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

TECHNICAL REPORT:
PATRONAGE FORECAST DOCUMENTATION
VOLUME I
(NETWORK DESCRIPTIONS AND FORECAST
PATRONAGE ESTIMATES)

=====

Prepared for:

Southern California Rapid Transit District

Prepared by:

Schimpeler Corradino Associates
The Planning Group

SCRTD General Planning Consultant

November, 1987

Funding for this report is provided by grants to the Southern California Rapid Transit District from the United States Department of Transportation, the State of California, and the Los Angeles County Transportation Commission.

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SCRTD

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1.0 INTRODUCTION AND METHODOLOGY TO THE NETWORK MODELING PROCESS

1.1 PURPOSE OF THIS MEMORANDUM

This technical memorandum serves four primary purposes. The first purpose is to document the method used for patronage estimation for each of the alternative alignments included in the September, 1987 Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report. Second is to describe the adjustments made to the background or existing bus service. Such route and schedule adjustments are key variables in the assessment of the proposed rail alignment alternative's transportation impacts. The adjustments are carefully considered in order to ensure an integrated transit system with the appropriate coordination between bus and rail services. The third purpose of this memo is to present the essential results of the third patronage screening of alignment alternatives since the Congressionally Ordered Re-Engineering (CORE) Study was mandated by the U.S. House Joint Resolution (No. 465) in June, 1985. These are a compilation of key transit performance indicators, as derived for each of the five Candidate Alignments and are contained in Section 2. These findings may be of interest not only to the District and participating public agencies but also to the public desiring additional detail to what is provided by the SEIS/SEIR.

1.2 METHOD USED FOR PATRONAGE ESTIMATION

Patronage forecasts for the SEIS/SEIR have been developed under a locally enhanced version of the standard Urban Transportation Planning System (UTPS) supported by UMTA. This enhanced UTPS is operational on the mainframe computer MVS 3083 at SCRTD. When an alternative Metro Rail alignment is formulated, a sequence of tasks are undertaken in order to arrive at a patronage forecast for the proposed subject transit network. The remainder of this section is an overview of the method by which the demand estimates presented in Section 2 were achieved.

1.2.1 Adaptation of the Background Bus Network

The forecast patronage estimation process begins with an assessment of the base or background bus network to be converted to serve the proposed Metro Rail alternative alignment station locations. It is of fundamental interest that the proposed rail station(s) be highly integrated with the bus system both locally and regionally. The bus system should in the appropriate places be made complementary rather than competitive with the rail system; thereby, providing smooth, efficient transportation links and an overall improved mobility to the Los Angeles area.

There are a variety of factors that contribute to proposed service policies that define a bus/rail network. Specifically, where is it necessary to augment, divert, shorten, reschedule, or eliminate a bus operation in adapting to rail transit? For a full consideration of the integration of bus routes with rail stations as was originally planned for the pre-CORE project alignment, refer to Supporting Services Plan, Milestone 9, SCRTD, May, 1983. The adjustments incorporated into the present group of patronage estimates are based on the same general "rules" that were developed and applied to the original analysis. Primary determinants to the background bus route and schedule adjustments instituted in the SEIS/SEIR are:

- o Bus routes parallel the rail alignment; particularly those with service into downtown, are diverted to the most immediate or accessible rail station - with the intent to provide passengers an opportunity to transfer to rail as early and/or often as possible.
- o Routes which run concurrent with rail service such as those along Wilshire are usually either terminated at the point of convergence with rail (Wilshire/Fairfax) or are operated beyond that point at an increased service frequency and/or limited range that has been determined to be adequate for the coverage of immediate or local trips. By minimizing the competition between modes, the benefit of reduced bus congestion on surface streets, particularly Wilshire Boulevard may be realized in this example, where as we said, the local travel demand would be accommodated by short-line, or shuttle-type bus service. The preliminary step of observing current ridership (boardings and alightings) in these corridors ensures that important local routes would remain intact.
- o One of the primary hookups which occurs in the background bus adaptation is that between the service-relevant express bus operations such as those on the Santa Monica Freeway, serving points west to downtown, and expresses on the Hollywood Freeway, and Cahuenga Drive which primarily serve trips from the San Fernando Valley into downtown. As a service enhancement, these express bus routes are diverted from their freeway courses to the nearest convenient rail station transfer terminal. This is again

with the intent of minimizing bus-rail competition, effecting operational cost savings. In the alternative alignments configured for the SEIR, the stations which serve as major transfer terminals and layover for express bus lines are the Wilshire/La Brea station for Santa Monica expresses and either of North Hollywood, Universal City, Hollywood/Vine, Sunset/Vine, or Hollywood/Highland stations (depending upon the alignment alternative and status; for Cahuenga Boulevard expresses. These are stations which when fully designed would handle a larger number of bus and passenger movements. Station capacity is dependent upon the relative access street adequacy and upon the provision of a bus terminal and storage facility in conjunction with the rail station.

A checklist (see Figure 1-1) accompanies the preparation of a network in order to ensure that background bus modifications are appropriated in a consistent manner and that all required changes in lines and links for each respective transit network are correctly incorporated. The checklist summarizes the steps that are followed to modify the lines and links for each transit mode in the network. As interim diagnostic steps, several utility programs are directed to the task of debugging the lines and links and assuring a clean network.

1.2.2 The Network Modeling Process

The following subsections describe the basic function of each of the eighteen program steps executed in order to reduce a transit network and accompanying trip-end data, etc. to patronage estimates and transit performance indicators for a forecast-year alignment. Each of the program steps are executed in a standardized sequence which is moderated via a set of (CLIST) drivers called UDRIVE.

SCRTD currently conducts a patronage forecasting routine that consists of a sixteen to eighteen job sequence. A typical patronage run would proceed according to the general sequence:

1. EPNETAM (UNET) - AM transit network
 :
2. EPNETMD (UNET) - midday transit network
 :

NETWORK NAME _____ Preparer _____

1. Make a map w/ all 8000, 5000, 01 codes in alignment _____
2. Select a Base Network _____
3. Plot Base Network _____
4. Print Lines File of Base Network _____
5. List all Bus Lines to be changed by Joe Lyle's sketch _____
- 6* Run EDLINE to create WORK file (OPTIONAL) _____
7. Modify Lines File on Base Network Lines Listing
7.1 modify mode 6 lines _____
7.2 modify mode 4 lines on north branch _____
7.3 modify mode 4 lines on west branch _____
7.4 modify mode 5 lines if needed _____
7.5 modify mode 8 lines if needed _____
- B. Incorporate Changes in Lines File _____
9. Sort Links File by Mode, B-node, A-node first then
9.1 include mode 1 dummy walk links for new stations _____
9.2 delete mode 1 dummy walk links from old station. _____
9.3 include mode 1 mini-walk links for new stations _____
9.4 delete mode 1 mini-walk links from old stations _____
9.5 include/delete mode 2 PNR links if necessary _____
9.6 include new mode 3 KNR links for new stations _____
9.7 delete old mode 3 KNR links from old stations _____
9.8 update mode 4 bus links (optional) _____
9.9 update mode 6 rail links _____
10. Run LMATCH _____ Check LMATCH _____
11. Run UNET _____ Check UNET _____
12. Plot new lines file then check new lines file in plot _____
13. Prepare MRP.USTOS.R _____
MRP.USTOS.T _____
MRP.STATID\..NODE.DATA _____
MRP.MOA.STATION.DATA _____

Figure 1-1 NETWORK PREPARATION CHECK LIST

3. MDWLKSM (UPATH) - midday zone-to-zone walk-to-transit paths
4. AMWLKSKM (UPATH) - AM zone-to-zone walk-to-transit access paths
5. AMPNRSKM (UPATH) - AM zone-to-zone PNR-to-transit access paths
6. AMKNRSKM (UPATH) - AM zone-to-zone KNR-to-transit access paths
7. AMSKMSUM (UPATH) - matrix aggregation of all paths
8. FAREMD (UFARE) - midday zone-to-zone transit fare matrices
9. FAREAM (UFARE) - AM zone-to-zone transit fare matrices
10. MCHNWRK (UMODEL) - home-based other and non-home based mode split
11. MCHWORK (UMODEL) - home-based-work mode split
12. USTOS (USTOS) - zone pair access/egress to transit stations
13. MINDIST (UMINDIST) - distance from zone to nearest station
14. MOARR (UMODEL) - station boardings
15. ELD3R (ULOAD,UPRAS,URAP) - transit line performance indicators
16. VASSIGN (UVASSIGN) - zone-to-station trips

17. DIAMOND - station-to-station boardings
(directional)
18. UEVAL - aggregate performance of transit
lines

This sequence approximates the job execution schedule for a typical simulation run. The job schedule may be referenced in Figure 1-2 which shows the general data flow and job interdependence. Output datasets are written to tape volumes that serve as input to subsequent job-steps down the line. Job labels, such as EPNET and MOARR, are UDRIVE designations.

1.3 PROGRAM/DATA FLOW

The process of simulating a future year transit system entails many steps. Most steps involve the processing of large amounts of aggregate data and this requires extensive computer resources. The Los Angeles transportation system is modeled on the basis of its physical definition. The basic physical components of the transit network include: zones and their trip production or attraction characteristics (the SCRTD transit network is played-out over 1,628 zones); links and nodes which accommodate paths and transfer points associated with person movements (the present networks consist of some 7,000 nodes and 14,000 links); and lines or transit routes that comprise the regional transit system - a line operates along a representation of it's actual or proposed routing which is described as a sequence of nodes or stops. There are over 500 bus lines coded into the transit network. These include area-wide and company-wide; local bus, express bus, and Metro Rail modes (see Table 1-1).

We are dealing with a representation of trips over space and time or zone-to-zone/station-to-station interchanges by period. Thus, the data, as it proceeds stepwise through the modeling process, is expressed and converted as a matrix of elements. Resident to each program step are sets of constants or multipliers which converge with these matrices in order to produce the best representation of person movements which translates into transit demand for the appointed forecast year.

1.3.1 Trip Generation and Distribution

The trip-generation and trip-distribution steps initiate the UTPS patronage forecasting process and precede the local SCRTD job sequence. These models establish the base person-trip movements to be used to estimate transit demand. Such information are called "trip tables" or "trip matrices." Base year (1980) and forecast year (2000) trip tables were provided by SCAG and remain

UTPS SIMULATION---TAPE DOCUMENTATION SHEET

WORK AREA _____ NETWORK NAME: _____ PREPARER _____

TASK DESC'N _____

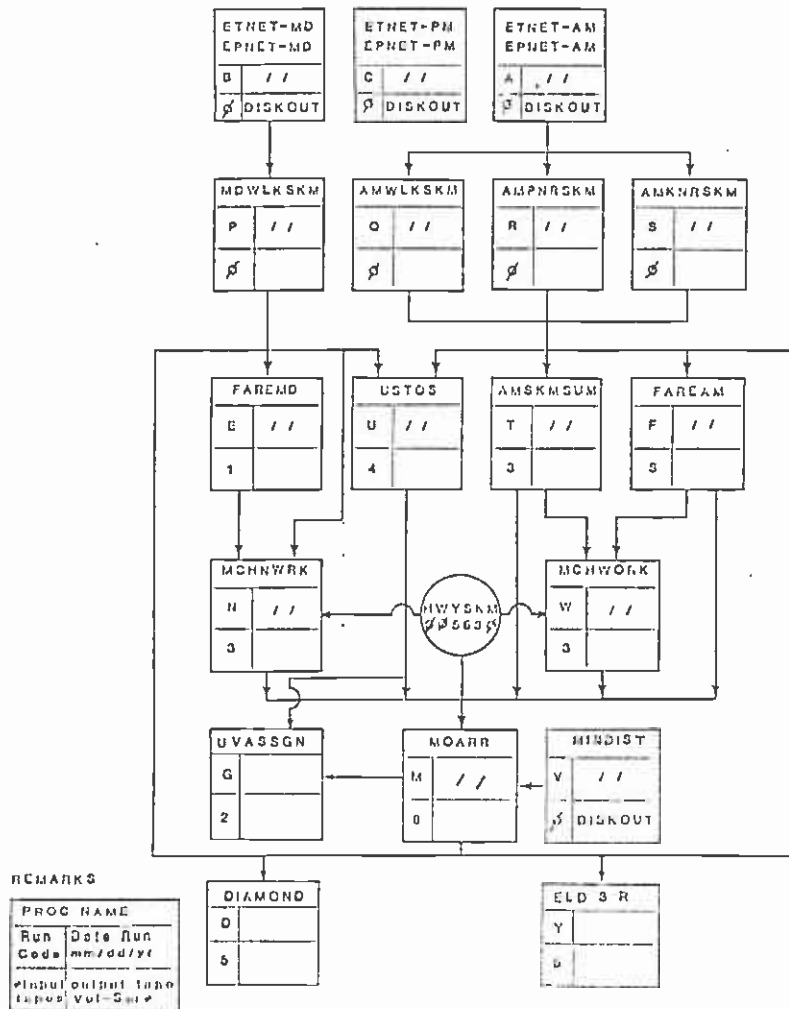


Figure 1-2 UTPS TAPE DOCUMENTATION

TABLE 1-1

MODE AND COMPANY NUMBERING FOR THE LOS ANGELES REGIONAL TRANSIT NETWORKS

Operator	Service Type	Mode Number	Company Number
SCRTD	Local Bus	4	1
SCRTD	Express Bus	5	1
OCTD	Express Bus	5	2
OMNITRANS	Express Bus	5	5
Gardena	Express Bus	5	8
Long Beach	Express Bus	5	9
Norwalk	Express Bus	5	11
Santa Monica	Express Bus	5	12
Torrance	Express Bus	5	14
SCRTD	Heavy Rail	6	1
SCRTD	Light Rail	7	1
OCTD	Light Rail	7	2
OCTD	Local Bus	8	2
RTA	Local Bus	8	3
SCAT	Local Bus	8	4
OMNITRANS	Local Bus	8	5
Commerce	Local Bus	8	6
Culver City	Local Bus	8	7
Gardena	Local Bus	8	8
Long Beach	Local Bus	8	9
Montebello	Local Bus	8	10
Norwalk	Local Bus	8	11
Santa Monica	Local Bus	8	12
Simi Valley	Local Bus	8	13
Torrance	Local Bus	8	14
Miscellaneous	Local Bus	8	20

Source: Schimpeler Corradino Associates

constant throughout the patronage estimation program. The base-year trips, used to estimate future-year were adjusted on the basis of final Census data in 1982 and evaluated against actual observations and revised in 1983. Details on this validation are found in Technical Memorandum 86.1.4, Patronage Forecasting Procedures, Barton Aschman Associates et al., April, 1987.

1.3.2 Build the Transit Network (UNET)

Termed EPNETAM and EPNETND in the driver sequence UDRIVE; UNET generates or revises a binary dataset of the transit network and system description. These files are maintained on direct access storage. Inputs to INET are link data which define the physical network and line data which describes routes and headways (see Section 1.2.1).

UNET also contains the provisional subroutine UPLOTT which prepares a file for network plotting. Plots are occasionally used to review a network, however, a number of diagnostic utilities have been developed which more accurately summarize and report coding discrepancies.

UNET output consists of the five binary datasets:

- o MD1 - Line description
- o MD2 - Frequency table
- o MD3 - Link description
- o MD4 - Anode table
- o MD5 - Coordinate table (for use by UPLOTT only)

Optional reports produced by UNET include:

- o Links listing
- o Lines listing with any error messages
- o Transit network description - lines, Anode, Bnode, distance and time, vehicles per hour by period.

1.3.3 Determine Transit User Paths (UPATH)

Using the binary files created by UNET, UPATH derives the minimum weighted time path between each pair in the network. The skim tree procedure finds the expected path taken by a trip-maker on that interzonal trip. Such a choice is based on the relative item required for walking-to, walking-for, transferring, and riding-on each mode. The transit-relevant modes for which paths are constructed include walk, park-and-ride, and kiss-and-ride.

A skim table merge step (UPSUM), called AMSKMSUM and MDWLKSKM in UDRIVE, reads the minimum paths output from UPATH and writes twelve zone-to-zone matrices giving the aspects of time spent

traversing the minimum weighted time paths among all zone pairs in the network.

Output tables are:

1. (Unweighted) travel time via mode 1 (Walk)
2. (Unweighted) travel time via mode 2 (Park-and-Ride)
3. (Unweighted) travel time via mode 3 (Kiss-and-Ride)
4. (Unweighted) travel time via mode 4 (SCRTD local bus routes)
5. (Unweighted) travel time via mode 5 (Express bus routes - all operators)
6. (Unweighted) travel time via mode 6 (Heavy rail rapid transit)
7. (Unweighted) travel time via mode 7 (Light rail rapid transit)
8. (Unweighted) travel time via mode 8 (Local bus service - all operators except SCRTD)
9. Number of transfers
10. Initial time
11. Transfer time
12. Total weighted time

1.3.4 Prepare Interzonal Fare Matrices (UFARE)

UFARE is a UTPS compatible program module that reads the transit paths from UPATH, formulates, and writes three interzonal transit fares matrices which are merged to a fourth (for each period - AM and MD). The resulting fare matrix is required in the execution of the Mode-Choice models.

1.3.5 Develop Station-to-Station Trip Matrix (USTOS)

USTOS reads the transit path description (UPATH), a list of selected node numbers, and their corresponding rail station numbers along with the projected interzonal trip matrix. Output consists of a matrix of trips from all stations to all other stations - used for station design and revenue forecasts. Also produced are matrices of rapid transit station access/egress to other transit submodes. Stations are a subset of nodes defined in the program setup.

1.3.6 Proportion Transit Trips by Mode (MODE CHOICE)

The MODE CHOICE procedure is comprised of two custom-developed models which assess home-based work, home-based other, and non-home-based splits for the Los Angeles area. Reference to the calibration, development, and application of these models may be found in Tech Memo 86.4.1 (op. cit.). The mode choice models predict the proportion of transit trips to total trips for a trip

interchange as a function of the relative travel times and costs for the modes involved in that interchange and of household characteristics in the trip interchange production zone. Input variables for these models are:

- o Total in-vehicle travel time by an alternative mode or mode combination.
- o Total out-of-vehicle travel time for each alternative mode or combination.
- o Total costs for each alternative mode, including transit fares, parking costs, and auto running costs. Costs are divided by income in all cases.

Models use trip-maker characteristics (see Trip-End Data, Section 1.3.11.1) as determined by the production end of the trip:

- o Households within walk of transit which own no autos.
- o Households within walk of transit which own one or more autos.
- o Households not within walk of transit which own no autos.
- o Households not within walk of transit which own one or more autos.

Also, the work model uses:

- o Average number of autos per licensed driver.
- o Average number of workers per household

And the non-work model uses:

- o Average number of autos per licensed driver.
- o Average household income.

To build and run the mode choice models, four sets of paths and skims are required: AM-peak walk to transit, AM-peak kiss-and-ride, and midday walk to transit. Exogenous inputs include person trip tables (Section 1.3.1) developed by SCAG, and highway skims developed by CALTRANS. Section 2 reports the mode shares or splits by trip purpose for each of the sixteen CORE-3 simulations.

1.3.7 Generate Zone-to-Highway Impedances (USTATION)

The USTATION program produces a set of zone-to-highway impedances from the regional highway network. Outputs consist of a set of highway time- and distance-to-station matrices.

1.3.8 Compile Minimum Distances to Rail Stations (UMINDIST)

The UMINDIST program builds a table of minimum distances to all rail stations. The program reads a list of stations (zone-to-station matrices from USTATION), node numbers, the network coordinates, and generates an output dataset which is arranged as an array by order of zone number. The results of UMINDIST serve as input to Mode-of-Arrival.

1.3.9 Determine Station Arrivals by Mode (MODE-OF-ARRIVAL)

The MODE-OF-ARRIVAL program accepts data from the highway impedance to station program (USTATION), the closest station program (UMINDIST), the household income distribution program (UHHS), the mode choice models, the transit skims (UPSUM), and the USTOS program, and estimates boardings by mode-of-access and egress for all stations specified. Primarily a design tool, the model is a hierarchical operation that first proportions transit trips into walk and nonwalk trips, then splits the nonwalk trips into feeder-bus and auto trips, and finally splits the auto trips into park-and-ride and kiss-and-ride trips (applied only to nonwork and non-home-based trips). For home-based work trips only, the split between walk and nonwalk (access) trips is applied.

Mode-of-Arrival makes it possible to assess peak-hour, peak-period, and daily boardings at each station and to view the impacts on station boardings of policy measures such as station parking capacity. Included in Section 2 of this report are daily and peak-period (PM) rail transit boarding estimates (parking-constrained and unconstrained) by mode-of-access and egress. Also included are results from a policy scenario which assumes park-and-ride availability at all non-CBD rail stations.

The UMODEL element of this program is the mode-of-arrival step resulting in the output of four reports and fifteen transit trip-tables. The four reports include:

- o Parking accumulation report
- o Mode-of-arrival and departure report
- o Station attribute report
- o Trip-end summaries

1.3.9.1 Mode-of-Arrival - Adjustments for Park-and-Ride

The procedure for determining the maximum potential parking demand at each non-CBD station calls for a modification to the basic mode of arrival algorithm. The standard procedure would result in reduced ridership at all non-CBD rail stations despite the fact that accessibility at these stations has improved. This counter-intuitive result has been studied thoroughly (see

Technical Memorandum 87.3.3 for a detailed review of this problem). It was determined that the standard installation of the mode-of-arrival program (MOARR) which applies a probability model to assign home-based non-work and non-home-based trips to walk, bus, park-and-ride, and kiss-and-ride access trips, is unrealistic relative to other than home-based work trips. A modified procedure which is a temporary solution to this problem has been devised.

1.3.10 Assign Transit Trips to the Transit Network (ULOAD)

Program package ELD3R includes programs ULOAD, UPRAS, and UPRAP. ULOAD reads the zone-to-transit passenger volume matrix, and assigns its elements to the corresponding minimum path output by UPATH. ULOAD assigns a passenger to the line(s) which best serves with respect to his initial origin and destination. Two types of assignment are performed: assignment of peak-hour trips to the AM-PEAK hour network, and assignment of 24-hour trips to the base network. The 24-hour assignment is achieved by loading work trips to AM paths, non-work trips to midday paths, and merging the results into a single "loaded" network.

ULOAD writes a binary assignment file which when sorted is inputted into program UPRAS which assembles reports on link volumes, line volumes, and passenger boardings. Supplementary summary statistics such as those appearing in Section 2 (System Characteristics) are produced by program UPRAP.

1.3.11 Assess Zone-to-Station Trips (UVASSGN)

The VASSIGN program builds a highway-vehicle trip table for assignment to the highway network. These are the auto trips derived from the kiss-and-ride and park-and-ride trips to and from the stations. These tables are used to assess both the traffic implications for the highway network and to determine air quality impacts of traffic generated by the stations.

1.3.12 Other Key Inputs

1.3.12.1 Trip End Data

Trip end data of various types are applied to both mode choice and mode-of-arrival. These exogenous variables include:

- o Total households, employment, and population.
- o Household size and autos per person.
- o Autos per person.
- o Market segment variables - autos per household, autos per licensed driver, licensed drivers per household, workers per household, and income per household.

Candidate Alignment 3:		
MOS-2 - - - - -	-> CORE30S3 (Same as CA2:MOS-2)	. . . 133
Candidate Alignment 4:		
MOS-3 - - - - -	-> CORE3CA4. 146
Candidate Alignment 4:		
MOS-2 - - - - -	-> CORE30S4. 165
Candidate Alignment 4:		
MOS-2A- - - - -	-> CORE3C4X. 178
Candidate Alignment 4:		
MOS-2B- - - - -	-> CORE30S11 190
Candidate Alignment 5:		
MOS-3 - - - - -	-> CORE3CA5. 202
Candidate Alignment 5:		
MOS-2 - - - - -	-> CORE30S2. 219
Candidate Alignment 5:		
MOS-2A- - - - -	-> CORE30S8. 232

2.0 CORE STUDY ALIGNMENTS: NETWORK SIMULATIONS

2.1 CANDIDATE ALIGNMENT 1: MOS-3

2.1.1 Alignment Description

Including MOS-1 and the Valley segments of the LPA that remain unchanged, Candidate Alignment 1 is a 17.6-mile all-subway line with sixteen stations (Figure 2-1 and Table 2-1). Leaving the Wilshire/Alvarado, Station, the alignment would proceed west, passing under MacArthur Park Lake to Wilshire Boulevard at Park View. It would follow Wilshire Boulevard to Virgil Avenue, where it would turn northwest to the Wilshire/Vermont Station, located on a diagonal in the northern half of the block formed by Wilshire Boulevard, Vermont Avenue, Sixth Street, and Shatto Place. After leaving the Wilshire/Vermont Station the alignment would branch, one line continuing west in the Wilshire Corridor and the other line turning north along Vermont Avenue to Hollywood and the San Fernando Valley.

The Valley branch would leave the Wilshire/Vermont Station heading northwest and curve under Vermont Avenue at Third Street. It would continue north under Vermont, passing through stations at Beverly, Santa Monica and Sunset Boulevards. It would curve west under Hollywood Boulevard and continue to the Hollywood/Western and Hollywood/Vine stations. It would then curve to the Hollywood Bowl Station and continue to the northwest along the original LPA alignment through the Santa Monica Mountains to the Universal City and North Hollywood stations.

Leaving the Wilshire/Vermont Station, the western branch would curve back under Wilshire Boulevard west of Alexandria Avenue to serve stations at Wilshire/Normandie and Wilshire/Western. An interim terminal would be established at the Wilshire/Western Station.

Three operable segments have been identified for Candidate Alignment 1:

- o MOS-1 as defined in the August 1984 Environmental Assessment.
- o MOS-2, with temporary terminals at the Wilshire/Western and Vermont/Sunset stations (Section 2.2.2).
- o MOS-3, with continuation of the north segment to the North Hollywood Station.

An additional, alternative operable segment (MOS-2A) has been identified, which would have interim terminals at the

Vermont/Santa Monica and Wilshire/Western Stations (Section 2.2.3).

CORE STUDY AREA:
CANDIDATE ALIGNMENT 1:MOS-3

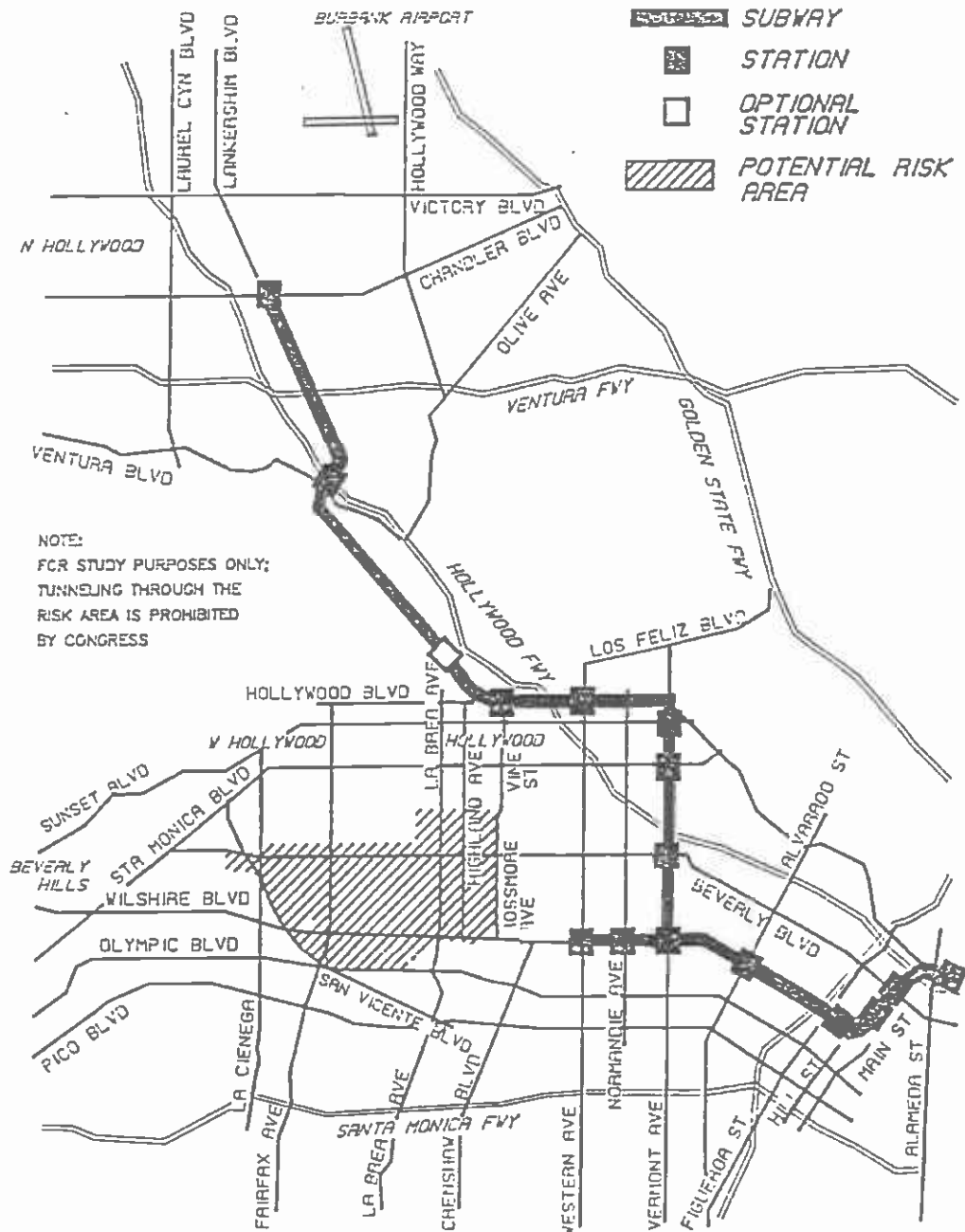


Figure 2-1

TABLE 2-1

CANDIDATE ALIGNMENT 1 MOS-3 - RAIL 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 Vermont/Sunset Hollywood/Western Hollywood/Vine Hollywood Bowl
	<P>	Universal City 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 and kiss-and-ride stations.

TABLE 2-2

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 1: MOS-3)

Line #	Bus Route/	o Coded Description
(West/North Branch Lines)		
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 the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD	
	o	Service terminates at the Wilshire/Western Station.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Service terminates at the Wilshire/Western Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.	
	o	Franklin Ave. service turns south on Vine and terminates at Hollywood/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Vermont/Sunset Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE	
	o	Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE	
	o	Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.

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TABLE 2-2 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 1: MOS-3)

Line #	Bus Route/ o Coded Description
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset 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, Vermont/Sunset Stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Hollywood/Vine Station at its southern-most terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Place and Wilshire (before current turnaround) and routed one block east along Wilshire to the Wilshire/Western Station.

--continued

TABLE 2-2 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 1: MOS-3)

Line #	Bus Route/	o Coded Description
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE	
	o	Regular service is turned 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	
	o	Regular route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Vine Station. A connecting line covers the remainder of the regular service to the Lincoln St., and Empire Ave. turnaround in Burbank.
217	FAIRFAX, HOLLYWOOD BLVD.	
	o	Terminates on Hollywood at the Hollywood/Vine Station.
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Terminates at Wilshire/Western Station.
322	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Terminates at Wilshire/Western Station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at the Vermont/Santa Monica station.
<Valley Branch Lines>		
97	RIVERSIDE DR., SHERMAN OAKS - LA-CBD TO SHERMAN OAKS	
	o	Service diverted from its east/west Riverside routing, north on Tujunga to the North Hollywood Station and then south on Lankershim to resume regular service along Riverside.

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TABLE 2-2 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 1: MOS-3)

Line #	Bus Route/	o Coded Description
413	LA-CBD, VAN NUYS	
	o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
418	LA-CBD, VAN NUYS, RESEDA, NORTHRIDGE	
	o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE	
	o	Full service replaced by local, limited-stop operations feeding North Hollywood, Universal City, and Hollywood Bowl Stations.
423	LA-CBD, WOODLAND HILLS, WESTLAKE VILLAGE	
	o	Service cut-back from LA-CBD to a terminus at the Universal City Station.
424	LA-CBD, VENTURA BLVD.	
	o	Full service replaced by a local, limited-stop operation feeding Universal City via Lankershim.
425	LA-CBD, VENTURA BLVD.	
	o	Full service replaced by a local, limited-stop operation feeding the Universal City Metro Station via Vineland and Ventura Blvds.
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY	
	o	Full service replaced by local, limited-stop operations feeding the Universal City and North Hollywood Stations.

--continued

TABLE 2-2 (CONTINUED)
MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 1: MOS-3)

Line #	Bus Route/	o Coded Description
427	LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK	
	o	Full service replaced by a local, limited-stop operation feeding Universal City.

TABLE 2-3.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-3
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,235,415	567,279	6.1
Home-Based Non-Work (2)	25,763,087	832,690	3.2
Non-Home Based Other- Other (3)	10,695,573	163,959	1.5
Non-Home Based Work- Other (4)	4,313,244	91,789	2.1
Total (2+3+4)	40,771,904	1,088,438	2.7
TOTAL TRIPS (1+2+3+4)	50,007,319	1,655,717	3.3

TABLE 2-4.1
 DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 CANDIDATE ALIGNMENT 1: MOS-3

	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,888	5,483	1,363	23,254	33,988
CIVIC CENTER	12,697	0	0	11,320	24,017
FIFTH/HILL	29,415	0	0	18,677	48,092
SEVENTH/FLOWER	9,025	0	0	22,287	31,312
WILSHIRE/ALVARADO	17,564	0	3,631	7,630	28,825
WILSHIRE/VERMONT	16,805	0	3,421	15,347	35,573
WILSHIRE/NORMANDIE	2,386	0	1,813	910	5,109
WILSHIRE/WESTERN	3,423	0	3,208	10,450	17,081
HOLLYWOOD BOWL	509	0	76	1,498	2,083
UNIVERSAL CITY	1,271	2,608	457	10,214	14,550
NORTH HOLLYWOOD	253	2,199	356	7,667	10,475
VERMONT/BEVERLY	2,060	0	345	4,805	7,210
VERMONT/SANTA MONICA	3,042	0	243	4,222	7,507
HOLLYWOOD/VINE	7,917	0	1,069	8,675	17,661
VERMONT/SUNSET	1,392	0	545	4,443	6,380
HOLLYWOOD/WESTERN	1,877	0	593	6,895	9,365
TOTAL	113,524	10,290	17,120	158,294	299,228

TABLE 2-4.2
 DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
 CANDIDATE ALIGNMENT 1: MOS-3

	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,887	3,739	1,427	21,906	30,959
CIVIC CENTER	12,616	0	0	11,339	23,955
FIFTH/HILL	29,151	0	0	18,687	47,838
SEVENTH/FLOWER	8,991	0	0	22,266	31,257
WILSHIRE/ALVARADO	17,550	0	3,631	7,628	28,809
WILSHIRE/VERMONT	16,780	0	3,421	15,334	35,535
WILSHIRE/NORMANDIE	2,383	0	1,813	909	5,105
WILSHIRE/WESTERN	3,410	0	3,208	10,438	17,056
HOLLYWOOD BOWL	508	0	76	1,498	2,082
UNIVERSAL CITY	1,269	2,608	457	10,213	14,547
NORTH HOLLYWOOD	253	2,199	356	7,667	10,475
VERMONT/BEVERLY	2,059	0	345	4,804	7,208
VERMONT/SANTA MONICA	3,040	0	243	4,220	7,503
HOLLYWOOD/VINE	7,913	0	1,069	8,672	17,654
VERMONT/SUNSET	1,389	0	545	4,442	6,376
HOLLYWOOD/WESTERN	1,876	0	593	6,893	9,362
TOTAL	113,075	8,546	17,184	156,916	295,721

TABLE 2-4.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 1: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	435	112	27	1,372	1,946
CIVIC CENTER	2,135	0	0	1,242	3,377
FIFTH/HILL	4,824	0	0	2,692	7,516
SEVENTH/FLOWER	1,414	0	0	3,175	4,589
WILSHIRE/ALVARADO	1,627	0	170	573	2,370
WILSHIRE/VERMONT	1,668	0	149	1,362	3,179
WILSHIRE/NORMANDIE	269	0	84	105	458
WILSHIRE/WESTERN	497	0	151	1,120	1,768
HOLLYWOOD BOWL	79	0	3	208	290
UNIVERSAL CITY	272	44	9	685	1,010
NORTH HOLLYWOOD	32	40	8	383	463
VERMONT/BEVERLY	228	0	16	541	785
VERMONT/SANTA MONICA	317	0	12	349	678
HOLLYWOOD/VINE	927	0	47	955	1,929
VERMONT/SUNSET	263	0	27	400	690
HOLLYWOOD/WESTERN	187	0	27	565	779
TOTAL	15,174	196	730	15,727	31,827

TABLE 2-4.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 1: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	431	1,345	337	3,621	5,734
CIVIC CENTER	627	0	0	1,334	1,961
FIFTH/HILL	1,290	0	0	1,524	2,814
SEVENTH/FLOWER	441	0	0	1,449	1,890
WILSHIRE/ALVARADO	1,890	0	445	880	3,215
WILSHIRE/VERMONT	1,908	0	473	1,801	4,182
WILSHIRE/NORMANDIE	285	0	229	50	564
WILSHIRE/WESTERN	341	0	390	1,197	1,928
HOLLYWOOD BOWL	38	0	12	166	216
UNIVERSAL CITY	50	680	112	1,336	2,178
NORTH HOLLYWOOD	20	560	85	1,342	2,007
VERMONT/BEVERLY	169	0	43	571	783
VERMONT/SANTA MONICA	246	0	29	669	944
HOLLYWOOD/VINE	673	0	145	867	1,685
VERMONT/SUNSET	66	0	62	559	687
HOLLYWOOD/WESTERN	160	0	77	808	1,045
TOTAL	8,635	2,585	2,439	18,174	31,833

TABLE 2-4.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 1: MOS-3

STATIONS	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	435	112	31	1,348	1,926
CIVIC CENTER	2,113	0	0	1,241	3,354
FIFTH/HILL	4,757	0	0	2,692	7,449
SEVENTH/FLOWER	1,405	0	0	3,169	4,574
WILSHIRE/ALVARADO	1,623	0	170	573	2,366
WILSHIRE/VERMONT	1,662	0	149	1,359	3,170
WILSHIRE/NORMANDIE	268	0	84	105	457
WILSHIRE/WESTERN	494	0	151	1,118	1,763
HOLLYWOOD BOWL	79	0	3	208	290
UNIVERSAL CITY	271	44	9	685	1,009
NORTH HOLLYWOOD	32	40	8	383	463
VERMONT/BEVERLY	228	0	16	541	785
VERMONT/SANTA MONICA	316	0	12	348	676
HOLLYWOOD/VINE	926	0	47	955	1,928
VERMONT/SUNSET	263	0	27	400	690
HOLLYWOOD/WESTERN	187	0	27	565	779
TOTAL	15,059	196	734	15,690	31,679

TABLE 2-4.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 1: MOS-3

STATIONS	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	431	1,345	343	3,276	5,395
CIVIC CENTER	625	0	0	1,337	1,962
FIFTH/HILL	1,285	0	0	1,525	2,810
SEVENTH/FLOWER	441	0	0	1,448	1,889
WILSHIRE/ALVARADO	1,890	0	445	880	3,215
WILSHIRE/VERMONT	1,908	0	473	1,800	4,181
WILSHIRE/NORMANDIE	285	0	229	50	564
WILSHIRE/WESTERN	341	0	390	1,196	1,927
HOLLYWOOD BOWL	38	0	12	166	216
UNIVERSAL CITY	50	680	112	1,336	2,178
NORTH HOLLYWOOD	20	560	85	1,342	2,007
VERMONT/BEVERLY	169	0	43	571	783
VERMONT/SANTA MONICA	246	0	29	669	944
HOLLYWOOD/VINE	673	0	145	867	1,685
VERMONT/SUNSET	65	0	62	559	687
HOLLYWOOD/WESTERN	160	0	77	808	1,045
TOTAL	8,628	2,585	2,445	17,830	31,488

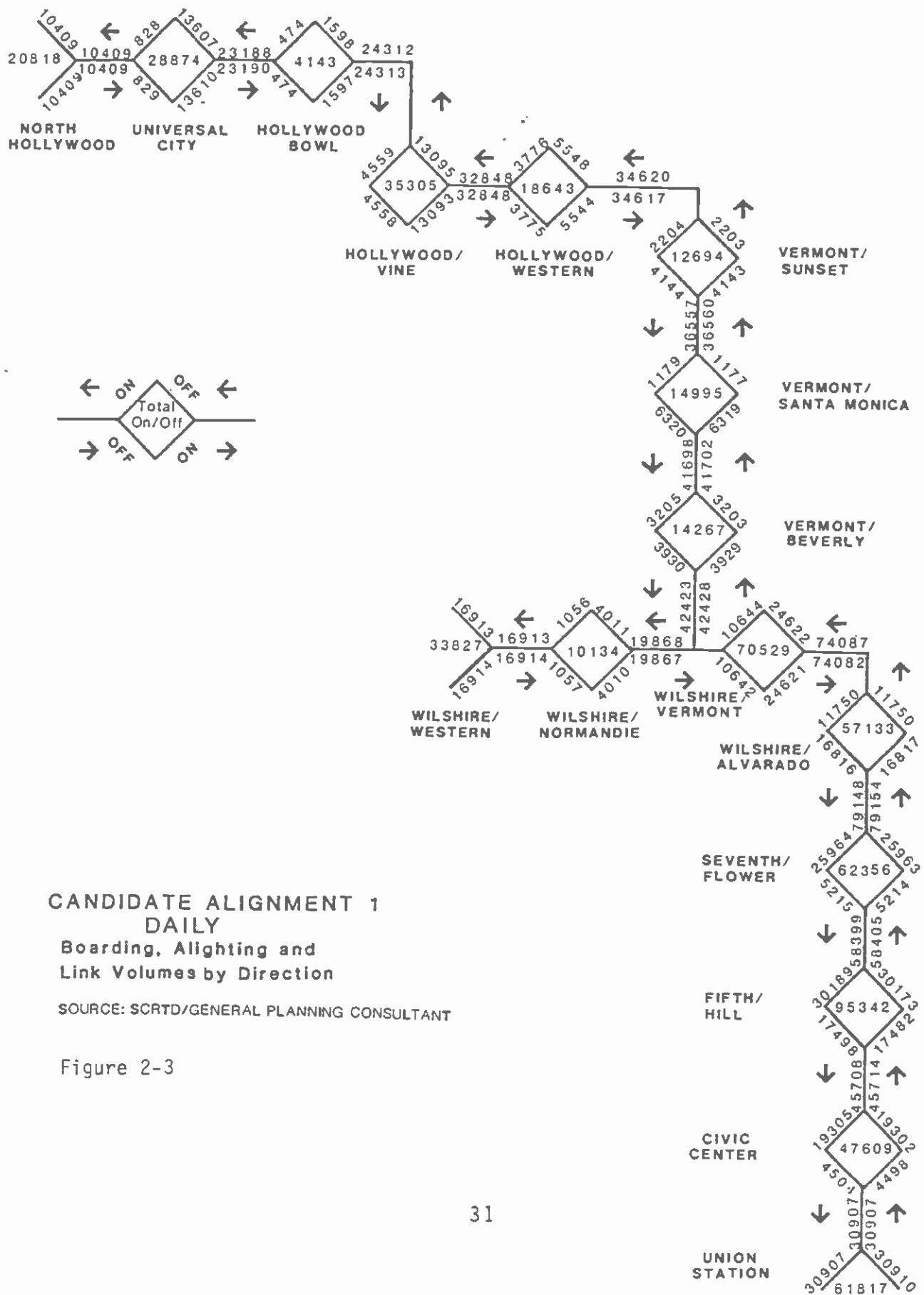
TABLE 2-4.7
 PARK-AND-RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 1: MOS-3

STATIONS	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,875	5,507	1,345	22,722	33,449
CIVIC CENTER	12,620	0	0	12,499	25,119
FIFTH/HILL	29,313	0	0	21,685	50,998
SEVENTH/FLOWER	9,538	0	0	25,681	35,219
WILSHIRE/ALVARADO	11,570	9,049	1,452	9,559	31,630
WILSHIRE/VERMONT	10,447	4,417	1,453	21,403	37,720
WILSHIRE/NORMANDIE	1,871	2,483	759	2,249	7,362
WILSHIRE/WESTERN	3,022	4,547	1,168	13,091	21,828
HOLLYWOOD BOWL	501	895	137	1,485	3,018
UNIVERSAL CITY	1,238	2,442	428	10,085	14,193
NORTH HOLLYWOOD	243	2,212	351	7,315	10,121
VERMONT/BEVERLY	1,363	579	162	5,121	7,225
VERMONT/SANTA MONICA	1,822	340	102	5,088	7,352
HOLLYWOOD/VINE	4,625	2,388	514	12,501	20,028
VERMONT/SUNSET	1,120	822	187	5,009	7,138
HOLLYWOOD/WESTERN	1,285	654	169	6,776	8,884
TOTAL	94,453	36,335	8,227	182,269	321,284

TABLE 2-5
 BUS SYSTEM CHARACTERISTICS

Candidate Alignment 1: MOS-3

<u>Annual Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Passengers</u>
RTD	2,025	103,642,942	8,079,044	487,905,093
All Others	561	30,895,241	24,322,250	88,726,978
TOTAL	2,586	134,538,183	10,511,244	576,632,071



2.1.2 Candidate Alignment 1: MOS-2

MOS-2 has eleven stations with temporary terminals at the Wilshire/Western and Vermont/Sunset Stations (see Figure 2-4 and Table 2-6). Figure 2-5 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-7. Tables 2-8, 2-9, and 2-10 summarize estimated mode choice, rail station boardings (from mode-of-arrival) and bus system characteristics for this operable segment as simulated.

