A STUDY OF

PUBLIC TRANSPORTATION NEEDS

IN THE AREA SERVED BY

THE LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

DETERMINATION OF

POTENTIAL MASS TRANSIT ROUTES

APPENDIX TO

REPORT OF MAY 5, 1959

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APPENDIX TO

REPORT OF MAY 5, 1959

SCOPE AND PURPOSE

This volume constitutes an Appendix to our Report to the Los Angeles Metropolitan Transit Authority dated May 5, 1959, entitled "Determination of Potential Mass Rapid Transit Routes", and contains information which was too voluminous to include in that Report, or is supplementary thereto.

The principal section headings to be used herein correspond generally to the applicable section headings used in our Report of May 5, 1959. We set forth herein further details regarding the method used for estimating origin and destination data applicable to trips not covered by our three field origin and destination surveys. We include trip length data with respect to the trips measured by the three field surveys. We submit additional information regarding various characteristics of the study area as a whole, and additional data pertaining to the particular corridors described in the Report of May 5, 1959.

SUMMARY OF ORIGIN-DESTINATION STUDIES

Combination of Trip Data Recorded by Field Origin-Destination Surveys

The LAMTA Passenger Origin-Destination Survey indicated that on an average weekday in 1958 the system carried an average of 561,450 passengers. Of this number of trips, 305,188 were for the purpose of traveling to and from work. 153,167 of these trips were made to or from outside the Los Angeles Central Business District and were, therefore, duplicated in our Home-to-Work Origin-Destination Survey. Accordingly, the number of 1958 weekday trips recorded by the LAMTA Passenger Origin-Destination Survey and not duplicated in the Home-to-Work Origin-Destination Survey is computed as follows:

Total 1958 weekday passenger trips	561,450
Home-to-Work travel outside CBD	153,167
Unduplicated LAMTA Passenger Trips	408,283

The Origin-Destination Survey of Motorists Parking in the Los Angeles Central Business District indicated that vehicles parked in that district carried 98,061 persons, including the drivers. The survey covered only one leg of each trip. Since it is reasonable to assume that the same number of persons were carried in both directions, the number of persons recorded has been doubled in order to obtain the total number of individual trips covered by this survey - approximately 196,000. Similarly, the Home-to-Work Origin-Destination Surveys developed information on travel between home and place of employment in the case of 1,829,000 persons. Since a trip in each direction was involved, the figure of 1,829,000 was doubled to obtain the total number of individual trips covered by this survey; namely, 3,658,000.

Accordingly, the total number of individual weekday person trips made within the study area, information as to which was developed by our three origin-destination surveys and shown on page 9 of our Report of May 5, 1959, is estimated as follows:

LAMTA Passenger Origin-Destination Survey (after elimination of trips between home and work also covered by the Home-to-Work Origin-Destination Survey)	408,000
Origin-Destination Survey of Motorists Parking in the Los Angeles Central Business District	196,000
Home-to-Work Origin-Destination Survey	3,658,000
Total	4,262,000

Method of Estimating Total Volume of 1958 Weekday Trips in Study Area

In order to obtain origin-destination information for trips not covered by our field origin-destination surveys we decided, after investigation, to make use of a theoretical method propounded by Mr. A. M. Voorhees of the Automotive Safety Foundation. Mr. Voorhees' method involves estimates of the number of trips made for different purposes; assignment of the origins of these trips to probable zones; accumulation of all of the origins for different trip purposes for each zone; and distribution of the destinations of the trips among the other zones depending upon the "attraction power" of the destination zones and their distance from the zone of origin.

A detailed description of the steps taken to implement the theoretical procedure follows:

A. Estimate of Total Number of Automobile Trips to and from Work

Our Home-to-Work Origin-Destination Survey covered 1,829,000 employees. An additional 144,000 employees outside the Los Angeles Central Business District were not covered due to the nature of their employment and the practical inability to distribute questionnaires to them. Accordingly, a factor of 1.079 was derived by which to increase the number of automobile trips to and from work covered by our Home-to-Work Survey, to include those trips not covered by that survey. The survey indicated 1,311,000 automobile trips in one direction. This figure was doubled in order to account for the return trips, and the result was multiplied by the factor of 1.079 referred to above. This produced 2,832,000 automobile trips to and from places of employment located outside the Los Angeles Central Business District. Our Survey of Motorists Parking in the Los Angeles Central Business District indicated a total of 41,000 automobile trips to and from the Central Business District for the purpose of travel to and from work. This figure of 41,000 was added to the figure of 2,832,000. The grand total of automobile trips to and from work in the study area was, therefore, 2,873,000.

B. Estimate of Total Number of Automobile Trips in Study Area

Recent extensive origin-destination surveys in Boston, Detroit, Washington and San Diego indicated that from 30 to 40 per cent of the

total automobile trips are to and from work. The 40 per cent figure was selected and applied to the 2,873,000 automobile trips to and from work derived as described above. This resulted in an estimate of 7,182,000 daily automobile trips for all purposes in the study area. This figure, when applied to the total number of passenger vehicles registered in the study area - namely, 2,308,000 - produced an estimate of 3.11 passenger car trips per weekday. The following data on the number of trips made per weekday by passenger cars in other cities were obtained from the sources noted:

3.54 - From Detroit Metropolitan Area Traffic Study, 1955.

3.15 - From Highway Research Board Bulletin #203, 1959. (For cities over 1,000,000)

3.12 and 2.95 - From two home interview surveys conducted in 1956. San Diego Metropolitan Area Transportation Study.

3.05 - From a home interview survey conducted in 1955 in Washington, D. C., sponsored by the Regional Highway Planning Committee in co-operation with the Bureau of Public Roads.

Accordingly, we concluded that the estimate of 7,182,000 passenger car trips per weekday was reasonable and would not overstate the potential riders.

C. Estimate of Total Home-Based Trips and Non-Home-Based Trips for Non-Work Purposes

Origin-destination data obtained from surveys conducted in Detroit and San Diego indicated that approximately 70 per cent of all daily automobile trips had one end of their trip - i.e., either origin or destination - in the zone of registration of the vehicle. This percentage was applied to our data and resulted in the following estimates:

Total number of auto trips	7,182,000
Estimated number of home-based trips (70 per cent times total)	5,030,000
Known home-work trips (assumed to be home-based)	2,873,000
Estimated Home-Based, Non-Work Trips	2,157,000
Estimated non-work trips (7,182,000 - 2,873,000)	4,309,000
Estimated non-work, home-based trips	2,157,000
Estimated Non-work, Non-Home-Based Trips	2,152,000

D. Distribution of Origins of Home-Based, Non-Work Trips Among Various Zones of Study Area

The 2,157,000 home-based, non-work trips in the Los Angeles area were distributed among the individual zones in direct proportion to the number of vehicles registered in each zone. The actual calculation for each zone, therefore, involved the multiplication of the vehicle registration in the zone by a factor derived by dividing 2,157,000 total trips by 2,308,000 total registered vehicles, or 0.93.

E. Distribution of Origins of Non-Home-Based, Non-Work Trips Among Various Zones of Study Area

Origin-destination data obtained from a 1956 San Diego transportation study indicates that non-work automobile trips are distributed among other trip purposes in the following manner:

Purpose of Trip	Per Cent of Total
Business trips related to work	48%
Shopping	18
Personal business	11
Other	23
Total	100%

The theory propounded by Mr. Voorhees assumes that the number of vehicle trips made for each of the above trip purposes is a function of one or more of the following indices: population, total employment, and trade employment (wholesale and retail employees) in the following proportions:

Purpose of Non-Work Trip	Per Cent of Total Trips	Independent Factors Which Motivate Non-Work Trips	Per Cent of Total Trips
Business trips related to work	48%	(2/3 trade employment (1/3 total employment	32% 16
Shopping	18	Trade employment	18
Personal business	11	Trade employment	11
Other	23	Population	23
Total	100%	Total	100%

Accumulating the percentage of the trips which are a function of each of the independent factors which motivate non-work trips results in the following distribution of trips:

Independent Motivating Factor	Per Cent of Total Trips
Trade employment (32 plus 18 plus 11)	61%
Total employment	16
Population	23
Total	100%

Based upon data obtained from the California State Department of Employment and the Los Angeles Chamber of Commerce, the figure for total employment within the survey area was taken to be 2,284,000 employees, with 435,000 of these employees in the trade employment (wholesale and retail employee) category. Similarly, data obtained from the Los Angeles County Regional Planning Commission indicated an estimated population of the survey area of 5,763,000. By relating our survey zones to the geographical areas for which the above information was available, estimates were made of the total employment, trade employment, and population in each of our survey zones.

In order to assign to each of the three independent motivating factors its proper weight, the following equations were established and factors derived:

Trade employment of	435,000 x (y)	=	61%
Total employment of	2,284,000 x (x)	=	16%
Population of	5,763,000 x (z)	=	23%

Solving simultaneously for x, y, and z:

$x = 1 \qquad y = 20 \qquad z = 0.55$

The multiplication of the estimates of trade employment, total employment and population for each of our survey zones by the above factors results in a figure which represents the weight, or "attraction power", of that zone. Comparison of the "attraction power" of each zone to the sum of the attraction powers for all of the zones permitted the distribution of the origins of the non-home-based, non-work trips on the basis of the weighted value of the three independent trip-motivating factors.

The following table illustrates the method by which the "attraction power" of each zone was computed, using certain actual zones as examples:

Zone No.	Total Employment (Est.) (A)	Trade Employment (est.)	Trade Employment x 20 (B)	Population (000s)	Population x 0.55 (C)	Attraction Power (A+B+C)
011	1,107	970	19,400	12	6,600	27,107
021	485	178	3,560	13	7,150	11,195
922	4,690	610	12,200	18	9,900	26,790
023	2,151	108	2,160	6	3,300	7,611
024	2,650	1,112	22,240	13	7,150	32,040
025	10,454	844	16,880	31	17,050	44,384
026	2,502	65	1,300	29	15,950	19,752
027	15,325	9,032	180,640	13	7,150	203,115
030	14,277	3,719	74,380	40	22,000	110,657
032	165	22	440	1	550	1,155
131	27,836	6,547	130,940	20	11,000	169,776
542	17,649	944	18,880	11	6,050	42,579
etc.						
Total	2,284,000	435,000		5,763		15,910,055

Similar calculations were made for all zones in the study area outside the Los Angeles Central Business District, and the results thereof are contained in our work sheets which are available for examination.

F. Estimate of Total Non-Work Person Trips Originating in Each Zone

Through the accumulation of the home-based and the non-home-based trip origins in each zone, and the application of an average vehicle occupancy of 1.6 persons for non-work travel, as obtained from our field surveys, it was possible to arrive at an estimate of the total number of non-work person trips originating in each of the individual zones.

The following examples illustrate for two actual zones the individual steps taken to arrive at our estimate of the person trips originating in each zone:

	Zone 131	Zone 542
(1) Vehicle registration	9,400	4,500
(2) Home-based, non-work trips per vehicle	0.93	0.93
(3) Estimated home-based, non-work trip origins ((1) x (2))	8,692	4,161
(4) Total employment x 1	27,836	17,649
(5) Trade employment x 20	130,940	18,880
(6) Population x 0.55	11,000	6,050
(7) Attraction power ((4) ÷ (5) ÷ (6))	169,776	42,579
(8) Attraction power of all zones	15,910,055	15,910,055
(9) Ratio of individual zone attraction power to attraction power of all zones ((7) ÷ (8))	.01068	.00268
(10) Total non-home-based, non-work trip origins (Refer to sub-para. (C), page 4 above)	2,152,000	2,152,000
(11) Estimated non-home-based, non-work trip origins ((9) x (10))	22,950	5,759
(12) Estimated vehicle trip origins ((3) ÷ (11))	31,642	9,920
(13) Average occupancy per vehicle (non-work trips)	1.6	1.6
(14) Estimated non-work person trips originating in individual zone ((12) x (13))	50,627	15,872

Similar calculations were made for each of the 279 zones outside the Los Angeles Central Business District, and are contained in our work sheets.

G. Distribution of Trip Destination Among Individual Zones

The distribution of the destinations of the non-work trips, originating in each of the individual zones, was accomplished through consideration of the "attraction power" of each of the other zones and the distance thereto.

Through a study of a curve derived during the San Diego study previously mentioned, which showed the effect of distance on the total number of trips between zones, a series of factors, called "Friction Factors", were developed to reflect the influence of distance on the distribution of our non-work trips. These factors are as follows:

FRICTION FACTORS

Inter-Zonal Trips

Mileage Between Zones	Friction Factor	Mileage Between Zones	Friction Factor	Mileage Between Zones	Friction Factor
1.0	17.30	11.0	0.28	21.0	0.02
1.5	12.20	12.0	0.23	22.0	0.02
2.0	7.00	13.0	0.20	23.0	0.02
3.0	3.50	14.0	0.16	24.0	0.02
4.0	2.20	15.0	0.12	25.0	0.02
5.0	1.50	16.0	0.08	26.0	0.01
6.0	1.05	17.0	0.06	27.0	0.01
7.0	0.88	18.0	0.04	28.0	0.01
8.0	0.65	19.0	0.02	29.0	0.01
9.0	0.48	20.0	0.02	30.0	0.01
10.0	0.36			Over 30.0	0.005

Intra-zone trips were given consideration by applying one of the three factors:

Intra-Zonal Trips

Location of Zone Under Study	Friction Factor
Zone close to CBD	17.30
Intermediate zone	12.20
Outlying zone	7.00

The following example illustrates, for a particular zone, the manner in which the trip destinations were derived for the trips originating in that zone. Similar calculations were made for each zone in the study corridors.

Originating Zone 522

Originating Trips: 10,539

Destination Zone	Attraction Power (A)	Distance Between Zones	Friction Factor (B)	(A x B)	$\frac{(AxB) \times 10,539}{\text{Sum of } (AxB)}$
024	32,040	1.0	17.30	554,292	348
027	203,115	3.0	3.50	710,903	446
043	115,689	10.0	.36	41,648	26
122	60,636	5.0	1.50	90,954	57
522	11,198	1.5	12.20	136,616	86
523	115,191	2.0	7.00	806,337	506
953	190,528	26.0	.01	1,905	1
Etc.					
Total	15,910,055			16,817,700	10,539

The distance effect may be noted above through comparison of Destination Zones 043 and 523. Although these zones have similar "Attraction Power", the fact that Zone 043 is ten miles away, while Zone 523 is only two miles away, results in a significant difference in trip destinations.

To test the accuracy of this method of estimating trip volume, we selected 30 zones at random and calculated the number of trips between these zones and the Los Angeles Central Business District for purposes other than travel to and from work. The total of such trips for the 30 zones, calculated in accordance with the above-described theory, was 10,944. From our surveys of motorists parking in the Central Business District we extracted the volume of non-work trips to and from the same zones, based upon direct interview data. The total from these data was 13,211 trips. We considered the correlation between the two totals to be sufficient to support the validity of trip volume estimates based upon the theoretical method as described herein. The example shows the theoretical less than the actual, and if this ratio holds throughout, the theoretical calculations understate the volume available, which is the conservative approach in this instance.

Application of the method described in this section to all of our zones produced an estimated 4,216,000 non-work automobile trips. We applied an occupancy figure of 1.6 persons per car for trips other than between home and work. This occupancy figure was derived from the California City Motor Vehicle Use Study made by the State in 1953, which contained much data applicable to riding habits in incorporated areas. This process resulted in an estimate of 6,746,000 person trips in the study area.

Summarization

Application of the method previously described produced a total of 6,746,000 person trips by motor vehicle originating in zones other than the Los Angeles Central Business District on an average weekday in 1958, for purposes other than travel between home and work. This total included approximately 73,000 person trips to the Los Angeles Central Business District. Since such trips also were covered by our Origin-Destination Survey of Motorists Parking in the Los Angeles Central Business District, the figure of 73,000 should be subtracted from the total of the trips developed by the theoretical method, leaving 6,673,000 person trips. The following is a recapitulation of the entire volume of trips for which we developed origin-destination information:

Source	Person Trips
LAMTA Passenger Origin-Destination Survey (after elimination of trips between home and work also covered by the Home-to-Work Origin-Destination Survey)	408,000
Origin-Destination Survey of Motorists Parking in the Los Angeles Central Business District	196,000
Home-to-Work Origin-Destination Survey	3,658,000
Study of trips not covered by the above three surveys	6,673,000
Total	10,935,000

The foregoing total is considered reasonably close to the figure of 11,000,000 person trips which we had estimated as being made on an average 1958 weekday in the study area.

Trip Length Data

From our survey of LAMTA passengers we analyzed the length of trip origin to destination in the case of weekday riders. We found the system-wide median length of trip to be slightly over four miles. The following table illustrates the percentage distribution of trip length for transit passengers:

Length of Trip	Percentage of Trips	Length of Trip	Percentage of Trips
Less than one mile	0.6%	8.0 - 8.9 miles	4.0%
1.0 - 1.9 miles	18.1	9.0 - 9.9 miles	2.7
2.0 - 2.9 miles	13.5	10.0 - 10.9 miles	2.5
3.0 - 3.9 miles	15.6	11.0 - 11.9 miles	2.0
4.0 - 4.9 miles	12.1	12.0 - 12.9 miles	1.3
5.0 - 5.9 miles	8.4	13.0 - 13.9 miles	1.4
6.0 - 6.9 miles	7.6	14.0 - 14.9 miles	0.7
7.0 - 7.9 miles	5.2	15 miles or more	4.3
			100.0%

Similar information was derived on travel to and from work from our surveys of motorists parking in the Los Angeles Central Business District and of home-to-work travel elsewhere. The median distance traveled to work by all modes of travel was between 5 and 5.5 miles. The table which follows sets forth the percentage distribution of home-to-work trip length:

Length of Trip	Percentage of Trips	Length of Trip	Percentage of Trips
Less than one mile	0.5%	8.0 - 8.9 miles	4.7%
1.0 - 1.9 miles	10.8	9.0 - 9.9 miles	4.1
2.0 - 2.9 miles	18.1	10.0 - 10.9 miles	3.2
3.0 - 3.9 miles	9.3	11.0 - 11.9 miles	3.0
4.0 - 4.9 miles	8.2	12.0 - 12.9 miles	3.0
5.0 - 5.9 miles	7.9	13.0 - 13.9 miles	2.6
6.0 - 6.9 miles	6.2	14.0 - 14.9 miles	1.7
7.0 - 7.9 miles	5.5	15 miles or more	11.2
			100.0%

Figure 1 which follows illustrates graphically the length-of-trip data.

TRIP LENGTH DATA

DERIVED FROM ORIGIN-DESTINATION SURVEYS OF LAMTA PASSENGERS AND HOME-TO-WORK TRAVEL

1958

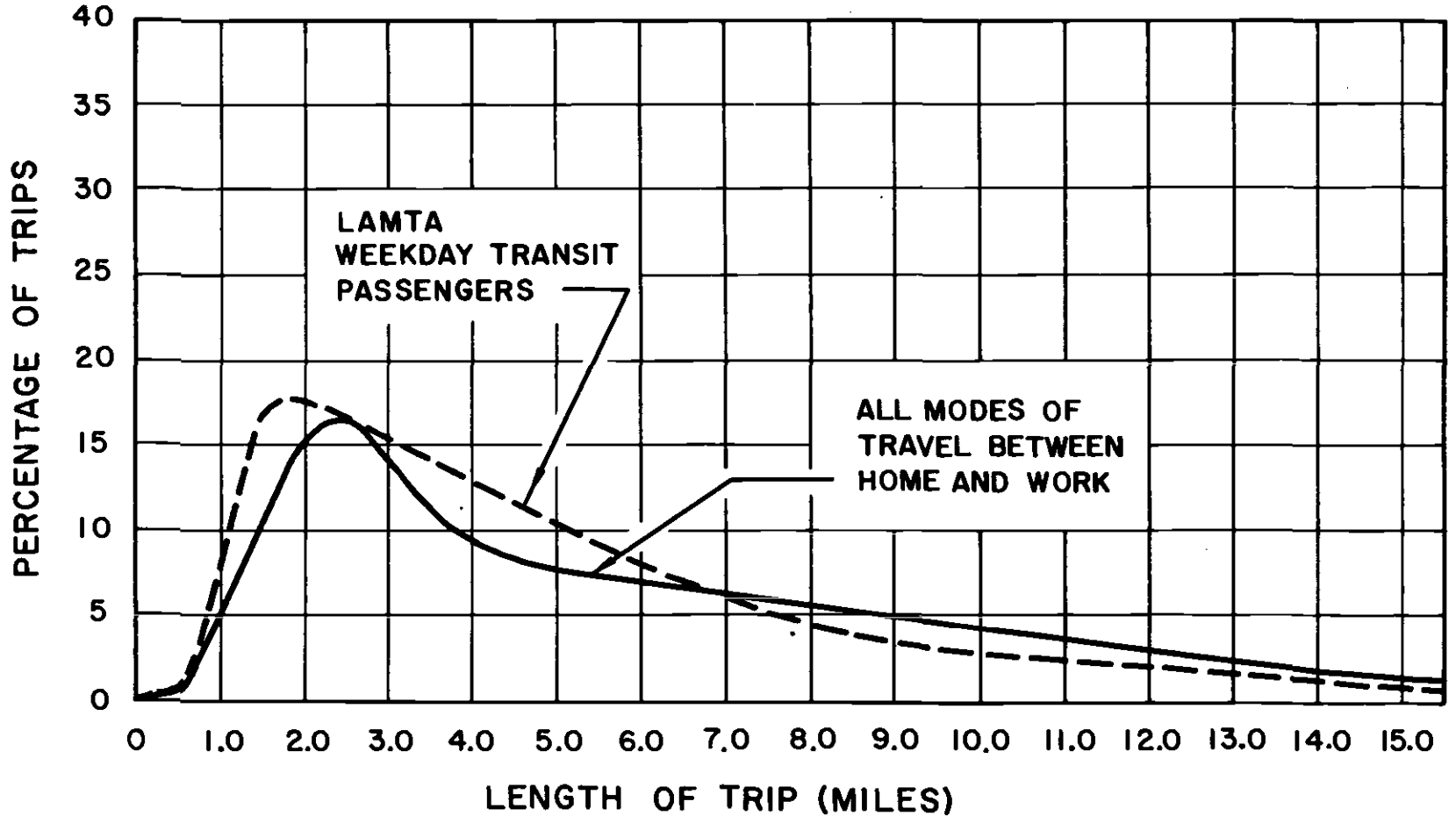

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FIGURE NO. 1

Flow of Transit Riders

To portray the use being made of the present Los Angeles Metropolitan Transit Authority system, Map No. 1, a flow map of transit riding, has been prepared. This map provides a means of comparing, among the various routes, the intensity of riding and determining its geographical distribution.

Based on actual passenger counts made in 1957 and 1958, the flow map has been drawn with the width of the bars proportional to the number of the riders, in both directions, passing certain check points along each route during a 17-hour weekday period. The base map over which the flow has been placed is distorted in scale (but not as to volume of passengers) so that the flow among individual streets can be more clearly seen.

The flow map reveals the importance of the Los Angeles Central Business District as the major transit generator with nearly all of those flow lines which penetrate the Central Business District reaching their maximum volume at its boundaries. While the map also shows the comprehensive coverage that radiates in all directions from the Central Business District as a focus, particularly heavy movement can be observed to the north along Broadway, to the northwest along Sunset Boulevard and the Hollywood Freeway, to the south along Broadway and Main Street, and to the northeast along Macy Street. To the west, Wilshire Boulevard shows the heaviest sustained volume of riding.

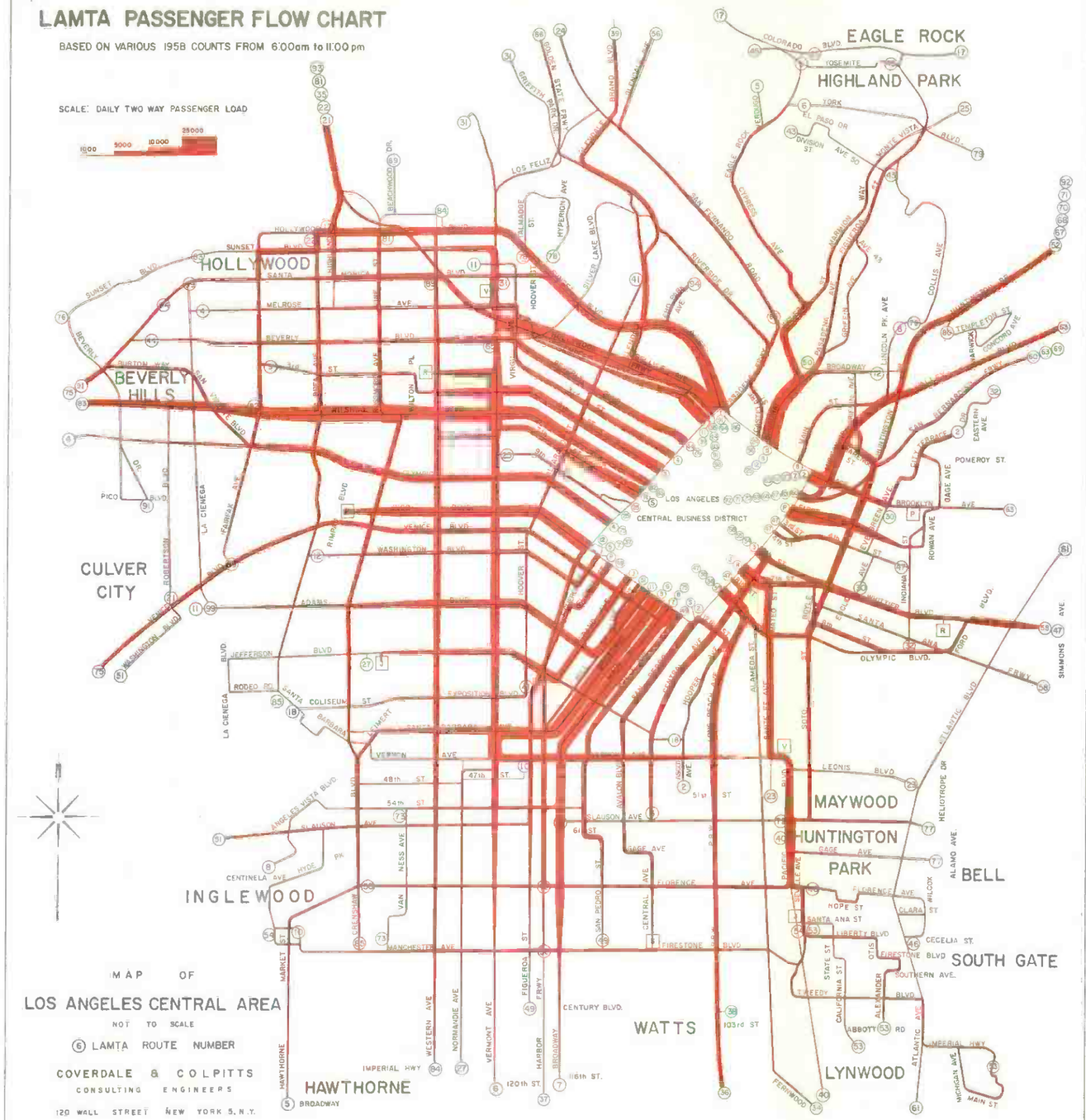
Estimates by individual line number of 1958 weekday passenger volume on the various LAMTA lines were contained in Exhibit A-IV of our Report to the Authority dated February 16, 1959. The basic passenger traffic count data from which Map No. 1 was developed are set forth in Table 1 which follows:

LAMTA PASSENGER FLOW CHART

BASED ON VARIOUS 1958 COUNTS FROM 6:00am to 11:00 pm

SCALE: DAILY TWO WAY PASSENGER LOAD

1500 5000 10,000 25000



LAMTA PASSENGER LOAD COUNTS FROM 6:00 A.M. TO 11:00 P.M.

1957 - 1958

Checking Point	Number of Passengers	
	NB/EB	SB/WB
Line 2		
51st-Ascot	524	406
41st-Ascot	967	842
12th-Central	2,401	1,985
12th-Main	3,121	3,182
1st-Main	4,194	3,874
Macy-Main	4,209	4,010
Brooklyn-Soto	2,829	3,075
Wabash-Stone	1,631	1,585
Eastern-City Terrace	352	358
Line 3		
3rd - Fairfax	755	684
6th - P.R.O.W.	1,925	1,754
6th - Alvarado	7,153	5,811
6th - St. Paul	7,809	6,508
6th - Central	4,061	4,086
12th - Central	4,556	4,622
Adams-Central	3,651	3,825
Vernon-Central	2,568	2,829
58th - Central	1,073	1,525
Line 4		
Olympic-Spalding	173	158
Olympic-Fairfax	1,592	1,367
Olympic-Rimpau	3,010	2,839
Olympic-Western	4,039	4,678
Olympic-Figueroa	4,562	4,375
Olympic-Hill	4,729	4,437
Fifth-Flower	4,592	4,088
Third-Rampart	3,167	2,922
Melrose-Vermont	2,818	2,412
Melrose-Western	2,122	2,031
Melrose-La Brea	1,469	1,347
Melrose-La Cienega	231	179

Checking Point	Number of Passengers	
	NB/EB	SB/WB
Line 5		
Colorado-E. Rock	204	272
Verdugo-Plumas	50	91
Verdugo-E. Rock	1,200	969
Ave. 28 - Figueroa	2,661	2,588
Sunset-Broadway	3,575	3,645
Pico-Broadway	4,712	4,347
Jefferson-Broadway	4,337	4,550
S.Barbara-Vermont	4,362	4,542
Vernon-Harbor Frwy	610	641
54th - Crenshaw	1,490	1,261
Florence-Crenshaw	1,053	702
Arbor Vitae-La Brea	764	986
Hawthorne-Broadway	335	278
Line 6		
E. Rock-York	75	146
Ave.50 - York	194	337
York-Figueroa	1,036	980
Ave. 28 - Figueroa	2,241	2,049
Sunset-Broadway	3,241	2,926
Pico-Broadway	3,928	4,022
Jefferson-Broadway	3,886	3,882
Vernon-Vermont	3,761	4,135
Manchester-Vermont	969	965
120th - Vermont	198	235
Line 7		
116th - Broadway	223	87
Manchester-Broadway	1,448	1,553
Florence-Broadway	4,433	4,375
Slauson-Broadway	5,224	5,024
Vernon-Broadway	6,118	5,702
Jefferson-Main	5,108	5,520
12th - Main	5,004	5,201
Temple-Spring	843	953
Union Station Loop	405	580

LAMTA PASSENGER LOAD COUNTS FROM 6:00 A.M. TO 11:00 P.M.

1957 - 1958

Checking Point	Number of Passengers NB/EB	SB/WB
Line 7 - Express		
Vernon-Freeway	1,465	1,278
Line 8		
54th - Crenshaw	696	601
54th - Vermont	1,782	1,708
12th - Main	2,330	2,333
Macy-Main	2,200	2,102
Lincoln Pk-N. Broadway	526	546
Rose Hill Station	148	187
Line 11		
Washington-Hines	186	155
Adams-La Brea	1,457	1,224
Adams-Crenshaw	2,310	2,229
Adams-Vermont	5,755	4,728
Adams-Figueroa	5,297	5,030
Washington-Hill	5,113	4,894
Olympic-Hill	6,482	5,647
Temple-Hill	4,190	3,965
Temple-Rampart	1,762	1,681
Clinton-Virgil	1,120	1,255
Fountain-Edgemont	208	220
Line 12		
Washington-La Brea	317	255
Washington-Crenshaw	1,356	1,369
Washington-Figueroa	3,101	3,398
Sunset-Broadway	2,135	2,112
Lincoln Pk-N. Broadway	338	445
Line 14		
First-Magnolia	189	178
Line 15		
5th-Maclay	178	158
Line 16		
Victory-Vineland	118	125
Line 19		
San Fernando-Magnolia	73	72
Line 20		
San Fernando-Magnolia	221	147
Line 21		
Cahuenga-Barham	413	337

Checking Point	Number of Passengers NB/EB	SB/WB
Line 22		
Cahuenga-Barham	242	203
First-Magnolia	180	146
Line 17		
Riverside-Los Feliz	644	751
Broadway-Glendale	716	682
Colorado-Eagle Rock	570	668
Line 59		
Westminster (S.P. crossing)	125	124
Fourth and Main	121	61
Corona Station	113	79
Line 61		
Garfield-Main	262	282
Line 24		
San Fernando-Vaughn	328	309
San Fernando-Magnolia	783	662
San Fernando-Fletcher	842	731
Line 56		
San Fernando-Fletcher	936	834
Line 74V		
Van Owen-Van Nuys	134	145
Line 81		
Cahuenga-Barham	1,129	761
Line 25		
Colorado-Eagle Rock	133	169
Via Eagle Rock	945	966
Via Ave. 66 & Meridian	202	229
York-N. Figueroa	1,147	1,195
Via Griffin Ave.	552	292
Via Pasadena Ave.	1,501	2,018
Ave. 43 - N.Figueroa	2,053	2,310
Via Griffin Ave.	1,124	1,092
Via Pasadena Ave.	1,981	1,878
Ave. 26 - N.Figueroa	3,105	1,970
Sunset-Spring	3,442	3,514
8th - Spring	1,736	1,754
8th - Figueroa	1,775	1,700
8th - Vermont	544	225

LAMTA PASSENGER LOAD COUNTS FROM 6:00 A.M. TO 11:00 P.M.

1957 - 1958

Checking Point	Number of Passengers NB/EB	SB/WB
Line 30		
First-Evergreen	218	201
Line 42		
Slauson-Crenshaw	331	408
54th - Crenshaw	811	705
Line 43		
Ave. 50 - Monte Vista	215	209
Line 45		
Colorado-Eagle Rock	111	114
Yosemite-Eagle Rock	203	159
Line 31		
Monroe-Vermont	595	535
Fountain-Vermont	765	620
Prospect-Vermont	676	630
Riverside-Griffith Pk. Blvd.	144	106
Field House	24	8
Line 32		
Olympic-Indiana	210	205
Dozier-Rowan	519	463
Pomeroy-City Terrace	435	486
State College	282	271
Line 34		
Bellflower-Ash	58	73
Lakewood-Center	178	214
Rosecrans-Paramount	228	246
Fernwood-Long Beach	371	435
Alameda - 103rd St.	430	473
Alameda-Slauson	407	462
Los Angeles Terminal	315	415
Line 34 - Express		
Rosecrans-Orange	129	113
Los Angeles Terminal	100	119
Line 35 - Flyer		
Temple-Hill	410	439
Line 36		
103rd-Graham	2,922	2,568

Checking Point	Number of Passengers NB/EB	SB/WB
Line 37		
184th - Avalon	213	217
Line 87		
Chandler-Lankershim	193	174
Line 38		
Long Beach-Vernon Aves.	1,773	1,955
Line 10		
Vernon-Vermont	256	259
Line 18		
Exposition-Vermont	1,388	1,426
Jefferson-Broadway	1,491	1,491
Line 23		
Leonis-Soto	327	209
Line 27		
54th - Normandie	543	602
Vernon-Vermont	658	788
Line 39		
Glen Oaks-Orange Ave.	-	190
Burchett-Brand	1,077	1,195
Broad-Brand	1,707	1,822
San Fernando-Brand	2,282	2,313
Glendale-Riverside	2,539	2,606
Glendale-Ewing	3,594	3,087
Glendale-Montana	3,570	3,644
Temple-Grand	3,449	3,497
Olympic-Main	162	37
Line 40		
Long Beach-Firestone	792	819
Line 41		
36th and Hoover	297	72
Adams-Hoover	1,031	973
Olympic-Alvarado	2,535	2,379
Eighth-Alvarado	2,655	2,177
Sixth-Alvarado	3,273	3,012
Beverly-Alvarado	2,186	2,451
Glendale-Montana	252	613

LAMTA PASSENGER LOAD COUNTS FROM 6:00 A.M. TO 11:00 P.M.

1957 - 1958

Checking Point	Number of Passengers NB/EB	SB/WB
Line 44		
Beverly-Santa Monica	190	168
Beverly-La Cienega	685	678
Beverly-Fairfax	1,367	1,828
Beverly-La Brea	2,356	2,605
Beverly-Western	2,857	2,996
Beverly-Vermont	5,010	5,294
Via Hollywood Freeway	790	725
Via Beverly Blvd.	4,220	4,569
Beverly-Alvarado	4,597	4,443
Second-Fremont	6,046	6,163
Via Hollywood Freeway	805	811
Via Beverly Blvd.	5,241	5,352
Ninth-Olive	6	71
Line 46		
Florence-Seville	733	607
Line 53		
Century-Imperial	456	424
Abbott-Alexander	573	609
County Farm	644	751
Line 65		
Sunset-Park	271	316
San Fernando-Figueroa	403	480
Line 72		
Slauson-Avalon	421	431
Line 47		
Whittier-Simmons	279	237
Whittier-Ford	1,755	1,310
Eighth-Mirasol	3,096	2,061
Olympic-Soto	3,453	3,407
Olympic-Central	4,102	3,735
Eighth-Main	3,028	3,079
Fourth-Main	2,871	2,667
Fourth-Merrick	2,163	2,290
Fourth-Indiana	416	415

Checking Point	Number of Passengers NB/EB	SB/WB
Line 49		
Century-Figueroa	113	87
Manchester-Figueroa	312	255
Florence-Figueroa	800	765
Slauson-Figueroa	1,543	1,373
Vernon-Figueroa	2,875	2,320
Adams-Figueroa	3,297	2,928
Pico-Flower	3,984	3,543
Sixth-Flower	2,824	3,190
Sixth-Maple	4,035	4,118
16th - Maple	3,305	3,620
Vernon-Woodlawn	2,012	2,582
Florence-San Pedro	714	794
Manchester-San Pedro	77	418
Line 50		
Florence-Crenshaw	717	715
Florence-Western	1,320	751
Florence-Broadway	1,629	1,634
Florence-Pacific	2,063	1,887
Slauson-Soto	1,484	1,382
Leonis-Soto	1,790	1,424
Olympic-Soto	2,435	2,439
First-Soto	5,084	4,886
State-Marengo	2,934	3,078
Griffin-Main	1,273	1,341
Ave. 20 - Pasadena	401	455
Line 51		
Catalina - I St.	106	102
Pacific-Emerald	219	224
Manhattan Ave. - Manhattan Blvd.	455	463
Richmond-Grand	625	668
Venice-National	360	401
La Tijera-Sepulveda	710	687
La Tijera-Centinella	996	932
La Dera Slauson	869	1,037
Santa Barbara-Figueroa	897	976
Venice-Olive	989	1,250
5th - Olive	216	235

LAMTA PASSENGER LOAD COUNTS FROM 6:00 A.M. TO 11:00 P.M.

1957 - 1958

Checking Point	Number of Passengers NB/EB	SB/WB
Line 52		
Mayflower-Live Oak	32	18
1st Ave.-Huntington Dr.	65	59
Baldwin-Los Tunas	426	391
Garfield-Main	1,011	1,107
Huntington-Maycrest	1,388	1,390
Eastern-Valley	299	222
Line 54		
Regent-Grevillea	46	30
Manchester-Normandie	1,835	1,833
Broadway-Manchester	1,568	1,580
Manchester-Central	1,216	1,280
Palm Pl. Loop	510	523
Line 55		
6th - Central	316	326
Line 58-W		
Whittier Station	488	545
Whittier - 2nd St.	1,275	1,107
Whittier-Saybrook	1,799	1,591
Whittier-Atlantic	2,075	1,903
Whittier-Indiana	2,245	2,194
6th - Maple	1,850	1,368
Line 58-S-D		
6th - Central	748	706
Line 60		
Los Angeles-Commercial	-	665
Main-Commercial	840	-
Line 62		
Magnolia-Jefferson	264	408
Line 63-C		
Cornwell-Marengo	1,014	860
Brooklyn-Rowan	537	448
Arcadia-Alameda	-	251
Commercial-Alameda	305	-

Checking Point	Number of Passengers NB/EB	SB/WB
Line 64		
Rosemead-Colorado	38	46
Myrtle Ave. (Monrovia)	33	61
Line 63-V		
El Monte Station	154	180
Garfield-Valley	1,007	940
Lincoln Pk-R.R.crossing	1,689	1,633
6th - Los Angeles	1,239	855
Line 66		
Wilmington Station	505	597
Line 67		
Maycrest-Huntington	190	146
Line 68		
Maycrest-Huntington	710	763
Line 69		
Los Angeles-Commercial	-	481
San Pedro-Market	400	-
Line 70		
Colorado-Lake	697	652
Maycrest-Huntington	845	721
Line 71		
Mission-Fair Oaks	831	774
Maycrest-Huntington	760	797
Line 73		
54th - 2nd Ave.	121	139
Line 77		
Gage-Miles	991	983
Slauson-Pacific	1,063	1,036
Line 78		
Fountain-Hyperion	421	510
Line 99		
Wilshire - La Cienega	412	402

LAMTA PASSENGER LOAD COUNTS FROM 6:00 A.M. TO 11:00 P.M.

1957 - 1958

Checking Point	Number of Passengers NB/EB	SB/WB
Line 75-S		
Sunset-Main	399	317
Santa Monica-Centinella	720	651
Santa Monica-Sawtelle	1,029	933
Santa Monica-Canon Dr.	1,574	1,677
Carthay-Circle	1,703	1,857
Olympic-Western	1,601	1,584
Olympic-Figueroa	1,111	1,085
Olympic-Main	903	871
1st - Hill	2	-
Line 75-V		
Sunset-Main	434	395
Venice High School	835	825
Venice-Overland	1,368	1,252
Venice-Fairfax	2,065	1,919
Venice-Crenshaw	2,499	2,653
Venice-Vermont	2,793	2,890
Venice-Figueroa	2,820	2,839
Olympic-Main	1,758	1,923
1st - Hill	17	5
Line 76		
Pacific Coast Highway	-	-
Sunset-Swarthmore	40	42
Sunset-Bristol	155	184
Sunset-Sepulveda	257	335
Sunset-Hilgard	255	308
Beverly-Robertson	164	239
Beverly-Vermont	90	175
5th - Olive	32	114
Line 79		
Garfield-Main	273	154
Line 80		
Huntington-Eastern	141	169

Checking Point	Number of Passengers NB/EB	SB/WB
Line 82		
Wilshire-Fairfax	1,608	1,693
Wilshire-La Brea	3,520	3,915
Wilshire-Western	4,959	4,985
Wilshire-Vermont	5,354	5,675
Wilshire-Alvarado	4,454	5,165
Wilshire-Figueroa	3,593	4,551
Seventh-Olive	2,155	3,006
Line 83-S		
Sunset-Laurel Canyon	320	370
Sunset-La Brea	1,410	1,379
Sunset-Vine	-	-
Sunset-Western	2,870	3,057
Melrose-Vermont	4,291	4,269
Temple-Hill	4,127	4,045
Eighth-Hill	1,138	1,030
Line 83-W		
Ocean-Colorado	138	112
Wilshire-Westwood	2,755	2,753
U.C.L.A.	468	324
Wilshire-Santa Monica	3,244	3,344
Wilshire-Robertson	5,158	5,202
Wilshire-Fairfax	5,544	6,108
Wilshire-Western	3,560	3,797
8th - Hill	1,341	1,350
Line 84		
Imperial-Western	329	260
Manchester-Western	1,685	1,351
Florence-Western	2,000	1,255
54th - Western	2,433	2,294
Adams-Western	4,984	3,953
Pico-Western	4,603	4,503
Wilshire-Western	4,217	4,173
Melrose-Western	3,190	2,986
Hollywood-Western	1,327	1,321

LAMTA PASSENGER LOAD COUNTS FROM 6:00 A.M. TO 11:00 P.M.

1957 - 1958

Checking Point	Number of Passengers NB/EB	SB/WB
Line 85		
Coliseum-Sycamore	144	66
Adams-La Brea	865	986
Wilshire-La Brea	2,699	2,568
Melrose-La Brea	2,155	1,753
Melrose-Vine	1,945	2,133
Pico-Crenshaw	2,827	2,851
Adams-Crenshaw	2,179	2,726
54th-Crenshaw	971	1,206
Florence-Crenshaw	700	941
Manchester-Crenshaw	443	563
Line 86		
Riverside-Los Feliz	1,037	1,011
Line 88		
Van Owen-Van Nuys	130	101
Line 90		
Van Owen-Van Nuys	289	213
Oxnard-Van Nuys	348	325
Line 89		
Pico-Fairfax	299	291
Wilshire-Fairfax	2,261	1,977
Beverly-Fairfax	2,180	2,311
Santa Monica-Fairfax	1,793	1,761
Hollywood-Vine	935	802
Santa Monica-St.Andrews	47	394
Line 91-W		
Santa Monica-Palm Ave.	990	964
Santa Monica-Canon Dr.	941	997
Hollywood-La Brea	1,070	1,187
Hollywood-Bronson	3,764	4,157
Sunset-Lucile	3,751	4,223
Sunset-Portia	3,631	4,965
Sunset-Grand	4,542	5,218
Olympic-Hill	229	146

Checking Point	Number of Passengers NB/EB	SB/WB
Line 91-S-F		
Santa Monica-Canon Dr.	535	506
Hollywood-La Brea	1,004	1,252
Hollywood-Bronson	557	475
Line 92		
Sierra Vista	89	116
Huntington-Eastern	931	891
Cornwell-Marengo	1,590	1,415
Mission Rd-Macy	1,604	1,419
6th - Los Angeles	1,168	528
Line 93		
Van Nuys Division	11	15
Chandler-Hazeltine	1,114	1,183
Chandler-Laurel Canyon	1,525	1,621
Lankershim-Magnolia	2,127	2,265
Cahuenga-Barham	2,937	2,869
Hollywood-Highland	2,364	2,551
Santa Monica-Western	2,747	2,755
Temple-Hill	3,016	3,142
17th - Olive	35	42
Line 94		
Santa Monica-Palm Ave.	244	203
Santa Monica-Highland	1,739	1,414
Santa Monica-Western	1,644	1,841
Sunset-Lucile	2,067	2,082
Sunset-Portia	2,941	2,606
Sunset-Grand	4,178	3,781
Olympic-Hill	290	442
Line J		
10th Avenue Loop	867	949
Jefferson-Vermont	3,446	2,916
Pico-Grand	4,522	4,340
Seventh-Grand	4,164	4,046
Seventh-Central	4,559	4,060
Vernon-Santa Fe	3,873	3,970
Palm Place Loop	1,398	1,819

LAMTA PASSENGER LOAD COUNTS FROM 6:00 A.M. TO 11:00 P.M.

1957 - 1958

Checking Point	Number of Passengers	
	NB/EB	SB/WB
Line P		
Pico-Rimpau	3,502	3,124
Pico-Vermont	7,208	7,383
Pico-Figueroa	9,308	8,999
First-San Pedro	8,797	8,888
First-Chicago	6,171	6,778
Dozier-Rowan	708	1,339
Line R		
Third - P.R of Way	166	160
Seventh-Vermont	2,305	2,322
Seventh-Pigueroa	4,795	4,735
Seventh-San Pedro	4,226	4,304
Seventh-Boyle	3,419	3,519
Whittier-Brannick	526	472

Checking Point	Number of Passengers	
	NB/EB	SB/WB
Line S		
Eighth-Western	686	541
Seventh-Vermont	2,128	2,089
Seventh-Figueroa	4,119	4,000
Seventh-San Pedro	4,052	4,000
Washington-San Pedro	3,657	3,531
Gage-Central	1,718	1,645
Manchester-Central	867	905
Line V		
Vernon Yards	289	136
Vernon-Avalon	4,181	4,497
Vernon-Vermont	4,098	4,707
Adams-Vermont	5,999	5,742
Pico-Vermont	7,153	4,614
Wilshire-Vermont	6,472	4,034
Monroe-Vermont	2,674	2,519

DEVELOPMENT OF PUBLIC TRANSPORTATION IN METROPOLITAN LOS ANGELES

Rapid Transit Via Bus on the Freeway System

On page 14 of our Report of May 5th, reference was made to the establishment of Express Bus routes using Freeways for this service. Three recent lines of this type have been established: the No. 35 West Valley Flyer, the No. 37 Harbor Freeway Flyer, and the No. 60 San Gabriel Valley Flyer. The lines have had varying degrees of success in attracting patronage.

The first of the freeway flyers was the No. 35 West Valley Flyer, which provides service between the San Fernando Valley and the Los Angeles Central Business District via the Hollywood Freeway. This line has shown a remarkable rate of growth in passenger volume, the passenger load in May of 1959 being four times greater than in August of 1958 when the line was begun. Service provided on the line has been continually increased to accommodate the greater patronage. The weekly trend of riding is shown in Figure 2 on the following page. Figure 2 shows the sum of passenger volumes in both directions at the maximum load point which generally correspond to the total volume for the line.

