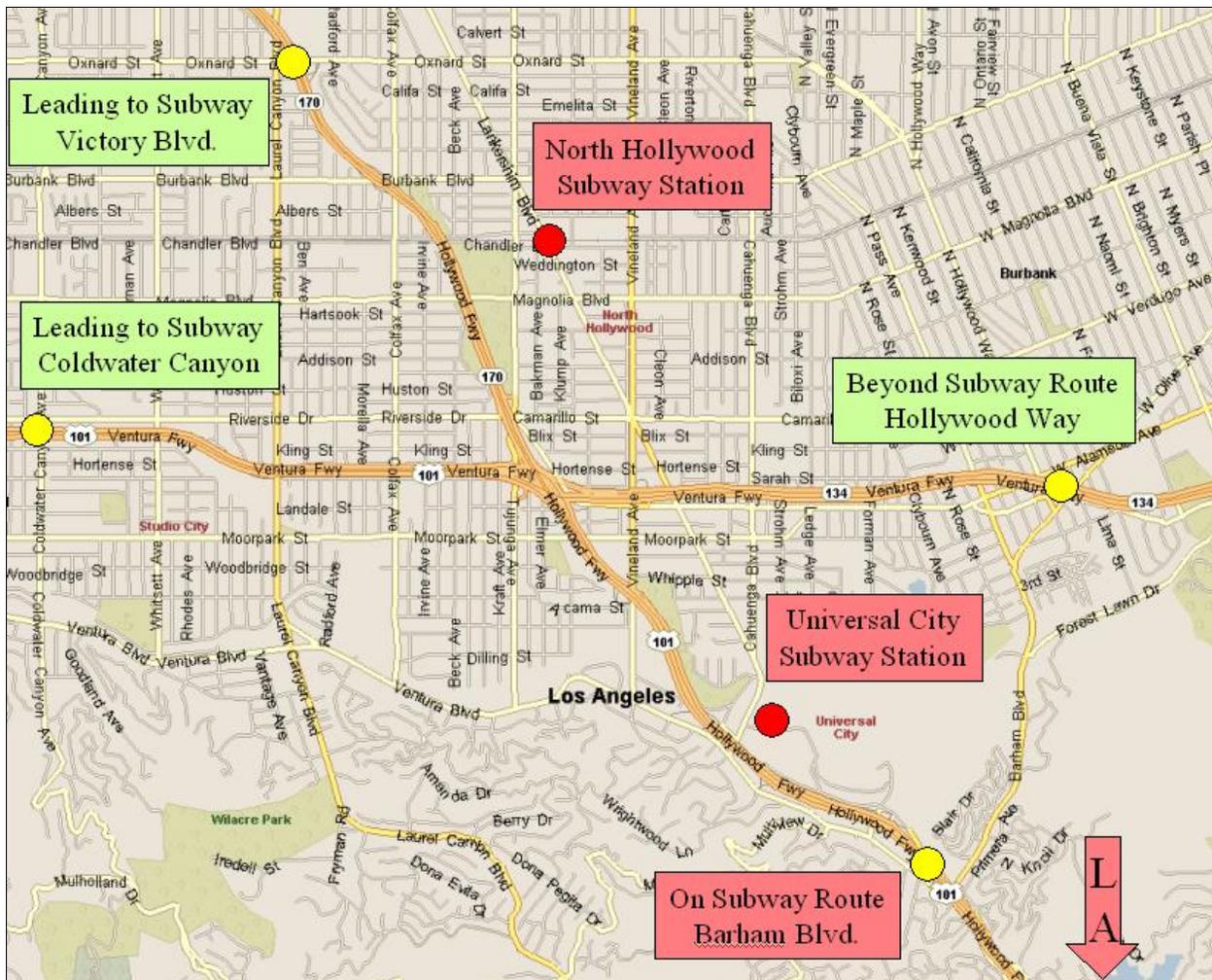




## Los Angeles Red Line Subway: Impact on Freeway Traffic

PEAK HOUR VOLUME (VEHICLES)		Route	1999	2002	Change
<b>Beyond Subway Station --- On Subway Route</b>					
Hollywood Freeway	Barham Blvd.	101	19,200	20,000	4.2%
<b>Beyond Subway --- Not on Subway Route</b>					
Ventura Freeway	Lankershim Blvd.	134	16,300	15,500	-4.9%
<b>Before Subway (North and West)</b>					
Ventura Freeway	Coldwater Canyon Rd.	101	18,900	19,700	4.2%
Hollywood Freeway	Victory Blvd.	170	14,300	14,700	2.8%
Total Before Subway			33,200	34,400	3.6%
TOTAL DAILY VOLUME (VEHICLES)		Route	1999	2002	Change
<b>Beyond Subway Station --- On Subway Route</b>					
Hollywood Freeway	Barham Blvd.	101	280,000	291,000	3.9%
<b>Beyond Subway --- Not on Subway Route</b>					
Ventura Freeway	Lankershim Blvd.	134	213,000	219,000	2.8%
<b>Before Subway (North and West)</b>					
Ventura Freeway	Coldwater Canyon Rd.	101	281,000	294,000	4.6%
Hollywood Freeway	Victory Blvd.	170	169,000	179,000	5.9%
Total Before Subway			450,000	473,000	5.1%
Source: Caltrans Traffic Counts					



**NOTES:**

1. Peak hour traffic has grown on freeway serving subway route (Hollywood Freeway at Barham Blvd.) the same or more than traffic on segments that lead to the subway station (indicating that the subway has had virtually no impact on peak hour traffic volumes).
2. Peak hour traffic has fallen on route not served by subway (Ventura Freeway at Hollywood Way)
3. On June 17, 2003, Los Angeles transit officials reported that they had been over-counting ridership on the Red Line. Previous estimates were revised downward more than 30 percent.
4. The 101-134 freeway interchange does not permit transitions between the 101 (south) and the 134 (east) or between the 101 (west) and the 170 (north). Thus, the "Before Subway" freeway locations noted above are the only ones that feed the southbound 101, which runs parallel to the Red Line subway.