3. Future Without Project Conditions

In order to evaluate the potential impacts of the proposed project, it was necessary to first estimate and evaluate future traffic conditions without the project (the no project conditions). The year selected for this future baseline analysis was 2008, which is the projected year of completion for the proposed project.

Future traffic forecasts were estimated by predicting two separate components of traffic growth in the study area.

The first component represents ambient growth, that is a general growth in traffic volumes due to regional growth and development outside of the study area. A growth rate of 1% per year was assumed for this ambient traffic growth. The existing traffic counts were therefore adjusted upward by a total of 9.4% to represent this regional growth to the year 2008.

The second component of future growth and traffic volumes relates to specific development projects in the study area that are under planning consideration and potentially could be in place by the year 2008 when the proposed project will be completed. The following section of this chapter describes the process of estimating traffic from these cumulative projects.

Cumulative Projects

Project List

A list of proposed development projects within about a 1½ mile radius of the project site was prepared based on information from a variety of sources including the City of Los Angeles Department of Transportation, the City of Los Angeles Planning Department and the Community Redevelopment Agency. In conjunction with the City of Los Angeles staff, a total of 28 related projects were identified whose traffic has the potential to affect the study intersections selected for inclusion in this study. These related projects are in some stage of the approval/entitlement process, ranging from projects that are under construction to projects that are proceeding through the planning process. The locations of the related projects are show on Figure 9. Projected traffic from these potential projects was added to the street network in the study area to obtain traffic forecasts for the future no project condition. This three-stage process is described below.

Trip Generation

The trip generation estimates for the individual related projects are summarized in Table 5. For analysis purposes, the 28 individual projects were grouped into 18 geographic zones, as discussed below. As shown in Table 5, the anticipated trip generation for each project was calculated for the weekday afternoon peak hour (5:00 – 6:00 PM) and for the Saturday evening (7:00 – 8:00 PM) study hour. The total trip generation of the related projects would be approximately 10,690 trips during the weekday afternoon peak hour (4,920 inbound and 5,775 outbound). These same projects would generate approximately 5,898 trips during the 7 – 8 PM Saturday evening hour (2,520 inbound and 2,690 outbound).

