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LOS ANGELES RAIL RAPID TRANSIT PROJECT
"METRO RAIL"
CORE STUDY

TECHNICAL REPORT ADDENDUM
PATRONAGE FORECAST DOCUMENTATION

CANDIDATE ALIGNMENT 6

=====

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1.0 PURPOSE

This Memorandum (Addendum to Technical Report: Patronage Forecast Documentation, November, 1987) documents the approach, network development, and key simulation results of a supplemental CORE (Congressionally Ordered Re-Engineering Study) alignment alternative with specified operable segments. This is a support document for the Addendum to the Draft SEIS/SEIR for the Los Angeles Rail Rapid Transit Project (Metro Rail) which is an evaluation of the impacts of Candidate Alignment 6.

These demand forecast simulations provide a basis for the analysis of an alignment reconfiguration which, in terms of adjustments to an existing base network, would involve a shift in the existing Sunset/Vine station location in base network, Candidate Alignment 4, to a new proposed design location of Hollywood/Vine, to form a new alternative, Candidate Alignment 6. While the greatest extent of Alignment 6 is similar in coding to Alignment 4, the station configuration in the area bounded by Sunset/Vermont and Hollywood/Highland would more closely resemble Candidate Alignment 3. In addition, the Hollywood Bowl, as coded into the base network, has been eliminated as a station node in these transit networks. A list of the network alternatives prepared for this task with reference to page in this report is given in Table 1-1.

TABLE 1-1

NETWORKS DEVELOPED IN THE CONTEXT OF ALIGNMENT-6

DESCRIPTION	REFER TO PAGE	FORECAST YEAR	UTPS LABEL
CANDIDATE ALIGNMENT 6: MOS-3	4	2000	CORE3CA6
CANDIDATE ALIGNMENT 6: MOS-2	22	2000	COR30S12
CANDIDATE ALIGNMENT 6: MOS-2A	34	2000	COR30S13
CANDIDATE ALIGNMENT 6: MOS-2B	46	2000	COR30S14

2.0 NETWORK PREPARATION AND SIMULATION METHOD

These, among the third screening of CORE networks, were prepared in a manner pursuant to ongoing SCRTD network development and simulation practices. For a detailed summary of the transit network simulation process used by the GPC and District Planning Department, refer to Technical Memorandum 86.1.4, Patronage Forecasting Procedures, Barton Aschman Associates, inc., et. al, April 1987.

For this task, the District's UTPS transit demand forecast models have been applied to a modified network edition of former Candidate Alignment 4. As discussed in Section 1.0, the adjustments to the base network were essentially the network relocation of a station at Sunset/Vine to Hollywood/Vine and the removal of the Hollywood Bowl station node attributes that were included in the base Alignment 4 coding. Modifications to station coding were the construction of walk and kiss-and-ride station access networks for the new station location, Hollywood/Vine. Likewise there were required removal of unwanted attributes, i.e. extraction of walk and kiss-and-ride links associated with the Sunset/Vine and Hollywood Bowl stations.

Definition of the required background bus changes associated with each of these guideway projects were provided at the start of this project by the District Planning Department with exception to MOS-1 which was developed in accordance with the bus/rail interface described in Supporting Services Plan, Milestone 9, adopted: May, 1983. These modifications to the current SCRTD transit services are documented for the full Candidate Alignment 6 and its three operable segments in sections 3.1 through 3.4.

3.0 CORE STUDY ALIGNMENTS: NETWORK SIMULATIONS

3.1 CANDIDATE ALIGNMENT 6: MOS-3

When MOS-1 is included, Candidate Alignment-6 is a 20.4 mile aerial and subway line with nineteen stations (Figure 3-1). Leaving the Wilshire/Alvarado station, which is common to all alignments, the alignment would proceed west, passing under Macarthur Park lake to Wilshire Blvd at Park View. It would follow Wilshire Blvd. to Virgil where it would turn northeast to the Wilshire/Vermont station, located on a diagonal in the northern half of the block formed by Wilshire Blvd., Vermont Ave., Sixth St., and Shatto Place. After leaving the Wilshire/Vermont station, the alignment would branch with one line continuing west in the Wilshire corridor and the other line turning north along Vermont to Hollywood and the San Fernando Valley. Leaving the Wilshire/Vermont station, the Western branch would be the same as for Alignment-2, described in section 1.2.1 of Chapter 2 of the Draft SEIS/SEIR.

The alignment for the valley branch would leave the Wilshire/Vermont station headed northwest then curve back under Vermont Ave at Third st. The alignment would transition from subway to aerial between Third and First streets and continue as an aerial structure in the center of Vermont Ave. through stations at Beverly and Santa Monica Boulevards. Leaving the Vermont/Santa Monica station the alignment would continue on Vermont, then curve west onto Sunset Blvd., passing through the Sunset/Vermont station. The alignment would proceed past the Sunset/Western station in an aerial configuration on Sunset Blvd. and transition into subway in the block north of Sunset Blvd. and just east of the Hollywood Fwy.. The alignment would continue in subway along Hollywood Blvd to stations at Hollywood/Vine and Hollywood/Highland. West of Hollywood/Highland station, it would curve to the northwest along the original LPA alignment through the Santa Monica Mountains to the Universal City and North Hollywood stations.

Three operable segments have been identified for Alignment-6:

- o MOS-1, as identified in the August 1984 Environmental Assessment
- o MOS-2, with temporary terminals at the Wilshire/Western and Sunset/Vine stations (Section 3.2).
- o MOS-3, the full alignment with an interim west terminal at the Wilshire/Fairfax station and the north terminal at the North Hollywood station (Section 3.1).

Two additional alternative segments have been identified for Alignment-6. These alignments would have interim terminals at the following stations:

- o MOS-2A, with temporary terminals at the Wilshire/Western and Universal City stations (Section 3.3).
- o MOS-2B, with temporary terminals at the Wilshire/Vermont and Universal City stations (Section 3.4).

The full configuration of Alignment 6 has terminals at Wilshire/Fairfax and North Hollywood stations and is comprised of the 19 stations listed in Table 3-1.

The bus/rail interface and kiss-and-ride/walk link configuration for MOS-3 as effect existing bus operations are shown in Figure 3-2 and documented in Table 3-2.

Tables 3-3, 3-4, and 3-5 summarize estimated mode choice, rail station boardings (from Mode-of-Arrival) and bus system characteristics for the full alignment as simulated. Figures 3-3 and 3-4 present directional rail station access and egress, and link volumes for 24-hour and AM-Peak hour periods respectively.

FIGURE 3-1

CORE STUDY AREA:
CANDIDATE ALIGNMENT 6: MOS-3

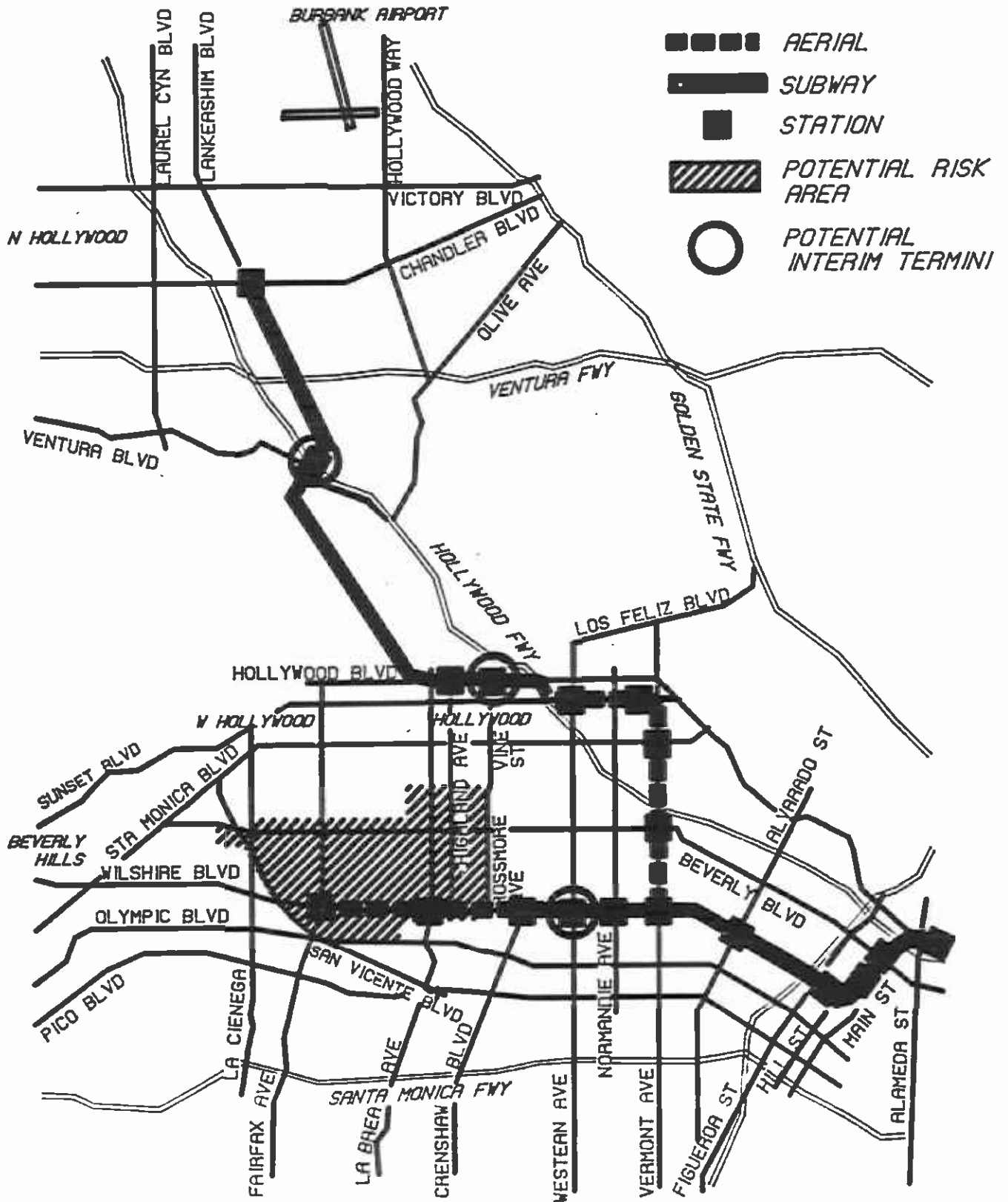


TABLE 3-1

CANDIDATE ALIGNMENT 6: MOS-3 STATIONS

TRUNK	<P> UNION STATION CIVIC CENTER 5TH/HILL 7TH/FLOWER WILSHIRE/ALVARADO WILSHIRE/VERMONT
WEST BRANCH	WILSHIRE/NORMANDIE WILSHIRE/WESTERN WILSHIRE/CRENSHAW WILSHIRE/LA BREA <P> WILSHIRE/FAIRFAX
VALLEY BRANCH	VERMONT/BEVERLY VERMONT/SANTA MONICA SUNSET/VERMONT SUNSET/WESTERN HOLLYWOOD/VINE HOLLYWOOD/HIGHLAND <P> UNIVERSAL CITY <P> NORTH HOLLYWOOD

<P> Park-and-Ride stations. All Park-and-Ride stations are also Kiss-and-Ride stations. Additionally all stations west of 7th/Flower are Kiss-and-Ride stations.

WEST/NORTH BRANCH STATIONS

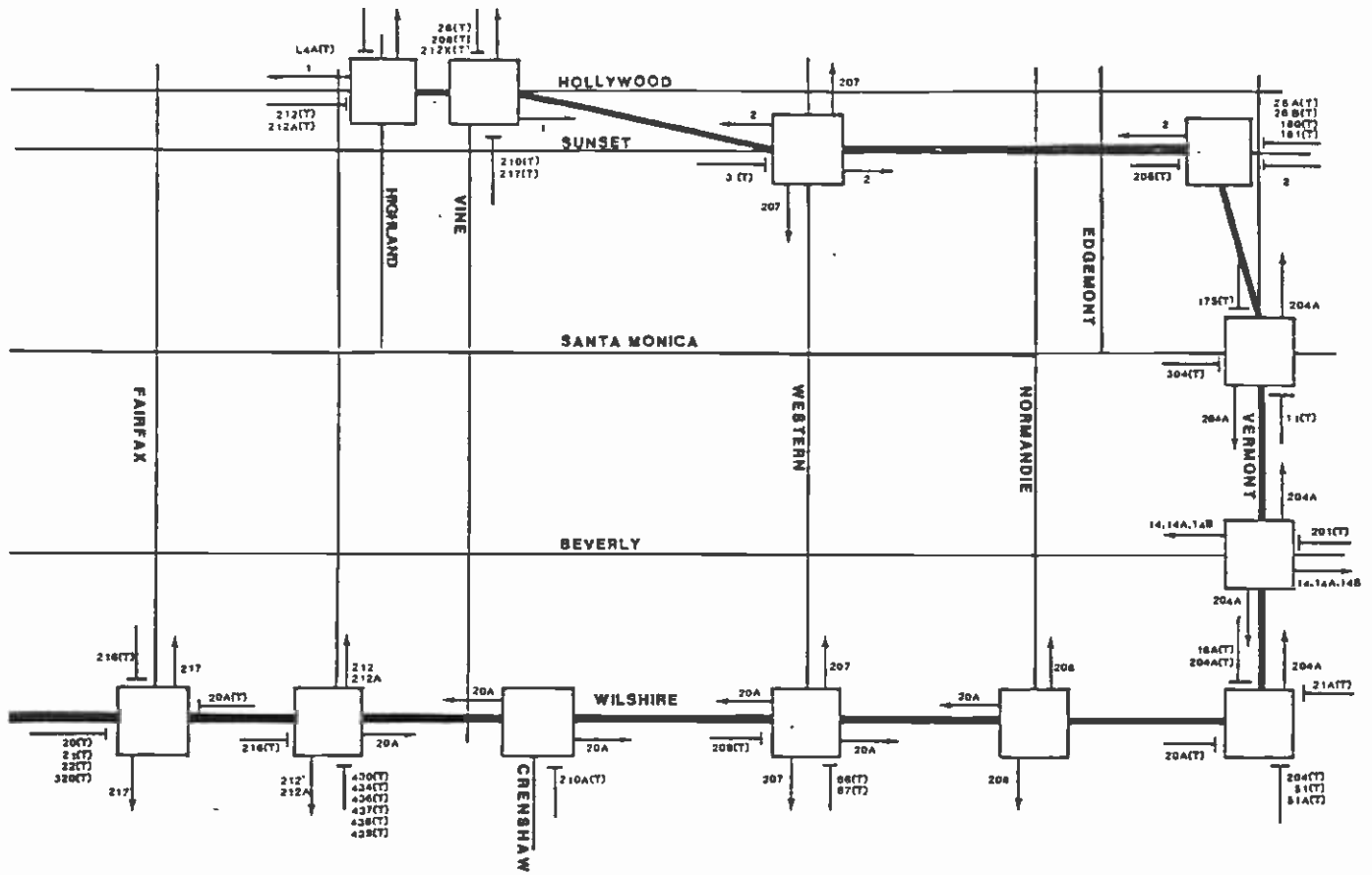
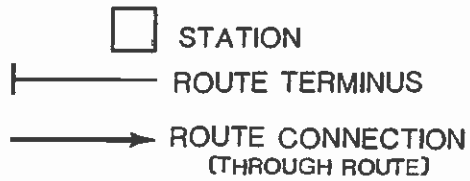


FIGURE 3-2.

CANDIDATE ALIGNMENT 6: MOS-3 BUS/STATION INTERFACE



VALLEY STATIONS

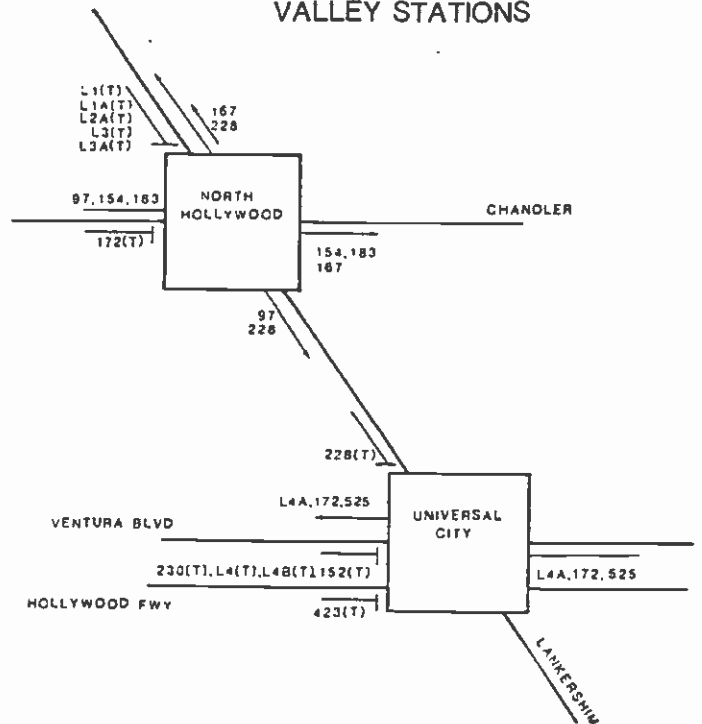


TABLE 3-2

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-3)

LINE #	BUS ROUTE / o CODED DESCRIPTION
<WEST/NORTH BRANCH LINES>	
3	SUNSET BLVD., BEVERLY DR. - BEVERLY HILLS
	o Service terminated on Sunset at the Sunset/Western station.
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
	o Shifts to a short-line operation at Fairfax, terminating at Wilshire/Vermont. Short-line headways are ten minutes compared to nine minutes for regular service.
21	WILSHIRE BLVD., UCLA - WESTWOOD TO LA-CBD
	o Regular service at nine minute intervals at Wilshire/Fairfax with a short-line operation resuming at the Wilshire/Vermont station and running into the LA-CBD on twelve minute headways.
22	WILSHIRE BLVD., UCLA - SANTA MONICA TO LA-CBD
	o Service terminated at the Wilshire/Fairfax station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
	o Franklin Ave. service turns south on Vine and terminates at the Hollywood/Vine station, accounting for half of the service frequency with the other half intercepting the Sunset/Vermont station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
	o Route extended from its current terminus at 8th/Western, north on Western two blocks to the Wilshire/Western station.

TABLE 3-2 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-3)

LINE #	BUS ROUTE / o CODED DESCRIPTION
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at 8th/Western, north on Western two blocks to the Wilshire/Western station.
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vermont station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DR. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vermont station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE o Service from Silverlake terminated at the Vermont/Beverly station.
204	VERMONT AVE. - USC TO LA-CBD o Full-frequency service suspended at Wilshire/Vermont station with headways doubled for a short-line operation along Vermont; serving Vermont/Beverly, Vermont/Santa Monica, Sunset/Vermont stations and terminating at Hollywood blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Hollywood/Vine station at its southernmost terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilshire/Wilton Pl. (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western station.

TABLE 3-2 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-3)

LINE #	BUS ROUTE / o CODED DESCRIPTION
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE <ul style="list-style-type: none"> o Regular service turns around at the Hollywood/Vine station. An additional short-line spur operating at half hour headways feeds the Wilshire/Crenshaw station.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD <ul style="list-style-type: none"> o Regular service route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Highland station. a connecting line covers the remainder of regular service from Hollywood/Vine to the Lincoln St. & Empire ave. turnaround in Burbank.
216	PARK/LA BREA SHUTTLE <ul style="list-style-type: none"> o New line circulates along Fairfax, 3rd, Hauser, and Wilshire serving the Wilshire/Fairfax and Wilshire/La Brea stations.
217	FAIRFAX, HOLLYWOOD BLVD. <ul style="list-style-type: none"> o Serves the Wilshire/Fairfax and Hollywood/Vine stations. a short-line interfaces with the Park/La Brea shuttle.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD <ul style="list-style-type: none"> o Service to downtown terminates at the Vermont/Santa Monica station.
320	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD <ul style="list-style-type: none"> o Service terminates at the Wilshire/Fairfax station.

TABLE 3-2 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-3)

LINE #	BUS ROUTE / o CODED DESCRIPTION
430	(EXPRESS) LA-CBD, PACIFIC PALISADES VIA SUNSET BLVD. o Service exits the Santa Monica Freeway at La Brea heads north on La Brea to Pico and east to a terminus at the Wilshire/La Brea station.
434	(EXPRESS) LA-CBD, SANTA MONICA, MALIBU, TRANCAS o Service exits the Santa Monica Freeway at La Brea heads north on La Brea to Pico and east to a terminus at the Wilshire/La Brea station.
437	(EXPRESS) LA-CBD, MARINA DEL REY o Service exits the Santa Monica Freeway at La Brea heads north on La Brea to Pico and east to a terminus at the Wilshire/La Brea station.
438	(EXPRESS) LA-CBD, CULVER BLVD., MANHATTAN BEACH o service exits the Santa Monica Freeway at La Brea heads north on La Brea to Pico and east to a terminus at the Wilshire/La Brea station.
439	(EXPRESS) LA-CBD, LAX. REDONDO BEACH o Service exits the Santa Monica Freeway at La Brea heads north on La Brea to Pico and east to a terminus at the Wilshire/La Brea station.
<VALLEY BRANCH LINES>	
97	RIVERSIDE DR., SHERMAN OAKS - LA-CBD TO SHERMAN OAKS o Service diverted from its east/west Riverside routing to the North Hollywood station and then south on Lankershim to resume regular service along Riverside.

