

**LOS ANGELES METRO
ORANGE LINE EXTENSION
Transitional Analysis**

TASK 4: STATION SITE PLANS

Prepared for
Los Angeles County Transportation Commission
818 West Seventh Street, Los Angeles, CA 90017

Prepared by
Manuel Padron & Associates

in association with
Bechtel Civil Company

June 1990

Table of Contents

1. Methodology
2. Feeder Bus Planning
3. Station Site Plans (numbers refer to locations on alignment maps):
 - Wilshire Corridor:
 31. Wilshire/Crenshaw
 32. Wilshire/La Brea
 33. Wilshire/Fairfax
 34. Wilshire/La Cienega
 35. Wilshire/Beverly
 36. Century City (2 options)
 37. Westwood
 - Pico (Short) Corridor:
 41. Crenshaw/Olympic
 42. Pico/San Vicente
 43. San Vicente/Olympic/Fairfax
 34. Wilshire/La Cienega (see Wilshire)
 35. Wilshire/Beverly (see Wilshire)
 36. Century City (see Wilshire)
 37. Westwood (see Wilshire)
 - Pico (Long) Corridor:
 41. Crenshaw/Olympic (see Pico Short)
 42. Pico/San Vicente (see Pico Short)
 44. Pico/Fairfax
 45. Pico/La Cienega
 46. Pico/Beverly
 36. Century City (see Wilshire)
 37. Westwood (see Wilshire)
 - Olympic Corridor:
 41. Olympic/Crenshaw
 47. Olympic/La Brea
 43. Olympic/San Vicente/Fairfax
 34. Wilshire/La Cienega (see Wilshire)
 35. Wilshire/Beverly (see Wilshire)
 36. Century City (see Wilshire)
 37. Westwood (see Wilshire)
 - Santa Monica Corridor:
 38. Santa Monica/Fairfax
 39. Santa Monica/San Vicente
 40. Santa Monica/Beverly
 36. Century City (Santa Monica altern.)
 37. Westwood (see Wilshire)
4. List of Feeder Bus Routes by Station

1. Methodology

Background

The Transitional Analysis for the extension of Metro Rail includes engineering analysis of five alternative alignments for the western extension. An important element in the engineering work is the preparation of preliminary site plans for each station on each of the five alignments. This work was performed by Manuel Padron & Associates (MPA), in close coordination with Bechtel Civil Company, who prepared the engineering alignment drawings.

The preparation of station site plans at this phase in the process is useful for several purposes:

- To identify probable property takes; this information was used in the environmental analysis and in the estimation of capital costs.
- To investigate the feasibility of various modes of access to each station; for example, to identify possible sites for park-ride lots, and to determine possible feeder bus connections. Some of this information was used in the patronage forecasting models; more refined information can be incorporated in the next phase, the Alternatives Analysis.
- To help determine environmental impacts associated with a station and its access facilities.
- To identify potential sites for joint development activities.

Methodology

The station locations were selected by means of an interactive process which involved LACTC staff, local agencies, Bechtel Civil, and MPA. Most station locations are at or near the intersections of the corridor streets (Wilshire, Pico, etc.) with major north-south arterial streets (e.g. La Brea, Fairfax, etc.). These locations were chosen to facilitate bus and auto access. Also, in many cases these intersections are the locations of existing high density development.

Once the general location was selected for a station, a specific site was selected. The process included site visits by LACTC staff and Bechtel and MPA staff. Previous plans were reviewed where appropriate, and aerial photographs were studied.

An important part of the process was to determine what bus routes would connect with or terminate at a given station. This is discussed in more detail in the next section of this report.

The general criteria that were used in selecting a specific station site included the following:

- Ease of access by proposed feeder bus routes.
- Proximity to existing and proposed major generators.
- Availability of under-developed property with reasonably good auto access for park-ride and kiss-ride facilities.
- Potential for future development in conjunction with the station.

After the specific site was selected, the access facilities were laid out according to generally accepted engineering standards. Specific criteria that were considered included the following:

- Priority was given to the various access modes in the following sequence: walk, bus, kiss-ride, and park-ride.
- Bus stalls were laid out according to the criteria described in the next section of this report.
- The capacity of parking areas was estimated by assuming 100 parking spaces per gross acre. This is a fairly conservative assumption; by use of small car spaces it should be possible to accommodate more parking spaces at most locations.
- The site plans indicate the locations of station entrances, which would include vertical circulation elements consisting of at least one elevator at each station, plus escalators and stairs; however, the exact configuration has not been determined at this preliminary stage.

2. Feeder Bus Planning

General Approach

The bus system in the Metro Rail corridor would be integrated with the rail line. The major objectives of the integration would be as follows:

- Coordinate bus and rail service to improve mobility and reduce travel times for patrons.
- Feed passengers to the rail system to take advantage of the greater efficiency of rail.
- Reduce competing bus service to reduce operating costs; savings could be applied to the cost of rail service or to other improvements in bus service.

The philosophy and objectives of bus-rail coordination are discussed more fully in several documents prepared by SCRTD in 1988 and 1989 in connection with the Blue Line opening.

The existing bus network in the corridor of the western extension of Metro Rail is basically a grid network. The existing north-south routes can function as feeder routes to the rail stations with relatively minor modifications, since most of the proposed stations are located at the major north-south arterials served by those bus routes.

The east-west bus routes can be discussed in three categories: local, limited-stop, and express. Local routes operate along the major streets parallel to the rail alignments such as Wilshire, Olympic, Third Street, etc. In some cases these routes can be rerouted slightly to connect with the rail line, thus allowing patrons to take advantage of the faster travel time of the rail system. Service would probably be reduced somewhat on the parallel routes closest to the rail line to reflect the diversion of passengers to rail.

Some of the limited-stop routes, such as the #320 along Wilshire, could be eliminated, since they would compete with the rail line, but the rail line would provide faster service with greater operating efficiency.

Some of the express routes from the western portion of the corridor would be rerouted to terminate at a station such as Westwood or La Brea. This would be done to provide accessibility to more destinations along the rail corridor, reduce travel time to downtown for most patrons, and reduce operating costs.

The list at the end of this report shows which bus routes are proposed to connect with each station along each of the five alternative alignments.

Bus Facilities at Stations

Facilities would be provided at each station to accommodate the feeder buses and the transferring passengers. These are reflected in the preliminary station site plans. The major features are as follows:

1. For terminating routes, provide off-street bus loading facilities, e.g. sawtooth bus bays.
2. For north-south bus routes (i.e. perpendicular to rail line), provide recessed bays along the street or utilize far-side stops. The high volume of passenger activity would result in long dwell times, which would disrupt traffic if loading was done at a near-side stop in a regular traffic lane. In some cases recessed bays were not feasible due to major existing buildings immediately behind the sidewalk.
3. For east-west (parallel) routes, e.g. along Wilshire Blvd, normal bus stops in traffic lanes are preferred. Boarding/alighting volumes at each station will be lower than for perpendicular routes.

This subject is discussed in more detail in SCRTD's October 1988 report Bus/Rail Interface Design Guideline Manual.

3. Station Site Plans

Wilshire Corridor:

31. Wilshire/Crenshaw
32. Wilshire/La Brea
33. Wilshire/Fairfax
34. Wilshire/La Cienega
35. Wilshire/Beverly
36. Century City (2 options)
37. Westwood

Pico (Short) Corridor:

41. Crenshaw/Olympic
42. Pico/San Vicente
43. San Vicente/Olympic/Fairfax
34. Wilshire/La Cienega
35. Wilshire/Beverly
36. Century City
37. Westwood

Pico (Long) Corridor:

41. Crenshaw/Olympic
42. Pico/San Vicente
44. Pico/Fairfax
45. Pico/La Cienega
46. Pico/Beverly
36. Century City
37. Westwood

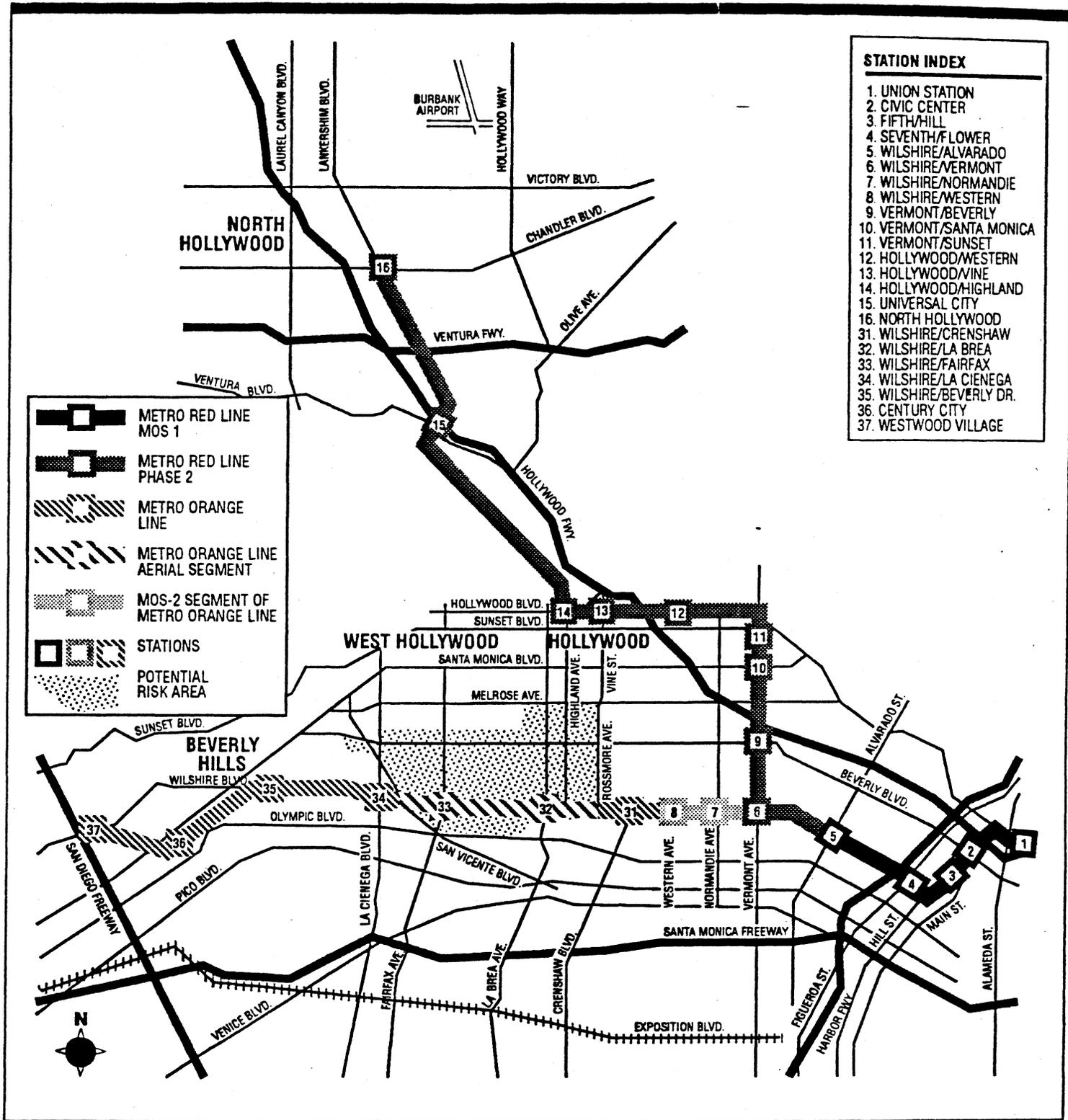
Olympic Corridor:

41. Olympic/Crenshaw
47. Olympic/La Brea
43. Olympic/San Vicente/Fairfax
34. Wilshire/La Cienega
35. Wilshire/Beverly
36. Century City
37. Westwood

Santa Monica Corridor:

38. Santa Monica/Fairfax
39. Santa Monica/San Vicente
40. Santa Monica/Beverly
36. Century City (Santa Monica altern.)
37. Westwood

Note: Numbers refer to locations shown on alignment maps.