CORE STUDY AREA:
CANDIDATE ALIGNMENT 1:MOS-2

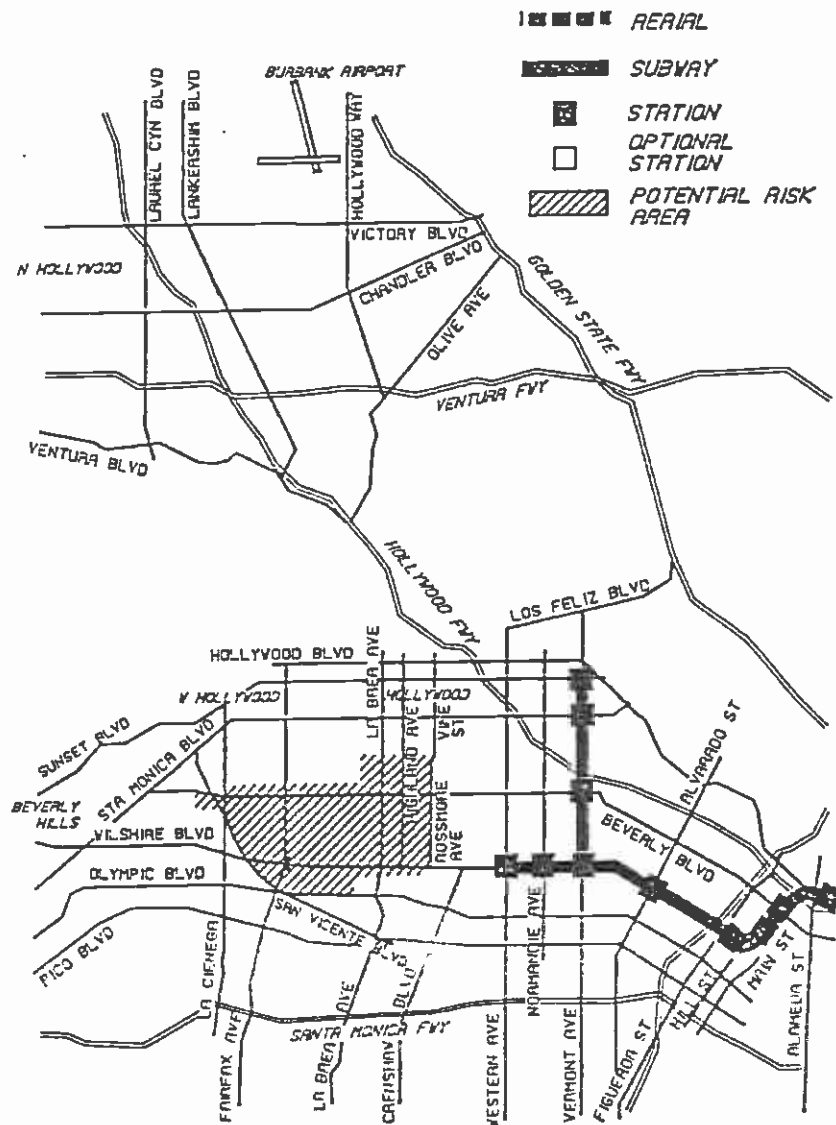


Figure 2-4

TABLE 2-6

CANDIDATE ALIGNMENT 1: MOS-2 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
NORTH BRANCH	Vermont/Beverly Vermont/Santa Monica Vermont/Sunset

<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.

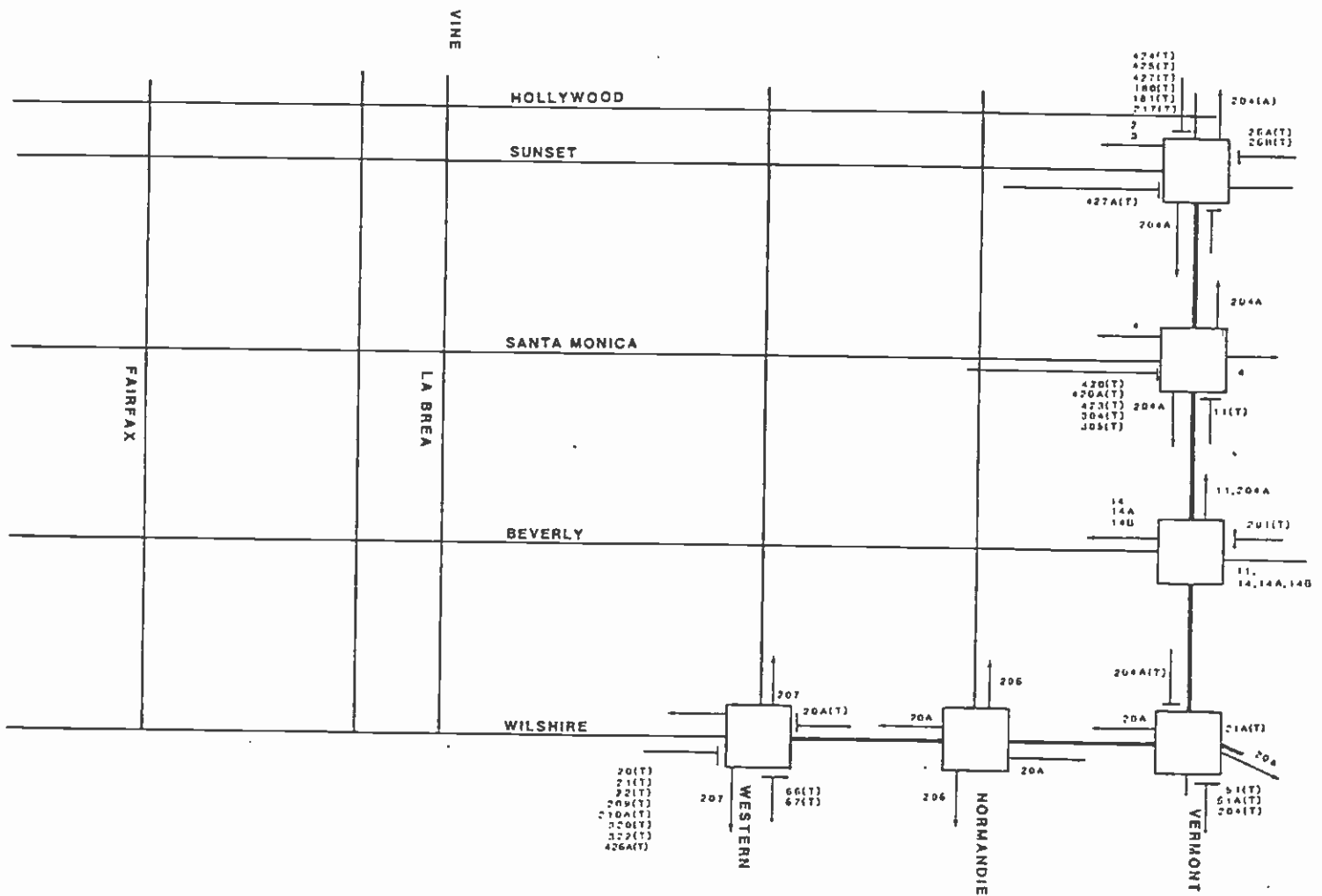


FIGURE 2-5
 CANDIDATE ALIGNMENT 1: MOS-2
 BUS/STATION INTERFACE

TABLE 2-7
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 1: MOS-2)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Shifts to a short-line operation at Western, terminating downtown. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Service terminates at the Wilshire/Western Station.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Service terminates at the Wilshire/Western Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
o	Service spurs off Virgil to terminate two blocks west at the Sunset/Vermont Station.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and 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 Eighth St. and Western, north on Western two blocks to the Wilshire/Western Station.

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TABLE 2-7 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 1: MOS-2)

Line #	Bus Route/ o Coded Description
180	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset 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, Vermont/Sunset Stations and reversing at Hollywood Blvd.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Place and Wilshire (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE o An additional Crenshaw Blvd. service spur at half hour headways feeds the Wilshire/Western Station.

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TABLE 2-7 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 1: MOS-2)

Line #	Bus Route/ o Coded Description
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD
o	Service to downtown terminates at the Vermont/Santa Monica Station.
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Service to downtown terminates at the Wilshire/Western Station.
322	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Service to downtown terminates at Wilshire/Western Station.
<Valley Branch Lines>	
420	LA-CBD, VAN NUYS, NORTHRIDGE
o	Express service routed south through Cahuenga Pass via Cahuenga Blvd., to Highland then Santa Monica Blvd. and east on Santa Monica to the Vermont/Santa Monica Station.
423	LA, WOODLAND HILLS, WESTLAKE VILLAGE
o	Routed south on Hollywood Fwy., exiting at Western north of Santa Monica then east on Santa Monica to a terminus at the Vermont/Santa Monica Station.
424	LA-CBD, VENTURA BLVD.
o	Express service exits the Hollywood Fwy. at Franklin and continues east along Franklin to Vermont, then south to the Vermont/Sunset Station.

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TABLE 2-7 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 1: MOS-2)

Line #	Bus Route/ o Coded Description
425	LA-CBD, VENTURA BLVD.
	o Express service exits the Hollywood Fwy. at Franklin and continues east along Franklin to Vermont, then south to the Vermont/Sunset Station.
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY
	o Express service exits the Hollywood Fwy. at Cahuenga, continues south on Vine-Rossmore to Wilshire, and turns east on Wilshire to the Wilshire/Western Station. Service headways are approximately fifteen minutes for peak hour/peak direction.
427	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK
	o Express service exits the Hollywood Fwy. at Franklin and continues east along Franklin to Vermont, then south to the Vermont/Sunset Station. An additional limited-stop operation serves Cahuenga Blvd. and Sunset.

TABLE 2-8.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-2
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	533,143	5.99
Home-Based Non-Work (2)	25,744,944	826,512	3.21
Non-Home Based Other- Other (3)	10,695,989	163,425	1.53
Non-Home Based Work- Other (4)	4,313,397	91,368	2.12
Total (2+3+4)	40,754,330	1,081,305	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,634,448	3.27

TABLE 2-8.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-2
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	579,733	6.28
Home-Based Non-Work (2)	25,744,944	826,512	3.21
Non-Home Based Other- Other (3)	10,695,989	163,425	1.53
Non-Home Based Work- Other (4)	4,313,397	91,368	2.12
Total (2+3+4)	40,754,330	1,081,305	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,661,038	3.32

TABLE 2-9.1
 DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 CANDIDATE ALIGNMENT 1: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,877	5,430	1,338	23,084	33,729
CIVIC CENTER	11,920	0	0	11,053	22,973
FIFTH/HILL	26,753	0	0	17,094	43,847
SEVENTH/FLOWER	8,364	0	0	20,254	28,618
WILSHIRE/ALVARADO	17,460	0	3,633	7,192	28,285
WILSHIRE/VERMONT	15,641	0	3,422	15,504	34,567
WILSHIRE/NORMANDIE	2,245	0	1,765	941	4,951
WILSHIRE/WESTERN	2,861	0	2,762	11,636	17,259
VERMONT/BEVERLY	1,387	0	908	3,032	5,327
VERMONT/SANTA MONICA	2,618	0	1,374	9,451	13,443
VERMONT/SUNSET	1175	0	318	9,828	11,321
TOTAL	94,301	5,430	15,520	129,069	244,320

TABLE 2-9.2
 DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
 CANDIDATE ALIGNMENT 1: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,876	3,740	1,412	21,726	30,754
CIVIC CENTER	11,847	0	0	11,072	22,919
FIFTH/HILL	26,494	0	0	17,101	43,595
SEVENTH/FLOWER	8,331	0	0	20,236	28,567
WILSHIRE/ALVARADO	17,447	0	3,633	7,191	28,271
WILSHIRE/VERMONT	15,615	0	3,422	15,489	34,526
WILSHIRE/NORMANDIE	2,242	0	1,765	941	4,948
WILSHIRE/WESTERN	2,850	0	2,762	11,624	17,236
VERMONT/BEVERLY	1,387	0	908	3,032	5,327
VERMONT/SANTA MONICA	2,616	0	1,374	9,443	13,433
VERMONT/SUNSET	1171	0	318	9824	11,313
TOTAL	93,876	3,740	15,594	127,679	240,889

TABLE 2-9.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 1: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	431	112	27	1,333	1,903
CIVIC CENTER	2,010	0	0	1,168	3,178
FIFTH/HILL	4,448	0	0	2,433	6,881
SEVENTH/FLOWER	1,308	0	0	2,884	4,192
WILSHIRE/ALVARADO	1,599	0	170	510	2,279
WILSHIRE/VERMONT	1,524	0	149	1,311	2,984
WILSHIRE/NORMANDIE	240	0	81	112	433
WILSHIRE/WESTERN	444	0	130	1,154	1,728
VERMONT/BEVERLY	144	0	43	281	468
VERMONT/SANTA MONICA	247	0	54	778	1,079
VERMONT/SUNSET	228	0	5	691	924
TOTAL	12,623	112	659	12,655	26,049

TABLE 2-9.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 1: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	429	1,328	330	3,613	5,700
CIVIC CENTER	599	0	0	1,367	1,966
FIFTH/HILL	1,176	0	0	1,435	2,611
SEVENTH/FLOWER	417	0	0	1,339	1,756
WILSHIRE/ALVARADO	1,880	0	446	858	3,184
WILSHIRE/VERMONT	1,829	0	472	1,869	4,170
WILSHIRE/NORMANDIE	273	0	223	52	548
WILSHIRE/WESTERN	234	0	338	1,468	2,040
VERMONT/BEVERLY	117	0	109	445	671
VERMONT/SANTA MONICA	229	0	218	1,336	1,783
VERMONT/SUNSET	50		85	1484	1,619
TOTAL	7,233	1,328	2,221	15,266	26,048

TABLE 2-9.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 1: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	431	112	31	1,308	1,882
CIVIC CENTER	1,990	0	0	1,168	3,158
FIFTH/HILL	4,383	0	0	2,432	6,815
SEVENTH/FLOWER	1,301	0	0	2,879	4,180
WILSHIRE/ALVARADO	1,596	0	170	510	2,276
WILSHIRE/VERMONT	1,518	0	149	1,307	2,974
WILSHIRE/NORMANDIE	239	0	81	112	432
WILSHIRE/WESTERN	441	0	130	1,152	1,723
VERMONT/BEVERLY	144	0	43	280	467
VERMONT/SANTA MONICA	246	0	54	776	1,076
VERMONT/SUNSET	227	0	5	691	923
TOTAL	12,516	112	663	12,615	25,906

TABLE 2-9.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 1: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	429	1,328	338	3,266	5,361
CIVIC CENTER	597	0	0	1,369	1,966
FIFTH/HILL	1,171	0	0	1,436	2,607
SEVENTH/FLOWER	416	0	0	1,339	1,755
WILSHIRE/ALVARADO	1,879	0	446	858	3,183
WILSHIRE/VERMONT	1,829	0	472	1,869	4,170
WILSHIRE/NORMANDIE	273	0	223	52	548
WILSHIRE/WESTERN	234	0	338	1,468	2,040
VERMONT/BEVERLY	117	0	109	445	671
VERMONT/SANTA MONICA	229	0	218	1,336	1,783
VERMONT/SUNSET	50	0	85	1484	1,619
TOTAL	7,224	1,328	2,229	14,922	25,703

TABLE 2-9.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 1: MOS-2

STATIONS	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,152	5,431	1,338	23,844	34,765
CIVIC CENTER	12,875	0	0	12,941	25,816
FIFTH/HILL	28,761	0	0	21,986	50,747
SEVENTH/FLOWER	9,275	0	0	25,748	35,023
WILSHIRE/ALVARADO	12,645	9,368	1,516	9,573	33,102
WILSHIRE/VERMONT	10,334	4,535	1,500	22,577	38,946
WILSHIRE/NORMANDIE	1,526	2,755	845	4,936	10,062
WILSHIRE/WESTERN	1,994	6,895	1,622	13,326	23,837
VERMONT/BEVERLY	1,013	1,786	455	4,635	7,889
VERMONT/SANTA MONICA	1,795	2,693	627	11,043	16,158
VERMONT/SUNSET	964	1205	198	13691	16,058
TOTAL	85,334	34,668	8,101	164,300	292,403

TABLE 2-10
BUS SYSTEM CHARACTERISTICS

Candidate Alignment 1: MOS-2

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,038	106,619,582	8,121,400	493,343,957
All Others	564	31,299,161	2,463,734	108,127,920
TOTAL	2,062	137,918,743	10,585,134	601,471,877

2.1.3 Candidate Alignment 1: MOS-2A

MOS-2A has ten stations with temporary terminals at the Wilshire/Western and Vermont/Santa Monica Stations (see Figure 2-6 and Table 2-11). Figure 2-7 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-12. Tables 2-13, Table 2-14, and 2-15 summarize estimated mode choice, rail station boardings (from mode-of-arrival) and bus system characteristics for this operable segment as simulated.

CORE STUDY AREA:
CANDIDATE ALIGNMENT 1: MOS-2A

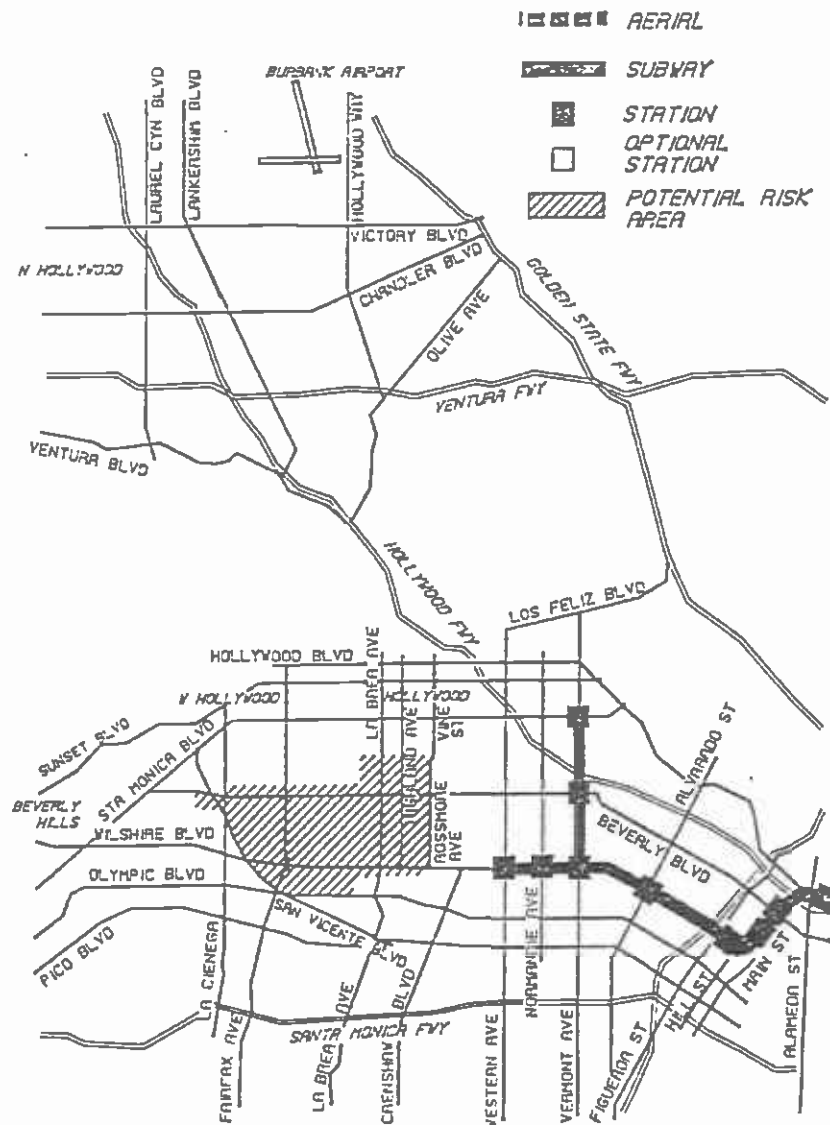


Figure 2-6

TABLE 2-11

CANDIDATE ALIGNMENT 1: MOS-2A - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
NORTH BRANCH	Vermont/Beverly Vermont/Santa Monica

<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.

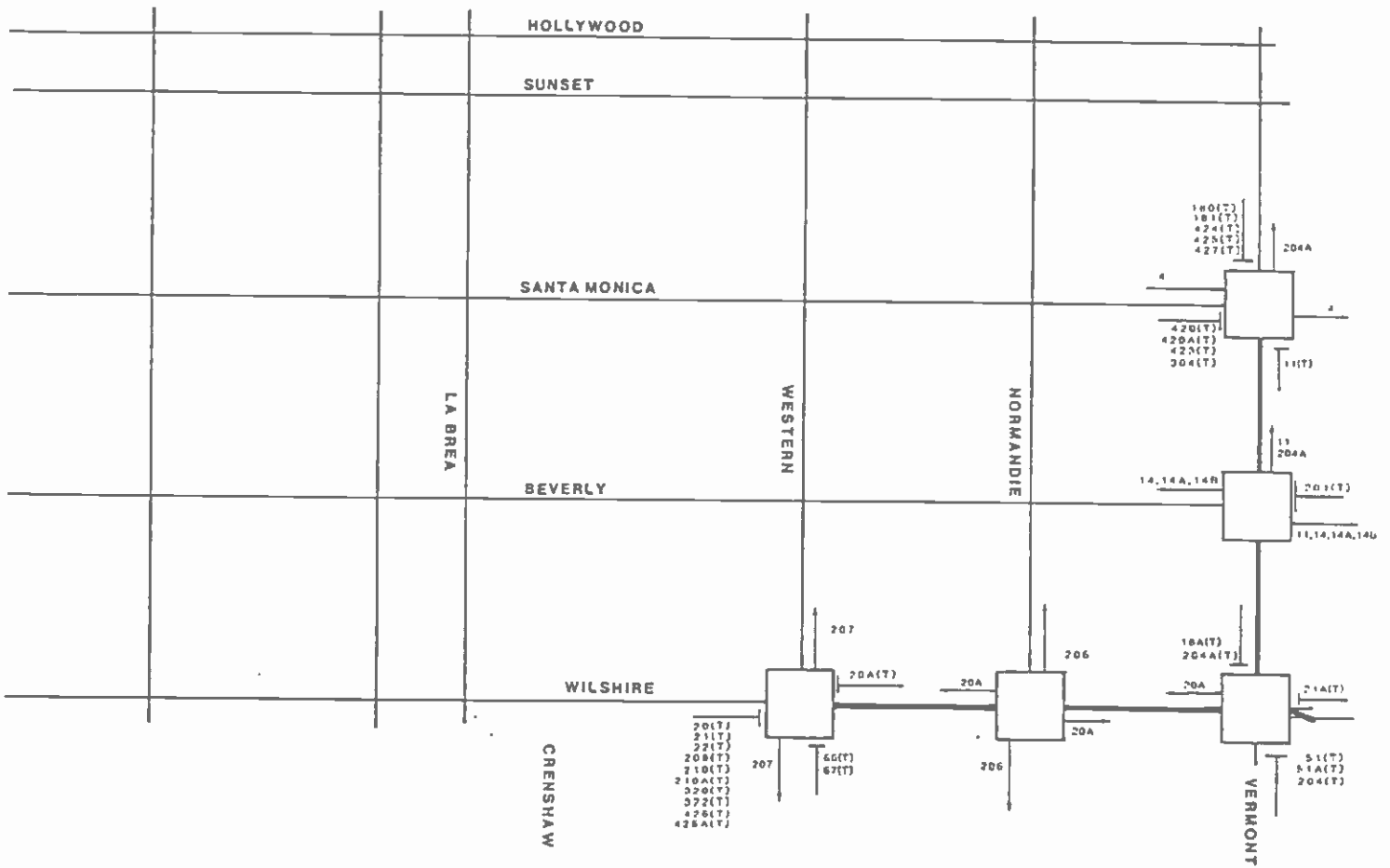


FIGURE 2-7
 CANDIDATE ALIGNMENT 1: MOS-2A
 BUS/STATION INTERFACE

TABLE 2-12
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 1: MOS-2A)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Shifts to a short-line operation at Western, terminating downtown. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD o Service terminates at the Wilshire/Western Station.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service terminates at the Wilshire/Western Station.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and 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 Eighth St. and Western, north on Western two blocks to the Wilshire/Western Station.
180	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont/Santa Monica Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont/Santa Monica Station.

--continued

TABLE 2-12 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 1: MOS-2A)

Line #	Bus Route/	o Coded Description
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, Vermont/Sunset Stations and terminating at Hollywood Blvd.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA	
	o	Service turned east from Wilton Place and Wilshire (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE	
	o	An additional Crenshaw Blvd. service at half hour headways feeds the Wilshire/Western Station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at the Vermont/Santa Monica Station.
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at the Wilshire/Western Station.
322	WILSHIRE BLVD., CENTURY CITY - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at Vermont/Santa Monica Station.

--continued

TABLE 2-12 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 1: MOS-2A)

Line #	Bus Route/	o Coded Description
<Valley Branch Lines>		
420	LA-CBD, VAN NUYS, NORTHRIDGE	
	o	Express service routed south through Cahuenga Pass via Cahuenga Blvd., to Highland then Santa Monica Blvd. and east on Santa Monica to the Vermont/Santa Monica Station.
423	LA, WOODLAND HILLS, WESTLAKE VILLAGE	
	o	Routed south on Hollywood Fwy., exiting at Western north of Santa Monica then east on Santa Monica to a terminus at the Vermont/Santa Monica Station.
424	LA-CBD, VENTURA BLVD.	
	o	Express service exits the Hollywood Fwy. at Franklin and continues east along Franklin to Vermont, then south to the Vermont/Santa Monica Station.
425	LA-CBD, VENTURA BLVD.	
	o	Express service exits the Hollywood Fwy. at Franklin and continues east along Franklin to Vermont, then south to the Vermont/South Monica Station.
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY	
	o	Express service exits the Hollywood Fwy. at Cahuenga, continues south on Vine-Rossmore to Wilshire, and turns east on Wilshire to the Wilshire/Western Station. Service headways are approximately fifteen minutes for peak hour/peak direction.
427	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK	
	o	Express service exits the Hollywood Fwy. at Franklin and continues east along Franklin to Vermont, then south to the Vermont/Santa Monica Station.

TABLE 2-13.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-2A
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	561,714	6.08
Home-Based Non-Work (2)	25,744,944	828,332	3.22
Non-Home Based Other- Other (3)	10,695,989	163,598	1.53
Non-Home Based Work- Other (4)	4,313,397	91,481	2.12
Total (2+3+4)	40,754,330	1,083,411	2.66
TOTAL TRIPS (1+2+3+4)	49,989,286	1,645,125	3.29

TABLE 2-13.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-2A
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	579,705	6.28
Home-Based Non-Work (2)	25,744,944	828,332	3.22
Non-Home Based Other- Other (3)	10,695,989	163,598	1.53
Non-Home Based Work- Other (4)	4,313,397	91,481	2.12
Total (2+3+4)	40,754,330	1,083,411	2.66
TOTAL TRIPS (1+2+3+4)	49,989,286	1,663,116	3.33

TABLE 2-14.1
 DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 CANDIDATE ALIGNMENT 1: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,896	5,420	1,335	23,070	33,721
CIVIC CENTER	11,866	0	0	11,201	23,067
FIFTH/HILL	26,932	0	0	17,567	44,499
SEVENTH/FLOWER	8,256	0	0	20,504	28,760
WILSHIRE/ALVARADO	17,217	0	3,638	7,170	28,025
WILSHIRE/VERMONT	15,459	0	3,465	15,423	34,347
WILSHIRE/NORMANDIE	2,164	0	1,771	948	4,883
WILSHIRE/WESTERN	2,826	0	2,767	11,853	17,446
VERMONT/BEVERLY	1,193	0	900	2,714	4,807
VERMONT/SANTA MONICA	2,697	0	1,437	19,421	23,555
TOTAL	92,506	5,420	15,313	129,871	243,110

TABLE 2-14.2
 DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
 CANDIDATE ALIGNMENT 1: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,894	3,740	1,409	21,712	30,755
CIVIC CENTER	11,779	0	0	11,223	23,002
FIFTH/HILL	26,637	0	0	17,570	44,207
SEVENTH/FLOWER	8,209	0	0	20,460	28,669
WILSHIRE/ALVARADO	17,199	0	3,638	7,167	28,004
WILSHIRE/VERMONT	15,422	0	3,465	15,403	34,290
WILSHIRE/NORMANDIE	2,160	0	1,771	948	4,879
WILSHIRE/WESTERN	2,814	0	2,767	11,840	17,421
VERMONT/BEVERLY	1,192	0	900	2,713	4,805
VERMONT/SANTA MONICA	2,695	0	1,437	18,737	22,869
TOTAL	92,001	3,740	15,387	127,773	238,901

TABLE 2-14.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 1: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	438	112	27	1,357	1,934
CIVIC CENTER	2,010	0	0	1,208	3,218
FIFTH/HILL	4,497	0	0	2,555	7,052
SEVENTH/FLOWER	1,303	0	0	2,980	4,283
WILSHIRE/ALVARADO	1,590	0	171	509	2,270
WILSHIRE/VERMONT	1,542	0	151	1,333	3,026
WILSHIRE/NORMANDIE	232	0	82	113	427
WILSHIRE/WESTERN	434	0	130	1,164	1,728
VERMONT/BEVERLY	120	0	43	236	399
VERMONT/SANTA MONICA	281	0	54	1,317	1,652
TOTAL	12,447	112	658	12,772	25,989

TABLE 2-14.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 1: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	429	1,326	330	3,583	5,668
CIVIC CENTER	594	0	0	1,360	1,954
FIFTH/HILL	1,179	0	0	1,441	2,620
SEVENTH/FLOWER	409	0	0	1,334	1,743
WILSHIRE/ALVARADO	1,860	0	446	856	3,162
WILSHIRE/VERMONT	1,760	0	477	1,834	4,071
WILSHIRE/NORMANDIE	267	0	224	52	543
WILSHIRE/WESTERN	233	0	337	1,515	2,085
VERMONT/BEVERLY	92	0	107	393	592
VERMONT/SANTA MONICA	216	0	236	3,097	3,549
TOTAL	7,039	1,326	2,157	15,465	25,987

TABLE 2-14.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 1: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	437	112	31	1,332	1,912
CIVIC CENTER	1,987	0	0	1,208	3,195
FIFTH/HILL	4,423	0	0	2,554	6,977
SEVENTH/FLOWER	1,291	0	0	2,970	4,261
WILSHIRE/ALVARADO	1,586	0	170	509	2,265
WILSHIRE/VERMONT	1,533	0	151	1,329	3,013
WILSHIRE/NORMANDIE	231	0	82	113	426
WILSHIRE/WESTERN	431	0	130	1,161	1,722
VERMONT/BEVERLY	120	0	43	236	399
VERMONT/SANTA MONICA	281	0	54	1,301	1,636
TOTAL	12,320	112	661	12,713	25,806

TABLE 2-14.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 1: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	429	1,326	337	3,237	5,329
CIVIC CENTER	593	0	0	1,362	1,955
FIFTH/HILL	1,173	0	0	1,442	2,615
SEVENTH/FLOWER	408	0	0	1,333	1,741
WILSHIRE/ALVARADO	1,859	0	446	856	3,161
WILSHIRE/VERMONT	1,759	0	477	1,834	4,070
WILSHIRE/NORMANDIE	266	0	224	52	542
WILSHIRE/WESTERN	233	0	337	1,515	2,085
VERMONT/BEVERLY	92	0	107	393	592
VERMONT/SANTA MONICA	216	0	236	2,928	3,380
TOTAL	7,028	1,326	2,164	14,952	25,470

TABLE 2-14.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 1: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,116	5,420	1,335	23,748	34,619
CIVIC CENTER	12,641	0	0	12,868	25,509
FIFTH/HILL	28,424	0	0	21,607	50,031
SEVENTH/FLOWER	9,023	0	0	24,849	33,872
WILSHIRE/ALVARADO	12,352	9,332	1,511	9,490	32,685
WILSHIRE/VERMONT	10,022	4,562	1,506	22,263	38,353
WILSHIRE/NORMANDIE	1,464	2,774	856	4,813	9,907
WILSHIRE/WESTERN	1,941	7,179	1,663	13,474	24,257
VERMONT/BEVERLY	840	1,445	417	4,536	7,238
VERMONT/SANTA MONICA	1,907	3,261	685	20,754	26,607
TOTAL	82,730	33,973	7,973	158,402	283,078

TABLE 2-15
 BUS SYSTEM CHARACTERISTICS

Candidate Alignment 1: MOS-2A

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,077	108,753,028	8,252,998	500,491,306
All Others	564	31,128,455	2,450,340	108,457,688
TOTAL	2,641	139,881,483	10,703,338	608,948,944

2.2 CANDIDATE ALIGNMENT 2: MOS-3

2.2.1 Alignment Description

Including the segments unchanged from the LPA, Candidate Alignment 2 is a 20.4-mile aerial and subway line with nineteen stations (Figure 2-8 and Table 2-16). Leaving the Wilshire/Alvarado Station, the alignment would proceed west, passing under MacArthur Park Lake to Wilshire Boulevard at Park View. It would follow Wilshire Boulevard to Virgil Avenue, where it would turn northwest to the Wilshire/Vermont Station, located on a diagonal in the northern half of the block formed by Wilshire Boulevard, Vermont Avenue, Sixth Street, 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 Avenue to Hollywood and the San Fernando Valley.

The Valley branch would leave the Wilshire/Vermont Station headed northwest and curve back under Vermont Avenue at Third Street. It would transition from subway to aerial between Third and First Streets and continue as an aerial structure in the center of Vermont Avenue through stations at Beverly, Santa Monica, and Sunset Boulevards. It would curve to the west over an existing supermarket shopping center and a corner of Barnsdall Park, then continue west in the center of Hollywood Boulevard. The aerial structure would continue along Hollywood Boulevard to the Hollywood/Western Station. Crossing over the Hollywood Freeway bridge, the alignment would transition from aerial to subway between Bronson Avenue and Gower Street and would continue by cut-and-cover construction to the subway station at Hollywood/Vine. It would curve to the Hollywood Bowl Station, and continue to the northwest along the original LPA alignment through the Santa Monica Mountains to the Universal City and North Hollywood Stations.

Leaving the Wilshire/Vermont Station, the western branch would curve back under Wilshire Boulevard west of Alexandria Avenue and continue under Wilshire Boulevard, passing through the Wilshire/Normandie and Wilshire/Western Stations. The alignment would transition from subway to aerial between Wilton Place and Irving Boulevard and continue as an aerial structure in the center of Wilshire Boulevard to the Wilshire/Crenshaw Station, the Wilshire/La Brea Station, and an interim terminal at Fairfax Avenue.

Three operable segments have been identified for Candidate Alignment 2:

- o MOS-1, as defined in the August 1984 Environmental Assessment.

- o MOS-2, with temporary terminals at the Wilshire/Western and Hollywood/Vine Stations (Figure 2-12 and Table 2-21).
- 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 (Figure 2-8 and Table 2-16).

Two additional alternative operable segments have been identified for Alignment 2. These alternatives would have interim terminals at the following stations:

- o MOS-2A; Wilshire/Western Station paired with Universal City Station (Figure 2-14 and Table 2-26).
- o MOS-3A; North Hollywood and Wilshire/La Brea (full alignment) (Figure 2-16 and Table 2-31).

CORE STUDY AREA:
CANDIDATE ALIGNMENT 2: MOS-3

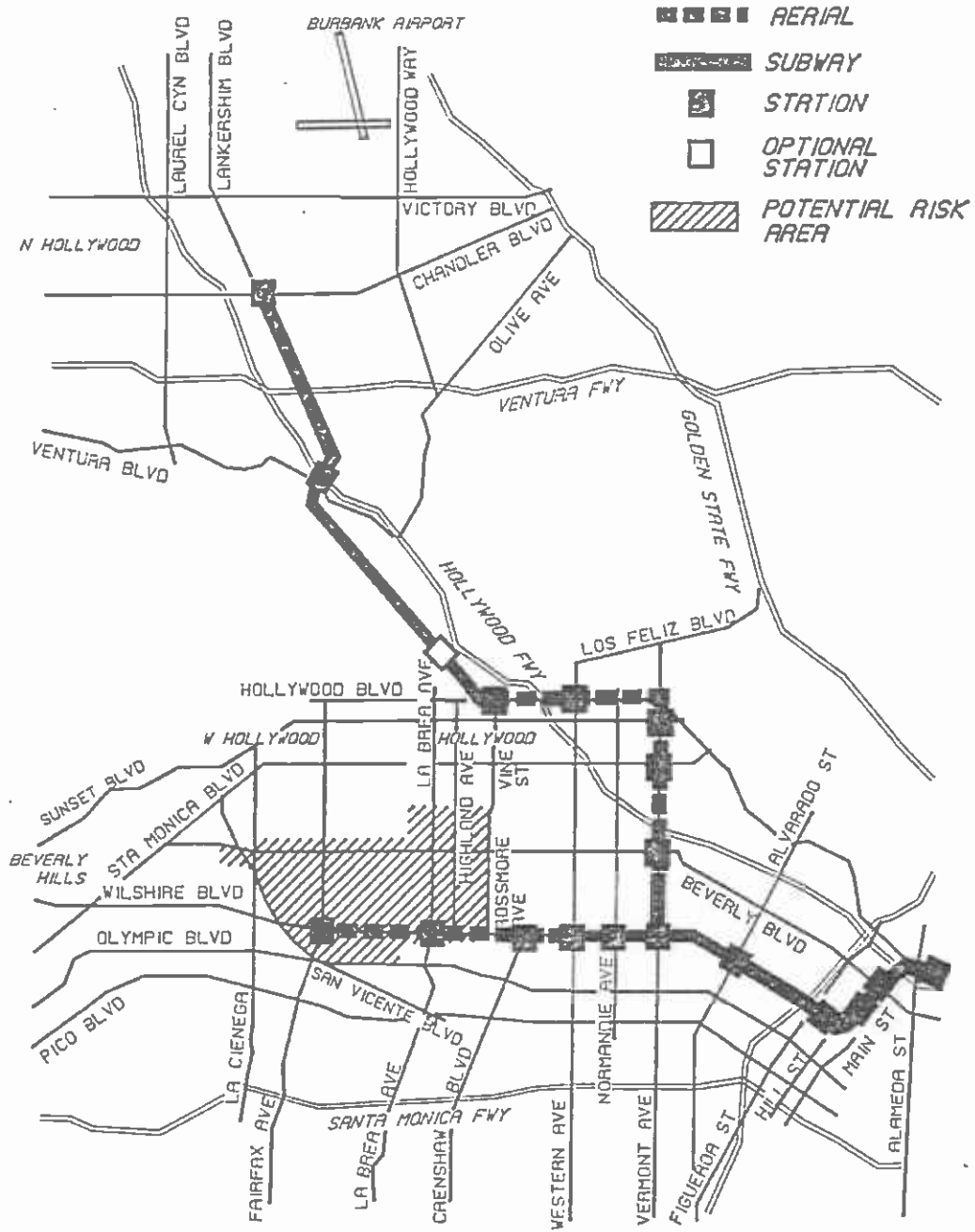


Figure 2-8

TABLE 2-16

CANDIDATE ALIGNMENT 2: MOS-3 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 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 Vermont/Sunset Hollywood/Western Hollywood/Vine Hollywood Bowl <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

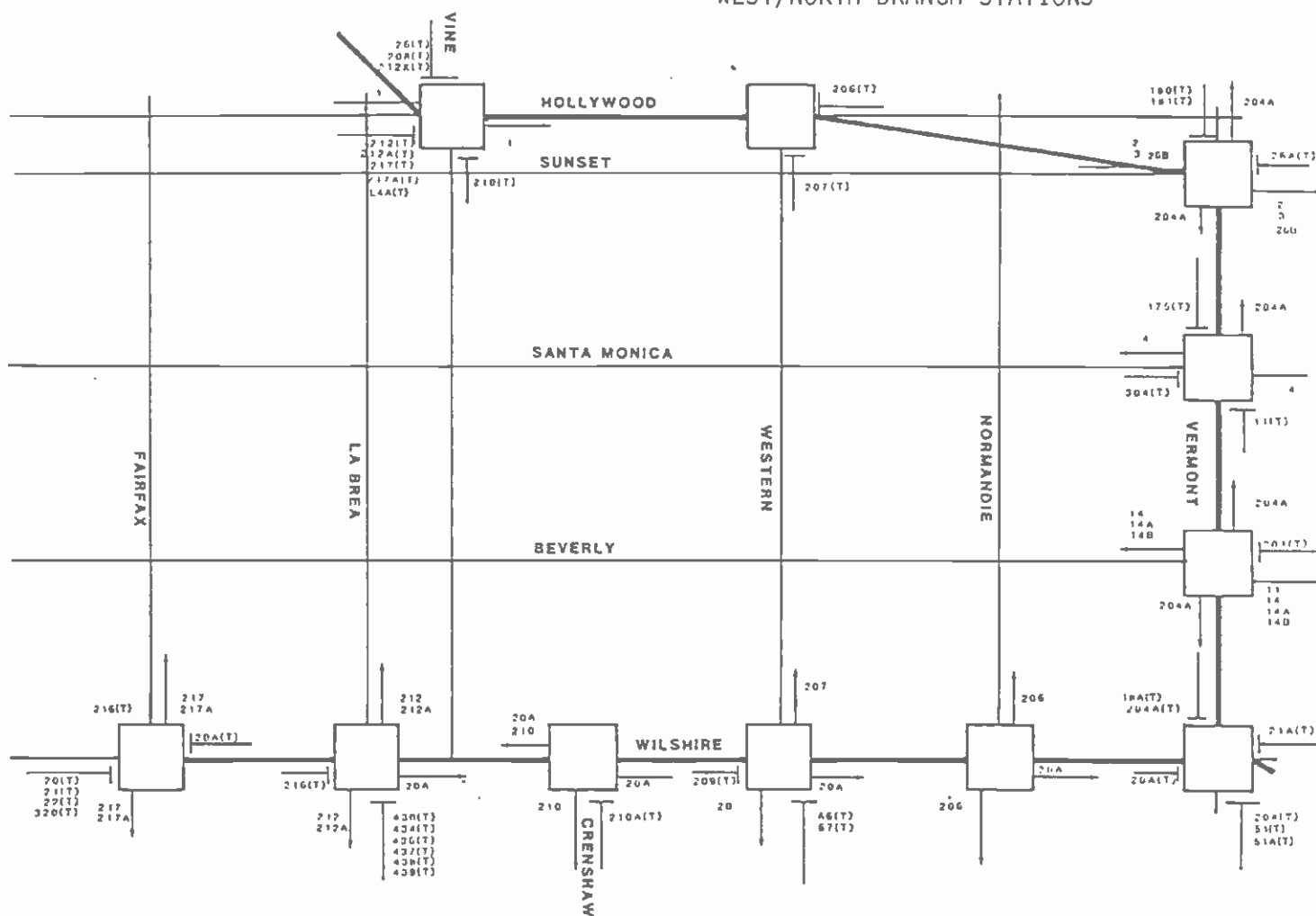


FIGURE 2-9

CANDIDATE ALIGNMENT 2: MOS-3
BUS/STATION INTERFACE

VALLEY STATIONS

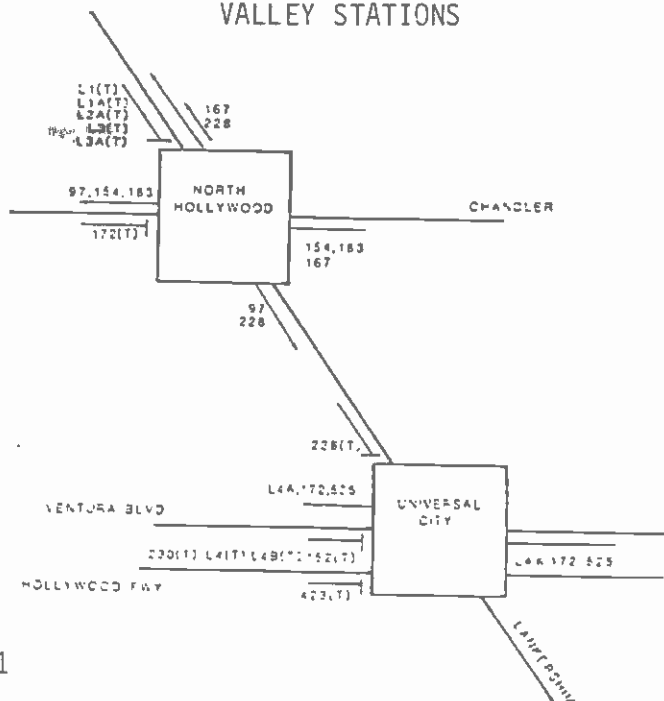


TABLE 2-17
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 2: MOS-3)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
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 the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD o Regular service at nine minute intervals terminates at Wilshire/Fairfax with a short-line operation resuming at the Wilshire/Vermont Station and running into downtown on twelve minute headways.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Along regular routing, service in the downtown direction terminates at the Wilshire/Fairfax Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE. o Franklin Ave. service turns south on Vine and terminates at Hollywood/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Vermont/Sunset Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and western, north on Western one block to the Wilshire/Western Station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and Western north on Western one block to the Wilshire/Western Station.