TABLE 3-2 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-3)

LINE #	BUS ROUTE / o CODED DESCRIPTION
413	(EXPRESS) LA-CBD, VAN NUYS o Full service replaced by local, limited-stop operations feeding the North Hollywood station.
418	(EXPRESS) LA-CBD, VAN NUYS, RESEDA, NORTHRIDGE o Full service replaced by local, limited-stop operations feeding the North Hollywood station.
420	(EXPRESS) LA-CBD, VAN NUYS, NORTHRIDGE o Full service replaced by local, limited-stop operations feeding the North Hollywood, and Universal City stations.
423	(EXPRESS) LA, WOODLAND HILLS, WESTLAKE VILLAGE o Service cut-back from LA-CBD destination to a terminate at the Universal City station.
424	(EXPRESS) LA-CBD, VENTURA BLVD. o Full service replaced by a limited-stop operation feeding the Universal City station via Lankershim.
425	(EXPRESS) LA-CBD, VENTURA BLVD. o Full service replaced by a limited-stop operation feeding the Universal City station via Vineland and Ventura blvd.
426	(EXPRESS) LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY o Full service replaced by a limited-stop operation feeding the Universal City and North Hollywood stations.

TABLE 3-2 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-3)

LINE #	BUS ROUTE / o CODED DESCRIPTION
427	(EXPRESS) LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK
	o Full service replaced by a limited-stop operation feeding the Universal City station via Vineland and Ventura blvd.

TABLE 3-3

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 6: MOS-3
 (PNR AT LIMITED STATIONS)

Trip Purpose	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	576,904	6.25
Home-Based Non-Work (2)	25,744,944	823,029	3.20
Non-Home-Based Other-Other (3)	10,695,989	162,387	1.52
Non-Home-Based Other-Other (3)	4,313,397	90,588	2.10
Total (2+3+4)	40,754,330	1,076,004	2.64
Total Trips (1+2+3+4)	49,989,286	1,652,908	3.31

TABLE 3-4.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 6: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4217	5500	1349	23697	34763
CIVIC CENTER	13989	0	0	12339	26328
FIFTH/HILL	31853	0	0	20563	52416
SEVENTH/FLOWER	10109	0	0	25020	35129
WILSHIRE/ALVARADO	18133	0	3606	4470	26209
WILSHIRE/VERMONT	17791	0	3421	17890	39102
WILSHIRE/NORMANDIE	3087	0	1791	755	5633
WILSHIRE/WESTERN	3241	0	2158	7985	13384
WILSHIRE/CRENSHAW	1584	0	2304	3028	6916
WILSHIRE/LA BREA	1595	0	1292	4806	7693
WILSHIRE/FAIRFAX	2432	2727	810	12149	18118
UNIVERSAL CITY	1299	2530	447	12439	16715
NORTH HOLLYWOOD	245	2218	365	7577	10405
VERMONT/BEVERLY	1918	0	207	4057	6182
VERMONT/SANTA MONICA	3262	0	279	4254	7795
VERMONT/SUNSET	1784	0	349	3595	5728
SUNSET/WESTERN	3535	0	632	7359	11526
HOLLYWOOD/VINE	3390	0	834	3149	7373
HOLLYWOOD/HIGHLAND	5515	0	356	5640	11511
TOTAL	128,979	12,975	20,200	180,772	342,926

TABLE 3-4.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 6: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4210	3746	1415	22289	31660
CIVIC CENTER	13868	0	0	12359	26227
FIFTH/HILL	31502	0	0	20563	52065
SEVENTH/FLOWER	10037	0	0	24931	34968
WILSHIRE/ALVARADO	18103	0	3606	8069	29778
WILSHIRE/VERMONT	17741	0	3421	17871	39033
WILSHIRE/NORMANDIE	3078	0	1791	755	5624
WILSHIRE/WESTERN	3221	0	2158	7973	13352
WILSHIRE/CRENSHAW	1572	0	2304	3024	6900
WILSHIRE/LA BREA	1589	0	1292	4812	7693
WILSHIRE/FAIRFAX	2425	1892	965	12362	17644
UNIVERSAL CITY	1296	2530	447	12438	16711
NORTH HOLLYWOOD	245	2218	365	7576	10404
VERMONT/BEVERLY	1917	0	207	4055	6179
VERMONT/SANTA MONICA	3258	0	279	4253	7790
VERMONT/SUNSET	1779	0	349	3594	5722
SUNSET/WESTERN	3534	0	632	7363	11529
HOLLYWOOD/VINE	3389	0	834	3150	7373
HOLLYWOOD/HIGHLAND	5510	0	356	5639	11505
TOTAL	128,274	10,386	20,421	183,076	342,157

TABLE 3-4.3
PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
MODE OF ARRIVAL
CANDIDATE ALIGNMENT 6: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	494	113	27	1441	2075
CIVIC CENTER	2370	0	0	1359	3729
FIFTH/HILL	5266	0	0	3005	8271
SEVENTH/FLOWER	1601	0	0	3707	5308
WILSHIRE/ALVARADO	1709	0	169	636	2514
WILSHIRE/VERMONT	1800	0	148	1617	3565
WILSHIRE/NORMANDIE	328	0	82	99	509
WILSHIRE/WESTERN	424	0	101	790	1315
WILSHIRE/CRENSHAW	169	0	88	255	512
WILSHIRE/LA BREA	210	0	45	461	716
WILSHIRE/FAIRFAX	405	103	21	1463	1992
UNIVERSAL CITY	274	43	9	941	1267
NORTH HOLLYWOOD	32	41	8	385	466
VERMONT/BEVERLY	212	0	9	439	660
VERMONT/SANTA MONICA	335	0	13	348	696
VERMONT/SUNSET	324	0	17	326	667
SUNSET/WESTERN	362	0	30	638	1030
HOLLYWOOD/VINE	333	0	36	338	707
HOLLYWOOD/HIGHLAND	658	0	13	709	1380
TOTAL	17,306	300	816	18,957	37,379

TABLE 3-4.4
PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
MODE OF DEPARTURE
CANDIDATE ALIGNMENT 6: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	444	1347	333	3664	5788
CIVIC CENTER	673	0	0	1463	2136
FIFTH/HILL	1376	0	0	1640	3016
SEVENTH/FLOWER	484	0	0	1480	1964
WILSHIRE/ALVARADO	1923	0	445	922	3290
WILSHIRE/VERMONT	1979	0	476	2072	4527
WILSHIRE/NORMANDIE	396	0	229	44	669
WILSHIRE/WESTERN	354	0	266	1018	1638
WILSHIRE/CRENSHAW	194	0	376	438	1008
WILSHIRE/LA BREA	140	0	230	777	1147
WILSHIRE/FAIRFAX	150	1131	177	1140	2598
UNIVERSAL CITY	54	658	110	1596	2418
NORTH HOLLYWOOD	19	562	87	1329	1997
VERMONT/BEVERLY	141	0	27	490	658
VERMONT/SANTA MONICA	257	0	34	665	956
VERMONT/SUNSET	88	0	40	447	575
SUNSET/WESTERN	270	0	76	866	1212
HOLLYWOOD/VINE	401	0	118	294	813
HOLLYWOOD/HIGHLAND	466	0	62	446	974
TOTAL	9,809	3,698	3,086	20,791	37,384

TABLE 3-4.5
PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
MODE OF ARRIVAL
CANDIDATE ALIGNMENT 6: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	492	113	31	1413	2049
CIVIC CENTER	2338	0	0	1358	3696
FIFTH/HILL	5176	0	0	3001	8177
SEVENTH/FLOWER	1583	0	0	3683	5266
WILSHIRE/ALVARADO	1702	0	169	634	2505
WILSHIRE/VERMONT	1787	0	148	1611	3546
WILSHIRE/NORMANDIE	325	0	82	99	506
WILSHIRE/WESTERN	419	0	101	787	1307
WILSHIRE/CRENSHAW	166	0	88	254	508
WILSHIRE/LA BREA	209	0	45	461	715
WILSHIRE/FAIRFAX	404	103	29	1472	2008
UNIVERSAL CITY	273	43	9	940	1265
NORTH HOLLYWOOD	32	41	8	385	466
VERMONT/BEVERLY	211	0	9	439	659
VERMONT/SANTA MONICA	334	0	13	347	694
VERMONT/SUNSET	322	0	17	326	665
SUNSET/WESTERN	362	0	30	638	1030
HOLLYWOOD/VINE	333	0	36	337	706
HOLLYWOOD/HIGHLAND	656	0	13	709	1378
TOTAL	17,124	300	828	18,894	37,146

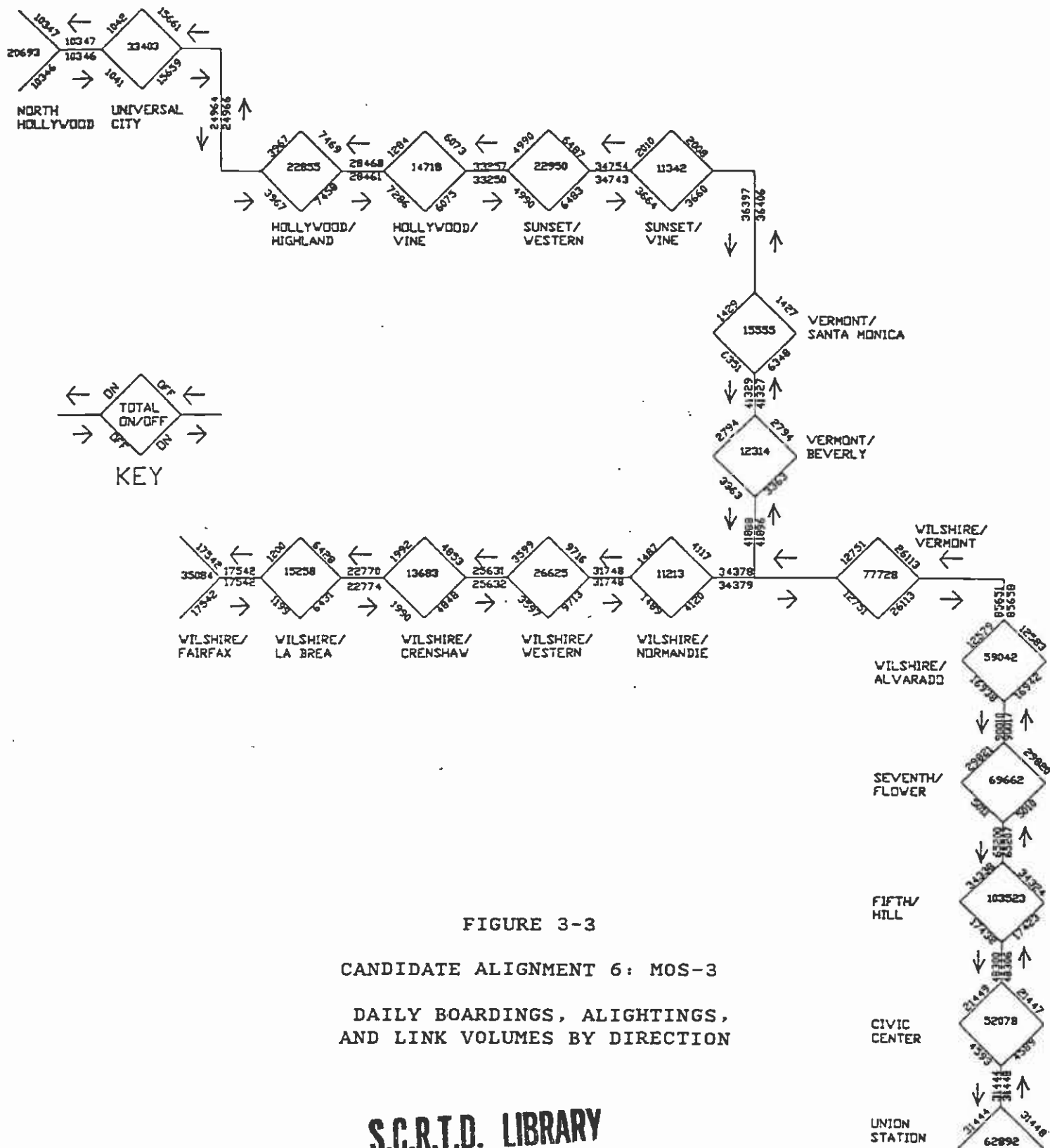
TABLE 3-4.6
PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
MODE OF DEPARTURE
CANDIDATE ALIGNMENT 6: MOS-3

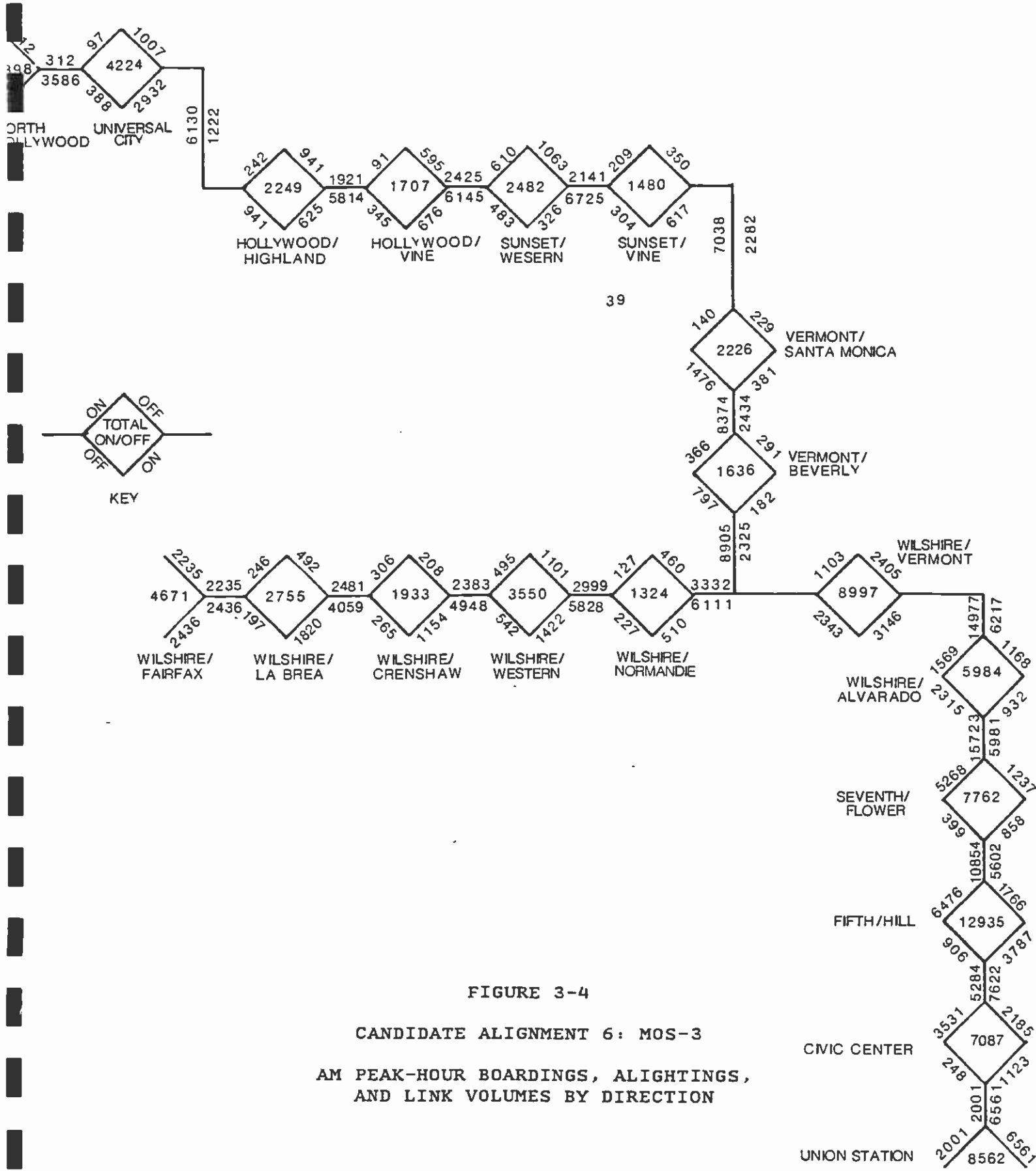
STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	444	1347	340	3306	5437
CIVIC CENTER	671	0	0	1466	2137
FIFTH/HILL	1369	0	0	1641	3010
SEVENTH/FLOWER	483	0	0	1478	1961
WILSHIRE/ALVARADO	1922	0	445	922	3289
WILSHIRE/VERMONT	1978	0	476	2072	4526
WILSHIRE/NORMANDIE	396	0	229	44	669
WILSHIRE/WESTERN	353	0	266	1018	1637
WILSHIRE/CRENSHAW	194	0	376	438	1008
WILSHIRE/LA BREA	140	0	230	778	1148
WILSHIRE/FAIRFAX	150	1131	192	1162	2635
UNIVERSAL CITY	54	658	110	1596	2418
NORTH HOLLYWOOD	19	562	87	1329	1997
VERMONT/BEVERLY	141	0	27	490	658
VERMONT/SANTA MONICA	257	0	34	665	956
VERMONT/SUNSET	87	0	40	447	574
SUNSET/WESTERN	270	0	76	867	1213
HOLLYWOOD/VINE	401	0	118	294	813
HOLLYWOOD/HIGHLAND	460	0	62	446	968
TOTAL	9,789	3,698	3,108	20,459	37,054

TABLE 3-5

BUS SYSTEM CHARACTERISTICS
 CANDIDATE ALIGNMENT 6: MOS-3

Company	Peak Bus Requirement	Annual VMT	Annual VHT	Annual Passengers
RTD	1,886	100,295,879	7,749,792	464,944,298
All Others	554	30,453,587	2,439,414	106,728,268
Total	2,440	131,249,466	10,189,206	571,672,566





3.2 CANDIDATE ALIGNMENT 6: MOS-2

The MOS-2 configuration of Alignment 6 has temporary terminals at Wilshire/Western and Sunset/Vine stations and is comprised of the 13 stations shown in Figure 3-5 and listed in Table 3-6. Figure 3-6 diagrams the bus route/rail station intercept scheme for which individual line modifications to the network coding are described in Table 3-7.

Tables 3-8, 3-9, and 3-10 summarize estimated mode choice, rail station boardings (from Mode-of-Arrival) and bus system characteristics for the operable segment as simulated. Additional network summary statistics may be found in Section 4. The disposition of all input/output datasets involved in this forecast simulation are provided in the form of a flowchart and accompanying dataset directory in Section 5.



FIGURE 3-5
PROJECT OVERVIEW
CANDIDATE ALIGNMENT 6: MOS-2

TABLE 3-6

CANDIDATE ALIGNMENT 6: MOS-2 STATIONS

TRUNK	<P> UNION STATION CIVIC CENTER 5TH/HILL 7TH/FLOWER WILSHIRE/ALVARADO WILSHIRE/VERMONT
WEST BRANCH	WILSHIRE/NORMANDIE WILSHIRE/WESTERN
VALLEY BRANCH	VERMONT/BEVERLY VERMONT/SANTA MONICA SUNSET/VERMONT SUNSET/WESTERN HOLLYWOOD/VINE

<P> Park-and-Ride stations. All Park-and-Ride stations are also Kiss-and-Ride stations. Additionally all stations west of 7th/Flower are Kiss-and-Ride stations.

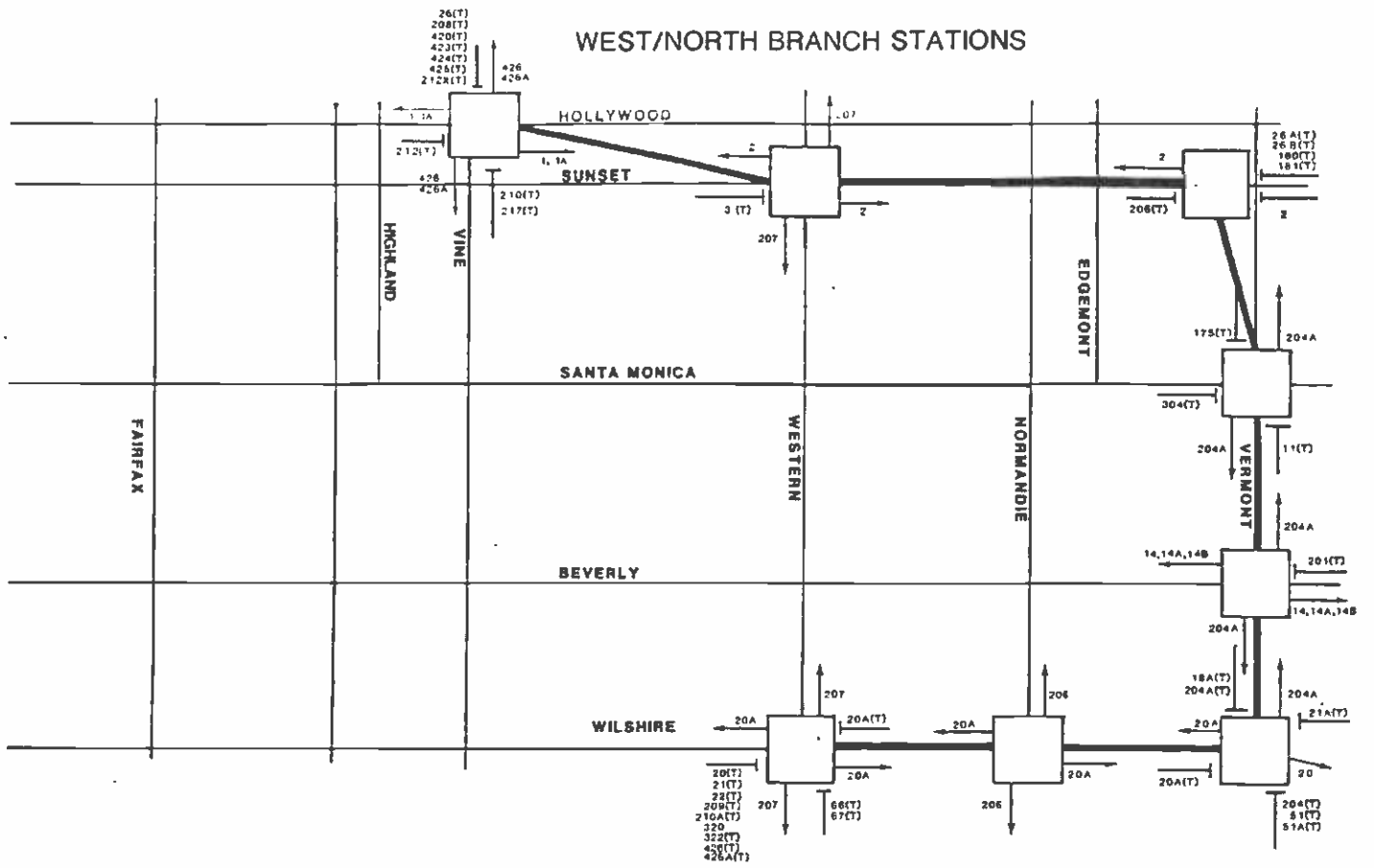


FIGURE 3-6
CANDIDATE ALIGNMENT 6: MOS-2
BUS/STATION INTERFACE

- STATION
- ├── ROUTE TERMINUS
- ROUTE CONNECTION (THROUGH ROUTE)

TABLE 3-7

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2)

LINE #	BUS ROUTE / o CODED DESCRIPTION
<WEST/NORTH BRANCH LINES>	
3	SUNSET BLVD., BEVERLY DR. - BEVERLY HILLS o Service terminated on Sunset at the Sunset/Western station.
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Shifts to a short-line operation at Western, terminating at Wilshire/Western. short-line headways are ten minutes compared to nine minutes for regular service.
21	WILSHIRE BLVD., UCLA - WESTWOOD TO LA-CBD o Service terminated at the Wilshire/Western station.
22	WILSHIRE BLVD., UCLA - SANTA MONICA TO LA-CBD o Service terminated at the Wilshire/Western station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE. o Franklin Ave. service turns south on Vine and terminates at the Hollywood/Vine station, accounting for approximately half of the service frequency with the other half intercepting the Sunset/Vermont station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at 8th/Western, north on Western two blocks to the Wilshire/Western station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at 8th/Western, north on Western two blocks to the Wilshire/Western station.

