures 4** and **5** illustrate the growth distribution for Households and Employment, respectively. As shown, the growth is concentrated in the Regional and Corridor area, followed by Industrial/Mixed and East areas. Additionally, a relatively small amount of jobs growth is projected to occur in TAZs that border these areas but fall within the West or SNAP areas.

TABLE 5 2040 PROPOSED PLAN (PROJECT) SED

Subregion	Households	Household Growth*	Population	Population Growth*	Employment	Employment Growth*
East	11,039	16%	29,059	15%	19,357	3%
Hill	20,078	8%	35,996	8%	6,910	0%
Hill/Los Feliz	1,404	10%	3,212	10%	727	0%
Industrial Mixed	12,241	31%	26,080	36%	14,145	11%
Park/Los Feliz	6,805	4%	12,571	4%	2,834	0%
Regional and Corridor	30,315	45%	55,936	47%	36,299	5%
SNAP	23,371	8%	55,316	8%	26,629	0%
SNAP/Los Feliz	9,328	5%	16,937	5%	4,596	0%
West	17,316	5%	29,152	5%	12,106	4%
<i>Total</i>	<i>131,897</i>	<i>17%</i>	<i>264,259</i>	<i>17%</i>	<i>123,603</i>	<i>4%</i>

*Growth is calculated as the percentage difference between 2040 Proposed Plan to 2040 Existing Plan.

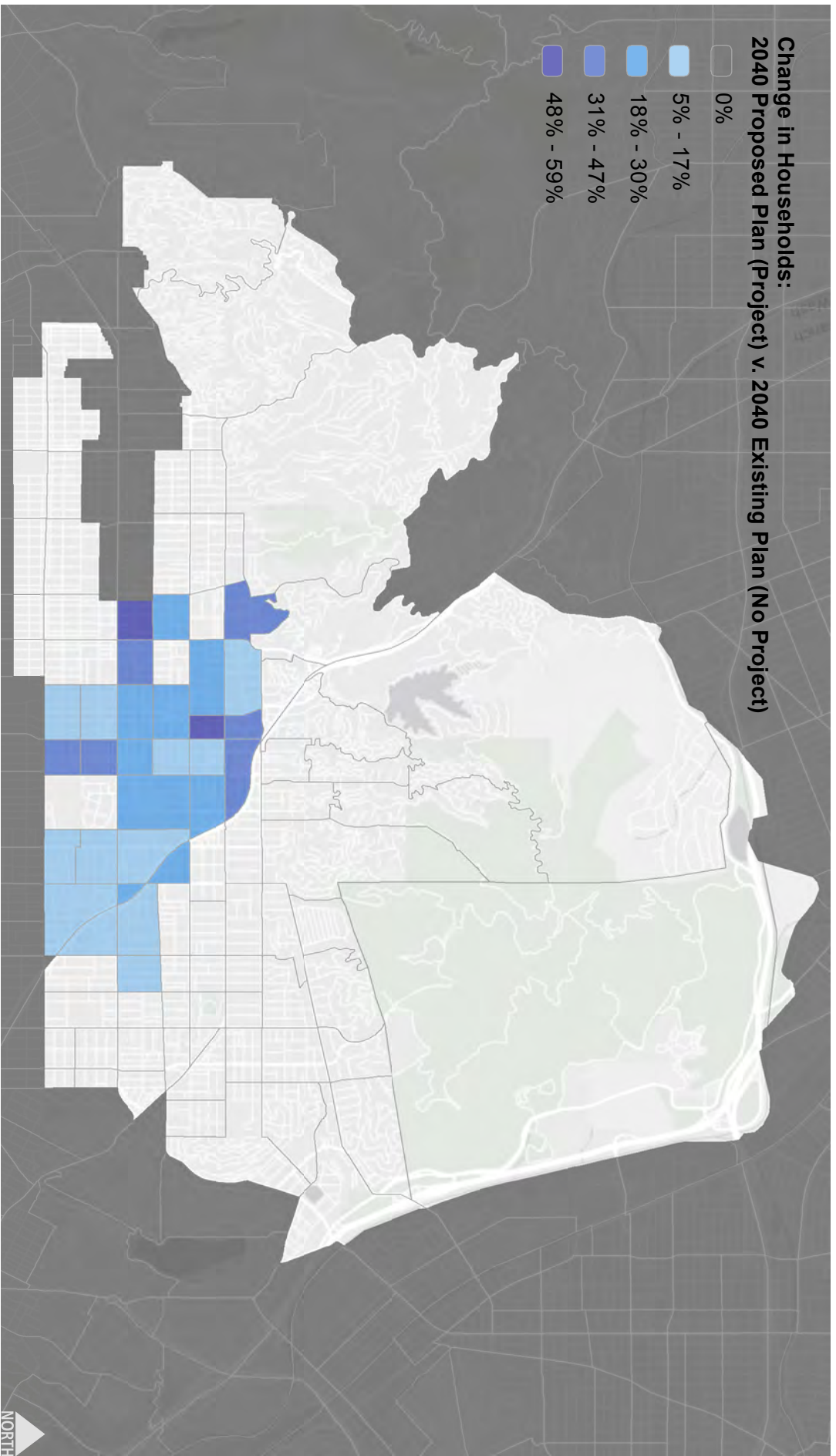


Figure 4

Household Change
2040 Proposed Plan (Project) Compared to 2040 Existing Plan (No Project)



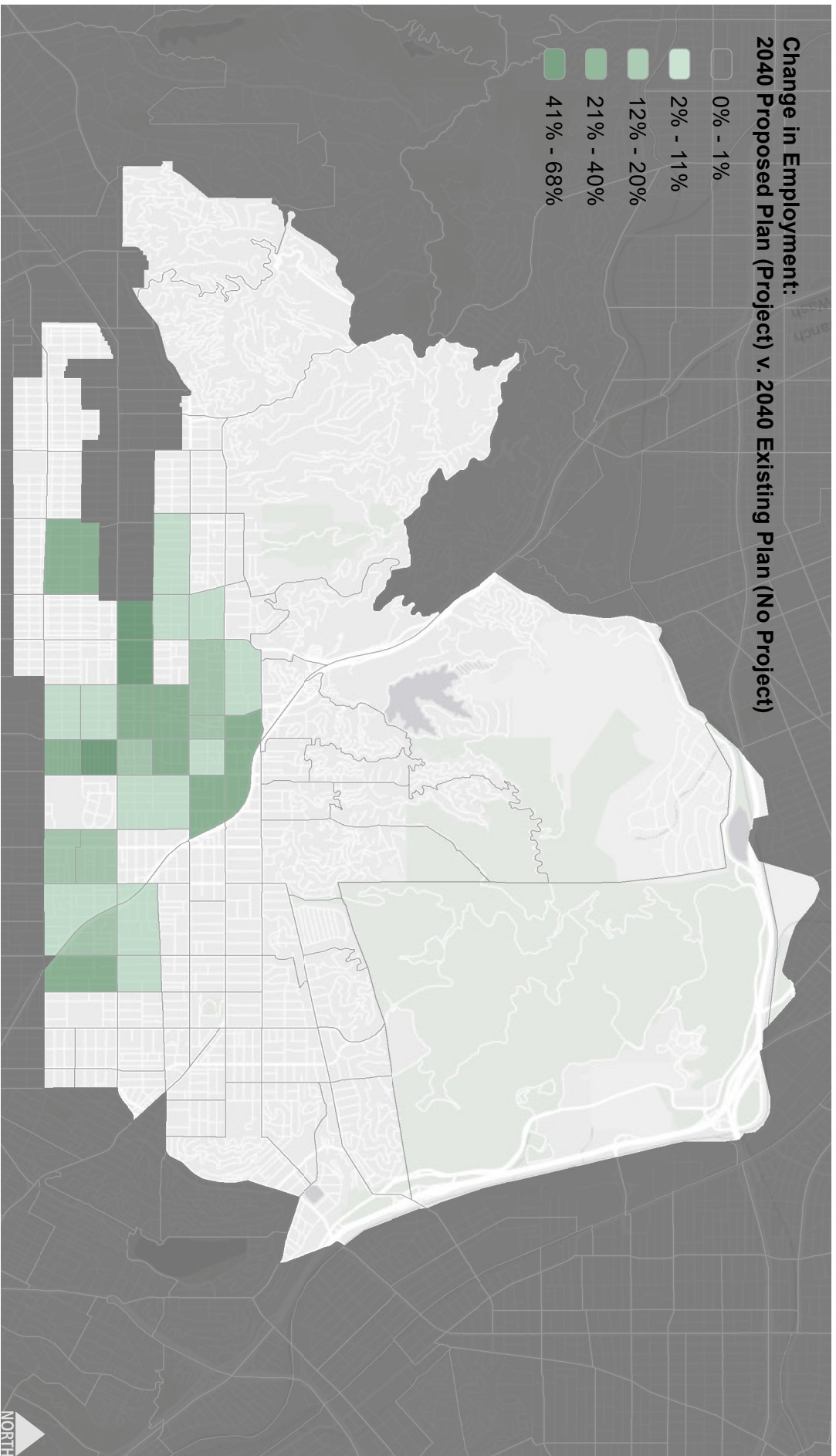


Figure 5

Employment Change
2040 Proposed Plan (Project) Compared to 2040 Existing Plan (No Project)



FUTURE 2040 TRANSPORTATION NETWORK

2040 EXISTING PLAN (NO PROJECT) CONDITIONS

The highway and transit network improvements included in the 2040 Existing Plan Conditions scenario are consistent with those included in the Los Angeles Model, and based on the 2040 Plan scenario of the 2016 SCAG RTP/SCS. The improvements selected for the City of Los Angeles model 2040 scenario include those projects that have committed funding on the Federal Transportation Improvement Program in the near-term or are included in the fiscally-constrained Regional Transportation Plan. The list of projects included in the Los Angeles Model can be found in this report under Appendix B. For a complete description of projects selected in the 2040 Existing Plan model, refer to the *2016 City of Los Angeles Travel Demand Model, Model Development Report*. The projects within or near-to the Hollywood Community Plan area are:

- Highway Improvements:
 - Improve US 101/Universal Terrace Pkwy Interchange (ID# 1M0802, RTP_F)
 - Construct I-5 HOV Lanes Between SR 134 and SR 170 (ID# LA000358, FTIP)

- Transit Improvements:
 - Metro Purple Line Extension Phase I to La Cienega (ID# LA0G447 FTIP)
 - Metro Red Line Extension to Burbank Bob Hope Airport (ID# 1120004 RTP_F)
 - Vermont Bus Rapid Transit Between Wilshire and Exposition (ID# 1120002 RTP_F)

2040 PROPOSED PLAN (PROJECT) CONDITIONS

Mobility Plan 2035 provides the framework for future community plan updates, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to realize Mobility Plan 2035. The Mobility Plan 2035 reflects policies and programs that lay the foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles, including the Hollywood Community Plan. Mobility Plan 2035 was adopted by the City in August 2015 and is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

As part of the Proposed Plan, a Transportation Impact Assessment (TIA) fee is proposed to fund transportation improvements through collecting fees associated with new development within the Plan Area. The types of transportation improvements envisioned as part of the Proposed Plan are within the framework established in Mobility Plan 2035. However, the proposed TIA fee program would provide additional funding from new development that would enable transportation improvement projects to be implemented within the Plan Area sooner than they otherwise would be based on currently available funding sources. The Proposed Plan is consistent with the City's multimodal approach to transportation planning and applies such principles to the Plan Area in a more targeted manner. The improvements proposed would provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, and vehicle) as part of the transportation system. In urban areas like Hollywood, congestion often cannot be feasibly mitigated. Therefore, the impact fee would help to fund mitigations that provide alternatives to vehicle travel, as many of the identified improvements in the Proposed Plan do not aim to improve LOS or V/C directly.

As part of the development of the proposed TIA fees, a list of transportation improvements was developed to provide an overview of the types of projects that could be funded through the collection of TIA fees from new development projects. The transportation improvements identified primarily originated from the Mobility Plan 2035, the 2012 Hollywood Community Plan, and projects that would support the goals and policies of the Proposed Plan. The enhanced network treatments envisioned through MP 2035 were reviewed and refined to complement the anticipated growth areas as well as the Proposed Plan's goals and policies. Since MP 2035 does not prescribe or mandate how the enhanced network treatments are implemented within each Community Plan, the refinements to the enhanced network treatments primarily consisted of developing potential implementation options within the Plan Area.

The Transportation Project List is presented below in **Table 6**. The Project List is not exhaustive but is representative of the types of improvements proposed for inclusion in the Community Plan. In addition, the Proposed Plan would not, itself, entitle or otherwise approve any transportation projects. Nevertheless, potential impacts of implementing the transportation improvements contained in the Project Lists were analyzed at a programmatic level as part of the Proposed Plan Conditions.

