RTIP ID#: LAOG1094

The West Santa Ana Branch Transit Corridor (Project) is currently programmed in the Federal Transportation Improvement Program as Study Only and funding is provided for preliminary engineering. The Los Angeles County Metropolitan Transportation Authority (Metro) is seeking a Record of Decision (ROD) on an Environmental Impact Statement (EIS) from the Federal Transit Administration (FTA), although federal funding has not been fully programmed. Metro anticipates that a ROD will facilitate the pursuit of federal funds. Importantly, the Conformity Determination is required by FTA prior to circulation of the Draft EIS. Public review of the EIS is anticipated for mid-2021.

TCWG Consideration Date: January 26, 2021

Project Description

Metro, in cooperation with FTA, is proposing an electrically powered light rail transit (LRT) line that would extend up to 19 miles from downtown Los Angeles through southeast Los Angeles County. The Project location is shown in Figure 1.

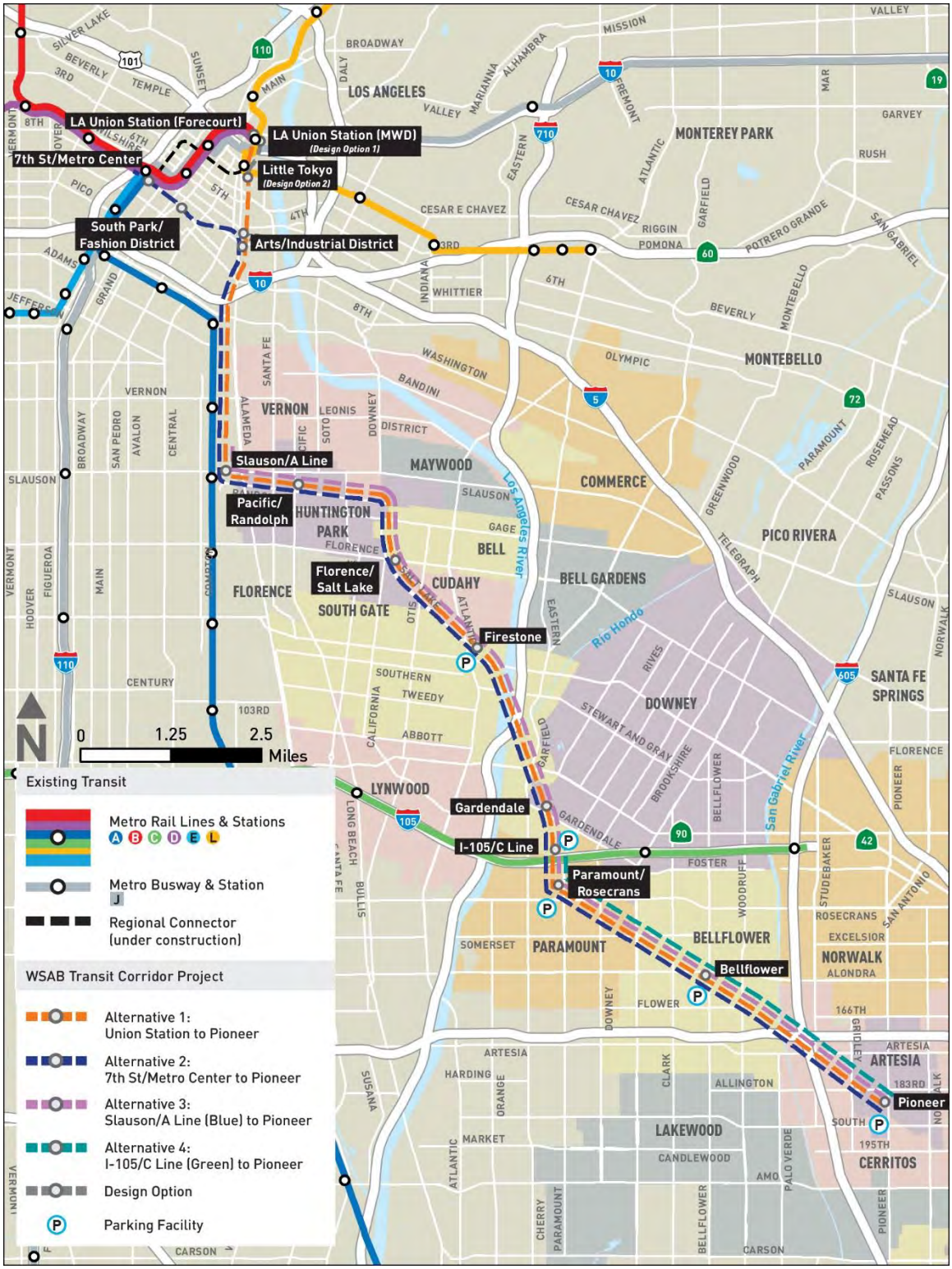
The Project would provide reliable, fixed-guideway transit service that would increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project includes four Build Alternatives that would extend from different termini in the north to the same terminus in the City of Artesia in the south. These Build Alternatives are as follows:

- Alternative 1: Los Angeles Union Station (LAUS) to Pioneer Station; the northern terminus would be located underground at LAUS Forecourt. This alignment length would be 19.3 miles and include 11 stations and 22 traction power substations (TPSS). The TPSS would be connected to the electric grid and would not be a source of diesel emissions.
- Alternative 2: 7th Street/Metro Center to Pioneer Station; the northern terminus would be located underground at 8th Street between Figueroa Street and Flower Street near 7th Street/Metro Center Station. This alignment length would be 19.3 miles and include 12 stations and 23 TPSS.
- Alternative 3: Slauson/A (Blue) Line to Pioneer Station; the northern terminus would be located just north of the intersection of Long Beach Avenue and Slauson Avenue in the City of Los Angeles, connecting to the current A (Blue) Line Slauson Station. This alignment length would be 14.8 miles and include 9 stations and 17 TPSS.
- Alternative 4: I-105/C (Green) Line to Pioneer Station; the northern terminus would be located at I-105 in the City of South Gate, connecting to the C (Green) Line along the I-105. This alignment length would be 6.6 miles and include 4 stations and 7 TPSS.