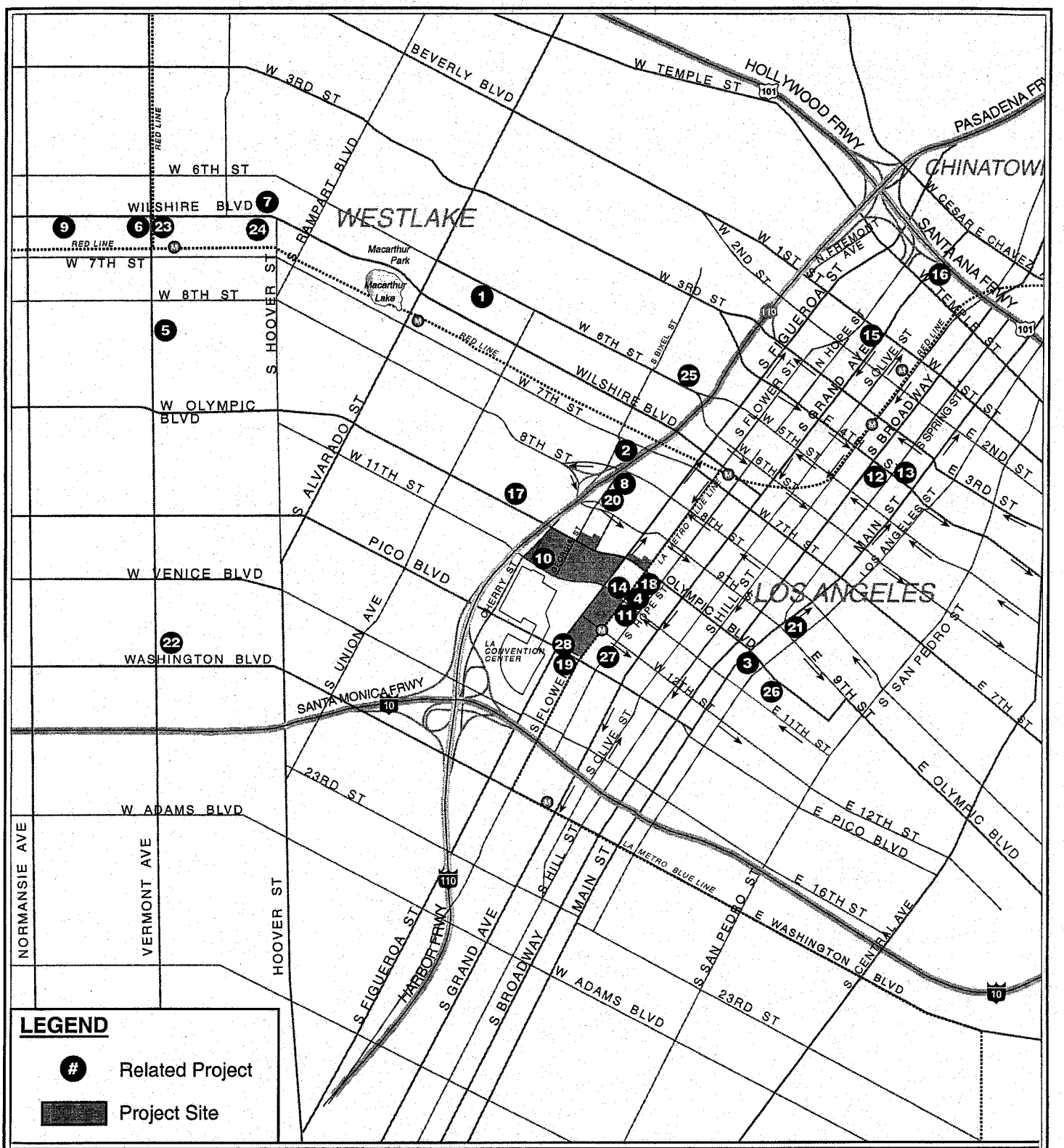

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Figure 9
Related Projects
L.A. Sports and Entertainment District

TABLE 5
TRIP GENERATION ESTIMATES

Proj #	PROJECT	No.	LOCATION	SIZE	UNITS	USE	ITE LAND USE #	ITE Trips DAILY	PM PEAK IN	PM PEAK OUT	PM PEAK TOTAL	SATURDAY EVENING IN	SATURDAY EVENING OUT	SATURDAY EVENING TOTAL	
Zone #1															
5	Office Building	850	S Vermont Av	44	KSF	General Office Bldg.	710	635	20	96	116	3	13	15	
6	Mixed Use	3240	Wilshire Bl	109	KSF	retail	820	6,485	287	311	599	215	199	414	[1]
7	Mixed Use	2959-2973	Wilshire Bl	142	DU	apartments	220	847	53	26	79	28	21	49	
				27	KSF	spcialty retail	814	988	27	36	63	15	36	51	
9	Ambassador Entert/ Retail Center	3400	Wilshire Bl	693	KSF	retail	820	21,301	974	1,055	2,029	277	255	532	[1]
				4000	KSF	Theater w/o Matinee	443	7,728	573	37	610	578	30	608	
23	Restaurant	674	Vermont Av	15.6	KSF	High Turn-over Rest.	832	2,085	104	70	174	113	56	169	
24	Restaurant	3000	Wilshire Bl	8	KSF	Quality Restaurant	831	648	36	18	54	52	26	78	
						Subtotal		40,718	2,074	1,650	3,724	596	636	1,917	
Zone #2															
22	Auto Store	1561	W Washington Bl	14.2	KSF	Auto Care Center	840	224	24	24	48	5	3	8	
Zone #3															
25	Los Angeles Ctr Ph-1A		N of 6th St	880	KSF	General Office Bldg.	710	6,346	163	797	959	53	256	309	[1]
				10	KSF	retail	820	0	0	0	0	0	0	0	[2]
						Subtotal		6,346	163	797	959	53	256	309	
Zone #4															
2	Medici Apartments	722-725	Bixel St	658	DU	Apartments	220	3,927	246	122	367	128	97	225	
				50	KSF	specialty retail	814	1,831	50	67	117	28	67	95	
						Subtotal		5,757	296	188	484	157	164	320	

TABLE 5
TRIP GENERATION ESTIMATES

Proj #	PROJECT	No.	LOCATION	SIZE	UNITS	USE	ITE LAND USE #	ITE Trips						
								DAILY	PM PEAK			SATURDAY EVENING		
									IN	OUT	TOTAL	IN	OUT	TOTAL
Zone #5														
17	Mixed Use		NE corner of Albany/Olympic	60	KSF	specialty retail	814	2,196	60	80	140	34	79	113
				40	KSF	WareHouse	150	198	16	5	21	3	2	5
				10	KSF	General Office Bldg.	710	99	3	11	14	1	3	4
				5	KSF	Day Care Center	565	396	31	35	66	0	0	0 [3]
						Subtotal		2,889	110	131	241	38	84	122
Zone #6														
8	Metropolis (Phase 1)		SW corner of Fransisco/8th	567	KSF	office	710	4,366	74	347	420	26	128	155 [4]
				5	KSF	retail	814	0	0	0	0	0	0	0 [2]
20	Metropolis (Ph 2-5)		8th/Georgia/9th	1092	KSF	office	710	8,410	137	671	809	51	247	298 [4]
				201	KSF	retail	820	6,036	252	274	526	70	65	135 [2]
				600	seats	amphitheater	441	1,200	4	4	8	120	0	120 [5]
				700	rooms	hotel	310	4,033	158	141	299	182	161	343
						Subtotal		24,045	625	1,437	2,062	449	602	1,051
Zone #7														
11	Toy Center Reuse		Flower/11th	4.05	KSF	specialty retail	814	116	4	4	8	2	4	6
				17	KSF	Quality restaurant	831	1,070	60	29	89	87	43	129
				36	KSF	General Office Bldg.	710	277	6	32	38	2	8	10
						Subtotal		1,463	69	65	134	90	55	145
Zone #8														
14	Holiday Inn Expansion		Flower/11th	300	rooms	hotel	310	1,728	68	60	128	78	69	147
Zone #9														
18	Mixed Use	615	Olympic Bl	66	DU	apartments	220	350	22	11	33	11	9	20