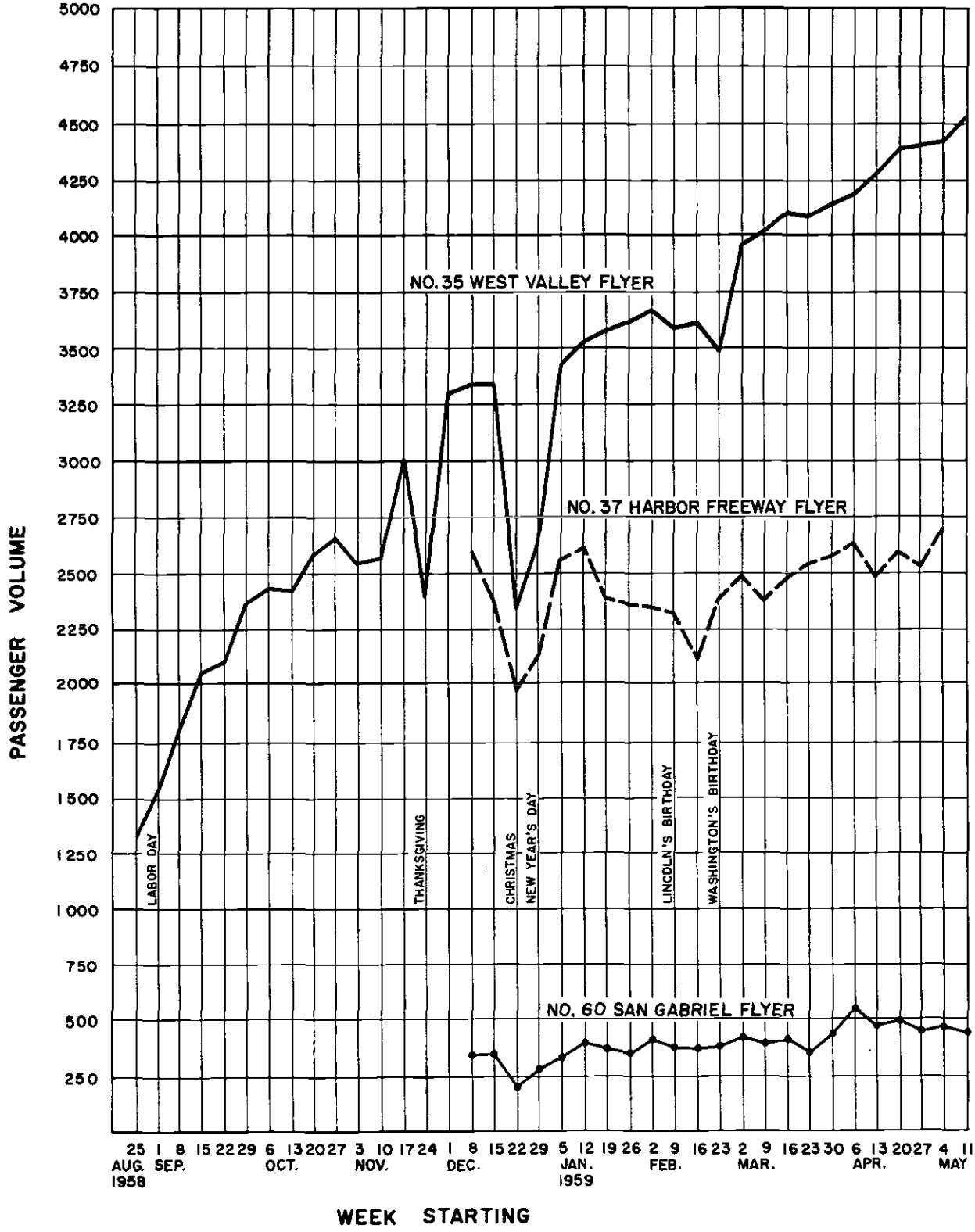
The No. 37 Harbor Freeway Flyer, which was a replacement for an abandoned rail operation, provides service from San Pedro and Wilmington to the Los Angeles Central Business District via the Harbor Freeway. This line commenced operations on December 8, 1958 and, as can be seen in Figure 2, the passenger volume has remained relatively constant.

Also established on December 8, 1958 was the No. 60 San Gabriel Valley Flyer, which provides service consisting of two inbound A.M. trips and two outbound P.M. trips between Pomona and West Covina and the Los Angeles Central Business District via the San Bernardino Freeway. This line has had a modest increase in passenger volume, with the outbound riding having a greater rate of growth than the inbound riding. The weekly volume on this line is also shown in Figure 2.

FIGURE NO. 2

WEEKLY PASSENGER VOLUME

AT MAXIMUM LOAD POINT ON THREE FREEWAY FLYER LINES



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A number of reasons can be ascribed for the differing success which the freeway flyers have had. The No. 35 line provides a through-ride service to the San Fernando Valley which had not previously been available to residents of that area. From the growing volume it appears that this type of service met a need that had not heretofore been satisfied. On the other hand, the No. 37 line essentially replaces a former rail line. Since this does not provide a new type of service to the area, the line could be expected to show an increasing volume only to the extent that the bus operation better serves either the origin or destination of prospective passengers. The No. 60 line supplements an already existing express service using the San Bernardino Freeway as well as a local service from the same area of the San Gabriel Valley to the Central Business District.

Another possible cause for the variation in public acceptance of the three lines has been the extent of their reliability in providing on-time service. Table 2 on the following page shows the deviations from scheduled running time for typical fall, winter and spring weeks for the three lines. The figures shown, based on records kept by the individual bus operators of their actual schedule performance, are weekly averages of the daily reports of minutes ahead and behind schedule. It will be noted in the case of the No. 35 line that both the inbound and outbound trips at the height of the rush hour, as might be expected, have the greatest deviation from schedule. These data are based on the time from the other terminal of the line to the boundary of the Central Business District at Temple and Hill Streets so that variations within the C.B.D. are eliminated.

For the No. 37 line, both the inbound and outbound trip in the peak hour show the least satisfactory schedule adherence. While the weekly average deviations for the inbound trips on the No. 60 line are not great, it should be pointed out that the day-to-day variation often has a wide range. For example, on the 6:25 A.M. trip during the week of January 12, 1959, the actual day-to-day

SCHEDULE ADHERENCE OF THREE FREEWAY FLYER LINES

#35 WEST VALLEY FLYER (HOLLYWOOD FREEWAY)

Inbound Trips			Outbound Trips		
Time Leaving Terminal	Deviations		Time Leaving Terminal	Deviations	
	Minutes Late	Minutes Early		Minutes Late	Minutes Early
Week of 10/13/58					
6:19 a.m.		2	4:11 p.m.		3
6:39 a.m.	8		4:28 p.m.	1	
6:49 a.m.	8		4:38 p.m.	2	
7:09 a.m.	5		4:48 p.m.	3	
7:19 a.m.	4		5:00 p.m.	3	
7:39 a.m.	5		5:18 p.m.	2	
7:49 a.m.	5		5:44 p.m.	1	
Week of 1/12/59					
6:14 a.m.		3	2:50 p.m.		4
6:29 a.m.	3		3:40 p.m.		4
6:44 a.m.	7		4:10 p.m.	1	
7:06 a.m.	7		4:28 p.m.	5	
7:19 a.m.	5		4:35 p.m.	1	
7:39 a.m.	8		4:45 p.m.	9	
8:27 a.m.	1		4:55 p.m.	9	
8:57 a.m.		3	5:10 p.m.	10	
9:27 a.m.		4	5:42 p.m.	6	
			6:10 p.m.		1
Week of 4/6/59					
6:14 a.m.		2	2:50 p.m.		2
6:21 a.m.		1	3:40 p.m.		2
6:35 a.m.	4		4:10 p.m.	1	
6:45 a.m.	8		4:23 p.m.	4	
7:06 a.m.	7		4:32 p.m.	2	
7:19 a.m.	6		4:40 p.m.	8	
7:39 a.m.	8		4:49 p.m.	7	
8:27 a.m.	- On time -		4:58 p.m.	6	
8:57 a.m.		6	5:10 p.m.	4	
9:27 a.m.		4	5:42 p.m.	3	
			6:10 p.m.		3

SCHEDULE ADHERENCE OF THREE FREEWAY FLYER LINES

#37 HARBOR FREEWAY FLYER

Inbound Trips			Outbound Trips		
Time Leaving Terminal	Deviations		Time Leaving Terminal	Deviations	
	Minutes Late	Minutes Early		Minutes Late	Minutes Early
Week of 1/12/59					
5:40 a.m.	1		3:10 p.m.	- On time -	
6:40 a.m.	10		4:10 p.m.	1	
7:40 a.m.		2	5:10 p.m.	9	
8:40 a.m.		1	6:10 p.m.	2	
Week of 4/6/59					
5:32 a.m.		5	3:20 p.m.	1	
6:32 a.m.	9		4:30 p.m.	5	
7:32 a.m.	- On time -		5:05 p.m.	9	
8:32 a.m.		1	6:10 p.m.	- On time -	

#60 SAN GABRIEL FLYER (SAN BERNARDINO FREEWAY)

Week of 1/12/59					
6:25 a.m.	5		5:20 p.m.	12	
6:55 a.m.	4		5:50 p.m.	11	
Week of 4/6/59					
6:20 a.m.		4	5:15 p.m.	2	
6:45 a.m.		2	5:45 p.m.	- On time -	

variation ranged from 21 minutes late to four minutes early, while the weekly average for this trip was five minutes late. Marked deviation from schedule of this nature, caused principally by overcrowded conditions on the freeway, is an important factor in discouraging growth of patronage on this line.

CHARACTERISTICS OF THE LOS ANGELES AREA

Population

In Figure 3 on the following page the population of the ten largest Metropolitan Areas of the United States in 1950 has been charted from 1910 to 1950, based on Bureau of Census data developed by the Los Angeles Chamber of Commerce and projected to 1958 based on estimates contained in the publication "Sales Management".

The data have been charted on a logarithmic vertical scale so that the rate of growth of the various cities, as indicated by the slope of the line, can be compared. Two things in particular are revealed by this chart:

(1) Since 1910 Los Angeles has expanded at the most rapid rate of any of the major metropolitan areas.

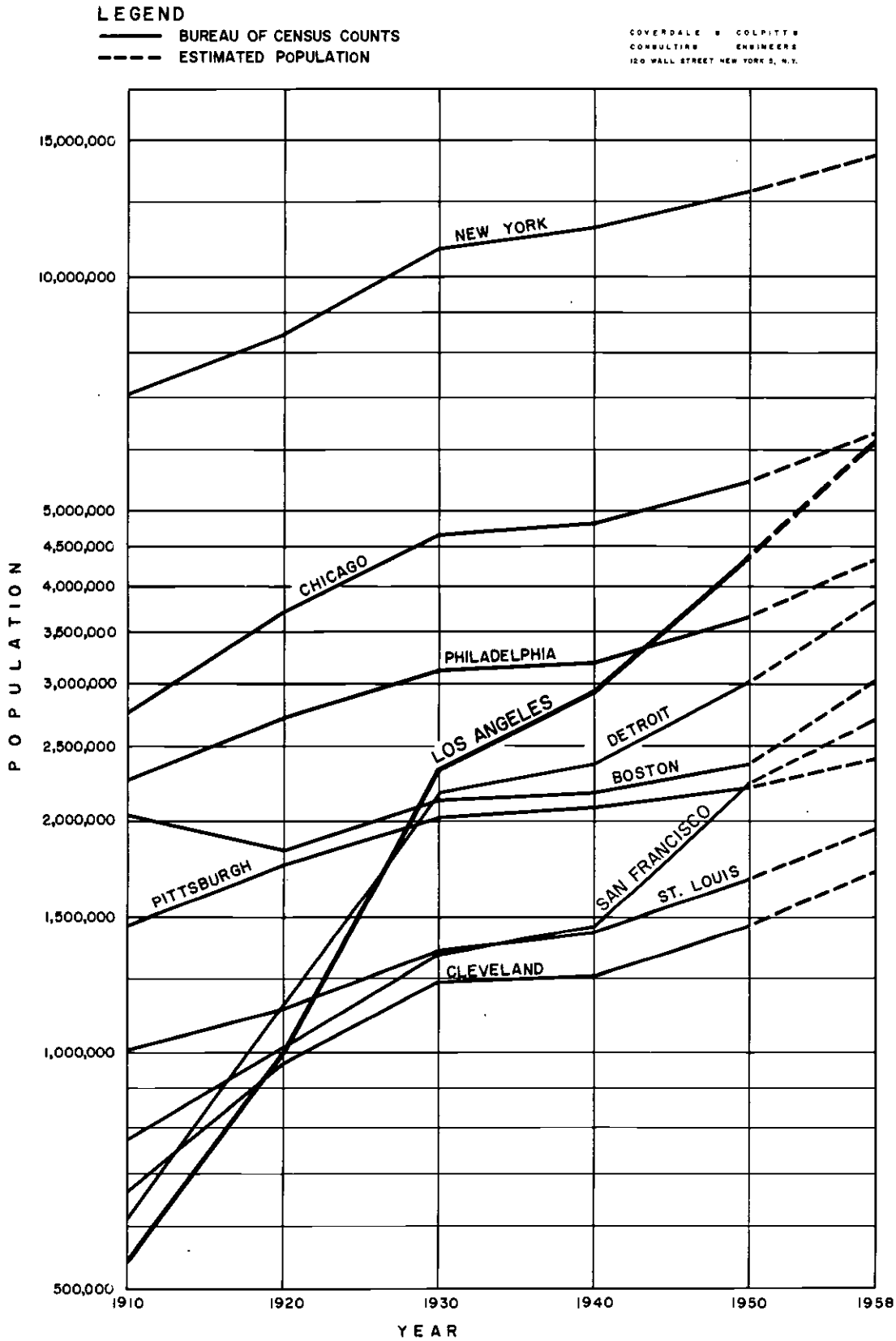
(2) The growth of Los Angeles into a major metropolitan area, unlike most of the other cities shown, did not occur until after reliable automobile transportation was generally available. This factor has had a profound effect on the pattern of area development.

Development of Residential Areas

Despite the enormous increase in persons living in Los Angeles, the population density has remained low. The high concentration of persons that has accompanied population growth in other areas of the country has not occurred generally in Los Angeles. Table 3, following Figure 3, lists 1958 estimated population, the area, and the population density for the 12 largest metropolitan areas and the major cities within the areas. The City of Los Angeles, with 5,100

POPULATION TRENDS

IN THE TEN LARGEST STANDARD METROPOLITAN AREAS
1910 – 1958



SOURCE: RESEARCH DEPARTMENT, LOS ANGELES CHAMBER OF COMMERCE
1958 ESTIMATES BY SALES MANAGEMENT SURVEY OF BUYING POWER

1958 POPULATION DENSITIES OF THE TWELVE LARGEST METROPOLITAN AREAS AND CITIES

Location	1958 Population (Est.)		Area in Square Miles		Density in Persons Per Square Mile	
	Metro-politan Area	City	Metro-politan Area	City	Metro-politan Area	City
	(000s Omitted)					
New York	14,330	7,785	3,939	315	3,640	24,700
Chicago	6,266	3,834	3,617	208	1,730	18,400
Los Angeles	6,109	2,328	4,866	454	1,260	5,100
Philadelphia	4,349	2,209	3,550	127	1,230	17,400
Detroit	3,843	1,950	1,965	138	1,960	14,100
Boston	3,003	742	770	48	3,900	15,500
San Francisco	2,701	802	3,314	45	815	17,800
Pittsburgh	2,408	685	3,053	54	790	12,700
St. Louis	1,965	870	2,520	61	780	14,300
Washington, D.C.	1,915	839	1,488	61	1,290	13,800
Cleveland	1,720	948	688	75	2,500	12,600
Baltimore	1,577	978	1,106	79	1,430	12,400

Source: Population estimates from Sales Management.

persons per square mile, has by far the lowest population density of the 12 cities. The metropolitan area, however, with 1,260 persons per square mile, is comparable to both Philadelphia and Washington, D. C., and ranks eighth among the 12 metropolitan areas.

Certain areas within Los Angeles have much greater density than the city-wide average; the densities along the rapid transit study corridors are listed in Tables 9 to 20 following page 26.

Other indications of the character of residential development are median family income and the median value of owner-occupied single family dwellings. Data regarding these indices are shown in Maps Nos. 2 and 3, respectively. These data are for 1950, the most recent year for which information is available. It is reasonable to suppose that a substantial increase in absolute values of these indices has occurred since 1950, but no data are available to indicate any marked change in the pattern.

Industrial Development

The growth in employment that has accompanied the expansion of population has occurred throughout the economy of the Los Angeles area. Employment data for 1949 and 1958, charted in Figure 4 following Map 3 for all wage and salary workers and eight categories thereof, shows that for this 10-year period the greatest numerical and percentage increase occurred in manufacturing employment, which gained 83 per cent.

Manufacturing employment figures are analyzed in greater detail in Figure 5, following Figure 4. It will be noted that in both 1949 and 1958 the aircraft industry provided the most employment of any type of manufacturing. The highest percentage growth, however, occurred in the "Machinery" category, which was more than five times greater in 1958 than in 1949.

MAP NO. 2

MEDIAN FAMILY INCOME
1950

LEGEND
- CENTRAL BUSINESS DISTRICT
- FREEWAYS
  - EXISTING
  - UNDER CONSTRUCTION
- ZONE BOUNDARIES
- 525 ZONE NUMBER

LEGEND
- NOT REPORTED
- 1000-1999
- 3000-3999
- 5000-5999
- 2000-2999
- 4000-4999
- 6000 AND OVER

SOURCE: U.S. BUREAU OF THE CENSUS

MAP OF
METROPOLITAN LOS ANGELES
1958

SCALE IN MILES

COVERDALE & COLPITTS
NEW YORK N.Y.

MEDIAN VALUE OF OWNER–OCCUPIED DWELLING UNITS

1950

LEGEND

- CENTRAL BUSINESS DISTRICT
- FREEWAYS
  - EXISTING
  - UNDER CONSTRUCTION
- ZONE BOUNDARIES
- 525 ZONE NUMBER

LEGEND

- NOT REPORTED
- 5000–7500
- 10,000–15,000
- 20,000 AND OVER
- 7500–10,000
- 15,000–20,000

SOURCE: U.S. BUREAU OF THE CENSUS

MAP OF METROPOLITAN LOS ANGELES

1958

SCALE IN MILES

COVERDALE & COLPITTS

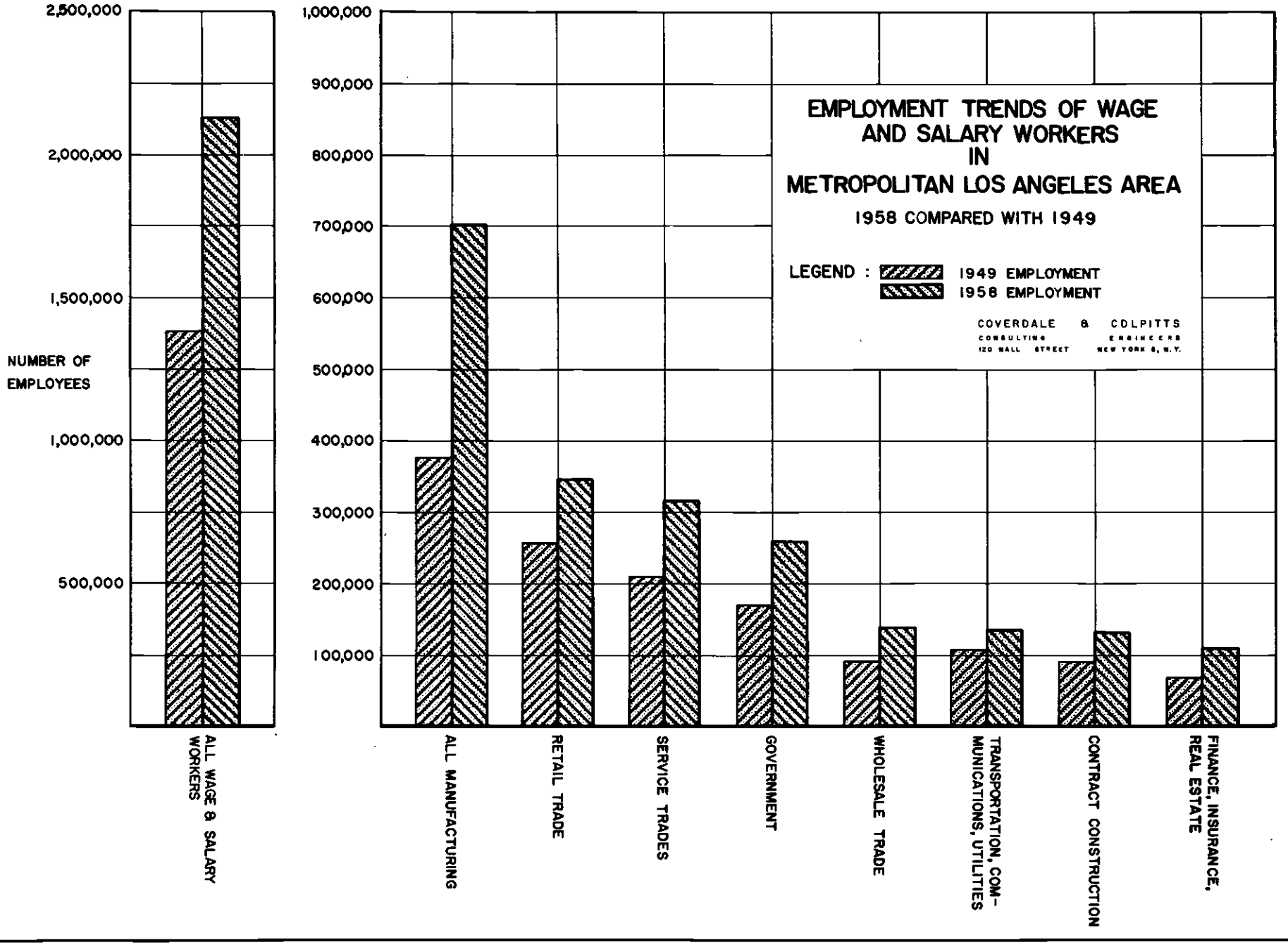


FIGURE NO. 4

SOURCE: CALIFORNIA STATE DEPARTMENT OF INDUSTRIAL RELATIONS
AND DEPARTMENT OF EMPLOYMENT

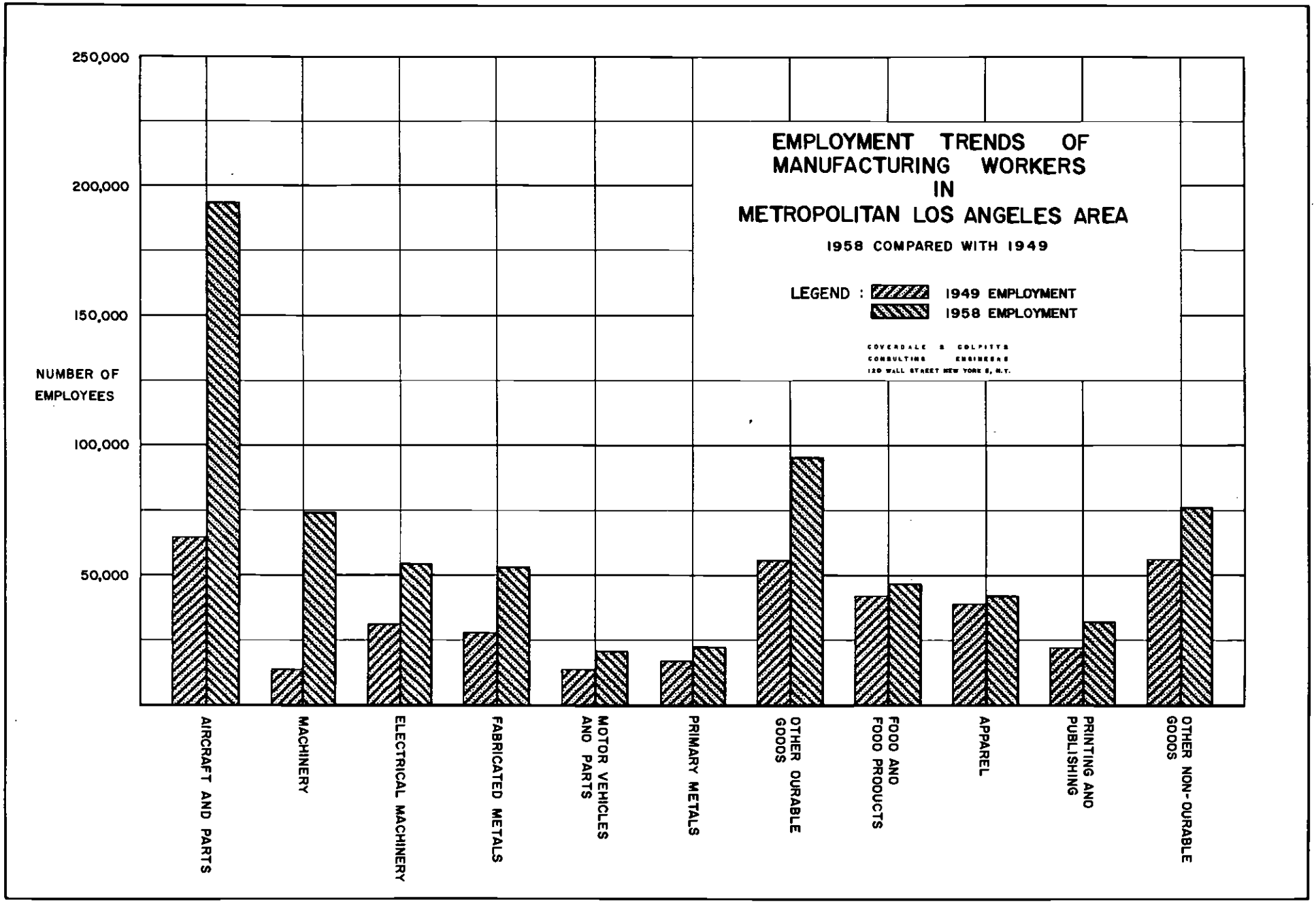


FIGURE NO. 5

SOURCE: CALIFORNIA STATE DEPARTMENT OF INDUSTRIAL RELATIONS AND DEPARTMENT OF EMPLOYMENT

Commercial Development

Studies of retail sales in Los Angeles reveal a pattern of continuing growth for the area as a whole. The sales in the Central Business District meanwhile show a general decline in the post World War II period. The results of two studies are shown in Tables 4 and 5 following. Table 4, based on the Census of Business taken in 1948 and 1954 and estimates for previous years made by the Los Angeles Chamber of Commerce, shows an over-all growth pattern for metropolitan Los Angeles in both retail and department store sales. Central Business District sales reached a peak in 1948 and subsequently have decreased. By 1954 retail sales in the Central Business District represented only 6.1 per cent of total Los Angeles sales.

Retail sales studies made by the Business Research Department of the Los Angeles Examiner cover somewhat larger areas for the downtown district and the over-all area and, therefore, cannot be directly compared to the other study. However, as shown by Table 5, the trend from 1954 to 1958 is similar: over-all sales are rising; downtown sales are decreasing.

TABLE 4

RETAIL AND DEPARTMENT STORE SALES OF METROPOLITAN LOS ANGELES AND THE CENTRAL BUSINESS DISTRICT

Year	Metropolitan Los Angeles		Central Business District		CBD As A Per Cent of Metropolitan Los Angeles	
	Retail Sales	Department Store Sales	Retail Sales	Department Store Sales	Retail Sales	Department Store Sales
	(000s Omitted)					
1929	$1,322,342	$143,503	$328,850	$106,761	24.9%	74.4%
1939	1,364,609	144,500	199,520	77,091	14.6	53.4
1948	4,587,689	479,890	451,009	181,003	9.8	37.7
1954	6,903,325	533,245	421,003	144,211	6.1	27.0

Source: Research Department, Los Angeles Chamber of Commerce, based on Census of Business in 1948 and 1954 and estimates for 1929 and 1939.

TABLE 5

RETAIL SALES IN THE LOS ANGELES PRIMARY MARKET AREA AND THE DOWNTOWN DISTRICT

Year	Los Angeles Primary Marketing Area	Downtown Los Angeles	Downtown As A Per Cent of Primary Market
	(000s Omitted)		
1954	$7,137,230	$510,851	7.2%
1955	8,074,000	500,746	6.2
1956	8,534,000	497,663	5.8
1957	9,134,000	491,815	5.4
1958	9,265,260	477,000	5.1

Source: Business Research Department, Los Angeles Examiner.

Downtown Los Angeles As A Trip Generator

The City of Los Angeles has made comprehensive cordon counts recording the number of vehicles and persons entering and leaving the Los Angeles Central Business District via all means of transportation on a typical weekday. Such counts were made in 1941, 1955 and 1957. Table 6 on the following page lists the total number of persons entering, leaving and accumulating in downtown Los Angeles by half-hour periods as recorded by those cordon counts. Table 6A sets forth the same data for transit passengers. Map 4 on the third following page shows the flow of vehicles of all types entering and leaving the Central Business District as recorded in 1957.

As shown by Table 6, in 1957 the maximum accumulation of persons using all modes of travel was 141,000. This occurred during the half-hour period ending at 12:30 p.m. The accumulation of transit passengers during the same period is shown by Table 6A to have been 74,000, or 52.5 per cent of the total accumulation.

The percentage of persons entering and leaving downtown Los Angeles throughout an entire day making their trip via transit has remained relatively constant since 1941 at approximately 30 per cent. The figures for the three years in Tables 6 and 6A are shown below:

Per Cent of Persons Using Mass Transit To and From Los Angeles Central Business District

Year	Mass Transit Passengers Entering and Leaving CBD	Total Persons Entering and Leaving CBD	Per Cent By Transit
1941	545,000	1,714,000	31.8%
1955	416,000	1,378,000	30.2
1957	419,000	1,380,000	30.4

PERSONS ENTERING, LEAVING, AND ACCUMULATED BY HALF-HOUR PERIODS IN DOWNTOWN LOS ANGELES

1941, 1955, AND 1957

Time Period Ending	1941			1955			1957		
	Persons In	Persons Out	Accumulation	Persons In	Persons Out	Accumulation	Persons In	Persons Out	Accumulation
6:30 AM	11,097	8,170	2,927(1)	10,006	6,802	3,204(1)	10,469	7,483	11,312(2)
7:00	19,347	14,338	7,936	18,773	11,937	10,040	19,970	12,954	18,328
7:30	35,713	20,003	23,646	43,491	20,547	32,984	44,879	23,231	39,976
8:00	55,809	30,415	49,040	62,817	26,575	69,226	59,411	28,010	71,377
8:30	53,729	22,313	80,456	44,605	19,174	94,657	43,174	20,321	94,230
9:00	44,050	19,492	105,014	33,736	15,959	112,434	33,706	16,854	111,082
9:30	32,759	16,703	121,070	23,223	13,028	122,629	23,961	13,558	121,485
10:00	30,680	17,451	134,299	21,125	13,393	130,361	20,603	13,665	128,423
10:30	29,445	19,384	144,360	20,512	14,765	136,108	19,355	15,483	132,295
11:00	30,219	20,388	154,191	21,180	15,968	141,320	20,028	15,540	136,783
11:30	27,914	21,592	160,513	19,861	16,942	144,239	19,271	17,430	138,624
12:00 N	27,725	23,270	164,968	20,162	18,260	146,141	20,125	18,418	140,331
12:30 PM	27,499	23,905	168,562	19,629	18,234	147,536	19,475	18,862	140,944
1:00	25,662	23,129	171,095	18,700	17,605	148,631	18,230	18,994	140,180
1:30	24,591	22,572	173,114	18,499	18,262	148,868	18,195	18,119	140,256
2:00	25,386	23,742	174,758	19,114	19,521	148,461	18,368	19,495	139,129
2:30	25,196	26,675	173,279	20,440	21,262	147,639	19,244	19,636	138,737
3:00	25,837	28,187	170,929	19,639	23,025	144,253	19,552	23,060	135,229
3:30	27,160	31,630	166,459	21,346	24,259	141,340	20,495	23,744	131,980
4:00	29,079	32,799	162,739	24,003	27,624	137,719	22,952	27,451	127,481
4:30	30,328	39,267	153,800	29,145	39,964	126,900	29,734	40,173	117,042
5:00	36,076	52,230	137,646	31,377	61,604	96,673	33,350	59,663	90,729
5:30	34,397	68,363	103,680	29,299	63,230	62,742	29,888	61,592	59,025
6:00	26,671	52,261	78,090	20,468	43,784	39,426	19,689	41,994	36,720
6:30	21,604	37,274	62,420	14,730	28,208	25,948	15,733	28,689	23,764
7:00	20,540	24,818	58,142	12,204	16,508	21,644	13,517	16,945	20,336
7:30	20,744	22,062	56,824	11,482	12,849	20,277	11,232	12,845	18,723
8:00	20,501	19,609	57,716	10,654	11,436	19,495	10,309	11,042	17,990
8:30	18,080	19,059	56,737	9,784	11,093	18,186	9,782	11,223	16,549
9:00	13,711	19,398	51,050	8,451	11,115	15,522	8,452	10,749	14,252
9:30	13,328	18,938	45,440	7,565	11,338	11,749	7,876	10,906	11,222
10:00	12,094	17,656	39,878	7,229	10,748	8,230	6,879	10,865	7,236
16-Hour Total	876,971	837,093		693,249	685,019		687,904	688,994	

Source: Cordon Count, Downtown Los Angeles, 1941, 1955, 1957, City of Los Angeles, Department of Traffic.

Notes:
(1) No estimate of accumulation prior to 6:30 AM available.
(2) Estimated accumulation prior to 6:30 AM, 8,326.

TRANSIT PASSENGERS ENTERING, LEAVING, AND ACCUMULATED BY HALF-HOUR PERIODS IN DOWNTOWN LOS ANGELES

1941, 1955, AND 1957

Time Period Ending	1941			1955			1957		
	Persons In	Persons Out	Accumulation	Persons In	Persons Out	Accumulation	Persons In	Persons Out	Accumulation
6:30 AM	4,872	3,427	1,445(1)	4,930	2,808	2,122(1)	4,728	3,099	6,929(2)
7:00	7,956	5,151	4,250	8,456	4,247	6,331	8,489	4,598	10,820
7:30	16,547	7,260	13,537	18,169	6,585	17,915	20,580	7,507	23,893
8:00	22,653	10,378	25,812	25,529	7,635	35,809	23,926	8,390	39,429
8:30	22,283	6,750	41,345	18,759	5,002	49,566	17,241	5,683	50,987
9:00	17,734	5,138	53,941	11,945	4,063	57,448	11,255	4,296	57,946
9:30	11,916	3,780	62,077	6,997	2,421	62,024	7,047	2,597	62,396
10:00	10,958	3,993	69,042	6,364	2,542	65,846	5,920	2,847	65,469
10:30	10,225	4,486	74,781	5,988	2,664	69,170	5,545	2,968	68,046
11:00	10,529	4,866	80,444	6,179	3,197	72,152	5,581	2,932	70,695
11:30	9,365	5,557	84,252	5,401	3,490	74,063	5,303	3,570	72,428
12:00 N	8,775	5,989	87,038	5,348	3,746	75,665	5,069	4,009	73,488
12:30 PM	7,779	6,298	88,519	5,107	3,972	76,800	4,864	4,127	74,225
1:00	7,296	6,381	89,434	4,926	4,383	77,343	4,439	5,240	73,424
1:30	6,902	6,607	89,729	4,275	4,575	77,043	4,263	4,667	73,020
2:00	7,024	7,013	89,740	4,487	5,254	76,276	4,355	5,442	71,933
2:30	6,755	8,165	88,330	4,348	5,557	75,067	4,326	5,375	70,884
3:00	7,016	9,244	86,102	4,409	6,504	72,972	4,513	5,832	69,565
3:30	7,782	10,862	83,022	5,142	7,235	70,879	5,637	7,267	67,935
4:00	8,533	11,482	80,073	6,204	8,738	68,345	6,645	8,865	65,715
4:30	9,250	14,735	74,588	7,298	13,678	61,965	8,428	13,510	60,633
5:00	10,599	20,138	65,049	7,572	23,558	45,979	9,327	22,925	47,035
5:30	10,373	29,006	46,416	7,031	27,519	25,491	8,238	26,345	28,928
6:00	6,933	22,938	30,411	4,017	18,519	10,989	4,698	17,308	16,318
6:30	4,996	14,547	20,860	3,023	11,818	2,194	3,593	11,621	8,290
7:00	4,217	8,044	17,033	2,500	5,567	- 873(3)	3,481	5,862	5,909
7:30	3,535	5,596	14,972	2,059	3,392	-2,206(3)	1,976	3,681	4,204
8:00	3,212	4,371	13,813	1,742	2,690	-3,154(3)	1,644	2,882	2,966
8:30	2,817	3,870	12,760	1,511	2,715	-4,358(3)	1,235	2,685	1,516
9:00	2,057	4,846	9,971	1,394	2,646	-5,610(3)	1,286	2,597	205
9:30	2,302	4,692	7,581	1,264	2,560	-6,906(3)	1,228	2,344	-911
10:00	1,917	4,325	5,173	1,319	2,641	-8,228(3)	1,095	2,418	-2,234
16-Hour Total	275,108	269,935		203,693	211,921		205,955	213,489	

Source: Cordon Count, Downtown Los Angeles, 1941, 1955, 1957, City of Los Angeles, Department of Traffic

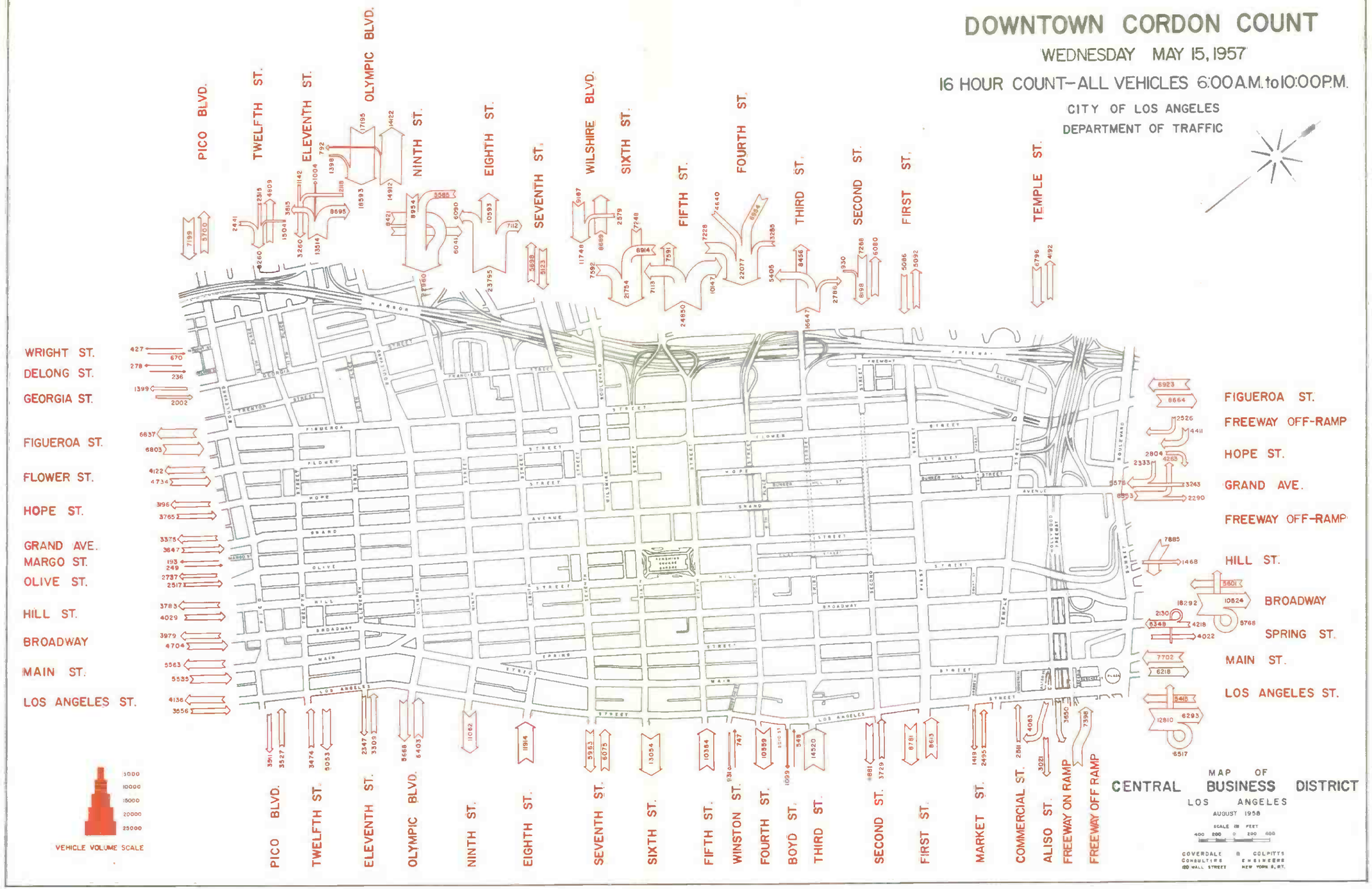
Notes:
(1) No estimate of accumulation prior to 6:30 AM available.
(2) Estimated accumulation prior to 6:30 AM, 5,300.
(3) Negative figures due in part to lack of initial accumulation prior to 6:30 AM.

DOWNTOWN CORDON COUNT

WEDNESDAY MAY 15, 1957

16 HOUR COUNT–ALL VEHICLES 6:00 A.M. to 10:00 P.M.

CITY OF LOS ANGELES
DEPARTMENT OF TRAFFIC



MAP OF
CENTRAL BUSINESS DISTRICT
LOS ANGELES
AUGUST 1958

SCALE IN FEET
400 200 0 200 400

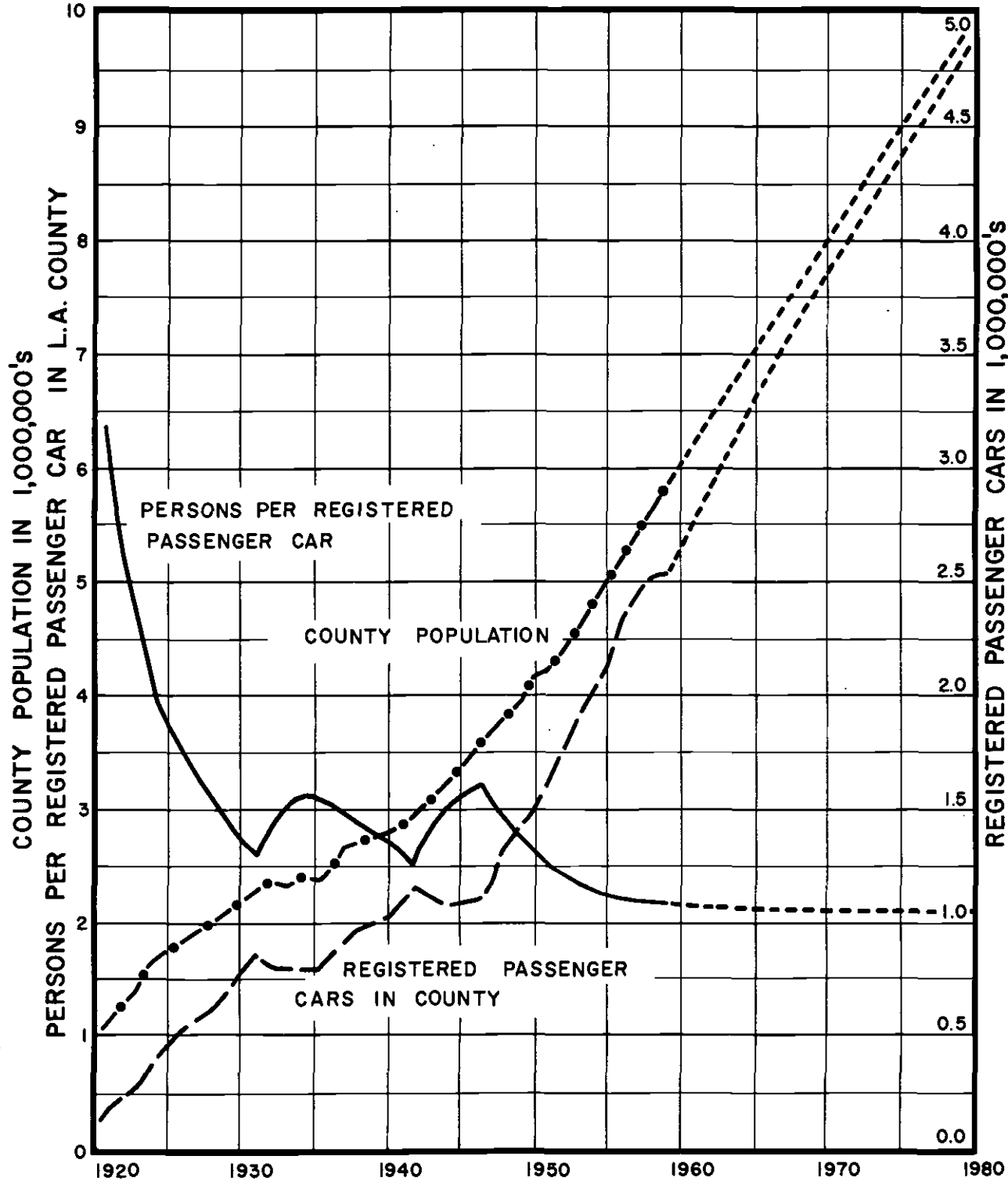
COVERDALE & COLPITTS
CONSULTING ENGINEERS
100 WALL STREET NEW YORK 5, N.Y.

Growth in Private Automobile Registration

Figure 6, which follows, shows a comparison of the population in the metropolitan area of Los Angeles with the number of automobiles registered from 1920 to 1958, with both projected to 1980. From this data, a curve of the number of persons per registered automobile has been derived and the future projection indicates that by 1980 there will be a car for nearly every two persons.

FIGURE NO. 6

REGISTERED PASSENGER CARS AND POPULATION —— LOS ANGELES COUNTY



ESTIMATED -------

COVERDALE & COLPITTS
CONSULTING ENGINEERS
120 WALL STREET NEW YORK 5, N.Y.

USE OF PUBLIC TRANSPORTATION IN LARGE METROPOLITAN AREAS

To amplify our report of May 5, 1959, we have assembled additional information on the use of public transportation in the core cities of the twelve large metropolitan areas, as shown on page 20 of said report. Certain figures for 1957 have been revised to reflect more detailed information, particularly as to the total use of rapid transit facilities in Chicago and Boston and also the total revenue passengers on the many local transit companies in New York City. Comparable figures for 1958 have been added.

Table 7, on the following page, shows the use of public transportation (motor bus, trolley bus, streetcar and rapid transit) in the core cities of the twelve largest metropolitan areas in the United States and for Toronto, Ontario, and Montreal, Quebec, Canada. It is common knowledge that with very few exceptions the use of such public transit facilities has been declining since the end of World War II. This is well illustrated by the experience in Los Angeles as shown on page 13 of our report of May 5, 1959. This declining trend apparently was accelerated by the depressed economic conditions during most of 1958 and serious losses of traffic are shown for many of the cities. Traffic figures reported in the trade journals for the early months of this year indicate that on most systems 1959 traffic will be greater than 1958 traffic, but will not approach the 1957 figures, particularly in the cities suffering the greatest losses in 1958.

TOTAL REVENUE PASSENGERS ON LOCAL SURFACE AND RAPID TRANSIT ROUTES IN CORE CITY OF METROPOLITAN AREA
(Millions of Passengers Per Year)

Location	1957	1958
New York	2,264(a)	2,248(a)
Chicago	582	533
Los Angeles	193(b)	182(b)
Philadelphia	359	343
Detroit	180	150
Boston	212	205
San Francisco	141	140
Pittsburgh	95-100(c)	85
St. Louis	115	99
Cleveland	145(d)	130(d)
Washington, D.C.	127	127
Baltimore	117	109
Toronto	295	291
Montreal	293	286

(a) Includes traffic for the New York City Transit Authority and all major surface transportation companies in Manhattan, Bronx, Brooklyn and Queens but not for Staten Island. Figures for some private companies estimated from revenues.

(b) Traffic affected by strike from December 1, 1957, to January 24, 1958.

(c) Adjusted for strike.

(d) Estimated from revenue. No passenger figures published.

Table 8 shows the total number of passengers, both revenue and transfer, using the rapid transit facilities in the six cities in the United States and Canada which have such facilities. While reductions are evident in these figures they are not nearly so serious as the total reduction in transit riders and cannot be interpreted as a trend. In all instances the improvements or additions to the system have been so extensive in the last ten years as to make inapplicable trends based on earlier periods.

TABLE 8

TOTAL REVENUE AND TRANSFER PASSENGERS USING RAPID TRANSIT FACILITIES IN SIX CITIES
(Millions of Passengers Per Year)

	1957	1958
New York	1,339	1,323
Chicago	167(a)	159(a)
Philadelphia	140	134
Boston	124(b)	120(b)
Cleveland	22	22
Toronto	72	70

(a) Estimated from figures for revenue passengers using distribution of 32.8% transfer passengers and 67.2% revenue passengers as reported in the June 19, 1959 issue of PASSENGER TRANSPORT.

(b) 1957 from recent engineering study for additional subway facilities; 1958 figures are same percentage of total revenue passengers as 1957. Boston figures include streetcar subway riders as well as riders using rapid transit system.

Additions and Improvements to Rapid Transit Systems in the Post World War II Period

The following discussion serves only to high light the type of program being followed by the agencies responsible for the development of rapid transit in each of the six cities and is not intended to be a summary of all of the changes made in the last thirteen years.

