

APPENDIX E
Transportation and Traffic Data

Int #	Intersection	Agency	LA CMA EXISTING				K-ICU EXISTING				LA CMA EXISTING PLUS PROJECT				K-ICU EXISTING PLUS PROJECT				LA CMA EXISTING PLUS PROJECT				K-ICU EXISTING PLUS PROJECT			
			AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?	Delta	Impact?	Delta	Impact?
1	Sepulveda Bl & Manchester Av	Caltrans/City of LA	0.715	C	0.808	D	0.699	B	0.779	C	0.715	C	0.808	D	0.700	B	0.780	C	0.000	NO	0.001	NO	0.001	NO	0.001	NO
2	Sepulveda Bl & La Tijera Bl	City of LA	0.656	B	0.712	C				0.656	B	0.712	C					0.000	NO	0.000	NO					
3	Sepulveda Bl & Westchester Pkwy	City of LA	0.735	C	0.784	C				0.740	C	0.784	C					0.005	NO	-0.001	NO					
4	Lincoln Bl & Sepulveda Bl	Caltrans/City of LA	0.601	B	0.620	B	0.657	B	0.675	B	0.601	B	0.620	B	0.657	B	0.675	B	0.000	NO	0.000	NO	0.000	NO	0.000	NO
5	Sepulveda Bl & Century Bl	Caltrans/City of LA	0.754	C	0.689	B	0.802	D	0.757	C	0.755	C	0.688	B	0.801	D	0.757	C	0.001	NO	-0.001	NO	-0.001	NO	0.000	NO
6	Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)	Caltrans/City of LA	1.078	F	0.901	E	0.764	C	1.355	F	1.078	F	0.901	E	0.764	C	1.355	F	0.000	NO	0.000	NO	0.000	NO	0.000	NO
7	Sepulveda Bl & Imperial Hwy	Caltrans/El Segundo/City of LA	0.774	C	1.089	F	0.718	C	0.807	D	0.773	C	1.089	F	0.718	C	0.807	D	-0.001	NO	0.000	NO	0.000	NO	0.000	NO
8	Sepulveda Eastway & Westchester Pkwy	City of LA	0.407	A	0.602	B				0.410	A	0.605	B					0.003	NO	0.003	NO					
9	La Tijera Bl & Manchester Av	Caltrans/City of LA	0.508	A	0.504	A	0.542	A	0.537	A	0.508	A	0.505	A	0.541	A	0.538	A	-0.001	NO	0.001	NO	-0.001	NO	0.001	NO
10	Jenny Av & Westchester Pkwy	City of LA	0.197	A	0.330	A				0.197	A	0.331	A					0.000	NO	0.001	NO					
11	Avion Dr & Century Bl	City of LA	0.381	A	0.292	A				0.383	A	0.293	A					0.002	NO	0.001	NO					
12	Airport Bl & Manchester Av	Caltrans/City of LA	0.573	A	0.651	B	0.579	A	0.646	B	0.573	A	0.653	B	0.580	A	0.647	B	0.001	NO	0.001	NO	0.001	NO	0.001	NO
13	Airport Bl & Arbor Vitae St/Westchester Pkwy	City of LA	0.661	B	0.763	C				0.663	B	0.762	C					0.002	NO	-0.001	NO					
14	Airport Bl & 96th St	City of LA	0.279	A	0.376	A				0.277	A	0.375	A					-0.001	NO	-0.001	NO					
15	Airport Bl & 98th St	City of LA	0.374	A	0.467	A				0.373	A	0.466	A					-0.001	NO	-0.001	NO					
16	Airport Bl & Century Bl	City of LA	0.565	A	0.459	A				0.563	A	0.456	A					-0.003	NO	-0.003	NO					
17	Nash St/I-105 WB Ramps & Imperial Hwy	Caltrans/El Segundo/City of LA	0.414	A	0.350	A	0.534	A	0.354	A	0.413	A	0.349	A	0.534	A	0.353	A	-0.001	NO	-0.001	NO	0.000	NO	-0.001	NO
18	Douglas St & Imperial Hwy	El Segundo/City of LA	0.346	A	0.579	A	0.464	A	0.567	A	0.347	A	0.579	A	0.465	A	0.568	A	0.001	NO	0.001	NO	0.001	NO	0.001	NO
19	Bellanca Av & Century Bl	City of LA	0.471	A	0.409	A				0.472	A	0.411	A					0.001	NO	0.001	NO					
20	Aviation Bl & Arbor Vitae St	Inglewood/City of LA	0.802	D	0.720	C	0.775	C	0.704	C	0.803	D	0.727	C	0.776	C	0.711	C	0.001	NO	0.007	NO	0.001	NO	0.007	NO
21	Aviation Bl & Century Bl	City of LA	0.730	C	0.729	C				0.739	C	0.719	C					0.009	NO	-0.010	NO					
22	Aviation Bl & 104th St	City of LA	0.520	A	0.507	A				0.516	A	0.501	A					-0.004	NO	-0.005	NO					
23	Aviation Bl & 111th St	City of LA	0.475	A	0.459	A				0.470	A	0.453	A					-0.005	NO	-0.005	NO					
24	Aviation Bl & Imperial Hwy	City of LA	0.576	A	0.736	C				0.573	A	0.730	C					-0.003	NO	-0.007	NO					