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

METRO ORANGE LINE EXTENSION

TRANSITIONAL ANALYSIS

SOURCE: LACTC RAIL PLANNING SECTION

WESTERN ALIGNMENT ALTERNATIVES WILSHIRE CORRIDOR

SCALE: 1 INCH = 1.7 MILES

DATE: MAY, 1990

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN

RESIDENTIAL ↗

RESID. ↗

CRENSHAW BLVD.

RESID.

Possible
Parking

PARKING

RESID. ↗

LORRAINE BLVD.

New
Cul de Sac

RESIDENTIAL ↗

STA.
ENTR.

KISS-RIDE

2-C

IRVING BLVD.

6-C

4-C

↓
N

Note:
Station structure + entrance as
shown in P.E. drawings. Site
plan has been revised.

WILSHIRE/CRENSHAW STATION

Scale: 1" = 100'

10/9/89

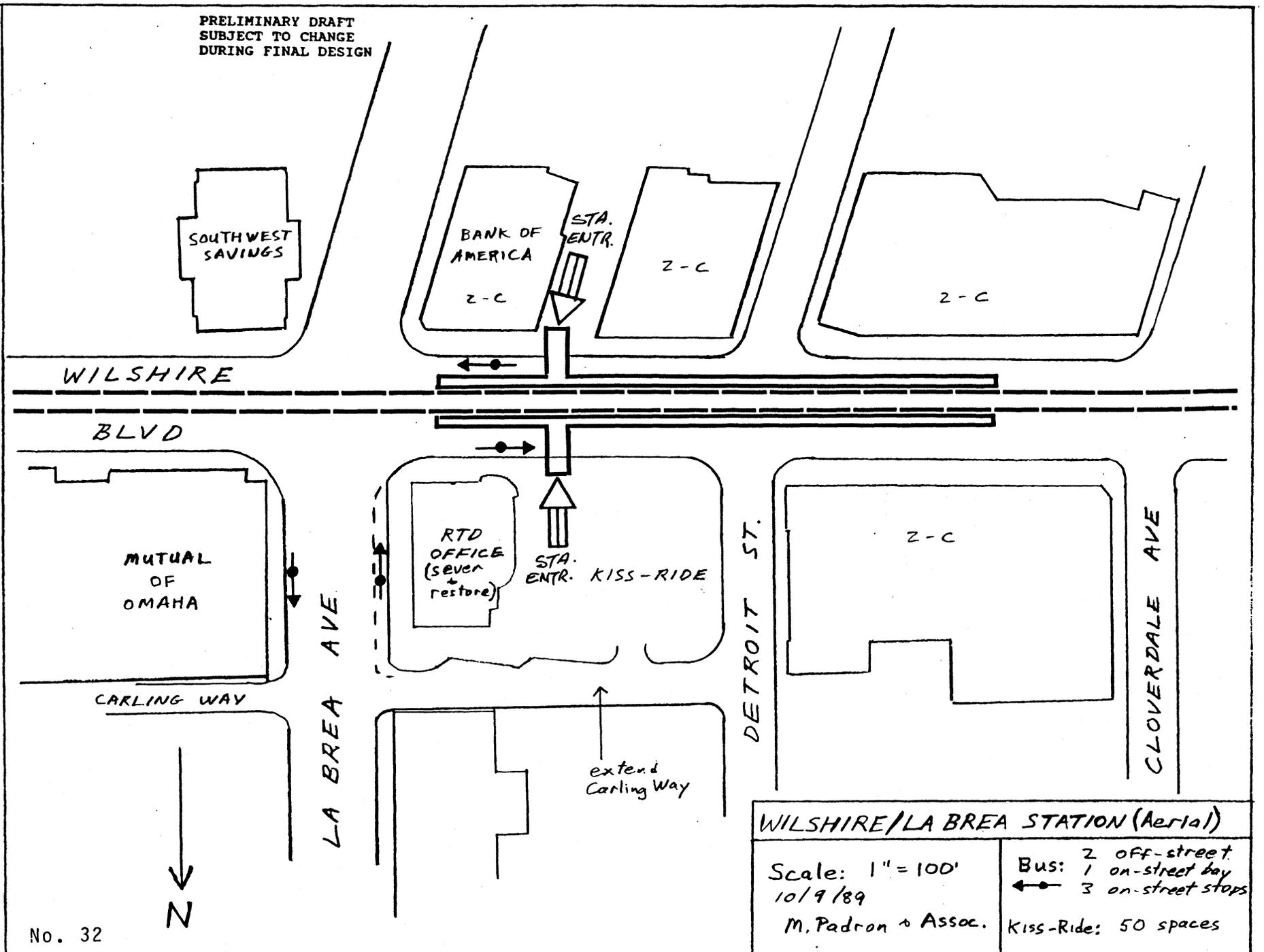
M. Padron + ASSOC.

Bus: 2 off-street
2 on-street bays
← 2 on-street stops

Kiss-Ride: 30 spaces

Parking: 30 + 30?

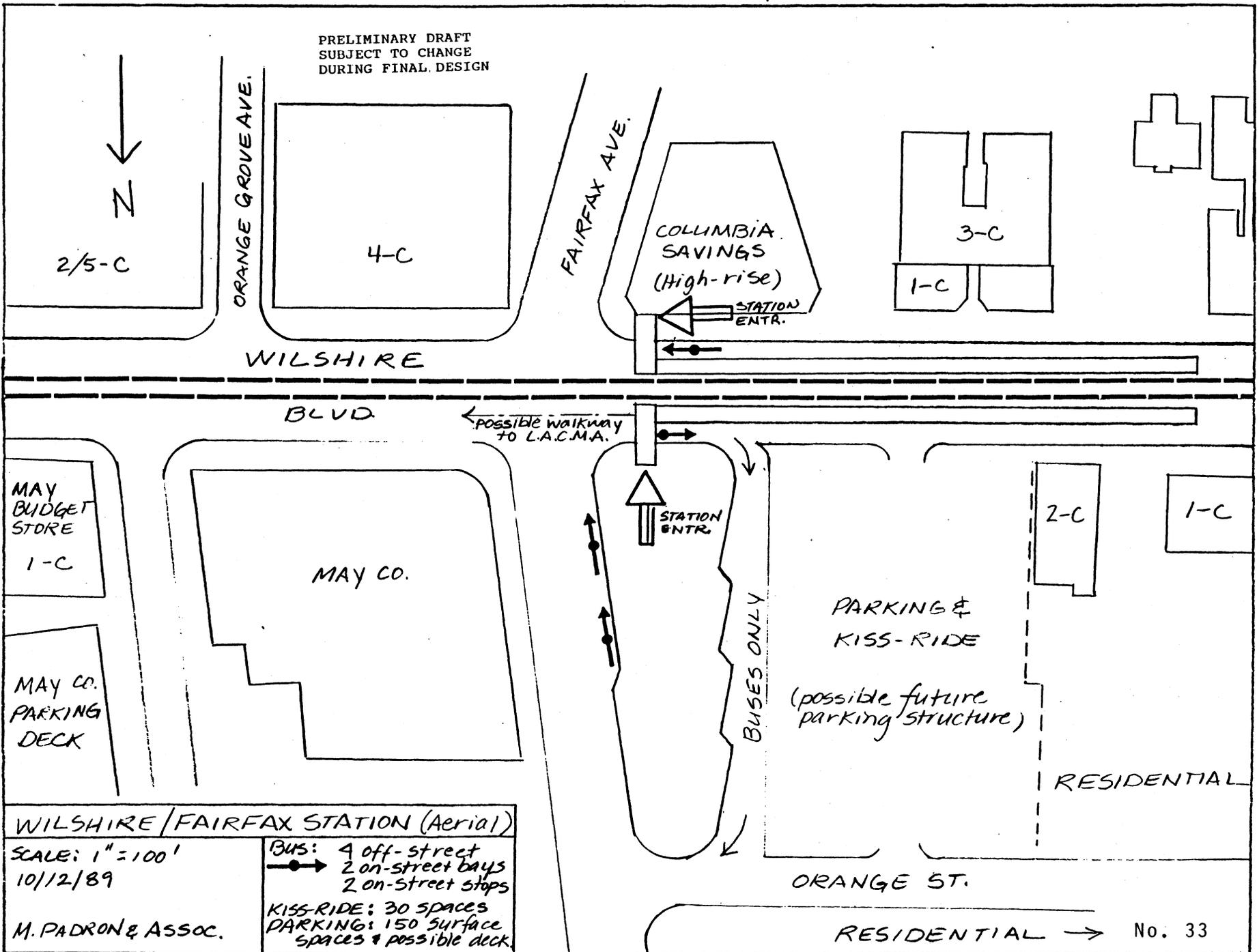
PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN



WILSHIRE/LA BREA STATION (Aerial)

Scale: 1" = 100' 10/9/89 M. Padron & Assoc.	Bus: 2 off-street 1 on-street bay ← 3 on-street stops Kiss-Ride: 50 spaces
---	---

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN



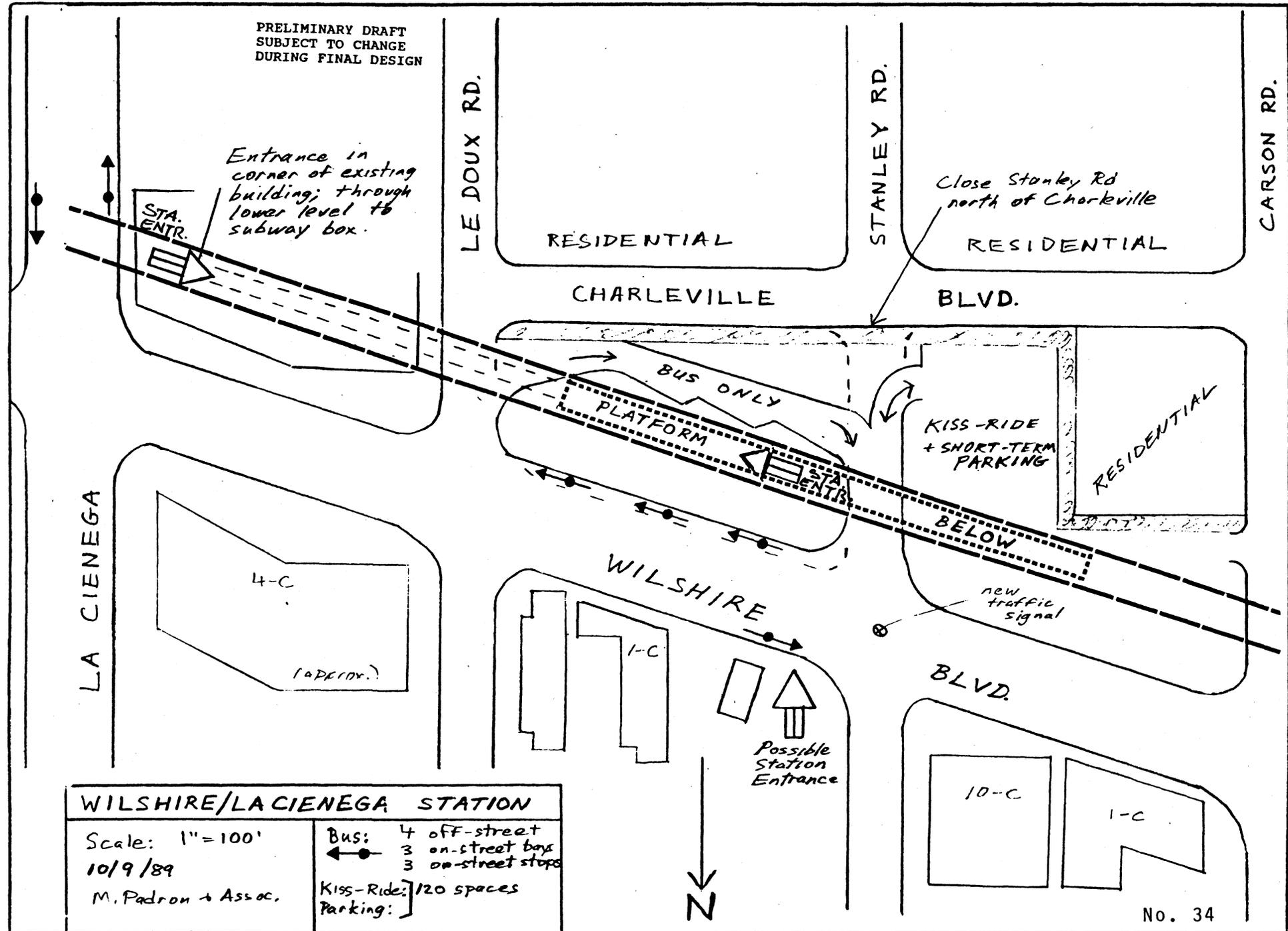
WILSHIRE / FAIRFAX STATION (Aerial)

SCALE: 1" = 100'
10/12/89

M. PADRON & ASSOC.

BUS: 4 off-street
 2 on-street bays
 2 on-street stops
 KISS-RIDE: 30 SPACES
 PARKING: 150 SURFACE
 SPACES & POSSIBLE DECK

PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN



Entrance in corner of existing building; through lower level to subway box.