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TABLE 2-17 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 2: MOS-3)

Line #	Bus Route/ o Coded Description
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset 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, Vermont/Sunset Stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Hollywood/Vine Station at its southern-most terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Place and Wilshire (before current turnaround) and routed one block east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWNSDALE o Regular service is turned around at the Hollywood/Vine Station. An additional short-line spur operating at half-hour headways feeds the Wilshire/Crenshaw Station.

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TABLE 2-17 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(CANDIDATE ALIGNMENT 2: MOS-3)

Line #	Bus Route/ o Coded Description
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD o Regular route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Vine Station. A connecting line covers the remainder of the regular service to the Lincoln St. and Empire Ave. turnaround in Burbank.
216	PARK LA BREA SHUTTLE o New line circulates along Fairfax, 3rd, Hauser, and Wilshire, serving the Wilshire/Fairfax and Wilshire/La Brea Stations.
217	FAIRFAX, HOLLYWOOD BLVD. o Serves the Wilshire/Fairfax and Hollywood/Vine Stations. A short-line at regular service frequency interfaces with the Park La Brea shuttle (Line 216).
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service terminates at the Wilshire/Fairfax Station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD o Service to downtown terminates at the Vermont/Santa Monica Station.
430	LA-CBD, SANTA MONICA, MALIBU, TRANCAS o Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
434	LA-CBD, SANTA MONICA, MALIBU, TRANCAS o Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.

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TABLE 2-17 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 2: MOS-3)

Line #	Bus Route/ o Coded Description
436	LA-CBD, VENICE BLVD. - OCEAN PARK TO LA-CBD
o	Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
437	LA-CBD, MARINA DEL REY
o	Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
438	LA-CBD, CULVER BLVD., MANHATTAN BEACH
o	Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
439	LA-CBD, LAX, REDONDO BEACH
o	Service exits the Santa Monica freeway at La Brea and runs north on La Brea 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, north on Tujunga to the North Hollywood Station and then south on Lankershim to resume regular service along Riverside.
413	LA-CBD, VAN NUYS
o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.

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TABLE 2-17 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 2: MOS-3)

<u>Line #</u>	<u>Bus Route/</u>	<u>o Coded Description</u>
418	LA-CBD, VAN NUYS, RESEDA, NORTHRIDGE	
	o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE	
	o	Full service replaced by local, limited-stop operations feeding North Hollywood, Universal City, and Hollywood Bowl Stations.
423	LA-CBD, WOODLAND HILLS, WESTLAKE VILLAGE	
	o	Service cut-back from LA-CBD to a terminus at the Universal City Station.
424	LA-CBD, VENTURA BLVD.	
	o	Full service replaced by a local, limited-stop operation feeding Universal City via Lankershim.
425	LA-CBD, VENTURA BLVD.	
	o	Full service replaced by a local, limited-stop operation feeding the Universal City Metro Station via Vineland and Ventura Blvds.
426	LA-CBD, WILSHIRE BLVD. SAN FERNANDO VALLEY	
	o	Full service replaced by local, limited-stop operations feeding the Universal City and North Hollywood Stations.
427	LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK	
	o	Full service replaced by a local, limited-stop operation feeding Universal City.

TABLE 2-18.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-3
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	578,301	6.26
Home-Based Non-Work (2)	25,744,944	825,706	3.21
Non-Home Based Other- Other (3)	10,695,989	162,979	1.52
Non-Home Based Work- Other (4)	4,313,397	90,954	2.11
Total (2+3+4)	40,754,330	1,079,639	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,657,940	3.32

TABLE 2-18.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-3
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	591,854	6.41
Home-Based Non-Work (2)	25,744,944	825,706	3.21
Non-Home Based Other- Other (3)	10,695,989	162,979	1.52
Non-Home Based Work- Other (4)	4,313,397	90,954	2.11
Total (2+3+4)	40,754,330	1,079,639	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,671,493	3.34

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

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,131	5,502	1,357	23,675	34,665
CIVIC CENTER	13,495	0	0	12,209	25,704
FIFTH/HILL	31,440	0	0	20,431	51,871
SEVENTH/FLOWER	9,973	0	0	24,452	34,426
WILSHIRE/ALVARADO	18,164	0	3,603	8,033	29,800
WILSHIRE/VERMONT	17,901	0	3,385	17,006	38,292
WILSHIRE/NORMANDIE	3,024	0	1,798	737	5,559
WILSHIRE/WESTERN	3,414	0	2,189	7,642	13,245
WILSHIRE/CRENSHAW	1,729	0	2,279	2,391	6,399
WILSHIRE/LA BREA	1,890	0	1,288	4,897	8,075
WILSHIRE/FAIRFAX	2,324	4,687	799	13,736	21,546
HOLLYWOOD BOWL	515	0	79	1,547	2,141
UNIVERSAL CITY	1,287	2,615	456	10,298	14,656
NORTH HOLLYWOOD	246	2,210	354	7,695	10,505
VERMONT/BEVERLY	1,995	0	338	4,148	6,481
VERMONT/SANTA MONICA	3,017	0	234	4,126	7,377
HOLLYWOOD/VINE	7,788	0	893	8,057	16,738
VERMONT/SUNSET	1,454	0	540	4,463	6,457
HOLLYWOOD/WESTERN	1,884	0	544	6,921	9,349
TOTAL	125,671	15,014	20,136	182,464	343,286

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

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,125	3,741	1,417	22,294	31,577
CIVIC CENTER	13,372	0	0	12,229	25,601
FIFTH/HILL	31,088	0	0	20,432	51,520
SEVENTH/FLOWER	9,902	0	0	24,368	34,270
WILSHIRE/ALVARADO	18,137	0	3,603	8,025	29,765
WILSHIRE/VERMONT	17,856	0	3,385	16,984	38,225
WILSHIRE/NORMANDIE	3,016	0	1,798	737	5,551
WILSHIRE/WESTERN	3,393	0	2,189	7,631	13,213
WILSHIRE/CRENSHAW	1,717	0	2,279	2,387	6,383
WILSHIRE/LA BREA	1,884	0	1,288	4,906	8,078
WILSHIRE/FAIRFAX	2,318	1,891	955	13,952	19,116
HOLLYWOOD BOWL	514	0	79	1,546	2,139
UNIVERSAL CITY	1,283	2,615	456	10,297	14,651
NORTH HOLLYWOOD	246	2,210	354	7,695	10,505
VERMONT/BEVERLY	1,994	0	338	4,147	6,479
VERMONT/SANTA MONICA	3,013	0	234	4,123	7,370
HOLLYWOOD/VINE	7,783	0	893	8,056	16,732
VERMONT/SUNSET	1,449	0	540	4,463	6,452
HOLLYWOOD/WESTERN	1,884	0	544	6,920	9,348
TOTAL	124,974	10,457	20,352	181,192	336,975

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

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	477	112	27	1,436	2,052
CIVIC CENTER	2,295	0	0	1,359	3,654
FIFTH/HILL	5,180	0	0	3,005	8,185
SEVENTH/FLOWER	1,578	0	0	3,605	5,183
WILSHIRE/ALVARADO	1,709	0	168	631	2,508
WILSHIRE/VERMONT	1,814	0	147	1,579	3,540
WILSHIRE/NORMANDIE	338	0	82	97	517
WILSHIRE/WESTERN	483	0	102	798	1,383
WILSHIRE/CRENSHAW	189	0	87	217	493
WILSHIRE/LA BREA	220	0	45	473	738
WILSHIRE/FAIRFAX	387	102	21	1,595	2,105
HOLLYWOOD BOWL	79	0	3	216	298
UNIVERSAL CITY	276	44	9	706	1,035
NORTH HOLLYWOOD	31	40	8	386	465
VERMONT/BEVERLY	211	0	16	444	671
VERMONT/SANTA MONICA	307	0	11	359	677
HOLLYWOOD/VINE	926	0	37	887	1,850
VERMONT/SUNSET	278	0	26	405	709
HOLLYWOOD/WESTERN	188	0	25	568	781
TOTAL	16,966	298	814	18,766	36,844

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

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	1,350	335	3,661	5,786
CIVIC CENTER	653	0	0	1,433	2,086
FIFTH/HILL	1,363	0	0	1,616	2,979
SEVENTH/FLOWER	478	0	0	1,470	1,948
WILSHIRE/ALVARADO	1,935	0	444	919	3,298
WILSHIRE/VERMONT	1,976	0	471	1,958	4,405
WILSHIRE/NORMANDIE	361	0	230	42	633
WILSHIRE/WESTERN	328	0	269	896	1,493
WILSHIRE/CRENSHAW	204	0	371	345	920
WILSHIRE/LA BREA	213	0	230	785	1,228
WILSHIRE/FAIRFAX	142	1,119	174	1,334	2,769
HOLLYWOOD BOWL	39	0	13	172	224
UNIVERSAL CITY	51	682	112	1,340	2,185
NORTH HOLLYWOOD	20	563	85	1,348	2,016
VERMONT/BEVERLY	169	0	43	497	709
VERMONT/SANTA MONICA	247	0	28	633	908
HOLLYWOOD/VINE	614	0	130	792	1,536
VERMONT/SUNSET	68	0	62	560	690
HOLLYWOOD/WESTERN	160	0	67	814	1,041
TOTAL	9,461	3,714	3,064	20,615	36,854

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

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	475	112	30	1,408	2,025
CIVIC CENTER	2,262	0	0	1,357	3,619
FIFTH/HILL	5,090	0	0	3,001	8,091
SEVENTH/FLOWER	1,560	0	0	3,582	5,142
WILSHIRE/ALVARADO	1,702	0	168	629	2,499
WILSHIRE/VERMONT	1,803	0	147	1,572	3,522
WILSHIRE/NORMANDIE	336	0	82	97	515
WILSHIRE/WESTERN	478	0	102	796	1,376
WILSHIRE/CRENSHAW	186	0	87	216	489
WILSHIRE/LA BREA	219	0	45	472	736
WILSHIRE/FAIRFAX	386	102	29	1,604	2,121
HOLLYWOOD BOWL	79	0	3	216	298
UNIVERSAL CITY	275	44	9	706	1,034
NORTH HOLLYWOOD	31	40	8	385	464
VERMONT/BEVERLY	211	0	16	444	671
VERMONT/SANTA MONICA	306	0	11	359	676
HOLLYWOOD/VINE	925	0	37	887	1,849
VERMONT/SUNSET	276	0	26	405	707
HOLLYWOOD/WESTERN	188	0	25	568	781
TOTAL	16,788	298	825	18,704	36,615

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

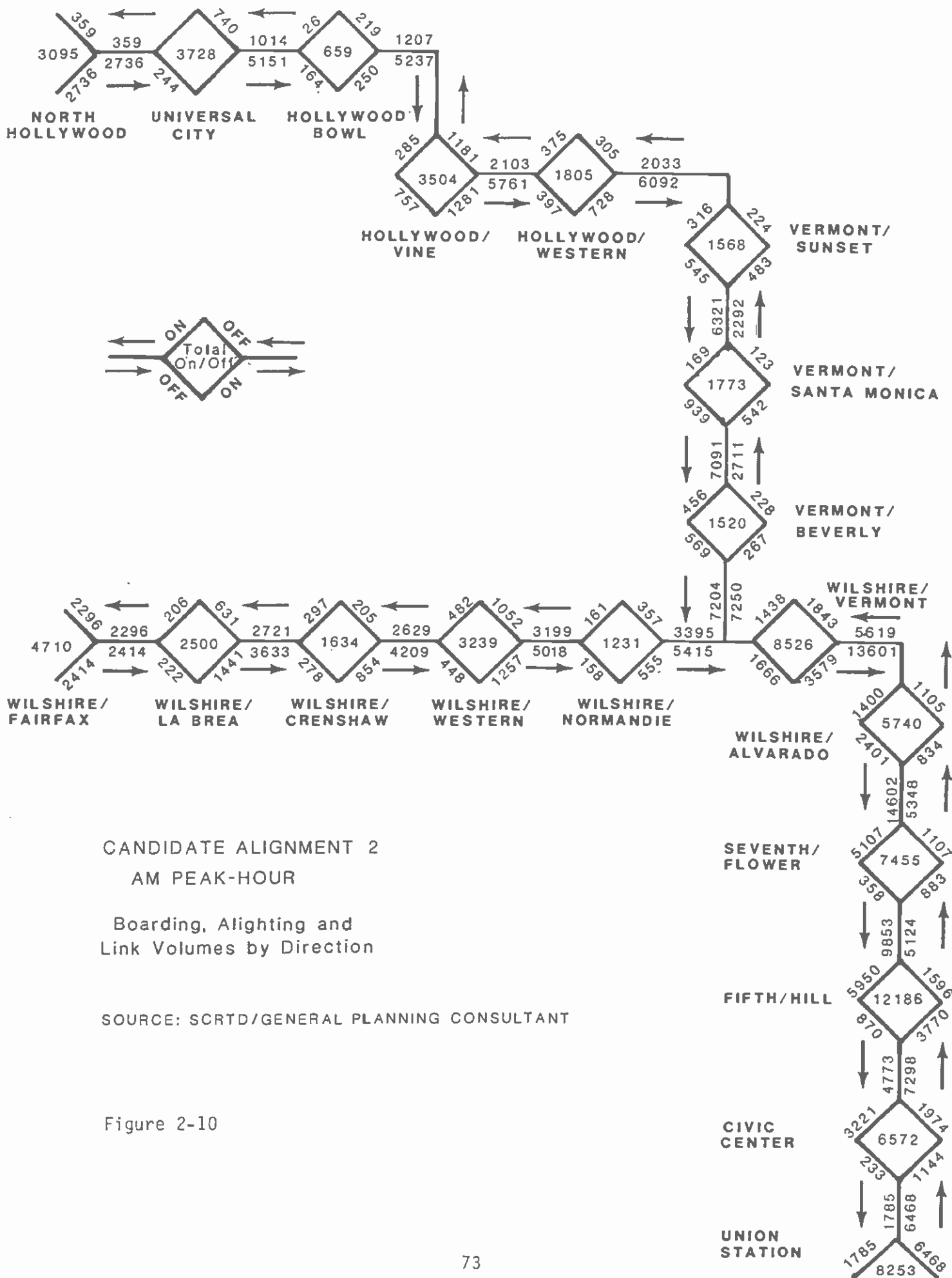
STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	1,350	341	3,308	5,439
CIVIC CENTER	651	0	0	1,436	2,087
FIFTH/HILL	1,357	0	0	1,617	2,974
SEVENTH/FLOWER	477	0	0	1,468	1,945
WILSHIRE/ALVARADO	1,934	0	444	919	3,297
WILSHIRE/VERMONT	1,975	0	471	1,959	4,405
WILSHIRE/NORMANDIE	361	0	230	42	633
WILSHIRE/WESTERN	328	0	269	896	1,493
WILSHIRE/CRENSHAW	204	0	371	345	920
WILSHIRE/LA BREA	213	0	230	787	1,230
WILSHIRE/FAIRFAX	142	1,119	189	1,356	2,806
HOLLYWOOD BOWL	39	0	13	172	224
UNIVERSAL CITY	50	682	112	1,340	2,184
NORTH HOLLYWOOD	20	563	85	1,348	2,016
VERMONT/BEVERLY	169	0	43	497	709
VERMONT/SANTA MONICA	246	0	28	633	907
HOLLYWOOD/VINE	614	0	130	792	1,536
VERMONT/SUNSET	68	0	62	560	690
HOLLYWOOD/WESTERN	160	0	67	814	1,041
TOTAL	9,448	3,714	3,085	20,289	36,536

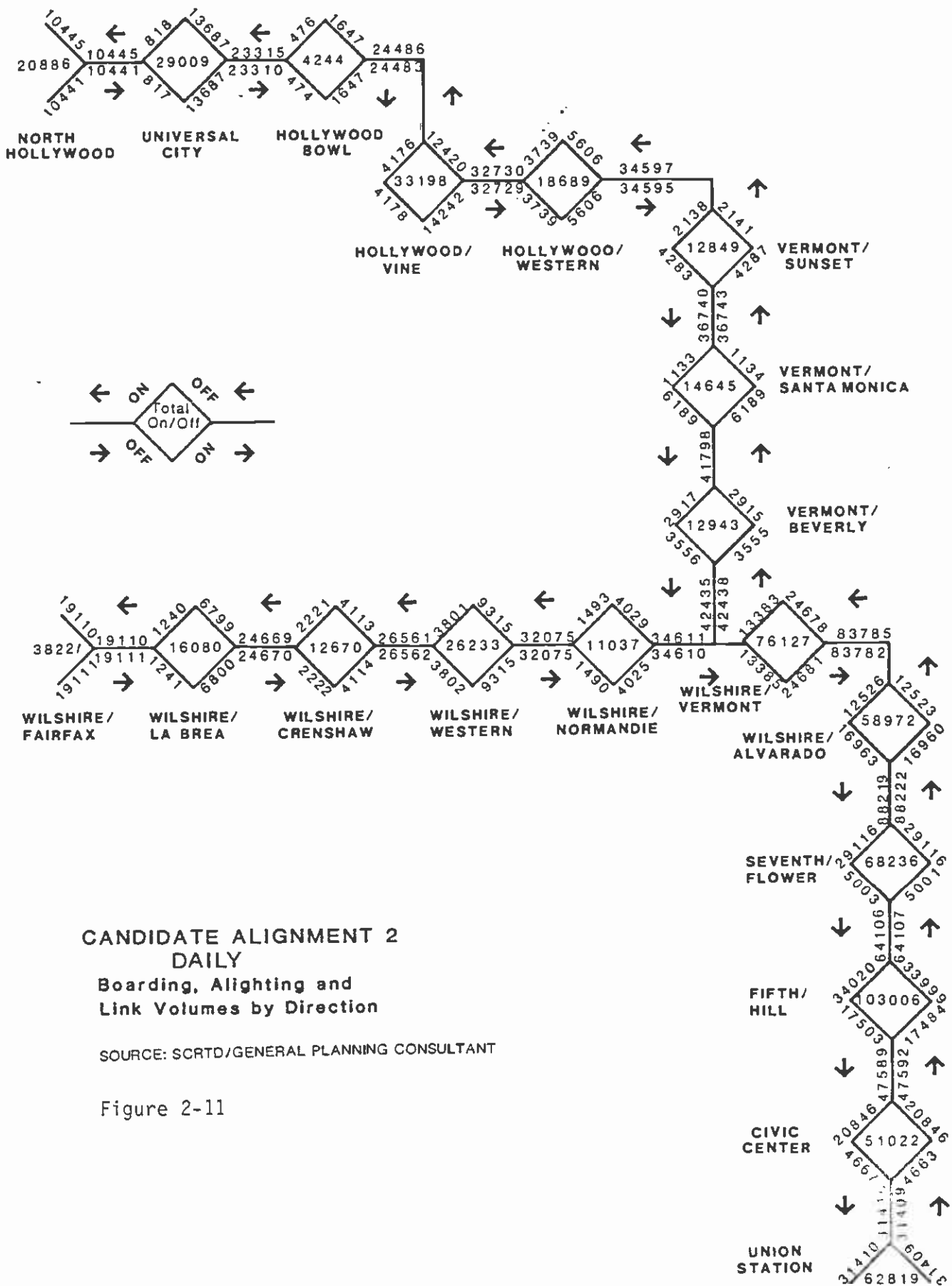
TABLE 2-19.7
 PARK-AND-RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 2: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,316	5,502	1,358	24,190	35,366
CIVIC CENTER	14,055	0	0	13,306	27,361
FIFTH/HILL	32,645	0	0	23,086	55,731
SEVENTH/FLOWER	10,622	0	0	27,340	37,962
WILSHIRE/ALVARADO	12,885	9,042	1,466	10,177	33,570
WILSHIRE/VERMONT	11,635	4,413	1,467	22,786	40,301
WILSHIRE/NORMANDIE	2,084	2,481	767	2,394	7,726
WILSHIRE/WESTERN	2,431	2,739	806	9,271	15,247
WILSHIRE/CRENSHAW	1,215	3,204	811	2,970	8,200
WILSHIRE/LA BREA	1,003	1,336	297	5,453	8,089
WILSHIRE/FAIRFAX	2,453	4,482	760	14,906	22,601
HOLLYWOOD BOWL	558	894	138	1,581	3,171
UNIVERSAL CITY	1,379	2,440	432	10,737	14,988
NORTH HOLLYWOOD	271	2,210	354	7,788	10,623
VERMONT/BEVERLY	1,518	579	164	5,452	7,713
VERMONT/SANTA MONICA	2,029	340	103	5,417	7,889
HOLLYWOOD/VINE	4,684	1,484	332	10,976	17,476
VERMONT/SUNSET	1,247	821	189	5,333	7,590
HOLLYWOOD/WESTERN	1,431	653	171	7,214	9,469
TOTAL	108,461	42,620	9,615	210,377	371,073

TABLE 2-20
 BUS SYSTEM CHARACTERISTICS
Candidate Alignment 2: MOS-3

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	1,901	101,281,500	7,853,470	469,096,350
All Others	555	30,938,863	2,436,518	106,128,473
TOTAL	2,456	132,220,363	10,289,988	575,224,823





2.2.2 Candidate Alignment 2: MOS-2

MOS-2 has thirteen stations with temporary terminals at the Wilshire/Western and Hollywood/Vine stations (see Figure 2-12 and Table 2-21). Figure 2-13 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-22. Tables 2-23, 2-24, and 2-25 summarize estimated mode choice, rail station boardings (from mode-of-arrival) and bus system characteristics for the operable segment as simulated.

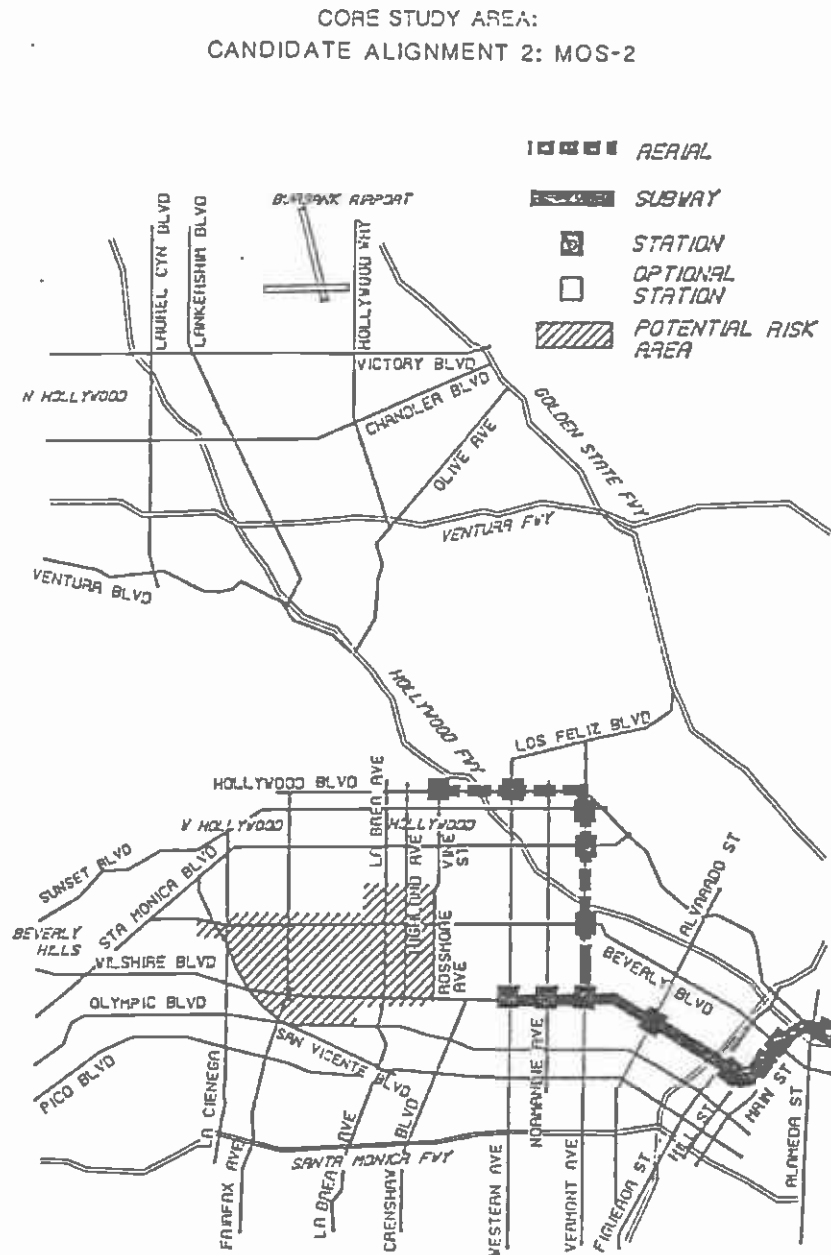


TABLE 2-21

CANDIDATE ALIGNMENT 2: MOS-2 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
NORTH BRANCH	Vermont/Beverly Vermont/Santa Monica Vermont/Sunset Hollywood/Western Hollywood/Vine

<P>Park-and-ride stations. All park-and-ride are also kiss-and-ride stations. Additionally, all stations west of 7th/Flower are kiss-and-ride stations.

TABLE 2-22

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

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Shifts to a short-line operation at Wilshire/Western, terminating downtown LA. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD
o	Regular service at nine minute intervals terminates at Wilshire/Western with a short-line operation resuming at the Wilshire/Vermont Station and running into downtown on twelve minute headways.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Along regular routing, service in the downtown direction terminates at the Wilshire/Western Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
o	Franklin Ave. service turns south on Vine and terminates at Hollywood/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Vermont/Sunset Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.

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TABLE 2-22 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 2: MOS-2)

Line #	Bus Route/ o Coded Description
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset 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, Vermont/Sunset Stations and terminating at Hollywood Blvd.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Place and Wilshire (before current turnaround) and routed one block east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE o Regular service is turned around at the Hollywood/Highland Station. With a short-line spur terminating at Wilshire/Fairfax.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD o Short line terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Vine Station.

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TABLE 2-22 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 2: MOS-2)

Line #	Bus Route/ o Coded Description
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 to downtown Los Angeles terminates at the Wilshire/Western Station.
322	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service to downtown Los Angeles terminates at the Wilshire/Western Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE o Express service routed south through Cahuenga Pass via Cahuenga Blvd., to Highland east on Hollywood to the Hollywood/Vine Station.
424	LA-CBD, VENTURA BLVD. o Express service exits the Hollywood Freeway at Highland and runs east along Hollywood Blvd. to the Hollywood/Vine Station.
425	LA-CBD, VENTURA BLVD o Express service exits the Hollywood Freeway at Highland and runs east along Hollywood Blvd. to terminate at the Hollywood/Vine Station.
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY o Express service exits the Hollywood Freeway at Highland and runs east on Hollywood Blvd. to the Hollywood/Vine Station.

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TABLE 2-22 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (CANDIDATE ALIGNMENT 2: MOS-2)

Line #	Bus Route/	o Coded Description
427	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK	
	o	Express service exits the Hollywood Freeway at Highland, east along Hollywood Blvd. to the Hollywood/Vine Station.

TABLE 2-23.1

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

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	561,665	6.08
Home-Based Non-Work (2)	25,744,944	825,451	3.21
Non-Home Based Other- Other (3)	10,695,989	163,222	1.53
Non-Home Based Work- Other (4)	4,313,397	91,288	2.12
Total (2+3+4)	40,754,330	1,079,961	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,641,626	3.28

TABLE 2-23.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-2
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	581,242	6.29
Home-Based Non-Work (2)	25,744,944	825,451	3.21
Non-Home Based Other- Other (3)	10,695,989	163,222	1.53
Non-Home Based Work- Other (4)	4,313,397	91,288	2.12
Total (2+3+4)	40,754,330	1,079,961	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,661,203	3.32

TABLE 2-24.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 2: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,826	5,432	1,353	23,142	33,753
CIVIC CENTER	12,063	0	0	11,359	23,422
FIFTH/HILL	27,337	0	0	17,934	45,271
SEVENTH/FLOWER	8,647	0	0	20,888	29,535
WILSHIRE/ALVARADO	17,629	0	3,646	7,428	28,703
WILSHIRE/VERMONT	16392	0	3,403	14,748	34,543
WILSHIRE/NORMANDIE	2,292	0	1,919	952	5,163
WILSHIRE/WESTERN	3,303	0	3,317	10,668	17,288
VERMONT/BEVERLY	1,841	0	300	4,069	6,210
VERMONT/SANTA MONICA	2,808	0	231	3,734	6,773
HOLLYWOOD/VINE	4,971	0	1,234	15,704	21,909
VERMONT/SUNSET	1,310	0	523	3,933	5,766
HOLLYWOOD/WESTERN	1,458	0	628	3,750	5,836
TOTAL	103,877	5,432	16,554	138,309	264,172

TABLE 2-24.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 2: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,824	3,730	1,417	21,798	30,769
CIVIC CENTER	11,967	0	0	11,381	23,348
FIFTH/HILL	27,033	0	0	17,939	44,972
SEVENTH/FLOWER	8,597	0	0	20,839	29,436
WILSHIRE/ALVARADO	17,609	0	3,646	7,424	28,679
WILSHIRE/VERMONT	16,355	0	3,403	14,732	34,490
WILSHIRE/NORMANDIE	2,287	0	1,919	951	5,157
WILSHIRE/WESTERN	3,288	0	3,317	10,656	17,261
VERMONT/BEVERLY	1,837	0	300	4,062	6,199
VERMONT/SANTA MONICA	2,804	0	231	3,731	6,766
HOLLYWOOD/VINE	4,966	0	1,234	14,746	20,946
VERMONT/SUNSET	1,302	0	523	3,934	5,759
HOLLYWOOD/WESTERN	1,455	0	628	3,742	5,825
TOTAL	103,324	3,730	16,618	135,935	259,607

TABLE 2-24.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 2: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	423	112	27	1,358	1,920
CIVIC CENTER	2,036	0	0	1,226	3,262
FIFTH/HILL	4,530	0	0	2,580	7,110
SEVENTH/FLOWER	1,361	0	0	2,985	4,346
WILSHIRE/ALVARADO	1,625	0	171	538	2,334
WILSHIRE/VERMONT	1,609	0	148	1,276	3,033
WILSHIRE/NORMANDIE	255	0	89	115	459
WILSHIRE/WESTERN	476	0	155	1,116	1,747
VERMONT/BEVERLY	200	0	14	432	646
VERMONT/SANTA MONICA	273	0	11	306	590
HOLLYWOOD/VINE	582	0	53	955	1,590
VERMONT/SUNSET	259	0	26	392	677
HOLLYWOOD/WESTERN	140	0	28	356	524
TOTAL	13,769	112	722	13,635	28,238

TABLE 2-24.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 2: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	428	1,333	335	3,602	5,698
CIVIC CENTER	602	0	0	1,378	1,980
FIFTH/HILL	1,200	0	0	1,471	2,671
SEVENTH/FLOWER	426	0	0	1,361	1,787
WILSHIRE/ALVARADO	1,897	0	448	876	3,221
WILSHIRE/VERMONT	1,882	0	471	1,759	4,112
WILSHIRE/NORMANDIE	269	0	240	50	559
WILSHIRE/WESTERN	329	0	410	1,248	1,987
VERMONT/BEVERLY	149	0	36	510	695
VERMONT/SANTA MONICA	235	0	28	617	880
HOLLYWOOD/VINE	483	0	174	2,631	3,288
VERMONT/SUNSET	57	0	59	533	649
HOLLYWOOD/WESTERN	134	0	85	493	712
TOTAL	8,091	1,333	2,286	16,529	28,239

TABLE 2-24.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 2: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	423	111	30	1,333	1,897
CIVIC CENTER	2,010	0	0	1,225	3,235
FIFTH/HILL	4,454	0	0	2,579	7,033
SEVENTH/FLOWER	1,349	0	0	2,973	4,322
WILSHIRE/ALVARADO	1,620	0	171	537	2,328
WILSHIRE/VERMONT	1,600	0	148	1,272	3,020
WILSHIRE/NORMANDIE	254	0	89	115	458
WILSHIRE/WESTERN	472	0	155	1,114	1,741
VERMONT/BEVERLY	200	0	14	431	645
VERMONT/SANTA MONICA	272	0	11	306	589
HOLLYWOOD/VINE	581	0	53	937	1,571
VERMONT/SUNSET	257	0	26	391	674
HOLLYWOOD/WESTERN	139	0	28	354	521
TOTAL	13,631	111	671	12,822	27,235

TABLE 2-24.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 2: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	427	1,333	341	3,259	5,360
CIVIC CENTER	601	0	0	1,381	1,982
FIFTH/HILL	1,194	0	0	1,472	2,666
SEVENTH/FLOWER	425	0	0	1,360	1,785
WILSHIRE/ALVARADO	1,897	0	448	876	3,221
WILSHIRE/VERMONT	1,881	0	471	1,758	4,110
WILSHIRE/NORMANDIE	269	0	240	50	559
WILSHIRE/WESTERN	329	0	410	1,248	1,987
VERMONT/BEVERLY	149	0	36	510	695
VERMONT/SANTA MONICA	235	0	28	617	880
HOLLYWOOD/VINE	483	0	174	2,387	3,044
VERMONT/SUNSET	56	0	59	533	648
HOLLYWOOD/WESTERN	134	0	85	493	712
TOTAL	8,080	1,333	2,292	15,944	27,649

TABLE 2-24.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 2: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,056	5,432	1,351	23,819	34,658
CIVIC CENTER	12,781	0	0	13,065	25,846
FIFTH/HILL	28,846	0	0	21,964	50,810
SEVENTH/FLOWER	9,379	0	0	25,418	34,797
WILSHIRE/ALVARADO	12,596	9,321	1,507	9,759	33,183
WILSHIRE/VERMONT	10,715	4,520	1,490	21,137	37,862
WILSHIRE/NORMANDIE	1,551	2,996	933	3,820	9,300
WILSHIRE/WESTERN	2,337	5,822	1,298	12,645	22,102
VERMONT/BEVERLY	1,488	967	206	5,616	8,277
VERMONT/SANTA MONICA	2,336	974	232	4,905	8,447
HOLLYWOOD/VINE	2,889	2,810	597	16,419	22,715
VERMONT/SUNSET	1,155	1,045	238	4,740	7,178
HOLLYWOOD/WESTERN	1,104	669	180	4,163	6,116
TOTAL	91,233	34,556	8,032	167,470	301,291

TABLE 2-25
 BUS SYSTEM CHARACTERISTICS
Candidate Alignment 2: MOS-2

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,051	106,287,450	8,069,524	489,172,492
All Others	561	31,196,657	2,454,602	108,445,593
TOTAL	2,612	137,484,107	10,524,126	597,618,085

2.2.3 Candidate Alignment 2: MOS-2A

MOS-2A has fifteen stations with temporary terminals at the Wilshire/Western and Universal City Stations (see Figure 2-14 and Table 2-26). Figure 2-15 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-27. Tables 2-28, 2-29, and 2-30 summarize estimated mode choice, rail station boardings (from mode-of-arrival) and bus system characteristics for this operable segment as simulated.

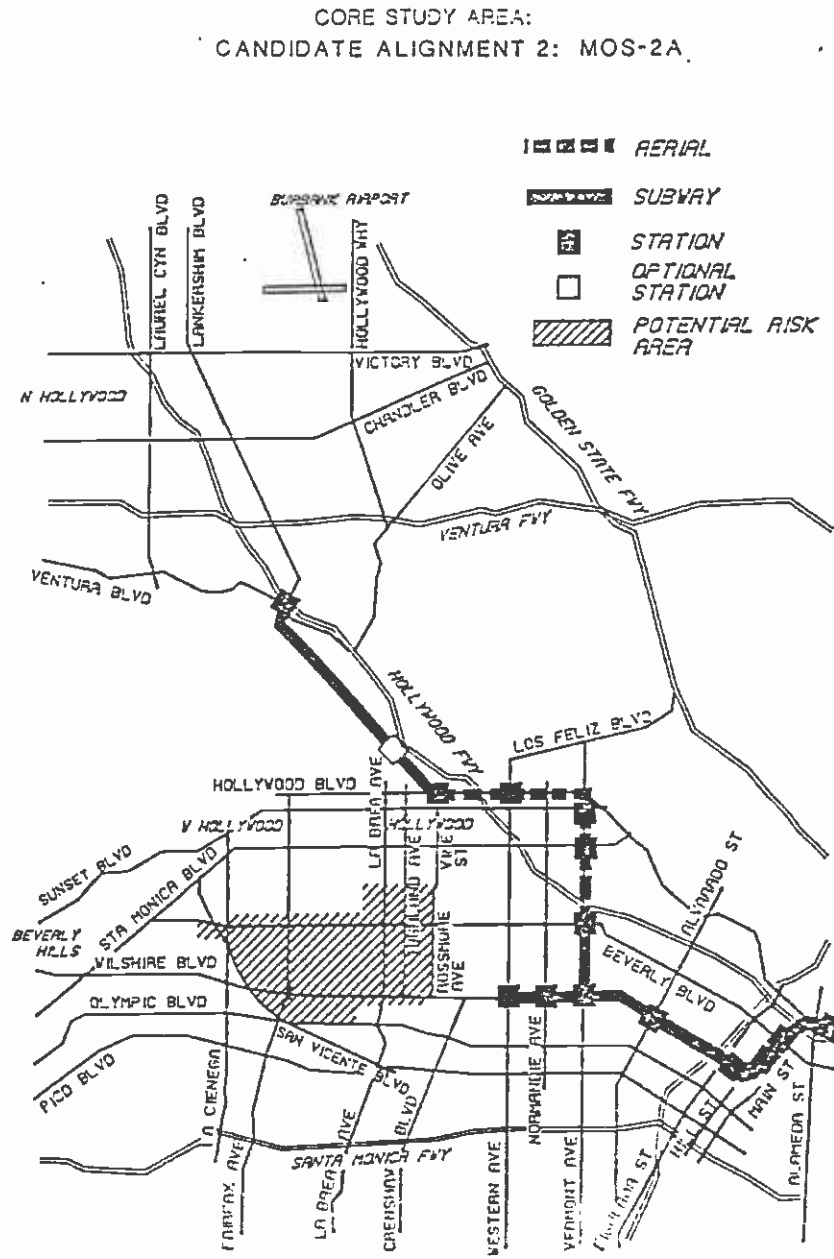


Figure 2-14

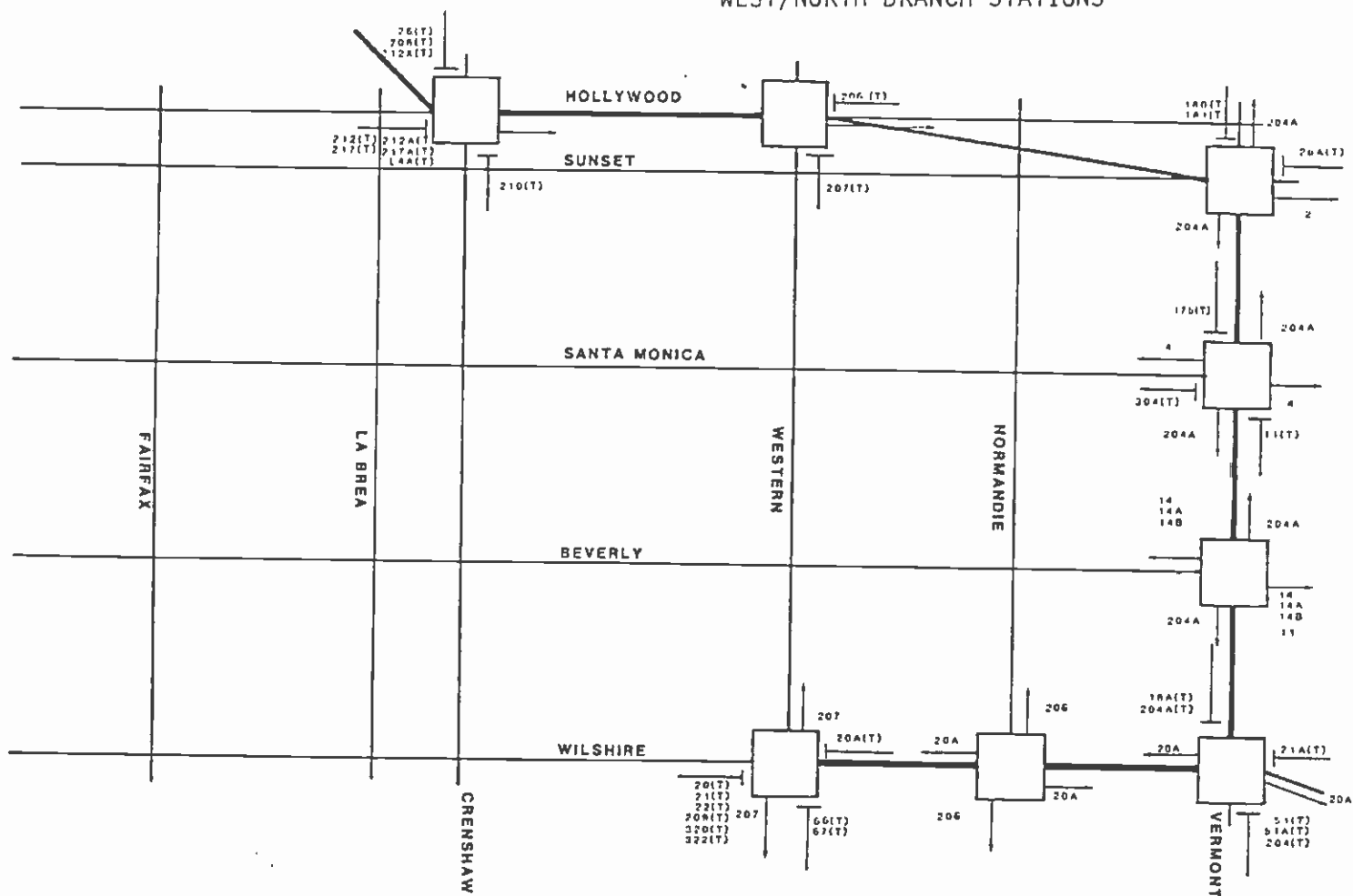
TABLE 2-26

CANDIDATE ALIGNMENT 2: MOS-2A - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
VALLEY BRANCH	Vermont/Beverly Vermont/Santa Monica Vermont/Sunset Hollywood/Western Hollywood/Vine Hollywood Bowl <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



UNIVERSAL CITY STATION

FIGURE 2-15

CANDIDATE ALIGNMENT 2: MOS-2A

BUS/STATION INTERFACE

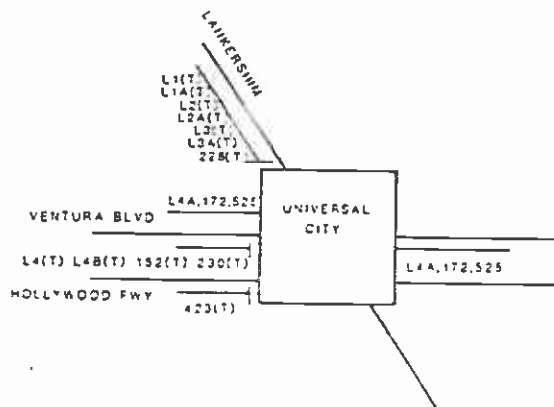


TABLE 2-27

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 2: MOS-2A)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Shifts to a short-line operation at Western, terminating downtown LA. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD
o	Regular service at nine minute intervals terminates at Wilshire/Western with a short-line operation resuming at the Wilshire/Vermont Station and running into downtown on twelve minute headways.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Along regular routing, service in the downtown direction terminates at the Wilshire/Western Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
o	Franklin Ave. service turns south on Vine and terminates at Hollywood/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Vermont/Sunset Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.

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TABLE 2-27 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 2: MOS-2A)

Line #	Bus Route/ o Coded Description
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont Sunset 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, Vermont/Sunset Stations and terminating at Hollywood Blvd.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Place and Wilshire (before current turnaround) and routed one block east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWNSDALE o Regular service is turned around at the Hollywood/Highland Station. With a short-line spur terminating at Wilshire/Fairfax.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD o Short line terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Vine Station.