Int #	Intersection	Agency	LA CMA				K-ICU				LA CMA				K-ICU				LA CMA				K-ICU			
			2035 CUMULATIVE NO-BUILD		2035 CUMULATIVE NO-BUILD		2035 CUMULATIVE BUILD		2035 CUMULATIVE BUILD		2035 CUMULATIVE BUILD		2035 CUMULATIVE BUILD		2035 CUMULATIVE BUILD		2035 CUMULATIVE BUILD		2035 CUMULATIVE BUILD		2035 CUMULATIVE BUILD		2035 CUMULATIVE BUILD			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?	Delta	Impact?	Delta	Impact?
1	Sepulveda Bl & Manchester Av	Caltrans/City of LA	0.851	D	0.941	E	0.818	D	0.894	D	0.851	D	0.942	E	0.818	D	0.895	D	0.001	NO	0.001	NO	0.000	NO	0.001	NO
2	Sepulveda Bl & La Tijera Bl	City of LA	0.689	B	0.747	C				0.690	B	0.747	C					0.001	NO	0.001	NO					
3	Sepulveda Bl & Westchester Pkwy	City of LA	0.894	D	0.946	E				0.901	E	0.945	E					0.007	NO	-0.001	NO					
4	Lincoln Bl & Sepulveda Bl	Caltrans/City of LA	0.739	C	0.749	C	0.786	C	0.796	C	0.739	C	0.749	C	0.786	C	0.795	C	0.000	NO	-0.001	NO	0.000	NO	-0.001	NO
5	Sepulveda Bl & Century Bl	Caltrans/City of LA	1.024	F	0.925	E	1.022	F	0.962	E	1.025	F	0.925	E	1.023	F	0.963	E	0.001	NO	0.001	NO	0.001	NO	0.001	NO
6	Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)	Caltrans/City of LA	1.246	F	1.035	F	0.874	D	1.521	F	1.246	F	1.036	F	0.874	D	1.522	F	0.000	NO	0.001	NO	0.000	NO	0.001	NO
7	Sepulveda Bl & Imperial Hwy	Caltrans/El Segundo/City of LA	0.872	D	0.952	E	0.823	D	0.894	D	0.872	D	0.953	E	0.823	D	0.895	D	0.001	NO	0.001	NO	0.000	NO	0.001	NO
8	Sepulveda Eastway & Westchester Pkwy	City of LA	0.519	A	0.710	C				0.522	A	0.713	C					0.003	NO	0.003	NO					
9	La Tijera Bl & Manchester Av	Caltrans/City of LA	0.622	B	0.598	A	0.643	B	0.622	B	0.622	B	0.599	A	0.643	B	0.622	B	0.000	NO	0.001	NO	0.000	NO	0.000	NO
10	Jenny Av & Westchester Pkwy	City of LA	0.426	A	0.474	A				0.426	A	0.474	A					0.000	NO	0.000	NO					
11	Avion Dr & Century Bl	City of LA	0.435	A	0.287	A				0.433	A	0.285	A					-0.002	NO	-0.002	NO					
12	Airport Bl & Manchester Av	Caltrans/City of LA	0.723	C	0.719	C	0.708	C	0.704	C	0.723	C	0.720	C	0.708	C	0.705	C	0.001	NO	0.001	NO	0.000	NO	0.001	NO
13	Airport Bl & Arbor Vitae St/Westchester Pkwy	City of LA	0.829	D	0.877	D				0.832	D	0.879	D					0.002	NO	0.002	NO					
14	Airport Bl & 96th St	City of LA	0.708	C	0.603	B				0.701	C	0.604	B					-0.007	NO	0.001	NO					
15	Airport Bl & 98th St	City of LA	0.529	A	0.579	A				0.531	A	0.583	A					0.003	NO	0.004	NO					
16	Airport Bl & Century Bl	City of LA	0.669	B	0.624	B				0.661	B	0.622	B					-0.007	NO	-0.002	NO					
17	Nash St/I-105 WB Ramps & Imperial Hwy	Caltrans/El Segundo/City of LA	0.503	A	0.345	A	0.614	B	0.370	A	0.504	A	0.346	A	0.614	B	0.371	A	0.001	NO	0.001	NO	0.000	NO	0.001	NO
18	Douglas St & Imperial Hwy	El Segundo/City of LA	0.472	A	0.675	B	0.496	A	0.669	B	0.472	A	0.675	B	0.497	A	0.670	B	0.000	NO	0.001	NO	0.001	NO	0.001	NO
19	Bellanca Av & Century Bl	City of LA	0.463	A	0.382	A				0.435	A	0.371	A					-0.029	NO	-0.011	NO					
20	Aviation Bl & Arbor Vitae St	Inglewood/City of LA	0.971	E	0.773	C	0.921	E	0.733	C	0.972	E	0.779	C	0.922	E	0.735	C	0.001	NO	0.005	NO	0.001	NO	0.002	NO
21	Aviation Bl & Century Bl	City of LA	0.875	D	0.819	D				0.877	D	0.828	D					0.001	NO	0.009	NO					
22	Aviation Bl & 104th St	City of LA	0.659	B	0.823	D				0.660	B	0.824	D					0.001	NO	0.001	NO					
23	Aviation Bl & 111th St	City of LA	0.764	C	0.697	B				0.765	C	0.699	B					0.001	NO	0.001	NO					
24	Aviation Bl & Imperial Hwy	City of LA	0.525	A	0.854	D				0.525	A	0.854	D					0.000	NO	0.000	NO					



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Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Existing Conditions

FIGURE



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Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Existing Plus Project Conditions

FIGURE





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Peak Hour Traffic Volumes and Lane Configurations - Level of Service - 2035 Build Conditions

FIGURE



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4/10/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Cumulative Year 2035 No Build Condition

FIGURE



MEMORANDUM

Date: September 29, 2015
To: Cory Zelmer, & Meghna Khanna, Metro
From: Michael Kennedy & Ivan Gonzalez, Fehr & Peers
Subject: Airport Metro Connector 96th Street Station Bus Rerouting Methodology

SM11-2487

This memorandum summarizes Fehr & Peers' methodology and bus re-routing plan for the Airport Metro Connector (AMC) / 96th Street Station to inform the traffic analysis in the environmental document. A discussion of next steps and key items to address is also included.

Bus Rerouting Plan Overview

The primary traffic change associated with the Airport Metro Connector (AMC) / 96th Street Station project will be the shift of bus routes from the LAX City Bus Center and the Aviation/LAX Transit Center to a consolidated bus transit center at the 96th Street Station.

This memorandum provides specific assumptions for re-routing existing bus service from the existing LAX City Bus Center and the Aviation/LAX Transit Center to the AMC/96th Street Station for the Project analysis in the environmental document. For the Opening Year and Horizon Year baseline analyses, we developed separate bus rerouting plans for service to the Aviation/Century Station.

Methodology

There are 13 Metro and municipal bus routes currently serving the LAX City Bus Center and/or the Aviation/LAX Transit Center that would be rerouted to serve a future Metro Rail station.

Additional service, such as the LAX Flyaway, and long distance buses that currently serve the Central Terminal Area (CTA), could also be rerouted to 96th Street Station, but this plan currently does not include those services.

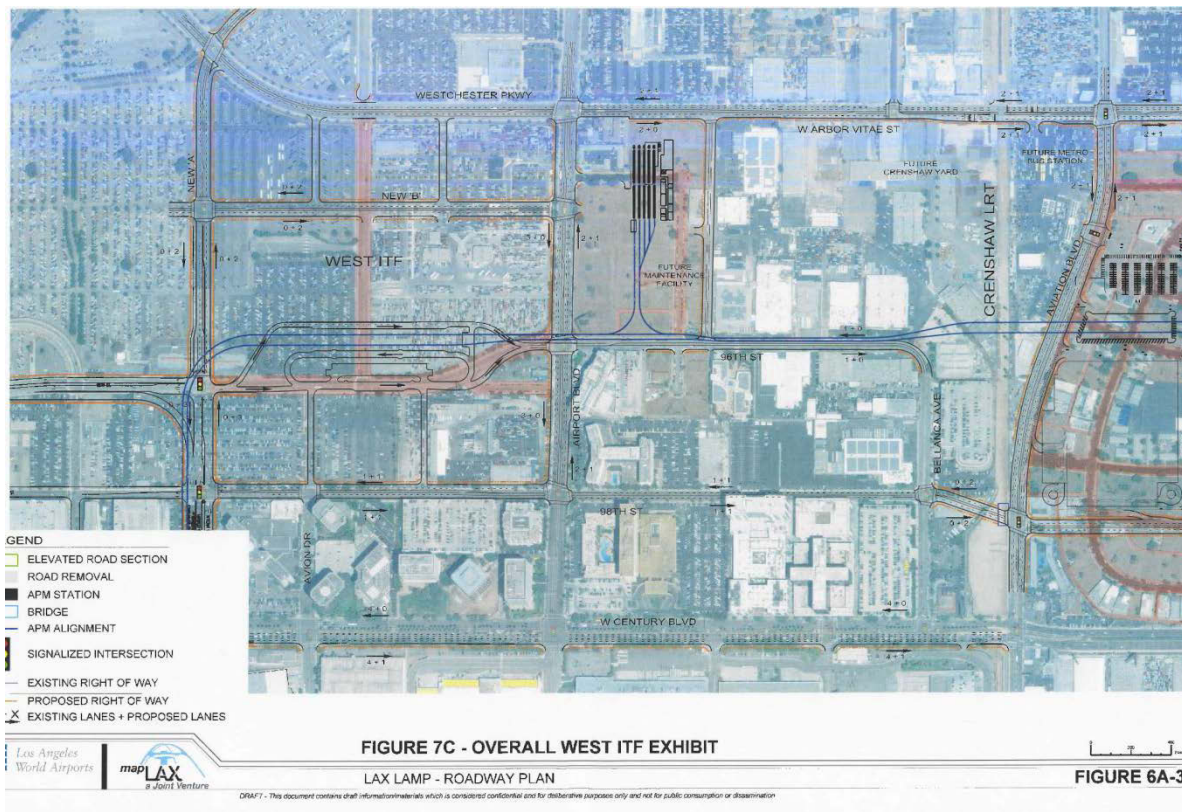
Our primary consideration in determining this rerouting plan was to provide a direct route to 96th Street Station and Aviation/Century Station to optimize transit run time, while aiming to preserve as much of the existing routing as possible to minimize disruptions to existing riders. We also considered preservation of bus access within walking distance to Century Boulevard and continuing service to LAX/Aviation Station by bus routes coming from the south of the LAX area.