TABLE 5
TRIP GENERATION ESTIMATES

Proj #	PROJECT	No.	LOCATION	SIZE	UNITS	USE	ITE LAND USE #	ITE Trips						
								DAILY	PM PEAK			SATURDAY EVENING		
									IN	OUT	TOTAL	IN	OUT	TOTAL
Zone #10														
4	Mixed Use		11th/Hope/Flower	200	DU	apartments	220	1,061	66	33	99	35	26	61
				20	KSF	specialty retail	814	650	18	24	42	10	24	34
						Subtotal		1,711	84	57	141	45	49	94
Zone #11														
10	Convent. Ctr. Expansion		Venice/11th/ Cherry/Figueroa	280	KSF			2,400	120	70	190	26	15	41 [6]
Zone #12														
19	Parking Center		SW corner Flower/Pico	40	KSF	specialty retail	814	1,464	41	53	94	23	53	76 [1]
Zone #13														
27	Retail Clothing Outlet	727-735	E 12th St	15.8	KSF	Apparel Store	870	1,052	30	30	60	0	0	0 [3]
Zone #14														
3	Accessory Center		Main/11th/Olympic	32.5	KSF	apparel store	870	2,158	62	62	124	0	0	0 [3]
			/Los Angeles	7.9	KSF	mini warehouse	151	20	1	1	2	0	0	0 [3]
26	Garment Bldg Net	1015	S Wall	25.4	KSF	apparel store	870	1,687	49	49	98	0	0	0 [3]
						Subtotal		3,865	112	112	224	0	0	0
Zone #15														
21	Retail		NE Corner Main/9th	151	KSF	retail	820	7,108	317	343	660	60	56	116 [1]

TABLE 5
TRIP GENERATION ESTIMATES

Proj #	PROJECT	No.	LOCATION	SIZE	UNITS	USE	ITE LAND USE #	ITE Trips DAILY	PM PEAK IN	PM PEAK OUT	PM PEAK TOTAL	SATURDAY EVENING IN	SATURDAY EVENING OUT	SATURDAY EVENING TOTAL	
Zone #16															
12	Old Bank District		4th/Spring	237	DU	condominium	230	1,111	69	34	102	41	31	72	
13	Eldorado Hotel		4th/Spring	125	rooms	hotel	310	823	32	29	61	37	30	67	
15	Disney Hall		SW corner	2835	seats	theater		5,040	35	35	70	409	22	431	[7]
			Grand/1st	22.4	KSF	office		240	4	25	29	1	5	6	[7]
				25	KSF	ball room		3,554	180	173	353	180	173	353	[7]
				17.2	KSF	retail		209	5	6	11	30	28	58	[7]
16	Lady of the Angels		Grand Av	3000	seats	cathedral		592	244	34	278	17	122	139	[8]
						Subtotal		11,569	569	334	904	715	411	1,126	
Zone #17															
1	Shopping Center	1700-1764	W 6th St	76	KSF	Shopping Center	820	2,936	123	133	256	150	139	289	
Zone #18															
28	Office Project		Pico/Figueroa/	20	KSF	retail	814	0	0	0	0	0	0	0	[2]
			Flower	225	KSF	General Office Bldg.	710	1,734	40	195	235	10	51	61	
						Subtotal		1,734	40	195	235	10	50	61	
			TOTAL ADJUSTED TRIPS					**117,360**	**4,886**	**5,689**	**10,576**	**2,505**	**2,649**	**5,843**	

LEGEND

[1] -using best fit curve method
[2] -retail assumed to be ancillary to office use; No trips generated.
[3] -assumed closed on Saturday night: therefore no trip generation
[4] -from Crain & Associates, Traffic Impact Study and Parking Analysis for the Metropolis Mixed-Use Project, January 1989.
[5] -using rates for Live Theater
[6] -FEIR, LA Convention Center, Barton-Aschman Associates, 1986
[7] -Traffic Study for First Street South Plaza EIR. Kaku Associates, Inc., January 1995.
[8] -Our Lady of the Angels Cathedral Traffic Study by Meyer, Mohaddes Assoc., Inc., April 1997

The related projects would generate a total of approximately 118,590 trips over the course of a 24-hour weekday. It should be noted that because of the large geographic distribution of the related projects (see Figure 9), not all of these trips would travel through the study area and traverse the study intersections.

Table 6 illustrates the trip generation rates utilized to calculate trips for the related projects discussed above. Unless noted, the trip rates were obtained from the Institute of Transportation Engineers (ITE), *Trip Generation – 6th Edition.* Included in the Table are the mode split assumptions applied to the trip rates. Because the related projects are located within the downtown area and a high transit service area, mode split factors were applied to represent the use of transit to/from these projects, in keeping with transit use characteristics in the downtown. These factors are shown in the last column of Table 6.

Trip Distribution

For traffic assignment purposes, the 28 projects were grouped into 18 geographic zones. Traffic from each zone was assigned to the street system according to the distribution of residential and employment opportunities for each related project. While the trip distribution varies with each land use type, the general distribution of related project trips is as follows:

To/From	Via	Percentage
North	freeways	25 – 30%
North/East	surface streets	10 – 15%
East	freeways	10 – 20%
South	freeways	10 – 15%
South	surface streets	5 – 10%
West	freeways	15 – 20%
West	surface streets	10 – 15%

Trip Assignment

Traffic was then assigned to the street network in the study area based on the trip generation estimates and trip distribution information described above. It should be noted that not all cumulative project traffic will be added to the roadways in the study area. While some of this traffic will traverse roadways in the study area, some of the traffic will also disperse from some of the cumulative projects to other parts of the region without passing through this study area.