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TABLE 2-27 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 2: MOS-2A)

Line #	Bus Route/ o Coded Description
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 to downtown terminates at the Wilshire/Western Station.
322	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service to downtown terminates at the Wilshire/Western Station.
<Valley Branch Lines>	
228	COLDWATER CANYON, SHELDON ST., LANKERSHIM o Terminates on Lankershim at the Universal City Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE o Full service replaced by a limited-stop operation feeding the Universal City Station via Lankershim.
423	LA, WOODLAND HILLS, WESTLAKE VILLAGE o Terminates at the Universal City Station.
424	LA-CBD, CENTURY BLVD. o Full service replaced by a limited-stop operation feeding the Universal City Station via Lankershim.
425	LA-CBD, VENTURA BLVD. o Full service replaced by a limited-stop operation feeding the Universal City Station via Vineland and Ventura Blvd.

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TABLE 2-27 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 2: MOS-2A)

Line #	Bus Route/ o Coded Description
426	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	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK
o	Full service replaced by a limited-stop operation feeding the Universal City Station via Vineland and Ventura Blvd.

TABLE 2-28.1

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

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	566,676	6.14
Home-Based Non-Work (2)	25,744,944	832,283	3.23
Non-Home Based Other- Other (3)	10,695,989	163,934	1.53
Non-Home Based Work- Other (4)	4,313,397	91,777	2.13
Total (2+3+4)	40,754,330	1,087,994	2.67
TOTAL TRIPS (1+2+3+4)	49,989,286	1,654,670	3.31

TABLE 2-28.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-2A
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	582,292	6.31
Home-Based Non-Work (2)	25,744,944	832,283	3.23
Non-Home Based Other- Other (3)	10,695,989	163,934	1.53
Non-Home Based Work- Other (4)	4,313,397	91,777	2.13
Total (2+3+4)	40,754,330	1,087,994	2.67
TOTAL TRIPS (1+2+3+4)	49,989,286	1,670,286	3.34

TABLE 2-29.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 2: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,119	5,489	1,364	23,564	34,536
CIVIC CENTER	13,337	0	0	12,074	25,411
FIFTH/HILL	31,092	0	0	20,009	51,101
SEVENTH/FLOWER	9,927	0	0	23,840	33,767
WILSHIRE/ALVARADO	18,090	0	3,604	7,989	29,683
WILSHIRE/VERMONT	17,643	0	3,393	16,567	37,603
WILSHIRE/NORMANDIE	2,882	0	1,809	717	5,408
WILSHIRE/WESTERN	3,160	0	2,183	7,126	12,469
HOLLYWOOD BOWL	478	0	76	1,522	2,076
UNIVERSAL CITY	1,292	2,162	381	10,226	14,061
VERMONT/BEVERLY	2,008	0	338	4,282	6,628
VERMONT/SANTA MONICA	3,022	0	237	4,214	7,473
HOLLYWOOD/VINE	7,132	0	577	9,104	16,813
VERMONT/SUNSET	1,418	0	541	4,474	6,433
HOLLYWOOD/WESTERN	1,925	0	543	6,850	9,318
TOTAL	117,525	7,651	15,046	152,558	292,780

TABLE 2-29.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 2: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,111	3,733	1,425	22,194	31,463
CIVIC CENTER	13,205	0	0	12,088	25,293
FIFTH/HILL	30,719	0	0	19,997	50,716
SEVENTH/FLOWER	9,856	0	0	23,748	33,604
WILSHIRE/ALVARADO	18,060	0	3,604	7,980	29,644
WILSHIRE/VERMONT	17,593	0	3,393	16,542	37,528
WILSHIRE/NORMANDIE	2,872	0	1,809	717	5,398
WILSHIRE/WESTERN	3,139	0	2,183	7,115	12,437
HOLLYWOOD BOWL	477	0	76	1,534	2,087
UNIVERSAL CITY	1,289	2,162	381	10,273	14,105
VERMONT/BEVERLY	2,006	0	338	4,276	6,620
VERMONT/SANTA MONICA	3,020	0	237	4,211	7,468
HOLLYWOOD/VINE	7,125	0	577	9,108	16,810
VERMONT/SUNSET	1,414	0	541	4,474	6,429
HOLLYWOOD/WESTERN	1,921	0	543	6,845	9,309
TOTAL	116,807	5,895	15,107	151,102	288,911

TABLE 2-29.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 2: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	472	112	30	1,395	2,009
CIVIC CENTER	2,228	0	0	1,335	3,563
FIFTH/HILL	5,043	0	0	2,924	7,967
SEVENTH/FLOWER	1,557	0	0	3,469	5,026
WILSHIRE/ALVARADO	1,692	0	168	624	2,484
WILSHIRE/VERMONT	1,777	0	147	1,516	3,440
WILSHIRE/NORMANDIE	324	0	83	95	502
WILSHIRE/WESTERN	440	0	102	781	1,323
HOLLYWOOD BOWL	79	0	2	215	296
UNIVERSAL CITY	277	37	7	702	1,023
VERMONT/BEVERLY	215	0	16	461	692
VERMONT/SANTA MONICA	309	0	11	370	690
HOLLYWOOD/VINE	898	0	19	962	1,879
VERMONT/SUNSET	269	0	26	408	703
HOLLYWOOD/WESTERN	196	0	25	555	776
TOTAL	15,776	149	636	15,812	32,373

TABLE 2-29.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 2: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	1,348	344	3,298	5,430
CIVIC CENTER	646	0	0	1,418	2,064
FIFTH/HILL	1,340	0	0	1,587	2,927
SEVENTH/FLOWER	475	0	0	1,434	1,909
WILSHIRE/ALVARADO	1,926	0	443	914	3,283
WILSHIRE/VERMONT	1,952	0	472	1,911	4,335
WILSHIRE/NORMANDIE	345	0	231	40	616
WILSHIRE/WESTERN	313	0	267	807	1,387
HOLLYWOOD BOWL	27	0	16	169	212
UNIVERSAL CITY	50	566	97	1,335	2,048
VERMONT/BEVERLY	168	0	42	513	723
VERMONT/SANTA MONICA	247	0	28	647	922
HOLLYWOOD/VINE	508	0	106	909	1,523
VERMONT/SUNSET	66	0	62	560	688
HOLLYWOOD/WESTERN	161	0	67	810	1,038
TOTAL	8,664	1,914	2,175	16,352	29,105

TABLE 2-29.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 2: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	474	112	27	1,423	2,036
CIVIC CENTER	2,263	0	0	1,337	3,600
FIFTH/HILL	5,139	0	0	2,931	8,070
SEVENTH/FLOWER	1,575	0	0	3,493	5,068
WILSHIRE/ALVARADO	1,700	0	169	625	2,494
WILSHIRE/VERMONT	1,790	0	147	1,523	3,460
WILSHIRE/NORMANDIE	326	0	83	95	504
WILSHIRE/WESTERN	446	0	102	784	1,332
HOLLYWOOD BOWL	80	0	2	214	296
UNIVERSAL CITY	278	37	7	700	1,022
VERMONT/BEVERLY	216	0	16	462	694
VERMONT/SANTA MONICA	309	0	11	371	691
HOLLYWOOD/VINE	899	0	19	963	1,881
VERMONT/SUNSET	270	0	26	408	704
HOLLYWOOD/WESTERN	197	0	25	556	778
TOTAL	15,962	149	634	15,885	32,630

TABLE 2-29.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 2: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	1,348	338	3,646	5,772
CIVIC CENTER	648	0	0	1,415	2,063
FIFTH/HILL	1,347	0	0	1,586	2,933
SEVENTH/FLOWER	476	0	0	1,436	1,912
WILSHIRE/ALVARADO	1,926	0	443	915	3,284
WILSHIRE/VERMONT	1,953	0	472	1,911	4,336
WILSHIRE/NORMANDIE	345	0	231	40	616
WILSHIRE/WESTERN	313	0	267	807	1,387
HOLLYWOOD BOWL	27	0	16	168	211
UNIVERSAL CITY	50	566	97	1,330	2,043
VERMONT/BEVERLY	169	0	42	513	724
VERMONT/SANTA MONICA	247	0	28	647	922
HOLLYWOOD/VINE	508	0	106	909	1,523
VERMONT/SUNSET	56	0	62	559	687
HOLLYWOOD/WESTERN	161	0	67	510	1,038
TOTAL	8,676	1,914	2,169	16,692	29,451

TABLE 2-29.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 2: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,262	5,488	1,364	23,977	35,091
CIVIC CENTER	13,848	0	0	13,103	26,951
FIFTH/HILL	32,029	0	0	22,609	54,638
SEVENTH/FLOWER	10,438	0	0	26,572	37,010
WILSHIRE/ALVARADO	12,816	9,025	1,463	10,008	33,312
WILSHIRE/VERMONT	11,452	4,403	1,457	22,273	39,585
WILSHIRE/NORMANDIE	1,978	2,500	779	2,373	7,630
WILSHIRE/WESTERN	2,230	2,774	818	8,607	14,429
HOLLYWOOD BOWL	461	329	55	1,597	2,442
UNIVERSAL CITY	1,375	2,147	379	10,539	14,440
VERMONT/BEVERLY	1,507	428	131	5,457	7,523
VERMONT/SANTA MONICA	1,975	292	82	5,506	7,855
HOLLYWOOD/VINE	4,522	675	169	11,757	17,123
VERMONT/SUNSET	1,110	812	191	5,363	7,476
HOLLYWOOD/WESTERN	1,741	717	191	7,055	9,704
TOTAL	101,744	29,590	7,079	176,796	315,209

TABLE 2-30

BUS SYSTEM CHARACTERISTICS

Candidate Alignment 2: MOS-2A

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	1,997	103,245,648	8,009,370	492,432,708
All Others	563	31,422,022	2,475,812	108,525,834
TOTAL	2,560	134,667,670	10,485,182	600,958,542

2.2.4 Candidate Alignment 2: MOS-3A

MOS-3A has eighteen stations with temporary terminals at the Wilshire/La Brea and North Hollywood Stations (see Figure 2-16 and Table 2-31). Figure 2-17 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-32. Tables 2-33, 2-34, and 2-35 summarize estimated mode choice, rail station boardings (from mode-of-arrival) and bus system characteristics for this operable segment as simulated.

CORE STUDY AREA:
CANDIDATE ALIGNMENT 2: MOS 3A

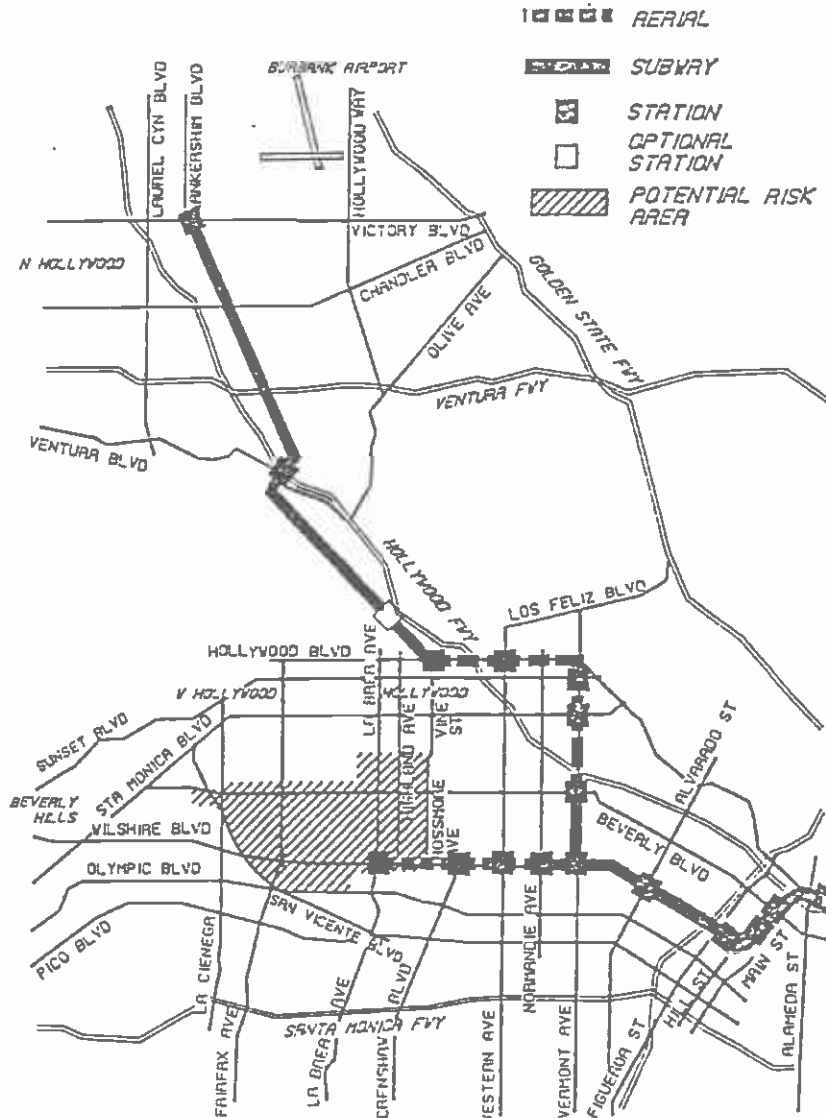


Figure 2-16

TABLE 2-31

CANDIDATE ALIGNMENT 2: MOS-3A - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western Wilshire/Crenshaw Wilshire/La Brea
VALLEY BRANCH	Vermont/Beverly Vermont/Santa Monica Vermont/Sunset Hollywood/Western Hollywood/Vine Hollywood Bowl <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.

TABLE 2-32

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 2: MOS-3A)

Line #	Bus Route/ o Coded Description
West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Shifts to a short-line operation at La Brea, terminating, downtown LA. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD o Regular service at nine minute intervals terminates at Wilshire/La Brea with a short-line operation resuming at the Wilshire/Vermont Station and running into downtown on twelve minute headways.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Along regular routing, service in the downtown direction terminates at the Wilshire/La Brea Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE. o Franklin Ave. service turns south on Vine and terminates at Hollywood/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Vermont/Sunset Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.

--continued

TABLE 2-32 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 2: MOS-3A)

Line #	Bus Route/ o Coded Description
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset 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, Vermont/Sunset Stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Hollywood/Vine Station at its southern-most terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed one block east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWNSDALE o Regular service is turned around at the Hollywood/Highland Station. An additional short-line spur operating at half-hour headways feeds the Wilshire/Crenshaw Station.

--continued

TABLE 2-32 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 2: MOS-3A)

Line #	Bus Route/ o Coded Description
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD o Regular route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Vine Station. A connecting line covers the remainder of the regular service to the Lincoln St. & Empire Ave. turnaround in Burbank.
216	PARK LA BREA SHUTTLE o New line circulates along Fairfax, 3rd, Hauser, and Wilshire, serving the Wilshire/La Brea Station.
217	FAIRFAX, HOLLYWOOD BLVD. o Serves 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	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service to downtown terminates at the Wilshire/La Brea Station.
430	LA-CBD, PACIFIC PALISADES VIA SUNSET BLVD. o Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
434	LA-CBD, SANTA MONICA, MALIBU, TRANCAS o Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.

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TABLE 2-32 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 2: MOS-3A)

Line #	Bus Route/ o Coded Description
436	LA-CBD, VENICE BLVD. - OCEAN PARK TO LA-CBD
o	Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
437	LA-CBD, MARINA DEL REY
o	Service exits the Santa Monica Freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
438	LA-CBD, CULVER BLVD., MANHATTAN BEACH
o	Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
439	LA-CBD, LAX, REDONDO BEACH
o	Service exits the Santa Monica freeway at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
<Valley Branch Lines>	
228	COLDWATER CANYON, SHELDON ST., LANKERSHIM
o	Terminates on Lankershim at the Universal City Station.
413	LA-CBD, VAN NUYS
o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
418	LA-CBD, VAN NUYS, RESEDA, NORTHRIDGE
o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.

--continued

TABLE 2-32 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 2: MOS-3A)

Line #	Bus Route/	o Coded Description
420	LA-CBD, VAN NUYS, NORTHRIDGE	
	o	Full service replaced by local, limited-stop operations feeding North Hollywood, Universal City, and Hollywood Bowl Stations.
423	LA-CBD, WOODLAND HILLS, WESTLAKE VILLAGE	
	o	Service cut-back from LA-CBD to a terminus of the Universal City Station.

TABLE 2-33.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 2: MOS-3A
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	574,863	6.22
Home-Based Non-Work (2)	25,744,944	827,654	3.21
Non-Home Based Other- Other (3)	10,695,989	163,263	1.53
Non-Home Based Work- Other (4)	4,313,397	91,182	2.11
Total (2+3+4)	40,754,330	1,082,099	2.66
TOTAL TRIPS (1+2+3+4)	49,989,286	1,656,962	3.31

TABLE 2-33.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 1: MOS-3A
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	586,602	6.35
Home-Based Non-Work (2)	25,744,944	827,654	3.21
Non-Home Based Other- Other (3)	10,695,989	163,263	1.53
Non-Home Based Work- Other (4)	4,313,397	91,182	2.11
Total (2+3+4)	40,754,330	1,082,099	2.66
TOTAL TRIPS (1+2+3+4)	49,989,286	1,668,701	3.34

TABLE 2-34.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 2: MOS-3A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,119	5,489	1,364	23,564	34,536
CIVIC CENTER	13,337	0	0	12,074	25,411
FIFTH/HILL	31,092	0	0	20,009	51,101
SEVENTH/FLOWER	9,927	0	0	23,840	33,767
WILSHIRE/ALVARADO	18,090	0	3,604	7,989	29,683
WILSHIRE/VERMONT	17,643	0	3,393	16,567	37,603
WILSHIRE/NORMANDIE	2,882	0	1,809	717	5,408
WILSHIRE/WESTERN	3,160	0	2,183	7,126	12,469
WILSHIRE/CRENSHAW	1,373	0	2,107	2,283	5,763
WILSHIRE/LA BREA	1,387	4,306	715	15,941	22,349
HOLLYWOOD BOWL	478	0	76	1,522	2,076
UNIVERSAL CITY	1,292	2,162	381	10,226	14,061
NORTH HOLLYWOOD	251	2,203	354	7,686	10,494
VERMONT/BEVERLY	2,008	0	338	4,282	6,628
VERMONT/SANTA MONICA	3,022	0	237	4,214	7,473
HOLLYWOOD/VINE	7,132	0	577	9,104	16,813
VERMONT/SUNSET	1,418	0	541	4,474	6,433
HOLLYWOOD/WESTERN	1,925	0	543	6,850	9,318
TOTAL	120,536	14,160	18,222	178,468	331,386

TABLE 2-34.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 2: MOS-3A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,111	3,733	1,425	22,194	31,463
CIVIC CENTER	13,205	0	0	12,088	25,293
FIFTH/HILL	30,719	0	0	19,997	50,716
SEVENTH/FLOWER	9,856	0	0	23,748	33,604
WILSHIRE/ALVARADO	18,060	0	3,604	7,980	29,644
WILSHIRE/VERMONT	17,593	0	3,393	16,542	37,528
WILSHIRE/NORMANDIE	2,872	0	1,809	717	5,398
WILSHIRE/WESTERN	3,139	0	2,183	7,115	12,437
WILSHIRE/CRENSHAW	1,366	0	2,107	2,279	5,752
WILSHIRE/LA BREA	1,385	1,772	791	16,094	20,042
HOLLYWOOD BOWL	477	0	76	1,534	2,087
UNIVERSAL CITY	1,289	2,162	381	10,273	14,105
NORTH HOLLYWOOD	251	2,203	354	7,701	10,509
VERMONT/BEVERLY	2,006	0	338	4,276	6,620
VERMONT/SANTA MONICA	3,020	0	237	4,211	7,468
HOLLYWOOD/VINE	7,125	0	577	9,108	16,810
VERMONT/SUNSET	1,414	0	541	4,474	6,429
HOLLYWOOD/WESTERN	1,921	0	543	6,845	9,309
TOTAL	119,809	9,870	18,359	177,176	325,214

TABLE 2-34.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 2: MOS-3A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	472	112	30	1,395	2,009
CIVIC CENTER	2,228	0	0	1,335	3,563
FIFTH/HILL	5,043	0	0	2,924	7,967
SEVENTH/FLOWER	1,557	0	0	3,469	5,026
WILSHIRE/ALVARADO	1,692	0	168	624	2,484
WILSHIRE/VERMONT	1,777	0	147	1,516	3,440
WILSHIRE/NORMANDIE	324	0	83	95	502
WILSHIRE/WESTERN	440	0	102	781	1,323
WILSHIRE/CRENSHAW	153	0	85	272	510
WILSHIRE/LA BREA	151	89	22	1,619	1,881
HOLLYWOOD BOWL	79	0	2	215	296
UNIVERSAL CITY	277	37	7	702	1,023
NORTH HOLLYWOOD	32	40	8	389	469
VERMONT/BEVERLY	215	0	16	461	692
VERMONT/SANTA MONICA	309	0	11	370	690
HOLLYWOOD/VINE	898	0	19	962	1,879
VERMONT/SUNSET	269	0	26	408	703
HOLLYWOOD/WESTERN	196	0	25	555	776
TOTAL	16,112	278	751	18,092	35,233

TABLE 2-34.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 2: MOS-3A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	1,348	344	3,298	5,430
CIVIC CENTER	646	0	0	1,418	2,064
FIFTH/HILL	1,340	0	0	1,587	2,927
SEVENTH/FLOWER	475	0	0	1,434	1,909
WILSHIRE/ALVARADO	1,926	0	443	914	3,283
WILSHIRE/VERMONT	1,952	0	472	1,911	4,335
WILSHIRE/NORMANDIE	345	0	231	40	616
WILSHIRE/WESTERN	313	0	267	807	1,387
WILSHIRE/CRENSHAW	158	0	325	288	771
WILSHIRE/LA BREA	174	1,051	168	1,889	3,282
HOLLYWOOD BOWL	27	0	16	169	212
UNIVERSAL CITY	50	566	97	1,335	2,048
NORTH HOLLYWOOD	20	561	85	1,347	2,013
VERMONT/BEVERLY	168	0	42	513	723
VERMONT/SANTA MONICA	247	0	28	647	922
HOLLYWOOD/VINE	508	0	106	909	1,523
VERMONT/SUNSET	66	0	62	560	688
HOLLYWOOD/WESTERN	161	0	67	810	1,038
TOTAL	9,016	3,526	2,753	19,876	35,171

TABLE 2-34.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 2: MOS-3A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	474	112	27	1,423	2,036
CIVIC CENTER	2,263	0	0	1,337	3,600
FIFTH/HILL	5,139	0	0	2,931	8,070
SEVENTH/FLOWER	1,575	0	0	3,493	5,068
WILSHIRE/ALVARADO	1,700	0	169	625	2,494
WILSHIRE/VERMONT	1,790	0	147	1,523	3,460
WILSHIRE/NORMANDIE	326	0	83	95	504
WILSHIRE/WESTERN	446	0	102	784	1,332
WILSHIRE/CRENSHAW	155	0	85	273	513
WILSHIRE/LA BREA	152	89	18	1,615	1,874
HOLLYWOOD BOWL	80	0	2	214	296
UNIVERSAL CITY	278	37	7	700	1,022
NORTH HOLLYWOOD	32	40	8	388	468
VERMONT/BEVERLY	216	0	16	462	694
VERMONT/SANTA MONICA	309	0	11	371	691
HOLLYWOOD/VINE	899	0	19	963	1,881
VERMONT/SUNSET	270	0	26	408	704
HOLLYWOOD/WESTERN	197	0	25	556	778
TOTAL	16,301	278	745	18,161	35,485

TABLE 2-34.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 2: MOS-3A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	1,348	338	3,646	5,772
CIVIC CENTER	648	0	0	1,415	2,063
FIFTH/HILL	1,347	0	0	1,586	2,933
SEVENTH/FLOWER	476	0	0	1,436	1,912
WILSHIRE/ALVARADO	1,926	0	443	915	3,284
WILSHIRE/VERMONT	1,953	0	472	1,911	4,336
WILSHIRE/NORMANDIE	345	0	231	40	616
WILSHIRE/WESTERN	313	0	267	807	1,387
WILSHIRE/CRENSHAW	158	0	325	288	771
WILSHIRE/LA BREA	174	1,051	161	1,872	3,258
HOLLYWOOD BOWL	27	0	16	168	211
UNIVERSAL CITY	50	566	97	1,330	2,043
NORTH HOLLYWOOD	20	561	85	1,345	2,011
VERMONT/BEVERLY	169	0	42	513	724
VERMONT/SANTA MONICA	247	0	28	647	922
HOLLYWOOD/VINE	508	0	106	909	1,523
VERMONT/SUNSET	66	0	62	559	627
HOLLYWOOD/WESTERN	161	0	67	810	1,038
TOTAL	9,028	3,525	2,740	20,197	35,491

TABLE 2-34.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 2: MOS-3A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,262	5,488	1,364	23,977	35,091
CIVIC CENTER	13,848	0	0	13,103	26,951
FIFTH/HILL	32,029	0	0	22,609	54,638
SEVENTH/FLOWER	10,438	0	0	26,572	37,010
WILSHIRE/ALVARADO	12,816	9,025	1,463	10,008	33,312
WILSHIRE/VERMONT	11,452	4,403	1,457	22,273	39,585
WILSHIRE/NORMANDIE	1,978	2,500	779	2,373	7,630
WILSHIRE/WESTERN	2,230	2,774	818	8,607	14,429
WILSHIRE/CRENSHAW	859	3,321	835	2,718	7,733
WILSHIRE/LA BREA	1,469	4,227	656	17,192	23,544
HOLLYWOOD BOWL	461	329	55	1,597	2,442
UNIVERSAL CITY	1,375	2,147	379	10,539	14,440
NORTH HOLLYWOOD	268	2,203	354	7,767	10,592
VERMONT/BEVERLY	1,507	428	131	5,457	7,523
VERMONT/SANTA MONICA	1,975	292	82	5,506	7,855
HOLLYWOOD/VINE	4,522	675	169	11,757	17,123
VERMONT/SUNSET	1,110	812	191	5,363	7,476
HOLLYWOOD/WESTERN	1,741	717	191	7,055	9,704
TOTAL	104,340	39,341	8,924	204,473	357,078

TABLE 2-35

BUS SYSTEM CHARACTERISTICS

Candidate Alignment 2: MOS-3A

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	1,909	100,888,615	7,816,352	475,691,909
All Others	557	31,115,273	2,453,076	107,161,357
TOTAL	2,466	132,003,888	10,269,428	682,853,266

2.3 CANDIDATE ALIGNMENT 3: MOS-3

2.3.1 Alignment Description

Including the segments unchanged from the LPA. Candidate Alignment 3 would be a 19.9-mile aerial and subway line with eighteen stations (Figure 2-8). Leaving the Wilshire/Alvarado Station, the alignment would proceed west, passing under MacArthur Park Lake to Wilshire Boulevard at Park View. It would follow Wilshire Boulevard to Virgil Avenue, where it would turn northwest to the Wilshire/Vermont Station, located on a diagonal in the northern half of the block formed by Wilshire Boulevard, Vermont Avenue, Sixth Street, 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 Avenue to Hollywood and the San Fernando Valley.

The Valley branch would leave the Wilshire/Vermont Station headed northwest and curve back under Vermont Avenue at Third Street. It would transition from subway to aerial between Third and First Streets and continue as an aerial structure in the center of Vermont Avenue through stations at Beverly, Santa Monica, and Sunset Boulevards. It would curve to the west over an existing supermarket shopping center and a corner of Barnsdall Park, then continue west in the center of Hollywood Boulevard. The aerial structure would continue along Hollywood Boulevard to the Hollywood/Western Station. Crossing over the Hollywood Freeway bridge, the alignment would transition from aerial to subway between Bronson Avenue and Gower Street and continue by cut-and-cover construction to the subway stations at Hollywood/Vine and Hollywood/Highland. It would curve to the Hollywood Bowl Station and continue to the northwest along the original LPA alignment through the Santa Monica Mountains to the Universal City and North Hollywood Stations.

Leaving the Wilshire/Vermont Station, the western branch would turn under Wilshire Boulevard and continue west along Wilshire Boulevard, passing through the Wilshire/Normandie and Wilshire/Western Stations to just west of Norton Avenue. The alignment would turn under Crenshaw Boulevard north of Eighth Street, proceeding under Crenshaw Boulevard through a station at Crenshaw/Olympic to about midway between Country Club Drive and Pico Boulevard, where it would turn west under Pico Boulevard east of Plymouth Boulevard. From Pico Boulevard, the alignment would turn south within underground assessments through a reverse curve to the interim terminal at the San Vicente/Pico Station, located north of San Vicente Boulevard.

Three operable segments have been identified for Candidate Alignment 3:

- o MOS-1, as defined in the August 1984 Environmental Assessment.
- o MOS-2, with temporary terminals at the Wilshire/Western and Hollywood/Vine Stations (Section 2.3.2).
- o MOS-3, the full alignment with an interim west terminal at the Pico/San Vicente Station and the north terminal at the North Hollywood Station (Figure 2-18 and Table 2-36).

CORE STUDY AREA:
CANDIDATE ALIGNMENT 3: MOS 3

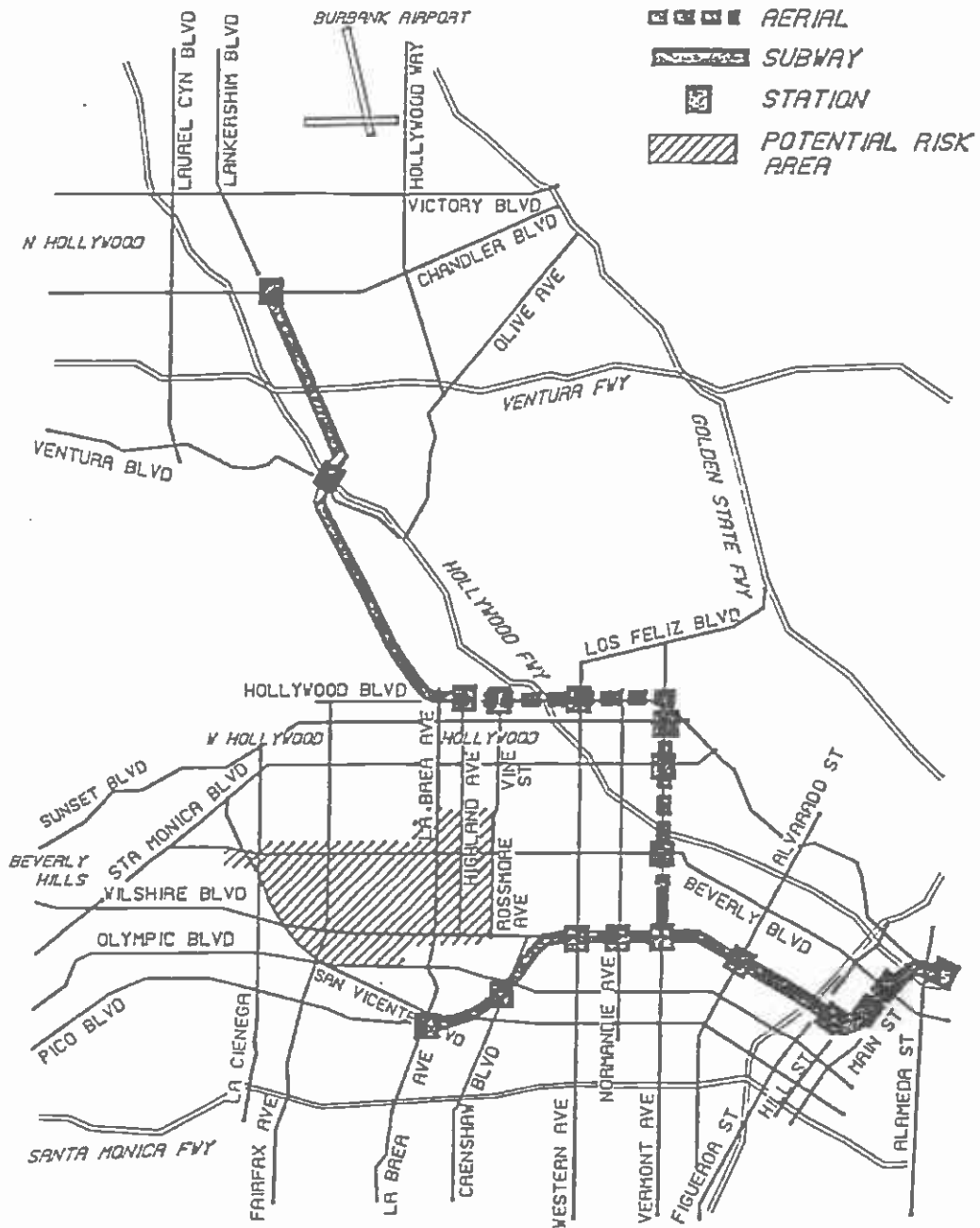


Figure 2-18

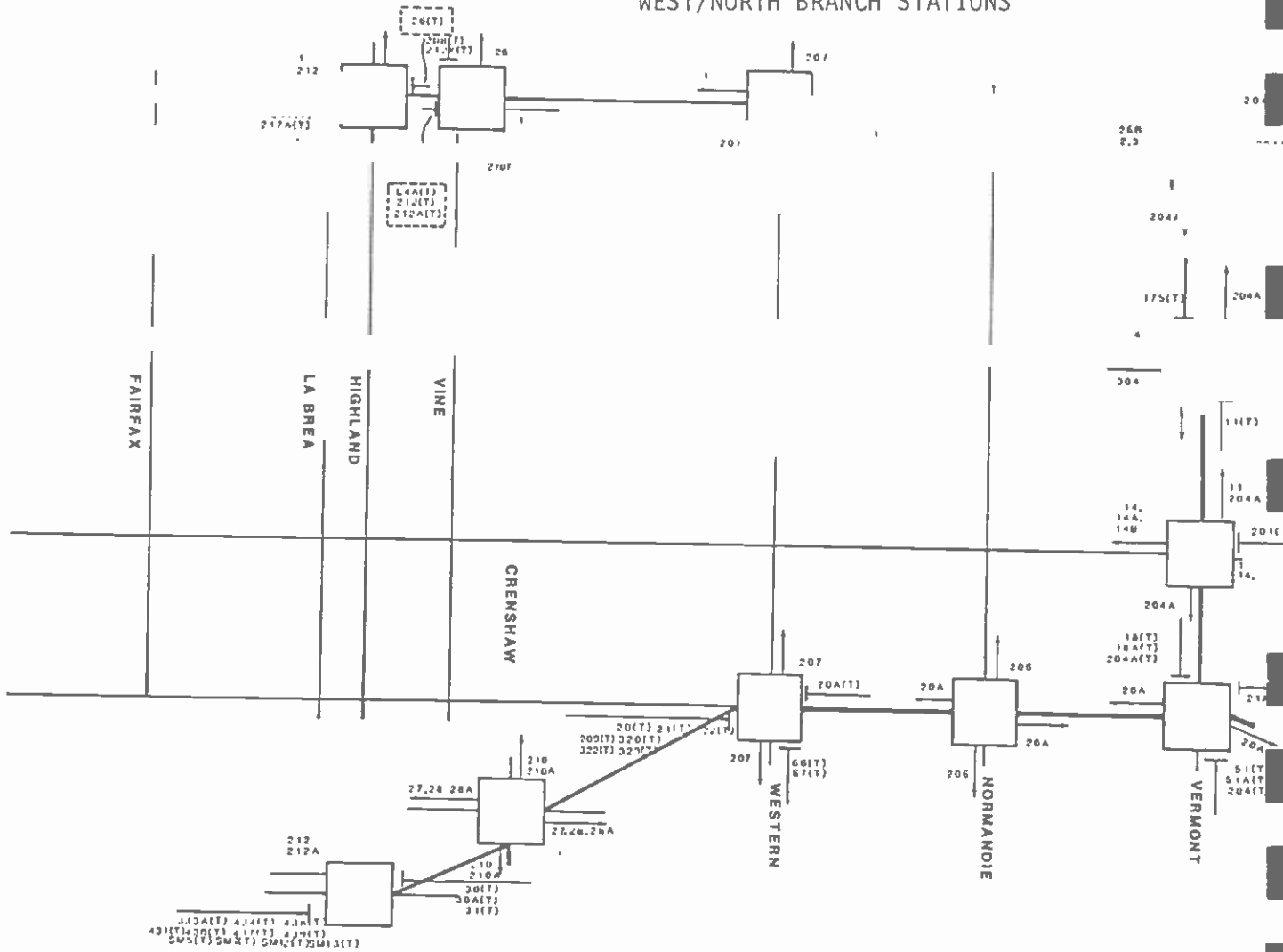
TABLE 2-36

CANDIDATE ALIGNMENT 3: MOS-3 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western Olympic Crenshaw <P> Pico/San Vicente
VALLEY BRANCH	Vermont/Beverly Vermont/Santa Monica Vermont/Sunset Hollywood/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



VALLEY STATIONS

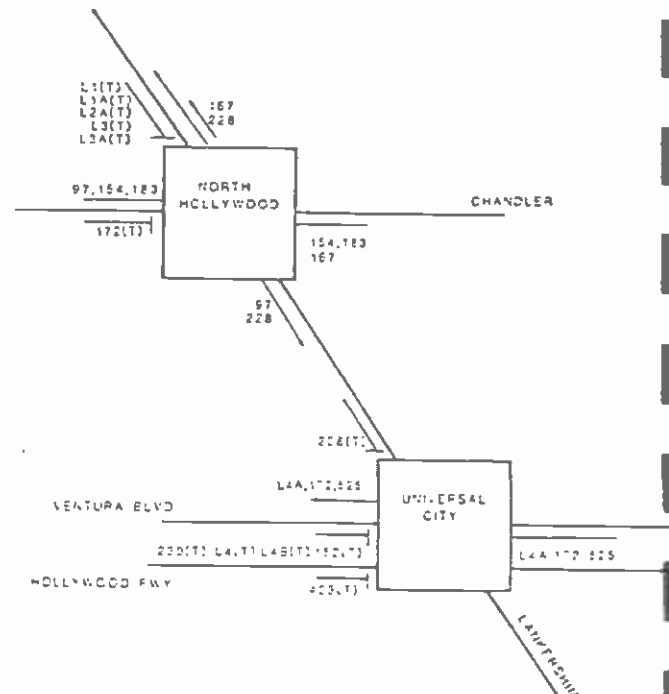


FIGURE 2-19
CANDIDATE ALIGNMENT 3: MOS-3
BUS/STATION INTERFACE

TABLE 2-37

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 3: MOS-3)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Shifts to a short-line operation at Western, terminating, downtown LA. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD o Service terminates at the Wilshire/Western Station.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service terminates at the Wilshire/Western Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE. o Approximately one-half of the service schedule terminates at the Hollywood/Highland Station.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE o Service from Silverlake terminated at the Vermont/Beverly Station.

--continued

TABLE 2-37 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 3: MOS-3)

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, Vermont/Sunset Stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Hollywood/Vine Station at its southern-most terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed one block east along Wilshire to the Wilshire/Western Station.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD o Direct service to Burbank terminated on Hollywood at the Hollywood/Vine Station with a short line covering the remainder of regular service to the Lincoln Street and Empire Avenue turnaround.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD o Terminates at Vermont/Santa Monica Station.
320	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Terminates at Wilshire/Western Station.
322	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Terminates at Wilshire/Western Station.

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TABLE 2-37 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 3: MOS-3)

Line #	Bus Route/ o Coded Description
333	(LIMITED) VENICE BLVD. - OCEAN PARK TO LA-CBD
o	Routed north from its Venice heading to a terminus at the Pico/San Vicente Station.
430	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 Pico/San Vicente Station.
434	LA-CBD, SANTA MONICA, MALIBU, TRUNCAS
o	Service exits the Santa Monica freeway at La Brea, heads north on La Brea to Pico and east to a terminus at the Pico/San Vicente Station.
437	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 Pico/San Vicente Station.
438	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 Pico/San Vicente Station.
439	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 Pico/San Vicente Station.
<Valley Branch Lines>	
97	RIVERSIDE DR., SHERMAN OAKS - LA CBD TO SHERMAN OAKS
o	Service diverted from its east/west Riverside routing, north on Tujunga to the North Hollywood Station and then south on Lankershim to resume regular service along Riverside.

TABLE 2-37 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 3: MOS-3)

Line #	Bus Route/	o Coded Description
413	LA-CBD, VAN NUYS	
	o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
418	LA-CBD, VAN NUYS, RESEDA, NORTHRIDGE	
	o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE	
	o	Full service replaced by local, limited-stop operations feeding North Hollywood, Universal City, and Hollywood Bowl Stations.
423	LA-CBD, WOODLAND HILLS, WESTLAKE VILLAGE	
	o	Service cut-back from LA-CBD to a terminus at the Universal City Station.
424	LA-CBD, VENTURA BLVD.	
	o	Full service replaced by a local, limited-stop operation feeding Universal City via Lankershim.
425	LA-CBD, VENTURA BLVD.	
	o	Full service replaced by a local, limited-stop operation feeding the Universal City Metro Station via Vineland and Ventura Blvds.
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY	
	o	Full service replaced by local, limited-stop operations feeding the Universal City and North Hollywood Stations.

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TABLE 2-37 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 3: MOS-3)

<u>Line #</u>	<u>Bus Route/</u>	<u>o Coded Description</u>
427	LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK	
	o	Full service replaced by a local, limited-stop operation feeding Universal City.