The Project would include a Maintenance and Storage Facility (MSF) to accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles. Importantly, the MSF would not be a significant source of diesel emissions as serviced trains would be powered with electricity. There would be no diesel idling emissions at the MSF. The Project would also include up to five park-and-ride facilities (shown in Figure 1), which would be used by passenger vehicles and not be a source of diesel emissions. Buses may access new stations, although a high percentage of the regional bus fleet is powered by alternative fuels. For example, the Metro bus fleet is entirely powered by alternative fuels.

Figure 1. Project Alternatives



Type of Project: Rail Facility/Terminal/Transfer Point

County	**Narrative Location/Route & Postmiles:**
Los Angeles	Refer to Figure 1. The Project would extend from four possible northern termini in southeast Los Angeles County to a southern terminus in the City of Artesia and would traverse through the Cities of Los Angeles, Huntington Park, Vernon, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia, and the unincorporated Florence-Firestone community of LA County. **Caltrans Projects – EA#:** Not Applicable

Lead Agency: Los Angeles County Metropolitan Transportation Authority

Contact Person	**Phone#**	**Fax#**	**Email**
Meghna Khanna	(213) 922-3931		KhannaM@metro.net

Hot Spot Pollutant of Concern: **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed

Categorical Exclusion (NEPA)	**X**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 2022 (Anticipated Record of Decision)

NEPA Assignment – Project Type

Exempt	**Section 326 –Categorical Exemption**	**X**	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2017	2022	2022	2022
End	2022	2024	2024	2028

Project Purpose and Need (Summary):

Purpose

The Project's overall purpose is to provide high-quality reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within and through the corridor. This new transit service will increase mobility and connectivity for historically underserved and transit-dependent communities, improve travel times on local and regional transportation networks relative to not making this investment, and accommodate substantial future employment and population growth. More specifically, the Project's purpose is as follows:

- Establish a reliable transit service that will enhance the connectivity of the existing transit network and reduce transit travel times to local and regional destinations
- Accommodate future travel demand, including the high number of transit trips made by Study Area residents
- Improve access for the densely populated neighborhoods, major employment centers, and other key regional destinations where future growth is forecasted to occur within the Study Area
- Address mobility and access constraints faced by transit-dependent communities, thereby improving transit equity

Need

Currently home to 1.4 million residents and 618,500 jobs, projections show the Study Area resident population increasing to 1.6 million and jobs increasing to 746,000 by 2042. Most of the Study Area is served by buses that operate primarily along a heavily congested freeway and arterial network. As the population and employment within the Study Area are predicted to grow substantially over the next 20 years, the congestion of the roadway network is expected to worsen, resulting in the further decreased reliability of transit service. The major issues and constraints within the Study Area, which demonstrate the need for the Project, include High Population and Employment Densities; High Number of Transit-Dependent Populations; Environmental Justice Communities; Goods Movement; Increased Travel Demand; Constrained Freeway and Arterial System; Limited Travel Options; Limited Connections to the Metro and Regional Rail System; and Limited Transit Investment.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The 98-square mile Study Area stretches for 20 miles from north of downtown Los Angeles to the City of Cypress in the south. The Study Area includes many land uses that generate diesel traffic, including warehouses, industrial centers, and freight rail tracks. Traffic generators are broadly characterized by land use because of the alignment length and size of the Study Area. The existing land uses in the Study Area are characterized primarily by high-density residential, commercial, and industrial uses in the north and mid to lower density residential and commercial uses in the south. Overall, residential uses account for the largest share of all Study Area land at 65 percent.

The Study Area also includes the industrial and manufacturing center of Los Angeles County and has historically been home to the automotive and aerospace industry. These industrial uses are mostly concentrated in the southeastern portion of downtown Los Angeles, and in the Cities of Vernon and Commerce. Industrial uses are also prevalent in the Cities of Huntington Park, Bellflower, Paramount, and within portions of the Cities of South Gate, Cudahy, and Bell Gardens. Commercial uses account for 10 percent of the Study Area land uses and are mostly concentrated near downtown Los Angeles and major commercial corridors throughout the Study Area. Public facilities and institutional uses, which include schools, hospitals, and other government facilities, account for approximately 9 percent of the existing land uses. Recreational uses (3 percent of the land area) are spread throughout the Study Area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not Applicable. The Project does not include the construction of a new highway or the expansion of an existing highway.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not Applicable. The Project does not include the construction of a new highway or the expansion of an existing highway.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not Applicable. The traffic analysis completed for the Project does not include an opening year assessment. Transportation and traffic impacts are only assessed for the horizon year 2042.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The Project is an electrically powered LRT line that would not significantly change regional or local diesel truck volumes or travel patterns. The Project team has not estimated truck average annual daily traffic (AADT) and percentage on local roadway segments along the approximately 19.2-mile alignment. Level-of-service data for the Study Area are provided at the end of this form in Tables 1 through 7 for the No Build Alternative and the various Build Alternative operations:

Table 1. Union Station to Florence Avenue Portion – 2042 Build Alternative 1 Operations

Table 2: Florence Avenue to I-105 Freeway Portion – 2042 Build Alternative 1 Operations

Table 3: 7th Street/Metro Station to Florence Avenue Portion – 2042 Build Alternative 2 Operations

Table 4: Florence Avenue to I-105 Freeway Portion – 2042 Build Alternative 2 Operations

Table 5: I-105 Freeway to Pioneer Boulevard Portion – 2042 Build Alternative 1/2/3/4 Operations

Table 6: Union Station to Florence Avenue Portion – 2042 Alternative 1 with Design Option 1 Build Alternatives Operations

Table 7: Union Station to Florence Avenue Portion – 2042 Alternative 1 with Design Option 2 Build Alternatives Operations

Many intersections in the Study Area would experience improved level-of-service due to the new transit option removing passenger vehicles from the roadway network. Some intersections would experience increased congestion due to LRT operation through grade crossings, park-and-ride traffic, and roadway modifications. Delays would be brief during train pass-by events with limited vehicle idling. Diesel traffic on local roadways has not been estimated for this regional transit project. It is noteworthy that the alignment and stations generally traverse residential areas in order to increase ridership. These local roadways near the alignment and stations do not have significant diesel traffic comparable to a highway interchange or intersection near a trucking terminal.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

This new transit service will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth. The Project would provide congestion relief by removing passenger vehicles from the roadway network. Unlike a highway project, the LRT project does not have the potential to cause a significant redistribution of local traffic to other portions of the roadway network.