New York

In the post World War II period the New York subways have undergone a $600 million improvement program. Most of the expenditures have been to improve the present extensive system by providing new rolling stock, modernizing signal systems and providing additional track connections between routes of the three former systems, thereby increasing the capacity of the system without constructing new lines. The only addition of note was the purchase from the Long Island Railroad of a line to the Rockaway section about to be abandoned, bringing the total miles of first main track to 237.

Chicago

In the postwar period the Chicago Transit Authority has concentrated on developing its rapid transit facilities into a network of express services. Lightly used branches and extensions have been eliminated and many local stations have been closed. New cars have replaced all of the old wooden equipment formerly used on the elevated lines. A new section of subway was opened which connects the service from the northwest to the new line in the center mall of the Congress Street Expressway, operating through the Loop under Dearborn Street. This line in the center of the Expressway is completed for a little over half its final length and this section was placed in operation in 1958. Construction on the west end is expected to be completed in the next year and in the meantime temporary facilities are being used. The system now has 68 miles of first main track. Present traffic figures on this line show a very favorable public response, but it is too early to make a quantitative evaluation of the traffic volume which can be expected to use the completed facility. The Authority has developed an extensive program for future extensions and new routes, but the present construction program is concentrated on getting more capacity on the present routes.

Philadelphia

Philadelphia has perhaps been the slowest of the cities having extensive rapid transit systems to make changes in the postwar period. Most of the changes to date have been within the present route pattern. An additional service was opened under Locust Street to provide better distribution of passengers from New Jersey and a short extension was added to the north end of the subway under Broad Street to connect with a large parking lot. The rapid transit and streetcar subway under Market Street were extended west under the Schuylkill River replacing a section of elevated, and additional tracks are now being laid in the Broad Street Subway to provide more express service. There are at present 26 miles of first main track on the rapid transit system and 3 miles of streetcar subway. A two-station extension at the south end of the Broad Street Subway is about to be put under contract and new cars are to be ordered for the Market Street "L" subway route. Other extensions are planned for construction as soon as funds are available.

Boston

Two types of lines make up the rapid transit system in Boston. There are three conventional rapid transit routes using high-platform equipment operating in subway, on elevated or completely grade-separated rights of way. One of these routes was extended by acquiring and electrifying an abandoned railroad line. The first extension was opened in 1952 and an additional length of 2 miles was opened in 1954, making a total of 25 miles of this type of rapid transit. In addition there is an extensive system of streetcar subways in the congested downtown area, PCC streetcars equipped for operation in trains of up to three cars. The sections of routes beyond the subway are generally located in parkway strips between the traffic roadways, but are not separated from cross traffic. One important addition to this system was put in operation on July 6, 1959. A 9.5-mile

branch of a suburban railroad was rehabilitated and electrified and connected with the streetcar subway network. This is now the longest rapid transit route in the system and, although fitted out in a simple manner, the new line has been well received by the traveling public. Other extensions are under study which would serve to convert the Boston system from a tightly knit local rapid transit network to a metropolitan rapid transit system serving not only the present transit riders, but also many persons who are now using suburban railroad service.

Cleveland

Cleveland has added a 15-mile rapid transit route to the transit facilities in the community. The line was opened in three sections. The route from the center of town to the east was opened in March 1955, the initial line to the west in August 1955, and a 2-mile extension of this line to the west in November 1958. Except for a slight loss of traffic in 1958 the trend of use of the new line has been steadily upward. There is another independent rapid transit facility serving downtown Cleveland from the Shaker Heights area. This is an older system using PCC streetcars in train operation and is not completely grade-separated on its outer ends. This system also has (except for 1958) been growing in recent years.

Toronto

Toronto is another location where a rapid transit route has been added in the postwar period. Of the total length of 4.6 miles, two miles in the congested business area is in subway and the balance is depressed in a grade-separated right of way adjoining a principal street. This improvement is unique in that it was constructed primarily to take care of short-haul riders who were previously carried by surface routes. In most of the postwar improvements to the systems in the United States the emphasis has been on providing improved transportation

for longer trips. This local subway is now carrying over 140,000 passengers per day past its peak load point with only a modest number of standees in rush hours, as compared with a capacity flow of 78,000 passengers per day on the surface car routes which formerly operated along the same street. Ten additional miles of route have been planned and construction is expected to begin this summer.

The preceding text briefly describes the present rapid transit systems and the major changes being made to fit today's needs. Annual traffic figures are only one of the many measurements of the usefulness of these systems. These descriptions do not include the extensive commuter railroad services or commuter bus services which are an important part of the transportation network of these metropolitan areas. In many important metropolitan areas intensive study is being undertaken for combined development of commuter and distribution service. The study area in Los Angeles is so large as to require not only the local rapid transit service so typical of the eastern cities, but also the longer haul services typified by the commuter railroad and bus lines.

DETAILS OF THE CORRIDORS

General

In the following sections we set forth various data pertaining to the twelve rapid transit study corridors. In each case the data are preceded by a brief description.

Population and Growth Potential

Tables 9 through 20, which follow, contain information on the population and density of the cities and districts traversed by the study corridors. The data for 1950 are either taken directly from the Federal Census conducted in that year, or are estimated in the case of communities which have since

incorporated. The data for 1959 are derived from current estimates of the Los Angeles County Regional Planning Commission, and the Planning Department of the City of Los Angeles. The figures for 1975 population are taken from estimates of the County Regional Planning Commission where available. Otherwise, the growth potential, as illustrated by the estimates of population and density for 1975, is based upon analysis of the current trend in density and projection of that trend.

Land Use Within the Corridors

We have compiled information as to land use within the study corridors by reference to the purposes for which the land areas are zoned by county and municipal authorities.

Table 21 sets forth the results of this work and indicates for each corridor the acreage zoned for each of the various general land-use purposes. We understand that variances have been granted in numerous instances, but it is reasonable to suppose that these do not distort the total figures to a significant extent.

POPULATION AND DENSITY DATA

PASADENA CORRIDOR

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Duarte	6.69	11,500	1,718	14,512	2,168	20,000	3,000
Baldwin Park	6.19	27,500	4,446	33,658	5,441	44,000	7,200
Monrovia	13.44	20,186	1,501	26,046	1,937	36,000	2,700
Arcadia	10.89	23,066	2,118	39,983	3,671	70,000	6,400
Sierra Madre	2.94	7,273	2,471	9,330	3,170	13,000	4,400
Pasadena	22.56	104,577	4,634	121,626	5,389	151,000	6,700
San Marino	3.75	11,230	2,995	13,500	3,600	18,000	4,700
South Pasadena	3.47	16,935	4,880	19,298	5,561	24,000	6,800
Highland Park	4.04	34,224	8,471	32,700	8,094	30,000	7,400
Mt. Washington	2.35	15,617	6,646	14,200	6,043	12,000	5,000
Lincoln Heights	3.42	32,382	9,468	31,100	9,094	29,000	8,400
Total	79.74	304,490	3,819	355,953	4,464	447,000	5,600

Sources:
Population 1950 - U.S. Bureau of the Census.
Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

SAN GABRIEL CORRIDOR

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Baldwin Park	6.19	27,500	4,446	33,658	5,441	44,000	7,200
Arcadia	10.89	23,066	2,118	39,983	3,671	70,000	6,400
Temple City and Rosemead	13.49	45,986	3,409	59,114	4,382	82,000	6,100
San Gabriel	3.48	20,343	5,846	23,057	6,626	28,000	8,000
Alhambra	7.48	51,359	6,863	56,784	7,587	67,000	8,900
El Sereno	4.71	24,225	5,143	27,350	5,807	33,000	7,000
Lincoln Heights	3.42	32,382	9,468	31,100	9,094	29,000	8,400
Wholesale Industrial and Central	5.30	57,819	10,909	38,045	7,178	3,000	500
Total	54.96	282,680	5,143	309,091	5,624	356,000	6,500

Sources:

Population 1950 - U.S. Bureau of the Census

Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

SAN BERNARDINO CORRIDOR

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Covina	3.94	11,709	2,974	17,412	4,423	28,000	7,000
West Covina	12.60	4,499	357	47,023	3,733	89,000	7,100
Irwindale	9.48	500	53	750	79	1,000	100
Baldwin Park	6.19	27,500	4,446	33,658	5,441	44,000	7,200
El Monte	3.30	8,101	2,455	12,609	3,821	20,000	6,200
Rosemead and S. San Gabriel	18.12	56,111	3,097	72,770	4,016	103,000	5,700
San Gabriel	3.48	20,343	5,846	23,057	6,626	28,000	8,000
Monterey Park	6.90	20,395	2,954	34,917	5,058	61,000	8,800
Alhambra	7.48	51,359	6,863	56,784	7,587	67,000	8,900
El Sereno	4.71	24,225	5,143	27,350	5,807	33,000	7,000
Lincoln Heights	3.42	32,382	9,468	31,100	9,094	29,000	8,400
Boyle Heights	6.53	90,850	13,913	84,000	12,864	72,000	11,000
Wholesale Industrial and Central	5.30	57,819	10,909	38,045	7,178	3,000	500
Statistical Areas 11.21 and 11.22	10.32	88,914	8,616	90,756	8,794	94,000	9,100
Total	101.77	494,707	4,861	570,231	5,603	672,000	6,600

Sources:

Population 1950 - U.S. Bureau of the Census.

Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

SANTA ANA CORRIDOR

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Norwalk	9.22	27,619	2,996	72,419	7,855	152,000	16,500
Santa Fe Springs	8.50	6,500	766	12,826	1,510	24,000	2,800
Pico Rivera	7.60	18,225	2,397	43,717	5,749	89,000	11,700
Downey	12.77	29,516	2,312	78,958	6,185	167,000	13,100
Montebello	7.42	20,516	2,765	31,060	4,186	50,000	6,700
Statistical Area 32.82	12.51	46,260	3,698	57,077	4,563	76,000	6,100
Bell	1.64	15,430	9,409	19,123	11,653	24,000	14,900
Maywood	1.14	13,292	11,660	15,379	13,514	19,000	16,800
Vernon	4.16	432	104	217	52	400	100
Statistical Areas 11.21 and 11.22	10.32	88,914	8,616	90,756	8,794	94,000	9,100
Boyle Heights	6.53	90,850	13,913	84,000	12,864	72,000	11,000
Wholesale Industrial and Central	5.30	57,819	10,909	38,045	7,178	3,000	500
Total	87.11	415,373	4,768	543,577	6,240	770,400	8,800

Sources:
Population 1950 - U.S. Bureau of the Census.
Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

LONG BEACH CORRIDOR

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Long Beach	45.11	250,767	5,559	315,924	7,004	433,000	9,600
Signal Hill	2.14	4,040	1,888	4,604	2,151	6,000	2,600
Dominguez Area	49.23	107,786	2,189	146,483	2,975	217,000	4,400
Compton	8.12	56,460	6,955	68,392	8,425	89,000	11,000
Statistical Area 8.33	9.76	33,390	3,421	42,396	4,344	59,000	6,000
Paramount	4.29	17,140	4,000	26,204	6,115	42,000	9,900
Downey	12.77	29,516	2,312	78,958	6,185	167,000	13,100
Lynwood	3.89	28,323	7,281	32,407	8,339	39,000	10,000
Watts	2.02	25,424	12,586	34,200	16,930	50,000	24,700
Green Meadows	8.00	84,596	10,575	96,000	12,000	124,000	15,500
South Gate	7.17	51,116	7,129	55,694	7,773	62,000	8,600
Bell	1.64	15,430	9,409	19,123	11,653	24,000	14,900
Huntington Park	2.83	29,450	10,443	29,679	10,491	30,000	10,600
South Vermont	6.50	66,182	10,182	61,600	9,477	64,000	9,900
Vernon	4.16	432	104	217	52	400	100
Wholesale Industrial and Central	5.30	57,819	10,909	38,045	7,178	3,000	500
Total	172.93	857,871	4,961	1,049,926	6,071	1,409,400	8,100

Sources:

Population 1950 - U.S. Bureau of the Census.
Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

INGLEWOOD CORRIDOR

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
El Segundo	5.36	8,011	1,495	14,341	2,677	26,000	4,800
Westchester	11.08	33,459	3,020	50,100	4,522	80,000	7,200
Inglewood	7.46	46.158	6,187	64,352	8,626	93,000	12,400
Statistical Areas 16.61 and 16.63	16.55	82,316	4,974	123,065	7,436	195,000	11,800
Hawthorne	3.92	16,316	4,160	33,096	8,439	63,000	16,000
Green Meadows	8.00	84,596	10,575	96,000	12,000	124,000	15,500
South Vermont	6.50	66,182	10,182	61,600	9,477	64,000	9,900
Exposition	4.90	70,917	14,473	72,500	14,796	77,000	15,700
Avalon	3.40	53,897	15,852	55,700	16,382	61,000	17,800
University	1.92	30,923	16,106	23,700	12,344	11,000	5,700
Total	69.09	492,775	7,132	594,454	8,604	794,000	11,500

Sources:

Population 1950 - U.S. Bureau of the Census.

Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

PICO CORRIDOR

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Santa Monica	8.10	71,595	8,839	85,545	10,561	110,000	13,600
W. Los Angeles	3.66	30,719	8,393	31,600	8,634	33,000	9,100
Mar Vista	4.97	37,016	7,448	51,800	10,422	78,000	15,700
Palms	4.73	36,348	7,685	46,900	9,915	66,000	13,900
Beverly Hills	5.70	29,032	5,091	31,289	5,486	35,000	6,200
Wilshire Pico	3.47	44,273	12,758	45,600	13,141	48,000	13,800
West Adams	4.79	64,669	13,501	69,500	14,509	78,000	16,300
Santa Barbara	3.85	61,206	15,898	56,800	14,753	49,000	12,700
Wilshire	5.58	80,856	14,490	80,880	14,495	81,000	14,500
Westlake	3.04	73,177	24,071	62,900	20,690	45,000	14,700
University	1.92	30,923	16,106	23,700	12,344	11,000	5,700
Total	49.81	559,814	11,239	586,514	11,775	634,000	12,700

Sources:
Population 1950 - U.S. Bureau of the Census.
Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

WILSHIRE CORRIDOR

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Santa Monica	8.10	71,595	8,839	85,545	10,561	110,000	13,600
W. Los Angeles	3.66	30,719	8,393	31,600	8,634	33,000	9,100
Brentwood	1.76	9,678	5,499	13,100	7,443	19,000	10,900
Westwood	4.33	30,935	7,144	37,050	8,557	48,000	11,100
Beverly Hills	5.70	29,032	5,091	31,289	5,486	35,000	6,200
Wilshire Pico	3.47	44,273	12,758	45,600	13,141	48,000	13,800
West Wilshire	3.00	37,040	12,347	39,800	13,267	47,000	15,700
Wilshire	5.58	80,856	14,490	80,880	14,495	81,000	14,500
Westlake	3.04	73,177	24,071	62,900	20,690	45,000	14,700
Total	38.64	407,305	10,541	427,764	11,070	466,000	12,100

Sources:
Population 1950 - U.S. Bureau of the Census.
Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

RESEDA CORRIDOR VIA CAHUENGA AND WILSHIRE

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Canoga Park	13.00	13,275	1,021	39,700	3,054	110,000	8,500
Reseda	9.30	46,944	5,048	67,000	7,204	79,000	8,500
Van Nuys	27.30	103,748	3,800	109,600	4,015	126,000	4,600
N. Hollywood	20.62	80,970	3,927	97,100	4,709	126,000	6,100
Studio City	5.20	21,081	4,054	25,600	4,923	34,000	6,500
W. Hollywood	4.20	14,633	3,484	17,200	4,095	22,000	5,200
Hollywood	14.62	120,710	8,256	128,300	8,776	149,000	10,200
Beverly Hills	5.70	29,032	5,091	31,289	5,486	35,000	6,200
West Wilshire	3.00	37,040	12,347	39,800	13,267	47,000	15,700
Wilshire Pico	3.47	44,273	12,758	45,600	13,141	48,000	13,800
Wilshire	5.58	80,856	14,490	80,880	14,495	81,000	14,500
Westlake	3.04	73,177	24,071	62,900	20,691	45,000	14,700
Total	115.03	665,739	5,788	744,969	6,476	902,000	7,800

Sources:
Population 1950 - U.S. Bureau of the Census.
Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

RESEDA CORRIDOR VIA CAHUENGA AND SUNSET

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Canoga Park	13.00	13,275	1,021	39,700	3,054	110,000	8,500
Reseda	9.30	46,944	5,048	67,000	7,204	79,000	8,500
Van Nuys	27.30	103,748	3,800	109,600	4,015	126,000	4,600
N. Hollywood	20.62	80,970	3,927	97,100	4,709	126,000	6,100
Studio City	5.20	21,081	4,054	25,600	4,923	34,000	6,500
Hollywood	14.62	120,710	8,256	128,300	8,776	149,000	10,200
Silver Lake	3.63	39,175	10,792	39,600	10,909	40,000	11,100
Elysian Park	3.61	25,591	7,089	25,900	7,175	26,000	7,300
Total	97.28	451,494	4,641	532,800	5,477	690,000	7,100

Sources:

Population 1950 - U.S. Bureau of the Census.

Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

SAN FERNANDO CORRIDOR VIA CAHUENGA AND SUNSET

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Sylmar	31.02	10,255	331	28,300	912	59,000	1,900
San Fernando	2.36	12,992	5,505	16,072	6,804	24,000	10,300
Pacoima	13.07	41,990	3,213	62,700	4,797	118,000	9,000
Sun Valley	19.81	35,580	1,796	45,100	2,277	71,000	3,600
N. Hollywood	20.62	80,970	3,927	97,100	4,709	126,000	6,100
Studio City	5.20	21,081	4,054	25,600	4,923	34,000	6,500
Hollywood	14.62	120,710	8,256	128,300	8,776	149,000	10,200
Silver Lake	3.63	39,175	10,792	39,600	10,909	40,000	11,100
Elysian Park	3.61	25,591	7,089	25,900	7,175	26,000	7,300
Westlake	3.04	73,177	24,071	62,900	20,691	45,000	14,700
Total	116.98	461,521	3,945	531,572	4,544	692,000	5,900

Sources:
Population 1950 - U.S. Bureau of the Census.
Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

POPULATION AND DENSITY DATA

SAN FERNANDO CORRIDOR VIA GLENDALE

City or District	Area	1950		1959		1975	
		Population	Density	Population (Est.)	Density (Est.)	Population (Est.)	Density (Est.)
	Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.		Persons/ Sq.Mi.
Sylmar	31.02	10,255	331	28,300	912	59,000	1,900
San Fernando	2.36	12,992	5,505	16,072	6,804	24,000	10,300
Pacoima	13.07	41,990	3,213	62,700	4,797	118,000	9,000
Sun Valley	19.81	35,580	1,796	45,100	2,277	71,000	3,600
N. Hollywood	20.62	80,970	3,927	97,100	4,709	126,000	6,100
Burbank	16.89	78,577	4,652	92,361	5,470	115,000	6,800
Glendale	29.20	101,000	3,459	117,692	4,031	147,000	5,000
Griffith Park	7.37	14,711	1,996	11,100	1,506	4,000	600
Glassell	3.05	18,159	5,954	18,500	6,066	19,000	6,300
Atwater	1.86	12,842	6,904	12,400	6,667	12,000	6,200
Mt. Washington	2.35	15,617	6,646	14,200	6,043	12,000	5,000
Lincoln Heights	3.42	32,382	9,468	31,100	9,094	29,000	8,400
Elysian Park	3.61	25,591	7,089	25,900	7,175	26,000	7,300
Total	154.63	480,666	3,108	572,525	3,703	762,000	4,900

Sources:

Population 1950 - U.S. Bureau of the Census.
Population 1959 - Estimates of Los Angeles County Regional Planning Commission and Los Angeles Department of City Planning.

LAND USE

WITHIN RAPID TRANSIT STUDY CORRIDORS

Corridors	Residential		Commercial		Industrial		Public Buildings, Universities, Colleges-Schools		Parks and Recreational, Cemeteries		Other or Not Designated		Total	
	Acres	Per cent	Acres	Per Cent	Acres	Per Cent	Acres	Per Cent	Acres	Per Cent	Acres	Per Cent	Acres	Per Cent
Pasadena	15,046	67.6%	2,041	9.2%	1,130	5.1%	247	1.1%	218	1.0%	3,557	16.0%	22,239	100.0%
San Gabriel (A)	6,233	55.3	525	4.7	1,333	11.9	89	0.8	75	0.7	2,993	26.6	11,248	100.0
San Bernardino	17,949	49.4	2,465	6.8	6,270	17.2	434	1.2	187	0.5	9,054	24.9	36,359	100.0
Santa Ana	4,290	23.4	698	3.8	8,572	46.8	80	0.4	278	1.5	4,419	24.1	18,337	100.0
Long Beach	13,484	56.7	3,261	13.7	6,328	26.6	132	0.6	143	0.6	445	1.9	23,793	100.0
Inglewood	11,034	62.7	2,329	13.2	1,857	10.5	53	0.3	604	3.4	1,733	9.9	17,610	100.0
Pico	11,509	69.7	3,122	18.9	1,088	6.6	218	1.3	303	1.8	286	1.7	16,526	100.0
Wilshire	9,512	68.5	2,719	19.5	115	0.8	845	6.1	705	5.1	0	-	13,896	100.0
Reseda via Cahuenga-Wilshire	15,039	70.9	1,939	9.2	1,597	7.5	315	1.5	289	1.4	2,009	9.5	21,188	100.0
Reseda via Cahuenga-Sunset	17,045	71.7	2,570	10.8	1,583	6.7	322	1.3	253	1.1	2,009	8.4	23,782	100.0
San Fernando via Cahuenga-Sunset	12,892	54.5	2,346	9.9	2,296	9.7	180	0.8	459	1.9	5,488	23.2	23,661	100.0
San Fernando via Glendale	20,143	59.1	1,898	5.6	4,942	14.5	188	0.6	865	2.5	6,028	17.7	34,064	100.0
Total (A)	154,176	58.7%	25,913	9.9%	37,111	14.1%	3,103	1.2%	4,379	1.7%	38,021	14.4%	262,703	100.0%

(A) Information available for only 3 of 9 zones traversed by San Gabriel Corridor.

Source: Brewster "Zoning Atlas"

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

Freeways and Highways Available

Freeway System

The freeway system, existing, under construction, and planned in Metropolitan Los Angeles is a matter of prime consideration in a study of the rapid transit needs of the area. This network of controlled-access, grade-separated, divided-roadway thoroughfares is unsurpassed by that in any other metropolitan area. The earliest highway construction to freeway standards in the Los Angeles Metropolitan Area was a section of the Pasadena Freeway which was completed in 1940. A section of the Hollywood Freeway through Cahuenga Pass was also completed in the same year. Construction of freeways has proceeded until, at present, there are over 120 miles of freeway in Los Angeles County. Currently, all freeway construction is accomplished by the Division of Highways of the State Department of Public Works, using gas tax funds and other motor vehicle fees.

The prime reason for the importance of this study of the freeway system in Metropolitan Los Angeles is the extent to which the freeways afford a fast, comparatively safe, and comfortable trip to persons traveling by automobile. The features of speed, safety, and comfort provided by the freeways comprise, in effect, criteria which must be equalled or surpassed by a rapid transit facility, if the latter is to operate successfully.

With respect to the availability of freeways as a fast and comfortable means of automobile travel, it must be noted that congestion, particularly severe at peak hours, does occur upon the freeways. The degree of congestion varies, and the freeways are particularly sensitive to temporary blocking of lanes as a result of accidents or breakdowns.

None of the freeways, existing, under construction or designed, contains space specifically planned for rapid transit. The portion of the San Bernardino

Freeway between Eastern Avenue, in the eastern part of Los Angeles and El Monte has an unusually wide median strip which is the property of the Pacific Electric Railway. Other of the newer freeways, where space has permitted, have median strips which are wide enough to be considered as possible rights of way for rapid transit.

Reference was made in the basic volume of this Report, dated May 5, 1959, to current freeway planning of the State Division of Highways. The current situation with respect to the timing of availability of federal highway funds and the effect thereof on the freeway construction program was mentioned. Additional data contained herein includes:

A. Maps illustrating freeway status as of the date of this Report and the freeway system planned for 1980.

B. Tables illustrating growth in freeway traffic volume.

C. Tables setting forth current traffic volume and capacity of all thoroughfares serving the study corridor, including existing freeways.

Map No. 5 shows the freeways now in operation or under construction. It shows also those for which construction has been budgeted and those for which the route has been adopted. This map also indicates the corridors studied as possible rapid transit routes, and indicates the extent to which and the location in which freeways, existing and proposed, would compete with rapid transit routes. In addition to the data as to location of proposed new freeways it is pertinent to note that the widening of the San Bernardino Freeway from six to eight lanes from Puente Avenue to the Long Beach Freeway also has been budgeted.

Map No. 6 illustrates the freeway system in the Los Angeles Metropolitan Area developed by the Division of Highways as part of a study requested by the State Legislature in Senate Concurrent Resolution No. 26, adopted at the 1957 session and designed for 1980. This resolution asked the Department of Public

Works, of which the Division of Highways is a part, to "undertake a study which will provide a basis for an over-all state-wide plan of freeways". Freeway locations shown on Map No. 6 are general, subject to further detailed route studies.

The Division of Highways has stated with respect to freeway plans for urban areas, that "the growth patterns are changing so rapidly that there may be major changes from current estimates. Most of the Metropolitan area freeway routes are, therefore, proposed as full freeways with complete access control by 1980 for currently established needs, and those which are reasonably certain in the foreseeable future".

Annually, on a Monday in July, the State Division of Highways makes a 16-hour count at selected points on each state highway. We have extracted from these data the counts for certain points on freeways in Los Angeles County for the years 1954 - 1958, inclusive. Table 22 sets forth the 16-hour counts and Table 23 shows the peak hour counts at the same points. These tables indicate the sizable increase in the number of vehicles being carried by the freeways which has occurred during the past five years. In the case of the Santa Ana, San Bernardino, and Harbor Freeways this increase is partially attributable to the attraction to the freeways of already existing traffic as a result of extension of the freeway system. In other cases, the increase appears to result principally from the rapid growth of the Los Angeles Metropolitan Area as a whole, coupled with dispersal of activity throughout the area made possible, in a large measure, by the freeway system itself.

STATUS OF FREEWAYS

APRIL 1, 1959

LEGEND

CENTRAL BUSINESS DISTRICT

FREEWAYS

EXISTING

UNDER CONSTRUCTION

BUDGETED

ROUTE ADOPTED

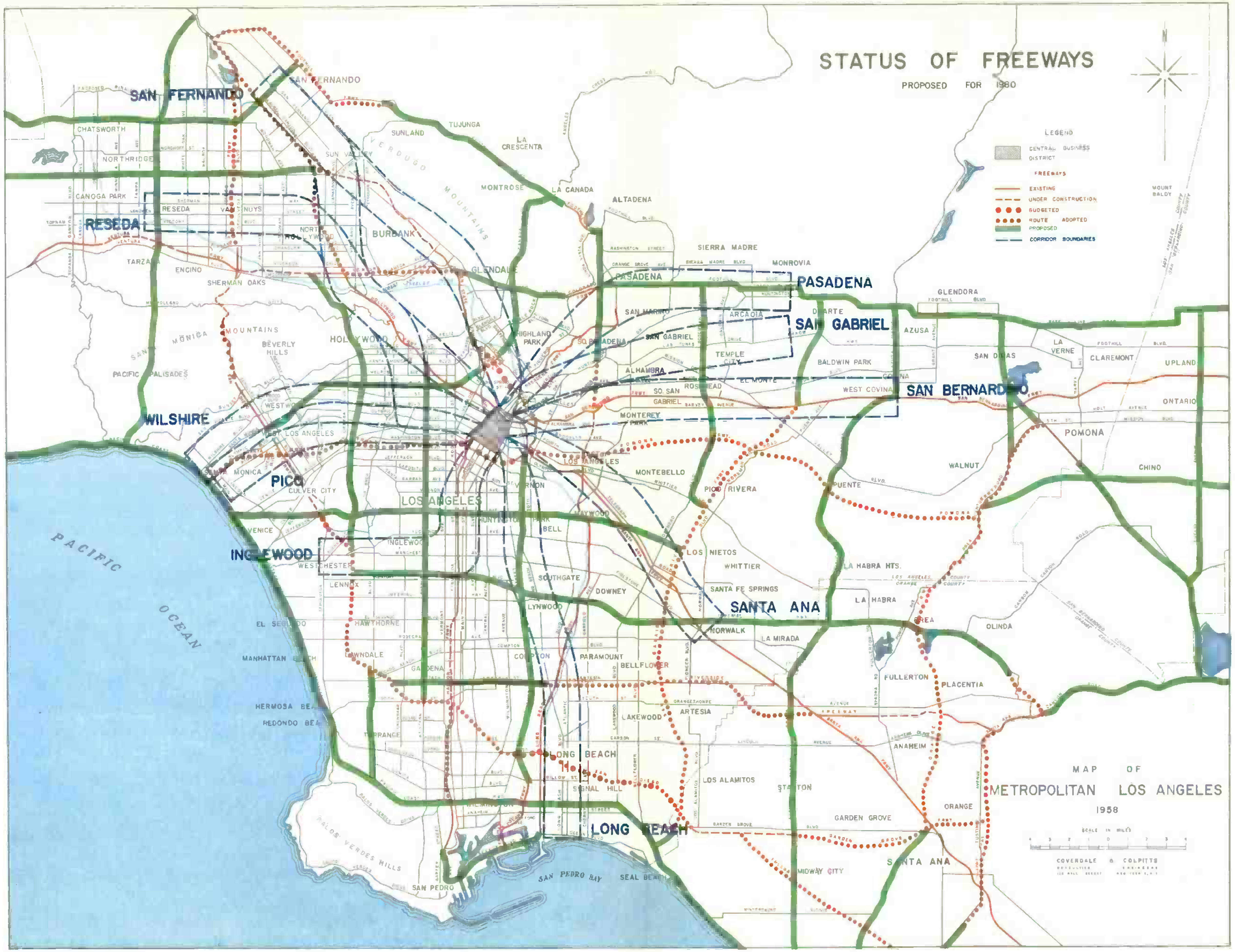
CORRIDOR BOUNDARIES

SAN FERNANDO
CHATSWORTH
NORTHRIDGE
CANOGA PARK
RESEDA
VAN NUYS
TARZANA
ENCINO
SHERMAN OAKS
SUNLAND
TUJUNGA
SUN VALLEY
LA CRESCENTA
MONTROSE
LA CANADA
ALTADENA
BURBANK
NORTH HOLLYWOOD
GLENDALE
SIERRA MADRE
MONROVIA
PASADENA
ARCADIA
DUARTE
AZUSA
GLENDORA
SAN DIMAS
LA VERNE
CLAREMONT
UPLAND
ONTARIO
POMONA
CHINO
SAN BERNARDINO
SAN GABRIEL
SO. PASADENA
HIGHLAND PARK
TEMPLE CITY
ALHAMBRA
BALDWIN PARK
EL MONTE
SO. SAN GABRIEL
ROSEMEAD
WEST COVINA
COVINA
MONTEREY PARK
HOLLYWOOD
BEVERLY HILLS
SANTA MONICA MOUNTAINS
PACIFIC PALISADES
WESTWOOD
WEST LOS ANGELES
WILSHIRE
SANTA MONICA
PICO
CULVER CITY
VENICE
LOS ANGELES
VERNON
MONTEBELLO
PICO RIVERA
PUENTE
WALNUT
MAYWOOD
HUNTINGTON PARK
BELL
INGLEWOOD
WESTCHESTER
LENNOX
SOUTHGATE
DOWNEY
LYNWOOD
LOS NIETOS
WHITTIER
LA HABRA HTS.
SANTA FE SPRINGS
SANTA ANA
LA HABRA
BREA
OLINDA
NORWALK
LA MIRADA
EL SEGUNDO
HAWTHORNE
LAWNDALE
GARDENA
COMPTON
PARAMOUNT
BELLFLOWER
FULLERTON
PLACENTIA
MANHATTAN BEACH
HERMOSA BEACH
REDONDO BEACH
TORRANCE
LAKEWOOD
ARTESIA
ANAHEIM
LONG BEACH
SIGNAL HILL
LOS ALAMITOS
STANTON
GARDEN GROVE
ORANGE
WILMINGTON
PALOS VERDES HILLS
SAN PEDRO
SAN PEDRO BAY
SEAL BEACH
MIDWAY CITY
SANTA ANA
PACIFIC OCEAN

MAP OF
METROPOLITAN LOS ANGELES
1958

SCALE IN MILES

COVERDALE & COLFITS


STATUS OF FREEWAYS
PROPOSED FOR 1980
LEGEND
CENTRAL BUSINESS DISTRICT
FREEWAYS
EXISTING
UNDER CONSTRUCTION
BUDGETED
ROUTE ADOPTED
PROPOSED
CORRIDOR BOUNDARIES
MAP OF
METROPOLITAN LOS ANGELES
1958
SCALE IN MILES
4 3 2 1 0 1 2 3 4
COVERDALE & COLPITTS
SAN FERNANDO
RESEDA
WILSHIRE
PICO
INGLEWOOD
LOS ANGELES
PASADENA
SAN GABRIEL
SAN BERNARDINO
SANTA ANA
LONG BEACH
PACIFIC OCEAN
SAN PEDRO BAY
CHATSWORTH
NORTHRIDGE
CANOGA PARK
TARZANA
ENCINO
SHERMAN OAKS
VAN NUYS
NORTH HOLLYWOOD
BURBANK
GLENDALE
SUNLAND
TUJUNGA
LA CRESCENTA
MONTROSE
LA CANADA
ALTADENA
SIERRA MADRE
MONROVIA
GLENDORA
AZUSA
DUARTE
ARCADIA
SAN MARINO
TEMPLE CITY
BALDWIN PARK
LA VERNE
CLAREMONT
UPLAND
SAN DIMAS
ONTARIO
POMONA
CHINO
WALNUT
PUENTE
WEST COVINA
EL MONTE
ROSEMEAD
ALHAMBRA
SO. SAN GABRIEL
MONTEREY PARK
HIGHLAND PARK
SO. PASADENA
HOLLYWOOD
BEVERLY HILLS
SANTA MONICA MOUNTAINS
PACIFIC PALISADES
WESTWOOD
WEST LOS ANGELES
SANTA MONICA
CULVER CITY
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REDONDO BEACH
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COMPTON
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SOUTHGATE
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HUNTINGTON PARK
DOWNEY
PARAMOUNT
BELLFLOWER
LAKEWOOD
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NORWALK
LA MIRADA
SANTA FE SPRINGS
WHITTIER
LOS NIETOS
PICO RIVERA
MONTEBELLO
EAST LOS ANGELES
LA HABRA HTS.
LA HABRA
BREA
OLINDA
FULLERTON
PLACENTIA
ANAHEIM
ORANGE
GARDEN GROVE
STANTON
LOS ALAMITOS
SIGNAL HILL
SEAL BEACH
MIDWAY CITY
SAN PEDRO
PALOS VERDES HILLS
MOUNT BALDY

DETERMINATION OF POTENTIAL MASS RAPID TRANSIT ROUTES

FREEWAY TRAFFIC VOLUME - WEEKDAY 16-HOUR COUNTS

Freeway	Count Point	No. of Lanes	16-Hour Count - Weekday									
			7-19-54		7-18-55		7-16-56		7-15-57		7-14-58	
			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Pasadena	Solano Avenue	8	47,853	47,455	52,923	48,676	56,221	50,159	50,843	50,307	56,245	49,906
San Bernardino	Eastern Avenue	6	33,716	32,114	35,346	38,635	37,635	40,513	42,912	45,040	49,056	50,184
San Bernardino	Walnut Grove Avenue (El Monte)	6	22,957	21,530	27,143	24,454	29,868	29,761	45,253	44,108	48,533	46,841
Santa Ana	West of Interchange with San Bernardino Freeway	6	52,875	56,424	51,876	59,530	71,352	75,992	68,862	73,230	79,049	81,403
Santa Ana	Indiana Street	6	38,642	39,725	46,670	47,158	53,079	51,175	53,709	53,644	61,759	61,122
Harbor	Olympic Boulevard	6 + northbound service road	31,539	35,099	51,016	53,430	68,319	69,857	86,620	83,196	80,655	82,703
Hollywood	Santa Monica Boulevard	8	53,827	53,407	61,283	59,401	61,983	59,456	66,040	66,913	64,700	64,918
Hollywood	Lankershim Boulevard	8	45,181	48,946	44,785	49,032	48,229	50,494	49,354	51,996	55,767	57,241

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DETERMINATION OF POTENTIAL MASS RAPID TRANSIT ROUTES

FREEWAY TRAFFIC VOLUME - MAXIMUM WEEKDAY HOURLY COUNT

Freeway	Count Point	7-19-54			7-18-55			7-16-56			7-15-57			7-14-58		
		Count	Hour	Direction	Count	Hour	Direction	Count	Hour	Direction	Count	Hour	Direction	Count	Hour	Direction
Pasadena	Solano Avenue	6,850 6,813	8-9 AM 5-6 PM	Inbound Outbound	8,144 6,571	7-8 AM 5-6 PM	Inbound Outbound	8,410 7,430	8-9 AM 5-6 PM	Inbound Outbound	6,494 6,582	7-8 AM 5-6 PM	Inbound Outbound	7,384 6,942	7-8 AM 4-5 PM	Inbound Outbound
San Bernardino	Eastern Avenue	4,615 4,811	7-8 AM 5-6 PM	Inbound Outbound	4,605 5,648	7-8 AM 5-6 PM	Inbound Outbound	3,919 5,643	7-8 AM 5-6 PM	Inbound Outbound	4,889 5,215	6-7 AM 5-6 PM	Inbound Outbound	6,464 5,290	7-8 AM 5-6 PM	Inbound Outbound
San Bernardino	Walnut Grove Avenue (El Monte)	3,831 2,850	7-8 AM 5-6 PM	Inbound Outbound	4,149 3,133	7-8 AM 5-6 PM	Inbound Outbound	3,988 2,966	7-8 AM 5-6 PM	Inbound Outbound	4,618 4,922	7-9 AM 5-6 PM	Inbound Outbound	4,944 4,544	7-8 AM 5-6 PM	Inbound Outbound
Santa Ana	West of Interchange with San Bernardino Freeway	4,399 4,523	7-8 AM 7-8 AM	Inbound Outbound	4,805 4,847	7-8 AM 7-8 AM	Inbound Outbound	6,823 6,838	7-8 AM 4-5 PM	Inbound Outbound	5,889 6,710	6-7 AM 4-5 PM	Inbound Outbound	6,534 6,940	8-9 AM 5-6 PM	Inbound Outbound
Santa Ana	Indiana Street	5,184 4,795	7-8 AM 5-6 PM	Inbound Outbound	4,770 5,168	7-8 AM 4-5 PM	Inbound Outbound	5,671 5,780	7-8 AM 4-5 PM	Inbound Outbound	5,417 6,113	7-8 AM 4-5 PM	Inbound Outbound	6,740 6,556	7-8 AM 5-6 PM	Inbound Outbound
Harbor	Olympic Boulevard	3,095 3,885	4-5 PM 7-8 AM	Inbound Outbound	5,063 5,415	4-5 PM 7-8 AM	Inbound Outbound	7,214 7,349	7-8 AM 4-5 PM	Inbound Outbound	7,298 8,276	7-8 AM 5-6 PM	Inbound Outbound	6,983 7,745	7-8 AM 4-5 PM	Inbound Outbound
Hollywood	Santa Monica Boulevard	6,123 6,083	7-8 AM 5-6 PM	Inbound Outbound	7,583 6,537	7-8 AM 5-6 PM	Inbound Outbound	6,355 6,567	8-9 AM 5-6 PM	Inbound Outbound	6,355 6,455	8-9 AM 5-6 PM	Inbound Outbound	7,056 6,153	8-9 AM 4-5 PM	Inbound Outbound
Hollywood	Lankershim Boulevard	4,811 4,911	7-8 AM 4-5 PM	Inbound Outbound	4,939 5,964	7-8 AM 5-6 PM	Inbound Outbound	4,984 5,924	7-8 AM 5-6 PM	Inbound Outbound	5,083 5,598	8-9 AM 5-6 PM	Inbound Outbound	6,435 6,900	8-9 AM 5-6 PM	Inbound Outbound

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City of Los Angeles
Major Highway and Street Program

The freeway construction program of the State Division of Highways has as one of its principal objectives the speedy and safe movement of motor vehicles through metropolitan areas. In view of that fact, the authorities of the City of Los Angeles have recognized that adequate attention must be paid to the major city streets and highways serving as feeder arteries to and from existing and proposed freeways. Accordingly, in its Capital Improvement Program, the City has included plans for widening, grade separation at railroad crossings, traffic control, and other improvements in the case of a large number of arterial streets.

In addition to the better service which these improvements would provide in the case of traffic using freeways, the program will provide also for safer and faster travel on many other routes.

Map No. 7 illustrates the scope of the street and highway improvements included in the program of the City of Los Angeles, to the extent to which travel in the rapid transit study corridors would be affected.

MAP NO. 7

CITY OF LOS ANGELES
MAJOR STREETS & HIGHWAYS SERVING CORRIDOR AREAS

RECOMMENDED FOR IMPROVEMENT
IN CAPITAL IMPROVEMENT PROGRAM
Jan.1,1959

LEGEND
CENTRAL BUSINESS DISTRICT
FREEWAYS
EXISTING
UNDER CONSTRUCTION
CORRIDOR BOUNDARIES
STREETS & HIGHWAYS
MAJOR HIGHWAY
DIVIDED MAJOR HIGHWAY

SAN FERNANDO
RESEDA
WILSHIRE
PICO
INGLEWOOD
PASADENA
SAN GABRIEL
SAN BERNARDINO
SANTA ANA
LONG BEACH

SAN FERNANDO
CHATSWORTH
NORTHRIDGE
CANOGA PARK
RESEDA
VAN NUYS
TARZANA
ENCINO
SHERMAN OAKS
SUNLAND
TUJUNGA
SUN VALLEY
LA CRESCENTA
MONTROSE
LA CANADA
ALTADENA
BURBANK
NORTH HOLLYWOOD
GLENDALE
SIERRA MADRE
MONROVIA
PASADENA
ARCADIA
DUARTE
GLENDORA
AZUSA
SAN GABRIEL
SAN MARINO
SO. PASADENA
HIGHLAND PARK
TEMPLE
BALDWIN PARK
ALHAMBRA
EL MONTE
COVINA
WEST COVINA
ROSEMEAD
SO. SAN GABRIEL
MONTEREY PARK
SAN DIMAS
LA VERNE
CLAREMONT
UPLAND
ONTARIO
POMONA
CHINO
WALNUT
PUENTE
PICO RIVERA
MONTEBELLO
EAST LOS ANGELES
VERNON
LOS ANGELES
HUNTINGTON PARK
BELL
MAYWOOD
HOLLYWOOD
BEVERLY HILLS
SANTA MONICA MOUNTAINS
PACIFIC PALISADES
WESTWOOD
WEST LOS ANGELES
SANTA MONICA
CULVER CITY
VENICE
INGLEWOOD
WESTCHESTER
LENNOX
SOUTHGATE
DOWNEY
LYNWOOD
LOS NIETOS
WHITTIER
LA HABRA HTS
SANTA FE SPRINGS
LA HABRA
BREA
OLINDA
NORWALK
LA MIRADA
FULLERTON
PLACENTIA
EL SEGUNDO
HAWTHORNE
MANHATTAN BEACH
LAWNDALE
GARDENA
COMPTON
PARAMOUNT
BELLFLOWER
HERMOSA BEACH
REDONDO BEACH
TORRANCE
LAKEWOOD
ARTESIA
ANAHEIM
LONG BEACH
LOS ALAMITOS
SIGNAL HILL
STANTON
WILMINGTON
GARDEN GROVE
ORANGE
PALOS VERDES HILLS
SAN PEDRO
SAN PEDRO BAY
SEAL BEACH
MIDWAY CITY
SANTA ANA
PACIFIC OCEAN
VERDUGO MOUNTAINS
MOUNT BALDY

MAP OF
METROPOLITAN LOS ANGELES
1958

SCALE IN MILES

COVERDALE & COLPITTS
ENGINEERS
NEW YORK, N.Y.

Travel Time and Distance Data

Table 24 on the following pages sets forth comparative times, distances, and speeds for automobile travel between the Los Angeles Central Business District and selected points in each of the twelve study corridors. These data are shown for travel under current conditions and under assumed future conditions of freeway and arterial street completion. The latter conditions are illustrated by Maps Nos. 6 and 7, the assumption being made that freeways and arterial street improvements shown on those maps have been completed.

Times for both peak and off-peak travel are included. Current driving times and speeds are based upon actual data recorded by our engineers in the course of many miles of driving over existing routes. In the case of trips involving new routes made possible by planned construction, travel time has been estimated on the basis of average speeds on freeways of 35 m.p.h. during peak period and 60 m.p.h. during the other times. Speed on other roads or streets was estimated on the basis of current observations on comparable thoroughfares.

Table 25 sets forth a comparison of estimated travel time between the Los Angeles Central Business District and certain points in the corridors studied as possible locations for rapid transit routes: (a) by private automobile under present freeway and street conditions and under conditions assumed to exist in 1980, and (b) by rapid transit. Times for both peak and off-peak travel are given. In the case of rapid transit the travel time is premised on the following assumptions:

(a) Headway of 3 minutes during peak hours and 10 minutes during off-peak hours, thus adding 1 1/2 minutes and 5 minutes, respectively, to the estimated travel times.

(b) Stations located at the same points as those to which the automobile travel time is shown.

(c) Scheduled speeds based upon station spacing appropriate to the characteristics of the area served, and a maximum speed of 65 - 70 m.p.h.