With these goals in mind, we utilized the most recent bus route data from Metro and municipal transit agencies, where available, to identify lines currently serving LAX at one of the two existing transit centers mentioned above. We verified the validity of existing route shapefiles by comparing these lines with current transit map data from each transit agency, as made available on their respective websites. We then modified the existing bus route shapefiles in ArcMap GIS,



shifting them toward the future transit centers in the most direct and feasible path we could identify. Where possible, we aimed to minimize left turns in the rerouting options. This plan also assumed the presence of new roadways around LAX, per LAWA's LAMP program, as illustrated in Figure 1.

Figure 1 – LAMP Roadway Improvements



Rerouting Plans

Figure 2 illustrates daily ridership (boardings + alightings total inclusive of both directions of service) for the services with potential rerouting that could affect on-street bus stops. Stop-level ridership data are available for Metro, Culver CityBus, and Big Blue Bus services. Stop level ridership is not available for the other municipal operators. Metro stop level ridership data by line are from 2014, with the exception of Route 232, for which we used ridership data from August 2015, since 2014 ridership data were not available. Line level ridership data for Metro services are average weekday line level boardings+alightings from July 2014 through June 2015. Ridership data are summarized in Table 1 and Table 2.

Figure 3 through Figure 8 display the rerouting to each of the two transit center locations. We created three maps per scenario for clarity – one map for Metro routes, another showing Santa



Monica Big Blue Bus and Culver City Bus, and the third map showing the remaining municipal transit operators (Beach Cities, Gardena and Torrance Transit).

Upon re-routing each line, we re-calculated the lengths of the existing and modified routes to highlight the differences in length among these. Table 3 shows the change in length of existing routes, the length of the new/proposed routes and the net difference between the two with the current rerouting plans. Generally, most route lengths are reduced, with the exception of Metro lines 120, 232, Beach Cities line 109 and Gardena line 5.

Based on current headways, approximately 102 buses would enter the consolidated transit center during the peak hour. Based on the rerouting plan, about 94% (96 buses) would be approaching 96th Street Station from the south, and would make a northbound left turn into the facility during the peak hour. Traffic operations at this intersection will be modeled in the microsimulation analysis by Fehr & Peers for the AMC Station Design team, and the capacity for that movement could determine whether localized changes to bus rerouting are recommended, and whether an additional entrance on Arbor Vitae Street would be desirable.

Potential Impacts

As shown in the figures, optimizing access to the two transit centers can lead to the potential loss of access to some key activity sites on Century Boulevard between Aviation Boulevard and Sepulveda Boulevard and on Manchester Avenue between Airport Boulevard and Sepulveda Boulevard. Collectively, these stops that could be removed from service represent approximately 2,490 ridership (boardings + alightings), compared with approximately 8,800 (boardings + alightings) at the two existing transit centers.

Next Steps and Questions for Future Discussion

Shifts in bus volumes at study intersections will be calculated and provided to LAWA based on this rerouting plan. While these route changes have been reviewed with Metro, and will be assumed in the analysis, in the future, additional feedback and analysis could affect the route choices:

- Projected traffic operations at key intersections, and how that may influence future bus routes
- Refinements to the LAWA LAMP program roadway network that will affect access and circulation
- Whether analysis during the conceptual design phase of the station indicated that access to the northern side of the facility fronting Arbor Vitae will be needed to accommodate expected bus activity