Comments/Explanation/Details

Under 40 Code of Federal Regulations 93.123(b)—PM_{10} and $PM_{2.5}$ Hot Spots—the following criteria are used to determine the potential for a proposed project to qualify as a Project of Air Quality Concern:

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;

The Project does not include the construction of a new highway or the expansion of an existing highway. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

Many intersections in the Study Area would experience improved level-of-service due to the new transit option removing passenger vehicles from the roadway network. Some intersections would experience increased congestion due to grade crossings, LRT operation through grade crossings, park-and-ride traffic, and roadway modifications. Delays would be brief during train pass-by events and vehicle idling would be limited. Diesel traffic on local roadways has not been estimated for this regional transit project. It is noteworthy that the alignment and stations generally traverse residential areas in order to increase ridership. These local roadways near the alignment and stations do not have significant diesel traffic comparable to a highway or intersection near a truck terminal. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

Terminals, stations, and transfer points would not be serviced by a significant number of diesel vehicles. The majority of transportation agencies in the Study Area use alternatively fueled vehicles. For example, the entire Metro bus fleet is powered by compressed natural gas or electricity. Metro does not operate diesel buses. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

The Project may result in changes to LAUS. However, none of the existing tracks that accommodate diesel locomotives would be modified. Project-related changes would involve tunneling beneath LAUS and constructing a station to accommodate transit riders. There is no potential for a significant increase in the number of diesel vehicles. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The Project is not in or affecting a site of PM_{10} or $PM_{2.5}$ air quality standard violation. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

Table 1. Union Station to Florence Avenue – 2042 Build Alternative 1 Operations

No.	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
1	Florence Ave/California Ave (East)	Huntington Park	65/E-AM 44/D-PM	**146/F**	31/C
2	Florence Ave/California Ave (West)	Huntington Park	37/D-AM 42/D-PM	**107/F**	**83/F**
3	Bell Ave/Salt Lake Ave	Huntington Park	89/F-AM 88/F-PM	51/D	19/B
4	Bell Ave/Bissell St	Bell	5/A-AM 6/A-PM	**18/C**	**20/C**
5	Bell Ave/California Ave	Huntington Park	12/B-A 9/A-PM	13/B	8/A
6	Gage Ave/Salt Lake Ave (West)	Bell	16/B-AM 34/C-PM	**69/E**	**117/F**
7	Gage Ave/California Ave	Bell	20/B-AM 98/F-PM	**77/E**	**130/F**
8	Randolph St/Maywood Ave	Huntington Park	14/B-AM 13/B-PM	16/B	11/B
9	Randolph St/Bissell Pl	Huntington Park	7/A-AM 5/A-PM	6/A	6/A
10	Randolph St/State St	Huntington Park	44/D-AM 19/B-PM	**145/F**	**77/E**
11	Randolph St/Arbutus Ave	Huntington Park	33/D-AM 6/A-PM	35/D	18/B
12	Randolph St/Miles Ave	Huntington Park	37/D-AM 36/D-PM	**92/F**	**121/F**
13	Randolph St/Seville Ave	Huntington Park	38/D-AM 35/C-PM	**111/F**	**129/F**
14	Randolph St/Rita Ave	Huntington Park	20/C-AM 48/E-PM	8/A	5/A
15	Pacific Blvd/Randolph St	Huntington Park	26/C-AM 33/C-PM	**90/F**	**73/E**
16	Pacific Blvd/Clarendon Ave	Huntington Park	11/B-AM 9/A-PM	**48/D**	13/B
17	Pacific Blvd/Belgrave Ave	Huntington Park	13/B-AM 12/B-PM	17/B	15/B
18	Randolph St/Rugby Ave	Huntington Park	7/A-AM 4/A-PM	8/A	5/A
19	Randolph St/Malabar St	Huntington Park	23/C-AM 22/C-PM	**81/F**	**51/D**

No.	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
20	Randolph St/Santa Fe Ave	Huntington Park	30/C-AM 30/C-PM	**115/F**	**140/F**
21	Randolph St/Albany St	Huntington Park	18/C-AM 17/C-PM	7/A	8/A
22	Randolph St/Regent St	Huntington Park	10/B-AM 12/B-PM	5/A	6/A
23	Randolph St/Alameda St (East)	Huntington Park	13/B-AM 14/B-PM	—[d]	—[d]
24	Randolph St/Alameda St (West)	Huntington Park	50/D-AM 61/E-PM	**143/F**	**141/F**
25	Randolph St/Wilmington Ave	Huntington Park	33/D-AM 12/B-PM	34/D	23/B
26-36	(not used)				
37	Alameda St/Olympic Blvd	Los Angeles	29/C-AM 85/F-PM	30/C	60/E
38	Alameda St/8th St	Los Angeles	11/B-AM 12/B-PM	11/B	12/B
39	Alameda St/Bay St	Los Angeles	10/A-AM 12/B-PM	10/A	12/B
40	Alameda St/Center St	Los Angeles	6/A-AM 14/B-PM	6/A	14/B
41	Alameda St/7th St	Los Angeles	69/E-AM 136/F-PM	67/E	131/F
42	Alameda St/6th St	Los Angeles	16/B-AM 19/B-PM	17/B	22/C
43-46	(not used)				
47[c]	8th St/Wall St	Los Angeles	12/B-AM 15/B-PM		
48[c]	8th St/Maple Ave	Los Angeles	11/B-AM 17/B-PM		
49[c]	8th St/Santee St	Los Angeles	11/B-AM 84/F-PM		
50[c]	8th St/Los Angeles St	Los Angeles	13/B-AM 17/B-PM		
51[c]	8th St/Main St	Los Angeles	10/A-AM 12/B-PM		
52[c]	8th St/Spring St	Los Angeles	9/A-AM 11/B-PM		
53[c]	8th St/Broadway	Los Angeles	21/C-AM 19/B-PM		