TABLE 3-7 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2)

LINE #	BUS ROUTE / o CODED DESCRIPTION
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vermont station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DR. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vermont station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE o Service from Silverlake terminated at the Vermont/Beverly station.
204	VERMONT AVE. - USC TO LA-CBD o Full-frequency service suspended at Wilshire/Vermont station with headways doubled for a short-line operation along Vermont; serving Vermont/Beverly, Vermont/Santa Monica, Sunset/Vermont stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Hollywood/Vine station at its southernmost terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilshire/Wilton Pl. (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western station.
210	VINE ST., CRENSHAW BLVE. - HOLLYWOOD TO LAWDALE o Regular service terminates at the Hollywood/Vine station. An additional short-line spur operating at half-hour headways feeds the Wilshire/Western station.

TABLE 3-7 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2)

LINE #	BUS ROUTE / o CODED DESCRIPTION
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD <ul style="list-style-type: none"> o Regular service route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Vine station. A continuing segment covers the remainder of regular service to the Lincoln St. & Empire Ave. turnaround in Burbank.
217	FAIRFAX, HOLLYWOOD BLVD. <ul style="list-style-type: none"> o Service terminates on Hollywood Blvd. at the Hollywood/Vine station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD <ul style="list-style-type: none"> o Service to downtown terminates at the Vermont/Santa Monica station.
320	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD <ul style="list-style-type: none"> o Service terminates at the Wilshire/Western station.
322	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD <ul style="list-style-type: none"> o Service terminates at the Wilshire/Western station.
<VALLEY BRANCH LINES>	
420	(EXPRESS) LA-CBD, VAN NUYS, NORTHRIDGE <ul style="list-style-type: none"> o Express service routed south through Cahuenga Pass via Cahuenga Blvd. to Highland then east on Hollywood Blvd. and south on Vine to the Hollywood/Vine station.
423	(EXPRESS) LA, WOODLAND HILLS, WESTLAKE VILLAGE <ul style="list-style-type: none"> o Routed south on Hollywood Fwy. exiting at Highland then east on Hollywood Blvd and south on Vine to a terminus at the Hollywood/Vine station.

TABLE 3-7 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2)

LINE #	BUS ROUTE / o CODED DESCRIPTION
424	<p>(EXPRESS) LA-CBD, VENTURA BLVD.</p> <ul style="list-style-type: none"> o Routed south on Hollywood Fwy. exiting at Highland then east on Hollywood Blvd and south on Vine to a terminus at the Hollywood/Vine station.
425	<p>(EXPRESS) LA-CBD, VENTURA BLVD.</p> <ul style="list-style-type: none"> o Express service exits the Hollywood Fwy at Highland and continues east on Franklin to Hollywood to a terminus at the Hollywood/Vine station.
426	<p>(EXPRESS) LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY</p> <ul style="list-style-type: none"> o Express service exits the Hollywood Fwy at Cahuenga and continues south on Vine-Rossmore to Wilshire, and turns east on Wilshire to the Wilshire/Western station. service headways are approximately 15/15 minutes(am/pm).
427	<p>(EXPRESS) LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK</p> <ul style="list-style-type: none"> o Routed south on Hollywood Fwy. exiting at Highland then east on Hollywood Blvd to a terminus at the Hollywood/Vine station.

TABLE 3-8

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 6: MOS-2
 (PNR AT LIMITED STATIONS)

Trip Purpose	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	561,352	6.08
Home-Based Non-Work (2)	25,744,944	821,969	3.19
Non-Home-Based Other-Other (3)	10,695,989	162,890	1.52
Non-Home-Based Other-Other (3)	4,313,397	91,010	2.11
Total (2+3+4)	40,754,330	1,075,869	2.64
Total Trips (1+2+3+4)	49,989,286	1,637,221	3.28

TABLE 3-9.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 6: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,911	5,436	1,339	23,215	33,901
CIVIC CENTER	12,545	0	0	11,712	24,257
FIFTH/HILL	27,894	0	0	18,298	46,192
SEVENTH/FLOWER	8,646	0	0	21,437	30,083
WILSHIRE/ALVARADO	17,515	0	3,605	7,445	28,565
WILSHIRE/VERMONT	16,664	0	3,428	16,409	36,501
WILSHIRE/NORMANDIE	2,470	0	1,777	965	5,212
WILSHIRE/WESTERN	3,452	0	2,727	10,673	16,852
VERMONT/BEVERLY	1992	0	782	4299	7,073
VERMONT/SANTA MONICA	2,839	0	218	4,143	7,200
VERMONT/SUNSET	1,429	0	384	3,928	5,741
SUNSET/WESTERN	3066	0	621	5,752	9,439
HOLLYWOOD/VINE	6398	0	1512	15617	23,527
TOTAL	108,821	5,436	16,393	143,893	274,543

TABLE 3-9.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 6: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,909	3,736	1,407	21,836	30,888
CIVIC CENTER	12,456	0	0	11,736	24,192
FIFTH/HILL	27,591	0	0	18,303	45,894
SEVENTH/FLOWER	8,593	0	0	21,388	29,981
WILSHIRE/ALVARADO	17,493	0	3,605	7,441	28,539
WILSHIRE/VERMONT	16,622	0	3,428	16,392	36,442
WILSHIRE/NORMANDIE	2,465	0	1,777	964	5,206
WILSHIRE/WESTERN	3,440	0	2,727	10,660	16,827
VERMONT/BEVERLY	1988	0	782	4289	7,059
VERMONT/SANTA MONICA	2,835	0	218	4,140	7,193
VERMONT/SUNSET	1,420	0	384	3,932	5,736
SUNSET/WESTERN	3059	0	621	5745	9,425
HOLLYWOOD/VINE	6393	0	1512	14626	22,531
TOTAL	108,264	3,736	16,461	141,452	269,913

TABLE 3-9.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 6: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	112	27	1,367	1,946
CIVIC CENTER	2,097	0	0	1,245	3,342
FIFTH/HILL	4,610	0	0	2,607	7,217
SEVENTH/FLOWER	1,358	0	0	3,064	4,422
WILSHIRE/ALVARADO	1,622	0	169	541	2,332
WILSHIRE/VERMONT	1,654	0	149	1,407	3,210
WILSHIRE/NORMANDIE	254	0	82	115	451
WILSHIRE/WESTERN	459	0	128	1,088	1,675
VERMONT/BEVERLY	213	0	37	453	703
VERMONT/SANTA MONICA	279	0	10	333	622
VERMONT/SUNSET	272	0	19	344	635
SUNSET/WESTERN	338	0	30	479	847
HOLLYWOOD/VINE	715	0	58	986	1,759
TOTAL	14,311	112	709	14,029	29,161

TABLE 3-9.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 6: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	430	1,331	331	3,610	5,702
CIVIC CENTER	625	0	0	1,434	2,059
FIFTH/HILL	1,224	0	0	1,508	2,732
SEVENTH/FLOWER	428	0	0	1,406	1,834
WILSHIRE/ALVARADO	1,880	0	443	877	3,200
WILSHIRE/VERMONT	1,890	0	474	1,946	4,310
WILSHIRE/NORMANDIE	325	0	225	53	603
WILSHIRE/WESTERN	391	0	334	1,309	2,034
VERMONT/BEVERLY	168	0	96	549	813
VERMONT/SANTA MONICA	231	0	28	612	871
VERMONT/SUNSET	66	0	44	503	613
SUNSET/WESTERN	219	0	73	707	999
HOLLYWOOD/VINE	585	0	247	2556	3,388
TOTAL	8,462	1,331	2,295	17,070	29,158

TABLE 3-9.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 6: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	112	31	1,341	1,924
CIVIC CENTER	2,073	0	0	1,244	3,317
FIFTH/HILL	4,534	0	0	2,606	7,140
SEVENTH/FLOWER	1,344	0	0	3,052	4,396
WILSHIRE/ALVARADO	1,616	0	169	540	2,325
WILSHIRE/VERMONT	1,644	0	149	1,403	3,196
WILSHIRE/NORMANDIE	253	0	82	115	450
WILSHIRE/WESTERN	456	0	128	1,085	1,669
VERMONT/BEVERLY	212	0	37	450	699
VERMONT/SANTA MONICA	278	0	10	332	620
VERMONT/SUNSET	270	0	19	344	633
SUNSET/WESTERN	336	0	30	477	843
HOLLYWOOD/VINE	714	0	58	968	1,740
TOTAL	14,170	112	713	13,957	28,952

TABLE 3-9.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 6: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	430	1,331	337	3,258	5,356
CIVIC CENTER	624	0	0	1,437	2,061
FIFTH/HILL	1,218	0	0	1,509	2,727
SEVENTH/FLOWER	427	0	0	1,405	1,832
WILSHIRE/ALVARADO	1,880	0	443	877	3,200
WILSHIRE/VERMONT	1,889	0	474	1,946	4,309
WILSHIRE/NORMANDIE	325	0	225	53	603
WILSHIRE/WESTERN	390	0	334	1,309	2,033
VERMONT/BEVERLY	168	0	96	549	813
VERMONT/SANTA MONICA	231	0	28	612	871
VERMONT/SUNSET	66	0	44	503	613
SUNSET/WESTERN	218	0	73	707	998
HOLLYWOOD/VINE	585	0	247	2302	3,134
TOTAL	8,451	1,331	2,301	16,467	28,550

TABLE 3-10

BUS SYSTEM CHARACTERISTICS
 CANDIDATE ALIGNMENT 6: MOS-2

Company	Peak Bus Requirement	Annual VMT	Annual VHT	Annual Passengers
RTD	2,058	105,489,372	8,008,468	486,134,656
All Others	562	31,358,604	2,469,636	58,521,069
Total	2,440	131,249,466	10,189,206	544,655,725

3.3 CANDIDATE ALIGNMENT 6: MOS-2A

The MOS-2A configuration of Alignment 6 has temporary terminals at Wilshire/Western and Universal City stations and is comprised of the 15 stations shown in Figure 3-7 and listed in Table 3-11. Figure 3-8 diagrams the bus route/rail station intercept scheme for which individual line modifications to the network coding are described in Table 3-12.

Tables 3-13, 3-14, and 3-15 summarize estimated mode choice, rail station boardings (from Mode-of-Arrival) and bus system characteristics for the operable segment as simulated. Additional network summary statistics may be found in Section 4. The disposition of all input/output datasets involved in this forecast simulation are provided in the form of a flowchart and accompanying dataset directory in Section 5.

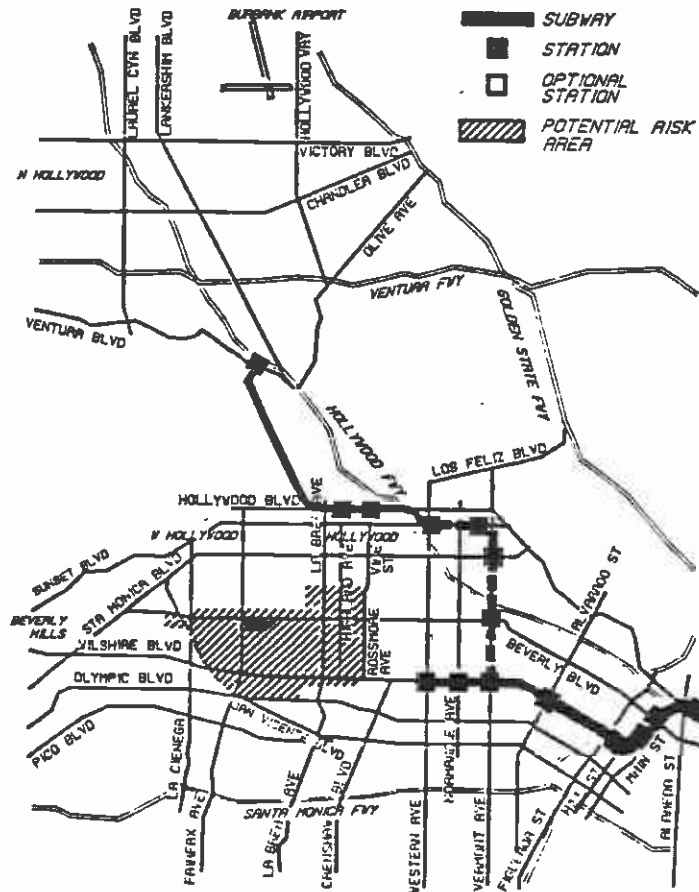


FIGURE 3-7
PROJECT OVERVIEW
CANDIDATE ALIGNMENT 6: MOS-2A

TABLE 3-11

CANDIDATE ALIGNMENT 6: MOS-2A STATIONS

TRUNK	<P> UNION STATION CIVIC CENTER 5TH/HILL 7TH/FLOWER WILSHIRE/ALVARADO WILSHIRE/VERMONT
WEST BRANCH	WILSHIRE/NORMANDIE WILSHIRE/WESTERN
VALLEY BRANCH	VERMONT/BEVERLY VERMONT/SANTA MONICA SUNSET/VERMONT SUNSET/WESTERN HOLLYWOOD/VINE HOLLYWOOD/HIGHLAND <P> UNIVERSAL CITY

<P> Park-and-Ride stations. All Park-and-Ride stations are also Kiss-and-Ride stations. Additionally all stations west of 7th/Flower are Kiss-and-Ride stations.

TABLE 3-12

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2A)

LINE #	BUS ROUTE / o CODED DESCRIPTION
<WEST/NORTH BRANCH LINES>	
3	SUNSET BLVD., BEVERLY DR. - BEVERLY HILLS
	o Service terminated on Sunset at the Sunset/Western station.
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
	o Shifts to a short-line operation at Western, terminating at Wilshire/Vermont. Short-line headways are ten minutes compared to nine minutes for regular service.
21	WILSHIRE BLVD., UCLA - WESTWOOD TO LA-CBD
	o Service terminated at the Wilshire/Western station.
22	WILSHIRE BLVD., UCLA - SANTA MONICA TO LA-CBD
	o Service terminated at the Wilshire/Western station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
	o Franklin Ave. service turns south on Vine and terminates at the Hollywood/Vine station, accounting for half of the service frequency with the other half intercepting the Sunset/Vermont station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
	o Route extended from its current terminus at 8th/Western, north on Western two blocks to the Wilshire/Western station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
	o Route extended from its current terminus at 8th/Western, north on Western two blocks to the Wilshire/Western station.

TABLE 3-12 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2A)

LINE #	BUS ROUTE / o CODED DESCRIPTION
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vermont station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DR. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vermont station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE o Service from Silverlake terminated at the Vermont/Beverly station.
204	VERMONT AVE. - USC TO LA-CBD o Full-frequency service suspended at Wilshire/Vermont station with headways doubled for a short-line operation along Vermont; serving Vermont/Beverly, Vermont/Santa Monica, Sunset/Vermont stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Hollywood/Vine station at its southernmost terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilshire/Wilton pl. (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western station.
210	VINE ST., CRENSHAW BLVE. - HOLLYWOOD TO LAWNSDALE o Regular service turns around at the Hollywood/Vine station. an additional short-line spur operating at half hour headways feeds the Wilshire/Western station.

TABLE 3-12 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2A)

LINE #	BUS ROUTE / o CODED DESCRIPTION
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD <ul style="list-style-type: none"> o Regular service route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Highland station. A continuing segment covers the remainder of regular service from Hollywood/Vine to the Lincoln St. & Empire Ave. turnaround in Burbank.
217	FAIRFAX, HOLLYWOOD BLVD. <ul style="list-style-type: none"> o Service turns east off Fairfax onto Sunset to Vine, and north on Vine to a terminus at the Hollywood/Vine station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD <ul style="list-style-type: none"> o Service to downtown terminates at the Vermont/Santa Monica station.
320	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD <ul style="list-style-type: none"> o Service terminates at the Wilshire/Western station.
322	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD <ul style="list-style-type: none"> o Service terminates at the Wilshire/Western station.
<VALLEY BRANCH LINES>	
228	COLDWATER CANYON, SHELDON ST., LANKERSHIM <ul style="list-style-type: none"> o Service terminates at the Universal City station.
420	(EXPRESS) LA-CBD, VAN NUYS, NORTHRIDGE <ul style="list-style-type: none"> o Full service replaced by a limited-stop operation feeding the Universal City station via Lankershim.

TABLE 3-12 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2A)

LINE #	BUS ROUTE / o CODED DESCRIPTION
423	(EXPRESS) LA, WOODLAND HILLS, WESTLAKE VILLAGE o Service terminates at the Universal City station.
424	(EXPRESS) LA-CBD, VENTURA BLVD. o Full service replaced by a limited-stop operation feeding the Universal City station via Lankershim.
425	(EXPRESS) LA-CBD, VENTURA BLVD. o Full service replaced by a limited-stop operation feeding the Universal City station via Vineland and Ventura blvd.
426	(EXPRESS) LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY o Full service replaced by a limited-stop operation feeding the Universal City station via Vineland and Ventura Blvd.
427	(EXPRESS) LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK o Full service replaced by a limited-stop operation feeding the Universal City station via Vineland and Ventura Blvd.

