

**Regional Connector Transit Corridor
Draft Environmental Impact Statement/
Draft Environmental Impact Report**

APPENDIX H



FINAL ALTERNATIVES ANALYSIS REPORT



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Appendices

Appendix A References

Appendix B Transit Lines Serving the Project Study Area

Appendix C Bus Lines Serving both Union Station and 7th St./Metro Center Station

Appendix D Plan and Profile Drawings

Appendix E Acronyms

Appendix F List of Preparers

ES.1 Introduction

The Regional Connector Transit Corridor project (Regional Connector) is a vital, core piece of public transit infrastructure that enhances investments already made in the existing Metro Light Rail system. It will link four distinct travel corridors covering over 50 miles across the County through the center of downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) has envisioned this connection for nearly two decades beginning in the late 1980's/early 1990's. At the time of the Metro Rail system's inception, the Long Beach and Pasadena light rail branches were envisioned to meet in downtown Los Angeles and operate as a single line¹. However, the downtown segment was never built, and passengers now must transfer to the Metro Red Line to move between the two branches as well as reach many major central business district destinations. This solution has functioned acceptably during the Metro Rail system's infancy. However, with the Metro Expo Line to Culver City and Metro Gold Line Eastside Extension opening over the next two years, increasing ridership, increasing traffic congestion, and new major regional developments occurring in downtown Los Angeles, a direct high-capacity link to tie the unconnected regional branches of Metro's light rail system together through downtown is needed.

The proposed Regional Connector would directly link 7th St./Metro Center Station (the Metro Blue Line and Metro Expo Line (2010) terminus) located at 7th and Figueroa Streets, to the Little Tokyo/Arts District Station (a new Metro Gold Line Station opening in 2009) at 1st and Alameda Streets. The project would include several new stations downtown and would allow train operations between Long Beach and Pasadena without the need to transfer. Simultaneously, it would allow train operations between East Los Angeles and Culver City also without the need to transfer. It would also provide passengers with direct trains into the heart of the business and civic districts, whereas the line currently passes along the periphery and then north to Union Station. Metrolink, Amtrak, and Metro Red Line passengers would also have the option to transfer to the Long Beach-Pasadena and East Los Angeles-Culver City trains and reach portions of the downtown area not presently served by Metro Rail. The Regional Connector is a project which provides regional benefits to residents across the County, and can be accomplished with just 1.8 miles of a new set of dual tracks.

Since conclusion of early studies conducted in the early 1990's and even as late as 2004, much has changed in the downtown Los Angeles area, including the availability of right-of-way due to new civic and private developments and the residential explosion created by new development and re-use of historic underutilized buildings. Alternatives previously studied, while mindful of the tight physical and environmental constraints concerning the construction of new infrastructure in a dense urban area like downtown Los Angeles, are no longer applicable. Particularly challenging is the lack of vacant rail rights-of-way for transit vehicles to use, the high traffic pedestrian volumes on streets throughout the project study area (PSA), and the high volume of trains that will funnel into the Regional Connector. New solutions that negotiate these difficulties while maximizing benefits to the regional transit system, provide opportunities for land use improvements, and minimize impingement on the existing street

¹ Pasadena to Los Angeles Project EIR 1988-1993

network have been challenging to develop. Some proposed solutions include splitting the tracks into a couplet to avoid taking two lanes on the same street for rail use, building underpasses to eliminate conflicts between trains and automobiles, and building the tracks underground. The following map (Figure ES-1) shows the PSA and illustrates the present gap in the light rail network.

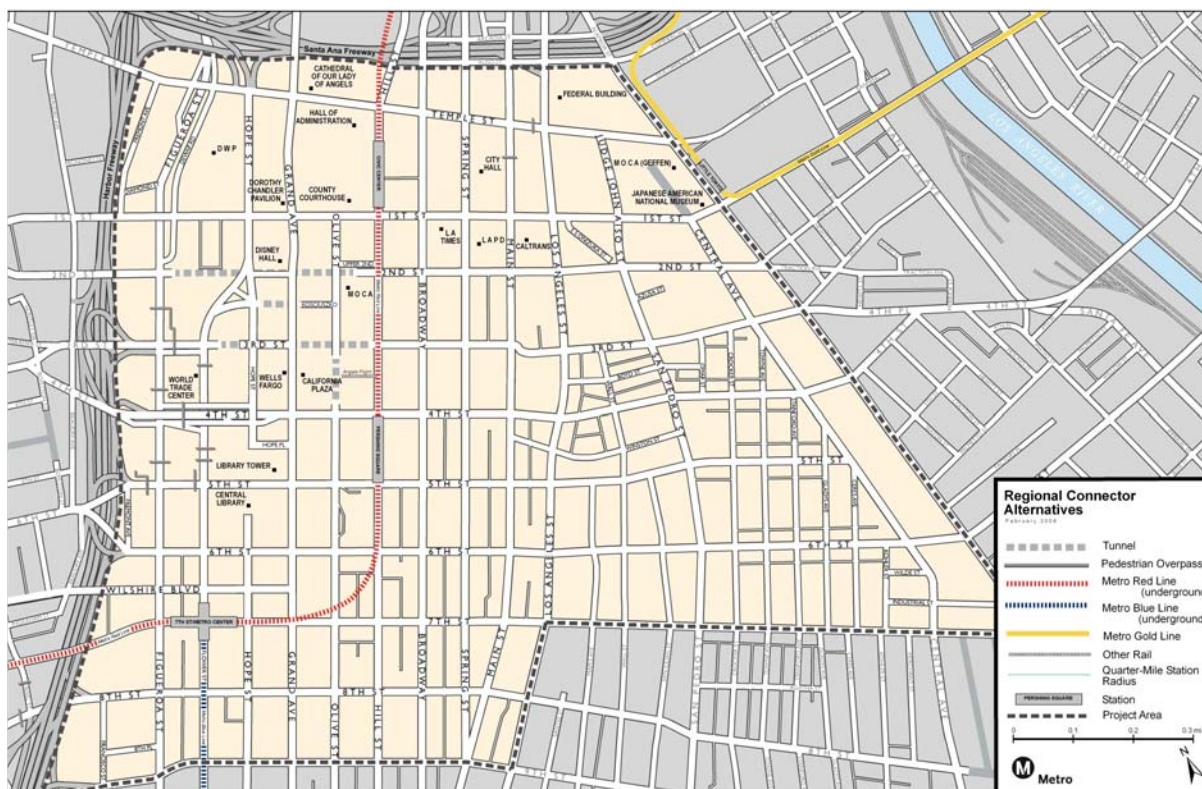


Figure ES-1 Project Study Area

By linking the 7th St./Metro Center and Little Tokyo/Arts District Stations, Metro will have the ability to provide continuous service across the region in two different directions: east/west and north/south without the need for transfer. The Regional Connector would thus provide a faster, more attractive transit option with greater access to the downtown area and mobility region-wide. The project would make possible the operation plan shown in Figure ES-2. Without it, each of the light rail branches shown would reach only the edge of downtown Los Angeles.

Recognizing the potential benefits to Southern California residents, the Metro Board authorized an Alternatives Analysis (AA) study in July 2007 to explore various technologies and route alignments for the Regional Connector. This report contains the results of that AA study.



Figure ES-2 Anticipated Service Plan

ES.2 Purpose of this Study

The AA is the first phase in the fixed guideway transit project development process defined by Metro and the Federal Transit Administration (FTA) under the New Starts program's Project Planning and Development process. The AA defines a specific transportation need in a corridor, identifies all reasonable alternatives and narrows down the alternatives based on a screening process using evaluation criteria developed during early scoping. The AA provides the reasoning for decisions regarding the identification and narrowing of alternatives. The study is based on evaluation criteria and measures consistent with FTA New Starts guidelines, including costs, benefits, environmental and community impacts and financial feasibility, as well as input from local stakeholders, community members, and public agencies.

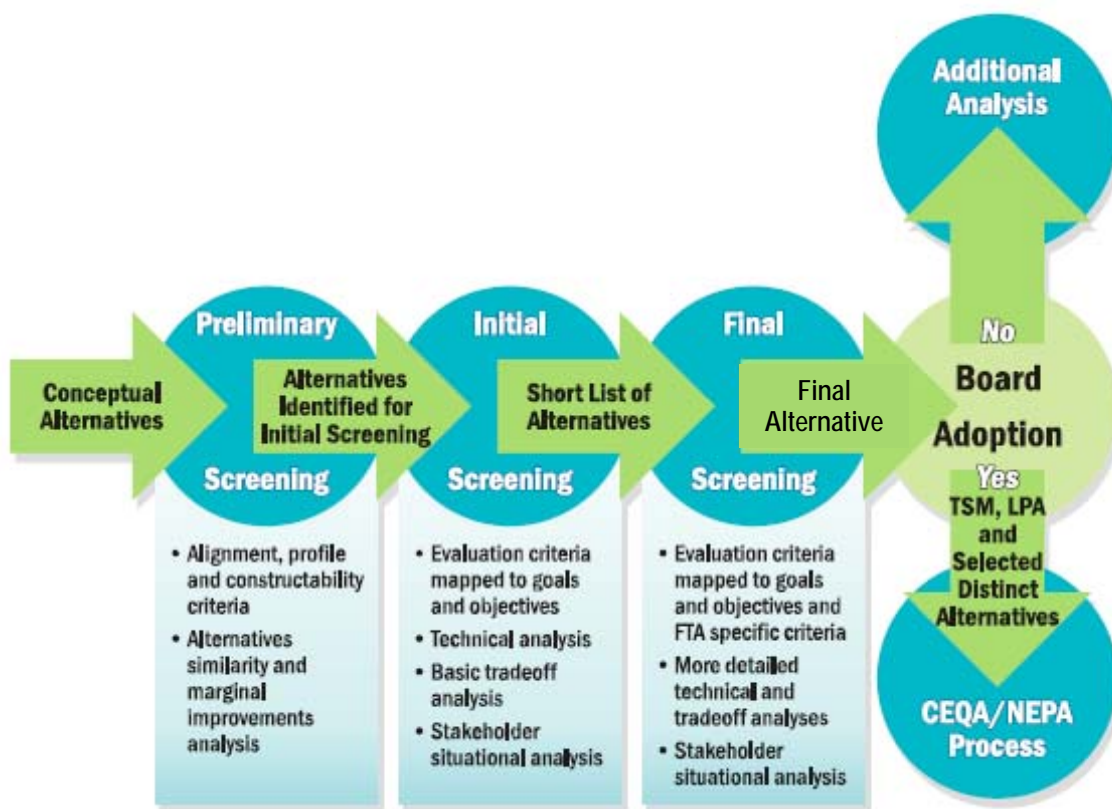


Figure ES-3 Alternatives Analysis Process

Relying on sound assumptions, public input, and initial conceptual engineering, this AA report includes a recommendation to carry a short list of alternatives into the next phase, which includes environmental documentation and clearance per the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), advanced conceptual engineering, and the selection of a Locally Preferred Alternative (LPA). Upon selection of the LPA and approval from FTA, final environmental documentation and preliminary engineering will be initiated. The process will ultimately lead to a certification of the environmental document, a Record of Decision by FTA, and potential negotiation of a Full Funding Grant Agreement between FTA and Metro. The following diagram (Figure ES-4) shows the AA phase with respect to the entire FTA New Starts process.