Figure 2 – Metro/Big Blue Bus/Culver City Bus Ridership

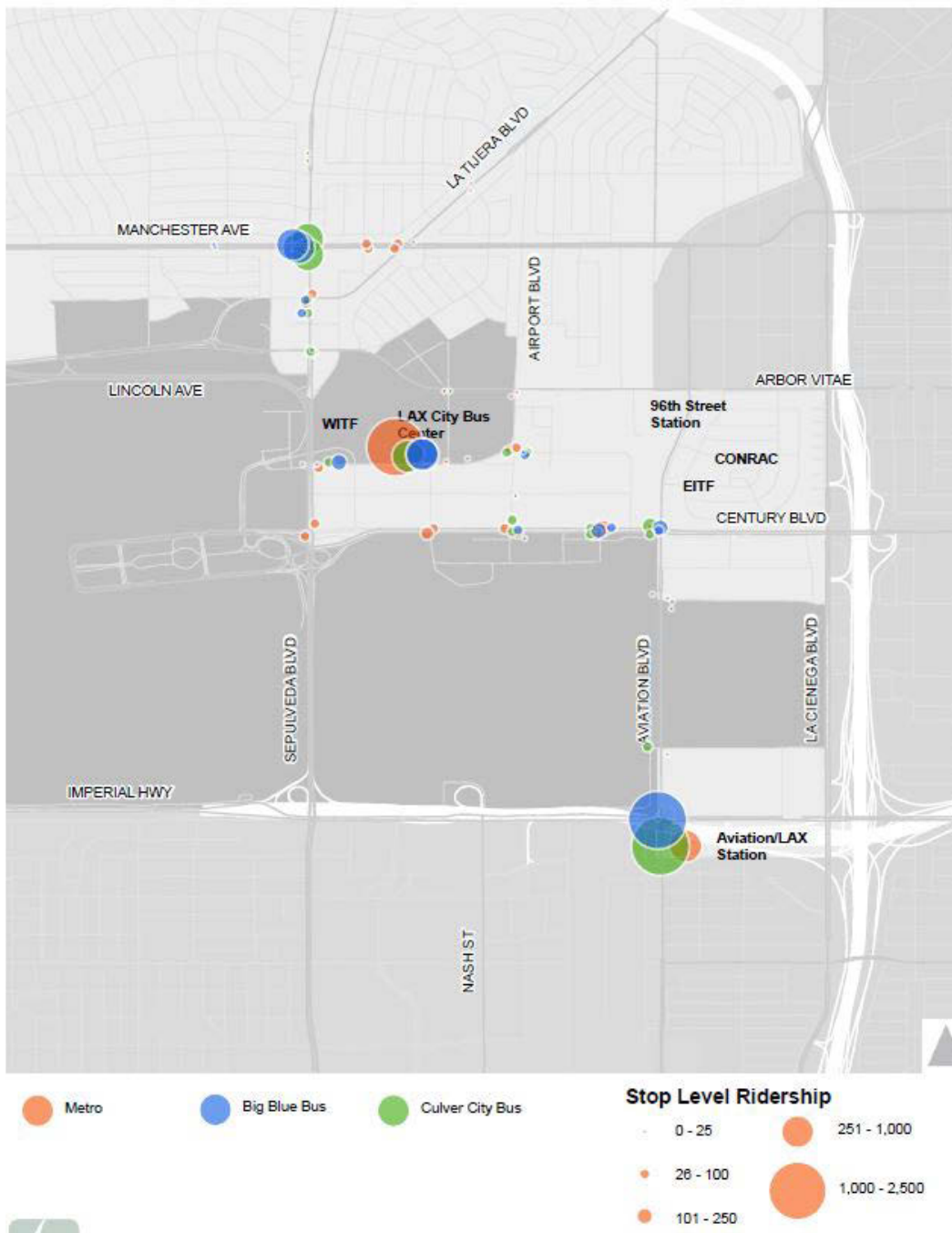


Figure 2

Metro, Big Blue Bus, Culver City Bus Ridership





Table 1–Existing Stop Level Ridership

Stop	Route	Agency	Boardings (ons)	Alightings (offs)	Total Ridership by Stop
Aviation / Century	40	Metro	2	4	6
	117	Metro	7	151	158
	3	SM BBB	143	116	259
	Rapid 3	SM BBB			
	6	CC Bus	110	111	221
	Stop Total				
Century / International Rd	40	Metro	1	2	3
	117	Metro	65	78	143
	3	SM BBB	97	112	209
	6	CC Bus	81	99	180
	Stop Total				
Century / Airport	40	Metro	1	2	3
	117	Metro	62	58	120
	3	SM BBB	42	34	76
	6	CC Bus	19	31	50
	Stop Total				
Century / Avion	40	Metro	1	2	3
	117	Metro	40	48	88
	Stop Total				
Sepulveda / Century	40	Metro	1	3	4
	117	Metro	41	50	91
	Stop Total				
Sepulveda / 96th	40	Metro	0	2	2
	102	Metro	32	1	33
	117	Metro	0	80	80
	232	Metro	0	32	32
	3	SM BBB	115	1	116
	6	CC Bus	66	3	69
	Stop Total				
La Tijera / Wiley Post	102	Metro	3	1	4
La Tijera / Manchester	102	Metro	13	1	14
Manchester / Truxton	102	Metro	20	10	30
Sepulveda / La Tijera	102	Metro	39	27	66
Sepulveda / Westchester	102	Metro	4	14	18



Stop	Route	Agency	Boardings (ons)	Alightings (offs)	Total Ridership by Stop
Westchester / Jenny	102	Metro	0	3	3
Jenny / 96th	102	Metro	0	14	14
	6	CC Bus	1	22	22
	Stop Total				36
Arbor Vitae / Bellanca	111	Metro	11	8	19
Airport / Arbor Vitae	111	Metro	15	20	35
Airport / 96th	111	Metro	47	65	112
	3	SM BBB	27	30	57
	6	CC Bus	32	53	85
	Stop Total				254
Aviation / 104th St	6	CC Bus	3	11	14
Aviation / 111th St	6	CC Bus	1	38	39
Aviation / Imperial (NB)	3	SM BBB	2	0	2
	6	CC Bus	6	1	9
	Stop Total				11
			1,148	1,338	2,486

Table 2 – Total Line Level Ridership Metro Services

Route	Average Estimated Daily Ridership (full route – July 2014-June 2015)
40	19,759
102	2,746
111	18,445
117	9,644
120	4,158
232	6,765
625	330



Figure 3 – 96th St Station – Metro Bus Rerouting

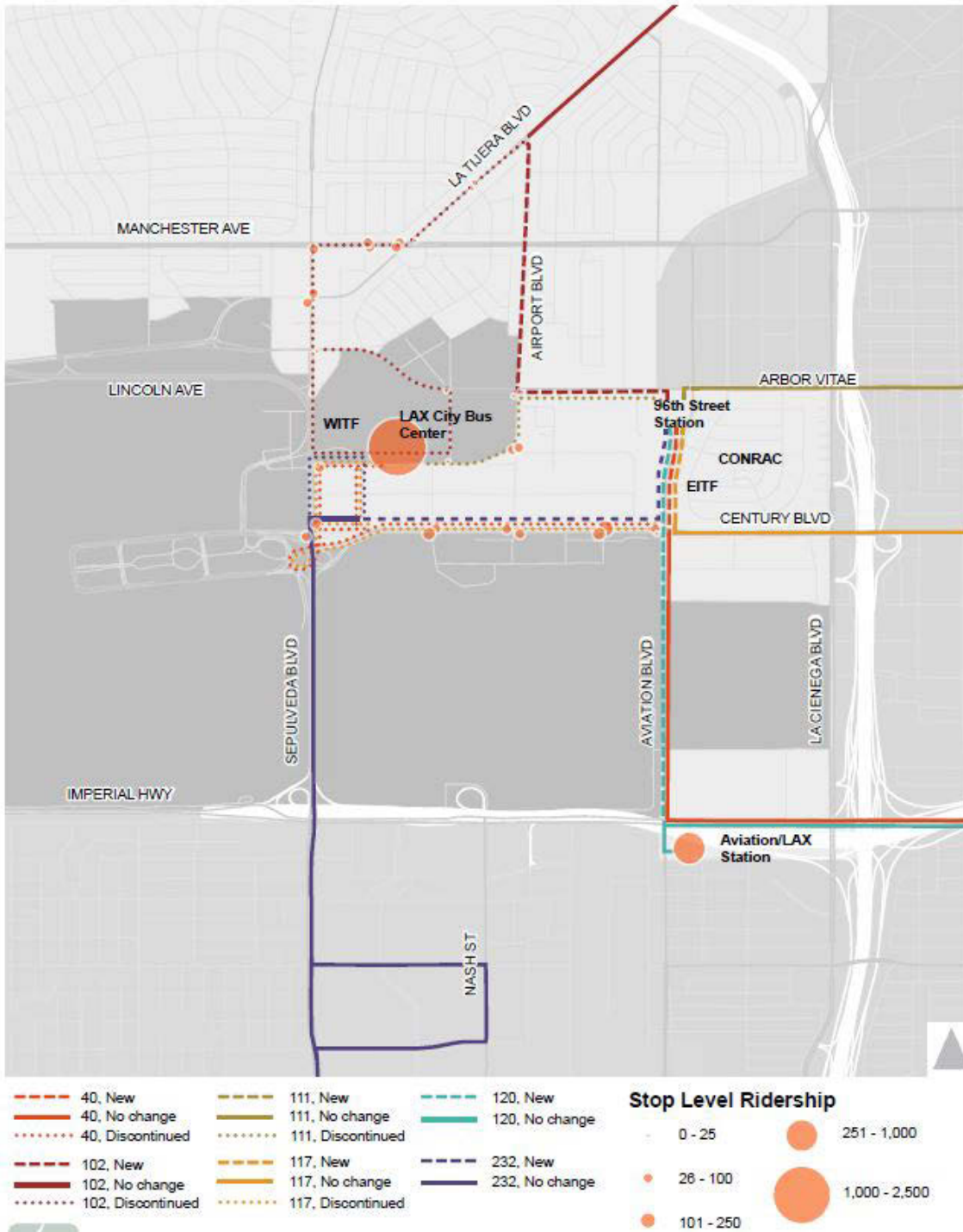


Figure 3
 Metro Bus Rerouting (96th St Station)