This process, along with the addition of the ambient growth in traffic described earlier, provided projections of future 2008 traffic volumes without the project for each of the two time periods, representing the future no project conditions. These projections are shown in Figures 10 and 11 for the weekday PM peak hour, and Saturday evening peak hour respectively.

TABLE 6
TRIP GENERATION RATES

Proj #	PROJECT	USE	ITE LAND USE #	ITE Trips DAILY RATE	PM PEAK RATE	PM PEAK IN %	PM PEAK OUT %	SATURDAY RATE	SATURDAY IN %	SATURDAY OUT %	Mode Split (%)	
Zone #1												
5	Office Building	General Office Bldg.	710	11.01	1.49	17%	83%	0.39	17%	83%	90%	
6	Mixed Use	retail	820	42.92	3.74	48%	52%	4.22	52%	48%	90%	[1]
7	Mixed Use	apartments	220	6.63	0.62	67%	33%	0.39	57%	43%	90%	
		spcialty retail	814	40.67	2.59	43%	57%	2.10	30%	70%	90%	
9	Ambassador Entert/ Retail Center	retail	820	42.92	3.74	48%	52%	0.96	52%	48%	90%	[1]
		Theater w/o Matinee	443	1.80	0.14	53%	47%	0.19	95%	5%	90%	
23	Restaurant	High Turn-over Rest.	832	130.34	10.86	60%	40%	10.86	67%	33%	100%	
24	Restaurant	Quality Restaurant	831	89.95	7.49	67%	33%	10.86	67%	33%	90%	
Zone #2												
22	Auto Store	Auto Care Center	840	15.86	1.00	50%	50%	-	-	-	100%	
Zone #3												
25	Los Angeles Ctr Ph-1A	General Office Bldg.	710	11.01	1.49	17%	83%	0.39	17%	83%	90%	[1]
		retail	820	42.92	3.74	48%	52%	0	0	0	100%	[2]
Zone #4												
2	Medici Apartments	Apartments	220	6.63	0.62	67%	33%	0.39	57%	43%	90%	
		specialty retail	814	40.67	2.59	43%	57%	2.10	30%	70%	90%	
Zone #5												
17	Mixed Use	specialty retail	814	40.67	2.59	43%	57%	2.10	30%	70%	90%	
		WareHouse	150	4.96	0.51	24%	76%	-	-	-	100%	
		General Office Bldg.	710	11.01	1.49	17%	83%	0.39	17%	83%	90%	
		Day Care Center	565	79.26	13.20	47%	53%	0	0	0	100%	[3]
Zone #6												
8	Metropolis (Phase 1)	office	710	11.01	1.49	17%	83%	0.39	17%	83%	70%	[4]
		retail	814	40.67	2.59	43%	57%	0	0	0	70%	[2]
20	Metropolis (Ph 2-5)	office	710	11.01	1.49	17%	83%	0.39	17%	83%	70%	[4]
		retail	820	42.92	3.74	48%	52%	0.96	52%	48%	100%	[2]
		amphitheater	441	0.02	1.00	50%	50%	-	-	-	70%	[5]
		hotel	310	8.23	0.61	53%	47%	0.70	53%	47%	70%	
Zone #7												
11	Toy Center Reuse	specialty retail	814	40.67	2.59	43%	57%	2.10	30%	70%	70%	
		Quality restaurant	831	89.95	7.49	67%	33%	10.86	67%	33%	70%	
		General Office Bldg.	710	11.01	1.49	17%	83%	0.39	17%	83%	70%	
Zone #8												
14	Holiday Inn Expansion	hotel	310	8.23	0.61	53%	47%	0.70	53%	47%	70%	
Zone #9												
18	Mixed Use	apartments	220	6.63	0.62	67%	33%	0.38	57%	43%	80%	
Zone #10												
4	Mixed Use	apartments	220	6.63	0.62	67%	33%	0.38	57%	43%	80%	
		specialty retail	814	40.67	2.59	43%	57%	2.10	30%	70%	80%	