AUTOMOBILE TRAVEL TIME, DISTANCE AND SPEED BETWEEN LOS ANGELES CENTRAL BUSINESS DISTRICT AND SELECTED POINTS IN THE VARIOUS STUDY CORRIDORS

	Current Conditions					Assumed Future Conditions				
		Peak		Off-Peak			Peak		Off-Peak	
	Miles	Minutes	MPH	Minutes	MPH	Miles	Minutes	MPH	Minutes	MPH
PASADENA CORRIDOR										
Huntington Drive and Myrtle Ave., Monrovia	18.6	45.2	24.7	42.5	26.3	18.6	45.2	24.7	42.5	26.3
Colorado and Sierra Madre Blvds., Pasadena	12.8	31.0	24.8	28.3	27.1	12.8	31.0	24.8	28.3	27.1
Sierra Madre Blvd. and California St., Pasadena	12.1	29.5	24.6	26.8	27.1	12.1	29.5	24.6	26.8	27.1
Arroyo Parkway and California St., Pasadena	9.5	22.0	25.9	19.3	29.5	9.5	22.0	25.9	19.3	29.5
Pasadena Freeway and Fair Oaks Ave., South Pasadena	8.2	19.7	25.0	17.0	28.9	8.2	19.7	25.0	17.0	28.9
Pasadena Freeway and Ave. 60, Highland Park	5.9	16.6	21.3	14.0	25.3	5.9	16.6	21.3	14.0	25.3
SAN GABRIEL CORRIDOR										
Live Oak Ave. and Peck Road, Arcadia	15.7	47.5	19.8	43.9	21.5	15.7	43.3	21.8	40.2	23.4
Las Tunas Drive and San Gabriel Blvd., San Gabriel	10.7	36.0	17.8	32.4	19.8	10.7	31.8	20.2	28.7	22.4
Mission Road and Atlantic Blvd., Alhambra	7.8	26.6	17.6	24.4	19.2	7.8	22.4	20.9	20.7	22.6
Valley Blvd. and Eastern Ave., Los Angeles	4.8	17.7	16.3	16.4	17.6	4.8	13.5	21.3	12.7	22.7
SAN BERNARDINO CORRIDOR										
San Bernardino Freeway and Azusa Ave., West Covina	21.2	46.2	27.5	29.3	43.4	21.2	44.0	28.9	28.2	45.1
San Bernardino Freeway and Hoyt Ave., El Monte	13.3	36.0	22.2	21.4	37.3	13.3	34.8	22.9	20.9	38.2
San Bernardino Freeway and San Gabriel Blvd., So. San Gabriel	10.5	31.5	20.0	18.3	34.4	10.5	30.8	20.5	18.1	34.8
San Bernardino Freeway and Atlantic Blvd., Alhambra	8.0	26.5	18.1	15.6	30.8	8.0	26.5	18.1	15.6	30.8
San Bernardino Freeway and Soto St., Los Angeles	3.8	17.1	13.3	9.6	23.8	3.8	17.1	13.3	9.6	23.8

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AUTOMOBILE TRAVEL TIME, DISTANCE AND SPEED BETWEEN LOS ANGELES CENTRAL BUSINESS DISTRICT

AND SELECTED POINTS IN THE VARIOUS STUDY CORRIDORS

	Current Conditions					Assumed Future Conditions				
		Peak		Off-Peak			Peak		Off-Peak	
	Miles	Minutes	MPH	Minutes	MPH	Miles	Minutes	MPH	Minutes	MPH
SANTA ANA CORRIDOR										
Santa Ana Freeway and Imperial Hwy., Norwalk	14.3	36.1	23.8	26.0	33.0	15.5	34.6	26.9	24.1	38.6
Santa Ana Freeway and Lakewood Blvd., Downey	11.0	31.5	21.0	22.0	30.0	12.2	30.0	24.4	20.1	36.4
Santa Ana Freeway and Garfield Ave., (uninc. area)	8.5	25.4	20.1	19.1	26.7	9.7	23.9	24.4	17.2	33.8
Santa Ana Freeway and Eastern Ave., East Los Angeles	5.5	19.4	17.0	15.6	21.2	6.7	17.9	22.5	13.7	29.3
LONG BEACH CORRIDOR										
Long Beach Blvd. and Ocean Blvd., Long Beach	21.4	45.6	28.2	39.1	32.8	23.4	41.8	33.6	34.2	41.1
Long Beach Blvd. and Willow St., Long Beach	18.8	37.9	29.8	30.9	36.5	19.9	38.6	30.9	31.0	38.5
Long Beach Freeway and Artesia St., North Long Beach	14.0	32.5	25.8	25.2	33.3	15.1	32.5	27.9	25.6	35.4
Long Beach Blvd. and Imperial Hwy., Lynwood	9.5	28.3	20.1	21.0	27.1	9.5	28.3	20.1	21.0	27.1
Long Beach Blvd. and Florence Ave., Huntington Park	6.3	25.5	14.8	18.9	20.0	6.3	25.5	14.8	18.9	20.0
INGLEWOOD CORRIDOR										
Manchester Ave. and Sepulveda Blvd., Westchester	14.0	37.4	22.5	31.9	26.3	14.0	33.4	25.1	28.4	29.6
Manchester Blvd. and La Brea Ave., Inglewood	11.5	29.1	23.7	24.8	27.8	11.5	26.9	25.7	22.7	30.4
Manchester Ave. and Harbor Freeway, Los Angeles	7.4	17.5	25.4	13.5	32.9	7.4	17.5	25.4	13.5	32.9
Harbor Freeway and Slauson Ave., Los Angeles	5.3	14.3	22.2	10.9	29.2	5.3	14.3	22.2	10.9	29.2

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AUTOMOBILE TRAVEL TIME, DISTANCE AND SPEED BETWEEN LOS ANGELES CENTRAL BUSINESS DISTRICT AND SELECTED POINTS IN THE VARIOUS STUDY CORRIDORS

	Current Conditions					Assumed Future Conditions				
		Peak		Off-Peak			Peak		Off-Peak	
	Miles	Minutes	MPH	Minutes	MPH	Miles	Minutes	MPH	Minutes	MPH
PICO CORRIDOR										
Pico Blvd. and Main St., Santa Monica	14.9	48.0	18.6	43.8	20.4	15.0	33.8	26.6	23.7	38.0
Pico Blvd. and Sepulveda Blvd., West Los Angeles	11.2	36.4	18.5	32.2	20.9	11.0	24.5	26.9	16.5	40.0
Pico Blvd. and La Cienega Blvd., Los Angeles	7.5	26.6	16.9	23.4	19.2	9.0	22.0	24.5	15.8	34.2
Pico Blvd. and Western Ave., Los Angeles	3.6	14.5	14.9	12.5	17.3	3.6	14.5	14.9	12.5	17.3
WILSHIRE CORRIDOR										
Wilshire Blvd. and Ocean Ave., Santa Monica	16.4	52.0	18.9	50.4	19.5	15.3	34.1	26.9	23.2	39.6
Wilshire and Sepulveda Blvds. (uninc. area)	12.5	41.7	18.0	40.9	18.3	12.6	28.8	26.3	20.3	37.2
Wilshire Blvd. and Fairfax Ave., Los Angeles	6.9	23.3	17.8	23.0	18.0	9.2	27.4	20.1	19.9	27.7
Wilshire Blvd. and Western Ave., Los Angeles	3.7	14.2	15.6	13.9	16.0	3.7	14.2	15.6	13.9	16.0
RESEDA CORRIDOR VIA CAHUENGA AND WILSHIRE BLVDS.										
Vanowen St. and Reseda Blvd., Reseda	24.1	56.9	25.4	45.0	32.1	22.4	49.6	27.3	32.6	41.2
Vanowen St. and San Diego Freeway, Van Nuys	20.4	48.8	25.1	37.0	33.1	19.1	42.7	27.0	27.5	41.7
Vanowen St. and Van Nuys Blvd., Van Nuys	18.9	45.4	25.0	33.7	33.6	18.4	43.6	25.5	30.1	36.7
Hollywood Freeway and Lankershim Blvd., North Hollywood	10.5	26.1	24.1	17.2	36.6	10.5	26.1	24.1	17.2	36.6
Hollywood Blvd. and Highland Ave., Hollywood	8.0	24.3	19.8	17.2	27.9	8.0	20.5	23.4	15.2	31.5

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AUTOMOBILE TRAVEL TIME, DISTANCE AND SPEED BETWEEN LOS ANGELES CENTRAL BUSINESS DISTRICT AND SELECTED POINTS IN THE VARIOUS STUDY CORRIDORS

	Current Conditions					Assumed Future Conditions				
		Peak		Off-Peak			Peak		Off-Peak	
	Miles	Minutes	MPH	Minutes	MPH	Miles	Minutes	MPH	Minutes	MPH
RESEDA CORRIDOR VIA CAHUENGA AND SUNSET BLVDS.										
Vanowen St. and Reseda Blvd., Reseda	24.1	56.9	25.4	45.0	32.1	22.4	49.6	27.3	32.6	41.2
Vanowen St. and San Diego Freeway, Van Nuys	20.4	48.8	25.1	37.0	33.1	19.1	42.7	27.0	27.5	41.7
Vanowen St. and Van Nuys Blvd., Van Nuys	18.9	45.4	25.0	33.7	33.6	18.4	43.6	25.5	30.1	36.7
Hollywood Freeway and Lankershim Blvd., North Hollywood	10.5	26.1	24.1	17.2	36.3	10.5	26.1	24.1	17.2	36.6
Hollywood Freeway and Santa Monica Blvd., Los Angeles	5.6	16.2	20.7	12.3	27.3	5.6	16.2	20.7	12.3	27.3
SAN FERNANDO CORRIDOR VIA CAHUENGA AND SUNSET BLVDS.										
San Fernando Road and Brand Blvd., San Fernando	22.3	53.4	25.1	42.2	31.7	22.0	48.4	27.3	31.6	41.8
San Fernando Road and Lankershim Blvd., Sun Valley	17.7	45.0	23.6	34.5	30.8	19.2	43.0	26.8	27.9	41.3
Hollywood Freeway and Lankershim Blvd., North Hollywood	10.5	26.1	24.1	17.2	36.3	10.5	26.1	24.1	17.2	36.6
Hollywood Freeway and Santa Monica Blvd., Los Angeles	5.6	16.2	20.7	12.3	27.3	5.6	16.2	20.7	12.3	27.3
SAN FERNANDO CORRIDOR VIA GLENDALE										
San Fernando Road and Brand Blvd., San Fernando	21.9	74.5	17.6	59.1	22.2	23.1	43.7	31.7	28.7	48.3
San Fernando Road and Lankershim Blvd., Sun Valley	17.3	66.1	15.7	51.4	20.2	17.5	33.1	31.7	21.7	48.4
San Fernando Road and Olive Ave., Burbank	11.4	51.4	13.3	39.9	17.1	11.5	22.9	30.1	15.8	43.7
San Fernando Road and Fletcher Drive, Los Angeles	5.6	31.9	10.5	24.9	13.5	6.0	14.2	25.4	11.4	31.6

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COMPARATIVE TRAVEL TIME BETWEEN LOS ANGELES CENTRAL BUSINESS DISTRICT AND SELECTED POINTS IN THE VARIOUS STUDY CORRIDORS, VIA AUTOMOBILE AND VIA RAPID TRANSIT

	Peak			Off-Peak		
	Via Automobile		Via Rapid	Via Automobile		Via Rapid
	Current	Future	Transit	Current	Future	Transit
SANTA ANA CORRIDOR						
Santa Ana Freeway and Imperial Hwy., Norwalk	36.1	34.6	23.0	26.0	24.1	26.5
Santa Ana Freeway and Lakewood Blvd., Downey	31.5	30.0	18.0	22.0	20.1	21.5
Santa Ana Freeway and Garfield Ave., (uninc. area)	25.4	23.9	14.3	19.1	17.2	17.8
Santa Ana Freeway and Eastern Ave., E.L.A.	19.4	17.9	9.8	15.6	13.7	13.3
LONG BEACH CORRIDOR						
Long Beach Blvd. and Ocean Blvd., Long Beach	45.6	41.8	38.2	39.1	34.2	41.7
Long Beach Blvd. and Willow St., Long Beach	37.9	38.6	33.7	30.9	31.0	37.2
Long Beach Freeway and Artesia St., N. Long Beach	32.5	32.5	25.5	25.2	25.6	29.0
Long Beach Blvd. and Imperial Hwy., Lynwood	28.3	28.3	17.8	21.0	21.0	21.3
Long Beach Blvd. and Florence Ave., Huntington Park	25.5	25.5	12.3	18.9	18.9	15.8
INGLEWOOD CORRIDOR						
Manchester Ave. and Sepulveda Blvd., Westchester	37.4	33.4	25.5	31.9	28.4	29.0
Manchester Blvd. and La Brea Ave., Inglewood	29.1	26.9	21.2	24.8	22.7	24.7
Manchester Ave. and Harbor Freeway, Los Angeles	17.5	17.5	14.2	13.5	13.5	17.7
Harbor Freeway and Slauson Ave., Los Angeles	14.3	14.3	10.6	10.9	10.9	14.1

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COMPARATIVE TRAVEL TIME BETWEEN LOS ANGELES CENTRAL BUSINESS DISTRICT AND

SELECTED POINTS IN THE VARIOUS STUDY CORRIDORS, VIA AUTOMOBILE AND VIA RAPID TRANSIT

	Peak			Off-Peak		
	Via Automobile		Via Rapid Transit	Via Automobile		Via Rapid Transit
	Current	Future		Current	Future	
PICO CORRIDOR						
Pico Blvd. and Main St., Santa Monica	48.0	33.8	27.0	43.8	23.7	30.5
Pico Blvd. and Sepulveda Blvd., West Los Angeles	36.4	24.5	20.7	32.2	16.5	24.2
Pico Blvd. and La Cienega Blvd., Los Angeles	26.6	22.0	16.5	23.4	15.8	20.0
Pico Blvd. and Western Ave., Los Angeles	14.5	14.5	10.1	12.5	12.5	13.6
WILSHIRE CORRIDOR						
Wilshire Blvd. and Ocean Ave., Santa Monica	52.0	34.1	34.3	50.4	23.2	37.8
Wilshire and Sepulveda Blvds. (uninc. area)	41.7	28.8	26.5	40.9	20.3	30.0
Wilshire Blvd. and Fairfax Ave., Los Angeles	23.3	27.4	15.3	23.0	19.9	18.8
Wilshire Blvd. and Western Ave., Los Angeles	14.2	14.2	10.4	13.9	13.9	13.9
RESEDA CORRIDOR VIA CAHUENGA AND WILSHIRE BOULEVARDS						
Vanowen St. and Reseda Blvd., Reseda	56.9	49.6	39.5	45.0	32.6	43.0
Vanowen St. and San Diego Freeway, Van Nuys	48.8	42.7	33.9	37.0	27.5	37.4
Vanowen St. and Van Nuys Blvd., Van Nuys	45.4	43.6	31.7	33.7	30.1	35.2
Hollywood Freeway and Lankershim Blvd., North Hollywood	26.1	26.1	19.1	17.2	17.2	22.6
Hollywood Blvd. and Highland Ave., Hollywood	24.3	20.5	15.8	17.2	15.2	19.3

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COMPARATIVE TRAVEL TIME BETWEEN LOS ANGELES CENTRAL BUSINESS DISTRICT AND SELECTED POINTS IN THE VARIOUS STUDY CORRIDORS, VIA AUTOMOBILE AND VIA RAPID TRANSIT

	Peak			Off-Peak		
	Via Automobile		Via Rapid Transit	Via Automobile		Via Rapid Transit
	Current	Future		Current	Future	
RESEDA CORRIDOR VIA CAHUENGA AND SUNSET BOULEVARDS						
Vanowen St. and Reseda Blvd., Reseda	56.9	49.6	37.7	45.0	32.6	41.2
Vanowen St. and San Diego Freeway, Van Nuys	48.8	42.7	32.1	37.0	27.5	35.6
Vanowen St. and Van Nuys Blvd., Van Nuys	45.4	43.6	29.9	33.7	30.1	33.4
Hollywood Freeway and Lankershim Blvd., North Hollywood	26.1	26.1	17.3	17.2	17.2	20.8
Hollywood Freeway and Santa Monica Blvd., Los Angeles	16.2	16.2	9.9	12.3	12.3	13.4
SAN FERNANDO CORRIDOR VIA CAHUENGA AND SUNSET BOULEVARDS						
San Fernando Road and Brand Blvd., San Fernando	53.4	48.4	35.0	42.2	31.6	38.5
San Fernando Road and Lankershim Blvd., Sun Valley	45.0	43.0	28.1	34.5	27.9	31.6
Hollywood Freeway and Lankershim Blvd., North Hollywood	26.1	26.1	17.3	17.2	17.2	20.8
Hollywood Freeway and Santa Monica Blvd., Los Angeles	16.2	16.2	9.9	12.3	12.3	13.4
SAN FERNANDO CORRIDOR VIA GLENDALE						
San Fernando Road and Brand Blvd., San Fernando	74.5	43.7	34.4	59.1	28.7	37.9
San Fernando Road and Lankershim Blvd., Sun Valley	66.1	33.1	27.5	51.4	21.7	31.0
San Fernando Road and Olive Avenue, Burbank	51.4	22.9	18.6	39.9	15.8	22.1
San Fernando Road and Fletcher Drive, Los Angeles	31.9	14.2	9.9	24.9	11.4	13.4

COMPARATIVE TRAVEL TIME BETWEEN LOS ANGELES CENTRAL BUSINESS DISTRICT AND

SELECTED POINTS IN THE VARIOUS STUDY CORRIDORS, VIA AUTOMOBILE AND VIA RAPID TRANSIT

	Peak			Off-Peak		
	Via Automobile		Via Rapid	Via Automobile		Via Rapid
	Current	Future	Transit	Current	Future	Transit
PASADENA CORRIDOR						
Huntington Drive and Myrtle Ave., Monrovia	45.2	45.2	29.4	42.5	42.5	32.9
Colorado and Sierra Madre Blvds., Pasadena	31.0	31.0	20.7	28.3	28.3	24.2
Sierra Madre Blvd. and California St., Pasadena	29.5	29.5	19.7	26.8	26.8	23.2
Arroyo Parkway and California St., Pasadena	22.0	22.0	15.8	19.3	19.3	19.3
Pasadena Freeway and Fair Oaks Ave., South Pasadena	19.7	19.7	13.8	17.0	17.0	17.3
Pasadena Freeway and Ave. 60, Highland Park	16.6	16.6	10.4	14.0	14.0	13.9
SAN GABRIEL CORRIDOR						
Live Oak Ave. and Peck Road, Arcadia	47.5	43.3	25.1	43.9	40.2	28.6
Las Tunas Drive and San Gabriel Blvd., San Gabriel	36.0	31.8	17.6	32.4	28.7	21.1
Mission Road and Atlantic Blvd., Alhambra	26.6	22.4	13.2	24.4	20.7	16.7
Valley Blvd. and Eastern Ave., Los Angeles	17.7	13.5	8.7	16.4	12.7	12.2
SAN BERNARDINO CORRIDOR						
San Bernardino Freeway and Azusa Ave., West Covina	46.2	44.0	31.8	29.3	28.2	35.3
San Bernardino Freeway and Hoyt Ave., El Monte	36.0	34.8	20.5	21.4	20.9	24.0
San Bernardino Freeway and San Gabriel Blvd., So. San Gabriel	31.5	30.8	16.5	18.3	18.1	20.0
San Bernardino Freeway and Atlantic Blvd., Alhambra	26.5	26.5	12.9	15.6	15.6	16.4
San Bernardino Freeway and Soto St., Los Angeles	17.1	17.1	6.9	9.6	9.6	10.4

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Comparison of Estimated Freeway and Street Capacity and Present Traffic Volume

Tables 26 to 35, inclusive, contain data as to the estimated capacity and present volume of traffic on freeways and arterial streets at selected points in each corridor. These data are grouped according to imaginary transverse lines drawn at right angles to the axis of the corridor at selected points usually chosen because recent traffic counts were available on all or most of the principal arteries running generally parallel to the axis of the corridor at that point. Where recent counts were not available we requested them of the cognizant authorities, whose co-operation in this regard was highly gratifying.

Our capacity estimates are based upon examination of the actual sites and of current traffic conditions thereat. Capacity and experience data published by the United States Bureau of Public Roads and the California Division of Highways were drawn upon extensively. In estimating capacity we took into account the following elements:

(a) Density and composition of traffic

(b) Number of running lanes

(c) Presence or absence of parking

(d) Traffic control

(e) Marginal friction other than parking

(f) Characteristics of surrounding areas

(g) Pedestrian crossings

(h) Prevailing speeds

(i) Vertical and horizontal curvature

(j) Road surface conditions

DETERMINATION OF POTENTIAL MASS RAPID TRANSIT ROUTES

PASADENA CORRIDOR

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth Per Cent of Present ADT
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	
Huntington Drive West of Eastern Avenue	28,000	2,640	23,995	2,265	4,005	375	16.7
Monterey Road North of Paula Street	28,500	2,300	5,334	431	23,166	1,869	434.3
Pasadena Freeway at Avenue 60 Bridge	72,200	5,400	69,359	5,186	2,841	214	4.1
Figueroa Street North of Avenue 60	48,700	2,500	16,682	857	32,018	1,643	191.9
Total	177,400	12,840	115,370	8,739	62,030	4,101	53.8
Walnut Street West of Lake Avenue	27,800	1,692	26,800	1,629	1,000	63	3.7
Colorado Boulevard West of Lake Avenue	35,700	1,600	23,200	1,086	12,500	514	53.9
California Street West of Lake Avenue	28,800	1,550	22,600	1,203	6,200	347	27.4
Huntington Drive West of San Marino Avenue	28,500	2,211	23,694	1,836	4,806	375	20.3
Total	120,800	7,053	96,294	5,754	24,506	1,299	25.4
Foothill Boulevard East of Rosemead Boulevard	28,800	1,645	26,257	1,500	2,543	145	9.7
Colorado Boulevard East of Rosemead Boulevard	33,500	1,755	22,886	1,200	10,614	555	46.4
Huntington Drive West of Baldwin Avenue	76,200	5,015	19,454	1,281	56,746	3,734	291.7
Total	138,500	8,415	68,597	3,981	69,903	4,434	101.9

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DETERMINATION OF POTENTIAL MASS RAPID TRANSIT ROUTES

SAN GABRIEL CORRIDOR

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth Per Cent of Present ADT
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	
Huntington Drive East of Eastern Avenue	33,200	3,410	28,359	2,918	4,841	492	17.1
Valley Boulevard East of Soto Street	25,050	2,668	19,272	2,039	5,778	629	30.0
Total	58,250	6,078	47,631	4,957	10,619	1,121	22.3
Main Street East of Atlantic Boulevard	23,500	1,276	18,500	1,005	5,000	271	27.0
Mission Road East of Atlantic Boulevard	13,000	1,530	13,038	1,549	-38	-19	-
Total	36,500	2,806	31,538	2,554	4,962	252	15.7
Las Tunas Drive East of San Gabriel Boulevard	36,600	2,226	20,720	1,260	15,880	966	76.6
Mission Drive West of Walnut Grove Avenue	17,650	1,400	9,840	780	7,810	620	79.4
Total	54,250	3,626	30,560	2,040	23,690	1,586	77.5
Live Oak Avenue West of Tyler Avenue	39,100	2,460	17,560	1,150	21,540	1,310	122.7
Lower Azusa Road West of Tyler Avenue	22,700	1,560	13,530	930	9,170	630	67.8
Total	61,800	4,020	31,090	2,080	30,710	1,940	98.8

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DETERMINATION OF POTENTIAL MASS RAPID TRANSIT ROUTES

SAN BERNARDINO CORRIDOR

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	Per Cent of Present ADT
Garvey Avenue West of Atlantic Boulevard	34,900	1,720	16,234	800	18,666	920	115.0
San Bernardino Freeway at Marguerita Ave. Bridge	118,400	5,500	114,017	5,298	4,383	202	3.8
Valley Boulevard West of Atlantic Boulevard	33,600	2,000	23,551	1,400	10,049	600	42.7
Hellman Avenue West of Delmar Avenue	7,000	600	6,610	570	390	30	5.9
Total	193,900	9,820	160,412	8,068	33,488	1,752	20.9
Garvey Avenue East of Rosemead Boulevard	25,200	1,300	23,344	1,200	1,856	100	8.0
San Bernardino Freeway at Walnut Grove Avenue	120,400	5,800	107,773	5,194	12,627	606	11.7
Valley Boulevard East of Rosemead Boulevard	37,200	1,710	17,396	800	19,804	910	113.8
Total	182,800	8,810	148,513	7,194	34,287	1,616	23.1
San Bernardino Road East of Cogswell Road	16,800	960	10,470	600	6,330	360	60.5
San Bernardino Freeway at San Gabriel River	120,400	5,800	97,014	5,388	23,386	412	24.1
Valley Boulevard West of Rivergrade Road	30,800	2,000	28,180	1,830	2,620	170	9.3
Total	168,000	8,760	135,664	7,818	32,336	942	23.8
San Bernardino Freeway West of Azusa Avenue	143,000	6,200	70,458	3,026	72,542	3,174	103.0
Total	143,000	6,200	70,458	3,026	72,542	3,174	103.0

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DETERMINATION OF POTENTIAL MASS RAPID TRANSIT ROUTES

SANTA ANA CORRIDOR

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	Per Cent of Present ADT
Fourth Street West of Lorena Street	24,800	1,970	18,883	1,501	5,917	469	31.3
Whittier Boulevard West of Indiana Street	41,400	1,570	15,823	600	25,577	970	161.6
Santa Ana Freeway at Indiana Street Bridge	160,700	7,800	138,861	6,740	21,839	1,060	15.7
Olympic Boulevard West of Indiana Street	54,700	3,120	22,779	1,300	31,921	1,820	140.1
Union Pacific Avenue West of Rowan Avenue	8,100	935	6,930	800	1,170	135	16.9
Washington Boulevard West of Indiana Street	33,700	2,245	21,620	1,440	12,080	805	55.9
Total	323,400	17,640	224,896	12,381	98,504	5,259	43.8
Telegraph Road West of Atlantic Boulevard	6,500	495	5,216	400	1,284	95	24.6
Santa Ana Freeway at Kern Avenue Bridge	105,000	6,400	103,884	6,331	1,116	69	1.1
Trigg Street West of Atlantic Boulevard	3,000	250	1,790	150	1,210	100	67.6
Washington Boulevard East of Atlantic Blvd.	27,100	1,405	26,820	1,390	280	15	1.0
Total	141,600	8,550	137,710	8,271	3,890	279	2.8
Santa Ana Freeway West of Lakewood Boulevard	106,000	6,400	94,220	5,689	11,780	711	12.5
Telegraph Road West of Lakewood Blvd. (Rosemead)	26,100	2,450	18,950	1,780	7,150	670	37.7
Total	132,100	8,850	113,170	7,469	18,930	1,381	16.7

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DETERMINATION OF POTENTIAL RAPID TRANSIT ROUTES

LONG BEACH CORRIDOR

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	Per Cent of Present ADT
Central Avenue North of Century Boulevard	40,400	2,520	25,716	1,605	14,684	915	57.1
Compton Avenue North of 101st Street	11,300	565	11,244	561	56	4	.5
Wilmington Avenue North of 105th Street	10,400	565	10,291	558	109	7	1.1
Alameda Street South of Firestone Blvd.	27,100	1,400	26,543	1,371	557	29	2.1
Long Beach Boulevard North of Century Blvd.	25,800	1,190	19,954	921	5,846	269	29.3
Total	115,000	6,240	93,748	5,016	21,252	1,224	22.7
Alameda Street North of Artesia Street	35,700	3,200	8,808	789	26,892	2,411	305.3
Santa Fe Avenue North of Victoria Street	14,800	1,120	13,360	1,010	1,440	110	10.8
Long Beach Boulevard South of Olive Street	36,100	1,700	15,158	714	20,942	986	138.2
Long Beach Freeway North of Artesia Street	124,100	6,200	49,134	2,454	74,966	3,746	152.6
Atlantic Boulevard North of Artesia Street	17,100	925	12,412	670	4,688	255	37.8
Total	227,800	13,145	98,872	5,637	128,928	7,508	130.4
Alameda Street South of 223rd Street	24,600	1,860	12,710	960	11,890	900	93.5
Santa Fe Avenue South of Carson Street	29,300	2,245	13,720	1,050	15,580	1,195	113.6
Long Beach Freeway South of Wardlow Road	92,800	6,000	49,114	3,176	43,686	2,824	88.9
Long Beach Boulevard South of Wardlow Road	28,200	1,500	19,372	1,032	8,828	468	45.6
Atlantic Avenue South of Wardlow Road	41,400	1,800	17,417	758	23,983	1,042	137.7
Total	216,300	13,405	112,333	6,976	103,967	6,429	92.6

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120 Wall St., New York

DETERMINATION OF POTENTIAL RAPID TRANSIT ROUTES

INGLEWOOD CORRIDOR

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth Per Cent of Present ADT
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	
Centinela Avenue East of Sepulveda Boulevard	20,200	1,400	19,873	1,380	327	20	1.6
Lincoln Boulevard North of Manchester Avenue	34,400	2,000	25,762	1,500	8,638	500	33.5
Total	54,600	3,400	45,635	2,880	8,965	520	19.6
Manchester Avenue West of Freeman Avenue	21,400	1,550	21,105	1,528	295	22	1.4
Century Boulevard West of Anza Avenue	31,200	2,125	28,479	1,937	2,721	188	9.6
Imperial Highway West of Anza Avenue	29,500	2,680	26,198	2,380	3,302	300	12.6
Total	82,100	6,355	75,782	5,845	6,318	510	8.3
Western Avenue North of 96th Street	30,300	1,400	21,826	1,010	8,474	390	38.8
Normandie Avenue North of 94th Street	25,200	1,400	16,805	932	8,395	468	50.0
Vermont Avenue North of Century Boulevard	23,200	1,205	22,765	1,182	435	23	1.9
Hoover Street North of Colden Avenue	17,500	1,515	14,005	1,213	3,495	302	25.0
Figueroa Street North of 96th Street	40,200	2,330	39,935	2,316	265	14	.7
Broadway North of 96th Street	33,400	2,005	27,709	1,665	5,691	340	20.5
Main Street North of Century Boulevard	19,600	1,320	15,225	1,024	4,375	296	28.7
San Pedro Street North of Century Boulevard	17,800	1,280	12,730	916	5,070	364	39.8
Avalon Boulevard North of Century Boulevard	28,000	1,430	16,577	847	11,423	583	68.9
Harbor Freeway North of Manchester Avenue	157,400	8,200	92,721	4,829	64,679	3,371	69.8
Total	392,600	22,085	280,298	15,934	112,302	6,151	40.1

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

DETERMINATION OF POTENTIAL RAPID TRANSIT ROUTES

PICO CORRIDOR

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth Per Cent of Present ADT
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	
Olympic Boulevard West of Westwood Boulevard	35,300	2,350	34,377	2,289	923	61	2.7
Pico Boulevard West of Westwood Boulevard	42,600	1,920	24,954	1,125	17,646	795	70.7
National Boulevard West of Westwood Boulevard	21,800	1,210	13,308	738	8,492	472	63.8
Total	99,700	5,480	72,639	4,152	27,061	1,328	37.3
Olympic Boulevard East of La Cienega Blvd.	50,700	3,045	42,176	2,531	8,524	514	20.2
Pico Boulevard East of La Cienega Boulevard	52,000	2,250	29,313	1,268	22,687	982	77.4
Airdrome Street West of Fairfax Avenue	7,700	600	3,591	280	4,109	320	114.4
Total	110,400	5,895	75,080	4,079	35,320	1,816	47.0
Olympic Boulevard West of Western Avenue	42,300	2,950	40,736	2,840	1,564	110	3.8
Pico Boulevard West of Western Avenue	18,000	1,300	14,616	1,054	3,384	246	23.1
Venice Boulevard West of Western Avenue	33,400	1,935	27,494	1,595	5,906	340	21.5
Washington Boulevard West of Western Avenue	29,800	1,690	26,215	1,485	3,585	205	13.7
Adams Boulevard West of Western Avenue	37,700	1,665	29,412	1,300	8,288	365	28.2
Total	161,200	9,540	138,473	8,274	22,727	1,266	16.4

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DETERMINATION OF POTENTIAL RAPID TRANSIT ROUTES

WILSHIRE CORRIDOR

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth Per Cent of Present ADT
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	
Wilshire Boulevard West of Gayley Avenue	40,600	2,150	33,105	1,752	7,495	398	22.6
Ohio Avenue West of Veteran Avenue	8,300	580	7,583	527	717	53	9.5
Santa Monica Blvd. West of Sepulveda Blvd.	32,600	1,710	32,121	1,684	479	26	1.5
Olympic Boulevard West of Westwood Boulevard	35,300	2,350	34,377	2,289	923	61	2.7
Total	116,800	6,790	107,186	6,252	9,614	538	9.0
Beverly Boulevard West of La Jolla Avenue	33,900	1,680	25,460	1,262	8,440	418	33.2
Third Street West of La Cienega Boulevard	21,600	1,120	19,442	1,006	2,158	114	11.1
San Vicente Blvd. East of La Cienega Blvd.	24,600	1,620	17,562	1,156	7,038	464	40.1
Sixth Street West of Fairfax Avenue	12,800	945	10,487	772	2,313	173	22.1
Wilshire Boulevard West of Fairfax Avenue	49,100	1,800	34,512	1,264	14,588	536	42.3
Olympic Boulevard East of La Cienega Boulevard	50,700	3,045	42,176	2,531	8,524	514	20.2
Total	192,700	10,210	149,639	7,991	43,061	2,219	28.8
Beverly Boulevard West of Western Avenue	43,000	1,920	28,791	1,286	14,209	634	49.4
Second Street East of Norton Avenue	4,300	600	3,126	432	1,174	168	37.6
Third Street West of Western Avenue	20,500	1,260	20,229	1,245	271	15	1.3
Fourth Street East of Wilton Place	6,100	600	1,694	167	4,406	433	260.1
Sixth Street West of Western Avenue	18,300	1,120	18,311	1,122	-11	-2	-
Wilshire Boulevard West of Highland Avenue	46,300	2,280	31,737	1,563	14,563	717	45.9
Eighth Street West of Western Avenue	15,500	1,260	15,054	1,220	446	40	2.9
Ninth Street West of Wilton Place	5,600	600	5,389	578	211	22	3.9
Olympic Boulevard West of Western Avenue	42,300	2,950	40,736	2,840	1,564	110	3.8
Total	201,900	12,590	165,067	10,453	36,833	2,137	22.3

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DETERMINATION OF POTENTIAL MASS RAPID TRANSIT ROUTES

RESEDA CORRIDOR VIA CAHUENGA AND SUNSET

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth Per Cent of Present ADT
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	
Hollywood Freeway East of Highland Avenue	130,900	7,100	130,038	7,056	862	44	.7
Highland Avenue South of Hollywood Freeway	46,000	3,015	44,792	2,935	1,208	80	2.7
Total	176,900	10,115	174,830	9,991	2,070	124	1.2
Hollywood Freeway West of Lankershim Boulevard	147,200	8,800	107,482	6,425	39,718	2,375	37.0
Cahuenga Boulevard North of Barham Boulevard	33,000	1,500	26,137	1,188	6,863	312	26.3
Total	180,200	10,300	133,619	7,613	46,581	2,687	34.9
Victory Boulevard West of Hayvenhurst Avenue	37,400	2,700	35,101	2,531	2,299	169	6.5
Van Owen Street West of Woodley Street	18,000	985	17,021	929	979	56	5.8
Sherman Way West of Hayvenhurst Avenue	32,900	1,740	30,994	1,641	1,906	99	6.1
Saticoy Street West of Hayvenhurst Avenue	10,600	695	8,708	569	1,892	126	21.7
Total	98,900	6,120	91,824	5,670	7,076	450	7.7

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DETERMINATION OF POTENTIAL MASS RAPID TRANSIT ROUTES

SAN FERNANDO CORRIDOR VIA GLENDALE

COMPARISON OF ESTIMATED CAPACITIES AND TRAFFIC VOLUME, FREEWAYS AND ARTERIAL STREETS AT SELECTED POINTS

Location	Estimated Capacity		Present Volume		Excess Capacity		Possible Growth Per Cent of Present ADT
	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	1958 ADT All Vehicles	Peak Hour One Direction	
San Fernando Road North of Colorado Boulevard	49,600	2,760	25,158	1,400	24,442	1,360	97.2
Golden State Freeway North of Colorado Boulevard	120,700	8,300	48,397	3,327	72,303	4,973	149.4
Total	170,300	11,060	73,555	4,727	96,745	6,333	131.5
Laurel Canyon Boulevard North of Tonopah St.	24,800	1,915	23,186	1,790	1,614	125	7.0
San Fernando Road South of Branford Avenue	36,100	2,100	28,049	1,630	8,051	470	28.7
Glen Oaks Boulevard North of Truesdale St.	19,600	1,400	17,025	1,215	2,575	185	15.1
Total	80,500	5,415	68,260	4,635	12,240	780	17.9

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Rights of Way (Existing and Abandoned)

Certain existing features or abandoned former rights of way in the various corridors might lend themselves to possible use as rapid transit rights of way. The possibility of such use can only be determined in the light of the type of rapid transit facilities which may be projected, and accordingly, the comment which follows regarding possible rights of way in each corridor is of a very cursory nature.

Freeways, existing or under construction, are mentioned wherever the possibility exists that use might be made of median or marginal strips, even though such was not contemplated in the design.

Pasadena Corridor

The Arroyo Seco drainage structure runs in a generally north-south direction from the area west of Pasadena to a junction with the Los Angeles River to the east of Elysian Park.

Huntington Drive runs in the general direction of the corridor and falls within the corridor boundaries at the easterly end. For much of its length within the corridor, and for that portion of its length outside the corridor but serving Pasadena corridor traffic, Huntington Drive has a wide median strip. This was a former Pacific Electric right of way. To some extent it has been narrowed by highway improvement and in the cities of San Marino and South Pasadena it has been extensively landscaped. While recapture for use for rapid transit would be physically possible, there probably would be strong opposition on esthetic grounds.

San Gabriel Corridor

The former Pacific Electric right of way in the median strip of Huntington Drive, referred to above in connection with the Pasadena Corridor, is the only significant possible right of way in this corridor.

San Bernardino Corridor

The median strip of the San Bernardino Freeway has possibilities as a right of way for rapid transit between the vicinity of the intersection of Garvey Avenue to the west and the vicinity of Hoyt Avenue, El Monte, to the east. Throughout almost all of this distance there is in use a single track line of the Pacific Electric Railway in the median strip, and the strip is the property of that railway. It is pertinent to note in this regard that the State Division of Highways has budgeted for the construction of an additional two lanes through this stretch of the freeway, space for this purpose being obtained by narrowing the median strip. This would leave, in general, a 50-foot width of median strip.

Santa Ana Corridor

The Santa Ana Freeway extends through the entire length of the corridor.

The Los Angeles River also lies in the corridor between downtown Los Angeles and the vicinity of Maywood.

Long Beach Corridor

The Long Beach Freeway extends from the southerly end of this corridor to the vicinity of Compton.

The Los Angeles River lies in or near the corridor for much of its length. Through the central section of the corridor, however, the river bed is too far to the east to be considered as a possible right of way.

Inglewood Corridor

The Harbor Freeway extends the full length of the north-south leg of this corridor.

Former Pacific Electric or Los Angeles Transit Lines rights of way still remain in the median strips of several of the streets in this corridor, namely: Hawthorne Boulevard, Crenshaw Boulevard, Leimert Boulevard, Santa Barbara Avenue, and Vermont Avenue; but none of these appears particularly suitable since they do not follow the axis of the corridor.

Pico Corridor

There is a former Pacific Electric right of way along San Vicente Boulevard and an existing Pacific Electric line along Santa Monica Boulevard, and other Pacific Electric rights of way in use in this corridor. There is an abandoned Pacific Electric right of way along Venice Boulevard as well. It is also pertinent to note that the Santa Monica Freeway is planned to run approximately due east and west between Santa Monica on the west and a line roughly adjacent to Venice Boulevard just to the south of the Los Angeles Central Business District.

Wilshire Corridor

There is a former Pacific Electric right of way along San Vicente Boulevard, and a short stretch of another former Pacific Electric right of way also remains on Larchmont Boulevard. It is pertinent to mention in connection with this corridor the abandoned Pacific Electric subway into the subway terminal on Hill Street. It is also pertinent to note plans for the Beverly Hills Freeway which would intersect the Santa Monica Freeway just east of Santa Monica and run through Westwood, Beverly Hills, and the southerly part of the Hollywood District to the Los Angeles Central Business District. The Beverly Hills Freeway is included in the Master Plan of freeways proposed for eventual completion by 1980.

Volume of Travel

Tabulations of the estimated volume of applicable zone-to-zone trips on an average 1958 weekday are presented for each corridor in Tables 36 through 59. Separate tabulations have been made for the volume of travel derived from our three field origin-destination surveys, and for that derived from our theoretical origin-destination study of "other trips".

For each corridor, the tabulations were constructed as follows:

(a) We noted the zones which the corridors traversed.

(b) We noted the zones, generally those adjacent to the corridor, which we considered could be served by bus feeder routes, or from which it is reasonable to suppose that persons might drive to rapid transit stations in the corridor.

(c) For travel between pairs of zones referred to above, in all cases where such travel could logically be performed within the corridor, the volume of each movement was included in the tabulations.

(d) In the case of movements having one end in another corridor, i.e., movements passing through the Los Angeles Central Business District, a sample thereof has been included in view of the very large number of such movements which otherwise would have to be shown. The sample comprised the volume of through movements from the corridor under construction to four or five zones in each other corridor. Zones close to the Los Angeles Central Business District were chosen, since we found that, in most cases, the volume of traffic decreased sharply as distance increased from the Central Business District, and consequently from the corridor under construction. A test of this sampling procedure was made by comparing the volume of movements to and from the "sample" zones with the volume to and from the other

corridor as a whole. It was found that the volume of the sample approximated 50 per cent of the total volume of movements, and accordingly the sample volume was multiplied by two in each case.

Example:

Referring to Map No. 8 the zones through which the San Bernardino Corridor passes are colored in a dark shade. Those zones which could be served by bus feeder routes connecting with rapid transit lines in that corridor are colored in a lighter shade. The tabulation of interzonal movements in the San Bernardino Corridor derived from our three field origin-destination surveys is contained in Table 40. A similar tabulation of "other trips" derived from our theoretical origin-destination study is contained in Table 41. These two tables include movements between pairs of zones in all cases where such movements could logically be made by means of a rapid transit line in the corridor, e.g., movements between Zones 912 and 938, or Zones 813 and 952. For movements through the Los Angeles Central Business District between the zones in or adjacent to the San Bernardino Corridor and zones in or adjacent to other corridors, it was impracticable to include in the tabulation for the San Bernardino Corridor every possible combination of zone pairs. Accordingly, we estimated these through movements as described herein. For movements between all zones in or adjacent to the San Bernardino Corridor, and zones in or adjacent to the Wilshire Corridor, for instance, we selected the five zones in the Wilshire Corridor closest to the Los Angeles Central Business District, namely, Zones 211, 221, 124, 133 and 138, as shown on Map No. 8.

We tabulated the movements between each of the zones in or adjacent to the San Bernardino Corridor and each of the five selected Wilshire Corridor zones, and totaled the volume of those movements. The total was then multiplied by two for the reason given above to produce an estimate of through movements between zones in or adjacent to the San Bernardino Corridor and zones in or adjacent to the Wilshire Corridor.

MAP NO. 8

SAN BERNARDINO CORRIDOR

LEGEND

CENTRAL BUSINESS DISTRICT

FREEWAYS

EXISTING

UNDER CONSTRUCTION

ZONE BOUNDARIES

525 ZONE NUMBER

ZONES TRAVERSED BY CORRIDOR

ZONES SERVED BY FEEDER ROUTES

MAP OF METROPOLITAN LOS ANGELES

1958

SCALE IN MILES

COVERDALE & COLPITTS

Estimated Volume of 1958 Weekday Potential Traffic

At certain points in each corridor which approximate the boundaries between the various zones traversed by the corridor, we estimated the volume of 1958 weekday person trips moving in a direction generally parallel to the axis of the corridor. These data are shown in our Report of May 5, 1959, in the diagrams entitled "Estimated Volume of 1958 Weekday Potential Traffic", following each corridor description. The points listed in the diagrams were in order, from the outer end of the corridor proceeding inward to the Los Angeles Central Business District. The estimated volumes set forth in the diagrams were computed as follows using the San Bernardino Corridor as an example:

Example:

Referring to Map No. 8, it will be noted that the zone at the outer end of the San Bernardino Corridor is Zone 951. Zones 952 and 558 are adjacent zones which could be served by bus feeder routes connecting with rapid transit in Zone 951. Accordingly, these three are the first zones listed in Tables 40 and 41, which contain the estimated volume of zone-to-zone trips on an average 1958 weekday for the San Bernardino Corridor, based upon our three field origin-destination surveys and our estimate of "other trips", respectively. The estimated volume of person trips moving generally along the axis of the corridor between Zone 951 and Zone 946 (the zone immediately adjacent to the west) would, therefore, be the sum of all trips in the corridor to and from Zones 951, 952 and 558, shown in the "Grand Total" column on Tables 40 and 41. These volumes are tabulated as follows:

Zone Number	Table 40	Table 41
951	39,910	20,979
952	14,166	9,260
558	9,005	6,949
Total	63,081	37,188
		63,081
		37,188
Total for both Tables		100,269

The figure of 100,269 corresponds to the figure of 102,000 appearing in the diagram of "Estimated Volume of 1958 Weekday Potential Traffic" for the San Bernardino Corridor opposite "Azusa Avenue, West Covina" (the figure of 102,000 having been adjusted downward slightly since preparation of the diagram).

The next zone traversed by the corridor, moving inward from Zone 951, is Zone 946. Zone 947 is an adjacent zone which could be served by bus feeder routes connecting with rapid transit in Zone 946. The estimated volume of person trips moving generally along the axis of the corridor between Zone 946 and Zone 943 (the zone immediately adjacent to the west) is comprised of the volume contributed by Zones 951, 952 and 558, plus that contributed by Zones 946 and 947, less the trips moving only between the former and the latter zones, and between the former zones and other zones which might not cross the westerly boundary of Zone 946 (in this instance, movements between Zones 951, 952 and 558 and Zone 942). Referring again to Tables 40 and 41, the columns headed "Grand Total" read as follows:

Zone Number	Table 40	Table 41
951	39,910	20,979
952	14,166	9,260
558	9,005	6,949
946	11,145	6,897
947	12,598	12,702
Total	86,824	56,787
		86,824
		56,787
Total for both Tables		143,611

From the figure of 143,611 trips it was necessary to subtract the volume between Zones 951, 952 and 558 and Zones 946 and 942. (Movements between Zones 951, 952 and 558 and Zone 947 were not considered potential corridor traffic.) These figures are found in Tables 40 and 41 in the horizontal column entitled "Total" at the bottom of the tables, as follows:

Zone Number	Table 40	Table 41
946	4,904	3,378
942	2,395	305
Total	7,299	3,683
		7,299
		3,683
Total for both Tables		10,982

The figure of 10,982 subtracted from 143,611 produces the figure of 132,629. This was rounded off to 133,000 and appears in the San Bernardino Corridor diagram opposite "Hoyt Avenue, El Monte". This procedure was followed throughout the balance of the zones in this corridor and an identical procedure was followed with respect to the other eleven corridors.