STA. ENTR.

RESIDENTIAL

Close Stanley Rd north of Charleville

RESIDENTIAL

CHARLEVILLE

BLVD.

BUS ONLY

PLATFORM

KISS-RIDE + SHORT-TERM PARKING

RESIDENTIAL

BELOW

new traffic signal

WILSHIRE

BLVD.

4-C

(APPROX.)

1-C

Possible Station Entrance

10-C

1-C

WILSHIRE/LA CIENEGA STATION

Scale: 1" = 100'	Bus: 4 off-street
10/9/89	3 on-street bays
M. Padron + Assoc.	3 on-street stops
	Kiss-Ride: 120 spaces
	Parking:

BEVERLY
PAVILLION
HOTEL

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN

WILSHIRE BLVD.

Station
Entrance

PLATFORM BELOW

KISS-RIDE

Station
Entrance

BANK OF
CALIFORNIA

CANON
DR.

1-C

2-C

5-C

PARKING

CRESCENT
DR.

CLIFTON
WAY



WILSHIRE/BEVERLY STATION

Scale: 1" = 100'

M. Padron + Assoc.

10/9/89

Bus: 1 on-street bay
←●→ 3 on-street stops

Kiss-Ride: 30 spaces

Park-Ride 150 spaces -
Surface

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN

CENTURY CITY
PARKING GARAGE

CENTURY
PLAZA
HOTEL

BUS LAYOVER

PARKING

PARKING
(possible
future deck)

CENTURY PARK WEST

KISS-RIDE

STA.
ENTR.

STA.
ENTR.

STA.
ENTR.

CONSTELLATION BLVD.

CENTURY CITY
SHOPPING CTR.

STATION
ENTRANCE

CENTURY CITY STATION

Scale: 1" = 100'
9/28/89

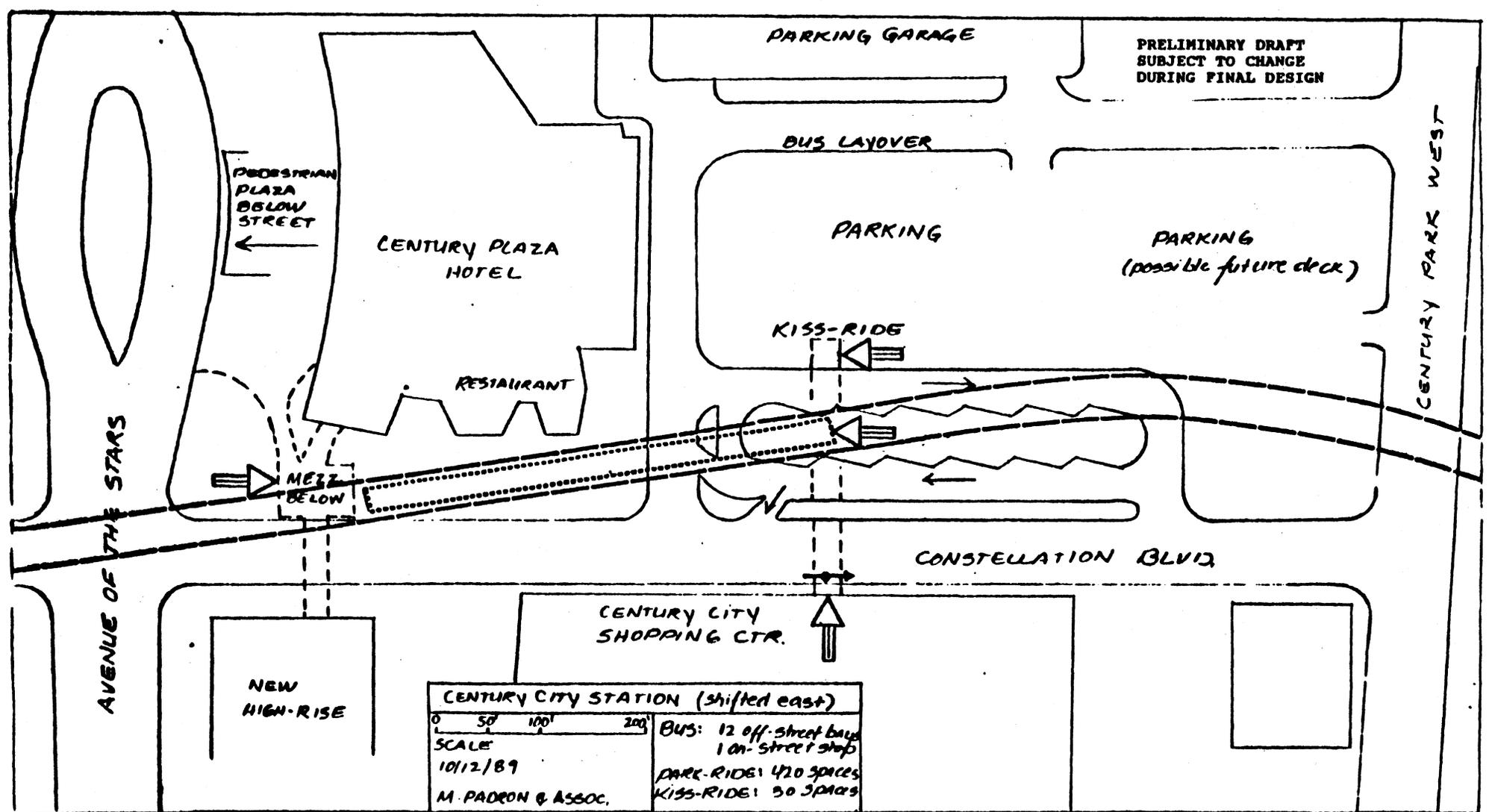
BUS: 5 on-street
10 off-street

PARKING: 450 spaces
KISS-RIDE: 40 spaces

M. PADRON & ASSOC.

N

No. 36



CENTURY CITY STATION (shifted east)			
0	50'	100'	200'
SCALE			
10/12/89			
M. PADRON & ASSOC.			
BUS: 12 off-street bays 1 on-street stop		PARK-RIDE: 420 spaces	
		KISS-RIDE: 50 spaces	

PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN

High-Rise Offices

Federal Building
 Possible Sta. Entrance

WILSHIRE BLVD.

PARKING

PLATFORM BELOW

Cemetery

KISS-RIDE

Sta. Entr.

STA. Bus bay layout
 Entr. to be determined

BUS ONLY

Bus-actuated signal

BUS ONLY

UCLA Bus

Sta. Entr.

STATION PARKING

(shared with UCLA,
 or add deck)

Gayley Center

Red Cross

VETERAN AVE.

N

LINDBROOK DR.

GAYLEY AVE.

Westwood Village

Parking Gates

UCLA Shuttle Bus

KINROSS AVE.

UCLA parking Deck

No. 37

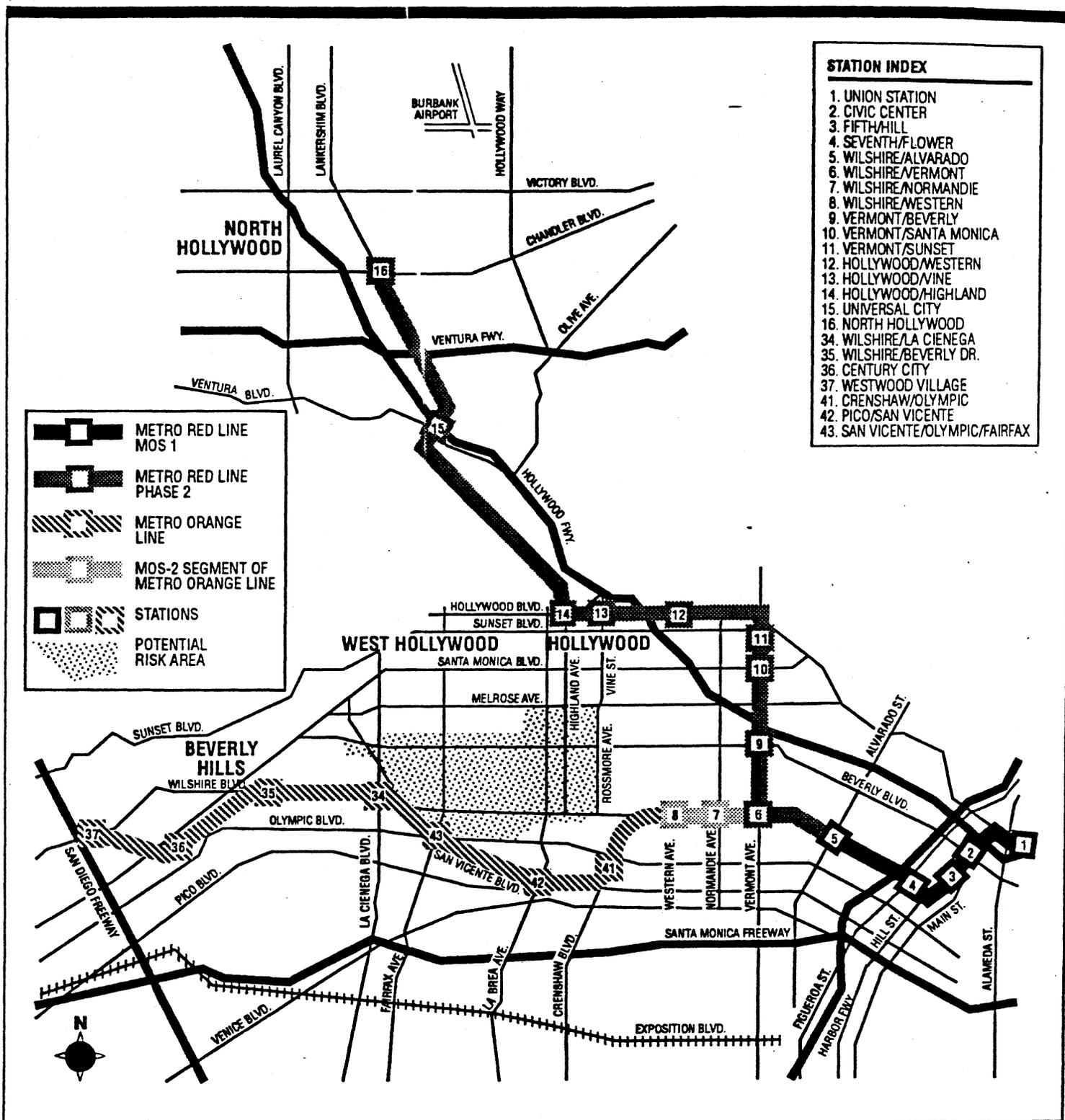
WESTWOOD STATION

0 50' 100' 200'
 Scale
 10/9/89
 M. Padron - Assoc.