TABLE 3-13

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 6: MOS-2A
 (PNR AT LIMITED STATIONS)

Trip Purpose	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	564,553	6.11
Home-Based Non-Work (2)	25,744,944	827,072	3.21
Non-Home-Based Other-Other (3)	10,695,989	162,944	1.52
Non-Home-Based Other-Other (3)	4,313,397	91,200	2.11
Total (2+3+4)	40,754,330	1,081,216	2.65
Total Trips (1+2+3+4)	49,989,286	1,645,769	3.28

TABLE 3-14.1
 DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 CANDIDATE ALIGNMENT 6: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3941	5465	1353	23357	34116
CIVIC CENTER	13097	0	0	11504	24601
5TH/HILL	29487	0	0	18807	48294
7TH/FLOWER	9032	0	0	22561	31593
WILSHIRE/ALVARADO	17632	0	3612	7542	28786
WILSHIRE/VERMONT	16872	0	3429	16267	36568
WILSHIRE/NORMANDIE	2492	0	1833	646	4971
WILSHIRE/WESTERN	3450	0	1706	10920	16076
UNIVERSAL CITY	895	3965	693	17978	23531
VERMONT/BEVERLY	1935	0	210	4908	7053
VERMONT/SANTA MONICA	2969	0	283	3783	7035
VERMONT/SUNSET	1617	0	361	3912	5890
SUBSET/WESTERN	3499	0	781	7033	11313
HOLLYWOOD/VINE	3776	0	1236	3071	8083
HOLLYWOOD/HIGHLAND	5446	0	458	5612	11516
TOTAL	116140	9430	15955	157901	299426

TABLE 3-14.2
 DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
 CANDIDATE ALIGNMENT 6: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3939	3744	1423	21976	31082
CIVIC CENTER	13012	0	0	11528	24540
5TH/HILL	29197	0	0	18812	48009
7TH/FLOWER	8990	0	0	22520	31510
WILSHIRE/ALVARADO	17614	0	3612	7540	28766
WILSHIRE/VERMONT	16840	0	3429	16251	36520
WILSHIRE/NORMANDIE	2489	0	1833	646	4968
WILSHIRE/WESTERN	3437	0	1706	10906	16049
UNIVERSAL CITY	893	3241	712	18069	22915
VERMONT/BEVERLY	1933	0	210	4901	7044
VERMONT/SANTA MONICA	2964	0	283	3781	7028
VERMONT/SUNSET	1612	0	361	3919	5892
SUBSET/WESTERN	3495	0	781	7027	11303
HOLLYWOOD/VINE	3772	0	1236	3069	8077
HOLLYWOOD/HIGHLAND	5432	0	458	5598	11488
TOTAL	110187	6985	16044	156543	289759

TABLE 3-14.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 6: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	444	128	27	1382	1981
CIVIC CENTER	2182	0	0	1251	3433
5TH/HILL	4829	0	0	2703	7532
7TH/FLOWER	1402	0	0	3217	4619
WILSHIRE/ALVARADO	1640	0	169	555	2364
WILSHIRE/VERMONT	1668	0	149	1402	3219
WILSHIRE/NORMANDIE	259	0	84	81	424
WILSHIRE/WESTERN	460	0	79	1109	1648
UNIVERSAL CITY	180	72	15	1064	1331
VERMONT/BEVERLY	222	0	10	563	795
VERMONT/SANTA MONICA	300	0	13	286	599
VERMONT/SUNSET	291	0	18	334	643
SUBSET/WESTERN	357	0	37	622	1016
HOLLYWOOD/VINE	388	0	56	334	778
HOLLYWOOD/HIGHLAND	641	0	18	743	1402
TOTAL	15263	200	675	15646	31784

TABLE 3-14.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 6: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	434	1337	334	3632	5737
CIVIC CENTER	647	0	0	1370	2017
5TH/HILL	1296	0	0	1537	2833
7TH/FLOWER	447	0	0	1452	1899
WILSHIRE/ALVARADO	1887	0	444	885	3216
WILSHIRE/VERMONT	1920	0	476	1943	4339
WILSHIRE/NORMANDIE	326	0	232	37	595
WILSHIRE/WESTERN	388	0	211	1337	1936
UNIVERSAL CITY	35	1016	168	2682	3901
VERMONT/BEVERLY	139	0	27	577	743
VERMONT/SANTA MONICA	236	0	34	603	873
VERMONT/SUNSET	79	0	41	497	617
SUBSET/WESTERN	266	0	94	832	1192
HOLLYWOOD/VINE	424	0	160	296	880
HOLLYWOOD/HIGHLAND	484	0	72	436	992
TOTAL	9008	2353	2293	18116	31770

TABLE 3-14.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 6: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	444	112	31	1356	1943
CIVIC CENTER	2160	0	0	1250	3410
5TH/HILL	4755	0	0	2702	7457
7TH/FLOWER	1392	0	0	3207	4599
WILSHIRE/ALVARADO	1636	0	169	555	2360
WILSHIRE/VERMONT	1660	0	149	1398	3207
WILSHIRE/NORMANDIE	258	0	84	81	423
WILSHIRE/WESTERN	457	0	79	1106	1642
UNIVERSAL CITY	179	72	16	1069	1336
VERMONT/BEVERLY	221	0	10	561	792
VERMONT/SANTA MONICA	299	0	13	285	597
VERMONT/SUNSET	290	0	18	334	642
SUBSET/WESTERN	356	0	37	621	1014
HOLLYWOOD/VINE	386	0	56	333	775
HOLLYWOOD/HIGHLAND	637	0	18	740	1395
TOTAL	15130	184	680	15598	31592

TABLE 3-14.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 6: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	434	1337	341	3280	5392
CIVIC CENTER	645	0	0	1373	2018
5TH/HILL	1290	0	0	1538	2828
7TH/FLOWER	446	0	0	1452	1898
WILSHIRE/ALVARADO	1886	0	444	885	3215
WILSHIRE/VERMONT	1919	0	476	1943	4338
WILSHIRE/NORMANDIE	326	0	232	37	595
WILSHIRE/WESTERN	388	0	211	1337	1936
UNIVERSAL CITY	35	1016	170	2691	3912
VERMONT/BEVERLY	139	0	27	577	743
VERMONT/SANTA MONICA	236	0	34	603	873
VERMONT/SUNSET	79	0	41	497	617
SUBSET/WESTERN	266	0	94	832	1192
HOLLYWOOD/VINE	424	0	160	296	880
HOLLYWOOD/HIGHLAND	483	0	72	436	991
TOTAL	8996	2353	2302	17777	31428

TABLE 3-15

BUS SYSTEM CHARACTERISTICS
 CANDIDATE ALIGNMENT 6: MOS-2A

Company	Peak Bus Requirement	Annual VMT	Annual VHT	Annual Passengers
RTD	2,014	104,048,486	8,053,362	486,722,739
All Others	562	31,394,737	2,414,278	108,639,410
Total	2,576	135,443,223	10,467,640	595,362,149

3.4 CANDIDATE ALIGNMENT 6: MOS-2B

the MOS-2B configuration of Alignment 6 has temporary terminals at Wilshire/Western and Universal City stations and is comprised of the 13 stations shown in Figure 3-9 and listed in Table 3-16. Figure 3-10 diagrams the bus route/rail station intercept scheme for which individual line modifications to the network coding are described in Table 3-17.

Tables 3-18, 3-19, and 3-20 summarize estimated mode choice, rail station boardings (from Mode-of-Arrival) and bus system characteristics for the operable segment as simulated. Additional network summary statistics may be found in Section 4. The disposition of all input/output datasets involved in this forecast simulation are provided in the form of a flowchart and accompanying dataset directory in Section 5.

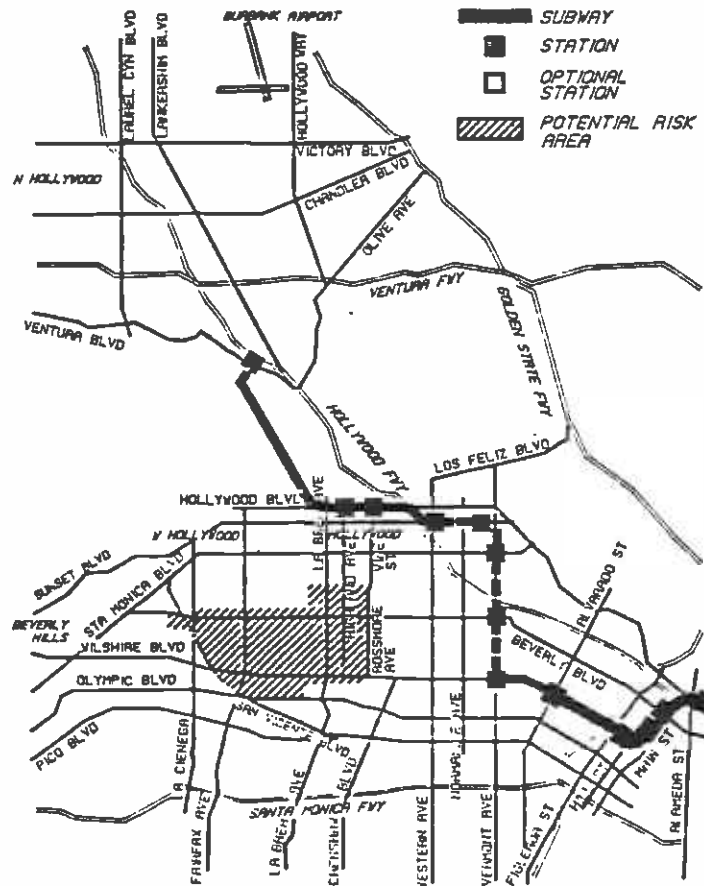


FIGURE 3-9
PROJECT OVERVIEW
CANDIDATE ALIGNMENT 6: MOS-2B

TABLE 3-16

CANDIDATE ALIGNMENT 6: MOS-2B STATIONS

TRUNK	<P> UNION STATION CIVIC CENTER 5TH/HILL 7TH/FLOWER WILSHIRE/ALVARADO WILSHIRE/VERMONT
VALLEY BRANCH	VERMONT/BEVERLY VERMONT/SANTA MONICA SUNSET/VERMONT SUNSET/WESTERN HOLLYWOOD/VINE HOLLYWOOD/HIGHLAND <P> UNIVERSAL CITY

<P> Park-and-Ride stations. All Park-and-Ride stations are also Kiss-and-Ride stations. Additionally all stations west of 7th/Flower are Kiss-and-Ride stations.

WEST/NORTH BRANCH STATIONS

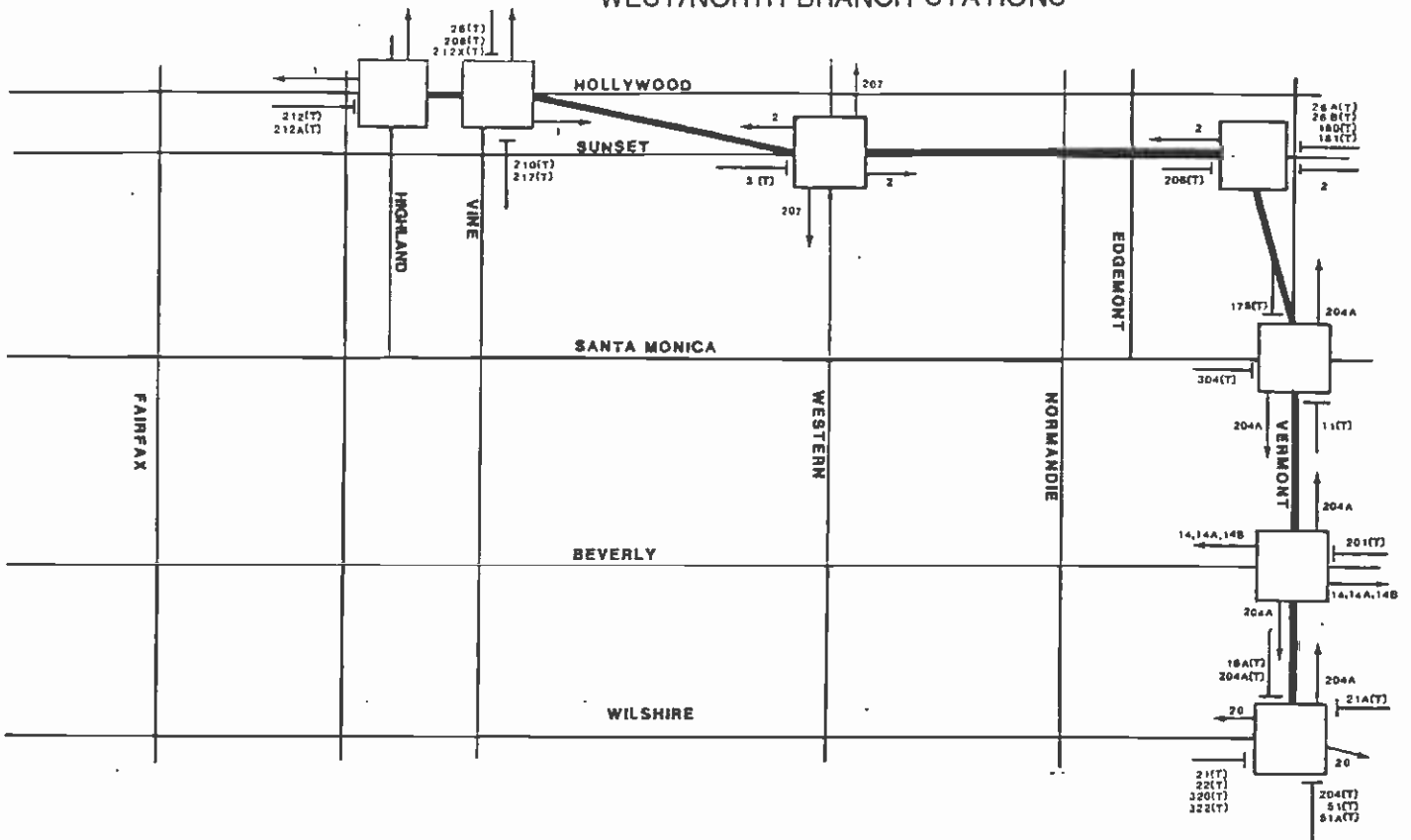


FIGURE 3-10

CANDIDATE ALIGNMENT 6: MOS-2B
BUS/STATION INTERFACE

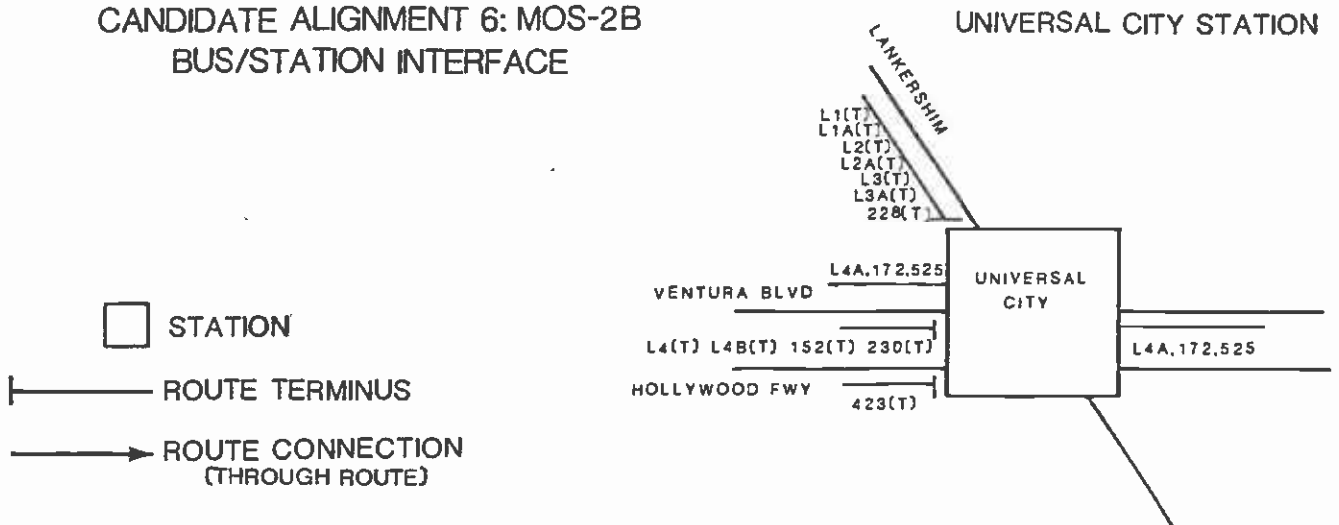


TABLE 3-17

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2B)

LINE #	BUS ROUTE / o CODED DESCRIPTION
<WEST/NORTH BRANCH LINES>	
3	SUNSET BLVD., BEVERLY DR. - BEVERLY HILLS o Service terminated on Sunset at the Sunset/Western station.
21	WILSHIRE BLVD., UCLA - WESTWOOD TO LA-CBD o Service terminated at the Wilshire/Vermont station.
22	WILSHIRE BLVD., UCLA - SANTA MONICA TO LA-CBD o Service terminated at the Wilshire/Vermont station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE. o Franklin Ave. service turns south on Vine and terminates at the Hollywood/Vine station, accounting for half of the service frequency with the other half intercepting the Sunset/Vermont station via Sunset blvd.
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vermont station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DR. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vermont station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE o Service from Silverlake terminated at the Vermont/Beverly station.

TABLE 3-17 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2B)

LINE #	BUS ROUTE / o CODED DESCRIPTION
204	VERMONT AVE. - USC TO LA-CBD o Full-frequency service suspended at Wilshire/Vermont station with headways doubled for a short-line operation along Vermont; serving Vermont/Beverly, Vermont/Santa Monica stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Hollywood/Vine station at its southernmost terminus.
210	VINE ST., CRENSHAW BLVE. - HOLLYWOOD TO LAWDALE o Regular service turns around at the Hollywood/Vine station.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD o Regular service route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/ Highland station. A continuing segment covers the remainder of regular service from the Hollywood/Vine station to the Lincoln St. & Empire Ave. turnaround in Burbank.
217	FAIRFAX, HOLLYWOOD BLVD. o Service turns east off Fairfax onto Sunset to Vine and north on Vine to a terminus at the Hollywood/Vine station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD o Service to downtown terminates at the Vermont/Santa Monica station.
320	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service terminates at the Wilshire/Vermont station.

TABLE 3-17 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 6: MOS-2B)

LINE #	BUS ROUTE / o CODED DESCRIPTION
322	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service terminates at the Wilshire/Vermont station.
<VALLEY BRANCH LINES>	
228	COLDWATER CANYON, SHELDON ST., LANKERSHIM o Service terminates at the Universal City station.
420	(EXPRESS) LA-CBD, VAN NUYS, NORTHRIDGE o Full service replaced by a limited-stop operation feeding the Universal City station via Lankershim.
423	(EXPRESS) LA, WOODLAND HILLS, WESTLAKE VILLAGE o Service terminates at the Universal City station.
424	(EXPRESS) LA-CBD, VENTURA BLVD. o Full service replaced by a limited-stop operation feeding the Universal City station via Lankershim.
425	(EXPRESS) LA-CBD, VENTURA BLVD. o Full service replaced by a limited-stop operation feeding the Universal City station via Vineland and Ventura Blvd.
426	(EXPRESS) LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY o Full service replaced by a limited-stop operation feeding the Universal City station via Vineland and Ventura Blvd.
427	(EXPRESS) LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK o Full service replaced by a limited-stop operation feeding the Universal City station via Vineland and Ventura Blvd.

TABLE 3-18

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 6: MOS-2B
 (PNR AT LIMITED STATIONS)

Trip Purpose	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	568,659	6.16
Home-Based Non-Work (2)	25,744,944	833,272	3.24
Non-Home-Based Other-Other (3)	10,695,989	163,654	1.52
Non-Home-Based Other-Other (3)	4,313,397	91,418	2.12
Total (2+3+4)	40,754,330	1,088,344	2.67
Total Trips (1+2+3+4)	49,989,286	1,657,003	3.3

TABLE 3-19.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 6: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,258	5,285	1,269	19,767	29,579
CIVIC CENTER	11,656	0	0	11,157	22,813
FIFTH/HILL	26,951	0	0	17,035	43,986
SEVENTH/FLOWER	7,886	0	0	21,215	29,101
WILSHIRE/ALVARADO	12,907	0	2,960	7,081	22,948
WILSHIRE/VERMONT	16,999	0	2,979	27,953	47,931
UNIVERSAL CITY	987	4,311	744	20,550	26,592
VERMONT/BEVERLY	4,721	0	1,161	8,850	14,732
VERMONT/SANTA MONICA	5,161	0	812	7,224	13,197
VERMONT/SUNSET	2,244	0	114	5,298	7,656
SUNSET/WESTERN	4,440	0	1,399	8,647	14,486
HOLLYWOOD/VINE	3,771	0	1,635	3,690	9,096
HOLLYWOOD/HIGHLAND	6,494	0	656	6,476	13,626
TOTAL	107,475	9,596	13,729	164,943	295,743

TABLE 3-19.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 6: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,255	3,714	1,340	18,254	26,563
CIVIC CENTER	11,566	0	0	11,178	22,744
FIFTH/HILL	26,680	0	0	17,038	43,718
SEVENTH/FLOWER	7,841	0	0	21,168	29,009
WILSHIRE/ALVARADO	12,888	0	2,960	7,078	22,926
WILSHIRE/VERMONT	16,958	0	2,927	27,905	47,790
UNIVERSAL CITY	985	3,022	759	20,656	25,422
VERMONT/BEVERLY	4,718	0	1,161	8,839	14,718
VERMONT/SANTA MONICA	5,155	0	812	7,220	13,187
VERMONT/SUNSET	2,236	0	114	5,298	7,648
SUNSET/WESTERN	4,436	0	1,399	8,640	14,475
HOLLYWOOD/VINE	3,767	0	1,635	3,687	9,089
HOLLYWOOD/HIGHLAND	6,475	0	656	6,454	13,585
TOTAL	106,960	6,736	13,763	163,415	290,874

TABLE 3-19.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 6: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	409	110	26	1,206	1,751
CIVIC CENTER	2,063	0	0	1,227	3,290
FIFTH/HILL	4,607	0	0	2,579	7,186
SEVENTH/FLOWER	1,307	0	0	3,134	4,441
WILSHIRE/ALVARADO	1,388	0	138	579	2,105
WILSHIRE/VERMONT	1,623	0	113	2,643	4,379
UNIVERSAL CITY	199	78	16	1,228	1,521
VERMONT/BEVERLY	546	0	55	969	1,570
VERMONT/SANTA MONICA	508	0	38	549	1,095
VERMONT/SUNSET	392	0	5	452	849
SUNSET/WESTERN	406	0	66	785	1,257
HOLLYWOOD/VINE	367	0	74	381	822
HOLLYWOOD/HIGHLAND	699	0	26	839	1,564
TOTAL	14,514	188	557	16,571	31,830

TABLE 3-19.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 6: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	351	1,292	313	3,277	5,233
CIVIC CENTER	511	0	0	1,336	1,847
FIFTH/HILL	1,126	0	0	1,422	2,548
SEVENTH/FLOWER	366	0	0	1,368	1,734
WILSHIRE/ALVARADO	1,291	0	364	804	2,459
WILSHIRE/VERMONT	2,150	0	472	3,336	5,958
UNIVERSAL CITY	38	1,106	181	3,050	4,375
VERMONT/BEVERLY	318	0	139	993	1,450
VERMONT/SANTA MONICA	466	0	99	1,022	1,587
VERMONT/SUNSET	130	0	14	652	796
SUNSET/WESTERN	424	0	171	971	1,566
HOLLYWOOD/VINE	434	0	212	358	1,004
HOLLYWOOD/HIGHLAND	662	0	102	508	1,272
TOTAL	8,267	2,398	2,067	19,097	31,829

TABLE 3-19.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 6: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	408	110	29	1,174	1,721
CIVIC CENTER	2,040	0	0	1,227	3,267
FIFTH/HILL	4,535	0	0	2,577	7,112
SEVENTH/FLOWER	1,296	0	0	3,122	4,418
WILSHIRE/ALVARADO	1,383	0	138	578	2,099
WILSHIRE/VERMONT	1,613	0	113	2,631	4,357
UNIVERSAL CITY	198	78	16	1,233	1,525
VERMONT/BEVERLY	545	0	55	966	1,566
VERMONT/SANTA MONICA	507	0	38	548	1,093
VERMONT/SUNSET	390	0	5	452	847
SUNSET/WESTERN	405	0	66	783	1,254
HOLLYWOOD/VINE	366	0	74	381	821
HOLLYWOOD/HIGHLAND	694	0	26	833	1,553
TOTAL	14,380	188	560	16,505	31,633

TABLE 3-19.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 6: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	351	1,292	320	2,907	4,870
CIVIC CENTER	510	0	0	1,339	1,849
FIFTH/HILL	1,122	0	0	1,423	2,545
SEVENTH/FLOWER	366	0	0	1,367	1,733
WILSHIRE/ALVARADO	1,290	0	364	804	2,458
WILSHIRE/VERMONT	2,149	0	472	3,335	5,956
UNIVERSAL CITY	38	1,106	182	3,061	4,387
VERMONT/BEVERLY	318	0	139	993	1,450
VERMONT/SANTA MONICA	466	0	99	1,022	1,587
VERMONT/SUNSET	129	0	14	653	796
SUNSET/WESTERN	424	0	171	971	1,566
HOLLYWOOD/VINE	434	0	212	358	1,004
HOLLYWOOD/HIGHLAND	661	0	102	507	1,270
TOTAL	8,258	2,398	2,075	18,740	31,471

TABLE 3-20

BUS SYSTEM CHARACTERISTICS
 CANDIDATE ALIGNMENT 6: MOS-2B

Company	Peak Bus Requirement	Annual VMT	Annual VHT	Annual Passengers
RTD	2,069	105,749,836	8,263,114	498,722,341
All Others	562	31,086,509	2,447,170	108,554,054
Total	2,631	136,836,345	10,710,284	607,276,395

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4.0 SUMMARY STATISTICS

The following tables provide a comparative look at the Candidate Alignment alternatives simulated for this task over against the five networks originally developed in the third screening of C.O.R.E. alternatives. These tables include comparative network details (Table 4-1), skim tree specifications (Table 4-2), and fare matrix product components such as transfer and non-transfer zone-to-zone trip interchanges (ZZI's) by mode (Table 4-3).