No.	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
54[c]	9th St/Maple St	Los Angeles	13/B-AM 20/C-PM		
55[c]	19th St/Santee St	Los Angeles	7/A-AM 16/B-PM		
56[c]	9th St/Los Angeles St	Los Angeles	12/B-AM 15/B-PM		
57[c]	9th St/Main St/Spring St	Los Angeles	19/B-AM 20/C-PM		
58[c]	7th St/Maple Ave	Los Angeles	10/B-AM 16/B-PM		
59[c]	7th St/Los Angeles St	Los Angeles	15/B-AM 23/C-PM		
60[c]	7th St/Main St	Los Angeles	16/B-AM 19/B-PM		
61[c]	9th St/Flower St	Los Angeles	15/B-AM 17/B-PM		
62[c]	8th St/Hope St	Los Angeles	19/B-AM 21/C-PM		
63[c]	8th St/Flower St	Los Angeles	9/A-AM 14/B-PM		
64[c]	8th St/Figueroa St	Los Angeles	13/B-AM 17/B-PM		
65[c]	7th St/Flower St	Los Angeles	17/B-AM 19/B-PM		

Notes

a This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition. Some intersections have not been assessed for 2042 No Build operations, pending decisions on the alignment.

b This column shows the peak hour delay in seconds per vehicle, followed by the LOS. Cells with bold text are those intersections where adverse impacts were identified. Gray-shaded cells indicate analysis is not applicable because the intersection is not along the alternative.

c Not applicable to Alternative 1.

d The traffic signal installation improvements for the intersection are considered to be tied to the Randolph St/Alameda St (West) traffic signal operations. Therefore, the Randolph St/Alameda St (West) peak hour delay summary considers the operations at Randolph St/Alameda St (West).

The bold text indicates the intersections where adverse effects were identified.

AM = morning; LOS = level-of-service; PM = afternoon

Table 2. Florence Avenue to I-105 Freeway – 2042 Build Alternative 1 Operations

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1	
				AM Peak Delay/ LOS[b]	PM Peak Delay/ LOS[b]
1	Otis Ave/Salt Lake Ave (West)	Huntington Park	189/F-AM 165/F-PM	111/F	143/F
2	Otis Ave/Salt Lake Ave (East)	Cudahy	83/F-AM 104/F-PM	10/B	83/F
3	Otis Ave/Elizabeth St	Cudahy	1452/F-AM 1473/F-PM	339/F	363/F
4	Santa Ana St/Salt Lake Ave (West)	Huntington Park	1478/F-AM 1574/F-PM	824/F	124/F
5	Santa Ana St/Salt Lake Ave (East)	Cudahy	219/F-AM 265/F-PM	155/F	102/F
6	Ardine St/Salt Lake Ave	Cudahy	24/C-AM 20/C-PM	22/C	22/C
7	Atlantic Ave/Salt Lake Ave	Cudahy	51/D-AM 81/F-PM	52/D	82/F
8	Atlantic Ave/Azalea West	South Gate	5/A-AM 9/A-PM	13/B	18/B
9	Firestone Blvd/Atlantic Ave	South Gate	139/F-AM 90/F-PM	141/F	90/F
10	Firestone Blvd/Mason St	South Gate	19/B-AM 12/B-PM	13/B	14/B
11	Firestone Blvd/Firestone Pl	South Gate	59/E-AM 24/C-PM	59/E	26/C
12	Firestone Blvd/Rayo Ave	South Gate	49/D-AM 40/D-PM	52/D	43/D
13	Southern Ave/Salt Lake Ave	South Gate	4/A-AM 4/A-PM	6/A	4/A
14	Gardendale St/Center St	South Gate	24/C-AM 17/C-PM	**35/E**	**44/E**
15	Gardendale St/Dakota Ave	South Gate	29/D-AM 11/B-PM	8/A	9/A
16	Gardendale St/Industrial Ave	South Gate	76/F-AM 29/D-PM	**596/F**	**47/E**
17	Main St/Center St	South Gate	8/A-AM 7/A-PM	10/A	7/A
18	Main St/Dakota Ave	South Gate	3/A-AM 5/A-PM	7/A	7/A
19	Main St/Arizona Ave/ Industrial Ave	South Gate	13/B-AM 7/A-PM	16/C	11/B

20	Century Blvd/Center St	South Gate	2/A-AM 1/A-PM	2/A	1/A
21	Century Blvd/Florence Ave	South Gate	2/A-AM 2/A-PM	2/A	2/A

Notes:
a This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition. Some intersections have not been assessed for 2042 No Build operations, pending decisions on the alignment.
b This column shows the peak hour delay in seconds per vehicle, followed by the LOS. Cells with bold text are those intersections where adverse impacts were identified.
The bold text indicates the intersections where adverse effects were identified.
AM = morning; LOS = level-of-service; PM = afternoon

Table 3. 7th Street/Metro Station to Florence Avenue – 2042 Build Alternative 2 Operations

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 2	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
1	Florence Ave/California Ave (East)	Huntington Park	65/E-AM 44/D-PM	**143/F**	31/C
2	Florence Ave/California Ave (West)	Huntington Park	37/D-AM 42/D-PM	**103/F**	**80/F**
3	Bell Ave/Salt Lake Ave	Huntington Park	89/F-AM 88/F-PM	53/D	19/B
4	Bell Ave/Bissell St	Bell	5/A-AM 6/A-PM	13/B	**22/C**
5	Bell Ave/California Ave	Huntington Park	12/B-AM 9/A-PM	13/B	8/A
6	Gage Ave/Salt Lake Ave (West)	Bell	16/B-AM 34/C-PM	**64/E**	**114/F**
7	Gage Ave/California Ave	Bell	20/B-AM 98/F-PM	**69/E**	**120/F**
8	Randolph St/Maywood Ave	Huntington Park	14/B-AM 13/B-PM	17/B	11/B
9	Randolph St/Bissell Pl	Huntington Park	7/A-AM 5/A-PM	2/A	5/A
10	Randolph St/State St	Huntington Park	44/D-AM 19/B-PM	**144/F**	**76/F**
11	Randolph St/Arbutus Ave	Huntington Park	33/D-AM 6/A-PM	35/D	18/B
12	Randolph St/Miles Ave	Huntington Park	37/D-AM 36/D-PM	**92/F**	**122/F**
13	Randolph St/Seville Ave	Huntington Park	38/D-AM 35/C-PM	**111/F**	**129/F**