TABLE 2-38.1

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

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	574,093	6.22
Home-Based Non-Work (2)	25,744,944	822,181	3.19
Non-Home Based Other- Other (3)	10,695,989	162,930	1.52
Non-Home Based Work- Other (4)	4,313,397	91,002	2.11
Total (2+3+4)	40,754,330	1,076,113	2.64
TOTAL TRIPS (1+2+3+4)	49,989,286	1,650,206	3.30

TABLE 2-38.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 3: MOS-3
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	586,193	6.35
Home-Based Non-Work (2)	25,744,944	822,181	3.19
Non-Home Based Other- Other (3)	10,695,989	162,930	1.52
Non-Home Based Work- Other (4)	4,313,397	91,002	2.11
Total (2+3+4)	40,754,330	1,076,113	2.64
TOTAL TRIPS (1+2+3+4)	49,989,286	1,662,306	3.33

TABLE 2-39.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 3: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,179	5,444	1,356	23,458	34,437
CIVIC CENTER	13,339	0	0	12,420	25,759
FIFTH/HILL	31,489	0	0	21,108	52,597
SEVENTH/FLOWER	9,726	0	0	24,032	33,758
WILSHIRE/ALVARADO	17,902	0	3,592	8,178	29,672
WILSHIRE/VERMONT	18,839	0	3,726	10,939	33,504
WILSHIRE/NORMANDIE	3,211	0	1,778	831	5,820
WILSHIRE/WESTERN	4,481	0	2,423	11,546	18,450
UNIVERSAL CITY	1,268	2,484	440	10,970	15,162
NORTH HOLLYWOOD	244	2,154	353	7,557	10,308
VERMONT/BEVERLY	2,000	0	329	4,458	6,787
VERMONT/SANTA MONICA	3,020	0	265	3,803	7,088
OLYMPIC/CRENSHAW	1,733	0	1,520	3,912	7,165
PICO/SAN VICENTE	761	4,654	781	8,407	14,603
HOLLYWOOD/VINE	5,424	0	618	3,621	9,663
HOLLYWOOD/HIGHLAND	6,361	0	1,014	4,756	12,131
VERMONT/SUNSET	1,643	0	463	2,404	4,510
HOLLYWOOD/WESTERN	1,637	0	657	7,003	9,297
TOTAL	127,257	14,736	19,315	169,403	330,711

TABLE 2-39.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 3: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,170	3,739	1,419	22,095	31,423
CIVIC CENTER	13,219	0	0	12,439	25,658
FIFTH/HILL	31,116	0	0	21,112	52,228
SEVENTH/FLOWER	9,641	0	0	23,950	33,591
WILSHIRE/ALVARADO	17,868	0	3,592	8,170	29,630
WILSHIRE/VERMONT	18,784	0	3,726	10,922	33,432
WILSHIRE/NORMANDIE	3,202	0	1,778	831	5,811
WILSHIRE/WESTERN	4,461	0	2,423	11,600	18,484
UNIVERSAL CITY	1,265	2,484	440	10,971	15,160
NORTH HOLLYWOOD	244	2,154	353	7,557	10,308
VERMONT/BEVERLY	1,998	0	329	4,457	6,784
VERMONT/SANTA MONICA	3,016	0	265	3,802	7,083
OLYMPIC/CRENSHAW	1,730	0	1,520	3,911	7,161
PICO/SAN VICENTE	759	1,719	923	8,502	11,903
HOLLYWOOD/VINE	5,420	0	618	3,620	9,658
HOLLYWOOD/HIGHLAND	6,358	0	1,014	4,758	12,130
VERMONT/SUNSET	1,639	0	463	2,405	4,507
HOLLYWOOD/WESTERN	1,637	0	657	7,001	9,295
TOTAL	126,527	10,095	19,520	168,103	324,246

TABLE 2-39.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 3: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	493	112	27	1,426	2,058
CIVIC CENTER	2,253	0	0	1,366	3,619
FIFTH/HILL	5,221	0	0	3,056	8,277
SEVENTH/FLOWER	1,565	0	0	3,526	5,091
WILSHIRE/ALVARADO	1,678	0	168	654	2,500
WILSHIRE/VERMONT	1,915	0	158	1,095	3,168
WILSHIRE/NORMANDIE	359	0	81	112	552
WILSHIRE/WESTERN	617	0	99	1,261	1,977
UNIVERSAL CITY	265	42	9	760	1,076
NORTH HOLLYWOOD	31	40	8	390	469
VERMONT/BEVERLY	218	0	15	480	713
VERMONT/SANTA MONICA	313	0	13	296	622
OLYMPIC/CRENSHAW	164	0	50	436	650
PICO/SAN VICENTE	114	93	18	591	816
HOLLYWOOD/VINE	706	0	27	422	1,155
HOLLYWOOD/HIGHLAND	670	0	45	623	1,338
VERMONT/SUNSET	276	0	22	210	508
HOLLYWOOD/WESTERN	150	0	31	572	753
TOTAL	17,008	287	771	17,276	35,342

TABLE 2-39.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 3: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	2,534	35	3,616	6,625
CIVIC CENTER	649	0	0	1,454	2,103
FIFTH/HILL	1,357	0	0	1,690	3,047
SEVENTH/FLOWER	463	0	0	1,459	1,922
WILSHIRE/ALVARADO	1,910	0	441	926	3,277
WILSHIRE/VERMONT	2,047	0	536	1,150	3,733
WILSHIRE/NORMANDIE	359	0	227	46	632
WILSHIRE/WESTERN	413	0	363	1,209	1,985
UNIVERSAL CITY	53	648	108	1,421	2,230
NORTH HOLLYWOOD	19	547	84	1,321	1,971
VERMONT/BEVERLY	161	0	41	544	746
VERMONT/SANTA MONICA	244	0	32	613	889
OLYMPIC/CRENSHAW	225	0	286	445	956
PICO/SAN VICENTE	68	1,153	182	1,224	2,627
HOLLYWOOD/VINE	355	0	83	369	807
HOLLYWOOD/HIGHLAND	630	0	137	430	1,197
VERMONT/SUNSET	105	0	55	298	458
HOLLYWOOD/WESTERN	136	0	80	828	1,044
TOTAL	9,634	4,882	2,690	19,043	36,249

TABLE 2-39.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 3: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	490	112	31	1,398	2,031
CIVIC CENTER	2,221	0	0	1,364	3,585
FIFTH/HILL	5,125	0	0	3,054	8,179
SEVENTH/FLOWER	1,543	0	0	3,505	8,143
WILSHIRE/ALVARADO	1,669	0	168	1,258	6,244
WILSHIRE/VERMONT	1,901	0	158	1,090	3,698
WILSHIRE/NORMANDIE	356	0	81	112	2,522
WILSHIRE/WESTERN	612	0	99	1,262	3,048
UNIVERSAL CITY	265	42	9	759	1,544
NORTH HOLLYWOOD	31	40	8	390	1,182
VERMONT/BEVERLY	218	0	15	480	1,334
VERMONT/SANTA MONICA	312	0	13	296	1,271
OLYMPIC/CRENSHAW	164	0	50	436	1,477
PICO/SAN VICENTE	114	93	25	595	1,981
HOLLYWOOD/VINE	705	0	27	422	2,491
HOLLYWOOD/HIGHLAND	669	0	45	623	1,844
VERMONT/SUNSET	275	0	22	210	1,850
HOLLYWOOD/WESTERN	150	0	31	572	1,850
TOTAL	16,820	287	782	17,826	54,274

TABLE 2-39.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 3: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	1,333	341	3,270	5,384
CIVIC CENTER	647	0	0	1,457	2,104
FIFTH/HILL	1,351	0	0	1,692	3,043
SEVENTH/FLOWER	461	0	0	1,458	1,919
WILSHIRE/ALVARADO	1,909	0	441	926	3,276
WILSHIRE/VERMONT	2,046	0	536	1,150	3,732
WILSHIRE/NORMANDIE	359	0	227	46	632
WILSHIRE/WESTERN	412	0	363	1,215	1,990
UNIVERSAL CITY	53	648	108	1,421	2,230
NORTH HOLLYWOOD	19	547	84	1,321	1,971
VERMONT/BEVERLY	161	0	41	544	746
VERMONT/SANTA MONICA	244	0	32	614	890
OLYMPIC/CRENSHAW	225	0	286	445	956
PICO/SAN VICENTE	68	1,153	196	1,233	2,650
HOLLYWOOD/VINE	355	0	83	369	807
HOLLYWOOD/HIGHLAND	630	0	137	431	1,198
VERMONT/SUNSET	105	0	55	298	458
HOLLYWOOD/WESTERN	136	0	80	828	1,044
TOTAL	9,621	3,681	3,010	18,718	35,030

TABLE 2-39.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 3: MOS-3

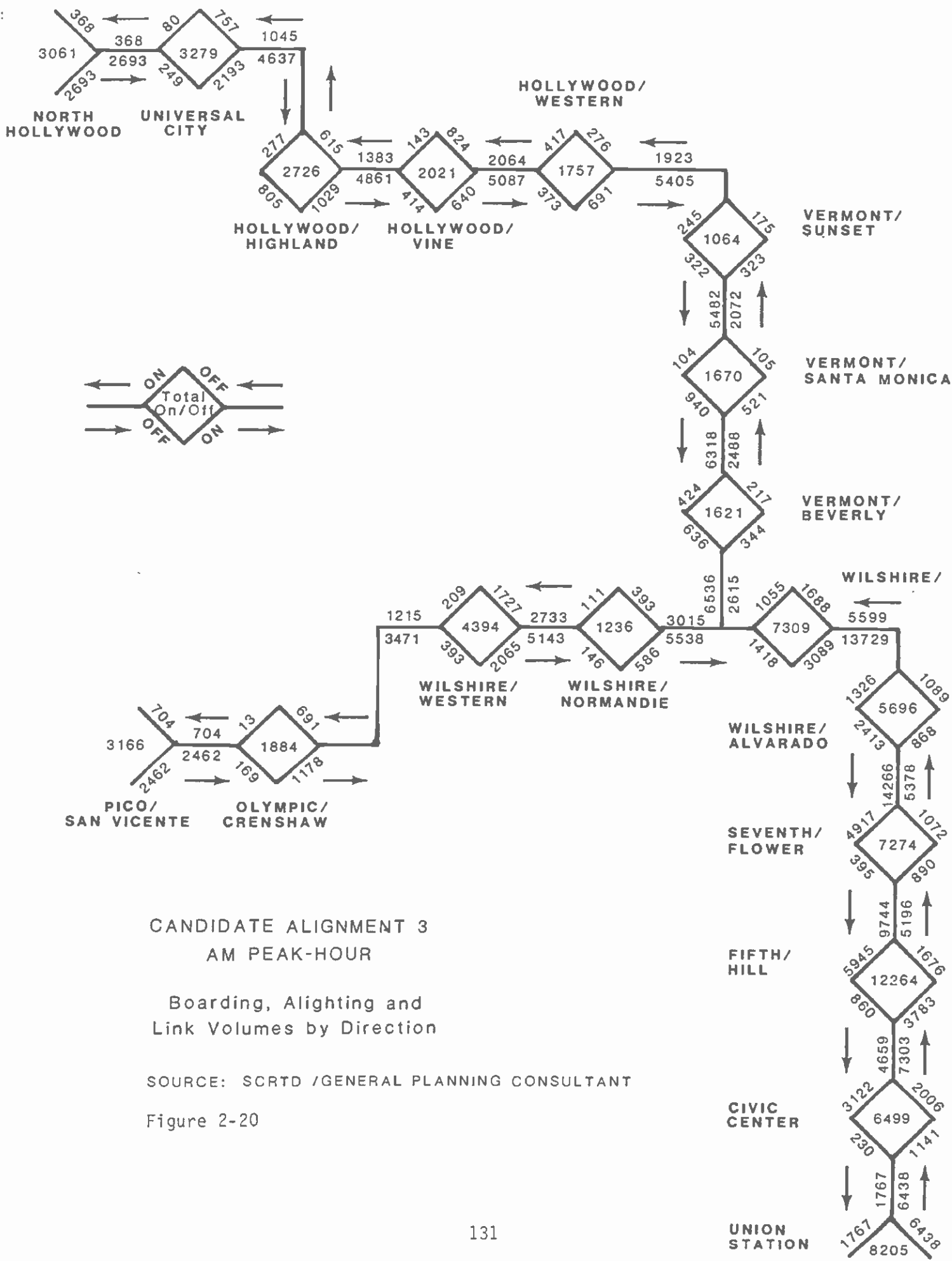
STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,331	5,443	1,356	23,843	34,973
CIVIC CENTER	13,961	0	0	13,369	27,330
FIFTH/HILL	32,848	0	0	23,309	56,157
SEVENTH/FLOWER	10,393	0	0	26,466	36,859
WILSHIRE/ALVARADO	12,677	8,990	1,456	10,218	33,341
WILSHIRE/VERMONT	12,104	4,581	1,516	16,824	35,025
WILSHIRE/NORMANDIE	2,223	2,440	761	2,225	7,649
WILSHIRE/WESTERN	3,022	2,534	731	13,921	20,208
UNIVERSAL CITY	1,367	2,484	440	11,317	15,608
NORTH HOLLYWOOD	270	2,154	353	7,658	10,435
VERMONT/BEVERLY	1,667	605	168	5,863	8,303
VERMONT/SANTA MONICA	1,921	376	113	5,140	7,550
OLYMPIC/CRENSHAW	1,413	1,485	342	4,407	7,647
PICO/SAN VICENTE	826	4,577	780	8,841	15,024
HOLLYWOOD/VINE	3,776	1,144	298	6,141	11,359
HOLLYWOOD/HIGHLAND	4,077	2,135	450	5,989	12,651
VERMONT/SUNSET	1,331	772	179	3,383	5,665
HOLLYWOOD/WESTERN	1,998	728	200	7,270	10,196
TOTAL	110,205	40,448	9,143	196,184	355,980

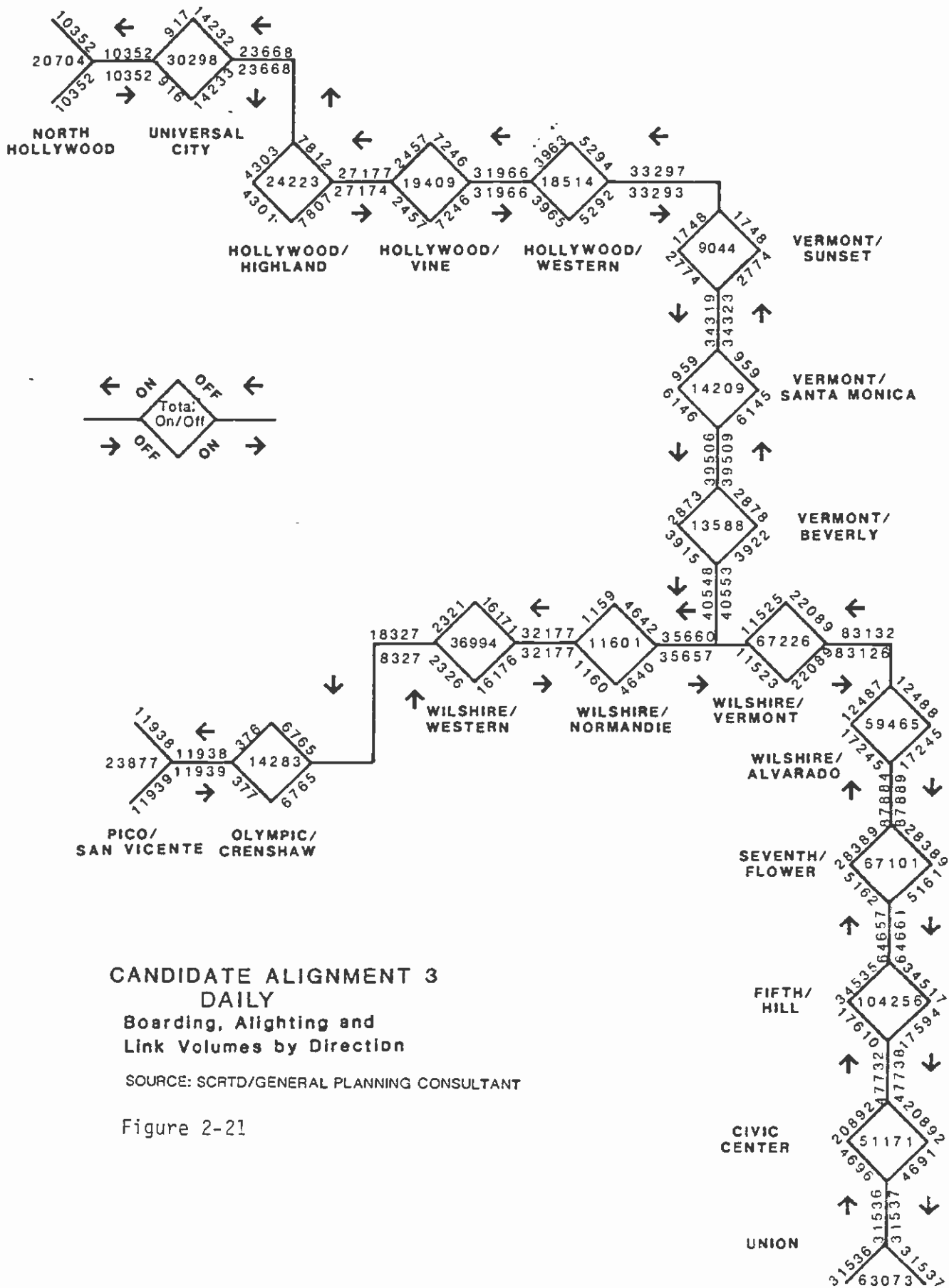
TABLE 2-40

BUS SYSTEM CHARACTERISTICS

Candidate Alignment 3: MOS-3

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	1,889	99,956,149	7,700,488	459,726,765
All Others	570	34,163,923	2,499,800	108,311,485
TOTAL	2,459	134,120,072	10,200,288	568,038,250





2.3.2 Candidate Alignment 3: MOS-2

MOS-2 has thirteen stations with temporary terminals at the Wilshire/Western and Hollywood/Vine Stations (see Figure 2-22 and Table 2-41). Figure 2-23 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-42. Tables 2-43, 2-44, and 2-45 summarize estimated mode choice, rail station boardings (from mode-of-arrival) and bus system characteristics for this operable segment as simulated.

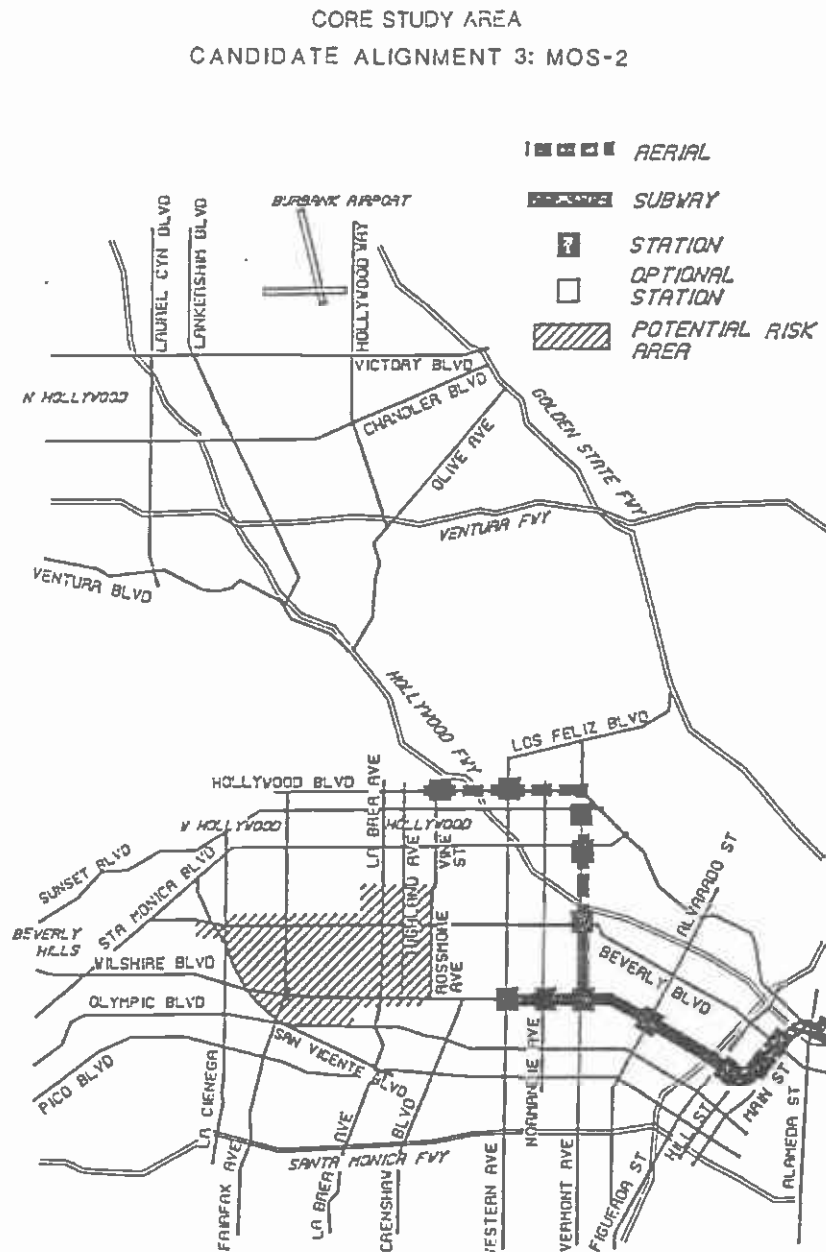


TABLE 2-41

CANDIDATE ALIGNMENT 3: MOS-2 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
VALLEY BRANCH	Vermont/Beverly Vermont/Santa Monica Vermont/Sunset Hollywood/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.

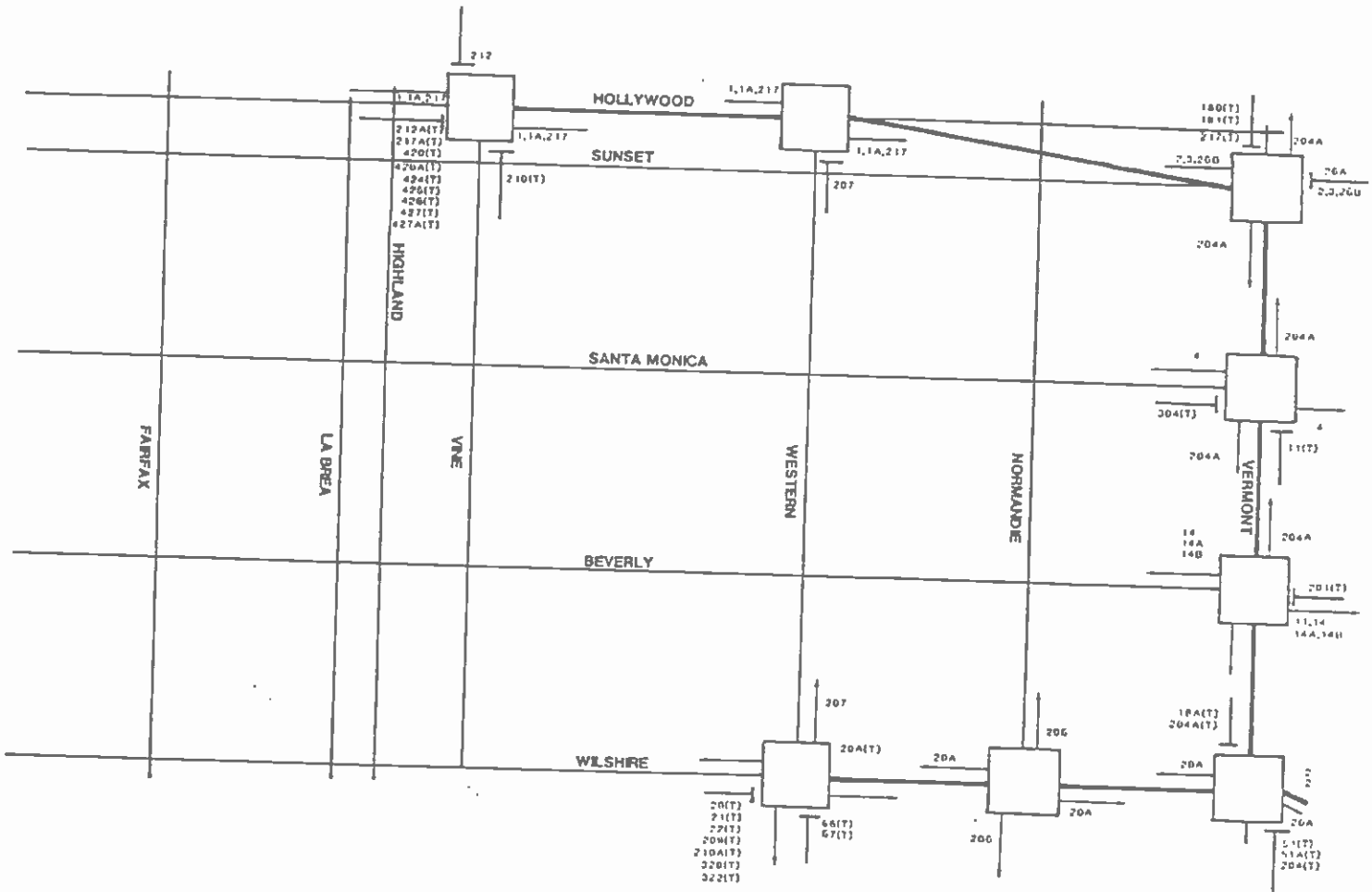


FIGURE 2-23
 CANDIDATE ALIGNMENT 3: MOS-2
 BUS/STATION INTERFACE

TABLE 2-42

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 3: MOS-2)

Line #	Bus Route/ o Coded Description
West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Shifts to a short-line operation at Western/Wilshire, terminating, downtown LA. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD o Regular service at nine minute intervals terminates at Wilshire/Western with a short-line operation resuming at the Wilshire/Vermont Station and running into downtown on twelve minute headways.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Along regular routing, service in the downtown direction terminates at the Wilshire/Western Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE. o Franklin Ave., service turns south on Vine and terminates at Hollywood/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Vermont/Sunset Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.
67	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.

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TABLE 2-42 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 3: MOS-2)

Line #	Bus Route/ o Coded Description
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont and terminated at the Vermont/Sunset 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, Vermont/Sunset Stations and terminating at Hollywood Blvd.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed one block east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE o Regular service is turned around at the Hollywood/Highland Station. With a short line spur terminating at Wilshire/Fairfax.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD o Short line terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Vine Station.

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TABLE 2-42 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 3: MOS-2)

Line #	Bus Route/ o Coded Description
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 to downtown terminates at Wilshire/Western Station.
322	(LIMITED) WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Service to downtown terminates at Wilshire/Western Station.
<Valley Branch Lines>	
420	LA-CBD, VAN NUYS, NORTHRIDGE o Express service routed south through Cahuenga Pass via Cahuenga Blvd. to Highland east on Hollywood to the Hollywood/Vine Monica Station.
424	LA-CBD, VENTURA BLVD. o Express service exits the Hollywood Freeway at Highland and runs east along Hollywood Blvd. to the Hollywood/Vine Station.
425	LA-CBD, VENTURA BLVD. o Express service exits the Hollywood Freeway at Highland and runs east along Hollywood Blvd. to terminate at the Hollywood/Vine Station.
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY o Full service exits the Hollywood Freeway at Highland and runs east on Hollywood Blvd. to the Hollywood/Vine Station.

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TABLE 2-42 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 3: MOS-2)

Line #	Bus Route/ o Coded Description
427	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK
o	Express service exits the Hollywood Freeway at Highland and runs east along Hollywood Blvd. to the Hollywood/Vine Station.

TABLE 2-43.1

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

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	561,665	6.08
Home-Based Non-Work (2)	25,744,944	825,451	3.21
Non-Home Based Other- Other (3)	10,695,989	163,222	1.53
Non-Home Based Work- Other (4)	4,313,397	91,288	2.12
Total (2+3+4)	40,754,330	1,079,961	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,641,626	3.28

TABLE 2-43.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 3: MOS-3
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	581,242	6.29
Home-Based Non-Work (2)	25,744,944	825,451	3.21
Non-Home Based Other- Other (3)	10,695,989	163,222	1.53
Non-Home Based Work- Other (4)	4,313,397	91,288	2.12
Total (2+3+4)	40,754,330	1,079,961	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,661,203	3.32

TABLE 2-44.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 3: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,826	5,432	1,353	23,142	33,753
CIVIC CENTER	12,063	0	0	11,359	23,422
FIFTH/HILL	27,337	0	0	17,934	45,271
SEVENTH/FLOWER	8,647	0	0	20,888	29,535
WILSHIRE/ALVARADO	17,629	0	3,646	7,428	28,703
WILSHIRE/VERMONT	16,392	0	3,403	14,748	34,543
WILSHIRE/NORMANDIE	2,292	0	1,919	952	5,163
WILSHIRE/WESTERN	3,303	0	3,317	10,668	17,288
VERMONT/BEVERLY	1,841	0	300	4,069	6,210
VERMONT/SANTA MONICA	2,808	0	231	3,734	6,773
HOLLYWOOD/VINE	4,971	0	1,234	15,704	21,909
VERMONT/SUNSET	1,310	0	523	3,933	5,766
HOLLYWOOD/WESTERN	1,458	0	628	3,750	5,836
TOTAL	103,877	5,432	16,554	138,309	264,172

TABLE 2-44.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 3: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,824	3,730	1,417	21,798	30,769
CIVIC CENTER	11,967	0	0	11,381	23,348
FIFTH/HILL	27,033	0	0	17,939	44,972
SEVENTH/FLOWER	8,597	0	0	20,839	29,436
WILSHIRE/ALVARADO	17,609	0	3,646	7,424	28,679
WILSHIRE/VERMONT	16,355	0	3,403	14,732	34,490
WILSHIRE/NORMANDIE	2,287	0	1,919	951	5,157
WILSHIRE/WESTERN	3,288	0	3,317	10,656	17,261
VERMONT/BEVERLY	1,837	0	300	4,062	6,199
VERMONT/SANTA MONICA	2,804	0	231	3,731	6,766
HOLLYWOOD/VINE	4,966	0	1,234	14,746	20,946
VERMONT/SUNSET	1,302	0	523	3,934	5,759
HOLLYWOOD/WESTERN	1,455	0	628	3,742	5,825
TOTAL	103,324	3,730	16,618	135,935	259,607

TABLE 2-44.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 3: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	423	112	27	1,358	1,920
CIVIC CENTER	2,036	0	0	1,226	3,262
FIFTH/HILL	4,530	0	0	2,580	7,110
SEVENTH/FLOWER	1,361	0	0	2,985	4,346
WILSHIRE/ALVARADO	1,625	0	171	538	2,334
WILSHIRE/VERMONT	1,609	0	148	1,276	3,033
WILSHIRE/NORMANDIE	255	0	89	115	459
WILSHIRE/WESTERN	476	0	155	1,116	1,747
VERMONT/BEVERLY	200	0	14	432	646
VERMONT/SANTA MONICA	273	0	11	306	590
HOLLYWOOD/VINE	582	0	53	955	1,590
VERMONT/SUNSET	259	0	26	392	677
HOLLYWOOD/WESTERN	140	0	28	356	524
TOTAL	13,769	112	722	13,635	28,238

TABLE 2-44.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 3: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	428	1,333	335	3,602	5,698
CIVIC CENTER	602	0	0	1,378	1,980
FIFTH/HILL	1,200	0	0	1,471	2,671
SEVENTH/FLOWER	426	0	0	1,361	1,787
WILSHIRE/ALVARADO	1,897	0	448	876	3,221
WILSHIRE/VERMONT	1,882	0	471	1,759	4,112
WILSHIRE/NORMANDIE	269	0	240	50	559
WILSHIRE/WESTERN	329	0	410	1,248	1,987
VERMONT/BEVERLY	149	0	36	510	695
VERMONT/SANTA MONICA	235	0	28	617	880
HOLLYWOOD/VINE	483	0	174	2,631	3,288
VERMONT/SUNSET	57	0	59	533	649
HOLLYWOOD/WESTERN	134	0	85	493	712
TOTAL	8,091	1,333	2,286	16,529	28,239

TABLE 2-44.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 3: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	423	111	30	1,333	1,897
CIVIC CENTER	2,010	0	0	1,225	3,235
FIFTH/HILL	4,454	0	0	2,579	7,033
SEVENTH/FLOWER	1,349	0	0	2,973	4,322
WILSHIRE/ALVARADO	1,620	0	171	537	2,328
WILSHIRE/VERMONT	1,600	0	148	1,272	3,020
WILSHIRE/NORMANDIE	254	0	89	115	458
WILSHIRE/WESTERN	472	0	155	1,114	1,741
VERMONT/BEVERLY	200	0	14	431	645
VERMONT/SANTA MONICA	272	0	11	306	589
HOLLYWOOD/VINE	581	0	53	937	1,571
VERMONT/SUNSET	257	0	26	391	674
HOLLYWOOD/WESTERN	139	0	28	354	521
TOTAL	13,631	111	671	12,822	27,235

TABLE 2-44.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 3: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	427	1,333	341	3,259	5,360
CIVIC CENTER	601	0	0	1,381	1,982
FIFTH/HILL	1,194	0	0	1,472	2,666
SEVENTH/FLOWER	425	0	0	1,360	1,785
WILSHIRE/ALVARADO	1,897	0	448	876	3,221
WILSHIRE/VERMONT	1,881	0	471	1,758	4,110
WILSHIRE/NORMANDIE	269	0	240	50	559
WILSHIRE/WESTERN	329	0	410	1,248	1,987
VERMONT/BEVERLY	149	0	36	510	695
VERMONT/SANTA MONICA	235	0	28	617	880
HOLLYWOOD/VINE	483	0	174	2,387	3,044
VERMONT/SUNSET	56	0	59	533	648
HOLLYWOOD/WESTERN	134	0	85	493	712
TOTAL	8,080	1,333	2,292	15,944	27,649

TABLE 2-44.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 3: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,056	5,432	1,351	23,819	34,658
CIVIC CENTER	12,781	0	0	13,065	25,846
FIFTH/HILL	28,846	0	0	21,964	50,810
SEVENTH/FLOWER	9,379	0	0	25,418	34,797
WILSHIRE/ALVARADO	12,596	9,321	1,507	9,759	33,183
WILSHIRE/VERMONT	10,715	4,520	1,490	21,137	37,862
WILSHIRE/NORMANDIE	1,551	2,996	933	3,820	9,300
WILSHIRE/WESTERN	2,337	5,822	1,298	12,645	22,102
VERMONT/BEVERLY	1,488	967	206	5,616	8,277
VERMONT/SANTA MONICA	2,336	974	232	4,905	8,447
HOLLYWOOD/VINE	2,889	2,810	597	16,419	22,715
VERMONT/SUNSET	1,155	1,045	238	4,740	7,178
HOLLYWOOD/WESTERN	1,104	669	180	4,163	6,116
TOTAL	91,233	34,556	8,032	167,470	301,291

TABLE 2-45

BUS SYSTEM CHARACTERISTICS

Candidate Alignment 3: MOS-2

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,051	106,287,450	8,069,524	489,172,492
All Others	561	31,196,657	2,454,602	108,445,593
TOTAL	2,612	137,484,107	10,524,126	597,617,085

2.4 CANDIDATE ALIGNMENT 4: MOS-3

2.4.1 Alignment Description

Including the segments unchanged from the LPA, Candidate Alignment 4 would be a 20.5-mile aerial and subway line with twenty stations (Figure 2-24 and Table 2-46). Leaving the Wilshire/Alvarado Station, which is common to all alignments, the alignment would proceed west, passing under MacArthur Park Lake to Wilshire Boulevard at Park View. It would follow Wilshire Boulevard to Virgil Avenue, where it would turn northwest to the Wilshire/Vermont Station, located on a diagonal in the northern half of the block formed by Wilshire Boulevard, Vermont Avenue, Sixth Street, and Shatto Place. After leaving the Wilshire/Vermont Station, the alignment would branch with one continuing west in the Wilshire Corridor and other line turning north along Vermont Avenue to Hollywood and the San Fernando Valley.

The alignment for the Valley branch would leave the Wilshire/Vermont Station headed northwest then curve back under Vermont Avenue at Third Street. The alignment would transition from subway to aerial between Third and First Streets, and continue as an aerial structure in the center of Vermont Avenue through stations at Beverly and Santa Monica Boulevards. Leaving the curve west onto Sunset Boulevard, the alignment would continue on Vermont, then curve west onto Sunset Boulevard. It would proceed on Sunset Boulevard, passing through stations at Edgemont and Western Avenues. An alternative configuration for the Sunset/Vermont Station is depicted in the Appendix. Between Argyle Avenue and Gower Street it would transition from aerial to subway and continue on Sunset Boulevard to the Sunset/Vine Station. Turning northwest, it would pass through the Hollywood/Highland Station. The alignment then would curve to the Hollywood Bowl Station and continue northwest along the original LPA alignment through the Santa Monica Mountains to the Universal City and North Hollywood Stations. Leaving the Wilshire/Vermont Station, the western branch would be the same as for Alignment 2, described previously.

Three operable segments have been identified for Alignment 4 (refer to Figure 2-24)

- o MOS-1, as defined in the August 1984 Environmental Assessment.
- o MOS-2, with temporary terminals at the Wilshire/Western and Sunset/Vine Stations (Section 2.4.1).

CORE STUDY AREA :
 CANDIDATE ALIGNMENT 4: MOS 3

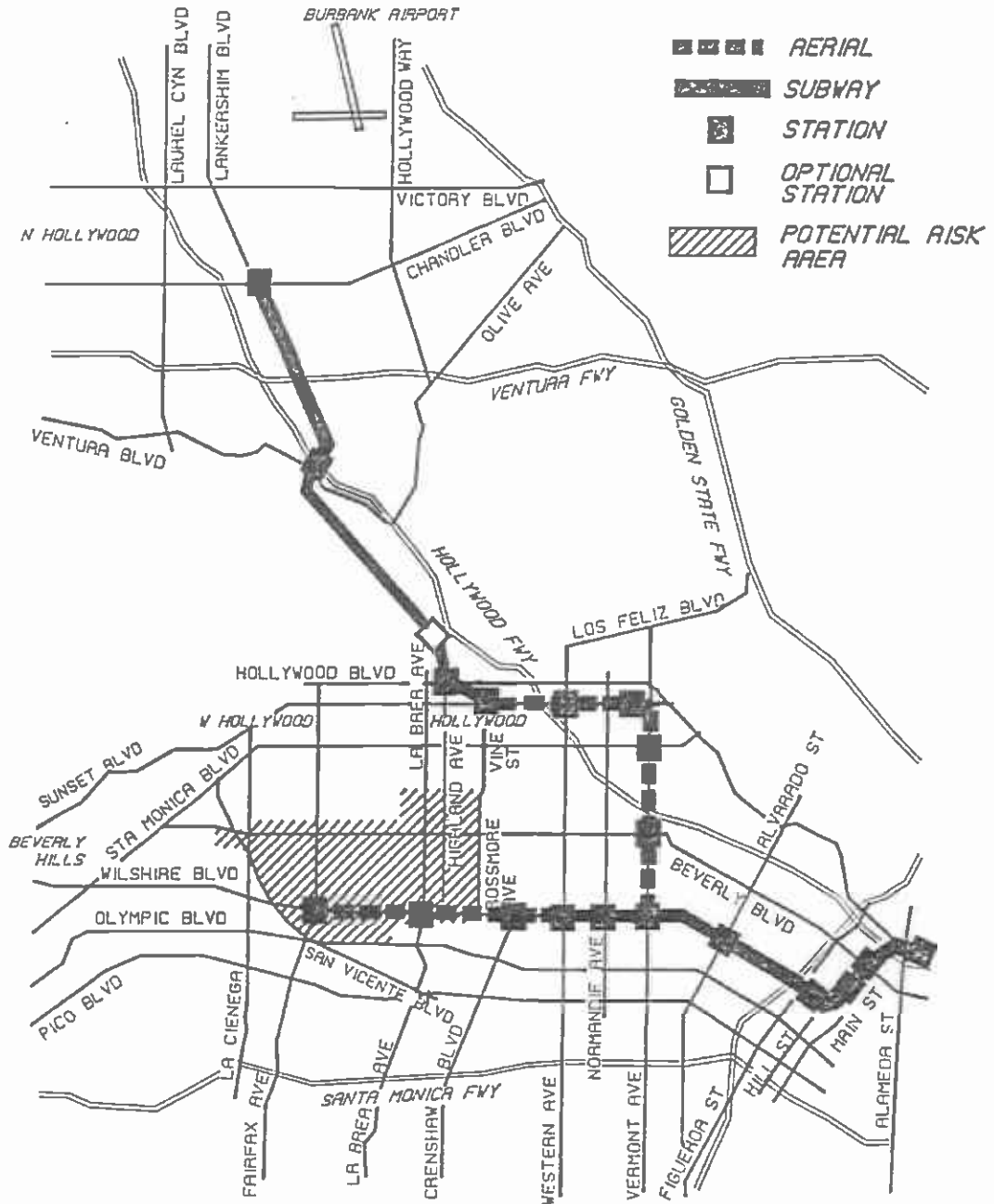


Figure 2-24

- 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.

Two additional alternatives operable segments have been identified for Alignment 4. These alignments would have interim terminals at the following stations:

- o MOS-2A; Wilshire/Western Station paired with Universal City Station (Section 2.4.2).
- o MOS-2B; Wilshire/Vermont Station paired with Universal City Station (Section 2.4.3).

TABLE 2-46

CANDIDATE ALIGNMENT 4: MOS-3 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 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/Edgemont Sunset/Western Sunset/Vine Hollywood/Highland Hollywood Bowl <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.

TABLE 2-47
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 4: MOS-3)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
3	SUNSET BLVD., BEVERLY DR. - BEVERLY HILLS TO LA-CBD
o	Service terminated on Sunset at the Sunset/Vine 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 the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD
o	Regular service at nine minute intervals terminates at Wilshire/Fairfax with a short-line operation resuming at the Wilshire/Vermont Station and running into downtown on twelve minute headways.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Along regular routing, service in the downtown direction terminates at the Wilshire/Fairfax Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
o	Franklin Ave. service turns south on Vine and terminates at Sunset/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Vermont/Sunset Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and Western, north on Western one block to the Wilshire/Western Station.

--continued

TABLE 2-47 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: 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 Eighth St. and 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 and terminated at the Sunset/Edgemont Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont to Sunset and terminated at the Sunset/Edgemont 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 Stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Sunset/Vine Station at its southernmost terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western Station.

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TABLE 2-47 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 4: MOS-3)

Line #	Bus Route/ o Coded Description
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE
o	Regular service is turned around at the Hollywood/Highland Station. An additional short-line spur operating at half hour headways feeds the Wilshire/Crenshaw Station.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD
o	Regular route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Highland Station. A connecting line covers the remainder of the regular service to the Lincoln St. & Empire Ave. turnaround in Burbank.
216	PARK/LA BREA SHUTTLE
o	New line circulates along Fairfax, 3rd, Hauser, and Wilshire serving the Wilshire/Fairfax and Wilshire/La Brea Stations.
217	FAIRFAX, HOLLYWOOD BLVD.
o	Serves the Wilshire/Fairfax and Sunset/Vine Stations. A short line interfaces with the Park/La Brea shuttle.
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	Terminates at Wilshire/Western Station.

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TABLE 2-47 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-3)

Line #	Bus Route/	o Coded Description
430	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 to the Wilshire/La Brea Station.
434	LA-CBD, SANTA MONICA, MALIBU, TRANCAS	
	o	Service exits the Santa Monica freeway at La Brea, heads north on La Brea to terminate at the Wilshire/La Brea Station.
437	LA-CBD, MARINA DEL REY	
	o	Service exits the Santa Monica freeway at La Brea, heads north on La Brea to terminate at the Wilshire/La Brea Station.
438	LA-CBD, CULVER BLVD., MANHATTAN BEACH,	
	o	Service exits the Santa Monica freeway at La Brea, heads north on La Brea to terminate at the Wilshire/La Brea Station.
439	LA-CBD, LAX, REDONDO BEACH	
	o	Service exits the Santa Monica freeway at La Brea, heads north on La Brea to terminate 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, north on Tujunga to the North Hollywood Station and then south on Lankershim to resume regular service along Riverside.

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TABLE 2-47 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 4: MOS-3)

Line #	Bus Route/ o Coded Description
413	LA-CBD, VAN NUYS
	o Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
418	LA-CBD, VAN NUYS, RESEDA, NORTHRIDGE
	o Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE
	o Full service replaced by local, limited-stop operations feeding North Hollywood, Universal City, and Hollywood Bowl Stations.
423	LA-CBD, WOODLAND HILLS, WESTLAKE VILLAGE
	o Service cut-back from LA-CBD to a terminus at the Universal City Station.
424	LA-CBD, VENTURA BLVD.
	o Full service replaced by a local, limited-stop operation feeding Universal City via Lankershim.
425	LA-CBD, VENTURA BLVD.
	o Full service replaced by a local, limited-stop operation feeding the Universal City Metro Station via Vineland and Ventura Blvds.

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TABLE 2-47 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-3)

Line #	Bus Route/ o Coded Description
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY
	o Full service replaced by local, limited-stop operations feeding the Universal City and North Hollywood Stations.
427	LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK
	o Full service replaced by a local, limited-stop operation feeding Universal City.