TABLE 6: PROPOSED PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST

Proposed Plan Transportation Improvement Project List		
PRIMARY MODE	PROJECT NAME	PROJECT DESCRIPTION
Active Modes	Mobility Hub Amenities	Encourage projects located near transit nodes and Mobility Hubs to provide people-oriented amenities such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers and enhanced or decorated crosswalks.
	Pedestrian Access to Major Transit Stations	Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (ie. enhanced crosswalks, crossing signals, and accessible ramps).
	Path Network	Support the construction of pedestrian pathways, bicycle paths and facilities, and the reconnection of Van Ness Avenue, as part of any park space built over the 101 Freeway.
		Class I Bike Path: the Los Angeles River Bike Path
	Bicycle Enhanced Network & Bike Lanes	Hollywood Blvd: Virgil Ave to La Brea Ave BEN: Protected Bike Lanes
		Melrose Ave: La Cienega Blvd to Highland Ave BEN: Protected Bike Lanes
		Vine St: Franklin Ave to Melrose Ave Tier 1 Bike Lanes
		Wilton Pl: Franklin Ave to Melrose Ave Shared Vehicle/Bike Lanes
		Virgil Ave: Melrose Ave to Los Feliz Blvd Tier 1 Bike Lanes
	Neighborhood Enhanced Network	Amenities and improvements: <ul style="list-style-type: none"> • bicycle and pedestrian friendly streets • Share the Road bike icons • bicycle friendly drainage grates

Proposed Plan Transportation Improvement Project List		
		<ul style="list-style-type: none"> • directional/wayfinding signage • bicycle signals and/or push buttons • bicycle loop detectors • vehicle speed reduction treatments
	Bikeshare	Provide public bicycle rental in "pods" located throughout the city.
Roadways & ITS	Congestion Monitoring	Implement or enhance "Smart Corridors" to coordinate Caltrans' freeway traffic management system with the ATSAC/Adaptive Traffic Control System (ATCS) highway and street traffic signal management system to enhance incident management and motorist information to reduce traffic delays.
	ITS Corridor & Signal Upgrades	Implement signalization improvements to facilitate traffic flow. Install Automated Traffic Surveillance and Control (ATSAC) at all signalized intersections and all intersections along Boulevards and Avenues in Hollywood.
	Intersection Improvements	<p>Identify intersections where congestion related to left turns can be improved, such as intersections along Hollywood Boulevard in East Hollywood, and implement improvements, taking into consideration impacts on pedestrians and bicyclists.</p> <p>Support evaluation and improvement of the complex five-way intersection at Sunset Boulevard, Hollywood Boulevard, Hillhurst Avenue and Virgil Avenue.</p> <p>Study the addition of a second southbound right-turn lane on Highland Avenue at the intersection of Highland Avenue and Franklin Avenue , while maintaining sidewalks with a minimum width of 15 feet.</p> <p>Implement a double left-turn lane, eastbound and westbound, on Sunset Boulevard at Western Avenue.</p>
	Access Improvements	<p>Support the construction of a new multi-lane roadway to extend from the intersection of Barham Boulevard/Forest Lawn Drive through the NBC/ Universal site to Coral Drive adjacent to the 101 Freeway.</p> <p>Restripe Cahuenga East south to the 101 Freeway on-ramp near Pilgrim Bridge to provide two lanes on Cahuenga East between the 101 on-ramp and the 101 Barham Boulevard off-ramp and from there, three lanes northbound.</p> <p>Restripe Barham Boulevard to allow three southbound lanes and two eastbound lanes within the existing roadway.</p>
	Vehicle Enhanced Network	Highland Ave & Sunset Blvd: Between US 101 Interchanges VEN Corridor/ITS Improvements
	Neighborhood Protection Program	Implement Neighborhood Traffic Management Plans, including possible speed humps, medians, directional signs, and other streetscape improvements along canyon routes and associated streets across the Hollywood Hills, as well as neighborhoods generally located between the following streets: <ul style="list-style-type: none"> • Franklin Avenue and Hollywood Blvd

Proposed Plan Transportation Improvement Project List		
		<ul style="list-style-type: none"> • Sunset and Hollywood Blvd • Sunset and Santa Monica Blvd • Santa Monica Boulevard and Melrose Ave, including blocks south of Melrose Ave • Franklin Ave and Mulholland Drive • Highland Ave, La Brea Ave, and Martel Ave along the Willoughby Corridor
Transit	Transit Enhanced Network	Los Feliz Blvd: Vermont Ave to Riverside Dr TEN: Comprehensive Treatments with Dedicated Bus Lane
		Hollywood Blvd: Virgil Ave to La Brea Ave TEN: Moderate Treatments with Shared Vehicle/Bus Lane
		Santa Monica Blvd: Madison Ave to La Brea Ave TEN: Comprehensive Treatments with Dedicated Bus Lane (cost does not include roadway widening to Modified Avenue I)
		Fairfax Ave: Rosewood Ave to Hollywood Blvd TEN: Moderate Treatments with Shared Vehicle/Bus Lane
		La Brea Ave: Rosewood Ave to Sunset Blvd TEN: Comprehensive Treatments with Dedicated Bus Lane
		La Brea Ave: Sunset Blvd to Hollywood Blvd TEN: Comprehensive Treatments with Dedicated Bus Lane (cost does not include roadway widening to Modified Avenue I)
		Western Ave: Melrose Ave to Hollywood Blvd TEN: Moderate Plus with Dedicated Bus Lane
		Vermont Ave: Melrose Ave to Hollywood Blvd TEN: Comprehensive Treatments with Dedicated Bus Lane
		Vermont Ave: Hollywood Blvd to Los Feliz Blvd TEN: Moderate Treatments with Shared Vehicle/Bus Lane
Auto-Trip Reduction	Strategic Parking Program	Implement a parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations.
	Rideshare Toolkit	The Toolkit would develop an online Transportation Demand Management (TDM) Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.
	Transportation Demand Management (TDM) Program	The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program.

The Mobility Plan 2035 contains a variety of enhanced network treatments within the Hollywood Community Plan Area that are incorporated into the 2040 Proposed Plan scenario of the model. **Figure 6** shows the following enhanced network treatments for roadways in the Plan Area:

- Bicycle Enhanced Network (BEN)
- Transit Enhanced Network (TEN)
- Neighborhood Enhanced Network (NEN)
- Vehicle Enhanced Network (VEN)













The Hollywood Model transportation network assumptions to be applied to the roadways designated for enhanced network treatments are summarized below in **Table 7**.

TABLE 7 HOLLYWOOD COMMUNITY PLAN ENHANCED NETWORKS MODEL ASSUMPTIONS

Enhanced Network	Treatment Level	Model Assumptions
Vehicle-Enhanced Network (VEN)	Moderate	<ul style="list-style-type: none"> • Reduce vehicle travel times by 10 percent • Add one vehicular travel lane per direction if all-day parking is available, or convert one off-peak parking lane per direction to a full-time vehicular travel lane
	Comprehensive	<ul style="list-style-type: none"> • Reduce vehicle travel times by 10 percent • Add one vehicular travel lane per direction if all-day parking is available, or convert one off-peak parking lane per direction to a full-time vehicular travel lane • Increase effective vehicular capacity by 10 percent
Transit-Enhanced Network (TEN)	Moderate	<ul style="list-style-type: none"> • No change to lane configurations • Double frequency of bus service
	Moderate Plus	<ul style="list-style-type: none"> • Convert one vehicular travel lane per direction to a bus only lane during peak periods • Double frequency of bus service
	Comprehensive	<ul style="list-style-type: none"> • Convert one vehicular travel lane per direction to a bus only lane for the full day • Double frequency of bus service
Bicycle-Enhanced Network (BEN)/Bicycle Lane Network	Bike Lanes	<ul style="list-style-type: none"> • Remove one vehicular travel lane per direction to accommodate a bicycle lane or buffered bicycle lane
	Cycle Tracks	<ul style="list-style-type: none"> • Remove one vehicular travel lane per direction to accommodate a cycle track
<p>SOURCE: Mobility Plan 2035 Model Assumptions, Fehr & Peers.</p>		

To consider the range of potential impacts that could occur from the enhanced network treatments contained in the Project List, two implementation options were developed for the purpose of analyzing potential impacts and two model networks were developed to reflect each option. Treatment Option 1 generally prioritizes vehicle and transit capacity, while Option 2 generally prioritizes the preservation of on-street parking under 2040 Proposed Plan Conditions. **Table 8** summarizes the two implementation scenarios analyzed under the Proposed Plan.

Enhanced Networks

-  Bicycle Enhanced Network
-  Protected Bike Lane
-  Tier 1 Bike Lane
-  Tier 2 Bike Lane
-  Transit Enhanced Network
-  Moderate
-  Moderate Plus
-  Comprehensive
-  Vehicle Enhanced Network
-  Green Network
-  Neighborhood Enhanced Network
-  Existing Metro Line

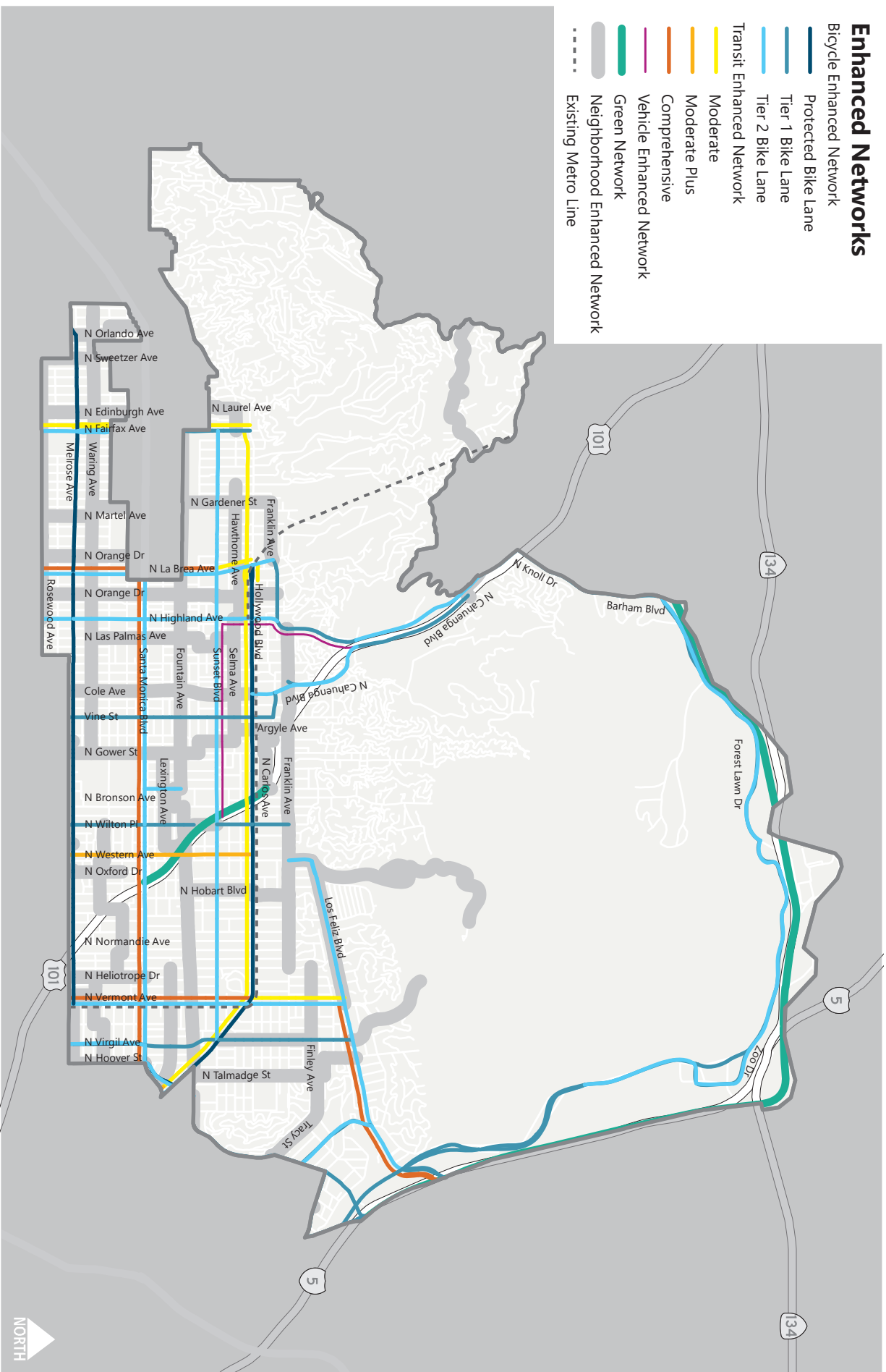


Figure 6
Network Changes 2040 Proposed Plan (Project)