Figure 4 – 96th St Station – Big Blue Bus and Culver City Bus Rerouting

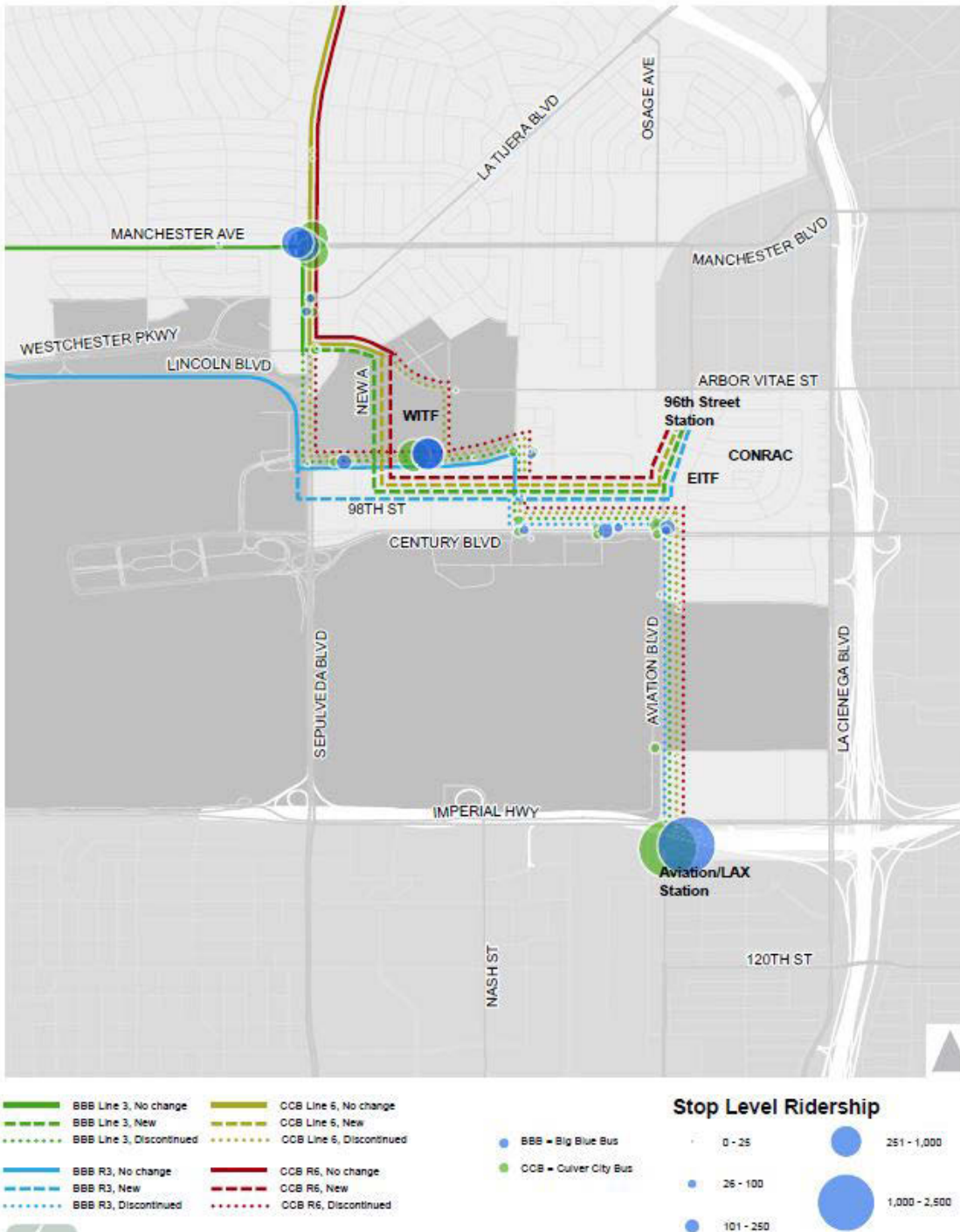


Figure 4

Big Blue Bus and Culver City Bus Rerouting (96th St Station)





Figure 5 – 96th St Station – Other Municipal Bus Rerouting

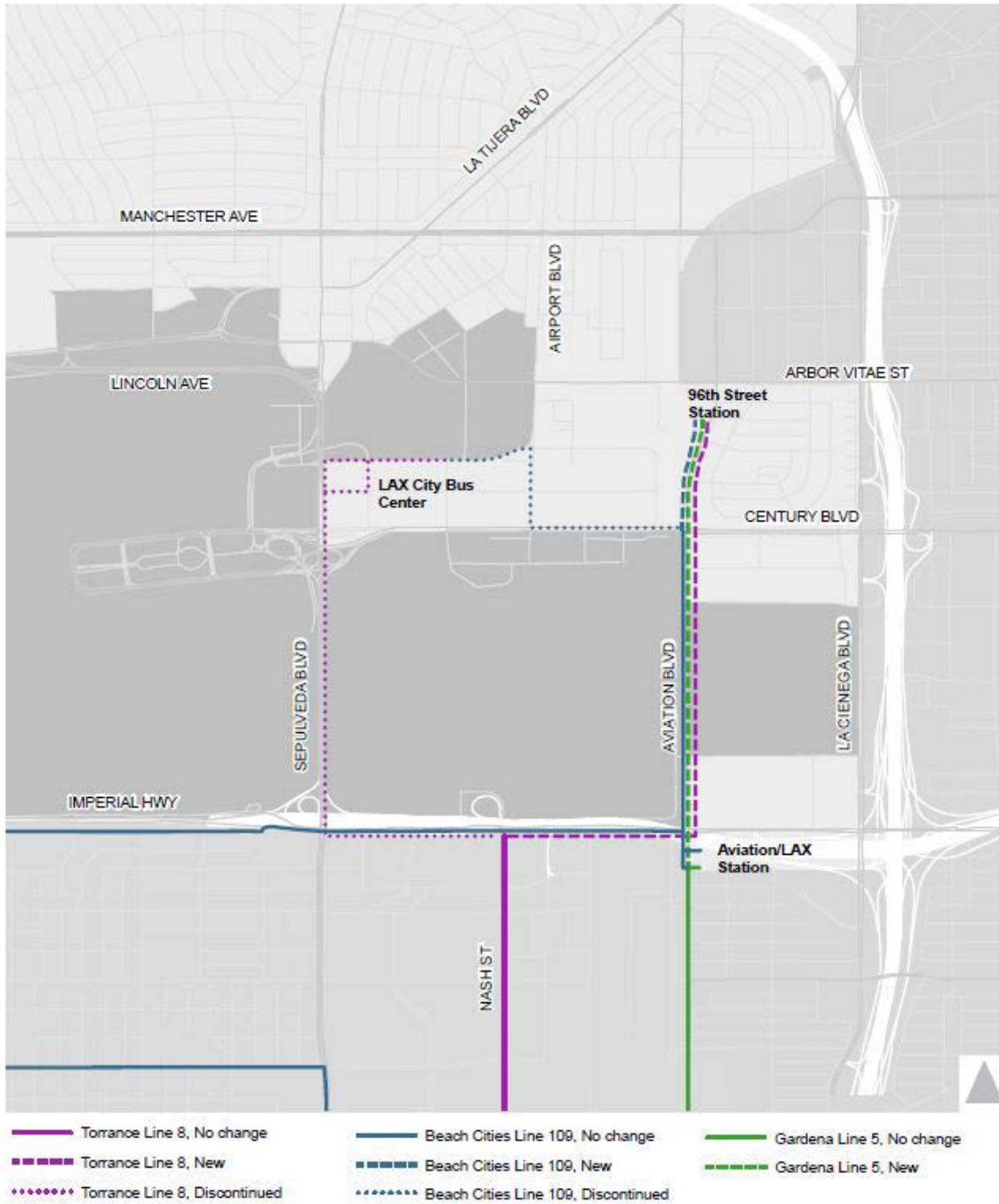


Figure 5
 Other Municipal Bus Rerouting (96th St Station)