Bus: 12 off-street
 2 on-street bays
 Kiss-Ride: 35 spaces
 Park-Ride: 500 spaces
 + possible deck

STATION INDEX	
1.	UNION STATION
2.	CIVIC CENTER
3.	FIFTH/HILL
4.	SEVENTH/FLOWER
5.	WILSHIRE/ALVARADO
6.	WILSHIRE/VERMONT
7.	WILSHIRE/NORMANDIE
8.	WILSHIRE/WESTERN
9.	VERMONT/BEVERLY
10.	VERMONT/SANTA MONICA
11.	VERMONT/SUNSET
12.	HOLLYWOOD/WESTERN
13.	HOLLYWOOD/VINE
14.	HOLLYWOOD/HIGHLAND
15.	UNIVERSAL CITY
16.	NORTH HOLLYWOOD
34.	WILSHIRE/LA CIENEGA
35.	WILSHIRE/BEVERLY DR.
36.	CENTURY CITY
37.	WESTWOOD VILLAGE
41.	CRENSHAW/OLYMPIC
42.	PICO/SAN VICENTE
43.	SAN VICENTE/OLYMPIC/FAIRFAX

METRO RED LINE MOS 1
 METRO RED LINE PHASE 2
 METRO ORANGE LINE
 MOS-2 SEGMENT OF METRO ORANGE LINE
 STATIONS
 POTENTIAL RISK AREA



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

METRO ORANGE LINE EXTENSION

TRANSITIONAL ANALYSIS

SOURCE: LACTC RAIL PLANNING SECTION

WESTERN ALIGNMENT ALTERNATIVES PICO CORRIDOR (SHORT)

SCALE: 1 INCH=1.7 MILES

DATE: MAY, 1990

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN

BRONSON AVE.

OLYMPIC BLVD

PARKING

RESIDENTIAL

KISS-RIDE

PARKING

STATION

PLATFORM

BELOW

ENTRANCE

CRENSHAW BLVD.

GAS STA

I-C

I-C

I-C

I-C

CRENSHAW/OLYMPIC STATION

Scale: 1"=100'

10/5/89

M. Padron & Assoc.

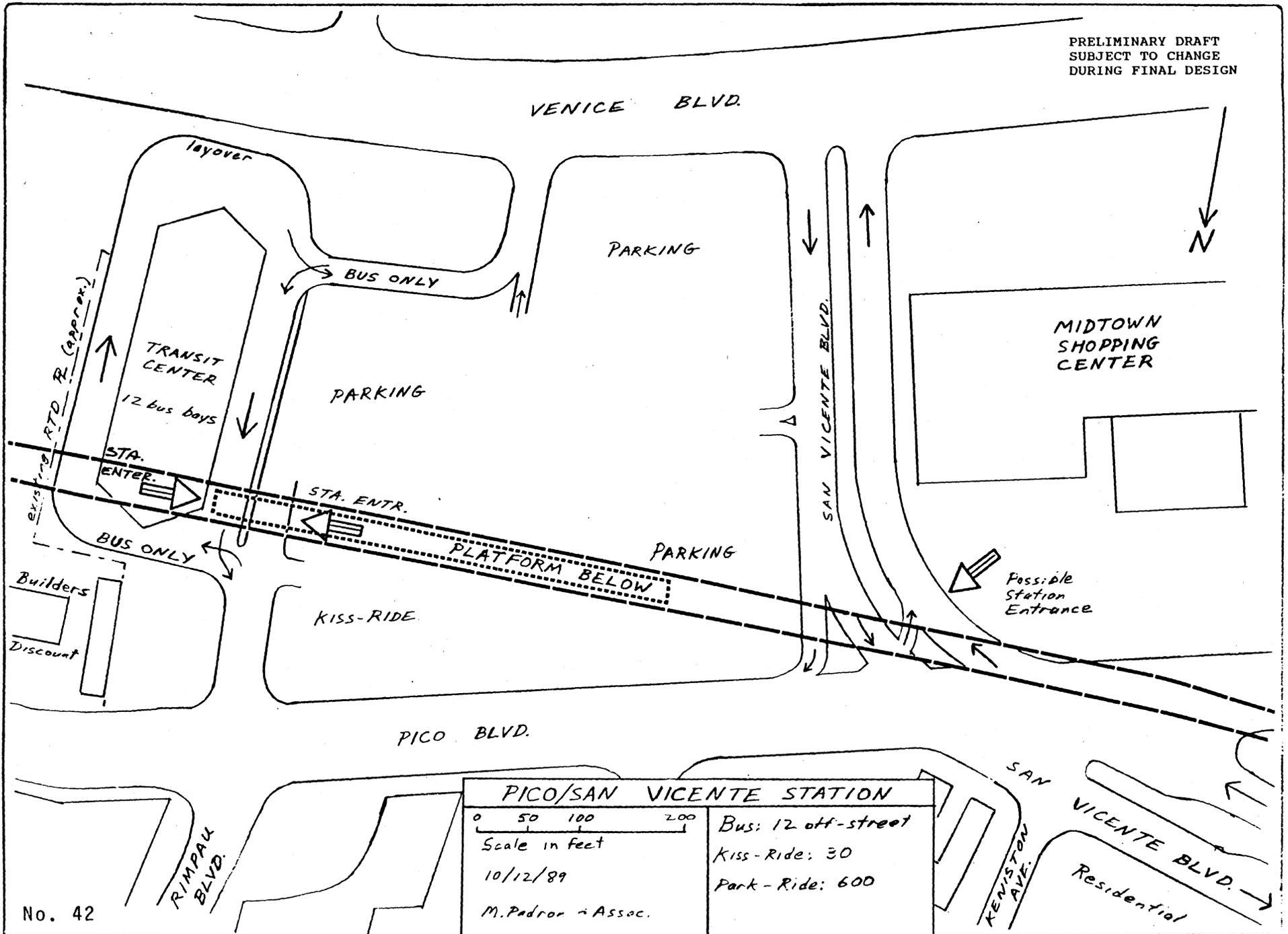
Parking } 350
Kiss-Ride } spaces

Bus: 2 off-street
4 on-street

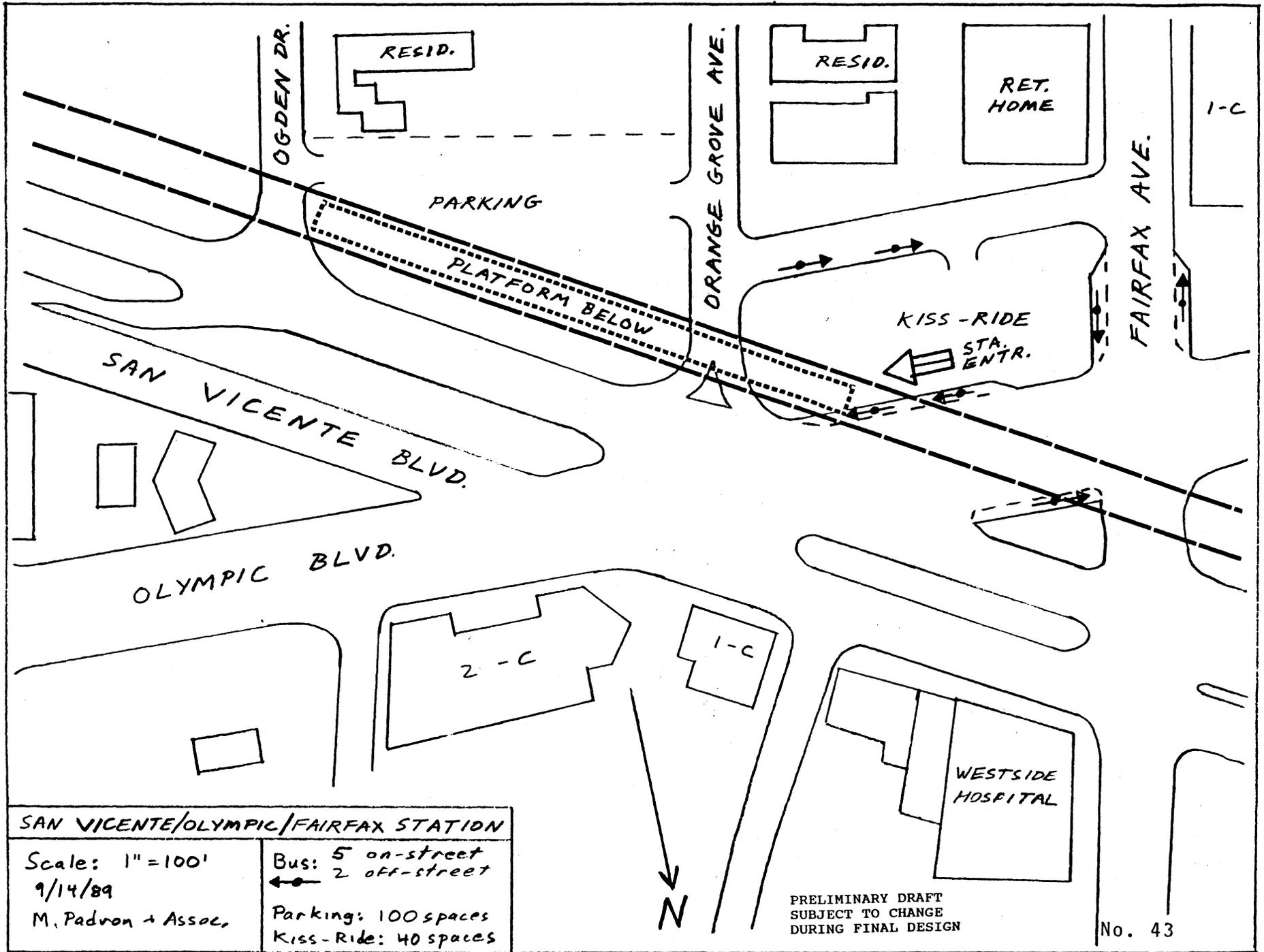
No. 41

N

PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN



PICO/SAN VICENTE STATION			
0	50	100	200
Scale in feet			
10/12/89		M. Padron & Assoc.	
Bus: 12 off-street		Kiss-Ride: 30	
Park-Ride: 600			



SAN VICENTE/OLYMPIC/FAIRFAX STATION

Scale: 1" = 100'