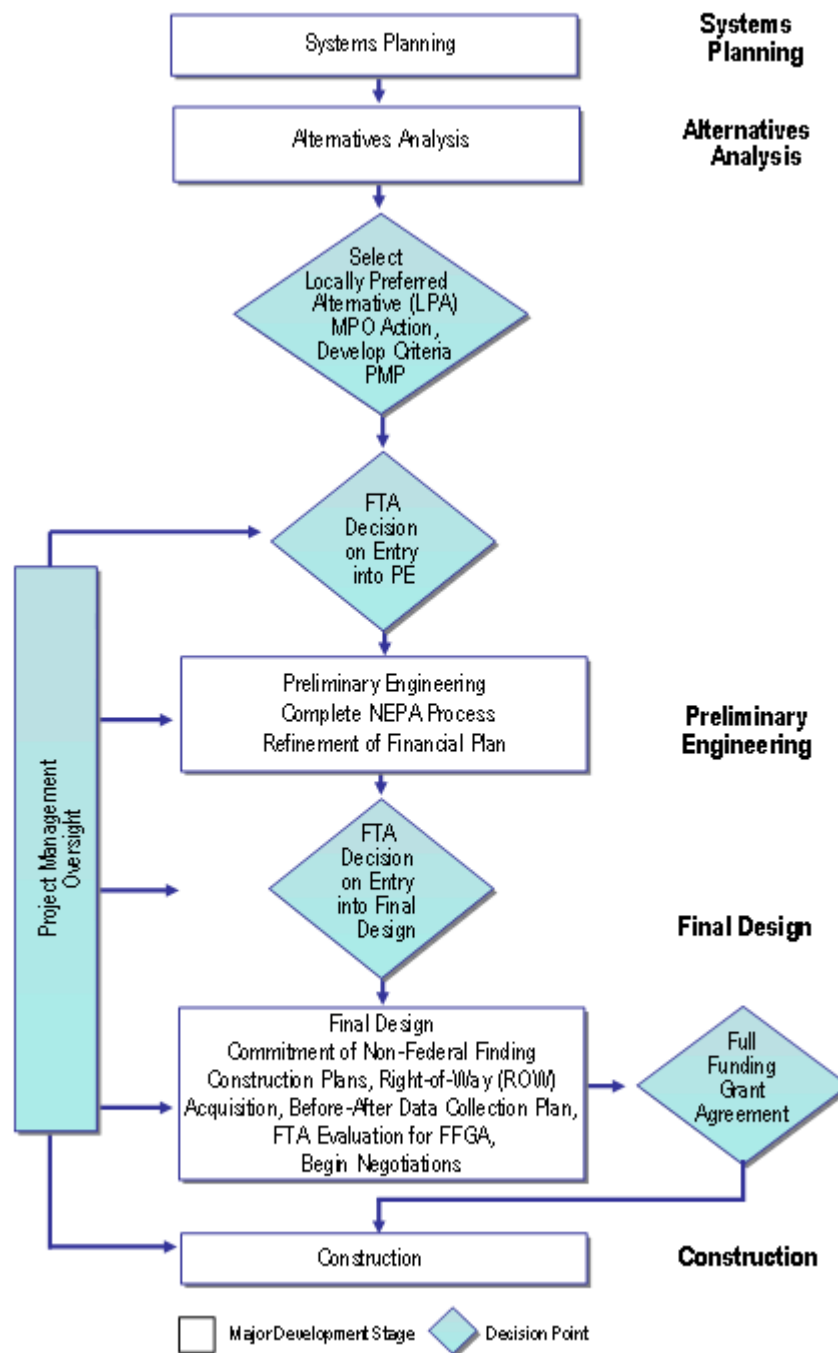


Figure ES-4 FTA New Starts Process
Graphic by Federal Transit Administration

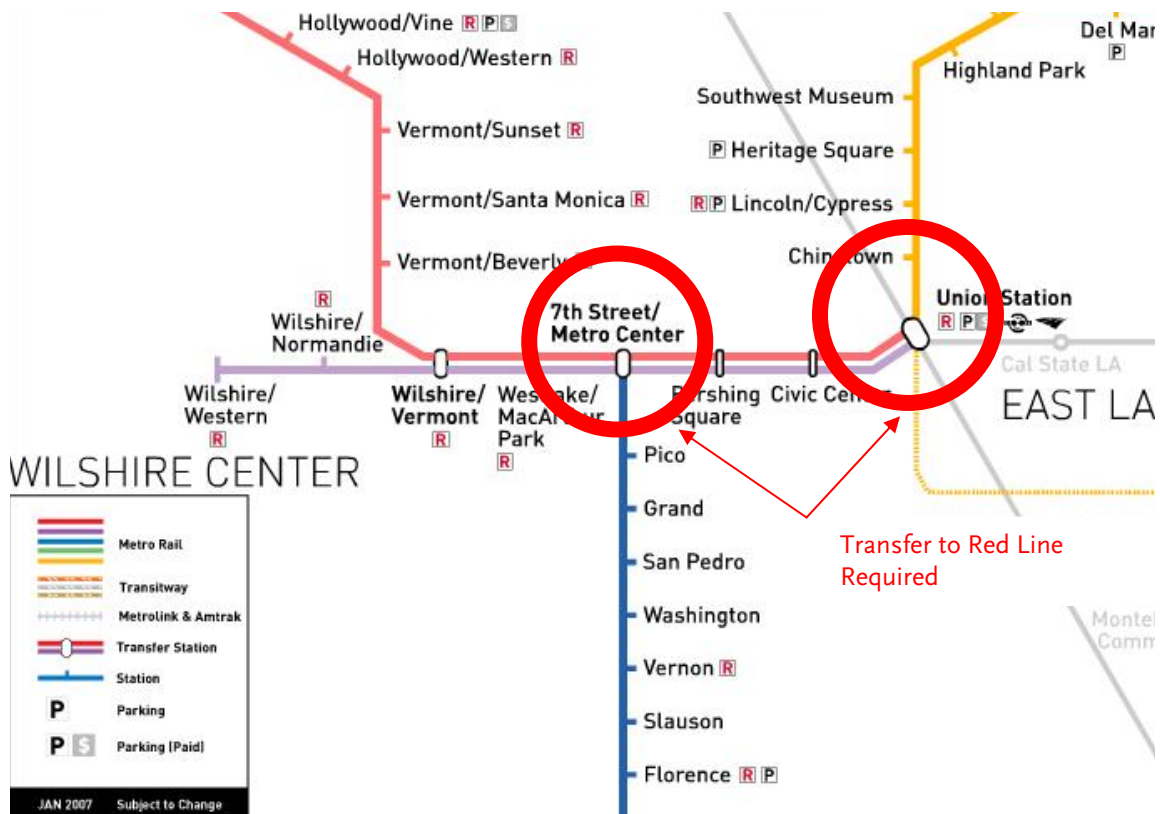
ES.3 Background

The PSA is bounded by the Harbor Freeway (SR-110) on the west, the Santa Ana Freeway (US-101) on the north, Alameda St. on the east, and 7th and 9th Streets on the south. The area presently experiences heavy traffic congestion on weekdays, particularly on the surrounding freeways and the arterial streets leading to freeway on-ramps. Streets in the dense western portion of the PSA (Bunker Hill and the Financial District) routinely experience the highest traffic volumes, with 20,000-30,000 trips per day on some segments of Figueroa and Flower Streets. Though the volumes on these streets are high, the roadways are configured for one-way operation, and are six lanes wide in most places. As such, they accommodate traffic better than some of the narrower streets with lower traffic volumes elsewhere in the PSA. The worst-performing intersection in the PSA, 1st and Alameda Streets, operates at level of service (LOS, a measure of vehicular traffic) F during the morning rush hour, indicating severe congestion. In light of the rapid resurgence of development in the downtown area, traffic conditions are likely to worsen in the absence of improved transit connections to and within the PSA.



Wide roadway on Flower Street near 5th Street, with six automobile traffic lanes and one curb lane of parking. This segment of Flower Street carries about 20,000 cars on a typical weekday.

In the early 1990's, prior to the selection of a finalized rail transit route from downtown Los Angeles to Pasadena, the Los Angeles County Transportation Commission (LACTC, one of Metro's predecessors) studied the continuation of the Metro Blue Line from the existing 7th St./Metro Center Station north to Pasadena. However, LACTC decided to initiate the new light rail service to Pasadena from Union Station, concluding that in the interim riders would be required to transfer to the existing Metro Red Line, which connects Union Station to 7th St./Metro Center Station, until additional funding for a direct connection became available.