TABLE 8 SUMMARY OF MP 2035 TREATMENTS FOR HOLLYWOOD CPU

Roadway Segment	Enhanced Network Designation	Current Cross-Section	Hollywood Community Plan Update	
			Treatment Option 1 <i>Prioritize Vehicle/Transit Capacity</i>	Treatment Option 2 <i>Prioritize On-Street Parking</i>
Los Feliz Blvd: Vermont Ave to Riverside Dr	TEN: Comprehensive Treatments with Dedicated Bus Lane	Three vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and two vehicle lanes per direction in off- peak travel periods)	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On- Street Parking during off-peak travel periods; Two vehicle lanes in each direction
Hollywood Blvd: Virgil Ave to La Brea Ave	BEN: Protected Bike Lanes TEN: Moderate Treatments with Shared Vehicle/Bus Lane	Two vehicle lanes in each direction with on-street parking	Protected Bike Lanes; Moderate TEN Treatments; Peak period parking restrictions with two vehicle lanes in each direction (on-street parking and one vehicle lane per direction in off- peak travel periods)	Protected Bike Lanes; Moderate TEN Treatments; All-day parking with one vehicle lane in each direction
Highland Ave & Sunset Blvd: Between US 101 Interchanges	VEN	Three vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and two vehicle lanes per direction in off- peak travel periods)	Three vehicle lanes in each direction with parking removal	Three vehicle lanes in each direction with peak period on- street parking restrictions (on- street parking and two vehicle lanes per direction in off-peak travel periods)

Roadway Segment	Enhanced Network Designation	Current Cross-Section	Hollywood Community Plan Update	
			Treatment Option 1	Treatment Option 2
			<i>Prioritize Vehicle/Transit Capacity</i>	<i>Prioritize On-Street Parking</i>
Santa Monica Blvd: Madison Ave to La Brea Ave	TEN: Comprehensive Treatments with Dedicated Bus Lane (assumes roadway is widened to Modified Avenue J)	Two vehicle lanes in each direction with on-street parking	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak travel periods; Two vehicle lanes in each direction
Melrose Ave: La Cienega Blvd to Highland Ave	BEN: Protected Bike Lanes	Two vehicle lanes in each direction with on-street parking	Protected Bike Lanes; Peak period parking restrictions with two vehicle lanes in each direction (on-street parking and one vehicle lane per direction in off-peak travel periods)	Protected Bike Lanes; All-day parking with one vehicle lane in each direction
Fairfax Ave: Rosewood Ave to Hollywood Blvd	TEN: Moderate Treatments with Shared Vehicle/Bus Lane	Two vehicle lanes in each direction with on-street parking	Moderate TEN Treatments; Two vehicle lanes in each direction with on-street parking	<i>Same as Scenario 1</i>
La Brea Ave: Rosewood Ave to Sunset Blvd	TEN: Comprehensive Treatments with Dedicated Bus Lane	Three vehicle lanes in each direction with peak period on-street parking restrictions (on-street parking and two vehicle lanes per direction in off-peak travel periods)	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak travel periods; Two vehicle lanes in each direction

Roadway Segment	Enhanced Network Designation	Current Cross-Section	Hollywood Community Plan Update	
			Treatment Option 1 <i>Prioritize Vehicle/Transit Capacity</i>	Treatment Option 2 <i>Prioritize On-Street Parking</i>
La Brea Ave: Sunset Blvd to Hollywood Blvd	TEN: Comprehensive Treatments with Dedicated Bus Lane (assumes roadway is widened to Modified Avenue I)	Two vehicle lanes in each direction (limited on-street parking on west side)	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak travel periods; Two vehicle lanes in each direction
Vine St: Franklin Ave to Melrose Ave	Tier 1 Bike Lanes	Two vehicle lanes in each direction with on-street parking	On-Street Bike Lanes; One vehicle lane in each direction with on-street parking	Same as Scenario 1
Wilton Pl: Franklin Ave to Melrose Ave	Tier 1 Bike Lanes	Two vehicle lanes in each direction with peak period on-street parking restrictions (On-street parking and one vehicle lane per direction in off-peak travel periods)	Shared Vehicle/Bike Lane in each direction; All-Day on-street parking	Same as Scenario 1
Western Ave: Melrose Ave to Hollywood Blvd	TEN: Moderate Plus with Dedicated Bus Lane	Two vehicle lanes in each direction with limited on-street parking	Peak Hour Bus Only Lanes and One vehicle lane in each direction (Shared vehicle/bus lanes during off-peak travel periods)	Shared vehicle/bus lanes all-day; Maintain existing on-street parking
Vermont Ave: Melrose Ave to Hollywood Blvd	TEN: Comprehensive Treatments with Dedicated Bus Lane	Three vehicle lanes in each direction with peak period on-street parking	All-Day Bus Only Lanes; Two vehicle lanes in each direction	Peak Period Bus Only Lanes; On-Street Parking during off-peak

Roadway Segment	Enhanced Network Designation	Current Cross-Section	Hollywood Community Plan Update	
			Treatment Option 1 <i>Prioritize Vehicle/Transit Capacity</i>	Treatment Option 2 <i>Prioritize On-Street Parking</i>
Vermont Ave: Hollywood Blvd to Los Feliz Blvd	TEN: Moderate Treatments with Shared Vehicle/Bus Lane	Two vehicle lanes in each direction with on-street parking	Moderate TEN Treatments; Two vehicle lanes in each direction with on-street parking	Same as Scenario 1
Virgil Ave: Melrose Ave to Los Feliz Blvd	Tier 1 Bike Lanes	One northbound lane and two southbound lanes with on-street parking	On-Street Bike Lanes; One vehicle lane in each direction with on-street parking <i>(This configuration has already been implemented between Melrose Ave and Santa Monica Blvd)</i>	Same as Scenario 1

USING THE MODEL FOR VMT ESTIMATES

In addition to using the Hollywood Model to forecast travel demand on the roadway network, the model is also used to forecast vehicle miles traveled (VMT) for each analysis scenario. There are two methods for estimating VMT using the travel demand model: the boundary method and the origin-destination (OD) method. Each method is best suited for supporting different types of analysis, such as estimating air pollution and GHG emissions.

VMT is a measurement of miles traveled (e.g., private automobiles, trucks and buses) by all land uses (e.g., residential, retail, office) in the Plan Area. The trip generation estimated by the Hollywood Model can be categorized according to the origin and destination of each trip. Internal-to-internal (II) trips remain within the Community Plan Area. Internal-to-external (IX) trips originate within the Plan Area and terminate at an outside destination. External-to-internal (XI) trips originate outside the Plan Area and terminate within it. The VMT calculation accounts for all internal (II) trips and trips that begin or end (IX or XI) within the Plan Area, as these trips are generated by or attracted to land uses within the Hollywood Community Plan Area. The travel behavior effects of land use changes in Hollywood can be understood by measuring the VMT of trips originating in and/or destined for the Plan Area.

An alternative method for measuring VMT is known as the “boundary method”, which accounts for all vehicle miles traveled strictly within the border of a defined area. This method would include VMT for trips passing through, but not originating in or destined for, Hollywood. Although a valid method for measuring VMT, this method less effectively measures the regional travel effects of Hollywood land uses, and includes travel that passes through Hollywood, which is unrelated to the Community Plan land uses

APPENDIX A: MODEL VALIDATION



HIGHWAY VALIDATION - INDIVIDUAL LOCATIONS

ID	LOCATION	DAILY						AM PEAK HOUR (7-8AM)						PM PEAK HOUR (5-6PM)					
		COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST		
30800	FAIRFAX AV / HOLLYWOOD BL - EB	8,773	2,159	-75%	FAIL	368	161	-56%	PASS	523	147	-72%	FAIL						
30830	FRANKLIN AV / WILCOX AV - EB	7,712	8,703	13%	PASS	308	552	79%	FAIL	480	546	14%	PASS						
30832	Cahuenga Bl / Franklin Av - WB	12,320	9,185	-25%	PASS	981	604	-38%	PASS	792	572	-28%	PASS						
30833	Cahuenga Bl / Franklin Av - NB	16,410	13,134	-20%	PASS	517	903	75%	FAIL	1,149	1,032	-10%	PASS						
30837	Cahuenga Bl / Franklin Av - SB	17,005	15,589	-8%	PASS	1,411	1,029	-27%	PASS	1,003	1,098	9%	PASS						
30839	Franklin Av, Hollywood Fwy S/b Off Ramp / Vine St - WB	8,811	16,775	90%	FAIL	795	1,233	55%	FAIL	435	897	106%	FAIL						
30845	Franklin Av, Hollywood Fwy S/b Off Ramp / Vine St - EB	30,250	9,949	-67%	FAIL	2,053	633	-69%	FAIL	2,064	713	-65%	FAIL						
30846	Argyle Av, Dix St, Franklin Av / Hollywood Fwy N/B On-ramp - WB	22,260	23,899	7%	PASS	1,589	1,631	3%	PASS	1,173	1,265	8%	PASS						
30852	Argyle Av, Dix St, Franklin Av / Hollywood Fwy N/B On-ramp - EB	18,612	24,741	33%	FAIL	795	1,321	66%	FAIL	1,307	1,582	21%	PASS						
30855	Franklin Av / Gower St - WB	15,776	20,145	28%	PASS	1,280	1,456	14%	PASS	646	1,004	55%	FAIL						
30859	FRANKLIN AV / GOWER ST - NB	14,402	8,865	-38%	FAIL	667	413	-38%	PASS	1,107	581	-48%	FAIL						
30861	Franklin Av / Gower St - EB	13,699	16,340	19%	PASS	619	778	26%	PASS	1,175	1,088	-7%	PASS						
30863	Beachwood Dr / Franklin Av - WB	16,175	18,740	16%	PASS	1,315	1,331	1%	PASS	861	980	14%	PASS						
30865	Beachwood Dr / Franklin Av - NB	1,673	964	-42%	PASS	123	31	-75%	FAIL	53	57	7%	PASS						
30868	Beachwood Dr / Franklin Av - EB	22,211	18,832	-15%	PASS	1,075	880	-18%	PASS	1,811	1,227	-32%	FAIL						
30869	Beachwood Dr / Franklin Av - SB	5,230	4,376	-16%	PASS	333	310	-7%	PASS	280	175	-38%	PASS						
30878	FRANKLIN AV / WESTERN AV - WB	8,886	9,795	10%	PASS	755	726	-4%	PASS	587	592	1%	PASS						
30880	FRANKLIN AV / WESTERN AV - NB	12,679	14,252	12%	PASS	616	787	28%	PASS	931	1,251	34%	PASS						
30881	FRANKLIN AV / WESTERN AV - EB	22,643	24,914	10%	PASS	1,227	1,324	8%	PASS	1,925	1,496	-22%	PASS						
30886	FRANKLIN AV / WESTERN AV - SB	23,655	25,378	7%	PASS	1,981	1,810	-9%	PASS	1,525	1,350	-12%	PASS						
30888	Franklin Av / La Brea Av - WB	21,965	18,545	-16%	PASS	1,459	1,000	-31%	PASS	1,144	938	-18%	PASS						
30889	FRANKLIN AV / LA BREA AV - NB	15,433	17,923	16%	PASS	885	921	4%	PASS	837	939	12%	PASS						
30891	Franklin Av / La Brea Av - EB	2,872	1,246	-57%	PASS	141	35	-75%	FAIL	189	25	-87%	FAIL						
30910	FRANKLIN AV / HIGHLAND AV (NEAR MILNER RD) - NB	44,932	43,451	-3%	PASS	2,432	2,320	-5%	PASS	2,717	2,815	4%	PASS						
30911	FRANKLIN AV / HIGHLAND AV (NEAR MILNER RD) - SB	41,070	35,774	-13%	PASS	2,325	2,232	-4%	PASS	2,147	1,887	-12%	PASS						
30916	FRANKLIN AV / HIGHLAND AV (NEAR MILNER RD) - WB	9,999	10,122	1%	PASS	645	632	-2%	PASS	717	561	-22%	PASS						
30927	Hollywood Bl / Laurel Canyon Bl - WB	7,881	1,867	-76%	FAIL	445	129	-71%	FAIL	747	117	-84%	FAIL						
30930	HOLLYWOOD BL / LAUREL CANYON BL - NB	15,888	17,909	13%	PASS	757	875	16%	PASS	765	945	23%	PASS						
30934	HOLLYWOOD BL / LAUREL CANYON BL - SB	23,667	19,185	-19%	PASS	1,619	1,047	-35%	FAIL	1,525	977	-36%	FAIL						
30935	Fairfax Av / Hollywood Bl - WB	24,073	12,624	-48%	FAIL	1,827	851	-53%	FAIL	1,192	718	-40%	FAIL						
30937	Fairfax Av / Hollywood Bl - NB	13,458	10,822	-20%	PASS	643	589	-8%	PASS	1,096	768	-30%	PASS						
30940	HOLLYWOOD BL / LA BREA AV - EB	22,933	15,488	-32%	FAIL	1,283	939	-27%	PASS	1,320	1,064	-19%	PASS						
30941	SUNSET BL / VINE ST - WB	24,659	20,539	-17%	PASS	1,531	1,383	-10%	PASS	1,363	1,379	1%	PASS						
30944	Gardner St / Hollywood Bl - WB	16,398	12,092	-26%	PASS	1,104	864	-22%	PASS	808	734	-9%	PASS						
30945	Gardner St / Hollywood Bl - EB	15,828	12,598	-20%	PASS	731	762	4%	PASS	1,029	935	-9%	PASS						
30946	Hollywood Bl / La Brea Av - WB	12,702	6,802	-46%	FAIL	923	391	-58%	FAIL	680	413	-39%	PASS						
30949	HOLLYWOOD BL / LA BREA AV - NB	15,491	12,296	-21%	PASS	747	546	-27%	PASS	979	508	-48%	FAIL						
30954	Hollywood Bl / La Brea Av - SB	21,965	17,113	-22%	PASS	1,427	979	-31%	PASS	1,171	907	-23%	PASS						
30955	Highland Av / Hollywood Bl - WB	13,682	12,285	-10%	PASS	939	906	-4%	PASS	667	603	-10%	PASS						
30961	Highland Av / Hollywood Bl - EB	11,640	7,445	-36%	FAIL	537	288	-46%	PASS	731	503	-31%	PASS						
30963	Highland Av / Hollywood Bl - SB	25,236	20,592	-18%	PASS	1,349	1,717	27%	PASS	1,283	1,331	4%	PASS						
30976	Cahuenga Bl / Hollywood Bl - WB	15,089	11,227	-26%	PASS	1,123	970	-14%	PASS	840	553	-34%	PASS						
30978	Cahuenga Bl / Hollywood Bl - NB	15,983	11,229	-30%	PASS	488	587	20%	PASS	973	861	-11%	PASS						
30979	Cahuenga Bl / Hollywood Bl - EB	12,678	11,142	-12%	PASS	531	505	-5%	PASS	781	702	-10%	PASS						
30981	Cahuenga Bl / Hollywood Bl - SB	16,417	8,979	-45%	FAIL	1,501	684	-54%	FAIL	912	495	-46%	FAIL						
30985	Hollywood Bl / Vine St - WB	15,452	19,616	27%	PASS	1,128	1,434	27%	PASS	888	952	7%	PASS						