TABLE 6
TRIP GENERATION RATES

Proj #	PROJECT	USE	ITE LAND USE #	ITE Trips DAILY RATE	PM PEAK RATE	PM PEAK IN %	PM PEAK OUT %	SATURDAY RATE	SATURDAY IN %	SATURDAY OUT %	Mode Split (%)	
Zone #11												
10	Convent. Ctr. Expansion			[6]	[6]	[6]	[6]	-	-	-	100%	[6]
Zone #12												
19	Parking Center	specialty retail	814	40.67	2.59	43%	57%	2.10	30%	70%	90%	[1]
Zone #13												
27	Retail Clothing Outlet	Apparel Store	870	66.40	3.83	50%	50%	0	0	0	100%	[3]
Zone #14												
3	Accessory Center	apparel store	870	66.40	3.83	50%	50%	0	0	0	100%	[3]
		mini warehouse	151	2.50	0.26	51%	49%	0	0	0	100%	[3]
26	Garment Bldg Net	apparel store	870	66.40	3.83	50%	50%	0	0	0	100%	[3]
Zone #15												
21	Retail	retail	820	42.92	3.74	48%	52%	0.96	52%	48%	80%	[1]
Zone #16												
12	Old Bank District	condominium	230	5.86	0.54	67%	33%	0.38	57%	43%	80%	
13	Eldorado Hotel	hotel	310	8.23	0.61	53%	47%	0.70	53%	47%	80%	
15	Disney Hall	theater	443	1.80	0.14	53%	47%	0.19	95%	5%	100%	[7]
		office		[7]	[7]	[7]	[7]	0.39	17%	83%	70%	[7]
		ball room		142.17	14.15	51%	49%	-	-	-	100%	[7]
		retail		15.20	0.77	48%	52%	4.22	52%	48%	80%	[7]
16	Lady of the Angels	cathedral		[8]	[8]	[8]	[8]	-	-	-	100%	[8]
Zone #17												
1	Shopping Center	Shopping Center	820	42.92	3.74	48%	52%	4.22	52%	48%	90%	
Zone #18												
28	Office Project	retail	814	40.67	2.59	43%	57%	4.22	52%	48%	90%	
		General Office Bldg.	710	11.01	1.49	17%	83%	0.39	17%	83%	90%	

LEGEND

[1] -using best fit curve method
[2] -retail assumed to be ancillary to office use; No trips generated.
[3] -assumed closed on Saturday night: therefore no trip generation
[4] -from Crain & Associates, Traffic Impact Study and Parking Analysis for the Metropolis Mixed-Use Project, January 1989.
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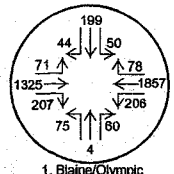
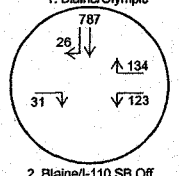
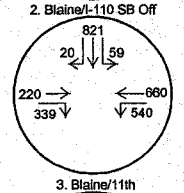


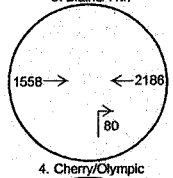
1. Blaine/Olympic



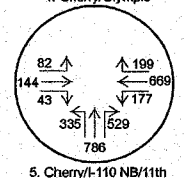
2. Blaine/I-110 SB Off



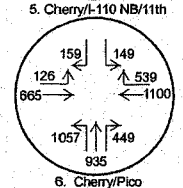
3. Blaine/11th



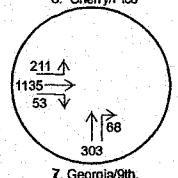
4. Cherry/Olympic



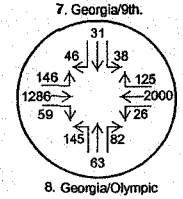
5. Cherry/I-110 NB/11th



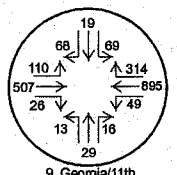
6. Cherry/Pico



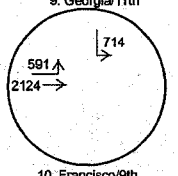
7. Georgia/9th.



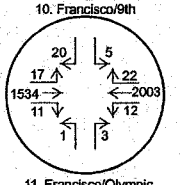
8. Georgia/Olympic



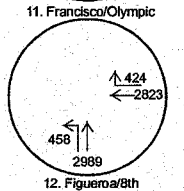
9. Georgia/11th



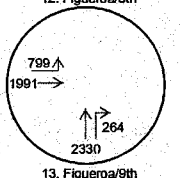
10. Francisco/9th



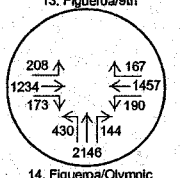
11. Francisco/Olympic



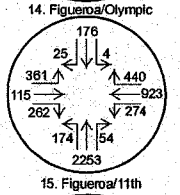
12. Figueroa/8th



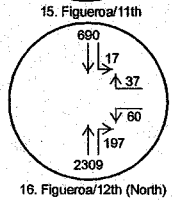
13. Figueroa/9th



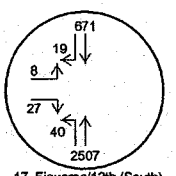
14. Figueroa/Olympic



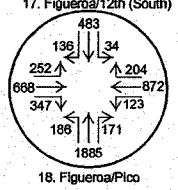
15. Figueroa/11th



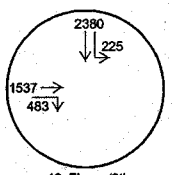
16. Figueroa/12th (North)



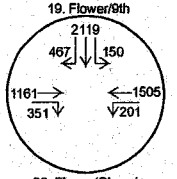
17. Figueroa/12th (South)



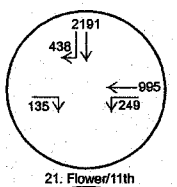
18. Figueroa/Pico



19. Flower/9th



20. Flower/Olympic



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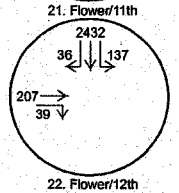
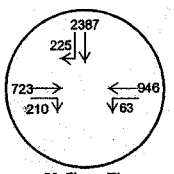
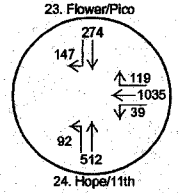