Interim solution for connections between the Metro Gold Line and Metro Blue Line selected by LACTC in 1990. Trips involving both the Metro Gold Line and the Metro Blue Line require two transfers.

In 2004, after the Metro Gold Line to Pasadena had opened and construction of the Metro Gold Line Eastside Extension had commenced, Metro initiated studies to revisit the connection between the Metro Gold and Blue Lines. Originally planned as an extension of the heavy rail Metro Red Line that would serve the strong east-west travel demand in the region, the Metro Gold Line Eastside Extension is currently being built as a light rail line to Union Station from East Los Angeles. In addition, the first phase of a new light rail line, the Metro Expo Line, is also being constructed between Culver City and 7th St./Metro Center Station. This first phase is scheduled for completion in 2010. The benefits of having three light rail lines serving four distinct transit corridors connecting through downtown Los Angeles allowing for cross-County trips on a single train prompted Metro to initiate an AA study that would guide the development and funding of the Regional Connector Transit Corridor project.

In June 2008, Metro included the Regional Connector Transit Corridor project in its Draft Long Range Transportation Plan (LRTP) as a rail project in the Tier 1 Unfunded Strategic Plan. At the moment, \$160 million has been identified in the recent passage of the half-cent sales tax, Measure R, and additional funding will need to be secured to build and operate the line. This is consistent with Regional Transportation Plan (RTP) which was approved by the Southern California Association of Governments (SCAG) in May 2008.

ES.4 Purpose and Need for Transit Investment

As population, congestion and energy costs increase, there is a need to create mobility options for Los Angeles County. A transportation investment in the PSA will improve mobility, the environment, the economy and the livability for all of Los Angeles County. As the densest business district in the region, the downtown area includes major civic uses, high rise office buildings, the historic core, and multi-billion dollar entertainment venues, all surrounded by four major interstates and state highways operating at poor levels of service. Expansion of the roadway and highway network within the Regional Connector PSA is greatly limited due to the built-out nature of this central business core. The Metro Rail system provides an efficient alternative to driving for people travelling to the downtown area. However, Los Angeles County has several other dense business and activity districts not within downtown Los Angeles. While several of these activity centers are also served by the rail system, many passengers must pass through downtown to reach them.

At present, passengers wishing to travel through downtown Los Angeles on the light rail system must make two transfers, and many Metro Gold and Blue Line passengers need to transfer to the Metro Red Line to reach destinations within the downtown area. Future Metro Gold Line Eastside Extension and Metro Expo Line passengers will face the same delays (up to 20 minutes for transfers in some cases) and contribute to crowding on the Metro Red Line. According to the 2004 Metro Rail Onboard Survey, approximately half of all Gold Line riders used more than one train to complete their trips, suggesting that about 10,000 people are transferring between the Red and Gold Lines each day to travel in the direction of downtown Los Angeles. Ridership on the Metro Gold Line has grown by nearly one-third since 2004, so the number of passengers transferring to the Metro Red and Purple Lines today is likely even higher.

Surveys have not been completed for potential Metro riders of the Metro Gold Line Eastside Extension, the Metro Expo Line and the current riders of the Metro Blue Line. Updated surveys will be completed to determine size of stations and frequency of trains needed for the Regional Connector. A direct connection linking Metro's light rail lines together will allow for more transfer-free trips to be made through downtown Los Angeles from dense residential areas to other employment-rich districts. The following table shows the current and projected year 2030 Metro Rail boardings under No Build conditions.



Table ES-1 Current and Projected Year 2030 No Build Rail Boardings

Line	Average Weekday Boardings – 2005-06	Projected Average Weekday Boardings - 2030
Metro Light Rail Lines	130,300	189,200
Metro Heavy Rail Lines	125,000	176,500
Total	255,300	365,700

Demographics

According to year 2005 data provided by SCAG, the PSA contains nearly 18,000 people at a density of 11,700 per square mile. However, there are over 168,000 jobs in the same area, at a density of 111,000 per square mile. This formidable imbalance between jobs and housing within the PSA results in heavy inbound commute traffic in the morning and similarly large outbound flows in the afternoon. Accordingly, the PSA records the highest levels of transit ridership in the region, and the existing transit system lifts a significant burden off of the freeways and arterial streets radiating from downtown Los Angeles. Improving the efficiency and speed of the transit system has historically been shown, particularly with the introduction of the Metro Rapid bus system and the existing Metro Rail system, to generate sizeable increases in ridership, especially in areas where the demand for transit service is already high. Additional transportation infrastructure will prove invaluable as the PSA grows. SCAG predicts that the PSA's population will increase by 16.5% and the number of employees will increase by 12% by 2030 (Figure ES-5). This is partly due to dozens of new and adaptive reuse housing developments currently under construction in the area.

Because the Regional Connector is intended to close a gap in the county-wide rail system, it is important to note that Los Angeles County's population is expected to grow to 12.2 million people (22 percent) by 2030, and no freeway expansion projects are planned near the downtown area. Increasing transit capacity and making operations more efficient will be key in allowing the transportation system to accommodate the projected regional growth. Table ES-2 shows the projected growth in both the PSA and Los Angeles County as a whole.

The following maps (Figures S-6 to S-9) show the population and employment distribution within the PSA. The downtown area has a high concentration of both jobs and residences. As the maps show, areas that contain relatively few jobs contain high numbers of residents, and vice versa. As such, nearly all areas of the PSA contain transit supportive land uses. Most of the jobs and residences are within walking distance of either the proposed Regional Connector routes, or the existing Metro Red and Purple lines. As such, the proposed rail network would provide good coverage of most jobs and housing units in downtown Los Angeles, both now and in 2030.

Table ES-2 Population, Household, and Employment Growth			
	2005	2030	Forecast Increase Between 2005-2030
Population			
Study Area	17,795	20,738	16.5%
LA County	10,010,315	12,193,030	21.8%
Study Area % of LA County	0.18%	0.17%	---
Households			
Study Area	9,673	12,287	27.0%
LA County	3,298,210	4,116,567	24.8%
Study Area % of LA County	0.29%	0.39%	---
Employment			
Study Area	168,328	188,591	12.0%
LA County	4,644,010	5,651,043	21.7%
Study Area % of LA County	3.62%	3.34%	---

Source: SCAG, 2005 data and 2030 projections

Of the 18,000 people that currently live in the PSA, most live in the northern portion of Bunker Hill and the area south of Little Tokyo, both of which would have new rail stations in more proximate locations than the existing ones upon implementation of the Regional Connector. There is evidence of concentrated levels of transit dependency in the PSA, since 8,600 of the 9,700 households in the area do not have cars, and 7,200 are classified as low income (average annual salary below \$12,755 for a two-person household). Furthermore, children and the elderly are among those most likely to use public transportation because they often lack drivers' licenses and access to private automobiles, and they account for over one-quarter of the PSA's population. As such, a large portion of PSA residents stand to benefit from the new businesses, developments, and amenities in the downtown area, and will augment ridership volumes on the Regional Connector. Like the overall population, low income households are concentrated in the northern portion of Bunker Hill and the southeastern section of the PSA.