HIGHWAY VALIDATION - INDIVIDUAL LOCATIONS

ID	LOCATION	DAILY						AM PEAK HOUR (7-8AM)						PM PEAK HOUR (5-6PM)					
		COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST		
30987	Hollywood Bl / Vine St - NB	18,156	24,161	33%	FAIL	619	1,265	104%	FAIL	1,419	1,337	-6%	PASS						
30990	Hollywood Bl / Vine St - EB	13,229	9,706	-27%	PASS	507	394	-22%	PASS	867	643	-26%	PASS						
30992	Hollywood Bl / Vine St - SB	15,250	17,703	16%	PASS	1,216	1,120	-8%	PASS	963	989	3%	PASS						
30997	Gower St / Hollywood Bl - WB	16,494	18,299	11%	PASS	1,181	1,311	11%	PASS	1,099	884	-20%	PASS						
30999	Gower St / Hollywood Bl - NB	8,216	4,157	-49%	FAIL	267	178	-33%	PASS	552	336	-39%	PASS						
31000	GOWER ST / HOLLYWOOD BL - EB	13,992	16,220	16%	PASS	525	708	35%	PASS	939	996	6%	PASS						
31003	Gower St / Hollywood Bl - SB	11,940	7,982	-33%	PASS	856	642	-25%	PASS	693	486	-30%	PASS						
31014	HOLLYWOOD BL / WILTON PL - WB	17,535	17,878	2%	PASS	1,309	1,248	-5%	PASS	1,037	940	-9%	PASS						
31016	HOLLYWOOD BL / WILTON PL - NB	7,565	2,559	-66%	FAIL	413	163	-61%	FAIL	557	132	-76%	FAIL						
31017	Hollywood Bl / Wilton Pl - EB	18,262	15,223	-17%	PASS	1,000	776	-22%	PASS	1,341	1,071	-20%	PASS						
31020	Hollywood Bl / Western Av - WB	11,174	19,300	73%	FAIL	749	1,148	53%	FAIL	640	1,124	76%	FAIL						
31023	HOLLYWOOD BL / WESTERN AV - NB	16,168	14,801	-8%	PASS	813	845	4%	PASS	1,163	1,095	-6%	PASS						
31025	HOLLYWOOD BL / WESTERN AV - EB	19,268	16,473	-15%	PASS	1,011	890	-12%	PASS	1,400	1,139	-19%	PASS						
31050	Crescent Heights Bl / Sunset Bl - WB	21,549	27,193	26%	PASS	1,195	2,030	70%	FAIL	1,059	1,416	34%	PASS						
31056	CRESCENT HEIGHTS BL / SUNSET BL - EB	25,663	25,473	-1%	PASS	989	1,210	22%	PASS	1,667	1,787	7%	PASS						
31057	CRESCENT HEIGHTS BL / SUNSET BL - SB	17,425	17,026	-2%	PASS	1,184	885	-25%	PASS	1,112	830	-25%	PASS						
31060	Fairfax Av / Sunset Bl - WB	21,383	18,896	-12%	PASS	1,315	1,571	19%	PASS	1,107	983	-11%	PASS						
31062	FAIRFAX AV / SUNSET BL - NB	18,526	15,774	-15%	PASS	872	753	-14%	PASS	1,403	989	-30%	PASS						
31065	Fairfax Av / Sunset Bl - SB	21,347	25,431	19%	PASS	736	1,313	78%	FAIL	1,427	1,873	31%	PASS						
31071	GARDNER ST / SUNSET BL - WB	21,055	19,942	-5%	PASS	1,299	1,638	26%	PASS	1,045	1,041	0%	PASS						
31074	Gardner St / Sunset Bl - EB	20,395	18,393	-10%	PASS	784	807	3%	PASS	1,261	1,482	18%	PASS						
31080	LA BREA AV / SUNSET BL - WB	22,847	25,852	13%	PASS	1,317	1,132	62%	FAIL	1,085	1,398	29%	PASS						
31085	La Brea Av / Sunset Bl - EB	25,192	21,527	-15%	PASS	1,075	1,102	3%	PASS	1,424	1,676	18%	PASS						
31087	La Brea Av / Sunset Bl - SB	20,408	13,509	-34%	FAIL	1,208	628	-48%	FAIL	1,224	645	-47%	FAIL						
31094	Highland Av / Sunset Bl - WB	20,359	18,595	-9%	PASS	1,309	1,272	-3%	PASS	957	1,091	14%	PASS						
31096	Highland Av / Sunset Bl - NB	16,227	17,503	8%	PASS	1,048	1,059	1%	PASS	693	1,283	85%	FAIL						
31101	HIGHLAND AV / SUNSET BL - EB	22,927	25,478	11%	PASS	992	1,268	28%	PASS	1,323	2,078	57%	FAIL						
31102	HIGHLAND AV / SUNSET BL - SB	26,040	23,139	-11%	PASS	1,517	1,962	29%	PASS	1,373	1,407	3%	PASS						
31105	CAHUENGA BL / SUNSET BL - NB	10,097	19,725	95%	FAIL	384	980	155%	FAIL	664	1,352	104%	FAIL						
31108	Cahuenga Bl / Sunset Bl - EB	22,680	20,783	-8%	PASS	869	990	14%	PASS	1,248	1,659	33%	PASS						
31110	Cahuenga Bl / Sunset Bl - SB	14,234	11,316	-20%	PASS	1,235	927	-25%	PASS	867	626	-28%	PASS						
31111	Cahuenga Bl / Sunset Bl - WB	19,786	24,155	22%	PASS	1,296	1,577	22%	PASS	1,040	1,366	31%	PASS						
31116	SUNSET BL / VINE ST - NB	18,476	15,481	-16%	PASS	805	840	4%	PASS	1,349	1,023	-24%	PASS						
31120	SUNSET BL / VINE ST - EB	19,542	25,794	32%	FAIL	797	1,197	50%	FAIL	1,037	2,005	93%	FAIL						
31124	Gower St / Sunset Bl - WB	22,610	20,927	-7%	PASS	1,541	1,454	-6%	PASS	1,152	1,407	22%	PASS						
31125	Gower St / Sunset Bl - NB	7,890	5,869	-26%	PASS	349	235	-33%	PASS	643	382	-41%	PASS						
31128	Gower St / Sunset Bl - SB	9,744	5,035	-48%	FAIL	327	302	-8%	PASS	613	181	-70%	FAIL						
31137	SUNSET BL / VAN NESS AV - WB	26,155	19,660	-25%	PASS	1,861	1,487	-20%	PASS	1,477	1,270	-14%	PASS						
31138	Sunset Bl / Van Ness Av - NB	2,943	1	-100%	FAIL	269	0	-100%	FAIL	277	0	-100%	FAIL						
31139	Sunset Bl / Van Ness Av - EB	24,892	21,508	-14%	PASS	1,104	950	-14%	PASS	1,747	1,872	7%	PASS						
31142	Sunset Bl / Van Ness Av - SB	5,861	5,819	-1%	PASS	400	461	15%	PASS	381	417	10%	PASS						
31143	SUNSET BL / WILTON PL - WB	13,251	15,127	14%	PASS	715	1,166	63%	FAIL	872	1,013	16%	PASS						
31148	SUNSET BL / WILTON PL - EB	21,639	17,614	-19%	PASS	1,125	838	-25%	PASS	1,627	1,767	9%	PASS						
31150	SUNSET BL / WILTON PL - SB	7,898	1,665	-79%	FAIL	677	126	-81%	FAIL	547	79	-86%	FAIL						
31154	Sunset Bl / Western Av - NB	13,693	13,356	-2%	PASS	741	875	18%	PASS	936	630	-33%	PASS						
31155	SUNSET BL / WESTERN AV - EB	21,100	14,265	-32%	FAIL	1,112	657	-41%	FAIL	1,603	1,458	-9%	PASS						