Tables 4-4 through 4-7 give full alignment and operable segment station-to-station trip movements which detail all Metro Rail boardings and alightings relative to station of origin and station of destination. These matrices are constructed as an intermediate step in the Diamond program sequence and fit the directional Diamond diagram (24-hour) included with the full alignment in Section 3.1.

As an addendum to the documentation of the first five Candidate Alignments, this section follows, Technical Report, Patronage Forecast Documentation Volume II, Summary Statistics and Dataset Directory, November, 1987.

TABLE 4-1
ALTERNATIVE SYSTEM NETWORK STATISTICS
CANDIDATE ALIGNMENTS

ITEM		CA-1: MOS-3 (CORE3C1W)	CA-2: MOS-3 (CORE3CA1)	CA-3: MOS-3 (CORE3CA3)	CA-4: MOS-3 (CORE3CA4)	CA-5: MOS-3 (CORE3CA5)
LINES	M4	223	223	224	225	224
	M5	79	78	79	77	78
	M6	2	2	2	2	2
	M7	0	0	0	0	0
	M8	212	212	212	212	212
	TOT	516	515	517	516	516
LINKS BY MODE:	M1	6166	6188	6180	6180	6196
	M2	872	965	961	965	965
	M3	1066	1087	1042	1114	1056
	M4	7848	7848	7854	7884	7854
	M5	3270	3230	3272	3496	3272
	M6	30	36	34	42	32
	M7	0	0	0	0	0
	M8	6610	6610	6610	6610	6610
	TOT	25862	25964	25953	26291	25985
ROUTE MILES:	M4	6567.2	6545.8	6662.2	6635.4	6604.8
	M5	2876.9	2797.3	2873.7	2816.2	2828.1
	M6	40.8	45.8	41.8	41.6	39.8
	M7	0	0	0	0	0
	M8	5370.5	5370.5	5370.5	5370.5	5370.5
	TOT	14855.4	14759.4	14948.2	14863.7	14843.2
TOT VEHS REQ'D:	AM	2742	2718	2696	2713	2683
	PM	2621	2648	2615	2639	2605
	MID	1890	1868	1857	1862	1892
	NIT	-	-	-	-	-
VEHICLE MILES:	M4	177018	175412	171570	173976	174215
	M5	49081	47473	48654	47550	47266
	M6	3672	4122	3762	3774	3582
	M7	0	0	0	0	0
	M8	96309	96309	96309	96309	96309
	TOT	326080	323316	320295	321579	321372
VEHICLE HOURS: (By Mode)	M4	15480	15336	15024	15246	15272
	M5	2835	2694	2787	2706	2688
	M6	156	168	156	168	168
	M7	0	0	0	0	0
	M8	9108	9108	9108	9108	9108
	TOT	27579	27306	27075	27228	27236
VEHICLE HOURS: (By Period)	AM	8226	8154	8008	8139	8079
	PM	8013	7944	7845	7917	7815
	MID	11340	11208	11142	11172	11352
	NIT	-	-	-	-	-
	TOT	27579	27306	26995	27228	27246

TABLE 4-2
ALTERNATIVE SYSTEM UNWEIGHTED SKIM STATISTICS
CANDIDATE ALIGNMENTS

ITEM	CA1: MOS-3 (CORE3C1W)	CA2: MOS-3 (CORE3CA1)	CA3: MOS-3 (CORE3CA3)	CA4: MOS-3 (CORE3CA4)	CA5: MOS-3 (CORE3CA5)	CA6: MOS-3 (CORE3CA6)
AM WALK PATHS: WAIT1	8.3	8.3	8.3	8.3	8.3	8.3
WAIT2	17.5	17.6	17.7	17.6	17.6	17.6
AUTO	0	0	0	0	0	0
WALK	14.3	14.3	14.3	14.2	14.2	14.2
M4 RUN	36.2	35.7	35.5	35.3	35.6	35.3
M5 RUN	57.2	56.2	56.5	56.5	56.3	56.5
M6 RUN	14.4	15.4	15.6	15.7	15.2	15.4
M7 RUN	0	0	0	0	0	0
M8 RUN	27.3	27.4	27.3	27.3	27.3	27.3
XFERS	2.33	2.35	2.32	2.34	2.35	2.34
AM PNR PATHS: WAIT1	6.7	6.5	6.6	6.5	6.5	6.5
WAIT2	16.5	16.5	16.6	16.5	16.5	16.5
AUTO	8.4	8.4	8.4	8.3	8.3	8.3
WALK	11.1	10.6	10.7	10.6	10.6	10.6
M4 RUN	33.9	33.2	33.4	33	33.3	33
M5 RUN	57.9	57.5	57.5	57.6	57.6	57.6
M6 RUN	13.7	14.9	15	15.1	14.6	14.9
M7 RUN	0	0	29	0	0	0
M8 RUN	28.6	29.1	29.1	29.1	29.1	29.1
XFERS	2.14	2.1	2.1	2.1	2.12	2.11
AM KNR PATHS: WAIT1	6.5	6.4	6.5	6.4	6.4	6.4
WAIT2	16.4	16.4	16.5	16.4	16.4	16.4
AUTO	7.2	7.3	7.3	7.3	7.3	7.3
WALK	9.2	9.1	9.2	9.1	9.1	9.1
M4 RUN	31.4	31.1	31.1	30.8	31	31
M5 RUN	56	55.4	56	56	56	56
M6 RUN	0	14.8	15.2	15	14.6	14.8
M7 RUN	0	0	0	0	0	0
M8 RUN	28.9	29.1	29	29.1	29.2	29.1
XFERS	2.11	2.09	2.04	2.06	2.1	2.1
MIDDAY PATHS: WAIT1	11.9	11.9	12.1	12.0	11.9	12.0
WAIT2	21.6	21.8	22	21.9	21.7	21.9
AUTO	0	0	0	0	0	0
WALK	14.3	14.3	14.3	14.3	14.3	14.3
M4 RUN	45.2	44.1	44.3	43.6	44	43.7
M5 RUN	46.9	46.6	46.6	46.6	46.7	46.6
M6 RUN	15.4	15.8	15.9	15.9	15.6	15.7
M7 RUN	0	0	0	0	0	0
M8 RUN	29.9	29.8	30	29.8	29.9	29.7
XFERS	2.09	2.11	2.07	2.11	2.13	2.11

TABLE 4-3
ALTERNATIVE SYSTEM FARE MATRIX STATISTICS
CANDIDATE ALIGNMENTS

ITEM	CA1: MOS-3		CA2: MOS-3		CA3: MOS-3		CA4: MOS-3		CA5: MOS-3		CA6: MOS-3	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
AM WALK												
TOT ZZI's W/SERVICE	1472231		1473398		1472219		1472777		1473149		1472909	
NONXFER ZZI's: M4	41996	2.9	41536	2.8	42640	2.9	41922	2.8	42644	2.9	41956	2.8
M5	16408	1.1	14964	1.0	15204	1.0	14915	1.0	14579	1.0	14814	1.0
M6	3192	0.2	3682	0.2	3190	0.2	3529	0.2	2991	0.2	3328	0.2
M7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
M8	8822	0.6	8827	0.6	8834	0.6	8851	0.6	8851	0.6	8851	0.6
SUBTOT	70418	4.8	69009	4.7	69868	4.7	69217	4.7	69065	4.7	68949	4.7
XFER ZZI's: 1 MODE	231518	15.7	223216	15.1	225271	15.3	220911	15.0	229387	15.6	221661	15.0
2 MODES	637352	43.3	625566	42.5	618343	42.0	624549	42.4	612079	41.5	622813	42.3
3 MODES	457415	31.1	471226	32.0	477292	32.4	472502	32.1	276271	18.8	472459	32.1
4+ MODES	25528	1.7	84381	5.7	81445	5.5	85698	5.8	90309	6.1	87027	5.9
SUBTOT	1401813	95.2	1404389	95.3	1402351	95.3	1403660	95.3	1208046	82.0	1403960	95.3
TOTAL	1472231	100.0	1473398	100.0	1472219	100.0	1472877	100.0	1277111	86.7	1472909	100.0
AM PNR												
TOT ZZI's W/SERVICE	1492935		1525679		1574180		1525239		1525432		1525334	
NONXFER ZZI's: M4	50160	3.4	48107	3.2	49011	3.1	48368	3.2	49037	3.2	48448	3.2
M5	25552	1.7	23589	1.5	23855	1.5	23473	1.5	23259	1.5	23477	1.5
M6	11964	0.8	16897	1.1	15784	1.0	16701	1.1	15251	1.0	16196	1.1
M7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
M8	10203	0.7	10084	0.7	10109	0.6	10110	0.7	10135	0.7	10110	0.7
TOT	97879	6.6	98677	6.5	98759	6.3	98652	6.5	97682	6.4	98231	6.4
XFER ZZI's: 1 MODE	177410	11.9	188636	12.4	189048	12.0	187714	12.3	193364	12.7	188036	12.3
2 MODES	732961	49.1	454455	29.8	738743	46.9	736189	48.3	730243	47.9	733646	48.1
3 MODES	432675	29.0	450508	29.5	453453	28.8	451789	29.6	451458	29.6	452255	29.6
4+ MODES	52010	3.5	49449	3.2	44177	2.8	50895	3.3	52685	3.5	51826	3.4
SUBTOT	1395056	93.4	1143048	74.9	1425421	90.6	1426587	93.5	1427750	93.6	1425763	93.5
TOTAL	1492935	100.0	1241725	81.4	1524180	96.8	1525239	100.0	1525432	100.0	1523994	99.9
AM KNR												
TOT ZZI's W/SERVICE	1534129		1537114		1535675		1536711		1535636		1535585	
NONXFER ZZI's: M4	53493	3.5	51860	3.4	52911	3.4	52008	3.4	53082	3.5	52075	3.4
M5	40280	2.6	38506	2.5	39830	2.6	39311	2.6	39230	2.6	39309	2.6
M6	15166	1.0	19903	1.3	18233	1.2	19955	1.3	18302	1.2	19334	1.3
M7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
M8	10090	0.7	10051	0.7	10220	0.7	10226	0.7	10282	0.7	10226	0.7
SUBTOT	119029	7.8	120320	7.8	121194	7.9	121500	7.9	120896	7.9	120944	7.9
XFER ZZI's: 1 MODE	170204	11.1	159808	10.4	162222	10.6	161439	10.5	164690	10.7	161348	10.5
2 MODES	776851	50.6	766924	49.9	775811	50.5	769396	50.1	764027	49.8	767833	50.0
3 MODES	427912	27.9	448492	29.2	440877	28.7	442964	28.8	444611	29.0	443361	28.9
4+ MODES	40133	2.6	41570	2.7	35571	2.3	41412	2.7	41412	2.7	42099	2.7
SUBTOT	1415100	92.2	1416794	92.2	1414481	92.1	1415211	92.1	1414740	92.1	1414641	92.1

TABLE 4-3
 ALTERNATIVE SYSTEM FARE MATRIX STATISTICS
 CANDIDATE ALIGNMENTS

ITEM	CA1: MOS-3		CA2: MOS-3		CA3: MOS-3		CA4: MOS-3		CA5: MOS-3		CA6: MOS-3	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
TOTAL	1534129	100.0	1537114	100.0	1535675	100.0	1536711	100.0	1535636	100.0	1535585	100.0
MIDDAY												
TOT ZZI's W/SERVICE	1244427		1297229		1293615		1294395		1297875		1294610	
NONXFER ZZI's: M4	50502	4.1	49555	3.8	51090	3.9	49808	3.8	49539	3.8	49946	3.9
M5	9571	0.8	8803	0.7	8968	0.7	8830	0.7	8973	0.7	8830	0.7
M6	3035	0.2	3472	0.3	3027	0.2	3292	0.3	2867	0.2	3126	0.2
M7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
M8	8981	0.7	8985	0.7	9050	0.7	8989	0.7	9050	0.7	8989	0.7
TOT	72089	5.8	70815	5.5	72135	5.6	70919	5.5	70429	5.4	70891	5.5
XFER ZZI's:												
1 MODE	286240	23.0	321360	24.8	330952	25.6	314635	24.3	333500	25.7	316400	24.4
2 MODES	540271	43.4	541742	41.8	528873	40.9	541082	41.8	525412	40.5	539977	41.7
3 MODES	296305	23.8	304943	23.5	306986	23.7	309710	23.9	305330	23.5	309249	23.9
4+ MODES	49522	4.0	58369	4.5	55029	4.3	58049	4.5	63620	4.9	58093	4.5
SUBTOT	1172338	94.2	1226414	94.5	1221840	94.5	1223476	94.5	1227862	94.6	1223719	94.5
TOTAL	1244427	100.0	1297229	100.0	1293975	100.0	1294395	100.0	1298291	100.0	1294610	100.0

TABLE 4-4

DAILY STATION-TO-STATION (ODMAT) MATRIX
CANDIDATE ALIGNMENT 6

ON/OFF	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	0	4641	15519	2788	1326	2522	178	816	201	271	1039	400	267	265	512	178	326	150	367
2	4642	0	1811	1666	3722	4661	388	1414	483	595	1460	1188	758	452	803	368	746	338	545
3	15518	1812	0	713	6178	6132	660	2023	921	1236	3490	3507	2270	954	1794	721	1635	710	976
4	2788	1666	713	0	5533	6941	599	1926	1219	1115	2911	3120	1836	947	1391	760	1183	596	664
5	1326	3722	6178	5533	0	5675	416	1028	494	463	887	476	270	491	683	363	570	241	413
6	2521	4661	6131	6942	5675	0	637	1381	587	731	2245	939	618	760	1742	884	1020	540	850
7	178	388	660	599	416	638	0	432	141	162	398	41	38	28	34	30	21	16	28
8	816	1414	2023	1926	1028	1381	432	0	683	853	2086	3	0	26	140	144	68	6	22
9	201	483	920	1219	494	587	141	683	0	517	1554	14	7	27	20	24	2	6	10
10	271	596	1236	1116	463	730	162	854	517	0	1237	70	52	52	52	45	4	21	3
11	1039	1460	3490	2911	887	2245	399	2085	1554	1237	0	265	168	75	90	154	18	128	68
12	399	1187	3508	3119	476	939	41	3	14	70	265	0	1037	607	322	280	1326	497	2780
13	267	758	2270	1836	270	618	37	0	8	51	169	1036	0	388	180	229	674	285	1481
14	265	452	954	947	492	760	28	27	27	52	75	608	387	0	247	361	806	381	640
15	512	803	1794	1391	683	1742	34	140	20	52	90	322	180	247	0	36	268	273	564
16	178	368	722	760	364	884	30	144	24	45	153	280	229	361	36	0	638	350	667
17	326	746	1635	1183	569	1020	21	69	2	4	18	1326	674	806	268	637	0	840	2464
18	150	338	710	596	241	540	16	6	6	21	127	497	285	382	273	350	841	0	154
19	367	545	976	664	412	850	28	21	11	2	69	2779	1482	639	564	667	2464	154	0
	31764	26040	51250	35909	29229	38865	4247	13052	6912	7477	18273	16871	10558	7507	9151	6231	12610	5532	12696

STATION/NODE CORRESPONDENCES

STA NODE STATION

- 1 8000 UNION STATION
- 2 8001 CIVIC CENTER
- 3 8003 5TH/HILL
- 4 8004 7TH/FLOWER
- 5 8006 WILSHIRE/ALVARADO
- 6 8007 WILSHIRE/VERMONT
- 7 8008 WILSHIRE/NORMANDIE
- 8 8009 WILSHIRE/WESTERN
- 9 8010 WILSHIRE/CRENSHAW
- 10 8011 WILSHIRE/LA BREA
- 11 8012 WILSHIRE/FAIRFAX
- 12 8020 UNIVERSAL CITY
- 13 8021 NORTH HOLLYWOOD
- 14 8094 SUNSET/VINE
- 15 8095 VERMONT/BEVERLY
- 16 8096 VERMONT/SANTA MONICA
- 17 8097 VERMONT/SUNSET
- 18 8058 HOLLYWOOD/VINE
- 19 8059 HOLLYWOOD/HIGHLAND

TABLE 4-5
 DAILY STATION-TO-STATION (ODMAT) MATRIX
 CANDIDATE ALIGNMENT 6: MOS-2

ON/OFF	1	2	3	4	5	6	7	8	9	10	11	12	13	ROW TOTAL
1	0	4549	15521	2877	1315	2608	176	1677	370	518	167	284	1024	31086
2	4549	0	1816	1864	3764	4776	410	2540	488	797	335	692	2063	24094
3	15521	1816	0	820	6195	6169	663	3881	1184	1862	796	1561	4965	45433
4	2877	1863	820	0	5645	7143	590	3844	1155	1429	786	1146	4369	31667
5	1316	3764	6195	5645	0	5828	415	1629	584	713	369	534	1096	28088
6	2608	4776	6169	7143	5828	0	626	2211	1053	1641	1018	983	2552	36608
7	176	410	663	591	415	627	0	861	28	31	26	21	105	3954
8	1678	2540	3880	3844	1629	2210	862	0	46	109	191	80	40	17109
9	370	488	1185	1155	583	1053	28	46	0	263	415	799	1803	8188
10	518	796	1861	1430	713	1641	31	109	263	0	39	157	718	8276
11	167	335	796	787	369	1018	26	191	414	39	0	573	1466	6181
12	283	692	1561	1146	534	983	22	80	799	157	572	0	3325	10154
13	1024	2062	4966	4369	1096	2552	105	40	1803	719	1466	3324	0	23526
	31087	24091	45433	31671	28086	36608	3954	17109	8187	8278	6180	10154	23526	274364

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STATION/NODE CORRESPONDENCES

STA	NODE	STATION
1	8000	UNION STATION
2	8001	CIVIC CENTER
3	8003	5TH/HILL
4	8004	7TH/FLOWER
5	8006	WILSHIRE/ALVARADO
6	8007	WILSHIRE/VERMONT
7	8008	WILSHIRE/NORMANDIE
8	8009	WILSHIRE/WESTERN
9	8094	VERMONT/BEVERLY
10	8095	VERMONT/SANTA MONICA
11	8096	VERMONT/SUNSET
12	8097	SUNSET/WESTERN
13	8058	HOLLYWOOD/VINE

TABLE 4-6
DAILY STATION-TO-STATION (ODMAT) MATRIX
CANDIDATE ALIGNMENT 6: MOS-2A

ON/OFF	1	2	3	4	5	6	7	8	9	10	11	12	13	ROW TOTAL
1	0	3462	12216	2710	1252	4380	650	464	602	207	353	178	396	26870
2	3462	0	1818	1246	3643	6743	1913	764	907	437	836	438	632	22839
3	12216	1818	0	523	5097	8339	5736	1858	2791	1047	1860	958	1076	43319
4	2710	1246	523	0	3603	8832	4982	1719	2170	1216	1351	736	739	29827
5	1251	3643	5097	3604	0	4989	757	1010	896	424	614	301	413	22999
6	4380	6743	8339	8832	4989	0	3188	3472	3453	1688	1780	1352	1371	49587
7	650	1913	5736	4982	757	3188	0	1063	504	535	1491	725	4561	26105
8	464	764	1858	1719	1010	3472	1063	0	1272	475	975	471	798	14341
9	603	907	2791	2170	896	3452	504	1272	0	424	620	314	622	14575
10	207	437	1047	1216	424	1688	535	476	423	0	855	391	754	8453
11	353	836	1860	1351	614	1781	1491	975	620	855	0	1015	2551	14302
12	178	437	958	737	301	1352	725	471	313	391	1015	0	238	7116
13	396	632	1076	739	413	1370	4561	798	622	755	2551	238	0	14151
	26870	22838	43319	29829	22999	49586	26105	14342	14573	8454	14301	7117	14151	194484

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STATION/NODE CORRESPONDENCES

STA	NODE	STATION
1	8000	UNION STATION
2	8001	CIVIC CENTER
3	8003	5TH/HILL
4	8004	7TH/FLOWER
5	8006	WILSHIRE/ALVARADO
6	8007	WILSHIRE/VERMONT
7	8020	UNIVERSAL CITY
8	8094	VERMONT/BEVERLY
9	8095	VERMONT/SANTA MONICA
10	8096	VERMONT/SUNSET
11	8097	SUNSET/WESTERN
12	8058	HOLLYWOOD/VINE
13	8059	HOLLYWOOD/HIGHLAND

TABLE 4-7
DAILY STATION-TO-STATION (ODMAT) MATRIX
CANDIDATE ALIGNMENT 6: MOS-2B

ON/OFF	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	ROW TOTAL
1	0	4505	15571	2889	1317	2620	177	1687	617	358	464	159	331	220	394	31309
2	4505	0	1826	1806	3742	4679	391	2433	1775	449	754	370	766	468	554	24518
3	15571	1826	0	818	6196	6169	667	3760	5256	1090	1678	733	1694	1016	1010	47484
4	2889	1806	818	0	5650	7121	594	3731	4609	1095	1329	807	1233	780	693	33155
5	1317	3742	6196	5650	0	5874	418	1556	683	555	648	370	581	321	418	28330
6	2620	4679	6169	7121	5874	0	612	1911	1577	920	1682	916	1065	697	867	36710
7	177	391	667	594	418	612	0	601	71	27	38	28	21	27	36	3709
8	1687	2432	3760	3731	1556	1911	600	0	2	35	177	191	82	12	21	16196
9	617	1775	5255	4609	684	1577	71	2	0	1104	361	477	1863	744	4182	23322
10	358	449	1090	1095	555	921	27	35	1104	0	246	404	829	526	649	8288
11	464	754	1678	1329	648	1682	38	177	361	246	0	35	235	197	429	8273
12	159	370	732	807	370	917	28	191	476	404	36	0	568	451	857	6365
13	331	766	1694	1233	581	1065	21	82	1864	829	235	568	0	922	2149	12341
14	220	468	1017	780	322	697	27	12	743	526	197	450	922	0	149	6530
15	394	554	1010	692	418	867	36	21	4182	649	429	857	2149	150	0	12408
	31311	24517	47483	33154	28331	36712	3707	16199	23320	8287	8274	6365	12339	6531	12408	298938

STATION/NODE CORRESPONDENCES

STA	NODE	STATION
1	8000	UNION STATION
2	8001	CIVIC CENTER
3	8003	5TH/HILL
4	8004	7TH/FLOWER
5	8006	WILSHIRE/ALVARADO
6	8007	WILSHIRE/VERMONT
7	8008	WILSHIRE/NORMANDIE
8	8009	WILSHIRE/WESTERN
9	8020	UNIVERSAL CITY
10	8094	VERMONT/BEVERLY
11	8095	VERMONT/SANTA MONICA
12	8096	VERMONT/SUNSET
13	8097	SUNSET/WESTERN
14	8058	HOLLYWOOD/VINE
15	8059	HOLLYWOOD/HIGHLAND

5.0 NETWORK FLOWCHART AND DATASET DIRECTORY

The remainder of this volume is an inventory of input and output datasets applicable to each of the four forecast simulations. The first of the two flowcharts presented for each simulation illustrates steps leading to the Mode-Choice Work and Mode-Choice Non-Work models where transit trip tables are developed. The second of the two flowcharts similarly tracks the remaining job steps which produce the station boarding estimates (Mode-of-Arrival) and the overall transit system patronage and performance statistics (ULOAD/URAP). Attached to each set of flowcharts (Tables 5-1 through 5-4) is a complete, stepwise documentation of the disposition of all input and output datasets cataloged on the district mainframe at the time this memo is being prepared.