Figure 6-Aviation/Century – Metro Bus Rerouting

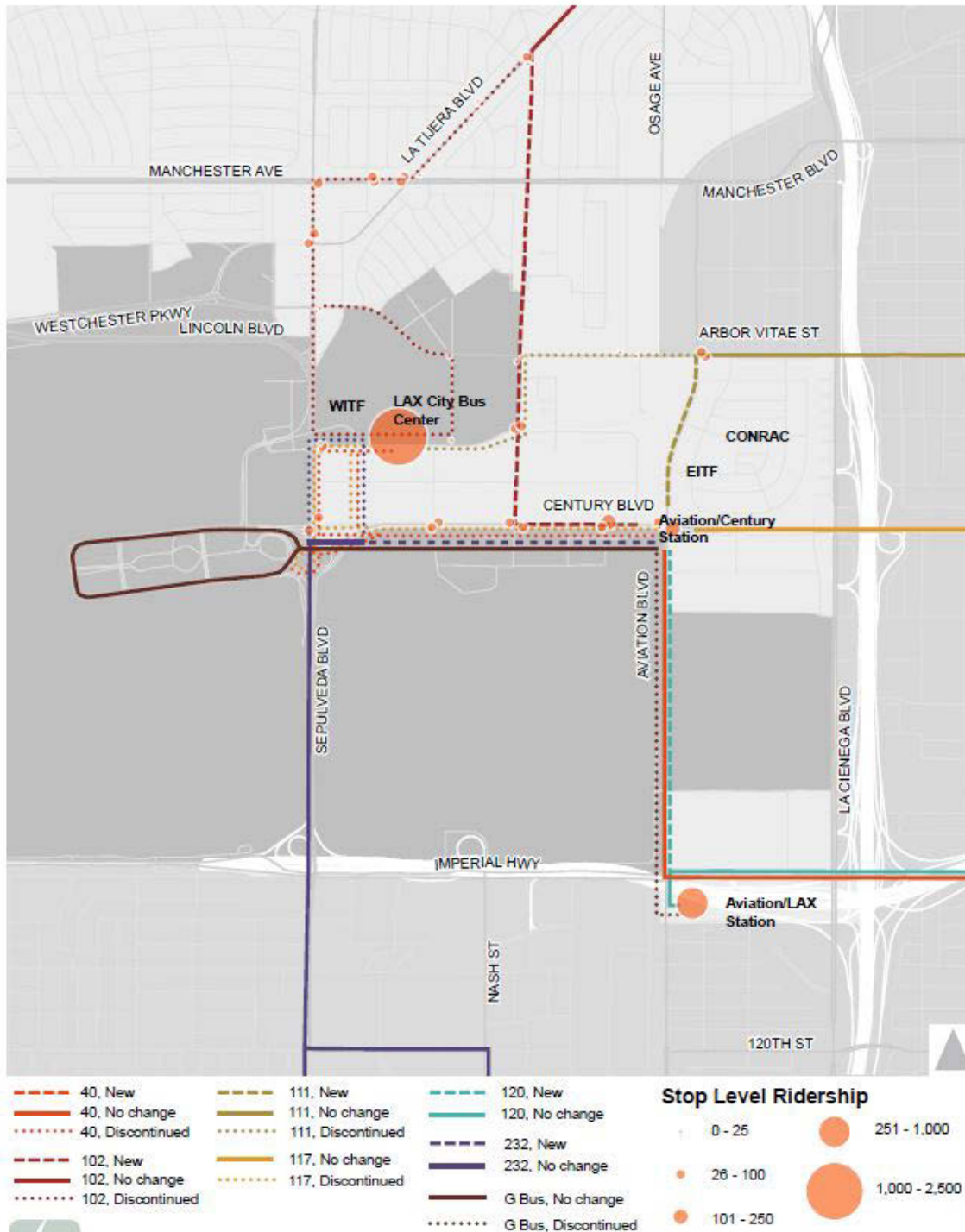


Figure 6
 Metro Bus Rerouting (Aviation/Century)