HIGHWAY VALIDATION - INDIVIDUAL LOCATIONS

ID	LOCATION	DAILY						AM PEAK HOUR (7-8AM)						PM PEAK HOUR (5-6PM)					
		COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST		
31161	FOUNTAIN AV / HIGHLAND AV - WB	7,797	10,010	28%	PASS	605	635	5%	PASS	491	464	-6%	PASS	464	-6%	PASS			
31163	FOUNTAIN AV / HIGHLAND AV - NB	16,624	18,503	11%	PASS	947	1,095	16%	PASS	797	1,306	64%	PASS	1,306	64%	FAIL			
31164	FOUNTAIN AV / HIGHLAND AV - EB	8,647	8,504	-2%	PASS	405	407	0%	PASS	565	565	0%	PASS	565	0%	PASS			
31165	FOUNTAIN AV / HIGHLAND AV - SB	20,189	16,952	-16%	PASS	1,227	1,206	-2%	PASS	979	1,130	15%	PASS	1,130	15%	PASS			
31168	CAHUENGA BL / FOUNTAIN AV - WB	6,541	14,020	114%	FAIL	496	832	68%	FAIL	448	743	66%	FAIL	743	66%	FAIL			
31169	FOUNTAIN AV / Vine St - WB	6,424	9,072	41%	PASS	469	615	31%	PASS	398	485	22%	PASS	485	22%	PASS			
31170	FOUNTAIN AV / Vine St - NB	16,429	18,444	12%	PASS	761	1,013	33%	PASS	1,174	1,135	-3%	PASS	1,135	-3%	PASS			
31172	FOUNTAIN AV / Vine St - EB	7,246	13,323	84%	FAIL	262	696	166%	FAIL	574	768	34%	PASS	768	34%	PASS			
31173	FOUNTAIN AV / VINE ST - SB	18,003	17,499	-3%	PASS	1,301	1,066	-18%	PASS	1,086	1,080	-1%	PASS	1,080	-1%	PASS			
31175	FOUNTAIN AV / GOWER ST - NB	6,918	5,202	-25%	PASS	355	186	-47%	PASS	635	368	-42%	PASS	368	-42%	PASS			
31176	FOUNTAIN AV / GOWER ST - SB	8,886	4,953	-44%	FAIL	640	312	-51%	FAIL	619	223	-64%	FAIL	223	-64%	FAIL			
31180	FOUNTAIN AV / Western Av - WB	8,047	11,101	38%	PASS	603	706	17%	PASS	533	629	18%	PASS	629	18%	PASS			
31181	FOUNTAIN AV / Western Av - NB	11,140	10,653	-4%	PASS	603	720	19%	PASS	643	543	-16%	PASS	543	-16%	PASS			
31185	FOUNTAIN AV / Western Av - SB	15,356	15,469	1%	PASS	1,011	812	-20%	PASS	891	945	6%	PASS	945	6%	PASS			
31187	Lexington Av / Western Av - NB	20,280	19,924	-2%	PASS	1,120	1,217	9%	PASS	1,131	1,020	-10%	PASS	1,020	-10%	PASS			
31189	LEXINGTON AV / WESTERN AV - EB	18,136	10,594	-42%	FAIL	1,083	549	-49%	FAIL	933	541	-42%	FAIL	541	-42%	FAIL			
31190	Lexington Av / Western Av - SB	14,475	11,449	-21%	PASS	877	627	-29%	PASS	832	700	-16%	PASS	700	-16%	PASS			
31196	Highland Av / Santa Monica Bl - WB	8,787	14,469	65%	FAIL	611	1,072	75%	FAIL	611	676	11%	PASS	676	11%	PASS			
31198	Highland Av / Santa Monica Bl - NB	17,028	15,062	-12%	PASS	949	976	3%	PASS	893	956	7%	PASS	956	7%	PASS			
31201	HIGHLAND AV / SANTA MONICA BL - EB	20,715	17,435	-16%	PASS	789	767	-3%	PASS	1,349	1,314	-3%	PASS	1,314	-3%	PASS			
31210	Cahuenga Bl / Santa Monica Bl - WB	22,378	25,228	13%	PASS	1,349	1,750	30%	PASS	1,229	1,424	16%	PASS	1,424	16%	PASS			
31213	SANTA MONICA BL / VINE ST - WB	22,429	21,217	-5%	PASS	1,243	1,467	18%	PASS	1,224	1,042	-15%	PASS	1,042	-15%	PASS			
31215	SANTA MONICA BL / VINE ST - NB	17,109	20,342	19%	PASS	864	1,094	27%	PASS	1,275	1,221	-4%	PASS	1,221	-4%	PASS			
31216	Santa Monica Bl / Vine St - EB	20,416	24,215	19%	PASS	891	1,260	41%	PASS	1,245	1,624	30%	PASS	1,624	30%	PASS			
31219	SANTA MONICA BL / VINE ST - SB	18,195	19,788	9%	PASS	1,243	1,216	-2%	PASS	1,139	1,100	-3%	PASS	1,100	-3%	PASS			
31221	Gower St / Santa Monica Bl - WB	24,050	24,212	1%	PASS	1,331	1,632	23%	PASS	1,291	1,207	-7%	PASS	1,207	-7%	PASS			
31222	Gower St / Santa Monica Bl - NB	5,968	5,124	-14%	PASS	298	171	-43%	PASS	618	363	-41%	PASS	363	-41%	PASS			
31224	GOWER ST / SANTA MONICA BL - EB	21,939	21,898	0%	PASS	984	1,117	14%	PASS	1,344	1,334	-1%	PASS	1,334	-1%	PASS			
31225	Gower St / Santa Monica Bl - SB	7,767	4,784	-38%	PASS	568	310	-45%	PASS	560	237	-58%	FAIL	237	-58%	FAIL			
31233	Santa Monica Bl / Western Av - WB	21,325	25,786	21%	PASS	997	1,572	58%	FAIL	1,187	1,312	11%	PASS	1,312	11%	PASS			
31234	SANTA MONICA BL / WESTERN AV - NB	22,761	20,284	-11%	PASS	1,304	1,229	-6%	PASS	1,373	1,129	-18%	PASS	1,129	-18%	PASS			
31236	SANTA MONICA BL / WESTERN AV - EB	21,411	20,553	-4%	PASS	1,013	1,051	4%	PASS	1,179	1,288	9%	PASS	1,288	9%	PASS			
31239	Santa Monica Bl / Western Av - SB	21,764	22,037	1%	PASS	1,288	1,182	-8%	PASS	1,176	1,238	5%	PASS	1,238	5%	PASS			
31252	Sunset Bl / Vine St - SB	20,585	23,404	14%	PASS	1,317	1,375	4%	PASS	1,280	1,200	-6%	PASS	1,200	-6%	PASS			
31253	GOWER ST / SUNSET BL - EB	21,928	21,009	-4%	PASS	923	933	1%	PASS	1,336	1,949	46%	FAIL	1,949	46%	FAIL			
31254	Sunset Bl / Western Av - SB	18,245	15,654	-14%	PASS	1,195	1,062	-11%	PASS	1,096	1,028	-6%	PASS	1,028	-6%	PASS			
31298	VINE ST / YUCCA ST - NB	12,599	17,144	36%	FAIL	467	972	108%	FAIL	1,045	1,041	0%	PASS	1,041	0%	PASS			
31301	VINE ST / YUCCA ST - EB	2,763	4,227	53%	PASS	85	242	184%	FAIL	237	410	73%	FAIL	410	73%	FAIL			
31303	VINE ST / YUCCA ST - SB	14,811	15,132	2%	PASS	1,328	1,015	-24%	PASS	965	646	-33%	PASS	646	-33%	PASS			
31309	HIGHLAND AV / SANTA MONICA BL - SB	19,960	17,269	-13%	PASS	1,237	1,165	-6%	PASS	965	1,153	20%	PASS	1,153	20%	PASS			
31376	CAHUENGA BL / FOUNTAIN AV - NB	9,843	9,197	-7%	PASS	427	497	16%	PASS	712	758	6%	PASS	758	6%	PASS			
31377	CAHUENGA BL / FOUNTAIN AV - EB	7,614	3,239	-57%	FAIL	331	172	-48%	PASS	619	161	-74%	FAIL	161	-74%	FAIL			
31378	CAHUENGA BL / FOUNTAIN AV - SB	12,586	11,165	-11%	PASS	1,109	692	-38%	PASS	813	624	-23%	PASS	624	-23%	PASS			
31383	FOUNTAIN AV / GOWER ST - EB	6,432	7,937	23%	PASS	264	459	74%	FAIL	616	528	-14%	PASS	528	-14%	PASS			
31396	Cahuenga Bl / Santa Monica Bl - NB	9,044	12,996	44%	FAIL	488	742	52%	PASS	667	952	43%	PASS	952	43%	PASS			
31398	Cahuenga Bl / Santa Monica Bl - EB	21,398	13,833	-35%	FAIL	904	641	-29%	PASS	1,299	957	-26%	PASS	957	-26%	PASS			

HIGHWAY VALIDATION - INDIVIDUAL LOCATIONS

ID	LOCATION	DAILY						AM PEAK HOUR (7-8AM)						PM PEAK HOUR (5-6PM)					
		COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST		
31401	CAHUENGA BL / SANTA MONICA BL - SB	11,678	8,683	-26%	PASS	976	663	-32%	PASS	803	513	-36%	PASS						
31412	CRESCENT HEIGHTS BL / SUNSET BL - NB	15,520	5,890	-62%	FAIL	739	266	-64%	FAIL	901	450	-50%	FAIL						
31426	ARGYLE AV DIX ST FRANKLIN AV / HOLLYWOOD FWY N/B ON-RAMP - NB	7,849	1,515	-81%	FAIL	325	73	-77%	FAIL	784	81	-90%	FAIL						
31446	FAIRFAX AV / SUNSET BL - SB	16,145	10,124	-37%	FAIL	1,147	677	-41%	FAIL	933	568	-39%	PASS						
31452	HIGHLAND AV / HOLLYWOOD BL - NB	22,331	23,523	5%	PASS	1,320	1,333	1%	PASS	1,227	1,821	48%	FAIL						
31464	HOLLYWOOD BL / WESTERN AV - SB	16,746	15,720	-6%	PASS	1,189	1,223	3%	PASS	1,104	1,008	-9%	PASS						
31492	LA BREA AV / SUNSET BL - NB	13,910	13,622	-2%	PASS	696	610	-12%	PASS	979	834	-15%	PASS						
31503	SUNSET BL / WESTERN AV - WB	12,592	9,260	-26%	PASS	813	628	-23%	PASS	904	600	-34%	PASS						
60378	BARHAM BL / CAHUENGA BL WEST - SB	17,492	15,273	-13%	PASS	1,238	783	-37%	FAIL	1,037	1,381	33%	PASS						
60388	BARHAM BL FOREST LAWN DR / LAKESIDE PLAZA DR - NB	18,505	21,737	17%	PASS	1,048	1,414	35%	PASS	1,341	1,264	-6%	PASS						
60391	Barham Bl, Forest Lawn Dr / Lakeside Plaza Dr - SB	18,557	22,266	20%	PASS	1,205	1,397	16%	PASS	1,160	1,414	22%	PASS						
61076	Cahuenga Bl West / Hollywood Fwy S/B Ramps (N/O Barham Bl) - WB	9,758	20,096	106%	FAIL	413	1,635	296%	FAIL	661	1,380	109%	FAIL						
61078	Cahuenga Bl West / Hollywood Fwy S/B Ramps (N/O Barham Bl) - EB	15,531	11,548	-26%	PASS	1,376	626	-55%	FAIL	992	1,250	26%	PASS						
70012	Fairfax Av / Melrose Av - NB	17,400	14,738	-15%	PASS	1,109	658	-41%	FAIL	1,245	905	-27%	PASS						
70014	Fairfax Av / Melrose Av - EB	17,574	19,993	14%	PASS	760	907	19%	PASS	1,267	1,466	16%	PASS						
70016	Fairfax Av / Melrose Av - SB	17,775	20,201	14%	PASS	1,440	1,362	-5%	PASS	931	979	5%	PASS						
70023	La Brea Av / Melrose Av - WB	23,215	23,587	2%	PASS	1,736	1,590	-8%	PASS	1,504	1,272	-15%	PASS						
70025	La Brea Av / Melrose Av - NB	19,274	15,169	-21%	PASS	869	781	-10%	PASS	1,213	1,092	-10%	PASS						
70027	La Brea Av / Melrose Av - EB	18,178	19,877	9%	PASS	1,093	967	-12%	PASS	1,064	1,405	32%	PASS						
70029	La Brea Av / Melrose Av - SB	19,768	16,584	-16%	PASS	1,277	1,209	-5%	PASS	1,179	962	-18%	PASS						
70033	Highland Av / Melrose Av - NB	19,525	19,996	2%	PASS	1,107	1,188	7%	PASS	1,147	1,305	14%	PASS						
70035	HIGHLAND AV / MELROSE AV - EB	21,637	23,537	9%	PASS	1,357	1,242	-8%	PASS	1,405	1,530	9%	PASS						
70037	HIGHLAND AV / MELROSE AV - SB	19,759	15,043	-24%	PASS	1,155	918	-21%	PASS	1,136	1,051	-7%	PASS						
70257	Melrose Av, Rossmore Av / Vine St - WB	11,910	15,181	27%	PASS	669	1,094	63%	FAIL	659	930	41%	PASS						
70258	Melrose Av, Rossmore Av / Vine St - NB	13,159	14,685	12%	PASS	944	792	-16%	PASS	643	872	36%	PASS						
70259	MELROSE AV ROSSMORE AV / VINE ST - EB	18,130	10,560	-42%	FAIL	1,216	573	-53%	FAIL	1,384	919	-34%	PASS						
70261	Melrose Av, Rossmore Av / Vine St - SB	21,473	20,866	-3%	PASS	1,437	1,289	-10%	PASS	1,341	1,084	-19%	PASS						
70264	Gower St / Melrose Av - WB	10,086	13,493	34%	PASS	707	794	12%	PASS	619	816	32%	PASS						
70266	Gower St / Melrose Av - EB	14,145	11,702	-17%	PASS	677	620	-8%	PASS	787	846	7%	PASS						
70267	Gower St / Melrose Av - SB	7,783	5,164	-34%	PASS	507	331	-35%	PASS	675	235	-65%	FAIL						
70268	MELROSE AV / WILTON PL - WB	12,447	11,262	-10%	PASS	763	860	13%	PASS	619	547	-12%	PASS						
70269	MELROSE AV / WILTON PL - NB	7,558	4,085	-46%	FAIL	331	238	-28%	PASS	384	266	-31%	PASS						
70270	MELROSE AV / WILTON PL - EB	12,994	13,254	2%	PASS	659	561	-15%	PASS	811	1,037	28%	PASS						
70273	Melrose Av / Western Av - WB	16,897	11,787	-30%	FAIL	1,200	817	-32%	PASS	1,120	653	-42%	FAIL						
70275	Melrose Av / Western Av - NB	20,284	21,208	5%	PASS	1,264	1,277	1%	PASS	1,213	1,180	-3%	PASS						
70277	Melrose Av / Western Av - EB	17,733	11,307	-36%	FAIL	1,133	489	-57%	FAIL	1,355	872	-36%	FAIL						
70279	Melrose Av / Western Av - SB	20,239	22,165	10%	PASS	1,245	1,319	6%	PASS	1,216	1,295	6%	PASS						
70280	ARDMORE AV / MELROSE AV - SB	7,822	9,357	20%	PASS	453	543	20%	PASS	421	539	28%	PASS						
70282	MELROSE AV / NORMANDIE AV - WB	18,647	19,147	3%	PASS	1,123	1,185	6%	PASS	1,280	1,071	-16%	PASS						
70283	MELROSE AV / NORMANDIE AV - NB	9,579	16,526	73%	FAIL	469	997	112%	FAIL	421	948	125%	FAIL						
70284	MELROSE AV / NORMANDIE AV - EB	26,795	21,117	-21%	PASS	1,613	1,202	-25%	PASS	1,765	1,321	-25%	PASS						
70286	MELROSE AV / NORMANDIE AV - SB	6,526	7,210	10%	PASS	229	461	101%	FAIL	277	348	26%	PASS						
70288	ALEXANDRIA AV, HOLLYWOOD FWY N/B OFF-RAMP / MELROSE AV - WB	8,686	8,153	-6%	PASS	565	539	-5%	PASS	581	525	-10%	PASS						
70290	ALEXANDRIA AV, HOLLYWOOD FWY N/B OFF-RAMP / MELROSE AV - NB	13,763	10,739	-22%	PASS	723	572	-21%	PASS	917	535	-42%	FAIL						
70291	ALEXANDRIA AV, HOLLYWOOD FWY N/B OFF-RAMP / MELROSE AV - EB	9,550	8,775	-8%	PASS	576	578	0%	PASS	747	611	-18%	PASS						
70554	HIGHLAND AV / MELROSE AV - WB	20,895	19,413	-7%	PASS	1,515	1,584	5%	PASS	1,331	1,155	-13%	PASS						