9/14/89

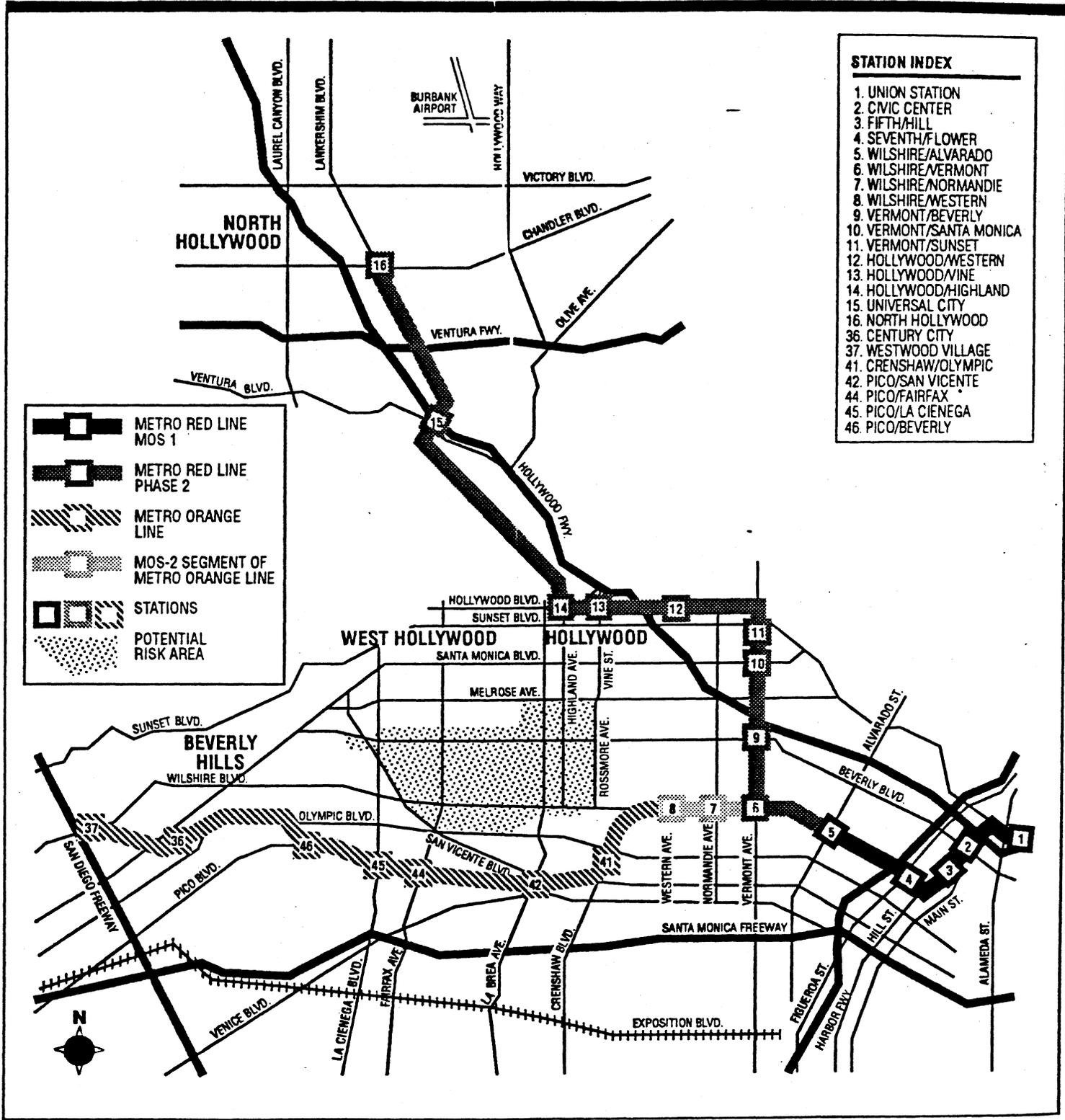
M. Padron + Assoc.

Bus: 5 on-street
 ←●→ 2 off-street

Parking: 100 spaces
 Kiss-Ride: 40 spaces

PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN

No. 43



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

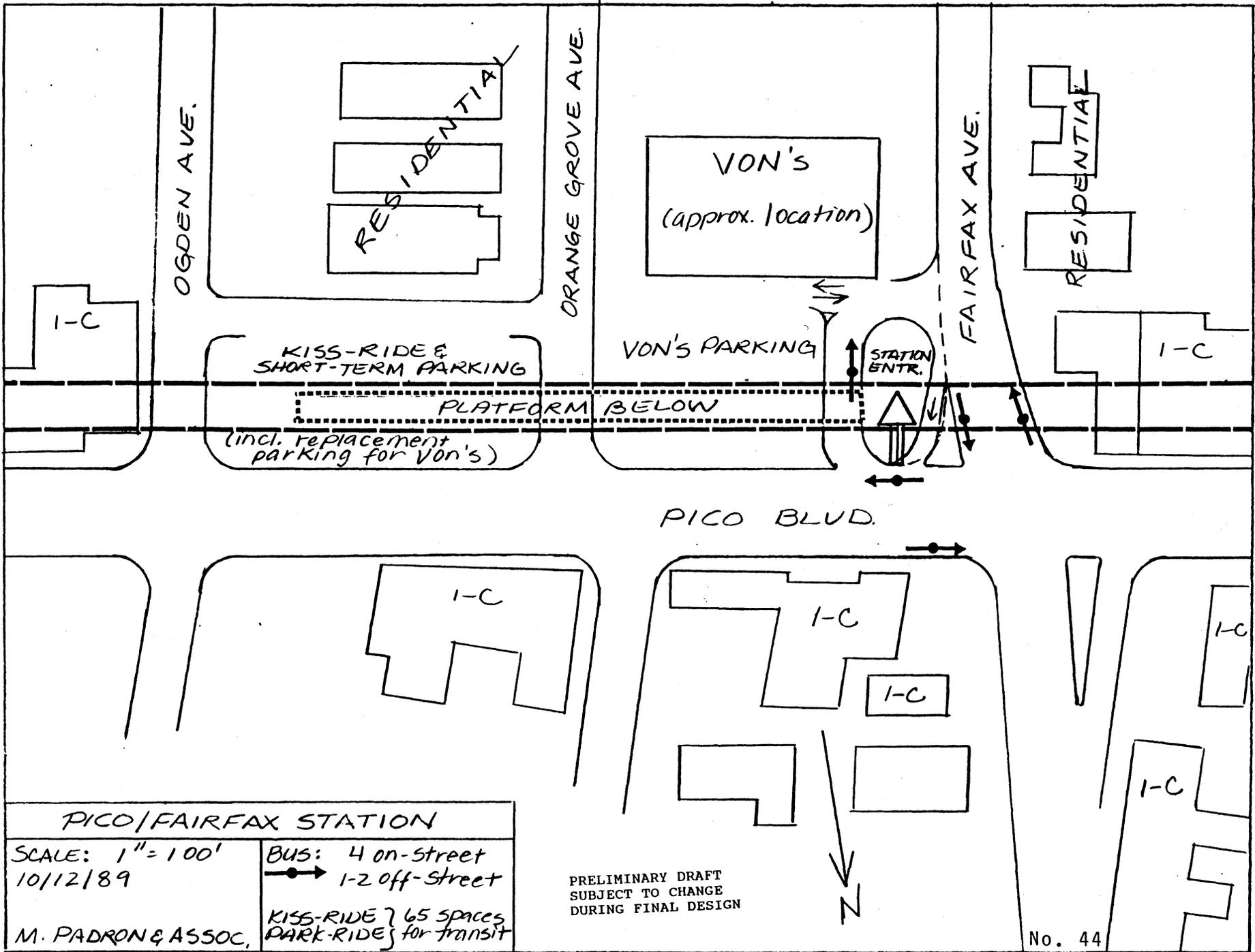
METRO ORANGE LINE EXTENSION

TRANSITIONAL ANALYSIS
SOURCE: LACTC RAIL PLANNING SECTION

WESTERN ALIGNMENT ALTERNATIVES PICO CORRIDOR (LONG)

SCALE: 1 INCH = 1.7 MILES

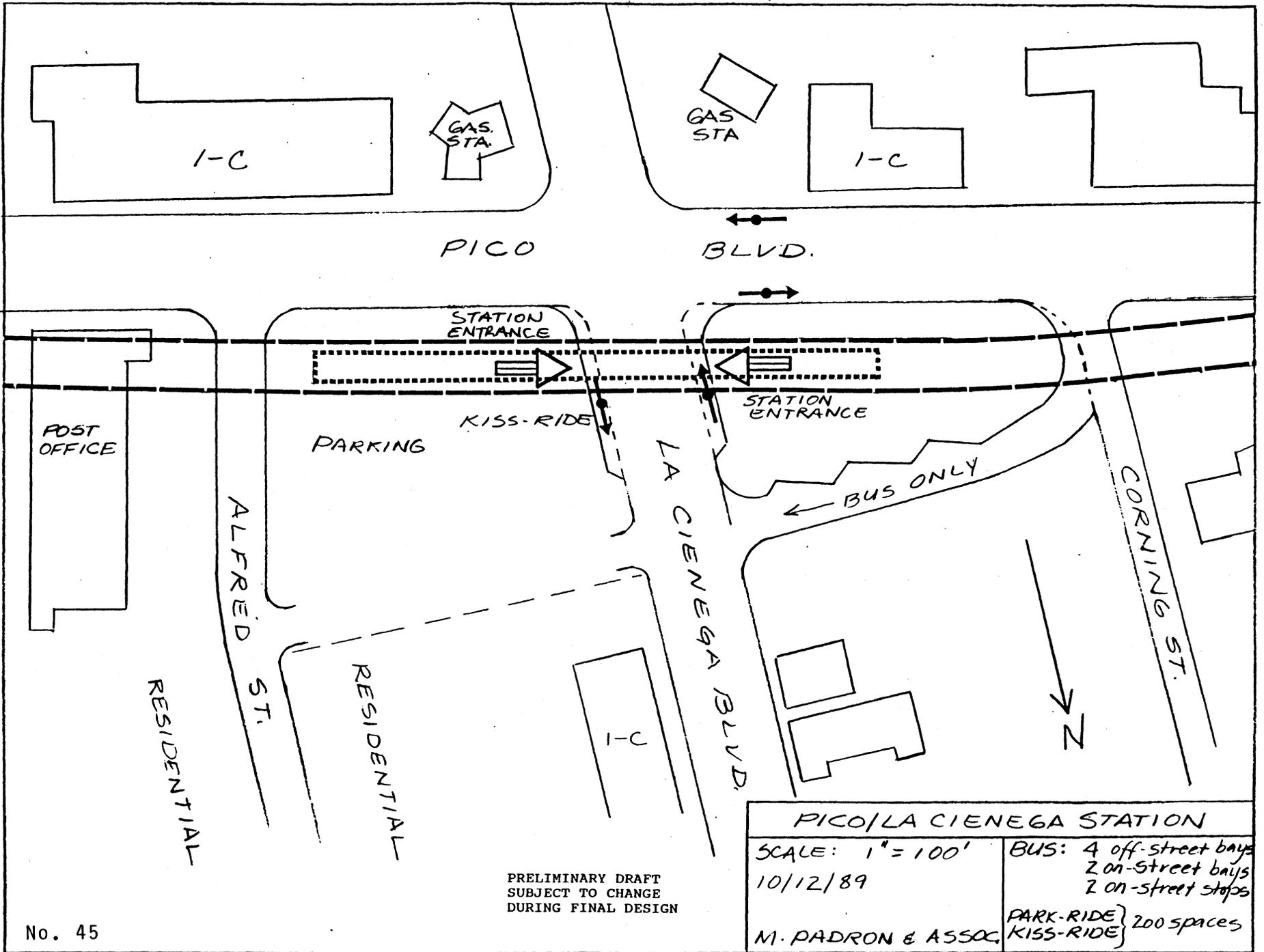
DATE: MAY, 1990



PICO/FAIRFAX STATION
 SCALE: 1" = 100'
 10/12/89
 M. PADRON & ASSOC.