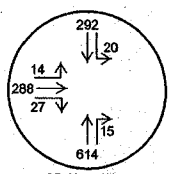
22. Flower/12th



23. Flower/Pico



24. Hope/11th



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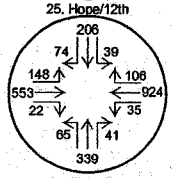
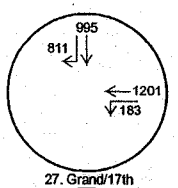
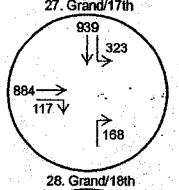


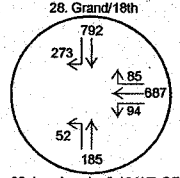
26. Hope/Pico



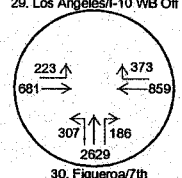
27. Grand/17th



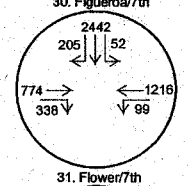
28. Grand/18th



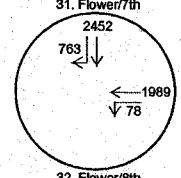
29. Los Angeles/I-10 WB Off



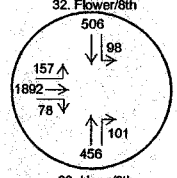
30. Figueroa/7th



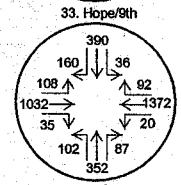
31. Flower/7th



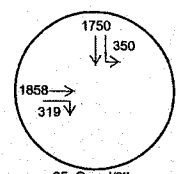
32. Flower/8th



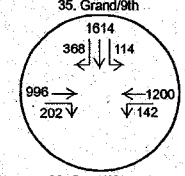
33. Hope/9th



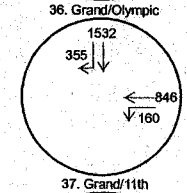
34.Hope/Olympic



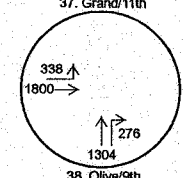
35. Grand/9th



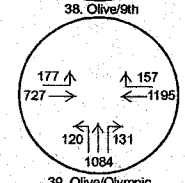
36. Grand/Olympic



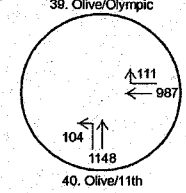
37. Grand/11th



38. Olive/9th



39. Olive/Olympic



40. Olive/11th

Figure 10
Future without Project PM Peak Hour Traffic Volumes

Los Angeles Entertainment District

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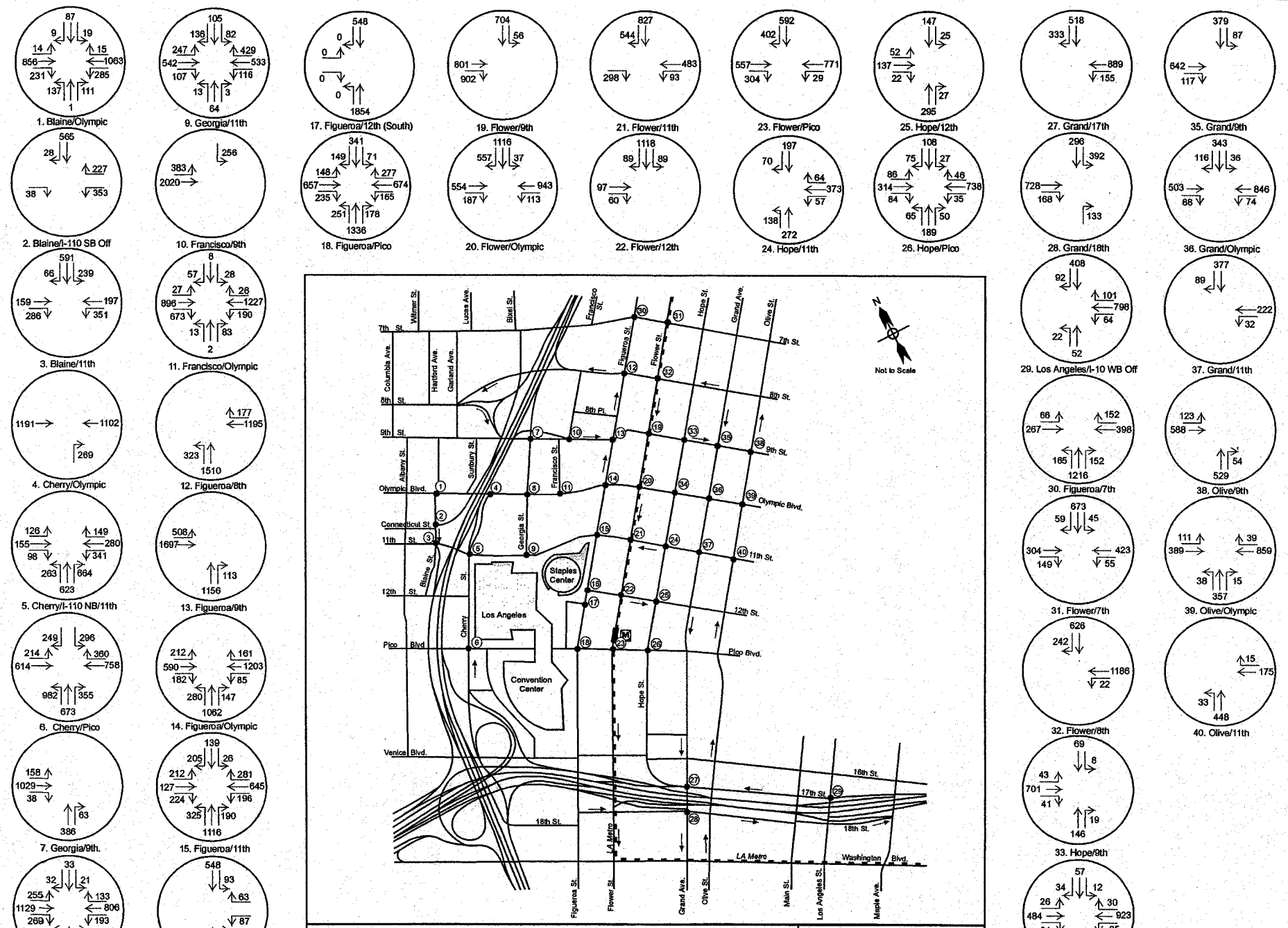