TABLE 2-48.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 4: MOS-3
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	577,098	6.25
Home-Based Non-Work (2)	25,744,944	822,513	3.19
Non-Home Based Other- Other (3)	10,695,989	162,372	1.52
Non-Home Based Work- Other (4)	4,313,397	90,555	2.10
Total (2+3+4)	40,754,330	1,075,440	2.64
TOTAL TRIPS (1+2+3+4)	49,989,286	1,652,538	3.31

TABLE 2-48.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 4: MOS-3
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	590,131	6.39
Home-Based Non-Work (2)	25,744,944	822,513	3.19
Non-Home Based Other- Other (3)	10,695,989	162,372	1.52
Non-Home Based Work- Other (4)	4,313,397	90,555	2.10
Total (2+3+4)	40,754,330	1,075,440	2.64
TOTAL TRIPS (1+2+3+4)	49,989,286	1,665,571	3.33

TABLE 2-49.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 4: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,213	5,506	1,354	23,742	34,815
CIVIC CENTER	14,003	0	0	12,355	26,358
FIFTH/HILL	31,965	0	0	20,580	52,545
SEVENTH/FLOWER	10,132	0	0	25,060	35,192
WILSHIRE/ALVARADO	18,163	0	3,608	8,090	29,861
WILSHIRE/VERMONT	17,771	0	3,424	17,896	39,091
WILSHIRE/NORMANDIE	3,071	0	1,790	755	5,616
WILSHIRE/WESTERN	3,248	0	2,158	7,979	13,385
WILSHIRE/CRENSHAW	1,582	0	2,305	3,044	6,931
WILSHIRE/LA BREA	1,834	0	1,273	4,822	7,929
WILSHIRE/FAIRFAX	2,435	4,542	776	12,166	19,919
HOLLYWOOD BOWL	349	0	98	139	586
UNIVERSAL CITY	1,292	2,560	445	12,146	16,443
NORTH HOLLYWOOD	235	2,203	357	7,312	10,107
SUNSET/VINE	3,525	0	1,300	7,126	11,951
VERMONT/BEVERLY	1,951	0	202	4,162	6,315
VERMONT/SANTA MONICA	3,222	0	277	3,866	7,365
SUNSET/EDGEMONT	1,785	0	350	3,652	5,787
SUNSET/WESTERN	3,730	0	697	7,115	11,542
HOLLYWOOD/HIGHLAND	3,461	0	324	4,986	8,771
TOTAL	127,967	14,811	20,738	186,993	350,509

TABLE 2-49.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 4: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,207	3,747	1,419	22,332	31,705
CIVIC CENTER	13,885	0	0	12,375	26,260
FIFTH/HILL	31,621	0	0	20,583	52,204
SEVENTH/FLOWER	10,061	0	0	24,976	35,037
WILSHIRE/ALVARADO	18,134	0	3,608	8,082	29,824
WILSHIRE/VERMONT	17,725	0	3,424	17,876	39,025
WILSHIRE/NORMANDIE	3,061	0	1,790	754	5,605
WILSHIRE/WESTERN	3,225	0	2,158	7,967	13,350
WILSHIRE/CRENSHAW	1,570	0	2,305	3,039	6,914
WILSHIRE/LA BREA	1,829	0	1,273	4,829	7,931
WILSHIRE/FAIRFAX	2,429	1,868	924	12,375	17,596
HOLLYWOOD BOWL	349	0	98	139	586
UNIVERSAL CITY	1,288	2,560	445	12,145	16,438
NORTH HOLLYWOOD	235	2,203	357	7,311	10,106
SUNSET/VINE	3,521	0	1,300	7,129	11,950
VERMONT/BEVERLY	1,950	0	202	4,161	6,313
VERMONT/SANTA MONICA	3,219	0	277	3,866	7,362
SUNSET/EDGEMONT	1,780	0	350	3,651	5,781
SUNSET/WESTERN	3,728	0	697	7,113	11,538
HOLLYWOOD/HIGHLAND	3,457	0	324	4,984	8,765
TOTAL	127,274	10,378	20,951	185,687	344,290

TABLE 2-49.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 4: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	493	113	27	1,443	2,076
CIVIC CENTER	2,366	0	0	1,363	3,729
FIFTH/HILL	5,282	0	0	3,001	8,283
SEVENTH/FLOWER	1,606	0	0	3,698	5,304
WILSHIRE/ALVARADO	1,716	0	168	637	2,521
WILSHIRE/VERMONT	1,793	0	148	1,615	3,556
WILSHIRE/NORMANDIE	326	0	82	99	507
WILSHIRE/WESTERN	427	0	101	785	1,313
WILSHIRE/CRENSHAW	168	0	88	256	512
WILSHIRE/LA BREA	219	0	44	463	726
WILSHIRE/FAIRFAX	408	100	20	1,470	1,998
HOLLYWOOD BOWL	55	0	2	24	81
UNIVERSAL CITY	273	44	9	915	1,241
NORTH HOLLYWOOD	30	41	8	368	447
SUNSET/VINE	432	0	54	681	1,167
VERMONT/BEVERLY	218	0	9	455	682
VERMONT/SANTA MONICA	324	0	13	312	649
SUNSET/EDGEMONT	322	0	17	330	669
SUNSET/WESTERN	388	0	33	613	1,034
HOLLYWOOD/HIGHLAND	404	0	10	682	1,096
TOTAL	17,250	298	833	19,210	37,591

TABLE 2-49.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 4: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	444	1,349	334	3,669	5,796
CIVIC CENTER	676	0	0	1,464	2,140
FIFTH/HILL	1,379	0	0	1,643	3,022
SEVENTH/FLOWER	484	0	0	1,490	1,974
WILSHIRE/ALVARADO	1,924	0	444	925	3,293
WILSHIRE/VERMONT	1,980	0	477	2,075	4,532
WILSHIRE/NORMANDIE	394	0	228	44	666
WILSHIRE/WESTERN	352	0	265	1,021	1,638
WILSHIRE/CRENSHAW	105	0	377	442	924
WILSHIRE/LA BREA	199	0	228	780	1,207
WILSHIRE/FAIRFAX	148	1,084	169	1,137	2,538
HOLLYWOOD BOWL	17	0	24	7	48
UNIVERSAL CITY	54	667	110	1,561	2,392
NORTH HOLLYWOOD	19	560	85	1,300	1,964
SUNSET/VINE	311	0	193	769	1,273
VERMONT/BEVERLY	142	0	26	496	664
VERMONT/SANTA MONICA	257	0	33	598	888
SUNSET/EDGEMONT	88	0	40	457	585
SUNSET/WESTERN	290	0	83	845	1,218
HOLLYWOOD/HIGHLAND	347	0	62	337	746
TOTAL	9,610	3,660	3,178	21,060	37,508

TABLE 2-49.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 4: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	491	113	341	3,310	4,255
CIVIC CENTER	2,334	0	0	1,467	3,801
FIFTH/HILL	5,194	0	0	1,645	6,839
SEVENTH/FLOWER	1,588	0	0	1,489	3,077
WILSHIRE/ALVARADO	1,708	0	444	925	3,077
WILSHIRE/VERMONT	1,781	0	477	2,075	4,333
WILSHIRE/NORMANDIE	324	0	228	44	596
WILSHIRE/WESTERN	421	0	265	1,021	1,707
WILSHIRE/CRENSHAW	165	0	377	442	984
WILSHIRE/LA BREA	217	0	228	781	1,226
WILSHIRE/FAIRFAX	407	100	184	1,159	1,850
HOLLYWOOD BOWL	55	0	24	7	86
UNIVERSAL CITY	272	44	110	1,561	1,987
NORTH HOLLYWOOD	30	41	85	1,300	1,456
SUNSET/VINE	431	0	193	769	1,393
VERMONT/BEVERLY	218	0	26	496	740
VERMONT/SANTA MONICA	323	0	33	598	954
SUNSET/EDGEMONT	321	0	40	457	818
SUNSET/WESTERN	368	0	83	845	1,296
HOLLYWOOD/HIGHLAND	403	0	62	337	802
TOTAL	17,051	298	3,200	20,728	41,277

TABLE 2-49.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 4: MOS-3

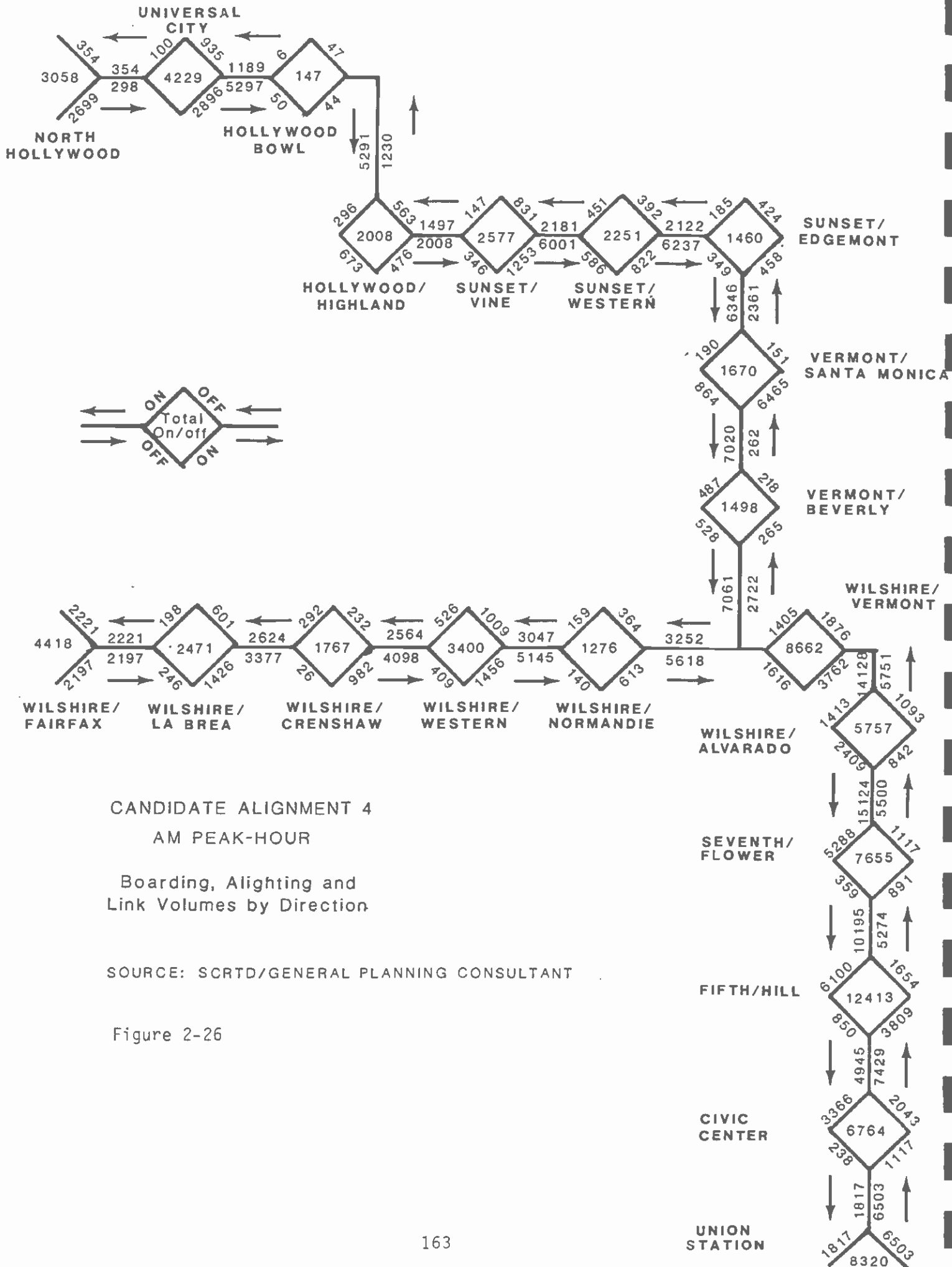
STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	444	1,349	341	3,310	5,444
CIVIC CENTER	674	0	0	1,467	2,141
FIFTH/HILL	1,373	0	0	1,645	3,018
SEVENTH/FLOWER	483	0	0	1,489	1,972
WILSHIRE/ALVARADO	1,923	0	444	925	3,292
WILSHIRE/VERMONT	1,979	0	477	2,075	4,531
WILSHIRE/NORMANDIE	393	0	228	44	665
WILSHIRE/WESTERN	352	0	265	1,021	1,638
WILSHIRE/CRENSHAW	194	0	377	442	1,013
WILSHIRE/LA BREA	199	0	228	781	1,208
WILSHIRE/FAIRFAX	146	1,084	184	1,159	2,573
HOLLYWOOD BOWL	17	0	24	7	48
UNIVERSAL CITY	54	667	110	1,561	2,392
NORTH HOLLYWOOD	19	560	85	1,300	1,964
SUNSET/VINE	311	0	193	769	1,273
VERMONT/BEVERLY	142	0	26	496	664
VERMONT/SANTA MONICA	257	0	33	598	888
SUNSET/EDGEMONT	88	0	40	457	585
SUNSET/WESTERN	290	0	83	845	1,218
HOLLYWOOD/HIGHLAND	347	0	62	337	746
TOTAL	9,685	3,660	3,200	20,728	37,273

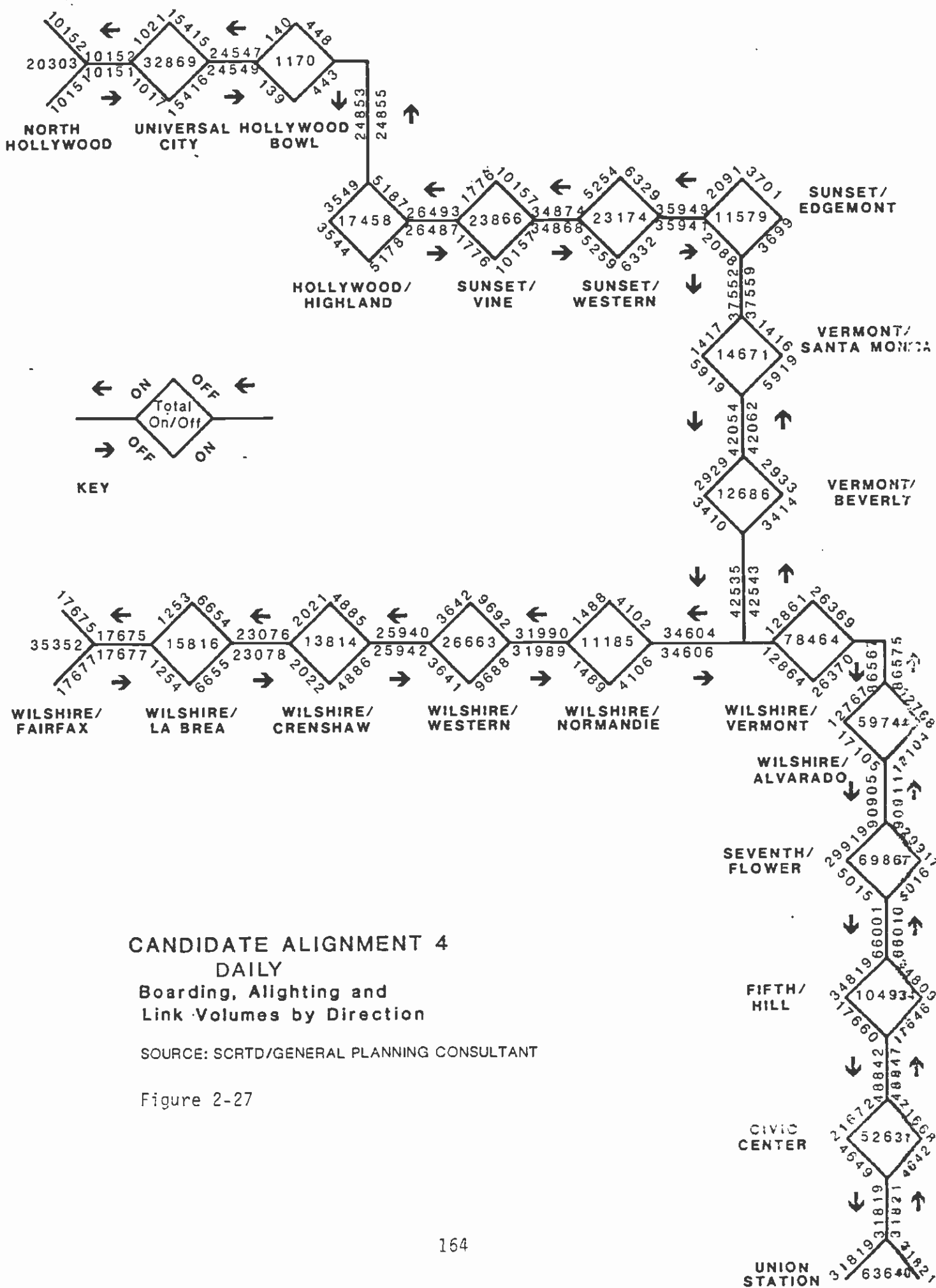
TABLE 2-49.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 4: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,325	5,437	1,330	24,193	35,285
CIVIC CENTER	14,557	0	0	13,308	27,865
FIFTH/HILL	33,067	0	0	22,951	56,018
SEVENTH/FLOWER	10,728	0	0	27,561	38,289
WILSHIRE/ALVARADO	11,658	8,472	1,354	9,987	31,471
WILSHIRE/VERMONT	11,520	4,203	1,398	23,055	40,176
WILSHIRE/NORMANDIE	2,481	2,244	724	2,519	7,968
WILSHIRE/WESTERN	1,833	2,435	717	9,332	14,317
WILSHIRE/CRENSHAW	1,304	3,378	851	3,779	9,312
WILSHIRE/LA BREA	1,203	1,681	364	5,260	8,508
WILSHIRE/FAIRFAX	2,570	4,447	746	13,302	21,065
HOLLYWOOD BOWL	772	834	130	163	1,899
UNIVERSAL CITY	1,407	2,041	360	12,670	16,478
NORTH HOLLYWOOD	259	2,205	357	7,380	10,201
SUNSET/VINE	1,766	754	217	9,055	11,792
VERMONT/BEVERLY	1,838	792	213	5,604	8,447
VERMONT/SANTA MONICA	3,157	436	113	5,536	9,242
SUNSET/EDGEMONT	1,936	620	174	3,520	6,250
SUNSET/WESTERN	4,002	1,105	297	7,746	13,150
HOLLYWOOD/HIGHLAND	1,382	870	166	5,703	8,121
TOTAL	111,765	41,954	9,511	212,624	375,854

TABLE 2-50
 BUS SYSTEM CHARACTERISTICS
Candidate Alignment 4: MOS-3

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	1,881	100,267,441	7,746,620	463,959,418
All Others	554	30,840,927	2,430,452	106,479,486
TOTAL	2,435	131,108,368	10,177,072	570,438,904





2.4.2 Candidate Alignment 4: MOS-2

MOS-2 has thirteen stations with temporary terminals at the Wilshire/Western and Sunset/Vine Stations (see Figure 2-28 and Table 2-51). Figure 2-29 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-52. Tables 2-53, 2-54, and 2-55 summarize estimated mode choice, rail station boardings (from mode-of-arrival) and bus system characteristics for this operable segment as simulated.

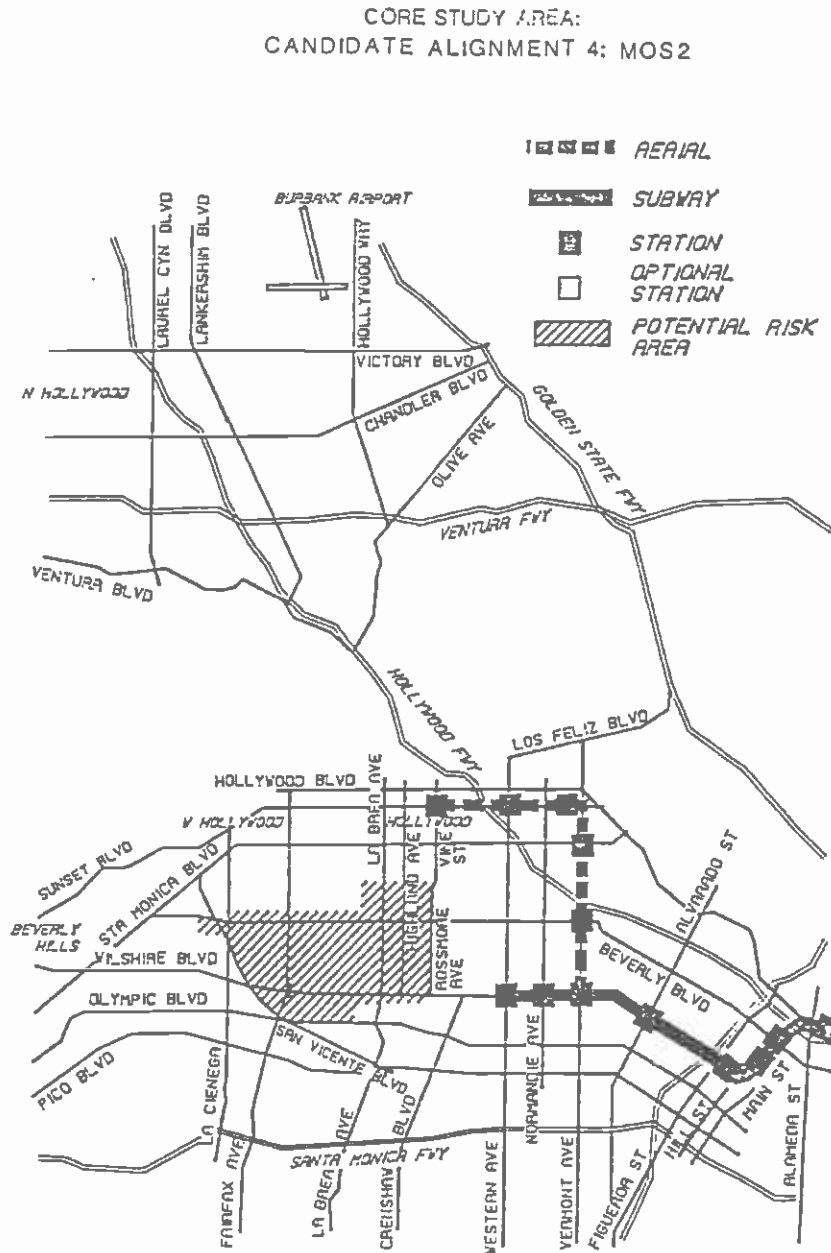


TABLE 2-51

CANDIDATE ALIGNMENT 4: MOS-2 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
VALLEY BRANCH	Vermont/Beverly Vermont/Santa Monica Sunset/Edgemont Sunset/Western Sunset/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.

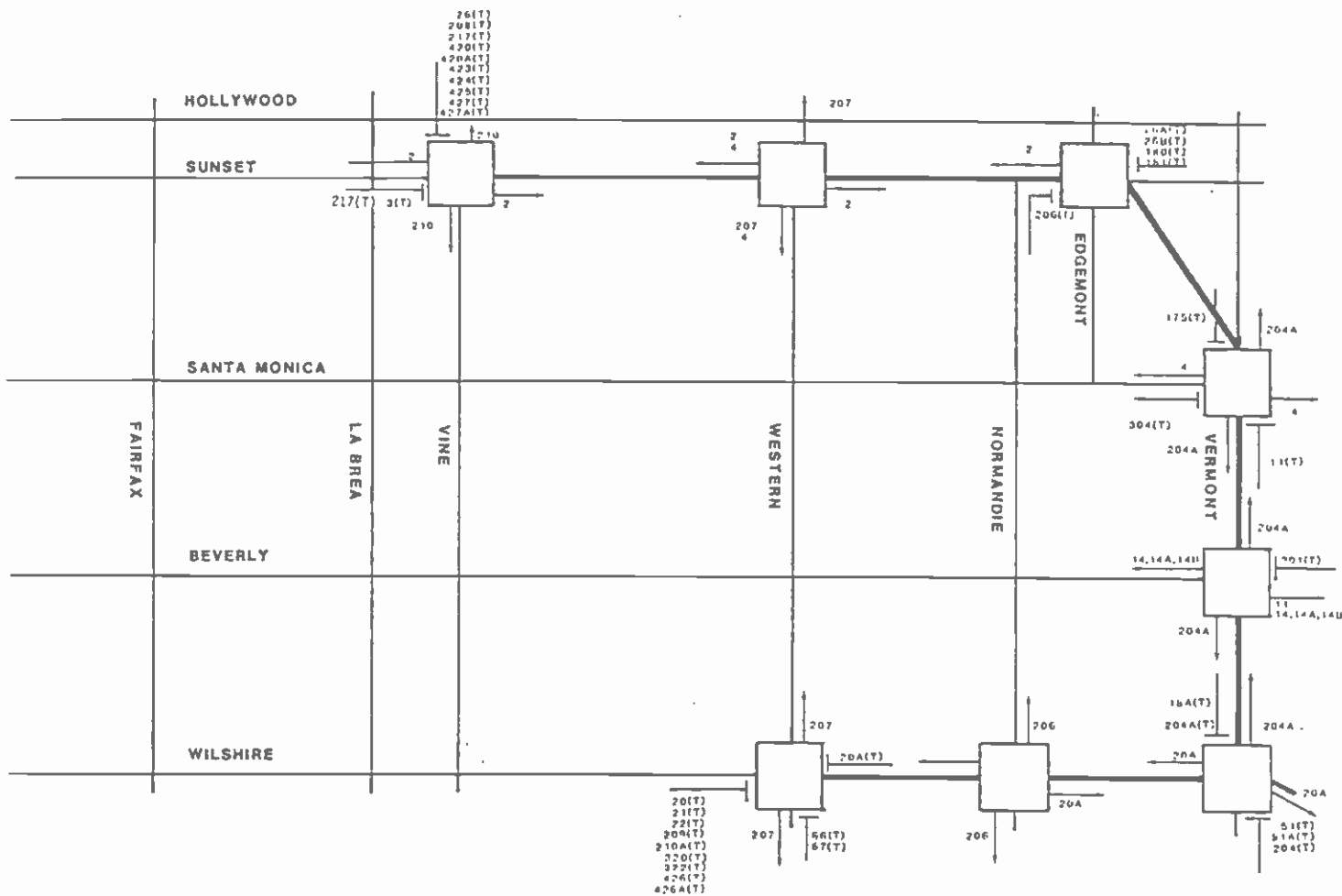


FIGURE 2-29
 CANDIDATE ALIGNMENT 4: MOS-2
 BUS/STATION INTERFACE

TABLE 2-52

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-2)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
3	SUNSET BLVD., BEVERLY DR. - BEVERLY HILLS TO LA-CBD
o	Service terminated on Sunset at the Sunset/Vine 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 the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD
o	Service terminates at the Wilshire/Western Station.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Service terminates at the Wilshire/Fairfax Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
o	Franklin Ave. service turns south on Vine and terminates at Sunset/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Sunset/Edgemont Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and 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 Eighth St. and Western, north on Western two blocks to the Wilshire/Western Station.

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TABLE 2-52 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-2)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Edgemont Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Edgemont 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 Stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Sunset/Vine Station at its southernmost terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWNSDALE o An additional short-line spur operating at half hour headways feeds the Wilshire/Western Station.

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TABLE 2-52 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 4: MOS-2)

Line #	Bus Route/ o Coded Description
217	FAIRFAX, HOLLYWOOD BLVD. o Drops down (from its Hollywood Blvd. turnaround) on Vine to a terminus at the Sunset/Vine Station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD o Service to downtown terminates at the Vermont/Santa Monica Station.
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Terminates at Wilshire/Western Station.
<Valley Branch Lines>	
420	LA-CBD, VAN NUYS, NORTHRIDGE o Express service routed south through Cahuenga Pass via Cahuenga Blvd. to Highland then east on Hollywood Blvd. and south on Vine to the Sunset/Vine Station.
423	LA, WOODLAND HILLS, WESTLAKE VILLAGE o Routed south on Hollywood Freeway exiting at Highland then east on Hollywood Blvd. and South on Vine to a terminus at the Sunset/Vine Station.
424	LA-CBD, VENTURA BLVD. o Express service exits the Hollywood Freeway at Highland and runs east along Hollywood Blvd. to Vine, then south to the Sunset/Vine Station.
425	LA-CBD, VENTURA BLVD. o Express service exits the Hollywood Freeway at Franklin and continues east along Franklin to Vermont, then south to the Vermont/Sunset Station.

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TABLE 2-52 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 4: MOS-2)

Line #	Bus Route/ o Coded Description
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY
o	Express service exits the Hollywood Freeway at Cahuenga, continues south on Vine-Rossmore to Wilshire, and turns east on Wilshire to the Wilshire/Western Station. Service headways are approximately fifteen minutes for peak hour/peak direction.
427	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK
o	Express service exits the Hollywood Freeway at Highland and runs east along Hollywood Blvd. to Vine, then south to the Sunset/Vine Station.

TABLE 2-53.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 4: MOS-2
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	561,132	6.08
Home-Based Non-Work (2)	25,744,944	821,306	3.19
Non-Home Based Other- Other (3)	10,695,989	162,251	1.52
Non-Home Based Work- Other (4)	4,313,397	90,979	2.11
Total (2+3+4)	40,754,330	1,074,536	2.64
TOTAL TRIPS (1+2+3+4)	49,989,286	1,635,668	3.27

TABLE 2-53.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 4: MOS-2
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	580,528	6.29
Home-Based Non-Work (2)	25,744,944	821,306	3.19
Non-Home Based Other- Other (3)	10,695,989	162,251	1.52
Non-Home Based Work- Other (4)	4,313,397	90,979	2.11
Total (2+3+4)	40,754,330	1,074,536	2.64
TOTAL TRIPS (1+2+3+4)	49,989,286	1,655,064	3.31

TABLE 2-54.1
 DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 CANDIDATE ALIGNMENT 4: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,893	5,437	1,344	23,163	33,837
CIVIC CENTER	12,506	0	0	11,655	24,161
FIFTH/HILL	28,047	0	0	18,335	46,382
SEVENTH/FLOWER	8,618	0	0	21,389	30,007
WILSHIRE/ALVARADO	17,511	0	3,605	7,448	28,564
WILSHIRE/VERMONT	16,614	0	3,428	16,349	36,391
WILSHIRE/NORMANDIE	2,470	0	1,773	960	5,203
WILSHIRE/WESTERN	3,459	0	2,724	10,677	16,860
SUNSET/VINE	5193	0	1513	16557	23,263
VERMONT/BEVERLY	2,006	0	818	4,273	7,097
VERMONT/SANTA MONICA	2,850	0	320	3,892	7,062
SUNSET/EDGEMONT	1533	0	485	3,762	5,780
SUNSET/WESTERN	3123	0	767	4516	8,406
TOTAL	107,823	5,437	16,777	142,976	273,013

TABLE 2-54.2
 DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
 CANDIDATE ALIGNMENT 4: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,890	3,738	1,412	21,787	30,827
CIVIC CENTER	12,416	0	0	11,679	24,095
FIFTH/HILL	27,743	0	0	18,341	46,084
SEVENTH/FLOWER	8,566	0	0	21,340	29,906
WILSHIRE/ALVARADO	17,489	0	3,605	7,445	28,539
WILSHIRE/VERMONT	16,573	0	3,428	16,332	36,333
WILSHIRE/NORMANDIE	2,465	0	1,773	960	5,198
WILSHIRE/WESTERN	3,446	0	2,724	10,665	16,835
SUNSET/VINE	5188	0	1513	15613	22,314
VERMONT/BEVERLY	2,003	0	818	4,264	7,085
VERMONT/SANTA MONICA	2,848	0	320	3,890	7,058
SUNSET/EDGEMONT	1524	0	485	3767	5,776
SUNSET/WESTERN	3117	0	767	4512	8,396
TOTAL	107,268	3,738	16,845	140,595	268,446

TABLE 2-54.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 4: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	436	112	27	1,359	1,934
CIVIC CENTER	2,090	0	0	1,242	3,332
FIFTH/HILL	4,624	0	0	2,606	7,230
SEVENTH/FLOWER	1,353	0	0	3,053	4,406
WILSHIRE/ALVARADO	1,622	0	168	541	2,331
WILSHIRE/VERMONT	1,643	0	149	1,399	3,191
WILSHIRE/NORMANDIE	254	0	82	114	450
WILSHIRE/WESTERN	456	0	128	1,093	1,677
SUNSET/VINE	665	0	59	1105	1,829
VERMONT/BEVERLY	212	0	38	449	699
VERMONT/SANTA MONICA	271	0	15	315	601
SUNSET/EDGEMONT	277	0	24	332	633
SUNSET/WESTERN	312	0	37	373	722
TOTAL	14,215	112	727	13,981	29,035

TABLE 2-54.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 4: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	430	1,331	332	3,606	5,699
CIVIC CENTER	624	0	0	1,426	2,050
FIFTH/HILL	1,234	0	0	1,510	2,744
SEVENTH/FLOWER	426	0	0	1,404	1,830
WILSHIRE/ALVARADO	1,882	0	443	879	3,204
WILSHIRE/VERMONT	1,896	0	475	1,942	4,313
WILSHIRE/NORMANDIE	326	0	224	53	603
WILSHIRE/WESTERN	394	0	334	1,309	2,037
SUNSET/VINE	431	0	243	2605	3,279
VERMONT/BEVERLY	175	0	101	546	822
VERMONT/SANTA MONICA	242	0	40	590	872
SUNSET/EDGEMONT	81	0	55	489	625
SUNSET/WESTERN	272	0	91	590	953
TOTAL	8,413	1,331	2,338	16,949	29,031

TABLE 2-54.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 4: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	436	112	31	1,333	1,912
CIVIC CENTER	2,067	0	0	1,241	3,308
FIFTH/HILL	4,548	0	0	2,604	7,152
SEVENTH/FLOWER	1,340	0	0	3,042	4,382
WILSHIRE/ALVARADO	1,616	0	169	639	2,424
WILSHIRE/VERMONT	1,633	0	149	1,395	3,177
WILSHIRE/NORMANDIE	252	0	82	114	448
WILSHIRE/WESTERN	452	0	128	1,090	1,670
SUNSET/VINE	664	0	59	1087	1,810
VERMONT/BEVERLY	212	0	38	447	697
VERMONT/SANTA MONICA	270	0	15	314	599
SUNSET/EDGEMONT	274	0	24	332	630
SUNSET/WESTERN	310	0	37	372	719
TOTAL	14,074	112	732	14,010	28,928

TABLE 2-54.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 4: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	430	1,331	339	3,255	5,355
CIVIC CENTER	622	0	0	1,429	2,051
FIFTH/HILL	1,228	0	0	1,511	2,739
SEVENTH/FLOWER	425	0	0	1,403	1,828
WILSHIRE/ALVARADO	1,881	0	443	879	3,203
WILSHIRE/VERMONT	1,895	0	475	1,941	4,311
WILSHIRE/NORMANDIE	326	0	224	53	603
WILSHIRE/WESTERN	393	0	334	1,308	2,035
SUNSET/VINE	431	0	243	2367	3,041
VERMONT/BEVERLY	175	0	101	546	822
VERMONT/SANTA MONICA	242	0	40	590	872
SUNSET/EDGEMONT	81	0	55	490	626
SUNSET/WESTERN	272	0	91	590	953
TOTAL	8,401	1,331	2,345	16,362	28,439

TABLE 2-54.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 4: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,138	5,435	1,345	23,881	34,799
CIVIC CENTER	13,319	0	0	13,265	26,584
FIFTH/HILL	29,714	0	0	22,556	52,270
SEVENTH/FLOWER	9,434	0	0	25,845	35,279
WILSHIRE/ALVARADO	12,517	9,209	1,490	9,870	33,086
WILSHIRE/VERMONT	10,921	4,500	1,489	23,210	40,120
WILSHIRE/NORMANDIE	1,590	2,605	807	5,043	10,045
WILSHIRE/WESTERN	2,439	6,833	1,595	12,263	23,130
SUNSET/VINE	3096	2884	593	17563	24,136
VERMONT/BEVERLY	1,558	1,580	391	5,883	9,412
VERMONT/SANTA MONICA	3,147	1,033	234	5,310	9,724
SUNSET/EDGEMONT	1717	920	203	4145	6,985
SUNSET/WESTERN	2672	930	260	5931	9,793
TOTAL	96,262	35,929	8,407	174,765	315,363

TABLE 2-55
 BUS SYSTEM CHARACTERISTICS
Candidate Alignment 4: MOS-2

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,043	105,465,353	7,963,110	486,420,090
All Others	563	31,412,960	2,475,754	108,657,004
TOTAL	2,606	136,878,313	10,438,864	595,077,094

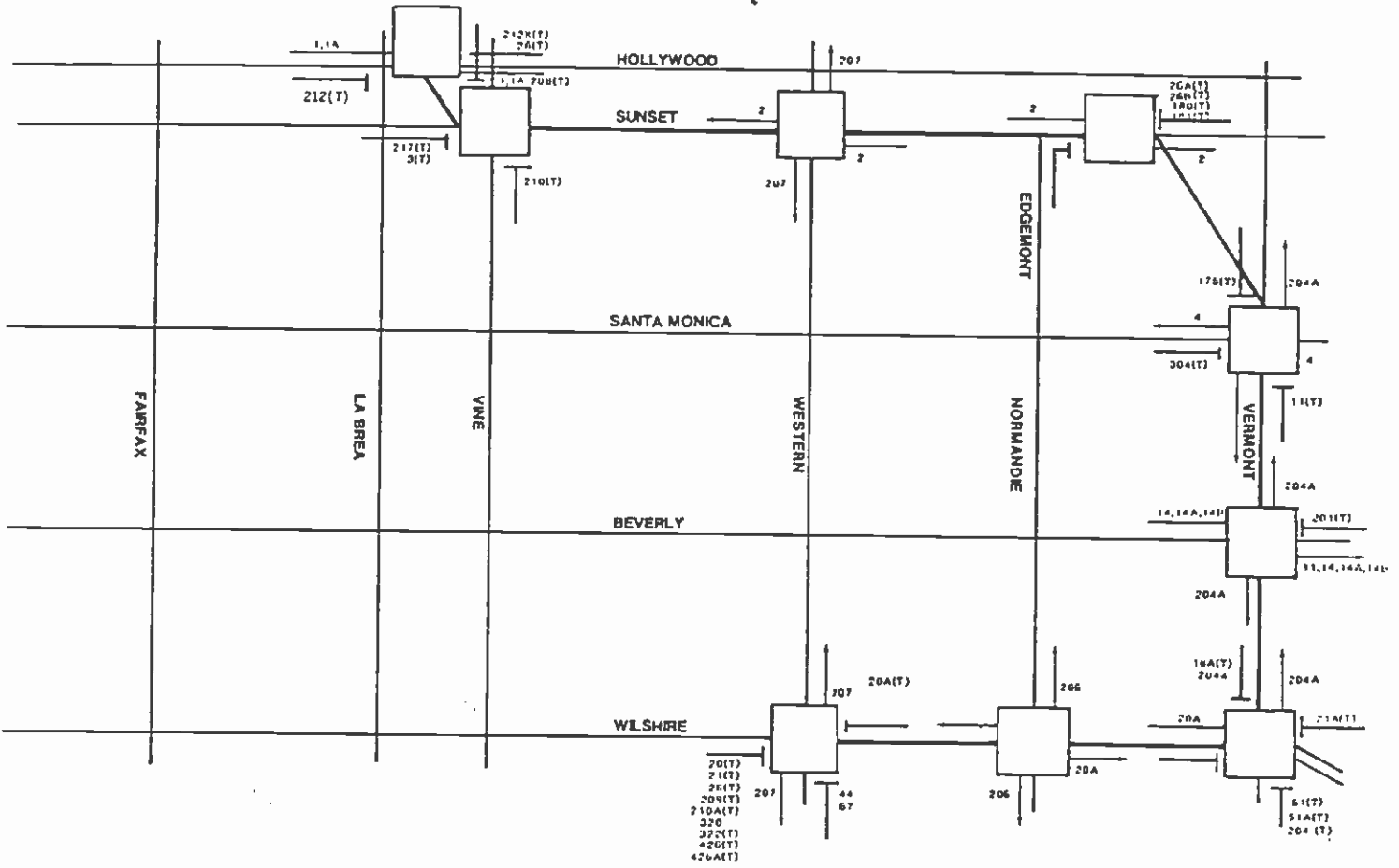
TABLE 2-56

CANDIDATE ALIGNMENT 4: MOS-2A - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
VALLEY BRANCH	Vermont/Beverly Vermont/Santa Monica Sunset/Edgemont Sunset/Western Sunset/Vine Hollywood/Highland Hollywood Bowl <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



UNIVERSAL CITY STATION

FIGURE 2-31

CANDIDATE ALIGNMENT 4: MOS-2A

BUS/STATION INTERFACE

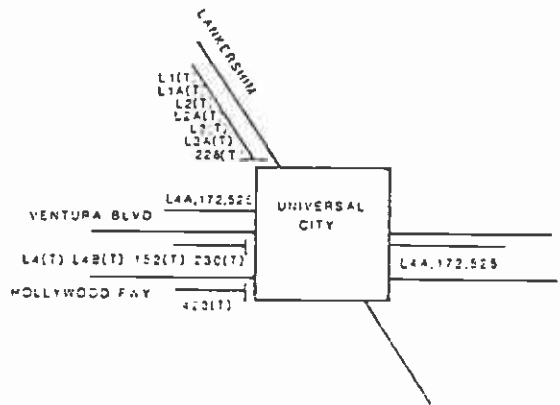


TABLE 2-57

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-2A)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
3	SUNSET BLVD., BEVERLY DR. - BEVERLY HILLS TO LA-CBD
o	Service terminated on Sunset at the Sunset/Vine 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 the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD
o	Service terminates at the Wilshire/Western Station.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Service terminates 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/Highland Station, accounting for approximately half of the service frequency with the other half intercepting the Sunset/Edgemont Station via Sunset Blvd.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and 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 Eighth St. and Western, north on Western two blocks to the Wilshire/Western Station.

--continued

TABLE 2-57 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-2A)

Line #	Bus Route/ o Coded Description
150	VENTURA BLVD., WOODLAND HILLS TO HOLLYWOOD o Route deleted.
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Edgemont Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Edgemont 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 Stations and terminating at Hollywood Blvd.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Sunset/Vine Station at its southern-most terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE o Regular service turns around at the Hollywood/Highland Station. An additional short-line spur operating at half hour headways feeds the Wilshire/Crenshaw Station.

--continued

TABLE 2-57 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 4: MOS-2A)

Line #	Bus Route/ o Coded Description
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD
	o Regular route terminates on Hollywood (short of its Burbank service destination) at the Hollywood/Highland Station. A connecting line covers the remainder of regular service to the Lincoln St. & Empire Ave. turnaround in Burbank.
217	FAIRFAX, HOLLYWOOD BLVD.
	o From Fairfax, turns east on Sunset to a terminus at the Sunset/Vine Station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD
	o Service to downtown terminates at the Vermont/Santa Monica Station.
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
	o Terminates at Wilshire/Western Station.
322	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
	o Terminates at Wilshire/Western Station.
<Valley Branch Lines>	
228	COLDWATER CANYON, SHELDON ST., LANKERSHIM
	o Terminates on Lankershim at the Universal City Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE
	o Full service replaced by a limited-stop operation feeding the Universal City Station via Lankershim.
423	LA, WOODLAND HILLS, WESTLAKE VILLAGE
	o Terminates at the Universal City Station.

--continued

TABLE 2-57 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-2A)

Line #	Bus Route/	o Coded Description
424	LA-CBD, CENTURY BLVD.	
		o Full service replaced by a limited-stop operation feeding the Universal City Station via Lankershim.
425	LA-CBD, VENTURA BLVD.	
		o Full service replaced by a limited-stop operation feeding the Universal City Station via Vineland and Ventura Blvd.
426	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	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK	
		o Full service replaced by a limited-stop operation feeding the Universal City Station via Vineland and Ventura Blvd.

TABLE 2-58.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 4: MOS-2A
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	564,874	6.12
Home-Based Non-Work (2)	25,744,944	827,016	3.21
Non-Home Based Other- Other (3)	10,695,989	162,983	1.52
Non-Home Based Work- Other (4)	4,313,397	91,222	2.11
Total (2+3+4)	40,754,330	1,081,221	2.66
Total Trips (1+2+3+4)	49,989,289	1,646,095	3.29

TABLE 2-59.1
 DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 CANDIDATE ALIGNMENT 4: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3922	5450	1352	23353	34077
CIVIC CENTER	12798	0	0	11665	24463
5TH/HILL	28730	0	0	18534	47264
7TH/FLOWER	8788	0	0	21732	30520
WILSHIRE/ALVARADO	17627	0	3611	7529	28767
WILSHIRE/VERMONT	16777	0	3423	16308	36508
WILSHIRE/NORMANDIE	2515	0	1830	639	4984
WILSHIRE/WESTERN	3457	0	1707	10797	15961
HOLLYWOOD BOWL	349	0	86	226	661
UNIVERSAL CITY	894	3995	690	14779	20358
SUNSET/VINE	3803	0	1412	6987	12202
VERMONT/BEVERLY	1946	0	209	4891	7046
VERMONT/SANTA MONICA	3003	0	288	3748	7039
SUNSET/EDGEMONT	1628	0	360	4000	5988
SUBSET/WESTERN	3623	0	851	6938	11412
HOLLYWOOD/HIGHLAND	3916	0	371	4942	9229
TOTAL	113776	9445	16190	157068	296479

TABLE 2-59.2
 DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
 CANDIDATE ALIGNMENT 4: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3920	3737	1420	21965	31042
CIVIC CENTER	12713	0	0	11688	24401
5TH/HILL	28437	0	0	18540	46977
7TH/FLOWER	8747	0	0	21691	30438
WILSHIRE/ALVARADO	17611	0	3611	7526	28748
WILSHIRE/VERMONT	16746	0	3423	16292	36461
WILSHIRE/NORMANDIE	2510	0	1830	638	4978
WILSHIRE/WESTERN	3444	0	1707	10783	15934
HOLLYWOOD BOWL	349	0	86	226	661
UNIVERSAL CITY	891	3228	709	14863	19691
SUNSET/VINE	3794	0	1412	6982	12188
VERMONT/BEVERLY	1943	0	209	4884	7036
VERMONT/SANTA MONICA	3000	0	288	3746	7034
SUNSET/EDGEMONT	1622	0	360	4004	5986
SUBSET/WESTERN	3619	0	851	6932	11402
HOLLYWOOD/HIGHLAND	3905	0	371	4926	9202
TOTAL	113251	6965	16277	155686	292179

TABLE 2-59.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 4: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	112	27	1379	1958
CIVIC CENTER	2130	0	0	1235	3365
5TH/HILL	4717	0	0	2649	7366
7TH/FLOWER	1366	0	0	3103	4469
WILSHIRE/ALVARADO	1635	0	169	551	2355
WILSHIRE/VERMONT	1656	0	149	1403	3208
WILSHIRE/NORMANDIE	263	0	84	80	427
WILSHIRE/WESTERN	461	0	79	1110	1650
HOLLYWOOD BOWL	54	0	2	46	102
UNIVERSAL CITY	183	72	14	925	1194
SUNSET/VINE	497	0	66	663	1226
VERMONT/BEVERLY	222	0	9	549	780
VERMONT/SANTA MONICA	306	0	14	284	604
SUNSET/EDGEMONT	293	0	18	343	654
SUBSET/WESTERN	373	0	40	604	1017
HOLLYWOOD/HIGHLAND	440	0	14	704	1158
TOTAL	15036	184	685	15628	31533

TABLE 2-59.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 4: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	432	1335	334	3635	5736
CIVIC CENTER	637	0	0	1426	2063
5TH/HILL	1263	0	0	1523	2786
7TH/FLOWER	436	0	0	1422	1858
WILSHIRE/ALVARADO	1887	0	444	885	3216
WILSHIRE/VERMONT	1918	0	475	1952	4345
WILSHIRE/NORMANDIE	328	0	231	37	596
WILSHIRE/WESTERN	389	0	212	1312	1913
HOLLYWOOD BOWL	18	0	19	9	46
UNIVERSAL CITY	33	1028	168	2196	3425
SUNSET/VINE	328	0	173	764	1265
VERMONT/BEVERLY	140	0	27	578	745
VERMONT/SANTA MONICA	238	0	35	601	874
SUNSET/EDGEMONT	79	0	41	509	629
SUBSET/WESTERN	282	0	102	841	1225
HOLLYWOOD/HIGHLAND	424	0	62	324	810
TOTAL	8832	2363	2323	18014	31532

TABLE 2-59.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 4: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	440	112	31	1353	1936
CIVIC CENTER	2107	0	0	1234	3341
5TH/HILL	4643	0	0	2648	7291
7TH/FLOWER	1356	0	0	3092	4448
WILSHIRE/ALVARADO	1631	0	169	550	2350
WILSHIRE/VERMONT	1649	0	149	1399	3197
WILSHIRE/NORMANDIE	262	0	84	80	426
WILSHIRE/WESTERN	458	0	79	1106	1643
HOLLYWOOD BOWL	54	0	2	46	102
UNIVERSAL CITY	182	72	15	929	1198
SUNSET/VINE	495	0	66	662	1223
VERMONT/BEVERLY	22	0	9	547	578
VERMONT/SANTA MONICA	305	0	14	284	603
SUNSET/EDGEMONT	292	0	18	343	653
SUBSET/WESTERN	372	0	40	602	1014
HOLLYWOOD/HIGHLAND	437	0	14	700	1151
TOTAL	14705	184	690	15575	31154

TABLE 2-59.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 4: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	432	1335	341	3280	5388
CIVIC CENTER	635	0	0	1430	2065
5TH/HILL	1258	0	0	1524	2782
7TH/FLOWER	436	0	0	1422	1858
WILSHIRE/ALVARADO	1887	0	444	885	3216
WILSHIRE/VERMONT	1917	0	475	1951	4343
WILSHIRE/NORMANDIE	328	0	231	37	596
WILSHIRE/WESTERN	388	0	212	1312	1912
HOLLYWOOD BOWL	18	0	19	9	46
UNIVERSAL CITY	33	1028	170	2204	3435
SUNSET/VINE	327	0	173	764	1264
VERMONT/BEVERLY	140	0	27	578	745
VERMONT/SANTA MONICA	238	0	35	601	874
SUNSET/EDGEMONT	79	0	41	509	629
SUBSET/WESTERN	282	0	102	841	1225
HOLLYWOOD/HIGHLAND	424	0	62	324	810
TOTAL	8822	2363	2332	17671	31188

TABLE 2-60

BUS SYSTEM CHARACTERISTICS

Candidate Alignment 4: MOS-2A

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,012	98,357,555	8,000,892	486,106,455
All Others	564	36,917,805	2,477,232	108,545,250
TOTAL	2,576	135,275,360	10,478,124	594,651,705

2.4.4 Candidate Alignment 4: MOS-2B

MOS-2B has fourteen stations with terminals at Wilshire/Vermont and Universal City Stations (see Figure 2-32 and Table 2-61). Figure 2-32 diagrams the bus route/rail station interface. The individual bus lines affected by the network coding for this alternative are given in the context of their rail station interface in Table 2-62. Table 2-63 shows the estimated annual mode-choice share, including total person-trips and total transit-trips by purpose. Tables 2-64.1 to 2-64.2 give rail boardings by station for 24-hour and p.m.-peak hour periods. Table 2-65 summarizes bus system characteristics.