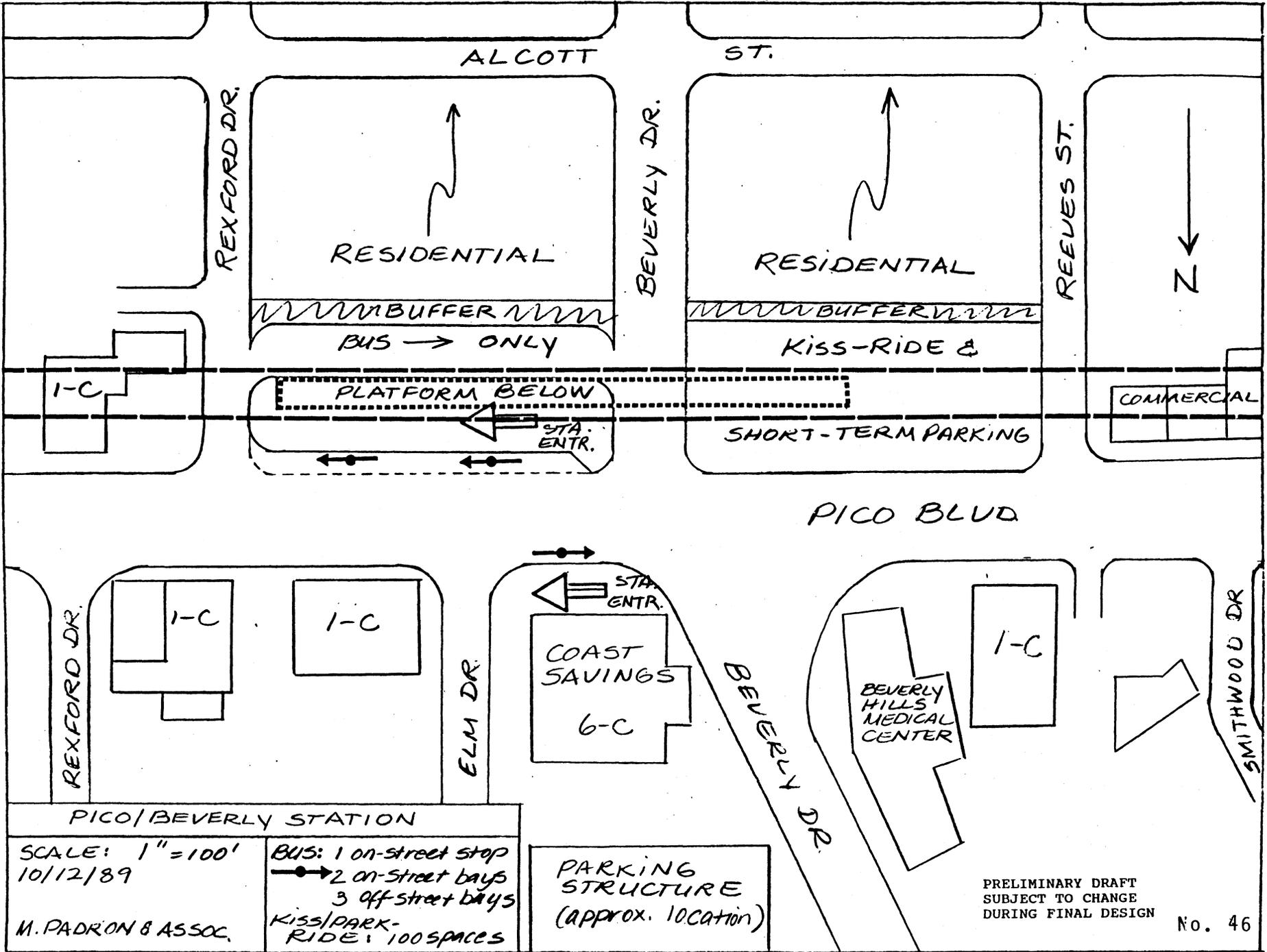
BUS: 4 on-street 1-2 off-street	KISS-RIDE } 65 spaces PARK-RIDE } for transit

PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN



PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN

PICO/LA CIENEGA STATION	
SCALE: 1" = 100'	BUS: 4 off-street bays 2 on-street bays 2 on-street stops
10/12/89	PARK-RIDE } 200 spaces KISS-RIDE }
M. PADRON & ASSOC.	



PICO/BEVERLY STATION

SCALE: 1" = 100'
10/12/89

M. PADRON & ASSOC.

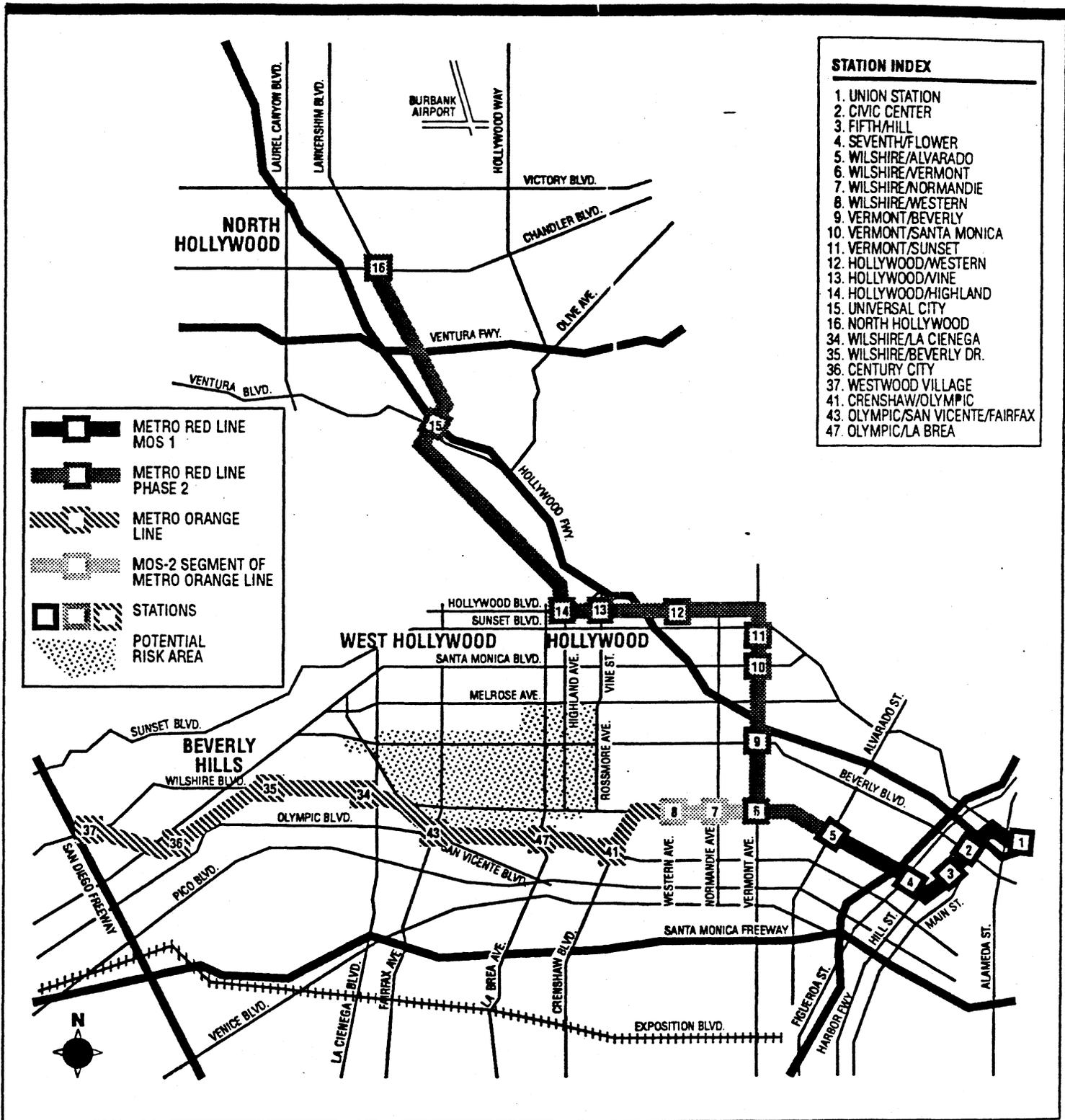
BUS: 1 on-street stop
 → 2 on-street bays
 3 off-street bays

KISS/PARK-RIDE: 100 SPACES

PARKING STRUCTURE (APPROX. LOCATION)

PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN

No. 46



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

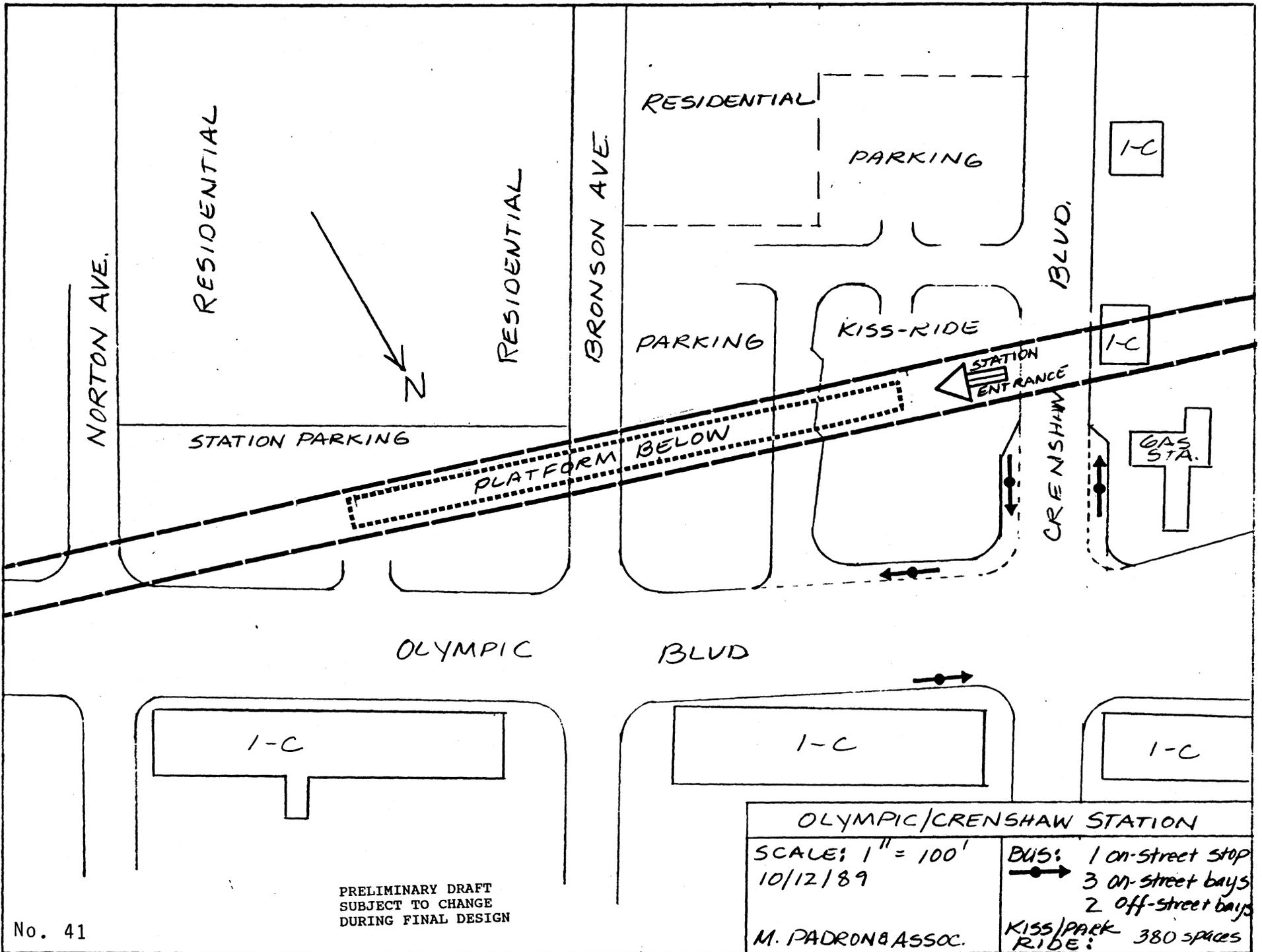
METRO ORANGE LINE EXTENSION

TRANSITIONAL ANALYSIS
SOURCE: LACTC RAIL PLANNING SECTION

WESTERN ALIGNMENT ALTERNATIVES OLYMPIC CORRIDOR (SHORT)