Figure 11
Future without Project Saturday Evening Peak Hour Traffic Volumes

Los Angeles Entertainment District

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Transportation Strategies & Solutions
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Future Without Project Traffic Conditions

The future without project traffic projections were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both time periods. The results are shown in Table 7, which compares the future without project conditions to the existing conditions for each location. Figure 12 also illustrates level of service conditions.

Weekday PM Peak Hour

In the future without project scenario, during the PM peak hour, a total of 39 intersections will continue to operate at satisfactory levels of service (i.e. LOS D or better). A total of one intersection will operate worse than LOS D, this being:

- Cherry Street & Pico Boulevard (LOS E)

Saturday Evening Peak Hour

During the Saturday evening peak hour, 39 intersections will also continue to operate at satisfactory levels of service (LOS D or better), with the majority operating at LOS A and LOS B. A total of one intersection will operate worse than LOS D, this being:

- Cherry Street & Pico Boulevard (LOS E)

Table 7. Future Without Project Conditions - Intersection Level of Service

No.	Intersection	Type	PM				Saturday			
			Existing		Future Without Project		Existing		Future Without Project	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Blaine & Olympic	Signalized	0.683	B	0.742	C	0.490	A	0.563	A
2	Blaine & I-110 SB Off	Signalized	0.294	A	0.340	A	0.377	A	0.417	A
3	Blaine & 11th	Signalized	0.739	C	0.831	D	0.551	A	0.617	B
4	Cherry & Olympic	Signalized	0.405	A	0.468	A	0.272	A	0.330	A
5	Cherry & I-110 NB On/11th	Signalized	0.458	A	0.584	A	0.650	B	0.724	C
6	Cherry & Pico	Signalized	0.864	D	0.992	E	0.811	D	0.915	E
7	Georgia & 9th	Signalized	0.401	A	0.508	A	0.446	A	0.520	A
8	Georgia & Olympic	Signalized	0.586	A	0.668	B	0.549	A	0.618	B
9	Georgia & 11th	Signalized	0.330	A	0.367	A	0.440	A	0.479	A
10	Francisco & 9th (East)	Signalized	0.382	A	0.791	C	0.269	A	0.447	A
11	Francisco & Olympic	Signalized	0.377	A	0.435	A	0.550	A	0.598	A
12	Figueroa & 8th	Signalized	0.618	B	0.790	C	0.273	A	0.377	A
13	Figueroa & 9th	Signalized	0.551	A	0.741	C	0.364	A	0.466	A
14	Figueroa & Olympic	Signalized	0.662	B	0.820	D	0.500	A	0.604	B
15	Figueroa & 11th	Signalized	0.692	B	0.792	C	0.556	A	0.619	B
16	Figueroa & 12th (North)	Signalized	0.378	A	0.460	A	0.368	A	0.420	A
17	Figueroa & 12th (South)	Signalized	0.355	A	0.432	A	0.265	A	0.306	A
18	Figueroa & Pico	Signalized	0.628	B	0.739	C	0.522	A	0.602	B
19	Flower & 9th	Signalized	0.430	A	0.581	A	0.532	A	0.632	B
20	Flower & Olympic	Signalized	0.642	B	0.771	C	0.490	A	0.556	A
21	Flower & 11th	Signalized	0.527	A	0.633	B	0.499	A	0.572	A
22	Flower & 12th	Signalized	0.437	A	0.573	A	0.232	A	0.291	A
23	Flower & Pico	Signalized	0.697	B	0.846	D	0.457	A	0.521	A
24	Hope & 11th	Signalized	0.473	A	0.537	A	0.267	A	0.302	A
25	Hope & 12th	Signalized	0.204	A	0.298	A	0.127	A	0.172	A
26	Hope & Pico	Signalized	0.428	A	0.512	A	0.299	A	0.345	A
27	Grand & 17th	Signalized	0.578	A	0.690	B	0.368	A	0.427	A
28	Grand & 18th	Signalized	0.365	A	0.453	A	0.379	A	0.451	A
29	Los Angeles & I- 10 WB Off	Signalized	0.520	A	0.615	B	0.378	A	0.456	A
30	Figueroa & 7th	Signalized	0.641	B	0.750	C	0.296	A	0.346	A
31	Flower & 7th	Signalized	0.694	B	0.806	D	0.238	A	0.289	A
32	Flower & 8th	Signalized	0.570	A	0.710	C	0.221	A	0.291	A
33	Hope & 9th	Signalized	0.378	A	0.481	A	0.102	A	0.150	A
34	Hope & Olympic	Signalized	0.468	A	0.584	A	0.208	A	0.245	A
35	Grand & 9th	Signalized	0.424	A	0.529	A	0.115	A	0.149	A
36	Grand & Olympic	Signalized	0.533	A	0.609	B	0.280	A	0.327	A
37	Grand & 11th	Signalized	0.512	A	0.591	A	0.118	A	0.148	A
38	Olive & 9th	Signalized	0.388	A	0.499	A	0.128	A	0.178	A
39	Olive & Olympic	Signalized	0.473	A	0.585	A	0.246	A	0.311	A
40	Olive & 11th	Signalized	0.421	A	0.489	A	0.096	A	0.126	A