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

PASADENA CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO THE PASADENA CORRIDOR																										Sub-total
	556	552	551	544	553	541	537	542	545	538	546	536	532	539	530	533	534	525	524	522	024	023	521	511	011	CBD	
559	28	3	792	318	630	433	125	1,146	392	1,425	66	263	157	73	0	0	0	0	66	52	0	0	0	0	0	780	6,749
558	-	-	-	0	-	-	46	992	16	1,161	124	303	154	164	20	87	28	64	28	272	18	96	250	510	0	1,123	5,456
556	-	26	-	14	-	-	22	468	0	414	0	81	33	26	0	14	0	0	0	0	44	0	48	0	0	468	1,658
555	-	-	-	-	-	-	-	550	-	880	0	-	88	22	0	0	0	0	0	0	44	0	144	128	0	656	2,512
552	-	-	-	83	-	-	-	336	-	556	0	-	30	68	0	0	0	0	0	0	0	0	48	0	0	788	1,909
557	-	-	-	-	-	-	-	-	-	2,029	202	-	104	112	9	56	10	0	10	18	44	0	96	128	0	815	3,633
551		-	-	-	-	-	-	-	-	503	0	-	5	0	0	0	0	0	0	0	0	0	144	256	0	1,022	1,930
544			-	-	-	-	-	1,358	-	2,510	-	-	303	268	0	40	40	40	0	92	40	0	232	208	0	1,532	6,663
553				-	-	-	-	-	-	-	-	-	220	182	0	0	50	54	0	18	50	0	48	0	0	311	933
541					-	-	-	-	-	-	-	-	-	22	0	40	14	0	34	52	90	26	395	384	0	1,692	2,749
542						-	-	-	-	3,904	-	-	-	354	-	545	98	20	8	8	86	50	60	0	7	1,746	6,886
545							-	-	-	-	-	-	-	-	-	9	32	56	5	52	0	0	96	0	0	803	1,053
537								-	-	-	-	-	-	-	-	5	0	60	0	18	44	0	192	0	10	1,284	1,613
538									-	-	-	-	-	1,334	-	639	177	245	38	0	48	0	135	138	0	1,930	4,684
546										-	-	-	-	-	-	-	-	112	0	52	0	28	0	0	0	626	818
536											-	-	-	-	-	-	-	-	-	18	108	28	-	132	-	2,232	2,518
539												-	-	-	-	46	-	122	-	0	0	0	96	0	10	499	773
532													-	-	-	-	-	-	-	-	-	-	-	256	10	1,745	2,011
533														-	-	-	-	1,662	-	62	-	-	904	508	3	2,224	5,363
530															-	-	-	0	-	36	-	-	0	0	0	373	409
525																-	-	-	-	385	-	-	-	270	-	3,606	4,261
534																	-	430	-	-	-	-	-	-	-	973	1,403
524																		-	-	-	-	-	-	-	-	389	389
522															-				-	-	-	-	-	389	-	1,506	1,895
024																				-	-	-	-	-	-	2,027	2,027
023																					-	-	-	-	-	1,022	1,022
521																						-	-	-	-	-	-
511																							-	-	-	1,781	1,781
011																								-	-	-	-
Total	28	29	792	415	630	433	193	4,850	408	13,382	392	647	1,094	2,625	29	1,481	449	2,865	189	1,135	616	228	2,888	3,307	40	33,953	73,098

Between Zones and	ZONES IN OTHER CORRIDORS																										Sub-total x 2	GRAND TOTAL (A)
	Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Inglewood					Long Beach								
	111	121	122	123	131	211	221	124	133	138	223	231	233	621	623	625	633	637	811	812	813	821	732	733		
559	0	0	0	4	28	281	239	3	0	15	0	0	0	55	102	2	0	0	0	0	124	132	92	0	2,154	8,903
558	202	18	10	10	105	484	244	54	8	15	22	5	0	104	102	27	124	0	317	148	124	158	76	18	4,750	10,206
556	3	0	5	6	0	0	94	3	0	16	0	0	0	3	102	10	0	0	0	0	124	316	0	0	1,364	3,022
555	192	0	0	0	26	411	210	4	8	38	3	0	0	208	102	0	0	0	0	0	0	210	0	0	2,824	5,336
552	0	0	0	0	0	68	94	47	16	0	22	0	0	102	0	0	0	0	460	0	65	52	0	0	1,852	3,761
557	192	0	0	0	26	416	284	75	19	22	0	0	0	52	0	4	0	0	460	74	246	130	0	70	4,140	7,773
551	0	0	11	0	26	277	309	136	8	18	0	7	0	69	5	161	66	0	154	74	248	78	26	3	3,352	5,282
544	0	108	34	1	60	480	440	136	8	26	0	0	54	157	0	56	0	0	306	0	62	184	52	0	4,328	10,991
553	192	54	34	26	26	270	210	0	8	0	0	0	0	256	0	26	76	26	332	0	124	130	76	26	3,784	4,717
541	12	66	12	15	64	421	596	191	16	12	25	12	0	122	233	32	0	0	768	74	68	342	32	82	6,390	9,139
542	24	32	71	27	209	92	254	80	42	8	8	42	8	60	110	13	0	5	0	0	0	52	8	8	2,306	9,192
545	3	108	0	0	52	291	367	170	24	42	0	4	0	104	0	4	0	0	0	366	184	132	26	2	3,758	4,811
537	0	0	7	5	0	276	372	136	0	24	22	0	0	5	102	0	30	0	465	0	62	106	81	4	3,394	5,907
538	8	10	9	77	113	320	347	106	35	21	8	48	54	58	116	34	123	28	154	148	0	78	5	7	3,814	8,498
546	4	0	0	5	0	204	162	0	16	8	0	0	0	0	0	5	62	0	0	0	62	26	2	0	1,112	1,930
536	198	65	9	0	128	357	558	116	16	18	0	0	2	362	308	0	62	98	614	74	74	344	52	140	7,190	9,708
539	0	22	0	0	34	68	140	37	8	0	0	0	0	0	0	22	0	0	0	0	0	52	100	0	966	1,739
532	192	54	48	120	36	345	469	175	0	44	27	0	0	308	6	4	0	30	154	146	184	158	0	0	5,000	7,011
533	29	129	122	5	275	692	574	136	41	26	44	0	54	170	5	3	0	6	0	230	69	270	3	140	6,046	11,409
530	0	0	0	0	26	204	48	0	0	24	0	0	0	0	0	0	0	0	0	0	62	26	2	0	784	1,193
525	33	286	42	60	201	487	379	155	35	34	3	72	10	184	224	31	11	76	323	74	306	297	10	70	6,806	11,067
534	197	0	11	0	57	497	194	71	8	26	5	62	3	129	102	5	4	38	0	146	62	26	0	0	3,286	4,689
524	0	0	6	135	7	8	94	5	0	0	0	0	54	52	0	0	0	3	0	0	0	52	0	0	832	1,221
522	277	0	103	245	74	55	269	93	0	42	11	0	23	151	110	32	40	0	154	220	126	234	22	0	4,562	6,457
024	-	-	-	-	-	-	-	107	34	40	26	12	13	246	322	15	13	3	0	588	124	132	0	152	3,654	5,681
023	231	200	101	134	77	21	186	43	44	18	70	16	28	14	24	24	6	0	0	234	0	106	0	0	3,154	4,176
521	378	268	168	122	85	779	368	100	25	27	160	81	102	416	56	172	85	119	-	-	-	696	58	58	8,646	8,646
511	321	452	323	526	23	550	52	154	128	265	151	49	12	176	145	305	173	278	4	78	4	177	266	297	9,818	11,599
011	-	-	-	-	-	-	-	5	34	52	21	101	40	119	47	50	20	68	154	74	69	152	10	40	2,112	2,112
Total	2,688	1,872	1,126	1,523	1,758	8,354	7,553	2,338	581	881	628	511	457	3,682	2,323	1,037	895	778	4,819	2,748	2,573	4,848	999	1,117	112,178	185,276

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

PASADENA CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO PASADENA CORRIDOR																								
	556	552	551	544	553	541	537	542	545	538	546	536	532	539	530	533	534	525	524	522	024	023	521	511	011	Sub-total
559	358	642	2,980	659	971	929	145	471	390	1,780	161	439	94	203	43	64	18	252	36	29	61	11	179	88	38	11,041
558	-	-	-	539	-	-	110	252	230	985	98	322	75	149	35	64	15	224	33	23	40	9	182	73	32	3,490
556	-	433	-	173	-	-	28	85	77	304	25	77	7	39	9	16	4	55	6	5	12	2	26	18	8	1,409
555	-	-	-	-	-	-	-	167	-	711	49	-	38	81	18	33	8	116	18	12	26	6	74	43	18	1,418
552	-	-	-	880	-	-	-	205	-	675	57	-	42	67	25	32	9	90	15	9	17	4	50	25	11	2,213
557		-	-	-	-	-	-	-	-	1,705	141	-	96	226	39	80	18	236	36	24	52	13	152	89	38	2,945
551			-	-	-	-	-	-	-	2,232	268	-	220	252	109	178	34	387	74	48	84	21	226	127	63	4,323
544				-	-	-	-	1,390	-	3,414	-	-	178	314	60	105	24	335	50	36	65	12	185	86	39	6,293
553					-	-	-	-	-	-	-	-	164	379	-	145	33	414	55	48	83	15	179	79	37	1,631
541						-	-	-	-	-	-	-	-	313	71	150	35	489	-	53	96	23	291	126	27	1,704
542							-	-	-	8,934	-	-	-	663	-	229	37	410	61	50	90	16	184	69	36	10,779
545								-	-	-	-	-	-	-	-	240	44	494	59	38	109	19	249	110	48	1,410
537									-	-	-	-	-	-	-	82	15	213	-	22	45	10	119	57	34	597
538										-	-	-	-	6,808	-	1,786	254	2,593	412	333	475	99	922	481	278	14,441
546											-	-	-	-	-	-	-	495	42	34	84	18	160	93	42	968
536												-	-	-	-	-	-	-	-	99	154	38	-	231	-	522
539													-	-	-	911	-	484	-	65	83	15	147	49	38	1,792
532														-	-	-	-	-	-	-	-	-	-	92	43	135
533															-	-	-	2,438	-	102	-	-	353	131	85	3,109
530																-	-	289	-	27	-	-	94	56	33	499
525																	-	-	-	1,154	-	-	-	427	-	1,581
534																		-	-	-	-	-	-	-	-	0
524																				-	-	-	-	-	-	0
522																				-	-	-	-	163	-	163
024																					-	-	-	-	-	0
023																						-	-	-	-	0
521																							-	-	-	0
511																								-	-	0
011																									-	0
Total	358	1,075	2,980	2,251	971	929	283	2,570	697	20,740	799	838	914	9,494	409	4,115	548	10,014	897	2,211	1,576	331	3,772	2,713	978	72,463

Between Zones and	ZONES IN OTHER CORRIDORS																									GRAND TOTAL (A)
	Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Inglewood					Long Beach						Sub-total x 2	
	111	121	122	123	131	211	221	124	133	138	223	231	233	621	623	625	633	637	811	812	813	821	732	733		
559	72	46	42	15	39	293	215	60	12	18	4	9	12	189	61	9	17	11	176	34	180	248	35	31	3,656	14,697
558	67	38	18	13	49	363	133	74	15	23	6	12	15	156	37	12	22	14	164	31	166	307	44	81	3,720	7,210
556	15	13	9	4	12	90	44	25	3	2	1	2	1	39	12	2	3	2	45	7	37	51	11	13	886	2,295
555	42	28	26	8	22	257	126	53	7	5	4	2	4	110	36	8	11	6	103	19	105	145	31	37	2,390	3,808
552	26	18	18	9	23	168	93	35	7	6	3	3	2	72	27	4	8	6	63	12	63	95	17	21	1,598	3,811
557	88	56	51	23	71	360	264	110	14	10	5	5	7	155	56	11	11	7	216	30	166	202	30	37	3,970	6,915
551	112	80	78	45	106	709	393	225	31	26	13	15	10	302	152	30	49	36	303	50	311	503	108	153	7,680	12,003
544	82	58	47	34	106	473	348	157	24	19	10	13	12	233	80	19	24	15	198	31	167	267	50	68	5,070	11,363
553	80	60	58	35	128	555	332	186	29	23	12	13	11	235	94	17	22	15	191	32	170	252	46	43	5,278	6,909
541	121	85	80	50	154	799	510	229	35	36	18	20	19	342	146	38	52	34	374	55	298	451	89	132	8,334	10,038
542	65	45	45	30	88	392	239	138	26	27	11	17	14	138	61	20	24	12	149	22	120	183	37	54	3,914	14,693
545	105	74	68	48	165	700	447	250	40	30	15	16	20	261	102	24	8	14	255	40	215	344	45	41	6,654	8,064
537	52	34	32	18	56	315	180	83	15	19	6	11	10	135	51	13	18	11	125	24	129	178	26	42	3,166	3,763
538	346	317	243	209	518	1,969	1,140	670	123	148	62	123	122	836	336	113	138	116	774	111	794	873	239	321	21,282	35,723
546	84	55	50	29	109	394	290	162	27	29	11	16	15	169	68	15	21	9	152	22	121	183	29	27	4,174	5,142
536	178	115	113	67	182	1,028	744	254	54	63	23	38	37	439	165	50	68	51	560	78	424	583	119	176	11,218	11,740
539	46	44	36	35	73	243	137	85	16	21	8	18	20	76	32	16	20	15	96	13	73	105	29	41	2,596	4,388
532	95	61	58	32	89	557	303	129	27	27	10	16	16	177	65	18	26	15	225	32	170	233	33	44	4,916	5,051
533	135	117	110	59	166	806	593	246	50	46	14	25	26	255	93	24	36	20	326	46	246	253	37	47	7,552	10,661
530	7	43	39	28	83	309	226	98	19	21	8	11	11	102	41	11	12	7	92	17	94	111	16	15	2,842	3,341
525	367	240	250	188	574	1,920	1,203	716	123	119	57	83	102	681	265	99	86	62	564	108	578	679	137	171	18,744	20,325
534	72	63	60	32	98	404	249	141	21	25	9	15	14	144	53	10	15	8	121	19	103	104	15	20	3,630	3,630
524	73	46	44	29	75	395	246	104	22	20	9	12	12	138	52	15	19	11	168	22	120	139	29	31	3,662	3,662
522	128	113	74	42	122	679	504	202	36	32	15	26	21	203	86	24	31	16	297	38	208	227	34	37	6,390	6,553
024	-	-	-	-	-	-	-	503	79	85	36	56	51	342	148	51	44	29	339	65	243	384	70	65	5,180	5,180
023	-	-	-	-	-	-	-	190	29	29	12	19	20	127	46	18	14	9	129	17	90	100	18	19	1,772	1,772
521	583	350	143	169	409	2,669	1,367	581	117	113	67	104	104	1,126	413	137	144	99	-	-	-	1,044	252	269	20,520	20,520
511	1,169	587	218	159	280	1,842	1,418	586	111	129	60	126	132	763	286	154	116	93	1,817	208	537	674	199	183	23,694	23,694
011	-	-	-	-	-	-	-	456	74	78	51	66	69	417	155	59	72	48	470	91	303	394	90	73	5,932	5,932
Total	4,210	2,786	2,010	1,410	3,797	18,689	11,744	6,748	1,186	1,229	560	892	909	8,362	3,219	1,021	1,131	791	8,492	1,274	6,231	9,312	1,915	2,292	200,420	272,883

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

SAN GABRIEL CORRIDOR

Between Zones / and	ZONES IN OR ADJACENT TO THE SAN GABRIEL CORRIDOR														
	551	541	537	938	536	532	531	524	523	521	522	511	011	CBD	Sub-total
555	1,407	436	0	24	473	88	562	0	246	144	0	128	0	656	4,164
559	-	433	125	196	263	157	0	66	228	0	52	0	0	780	2,300
558	1,110	658	46	-	303	154	1,320	28	468	250	272	510	0	1,123	6,242
551	-	1,234	134	26	554	5	748	0	84	144	0	256	0	1,022	4,207
552	-	-	-	-	60	30	0	0	0	48	0	0	0	788	926
556	-	-	-	-	81	33	0	0	32	48	0	0	0	468	662
557	-	-	-	-	200	104	0	10	164	96	18	128	0	815	1,535
947	-	-	-	-	81	22	650	18	442	136	52	256	18	341	2,016
541	-	-	-	-	1,851	182	840	34	698	395	52	384	0	1,692	6,128
544		-	-	-	-	-	-	0	108	232	92	208	0	1,532	2,172
536			-	-	-	-	-	63	907	242	18	132	10	2,232	3,604
537				-	-	-	-	0	88	192	18	0	10	1,284	1,592
930					-	-	-	-	1,252	455	140	636	0	2,042	4,525
938						-	-	-	817	511	128	8	0	1,907	3,371
531							-	8	997	385	39	256	19	2,122	3,826
532								-	227	-	-	256	10	1,745	2,238
523									-	1,182	236	280	64	2,560	4,322
524										-	-	128	0	389	517
521											-	1,574	148	4,591	6,313
522												-	-	1,506	1,506
511													-	1,781	1,781
011														-	-
Total	2,517	2,761	305	246	3,866	775	4,120	227	6,758	4,460	1,117	5,140	279	31,376	63,947

Between Zones / and	ZONES IN OTHER CORRIDORS																								Sub-total x 2	GRAND TOTAL (A)
	Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Inglewood					Long Beach							
	111	121	122	123	131	211	221	124	133	138	223	231	233	621	623	625	633	637	811	812	813	821	732	733		
555	192	0	0	0	26	411	210	4	8	38	3	0	0	208	102	0	0	0	0	0	0	210	0	0	2,824	6,988
559	0	0	0	4	28	281	239	3	0	15	0	0	0	55	102	2	0	0	0	0	124	132	92	0	2,154	4,454
558	202	18	10	10	105	484	244	54	8	15	22	5	0	104	102	27	124	0	317	148	124	158	76	18	4,750	10,992
551	0	0	11	0	26	277	309	136	8	18	0	7	0	69	5	161	66	0	154	74	248	78	26	3	3,352	7,559
552	0	0	0	0	0	68	94	47	16	0	22	0	0	102	0	0	0	0	460	0	65	52	0	0	1,852	2,778
556	3	0	5	6	0	0	94	3	0	16	0	0	0	3	102	10	0	0	0	0	124	316	0	0	1,364	2,026
557	192	0	0	0	26	416	284	75	19	22	0	0	0	52	0	4	0	0	460	74	246	130	0	70	4,140	5,675
947	140	18	88	36	78	102	90	18	24	8	74	0	34	52	77	174	176	192	154	74	124	158	1,611	1,010	9,024	11,040
541	12	66	12	15	64	421	596	191	16	12	25	12	0	122	233	32	0	0	768	74	68	342	32	82	6,390	12,518
544	0	108	34	1	60	480	440	136	8	26	0	0	54	157	0	56	0	0	306	0	62	184	52	0	4,328	6,500
536	198	65	9	0	128	357	558	116	16	18	0	0	2	362	308	0	62	98	614	74	74	344	52	140	7,190	10,794
537	0	0	7	5	0	276	372	136	0	24	22	0	0	5	102	0	30	0	465	0	62	106	81	4	3,394	4,986
930	0	108	34	6	31	463	362	148	32	8	0	54	0	111	108	3	62	38	768	148	375	396	50	0	6,610	11,135
938	27	0	35	0	4	311	315	270	34	72	22	90	0	114	306	48	186	0	313	146	248	526	0	24	6,182	9,553
531	195	10	14	0	68	204	126	68	24	34	49	2	0	128	204	58	0	0	306	78	122	184	40	0	3,828	7,654
532	192	54	48	120	36	345	469	175	0	44	27	0	0	308	6	4	0	30	154	146	184	158	0	0	5,000	7,238
523	67	224	254	323	81	302	330	166	65	0	110	68	116	132	173	153	180	119	460	442	381	533	227	56	9,924	14,246
524	0	0	6	135	7	8	94	5	0	0	0	0	54	52	0	0	0	3	0	0	0	52	0	0	832	1,349
521	378	268	168	122	85	779	368	100	25	27	160	81	102	416	56	172	85	119	10	658	317	696	58	58	10,616	16,929
522	-	-	103	245	74	55	269	93	0	42	11	0	23	151	110	32	40	0	154	220	126	234	22	0	4,008	5,514
511	321	452	323	526	23	550	53	154	128	265	151	49	12	176	145	305	173	278	-	-	-	177	266	297	9,648	11,429
011	-	-	-	-	-	-	-	5	34	52	21	101	40	119	47	50	20	68	-	-	-	152	10	40	1,518	1,518
Total	2,119	1,391	1,161	1,554	950	6,590	5,916	2,103	465	756	719	469	437	2,998	2,288	1,291	1,204	945	5,863	2,356	3,074	5,318	2,695	1,802	108,928	172,875

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

SAN GABRIEL CORRIDOR

Between Zones / and	ZONES IN OR ADJACENT TO SAN GABRIEL CORRIDOR													
	551	541	537	938	536	532	531	524	523	521	522	511	011	Sub-total
555	4,923	657	75	95	211	38	76	18	190	74	12	43	18	6,430
559	-	929	145	144	439	94	105	36	309	179	29	88	38	2,535
558	1,885	765	110	-	322	75	108	33	341	182	23	73	32	3,949
551	-	5,286	429	542	933	220	278	74	626	226	48	127	63	8,852
552	-	-	-	-	184	42	55	15	136	50	9	25	11	527
556	-	-	-	-	77	7	28	6	68	26	5	18	8	243
557	-	-	-	-	343	96	108	36	290	152	24	89	38	1,176
947	-	-	-	-	972	180	306	72	609	252	54	157	63	2,665
541	-	-	-	-	1,312	174	839	73	139	291	53	126	53	3,060
544	-	-	-	-	-	-	-	50	408	185	36	86	39	804
536		-	-	-	-	-	-	196	1,644	458	99	231	96	2,724
537			-	-	-	-	-	39	377	119	22	57	34	648
930				-	-	-	-	-	472	262	35	111	50	930
938					-	-	-	-	706	223	41	147	50	1,167
531						-	-	166	1,398	285	62	140	70	2,121
532							-	-	161	-	-	92	43	296
523								-	-	4,836	701	763	460	6,760
524									-	-	-	85	43	128
521										-	-	1,598	575	2,173
522											-	-	-	0
511												-	-	0
011													-	0
Total	6,808	7,637	759	781	4,793	926	1,903	814	7,874	7,800	1,253	4,056	1,784	47,188

Between Zones / and	ZONES IN OTHER CORRIDORS																							Sub-total x 2	GRAND TOTAL (A)
	Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Inglewood					Long Beach							
	111	121	122	123	131	211	221	124	133	138	223	231	233	621	623	625	633	637	811	812	813	821	732	733		
555	42	28	26	8	22	257	126	53	7	5	4	2	4	110	36	8	11	6	103	19	105	145	31	37	2,390	8,820
559	72	46	42	15	39	293	215	60	12	18	4	9	12	189	61	9	17	11	176	34	180	248	35	31	3,656	6,191
558	67	38	18	13	49	363	133	74	15	23	6	12	15	156	37	12	22	14	164	31	166	307	44	81	3,720	7,669
551	112	80	78	45	106	709	393	225	31	26	13	15	10	302	152	30	49	36	303	50	311	503	108	153	7,680	16,532
552	26	18	18	9	23	168	93	35	7	6	3	3	2	72	27	4	8	6	63	12	63	95	17	21	1,598	2,125
556	15	13	9	4	12	90	44	25	3	2	1	2	1	39	12	2	3	2	45	7	37	51	11	13	886	1,129
557	88	56	51	23	71	360	264	110	14	10	5	5	7	155	56	11	11	7	216	30	166	202	30	37	3,970	5,146
947	118	70	55	40	47	615	341	81	17	22	12	14	17	393	131	39	43	48	366	70	374	523	143	271	7,700	10,365
541	121	85	80	50	154	799	510	229	35	36	18	20	19	342	146	38	52	34	374	55	298	451	89	132	8,334	11,394
544	82	58	47	34	106	473	348	157	24	19	10	13	12	233	80	19	24	15	198	31	167	267	50	68	5,070	5,874
536	178	115	113	67	182	1,028	744	254	54	63	23	38	37	439	165	50	68	51	560	78	424	583	119	176	11,218	13,942
537	52	34	32	18	56	315	180	83	15	19	6	11	10	135	51	13	18	11	125	24	129	178	26	42	3,166	3,814
930	103	69	53	33	103	641	388	189	30	24	15	20	16	274	110	32	58	38	329	47	337	466	84	127	7,172	8,102
938	98	63	46	28	92	592	339	156	31	34	12	24	23	338	124	32	47	31	320	60	327	446	102	110	6,950	8,117
531	102	91	65	38	100	590	322	185	29	31	12	23	20	252	93	27	35	21	283	46	243	334	67	74	6,166	8,287
532	95	61	58	32	89	557	303	129	27	27	10	16	16	177	65	18	26	15	225	32	170	233	33	44	4,916	5,212
523	414	273	289	221	488	2,141	1,344	807	141	251	66	130	94	905	402	158	171	115	896	173	918	1,224	291	316	24,456	31,216
524	73	46	44	29	75	395	246	104	22	20	9	12	12	138	52	15	19	11	168	22	120	139	29	31	3,662	3,790
521	583	350	143	169	409	2,669	1,367	581	117	113	67	104	104	1,126	413	137	144	99	1,239	151	798	1,044	252	269	24,896	27,069
522	-	-	74	42	122	679	504	202	36	32	15	26	21	203	86	24	31	16	297	38	208	227	34	37	5,908	5,908
511	1,169	587	218	159	280	1,842	1,418	586	111	129	60	126	132	763	286	154	116	93	-	-	-	674	199	183	18,570	18,570
011	-	-	-	-	-	-	-	456	74	78	51	66	69	417	155	59	72	48	-	-	-	394	90	73	4,204	4,204
Total	3,610	2,181	1,559	1,077	2,625	15,576	9,622	4,781	852	988	422	691	653	7,158	2,740	891	1,045	728	6,450	1,010	5,541	8,734	1,884	2,326	166,288	213,476

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

SAN BERNARDINO CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO SAN BERNARDINO CORRIDOR																							Sub-total
	946	942	943	930	541	938	536	937	934	531	933	523	923	922	912	521	921	911	511	813	811	812	CBD	
951	4,904	2,395	102	106	960	295	306	92	304	1,124	9	1,217	61	22	1,658	535	940	1,916	638	918	773	663	3,148	23,086
952	-	-	-	0	-	88	300	96	407	1,496	0	332	183	0	597	192	169	394	256	494	460	74	2,228	7,766
558	-	-	-	-	-	163	-	114	76	1,320	3	468	0	0	412	250	178	227	510	124	317	148	1,123	5,433
946	-	-	2,885	456	-	370	441	78	267	640	5	300	174	3	213	3	220	518	128	246	0	146	1,654	8,747
947		-	-	-	-	100	81	88	154	650	210	442	209	158	564	136	425	112	256	124	154	74	341	4,278
943			-	644	-	611	-	-	339	1,316	12	664	348	136	1,123	48	444	292	0	310	161	74	1,044	7,566
942				-	-	-	-	-	256	-	-	136	174	0	198	96	82	224	0	62	154	0	182	1,564
930					-	212	-	-	273	2,996	17	1,252	578	84	475	455	358	399	636	375	768	148	2,042	11,068
541						-	-	-	-	-	-	-	300	34	286	395	240	168	384	68	768	74	1,692	4,409
938							-	-	574	-	-	817	82	48	408	511	287	450	8	248	313	146	1,907	5,799
536								-	-	-	-	-	-	-	923	242	136	172	132	74	614	74	2,232	4,599
934									-	-	-	-	987	-	829	390	245	740	416	186	476	220	2,172	6,661
937										-	-	-	-	-	145	48	490	224	256	124	154	74	1,683	3,198
531											-	-	-	-	-	-	-	338	-	122	306	78	2,122	2,966
933												-	-	-	-	-	-	394	128	-	171	148	1,402	2,243
923													-	-	244	-	-	352	152	184	21	304	2,413	3,670
523														-	-	-	-	-	-	-	460	-	2,560	3,020
922															-	-	-	-	-	-	343	-	6,369	6,712
912																-	-	116	-	-	213	-	5,654	5,983
521																	-	-	-	-	-	-	4,591	4,591
921																		-	-	-	-	-	3,613	3,613
911																			-	-	15	-	2,839	2,854
511																				-	-	-	-	-
813																					-	-	-	-
811																						-	980	980
812																							-	-
Total	4,904	2,395	2,987	1,206	960	1,839	1,128	468	2,650	9,542	256	5,628	3,096	485	8,075	3,301	4,214	7,036	3,900	3,659	6,641	2,445	53,991	130,806

Between Zones and	ZONES IN OTHER CORRIDORS																						Sub-total x 2	GRAND TOTAL (A)
	Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Inglewood					Long Beach					
	111	121	122	123	131	211	221	124	133	138	223	231	233	621	623	625	633	637	821	732	733			
951	387	113	140	4	462	1,793	862	183	114	89	5	10	110	460	820	120	62	76	2,034	428	140		16,824	39,910
952	200	169	0	120	113	681	606	204	24	68	60	4	54	270	0	56	62	5	314	50	140		6,400	14,166
558	202	18	10	10	105	484	244	54	8	15	22	5	0	104	102	27	124	0	158	76	18		3,572	9,005
946	9	54	0	0	26	74	104	74	16	4	22	0	0	156	204	0	62	0	316	0	78		2,398	11,145
947	140	18	88	36	78	102	90	18	24	8	74	0	34	52	77	174	176	192	158	1,611	1,010		8,320	12,598
943	0	64	42	240	29	435	24	34	8	8	22	5	0	268	308	0	124	92	236	78	74		4,182	11,748
942	3	64	0	0	0	204	24	0	24	8	0	64	64	0	312	0	0	102	52	0	0		1,842	3,406
930	0	108	34	6	31	463	362	148	32	8	0	54	0	111	108	3	62	38	396	50	0		4,028	15,096
541	12	66	12	15	64	421	596	191	16	12	25	12	0	122	233	32	0	0	342	32	82		4,570	8,979
938	27	0	35	0	4	311	315	270	34	72	22	90	0	114	306	48	186	0	526	0	24		4,768	10,567
536	198	65	9	0	128	357	558	116	16	18	0	0	2	362	308	0	62	98	344	52	140		5,666	10,265
934	617	34	413	102	170	738	583	338	122	108	100	76	41	326	482	402	286	177	585	168	182		12,100	18,761
937	192	168	38	123	37	422	193	0	34	42	0	0	0	306	420	0	0	0	950	76	70		6,142	9,340
531	195	10	14	0	68	204	126	68	24	34	49	2	0	128	204	58	0	0	184	40	0		2,816	5,782
933	0	9	0	0	26	97	149	0	0	26	4	7	0	124	0	13	0	0	-	-	-		910	3,153
923	25	57	67	12	104	297	110	37	20	30	4	19	120	161	445	57	116	178	958	256	129		6,404	10,074
523	67	224	254	323	81	302	330	166	65	0	110	68	116	132	173	153	180	119	533	227	56		7,358	10,378
922	76	336	136	144	63	463	384	61	24	98	49	107	57	229	196	201	57	121	-	-	-		5,604	12,316
912	151	330	563	467	109	451	660	383	144	22	189	142	86	327	104	395	127	170	-	-	-		9,640	15,623
521	378	268	168	122	85	779	368	100	25	27	160	81	102	416	56	172	85	119	-	-	-		7,022	11,613
921	183	425	269	356	125	645	344	192	0	47	45	78	104	-	-	-	-	-	-	-	-		5,626	9,239
911	425	155	541	377	29	632	673	373	8	122	251	331	252	82	56	621	315	257	-	-	-		11,000	13,854
511	-	-	323	526	23	550	53	154	128	265	151	49	12	-	-	-	-	-	-	-	-		4,468	4,468
813	62	434	308	392	193	326	567	81	62	0	381	62	313	-	-	-	-	-	-	-	-		6,362	6,362
811	523	493	189	327	3	1,319	1,431	38	0	6	475	359	170	90	10	411	184	6	-	-	-		12,068	13,048
812	17	294	381	239	164	271	687	86	0	5	168	402	440	-	-	-	-	-	-	-	-		6,308	6,308
Total	4,089	3,976	4,034	3,941	2,320	12,821	10,443	3,369	972	1,142	2,388	2,027	2,077	4,340	4,924	2,943	2,270	1,750	8,086	3,144	2,143		166,398	297,204

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

SAN BERNARDINO CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO SAN BERNARDINO CORRIDOR																						Sub-total
	946	942	943	930	541	938	536	937	934	531	933	523	923	922	912	521	921	911	511	813	811	812	
951	1,951	305	1,911	622	811	277	533	203	226	188	131	730	174	129	298	311	842	914	170	784	510	945	12,965
952	-	-	-	389	-	171	344	48	96	148	40	364	54	50	59	82	225	367	68	210	205	38	2,958
558	1,427	-	-	-	-	202	-	127	153	108	7	341	64	58	97	182	361	390	73	166	164	31	3,951
946	-	-	2,139	430	-	143	229	114	146	72	61	162	38	35	57	83	210	277	46	138	134	25	4,539
947		-	-	-	-	605	972	423	478	306	194	609	199	106	164	252	522	825	157	374	366	70	6,622
943			-	3,616	-	456	-	-	361	163	140	374	91	84	118	180	327	404	76	229	224	34	6,877
942				-	-	-	-	-	58	-	-	112	26	24	39	55	145	177	33	100	77	14	860
930					-	1,579	-	-	352	238	136	472	111	86	134	262	497	390	111	337	329	47	5,081
541						-	-	-	-	-	-	-	138	94	149	291	555	671	126	298	374	55	2,751
938							-	-	787	-	-	706	113	103	155	223	575	777	146	327	320	60	4,292
536								-	-	-	-	-	-	-	208	458	764	1,014	231	424	560	78	3,737
934									-	-	-	-	280	-	220	430	1,187	1,292	245	514	501	95	4,764
937										-	-	-	-	-	146	152	538	602	96	286	280	53	2,153
531											-	-	-	-	-	-	-	531	-	243	283	46	1,103
933												-	-	-	-	-	-	668	127	-	371	70	1,236
923													-	-	710	-	-	2,091	220	632	616	74	4,343
523														-	-	-	-	-	-	-	896	-	896
922															-	-	-	-	-	-	547	-	547
912																-	-	5,139	-	-	1,664	-	6,803
521																	-	-	-	-	-	-	0
921																		-	-	-	-	-	0
911																			-	-	11,536	-	11,536
511																				-	-	-	-
813																					-	-	-
811																						-	0
812																							-
Total	3,378	305	4,050	5,057	811	3,433	2,078	915	2,657	1,223	709	3,870	1,288	769	2,554	2,961	6,748	16,529	1,925	5,062	19,957	1,735	88,014

Between Zones and	ZONES IN OTHER CORRIDORS																						Sub-total x 2	GRAND TOTAL (A)
	Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Inglewood					Long Beach					
	111	121	122	123	131	211	221	124	133	138	223	231	233	621	623	625	633	637	821	732	733		
951	104	45	40	25	112	850	312	173	34	52	13	27	32	365	177	26	50	60	959	196	355	8,014	20,979
952	83	71	64	42	88	683	501	277	37	40	20	20	25	294	142	41	79	46	385	76	137	6,302	9,260
558	67	38	18	13	49	363	133	74	15	23	6	12	15	156	37	12	22	14	307	44	81	2,998	6,949
946	45	29	19	11	26	270	132	56	8	6	5	3	4	115	57	13	23	16	203	48	90	2,358	6,897
947	118	70	55	40	47	615	341	81	17	22	12	14	17	393	131	39	43	48	523	143	271	6,080	12,702
943	118	60	46	27	64	536	317	136	20	16	11	13	12	41	22	26	44	32	341	93	227	4,404	11,281
942	26	19	14	7	20	23	107	45	6	4	3	5	5	90	38	11	18	14	144	31	57	1,374	2,234
930	103	69	53	33	103	641	388	189	30	24	15	20	16	274	110	32	58	38	466	84	127	5,746	10,827
541	121	85	80	50	154	799	510	229	35	36	18	20	19	342	146	38	52	34	451	89	132	6,880	9,631
938	98	63	46	28	92	592	339	156	31	34	12	24	23	336	124	32	47	31	446	102	110	5,532	9,824
536	178	115	113	67	182	1,028	744	254	54	63	23	38	37	439	165	50	68	51	583	119	176	9,094	12,831
934	178	115	81	46	131	785	96	322	50	51	20	37	36	603	221	45	76	54	798	149	205	8,198	12,962
937	87	56	40	24	71	513	283	125	21	24	10	20	17	297	108	30	51	35	531	98	135	5,152	7,305
531	102	91	65	38	100	590	322	185	29	31	12	23	20	252	93	27	35	21	334	67	74	5,022	6,125
933	92	60	43	24	69	552	398	167	27	28	14	20	20	312	156	43	54	53	-	-	-	4,264	5,500
923	173	108	78	57	132	896	468	230	39	36	24	33	31	381	197	55	62	52	511	120	144	7,654	11,997
523	414	273	289	221	488	2,240	1,344	807	141	251	66	130	94	905	402	158	171	115	1,224	291	316	20,680	21,576
922	155	97	58	37	87	797	416	206	35	33	21	41	28	496	176	59	76	64	-	-	-	5,764	6,311
912	284	181	142	102	225	1,211	740	282	63	90	40	97	89	803	291	99	110	114	-	-	-	9,926	16,729
521	583	350	143	169	409	2,669	1,367	581	117	116	67	114	104	1,126	413	137	144	99	-	-	-	17,416	17,416
921	937	614	346	309	576	3,876	2,031	933	216	234	140	350	324	-	-	-	-	-	-	-	-	21,772	21,772
911	2,643	1,420	741	573	1,165	8,347	4,074	1,880	381	482	305	652	688	6,868	2,127	1,165	990	777	-	-	-	70,556	82,092
511	-	-	218	159	280	1,842	1,418	586	111	129	60	126	132	-	-	-	-	-	-	-	-	10,122	10,122
813	716	490	412	322	646	4,443	2,178	1,018	210	363	251	368	388	-	-	-	-	-	-	-	-	23,610	23,610
811	1,392	758	588	449	750	8,625	3,365	1,451	292	354	244	513	379	6,160	2,233	639	537	429	-	-	-	58,316	58,316
812	276	148	78	60	122	1,735	675	287	57	69	32	97	86	-	-	-	-	-	-	-	-	7,444	7,444
Total	9,093	5,425	3,870	2,933	6,188	45,521	22,999	10,730	2,076	2,611	1,444	2,817	2,641	21,048	7,566	2,777	2,810	2,197	8,206	1,750	2,637	334,678	422,692

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

SANTA ANA CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO THE SANTA ANA CORRIDOR																								Sub-total
	846	843	835	834	931	831	832	935	932	936	933	927	926	922	924	925	921	912	822	813	911	821	721	812	811	CBD	
849	4	0	12	114	0	282	0	32	434	20	0	20	0	0	168	74	495	0	880	0	168	1,108	120	0	154	284	4,369
874	-	-	-	-	2,476	812	74	403	1,832	126	0	316	0	101	1,122	433	994	786	2,992	982	906	2,400	360	516	924	3,974	22,529
857	-	-	-	-	686	446	0	162	381	38	0	20	0	0	480	148	436	208	1,166	860	112	1,316	203	222	154	851	7,889
846	-	0	18	16	382	140	0	32	276	6	0	20	0	22	146	14	354	69	528	306	112	472	40	0	154	205	3,312
840	-	-	-	-	586	140	0	356	776	12	0	196	0	0	104	60	436	198	44	186	168	528	120	148	306	298	4,662
948	-	-	-	-	-	-	-	-	790	-	126	80	118	180	83	78	380	124	308	248	338	420	158	148	306	1,638	5,523
944	-	-	12	-	-	-	-	-	750	-	0	20	0	0	0	72	418	66	220	184	112	366	40	74	0	129	2,463
843	-	-	6	-	428	282	0	-	210	6	0	40	0	0	188	118	380	132	704	184	170	446	40	0	306	241	3,881
842	-	-	-	-	-	-	-	-	168	-	22	148	14	34	208	116	248	103	660	368	404	1,144	92	78	0	981	4,788
835		-	-	-	786	-	-	-	328	-	12	98	6	12	-	80	416	262	1,342	252	282	580	80	0	154	317	5,007
941			-	-	-	-	-	-	-	-	-	148	3	150	-	223	1,015	268	836	674	733	738	40	148	154	955	6,085
931				-	-	-	-	-	538	-	-	134	82	202	-	148	268	112	-	12	112	-	132	5	0	309	2,054
834					-	-	-	-	-	-	-	20	0	44	-	122	505	198	-	248	56	-	176	74	0	456	1,899
831						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	3	805	882
832							-	-	-	-	-	-	-	-	-	-	-	-	-	124	-	-	-	74	154	989	1,341
932								-	-	-	-	276	260	-	-	576	1,550	416	598	430	466	1,294	260	85	320	2,520	9,051
935									-	-	-	-	-	-	-	129	460	0	-	62	65	-	40	0	0	676	1,432
936										-	-	-	-	-	-	-	866	-	330	184	508	429	40	148	306	982	3,793
933											-	-	-	-	-	-	894	-	-	375	394	-	166	148	171	1,402	3,550
927												-	35	-	-	143	561	-	374	184	224	422	80	0	4	859	2,886
926													-	-	-	171	823	-	-	124	404	688	46	74	306	1,331	3,967
925														-	-	-	1,178	-	-	184	-	-	150	300	490	2,599	4,901
922															-	-	-	-	-	642	-	-	185	109	343	6,369	7,648
924																-	-	-	-	-	-	-	-	0	0	238	238
921																	-	-	-	141	-	-	-	26	207	3,613	3,987
912																		-	-	-	-	-	-	-	-	-	-
822																			-	-	-	-	-	-	-	-	-
813																				-	-	-	-	4	8	621	633
911																					-	-	-	-	-	2,839	2,839
821																						-	-	-	-	616	616
812																							-	-	220	772	992
721																								-	-	1,966	1,966
811																									-	980	980
Total	4	0	48	130	5,344	2,102	74	985	6,483	208	160	1,536	518	745	2,499	2,705	12,677	2,942	10,982	6,954	5,734	12,351	2,568	2,455	5,144	40,815	126,163

Between Zones and	ZONES IN OTHER CORRIDORS																										Sub-total x 2	GRAND TOTAL (A)
	Pasadena				San Fernando via Glendale			Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Inglewood							
	511	522	525	533	024	027	034	111	121	122	123	131	211	221	124	133	138	223	231	233	621	623	625	633	637		
849	256	0	0	0	0	0	4	0	4	34	120	78	606	140	34	16	0	0	0	0	313	102	-	-	-	3,414	7,783
874	382	41	255	111	80	164	45	241	177	219	233	269	2,874	1,255	839	154	134	22	13	129	820	415	-	-	-	17,744	40,273
857	0	0	0	3	44	0	42	0	0	0	0	26	833	292	72	0	0	22	0	0	315	223	-	-	-	3,744	11,633
846	256	0	0	0	0	0	42	0	0	34	0	0	1,548	72	34	0	0	0	0	0	52	102	-	-	-	4,280	7,592
840	0	0	0	0	0	0	0	192	0	34	0	26	1,082	234	68	16	26	0	6	0	256	410	-	-	-	4,700	9,362
948	5	0	6	84	0	124	78	78	0	122	40	30	949	147	10	0	36	0	2	81	60	102	-	-	-	3,908	9,431
944	128	0	0	-	0	0	84	-	0	0	0	0	1,486	94	0	0	0	22	0	0	154	0	-	-	-	3,936	6,399
843	0	0	5	0	44	248	84	0	0	34	0	26	134	166	68	8	18	0	0	54	206	106	-	-	-	2,402	6,283
842	14	30	64	74	72	78	332	230	102	40	52	15	315	212	96	34	24	22	46	96	324	138	-	-	-	4,820	9,608
835	128	0	6	0	0	16	6	8	6	6	126	78	74	209	114	24	36	0	6	54	156	211	-	-	-	2,528	7,535
941	510	18	0	0	44	248	42	26	83	102	4	26	948	164	68	0	18	44	0	0	536	4	-	-	-	5,770	11,855
931	12	102	70	80	36	0	58	74	34	28	24	148	177	80	148	36	40	68	80	56	114	44	-	-	-	3,018	5,072
834	128	18	0	0	60	0	0	0	54	12	5	60	287	113	87	8	4	0	10	26	57	106	-	-	-	2,070	3,969
831	128	18	6	70	0	0	0	0	65	34	190	80	211	212	39	20	78	6	78	197	417	478	-	-	-	4,654	5,536
832	0	6	0	0	0	0	42	0	54	16	0	34	78	98	0	0	4	0	0	6	220	102	-	-	-	1,320	2,661
932	524	0	34	0	84	17	189	97	107	114	83	55	303	284	125	24	75	28	112	63	416	142	254	-	-	6,260	15,311
935	132	0	36	0	0	32	70	78	96	5	120	52	36	130	100	0	32	0	0	0	102	5	130	-	-	2,312	3,744
936	384	0	54	0	0	0	84	6	68	40	0	78	288	195	46	0	14	8	14	0	262	0	0	-	-	3,082	6,875
933	128	34	4	0	6	0	0	0	9	0	0	26	97	146	0	0	26	4	7	0	124	0	13	0	0	1,248	4,798
927	133	20	0	20	0	20	44	49	9	0	40	0	176	107	40	20	8	20	2	20	18	210	9	0	9	1,948	4,834
926	128	0	0	0	0	124	130	0	6	0	0	78	78	45	46	0	8	0	12	7	139	14	3	62	7	1,774	5,741
925	413	54	12	42	28	14	174	45	91	112	218	104	345	244	98	25	32	128	100	65	135	375	42	62	34	5,984	10,885
922	-	-	-	-	-	-	-	76	336	136	144	63	463	384	61	24	98	49	107	57	229	196	201	57	121	5,604	13,252
924	128	102	82	0	62	20	40	62	26	62	84	42	72	261	20	0	40	0	84	60	4	65	102	-	-	2,836	3,074
921	23	115	167	163	147	61	129	183	425	259	356	125	645	344	192	0	47	45	78	104	553	171	92	143	172	9,478	13,465
912	-	-	-	-	-	-	-	-	-	-	467	109	-	660	383	144	22	189	142	86	-	-	395	127	170	5,788	5,788
822	44	66	55	88	275	132	220	226	78	91	132	44	161	120	114	22	22	88	147	223	-	-	-	-	-	4,696	4,696
813	4	126	306	69	124	0	308	62	434	308	392	193	326	567	81	62	0	381	62	313	-	-	392	373	388	10,542	11,175
911	-	-	-	-	-	-	-	-	-	-	377	29	-	673	373	8	122	251	331	252	-	-	621	315	257	7,218	10,057
821	177	236	297	270	132	334	264	352	379	141	293	88	973	565	220	120	78	104	320	161	-	-	-	-	-	11,008	11,624
812	78	220	74	230	588	146	153	17	294	381	239	164	271	687	86	0	5	168	402	440	-	-	674	595	516	12,856	13,848
721	145	54	86	132	40	0	87	95	338	414	246	61	-	555	123	71	11	-	294	143	-	-	-	-	-	5,790	7,756
811	-	154	323	0	0	315	780	498	493	189	327	3	1,319	1,318	38	0	6	475	359	170	90	10	329	184	6	14,772	15,752
Total	4,388	1,414	1,942	1,436	1,866	2,093	3,531	2,695	3,768	2,967	4,312	2,210	17,155	10,773	3,823	836	1,064	2,144	2,814	2,863	6,072	3,731	3,257	1,918	1,680	181,504	307,667

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

SANTA ANA CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO SANTA ANA CORRIDOR																								
	846	843	835	834	931	831	832	935	932	936	933	927	926	922	924	925	921	912	822	813	911	821	721	812	811	Sub-total
849	781	482	274	128	569	234	51	73	862	73	51	49	21	35	124	69	305	67	466	233	407	1,540	149	43	197	7,283
874	-	-	-	-	268	99	17	37	377	33	15	14	6	17	48	27	151	40	180	141	246	258	91	26	138	2,229
857	-	-	-	-	484	205	39	73	732	66	46	42	15	34	110	61	285	66	411	229	402	486	148	42	179	4,155
846	-	619	151	62	323	105	18	53	463	59	32	30	10	20	55	23	129	27	206	93	163	220	60	17	91	3,029
840	-	-	-	-	403	169	39	114	817	98	62	49	19	40	95	57	261	58	357	189	333	350	92	26	139	3,767
948	-	-	-	-	-	-	-	-	1,877	-	142	111	19	79	186	113	452	102	543	339	597	629	192	54	288	5,723
944	-	-	88	-	-	-	-	-	380	-	28	31	8	17	43	25	104	28	165	54	130	176	48	13	73	1,411
843	-	-	760	-	612	163	47	-	852	94	52	46	17	38	94	53	218	44	351	150	264	369	98	28	147	4,497
842	-	-	-	-	-	-	-	-	1,361	-	89	77	34	62	188	118	435	73	704	290	511	728	191	54	212	5,127
835		-	-	-	1,082	-	-	-	1,243	-	81	67	22	50	-	86	387	79	550	261	458	652	170	48	188	5,424
941			-	-	-	-	-	-	-	-	-	94	39	102	-	146	564	112	672	284	666	701	185	53	280	3,898
931				-	-	-	-	-	8,038	-	-	707	225	226	-	391	1,063	214	-	738	1,121	-	429	117	1,507	14,776
834					-	-	-	-	-	-	-	115	38	65	-	90	451	78	-	284	501	-	187	53	232	2,094
831						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	144	507	651
832							-	-	-	-	-	-	-	-	-	-	-	-	-	249	-	-	-	46	244	539
932								-	-	-	-	3,462	909	-	-	1,227	3,006	590	3,591	1,700	3,066	3,265	825	321	1,657	23,619
935									-	-	-	-	-	-	-	52	233	63	-	158	277	-	102	29	154	1,068
936										-	-	-	-	-	-	-	350	-	418	270	474	498	129	50	264	2,453
933											-	-	-	-	-	-	617	-	-	379	668	-	174	70	371	2,279
927												-	183	-	-	299	447	-	534	239	429	455	111	45	233	2,975
926													-	-	-	241	654	-	-	291	515	544	121	54	284	2,704
925														-	-	-	2,112	-	-	1,281	-	-	440	121	624	4,578
922															-	-	-	-	-	562	-	-	237	105	547	1,451
924																-	-	-	-	-	-	-	-	114	473	587
921																	-	-	-	6,266	-	-	-	1,210	6,089	13,565
912																		-	-	-	-	-	-	-	-	-
822																			-	-	-	-	-	-	-	-
813																				-	-	-	-	1,235	6,105	7,340
911																					-	-	-	-	-	0
821																						-	-	-	-	0
812																							-	-	1,198	1,198
721																								-	-	0
811																									-	0
Total	781	1,101	1,273	190	3,741	975	211	350	17,002	423	598	4,894	1,565	785	943	3,078	12,224	1,641	9,148	14,680	11,228	10,871	4,179	4,118	22,421	128,420

Between Zones and	ZONES IN OTHER CORRIDORS																									Sub-total x 2	GRAND TOTAL (A)
	Pasadena				San Fernando via Glendale			Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Inglewood						
	511	522	525	533	024	027	034	111	121	122	123	131	211	221	124	133	138	223	231	233	621	623	625	633	637		
849	52	8	59	9	13	41	19	65	27	19	9	17	392	193	80	11	8	8	13	10	283	137	-	-	-	2,946	10,229
874	46	9	66	7	24	72	65	56	24	22	14	61	458	168	93	19	28	7	15	17	197	95	-	-	-	3,126	5,355
857	45	6	34	5	13	24	22	55	32	14	5	20	293	220	61	12	9	7	10	6	257	125	-	-	-	2,550	6,705
846	25	5	27	5	9	20	25	27	18	9	5	12	173	127	35	5	5	4	6	4	107	52	-	-	-	1,410	4,439
840	48	8	53	15	15	26	27	39	25	8	6	23	232	114	33	7	10	3	6	8	133	65	-	-	-	1,808	5,575
948	98	21	133	40	36	99	101	97	42	31	16	28	580	285	121	17	14	10	15	9	331	164	-	-	-	4,576	10,299
944	20	4	27	7	7	22	21	21	15	10	5	10	139	102	28	4	5	3	5	3	74	37	-	-	-	1,138	2,549
843	39	7	43	12	16	53	33	39	29	16	7	22	273	200	67	9	10	7	12	9	164	80	-	-	-	2,294	6,791
842	57	14	72	19	26	85	59	58	44	35	20	47	455	292	134	21	21	14	27	26	303	118	-	-	-	3,894	9,021
835	48	9	50	12	18	71	52	45	32	27	16	44	367	222	109	8	21	10	20	14	270	133	-	-	-	3,196	8,620
941	94	19	123	30	37	141	106	74	57	43	24	60	593	381	172	27	23	14	24	15	309	153	-	-	-	5,038	8,936
931	187	50	241	72	95	245	261	176	272	99	72	173	1,288	713	324	60	78	37	79	80	735	394	-	-	-	11,462	26,238
834	59	10	58	12	14	72	67	54	35	27	17	34	425	236	105	19	9	11	22	22	333	166	-	-	-	3,614	5,708
831	130	38	137	51	65	69	147	138	97	77	53	120	1,017	564	251	45	62	38	76	56	732	391	-	-	-	8,708	9,359
832	49	7	35	8	17	54	44	61	39	21	12	37	355	262	110	17	18	9	16	16	497	242	-	-	-	3,852	4,391
932	431	186	649	252	258	618	634	462	327	196	136	341	2,466	1,855	627	118	177	99	157	162	1,407	761	324	-	-	25,286	48,905
935	38	9	46	12	17	52	51	35	24	18	12	36	222	164	75	14	13	6	12	8	163	60	21	-	-	2,216	3,284
936	66	16	105	20	28	93	73	60	38	30	17	56	360	266	95	17	21	10	15	14	205	101	25	-	-	3,462	5,915
933	127	26	155	43	48	140	109	92	60	43	24	69	552	398	167	27	28	14	20	20	312	156	43	54	53	5,560	7,839
927	57	18	76	26	25	74	69	51	40	31	15	41	318	238	78	13	19	11	17	17	230	84	37	55	49	3,378	6,353
926	62	13	54	13	21	65	53	52	32	20	12	31	288	178	76	12	12	7	13	11	175	89	12	42	27	2,740	5,444
925	229	46	160	50	63	173	164	183	119	74	51	110	915	481	243	43	42	27	55	50	567	302	79	114	104	8,888	13,466
922	-	-	-	-	-	-	-	155	97	58	37	87	797	416	206	35	33	21	41	28	496	176	59	76	64	5,764	7,215
924	146	51	182	63	75	212	177	130	95	65	72	137	864	464	254	52	57	38	82	76	526	311	164	-	-	8,586	9,173
921	1,428	339	676	364	400	892	1,005	937	614	346	309	576	3,876	2,031	933	216	234	140	350	324	2,556	955	511	459	496	41,934	55,499
912	-	-	-	-	-	-	-	-	-	-	102	225	-	740	282	63	90	40	97	89	-	-	99	110	114	4,102	4,102
822	367	162	500	178	207	581	664	481	351	346	272	508	3,167	1,704	936	191	280	167	416	285	-	-	895	-	-	25,316	25,316
813	537	208	498	246	243	734	878	716	490	412	322	646	4,443	2,178	1,018	210	363	251	368	388	-	-	1,043	808	628	35,256	42,596
911	-	-	-	-	-	-	-	-	-	-	573	1,165	-	4,074	1,880	381	482	305	652	688	-	-	1,165	990	777	26,264	26,264
821	674	227	679	253	384	771	915	894	652	652	507	917	5,692	3,008	1,416	341	511	324	690	726	-	-	1,960	-	-	44,386	44,386
812	208	38	108	46	65	139	164	276	148	78	60	122	1,735	675	287	57	69	32	97	86	-	-	194	153	117	9,908	11,106
721	397	95	243	119	164	377	434	226	348	283	216	448	-	2,613	745	211	248	-	350	308	-	-	1,396	-	-	18,442	18,442
811	-	297	564	326	339	853	771	1,392	758	588	449	750	8,625	3,365	1,451	292	354	244	513	379	6,160	2,233	639	537	429	64,616	64,616
Total	5,764	1,946	5,853	2,315	2,742	6,868	7,210	7,147	4,981	3,698	3,467	6,973	41,360	28,927	12,492	2,574	3,354	1,918	4,291	3,954	17,522	7,580	8,666	3,398	2,858	395,716	524,136