SCALE: 1 INCH = 1.7 MILES

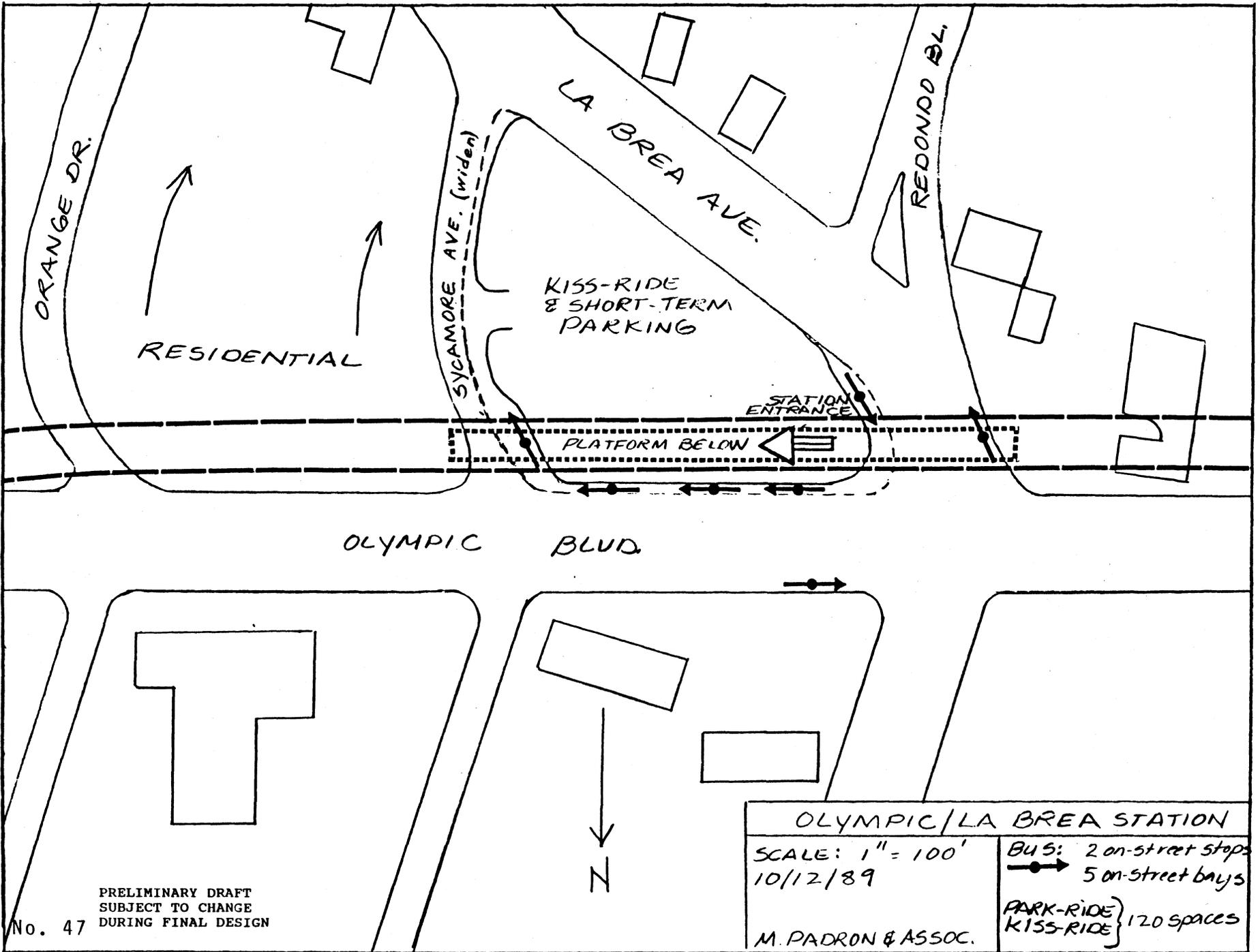
DATE: MAY, 1990



No. 41

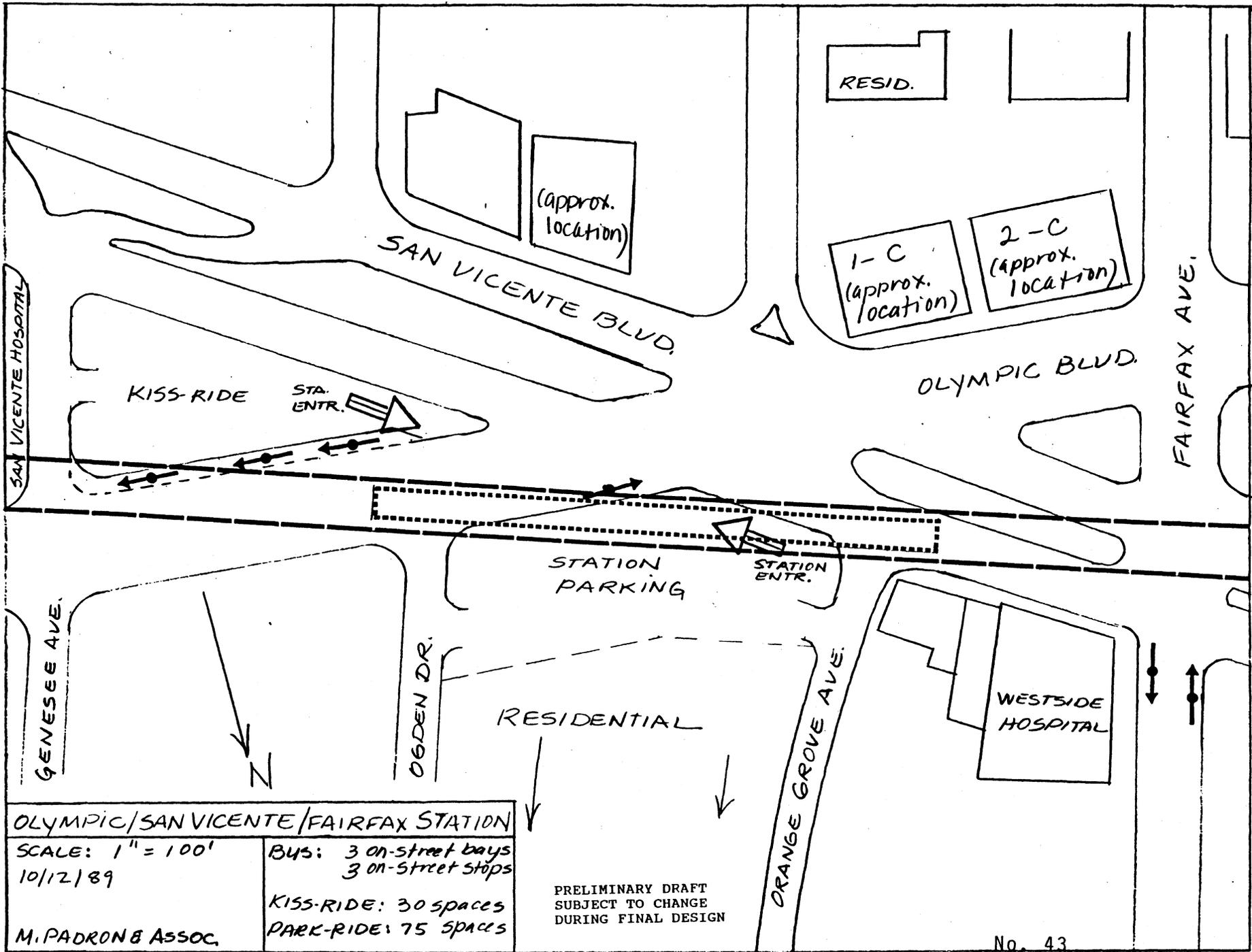
PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN

OLYMPIC/CRENSHAW STATION
 SCALE: 1" = 100'
 10/12/89
 M. PADRON & ASSOC.
 BUS: 1 on-street stop
 3 on-street bays
 2 off-street bays
 KISS/PARK RIDE: 380 spaces



PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN
 No. 47

OLYMPIC/LA BREA STATION	
SCALE: 1" = 100'	
10/12/89	
M. PADRON & ASSOC.	
BUS: 2 on-street stops 5 on-street bays	PARK-RIDE } KISS-RIDE } 120 spaces



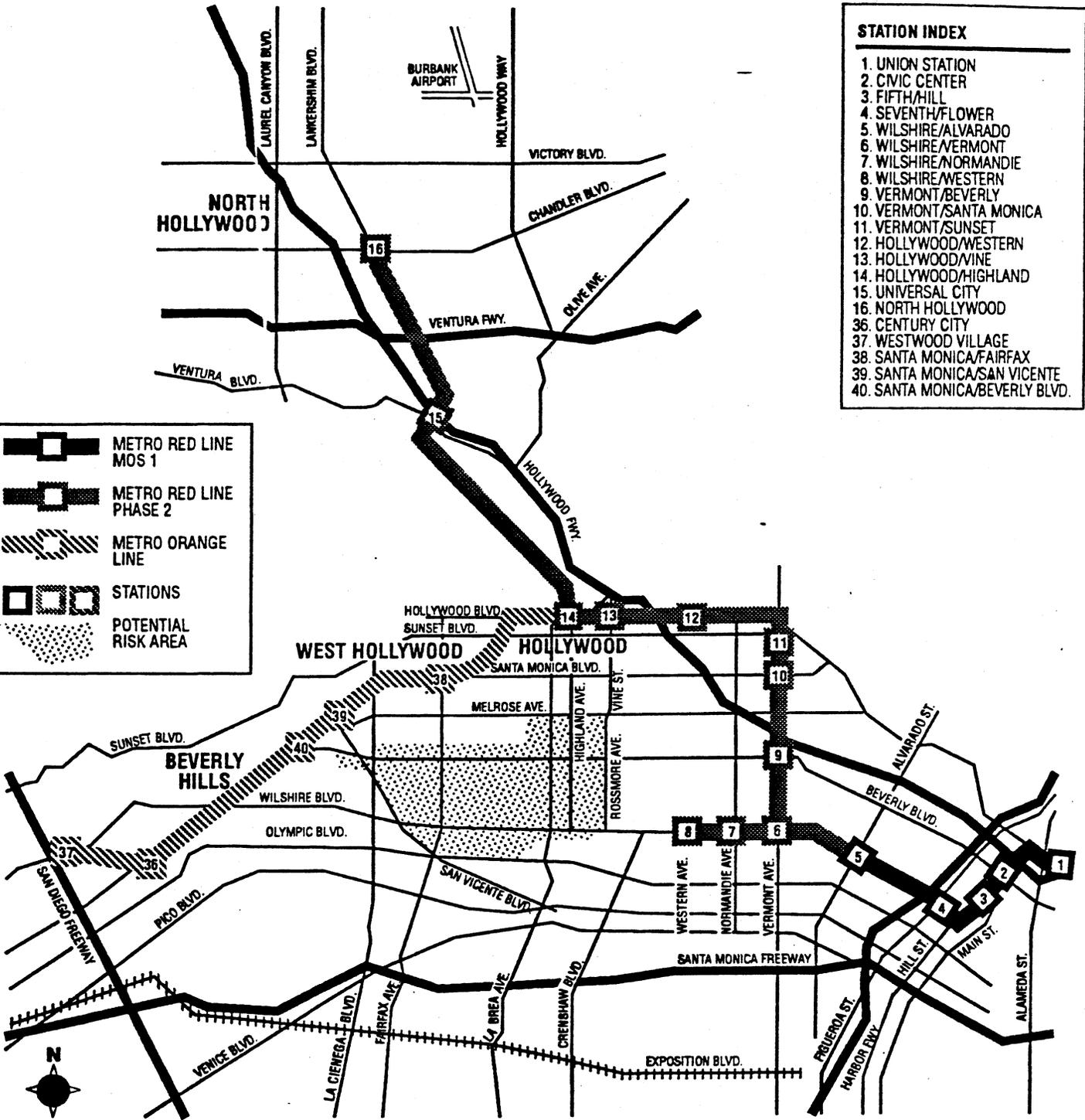
OLYMPIC/SAN VICENTE/FAIRFAX STATION
 SCALE: 1" = 100'
 10/12/89
 M. PADRON & ASSOC.

BUS: 3 on-street bays
 3 on-street stops
 KISS-RIDE: 30 spaces
 PARK-RIDE: 75 spaces

PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN

STATION INDEX	
1.	UNION STATION
2.	CIVIC CENTER
3.	FIFTH/HILL
4.	SEVENTH/FLOWER
5.	WILSHIRE/ALVARADO
6.	WILSHIRE/VERMONT
7.	WILSHIRE/NORMANDIE
8.	WILSHIRE/WESTERN
9.	VERMONT/BEVERLY
10.	VERMONT/SANTA MONICA
11.	VERMONT/SUNSET
12.	HOLLYWOOD/WESTERN
13.	HOLLYWOOD/VINE
14.	HOLLYWOOD/HIGHLAND
15.	UNIVERSAL CITY
16.	NORTH HOLLYWOOD
36.	CENTURY CITY
37.	WESTWOOD VILLAGE
38.	SANTA MONICA/FAIRFAX
39.	SANTA MONICA/SAN VICENTE
40.	SANTA MONICA/BEVERLY BLVD.