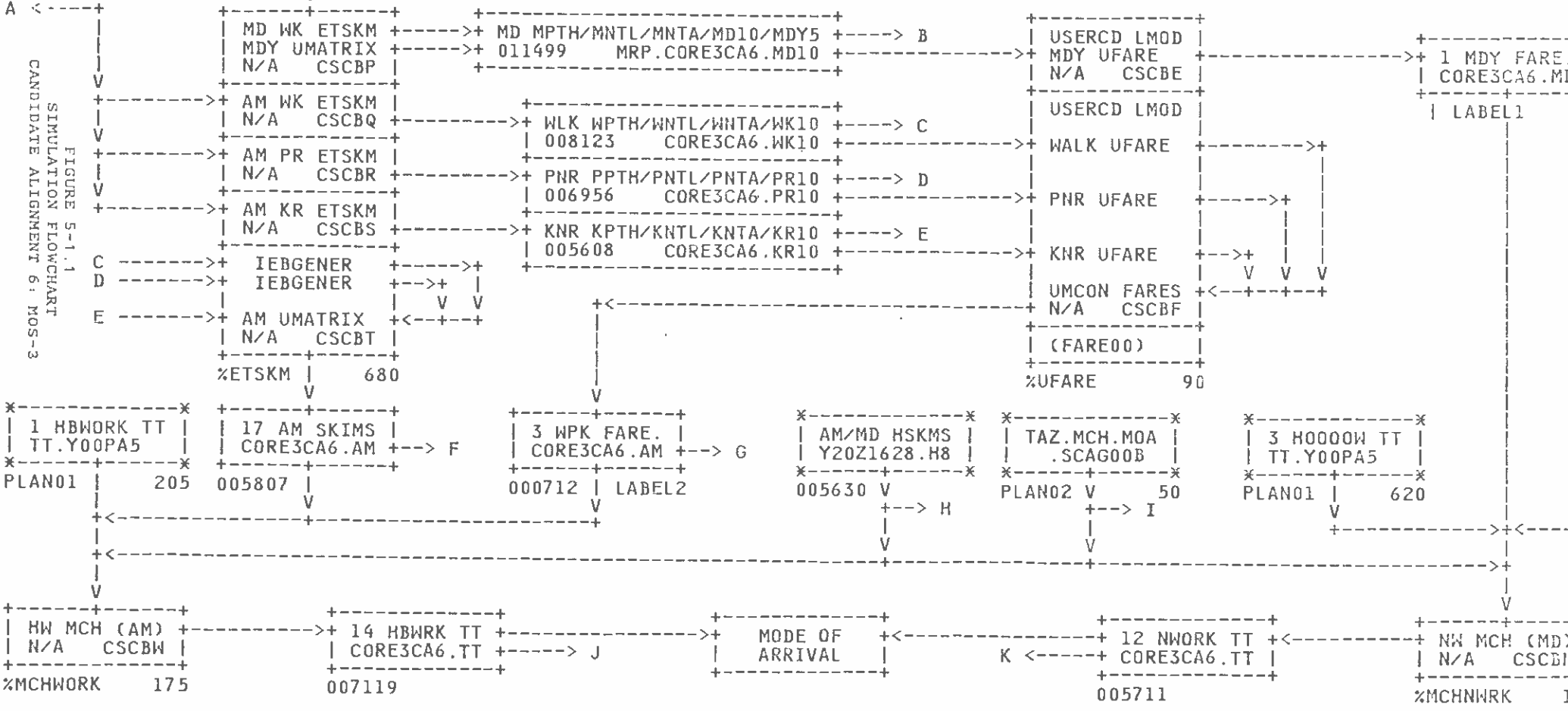
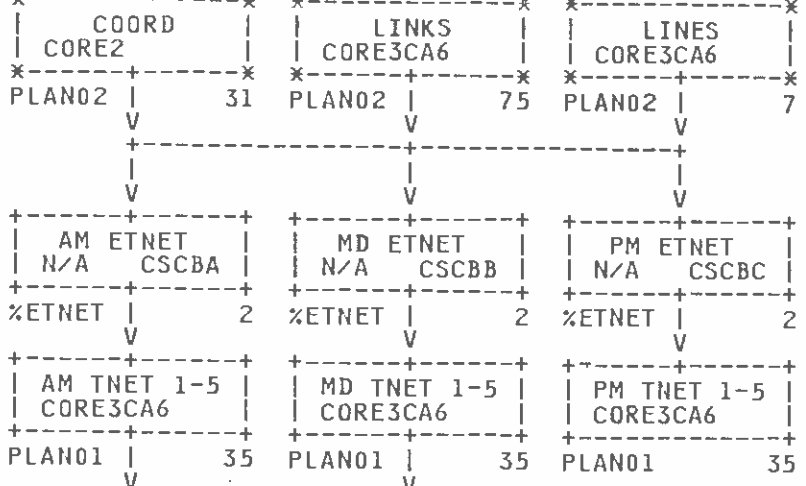
As an addendum to the documentation of the first five Candidate Alignments, this section follows, Technical Report, Patronage Forecast Documentation Volume II, Summary Statistics and Dataset Directory, November, 1987.

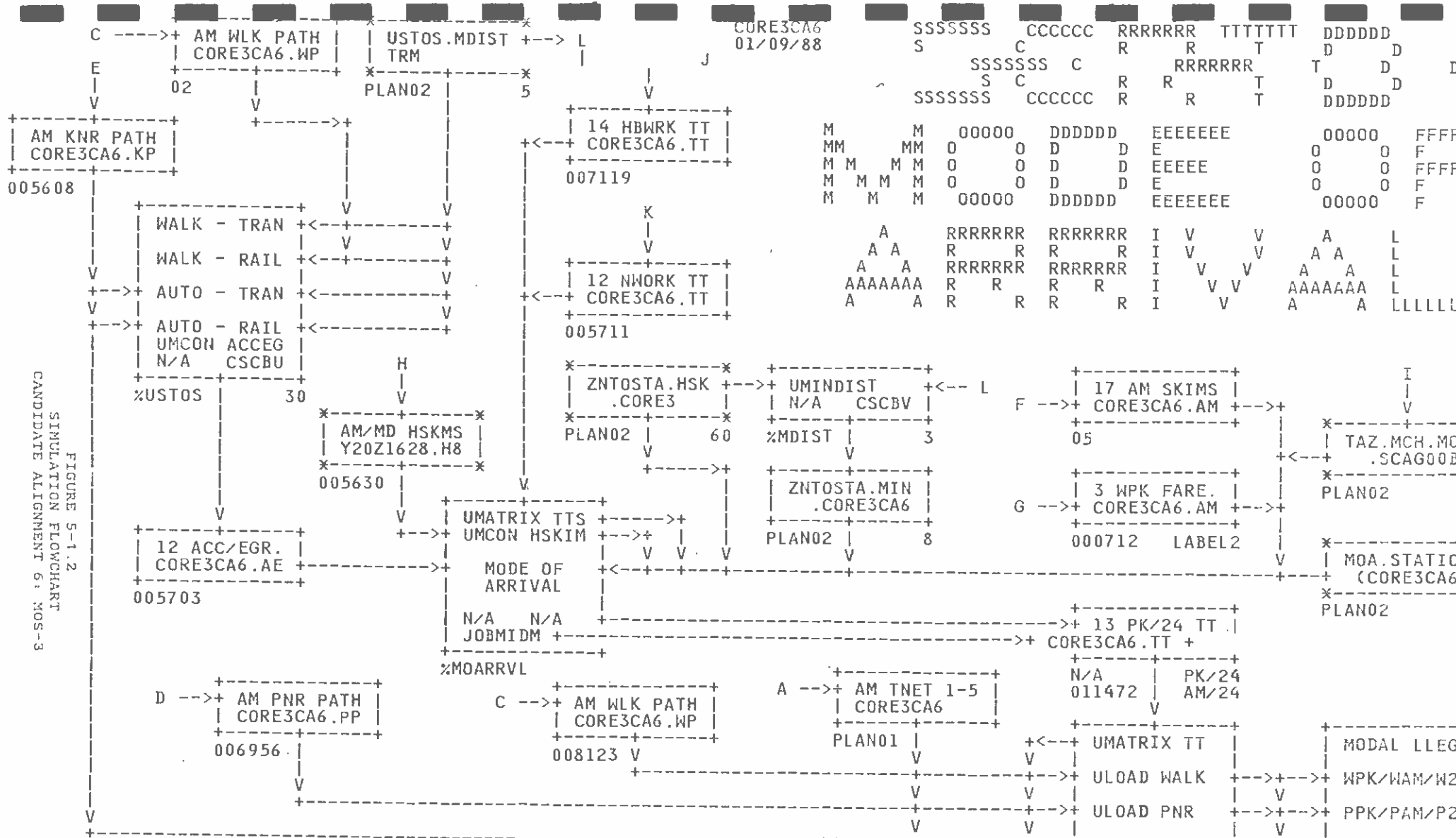
CTD TD 111111V

CORE3CA6
01/09/88

SSSSSSS	CCCCC	RRRRRRR	TTTTTT	DDDDDD
S	C	R	T	D
SSSSSSS	C	RRRRRRR	T	D
S	C	R	T	D
SSSSSSS	CCCCC	R	R	T
M	M	00000	DDDDDD	EEEEEEE
MM	MM	0	0	D
M M	M M	0	0	D
M M M	M	0	0	D
M	M	M	00000	DDDDDD
CCCCC	H	H	00000	I
C	H	H	0	0
C	HHHHHHH	0	0	I
C	H	H	0	I
CCCCC	H	H	00000	I

JOBTASK	B	DATE	D
AMETNET	A	01/09/88	0
MDETNET	B	01/09/88	0
PMETNET	C	01/09/88	0
MDETSKM	P	01/09/88	1
WKETSKM	Q	01/09/88	1
PRETSKM	R	01/09/88	1
KRETSKM	S	01/09/88	1
AMTSKIM	T	01/09/88	2
UFAREMD	E	01/09/88	1
UFAREAM	F	01/09/88	1
MCHWORK	W	01/09/88	3
MCHNWRK	N	01/09/88	3





JOBTASK	B	DATE	D
USTOS	U	01/09/88	1
MDIST	V	01/09/88	0
MOAPK	M	N/A	3
MOAAM	O	01/09/88	3
ELD3RPK	X	N/A	1
ELD3RAM	Y	01/09/88	1
ELD3R24	Z	N/A	1

LOAD/URAP	PLAN01	450
TOTAL LLEGS	LL.CORE3CA6	
PK/AM/24 HR	.HPK	
ULOAD/URAP	.HAM	
PGM REPORTS	.H24	

SSSSSSS	CCCCC	RRRRRRR	TTTTTTT	DDDDDD
S	C	R	T	D
SSSSSSS	C	RRRRRRR	T	D
SSSSSSS	CCCCC	R	R	T
M	M	00000	DDDDDD	EEEEEEE
MM	MM	0	D	D
MM	MM	0	D	D
MM	MM	0	D	D
MM	MM	00000	DDDDDD	EEEEEEE
A	RRRRRRR	RRRRRRR	I	V
A	RRRRRRR	RRRRRRR	I	V
AAAAAAA	R	R	I	V
A	R	R	I	V
UMINDIST	N/A	CSCBV		
ZNTOSTA.HSK	.CORE3			
ZNTOSTA.MIN	.CORE3CA6			
AM TNET 1-5	CORE3CA6			
UMATRIX TT				
ULOAD WALK				
ULOAD PNR				
ULOAD KNR				
SORT/UPRAS				
URAP				
N/A	N/A			
N/A	CSCBY			
N/A	N/A			
%ELD3R	25			

TABLE 5-1

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-3 (CORE3CA6)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
UNET	(I) MRP.COORD.CORE2.DATA	COORDS	PLAN02
	MRP.NETWORK.CORE3CA6.DATA(LINKS)	LINKS FILE	MRP001
	MRP.NETWORK.CORE3CA6.DATA(LINES)	LINES FILE	MRP001
	(O) MRP.TNET.CORE3CA6.AM1.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM2.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM4.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM5.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD1.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD2.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD4.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD5.DATA	NETWK FILE	PLAN03
	MDWLKSKM(I)	MRP.TNET.CORE3CA6.MD1.DATA	NETWRK FILE
MRP.TNET.CORE3CA6.MD3.DATA		NETWK FILE	PLAN03
MRP.TNET.CORE3CA6.MD4.DATA		NETWK FILE	PLAN03
(O) MRP.CORE3CA6.MPTH		MIDDAY PATHS	011499
MRP.CORE3CA6.MNTL		MIDDAY PATHS	011499
MRP.CORE3CA6.MNTA		MIDDAY PATHS	011499
MRP.CORE3CA6.MD10		MIDDAY SKIMS	011499
	(10 TABLES)		
	MRP.CORE3CA6.MDY5	MIDDAY SKIMS	011499
		(5 TABLES)	
AMWLKSKM(I)	MRP.TNET.CORE3CA6.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM4.DATA	NETWK FILE	PLAN03
	(O) MRP.CORE3CA6.WPTH	WALK PATHS	008123
	MRP.CORE3CA6.WNTL	WALK PATHS	008123
	MRP.CORE3CA6.WNTA	WALK PATHS	008123
	MRP.CORE3CA6.WK10	MALK SKIMS	008123
AMPNRSKM(I)	MRP.TNET.CORE3CA6.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM4.DATA	NETWK FILE	PLAN03
	(O) MRP.CORE3CA6.PPTH	PNR PATHS	006956
	MRP.CORE3CA6.PNTL	PNR PATHS	006956
	MRP.CORE3CA6.PNTA	PNR PATHS	006956
	MRP.CORE3CA6.PR10	PNR SKIMS	006956

TABLE 5-1 (CONTINUED)

DATASET DIRECTORY (CONTINUED)

CANDIDATE ALIGNMENT 6: MOS-3 (CORE3CA6)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
AMKNRSKM(I)	MRP.TNET.CORE3CA6.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM4.DATA	NETWK FILE	PLAN03
(O)	MRP.CORE3CA6.KPTH	KNR PATHS	005608
	MRP.CORE3CA6.KNTL	KNR PATHS	005608
	MRP.CORE3CA6.KNTA	KNR PATHS	005608
	MRP.CORE3CA6.KR10	KNR SKIMS	005608
AMSKMSUM(I)	MRP.CORE3CA6.WK10	WLK SKIMS	008123
	MRP.CORE3CA6.PR10	PNR SKIMS	006956
	MRP.CORE3CA6.KR10	KNR SKIMS	005608
(O)	MRP.CORE3CA6.AM17	MERGED SKIMS (17 TABLES)	005807
FARE00 (I)	MRP.CORE3CA6.MD10	MIDDAY SKIMS	011499
	MRP.CORE3CA6.WK10	WLK SKIMS	008123
	MRP.CORE3CA6.PR10	PNR SKIMS	006956
	MRP.CORE3CA6.KR10	KNR SKIMS	005608
(O)	MRP.FARE.CORE3CA6.AM.DATA	AM FARES	000712
	MRP.FARE.CORE3CA6.MD.DATA	MD FARES	000712
MCHWORK (I)	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.TT.Y00PA5.HBWORK.DATA	PERSON TT	PLAN01
	MRP.CORE3CA6.AM17	MERGED SKIMS	005807
	MRP.FARE.CORE3CA6.AM.DATA	MD FARES	000712
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK1MOA)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK2)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK3)	TRIP END	PLAN02
(O)	MRP.CORE3CA6.TT14	WORK TRIPS	007119
MCHNWRK (I)	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.TT.Y00PA5.H0000W.DATA	PERSON TT	PLAN01
	MRP.CORE3CA6.MDY5	MERGED SKIMS	011499
	MRP.FARE.CORE3CA6.MD.DATA	MD FARES	000712
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK1)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK2)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK3)	TRIP END	PLAN02
(O)	MRP.CORE3CA6.TT12	WORK TRIPS	005711

TABLE 5-1 (CONTINUED)

DATASET DIRECTORY (CONTINUED)

CANDIDATE ALIGNMENT 6: MOS-3 (CORE3CA6)

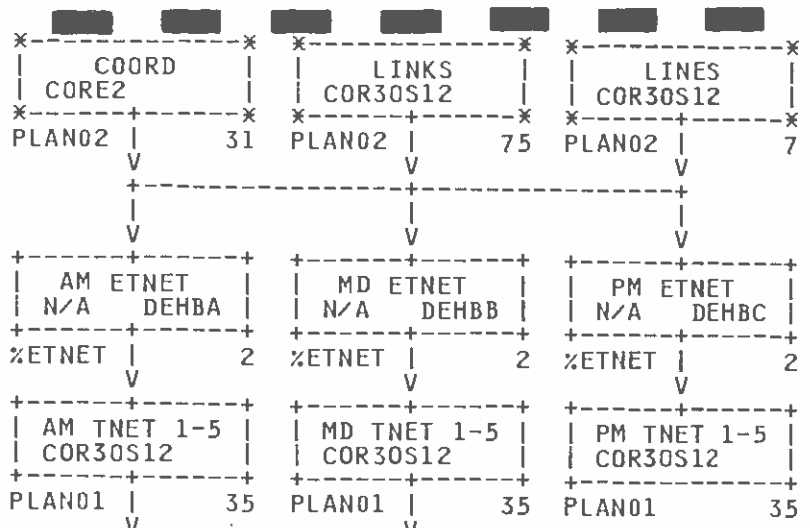
STEP NAME	DATASET	COMMENTS	TAPE/VOL
MINDIST (I)	MRP.STATION.NODE.DATA(CORE3OS7)	STATION DATA	PLAN02
	MRP.COORD.CORE2.DATA	COORDS	PLAN02
(O)	MRP.ZNTOSTA.MIN.CORE3CA6.DATA	MINDIST DATA	PLAN01
USTOS (I)	MRP.CORE3CA6.WPTH	WALK PATHS	011499
	MRP.CORE3CA6.KPTH	KNR PATHS	008123
	MRP.CORE3CA6.MPTH	MIDDAY PATHS	006956
	MRP.CORE3CA6.AE8	STA. ACC/EGR	005703
		(12 TABLES)	
MOARR (I)	MRP.CORE3CA6.TT14	NONWORK TT	007119
	MRP.CORE3CA6.TT12	WORK TT	005711
	MRP.FARE.CORE3CA6.AM.DATA	MD FARES	000712
	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.ZNTOSTA.MIN.CORE3CA6.DATA	MINDIST DATA	PLAN01
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK1MOA)	TAZ DATA	PLAN02
	MRP.CORE3CA6.AE8	STA ACC/EGR	005703
	MRP.CORE3CA6.AM17	MERGED SKIMS	005807
	MRP.ZNTOSTA.HSK.FOP.DATA	ZN TO STA	PLAN03
	MRP.CORE3CA6.TT13	AM/24HR TRIPS	011472
ELD3R (I)	MRP.CORE3CA6.TT13	AM/24HR TRIPS	011472
	MRP.TNET.CORE3CA6.AM1.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM2.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM4.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.AM5.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD1.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD2.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD4.DATA	NETWK FILE	PLAN03
	MRP.TNET.CORE3CA6.MD5.DATA	NETWK FILE	PLAN03