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 2	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
14	Randolph St/Rita Ave	Huntington Park	20/C-AM 48/E-PM	8/A	5/A
15	Pacific Blvd/Randolph St	Huntington Park	26/C-AM 33/C-PM	**90/F**	**73/E**
16	Pacific Blvd/Clarendon Ave	Huntington Park	11/B-AM 9/A-PM	**51/D**	14/B
17	Pacific Blvd/Belgrave Ave	Huntington Park	13/B-AM 12/B-PM	17/B	15/B
18	Randolph St/Rugby Ave	Huntington Park	7/A-AM 4/A-PM	4/A	6/A
19	Randolph St/Malabar St	Huntington Park	23/C-AM 22/C-PM	**82/F**	**52/D**
20	Randolph St/Santa Fe Ave	Huntington Park	30/C-AM 30/C-PM	**115/F**	**141/F**
21	Randolph St/Albany St	Huntington Park	18/C-AM 17/C-PM	8/A	8/A
22	Randolph St/Regent St	Huntington Park	10/B-AM 12/B-PM	5/A	6/A
23	Randolph St/Alameda St (East)	Huntington Park	13/B-AM 14/B-PM	-[d]	-[d]
24	Randolph St/Alameda St (West)	Huntington Park	50/D-AM 61/E-PM	**143/F**	**140/F**
25	Randolph St/Wilmington Ave	Huntington Park	33/D-AM 12/B-PM	34/F	13/A
26-36	(not used)				
37	Alameda St/Olympic Blvd	Los Angeles	29/C-AM 85/F-PM	33/C	58/E
38	Alameda St/8th St	Los Angeles	11/B-AM 12/B-PM	11/B	12/B
39	Alameda St/Bay St	Los Angeles	10/A-AM 12/B-PM	9/A	12/B
40	Alameda St/Center St	Los Angeles	6/A-AM 14/B-PM	5/A	14/B
41	Alameda St/7th St	Los Angeles	69/E-AM 136/F-PM	63/E	121/F
42	Alameda St/6th St	Los Angeles	16/B-AM 19/B-PM	16/B	24/C
43-46	(not used)				
47[c]	8th St/Wall St	Los Angeles	12/B-AM 15/B-PM	11/B	14/B

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 2	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
48[c]	8th St/Maple Ave	Los Angeles	11/B-AM 17/B-PM	11/B	16/B
49[c]	8th St/Santee St	Los Angeles	11/B-AM 84/F-PM	11/B	84/F
50[c]	8th St/Los Angeles St	Los Angeles	13/B-AM 17/B-PM	12/B	16/B
51[c]	8th St/Main St	Los Angeles	10/A-AM 12/B-PM	9/A	11/B
52[c]	8th St/Spring St	Los Angeles	9/A-AM 11/B-PM	8/A	11/B
53[c]	8th St/Broadway	Los Angeles	21/C-AM 19/B-PM	21/C	18/B
54[c]	9th St/Maple St	Los Angeles	13/B-AM 20/C-PM	13/B	18/B
55[c]	9th St/Santee St	Los Angeles	7/A-AM 16/B-PM	7/A	15/B
56[c]	9th St/Los Angeles St	Los Angeles	12/B-AM 15/B-PM	12/B	15/B
57[c]	9th St/Main St/Spring St	Los Angeles	19/B-AM 20/C-PM	17/B	22/C
58[c]	7th St/Maple Ave	Los Angeles	10/B-AM 16/B-PM	10/A	15/B
59[c]	7th St/Los Angeles St	Los Angeles	15/B-AM 23/C-PM	14/B	20/C
60[c]	7th St/Main St	Los Angeles	16/B-AM 19/B-PM	16/B	18/B
61[c]	9th St/Flower St	Los Angeles	15/B-AM 17/B-PM	15/B	17/B
62[c]	8th St/Hope St	Los Angeles	19/B-AM 21/C-PM	19/B	21/C
63[c]	8th St/Flower St	Los Angeles	9/A-AM 14/B-PM	9/A	13/B
64[c]	8th St/Figueroa St	Los Angeles	13/B-A 17/B-PM	12/B	17/B
65[c]	7th St/Flower St	Los Angeles	17/B-AM 19/B-PM	17/B	18/B

Notes:

a This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition. Some intersections have not been assessed for 2042 No Build operations, pending decisions on the alignment.

b This column shows the peak hour delay in seconds per vehicle, followed by the LOS. Cells with bold text are those intersections where adverse impacts were identified.
c Not applicable to Alternative 1.
d The traffic signal installation improvements for the intersection are considered to be tied to the Randolph St/Alameda St (West) traffic signal operations. Therefore, the Randolph St/Alameda St (West) peak hour delay summary considers the operations at Randolph St/Alameda St (West).
The bold text indicates the intersections where adverse effects were identified.
AM = morning; LOS = level-of-service; PM = afternoon

Table 4. Florence Avenue to I-105 Freeway Portion – 2042 Build Alternative 2 Operations

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 2	
				AM Peak Delay/ LOS[b]	PM Peak Delay/ LOS[b]
1	Otis Ave/Salt Lake Ave (West)	Huntington Park	189/F-AM 165/F-PM	122/F	135/F
2	Otis Ave/Salt Lake Ave (East)	Cudahy	83/F-AM 104/F-PM	36/E	93/F
3	Otis Ave/Elizabeth St	Cudahy	1452/F-AM 1473/F-PM	342/F	366/F
4	Santa Ana St/Salt Lake Ave (West)	Huntington Park	1478/F-AM 1574/F-PM	823/F	747/F
5	Santa Ana St/Salt Lake Ave (East)	Cudahy	219/F-AM 265/F-PM	146/F	100/F
6	Ardine St/Salt Lake Ave	Cudahy	24/C-AM 20/C-PM	25/D	16/C
7	Atlantic Ave/Salt Lake Ave	Cudahy	51/D-AM 81/F-PM	53/D	81/F
8	Atlantic Ave/Azalea West	South Gate	5/A-AM 9/A-PM	10/B	18/B
9	Firestone Blvd/Atlantic Ave	South Gate	139/F-AM 90/F-PM	140/F	91/F
10	Firestone Blvd/Mason St	South Gate	19/B-AM 12/B-PM	10/B	14/B
11	Firestone Blvd/Firestone Pl	South Gate	59/E-AM 24/C-PM	44/D	27/C
12	Firestone Blvd/Rayo Ave	South Gate	49/D-AM 40/D-PM	42/D	43/D
13	Southern Ave/Salt Lake Ave	South Gate	4/A-AM 4/A-PM	6/A	4/A
14	Gardendale St/Center St	South Gate	24/C-AM 17/C-PM	**48/E**	**41/E**
15	Gardendale St/Dakota Ave	South Gate	29/D-AM 11/B-PM	8/A	9/A
16	Gardendale St/Industrial Ave	South Gate	76/F-AM 29/D-PM	**594/F**	**50/F**