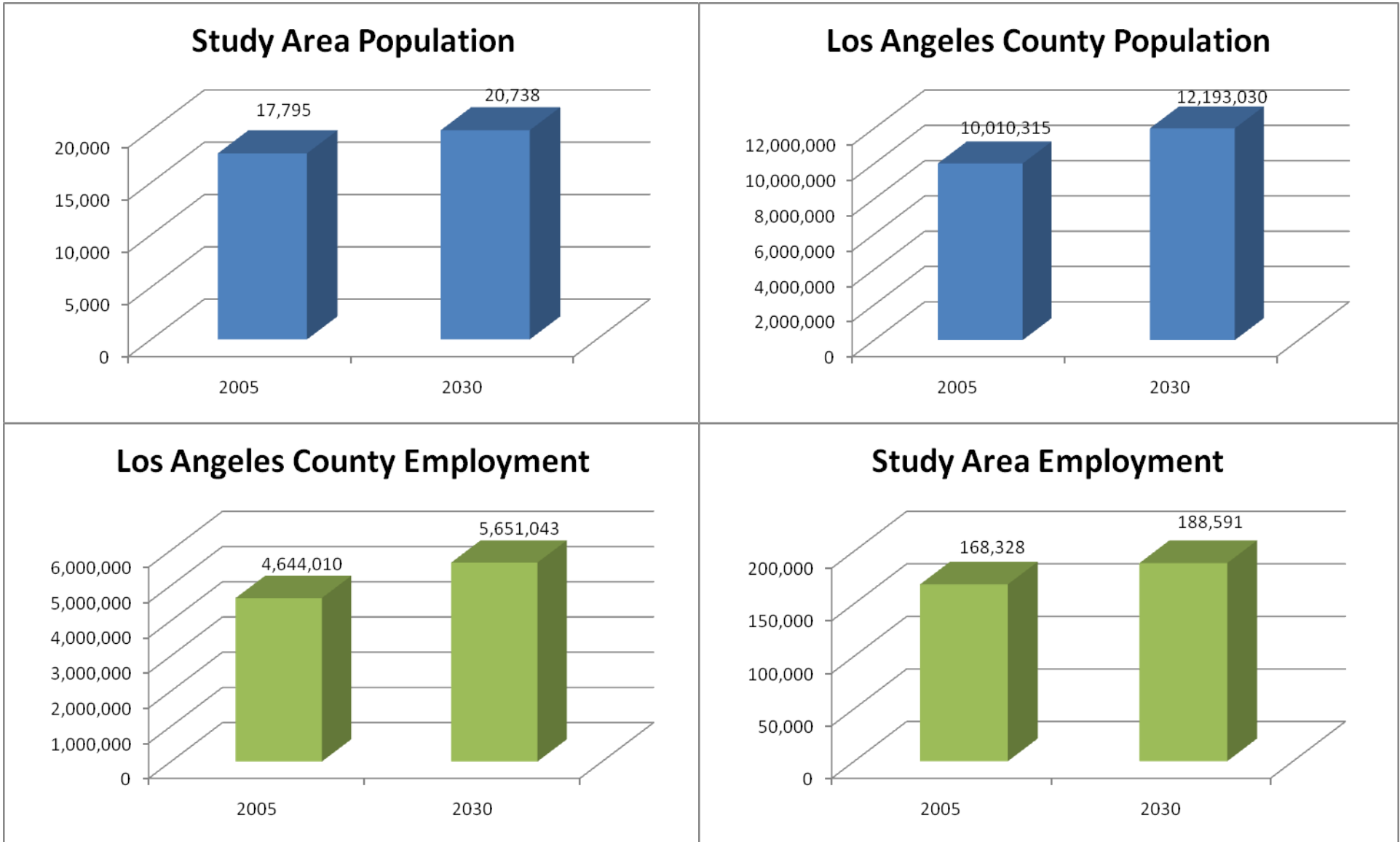


Figure ES-5 Projected Population and Employment Growth

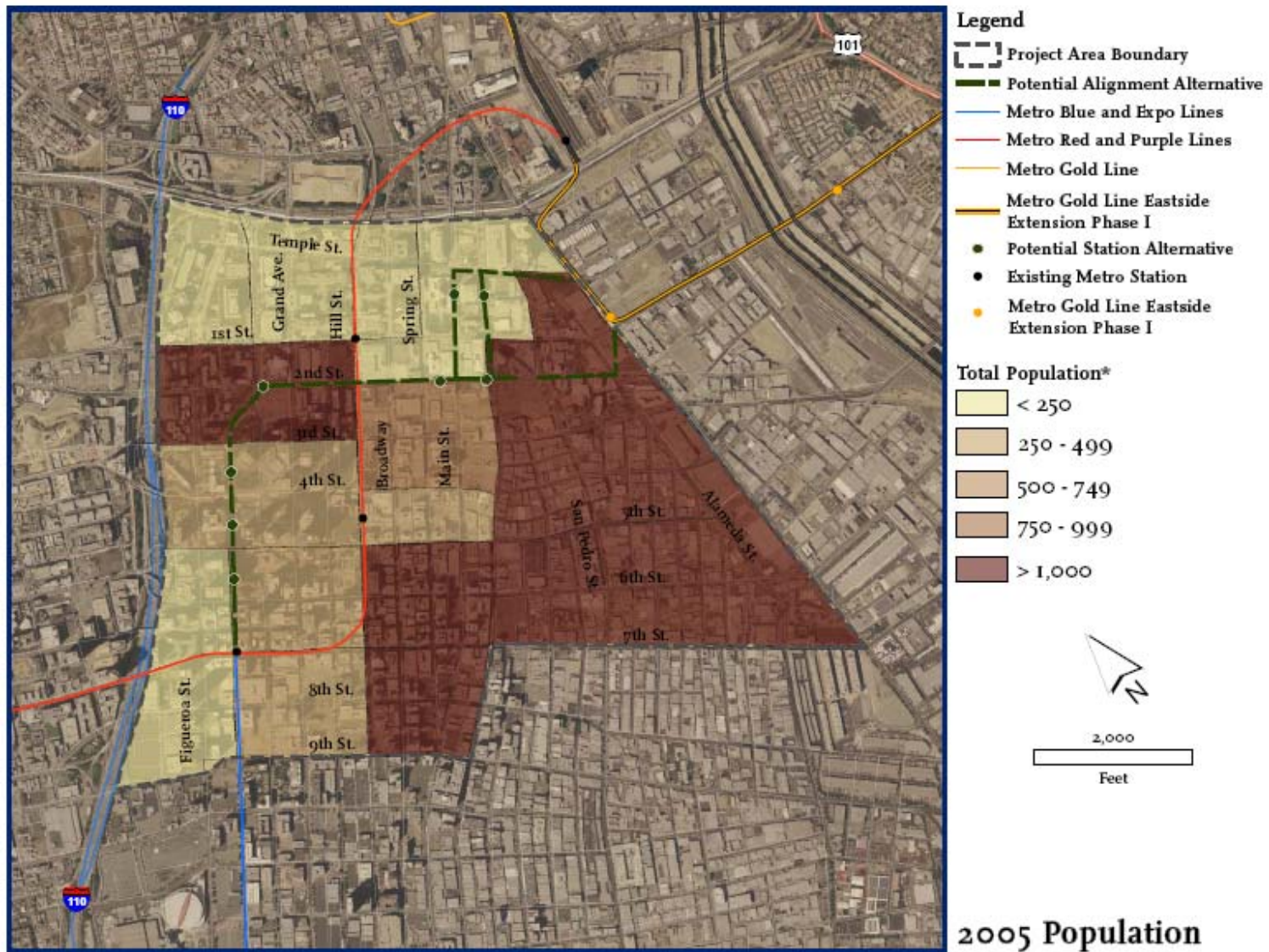
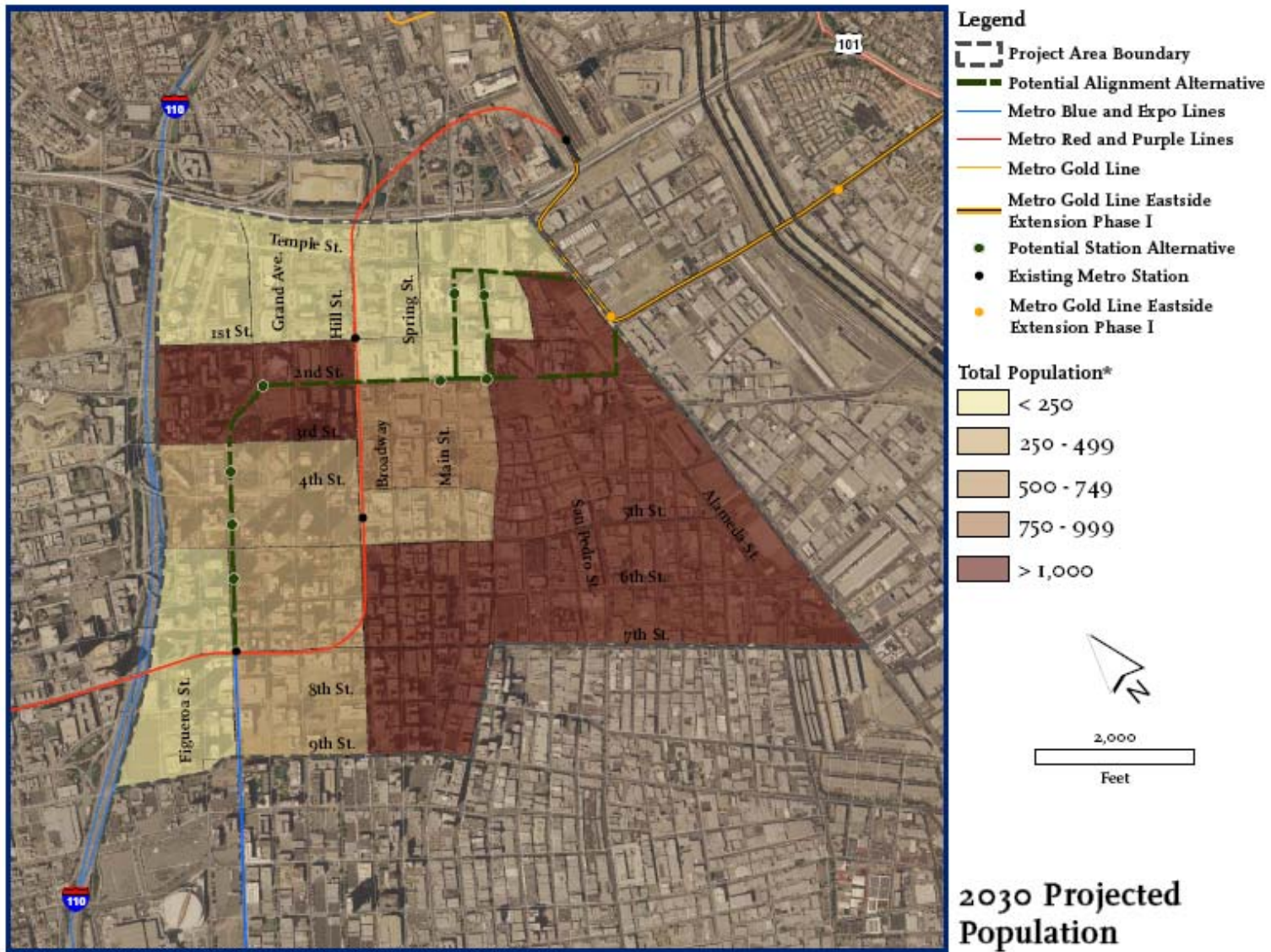
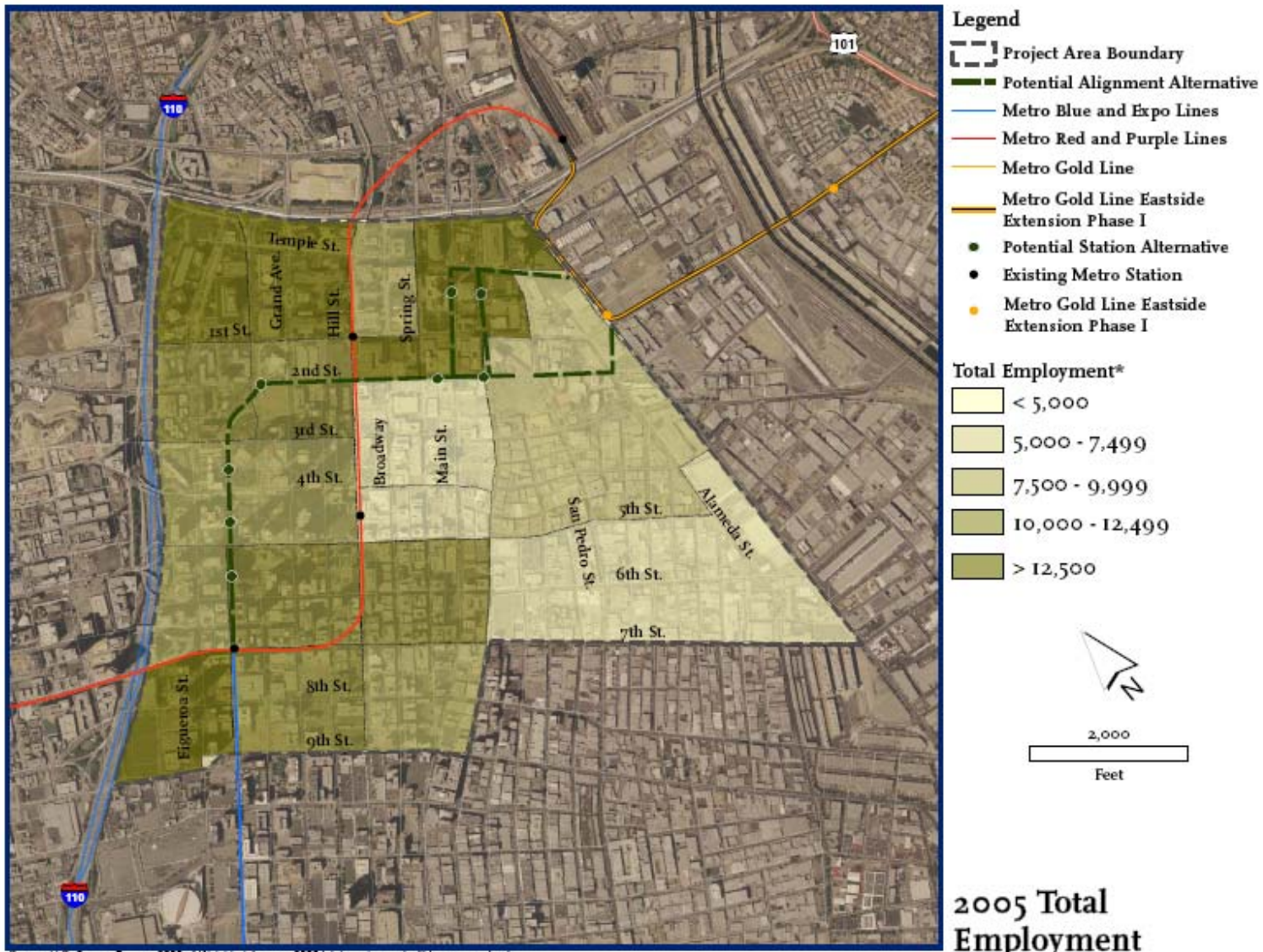