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

LONG BEACH CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO LONG BEACH CORRIDOR																											
	755	752	746	745	744	742	743	741	735	736	733	734	637	732	833	832	731	822	823	821	722	721	813	812	811	CBD	Sub-total
754	-	2,466	1,047	2,887	110	77	153	683	116	202	306	104	43	350	7	11	240	264	0	710	7	0	124	76	0	2,343	12,326
762	-	1,213	778	1,081	-	58	114	120	106	50	96	260	232	37	0	0	6	264	0	26	4	40	124	0	158	788	5,555
756	-	0	0	24	-	0	0	4	10	0	3	46	0	61	0	0	6	0	0	26	0	0	0	0	0	528	708
753	-	-	-	454	-	0	0	63	28	200	0	46	38	50	0	3	20	154	38	52	0	40	0	0	0	298	1,484
755	-	88	88	362	-	0	44	60	10	0	73	0	0	0	0	0	0	44	0	26	36	5	124	0	0	169	1,129
853	-	-	-	-	-	286	622	568	210	240	334	190	142	167	22	40	36	4	12	32	40	18	0	10	0	119	3,092
752	-	-	-	144	-	3	0	120	86	1,150	786	546	6	109	0	0	20	158	38	104	36	0	62	0	464	311	4,143
851	-	-	-	-	-	-	-	-	264	218	420	556	94	269	0	6	138	418	38	316	18	0	124	0	172	454	3,505
751	-	-	-	-	-	0	-	-	76	0	73	0	0	182	0	0	12	44	0	52	0	0	0	0	0	191	630
745			-	-	-	1,137	-	-	526	-	600	326	194	434	12	120	109	308	62	261	96	46	124	74	0	298	4,727
746				-	-	-	-	-	90	-	143	-	0	52	0	0	32	132	0	104	36	4	62	0	0	153	808
744					-	-	-	-	0	-	0	0	-	29	0	0	6	0	0	0	0	0	0	0	0	2	37
742						-	-	-	1,257	-	1,326	-	-	497	0	0	113	553	0	398	112	108	246	0	0	620	5,230
743							-	-	-	-	632	-	-	404	-	-	128	572	114	552	223	40	246	294	0	490	3,695
741								-	-	-	952	-	-	400	0	60	-	880	215	2,225	395	45	246	400	0	2,146	7,964
735									-	-	2,737	-	-	809	26	28	606	748	208	1,074	53	260	124	74	154	1,023	7,924
736										-	-	-	-	306	-	-	-	726	164	368	222	587	124	839	14	1,454	4,804
733											-	-	-	2,775	-	-	-	3,118	525	7,063	537	461	982	230	161	3,191	19,043
734												-	-	-	-	-	-	-	-	1,242	36	166	62	201	0	479	2,186
637													-	-	-	-	-	-	-	-	-	809	388	516	6	3,332	5,051
732														-	-	-	-	-	-	7,035	-	526	1,175	222	166	4,153	13,277
833															-	-	-	-	-	-	-	-	-	0	0	78	78
832																-	-	-	-	-	-	-	-	74	154	989	1,217
731																	-	-	-	-	-	-	-	371	173	2,056	2,600
821																		-	-	-	-	-	86	52	114	616	868
823																			-	-	-	-	-	-	-	734	734
822																				-	-	-	-	-	-	417	417
722																					-	-	-	-	-	5,177	5,177
813																						-	-	4	8	621	633
721																							-	-	-	-	-
812																								-	220	772	992
811																									-	980	980
Total	-	3,767	1,913	4,952	110	1,561	933	1,618	2,779	2,060	8,481	2,074	749	6,931	67	268	1,472	8,387	1,414	21,666	1,851	3,155	4,423	3,437	1,964	34,982	121,014

Between Zones and	ZONES IN OTHER CORRIDORS																																GRAND TOTAL (A)
	San Bernardino				San Gabriel					Pasadena					San Fernando via Glendale			Reseda via Sunset San Fernando via Sunset					Wilshire					Pico			Sub-total x 2		
	911	912	923	934	511	521	523	531	536	522	525	533	539	538	024	027	034	111	121	122	123	131	211	221	124	133	138	223	231	233			
754	64	69	58	42	128	6	89	4	11	6	7	4	7	67	3	0	12	6	9	4	12	108	37	214	45	3	0	54	2	0	2,142	14,468
762	0	5	7	0	0	6	0	0	2	0	6	0	0	8	0	0	8	6	8	4	0	10	75	48	11	0	18	9	0	0	462	6,017
756	0	5	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	112	820
753	61	5	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	54	0	0	0	0	70	0	0	0	0	0	0	400	1,884
755	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	4	0	0	120	26	0	56	0	0	0	3	3	0	448	1,577
853	0	24	30	22	0	12	12	6	18	24	6	12	4	6	10	0	12	18	6	18	12	4	18	70	46	0	0	22	24	48	968	4,060
752	56	199	0	34	0	0	0	0	0	3	6	0	0	0	0	0	0	5	0	0	0	0	207	240	3	0	8	0	0	0	1,522	5,665
851	112	3	0	0	384	0	0	0	0	0	0	0	0	3	7	0	0	0	54	34	18	26	472	94	136	0	0	0	0	0	2,686	6,191
751	226	0	0	0	0	0	0	190	0	18	0	0	0	0	0	0	0	0	2	0	0	0	202	24	0	0	0	0	0	0	1,324	1,954
745	56	90	24	24	12	0	104	24	24	0	0	0	0	12	12	4	10	24	0	46	24	0	226	68	12	11	6	34	2	48	1,794	6,521
746	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	53	0	0	0	0	4	0	260	1,068
744	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
742	0	76	0	0	0	94	0	0	0	6	0	0	0	0	0	0	0	94	54	0	3	32	73	232	0	8	4	0	6	0	1,364	6,594
743	168	270	0	0	0	0	28	0	0	18	0	0	0	0	0	0	0	0	0	4	0	30	270	103	0	0	0	0	0	0	1,782	5,477
741	112	300	0	72	6	156	28	0	60	60	3	0	0	0	60	0	0	6	115	72	133	29	208	344	0	29	11	0	101	0	3,810	11,774
735	228	32	30	20	128	58	122	10	20	10	20	0	0	86	0	10	38	20	0	10	133	0	302	178	28	14	24	14	38	10	3,166	11,090
736	173	60	120	134	7	4	82	0	50	0	0	50	0	50	0	0	197	54	0	139	84	222	157	15	21	55	48	0	21	2	3,490	8,294
733	523	162	129	182	297	58	56	0	140	0	70	140	0	7	152	252	0	149	182	146	73	186	471	927	258	19	18	39	157	74	9,734	28,777
734	112	71	290	46	0	48	136	0	46	0	0	0	0	58	46	0	42	4	0	42	3	26	142	94	73	15	0	22	2	0	2,636	4,822
637	257	170	178	177	278	119	119	0	98	0	76	6	0	28	3	0	0	9	347	291	238	145	261	407	31	27	150	69	150	71	7,410	12,461
732	424	534	256	168	266	58	227	40	52	22	10	3	100	5	0	76	76	260	137	125	69	322	474	888	141	58	32	141	110	194	10,536	23,813
833	112	9	-	-	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	24	34	0	0	0	0	0	410	488
832	175	86	-	-	0	48	-	-	8	6	0	0	0	13	0	0	42	0	54	16	0	34	78	98	0	0	4	0	0	6	1,336	2,553
731	30	122	44	188	146	111	154	14	112	38	21	58	22	65	51	6	52	41	295	58	394	99	303	282	79	30	26	40	127	48	6,112	8,712
821	-	294	958	585	177	696	533	184	344	236	297	270	52	78	132	334	264	352	379	141	293	88	973	565	220	120	78	104	320	161	18,456	19,324
823	-	-	-	-	0	-	-	-	0	76	95	0	0	0	38	0	42	6	38	4	5	35	64	95	3	4	0	13	45	0	1,126	1,860
822	-	-	-	-	44	-	-	-	264	66	55	88	0	22	275	132	220	226	78	91	132	44	161	120	114	22	22	88	147	223	5,268	5,685
722	-	464	269	427	340	311	222	0	65	24	72	72	0	8	44	0	48	58	78	298	1,400	149	-	614	67	117	47	122	356	103	11,550	16,727
813	-	-	184	186	4	-	-	122	74	126	306	69	0	0	124	0	308	62	434	308	392	193	326	567	81	62	0	381	62	313	9,368	10,001
721	-	-	0	75	145	102	148	44	0	54	86	132	0	34	40	0	87	95	338	414	246	61	-	555	123	71	11	-	-	-	5,722	5,722
812	-	-	304	220	-	658	442	78	74	220	74	230	0	148	588	146	153	17	294	381	239	164	271	687	86	0	5	168	402	440	12,978	13,970
811	-	-	-	-	-	10	460	306	614	154	323	0	0	154	0	315	780	498	493	189	327	3	1,319	1,318	38	0	6	475	359	170	16,622	17,602
Total	2,889	3,116	2,881	2,602	2,368	2,555	2,967	1,022	2,082	1,167	1,533	1,134	185	893	1,585	1,275	2,391	2,014	3,449	2,835	4,354	2,073	7,097	9,050	1,650	665	518	1,798	2,438	1,911	144,994	266,008

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

LONG BEACH CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO LONG BEACH CORRIDOR																								Sub-total
	755	752	746	745	744	742	743	741	735	736	733	734	637	732	833	832	731	823	822	821	722	721	813	812	811	
754	-	12,158	304	3,363	40	1,448	332	1,207	268	467	655	418	201	240	35	52	242	60	314	441	53	117	118	22	58	22,613
762	-	2,182	154	801	-	310	65	258	57	124	193	122	46	54	7	11	57	13	105	112	13	27	20	4	20	4,755
756	-	1,720	70	760	-	237	59	273	97	115	143	93	35	52	7	12	37	12	60	83	8	15	22	4	11	3,925
753	-	-	-	1,727	-	488	105	543	115	221	257	178	57	86	10	15	80	27	174	184	21	43	66	13	48	4,458
755	-	3,276	60	650	-	261	64	221	50	90	105	96	27	39	6	9	38	9	56	76	10	18	20	3	13	5,197
853	-	-	-	-	-	266	63	166	49	91	138	98	27	40	7	8	32	10	80	83	10	19	30	4	22	1,243
752	-	-	-	12,277	-	1,818	421	1,446	364	890	1,002	716	196	292	35	64	225	73	469	568	70	161	244	34	178	21,543
851	-	-	-	-	-	-	-	-	187	376	591	644	113	177	25	38	148	51	344	2,599	47	120	184	34	135	5,813
751		-	-	-	-	309	-	-	54	149	129	89	30	41	5	8	45	13	104	130	14	37	56	8	41	1,262
745			-	-	-	3,923	-	-	835	-	1,498	1,130	327	489	80	91	359	118	687	959	91	217	329	61	279	11,473
746				-	-	-	-	-	173	-	530	-	78	125	20	31	102	35	298	318	34	87	134	21	108	2,094
744					-	-	-	-	5	-	9	5	-	2	0	1	2	0	1	1	0	0	0	0	0	26
742						-	-	-	3,258	-	3,417	-	-	537	97	110	524	142	1,089	1,117	141	293	441	61	323	11,550
743							-	-	-	-	526	-	-	135	-	-	118	40	239	338	28	88	101	19	77	1,709
741								-	-	-	2,465	-	-	620	75	96	-	168	972	1,356	166	355	537	100	394	7,304
735									-	-	3,576	-	-	402	45	57	284	95	534	751	87	223	251	47	181	6,533
736										-	-	-	-	941	-	-	-	203	1,100	1,528	191	454	506	94	501	5,518
733											-	-	-	4,504	-	-	-	691	3,304	4,581	402	777	1,166	218	868	16,511
734												-	-	-	-	-	-	-	-	1,224	129	269	404	76	292	2,394
637													-	-	-	-	-	-	-	-	-	611	628	117	429	1,785
732														-	-	-	-	-	-	6,341	-	808	1,205	225	801	9,380
833															-	-	-	-	-	-	-	-	-	18	96	114
832																-	-	-	-	-	-	-	-	46	244	290
731																	-	-	-	-	-	-	-	175	618	793
821																		-	-	-	-	-	9,114	582	2,538	12,234
823																			-	-	-	-	-	-	-	0
822																				-	-	-	-	-	-	0
722																					-	-	-	-	-	0
813																						-	-	1,235	6,105	7,340
721																							-	-	-	-
812																								-	1,198	1,198
811																									-	0
Total		19,336	588	19,578	40	9,060	1,109	4,114	5,512	2,523	15,234	3,589	1,137	8,776	454	603	2,293	1,760	9,930	22,790	1,515	4,739	15,576	3,221	15,578	169,055

Between Zones and	ZONES IN OTHER CORRIDORS																													Sub-total x 2	GRAND TOTAL (A)
	San Bernardino				San Gabriel					Pasadena					San Fernando via Glendale			Reseda via Sunset San Fernando via Sunset					Wilshire					Pico				
	911	912	923	934	511	521	523	531	536	522	525	533	539	538	024	027	034	111	121	122	123	131	211	221	124	133	138	223	231	233		
754	104	20	11	19	20	28	43	12	28	6	36	12	13	94	14	70	37	25	22	22	17	59	195	144	82	18	29	7	17	21	2,450	25,063
762	36	6	3	5	6	8	13	3	8	2	11	2	4	28	4	12	11	9	7	7	5	19	65	49	27	6	9	2	6	6	758	5,513
756	19	4	2	4	4	6	9	3	6	2	7	1	3	10	3	14	8	5	4	4	4	12	36	27	16	3	6	2	4	5	466	4,391
753	87	11	5	4	5	7	11	3	7	2	9	3	4	24	3	19	18	7	6	6	4	16	108	40	23	5	7	1	4	5	908	5,366
755	24	4	3	3	2	3	5	2	4	0	5	1	1	12	2	8	9	2	3	3	2	7	23	17	10	3	3	1	2	262	852	6,049
853	104	5	3	5	2	4	6	2	4	0	5	1	1	13	2	9	10	3	3	3	2	8	24	18	11	3	4	1	2	2	520	1,763
752	323	43	23	31	31	29	45	6	12	4	19	7	7	51	7	37	41	38	24	11	9	31	301	223	85	9	16	13	28	23	3,054	24,597
851	243	42	21	31	31	29	44	10	25	21	12	4	5	31	4	25	24	28	17	8	5	21	226	166	62	7	10	7	11	7	2,354	8,167
751	49	9	4	3	7	6	9	1	3	0	4	0	1	10	1	8	7	8	5	2	1	14	68	51	19	2	3	2	5	4	612	1,874
745	505	70	42	57	58	82	84	24	42	9	36	7	6	47	19	34	37	72	64	31	17	58	751	417	160	26	43	21	52	43	5,828	17,301
746	193	27	14	16	25	23	36	8	12	3	15	2	3	25	5	10	10	31	21	9	6	17	251	138	51	10	12	6	12	10	2,002	4,096
744	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	6	32
742	585	80	49	67	72	91	141	33	59	16	71	14	12	96	27	68	75	90	70	56	34	77	696	516	260	45	57	28	60	59	7,208	18,758
743	138	23	12	17	22	24	38	8	8	4	13	3	4	25	7	19	13	26	20	11	6	21	212	135	61	9	10	6	15	14	1,848	3,557
741	712	96	47	74	88	107	133	28	66	19	55	15	9	74	31	107	60	109	96	66	53	136	1,030	626	313	67	89	33	76	97	9,024	16,328
735	327	55	23	30	46	49	61	14	32	7	36	8	10	56	16	52	36	59	39	27	20	59	457	261	122	25	35	12	30	29	4,066	10,599
736	662	87	53	63	96	107	136	34	66	18	77	15	14	107	37	114	84	119	83	67	48	138	1,230	684	308	66	92	36	90	86	9,634	15,152
733	2,069	226	144	205	183	269	316	74	176	37	171	47	41	321	65	279	253	295	155	121	83	248	1,757	1,305	569	98	135	73	137	130	19,964	36,475
734	718	93	57	80	76	85	133	32	76	16	80	19	22	129	30	91	67	74	67	48	31	77	574	426	202	39	51	23	46	50	7,024	9,418
637	777	114	52	54	93	99	115	21	51	16	62	20	15	116	39	118	113	155	104	76	46	121	1,212	898	384	61	103	49	118	107	10,618	12,403
732	1,461	183	120	149	199	252	291	67	119	34	137	37	29	239	70	198	143	209	190	105	68	145	1,900	1,185	513	85	109	68	129	117	17,102	26,482
833	174	31	-	-	21	27	-	-	19	4	20	3	5	32	7	24	22	25	16	9	7	21	200	109	46	7	10	5	9	8	1,722	1,836
832	632	79	-	-	49	66	-	-	34	7	35	8	10	70	17	54	43	61	39	21	12	10	355	262	110	4	18	9	16	16	4,074	4,364
731	1,140	150	94	114	159	164	193	51	94	34	128	40	26	186	66	171	180	201	160	125	85	189	2,116	1,110	560	98	130	75	202	156	16,394	17,187
821	-	965	511	798	674	1,044	1,224	334	583	227	679	253	105	873	384	771	915	894	652	652	507	917	5,692	3,008	1,416	341	511	324	690	726	53,340	65,574
823	-	-	-	-	60	-	-	-	53	15	50	17	9	85	28	64	88	54	45	36	26	55	379	287	149	28	29	19	41	37	3,308	3,308
822	-	-	-	-	367	-	-	-	511	162	500	178	79	784	207	581	664	481	351	346	272	508	3,167	1,704	936	191	280	167	416	285	26,274	26,274
722	-	130	69	68	137	112	151	29	53	28	96	28	13	117	52	123	121	121	113	85	68	144	-	953	394	67	75	46	125	91	7,218	7,218
813	-	-	632	514	537	-	-	243	424	208	578	246	73	794	243	734	878	716	490	412	322	646	4,443	2,178	1,018	210	363	351	368	388	36,018	43,358
721	-	-	183	281	397	376	437	119	206	95	243	119	38	311	164	377	434	226	348	283	216	448	-	2,613	745	211	248	-	-	-	18,236	18,236
812	-	-	74	95	-	151	173	46	78	38	108	46	13	111	65	139	164	276	148	78	60	122	1,735	675	287	57	69	32	97	86	10,046	11,244
811	-	-	-	-	-	1,239	896	283	560	297	564	326	96	774	339	853	781	1,392	758	588	449	750	8,625	3,365	1,151	292	354	244	513	379	51,736	51,736
Total	11,083	2,553	2,251	2,787	3,467	4,487	4,743	1,490	3,419	1,331	3,862	1,482	671	5,645	1,958	5,183	5,346	5,811	4,120	3,318	2,485	5,094	37,829	23,591	10,090	2,093	2,910	1,663	3,321	3,249	334,664	503,719

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

INGLEWOOD CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO THE INGLEWOOD CORRIDOR													
	639	635	630	638	637	633	731	625	622	624	623	621	CBD	Sub-total
642	4,749	985	1,043	2,212	1,016	776	496	1,046	56	26	132	273	1,436	14,246
646	124	36	0	0	0	0	6	0	0	0	0	55	175	396
639	-	771	687	586	398	292	250	273	116	17	313	8	1,808	5,519
641	-	12	16	3	38	5	184	114	0	0	208	104	585	1,269
643	-	-	692	1,206	258	475	226	413	60	13	122	129	1,155	4,749
635	-	-	522	-	321	164	29	107	51	4	381	67	1,133	2,779
630	-	-	-	-	347	405	442	349	60	9	422	526	2,040	4,600
636		-	-	-	-	506	323	361	104	2	523	569	1,032	3,420
637			-	-	-	-	-	389	50	42	242	677	3,332	4,732
638				-	-	-	-	691	121	30	838	910	4,105	6,695
633					-	-	-	778	47	34	358	804	5,285	7,306
731						-	-	-	-	-	192	519	2,056	2,767
625							-	-	-	-	1,066	1,217	8,620	10,903
632								-	-	-	633	623	2,021	3,277
623									-	-	-	1,296	3,544	4,840
621										-	-	-	4,003	4,003
622											-	-	1,744	1,744
624												-	284	284
Total	4,873	1,804	2,960	4,007	2,378	2,623	1,956	4,521	665	177	5,430	7,777	44,358	83,529

Between Zones and	ZONES IN OTHER CORRIDORS																																					GRAND TOTAL (A)
	Santa Ana								San Bernardino				San Gabriel					Pasadena					San Fernando via Glendale			Reseda via Sunset San Fernando via Sunset					Reseda via Wilshire Wilshire					Pico			Sub-total x 2	
	811	812	813	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538	024	027	034	111	121	122	123	131	211	221	124	133	138	223	231	233		
642	312	18	62	52	66	20	30	88	286	173	34	48	28	64	72	16	24	24	0	54	10	32	40	18	94	96	108	96	154	282	407	334	146	-	-	217	-	-	7,010	21,256
646	0	0	0	0	0	0	0	0	0	0	0	0	256	0	2	0	0	0	0	0	0	0	0	0	0	0	68	0	0	0	0	94	0	-	-	28	-	-	896	1,292
639	0	74	62	18	0	0	0	19	56	89	3	7	0	0	8	0	2	6	0	0	0	0	0	0	2	8	4	117	2	105	216	438	103	-	-	43	-	-	2,764	8,283
641	318	0	62	26	28	0	4	45	121	132	0	180	132	48	28	12	12	18	0	0	12	12	44	0	54	192	78	34	124	85	343	400	39	-	-	47	-	-	5,260	6,529
643	9	3	124	106	28	6	26	28	175	39	14	74	8	124	10	12	34	30	20	20	14	14	35	14	14	20	133	58	68	191	161	463	108	-	-	115	-	-	4,596	9,345
635	154	0	62	14	28	36	0	0	338	172	0	72	0	6	28	112	182	0	0	72	0	114	36	0	36	47	41	116	36	119	460	467	199	-	-	72	-	-	6,038	8,817
630	0	152	308	63	28	0	20	54	175	11	0	68	0	158	174	0	0	45	0	0	0	28	0	0	4	207	117	72	137	164	581	790	136	73	106	11	-	-	7,364	11,964
636	154	146	124	90	44	0	20	18	280	68	119	34	128	0	28	0	0	20	0	0	0	28	0	0	0	192	62	2	152	146	682	566	115	-	-	36	-	-	6,508	9,928
637	6	516	388	172	34	7	9	184	257	170	178	177	278	119	119	0	98	0	76	6	0	28	3	0	0	9	347	291	238	145	261	407	31	27	150	69	150	71	10,042	14,774
638	198	148	736	176	21	6	0	160	427	108	7	80	535	240	82	0	0	43	3	10	0	37	0	254	121	11	239	193	377	110	532	994	134	32	62	107	178	19	12,760	19,455
633	184	595	373	143	62	62	0	204	200	127	116	286	173	85	180	0	62	40	11	0	0	123	13	9	68	42	77	291	384	85	555	587	95	43	52	84	133	79	11,246	18,552
731	173	371	203	316	67	58	21	193	30	122	44	188	146	111	154	14	112	38	21	58	22	65	51	6	52	41	295	58	394	99	303	282	79	30	29	40	127	48	8,922	11,689
625	329	674	392	92	42	3	9	254	386	395	57	402	305	172	153	58	0	34	31	3	22	34	15	130	17	180	450	706	955	267	734	1,309	348	78	70	-	-	443	19,098	30,001
632	10	376	376	128	17	132	86	31	231	114	0	102	273	72	57	200	66	5	0	0	0	0	0	0	12	5	60	232	156	135	690	1,346	99	95	147	-	-	-	10,506	13,783
623	10	-	-	171	375	14	210	142	56	104	445	482	145	56	173	204	308	110	224	5	0	116	322	11	167	456	266	511	792	96	623	931	446	58	143	-	290	133	17,190	22,030
621	90	-	-	553	135	139	18	416	82	327	161	326	176	416	132	128	362	151	184	170	0	58	246	486	431	385	649	522	472	291	-	-	1,116	77	119	-	1,005	665	20,976	24,979
622	0	-	-	48	5	4	0	0	20	50	9	0	13	22	90	0	0	7	3	3	0	11	49	234	50	296	26	165	38	47	-	-	97	62	32	-	-	4	2,770	4,514
624	42	-	-	19	6	21	0	6	0	3	7	0	15	27	3	0	0	17	27	23	0	41	20	0	5	3	8	58	13	14	-	-	24	8	17	-	-	15	884	1,168
Total	1,989	3,073	3,272	2,187	986	508	453	1,842	3,120	2,204	1,194	2,526	2,611	1,720	1,493	756	1,262	588	600	424	80	741	874	1,162	1,127	2,190	3,028	3,522	4,492	2,381	6,548	9,408	3,315	583	927	869	1,883	1,477	154,830	238,359

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE TO ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

INGLEWOOD CORRIDOR

Between Zones and	ZONES IN OR ADJACENT TO INGLEWOOD CORRIDOR												Sub-total
	639	635	630	638	637	633	731	625	622	624	623	621	
642	2,922	531	697	415	256	463	382	280	76	8	383	570	6,983
646	117	46	110	39	31	70	45	28	13	1	72	121	693
639	-	716	1,029	286	177	358	279	208	58	6	331	492	3,940
641	-	181	380	126	90	186	153	103	46	4	229	345	1,843
643	-	-	1,849	933	533	694	652	357	93	9	637	930	6,687
635	-	-	1,963	-	212	446	314	170	42	5	288	400	3,840
630		-	-	-	1,800	3,673	1,188	695	131	16	608	816	8,927
636			-	-	-	580	440	222	56	5	380	572	2,255
637				-	-	-	-	274	66	10	654	880	1,884
638					-	-	-	352	100	9	684	969	2,114
633						-	-	1,065	143	19	970	1,139	3,336
731							-	-	-	-	1,112	1,311	2,423
625								-	-	-	2,623	2,928	5,551
632									-	-	665	876	1,541
623										-	-	8,073	8,073
621											-	-	0
622												-	0
624													0
Total	3,039	1,474	6,028	1,799	3,099	6,470	3,453	3,754	824	92	9,636	20,422	60,090

Between Zones and	ZONES IN OTHER CORRIDORS																																		Sub-total x 2	GRAND TOTAL (A)
	Santa Ana								San Bernardino				San Gabriel					Pasadena					San Fernando via Glendale			Reseda via Sunset San Fernando via Sunset					Reseda via Wilshire Wilshire					Pico				
	811	812	813	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538	024	027	034	111	121	122	123	131	211	221	124	133	138	223	231	233		
642	309	59	317	291	51	15	23	208	460	69	33	22	77	86	66	10	22	14	41	10	5	37	32	161	87	133	119	95	76	262	1,338	990	568	-	-	74	-	-	12,320	19,303
646	74	14	75	49	9	1	3	30	106	13	3	1	14	12	9	1	2	1	3	1	1	9	3	23	14	30	26	19	145	66	282	207	140	-	-	11	-	-	2,794	3,487
639	253	48	260	215	33	9	15	159	343	45	21	18	50	56	60	7	14	10	37	6	7	33	23	99	76	80	71	67	51	146	1,152	850	357	-	-	55	-	-	9,452	13,392
641	181	34	185	157	23	5	11	114	253	34	15	10	48	43	40	4	7	6	32	4	4	14	15	89	64	76	64	61	44	167	806	592	333	-	-	36	-	-	7,142	8,985
643	485	93	497	436	75	23	36	435	685	99	52	38	108	108	112	18	29	18	71	14	7	47	40	201	111	163	147	119	97	328	1,636	1,212	700	-	-	86	-	-	16,652	23,339
635	172	44	239	198	41	8	12	118	312	40	18	18	44	37	46	9	17	6	34	7	5	36	17	87	65	74	66	48	38	100	785	581	247	-	-	36	-	-	7,210	11,050
630	475	109	580	565	96	33	40	469	868	117	60	61	126	109	135	32	61	22	95	30	16	91	45	172	144	158	146	112	99	230	1,612	2,414	526	120	211	89	-	-	20,536	29,463
636	295	75	408	248	47	12	20	247	397	52	22	24	59	62	82	12	19	11	41	7	8	35	25	110	54	93	80	59	44	134	986	1,023	409	-	-	45	-	-	10,490	12,745
637	429	117	628	496	104	27	49	584	777	114	52	54	93	99	115	21	51	16	62	20	15	116	29	118	113	156	104	76	46	121	1,212	898	384	61	103	47	118	107	15,464	17,348
638	567	128	692	637	89	23	48	451	1,050	94	51	39	106	104	123	23	41	13	73	12	16	75	31	147	117	175	113	80	47	173	1,402	1,462	431	88	106	48	147	133	18,310	20,424
633	537	153	808	459	114	42	55	462	990	110	62	76	116	144	171	35	68	31	86	36	20	138	44	150	159	175	140	111	103	222	1,838	965	584	117	156	95	258	224	20,108	23,444
731	618	175	931	753	185	66	74	845	1,140	150	94	114	159	164	193	51	94	34	125	40	26	196	66	171	180	201	160	125	85	189	2,116	1,110	560	98	130	75	202	156	23,702	26,125
625	639	194	1,043	511	79	12	37	324	1,165	99	55	45	154	137	158	27	50	24	99	24	16	113	51	184	124	193	176	125	107	288	3,444	1,610	642	143	172	-	-	198	24,924	30,475
632	426	117	557	421	95	23	38	340	652	87	43	51	94	106	125	25	52	20	68	25	16	97	41	153	128	159	147	110	95	222	1,445	1,076	632	119	205	-	-	-	16,020	17,561
623	2,233	-	-	955	302	89	84	761	2,117	291	197	221	286	413	402	93	165	86	265	93	32	336	148	417	469	596	389	313	233	590	5,875	3,025	1,244	233	324	-	550	471	48,596	56,669
621	6,160	-	-	2,556	567	175	230	1,407	6,868	803	381	603	763	1,126	905	252	439	203	681	255	76	836	342	1,035	1,233	2,034	1,104	850	646	1,087	-	-	2,122	623	610	-	1,082	928	77,964	77,964
622	168	-	-	142	30	9	11	83	200	29	20	24	42	43	60	14	24	13	39	14	5	41	21	61	69	89	92	46	49	87	-	-	295	51	68	-	-	101	4,080	4,080
624	37	-	-	27	5	1	2	17	45	5	2	3	8	6	5	1	3	1	4	1	0	4	2	9	6	10	9	6	4	12	-	-	35	7	7	-	-	7	582	582
Total	14,058	1,360	7,220	9,116	1,945	573	788	7,054	18,428	2,251	1,181	1,422	2,347	2,855	2,807	635	1,158	529	1,856	599	275	2,254	975	3,387	3,213	4,595	3,153	2,422	2,009	4,424	25,929	18,015	10,209	1,660	2,092	697	2,357	2,325	336,346	396,436

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

PICO CORRIDOR

Between Zones \ and	ZONES IN OR ADJACENT TO THE PICO CORRIDOR																							Sub-total
	140	148	237	241	146	144	141	236	235	139	233	138	133	231	124	225	224	223	222	221	211	621	CBD	
151	3,232	1,745	392	458	175	24	488	154	68	4	0	102	44	20	18	108	6	31	0	103	167	3	704	8,046
152	-	-	-	-	176	24	642	46	190	11	7	207	63	6	119	0	6	44	7	245	506	4	630	2,933
245	-	-	-	-	169	18	279	26	221	26	391	58	20	31	49	0	9	0	6	96	68	4	934	2,405
140	-	3,754	-	-	686	90	738	468	330	108	582	292	98	491	114	240	251	160	167	384	903	141	623	10,620
243		-	-	-	-	-	221	-	81	10	578	156	50	328	76	119	92	116	224	184	371	208	393	3,207
148			-	-	1,230	166	1,003	280	198	0	435	181	112	234	151	56	234	88	26	412	2,438	316	1,002	8,562
241				-	-	-	-	-	-	-	656	-	126	160	120	36	141	5	170	430	633	266	1,218	3,961
146					-	268	-	328	295	-	98	446	158	27	246	36	149	13	82	586	277	154	1,393	4,556
144						-	-	250	68	-	79	-	24	34	37	6	4	35	12	20	82	0	101	752
236							-	-	901	-	314	-	170	152	222	6	18	48	134	590	346	52	1,159	4,112
237								-	-	-	834	-	46	269	217	94	90	101	172	192	73	156	917	3,161
141									-	-	-	-	-	588	-	-	562	344	329	1,335	629	58	4,313	8,158
235										-	1,074	-	-	335	420	36	367	82	109	633	1,022	102	1,548	5,728
139											-	-	-	-	-	-	150	0	45	644	305	110	1,228	2,482
233												-	-	733	-	-	525	250	247	1,557	1,161	665	4,470	9,608
138													-	-	-	-	-	-	-	2,168	964	141	4,665	7,938
231														-	-	-	-	568	-	2,094	1,549	1,005	8,103	13,319
133															-	-	-	-	-	-	533	77	2,602	3,212
223																-	-	-	-	1,963	729	300	6,565	9,557
124																	-	-	-	-	-	-	8,887	8,887
225																		-	-	-	-	-	3,683	3,683
224																			-	-	-	-	4,194	4,194
221																				-	5,862	-	12,632	18,494
222																					-	-	3,881	3,881
211																						-	12,518	12,518
Total	3,232	5,499	392	458	2,436	590	3,371	1,552	2,352	159	5,048	1,442	911	3,408	1,789	737	2,604	1,885	1,730	13,636	18,618	3,762	88,363	163,974

Between Zones \ and	ZONES IN OTHER CORRIDORS																													Sub-total x 2	GRAND TOTAL (A)
	Inglewood				Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena						
	623	625	633	637	811	812	813	821	732	735	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
151	13	108	78	16	0	0	6	52	4	0	14	0	0	5	8	63	0	7	34	0	5	28	10	8	4	7	0	0	5	950	8,996
152	0	5	0	12	8	0	62	0	6	0	0	0	0	0	0	62	7	0	0	108	0	9	7	0	0	7	0	0	28	642	3,575
245	9	85	8	41	11	0	6	57	54	20	32	0	0	0	14	67	11	7	0	5	0	0	0	0	0	3	0	0	0	860	3,265
140	75	289	148	161	0	16	0	32	42	28	26	22	16	68	36	4	12	44	66	8	52	12	26	12	4	25	46	4	28	2,604	13,224
243	10	70	54	50	3	228	0	78	64	54	22	0	16	20	14	61	10	10	56	0	0	16	6	12	6	0	0	0	0	1,720	4,927
148	65	271	78	118	0	0	62	26	26	10	0	6	0	20	20	0	9	0	100	0	4	0	0	0	20	58	38	0	5	1,872	10,434
241	215	3	62	0	154	220	131	210	50	10	0	28	0	0	14	120	141	58	0	128	0	8	0	0	0	0	0	0	56	3,216	7,177
146	3	93	5	0	158	0	62	17	0	10	4	14	0	0	14	56	69	0	68	128	6	0	0	0	0	0	0	0	0	1,414	5,970
144	0	8	13	9	0	0	0	0	6	0	2	0	0	0	2	8	13	0	10	2	0	0	12	2	4	6	10	0	0	214	966
236	106	62	0	43	308	0	130	52	0	10	0	28	0	0	28	112	196	0	0	0	9	35	0	0	18	54	0	0	5	2,392	6,504
237	5	90	62	0	6	74	62	26	0	10	0	34	0	0	0	5	68	0	68	0	0	33	0	0	0	90	0	0	0	1,266	4,427
141	121	829	194	318	315	82	0	0	11	11	37	21	92	0	29	124	305	0	0	128	187	5	100	0	0	99	6	3	28	6,090	14,248
235	70	212	7	149	0	74	0	188	62	0	14	90	62	62	90	0	3	0	104	9	10	28	0	0	36	66	122	0	0	2,916	8,644
139	214	15	14	38	3	6	124	52	0	0	28	18	0	40	0	0	4	7	39	0	4	28	0	0	0	0	0	0	0	1,268	3,750
233	133	443	79	71	170	440	313	161	194	10	104	65	7	20	63	252	86	120	41	12	102	116	0	2	23	10	54	0	54	6,290	15,898
138	143	70	52	150	6	5	0	78	32	24	47	32	8	8	15	122	22	30	108	265	27	0	34	18	42	34	26	0	21	2,838	10,776
231	290	623	133	150	359	402	62	320	110	38	78	100	12	2	112	331	142	19	76	49	81	68	2	0	0	72	0	0	48	7,358	20,677
133	58	78	43	27	0	0	62	120	58	14	0	25	0	20	24	8	144	20	122	128	25	65	24	16	0	35	41	8	35	2,400	5,612
223	601	173	84	69	475	168	381	104	141	14	45	128	0	20	28	251	189	4	100	151	160	110	49	0	11	3	44	0	8	7,022	16,579
124	446	348	95	31	38	86	81	220	141	28	192	98	46	40	125	373	383	37	338	154	100	166	68	116	93	155	136	37	106	8,554	17,441
225	-	-	-	100	22	83	308	242	36	10	110	34	9	0	80	80	55	0	107	147	84	132	0	5	4	5	72	0	64	3,578	7,261
224	-	-	-	70	64	227	197	324	311	14	89	158	276	11	54	26	96	8	86	408	51	89	0	14	11	0	9	0	3	5,192	9,386
221	941	1,309	587	407	1,318	687	567	565	888	178	344	244	45	107	284	673	660	110	538	53	368	330	126	558	269	379	574	140	347	27,192	45,686
222	-	-	-	62	193	317	744	529	189	10	175	49	170	4	66	234	229	30	291	15	117	84	5	82	5	96	8	0	3	7,414	11,295
211	623	734	555	261	1,319	271	326	973	474	302	645	345	78	176	303	632	451	297	738	550	779	302	204	357	55	487	692	68	320	26,634	39,152
Total	4,141	5,918	2,351	2,353	4,930	3,386	3,686	4,426	2,899	805	2,008	1,539	837	623	1,423	3,664	3,305	808	3,090	2,448	2,171	1,664	673	1,202	605	1,691	1,878	260	1,164	131,896	295,870

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

PICO CORRIDOR

Between Zones \ and	ZONES IN OR ADJACENT TO PICO CORRIDOR																						
	140	148	237	241	146	144	141	236	235	139	233	138	133	231	124	225	224	223	222	221	211	621	Sub-total
151	2,378	566	204	534	250	32	624	137	192	119	97	149	57	59	206	32	40	21	113	303	412	153	6,678
152	-	-	-	-	508	46	1,113	224	364	162	194	197	74	118	339	44	57	29	155	488	576	196	4,884
245	-	-	-	-	332	30	747	196	239	107	223	132	62	76	235	39	48	25	131	416	464	193	3,695
140	-	3,982	-	-	1,074	88	1,732	438	563	238	283	330	112	143	402	75	89	46	224	706	745	261	11,531
243		-	-	-	-	-	1,229	-	560	201	276	334	115	191	418	74	89	46	233	740	782	335	5,623
148			-	-	2,273	239	2,219	559	715	296	347	344	179	199	642	87	104	54	264	836	850	283	10,490
241				-	-	-	-	-	-	-	413	-	242	239	895	127	179	93	372	1,183	1,610	518	5,871
146					-	519	-	2,736	1,805	-	431	535	168	238	565	85	109	65	237	969	963	302	9,727
144						-	-	348	255	-	94	-	35	48	105	17	18	9	50	154	153	65	1,351
236							-	-	2,373	-	480	-	187	248	640	88	145	75	355	1,133	1,289	408	7,421
237								-	-	-	419	-	104	215	409	76	84	43	229	715	715	305	3,314
141									-	-	-	-	-	1,226	-	-	429	310	1,112	3,194	3,570	1,120	10,961
235										-	4,085	-	-	1,337	1,632	339	322	164	633	1,894	1,782	634	12,822
139											-	-	-	-	-	-	127	95	273	1,025	961	341	2,822
233												-	-	2,104	-	-	399	204	773	2,369	2,178	928	8,955
138													-	-	-	-	-	-	-	2,265	2,062	610	4,937
231														-	-	-	-	572	-	2,999	4,042	1,082	8,695
133															-	-	-	-	-	-	2,357	623	2,980
223																-	-	-	-	4,884	2,646	560	8,090
124																	-	-	-	-	-	-	0
225																		-	-	-	-	-	0
224																			-	-	-	-	0
221																				-	59,254	-	59,254
222																					-	-	0
211																						-	0
Total	2,378	4,548	204	534	4,437	954	7,664	4,638	7,066	1,123	7,342	2,021	1,335	6,441	6,488	1,083	2,239	1,851	5,154	26,273	87,411	8,917	190,101

Between Zones \ and	ZONES IN OTHER CORRIDORS																													Sub-total x 2	GRAND TOTAL (A)
	Inglewood				Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena						
	623	625	633	637	811	812	813	821	732	733	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
151	86	34	50	28	86	16	88	162	27	32	48	7	1	2	14	116	13	5	3	22	13	14	1	4	3	11	2	2	14	1,808	8,486
152	122	53	79	45	103	19	105	196	34	32	59	12	2	3	26	124	16	6	5	23	24	12	4	8	5	10	3	4	26	2,320	7,204
245	98	54	73	42	96	23	99	228	44	63	81	10	2	4	35	173	15	5	3	25	22	16	2	5	3	14	2	2	18	2,514	6,209
140	159	75	100	58	159	30	162	302	62	58	108	21	4	5	47	229	29	11	4	44	44	34	3	7	6	28	6	4	24	3,646	15,177
243	212	99	131	69	166	36	171	363	76	115	150	22	3	8	72	300	41	11	4	57	44	33	3	7	6	28	5	3	24	4,518	10,141
148	180	87	113	50	162	31	166	307	54	75	159	25	5	6	63	292	43	14	8	55	51	39	5	5	10	48	7	6	21	4,174	14,664
241	336	144	197	93	282	53	288	530	94	151	256	40	8	13	111	415	59	23	13	78	84	76	9	13	12	63	7	8	26	6,964	12,835
146	155	94	110	52	158	30	126	236	54	83	118	22	5	8	60	223	33	19	15	43	53	58	9	16	60	49	15	6	50	3,920	13,647
144	33	13	15	7	25	4	26	49	8	12	23	4	0	1	13	46	6	3	3	9	8	10	2	2	2	9	3	1	7	688	2,039
236	200	95	123	47	210	40	215	298	56	74	138	22	5	10	102	282	37	16	13	54	55	59	9	14	8	49	11	7	38	4,574	11,995
237	153	81	100	40	119	23	120	225	47	64	104	17	4	7	61	213	24	12	9	31	36	38	6	10	6	33	11	4	21	3,238	6,552
141	594	322	347	184	569	109	584	837	210	287	404	82	30	41	372	787	149	66	110	209	204	268	65	116	57	232	100	39	226	15,200	26,161
235	391	182	255	106	325	62	333	628	116	142	283	47	12	17	175	592	64	31	35	116	98	98	22	39	25	84	31	19	119	8,894	21,716
139	179	89	99	47	175	33	179	250	53	73	116	21	7	10	99	237	44	18	27	63	55	68	16	31	15	59	22	11	69	4,330	7,152
233	471	198	224	107	379	86	388	726	117	130	324	50	11	17	162	688	89	31	36	132	104	94	20	37	21	102	26	20	122	9,824	18,779
138	324	172	156	103	354	69	363	511	109	135	234	42	12	19	177	482	90	36	51	129	116	251	31	63	32	119	46	21	148	8,790	13,727
231	550	236	633	118	513	97	368	690	129	137	350	55	13	17	157	652	97	33	37	126	114	130	23	38	26	83	25	18	123	11,176	19,871
133	233	143	117	61	292	57	210	341	85	98	216	43	12	13	118	381	63	39	50	111	117	141	29	54	36	123	50	16	123	6,744	9,724
223	294	148	95	49	244	32	251	324	68	73	140	27	7	11	99	305	40	24	20	60	67	66	12	23	15	57	14	8	62	5,270	13,360
124	1,244	642	584	384	1,451	287	1,018	1,416	513	569	933	243	76	78	627	1,880	282	230	312	586	581	807	185	254	202	716	246	85	670	34,202	34,202
225	-	-	-	73	248	69	254	404	89	93	204	37	9	11	101	451	57	22	19	61	77	65	12	23	13	54	13	9	63	5,062	5,062
224	-	-	-	112	493	95	504	955	99	193	400	65	19	22	195	615	87	46	39	121	133	130	24	44	29	82	28	16	109	9,310	9,310
221	3,025	1,610	965	898	3,365	675	2,178	3,008	1,185	1,305	2,031	481	178	238	1,855	4,074	740	468	96	1,418	1,367	2,017	322	744	504	1,203	593	137	1,140	75,640	134,894
222	-	-	-	499	1,426	281	1,467	1,815	469	581	1,181	239	69	82	657	1,691	297	157	33	354	336	465	103	183	114	303	102	39	382	26,650	26,650
211	7,875	3,444	1,838	1,212	8,625	1,735	4,443	5,692	1,900	1,757	3,876	915	288	318	2,466	8,347	1,211	896	785	1,842	2,669	2,141	590	1,028	679	1,920	806	243	1,969	143,020	143,020
Total	16,914	8,015	6,404	4,484	20,025	3,992	14,106	20,493	5,698	6,332	11,936	2,549	782	961	7,864	23,595	3,626	2,222	1,730	5,769	6,472	7,130	1,507	2,768	1,889	5,479	2,174	728	5,594	402,476	592,577