TABLE 5-1 (CONTINUED)

DATASET DIRECTORY (CONTINUED)

CANDIDATE ALIGNMENT 6: MOS-3 (CORE3CA6)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
ELD3R(CONT.)	MRP.CORE3CA6.WPTH	WALK PATHS	008123
	MRP.CORE3CA6.WNTL	WALK PATHS	008123
	MRP.CORE3CA6.WNTA	WALK PATHS	008123
	MRP.CORE3CA6.PPTH	PNR PATHS	006956
	MRP.CORE3CA6.PNTL	PNR PATHS	006956
	MRP.CORE3CA6.PNTA	PNR PATHS	006956
	MRP.CORE3CA6.KPTH	KNR PATHS	005608
	MRP.CORE3CA6.KNTL	KNR PATHS	005608
	MRP.CORE3CA6.KNTA	KNR PATHS	005608
	MRP.CORE3CA6.MPTH	MIDDAY PATHS	011499
	MRP.CORE3CA6.MNTL	MIDDAY PATHS	011499
	MRP.CORE3CA6.MNTA	MIDDAY PATHS	011499
(0)	MRP.LL.CORE3CA6.HAM.DATA	LOADED LEGS	PLAN03
	MRP.CORE3CA6.URAPOUT	RT ANALYSIS	PLAN02
DIAMOND1(I)	MRP.CORE3CA6.TT13	AM/24HR TRIPS	011472
	MRP.CORE3CA6.MPTH	MIDDAY PATHS	011499
	MRP.CORE3CA6.WPTH	WALK PATHS	008123
	MRP.CORE3CA6.PPTH	PNR PATHS	006956
	MRP.CORE3CA6.KPTH	KNR PATHS	005608
(0)	MRP.CORE3CA6.DIAMOND.AM	S/S A-P TRIPS	PLAN02
	MRP.CORE3CA6.DIAMOND.H24	S/S A-P TRIPS	PLAN02
	MRP.CORE3CA6.DIAMOND.H240D	S/S O-D TRIPS	PLAN02



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COR30S12
01/08/88

JOBTASK B . DATE D
AMETNET A 01/08/88 0
MDETNET B 01/08/88 0
PMETNET C 01/08/88 0
MDETSKM P 01/08/88 1
WKETSKM Q 01/08/88 1
PRETSKM R 01/08/88 1
KRETSM S 01/08/88 1
AMTSKIM T 01/08/88 2
UFAREMD E 01/08/88 1
UFAREAM F 01/08/88 1
MCHWORK W 01/08/88 3
MCHNRK N 01/08/88 3

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SSSSSSS CCCCCC RRRRRRR TTTTTTT DDDDDD
S C R R T D D
SSSSSSS C RRRRRRR T D D
S C R R T D D
SSSSSSS CCCCCC R R T DDDDDD
M M 00000 DDDDD EEEEEEE
MM MM 0 0 D D E
M M M M 0 0 D D EEEEE
M M M M 0 0 D D E
M M M 00000 DDDDD EEEEEEE
CCCCCC H H 00000 I CCCCCCC EEEEEEE
C H H 0 0 I C EEEEE
C H H 0 0 I C E
CCCCCC H H 00000 I CCCCCCC EEEEEEE

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FIGURE 5-2.1
SIMULATION FLOWCHART
CANDIDATE ALIGNMENT 6. MOS-2

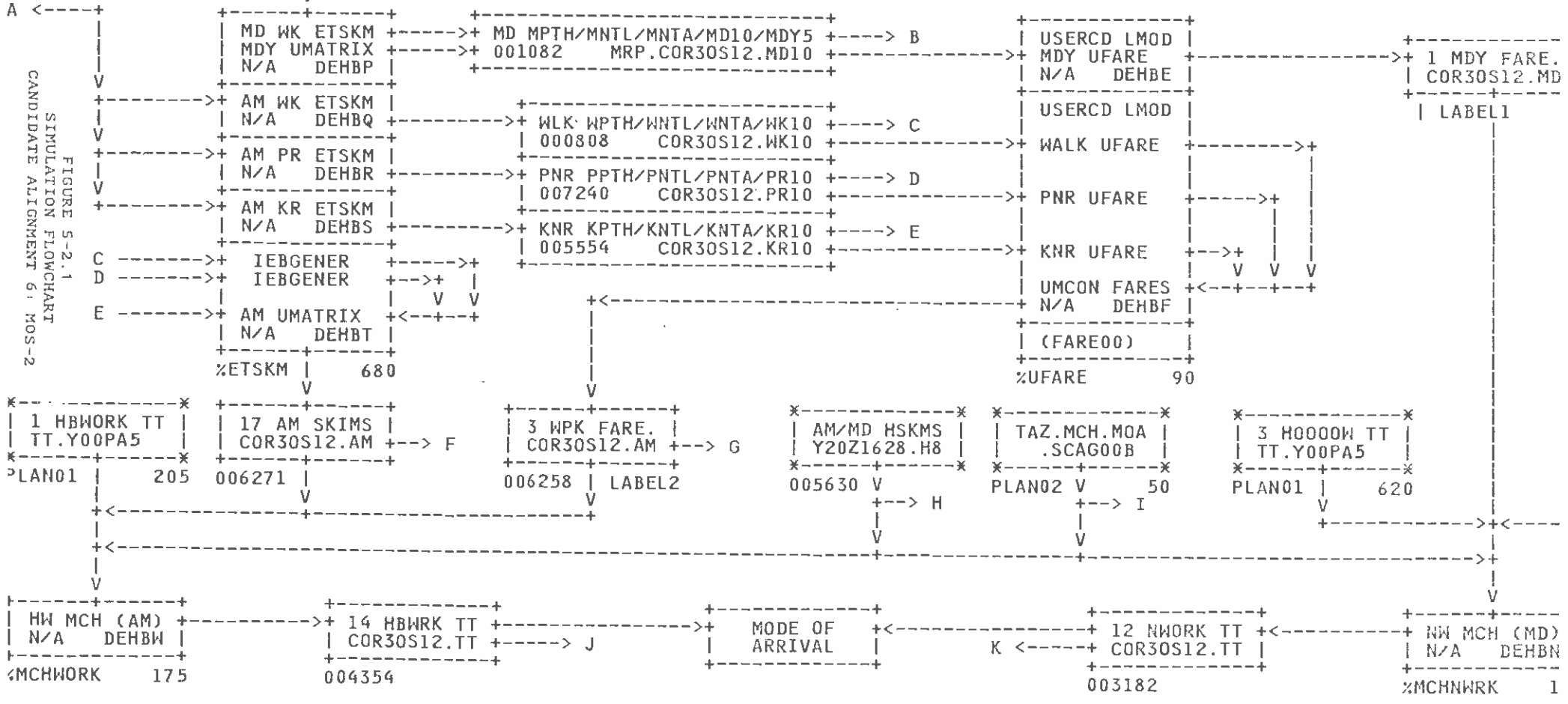
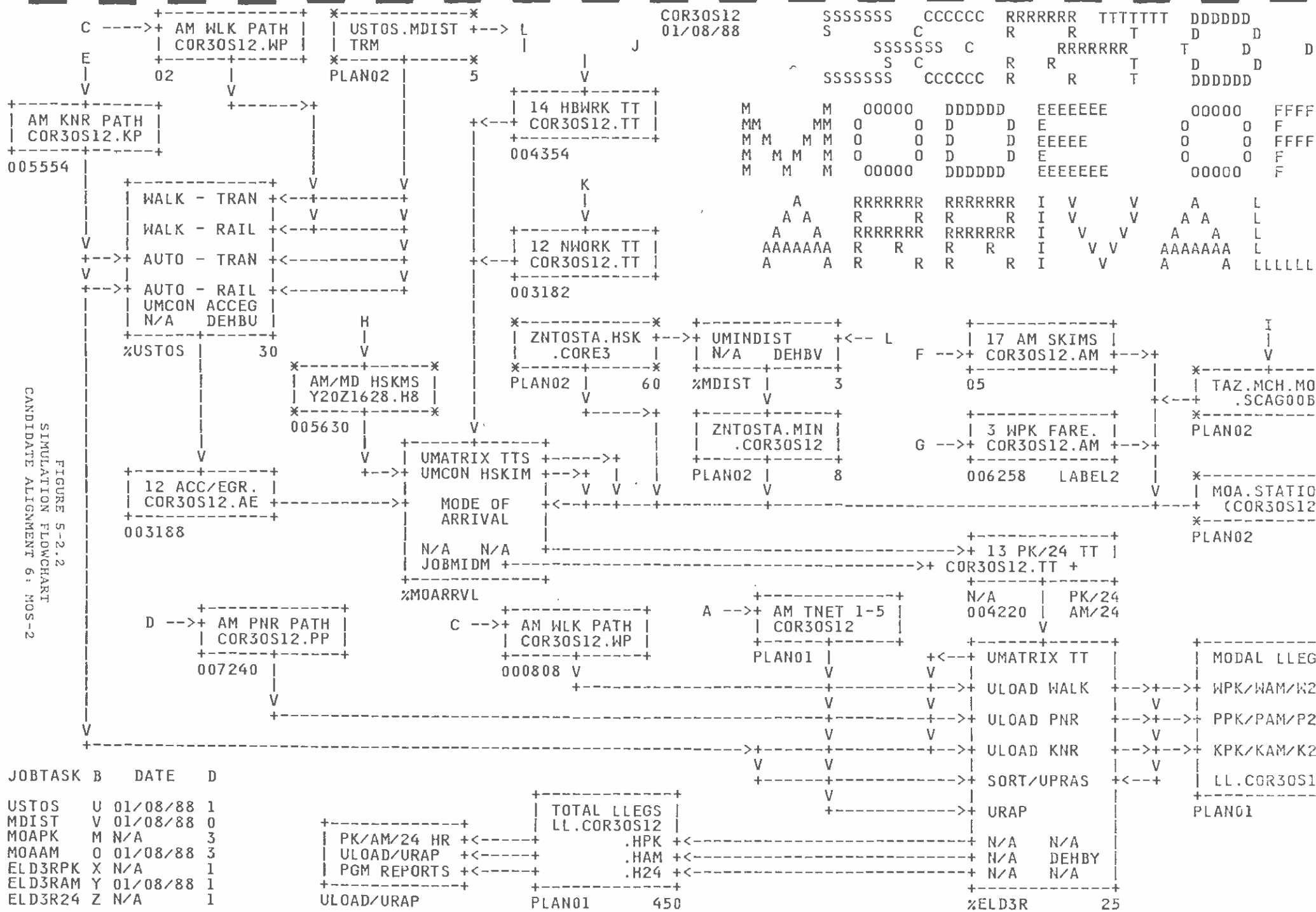


FIGURE 5-2.2
SIMULATION FLOWCHART
CANDIDATE ALIGNMENT 6, NOS-2



JOBTASK	B	DATE	D
USTOS	U	01/08/88	1
MDIST	V	01/08/88	0
MOAPK	M	N/A	3
MOAAM	O	01/08/88	3
ELD3RPK	X	N/A	1
ELD3RAM	Y	01/08/88	1
ELD3R24	Z	N/A	1

LOAD/URAP	PLAN01	450	%ELD3R	25
TOTAL LLEGS	LL.COR30S12	.HPK	N/A	N/A
PK/AM/24 HR	.HAM	.H24	N/A	DEHBY
ULOAD/URAP			N/A	N/A
PGM REPORTS				

TABLE 5-2

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-2 (COR30S12)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
UNET	(I) MRP.COORD.CORE2.DATA	COORDS	PLAN02
	MRP.NETWORK.COR30S12.DATA(LINKS)	LINKS FILE	MRP001
	MRP.NETWORK.COR30S12.DATA(LINES)	LINES FILE	MRP001
	(O) MRP.TNET.COR30S12.AM1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM5.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD5.DATA	NETWK FILE	PLAN03
MDWLKSKM(I)	MRP.TNET.COR30S12.MD1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S12.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD4.DATA	NETWK FILE	PLAN03
	(O) MRP.COR30S12.MPTH	MIDDAY PATHS	001082
	MRP.COR30S12.MNTL	MIDDAY PATHS	001082
	MRP.COR30S12.MNTA	MIDDAY PATHS	001082
	MRP.COR30S12.MD10	MIDDAY SKIMS	001082
		(10 TABLES)	
	MRP.COR30S12.MDY5	MIDDAY SKIMS	001082
		(5 TABLES)	
AMWLKSKM(I)	MRP.TNET.COR30S12.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S12.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM4.DATA	NETWK FILE	PLAN03
	(O) MRP.COR30S12.WPTH	WALK PATHS	000808
	MRP.COR30S12.WNTL	WALK PATHS	000808
	MRP.COR30S12.WNTA	WALK PATHS	000808
	MRP.COR30S12.WK10	MALK SKIMS	000808
AMPNRSKM(I)	MRP.TNET.COR30S12.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S12.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM4.DATA	NETWK FILE	PLAN03
	(O) MRP.COR30S12.PPTH	PNR PATHS	007240
	MRP.COR30S12.PNTL	PNR PATHS	007240
	MRP.COR30S12.PNTA	PNR PATHS	007240
	MRP.COR30S12.PR10	PNR SKIMS	007240

TABLE 5-2 (CONTINUED)

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-2 (COR30S12)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
AMKNRSKM(I)	MRP.TNET.COR30S12.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S12.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM4.DATA	NETWK FILE	PLAN03
(O)	MRP.COR30S12.KPTH	KNR PATHS	005554
	MRP.COR30S12.KNTL	KNR PATHS	005554
	MRP.COR30S12.KNTA	KNR PATHS	005554
	MRP.COR30S12.KR10	KNR SKIMS	005554
AMSKMSUM(I)	MRP.COR30S12.WK10	WLK SKIMS	000808
	MRP.COR30S12.PR10	PNR SKIMS	007240
	MRP.COR30S12.KR10	KNR SKIMS	005554
(O)	MRP.COR30S12.AM17	MERGED SKIMS (17 TABLES)	006271
FARE00 (I)	MRP.COR30S12.MD10	MIDDAY SKIMS	001082
	MRP.COR30S12.WK10	WLK SKIMS	000808
	MRP.COR30S12.PR10	PNR SKIMS	007240
	MRP.COR30S12.KR10	KNR SKIMS	005554
(O)	MRP.FARE.COR30S12.AM.DATA	AM FARES	006258
	MRP.FARE.COR30S12.MD.DATA	MD FARES	006258
MCHWORK (I)	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.TT.Y00PA5.HBWORK.DATA	PERSON TT	PLAN01
	MRP.COR30S12.AM17	MERGED SKIMS	006271
	MRP.FARE.COR30S12.AM.DATA	MD FARES	006258
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK1MOA)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK2)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK3)	TRIP END	PLAN02
(O)	MRP.COR30S12.TT14	WORK TRIPS	004354
MCHNWRK (I)	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.TT.Y00PA5.H000OW.DATA	PERSON TT	PLAN01
	MRP.COR30S12.MDY5	MERGED SKIMS	001082
	MRP.FARE.COR30S12.MD.DATA	MD FARES	006258
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK1)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK2)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK3)	TRIP END	PLAN02
(O)	MRP.COR30S12.TT12	WORK TRIPS	003182

TABLE 5-2 (CONTINUED)

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-2 (COR30S12)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
MINDIST (I)	MRP.STATION.NODE.DATA(CORE30S7)	STATION DATA	PLAN02
	MRP.COORD.CORE2.DATA	COORDS	PLAN02
(O)	MRP.ZNTOSTA.MIN.COR30S12.DATA	MINDIST DATA	PLAN01
USTOS (I)	MRP.COR30S12.WPTH	WALK PATHS	001082
	MRP.COR30S12.KPTH	KNR PATHS	000808
	MRP.COR30S12.MPTH	MIDDAY PATHS	007240
	MRP.COR30S12.AE8	STA. ACC/EGR (12 TABLES)	003188
MOARR (I)	MRP.COR30S12.TT14	NONWORK TT	004354
	MRP.COR30S12.TT12	WORK TT	003182
	MRP.FARE.COR30S12.AM.DATA	MD FARES	006258
	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.ZNTOSTA.MIN.COR30S12.DATA	MINDIST DATA	PLAN01
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK1MOA)	TAZ DATA	PLAN02
	MRP.COR30S12.AE8	STA ACC/EGR	003188
	MRP.COR30S12.AM17	MERGED SKIMS	006271
	MRP.ZNTOSTA.HSK.FOP.DATA	ZN TO STA	PLAN03
	MRP.COR30S12.TT13	AM/24HR TRIPS	004220
ELD3R (I)	MRP.COR30S12.TT13	AM/24HR TRIPS	004220
	MRP.TNET.COR30S12.AM1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.AM5.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S12.MD5.DATA	NETWK FILE	PLAN03

TABLE 5-2 (CONTINUED)

DATASET DIRECTORY (CONTINUED)

CANDIDATE ALIGNMENT 6: MOS-2 (COR30S12)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
ELD3R(CONT.)	MRP.COR30S12.WPTH	WALK PATHS	000808
	MRP.COR30S12.WNTL	WALK PATHS	000808
	MRP.COR30S12.WNTA	WALK PATHS	000808
	MRP.COR30S12.PPTH	PNR PATHS	007240
	MRP.COR30S12.PNTL	PNR PATHS	007240
	MRP.COR30S12.PNTA	PNR PATHS	007240
	MRP.COR30S12.KPTH	KNR PATHS	005554
	MRP.COR30S12.KNTL	KNR PATHS	005554
	MRP.COR30S12.KNTA	KNR PATHS	005554
	MRP.COR30S12.MPTH	MIDDAY PATHS	001082
	MRP.COR30S12.MNTL	MIDDAY PATHS	001082
	MRP.COR30S12.MNTA	MIDDAY PATHS	001082
(O)	MRP.LL.COR30S12.HAM.DATA	LOADED LEGS	PLAN03
	MRP.COR30S12.URAPOUT	RT ANALYSIS	PLAN02
DIAMOND1(I)	MRP.COR30S12.TT13	AM/24HR TRIPS	004220
	MRP.COR30S12.MPTH	MIDDAY PATHS	001082
	MRP.COR30S12.WPTH	WALK PATHS	000808
	MRP.COR30S12.PPTH	PNR PATHS	007240
	MRP.COR30S12.KPTH	KNR PATHS	005554
(O)	MRP.COR30S12.DIAMOND.AM	S/S A-P TRIPS	PLAN02
	MRP.COR30S12.DIAMOND.H24	S/S A-P TRIPS	PLAN02
	MRP.COR30S12.DIAMOND.H240D	S/S O-D TRIPS	PLAN02

TABLE 5-3

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-2A (COR30S13)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
UNET	(I) MRP.COORD.CORE2.DATA	COORDS	PLAN02
	MRP.NETWORK.COR30S13.DATA(LINKS)	LINKS FILE	MRP001
	MRP.NETWORK.COR30S13.DATA(LINES)	LINES FILE	MRP001
	(O) MRP.TNET.COR30S13.AM1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM5.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD5.DATA	NETWK FILE	PLAN03
MDWLKSKM(I)	MRP.TNET.COR30S13.MD1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S13.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD4.DATA	NETWK FILE	PLAN03
	(O) MRP.COR30S13.MPTH	MIDDAY PATHS	005017
	MRP.COR30S13.MNTL	MIDDAY PATHS	005017
	MRP.COR30S13.MNTA	MIDDAY PATHS	005017
	MRP.COR30S13.MD10	MIDDAY SKIMS	005017
		(10 TABLES)	
	MRP.COR30S13.MDY5	MIDDAY SKIMS	005017
		(5 TABLES)	
AMWLKSKM(I)	MRP.TNET.COR30S13.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S13.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM4.DATA	NETWK FILE	PLAN03
	(O) MRP.COR30S13.WPTH	WALK PATHS	006115
	MRP.COR30S13.WNTL	WALK PATHS	006115
	MRP.COR30S13.WNTA	WALK PATHS	006115
	MRP.COR30S13.WK10	MALK SKIMS	006115
AMPNRSKM(I)	MRP.TNET.COR30S13.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S13.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM4.DATA	NETWK FILE	PLAN03
	(O) MRP.COR30S13.PPTH	PNR PATHS	006135
	MRP.COR30S13.PNTL	PNR PATHS	006135
	MRP.COR30S13.PNTA	PNR PATHS	006135
	MRP.COR30S13.PR10	PNR SKIMS	006135

TABLE 5-3 CONTINUED

DATASET DIRECTORY (CONTINUED)

CANDIDATE ALIGNMENT 6: MOS-2A (COR30S13)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
AMKNRSKM(I)	MRP.TNET.COR30S13.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S13.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM4.DATA	NETWK FILE	PLAN03
(O)	MRP.COR30S13.KPTH	KNR PATHS	006081
	MRP.COR30S13.KNTL	KNR PATHS	006081
	MRP.COR30S13.KNTA	KNR PATHS	006081
	MRP.COR30S13.KR10	KNR SKIMS	006081
AMSKMSUM(I)	MRP.COR30S13.WK10	WLK SKIMS	006115
	MRP.COR30S13.PR10	PNR SKIMS	006135
	MRP.COR30S13.KR10	KNR SKIMS	006081
(O)	MRP.COR30S13.AM17	MERGED SKIMS (17 TABLES)	005270
FARE00 (I)	MRP.COR30S13.MD10	MIDDAY SKIMS	005017
	MRP.COR30S13.WK10	WLK SKIMS	006115
	MRP.COR30S13.PR10	PNR SKIMS	006135
	MRP.COR30S13.KR10	KNR SKIMS	006081
(O)	MRP.FARE.COR30S13.AM.DATA	AM FARES	005025
	MRP.FARE.COR30S13.MD.DATA	MD FARES	005025
MCHWORK (I)	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.TT.Y00PA5.HBWORK.DATA	PERSON TT	PLAN01
	MRP.COR30S13.AM17	MERGED SKIMS	005270
	MRP.FARE.COR30S13.AM.DATA	MD FARES	005025
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK1MOA)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK2)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK3)	TRIP END	PLAN02
(O)	MRP.COR30S13.TT14	WORK TRIPS	006036
MCHNWRK (I)	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.TT.Y00PA5.H0000W.DATA	PERSON TT	PLAN01
	MRP.COR30S13.MDY5	MERGED SKIMS	005017
	MRP.FARE.COR30S13.MD.DATA	MD FARES	005025
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK1)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK2)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK3)	TRIP END	PLAN02
(O)	MRP.COR30S13.TT12	WORK TRIPS	005075