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 2	
				AM Peak Delay/ LOS[b]	PM Peak Delay/ LOS[b]
17	Main St/Center St	South Gate	8/A-AM 7/A-PM	10/A	7/A
18	Main St/Dakota Ave	South Gate	3/A-AM 5/A-PM	4/A	7/A
19	Main St/Arizona Ave/ Industrial Ave	South Gate	13/B-AM 7/A-PM	17/C	11/B
20	Century Blvd/Center St	South Gate	2/A-AM 1/A-PM	2/A	1/A
21	Century Blvd/Florence Ave	South Gate	2/A-AM 2/A-PM	2/A	2/A

Notes:
a This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition. Some intersections have not been assessed for 2042 No Build operations, pending decisions on the alignment.
b This column shows the peak hour delay in seconds per vehicle, followed by the LOS. Cells with bold text are those intersections where adverse impacts were identified.
The bold text indicates the intersections where adverse effects were identified.
AM = morning; LOS = level-of-service; PM = afternoon

Table 5. I-105 Freeway to Pioneer Boulevard Portion – 2042 Build Alternative 2 Operations

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Build Alternatives	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
22	Rosecrans Ave/Paramount Blvd	Paramount	68/E-AM 23/C-PM	69/E	26/C
23	Rosecrans Ave/Bianchi Way	Paramount	6/A-AM 23/C-PM	9/A	8/A
24	Somerset Blvd/Hayter Ave	Paramount	16/C-AM 18/C-PM	13/B	17/C
25	Somerset Blvd/Lakewood Blvd	Bellflower	43/D-AM 47/D-PM	44/D	38/D
26	Paseo St/Lakewood Blvd	Bellflower	5/A-AM 5/A-PM	12/B	7/A
27	Flora Vista St/Clark Ave	Bellflower	8/A-AM 22/C-PM	**172/F**	**389/F**
28	Alondra Blvd/Clark Ave	Bellflower	46/D-AM 69/E-PM	**61/E**	**83/F**
29	Alondra Blvd/Pacific Ave	Bellflower	6/A-AM 13/B-PM	9/A	6/A
30	Alondra Blvd/Flora Vista St	Bellflower	53/F-AM 41/E-PM	**420/F**	37/E

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Build Alternatives	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
31	Alondra Blvd/Stevens Ave	Bellflower	33/D-AM 16/C-PM	36/E	20/C
32	Bellflower Blvd/Flora Vista St	Bellflower	7/A-AM 19/B-PM	18/B	25/C
33	Bellflower Blvd/Mayne St	Bellflower	2/A-AM 3/A-PM	18/B	24/C
34	Bellflower Blvd/Oak St	Bellflower	18/B-AM 20/C-PM	23/C	34/C
35	Artesia Blvd/Dumont Ave	Cerritos	15/B-AM 22/C-PM	**24/C**	**58/E**
36	Artesia Blvd/Studebaker Rd	Cerritos	48/D-AM 100/F-PM	49/D	82/F
37	Business Cir/Studebaker Rd	Cerritos	8/A-AM 8/A-PM	3/A	**15/C**
38	186th St/Jersey Ave	Artesia	3/A-AM 2/A-PM	5/A	8/A
39	187th St/Alburtis Ave	Artesia	4/A-AM 2/A-PM	2/A	2/A
40	187th St/Corby Ave (West)	Artesia	4/A-AM 4/A-PM	1/A	3/A
41	187th St/Corby Ave (East)	Artesia	4/A-AM 4/A-PM	1/A	1/A
42	186th St/Pioneer Blvd	Artesia	7/A-AM 6/A-PM	11/B	8/A
43	187th St/Pioneer Blvd	Artesia	7/A-AM 8/A-PM	5/A	4/A
44	188th St/Pioneer Blvd	Artesia	5/A-AM 6/A-PM	—[c]	—[c]
45	South St/Pioneer Blvd	Cerritos	25/C-AM 38/D-PM	27/C	40/D
46	South St/Clarkdale Ave	Cerritos	16/B-AM 18/B-PM	9/A	18/B
47	South St/Elaine Ave	Cerritos	10/B-AM 9/A-PM	11/A	9/A

Notes:

a This column shows the peak hour delay in seconds per vehicle, followed by the LOS, first for the AM peak hour, then for the PM peak hour under the No Build condition.

b This column shows the peak hour delay in seconds per vehicle, followed by the LOS. Cells with bold text are those intersections where adverse impacts were identified.

c 188th Street closed between Corby Avenue and Pioneer Boulevard to accommodate Pioneer Station parking structure. Therefore, the intersection is eliminated.

The bold text indicates the intersections where adverse effects were identified.

AM = morning; LOS = level-of-service; PM = afternoon

Table 6. Union Station to Florence Avenue Portion – 2042 Alternative 1 with Design Option 1 Build Alternatives Operations