Figure ES-6: Year 2005 Population in the PSA



Source: U.S. Census Bureau, 2005. *Weighted-Average 2030 projected total population within a census tract.

Figure ES-7: Year 2030 Population in the PSA



Source: U.S. Census Bureau, 2005. * Weighted-Average 2005 total employment within a census tract.

Figure ES-8: Year 2005 Employment in the PSA

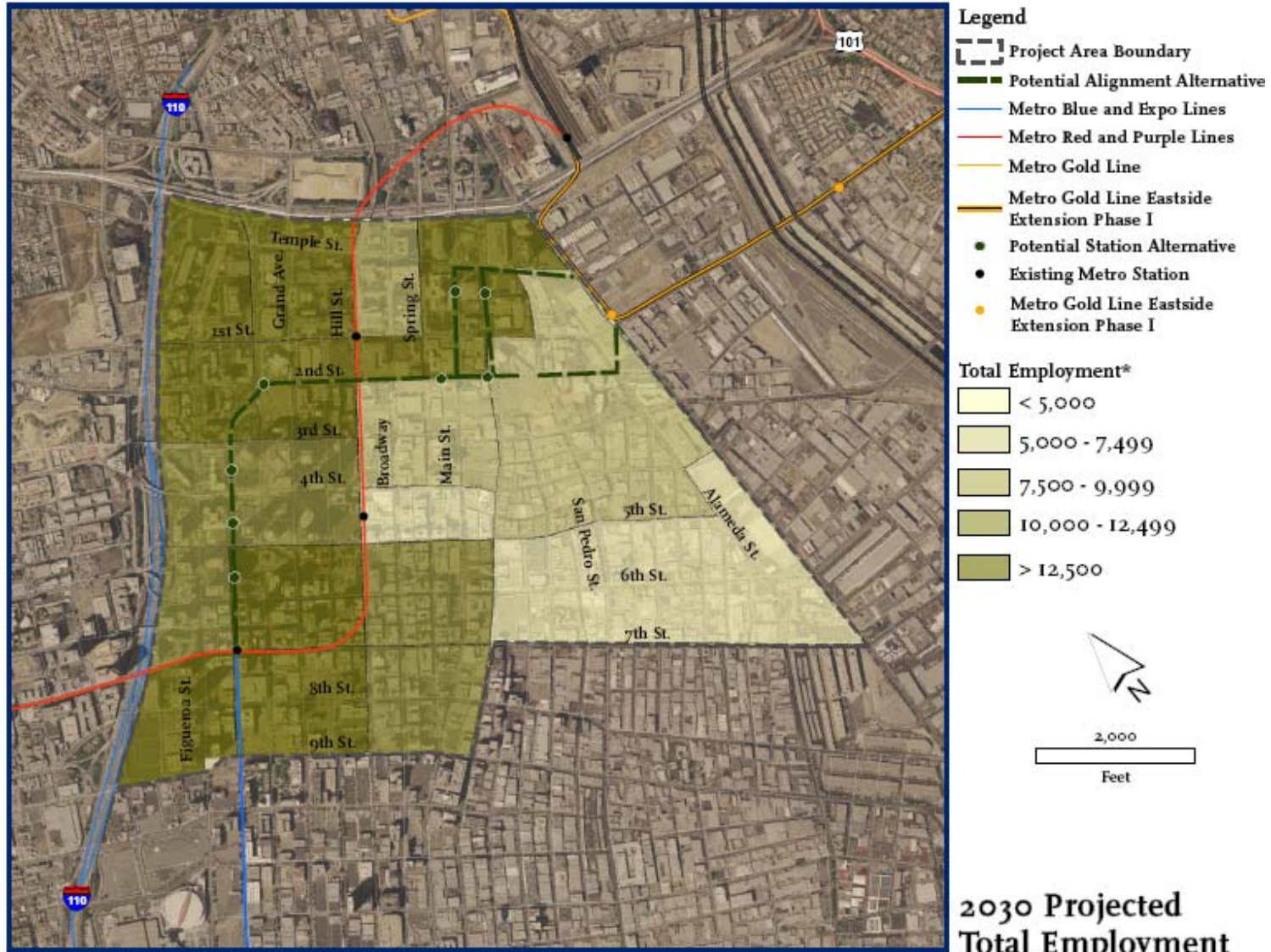


Figure ES-9: Year 2030 Employment in the PSA



Table ES-3 Transit Dependent Demographic Information

	Study Area	LA County	Study Area % of LA County
Population	17,795	10,010,315	0.18%
Under 18 years	976	2,798,604	0.03%
Over 65 years	3,497	926,670	0.38%
Households	9,673	3,298,210	0.29%
No vehicle households	8,586	671,214	1.28%
Use public transportation	1,025	254,091	0.40%
Low income households	7,244	1,481,896	0.49%
Total employment	168,328	4,644,010	3.62%

Source: U.S. Census Bureau, 2005

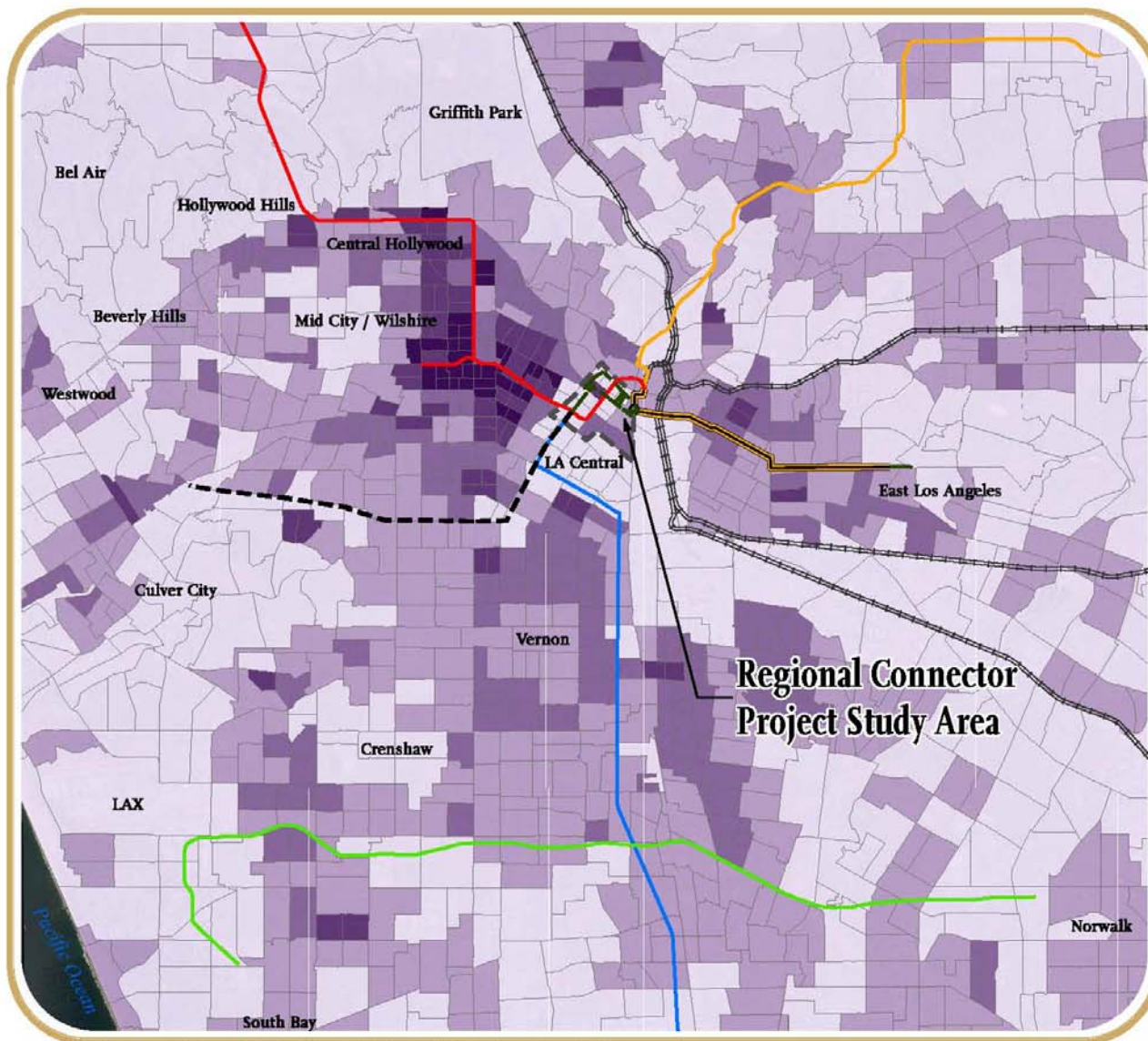
Like the PSA, Los Angeles County as a whole is expected to undergo a similar growth spurt over the next two decades. Figures ES-10 through ES-13 illustrate these growth patterns. As shown by the maps, the Metro Rail system passes through many areas with dense employment and residential land uses, including downtown Los Angeles. With large numbers of people within walking distance of the rail lines, the system-wide efficiency gains and better connections between lines generated by the Regional Connector would likely result in substantially increased transit use.