	METRO RED LINE MOS 1
	METRO RED LINE PHASE 2
	METRO ORANGE LINE
	STATIONS
	POTENTIAL RISK AREA



LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

METRO ORANGE LINE EXTENSION

TRANSITIONAL ANALYSIS

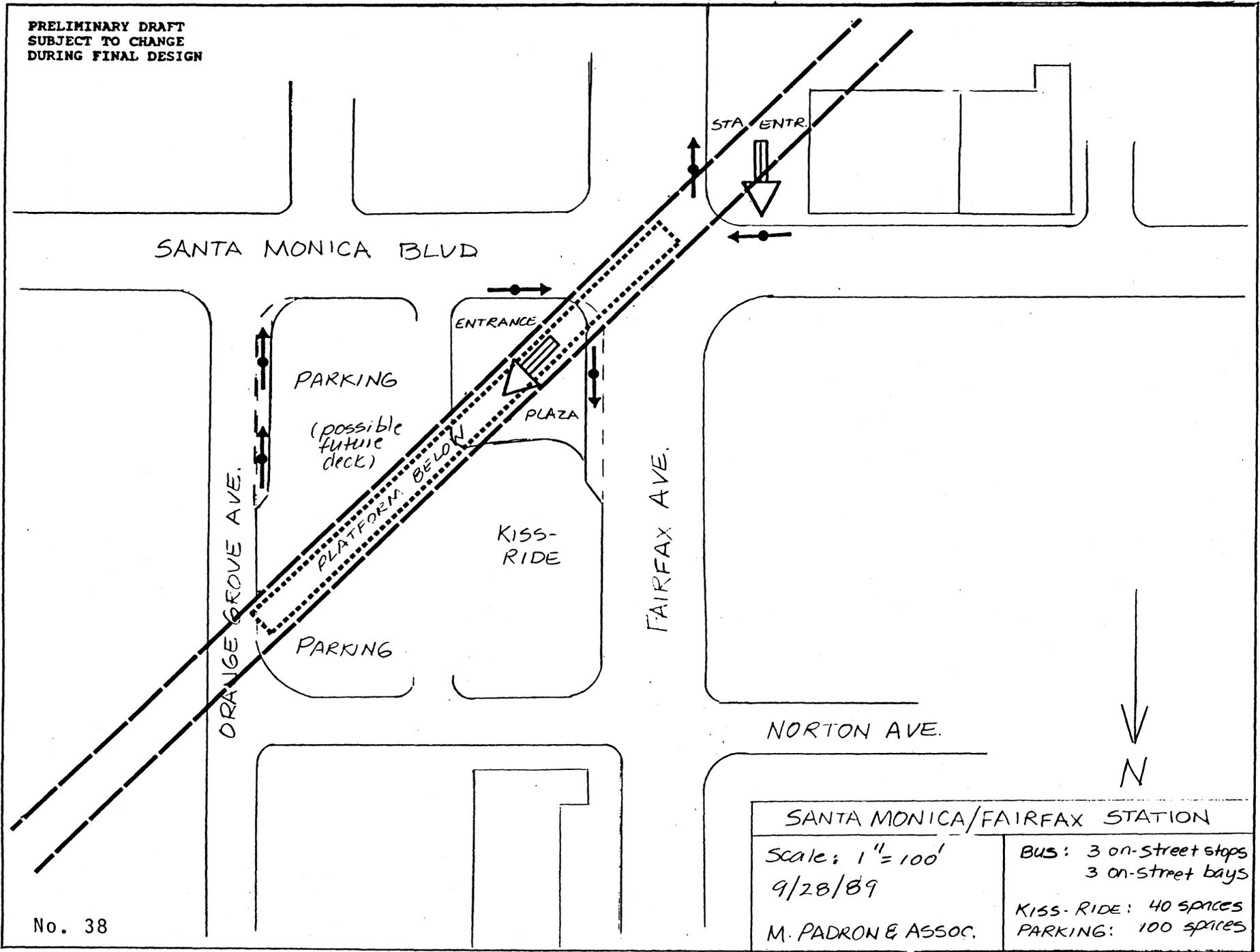
SOURCE: LACTC RAIL PLANNING SECTION

WESTERN ALIGNMENT ALTERNATIVES SANTA MONICA CORRIDOR

SCALE: 1 INCH=1.7 MILES

DATE: MAY, 1990

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN



SANTA MONICA/FAIRFAX STATION	
Scale: 1" = 100'	BUS: 3 on-street stops 3 on-street bays
9/28/89	KISS-RIDE: 40 spaces
M. PADRON & ASSOC.	PARKING: 100 spaces

No. 38

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN

PDC Parking
Garage

PACIFIC
DESIGN
CENTER

Deck over rear
portion of bus lot
for additional parking.

Existing Bus Parking

RTD BUS FACILITY

BUS
SERVICING
FACILITY

Relocate
bus wash
facility
if required

Sheriff
West Hollywood
Division

PLATFORM BELOW

RTD West Hollywood Garage

Employee
Parking

Use portion of
employee parking
for Kiss-Ride

STA.
ENTR. to be relocated as
part of joint
development project.

SANTA MONICA BLVD.

HANCOCK AVE

PALM AVE

ELWOOD

SANTA MONICA/SAN VICENTE STATION

0 50 100' 200'
Scale
10/6/89
M. Padron - Assoc.

Bus: 4 off-street
2 on-street stops
Kiss-Ride: 30
Park-Ride: 0

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN

No. 39



PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN

BEVERLY DR.

BEVERLY HILLS
BUSINESS DISTRICT

RODEO DR.

STA.
ENTR.

PLATFORM BELOW

KISS-RIDE

SANTA MONICA BLVD

PARK

PARK

SANTA MONICA / BEVERLY STATION

Scale: 1" = 100'
10/12/89

BUS: 1 on-street bay
3 on-street stops

KISS-RIDE: 20 spaces

M. PADRONE & ASSOC.

PRELIMINARY DRAFT
SUBJECT TO CHANGE
DURING FINAL DESIGN



No. 40

PRELIMINARY DRAFT
 SUBJECT TO CHANGE
 DURING FINAL DESIGN

CENTURY CITY SHOPPING CENTER

CENTURY PARK WEST

STATION
 ENTRANCE



New bus area

existing
 drop-off

existing drop-off

SANTA MONICA BLVD.

STA. ENTR.

STA.
 ENTR.

PLATFORM BELOW BUS AREA

BUS ONLY

SANTA MONICA BLVD.

Possible
 Future
 Entrance
 to Kiss-Ride Area

CLUB VIEW DR.

ENSLEY AVE

WARNALL AVE

N

Note: portions of track
 alignment omitted for clarity.

CENTURY CITY STATION (Santa Monica Alternative)

Scale: 1" = 100'
 9/29/89
 M. Padron & ASSOC.

Bus: 9 off-street bays
 4 on-street bays
 K-R: None
 P-R: None

4. List of Feeder Bus Routes by Station

WILSHIRE ALIGNMENT

Crenshaw Station

- #20 Wilshire local - through E-W
- #66/67 W. 8th St. - extend from 8th/Western to terminate here
- #210 Vine/Rossmore/Crenshaw - through N-S; probable short-turn from south (assume routes # 18 and #209 terminate at Western Station)

La Brea Station

- #20 Wilshire local - through E-W
- #212 La Brea - through N-S; probable short-turn from south
- #216 Park/La Brea shuttle - terminal
 - + express routes from Santa Monica Freeway (#436,438,439); alternative would be to La Cienega Station
 - + possible tie-ins of routes which currently terminate at Rimpau loop?

Fairfax Station

- #20 Wilshire local - through E-W
- #1/217 Fairfax/Hollywood - through N-S; short-turn from north
- #27 Olympic/Burton Way - through W-S, or possible segmenting?
- #216 Park/La Brea shuttle - terminal

La Cienega Station

- #20 Wilshire local - through E-W
- #105 La Cienega/Vernon - through N-S; possible short-turn
- #220 Robertson - through N-S; (Alternate: terminate south leg here, and extend #10 south to terminate here)
- #16 3rd Street - extend from Beverly Center to terminate here
 - + express routes from Santa Monica Freeway, (#436, 437?, 438, 439) if not connected to La Brea Station
- SM#12 via Robertson from south

Beverly Station

- #20 Wilshire local - through E-W
- #3 Sunset/Beverly - through N-S via Canon

Century Center

- #4/304 Santa Monica Blvd. - through E-W; possible short-turn
- #14 Beverly Blvd. - extend SW to terminate here
- #22 (service along Beverly Glen) - terminate here from west
- #27/28 Olympic - terminate here
 - + Santa Monica routes #5 (E&W); #9-W; #13
 - + Culver City route #3

Westwood

- #20&22 Wilshire - through E-W; possible short-turn

- #2 Sunset - possibly split here into east and west segments
- #430
- #434 Malibu - terminal
- #437 Marina - terminal (or to La Cienega)
- #560 Valley/LAX - through N-S; short-turn from north
 - + Santa Monica routes #1, 2, 3, 8, 12; terminate some or all here vs. current terminal at UCLA
 - + Santa Monica #10 (current express to LA CBD)
 - + Culver City #6
 - + UCLA shuttle buses

PICO (SHORT) ALIGNMENT

Olympic/Crenshaw Station

- #27/28 Olympic - through E-W
- #66/67 W. 8th St. - extend to terminate here
- #210 Crenshaw - through N-S (short-turn service will continue to Wilshire/Western)

Pico/San Vicente Station

Routes which currently terminate at Rimpau Loop:

- #30/31 Pico
- Santa Monica #7, 13
- #33 Venice - possibly segment here
- #212 La Brea - deviate to stop here NB & SB
- #333 Venice express - terminate here
 - + freeway routes: #436,438,439; possibly #434,437

San Vicente/Olympic/Fairfax Station

- #27/28 Olympic - possibly segment here
- #1/217 Fairfax - through N-S; possible short-turn
 - + possible extensions from West LA Transit Center via Fairfax: #37, 38?

(Remaining stations generally as in Wilshire Alignment)

PICO (LONG) ALIGNMENT

(First three stations generally as in Pico - short alignment)

Pico/Fairfax Station

- SM#7, 13 through E-W
- #1/217 through N-S
 - + possible extensions from West LA Transit Center via Fairfax: #37, 38?

Pico/La Cienega Station

- SM#7 through E-W
- #105 La Cienega - through N-S
- #220 Robertson - through N-S

+ freeway routes: #436,438,439; possibly #434,437 (if not to Pico/San Vicente)

Pico/Beverly Station

SM #7 & 13 through E-W

#3 Sunset/Beverly - terminal (from north via Beverly)

+ Culver City route?

(Century City and Westwood as in Wilshire Alignment)

OLYMPIC ALIGNMENT

Olympic/Crenshaw Station - (same as in Pico Short Alignment)

Olympic/La Brea Station

#27/28 Olympic through E-W

#212 La Brea through N-S

+ express routes from Santa Monica Freeway: #436,438,439

Olympic/San Vicente/Fairfax - (same as in Pico Short Alignment)

(Remaining stations as in Wilshire Alignment)

SANTA MONICA ALIGNMENT

Santa Monica/Fairfax Station

#4 Santa Monica - through E-W (assume no #304)

#1/217 Fairfax/Hollywood - through N-S; possible short-turn

Santa Monica/San Vicente Station

#4 Santa Monica - through E-W

#10 Melrose - west terminal

#105 Vernon/La Cienega - north terminal

#220 Robertson - north terminal

#16 3rd St. - extend to terminate here

Santa Monica/Beverly Station

#4 Santa Monica - through E-W

#3 Sunset/Beverly - through N-S

#14 Beverly Blvd. - through E-W

#22 Beverly Glen/Century City - terminate from southwest

#27 Olympic/Burton - through E-W

Century City and Westwood Stations - (as in Wilshire alignment)