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1 with Design Option 1	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
1	Florence Ave/California Ave (East)	Huntington Park	65/E-AM 44/D-PM	**144/F**	28/C
2	Florence Ave/California Ave (West)	Huntington Park	37/D-AM 42/D-PM	**109/F**	**82/F**
3	Bell Ave/Salt Lake Ave	Huntington Park	89/F-AM 88/F-PM	52/D	18/B
4	Bell Ave/Bissell St	Bell	5/A-AM 6/A-PM	**11/B**	**22/C**
5	Bell Ave/California Ave	Huntington Park	12/B-AM 9/A-PM	13/B	8/A
6	Gage Ave/Salt Lake Ave (West)	Bell	16/B-AM 34/C-PM	**86/F**	**116/F**
7	Gage Ave/California Ave	Bell	20/B-AM 98/F-PM	**76/E**	**131/F**
8	Randolph St/Maywood Ave	Huntington Park	14/B-AM 13/B-PM	16/B	11/B
9	Randolph St/Bissell Pl	Huntington Park	7/A-AM 5/A-PM	6/A	6/A
10	Randolph St/State St	Huntington Park	44/D-AM 19/B-PM	**145/F**	**77/E**
11	Randolph St/Arbutus Ave	Huntington Park	33/D-AM 6/A-PM	35/D	18/B
12	Randolph St/Miles Ave	Huntington Park	37/D-AM 36/D-PM	**93/F**	**122/F**
13	Randolph St/Seville Ave	Huntington Park	38/D-AM 35/C-PM	**111/F**	**130/F**
14	Randolph St/Rita Ave	Huntington Park	20/C-AM 48/E-PM	8/A	5/A
15	Randolph St/Pacific Blvd	Huntington Park	26/C-AM 33/C-PM	**90/F**	**74/E**
16	Pacific Blvd/Clarendon Ave	Huntington Park	11/B-AM 9/A-PM	**47/D**	13/B
17	Pacific Blvd/Belgrave Ave	Huntington Park	13/B-AM 12/B-PM	17/B	15/B
18	Randolph St/Rugby Ave	Huntington Park	7/A-AM 4/A-PM	8/A	5/A
19	Randolph St/Malabar St	Huntington Park	23/C-AM 22/C-PM	**82/F**	**50/D**

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1 with Design Option 1	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
20	Randolph St/Santa Fe Ave	Huntington Park	30/C-AM 30/C-PM	**114/F**	**140/F**
21	Randolph St/Albany St	Huntington Park	18/C-AM 17/C-PM	7/A	8/A
22	Randolph St/Regent St	Huntington Park	10/B-AM 12/B-PM	5/A	7/A
23	Randolph St/Alameda St (East)	Huntington Park	13/B-AM 14/B-PM	-[e]	-[e]
24	Randolph St/Alameda St (West)	Huntington Park	50/D-AM 61/E-PM	**143/F**	**142/F**
25	Randolph St/Wilmington Ave	Huntington Park	33/D-AM 12/B-PM	34/D	24/B
26-36[d]	(not used)				
37	Alameda St/Olympic Blvd	Los Angeles	29/C-AM 85/F-PM	30/C	54/D
38	Alameda St/8th St	Los Angeles	11/B-AM 12/B-PM	11/B	12/B
39	Alameda St/Bay St	Los Angeles	10/A-AM 12/B-PM	10/A	12/B
40	Alameda St/Center St	Los Angeles	6/A-AM 14/B-PM	5/A	14/B
41	Alameda St/7th St	Los Angeles	69/E-AM 136/F-PM	68/E	127/F
42	Alameda St/6th St	Los Angeles	16/B-AM 19/B-PM	16/B	24/C
43-46[d]	(not used)				
47[c]	8th St/Wall St	Los Angeles	12/B-AM 15/B-PM		
48[c]	8th St/Maple Ave	Los Angeles	11/B-AM 17/B-PM		
49[c]	8th St/Santee St	Los Angeles	11/B-AM 84/F-PM		
50[c]	8th St/Los Angeles St	Los Angeles	13/B-AM 17/B-PM		
51[c]	8th St/Main St	Los Angeles	10/A-AM 12/B-PM		
52[c]	8th St/Spring St	Los Angeles	9/A-AM 11/B-PM		
53[c]	8th St/Broadway	Los Angeles	21/C-AM 19/B-PM		

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1 with Design Option 1	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
54[c]	9th St/Maple St	Los Angeles	13/B-AM 20/C-PM		
55[c]	19th St/Santee St	Los Angeles	7/A-AM 16/B-PM		
56[c]	9th St/Los Angeles St	Los Angeles	12/B-AM 15/B-PM		
57[c]	9th St/Main St/Spring St	Los Angeles	19/B-AM 20/C-PM		
58[c]	7th St/Maple Ave	Los Angeles	10/B-AM 16/B-PM		
59[c]	7th St/Los Angeles St	Los Angeles	15/B-AM 23/C-PM		
60[c]	7th St/Main St	Los Angeles	16/B-AM 19/B-PM		
61[c]	9th St/Flower St	Los Angeles	15/B-AM 17/B-PM		
62[c]	8th St/Hope St	Los Angeles	19/B-AM 21/C-PM		
63[c]	8th St/Flower St	Los Angeles	9/A-AM 14/B-PM		
64[c]	8th St/Figueroa St	Los Angeles	13/B-AM 17/B-PM		
65[c]	7th St/Flower St	Los Angeles	17/B-AM 19/B-PM		

Notes:

a This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition. Some intersections have not been assessed for 2042 No Build operations, pending decisions on the alignment.

b This column shows the peak hour delay in seconds per vehicle, followed by the LOS. Cells with bold text are those intersections where adverse impacts were identified. Gray-shaded cells indicate analysis is not applicable because the intersection is not located along the alternative.

c Not applicable to Alternative 1.

d Intersection not used.

e The traffic signal installation improvements for the intersection are considered to be tied to the Randolph St/Alameda St (West) traffic signal operations. Therefore, the Randolph St/Alameda St (West) peak hour delay summary considers the operations at Randolph St/Alameda St (West).

The bold text indicates the intersections where adverse effects were identified.

AM = morning; LOS = level-of-service; PM = afternoon

Table 7. Union Station to Florence Avenue Portion – 2042 Alternative 1 with Design Option 2 Build Alternatives Operations