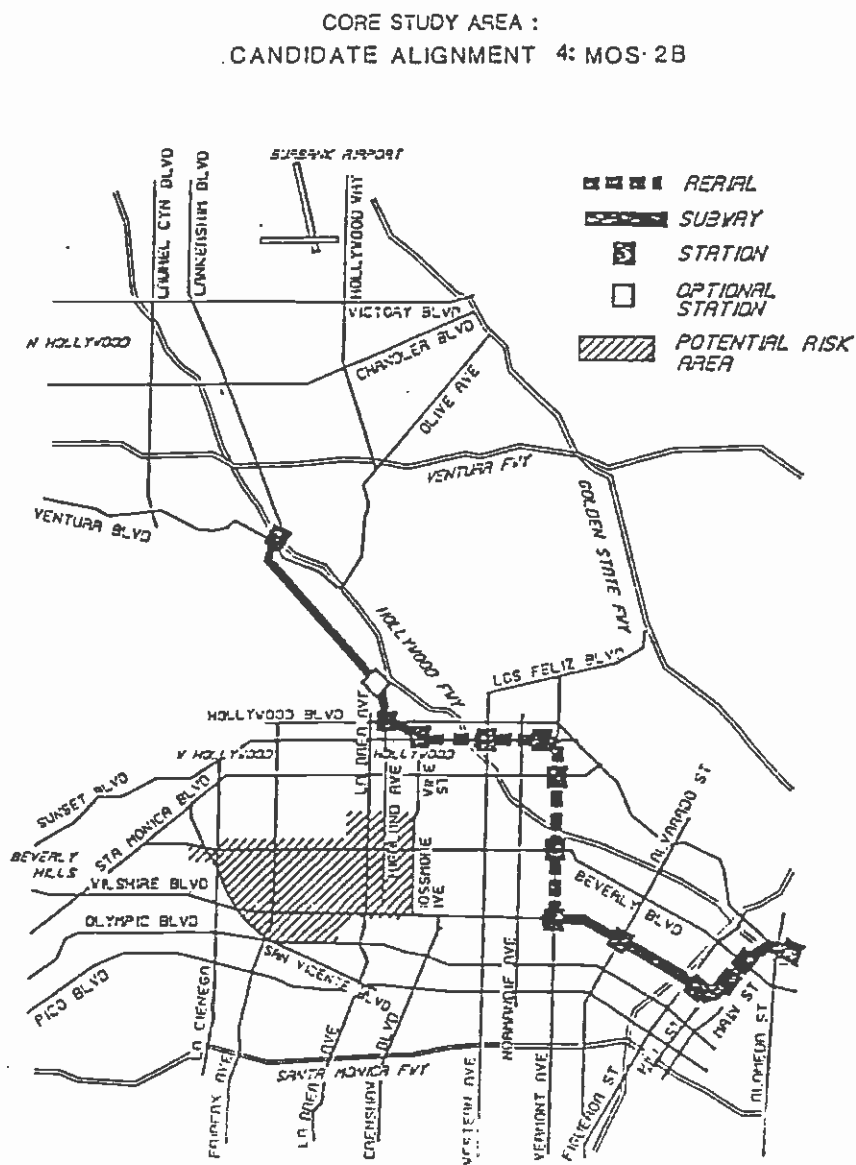


Figure 2-32

TABLE 2-61

CANDIDATE ALIGNMENT 4: MOS-2B - RAIL STATIONS

TRUNK

<P> Union Station
Civic Center (1st/Hill)
5th/Hill
7th/Flower
Wilshire/Alvarado
Wilshire/Vermont

VALLEY BRANCH

Vermont/Beverly
Vermont/Santa Monica
Sunset/Edgemont
Sunset/Western
Sunset/Vine
Hollywood/Highland
Hollywood Bowl
<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

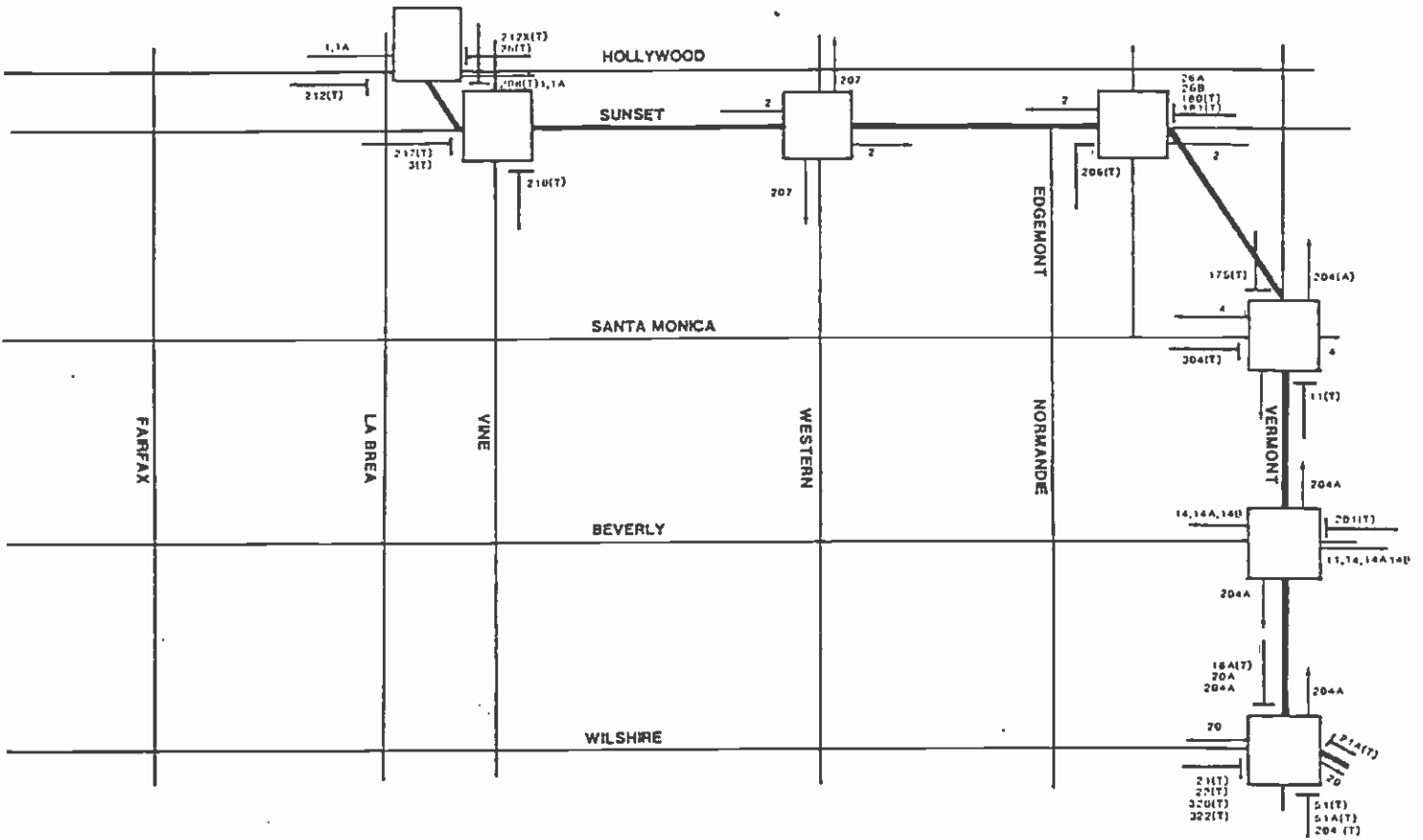


FIGURE 2-33

UNIVERSAL CITY STATION

CANDIDATE ALIGNMENT 4: MOS-2B

BUS/STATION INTERFACE

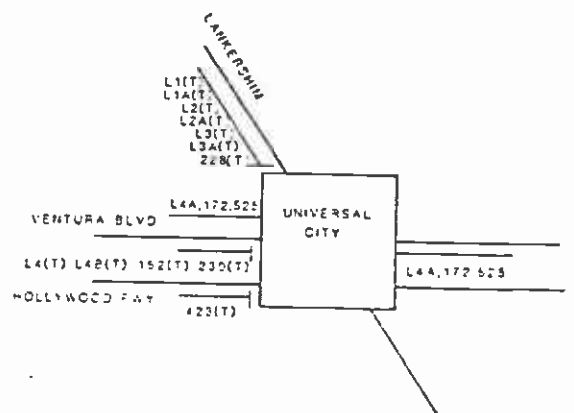


TABLE 2-62

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-2B)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
3	SUNSET BLVD., BEVERLY DR. - BEVERLY HILLS TO LA-CBD
o	Service terminated on Sunset at the Sunset/Vine Station.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD
o	Service terminates at the Vermont Station.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Service terminates at the Vermont Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
o	Franklin Ave. service turns south on Vine and terminates at Sunset/Vine Station, accounting for approximately half of the service frequency with the other half intercepting the Sunset/Edgemont 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/Edgemont Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE
o	Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Edgemont Station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE
o	Service from Silverlake terminated at the Vermont/Beverly Station.

--continued

TABLE 2-62 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 4: 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 Sunset/Vine Station at its southernmost terminus.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE o Regular service turns around at the Hollywood/Highland Station.
217	FAIRFAX, HOLLYWOOD BLVD. o From Fairfax, turns east on Sunset to a terminus at the Sunset/Vine Station.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD o Service to downtown terminates at the Vermont/Santa Monica Station.
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Terminates at Wilshire/Vermont Station.

--continued

TABLE 2-62 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 4: MOS-2B)

Line #	Bus Route/ o Coded Description
322	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Terminates at Wilshire/Vermont Station.
<Valley Branch Lines>	
228	COLDWATER CANYON, SHELDON ST., LANKERSHIM o Terminates on Lankershim at the Universal City Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE o Full service replaced by a limited-stop operation feeding the Universal City Station via Lankershim.
423	LA, WOODLAND HILLS, WESTLAKE VILLAGE o Terminates at the Universal City Station.
424	LA-CBD, CENTURY BLVD. o Full service replaced by a limited-stop operation feeding the Universal City Station via Lankershim.

--continued

TABLE 2-62 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 4: MOS-2B)

Line #	Bus Route/ o Coded Description
425	LA-CBD, VENTURA BLVD. o Full service replaced by a limited-stop operation feeding the Universal City Station via Vineland and Ventura Blvd.
426	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	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK o Full service replaced by a limited-stop operation feeding the Universal City Station via Vineland and Ventura Blvd.

TABLE 2-63
 TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 4: MOS-2B
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	585,027	6.33
Home-Based Non-Work (2)	25,744,944	833,757	3.23
Non-Home Based Other- Other (3)	10,695,989	163,693	1.53
Non-Home Based Work- Other (4)	4,313,397	91,619	2.12
Total (2+3+4)	40,754,330	1,081,221	2.66
Total Trips (1+2+3+4)	49,989,289	1,674,096	3.3

TABLE 2-64.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 4: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,266	5,288	1,273	19,758	29,585
CIVIC CENTER	11,634	0	0	11,204	22,838
FIFTH/HILL	27,004	0	0	17,049	44,053
SEVENTH/FLOWER	7,861	0	0	21,283	29,144
WILSHIRE/ALVARADO	12,900	0	2,960	7,083	22,943
WILSHIRE/VERMONT	16,932	0	2,931	27,902	47,765
HOLLYWOOD BOWL	378	0	99	333	810
UNIVERSAL CITY	973	4,435	764	19,655	25,827
SUNSET/VINE	4,037	0	1,729	8,293	14,059
VERMONT/BEVERLY	4,722	0	1,159	8,780	14,661
VERMONT/SANTA MONICA	5,096	0	811	6,623	12,530
SUNSET/EDGEMONT	2,249	0	114	5,327	7,690
SUNSET/WESTERN	4,600	0	1,480	8,392	14,472
HOLLYWOOD/HIGHLAND	4,490	0	525	5,566	10,581
TOTAL	106,142	9,723	13,845	167,248	296,958

TABLE 2-64.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 4: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,263	3,717	1,345	18,247	26,572
CIVIC CENTER	11,545	0	0	11,226	22,771
FIFTH/HILL	26,726	0	0	17,053	43,779
SEVENTH/FLOWER	7,816	0	0	21,233	29,049
WILSHIRE/ALVARADO	12,881	0	2,960	7,080	22,921
WILSHIRE/VERMONT	16,891	0	2,931	27,851	47,673
HOLLYWOOD BOWL	377	0	99	333	809
UNIVERSAL CITY	970	3,285	780	19,756	24,791
SUNSET/VINE	4,028	0	1,729	8,284	14,041
VERMONT/BEVERLY	4,718	0	1,159	8,769	14,646
VERMONT/SANTA MONICA	5,092	0	811	6,620	12,523
SUNSET/EDGEMONT	2,241	0	114	5,336	7,691
SUNSET/WESTERN	4,595	0	1,480	8,385	14,460
HOLLYWOOD/HIGHLAND	4,478	0	525	5,541	10,544
TOTAL	105,621	7,002	13,933	165,714	292,270

TABLE 2-64.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 4: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	410	110	26	1,205	1,751
CIVIC CENTER	2,057	0	0	1,227	3,284
FIFTH/HILL	4,618	0	0	2,564	7,182
SEVENTH/FLOWER	1,302	0	0	3,145	4,447
WILSHIRE/ALVARADO	1,389	0	138	580	2,107
WILSHIRE/VERMONT	1,624	0	113	2,638	4,375
HOLLYWOOD BOWL	57	0	2	75	134
UNIVERSAL CITY	199	79	16	1,166	1,460
SUNSET/VINE	501	0	81	773	1,355
VERMONT/BEVERLY	546	0	55	954	1,555
VERMONT/SANTA MONICA	487	0	38	500	1,025
SUNSET/EDGEMONT	392	0	5	453	850
SUNSET/WESTERN	422	0	69	757	1,248
HOLLYWOOD/HIGHLAND	423	0	19	776	1,218
TOTAL	14,427	189	562	16,813	31,991

TABLE 2-64.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 4: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	351	1,292	314	3,274	5,231
CIVIC CENTER	511	0	0	1,343	1,854
FIFTH/HILL	1,128	0	0	1,430	2,558
SEVENTH/FLOWER	366	0	0	1,375	1,741
WILSHIRE/ALVARADO	1,289	0	363	804	2,456
WILSHIRE/VERMONT	2,144	0	473	3,342	5,959
HOLLYWOOD BOWL	19	0	22	11	52
UNIVERSAL CITY	37	1,143	187	2,944	4,311
SUNSET/VINE	346	0	211	905	1,462
VERMONT/BEVERLY	318	0	138	987	1,443
VERMONT/SANTA MONICA	465	0	99	925	1,489
SUNSET/EDGEMONT	129	0	14	659	802
SUNSET/WESTERN	443	0	183	949	1,575
HOLLYWOOD/HIGHLAND	602	0	89	370	1,061
TOTAL	8,148	2,435	2,093	19,318	31,994

TABLE 2-64.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 4: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	410	110	29	1,173	1,722
CIVIC CENTER	2,034	0	0	1,227	3,261
FIFTH/HILL	4,544	0	0	2,562	7,106
SEVENTH/FLOWER	1,291	0	0	3,133	4,424
WILSHIRE/ALVARADO	1,384	0	138	580	2,102
WILSHIRE/VERMONT	1,614	0	113	2,626	4,353
HOLLYWOOD BOWL	57	0	2	75	134
UNIVERSAL CITY	198	79	17	1,171	1,465
SUNSET/VINE	498	0	81	771	1,350
VERMONT/BEVERLY	545	0	55	951	1,551
VERMONT/SANTA MONICA	486	0	38	499	1,023
SUNSET/EDGEMONT	390	0	5	454	849
SUNSET/WESTERN	421	0	69	755	1,245
HOLLYWOOD/HIGHLAND	420	0	19	769	1,208
TOTAL	14,292	189	566	16,746	31,793

TABLE 2-64.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 4: MOS-2B

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	351	1,292	321	2,905	4,869
CIVIC CENTER	509	0	0	1,346	1,855
FIFTH/HILL	1,124	0	0	1,431	2,555
SEVENTH/FLOWER	365	0	0	1,374	1,739
WILSHIRE/ALVARADO	1,289	0	363	804	2,456
WILSHIRE/VERMONT	2,143	0	473	3,341	5,957
HOLLYWOOD BOWL	19	0	22	11	52
UNIVERSAL CITY	37	1,143	189	2,954	4,323
SUNSET/VINE	346	0	211	905	1,462
VERMONT/BEVERLY	318	0	138	987	1,443
VERMONT/SANTA MONICA	465	0	99	925	1,489
SUNSET/EDGEMONT	129	0	14	660	803
SUNSET/WESTERN	443	0	183	948	1,574
HOLLYWOOD/HIGHLAND	601	0	89	369	1,059
TOTAL	8,139	2,435	2,102	18,960	31,636

TABLE 2-65
BUS SYSTEM CHARACTERISTICS

Candidate Alignment 4: MOS-2B

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,063	105,263,920	8,231,468	498,098,709
All Others	563	20,841,192	2,453,346	108,693,645
TOTAL	2,626	126,105,112	10,684,814	606,792,354

2.5 CANDIDATE ALIGNMENT 5: MOS-3

2.5.1 Alignment Description

Including the segments unchanged from the LPA, Candidate Alignment 5 would be a 19.7-mile aerial and subway line with seventeen stations (Figure 2-34 and Table 2-66). Leaving the Wilshire/Alvarado Station, the alignment would follow the LPA Wilshire Corridor alignment under the MacArthur Park Lake into Wilshire Boulevard, and then continue in an underground easement between Wilshire Boulevard and Sixth Street through the Wilshire/Vermont Station, and return to Wilshire Boulevard near Mariposa Avenue. After passing through the Wilshire/Normandie Station, the alignment would branch with one line turning north up Western Avenue and the other continuing west on Wilshire Boulevard.

Leaving the Wilshire/Vermont Station, the western branch would be the same as for Alignment 2, described previously.

Three operable segments have been identified for Candidate Alignment 5 (Figure 2-34):

- o MOS-1, as defined in the August 1984 Environmental Assessment.
- o MOS-2, with temporary terminals at the Wilshire/Western and Sunset/Vine Stations (Section 2.5.1).
- o MOS-3, the full alignment with an interim terminal at the Wilshire/Fairfax Station and the north terminal at the North Hollywood Station (Section 2.5.2).

An additional, alternative operable segment has been identified for Alignment 5. That alternative (MOS-2A) would have interim terminals at Western/Santa Monica and Wilshire/Western Stations.

CORE STUDY AREA:
CANDIDATE ALIGNMENT 5: MOS 3

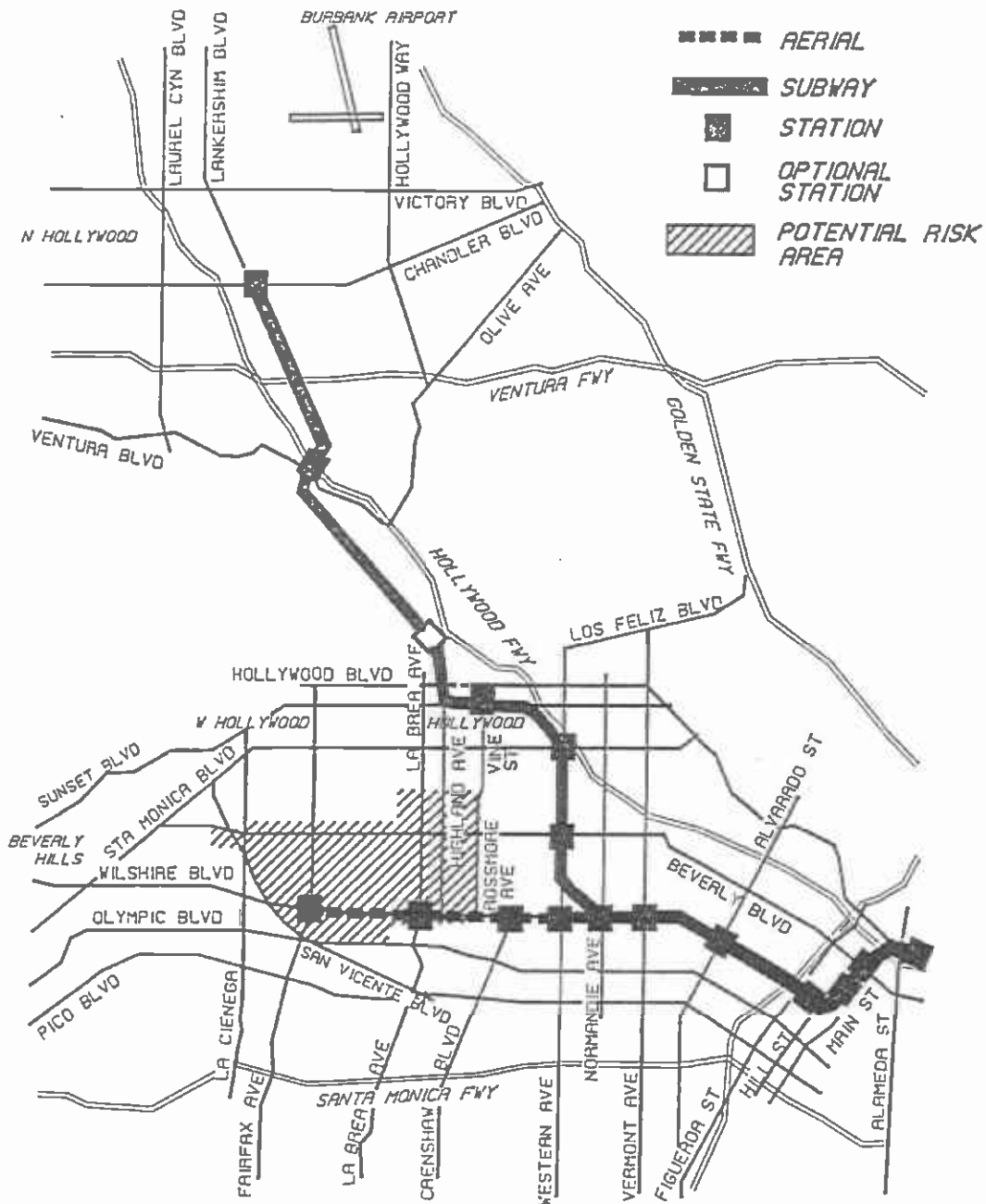


Figure 2-34

TABLE 2-66

CANDIDATE ALIGNMENT 4: MOS-3 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 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/Vine Hollywood Bowl <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

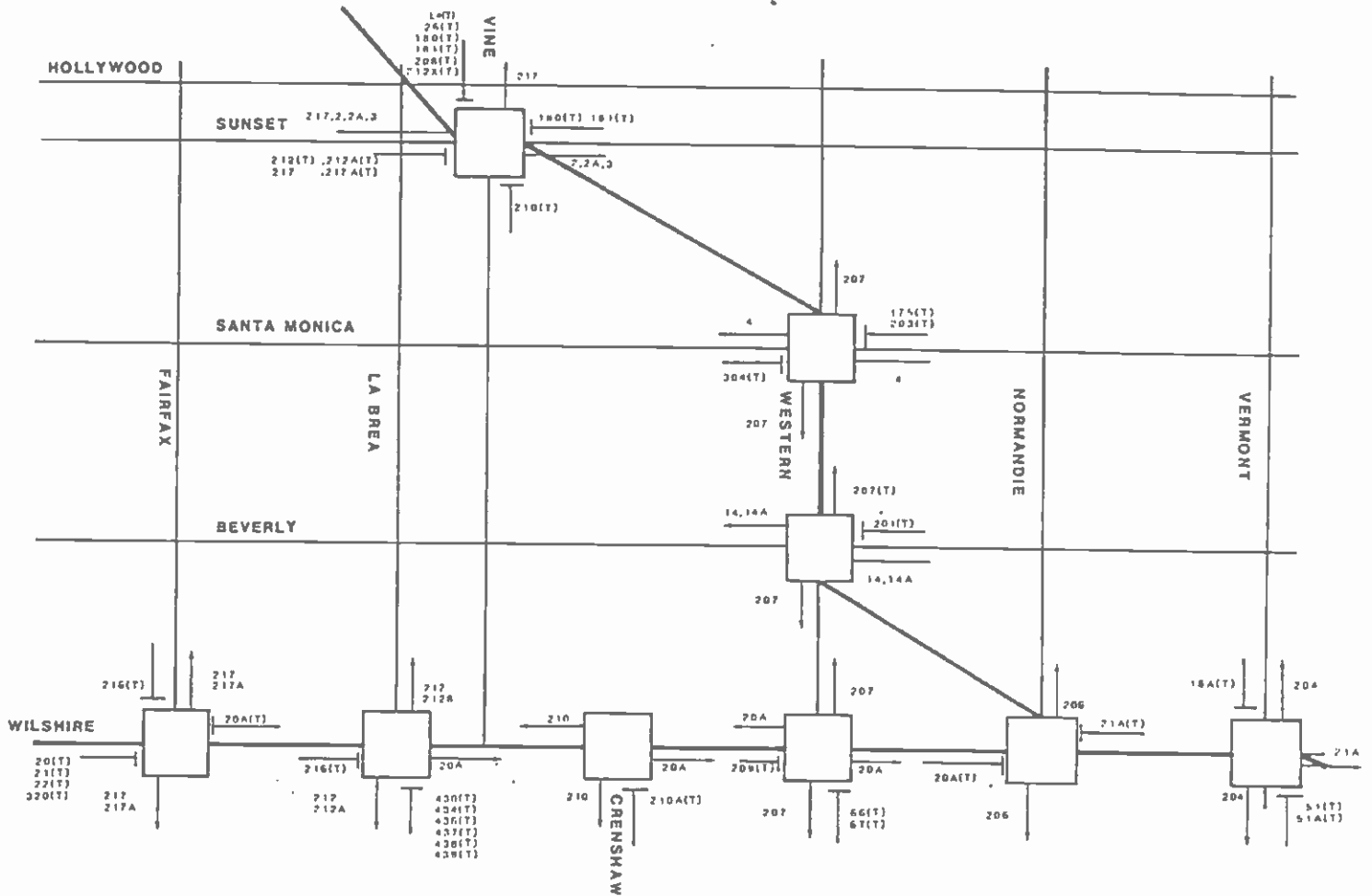


FIGURE 2-35

CANDIDATE ALIGNMENT 5: MOS-3
BUS/STATION INTERFACE

VALLEY STATIONS

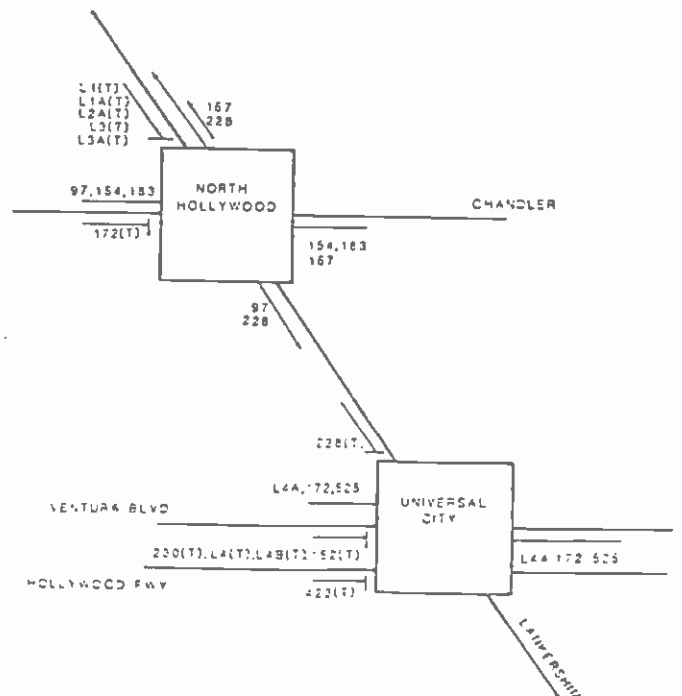


TABLE 2-67

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-3)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Shifts to a short-line operation at Wilshire/Fairfax, terminating at Wilshire/Normandie. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD
o	Regular service at nine minute intervals terminates at Wilshire/Fairfax with a short-line operation resuming at the Wilshire/Normandie Station and running into downtown on twelve minute headways.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
o	Along regular routing, service in the downtown direction terminates at the Wilshire/Fairfax Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE.
o	Franklin Ave. service turns south on Vine and terminates at the Sunset/Vine Station.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE
o	Route extended from its current terminus at Eighth St. and 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 Eighth St. and Western, north on Western two blocks to the Wilshire/Western Station.

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TABLE 2-67 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-3)

Line #	Bus Route/ o Coded Description
180	HOLLYWOOD, GLENDALE, PASADENA VIA COLORADO BLVD. o Turned south off Franklin on Vermont to Sunset and west on Sunset to a terminus at the Sunset/Vine Station.
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE o Turned south off Franklin on Vermont to Sunset to a terminus at the Sunset/Vine Station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE o Service from Silverlake terminated at the Western/Beverly Station.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS o Turns through the Sunset/Vine Station at its southernmost terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA o Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE o Regular service turns around at the Hollywood/Highland Station. An additional short-line spur operating at half hour headways feeds the Wilshire/Crenshaw Station.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD o Regular route terminates on Sunset (short of its Burbank service destination) at the Sunset/Vine Station. A connecting line covers the remainder of regular service to the Lincoln St. & Empire Ave. turnaround in Burbank.

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TABLE 2-67 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-3)

Line #	Bus Route/ o Coded Description
216	PARK LA BREA SHUTTLE
	o New line circulates along Fairfax, 3rd, Hauser, and Wilshire, serving the Wilshire/Fairfax and Wilshire/La Brea Stations.
217	FAIRFAX, HOLLYWOOD BLVD.
	o Serves the Wilshire/Fairfax and Sunset/Vine Stations. A short line at regular service frequency interfaces with the Park La Brea shuttle (Line 216).
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD
	o Service to downtown terminates at the Western/Santa Monica Station.
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD
	o Service to downtown terminates at Wilshire/Fairfax Station.
430	LA-CBD, PACIFIC PALISADES VIA SUNSET BLVD.
	o Service exits the Santa Monica fwy. at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
434	LA-CBD, SANTA MONICA, MALIBU, TRANCAS
	o Service exits the Santa Monica fwy. at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.

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TABLE 2-67 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 5: MOS-3)

Line #	Bus Route/ o Coded Description
436	LA-CBD, VENICE BLVD. - OCEAN PARK TO LA-CBD
o	Service exits the Santa Monica fwy. at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
437	LA CBD, MARINA DEL REY
o	Service exits the Santa Monica fwy. at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
438	LA-CBD, CULVER BLVD., MANHATTAN BEACH
o	Service exits the Santa Monica fwy. at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Station.
439	LA-CBD, LAX, REDONDO BEACH
o	Service exits the Santa Monica fwy. at La Brea and runs north on La Brea to a terminus at the Wilshire/La Brea Stations.
<Valley Branch Lines>	
97	RIVERSIDE DR., SHERMAN OAKS - LA-CBD TO SHERMAN OAKS
o	Service diverted from its east/west Riverside routing, north on Tujunga to the North Hollywood Station and then south on Lankershim to resume regular service along Riverside.
413	LA-CBD, VAN NUYS
o	Full service replaced by local, limited-stop operations feeding the North Hollywood Station.

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TABLE 2-67 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-3)

Line #	Bus Route/ o Coded Description
418	LA-CBD, VAN NUYS, RESEDA, NORTHRIDGE
	o Full service replaced by local, limited-stop operations feeding the North Hollywood Station.
420	LA-CBD, VAN NUYS, NORTHRIDGE
	o Full service replaced by local, limited-stop operations feeding North Hollywood, Universal City, and Hollywood Bowl Stations.
423	LA-CBD, WOODLAND HILLS, WESTLAKE VILLAGE
	o Service cut-back from LA-CBD to a terminus at the Universal City Station.
424	LA-CBD, VENTURA BLVD.
	o Full service replaced by a local, limited-stop operation feeding Universal City via Lankershim.
425	LA-CBD, VENTURA BLVD.
	o Full service replaced by a local, limited-stop operation feeding the Universal City Metro Station via Vineland and Ventura Blvd.
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY
	o Full service replaced by local, limited-stop operations feeding the Universal City and North Hollywood Stations.
427	LA-CBD, TARZANA, WOODLAND HILLS, CANOGA PARK
	o Full service replaced by a local, limited-stop operation feeding Universal City.

TABLE 2-68.1

TRANSIT MODE CHOICE SHARE
CANDIDATE ALIGNMENT 5: MOS-3
(PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	577,739	6.26
Home-Based Non-Work (2)	25,744,944	834,589	3.24
Non-Home Based Other- Other (3)	10,695,989	163,532	1.53
Non-Home Based Work- Other (4)	4,313,397	91,177	2.11
Total (2+3+4)	40,754,330	1,089,298	2.67
TOTAL TRIPS (1+2+3+4)	49,989,286	1,667,037	3.33

TABLE 2-68.2

TRANSIT MODE CHOICE SHARE
CANDIDATE ALIGNMENT 5: MOS-3
(PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	591,326	6.40
Home-Based Non-Work (2)	25,744,944	834,589	3.24
Non-Home Based Other- Other (3)	10,695,989	163,532	1.53
Non-Home Based Work- Other (4)	4,313,397	91,177	2.11
Total (2+3+4)	40,754,330	1,089,298	2.67
TOTAL TRIPS (1+2+3+4)	49,989,286	1,680,624	3.36

TABLE 2-69.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 5: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,227	5,480	1,362	23,881	34,950
CIVIC CENTER	14,770	0	0	13,145	27,915
FIFTH/HILL	33,479	0	0	21,221	54,700
SEVENTH/FLOWER	10,464	0	0	26,172	36,636
WILSHIRE/ALVARADO	19,000	0	3,694	8,517	31,211
WILSHIRE/VERMONT	16,057	0	4,135	27,946	48,138
WILSHIRE/NORMANDIE	8,898	0	1,970	6,631	17,499
WILSHIRE/WESTERN	2,416	0	1,200	5,729	9,345
WILSHIRE/CRENSHAW	2,300	0	2,126	3,035	7,461
WILSHIRE/LA BREA	2,167	0	1,216	4,871	8,254
WILSHIRE/FAIRFAX	2,384	4,572	776	12,515	20,247
HOLLYWOOD BOWL	423	0	136	1,375	1,934
UNIVERSAL CITY	1,334	2,635	463	10,040	14,472
NORTH HOLLYWOOD	246	2,219	361	7,736	10,562
WESTERN.BEVERLY	3,129	0	359	3,604	7,092
WESTERN/SANTA MONICA	3,840	0	725	7,392	11,957
SUNSET/VINE	4,934	0	2,084	10,525	17,543
TOTAL	130,068	14,906	20,607	194,335	359,916

TABLE 2-69.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 5: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,221	3,728	1,417	22,504	31,870
CIVIC CENTER	14,648	0	0	13,169	27,817
FIFTH/HILL	33,133	0	0	21,220	54,353
SEVENTH/FLOWER	10,391	0	0	26,092	36,483
WILSHIRE/ALVARADO	18,972	0	3,694	8,510	31,176
WILSHIRE/VERMONT	16,010	0	4,135	27,916	48,061
WILSHIRE/NORMANDIE	8,883	0	1,970	6,626	17,479
WILSHIRE/WESTERN	2,399	0	1,200	5,721	9,320
WILSHIRE/CRENSHAW	2,290	0	2,126	3,032	7,448
WILSHIRE/LA BREA	2,161	0	1,216	4,878	8,255
WILSHIRE/FAIRFAX	2,378	1,888	949	12,713	17,928
HOLLYWOOD BOWL	422	0	136	1,374	1,932
UNIVERSAL CITY	1,331	2,635	463	10,039	14,468
NORTH HOLLYWOOD	246	2,219	361	7,736	10,562
WESTERN.BEVERLY	3,128	0	359	3,603	7,090
WESTERN/SANTA MONICA	3,836	0	725	7,387	11,948
SUNSET/VINE	4,927	0	2,084	10,525	17,536
TOTAL	129,376	10,470	20,835	193,045	353,726

TABLE 2-69.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 5: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	494	111	27	1,451	2,083
CIVIC CENTER	2,502	0	0	1,422	3,924
FIFTH/HILL	5,460	0	0	3,040	8,500
SEVENTH/FLOWER	1,658	0	0	3,809	5,467
WILSHIRE/ALVARADO	1,761	0	173	672	2,606
WILSHIRE/VERMONT	1,846	0	186	2,386	4,418
WILSHIRE/NORMANDIE	859	0	85	693	1,637
WILSHIRE/WESTERN	358	0	58	607	1,023
WILSHIRE/CRENSHAW	200	0	78	229	507
WILSHIRE/LA BREA	230	0	42	439	711
WILSHIRE/FAIRFAX	404	104	21	1,480	2,009
HOLLYWOOD BOWL	71	0	4	165	240
UNIVERSAL CITY	287	45	10	727	1,069
NORTH HOLLYWOOD	31	41	8	385	465
WESTERN.BEVERLY	293	0	16	361	670
WESTERN/SANTA MONICA	426	0	33	764	1,223
SUNSET/VINE	679	0	91	1,003	1,773
TOTAL	17,559	301	832	19,633	38,325

TABLE 2-69.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 5: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	445	1,348	337	3,678	5,808
CIVIC CENTER	708	0	0	1,556	2,264
FIFTH/HILL	1,457	0	0	1,719	3,176
SEVENTH/FLOWER	500	0	0	1,560	2,060
WILSHIRE/ALVARADO	1,978	0	455	965	3,398
WILSHIRE/VERMONT	1,351	0	542	3,368	5,261
WILSHIRE/NORMANDIE	1,053	0	278	575	1,906
WILSHIRE/WESTERN	193	0	138	706	1,037
WILSHIRE/CRENSHAW	350	0	362	466	1,178
WILSHIRE/LA BREA	275	0	219	795	1,289
WILSHIRE/FAIRFAX	144	1,084	167	1,184	2,579
HOLLYWOOD BOWL	21	0	26	180	227
UNIVERSAL CITY	52	685	113	1,305	2,155
NORTH HOLLYWOOD	19	564	86	1,360	2,029
WESTERN.BEVERLY	272	0	49	431	752
WESTERN/SANTA MONICA	325	0	94	910	1,329
SUNSET/VINE	375	0	288	1,220	1,883
TOTAL	9,518	3,681	3,154	21,978	38,331

TABLE 2-69.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 5: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	492	111	30	1,424	2,057
CIVIC CENTER	2,470	0	0	1,421	3,891
FIFTH/HILL	5,371	0	0	3,035	8,406
SEVENTH/FLOWER	1,640	0	0	3,788	5,428
WILSHIRE/ALVARADO	1,754	0	172	671	2,597
WILSHIRE/VERMONT	1,834	0	186	2,377	4,397
WILSHIRE/NORMANDIE	855	0	85	691	1,631
WILSHIRE/WESTERN	354	0	58	605	1,017
WILSHIRE/CRENSHAW	197	0	78	228	503
WILSHIRE/LA BREA	228	0	42	438	708
WILSHIRE/FAIRFAX	403	102	30	1,488	2,023
HOLLYWOOD BOWL	71	0	4	165	240
UNIVERSAL CITY	286	45	10	726	1,067
NORTH HOLLYWOOD	31	41	8	385	465
WESTERN. BEVERLY	292	0	16	361	669
WESTERN/SANTA MONICA	425	0	33	763	1,221
SUNSET/VINE	677	0	91	1,003	1,771
TOTAL	17,380	299	843	19,569	38,091

TABLE 2-69.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 5: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	445	1,348	343	3,327	5,463
CIVIC CENTER	706	0	0	1,559	2,265
FIFTH/HILL	1,450	0	0	1,721	3,171
SEVENTH/FLOWER	499	0	0	1,558	2,057
WILSHIRE/ALVARADO	1,977	0	455	965	3,397
WILSHIRE/VERMONT	1,350	0	542	3,368	5,260
WILSHIRE/NORMANDIE	1,053	0	278	575	1,906
WILSHIRE/WESTERN	193	0	138	706	1,037
WILSHIRE/CRENSHAW	350	0	362	466	1,178
WILSHIRE/LA BREA	275	0	219	796	1,290
WILSHIRE/FAIRFAX	144	1,084	184	1,205	2,617
HOLLYWOOD BOWL	21	0	26	180	227
UNIVERSAL CITY	52	685	113	1,305	2,155
NORTH HOLLYWOOD	19	564	86	1,360	2,029
WESTERN. BEVERLY	272	0	49	430	751
WESTERN/SANTA MONICA	325	0	94	910	1,329
SUNSET/VINE	375	0	288	1,221	1,884
TOTAL	9,506	3,681	3,177	21,652	38,016

TABLE 2-69.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 5: MOS-3

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,391	5,480	1,362	24,364	35,597
CIVIC CENTER	15,375	0	0	14,257	29,632
FIFTH/HILL	34,634	0	0	24,112	58,746
SEVENTH/FLOWER	10,977	0	0	29,285	40,262
WILSHIRE/ALVARADO	13,711	9,602	1,560	10,910	35,783
WILSHIRE/VERMONT	10,896	5,092	1,605	33,721	51,314
WILSHIRE/NORMANDIE	5,346	2,697	863	10,190	19,096
WILSHIRE/WESTERN	2,166	1,839	523	6,493	11,021
WILSHIRE/CRENSHAW	956	2,665	640	3,634	7,895
WILSHIRE/LA BREA	990	1,136	252	5,528	7,906
WILSHIRE/FAIRFAX	2,532	4,553	769	13,566	21,420
HOLLYWOOD BOWL	586	1,127	174	1,431	3,318
UNIVERSAL CITY	1,465	2,460	439	10,367	14,731
NORTH HOLLYWOOD	265	2,219	361	7,813	10,658
WESTERN.BEVERLY	1,815	470	126	5,299	7,710
WESTERN/SANTA MONICA	3,681	1,701	421	8,947	14,750
SUNSET/VINE	2,632	1,616	445	12,360	17,053
TOTAL	112,418	42,657	9,540	222,277	386,892