Transportation System

Downtown Los Angeles has the highest concentration of transit service in Los Angeles County. Historic growth patterns have established downtown as the crossroads of the region’s transportation system. Ten transit operators provide service to 125 stops in the area along 112 bus routes and three rail lines (four when the Metro Expo Line opens in 2010). Bus service runs in a grid pattern through the downtown area, with the heaviest service on 1st St., the 4th St./5th St. couplet, Hill St., Broadway, the Main St./Spring St. couplet, and the Grand Ave./Olive St. couplet. There is also heavy pedestrian activity throughout the PSA. On the Metro Bus system alone, there are over 90,000 daily boardings within the PSA. Headways, the time between buses or trains on the same line, are as little as two minutes during peak hours on some lines, and there are dozens of express “freeway flyer” style lines that provide added service during peak periods.

The Metro Rail system extends outward from downtown Los Angeles with 73 track miles and 62 stations. Altogether, it logs about 255,000 daily boardings system-wide. Overall, the countywide Metro Bus and Metro Rail systems average 1.6 million boardings each weekday. The busiest routes travel to the areas east and west of downtown, both of which will have expanded light rail service within the next two years. With downtown Los Angeles firmly established as the center of the regional transit network, improved connections and service efficiency in the PSA will reap benefits for transit users throughout Los Angeles County.

The relatively low population compared to the number of jobs in the PSA results in over 70,000 inbound commuters every day, and many more passing through. With such high travel demand in and out of the PSA, all of the freeways entering downtown Los Angeles operate at LOS F during peak hours, indicating severe congestion and delays. Like the PSA, most areas of Los Angeles County are affected by freeway congestion, though traffic volumes in the PSA are among the worst, as evidenced by Figure ES-14.



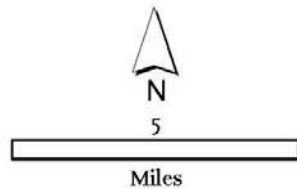
Source: U.S. Census Bureau, 2005. *Calculation of 2005 Total Population per square mile.

Legend

- Project Area Boundary
- Potential Alignment Alternative
- Metro Blue and Expo Lines
- Metro Red and Purple Lines
- Metro Green Line
- Metro Gold Line
- Metro Gold Line Eastside Extension Phase I
- Metro Expo Line Phase 1 (Under Construction)
- Metrolink

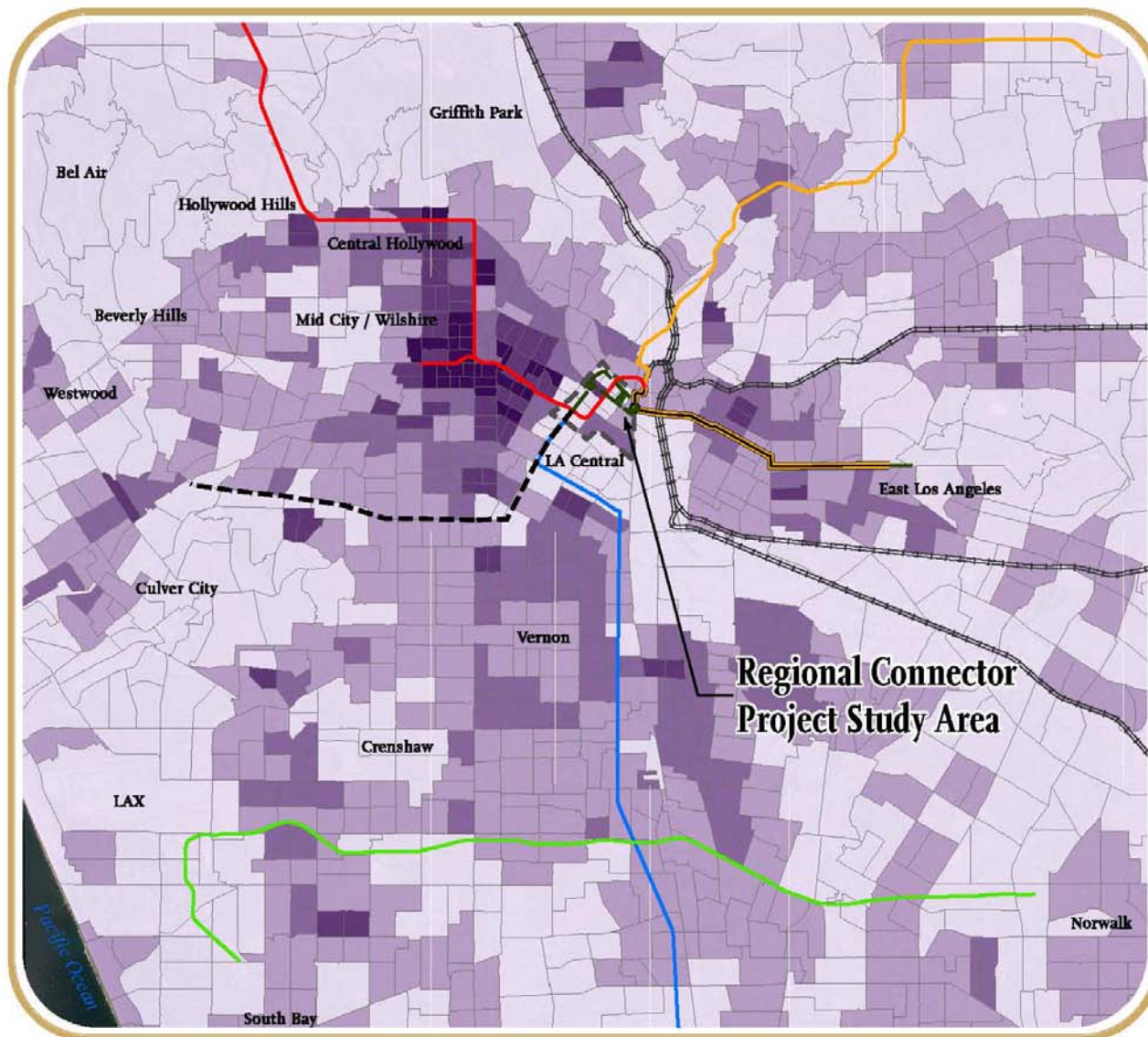
Population Density*

- < 10,000
- 10,000 - 19,999
- 20,000 - 29,999
- 30,000 - 39,999
- > 40,000



2005 Regional Population Density

Figure ES 10 2005 Regional Population Density



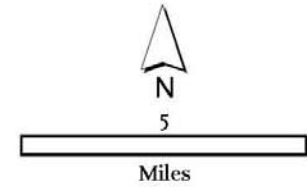
Source: U.S. Census Bureau, 2005. * Calculation of 2030 Projected Total Population per square mile.