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

WILSHIRE CORRIDOR

Between Zones / and	ZONES IN OR ADJACENT TO WILSHIRE CORRIDOR																										Sub-total
	153	149	147	146	144	142	141	236	139	130	235	138	137	233	133	132	231	124	123	223	221	122	121	211	111	CBD	
152	1,904	176	862	120	24	233	642	46	11	80	190	207	40	7	63	116	6	119	23	44	245	35	2	506	10	986	6,697
151	-	-	424	-	24	0	488	154	4	85	68	102	64	0	44	50	20	18	54	31	103	14	22	167	116	1,019	3,071
153	-	791	1,778	-	58	296	874	302	23	345	87	303	75	347	58	71	100	133	16	10	329	34	7	787	0	949	7,773
140	-	-	-	-	24	10	738	468	108	212	330	292	80	582	98	186	491	114	173	160	384	135	96	903	74	623	6,281
149	-	-	1,115	-	36	148	420	0	26	88	26	124	53	26	13	43	100	154	13	8	209	16	5	369	15	451	3,458
148		-	-	-	-	176	1,003	-	0	390	-	181	24	435	112	275	234	151	78	88	412	169	46	438	0	1,002	5,214
147			-	-	155	239	1,369	-	206	504	351	513	231	448	294	305	677	346	49	175	755	66	128	530	282	1,786	9,409
146				-	-	-	1,139	-	11	448	-	446	89	-	158	84	27	246	3	13	586	39	0	277	0	1,393	4,959
144					-	12	236	250	28	88	68	30	34	79	24	64	34	37	114	35	20	24	22	82	12	101	1,394
142						-	-	-	-	-	-	-	-	-	29	-	81	19	-	80	79	0	0	12	0	1,253	1,553
141							-	-	838	-	-	921	-	-	195	501	588	668	598	344	1,335	551	258	629	493	4,313	12,232
236								-	-	-	-	-	-	-	170	134	-	222	0	-	590	49	10	346	11	1,159	2,691
139									-	-	-	322	-	-	96	-	-	280	38	0	644	55	59	302	9	1,228	3,033
130										-	-	-	-	-	-	-	-	542	-	-	732	-	59	343	53	1,566	3,295
235											-	-	-	-	-	-	-	420	314	-	633	114	292	422	67	1,548	3,810
138												-	-	-	1,044	-	-	1,067	-	-	2,168	517	320	964	694	4,665	11,439
137													-	-	-	-	-	-	-	-	717	-	-	971	-	1,226	2,914
233														-	-	-	-	-	-	-	1,557	374	233	1,161	275	4,470	8,070
133															-	-	-	719	-	-	1,568	-	211	533	79	2,602	5,712
132																-	-	-	-	-	-	-	-	826	-	1,899	2,725
231																	-	-	-	-	-	410	513	1,594	371	8,103	10,991
124																		-	-	-	6,518	-	-	2,815	339	8,887	18,559
123																			-	-	-	-	-	2,793	-	7,708	10,501
223																				-	-	-	-	-	-	6,565	6,565
221																					-	-	-	5,862	-	12,632	18,494
122																						-	-	-	-	7,942	7,942
211																							-	-	-	12,518	12,518
121																								-	-	-	-
111																								-	-	-	-
Total	1,904	967	4,179	120	321	1,114	6,909	1,220	1,255	2,240	1,120	3,441	690	1,924	2,398	1,829	2,358	5,255	1,473	988	19,584	2,602	2,283	23,632	2,900	98,594	191,300

Between Zones / and	ZONES IN OTHER CORRIDORS																																Sub-total x 2	GRAND TOTAL (A)
	Inglewood					Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena									
	621	623	625	633	637	811	812	813	821	732	735	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
152	4	0	5	0	12	8	0	62	0	6	0	0	0	0	0	0	62	7	0	0	108	0	9	7	0	0	7	0	0	28	650	7,347
151	3	13	108	78	16	0	0	6	52	4	0	14	0	0	5	8	63	0	7	34	0	5	28	10	8	4	7	0	0	5	956	4,027
153	104	0	175	4	5	0	86	62	6	26	0	42	0	0	20	100	56	0	0	170	0	54	0	0	0	7	5	0	0	6	1,856	9,629
140	141	75	289	148	161	0	16	0	32	42	28	26	22	16	68	36	4	12	44	66	8	52	12	26	12	4	25	46	4	28	2,886	9,167
149	110	6	17	31	0	0	0	0	26	0	10	1	0	0	0	0	8	11	0	0	0	28	0	0	7	0	4	0	0	0	518	3,976
148	316	65	271	78	118	0	0	62	26	26	10	0	6	0	20	20	0	9	0	100	0	4	0	0	0	20	58	38	0	5	2,504	7,718
147	62	194	124	88	88	11	82	62	52	3	0	0	0	0	0	8	62	148	0	0	269	0	3	0	10	0	0	0	22	0	2,576	11,985
146	154	3	93	5	0	158	0	62	17	0	10	4	14	0	0	14	56	69	0	68	128	6	0	0	0	0	0	0	0	0	1,722	6,681
144	0	0	8	13	9	0	0	0	0	6	0	2	0	0	0	2	8	13	0	10	2	0	0	12	2	4	6	10	0	0	214	1,608
142	104	102	3	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	74	594	2,147
141	58	121	829	194	318	315	82	0	0	11	11	37	21	92	0	29	124	305	0	0	128	187	5	100	0	0	99	6	3	28	6,206	18,438
236	52	106	62	0	43	308	0	130	52	0	10	0	28	0	0	28	112	196	0	0	0	9	35	0	0	18	54	0	0	5	2,496	5,187
139	110	214	15	14	38	3	6	124	52	0	0	28	18	0	40	0	0	4	7	39	0	4	28	0	0	0	0	0	0	0	1,488	4,521
130	65	108	44	43	90	10	3	124	52	173	0	33	8	0	0	4	0	40	140	36	135	0	54	36	0	36	0	43	0	0	2,554	5,849
235	102	70	212	7	149	0	74	0	188	62	0	14	90	62	62	90	0	3	0	104	9	10	28	0	0	36	66	122	0	0	3,120	6,930
138	141	143	70	52	150	6	5	0	78	32	24	47	32	8	8	15	122	22	30	108	265	27	0	34	18	42	34	26	0	21	3,120	14,559
137	59	106	106	5	5	163	0	62	52	28	0	8	0	0	0	71	285	4	0	60	3	0	59	0	0	0	47	22	0	50	2,390	5,304
233	665	133	443	79	71	170	440	313	161	194	10	104	65	7	20	63	252	86	120	41	12	102	116	0	2	23	10	54	0	54	7,620	15,690
133	77	58	78	43	27	0	0	62	120	58	14	0	25	0	20	24	8	144	20	122	128	25	65	24	16	0	35	41	8	35	2,554	8,266
132	392	280	360	363	371	154	226	0	225	105	32	88	222	160	32	113	19	230	333	96	146	126	120	4	32	54	96	8	32	88	9,014	11,739
231	1,005	290	623	133	150	359	402	62	320	110	38	78	100	12	2	112	331	142	19	76	49	81	68	2	0	0	72	0	0	48	9,368	20,359
124	1,116	446	348	95	31	38	86	81	220	141	28	192	98	46	40	125	373	383	37	338	154	100	166	68	116	93	155	6	37	106	10,526	29,085
123	472	792	955	384	238	327	239	392	293	69	133	356	218	0	40	83	377	167	12	102	526	122	323	0	0	245	60	5	0	77	14,014	24,515
223	300	601	173	84	69	475	168	381	104	141	14	45	128	0	20	28	251	189	4	100	151	160	110	49	0	11	3	44	0	8	7,622	14,187
221	1,933	941	1,309	587	407	1,318	687	567	565	888	178	344	244	45	107	284	673	660	110	583	53	368	330	126	558	269	379	574	140	347	31,148	49,642
122	522	511	706	291	291	189	381	308	141	125	10	269	112	0	0	114	541	565	67	413	323	168	254	14	9	79	42	122	0	9	13,152	21,094
211	1,094	623	734	555	261	1,219	271	326	973	474	302	645	345	78	176	303	632	451	297	738	550	779	302	204	357	55	47	692	68	320	27,742	40,260
121	649	266	450	77	347	493	294	434	379	137	0	425	91	6	9	107	155	330	57	34	-	268	224	10	65	-	286	129	22	10	11,508	11,508
111	385	456	180	42	9	498	17	62	352	260	20	183	45	0	49	97	425	151	25	617	-	-	67	195	198	-	33	29	0	8	8,806	8,806
Total	10,195	6,723	8,790	3,497	3,474	6,222	3,565	3,749	4,538	3,121	882	2,985	1,932	532	738	1,878	4,999	4,341	1,329	4,055	3,147	2,690	2,406	921	1,410	1,000	1,630	2,017	336	1,360	188,924	380,224

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

WILSHIRE CORRIDOR

Between Zones / and	ZONES IN OR ADJACENT TO WILSHIRE CORRIDOR																										Sub-total
	153	149	147	146	144	142	141	236	139	130	235	138	137	233	133	132	231	124	123	223	221	122	121	211	111		
152	8,512	424	1,473	505	46	37	1,113	224	162	263	364	197	101	194	74	78	118	339	55	29	488	62	64	576	68		15,566
151	-	-	763	-	32	18	624	137	119	145	192	149	50	97	57	44	59	206	29	21	303	35	37	412	36		3,565
153	-	1,014	2,585	-	117	53	1,589	383	263	432	519	320	163	314	105	120	140	521	80	45	713	85	88	793	87		10,529
140	-	-	-	-	78	56	1,732	418	238	388	563	330	123	283	112	122	143	402	78	46	706	79	80	745	78		6,800
149			1,911	-	41	44	828	353	108	178	175	127	60	74	53	54	202	185	42	14	249	34	28	338	26		5,124
148		-	-	-	-	71	2,219	-	296	483	-	344	171	347	179	145	199	642	89	54	836	89	91	850	83		7,188
147			-	-	609	560	7,508	-	961	1,550	950	1,037	603	851	384	418	483	1,209	283	160	1,530	247	230	2,058	201		21,832
146				-	-	-	5,185	-	529	851	-	735	306	-	168	172	238	565	132	65	969	116	107	963	93		11,194
144					-	26	1,167	348	152	123	255	125	41	94	35	36	48	105	18	9	154	23	16	153	15		2,943
142						-	-	-	-	-	-	-	-	-	43	-	46	135	-	8	138	25	20	186	18		619
141							-	-	8,602	-	-	5,485	-	-	958	1,155	1,226	2,751	770	310	3,194	585	398	3,570	278		29,282
236								-	-	-	-	-	-	-	187	202	-	640	99	-	1,133	133	104	1,289	119		3,906
139									-	-	-	1,150	-	-	327	-	-	893	458	95	1,025	177	113	961	108		5,307
130										-	-	-	-	-	-	-	-	1,403	-	-	1,606	-	179	1,787	169		5,144
235											-	-	-	-	-	-	-	1,632	270	-	1,894	219	215	1,782	197		6,209
138												-	-	-	1,018	-	-	2,162	-	-	1,265	407	236	2,062	186		7,336
137													-	-	-	-	-	-	-	-	1,696	-	-	1,560	-		3,256
233														-	-	-	-	-	-	-	2,369	251	253	2,178	197		5,248
133															-	-	-	5,432	-	-	3,560	-	269	2,357	208		11,826
132																-	-	-	-	-	-	-	-	1,999	-		1,999
231																	-	-	-	-	-	296	296	4,042	225		4,859
124																		-	-	-	30,770	-	-	10,950	1,217		42,937
123																			-	-	-	-	-	4,005	-		4,005
223																				-	-	-	-	-	-		0
221																					-	-	-	59,314	-		59,314
122																						-	-	-	-		0
211																							-	-	-		0
121																								-	-		-
111																									-		-
Total	8,512	1,438	6,732	505	923	865	21,965	1,863	11,430	4,413	3,018	9,999	1,618	2,254	3,700	2,546	2,902	19,222	2,403	856	54,598	2,863	2,824	104,930	3,609		275,988

Between Zones / and	ZONES IN OTHER CORRIDORS																												Sub-total x 2	GRAND TOTAL (A)
	Inglewood					Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena					
	621	623	625	633	637	811	812	813	821	732	733	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
152	196	122	53	79	45	103	19	105	196	34	32	59	12	2	3	26	124	16	6	5	23	24	12	4	8	5	10	3	4	26	2,712	18,278
151	153	86	34	50	28	86	16	88	162	27	32	48	7	1	2	14	116	13	5	3	22	13	14	1	4	3	11	2	2	14	2,114	5,679
153	295	169	63	94	53	164	31	168	312	41	58	93	14	4	5	31	222	25	10	6	42	38	29	4	9	8	25	4	5	32	4,108	14,637
140	261	159	75	100	58	159	30	162	302	62	58	108	21	4	5	47	229	29	11	4	44	44	34	3	7	6	28	6	4	24	4,168	10,968
149	113	54	24	27	15	56	12	58	106	15	18	50	7	1	2	16	101	14	4	3	19	15	15	1	2	3	12	2	1	7	1,546	6,670
148	283	180	87	113	50	162	31	166	307	54	75	159	25	5	6	63	292	43	14	8	55	51	39	5	5	10	48	7	6	21	4,740	11,928
147	657	337	151	185	106	291	56	299	561	125	103	297	52	12	15	129	530	71	43	35	103	134	126	20	31	33	142	44	19	96	9,606	31,438
146	302	155	94	110	52	158	30	126	236	54	83	118	22	5	8	60	223	33	19	15	43	53	58	9	16	60	49	15	6	50	4,524	15,718
144	65	33	13	15	7	25	4	26	49	8	12	23	4	0	1	13	46	6	3	3	9	8	10	2	2	2	9	3	1	7	818	3,761
142	43	22	12	11	6	23	4	23	33	43	8	20	3	0	1	9	41	6	3	3	8	7	10	2	2	2	9	3	1	8	732	1,351
141	1,114	594	322	347	184	569	109	584	837	210	287	404	82	30	41	372	787	149	66	110	209	204	268	65	116	57	232	100	39	226	17,428	46,710
236	408	200	95	123	47	210	40	215	298	56	74	138	22	5	10	102	282	37	16	13	54	55	59	9	14	8	49	11	7	38	5,390	9,296
139	341	179	89	99	47	175	33	179	250	53	73	116	21	7	10	99	237	44	18	27	63	55	68	16	31	15	59	22	11	69	5,012	10,319
130	534	281	143	116	60	273	53	207	393	84	117	182	33	9	14	126	370	51	29	44	99	88	109	27	50	24	94	37	22	149	7,636	12,780
235	634	391	182	255	106	325	62	333	628	116	142	283	47	12	17	175	592	64	31	35	116	98	98	22	39	25	84	31	19	119	10,162	16,371
138	610	324	172	156	103	354	69	363	511	109	135	234	42	12	19	177	482	90	36	51	129	116	251	31	63	32	119	46	21	148	10,010	17,346
137	465	235	83	99	42	272	52	205	283	49	67	171	27	6	12	100	364	64	22	25	95	100	86	16	34	23	97	22	16	108	6,480	9,736
233	928	471	198	224	107	379	86	388	726	117	130	324	50	11	17	162	688	89	31	36	132	104	94	20	37	21	102	26	20	122	11,680	16,928
133	623	233	143	117	61	292	57	210	341	85	98	216	43	12	13	118	381	63	39	50	111	117	141	29	54	36	123	50	16	123	7,990	19,816
132	576	215	71	104	52	279	54	286	338	73	91	285	51	13	17	144	514	81	45	43	146	143	169	33	60	40	146	53	20	144	8,572	10,571
231	1,082	550	236	258	118	513	97	368	690	129	137	350	55	13	17	157	652	97	33	37	126	114	130	23	38	26	83	25	18	123	12,590	17,449
124	2,122	1,244	642	584	384	1,451	287	1,018	1,416	513	569	933	243	76	78	627	1,880	282	230	322	586	581	807	185	254	202	716	246	85	670	38,466	81,403
123	646	233	107	103	46	449	60	322	507	68	83	309	51	12	15	136	573	102	57	46	159	169	221	38	67	42	188	59	35	209	10,224	14,229
223	560	294	148	95	49	244	32	251	324	68	73	140	27	7	11	99	305	40	24	20	60	67	66	12	23	15	57	14	8	62	6,390	6,390
221	9,885	3,025	1,610	965	898	3,365	675	2,178	3,008	1,185	1,305	2,031	481	178	238	1,855	4,074	740	468	96	1,418	1,367	1,344	322	744	504	1,203	593	137	1,140	94,064	153,378
122	850	313	125	111	76	588	78	412	652	105	121	346	74	20	31	196	741	142	78	81	218	143	289	65	113	74	250	110	36	243	13,362	13,362
211	22,120	7,875	3,444	1,838	1,212	8,625	1,735	4,443	5,692	1,900	1,757	3,876	915	288	318	2,466	8,347	1,211	896	785	1,842	2,669	2,141	590	1,028	679	1,920	806	243	1,969	187,260	187,260
121	1,104	389	176	140	104	758	148	490	652	190	155	614	119	32	40	327	1,420	181	108	115	-	350	273	91	115	-	240	117	44	317	17,618	17,618
111	2,034	596	193	175	156	1,392	276	716	894	209	295	937	183	52	51	462	2,643	284	173	178	-	-	414	102	178	-	367	135	46	346	26,974	26,974
Total	49,004	18,959	8,785	6,693	4,272	21,740	4,236	14,389	20,704	5,782	6,188	12,864	2,733	829	1,017	8,308	27,256	4,067	2,518	2,199	5,931	6,927	7,375	1,747	3,144	1,955	6,472	2,592	892	6,610	532,376	808,364

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

RESEDA CORRIDOR VIA CAHUENGA AND WILSHIRE

Between Zones \ and	ZONES IN OR ADJACENT TO THE RESEDA CORRIDOR VIA CAHUENGA AND WILSHIRE																																			Sub-total
	063	058	053	050	052	059	042	054	049	044	040	046	045	043	030	039	038	136	031	134	131	123	132	137	133	138	231	124	223	122	221	121	211	111	CBD	
062	2,581	151	2,180	163	617	4	228	0	162	262	0	562	392	189	510	330	0	56	0	130	274	152	432	42	16	166	152	68	0	152	256	0	139	0	559	10,925
060	-	-	1,155	-	-	0	-	-	0	80	0	122	70	0	86	0	0	56	110	0	235	0	0	52	8	88	0	102	0	0	81	162	0	0	282	2,689
061	-	-	676	-	-	0	-	-	0	100	0	110	106	91	0	82	116	166	0	0	233	2	64	51	24	7	0	34	0	0	212	54	68	0	204	2,400
072	-	746	3,603	716	1,315	362	410	148	328	588	172	216	274	418	412	240	26	50	16	8	294	162	32	38	16	50	143	66	24	42	80	8	24	24	301	11,352
073	-	0	1,444	-	3	0	16	0	0	122	0	312	183	180	426	0	0	0	0	130	181	120	32	42	0	104	0	34	0	0	48	0	0	0	58	3,435
074	-	428	1,658	30	304	0	34	0	0	80	0	444	460	360	256	82	2	4	0	0	311	0	128	106	42	132	0	0	0	0	186	54	136	0	101	5,338
075	-	-	363	-	344	0	0	-	0	34	14	150	70	132	100	0	28	0	0	144	78	14	0	14	0	37	28	0	22	28	24	0	3	14	37	1,678
063	-	1,060	2,714	1,119	1,147	396	442	226	466	706	364	544	936	768	312	208	64	130	18	158	211	0	114	40	37	88	10	78	0	44	142	18	139	18	169	12,886
056	-	-	594	-	-	-	-	-	0	180	-	-	-	240	173	82	0	224	0	0	570	0	161	86	70	170	0	102	0	80	145	54	204	0	527	3,662
058	-	1,026	-	-	-	72	88	74	0	224	72	204	178	282	158	0	0	0	0	0	56	0	64	0	8	122	3	0	0	0	72	0	4	0	90	2,797
057				-	-	-	-	-	0	0	-	-	-	150	0	0	0	0	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	208
064				-	-	-	-	-	0	500	-	-	-	452	170	248	2	56	3	130	282	0	64	67	60	68	0	34	0	34	260	54	270	0	333	3,087
053					-	895	-	113	617	851	350	634	808	1,247	685	444	48	192	575	113	177	269	52	320	144	161	6	37	297	19	141	192	1,518	11,132
050						-	-	-	-	-	-	-	-	734	600	251	0	56	0	520	510	2	266	170	27	202	5	176	0	68	210	162	540	0	426	4,925
051							-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,438	128	234	172	86	247	2	210	44	220	733	108	612	192	1,095	5,521
052							-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,001	251	327	170	111	360	124	176	44	106	444	168	281	4	955	4,522
059									0	361	2	300	354	286	596	4	0	222	0	130	539	0	32	84	32	174	0	75	0	34	212	0	141	0	339	3,917
049									-	902	-	-	-	1,299	430	330	0	56	0	130	567	238	288	174	86	226	65	102	0	102	328	56	136	0	728	6,243
044										-	-	-	-	3,672	1,363	1,248	40	264	60	130	599	224	376	124	80	194	0	70	22	100	232	276	380	112	886	10,452
040											-	-	-	-	855	251	0	5	0	390	766	0	196	84	57	112	0	34	0	68	72	54	139	0	362	3,445
046												-	-	-	-	302	112	150	138	46	188	258	167	44	20	37	102	46	52	106	62	74	78	72	102	2,156
054													-	-	256	166	0	56	0	260	358	0	158	86	86	108	0	70	0	0	74	0	143	0	158	1,979
043														-	-	1,882	96	170	2	130	1,113	185	230	128	159	261	0	194	0	46	282	162	204	5	1,671	6,920
045															-	-	430	998	850	354	2,175	1,137	778	262	208	91	39	108	44	184	304	39	680	391	994	10,066
039																-	82	194	0	2	1,033	172	195	148	97	123	9	102	22	34	356	54	139	0	940	3,702
030																	-	-	-	-	1,740	209	485	194	110	262	88	204	0	521	599	108	412	2	1,082	6,016
042																		-	-	0	1,963	171	500	376	160	394	19	245	16	14	714	164	574	192	1,544	7,046
038																			-	261	750	11	163	42	42	151	66	3	0	0	198	0	206	0	361	2,254
041																				-	554	2	67	84	53	116	13	71	2	34	166	0	204	192	416	1,974
134																					748	-	977	198	18	235	11	68	0	-	226	-	210	192	438	3,321
031																					-	-	278	280	61	-	12	246	15	-	892	-	343	192	618	2,937
131																						-	2,496	-	796	1,180	832	836	299	-	1,154	-	971	476	6,090	15,130
136																							-	-	318	-	327	289	164	-	873	-	406	208	2,370	4,955
132																								-	418	-	358	470	361	-	1,524	-	826	287	1,899	6,143
137																									-	-	-	-	-	-	717	-	242	-	1,226	2,185
Total	2,581	2,385	15,413	2,028	3,730	1,729	1,218	561	1,573	4,990	974	3,598	3,831	10,500	7,388	6,150	1,003	3,135	1,245	3,245	19,394	3,551	9,481	3,627	3,358	5,825	2,552	4,474	1,137	2,054	12,175	1,848	8,995	2,765	28,885	187,398

Between Zones \ and	ZONES IN OTHER CORRIDORS																																Sub-total x 2	GRAND TOTAL (A)
	Inglewood					Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena									
	621	623	625	633	637	811	812	813	821	732	735	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
062	157	4	56	6	5	0	74	0	132	0	152	0	0	0	0	0	56	0	0	0	128	0	0	0	0	0	0	0	0	0	1,540	12,465
060	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	14	3	5	0	0	0	0	0	0	0	0	0	0	0	0	96	2,785
061	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	0	0	0	0	0	0	0	0	0	266	2,666
072	84	118	0	74	82	0	8	0	0	32	42	16	22	0	0	16	0	8	8	0	0	24	32	16	0	8	8	32	0	28	1,316	12,668
073	0	0	0	0	38	0	74	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	3,687
074	52	0	56	0	0	0	0	0	80	0	10	14	14	0	0	14	0	0	0	0	0	0	0	0	0	0	54	0	0	0	588	5,926
075	0	14	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	4	0	0	132	1,810
063	52	0	10	0	10	0	0	0	78	36	0	28	14	0	20	10	56	262	0	0	0	48	28	10	10	0	10	18	0	10	1,420	14,306
056	52	102	7	2	0	154	0	0	0	0	10	14	0	0	0	14	0	66	58	34	0	0	0	0	0	0	0	0	0	56	1,138	4,800
058	7	0	0	3	0	0	0	0	26	0	0	0	14	0	0	0	56	0	0	34	0	0	0	0	0	0	0	0	0	72	424	3,221
057	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	216
064	4	0	0	0	0	0	0	62	52	0	0	0	14	0	0	42	56	132	0	0	0	0	0	0	0	0	0	0	0	0	724	3,811
053	10	8	48	4	0	0	0	0	85	0	48	0	0	0	48	62	0	0	96	34	0	104	0	0	2	0	8	3	0	0	1,120	12,252
050	52	0	2	0	0	3	74	0	0	0	2	28	14	0	0	14	172	0	0	134	4	48	0	0	0	0	0	0	0	0	1,094	6,019
051	52	204	58	2	0	0	0	0	26	6	2	28	44	0	144	158	112	0	0	34	128	0	28	0	0	0	144	0	0	56	2,452	7,973
052	58	0	3	8	4	0	0	62	52	30	0	18	44	0	0	26	4	4	0	38	128	0	82	0	0	36	0	0	0	0	1,194	5,716
059	0	0	0	0	0	154	0	0	26	26	0	30	0	0	0	14	0	66	0	0	0	0	0	0	0	0	0	0	0	0	632	4,549
049	111	102	5	0	3	0	0	62	78	0	0	0	14	0	0	0	56	0	0	0	0	0	28	0	0	18	0	0	0	0	954	7,197
044	52	0	3	124	101	154	74	0	26	46	0	62	30	20	20	48	0	196	0	60	40	108	60	20	0	20	20	40	0	0	2,648	13,100
040	102	204	0	0	0	154	0	62	80	0	0	0	0	0	0	0	0	66	0	0	254	0	56	0	0	0	0	0	0	84	2,124	5,569
046	16	32	260	86	104	2	6	2	32	40	18	26	40	24	2	45	2	33	36	38	14	84	62	28	42	64	128	194	26	60	3,092	5,248
054	52	102	0	62	0	0	74	62	78	0	0	0	14	0	0	14	0	66	0	0	131	0	28	0	0	18	0	0	0	28	1,458	3,437
043	154	105	99	0	0	0	74	65	52	3	10	4	0	0	0	0	60	82	0	0	0	53	0	0	2	18	98	0	0	0	1,758	8,678
045	159	278	178	40	142	154	296	0	78	142	0	42	49	0	0	0	56	80	94	0	0	137	100	36	0	18	248	113	0	138	5,156	15,222
039	4	102	9	0	0	161	0	0	52	0	0	14	0	0	0	0	8	74	0	0	3	48	0	0	0	0	0	0	0	0	950	4,652
030	102	306	170	0	0	313	74	246	132	0	10	82	30	0	20	14	0	328	0	68	6	144	82	0	60	22	196	0	0	28	4,866	10,882
042	213	210	34	0	16	0	0	0	78	42	0	54	14	0	0	14	112	71	0	34	16	0	0	0	0	16	0	0	22	28	1,948	8,994
038	0	102	0	0	5	7	0	0	26	26	0	0	0	0	0	1	0	0	0	0	0	48	0	0	0	0	0	0	0	28	486	2,740
041	0	6	2	0	0	0	0	5	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	138	2,112
134	0	0	2	0	260	0	0	62	26	0	0	0	0	0	0	14	0	15	0	68	0	130	0	0	0	0	0	0	0	0	1,154	4,475
031	167	4	7	4	4	0	0	62	238	26	0	20	0	0	40	14	0	9	58	68	6	0	28	0	0	0	0	0	0	33	1,576	4,513
131	291	96	267	85	145	3	164	193	88	322	0	125	104	78	0	55	29	109	104	170	23	85	81	77	128	74	201	275	34	113	7,038	22,168
136	104	5	84	19	0	0	74	0	26	54	0	42	0	0	0	17	16	148	7	134	4	6	32	56	0	18	59	4	0	59	1,936	6,891
132	392	280	360	363	371	154	226	0	225	105	32	88	222	160	32	113	19	230	333	96	146	126	120	4	32	54	96	8	32	88	9,014	15,157
137	59	106	106	5	5	163	0	62	52	28	0	8	0	0	0	71	285	4	0	60	3	0	59	0	0	0	47	22	0	50	2,390	4,575
Total	2,558	2,490	1,830	887	1,297	1,579	1,292	1,007	1,924	990	336	757	711	282	326	804	1,214	2,054	794	1,138	1,162	1,193	906	247	276	384	1,317	713	114	959	63,082	250,480

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

RESEDA CORRIDOR VIA CAHUENGA AND WILSHIRE

Table 53

Between Zones and	ZONES IN OR ADJACENT TO THE RESEDA CORRIDOR VIA CAHUENGA AND WILSHIRE																																		Sub-total
	063	058	053	050	052	059	042	054	049	044	040	046	045	043	030	039	038	136	031	134	131	123	132	137	133	138	231	124	223	122	221	121	211	111	
062	5,893	662	3,659	646	931	122	212	181	308	372	203	47	311	513	328	162	32	49	23	26	225	38	72	64	45	140	28	168	13	40	201	14	274	17	16,019
060	-	-	532	-	-	14	-	-	35	83	28	13	66	148	71	44	10	12	4	7	79	12	16	20	16	48	13	41	3	9	75	10	103	12	1,524
061	-	-	1,371	-	-	32	-	-	72	127	49	22	147	224	156	74	18	25	11	16	135	22	42	35	41	83	21	140	7	24	126	18	172	10	3,220
072	-	143	1,185	188	300	37	93	56	89	170	66	21	110	238	117	72	12	20	6	11	81	10	25	25	13	52	9	62	4	15	111	16	152	19	3,528
073	-	78	620	107	144	17	41	22	39	75	28	15	86	118	69	47	9	11	4	6	50	8	15	13	10	30	4	25	2	6	47	6	64	8	1,824
074	-	172	1,332	219	368	33	73	56	75	158	66	22	142	215	151	71	15	21	8	12	128	16	26	25	19	59	15	66	4	15	59	8	80	10	3,739
075	-	-	789	-	179	24	49	-	71	92	47	14	96	122	88	41	9	9	3	6	46	9	11	10	7	22	3	17	1	8	31	4	41	5	1,854
063	-	2,131	5,722	880	1,291	168	256	191	241	491	243	54	327	623	345	186	33	46	22	26	254	52	79	62	61	119	39	229	12	54	274	39	280	35	14,365
056	-	-	3,453	-	-	-	-	-	239	347	-	-	-	593	330	178	32	58	22	30	275	61	88	73	72	157	60	287	22	68	384	55	348	43	7,275
058	-	-	2,812	-	-	23	70	59	77	145	63	19	108	212	115	64	12	11	7	9	76	16	21	15	20	35	14	80	4	19	109	16	99	8	4,338
057	-	-	-	-	-	-	-	-	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
064	-	-	-	-	-	-	-	-	178	396	-	-	-	510	279	114	21	31	15	19	170	32	53	35	39	80	21	130	8	30	176	26	42	20	2,425
053			-	-	-	3,677	-	1,276	4,724	2,590	1,872	222	1,714	2,869	1,772	380	167	185	119	97	789	176	202	203	181	384	116	699	54	183	1,060	163	1,146	109	27,129
050				-	-	-	-	-	-	-	-	-	-	850	517	287	38	37	20	28	256	55	81	52	67	103	32	274	15	64	369	52	336	41	3,574
051				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	679	137	163	162	150	325	105	541	36	129	741	91	825	90	4,174
052						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	742	107	176	167	118	258	84	472	38	114	689	100	815	102	3,982
059							-	-	549	273	133	35	190	296	141	81	14	15	9	10	85	17	27	18	20	40	10	75	4	18	111	16	132	17	2,336
049								-	-	1,609	-	-	-	1,384	593	352	58	61	35	41	339	64	80	73	57	117	36	283	17	68	323	57	440	47	6,134
044									-	-	-	-	-	7,570	1,254	902	135	121	88	68	610	132	150	119	98	164	60	340	24	107	460	92	621	66	13,181
040										-	-	-	-	-	1,103	306	51	56	33	39	325	82	77	69	57	113	39	288	18	87	425	60	502	62	3,792
046											-	-	-	-	-	156	23	21	17	11	93	22	18	21	15	26	10	48	4	18	63	13	85	12	676
054												-	-	-	515	210	29	28	16	20	170	33	42	35	33	61	23	165	27	47	258	37	281	34	2,064
043													-	-	-	5,016	342	315	210	147	1,104	283	313	311	201	460	163	905	65	248	1,146	182	1,157	151	12,719
045														-	-	-	225	185	205	113	1,027	299	251	199	142	274	99	770	53	275	1,004	207	1,357	174	6,859
039															-	-	498	190	200	146	984	202	224	185	138	232	91	527	37	170	670	105	904	86	5,589
030																-	-	-	-	-	1,766	521	410	330	816	509	174	1,411	96	448	1,806	380	1,800	314	10,781
042																	-	-	-	81	633	138	170	139	118	249	75	384	33	141	769	112	784	98	4,124
038																		-	-	69	370	71	78	65	47	78	29	212	15	58	255	40	288	37	1,712
041																			-	-	926	198	311	262	189	461	130	716	51	494	905	145	900	118	5,806
134																				-	1,199	-	58	213	95	170	51	252	28	-	-	43	381	36	2,526
031																					-	-	394	141	183	-	49	560	30	-	-	146	918	115	2,536
131																						-	3,914	-	3,447	1,768	813	3,954	295	-	-	627	5,399	510	20,727
136																							-	-	259	-	156	1,235	67	-	-	134	1,258	112	3,221
132																								-	890	-	432	6,510	160	-	-	354	1,999	271	10,616
137																									-	-	-	-	-	-	-	169	1,560	-	1,729
Total	5,893	3,186	21,475	2,040	3,213	4,147	794	1,841	6,697	6,928	2,798	484	3,297	16,485	7,944	8,743	1,783	1,507	1,077	1,038	13,616	2,813	7,587	3,141	7,664	6,617	3,004	22,066	1,247	2,957	12,647	3,537	25,543	2,789	216,598

Between Zones and	ZONES IN OTHER CORRIDORS																																Sub-total x 2	GRAND TOTAL (A)
	Inglewood					Long Beach						Santa Ana					San Bernardino				San Gabriel						Pasadena							
	621	623	625	633	637	811	812	813	821	732	733	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
062	59	28	10	17	10	5	7	42	78	17	16	45	8	2	5	29	73	12	6	9	14	18	26	6	14	3	22	5	8	54	1,296	17,315
060	44	21	6	12	6	31	6	31	58	5	10	34	3	1	1	20	55	9	2	22	10	12	9	2	4	2	14	2	3	18	906	2,430
061	4	2	5	10	6	26	5	26	49	10	9	29	5	1	2	17	47	7	3	5	8	10	16	3	3	1	13	3	5	31	722	3,942
072	65	32	9	9	6	46	8	47	43	9	16	25	4	1	2	31	82	13	3	4	15	18	14	3	7	4	23	5	4	28	1,152	4,680
073	27	13	4	7	2	19	4	19	35	3	6	21	2	0	1	12	34	5	2	1	6	7	11	1	2	1	9	1	2	12	538	2,362
074	35	16	5	10	6	24	4	24	46	9	9	27	4	1	1	16	43	7	3	2	8	10	15	3	4	1	12	3	4	28	760	4,499
075	18	8	3	6	1	12	2	12	24	2	5	13	2	0	1	9	23	3	2	1	4	6	8	2	3	1	7	2	2	17	398	2,252
063	80	20	6	11	8	28	5	29	53	12	21	31	6	1	3	39	50	8	4	6	9	12	18	4	9	4	15	3	5	37	1,074	15,939
056	112	55	17	11	7	52	10	27	49	11	20	29	6	1	2	36	47	7	4	6	18	11	17	4	10	4	14	4	5	35	1,262	8,537
058	21	10	3	3	2	15	1	7	14	2	6	8	1	0	1	10	13	2	1	1	5	6	4	1	2	1	8	2	1	9	320	4,658
057	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
064	35	16	5	10	6	24	4	24	45	9	8	27	4	1	2	32	43	7	3	4	8	10	15	4	7	1	12	3	4	31	808	3,233
053	243	123	49	40	15	170	24	131	163	23	43	97	10	3	6	67	231	40	16	112	59	82	63	10	21	28	106	37	18	71	4,202	31,331
050	72	35	10	10	6	51	9	25	47	10	18	28	5	1	2	34	91	14	3	5	26	31	15	4	7	7	50	7	10	31	1,328	4,902
051	246	120	44	39	20	129	28	132	162	20	19	97	14	3	3	32	232	39	11	6	59	58	60	8	9	16	75	15	13	64	3,546	7,720
052	279	21	35	41	14	146	28	150	138	10	20	108	15	3	2	35	263	29	11	5	66	64	64	8	9	15	79	21	15	68	3,524	7,506
059	34	17	5	4	1	24	4	16	23	1	3	14	1	0	0	5	42	4	1	1	10	10	6	1	1	3	16	3	3	11	528	2,864
049	132	64	16	10	6	91	13	70	87	5	9	51	7	4	2	16	124	20	7	5	39	39	44	5	8	8	60	11	13	61	2,054	8,188
044	189	76	31	26	10	132	20	108	100	14	14	91	13	4	5	42	190	34	15	19	53	65	80	18	27	17	98	36	24	136	3,374	16,555
040	173	63	13	12	4	90	55	92	86	6	11	66	9	2	3	21	162	26	8	9	51	50	57	9	14	10	76	17	24	116	2,670	6,462
046	26	14	5	4	2	17	4	15	20	4	2	17	3	0	2	10	32	6	4	5	8	12	16	4	7	4	19	9	5	37	626	1,302
054	60	29	7	4	2	42	8	33	40	5	8	35	4	0	1	14	76	12	5	4	22	26	26	4	6	6	42	9	9	53	1,184	3,248
043	383	161	62	71	31	219	42	195	292	46	44	217	39	9	10	96	398	70	203	46	94	139	156	38	67	43	184	75	45	286	7,522	20,241
045	370	162	52	65	24	257	43	229	342	37	23	257	42	10	12	106	466	81	42	61	108	154	195	49	92	44	257	93	70	437	8,360	15,219
039	214	84	37	39	19	148	22	118	159	29	27	110	21	5	6	54	209	37	19	26	52	76	75	20	37	24	100	43	22	150	3,964	9,553
030	575	226	77	87	51	400	60	319	426	74	71	359	62	16	24	216	565	128	60	80	186	266	241	58	119	60	348	131	71	446	11,604	22,385
042	7	6	30	42	15	150	25	133	195	23	10	116	16	3	6	36	235	39	16	15	51	68	68	12	19	11	81	18	21	106	3,146	7,270
038	67	34	11	12	8	102	7	36	52	9	8	32	6	2	3	26	63	14	5	8	22	24	22	5	12	7	31	10	5	363	2,012	3,724
041	143	115	51	57	27	156	30	130	213	41	39	130	23	5	10	56	232	42	24	28	55	82	91	17	26	20	108	37	21	126	4,270	10,076
134	95	50	20	16	9	65	10	50	69	13	17	43	8	3	3	29	89	17	9	10	24	30	35	7	14	11	41	15	5	40	1,694	4,220
031	230	113	29	29	12	161	22	121	166	19	25	133	18	3	6	61	289	36	14	13	65	71	80	11	21	16	90	19	14	74	3,922	6,458
131	1,087	590	288	222	121	750	122	646	872	145	248	576	110	31	36	341	1,165	225	132	131	280	409	488	100	182	122	574	166	73	518	21,500	42,227
136	316	157	44	41	23	163	31	166	228	28	38	126	20	5	7	75	293	37	16	17	75	76	65	11	22	16	71	17	12	78	4,548	7,769
132	576	215	71	104	52	279	54	286	338	73	91	285	51	13	17	144	514	81	45	43	146	143	169	33	60	40	146	53	20	144	8,572	19,188
137	465	235	83	99	42	272	52	205	283	49	67	171	27	6	12	100	364	64	22	25	95	100	86	16	34	23	97	22	16	108	6,480	8,209
Total	6,482	2,931	1,143	1,180	574	4,296	769	3,694	4,995	773	981	3,448	569	140	199	1,867	6,835	1,175	721	735	1,751	2,195	2,355	481	879	574	2,898	897	572	3,824	119,866	336,464

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE TO ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

RESEDA CORRIDOR VIA CAHUENGA AND SUNSET

Between Zones and	ZONES IN OR ADJACENT TO THE RESEDA CORRIDOR VIA CAHUENGA AND SUNSET																														Sub-total
	063	058	053	050	052	059	042	054	049	044	040	046	045	043	030	039	038	136	031	134	131	132	123	025	026	124	122	221	121	211	111	CBD	
062	2,581	151	2,180	163	617	4	228	0	162	262	0	562	392	189	510	330	0	56	0	130	274	432	152	335	3	68	152	256	0	139	0	559	10,887
060	-	-	1,155	-	-	0	-	-	0	80	0	122	70	0	86	0	0	56	110	0	235	0	0	6	0	102	0	81	162	0	0	282	2,547
061	-	-	676	-	-	0	-	-	0	100	0	110	106	91	0	82	116	166	0	0	233	64	2	122	0	34	0	212	54	68	0	204	2,440
072	-	746	3,603	716	1,315	362	410	148	328	588	172	216	274	418	412	240	26	50	16	8	294	32	162	90	24	66	42	80	8	24	24	301	11,195
073	-	0	1,444	0	3	0	16	0	0	122	0	312	183	180	426	0	0	0	0	130	181	32	120	74	0	34	0	48	0	0	0	58	3,363
074	-	428	1,658	30	304	0	34	0	0	80	0	444	460	30	256	82	2	4	0	0	311	128	0	124	0	0	0	186	54	136	0	101	4,852
075	-	-	363	-	344	0	0	-	0	34	14	150	70	132	100	0	28	0	0	144	78	0	14	54	0	0	28	24	0	3	14	37	1,631
063	-	1,060	2,714	1,119	1,147	396	442	226	466	706	364	544	936	768	312	208	64	130	18	158	211	114	0	226	18	78	44	142	18	139	18	169	12,955
056	-	-	594	-	-	-	-	-	0	180	-	-	-	240	173	82	0	224	0	0	570	161	0	199	0	102	80	145	54	204	0	527	3,135
058	-	-	1,026	-	-	72	88	74	0	224	72	204	178	282	158	0	0	0	0	0	56	64	0	0	0	0	0	72	0	4	0	90	2,664
057	-	-	-	-	-	-	-	-	0	0	-	-	-	150	0	0	0	0	0	0	52	0	0	0	0	0	0	0	0	0	0	6	208
064	-	-	-	-	-	-	-	-	0	500	-	-	-	452	170	248	2	56	3	130	282	64	0	198	102	34	34	260	54	270	0	333	3,192
053	-	-	-	-	-	895	-	113	617	851	350	634	808	1,247	685	444	5	222	48	192	575	177	113	246	2	161	37	297	19	141	192	1,518	10,589
050						-	-	-	-	-	-	-	-	734	600	251	0	56	0	520	510	266	2	146	0	176	68	210	162	540	0	426	4,667
051						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,438	234	128	398	0	210	220	733	108	612	192	1,095	5,368
052						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,001	327	251	392	22	176	251	444	168	281	4	955	4,272
059						-	-	-	0	361	2	300	354	286	596	4	0	222	0	130	539	32	0	148	0	75	34	212	0	141	0	339	3,775
049							-	-	-	902	-	-	-	1,299	430	330	0	56	0	130	567	288	230	241	0	102	102	328	56	136	0	728	5,936
044								-	-	-	-	-	-	3,672	1,363	1,248	40	264	60	130	599	376	224	334	60	70	100	232	276	380	192	886	10,506
040									-	-	-	-	-	-	855	251	0	5	0	390	766	196	0	132	0	34	68	72	54	139	0	362	3,324
046										-	-	-	-	-	-	302	112	150	138	146	188	167	258	162	102	54	106	62	74	78	72	102	2,173
054											-	-	-	-	256	166	0	56	0	260	358	158	0	77	0	70	0	74	0	143	0	158	1,776
043												-	-	-	-	1,882	96	170	2	130	1,113	230	185	298	98	194	46	282	162	204	5	1,671	6,768
045													-	-	-	-	430	998	850	354	2,175	778	1,137	701	106	108	184	304	39	680	391	994	10,229
039														-	-	-	82	194	0	2	1,033	195	172	223	2	102	34	356	54	139	0	940	3,528
030															-	-	-	-	-	131	1,740	485	209	444	0	204	521	599	108	412	2	1,082	5,937
042															-	-	-	-	-	0	1,963	500	171	734	22	245	14	714	164	574	192	1,544	6,837
038																	-	-	-	261	750	163	11	201	0	3	0	198	0	206	0	361	2,154
041																		-	-	-	554	67	2	-	-	71	14	166	0	204	192	416	1,706
134																			-	-	748	-	912	-	-	-	176	226	5	210	192	438	2,907
031																				-	-	-	141	-	-	-	-	892	112	343	192	618	2,298
131																					-	-	3,791	-	-	-	1,233	1,154	640	971	476	6,090	14,355
136																						-	383	-	-	-	296	873	389	406	208	2,370	4,925
123																							-	-	-	-	2,793	-	1,138	-	574	7,708	12,213
132																								-	-	-	-	-	301	-	287	1,899	2,487
122																										-	-	-	843	-	701	7,942	9,486
025																										-	-	-	-	-	304	4,727	5,031
026																										-	-	-	-	-	196	2,188	2,384
124																										-	-	-	-	-	-	-	-
121																													-	-	2,144	4,802	6,946
221																														-	-	-	-
111																															-	5,213	5,213
Total	2,581	2,385	15,413	2,028	3,730	1,729	1,218	561	1,573	4,990	974	3,598	3,831	10,170	7,388	6,150	1,003	3,135	1,245	3,376	19,394	5,730	8,778	6,308	561	2,573	6,697	9,934	5,276	7,927	6,764	60,239	217,259

Between Zones and	ZONES IN OTHER CORRIDORS																														Sub-total x 2	GRAND TOTAL (A)
	Inglewood					Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena							
	621	623	625	633	637	811	812	813	821	732	735	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
062	157	4	56	6	5	0	74	0	132	0	152	0	0	0	0	0	56	0	0	0	128	0	0	0	0	0	0	0	0	0	1,540	12,427
060	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	14	3	5	0	0	0	0	0	0	0	0	0	0	0	0	96	2,643
061	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	0	0	0	0	0	0	0	0	0	266	2,706
072	84	118	0	74	82	0	8	0	0	32	42	16	22	0	0	16	0	8	8	0	0	24	32	16	0	8	8	32	0	28	1,316	12,511
073	0	0	0	0	38	0	74	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	3,615
074	52	0	56	0	0	0	0	0	80	0	10	14	14	0	0	14	0	0	0	0	0	0	0	0	0	0	54	0	0	0	588	5,440
075	0	14	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	4	0	0	132	1,763
063	52	0	10	0	10	0	0	0	78	36	0	28	14	0	20	10	56	262	0	0	0	48	28	10	10	0	10	18	0	10	1,420	14,375
056	52	102	7	2	0	154	0	0	0	0	10	14	0	0	0	14	0	66	58	34	0	0	0	0	0	0	0	0	0	56	1,138	4,673
058	7	0	0	3	0	0	0	0	26	0	0	0	14	0	0	0	56	0	0	34	0	0	0	0	0	0	0	0	0	72	424	3,088
057	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	216
064	4	0	0	0	0	0	0	62	52	0	0	0	14	0	0	42	56	132	0	0	0	0	0	0	0	0	0	0	0	0	724	3,916
053	10	8	48	4	0	0	0	0	85	0	48	0	0	0	48	62	0	0	96	34	0	104	0	0	2	0	8	3	0	0	1,120	11,709
050	52	0	2	0	0	3	74	0	0	0	2	28	14	0	0	14	172	0	0	134	4	48	0	0	0	0	0	0	0	0	1,094	5,761
051	52	204	58	2	0	0	0	0	26	6	2	28	44	0	144	158	112	0	0	34	128	0	28	0	0	0	144	0	0	56	2,452	7,820
052	58	0	3	8	4	0	0	62	52	30	0	18	44	0	0	26	4	4	0	38	128	0	82	0	0	36	0	0	0	0	1,194	5,466
059	0	0	0	0	0	154	0	0	26	26	0	30	0	0	0	14	0	66	0	0	0	0	0	0	0	0	0	0	0	0	632	4,407
049	111	102	5	0	3	0	0	62	78	0	0	-	14	0	0	0	56	0	0	0	0	0	28	0	0	18	0	0	0	0	954	6,890
044	52	0	3	124	101	154	74	0	26	46	0	62	30	20	20	48	0	196	0	60	40	108	60	20	0	20	20	40	0	0	2,648	13,154
040	102	204	0	0	0	154	0	62	80	0	0	0	0	0	0	0	0	66	0	0	254	0	56	0	0	0	0	0	0	84	2,124	5,448
046	16	32	260	86	104	2	6	2	32	40	18	26	40	24	2	45	2	33	36	38	14	84	62	28	42	64	128	194	26	60	3,092	5,265
054	52	102	0	62	0	0	74	62	78	0	0	0	14	0	0	14	0	66	0	0	134	0	28	0	0	18	0	0	0	28	1,458	3,234
043	154	105	99	0	0	0	74	65	52	3	10	4	0	0	0	0	60	82	0	0	0	53	0	0	2	18	98	0	0	0	1,758	8,526
045	159	278	178	40	142	154	296	0	78	142	0	42	49	0	0	0	56	80	94	0	0	137	100	36	0	18	248	113	0	138	5,156	15,385
039	4	102	9	0	0	161	0	0	52	0	0	14	0	0	0	0	8	74	0	0	3	48	0	0	0	0	0	0	0	0	950	4,478
030	102	306	170	0	0	313	74	246	132	0	10	82	30	0	20	14	0	328	0	68	6	144	82	0	60	22	196	0	0	28	4,866	10,803
042	213	210	34	0	16	0	0	0	78	42	0	54	14	0	0	14	112	71	0	34	16	0	0	0	0	16	0	0	22	28	1,948	8,785
038	0	102	0	0	5	7	0	0	26	26	0	0	0	0	0	1	0	0	0	0	0	48	0	0	0	0	0	0	0	28	486	2,640
041	0	6	2	0	0	0	0	5	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	138	1,844
134	0	0	2	0	260	0	0	62	26	0	0	0	0	0	0	14	0	15	0	68	0	130	0	0	0	0	0	0	0	0	1,154	4,061
031	167	4	7	4	4	0	0	62	238	26	0	20	0	0	40	14	0	9	58	68	6	0	28	0	0	0	0	0	0	0	33	1,576	3,874
131	291	96	267	85	145	3	164	193	88	322	0	125	104	78	0	55	29	109	104	170	23	85	81	77	128	74	201	275	34	113	7,038	21,393
136	104	5	84	19	0	0	74	0	26	54	0	42	0	0	0	17	16	148	7	134	4	6	32	56	0	18	59	4	0	59	1,936	6,861
123	472	792	955	384	238	327	239	392	293	69	133	356	218	0	40	83	377	467	12	102	526	122	323	0	0	245	60	5	0	77	14,614	26,827
132	392	280	360	363	371	154	226	0	225	105	32	88	222	160	32	113	19	230	333	96	146	126	120	4	32	54	96	8	32	88	9,014	11,501
122	522	511	706	291	291	189	381	308	141	125	10	269	112	0	0	114	541	565	67	413	323	168	254	14	9	79	42	122	0	9	13,152	22,638
025	393	489	113	23	120	48	79	7	184	26	0	59	52	0	24	34	177	231	16	284	33	240	91	24	74	-	-	-	3	31	5,710	10,741
026	360	13	115	68	4	3	6	0	106	26	10	34	2	0	0	28	0	0	58	68	128	192	84	0	0	-	-	-	3	118	2,852	5,236
124	-	-	-	95	31	38	86	81	220	141	28	192	98	46	40	125	373	383	37	338	154	100	166	68	116	93	155	136	37	106	6,966	6,966
121	649	266	450	77	347	493	294	434	379	137	0	425	91	6	9	107	155	330	57	34	-	-	224	10	65	0	286	129	22	10	10,972	17,918
221	-	-	-	-	407	1,318	687	567	565	888	178	344	244	45	107	284	673	660	110	583	-	-	330	126	558	269	379	574	140	347	20,766	20,766
111	385	456	180	42	9	498	17	62	352	260	20	183	45	0	49	97	425	151	25	617	-	-	67	195	198	277	33	29	0	8	9,360	14,573
Total	5,280	4,911	4,243	1,862	2,739	4,330	3,081	2,796	4,112	2,634	715	2,611	1,573	379	595	1,605	3,650	4,837	1,176	3,517	2,323	2,015	2,386	684	1,296	1,347	2,225	1,686	319	1,615	145,084	362,343