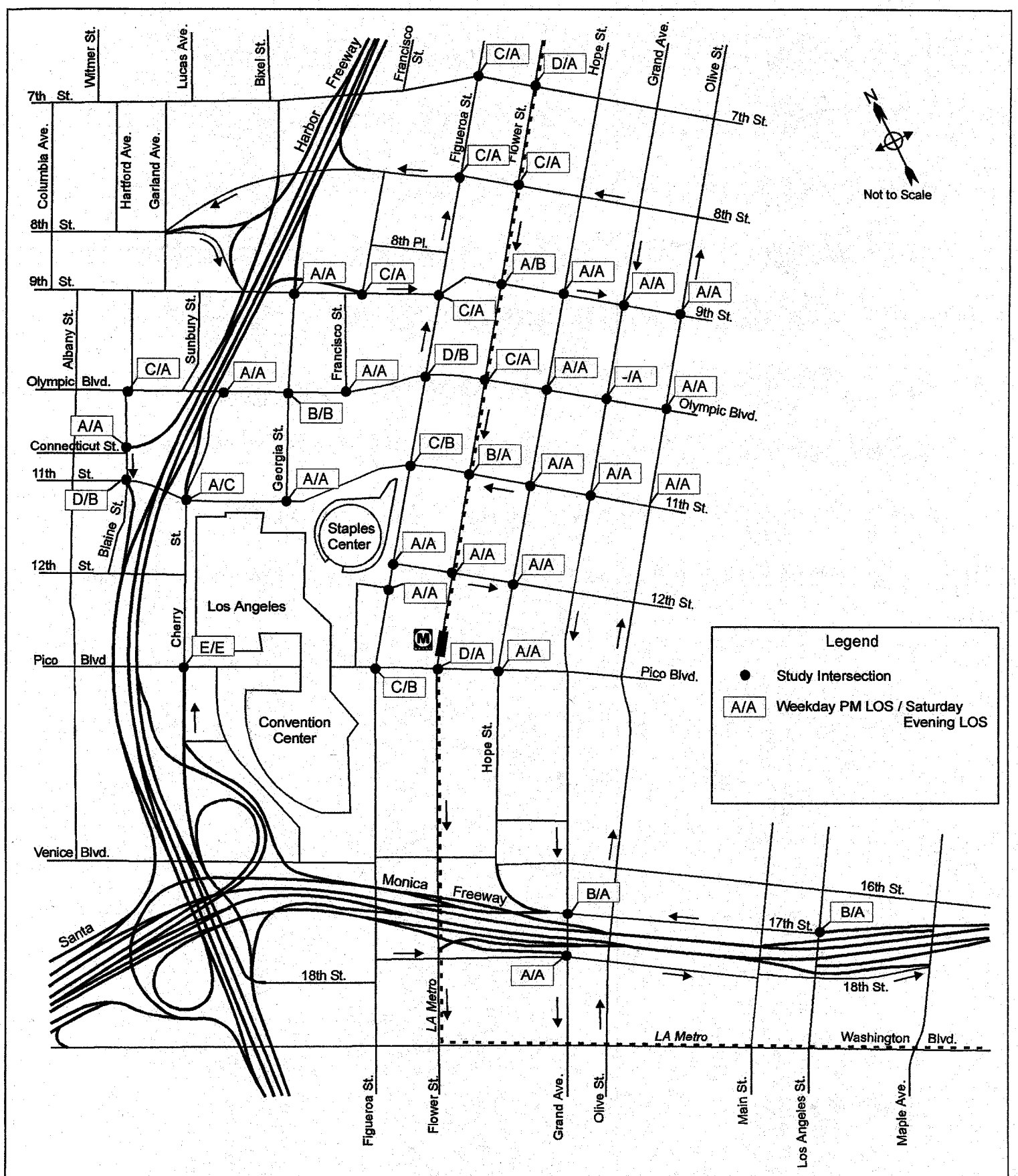

Figure 12
Intersection Levels of Service - Future without Project

Los Angeles Entertainment District

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