Legend

- Project Area Boundary
- Potential Alignment Alternative
- Metro Blue and Expo Lines
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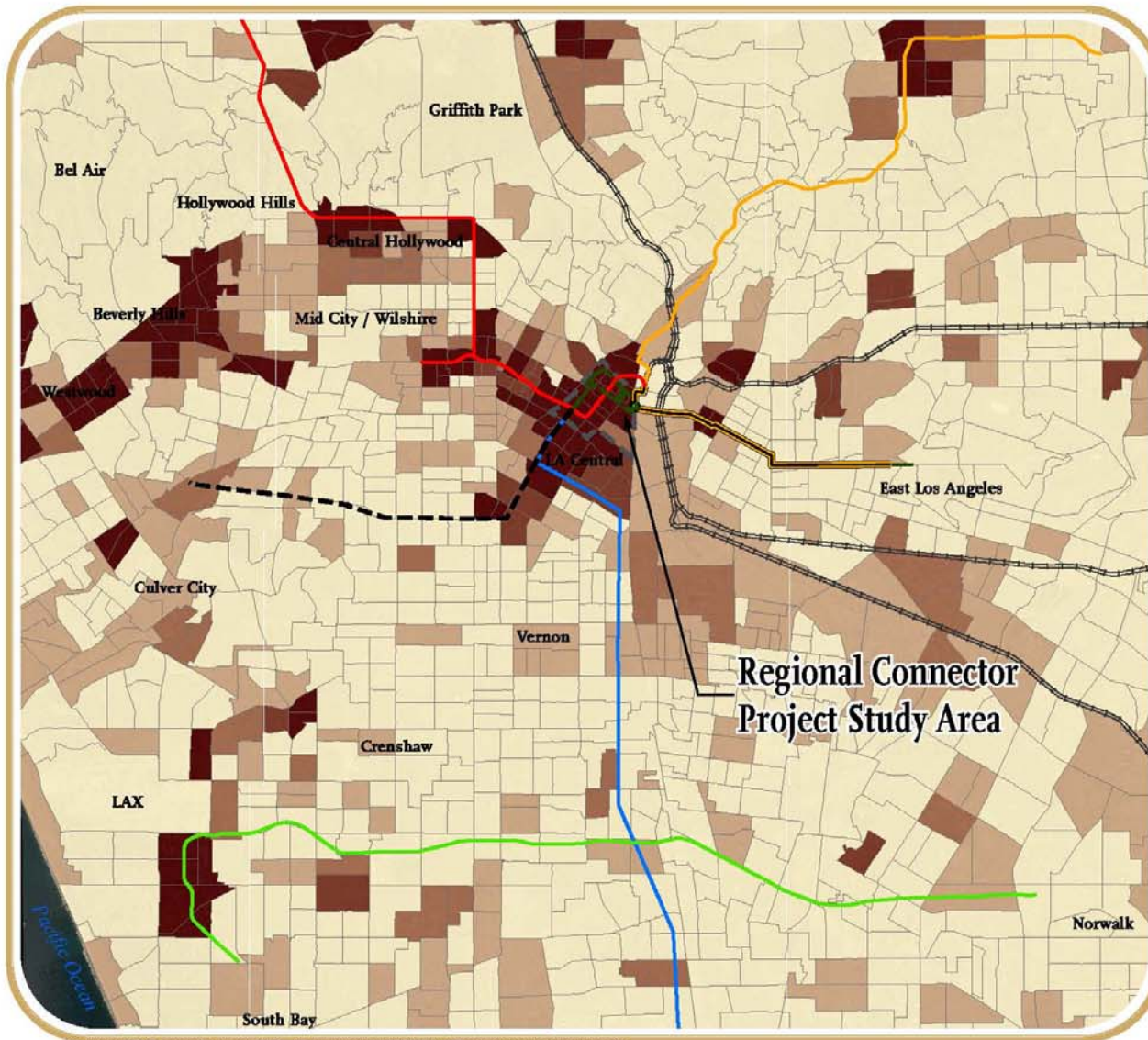
Population Density*

- < 10,000
- 10,000 - 19,999
- 20,000 - 29,999
- 30,000 - 39,999
- > 40,000



2030 Projected Regional Population Density

Figure ES-11 2030 Project Regional Population Density

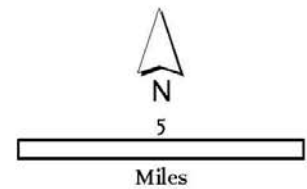


Legend

- Project Area Boundary
- Potential Alignment Alternative
- Metro Blue and Expo Lines
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Employment Density*

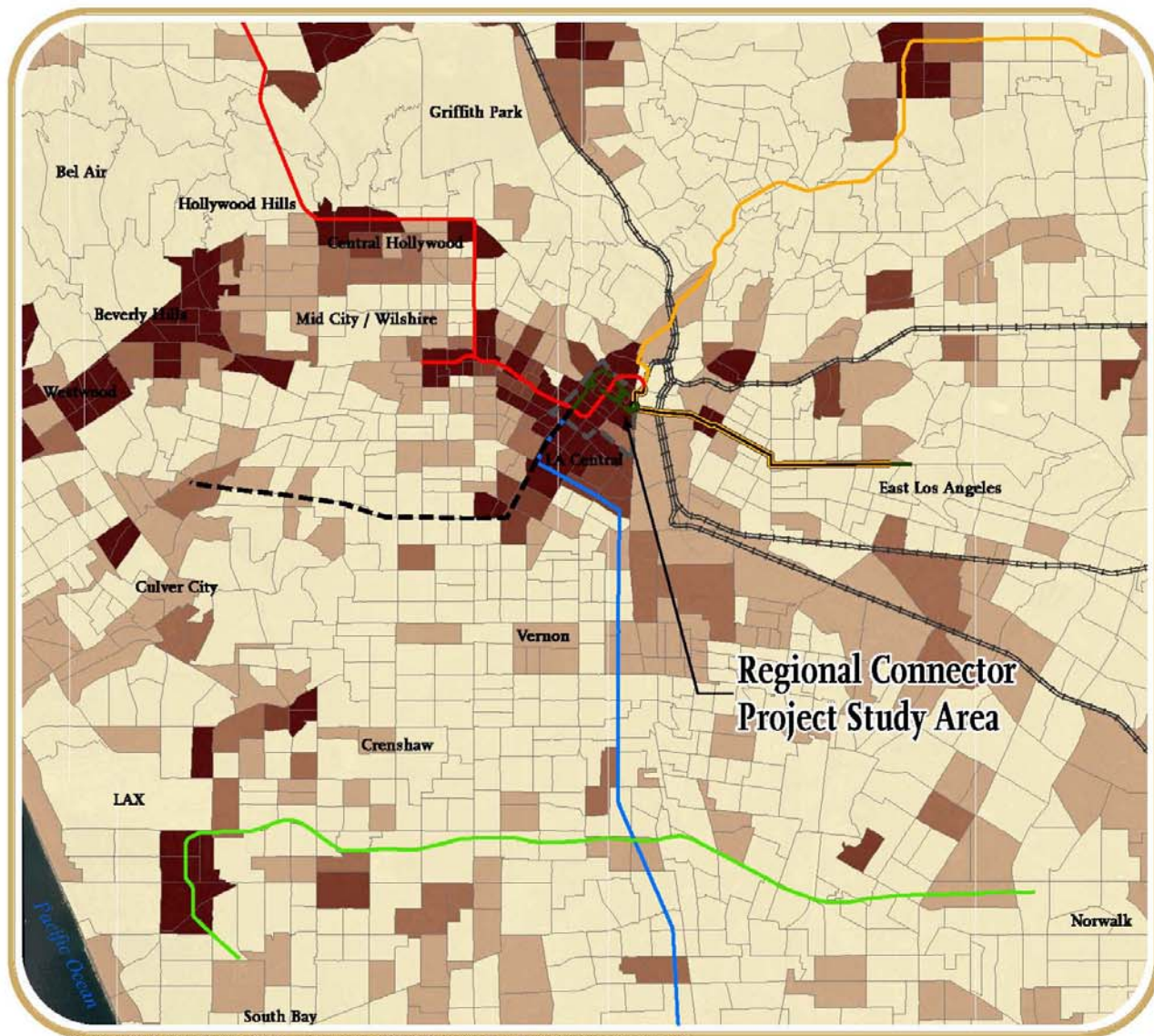
- < 5,000
- 5,000 - 9,999
- 10,000 - 14,999
- 15,000 - 19,999
- > 20,000



2005 Regional Employment Density

Source: U.S. Census Bureau, 2005. *Calculation of 2005 Total Employment per square mile.

Figure ES 12 2005 Regional Employment Density



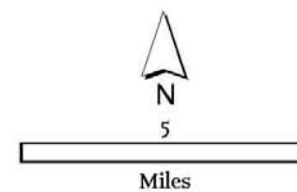
Source: U.S. Census Bureau, 2005. * Calculation of 2030 Projected Total Employment per square mile.

Legend

- Project Area Boundary
- Potential Alignment Alternative
- Metro Blue and Expo Lines
- Metro Red and Purple Lines
- Metro Green Line
- Metro Gold Line
- Metro Gold Line Eastside Extension Phase I
- Metro Expo Line Phase I (Under Construction)
- Metrolink