HIGHWAY VALIDATION - INDIVIDUAL LOCATIONS

ID	LOCATION	DAILY						AM PEAK HOUR (7-8AM)						PM PEAK HOUR (5-6PM)					
		COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST		
70559	MELROSE AV / ORLANDO AV - EB	19,269	17,348	-10%	PASS	1,827	783	-57%	FAIL	1,028	1,270	24%	PASS						
70560	MELROSE AV / ORLANDO AV - WB	16,832	19,505	16%	PASS	630	1,418	125%	FAIL	1,424	990	-31%	PASS						
70615	FAIRFAX AV / MELROSE AV - WB	22,428	18,648	-17%	PASS	1,608	1,384	-14%	PASS	1,299	958	-26%	PASS						
70647	FAIRFAX AV / ROSEWOOD AV - NB	17,883	15,386	-14%	PASS	1,101	689	-37%	PASS	1,235	951	-23%	PASS						
70649	FAIRFAX AV / ROSEWOOD AV - SB	17,909	15,830	-12%	PASS	1,235	1,035	-16%	PASS	971	798	-18%	PASS						
70834	HIGHLAND AV / ROSEWOOD AV - NB	21,308	20,379	-4%	PASS	1,237	1,208	-2%	PASS	1,288	1,333	4%	PASS						
70836	HIGHLAND AV / ROSEWOOD AV - SB	21,992	19,898	-10%	PASS	1,416	1,316	-7%	PASS	1,365	1,243	-9%	PASS						
80008	LOS FELIZ BL / RIVERSIDE DR - NB	38,662	35,155	-9%	PASS	2,259	1,943	-14%	PASS	3,077	2,380	-23%	PASS						
80010	Los Feliz Bl / Riverside Dr - SB	4,588	8,250	80%	FAIL	267	638	139%	FAIL	491	534	9%	PASS						
80014	Los Feliz Bl / Riverside Dr - WB	37,981	45,446	20%	PASS	2,632	3,309	26%	PASS	2,101	2,541	21%	PASS						
80022	Los Feliz Bl / Vermont Av - WB	33,669	35,715	6%	PASS	2,787	2,717	-3%	PASS	2,024	1,979	-2%	PASS						
80026	LOS FELIZ BL / VERMONT AV - NB	11,336	11,997	6%	PASS	653	565	-13%	PASS	800	1,006	26%	PASS						
80029	LOS FELIZ BL / VERMONT AV - EB	19,750	25,173	27%	PASS	1,021	1,375	35%	PASS	1,589	1,758	11%	PASS						
80034	Hillhurst Av / Los Feliz Bl - WB	38,584	40,840	6%	PASS	3,091	3,130	1%	PASS	2,152	2,261	5%	PASS						
80037	HILLHURST AV / LOS FELIZ BL - NB	8,440	4,480	-47%	FAIL	507	224	-56%	FAIL	539	329	-39%	PASS						
80055	Griffith Park Bl / Roble Vista Dr - WB	35,284	45,446	29%	FAIL	2,184	3,309	52%	FAIL	1,928	2,541	32%	FAIL						
80057	Griffith Park Bl / Roble Vista Dr - NB	4,283	4,423	3%	PASS	261	222	-15%	PASS	368	230	-37%	PASS						
80059	Griffith Park Bl / Roble Vista Dr - EB	33,758	39,583	17%	PASS	2,053	2,081	1%	PASS	1,904	2,970	56%	FAIL						
80062	GLENDALE BL / RIVERSIDE DR - WB	6,910	10,451	51%	FAIL	461	765	66%	FAIL	810	1,007	24%	PASS						
80065	GLENDALE BL / RIVERSIDE DR - EB	4,152	7,756	87%	FAIL	221	496	125%	FAIL	398	399	0%	PASS						
80069	GLENDALE BL / RIVERSIDE DR - EB	9,755	9,695	-1%	PASS	783	523	-33%	PASS	832	632	-24%	PASS						
80071	GLENDALE BL / RIVERSIDE DR - SB	11,586	8,774	-24%	PASS	1,088	589	-46%	FAIL	927	661	-29%	PASS						
80084	Hyperion Av / Rowena Av - NB	19,911	16,597	-17%	PASS	1,141	963	-16%	PASS	1,691	1,286	-24%	PASS						
80086	Hyperion Av / Rowena Av - SB	6,794	9,583	41%	PASS	509	604	19%	PASS	467	672	44%	PASS						
80088	GLENDALE BL LAKEWOOD AV / ROWENA AV - EB	11,478	10,516	-8%	PASS	725	632	-13%	PASS	766	727	-5%	PASS						
80089	ROWENA AV / WEST SILVER LAKE DR - WB	12,663	9,208	-27%	PASS	920	617	-33%	PASS	941	600	-36%	PASS						
80090	ROWENA AV / WEST SILVER LAKE DR - NB	2,391	1,559	-35%	PASS	205	88	-57%	PASS	272	159	-42%	PASS						
80091	ROWENA AV / WEST SILVER LAKE DR - EB	12,153	8,931	-27%	PASS	829	544	-34%	PASS	779	568	-27%	PASS						
80094	GLENDALE BL LAKEWOOD AV / ROWENA AV - WB	15,384	12,925	-16%	PASS	982	879	-11%	PASS	941	703	-25%	PASS						
80097	Glendale Bl, Lakewood Av / Rowena Av - SB	12,023	7,557	-37%	FAIL	1,230	356	-71%	FAIL	1,072	549	-49%	FAIL						
80113	Franklin Av / Vermont Av - WB	7,710	5,880	-24%	PASS	619	358	-42%	PASS	549	427	-22%	PASS						
80114	Franklin Av / Vermont Av - NB	12,461	11,508	-8%	PASS	605	535	-12%	PASS	936	948	1%	PASS						
80116	Franklin Av / Vermont Av - EB	11,446	8,735	-24%	PASS	747	472	-37%	PASS	803	570	-29%	PASS						
80117	FRANKLIN AV / VERMONT AV - SB	10,440	15,113	45%	FAIL	853	1,257	47%	FAIL	616	818	33%	PASS						
80131	HOLLYWOOD BL / NORMANDIE AV - WB	13,506	17,393	29%	PASS	821	1,032	26%	PASS	955	1,081	13%	PASS						
80133	Hollywood Bl / Normandie Av - NB	4,220	2,281	-46%	PASS	280	121	-57%	PASS	397	153	-61%	FAIL						
80135	Hollywood Bl / Normandie Av - EB	16,264	17,743	9%	PASS	979	1,065	9%	PASS	1,269	1,060	-16%	PASS						
80136	Hollywood Bl / Normandie Av - SB	3,726	904	-76%	FAIL	347	34	-90%	FAIL	325	47	-86%	FAIL						
80137	HOLLYWOOD BL PROSPECT AV / VERMONT AV - WB	12,121	4,883	-60%	FAIL	835	356	-57%	FAIL	787	269	-66%	FAIL						
80142	Hollywood Bl, Prospect Av / Vermont Av - NB	16,131	16,765	4%	PASS	1,008	766	-24%	PASS	1,333	1,375	3%	PASS						
80143	HOLLYWOOD BL PROSPECT AV / VERMONT AV - EB	7,370	12,401	68%	FAIL	448	802	79%	FAIL	635	747	18%	PASS						
80146	HOLLYWOOD BL PROSPECT AV / VERMONT AV - SB	13,659	11,782	-14%	PASS	1,016	971	-4%	PASS	752	667	-11%	PASS						
80155	NORMANDIE AV / SUNSET BL - WB	12,332	7,364	-40%	FAIL	683	491	-28%	PASS	949	544	-43%	FAIL						
80157	NORMANDIE AV / SUNSET BL - NB	5,522	3,316	-40%	PASS	331	163	-51%	PASS	416	188	-55%	PASS						
80158	NORMANDIE AV / SUNSET BL - EB	17,278	7,984	-54%	FAIL	1,045	512	-51%	FAIL	1,299	648	-50%	FAIL						
80160	NORMANDIE AV / SUNSET BL - SB	5,048	1,978	-61%	FAIL	405	134	-67%	FAIL	368	106	-71%	FAIL						