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1 with Design Option 2	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
1	Florence Ave/California Ave (East)	Huntington Park	65/E-AM 44/D-PM	**146/F**	31/C
2	Florence Ave/California Ave (West)	Huntington Park	37/D-AM 42/D-PM	**107/F**	**83/F**
3	Bell Ave/Salt Lake Ave	Huntington Park	89/F-AM 88/F-PM	51/D	19/B
4	Bell Ave/Bissell St	Bell	5/A-AM 6/A-PM	**18/C**	**20/C**
5	Bell Ave/California Ave	Huntington Park	12/B-AM 9/A-PM	13/B	8/A
6	Gage Ave/Salt Lake Ave (West)	Bell	16/B-AM 34/C-PM	**69/E**	**117/F**
7	Gage Ave/California Ave	Bell	20/B-AM 98/F-PM	**77/E**	**130/F**
8	Randolph St/Maywood Ave	Huntington Park	14/B-AM 13/B-PM	16/B	11/B
9	Randolph St/Bissell Pl	Huntington Park	7/A-AM 5/A-PM	6/A	6/A
10	Randolph St/State St	Huntington Park	44/D-AM 19/B-PM	**144/F**	**77/E**
11	Randolph St/Arbutus Ave	Huntington Park	33/D-AM 6/A-PM	35/D	18/B
12	Randolph St/Miles Ave	Huntington Park	37/D-AM 36/D-PM	**92/F**	**121/F**
13	Randolph St/Seville Ave	Huntington Park	38/D-AM 35/C-PM	**111/F**	**129/F**
14	Randolph St/Rita Ave	Huntington Park	20/C-AM 48/E-PM	8/A	5/A
15	Randolph St/Pacific Blvd	Huntington Park	26/C-AM 33/C-PM	**90/F**	**73/E**
16	Pacific Blvd/Clarendon Ave	Huntington Park	11/B-AM 9/A-PM	**48/D**	13/B
17	Pacific Blvd/Belgrave Ave	Huntington Park	13/B-AM 12/B-PM	17/B	15/B
18	Randolph St/Rugby Ave	Huntington Park	7/A-AM 4/A-PM	8/A	5/A
19	Randolph St/Malabar St	Huntington Park	23/C-AM 22/C-PM	**81/F**	**51/D**

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1 with Design Option 2	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
20	Randolph St/Santa Fe Ave	Huntington Park	30/C-AM 30/C-PM	**115/F**	**140/F**
21	Randolph St/Albany St	Huntington Park	18/C-AM 17/C-PM	7/A	8/A
22	Randolph St/Regent St	Huntington Park	10/B-AM 12/B-PM	5/A	6/A
23	Randolph St/Alameda St (East)	Huntington Park	13/B-AM 14/B-PM	—[e]	—[e]
24	Randolph St/Alameda St (West)	Huntington Park	50/D-AM 61/E-PM	**143/F**	**141/F**
25	Randolph St/Wilmington Ave	Huntington Park	33/D-AM 12/B-PM	34/D	23/B
26-36[d]	(not used)				
37	Alameda St/Olympic Blvd	Los Angeles	29/C-AM 85/F-PM	30/C	60/E
38	Alameda St/8th St	Los Angeles	11/B-AM 12/B-PM	11/B	12/B
39	Alameda St/Bay St	Los Angeles	10/A-AM 12/B-PM	10/A	12/B
40	Alameda St/Center St	Los Angeles	6/A-AM 14/B-PM	6/A	14/B
41	Alameda St/7th St	Los Angeles	69/E-AM 136/F-PM	67/E	131/F
42	Alameda St/6th St	Los Angeles	16/B-AM 19/B-PM	17/B	22/C
43	3rd St/Alameda St	Los Angeles	61/E-AM 69/E-PM	57/E	68/E
44	Traction Ave/Alameda St	Los Angeles	82/F-AM 79/F-PM	82/F	77/F
45	2nd St/Alameda St	Los Angeles	121/F-AM 65/E-PM	123/F	65/E
46	1st St/Alameda St	Los Angeles	36/D-AM 18/B-PM	35/D	19/B
47[c]	8th St/Wall St	Los Angeles	12/B-AM 15/B-PM		
48[c]	8th St/Maple Ave	Los Angeles	11/B-AM 17/B-PM		
49[c]	8th St/Santee St	Los Angeles	11/B-AM 84/F-PM		

No	Intersection Name	Jurisdiction	No Build Delay/LOS[a]	Alternative 1 with Design Option 2	
				AM Peak Delay/LOS[b]	PM Peak Delay/LOS[b]
50[c]	8th St/Los Angeles St	Los Angeles	13/B-AM 17/B-PM		
51[c]	8th St/Main St	Los Angeles	10/A-AM 12/B-PM		
52[c]	8th St/Spring St	Los Angeles	9/A-AM 11/B-PM		
53[c]	8th St/Broadway	Los Angeles	21/C-AM 19/B-PM		
54[c]	9th St/Maple St	Los Angeles	13/B-AM 20/C-PM		
55[c]	19th St/Santee St	Los Angeles	7/A-AM 16/B-PM		
56[c]	9th St/Los Angeles St	Los Angeles	12/B-AM 15/B-PM		
57[c]	9th St/Main St/Spring St	Los Angeles	19/B-AM 20/C-PM		
58[c]	7th St/Maple Ave	Los Angeles	10/B-AM 16/B-PM		
59[c]	7th St/Los Angeles St	Los Angeles	15/B-AM 23/C-PM		
60[c]	7th St/Main St	Los Angeles	16/B-AM 19/B-PM		
61[c]	9th St/Flower St	Los Angeles	15/B-AM 17/B-PM		
62[c]	8th St/Hope St	Los Angeles	19/B-AM 21/C-PM		
63[c]	8th St/Flower St	Los Angeles	9/A-AM 14/B-PM		
64[c]	8th St/Figueroa St	Los Angeles	13/B-AM 17/B-PM		
65[c]	7th St/Flower St	Los Angeles	17/B-AM 19/B-PM		

Notes:

a This column shows the peak hour delay in seconds per vehicle, followed by the LOS for the AM peak hour, and then for the PM peak hour. For example, "21/C-AM 13/B-PM" means a 21-second/vehicle delay, which is LOS C in the AM peak hour, and a 13-second/vehicle delay, which is LOS B in the PM peak hour under the No Build condition. Some intersections have not been assessed for 2042 No Build operations, pending decisions on the alignment.

b This column shows the peak hour delay in seconds per vehicle, followed by the LOS. Cells with bold text are those intersections where adverse impacts were identified. Gray-shaded cells indicate analysis is not applicable because the intersection is not located along the alternative.

c Not applicable to Alternative 1.

d Intersection not used.

e The traffic signal installation improvements for the intersection are considered to be tied to the Randolph St/Alameda St (West) traffic signal operations. Therefore, the Randolph St/Alameda St (West) peak hour delay summary considers the operations at Randolph St/Alameda St (West).

The bold text indicates the intersections where adverse effects were identified.

AM = morning; LOS = level-of-service; PM = afternoon