Employment Density*

- < 5,000
- 5,000 - 9,999
- 10,000 - 14,999
- 15,000 - 19,999
- > 20,000



2030 Projected Regional Employment Density

Figure ES-13 2030 Projected Regional Employment Density

2003 CMP HIGHWAY AND ROADWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE

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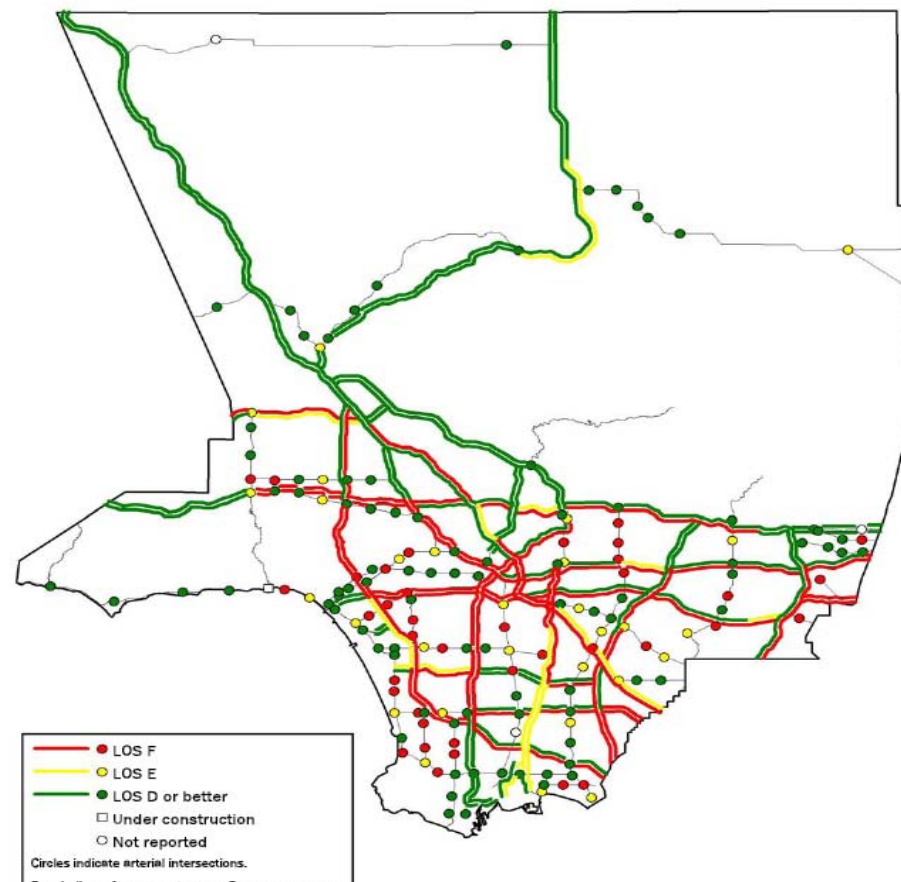
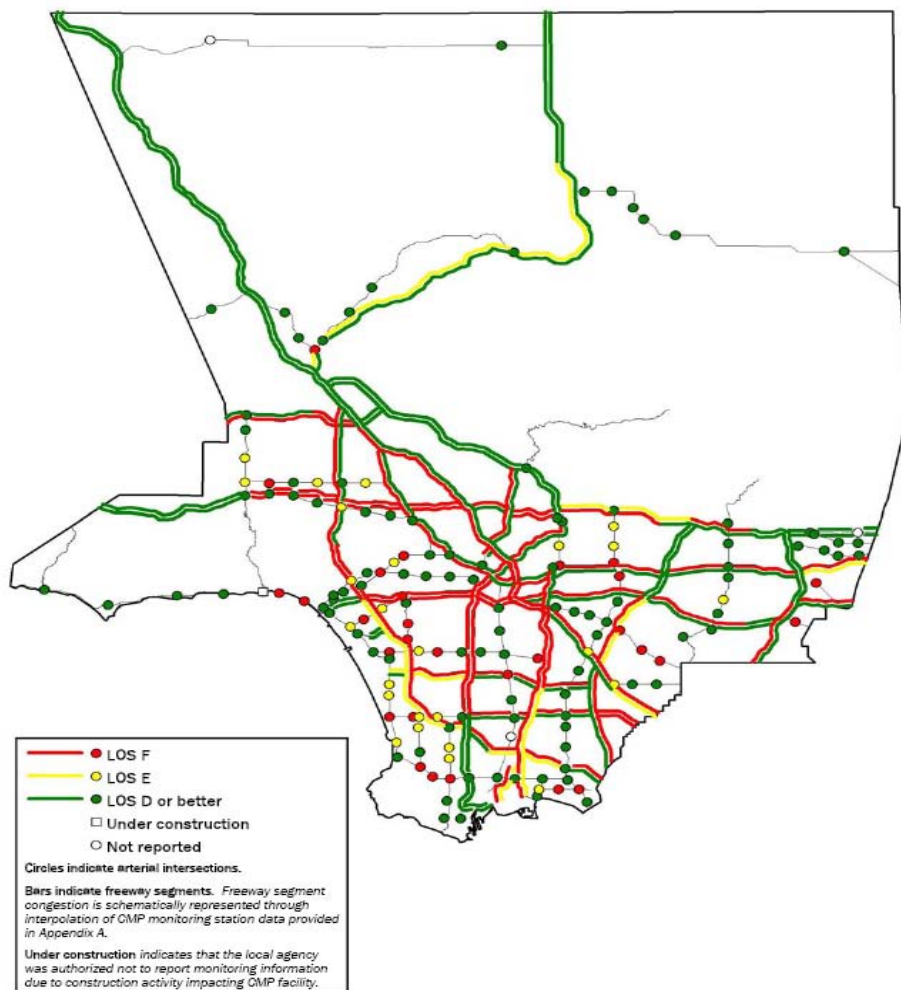


Figure ES-14 Freeway Levels of Service



Level of Service definitions are provided in Table ES-4. On surface streets, many intersections in the PSA carry upwards of 4,000 vehicles during their busiest hour, with many of these located on Figueroa and Flower Streets. Some of the worst LOS ratings occur at some of the narrow intersections along 2nd St., but the only intersection with a rating of LOS F is at 1st and Alameda Streets. By 2030, two additional intersections are expected to deteriorate to LOS F in the absence of one of the Regional Connector build alternatives. The following tables (Tables S-5 and S-6) summarize the levels of service recently observed (2007) in the PSA.

Table ES-4 Level of Service Definitions		
Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	FREE FLOW. No vehicle waits longer than one red light and no green light phase is fully used.
B	0.601 - 0.700	REASONABLY FREE FLOW. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	STABLE FLOW. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	APPROACHING UNSTABLE FLOW (acceptable for urban conditions). 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	UNSTABLE FLOW (practical capacity). Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FORCED OR BREAKDOWN FLOW. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. There are tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Highway Capacity Manual*, 2000

The high intersection traffic volumes are largely attributable to the PSA's position as a major regional employment hub. Travel demand from all directions is high, especially from the areas east and west of the PSA. Of the relatively few home-based work trips originating in the PSA, most are bound for the Central East, Central West, and West Los Angeles areas. This is further illustrated in the spider diagrams in Figure ES-15 and Figure ES-16:



Table ES-5 Existing (2007) Intersection Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	V/C Ratio	LOS	V/C Ratio	LOS
Hill St. / 1 st St.	0.62	B	0.73	C
Broadway / 1 st St.	0.63	B	0.56	A
Spring St. / 1 st St.	0.54	A	0.45	A
Main St. / 1 st St.	0.44	A	0.55	A
Los Angeles St. / 1 st St.	0.53	A	0.58	A
Judge John Aiso St. / 1 st St.	0.60	A	0.69	B
Alameda St. / 1 st St.	1.03	F	0.88	D
Broadway / 2 nd St.	0.84	D	0.46	A
Spring St. / 2 nd St.	0.48	A	0.40	A
Main St. / 2 nd St.	0.30	A	0.62	B
Los Angeles St. / 2 nd St.	0.46	A	0.59	B
San Pedro St. / 2 nd St.	0.40	A	0.52	A
Central Ave. / 2 nd St.	0.39	A	0.54	A
Alameda St. / 2 nd St.	0.67	B	0.67	B
Broadway / 3 rd St.	0.72	C	0.60	A
Spring St. / 3 rd St.	0.59	A	0.55	A
Main St. / 3 rd St.	0.53	A	0.73	C
Los Angeles St. / 3 rd St.	0.66	B	0.57	A
San Pedro St. / 3 rd St.	0.63	B	0.44	A
Central Ave. / 3 rd St.	0.58	A	0.41	A
Alameda St. / 3 rd St.	0.78	C	0.57	A
Figueroa St. / 3 rd St.	0.65	B	0.84	D
Hope St. / Temple St.	0.75	C	0.82	D
Grand Ave. / Temple St.	0.65	B	0.68	B
Broadway / Temple St.	N/A	N/A	0.76	C
Spring St. / Temple St.	0.58	A	0.42	A
Main St. / Temple St.	0.39	A	0.69	B
Los Angeles St. / Temple St.	0.55	A	0.63	B
Judge John Aiso St. / Temple St.	0.36	A	0.50	A
Alameda St. / Temple St.	0.64	B	0.65	B

**Table ES-6 Existing (2007) Roadway Segment Average Daily Traffic (ADT) Analysis**

Primary Street	Cross Street	Facility Type	Number of lanes	Capacity	ADT	V/C Ratio	LOS
Flower St.	3 rd St.	Secondary	4	28,000	11,177	0.399	A
	5 th St.	Secondary	6	45,000	19,920	0.443	A
	6 th St.	Secondary	4	30,000	17,386	0.580	A
	Wilshire Blvd.	Secondary	4	30,000	19,434	0.648	B
	7 th St.	Secondary	4	30,000	18,908	0.630	B
2 nd St.	Alameda St.	Secondary	3	21,000	8,176	0.389	A
	Central Ave.	Secondary	2	14,000	10,452	0.747	C
	Los Angeles St.	Secondary	3	21,000	16,244	0.774	C
	Main St.	Secondary	3	21,000	19,630	0.935	E
	San Pedro St.	Secondary	2	14,000	13,371	0.955	E
	Spring St.	Secondary	4	28,000	14,394	0.514	A
Los Angeles St.	1 st St.	Secondary	4	28,000	18,559	0.663	B
	2 nd St.	Secondary	4	28,000	17,156	0.613	B
	Temple St.	Secondary	5	35,000	22,036	0.630	B
Main St.	1 st St. 1-Way	Major Class II	3	25,500	12,079	0.474	A
	2 nd St. 1-Way	Major Class II	3	25,500	13,711	0.538	A
	Temple St.	Major Class II	4	34,000	25,626	0.754	C
Temple St.	Judge John Aiso St.	Major Class II	4	32,000	17,114	0.535	A
	Los Angeles St.	Major Class II	4	32,000	16,809	0.525	A
	Main St.	Major Class II	4	32,000	17,032	0.532	A
1 st St.	Alameda St.	Secondary	4	28,000	21,538	0.769	C
	Central Ave.	Secondary	4	28,000	23,081	0.824	D
	Los Angeles St.	Secondary	6	42,000	22,099	0.526	A
	Main St.	Secondary	6	42,000	23,908	0.569	A
	Spring St.	Secondary	6	42,000	20,205	0.481	A
3 rd St.	Flower St.	Secondary	4	30,000	19,133	0.638	B
	Spring St.	Secondary	3	22,500	17,564	0.781	C
	Los Angeles St.	Secondary	3	22,500	17,965	0.798	C
	Main St.	Secondary	3	22,500	16,151	0.718	C
Alameda St.	1 st St.	Major Class II	4	32,000	30,514	0.954	E
	2 nd St.	Major Class II	4	32,000	27,881	0.871	D