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		COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST		
80161	SUNSET BL / VERMONT AV - WB	9,025	9,609	6%	PASS	653	591	-9%	PASS	600	567	-6%	PASS						
80164	SUNSET BL / VERMONT AV - NB	18,659	14,949	-20%	PASS	1,165	820	-30%	PASS	1,200	1,104	-8%	PASS						
80168	SUNSET BL / VERMONT AV - EB	19,597	6,923	-65%	FAIL	1,067	434	-59%	FAIL	1,576	654	-59%	FAIL						
80171	SUNSET BL / VERMONT AV - SB	13,210	17,790	35%	FAIL	824	1,208	47%	FAIL	883	1,095	24%	PASS						
80173	HILLHURST AV, HOLLYWOOD BL, SUNSET BL / VIRGIL AV - WB	14,869	14,261	-4%	PASS	1,085	920	-15%	PASS	891	886	-1%	PASS						
80175	HILLHURST AV, HOLLYWOOD BL, SUNSET BL / VIRGIL AV - NB	8,193	6,459	-21%	PASS	517	354	-32%	PASS	661	499	-25%	PASS						
80179	HILLHURST AV HOLLYWOOD BL SUNSET BL / VIRGIL AV - EB	10,476	7,107	-32%	PASS	461	356	-23%	PASS	808	538	-33%	PASS						
80180	HILLHURST AV HOLLYWOOD BL SUNSET BL / VIRGIL AV - SB	13,811	10,675	-23%	PASS	960	623	-35%	PASS	875	738	-16%	PASS						
80192	Fountain Av / Vermont Av - WB	7,439	9,482	27%	PASS	477	632	32%	PASS	453	600	32%	PASS						
80195	Fountain Av / Vermont Av - EB	1,633	8,195	402%	FAIL	131	449	242%	FAIL	104	540	419%	FAIL						
80196	Fountain Av / Vermont Av - SB	14,655	15,020	2%	PASS	853	1,040	22%	PASS	1,093	964	-12%	PASS						
80198	FOUNTAIN AV / VIRGIL AV - WB	7,686	10,171	32%	PASS	621	813	31%	PASS	507	573	13%	PASS						
80200	FOUNTAIN AV / VIRGIL AV - NB	14,660	8,325	-43%	FAIL	1,024	467	-54%	FAIL	1,136	593	-48%	FAIL						
80201	FOUNTAIN AV / VIRGIL AV - EB	7,826	7,866	1%	PASS	411	364	-12%	PASS	629	642	2%	PASS						
80228	Sanborn Av, Santa Monica Bl / Sunset Bl - WB	16,034	17,631	10%	PASS	1,045	1,166	12%	PASS	1,011	1,076	6%	PASS						
80230	Sanborn Av, Santa Monica Bl / Sunset Bl - NB	7,262	2,840	-61%	FAIL	427	134	-69%	FAIL	547	199	-64%	FAIL						
80232	Sanborn Av, Santa Monica Bl / Sunset Bl - EB	15,486	14,992	-3%	PASS	995	932	-6%	PASS	1,029	924	-10%	PASS						
80238	HYPERION AV / ROWENA AV - SB	13,896	17,350	25%	PASS	1,213	1,292	7%	PASS	1,088	1,137	5%	PASS						
80241	Normandie Av / Santa Monica Bl - WB	12,982	15,217	17%	PASS	899	959	7%	PASS	827	845	2%	PASS						
80243	Normandie Av / Santa Monica Bl - NB	6,640	5,862	-12%	PASS	451	330	-27%	PASS	619	376	-39%	PASS						
80245	Normandie Av / Santa Monica Bl - EB	16,290	13,383	-18%	PASS	976	724	-26%	PASS	1,213	878	-28%	PASS						
80246	Normandie Av / Santa Monica Bl - SB	7,195	5,123	-29%	PASS	517	344	-33%	PASS	517	273	-47%	PASS						
80248	Santa Monica Bl / Vermont Av - WB	8,328	10,964	32%	PASS	605	872	44%	PASS	605	613	1%	PASS						
80250	Santa Monica Bl / Vermont Av - NB	21,532	19,307	-10%	PASS	1,317	1,095	-17%	PASS	1,512	1,526	1%	PASS						
80253	SANTA MONICA BL / VERMONT AV - EB	12,706	9,650	-24%	PASS	677	449	-34%	PASS	1,005	703	-30%	PASS						
80254	SANTA MONICA BL / VERMONT AV - SB	18,187	18,198	0%	PASS	1,165	1,323	14%	PASS	1,293	1,208	-7%	PASS						
80258	Santa Monica Bl / Virgil Av - WB	8,570	13,331	56%	FAIL	643	885	38%	PASS	515	746	45%	PASS						
80260	Santa Monica Bl / Virgil Av - NB	5,583	10,212	83%	FAIL	309	588	90%	FAIL	523	665	27%	PASS						
80263	Santa Monica Bl / Virgil Av - SB	9,531	10,408	9%	PASS	547	556	2%	PASS	661	715	8%	PASS						
80266	SANTA MONICA BL / VIRGIL AV - SB	10,432	10,103	-3%	PASS	781	721	-8%	PASS	707	604	-15%	PASS						
80329	Griffith Park Bl / St George St - WB	3,900	8,281	112%	FAIL	392	612	56%	PASS	331	574	74%	FAIL						
80330	Griffith Park Bl / St George St - NB	5,044	3,308	-34%	PASS	493	165	-66%	FAIL	443	175	-61%	FAIL						
80331	Griffith Park Bl / St George St - EB	7,793	8,584	10%	PASS	563	488	-13%	PASS	784	674	-14%	PASS						
80332	Griffith Park Bl / St George St - SB	4,293	4,071	-5%	PASS	381	219	-43%	PASS	277	218	-21%	PASS						
80342	GOLDEN STATE FWY S/B OFF-RAMP / RIVERSIDE DR - NB	6,340	12,783	102%	FAIL	360	690	92%	FAIL	744	864	16%	PASS						
80344	GOLDEN STATE FWY S/B OFF-RAMP / RIVERSIDE DR - SB	13,472	9,591	-29%	PASS	723	443	-39%	PASS	1,195	658	-45%	FAIL						
80502	FOUNTAIN AV HOOVER ST / SUNSET BL - WB	10,451	10,158	-3%	PASS	941	778	-17%	PASS	696	556	-20%	PASS						
80504	FOUNTAIN AV HOOVER ST / SUNSET BL - NB	13,396	14,414	8%	PASS	843	914	8%	PASS	843	881	5%	PASS						
80505	FOUNTAIN AV HOOVER ST / SUNSET BL - EB	7,271	10,228	41%	PASS	435	496	14%	PASS	515	913	77%	FAIL						
80507	FOUNTAIN AV HOOVER ST / SUNSET BL - SB	17,994	14,261	-21%	PASS	1,008	920	-9%	PASS	1,307	886	-32%	PASS						
80979	FRANKLIN AV / NORMANDIE AV - WB	9,608	10,212	6%	PASS	768	719	-6%	PASS	582	602	3%	PASS						
80998	FRANKLIN AV / NORMANDIE AV - EB	13,059	7,960	-39%	FAIL	828	420	-49%	FAIL	1,068	551	-48%	FAIL						
81006	FOUNTAIN AV / NORMANDIE AV - WB	7,596	10,350	36%	PASS	522	664	27%	PASS	546	593	9%	PASS						
81007	FOUNTAIN AV / NORMANDIE AV - EB	8,084	10,314	28%	PASS	498	605	21%	PASS	708	664	-6%	PASS						
81023	HOOVER ST / MELROSE AV - SB	7,190	6,674	-7%	PASS	720	537	-25%	PASS	600	304	-49%	FAIL						
81024	HOOVER ST / MELROSE AV - NB	5,117	2,854	-44%	PASS	368	133	-64%	FAIL	464	194	-58%	FAIL						

HIGHWAY VALIDATION - INDIVIDUAL LOCATIONS

ID	LOCATION	DAILY						AM PEAK HOUR (7-8AM)						PM PEAK HOUR (5-6PM)					
		COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST		
81530	Melrose Av / Virgil Av - WB	3,532	4,938	40%	PASS	408	408	0%	PASS	269	224	-17%	PASS						
81533	MELROSE AV / VIRGIL AV - NB	13,117	16,704	27%	PASS	787	892	13%	PASS	1,013	1,127	11%	PASS						
81535	MELROSE AV / VIRGIL AV - EB	7,978	7,602	-5%	PASS	461	302	-35%	PASS	544	453	-17%	PASS						
81536	Melrose Av / Virgil Av - SB	12,059	11,904	-1%	PASS	752	798	6%	PASS	720	661	-8%	PASS						
81592	Melrose Av / Vermont Av - WB	6,088	8,070	33%	PASS	561	604	8%	PASS	449	466	4%	PASS						
81593	MELROSE AV / VERMONT AV - NB	22,490	21,315	-5%	PASS	1,404	1,412	1%	PASS	1,440	1,717	19%	PASS						
81595	MELROSE AV / VERMONT AV - EB	9,144	7,488	-18%	PASS	558	522	-6%	PASS	800	551	-31%	PASS						
81598	Melrose Av / Vermont Av - SB	22,551	20,804	-8%	PASS	1,381	1,371	-1%	PASS	1,457	1,430	-2%	PASS						
716960	5 SB ML LOS FELIZ	97,435	118,332	21%	FAIL	6,030	6,438	7%	PASS	4,635	6,176	33%	FAIL						
717460	101 NB ML NORMANDIE	103,165	110,596	7%	PASS	6,229	5,752	-8%	PASS	3,780	5,788	53%	FAIL						
717461	101 SB ML NORMANDIE	84,800	113,088	33%	FAIL	4,403	6,058	38%	FAIL	2,935	5,787	97%	FAIL						
717468	101 SB ML SUNSET	82,532	111,751	35%	FAIL	4,782	6,017	26%	FAIL	3,141	5,766	84%	FAIL						
717469	101 NB ML SUNSET	109,634	121,428	11%	PASS	6,833	6,426	-6%	PASS	3,960	6,434	62%	FAIL						
717483	101 NB ML CAHUENGA	136,414	137,872	1%	PASS	7,405	7,171	-3%	PASS	6,887	7,275	6%	PASS						
717484	101 SB ML CAHUENGA	125,836	129,739	3%	PASS	8,355	6,963	-17%	FAIL	7,059	6,594	-7%	PASS						
717486	101 SB ML BARHAM	140,247	135,966	-3%	PASS	8,491	7,391	-13%	PASS	7,891	6,987	-11%	PASS						
717572	134 WB ML BUENA VISTA	101,334	108,553	7%	PASS	5,988	6,223	4%	PASS	6,581	6,674	1%	PASS						
717573	134 EB ML BUENA VISTA	98,577	111,170	13%	PASS	6,628	6,840	3%	PASS	5,036	6,431	28%	FAIL						
717576	134 WB ML RIVERSIDE	115,652	114,990	-1%	PASS	7,596	6,656	-12%	PASS	7,068	6,983	-1%	PASS						
718204	134 EB ML RIVERSIDE	105,650	117,454	11%	PASS	6,653	7,053	6%	PASS	5,858	6,824	16%	PASS						
718496	134 WB ML ALAMEDA SB	102,464	106,048	3%	PASS	5,684	5,908	4%	PASS	6,337	6,435	2%	PASS						
759602	5 NB ML LOS FELIZ 2	114,060	120,572	6%	PASS	6,868	6,312	-8%	PASS	5,980	6,303	5%	PASS						
764949	101 NB ML BARHAM	132,139	137,393	4%	PASS	6,887	7,160	4%	PASS	6,814	7,367	8%	PASS						
769372	101 NB ML HOLLYWOOD	98,584	109,589	11%	PASS	5,861	5,762	-2%	PASS	3,563	5,851	64%	FAIL						
769373	101 SB ML HOLLYWOOD	111,249	104,117	-6%	PASS	6,852	5,504	-20%	FAIL	4,001	5,320	33%	FAIL						
769405	101 SB ML N/O MULHOLLAND	159,328	141,359	-11%	PASS	9,745	7,573	-22%	FAIL	8,960	7,167	-20%	FAIL						
769418	101 NB ML N/O MULHOLLAND	137,755	144,548	5%	PASS	7,076	7,586	7%	PASS	7,267	7,867	8%	PASS						
774204	134 WB ML ALAMEDA 2 NB	100,876	107,869	7%	PASS	5,663	6,785	20%	PASS	6,405	6,109	-5%	PASS						

PASS 238
 FAIL 66
 PASS % 78%

PASS 228
 FAIL 76
 PASS % 75%

PASS 236
 FAIL 68
 PASS % 78%

HIGHWAY VALIDATION - SCREENLINES

ID	SCREENLINE	DAILY				AM PEAK HOUR (7-8AM)				PM PEAK HOUR (5-6PM)			
		COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST	COUNT	MODEL	DEV	TEST
1	Hollywood Boulevard	302,213	260,464	-14%	PASS	17,875	15,685	-12%	PASS	19,189	16,238	-15%	PASS
2	Melrose Avenue	324,211	313,990	-3%	PASS	19,971	19,077	-4%	PASS	20,053	19,030	-5%	PASS
3	Vermont Avenue	166,026	163,167	-2%	PASS	11,186	10,632	-5%	PASS	11,979	10,444	-13%	PASS
4	Highland Avenue	167,085	167,293	0%	PASS	9,704	10,071	4%	PASS	10,147	10,539	4%	PASS