TABLE 5-3 (CONTINUED)

DATASET DIRECTORY (CONTINUED)

CANDIDATE ALIGNMENT 6: MOS-2A (COR30S13)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
MINDIST (I)	MRP.STATION.NODE.DATA(CORE30S7)	STATION DATA	PLAN02
	MRP.COORD.CORE2.DATA	COORDS	PLAN02
	(O) MRP.ZNTOSTA.MIN.COR30S13.DATA	MINDIST DATA	PLAN01
USTOS (I)	MRP.COR30S13.WPTH	WALK PATHS	005017
	MRP.COR30S13.KPTH	KNR PATHS	006115
	MRP.COR30S13.MPTH	MIDDAY PATHS	006135
	MRP.COR30S13.AE8	STA. ACC/EGR	005079 (12 TABLES)
MOARR (I)	MRP.COR30S13.TT14	NONWORK TT	006036
	MRP.COR30S13.TT12	WORK TT	005075
	MRP.FARE.COR30S13.AM.DATA	MD FARES	005025
	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.ZNTOSTA.MIN.COR30S13.DATA	MINDIST DATA	PLAN01
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK1MOA)	TAZ DATA	PLAN02
	MRP.COR30S13.AE8	STA ACC/EGR	005079
	MRP.COR30S13.AM17	MERGED SKIMS	005270
	MRP.ZNTOSTA.HSK.FOP.DATA	ZN TO STA	PLAN03
MRP.COR30S13.TT13	AM/24HR TRIPS	010624	
ELD3R (I)	MRP.COR30S13.TT13	AM/24HR TRIPS	010624
	MRP.TNET.COR30S13.AM1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.AM5.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S13.MD5.DATA	NETWK FILE	PLAN03

TABLE 5-3 (CONTINUED)

DATASET DIRECTORY (CONTINUED)

CANDIDATE ALIGNMENT 6: MOS-2A (COR30S13)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
ELD3R(CONT.)	MRP.COR30S13.WPTH	WALK PATHS	006115
	MRP.COR30S13.WNTL	WALK PATHS	006115
	MRP.COR30S13.WNTA	WALK PATHS	006115
	MRP.COR30S13.PPTH	PNR PATHS	006135
	MRP.COR30S13.PNTL	PNR PATHS	006135
	MRP.COR30S13.PNTA	PNR PATHS	006135
	MRP.COR30S13.KPTH	KNR PATHS	006081
	MRP.COR30S13.KNTL	KNR PATHS	006081
	MRP.COR30S13.KNTA	KNR PATHS	006081
	MRP.COR30S13.MPTH	MIDDAY PATHS	005017
	MRP.COR30S13.MNTL	MIDDAY PATHS	005017
	MRP.COR30S13.MNTA	MIDDAY PATHS	005017
(O)	MRP.LL.COR30S13.HAM.DATA	LOADED LEGS	PLAN03
	MRP.COR30S13.URAPOUT	RT ANALYSIS	PLAN02
DIAMOND1(I)	MRP.COR30S13.TT13	AM/24HR TRIPS	010624
	MRP.COR30S13.MPTH	MIDDAY PATHS	005017
	MRP.COR30S13.WPTH	WALK PATHS	006115
	MRP.COR30S13.PPTH	PNR PATHS	006135
	MRP.COR30S13.KPTH	KNR PATHS	006081
(O)	MRP.COR30S13.DIAMOND.AM	S/S A-P TRIPS	PLAN02
	MRP.COR30S13.DIAMOND.H24	S/S A-P TRIPS	PLAN02
	MRP.COR30S13.DIAMOND.H240D	S/S O-D TRIPS	PLAN02

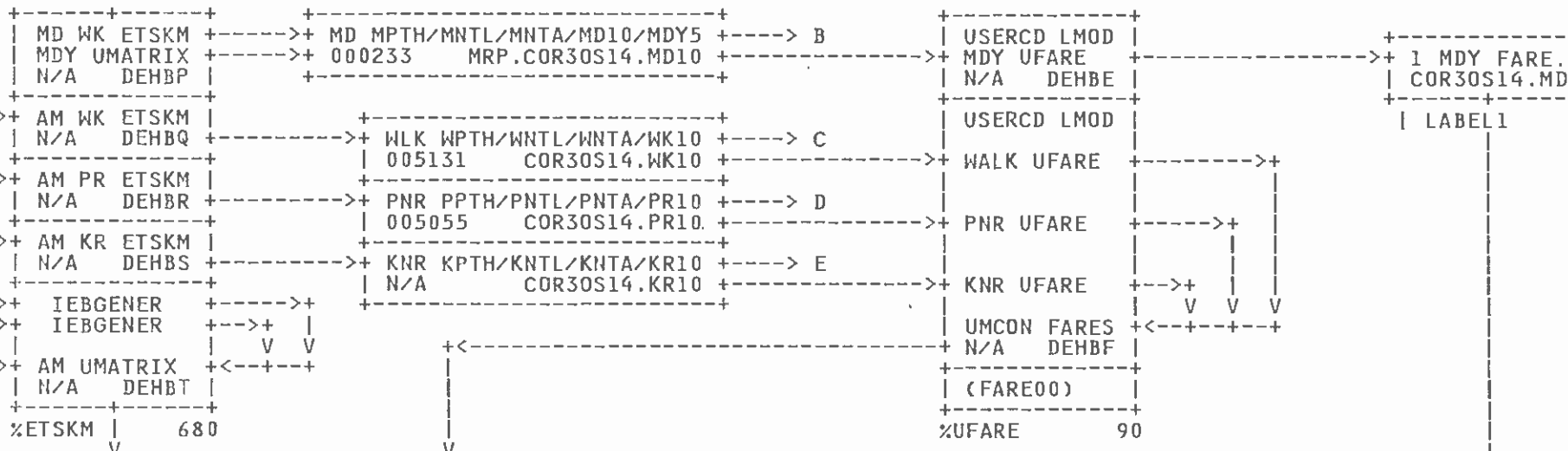
COORD CORE2	LINKS COR30S14	LINES COR30S14
PLAN02 31	PLAN02 75	PLAN02 7
AM ETNET N/A DEHBA	MD ETNET N/A DEHBB	PM ETNET N/A DEHBC
%ETNET 2	%ETNET 2	%ETNET 2
AM TNET 1-5 COR30S14	MD TNET 1-5 COR30S14	PM TNET 1-5 COR30S14
PLAN01 35	PLAN01 35	PLAN01 35

COR30S14
02/09/88

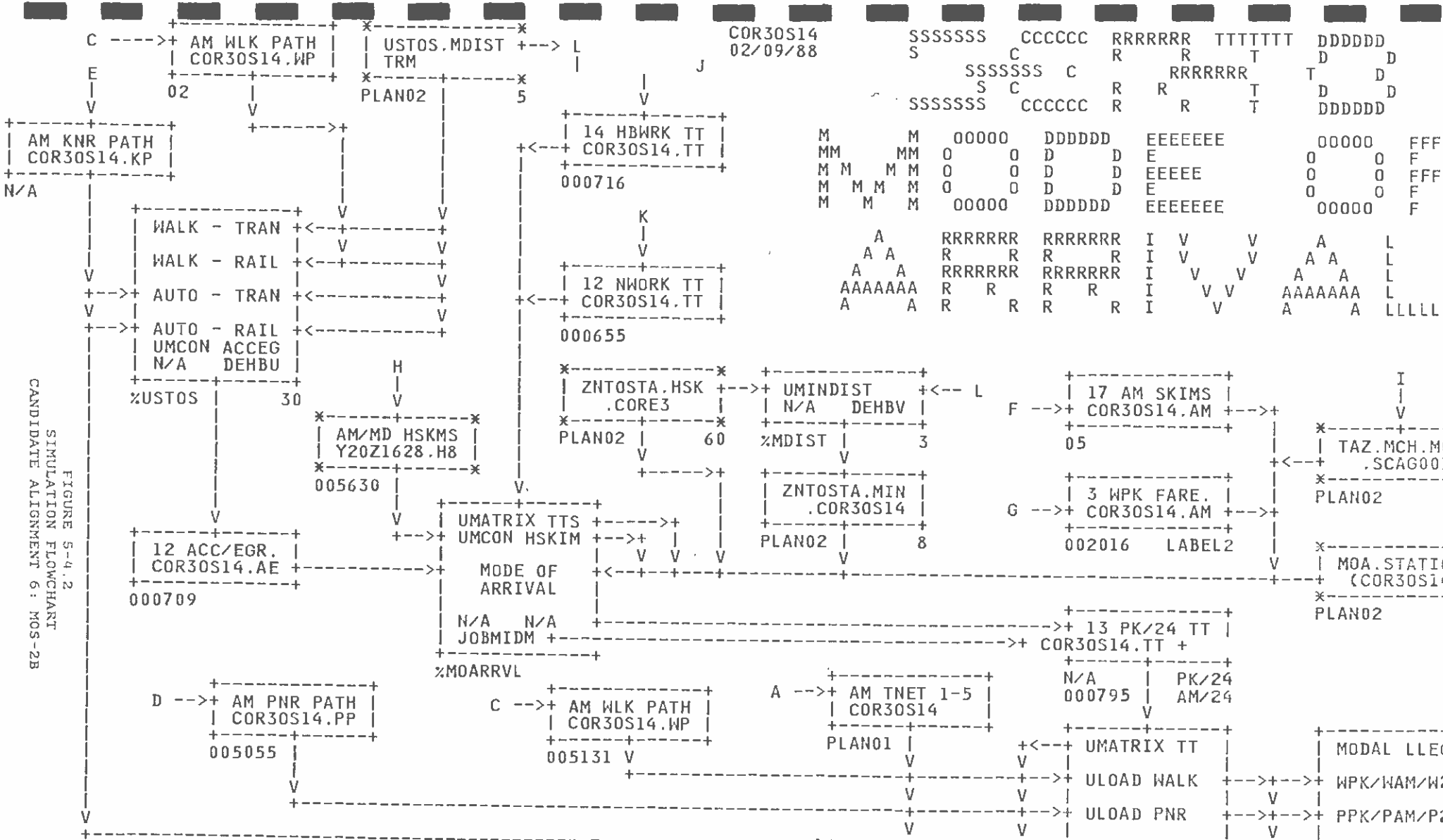
JOBTASK	B	DATE	D
AMETNET	A	02/09/88	0
MDETNET	B	02/09/88	0
PMETNET	C	02/09/88	0
MDETSKM	P	02/09/88	1
WKETSKM	Q	02/09/88	1
PRETSKM	R	02/09/88	1
KRETSKM	S	02/09/88	1
AMTSKIM	T	02/09/88	2
UFAREMD	E	02/09/88	1
UFAREAM	F	02/09/88	1
MCHWORK	W	02/09/88	3
MCHNRK	N	02/09/88	3

SSSSSSS	CCCCC	RRRRRRR	TTTTTTT	DDDDDD
S	C	R	T	D
SSSSSSS	C	RRRRRRR	T	D
S	C	R	T	D
SSSSSSS	CCCCC	R	R	T
M	M	00000	DDDDDD	EEEEEEE
MM	MM	0	0	D
M M	M M	0	0	D
M M M	M M	0	0	D
M M	M	00000	DDDDDD	EEEEEEE
CCCCC	H	H	00000	I
C	H	H	0	0
C	HHHHHH	0	0	I
C	H	H	0	0
CCCCC	H	H	00000	I

FIGURE 5-4.1
 SIMULATION FLOWCHART
 CANDIDATE ALIGNMENT G: NOS-2B



HBWORK TT TT.Y00PA5	17 AM SKIMS COR30S14.AM	3 WPK FARE. COR30S14.AM	AM/MD HSKMS Y20Z1628.H8	TAZ.MCH.MOA .SCAG00B	3 H0000W TT TT.Y00PA5
PLAN01 205	000210	002016 LABEL2	005630	PLAN02 50	PLAN01 620
HW MCH (AM) N/A DEHBW	14 HBWRK TT COR30S14.TT	MODE OF ARRIVAL	12 NWORK TT COR30S14.TT	NW MCH (MD) N/A DEHBN	%MCHNRK 1
%MCHWORK 175	000716		000655		



JOBTASK	D	DATE	D
USTOS	U	02/09/88	1
MDIST	V	02/09/88	0
MOAPK	M	N/A	3
MOAAM	O	02/09/88	3
ELD3RPK	X	N/A	1
ELD3RAM	Y	02/09/88	1
ELD3R24	Z	N/A	1

TOTAL LLEGS		LL.COR30S14	
PK/AM/24 HR	<---	.HPK	<---
ULOAD/URAP	<---	.HAM	<---
PGM REPORTS	<---	.H24	<---
ULOAD/URAP		PLAN01	450

MODAL LLEGS		WPK/KAM/W24		PPK/PAM/P24		KPK/KAM/K24		LL.COR30S14	
UMATRIX TT		ULOAD WALK		ULOAD PNR		ULOAD KNR		SORT/UPRAS	
N/A		N/A		N/A		N/A		N/A	
DEHBY		N/A		N/A		N/A		N/A	
N/A		N/A		N/A		N/A		N/A	
ELD3R		25		25		25		25	

FIGURE 5-4.2
 SIMULATION FLOWCHART
 CANDIDATE ALIGNMENT 6: MOS-2B

TABLE 5-4

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-2B (COR30S14)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
UNET	(I) MRP.COORD.CORE2.DATA	COORDS	PLAN02
	MRP.NETWORK.COR30S14.DATA(LINKS)	LINKS FILE	MRP001
	MRP.NETWORK.COR30S14.DATA(LINES)	LINES FILE	MRP001
	(O) MRP.TNET.COR30S14.AM1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM5.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD5.DATA	NETWK FILE	PLAN03
	MDWLKSKM(I)	MRP.TNET.COR30S14.MD1.DATA	NETWRK FILE
MRP.TNET.COR30S14.MD3.DATA		NETWK FILE	PLAN03
MRP.TNET.COR30S14.MD4.DATA		NETWK FILE	PLAN03
(O) MRP.COR30S14.MPTH		MIDDAY PATHS	000233
MRP.COR30S14.MNTL		MIDDAY PATHS	000233
MRP.COR30S14.MNTA		MIDDAY PATHS	000233
MRP.COR30S14.MD10		MIDDAY SKIMS	000233
MRP.COR30S14.MDY5		MIDDAY SKIMS	000233
	(10 TABLES)		
	(5 TABLES)		
AMWLKSKM(I)	MRP.TNET.COR30S14.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S14.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM4.DATA	NETWK FILE	PLAN03
	(O) MRP.COR30S14.WPTH	WALK PATHS	005131
	MRP.COR30S14.WNTL	WALK PATHS	005131
	MRP.COR30S14.WNTA	WALK PATHS	005131
	MRP.COR30S14.WK10	MALK SKIMS	005131
AMPNRSKM(I)	MRP.TNET.COR30S14.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S14.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM4.DATA	NETWK FILE	PLAN03
	(O) MRP.COR30S14.PPTH	PNR PATHS	005055
	MRP.COR30S14.PNTL	PNR PATHS	005055
	MRP.COR30S14.PNTA	PNR PATHS	005055
	MRP.COR30S14.PR10	PNR SKIMS	005055

TABLE 5-4 (CONTINUED)

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-2B (COR30S14)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
AMKNRSKM(I)	MRP.TNET.COR30S14.AM1.DATA	NETWRK FILE	PLAN03
	MRP.TNET.COR30S14.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM4.DATA	NETWK FILE	PLAN03
(O)	MRP.COR30S14.KPTH	KNR PATHS	000066
	MRP.COR30S14.KNTL	KNR PATHS	000066
	MRP.COR30S14.KNTA	KNR PATHS	000066
	MRP.COR30S14.KR10	KNR SKIMS	000066
AMSKMSUM(I)	MRP.COR30S14.WK10	WLK SKIMS	005131
	MRP.COR30S14.PR10	PNR SKIMS	005055
	MRP.COR30S14.KR10	KNR SKIMS	000066
(O)	MRP.COR30S14.AM17	MERGED SKIMS (17 TABLES)	005270
FARE00 (I)	MRP.COR30S14.MD10	MIDDAY SKIMS	000233
	MRP.COR30S14.WK10	WLK SKIMS	005131
	MRP.COR30S14.PR10	PNR SKIMS	005055
	MRP.COR30S14.KR10	KNR SKIMS	000066
(O)	MRP.FARE.COR30S14.AM.DATA	AM FARES	002016
	MRP.FARE.COR30S14.MD.DATA	MD FARES	002016
MCHWORK (I)	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.TT.Y00PA5.HBWORK.DATA	PERSON TT	PLAN01
	MRP.COR30S14.AM17	MERGED SKIMS	005270
	MRP.FARE.COR30S14.AM.DATA	MD FARES	002016
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK1MOA)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK2)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK3)	TRIP END	PLAN02
(O)	MRP.COR30S14.TT14	WORK TRIPS	000716
MCHNWRK (I)	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.TT.Y00PA5.H0000W.DATA	PERSON TT	PLAN01
	MRP.COR30S14.MDYS	MERGED SKIMS	000233
	MRP.FARE.COR30S14.MD.DATA	MD FARES	002016
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK1)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK2)	TRIP END	PLAN02
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(NWRK3)	TRIP END	PLAN02
(O)	MRP.COR30S14.TT12	WORK TRIPS	000655

TABLE 5-4 (CONTINUED)

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-2B (COR30S14)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
MINDIST (I)	MRP.STATION.NODE.DATA(CORE30S7)	STATION DATA	PLAN02
	MRP.COORD.CORE2.DATA	COORDS	PLAN02
	(O) MRP.ZNTOSTA.MIN.COR30S14.DATA	MINDIST DATA	PLAN01
USTOS (I)	MRP.COR30S14.WPTH	WALK PATHS	000233
	MRP.COR30S14.KPTH	KNR PATHS	005131
	MRP.COR30S14.MPTH	MIDDAY PATHS	005055
	MRP.COR30S14.AE8	STA. ACC/EGR	000709
		(12 TABLES)	
MOARR (I)	MRP.COR30S14.TT14	NONWORK TT	000716
	MRP.COR30S14.TT12	WORK TT	000655
	MRP.FARE.COR30S14.AM.DATA	MD FARES	002016
	MRP.Y20Z1628.H8	HWY SKIMS	005630
	MRP.ZNTOSTA.MIN.COR30S14.DATA	MINDIST DATA	PLAN01
	MRP.TAZ.MCH.MOA.SCAG00B.DATA(WORK1MOA)	TAZ DATA	PLAN02
	MRP.COR30S14.AE8	STA ACC/EGR	000709
	MRP.COR30S14.AM17	MERGED SKIMS	005270
	MRP.ZNTOSTA.HSK.FOP.DATA	ZN TO STA	PLAN03
MRP.COR30S14.TT13	AM/24HR TRIPS	000795	
ELD3R (I)	MRP.COR30S14.TT13	AM/24HR TRIPS	000795
	MRP.TNET.COR30S14.AM1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.AM5.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD1.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD2.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD3.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD4.DATA	NETWK FILE	PLAN03
	MRP.TNET.COR30S14.MD5.DATA	NETWK FILE	PLAN03

TABLE 5-4 (CONTINUED)

DATASET DIRECTORY

CANDIDATE ALIGNMENT 6: MOS-2B (COR30S14)

STEP NAME	DATASET	COMMENTS	TAPE/VOL
ELD3R(CONT.)	MRP.COR30S14.WPTH	WALK PATHS	005131
	MRP.COR30S14.WNTL	WALK PATHS	005131
	MRP.COR30S14.WNTA	WALK PATHS	005131
	MRP.COR30S14.PPTH	PNR PATHS	005055
	MRP.COR30S14.PNTL	PNR PATHS	005055
	MRP.COR30S14.PNTA	PNR PATHS	005055
	MRP.COR30S14.KPTH	KNR PATHS	000066
	MRP.COR30S14.KNTL	KNR PATHS	000066
	MRP.COR30S14.KNTA	KNR PATHS	000066
	MRP.COR30S14.MPTH	MIDDAY PATHS	000233
	MRP.COR30S14.MNTL	MIDDAY PATHS	000233
	MRP.COR30S14.MNTA	MIDDAY PATHS	000233
(O)	MRP.LL.COR30S14.HAM.DATA	LOADED LEGS	PLAN03
	MRP.COR30S14.URAPOUT	RT ANALYSIS	PLAN02
DIAMOND1(I)	MRP.COR30S14.TT13	AM/24HR TRIPS	000795
	MRP.COR30S14.MPTH	MIDDAY PATHS	000233
	MRP.COR30S14.WPTH	WALK PATHS	005131
	MRP.COR30S14.PPTH	PNR PATHS	005055
	MRP.COR30S14.KPTH	KNR PATHS	000066
(O)	MRP.COR30S14.DIAMOND.AM	S/S A-P TRIPS	PLAN02
	MRP.COR30S14.DIAMOND.H24	S/S A-P TRIPS	PLAN02
	MRP.COR30S14.DIAMOND.H24OD	S/S O-D TRIPS	PLAN02