Figure 7-Aviation/Century – Big Blue Bus and Culver City Bus Rerouting

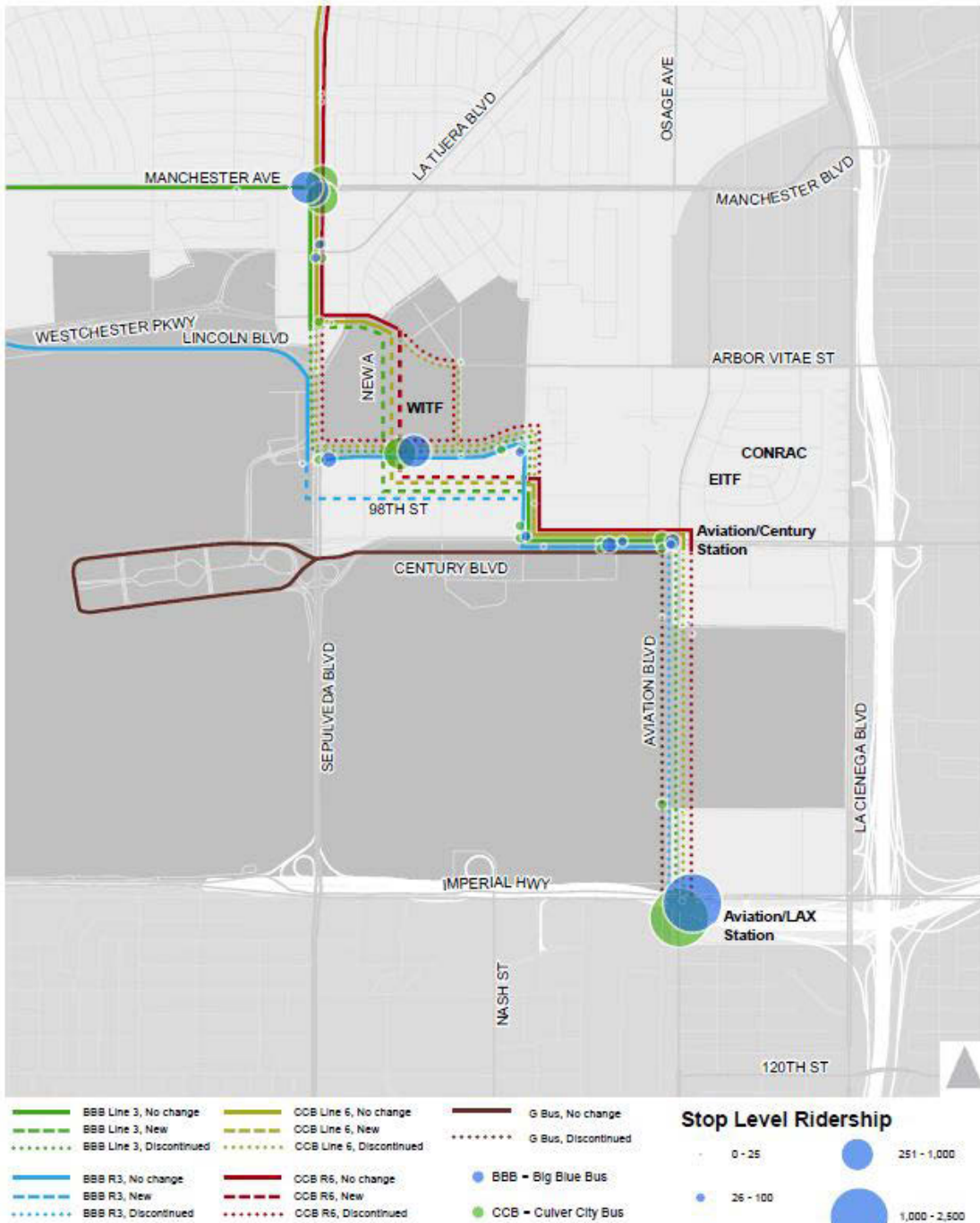


Figure 7
 Big Blue Bus and Culver City Bus Rerouting (Aviation/Century)



Figure 8-Aviation/Century - Other Municipal Bus Rerouting

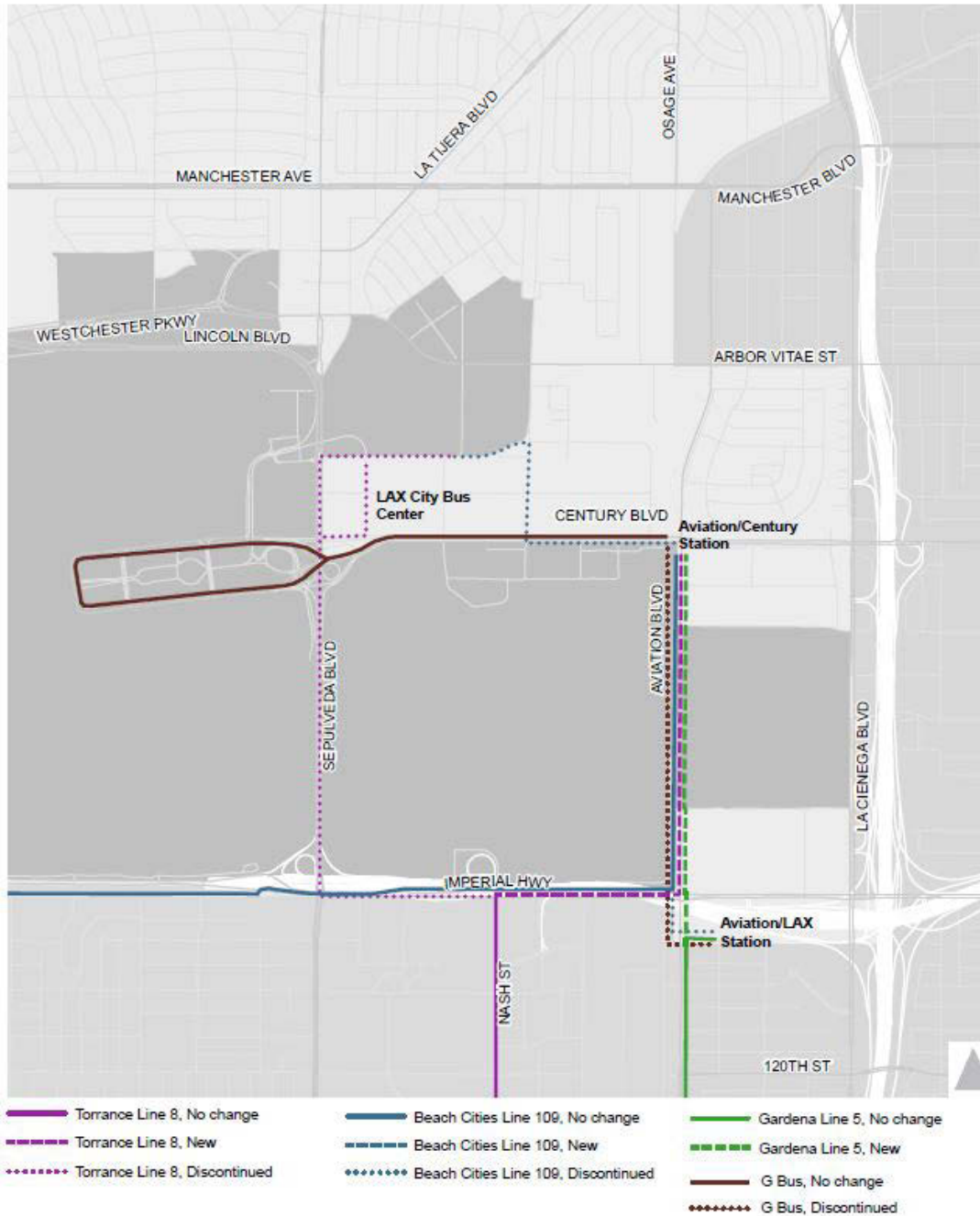


Figure 8
 Other Municipal Bus Rerouting (Aviation/Century)