PASS 4
 FAIL 0
 PASS % 100%

PASS 4
 FAIL 0
 PASS % 100%

PASS 4
 FAIL 0
 PASS % 100%

APPENDIX B: NETWORK PROJECT ASSUMPTIONS
2040 NO PROJECT SCENARIO



HIGHWAY PROJECTS

PROJECT ID	SOURCE	TYPE	DESCRIPTION
LAOC8042	FTIP	LOCAL HIGHWAY	WIDEN VANOWEN ST BRIDGE
LAOC8046	FTIP	LOCAL HIGHWAY	WIDEN BURBANK BLVD BETWEEN LANKERSHIM BLVD AND CLEON AVE
LAOC8064	FTIP	LOCAL HIGHWAY	WIDEN SAN FERNANDO MISSION BLVD BETWEEN SEPULVEDA BLVD AND I-5
LAOC8084	FTIP	LOCAL HIGHWAY	WIDEN WINNETKA AVE BRDIGE
LAOD173	FTIP	LOCAL HIGHWAY	WIDEN SEPULVEDA BLVD BRIDGE OVER DOMINGUEZ CHANNEL
LAOD260	FTIP	LOCAL HIGHWAY	IMPROVE SR 90/SR 1 INTERCHANGE
LAOD390	FTIP	LOCAL HIGHWAY	IMPROVE SR 47/I-110 INTERCHANGE
LAOD442	FTIP	LOCAL HIGHWAY	WIDEN PECK RD BRIDGE OVER SAN GABRIEL RIVER
LAOD465	FTIP	LOCAL HIGHWAY	WIDEN COLIMA RD BETWEEN CITY OF WHITTIER LIMIT AND FULLERTON RD
LAOG1053	FTIP	LOCAL HIGHWAY	WIDEN INGLEWOOD AVE BETWEEN ROSECRANS AVE AND MARINE AVE
LAOG1105	FTIP	LOCAL HIGHWAY	WIDEN TELEGRAPH RD BRIDGE OVER SAN GABRIEL RIVER
LAOG1106	FTIP	LOCAL HIGHWAY	WIDEN WASHINGTON BLVD BRIDGE OVER RIO HONDO RIVER
LAOG1140	FTIP	LOCAL HIGHWAY	ROAD DIET ON MAINE AVE BETWEEN LOS ANGELES ST AND ARROW HWY
LAOG1147	FTIP	LOCAL HIGHWAY	WIDEN GARFIELD AVE BETWEEN 70TH ST AND HOWERY ST
LAOG451	FTIP	LOCAL HIGHWAY	WIDEN HIGUERA ST BRIDGE BETWEEN EASTHAM DR AND JEFFERSON BLVD
LAOG998	FTIP	LOCAL HIGHWAY	WIDEN FULLERTON RD BETWEEN SR 60 EASTBOUND RAMP AND CAMINO BELLO
LA990359	FTIP	LOCAL HIGHWAY	WIDEN E WALNUT DR AND GALES AVE AT NOGALES AVE
LA996347	FTIP	LOCAL HIGHWAY	WIDEN FIRESTONE BLVD BRIDGE OVER LOS ANGELES RIVER
LAE1920	FTIP	LOCAL HIGHWAY	WIDEN DEL AMO BLVD BETWEEN NORMANDIE AVE AND NEW HAMPSHIRE
LAE2515	FTIP	LOCAL HIGHWAY	WIDEN BUNDY DR BETWEEN WILSHIRE BLVD AND SANTA MONICA BLVD (INCLUDED IN 2016 MODEL)
LAE2906	FTIP	LOCAL HIGHWAY	WIDEN INGLEWOOD AVE BETWEEN MANHATTAN BEACH BLVD AND W 156TH ST

PROJECT ID	SOURCE	TYPE	DESCRIPTION
LAF3069	FTIP	LOCAL HIGHWAY	WIDEN SEPULVEDA BLVD BETWEEN JEFFERSON BLVD TO GREEN VALLEY CIRCLE
LAF3085	FTIP	LOCAL HIGHWAY	WIDEN WASHINGTON BLVD BETWEEN CITY OF VERNON LIMIT AND TELEGRAPH RD
LAF1141	FTIP	LOCAL HIGHWAY	WIDEN VICTORY PL BETWEEN TOPANGA CANYON BLVD AND DE SOTO AVE
LAF1178	FTIP	LOCAL HIGHWAY	WIDEN FIRESTONE BLVD AND ATLANTIC AVE AT INTERSECTION
LAF3114	FTIP	LOCAL HIGHWAY	WIDEN LAKEWOOD BLVD
LAF3124	FTIP	LOCAL HIGHWAY	WIDEN FIRESTONE BLVD
LAF3171	FTIP	LOCAL HIGHWAY	WIDEN DE SOTO AVE BETWEEN SR 118 AND DEVONSHIRE ST
LAF5129	FTIP	LOCAL HIGHWAY	WIDEN VALLEY BLVD
LAF7109	FTIP	LOCAL HIGHWAY	WIDEN SOTO ST BETWEEN MULTNOMAH ST TO MISSION RD
LAF7118	FTIP	LOCAL HIGHWAY	WIDEN FLORENCE AVE BRIDGE OVER SAN GABRIEL RIVER
LAF7123	FTIP	LOCAL HIGHWAY	WIDEN MAGNOLIA BLVD BETWEEN CAHUENGA BLVD AND VINELAND AVE
LAF7131	FTIP	LOCAL HIGHWAY	EXTEND CENTURY BLVD BETWEEN GRAPE ST AND ALAMEDA ST
LAF7204	FTIP	LOCAL HIGHWAY	REALIGN PIER B ST BETWEEN PICO AVE AND PIER A WY
LAF7205	FTIP	LOCAL HIGHWAY	WIDEN ALAMEDA ST BETWEEN ANAHEIM ST AND PACIFIC COAST HWY
LAF7207	FTIP	LOCAL HIGHWAY	WIDEN ANAHEIM ST BETWEEN FARRAGUT AVE AND DOMINGUEZ CHANNEL
LAOB422	FTIP	LOCAL HIGHWAY	IMPROVE SR 110/FAIR OAKS AVE INTERSECTION
LA000357	FTIP	STATE HIGHWAY	CONSTRUCT I-5 HOV LANES BETWEEN SR 170 AND SR 118 (INCLUDED IN 2016 MODEL)
LA000358	FTIP	STATE HIGHWAY	CONSTRUCT I-5 HOV LANES BETWEEN SR 134 AND SR 170 (PARTIALLY INCLUDED IN 2016)
LA000512	FTIP	STATE HIGHWAY	WIDEN SR 47 GERALD DESMOND BRIDGE OVER ENTRANCE CHANNEL
LA000548	FTIP	STATE HIGHWAY	CONSTRUCT I-10 HOV LANES BETWEEN PUENTE AND CITRUS
LA0B408	FTIP	STATE HIGHWAY	CONSTRUCT I-405 HOV LANES BETWEEN I-10 AND US 101 (INCLUDED IN 2016 MODEL)
LA0B875	FTIP	STATE HIGHWAY	CONSTRUCT I-10 HOV LANES BETWEEN CITRUS AND SR 57
LA0C8080	FTIP	STATE HIGHWAY	WIDEN SR 1 BETWEEN 33RD ST AND ROSECRANS AVE
LA0D332	FTIP	STATE HIGHWAY	WIDEN I-405 BETWEEN LA TIJERA BLVD AND JEFFERSON BLVD (INCLUDED IN 2016 MODEL)

PROJECT ID	SOURCE	TYPE	DESCRIPTION
LA0D441	FTIP	STATE HIGHWAY	IMPROVE I-605/VALLEY BLVD INTERSECTION
LA0D73	FTIP	STATE HIGHWAY	WIDEN I-5 BETWEEN ORANGE COUNTY LINE AND I-605
LA0F098	FTIP	STATE HIGHWAY	IMPROVE I-10/I-605 INTERCHANGE
LA0G141	FTIP	STATE HIGHWAY	CONVERT HOV LANES TO HOT LANES ON I-10 AND I-110 (INCLUDED IN 2016 MODEL)
LA0G874	FTIP	STATE HIGHWAY	IMPROVE I-405/CRENSHAW BLVD INTERSECTION
LAF1103	FTIP	STATE HIGHWAY	IMPROVE I-405/WILMINGTON AVE INTERSECTION
1120007	RTP_F	LOCAL HIGHWAY	IMPROVE SR 47/FRONT ST INTERCHANGE
1160011	RTP_F	LOCAL HIGHWAY	CONSTRUCT 'C' STREET BETWEEN IMPERIAL HWY AND W 111TH ST
1160012	RTP_F	LOCAL HIGHWAY	EXTEND 98TH ST BETWEEN BELLANCE AVE AND LA CIENEGA BLVD
1160013	RTP_F	LOCAL HIGHWAY	EXTEND CONCOURSE WAY BETWEEN 98TH AND CENTURY BLVD
1160014	RTP_F	LOCAL HIGHWAY	WIDEN SEPULVEDA BLVD BETWEEN SEPULVEDA TUNNEL AND W 96TH ST
1160015	RTP_F	LOCAL HIGHWAY	WIDEN AIRPORT BLVD BETWEEN 98TH ST AND W ARBOR VITAE ST
1160016	RTP_F	LOCAL HIGHWAY	WIDEN W ARBOR VITAE ST BETWEEN AIRPORT BLVD AND LA CIENEGA BLVD
1160017	RTP_F	LOCAL HIGHWAY	WIDEN W ARBOR VITAE ST OVERCROSSING BRIDGE
1160020	RTP_F	LOCAL HIGHWAY	WIDEN CENTURY BLVD BETWEEN 'A' STREET AND AVIATION BLVD (INCLUDED IN 2016 MODEL)
1160021	RTP_F	LOCAL HIGHWAY	WIDEN AVIATION BLVD BETWEEN CENTURY BLVD AND W ARBOR VITAE ST
1160022	RTP_F	LOCAL HIGHWAY	WIDEN LA CIENEGA BLVD BETWEEN CENTURY BLVD AND W ARBOR VITAE ST
1160003	RTP_F	STATE HIGHWAY	CONSTRUCT I-110 NORTHBOUND HOV/HOT OFF-RAMP AT 28TH ST
1160024	RTP_F	STATE HIGHWAY	CONSTRUCT I-105 AND I-405 RAMPS TO CONRAC/LAMP FACILITIES
1H0103	RTP_F	STATE HIGHWAY	CONSTRUCT I-5/I-405 HOV LANE PARTIAL CONNECTER
1M0802	RTP_F	STATE HIGHWAY	IMPROVE US 101/UNIVERSAL TERRACE PKWY INTERCHANGE
LA0D45	RTP_F	STATE HIGHWAY	CONSTRUCT SR 47 EXPRESSWAY AND FLYOVER TO SCHUYLER HEIM BRIDGE

Sources: 2015 Federal Transportation Improvement Program (FTIP) and 2016 Financially Constrained SCAG RTP/SCS (RTP_F)

TRANSIT PROJECTS

PROJECT ID	SOURCE	TYPE	DESCRIPTION
LA29202W	FTIP	TRANSIT	WILSHIRE BLVD BRT (INCLUDED IN 2016 MODEL)
LA0G010	FTIP	TRANSIT	METRO REGIONAL CONNECTOR
LA0F021	FTIP	TRANSIT	METRO EXPO LINE EXTENSION PHASE II TO SANTA MONICA
LA0G558	FTIP	TRANSIT	METRO GOLD LINE EXTENSION PHASE I TO AZUSA
LA29212XY	FTIP	TRANSIT	METRO GOLD LINE EXTENSION PHASE II TO COUNTY LINE
LA0G626	FTIP	TRANSIT	METRO GOLD LINE EASTSIDE EXTENSION PHASE II TO EAST LOS ANGELES
LA0D198	FTIP	TRANSIT	CRENSHAW LIGHT RAIL BETWEEN EXPOSITION BLVD AND GREEN LINE
LA0G447	FTIP	TRANSIT	METRO PURPLE LINE EXTENSION PHASE I TO LA CIENEGA
LA0G1092	FTIP	TRANSIT	METRO PURPLE LINE EXTENSION PHASE II TO CENTURY CITY
LA0G642	FTIP	TRANSIT	METRO PURPLE LINE EXTENSION PHASE III TO WESTWOOD
1160001	RTP_F	TRANSIT	SEPULVEDA PASS EXPRESS BUS TRANSIT CORRIDOR
1TR0706	RTP_F	TRANSIT	EAST SAN FERNANDO VALLEY BRT TRANSIT CORRIDOR
1TR0101	RTP_F	TRANSIT	METRO GREEN LINE EXTENSION TO AIRPORT METRO CONNECTOR STATION
1120005	RTP_F	TRANSIT	METRO GREEN LINE EXTENSION TO NORWALK METROLINK STATION
1TR1001	RTP_F	TRANSIT	METRO GREEN LINE EXTENSION TO TORRANCE TRANSIT CENTER
1120004	RTP_F	TRANSIT	METRO RED LINE EXTENSION TO BURBANK BOB HOPE AIRPORT
1120003	RTP_F	TRANSIT	SLAUSON LIGHT RAIL BETWEEN CRENSHAW LINE AND BLUE LINE
1120002	RTP_F	TRANSIT	VERMONT BRT BETWEEN WILSHIRE AND EXPOSITION
1TR1011	RTP_F	TRANSIT	WEST SANTA ANA LIGHT RAIL TO HUNTINGTON PARK

Sources: 2015 Federal Transportation Improvement Program (FTIP) and 2016 Financially Constrained SCAG RTP/SCS (RTP_F)