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

RESEDA CORRIDOR VIA CAHUENGA AND SUNSET

Between Zones and	ZONES IN OR ADJACENT TO THE RESEDA CORRIDOR VIA CAHUENGA AND SUNSET																													Sub-total
	063	058	053	050	052	059	042	054	049	044	040	046	045	043	030	039	038	136	031	134	131	132	123	025	026	124	122	221	121	211	111	
062	5,893	662	3,659	646	931	122	212	181	308	372	203	47	311	513	328	162	32	49	23	26	225	72	38	31	22	168	40	201	14	274	17	15,782
060	-	-	532	-	-	14	-	-	35	83	28	13	66	148	71	44	10	12	4	7	79	16	12	7	3	41	9	75	10	103	12	1,434
061	-	-	1,371	-	-	32	-	-	72	127	49	22	147	224	156	74	18	25	11	16	135	42	22	18	11	140	24	126	18	172	10	3,062
072	-	143	1,185	188	300	37	93	56	89	170	66	21	110	238	117	72	12	20	6	11	81	25	10	11	5	62	15	111	16	152	19	3,441
073	-	78	620	107	144	17	41	22	39	75	28	15	86	118	69	47	9	11	4	6	50	15	8	4	2	25	6	47	6	64	8	1,771
074	-	172	1,332	219	368	33	73	56	75	158	66	22	142	215	151	71	15	21	8	12	128	26	16	17	8	66	15	59	8	80	10	3,642
075	-	-	789	-	179	24	49	-	71	92	47	14	96	122	88	41	9	9	3	6	46	11	9	6	5	17	8	31	4	41	5	1,822
063	-	2,131	5,722	880	1,291	168	256	191	241	491	243	54	327	623	345	186	33	46	22	26	254	79	52	42	29	229	54	274	39	280	35	14,643
056	-	-	3,453	-	-	-	-	-	239	347	-	-	-	593	330	178	32	58	22	30	275	88	61	53	28	287	68	384	55	348	43	6,972
058	-	-	2,812	-	-	23	70	59	77	145	63	19	108	212	115	64	12	11	7	9	76	21	16	14	9	80	19	109	16	99	8	4,273
057	-	-	-	-	-	-	-	-	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
064	-	-	-	-	-	-	-	-	178	396	-	-	-	510	279	114	21	31	15	19	170	53	32	35	18	130	30	176	26	42	20	2,295
053		-	-	-	-	3,677	-	1,276	4,724	2,590	1,872	222	1,714	2,869	1,772	380	167	185	119	97	789	202	176	152	116	699	183	1,060	163	1,146	109	26,459
050			-	-	-	-	-	-	-	-	-	-	-	850	517	287	38	37	20	28	256	81	55	60	34	274	64	369	52	336	41	3,399
051				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	679	163	137	132	64	541	129	741	91	825	90	3,592
052					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	742	176	107	117	64	472	114	689	100	815	102	3,498
059						-	-	-	549	273	133	35	190	296	141	81	14	15	9	10	85	27	17	17	9	75	18	111	16	132	17	2,270
049							-	-	-	1,609	-	-	-	1,384	593	352	58	61	35	41	339	80	64	53	36	283	68	323	57	440	47	5,923
044								-	-	-	-	-	-	7,570	1,254	902	135	121	88	68	610	150	132	138	89	340	107	460	92	621	66	12,943
040									-	-	-	-	-	-	1,103	306	51	56	33	39	325	77	82	67	46	288	87	425	60	502	62	3,609
046										-	-	-	-	-	-	156	23	21	17	11	93	18	22	22	22	48	18	63	13	85	12	644
054											-	-	-	-	515	210	29	28	16	20	170	42	33	36	23	165	47	258	37	281	34	1,944
043												-	-	-	-	5,016	342	315	210	147	1,104	313	283	142	234	905	248	1,146	182	1,157	151	11,895
045													-	-	-	-	225	185	205	113	1,027	251	299	312	237	770	275	1,004	207	1,357	174	6,641
039														-	-	-	498	190	200	146	984	224	202	146	138	527	170	670	105	904	86	5,190
030															-	-	-	-	-	240	1,766	410	521	541	351	1,411	448	1,806	380	1,800	314	9,988
042															-	-	-	-	-	81	633	170	138	110	80	584	141	769	112	784	98	3,700
038																	-	-	-	69	370	78	71	73	49	212	58	255	40	288	37	1,600
041																		-	-	-	926	311	198	-	-	716	494	905	145	900	118	4,713
134																			-	-	1,199	-	222	-	-	-	121	237	43	381	36	2,239
031																				-	-	-	326	-	-	-	-	676	146	918	115	2,181
131																					-	-	3,840	-	-	-	1,291	4,068	627	5,399	510	15,735
136																							294	-	-	-	195	929	134	1,258	112	2,922
123																								-	-	-	2,126	-	698	-	291	3,115
132																									-	-	-	-	354	-	271	625
122																										-	-	1,058	-	443	1,501
025																											-	-	-	-	448	448
026																											-	-	-	-	243	243
124																													-	-	-	-
121																														1,869	1,869
221																															-
111																															0
Total	5,893	3,186	21,475	2,040	3,213	4,147	794	1,841	6,697	6,928	2,798	484	3,297	16,485	7,944	8,743	1,783	1,507	1,077	1,278	13,616	3,221	7,495	2,356	1,732	9,555	6,690	18,557	5,124	21,984	6,083	198,023

Between Zones and	ZONES IN OTHER CORRIDORS																													Sub-total x 2	GRAND TOTAL (A)
	Inglewood					Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena						
	621	623	625	633	637	811	812	813	821	732	733	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
062	59	28	10	17	10	5	7	42	78	17	16	45	8	2	5	29	73	12	6	9	14	18	26	6	14	3	22	5	8	54	1,296	17,078
060	44	21	6	12	6	31	6	31	58	5	10	34	3	1	1	20	55	9	2	22	10	12	9	2	4	2	14	2	3	18	906	2,340
061	4	2	5	10	6	26	5	26	49	10	9	29	5	1	2	17	47	7	3	5	8	10	16	3	3	1	13	3	5	31	722	3,784
072	65	32	9	9	6	46	8	47	43	9	16	25	4	1	2	31	82	13	3	4	15	18	14	3	7	4	23	5	4	28	1,152	4,593
073	27	13	4	7	2	19	4	19	35	3	6	21	2	0	1	12	34	5	2	1	6	7	11	1	2	1	9	1	2	12	538	2,309
074	35	16	5	10	6	24	4	24	46	9	9	27	4	1	1	16	43	7	3	2	8	10	15	3	4	1	12	3	4	28	760	4,402
075	18	8	3	6	1	12	2	12	24	2	5	13	2	0	1	9	23	3	2	1	4	6	8	2	3	1	7	2	2	17	398	2,220
063	80	20	6	11	8	28	5	29	53	12	21	31	6	1	3	39	50	8	4	6	9	12	18	4	9	4	15	3	5	37	1,074	15,717
056	112	55	17	11	7	52	10	27	49	11	20	29	6	1	2	36	47	7	4	6	18	11	17	4	10	4	14	4	5	35	1,262	8,234
058	21	10	3	3	2	15	1	7	14	2	6	8	1	0	1	10	13	2	1	1	5	6	4	1	2	1	8	2	1	9	320	4,593
057	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
064	35	16	5	10	6	24	4	24	45	9	8	27	4	1	2	32	43	7	3	4	8	10	15	4	7	1	12	3	4	31	808	3,103
053	243	123	49	40	15	170	24	131	163	23	43	97	10	3	6	67	231	40	16	112	59	82	63	10	21	28	106	37	18	71	4,202	30,661
050	72	35	10	10	6	51	9	25	47	10	18	28	5	1	2	34	91	14	3	5	26	31	15	4	7	7	50	7	10	31	1,328	4,727
051	246	120	44	39	20	129	28	132	162	20	19	97	14	3	3	32	232	39	11	6	59	58	60	8	9	16	75	15	13	64	3,546	7,138
052	279	21	35	41	14	146	28	150	138	10	20	108	15	3	2	35	263	29	11	5	66	64	64	8	9	15	79	21	15	68	3,524	7,022
059	34	17	5	4	1	24	4	16	23	1	3	14	1	0	0	5	42	4	1	1	10	10	6	1	1	3	16	3	3	11	528	2,798
049	132	64	16	10	6	91	13	70	87	5	9	51	7	4	2	16	124	20	7	5	39	39	44	5	8	8	60	11	13	61	2,054	7,977
044	189	76	31	26	10	132	20	108	100	14	14	91	13	4	5	42	190	34	15	19	53	65	80	18	27	17	98	36	24	136	3,374	16,317
040	173	63	13	12	4	90	55	92	86	6	11	66	9	2	3	21	162	26	8	9	51	50	57	9	14	10	76	17	24	116	2,670	6,279
046	26	14	5	4	2	17	4	15	20	4	2	17	3	0	2	10	32	6	4	5	8	12	16	4	7	4	19	9	5	37	626	1,270
054	60	29	7	4	2	42	8	33	40	5	8	35	4	0	1	14	76	12	5	4	22	26	26	4	6	6	42	9	9	53	1,184	3,128
043	383	161	62	71	31	219	42	195	292	46	44	217	39	9	10	96	398	70	203	46	94	139	156	38	67	43	184	75	45	286	7,522	19,417
045	370	162	52	65	24	257	43	229	342	37	23	257	42	10	12	106	466	81	42	61	108	154	195	49	92	44	257	93	70	437	8,360	15,001
039	214	84	37	39	19	148	22	118	159	29	27	110	21	5	6	54	209	37	19	26	52	76	75	20	37	24	100	53	22	150	3,964	9,154
030	575	226	77	87	51	400	60	319	426	74	71	359	62	16	24	216	565	128	60	80	186	266	241	58	119	60	348	131	71	446	11,604	21,592
042	7	6	30	42	12	150	25	133	195	23	10	116	16	3	6	36	235	39	16	15	51	68	68	12	19	11	81	18	21	106	3,146	6,846
038	67	34	11	12	8	102	7	38	52	9	8	32	6	2	3	26	63	14	5	8	22	24	22	5	12	7	31	10	5	363	2,012	3,612
041	143	115	51	57	27	156	30	130	213	41	39	130	23	5	10	56	232	42	24	28	55	82	91	17	26	20	108	37	21	126	4,270	8,983
134	95	50	20	16	9	65	10	50	69	13	17	43	8	3	3	29	89	17	9	10	24	30	35	7	14	11	41	15	5	40	1,694	3,933
031	230	113	29	29	12	161	22	121	166	19	25	133	18	3	6	61	289	36	14	13	65	71	80	11	21	16	90	19	14	74	3,922	6,103
131	1,087	590	288	222	121	750	122	646	872	145	248	576	110	31	36	341	1,165	225	132	131	280	409	488	100	182	122	574	166	73	518	21,500	37,235
136	316	157	44	41	23	163	31	166	228	28	38	126	20	5	7	75	293	37	16	17	75	76	65	11	22	16	71	17	12	78	4,548	7,470
123	646	233	107	103	46	449	60	322	477	68	83	309	51	12	15	136	573	102	57	46	159	169	221	38	67	52	188	59	35	209	10,184	13,299
132	576	215	71	104	52	279	54	286	338	73	91	285	51	13	17	144	514	81	45	43	146	143	169	33	60	40	146	53	20	144	8,572	9,197
122	850	313	125	111	76	588	78	412	652	105	121	346	74	20	31	196	741	142	78	81	218	143	289	65	113	74	250	110	36	243	13,362	14,863
025	613	224	91	75	49	425	81	305	484	69	86	354	69	17	21	184	778	142	69	65	224	239	164	54	93	-	-	-	46	285	10,612	11,060
026	389	164	47	43	24	271	52	232	328	48	50	259	38	8	11	111	490	84	40	38	134	183	198	33	58	-	-	-	36	269	7,276	7,519
124	-	-	-	584	384	1,451	287	1,018	1,416	513	569	933	243	76	78	627	1,880	282	230	312	586	581	807	185	258	202	716	246	85	670	30,430	30,430
121	1,104	389	176	140	104	758	148	490	652	190	155	614	119	32	40	327	1,420	181	108	115	-	-	273	91	115	113	240	117	44	317	17,144	19,013
221	-	-	-	-	898	3,365	675	2,178	3,008	1,185	1,305	2,031	481	178	238	1,855	4,074	740	468	96	-	-	2,017	322	744	504	1,203	593	137	1,140	58,870	58,870
111	2,034	596	193	175	156	1,392	276	716	894	209	295	937	183	52	54	462	2,645	284	173	178	-	-	414	102	178	128	367	135	46	346	27,240	27,240
Total	11,653	4,615	1,799	2,312	2,269	12,723	2,374	9,162	12,623	3,111	3,578	9,060	1,800	529	675	5,665	19,072	3,068	1,922	1,641	2,977	3,410	6,652	1,355	2,467	1,624	5,765	2,135	1,021	7,195	288,504	486,527

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

SAN FERNANDO CORRIDOR VIA CAHUENGA AND SUNSET .

Between Zones and	ZONES IN OR ADJACENT TO THE SAN FERNANDO CORRIDOR VIA CAHUENGA AND SUNSET																								Sub-total
	068	054	040	044	043	030	042	039	041	038	031	136	134	131	132	123	025	026	124	122	221	121	211	111	CBD	
066	999	0	0	360	293	558	46	0	354	0	0	112	0	109	32	0	50	3	38	0	96	0	211	0	388	3,649
067	-	-	0	40	90	0	0	0	0	0	0	0	0	26	32	0	0	0	12	0	0	0	0	0	64	264
068	-	8	18	983	737	693	46	166	2	0	0	112	0	290	128	4	0	0	34	102	72	0	208	3	463	4,069
065	-	-	135	764	610	826	136	202	354	0	0	112	130	266	32	5	74	0	60	34	142	54	80	0	663	4,679
054	-	-	6	640	1,115	256	90	166	356	0	0	56	260	358	158	0	77	0	70	0	74	0	143	0	158	3,983
050	-	-	-	-	732	600	157	251	356	0	0	56	520	510	266	2	146	0	176	68	210	162	540	0	426	5,178
040	-	-	-	1,394	1,507	-	-	251	178	0	0	5	390	766	196	0	132	5	34	68	72	54	139	0	362	5,553
055	-	-	-	-	683	-	-	82	0	0	0	0	0	128	32	0	24	0	0	0	24	0	68	0	53	1,094
044	-	-	-	-	3,672	-	-	1,248	-	40	60	264	130	599	376	224	334	60	70	100	232	276	380	192	886	9,143
046	-	-	-	-	-	-	-	302	304	112	138	150	46	188	167	258	162	102	54	106	62	74	78	72	102	2,477
048		-	-	-	-	-	-	330	0	0	0	0	130	215	32	0	98	3	0	34	0	0	136	0	259	1,237
043			-	-	-	-	-	1,882	-	96	2	170	130	1,113	230	185	298	98	194	46	282	162	204	5	1,671	6,768
045				-	-	-	-	844	392	430	850	998	354	2,175	778	1,137	701	106	108	184	304	39	680	391	994	11,465
049					-	-	-	-	-	0	0	56	130	567	288	238	244	0	102	102	328	56	136	0	728	2,975
059						-	-	-	-	0	0	222	130	539	32	0	148	0	75	34	212	0	141	0	339	1,872
039							-	-	-	82	-	194	2	1,033	195	172	223	2	102	34	356	54	139	0	940	3,528
030								-	-	-	-	-	131	1,740	485	209	444	0	204	521	599	108	412	2	1,082	5,937
042									-	-	70	-	0	1,963	500	171	734	22	245	14	714	164	574	192	1,544	6,907
038										-	-	-	261	750	163	11	201	0	3	0	198	0	206	0	361	2,154
041											-	-	130	554	67	2	175	0	71	34	166	0	204	192	416	2,011
134												-	-	748	977	912	453	-	68	176	226	5	210	192	438	4,405
031													-	-	-	-	-	-	246	23	892	112	343	192	618	2,426
131														-	-	3,791	1,728	-	836	1,233	1,154	640	971	476	6,090	16,919
136															-	383	834	-	289	296	873	389	406	208	2,370	6,648
123																-	-	-	-	1,824	-	1,138	2,793	574	7,708	14,037
132																	-	-	-	792	-	301	826	287	1,899	4,105
122																		-	-	-	-	843	-	701	7,942	9,486
025																			-	-	-	-	-	304	4,727	5,031
026																				-	-	-	-	196	2,188	2,384
124																										-
121																						-	-	2,144	4,802	6,946
221																										-
111																								-	5,213	5,213
Total	999	8	159	4,181	9,439	2,933	475	5,724	2,296	760	1,120	2,507	2,874	14,637	5,166	7,704	7,280	401	3,091	5,825	7,288	4,631	10,228	6,323	55,894	161,943

Between Zones and	ZONES IN OTHER CORRIDORS																															Sub-total x 2	GRAND TOTAL (A)
	Inglewood					Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena							
	621	623	625	633	637	811	812	813	821	732	735	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
066	0	0	56	0	0	0	0	62	26	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	18	0	4	0	0	338	3,987
067	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	264
068	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	3	0	0	0	3	0	0	0	0	18	0	0	0	28	126	4,195
065	66	0	0	0	3	74	0	26	0	3	27	14	0	0	0	0	112	66	4	34	128	0	0	0	0	0	0	0	0	56	1,226	5,905
054	52	102	0	62	0	0	74	62	78	0	0	0	14	0	0	14	0	66	0	0	131	0	28	0	0	18	0	0	0	28	1,458	5,441
050	52	0	2	0	0	3	74	0	0	0	2	28	14	0	0	14	172	0	0	134	4	48	0	0	0	0	0	0	0	0	1,094	6,272
040	102	204	0	0	0	154	0	62	80	0	0	0	0	0	0	0	0	66	0	0	254	0	56	0	0	0	0	0	0	84	2,124	7,677
055	52	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	144	0	0	0	0	0	0	0	0	420	1,514
044	52	0	3	124	101	154	74	0	26	46	0	62	30	20	20	48	0	196	0	60	40	108	60	20	0	20	20	40	0	0	2,648	11,791
046	16	32	260	86	104	2	6	2	32	40	18	26	40	24	2	45	2	33	36	38	14	84	62	28	42	64	128	194	26	60	3,092	5,569
048	0	0	4	0	0	0	0	0	0	0	0	14	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	132	1,369
043	154	105	99	0	0	0	74	65	52	3	10	4	0	0	0	0	60	82	0	0	0	53	0	0	2	18	98	0	0	0	1,758	8,526
045	159	278	178	40	142	154	296	0	78	142	0	42	49	0	0	0	56	80	94	0	0	137	100	36	0	18	248	113	0	138	5,156	16,621
049	111	102	5	0	3	0	0	62	78	0	0	0	14	0	0	0	56	0	0	0	0	0	28	0	0	18	0	0	0	0	954	3,929
059	0	0	0	0	0	154	0	0	26	26	0	30	0	0	0	14	0	66	0	0	0	0	0	0	0	0	0	0	0	0	632	2,504
039	4	102	9	0	0	161	0	0	52	0	0	14	0	0	0	0	8	74	0	0	3	48	0	0	0	0	0	0	0	0	950	4,478
030	102	306	170	0	0	313	74	246	132	0	10	82	30	0	20	14	0	328	0	68	6	144	82	0	60	22	196	0	0	28	4,866	10,803
042	213	210	34	0	16	0	0	0	78	42	0	54	14	0	0	14	112	71	0	34	16	0	0	0	0	16	0	0	22	28	1,948	8,855
038	0	102	0	0	5	7	0	0	26	26	0	0	0	0	0	1	0	0	0	0	0	48	0	0	0	0	0	0	0	28	486	2,640
041	0	6	2	0	0	0	0	5	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	138	2,149
134	0	0	2	0	260	0	0	62	26	0	0	0	0	0	0	14	0	15	0	68	0	130	0	0	0	0	0	0	0	0	1,154	5,559
031	167	4	7	4	4	0	0	62	238	26	0	20	0	0	40	14	0	9	58	68	6	0	28	0	0	0	0	0	0	33	1,576	4,002
131	291	96	267	85	145	3	164	193	88	322	0	125	104	78	0	55	29	109	104	170	23	85	81	77	128	74	201	275	34	113	7,038	23,957
136	104	5	84	19	0	0	74	0	26	54	0	42	0	0	0	17	16	148	7	134	4	6	32	56	0	18	59	4	0	59	1,936	7,984
123	472	792	955	384	238	327	239	392	293	69	133	356	218	0	40	83	377	467	12	102	526	122	323	0	0	245	60	5	0	77	14,614	28,651
132	392	280	360	363	371	154	226	0	225	105	32	88	222	160	32	113	19	230	333	96	146	126	120	4	32	54	96	8	32	88	9,014	13,119
122	522	511	706	291	291	189	381	308	141	125	10	269	112	0	0	114	541	565	67	413	323	168	254	14	9	79	42	122	0	9	13,152	22,638
025	393	489	113	23	120	48	79	7	184	26	0	59	52	0	24	34	177	231	16	284	33	240	91	24	74	88	86	29	3	31	6,116	11,147
026	360	13	115	68	4	3	6	0	106	26	10	34	2	0	0	28	0	0	58	68	128	192	84	0	0	0	87	50	3	118	3,126	5,510
124	-	-	-	95	31	38	86	81	220	141	28	192	98	46	40	125	373	383	37	338	154	100	166	68	116	93	155	136	37	106	6,966	6,966
121	649	266	450	77	347	493	294	434	379	137	0	425	91	6	9	107	155	330	57	34	-	-	224	10	65	-	286	129	22	10	10,972	17,918
221	-	-	-	-	407	1,318	687	567	565	888	178	344	244	45	107	284	673	660	110	583	-	-	330	126	558	269	379	574	140	347	20,766	20,766
111	385	456	180	42	9	498	17	62	352	260	20	183	45	0	49	97	425	151	25	617	-	-	67	195	198	-	33	29	0	8	8,806	14,019
Total	4,870	4,461	4,061	1,763	2,598	4,176	2,999	2,734	3,633	2,510	454	2,525	1,421	379	383	1,249	3,473	4,426	1,018	3,343	1,942	1,983	2,216	658	1,284	1,150	2,174	1,712	319	1,477	134,782	296,725

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

SAN FERNANDO CORRIDOR VIA CAHUENGA AND SUNSET

Between Zones / and	ZONES IN OR ADJACENT TO THE SAN FERNANDO CORRIDOR VIA CAHUENGA AND SUNSET																								
	068	054	040	044	043	030	042	039	041	038	031	136	134	131	132	123	025	026	124	122	221	121	211	111	Sub-total
066	9,340	285	311	651	625	459	160	188	218	29	19	33	34	218	68	53	39	28	169	52	202	29	138	17	13,365
067	-	-	82	88	96	94	26	28	1,669	5	3	5	4	41	10	8	9	5	37	12	44	6	45	5	2,322
068	-	1,330	1,246	1,455	1,437	1,083	500	434	630	58	51	69	52	471	128	109	94	65	361	118	427	62	435	54	10,669
065	-	-	343	633	602	447	171	182	269	34	24	34	30	272	63	51	37	28	155	49	186	27	127	16	3,780
054	-	-	1,551	1,395	764	515	215	210	217	29	16	28	20	170	42	33	36	23	165	47	258	37	281	34	6,086
050	-	-	-	-	850	517	227	287	425	38	20	37	28	256	81	55	60	34	274	64	369	52	336	41	4,051
040	-	-	-	3,554	1,766	-	-	306	451	51	33	56	39	325	77	82	67	46	288	87	425	60	502	62	8,277
055	-	-	-	-	285	-	-	96	105	17	9	12	12	106	28	21	24	14	93	27	126	24	171	21	1,191
044	-	-	-	-	7,570	-	-	902	-	135	88	121	68	610	150	132	138	89	340	107	460	92	621	66	11,689
046	-	-	-	-	-	-	-	156	93	23	17	21	11	93	18	22	22	22	48	18	63	13	83	12	735
048		-	-	-	-	-	-	79	56	9	8	10	9	77	18	14	16	11	41	15	73	13	7	13	469
043			-	-	-	-	-	5,016	-	342	60	315	147	1,104	310	283	142	234	905	248	1,146	182	1,157	151	11,742
045				-	-	-	-	1,499	915	225	205	185	113	1,027	251	299	312	237	770	275	1,004	207	1,357	174	9,055
049					-	-	-	-	-	58	35	61	41	339	80	64	53	36	283	68	323	57	440	47	1,985
059						-	-	-	-	14	9	15	10	85	27	17	17	9	75	18	111	16	132	17	572
039							-	-	-	498	-	190	146	984	224	202	146	138	527	170	670	105	904	86	4,990
030								-	-	-	-	-	240	1,766	410	521	541	351	1,411	448	1,806	380	1,800	314	9,988
042									-	-	74	-	81	633	170	138	110	80	584	141	769	112	784	98	3,774
038										-	-	-	69	370	78	71	73	49	212	58	255	40	288	37	1,600
041											-	-	127	926	311	198	172	139	716	494	905	145	900	118	5,151
134												-	-	1,199	58	222	111	-	252	121	285	43	381	36	2,708
031													-	-	-	-	-	-	560	219	676	146	918	115	2,634
131														-	-	5,840	884	-	3,954	1,291	4,068	627	5,399	506	22,569
136															-	244	162	-	1,235	195	929	134	1,258	112	4,269
123																-	-	-	-	2,126	-	698	4,005	291	7,120
132																	-	-	-	866	-	354	1,999	271	3,490
122																		-	-	-	-	1,058	-	443	1,501
025																			-	-	-	-	-	448	448
026																				-	-	-	-	243	243
124																					-	-	-	-	-
121																						-	-	1,869	1,869
221																								-	-
111																								-	0
Total	9,340	1,615	3,533	7,776	13,995	3,115	1,299	9,383	5,048	1,565	671	1,192	1,281	11,072	2,602	8,679	3,265	1,638	13,455	7,334	15,580	4,719	24,468	5,717	158,342

Between Zones / and	ZONES IN OTHER CORRIDORS																															Sub-total x 2	GRAND TOTAL (A)
	Inglewood					Long Beach						Santa Ana					San Bernardino				San Gabriel					Pasadena						
	621	623	625	633	637	811	812	813	821	732	733	921	925	926	927	932	911	912	923	934	511	521	523	531	536	522	525	533	539	538		
066	59	29	9	16	10	41	8	43	78	15	14	46	7	2	4	55	74	12	5	7	14	17	25	6	13	6	41	8	8	50	1,444	14,809
067	6	3	1	2	1	9	1	5	8	2	3	5	1	0	0	6	8	3	1	1	4	5	5	0	1	1	9	3	2	17	226	2,548
068	124	30	11	19	13	43	8	45	82	20	36	48	9	3	5	62	78	13	7	11	16	22	29	8	17	6	72	20	17	61	1,870	12,539
065	54	27	8	15	10	38	7	39	72	15	14	42	8	1	4	26	69	11	6	7	12	16	23	5	12	3	19	5	7	48	1,246	5,026
054	60	29	7	4	2	42	8	33	40	5	8	35	4	0	1	14	76	12	5	4	22	26	26	4	6	6	42	9	9	53	1,184	7,270
050	72	35	10	10	6	51	9	25	47	10	18	28	5	1	2	34	91	14	3	5	26	31	15	4	7	7	50	7	10	31	1,328	5,379
040	173	63	13	12	4	90	55	92	86	6	11	66	9	2	3	21	162	26	8	9	51	50	57	9	14	10	76	17	24	116	2,670	10,947
055	36	17	3	6	2	25	5	17	16	3	6	18	2	0	1	12	46	7	3	1	17	21	20	3	6	5	33	7	9	41	776	1,967
044	189	76	31	26	10	132	20	108	100	14	14	91	13	4	5	42	190	34	15	19	53	65	80	18	27	17	98	36	24	136	3,374	15,063
046	26	14	5	4	2	17	4	15	20	4	2	17	3	0	2	10	32	6	4	5	8	12	16	4	7	4	19	9	5	37	626	1,361
048	30	15	4	3	1	21	4	16	20	11	2	18	2	0	1	8	37	6	3	2	10	12	17	3	5	3	19	5	5	27	620	1,089
043	383	161	62	71	31	219	42	195	292	46	44	217	39	9	10	96	398	70	203	46	94	139	156	38	67	43	184	75	45	286	7,522	19,264
045	370	162	52	65	24	257	43	229	342	37	23	257	42	10	12	106	466	81	42	61	108	154	195	49	92	44	257	93	70	437	8,360	17,415
049	132	64	16	10	6	91	13	70	87	5	9	51	7	4	2	16	124	20	7	5	39	39	44	5	8	8	60	11	13	61	2,054	4,039
059	34	17	5	4	1	24	4	16	23	1	3	14	1	0	0	5	42	4	1	1	10	10	6	1	1	3	16	3	3	11	528	1,100
039	214	84	37	39	19	148	22	118	159	29	27	110	21	5	6	54	209	37	19	26	52	76	75	20	37	24	100	43	22	150	3,964	8,954
030	575	226	77	87	51	400	60	319	426	74	71	359	62	16	24	216	565	128	60	80	186	266	241	58	119	60	348	131	71	446	11,604	21,592
042	7	6	30	42	15	150	25	133	195	23	10	116	16	3	6	36	235	39	16	15	51	68	68	12	19	11	81	18	21	106	3,146	6,920
038	67	34	11	12	8	102	7	36	52	9	8	32	6	2	3	26	63	14	5	8	22	24	22	5	12	7	31	10	5	363	2,012	3,612
041	143	115	51	57	27	156	30	130	213	41	39	130	23	5	10	56	232	42	24	28	55	82	91	17	26	20	108	37	21	126	4,270	9,421
134	95	50	20	16	9	65	10	50	69	13	17	43	8	3	3	29	89	17	9	10	24	30	35	7	14	11	41	15	5	40	1,694	4,402
031	230	113	29	29	12	161	22	121	166	19	25	133	18	3	6	61	289	36	14	13	65	71	80	11	21	16	90	19	14	74	3,922	6,556
131	1,087	590	288	222	121	750	122	646	872	145	248	576	110	31	36	341	1,165	225	132	131	280	409	488	100	182	122	574	166	73	518	21,500	44,069
136	316	157	44	41	23	163	31	166	228	28	38	126	20	5	7	75	293	37	16	17	75	76	65	11	22	16	71	17	12	78	4,548	8,817
123	646	233	107	103	46	449	60	322	477	68	83	309	51	12	15	136	573	102	57	46	159	169	221	38	67	52	188	59	35	209	10,184	17,304
132	576	215	71	104	52	279	54	286	338	73	91	285	51	13	17	144	514	81	45	43	146	143	169	33	60	40	146	53	20	144	8,572	12,062
122	850	313	125	111	76	588	78	412	652	105	121	346	74	20	31	196	741	142	78	81	218	143	289	65	113	74	250	110	36	243	13,362	14,863
025	613	224	91	75	49	425	81	305	484	69	86	354	69	17	21	184	778	142	69	65	224	239	164	54	93	91	323	102	47	285	11,646	12,094
026	389	164	47	43	24	271	52	232	328	48	50	259	38	8	11	111	490	84	40	38	134	183	198	33	58	57	236	55	36	269	7,972	8,215
124	-	-	-	584	384	1,451	287	1,018	1,416	513	569	933	243	76	78	627	1,880	282	230	312	586	581	807	185	254	202	716	246	85	670	30,430	30,430
121	1,104	389	176	140	104	758	148	490	652	190	155	614	119	32	40	327	1,420	181	108	115	-	-	273	91	115	-	240	117	44	317	16,918	18,787
221	-	-	-	-	898	3,365	675	2,178	3,008	1,185	1,305	2,031	481	178	238	1,855	4,074	740	468	96	-	-	2,017	322	744	504	1,203	593	137	1,140	58,870	58,870
111	2,034	596	193	175	156	1,392	276	716	894	209	295	937	183	52	54	462	2,645	284	173	178	-	-	414	102	178	-	367	135	46	346	26,984	26,984
Total	10,694	4,251	1,634	2,147	2,197	12,173	2,271	8,626	11,942	3,035	3,445	8,646	1,745	517	658	5,449	18,148	2,932	1,876	1,486	2,761	3,179	6,431	1,321	2,417	1,473	6,108	2,234	981	6,936	275,426	433,768

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THREE FIELD ORIGIN-DESTINATION SURVEYS

SAN FERNANDO CORRIDOR VIA GLENDALE

Between Zones and	ZONES IN OR ADJACENT TO THE SAN FERNANDO CORRIDOR VIA GLENDALE																						
	068	054	040	048	046	045	030	047	036	037	034	033	534	535	027	023	024	525	522	521	511	CBD	Sub-total
066	999	0	0	0	656	712	558	282	0	200	210	0	0	0	248	14	0	0	18	0	0	388	4,285
067	-	0	0	0	124	214	0	0	0	100	126	0	0	0	0	0	0	0	0	0	0	64	628
068	-	8	18	4	1,090	1,214	693	140	0	132	252	143	0	194	124	14	88	0	18	0	3	463	4,598
065	-	-	135	67	982	1,059	826	129	0	79	341	2	0	0	0	14	44	0	0	0	128	663	4,469
054	-	-	6	3	496	676	256	48	0	0	296	0	0	0	0	28	44	0	18	0	131	158	2,160
050	-	-	12	0	1,114	1,595	600	172	0	66	126	0	0	0	124	31	88	0	0	48	4	426	4,406
040	-	-	-	0	-	1,444	855	238	2	300	301	0	0	0	124	28	0	0	0	0	254	362	3,908
055		-	-	158	376	833	414	131	0	456	290	70	0	0	0	0	0	0	0	144	0	53	2,925
048			-	-	-	622	170	361	0	266	294	140	0	0	0	14	0	0	0	0	0	259	2,126
045				-	-	-	-	-	354	2,088	2,613	504	106	321	42	126	222	248	18	137	0	994	7,773
046					-	-	-	-	122	749	938	124	94	316	190	88	138	128	64	84	14	102	3,151
047						-	-	-	-	-	1,718	94	-	-	258	14	1	47	4	100	0	1,289	3,525
030							-	-	-	-	1,702	920	-	-	248	100	0	196	22	144	6	1,082	4,420
037								-	-	-	6,436	-	-	-	822	26	161	0	18	230	256	2,518	10,467
036									-	-	-	-	-	-	124	14	0	0	0	0	0	285	423
034										-	-	-	-	-	3,119	147	1,314	-	102	1,074	261	3,780	9,797
543											-	-	-	-	-	-	-	-	-	170	0	701	871
027												-	-	-	-	-	4,880	-	647	768	391	1,401	8,087
033													-	-	-	-	-	-	0	360	211	459	1,030
535														-	-	-	-	-	-	770	0	2,020	2,790
024															-	-	-	-	-	1,132	130	2,027	3,289
023																-	-	-	-	-	384	1,022	1,406
534																	-	-	-	-	140	973	1,113
522																		-	-	-	389	1,506	1,895
525																			-	-	270	3,606	3,876
521																				-	1,574	4,591	6,165
511																					-	1,781	1,781
Total	999	8	171	232	4,838	8,369	4,372	1,501	478	4,436	15,643	1,997	200	831	5,423	658	6,980	619	929	5,161	4,546	32,973	101,364

Between Zones and	ZONES IN OTHER CORRIDORS																									Sub-total x 2	GRAND TOTAL (A)
	Wilshire					Pico			Inglewood					Long Beach						Santa Ana							
	211	221	124	133	138	223	231	233	621	623	625	633	637	811	812	813	821	732	735	921	925	926	927	932		
066	211	96	38	8	8	7	0	8	0	0	56	0	0	0	0	62	26	0	0	0	0	0	0	0	1,040	5,325
067	0	0	12	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	668
068	208	72	34	16	82	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	846	5,444
065	80	142	60	8	70	0	0	8	66	0	0	0	0	3	74	0	26	0	3	27	14	0	0	0	1,162	5,631
054	143	74	70	86	108	0	0	3	52	102	0	62	0	0	74	62	78	0	0	0	14	0	0	14	1,884	4,044
050	540	210	176	27	202	0	5	54	52	0	2	0	0	3	74	0	0	0	2	28	14	0	0	14	2,806	7,212
040	139	72	34	57	112	0	0	0	102	204	0	0	0	154	0	62	80	0	0	0	0	0	0	0	2,032	5,940
055	68	24	0	0	0	22	0	0	52	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	360	3,285
048	136	0	0	16	24	0	0	0	0	0	4	0	0	0	0	0	0	0	0	14	0	0	0	0	388	2,514
045	680	304	108	208	91	44	39	178	159	278	178	40	142	154	296	0	78	142	0	42	49	0	0	0	6,420	14,193
046	78	62	54	20	37	52	102	102	16	32	260	86	104	2	6	2	32	40	18	26	40	24	2	45	2,484	5,635
047	617	389	136	66	76	88	10	0	176	102	25	14	0	0	146	0	78	11	10	65	20	0	0	0	4,058	7,583
030	412	599	204	110	262	0	88	57	102	306	170	0	0	313	74	246	132	0	10	82	30	0	20	14	6,462	10,882
037	648	1,020	174	48	88	22	62	58	222	0	0	62	0	312	0	124	132	0	10	54	14	0	40	0	6,180	16,647
036	4	52	34	8	16	0	0	0	0	0	0	0	0	0	74	62	0	0	0	0	14	0	0	0	528	951
034	1,450	1,082	270	102	112	10	49	0	431	167	17	68	0	780	153	308	264	76	38	129	174	130	44	189	12,086	21,883
543	272	440	210	50	32	0	3	8	208	102	0	18	0	154	166	0	104	0	0	14	30	0	20	42	3,746	4,617
027	664	646	303	22	0	0	7	124	486	11	129	9	0	315	146	0	334	76	10	61	14	124	20	17	7,036	15,123
033	683	331	150	16	8	30	4	0	209	4	0	5	0	0	368	186	83	31	0	88	0	70	0	70	4,672	5,702
535	896	624	109	8	78	22	0	5	224	312	15	2	10	154	220	186	52	0	10	28	18	0	20	26	6,038	8,828
024	740	279	107	34	40	26	12	13	246	322	15	13	3	0	588	124	132	0	0	147	28	0	0	84	5,906	9,195
023	21	186	43	44	18	70	16	28	14	24	24	6	0	0	234	0	106	0	14	26	28	4	55	44	2,010	3,416
534	497	194	71	8	26	5	62	3	129	102	5	4	38	0	146	62	26	0	0	42	18	0	20	42	3,000	4,113
522	55	269	93	0	42	11	0	23	151	110	32	40	0	154	220	126	234	22	10	115	54	0	20	0	3,562	5,457
525	487	379	155	35	34	3	72	10	184	224	31	11	76	323	74	306	297	10	20	167	12	0	0	34	5,888	9,764
521	779	368	100	25	27	160	81	102	416	56	172	85	119	10	658	317	696	58	58	625	150	59	29	114	10,528	16,693
511	550	53	154	128	265	151	49	12	176	145	305	173	278	4	78	4	177	266	128	23	413	128	133	524	8,634	10,415
Total	11,058	7,967	2,899	1,150	1,866	723	661	796	3,873	2,603	1,440	698	770	2,835	3,869	2,239	3,167	738	341	1,808	1,162	539	423	1,273	109,796	211,160

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

ZONE-TO-ZONE TRIPS ON AN AVERAGE 1958 WEEKDAY BASED ON THEORETICAL ORIGIN-DESTINATION STUDY

SAN FERNANDO CORRIDOR VIA GLENDALE

Between Zones / and	ZONES IN OR ADJACENT TO THE SAN FERNANDO CORRIDOR VIA GLENDALE																					
	068	054	040	048	046	045	030	047	036	037	034	033	534	535	027	023	024	525	522	521	511	Sub-total
066	9,340	285	311	50	103	575	459	284	67	72	309	30	5	16	260	5	22	31	6	17	14	12,261
067	-	54	82	10	19	144	94	59	16	13	50	6	1	5	48	1	5	9	1	5	4	626
068	-	1,330	1,246	156	198	1,399	1,083	729	133	143	478	48	15	53	487	8	52	72	6	22	16	7,674
065	-	-	343	40	97	563	447	226	65	65	222	19	3	12	243	3	14	19	3	16	12	2,412
054	-	-	1,551	59	145	713	515	228	50	59	185	19	4	14	202	5	19	42	6	26	22	3,864
050	-	-	430	39	103	633	517	323	65	56	240	31	6	21	265	7	27	50	7	31	26	2,877
040	-	-	-	179	-	1,658	1,103	481	174	119	357	34	10	24	387	9	38	76	10	50	51	4,760
055		-	-	42	72	373	279	172	39	50	145	15	4	9	125	3	15	33	5	21	17	1,419
048			-	-	-	1,033	197	202	31	26	116	11	2	8	92	2	8	19	3	12	10	1,772
045				-	-	-	-	-	826	863	1,565	162	58	166	1,442	36	128	357	44	154	108	5,909
046					-	-	-	-	54	71	132	12	5	15	109	2	13	19	4	12	8	456
047						-	-	-	-	-	2,519	215	-	-	1,662	45	181	364	58	158	117	5,319
030							-	-	-	-	2,287	197	-	-	2,077	59	240	348	60	266	186	5,720
037								-	-	-	4,185	-	-	-	2,162	40	763	284	47	213	122	7,816
036									-	-	-	-	-	-	1,003	21	86	160	29	75	51	1,425
034										-	-	-	-	-	12,169	197	1,255	-	382	756	490	15,249
543											-	-	-	-	-	-	-	-	-	161	90	251
027												-	-	-	-	-	2,125	-	571	810	457	3,963
033													-	-	-	-	-	-	75	183	80	338
535														-	-	-	-	-	-	236	128	364
024															-	-	-	-	-	864	281	1,145
023																-	-	-	-	-	146	146
534																	-	-	-	-	58	58
522																		-	-	-	163	163
525																			-	-	427	427
521																				-	1,598	1,598
511																					-	0
Total	9,340	1,669	3,963	575	737	7,091	4,694	2,704	1,520	1,537	12,790	799	113	343	22,733	443	4,991	1,883	1,317	4,088	4,682	88,012

Between Zones / and	ZONES IN OTHER CORRIDORS																									Sub-total x 2	GRAND TOTAL (A)
	Wilshire					Pico			Inglewood					Long Beach						Santa Ana							
	211	221	124	133	138	223	231	233	621	623	625	633	637	811	812	813	821	732	733	921	925	926	927	932		
066	138	202	169	44	67	5	17	20	59	29	9	16	10	41	8	43	78	15	14	46	7	2	4	55	2,196	14,457
067	45	44	37	7	11	2	2	5	6	3	1	2	1	9	1	5	8	2	3	5	1	0	0	6	412	1,038
068	435	427	361	98	155	20	44	80	124	30	11	19	13	44	8	45	82	20	36	48	9	3	5	62	4,358	12,032
065	127	186	155	42	94	8	17	35	54	27	8	15	10	38	7	39	72	15	14	42	8	1	4	26	2,088	4,500
054	281	258	165	33	61	11	23	28	60	29	7	4	2	42	8	33	40	5	8	35	4	0	1	14	2,304	6,168
050	336	369	274	67	103	15	32	60	72	35	10	10	6	51	9	25	47	10	18	28	5	1	2	34	3,238	6,115
040	502	425	288	57	113	18	39	62	173	63	13	12	4	90	17	92	86	6	11	66	9	2	3	21	4,344	9,104
055	171	126	93	23	35	5	11	14	36	17	3	6	2	25	5	17	16	3	6	18	2	0	1	12	1,294	2,713
048	7	73	41	13	20	2	8	6	30	15	4	3	1	21	4	16	20	11	2	18	2	0	1	8	652	2,424
045	1,357	1,004	770	165	274	53	99	156	370	162	52	65	24	257	43	229	342	37	23	257	42	10	12	606	12,818	18,727
046	85	63	48	15	26	4	10	11	26	14	5	4	2	17	4	15	20	4	2	17	3	0	2	10	814	1,270
047	1,141	1,123	639	182	217	41	75	107	380	155	51	51	25	264	41	222	359	37	35	214	42	12	19	171	11,206	16,525
030	1,800	1,806	1,410	816	509	96	174	186	575	226	77	87	51	400	60	319	426	74	71	359	62	16	24	216	19,680	25,400
037	1,210	890	678	101	118	29	49	83	287	140	30	47	18	584	38	205	242	39	36	224	33	8	14	158	10,522	18,338
036	491	365	287	53	79	20	37	75	154	59	20	23	11	235	16	82	99	21	20	93	15	4	7	75	4,682	6,107
034	3,928	2,921	1,709	382	356	124	233	217	1,233	469	124	159	113	771	164	878	915	143	253	1,005	164	53	69	634	34,034	49,283
543	675	495	178	32	31	16	27	29	225	89	23	27	10	203	29	161	212	26	24	173	28	6	13	151	5,766	6,017
027	4,195	3,162	1,941	478	517	164	382	351	1,035	417	184	150	118	853	139	734	771	198	279	892	173	65	74	618	35,780	39,743
033	530	396	234	53	57	21	39	36	188	72	26	23	16	156	25	134	138	28	38	155	26	9	11	96	5,014	5,352
535	1,063	782	325	66	57	19	23	21	337	122	23	35	21	318	45	241	246	36	47	262	48	9	19	185	8,700	9,064
024	1,150	856	503	79	85	36	56	51	342	148	51	44	29	339	65	243	384	70	65	400	63	21	25	258	10,726	11,871
023	437	326	190	29	29	12	19	20	127	46	18	14	9	129	17	90	100	18	19	104	22	5	7	66	3,706	3,852
534	404	249	141	21	25	9	15	14	144	53	10	15	8	121	19	103	104	15	20	136	22	6	9	81	3,488	3,546
522	679	504	202	36	32	15	26	21	203	86	24	31	16	297	38	288	227	34	37	339	46	13	18	186	6,796	6,959
525	1,920	1,203	716	123	119	57	83	102	681	265	99	86	62	564	108	578	679	137	171	676	160	54	76	649	18,736	19,163
521	2,669	1,367	581	117	116	67	114	104	1,126	413	137	144	99	1,239	151	798	1,044	252	269	1,522	242	88	93	749	27,002	28,600
511	1,842	1,418	586	111	129	60	126	132	763	286	154	116	93	1,817	208	537	674	199	183	1,428	229	62	57	431	23,282	23,282
Total	27,618	21,040	12,721	3,243	3,435	929	1,780	2,026	8,810	3,470	1,174	1,208	774	8,925	1,277	6,172	7,431	1,455	1,704	8,562	1,467	450	570	5,578	263,638	351,650

(A) Includes figures in both tables.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York