Table 3 – 96th St & Aviation/Century Bus Re-route Lengths

Operator	Route	Direction	Existing Miles	Aviation/Century Station					96th St. Station					
				Miles In Common	Re-routed Segment Miles	Shifted Segment Miles	Future Route Miles (Net Total)	Change from Existing	Miles In Common	Re-routed Segment Miles	Shifted Segment Miles	Future Route Miles (Net Total)	Change from Existing	
Metro	40	N	4.4	2.7	0.0	-1.7	2.7	-1.7	2.7	0.4	-1.7	3.0	-1.4	
Metro	40	S	4.8	2.7	0.0	-2.1	2.7	-2.1	2.7	0.4	-2.1	3.0	-1.8	
Metro	102	N	15.4	13.7	1.8	-1.8	15.5	0.0	13.7	1.4	-1.8	15.1	-0.4	
Metro	102	S	16.1	13.7	1.8	-2.5	15.5	-0.7	13.7	1.4	-2.5	15.1	-1.0	
Metro	111	E	21.2	19.9	0.5	-1.3	20.4	-0.8	19.9	0.1	-1.3	20.0	-1.2	
Metro	111	W	21.3	20.1	0.5	-1.2	20.6	-0.7	20.1	0.1	-1.2	20.1	-1.1	
Metro	117	E	18.4	16.4	0.0	-2.0	16.4	-2.0	16.4	0.3	-2.1	16.7	-1.7	
Metro	117	W	18.1	16.4	0.0	-1.7	16.4	-1.7	16.4	0.3	-1.7	16.8	-1.4	
Metro	120	E	10.8	10.4	1.0	-0.4	11.4	0.6	10.8	1.5	0.0	12.3	1.5	
Metro	120	W	10.0	9.5	1.0	-0.5	10.5	0.5	10.0	1.5	0.0	11.5	1.5	
Metro	232	N	25.8	24.9	1.0	-0.8	26.0	0.2	25.0	1.4	-0.7	26.4	0.6	
Metro	232	S	24.8	24.2	1.0	-0.6	25.2	0.5	24.2	1.4	-0.5	25.6	0.8	
BBB	3	N	17.4	15.1	1.1	-2.2	16.2	-1.2	14.6	1.7	-2.8	16.3	-1.1	
BBB	3	S	17.6	15.8	1.1	-1.8	16.9	-0.7	14.7	1.7	-2.9	16.4	-1.2	
BBB	R3	N	17.1	16.0	0.0	-1.1	16.0	-1.1	15.4	0.6	-1.7	16.0	-1.0	
BBB	R3	S	17.3	15.9	0.7	-1.4	16.6	-0.7	14.7	1.4	-2.6	16.1	-1.2	
Beach Cities	109	N	17.0	16.6	0.0	-0.4	16.6	-0.4	17.0	0.4	0.0	17.4	0.4	
Beach Cities	109	S	16.1	14.7	0.0	-1.4	14.7	-1.4	15.1	0.4	-1.0	15.5	-0.6	
CCB	6	N	12.5	10.4	0.8	-2.1	11.2	-1.3	9.6	1.7	-2.9	11.3	-1.2	
CCB	6	S	12.6	9.9	0.8	-2.7	10.7	-1.9	9.8	1.5	-2.7	11.3	-1.2	
CCB	R6	N	12.5	10.1	1.2	-2.4	11.2	-1.2	9.6	1.7	-2.9	11.3	-1.2	
CCB	R6	S	12.6	9.9	0.8	-2.7	10.7	-1.9	9.8	1.5	-2.8	11.3	-1.3	
Torrance	8	N	14.2	12.1	1.7	-2.1	13.8	-0.3	12.1	1.9	-2.1	14.0	-0.2	
Torrance	8	S	14.5	12.4	1.5	-2.1	13.9	-0.6	12.4	1.9	-2.1	14.3	-0.2	
Gardena	5	E	9.8	9.8	1.1	0.0	10.9	1.1	9.8	1.5	0.0	11.3	1.5	
Gardena	5	W	9.8	9.8	1.1	0.0	10.9	1.1	9.7	1.5	0.0	11.2	1.5	
													Net Change	-12.5

Bus Rerouting VMT Analysis

Existing Route Miles						Aviation/Century Station				96th St. Station				96th St. Station			
Operator	Route	Direction	Weekday One-way Trips	Existing One-way Miles	Existing Daily VMT	One-way Miles In Common	Future One-way Route Miles (Net Total)	Net Change from Existing	2035 No Build Daily VMT	One-way Miles In Common	Future One-way Route Miles (Net Total)	Net Change from Existing	2035 Build Daily VMT	One-way Miles In Common	Future One-way Route Miles (Net Total)	Net Change from Existing	2035 Cumulative Build Daily VMT
Metro	40	N	30	4.4	132.3	2.7	2.7	-1.7	80.3	2.7	3.0	-27.0	91.3	2.7	3.0	-1.4	91.3
		S	30	4.8	144.7	2.7	2.7	-2.1	80.3	2.7	3.0	-27.0	91.2	2.7	3.0	-1.8	91.2
Metro	102	N	26	15.4	401.4	13.7	15.5	0.0	401.7	13.7	15.1	-10.9	392.3	13.7	15.1	-0.4	392.3
		S	25	16.1	403.6	13.7	15.5	-0.7	386.9	13.7	15.1	-9.9	377.5	13.7	15.1	-1.0	377.5
Metro	111	E	44	21.2	930.8	19.9	20.4	-0.8	897.6	19.9	20.0	-24.0	878.4	19.9	20.0	-1.2	878.4
		W	49	21.3	1042.1	20.1	20.6	-0.7	1007.5	20.1	20.1	-28.9	986.1	20.1	20.1	-1.1	986.1
Metro	117	E	44	18.4	811.1	16.4	16.4	-2.0	721.2	16.4	16.7	-27.3	735.7	16.4	16.7	-1.7	735.7
		W	47	18.1	851.9	16.4	16.4	-1.7	773.1	16.4	16.8	-30.2	788.0	16.4	16.8	-1.4	788.0
Metro	120	E	26	10.8	280.8	10.4	11.4	0.6	295.5	10.8	12.3	-13.7	320.7	10.8	12.3	1.5	320.7
		W	24	10.0	239.8	9.5	10.5	0.5	252.3	10.0	11.5	-12.5	276.6	10.0	11.5	1.5	276.6
Metro	232	N	44	25.8	1133.3	24.9	26.0	0.2	1142.5	25.0	26.4	-17.6	1160.8	25.0	26.4	0.6	1160.8
		S	43	24.8	1065.3	24.2	25.2	0.5	1084.9	24.2	25.6	-17.4	1101.4	24.2	25.6	0.8	1101.4
BBB	3	N	69	17.4	1199.9	15.1	16.2	-1.2	1117.9	14.6	16.5	-52.5	1140.2	14.6	16.3	-1.1	1123.7
		S	67	17.6	1178.5	15.8	16.9	-0.7	1130.6	14.7	16.6	-50.4	1114.6	14.7	16.4	-1.2	1098.5
BBB	R3	N	40	17.1	682.4	16.0	16.0	-1.1	638.4	15.4	16.3	-23.7	650.7	15.4	16.0	-1.0	641.1
		S	43	17.3	741.8	15.9	16.6	-0.7	713.5	14.7	16.8	-26.2	722.3	14.7	16.1	-1.2	692.2
Beach Cities	109	N	20	17.0	340.7	16.6	16.6	-0.4	332.0	17.0	17.4	-2.6	347.8	17.0	17.4	0.4	347.8
		S	18	16.1	289.2	14.7	14.7	-1.4	264.2	15.1	15.5	-2.5	278.4	15.1	15.5	-0.6	278.4
CCB	6	N	59	12.5	740.2	10.4	11.2	-1.3	663.1	9.6	11.6	-47.4	682.5	9.6	11.3	-1.2	668.3
		S	59	12.6	740.7	9.9	10.7	-1.9	629.8	9.8	11.6	-47.4	682.2	9.8	11.3	-1.2	668.1
CCB	R6	N	35	12.5	437.2	10.1	11.2	-1.2	393.6	9.6	11.6	-23.4	404.8	9.6	11.3	-1.2	396.4
		S	36	12.6	454.3	9.9	10.7	-1.9	384.3	9.8	11.6	-24.4	416.4	9.8	11.3	-1.3	407.8
Torrance	8	N	33	14.2	468.1	12.1	13.8	-0.3	457.0	12.1	14.0	-19.0	461.6	12.1	14.0	-0.2	461.6
		S	32	14.5	462.9	12.4	13.9	-0.6	444.8	12.4	14.3	-17.7	456.7	12.4	14.3	-0.2	456.7
Gardena	5	E	31	9.8	303.0	9.8	10.9	1.1	338.2	9.8	11.3	-19.7	348.9	9.8	11.3	1.5	348.9
		W	30	9.8	292.9	9.8	10.9	1.1	327.0	9.7	11.2	-18.8	337.2	9.7	11.2	1.5	337.2
Total			1004	391.9	15090.7	Change from existing			14958.1	Change from existing			15244.5	Change from existing			15126.8
						Change from existing			-811.0	Change from existing			-524.6	Change from existing			-642.3