TABLE 2-70
 BUS SYSTEM CHARACTERISTICS
Candidate Alignment 5: MOS-3

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	1,883	101,875,906	7,911,252	473,304,410
All Others	555	31,149,453	2,454,500	106,791,660
TOTAL	2,438	133,025,359	10,365,752	580,096,070

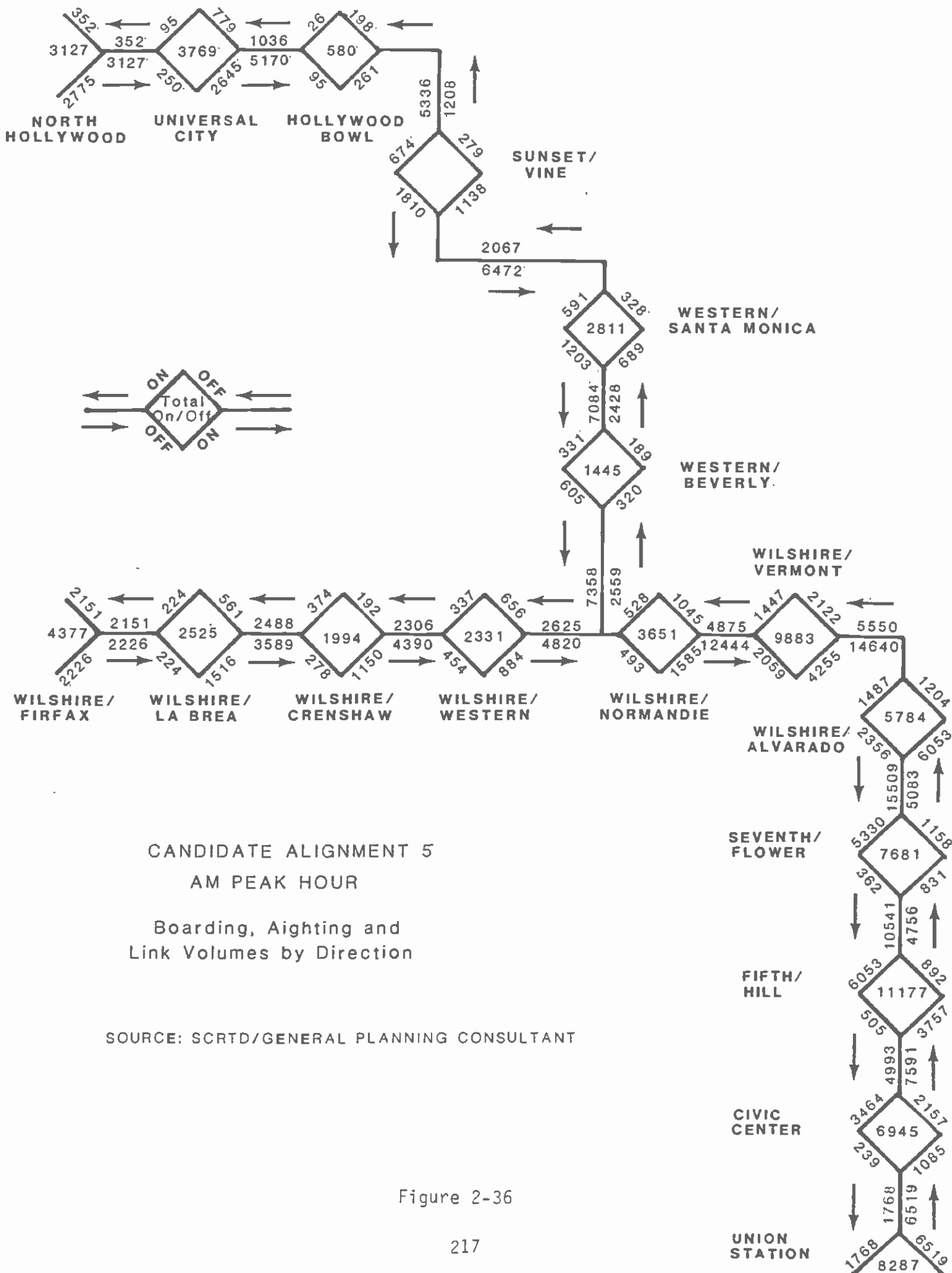


Figure 2-36

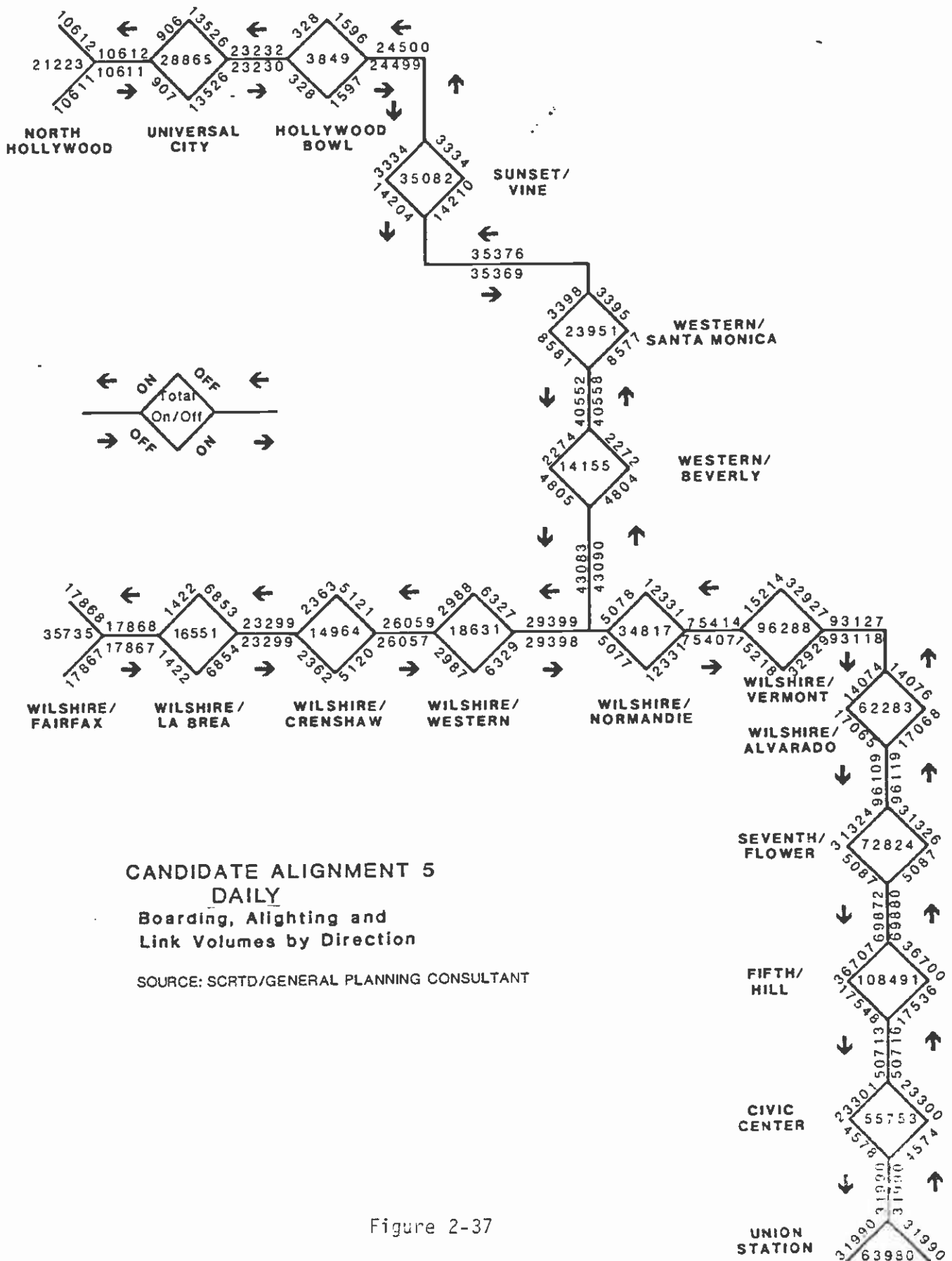


Figure 2-37

2.5.2 Candidate Alignment 5: MOS-2

MOS-2 has eleven stations with temporary terminals at the Wilshire/Western and Sunset/Vine Stations (see Figure 2-38 and Table 2-71). Figure 2-39 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-72. Tables 2-73, 2-74, and 2-75 summarize estimated mode choice, rail station boardings (from-of-arrival) and bus system characteristics for this operable segment as simulated.

CORE STUDY AREA :
CANDIDATE ALIGNMENT 5: MOS 2

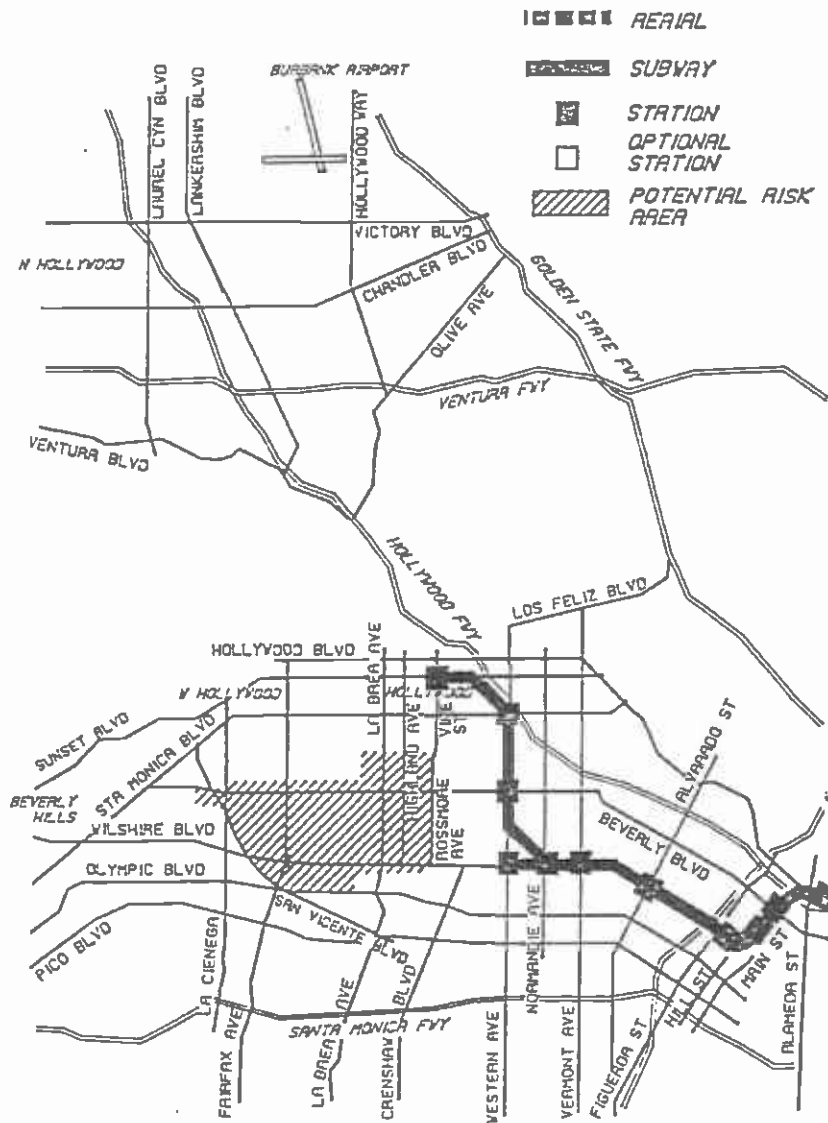


Figure 2-38

TABLE 2-71

CANDIDATE ALIGNMENT 4: MOS-2 - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
VALLEY BRANCH	Western/Beverly Western/Santa Monica Sunset/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.

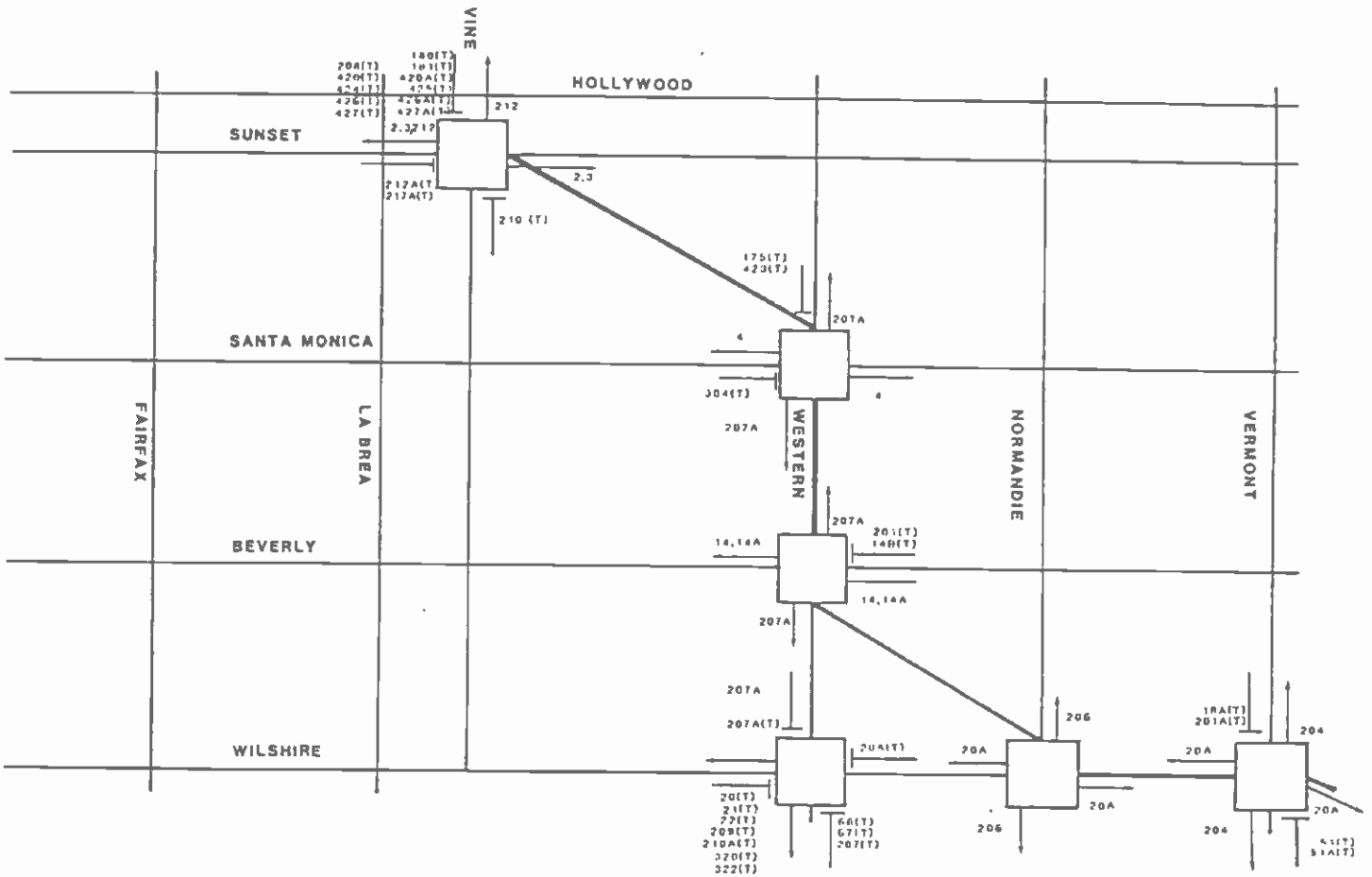


FIGURE 2-39
 CANDIDATE ALIGNMENT 5: MOS-2
 BUS/STATION INTERFACE

TABLE 2-72

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-2)

Line #	Bus Route/ o Coded Description
(West/North Branch Lines)	
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Shifts to a short-line operation at Western, terminating downtown LA. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD o Regular service terminates at Wilshire/Western.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD o Along regular routing, service in the downtown direction terminates at the Wilshire/Western Station.
26	7TH ST., VIRGIL AVE., FRANKLIN AVE. o Franklin Ave. service turns south on Vine and terminates at the Sunset/Vine Station.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE o Route extended from its current terminus at Eighth St. and 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 Eighth St. and 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 and west on Sunset to a terminus at the Sunset/Vine Station.

--continued

TABLE 2-72 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-2)

Line #	Bus Route/ o Coded Description
181	HOLLYWOOD, GLENDALE, PASADENA VIA YOSEMITE DRIVE
o	Turned south off Franklin on Vermont to Sunset and west on Sunset to a terminus at the Sunset/Vine Station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE
o	Service from Silverlake terminated at the Western/Beverly Station.
208	BEACHWOOD SHUTTLE - HOLLYWOOD, HOLLYWOOD HILLS
o	Turns through the Sunset/Vine Station at its southern-most terminus.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA
o	Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western Station.
210	VINE ST., CRENSHAW BLVD. - HOLLYWOOD TO LAWDALE
o	Regular service is turned around at the Sunset/Vine Station. An additional short-line spur operating at half hour headways feeds the Wilshire/Western Station.
212	HOLLYWOOD WAY, LA BREA - BURBANK TO INGLEWOOD
o	Regular route terminates on Sunset (short of its Burbank service destination) at the Sunset/Vine Station. A parallel line covers the remainder of regular service to the Lincoln St. & Empire Ave. turnaround in Burbank.
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD
o	Service to downtown terminates at the Western/Santa Monica Station.

--continued

TABLE 2-72 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-2)

Line #	Bus Route/	o Coded Description
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at Wilshire/Western Station.
322	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at the Wilshire/Western Station.
<Valley Branch Lines>		
420	LA-CBD, VAN NUYS, NORTHRIDGE	
	o	Express service routed south through Cahuenga Pass via Cahuenga Blvd. to Highland; east on Hollywood to Vine, and south on Vine to the Sunset/Vine Station.
423	LA, WOODLAND HILLS, WESTLAKE VILLAGE	
	o	Express service exits the Hollywood Fwy. at Western north of Santa Monica and runs south on Western to the Western/Santa Monica Station.
424	LA-CBD, VENTURA BLVD.	
	o	Express service routed south through Cahuenga Pass via Cahuenga Blvd. to Highland; east on Hollywood to Vine, and south on Vine to the Sunset/Vine Station.
425	LA-CBD, VENTURA BLVD.	
	o	Express service exits the Hollywood Fwy. at Vine and continues south along Vine to a terminus at the Sunset/Vine Station.
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY	
	o	Express service routed south through Cahuenga Pass via Cahuenga Blvd. to Highland; east on Hollywood to Vine, and south on Vine to the Sunset/Vine Station.

--continued

TABLE 2-72 (CONTINUED)
MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-2)

<u>Line #</u>	<u>Bus Route/</u>	<u>o Coded Description</u>
427	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK	
	o	Express service exits the Hollywood Fwy. at Vine and continues south along Vine to a terminus at the Sunset/Vine Station.

TABLE 2-73.1

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 5: MOS-2
 (PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	556,468	6.03
Home-Based Non-Work (2)	25,744,944	826,746	3.21
Non-Home Based Other- Other (3)	10,695,989	162,816	1.52
Non-Home Based Work- Other (4)	4,313,397	91,017	2.11
Total (2+3+4)	40,754,330	1,080,579	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,637,047	3.27

TABLE 2-73.2

TRANSIT MODE CHOICE SHARE
 CANDIDATE ALIGNMENT 5: MOS-2
 (PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	575,570	6.23
Home-Based Non-Work (2)	25,744,944	826,746	3.21
Non-Home Based Other- Other (3)	10,695,989	162,816	1.52
Non-Home Based Work- Other (4)	4,313,397	91,017	2.11
Total (2+3+4)	40,754,330	1,080,579	2.65
TOTAL TRIPS (1+2+3+4)	49,989,286	1,656,149	3.31

TABLE 2-74.1
 DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 CANDIDATE ALIGNMENT 5: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,932	5,432	1,335	23,422	34,121
CIVIC CENTER	12,730	0	0	11,967	24,697
FIFTH/HILL	29,250	0	0	18,547	47,797
SEVENTH/FLOWER	8,842	0	0	22,122	30,964
WILSHIRE/ALVARADO	18,384	0	3,715	7,825	29,924
WILSHIRE/VERMONT	14,565	0	4,232	23,660	42,457
WILSHIRE/NORMANDIE	7,772	0	1,704	6,358	15,834
WILSHIRE/WESTERN	2,990	0	3,169	8,522	14,681
WESTERN/BEVERLY	2,938	0	361	3,742	7,041
WESTERN/SANTA MONICA	4,111	0	1,619	7,002	12,732
SUNSET/VINE	3,751	0	538	15,501	19,790
TOTAL	109,265	5,432	16,673	148,668	280,038

TABLE 2-74.2
 DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
 CANDIDATE ALIGNMENT 5: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,931	3,731	1,400	22,043	31,105
CIVIC CENTER	12,656	0	0	11,991	24,647
FIFTH/HILL	28,989	0	0	18,558	47,547
SEVENTH/FLOWER	8,809	0	0	22,102	30,911
WILSHIRE/ALVARADO	18,372	0	3,715	7,824	29,911
WILSHIRE/VERMONT	14,539	0	4,232	23,640	42,411
WILSHIRE/NORMANDIE	7,764	0	1,704	6,355	15,823
WILSHIRE/WESTERN	2,983	0	3,169	8,511	14,663
WESTERN/BEVERLY	2,938	0	361	3,742	7,041
WESTERN/SANTA MONICA	4,109	0	1,619	6,998	12,726
SUNSET/VINE	3,746	0	538	15,496	19,780
TOTAL	108,836	3,731	16,738	147,260	276,565

TABLE 2-74.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 5: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	444	112	27	1,358	1,941
CIVIC CENTER	2,122	0	0	1,218	3,340
FIFTH/HILL	4,751	0	0	2,557	7,308
SEVENTH/FLOWER	1,376	0	0	3,044	4,420
WILSHIRE/ALVARADO	1,663	0	174	556	2,393
WILSHIRE/VERMONT	1,635	0	191	1,859	3,685
WILSHIRE/NORMANDIE	740	0	74	655	1,469
WILSHIRE/WESTERN	332	0	146	884	1,362
WESTERN/BEVERLY	261	0	17	377	655
WESTERN/SANTA MONICA	359	0	66	544	969
SUNSET/VINE	558	0	11	1,100	1,669
TOTAL	14,241	112	706	14,152	29,211

TABLE 2-74.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 5: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	431	1,332	330	3,653	5,746
CIVIC CENTER	634	0	0	1,481	2,115
FIFTH/HILL	1,295	0	0	1,555	2,850
SEVENTH/FLOWER	440	0	0	1,478	1,918
WILSHIRE/ALVARADO	1,938	0	457	918	3,313
WILSHIRE/VERMONT	1,271	0	552	2,930	4,753
WILSHIRE/NORMANDIE	931	0	234	541	1,706
WILSHIRE/WESTERN	425	0	399	1,022	1,846
WESTERN/BEVERLY	261	0	45	462	768
WESTERN/SANTA MONICA	466	0	242	1,013	1,721
SUNSET/VINE	187	0	134	2,148	2,469
TOTAL	8,279	1,332	2,393	17,201	29,205

TABLE 2-74.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 5: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	444	112	30	1,333	1,919
CIVIC CENTER	2,103	0	0	1,217	3,320
FIFTH/HILL	4,685	0	0	2,557	7,242
SEVENTH/FLOWER	1,368	0	0	3,039	4,407
WILSHIRE/ALVARADO	1,660	0	174	556	2,390
WILSHIRE/VERMONT	1,628	0	191	1,854	3,673
WILSHIRE/NORMANDIE	738	0	74	655	1,467
WILSHIRE/WESTERN	330	0	1,467	882	2,679
WESTERN/BEVERLY	261	0	17	377	655
WESTERN/SANTA MONICA	359	0	66	543	968
SUNSET/VINE	557	0	11	1,099	1,667
TOTAL	14,133	112	2,030	14,112	30,387

TABLE 2-74.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 5: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	431	1,332	336	3,306	5,405
CIVIC CENTER	632	0	0	1,484	2,116
FIFTH/HILL	1,290	0	0	1,557	2,847
SEVENTH/FLOWER	439	0	0	1,478	1,917
WILSHIRE/ALVARADO	1,938	0	457	918	3,313
WILSHIRE/VERMONT	1,270	0	552	2,930	4,752
WILSHIRE/NORMANDIE	931	0	234	541	1,706
WILSHIRE/WESTERN	425	0	399	1,022	1,846
WESTERN/BEVERLY	261	0	45	462	768
WESTERN SANTA MOINICA	486	0	242	1,013	1,741
SUNSET/VINE	187	0	134	2,148	2,469
TOTAL	8,290	1,332	2,399	16,859	28,880

TABLE 2-74.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 5: MOS-2

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,136	5,431	1,337	24,091	34,995
CIVIC CENTER	13,656	0	0	13,614	27,270
FIFTH/HILL	30,914	0	0	22,929	53,843
SEVENTH/FLOWER	9,579	0	0	27,007	36,586
WILSHIRE/ALVARADO	13,390	9,857	1,593	10,648	35,488
WILSHIRE/VERMONT	9,812	5,284	1,667	30,897	47,660
WILSHIRE/NORMANDIE	4,839	2,352	778	10,790	18,759
WILSHIRE/WESTERN	1,858	2,933	1,839	9,871	16,501
WESTERN/BEVERLY	1,831	595	164	5,706	8,296
WESTERN/SANTA MONICA	2,545	3,305	744	8,749	15,343
SUNSET/VINE	2,488	526	256	16,636	19,906
TOTAL	95,048	30,283	8,378	180,938	314,647

TABLE 2-75

BUS SYSTEM CHARACTERISTICS

Candidate Alignment 5: MOS-2

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,038	105,861,320	8,018,258	491,491,409
All Others	563	31,093,836	2,448,758	108,459,018
TOTAL	2,061	136,995,156	10,457,016	600,950,427

2.5.3 Candidate Alignment 5: MOS-2A

MOS-2A has ten stations with temporary terminals at the Wilshire/Western and Western/Santa Monica Stations (see Figure 2-40 and Table 2-76). Figure 2-41 diagrams the bus route/rail station configuration for which individual line modifications to the network coding are described in Table 2-77. Tables 2-78, 2-79, and 2-80 summarize estimated mode choice, rail station boardings (from mode-of-arrival) and bus system characteristics for this operable segment as simulated.

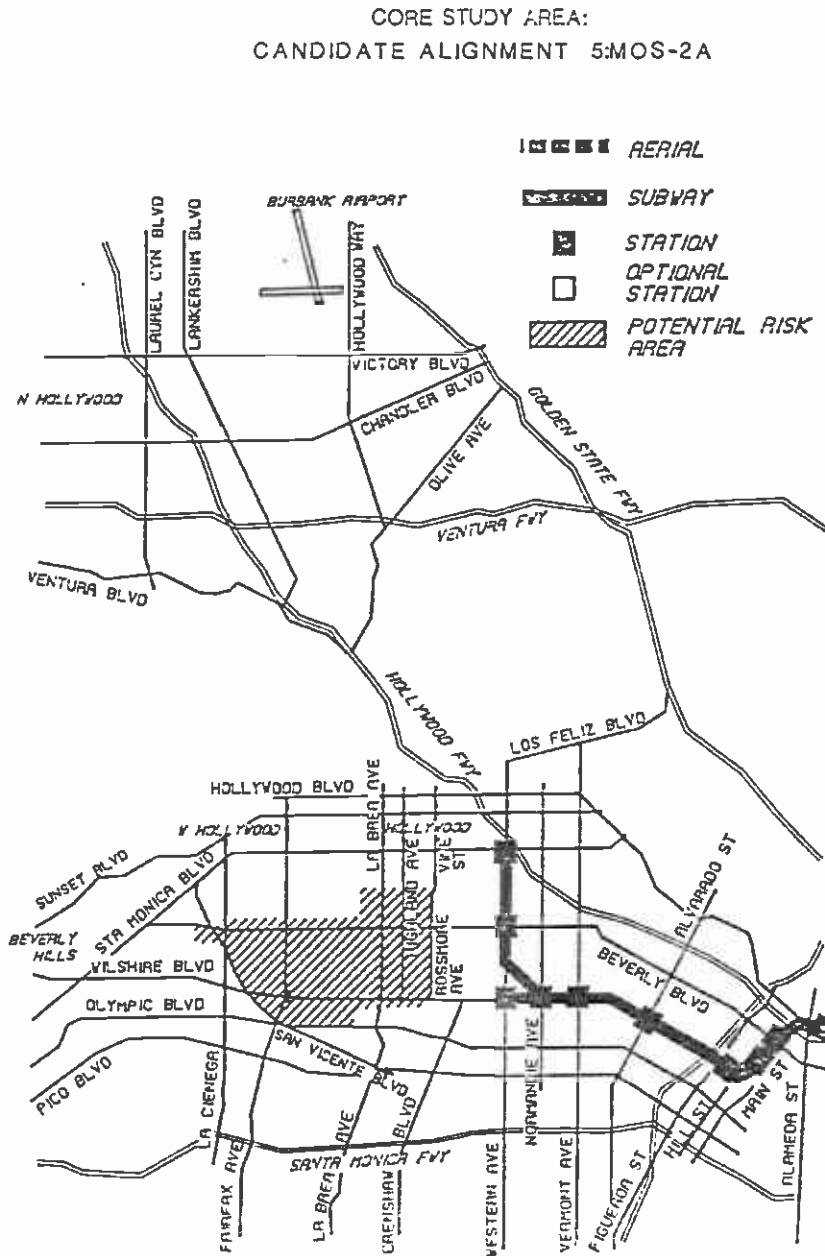


Figure 2-40

TABLE 2-76

CANDIDATE ALIGNMENT 4: MOS-2A - RAIL STATIONS

TRUNK	<P> Union Station Civic Center (1st/Hill) 5th/Hill 7th/Flower Wilshire/Alvarado Wilshire/Vermont
WEST BRANCH	Wilshire/Normandie Wilshire/Western
VALLEY BRANCH	Western/Beverly Western/Santa Monica

<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.

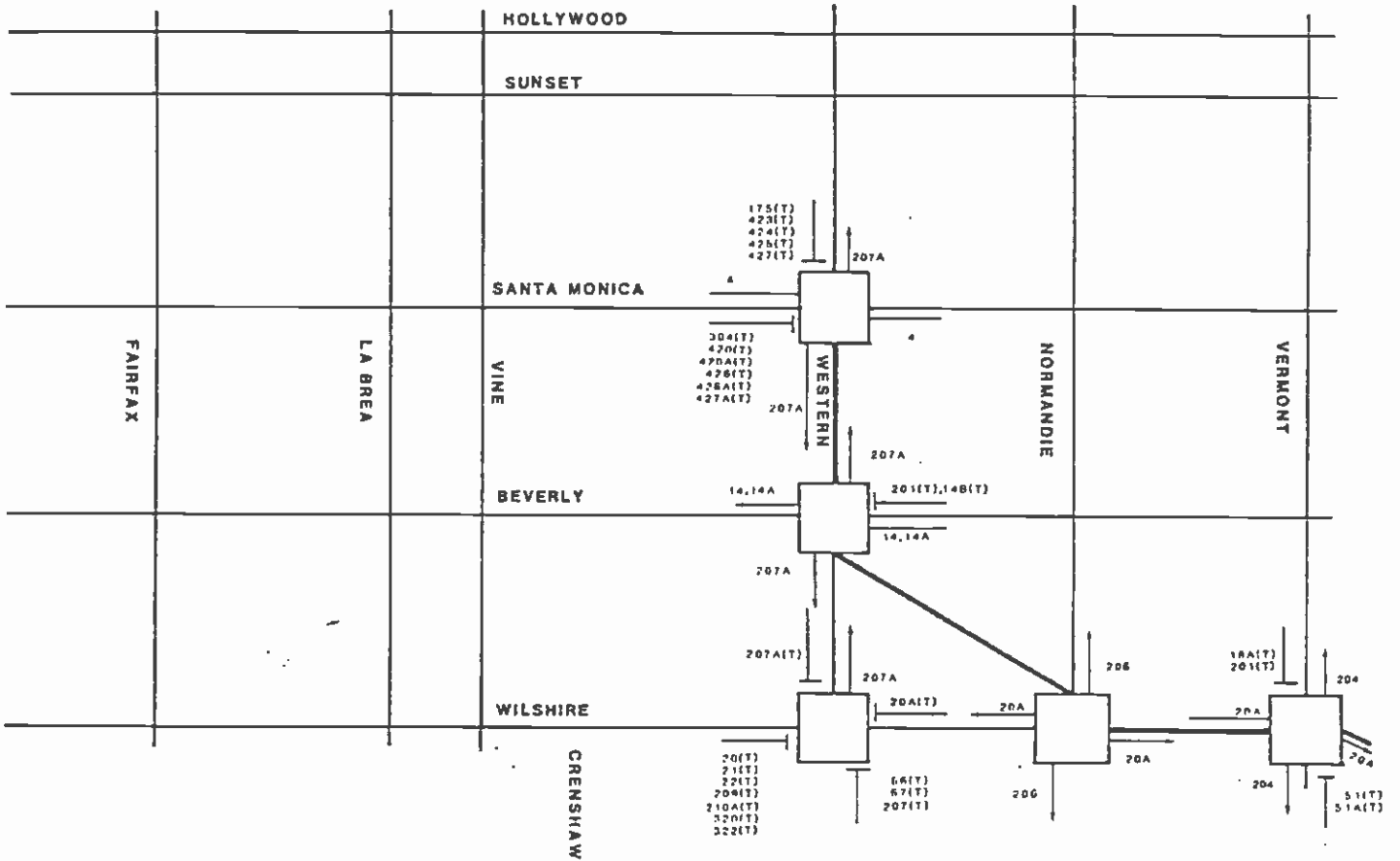


FIGURE 2-41
 CANDIDATE ALIGNMENT 5: MOS-2A
 BUS/STATION INTERFACE

TABLE 2-77

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-2A)

Line #	Bus Route/	o Coded Description
West/North Branch Lines)		
20	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Shifts to a short-line operation at Western, terminating at downtown LA. Short-line headways are ten minutes compared to nine minutes for the regular service.
21	WILSHIRE BLVD., UCLA - UCLA, WESTWOOD TO LA-CBD	
	o	Regular service terminates at Wilshire/Western.
22	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Along regular routing, service in the downtown direction terminates at the Wilshire/Western Station.
66	OLYMPIC BLVD., 8TH ST. - KOREATOWN TO EAST LA COMMERCE	
	o	Route extended from its current terminus at Eighth St. and 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 Eighth St. and Western, north on Western two blocks to the Wilshire/Western Station.
201	SILVERLAKE BLVD. - GLENDALE TO MID-WILSHIRE	
	o	Service from Silverlake terminated at the Western/Beverly Station.
209	VAN NESS, ARLINGTON AVE. - HANCOCK PARK TO GARDENA	
	o	Service turned east from Wilton Pl. & Wilshire (before current turnaround) and routed two blocks east along Wilshire to the Wilshire/Western Station.

--continued

TABLE 2-77 (CONTINUED)

MODIFICATIONS TO BACKGROUND BUS NETWORK
(Candidate Alignment 5: MOS-2A)

Line #	Bus Route/	o Coded Description
304	(LIMITED) SANTA MONICA BLVD. - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at the Western/Santa Monica Station.
320	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at Wilshire/Western Station.
322	WILSHIRE BLVD. - SANTA MONICA TO LA-CBD	
	o	Service to downtown terminates at the Wilshire/Western Station.
<Valley Branch Lines>		
420	LA-CBD, VAN NUYS, NORTHRIDGE	
	o	Express service routed south through Cahuenga Pass via Cahuenga Blvd. to Highland; east on Hollywood to Vine, and south on Vine to Santa Monica and east on Santa Monica to the Western/Santa Monica Station.
423	LA, WOODLAND HILLS, WESTLAKE VILLAGE	
	o	Express service exits the Hollywood Fwy. at Western north of Santa Monica and runs south on Western to the Western/Santa Monica Station.
424	LA-CBD, VENTURA BLVD.	
	o	Express service exits the Hollywood Fwy. at Western north of Santa Monica and runs south on Western to the Western/Santa Monica Station.
425	LA-CBD, VENTURA BLVD.	
	o	Express service exits the Hollywood Fwy. at Western north of Santa Monica and runs south on Western to the Western/Santa Monica Station.

--continued

TABLE 2-77 (CONTINUED)
 MODIFICATIONS TO BACKGROUND BUS NETWORK
 (Candidate Alignment 5: MOS-2A)

Line #	Bus Route/ o Coded Description
426	LA-CBD, WILSHIRE BLVD., SAN FERNANDO VALLEY
o	Express service routed south through Cahuenga Pass via Cahuenga Blvd. to Highland; east on Hollywood to Vine, and south on Vine to Santa Monica and east on Santa Monica to the Western/Santa Monica Station.
427	LA-CBD, TARZANA, WOODLAND HILLS, TARZANA, CANOGA PARK
o	Express service exits the Hollywood Fwy. at Western north of Santa Monica and runs south on Western to the Western/Santa Monica Station.

TABLE 2-78.1

TRANSIT MODE CHOICE SHARE

CANDIDATE ALIGNMENT 5: MOS-2A
(PNR AT LIMITED STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,234,956	556,087	6.02
Home-Based Non-Work (2)	25,744,944	829,946	3.22
Non-Home Based Other- Other (3)	10,695,989	163,245	1.53
Non-Home Based Work- Other (4)	4,313,397	91,305	2.12
Total (2+3+4)	40,754,330	1,084,496	2.66
TOTAL TRIPS (1+2+3+4)	49,989,286	1,640,583	3.28

TABLE 2-78.2

TRANSIT MODE CHOICE SHARE
CANDIDATE ALIGNMENT 5: MOS-2A
(PNR AT ALL NON-CBD STATIONS)

	Total Person Trips	Total Transit Trips	Percent Transit Trips
Home-Based Work (1)	9,345,956	575,107	6.23
Home-Based Non-Work (2)	25,744,944	829,946	3.22
Non-Home Based Other- Other (3)	10,695,989	163,245	1.53
Non-Home Based Work- Other (4)	4,313,397	91,305	2.12
Total (2+3+4)	40,754,330	1,084,496	2.66
TOTAL TRIPS (1+2+3+4)	49,989,286	1,659,603	3.32

TABLE 2-79.1
DAILY RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
CANDIDATE ALIGNMENT 5: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,931	5,419	1,340	23,385	34,075
CIVIC CENTER	12,554	0	0	11,636	24,190
FIFTH/HILL	28,772	0	0	18,193	46,965
SEVENTH/FLOWER	8,730	0	0	21,953	30,683
WILSHIRE/ALVARADO	18,434	0	3,719	7,706	29,859
WILSHIRE/VERMONT	14,079	0	4,229	24,416	42,724
WILSHIRE/NORMANDIE	7,664	0	1,727	6,207	15,598
WILSHIRE/WESTERN	2,862	0	3,169	8,454	14,485
WESTERN/BEVERLY	2,587	0	348	3,336	6,271
WESTERN/SANTA MONICA	3,199	0	2,041	17,989	23,229
TOTAL	102,812	5,419	16,573	143,275	268,079

TABLE 2-79.2
DAILY RAIL TRANSIT BOARDINGS (CONSTRAINED)
CANDIDATE ALIGNMENT 5: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	3,930	3,731	1,406	22,014	31,081
CIVIC CENTER	12,480	0	0	11,655	24,135
FIFTH/HILL	28,511	0	0	18,202	46,713
SEVENTH/FLOWER	8,697	0	0	21,935	30,632
WILSHIRE/ALVARADO	18,420	0	3,719	7,705	29,844
WILSHIRE/VERMONT	14,051	0	4,229	24,395	42,675
WILSHIRE/NORMANDIE	7,655	0	1,727	6,203	15,585
WILSHIRE/WESTERN	2,855	0	3,169	8,444	14,468
WESTERN/BEVERLY	2,586	0	348	3,335	6,269
WESTERN/SANTA MONICA	3,197	0	2,041	17,980	23,218
TOTAL	102,382	3,731	16,639	141,868	264,620

TABLE 2-79.3
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 5: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	441	112	27	1,352	1,932
CIVIC CENTER	2,108	0	0	1,201	3,309
FIFTH/HILL	4,699	0	0	2,551	7,250
SEVENTH/FLOWER	1,352	0	0	3,039	4,391
WILSHIRE/ALVARADO	1,672	0	174	550	2,396
WILSHIRE/VERMONT	1,587	0	191	1,905	3,683
WILSHIRE/NORMANDIE	735	0	76	645	1,456
WILSHIRE/WESTERN	305	0	147	860	1,312
WESTERN/BEVERLY	232	0	16	350	598
WESTERN/SANTA MONICA	346	0	77	1,299	1,722
TOTAL	13,477	112	708	13,752	28,049

TABLE 2-79.4
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (UNCONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 5: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	432	1,328	332	3,647	5,739
CIVIC CENTER	624	0	0	1,438	2,062
FIFTH/HILL	1,272	0	0	1,513	2,785
SEVENTH/FLOWER	437	0	0	1,457	1,894
WILSHIRE/ALVARADO	1,939	0	456	905	3,300
WILSHIRE/VERMONT	1,237	0	550	2,973	4,760
WILSHIRE/NORMANDIE	917	0	236	527	1,680
WILSHIRE/WESTERN	416	0	398	1,019	1,833
WESTERN/BEVERLY	226	0	42	404	672
WESTERN/SANTA MONICA	243	0	335	2,745	3,323
TOTAL	7,743	1,328	2,349	16,628	28,048

TABLE 2-79.5
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF ARRIVAL
 CANDIDATE ALIGNMENT 5: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	441	112	30	1,327	1,910
CIVIC CENTER	2,088	0	0	1,200	3,288
FIFTH/HILL	4,633	0	0	2,550	7,183
SEVENTH/FLOWER	1,344	0	0	3,034	4,378
WILSHIRE/ALVARADO	1,668	0	175	549	2,392
WILSHIRE/VERMONT	1,580	0	191	1,900	3,671
WILSHIRE/NORMANDIE	733	0	76	644	1,453
WILSHIRE/WESTERN	304	0	147	857	1,308
WESTERN/BEVERLY	232	0	16	350	598
WESTERN/SANTA MONICA	345	0	77	1,296	1,718
TOTAL	13,368	112	712	13,707	27,899

TABLE 2-79.6
 PM-PEAK HOUR RAIL TRANSIT BOARDINGS (CONSTRAINED)
 MODE OF DEPARTURE
 CANDIDATE ALIGNMENT 5: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	432	1,328	338	3,296	5,394
CIVIC CENTER	623	0	0	1,440	2,063
FIFTH/HILL	1,267	0	0	1,515	2,782
SEVENTH/FLOWER	436	0	0	1,457	1,893
WILSHIRE/ALVARADO	1,939	0	456	905	3,300
WILSHIRE/VERMONT	1,237	0	550	2,973	4,760
WILSHIRE/NORMANDIE	917	0	236	527	1,680
WILSHIRE/WESTERN	416	0	398	1,019	1,833
WESTERN/BEVERLY	226	0	42	403	671
WESTERN/SANTA MONICA	243	0	335	2,745	3,323
TOTAL	7,736	1,328	2,355	16,280	27,699

TABLE 2-79.7
 PARK AND RIDE ADJUSTED DAILY TRANSIT BOARDINGS
 CANDIDATE ALIGNMENT 5: MOS-2A

STATION	WALK	P/R	K/R	BUS	TOTAL
UNION STATION	4,149	5,419	1,340	24,124	35,032
CIVIC CENTER	13,393	0	0	13,251	26,644
FIFTH/HILL	30,453	0	0	22,431	52,884
SEVENTH/FLOWER	9,450	0	0	26,881	36,331
WILSHIRE/ALVARADO	13,295	9,651	1,553	10,377	34,876
WILSHIRE/VERMONT	9,610	5,307	1,722	31,791	48,430
WILSHIRE/NORMANDIE	4,736	2,346	734	10,982	18,798
WILSHIRE/WESTERN	1,763	8,027	1,892	9,698	21,380
WESTERN/BEVERLY	1,646	711	189	5,223	7,769
WESTERN/SANTA MONICA	2,179	3,591	881	19,337	25,988
TOTAL	90,674	35,052	8,311	174,095	308,132

TABLE 2-80

BUS SYSTEM CHARACTERISTICS

Candidate Alignment 5: MOS-2A

<u>Company</u>	<u>Peak Bus Requirement</u>	<u>Annual VMT</u>	<u>Annual VHT</u>	<u>Annual Passengers</u>
RTD	2,049	107,230,748	8,106,912	498,421,125
All Others	564	31,114,677	2,450,340	108,208,167
TOTAL	2,613	138,345,425	10,557,252	606,629,282