

PREFERENTIAL SIGNAL TIMING ALTERNATIVE

| | | AM | | | | | | PM | | | | | |
|-----------------|-------------|-----------|-------|--------|-----------|-------|---------|-----------|-------|--------|-----------|-------|---------|
| | | Eastbound | | | Westbound | | | Eastbound | | | Westbound | | |
| | | Before | After | % Imp. | Before | After | % Imp. | Before | After | % Imp. | Before | After | % Imp. |
| Olympic Blvd | Speed | 15 | 17 | 11.76% | 20 | 22 | 9.09% | 12 | 13 | 7.69% | 18 | 26 | 30.77% |
| | Travel Time | 13 | 12 | 7.69% | 10 | 9 | 10.00% | 16 | 15 | 6.25% | 11 | 7 | 36.36% |
| Pico Blvd | Speed | 16 | 21 | 23.81% | 17 | 16 | -6.25% | 11 | 20 | 45.00% | 18 | 15 | -20.00% |
| | Travel Time | 11 | 9 | 18.18% | 9 | 11 | -22.22% | 16 | 9 | 43.75% | 10 | 12 | -20.00% |

Source: LADOT, 10/22/07. “Speed” and “Travel” time refer to actual data recorded by LADOT for both streets between Centinela Avenue and Century Park East on October 2-3, 2007. End-to-end travel time from Centinela Avenue to La Brea Avenue was extrapolated by LADOT based on these results. **For both Olympic and Pico boulevards and for both morning (AM) and evening (PM) peak: end-to-end travel time before was 26 minutes; end-to-end travel time during test was 19 minutes; end-to-end travel time savings was 7 minutes, or 26% reduction in travel time.**